

寄件者: Otto Kan [REDACTED]
寄件日期: 2026年02月11日星期三 13:03
收件者: tpbpd/PLAND
副本: Chi Keong FUNG/PLAND; Andrea Wing Yin YAN/PLAND; Ivan Sze Yuet FUNG/PLAND;
Kenneth To; Pauline Lam
主旨: RE: Planning Application No. Y/FSS/20 - Submission of FI (3)
附件: 20260211_Y_FSS_20_FI (3).pdf
類別: Internet Email

Dear Sir/Madam,

Reference is made to the captioned S12A Application.

On behalf of Applicant, we submit herewith the Further Information (FI) No. 3 to address comments from various Government departments.

Thank you for your kind attention.

Best regards,

Otto Kan
Town Planner

[REDACTED]

By Email

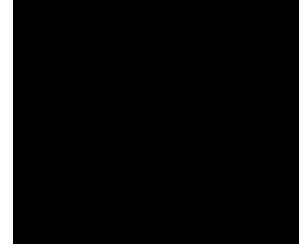
Our Ref: S3165/Sime/25/007Lg

11 February 2026

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



PLANNING LIMITED
規劃顧問有限公司



Dear Sir/Madam,

**Proposed EV Mobility City with Ancillary Staff Quarters and
Talent Accommodation at Various Lots in D.D. 51 and
Adjoining Government Land, Fanling
(Application No. Y/FSS/20)
- Further Information No. 3 -**

Reference is made to the captioned S12A Application submitted to the Town Planning Board ("TPB") on 20 August 2025 and the departmental comments conveyed by Fanling, Sheung Shui & Yuen Long East District Planning Office in January 2026.

In response to the departmental comments from relevant Government Departments, Further Information ("FI") No. 3 has been prepared. This FI submission consists of:

Responses-to-Comments Table

Annex A – Replacement Pages of Environmental Assessment

Annex B – Replacement Pages of Drainage and Sewerage Impact Assessment

Meanwhile, should you have any queries in relation to the above, please do not hesitate to contact Mr Kenneth To or Ms Pauline Lam at [REDACTED] or Mr Otto Kan at [REDACTED].

Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

A handwritten signature in black ink, appearing to read 'Pauline Lam', written over a white background.

Pauline Lam

Encl. Responses-to-Comments Table with Annexes A & B

cc. DPO/FSYLE – Mr C.K. FUNG & Ms Andrea Yan
the Applicant & Team

PL/OK/vy

**S.12A Amendment of Plan Application
Proposed EV Mobility City with Ancillary Staff Quarters
and Talent Accommodation at Various Lots in D.D. 51 and
Adjoining Government Land, Fanling**

(Application No. Y/FSS/20)

Comments	Responses
Comments from Environmental Protection Department (Contact Person: Ms. Trista LAU; Tel: 2835 1152)	
<p>1. the applicant shall confirm noise generating activities would be located away as far as possible from any noise sensitive receivers (esp. the nearby Fanling Area 48 public housing sites) and within the enclosed building. Also, pls. confirm whether noisy operations during sensitive hours (e.g., 11pm to 7am) will be prohibited;</p>	<p>The Proposed Development, which mainly focuses on clean energy and EV, as well as R&D works, is non-polluting in nature. Unlike conventional factory (e.g. car manufacturing), noise impact on the surroundings during operational stage is not expected. Noise generating activities, if any, would be located within the enclosed building and away from any noise sensitive receivers (especially the future public housing development at nearby Fanling Area 48) as far as possible. Also, there will be no noisy operations during night-time period (i.e. 23:00 to 07:00). Please refer to Sections 1.4.3 and 3.7.1 accordingly.</p>
<p>2. the applicant shall confirm there is <u>no chimney</u> induced from the proposed development and there will <u>NOT</u> have any Industrial activities which involve certain polluting industrial processes classified as “specified processes” under Air Pollution Control Ordinance, Cap. 311;</p>	<p>It is confirmed that there is no industrial chimney induced from the Proposed Development and there will not have any industrial activities which involve certain polluting industrial processes classified as “specified processes” under Air Pollution Control Ordinance, Cap. 311. Please refer to Sections 1.4.9 and 4.7.1 accordingly.</p>
<p>3. the applicant shall confirm if the application site will involve Electric Vehicle (EVs) battery handling &/ or disposal. If yes, any environmental licences, like Waste Disposal License under Waste Disposal Ordinance, Cap. 354 will be needed;</p>	<p>It is confirmed that general “after-sale” and downstream services such as changing batteries of electric vehicle (EV) will be carried out in the Proposed Development. Therefore, handling and disposal of waste batteries will be involved. Relevant environmental licences, e.g. Waste Disposal License under Waste Disposal Ordinance, Cap. 353 will be applied in later stages, if needed. Please refer to Section 1.4.10 accordingly.</p>
<p>4. the applicant shall confirm the application site will NOT involve the manufacturing of EV. Instead, pls. advise if the proposal will be only involved for sales, maintenance, testing and laboratory studies of EVs only;</p>	<p>It is confirmed that the Application Site will only involve sales, repair/maintenance, testing and laboratory studies of EVs (i.e. no manufacturing of EV will be involved). Please refer to Sections 1.4.3 and 3.7.1 accordingly.</p>

Comments	Responses
<p>5. the applicant shall further supplement their proposal of green energy and low-altitude aerial vehicles proposals to be used in the site; any manufacturing process? what kind of green energy will be involved;</p>	<p>The low-altitude aerial vehicles will only involve indoor training and research & development, for details please refer to Para. 3.3.2 and Photo 3.1 of SPS. For green energy, it will primarily be electricity and solar energy, and that hydrogen may potentially be provided subject to further review in later stages. The Proposed Development will not involve any manufacturing process. Although the provision of hydrogen will be further reviewed in later stages, it is confirmed that the storage capacity of hydrogen (if any) will not be more than 200 tonnes. As such, this will not fall within the designated projects in Schedule 2 of Environmental Impact Assessment Ordinance (Cap. 499) and application of environmental permit will not be required. Please refer to Section 1.4.3 accordingly.</p>
<p>6. the SIA consultant of the applicant shall explain why the sewerage flowrate in latest SIA (v1.1) is substantially reduced from 390m³ to 297m³. Any change in the assumptions in SIA? Pls. also confirm if there is any detailed SIA during the design stage.</p>	<p>Since the calculation of worker/employee densities have been reviewed and updated in the last submitted SIA report (ref. no.: R9824_v1.1 dated November 2025), the calculated total number of worker/employee and hence the calculated sewerage flowrate for the Proposed Development have also been updated. However, it is clarified that the total GFA of the proposed development remains unchanged.</p>
<p>Comments from Drainage Services Department (Contact Person: Mr. Keith LIU; Tel: 3965 8905)</p>	
<p><u>SIA</u></p>	
<p>1. Appendix 3.1 - Full-bore assumption is adopted in FWD1053666. Please consider any manhole survey is needed to verify.</p>	<p>Manhole survey will be conducted during detailed design stage if found necessary.</p>
<p>2. The SIA report needs to meet the satisfaction of SIG/EPD, the planning authority of sewerage infrastructure.</p>	<p>Noted.</p>
<p><u>DIA</u></p>	
<p>1. Figure 2.1: Please also include the existing and proposed drainage system within the concerned site.</p>	<p>According to the site survey, there is no drainage system observed within the Application Site. The proposed terminal manhole and the proposed peripheral channel have been included in Figure 2.1.</p>
<p>2. Section 2.1: Please advise if there will be any filling of land. If yes, please assess if the filling of land may obstruct the existing overland flow from</p>	<p>The existing ground levels of the Application Site range from 14.6 to 14.9mPD. As per the layout plan, the ground level is set to be 14.75 mPD. Consequently, no land filling is required.</p>

Comments	Responses
<p>the adjacent catchment areas or adversely affect the existing drainage system.</p>	
<p>3. Appendix 3.4 and Section 2.1.3:</p> <ul style="list-style-type: none"> • Please indicate the concerned "uphill catchment" and associated slope drains in Appendix 3.4. • Please provide more detailed description of the proposed internal drains within the site (e.g. alignment, dimension, catchment delineation, capacity check, discharge points, etc. • Please include site photos of the existing drainage system within the site for our reference. 	<ul style="list-style-type: none"> • The uphill catchment and associated slope drains have been indicated in Appendix 3.4. • A peripheral drainage channel has been proposed within the Application Site. The proposed alignment is presented in Figure 2.1, and the corresponding hydraulic calculations have been updated and provided in Appendix 2.1. • According to the site survey, there is no drainage system observed within the Application Site. Please refer to the newly added Appendix 1.1.
<p>Comments from Environment and Ecology Bureau (Contact Person: Mr. Vincent FONG; Tel: 2594 6507)</p>	
<p>To echo with the latest version of the Ch.8 of HKPSG about EV charging facilities and to support the Government's policies in promoting the wider adoption of EVs, the applicant is suggested to comply with the relevant requirement of HKPSG, i.e. EV chargers with output power of not less than 7kW (i.e. medium chargers) should be installed in all parking spaces for private cars, light goods vehicles and motorcycles of the subject site. Please clarify whether each of the parking spaces for private cars, light goods vehicles and motorcycles of the subject site could be provided with at least 7kW EV charging simultaneously (<i>i.e. when all parking spaces for private cars, light goods vehicles and motorcycles are occupied by EVs and are re-charging at the same time, each of the parking spaces could still be provided with at least 7kW EV charging.</i>)</p>	<p>EV charging facilities (medium charging or above subject to further review) are proposed for all parking spaces (except bicycle) within the EV Mobility City. This will be taken into consideration during the detailed design of the proposed development at the next stage. For details, please refer to Para. 5.4.2 of the SPS.</p>

Encl.

Annex A - Replacement Pages for Environmental Assessment

Annex B - Replacement Pages for Drainage and Sewerage Impact Assessment

Compiled by: KTA

Date: 11 February 2026

Annex A

Replacement Pages of Environmental Assessment

Figure 3.2	Locations of Representative Noise Sensitive Receivers for Fixed Noise Impact Assessment
Figure 4.1	Assessment Area of 500m from the Application Site
Figure 4.2	HKPSG Vehicular Emission Buffer Distance for Nearby Road Network
Figure 4.3	Odour Sources Identified within 200m Assessment Area
Figure 5.1	Location of Representative Air and Noise Sensitive Receivers for Construction Phase and Concurrent Construction Works
Figure 5.2	Location of Water Sensitive Receivers

APPENDICES

Appendix 1.1	Layouts and Section of the Proposed Development
Appendix 2.1	Endorsement from Transport Department and Year 2046 Traffic Forecast (15 Years from 2031)
Appendix 2.2	Low Noise Road Surfacing within 300m Assessment Area
Appendix 2.3	Results of Road Traffic Noise Impact Assessment (Base Case Scenario)
Appendix 2.4	Results of Road Traffic Noise Impact Assessment (Mitigated Scenario)
Appendix 3.1	Site Survey Photo Records
Appendix 3.2	Sound Power Levels of Identified Fixed Noise Sources
Appendix 3.3	Results of Fixed Noise Impact Assessment
Appendix 4.1	Odour Survey Record
Appendix 4.2	Correspondence with Environmental Protection Department
Appendix 6.1	Historic Aerial Photo
Appendix 6.2	Correspondence with Various Departments
Appendix 6.3	Screen Capture of BRAVO Record
Appendix 6.4	Site Walkover Checklist
Appendix 6.5	Site Survey Photo Records

- 1.4.2 Onsite survey has been conducted in June 2025 to identify any environmental nuisance. Noisy facilities have been identified within 300m assessment area, including a covered warehouse and a towing company. Quantitative fixed noise impact assessment has been conducted to evaluate the potential fixed noise impact.
- 1.4.3 The development is not environmentally polluting in nature. Should there be any fixed noisy facilities (e.g. fan system, HVAC for retail, GIC, office, showroom/exhibition related uses, clubhouse, hotel) provided in future, it will be designed to follow the HKPSG requirement (i.e. acceptable noise level minus 5 decibels) to ensure that there is no adverse impact on any noise sensitive use in the surrounding. In addition, the Proposed Development, which mainly focuses on clean energy and electric vehicles (EVs), as well as R&D works, is non-polluting in nature. Unlike conventional factory (e.g. car manufacturing), noise impact on the surroundings during operational stage is not expected. Noise generating activities, if any, would be located within the enclosed area of the building and away from any noise sensitive receivers (especially the future public housing development at nearby Fanling Area 48) as far as possible. Also, there will be no noisy operations during night-time period (i.e. 23:00 to 07:00). Moreover, the Application Site will only involve sales, repair/ maintenance, testing and laboratory studies of EVs (i.e. no manufacturing of EVs will be involved). The low-altitude aerial vehicles will only involve indoor training and research & development, for details please refer to Para. 3.3.2 and Photo 3.1 of the Supporting Planning Statement. For green energy, it will primarily be electricity and solar energy, and that hydrogen may potentially be provided subject to further review in later stages. The Proposed Development will not involve any manufacturing process. Although the provision of hydrogen will be further reviewed in later stages, it is confirmed that the storage capacity of hydrogen (if any) will not be more than 200 tonnes. As such, this will not fall within the designated projects in Schedule 2 of Environmental Impact Assessment Ordinance (Cap. 499) and application of environmental permit will not be required.
- 1.4.4 The nearest segment of existing MTR East Rail Line is located over 180m from the Application Site. Given that the buffer separation well exceeds the recommendation (150m) in the HKPSG and no NSR will be facing the existing MTR East Rail Line directly, no adverse railway noise impact on the proposed development is anticipated.

Air Quality

- 1.4.5 With respect to the potential vehicular emission impact, the Application Site is affected by open road emissions from nearby carriageways such as Tai Wo Service Road West, Fanling Highways, Fanling Bypass Eastern Section and Wo Hing Road.
- 1.4.6 The potential odour sources within the 200m assessment area are identified and assessed.
- 1.4.7 There is absence of chimney emission observed in the surrounding.
- 1.4.8 A qualitative air quality impact assessment is prepared to address the potential air quality impact that would be generated from the aforementioned emissions.
- 1.4.9 At the operation stage of the Proposed Development, there is no industrial chimney induced from the Proposed Development and there will not have any industrial activities which involve certain polluting industrial processes classified as "specified processes" under Air Pollution Control Ordinance, Cap. 311.

Waste Management

- 1.4.10 General "after-sale" and downstream services such as changing batteries of EVs will be carried out in the proposed development. Therefore, handling and disposal of waste batteries will be involved. Relevant environmental licences, e.g. Waste Disposal

License under Waste Disposal Ordinance, Cap. 353 will be applied in later stages, if needed.

Construction Phase Environmental Impact

- 1.4.11 The major air quality impact during construction should be fugitive dust impact in relation to dusty activity & emission from dusty materials and gaseous & particulate matter (PM) emissions from the construction vehicles and powered mechanical equipment (PME). Best management practice and practical mitigation measures will be adopted where appropriate.
- 1.4.12 Construction noise is usually generated by using powered mechanical equipment. It will be controlled with reference to relevant technical memorandum. Best Management practice will be adopted where appropriate to suppress the impact.
- 1.4.13 For water quality aspect, during construction of the Proposed Development, water pollution is likely due to sediments, construction runoff and drainage, sewage effluent and liquid spillage if not mitigated. Best management practice will be adopted. No sewage effluent discharge will be allowed. ProPECC PN 2/24 on construction site drainage will be observed and followed.
- 1.4.14 Waste generation during construction will be sorted and handled in compliance with the Waste Disposal Ordinance and regulations.
- 1.4.15 With adequate mitigation measures incorporated during construction of the project, no significant construction phase environmental impact is anticipated. Further discussion on construction phase environmental impact is also included in **Section 5**.

1.5 Organisations of the Report

- 1.5.1 This Environmental Assessment report contains the following chapters: -
- Chapter 2 to evaluate and assess potential road traffic noise impact on the Proposed Development at the Application Site, and propose practicable noise mitigation measures to attenuate the impact;
 - Chapter 3 to evaluate and assess potential fixed noise impact on the Proposed Development at the Application Site, and propose practicable noise mitigation measures to attenuate the impact;
 - Chapter 4 to evaluate the potential air quality impact on the Proposed Development at the Application Site, and propose practicable mitigation measures to attenuate the impact;
 - Chapter 5 to generally discuss potential environmental noise, fugitive dust, water, waste impact during construction of the project and propose effective and practicable mitigation measures to attenuate the impact; and
 - Chapter 6 to discuss the likeliness of land contamination due to historical use of the Application Site and necessity of further investigation.

2. TRAFFIC NOISE IMPACT ASSESSMENT

2.1 Introduction

2.1.1 This road traffic noise impact assessment is prepared to address potential road traffic noise impact on the noise sensitive uses of the Proposed Development and to recommend mitigation measures where practicable to attenuate the impact.

2.2 Assessment Criteria

2.2.1 Noise standards are recommended in the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against noise impact from road traffic.

2.2.2 The Proposed Development comprises staff quarters and residential institution. Staff ancillary and supporting business and training facilities and innovation & technology facilities will be air-conditioned and will not rely on opened window for ventilation.

2.2.3 Under the HKPSG, the criterion for road traffic noise impact on domestic premises (habitable rooms) is $L_{10(1\text{-hour})}$ 70dB(A). This criterion applies to uses which rely on opened windows for ventilation.

2.3 Assessment Methodology

2.3.1 In this assessment, the potential noise impact arising from nearby existing and future road carriageways on the Proposed Development has been assessed based on the proposed master layout plan (MLP).

2.3.2 It involved the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows along existing and future road carriageways situated within or in the vicinity of the Application Site. Calculation of predicted road traffic noise were based on the worst case peak hour traffic flows projected within a 15-year period from the target completion year (Year 2031) of the proposed development.

2.3.3 For worst-case scenario evaluation, the assessment year was chosen to be year 2046, which has the maximum forecasted traffic flow within the 15-year period. The year 2046 traffic forecast data prepared by Project Traffic Consultant and the endorsement from Transport Department are attached in **Appendix 2.1**.

2.3.4 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" (CRTN) was used to predict the hourly $L_{10(1\text{-hour})}$ noise levels generated from road traffic at selected representative NSRs. Practicable environmental mitigation measures have been recommended, where necessary. The predicted noise levels were compared with the relevant HKPSG noise standards.

2.3.5 In this assessment, all roads are assumed of impervious surface except for Fanling Bypass Eastern Section (Road ID: 48 and 49) and part of Tai Wo Service Road West, Pak Wo Road, Fanling Highway Slip Road and Fanling Highway (i.e. Road ID: 1 to 4, 16, 29 and 52) as indicated in **Appendix 2.2**, where pervious surface is assumed. Speed limit of 50 km/hr is assumed for most of the roads, 70km/hr is assumed for part of Jockey Club Road (i.e. Road ID: 24, 26, 28), 80km/hr is assumed Fanling Bypass Eastern Section and part of Fanling Highway (i.e. Road ID: 48, 49 and 53) and 100km/hr is assumed for part of Fanling Highway (i.e. Road ID: 21, 22, 29, 31, 32, 36 and 52).

2.4 Noise Sensitive Receivers

2.4.1 A number of Noise Sensitive Receivers (NSRs), which are likely to be subject to worst road traffic noise impact of the corresponding habitable rooms, were selected for the

3.6 Fixed Noise Impact Assessment Result (Base Case)

- 3.6.1 The predicted cumulative noise level at the representative NSRs under base case scenario (i.e. no noise mitigation measures incorporated) has been calculated and summarized in **Table 3.3**. Detailed calculation is shown in **Appendix 3.3**.
- 3.6.2 According to the result, no exceedance of the relevant noise criteria during day & evening time found.

Table 3.3 Maximum Predicted Fixed Noise Levels for the Representative NSRs (Base Case)

NSR	ASR	Noise Criteria, dB(A)	Predicted Noise Level, dB(A)
		Day & Evening Time	Day & Evening Time
F01	C	70	68
F02	C	70	67
F03	C	70	61

3.7 Fixed Noise from Podium of the Proposed Development

- 3.7.1 In addition to the above noise sources, the Proposed Development includes a 7-storey podium accommodating innovation & technology (I&T) uses and staff ancillary and supporting business and training facilities, which would be enclosed and served with central air-conditioning. It is noted that the detailed design is subject to finetuning and after respective contractors engaged. In all circumstances, requirement to meet HKPSG standard with respect to fixed noise impact will be explicated in the tender document so that future contractors will strictly follow. As such, the surroundings including the village houses and proposed public housing would not be affected by the fixed noise impact (if any) generated by the Proposed Development. **In addition, as mentioned in Section 1.4.3, noise generating activities, if any, would be located within the enclosed area of the building and away from any noise sensitive receivers (especially the future public housing development at nearby Fanling Area 48) as far as possible. Also, there will be no noisy operations during night-time period (i.e. 23:00 to 07:00). Moreover, the Application Site will only involve sales, repair/ maintenance, testing and laboratory studies of EVs (i.e. no manufacturing of EVs will be involved). Therefore, adverse fixed noise impact generated by the Proposed Development on the surrounding NSRs would not be anticipated.**

3.8 Conclusion

- 3.8.1 A fixed noise impact assessment has been carried out. No adverse noise impact on the representative NSRs is envisaged without noise mitigation measure in place.
- 3.8.2 In order to avoid adverse noise impact of the future fixed noise sources onsite on the surrounding NSRs, the future contractor shall ensure that the equipment within the Proposed Development would be designed and installed to meet the HKPSG criteria.

4.7 Potential Air Quality Impact arising from Proposed Development

Operational Phase

- 4.7.1 The Proposed Development at the Application Site is not considered environmentally polluting in nature. The proposed R&D and innovation & technology related uses are primarily focused on EVs with zero air pollutant emissions, which are not expected to result in gaseous emissions or adverse impacts on air quality. In addition, there is no industrial chimney induced from the Proposed Development and there will not have any industrial activities which involve certain polluting industrial processes classified as "specified processes" under Air Pollution Control Ordinance, Cap. 311. No adverse air quality impact on surrounding air sensitive uses is anticipated during its operation.
- 4.7.2 To comply with the requirement stipulated in EPD's Practice Note for Professional Persons – Control of Air Pollution in Car Parks (ProPECC PN 2/96), mitigation measures such as installation of ventilation systems will be equipped for the Ancillary Carpark on B/F in order to minimise the emissions from vehicles inside the Ancillary Carpark. With these mitigation measures and design consideration, the air quality associated with the Proposed Ancillary Carpark is expected to meet the air quality guidelines as given in **Table 4.6**. Moreover, as the proposal is at an early stage, the detailed design (including ventilation system) is not available at this stage. It will be considered to locate the exhaust outlet of the ventilation system away from the nearby air sensitive receivers as far as possible to avoid causing air quality impact during the detailed design stage.

Table 4.6 Concentration Limits

Air Pollutants	Maximum Concentration		
	Averaging Time	Micrograms Per Cubic Metre ($\mu\text{g}/\text{m}^3$)	Parts Per Million (ppm)
CO	5 minutes	115,000	100
NO ₂	5 minutes	1,800	1

4.8 Conclusion

- 4.8.1 As confirmed in site survey, there is no existing and planned industrial source / chimney identified within 200m from the Application Site. No adverse air quality impact from the industrial / chimney emissions is anticipated.
- 4.8.2 The Proposed Development will be designed so that there are no air-sensitive uses of the proposed development, including openable windows and fresh air intake, falling within the buffer zones as stipulated in the HKPSG.
- 4.8.3 According to the findings from the site visit, adverse odour impact on the Application Site would not be anticipated.
- 4.8.4 Control measures stipulated under the Air Pollution Control (Construction Dust) Regulation and good practices will be adopted during construction of the project. It is expected that construction fugitive dust and gaseous emission can be controlled.

7. CONCLUSION

- 7.1.1 An environmental assessment has been conducted for the Proposed Development to address the potential environmental noise, air quality, construction phase environmental impacts and risk of land contamination.

Noise

- 7.1.2 According to the result of road traffic noise impact assessment, no adverse road traffic noise impact due to surrounding roads on the Proposed Development is anticipated with the recommended noise mitigation measures in place. Noise mitigation measures include acoustic window (baffle type).
- 7.1.3 Fixed noise impact assessment has also been conducted. The predicted noise levels of representative NSRs would comply with the criteria as stipulated in NCO. The Proposed Development would not be subject to adverse fixed noise impact. On the other hand, any potentially noisy equipment of the Proposed Development will be designed and installed with adequate noise mitigation measures to comply with the HKPSG standard and NCO. In addition, noise generating activities, if any, would be located within the enclosed area of the building and away from any noise sensitive receivers (especially the future public housing development at nearby Fanling Area 48) as far as possible. Also, there will be no noisy operations during night-time period (i.e. 23:00 to 07:00). Moreover, the Application Site will only involve sales, repair/ maintenance, testing and laboratory studies of EVs (i.e. no manufacturing of EVs will be involved). Therefore, adverse fixed noise impact generated by the Proposed Development on the surrounding NSRs would not be anticipated.

Air Quality

- 7.1.4 As confirmed in site survey, there is no existing and planned industrial source / chimney identified within 200m from the Application Site. The Proposed Development will be designed so that there are no air-sensitive uses of the proposed development, including openable windows and fresh air intake, falling within the buffer zones as stipulated in the HKPSG. Therefore, no adverse air quality impact on the Proposed Development would be anticipated. In addition, there is no industrial chimney induced from the Proposed Development and there will not have any industrial activities which involve certain polluting industrial processes classified as "specified processes" under Air Pollution Control Ordinance, Cap. 311. No adverse air quality impact on surrounding air sensitive uses is anticipated during its operation.

Construction Phase Environmental Impact

- 7.1.5 Potential environmental impacts arising from construction activities of the Proposed Development, including air quality, construction wastewater, noise and waste impacts have been qualitatively assessed. Potential environmental impacts are anticipated to be insignificant with the implementation of effective environmental mitigation measures.

Land Contamination

- 7.1.6 Based on the land contamination appraisal, further investigation of potential land contamination problem is considered necessary due to its historic business nature (i.e. factory). Potential land contamination issues need to be ascertained in later stage according to the findings. A Contamination Assessment Plan (CAP) and subsequently, Contamination Assessment Report (CAR) and Remediation Action Plan (RAP) will be prepared in later stages to identify the potential land contamination issues at the Application Site. Further land contamination assessment and/or remediation works (if necessary) shall be completed before commencement of any construction works for the Proposed Development, in accordance with relevant guidelines issues by

Appendix 2.1 **Endorsement from Transport Department and Year 2046 Traffic
Forecast (15 Years from 2031)**

/o=First Organization/ou=Exchange Administrative Group(FYDIBOHF23SPDLT)/cn=Recipien

From: Chi Hang POON <chihangpoon@td.gov.hk>
Sent: Monday, 12 January 2026 17:53
To: CKM Asia
Subject: Fw: s12A Rezoning Application for Proposed EV Mobility City at Tai Wo Service Road West - Traffic Forecast for Noise Impact Assessment

Dear Eric,

No further comment please.

Regards,
Gary C H POON
E/North 2
Tel: 2399 2549

----- Forwarded by Chi Hang POON/TD/HKSARG on 09/01/2026 07:20 pm -----

From: "CKM Asia" <mail@ckmasia.com.hk>
To: "chihangpoon@td.gov.hk" <chihangpoon@td.gov.hk>
Date: 09/01/2026 11:06 am
Subject: FW: s12A Rezoning Application for Proposed EV Mobility City at Tai Wo Service Road West - Traffic Forecast for Noise Impact Assessment

Dear Mr. Poon,

We spoke just now regarding the Rezoning Application Y/FSS/20.

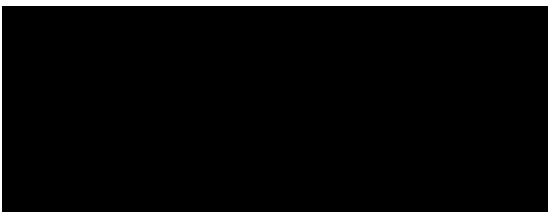
In addition to the FI on TIA provided to you by PlanD, the attached letter on Traffic Forecast for Noise Impact Assessment was also directly submitted to your office.

In view of the tight deadline associated with the captioned application, your earliest review and reply in writing with no further comment is much appreciated.

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

Thank you for your attention.

Regards,
Eric WONG



From: CKM Asia
Sent: Friday, 19 December 2025 16:10
To: 'jeffreylam@td.gov.hk'
Subject: RE: s12A Rezoning Application for Proposed EV Mobility City at Tai Wo Service Road West - Traffic Forecast for Noise Impact Assessment

Dear Jeffrey,

We refer to the captioned and the comment provided in your attached letter dated 9 December 2025.

We write to submit our letter (CKM Ref: J7411/8) with responses and the revised Technical Note for your further review. The original hardcopy is being posted to your attention.

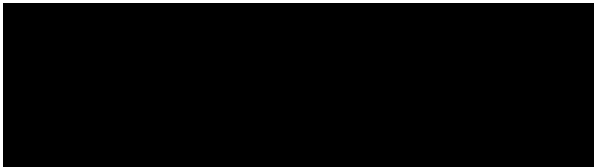
With the response provided, we believe we have fully addressed your comment. In view of the tight deadline associated with the captioned rezoning application, your earliest feedback in writing with no further comment is much appreciated.

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

Thank you for your attention.

Regards,
Eric WONG

CKM Asia Limited



From: CKM Asia
Sent: Tuesday, 30 September 2025 17:53
To: 'jeffreylam@td.gov.hk'
Subject: RE: s12A Rezoning Application for Proposed EV Mobility City at Tai Wo Service Road West - Traffic Forecast for Noise Impact Assessment

Dear Mr. Lam,

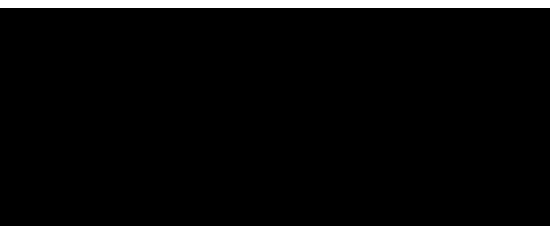
We refer to our e-mail on 19th August 2025 with attached submission. We tried to call your office in the past few days to follow-up, but has been unsuccessful.

It is much appreciated if your feedback can be provided at the earliest convenience, or please call back when available.

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

Thank you for your attention.

Regards,
Eric WONG



From: CKM Asia
Sent: Tuesday, 19 August 2025 16:19
To: 'jeffreylam@td.gov.hk'
Subject: s12A Rezoning Application for Proposed EV Mobility City at Tai Wo Service Road West - Traffic Forecast for Noise Impact Assessment

Dear Mr. Lam

CKM Asia Limited is the Traffic Consultant engaged by the Applicant for the captioned project.

We are writing to submit attached letter for your perusal, and the original hardcopy is being posted to your attention.

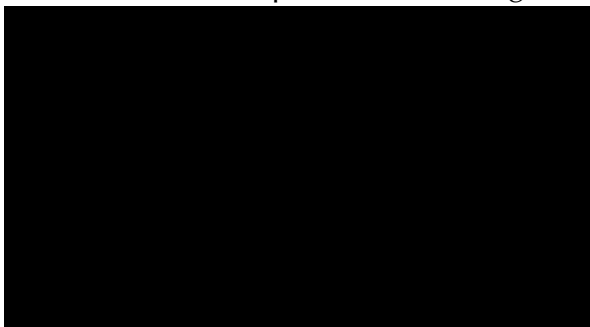
It is much appreciated if you can review and provide your feedback at your earliest convenience.

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

Thank you for your attention.

Regards,
Eric WONG

CKM Asia Limited
Traffic and Transportation Planning Consultant



[attachment "J7411_8 and J7411_EAS_FR_R2.pdf" deleted by Chi Hang POON/TD/HKSARG] [attachment "J7411 (2025 12 18) Ltr from TD (Cmt on Traffic Forecast).pdf" deleted by Chi Hang POON/TD/HKSARG]

TABLE – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2046 TRAFFIC FORECAST

Date: 17 December 2025

Job No.: J7411

Link ID	Road Section	From Road	To Road	AM Peak Hour		
				Traffic Flows (veh/hr)	Vehicle Composition	
					LV	HV
L001	Tai Wo Service Road West (NB)	Planned Road in Area 48 (NB)	Kiu Tau Road	150	50.4%	49.6%
L002	Tai Wo Service Road West (SB)	Kiu Tau Road	Planned Road in Area 48 (NB)	200	55.8%	44.2%
L003	Wo Hing Road (SB)	Unnamed Planned Road	Pak Wo Road Slip Road	400	72.9%	27.1%
L004	Wo Hing Road (NB)	Pak Wo Road Slip Road	Unnamed Planned Road	350	71.3%	28.7%
L005	Planned Road in Area 48 (NB)	Cul-de-sac	Tai Wo Service Road West	250	85.6%	14.4%
L006	Planned Road in Area 48 (SB)	Tai Wo Service Road West	Cul-de-sac	200	85.5%	14.5%
L007	Wo Hing Road (SB)	Wo Hing Road	Wo Hing Road Carpark	350	72.4%	27.6%
L008	Wo Hing Road (NB)	Wo Hing Road Carpark	Wo Hing Road	700	75.2%	24.8%
L009	Wo Hing Road Open Car Park	Wo Hing Road	Wo Hing Road Carpark	50	58.1%	41.9%
L010	Wo Hing Road Open Car Park	Wo Hing Road Carpark	Wo Hing Road	100	54.8%	45.2%
L011	Wo Hing Road (SB)	Wo Hing Road Open Car Park	Wo Ka Lau Road	350	71.2%	28.8%
L012	Wo Hing Road (NB)	Wo Ka Lau Road	Wo Hing Road Open Car Park	700	75.6%	24.4%
L013	Pak Wo Road (WB)	Fanling Highway (NB) Slip Road	Wah Ming Road	1,250	80.1%	19.9%
L014	Pak Wo Road (EB)	Yat Ming Road	Fanling Highway (NB) Slip Road	850	74.8%	25.2%
L015	Fanling Highway (NB) Slip Road	Fanling Highway	Pak Wo Road (WB)	650	71.6%	28.4%
L016	Fanling Highway (NB) Slip Road	Fanling Highway	Pak Wo Road (EB)	1,050	87.3%	12.7%
L017	Pak Wo Road (WB)	Wo Hing Road	Fanling Highway (NB) Slip Road	250	47.4%	52.6%
L018	Pak Wo Road (EB)	Fanling Highway (NB) Slip Road	Wo Hing Road	1,450	73.4%	26.6%
L019	Pak Wo Road (WB)	Jockey Club Road	Wo Hing Road	550	62.7%	37.3%
L020	Pak Wo Road (EB)	Wo Hing Road	Fanling Highway (SB) Slip Road	2,200	74.6%	25.4%
L021	Fanling Highway (NB) Slip Road	Fanling Highway	Pak Wo Road (WB)	4,700	74.0%	26.0%
L022	Fanling Highway (NB)	Fanling Highway (NB) Slip Road	So Kwun Po Road	4,100	74.6%	25.4%
L023	Jockey Club Road (NB)	Pak Wo Road	San Wan Road	1,450	73.2%	26.8%
L024	Jockey Club Road (SB)	Yuk Tong Path	Jockey Club Road	1,600	71.9%	28.1%
L025	Jockey Club Road (SB)	Fanling Highway (SB) Slip Road	Fanling Highway (SB) Slip Road	550	62.7%	37.3%
L026	Fanling Highway (SB) Slip Road	Jockey Club Road	Fanling Highway	1,050	76.2%	23.8%
L027	Fanling Highway (SB) Slip Road	Jockey Club Road	Fanling Highway	750	77.3%	22.7%
L028	Fanling Highway (SB) Slip Road	Fanling Highway (SB) Slip Road	Fanling Highway	1,800	76.7%	23.3%
L029	Fanling Highway (SB)	So Kwun Po Road	Fanling Highway (SB) Slip Road	4,050	72.7%	27.3%
L030	>> Link ID Not Used <<					
L031	Fanling Highway (NB)	Fanling Bypass	Fanling Highway (NB) Slip Road	5,700	76.4%	23.6%
L032	Fanling Highway (SB)	Wo Hop Shek Interchange	Fanling Highway Slip Road	5,800	73.7%	26.3%
L033	Tai Wo Service Road East (WB)	Fanling Highway Slip Road	Tai Wo Service Road East	50	78.4%	21.6%
L034	Tai Wo Service Road East (EB)	Tai Wo Service Road East	Fanling Highway Slip Road	50	75.6%	24.4%
L035	Fanling Highway Slip Road (SB)	Fanling Highway Slip Road	Tai Wo Service Road East Slip Road	700	59.6%	40.4%
L036	Fanling Highway (SB)	Fanling Highway Slip Road	Fanling Highway Slip Road	5,150	75.5%	24.5%
L037	Fanling Highway Slip Road (SB)	Tai Wo Service Road East Slip Road	Fanling Highway	250	61.4%	38.6%
L038	Tai Wo Service Road East Slip Road (NB)	Fanling Highway Slip Road	Tai Wo Service Road East	200	85.4%	14.6%
L039	Tai Wo Service Road East Slip Road (SB)	Tai Wo Service Road East	Fanling Highway Slip Road	200	80.8%	19.2%
L040	Tai Wo Service Road East (WB)	Tai Wo Service Road East Slip Road	Unnamed Slip Road	200	83.5%	16.5%
L041	Tai Wo Service Road East (EB)	Unnamed Slip Road	Tai Wo Service Road East Slip Road	150	88.8%	11.2%
L042	Unnamed Road (WB)	Unnamed Road	Unnamed Road	50	50.0%	50.0%
L043	Unnamed Road (EB)	Unnamed Road	Unnamed Road	50	76.9%	23.1%
L044	Unnamed Road (NB)	Wo Ka Lau Road	Unnamed Road	50	72.7%	27.3%
L045	Unnamed Road (SB)	Unnamed Road	Wo Ka Lau Road	50	64.3%	35.7%
L046	Wo Hop Shek Road (NB)	Wo Ka Lau Road	Wo Hop Shek Road	50	75.0%	25.0%
L047	Wo Hop Shek Road (SB)	Wo Hop Shek Road	Wo Ka Lau Road	50	66.7%	33.3%
L048	Fanling Bypass (NB)	Fanling Highway	Sha Tau Kok Road Interchange	1,100	71.3%	28.7%
L049	Fanling Bypass (SB)	Fanling Bypass Roundabout	Fanling Highway	1,850	70.9%	29.1%
L050	Wo Hing Road (EB)	Pak Wo Road	Wo Hing Road	300	74.5%	25.5%
L051	Wo Hing Road (WB)	Wo Hing Road	Pak Wo Road	750	76.4%	23.6%
L052	Fanling Highway (NB)	Heung Yuen Wai Highway	Fanling Bypass	6,800	75.6%	24.4%
L053	Fanling Highway (SB)	Tai Wo Service Road East Slip Road	Fanling Bypass	450	57.3%	42.7%

Note: "LV" includes motorcycle, private car and taxi

"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

TABLE – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2046 TRAFFIC FORECAST

Date: 17 December 2025

Job No.: J7411

Link ID	Road Section	From Road	To Road	PM Peak Hour		
				Traffic Flows (veh/hr)	Vehicle Composition	
					LV	HV
L001	Tai Wo Service Road West (NB)	Planned Road in Area 48 (NB)	Kiu Tau Road	150	50.0%	50.0%
L002	Tai Wo Service Road West (SB)	Kiu Tau Road	Planned Road in Area 48 (NB)	200	64.6%	35.4%
L003	Wo Hing Road (SB)	Unnamed Planned Road	Pak Wo Road Slip Road	350	75.7%	24.3%
L004	Wo Hing Road (NB)	Pak Wo Road Slip Road	Unnamed Planned Road	350	71.7%	28.3%
L005	Planned Road in Area 48 (NB)	Cul-de-sac	Tai Wo Service Road West	150	88.1%	11.9%
L006	Planned Road in Area 48 (SB)	Tai Wo Service Road West	Cul-de-sac	200	88.1%	11.9%
L007	Wo Hing Road (SB)	Wo Hing Road	Wo Hing Road Carpark	250	63.6%	36.4%
L008	Wo Hing Road (NB)	Wo Hing Road Carpark	Wo Hing Road	500	70.4%	29.6%
L009	Wo Hing Road Open Car Park	Wo Hing Road	Wo Hing Road Carpark	100	73.7%	26.3%
L010	Wo Hing Road Open Car Park	Wo Hing Road Carpark	Wo Hing Road	50	65.8%	34.2%
L011	Wo Hing Road (SB)	Wo Hing Road Open Car Park	Wo Ka Lau Road	250	61.5%	38.5%
L012	Wo Hing Road (NB)	Wo Ka Lau Road	Wo Hing Road Open Car Park	500	70.5%	29.5%
L013	Pak Wo Road (WB)	Fanling Highway (NB) Slip Road	Wah Ming Road	950	70.3%	29.7%
L014	Pak Wo Road (EB)	Yat Ming Road	Fanling Highway (NB) Slip Road	750	76.3%	23.7%
L015	Fanling Highway (NB) Slip Road	Fanling Highway	Pak Wo Road (WB)	950	73.5%	26.5%
L016	Fanling Highway (NB) Slip Road	Fanling Highway	Pak Wo Road (EB)	650	71.3%	28.7%
L017	Pak Wo Road (WB)	Wo Hing Road	Fanling Highway (NB) Slip Road	300	68.7%	31.3%
L018	Pak Wo Road (EB)	Fanling Highway (NB) Slip Road	Wo Hing Road	1,650	74.8%	25.2%
L019	Pak Wo Road (WB)	Jockey Club Road	Wo Hing Road	600	69.1%	30.9%
L020	Pak Wo Road (EB)	Wo Hing Road	Fanling Highway (SB) Slip Road	2,150	75.2%	24.8%
L021	Fanling Highway (NB) Slip Road	Fanling Highway	Pak Wo Road (WB)	4,950	66.4%	33.6%
L022	Fanling Highway (NB)	Fanling Highway (NB) Slip Road	So Kwun Po Road	4,050	64.9%	35.1%
L023	Jockey Club Road (NB)	Pak Wo Road	San Wan Road	1,450	71.8%	28.2%
L024	Jockey Club Road (SB)	Yuk Tong Path	Jockey Club Road	1,500	77.5%	22.5%
L025	Jockey Club Road (SB)	Fanling Highway (SB) Slip Road	Fanling Highway (SB) Slip Road	600	69.1%	30.9%
L026	Fanling Highway (SB) Slip Road	Jockey Club Road	Fanling Highway	950	82.0%	18.0%
L027	Fanling Highway (SB) Slip Road	Jockey Club Road	Fanling Highway	700	82.4%	17.6%
L028	Fanling Highway (SB) Slip Road	Fanling Highway (SB) Slip Road	Fanling Highway	1,650	82.1%	17.9%
L029	Fanling Highway (SB)	So Kwun Po Road	Fanling Highway (SB) Slip Road	4,150	78.3%	21.7%
L030	>> Link ID Not Used <<					
L031	Fanling Highway (NB)	Fanling Bypass	Fanling Highway (NB) Slip Road	5,600	67.0%	33.0%
L032	Fanling Highway (SB)	Wo Hop Shek Interchange	Fanling Highway Slip Road	5,750	79.3%	20.7%
L033	Tai Wo Service Road East (WB)	Fanling Highway Slip Road	Tai Wo Service Road East	50	63.3%	36.7%
L034	Tai Wo Service Road East (EB)	Tai Wo Service Road East	Fanling Highway Slip Road	100	64.3%	35.7%
L035	Fanling Highway Slip Road (SB)	Fanling Highway Slip Road	Tai Wo Service Road East Slip Road	500	56.5%	43.5%
L036	Fanling Highway (SB)	Fanling Highway Slip Road	Fanling Highway Slip Road	5,250	81.5%	18.5%
L037	Fanling Highway Slip Road (SB)	Tai Wo Service Road East Slip Road	Fanling Highway	150	58.6%	41.4%
L038	Tai Wo Service Road East Slip Road (NB)	Fanling Highway Slip Road	Tai Wo Service Road East	150	71.8%	28.2%
L039	Tai Wo Service Road East Slip Road (SB)	Tai Wo Service Road East	Fanling Highway Slip Road	100	80.2%	19.8%
L040	Tai Wo Service Road East (WB)	Tai Wo Service Road East Slip Road	Unnamed Slip Road	100	92.3%	7.7%
L041	Tai Wo Service Road East (EB)	Unnamed Slip Road	Tai Wo Service Road East Slip Road	100	77.3%	22.7%
L042	Unnamed Road (WB)	Unnamed Road	Unnamed Road	50	81.8%	18.2%
L043	Unnamed Road (EB)	Unnamed Road	Unnamed Road	50	100.0%	0.0%
L044	Unnamed Road (NB)	Wo Ka Lau Road	Unnamed Road	50	71.4%	28.6%
L045	Unnamed Road (SB)	Unnamed Road	Wo Ka Lau Road	50	26.7%	73.3%
L046	Wo Hop Shek Road (NB)	Wo Ka Lau Road	Wo Hop Shek Road	50	0.0%	100.0%
L047	Wo Hop Shek Road (SB)	Wo Hop Shek Road	Wo Ka Lau Road	50	0.0%	100.0%
L048	Fanling Bypass (NB)	Fanling Highway	Sha Tau Kok Road Interchange	1,250	69.2%	30.8%
L049	Fanling Bypass (SB)	Fanling Bypass Roundabout	Fanling Highway	1,100	74.3%	25.7%
L050	Wo Hing Road (EB)	Pak Wo Road	Wo Hing Road	250	68.0%	32.0%
L051	Wo Hing Road (WB)	Wo Hing Road	Pak Wo Road	500	76.5%	23.5%
L052	Fanling Highway (NB)	Heung Yuen Wai Highway	Fanling Bypass	6,800	67.3%	32.7%
L053	Fanling Highway (SB)	Tai Wo Service Road East Slip Road	Fanling Bypass	300	57.0%	43.0%

Note: "LV" includes motorcycle, private car and taxi

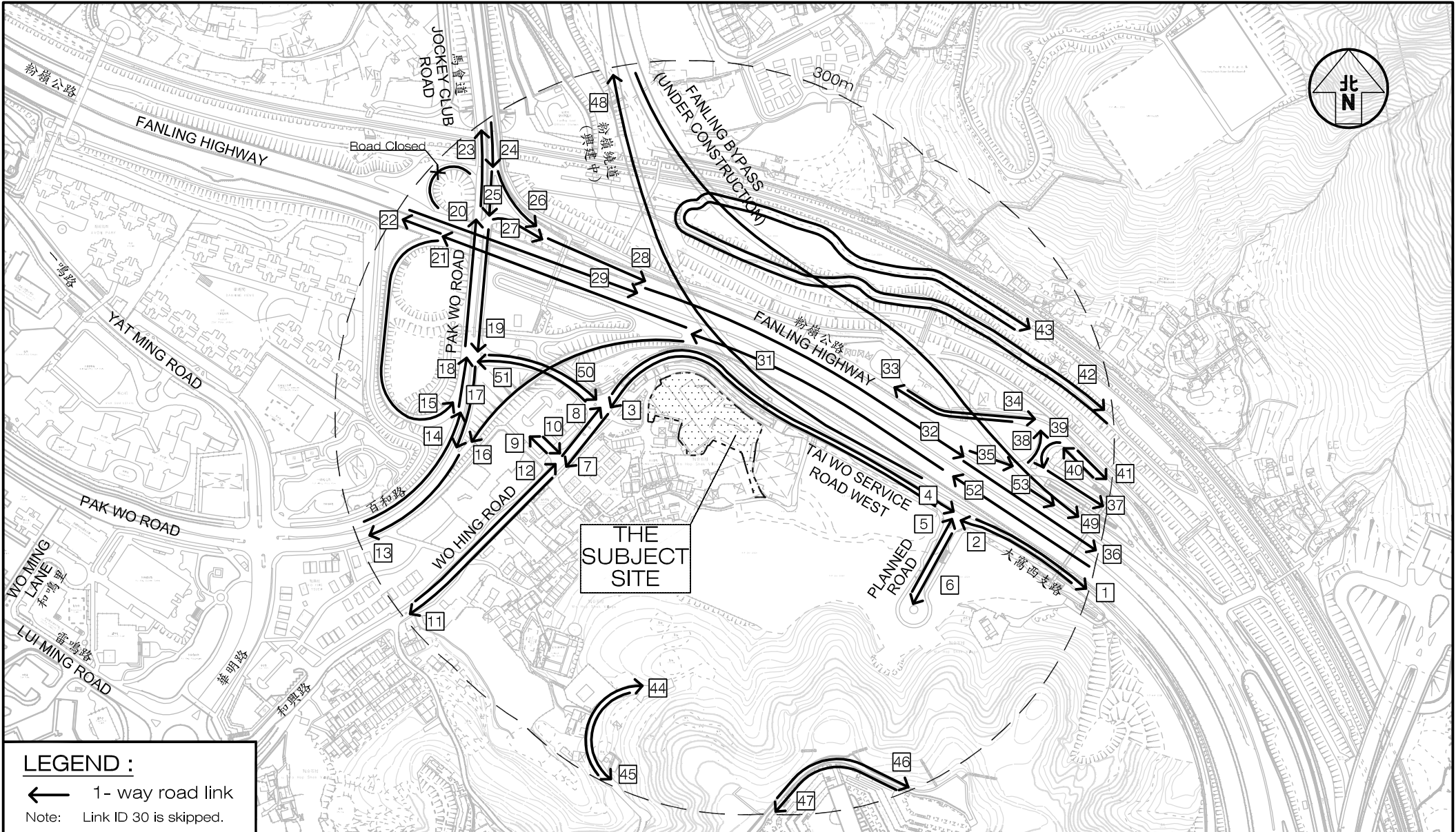
"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

Speed Limit

Date: 25 July 2025

Link ID	Road Section	From Road	To Road	Speed Limit (km/h)
L001	Tai Wo Service Road West (NB)	Unnamed Planned Road	Kiu Tau Road	50
L002	Tai Wo Service Road West (SB)	Kiu Tau Road	Unnamed Planned Road	50
L003	Wo Hing Road (SB)	Unnamed Planned Road	Pak Wo Road Slip Road	50
L004	Wo Hing Road (NB)	Pak Wo Road Slip Road	Unnamed Planned Road	50
L005	Unnamed Planned Road (NB)	Roundabout	Tai Wo Service Road West	50
L006	Unnamed Planned Road (SB)	Tai Wo Service Road West	Roundabout	50
L007	Wo Hing Road (SB)	Pak Wo Road Slip Road	Unnamed Road	50
L008	Wo Hing Road (NB)	Pak Wo Road Slip Road	Pak Wo Road Slip Road	50
L009	Unnamed Road (WB)	Wo Hing Road	Wo Hing Road Carpark	50
L010	Unnamed Road (EB)	Wo Hing Road Carpark	Wo Hing Road	50
L011	Wo Hing Road (SB)	Unnamed Road	Wo Ka Lau Road	50
L012	Wo Hing Road (NB)	Wo Ka Lau Road	Unnamed Road	50
L013	Pak Wo Road (SB)	Fanling Highway Slip Road	Wah Ming Road	50
L014	Pak Wo Road (NB)	Yat Ming Road	Fanling Highway Slip Road	50
L015	Fanling Highway Slip Road (NB)	Fanling Highway	Pak Wo Road	50
L016	Fanling Highway Slip Road (SB)	Fanling Highway	Pak Wo Road	50
L017	Pak Wo Road (SB)	Pak Wo Road Slip Road	Fanling Highway Slip Road	50
L018	Pak Wo Road (NB)	Fanling Highway Slip Road	Pak Wo Road Slip Road	50
L019	Pak Wo Road (SB)	Jockey Club Road	Pak Wo Road Slip Road	50
L020	Pak Wo Road (NB)	Pak Wo Road Slip Road	Jockey Club Road	50
L021	Fanling Highway (NB)	Fanling Highway Slip Road	Fanling Highway Slip Road	100
L022	Fanling Highway (NB)	Fanling Highway Slip Road	So Kwun Po Road	100
L023	Jockey Club Road (NB)	Jockey Club Road	San Wan Road	50
L024	Jockey Club Road (SB)	Yuk Tong Path	Jockey Club Road	70
L025	Jockey Club Road (SB)	Jockey Club Road	Jockey Club Road	50
L026	Jockey Club Road (SB)	Jockey Club Road	Fanling Highway	70
L027	Jockey Club Road (SB)	Jockey Club Road	Fanling Highway	50
L028	Jockey Club Road (SB)	Jockey Club Road	Fanling Highway	70
L029	Fanling Highway (SB)	So Kwun Po Road	Jockey Club Road	100
L030	>> Link ID Not Used <<			
L031	Fanling Highway (NB)	Fanling Bypass	Fanling Highway Slip Road	100
L032	Fanling Highway (SB)	Jockey Club Road	Fanling Highway Slip Road	100
L033	Tai Wo Service Road East (WB)	Fanling Highway Slip Road	Tai Wo Service Road	50
L034	Tai Wo Service Road East (EB)	Tai Wo Service Road East	Fanling Highway Slip Road	50
L035	Fanling Highway Slip Road (SB)	Fanling Highway Slip Road	Tai Wo Service Road East Slip Road	50
L036	Fanling Highway (SB)	Fanling Highway Slip Road	Fanling Highway Slip Road	100
L037	Fanling Highway Slip Road (SB)	Tai Wo Service Road East Slip Road	Fanling Highway	50
L038	Tai Wo Service Road East Slip Road (NB)	Fanling Highway Slip Road	Tai Wo Service Road East	50
L039	Tai Wo Service Road East Slip Road (SB)	Tai Wo Service Road East	Fanling Highway Slip Road	50
L040	Tai Wo Service Road East (WB)	Tai Wo Service Road East Slip Road	Unnamed Slip Road	50
L041	Tai Wo Service Road East (EB)	Unnamed Slip Road	Tai Wo Service Road East Slip Road	50
L042	Unnamed Slip Road (WB)	Tai Wo Service Road East	Unnamed Slip Road	50
L043	Unnamed Slip Road (EB)	Unnamed Slip Road	Tai Wo Service Road East	50
L044	Unnamed Road (NB)	Wo Ka Lau Road	Unnamed Road	50
L045	Unnamed Road (SB)	Unnamed Road	Wo Ka Lau Road	50
L046	Wo Hop Shek Road (NB)	Wo Ka Lau Road	Wo Hop Shek Road	50
L047	Wo Hop Shek Road (SB)	Wo Hop Shek Road	Wo Ka Lau Road	50
L048	Fanling Bypass (NB)	Fanling Highway	Fanling Bypass Roundabout	80
L049	Fanling Bypass (SB)	Fanling Bypass Roundabout	Fanling Highway	80
L050	Pak Wo Road Slip Road (EB)	Pak Wo Road	Wo Hing Road	50
L051	Pak Wo Road Slip Road (WB)	Wo Hing Road	Pak Wo Road	50
L052	Fanling Highway (NB)	Heung Yuen Wai Highway	Fanling Bypass	100
L053	Fanling Highway (SB)	Tai Wo Service Road East Slip Road	Fanling Bypass	80

Note: Speed limit for L048, L049 and L053 are assumed to be 80kph in reference with the TPDM.



LEGEND :
 ← 1- way road link
 Note: Link ID 30 is skipped.

Project Title Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land
 Wo Hing Road / Tai Wo Service Road West, Fanling, NT

Figure No. EA-01
 J7411

Revision A
CKM Asia Limited
 Traffic and Transportation Planning Consultants

Figure Title
PUBLIC ROAD LINKS WITHIN 300M STUDY AREA

Designed by M C Y
 Drawn by S C Y
 Checked by K C
 Scale in A4 1 : 5,000
 Date 15 AUG 2025

21st Floor, Methodist House, 36 Hennessy Road,
 Wan Chai, Hong Kong
 Tel : (852) 2520 5990 Fax : (852) 2528 6343
 Email : mail@ckmasia.com.hk

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Annex B

Replacement Pages of Drainage and Sewerage Impact Assessment

CHAPTERS

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1.2 Application Site and its Environs	1-1
1.3 Proposed Development	1-1
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3. SEWERAGE IMPACT ASSESSMENT	3-1
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3.2 Assessment Criteria and Methodology	3-1
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Table 3.3	Proposed Modification Work for Segment S1-S2	3-3

FIGURES

Figure 1.1	Location of the Application Site and its Environs
Figure 2.1	Existing and Proposed Drainage System in the Vicinity of the Application Site
Figure 3.1	Existing and Proposed Sewerage System in the Vicinity of the Application Site
Figure 3.2	Catchment Areas in the Vicinity of the Application Site

APPENDICES

Appendix 1.1	Site Visit Photo Record
Appendix 1.2	Master Layout Plan (MLP)
Appendix 2.1	Detailed Drainage Impact Assessment Calculations
Appendix 3.1	Detailed Sewerage Impact Assessment Calculation
Appendix 3.2	Proposed Sewerage Layout Plan from Development of Kwu Tung North and Fanling North New Development Areas (KTNFNWDA), Phase 1 under CEDD Contract No. ND/2019/05
Appendix 3.3	Proposed Sewerage Layout Plan from Site Formation and Infrastructure Works at Area 48, Fanling under CEDD Contract No. CV/2022/08

1. INTRODUCTION

1.1 Project Background

- 1.1.1 The Application Site currently falls within the "Government, Institution or Community" ("G/IC") zone, according to the Approved Fanling / Sheung Shui Outline Zoning Plan ("Approved OZP") No. S/FSS/28. The Applicant proposed to rezone from "G/IC" to "Other Specified Uses (Innovation and Technology)" ("OU(I&T)") zone, given the unique nature of the EV and low-altitude aerial vehicles industries with R&D and business needs.
- 1.1.2 Ramboll Hong Kong Limited is commissioned by the Applicant to conduct this Drainage and Sewerage Impact Assessment (DSIA) based on the Proposed Development.

1.2 Application Site and its Environs

- 1.2.1 The Application Site is approximately 5,480m². The Application Site comprising various lots in D.D.51 is located in the south of Fanling, which is bounded by Tai Wo Service Road West from northeast to northwest of the Application Site. To the immediate east is a Planned Public Housing Development at Fanling Area 48. Wo Hop Shek Village is located from south to southwest of the Application Site. According to the site survey, there is no drainage system observed within the Application Site. The photo record is provided in **Appendix 1.1**.
- 1.2.2 A feasibility study has been conducted for the above-mentioned Planned Public Housing Development (PHD48) for the OZP amendment (RNTPC Paper No. 1/16). And the Section 16 Planning Application (Application No.: A/FSS/295) for PHD48 has been submitted and approved by Town Planning Board (TPB) in 2024. The findings from the relevant technical assessments have been referenced to where appropriate.
- 1.2.3 The location of the Application Site and its surrounding environs are shown in **Figure 1.1**.

1.3 Proposed Development

- 1.3.1 R&D and I&T facilities on EV, green energy and low-altitude aerial vehicle, related business uses, and ancillary/supporting business and training facilities are proposed at the Application Site.
- 1.3.2 There is an 7-storey podium building, comprising 6 storeys for R&D and innovations & technology related uses (including research laboratory, pre-delivery inspection, training space/testing centre, battery charging/swapping station, EV showrooms, workbay, main office, storage/warehouse, utility and workshop) and 1 storey of ancillary and supporting business and training facilities (i.e. conference, seminars, training course, and administration & accounting office). There will be one 12 storeys residential institution (talent accommodation) and one 6 storeys staff quarters.
- 1.3.3 There are altogether 138 units provided. It is estimated that there would be maximum of 414 residents. R&D and innovations & technology related uses are planned.
- 1.3.4 The tentative completion year is 2031.
- 1.3.5 The MLP of the Proposed Development is included in **Appendix 1.2**.

2. DRAINAGE IMPACT ASSESSMENT

2.1 Appraisal of Drainage Impact

- 2.1.1 The Application Site currently is paved with a partially green area and occupied by warehouses and open area. The Application Site is served by existing public drainage system. There is a Ø900mm drainage pipe (SWD1010692) at immediate northwest across Wo Hing Road to receive the runoff discharged from the Application Site and then connected to the existing 3 x 3.8m x 2.55m of box culvert (SBP1001912). The existing and proposed drainage system is indicated in **Figure 2.1**.
- 2.1.2 The estimated surface runoff under the existing and future conditions of the Application Site is shown in **Appendix 2.1**. 20% greenery coverage would be provided for the Proposed Development. It is expected that the peak 1 in 50-year runoff from the Application Site would be decreased from 0.29m³/s to approximately 0.27m³/s. In other words, there will be a reduction of surface runoff when compared with the existing condition due to increased greenery. The surface runoff generated from the Application Site will be collected and discharged to the aforementioned drainage pipe so that there is no change of flow regime.
- 2.1.3 Additionally, a peripheral channel will be proposed along the site boundary to collect the surface runoff accrued the Application Site. The size and alignment of the proposed peripheral channel would be preliminary and will be subject to detailed design stage.
- 2.1.4 According to the preliminary drainage impact assessment of the Approved Section 16 Planning Application for PHD48, a slope drains will be proposed to receive the surface runoff from uphill catchment (shown in **Appendix 3.4**). Therefore, it is anticipated that there is no surface runoff from uphill catchment will be flow into the Application Site.
- 2.1.5 As the total paved area and in turn the surface runoff is expected to decrease after development, it is anticipated that there is no adverse impact on the existing drainage pipe receiving runoff from the site.
- 2.1.6 It is expected that the Proposed Development (with reduced surface runoff and same flow regime) would not result in worsened drainage impact.

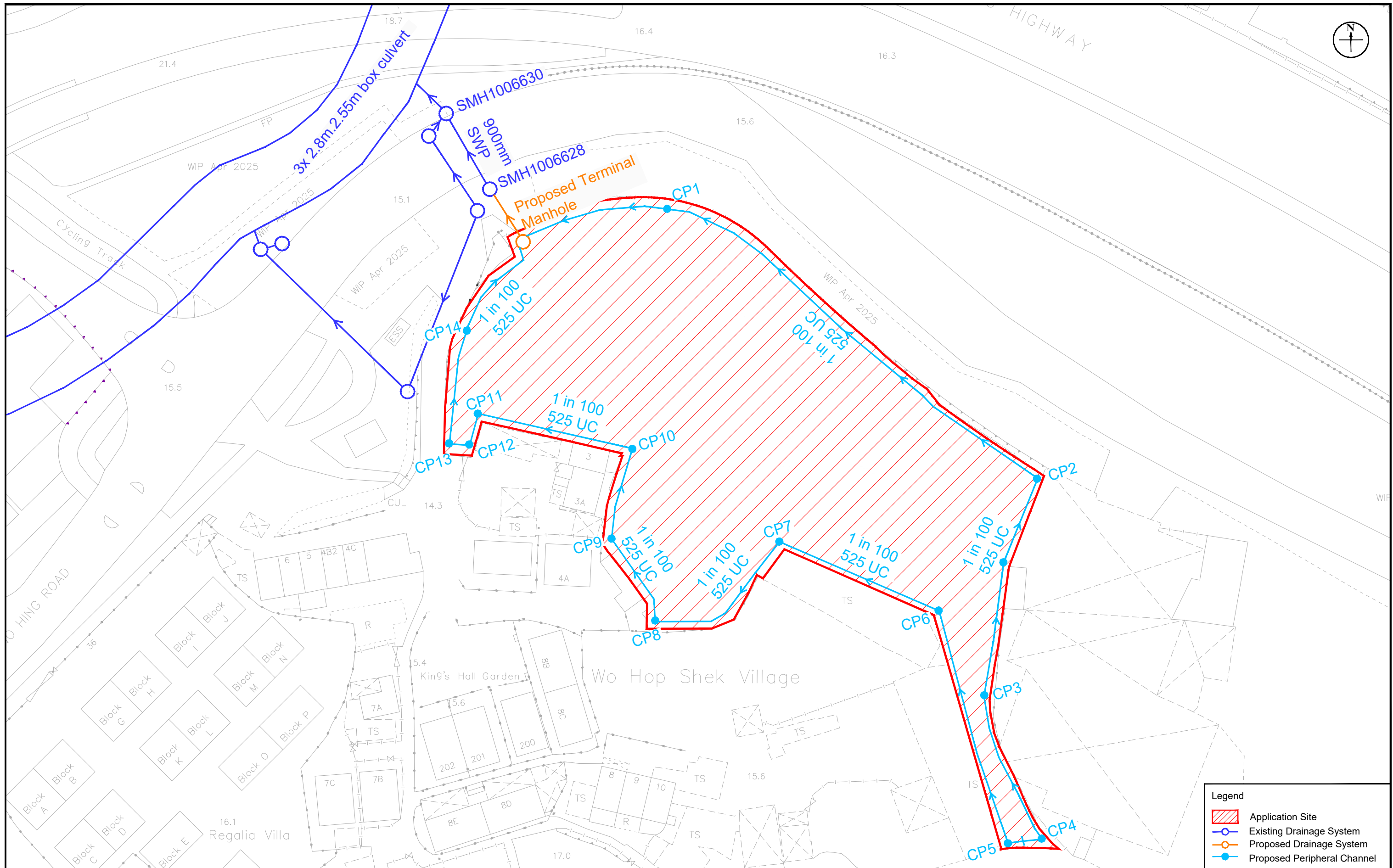


Figure: 2.1

Title: Existing and Proposed Drainage System in the Vicinity of the Application Site

Project: Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land, Fanling

Legend	
	Application Site
	Existing Drainage System
	Proposed Drainage System
	Proposed Peripheral Channel

RAMBOLL

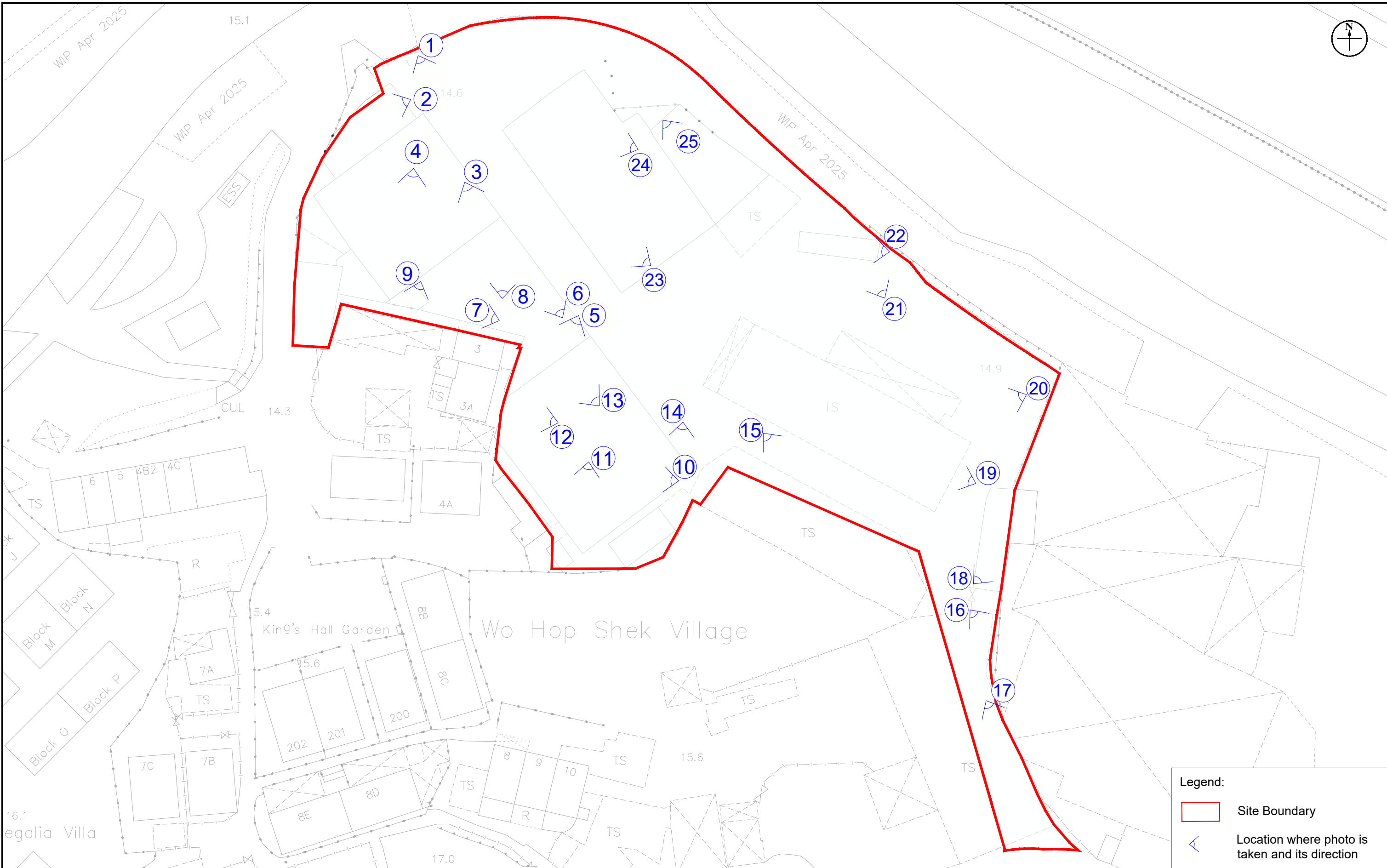
Drawn by: MW



Checked by: BF


Rev.: 1.2

Date: Jan 2026

Appendix 1.1 Site Visit Photo Record



Legend:	
	Site Boundary
	Location where photo is taken and its direction

Appendix: 1.1	
Title: Site Survey Record Plan	
Project: Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land, Fanling	Drawn by: GW
	Checked by: BF
	Rev.: 1.0
	Date: Jul 2025

Site Visit Photo Record



1. Site entrance.



2. Guard room near site entrance.



3. Inside the warehouse.



4. Inside the warehouse.



5. Inside the warehouse.



6. Inside the warehouse.

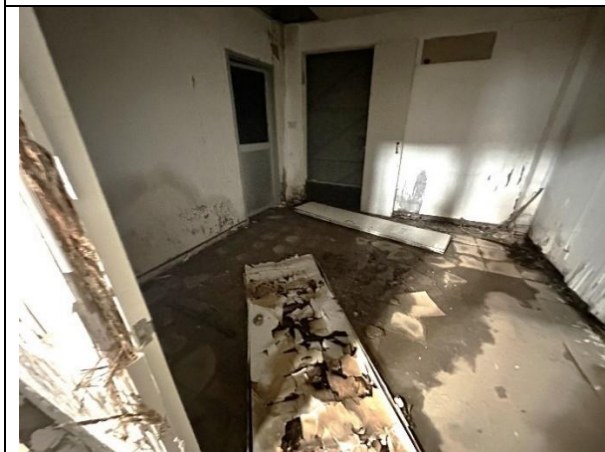
Site Visit Photo Record



7. Inside the warehouse.



8. Inside the warehouse.



9. Inside the warehouse.



10. Inside the warehouse.



11. Inside the warehouse.



12. Inside the warehouse.

Site Visit Photo Record



13. Inside the warehouse.



14. Open area.



15. Open area



16. Inside the warehouse.



17. Inside the warehouse.



18. Inside the warehouse.

Site Visit Photo Record



19. Inside temporary structure.



20. Temporary structure.



21. Abandoned restroom.



22. Abandoned restroom.



23. Inside temporary structure.



24. Inside temporary structure.

Site Visit Photo Record



25. Inside temporary structure.

Appendix 2.1 Detailed Drainage Impact Assessment Calculations

Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land, Fanling
Table 1 - Proposed Catchment Areas and Run-off (1 in 50 year)

Notes:

Site Area 5,480 m²

Catchments are small, so Rational Method is appropriate

1 in 50 year (according to Table 3 of DSD Manual)

a= 474.6
 b= 2.9
 c= 0.371

$$Q_p = 0.278 C i A$$

where Q_p = peak runoff in m³/s
 C = runoff coefficient (dimensionless)
 i = rainfall intensity in mm/hr
 A = catchment area in km²

Surface Characteristics	Runoff coefficient, C*
Asphalt	0.70 - 0.95
Concrete	0.80 - 0.95
Brick	0.70 - 0.85
Grassland (heavy soil**)	
Flat	0.13 - 0.25
Steep	0.25 - 0.35
Grassland (sandy soil)	
Flat	0.05 - 0.15
Steep	0.15 - 0.20

	Catchment	Discharge Manhole	Paved	Unpaved	Run-off at	Area	Levels (mPD)		Fall (m)	Overland, L (m)	Fall, H (m/100m)	Overland t _c (min)	t ₀ (min)	Total t _f (min)	Total t _c (min)	Intensity (mm/h)	Weighted Runoff Coefficient ¹	Run-off (m ³ /s)	Run-off ² (m ³ /s)	Run-off ³ (m ³ /s)
						(m ²)	Upstream	Downstream												
Existing	Application Site																			
	S1	T1	87%	13%	T1	5,480								5.00	5.00	220	0.85	0.29	0.32	0.33
Future	Application Site																			
	S1	T1	80%	20%	T1	5,480								5.00	5.00	220	0.80	0.27	0.30	0.31

Remarks:

1. Runoff coefficient of 0.95 for Paved area and 0.20 for Unpaved area
2. Runoff includes rainfall increase due to Climate Change 11.1% in the mid 21st Century
3. Runoff includes rainfall increase due to Climate Change 16% in the end of 21st Century

Proposed EV Mobility City with Ancillary Staff Quarters and Talent Accommodation at Various Lots in D.D. 51 and Adjoining Government Land, Fanling
Hydraulic Calculations of Proposed Drainage System

Table 2 - Hydraulic Capacities for Proposed Drainage System (UC)

Segment	Type of Channel	Pipe Dia. (D)	Depth (H)	Slope	Gradient	Manning's roughness coefficient	Cross Section Area	Wetted Perimeter	Hydraulic Radius (R)	V	Q	Q_{silt}^1
		m	m		1 in		m ²	m	m	m/s	m ³ /s	m ³ /s
Proposed Peripheral Channel	U-channel	0.525	0.525	0.010	100	0.016	0.246	1.350	0.182	2.01	0.49	0.47

Table 3 - Comparison of Runoff from Proposed Catchments and Hydraulic Capacities of Proposed Drainage System

Segment	Pipe Dia.	Q_{silt}^1	Catchment Involved	Runoff	Occupancy	Sufficient Capacity?	Runoff [2]	Occupancy	Sufficient Capacity?	Runoff [3]	Occupancy	Sufficient Capacity?	Runoff [4]	Occupancy	Sufficient Capacity?
	mm	m ³ /s		m ³ /s			m ³ /s			m ³ /s			m ³ /s		
Proposed Peripheral Channel	525	0.47	S1	0.27	57.2%	YES	0.30	63.5%	YES	0.31	66.4%	YES	0.35	74.4%	YES

Remarks:

1. Qsilt: 10% reduction in flow for gradient is not greater than 1 in 25, 5% reduction in flow for gradient greater than 1 in 25.
2. The size and alignment of the proposed peripheral channel would be preliminary and will be subject to detailed design stage.

Runoff [2] represents the situation in Mid 21st Century of 11.1%

Runoff [3] represents the situation in Late 21st Century of 16.0%

Runoff [4] represents the situation in Late 21st Century due to design allowance with additional runoff of 12.1%







**Appendix 3.4 Extracted from Engineering Feasibility Study Report for
Proposed Public Housing Development at Area 48, Fanling
(PHD48)**

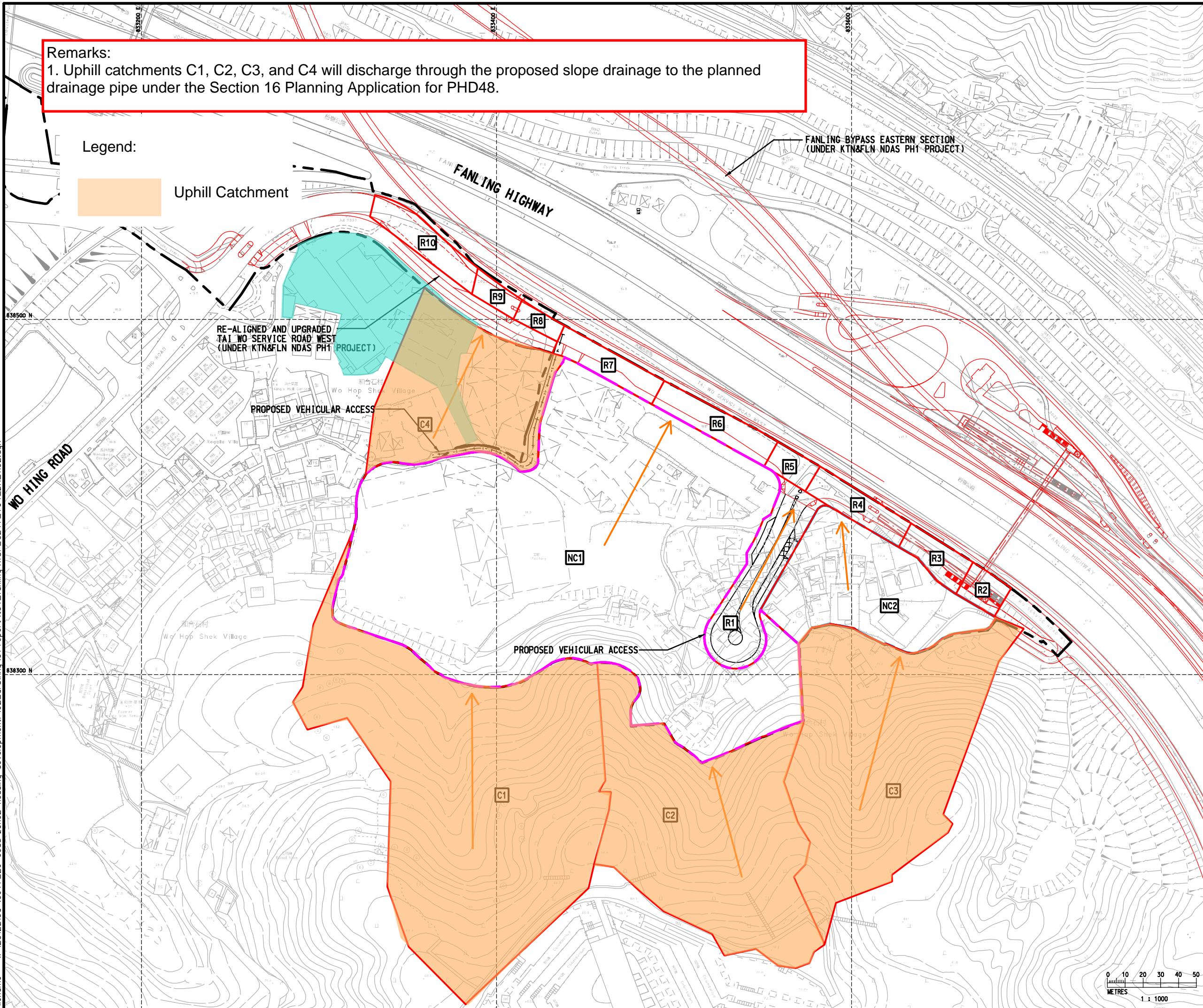


DRAWINGS

Remarks:
 1. Uphill catchments C1, C2, C3, and C4 will discharge through the proposed slope drainage to the planned drainage pipe under the Section 16 Planning Application for PHD48.

Legend:
 Uphill Catchment

- NOTES :
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. ALL LEVELS ARE IN METRES (M) AND RELATIVE TO HONG KONG PRINCIPAL DATUM (mPD).
- LEGEND :
-  PROPOSED WORKS BOUNDARY
 -  FUTURE PUBLIC HOUSING SITE BOUNDARY
 -  CATCHMENT BOUNDARY
 -  CATCHMENT I.D.
 -  FLOW DIRECTION
 -  ROAD WORKS (TO BE CONSTRUCTED UNDER KTN&FLN NDAS PH1 PROJECT)



-	FIRST ISSUE	HL	NOV 21
Rev	Description	By	Date



Project title
 AGREEMENT NO.CE47/2020 (CE)
 TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 2 (2021 - 2024) - FEASIBILITY STUDY

Drawing title
TASK ORDER NO. 4
AREA 48, FANLING
PLANNED CATCHMENT PLAN

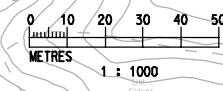
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Drawn CAD	Date JUL 2021	Checked VS	Approved YWY
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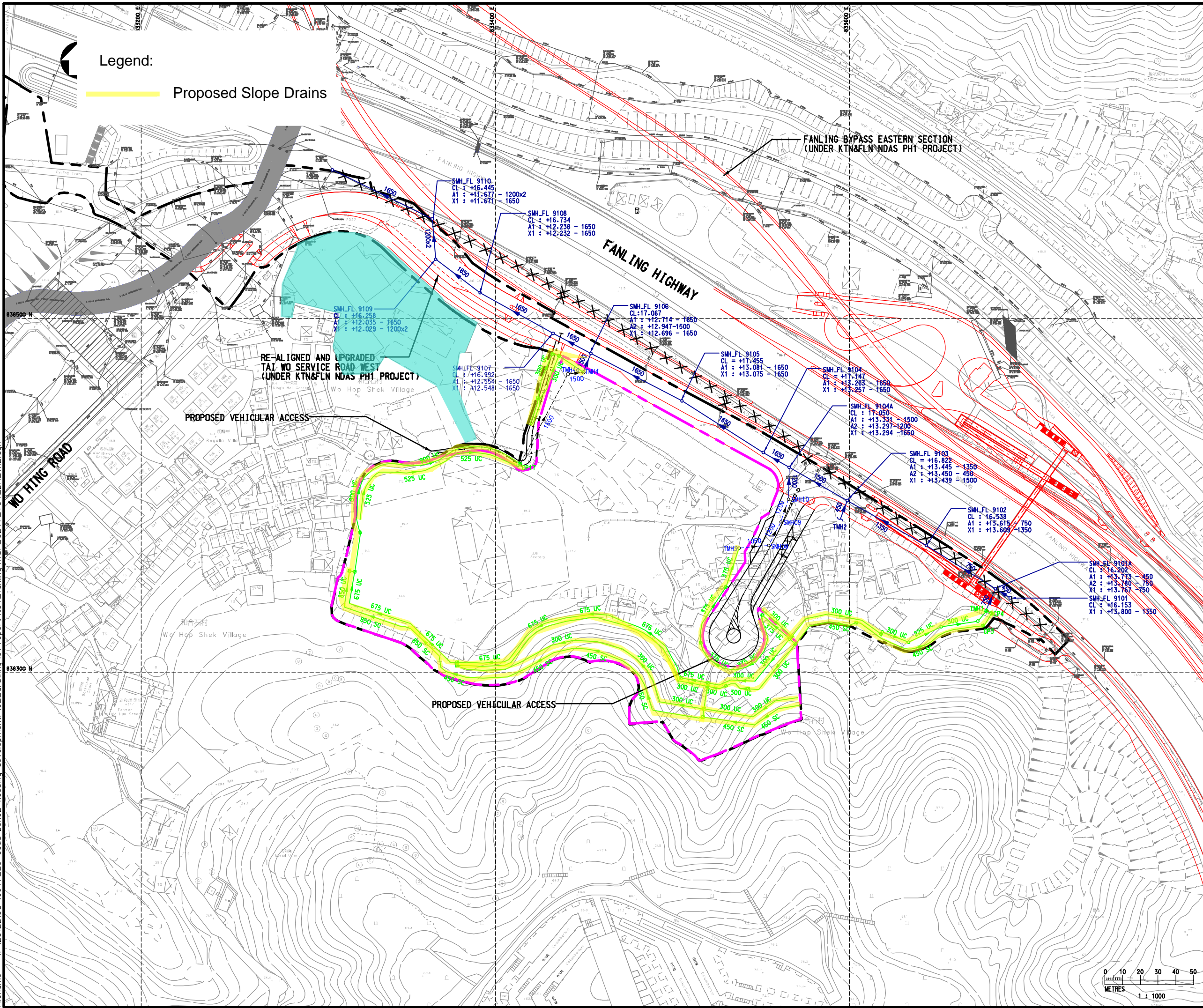


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- NOTES :**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. ALL LEVELS ARE IN METRES (M) AND RELATIVE TO HONG KONG PRINCIPAL DATUM (HPD).

- LEGEND :**
- PROPOSED WORKS BOUNDARY
 - FUTURE PUBLIC HOUSING SITE BOUNDARY
 - EXISTING STORM WATER MANHOLE
 - EXISTING STORM PIPE
 - PLANNED STORM WATER MANHOLE (CONSTRUCTED BY OTHERS)
 - PLANNED STORM PIPE (CONSTRUCTED BY OTHERS)
 - PROPOSED STORM WATER MANHOLE
 - PROPOSED STORM PIPE
 - EXISTING STORM PIPE TO BE DEMOLISHED
 - ROAD WORKS (TO BE CONSTRUCTED UNDER KTN&FLN NDAS PH1 PROJECT)
 - PROPOSED SLOPE DRAINS (DESIGN AND CONSTRUCTED BY OTHERS)

-	FIRST ISSUE	HL	NOV 21
Rev	Description	By	Date



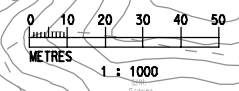
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 HOUSING DEVELOPMENTS IN ZONE 2
 (2021 - 2024) - FEASIBILITY STUDY**

Drawing title
**TASK ORDER NO. 4
 AREA 48, FANLING
 PROPOSED DRAINAGE SYSTEM
 LAYOUT PLAN**

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Drawn CAD	Date JUL 2021	Checked VS	Approved YWY
Scale 1:1000 (A1)	Status -		

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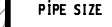

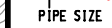





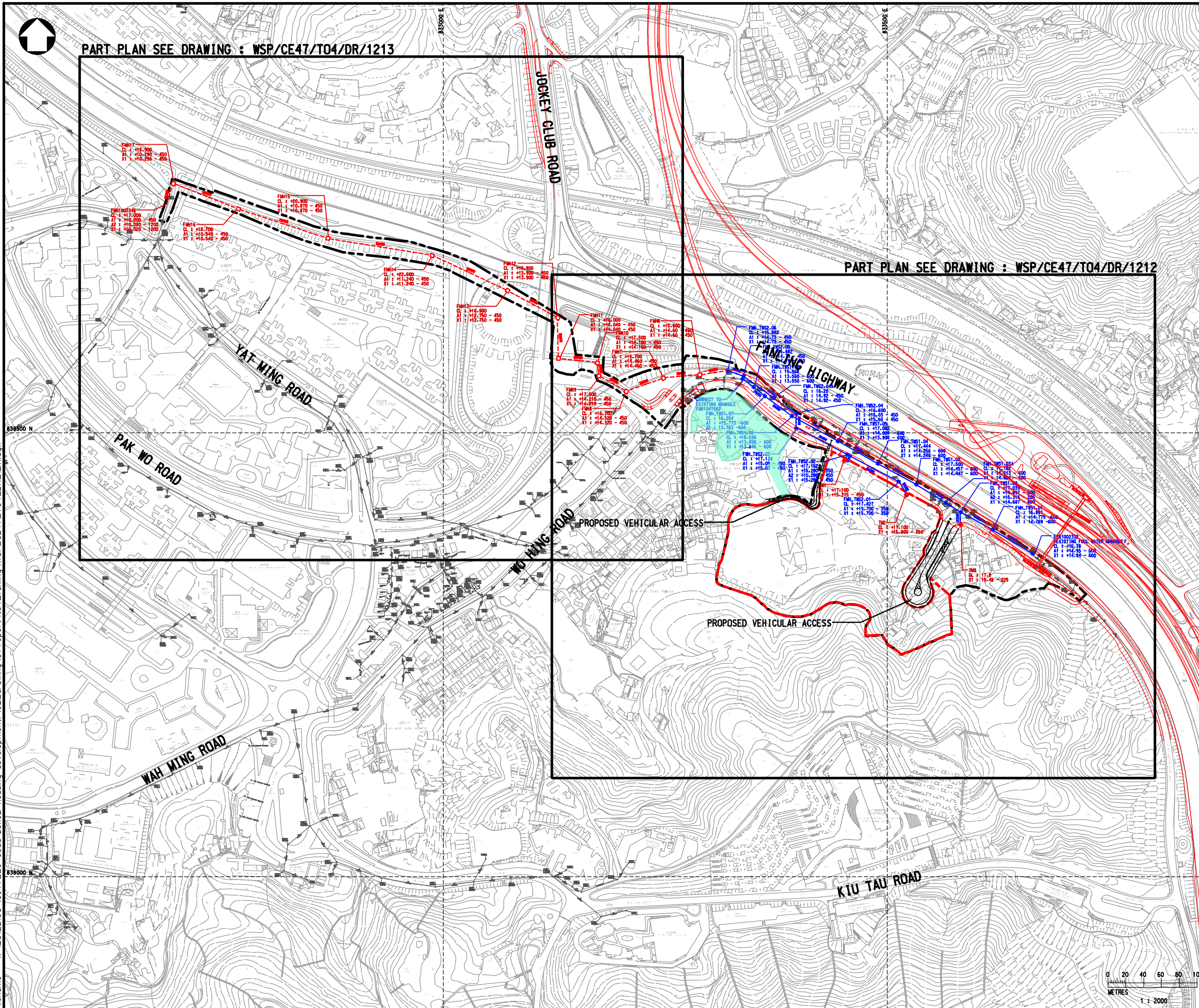
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PART PLAN SEE DRAWING : WSP/CE47/T04/DR/1212

LEGEND :

-  PROPOSED WORKS BOUNDARY
-  FUTURE PUBLIC HOUSING SITE BOUNDARY
-  EXISTING SEWERAGE MANHOLES
-  EXISTING SEWERAGE PIPE
-  PLANNED SEWERAGE MANHOLES (CONSTRUCTED BY OTHERS)
-  PLANNED SEWERAGE PIPE (CONSTRUCTED BY OTHERS)
-  PROPOSED SEWERAGE MANHOLES
-  PROPOSED SEWERAGE PIPE
-  ROAD WORKS (TO BE CONSTRUCTED UNDER KTNMFLN NDAS PH1 PROJECT)

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Project title
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 (2021 - 2024) - FEASIBILITY STUDY**

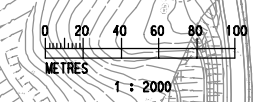
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 AREA 48, FANLING
 PROPOSED SEWERAGE SYSTEM
 LAYOUT PLAN**

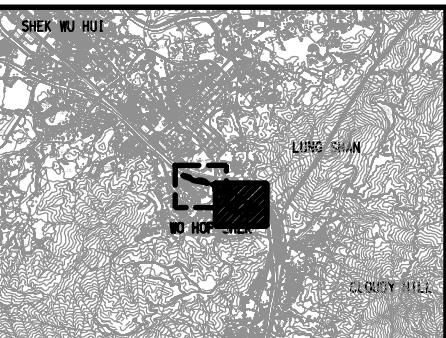
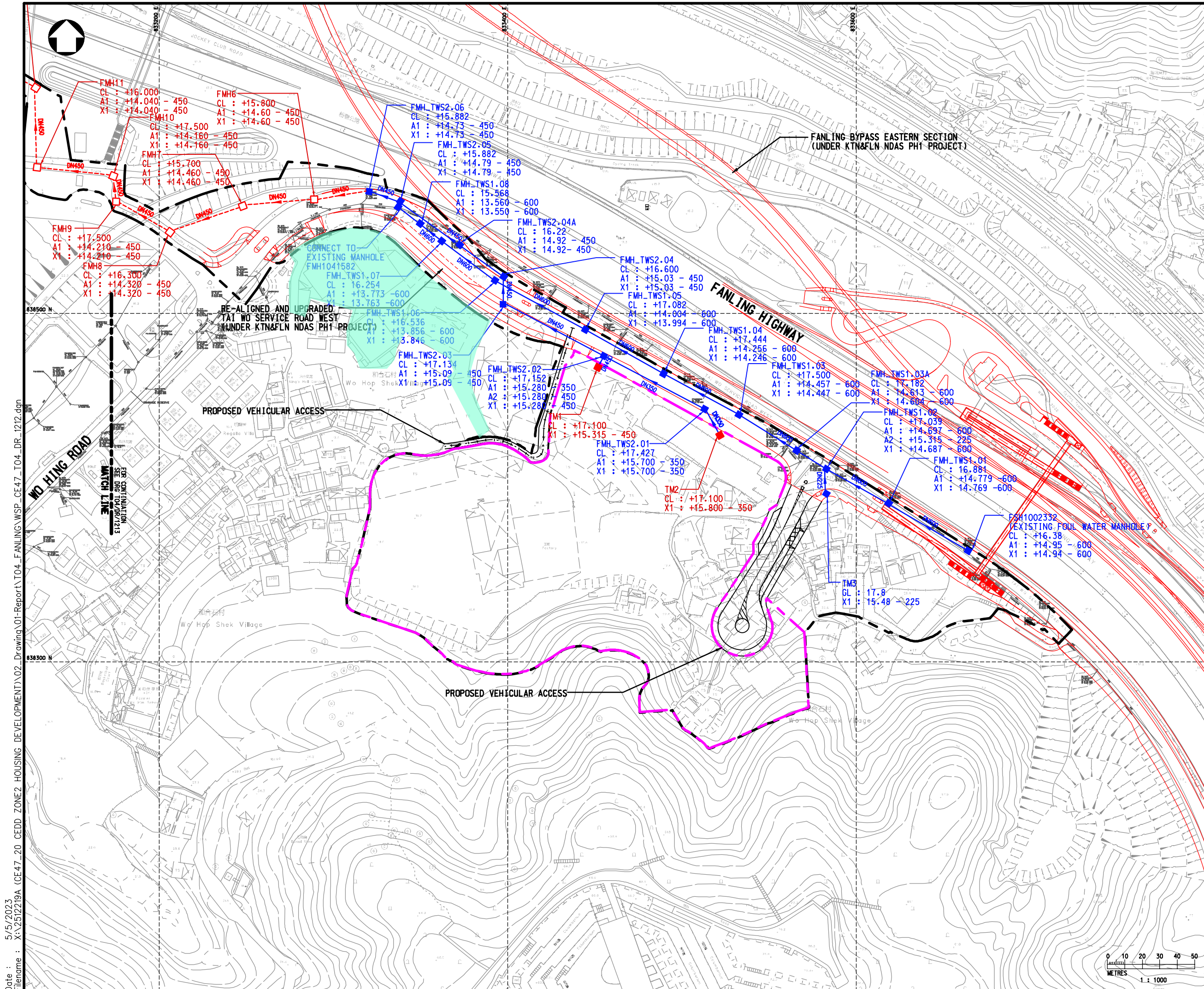
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KEY PLAN

- NOTES :**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. ALL LEVELS ARE IN METRES (M) AND RELATIVE TO HONG KONG PRINCIPAL DATUM (HPD).

- LEGEND :**
- PROPOSED WORKS BOUNDARY
 - FUTURE PUBLIC HOUSING SITE BOUNDARY
 - EXISTING SEWERAGE MANHOLES
 - EXISTING SEWERAGE PIPE
 - PLANNED SEWERAGE MANHOLES (CONSTRUCTED BY OTHERS)
 - PLANNED SEWERAGE PIPE (CONSTRUCTED BY OTHERS)
 - PROPOSED SEWERAGE MANHOLES
 - PROPOSED SEWERAGE PIPE
 - ROAD WORKS (TO BE CONSTRUCTED UNDER KTN&FLN NDAS PH1 PROJECT)
 - PROPOSED SEWERAGE TERMINAL MANHOLES

-	FIRST ISSUE	HL	NOV 21
Rev	Description	By	Date



Project title
AGREEMENT NO.CE47/2020 (CE)
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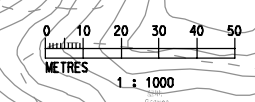
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APPENDIX B

SEWAGE FLOW ESTIMATION

Sewage Flow Estiamte from the Proposed Development (CE47 - TO4 - Fanling Area 48)

3. Other Facilities

Usage	Job Type	Population		UFF		ADWF	Remark
		Employee	Residents/Students	Employee	Residents/Students	m3/day	
Primary School (CE67/2014(CE))	J11 + School Students	37	960	0.28	0.04	48.76	24-classroom provision; Each classroom would be designed for 40 students as advised by EDB; Assume total 37 staff for 24-classroom based on Appendix 2/ Attachment A2 of EDB "Code of Aid for Primary Schools"
Kindergarten	J11 + School Students	17	250	0.28	0.04	14.76	7-classroom provision; Assume projected 2.10% of design population to be students based on Cl. 2.2.23 (Table 1) of PlanD "HKPSG Chapter 3"; Assume 1:15 staff to student ratio based on Cl. 8.1.2 of EDB "Operation Manual Pre-primary Instutions"
Retail & Commercial Activities	J4	68	Sewage flow included in employee	0.28		19.04	Approx. 4000 sq.m GFA for R&C Facilities as advised by HD, assume 80% is Retail, population density ref. to Table 8 of Commercial and Industrial Floor Space Utilization Survey
	J10	41	Sewage flow included in employee	1.58		64.78	Approx. 4000 sq.m GFA for R&C Facilities as advised by HD, assume 20% is Food and Beverages, population density ref. to Table 8 of Commercial and Industrial Floor Space Utilization Survey
Estate Management Office	J6	50	Sewage flow included in employee	0.08		4.00	Approx. 1000 sq.m GFA for R&C Facilities as advised by HD, population density ref. to Table 8 of Commercial and Industrial Floor Space Utilization Survey
Total =						<u>151.34</u>	

Notes: 1. Provision of other facilities may be adjusted subject to advice from the Education Bureau, Housing Department, district consultation and the confirmation on the availability of government funding at the detailed design stage.