此文件在 2026年 3月 3日 收到。城市規劃委員會只會在收到所有必要的資料及文件後才正式確認收到申請的日期。

This document is received on - 3 MAR 2026
The Town Planning Board will formally acknowledge the date of receipt of the application only upon receipt of all the required information and documents.

表格第 S16-I 號

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

根據《城市規劃條例》(第131章)第16條遞交的許可申請

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

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

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

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

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

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

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

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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

~~600482~~ ~~600476~~ 25/2 13/2 By hand

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/I-TCTC/71
	Date Received 收到日期	- 3 MAR 2026

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

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

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

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1. Name of Applicant 申請人姓名/名稱

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

Full Fame Development Limited

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

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

KTA Planning Limited

3. Application Site 申請地點

(a)	Full address / location / demarcation district and lot number (if applicable) 詳細地址／地點／丈量約份及地段號碼（如適用）	Lots 1766 RP, 1768 RP, 1770 RP, 1771 RP and 1774 RP in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island
(b)	Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 5,400 sq.m 平方米 ☑About 約 ☑Gross floor area 總樓面面積 Not more than 10,800 sq.m 平方米 ☐About 約
(c)	Area of Government land included (if any) 所包括的政府土地面積（倘有）	2,779 sq.m 平方米 ☑About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/24
(e)	Land use zone(s) involved 涉及的土地用途地帶	"Residential (Group B)3" and area shown as 'Road'
(f)	Current use(s) 現時用途	Vacant (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 –

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

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

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

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

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

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

(b) The applicant 申請人 –

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

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

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

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

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

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

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

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

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

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

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

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

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

Others 其他

☐ others (please specify)
其他（請指明）

_____

_____

_____

_____

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

6. Type(s) of Application 申請類別

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

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

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

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

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

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

(i) For Type (i) application 供第(i)類申請

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

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

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

Part 6 第 6 部分

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

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

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

(a) Nature and scale 性質及規模

☐ Public utility installation 公用事業設施裝置

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

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

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

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

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

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

☐	Plot ratio restriction 地積比率限制	From 由 ..... to 至 .....
☐	Gross floor area restriction 總樓面面積限制	From 由 .....sq. m 平方米 to 至 .....sq. m 平方米
☐	Site coverage restriction 上蓋面積限制	From 由 .....% to 至 ..... %
☑	Building height restriction 建築物高度限制	From 由 .....m 米 to 至 ..... m 米 From 由 ..... 55 ..... mPD 米 (主水平基準上) to 至 ..... 58.9 .....mPD 米 (主水平基準上) From 由 ..... storeys 層 to 至 ..... storeys 層
☐	Non-building area restriction 非建築用地限制	From 由 .....m to 至 ..... m
☐	Others (please specify) 其他（請註明）	.....

(v) For Type (v) application 供第(v)類申請

(a) Proposed use(s)/development 擬議用途/發展	Proposed Flat with Minor Relaxation of Building Height Restriction (Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	Not more than 10,800 sq.m 平方米	☐About 約
Proposed plot ratio 擬議地積比率	Not more than 2	☐About 約
Proposed site coverage 擬議上蓋面積	Not more than 37 %	☐About 約
Proposed no. of blocks 擬議座數	3	
Proposed no. of storeys of each block 每座建築物的擬議層數	15 storeys 層 ☑ include 包括 1 storeys of basements 層地庫 ☐ exclude 不包括 ..... storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	Not more than 58.9 mPD 米(主水平基準上) ..... m 米	☐About 約 ☐About 約

Part 6 (Cont'd) 第 6 部分 (續)

☑ Domestic part 住用部分

GFA 總樓面面積	Not more than 10,800 sq. m 平方米	☐About 約
number of Units 單位數目	290	
average unit size 單位平均面積	37.2 sq. m 平方米	☑About 約
estimated number of residents 估計住客數目	812	

☑ Non-domestic part 非住用部分

	GFA 總樓面面積	
☐ eating place 食肆	..... sq. m 平方米	☐About 約
☐ hotel 酒店	..... sq. m 平方米	☐About 約
	(please specify the number of rooms 請註明房間數目)	
☐ office 辦公室	..... sq. m 平方米	☐About 約
☐ shop and services 商店及服務行業	..... sq. m 平方米	☐About 約
☐ Government, institution or community facilities 政府、機構或社區設施	(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積)	
☑ other(s) 其他	(please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積／總樓面面積) Clubhouse GFA: Not more than 5% of the domestic GFA (non-accountable GFA)	

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

☑ private open space 私人休憩用地	812 sq. m 平方米	☑ Not less than 不少於
☐ public open space 公眾休憩用地	..... sq. m 平方米	☐ Not less than 不少於

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

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
Residential Towers	G/F and above	Residential Units, Entrance Lobby, E&M Facilities
.....	B1/F	Carpark, E&M Facilities
Clubhouse	1/F	Clubhouse, E&M Facilities
.....	G/F	Carpark, E&M Facilities
.....	B1/F	Carpark, E&M Facilities

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

Landscape Area, Emergency Vehicular Access, Footpath, Carpark, Loading/unloading Bays and Ancillary Facilities .....

.....

.....

.....

.....

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

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

December 2031

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

Any vehicular access to the site/subject building? 是否有車路通往地盤／有關建築物？	Yes 是	☑ There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Tung Chung Road North ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位: 71 Motorcycle Parking Spaces 電單車車位: 3 Light Goods Vehicle Parking Spaces 輕型貨車泊車位: Medium Goods Vehicle Parking Spaces 中型貨車泊車位: Heavy Goods Vehicle Parking Spaces 重型貨車泊車位: Others (Please Specify) 其他 (請列明): Bicycle Parking Spaces: 20
	No 否	☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位: Coach Spaces 旅遊巴車位: Light Goods Vehicle Spaces 輕型貨車車位: Medium Goods Vehicle Spaces 中型貨車車位: Heavy Goods Vehicle Spaces 重型貨車車位: 2 Others (Please Specify) 其他 (請列明):
	No 否	☐

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

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

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

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

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

Please refer to the Supporting Planning Statement.
.....
.....
.....
.....
.....

10. Justifications 理由

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

Please refer to the Supporting Planning Statement.

11. Declaration 聲明

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

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

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

PAULINE LAM — Name in Block Letters 姓名（請以正楷填寫）

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

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

on behalf of 代表 KTA Planning Limited

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

Date 日期 13.2.2026 (DD/MM/YYYY 日/月/年)

Remark 備註

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

Warning 警告

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

Statement on Personal Data 個人資料的聲明

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

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

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

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

Ash interment capacity 骨灰安放容量@

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

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

Total number of niches 龕位總數 _____

Total number of single niches
單人龕位總數 _____

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

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

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

Total number of double niches
雙人龕位總數 _____

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

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

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

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

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

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

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

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

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

Proposed operating hours 擬議營運時間 _____

_____

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

Gist of Application 申請摘要

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

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	Lots 1766 RP, 1768 RP, 1770 RP, 1771 RP and 1774 RP in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island 大嶼山東涌東涌道北東涌丈量約份第3約地段第1766號餘段、第1768號餘段、第1770號餘段、第1771號餘段及第1774號餘段和毗連政府土地
Site area 地盤面積	5,400 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 2,779 sq. m 平方米 ☑ About 約)
Plan 圖則	Approved Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/24 東涌市中心地區分區計劃大綱核准圖編號 S/I-TCTC/24
Zoning 地帶	"Residential (Group B) 3" and area shown as 'Road' 「住宅(乙類)3」及顯示為「道路」的地方
Applied use/ development 申請用途/發展	Proposed Flat with Minor of Building Height Restrictions 擬議分層住宅並略為放寬建築物高度限制

		sq.m 平方米	Plot Ratio 地積比率
(i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率	Domestic 住用	10,800 ☐ About 約 ☑ Not more than 不多於	2 ☐About 約 ☑Not more than 不多於
	Non-domestic 非住用	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	2 Residential Towers 2幢住宅大樓	
	Non-domestic 非住用	1 Clubhouse Block 1幢會所	
	Composite 綜合用途		

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)
			58.9 mPD 米(主水平基準上) ☑ (Not more than 不多於)
			15* Storeys(s) 層 ☐ (Not more than 不多於) *(☑Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☑ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)* * Include 1 storey of basement 包括1層地庫
		Non-domestic 非住用	m 米 ☐ (Not more than 不多於)
			About 約 21.8 mPD 米(主水平基準上) ☐ (Not more than 不多於)
			3* Storeys(s) 層 ☐ (Not more than 不多於) *(☑Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☑ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)* * Include 1 storey of basement 包括1層地庫
		Composite 綜合用途	m 米 ☐ (Not more than 不多於)
			mPD 米(主水平基準上) ☐ (Not more than 不多於)
			Storeys(s) 層 ☐ (Not more than 不多於) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv)	Site coverage 上蓋面積	Not more than 不多於 37 % ☐ About 約	
(v)	No. of units 單位數目	290	
(vi)	Open space 休憩用地	Private 私人	812 sq.m 平方米 ☑ Not less than 不少於
		Public 公眾	sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數	94
	Private Car Parking Spaces 私家車車位	71
	Motorcycle Parking Spaces 電單車車位	3
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
	Others (Please Specify) 其他 (請列明)	
	Bicycle Parking Spaces 單車車位	20
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	2
	Taxi Spaces 的士車位	
	Coach Spaces 旅遊巴車位	
	Light Goods Vehicle Spaces 輕型貨車車位	
	Medium Goods Vehicle Spaces 中型貨車位	
	Heavy Goods Vehicle Spaces 重型貨車車位	2
	Others (Please Specify) 其他 (請列明)	

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

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

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

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

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

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S16 PLANNING APPLICATION
APPROVED TUNG CHUNG TOWN CENTRE AREA OZP No. S/I-TCTC/24

Proposed Flat with Minor Relaxation of Building Height Restriction,
Various Lots in D.D. 3 TC and Adjoining Government Land,
Tung Chung Road North, Tung Chung, Lantau Island

SUPPORTING PLANNING STATEMENT

February 2026

Applicant:
Full Fame Development Limited

Consultancy Team:
KTA Planning Limited
Andrew Lee King Fun & Associates Architects Limited
CTA Consultants Limited
Ramboll Hong Kong Limited
H Plus Limited
Asia Infrastructure Solutions Limited

KTA PLANNING LIMITED
規劃顧問有限公司

Executive Summary

The Applicant, Full Fame Development Limited, seeks approval from the Town Planning Board ("TPB") under Section 16 of the Town Planning Ordinance for Proposed Flat with Minor Relaxation of Building Height Restriction ("the Proposed Development") at Lot 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island ("the Site"). The Site falls primarily within an area zoned "Residential (Group B)3" ("R(B)3"), with a minor portion of it shown as 'Road' on the Approved Tung Chung Town Centre Area Outline Zoning Plan ("the Approved OZP") No. S/I-TCTC/24.

The Site is mainly paved and is currently vacant. The Site was the subject of a s.16 Planning Application No. A/I-TCTC/59 approved by the TPB on 14 January 2022 for proposed flat. Further to the approval of it, the Applicant has initiated the land exchange application with the Government in 2022 (a grant of a new lot to be known as Tung Chung Town Lot No. 49); and has accepted the Provisional Basic Term Offer on 24 August 2022. The land exchange procedures are nearly completed.

In view of the changing planning circumstances and market conditions, the Applicant would like to make amendments to the approved development scheme, including 1) minor relaxation of the building height restriction due to the adoption of modular integrated construction method, 2) increase number of units due to decrease of average flat size following the internal market sounding exercise and 3) change in the location of the car parking spaces in response to the Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers APP-2. The proposed residential scheme under this planning application would, however, largely be the same as that under the approved development scheme, in terms of major development parameters.

The Proposed Development comprises two 14-storey residential towers accommodating 290 units atop one level of basement for car parking and E&M facilities. A two-storey standalone mixed block (containing a one-storey clubhouse on top of the ground-level car park) will be provided for future residents.

The Proposed Development is fully justified based on the following reasons:

- The proposed use is in line with the long-term planning intention of the "Residential (Group B)3" zone since 'Flat' use is permitted as of right, while making use of a small portion of the "left-over" land shown as 'Road' for landscape and amenity purpose;

- The Proposed Development will not deviate from the previous approved development scheme in terms of the major development parameters and only minor amendments are made;

- The Site is readily available for development with early implementation of housing supply since the Applicant has already conducted relevant land exchange procedures following the approved development scheme;

- The Applicant would adopt modular integrated construction method for the development to expediate the housing delivery and shorten the construction time;

- The Proposed Development does not jeopardise the development rights of third-party lots in between the Application Site with the provision of the right of way;

- The Proposed Development is compatible with the surrounding developments in terms of the building height and development quantum;

- The Proposed Development as compared to the previous development scheme would incorporate the narrow strip of left-over land in between the Applicant's lots and Tung Chung Road North to fully utilise the scarce land resources; and

- Technical Assessments have demonstrated that the proposed development with minor relaxation of BH to be technically feasible with no insurmountable impacts on traffic, visual, drainage, sewerage, landscape and environmental.

In consideration of the above, we sincerely request the TPB to support this Section 16 Planning Application from planning and technical points of view.

行政摘要

（內文如有差異，應以英文版本為準）

申請人廣譽發展有限公司擬就城市規劃條例第 16 條向城市規劃委員會（下稱「城規會」）申請准許位於大嶼山東涌東涌道北東涌丈量約份第 3 約地段第 1766 號餘段、第 1768 號餘段、第 1770 號餘段、第 1771 號餘段、第 1774 號餘段及毗連政府土地（下稱「申請地點」)的擬議分層住宅及輕微放寬建築物高度限制（下稱「擬議發展」)。該申請地點主要位於東涌市中心分區計劃核准大綱圖編號 S/I-TCTC/24 上主要劃為「住宅（乙類）3」地帶，其一小部分顯示為「道路」的地方。

申請地點現已平整及空置。申請地點涉及規劃申請編號 A/I-TCTC/59，已於 2022 年 1 月 14 日獲城規會准許作分層住宅發展。申請人其後於 2022 年啟動換地方式進行的契約修訂，並接納換地基本條款建議書。新批地段將稱為「東涌市地段第 49 號」。相關換地程序已接近完成。

由於規劃環境及市場狀況改變，申請人擬對已批准的發展計劃作出以下修訂：

1. 因採用「組裝合成」建築法而輕微放寬高度限制；
2. 因應市場意見調查降低平均單位面積，引致單位數目上升；及
3. 因應最新<認可人士、註冊結構工程師及註冊岩土工程師作業備考 APP-2>，調整停車場位置。

是次申請的擬議發展在主要發展參數上與已批計劃大致相同。擬議發展將包括兩幢 14 層高住宅大樓（共 290 個單位），下設 1 層地庫停車場及機電設施；1 幢獨立 2 層綜合大樓（地面為停車場，上層為會所）。

擬議發展的申請具充份理據，原因如下：

- 擬議發展計劃完全符合「住宅（乙類）3」地帶的長遠規劃意向，住宅用途屬第一欄經常准許的用途，同時利用僅少部分顯示為「道路」的地方作為景觀及設施規劃；
- 擬議發展計劃在主要發展參數上與獲城規會批准的發展計劃一致，並僅作輕微修訂；
- 由於申請人已接近完成相關換地程序，該申請地點可立即投入發展，並能及早落實房屋供應；
- 申請人將採用「組裝合成」建築法，加快建屋速度、縮短工期；
- 擬議發展計劃將提供行人通道，並不影響第三者地段的發展權利；
- 擬議發展計劃的放寬高度及發展量與周邊發展協調；
- 擬議發展計劃納入申請人地段與東涌道北之間狹窄的剩餘土地，善用珍貴的土地資源；及

- 各項技術評估證明輕微放寬高度限制在技術上可行，在交通、視覺、排水、污水、景觀及環境方面均無不可克服影響。

基於以上規劃及技術理由，申請人懇請城規會批准是次規劃申請。

Executive Summary
行政摘要

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S16 PLANNING APPLICATION
APPROVED TUNG CHUNG TOWN CENTRE AREA OZP No. S/I-TCTC/24

Proposed Flat with Minor Relaxation of Building Height Restriction, Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Supporting Planning Statement

1 INTRODUCTION

1.1 Purpose

1.1.1 This Planning Application is prepared and submitted on behalf of Full Fame Development Limited (the "Applicant") to seek approval from the Town Planning Board ("TPB") under Section 16 of the Town Planning Ordinance for Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island ("the Site"). The Site falls primarily within an area zoned "Residential (Group B)3" ("R(B)3"), with a minor portion of it shown as "Road" on the approved Tung Chung Town Centre Area Outline Zoning Plan ("the Approved OZP") No. S/I-TCTC/24. This Supporting Planning Statement is to provide members of the TPB with information necessary for the consideration of this Application.

1.2 Report Structure

1.2.1 Following this introductory Section, the site and planning context will be briefly set out in **Section 2**. The proposed amendments to the Approved Development Scheme will be discussed in **Section 3**. The planning justifications will be elaborated in **Section 4**, followed by **Section 5** in concluding and summarising this Supporting Planning Statement.

2 SITE AND SURROUNDING CONTEXT

2.1 Site Location and Existing Condition

2.1.1 The Site is located in Tung Chung Area 48 at the southwest of existing Tung Chung Town Centre, abutting Tung Chung Road North which is undergoing widening works. The planned public housing development at Tung Chung Area 23 located to the immediate east of the Site, across Tung Chung Road North, is currently under construction. The Site is about 520m (about 6 minutes walking) away from the future Tung Chung West Station (**Figure 2.1** refers). The Site is mainly paved with some trees and vegetation and is currently vacant.

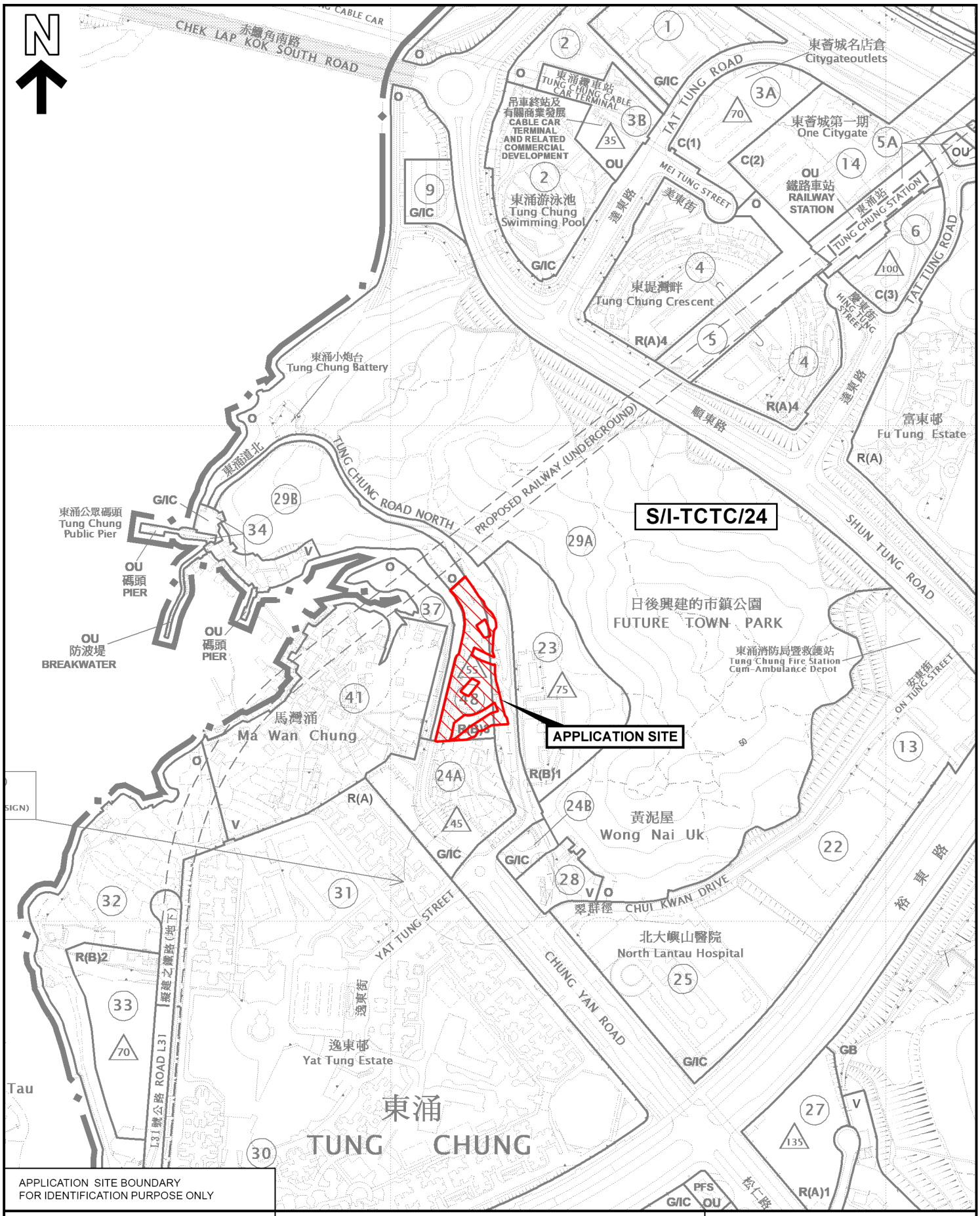
2.2 Surrounding Land Use Context

2.2.1 The Site is situated in a residential neighbourhood with a mix of public and private housing developments (**Figure 2.2** refers). To the east of the Site across Tung Chung Road North, there is an on-going public housing development under construction at the Tung Chung Area 23 (zoned "R(B)1" subject to a maximum PR of 4 and maximum BH of 75mPD). To the south of the Site is an area zoned "G/IC" in Area 24A for the development of a G/IC complex for government offices, social and community facilities and a public vehicle park under the committed improvement works for revitalization of Ma Wan Chung implemented by CEDD under the Tung Chung New Town Extension project; and an existing bee farm. To the further south of the Site is the existing Yat Tung Estate in Areas 30 and 31 (zoned "R(A)" subject to a maximum domestic PR of 5) and the future Tung Chung West Station under construction. To the further west of the Site across an existing nullah is the planned open space in Area 37 and the village cluster of Ma Wan Chung Village. To the north of the Site is the planned open space in Area 29B.

2.3 Accessibility

2.3.1 The Site is served by Tung Chung Road North and connects to the town centre via Chung Yan Road and Yu Tung Road. The Site is also highly accessible to other parts of Hong Kong via Lantau Link and Tuen Mun-Chek Lap Kok Link.

2.3.2 The Site is well-served by public transport services. The Yat Tung Estate Public Transport Terminus and nearby bus stops are about 300-450m (4-6 mins walk) from the Site, providing frequent bus services to Tung Chung Town Centre, and direct services to metro areas and new towns of Hong Kong. Tung Chung West Station under construction is within 550m (7 mins walk) from the Site, which will further enhance the accessibility to the Site (**Figure 2.3** refers).



APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

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LOCATION PLAN

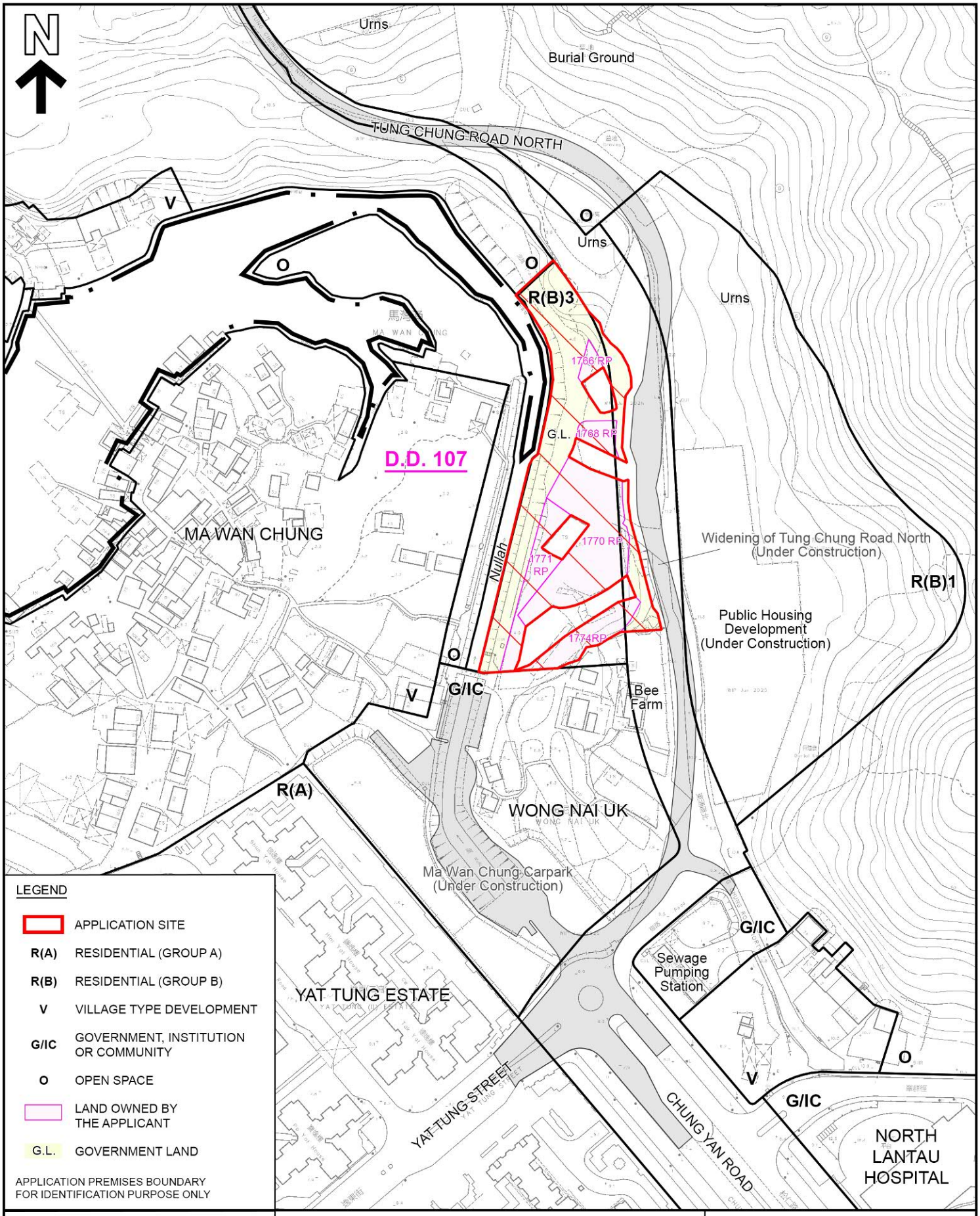
PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION
VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

SCALE 1 : 5 000

FIGURE 2.1

EXTRACT PLAN BASED ON OUTLINE ZONING PLANS No. S/I-TCTC/24 APPROVED ON 1.6.2021

DATE: 26.1.2026



KTA PLANNING LIMITED
規劃顧問有限公司

SITE PLAN

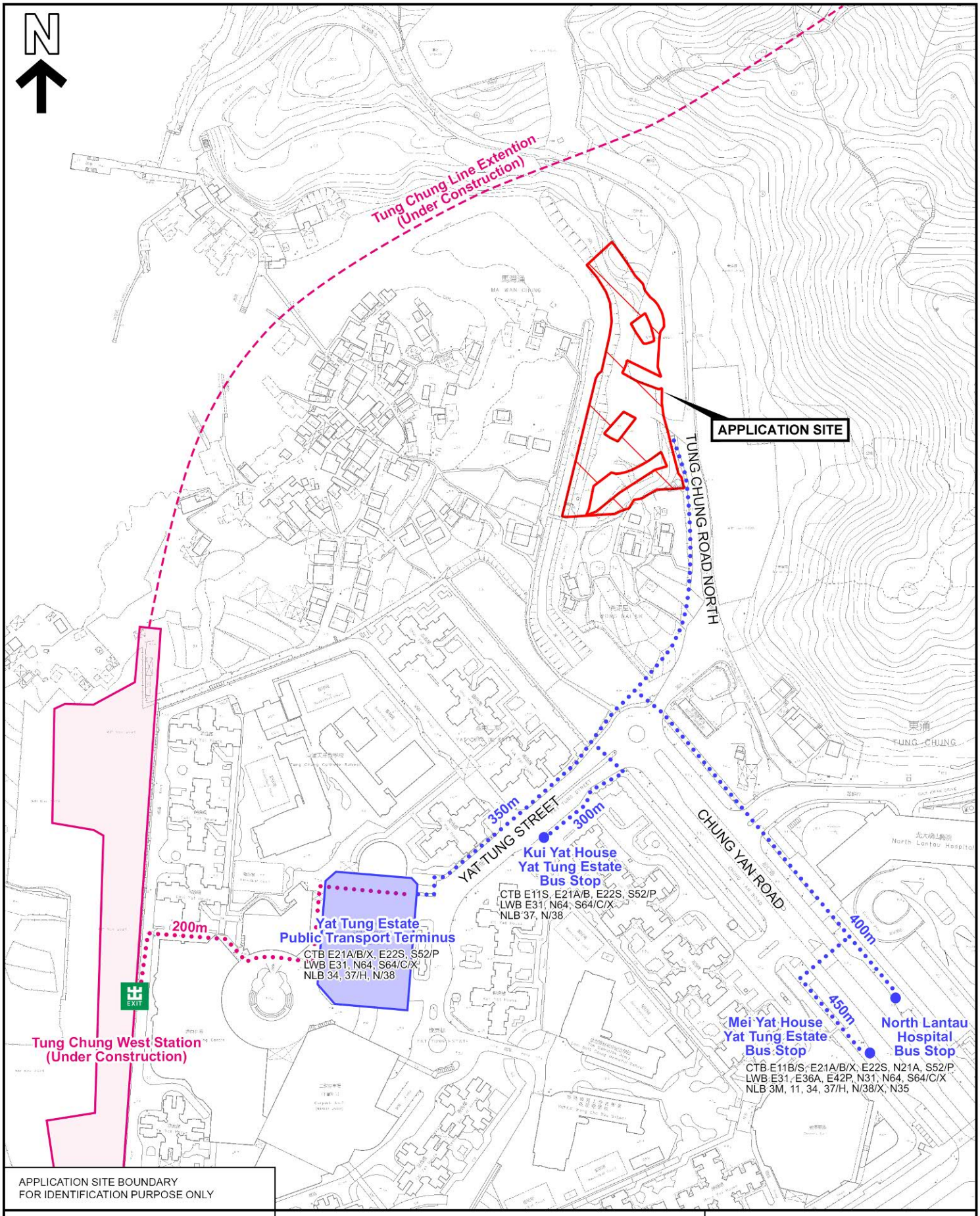
PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION
VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

SCALE 1 : 2 000

FIGURE 2.2

EXTRACT PLAN BASED ON SURVEY SHEETS No. 9-SE-8B & 8D

DATE: 26.1.2026



APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

KTA PLANNING LIMITED
規劃顧問有限公司

PUBLIC TRANSPORT SERVICES PLAN

PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION
VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

SCALE 1 : 3 000

FIGURE 2.3

EXTRACT PLAN BASED ON
SURVEY SHEETS No. 9-SE-8A, 8B, 8C & 8D

DATE: 26.1.2026

2.4 Statutory Planning Context

2.4.1 The Site falls primarily within an area zoned "Residential (Group B)3" (about 87% of the Site), with a minor portion of it shown as 'Road' (about 13% of the Site) on the approved Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/24 (**Figure 2.1** refers).

"Residential (Group B)3" Zone

2.4.2 According to the Statutory Notes of the Approved OZP, the planning intention of "R(B)3" zone is "primarily for medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted". Any developments are subject to a maximum plot ratio (PR) of 2 and a maximum building height of 55mPD. Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio and/or building height restrictions may be considered by the TPB on application under section 16 of the Town Planning Ordinance. **'Flat' use is a Column 1 use, which is always permitted by the Town Planning Board.**

Area shown as 'Road'

2.4.3 According to paragraph 9 of the Covering Notes of the Approved OZP, in any area shown as 'Road', all uses or development require permission from the Town Planning Board. **Since the Site involves an area shown as 'Road', planning permission will be required from the TPB.**

Explanatory Statement

2.4.4 According to para. 7.6 of the Explanatory Statement of the Approved OZP, minor relaxation of BH restriction will be considered by the TPB taking into account its own merits and the relevant criteria for consideration of such application for relaxation are as follows:

(a) amalgamating smaller sites for achieving better urban design and local area improvements;

(b) accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening;

(c) providing better streetscape/good quality street level public urban space;

(d) providing separation between buildings to enhance air and visual permeability;

(e) accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan; and

(f) other factors such as need for tree preservation, innovative building design

and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts.

2.4.5 Since the Site would also involve a minor relaxation of the BH restriction, this planning application is subject to approval from the TPB.

2.5 Previous Planning Application

Planning Application No. A/I-TCTC/59

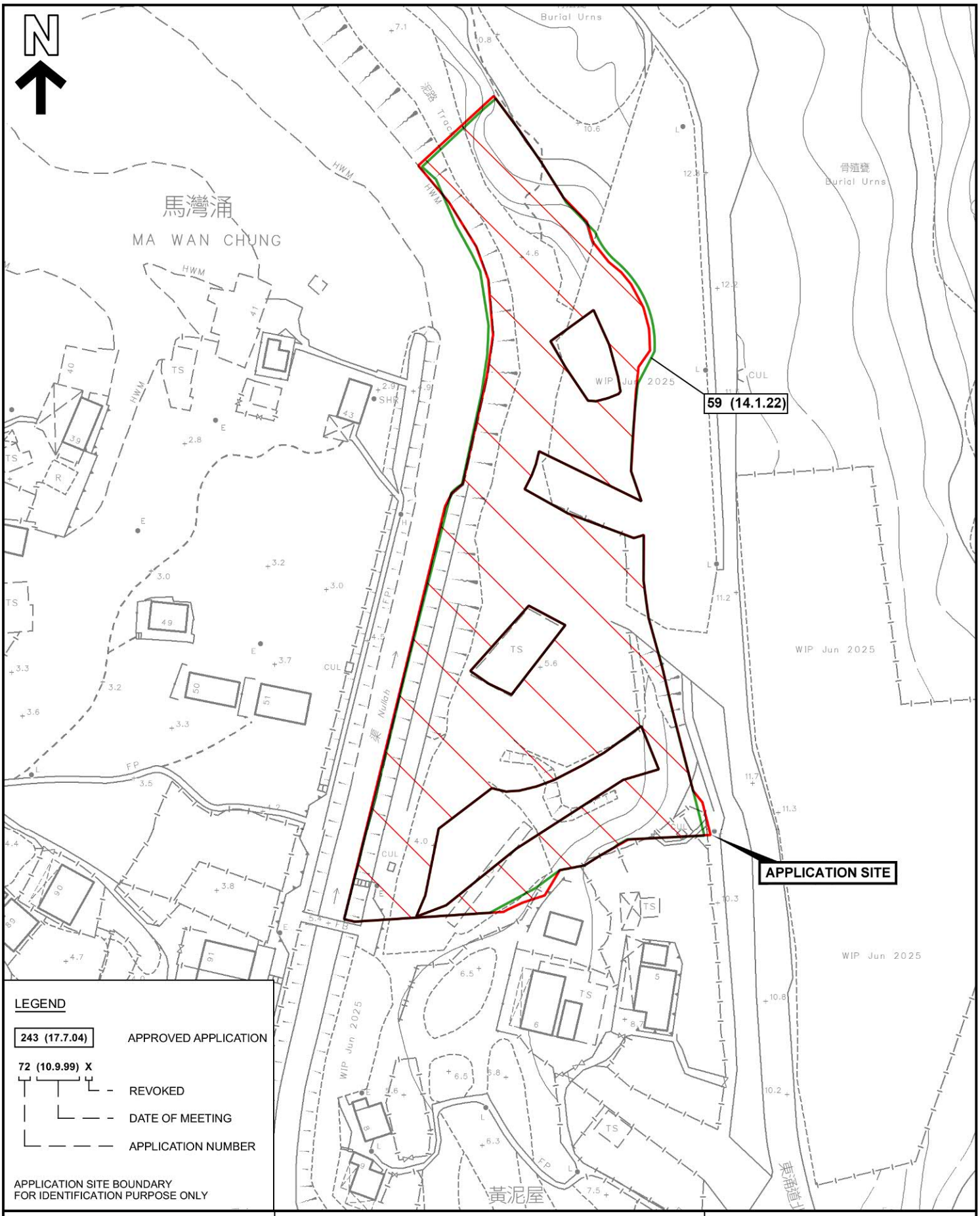
2.5.1 The Site was the subject of Planning Application No. A/I-TCTC/59 approved by the TPB on 14 January 2022 for Proposed Flat (**Figure 2.4** refers). The approved development scheme comprises two 13-storey residential blocks and one 2-storey clubhouse (excluding 2 levels of basement carpark). A plot ratio of not more than 2 providing gross floor area of not more than 10,800m^2 and a maximum building height of 55mPD is proposed. 187 residential units will be yielded.

2.6 Land Status and Lease Condition

2.6.1 The Site comprises private land Lot 1766 RP, 1768 RP, 1770 RP, 1771 RP, and 1774 RP (49%, about 2,621m^2) and Government land (51%, about 2,779m^2) (**Figure 2.2** refers). The private lots included within the Site are under the land ownership of the Applicant.

2.6.2 Since the granting of the planning approval in 2022, the Applicant has initiated the land exchange application with the Government in 2022, with a grant of a new Lot to be known as Tung Chung Town Lot No. 49 and has accepted the Provisional Basic Term Offer on 24 August 2022. The land exchange procedures are nearly completed. Based on the draft lease condition, the lot shall not be used for any purpose other than for private residential purposes, and the total GFA on the lot shall not be less than 6,480m^2 and shall not exceed 10,800m^2.

2.6.3 In the earlier Recommended Outline Development Plan in the 'Planning and Engineering Study on the Remaining Development in Tung Chung', Tung Chung Road North shall be widened to about 25m. However, upon detailed study by the Civil Engineering Development Department and Planning Department, the road will be required to widen to about 17 to 20m, as shown on the Highways Department's gazetted plan No. RD/GZ004A gazetted on 18.4.2019 and 26.4.2019. Thus, there is a piece of Government land (or the "left-over" land)between the subject lots and the "gazetted" widened Tung Chung Road North which had been included under the previous approved Application No. A/I-TCTC/59 and the current application.



PLANNING LIMITED
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PREVIOUS APPLICATION PLAN

PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION
VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

SCALE 1 : 1 000

FIGURE 2.4

EXTRACT PLAN BASED ON SURVEY SHEETS No. 9-SE-8B & 8D

DATE: 26.1.2026

3 PROPOSED DEVELOPMENT SCHEME

3.1 Proposed Flat with Minor Relaxation of Building Height Restriction

3.1.1 With a site area of approximately 5,400m² and a proposed plot ratio of 2, the proposed scheme will yield a total gross floor area (GFA) of approximately 10,800m². The Proposed Development also seeks a minor relaxation of the building height (BH) restriction from 55mPD to 58.9mPD due mainly to the adoption of MIC building design method.

3.1.2 There will be two 14-storey residential towers of accommodating 290 units atop 1 level of basement for car parking and E&M facilities. A 2-storey standalone clubhouse block (1-storey clubhouse on top of the ground level car park) atop 1 level of basement car park will be provided for future residents. Please refer to **Table 3.1** below for the proposed development parameters and **Appendix 1** for the indicative master layout plan and section plan.

Table 3.1 Development Parameters of the Proposed Development

Development Parameter	Proposed Development
Site Area	About 5,400m^2
Plot Ratio	Not more than 2
Total GFA(1)	Not more than 10,800m^2
Site Coverage	Not more than 37%
Building Height (main roof)	Not more than +58.9mPD
No. of Blocks - *Residential Tower* - *Clubhouse*	3 *2* *1*
No. of Storeys(2) - *Residential Tower* - *Clubhouse* - *Basement Carpark*	15 *14* *2* *1*
No. of Units	290
Average Flat Size	About 37.2m^2
Estimated Population(3)	812
Private Open Space	Not less than 812m^2

Remarks:
(1) Excluding GFA for clubhouse facilities (not more than 5% of the total domestic GFA)
(2) Including basement
(3) Based on persons per occupied flat ("PPOF") ratio of 2.8

3.2 Comparison with the Approved Scheme under Application No. A/I-TCTC/59

3.2.1 The proposed development scheme under this Planning Application would largely be the same as that under the approved development scheme under Application No. A/I-TCTC/59. However, in view of the changing planning circumstances and market conditions, the following amendments to the approved residential scheme are proposed:

(1) Minor Relaxation of Building Height Restriction

3.2.2 The building height of the Proposed Development has been slightly adjusted from +55mPD to +58.9mPD (+3.9m, about 7.1%) and incorporating one additional domestic floor at the two residential towers. Due to the adoption of the modular integration construction (MiC), the floor-to-floor height has been slightly increased by 0.1m from previously approved 3.3m to 3.4m. Stated in the *Joint Practice Note No.8*, in recognition of the additional floor area needed in MiC, GFA concession may be granted. In view of the irregular shape of the Site, an additional domestic floor is necessary to absorb such GFA concession.

(2) Increase in Number of Units

3.2.3 In response to latest real estate market trends, the Applicant has conducted an internal market sounding exercise to assess current preferences for the flat types. Based on this review, an average unit size of approximately 37 sqm is deemed appropriate. Accordingly, the number of units under the current scheme has been increased from previously approved 187 to 290 units, with the intention to align with market demand while maintaining compliance with the approved development parameters.

(3) Location of Parking Spaces *(Class A Amendments)*

3.2.4 In response to the 2025 Policy Address, which grants a full Gross Floor Area (GFA) exemption for developers constructing no more than two storeys of aboveground car parking, the Applicant has positioned the ground floor for car parking below the clubhouse. This covered G/F carpark areas are disregarded from the domestic GFA calculation subject of this application.

(4) Slight Adjustment to the Disposition and Form of the Residential Blocks *(Class A Amendments)*

3.2.5 The Applicant has slightly adjusted the disposition and form of the residential blocks to improve the efficiency of the Proposed Development, while at the same time to enhance the design of the landscape areas for future residents.

3.2.6 A comparison of the major development parameters of the approved scheme under Application No. A/I-TCTC/59 and the Proposed Development is shown in **Table 3.2.**

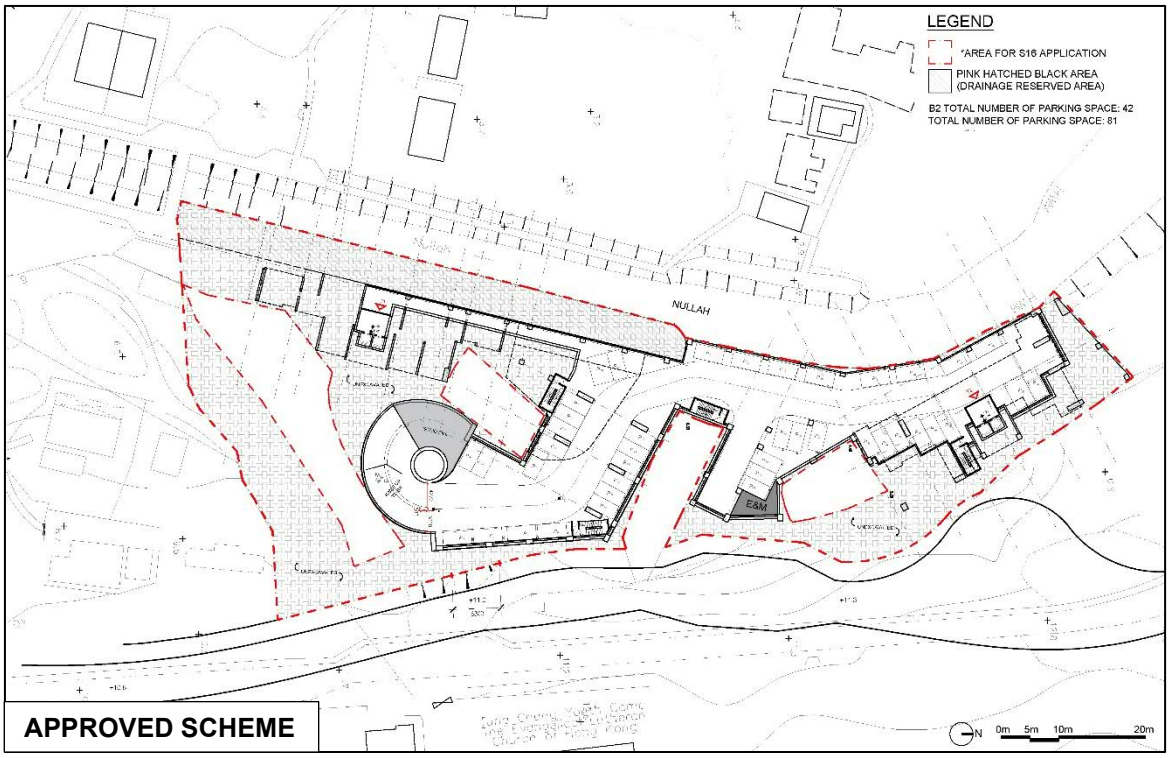
Table 3.2 Comparison of the Approved and Proposed Development

Development Parameter	Approved Scheme	Proposed Scheme	Change
Site Area	About 5,400m^2	About 5,400m^2	No Change
Plot Ratio	Not more than 2	Not more than 2	No Change
Total GFA(1)	Not more than 10,800m^2	Not more than 10,800m^2	No Change
Site Coverage	Not more than 37%	Not more than 37%	No Change
Building Height (main roof)	Not more than +55mPD	Not more than +58.9mPD	+3.9m (+7.1%)
No. of Blocks - *Residential Tower* - *Clubhouse*	3 *2* *1*	3 *2* *1*	No Change *No Change* *No Change*
No. of Storeys(2) - *Residential Tower* - *Clubhouse* - *Basement Carpark*	15 *13* *2* *2*	15 *14* *2* *1*	No Change *+1* *No Change* *-1*
No. of Units	187	290	+103 (+55%)
Average Flat Size	About 57.8m^2	About 37.2m^2	-20.6m^2 (-36%)
Estimated Population(3)	524	812	+288 (+55%)
Private Open Space	Not less than 524m^2	Not less than 812m^2	+288m^2 (+55%)

Remarks:
(1) Excluding GFA for clubhouse facilities (not more than 5% of the total domestic GFA)
(2) Including basement
(3) Based on persons per occupied flat ("PPOF") ratio of 2.8

Figure 3.1: Comparison of the Approved and Proposed Residential Development

Basement Level 2

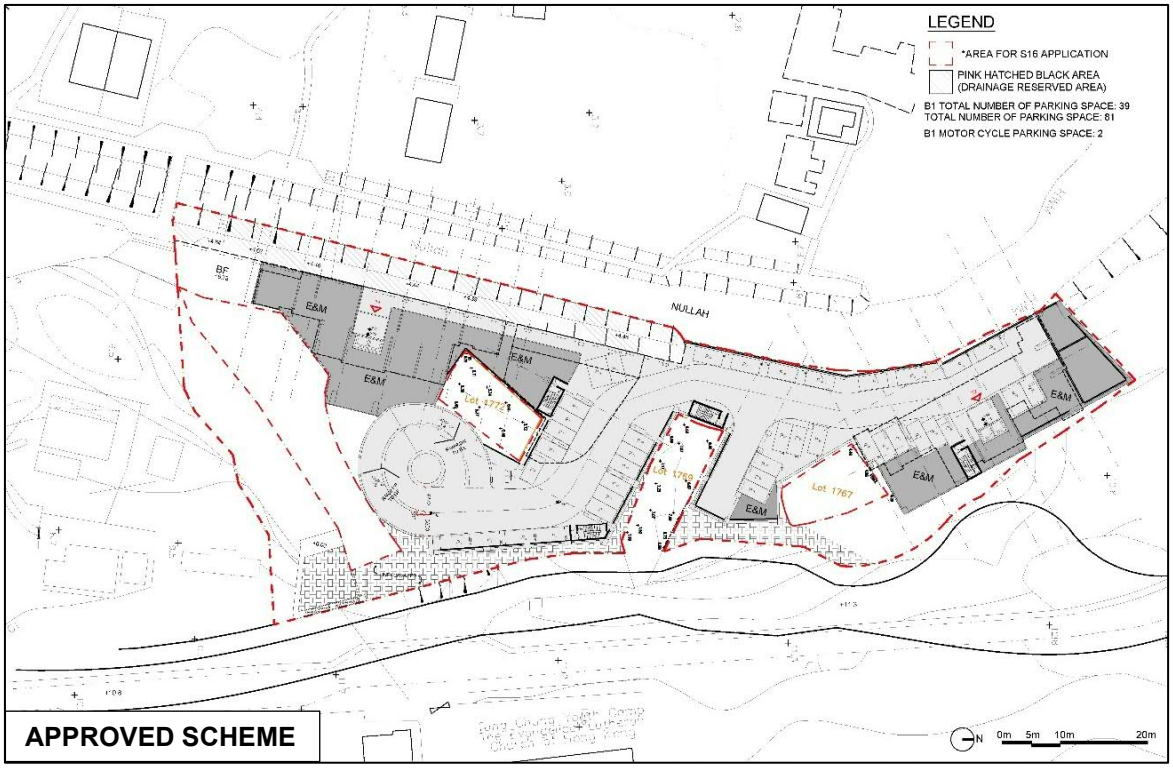


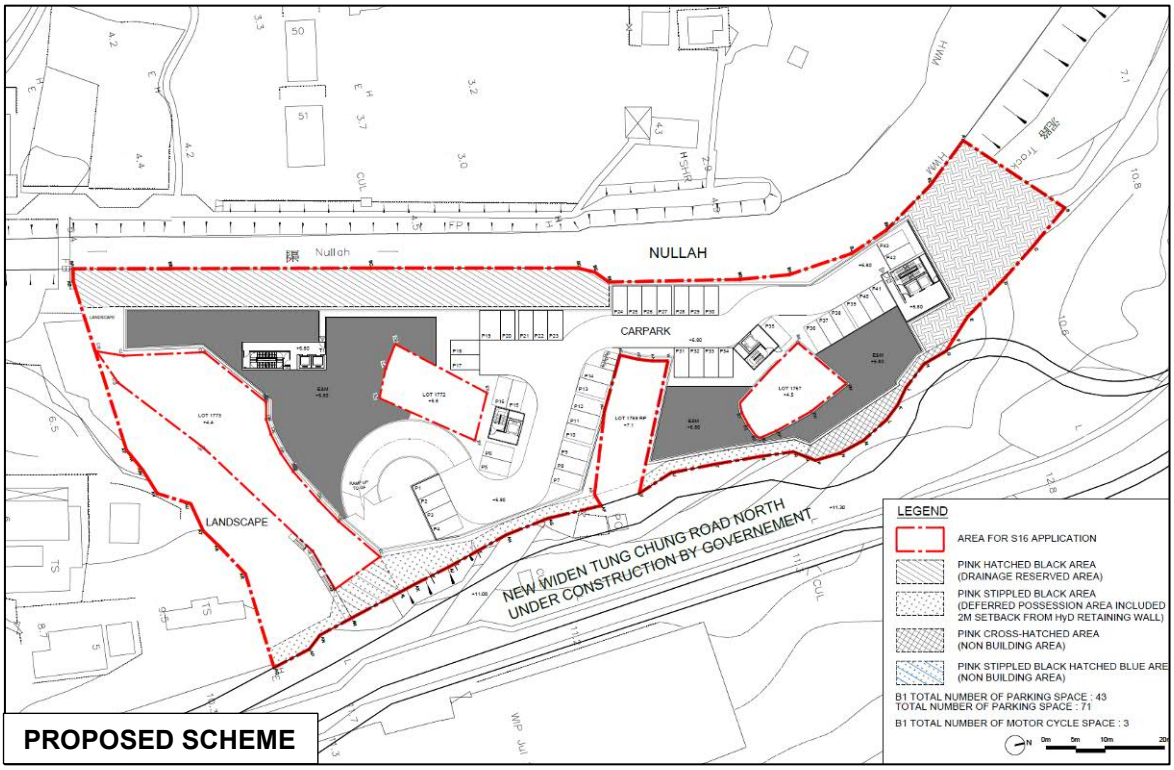
APPROVED SCHEME

(No Basement Level 2)

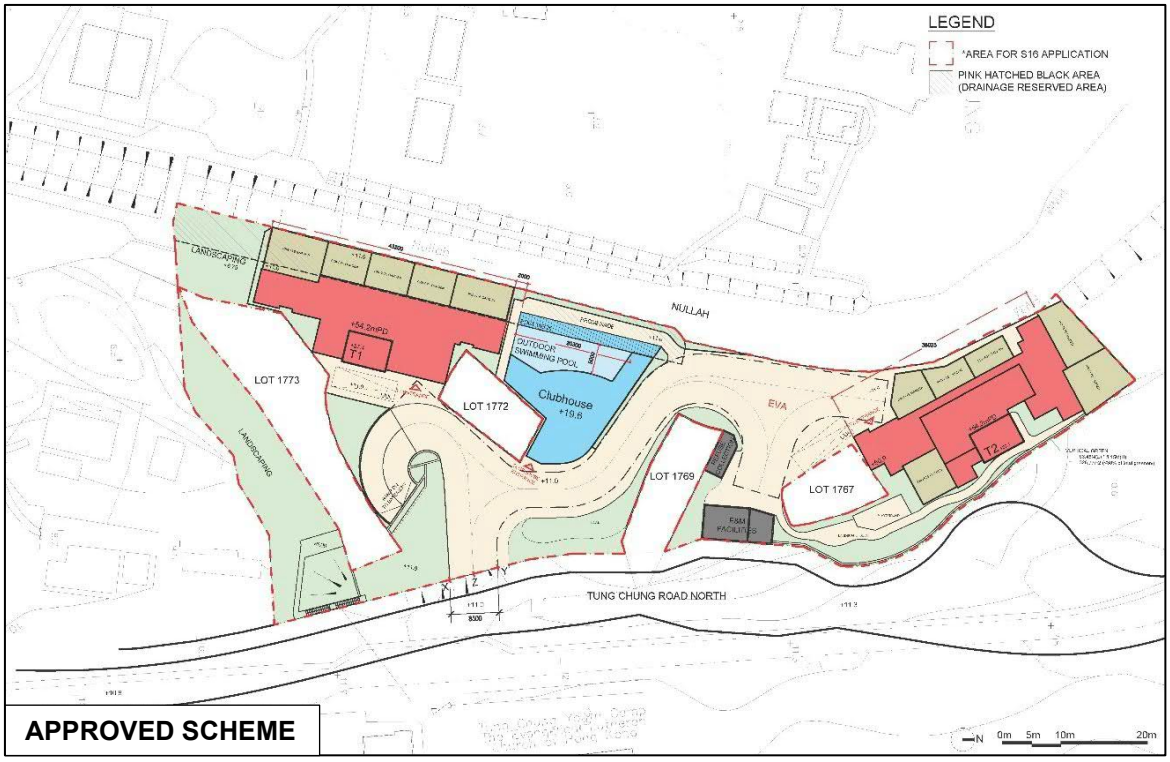
PROPOSED SCHEME

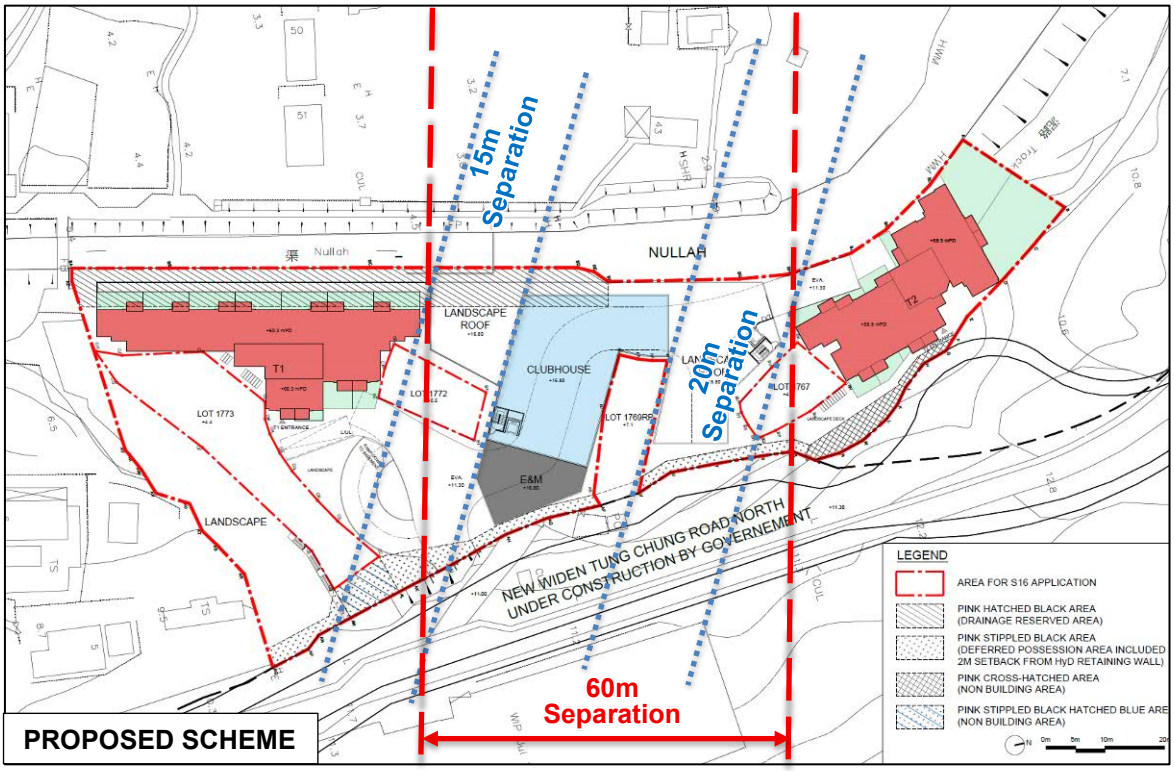
Basement Level 1





Master Layout Plan





3.3 Planning and Design Merits

Compliance with the Sustainable Building Guidelines

Building Separation

3.3.1 The Proposed Development has provided more than 60m wide building separation between the two residential towers. Within that, a building separation of about 15m between Tower 1 and the clubhouse and a separation of about 20m between Tower 2 and the clubhouse is designed. This help to breakdown the building mass, which in turns help improving the air ventilation and visual permeability to the surrounding environment (**Figure 3.1** refers).

Building Setback

3.3.2 The Proposed Development also provides a building setback of not less than 7.5m from the centreline of the street (i.e. Tung Chung Road North). The Residential Towers, including Towers 1 and 2 would have a setback of not less than 10m from the centreline of Tung Chung Road North.

Site Coverage of Greenery

3.3.3 In order to improve the environmental quality of the urban spaces, particularly at the pedestrian level, the Proposed Development would have a greenery of not less than 20%. The proposed development has introduced a planting strip along the site boundary to provide spatial and visual relief at the street/pedestrian level. The proposed development has also introduced green elements such as lawn, shrubs, and trees on the roof of the clubhouse, acting as the landscape roof garden in the primary zone of the proposed development. This could soften the building edge of the proposed development.

Provision of Right of Way to the Third-Party Lots

3.3.4 The Applicant has spent genuine design efforts to pay respect to the third-party lots that are sandwiched between the Application Site. Design efforts, including the provision of right of way with a staircase or via the Application Site to the respective lots via the Application Site, will be provided and allowed. This is also to comply with the lease conditions of the land exchange application.

3.4 Construction Method

3.4.1 The Proposed Development will adopt the Modular Integrated Construction (MiC) method to enhance construction efficiency. It is the Government's key policy to actively promote the construction of buildings by adopting MiC, in light of the challenges (i.e. relatively high construction costs and declining productivity) faced in the construction industry. The MiC method involves the prefabrication of modular units off-site, which are subsequently assembled on-site. The MiC could reduce construction time, minimise on-site labour requirements, and ensure consistent quality control. To encourage wider use of MiC by Developers, the

Government has introduced several measures, including a 10 per cent concession MiC gross floor area and site coverage, a four per cent storey height concession for MiC floors, subsidies under the Construction Innovation and Technology Fund, and enhanced communication and collaboration with relevant departments to facilitate project approvals.

3.4.2 By adopting MiC method, the Applicant aims to expedite project delivery and facilitate a faster supply of housing. This in fact aligns with the Hong Kong Government's advocacy for innovative construction technologies to address labor shortages and promote sustainability.

3.5 Implementation Programme

3.5.1 It is anticipated that the Proposed Development will be completed at the end of 2031.

4 TECHNICAL CONSIDERATION

4.1 Traffic

4.1.1 The Traffic Impact Assessment (TIA), enclosed in **Appendix 2**, has been conducted to provide technical justifications in supporting the application from the traffic engineering point of view. The assumptions in the "*Tung Chung New Town Extension (West) - Design and Construction Final Planning and Engineering Assessment Report for Enhancement of Development Intensity of Public Housing Sites in Tung Chung West"* Report have already included the captioned development for the assessment purpose. Based on the evaluation, the current operational performance of the critical junctions has been assessed, and revealed that all critical junctions are at present operating within their capacities. While the junction operational assessment has been applied for the year 2036 in both the reference and design scenarios (assuming full population intake of Tung Chung New Town Extension), it is indicated that all junctions will also operate within their capacities in 2036.

4.1.2 Since the traffic generated by the proposed development is small and would induce an insignificant impact on the surrounding road network, it is anticipated that there is no adverse traffic impact.

4.2 Environmental

4.2.1 The Environmental Assessment, enclosed in **Appendix 3**, has been conducted to demonstrate that there are no unacceptable adverse environmental impacts as a result of the development. In order to support the proposed development with environmental acceptability, the Noise Impact Assessment, Air Quality Impact Assessment, Waste Management Implication Assessment, Water Quality Impact Assessment were carried out to examine the impacts associated with the Proposed Development.

Noise Impact Assessment

4.2.2 The noise impact assessment, including traffic noise and fixed noise impact, has been conducted. Regarding the road traffic noise, the Proposed Development would comply with the HKPSG road traffic noise standard criteria of 70dB(A) with the noise mitigation measures including an acoustic window and an enhanced acoustic balcony. Regarding the fixed noise source impact, the assessment has identified that there were fixed noise sources, including DSD Chung Yan Road sewage pumping station and car washing facility within 300m from the Site. The results of predicted fixed noise impact at the selected noise-sensitive receivers for the proposed development are well below during noise criteria. Therefore, it is concluded that the proposed development will not be subject to adverse industrial noise impact.

Air Quality Impact Assessment

4.2.3 The assessment assesses the potential air quality impacts during the construction phase and operational phase of the proposed development. The minimum buffer distances between road kerbs complied with for the residential tower and the fresh air intake of the podium will be located outside the relevant HKPSG buffer distance. Therefore, no vehicular impact is anticipated. Based on site visit, there is no active chimney within 200m from the Site. There is no identifiable odour detected along the boundary of Chung Yan Road Sewage Pumping Stations. Also, there are no marine emissions sources within 500m from the Site. Therefore, the proposed development would not be subject to adverse industrial chimney emissions, marine emissions and odour impact. In conclusion, no potential adverse air quality impact is expected upon the proposed development. It is anticipated that there is no adverse air quality impact during the construction stage with the adoption of good practices.

Waste Management Implications

4.2.4 Although there are identified wastes including construction and demolition materials, chemical waste, asbestos-containing materials, and general refuse from the workforce arising from the construction works, it is anticipated that the identified wastes will be handled, transported and disposed of using approved methods and recommended good site practices by the Applicant. Thus, it is anticipated that no adverse environmental impacts will occur.

Water Quality Impact Assessment

4.2.5 The Site is located at inland urban developed area. Within the 500m study area of the Site, there are water sensitive receivers, such as nullah to the west of the Site, Ma Wan Chung and Tung Chung Bay. Although the water quality impacts from construction may be occurred from the general construction activities, construction site run-off and sewage effluent from the construction workforce, the potential water quality impacts could be controlled by implementing the recommended mitigation measures. With the implementation of mitigation measures, no adverse water quality impact on the identified WSRs is anticipated.

Land Contamination

4.2.6 A site appraisal, in the form of desktop review and site walkover, had been carried out in January 2026 to identify the past and current potentially contaminating land uses within the Site. Based on the desktop study and site appraisal, there are no land contamination activities and the ground is paved with concrete in good condition, potential land contamination is not expected.

4.3 Drainage

4.3.1 The Drainage Impact Assessment, enclosed in **Appendix 4**, has been conducted to review the existing drainage system in the vicinity of the Site and the potential

drainage impacts that may arise from the proposed residential development. The proposed development will have an increase in surface runoff with 80% paved, 11% vegetated with an underlying structure, and 9% vegetated. Although there is an increase in surface runoff from the proposed development, the drainage impact on the existing nullah due to the proposed development is considered minimal.

4.3.2 Besides that, there is currently an existing 600mm diameter outfall serving the Site. Based on the hydraulic modelling results for the 200-year return period with the consideration of climate change up to end-21st Century, it is found that the water level at the terminal manholes discharging to the existing 600mm diameter outfalls will reach about +5.2mPD. It is recommended that the formation level of the Site should have an equal or greater than +6mPD to provide long-term protection against tide-driven flooding. Under the proposed development, the site formation level of the Site will be about 11.30mPD. It is anticipated that there is no adverse drainage impact.

4.4 Sewerage

4.4.1 The Sewerage Impact Assessment, enclosed in **Appendix 5**, has been conducted to review the existing sewerage system and the proposed sewerage system for the proposed residential development. It is found that the hydraulic capacity of the planned public sewerage pipeline system constructed by CEDD would have capacity to convey both CEDD's design sewage flows from the Tung Chung New Town Extension and the increased sewage flow from the proposed residential development.

4.4.2 Although there is hydraulic capacity for the CEDD's design sewage flows and sewage flow from the proposed development, it is recommended to construct a foul terminal manhole and a 22mm inner diameter PE connection pipe for the connection between the residential development and the proposed public sewer along Tung Chung Road North.

4.5 Landscape

4.5.1 The Landscape Master Plan, enclosed in **Appendix 6**, has been conducted to provide a broad design, function, and amenity provisions for the landscape components of the proposed project. The landscape design includes Landscape Area at G/F acting as the welcoming environment for residents, a vertical green wall to soften the solid wall, streetscape with planning strip along the boundary and landscape area at the clubhouse roof. The proposed development would provide not less than 1m^2 communal open space per person (i.e. not less than 812m^2).

4.6 Tree

4.6.1 The Tree Preservation and Removal Proposal (TPRP), enclosed in **Appendix 7**, has been conducted to evaluate the treatment of existing trees in response to the proposed development. Based on the tree survey, a total of 71 no of trees are

evaluated, of which 7 trees are proposed to be retained and about 64 trees are proposed to be felled. In response to the DBH loss and nos. of trees felled, a total number of 211 trees with an aggregated DBH of about 15.50m will be compensated under the proposed development. The compensation ratio is 1:3.3 in terms of quantities and 1:1 in terms of qualities.

4.7 Visual

4.7.1 To assess the potential visual impact of the Proposed Development on the overall visual quality of the surroundings, a Visual Appraisal enclosed in **Appendix 8** has been conducted.

4.7.2 A total of 4 viewing points ("VPs") has been selected to assess the visual impact of the proposed scheme against the baseline scheme which complies with the building height restriction stipulated on the Approved OZP. The visual impact on viewers from all VPs are anticipated to be negligible.

4.7.3 With the wide building separation and compatible building heights with the existing and planned surrounding context, it is concluded that the overall visual impact induced by the Proposed Development as compared to the baseline scheme.

5 PLANNING JUSTIFICATIONS

5.1 In Line with the Planning Intention of "R(B)3"

5.1.1 The proposed development falls mainly within the "R(B)3" zone. The planning intention of the "R(B)3" is intended for '*medium-density residential developments where commercial uses serving the residential neighbourhood may be permitted*', which is for residential uses. There is no deviation from the planning intention. The "residential" use is also permitted as of right under the "Residential (Group B)3" zone.

5.2 Will Not Deviate from the Previous Approved Development Scheme

5.2.1 As highlighted in the above section, the Proposed Development will not deviate from the approved scheme of the previous planning approval in terms of the key development parameters. The site area, plot ratio, gross floor area, and site coverage under the Proposed Development is the same as the approved scheme. Under the proposed development scheme, only minor changes in disposition and form of the residential towers, a minor relaxation of building height restrictions, and a change in the flat size and flat numbers upon taking into account the latest market trends and conditions will be involved.

5.3 Readily Available Site for Housing Supply

5.3.1 The Site is readily available for development and early implementation of housing supply. Upon approval of the Application No. A/I-TCTC/59, the Applicant has spent tremendous efforts to procced with the development, including submitting the land exchange application to the Lands Department. The landholding of the entire Application Site is also under the landownership of the Applicant, and vehicular access to the Site can be directly provided from Tung Chung Road North. Therefore, the timely implementation of the Proposed Residential Development is secured and approval of the application will enable earlier implementation of the Residential Development in the Tung Chung New Town Extension area.

5.4 Adopt MIC Method to Expedite Housing Delivery

5.4.1 The Proposed Development will adopt the Modular Integrated construction (MiC) method to expedite housing delivery. As highlighted in the above section, this echoes with the Government's key initiative in encouraging development and/or developers in adopting the MiC method, which can significantly shorten the construction time. By adopting MiC, the Applicant aims to expedite project delivery on this readily available site and enable a faster supply of housing.

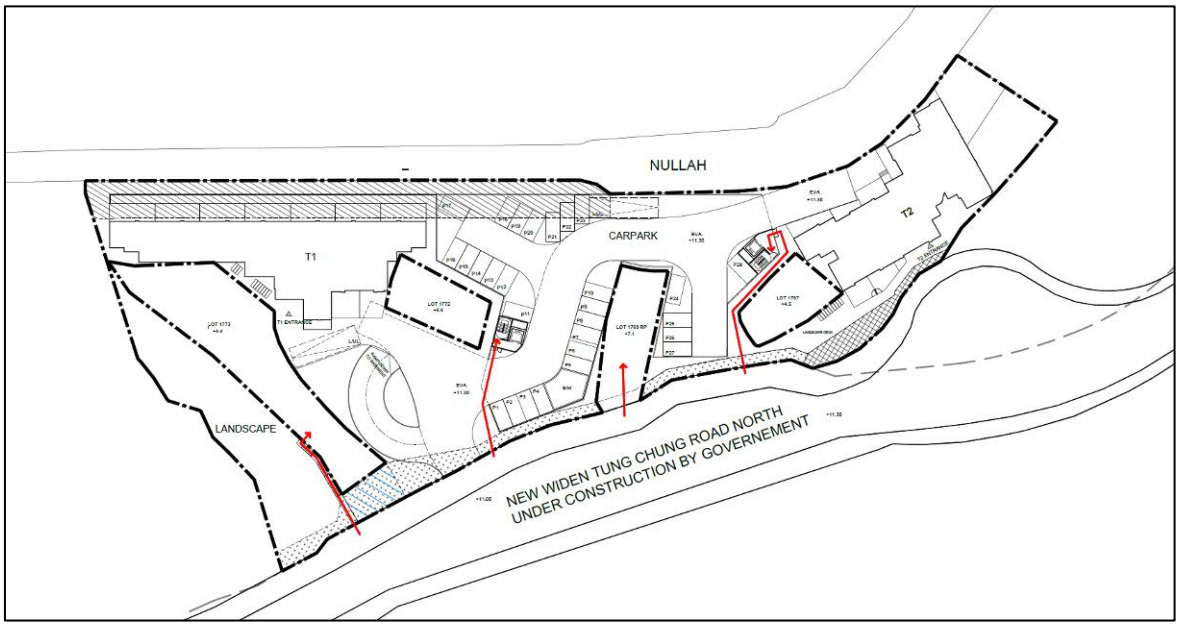
5.5 Will Not Jeopardise the Development Rights of Third-party Lots

5.5.1 The Applicant has spent genuine design efforts to pay respect to the third-party lots that are sandwiched between the Application Site. Design efforts, including the provision of right of way with a staircase to the respective lots via the

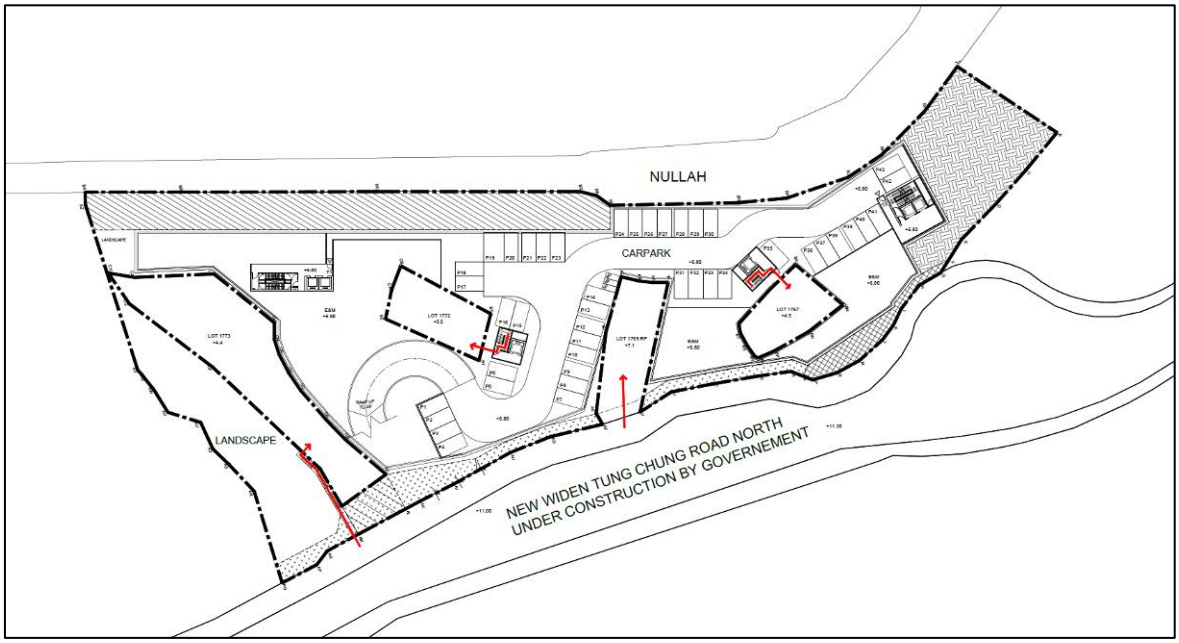
Application Site, will be provided (**Figure 4.1** refers). In case of an emergency, the Applicant will also allow emergency vehicles to enter the respective lots via the Application Site. The Proposed Development has therefore paid due respect to the third-party lots without compromising the potential development rights of the third-party lots.

Figure 5.1: Right of Way for the third-party lots

Ground Floor



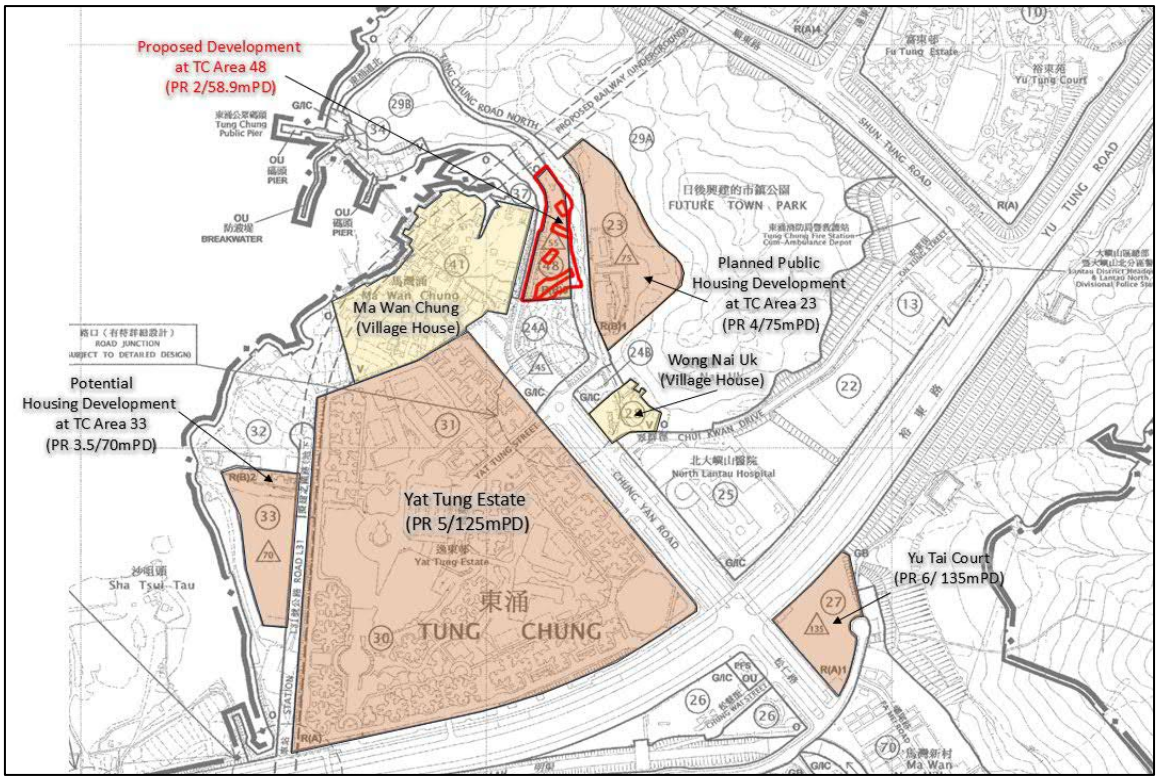
Basement Level 1



5.6 The Proposed Development is Compatible with the Surroundings

5.6.1 The Proposed Residential Development is compatible with the surroundings, as the land uses are predominantly residential uses. (i.e. public housing development- Yat Tung Estate, under-constructed public housing development at the Tung Chung Area 23 and the village housing at Ma Wan Chung Village) (**Figure 4.2** refers). The proposed residential use is considered entirely compatible with the surrounding residential developments. Besides, the intensity (i.e. plot ratio of 2) of the Proposed Development is also compatible with the surrounding residential development (with plot ratio of 3.5-5).

Figure 5.2: Use and Plot Ratio of Surrounding Development



5.7 Optimise Building Height

5.7.1 The building height of the Proposed Residential Development is considered compatible with the surroundings. Despite there is a minor relaxation of building height restriction for the Proposed Development from 55mPD to 58.9mPD, a stepped building height towards the low-rise Ma Wan Chung Village continues to maintain with the descending building height profile from adjacent under constructed public housing development (max. 75mPD), the proposed development (max. 58.9mPD) to the Tung Chung Bay. It should be noted that the Proposed Development with maximum BH of 58.9mPD would continue to have a generally lower building height profile to the adjacent under planned public housing development with maximum BH of 75mPD) currently under construction across Tung Chung Road North and Yat Tung Estate.

5.7.2 The Proposed Development would also meet the relevant criteria for consideration of minor relaxation of building height (**Table 4.1** refers).

Table 5.1 Relevant Criteria for Consideration of Minor Relaxation of BH Restriction and the Current Scheme

	Relevant Criteria for Consideration of Minor Relaxation of BH Restriction	Proposed Development Scheme
(a)	Amalgamating smaller sites for achieving better urban design and local area improvements	N/A
(b)	Accommodating the bonus plot ratio granted under the Buildings Ordinance in relation to surrender/dedication of land/area for use as a public passage/street widening	N/A
(c)	Providing better streetscape/good quality street level public urban space	• At the ground level of Proposed Development, landscape area is provided for street level urban space. • The Green Landscape Roof at the Clubhouse provides a green breathing area for the future residents. It also provides visual relief on the building edge of the development at lower levels for pedestrians.
(d)	Providing separation between buildings to enhance air and visual permeability	• Not less than 15m building separation between the two residential towers with the clubhouse to serve as air corridor and establish a physical and visual connection for pedestrians
(e)	Accommodating building design to address specific site constraints in achieving the permissible plot ratio under the Plan	N/A
(f)	Other factors such as need for tree preservation, innovative building design and planning merits that would bring about improvements to townscape and amenity of the locality and would not cause adverse landscape and visual impacts	• The Proposed Development will adopt a modular integrated construction method to facilitate the early implementation of the development. • Right of Way is provided to the third-party lots, sandwiched between the Application site via the Application Site.

5.8 Incorporation of Left-over Land to Fully Utilise the Scarce Land Resources

5.8.1 Under the Approved Development Scheme (as highlighted in the para. 2.6.3), there is a left-over land falling with an area shown as ‘Road’ between the Applicant’s lot and the road widening works of the Tung Chung Road North upon the release of the gazettal plan on 18.4.2019 and 26.4.2019. Since the left-over land is unused, this area is proposed to be part of the Application Site for landscape and amenity purpose. As such, this would optimise the use of scarce land resources and facilitate proper management of the land.

5.9 No Insurmountable Impacts

5.9.1 As highlighted in Section 4, all technical assessments covering aspects of traffic, environmental, drainage, sewerage, landscape and visual have demonstrated that the proposed residential development to be technically feasible with no insurmountable impacts. Besides that, the proposed development parameters are generally the same as the development parameters from the approved development scheme. In this regard, the proposed residential development is deemed to be acceptable in the wider and local context.

6 CONCLUSION

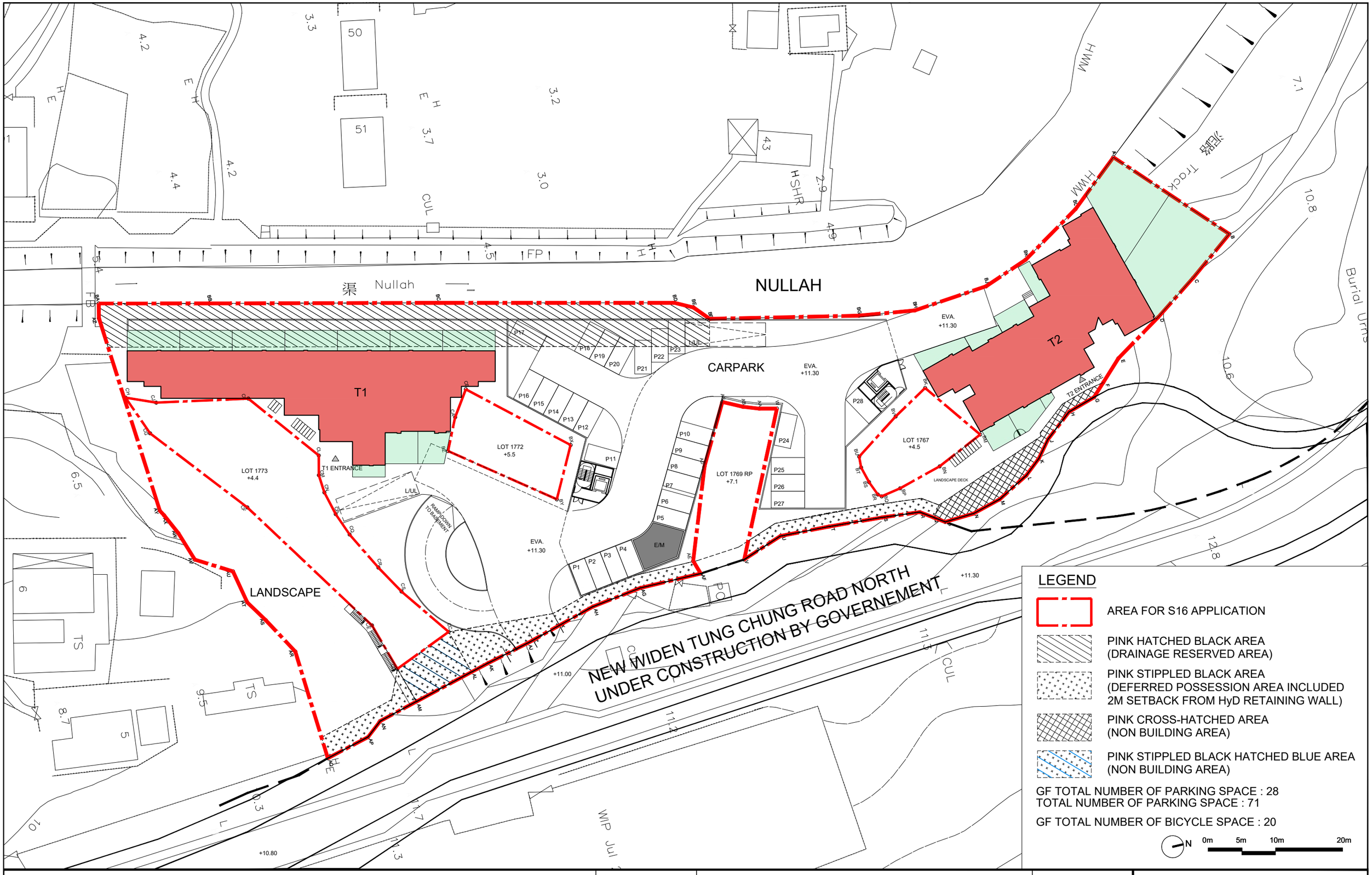
6.1.1 The Site has previously been approved by the Town Planning Board for proposed flat in 2022. Under the current application, the Proposed Development respond to the latest market changes and adopt the Modular Integrated Construction (MiC) method to enhance construction efficiency.

6.1.2 The TPB and relevant Government Departments are respectfully requested to give favourable consideration to support the proposed development scheme based on the following:

- The proposed use is in line with the long-term planning intention of the "Residential (Group B)3" zone since 'Flat' use is permitted as of right, while making use of a small portion of the left-over land shown as 'Road' for landscape and amenity purpose;
- The Proposed Development would not deviate from the previous approved development scheme in terms of the major development parameters and only minor amendments were made;
- The Site is readily available for development with early implementation of housing supply since the Applicant has already conducted relevant land exchange procedures following the approved development scheme;
- The Applicant would adopt modular integrated construction method for the development to expediate the housing delivery and shorten the construction time;
- The Proposed Development does not jeopardise the development rights of third-party lots in between the Application Site with the provision of the right of way;
- The Proposed Development would be compatible with the surrounding developments in terms of the building height and development quantum;
- The Proposed Development as compared to the previous flat development scheme would incorporate the left-over space in between the Applicant's lots and Tung Chung Road North to fully utilise the scarce land resources; and
- Technical Assessments have demonstrated that the Proposed development with minor relaxation of BH to be technically feasible with no insurmountable impacts on traffic, visual, drainage, sewerage, landscape and environmental.

Appendix 1

Schematic Architectural Drawings



LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

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TOTAL NUMBER OF PARKING SPACE : 71

GF TOTAL NUMBER OF BICYCLE SPACE : 20

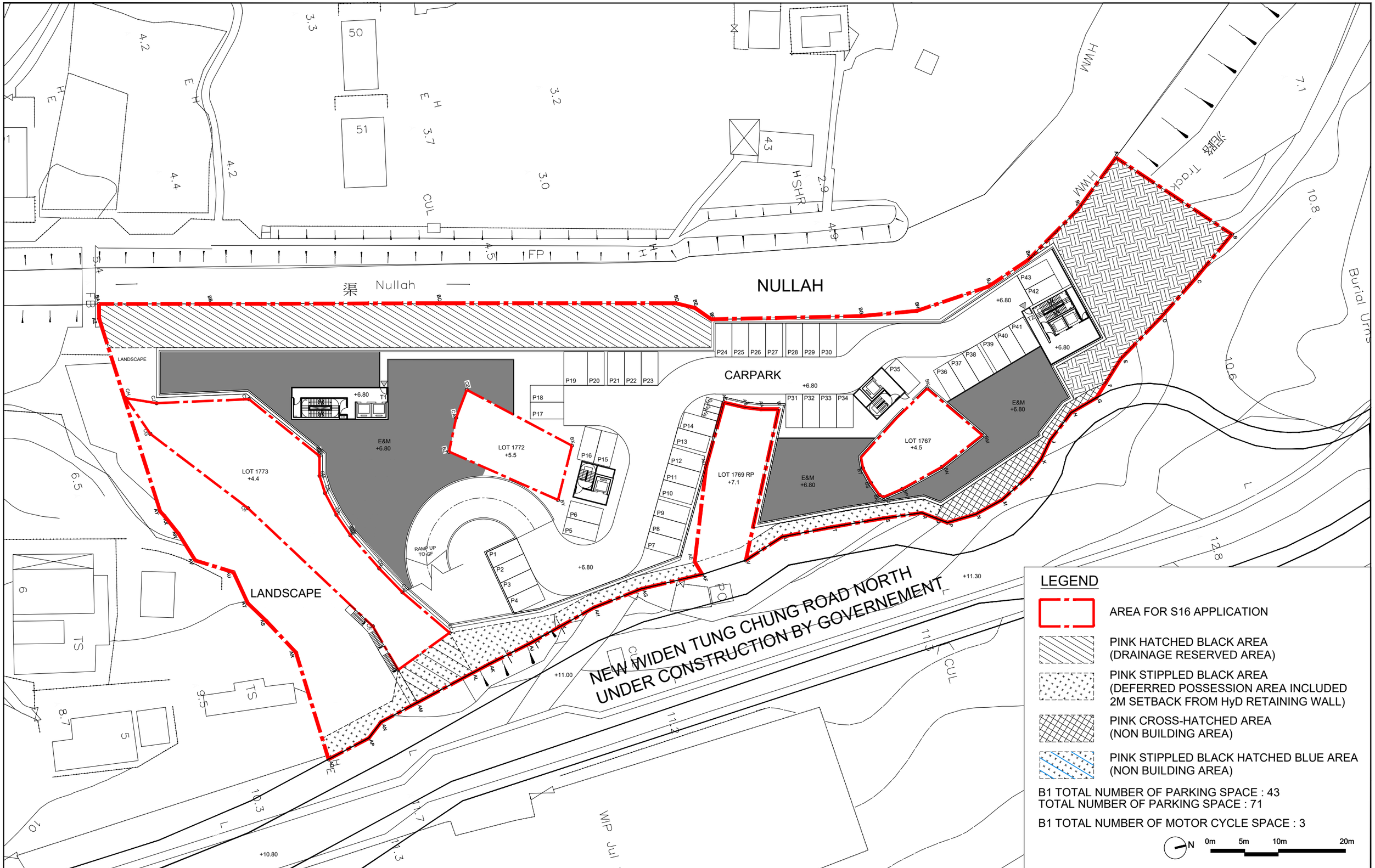
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Drawing Title

GROUND FLOOR PLAN

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30/1/2026		GP-01

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LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

B1 TOTAL NUMBER OF PARKING SPACE : 43
TOTAL NUMBER OF PARKING SPACE : 71

B1 TOTAL NUMBER OF MOTOR CYCLE SPACE : 3

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Drawing Title

BASEMENT 1 FLOOR PLAN

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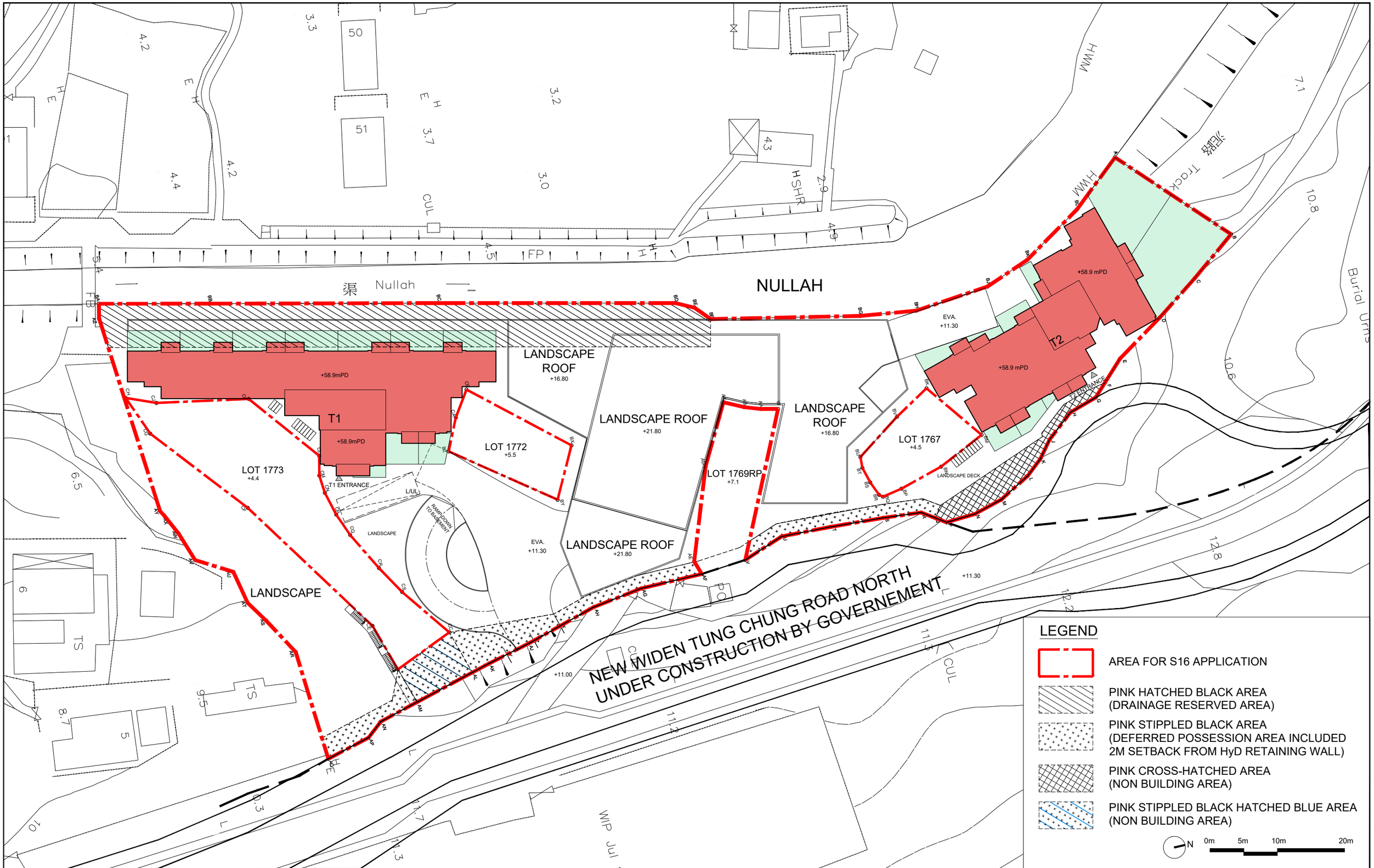
Date
30/1/2026

Project
A-2517
PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

Job No.
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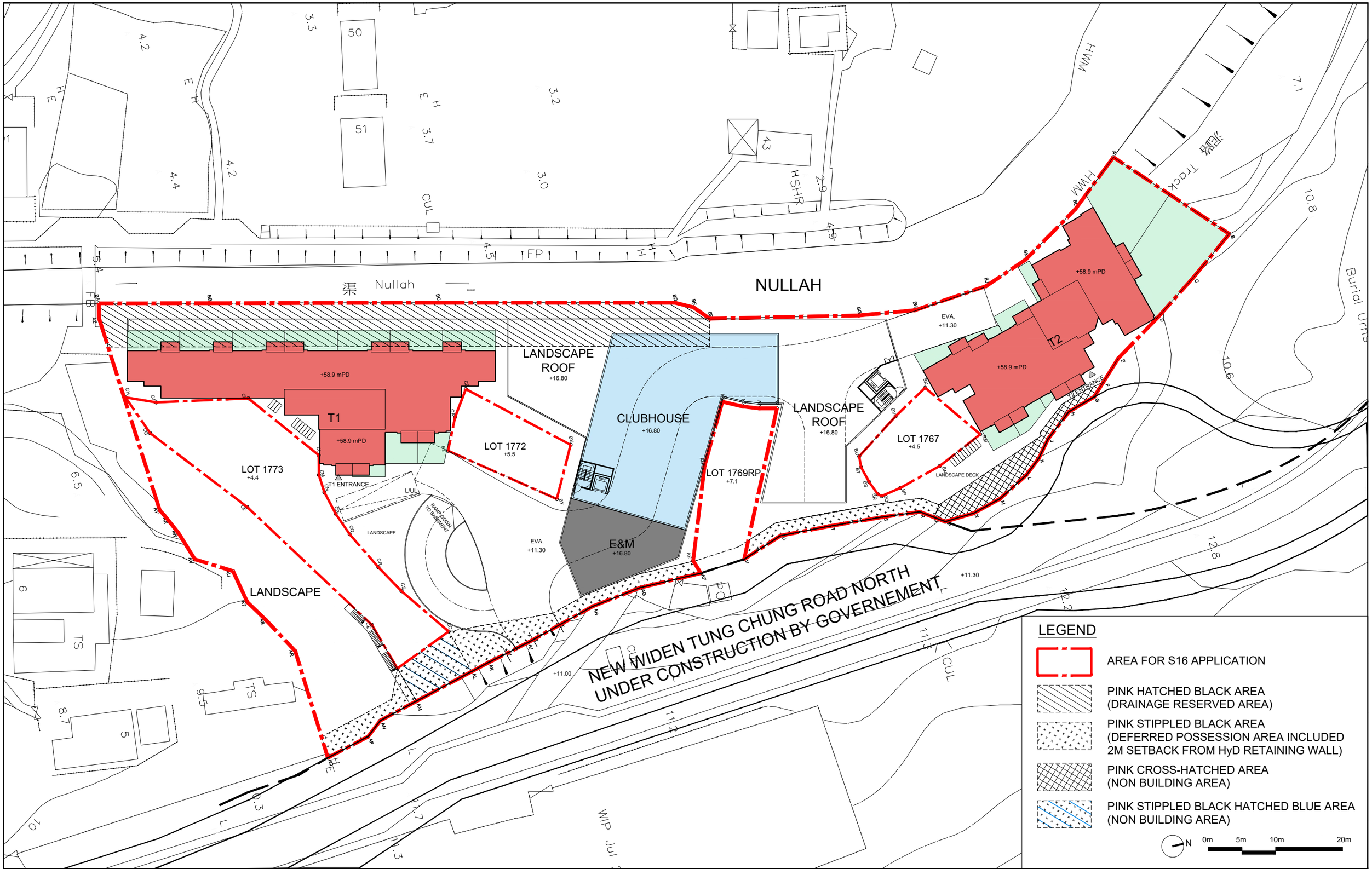
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GP-02

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Drawing Title TYPICAL LAYOUT PLAN	Scale 1:500 (A3) Date 24/2/2026	Project A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Job No. A-2517 Dwg No. GP-03

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LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

N 0m 5m 10m 20m

Drawing Title

MASTER LAYOUT PLAN

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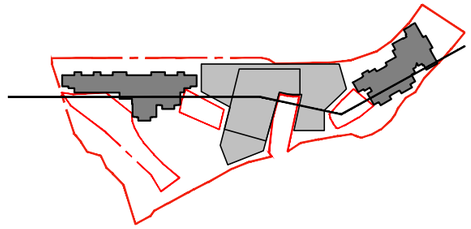
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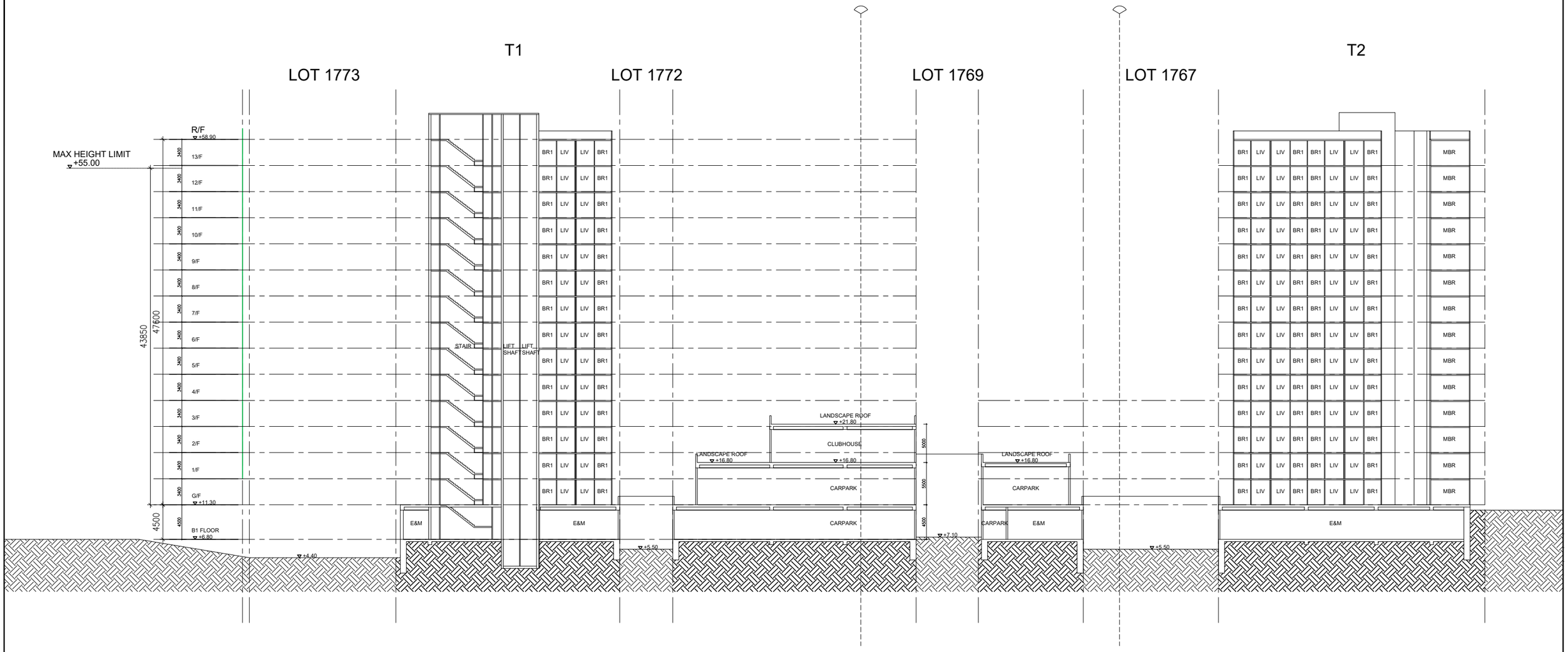
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A-2517
PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

Job No.
A-2517

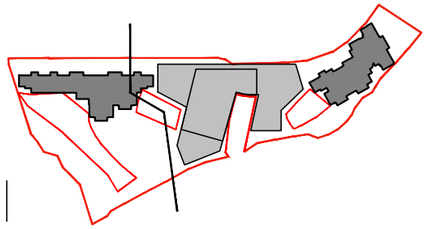
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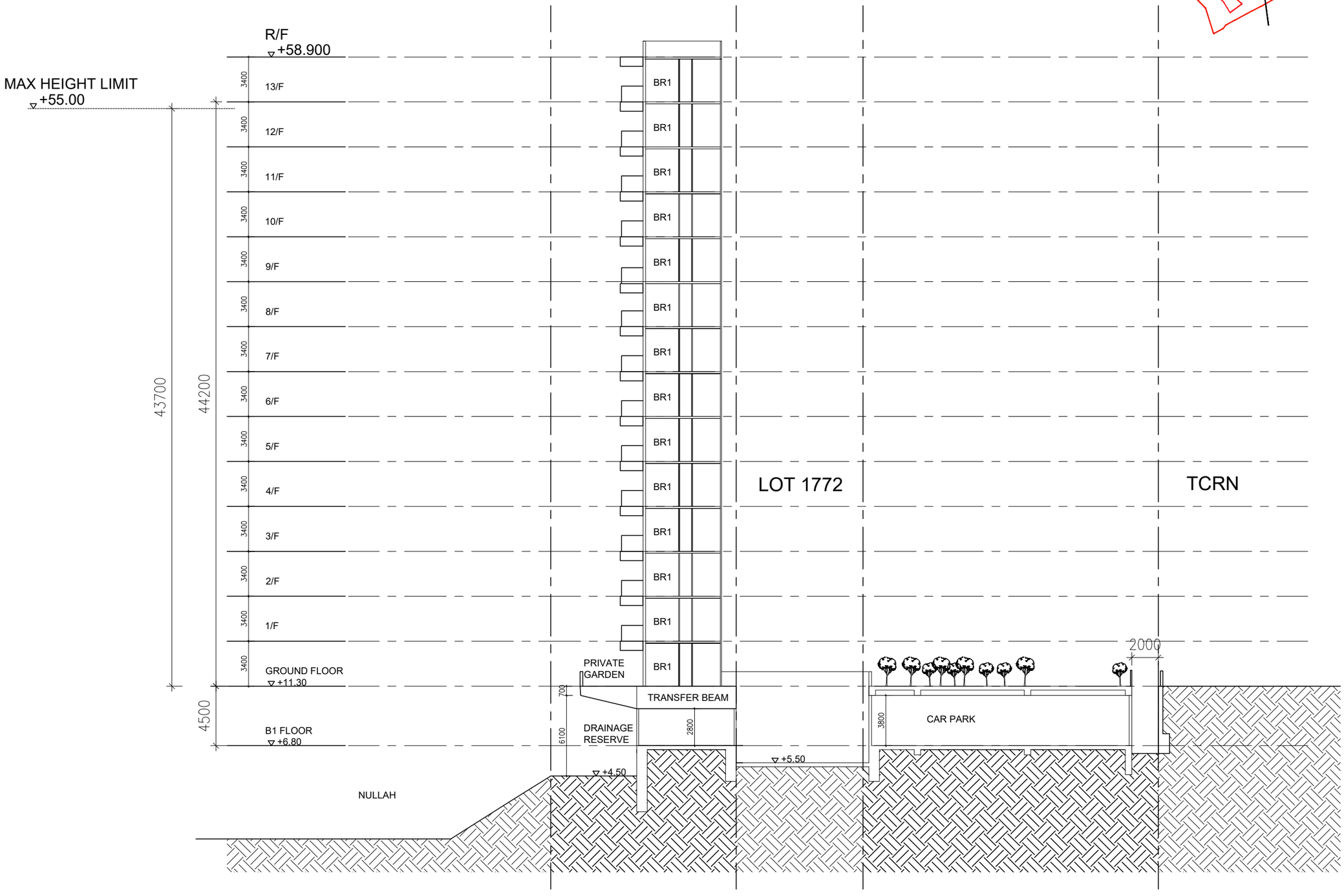
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Drawing Title LONG SECTION	Scale 1:500 (A3) Date 30/01/2025	Project A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Job No. A-2517 Dwg No. SEC-01	ALKF+ ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD



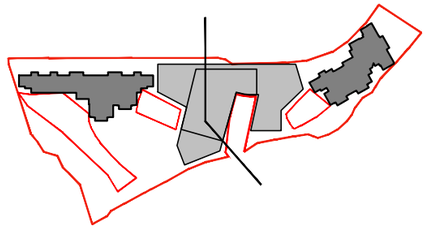


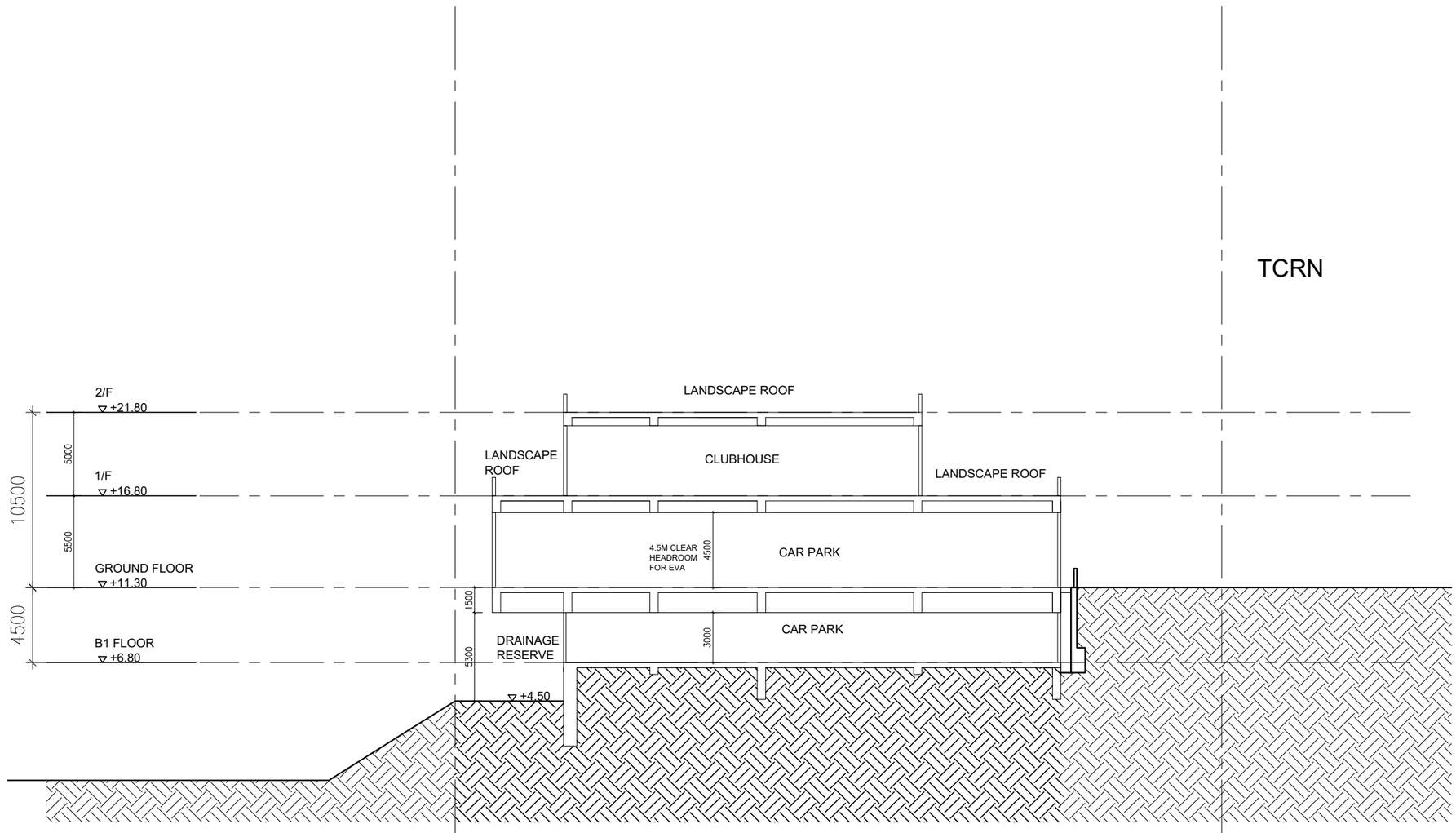
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30/01/2026		SEC-02	

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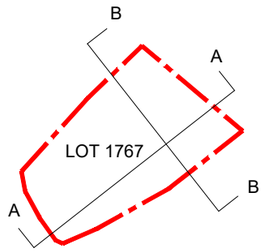


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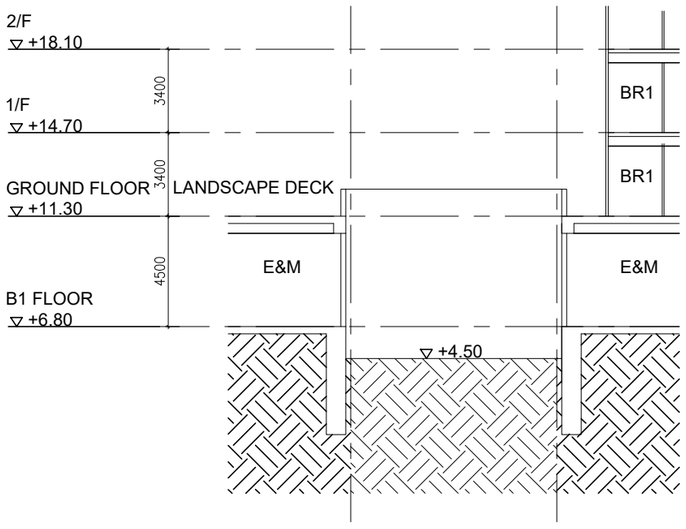
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Date 30/1/2026		Dwg No. SEC-03

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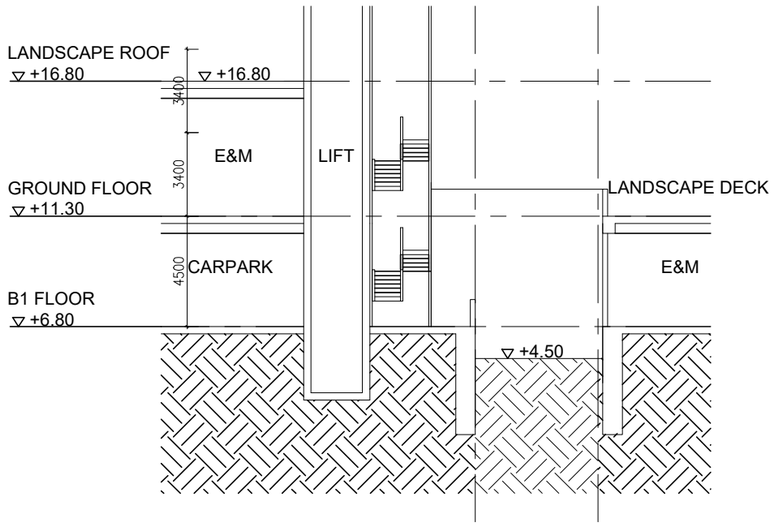


LOT 1767



SECTION A-A

LOT 1767



SECTION B-B

Drawing Title

BLOW UP SECTION

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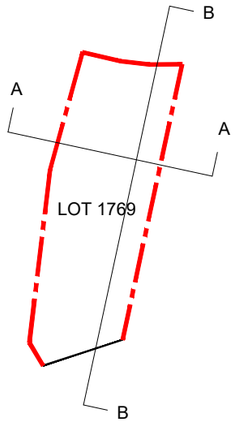
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Project
A-2517
PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

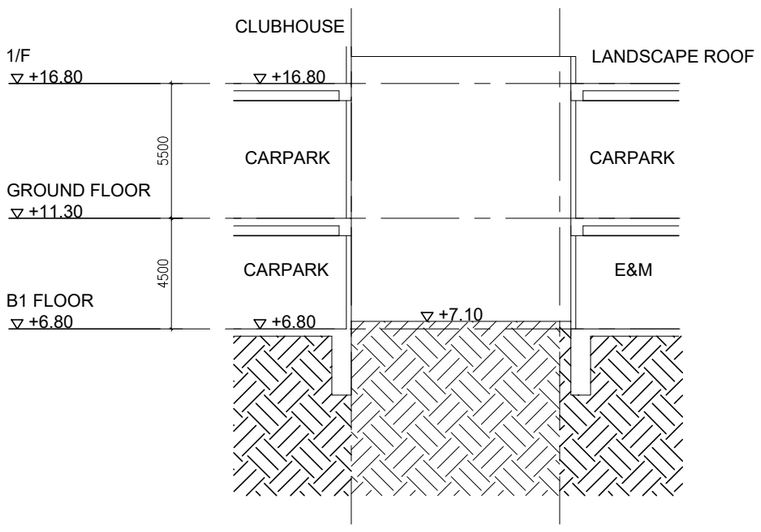
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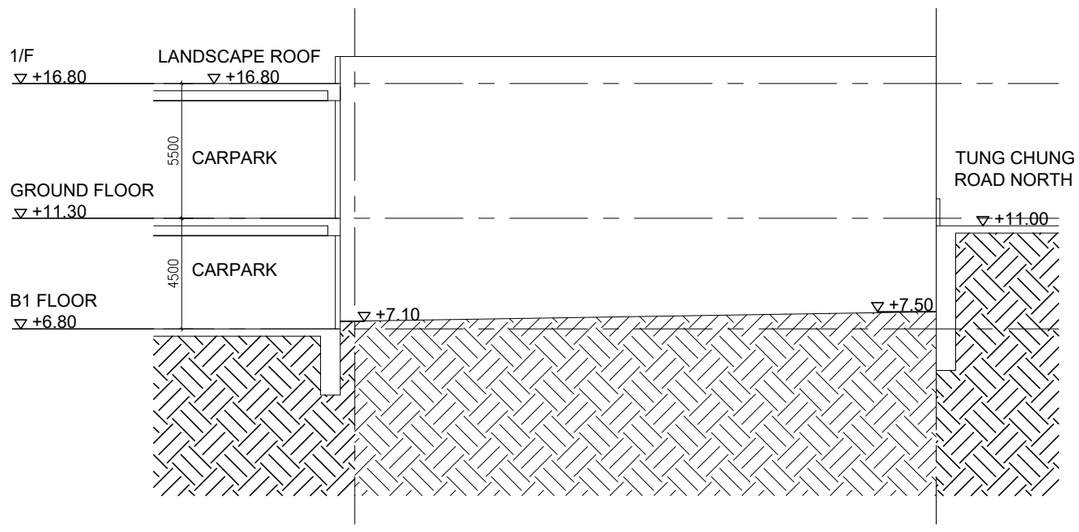


LOT 1769



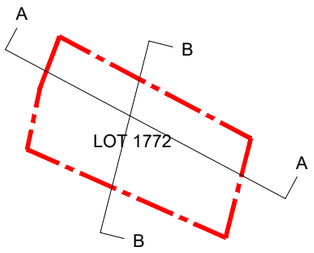
SECTION A-A

LOT 1769

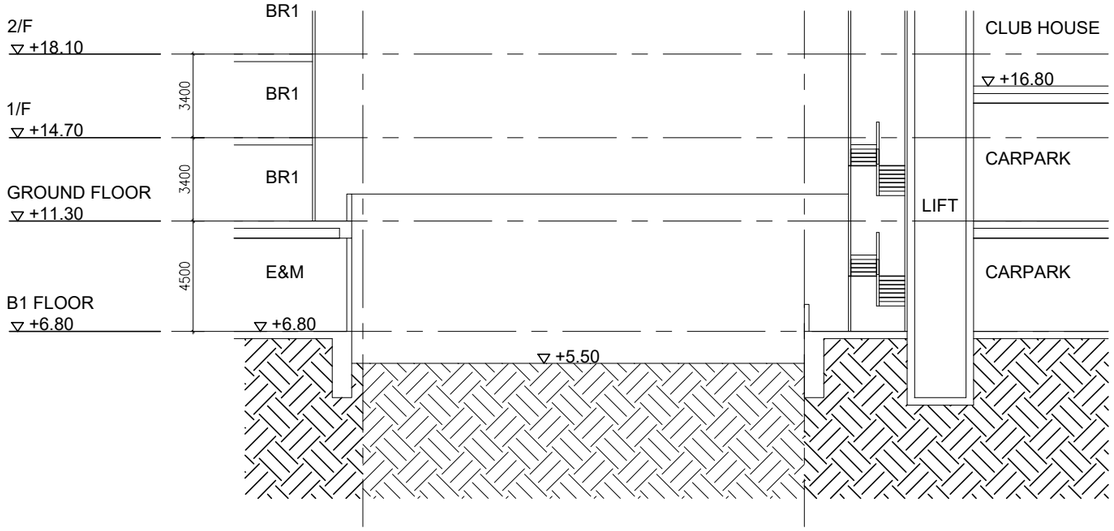


SECTION B-B

Drawing Title BLOW UP SECTION	Scale 1:250 (A3) Date 30/01/2026	Project A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Job No. A-2517 Dwg No. SEC-05	ALKF+ ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD

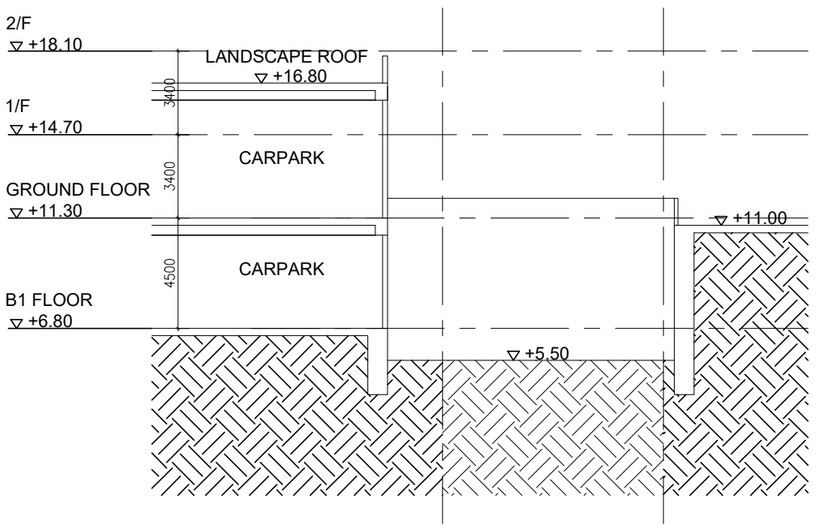


LOT 1772



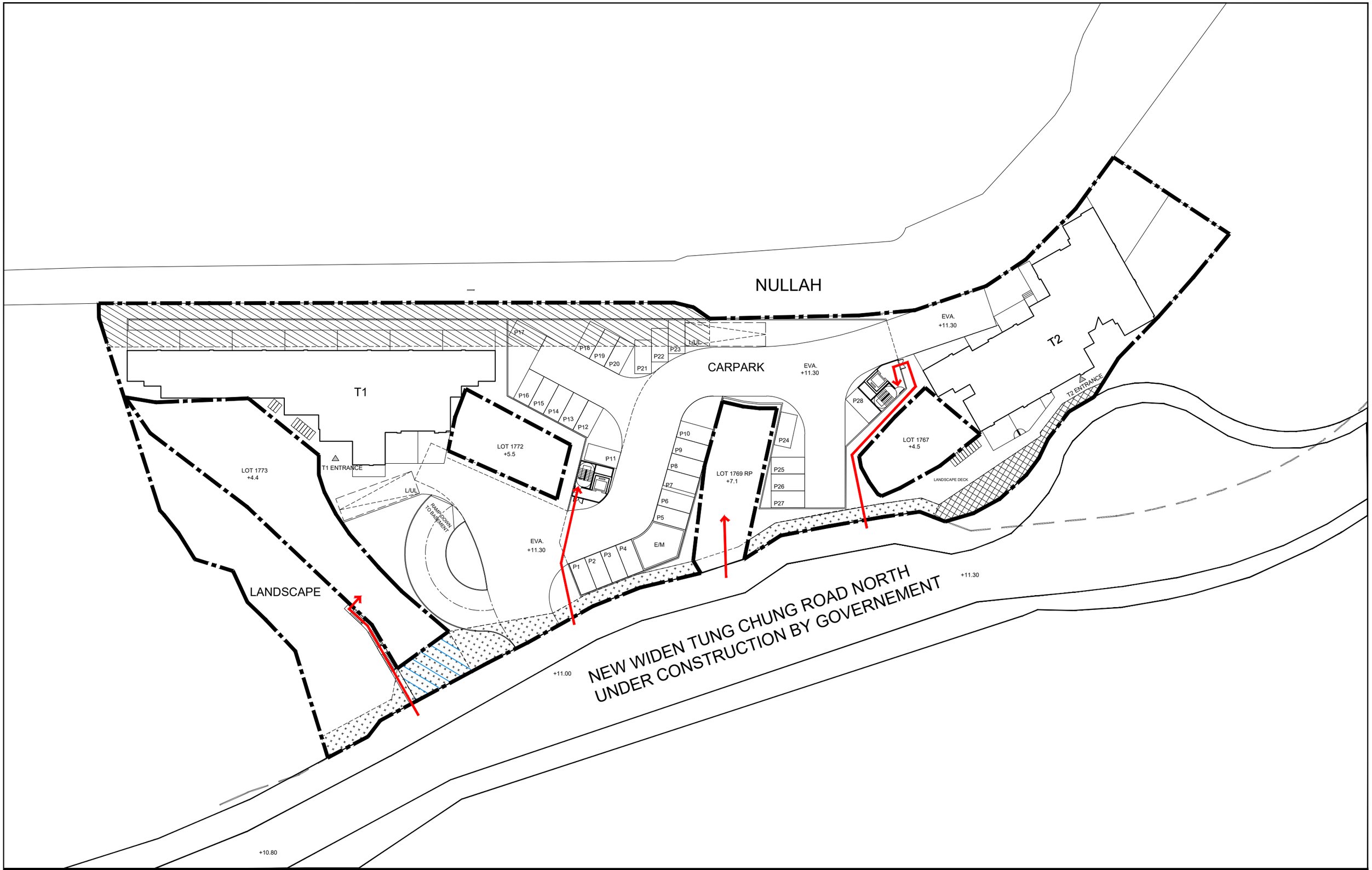
SECTION A-A

LOT 1772



SECTION B-B

Drawing Title BLOW UP SECTION	Scale 1:250 (A3) Date 30/01/2026	Project A-2517 CHUN WO RESIDENTIAL DEVELOPMENT AT TUNG CHUNG TOWN Lot No 49	Job No. A-2517 Dwg No. SEC-06	ALKF+ ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD



Drawing Title

GROUND FLOOR PLAN
ACCESS TO PRIVATE LOTS

Scale	Project	Job No.
1:500 (A3)	A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	A-2517
Date		Dwg No.
30/1/2026		SK-01

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD

NULLAH

LANDSCAPE

CARPARK

E&M
+6.80

LOT 1772
+5.5

LOT 1773
+4.4

LOT 1767
+4.5

LOT 1769 RP
+7.1

RAMP UP TO GF

LANDSCAPE

NEW WIDEN TUNG CHUNG ROAD NORTH
UNDER CONSTRUCTION BY GOVERNEMENT

+6.80
+11.30
+11.00
+10.80

P1 P2 P3 P4 P5 P6 P7 P8 P9 P10 P11 P12 P13 P14 P15 P16 P17 P18 P19 P20 P21 P22 P23 P24 P25 P26 P27 P28 P29 P30 P31 P32 P33 P34 P35 P36 P37 P38 P39 P40 P41 P42 P43

T1 T2

Drawing Title BASEMENT 1 FLOOR PLAN ACCESS TO PRIVATE LOTS	Scale 1:500 (A3) Date 30/1/2026	Project A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Job No. A-2517 Dwg No. SK-02

ALKF+
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Appendix 2

Traffic Impact Assessment

Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Traffic Impact Assessment Report (Rev. A)

Jan 2026

CTA Consultants Limited
志達顧問有限公司

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1. INTRODUCTION

1.1 Background

1.1.1 The Client intends to submit a Section 16 Planning Application for amendments to the Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP, and Adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung ("the proposed Development"). The site location is shown in **Figure 1.1**.

1.1.2 According to the *Agreement No. CE 70/2015 (CE) Tung Chung New Town Extension (West) - Design and Construction Final Details Traffic Impact Assessment Report (2024)* (hereafter called "TCNTE (W) Report"), the assumption in the TCNTE (W) Report is already included the captioned development under [R(B)3] (Area 48).

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

1.2 Study Objectives

1.2.1 Main objectives of this study are listed below:

- To assess the existing and proposed traffic arrangement & provision of internal transport facilities at the subject site;
- To assess the existing traffic condition in the vicinity of the proposed development;
- To estimate the traffic trips related to the proposed development;
- To carry out the forecasts about the traffic demand of the adjacent road network in the design year 2036;
- To appraise any possible traffic impact induced by the proposed development on the adjacent road network; and

- To recommend traffic improvement measures to alleviate any foreseeable traffic problem to the surrounding road network, if any.

2. THE PROPOSED DEVELOPMENT

2.1 Site Location

2.1.1 The proposed development is located at D.D.3, Tung Chung. The site location is shown in **Figure 1.1**.

2.2 Proposed Development

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

Table 2.1 Parameters of the Proposed Development

Site Location	D.D.3, Tung Chung
Proposed Use	Residential Use
Proposed Population	812
Site Area (m^2)	5,400 m^2
Nos. of Flat	290
Total Accountable GFA (m^2)	10,800 m^2

2.2.2 It is anticipated that the proposed development will be commissioned in year 2031.

2.3 Proposed Vehicular Access

2.3.1 The proposed vehicular access is located at the South of the proposed Site at Tung Chung Road North.

2.3.2 Location of the proposed vehicular access is shown diagrammatically in **Figure 2.1 (Rev.A)**.

2.4 Provision of Internal Transport Facilities

2.4.1 The required internal transport facilities provision for the proposed development is summarized in **Table 2.2** below. The internal transport provision is shown in **Figures 2.1 (Rev.A) - 2.2 (Rev.A)**.

Table 2.2 Internal Transport Provision under the Lease Requirements

Private Housing	No. of Flats	Parking Requirement				Loading/Unloading Requirement
		Private Car Parking Space			Motorcycle Parking Space	L/UL for Goods Vehicles
		Residents				
		5m x 2.5m			2.4m x 1m	11m x 3.5m
		No. of residential parking spaces to be provided under lease	Required	5 visitor spaces per block	1 motorcycle parking space per 100 flats	1 bay for each housing block
Below 40m^2	190	one space for every 7.3 residential units	27	10 (2 Blocks)	3	2
40m^2 - 70m^2	100	one space for every 3 residential units	34			
Total Required	**290**	**61**		**10**	**3**	**2**
		71				

Table 2.3 Cycle Parking Area under the Lease Requirements

Private Housing	No. of Flats	Cycle Parking Space
		1 bicycle parking space for every 15 flats with flat size smaller than 70m^2
Less than 70m^2	290	20
Proposed Provision		**20**

2.5 Public Transport Services in the Vicinity

2.5.1 Numerous road-based public transport services, for instance, franchised bus are provided in vicinity of the proposed development. Details of the current services of franchised buses within the catchment area of 500 meters are listed in **Table 2.4**. Location of the public transport services in the vicinity are also shown diagrammatically in **Figure 2.3**.

Table 2.4 Existing Road-based Public Transport Services in the Vicinity

Service	Route	Origin - Destination	Frequency (mins)
Franchised Bus	3M	Mui Wo Ferry Pier – Tung Chung Station Bus Terminus	5 - 50
	11	Tai O – Tung Chung Station Bus Terminus	5 - 50
	11A#	Shek Pik – Tung Chung Station	25 - 45
	23	Ngong Ping – Tung Chung Tat Tung Road	15 - 60
	34	Shek Mun Kap – Tung Chung Tat Tung Road	5 - 60
	37	Ying Tung Estate – Yat Tung Estate	11 departures
	37H	Ying Tung Estate – North Lantau Hospital (Circular)	20 - 45
	38	Yat Tung Estate – Tung Chung Station (Circular)	2 - 7
	38X*	Yat Tung Estate (Yu Tung Road) – Tung Chung Station	10 - 15
	A35	HZMB Hong Kong Port – Mui Wo Ferry Pier	10 departures
	B6	HZMB Hong Kong Port – Mun Tung Estate	15 - 60
	E11	Tin Hau Station – SkyCity	15 – 20
	E11A	Tin Hau Station – AsiaWorld-Expo (via Tung Chung North)	15 – 20
	E11S*	Mun Tung Estate -> Tin Hau Station	5 - 7
	E21	Island Harbourview - SkyCity	12 - 30
	E21A	Yat Tung Estate – Oi Man Estate	20 - 30
	E21B	Yat Tung Estate – Oi Man Estate	20 - 30
	E21X*	Mun Tung Estate -> Hung Hom Station	1 departure
	E22	Lam Tin (North) – SkyCity	8 - 30
	E22A	Tseung Kwan O (Hong Sing Garden) – Skycity	25 - 30
	E22S*	Tseung Kwan O (Po Lam) – Tung Chung (Mun Tung Estate)	5 departures
	E23	Tsz Wan Shan (South) – Airport (Ground Transportation Centre)	12 - 30
	E23A	Tsz Wan Shan (South) – Airport (Ground Transportation Centre) (Via Tung Chung North)	20 - 30
	E31	Tsuen Wan (Discovery Park) – Yat Tung Estate	12 – 25
	E32	Kwai Fong (South) – SkyCity	12 - 30
	E33	Tuen Mun Central – Airport (Ground Transportation Centre)	6 - 30
	E33P	Siu Hong Station (South) – Airport (Ground Transportation Centre)	12 - 45
	E36	Pat Heung Road – Airport (Ground Transportation Centre)	15 - 30
	E36A	Yuen Long (Tak Yip Street) – Yat Tung Estate	25 - 30
	E36S	Yuen Long (Ma Wang Road) – Airport (Ground Transportation	15-30

Service	Route	Origin - Destination	Frequency (mins)
		Centre)	
	E37	Tin Shui Wai Town Centre – Airport (Ground Transportation Centre)	10 - 30
	E41	Tai Po Tau – SkyCity	9 - 25
	E42	Pok Hong – Airport (Ground Transportation Centre)	8 - 20
	E42P*	Tung Chung (Yat Tung) – Fo Tan (Shan Mei Street)	11 departures
	E43	Fanling (Wan Ming) – Tung Chung Development Pier	4 departures
	N11	Central (Macau Ferry) – Airport (Ground Transportation Centre)	60
	N21	Tsim Sha Tsui (Star Ferry) – Airport (Ground Transportation Centre)	20 - 30
	N21A	Tsim Sha Tsui (Star Ferry) – Airport (via Yat Tung Estate)	3 departures
	N30	Yuen Long Station – Airport (Cheong Tat Road)	4 departures
	N31	Tsuen Wan (Discovery Park) – Airport (Ground Transportation Centre)	25-35
	N35	HZMB Hong Kong Port – Mui Wo Ferry Pier	4 departures
	N38	Yat Tung Estate – Tung Chung Station	15 - 30
	N64	Tung Chung (Yat Tung) – Airport (Ground Transportation Centre)	2 departures
	S52	Yu Nga Court – Aircraft Maintenance Area	18 - 30
	S52A*	Yu Nga Court – Aircraft Maintenance Area	3 departures
	S52P*	Tung Chung (Yat Tung) – Chung Ping Road (Asia Airfreight Terminal)	20
	S64	Tung Chung (Yat Tung) – Airport (Circular)	10 - 15
	S64C*	Tung Chung (Yat Tung) – Catering Road East (Circular)	12 - 20
	S64X*	Tung Chung (Yat Tung) – Airport (Circular)	10 - 35

[#] Weekend service only
* Peak hours service only

3. THE EXISTING TRAFFIC CONDITION

3.1 Existing Road Network

3.1.1 The existing road network in the vicinity of the proposed Site with critical junctions is illustrated diagrammatically in **Figure 3.1**. The proposed Site will be mainly served by Yu Tung Road, Chung Yan Road and Tung Chung Road North.

3.1.2 Yu Tung Road is a dual two-lane carriageway connected with Chung Mun Road at the west end and North Lantau Highway at the east end. This is a district distributor connecting from North Lantau to Tung Chung Town, Kowloon and New Territories.

3.1.3 Chung Yan Road is a dual carriageway connecting Tung Chung North Road, Yat Tung Street with Yu Tung Road.

3.1.4 Tung Chung Road North is a one-lane two-way rural road connecting Yat Tung Street and Chung Yan Road which provides access to the proposed site.

3.2 Existing Traffic Condition

3.2.1 Area of influence with five junctions are identified to be critical for the Traffic Impact Assessment due to the proposed development. Relevant details are listed in **Table 3.1** and shown in **Figure 3.1**. Existing junction layouts are tabulated in **Figures 3.2** to **3.6** respectively.

Table 3.1 Identified Critical Junctions

Ref.	Junction	Type	Figure No.
A	Yu Tung Road / Shun Tung Road	Signalized	3.2
B	Yu Tung Road/ Chung Yan Road	Signalized	3.3
C	Chung Yan Road/ Yat Tung Street	Roundabout	3.4
D	Tung Chung Road North/ Access Road to Chung Yan Road/ Yat Tung Street	Priority	3.5
E	Chung Yan Road/ Chui Kwan Drive	Priority	3.6

3.2.2 In order to study the existing traffic condition of the above critical junctions, a traffic survey in the form of manual-classified count was conducted for the five junctions during the AM and PM peak periods on 10 September 2025. The survey provides the most up-to-date details of the traffic condition within the study area under normal operation. The observed traffic flows are presented in **Figure 3.7 (Rev.A)**.

3.2.3 Existing operational performance of the critical junctions are listed in **Table 3.2** below.

Table 3.2 Existing Operational Performance of Critical Junctions in 2025

Ref.	Junction	Method of Control	Year 2025 DFC[(1)]/RC[(2)]	
			AM Peak	PM Peak
A	Yu Tung Road / Shun Tung Road	Signalized	24%	74%
B	Yu Tung Road/ Chung Yan Road	Signalized	29%	54%
C	Chung Yan Road/ Yat Tung Street	Roundabout	0.33	0.28
D	Tung Chung Road North/ Access Road to Chung Yan Road/ Yat Tung Street	Priority	0.06	0.08
E	Chung Yan Road/ Chui Kwan Drive	Priority	0.09	0.13

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

3.2.4 The assessment results in **Table 3.2** indicate that all critical junctions are at present operating with ample or at capacity during the peak hours.

4. FUTURE TRAFFIC CONDITION

4.1 Design Year

4.1.1 It is anticipated that the proposed development would be completed in 2031 tentatively with full intended operation.

4.1.2 With the consideration of population intake and junction improvement works under TCNTE (W). Year 2036 is therefore adopted as the design year for this TIA.

4.2 Reference Traffic Flow in Year 2036

4.2.1 According to the information obtained, modification works are proposed under TCNTE (W) for below junctions as shown in **Table 4.1**.

Table 4.1 Modification Works at three junctions under TCNTE (W)

Ref.	Junction	Type	Figure No.
A	Yu Tung Road / Shun Tung Road	Signalized	4.1
B	Yu Tung Road/ Chung Yan Road	Signalized	4.2
C	Chung Yan Road/ Yat Tung Street	Signalized	4.3

4.2.2 The revised layout of Junction C will be connected to the Revised Ma Wan Chung Carpark, Area 48 and Area 23 via Tung Chung Road North, and the existing Yat Tung Street and Chung Yan Road.

4.2.3 The reference traffic flows are based on the traffic data in the latest TCNTE (W) study (2024) obtained from CEDD. As the TCNTE (W) Report is a comprehensive study carried out under the planning and engineering study to support the proposed planning and development framework for the TCNTE (W) with inclusion of the latest planned development and with the planned road network, the traffic data for future year 2036 from TCNTE (W) Report is adopted for the critical junctions.

4.2.4 The Year 2036 reference traffic flows are presented in **Figure 4.4 (Rev.A)**.

4.3 Traffic Generations and Attractions

4.3.1 In order to estimate the traffic generation and attraction of the proposed development, reference has been made to the trip generation rates as stipulated in **Volume 1 Chapter 3 Appendix 1 Table 1** of the latest T.P.D.M. published by the Transport Department. The adopted trip rates are summarized in below **Table 4.2**.

Table 4.2 Adopted Trip Rates of the Proposed Development

Use	Units	Weekday AM Peak		Weekday PM Peak	
		Gen.	Att.	Gen.	Att.
Private Housing: Medium-Density / R(B)	pcu/hr/flat	0.1887	0.0942	0.0862	0.1214

4.3.2 Based on the adopted trip rate listed in the above **Table 4.2** and the development parameters in **Table 2.1**, the trip generated and attracted by the proposed development are estimated and summarized in the **Table 4.3.**

Table 4.3 Estimated Total Traffic Trips of the Proposed Development

Use	Nos. of Flats	Weekday AM Peak (pcu/hr)		Weekday PM Peak (pcu/hr)	
		Gen.	Att.	Gen.	Att.
Private Housing: Medium-Density / R(B)	290	55	27	25	35

Note:
1. Trip generation rates as stipulated in Volume 1 Chapter 3 Appendix 1 Table 1 of TPDM

4.3.3 It is anticipated that the proposed development would generate and attract 55pcu/hr and 27pcu/hr during AM peak hour, and 25pcu/hr and 35pcu/hr during PM peak hour.

4.3.4 The development traffic flows of the proposed development as shown in **Figure 4.5 (Rev.A)**.

4.4 Traffic Forecast for Design Year 2036

4.4.1 For conservative approach, the traffic trips of the proposed development will still fully superimposed onto the year 2036 reference traffic flow to derive the year 2036 design traffic flow (with the proposed development). Although, the TCNTE (W) Report is already included the captioned development under [R(B)3] (Area 48).

Year 2036 Design Traffic Flow (with the Proposed Development)	=	**Year 2036 Reference Flow (i.e. Year 2036 Design Traffic Flow of TCNTE (W))**	+	**Traffic Trips of the Proposed Development**

4.4.2 The traffic flow during AM and PM peak periods in the design year 2036 (with the proposed development) are shown in **Figure 4.6 (Rev.A)**.

5. TRAFFIC IMPACT ASSESSMENT

5.1 Operational Assessment

5.1.1 To assess the potential traffic impact due to the proposed development, capacity analysis of the identified critical junction for both reference and design scenarios in year 2036 were carried out. The results are summarized in **Table 5.1**, and the junction calculation sheets are attached in **Appendix A**.

Table 5.1 Junction Performance of Identified Critical Junction in Year 2036

Ref.	Junction	Method of Control	Year 2036 RC / RFC (1)			
			Reference Scenario		Design Scenario	
			AM Peak	PM Peak	AM Peak	PM Peak
A	Yu Tung Road / Shun Tung Road (With Junction Modification)	Signalized	17% (2)	41% (2)	16% (2)	40% (2)
B	Yu Tung Road/ Chung Yan Road (With Junction Modification)	Signalized	17% (2)	43% (2)	16% (2)	38% (2)
C	Chung Yan Road/ Tung Chung Road North (With Junction Modification)	Signalized	36%	76%	21%	60%
D	Tung Chung Road North/ Access Road to Chung Yan Road/ Yat Tung Street	Priority	0.54	0.47	0.54	0.52
E	Chui Kwan Drive/ Chung Yan Road	Priority	0.34	0.19	0.34	0.19

Notes: (1) RC = Reserve Capacity
RFC = Ratio of Flow to Capacity for Priority Junction and Roundabout
(2) Junction improvements mentioned in TCNTE (W) Study were considered.

5.1.2 The assessment results in **Table 5.1** revealed that all critical junctions would still operate within their capacities in both reference and design year 2036 during the peak hours.

6. SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 CTA Consultants Limited (CTA) is commissioned as the traffic consultant to prepare the Traffic Impact Assessment (TIA) and provide technical justifications in supporting the planning application from traffic engineering point of view.

6.1.2 To appraise the existing traffic condition, a traffic survey in the form of manual-classified count was conducted at the surrounding road network of the proposed development. Current operational performance of the critical junctions has been assessed with the observed traffic flow. The results reveal that all critical junctions are at present operating within its capacities.

6.1.3 Junction operational assessment has been applied for year 2036 (Assuming full population intake of Tung Chung New Town Extension) in both the reference and design scenarios. Results indicate that all junctions will operate within their capacities in 2036.

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

6.2 Conclusion

6.2.1 In conclusion, this Traffic Impact Assessment (TIA) study demonstrated that the related traffic trips related to the proposed development can be absorbed by the nearby road network and no significant traffic impact will be induced.

6.2.2 Therefore, the proposed development is reckoned feasible from traffic engineering point of view.

Appendix A

Junction Calculation Sheets

TRAFFIC SIGNALS CALCULATION Job No: 25065HK **CTA Consultants Ltd.**

Junction: **Yu Tung Road/ Shun Tung Road (A)** Survey Year: 2025

Description: **2025 Observed Flows** Design Year: 2036

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yu Tung Road NB	N		B	1,3	3.5	20	0	1	100%	100%	1830	1830	710	0.388	0.388	580	0.317	0.317
	N		A	1	3.5	0	0	0	0%	0%	4210	4210	400	0.190		355	0.169	
	N		A	1	3.5	0	0	0	0%	0%	0	0	400	0.190		355	0.169	
Shun Tung Road	E		D	2,3	3.5	25	0	1	100%	100%	1855	1855	540	0.291		660	0.356	
	E		C	3	3.5	0	30	0	100%	100%	4010	4010	310	0.155		293	0.146	
	E		C	3	3.5	0	30	0	100%	100%	0	0	310	0.155		293	0.146	
Yu Tung Road SB	S		D	2	3.5	0	25	0	100%	100%	1985	1985	435	0.219	0.219	225	0.113	0.113
	S		E	1,2	3.5	0	0	0	0%	0%	4070	4070	409	0.194		315	0.150	
	S		E	1,2	3.5	0	0	1	0%	0%	0	0	381	0.194		295	0.150	

Notes:

Traffic Flow (pcu / hr) [AM/PM]

620(585) 540(660)

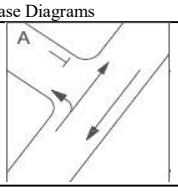
710(580) 435(225)

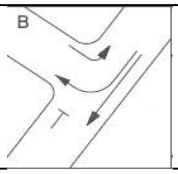
800(710) 790(610)

Check Phase	
εy	0.607
L (sec)	15
C (sec)	90
y pract.	0.750
R.C. (%)	24%

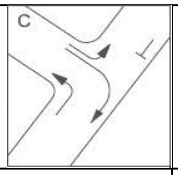
Check Phase	
εy	0.430
L (sec)	15
C (sec)	90
y pract.	0.750
R.C. (%)	74%

Stage / Phase Diagrams

A 

B 

I/G = 5s

C 

I/G = 12s

TRAFFIC SIGNALS CALCULATION Job No: 25065HK **CTA Consultants Ltd.**

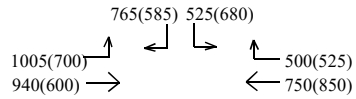
Junction: **Yu Tung Road/ Shun Tung Road (A)** Survey Year: 2025

Description: **2036 Reference Flows (with improvements)** Design Year: 2036

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yu Tung Road NB	N		A	1	3.5	0	0	0	0%	0%	4210	4210	470	0.223	0.223	300	0.143	0.143
	N		A	1	3.5	0	0	0	0%	0%	0	0	470	0.223		300	0.143	
Shun Tung Road	E		C	2,3	3.5	25	0	1	100%	100%	1855	1855	525	0.283		680	0.367	
	E		B	3	3.5	0	30	0	100%	100%	4010	4010	383	0.191	0.191	293	0.146	0.146
	E		B	3	3.5	0	30	0	100%	100%	0	0	383	0.191		293	0.146	
Yu Tung Road SB	S		D	2	3.5	0	25	0	100%	100%	1985	1985	500	0.252	0.252	525	0.264	0.264
	S		E	1,2	3.5	0	0	0	0%	0%	4070	4070	388	0.184		440	0.209	
	S		E	1,2	3.5	0	0	1	0%	0%	0	0	362	0.184		410	0.209	

Notes:

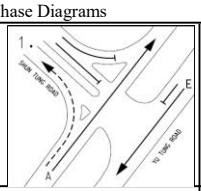
Traffic Flow (pcu / hr) [AM/PM]



Check Phase		Check Phase	
εy	0.666	εy	0.553
L (sec)	12	L (sec)	12
C (sec)	90	C (sec)	90
y pract.	0.780	y pract.	0.780
R.C. (%)	17%	R.C. (%)	41%

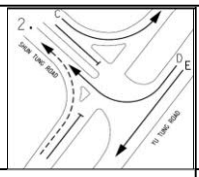
Stage / Phase Diagrams

A



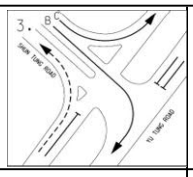
I/G = 5s

B



I/G = 5s

C



I/G = 5s

TRAFFIC SIGNALS CALCULATION Job No: 25065HK **CTA Consultants Ltd.**

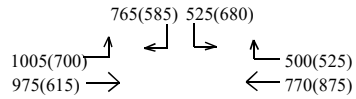
Junction: **Yu Tung Road/ Shun Tung Road (A)** Survey Year: 2025

Description: **2036 Design Flows (with improvements)** Design Year: 2036

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yu Tung Road NB	N		A	1	3.5	0	0	0	0%	0%	4210	4210	488	0.232	0.232	308	0.146	0.146
	N		A	1	3.5	0	0	0	0%	0%	0	0	488	0.232		308	0.146	
Shun Tung Road	E		C	2,3	3.5	25	0	1	100%	100%	1855	1855	525	0.283		680	0.367	
	E		B	3	3.5	0	30	0	100%	100%	4010	4010	383	0.191	0.191	293	0.146	0.146
	E		B	3	3.5	0	30	0	100%	100%	0	0	383	0.191		293	0.146	
Yu Tung Road SB	S		D	2	3.5	0	25	0	100%	100%	1985	1985	500	0.252	0.252	525	0.264	0.264
	S		E	1,2	3.5	0	0	0	0%	0%	4070	4070	398	0.189		453	0.215	
	S		E	1,2	3.5	0	0	1	0%	0%	0	0	372	0.189		422	0.215	

Notes:

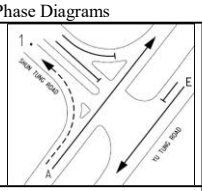
Traffic Flow (pcu / hr) [AM/PM]



Check Phase		Check Phase	
εy	0.674	εy	0.556
L (sec)	12	L (sec)	12
C (sec)	90	C (sec)	90
y pract.	0.780	y pract.	0.780
R.C. (%)	16%	R.C. (%)	40%

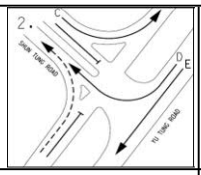
Stage / Phase Diagrams

A



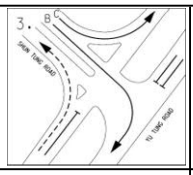
I/G=5s

B



I/G = 5s

C



I/G = 5s

TRAFFIC SIGNALS CALCULATION Job No: 25065HK **CTA Consultants Ltd.**

Junction: **Yu Tung Road/ Chung Yan Road (B)** Survey Year: 2025

Description: **2025 Observed Flows** Design Year: 2036

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yu Tung Road	N		E	3	3.5	15	0	1	51%	46%	1870	1880	246	0.131	0.132	175	0.093	0.093
	N		E	3	3.5	0	25	0	15%	10%	2085	2090	274	0.132		195	0.093	
Chung Yan Road	E		A	1	3.5	15	0	1	100%	100%	1785	1785	351	0.197		294	0.165	
Chung Yan Road	E		C	2	3.5	15	0	1	100%	100%	1785	1785	130	0.073	0.073	107	0.060	0.060
	E		C	2	3.8	18	0	0	100%	73%	1970	2010	144	0.073		121	0.060	
	E		C	2	3.5	0	25	0	48%	45%	2045	2050	145	0.071		123	0.060	
Yu Tung Road	S		B	1	4.1	0	30	0	100%	100%	2060	2060	405	0.197	0.197	340	0.165	0.165
	S		B	1	4.3	0	33	0	1%	32%	2185	2155	430	0.197		355	0.165	
	S		B,F	1,4	3.8	15	0	1	100%	100%	1815	1815	515	0.284		470	0.259	
Chung Yan Road	W		D	4	3.7	14	28	1	18% / 49%	23% / 0%	1900	1940	362	0.191	0.191	350	0.180	0.180
	W		D	4	3.7	0	25	0	100%	100%	2005	2005	383	0.191		20	0.010	

Notes:

Traffic Flow (pcu / hr) [AM (PM)]

70(55) 75(100) 625(490)

125(80) 410(455)

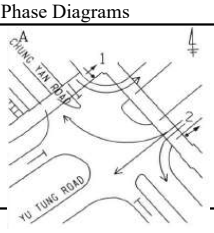
355(270) 425(240)

40(20) 515(470)

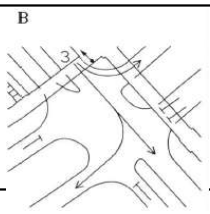
65(35) 120(90) 560(505)

Check Phase		Check Phase	
εy	0.592	εy	0.499
L (sec)	16	L (sec)	16
C (sec)	108	C (sec)	108
y pract.	0.7667	y pract.	0.7667
R.C. (%)	29%	R.C. (%)	54%

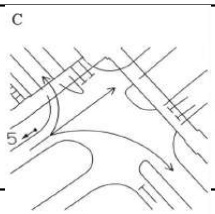
Stage / Phase Diagrams



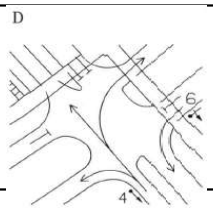
I/G = 5



I/G = 5



I/G = 5



I/G = 5

TRAFFIC SIGNALS CALCULATION Job No: 25065HK **CTA Consultants Ltd.**

Junction: **Yu Tung Road/ Chung Yan Road (B)** Survey Year: 2025

Description: **2036 Reference Flows (with improvements)** Design Year: 2036

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yu Tung Road	N		E	3	3.7	15	0	1	100%	100%	1805	1805	180	0.100		115	0.064	
	N		E	3	3.7	0	0	0	0%	0%	2125	2125	422	0.198	0.199	205	0.096	0.096
	N		E	3	3.7	0	25	0	14%	40%	2105	2075	418	0.199		200	0.096	
Chung Yan Road	E		A	1	3.5	15	0	1	100%	100%	1785	1785	350	0.196		326	0.183	
Chung Yan Road	E		C	2	3.5	20	0	1	100%	100%	1830	1830	91	0.050	0.062	9	0.005	0.050
	E		C	2	3.8	25	0	0	42%	0%	2080	2135	104	0.050		15	0.007	
	E		C	2	3.5	0	30	0	100%	100%	2005	2005	125	0.062		100	0.050	
Yu Tung Road	S		B	1	3.7	0	30	0	89%	100%	2035	2025	389	0.191		420	0.207	0.207
	S		B	1	3.7	0	0	0	0%	0%	2125	2125	406	0.191		400	0.188	
	S		B,F	1,4	3.8	25	0	1	100%	100%	1880	1880	725	0.386	0.386	610	0.324	
Chung Yan Road	W		D	4	3.7	14	28	1	0% / 85%	0% / 67%	1900	1915	355	0.187		369	0.193	0.193
	W		D	4	3.7	0	25	0	100%	100%	2005	2005	375	0.187		386	0.193	

Notes:

Traffic Flow (pcu / hr) [AM (PM)]

125(100) 60(15) 485(335)

180(115) 345(420)

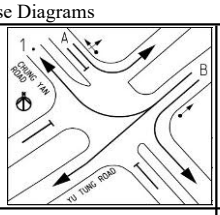
780(325) 450(400)

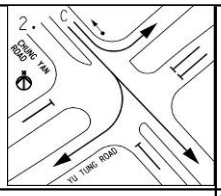
60(80) 725(610)

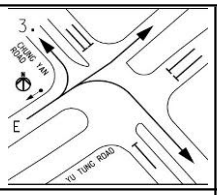
0(0) 55(120) 675(635)

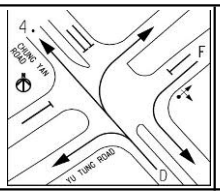
Check Phase		Check Phase	
εy	0.647	εy	0.546
L (sec)	19	L (sec)	16
C (sec)	120	C (sec)	120
y pract.	0.7575	y pract.	0.7800
R.C. (%)	17%	R.C. (%)	43%

Stage / Phase Diagrams









AM:	I/G = 5	I/G = 5	I/G = 12
PM: I/G = 5	I/G = 5	I/G = 5	I/G = 5

TRAFFIC SIGNALS CALCULATION Job No: 25065HK **CTA Consultants Ltd.**

Junction: **Yu Tung Road/ Chung Yan Road (B)** Survey Year: 2025

Description: **2036 Design Flows (with improvements)** Design Year: 2036

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yu Tung Road	N		E	3	3.7	15	0	1	100%	100%	1805	1805	185	0.102	0.199	125	0.069	0.096
	N		E	3	3.7	0	0	0	0%	0%	2125	2125	422	0.198		205	0.096	
	N		E	3	3.7	0	25	0	14%	40%	2105	2075	418	0.199		200	0.096	
Chung Yan Road	E		A	1	3.5	15	0	1	100%	100%	1785	1785	350	0.196		336	0.188	
Chung Yan Road	E		C	2	3.5	20	0	1	100%	100%	1830	1830	114	0.063	0.070	14	0.008	0.052
	E		C	2	3.8	25	0	0	42%	0%	2080	2135	130	0.063		20	0.009	
	E		C	2	3.5	0	30	0	100%	100%	2005	2005	140	0.070		105	0.052	
Yu Tung Road	S		B	1	3.7	0	30	0	92%	100%	2030	2025	398	0.196	0.386	445	0.220	0.220
	S		B	1	3.7	0	0	0	0%	0%	2125	2125	417	0.196		400	0.188	
	S		B,F	1,4	3.8	25	0	1	100%	100%	1880	1880	725	0.386		610	0.324	
Chung Yan Road	W		D	4	3.7	14	28	1	0% / 83%	0% / 65%	1900	1920	358	0.188		374	0.195	0.195
	W		D	4	3.7	0	25	0	100%	100%	2005	2005	377	0.188		391	0.195	

Notes:

Traffic Flow (pcu / hr) [AM (PM)]

140(105) 75(20) 520(350)

185(125) 365(445)

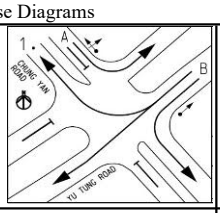
780(325) 450(400)

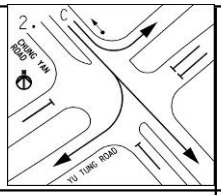
60(80) 725(610)

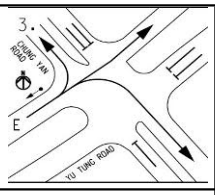
0(0) 60(130) 675(635)

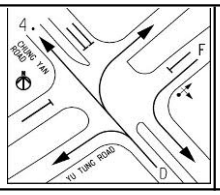
Check Phase		Check Phase	
εy	0.654	εy	0.564
L (sec)	19	L (sec)	16
C (sec)	120	C (sec)	120
y pract.	0.7575	y pract.	0.7800
R.C. (%)	16%	R.C. (%)	38%

Stage / Phase Diagrams









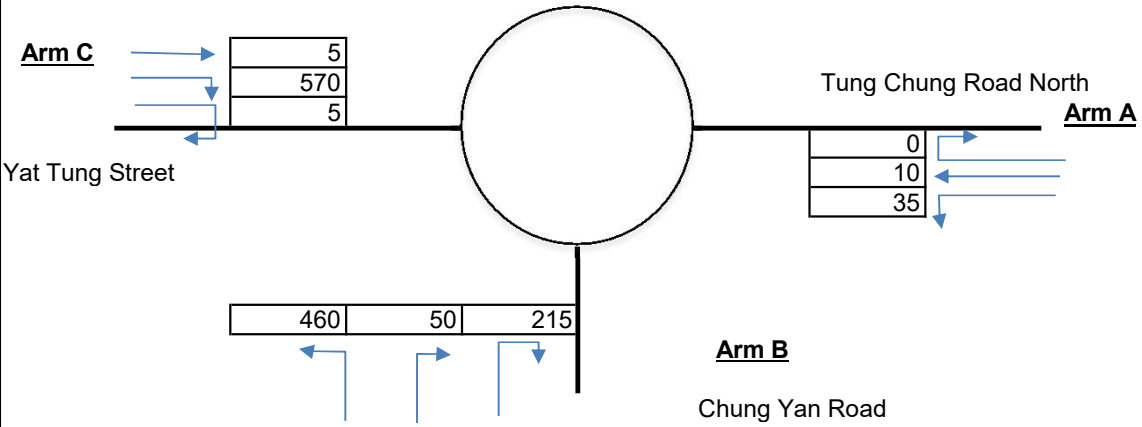
AM:	I/G = 5	I/G = 5	I/G = 12
PM: I/G = 5	I/G = 5	I/G = 5	I/G = 5

Roundabout Junction Calculation

Roundabout Junction: (C) Chung Yan Road / Yat Tung Street / Tung Chung Road North

Design Year : OBSERVED CASE

Scenario : AM PEAK Date : 2025



Input Parameters			Arm A	Arm B	Arm C
V	=	Approach half width (m)	2.8	7.2	6.8
E	=	Entry width (m)	4	9	11
L	=	Effective length of flare (m)	7	4	11
R	=	Entry radius	20	15	100
D	=	Inscribed circle diameter (m)	32	32	32
A	=	Entry angle (degree)	40	50	60
Q	=	Entry flow (pcu/hr)	45	725	580
Qc	=	Circulating flow across entry (pcu/hr)	790	15	265

Output Parameters			Arm A	Arm B	Arm C
S	=	Sharepness of flare = 1.6*(E-V)/L	0.27	0.72	0.61
K	=	1-0.00347*(A-30)-0.978*(1/R-0.05)	0.97	0.91	0.94
X_2	=	V+((E-V)/(1+2*S))	3.57	7.94	8.69
M	=	Exp((D-60)/10)	0.06	0.06	0.06
F	=	303*X_2	1083.20	2405.12	2633.17
Td	=	1+(0.5/(1+M))	1.47	1.47	1.47
Fc	=	0.21*Td*(1+0.2*X_2)	0.53	0.80	0.85
Qe	=	Capacity = K*(F-Fc*Qc)	641.52	2188.04	2252.45
DFC	=	Entry Flow/Capacity = Q/Qe	0.07	0.33	0.26

DFC of Critical Approach = 0.33

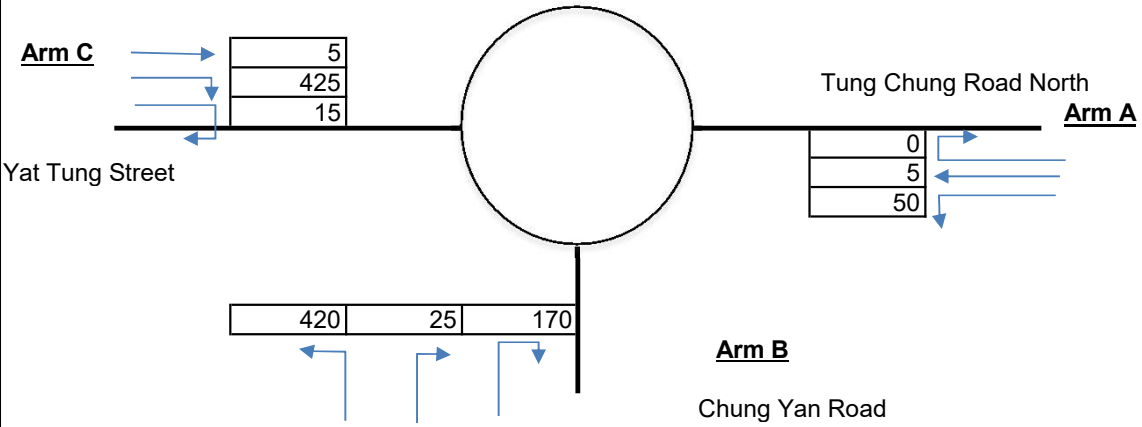
CTJW

Roundabout Junction Calculation

Roundabout Junction: (C) Chung Yan Road / Yat Tung Street / Tung Chung Road North

Design Year : OBSERVED CASE

Scenario : PM PEAK Date : 2025



Input Parameters			Arm A	Arm B	Arm C
V	=	Approach half width (m)	2.8	7.2	6.8
E	=	Entry width (m)	4	9	11
L	=	Effective length of flare (m)	7	4	11
R	=	Entry radius	20	15	100
D	=	Inscribed circle diameter (m)	32	32	32
A	=	Entry angle (degree)	40	50	60
Q	=	Entry flow (pcu/hr)	55	615	445
Qc	=	Circulating flow across entry (pcu/hr)	610	20	195

Output Parameters			Arm A	Arm B	Arm C
S	=	Sharepness of flare = 1.6*(E-V)/L	0.27	0.72	0.61
K	=	1-0.00347*(A-30)-0.978*(1/R-0.05)	0.97	0.91	0.94
X_2	=	V+((E-V)/(1+2*S))	3.57	7.94	8.69
M	=	Exp((D-60)/10)	0.06	0.06	0.06
F	=	303*X_2	1083.20	2405.12	2633.17
Td	=	1+(0.5/(1+M))	1.47	1.47	1.47
Fc	=	0.21*Td*(1+0.2*X_2)	0.53	0.80	0.85
Qe	=	Capacity = K*(F-Fc*Qc)	733.59	2184.39	2307.82
DFC	=	Entry Flow/Capacity = Q/Qe	0.07	0.28	0.19

DFC of Critical Approach = 0.28

CTJW

TRAFFIC SIGNALS CALCULATION Job No: 25065HK **CTA Consultants Ltd.**

Junction: **Chung Yan Road / Tung Chung Road North (C)** Survey Year: 2025

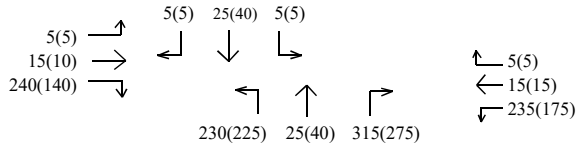
Description: **2036 Reference Flows** Design Year: 2036

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yat Tung Street	E	⇕	A123	1	3.4	15	20	1	4% / 84%	7% / 80%	3780	3785	126	0.069	0.069	75	0.041	0.041
	E	↴	A3	1	3.4	0	20	0	100%	100%	0	0	134	0.069		80	0.041	
Chung Yan Road	N	↰	B1	1,2	3.6	15	0	1	100%	100%	3815	3820	230	0.128	0.168	225	0.125	0.156
	N	⇕	B123	2	3.6	15	30	0	0% / 93%	0% / 87%	0	0	340	0.168		315	0.156	
Tung Chung Road North	W	⇔	C123	3	3.9	15	15	1	92% / 2%	90% / 3%	1835	1835	255	0.139	0.139	195	0.106	0.106
Ma Wan Chung Village	S	⇕	D123	4	3.7	15	15	1	14% / 14%	10% / 10%	1930	1945	35	0.018	0.018	50	0.026	0.026

Pedestrian Phase

Notes:

Traffic Flow (pcu / hr) [AM/PM]

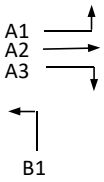


Check Phase	
εy	0.376
L (sec)	52
C (sec)	120
y pract.	0.510
R.C. (%)	36%

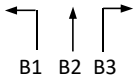
Check Phase	
εy	0.303
L (sec)	49
C (sec)	120
y pract.	0.533
R.C. (%)	76%

Stage / Phase Diagrams

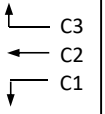
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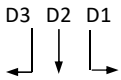
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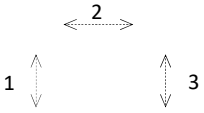
3



4



5



	I/G = 5s	I/G = 5s	I/G = 5s	

TRAFFIC SIGNALS CALCULATION Job No: 25065HK **CTA Consultants Ltd.**

Junction: **Chung Yan Road / Tung Chung Road North (C)** Survey Year: 2025

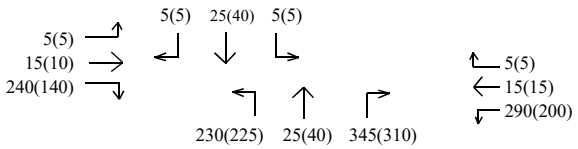
Description: **2036 Design Flows** Design Year: 2036

Approach	Direction	Movement notation	Phase	Stage	Width (m)	Radius (m)		Nearside 0/1	Pro. Turning (%)		Total Revised Saturation Flow (pcu/hr)		A.M. Peak			P.M. Peak		
						Left	Right		A.M.	P.M.	A.M.	P.M.	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Yat Tung Street	E		A123	1	3.4	15	20	1	4% / 84%	7% / 80%	3780	3785	126	0.069	0.069	75	0.041	0.041
	E		A3	1	3.4	0	20	0	100%	100%	0	0	134	0.069		80	0.041	
Chung Yan Road	N		B1	1,2	3.6	15	0	1	100%	100%	3815	3820	230	0.128	0.183	225	0.125	0.173
	N		B123	2	3.6	15	30	0	0% / 93%	0% / 89%	0	0	370	0.183		350	0.173	
Tung Chung Road North	W		C123	3	3.9	15	15	1	94% / 2%	91% / 2%	1830	1835	310	0.169	0.169	220	0.120	0.120
Ma Wan Chung Village	S		D123	4	3.7	15	15	1	14% / 14%	10% / 10%	1930	1945	35	0.018	0.018	50	0.026	0.026

Pedestrian Phase

Notes:

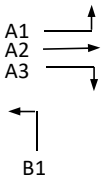
Traffic Flow (pcu / hr) [AM/PM]



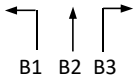
Check Phase		Check Phase	
εy	0.421	εy	0.334
L (sec)	52	L (sec)	49
C (sec)	120	C (sec)	120
y pract.	0.510	y pract.	0.533
R.C. (%)	21%	R.C. (%)	60%

Stage / Phase Diagrams

1

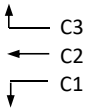


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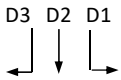
I/G = 5s

3



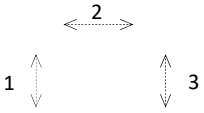
I/G = 5s

4



I/G = 5s

5



Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]
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Filename: 25065 D 1117.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\25065HK (ykl) - S16 for Various Lots in DD3TC & Adj Gov Land, Tung Chung, Lantau Island\Calculation\CALCULATION 2026
Report generation date: 29/1/2026 10:53:37

» Tung Chung Road North - Existing, AM
» Tung Chung Road North - Reference, AM
» Tung Chung Road North - Design, AM
» Tung Chung Road North - Existing, PM
» Tung Chung Road North - Reference, PM
» Tung Chung Road North - Design, PM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	Tung Chung Road North - Design							
Stream B-AC	1.17	12.65	0.54	B	1.09	11.92	0.52	B
Stream C-AB	0.96	11.78	0.49	B	0.50	9.05	0.34	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Tung Chung Road North - Existing							
Stream B-AC	0.07	6.01	0.06	A	0.05	6.32	0.05	A
Stream C-AB	0.03	6.15	0.02	A	0.08	6.49	0.08	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	Tung Chung Road North - Reference							
Stream B-AC	1.19	12.66	0.54	B	0.88	10.72	0.47	B
Stream C-AB	0.66	9.98	0.40	A	0.41	8.52	0.29	A
Stream C-A	-	-	-	-	-	-	-	-
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

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

Run using Junctions 8.0.5.523 at 29/1/2026 10:53:32

File summary

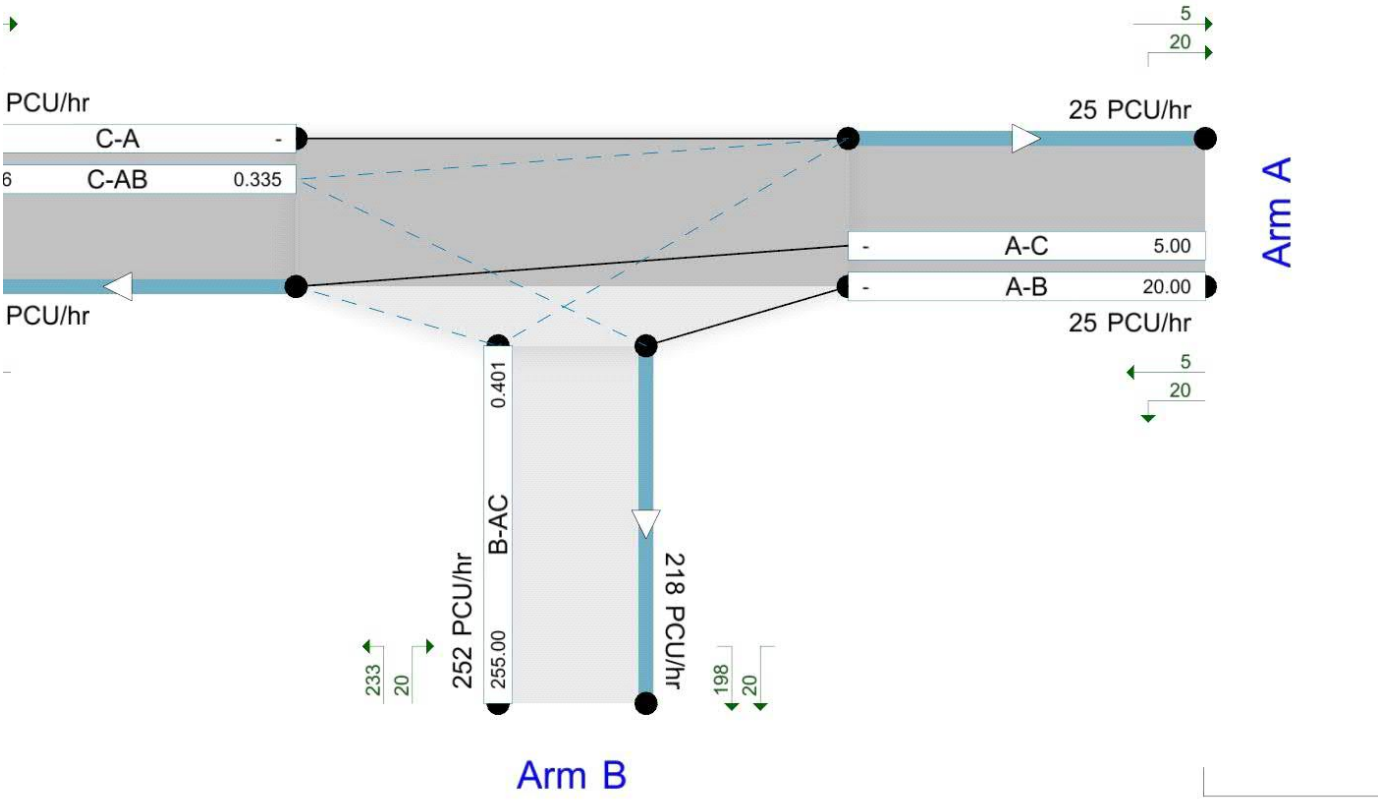
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Location	
Site Number	
Date	24/9/2018
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	ITADMIN
Description	

Analysis Options

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

Units

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



Showing modelled flow through junction (PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()
Time Segment: (08:00-08:15)
Showing Analysis Set "A1 - Tung Chung Road North "; Demand Set "D1 - Existing, AM "

The junction diagram reflects the last run of ARCADY.

Tung Chung Road North - Existing, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tung Chung Road North	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	Tung Chung Road North	T-Junction	Two-way	A,B,C	6.05	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Chung Road North		Major
B	B	Road		Minor
C	C	Tung Chung Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	523.698	0.095	0.241	0.152	0.344
D	B-C	661.975	0.101	0.256	-	-
D	C-B	602.919	0.234	0.234	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	10.00	100.000
B	FLAT	✓	40.00	100.000
C	FLAT	✓	15.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	10.00	10.00		
08:00-08:15	B	40.00	40.00		
08:00-08:15	C	15.00	15.00		
08:15-08:30	A	10.00	10.00		
08:15-08:30	B	40.00	40.00		
08:15-08:30	C	15.00	15.00		
08:30-08:45	A	10.00	10.00		
08:30-08:45	B	40.00	40.00		
08:30-08:45	C	15.00	15.00		
08:45-09:00	A	10.00	10.00		
08:45-09:00	B	40.00	40.00		
08:45-09:00	C	15.00	15.00		
09:00-09:15	A	10.00	10.00		
09:00-09:15	B	40.00	40.00		
09:00-09:15	C	15.00	15.00		
09:15-09:30	A	10.00	10.00		
09:15-09:30	B	40.00	40.00		
09:15-09:30	C	15.00	15.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	10.000	0.000
	B	5.000	0.000	35.000
	C	0.000	15.000	0.000

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

		To		
		A	B	C
From	A	0.00	1.00	0.00
	B	0.13	0.00	0.88
	C	0.00	1.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction D (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	6.01	0.07	A
C-AB	0.02	6.15	0.03	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	39.73	0.00	638.84	0.063	0.07	6.006	A
C-AB	15.00	14.90	0.00	600.58	0.025	0.03	6.147	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	638.83	0.063	0.07	6.011	A
C-AB	15.00	15.00	0.00	600.58	0.025	0.03	6.147	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	638.83	0.063	0.07	6.011	A
C-AB	15.00	15.00	0.00	600.58	0.025	0.03	6.147	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	638.83	0.063	0.07	6.011	A
C-AB	15.00	15.00	0.00	600.58	0.025	0.03	6.147	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	638.83	0.063	0.07	6.011	A
C-AB	15.00	15.00	0.00	600.58	0.025	0.03	6.147	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	40.00	40.00	0.00	638.83	0.063	0.07	6.011	A
C-AB	15.00	15.00	0.00	600.58	0.025	0.03	6.147	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	10.00	10.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Tung Chung Road North - Reference, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tung Chung Road North	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	Tung Chung Road North	T-Junction	Two-way	A,B,C	11.56	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Chung Road North		Major
B	B	Road		Minor
C	C	Tung Chung Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	523.698	0.095	0.241	0.152	0.344
D	B-C	661.975	0.101	0.256	-	-
D	C-B	602.919	0.234	0.234	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	35.00	100.000
B	FLAT	✓	340.00	100.000
C	FLAT	✓	245.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	35.00	35.00		
08:00-08:15	B	340.00	340.00		
08:00-08:15	C	245.00	245.00		
08:15-08:30	A	35.00	35.00		
08:15-08:30	B	340.00	340.00		
08:15-08:30	C	245.00	245.00		
08:30-08:45	A	35.00	35.00		
08:30-08:45	B	340.00	340.00		
08:30-08:45	C	245.00	245.00		
08:45-09:00	A	35.00	35.00		
08:45-09:00	B	340.00	340.00		
08:45-09:00	C	245.00	245.00		
09:00-09:15	A	35.00	35.00		
09:00-09:15	B	340.00	340.00		
09:00-09:15	C	245.00	245.00		
09:15-09:30	A	35.00	35.00		
09:15-09:30	B	340.00	340.00		
09:15-09:30	C	245.00	245.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	25.000	10.000
	B	35.000	0.000	305.000
	C	10.000	235.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.71	0.29
	B	0.10	0.00	0.90
	C	0.04	0.96	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction D (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.54	12.66	1.19	B
C-AB	0.40	9.98	0.66	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	340.00	335.36	0.00	624.41	0.545	1.16	12.268	B
C-AB	236.56	233.98	0.00	597.38	0.396	0.65	9.840	A
C-A	8.44	8.44	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	340.00	339.93	0.00	624.22	0.545	1.18	12.655	B
C-AB	236.56	236.54	0.00	597.38	0.396	0.65	9.974	A
C-A	8.44	8.44	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	340.00	339.98	0.00	624.22	0.545	1.18	12.660	B
C-AB	236.56	236.55	0.00	597.38	0.396	0.65	9.976	A
C-A	8.44	8.44	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	340.00	339.99	0.00	624.22	0.545	1.19	12.662	B
C-AB	236.56	236.56	0.00	597.38	0.396	0.65	9.976	A
C-A	8.44	8.44	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	340.00	339.99	0.00	624.22	0.545	1.19	12.663	B
C-AB	236.56	236.56	0.00	597.38	0.396	0.66	9.976	A
C-A	8.44	8.44	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	340.00	340.00	0.00	624.22	0.545	1.19	12.665	B
C-AB	236.56	236.56	0.00	597.38	0.396	0.66	9.976	A
C-A	8.44	8.44	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Tung Chung Road North - Design, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tung Chung Road North	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	Tung Chung Road North	T-Junction	Two-way	A,B,C	12.25	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Chung Road North		Major
B	B	Road		Minor
C	C	Tung Chung Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	523.698	0.095	0.241	0.152	0.344
D	B-C	661.975	0.101	0.256	-	-
D	C-B	602.919	0.234	0.234	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	35.00	100.000
B	FLAT	✓	335.00	100.000
C	FLAT	✓	300.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	35.00	35.00		
08:00-08:15	B	335.00	335.00		
08:00-08:15	C	300.00	300.00		
08:15-08:30	A	35.00	35.00		
08:15-08:30	B	335.00	335.00		
08:15-08:30	C	300.00	300.00		
08:30-08:45	A	35.00	35.00		
08:30-08:45	B	335.00	335.00		
08:30-08:45	C	300.00	300.00		
08:45-09:00	A	35.00	35.00		
08:45-09:00	B	335.00	335.00		
08:45-09:00	C	300.00	300.00		
09:00-09:15	A	35.00	35.00		
09:00-09:15	B	335.00	335.00		
09:00-09:15	C	300.00	300.00		
09:15-09:30	A	35.00	35.00		
09:15-09:30	B	335.00	335.00		
09:15-09:30	C	300.00	300.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	25.000	10.000
	B	35.000	0.000	300.000
	C	10.000	290.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.71	0.29
	B	0.10	0.00	0.90
	C	0.03	0.97	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction D (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.54	12.65	1.17	B
C-AB	0.49	11.78	0.96	B
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	335.00	330.43	0.00	619.75	0.541	1.14	12.261	B
C-AB	292.38	288.64	0.00	598.00	0.489	0.94	11.504	B
C-A	7.62	7.62	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	335.00	334.93	0.00	619.45	0.541	1.16	12.645	B
C-AB	292.38	292.33	0.00	598.00	0.489	0.95	11.774	B
C-A	7.62	7.62	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	335.00	334.98	0.00	619.45	0.541	1.17	12.650	B
C-AB	292.38	292.36	0.00	598.00	0.489	0.95	11.776	B
C-A	7.62	7.62	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	335.00	334.99	0.00	619.45	0.541	1.17	12.652	B
C-AB	292.38	292.37	0.00	598.00	0.489	0.95	11.778	B
C-A	7.62	7.62	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	335.00	334.99	0.00	619.45	0.541	1.17	12.652	B
C-AB	292.38	292.37	0.00	598.00	0.489	0.95	11.778	B
C-A	7.62	7.62	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	335.00	335.00	0.00	619.45	0.541	1.17	12.655	B
C-AB	292.38	292.37	0.00	598.00	0.489	0.96	11.778	B
C-A	7.62	7.62	0.00	-	-	-	-	-
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	10.00	10.00	0.00	-	-	-	-	-

Tung Chung Road North - Existing, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tung Chung Road North	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	Tung Chung Road North	T-Junction	Two-way	A,B,C	6.42	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Chung Road North		Major
B	B	Road		Minor
C	C	Tung Chung Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	523.698	0.095	0.241	0.152	0.344
D	B-C	661.975	0.101	0.256	-	-
D	C-B	602.919	0.234	0.234	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	15.00	100.000
B	FLAT	✓	30.00	100.000
C	FLAT	✓	45.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	15.00	15.00		
08:00-08:15	B	30.00	30.00		
08:00-08:15	C	45.00	45.00		
08:15-08:30	A	15.00	15.00		
08:15-08:30	B	30.00	30.00		
08:15-08:30	C	45.00	45.00		
08:30-08:45	A	15.00	15.00		
08:30-08:45	B	30.00	30.00		
08:30-08:45	C	45.00	45.00		
08:45-09:00	A	15.00	15.00		
08:45-09:00	B	30.00	30.00		
08:45-09:00	C	45.00	45.00		
09:00-09:15	A	15.00	15.00		
09:00-09:15	B	30.00	30.00		
09:00-09:15	C	45.00	45.00		
09:15-09:30	A	15.00	15.00		
09:15-09:30	B	30.00	30.00		
09:15-09:30	C	45.00	45.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	15.000	0.000
	B	10.000	0.000	20.000
	C	0.000	45.000	0.000

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

		To		
		A	B	C
From	A	0.00	1.00	0.00
	B	0.33	0.00	0.67
	C	0.00	1.00	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction D (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	6.32	0.05	A
C-AB	0.08	6.49	0.08	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	29.79	0.00	599.82	0.050	0.05	6.314	A
C-AB	45.00	44.68	0.00	599.41	0.075	0.08	6.487	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	15.00	15.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	599.77	0.050	0.05	6.317	A
C-AB	45.00	45.00	0.00	599.41	0.075	0.08	6.492	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	15.00	15.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	599.77	0.050	0.05	6.317	A
C-AB	45.00	45.00	0.00	599.41	0.075	0.08	6.492	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	15.00	15.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	599.77	0.050	0.05	6.317	A
C-AB	45.00	45.00	0.00	599.41	0.075	0.08	6.492	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	15.00	15.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	599.77	0.050	0.05	6.317	A
C-AB	45.00	45.00	0.00	599.41	0.075	0.08	6.492	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	15.00	15.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	30.00	30.00	0.00	599.77	0.050	0.05	6.317	A
C-AB	45.00	45.00	0.00	599.41	0.075	0.08	6.492	A
C-A	0.00	0.00	0.00	-	-	-	-	-
A-B	15.00	15.00	0.00	-	-	-	-	-
A-C	0.00	0.00	0.00	-	-	-	-	-

Tung Chung Road North - Reference, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tung Chung Road North	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	Tung Chung Road North	T-Junction	Two-way	A,B,C	9.90	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Chung Road North		Major
B	B	Road		Minor
C	C	Tung Chung Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	523.698	0.095	0.241	0.152	0.344
D	B-C	661.975	0.101	0.256	-	-
D	C-B	602.919	0.234	0.234	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	25.00	100.000
B	FLAT	✓	295.00	100.000
C	FLAT	✓	180.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	25.00	25.00		
08:00-08:15	B	295.00	295.00		
08:00-08:15	C	180.00	180.00		
08:15-08:30	A	25.00	25.00		
08:15-08:30	B	295.00	295.00		
08:15-08:30	C	180.00	180.00		
08:30-08:45	A	25.00	25.00		
08:30-08:45	B	295.00	295.00		
08:30-08:45	C	180.00	180.00		
08:45-09:00	A	25.00	25.00		
08:45-09:00	B	295.00	295.00		
08:45-09:00	C	180.00	180.00		
09:00-09:15	A	25.00	25.00		
09:00-09:15	B	295.00	295.00		
09:00-09:15	C	180.00	180.00		
09:15-09:30	A	25.00	25.00		
09:15-09:30	B	295.00	295.00		
09:15-09:30	C	180.00	180.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	20.000	5.000
	B	30.000	0.000	265.000
	C	5.000	175.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.80	0.20
	B	0.10	0.00	0.90
	C	0.03	0.97	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction D (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.47	10.72	0.88	B
C-AB	0.29	8.52	0.41	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	295.00	291.56	0.00	630.87	0.468	0.86	10.508	B
C-AB	175.43	173.79	0.00	598.06	0.293	0.41	8.454	A
C-A	4.57	4.57	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	295.00	294.96	0.00	630.76	0.468	0.87	10.717	B
C-AB	175.43	175.42	0.00	598.06	0.293	0.41	8.517	A
C-A	4.57	4.57	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	295.00	294.99	0.00	630.76	0.468	0.87	10.719	B
C-AB	175.43	175.43	0.00	598.06	0.293	0.41	8.517	A
C-A	4.57	4.57	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	295.00	294.99	0.00	630.76	0.468	0.87	10.721	B
C-AB	175.43	175.43	0.00	598.06	0.293	0.41	8.517	A
C-A	4.57	4.57	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	295.00	295.00	0.00	630.76	0.468	0.87	10.721	B
C-AB	175.43	175.43	0.00	598.06	0.293	0.41	8.517	A
C-A	4.57	4.57	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	295.00	295.00	0.00	630.76	0.468	0.88	10.721	B
C-AB	175.43	175.43	0.00	598.06	0.293	0.41	8.517	A
C-A	4.57	4.57	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Tung Chung Road North - Design, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
Tung Chung Road North	N/A			100.000	

Demand Set Details

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

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
D	Tung Chung Road North	T-Junction	Two-way	A,B,C	10.83	B

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	Tung Chung Road North		Major
B	B	Road		Minor
C	C	Tung Chung Road North		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	6.00		0.00		2.20	50.00	✓	1.00

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	One lane	3.10										50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
D	B-A	523.698	0.095	0.241	0.152	0.344
D	B-C	661.975	0.101	0.256	-	-
D	C-B	602.919	0.234	0.234	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	25.00	100.000
B	FLAT	✓	330.00	100.000
C	FLAT	✓	205.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	25.00	25.00		
08:00-08:15	B	330.00	330.00		
08:00-08:15	C	205.00	205.00		
08:15-08:30	A	25.00	25.00		
08:15-08:30	B	330.00	330.00		
08:15-08:30	C	205.00	205.00		
08:30-08:45	A	25.00	25.00		
08:30-08:45	B	330.00	330.00		
08:30-08:45	C	205.00	205.00		
08:45-09:00	A	25.00	25.00		
08:45-09:00	B	330.00	330.00		
08:45-09:00	C	205.00	205.00		
09:00-09:15	A	25.00	25.00		
09:00-09:15	B	330.00	330.00		
09:00-09:15	C	205.00	205.00		
09:15-09:30	A	25.00	25.00		
09:15-09:30	B	330.00	330.00		
09:15-09:30	C	205.00	205.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	20.000	5.000
	B	30.000	0.000	300.000
	C	5.000	200.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.80	0.20
	B	0.09	0.00	0.91
	C	0.02	0.98	0.00

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction D (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.52	11.92	1.09	B
C-AB	0.34	9.05	0.50	A
C-A	-	-	-	-
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	330.00	325.75	0.00	632.19	0.522	1.06	11.595	B
C-AB	200.56	198.57	0.00	598.20	0.335	0.50	8.967	A
C-A	4.44	4.44	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	330.00	329.94	0.00	632.07	0.522	1.08	11.910	B
C-AB	200.56	200.55	0.00	598.20	0.335	0.50	9.053	A
C-A	4.44	4.44	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	330.00	329.98	0.00	632.07	0.522	1.08	11.914	B
C-AB	200.56	200.56	0.00	598.20	0.335	0.50	9.053	A
C-A	4.44	4.44	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	330.00	329.99	0.00	632.07	0.522	1.08	11.914	B
C-AB	200.56	200.56	0.00	598.20	0.335	0.50	9.053	A
C-A	4.44	4.44	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	330.00	329.99	0.00	632.07	0.522	1.09	11.917	B
C-AB	200.56	200.56	0.00	598.20	0.335	0.50	9.053	A
C-A	4.44	4.44	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-AC	330.00	330.00	0.00	632.07	0.522	1.09	11.917	B
C-AB	200.56	200.56	0.00	598.20	0.335	0.50	9.053	A
C-A	4.44	4.44	0.00	-	-	-	-	-
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	5.00	5.00	0.00	-	-	-	-	-

Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]
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Filename: 25065 E 1117.arc8
Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\25065HK (ykl) - S16 for Various Lots in DD3TC & Adj Gov Land, Tung Chung, Lantau Island\Calculation\CALCULATION 2026
Report generation date: 29/1/2026 10:54:08

» (Default Analysis Set) - 2025 Observed, AM
» (Default Analysis Set) - 2036 Reference, PM
» (Default Analysis Set) - 2025 Observed, PM
» (Default Analysis Set) - 2036 Design, PM
» (Default Analysis Set) - 2036 Reference, AM
» (Default Analysis Set) - 2036 Design, AM

Summary of junction performance

	AM				PM			
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
	A1 - 2025 Observed							
Stream B-C	0.09	8.41	0.09	A	0.15	7.93	0.13	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2036 Design							
Stream B-C	0.52	9.87	0.34	A	0.23	7.50	0.19	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
	A1 - 2036 Reference							
Stream B-C	0.52	9.87	0.34	A	0.23	7.50	0.19	A
Stream B-A	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.00	0.00	0.00	A	0.00	0.00	0.00	A
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

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

"D1 - 2025 Observed, AM " model duration: 8:00 - 9:30
"D2 - 2036 Reference, PM" model duration: 8:00 - 9:30
"D3 - 2025 Observed, PM" model duration: 8:00 - 9:30
"D4 - 2036 Design, PM" model duration: 8:00 - 9:30
"D5 - 2036 Reference, AM" model duration: 8:00 - 9:30
"D6 - 2036 Design, AM" model duration: 8:00 - 9:30

Run using Junctions 8.0.5.523 at 29/1/2026 10:54:03

File summary

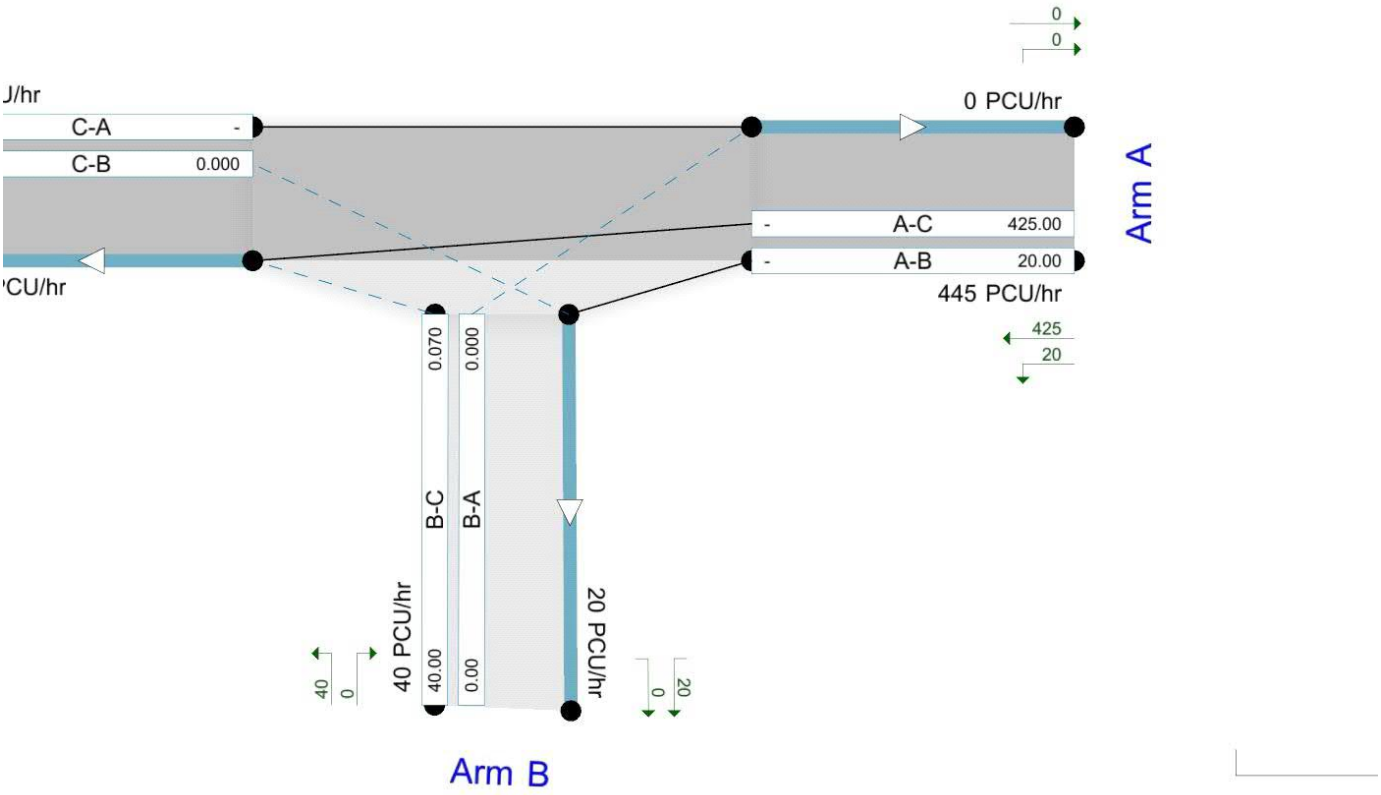
Title	(untitled)
Location	
Site Number	
Date	8/11/2021
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	user
Description	

Analysis Options

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

Units

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



Showing modelled flow through junction (PCU/hr).
Streams (upstreams) show Total Demand (PCU/hr); Streams (downstreams) show RFC ()
Time Segment: (08:00-08:15)
Showing Analysis Set "A1 "; Demand Set "D1 - 2025 Observed, AM "

The junction diagram reflects the last run of ARCADY.

(Default Analysis Set) - 2025 Observed, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 Observed, AM	2025 Observed	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Junction E	T-Junction	Two-way	A,B,C	8.41	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	50.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.30	4.20								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580.800	0.099	0.251	0.158	0.359
1	B-C	675.099	0.097	0.246	-	-
1	C-B	602.919	0.219	0.219	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	880.00	100.000
B	FLAT	✓	40.00	100.000
C	FLAT	✓	0.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	880.00	880.00		
08:00-08:15	B	40.00	40.00		
08:00-08:15	C	0.00	0.00		
08:15-08:30	A	880.00	880.00		
08:15-08:30	B	40.00	40.00		
08:15-08:30	C	0.00	0.00		
08:30-08:45	A	880.00	880.00		
08:30-08:45	B	40.00	40.00		
08:30-08:45	C	0.00	0.00		
08:45-09:00	A	880.00	880.00		
08:45-09:00	B	40.00	40.00		
08:45-09:00	C	0.00	0.00		
09:00-09:15	A	880.00	880.00		
09:00-09:15	B	40.00	40.00		
09:00-09:15	C	0.00	0.00		
09:15-09:30	A	880.00	880.00		
09:15-09:30	B	40.00	40.00		
09:15-09:30	C	0.00	0.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	60.000	820.000
	B	0.000	0.000	40.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.07	0.93
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.09	8.41	0.09	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.00	39.63	0.00	467.85	0.086	0.09	8.400	A
B-A	0.00	0.00	0.00	368.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	409.87	0.000	0.00	0.000	A
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.00	40.00	0.00	467.85	0.086	0.09	8.413	A
B-A	0.00	0.00	0.00	368.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	409.87	0.000	0.00	0.000	A
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.00	40.00	0.00	467.85	0.086	0.09	8.413	A
B-A	0.00	0.00	0.00	368.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	409.87	0.000	0.00	0.000	A
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.00	40.00	0.00	467.85	0.086	0.09	8.413	A
B-A	0.00	0.00	0.00	368.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	409.87	0.000	0.00	0.000	A
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.00	40.00	0.00	467.85	0.086	0.09	8.413	A
B-A	0.00	0.00	0.00	368.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	409.87	0.000	0.00	0.000	A
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	40.00	40.00	0.00	467.85	0.086	0.09	8.413	A
B-A	0.00	0.00	0.00	368.94	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	409.87	0.000	0.00	0.000	A
A-B	60.00	60.00	0.00	-	-	-	-	-
A-C	820.00	820.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2036 Reference, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2036 Reference, PM	2036 Reference	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Junction E	T-Junction	Two-way	A,B,C	7.50	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	50.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.30	4.20								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580.800	0.099	0.251	0.158	0.359
1	B-C	675.099	0.097	0.246	-	-
1	C-B	602.919	0.219	0.219	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	360.00	100.000
B	FLAT	✓	110.00	100.000
C	FLAT	✓	0.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	360.00	360.00		
08:00-08:15	B	110.00	110.00		
08:00-08:15	C	0.00	0.00		
08:15-08:30	A	360.00	360.00		
08:15-08:30	B	110.00	110.00		
08:15-08:30	C	0.00	0.00		
08:30-08:45	A	360.00	360.00		
08:30-08:45	B	110.00	110.00		
08:30-08:45	C	0.00	0.00		
08:45-09:00	A	360.00	360.00		
08:45-09:00	B	110.00	110.00		
08:45-09:00	C	0.00	0.00		
09:00-09:15	A	360.00	360.00		
09:00-09:15	B	110.00	110.00		
09:00-09:15	C	0.00	0.00		
09:15-09:30	A	360.00	360.00		
09:15-09:30	B	110.00	110.00		
09:15-09:30	C	0.00	0.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	20.000	340.000
	B	0.000	0.000	110.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.50	0.23	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	109.09	0.00	589.64	0.187	0.23	7.478	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2025 Observed, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2025 Observed, PM	2025 Observed	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Junction E	T-Junction	Two-way	A,B,C	7.93	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	50.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.30	4.20								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580.800	0.099	0.251	0.158	0.359
1	B-C	675.099	0.097	0.246	-	-
1	C-B	602.919	0.219	0.219	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	645.00	100.000
B	FLAT	✓	70.00	100.000
C	FLAT	✓	0.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	645.00	645.00		
08:00-08:15	B	70.00	70.00		
08:00-08:15	C	0.00	0.00		
08:15-08:30	A	645.00	645.00		
08:15-08:30	B	70.00	70.00		
08:15-08:30	C	0.00	0.00		
08:30-08:45	A	645.00	645.00		
08:30-08:45	B	70.00	70.00		
08:30-08:45	C	0.00	0.00		
08:45-09:00	A	645.00	645.00		
08:45-09:00	B	70.00	70.00		
08:45-09:00	C	0.00	0.00		
09:00-09:15	A	645.00	645.00		
09:00-09:15	B	70.00	70.00		
09:00-09:15	C	0.00	0.00		
09:15-09:30	A	645.00	645.00		
09:15-09:30	B	70.00	70.00		
09:15-09:30	C	0.00	0.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	50.000	595.000
	B	0.000	0.000	70.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.08	0.92
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.13	7.93	0.15	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	70.00	69.39	0.00	524.09	0.134	0.15	7.907	A
B-A	0.00	0.00	0.00	426.43	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	461.42	0.000	0.00	0.000	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	595.00	595.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	70.00	70.00	0.00	524.09	0.134	0.15	7.927	A
B-A	0.00	0.00	0.00	426.43	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	461.42	0.000	0.00	0.000	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	595.00	595.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	70.00	70.00	0.00	524.09	0.134	0.15	7.927	A
B-A	0.00	0.00	0.00	426.43	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	461.42	0.000	0.00	0.000	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	595.00	595.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	70.00	70.00	0.00	524.09	0.134	0.15	7.927	A
B-A	0.00	0.00	0.00	426.43	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	461.42	0.000	0.00	0.000	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	595.00	595.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	70.00	70.00	0.00	524.09	0.134	0.15	7.927	A
B-A	0.00	0.00	0.00	426.43	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	461.42	0.000	0.00	0.000	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	595.00	595.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	70.00	70.00	0.00	524.09	0.134	0.15	7.927	A
B-A	0.00	0.00	0.00	426.43	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	461.42	0.000	0.00	0.000	A
A-B	50.00	50.00	0.00	-	-	-	-	-
A-C	595.00	595.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2036 Design, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2036 Design, PM	2036 Design	PM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Junction E	T-Junction	Two-way	A,B,C	7.50	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	50.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.30	4.20								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580.800	0.099	0.251	0.158	0.359
1	B-C	675.099	0.097	0.246	-	-
1	C-B	602.919	0.219	0.219	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	360.00	100.000
B	FLAT	✓	110.00	100.000
C	FLAT	✓	0.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	360.00	360.00		
08:00-08:15	B	110.00	110.00		
08:00-08:15	C	0.00	0.00		
08:15-08:30	A	360.00	360.00		
08:15-08:30	B	110.00	110.00		
08:15-08:30	C	0.00	0.00		
08:30-08:45	A	360.00	360.00		
08:30-08:45	B	110.00	110.00		
08:30-08:45	C	0.00	0.00		
08:45-09:00	A	360.00	360.00		
08:45-09:00	B	110.00	110.00		
08:45-09:00	C	0.00	0.00		
09:00-09:15	A	360.00	360.00		
09:00-09:15	B	110.00	110.00		
09:00-09:15	C	0.00	0.00		
09:15-09:30	A	360.00	360.00		
09:15-09:30	B	110.00	110.00		
09:15-09:30	C	0.00	0.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	20.000	340.000
	B	0.000	0.000	110.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.06	0.94
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.19	7.50	0.23	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	109.09	0.00	589.64	0.187	0.23	7.478	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.00	110.00	0.00	589.64	0.187	0.23	7.504	A
B-A	0.00	0.00	0.00	493.44	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	523.94	0.000	0.00	0.000	A
A-B	20.00	20.00	0.00	-	-	-	-	-
A-C	340.00	340.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2036 Reference, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2036 Reference, AM	2036 Reference	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Junction E	T-Junction	Two-way	A,B,C	9.87	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	50.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.30	4.20								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580.800	0.099	0.251	0.158	0.359
1	B-C	675.099	0.097	0.246	-	-
1	C-B	602.919	0.219	0.219	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	505.00	100.000
B	FLAT	✓	190.00	100.000
C	FLAT	✓	0.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	505.00	505.00		
08:00-08:15	B	190.00	190.00		
08:00-08:15	C	0.00	0.00		
08:15-08:30	A	505.00	505.00		
08:15-08:30	B	190.00	190.00		
08:15-08:30	C	0.00	0.00		
08:30-08:45	A	505.00	505.00		
08:30-08:45	B	190.00	190.00		
08:30-08:45	C	0.00	0.00		
08:45-09:00	A	505.00	505.00		
08:45-09:00	B	190.00	190.00		
08:45-09:00	C	0.00	0.00		
09:00-09:15	A	505.00	505.00		
09:00-09:15	B	190.00	190.00		
09:00-09:15	C	0.00	0.00		
09:15-09:30	A	505.00	505.00		
09:15-09:30	B	190.00	190.00		
09:15-09:30	C	0.00	0.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	25.000	480.000
	B	0.000	0.000	190.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.34	9.87	0.52	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	187.95	0.00	554.76	0.342	0.51	9.754	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	189.98	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	189.99	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	190.00	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	190.00	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	190.00	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

(Default Analysis Set) - 2036 Design, AM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2036 Design, AM	2036 Design	AM		FLAT	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	Junction E	T-Junction	Two-way	A,B,C	9.87	A

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Arm	Name	Description	Arm Type
A	A	(untitled)		Major
B	B	(untitled)		Minor
C	C	(untitled)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
C	7.40		0.00		2.20	50.00		

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

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
B	Two lanes		3.30	4.20								50	50

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	580.800	0.099	0.251	0.158	0.359
1	B-C	675.099	0.097	0.246	-	-
1	C-B	602.919	0.219	0.219	-	-

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

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

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

Traffic Flows

Demand Set Data Options

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

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
A	FLAT	✓	505.00	100.000
B	FLAT	✓	190.00	100.000
C	FLAT	✓	0.00	100.000

Direct/Resultant Flows

Direct Flows Data

Time Segment	Arm	Direct Demand Entry Flow (PCU/hr)	DirectDemandEntryFlowInPCU (PCU/hr)	Direct Demand Exit Flow (PCU/hr)	Direct Demand Pedestrian Flow (Ped/hr)
08:00-08:15	A	505.00	505.00		
08:00-08:15	B	190.00	190.00		
08:00-08:15	C	0.00	0.00		
08:15-08:30	A	505.00	505.00		
08:15-08:30	B	190.00	190.00		
08:15-08:30	C	0.00	0.00		
08:30-08:45	A	505.00	505.00		
08:30-08:45	B	190.00	190.00		
08:30-08:45	C	0.00	0.00		
08:45-09:00	A	505.00	505.00		
08:45-09:00	B	190.00	190.00		
08:45-09:00	C	0.00	0.00		
09:00-09:15	A	505.00	505.00		
09:00-09:15	B	190.00	190.00		
09:00-09:15	C	0.00	0.00		
09:15-09:30	A	505.00	505.00		
09:15-09:30	B	190.00	190.00		
09:15-09:30	C	0.00	0.00		

Turning Proportions

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

		To		
		A	B	C
From	A	0.000	25.000	480.000
	B	0.000	0.000	190.000
	C	0.000	0.000	0.000

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

		To		
		A	B	C
From	A	0.00	0.05	0.95
	B	0.00	0.00	1.00
	C	0.33	0.33	0.33

Vehicle Mix

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

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

Heavy Vehicle Percentages - Junction 1 (for whole period)

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

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.34	9.87	0.52	A
B-A	0.00	0.00	0.00	A
C-A	-	-	-	-
C-B	0.00	0.00	0.00	A
A-B	-	-	-	-
A-C	-	-	-	-

Main Results for each time segment

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	187.95	0.00	554.76	0.342	0.51	9.754	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	189.98	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

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

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	189.99	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	190.00	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	190.00	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-

Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	190.00	190.00	0.00	554.76	0.342	0.52	9.868	A
B-A	0.00	0.00	0.00	457.79	0.000	0.00	0.000	A
C-A	0.00	0.00	0.00	-	-	-	-	-
C-B	0.00	0.00	0.00	492.13	0.000	0.00	0.000	A
A-B	25.00	25.00	0.00	-	-	-	-	-
A-C	480.00	480.00	0.00	-	-	-	-	-



FIGURE NO.: 1.1	PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25065HK	DRAWING TITLE: SITE LOCATION PLAN	
SCALE: 1 : 4000 @A4 / DATE: 05 NOV 2025		

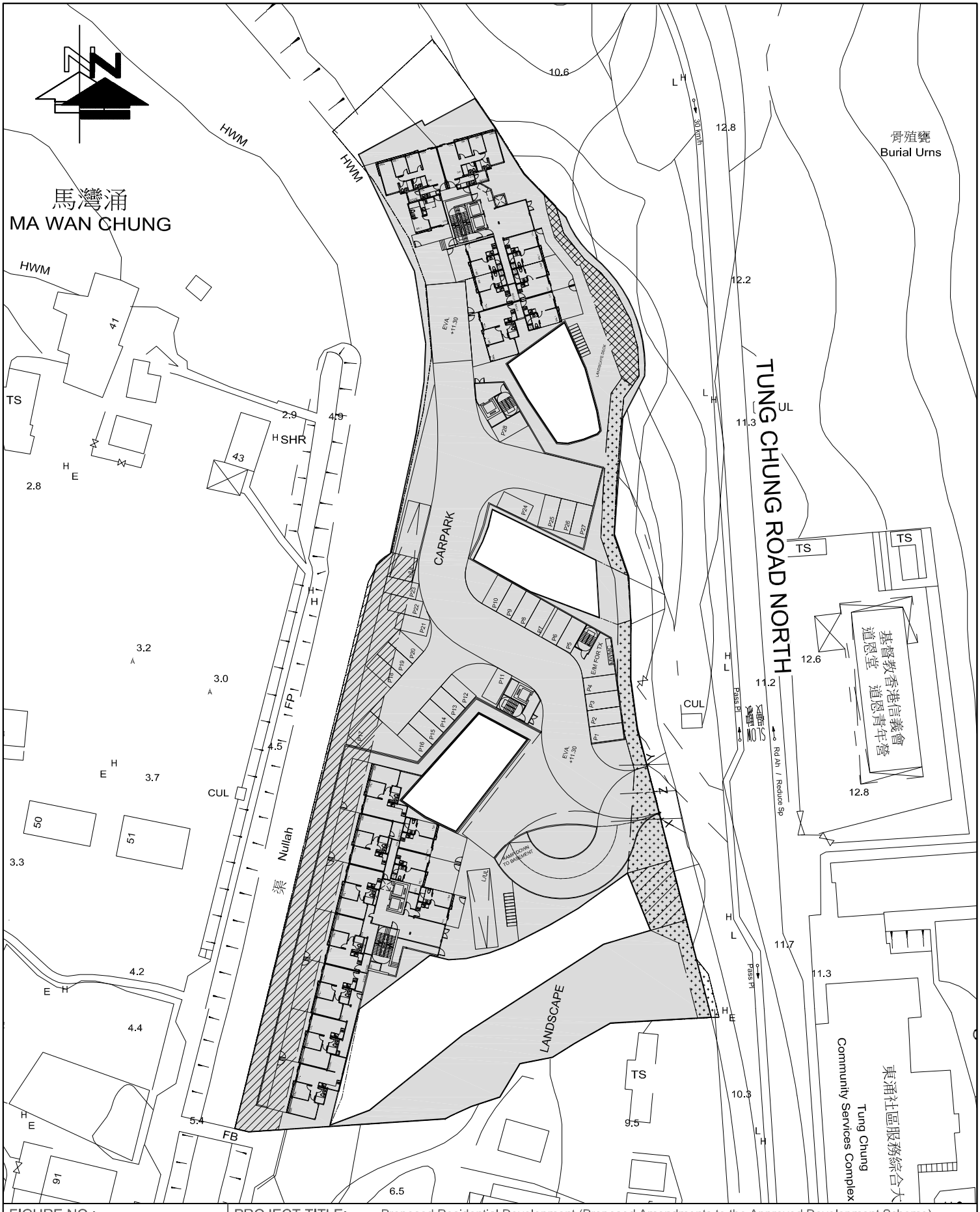


FIGURE NO.: 2.1(REV A)	PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung
PROJECT NO.: 25065HK	DRAWING TITLE: PROPOSED INTERNAL TRANSPORT FACILITIES (G/F)
SCALE: 1 : 750 @A4	DATE: 30 JAN 2026

CTA Consultants Limited
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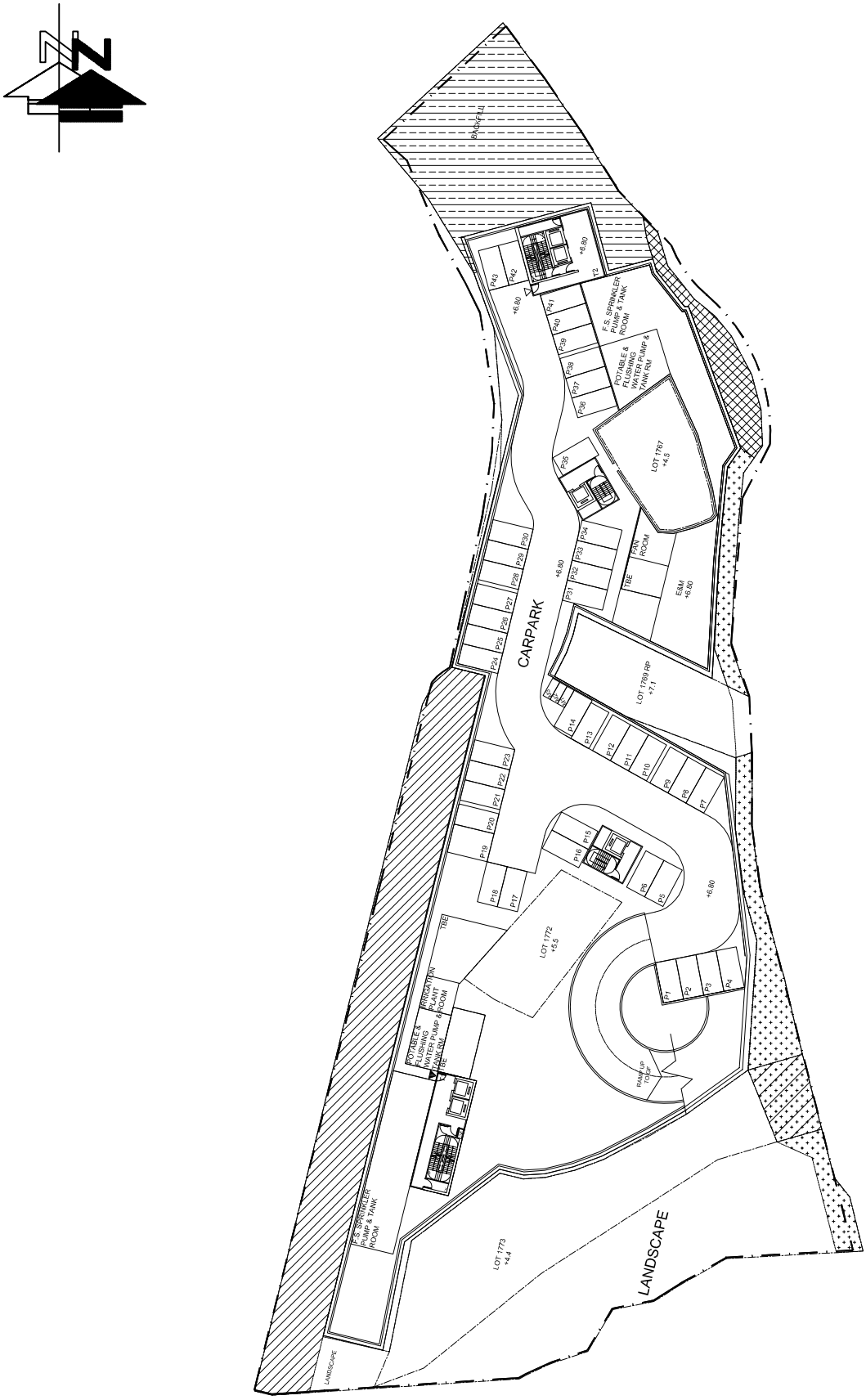


FIGURE NO.: 2.2(REV A)	PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung
PROJECT NO.: 25065HK	DRAWING TITLE: PROPOSED INTERNAL TRANSPORT FACILITIES (B1/F)
SCALE: 1 : 750 @A4 / DATE: 30 JAN 2026	CTA Consultants Limited 志達顧問有限公司

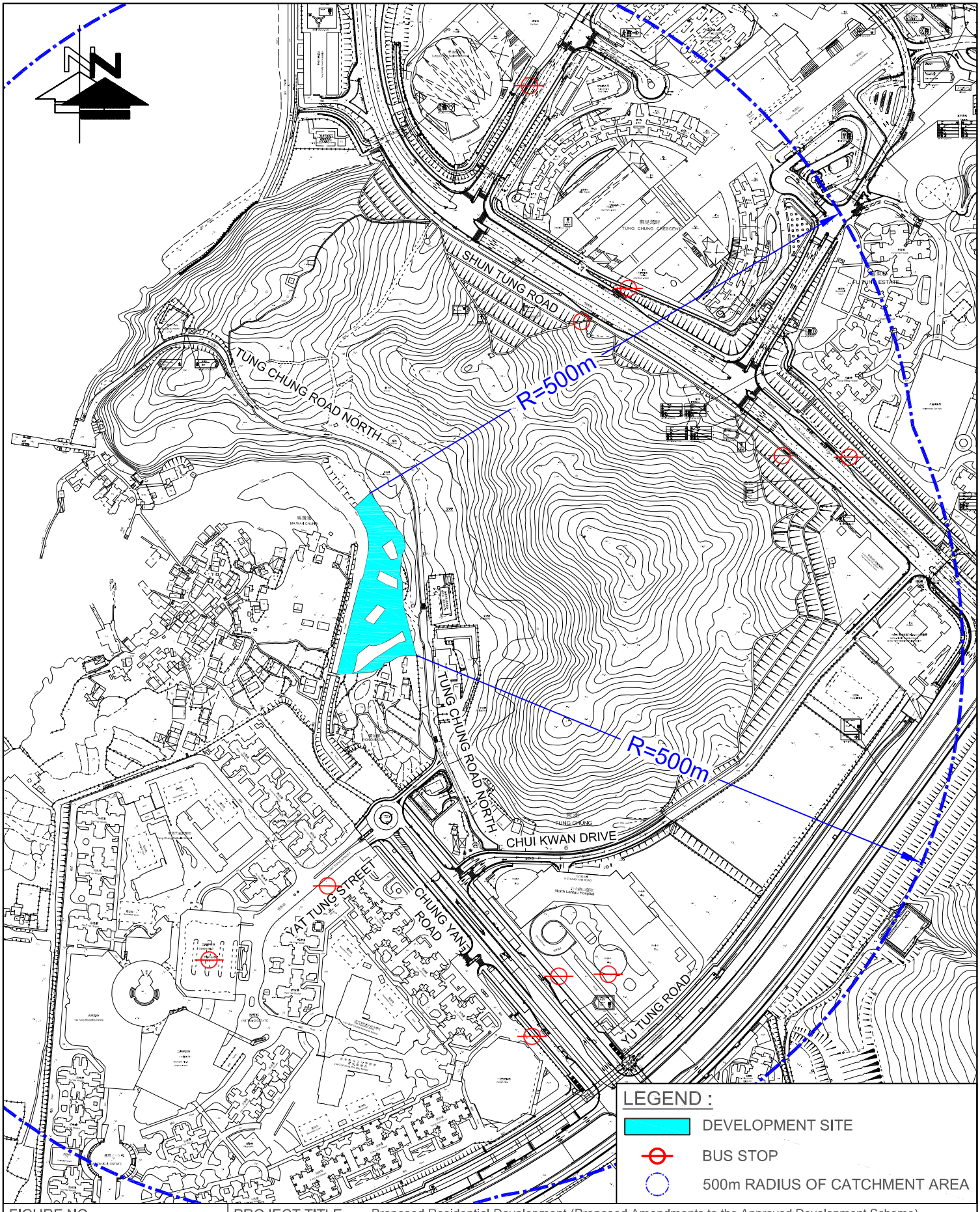


FIGURE NO.: 2.3	PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung
PROJECT NO.: 25065HK	DRAWING TITLE: EXISTING PUBLIC TRANSPORT SERVICES IN THE VICINITY
SCALE: 1 : 4500 @A4 / DATE: 29 JAN 2026	CTA Consultants Limited 志達顧問有限公司

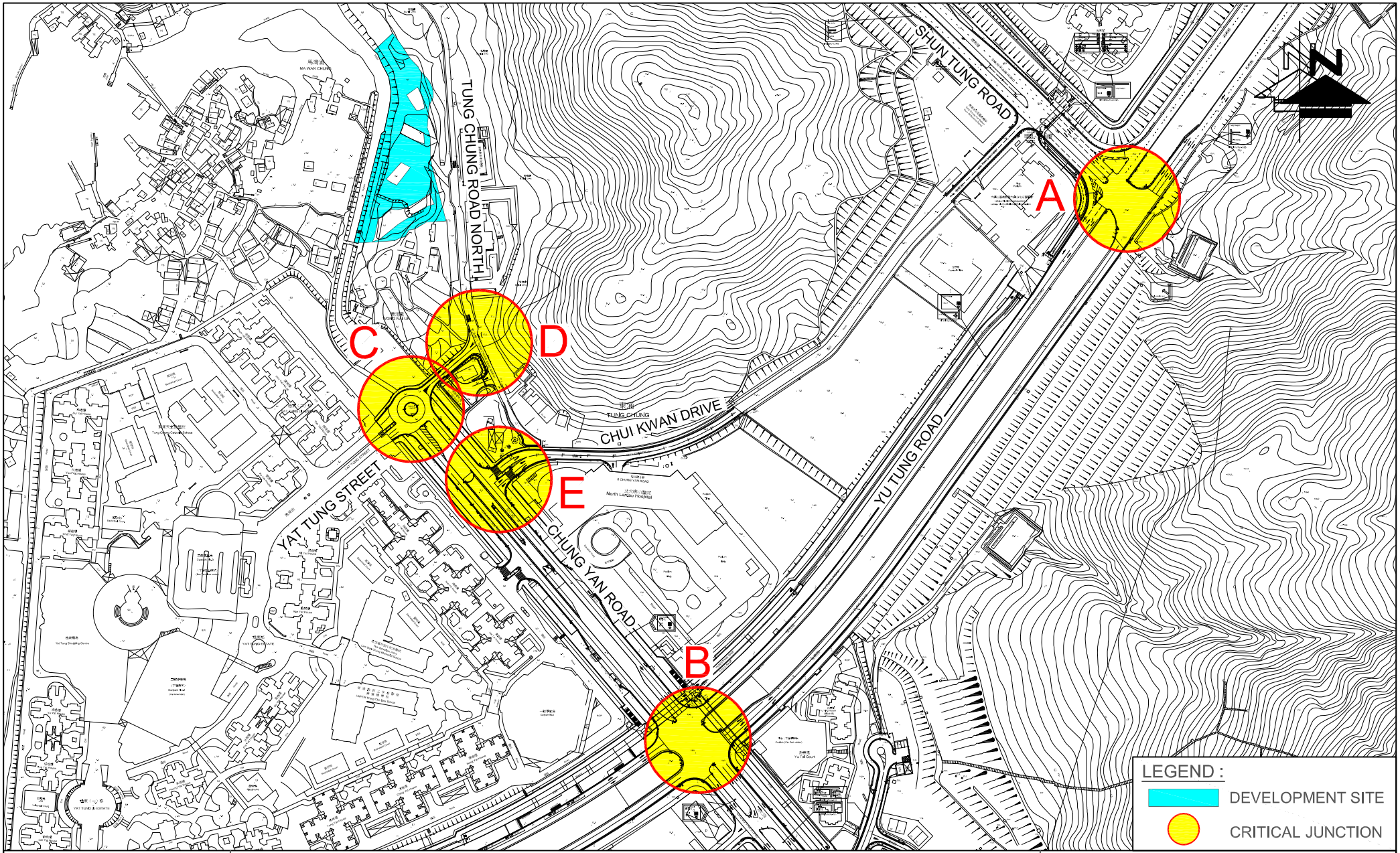


FIGURE NO.: 3.1	PROJECT TITLE: S16 Application for Proposed Residential Development at Various Lots in D.D. 3TC and Adjoining Government Land, Tung Chung Road North, Tung Chung
PROJECT NO.: 25065HK	DRAWING TITLE: IDENTIFIED CRITICAL JUNCTIONS
SCALE: 1 : 4000 @A4	DATE: 05 NOV 2025

CTA Consultants Limited
志達顧問有限公司

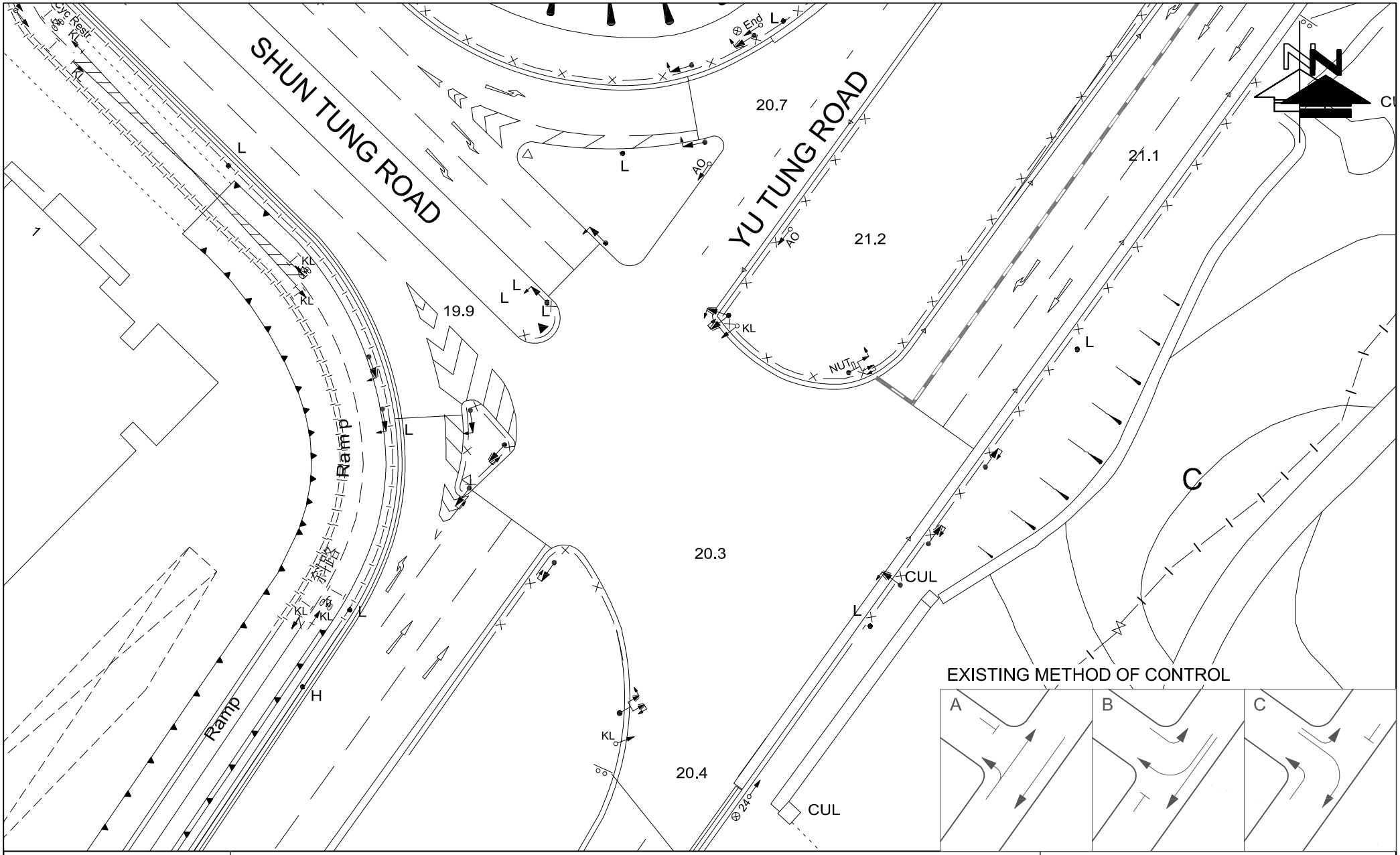


FIGURE NO.: 3.2	PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25065HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YU TUNG ROAD / SHUN TUNG ROAD (A)	
SCALE: 1 : 500 @A4 / DATE: 29 JAN 2026		

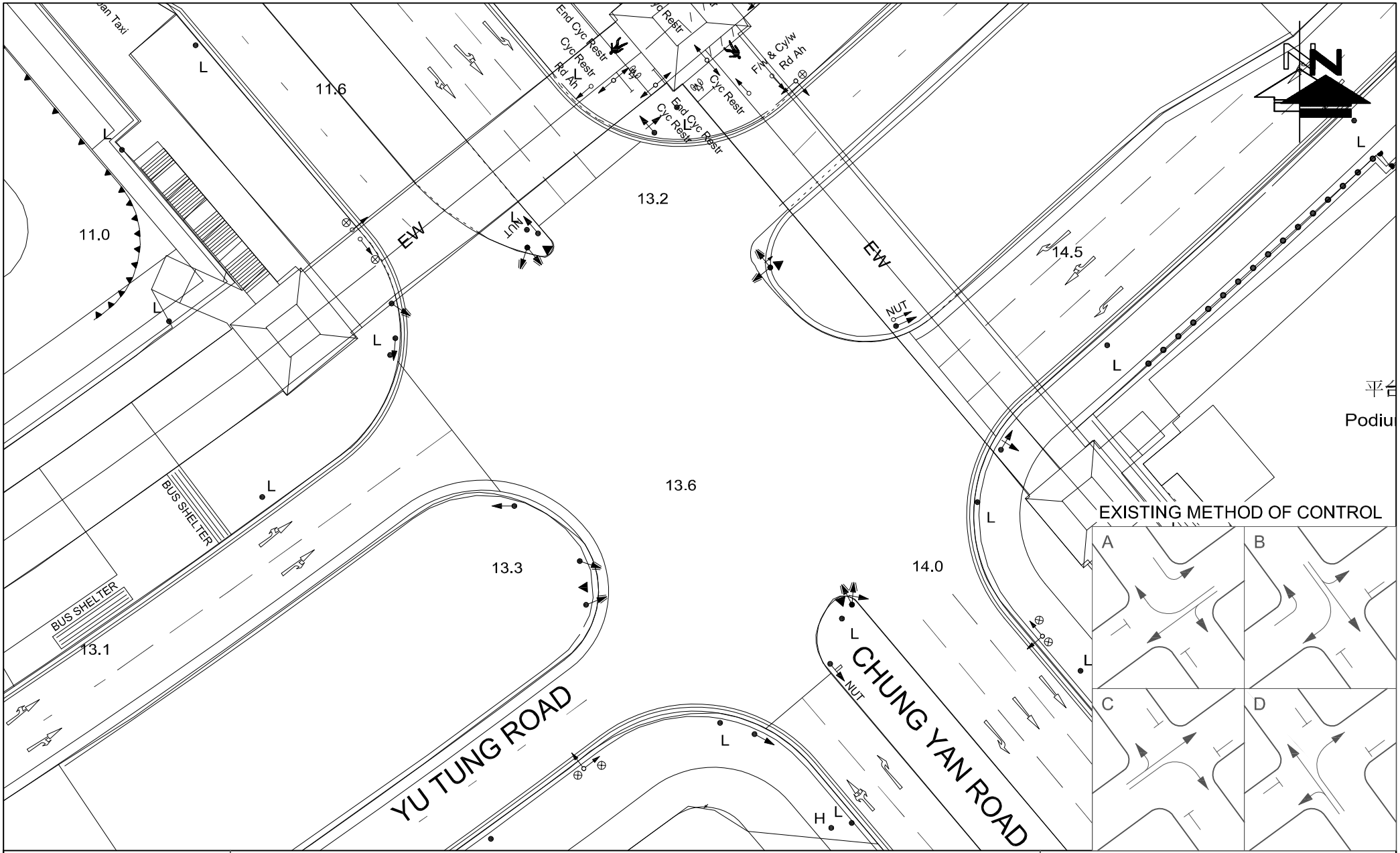


FIGURE NO.: 3.3	PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25065HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF YU TUNG ROAD / CHUNG YAN ROAD (B)	
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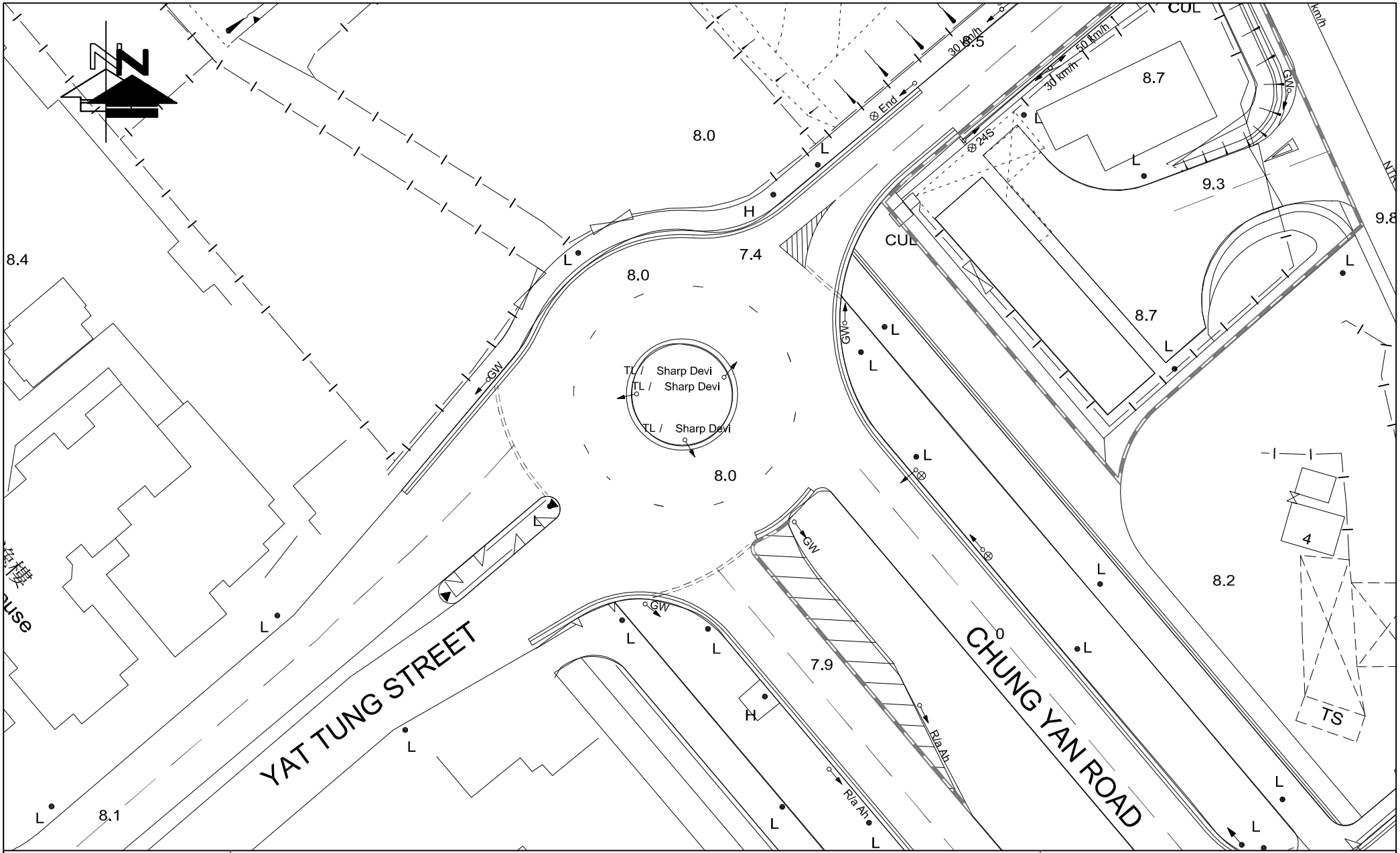


FIGURE NO.: 3.4	PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25065HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF CHUNG YAN ROAD / YAT TUNG STREET (C)	
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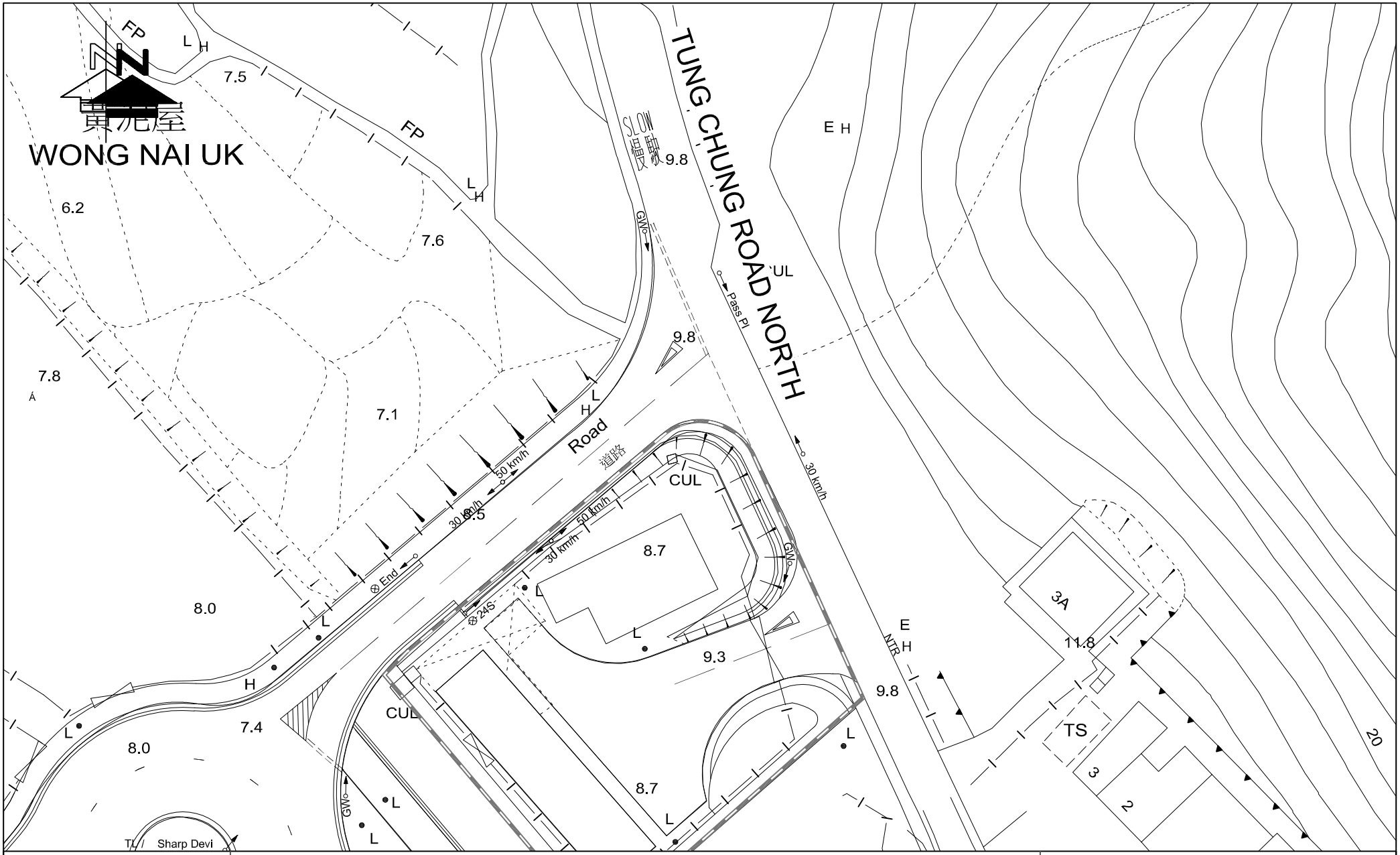


FIGURE NO.: 3.5	PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25065HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF TUNG CHUNG ROAD NORTH / ACCESS ROAD TO CHUNG YAN ROAD / YAT TUNG STREET (D)	
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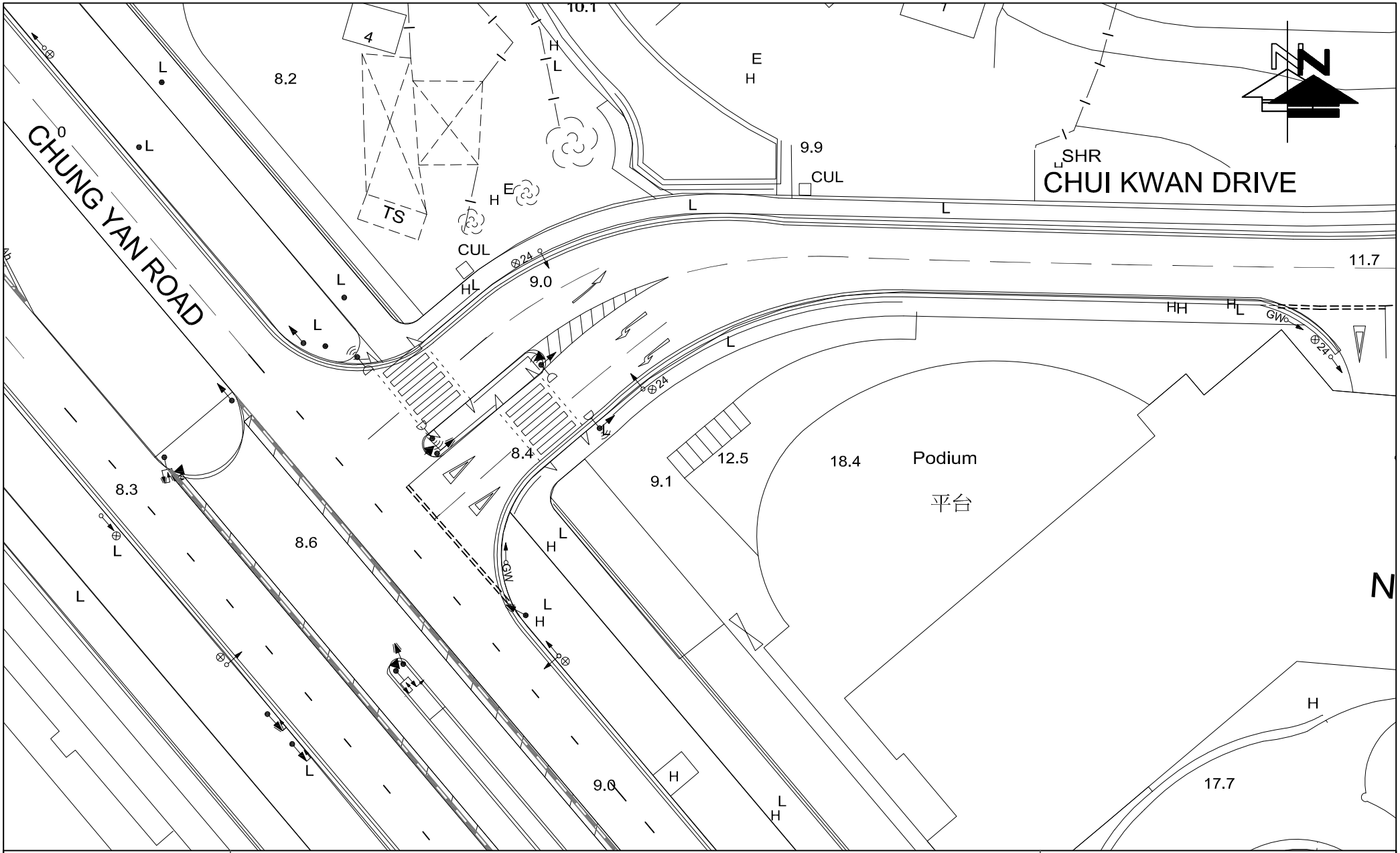


FIGURE NO.: 3.6	PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25065HK	DRAWING TITLE: EXISTING JUNCTION LAYOUT OF CHUNG YAN ROAD / CHUI KWAN DRIVE (E)	
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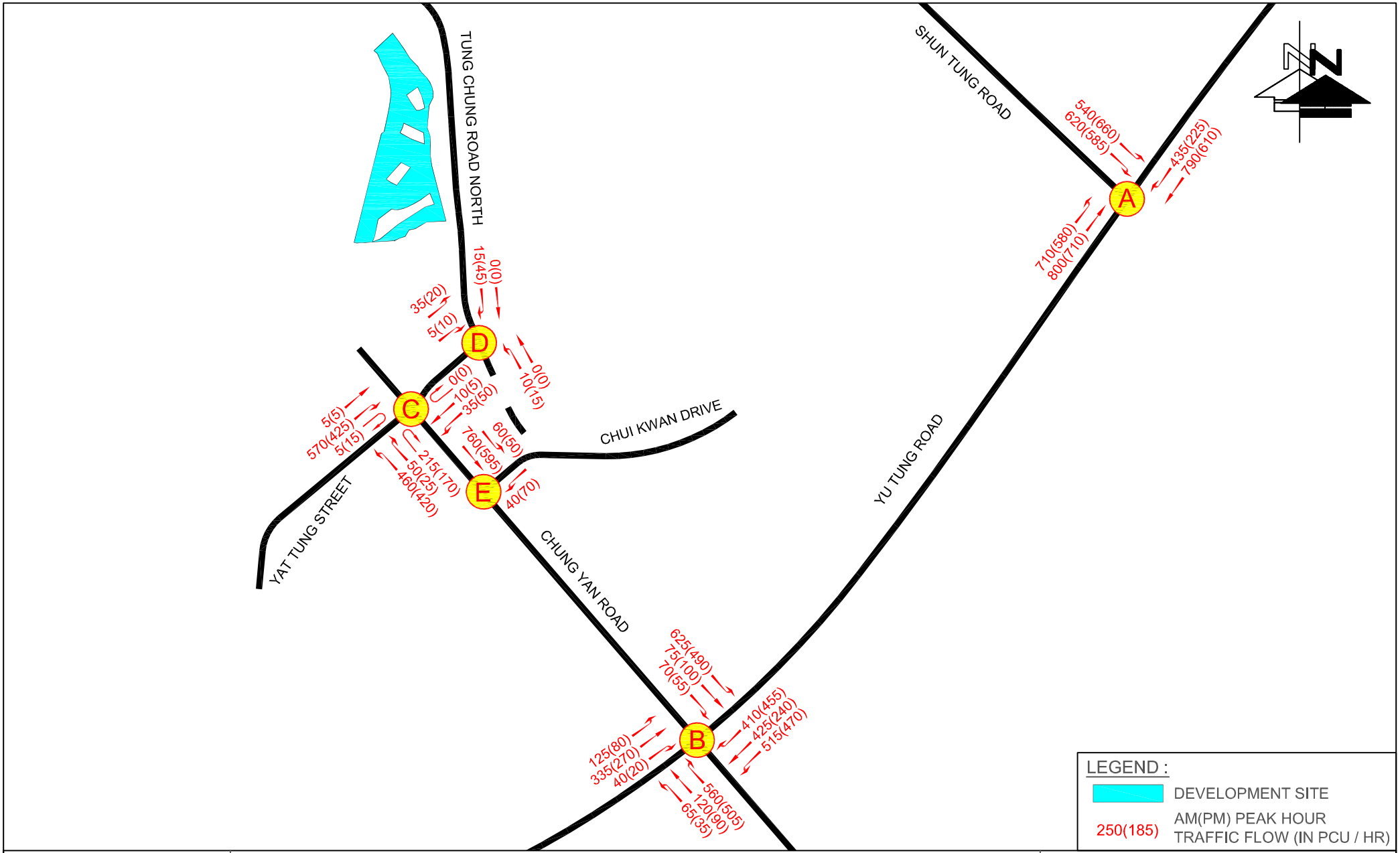


FIGURE NO.: 3.7 (REV A)	PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25065HK	DRAWING TITLE: 2025 OBSERVED TRAFFIC FLOWS	
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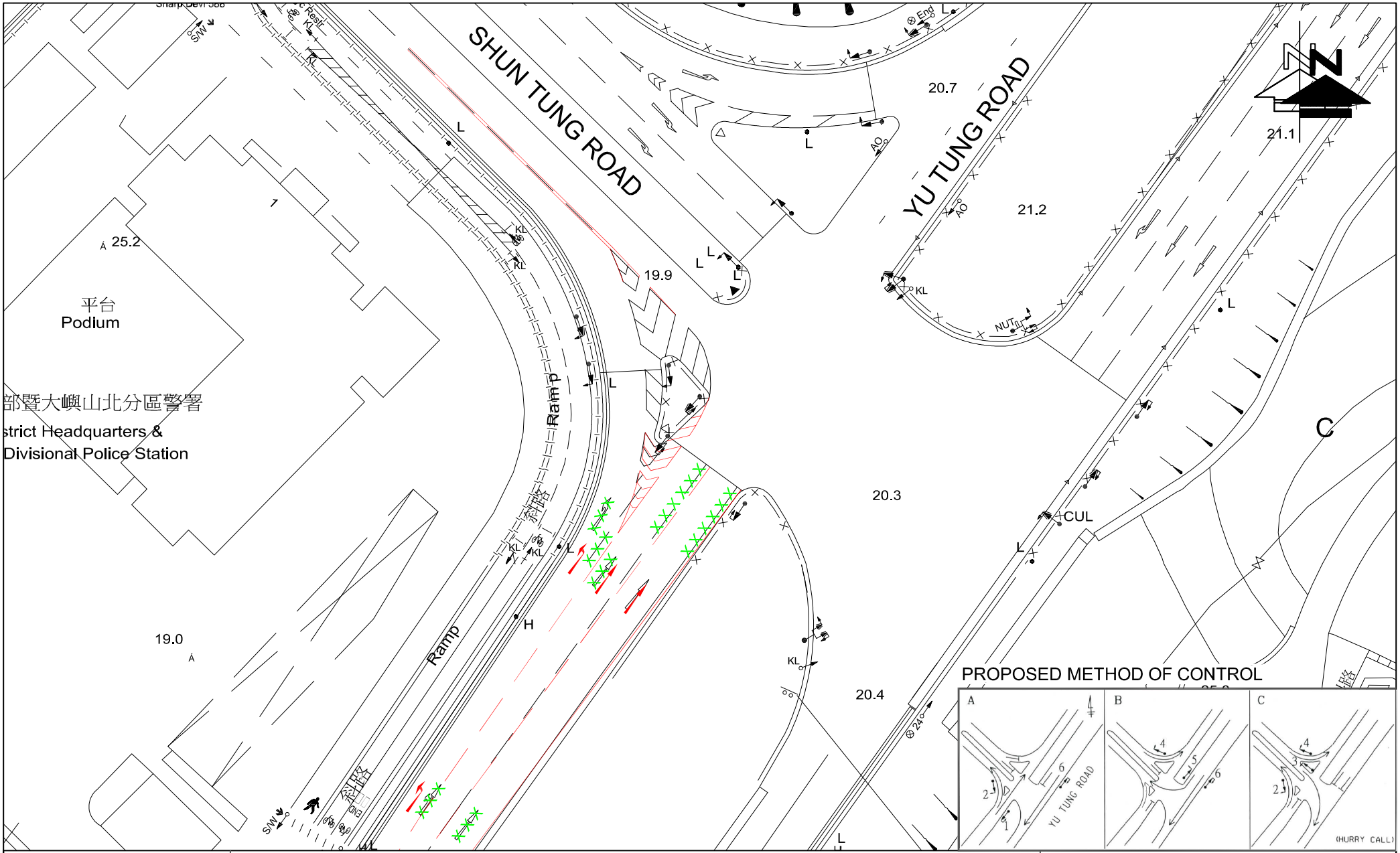


FIGURE NO.: 4.1	PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung
PROJECT NO.: 25065HK	DRAWING TITLE: PROPOSED IMPROVEMENT BY CEDD AT JUNCTION YU TUNG ROAD / SHUN TUNG ROAD (A)
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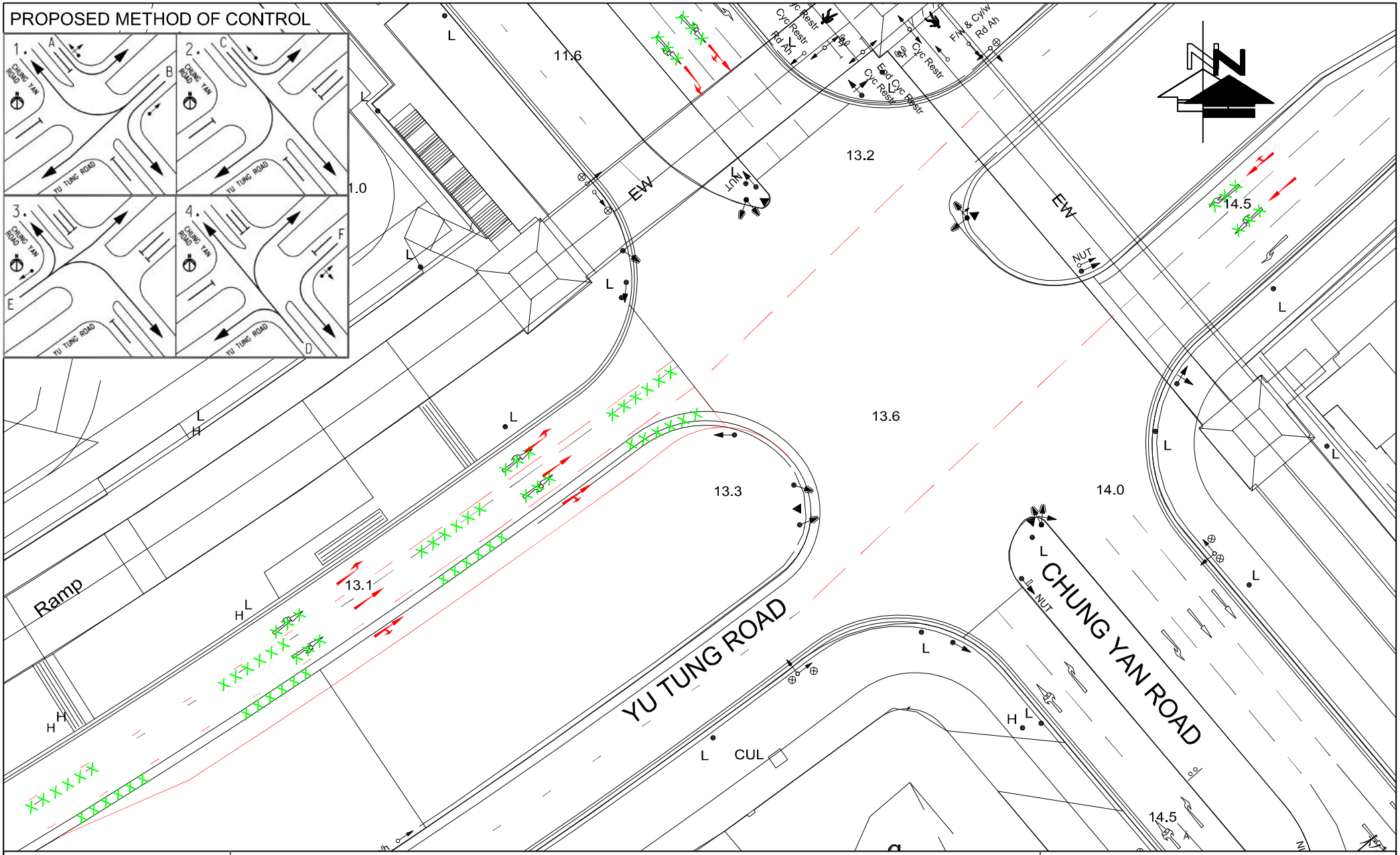


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PROJECT NO.: 25065HK	DRAWING TITLE: PROPOSED IMPROVEMENT BY CEDD AT JUNCTION YU TUNG ROAD / CHUNG YAN ROAD (B)	
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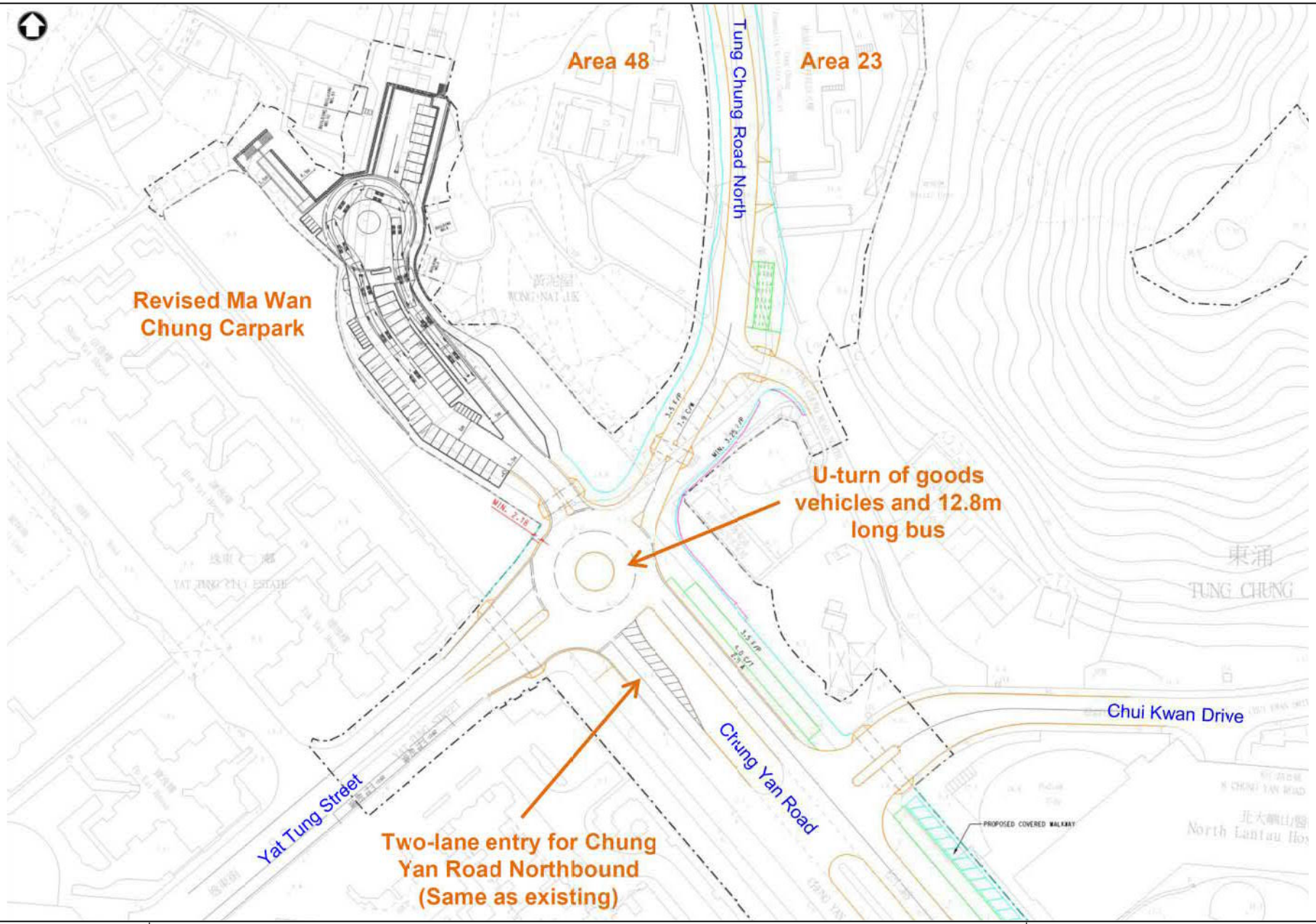


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PROJECT NO.: 25065HK	DRAWING TITLE: PROPOSED IMPROVEMENT BY CEDD AT JUNCTION CHUNG YAN ROAD / YAT TUNG STREET (C)	
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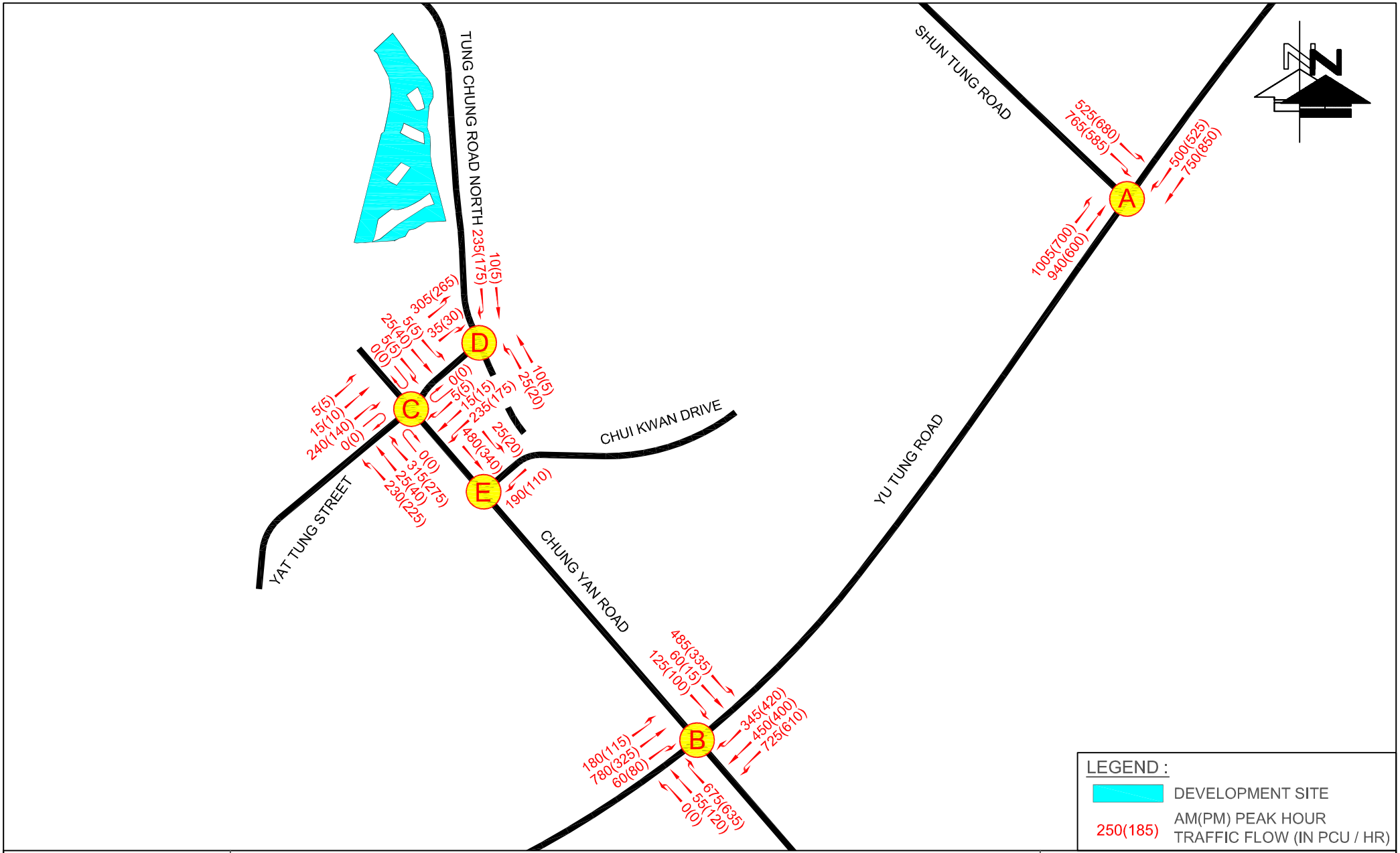


FIGURE NO.: 4.4 (REV A)	PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	CTA Consultants Limited 志達顧問有限公司
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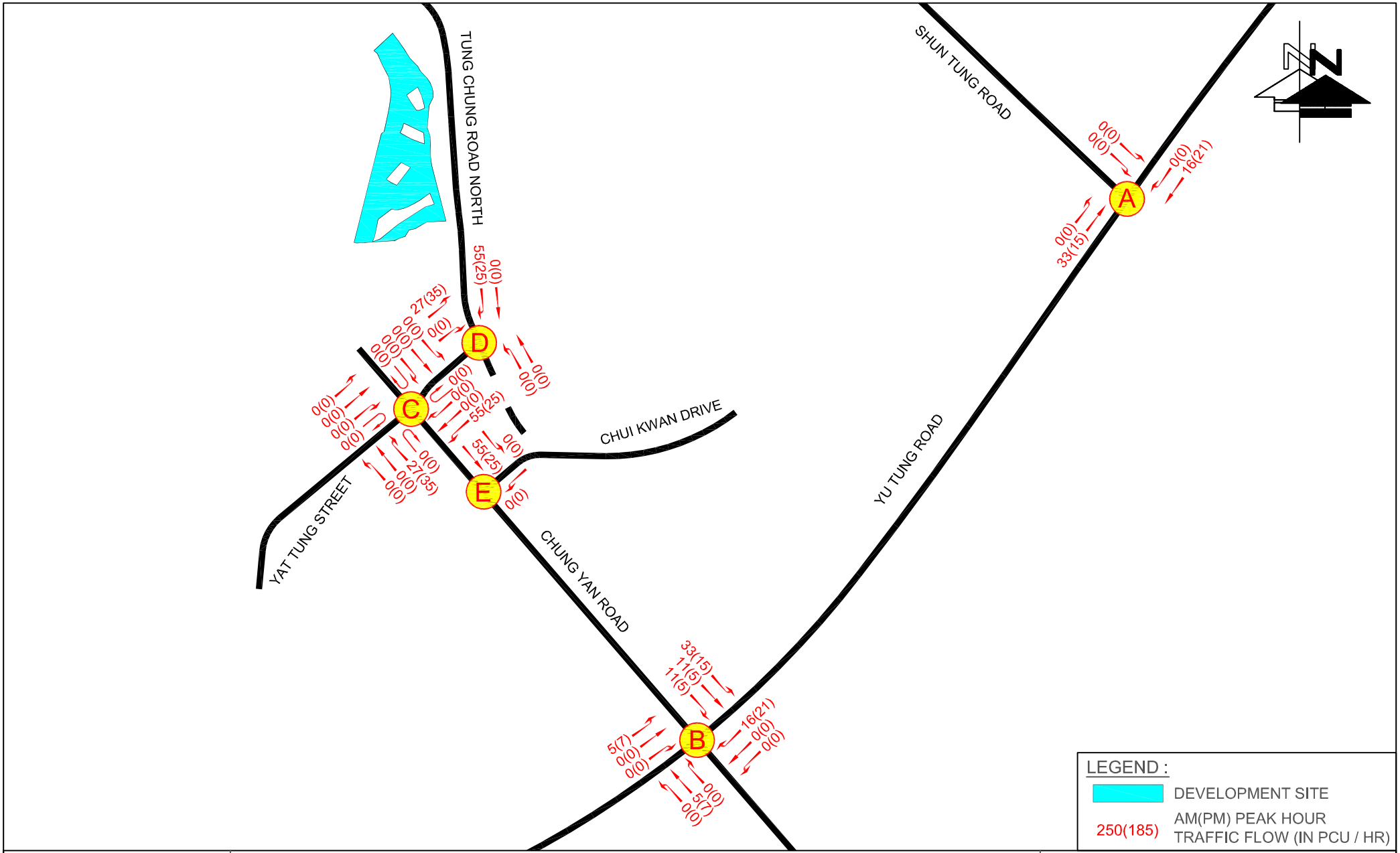


FIGURE NO.: 4.5 (REV A)	PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	CTA Consultants Limited 志達顧問有限公司
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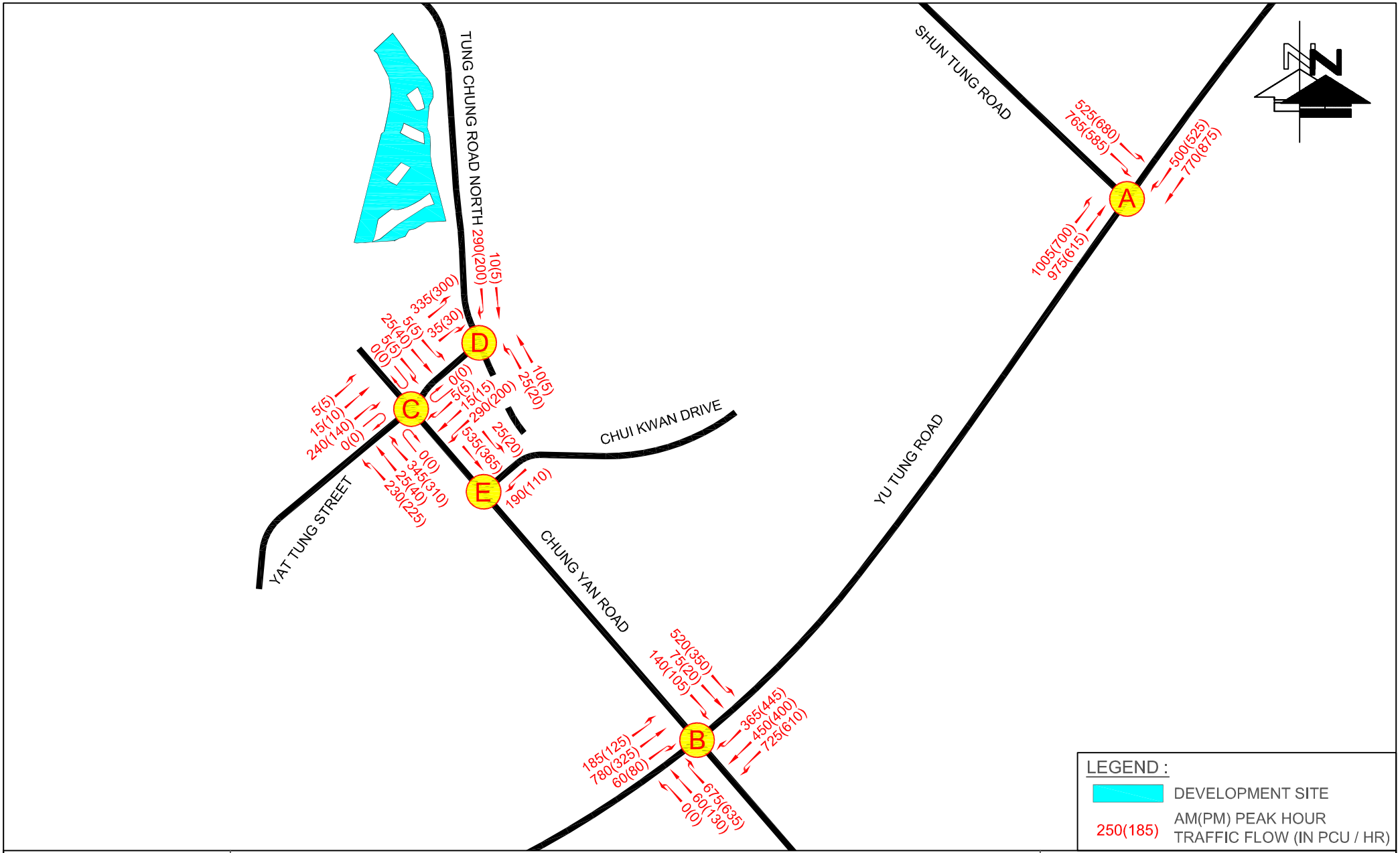


FIGURE NO.: 4.6 (REV A)	PROJECT TITLE: Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP and adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung	CTA Consultants Limited 志達顧問有限公司
PROJECT NO.: 25065HK	DRAWING TITLE: 2036 DESIGN TRAFFIC FLOWS	
SCALE: N. T. S. @A4 / DATE: 29 JAN 2026		

Appendix 3

Environmental Assessment

Prepared by

Ramboll Hong Kong Limited

PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

ENVIRONMENTAL ASSESSMENT STUDIES REPORT

Date	**February 2026**
Prepared by	**Tak Wong** **Principal Environmental Consultant**
Signed	
Approved by	**Tony Cheng** **Senior Manager**
Signed	
Project Reference	**CWPTCDD3EI01**
Document No.	**R9919 TungChung EAS_v1.1_20260130.docx**

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1. INTRODUCTION

1.1 Background and Objectives

1.1.1 The site is located at Tung Chung Town various lots, D.D. 3TC and adjoining Government Land, Tung Chung Road North, Tung Chung (the subject site).

1.1.2 A private residential development is proposed by the applicant to be built at the subject site. The application site is occupied with construction offices and a temporary private vehicle car park. It falls primarily within an area zoned "Residential (Group B)3"("R(B)3"), with a minor portion of it shown as "Road" on the Approved Tung Chung Town Centre Area Outline Zoning Plan (OZP) No. S/I-TCTC/24.

1.1.3 The Site was the subject of an approved planning application by the Town Planning Board (TPB) on 14 January 2022 (Application No. A/I-TCTC/59). The Project Proponent submit this S16 Planning Application which seeks to allow for minor relaxation of building height restriction from 55mPD in approved scheme to 60.3mPD under current Application. The proposed increase in building height is for adopting the modular integration construction (MiC) as well as slightly increased floor-to-floor height from 3.3m to 3.5m.

1.1.4 An Indicative Development Scheme ("IDS") of the proposed redevelopment is provided in **Figure 1.1** Site Location Plan

1.1.5 Appendix 1.1. The master layout plan is provided by the Project Architect – Andrew Lee King Fun & Associates Architects Limited (ALKF). The traffic forecast for traffic noise impact assessment purpose is provided by the Project Traffic Consultant – CTA Consultants Limited.

1.1.6 This Environmental Assessment Studies (EAS) is prepared in support of the S16 Planning Application. The intention of this EAS is to demonstrate that there are no unacceptable adverse environmental impacts as a result of the development.

1.2 Site Location and its Environs

1.2.1 The subject site falls primarily within an area zoned "Residential (Group B)3"("R(B)3"), with a minor portion of it shown as "Road" on the Approved Tung Chung Town Centre Area Outline Zoning Plan (OZP) No. S/I-TCTC/24. The location of the subject site is shown in **Figure 1.1a**.

1.2.2 The subject site is located at an area with residential developments and village houses nearby. There is a public housing estate, Yat Tung Estate, with high-rise residential buildings located at the south of the Subject Site, and packs of village houses located at the west of the site. Traffic-related noise impacts on the proposed development scheme are attributed to the road network. Tung Chung Road North is the potential dominant sources of noise and vehicular emissions in view of their proximity to the Site. To the east of Site separated by the Tung Chung Road North is Public Housing Development at Tung Chung Area 23 Phase 1 under construction. To the further east is natural slope.

1.3 Proposed Development

1.3.1 The proposed development comprises of two residential towers of 14 storeys and providing 290 residential flats. The indicative development scheme is illustrated in **Appendix 1.1**. The anticipated population intake year of the development is 2031. The key development parameters are summarized in **Table 1.1** below.

Table 1.1 Key Development Parameters

Item	Proposed
Site Area	Approximately 5,400m^2
No. of domestic storeys	14
Floor to floor height for domestic floors	3.5m
First NSR level (mPD)	11.3
Main roof level (mPD)	60.3
Total number of flats	290
Proposed intake year	2031

1.3.2 The setback of the building façade to Tung Chung Road North to the east is 6.8 m (ref: **Figure 1.1b**), i.e. from the building facade to the kerb side of new proposed Tung Chung Road North layout is at least 5m.

1.4 Appraisal of Environment Impact

1.4.1 The surrounding areas are mainly zoned as "G/IC", "Residential (Group B)" and "V" in the OZP. The surrounding area are mainly roads, village houses and public housing development.

1.4.2 Based on the site visit in October 2025, there are no active chimneys within 200m from the subject site. The Tung Chung Road North is classified as local road, and the relevant HKPSG buffer distance for vehicular emission is 5m from its road kerb.

1.4.3 The identified noise sources in the vicinity of the subject site including road traffic noise from nearby road network, and fixed noise sources from the surrounding area.

1.4.4 Tung Chung Community Service Complex was identified in Year 2021 to the East of Subject Site as mentioned in the EAS supporting of Application No. A/I-TCTC/59. As observed in October 2025, the complex was removed and construction of Housing Department Public Housing Development at Tung Chung Area 23 was in progress. The extracted information for Tung Chung Area 23 is attached in **Appendix 1.4**. As such potential noise impact from the complex is no longer valid. A car-washing facility was identified to the south of the Subject Site and no significant changes in operation was identified during site visit in October 2025. DSD Chung Yan Road sewage pumping station was identified to south of Subject Site boundary at about 119m separation, no noise emission nor odorous emission was noticeable during site visits. Site visit photos are provided in **Appendix 1.2**.

1.4.5 There is no railway noise source identified in the vicinity (i.e. 300m) of the Subject Site. The planned Tung Chung Line extension is underground within 300m study boundary of subject site. The planned Tung Chung West Station and North Vent Shaft Structure are about 300m separated from subject site boundary and largely blocked by existing building blocks at Yat Tung Estate in between. Therefore, no impact is anticipated on the Proposed Development. Extracted information from Environmental Impact Assessment (EIA) Report of Tung Chung Line Extension (AEIAR-235/2022) is provided in **Appendix 1.3**.

2. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

2.1 Introduction

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

2.2 Assessment Criteria

2.2.1 Noise standards are recommended in Chapter 9, "Environment", of the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against possible noise impact from road traffic. According to the guidelines, the maximum allowable road traffic noise level, measured in terms of L10(1 hr), at 1m away from openable window for ventilation for all domestic premises like the proposed development is recommended to be 70 dB(A).

2.3 Assessment Methodology

2.3.1 The assessment concerns the prediction of L10 (1-hour) traffic noise level at Noise Sensitive Receivers (NSRs) of the proposed development due to the projected traffic flow on the adjacent major road networks for year 2046, which is considered as the worst case scenario within 15 years upon completion of the proposed development in year 2031. Traffic noise will be predicted using the model "RoadNoise", which has been used before in other similar NIA studies. The model has fully incorporated the procedures and methodology documented in "Calculation of Road Traffic Noise (CRTN)" (1988) published by the U.K. Department of Transport.

2.3.2 The subject site is affected by the road traffic noise from the roads at the southern and eastern side, mainly from Tung Chung Road North which is immediate east of the subject site. The road section within the 300m noise study area is shown in **Appendix 2.1**.

2.3.3 Traffic flow was predicted by the Project Traffic Consultant – CTA Consultancy Limited. The information on traffic volume and percentage of heavy vehicle using these roads is attached in **Appendix 2.1**. The traffic forecast will be submitted to the Transport Department for comment, and its reply will be provided once it is available.

2.3.4 The predicted noise levels were then compared with the HKPSG noise criterion for assessing the impact. Practicable environmental mitigation measures have been recommended, where necessary.

2.4 Noise Sensitive Receivers (NSRs)

2.4.1 A number of NSRs, which represent the opening in residential units for prescribed ventilation purpose are selected for the assessment as they are likely to be impacted by traffic noise. All assessment points are taken at 1.2m above the floor level and 1m away from the facade opening of rooms with noise sensitive use (living rooms and bedrooms). **Figure 2.1** shows the location of the selected NSRs for road traffic noise impact assessment.

2.4.2 There are no NSRs rely on openable window for ventilation at the clubhouse.

2.5 Assessment Result under Base Case Scenario

2.5.1 Modelling layout for Road Traffic Noise Impact Assessment is provided in **Appendix 2.2**. **Appendix 2.3** shows the predicted road traffic noise impacts on the selected NSRs at base case scenario. Noise exceedances are found with a maximum noise level of **75** dB(A) under base case scenario.

2.5.2 There are 41 out of 290 number of flats with noise exceedance at the Subject Site, equivalent to a compliance level of 84%. The maximum predicted road traffic noise level is L10(1-hour) 75dB(A). Detailed result is presented in **Appendix 2.3**.

2.6 Use of Noise Mitigation Measures

2.6.1 In view of predicted traffic noise exceedance above, noise mitigation measures are considered. Innovative noise mitigation measures are being explored in recent years. According to EPD's website regarding innovative noise mitigation design and measures (http://www.epd.gov.hk/epd/Innovative/greeny/eng/index.html), different balconies and special design window systems have been implemented in public rental housing, private residential and hostel developments. In King Tai Court project, baffle type acoustic window is adopted for the residential dwellings with road traffic noise sound attenuation of about 4 to 8 dB(A) (i.e. additional noise reduction indoors when compared with case using conventional window; or the relative insertion loss of acoustic window and conventional window).

Consideration of Innovative Noise Mitigation Designs (INMD) in Practice Note (PN)

2.6.2 In the "*Practice Note on Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact*" in ProPECC PN 5/23 (PN), different configurations of Innovative Noise Mitigation Designs (INMD) in form of acoustic window and enhanced acoustic balcony are suggested. The configurations are listed out in and **Table 2.2** below.

Table 2.1 Key Parameters of Acoustic Window (Baffle Type) of the Reference Case in PN and the Associated Noise Reduction Effects

Type	Parameters [1]					RNR[2] in dB(A), Orientation[3]			
	Room Area, sqm	Inner Opening, sqm	Outer Opening, sqm	Overlapping Length, mm	Gap width between panels, mm	Parallel	30°-60°	30° + 1.5m fin	60° + 1.5m fin
PN_8sqm	8	0.5046	0.522	≥100	100 - 175	6.0	7.0	8.0	9.0
PN_18	18	1.125	1.125			7.0	8.0	9.0	10.0

[1] No other ventilation opening should be provided at the same room at noise exceedance location(s)

[2] RNR: Noise attenuation in terms of Relative Noise Reduction (RNR); Further reduction of 1.5dB(A) with application of Sound Absorptive Material (SAM) with Noise Reduction Coefficient (NRC) of not less than 0.7 applied at top and outer opening side of mullion.

[3] Orientation: Horizontal Angle to Dominant Line Source

Table 2.2 Key Parameters of Enhanced Acoustic Balcony (Baffle Type) of the Reference Case in PN and the Associated Noise Reduction Effects

Type	Parameters								RNR[2] in dB(A), Orientation[3]	
	Room Area, sqm	Min. Balcony Width, sqm	Min. Balcony Depth, mm	Min. Parapet Height [4], mm	Inner Opening, sqm	Outer Opening, sqm	Min. Overlapping Length, mm	Gap Width, mm	Parallel	30°-60°
EAB_PN_14	14	1440	1300	1450	2.265	2.541	100	100	8.0	11.0
EAB_PN_18	18	2055	1300		2.541	2.541			9.0	11.0

[1] No other ventilation opening should be provided at the same room at noise exceedance location(s)

[2] RNR: Noise attenuation in terms of Relative Noise Reduction (RNR); Further reduction of 1.5dB(A) with application of Sound Absorptive Material (SAM) with Noise Reduction Coefficient (NRC) of not less than 0.7 applied at top and outer opening side of mullion.

[3] Orientation: Horizontal Angle to Dominant Line Source

[4] In addition to solid parapet, **full height side** wall is provided on one side of balcony

Use of Acoustic Window with reference to PN 5/23

2.6.3 Predicted traffic noise level at some bedrooms (**T2-18, T2-19, T2-22, T2-23, T2-26**) exceeded assessment criteria and are upto 75 dB(A) (i.e. 5 dB(A) noise exceedance). The sizes of these habitable rooms are about 4 sqm to 11 sqm. Acoustic Window design would be based on configuration **PN_8sqm** as listed in above, with sliding panel provided behind openable side-hung window at a gap width of 100mm, with overlapping length not less than 100mm and outer opening area will be limited to not more than **0.52 sqm**. For ease of reference, this configuration would be abbreviated as "**PN_8sqm**" in this document.

Room Size Adjustment

2.6.4 It is understood that the room size will affect the sound attenuation performance of the acoustic window (baffle type), therefore, further adjustment is needed by using the equation "10 x log (R_{ref}/R_{design})", where R_{ref} and R_{design} refer to the area of the room of the reference case respectively. In addition, for conservative approach, the corrected noise level would not be greater than the reference case even the room size of the Proposed Development is larger than the reference case.

Enhanced Noise Reduction

2.6.5 Subject to predicted noise level during peak traffic hours, enhancements by use of Sound Absorptive Material (SAM) will be incorporated to acoustic window to enhance noise reduction performance. By addition of SAM of not less than 30mm thickness with Noise Reduction Coefficient (NRC) 0.7 or above, at top and two sides of window frame between outer glazing and inner sliding panel can offer additional 1.5dB(A) noise reduction.

Relative Noise Reduction

2.6.6 The RNR evaluated for **PN_8sqm** for abovementioned bedrooms are presented in **Appendix 2.4**. For conservative purpose, the assumed noise reduction will be not higher than the predicted noise exceedance of 5 dB(A) in this assessment.

Use of Enhanced Acoustic Balcony

2.6.7 Innovative noise mitigation measures are being explored in recent years. Baffle type acoustic windows and acoustic doors have been adopted for numerous residential developments for attenuating road traffic noise. It is understood that Environmental Protection Department (EPD) has issued the Practice Note on Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact (hereafter referred as "ProPECC PN5/23") for mitigating road traffic noise impact.

2.6.8 However, after checking with the Project Architect that some major parameters (i.e. window openings) of the reference case in ProPECC PN5/23 cannot be followed. In this Proposed Development, the design of the proposed baffle type acoustic window has made reference to the designs of the baffle type acoustic window system in the redevelopment project of ex-North Point Estate (hereinafter referred to as "**NPE-Liv-SD**"), according to the on-site noise measurement results, balcony with acoustic sliding panel only (i.e. no MPA at the sliding panel, no solid balustrade and no absorptive material at balcony ceiling) at living rooms were found to be able to achieve sound attenuation performance of up to 8.8 dB(A) when compared with the conventional window system. The indicative design of **NPE-Liv-SD** adopted in the Proposed Development is shown in **Appendix 2.5**.

2.6.9 Predicted traffic noise at some living rooms' facades (i.e. balconies at **T2-20, T2-21, T2-24 and T2-25**) was upto 75 dB(A). The room size is about 11 sqm to 12 sqm. INMD in form of Enhanced Acoustic Balcony (Baffle Type) is recommended. The proposed configuration consists of sliding panel behind outer opening, with not less than 275mm overlapping, 100mm air gap between sliding panel and outer opening, and outer opening area not larger than 3.2sqm. For ease of reference, this configuration would be abbreviated as "**NPE-Liv-SD**" in this document.

2.6.10 With reference to residential development project at North Point (reference project, NPE), sliding panel is applied behind balcony opening for living room of 38sqm. The design concept and mechanism of acoustic balcony are basically similar to the acoustic window (Baffle Type). Based on the on-site noise measurement results of the reference case – NPE, balcony with acoustic sliding panel only (i.e. no MPA at the sliding panel, no solid balustrade and no absorption material at balcony ceiling) at living rooms were found to be able to achieve sound attenuation performance of up to 8.8 dB(A) when compared with the conventional window system. Configuration of the reference case is provided in **Table 2.3** below.

Table 2.3 Key Parameters of Acoustic Balcony (Baffle Type) of the Reference Case in NPE and the Associated Noise Reduction Effects

Type	Parameters					RNR[2] in dB(A), Orientation[3]
	Room Area, sqm	Inner Opening, sqm	Outer Opening, sqm	Min. Overlapping Length, mm	Gap Width, mm	
NPE-Liv-SD	38	3.75	3.23	275	100	8.8

[1] No other ventilation opening should be provided at the same room at noise exceedance location(s)

[2] RNR: Noise attenuation in terms of Relative Noise Reduction (RNR); RNR achieved with no solid parapet provided, no Sound Absorptive Material (SAM) provided at balcony ceiling and no Micro-Perforated Absorber (MPA) provided.

*Enhanced Noise Reduction (**NPE-Liv-SD_Enh**)*

2.6.11 The enhancements include provision of MPA on the inner sliding panel. An on-site measurement result related to this mitigation measure is taken as a reference case in this project. In accordance with the reference case, the range of the difference of sound attenuation performance between cases with the MPA and without MPA on the sliding panel is from 1.6 to 2.3 dB(A). Sound Absorptive Material (SAM) will also be applied on frame between outer balcony door and inner sliding panel, as well as ceiling of balcony. It is believed that additional 1.5 dB(A) noise reductions could be further provided by SAM.

2.6.12 By provision of MPA on the sliding panel, SAM on frame and balcony ceiling and the solid balcony front balustrade, additional 3.0 dB(A) noise reduction is offered.

2.6.13 The proposed INMD configuration (e.g. outer opening area, overlapping length, gap width) is not worse than the **NPE-Liv-SD**. Room size adjustment applied with respect to **Section 2.6.9** above. the RNR are evaluated as detailed in **Appendix 2.4**. Schematic diagram of INMD proposed are illustrated in **Appendix 2.5**.

2.6.14 In view of 2 reference cases above, noise reduction of not less than 4 dB(A) is considered achievable. For conservative purpose, the assumed noise reduction will be not higher than the predicted noise exceedance level in this assessment.

Summary of Mitigation Measures

2.6.15 A summary of proposed INMD at sensitive facades are provided in **Table 2.4** below.

Table 2.4 Summary of INMD proposed at Sensitive Facades

Habitable Room	RA, sqm	NAP	PNL, L_{A10}, dB	Consideration of Noise Mitigation Measure
Bedrooms (Tower 2)	10.0	T2-18	71	PN_8sqm
	7.2	T2-19	75	PN_8sqm
	7.2	T2-22	75	PN_8sqm_Enh
	7.2	T2-23	75	PN_8sqm_Enh

Habitable Room	RA, sqm	NAP	PNL, L_{A10}, dB	Consideration of Noise Mitigation Measure
	7.2	T2-26	74	PN_8sqm
Living Rooms (Tower 2)	12.3	T2-20	75	NPE-Liv-SD_Enh
	12.3	T2-21	75	NPE-Liv-SD_Enh
	11.2	T2-24	74	NPE-Liv-SD_Enh
	11.7	T2-25	74	NPE-Liv-SD_Enh

Notes:

RA = Room Area; **NAP** = Noise Assessment Point; **PNL**= Predicted Noise Level , L_{A10} in dB; **INMD** = Innovative Noise Mitigation Design

2.7 Assessment Result of the Mitigated Scenario

2.7.1 The traffic noise impacts on the NSRs under mitigated scenario of the worst case scenario were predicted and provide in **Appendix 2.4**.

2.7.2 With the noise mitigation measures proposed, the Proposed Development would comply with the HKPSG road traffic noise standard criteria of 70 dB(A) (100% compliance).

2.7.3 Noise impact assessment shall be conducted in the detailed design stage if necessary to identify appropriate noise mitigation measures for the proposed developments to address the potential noise impact in accordance with the requirement under HKPSG.

3. FIXED NOISE SOURCE IMPACT ASSESSMENT

3.1 Assessment Criteria

3.1.1 Noise assessments will normally be conducted in accordance with the "Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites" (IND-TM), published under the Noise Control Ordinance (NCO). The appropriate Acceptable Noise Level (ANL) can be determined based on the Area Sensitivity Rating (ASR). There are 4 types of area described in the IND-TM which are summarised in **Table 3.1.**

Table 3.1 Area Sensitivity of NSRs

Type of Area Containing NSR	Degree to which NSR is affected by Influencing Factors (IFs)		
	Not Affected	Indirectly Affected	Directly Affected
I. Rural area, including country parks, or village type developments	A	B	C
II. Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
III. Urban area	B	C	C
IV. Area other than those above	B	B	C

3.1.2 The selected Representative Noise Sensitive Receivers for fixed noise source impact assessment are summarized in **Table 3.2** below.

Table 3.2 Representative Noise Sensitive Receivers for Fixed Noise

NSRs	Type of Area Containing	Degree to which NSR is affected by Influencing Factors (IFs)	Identified ASR (Area Sensitivity Rating)
T1-01	II. Low density residential area consisting of low-rise or isolated high-rise developments	Not Affected	A
T1-29			

Notes: In any event, the Area Sensitivity Rating and the ANLs adopted in this report are only indicative and they are used for assessment only. Noise from fixed noise sources is controlled under the NCO. Therefore, the Noise Control Authority shall determine the noise impact on the basis of prevailing legislation and practices being in force, and taking into account of contemporary conditions/ situation of adjoining land uses.

Where the noise under investigation is being received within a building from a noise source located on or within the same or an adjoining building such that the noise is transmitted primarily through the structural elements of the building or buildings, the appropriate ANL shall be 10 dB(A) less than the relevant ANL as shown above. A similar adjustment should be made to the relevant ANL if the point of assessment is at an internal location of a building in which the NSR is located.

3.1.3 The Acceptable Noise Level (ANL) for the proposed development is tabulated in **Table 3.3**.

Table 3.3 Identified Area Sensitivity Rating and Acceptable Noise Level of NSRs in the subject site

Noise Sensitive Receivers (NSR)	Directly/ Indirectly Affected/ Not Affected	Area Sensitivity Rating (ASR)	Acceptable Noise Level (ANL)	
			Day and evening (0700 – 2300 hrs)	Night (2300 – 0700 hrs)
T1-01, T1-29	Not Affected	A	60	50

3.2 Fixed Noise Sources within 300 from the Subject

DSD Chung Yan Road sewage pumping station

3.2.1 DSD Chung Yan Road sewage pumping station was identified to south of Subject Site. No noise emission nor odorous emission was noticeable during site visits. It is separated to Subject Site boundary by about 119m separation. No adverse fixed noise impact is anticipated upon the application.

Car Washing Facility

3.2.2 A car-washing facility is located at the southeast of the subject site. The operation hour of the facility is from 10am to 7pm. It was observed in the site visit that the main operation of the facility is car-washing. No vehicle maintenance activity is involved in the facility operation. It is noticed that noise was emitted from the car washing activity. A noise measurement was carried out at the facility entrance with no block of sight during operation. The measurement point is around 35m away from the facility operation, as shown in **Appendix 3.1**. The measurement lasted for 30min.

3.2.3 Noise measurements were carried out using a calibrated Sound Level Meter Nor139, which complies with International Electrotechnical Commission Publications 651:1979 (Type 1) and 804:1985 (Type 1). The weather condition was fine with calm wind during measurements, which satisfied the required criteria. The equipment was properly calibrated immediately prior to and following each measurement with a B&K Sound Level Calibrator Type 4231. The sound pressure level recorded from the measurement was Leq,30min 57.7dB(A).

3.2.4 Their locations are shown in **Figure 3.1**. Site Survey and photos are attached in **Appendix 1.2**.

3.3 Assessment Approach and Methodology

3.3.1 Noise impact from the identified noise sources were determined based on standard acoustical principle and practice.

PNL = SWL + Cdist + Cfac + Cton + Cbarr

Where

PNL is the predicted noise level at the Noise Sensitive Receiver in dB(A);

SWL is the sound power level of the noisy industrial activities in dB(A);

Cdist is the distance correction in dB(A) Distance Attenuation Correction, dB(A) = 20× log(Dist) + 8 where Dist = shortest horizontal distance measured from noise source to NSR as a worst case scenario;

Cfac is façade correction, +3 dB(A);

Cton is tonality correction, +6 dB(A) is adopted for both fixed noise source to present a worst-case scenario, and;

Cbarr is barrier correction,.

3.4 Noise Sensitive Receivers and Assessment Result

3.4.1 Potential fixed noise impact at the representative NSRs (T1-01, T1-29) that would be subject to the worst possible fixed noise impact have been selected for the assessment. The locations of NSRs are shown in **Figure 3.1** and they were situated at 1m away from the façade of the openable window and at 1.2m above the floor slab of the unit.

3.4.2 The summary of the predicted fixed plant noise levels at the selected NSRs is tabulated in **Table 3.4**. Detailed calculations of fixed plant noise impact assessment are presented in **Appendix 3.2.**

3.4.3 The estimated noise levels at the representative NSRs due to operational noise from the identified fixed noise source is well below the noise criteria.

Table 3.4 Summary of Predicted Noise Levels

NSRs	Identified ASR (Area Sensitivity Rating)	Predicted Noise Levels (Daytime & Evening), $L_{eq\ (30mins)}$ dB(A)	Noise Criteria (Daytime & Evening), $L_{eq\ (30mins)}$ dB(A)
T1-01	A	43	60
T1-29	A	53	60

3.5 Potential Fixed Noise Impacts on the NSRs In the Vicinity

3.5.1 Potential fixed noise sources associated with the proposed Development includes mechanical ventilation and air conditioning (MVAC) system equipment. Other building services equipment, such as water pumps, lift machine etc., will be enclosed within the plant rooms.

3.5.2 MVAC and E&M plants, such as pump units, transformers, emergency generator and lift machines, are not yet designed in this early stage. All E&M plants will be placed at enclosed plant rooms. The ventilation louvres, mechanical ventilation intakes or exhausts of MVAC equipment and E&M plant rooms will be treated by silencers and enclosures as required.

3.5.3 The choice of equipment and the requirement of noise control measures, such as acoustic treatments by silencers and enclosures, will be determined during detailed design stage to ensure that the noise level at potentially affected NSRs will comply with the HKPSG noise criteria. The cumulative noise impact on nearby NSRs shall comply with statutory requirement under Noise Control Ordinance stipulated in IND-TM. For the design of plant noise control treatment, the plant noise shall be controlled and designed to meet the HKPSG requirement, i.e. 5 dB below ANL or the prevailing background noise level, whichever is the lower. The prevailing background noise levels shall be determined at detailed design stage, before construction commencement, for determining the planning criteria. The design requirement for the compliance to HKPSG criteria will be stated in the tender specification. The Contractor shall be responsible for the design of MVAC and E&M plants and associated mitigation measures.

3.5.4 In view that the concerned noise sources are typical provisions for residential development as well as abovementioned control measures, there would be no

insurmountable noise impact from fixed noise sources of proposed Development to nearby noise sensitive receivers.

3.6 Conclusion

3.6.1 The results of predicted fixed noise impact at the selected NSRs for proposed development are well below during the noise criteria. Therefore, it can be concluded that the proposed development will not be subject to adverse fixed noise impact.

3.6.2 Potential fixed noise sources associated with the proposed Development are identified. With the mitigation measures, it is expected there would be no insurmountable noise impact from fixed noise sources of proposed Development to nearby noise sensitive receivers.

4. AIR QUALITY IMPACT ASSESSMENT

4.1 Introduction

4.1.1 The assessment qualitatively assesses the potential air quality impacts during construction phase and operational phase of the proposed development. For the operational phase, the impact due to the vehicular emissions from the surrounding roads and other possible emissions upon the sensitive receivers of the Proposed Development have been reviewed and also compares the design with the recommended buffer distance in the Hong Kong Planning Standards and Guidelines (HKPSG). The potential odorous emission from the proposed development is also addressed.

4.2 Relevant Legislations, Standards and Guidelines

4.2.1 The following legislation and regulations provide the standards and guidelines for evaluation of air quality and odour impacts and the type of works that are subject to air pollution and odour control:

- Air Pollution Control Ordinance (APCO) (Cap. 311) and the Air Quality Objectives (AQO)
- Air Pollution Control (Construction Dust) Regulation
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation
- Air Pollution Control (Fuel Restriction) Regulations
- Recommended Pollution Control Clauses for Construction Contracts
- Development Bureau Technical Circular (Works) No.13/2020, Timely Application of Temporary Electricity and Water Supply for Public Works Contracts and Wider Use of Electric Vehicles in Public Works Contracts (DEVB TC No. 13/2020)
- Development Bureau Technical Circular (Works) No.1/2015, Emissions Control of NRMM in Capital Works Contracts of Public Work (DEVB TC No. 1/2015)
- Control of Air Pollution in Car Parks (ProPECC PN 2/96)
- Hong Kong Planning Standards and Guidelines (HKPSG)
- Criteria for Evaluating Air Quality Impact (Annex 4 of the EIAO-TM)

<u>Air Pollution Control Ordinance (CAP 311)</u>

4.2.2 Assessment criteria for aerial emission is based on the Hong Kong's Air Quality Objectives (AQOs), and the Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM) for controlling air pollutants. The prevailing AQOs, effective since 11 April 2025, is summarised in **Table 4.1** below and adopted for the air quality impact assessment.

Table 4.1 Hong Kong Air Quality Objectives

Pollutant	Averaging time	Concentration limit [i] (μg/m³)	Number of exceedances allowed per Calendar Year
Sulphur dioxide (SO_2)	10-minute	500	3
	24-hour	40	3
Respirable suspended particulates (PM_{10}) [ii]	24-hour	75	9
	Annual	30	Not applicable

Pollutant	Averaging time	Concentration limit [i] ($\mu g/m^3$)	Number of exceedances allowed per Calendar Year
Fine suspended particulates ($PM_{2.5}$) [iii]	24-hour	37.5	18
	Annual	15	Not applicable
Nitrogen dioxide (NO_2)	1-hour	200	18
	24-hour	120	9
	Annual	40	Not applicable
Ozone (O_3)	8-hour	160	9
	Peak Season	100	Not applicable
Carbon monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
	24-hour	4000	0
Lead (Pb)	Annual	0.5	Not applicable

Notes:

[i] All measurements of the concentration of gaseous air pollutants, i.e. sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.

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

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

Air Pollution Control (Fuel Restriction) Regulations

4.2.3 The Air Pollution Control (Fuel Restriction) Regulations was enacted in 1990 to impose legal control on the type of fuels allowed for use and their sulphur contents in commercial and industrial processes to reduce sulphur dioxide (SO2) emissions. In June 2008, the Regulation was amended to tighten the control requirements of liquid fuels. On 1 April 2025, the sulphur content of liquid fuel is further tightened to 0.001% by weight.

Practice Note on Control of Air Pollution in Car Parks

4.2.4 This practice notes include air quality guidelines required for the protection of public health and factors that should be considered in the design and operation of car parks in order to achieve the required air quality. The limits for air pollutants as recommended by the practice notes are summarised in **Table 4.2**.

Table 4.2 Limits of Air Pollutant Concentrations Inside Car Parks

Air Pollutant	Average Time	Maximum Concentration (µg/m3) [i]	Parts Per Million (ppm)
Carbon Monoxide (CO)	5 minutes	115,000	100
Nitrogen Dioxide (NO_2)	5 minutes	1,800	1

Notes:

*[i] *All limits are expressed as at reference conditions of 298K and 101.325kPa.*

Hong Kong Planning Standards and Guidelines (HKPSG)

4.2.5 Potential air quality impacts associated with the surrounding road carriageways and chimney emission from industrial stack shall be evaluated in accordance with the guidelines set out in the HKPSG.

4.2.6 Table 3.1 of Chapter 9 of the HKPSG provides the broad guidelines for locating open spaces close to potentially polluting uses, viz. road traffic. The recommended buffer distances are reproduced in **Table 4.3**.

Table 4.3 Recommended Minimum Buffer Distance from Roads

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Road and Highways	Type of Road		
	Trunk Road and Primary Distributor	> 20 m	Active and passive recreation uses
		3 – 20 m	Passive recreational uses
		< 3 m	Amenity areas
	District Distributor	> 10 m	Active and passive recreational uses
		< 10 m	Passive recreational uses
	Local Distributor	> 5 m	Active and passive recreational uses
		< 5 m	Passive recreational uses
	Under Flyovers	-	Passive recreational uses

Source:HKPSG Chapter 9 Table 3.1: Guidelines on Usage of Open Space Site

4.2.7 Table 3.1 of Chapter 9 of the HKPSG also provides the broad guidelines for locating open spaces close to potentially polluting uses, viz. industrial chimneys emissions. The recommended buffer distances are reproduced in **Table 4.4**.

Table 4.4 Recommended Minimum Buffer Distance from Industrial Chimneys

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Industrial Areas	Difference in Height between Industrial Chimney Exit and the Site		
	< 20 m	> 200 m	Active and passive recreation uses
		5 – 200 m	Passive recreational uses
	20 m – 30 m (*)	> 100 m	Active and passive recreational uses
		5 – 100 m	Passive recreational uses
	30 m – 40 m	> 50 m	Active and passive recreational uses
		5 – 50 m	Passive recreational uses
	> 40 m	10 m	Active & Passive recreational uses

Notes:

(i) In situations where the height of chimneys is not known, use the set of guidelines marked with an asterisk for preliminary planning purpose and refine as and when more information is available.

(ii) The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites.

(iii) The guidelines are generally applicable to major industrial areas but NOT individual large industrial establishment which are likely to be significant air pollution sources. Consult EPD when planning open spaces close to such establishments.

(iv) Amenity areas are permitted in any situation.

Source:HKPSG Chapter 9 Table 3.1: Guidelines on Usage of Open Space Site

4.3 Existing Air Quality in Tung Chung District

4.3.1 The nearest air quality monitoring station (AQMS) to the Subject Site is the Tung Chung AQMS. The five most recent years of air quality monitoring data, 2020 to 2024, from this station are summarized in **Table 4.5**.

Table 4.5 Air Quality Monitoring Data at Tung Chung AQMS

Air Pollutant	Averaging Time	AQO[(a) (b)]	Concentration Level (µg/m³)				
			2020	2021	2022	2023	2024
RSP	10th Highest 24-hour	75 (9)	66	63	57	51	57
	Annual	30	25	26	23	22	23
FSP	19th Highest 24-hour	37.5 (18)	34	**38**	36	28	**39**
	Annual	15	14	**17**	14	14	**16**
NO_2	19th Highest hour	200 (18)	113	115	94	118	114
	10th Highest 24-hour	120 (9)	64	61	51	58	64
	Annual	40	28	26	25	26	31
SO_2	4th Highest 10-Min	500 (3)	24	19	26	22	15
	4th Highest 24-hour	40 (3)	8	9	11	11	9
O_3	10th Highest 8-hour	160 (9)	**168**	158	**171**	156	**186**

Air Pollutant	Averaging Time	AQO[(a) (b)]	Concentration Level (μg/m³)				
			2020	2021	2022	2023	2024
	Peak season	100	90	82	89	79	**106**
CO	1st Highest hour	30000 (0)	1530	1240	1170	1280	1670
	1st Highest 8-hour	10000 (0)	1388	1073	1151	1095	1256
	1st Highest 24-hour	4000 (0)	1157	865	1011	1007	1137

Notes:
a. The measured concentrations are benchmarked against the prevailing AQOs.
b. Numbers in brackets is the number of exceedances allowed per year.
c. Bolded values exceed the relevant AQO.
d. Data extracted from EPD's Smart Air Modelling Platform (SAMP)

4.3.2 Apart from the air quality monitoring data, EPD has released a set of background levels from "Pollutants in the Atmosphere and their Transport over Hong Kong", PATH model (PATHv3.0). As the tentative completion year of the Proposed Development is 2031, the PATH background concentrations in Year 2030 has been reviewed. The hourly background concentrations of pollutants of the year of 2030 in Grid 16,29; 16,30; 17,29 and 17,30 is summarized in **Table 4.6**.

Table 4.6 Year 2030 Background Annual Average Concentrations of the Air Pollutants from PATH v3.0

Pollutant	Averaging Time	AQO	Data Summary	Concentration Level (µg/m³)[(b)]			
				17,30	17,29	16,30	16,29
RSP	24-hour	75 (9)	10th	50	49	49	48
			Exceedance	0	0	0	0
	Annual	30	-	18	18	18	18
FSP	24-hour	37.5 (18)	19th	27	27	26	27
			Exceedance	3	3	1	2
	Annual	15	-	11	11	11	11
NO_2	1-hour	200 (18)	19th	91	84	92	86
			Exceedance	0	0	0	0
	24-hour	120 (9)	10th	40	33	41	34
			Exceedance	0	0	0	0
	Annual	40	-	16	13	16	13
SO_2	10-Min	500 (3)	4th	35	33	32	36
			Exceedance	0	0	0	0
	24-hour	40 (3)	4th	7	7	8	7
			Exceedance	0	0	0	0
O_3	8-Hour	160 (9)	10th	**185**	**184**	**187**	**186**
			Exceedance	**23**	**21**	**23**	**22**
	Peak	100	-	**114**	**115**	**115**	**116**
CO	1-Hour	30000 (0)	1st	533	528	536	529
			Exceedance	0	0	0	0
	8-Hour	10000 (0)	1st	504	499	509	503
			Exceedance	0	0	0	0
	24-Hour	4000 (0)	1st	472	463	472	464
			Exceedance	0	0	0	0

(a) Bolded values exceed the relevant AQO
(b) Data extracted from EPD's Smart Air Modelling Platform (SAMP)

4.4 Construction Phase Air Quality Impact

4.4.1 Demolition and construction works will induce potential fugitive dust and gaseous emissions. Individual environmental impacts during construction of the project have been qualitatively addressed in this section.

Air Sensitive Receivers

4.4.2 There are residential developments and open space located within the 500m from the Subject Site, which are considered as representative Air Sensitive Receivers (ASRs). These representative ASRs are identified as shown in **Table 4.7** below. The locations of ASRs are shown in **Figure 4.1**.

Table 4.7 Representative Air Sensitive Receivers

Ref	Air Sensitive Receiver	Type	Shortest Distance from the Subject Site (m)	Building Height (mPD)
A01	91 Ma Wan Chung	Village	19m	10.1
A02	Wong Nai Uk	Village	3m	10
A03	Public Housing Development at Tung Chung Area 23 Phase 1 [1]	Residential	13m	75
A04	Yat Tung Estate, Shun Yat House	Residential	92m	122.8
A05	North Lantau Hospital	Institution	234m	56.8
A06	Tung Chung Crescent, Block 9	Residential	289m	151.3
A07	51 Ma Wan Chung	Residential	17m	10.1
A08	Future Town Park	Recreational	NA	NA

[1] The expected completion for Public Housing Development at Tung Chung Area 23 Phase 1 is 2027 – 2028.

Ref: https://www.pland.gov.hk/file/resources/approved_pb/hd_pb/pdf/Phase_I_of_Area_23_Tung_Chung.pdf

[2] "Future Town Park" is recorded on the Outline Zoning Plan under Tung Chung Town Centre Area (Plan No S/I-TCTC/24)

Construction Air Quality

4.4.3 The application site, which includes the development of residential development, and 4 embraced lots, occupies an area of about 5,400 sqm in total. The residential development includes earthworks (excavation and backfilling), foundation and basement construction and superstructure works. The tentative earthwork area, where excavation or site formation is involved, is estimated to be about 3,500 sqm. Yet, it shall be noted that final works areas are subjected to further site investigations and detailed construction design at later stage. There is 4,550 m^3 of estimated excavated material which will be delivered off-site. According to the tentative programme, construction period is planned from November 2026 to May 2029, i.e. 31 months. There is tentatively 9 months for earthworks. Based on 7m^3 per truck and 12 working hour per day, there will be less than 1 trip of dump truck per hour travelling to and from the work site.

4.4.4 Fugitive dust and gaseous emissions will be the major potential source of air quality impact during the construction phase of the proposed development. Under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, excavator, crawler crane, bulldozer, and etc.) with a proper label are allowed to be used in the construction site. In addition, dust potentially generated as a result of the concreting works for the construction of superstructure, floor slab, etc. would be insignificant as the concrete would be pre-mixed and transferred to the Subject Site by concrete lorry mixer. In view of the scale of work as abovementioned, it is anticipated that not more than 6 mechanical equipment such as excavator, dump truck, piling rig, mobile crane, concrete

lorry mixer will be used simultaneously at the work site, adverse air quality impact is not anticipated during the construction state with mitigation measures in place.

4.4.5 There are 2 potential concurrent Projects identified within 500m from project site boundary, as summarised in **Figure 4.2** and **Table 4.8** below.

- Item P1 - Tung Chung Line Extension, based on approved EIA report for Tung Chung Line Extension (AEIAR-253/2022), the construction woks area for alignment between Tung Chung Station and Yat Tung Estate is underground tunnel. Tunnel Boring Machine (TBM) method will be used for construction of underground tunnel section and dust emission is not anticipated. The nearest non-underground works area is a section of works area at Yat Tung Estate about 141m to the southwest of the Subject Site which is separated by a number of existing developments such as Yat Tung Estate, Ma Wan Chung Village; as well as works area near Tung Chung Crescent and Fu Tung Estate located about 204m to the northeast of Subject Site. Extracted information of AEIAR-253/2022 is provided in **Appendix 1.3**.
- Item P2 - Tung Chung Area 23 Phase 1 –Public Housing Development (Area 23). According to the Planning Brief, the Gross Site Area is 0.49 ha and tentative building completion is Year 2027/ 2028. Extracted information of Area 23 is provided in **Appendix 1.4**.

Besides, there are ongoing project for Tung Chung West Development, and Tung Chung Road North widening works. However, no concurrent construction is anticipated with the proposed development:

- **NL/2020/05, Tung Chung New Town Extension – Site Formation and Infrastructure Works at Ma Wan Chung**: According to the latest Monthly EM&A report (Nov 2025) of Tung Chung New Town Extension (West), the contract include Tung Chung Road North widening work and the construction works except landscape were completed in Dec 2025. Therefore, NL 2020/05 is not concurrent project to proposed development
- **NL/2026/06, Site Formation and Infrastructure Works at Tung Chung Valley, Phase 1**: According to the latest Monthly EM&A report (Nov 2025) of Tung Chung New Town Extension (West), the construction works except landscape will be completed in June 2026. Therefore, it is expected that construction works of NL/2026/06 will be completed before the commencement of the Proposed Residential Development.
- **NL/2023/10 Sewerage Works at Road L22, Road L24, Road L25, Road L26, Road L28, Ngau Au, Lam Che, Nim Yuen, Mok Ka and Shek Lau Po and Sewage Pumping Stations in Area 61B, Area 45C and Area 68B, Tung Chung.** According to the Gazettal Documents downloaded from the Project Website of Tung Chung New Town Extension (https://www.tung-chung.hk/gazettal_documents.php?locale=en), the construction works areas fall outside 500m from the Project Site Boundary.

Table 4.8 Potential Concurrent Project

Project		Details	Shortest Distance from Site Boundary, m
P1	TCL Extension	Woks area for alignment between Tung Chung Station and Yat Tung Estate is underground	51m (underground works area) 141m (non-underground works area near Yat Tung Estate) 187m (non-underground works area near Tung Chung Crescent and Fu Tung Estate)
P2	Area 23 Phae 1 Public Housing Development	0.49 ha, Tentative building completion is Year 2027 / 2028	12m

4.4.6 With reference to the dust monitoring data under the EM&A of the TCNTE EIA (AEIAR – 196/2016) of monitoring stations within 500m of the subject site (i.e. DM-3, DM-4 and DM-5), no exceedance of Limit Levels was recorded for construction air quality monitoring Although two action levels exceedance were recorded in year 2025, compliance were recorded in repeated measurements conducted during similar activities and it have been concluded as isolated cases and non-project related in the corresponding EM&A reports, as summarised in **Table 4.9**. Also, in view of the separation from the potential concurrent project Item P1 to the proposed development, the additional contribution to the construction phase air quality impact arising from the proposed development is considered limited and insignificant.

Table 4.9 Monitoring Data under the EM&A of the AEIAR – 196/2016

Dust Monitoring Locations		Dust Monitoring Record from 5 September 2023 to 21 January 2026 [1]
DM-3	Shops at Tung Chung Crescent (Nearby TCLE TBM launching/ retrieval shaft, located to Northeast of Subject Site)	No exceedance of Action and Limit Levels
DM-4	Yat Tung Shopping Centre (Nearby Works area at TCW Station to the southwest of Subject Site)	No exceedance of Limit Levels. Only Two Action levels exceedance were only recorded on 1st Dec 2025 and 25th November 2025, which were considered isolated case and non-project related. [2]
DM-5	Ma Wan Chung Village (Nearby Works area at TCW Station to the southwest of Subject Site)	No exceedance of Action and Limit Levels

Notes:

[1] Dust monitoring data available from the TCLE project website (https://eems.com.hk/tue/air.jsp) under the EM&A of the TCNTE EIA (AEIAR – 196/2016)

[2] Action levels exceedance were only recorded on 09:00 1st Dec 2025 and 09:00 25th November 2025. According to Monthly EM&A Report No. 30 (Nov 25) and No. 31 (Dec 25) prepared under Condition 3.4 of EP-614/2022. Repeated measurements were carried out on 2nd and 6th December 2025 under similar construction activities to 25th November 2025 and 1st December 2025

respectively. No exceedance of Action Levels or Limit Levels were recorded at repeated measurements and exceedance were considered isolated case and non-project related.

4.4.7 The tentative completion year of potential concurrent project Item P2 at Year 2028. As observed during site inspection on October 2025, the Area 23 superstructure construction is on-going and thus substantial earthworks is not anticipated. Additional contribution of Item P2 to the construction phase air quality impact arising from the proposed development is considered limited and insignificant.

4.4.8 The tentative construction period of proposed development is from Nov 2026 to May 2029, as provided in **Figure 4.2**. The major construction dust and gaseous emission would be from earthworks and 9 months have been allowed in the tentative programme. It is recommended that the future Contractor of the proposed development to closely liaise with concurrent projects to avoid cumulative air quality nuisance on nearby ASRs due to construction by programme arrangement of major dust and gaseous emission activities.

4.4.9 Also, for the concurrent project, proper mitigation measures including watering frequently and good site practice will be implemented to ensure that their construction activities would not cause adverse construction dust impact. Therefore, adverse cumulative construction dust impact arising from construction activities of the concurrent project are not anticipated.

Mitigation Measures for Fugitive Dust and Gaseous Emission

4.4.10 With the implementation of sufficient suppression measures as stipulated under the APCO, Air Pollution Control (Construction Dust) regulation (Cap 311R) and good site practices (as detailed in **Section 4.4.15** to **4.4.18** below), fugitive dust and gaseous emission arising from the earthworks, etc. can be effectively suppressed through contractual clauses and close enforcement of the resident engineers. The Contractor(s) shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulation which requires notification before carrying out demolition works or construction works and to adopt control measures while carrying out demolition activities or construction activities.

4.4.11 To mitigate potential air quality impacts, all control measures recommended in the Air Pollution Control (Construction Dust) Regulation, where applicable, shall be implemented. Relevant control measures include:

- The works area for site clearance shall be sprayed with water before, during and after the operation so as to maintain the entire surface wet;
- Restricting heights from which materials are to be dropped, as far as practicable to minimise the fugitive dust arising from unloading/ loading;
- Immediately before leaving a construction site, all vehicles shall be washed to remove any dusty materials from the bodies and wheels. However, all spraying of materials and surfaces should avoid excessive water usage;
- Where a vehicle leaving a construction site is carrying a load of dusty materials, the load shall be covered entirely by clean impervious sheeting to ensure that the dusty materials will not leak from the vehicle;
- Erection of hoarding of not less than 2.4 m high from ground level along the site boundary, where appropriate;
- Any stockpile of dusty materials shall be covered entirely by impervious sheeting; and/or placed in an area sheltered on the top and 4 sides;

- All dusty materials shall be sprayed with water immediately prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet;
- To reduce the traffic induced dust dispersion and re-suspension, the travelling speed of vehicles within the site should be controlled;
- Locate the haul road away from those concerned ASRs;
- Avoid dusty works or placing stockpiles near to those concerned ASRs; and
- Minimization of unpaved, exposed earth by immediate covering/ permanent paving as soon as the works have been completed

4.4.12 In addition, emission control during the construction phase shall be carried out in accordance with the requirements of the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation. The emissions of non-road mobile machinery (NRMMs) include mobile machines and vehicles powered by internal combustion engines used primarily off-road. All NRMMs operating on-site which are subject to the emissions control of the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation shall be approved/exempted (as the case may be) and affixed with the requisite approval/exemption labels. To mitigate potential air quality impact, exempted NRMMs shall be avoided as far as practicable.

4.4.13 Appropriate exhaust emissions controls should also be adopted as required under Air Pollution Control (Fuel Restriction) Regulations. Electric power supply shall be provided for on-site machinery as far as practicable and diesel generators shall be avoided to minimize the gaseous and Particulate Matter (PM) emissions.

4.4.14 The recommended mitigation measures for protection of nearby ASRs are described below:

Good Site Management

4.4.15 Good site management is important in reducing potential air quality impacts to an acceptable level. As a general guide, the contractor(s) shall maintain a high standard of housekeeping to prevent fugitive dust emissions. Loading, unloading, handling and storage of fuel, demolished debris and wastes or by-products should be carried out in a manner so as to minimise the release of visible dust emission.

4.4.16 Appropriate working methods should be devised and arranged to minimise dust emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. No free falling of debris should be allowed. Debris should be lowered by a hoist to the ground, preferably with an enclosed tunnel.

4.4.17 A high standard of housekeeping shall be maintained. Any piles of materials accumulated on or around the work areas shall be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas shall be carried out in a manner that does not generate fugitive dust emissions. Prior to cleaning, the materials should be handled properly to prevent fugitive dust emission.

4.4.18 Frequent mist spraying should be applied on dusty areas. The frequency of spraying will depend upon local conditions such as rainfall, temperature, wind speed and humidity.

The amount of mist spraying should be just enough to dampen the materials without over-watering, which could result in surface water runoff.

Dust Emissions from Site Traffic

4.4.19 Dust emission from construction traffic is generated predominantly from the travelling of waste removal lorries. Areas within the Subject Site where there are regular vehicle movements should have a hard surface. Speed controls at an upper limit of 10km/hr should be imposed and their movements should be confined to designated roadways within the Subject Site. All dusty vehicle loads should have side and tail boards covered by tarpaulin extending at least 300mm over the edges. Wheel-wash troughs and hoses should be provided at exit points of the Subject Site.

4.4.20 "Recommended Pollution Control Clauses for Construction Contracts" is available on the EPD website which set out the recommended air pollution control measures to be implemented by the contractor(s) during the construction stage of the Project.

4.4.21 With the adoption of good practices, adverse air quality impact during the construction stage is not anticipated.

4.5 Operational Phase - Vehicular Emissions Impact

4.5.1 The potential impact due to vehicular emissions from road traffic have been considered. Tung Chung Road North is the major road segments close to the Project. In accordance with the HKPSG, the buffer distance between roads kerb and permitted uses is given in Table 3.1 of Chapter 9 of HKPSG.

4.5.2 With reference to approved Environmental Impact Assessment Report for Tung Chung New Town Extension (AEIAR-196/2016), Tung Chung Road North is Local Distributor. Extracted information of AEIAR-196/2016 is provided in **Appendix 4.2**. The proposed development would commence after the Tung Chung Road North Widening works. According to the Table 3.1 of Chapter 9 of HKPSG, the recommended buffer distance from Tung Chung Road North is >5m for Local Distributor.

4.5.3 The layout for residential tower showing the buffer distances from road kerbs is provided in **Figure 4.3**. A portion of the application site is within 5m buffer distance of Tung Chung Road North. However, no air sensitive uses of the proposed development (including fresh air intake, openable window, and open space for recreational use, etc) would be located within 5m buffer distance.

4.5.4 The buffer distances between the subject site and the nearby roads will comply with the recommended requirements. As such, it is considered that the Proposed Development would not be subject to adverse vehicular emission impact.

4.5.5 For the proposed carpark, ProPECC PN2/96 on Control of Air Pollution in Car Parks will be followed. The location of carpark and its exhaust are indicated in **Figure 4.4**.

4.6 Operational Phase - Industrial Chimney Emissions, Marine Emissions and Odour Impact

4.6.1 Regarding the industrial chimney emissions, there is no active chimney source identified within 200m from the subject site based on the site visit carried on 5th July 2021 and 31 October 2025. Also, there will be no chimney emissions from the proposed

development. Therefore, it is anticipated that the proposed development would not be subject to adverse industrial chimney emissions.

4.6.2 There are local vessels travelling between Tuen Mun, Tung Chung, Sha Lo Wan and Tai O. With reference to the EIA reports for Tung Chung Line Extension (AEIAR-235/2022) and Tung Chung New Town Extension (AEIAR-196/2016), the marine route of the local vessel are located outside 500m assessment boundary of the Subject Site as shown in **Figure 4.5**. It is anticipated that the proposed development would not be subject to adverse marine emissions.

4.6.3 Onsite surveys have been conducted to identify any the potential odour sources in July 2021, October 2025 and January 2026. No odour was noticeable along Subject Site boundary. Chung Yan Road Sewage Pumping Station is located at the southeast of the Subject Site separated by existing village type development at Wong Nai Uk. During site visits conducted on 31 October 2025 (between noon to 2pm, 29.8°C air temperature and 76% relative humidity) and 2 January 2026 (between 3pm to 4pm, 19.0°C air temperature and 64% relative humidity), no odour was identified at accessible locations along the northwest and southwest boundary of the Pumping Station even under downwind moments. Therefore, it is anticipated that the proposed development would not be subject to adverse odour impact.

4.7 Conclusion

4.7.1 The Project is for residential use. The minimum buffer distances between road kerbs complied with for the residential tower and the fresh air intake of the podium will be located outside the relevant HKPSG buffer distance. Therefore, no vehicular impact is anticipated.

4.7.2 Based on site visit, there is no active chimney within 200m from the Subject Site. There is no identifiable odour detected along the boundary of Chung Yan Road Sewage Pumping Stations. Also, there are no marine emissions sources within 500m from the Subject Site. Therefore, the proposed development would not be subject to adverse industrial chimney emissions, marine emissions and odour impact.

4.7.3 In conclusion, no potential adverse air quality impact is expected upon the proposed development.

4.7.4 With the adoption of good practices, adverse air quality impact during the construction stage is not anticipated.

5. WASTE MANAGEMENT IMPLICATIONS

5.1 Introduction

5.1.1 This section reviews the types of waste that will arise during the construction and operation phases of the Project.

5.2 Environmental Legislation and Guidelines

5.2.1 References have been made to the following relevant Hong Kong legislation governing waste management and disposal. Directly relevant legislations include:

- The Waste Disposal Ordinance (Cap. 354) and subsidiary legislations, such as the Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C), set out requirements for the storage, handling and transportation of all types of wastes; Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N), set out the charges for public fill, sorting and landfill.
- Land (Miscellaneous Provisions) Ordinance (Cap 28);
- Public Health and Municipal Services Ordinance (Cap 132) – Public Cleansing and Prevention of Nuisance Regulation – control of disposal of general refuse;

5.2.2 Other relevant documents and guidelines that are applicable to waste management and disposal include:

- Project Administration Handbook for Civil Engineering Works (PAH).
- ETWB TCW No. 22/2003A - Additional Measures to Improve Site Cleanliness and Control Mosquito Breeding on Construction Sites;
- ETWB Technical Circular (Works) No. 19/2005 - Environmental Management on Construction Sites;
- DEVB TC(W) No.8/2010 - Enhanced Specification for Site Cleanliness and Tidiness (supersedes WBTC No.6/2002 and ETWB TCW No.6/2002A);

- Works Branch Technical Circular No. 2/93 - Public Dumps;
- Works Branch Technical Circular No. 2/93B - Public Filling Facilities;
- Works Bureau Technical Circular No. 12/2000 - Fill Management;
- Development Bureau Technical Circular (Works) No. 06/2010 - Trip-ticket System for Disposal of Construction and Demolition Materials;
- Practice Note for Authorized Persons and Registered Structural Engineers – Construction and Demolition Waste (PNAP ADV – 19) issued by the Buildings Department;

- Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes;
- A Guide to the Chemical Waste Control Scheme;
- Code of Practices and Guidelines for Asbestos Control and Handling; and
- ProPECC PN2/97 Handling of Asbestos Containing Materials in Building
- Works Branch Technical Circular (WBTC) No. 32/92, The Use of Tropical Hard Wood on Construction Site
- WBTC No. 19/2001 - Metallic Site Hoardings and Signboards;
- WBTC No. 12/2002, Specification Facilitating the Use of Recycled Aggregates
- Monitoring of Solid Waste in Hong Kong 2023;
- Relevant guidelines posted by EPD through EPD's website (https://www.epd.gov.hk/epd/english/environmentinhk/waste/manage_facility/ypark.html) and Y Park's website (https://www.ypark.hk/zh-hant/); and
- Guidelines on "Yard Waste Reduction and Treatment" issued by Development Bureau; and

- "Development Bureau Technical Circular (Works) No. 4/2020 Tree Preservation".

5.3 Impact Assessment

Construction Phase

5.3.1 The construction activities to be carried out for the proposed Project would generate a variety of wastes that can be divided into distinct categories based on their composition and ultimate method of handling. These activities include earthworks (foundation/ excavation and lateral support (ELS)/ pile cap), basement and transfer plant construction, superstructure construction (e.g. reinforced concrete core structure construction, Modular incorporated Construction (MiC) units installation, remaining in-situ works) and building services installations, landscaping works. Tentative excavation extent is 3,500 m^2 in area with depth 1.3m subjected to site investigation findings. The identified waste types include:

- Construction and demolition (C&D) materials, comprising inert and non-inert materials, from the construction works;
- chemical waste from any maintenance of construction plant and equipment; and
- general refuse from the workforce

5.3.2 It is recommended that different types of wastes should be segregated, stored, transported and disposed of separately in accordance with EPD's required procedures. Inert C&D materials (or public fills) such as soil, rock, concrete, etc. should be re-used on-site as filling materials or off-site as public fill at public fill reception facilities. The non-inert C&D materials (or C&D waste) such as timber, yard waste, paper, etc. should be reused or recycled as far as possible. Landfill disposal should be considered as the last resort for waste handling.

5.3.3 The estimated quantities of C&D materials provided by the Project Architect are summarized in **Table 5.1**. There are no existing buildings within the Subject Site. Therefore, C&D materials from the demolition works are not expected. Also, as there are no backfilling works, all inert C&D material will be delivered to Public Fill Reception Facilities for beneficial reuse. Non-inert C&D material from excavation and other works should be handled in accordance with **Section 5.3.2**.

Table 5.1 Estimated Quantities of C&D materials

Generated From	**Estimated Quantities of C&D materials (m^3)**			
	C&D Materials to be Generated	**Inert C&D Materials to be Reused On-site**	**Inert C&D Materials to be delivered to Public Fill Reception Facilities**	**Non-inert C&D Materials to be Generated [1]**
Excavation	14000	--	14000	--
Demolition of Existing Building	No or minimal demolition works envisaged			
Others: Site Clearance, Basement, Foundation, Works, car lifts, retaining	6000	--	--	6000

Generated From	Estimated Quantities of C&D materials (m^3)			
	C&D Materials to be Generated	**Inert C&D Materials to be Reused On-site**	**Inert C&D Materials to be delivered to Public Fill Reception Facilities**	**Non-inert C&D Materials to be Generated [1]**
walls, superstructures				
Total	20000	--	14000	6000

5.3.4 The clearance/pruning of existing vegetation to facilitate site access and site formation works will generate timber material and yard waste. These material shall be handled in accordance with the principles of reduce, reuse, and recycle (3Rs). The following guidelines shall be taken into account when handling yard waste:

- Relevant guidelines posted by EPD through EPD's website (https://www.epd.gov.hk/epd/english/environmentinhk/waste/manage_facility/ypark.html) and Y Park's website (https://www.ypark.hk/zh-hant/); and
- Guidelines on "Yard Waste Reduction and Treatment" issued by Development Bureau; and
- "Development Bureau Technical Circular (Works) No. 4/2020 Tree Preservation".

5.3.5 Specifically, to minimize the generation of yard waste, the project proponent shall:

- Avoid unnecessary removal or excessive pruning of trees. Preserve trees in their original locations and implement tree transplanting when on-site preservation is not feasible.
- Segregate various types of yard waste and shred wood to facilitate reuse and recycling.
- Reuse yard waste on-site for a variety of purposes (e.g., decomposition and composting, recreational and decorative uses, and mulching in planting areas, etc.).
- Identify recycling options (e.g. delivery to Y·park) for yard waste that cannot be directly reused on-site.
- Where yard waste generation is unavoidable, sorting of yard waste for recycling and reuse on-site should always be prioritized. Yard waste shall be separated from C&D material to facilitate recycling, such as delivering them to Y·PARK so as to minimize the quantity of waste to be disposed of at the landfill site. Where appropriate, the Contractor should be responsible to cut and shred the yard waste in order to meet the collection requirement of the recycling outlet for processing. Disposal of yard waste directly at landfills should only be regarded as the last resort when no alternatives are available.

5.3.6 The amount of chemical waste that will be generated from the construction work will depend on the Contractor's on-site maintenance practices and the number of mechanical plant and vehicles used on-site. Regarding the nature of the construction activities involved, chemical waste such as lubricating oil or solvent generated are not expected to be in large quantity. It is preliminarily estimated that less than 50L/month and hence approximately 1.6m^3 of chemical waste will be generated during a tentative 31-month construction period. The amount of chemical waste to be generated shall be quantified in the Waste Management

Plan (WMP) as part of the Environmental Management Plan (EMP) to be prepared by the Contractor in the construction stage.

5.3.7 The Contractor is required to register as a chemical waste producer if chemical wastes would be produced from the construction activities. The Waste Disposal Ordinance (Cap 354) and its subsidiary regulations in particular the Waste Disposal (Chemical Waste) (General) Regulation should be observed and complied with for control of chemical wastes.

5.3.8 Chemical wastes should be handled in accordance with the "*Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes"* and should be collected by licensed chemical waste collectors for subsequent disposal and appropriate treatment at licensed waste disposal facilities, for example the Chemical Waste Treatment Centre in Tsing Yi. Mitigation and control requirements for chemical waste are provided in the "*Recommended Pollution Control Clauses for Construction Contracts*" available in EPD website mentioned the handling, storage and disposal of chemical wastes. Recommended key control measures are listed below:

Containers used for storage of chemical wastes should:

- Be suitable for the substance they are holding, resistant to corrosion, maintained in a good condition, and securely closed;
- Have a capacity of less than 450L unless the specifications have been approved by the EPD; and
- Display a label in English and Chinese in accordance with instructions prescribed in Schedule 2 of the Regulations.

The storage area for chemical wastes should:

- Be clearly labelled and used solely for the storage of chemical waste;
- Be enclosed on at least 3 sides;
- Have an impermeable floor and bunding, of capacity to accommodate 110% of the volume of the largest container or 20% by volume of the chemical waste stored in that area, whichever is the greatest;
- Have adequate ventilation;
- Be covered to prevent rainfall entering (water collected within the bund must be tested and disposed of as chemical waste, if necessary); and
- Be arranged so that incompatible materials are appropriately separated.

Chemical waste should be disposed of:

- Via a licensed waste collector; and
- To a facility licensed to receive chemical waste, such as the CWTC which also offers a chemical waste collection service and can supply the necessary chemical waste storage containers.

With good management and site particles, adverse environmental impacts should not result.

<u>Asbestos Containing Materials</u>

5.3.9 Asbestos was widely used in the construction industry prior to the early 1980s for fireproofing, thermal and electrical insulation as well as in sound absorption materials. Asbestos is currently recognized as hazardous materials, due to its etiological effects on human respiratory system.

5.3.10 As there are no buildings are developed before 1980s, asbestos containing materials are not expected.

<u>General Refuse</u>

5.3.11 The workers in the construction site and the site office will generate a variety of general refuse which requires disposal. It consists mainly of food waste, aluminum cans, waste paper etc. Since the information on the number of workers on-site is not available at this preliminary stage, a maximum of 20 workers working simultaneously and a waste generation rate of about 0.65 kg per worker per day are assumed. It is estimated that the daily amount of general refuse that would be generated is in the order of 13 kg. The general refuse will be transferred to North Lantau Transfer Station and then ultimately to WENT Landfill.

5.3.12 The general waste management strategy is to avoid waste generation in the first place. Should it be unavoidable, reduction and segregation at-source should be exercised as far as practicable and recycling and reuse should be adopted at the same time to salvage all the recyclable and reusable materials as much as possible.

5.3.13 The Contractor(s) should be responsible for ensuring that waste is collected by approved waste collectors and appropriate measures are taken to minimise adverse impacts to the surrounding environment, such as dust generation. The Contractor(s) must also ensure that all necessary waste disposal permits are obtained.

5.3.14 The mitigation measures for construction phase are recommended based on the waste management hierarchy principles. Recommendations of (i) good site practices, (ii) waste reduction measures, (iii) waste collection, storage and transportation, (iv) Handling of Excavated C&D Material (v) On-site Sorting of C&D Materials and (v) Transportation of C&D Materials are described in following sub-sections.

(i) Good Site Practices

- Implementation of the recommended mitigation measures in the "*Recommended Pollution Control Clauses for Construction Contracts*" available in EPD website, to minimise the potential environmental impacts resulting from the storage, handling and transportation of inert C&D materials, non-inert C&D materials, chemical wastes and general site wastes.
- The Contractor is required to prepare a Waste Management Plan (WMP) including areas described in PNAP ADV-19 and submit to the Project Proponent for agreement.
- The Contractor is required to nominate approved personnel, such as a site manager, to be responsible for good site practices, and making arrangements for collection of all wastes generated at the site and effective disposal to appropriate facilities.
- Training of site personnel in proper waste management and chemical waste handling procedures.
- The Contractor is required to maintain records of quantities of waste generated, recycled and disposed.
- Provision of sufficient waste and recyclable collection points and arrange regular collection for disposal and recycling/reuse.
- Covering material during heavy rainfall.
- Locating stockpiles to minimise potential air quality, water quality and visual impacts; and

(ii) Waste Reduction Measures

- Segregation and storage of different types of waste in different containers to enhance reuse or recycling of materials and their proper disposal. Recyclable materials such as paper, metal (e.g. cans), plastic and glass. Recyclable wastes shall be segregated from non-recyclable waste to be stored in enclosed bins or compaction units.

Recyclable material shall be collected in appropriate frequency to ensure no over stacking of recyclable wastes. .

- Separate labelled bins shall be provided to segregate aluminium cans from other general refuse generated by the work force, and to encourage collection of by individual collectors;
- Any unused chemicals or those with remaining functional capacity shall be recycled.
- The Contractor is encouraged to use recycled aggregates where appropriate
- Maximizing the use of reusable steel formwork to reduce the amount of C&D material. The excavated fill material shall be used on-site as backfill material as far as possible.
- For site hoardings and signboards, if applicable, all component should be specified in metal (using bolt and nut jointing method wherever possible) to reduce generation of C&D waste. Reference should be made to WBTC No. 19/2001.
- Sort out demolition debris and excavated materials from demolition works to recover reusable / recyclable portions (i.e. soil, rock, broken concrete, etc.);
- Inert C&D materials (or public fills) such as soil, rock, concrete, etc. should be re-used on-site as filling materials or off-site as public fill at public fills reception facilities.
- non-inert C&D materials (or C&D waste) such as timber, yard waste, paper, etc. should be reused or recycled as far as possible. Specific measures to minimize generation of yard waste shall also refer to **Section 5.3.5**
- Minimize over ordering of concrete, mortars and cement grout by doing careful check before ordering.
- Proper storage and site practices to minimise the potential for damage or contamination of construction materials.

(iii) Waste Storage, Collection and Transportation

- Provision of appropriate measures to minimize windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers.
- Non-inert C&D materials such as top soil should be handled and stored well to ensure secure containment of the materials;
- Ensuring that waste is collected by approved waste collectors and appropriate measures are taken to minimise adverse impacts to the surrounding environment.
- A reputable waste collector should be employed by the contractor to remove general refuse from the site on a daily basis in general.
- Regular cleaning and maintenance programme for drainage systems, sumps and oil interceptors, if applicable
- The Contractor is required to register as a chemical waste producer if chemical wastes would be produced from the construction activities;
- The Contractor is required to separate chemical wastes for special handling and appropriate treatment at the Chemical Waste Treatment Centre. Specific mitigation measures for handling of chemical waste shall also refer to **Section 5.3.8**.

(iv) Excavated C&D Materials;

- Inert C&D materials should be temporarily stored on-site for use as backfill where practicable. Surplus inert C&D materials should be delivered to Public Fill Reception Facilities (PFRFs).
- Inert C&D materials should be properly covered with tarpaulin or similar impervious sheeting to prevent dust nuisance and site runoff.

(v) On-site Sorting of C&D materials

- Prior to disposal of non-inert C&D materials, it is recommended that wood, steel, glass and other metals shall be separated for re-use and/or recycling; while Inert C&D materials shall be utilized as fill materials to minimise the quantity of waste to be disposed of to the landfill.
- The Contractor shall designate area for temporary storage of C&D materials in site layout and allocate space for on-site sorting as far as practicable.
- The Contractor shall be required via contractual requirement to implement a trip-ticket system with reference to DEVB TCW No. 06/2010 to ensure that the disposal of C&D materials is properly documented and verified.
- With reference to the DEVB TCW No. 6/2010, the Authorized Person (AP) shall write to the Public Fill Committee (PFC) through Fill Management Section of Civil Engineering and Development Division (CEDD) to request a designated disposal ground for incorporation into tender documents.
- The Contractor shall be prohibited from disposing of C&D materials to place other than the designated disposal ground, and any alternative disposal ground proposed by the Contractor shall comply with requirement in the DEVB TCW No. 6/2010 and approved by the Authorized Person (AP) in prior.
- The Contractor shall be required to install video recording system to monitor the vehicular exit/entrance of the site and checking the disposal records provided by disposal grounds against survey records routinely, if applicable.

(vi) Transportation of C&D Materials

- All dump trucks engaged on-site for delivery of inert and non-inert C&D material from the site to the designated disposal location, including PFRFs, landfill etc., should be equipped with Global Positioning System (GPS) or equivalent system for tracking and monitoring of their travel routings and parking locations by the Contractor to prohibit illegal dumping and landfilling of materials; and
- The data collected by GPS or equivalent system should be recorded properly to check and analyze the travel routing and parking locations of dump trucks engaged on site
- In order to avoid dust impacts, any vehicle leaving a works area carrying inert or non-inert C&D materials should have their load covered up before leaving the construction site

<u>Operation Phase</u>

5.3.15 The major portion of solid waste arising from the redevelopment will be domestic waste. The storage and handling of such waste may give rise to adverse environmental effects. According to the Monitoring of Solid Waste in Hong Kong 2023 prepared by EPD, the domestic waste disposal per capita per day was 0.89 kg while the recovery rate of domestic waste was 21%. The domestic waste generation rate is calculated 1.127 kg per capita per day (0.89 / (1-21%)). By applying this figure to the projected maximum population of about 818 residents after occupation of the development, approximately 0.92 ton of domestic waste would be generated from the proposed development per day.

5.3.16 Waste generation from the residential units will be collected and removed regularly by an appointed party. Waste separation and recycling will be implemented, where practicable. General refuse and non-recyclables will be stored in enclosed bins and disposed offsite daily for avoidance of pest and odour nuisance. Recycling bins for recyclable materials (including aluminium can, waste paper, glass bottles and plastic bottles) will be transported off-site for recycling weekly.

5.3.17 For the food wastes such as leftovers, it is recommended an adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. Also, leftovers will be placed in bags and stored in enclosed containers. Rather than disposing of the food waste to the designated landfill directly, the project proponent is recommended to deliver the food waste to the Organic Resources Recovery Centre (ORRC) to reduce the pressure on the existing landfill. Therefore, the chances of odour nuisance and hygiene issues are reduced.

5.3.18 Provided that the environmental control measures are properly implemented, no adverse environmental impact would be anticipated with respect to solid waste management.

5.4 Conclusion

5.4.1 The potential impacts of wastes arising from the construction and operation of the Proposed Development have been assessed. The construction activities (i.e. excavation site clearance, site formation, foundation works and superstructures) will generate a variety of wastes materials including C&D materials, chemical waste, general refuse M while operation of proposed development will generate general refuse.

5.4.2 With the implementation of the recommended mitigation measures discussed in **Section 5.3** and the potential environmental impacts resulting from the storage, handling and transportation of inert C&D materials, non-inert C&D materials, chemical wastes and general refuse would be minimal.

5.4.3 With the recommended waste management practices put in place, no unacceptable impacts associated with waste management during the construction and operational phases are envisaged.

6. WATER QUALITY IMPACT ASSESSMENT

6.1 Introduction

6.1.1 The subject site is located at inland urban developed area. Within the 500m study area of the subject site, there are Water Sensitive Receivers (WSRs), such as nullah to the West of Subject Site, Ma Wan Chung, as well as Tung Chung Bay as shown in **Figure 5.1.** Potential Water Quality Impact (WQI) of the construction and operation phases of the Proposed Development is addressed in the following section.

6.2 Project Construction Phase

6.2.1 The management and mitigation strategy of the wastewater generated from the construction work of the proposed development should be addressed and implemented. Environmental control measures have been proposed if considered necessary to reduce and minimize the identified water quality impacts on WSRs.

6.3 Relevant Legislation, Standards and Guidelines for Construction Phase

Water Pollution Control Ordinance (Cap.358)

6.3.1 The Water Pollution Control Ordinance (Cap. 358), in existence since 1980, is the major legislation relating to the protection and control of water quality in Hong Kong. According to the Ordinance and its subsidiary legislation, Hong Kong waters are divided into ten water control zones (WCZ). Corresponding statements of Water Quality Objectives (WQO) are stipulated for different water regimes (marine waters, inland waters, bathing beaches subzones, secondary contact recreation subzones and fish culture subzones) in each of the WCZ based on their beneficial uses. The assessment area is located within the Victoria Harbour (Phase 1) WCZ.

ProPECC PN 1/94

6.3.2 The other relevant guideline is the Professional Persons Environmental Consultative Committee Practice Note 1/94 "Construction Site Drainage" (ProPECC PN 1/94) which provides guidelines for the handling and disposal of construction discharges. This ProPECC Note is generally applicable for control of site runoff and wastewater generated during the construction of the Project.

ProPECC PN 5/93

6.3.3 Another relevant guideline is the Professional Persons Environmental Consultative Committee Practice Note 5/93 "Drainage Plans subject to Comment by the Environmental Protection Department" (ProPECC PN 5/93) which provides guidelines for the drainage plan of the construction site. This ProPECC Note is generally applicable for control of discharge of storm drains, foul sewers, drainage of commercial and industrial wastewater. Also, the control of sewage treatment and disposal is stipulated in this ProPECC.

Technical Memorandum

6.3.4 Besides setting the WQOs, the WPCO controls effluent discharging into the WCZs through a licensing system. The Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters (TM-DSS) issued under Section 21 of the WPCO gives guidance on the permissible effluent discharges based on the type of receiving waters (foul sewers, storm water drains, inland and coastal waters). The limits given in the TM control the physical, chemical and microbial quality of effluents. Under the TM, effluents discharged into the sewerage system and the inshore and marine waters of the WCZ are subject to standards for particular volumes of discharge. These standards are defined by EPD and specified in

licence conditions for any discharge within a WCZ. Any effluent discharge during the construction and operation of the Project would be required to comply with the required discharge standards.

6.4 Potential Impacts during the Construction of the Project

6.4.1 Site construction activities will inevitably have the potential to generate wastewater. As such works should be carried out in such a manner as to minimize adverse impacts on the water quality. Apart from general construction activities, pollution sources could include:

- Construction site runoff and general construction activities;
- Sewage generated by construction workforce; and
- Potential accidental spillage of chemicals, e.g. oil, diesel and solvents etc.

General Construction Activities

6.4.2 All works for proposed development are land-based. The land-based construction works may have the potential to cause water pollution. Various types of construction activities would generate wastewater. These include general cleaning and polishing, wheel washing, dust suppression sprays and utility installation, which would contain high concentrations of suspended solids. Without proper control, these could lead to increase in suspended solids level in the neighbouring storm drain.

6.4.3 Adoption of the guidelines and good site practices for handling and disposal of construction discharges as part of the construction site management practices (as given in **Section 6.5**) would minimise the potential impacts.

Construction Site Runoff

6.4.4 Construction Site surface runoff contains high levels of sediments, other suspended solids and contaminants. Potential sources of pollution include runoff and erosion from the site surfaces, drainage channels, bentonite slurries and other grouting materials, concrete washout and drainage from dust suppression sprays, fuel, oil and lubricants from construction vehicles and other equipment.

6.4.5 Sufficient silt removal facilities should be installed to settle out sediment prior to discharge. Such facilities shall be properly designed in accordance with guidelines from the Civil Engineering and Development Department (CEDD) to achieve the desired mitigating effect. Typically, a detention time not less than 5 minutes for maximum design flow of inlet should achieve adequate sediment removal. Channels or earth berm or sandbag barriers should be provided on site to properly direct surface runoff to such silt removal facilities. Sediment traps, channels and manholes should be maintained, and the deposited silt and grit should be removed on regular basis.

Sewage Effluent from Construction Workforce

6.4.6 Water pollution due to site facilities, e.g. toilets could be the source of pollution if appropriate measures are not implemented properly in respect of storage and discharge.

6.4.7 In this construction site, portable chemical toilets will be provided. According to "Reference Materials on Construction Site Welfare, health and safety measures" Section 5.6.10, chemical toilets should be provided at a minimum rate of about 1 per 25 workers. The facility should be serviced and cleaned by a specialist contractor at regular intervals. Sewage generated from the construction workforce will be contained in chemical toilets and be tanked away. It is anticipated construction workforce would not cause adverse water quality impact after implementation of all recommended measures.

Liquid Spillage

6.4.8 To prevent spillage of chemicals, including fuel, solvents, oils and lubricants, it is recommended that all stocks should be stored within proper containers and sited at sealed and paved areas, preferable surrounded by bunds.

6.4.9 "Recommended Pollution Control Clauses for Construction Contracts" (RPCC) also recommends appropriate wastewater control measures to be implemented at the construction site by the contractor. The RPCC is available on EPD website.

6.4.10 The quality of any effluent discharges from the construction site should meet the standards specified in the Technical Memorandum – Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters.

6.5 Mitigation Measures during the Construction of the Project

6.5.1 The site practices outlined in ProPECC PN 1/94 Construction Site Drainage should be implemented as far as practicable to minimise the potential water quality impacts from various construction activities and construction site runoff.

6.5.2 The Contractor is required to apply to the EPD for a discharge licence for discharge of effluent from the construction site under the WPCO. The discharge quality must meet the requirements specified in the discharge licence. All the runoff and wastewater generated from the works areas should be treated so that it satisfies all the standards listed in the TM-DSS. The beneficial uses of the treated effluent for other on-site activities such as dust suppression sprays, wheel washing and general cleaning etc., can minimise water consumption and reduce the effluent discharge volume. If monitoring of the treated effluent quality from the works areas is required during the construction phase, monitoring works should be carried out in accordance with the discharge license.

Wheel Washing Water

6.5.3 The wheels of all vehicles should be washed before they leave a construction site to ensure no earth, mud, debris and the like is deposited by them on roads. A wheel washing bay should be provided at every site exit if practicable. Wash water should be recycled whenever possible to minimise the generation of wastewater and should have sand and silt removed before discharging into storm drains. The section of construction road between the wheel washing bay and the public road should be paved with backfill to reduce vehicle tracking of soil and to prevent site run-off from entering public road drains.

Accumulation of Solid Waste Debris and refuse generated on-site should be collected, handled and disposed of properly to avoid entering nearby storm drains and inland watercourses. Stockpiles of cement and other construction materials should be kept covered when not being used.

6.5.4 Rubbish and litter from construction sites should also be collected and disposed offsite on a regular basis to prevent spreading of rubbish and litter from the site area.

Construction Site Runoff

6.5.5 Exposed soil surfaces should be covered by a tarpaulin or similar material during rainstorms to prevent the washing away of construction materials into any drainage system, watercourses and inshore water. Other measures which are proposed to be implemented before, during, and after rainstorms, as appropriate, are summarized in ProPECC PN 1/94. The surface run-off from construction sites as detailed below shall also be incorporated into the Construction Site Drainage Management Plan where practicable as an integral part of good practice:

- Surface run-off from construction sites should be discharged into storm drains via adequately designed sand/ silt removal facilities such as sand traps, silt traps and sediment basins. Channels or earth bunds or sand bag barriers should be provided on site to properly direct stormwater to such silt removal facilities. Perimeter channels at site boundaries should be provided where necessary.
- Sedimentation basins and sand traps designed in accordance with the requirements of ProPECC Note PN 1/94 should be installed at the construction site for collecting surface runoff.
- Silt removal facilities, channels and manholes should be maintained, and the deposited silt and grit should be removed regularly, and at the onset of and after each rainstorm to ensure that these facilities are functioning properly.
- Construction work should be programmed to minimize soil excavation works in rainy seasons (April to September). If excavation of soil could not be avoided in these months, temporarily exposed surfaces should be covered, and temporary access roads should be protected by crushed stone or gravel, as excavation proceeds.
- Slope exposure should be minimized where practicable especially during the wet season. Exposed soil surfaces should be protected from rainfall through covering the temporarily exposed slope surfaces with tarpaulin or the like.
- Earthworks final surfaces should be well compacted, and the subsequent permanent work or surface protection should be carried out immediately after the final surfaces are formed. Also, appropriate drainage like intercepting channels should be provided when necessary.
- Measures should be taken to minimize the ingress of rainwater into trenches. If excavation of trenches in wet seasons is necessary, they should be dug and backfilled in short sections. Rainwater pumped out from trenches or foundation excavations should be discharged into storm drains via silt removal facilities.
- Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites should be covered with tarpaulin or similar fabric. Measures should be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.
- Manholes (including newly constructed ones) should always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm runoff from getting into foul sewers. Discharge of surface runoff into foul sewers must always be prevented in order not to unduly overload the foul sewerage system.
- Precautions to be taken at any time of year when rainstorms are likely, actions to be taken when a rainstorm is imminent or forecast and actions to be taken during or after rainstorms.
- Drainage facilities must be adequate for the controlled release of storm flows.
- High loading of suspended solids in construction site runoff should be prevented through proper site management by the contractor.
- Haul roads should be protected by crushed rock, gravel or other granular materials (i.e. hard paved) to minimize discharge of contaminated runoff.

Accidental Spillage

6.5.6 Oils and fuels should only be used and stored in designated areas which have pollution prevention facilities. Common chemical cabinets would be used to store the fuel tanks

and other chemical substances in order to prevent spillage of fuels and solvents to the nearby watercourses. All waste oils and fuels should be collected in designated tanks prior to disposal. Chemical wastes should be properly stored, collected and treated for compliance with the requirements set out in the Waste Disposal Ordinance and its subsidiary Waste Disposal (Chemical Waste)(General) Regulation. The relevant requirements are as follow:

- Storage in large containers only with the approval of the Director of Environmental Protection.
- Labelling of every container should be in proper format.
- Storage area for the containers should have adequate space and associated features such as at least 3 sides of wall, roof and ventilation system.
- During waste collection and delivery, waste producer and collector should follow the requirement for the trip ticket.

6.5.7 Drainage serving an open oil filling point, if any, should be connected to storm drains via a petrol interceptor with peak storm bypass, if present.

Sewage

6.5.8 Temporary sanitary facilities, such as sufficient chemical toilets, should be employed in the works areas. The toilet facilities should be more than 30 m away from any watercourses. A licensed contractor would be responsible for the cleaning and maintenance of the chemical toilets on a regular basis. The number of the temporary sanitary facilities required for the construction sites would be subject to later detailed design, the capacity of the chemical toilets, and contractor's site practices.

6.5.9 Notices would be posted at conspicuous locations to remind the workers not to discharge any sewage or wastewater into the nearby environment during the construction of the Project. Regular environmental audit on the construction site would be conducted in order to provide an effective control of any malpractices and achieve continual improvement of environmental performance on site.

6.5.10 Provided that sewage is not discharged directly into storm drain or inland waters and temporary sanitary facilities are used and properly maintained, and subject to the adoption of good site practice and the proper implementation of recommendation under this Section by the contractor, no adverse water quality impact will be anticipated.

Groundwater

6.5.11 According to ProPECC PN 1/94, groundwater pumped out of wells etc. for the lowering of ground water level in basement or foundation construction, and groundwater seepage pumped out of tunnels or caverns under construction, if any, should be discharged into storm drains after the removal of silt in silt removal facilities.

Boring and Drilling Water

6.5.12 According to ProPECC PN 1/94, water used in ground boring and drilling for site investigation or rock/soil anchoring should as far as practicable be recirculated after sedimentation. When there is a need for final disposal， the wastewater should be discharged into storm drains via silt removal facilities.

Bentonite Slurries

6.5.13 According to ProPECC PN 1/94, bentonite slurries used in diaphragm wall and bore-pile construction should be reconditioned and reused wherever practicable. If the disposal of a certain residual quantity cannot be avoided, the used slurry may be disposed of

at the marine spoil grounds subject to obtaining a marine dumping licence from EPD on a case-by-case basis.

6.5.14 If the used bentonite slurry is intended to be disposed of through the public drainage system, it should be treated to the respective effluent standards applicable to foul sewers, storm drains or the receiving waters as set out in the WPCO Technical Memorandum on Effluent Standards.

6.6 Monitoring and Audit Requirements

6.6.1 Water quality impacts on the identified WSRs during the construction of the Project can be readily mitigated through implementation of standard mitigation measures and good housekeeping practices. Adverse water quality impact is not expected during construction of the Project. Water quality monitoring and audit is considered not necessary during the construction of the Project. However, regular site inspections should be taken to inspect the construction activities and works area in order to ensure the recommended mitigation measures are properly implemented

6.7 Potential Impacts and Mitigation Measures during Operation of the Project

6.7.1 As mentioned in **Section 6.1.1**, there are WSRs within the 500m study area of the proposed development, the management and mitigation strategy of the wastewater generated from the operation of the proposed development should be addressed and implemented.

6.8 Relevant Legislation, Standards and Guidelines for Operation Phase

6.8.1 The ProPECC PN 5/93, Drainage Plans subject to Comments by Environmental Protection Department, provides guidelines and practices for handling, treatment and disposal of various effluent discharges to stormwater drains and foul sewers, as discussed at **Section 6.3.3**. The design of site drainage and disposal of site effluents generated within the proposed development area should follow the relevant guidelines and practices as given in the ProPECC PN 5/93.

6.9 Storm Water Discharge

6.9.1 During operation, the surface runoff during rainfall events which is known as non-point source of pollution would be the only potential water quality impact. Fallen leaves, particles, litter from open areas, which is a source of organic and nutrient pollutants, can be washed into the drainage system during heavy rainfall if it is not properly controlled. Pollutants contributed by non-point source are often bound or adsorbed onto particles, thus an effective stormwater management system will be the removal of pollution sources prior to rainstorm and the provision of degritting/ screening facilities that collect sediment. As particles settle out, the associated pollutants will also settle out (then removed from stormwater).

6.9.2 Under normal condition, runoff carrying pollutants will not be generated in low rainfall intensity, but increased runoff may occur during heavy rainfall condition. The first flush flow would carry most of the pollutants and the subsequent overland flow generated from rainstorms is expected to be uncontaminated. Thus, prevention of "first flush" pollution in stormwater runoff will be an effective way in controlling pollution at source and to abate pollutants.

6.10 Best Management Practices (BMPs) for Stormwater Discharge

6.10.1 Surface runoff can be controlled by good drainage design and implementation of BMPs. The proposed development has adopted the following BMPs:

- *Erosion Control*

  If uncontrolled, exposed surfaces may contribute to sediment laden in stormwater runoff and cause water pollution. The proposed development site is either hard paved or covered by landscaping area with appropriate planting species in order to eliminate any exposed surface.

- *Prevention of "First Flush" Pollution*

  Appropriate drainage system will be constructed for the proposed development in order to control its surface runoff. During detailed design, site drainage system of the development will be designed in such way that surface runoff from the proposed development will be directed towards the internal surface drains, where appropriate drainage system with control facilities will be proposed. Additional paved U-channels with screening facilities will also be provided along the edge of the development site to avoid uncontrolled spillage of runoff.

- *Devices for Removal of Pollutants*

  In addition to the above, screening facilities such as standard gully grating and trash grille, with spacing which is capable of screening off large substances such as fallen leaves and rubbish should be provided at the inlet of drainage system. It is expected that most of the large substances in stormwater runoff would be removed with such devices so as to prevent it from entering the drainage system. Road gullies with standard design and silt traps and oil interceptors should be incorporated during the detailed design to remove particles present in stormwater runoff.

6.11 Summary

Water quality impacts from construction are associated with the general construction activities, construction site run-off and sewage effluent from construction workforce, while the water quality impacts from operation are associated with normal urban surface runoff only. Potential water quality impacts can be controlled by implementing the recommended mitigation measures. With the implementation of mitigation measures, no adverse water quality impact on the identified WSRs is anticipated.

7. LAND CONTAMINATION

7.1 Introduction

7.1.1 Land contamination review (LCR) is conducted to preliminarily assess the potential land contamination impact on the Proposed Development due to previous and existing land use and to fulfil the Section 16 planning application.

7.1.2 A Contamination Assessment Plan (CAP), Contamination Assessment Report (CAR) and Remediation Action Plan (RAP), if necessary, will be prepared in later stages to address all potential land contamination issues at the Subject Site.

7.2 Legislation and Guidelines

7.2.1 This LCR has been prepared following the guidance and steps outlined in the guidelines published by EPD listed below:

- *Guidance Manual for Use of Risk-Based Remediation Goals (RBRGs) for Contaminated Land Management (Guidance Manual), dated April 2023;*
- *Guidance Note for Contaminated Land Assessment and Remediation (Guidance Note), dated April 2023; and*
- *Practice Guide for Investigation and Remediation of Contaminated Land (Practice Guide), dated April 2023.*

7.3 Desktop Review

7.3.1 According to the Practice Guide for Investigation and Remediation of Contaminated Land, information including site history and other available information regarding the site shall be reviewed during the site appraisal to identify potential current and historical, on and off-site activities that could result in contamination of the site.

7.3.2 Different Departments of the HKSAR Government have been enquired about the following information.

- Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc;
- Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighbouring areas; and
- Any land contamination assessment that has conducted at the site or neighbouring areas.

7.3.3 The reply correspondences from EPD and FSD are shown in **Appendix 7.1** and summarized in **Table 7.1**.

Table 7.1 Departmental Replies Summary

Department	Departmental Ref	Date	Summary
Environmental Protection Department	N.A. (reply through email)	31 October 2025	No record of reported accidents of spillage/ leakage of chemicals.
Fire Services Department	(6) in FSD GR 6-5/4 R Pt. 61	4 November 2025	There are no records of dangerous goods license, fire incidents nor incidents of spillage/ leakage of dangerous goods were found.

7.3.4 Besides, the development history of the Subject Site was reviewed with the aid of aerial photos from Year 1995 to 2025. A total of 7 historical photographs are shown in **Appendix 7.2** and the key findings are summarized in **Table 7.2**.

Table 7.2 Aerial Photo Record

Year	Photo No.	Flying Height	Site Description	Off-site Land Use
1985	A02632	15000 ft.	It was a site densely vegetated.	North, South, West: The area was densely vegetated. East: Tung Chung Road North was observed.
1995	CN12174	10000 ft.	It was a site densely vegetated.	North, East, South: No significant change in land use was observed. West: Village Houses are observed.
2000	A50726	4000 ft.	No significant change in land use was observed.	No significant change in land use was observed.
2005	CW69820	8000 ft.	No significant change in land use was observed.	No significant change in land use was observed.
2010	CW87163	8000 ft.	No significant change in land use was observed.	North, South, West: No significant change in land use was observed. East: Tung Chung Community Services Complex was observed.
2015	CW116986	3000 ft.	No significant change in land use was observed.	No significant change in land use was observed.
2020	E108178C	6900 ft.	Trees are removed and became car park	No significant change in land use was observed.
2025	E251843C	6900 ft.	No significant change in land use was observed.	Trees are removed and became a construction site for HKHA Area 23 PRH Development and Tung Chung Road North widening works is under construction.

7.4 Site Appraisal and Observation

7.4.1 Site appraisal was carried out on 2 January 2026 to identify current land uses within the Subject Site and to verify the findings of the desktop appraisal.

7.4.2 The site walkover checklist is presented in **Appendix 7.3** and the site photos are attached **Appendix 7.4**. Part of the Subject Site is paved with concrete in good condition (See Photos 1-2, 4-7 of **Appendix 7.4**) while part of the Subject Site is covered in sand (See Photos 8-10 of **Appendix 7.4)**. Small part of the Subject Site is densely vegetated (See Photos 3 & 11 of **Appendix 7.4)**. Storage containers are observed but there is no direct contact between the containers and the ground. A boat and some construction machines are observed but they are not in operation. No oil stains and smells are observed within the Subject Site.

7.4.3 As there are no land contamination activities and the ground is paved with concrete in good condition, potential land contamination is not expected.

7.5 Conclusion

7.5.1 A site appraisal, in the form of desktop review and site walkover, had been carried out in January 2026 to identify the past and current potentially contaminating land uses within the Subject Site. Based on the desktop study and site appraisal, there are no land contamination activities and the ground is paved with concrete in good condition, potential land contamination is not expected.

8. CONCLUSION

8.1.1 The Application proposes to allow for minor relaxation of building height restriction from 55mPD in approved scheme to 60.3mPD adopting the modular integration construction (MiC) and slightly increasing floor-to-floor height from 3.3m to 3.5m. In order to confirm the environmental acceptability of the Application, Noise Impact Assessment, Air Quality Impact Assessment, Waste Management Implication Assessment, Water Quality Impact Assessment were carried out to examine the impacts associated with the Proposed Development.

8.1.2 With sufficient setback distance and the worst case scenario mitigation measure which would be subject to further review in the detailed design stage, it is anticipated that the future residents would not be subject to significant traffic and fixed noise impact.

8.1.3 No air sensitive uses, including openable windows and fresh air-intake of ventilation system, will be located within the vehicular emission buffer zone. Therefore, it is anticipated that the future residents would not be subject to adverse vehicular emission impact.

8.1.4 Based on site visits, there is no active chimney identified operating within 200m from the Development Site and therefore, significant chimney emission impact upon the proposed development is not anticipated. The Development Site would not be subject to insurmountable industrial emission impact.

8.1.5 Provided that the identified waste arising from the construction works are handled, transported and disposed of using approved methods and that the recommended good site practices are adhered to, adverse environmental impacts are not anticipated.

8.1.6 Waste will be removed regularly by an appointed party. Provided that the environmental control measures are properly implemented, no adverse environmental impact would be anticipated with respect to solid waste management.

8.1.7 Water quality impacts from construction are associated with the general construction activities, construction site run-off and sewage effluent from construction workforce, while the water quality impacts from operation are associated with normal urban surface runoff only. Potential water quality impacts can be controlled by implementing the recommended mitigation measures. With the implementation of mitigation measures, no adverse water quality impact on the identified WSRs is anticipated.

8.1.8 For land contamination review, a site appraisal, in the form of desktop review and site walkover, had been carried out in January 2026 to identify the past and current potentially contaminating land uses within the Subject Site. Based on the desktop study and site appraisal, there are no land contamination activities and the ground is paved with concrete in good condition, potential land contamination is not expected.

8.1.9 The environmental assessment study confirms the acceptability of the proposed development from environmental point of view.

Figures

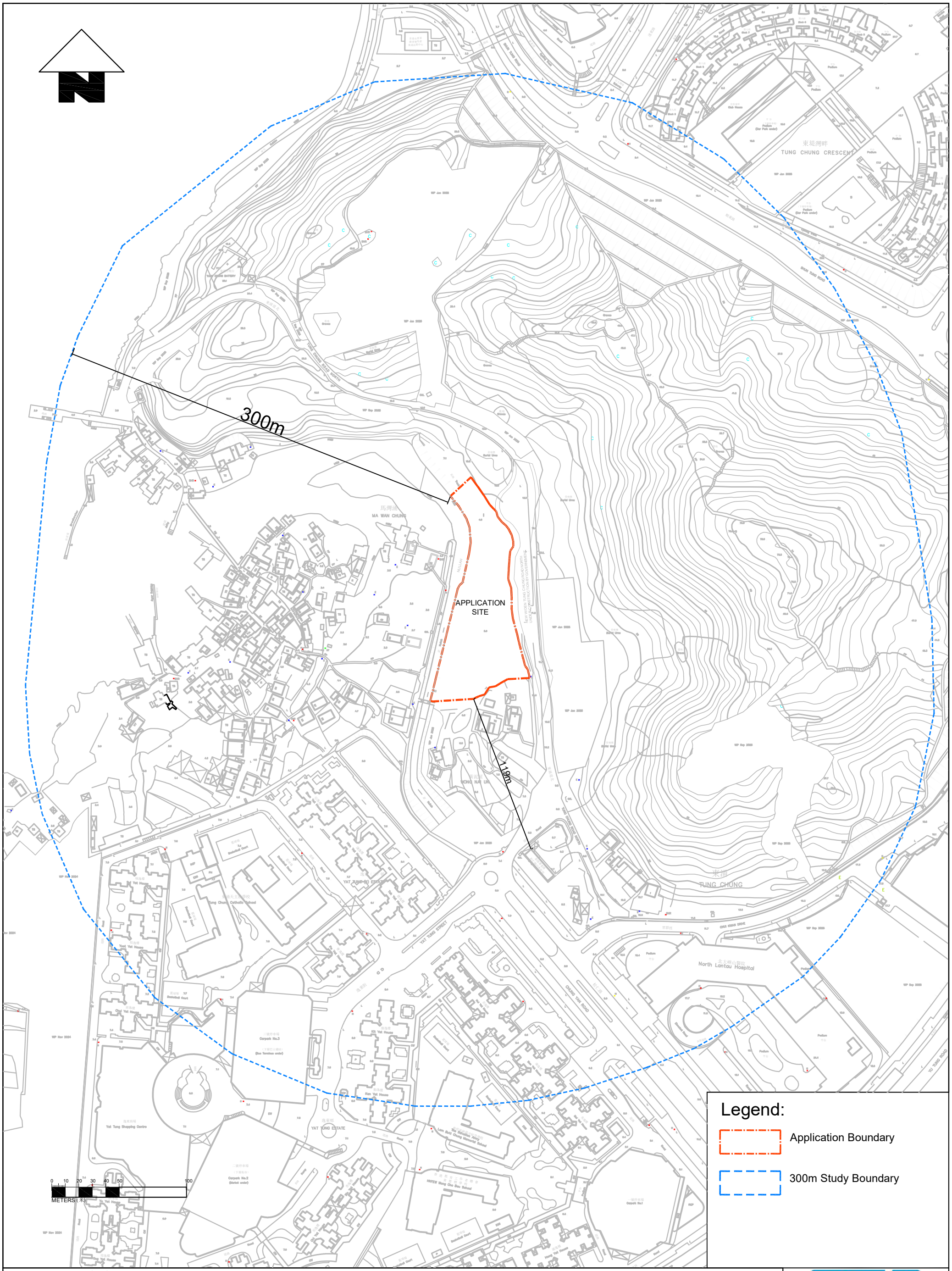


Figure: 1.1a	RAMBOLL
Title: Site Location Plan	Drawn by: SC
	Checked by: TC
Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0
	Date: Nov 2025

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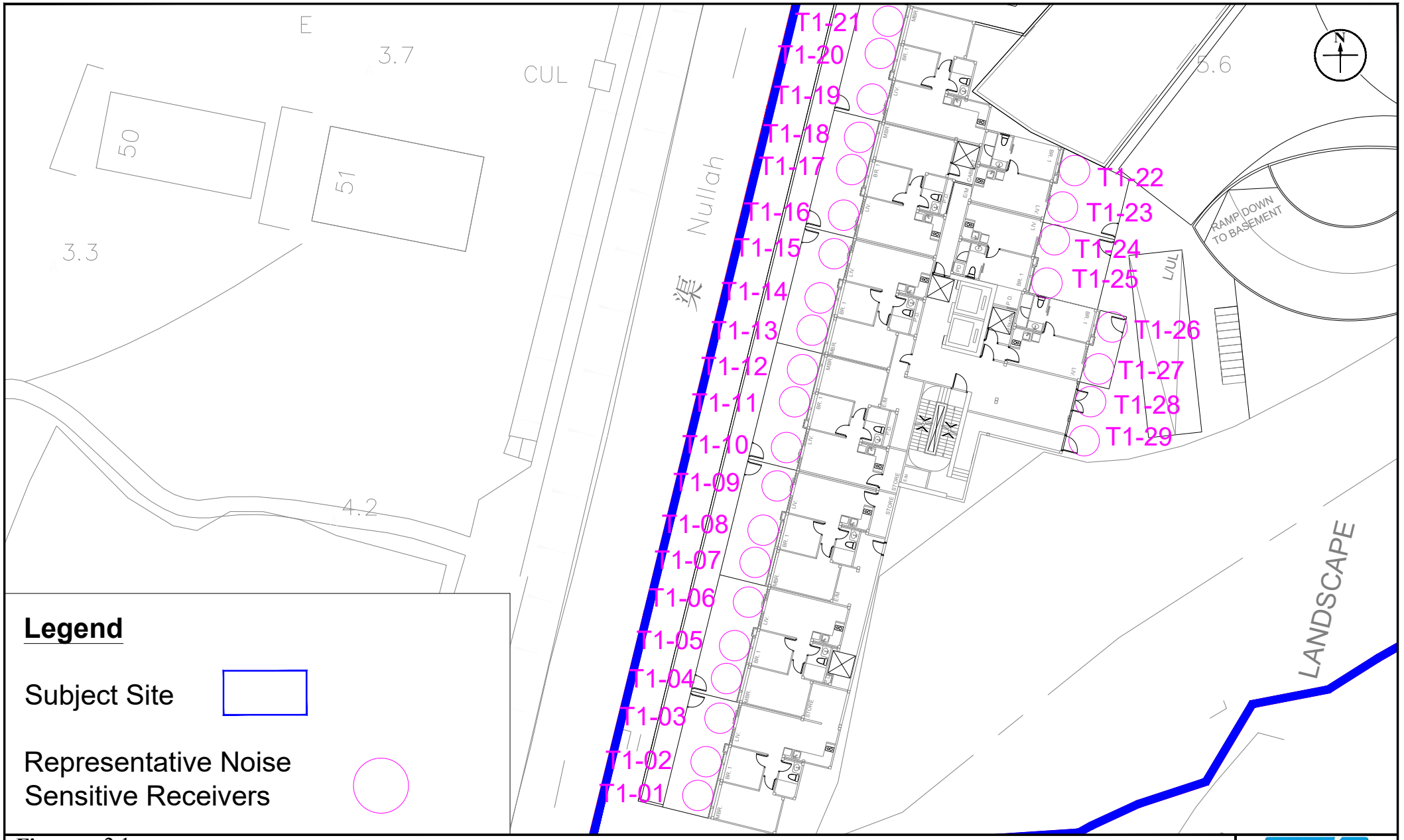


Figure: 2.1a	RAMBOLL
Title: Location of Representative Noise Sensitive Receivers (T1 - GF)	Drawn by: SC Checked by: TW
Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Ajoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Jan 2026

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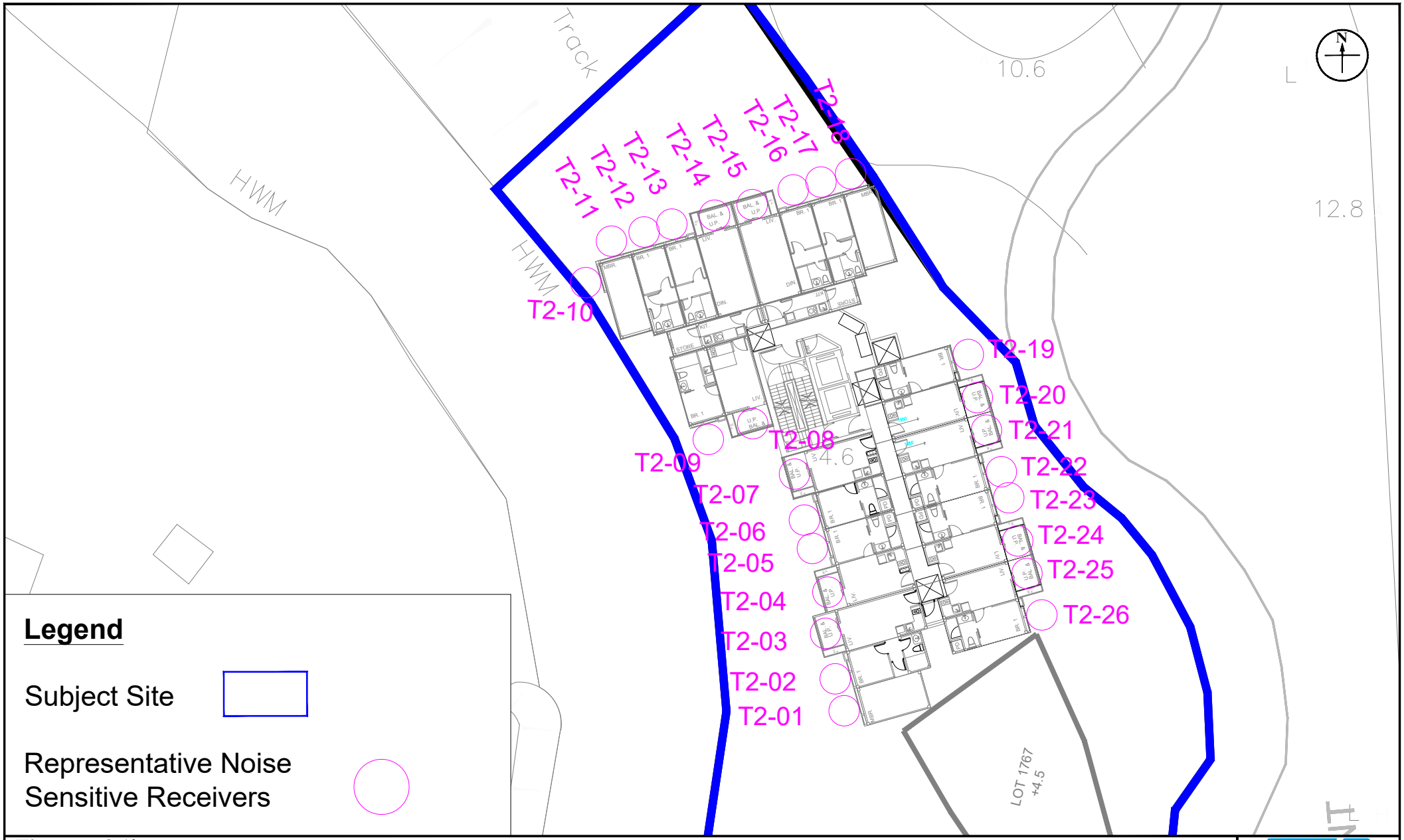


Figure: 2.1b	RAMBOLL
Title: Location of Representative Noise Sensitive Receivers (T2 - GF)	Drawn by: SC Checked by: TW
Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Ajoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Jan 2026

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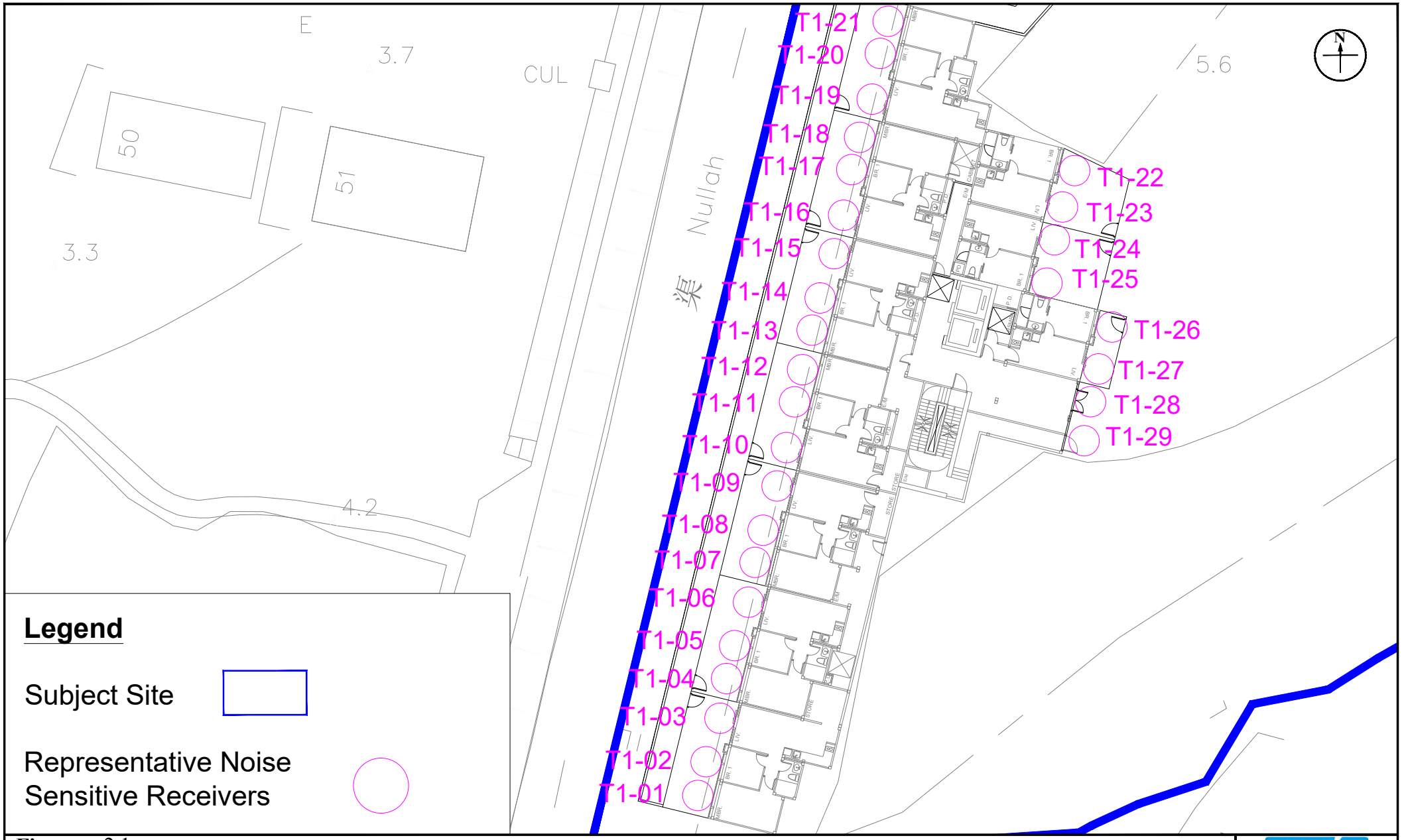


Figure:	2.1c	RAMBOLL
Title:	Location of Representative Noise Sensitive Receivers (T1 - 1F)	Drawn by: SC Checked by: TW
Project:	Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Ajoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Jan 2026

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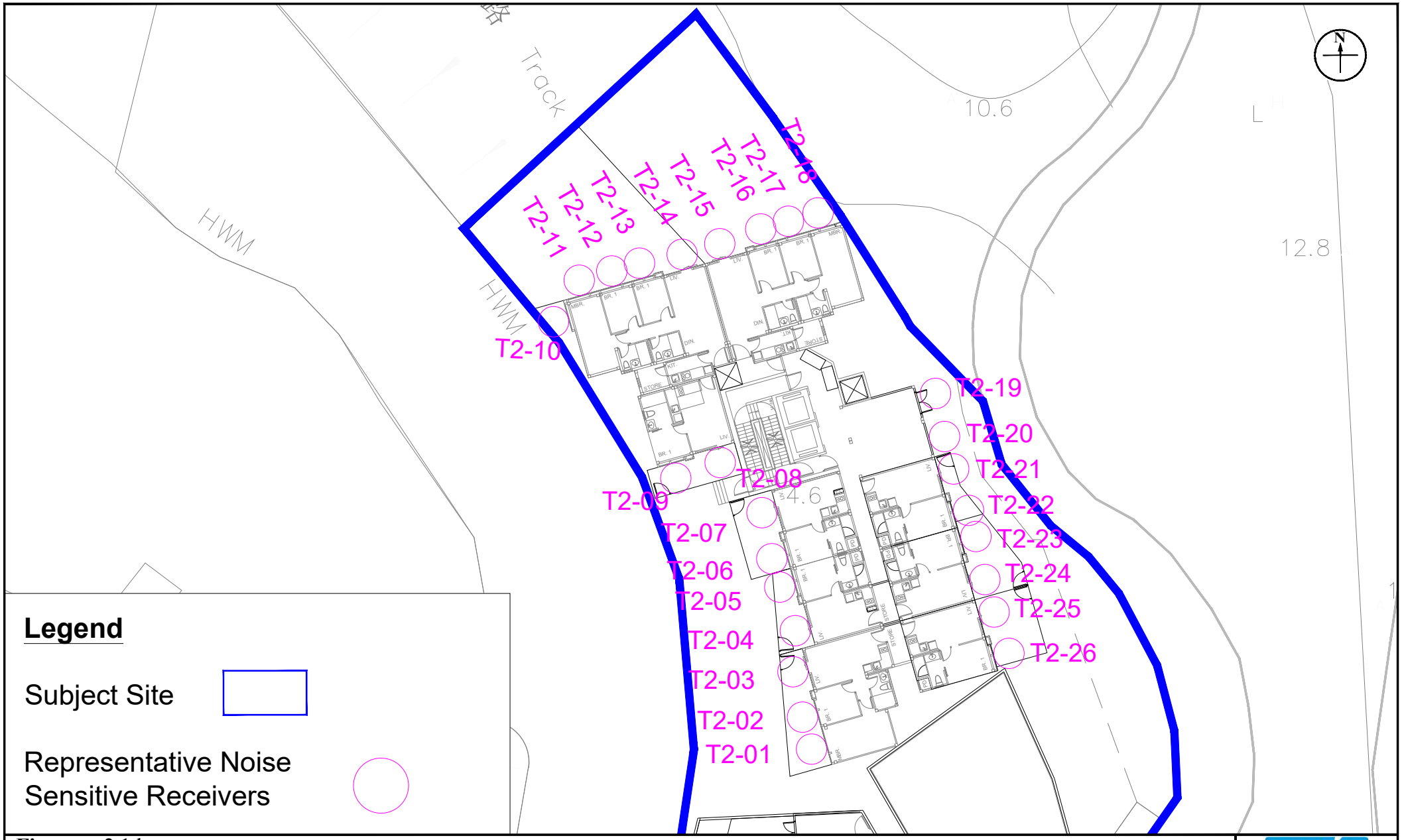


Figure:	2.1d	RAMBOLL
Title:	Location of Representative Noise Sensitive Receivers (T2 - 1F)	Drawn by: SC Checked by: TW
Project:	Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Ajoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Jan 2026

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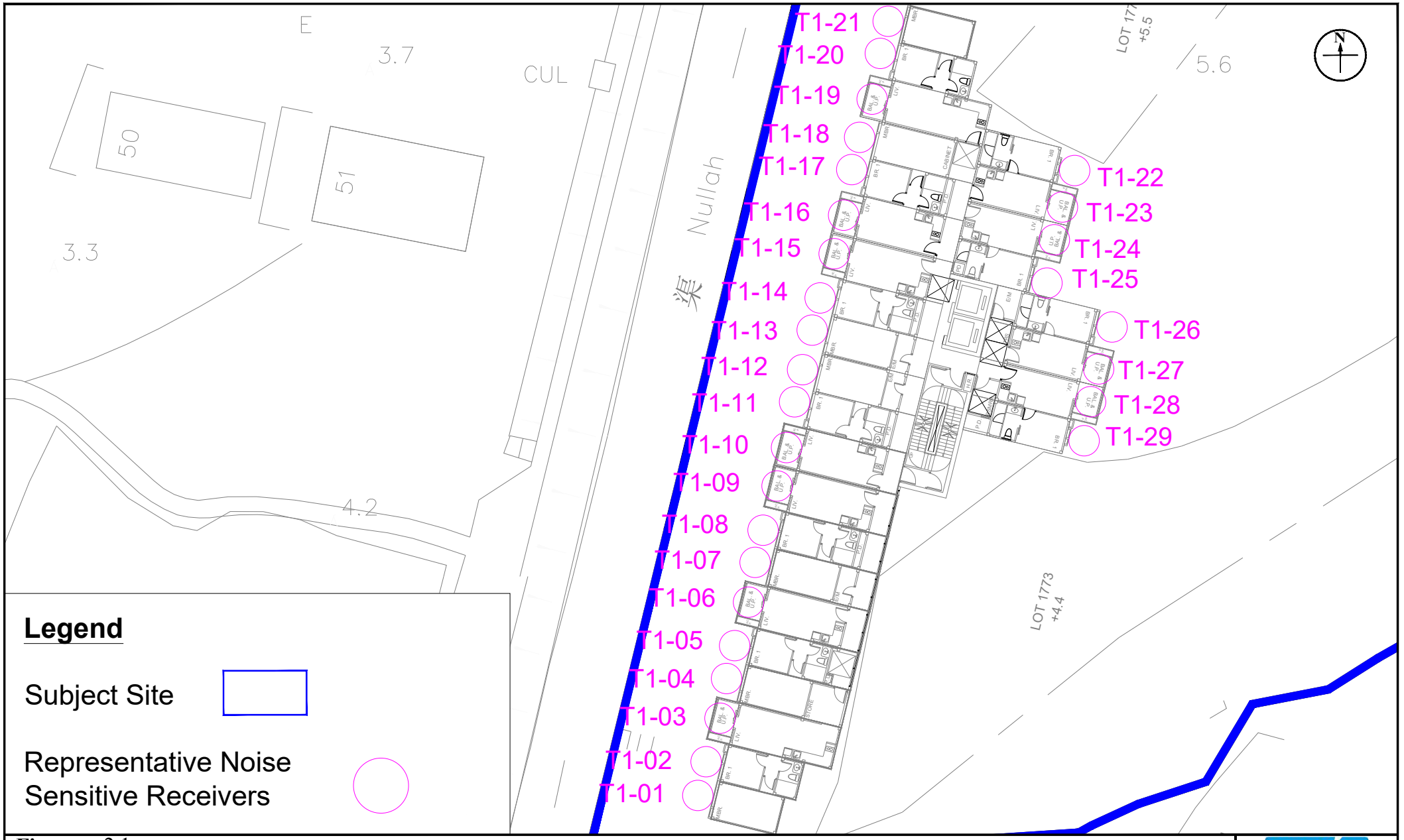


Figure: 2.1e	RAMBOLL
Title: Location of Representative Noise Sensitive Receivers (T1 - 2F to 13F)	Drawn by: SC Checked by: TW
Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Ajoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Jan 2026

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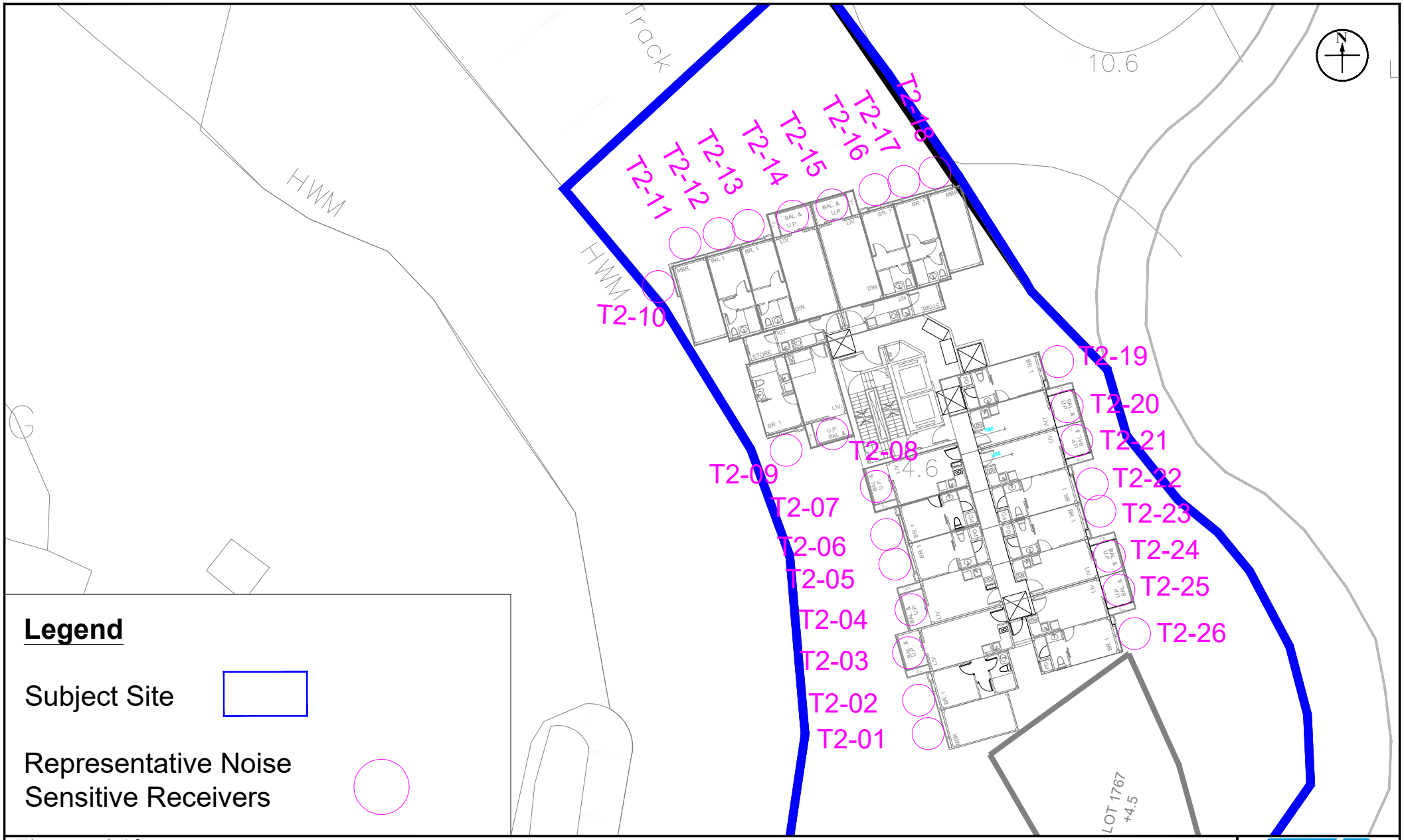


Figure: 2.1f	RAMBOLL
Title: Location of Representative Noise Sensitive Receivers (T2 - 2F to 13F)	Drawn by: SC Checked by: TW
Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Ajoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Jan 2026

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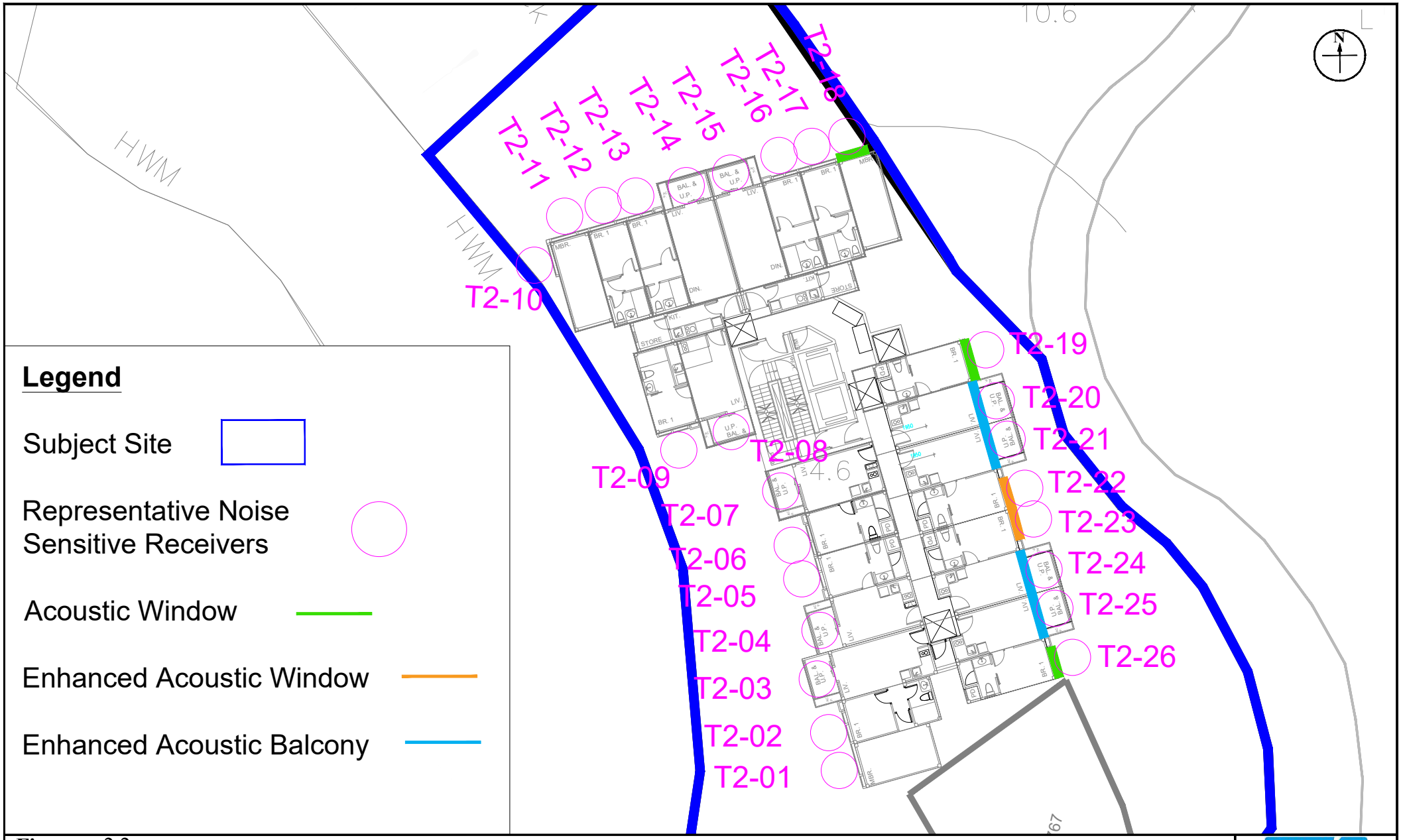


Figure: 2.2	RAMBOLL
Title: Proposed Noise Mitigation Measures (T2)	Drawn by: SC Checked by: TW
Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Ajoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Jan 2026

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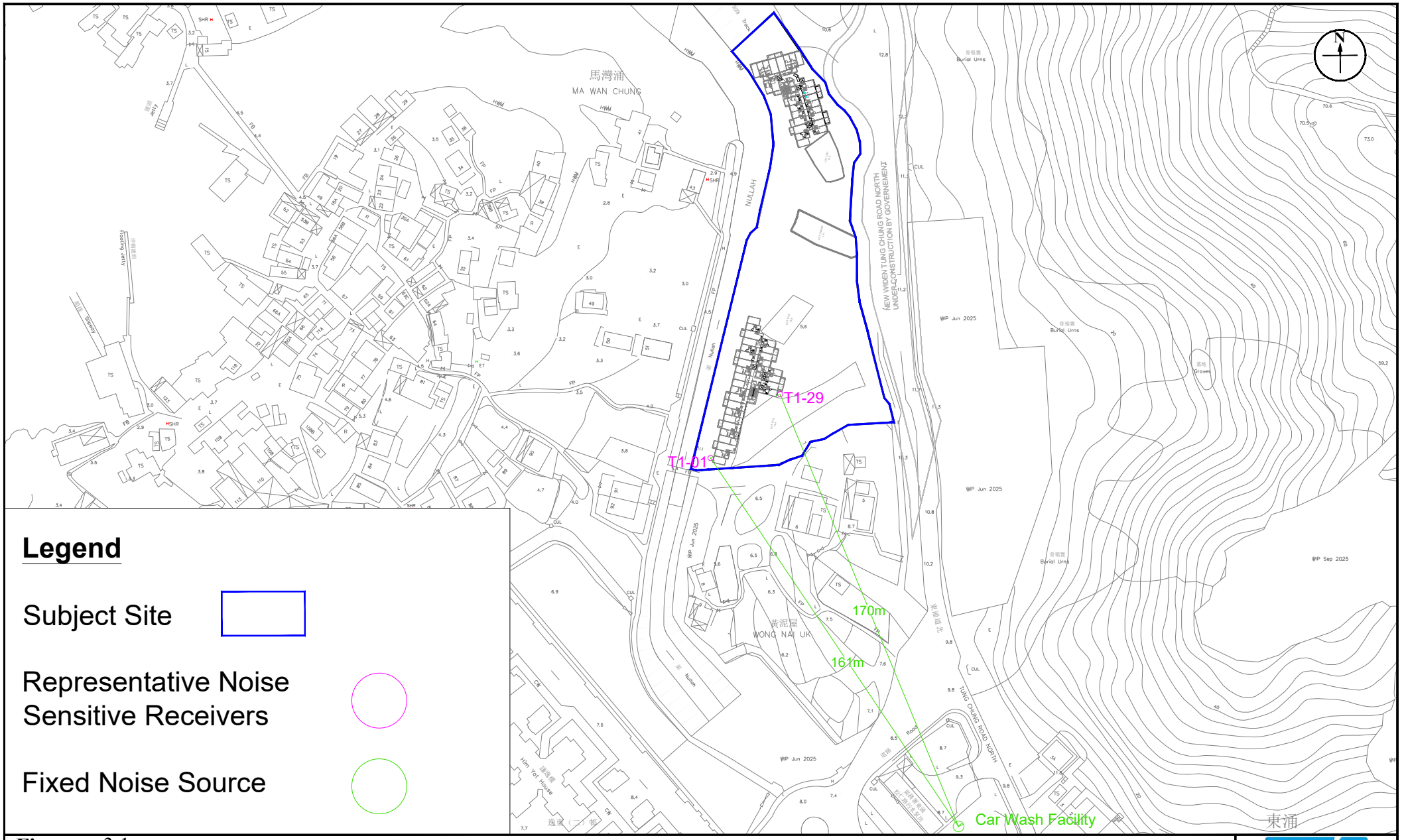
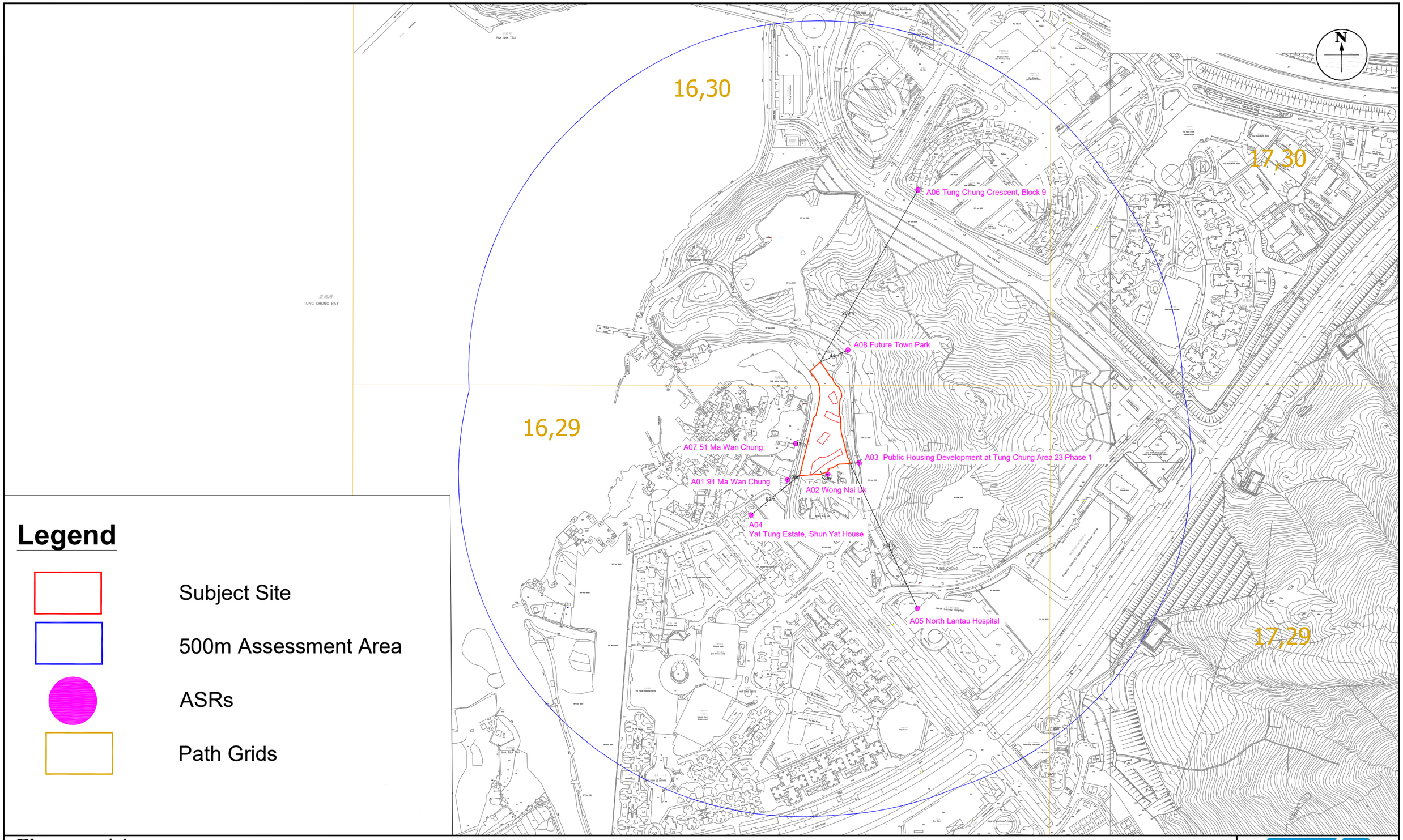


Figure: 3.1	RAMBOLL
Title: Representative NSRs for Fixed Noise Source Impact Assessment	Drawn by: SC Checked by: TW
Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Ajoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Jan 2026

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Legend

- Subject Site
- 500m Assessment Area
- ASRs
- Path Grids

Figure:	4.1a
Title:	Locations of ASRs during Construction Phase (Overall)
Project:	Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

RAMBOLL

Drawn by:	SC
Checked by:	TW
Rev.:	1.0
Date:	Jan 2026

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\\aphkfps3\Drive Q\Projects\CWPTCDD3EI01\05 Assessments\01 Air\ASR 20260130.dwg, Fig 4.1_Construction ASR (Overall)

16,29

Legend

- Subject Site
- 500m Assessment Area
- ASRs
- Path Grids

A06 Tung Chung Crescent, Block 9

289m

A08 Future Town Park

44m

A07 51 Ma Wan Chung

17m

A03 Public Housing Development at Tung Chung Area 23 Phase 1

19m

3m

A01 91 Ma Wan Chung

A02 Wong Nai Uk

92m

A04
Yat Tung Estate, Shun Yat House

234m

A05 North Lantau Hospital

Figure: 4.1b	RAMBOLL
Title: Locations of ASRs during Construction Phase (Zoomed In)	Drawn by: SC Checked by: TW
Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Jan 2026

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\\aphkfps3\Drive Q\Projects\CWPTCDD3EI01\05 Assessments\01 Air\ASR 20260130.dwg, Fig 4.1_Construction ASR (Zoomed)

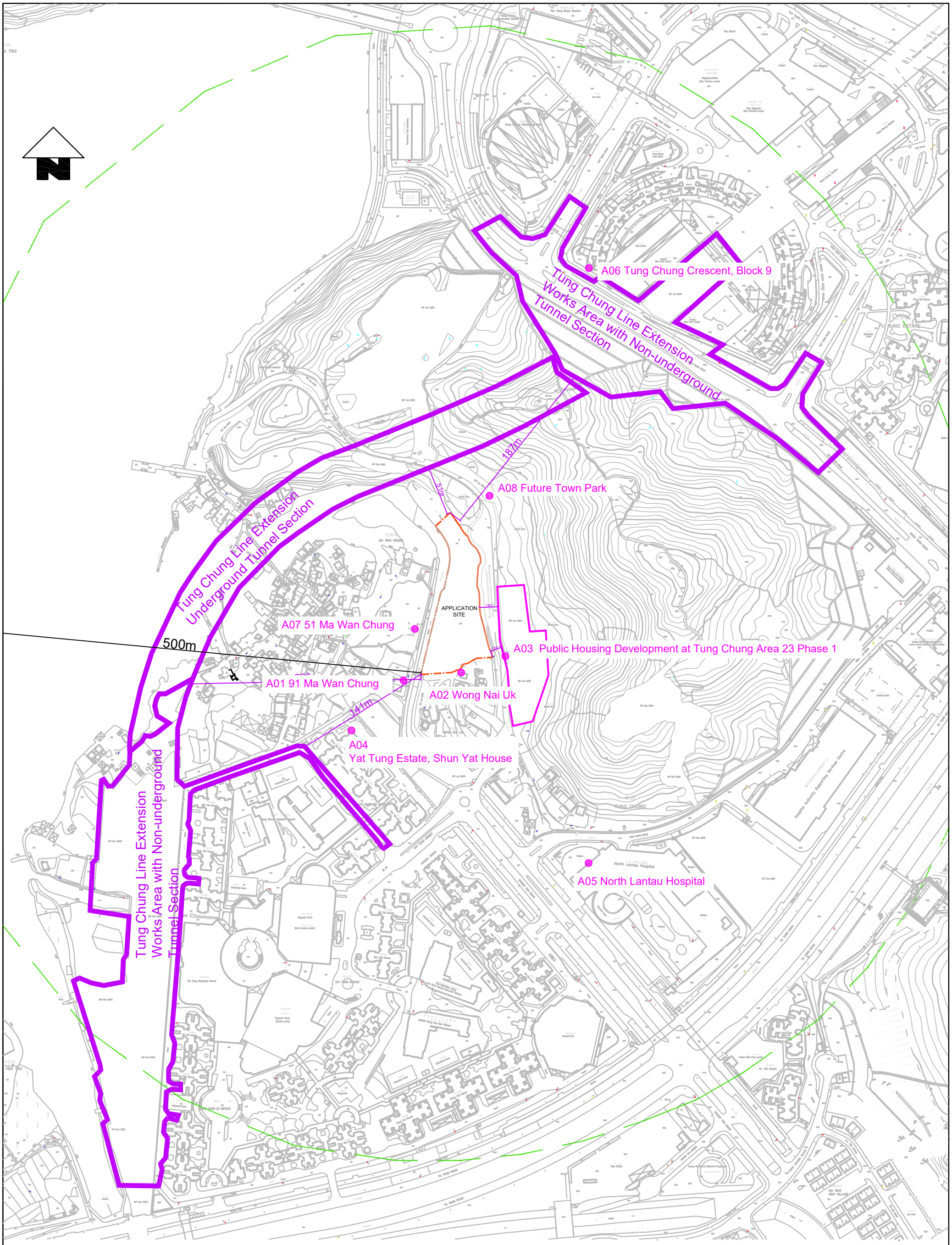


Figure: 4.2

Title: Potential Concurrent Projects

Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

RAMBOLL

Drawn by: SC

Checked by: TC

Rev.: 1.1

Date: Jan 2026

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Remark

No air-sensitive uses including openable windows, fresh air intakes and rectrational uses in the open space are allowed within the buffer zone



Legend

Subject Site

Buffer Distance from Access Road

Figure: 4.3a	RAMBOLL
Title: Minimum Buffer Distance Required from the Kerb Side of Carriageways (Ground Floor)	Drawn by: SC Checked by: TW
Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Nov 2025

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Remark

No air-sensitive uses including openable windows, fresh air intakes and rectrational uses in the open space are allowed within the buffer zone



Legend

Subject Site

Buffer Distance from Access Road

Figure: 4.3b	RAMBOLL
Title: Minimum Buffer Distance Required from the Kerb Side of Carriageways (First Floor)	Drawn by: SC Checked by: TW
Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Nov 2025

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Remark

No air-sensitive uses including openable windows, fresh air intakes and rectrational uses in the open space are allowed within the buffer zone



Legend

Subject Site

Buffer Distance from Access Road

Figure: 4.3c

Title: Minimum Buffer Distance Required from the Kerb Side of Carriageways (Typical Floor)

Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

RAMBOLL

Drawn by:	SC
Checked by:	TW
Rev.:	1.0
Date:	Nov 2025

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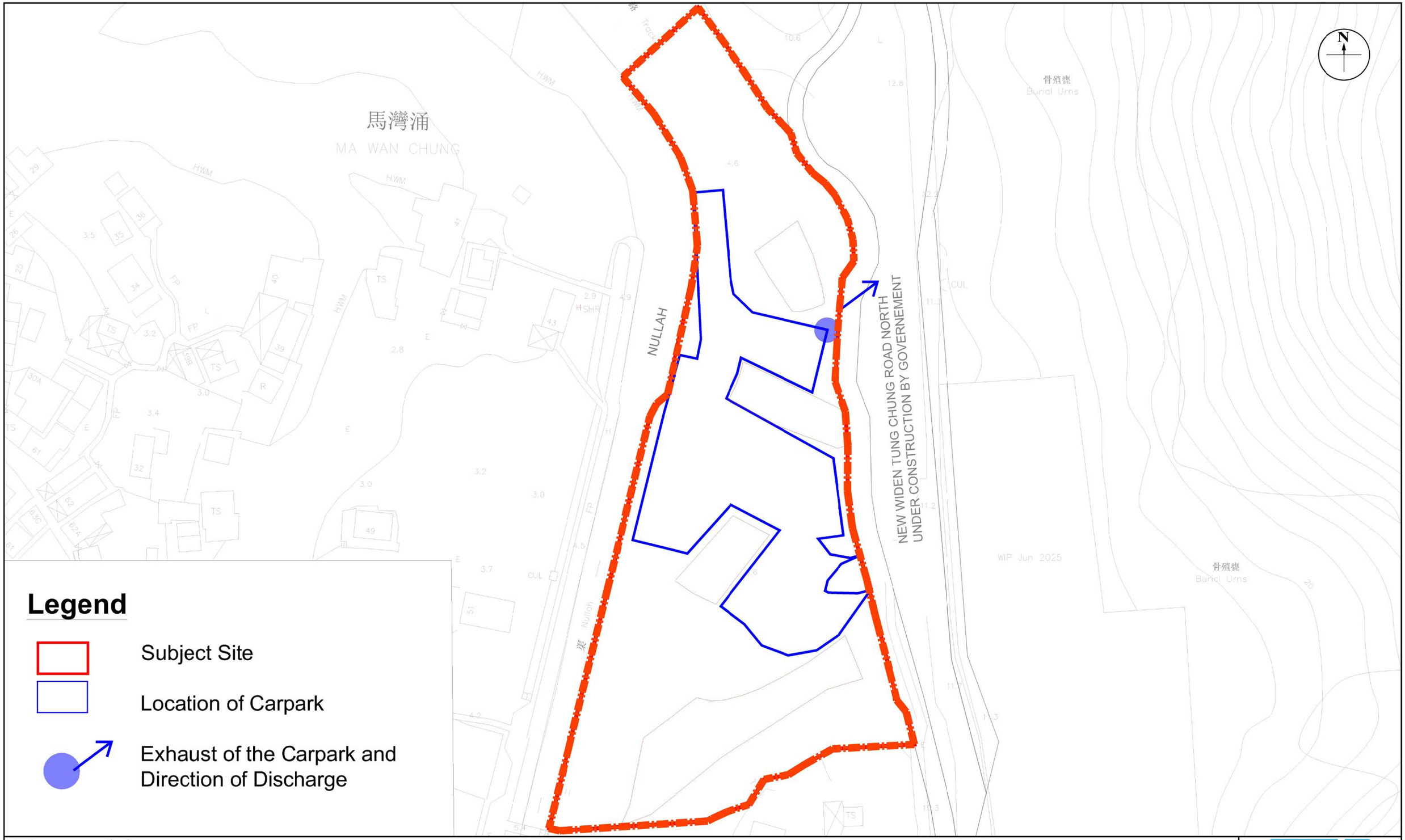


Figure:	4.4	RAMBOLL
Title:	Locations of Carpark and its Exhaust	Drawn by: SC Checked by: TW
Project:	Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Jan 2026

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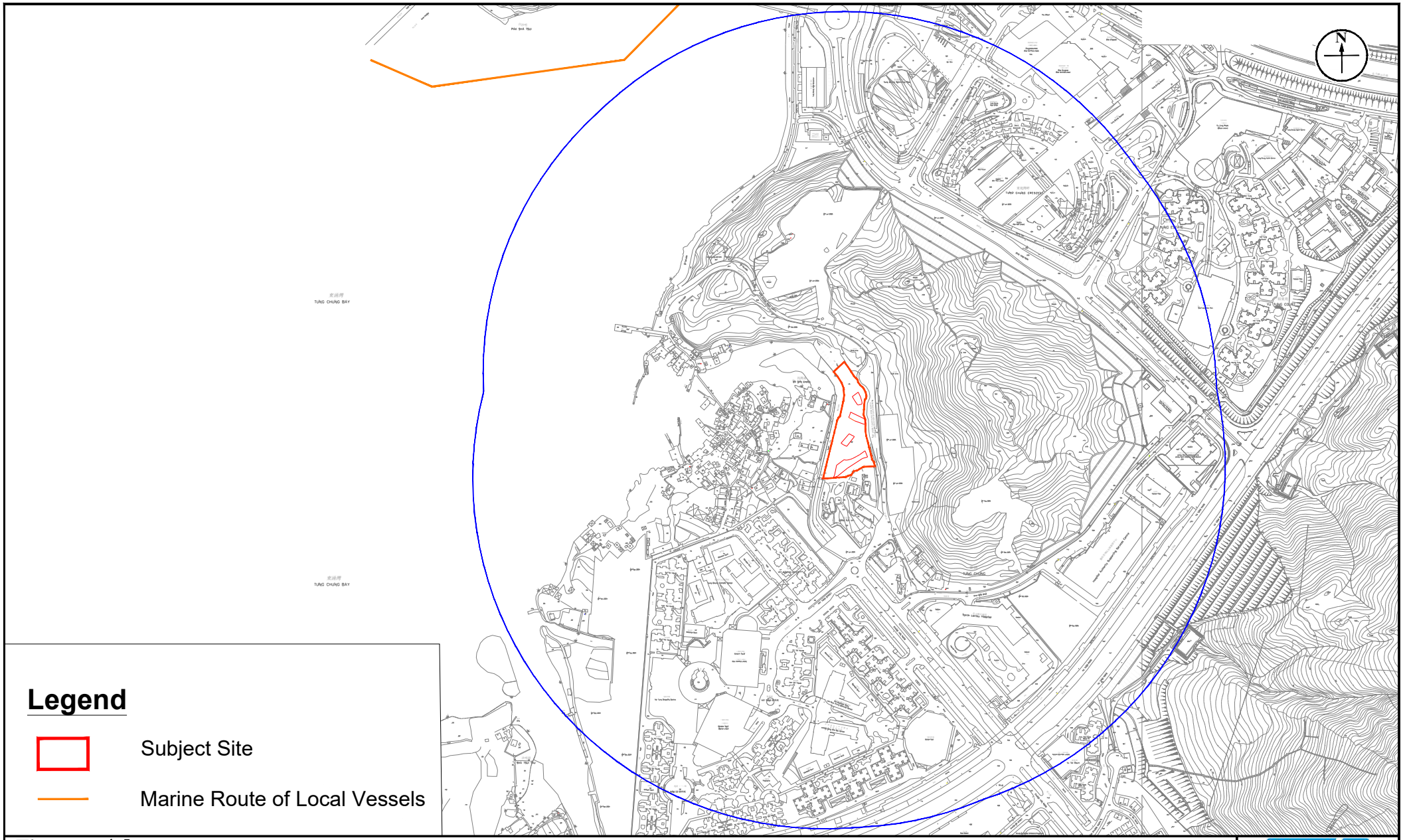


Figure: 4.5	RAMBOLL
Title: Marine Route of Local Vessels	Drawn by: SC Checked by: TW
Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Jan 2026

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Figure: 5.1

Title: Water Sensitive Receivers within 500m Study Boundary

RAMBOLL

Drawn by: SC

Checked by: TC

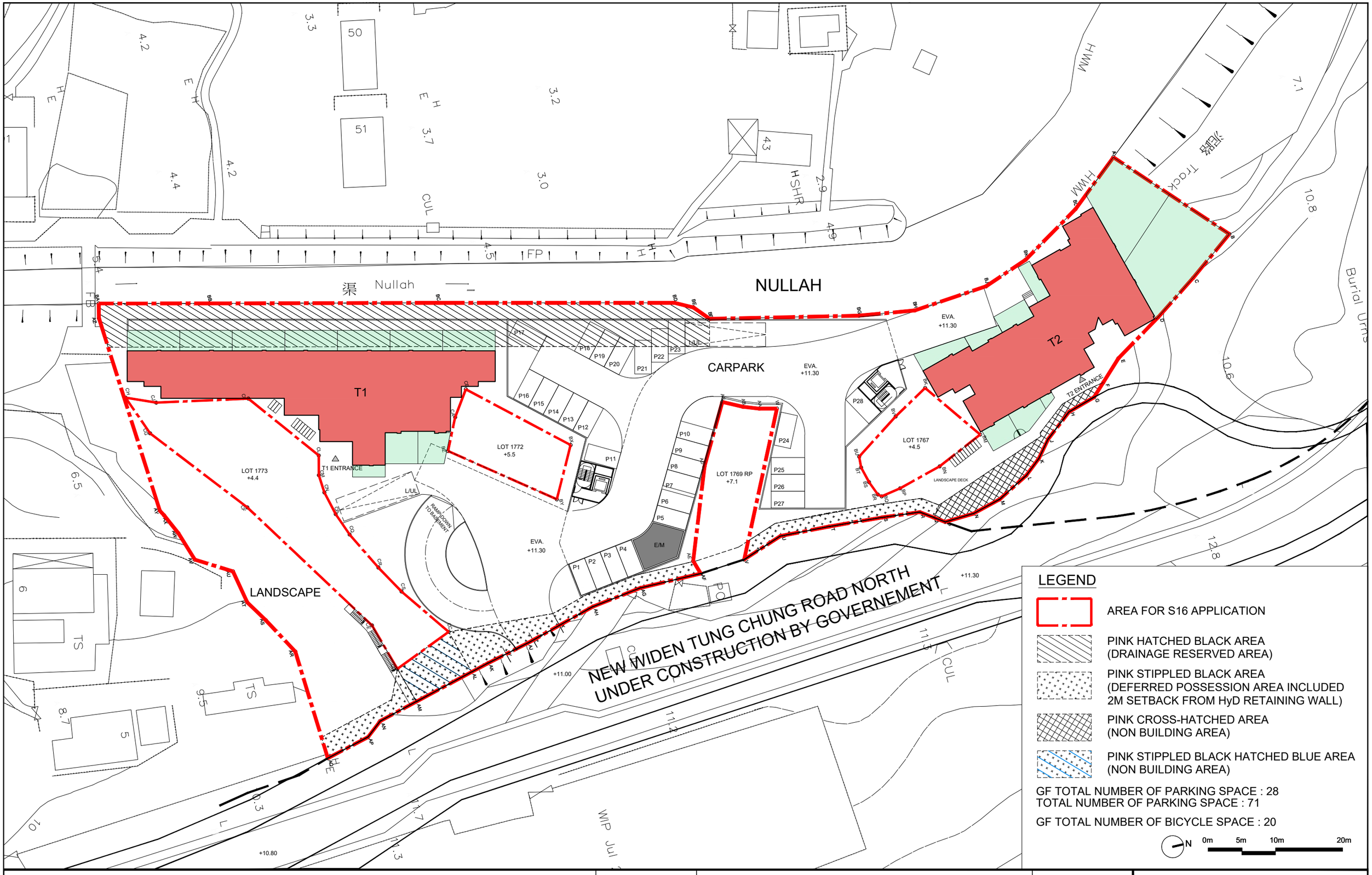
Rev.: 1.0

Date: Nov 2025

Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

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Appendix 1.1 Indicative Development Scheme



LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

GF TOTAL NUMBER OF PARKING SPACE : 28
TOTAL NUMBER OF PARKING SPACE : 71

GF TOTAL NUMBER OF BICYCLE SPACE : 20

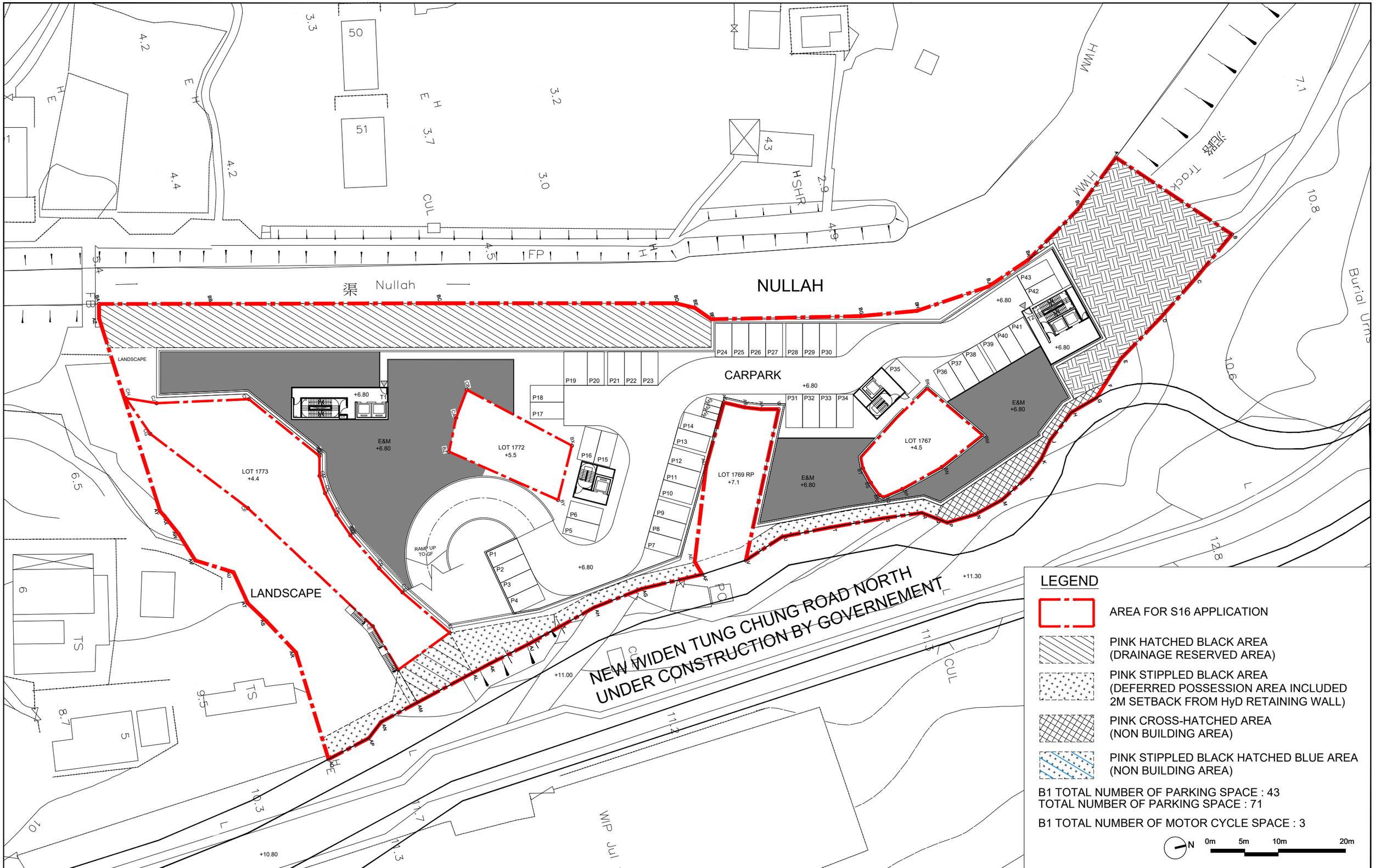
N 0m 5m 10m 20m

Drawing Title

GROUND FLOOR PLAN

Scale	Project	Job No.
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Date	PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Dwg No.
30/1/2026		GP-01

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD



LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

B1 TOTAL NUMBER OF PARKING SPACE : 43
TOTAL NUMBER OF PARKING SPACE : 71

B1 TOTAL NUMBER OF MOTOR CYCLE SPACE : 3

N 0m 5m 10m 20m

Drawing Title

BASEMENT 1 FLOOR PLAN

Scale
1:500 (A3)

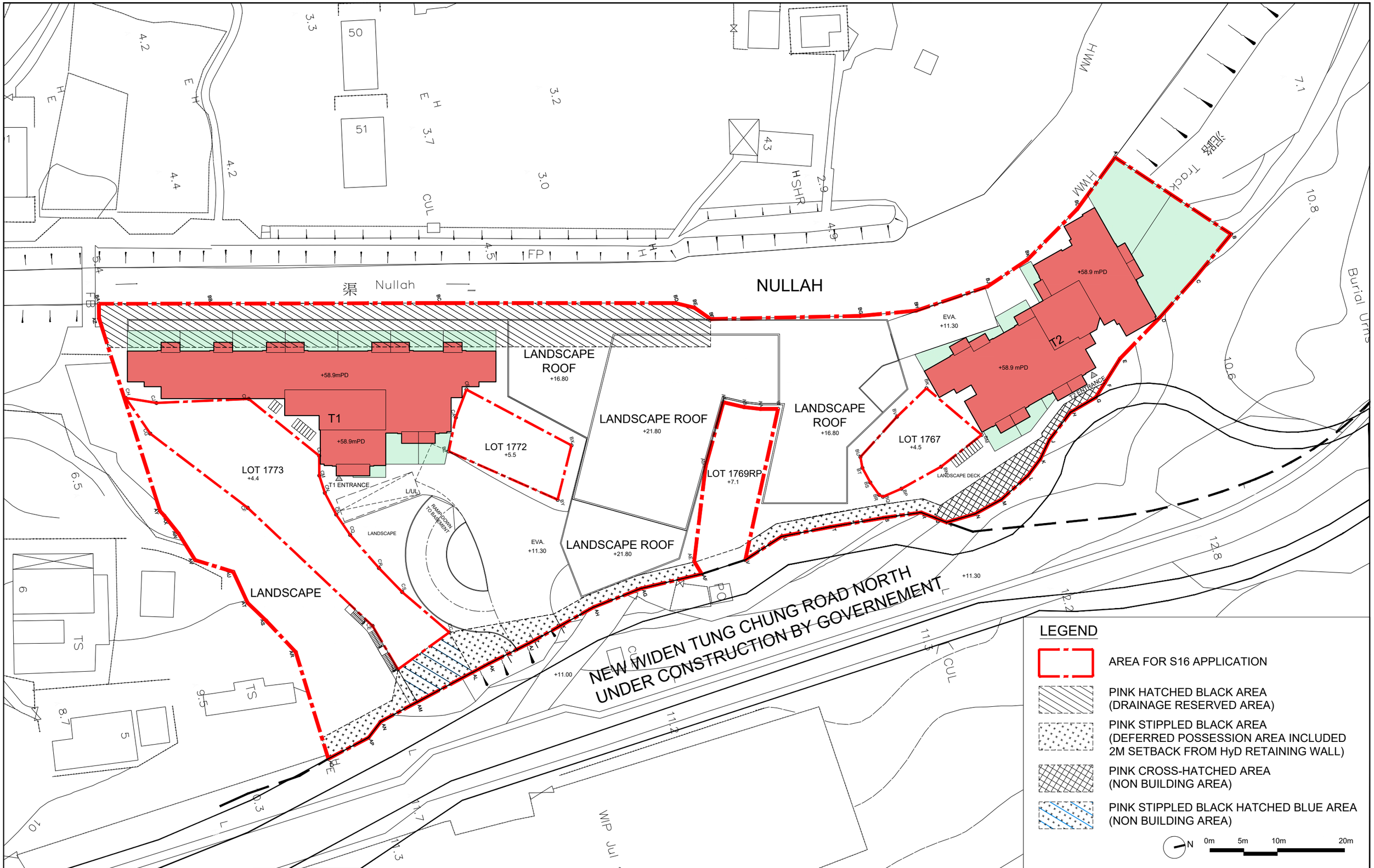
Date
30/1/2026

Project
A-2517
PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

Job No.
A-2517

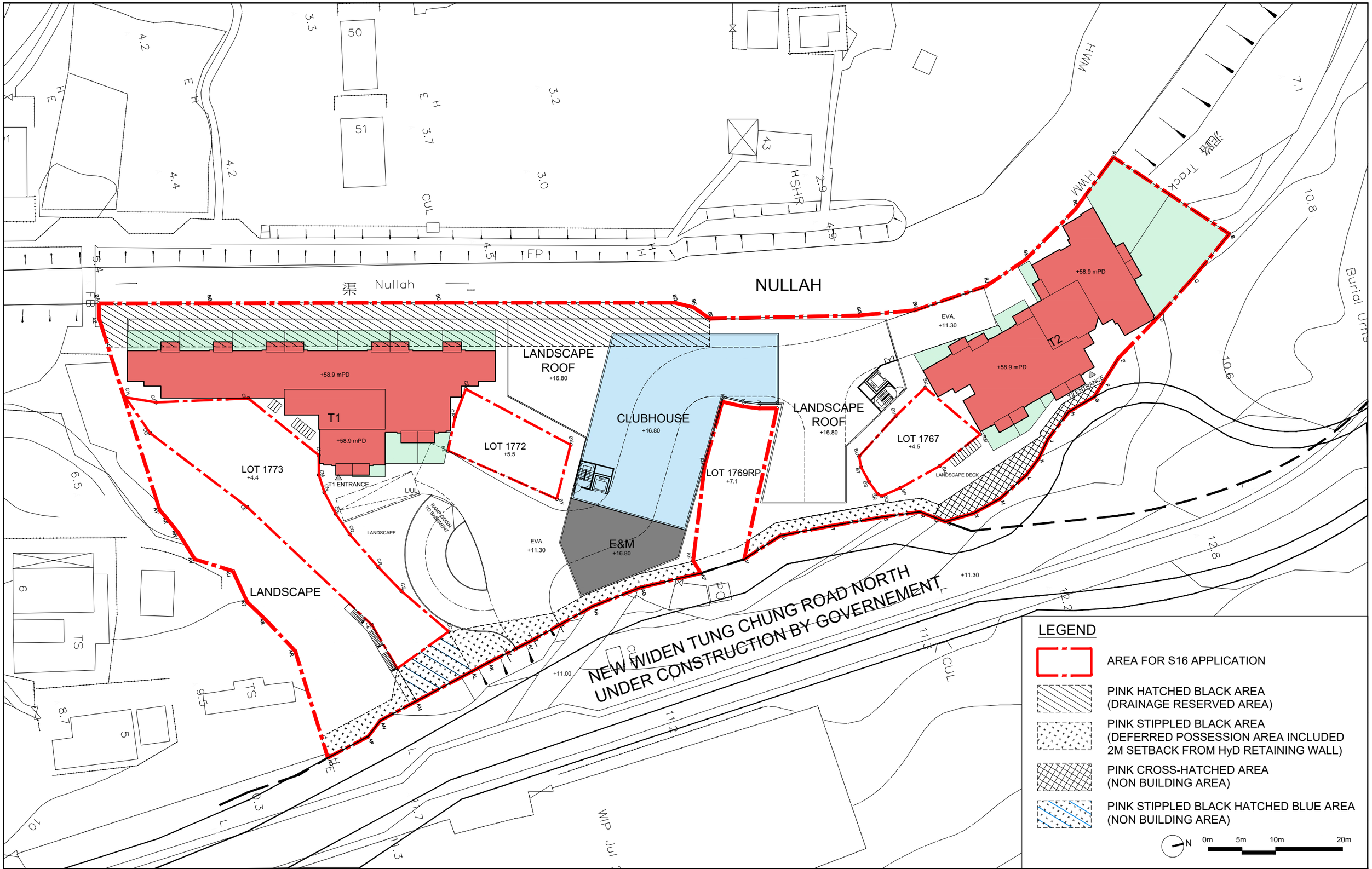
Dwg No.
GP-02

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD



Drawing Title TYPICAL LAYOUT PLAN	Scale 1:500 (A3) Date 24/2/2026	Project A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Job No. A-2517 Dwg No. GP-03

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD



LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

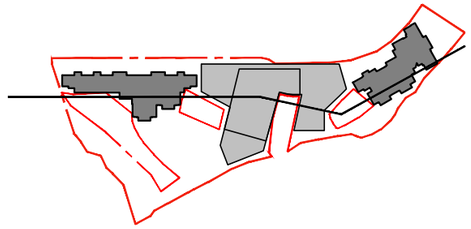
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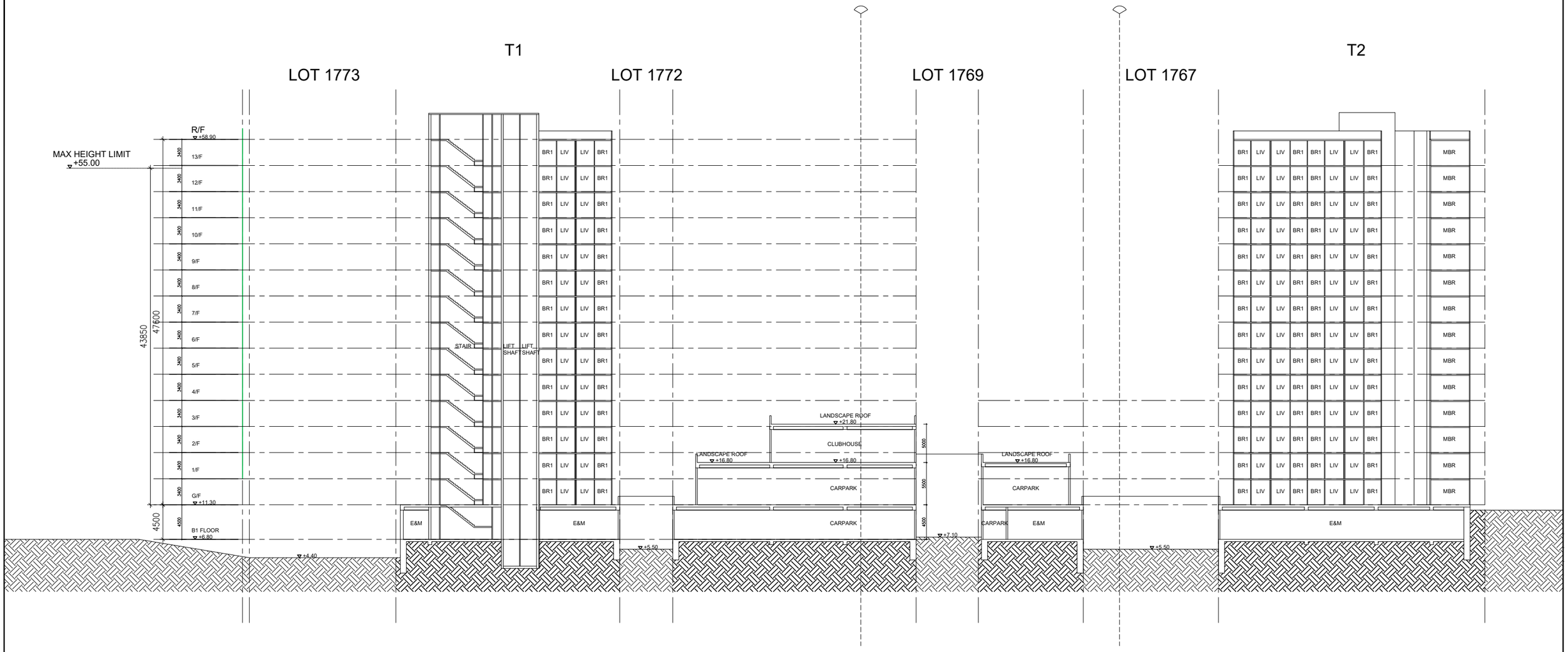
Drawing Title

MASTER LAYOUT PLAN

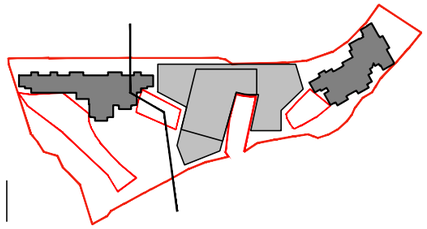
Scale	Project	Job No.
1:500 (A3)	A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	A-2517
Date		Dwg No.
24/2/2026		MLP-01

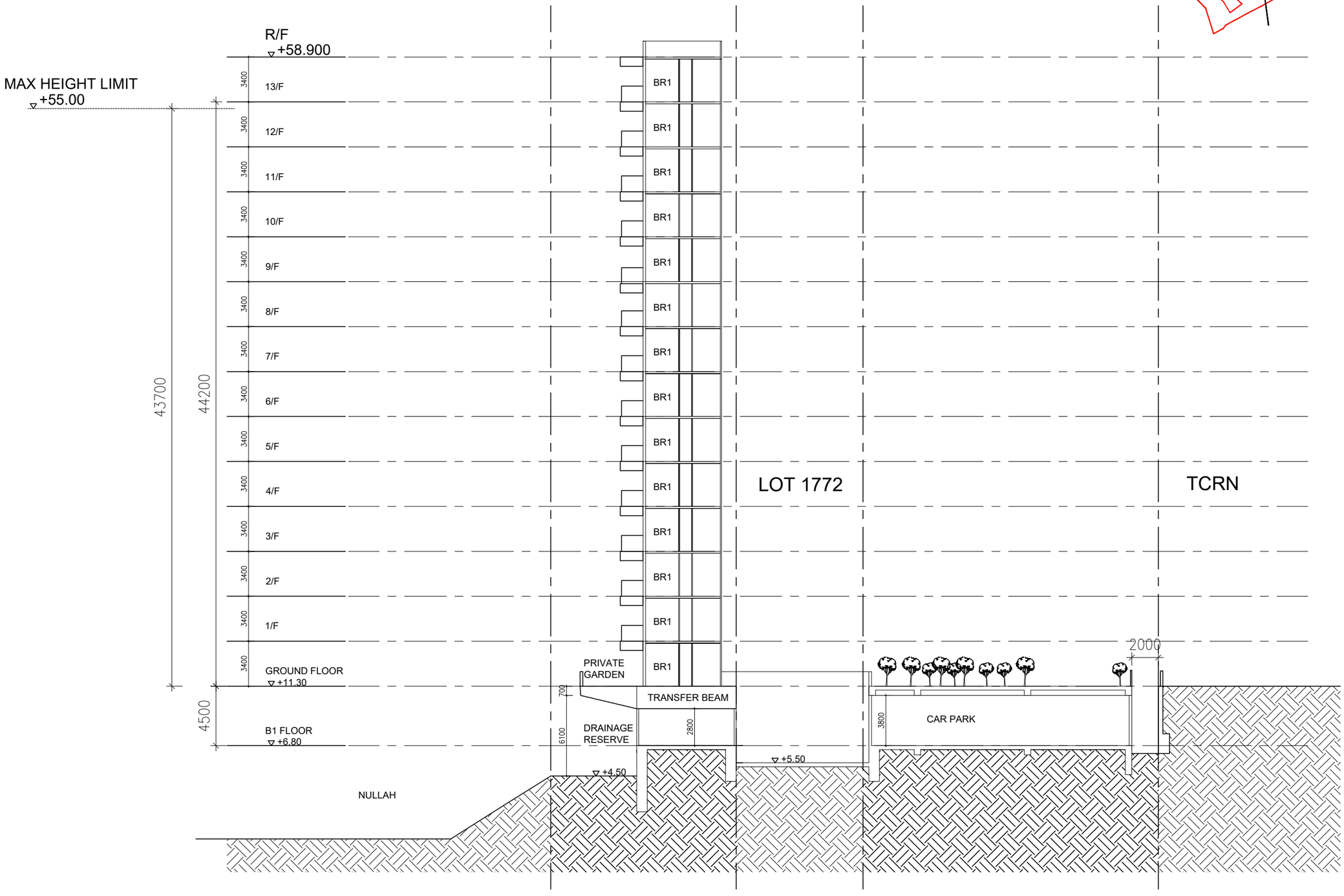
ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD





Drawing Title LONG SECTION	Scale 1:500 (A3) Date 30/01/2025	Project A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Job No. A-2517 Dwg No. SEC-01	ALKF+ ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD



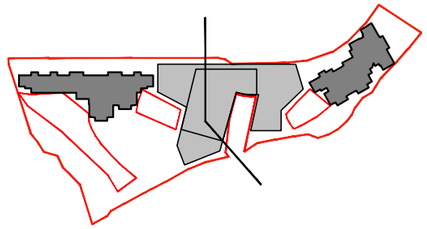


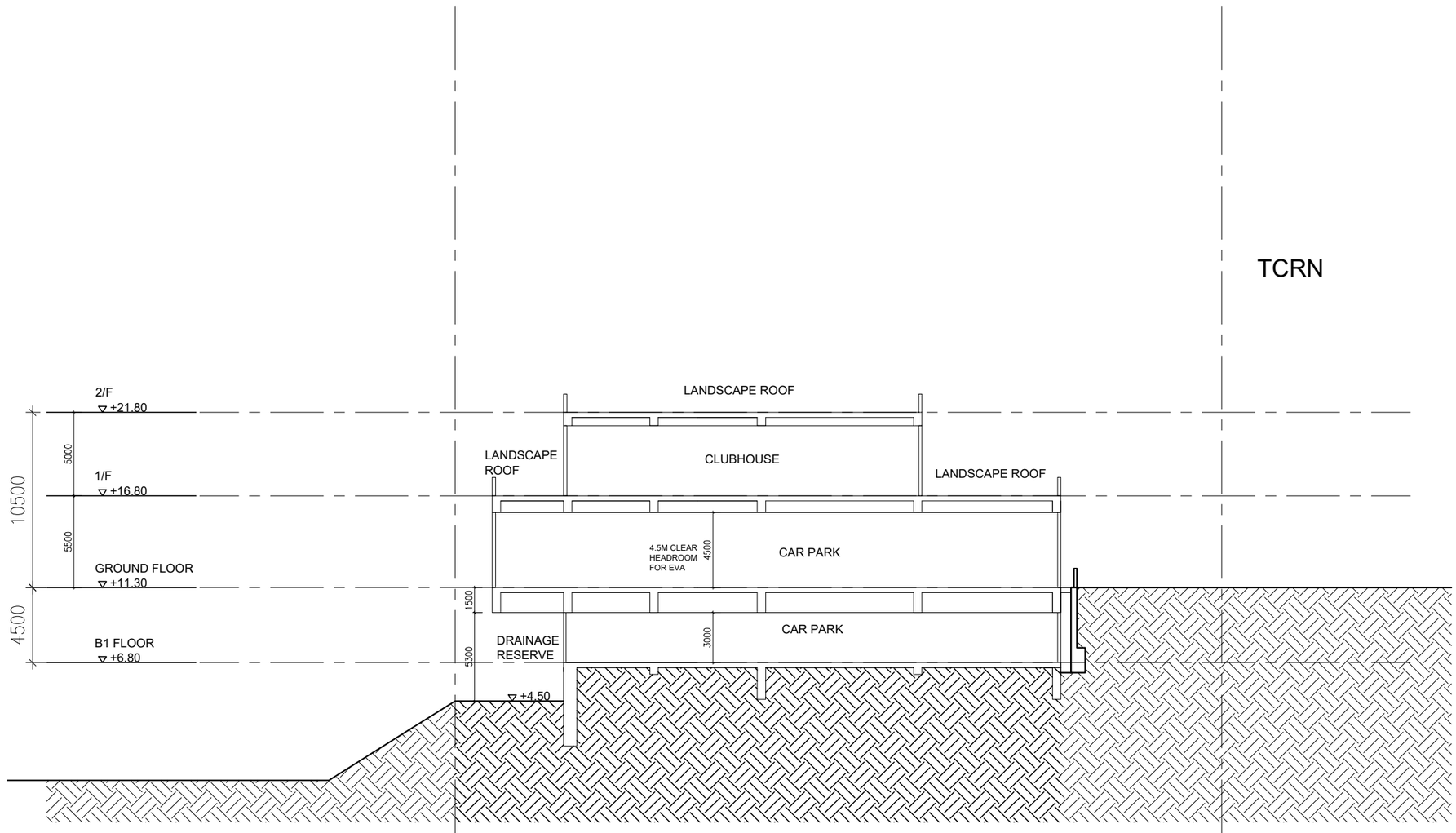
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SECTION (3400 FLOOR TO FLOOR)
1 BASEMENT SCHEME

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30/01/2026		SEC-02	

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD



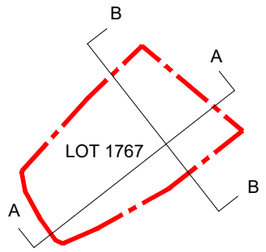


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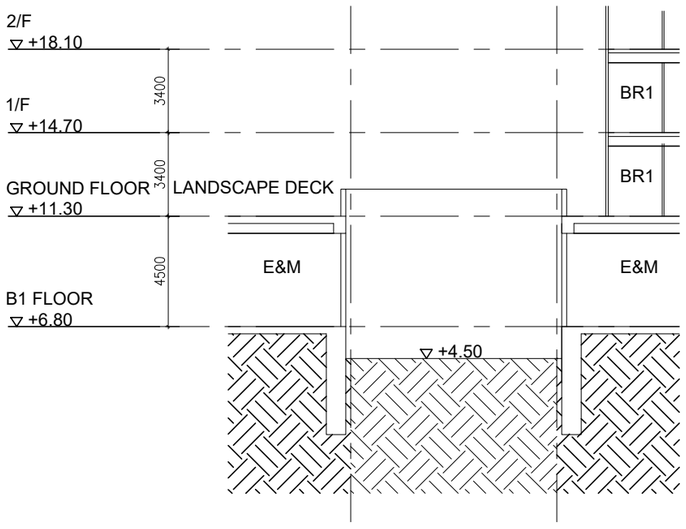
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Scale	Project	Job No.
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Date 30/1/2026		Dwg No. SEC-03

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD

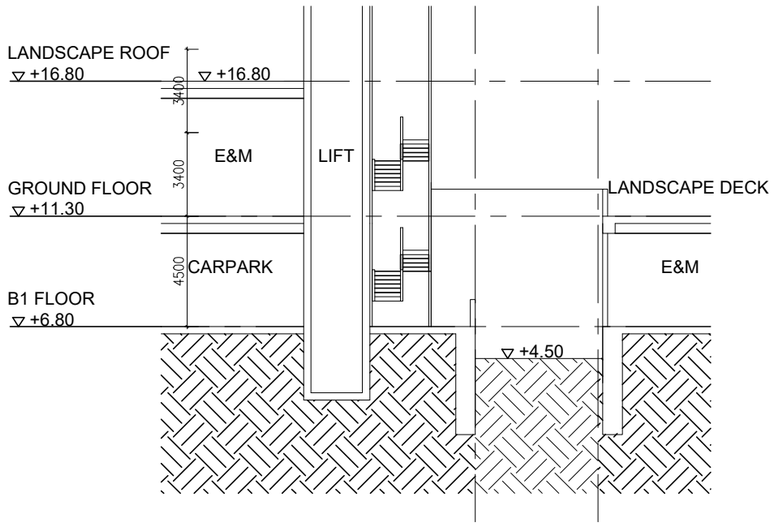


LOT 1767



SECTION A-A

LOT 1767



SECTION B-B

Drawing Title

BLOW UP SECTION

Scale
1:250 (A3)

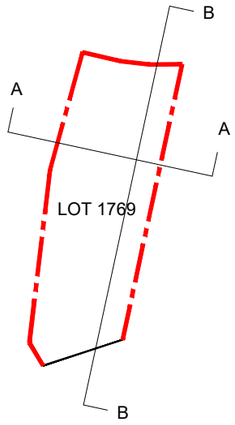
Date
30/01/2026

Project
A-2517
PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

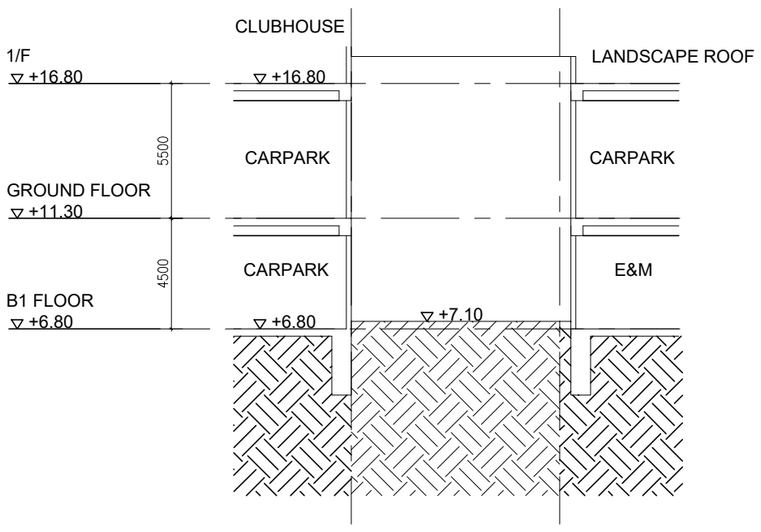
Job No.
A-2517

Dwg No.
SEC-04

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD

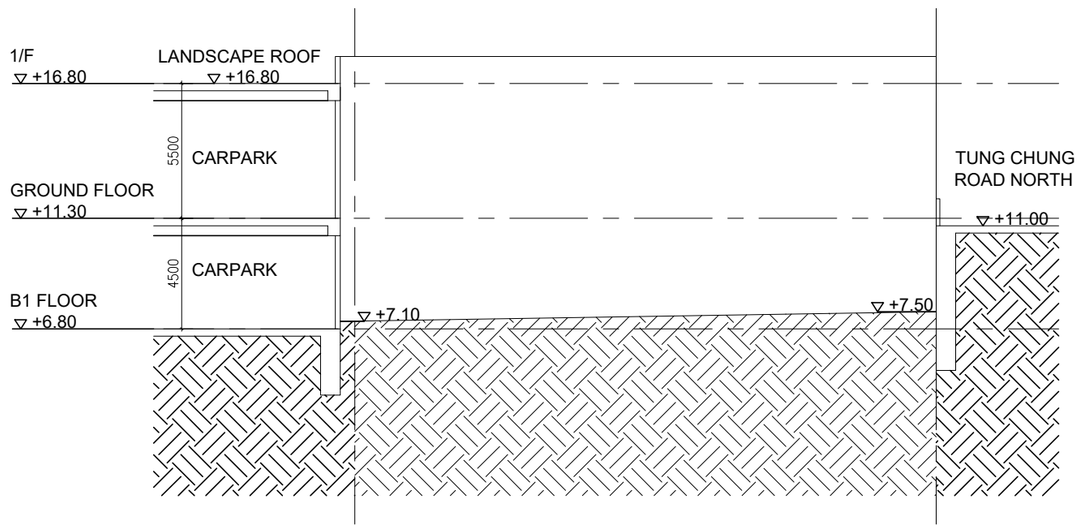


LOT 1769



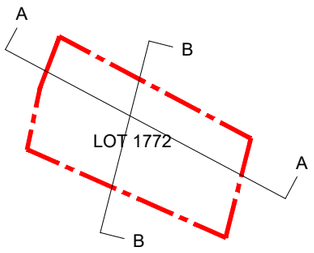
SECTION A-A

LOT 1769

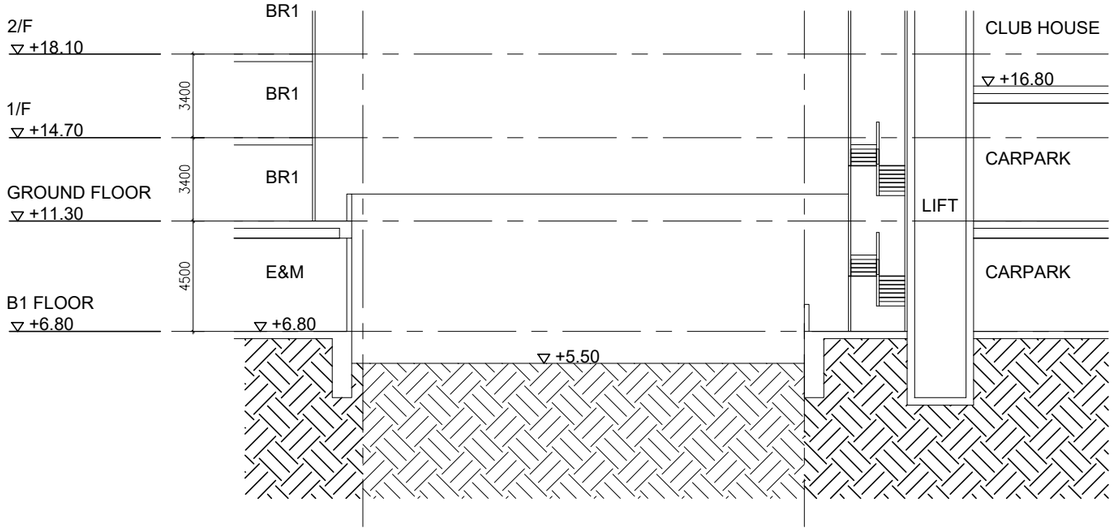


SECTION B-B

Drawing Title BLOW UP SECTION	Scale 1:250 (A3) Date 30/01/2026	Project A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Job No. A-2517 Dwg No. SEC-05	ALKF+ ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD

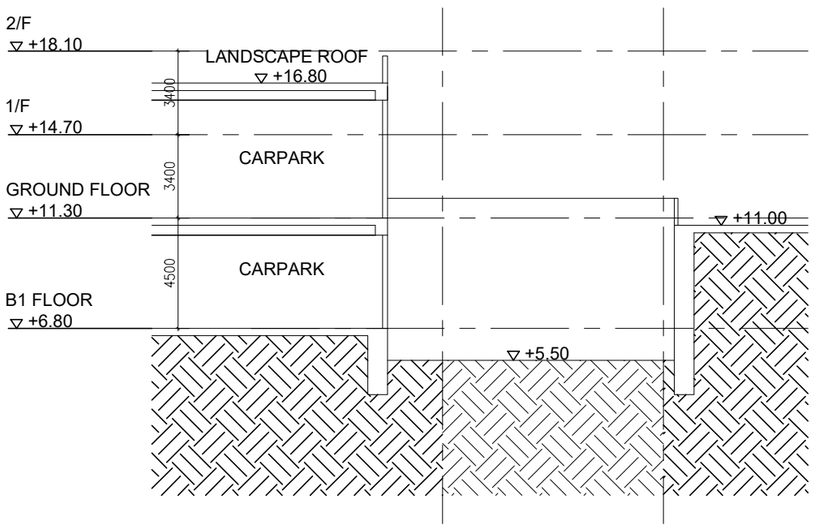


LOT 1772



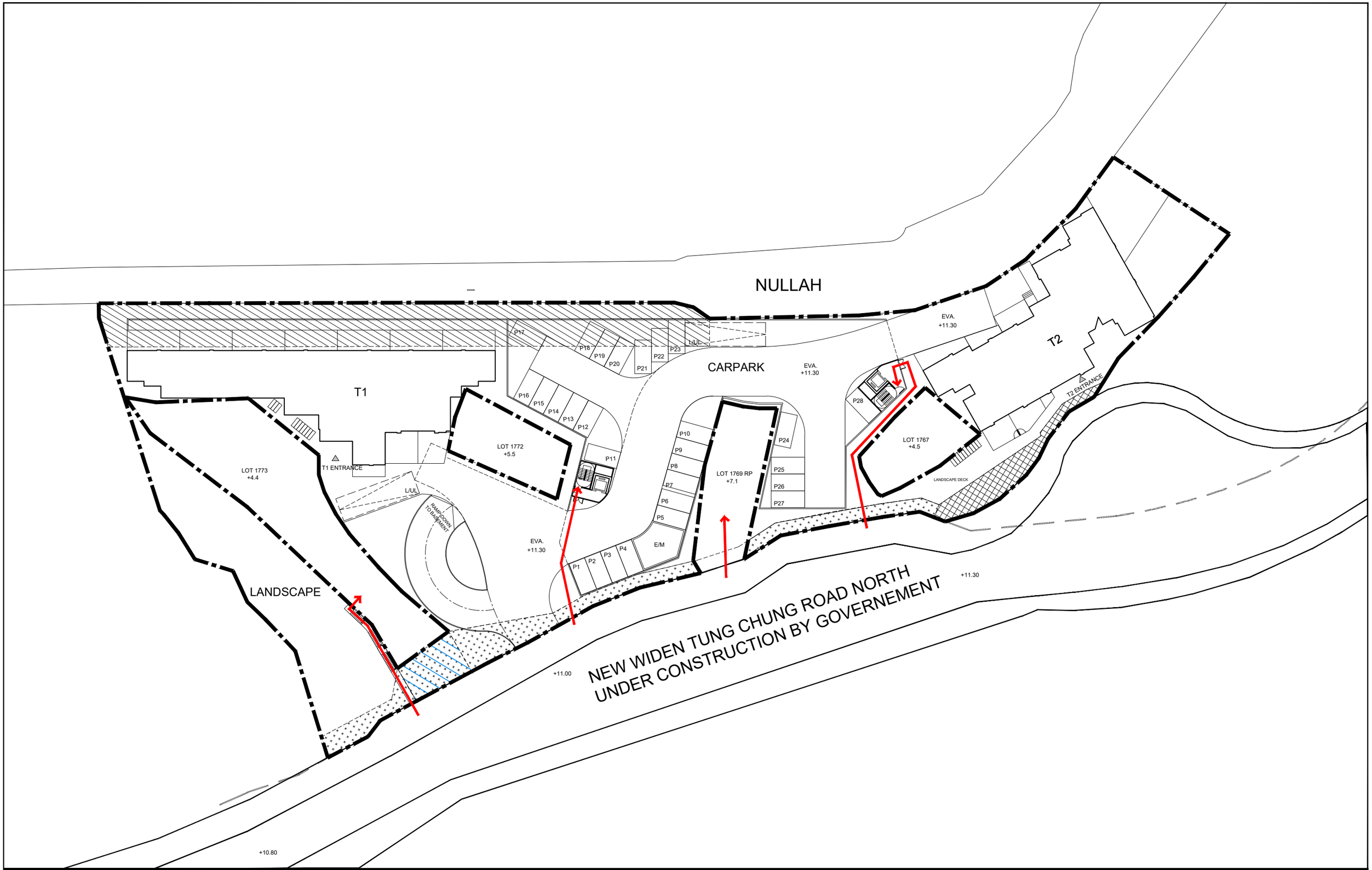
SECTION A-A

LOT 1772



SECTION B-B

Drawing Title BLOW UP SECTION	Scale 1:250 (A3) Date 30/01/2026	Project A-2517 CHUN WO RESIDENTIAL DEVELOPMENT AT TUNG CHUNG TOWN Lot No 49	Job No. A-2517 Dwg No. SEC-06	ALKF+ ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD



Drawing Title

GROUND FLOOR PLAN
ACCESS TO PRIVATE LOTS

Scale	Project	Job No.
1:500 (A3)	A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	A-2517
Date		Dwg No.
30/1/2026		SK-01

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD

NULLAH

LANDSCAPE

CARPARK

E&M
+6.80

LOT 1772
+5.5

LOT 1773
+4.4

LOT 1767
+4.5

LOT 1769 RP
+7.1

RAMP UP TO GF

LANDSCAPE

NEW WIDEN TUNG CHUNG ROAD NORTH
UNDER CONSTRUCTION BY GOVERNEMENT

+6.80
+11.30
+11.00
+10.80

P1 P2 P3 P4 P5 P6 P7 P8 P9 P10 P11 P12 P13 P14 P15 P16 P17 P18 P19 P20 P21 P22 P23 P24 P25 P26 P27 P28 P29 P30 P31 P32 P33 P34 P35 P36 P37 P38 P39 P40 P41 P42 P43

T1 T2

Drawing Title BASEMENT 1 FLOOR PLAN ACCESS TO PRIVATE LOTS	Scale 1:500 (A3) Date 30/1/2026	Project A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Job No. A-2517 Dwg No. SK-02

ALKF+
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Appendix 1.2 Site Visit Photos

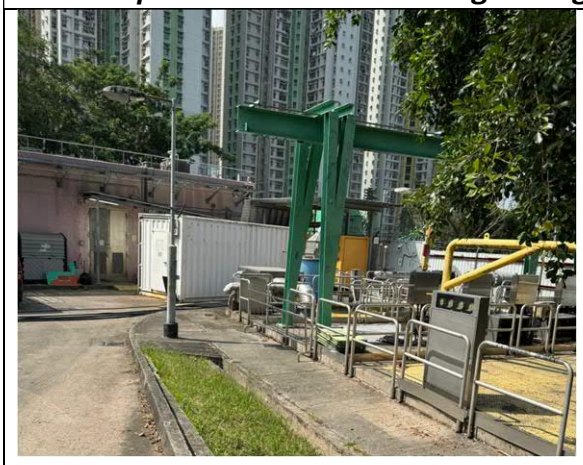
Site Visit Photos



Public Housing Development at Tung Chung Area 23, Housing Department



Road Improvement Work at Tung Chung Road North

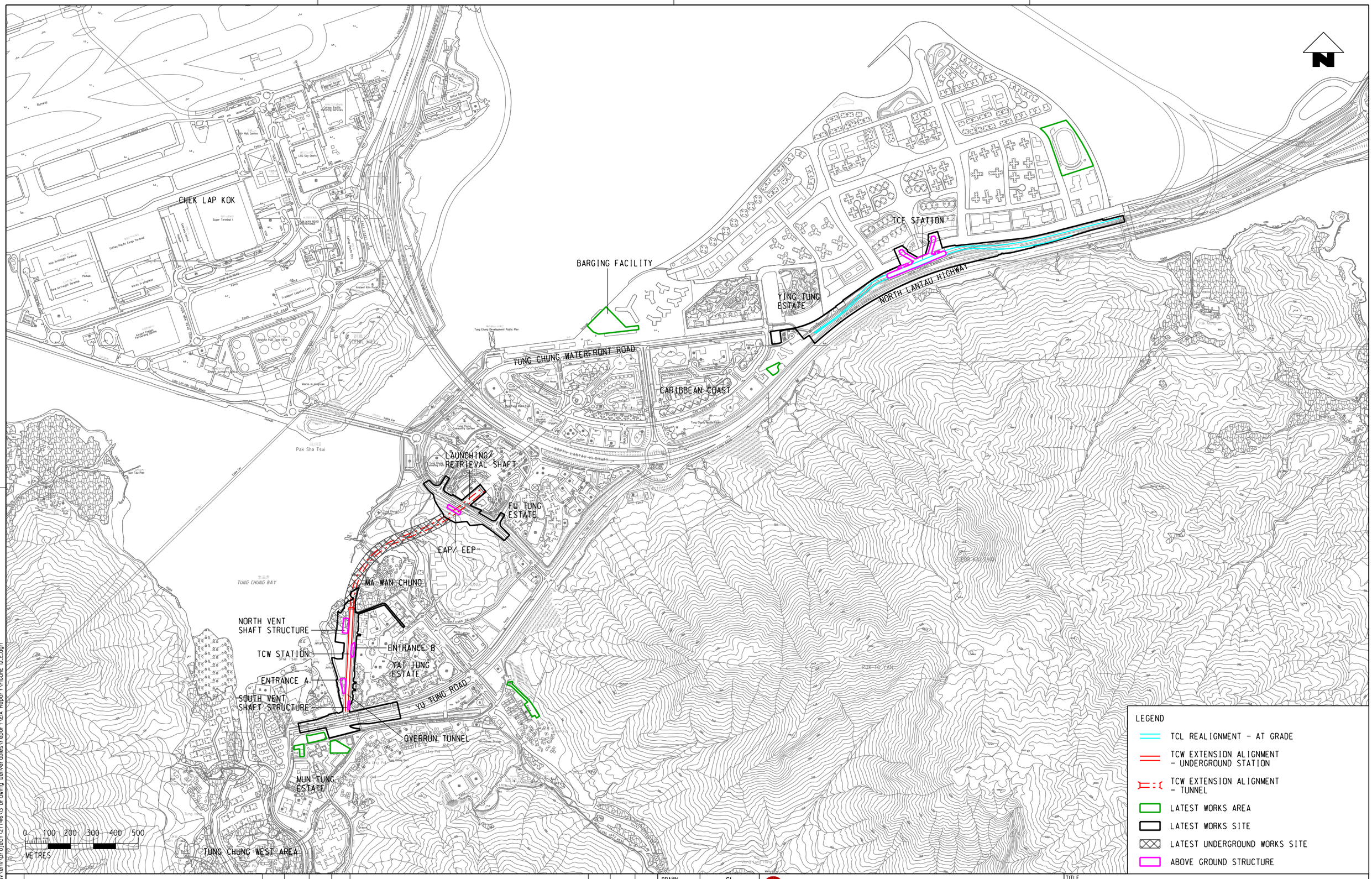


DSD Chung Yan Road Sewage Pumping Station



Car Washing Facility

Appendix 1.3 Extracted information from AEIAR-235/2022 for Tung Chung Line Extension



REV	DESCRIPTION	BY	DATE	APPROVED
E	FIFTH ISSUE	GL	091121	FC
D	FOURTH ISSUE	GL	151021	FC
C	THIRD ISSUE	GL	090921	FC
B	SECOND ISSUE	GL	130721	FC
A	FIRST ISSUE	GL	170521	FC

DRAWN GL
DESIGNED GL
CHECKED EL
APPROVED FC
DATE 09/11/2021

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MTR

C1202 – EIA for Tung Chung Line Extension

ORIGINATOR
ARUP Ove Arup & Partners Hong Kong Limited

CADD REF. FIGURE 1.1_E.dgn

TITLE
LATEST ALIGNMENT AND KEY ELEMENTS

SCALE AS SHOWN | DRAWING NO. FIGURE 1.1 | REV. E

PLOT DRV: g:\common\microstation standard\plotdrv\hp_arupbk_a3-pdf-c.env.plt
MODEL NAME: Default PRINTED BY: MKOTRADA 11/9/2021 23:59 PM
FILENAME: \\hkgrnt\s27\CIENV\env\project\27746\03 Drawing Deliverables\Report\EIA Report\FIGURE 1.1_E.dgn

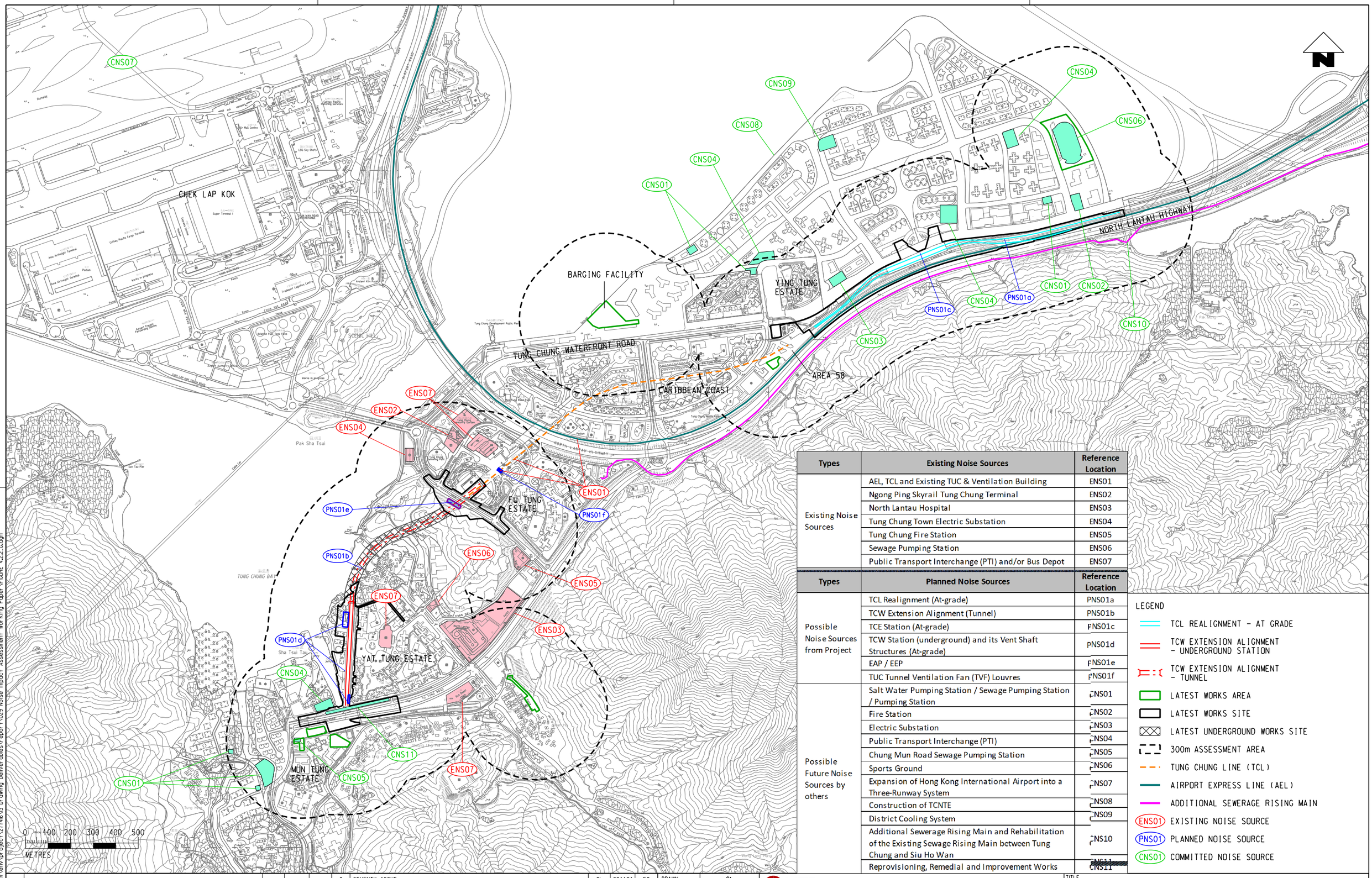
- Wind erosion from all exposed works sites with heavy construction activities.

3.4.2.3 The site excavation, construction and backfilling activities will involve large quantities of earthworks. In order to reduce the dust emission from the Project, regular watering on all exposed construction areas with dust emission (see **Appendix 3.1)** as a good site practice will be implemented. Vehicle washing facilities will be provided at every designated vehicular exit point. Since all vehicles will be washed at exit points and vehicle loaded with the dusty materials will be covered entirely by clean impervious sheeting before leaving the construction site, dust nuisance from construction vehicle movement outside the exposed construction areas with dust emission is unlikely to be significant.

3.4.2.4 The TCW Station is an underground station. As mentioned in **Section 2**, once excavation reaches a certain level that allows manoeuvring of construction plant, the station roof structure would be constructed. There will be small openings at location in the station roof structure for mucking out during the construction period and these small openings will be covered when not in use. After installation of the station roof structure, subsequent construction activities would be carried out underneath and dust impact could also be largely alleviated.

3.4.2.5 Tunnel Boring Machine (TBM) method will be used for construction of the underground tunnel section for the TCW extension alignment with the launching shaft and retrieving shaft near Tung Chung Crescent. According to the information provided by Design Consultant, bentonite will be used throughout the tunnel boring process. Bentonite is a naturally occurring clay mineral used extensively in the construction industry. The mineral is mixed with water to form a slurry, which is supplied to the TBM by a delivery pipeline. The slurry is contained in a chamber in the cutter head of the TBM. The slurry will be used and mixed with the excavated material by the cutter head within the chamber. The mixed slurry coming out from the process is in wet condition and it will then be transported out of the tunnel via a closed piped network. Dust emission is therefore not anticipated. The mucking out locations at both the launching and retrieving shafts will also be installed with the noise enclosures / screening structures which could also alleviate the dust impact.

3.4.2.6 As described in **Section 2**, there may require small scale drill-&-blast at possible granite layer at a level close to the bottom of the TCW Station (i.e. about -7mPD) and the bottom of the shaft between the proposed EAP / EEP and the tunnel (i.e. about -7mPD). The number of blasting would be limited to once per day. The concrete slabs for station concourses and platforms would have been completed when the excavation reaches the bottom of the TCW Station, and any drill-&-blast would be conducted underneath these slabs for concourses and platforms. For the shaft between the proposed EAP / EEP and the tunnel, a roof cover will also be provided and drill-&-blast will be carried out underneath. For safety reasons, all neighbouring construction activities will be suspended during blasting.



Types	Existing Noise Sources	Reference Location
Existing Noise Sources	AEL, TCL and Existing TUC & Ventilation Building	ENS01
	Ngong Ping Skyrail Tung Chung Terminal	ENS02
	North Lantau Hospital	ENS03
	Tung Chung Town Electric Substation	ENS04
	Tung Chung Fire Station	ENS05
	Sewage Pumping Station	ENS06
	Public Transport Interchange (PTI) and/or Bus Depot	ENS07

Types	Planned Noise Sources	Reference Location
Possible Noise Sources from Project	TCL Realignment (At-grade)	PNS01a
	TCW Extension Alignment (Tunnel)	PNS01b
	TCE Station (At-grade)	PNS01c
	TCW Station (underground) and its Vent Shaft Structures (At-grade)	PNS01d
	EAP / EEP	PNS01e
	TUC Tunnel Ventilation Fan (TVF) Louvres	PNS01f
Possible Future Noise Sources by others	Salt Water Pumping Station / Sewage Pumping Station / Pumping Station	CNS01
	Fire Station	CNS02
	Electric Substation	CNS03
	Public Transport Interchange (PTI)	CNS04
	Chung Mun Road Sewage Pumping Station	CNS05
	Sports Ground	CNS06
	Expansion of Hong Kong International Airport into a Three-Runway System	CNS07
	Construction of TCNTE	CNS08
	District Cooling System	CNS09
	Additional Sewerage Rising Main and Rehabilitation of the Existing Sewage Rising Main between Tung Chung and Siu Ho Wan	CNS10
	Reprovisioning, Remedial and Improvement Works	CNS11

LEGEND

- TCL REALIGNMENT - AT GRADE
- TCW EXTENSION ALIGNMENT - UNDERGROUND STATION
- TCW EXTENSION ALIGNMENT - TUNNEL
- LATEST WORKS AREA
- LATEST WORKS SITE
- LATEST UNDERGROUND WORKS SITE
- 300m ASSESSMENT AREA
- TUNG CHUNG LINE (TCL)
- AIRPORT EXPRESS LINE (AEL)
- ADDITIONAL SEWERAGE RISING MAIN
- ENS01 EXISTING NOISE SOURCE
- PNS01 PLANNED NOISE SOURCE
- CNS01 COMMITTED NOISE SOURCE

REV	DESCRIPTION	BY	DATE	APPROVED
G	SEVENTH ISSUE	GL	091121	FC
F	SIXTH ISSUE	GL	061021	FC
E	FIFTH ISSUE	GL	170821	FC
D	FOURTH ISSUE	GL	280421	FC
C	THIRD ISSUE	GL	010421	FC
B	SECOND ISSUE	GL	150321	FC
A	FIRST ISSUE	GL	250221	FC

DRAWN	GL
DESIGNED	GL
CHECKED	EL
APPROVED	FC
DATE	09/11/2021

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C1202 – EIA for Tung Chung Line Extension

ORIGINATOR

ARUP Ove Arup & Partners Hong Kong Limited

CADD REF. FIGURE 4.2.2_G.dgn

TITLE

EXISTING AND PLANNED NOISE SOURCES

SCALE AS SHOWN

DRAWING NO. FIGURE 4.2.2

REV. G

PLOT DRV: g:\common\microstation standard\dgnlib\drv\hp_arupfk_a3-pdf-c.envplt
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FILENAME: \\hkgnts27\CIENV\env_projects\27HHS\03 Drawing Deliverables\Report\029 Noise Impact Assessment Working Paper\FIGURE 4.2.2_G.dgn

Appendix 1.4 Extracted Information from Planning Brief of Public Housing Development at Tung Chung Area 23

Hong Kong Housing Authority

PLANNING BRIEF

PROJECT NAME: Tung Chung Area 23 Phase 1		
Date of Preparation: Jul 7, 2022 10:48:50 AM		
1. Site Particulars	**Current Proposal**	**Remarks**
1.1 District Location	Islands	
1.2 Site Location	Tung Chung Area 23	Phase 1 only.
1.3 Site Area	-	
1.3.1 Gross Site Area (approx) (ha)	0.49	Subject to detailed design and site survey.
1.3.2 Net Site Area (approx) (ha)	0.46	Subject to detailed design and site survey.
1.4 Existing Land Use	GIC	
1.5 Existing Zoning	R(B)1	As stipulated in the Approved Tung Chung Town Centre Outline Zoning Plan (OZP) No. S/I-TCTC/24.
1.6 Existing Land Status	Government land	
2. Development Parameters	**Current Proposal**	**Remarks**
2.1 Proposed Housing Type	Public Housing	Flexibility should be allowed to change the housing type to cater for demand change between Public Rental Housing (PRH) / Green Form Subsidised Home Ownership Scheme (GSH) and Other Subsidised Sale Flats (SSFs) subject to pro-rata adjustments of provision of ancillary facilities in accordance with the Hong Kong Planning Standards and Guidelines (HKPSG).
2.2 Proposed No. of Flats	450	A ±10% deviation is allowed for flexibility in detailed design subject to pro-rata adjustments of ancillary facilities and consultation with departments concerned.
2.3 Design Population (approx)	1,260	Based on an average household size (AHS) of 2.8. Subject to change based on actual flat mix and

4. Technical Considerations/Constraints	Current Proposal	Remarks
4.2.5 Geotechnical Requirement	Per D&C Study by CEDD	
4.3 Urban Design, Visual and Landscape	-	
4.3.1 Pedestrian Wind Environment	Per D&C Study by CEDD	
4.4 Greening	-	
4.4.1 Green Coverage (% of Gross Site Area)	Not less than 20%	To achieve an overall of 20% green coverage, half of which will be provided at grade or on levels easily accessible by pedestrians.
5. Development Programme	**Current Proposal**	**Remarks**
5.1 Foundation Commencement Date	2024/2025	Tentative Date
5.2 Building Completion Date	2027/2028	Tentative Date
6. Attachments		
6.1 Location Plan (Plan 1)		
6.2 Development Concept Plan (Plan 2)		

Notes

1. **NET SITE AREA (NSA):** In accordance with the Hong Kong Planning Standards and Guidelines (HKPSG), the NSA should exclude the following for the purpose of PR/GFA calculation:
   (a) district and public open space, public recreation facilities, free-standing schools and free-standing social welfare / community facilities, open-air public transport terminal/interchange;
   (b) internal roads; and
   (c) natural vegetated slopes and man-made slopes (for the latter, except slopes regraded to form developable area).

2. **NUMBER OF FLATS AND DESIGN POPULATION:** To allow flexibility in the design, ±10% adjustment will be allowed for the number of flats and design population together with corresponding adjustments to ancillary facilities in line with HKPSG or the requirements of client departments. If a project remains within the 10% allowance, no revision to PB and no re-submission to DipCon is necessary subject to no adverse comments from client departments on the corresponding adjustments to ancillary facilities. For schemes approved by the TPB under s.16 planning application, the changes in the number of flats should comply with the requirements as set out under the Town Planning Board Guidelines No. 36B.

3. **PLOT RATIO (PR):** PR should be calculated on the basis of NSA.

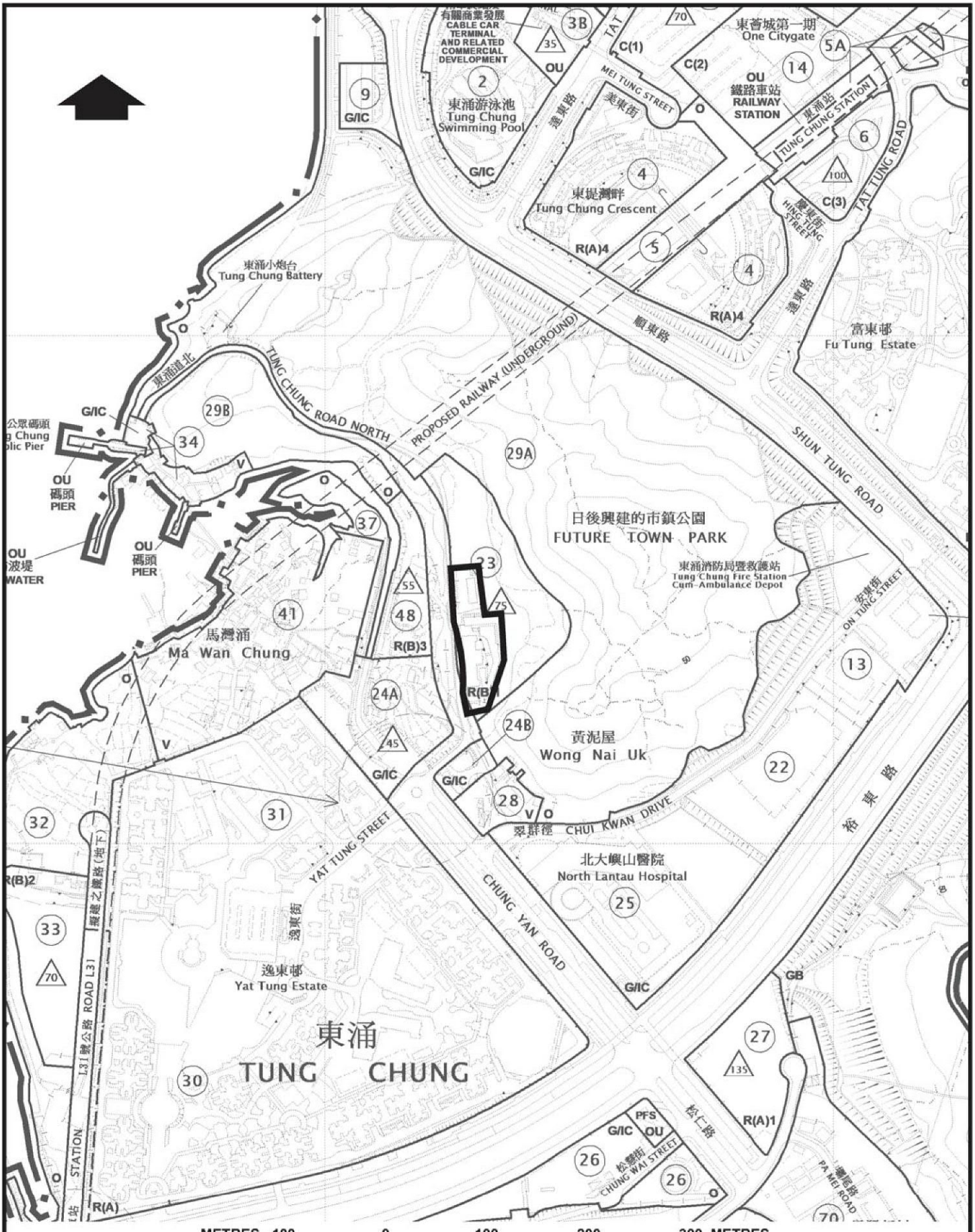
4. **MAXIMUM GFA, PR AND NUMBER OF STOREYS OR BUILDING HEIGHT:** OZP restrictions have to be specified under the Remarks column. The maximum GFA, PR and No. of storeys or building height for the current proposal should be based on the optimal development intensities of the site with reference to relevant planning studies or proposal by PlanD, or HD, with justifications instead of blanket adoption of the maximum development restrictions stipulated in the OZP.

5. **MAXIMUM NUMBER OF STOREYS OR BUILDING HEIGHT in mPD:** Should there be variations in height limits across the site, the different maximum heights in mPD at main roof level or number of storeys permitted should be indicated on a plan.

6. **PLANNING REQUIREMENTS:** The requirements of HKPSG should be complied with, where appropriate.

7. **RETAIL AND COMMERCIAL FACILITIES:** HD will determine the amount of retail floor space required in the development.

8. **PEDESTRIAN WIND ENVIRONMENT:** HPLB/ETWB Joint Technical Circular on Air Ventilation Assessments to be



LOCATION PLAN
TUNG CHUNG AREA 23 PHASE 1

HOUSING DEPARTMENT
PLANNING SECTIONS

PLAN 1

DATE :
21. 4. 2022

BASE EXTRACTED FROM OZP No. S/I-TCTC/24

22_0200I_Plan1

Sally Chiu

From: Amy YM SIU [redacted]
Sent: Monday, 29 December 2025 9:59 am
To: Sally Chiu
Cc: Tak Kwong Wong
Subject: Re: Footprint of "Tung Chung Area 23 Phase 1 – Public Housing Development (Area 23)"

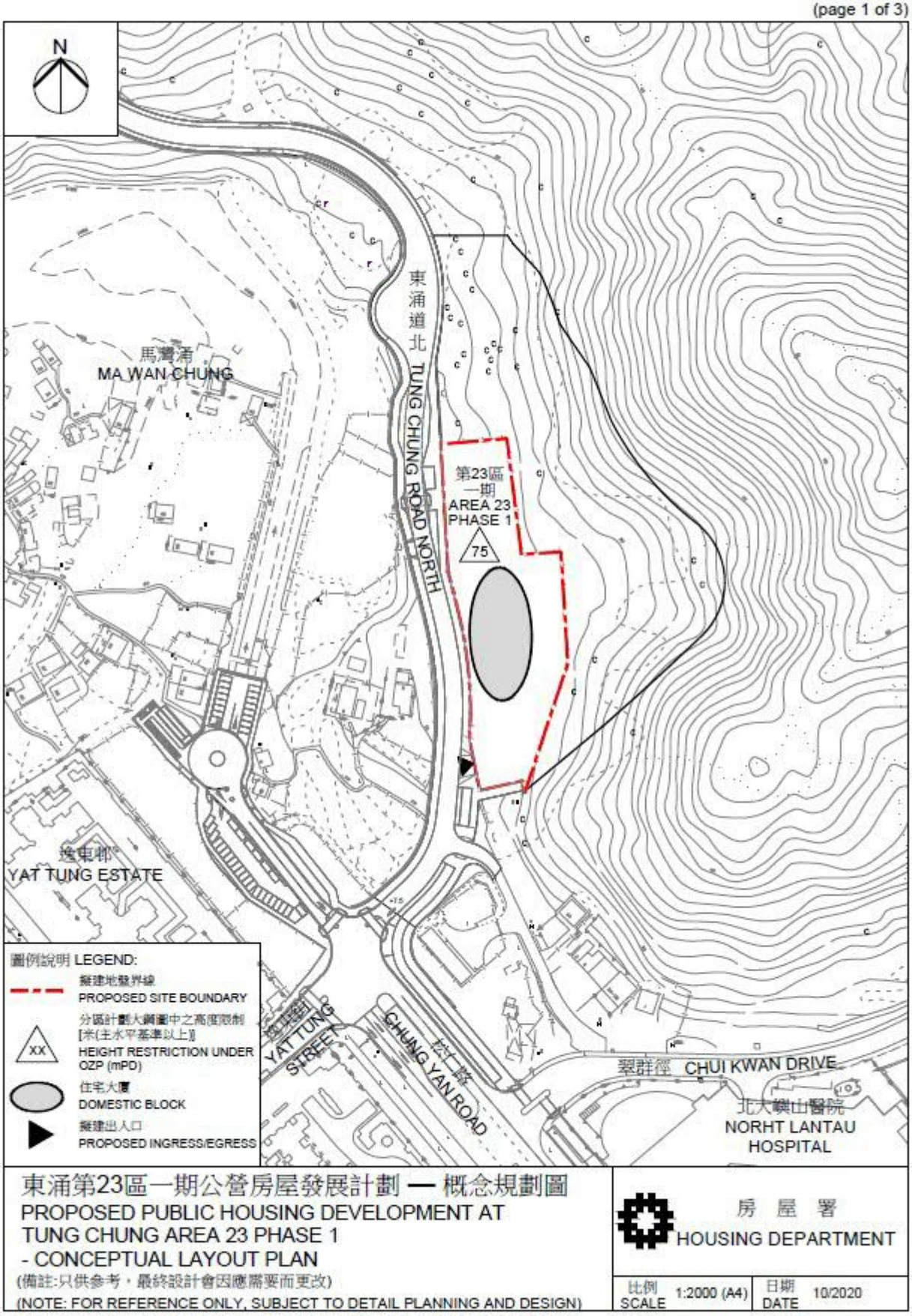
Follow Up Flag: Follow up
Flag Status: Flagged

Dear Ms Chiu,

Further to our telecon this morning, please find our reply to your enquiry on Tung Chung Area 23 Phase 1 below.

Building height: +75mPD
Plot ratio: 4.0 max.
Flat no.: 470 approx.
Completion year: 2027-2028

For the MLP requested, please refer to attached diagram which we have presented at DC meeting before. Other drawings haven't been released to public yet as discussed. Thanks.



Regards,
Amy Siu
A/48
Tel: [redacted]

From: "Sall_ Chiu" [redacted]
To: [redacted]
Cc: "Tak Kwong Wong" [redacted]
Date: 12/23/2025 11:42 AM
Subject: Footprint of "Tung Chung Area 23 Phase 1 – Public Housing Development (Area 23)"

Dear Amy,

Called you but in vain.

We are the environmental consultant, working on the environmental assessment for the proposed residential development in DD3TC, Tung Chung. The Site Location is attached for your easy reference.

We have submitted the environmental assessment report to EPD and received a comment about our surrounding future development (i.e. Tung Chung Area 23 Phase 1 – Public Housing Development (Area 23)). Comment from EPD is shown in table below:

Comment from EPD
Noise Model Please include the footprint of "Tung Chung Area 23 Phase 1 – Public Housing Development (Area 23)" in the model.

Therefore, we would like to seek the information from your department, including **MLP**, **building height** and **operation year** of Area 23 for our submission to EPD.

Your reply by 31 Dec 2025 is highly appreciated.

Should you have any enquiry, feel free to contact the undersigned.

Thank you.

Kind regards

Sally Chiu

Assistant Environmental Consultant

[redacted]

Appendix 2.1 Traffic Forecast for Year 2046

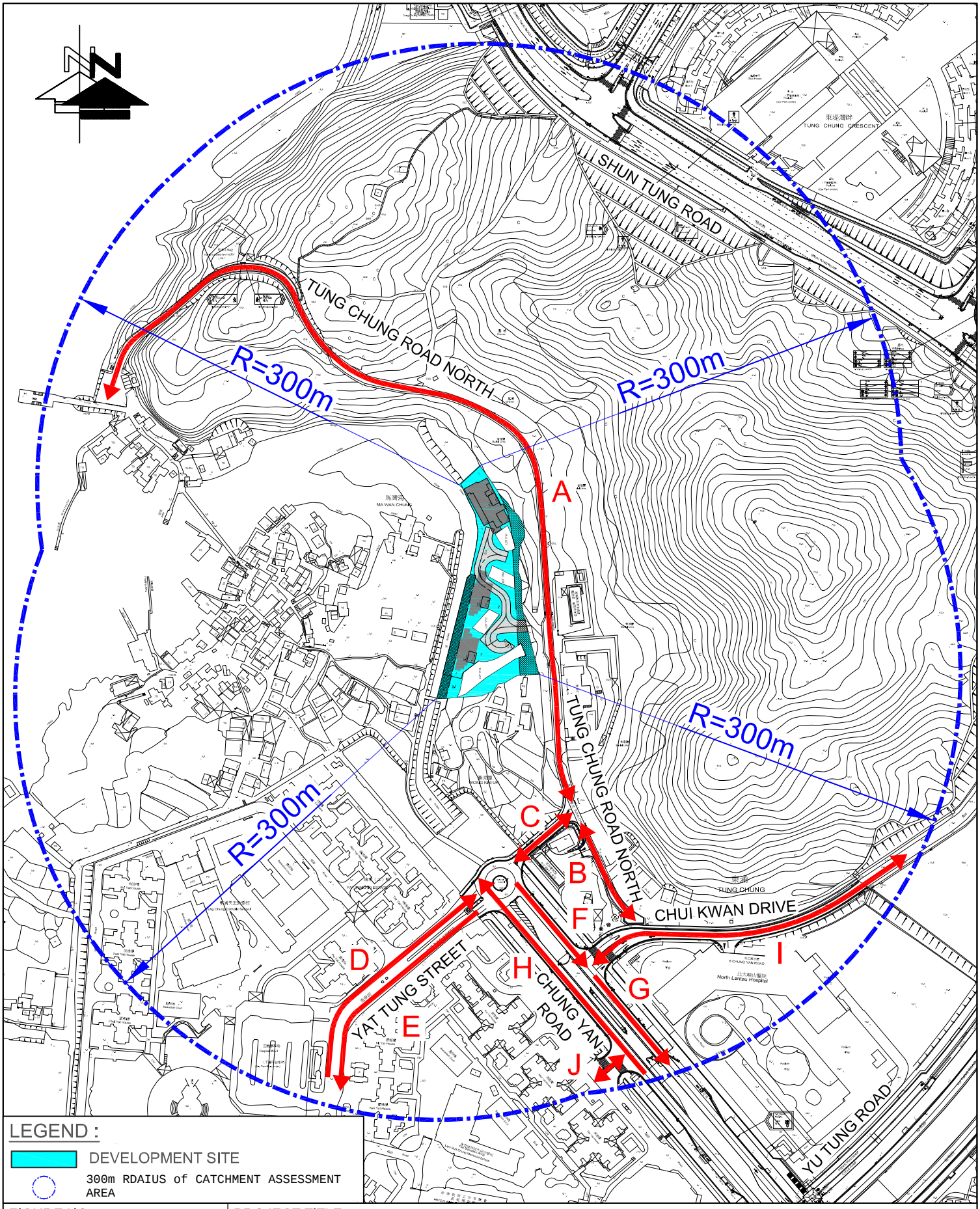


FIGURE NO.: 1	PROJECT TITLE: S16 for Tung Chung DD3
PROJECT NO.: 25065HK	DRAWING TITLE: INDEX PLAN
SCALE: 1 : 3500 @A4	DATE: 17 OCT 2025

CTA Consultants Limited
志達顧問有限公司

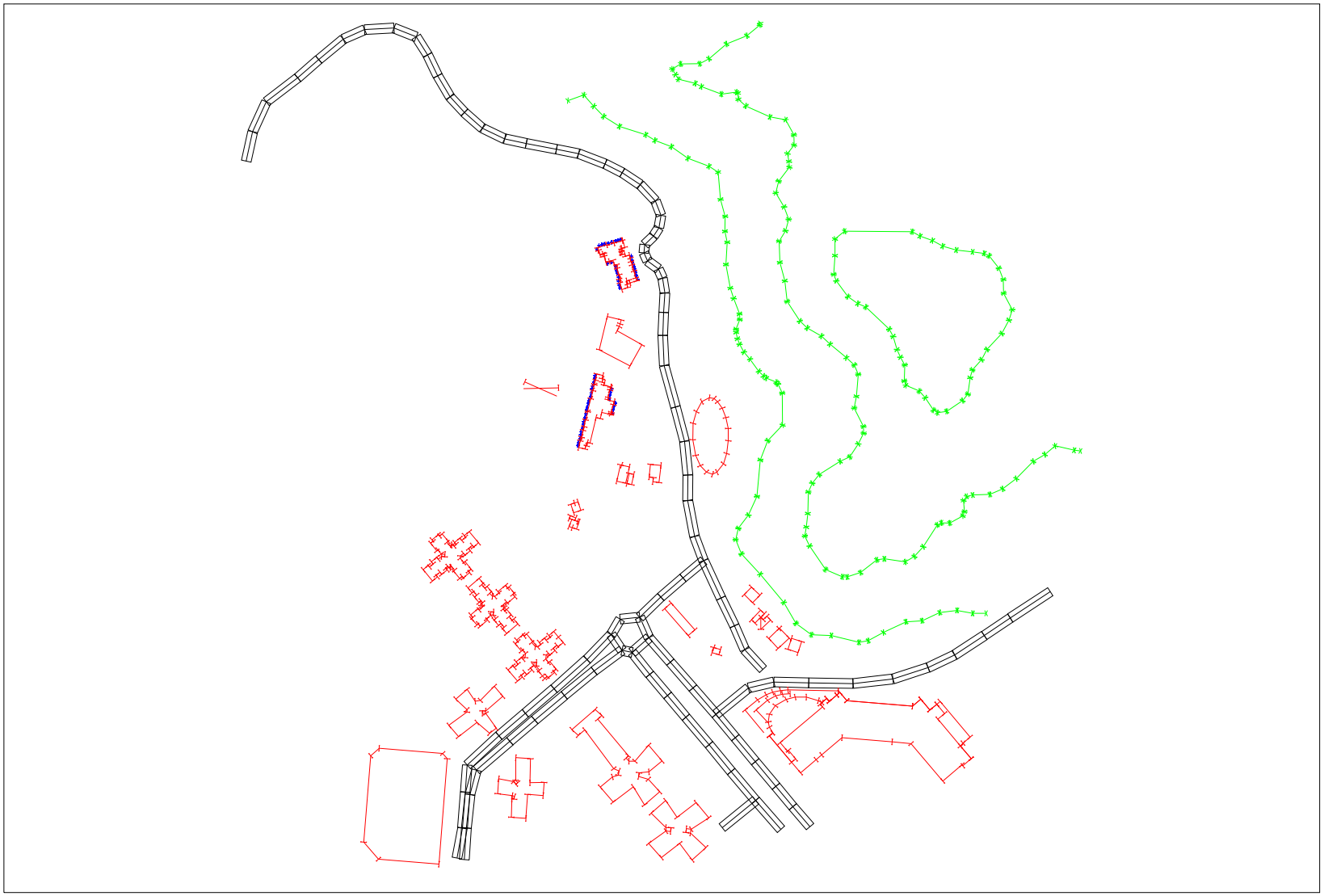
25065HK-Proposed Residential Development at Various Lots in
DD3TC and Adjoining Government Land (GL), Tung Chung, Lantau Island

2046 Traffic Forecasts for Traffic Noise Impact Assessment (TNIA)

Road Link	Road Name	Direction	Road Speed	AM Peak		PM Peak	
				2046 Peak Hour Traffic Flows	% of HV[(1)(2)]	2046 Peak Hour Traffic Flows	% of HV[(1)(2)]
A	Tung Chung Road North	Two-way	50	510	29%	405	38%
B	Tung Chung Road North	Two-way	50	40	9%	40	12%
C	Tung Chung Road North	Two-way	50	540	34%	430	34%
D	Yat Tung Street	EB	50	210	30%	125	29%
E	Yat Tung Street	WB	50	200	32%	195	29%
F	Chung Yan Road	SB	50	445	29%	305	28%
G	Chung Yan Road	SB	50	465	29%	320	27%
H	Chung Yan Road	NB	50	495	29%	455	28%
I	Chui Kwan Drive	Two-way	50	70	17%	45	17%
J	Chung Yan Road	Two-way	50	100	28%	110	14%

Notes:
(1) HV includes Light Van, Public Light Bus, Light Goods Vehicle, Medium Goods Vehicle, Heavy Goods Vehicle and Container/Tractor, Coach and Bus.
(2) HV% based on survey result.

Appendix 2.2 Modelling Layout for Road Traffic Noise Impact Assessment



Appendix 2.3 Result of Road Traffic Noise Impact Assessment (Base Scenario)

Predicted Road Traffic Noise [L_{10}(1h) dB(A)] at Representative Sensitive Receivers (Based on Year 2046 Traffic Forecast)
Unmitigated Scenario (AM)

Floor	mPD	T1-01	T1-02	T1-03	T1-04	T1-05	T1-06	T1-07	T1-08	T1-09	T1-10	T1-11	T1-12	T1-13	T1-14	T1-15	T1-16	T1-17	T1-18	T1-19	T1-20	T1-21	T1-22	T1-23	T1-24	T1-25	T1-26	T1-27	T1-28	T1-29
G/F	11.3	61	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	59	68	68	68	66	69	68	NA	NA
1/F	14.7	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	58	59	68	68	68	66	69	69	NA	NA
2/F	18.1	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	68	68	68	66	69	69	69	69
3/F	21.5	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	68	68	68	66	69	69	69	69
4/F	24.9	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	68	68	68	66	69	69	69	69
5/F	28.3	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	60	69	68	68	66	69	69	69	69
6/F	31.7	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	69	68	68	67	69	69	69	69
7/F	35.1	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	69	68	68	67	69	69	69	69
8/F	38.5	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	62	69	68	68	67	69	69	69	69
9/F	41.9	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	62	69	68	67	66	69	69	69	69
10/F	45.3	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	62	68	68	67	66	69	69	69	69
11/F	48.7	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	68	68	67	66	69	68	68	68
12/F	52.1	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	68	67	67	66	68	68	68	68
13/F	55.5	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	68	67	67	66	68	68	68	68
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of flats with exceedance		0			0			0			0			0			0			0			0		0			0		
Max. Noise Level		61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	62	69	68	68	67	69	69	69	69

Floor	mPD	T2-01	T2-02	T2-03	T2-04	T2-05	T2-06	T2-07	T2-08	T2-09	T2-10	T2-11	T2-12	T2-13	T2-14	T2-15	T2-16	T2-17	T2-18	T2-19	T2-20	T2-21	T2-22	T2-23	T2-24	T2-25	T2-26
G/F	11.3	66	64	61	60	57	56	50	44	60	65	68	68	68	68	69	69	70	71	75	75	75	75	75	74	74	74
1/F	14.7	66	64	61	60	57	56	50	45	60	65	68	68	68	68	69	69	70	71	74	74	75	75	75	74	74	74
2/F	18.1	65	64	61	60	57	56	51	47	60	65	68	68	68	68	69	69	70	71	74	74	74	74	74	74	74	74
3/F	21.5	65	64	61	60	57	56	52	49	59	65	68	68	68	68	68	69	70	71	73	73	74	74	74	73	73	73
4/F	24.9	65	64	62	60	58	57	54	53	60	65	67	68	68	68	68	69	70	71	73	73	73	73	73	73	73	73
5/F	28.3	66	64	62	61	59	59	56	56	61	65	67	68	68	68	68	69	69	70	72	72	72	73	73	72	72	72
6/F	31.7	66	64	63	61	60	59	57	58	61	66	67	67	68	68	68	69	69	70	72	72	72	72	72	72	72	72
7/F	35.1	66	64	63	61	60	59	57	58	61	66	67	67	68	68	68	68	69	70	71	71	71	72	72	72	72	72
8/F	38.5	65	64	63	61	60	59	57	58	61	66	67	67	67	68	68	68	69	70	71	71	71	71	71	71	71	71
9/F	41.9	65	64	63	61	60	59	58	58	61	66	67	67	67	67	68	68	69	70	71	71	71	71	71	71	71	71
10/F	45.3	65	64	63	61	60	59	58	58	61	66	67	67	67	67	68	68	68	69	70	70	70	70	70	71	71	71
11/F	48.7	65	64	63	61	60	59	58	58	61	65	67	67	67	67	67	68	68	69	70	70	70	70	70	70	70	70
12/F	52.1	65	64	63	61	60	60	58	58	61	65	67	67	67	67	67	68	68	69	70	70	70	70	70	70	70	70
13/F	55.5	65	64	63	61	60	60	58	58	61	65	67	67	67	67	67	67	68	69	69	69	69	70	70	70	70	70
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	10	10	10	10	11	11	11
No. of flats with exceedance		0			0		0		0		0					5				10		10		11		11	
Max. Noise Level		66	64	63	61	60	60	58	58	61	66	68	68	68	68	69	69	70	71	75	75	75	75	75	74	74	74

Noise level that will exceed limit of 70dB(A)

Max Noise Level (dB(A)) =	75
Total no. of Exceedance =	77
Total no. of flat Exceedance =	47
Total no. of Premises =	290
% Compliance =	84%

Predicted Road Traffic Noise [L_{10}(1h) dB(A)] at Representative Sensitive Receivers (Based on Year 2046 Traffic Forecast)
Unmitigated Scenario (PM)

Floor	mPD	T1-01	T1-02	T1-03	T1-04	T1-05	T1-06	T1-07	T1-08	T1-09	T1-10	T1-11	T1-12	T1-13	T1-14	T1-15	T1-16	T1-17	T1-18	T1-19	T1-20	T1-21	T1-22	T1-23	T1-24	T1-25	T1-26	T1-27	T1-28	T1-29
G/F	11.3	60	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	59	68	68	67	66	68	68	NA	NA
1/F	14.7	60	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	58	59	68	68	67	66	69	68	NA	NA
2/F	18.1	60	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	68	68	67	66	69	69	69	69
3/F	21.5	60	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	68	68	67	66	69	69	69	69
4/F	24.9	60	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	68	68	67	66	69	69	69	69
5/F	28.3	60	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	60	68	68	68	66	69	69	69	69
6/F	31.7	60	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	69	68	68	66	69	69	69	69
7/F	35.1	60	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	69	68	68	66	69	69	69	69
8/F	38.5	60	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	68	68	68	66	69	69	69	69
9/F	41.9	60	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	62	68	68	67	66	69	68	68	68
10/F	45.3	60	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	62	68	68	67	66	68	68	68	68
11/F	48.7	60	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	68	67	67	66	68	68	68	68
12/F	52.1	60	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	68	67	67	66	68	68	68	68
13/F	55.5	60	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	68	67	67	66	68	68	68	68
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of flats with exceedance		0			0			0			0			0			0			0			0		0			0		
Max. Noise Level		60	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	62	69	68	68	66	69	69	69	69

Floor	mPD	T2-01	T2-02	T2-03	T2-04	T2-05	T2-06	T2-07	T2-08	T2-09	T2-10	T2-11	T2-12	T2-13	T2-14	T2-15	T2-16	T2-17	T2-18	T2-19	T2-20	T2-21	T2-22	T2-23	T2-24	T2-25	T2-26
G/F	11.3	66	64	61	60	57	56	50	44	59	65	68	68	68	68	69	69	70	71	74	75	75	75	75	74	74	74
1/F	14.7	65	64	61	60	57	56	50	45	59	65	68	68	68	68	69	69	70	71	74	74	75	75	74	74	74	74
2/F	18.1	65	64	61	60	57	56	51	46	59	65	68	68	68	68	69	69	70	71	74	74	74	74	74	74	74	74
3/F	21.5	65	64	61	60	57	56	51	48	59	65	68	68	68	68	68	69	70	71	73	73	73	73	73	73	73	73
4/F	24.9	65	64	61	60	58	57	53	52	60	65	67	68	68	68	68	69	70	71	73	73	73	73	73	73	73	73
5/F	28.3	66	64	62	61	59	58	55	56	60	65	67	68	68	68	68	69	69	70	72	72	72	72	72	72	72	72
6/F	31.7	65	64	62	61	59	59	56	57	61	66	67	67	68	68	68	69	69	70	72	72	72	72	72	72	72	72
7/F	35.1	65	64	62	61	59	59	56	57	61	66	67	67	68	68	68	68	69	70	71	71	71	72	72	72	72	72
8/F	38.5	65	64	62	61	60	59	57	57	61	66	67	67	67	68	68	68	69	70	71	71	71	71	71	71	71	71
9/F	41.9	65	64	62	61	60	59	57	57	61	65	67	67	67	67	68	68	69	69	70	71	71	71	71	71	71	71
10/F	45.3	65	64	62	61	60	59	57	57	61	65	67	67	67	67	67	68	68	69	70	70	70	70	70	70	70	71
11/F	48.7	65	64	62	61	60	59	57	57	60	65	67	67	67	67	67	68	68	69	70	70	70	70	70	70	70	70
12/F	52.1	65	63	62	61	60	59	57	57	60	65	67	67	67	67	67	68	68	69	69	70	70	70	70	70	70	70
13/F	55.5	64	63	62	61	60	59	57	57	60	65	67	67	67	67	67	67	68	69	69	69	69	69	70	70	70	70
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	9	10	10	10	10	10	10	11
No. of flats with exceedance		0			0		0		0		0					5				10		10		10		11	
Max. Noise Level		66	64	62	61	60	59	57	57	61	66	68	68	68	68	69	69	70	71	74	75	75	75	75	74	74	74

Noise level that will exceed limit of 70dB(A)

Max Noise Level (dB(A)) =	75
Total no. of Exceedance =	74
Total no. of flat Exceedance =	46
Total no. of Premises =	290
% Compliance =	84%

Predicted Road Traffic Noise [L_{10}(1h) dB(A)] at Representative Sensitive Receivers (Based on Year 2046 Traffic Forecast)
Unmitigated Scenario (Max of AM and PM)

Floor	mPD	T1-01	T1-02	T1-03	T1-04	T1-05	T1-06	T1-07	T1-08	T1-09	T1-10	T1-11	T1-12	T1-13	T1-14	T1-15	T1-16	T1-17	T1-18	T1-19	T1-20	T1-21	T1-22	T1-23	T1-24	T1-25	T1-26	T1-27	T1-28	T1-29
G/F	11.3	61	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	59	68	68	68	66	69	68	NA	NA
1/F	14.7	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	58	59	68	68	68	66	69	69	NA	NA
2/F	18.1	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	68	68	68	66	69	69	69	69
3/F	21.5	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	68	68	68	66	69	69	69	69
4/F	24.9	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	68	68	68	66	69	69	69	69
5/F	28.3	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	60	69	68	68	66	69	69	69	69
6/F	31.7	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	69	68	68	67	69	69	69	69
7/F	35.1	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	69	68	68	67	69	69	69	69
8/F	38.5	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	62	69	68	68	67	69	69	69	69
9/F	41.9	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	62	69	68	67	66	69	69	69	69
10/F	45.3	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	62	68	68	67	66	69	69	69	69
11/F	48.7	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	68	68	67	66	69	68	68	68
12/F	52.1	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	68	67	67	66	68	68	68	68
13/F	55.5	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	68	67	67	66	68	68	68	68
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of flats with exceedance		0			0			0			0			0			0			0			0		0			0		
Max. Noise Level		61	57	2/F to	56	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	62	69	68	68	67	69	69	69	69

Floor	mPD	T2-01	T2-02	T2-03	T2-04	T2-05	T2-06	T2-07	T2-08	T2-09	T2-10	T2-11	T2-12	T2-13	T2-14	T2-15	T2-16	T2-17	T2-18	T2-19	T2-20	T2-21	T2-22	T2-23	T2-24	T2-25	T2-26
G/F	11.3	66	64	61	60	57	56	50	44	60	65	68	68	68	68	69	69	70	71	75	75	75	75	75	74	74	74
1/F	14.7	66	64	61	60	57	56	50	45	60	65	68	68	68	68	69	69	70	71	74	74	75	75	75	74	74	74
2/F	18.1	65	64	61	60	57	56	51	47	60	65	68	68	68	68	69	69	70	71	74	74	74	74	74	74	74	74
3/F	21.5	65	64	61	60	57	56	52	49	59	65	68	68	68	68	68	69	70	71	73	73	74	74	74	73	73	73
4/F	24.9	65	64	62	60	58	57	54	53	60	65	67	68	68	68	68	69	70	71	73	73	73	73	73	73	73	73
5/F	28.3	66	64	62	61	59	59	56	56	61	65	67	68	68	68	68	69	69	70	72	72	72	73	73	72	72	72
6/F	31.7	66	64	63	61	60	59	57	58	61	66	67	67	68	68	68	69	69	70	72	72	72	72	72	72	72	72
7/F	35.1	66	64	63	61	60	59	57	58	61	66	67	67	68	68	68	68	69	70	71	71	71	72	72	72	72	72
8/F	38.5	65	64	63	61	60	59	57	58	61	66	67	67	67	68	68	68	69	70	71	71	71	71	71	71	71	71
9/F	41.9	65	64	63	61	60	59	58	58	61	66	67	67	67	67	68	68	69	70	71	71	71	71	71	71	71	71
10/F	45.3	65	64	63	61	60	59	58	58	61	66	67	67	67	67	68	68	68	69	70	70	70	70	70	71	71	71
11/F	48.7	65	64	63	61	60	59	58	58	61	65	67	67	67	67	67	68	68	69	70	70	70	70	70	70	70	70
12/F	52.1	65	64	63	61	60	60	58	58	61	65	67	67	67	67	67	68	68	69	70	70	70	70	70	70	70	70
13/F	55.5	65	64	63	61	60	60	58	58	61	65	67	67	67	67	67	67	68	69	69	69	69	70	70	70	70	70
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	10	10	10	10	10	11	11	11
No. of flats with exceedance		0			0		0		0		0					5				10		10		11		11	
Max. Noise Level		66	64	63	61	60	60	58	58	61	66	68	68	68	68	69	69	70	71	75	75	75	75	75	74	74	74

Noise level that will exceed limit of 70dB(A)

Max Noise Level (dB(A)) =	75
Total no. of Exceedance =	77
Total no. of flat Exceedance =	47
Total no. of Premises =	290
% Compliance =	84%

Appendix 2.4 Relative Noise Reduction (RNR) for Innovative Noise Mitigation Measures (INMD) and results of Road Traffic Noise Impact Assessment (Mitigated Scenario)

RNR adopted for all NSR with traffic noise exceedance

Project Case							Corrections		Enhancement			Reference Reduction				
NSR	Room	Room Area	Maximum Predicted Noise Level	Overlap / Gap [1]	Required OOA <=[3]	Provided OOA [4]	Room Area	Opening Area			Max RNR [5]	Config	Room Area	OOA [2]	Overlap / Gap [1]	Noise Reduction [5]
		sqm	L10,peak hr, dB(A)	mm/mm	sqm	sqm	dB(A)	dB(A)			dB(A)		sqm	sqm	mm/mm	dB(A)
T2-18	BR	10.0	71	100 / 100	0.52	0.52	0.00	0.00			**6.0**	PN_8sqm	8	0.52	100 / 100	6.0
T2-19	BR	7.2	75	100 / 100	0.52	0.52	-0.46	0.00			**5.5**	PN_8sqm	8	0.52	100 / 100	6.0
T2-20	Liv	12.3	75	275 / 100	3.23	3.23	-4.93	0.00	SAM (frame & ceiling)+MPA	3.00	**6.9**	NPE-Liv-SD_Enh	38	3.23	275 / 100	8.8
T2-21	Liv	12.3	75	275 / 100	3.23	3.23	-4.93	0.00	SAM (frame & ceiling)+MPA	3.00	**6.9**	NPE-Liv-SD_Enh	38	3.23	275 / 100	8.8
T2-22	BR	7.2	75	100 / 100	0.52	0.52	-0.46	0.00	SAM	1.50	**7.0**	PN_8sqm_Enh	8	0.52	100 / 100	6.0
T2-23	BR	7.2	75	100 / 100	0.52	0.52	-0.46	0.00	SAM	1.50	**7.0**	PN_8sqm_Enh	8	0.52	100 / 100	6.0
T2-24	Liv	11.2	74	275 / 100	3.23	3.23	-5.34	0.00	SAM (frame & ceiling)+MPA	3.00	**6.5**	NPE-Liv-SD_Enh	38	3.23	275 / 100	8.8
T2-25	Liv	11.7	74	275 / 100	3.23	3.23	-5.15	0.00	SAM (frame & ceiling)+MPA	3.00	**6.7**	NPE-Liv-SD_Enh	38	3.23	275 / 100	8.8
T2-26	BR	7.2	74	100 / 100	0.52	0.52	-0.46	0.00			**5.5**	PN_8sqm	8	0.52	100 / 100	6.0

[1] **Gap / Overlap** Gap: Gap Width between interior sliding panel and exterior glazing, or between exterior glazing; Overlap: Overlapping Length

[2] **OOA** Outer Opening Area

[3] **Required OOA** The area of ventilation opening required under Building (Planning) Regulations and BEAM Plus requirements as advised by Project Architect

[4] **Provided OOA** The maximum OOA provided in design, complying with prescribed ventilation opening requirement under Building (Planning) Regulations.
Only windows with "Provided OOA" larger than OOA in referenced configuration are presented here

[5] **RNR** *Reletive Noise Reduction* - For NSRs proposed with Noise Mitigation Measures (NMM), the presented noise level is not the actual noise level at the external façade after the application of NMM, and these noise level are only the equivalent noise level at 1m from the external facade after accounting the reduction in noise levels inside the flat offered by propsoed NMM.
Max RNR: The maximum allowable RNR in subject case, taken into account the room area correction and opening area correction

Schedule of Acoustic Window / Acoustic Balcony

Floor	mPD	T1-01	T1-02	T1-03	T1-04	T1-05	T1-06	T1-07	T1-08	T1-09	T1-10	T1-11	T1-12	T1-13	T1-14	T1-15	T1-16	T1-17	T1-18	T1-19	T1-20	T1-21	T1-22	T1-23	T1-24	T1-25	T1-26	T1-27	T1-28	T1-29
G/F	11.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2/F	18.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3/F	21.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4/F	24.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5/F	28.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6/F	31.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7/F	35.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8/F	38.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9/F	41.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10/F	45.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11/F	48.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12/F	52.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13/F	55.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Floor	mPD	T2-01	T2-02	T2-03	T2-04	T2-05	T2-06	T2-07	T2-08	T2-09	T2-10	T2-11	T2-12	T2-13	T2-14	T2-15	T2-16	T2-17	T2-18	T2-19	T2-20	T2-21	T2-22	T2-23	T2-24	T2-25	T2-26
G/F	11.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PN Bsem	PN Bsem	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem Enh	PN Bsem Enh	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem
1/F	14.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PN Bsem	PN Bsem	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem Enh	PN Bsem Enh	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem
2/F	18.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PN Bsem	PN Bsem	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem Enh	PN Bsem Enh	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem
3/F	21.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PN Bsem	PN Bsem	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem Enh	PN Bsem Enh	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem
4/F	24.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PN Bsem	PN Bsem	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem Enh	PN Bsem Enh	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem
5/F	28.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PN Bsem	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem Enh	PN Bsem Enh	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem
6/F	31.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PN Bsem	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem Enh	PN Bsem Enh	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem
7/F	35.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PN Bsem	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem Enh	PN Bsem Enh	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem
8/F	38.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PN Bsem	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem Enh	PN Bsem Enh	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem
9/F	41.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	PN Bsem	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem Enh	PN Bsem Enh	NPE-Liv-SD Enh	NPE-Liv-SD Enh	PN Bsem
10/F	45.3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11/F	48.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12/F	52.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13/F	55.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Schedule of Acoustic Window / Acoustic Balcony		Qtn.
PN_Bsem	Acoustic Window (Ref. : PN 5/23), Room area: 8sqm	15
PN_Bsem_Enh	Acoustic Window (Ref. : PN 5/23), Room area: 8sqm, SAM	20
NPE-Liv-SD_Enh	Acoustic Balcony (Ref.: NPE), Room area: 18sqm, NRA, SAM at door frame and balcony ceiling	42

Confidential

Predicted Road Traffic Noise [L_{10}(1h) dB(A)] at Representative Sensitive Receivers (Based on Year 2046 Traffic Forecast)
Mitigated Scenario

Floor	mPD	T1-01	T1-02	T1-03	T1-04	T1-05	T1-06	T1-07	T1-08	T1-09	T1-10	T1-11	T1-12	T1-13	T1-14	T1-15	T1-16	T1-17	T1-18	T1-19	T1-20	T1-21	T1-22	T1-23	T1-24	T1-25	T1-26	T1-27	T1-28	T1-29
G/F	11.3	61	56	56	56	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	59	68	68	68	66	69	68	68	68
1/F	14.7	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	58	59	68	68	68	66	69	69	69	68
2/F	18.1	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	68	68	68	66	69	69	69	69
3/F	21.5	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	68	68	68	66	69	69	69	69
4/F	24.9	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	68	68	68	66	69	69	69	69
5/F	28.3	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	60	69	68	68	66	69	69	69	69
6/F	31.7	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	69	68	68	67	69	69	69	69
7/F	35.1	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	69	68	68	67	69	69	69	69
8/F	38.5	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	62	69	68	68	67	69	69	69	69
9/F	41.9	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	62	69	68	67	66	69	69	69	69
10/F	45.3	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	62	68	68	67	66	69	69	69	69
11/F	48.7	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	68	68	67	66	69	68	68	68
12/F	52.1	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	68	67	67	66	68	68	68	68
13/F	55.5	61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	57	58	58	59	61	68	67	67	66	68	68	68	68
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of flats with exceedance		0			0			0			0			0			0			0			0			0			0	
Max. Noise Level (dB(A))		61	57	56	56	57	57	57	57	57	57	57	57	57	57	57	57	58	58	58	59	62	69	68	68	67	69	69	69	69

Floor	mPD	T2-01	T2-02	T2-03	T2-04	T2-05	T2-06	T2-07	T2-08	T2-09	T2-10	T2-11	T2-12	T2-13	T2-14	T2-15	T2-16	T2-17	T2-18	T2-19	T2-20	T2-21	T2-22	T2-23	T2-24	T2-25	T2-26
G/F	11.3	66	64	61	60	57	56	50	44	60	65	68	68	68	68	69	69	70	65	69	68	68	68	68	68	67	68
1/F	14.7	66	64	61	60	57	56	50	45	60	65	68	68	68	68	69	69	70	65	69	68	68	68	67	68	67	68
2/F	18.1	65	64	61	60	57	56	51	47	60	65	68	68	68	68	69	69	70	65	68	67	67	67	67	67	67	68
3/F	21.5	65	64	61	60	57	56	52	49	59	65	68	68	68	68	68	69	70	65	68	67	67	66	66	67	67	68
4/F	24.9	65	64	62	60	58	57	54	53	60	65	67	68	68	68	68	69	70	65	67	66	66	66	66	66	66	67
5/F	28.3	66	64	62	61	59	59	56	56	61	65	67	68	68	68	68	69	69	70	67	65	65	65	65	66	66	67
6/F	31.7	66	64	63	61	60	59	57	58	61	66	67	67	68	68	68	69	69	70	66	65	65	65	65	66	65	66
7/F	35.1	66	64	63	61	60	59	57	58	61	66	67	67	68	68	68	68	69	70	66	64	65	64	65	65	65	66
8/F	38.5	65	64	63	61	60	59	57	58	61	66	67	67	67	68	68	68	69	70	65	64	64	64	64	65	65	66
9/F	41.9	65	64	63	61	60	59	58	58	61	66	67	67	67	67	68	68	69	70	65	64	64	64	64	64	64	65
10/F	45.3	65	64	63	61	60	59	58	58	61	66	67	67	67	67	68	68	68	69	70	70	70	70	70	64	64	65
11/F	48.7	65	64	63	61	60	59	58	58	61	65	67	67	67	67	67	68	68	69	70	70	70	70	70	70	70	70
12/F	52.1	65	64	63	61	60	60	58	58	61	65	67	67	67	67	67	68	68	69	70	70	70	70	70	70	70	70
13/F	55.5	65	64	63	61	60	60	58	58	61	65	67	67	67	67	67	67	68	69	69	69	69	70	70	70	70	70
Exceedance		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of flats with exceedance		0			0		0		0		0					0				0		0		0		0	
Max. Noise Level (dB(A))		66	64	63	61	60	60	58	58	61	66	68	68	68	68	69	69	70	70	70	70	70	70	70	70	70	70

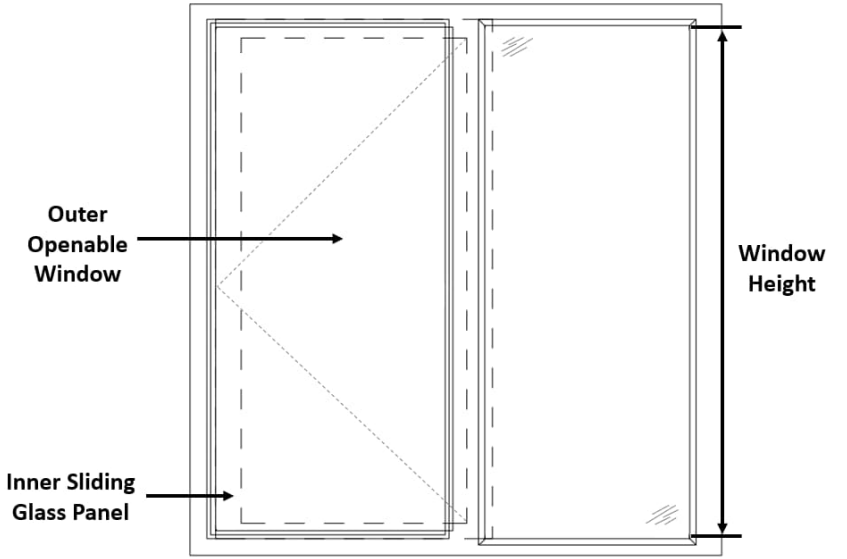
Schedule of Acoustic Window / Acoustic Balcony	
PN_8sqm	Acoustic Window (Ref.: PN 5/23), Room area: 8sqm
PN_8sqm_Enh	Acoustic Window (Ref.: PN 5/23), Room area: 8sqm, SAM
NPE-Liv-SD_Enh	Acoustic Balcony (Ref.: NPE), Room area: 38sqm, MPA, SAM at door frame and balcony ceiling

Max Noise Level (dB(A)) =	70
Total no. of Exceedance =	0
Total no. of flat Exceedance =	0
Total no. of Premises =	294
% Compliance =	100%

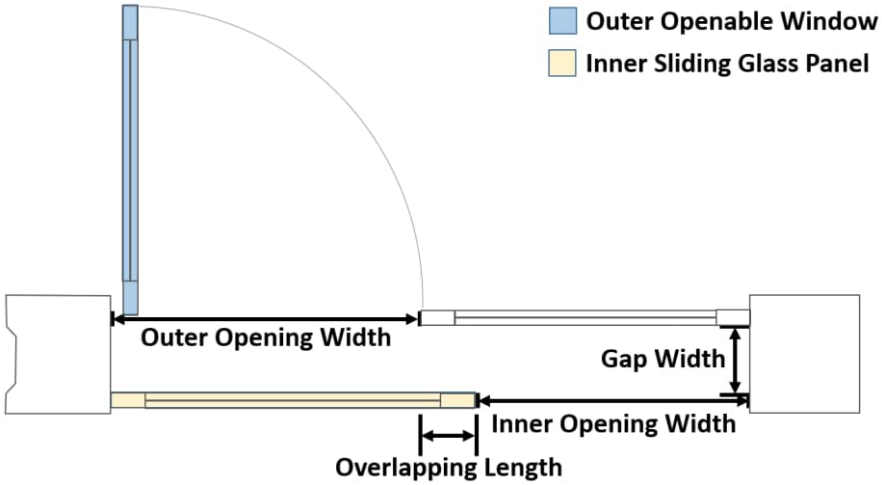
Remark: The predicted noise level after adopting the proposed noise mitigation measures does not necessarily represent the noise level at 1m from the external façade, but the equivalent noise level at 1m from the external façade after accounting the reduction in noise level inside the room offered by the proposed noise mitigation measures.

Appendix 2.5 Schematic Diagram of INMD Proposed

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



INTERNAL VIEW (NOT TO SCALE)



PLAN (NOT TO SCALE)

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

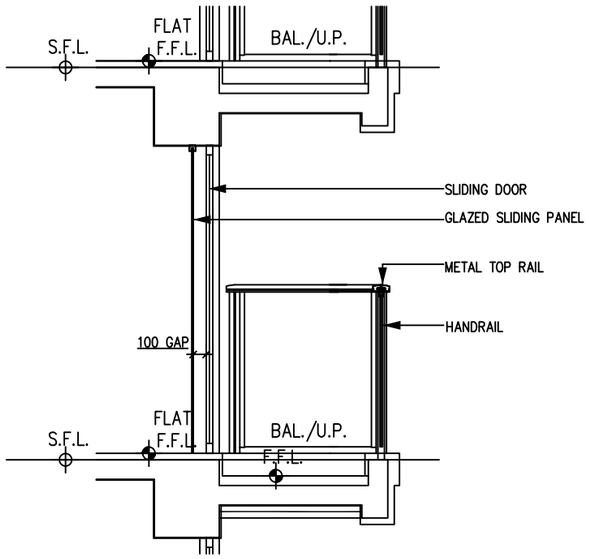
Notes:

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

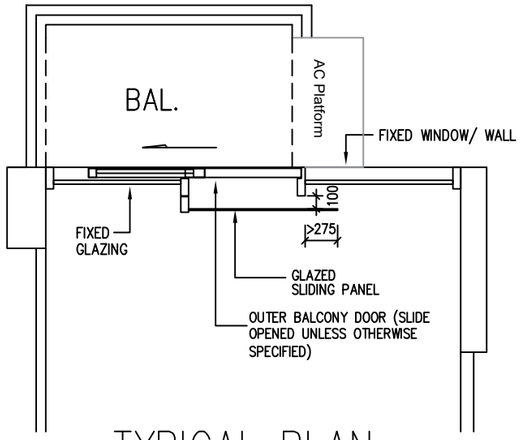
b. For optimum performance of noise reduction, the air gap should have a pane-to-pane overlapping length of ≥ 100mm and a gap width between 100mm and 175mm, with the inner sliding glass panel in a closed position. The window pane shall be ≥ 6mm in thickness.

Reference for proposed Acoustic Window "**PN_8sqm**" and "**PN_8sqm_Enh**"

NPE-Liv-SD



TYPICAL SECTION

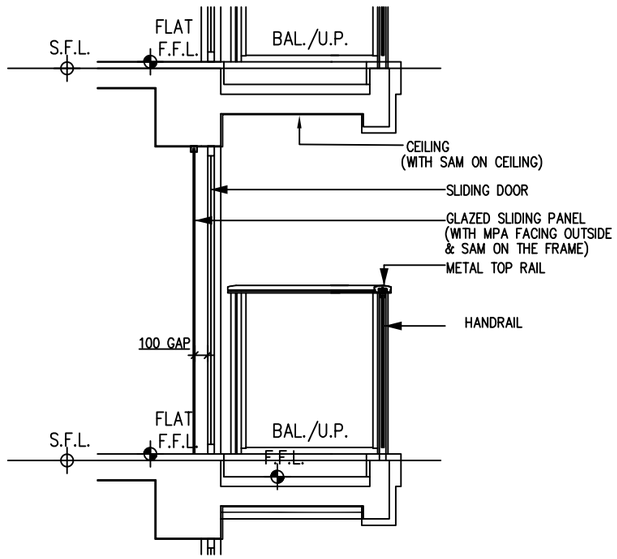


TYPICAL PLAN

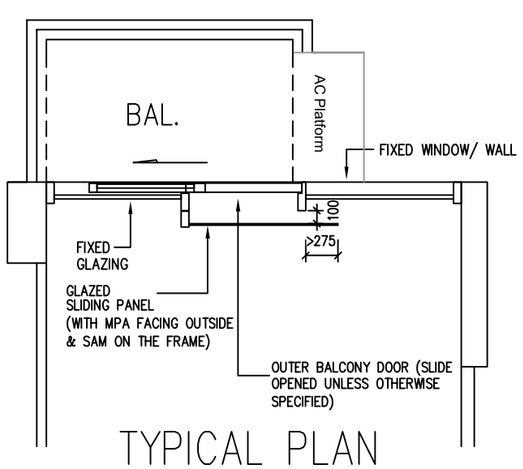
FOR ABOVE PROPOSED ACOUSTIC BALCONY CONFIGURATION:

MICRO-PERFORATED MEMBRANE ABSORBER (MPA) AT INNER SLIDING PANEL	NOT REQUIRED
SOUND ABSORPTIVE MATERIAL (SAM) AT DOOR FRAME AND BALCONY CEILING	NOT REQUIRED

NPE-Liv-SD_Enh



TYPICAL SECTION



TYPICAL PLAN

FOR ABOVE PROPOSED ACOUSTIC BALCONY CONFIGURATION:

MICRO-PERFORATED MEMBRANE ABSORBER (MPA) AT INNER SLIDING PANEL	ADOPTED
SOUND ABSORPTIVE MATERIAL (SAM) AT DOOR FRAME AND BALCONY CEILING	ADOPTED

Note:
The design is made reference to the reference case, it will be subject to further refinement at the detailed design stage.

Appendix: 2.5

Title: Indicative Design of Acoustic Balcony (Baffle Type)

Project: S16 Planning Application for Proposed Residential Developent at Various Lots in D.D. 3TC and Adjoining Government Land, Tung Chung Road North, Tung Chung

RAMBOLL

Drawn by:	TW
Checked by:	TC
Rev.:	1.0
Date:	Nov 2025

C:\Users\TKWONG\OneDrive - Ramboll\Desktop\RAMBOLL Resources Shortcuts\AW Presentation\DRAWINGS\KTN24\DLNKTN24_SSF-PNBsqm PNBsqmL ABBT RCHE-AWBT -20250408_b.dwg, KTN24 App26 AB-BT (2)

Appendix 3.1 Site Survey Records

Fixed Noise Survey Record for Environmental Assessment for S16 Application for Proposed Residential Development at Various Lots in D.D. 3TC and Adjoining Government Land, Tung Chung Road North, Tung Chung

Location	Photos	Survey Record
Car washing facility	 	It is observed noise was emitted from the car washing facility during operation. The main operation of the facility is car-washing, which vehicle maintenance is not involved. The operation hour of the facility is from 10am to 7pm. Noise measurement of 30mins at the entrance of the facility is taken when the facility is in operation. The measured sound pressure level is 57.7 dB(A) at about 35m from the entrance of the facility.

Appendix 3.2 Fixed Noise Source Impact Assessment

Table 1 : Fixed Noise Source Impact Assessment
Day and Evening Time Period

T1-01

Coordinate of NSR (X)	Coordinate of NSR (Y)	Source ID	Description	Coordinates of Noise Sources (X)	Coordinates of Noise Sources (Y)	Measured Sound Pressure Level dB(A)	Reference Distance (m)	SWL dB(A)	Shortest Horizontal Distance from NSR to noise source (m)	Distance Correction dB(A)	Barrier Correction dB(A) [1]	Tonality Correction dB(A)	Façade Correction dB(A)	Corrected Noise Level dB(A)
811552.2	816185.7	S1	Car-washing facility	811642	816052	57.7	35	--	161	13.3	10	6	3	43
													Total	43
													Standard	**60**
													Complied?	**Yes**

T1-29

Coordinate of NSR (X)	Coordinate of NSR (Y)	Source ID	Description	Coordinates of Noise Sources (X)	Coordinates of Noise Sources (Y)	Measured Sound Pressure Level dB(A)	Reference Distance (m)	SWL dB(A)	Shortest Horizontal Distance from NSR to noise source (m)	Distance Correction dB(A)	Barrier Correction dB(A)	Tonality Correction dB(A)	Façade Correction dB(A)	Corrected Noise Level dB(A)
811577.4	816208.9	S1	Car-washing facility	811642	816052	57.7	35	--	170	13.7	0	6	3	53
													Total	53
													Standard	**60**
													Complied?	**Yes**

Remark
[1] As the line of sight of T1-01 to S1 is blocked by the Proposed Building itself, thus 10 dB(A) barrier correction is adopted.

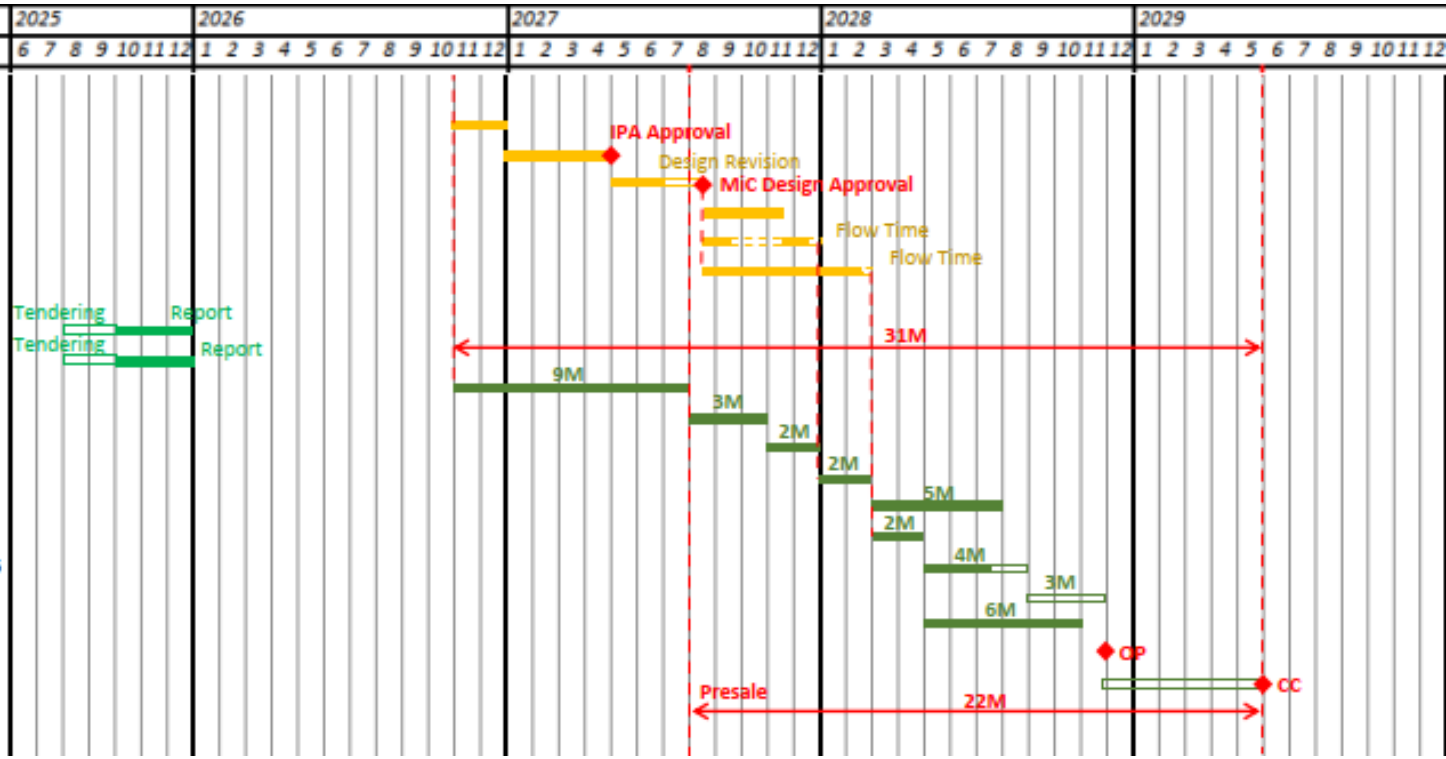
Appendix 4.1 Tentative Construction Programme

PROPOSED RESIDENTIAL DEVELOPMENT AT TUNG CHUNG NORTH ROAD

Steel MiC Scheme Master Programme

28 October 2025

Item	Works	Month
	Contractor's MiC Design	
	MiC System Design	2
	IPA Amendment Submission	4
	Mock Up	2+1.5
	Long-lead Material Ordering	3
	First Batch Fabrication	1+1
	Mass Fabrication	6
	Construction	
	Topo/ UU/ Tree Survey	2+2
	Ground Investigation	2+3
	Foundation/ ELS/ Pile Cap	9
	Basement & Transfer Plate	3
	RC Core Structure	2
	MiC Installation	2
	Remaining In-Situ Works (Curtain Wall, Interfacing, etc)	5
	Roof Construction/ Machine Room/ Gondola Installation	2
	Lift Installation & EMSD Inspection	2.5+1.5
	FSD & BD Inspection	3
	External Landscape	6
	Occupation Permit	
	Certificate of Compliance	



Appendix 4.2 Extracted Information from AEIAR-196/2016

water mark of the CA zone. Considered that there is only relatively limited works for the footing construction and the area affected would likely be the area above high water mark with relatively less disturbance on ecological habitat, adverse impact is thus not anticipated.

2.4.1.109 Regarding the northern portion of the development, Tung Chung Road North, L21 and L31 will be local distributors while L31 will involve formation of a new left-in-left-out vehicular access on Yu Tung Road.

2.4.1.110 In order to cater for the increased population within Tung Chung Valley, Shek Mun Kap Road has to be widened from the existing one-way configuration to two-way configuration to allow for the associated traffic demand. Given there are already existing village houses erected at the southern side of Shek Mun Kap Road, the proposed widening can only be made towards the northern side of the road which will inevitably touch the existing Fung Shui Woods. Although ecological constraints from natural habitat have been taken into account in the design of road connection network in TCW, a minor encroachment onto the Fung Shui Woods with approximately 0.04 ha in size is still inevitable due to limited separation distance away from existing village houses. Ecological impacts due to the road connection networks will be separately discussed in **Chapter 9**. **Table 2.11** summarizes the lengths and number of lanes of distributor roads involved in TCE and TCW.

Table 2.11 Summary table of distributor roads involved in TCE and TCW

Internal Road	Number of Lane	Length (m)
TCE		
Road D1	4	930
Road D2	4	790
Road D3	4	840
Road D4	4	220
Road L1	2	390
Road L2	2	730
Road L3	2	720
Road L4	2	460
Road L5	2	360
Road L6	2	300
Road L7	2	430
Road L8	2	110
Road L9	2	110
Road L10	2	80
Tung Chung Road North	2	360



LEGEND

RD PROPOSED ROAD

Rev	Description	By	Date
D	FOURTH ISSUE	GL	11/15
C	THIRD ISSUE	GL	08/15
B	SECOND ISSUE	GL	06/15
A	FIRST ISSUE	GL	03/15

Consultant

ARUP

Project title

Tung Chung
New Town Extension

Drawing title

Locations of Road
Land Use in RODP (TCW)

Drawing no.	Rev.
Figure 2.18b	D

Drawn	Date	Checked	Approved
GL	11/15	LK	FC

Scale	Status
AS SHOWN	PRELIMINARY

COPYRIGHT RESERVED

CEDD 土木工程拓展署
Civil Engineering and Development Department

Printed by : 11/8/2015
Filename : G:\env\project\219844-70\13 Drawing Deliverables\24 Environmental Impact Assessment\Figure 2.18b - Locations of Road Land Use in RODP (TCW).dgn

Appendix 7.1 Reply correspondences from EPD & FSD

Ref.: CWPTCDD3EI01_0_0001L.25.docx

16 October 2025
By Post & Email

Environmental Protection Department
Environmental Compliance Division
Regional Office (South), Islands

8th floor, Chinachem Exchange Square,
1 Hoi wan Street, Quarry Bay, Hong Kong

Dear Ms. Fiona Wong,

Request for Land Contamination Information at Various Lots in DD3TC and Adjoining Government Land (GL), Tung Chung, Lantau Island

We are the environmental consultant who are commissioned to conduct a land contamination assessment for the Proposed Residential Development in DD3TC and Adjoining Government Land, Tung Chung, Lantau Island. Location of the subject site is shown in **Figure 1.1**.

According to the "Practice Guide for Investigation and Remediation of Contaminated Land" published by Environmental Protection Department (EPD) of the HKSAR, information including site history and other available information regarding the site shall be reviewed during the site appraisal to identify potential current and historical, on and off-site activities that could result in contamination of the site.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighbouring areas; and

3. Any land contamination assessment that has conducted at the site or neighbouring areas.

Your reply by 31 October 2025 is highly appreciated as it would be very helpful to our assessment. Should you have any queries, please do not hesitate to contact the undersigned at [redacted] (email: [redacted] or our Ms. Sally Chiu at [redacted].

Thank you very much for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Tak Wong
Principal Consultant

Encl.
Annex 1 Location of Subject Site

Ramboll Hong Kong Limited 奧環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Confidential

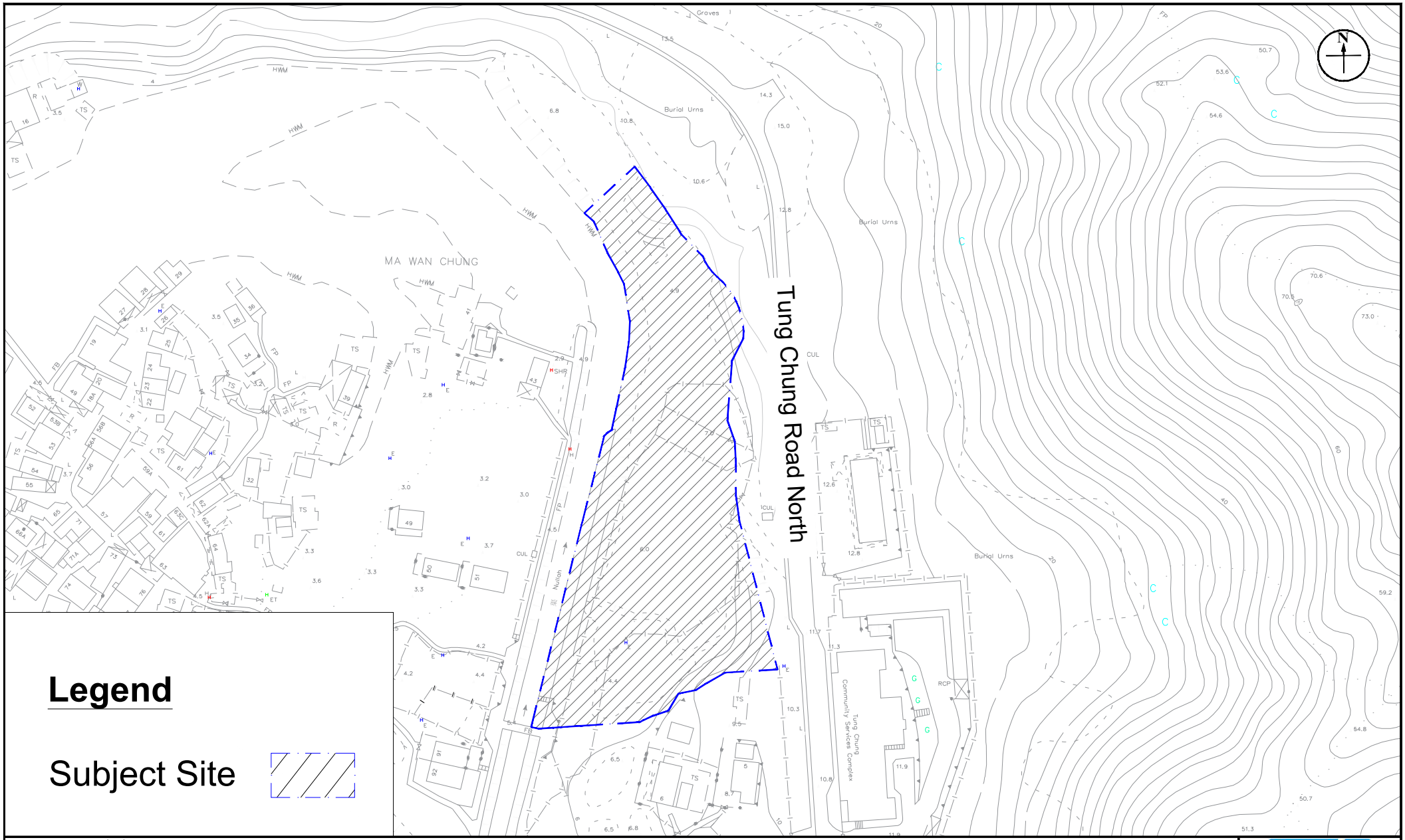


Figure: 1.1	RAMBOLL
Title: Location of Subject Site and its Environs	Drawn by: SC
	Checked by: TW
Project: S16 Application for Proposed Residential Development at Various Lots in D.D. 3TC and Adjoining Government Land, Tung Chung Road North, Tung Chung	Rev.: 1.0
	Date: Sep 2025

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Sally Chiu

From: Cho Wing WONG/EPD [redacted]
Sent: Friday, 31 October 2025 5:07 pm
To: Sally Chiu
Cc: Tak Kwong Wong
Subject: Re: Request Information for Land Contamination Information at Various Lots in DD3TC and Adjoining Government Land (GL), Tung Chung, Lantau Island

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sally Chiu,

I refer to your letter and email dated 16 October 2025 requesting the following information with respect to the subject site as shown in your attached figure of your email/ letter:

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighbouring areas; and

3. Any land contamination assessment that has conducted at the site or neighbouring areas.

You are advised to visit our territory-wide register of chemical waste producers by making an appointment for the access to the register at the Territory Control Office (in Wan Chai).

Concerning the study area in your attached figure, we do not have any records of chemical spillage or leakage incident. You are reminded that this information is not exhaustive and you are advised to check with other concerned parties/authorities responsible for handling chemical leakage/spillage incidents. For any previous land contamination assessment at the site or neighbouring areas, you are advised to obtain from other related parties/ publicly available document. You may also consider taking samples for your assessment on land contamination, if necessary.

Should you have any enquiries, please feel free to contact the undersigned. Many thanks.

Regards,
Fiona WONG
Environmental Protection Department
Tel: [redacted]

From: Sally Chiu [redacted]
Sent: Thursday, October 16, 2025 5:30 PM
To: Cho Wing WONG/EPD [redacted]
Cc: Tak Kwong Wong [redacted]
Subject: Request Information for Land Contamination Information at Various Lots in DD3TC and Adjoining Government Land (GL), Tung Chung, Lantau Island

Dear Fiona,

We are the environmental consultant who are commissioned to conduct a land contamination assessment for the Proposed Residential Development in DD3TC and Adjoining Government Land, Tung Chung, Lantau Island. Location of the subject site is shown in **Figure 1.1** of the attached document.

According to the "Practice Guide for Investigation and Remediation of Contaminated Land" published by Environmental Protection Department (EPD) of the HKSAR, information including site history and other available information regarding the site shall be reviewed during the site appraisal to identify potential current and historical, on and off-site activities that could result in contamination of the site.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighbouring areas; and

3. Any land contamination assessment that has conducted at the site or neighbouring areas.

Your reply by 31 October 2025 is highly appreciated as it would be very helpful to our assessment. Should you have any queries, please do not hesitate to contact the undersigned at [redacted] or our Mr. Tak Wong at [redacted] (email: [redacted]).

Thank you very much for your attention.

Kind regards
Sally Chiu
Assistant Environmental Consultant

D [redacted]
[redacted]
Ramboll Hong Kong Limited

Classification: Confidential

RAMBOLL

Ref.: CWPTCDD3EI01_0_0002L.25.docx

16 October 2025
By Post & Email

Fire Services Department/ Management Group

9/F, Fire Services Headquarters Building,
1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong

Dear Sir/ Madam,

Request for Land Contamination Information at Various Lots in DD3TC and Adjoining Government Land (GL), Tung Chung, Lantau Island

We are the environmental consultant who are commissioned to conduct a land contamination assessment for the Proposed Residential Development in DD3TC and Adjoining Government Land, Tung Chung, Lantau Island. Location of the subject site is shown in **Figure 1.1**.

According to the "Practice Guide for Investigation and Remediation of Contaminated Land" published by Environmental Protection Department (EPD) of the HKSAR, information including site history and other available information regarding the site shall be reviewed during the site appraisal to identify potential current and historical, on and off-site activities that could result in contamination of the site.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighbouring areas; and

3. Any land contamination assessment that has conducted at the site or neighbouring areas.

Your reply by 31 October 2025 is highly appreciated as it would be very helpful to our assessment. Should you have any queries, please do not hesitate to contact the undersigned at [redacted](email: [redacted]or our Ms. Sally Chiu at [redacted](email: [redacted].

Thank you very much for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Tak Wong
Principal Consultant

Encl.
Figure 1.1 Location of Subject Site
Annex 2 Letter of Appointment

Ramboll Hong Kong Limited 奧雅納香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

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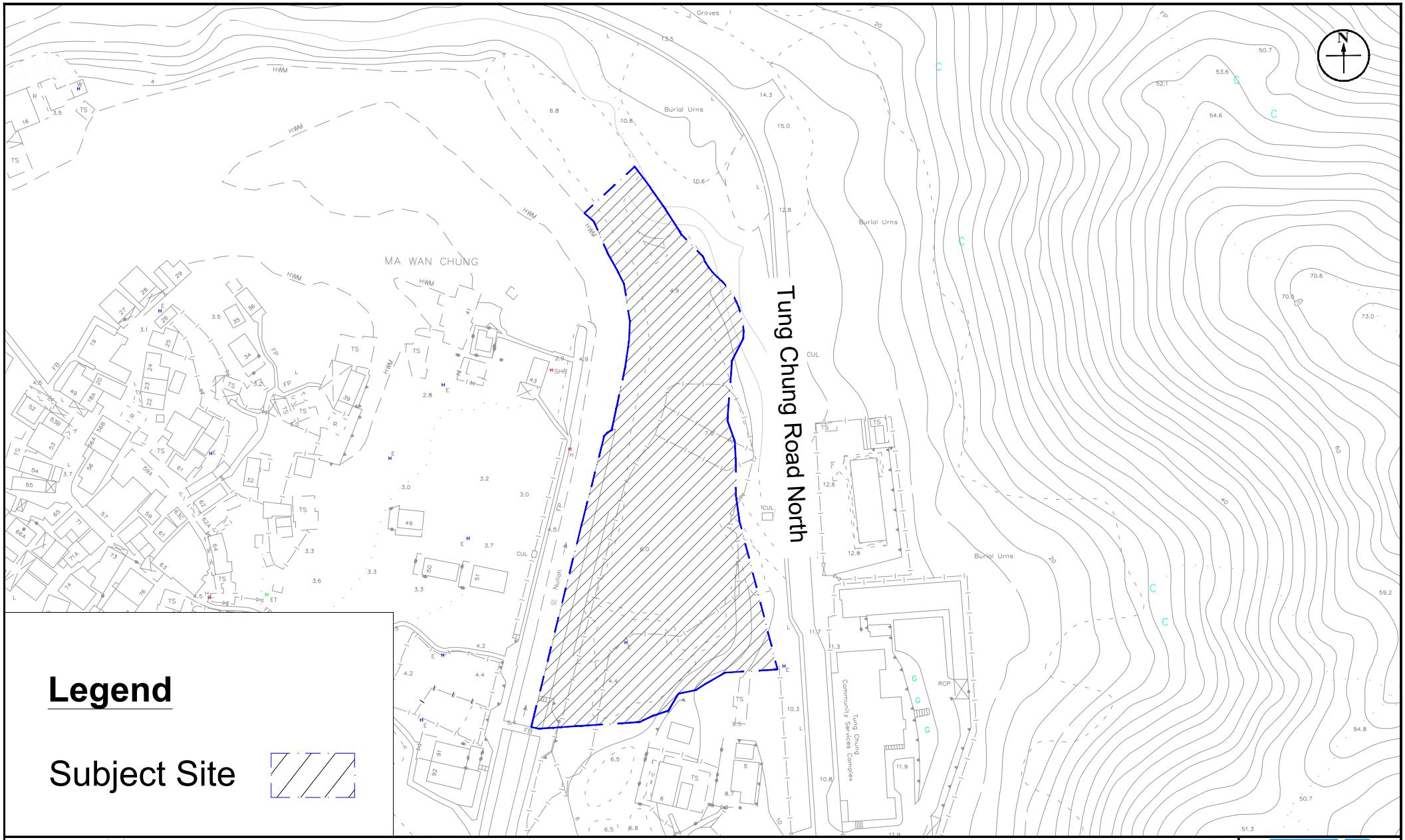


Figure: 1.1	RAMBOLL
Title: Location of Subject Site and its Environs	Drawn by: SC
	Checked by: TW
Project: S16 Application for Proposed Residential Development at Various Lots in D.D. 3TC and Adjoining Government Land, Tung Chung Road North, Tung Chung	Rev.: 1.0
	Date: Sep 2025

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廣譽發展有限公司
FULL FAME DEVELOPMENT LIMITED
(Subsidiary of Chun Wo Development Holdings Limited)

Your reference :
Our reference : HK12-14/0083-2025

14 October 2025

Ramboll Hong Kong Limited
21/F., BEA Harbour View Centre
56 Gloucester Road
Wan Chai
Hong Kong

Mr. David Yeung / Tony Cheng

Re: Request for Land Contamination Information
The Proposed Residential Development at DD3 TUNG CHUNG ("Project")

We, Full Fame Development Limited, as the Applicant of the Captioned Project, write to confirm the appointment of Ramboll Hong Kong Limited as our environmental consultant to prepare the Environmental Report and liaise with the relevant government departments to clarify the environmental issues (including land contamination issue) in support of the proposed development at various lots in DD3TC and adjoining government land, Tung Chung.

Thank you very much for your attention.

Yours sincerely
for and on behalf of
Full Fame Development Limited

For and on behalf of
FULL FAME DEVELOPMENT LIMITED
廣 譽 發 展 有 限 公 司

.....
Authorized Signature(s)
Ho Chun Wai
Director

香港九龍長沙灣永康街 55 號金百盛中心 10 樓
10/F, Kimberland Center, 55 Wing Hong Street, Cheung Sha Wan, Kowloon, Hong Kong
Tel: (852) 3758 8100 Fax: (852) 2744 6702

Sally Chiu

From: [redacted]
Sent: Tuesday, 4 November 2025 7:29 pm
To: Sally Chiu
Cc: OE8 CS/FSD
Subject: Re: Request Information for Land Contamination Information at Various Lots in DD3TC and Adjoining Government Land (GL), Tung Chung, Lantau Island
Attachments: CWPTCDD3EI01_0_0002L.25.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Our reference: (6) in FSD GR 6-5/4 R Pt. 61
Your reference: CWPTCDD3EI01_0_0002L.25.docx

Dear Ms. CHIU,

Request for Land Contamination Information at Various Lots in DD3TC and Adjoining Government Land (GL), Tung Chung, Lantau Island

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

I refer to your email of 16.10.2025 regarding the captioned request and reply below in response to your questions:-

Please be advised that neither records of dangerous goods license, fire incidents nor incidents of spillage / leakage of dangerous goods were found in connection with the given conditions of your request at the subject location.

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

Best regards,

LEE Yeung, Darwin
Assistant Divisional Officer (Legal Affairs)(Acting)
Corporate Services Division
Fire Services Department

Tel.:[redacted]

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

From: ADO LEA CS[redacted]
Sent: Friday, October 17, 2025 14:32

To: [redacted]
Cc: OE8 CS/FSD
Subject: Re: Fw: Request Information for Land Contamination Information at Various Lots in DD3TC and Adjoining Government Land (GL), Tung Chung, Lantau Island

Our reference: (6) in FSD GR 6-5/4 R Pt. 61
Your reference: CWPTCDD3EI01_0_0002L.25.docx

Dear Ms. CHIU,

Request for Land Contamination Information at Various Lots in DD3TC and Adjoining Government Land (GL), Tung Chung, Lantau Island

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

I refer to your email dated 16.10.2025 regarding the captioned subject.

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

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

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

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

Best regards,

LEE Yeung, Darwin
Assistant Divisional Officer (Legal Affairs)(Acting)
Corporate Services Division
Fire Services Department

Tel.: [redacted]

----- Forwarded by AccessIO/FSD/HKSARG on 16/10/2025 17:37 -----

From: "Sally Chiu" [redacted]
To: [redacted]
Cc: "Tak Kwong Wong" [redacted]
Date: 16/10/2025 17:32
Subject: Request Information for Land Contamination Information at Various Lots in DD3TC and Adjoining Government Land (GL), Tung Chung, Lantau Island

---

Dear Sir/ Madam,

We are the environmental consultant who are commissioned to conduct a land contamination assessment for the Proposed Residential Development in DD3TC and Adjoining Government Land,

Tung Chung, Lantau Island. Location of the subject site is shown in **Figure 1.1** of the attached document.

According to the "Practice Guide for Investigation and Remediation of Contaminated Land" published by Environmental Protection Department (EPD) of the HKSAR, information including site history and other available information regarding the site shall be reviewed during the site appraisal to identify potential current and historical, on and off-site activities that could result in contamination of the site.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighbouring areas; and

3. Any land contamination assessment that has conducted at the site or neighbouring areas.

Your reply by 31 October 2025 is highly appreciated as it would be very helpful to our assessment. Should you have any queries, please do not hesitate to contact the undersigned at [redacted] or our Mr. Tak Wong at [redacted](email: [redacted]).

Thank you very much for your attention.

Kind regards
Sally Chiu
As[redacted]ntal Consultant
D[redacted]
[redacted]
Ramboll Hong Kong Limited

Classification: Confidential
(File-Checksum-00000001)

Appendix 7.2 Aerial Photos



Appendix: 8.2

Title: Historial Aerial Photo 1985 - A02632

Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Governemnt Land, Tung Chung Road North, Tung Chung, Lantau Island

RAMBOLL

Drawn by: SC

Checked by: TW

Rev.: 1.0

Date: Jan 2026

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Appendix: 8.2

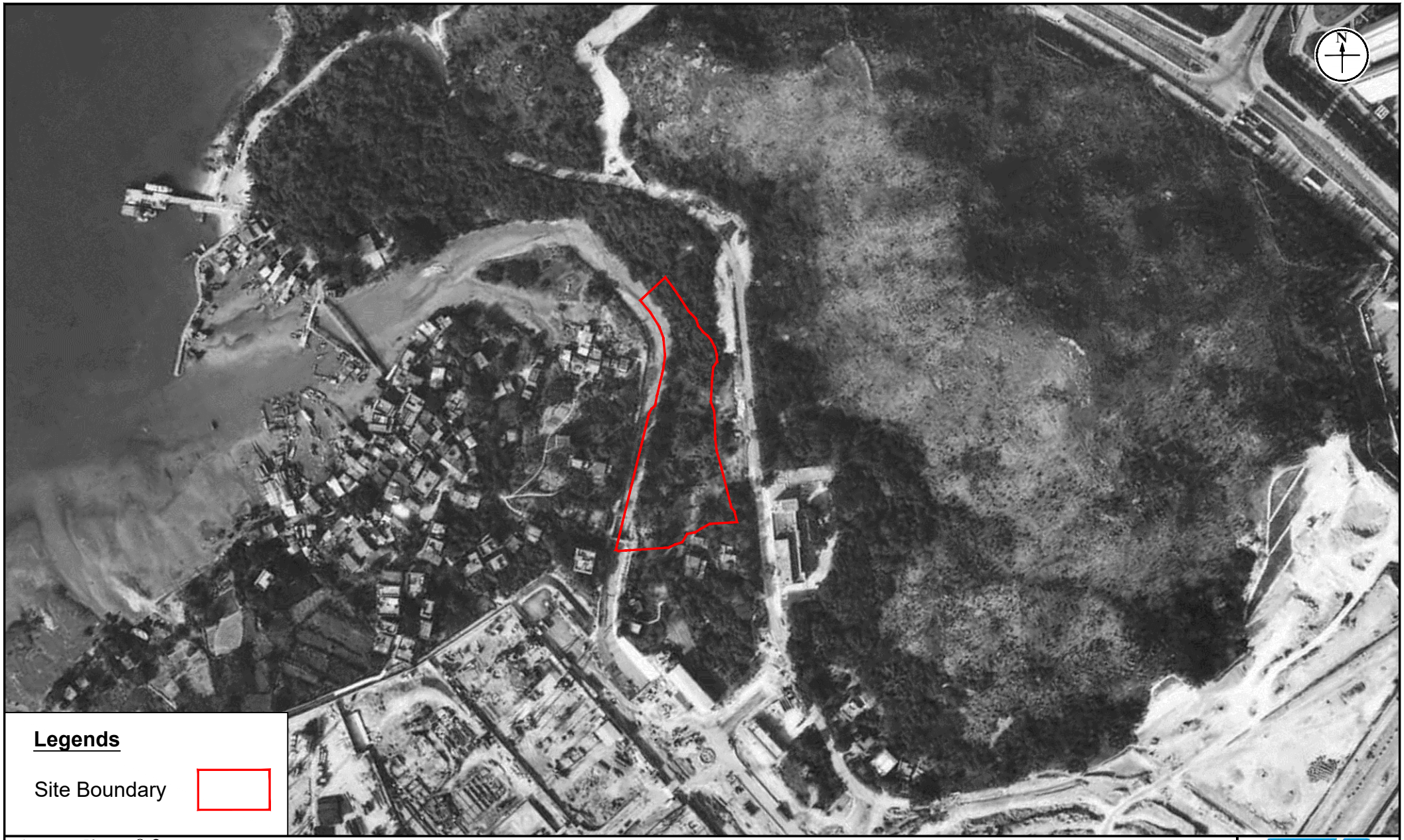
Title: Historial Aerial Photo 1995 - CN12174

Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Governemnt Land, Tung Chung Road North, Tung Chung, Lantau Island

RAMBOLL

Drawn by:	SC
Checked by:	TW
Rev.:	1.0
Date:	Jan 2026

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Appendix: 8.2

Title: Historial Aerial Photo 2000 - A50726

Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Governemnt Land, Tung Chung Road North, Tung Chung, Lantau Island

RAMBOLL

Drawn by:	SC
Checked by:	TW
Rev.:	1.0
Date:	Jan 2026

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Appendix: 8.2

Title: Historial Aerial Photo 2005 - CW69820

Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Governemnt Land, Tung Chung Road North, Tung Chung, Lantau Island

RAMBOLL

Drawn by: SC

Checked by: TW

Rev.: 1.0

Date: Jan 2026

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Appendix: 8.2

Title: Historial Aerial Photo 2010 - CW87163

Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Governemnt Land, Tung Chung Road North, Tung Chung, Lantau Island

RAMBOLL

Drawn by:	SC
Checked by:	TW
Rev.:	1.0
Date:	Jan 2026

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Appendix: 8.2

Title: Historial Aerial Photo 2015 - CW116986

Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Governemnt Land, Tung Chung Road North, Tung Chung, Lantau Island

RAMBOLL

Drawn by:	SC
Checked by:	TW
Rev.:	1.0
Date:	Jan 2026

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Appendix: 8.2	RAMBOLL
Title: Historial Aerial Photo 2020 - E108178C	Drawn by: SC Checked by: TW
Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Governemnt Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Jan 2026

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Legends

Site Boundary

Appendix: 8.2	RAMBOLL
Title: Historial Aerial Photo 2025 - E251843C	Drawn by: SC Checked by: TW
Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Governemnt Land, Tung Chung Road North, Tung Chung, Lantau Island	Rev.: 1.0 Date: Jan 2026

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Appendix 7.3 Site Walkover Checklist

Annex C1

Site Walkover Checklist

Date of Site Visit:

GENERAL SITE DETAILS

SITE OWNER/CLIENT	Full Fame Development Limited
PROPERTY ADDRESS	10/F, Kimberland Centre, No.55 Wing Hong Street, Cheung Sha Wan, Kowloon, Hong Kong

PERSON CONDUCTING THE QUESTIONNAIRE

NAME	Mr. Wiki Leung
POSITION	Project Manager

AUTHORIZED OWNER/CLIENT REPRESENTATIVE (IF APPLICABLE)

NAME	Mr. Ho Chun Wai
POSITION	Director
TELEPHONE	[redacted]

SITE ACTIVITIES

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

Number of employees:	Full-time:	Nil
	Part-time:	Nil
	Temporary/Seasonal:	Nil
Maximum no. of people on site at any time:		Nil
Typical hours of operation:		Nil
Number of shifts:		Nil
Days per week:		Nil
Weeks per year:		Nil
Scheduled plant shut-down:		Nil

Detail the main sources of energy at the site:

Gas	~~Yes~~/No
Electricity	Yes/~~No~~
Coal	~~Yes~~/No
Oil	~~Yes~~/No
Other	~~Yes~~/No

SITE DESCRIPTION

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

What is the total site area: 5,400 m^2

What area of the site is covered by buildings (%): /

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

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

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

If yes, identify those parties: /

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

North: Vacant woodland

South: Village houses and woodland

East: Tung Chung Road North, Construction Site

West: Open Nullah

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

Sloped, from high side of Tung Chung Road North to low side of Open of open nullah to the West

State the size and location of the nearest residential communities.

Scatter Village house to the South and to the West over open nullah

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

No

Questionnaire with Existing Site Owner

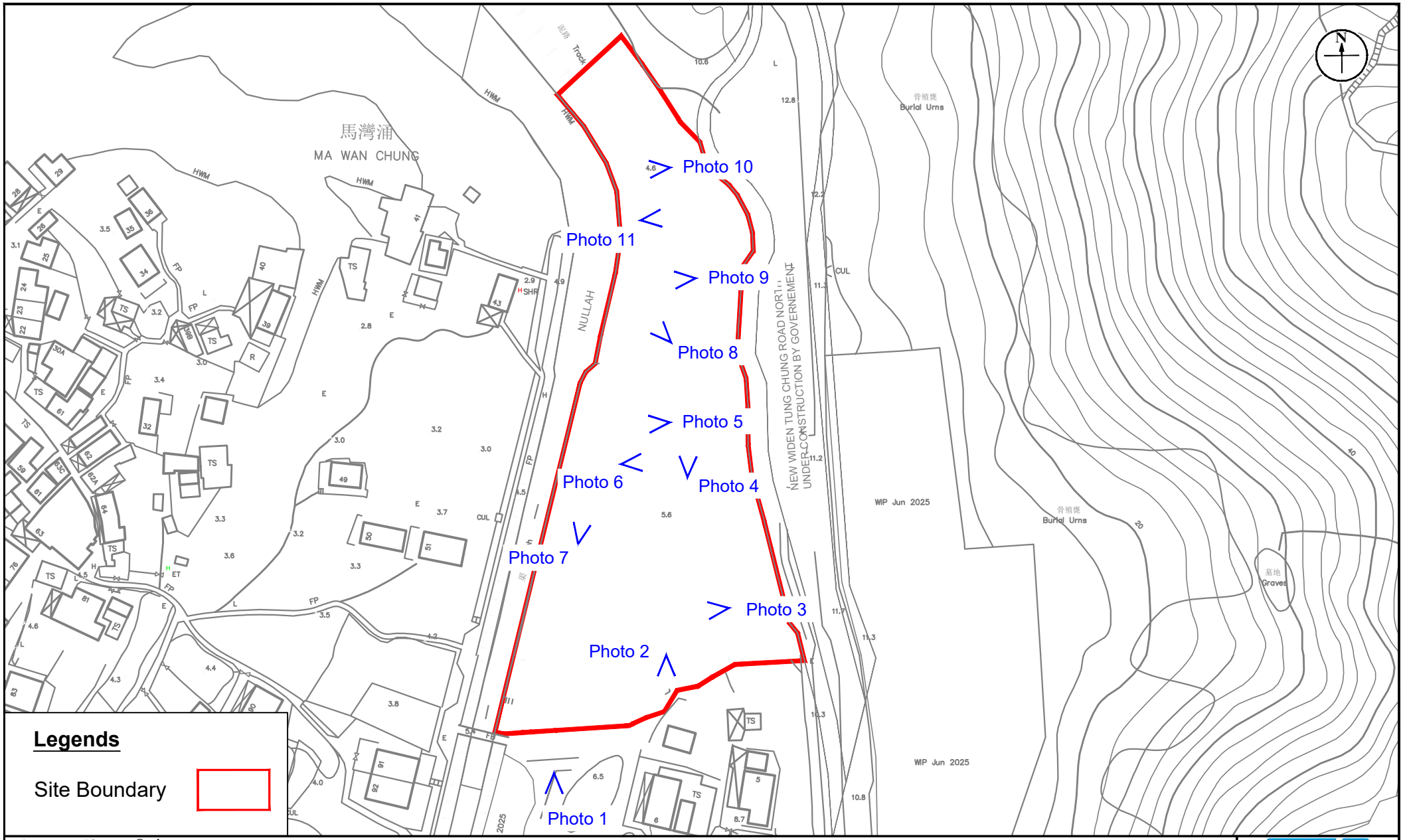
		Yes/No	Notes
1.	What are the main activities/operations at the above address?		Car Park
2.	How long have you been occupying the site?		NA
3.	Were you the first occupant on site? (If yes, what was the usage of the site prior to occupancy?)	No	
4.	Prior to your occupancy, who occupied the site?		NA
5.	What were the main activities/operations during their occupancy?		NA
6.	Have there been any major changes in operations carried out at the site in the last 10 years?	No	
7.	Have any polluting activities been carried out in the vicinity of the site in the past?		No
8.	To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?		No
9.	Are there any boreholes/wells or natural springs either on the site or in the surrounding area?		No
10	Do you have any registered hazardous installations as defined under relevant ordinances? (If yes, please provide details.)	No	
11.	Are any chemicals used in your daily operations? (If yes, please provide details.)	No	
	• Where do you store these chemicals?		
12.	Material inventory lists, including quantities and locations available? (If yes, how often are these inventories updated?)	No	
13.	Has the facility produced a separate hazardous substance inventory?	No	
14.	Have there ever been any incidents or accidents (e.g. spills, fires, injuries, etc.) involving any of these materials? (If yes, please provide details.)		No
15.	How are materials received (e.g. rail, truck, etc.) and stored on site (e.g. drums, tanks, carboys, bags, silos, cisterns, vaults and cylinders)?		No
16.	Do you have any underground storage tanks? (If yes, please provide details.)	No	
	▪ How many underground storage tanks do you have on site?		
	▪ What are the tanks constructed of?		
	▪ What are the contents of these tanks?		
	▪ Are the pipelines above or below ground?		

	▪ If the pipelines are below ground, has any leak and integrity testing been performed?		
	▪ Have there been any spills associated with these tanks?		
17.	Are there any disused underground storage tanks?	No	
18.	Do you have regular check for any spillage and monitoring of chemicals handled? (If yes, please provide details.)	No	
19.	How are the wastes disposed of?		Nil
20.	Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)	No	
21.	Have any spills occurred on site? (If yes, please provide details.)	No	
	• When did the spill occur?		
	• What were the substances spilled?		
	• What was the quantity of material spilled?		
	• Did you notify the relevant departments of the spill?		
	• What were the actions taken to clean up the spill?		
	• What were the areas affected?		
22.	Do you have any records of major renovation of your site or rearrangement of underground utilities, pipe work/underground tanks (If yes, please provide details.)	No	
23.	Have disused underground tanks been removed or otherwise secured (e.g. concrete, sand, etc.)?	No	
24.	Are there any known contaminations on site? (If yes, please provide details.)	No	
25.	Has the site ever been remediated? (If yes, please provide details.)	No	

Observations

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

Appendix 7.4 Site Photo Record



Appendix: 8.4

Title: Photo Directions for Site Appraisal

Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Governemnt Land, Tung Chung Road North, Tung Chung, Lantau Island

RAMBOLL

Drawn by:	SC
Checked by:	CC
Rev.:	1.0
Date:	Jan 2026

\\aphkfps3\Drive Q\Projects\CWPTCDD3EI01\05 Assessments\06 Land Con\Site Photo\Site Photo.dwg

Appendix 8.4 Photo Records



Photo 1: The ground is paved with concrete in good condition. No oil stains and smells are observed.



Photo 2: Storage containers are observed. However, there are no direct contact between the containers and the ground and the ground is paved with concrete in good condition. No oil stains and smells are observed.



Photo 3: The area is planted with green trees.



Photo 4: The area is used as temporary car park. No oil refilling activities are observed. The ground is paved with concrete in good condition. No oil stains and smells are observed.

Appendix 8.4 Photo Records



Photo 5: The area is used as temporary car park. No oil refilling activities are observed. The ground is paved with concrete in good condition. No oil stains and smells are observed.



Photo 6: The area is used as temporary car park. No oil refilling activities are observed. The ground is paved with concrete in good condition. No oil stains and smells are observed.



Photo 7: The area is used as temporary car park. No oil refilling activities are observed. The ground is paved with concrete in good condition. No oil stains and smells are observed.



Photo 8: Entrance road of the Site. The area is covered with sand in good condition. No oil stains and smells are observed.

Appendix 8.4 Photo Records



Photo 9: Containers are observed but there is no direct contact between the container and the ground. Temporary toilets and water bottles are observed too. The area is covered in sand in good condition. No oil stains and smells are observed.



Photo 10: A boat and some construction machines are observed but they are not in operation. The area is covered in sand in good condition. No oil stains and smells are observed.



Photo 11: The area is planted with trees

Appendix 4

Drainage Impact Assessment

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DELIVERING THE FUTURE

PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

Drainage Impact Assessment

JANUARY 2026

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PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

Drainage Impact Assessment

Author	Various	
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Report No	KEB002681/DIA/R00	
Date	JANUARY 2026	

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DRAWINGS

1 INTRODUCTION

1.1 Background

1.1.1 Full Fame Development Limited (the "Applicant") intends to seek approval from the Town Planning Board ("TPB") under Section 16 of the Town Planning Ordinance for the Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP, and Adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung ("the Site"). The Site falls primarily within an area zoned "Residential (Group B)3" ("R(B)3") zone, with a minor portion of it shown as "Road" on the Approved Tung Chung Town Centre Area Outline Zoning Plan ("the Approved OZP") No. S/I-TCTC/24.

1.1.2 Asia Infrastructure Solutions Limited was commissioned by the Applicant to undertake a Drainage Impact Assessment (DIA) for the Proposed Residential Development and provide technical justifications in supporting the application from the drainage point of view.

1.2 Objectives

1.2.1 This report outlines the existing drainage system in the vicinity of the Site, studies the potential drainage impacts that may arise from the proposed residential development and proposed appropriate mitigation measures where necessary.

1.2.2 The objectives of this Drainage Impact Assessment (DIA) are as follows:

- Identify any potential drainage impact arising from the Site;
- Assess the hydraulic performance of the existing drainage outfalls in the Site; and
- Identify design requirements of the drainage system of the proposed residential development.

1.3 Information Available for the Study

1.3.1 The following information was reviewed for the study:

- DSD Stormwater Drainage Manual (SDM) – Planning, Design and Management (Fifth Edition, January 2018) including its corrigenda No. 1/2022, No. 1/2024 and No. 2/2024.
- Approved Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/24; and
- Cap. 123I Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulation.

2 PROJECT OUTLINE

2.1 Project Background and Project Site

2.1.1 The Site is located at the northwest of the planned public housing development at Area 23 of Tung Chung.

2.1.2 The Site is also bounded by Tung Chung Road North to the east and an existing nullah connecting to Ma Wan Chung to the west.

2.1.3 The Site has an area of approximate 5,400m^2 comprising mainly paved areas and some landscaped areas.

2.1.4 The proposed development is mainly comprised of two 14-storey residential building towers, a 2-storey clubhouse atop 1 level of basement carpark and a 1-storey underground carpark. A master layout plan and a schematic section of the proposed residential development at Tung Chung Road North are contained in **Appendix A**.

3 EXISTING AND PROPOSED DRAINAGE SYSTEMS

3.1 Existing Drainage Network

3.1.1 With reference to Drainage Record Sheets No. 9-SE-8B-3, 9-SE-8B-4, 9-SE-8D-1 and 9-SE-8D-2 contained in **Appendix B**, there is an existing nullah in the west of the Site and there is no existing public drainage pipelines in the vicinity of the Site.

3.1.2 With reference to the topographical and tree survey conducted by KEL and Surveying, Planning & GIS Co. Ltd. contained in **Appendix C**, there are two existing 600mm diameter outfalls within the Site that are connected to the existing nullah. Surface runoff from the Site is discharged into the nullah through these two outfalls.

3.1.3 With reference to the topographical and tree survey contained in **Appendix C**, two existing 600mm diameter outfalls are identified. However, due to inaccessible dense vegetation within the current Site, existing drainage system of the Site is merely surveyed. In this report, two nodes are assumed to be manhole objects to receive the surface runoff from the Site in the existing scenario model.

3.2 Existing Catchments and Surface Runoffs

3.2.1 Existing drainage catchments associated with each of the existing outfalls from the site discharging stormwater to the nullah were identified based on the topography of the site.

3.2.2 The boundaries of the existing drainage catchments associated with the Site are shown in drawing no. KEB002681/DIA/1001.

3.2.3 Surface characteristics and times of concentration of existing stormwater catchments draining into the two existing outfalls are detailed in the Table contained in **Appendix D**.

3.3 Changes in Catchments and Surface Runoffs due to the Proposed Development

3.3.1 The proposed residential development will change the surface characteristics and slightly increase the total area of the catchments draining to the existing 600mm diameter outfalls.

3.3.2 Surface characteristics and times of concentration of the proposed drainage catchments (i.e. post-development) are presented in **Appendix E**.

3.3.3 The boundaries of the proposed drainage catchments are shown in drawing no. KEB002681/DIA/2001.

3.3.4 The proposed development will lead to changes in surface characteristics of Site. The potential drainage impact of this change in surface characteristics is assessed in Section 5.

4 METHOD OF ANALYSIS

4.1 Assessment Criteria

4.1.1 With reference to the DSD SDM, underground drainage pipes with a diameter smaller than 1.8m (or equivalent diameter in case of a box culvert) conveying stormwater to a trunk drain, river or sea are normally classified as “Urban Drainage Branch System”. An “Urban Drainage Trunk System” collects stormwater from branch drains and conveys the flow to outfalls in river or sea. Pipes with size or box culverts with equivalent diameter equal to or larger than 1.8m are normally considered as trunk drains. Recommended Design Return Periods from DSD SDM are shown in the Table 1:

Drainage Type	Design Return Period
Urban Drainage Trunk Systems	200 years
Urban Drainage Branch Systems	50 years

Table 1 Recommended Design Return Periods

4.1.2 For the purpose of this drainage impact assessment, 1 in 50 years design period is adopted for assessment of the drainage condition of the existing 600mm diameter outfalls. The 1 in 200 years design return period is adopted to assess the potential susceptibility to flooding of the Site due to backwater from the adjacent nullah.

4.1.3 For the selected return periods, the flood levels in the fluvial-tidal zone determining the flood level in the fluvial-tidal zone for selected return period, the following cases are considered:

Flood Level Return Period	Case A	Case B
50 years	50-yr rain + 10-yr sea level	10-yr rain + 50-yr sea level
200 years	200-yr rain + 10-yr sea level	10-yr rain + 200-yr sea level

4.1.4 The classical theory of unit hydrograph with constant proportional losses (runoff coefficient) was adopted to calculate the catchment surface runoffs.

4.1.5 The runoff coefficients adopted for roof/paved area, vegetated area with underlying structures and flat vegetated area are 1.00, 0.60 and 0.20 respectively.

4.1.6 The unit hydrograph used to simulate the 50-year rainfall event was derived synthetically using the symmetrically distributed rainfall based on RO (1991) as recommended in Section 4.3.5 of the DSD SDM. The formulation is shown below:

$$F(t) = \begin{cases} \dfrac{a[b + 2(1-c)t]}{(2t+b)^{c+1}} & , \quad 0 \le t \le \dfrac{t_d}{2} \\ F(-t) & , \quad -\dfrac{t_d}{2} \le t \le 0 \end{cases}$$

where: F(t) = rate of rainfall or instantaneous intensity in mm/hr at time t (in minutes)
t_d = rainstorm duration (in minutes) (td ≤ 240)
a,b,c = storm constants are given in Table 3c of DSD SDM, which are the same as those given of the algebraic equation of the IDF relationship

4.1.7 The times of concentration (tc) for the different types of catchments are summarized in Table 2.

Type of Catchment	Time of Concentration
Vegetated Area (flat area)	Based on Brandsby William's equation with a minimum of 5 minutes
Paved Area	Based on Brandsby William's equation with a minimum of 5 minutes

Table 2 – Times of concentration for Different Types of Catchment

4.1.8 The inlet times, or time of concentration of the catchments considered in this DIA Report were estimated using the Brandsby William's Equation as presented below:

$$t_0 = \frac{0.14465L}{H^{0.2}A^{0.1}}$$

where: t_0 = time of concentration of the catchment (min)
L = distance (on plan) measured on the line of natural flow between the summit and the point under consideration (m)
A = Catchment area (m^2)
H = Average slope (m per 100m), measured along the line of natural flow, from the summit of the catchment to the point under consideration

4.1.9 To account for the effect of Climate Change, the increase in rainfall intensity and increase in the design extreme sea levels presented in Table 3 to Table 6 are adopted.

Report	Increase in Rainfall Intensity due to Climate Change (Mid-21st Century)		
	Rainfall Increase	Design Allowance	Total
DSD SDM (2018) 2018 Including the Corrigendum No. 1 of 2022	11.1%	0.0%	11.1%

Table 3 - Increase in Rainfall Intensity due to Climate Change (Mid-21st Century) [SSP2-4.5]

Report	Increase in Rainfall Intensity due to Climate Change (End-21st Century)		
	Rainfall Increase	Design Allowance	Total
DSD SDM (2018) 2018 Including the Corrigendum No. 1 of 2022	16.0%	12.1%	28.1%

Table 4 - Increase in Rainfall Intensity due to Climate Change (End-21st Century) [SSP5-8.5]

4.1.10 The design sea levels adopted in the water level at the existing outfalls in the hydraulic assessment are summarized in Table 5 and Table 6.

Design Return Period (Years)	Tai O (1954-2019) (mPD)	Sea Level Rise due to climate change (m)	Storm Surge Increase in Mid-21st Century	Design Allowance in Mid-21st Century	Design Sea Level Mid-21st Century (mPD)
10	3.36	0.20	0.05	0.00	3.61
50	3.84	0.20	0.08	0.00	4.12
200	4.28	0.20	0.10	0.00	4.58

Table 5 – Design Sea Levels (Mid-21st Century) [SSP2-4.5]

Design Return Period (Years)	Tai O (1954-2019) (mPD)	Sea Level Rise due to climate change (m)	Storm Surge Increase in End of 21st Century	Design Allowance in End-21st Century	Design Sea Level End-21st Century (mPD)
10	3.36	0.47	0.10	0.21	4.14
50	3.84	0.47	0.14	0.22	4.67
200	4.28	0.47	0.18	0.24	5.17

Table 6 – Design Sea Levels (End-21st Century) [SSP5-8.5]

4.2 Hydraulic Modelling Details

4.2.1 Hydraulic modelling package InfoWorks ICM 2024.5 developed by Innovyze was used to assess surface water runoff and hydraulic performance of existing and proposed drainage systems.

4.2.2 A Colebrook white roughness value (ks) of 3mm was adopted for the concrete drainage pipes respectively.

4.2.3 Shaft and chamber areas for manholes (nodes) were modelled using InfoWorks default values. All manholes were modelled as a stored type manhole.

4.2.4 Flap valves fitted onto the proposed upgraded outfalls were modelled using InfoWorks built-in default values.

4.2.5 The following reduction of channel and pipe flow areas was adopted to simulate the pipe hydraulic performance of both existing public drainage system and the proposed drainage system for the site:

i) A 5% reduction in flow area if the channel or pipe gradient is greater than 1 in 25 and

ii) A 10% reduction in flow area for other parts of the drainage network

4.2.6 Unit hydrograph routing model was used for all catchments. The times of concentration were input manually in InfoWorks model adopting the values estimated according to the criteria detailed in Section 4.1.8.

4.2.7 The fixed runoff volume model was used for all catchments. The fixed runoff coefficients adopted are detailed in Section 4.1.5.

4.2.8 Hydraulic model output results in the form of longitudinal profiles are included in **Appendix F**.

5 ASSESSMENT

5.1 Changes to the Drainage Characteristics and Potential Drainage Impacts

Existing Catchments

5.1.1 Existing drainage catchments associated with the existing drainage systems serving the Site were identified based on topography of the area and DSD drainage record plans. The boundary of existing sub-catchments is presented in drawing no. KEB002681/DIA/1001.

5.1.2 A 50-year storm return period was adopted to assess the hydraulic performance of the existing drainage systems serving the Site.

5.1.3 The results of the InfoWorks model for the existing scenario (i.e. pre-development) are contained in **Appendix F2** and **Appendix F3**.

5.1.4 The site catchments and the surface runoff flow paths are shown on Figure 1.

5.1.5 The area and surface characteristics of the existing drainage catchments associated with the Site are presented in Table 7.



Figure 1 – Site Catchment Plan and Surface Runoff Flow Path

Catchment ID	Discharge to	Total Area (m^2)	Paved Area (m^2)	Vegetated w/ Underlying Structure (m^2)	Vegetated Area (m^2)	Paved Area (%)	Vegetated w/ Underlying Structure (%)	Vegetated Area (%)
SC-A	Outfall 1	2,884.4	1,680.8	0.0	1,203.5	58.3	0	41.7
SC-B	Outfall 2	3,229.5	1,860.6	0.0	1,368.9	57.6	0	42.4
SC-C	Nullah	304.4	304.4	0.0	0.0	100.0	0	0.0
Total		**6,418.3**	**3,845.9**	**0**	**2,572.4**	**59.9**	**0**	**40.1**

Table 7 – Area and Surface Characteristics of Existing Drainage Catchments

5.1.6 The estimated peak runoff of the existing drainage catchments is presented in Table 8.

Catchment ID	Discharge to	1 in 50yr Mid-21st Century Peak Flow (Case A) (m^3/s)	1 in 50yr Mid-21st Century Peak Flow (Case B) (m^3/s)
SC-A	Outfall 1	0.143	0.120
SC-B	Outfall 2	0.158	0.133
SC-C	Nullah	0.023	0.019
	Total	**0.324**	**0.271**

Table 8 – Peak Runoff of the Existing Drainage Catchments

5.1.7 The hydraulic performance of the two existing 600mm diameter outfalls serving the Site is outlined in Table 9 and Table 10. The locations of existing outfalls shall refer to drawing no. KEB002681/DIA/1001.

Location	Diameter (mm)	Pipe Capacity (m^3/s)	Existing Peak Flow Rate 1 in 50 years Mid-21st Century Case A (m^3/s)	Existing Peak Flow Rate 1 in 50 years Mid-21st Century Case B (m^3/s)	Pipe utilization 1 in 50 years Mid-21st Century Case A (%)	Pipe utilization 1 in 50 years Mid-21st Century Case A (%)
Outfall 1	600	0.473	0.143	0.120	30.1	25.3
Outfall 2	600	0.473	0.158	0.133	33.5	28.1

Table 9 – Result of the Hydraulic Assessment for the Existing Scenario: Flow Rates & Pipe Utilization

Location	Existing Ground Level at Upstream Manhole (mPD)	Maximum Water Level at Upstream Manhole 1 in 50 years Mid-21st Century Case A (mPD)	Maximum Water Level at Upstream Manhole 1 in 50 years Mid-21st Century Case B (mPD)	Freeboard 1 in 50 years Mid-21st Century Case A (mm)	Freeboard 1 in 50 years Mid-21st Century Case B (mm)
Outfall 1	4.50	3.617	4.124	883	376
Outfall 2	4.50	3.617	4.125	883	375

Table 10 – Result of the Hydraulic Assessment for the Existing Scenario: Water Levels & Freeboard

5.1.8 Due to high design water level at the existing nullah, backwater effect occurs at the existing outfalls, resulting to surcharge in the upstream drainage.

Proposed Catchments

5.1.9 The boundary of the proposed drainage catchments is presented in drawing no. KEB002681/DIA/2001.

5.1.10 The results of the InfoWorks model for proposed development scenario (i.e. post-development) are contained in **Appendix F2** and **Appendix F4**.

5.1.11 The area and surface characteristics of the proposed drainage catchments are presented in Table 11.

Catchment ID	Discharge to	Total Area (m^2)	Paved Area (m^2)	Vegetated w/ Underlying Structure (m^2)	Vegetated Area (m^2)	Paved Area (%)	Vegetated w/ Underlying Structure (%)	Vegetated Area (%)
SC-A	Outfall 1	3,061.8	2,449.4	37.2	575.1	80.0	1.2	18.8
SC-B	Outfall 2	3,356.5	2,685.2	671.3	0.0	80.0	20.0	0.0
Total		**6,418.2**	**5,134.6**	**708.5**	**575.1**	**80.0**	**11.0**	**9.0**

Table 11 – Area and Surface Characteristics of Proposed Drainage Catchments

5.1.12 The estimated peak runoff of the proposed drainage catchments is presented in Table 12.

Catchment ID	Discharge to	1 in 50yr Mid-21st Century Peak Flow (Case A) (m^3/s)	1 in 50yr Mid-21st Century Peak Flow (Case B) (m^3/s)
SC-A	Outfall 1	0.143	0.120
SC-B	Outfall 2	0.158	0.133
SC-C	Nullah	0.023	0.019
	Total	**0.324**	**0.271**

Table 12 – Peak Runoff of the Existing Drainage Catchments

5.1.13 The hydraulic performance of the two existing 600mm diameter outfalls serving the Site after completion of the proposed residential development is outlined in Table 9 and Table 10.

Location	Diameter (mm)	Pipe Capacity (m3/s)	Proposed Peak Flow Rate 1 in 50 years Mid-21st Century Case A (m^3/s)	Proposed Peak Flow Rate 1 in 50 years Mid-21st Century Case B (m^3/s)	Pipe utilization 1 in 50 years Mid-21st Century Case A (%)	Pipe utilization 1 in 50 years Mid-21st Century Case A (mPD)
Outfall 1	600	0.473	0.192	0.161	40.6	34.0
Outfall 2	600	0.473	0.229	0.192	48.4	40.6

Table 13 – Result of the Hydraulic Assessment for the Proposed Development Scenario: Flow Rates & Pipe Utilization

Location	Proposed Ground Level at Terminal Manhole (mPD)	Maximum Water Level at Upstream Manhole 1 in 50 years Mid-21st Century Case A	Maximum Water Level at Upstream Manhole 1 in 50 years Mid-21st Century Case B	Freeboard 1 in 50 years Mid-21st Century Case A	Freeboard 1 in 50 years Mid-21st Century Case B

		(mPD)	(mPD)	(mm)	(mm)
Outfall 1	6.00	3.623	4.127	2377	1873
Outfall 2	6.00	3.624	4.130	2376	1870

Table 14 – Result of the Hydraulic Assessment for the Proposed Development Scenario: Water Levels & Freeboard

5.2 Drainage Impact of the Proposed Development

5.2.1 The changes in peak flow from the Site due to the proposed development are presented in Table 15.

Existing Peak Flow Rate 1 in 50 years Mid-21st Century, Case A (m^3/s)	Existing Peak Flow Rate 1 in 50 years Mid-21st Century, Case B (m^3/s)	Proposed Peak Flow Rate 1 in 50 years Mid-21st Century, Case A (m^3/s)	Proposed Peak Flow Rate 1 in 50 years Mid-21st Century, Case B (m^3/s)	Increase in Peak Flow 1 in 50 years Mid-21st Century, Case A (m^3/s)	Increase in Peak Flow 1 in 50 years Mid-21st Century, Case B (m^3/s)
0.324	0.271	0.421	0.353	0.097	0.082

Table 15 – Result of the Hydraulic Assessment: Changes in Peak due to the Development of the Site

5.2.2 Presently, the ground surface of the existing catchments is 59.9% paved and 40.1% vegetated. The proposed development will change the ground surface of the existing catchments to 80% paved, 11% vegetated with underlying structure and 9% vegetated. Therefore, the proposed development will increase the surface runoff from the Site.

5.2.3 The surface flows from the Site are discharged to the existing 12m wide trapezoidal nullah running from south to north along the west boundary of the Site. Based on the hydraulic modelling results for the 50 years return period, taking into consideration the effects of climate change up to mid-21st Century, the increase of surface runoff (peak flow) for 1 in 50 case A and Case B are 0.097 m^3/s and 0.082 m^3/s respectively. Since the increase in surface runoff is small compared to the hydraulic capacity of the existing nullah, the drainage impact arising from the proposed development is considered minimal. No adverse impact is envisaged.

5.3 Hydraulic Assessment under the 200-years, End-21st Century (Proposed Development Scenario)

5.3.1 The results of the InfoWorks model for proposed development scenario (i.e. post-development) under the End-21st Century 1 in 200-years Return Period are contained in **Appendix F5** and summarized in Table 16 and Table 17.

Location	Diameter (mm)	Pipe Capacity (m^3/s)	Proposed Peak Flow Rate 1 in 200 years End-21st Century Case A (m^3/s)	Proposed Peak Flow Rate 1 in 200 years Mid-21st Century Case B (m^3/s)	Pipe utilization 1 in 200 years Mid-21st Century Case A (%)
Outfall 1	600	0.473	0.249	0.186	52.6
Outfall 2	600	0.473	0.297	0.222	62.8

Table 16 – Result of the Hydraulic Assessment for the Proposed Development Scenario: Flow Rates & Pipe Utilization

Location	Proposed Ground Level at Terminal Manhole (mPD)	Maximum Water Level at Upstream Manhole 1 in 200 years End-21st Century, Case A (mPD)	Maximum Water Level at Upstream Manhole 1 in 200 years End-21st Century, Case B (mPD)	Freeboard 1 in 200 years End-21st Century, Case A (mm)	Freeboard 1 in 200 years End-21st Century, Case B (mm)
Outfall 1	6.00	4.157	5.179	1843	821
Outfall 2	6.00	4.163	5.183	1837	817

Table 17 – Result of the Hydraulic Assessment for the Proposed Development Scenario: Water Levels & Freeboard

5.4 Proposed Mitigation Measures

5.4.1 In the existing scenario model, backwater effect occurs at the existing outfall pipes due to high water level at the existing nullah. To avoid disturbing the existing nullah and potential environment impacts, the existing outfalls are proposed to be retained and improved by installing flap valves to prevent stormwater at nullah entering the drainage system within the Site.

5.4.2 The results of the hydraulic model simulation show that the flap valves fitted onto the outfalls will not adversely affect their hydraulic performance. The minor headlosses of the flap valves have neglectable drainage impact.

5.4.3 Peripheral drains shall be provided to collect the surface runoff within the site and convey to the nearby nullah via the proposed terminal manholes and existing 600mm drainage pipes.

5.4.4 Based on the hydraulic modelling results for the 200 years return period, taking into consideration the effects of climate change up to end-21st Century, the water level at the terminal manholes discharging to the existing 600mm diameter outfalls will reach about +5.2mPD under case B. Therefore, it is recommended that the formation level of the site be equal to or greater than +6.0mPD to provide long-term protection against tidal-driven flooding.

6 CONCLUSION

6.1.1 The proposed residential development will change the ground surface of the existing catchments from 59.9% paved and 40.1% vegetated to 80% paved, 11% vegetated with underlying structure and 9% vegetated. Therefore, the proposed development will increase the surface runoff from the Site.

6.1.2 The surface flows from the Site are discharged to the existing 12m wide trapezoidal nullah running from south to north along the west boundary of the Site via the proposed terminal manholes and existing 600mm drainage pipes. Based on the hydraulic modelling results for the 50 years return period, taking into consideration the effects of climate change up to mid-21st Century, the increase of surface runoff (peak flow) for 1 in 50 case A and Case B are 0.097 m^3/s and 0.082 m^3/s respectively. Since the increase in surface runoff is small compared to the hydraulic capacity of the existing nullah, the drainage impact arising from the proposed development is considered minimal. No adverse impact is envisaged.

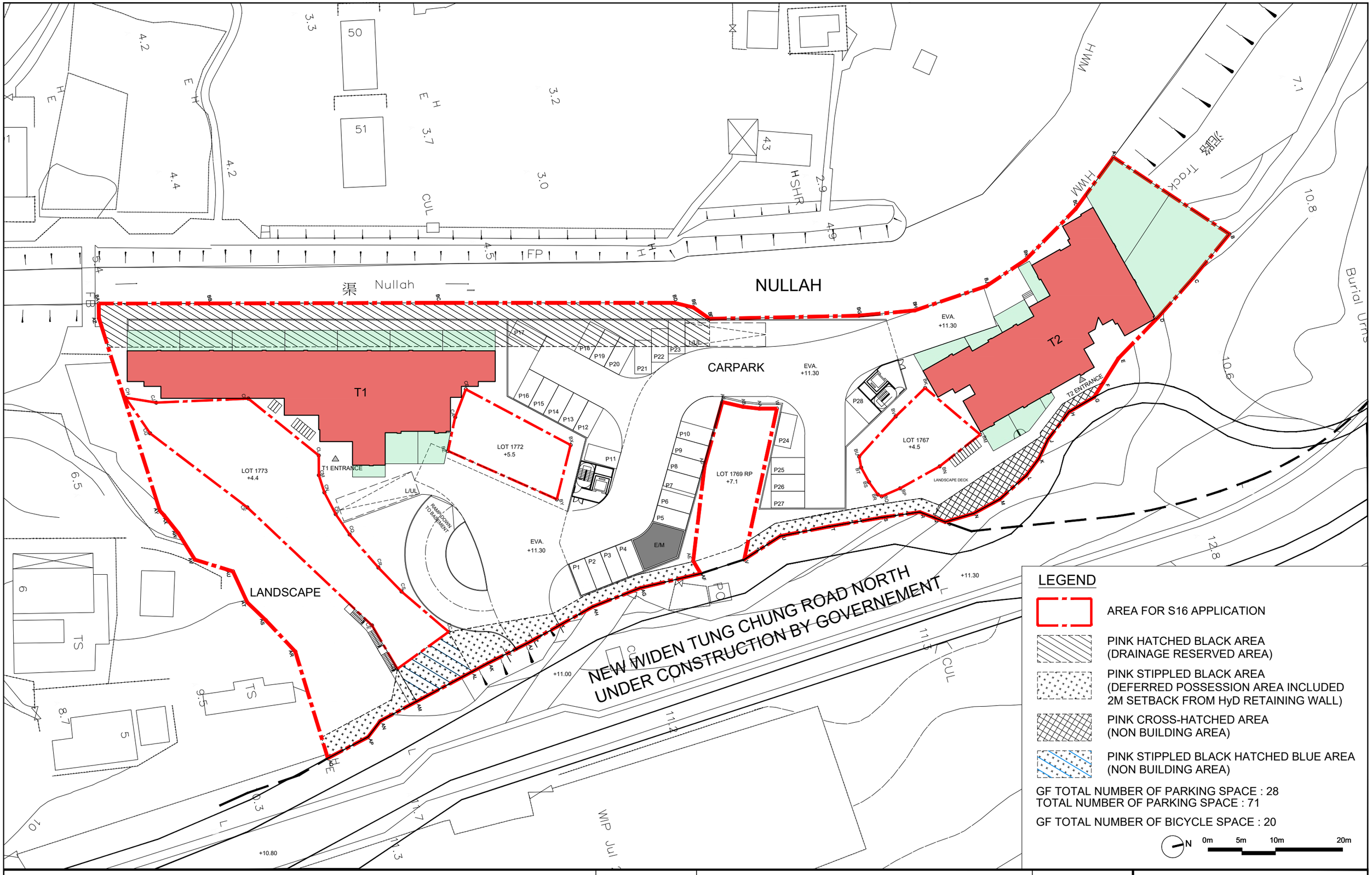
6.1.3 According to the results of the hydraulic model simulation, the existing 600mm diameter outfalls serving the Site have adequate hydraulic capacity to cater for the peak flows from the development under the 200 years return period, taking into consideration the effects of climate change up to end-21st Century. As such, the existing outfalls are proposed to be retained and improved by installing flap valves to prevent stormwater at nullah entering the drainage system within the Site.

6.1.4 Based on the hydraulic modelling results for the 200 years return period, taking into consideration the effects of climate change up to end-21st Century, the water level at the terminal manholes discharging to the existing 600mm diameter outfalls will reach about +5.2mPD under case B. The proposed basement level for carpark and ground floor level are +6.8mPD and +11.30mPD respectively which provides long-term protection against tidal-driven flooding.

6.1.5 It can be concluded that the proposed development will not cause any adverse drainage impact in areas within, upstream and downstream of the Application Site.

APPENDIX A

Proposed Development – Master Layout Plan



LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

GF TOTAL NUMBER OF PARKING SPACE : 28
TOTAL NUMBER OF PARKING SPACE : 71

GF TOTAL NUMBER OF BICYCLE SPACE : 20

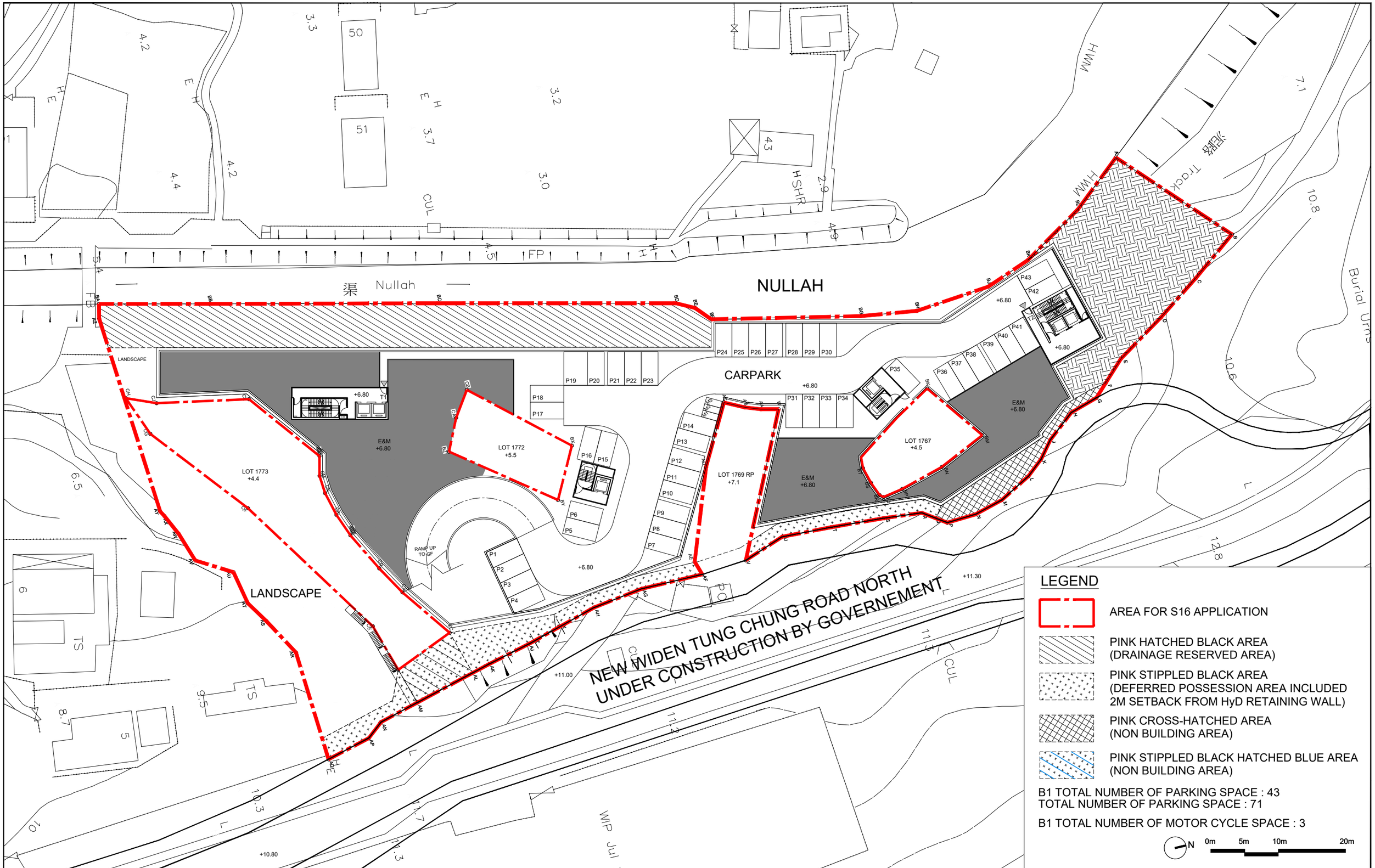
N 0m 5m 10m 20m

Drawing Title

GROUND FLOOR PLAN

Scale	Project	Job No.
1:500 (A3)	A-2517	A-2517
Date	PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Dwg No.
30/1/2026		GP-01

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD



LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

B1 TOTAL NUMBER OF PARKING SPACE : 43
TOTAL NUMBER OF PARKING SPACE : 71

B1 TOTAL NUMBER OF MOTOR CYCLE SPACE : 3

N 0m 5m 10m 20m

Drawing Title

BASEMENT 1 FLOOR PLAN

Scale
1:500 (A3)

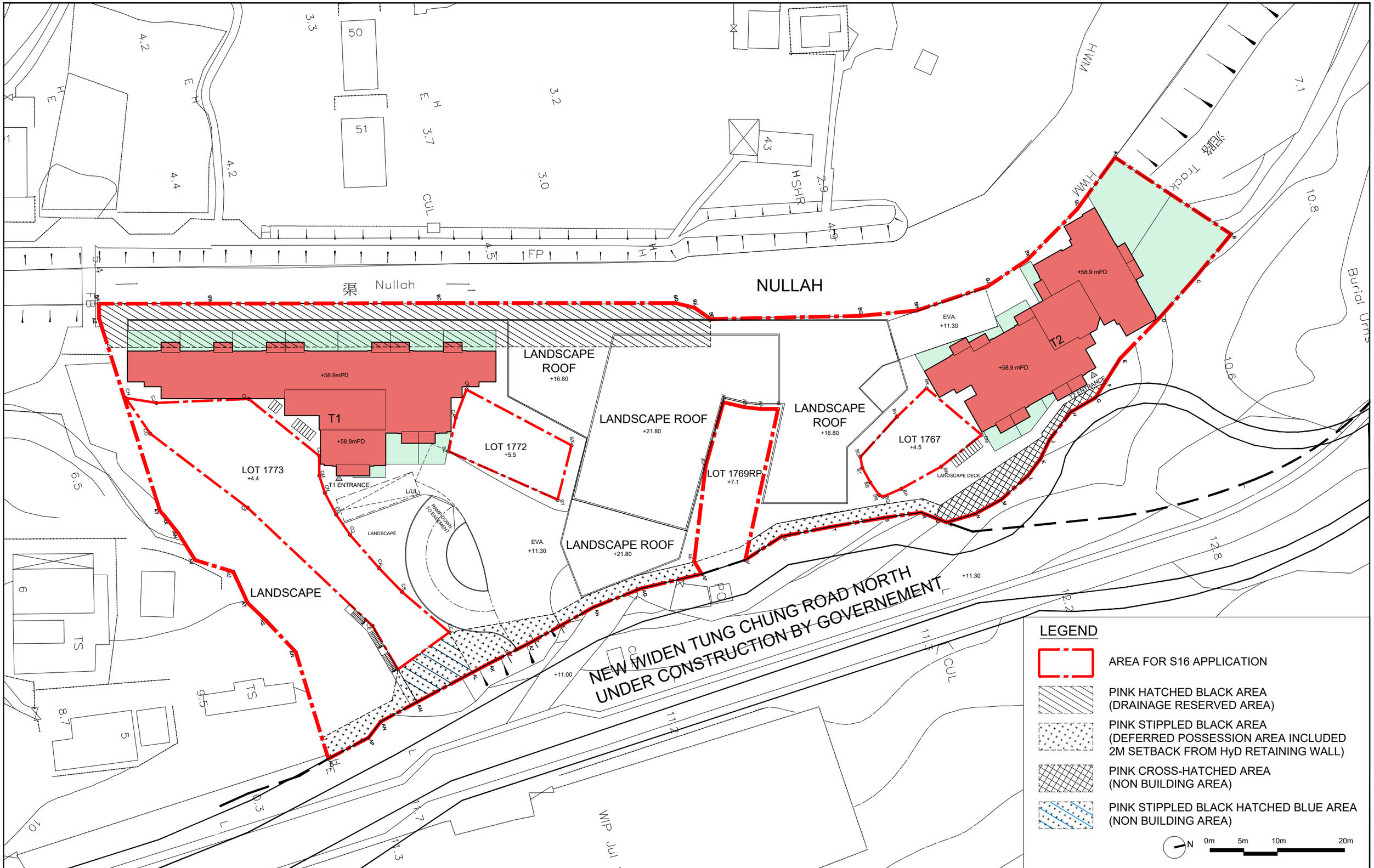
Date
30/1/2026

Project
A-2517
PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

Job No.
A-2517

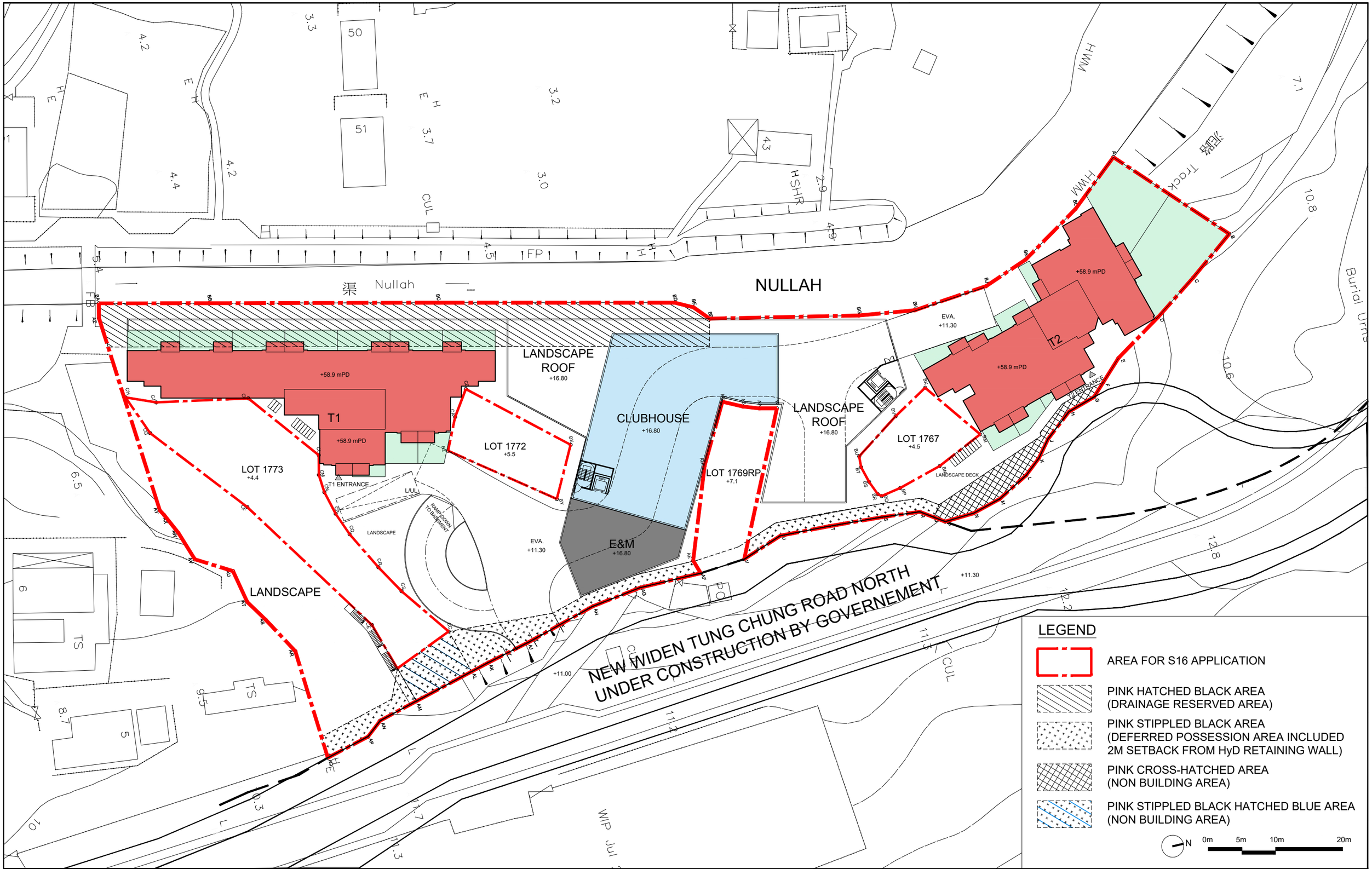
Dwg No.
GP-02

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD



Drawing Title TYPICAL LAYOUT PLAN	Scale 1:500 (A3) Date 24/2/2026	Project A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Job No. A-2517 Dwg No. GP-03

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD



LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

N 0m 5m 10m 20m

Drawing Title

MASTER LAYOUT PLAN

Scale
1:500 (A3)

Date
24/2/2026

Project
A-2517
PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

Job No.
A-2517

Dwg No.
MLP-01

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD

APPENDIX B

Drainage Records



Legend :

- Storm Water Manhole
- Storm Water Terminal Manhole
- Sewer Manhole
- Sewer Terminal Manhole
- Combined Manhole
- Catchpit
- Desilting Opening
- Inspection Opening
- Dry Weather Flow Interceptor
- Sand Trap
- Inlet
- Outlet
- Box Culvert (Storm/Sewer)
- Existing Pipe (Storm/Sewer/Combined)
- Existing Pipe (Storm/Sewer/Combined) (Planning / Identifying to be Abandoned)
- Proposed Pipe (Storm/Sewer)
- Works In Progress Pipe (Storm/Sewer)
- Abandoned Pipe
- Abandoned Pipe (Filled with Materials)
- Existing U Channel / Stepped Channel (Storm)
- Proposed U Channel / Stepped Channel (Storm)
- Works In Progress U Channel / Stepped Channel (Storm)
- Rising Main
- Vaccum Sewer
- Drainage Reserve
- Gully Sump / Gully
- Tapping Point (Storm/Sewer)
- Overflow (Sewer/Combined)
- Interface Valve Chamber
- Oil / Petrol Interceptor
- Valve
- Water Gauge
- Spot Level (Storm/Sewer)
- Existing Y-Junction (Storm/Sewer/Combined)
- Slope Sign Board
- Slope Number
- Slope Boundary
- Existing Submarine Outfall with Diffuser
- Proposed Submarine Outfall with Diffuser
- Works In Progress Submarine Outfall with Diffuser
- Harbour Area Treatment Scheme Sewage Tunnel Protection Area (100m width) (Please note that all proposed works within the HATS Sewage Tunnel Protection Area have to be complied with the requirements in the Environment, Transport and Works Bureau Technical Circular (Works) No.28/2003 or the Practice Note for Authorised Persons and Registered Structural Engineers No. 185 issued by the Building Department)
- Harbour Area Treatment Scheme Sewage Tunnel Outer Protection Area (200m width) (Please note that all proposed works within the HATS Sewage Tunnel Protection Area have to be complied with the requirements in the Environment, Transport and Works Bureau Technical Circular (Works) No.28/2003 or the Practice Note for Authorised Persons and Registered Structural Engineers No. 185 issued by the Building Department)

9-SE-8D-1

SCALE 1 : 500

Metres 10 0 20 40 60 80 100 Metres

Hong Kong and Islands Division
Drainage Services Department

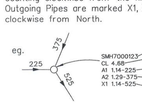
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Notes :

1. All levels are in mPD.
2. All dimensions shown are in millimetres unless otherwise stated.
3. The information shown on the record drawings are subject to verification on site and no guarantee can be given that this is a complete record.
4. Abbreviations for Channels of width smaller or equal to 1200mm:
   90DC - 900mm width Surface Channel
   90DSC - 900mm width Stepped Channel
   90DUC - 900mm width U Channel
   90DDWFC - 900mm width Dry Weather Flow Channel
5. The Incoming Pipes are marked A1, A2, A3, ... counting clockwise from the first Outgoing Pipe X1. Outgoing Pipes are marked X1, X2, X3 ... counting clockwise from North.

eg.



Manhole number
Cover Level or Ground Level
225mm dia. Incoming Pipe Invert Level
375mm dia. Incoming Pipe Invert Level
525mm dia. Outgoing Pipe Invert Level

6. Piling foundations on culverts may be present but not shown for brevity. Please refer to the relevant as-built drawings on details of the pile foundation.
7. Drainage facilities maintained by other parties, if shown, are indicative only. It is no guarantee that these information are exact.

Drainage Record Sheet Number

9-SE-8B-3

Last Updating : 27-02-2006

Map data renewed on June 2009

CHECKED BY STOCK
DATE
JUL 2021

SHUN TUNG ROAD

順東路

Bicycle Track

單車徑

墓地
Graves

7m DRAINAGE RESERVE

Tung Chung Bypass Tunnel Outlet Portal

Camp

FP

Legend :

- Storm Water Manhole
- Storm Water Terminal Manhole
- Sewer Manhole
- Sewer Terminal Manhole
- Combined Manhole
- Catchpit
- Desilting Opening
- Inspection Opening
- Dry Weather Flow Interceptor
- Sand Trap
- Inlet
- Outlet
- Box Culvert (Storm/Sewer)
- Existing Pipe (Storm/Sewer/Combined)
- Existing Pipe (Storm/Sewer/Combined) (Planning / Identifying to be Abandoned)
- Proposed Pipe (Storm/Sewer)
- Works In Progress Pipe (Storm/Sewer)
- Abandoned Pipe
- Abandoned Pipe (Filled with Materials)
- Existing U Channel / Stepped Channel (Storm)
- Proposed U Channel / Stepped Channel (Storm)
- Works In Progress U Channel / Stepped Channel (Storm)
- Rising Main
- Vaccum Sewer
- Drainage Reserve
- Gully Sump / Gully
- Tapping Point (Storm/Sewer)
- Overflow (Sewer/Combined)
- Interface Valve Chamber
- Oil / Petrol Interceptor
- Valve
- Water Gauge
- Spot Level (Storm/Sewer)
- Existing Y-junction (Storm/Sewer/Combined)
- Slope Sign Board
- Slope Number
- Slope Boundary
- Existing Submarine Outfall with Diffuser
- Proposed Submarine Outfall with Diffuser
- Works In Progress Submarine Outfall with Diffuser
- Harbour Area Treatment Scheme Sewage Tunnel Protection Area (100m width)
- Harbour Area Treatment Scheme Sewage Tunnel Outer Protection Area (200m width)

9-SE-8D-2

SCALE 1 : 500

Metres 10 0 20 40 60 80 100 Metres

Hong Kong and Islands Division
Drainage Services Department

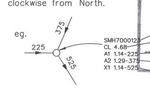
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   900UC - 900mm width U Channel
   900DWFC - 900mm width Dry Weather Flow Channel
5. The Incoming Pipes are marked A1, A2, A3 ... counting clockwise from the first Outgoing Pipe and Outgoing Pipes are marked X1, X2, X3 ... counting clockwise from North.

eg.



6. Piling foundations on culverts may be present but not shown for brevity. Please refer to the relevant as-built drawings on details of the pile foundation.
7. Drainage facilities maintained by other parties, if shown, are indicative only. It is no guarantee that these information are exact.

CHECKED BY STOCK

Drainage Record Sheet Number

9-SE-8B-4

Last Updating : 27-02-2006

Map data renewed on June 2009

- JUL 2021



09-SE-08D-3

SCALE 1 : 500

Metres 10 0 20 40 60 80 100 Metres

Hong Kong and Islands Division
Drainage Services Department

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Drainage Record Sheet Number

9-SE-8D-1

Last Updating : 14/6/2016

Map data renewed on September 2015

JUL 2021

Legend :

- Storm Water Manhole
- Storm Water Terminal Manhole
- Storm Water Special Manhole
- Sewer Manhole
- Sewer Terminal Manhole
- Sewer Special Manhole
- Combined Manhole
- Catchpit
- Desilting Opening
- Inspection Opening
- Dry Weather Flow Interceptor
- Sand Trap
- Inlet
- Outlet
- Tunnel / Box Culvert (Storm/Sewer)
- Existing Pipe (Storm/Sewer/Combined)
- Existing Pipe (Storm/Sewer/Combined) (Planning / Identifying to be Abandoned)
- Proposed Pipe (Storm/Sewer)
- Works In Progress Pipe (Storm/Sewer)
- Not Yet Commissioned Pipe (Storm/Sewer)
- Abandoned Pipe
- Abandoned Pipe (Filled with Materials)
- Existing U Channel / Stepped Channel (Storm)
- Proposed U Channel / Stepped Channel (Storm)
- Works In Progress U Channel / Stepped Channel (Storm)
- Rising Main
- Vaccum Sewer
- Drainage Reserve
- Tunnel Protection Zone
- Gully Sump / Gully
- Topping Point (Storm/Sewer)
- Overflow (Sewer/Combined)
- Interface Valve Chamber
- Oil / Petrol Interceptor
- Valve
- Water Gauge
- Spot Level (Storm/Sewer)
- Existing Y-Junction (Storm/Sewer/Combined)
- Slope Sign Board
- Slope Number
- Slope Boundary
- Existing Submarine Outfall with Diffuser
- Proposed Submarine Outfall with Diffuser
- Works In Progress Submarine Outfall with Diffuser
- Harbour Area Treatment Scheme Sewage Tunnel Protection Area (100m width) (Please note that alignment works within the HATS Sewage Tunnel Protection Area have to be complied with the requirements in the Environment, Transport and Works Bureau Technical Circular (Works) No.28/2002 or the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers No. APP-82 issued by the Buildings Department)
- Harbour Area Treatment Scheme Sewage Tunnel Outer Protection Area (200m width) (Please note that alignment works within the HATS Sewage Tunnel Protection Area have to be complied with the requirements in the Environment, Transport and Works Bureau Technical Circular (Works) No.28/2002 or the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers No. APP-82 issued by the Buildings Department)

Notes :

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   900UC = 900mm width U Channel
   900DWFC = 900mm width Dry Weather Flow Channel
5. The Incoming Pipes are marked A1, A2, A3, ... counting clockwise from the first Outgoing Pipe X1. Outgoing Pipes are marked X1, X2, X3 ... counting clockwise from North.

   eg. SMH7000123 CL 4.68 A1 1.14-225 A2 1.29-375 X1 1.14-525
   Manhole number
   Cover Level or Ground Level
   225mm dia. Incoming Pipe Invert Level
   375mm dia. Incoming Pipe Invert Level
   525mm dia. Outgoing Pipe Invert Level
6. Piling foundations on culverts may be present but not shown for brevity. Please refer to the relevant as-built drawings on details of the pile foundation.
7. Drainage facilities maintained by other parties, if shown, are indicative only. It is no guarantee that these information are exact.

東涌
TUNG CHUNG

東涌社區服務綜合大樓
Tung Chung Community Services Complex

骨殖甕
Burial Urns

東涌道北
TUNG CHUNG ROAD NORTH

CHUNG YAN ROAD

8 CHUNG YAN ROAD
北大嶼山醫院
North Lantau Hospital

CHUI KWAN DRIVE
翠群徑

Elevated Road
高架道路

YU TUNG ROAD

Cycle Track

Podium
平台

For Details, see Drg. No. 369/NL8/R0702C & R0703C

For Details, see Drg. No. 369/NL8/R0702C & R0704C

Boxout Temp. Plugged
IL = 8.95
For Details, see Drg. No. 577/NL10/T0102

Please note that drainage information is now available in the GeoInfo Map services of the Lands Department (https://www.map.gov.hk/gm/?lg=en). Please refer to the Quick Reference Guide of the system for the operation.

For legend of drainage record plans, please refer to the following URL:
(https://www.dsd.gov.hk/EN/Files/Legend_BW.pdf)

9-SE-8D-4

Metres 20 10 0 20 40 60 80 100 Metres

SCALE 1 : 500

Hong Kong and Islands Division
Drainage Services Department

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Drainage Record Sheet Number

9-SE-8D-2

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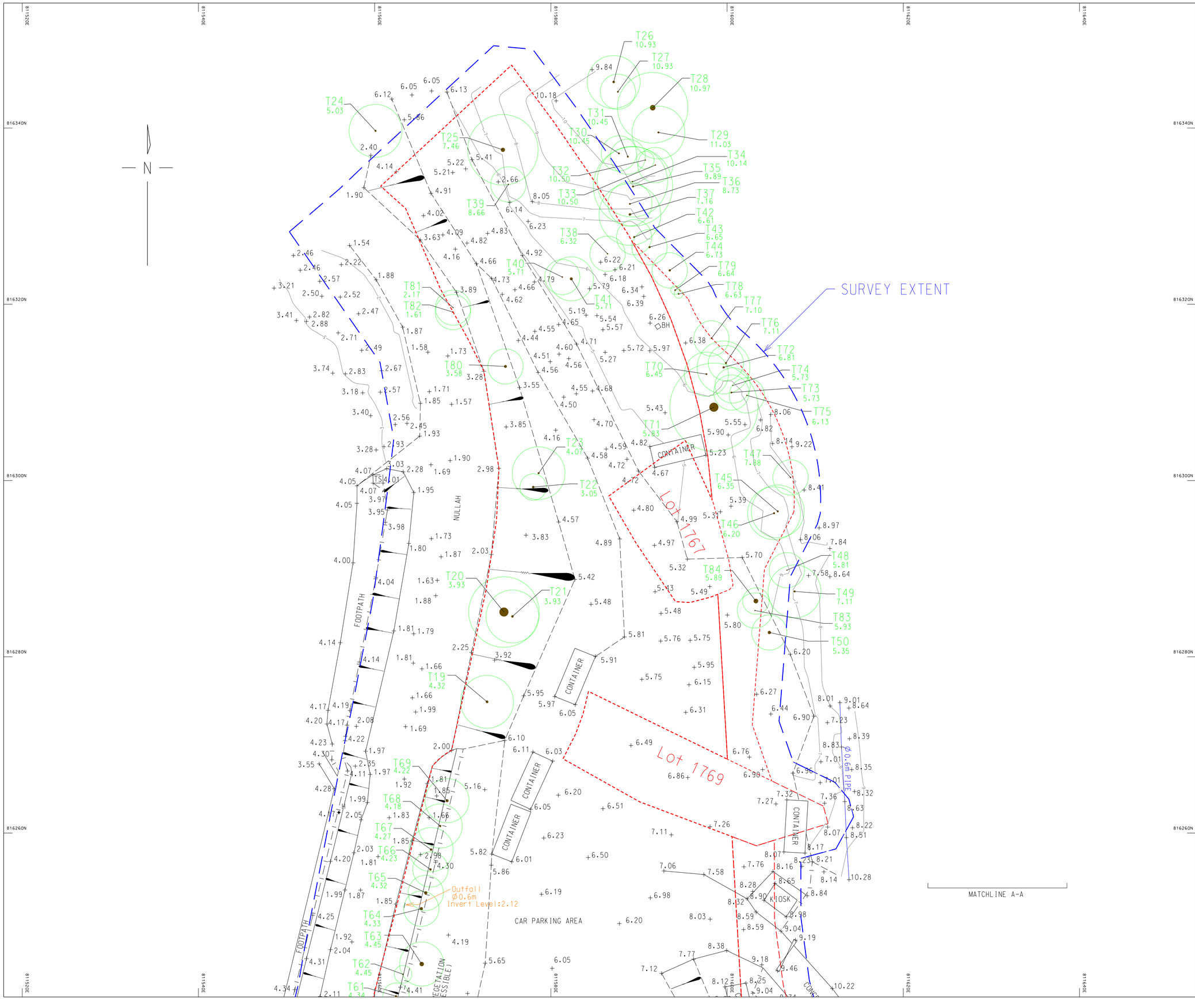
Last Updating : 28/01/2021

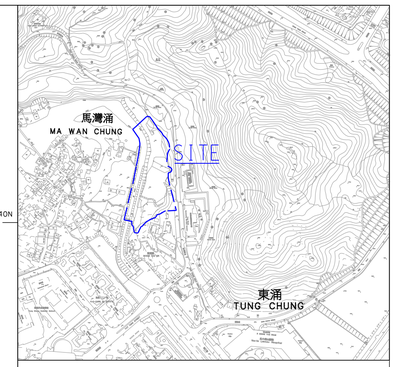
JUL 2021

Map data renewed on June 2020

APPENDIX C

Topographical and Tree Survey





KEY PLAN 1:5,000

NOTES :

1. MEASUREMENTS ARE BASED ON HONG KONG 1980 METRIC GRID & HONG KONG PRINCIPAL DATUM.
2. ALL UNITS ARE IN METRES OR OTHERWISE STATED.
3. ALL LEVELS OF KERB WERE MEASURED FROM TOE OF KERB.
4. PROPOSED RE-GRANT BOUNDARIES SHOWN HEREIN WERE ABSTRACED FROM THE PLAN NO. KEL/BDY/20/82/PLAN-P02 DATED 10 MAY 2021 AND ARE FOR REFERENCE ONLY.

LEGEND:

- 300mm CC — 300mm COVERED U-CHANNEL
- 300mm UC — 300mm U-CHANNEL
- 300mm SC — 300mm STEPPED CHANNEL
- FENCE/RAILING
- +3.00 — LEVEL POINT
- CP — CATCH PIT
- MH — MANHOLE
- BH — BOREHOLE
- STAIR/STEP EDGE
- GATE
- RETAINING WALL TOP/TOE
- FB — FLOWER BED
- T1 — TREE & TREE NO.
- BUILDING LINE
- SLOPE
- CONTOUR
- PROPOSED RE-GRANT BOUNDARY
- SURVEY EXTENT

PROJECT :
Topographical and Tree Survey for the Proposed Re-grant Site in D.D.3 Tung Chung (In Surrender of Lot Nos. 1766 RP, 1768, 1770, 1771 RP and 1774), Ma Wan Chung, Tung Chung

DATE OF SURVEY	SCALE AT A1
JUNE 2021	1:200

DRAWING NUMBER	REVISION
KEL/TOPO/21/11 (Sheet 1 of 2)	

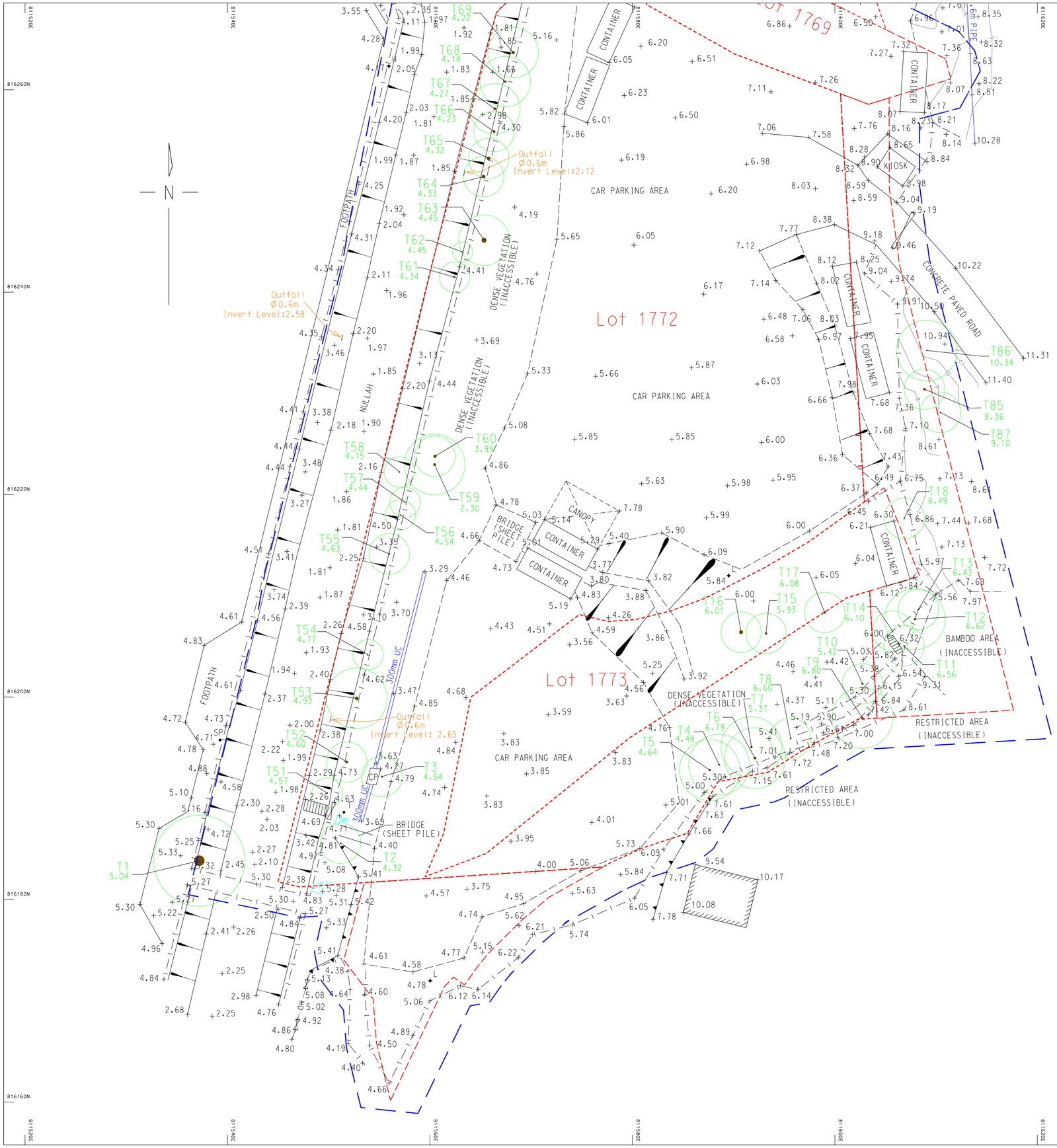
Plan Approved By:

Signature _____

Sr Dr. Ching Siu-tong
Authorized Land Surveyor
FHKIS, FRICS, MIS(Aust.), RPS(LS), MCIArb, MSSI (Aust.)

Dated this: 25th day of June 2021

建地測量規劃及地理訊息系統有限公司
KELand Surveying, Planning & GIS Co. Ltd.
Authorized Land Surveyors
Flat B, 20/F, Chatham Commercial Building, No.399 Chatham Road North, Kowloon
Tel: 2765 5737 Fax: 2765 5722 Web: www.keland.com.hk E-mail: keland@biznetvigator.com


Lot 1772
Lot 1773
CAR PARKING AREA
CAR PARKING AREA
CAR PARKING AREA
DENSE VEGETATION (INACCESSIBLE)
DENSE VEGETATION (INACCESSIBLE)
DENSE VEGETATION (INACCESSIBLE)
RESTRICTED AREA (INACCESSIBLE)
RESTRICTED AREA (INACCESSIBLE)
BAMBOO AREA (INACCESSIBLE)
KIOSK
CONCRETE PAVED ROAD
FOOTPATH
FOOTPATH
NULLAH
BRIDGE (SHEET PILE)
BRIDGE (SHEET PILE)
CANOPY
CONTAINER
CONTAINER
CONTAINER

APPENDIX D

Existing Catchments - Areas, Surface Types and Times of Concentration

asia infrastructure solutions
a GISI Consulting Group company

Project No.: Proposed Residential Development in Tung Chung, Lantau Island
Date: September 2025
Designed By: Fernando Coutinho
Checked By: Fernando Coutinho
Existing Catchment Area and Surface Types

Reference

- DSD Stormwater Drainage Manual (SDM) – Planning, Design and Management (Fifth Edition, January 2018) including its corrigenda No. 1/2022, No. 1/2024 and No. 2/2024.

Runoff Coefficient

Surface Material	Coefficient
Roof/ Asphalt/ Concrete ("Paved")	1.00
Vegetated area w/ underlying structure	0.60
Vegetated	0.20

Catchment Area, Surface Type, and Time of Concentration (Existing Scenario)

Catchment ID	Discharge to	Total Area (m^2)	Paved Area (m^2)	Vegetated w/ underlying structure (m^2)	Vegetated Area (m^2)	Paved Area (%)	Vegetated w/ underlying structure (%)	Vegetated Area (%)	Flow Length (m)	Average Slope (m/m)	Time of Concentration, t_c (min)
SC-A	Outfall 1	2,884.4	1,680.8	0.0	1,203.5	58.3	0.0	41.7	68.3	0.050	5.0
SC-B	Outfall 2	3,229.5	1,860.6	0.0	1,368.9	57.6	0.0	42.4	71.4	0.029	5.0
SC-C	Nullah	304.4	304.4	0.0	0.0	100.0	0.0	0.0	3.5	0.286	5.0
	Total	**6,418.3**	**3,845.9**	**0.0**	**2,572.4**	**59.9**	**0.0**	**40.1**			

Estimation of Peak Flow (Existing Scenario)

Catchment ID	Discharge to	1 in 50yr Mid-Century Peak Flow (Case A) (m^3/s)	1 in 50yr Mid-Century Peak Flow (Case B) (m^3/s)
SC-A	Outfall 1	0.143	0.120
SC-B	Outfall 2	0.158	0.133
SC-C	Nullah	0.023	0.019
	Total	**0.324**	**0.271**

APPENDIX E

Proposed Catchments - Areas, Surface Types and Times of Concentration

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a GISI Consulting Group company

Project No.: Proposed Residential Development in Tung Chung, Lantau Island
Date: September 2025
Designed By: Fernando Coutinho
Checked By: Fernando Coutinho
Proposed Catchment Area and Surface Types

Reference

- DSD Stormwater Drainage Manual (SDM) – Planning, Design and Management (Fifth Edition, January 2018) including its corrigenda No. 1/2022, No. 1/2024 and No. 2/2024.

Runoff Coefficient

Surface Material	Coefficient
Roof/ Asphalt/ Concrete ("Paved")	1.00
Vegetated area w/ underlying structure	0.60
Vegetated	0.20

Catchment Area, Surface Type, and Time of Concentration (Proposed Scenario)

Catchment ID	Discharge to	Total Area (m^2)	Paved Area (m^2)	Vegetated w/ underlying structure (m^2)	Vegetated Area (m^2)	Paved Area (%)	Vegetated w/ underlying structure (%)	Vegetated Area (%)	Flow Length (m)	Average Slope (m/m)	Time of Concentration, t_c (min)
SC-A	Outfall 1	3,061.8	2,449.4	37.2	575.1	80.0	1.2	18.8	68.3	0.050	5.0
SC-B	Outfall 2	3,356.5	2,685.2	671.3	-	80.0	20.0	0.0	71.4	0.029	5.0
	Total	**6,418.2**	**5,134.6**	**708.5**	**575.1**	**80.0**	**11.0**	**9.0**			

Estimation of Peak Flow (Proposed Scenario)

Catchment ID	Discharge to	1 in 50yr Mid-Century Peak Flow (Case A) (m^3/s)	1 in 50yr Mid-Century Peak Flow (Case B) (m^3/s)	1 in 200yr End-Century Peak Flow (Case A) (m^3/s)	1 in 200yr End-Century Peak Flow (Case B) (m^3/s)
SC-A	Outfall 1	0.192	0.161	0.249	0.186
SC-B	Outfall 2	0.229	0.192	0.297	0.222
	Total	**0.421**	**0.353**	**0.546**	**0.407**

APPENDIX F

Hydraulic Modelling Simulation Results

APPENDIX F1

Hydraulic Model Network



Hydraulic Model Network - Existing Scenario



Hydraulic Model Network - Proposed Development Scenario

APPENDIX F2

Summary Tables

asia infrastructure solutions
a GISI Consulting Group company

Project No.: Proposed Residential Development in Tung Chung, Lantau Island
Date: September 2025
Designed By: Fernando Coutinho
Checked By: Fernando Coutinho
Hydraulic Assessment Result

Existing Scenario: Flow Rates & Pipe Utilization

Location	Diameter (mm)	Pipe Capacity (m3/s)	Existing Peak Flow Rate 1 in 50 years Mid-21st Century Case A (m3/s)	Existing Peak Flow Rate 1 in 50 years Mid-21st Century Case B (m3/s)	Pipe utilization 1 in 50 years Mid-21st Century Case A (%)	Pipe utilization 1 in 50 years Mid-21st Century Case A (%)
Outfall 1	600	0.473	0.143	0.120	30.1	25.3
Outfall 2	600	0.473	0.158	0.133	33.5	28.1

Existing Scenario: Water Levels & Freeboard

Location	Existing Ground Level at Upstream Manhole (mPD)	Maximum Water Level at Upstream Manhole 1 in 50 years Mid-21st Century Case A (mPD)	Maximum Water Level at Upstream Manhole 1 in 50 years Mid-21st Century Case B (mPD)	Freeboard 1 in 50 years Mid-21st Century Case A (mm)	Freeboard 1 in 50 years Mid-21st Century Case B (mm)
Outfall 1	4.50	3.617	4.124	883	376
Outfall 2	4.50	3.617	4.125	883	375

Proposed Development Scenario: Flow Rates & Pipe Utilization

Location	Diameter (mm)	Pipe Capacity (m3/s)	Proposed Peak Flow Rate 1 in 50 years Mid-21st Century Case A (m3/s)	Proposed Peak Flow Rate 1 in 50 years Mid-21st Century Case B (m3/s)	Pipe utilization 1 in 50 years Mid-21st Century Case A (%)	Pipe utilization 1 in 50 years Mid-21st Century Case A (%)
Outfall 1	600	0.473	0.192	0.161	40.6	34.0
Outfall 2	600	0.473	0.229	0.192	48.4	40.6

Proposed Development Scenario: Water Levels & Freeboard

Location	Proposed Ground Level at Upstream Manhole (mPD)	Maximum Water Level at Upstream Manhole 1 in 50 years Mid-21st Century Case A (mPD)	Maximum Water Level at Upstream Manhole 1 in 50 years Mid-21st Century Case B (mPD)	Freeboard 1 in 50 years Mid-21st Century Case A (mm)	Freeboard 1 in 50 years Mid-21st Century Case B (mm)
Outfall 1	6.00	3.623	4.127	2377	1873
Outfall 2	6.00	3.624	4.130	2376	1870

asia infrastructure solutions
a GISI Consulting Group company

Project No.: Proposed Residential Development in Tung Chung, Lantau Island
Date: September 2025
Designed By: Fernando Coutinho
Checked By: Fernando Coutinho
Hydraulic Assessment Result (1 in 200 years End 21st Century)

Proposed Development Scenario: Flow Rates & Pipe Utilization

Location	Diameter (mm)	Pipe Capacity (m3/s)	Proposed Peak Flow Rate 1 in 200 years End-21st Century Case A (m3/s)	Proposed Peak Flow Rate 1 in 200 years End-21st Century Case B (m3/s)	Pipe utilization 1 in 200 years End-21st Century Case A (%)	Pipe utilization 1 in 200 years End-21st Century Case A (%)
Outfall 1	600	0.473	0.249	0.186	52.6	39.2
Outfall 2	600	0.473	0.297	0.222	62.8	46.8

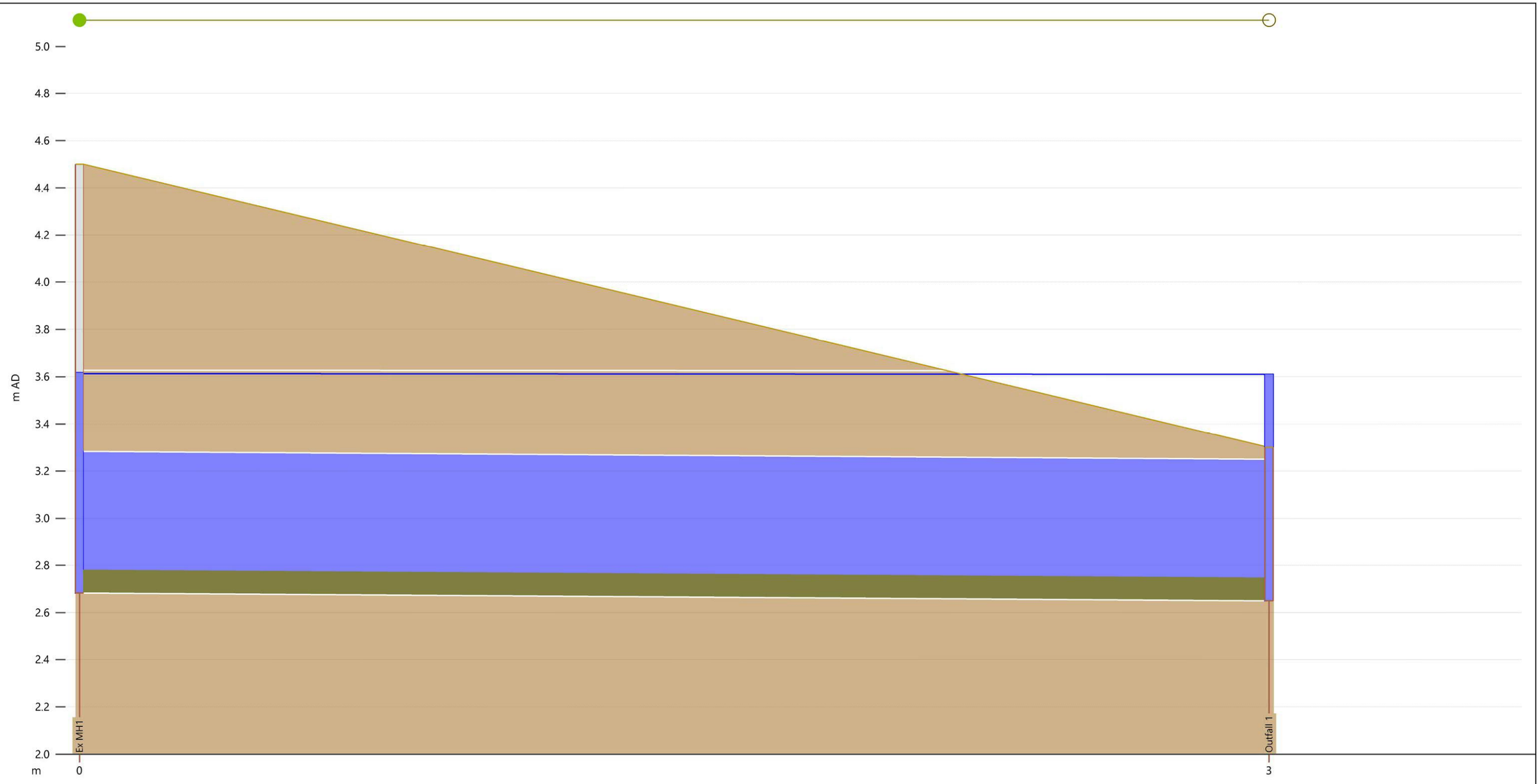
Proposed Development Scenario: Water Levels & Freeboard

Location	Proposed Ground Level at Upstream Manhole (mPD)	Maximum Water Level at Upstream Manhole 1 in 200 years End-21st Century Case A (mPD)	Maximum Water Level at Upstream Manhole 1 in 200 years End-21st Century Case B (mPD)	Freeboard 1 in 200 years End-21st Century Case A (mm)	Freeboard 1 in 200 years End-21st Century Case B (mm)
Outfall 1	6.00	4.157	5.179	1843	821
Outfall 2	6.00	4.163	5.183	1837	817

APPENDIX F3

Longitudinal Section

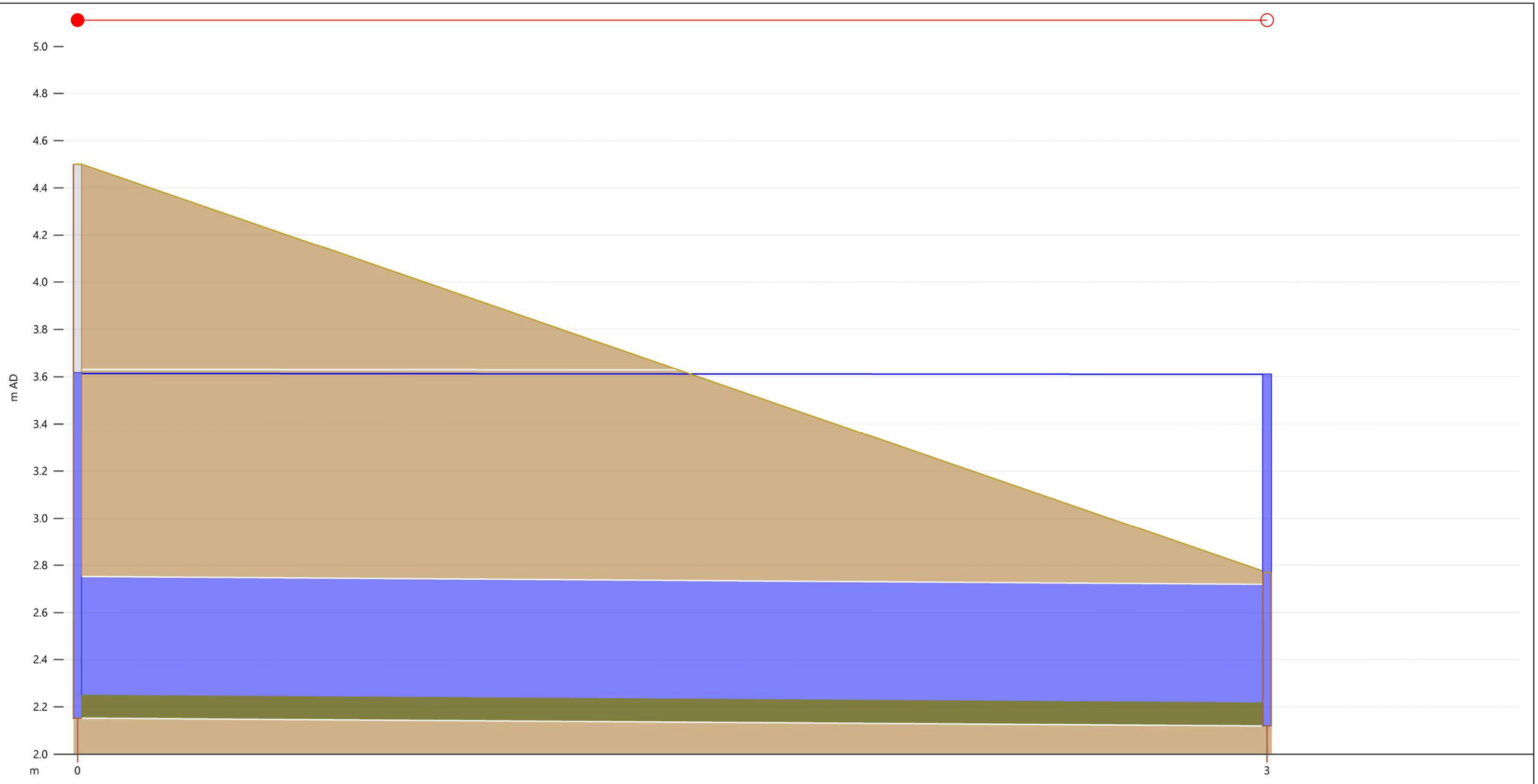
Existing Scenario: 1 in 50 Years Return Period



Link	Ex MH1.1	
width (mm)	600	
us inv (m AD)	2.683	
ds inv (m AD)	2.650	
User text 4		
r.pfc (m3/s)	0.473	
surc	1.00	
US flow (m3/s)	0.14262	
US velocity (m/s)	0.533	
DS velocity (m/s)	0.533	
DS flow (m3/s)	0.14262	

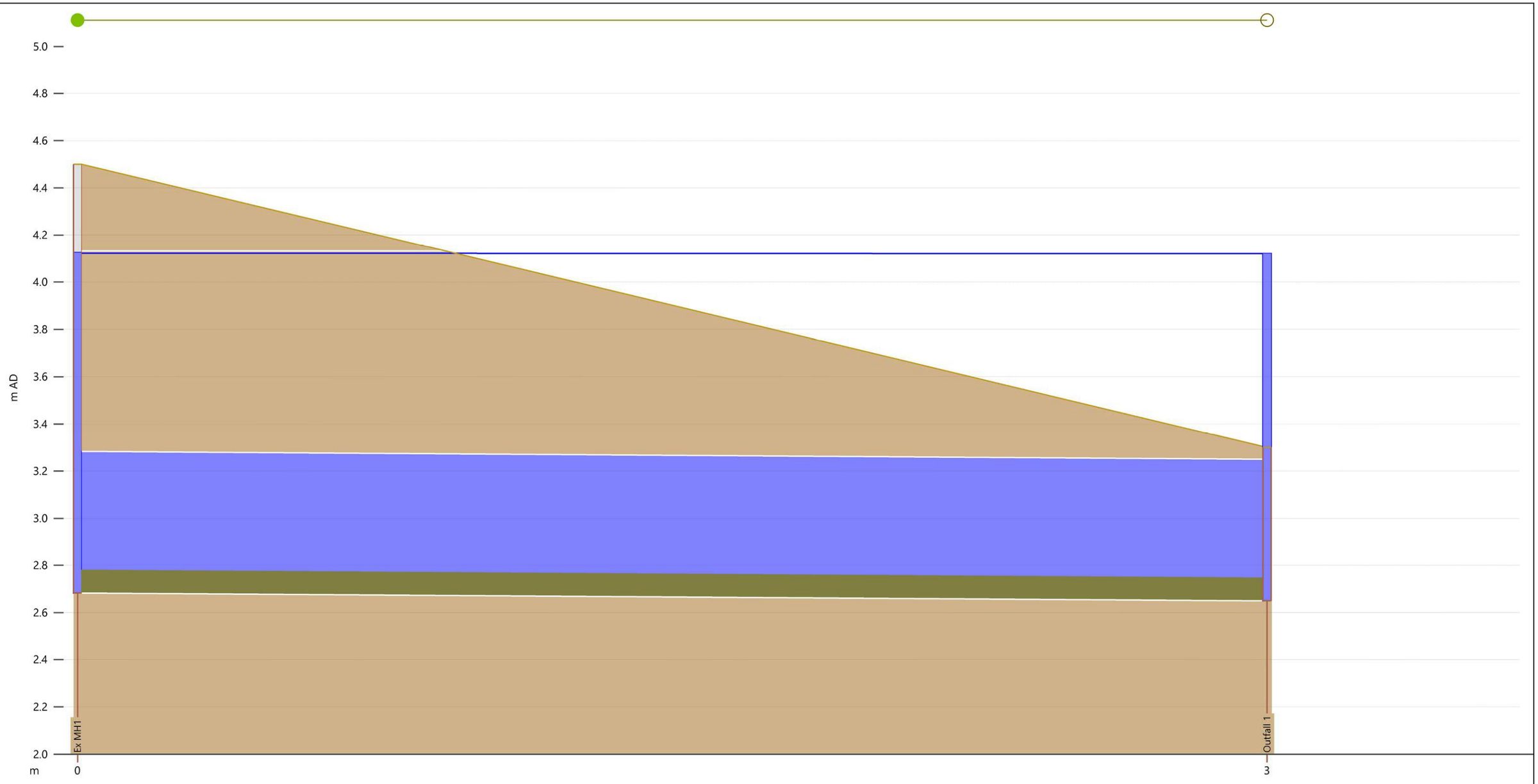
Node	Ex MH1	Outfall 1
ground (m AD)	4.500	3.300
level (m AD)	3.617	3.610

Existing Scenario: 50-year Rain + 10-year Sea Level
Mid 21st Century
Outfall 1



Link		Ex MH2.1	
width (mm)		600	
us inv (m AD)		2.153	
ds inv (m AD)		2.120	
User text 4			
r.pfc (m3/s)		0.473	
surc		1.00	
US flow (m3/s)		0.15835	
US velocity (m/s)		0.579	
DS velocity (m/s)		0.578	
DS flow (m3/s)		0.15835	
Node	Ex MH2		Outfall 2
ground (m AD)	4.500		2.770
level (m AD)	3.617		3.610

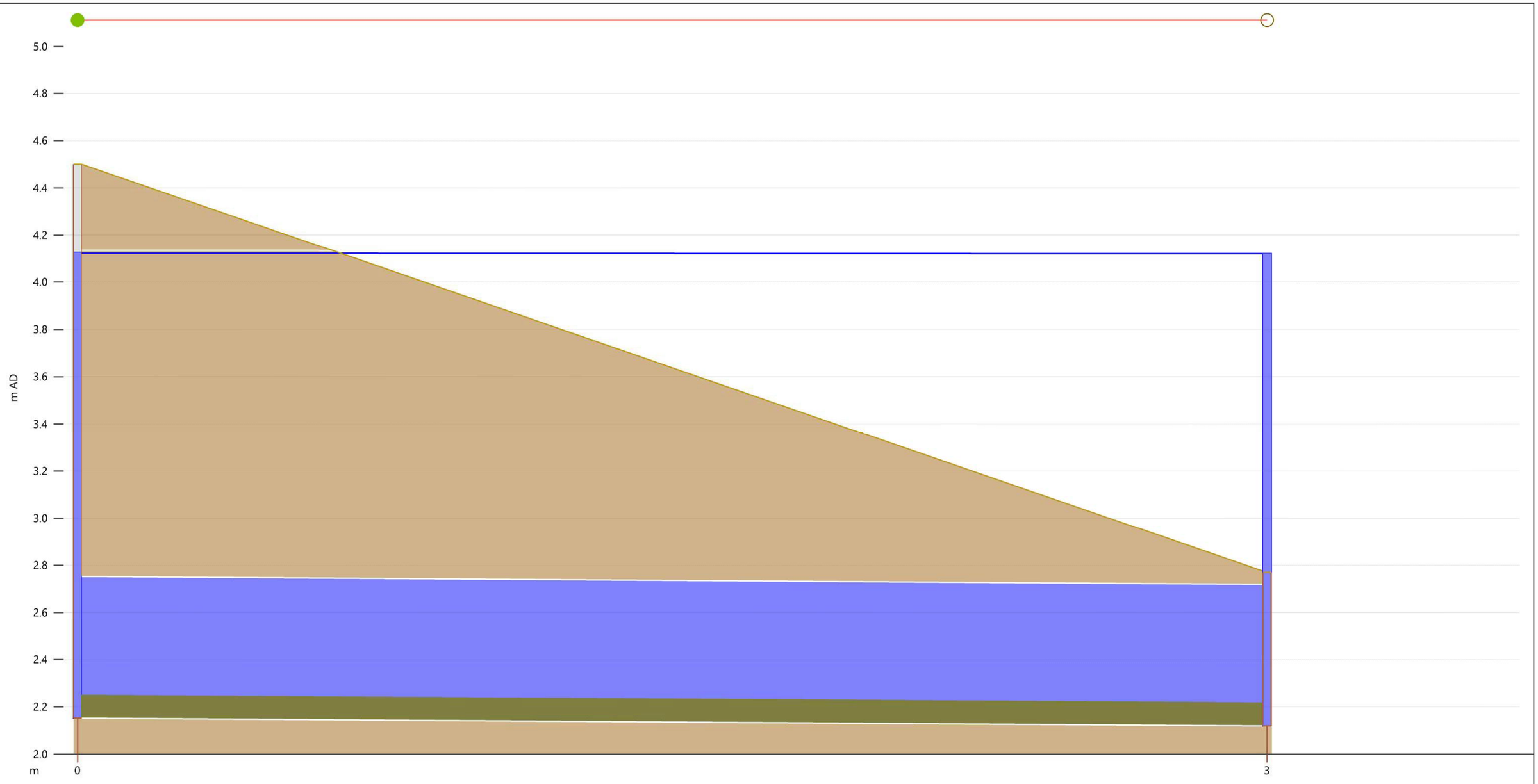
Existing Scenario: 50-year Rain + 10-year Sea Level
Mid 21st Century
Outfall 2



Link	Ex MH1.1	
width (mm)	600	
us inv (m AD)	2.683	
ds inv (m AD)	2.650	
User text 4		
r.pfc (m3/s)	0.473	
surc	1.00	
US flow (m3/s)	0.11956	
US velocity (m/s)	0.437	
DS velocity (m/s)	0.437	
DS flow (m3/s)	0.11956	

Node	Ex MH1	Outfall 1
ground (m AD)	4.500	3.300
level (m AD)	4.124	4.120

Existing Scenario: 10-year Rain + 50-year Sea Level
Mid 21st Century
Outfall 1



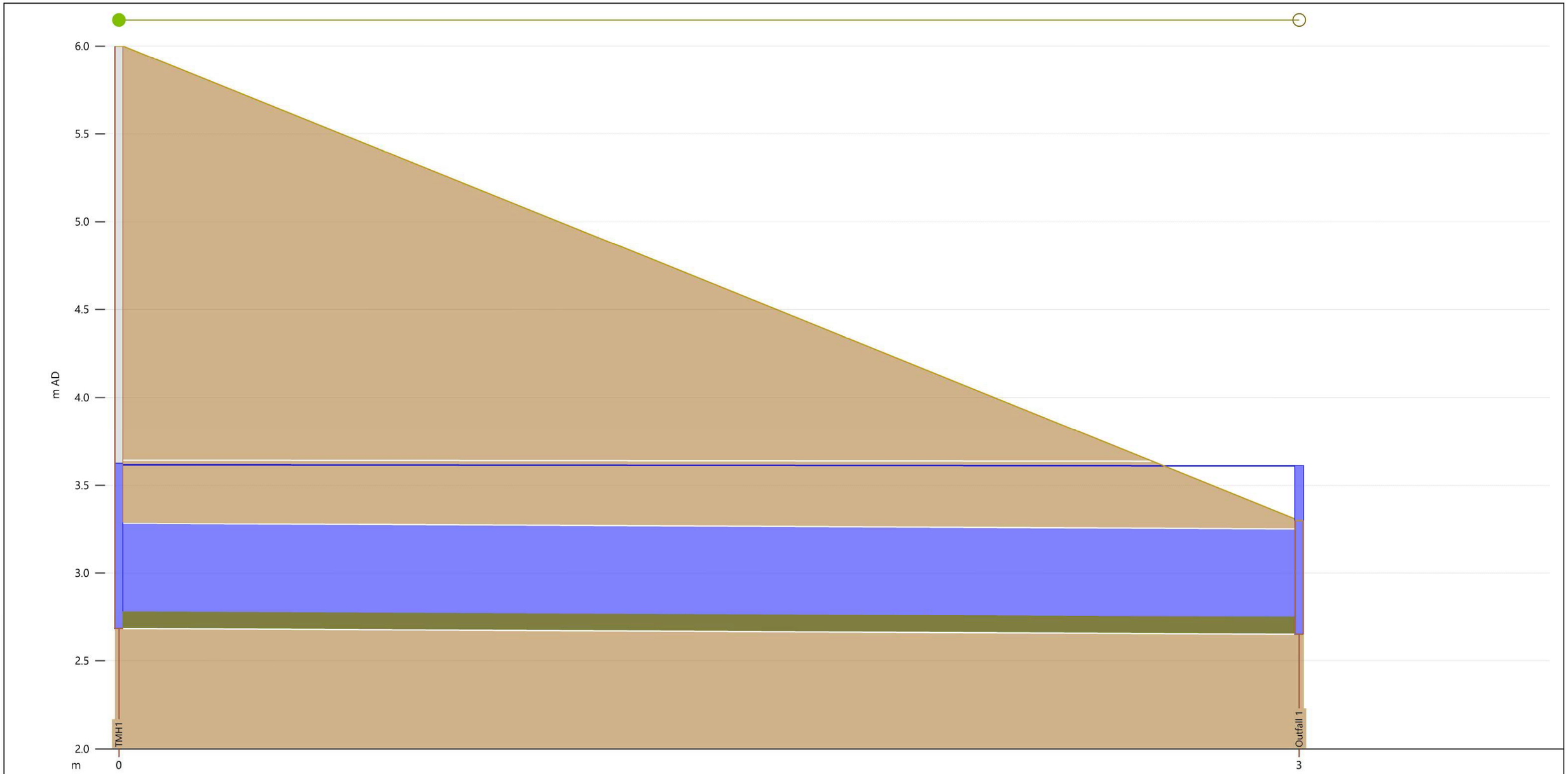
Link		Ex MH2.1	
width (mm)		600	
us inv (m AD)		2.153	
ds inv (m AD)		2.120	
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surc		1.00	
US flow (m3/s)		0.13275	
US velocity (m/s)		0.475	
DS velocity (m/s)		0.474	
DS flow (m3/s)		0.13275	
Node	Ex MH2		Outfall 2
ground (m AD)	4.500		2.770
level (m AD)	4.125		4.120

Existing Scenario: 10-year Rain + 50-year Sea Level
Mid 21st Century
Outfall 2

APPENDIX F4

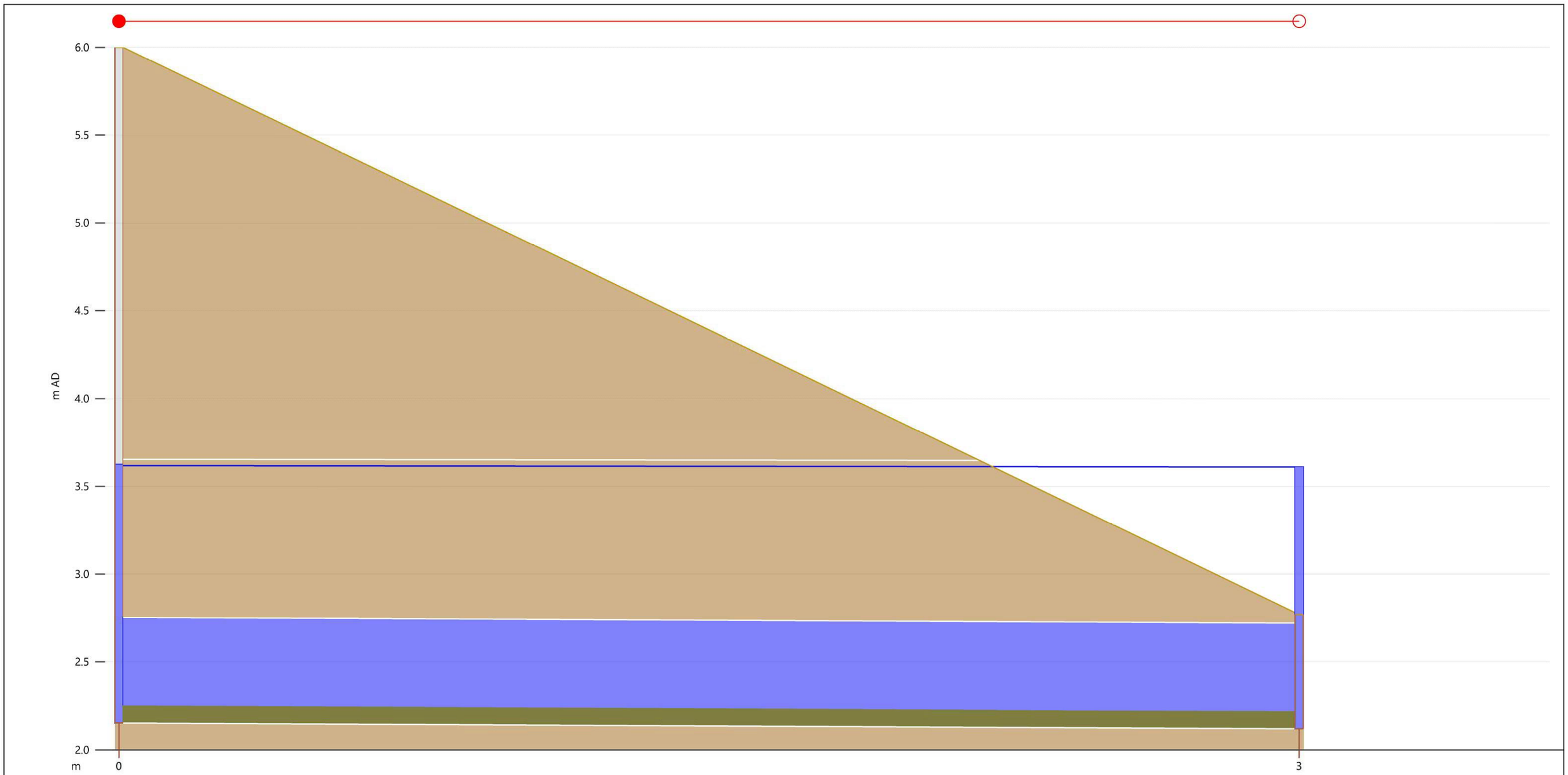
Longitudinal Section

Proposed Development Scenario: 1 in 50 Years Return Period



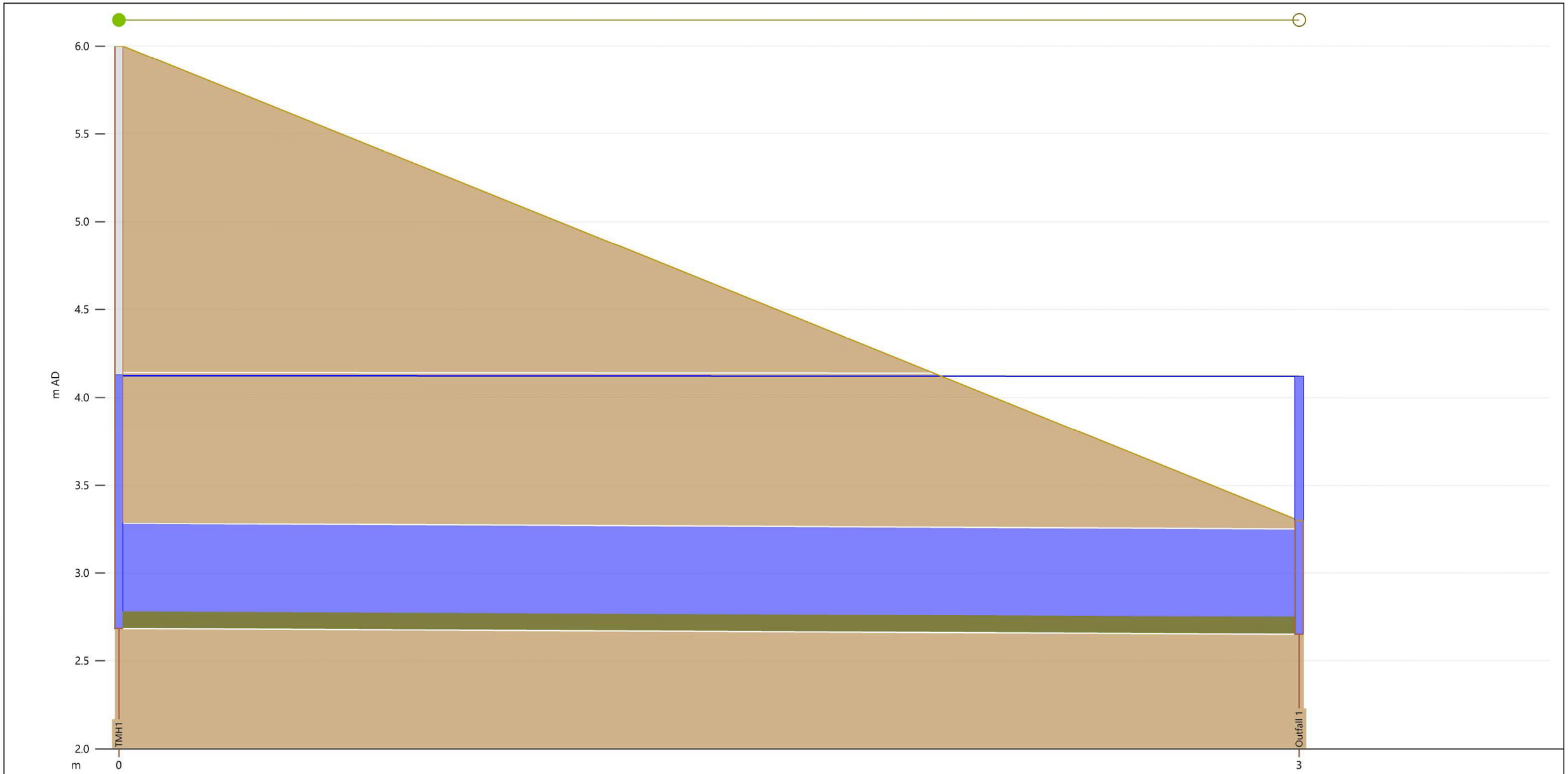
Link		TMH1.1	
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us inv (m AD)		2.683	
ds inv (m AD)		2.650	
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surc		1.00	
US flow (m3/s)		0.19194	
US velocity (m/s)		0.718	
DS velocity (m/s)		0.717	
DS flow (m3/s)		0.19194	
Node	TMH1		Outfall 1
ground (m AD)	6.000		3.300
level (m AD)	3.623		3.610

Proposed Development Scenario: 50-year Rain + 10-year Sea Level
Mid 21st Century
Outfall 1



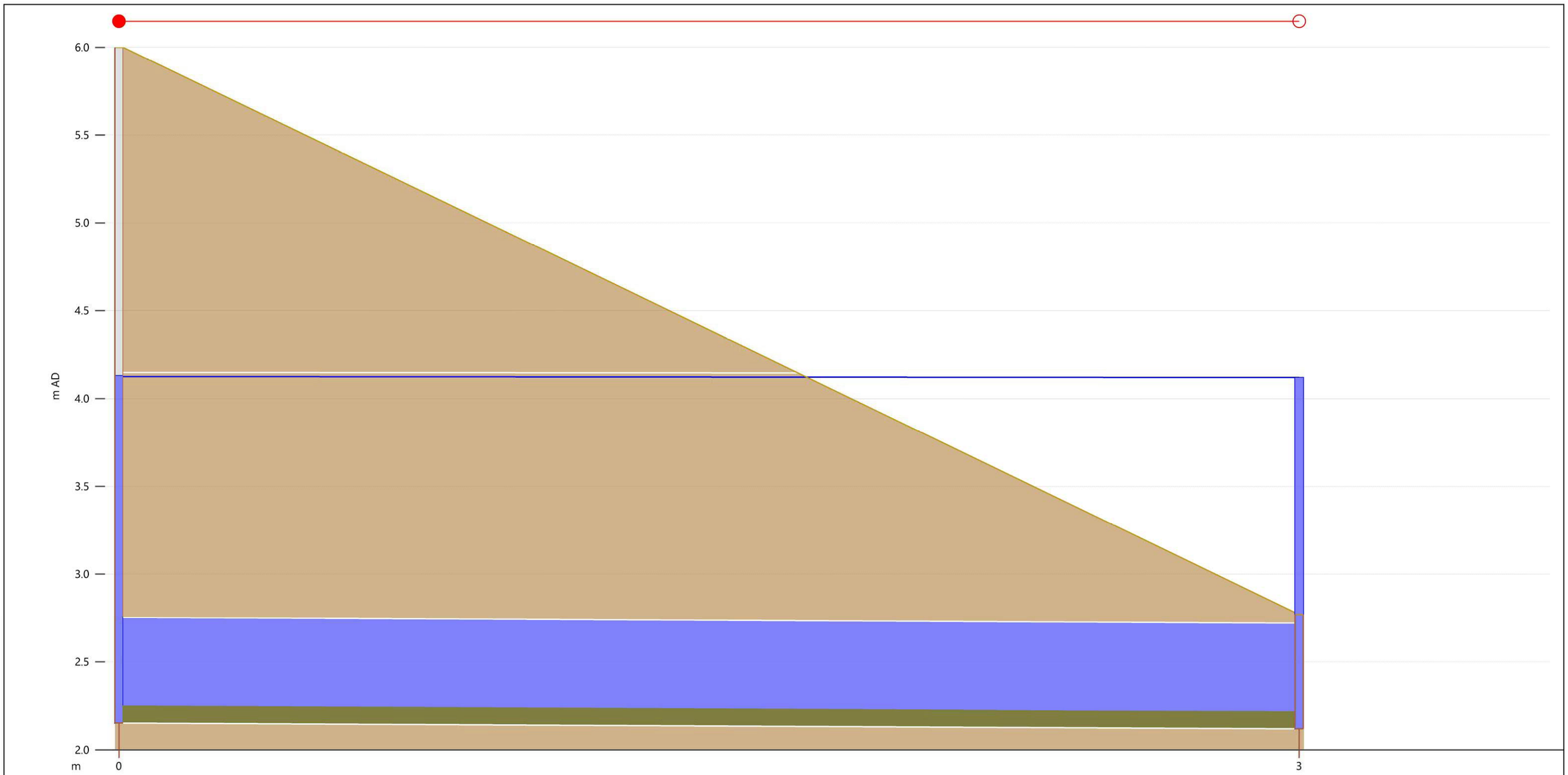
Link		TMH2.1	
width (mm)		600	
us inv (m AD)		2.153	
ds inv (m AD)		2.120	
User text 4			
r.pfc (m3/s)		0.473	
surc		1.00	
US flow (m3/s)		0.22912	
US velocity (m/s)		0.837	
DS velocity (m/s)		0.836	
DS flow (m3/s)		0.22912	
Node	TMH2		Outfall 2
ground (m AD)	6.000		2.770
level (m AD)	3.624		3.610

Proposed Development Scenario: 50-year Rain + 10-year Sea Level
Mid 21st Century
Outfall 2



Link		TMH1.1	
width (mm)		600	
us inv (m AD)		2.683	
ds inv (m AD)		2.650	
User text 4			
r.pfc (m3/s)		0.473	
surc		1.00	
US flow (m3/s)		0.16091	
US velocity (m/s)		0.589	
DS velocity (m/s)		0.588	
DS flow (m3/s)		0.16091	
Node	TMH1		Outfall 1
ground (m AD)	6.000		3.300
level (m AD)	4.127		4.120

Proposed Development Scenario: 10-year Rain + 50-year Sea Level
Mid 21st Century
Outfall 1



Link	TMH2.1	
width (mm)	600	
us inv (m AD)	2.153	
ds inv (m AD)	2.120	
User text 4		
r.pfc (m3/s)	0.473	
surc	1.00	
US flow (m3/s)	0.19208	
US velocity (m/s)	0.687	
DS velocity (m/s)	0.686	
DS flow (m3/s)	0.19208	

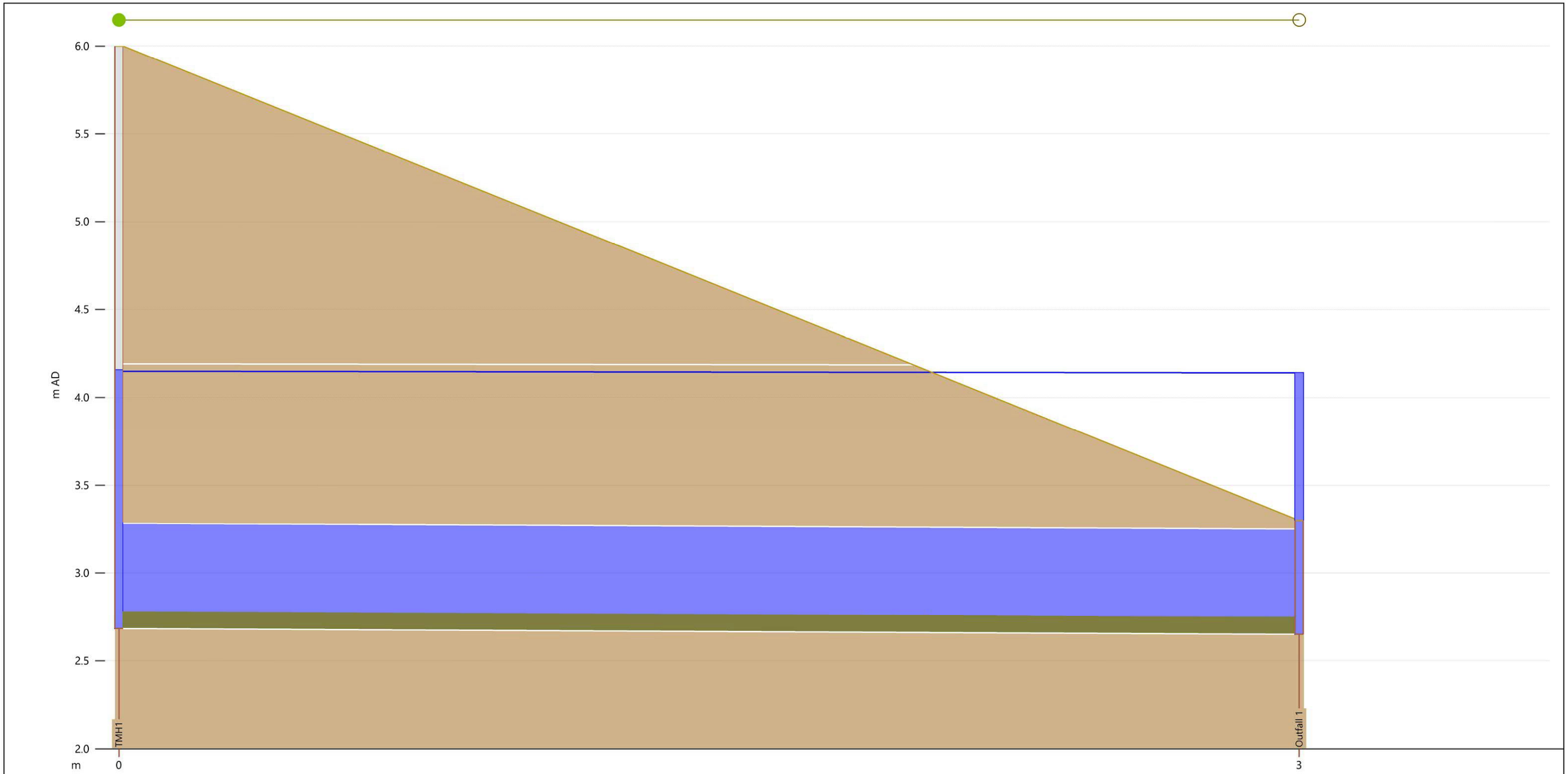
Node	TMH2	Outfall 2
ground (m AD)	6.000	2.770
level (m AD)	4.130	4.120

Proposed Development Scenario: 10-year Rain + 50-year Sea Level
Mid 21st Century
Outfall 2

APPENDIX F5

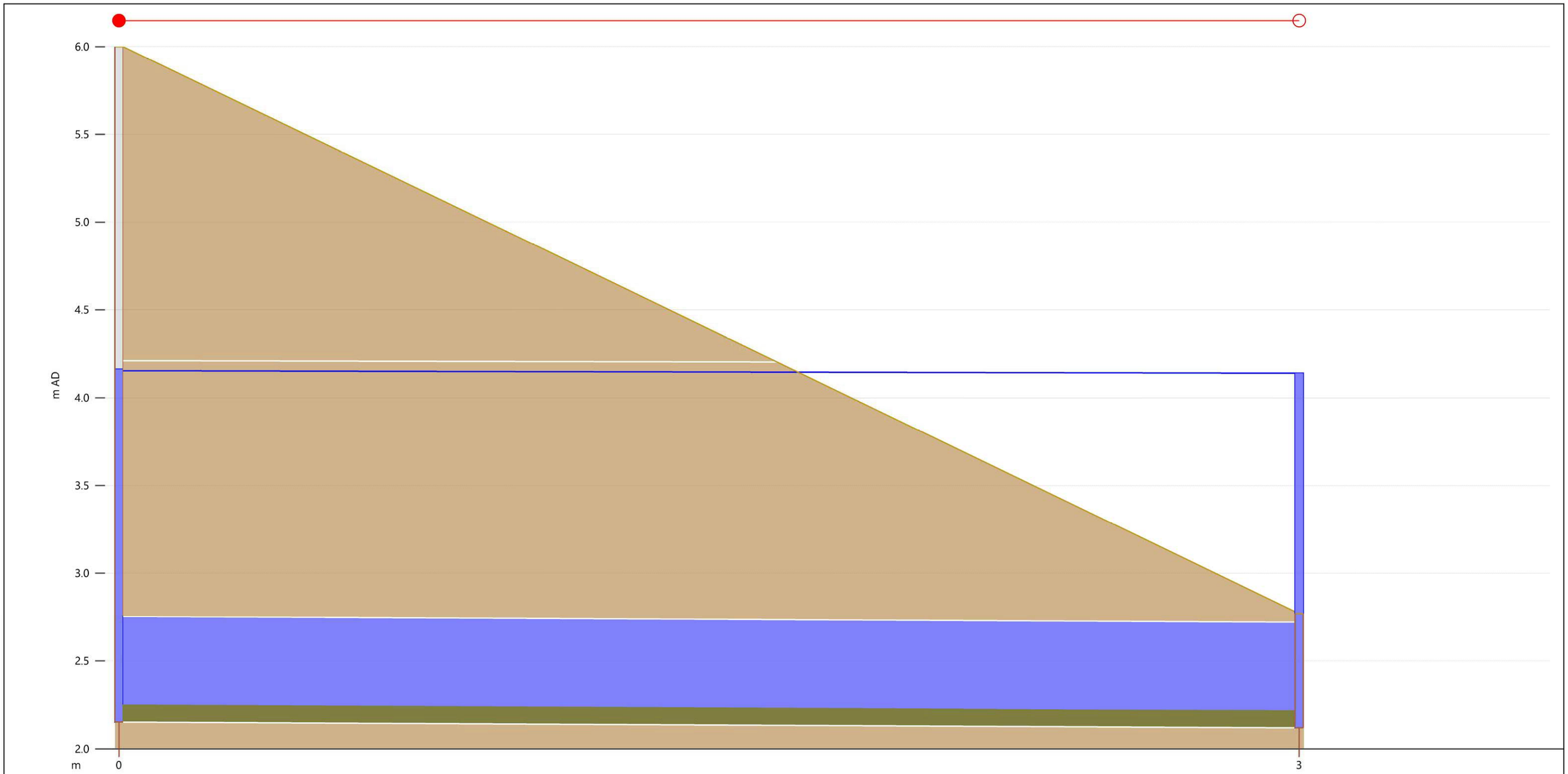
Longitudinal Section

Proposed Development Scenario: 1 in 200 Years Return Period



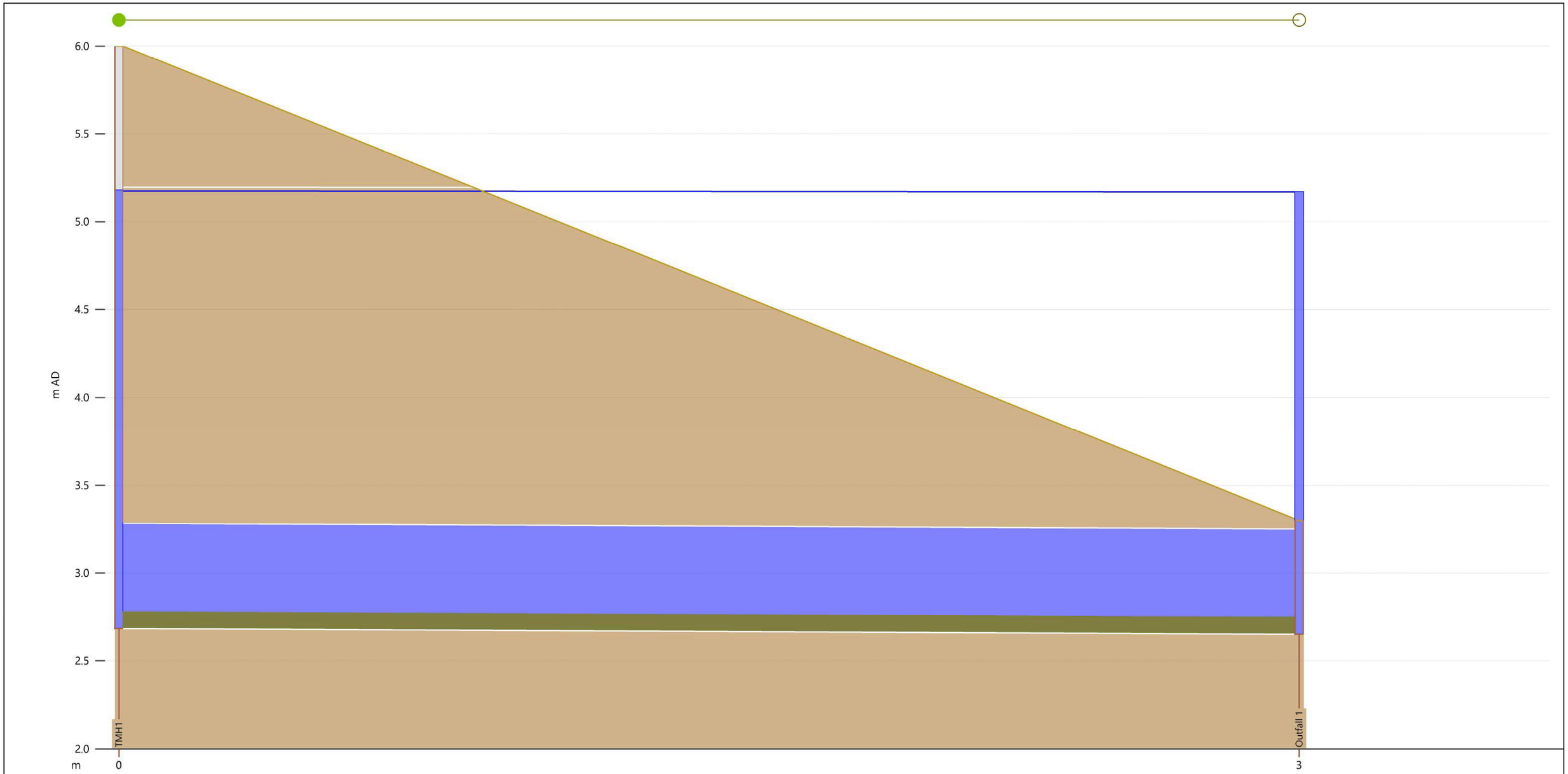
Link		TMH1.1	
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ds inv (m AD)		2.650	
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surc		1.00	
US flow (m3/s)		0.24891	
US velocity (m/s)		0.909	
DS velocity (m/s)		0.908	
DS flow (m3/s)		0.24891	
Node	TMH1		Outfall 1
ground (m AD)	6.000		3.300
level (m AD)	4.157		4.140

Proposed Development Scenario: 200-year Rain + 10-year Sea Level
End 21st Century
Outfall 1



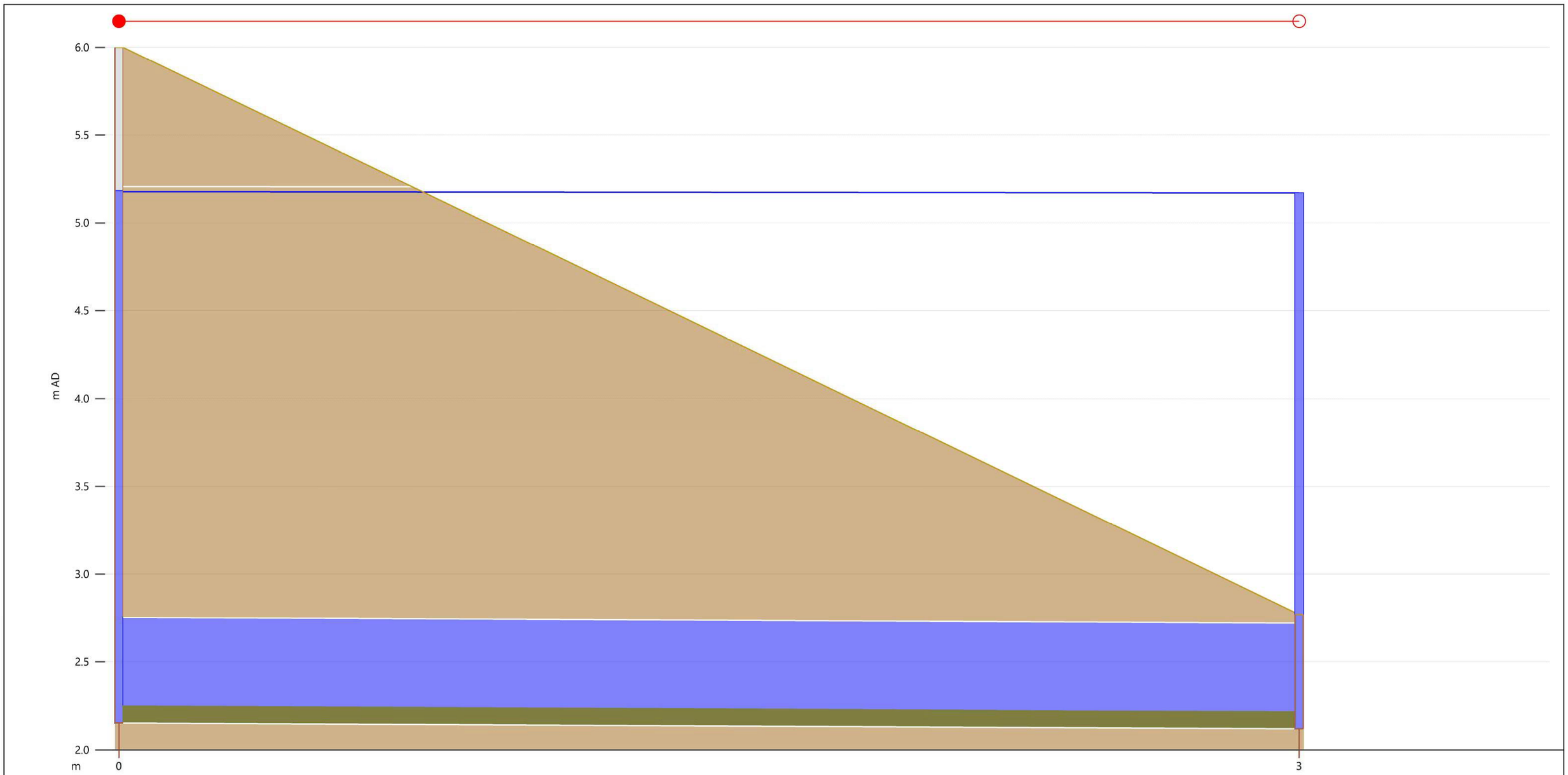
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width (mm)		600	
us inv (m AD)		2.153	
ds inv (m AD)		2.120	
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r.pfc (m3/s)		0.473	
surc		1.00	
US flow (m3/s)		0.29713	
US velocity (m/s)		1.061	
DS velocity (m/s)		1.060	
DS flow (m3/s)		0.29713	
Node	TMH2		Outfall 2
ground (m AD)	6.000		2.770
level (m AD)	4.163		4.140

Proposed Development Scenario: 200-year Rain + 10-year Sea Level
End 21st Century
Outfall 2



Link		TMH1.1	
width (mm)		600	
us inv (m AD)		2.683	
ds inv (m AD)		2.650	
User text 4			
r.pfc (m3/s)		0.473	
surc		1.00	
US flow (m3/s)		0.18555	
US velocity (m/s)		0.649	
DS velocity (m/s)		0.648	
DS flow (m3/s)		0.18555	
Node	TMH1		Outfall 1
ground (m AD)	6.000		3.300
level (m AD)	5.179		5.170

Proposed Development Scenario: 10-year Rain + 200-year Sea Level
End 21st Century
Outfall 1



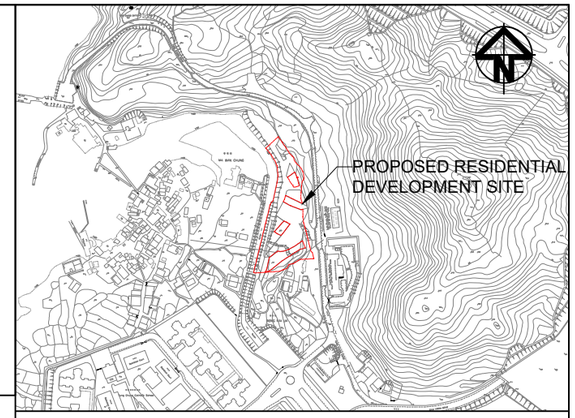
Link		TMH2.1	
width (mm)		600	
us inv (m AD)		2.153	
ds inv (m AD)		2.120	
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surc		1.00	
US flow (m3/s)		0.22150	
US velocity (m/s)		0.758	
DS velocity (m/s)		0.757	
DS flow (m3/s)		0.22150	
Node	TMH2		Outfall 2
ground (m AD)	6.000		2.770
level (m AD)	5.183		5.170

Proposed Development Scenario: 10-year Rain + 200-year Sea Level
End 21st Century
Outfall 2

DRAWINGS

LEGEND

- *AREA FOR S16 APPLICATION
- EXISTING STORMWATER CATCHMENT AREA
- EXISTING OUTFALL
- EXISTING STORMWATER PIPE



LOCATION PLAN
SCALE 1 : 7500

EXISTING OUTFALL 1
IL +2.65

EXISTING OUTFALL 2
IL +2.12

600Ø

600Ø

SC-A

SC-B

SC-C

LOT 1773

LOT 1772

LOT 1769

LOT 1767

Nullah

TUNG CHUNG ROAD NORTH

Traffic New Territories
outh Lantau Operational Base

Tung Chung Youth Camp
The Evangelical Lutheran
Church of Hong Kong

基督教香港信義會道

Issue	Description	Date

Client: FULL FRAME DEVELOPMENT LIMITED

Status: PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

Scales	1 : 500 @ A3	Current Issue Signatures	
		Draw	ML
Original Size	A3	Checker	FC
Height Datum	HKPD	Approver	TK
Grid		© Copyright reserved	

Filename: EBK0025XX-DIA-1001.DWG

Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

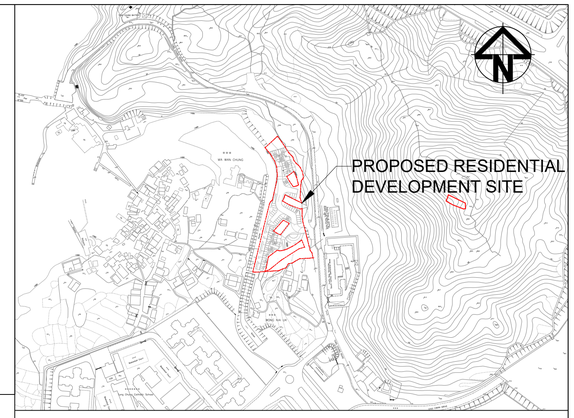
Title: EXISTING DRAINAGE LAYOUT PLAN

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Drawing No. EBK0025XX/DIA/1001

LEGEND

- *AREA FOR S16 APPLICATION
- PROPOSED STORMWATER CATCHMENT AREA
- EXISTING OUTFALL TO BE INSTALLED WITH FLAP VALVE
- EXISTING STORMWATER PIPE
- PROPOSED STORMWATER TERMINAL MANHOLE



LOCATION PLAN
SCALE 1 : 7500

EXISTING OUTFALL 1
IL +2.65

600Ø

STMH1
CL +6.00
DTIL +2.68

EXISTING OUTFALL 2
IL +2.12

600Ø

STMH2
CL +6.00
DTIL +2.15

Nullah

LOT 1773

SC-A

LOT 1772

CARPARK

SC-B

LOT 1769

LOT 1767

LANDSCAPE

TUNG CHUNG ROAD NORTH

Traffic New Territories
outh Lantau Operational Base

Tung Chung Youth Camp
The Evangelical Lutheran
Church of Hong Kong

基督教香港信義會道

Rev	Description	Date
A	PRELIMINARY DESIGN	28/01/2026

Client: FULL FRAME DEVELOPMENT LIMITED

Status: PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

		Current Issue Signatures	
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Original Size	A3	Checker	VK
Height Datum	HKPD	Approver	TK
Grid		© Copyright reserved	
Filename:	KEB002681-DIA-2001.DWG		

Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Title: PROPOSED DRAINAGE LAYOUT PLAN

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Drawing No.: KEB002681/DIA/2001

50mm on Original

Plot Date: 28/Jan/2026 6:08:18 pm File Location: P:\KEB002681 DIA & SIA TUNG CHUNG\F-REPORTS (WORKING)\DIA\DRAWINGS\KEB002681-DIA-2001.DWG

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DELIVERING THE FUTURE

For more details, contact us:
Sherine Chng | Head of Bid Management, Marketing & Communications
E: [redacted]
T: [redacted]

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Appendix 5

Sewerage Impact Assessment

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DELIVERING THE FUTURE

PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

Sewerage Impact Assessment

JANUARY 2026

DELIVERING THE FUTURE

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PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

Sewerage Impact Assessment

Author	Various	
Reviewer	Victus Kwan	
Approver	TK Ting	
Report No	KEB002681/SIA/R00	
Date	JANUARY 2026	

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1 INTRODUCTION

1.1 Background

1.1.1 Full Fame Development Limited (the "Applicant") intends to seek approval from the Town Planning Board ("TPB") under Section 16 of the Town Planning Ordinance for the Proposed Residential Development (Proposed Amendments to the Approved Development Scheme) with Minor Relaxation of Building Height Restriction at Lot Nos. 1766 RP, 1768 RP, 1770 RP, 1771 RP, 1774 RP, and Adjoining Government Land in D.D. 3 TC, Tung Chung Road North, Tung Chung ("the Site"). The Site falls primarily within an area zoned "Residential (Group B)3" ("R(B)3") zone, with a minor portion of it shown as "Road" on the Approved Tung Chung Town Centre Area Outline Zoning Plan ("the Approved OZP") No. S/I-TCTC/24.

1.1.2 Asia Infrastructure Solutions Limited was commissioned by the Applicant to undertake a Sewerage Impact Assessment (SIA) for the Proposed Residential Development and provide technical justifications in supporting the application from the sewerage point of view.

1.2 Objectives

1.2.1 This report outlines the existing sewerage system, proposed sewerage system for the proposed residential development and the planned public sewerage system being constructed by the Civil Engineering and Development Department (CEDD) under Contract No. NL/2020/05 Tung Chung New Town Extension – Site Formation and Infrastructure Works at Ma Wan Chung in the vicinity of the Site.

1.2.2 The objective of this Sewerage Impact Assessment (SIA) are as follows:

- Identify any potential sewerage impact arising from the Site;
- Assess the hydraulic performance of the proposed sewer connecting with the proposed foul terminal manhole and the planned public sewerage system being constructed by the CEDD in the vicinity of the Site; and
- Identify design requirements of the sewerage system of the proposed development.

1.3 Information Available for the Study

1.3.1 The following information was reviewed for the study:

- DSD Sewerage Manual (Part 1) – Key Planning Issues and Gravity Collection System (Third Edition, May 2013);
- Sewerage Manual (Part 1) - Corrigendum No. 1/2024
- EPD Technical Paper EPD/TP 1/05, Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (March 2005) (GESF);
- PlanD Study Document – Commercial and Industrial Floor Space Utilization Survey (CIFSUS);
- Planning Department (PlanD) Technical Document – Hong Kong Planning Standard and Guidelines, January 2024;

- Outline Zoning Plan No. S/I-TCTC/24;
- Tender Drawings of Contract No. NL/2020/05 and the design sewage flow of planned public sewerage system;
- WHO, Guidelines for Safe Recreational Water Environments – Vol 2 Swimming Pools and Similar Environments; and
- Cap. 123I Building (Standards of Sanitary Fitments, Plumbing, Drainage Works and Latrines) Regulation.

2 PROJECT OUTLINE

2.1 Project Background and Project Site

2.1.1 The Site is located at the northwest of the planned public housing development at Area 23 of Tung Chung.

2.1.2 The Site is also bounded by Tung Chung Road North to the east and an existing nullah connecting to Ma Wan Chung to the west.

2.1.3 The Site has an area of approximate 5,400m^2 comprising mainly paved areas and some landscaped areas.

2.1.4 The proposed development is mainly comprised of two 14-storey residential building towers, a 2-storey clubhouse with an indoor swimming pool atop 1 level of basement carpark and a 1-storey underground carpark. A master layout plan and a schematic section of the proposed residential development at Tung Chung Road North are contained in **Appendix A**.

3 EXISTING AND PLANNED SEWERAGE SYSTEMS

3.1 Existing Public Sewerage Infrastructure

3.1.1 After reviewing records of public sewerage system in Tung Chung Road North, it is revealed that the there is no public gravity sewerage network along Tung Chung Road North for receiving the sewage from the Site. Drainage Records Plans are contained in **Appendix B**.

3.2 Planned Public Sewerage Infrastructure

3.2.1 With reference to the tender drawings of Contract No. NL/2020/05 Tung Chung New Town Extension – Site Formation and Infrastructure Works at Ma Wan Chung, there are new public gravity sewers planned for construction along Tung Chung Road North for conveying sewage to Drainage Services Department (DSD) Chung Yan Road Sewage Pumping Station (CYRSPS). A sewerage connection to the planned public sewer manhole no. FMH-J07 is proposed for planned area no. Area 48.

3.2.2 With reference to Outline Zoning Plan No. S/I-TCTC/24, a residential (Group B) public housing development is proposed in the planned area no. Area 23 with 18169 m^2 in size, which is opposite to the proposed Site and bounded by Tung Chung Road North to the west. With reference to the tender drawings of Contract No. NL/2020/05, the sewage flow from the Area 23 will be discharged to the planned public sewer manhole no. FMH-J09.

3.2.3 The existing sewage rising mains along Tung Chung Road North and associated track conveying sewage from CYRSPS to the existing public sewer manhole no. FMH7043027 are planned to be diverted to match with the proposed widened road layout in the future.

3.2.4 After the construction of the planned sewerage system by CEDD, the sewage flow from the Site will be transferred to CYRSPS by new gravity sewerage pipelines along Tung Chung Road North, then it will be transferred to Tung Chung Sewage Pumping Station (TCSPS) via the diverted rising mains along

Tung Chung Road North and associated track and existing gravity sewerage pipelines along the track, Tat Tung Road, Mei Tung Street, Hing Tung Street, Fu Tung Street and Cheng Tung Road. It will be ultimately discharged to the Siu Ho Wan Sewage Treatment Works (SHWSTW) via existing rising mains along Cheng Tung Road.

3.3 Proposed Sewerage Connection for the Site

3.3.1 With reference to the **Appendix F** showing the proposed foul terminal manhole within the Site, a polyethylene (PE) pipe with 225mm inner diameter is proposed to connect with the proposed foul manhole within the Site and the planned public sewer manhole no. FMH-J07 at Tung Chung Road North.

3.3.2 Further liaison with the CEDD and DSD will be established, in order to confirm the design of the proposed sewerage connection works.

4 METHOD OF ANALYSIS

4.1 Method of Analysis for Estimation of Sewage Flow Rates

4.1.1 The design sewage flow rates are estimated in accordance with EPD Technical Paper EPD/TP 1/05, Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (March 2005) (GESF). The sewage flow rates estimation is contained in **Appendix C** of this report.

4.1.2 According to section 2.2 of the EPD GESF, the equation for average flow is as follows:

$$Q_{AVERAGE} = (Q_{DOMESTIC} + Q_{COMMERCIAL} + Q_{INSTITUTIONAL} + Q_{INDUSTRIAL}) \times P_{CIF}$$

Where	$Q_{DOMMESTIC}$	is the average dry weather domestic flow;
	$Q_{COMMERCIAL}$	is the average dry weather commercial flow;
	$Q_{INSTITUTIONAL}$	is the average dry weather institutional flow;
	$Q_{INDUSTRIAL}$	is the average dry weather industrial flow; and
	P_{CIF}	is the catchment inflow factor.

4.1.3 The catchment inflow factor takes into account the excessive inflow quantities that occurs in some catchments. They are catchment-dependent and applicable to major sewerage facilities of a catchment. The values are given in Table T-4 of the EPD GESF.

4.1.4 The average dry weather flows are calculated with the unit flow factor as follows:

Average Dry Weather Flow (ADWF) (m^3/day) =

Σ [Population (head) x unit flow factor (m^3/head/day)]

4.1.5 In the case of Commercial and Industrial Flows, the total unit flow generated from an employee in a particular trade is the sum of the unit flow factor of employee and the unit flow factor of a particular trade under consideration.

4.1.6 The peak flow is calculated with an appropriate peaking factor as follows:

Peak Flow (m^3/day) = ADWF (m^3/day) x Peaking Factor

Peaking factors are provided in Table T-5 of section 11.5 of the EPD GESF as a function of the contributing population. Peaking Factors excluding stormwater allowance were adopted for sewerage facilities receiving flow from new upstream

sewerage systems, which essentially have no misconnections and defects for infiltration.

4.1.7 For the purpose of determining the appropriate peaking factor, the contributing population is calculated using the expression presented in section 12.1 of EPD GESF as follows:

Contributing Population =

Calculated total average flow *(m^3/day)* / 0.27 *(m^3/person/day)*

4.2 Assumptions

4.2.1 All sewage flow rates were estimated with reference to the unit flow factors for domestic flows and unit flow factors of commercial flows and student flows given in Tables T-1 and T-2 of the EPD GESF respectively. Relevant peaking factors were adopted according to Table T-5 of the EPD GESF.

4.2.2 The unit flow factors adopted in estimating sewage flow for the proposed residential development are summarized in Table 1.

Type of Population	Total Unit Flow Factor (m^3/head/day)
Public Rental	0.19
Residential (R2)	0.27
Commercial, Social & Personal Services	0.08+0.20 = 0.28

Table 1- Unit Flow Factor

4.2.3 Development parameters given by the developer are adopted in this assessment after S16 are summarized in Table 2.

Development Parameters	
Site Area (m^2)	5400
Plot Ratio	2
Gross Floor Area – Towers (m^2)	10800
Gross Floor Area – Clubhouse (m^2)	540
No. of Units	290
Average Unit Size (m^2)	36.98
Estimated Population	812 (2.8 people per flat)
No. of Internal Parking Facilities	81

Table 2- Development Parameters

4.2.4 An additional 10% of average dry weather residential flow was taken into account the sewage flow generated by the proposed carpark.

4.2.5 The peaking factor adopted to estimate the peak flow was selected based on the contributing population of the sewage catchment areas under consideration.

4.2.6 The peaking factors excluding stormwater allowance were used since the sewerage facilities receiving flow from new upstream sewerage systems proposed under this project.

4.2.7 In accordance with the values given in Table T-4 of the EPD GESF, a catchment inflow factor (PCIF) of 1.0 was adopted in the calculation of the Average Dry Weather Flow.

4.2.8 For number of workers in the clubhouse, the value of worker density of 3.3 per Gross Floor Area (in 100 m^2) was adopted for all types community, social & personal services presented in Table 8 of the PlanD CIFSUS.

4.2.9 The sewage flow discharged from swimming pool filtration plant room was estimated using the data given in the Guidelines for Safe Recreational Water Environments (Volume 2) from the World Health Organization. Accordingly, the average backwash water volume is 2.5 m^3/m^2 of filter area. The filter area was estimated based on the design filter flow rate and turnover periods given in Table 5.1 and Box 5.1 of the guidelines respectively. Detailed calculation of the average volume of backwash water discharged to the building sewerage system and peak flow from backwash is contained in **Appendix C.**

4.2.10 Detailed calculation for the estimated population and sewage flow of the proposed residential development is contained in **Appendix C**.

4.2.11 To assess hydraulic impact of the proposed residential development on the planned public sewerage system, CEDD's design sewage flows for the planned public sewerage system under contract no. NL/2020/05 have been requested for.

4.2.12 A table summarizing catchment areas / existing sewers, CEDD's design sewage flows and receiving manholes is contained in **Appendix E**.

5 ASSESSMENT

5.1 Designed Sewage Flow – Proposed Development

5.1.1 The estimated peak flow generated by the estimated population for the proposed development is summarized on Table 3. Detailed calculation is contained in **Appendix D**.

Catchment ID	Contributing Population	ADWF (m^3/day)	Peaking Factor	Peak Flow (m^3/s)
T1 & T2	918	241.16	6	0.0168
Clubhouse		9.73	6	0.00068

Table 3- Estimated Peak Flow

5.1.2 The proposed sewer connecting with the proposed foul terminal manhole no. FTMH1 and the planned public sewer manhole no. FMH-J07 constructed by CEDD is checked to be hydraulic adequate by Colebrook-White equation. Detailed calculation is contained in **Appendix D**.

5.1.3 The proposed sewage flow for the Site under this S16 application is 250.89 m^3/day, which is larger than CEDD's design sewage flow of 166m^3/day for the Site (Area 48). An assessment on the pipelines connecting with planned public sewer manhole no. FMH-J07 and existing CYRSPS are conducted.

5.1.4 The hydraulic capacity of the planned public sewerage pipeline system being constructed by CEDD is checked to be hydraulic adequate by Colebrook-White equation. Detailed calculation is contained in **Appendix D**.

5.1.5 The current dry weather flow of the existing CYRSPS and TCSPS, and are 22,464 m^3/day and 52,992 m^3/day respectively, while the current treatment capacity of SHWSTW is approximately 70,000 m^3/day. Insignificant sewerage impact to the existing sewerage facilities is envisaged.

6 CONCLUSION & RECOMMENDATIONS

6.1 Conclusion

6.1.1 According to the Development Parameters for the proposed residential development provided by the developer, the estimated ADWF for the whole development site discharging to CYRSPS, TCSPS and SHWSTW is 250.89 m^3/day. No adverse impact to the existing sewerage facilities is envisaged.

6.1.2 The hydraulic capacity of the planned public sewerage pipeline system being constructed by CEDD is checked to be hydraulic adequate to convey both CEDD's design sewage flows and the increased sewage flow from the proposed residential development. No adverse impact on the sewerage system is expected.

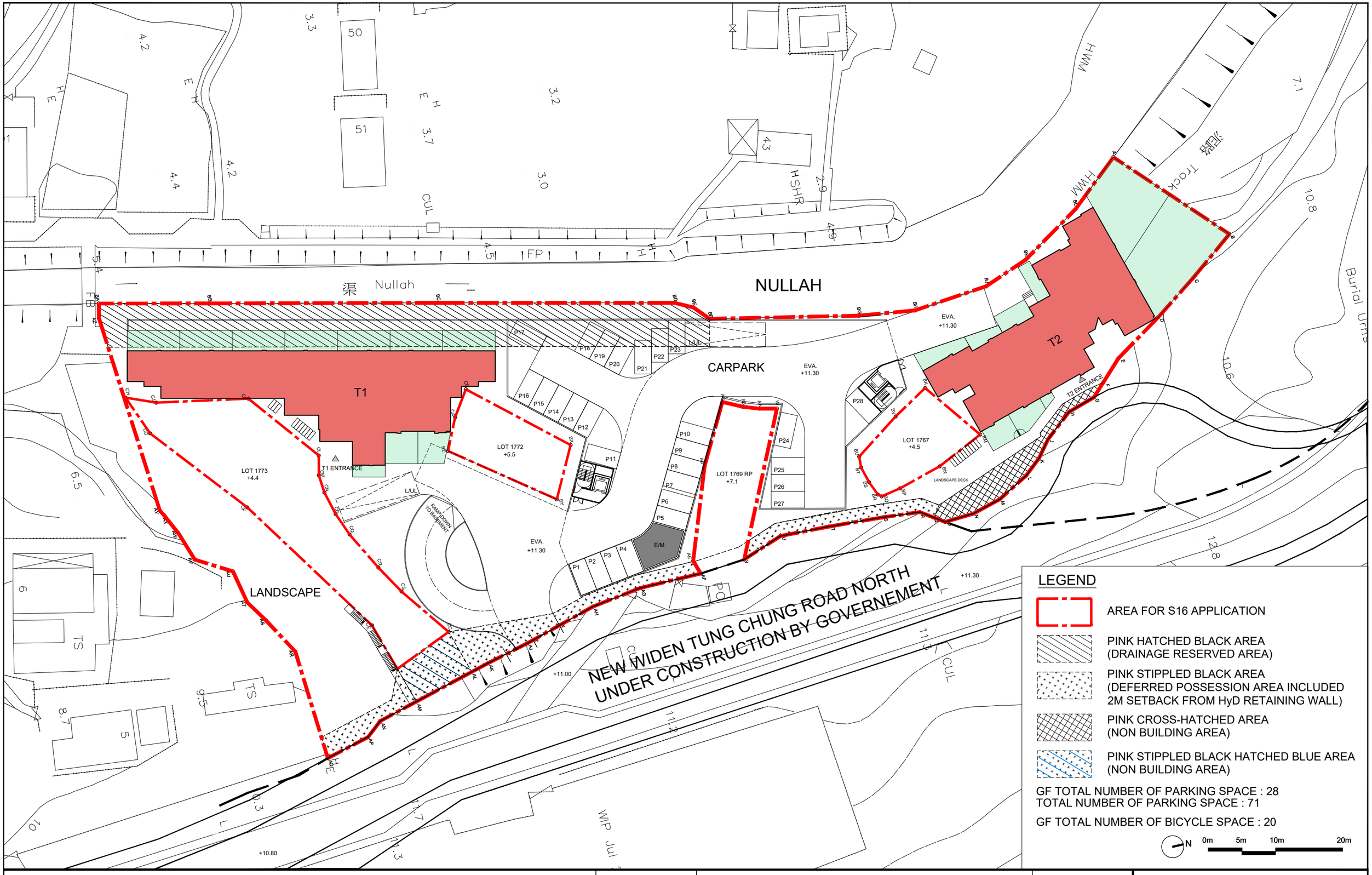
6.2 Recommendations

6.2.1 Construction of a foul terminal manhole and a 225mm inner diameter PE connection pipe is recommended for conveyance of sewage discharged from the proposed residential development to the proposed public sewer along Tung Chung Road North. Hydraulic calculation of the proposed connection pipe is included in **Appendix D.**

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APPENDIX A

Proposed Development – Master Layout Plan



LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

GF TOTAL NUMBER OF PARKING SPACE : 28
TOTAL NUMBER OF PARKING SPACE : 71

GF TOTAL NUMBER OF BICYCLE SPACE : 20

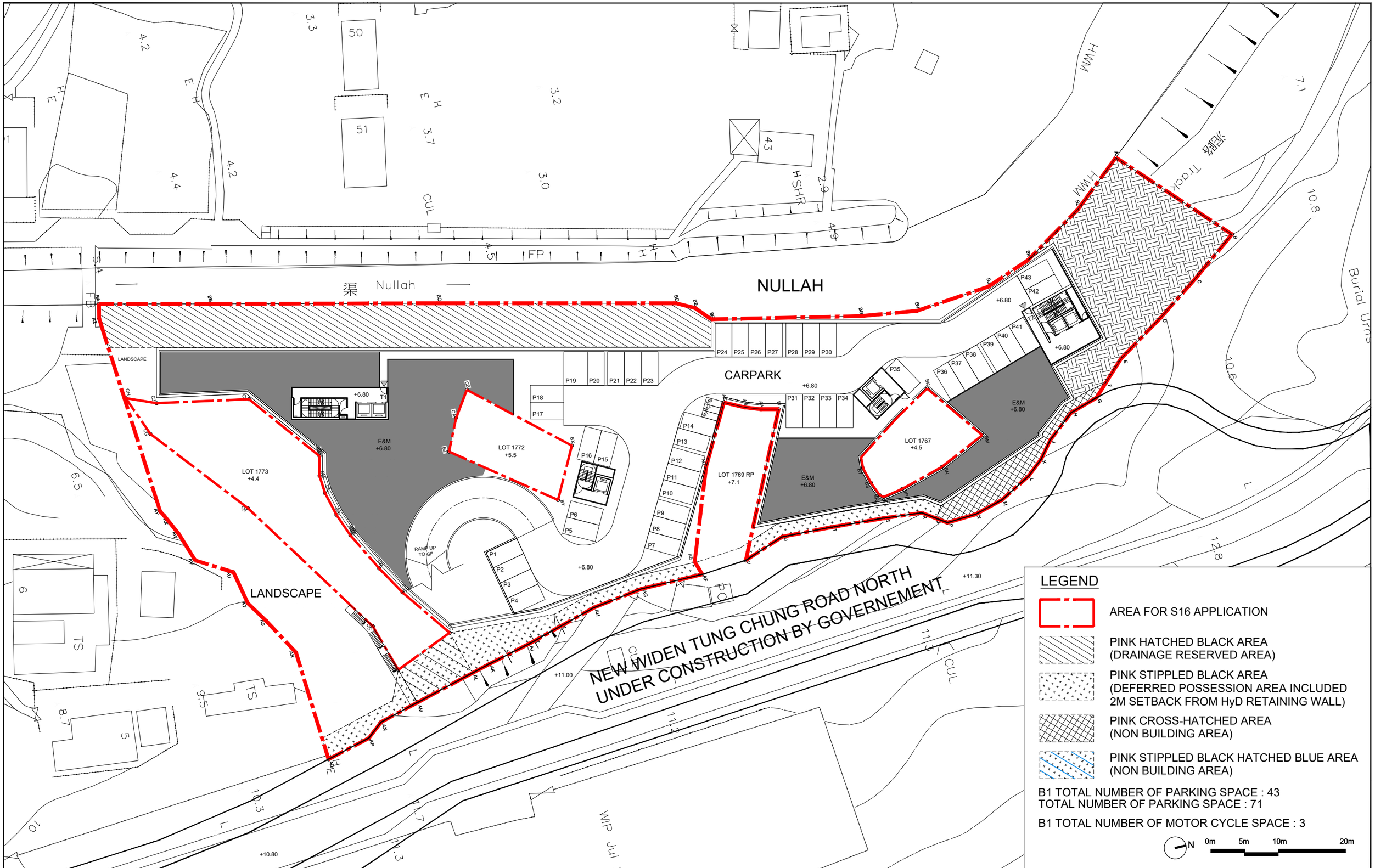
N 0m 5m 10m 20m

Drawing Title

GROUND FLOOR PLAN

Scale	Project	Job No.
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Date	PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Dwg No.
30/1/2026		GP-01

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LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

B1 TOTAL NUMBER OF PARKING SPACE : 43
TOTAL NUMBER OF PARKING SPACE : 71

B1 TOTAL NUMBER OF MOTOR CYCLE SPACE : 3

N 0m 5m 10m 20m

Drawing Title

BASEMENT 1 FLOOR PLAN

Scale
1:500 (A3)

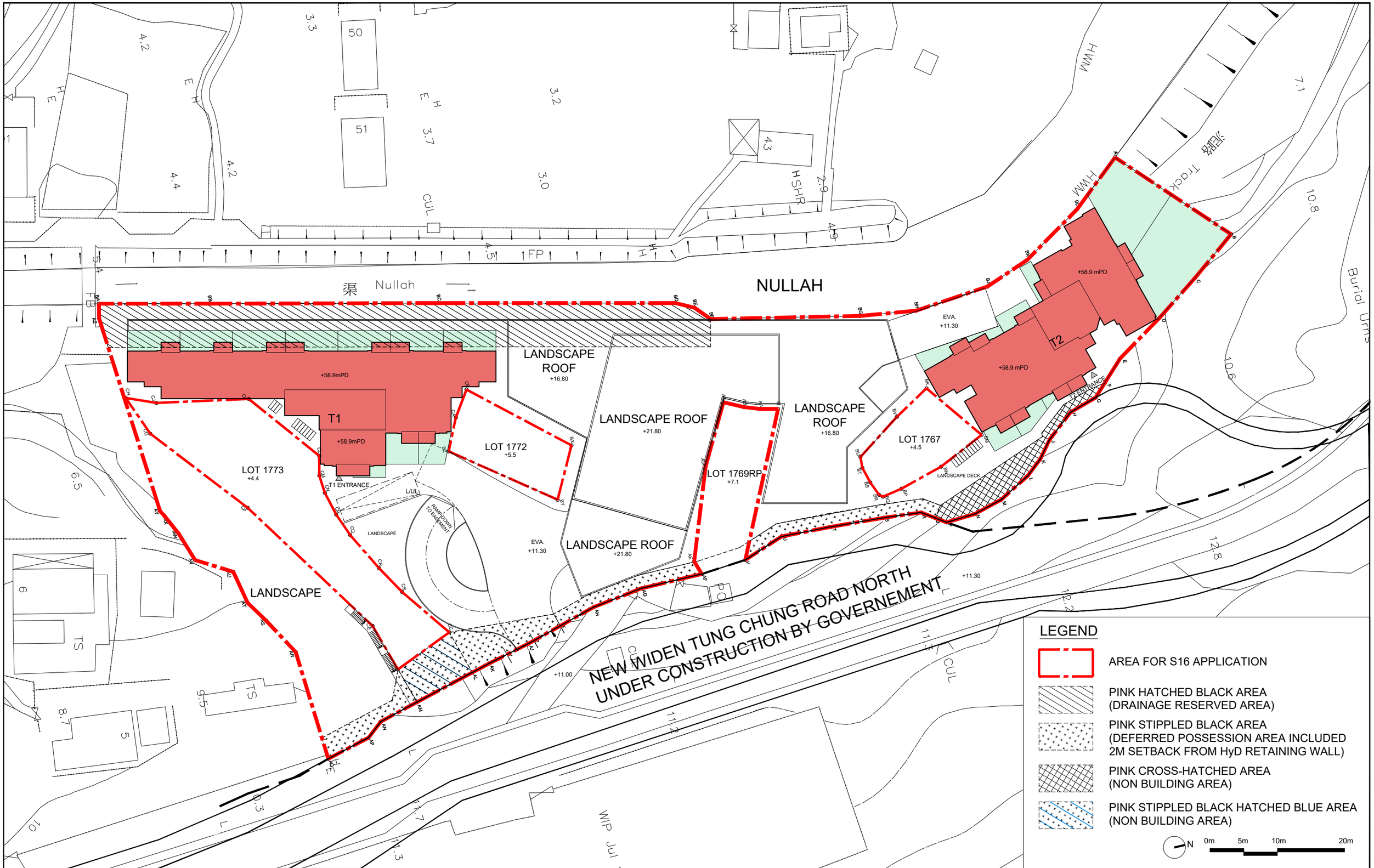
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30/1/2026

Project
A-2517
PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

Job No.
A-2517

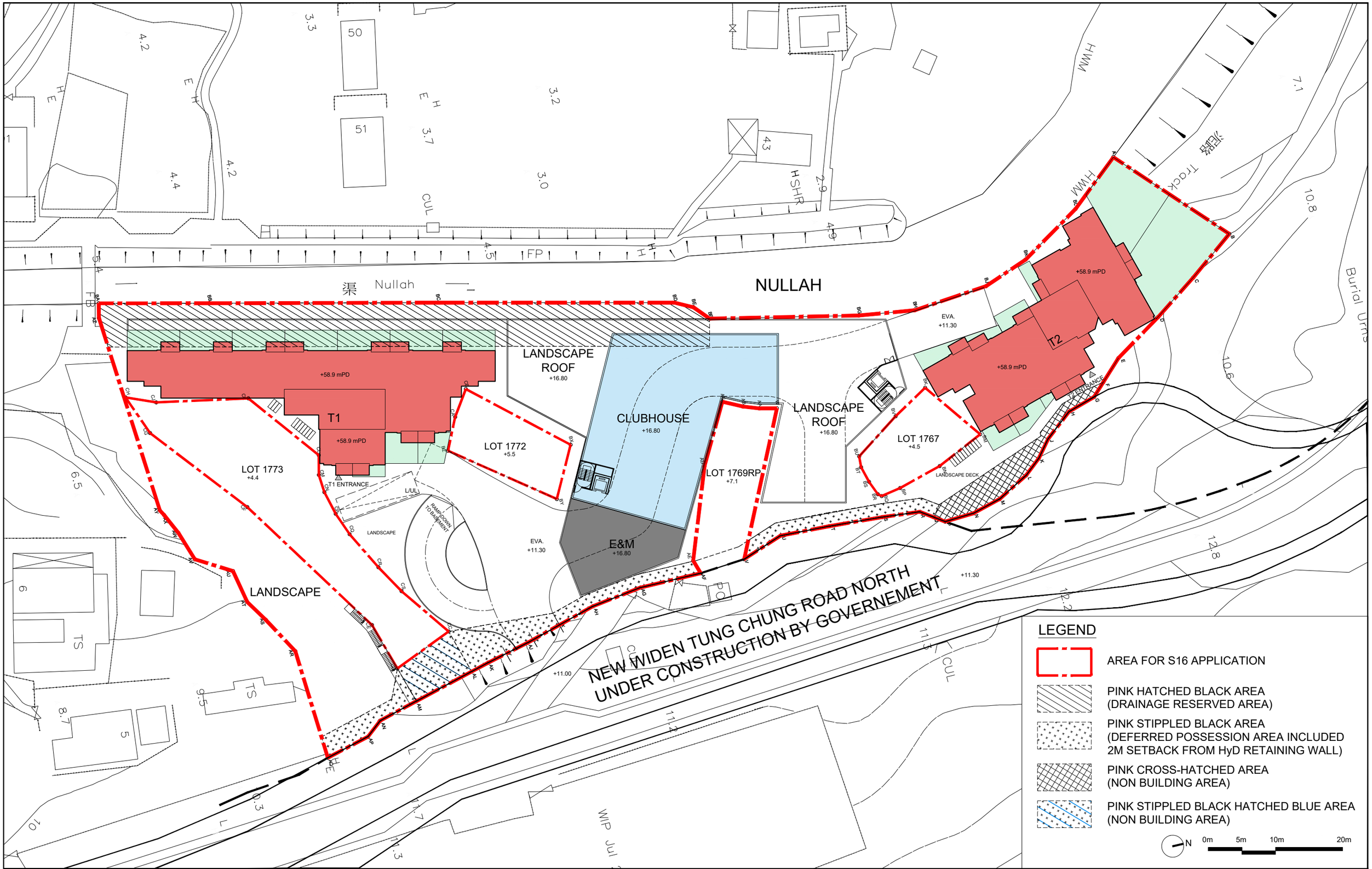
Dwg No.
GP-02

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Drawing Title TYPICAL LAYOUT PLAN	Scale 1:500 (A3) Date 24/2/2026	Project A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Job No. A-2517 Dwg No. GP-03

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LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

N 0m 5m 10m 20m

Drawing Title

MASTER LAYOUT PLAN

Scale
1:500 (A3)

Date
24/2/2026

Project
A-2517
PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

Job No.
A-2517

Dwg No.
MLP-01

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APPENDIX B

Drainage Records



Legend :

- Storm Water Manhole
- Storm Water Terminal Manhole
- Sewer Manhole
- Sewer Terminal Manhole
- Combined Manhole
- Catchpit
- Desilting Opening
- Inspection Opening
- Dry Weather Flow Interceptor
- Sand Trap
- Inlet
- Outlet
- Box Culvert (Storm/Sewer)
- Existing Pipe (Storm/Sewer/Combined)
- Existing Pipe (Storm/Sewer/Combined) (Planning / Identifying to be Abandoned)
- Proposed Pipe (Storm/Sewer)
- Works In Progress Pipe (Storm/Sewer)
- Abandoned Pipe
- Abandoned Pipe (Filled with Materials)
- Existing U Channel / Stepped Channel (Storm)
- Proposed U Channel / Stepped Channel (Storm)
- Works In Progress U Channel / Stepped Channel (Storm)
- Rising Main
- Vaccum Sewer
- Drainage Reserve
- Gully Sump / Gully
- Tapping Point (Storm/Sewer)
- Overflow (Sewer/Combined)
- Interface Valve Chamber
- Oil / Petrol Interceptor
- Valve
- Water Gauge
- Spot Level (Storm/Sewer)
- Existing Y-Junction (Storm/Sewer/Combined)
- Slope Sign Board
- Slope Number
- Slope Boundary
- Existing Submarine Outfall with Diffuser
- Proposed Submarine Outfall with Diffuser
- Works In Progress Submarine Outfall with Diffuser
- Harbour Area Treatment Scheme Sewage Tunnel Protection Area (100m width) (Please note that all proposed works within the HATS Sewage Tunnel Protection Area have to be complied with the requirements in the Environment, Transport and Works Bureau Technical Circular (Works) No.28/2003 or the Practice Note for Authorised Persons and Registered Structural Engineers No. 185 issued by the Building Department)
- Harbour Area Treatment Scheme Sewage Tunnel Outer Protection Area (200m width) (Please note that all proposed works within the HATS Sewage Tunnel Protection Area have to be complied with the requirements in the Environment, Transport and Works Bureau Technical Circular (Works) No.28/2003 or the Practice Note for Authorised Persons and Registered Structural Engineers No. 185 issued by the Building Department)

9-SE-8D-1

SCALE 1 : 500

Metres 10 0 20 40 60 80 100 Metres

Hong Kong and Islands Division
Drainage Services Department

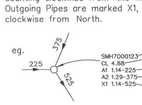
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Notes :

1. All levels are in mPD.
2. All dimensions shown are in millimetres unless otherwise stated.
3. The information shown on the record drawings are subject to verification on site and no guarantee can be given that this is a complete record.
4. Abbreviations for Channels of width smaller or equal to 1200mm:
   90DC - 900mm width Surface Channel
   90DSC - 900mm width Stepped Channel
   90DUC - 900mm width U Channel
   90DDWFC - 900mm width Dry Weather Flow Channel
5. The Incoming Pipes are marked A1, A2, A3, ... counting clockwise from the first Outgoing Pipe X1. Outgoing Pipes are marked X1, X2, X3 ... counting clockwise from North.

eg.



Manhole number
Cover Level or Ground Level
225mm dia. Incoming Pipe Invert Level
375mm dia. Incoming Pipe Invert Level
525mm dia. Outgoing Pipe Invert Level

6. Piling foundations on culverts may be present but not shown for brevity. Please refer to the relevant as-built drawings on details of the pile foundation.
7. Drainage facilities maintained by other parties, if shown, are indicative only. It is no guarantee that these information are exact.

Drainage Record Sheet Number

9-SE-8B-3

Last Updating : 27-02-2006

Map data renewed on June 2009

CHECKED BY STOCK
DATE
JUL 2021

SHUN TUNG ROAD

順東路

Bicycle Track

單車徑

墓地
Graves

7m DRAINAGE RESERVE

Tung Chung Bypass Tunnel Outlet Portal

Camp

FP

Legend :

- Storm Water Manhole
- Storm Water Terminal Manhole
- Sewer Manhole
- Sewer Terminal Manhole
- Combined Manhole
- Catchpit
- Desilting Opening
- Inspection Opening
- Dry Weather Flow Interceptor
- Sand Trap
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- Outlet
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- Existing Pipe (Storm/Sewer/Combined) (Planning / Identifying to be Abandoned)
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- Drainage Reserve
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- Interface Valve Chamber
- Oil / Petrol Interceptor
- Valve
- Water Gauge
- Spot Level (Storm/Sewer)
- Existing Y-junction (Storm/Sewer/Combined)
- Slope Sign Board
- Slope Number
- Slope Boundary
- Existing Submarine Outfall with Diffuser
- Proposed Submarine Outfall with Diffuser
- Works In Progress Submarine Outfall with Diffuser
- Harbour Area Treatment Scheme Sewage Tunnel Protection Area (100m width)
- Harbour Area Treatment Scheme Sewage Tunnel Outer Protection Area (200m width)

9-SE-8D-2

SCALE 1 : 500

Metres 10 0 20 40 60 80 100 Metres

Hong Kong and Islands Division
Drainage Services Department

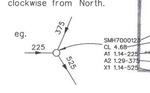
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   900DWFC - 900mm width Dry Weather Flow Channel
5. The Incoming Pipes are marked A1, A2, A3 ... counting clockwise from the first Outgoing Pipe and Outgoing Pipes are marked X1, X2, X3 ... counting clockwise from North.

eg.



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Drainage Record Sheet Number

9-SE-8B-4

Last Updating : 27-02-2006

Map data renewed on June 2009

- JUL 2021



Legend :

- Storm Water Manhole
- Storm Water Terminal Manhole
- Storm Water Special Manhole
- Sewer Manhole
- Sewer Terminal Manhole
- Sewer Special Manhole
- Combined Manhole
- Catchpit
- Desilting Opening
- Inspection Opening
- Dry Weather Flow Interceptor
- Sand Trap
- Inlet
- Outlet
- Tunnel / Box Culvert (Storm/Sewer)
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- Existing Pipe (Storm/Sewer/Combined) (Planning / Identifying to be Abandoned)
- Proposed Pipe (Storm/Sewer)
- Works In Progress Pipe (Storm/Sewer)
- Not Yet Commissioned Pipe (Storm/Sewer)
- Abandoned Pipe
- Abandoned Pipe (Filled with Materials)
- Existing U Channel / Stepped Channel (Storm)
- Proposed U Channel / Stepped Channel (Storm)
- Works In Progress U Channel / Stepped Channel (Storm)
- Rising Main
- Vaccum Sewer
- Drainage Reserve
- Tunnel Protection Zone
- Gully Sump / Gully
- Topping Point (Storm/Sewer)
- Overflow (Sewer/Combined)
- Interface Valve Chamber
- Oil / Petrol Interceptor
- Valve
- Water Gauge
- Spot Level (Storm/Sewer)
- Existing Y-Junction (Storm/Sewer/Combined)
- Slope Sign Board
- Slope Number
- Slope Boundary
- Existing Submarine Outfall with Diffuser
- Proposed Submarine Outfall with Diffuser
- Works In Progress Submarine Outfall with Diffuser
- Harbour Area Treatment Scheme Sewage Tunnel Protection Area (100m width) (Please note that alignment works within the HATS Sewage Tunnel Protection Area have to be complied with the requirements in the Environment, Transport and Works Bureau Technical Circular (Works) No.28/2002 or the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers No. APP-82 issued by the Buildings Department)
- Harbour Area Treatment Scheme Sewage Tunnel Outer Protection Area (200m width) (Please note that alignment works within the HATS Sewage Tunnel Protection Area have to be complied with the requirements in the Environment, Transport and Works Bureau Technical Circular (Works) No.28/2002 or the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers No. APP-82 issued by the Buildings Department)

09-SE-08D-3

SCALE 1 : 500

Metres 10 0 20 40 60 80 100 Metres

Hong Kong and Islands Division
Drainage Services Department

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Notes :

1. All levels are given in metres principle datum.
2. All dimensions shown are in millimetres unless otherwise stated.
3. The information shown on the record drawings are subject to verification on site and no guarantee can be given that this is a complete record.
4. Abbreviations for Channels of width smaller or equal to 1200mm:
   900C = 900mm width Surface Channel
   900SC = 900mm width Stepped Channel
   900UC = 900mm width U Channel
   900DWFC = 900mm width Dry Weather Flow Channel
5. The Incoming Pipes are marked A1, A2, A3, ... counting clockwise from the first Outgoing Pipe X1. Outgoing Pipes are marked X1, X2, X3 ... counting clockwise from North.

   eg. SMH7000123 CL 4.68 A1 1.14-225 A2 1.29-375 X1 1.14-525
   Manhole number
   Cover Level or Ground Level
   225mm dia. Incoming Pipe Invert Level
   375mm dia. Incoming Pipe Invert Level
   525mm dia. Outgoing Pipe Invert Level
6. Piling foundations on culverts may be present but not shown for brevity. Please refer to the relevant as-built drawings on details of the pile foundation.
7. Drainage facilities maintained by other parties, if shown, are indicative only. It is no guarantee that these information are exact.

Drainage Record Sheet Number

9-SE-8D-1

Last Updating : 14/6/2016

Map data renewed on September 2015

JUL 2021

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APPENDIX C

Sewage Flow Estimation

asia infrastructure solutions a GISI Consulting Group company	**Project No.: KEB002681 - Proposed Residential Developmment at Tung Chung North Road (S16 Application)**
	Date: January 2026
	Designed By: Edric Julian
	Checked By: Victus Kwan
	Sewage Flow Estimation for Proposed Residential Development at Tung Chung North Road

Sewage Flow Estimation

		Commercial and Institutional Flow					**Domestic**						
Catchment ID	Building Type	Commerical Activity	Total Gross Floor Area (m^2)	Worker Density (person/100m^2)	Number of Employees	Unit flow factor (m^3/head/day)	Number of Flats	Persons per flat	Population (head)	Unit flow factor (m^3/head/day)	Average Dry Weather Commercial Flow (m^3/d)	Average Dry Weather Residential Flow (m^3/d)	Remarks
T1 & T2	Private R2	-	-	-	-	-	290	2.8	812	0.27	-	219.24	-
	Car Park	-	-	-	-	-	-	-	-	-	-	21.92	Assume ADWF of car park equals 10% of AWDF (residential sewage)
Clubhouse	Community, Social & Personal Services (J11)	Private Recreational Facilities	540.0	3.3	18	0.28	-	-	-	-	5.04	-	-
		Outdoor Swimming Pool	-	-	-	-					4.69		-
										Total	**250.89**		

Notes:

1) EPD's Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning" (GESF) is referenced for the adopted UFF.
2) Average persion per flats of 2.8 adopted for towers of residential development based on Recruitment Plan from the Developer.
3) Worker Density of 3.3 adopted for Clubhouse Employees with reference to CIFSUS Table 8.

asia infrastructure solutions a GISI Consulting Group company	**Project No.: EB002217 - Proposed Residential Developmment at Tung Chung North Road (S16 Application)**
	Date: September 2025
	Designed By: Edric Julian
	Checked By: Victus Kwan
	Sewage Flow Estimation for Proposed Residential Development at Tung Chung North Road

Pool Type: 20 m Long Outdoor Swimming Pool		
Surface Area	100.00	m^2
Depth	1.50	m
Volume	150.00	m^3
Turnover period	2	h
Circulation Rate	75.00	m^3/h
Cleaning Flow Rate	40	$m^3/m^2/h$
Filter Area	1.88	m^2
Average Backwash Water	2.5	m3/(m2 filter area)
Volume of Backwash Water Per Day	**4.69**	**m^3**
	4.69 m^3	
Back Wash Duration	10.00	mins
Back Wash Flow Rate	7.81	L/s

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APPENDIX D

Hydraulic Calculations – Connection Pipe & Planned Public Sewerage System

asia infrastructure solutions a GISI Consulting Group company	**Project No.: KEB002681 - Proposed Residential Developmment at Tung Chung North Road (S16 Application)**
	Date: January 2026
	Designed By: Edric Julian
	Checked By: Victus Kwan
	Hydraulic Calculations - Connection Pipe & Planned Public Sewerage System

Table D.1) Adopted peaking factors

Peaking Factors, P	
Population Range	Peaking Factor excluding stormwater allowance
<1000	6
1000-5000	5
5000-10000	4
10000-50000	3
>50000	Max (6/N^0.175 , 1.6)

Design Parameters	
Kinematic Viscosity (m2/s)	1.00E-06
Pipe Roughness (Ks) (mm)	0.15

For the purpose of determining the appropriate peaking factor the contributing population is calculated using the expression presented in section 12.1 of EPD GESF as follows:
Contributing Population = Calculated total average flow (m^3/day) / 0.27 (m^3/person/day)

Table D.2) Design Peak Flows and Pipe Capacity Calculations

Links		Average Flows					Peak Flows		Hydraulics Check									
Upstream Node	Downstream Node	From buildings (m^3/day)	From branch pipe (m^3/day)	From US pipe (m^3/day)	Cummulative average flow (m^3/day)	Contributing Population	Peaking Factor	Peak design flow (m^3/s)	US IL (mPD)	DS IL (mPD)	Length (m)	Gradient (m/m)	Internal Diameter (mm)	Pipe Area (m2)	Full Bore Velocity (m/s)	Full Bore Pipe Capacity (m^3/s)	Pipe Capacity (%)	Discharge Check
Proposed Connection Pipes																		
FTMH1 (from development)	FMH-J07	250.89	-	-	250.89	930	6	0.017	9.26	9.22	9.8	0.004	200	0.031	0.891	0.028	62.2	OK
Planned Public Sewers																		
FMH-J07	FMH-J08	250.89	-	112.00	362.89	1,345	5	0.021	9.05	8.50	78.5	0.007	300	0.071	1.525	0.108	19.5	OK
FMH-J08	FMH-J09	-	-	362.89	362.89	1,345	5	0.021	8.50	8.21	35.4	0.008	300	0.071	1.652	0.117	18.0	OK
FMH-J09	FMH-J10	-	1620.00	362.89	1982.89	7,345	4	0.092	5.56	5.30	32.0	0.008	300	0.071	1.645	0.116	79.0	OK
FMH-J10	FMH-J11	-	-	1982.89	1982.89	7,345	4	0.092	4.73	4.45	18.1	0.015	300	0.071	2.286	0.162	56.8	OK
FMH-J11	FMH-L01	-	-	1982.89	1982.89	7,345	4	0.092	0.77	0.72	17.0	0.003	350	0.096	1.073	0.103	88.9	OK
FMH-L03	FMH-L02	-	3637.00	-	3637.00	13,471	3	0.126	1.92	1.85	39.6	0.002	700	0.385	1.276	0.491	25.7	OK
FMH-L02	FMH-L01	-	-	3637.00	3637.00	13,471	3	0.126	1.84	1.32	19.0	0.027	700	0.385	5.143	1.979	6.4	OK
FMH-L01	Existing CYRSPS	-	1796.00	3637.00	5433.00	20,123	3	0.189	0.72	0.70	13.9	0.001	700	0.385	1.147	0.441	42.7	OK

Design Sewage Flows under CEDD's Contract No. NL/2020/05.

Pipe Roughness:
HDPE pipes: 0.15mm (Slimed Sewers)

Planned Public Sewerage Network Hydraulic Checking Assumptions:

1. The planned and existing sewage flows conveyed by the planned public sewerage network are based on the values provided by CEDD's consultant of Contract No. NL/2020/05.
2. All invert levels and materials of the planned public sewerage network are based on the drawings provided by CEDD.
3. Since downstream invert level of planned sewer connecting with FMH-L02 and Existing CYRSPS is unknown in available CEDD's drawings, the value of downstream invert level of existing sewer no. FWD7054300 (750ø) to be abandoned under No. NL/2020/05 is estimated based on GEOINFO MAP information and adopted in this assessment, i.e. 0.03 (USIL) - 1/750 (Min. Gradient)* 11.5 (Length) = 0.015mPD.
4. As the proposed sewage flow from the site (Area 48) under S16 Application is larger than the CEDD's design sewage flow, i.e., 247.82m3/day > 107m3/day, pipe capacity assessment for the downstream pipelines connecting with FMH-J07 and Existing CYRSPS is conducted with consideration of both CEDD's planned sewage flows, existing sewage flows and proposed sewage flow from the site (Area 48).
5. The hydraulic capacity of assessed pipelines are considered as sufficient if the full-bore capacity calculated by Colebrook-White Equation is larger than the peak sewage flow.

In the hydraulic assessment Colebrook-White equation is used:

$$V = -\sqrt{(8gDs)}\log\left(\frac{ks}{3.7D} + \frac{2.5\,1v}{D\sqrt{(2gDs)}}\right)$$

where
V = mean velocity (m/s)
g = gravitational acceleration (m/s2)
R = hydraulic radius (m)
D = internal pipe diameter (m)
ks = hydraulic pipeline roughness (m)
v = kinematic viscosity of fluid (m2/s)
s = hydraulic gradient (energy loss per unit length due to friction)

APPENDIX E

Design Sewage Flows for Planned Public Sewerage System by CEDD

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a GISI Consulting Group company

Project No.: KEB002681 - Proposed Residential Developmment at Tung Chung North Road (S16 Application)

Date: January 2026

Designed By: Edric Julian

Checked By: Victus Kwan

Summary of CEDD's Design Sewage Flows for Planned Public Sewerage System

Catchment Area/ Existing Sewer	CEDD's Design Sewage Flow (m3/day) #	S16 Proposed Sewage Flow (m3/day)	Receiving Manhole	Receiving Manhole in the assessed pipelines	CEDD's Total Design Sewage Flow (m3/day)	S16 Total Proposed Sewage Flow (m3/day)
Area 29A	112	112	FMH-J01	FMH-J07	278	**362.89**
Area 48	166	**250.89**	FMH-J07			
Area 23	1620	1620	FMH-J09	FMH-J09	1620	1620
Area 41	500	500	FMH-K01	FMH-L01	1796	1796
Area 24A	1296	1296	FMH-K03			
ADWF from Yu Tong Road Sewers	3637	3637	FMH-L08	FMH-L03	3637	3637
					7331	7415.89

Notes:
Design Sewage Flow Data under CEDD's Contract No. NL/2020/05 obtained from CEDD and CEDD's consultant. (Updated as of 26/01/2026)

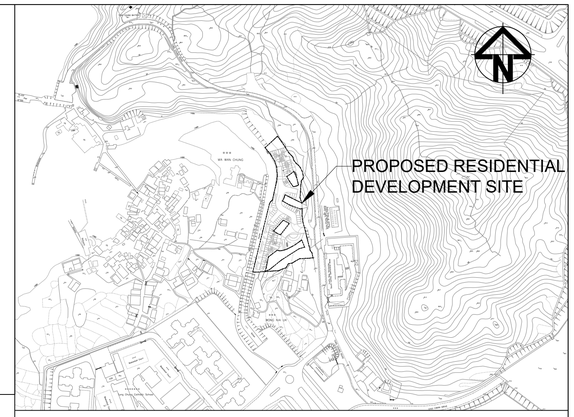
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APPENDIX F

Proposed Sewerage Connection Layout Plan

LEGEND

- *AREA FOR S16 APPLICATION
- PROPOSED TERMINAL FOUL MANHOLE
- PROPOSED SEWER
- PLANNED PUBLIC SEWER MANHOLE (BY CEDD)
- PLANNED SEWER (BY CEDD)



LOCATION PLAN
SCALE 1 : 7500

LOT 1773
LOT 1772
LOT 1769
LOT 1767
LANDSCAPE
CARPARK
Nullah
TUNG CHUNG ROAD NORTH
225Ø
315Ø
355Ø
+11.0
FMH-J07 (BY CEDD)
IL +8.46
Tung Chung Youth Camp
The Evangelical Lutheran Church of Hong Kong

Rev	Description	Date
A	PRELIMINARY DESIGN	28/01/2026

50mm on Original

Client: FULL FRAME DEVELOPMENT LIMITED

Status: PRELIMINARY
NOT TO BE USED FOR CONSTRUCTION

Scales	1 : 500 @ A3	Current Issue Signatures	
		Draw	EJ
Original Size	A3	Checker	VK
Height Datum	HKPD	Approver	TK
Grid		© Copyright reserved	
Filename:	KEB002681-SIA-1001-2.DWG		

Project: Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Title: PROPOSED SEWERAGE LAYOUT PLAN

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Drawing No.: KEB002681/SIA/1001

Plot Date: 28/Jan/2026 6:48:41 pm File Location: P:\KEB002681 DIA & SIA TUNG CHUNG\F-REPORTS (WORKING)\SIA\DRAWINGS\KEB002681-SIA-1001-2.DWG

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T: [redacted]

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Appendix 6

Landscape Master Plan

Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

H PLUS LIMITED

LANDSCAPE MASTER PLAN (Amendment)

February 2026

Landscape Consultant H Plus Limited
Registered Landscape Architect Ms. Hung Yee Man (R095)

Table of Contents

1.0 Introduction

2.0 Assessment of the Potential Impacts on Existing Trees

3.0 Landscape Objectives

4.0 Landscape Master Plan

4.1 Development Schedule
4.2 Residential Units
4.3 General Landscape Area
4.4 EVA/ Access Roads

5.0 Hard Landscape (Paving Materials / Finishes)

5.1 Hard Landscape Materials
5.2 Landscape Lighting
5.3 Design Codes, Technical Standards & Safety Provision

6.0 Soft Landscape (Planting Design / Materials)

6.1 Soft Landscape Materials
6.2 Plant Material Tables
6.3 Open Space Provision
6.4 Greening
6.5 Soil Depth and Drainage Provision for the Planted Area
6.6 Irrigation and Proposed Source of Water Supply
6.7 Future Maintenance and Management

APPENDICES

APPENDIX A Master Layout Plan

APPENDIX B Landscape Plan

APPENDIX C Landscape Sections

APPENDIX D Open Space Demarcation Plan

APPENDIX E Greenery Demarcation Plan

1.0 Introduction

1.1 This Landscape Master Plan, based on the latest Master Layout Plan (**Appendix A**), is submitted in support of Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island.

1.2 The Application Site, with an approx. area of 5,400m^2, is located strategically at Tung Chung Road North. To the East and Southeast are the public community services such as the Evangelical Church of HK Tao Yan Lutheran Church Tao Yan Youth Camp, Tung Chung Community Services Complex and the North Lantau Hospital. Residential buildings are located to the from South to West of the Site such as the Yat Tung Estate. Tung Chung Bay is to the far West of the Site. Please refer to **Figure 1**.

Figure 1 Location Plan



2.0 Assessment of the Potential Impacts on Existing Trees

2.1 There are a total of **48** nos. of trees are identified Within the Development Site Boundary and Outside the Development Site Boundary but within the Application Site Boundary.

2.2 Within the Development Site Boundary, **41** nos. of trees are identified. Among these 41 nos. of existing trees, there are 12 species identified exclude dead trees. *Celtis sinensis* is the dominant species with 15 nos. (29%), *Clausena lansium* come to the second with 6 nos. respectively (15%) are recorded as dead. Majority of the trees within the Site are in 'fair' to 'poor' health condition and form.

2.3 Outside the Development Site Boundary but within the Application Site Boundary, **7** nos. of existing trees are identified. 2 species are identified. *Mallotus paniculatus* is the dominant species with 4 nos. (57%) and *Microcos nervosa* is the second with 3 nos. (43%) and no tree is recorded as dead.

2.4 There are **no** "Champion" trees or "Old and Valuable" trees (OVT) observed within the works area or its periphery during the undertaking of this survey.

3.0 Landscape Objectives

3.1 The primary landscape objectives are:

3.1.1 To integrate the proposed development from a landscape and visual perspective with the existing and planned landscape context;

3.1.2 To use landscape measures to soften the form of the proposed architectural scheme;

3.1.3 To provide visual integration, screening and softening effects of the built-form;

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

3.1.5 To provide adequate open space for the future residents;

3.1.6 To maximize opportunities for the planting of new trees and shrubs;

3.1.7 To provide compensation for the proposed felling of trees required to accommodate the new development.

4.0 Landscape Master Plan

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

4.1 Development Schedule

The proposed development components of the LMP are categorized and listed in the Development Schedule. Refer to **Table 1** below:

Table 1 Development Schedule

Development Parameters	Area (m^2) / Total
Site Area	About **5,400 m^2**
Gross Floor Area	Not more than **10,800 sq.m**
Plot Ratio	Not more than **2**
Site Coverage	Not more than **37%**
Building Height	Not more than **+58.9PD**
No. of Blocks	**3** (2 Residential Blocks & 1 Block for Clubhouse)
No. of Residential Storeys	
i) T1	**15** (including 1 level of basement)
ii) T2	**15** (including 1 level of basement)
No. of Units	**290**
Average Unit Size	About **37.2 m^2**
Estimate Population	**812**
Internal Transport Facilities	
i) Private Car Parking	**57** (include accessible parking spaces)
ii) Motorcycle Parking	**3**
iii) Loading/ Unloading Space	**2**
iv) Bicycle	**20**

*Accessible parking spaces will be provided in accordance to the requirements of HKPSG.

4.2 Residential Units

4.2.1 The proposed scheme consists of 2 residential towers of 15-storeys (including 1 level of basement) for pure residential development.

4.3 General Landscape Area

4.3.1 The landscape proposal within the Site is summarised as follows (refer to **Appendix B**):

- Landscape Area at G/F – This is the arrival floor of the development. To enhance visual appeal and provide a welcoming environment for residents, landscaped leisure seating areas are thoughtfully positioned near the entrances of both towers. Additionally, bicycle parking facilities are conveniently located nearby to support easy pick-up and drop-off for residents.

- Vertical Green Wall – Vines are proposed for planting at the top edge planter of the tall walls of the adjacent sites to soften the solid wall of the development. In additional, vertical green wire system is proposed on portions of the boundary fence to provide a visual relief to the local residents in vicinity.

- Streetscape – To provide a pleasant walking experience, there will be a planting strip along the boundary adjacent to Tung Chung Road North to increase the visual amenity and match with the surroundings.

- Landscape Area at Clubhouse Roof – It is the primary communal landscape area within the Site. It features a variety of passive recreational amenities, including a timber viewing deck, sculptural garden, and a feature seating lawn. In addition, active

recreational facilities such as a jogging path and a playground activity lawn are thoughtfully integrated to promote wellness and engagement among residents.

4.4 EVA/ Access Road

4.4.1 Vehicular access to the proposed development will be via Tung Chung Road North from the East.

4.4.2 The internal access road forms the central spine of the proposed development. The road has been designed to create a streetscape type character with decorative paving.

5.0 Hard Landscape (Paving Materials / Finishes)

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

5.1 Hard Landscape Materials

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

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

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

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

5.1.5 A summary of the hardscape materials is listed in the Preliminary Finishes Schedule for Hardscape. Please refer to **Table 2** below:

Table 2 Preliminary Finishes Schedule for Hardscape

Preliminary Finishes Schedule for Hardscape	
Pedestrian walkway	Artificial granite and concrete block punctuated by natural granite banding and accents
Internal roads	Concrete blocks punctuated by artificial granite paving
Landscape gardens and open spaces	Natural granite or artificial granite paving
Planter walls	Natural granite stones or artificial granite tiles
Playground	Safety mat
Pool Deck	Non-slippery homogeneous tiles

5.2 Landscape Lighting

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

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

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

5.3 Design Codes, Technical Standards & Safety Provision

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

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

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

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

6.0 Soft Landscape (Planting Design / Materials)

This section provides a description of the soft landscape design and softscape elements together with general information on softscape related aspects of design, including irrigation and maintenance. Softscape elements of the landscape include plantings, planting soil and sub-surface drainage materials. The hierarchy of landscape planting within the development is summarized as follows:

6.1 Soft Landscape Materials

6.1.1 The design incorporates a varied planting palette to yield changing variety and seasonal interest. Evergreen trees, flowering trees and shrubs, variegated foliage plants and groundcover are selected.

6.1.2 In general, shrubs and groundcovers will be mass planted in specific colour groupings, and designed to provide an engaging flowering under-storey layer beneath trees. Integral to any good landscape planting design, colour, texture and contrast of foliage will be articulated to best showcase the planting design. Flowers and fragrance are important elements to enhance the planting design for this area. Fragrant species will be utilized alongside pathways and adjacent to seating areas to tease and raise the human sensory awareness.

6.1.3 Carefully selected species will ensure maximum greening effect with minimum maintenance requirements. Specimen trees of various sizes will be used in combination with ornamental shrub planting to create a year-round display.

6.1.4 A summary of softscape materials (categories of planting, species list, and size) is provided in section **6.2** below.

6.2 Plant Material Tables

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

6.2.2 The summary schedule of key plant material listed below is subject to further refinement and plant availability upon detail design stage. Please refer to **Table 3A, 3B** and **3C** below:

Table 3A Proposed Tree Planting Schedule

Quantity	Proposed Species	Chinese Name	Quantity/ Size
Compensatory Tree Planting			
15	* *Cinnamomum camphora*	樟樹	4.5m-5m High; 3m Spread; 4m Spacing; DBH 0.1m
19	Camellia japonica	茶花	
18	* *Liquidambar formosana*	楓香	
19	Osmanthus fragrans	桂花	
Compensatory Tree in Hedge Form			
62	*Ficus benjamina (Hedge)*	垂葉榕柱	2.5m (H) x 0.8m (S) x 0.06m DBH

Remarks: * Native Species

Table 3B Proposed Shrub and Groundcover Species

Botanical Name	Chinese Name	Height x Spread (mm)	Spacing (mm)
Shrub Species			
Aglaia odorata	米仔蘭	600 x 500	400
Bougainvillea spectabilis	簕杜鵑	600 x 600	500
Codiaeum variegatum	灑金榕	400 x 400	300
Cordyline australis	朱蕉	800 x 600	500
* Desmos chinensis	假鷹爪	500 x 500	400
Duranta repens 'golden leaves'	金連翹	300 x 300	250
* Ilex asprella	梅葉冬青	400 x 400	350
Ixora coccinea 'Lutea'	黃花龍船花	400 x 300	200
* Melastoma candidum	野牡丹	400 x 300	300
Murraya paniculata	九里香	800 x 600	500
* Rhaphiolepis indica	車輪梅	800 x 600	500
Rhododendron mucronatum	白花杜鵑	600 x 500	400
Rhododendron periclymenoides	粉紅杜鵑	600 x 500	400
* Rhodomyrtus tomentosa	桃金娘	500 x 500	400
Schefflera arboricola 'variegatum'	花葉八葉	600 x 500	400
Ground Cover Species			
* Asparagus cochinchinensis	天門冬	300 x 300	200
Cuphea hyssopifolia	細葉雪茄花	300 x 300	200
Lantana montevidensis	小葉馬纓丹	300 x 300	200
Nephrolepsis exaltata "Bostoniensis"	波斯頓腎蕨	350 x 400	300
Ophiopogon japonicus	沿階草	100 x 150	100
Rhoeo discolour dwarf	矮種蚌花	200 x 250	200

Remarks: * Native Species

Table 3C Proposed Vines Species

Botanical Name	Chinese Name	Height x Spread (mm)
* Ficus pumila	薜荔	250 x 250
* Lonicera japonica	金銀花	250 x 250
* Quisqualis indica	使君子	300 x 250
Vernonia elliptica	光耀藤	1000 x 250
* Wisteria sinensis (Sims) Sweet	紫藤	250 x 250

Remarks: * Native Species

6.3 Open Space Provision

6.3.1 Not less than 1m^2 communal open space per person will be provided in accordance with HKPSG. Therefore, not less than 812m^2 communal open space will be provided for a design population of 812.

6.3.2 Active and Passive Landscape Provision – **Table 4** show the active and passive landscape provision of the current scheme (**Appendix D**).

Table 4: Active and Passive Landscape Provision

Landscape Element	Area (m^2)
Landscape Garden (Total)	
- **Active Uses**	216.434
- **Passive Uses**	596.154
Total	812.588

6.4 Greening

The proposed development site has an application site area of approx. 5,400m^2 where there will be not less than 1,080m^2 open green area is proposed in this scheme. In addition to the unaffected retained trees, a variety of shrubs, groundcover, vines, new trees, and hedges are proposed, where possible, to maximize greenery, enhance visual amenity, and integrate the development with the hillside surroundings. (refer to **Appendix E**).

6.5 Soil Depth and Drainage Provision for the Planted Area

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

- Trees: 1200mm
- Shrub / groundcover: 600mm
- Grass / vines: 300mm

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

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

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

6.6 Irrigation and Proposed Source of Water Supply

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

6.7 Future Maintenance and Management

Maintenance and establishment works to soft landscape areas within Site shall be undertaken by the softworks contractor for an Establishment Period of a minimum of 12 months following Practical Completion. This will ensure the proper establishment of the planted material. Tree risk assessment will be conducted at appropriate time for appropriate tree as instructed by the owner.

Soft Landscape Maintenance Schedule

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

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

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

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

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

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

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

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

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

Table 3 Maintenance Schedule

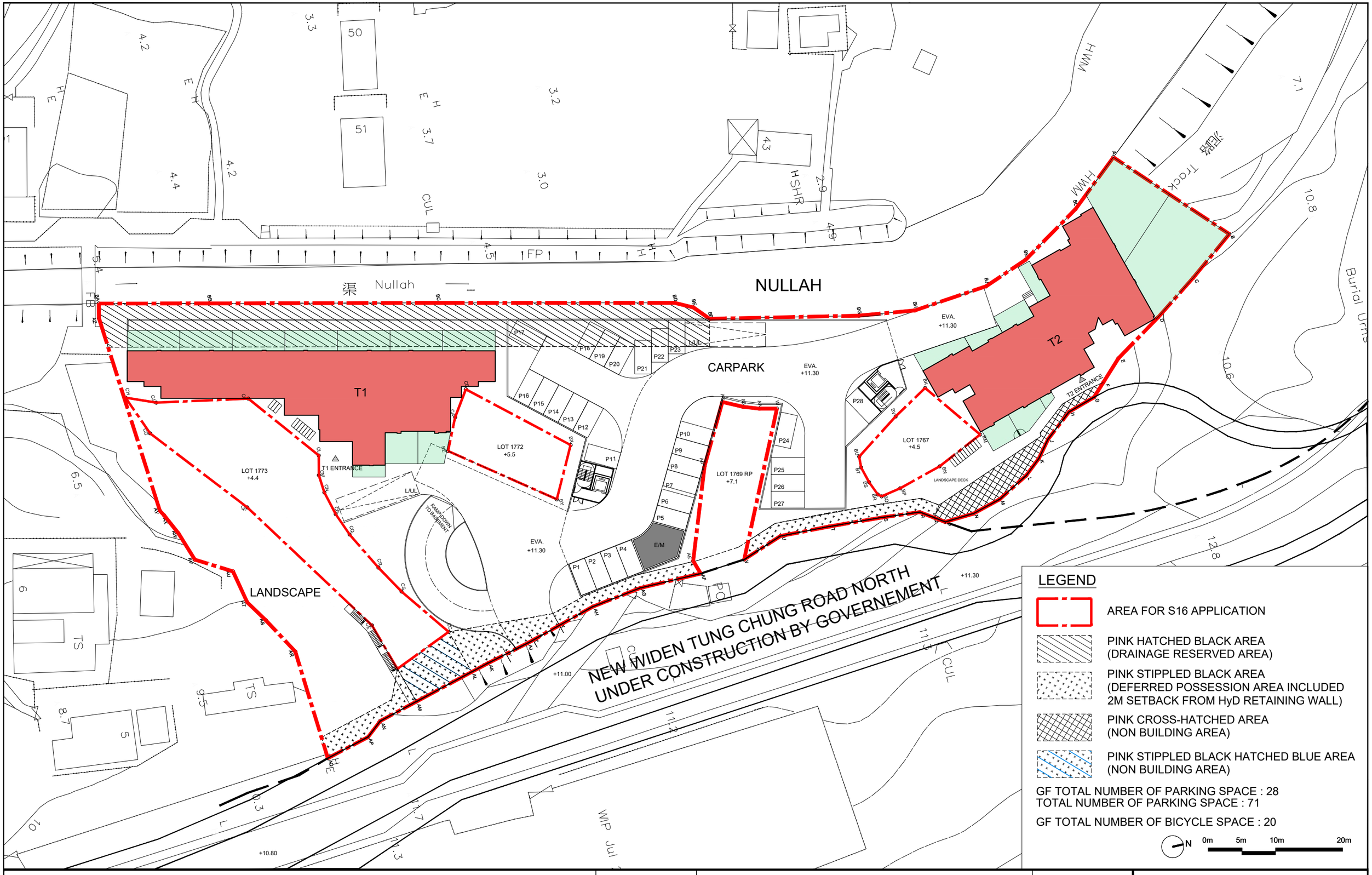
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Watering	●	●	●	●	●	•	•	•	•	●	●	●
Pruning		D	GC									
Fertilizing	soil test		**X**								**X**	
Fungicide / Insecticide			**X**						**X**			**X**
Weeding		**X**	**X**	**X**	**X**	**X**	**X**	**X**		**X**		**X**
Securing			**X**									
Thinning			EG								D	

Schedule Legend:

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

APPENDIX A

Master Layout Plan



LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

GF TOTAL NUMBER OF PARKING SPACE : 28
TOTAL NUMBER OF PARKING SPACE : 71

GF TOTAL NUMBER OF BICYCLE SPACE : 20

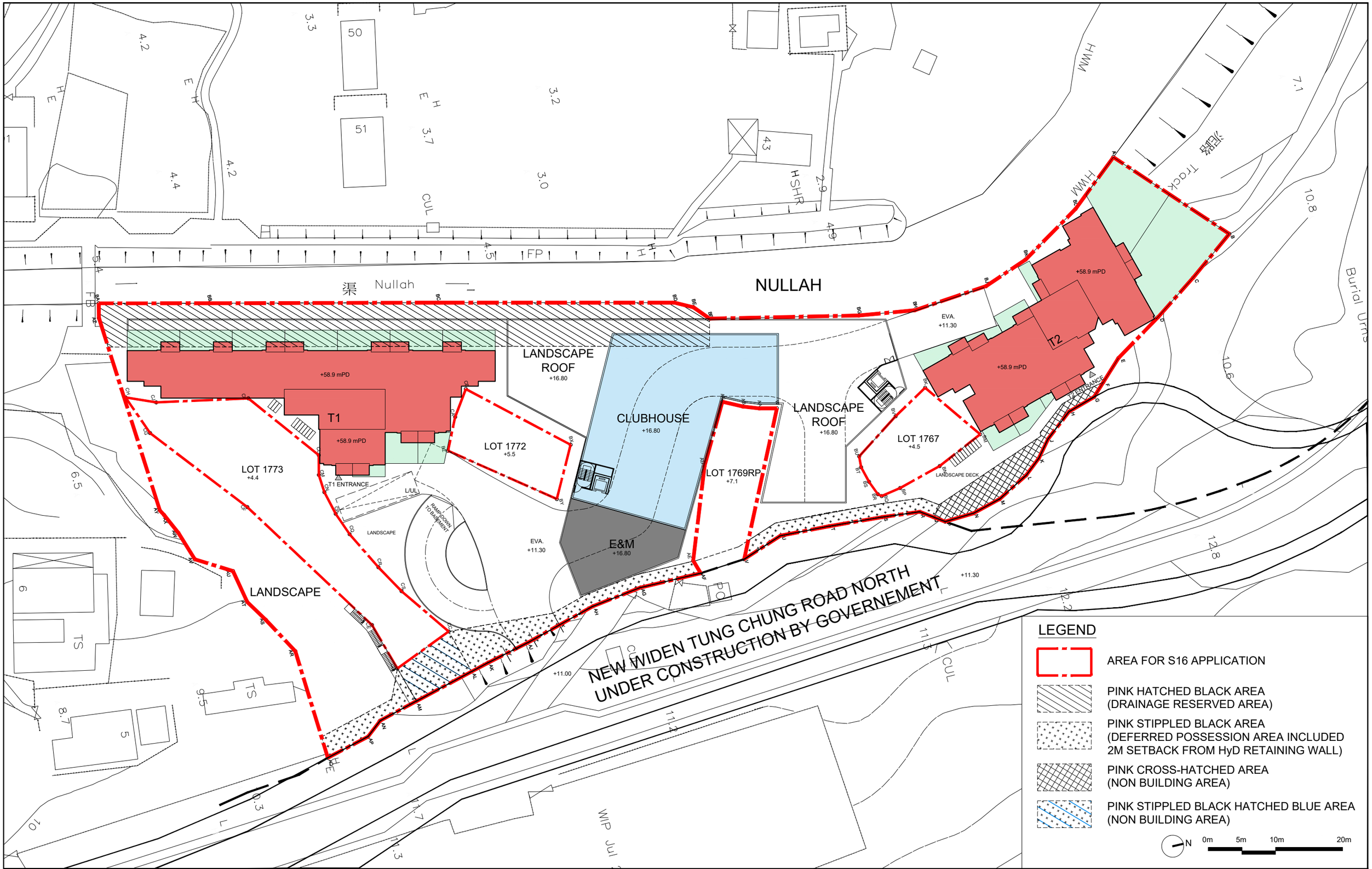
N 0m 5m 10m 20m

Drawing Title

GROUND FLOOR PLAN

Scale	Project	Job No.
1:500 (A3)	A-2517	A-2517
Date	PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Dwg No.
30/1/2026		GP-01

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD



LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

N 0m 5m 10m 20m

Drawing Title

MASTER LAYOUT PLAN

Scale	Project	Job No.
1:500 (A3)	A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	A-2517
Date		Dwg No.
24/2/2026		MLP-01

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD

APPENDIX B

Landscape Plan



Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Landscape Plan - G/F

Dwg. No. : 2025311-LP-GFe
Scale : 1:500
Date : FEB 2026
(A3-size)

File: 2025311-LP-GFe

H PLUS LIMITED

渠 Nullah

Timber Deck FL+16.80
TS+16.75
Jogging Path
Seating
TS+21.80
TS+21.90
FL+22.40
Timber Deck
FL+16.80
Lawn
TS+22.25
TS+16.75
TS+21.75
FL+16.80
TS+22.10
Lawn TS+16.75
TS+21.75
TS+21.75
Seating
FL+21.80
FL+16.80
Playground
TSW+11.25
TS+16.75
FL+21.80
LOT 1772
FL+5.50
LOT 1773
FL+4.40
LOT 1769 RP
FL+7.10
LOT 1767
FL+4.50
Artistic Leisure Garden
+54.2mPD
+54.2mPD

LEGEND:

- LOT BOUNDARY - AREA FOR S16 APPLICATION
- HARD PAVED AREA
- PLAYGROUND
- JOGGING PATH
- PROPOSED SHRUBS & GROUNDCOVER MIX
- PROPOSED LAWN
- TIMBER DECK
- BENCH
- FEATURE SEATING
- SCULPTURE
- NEW TREE (71 nos.)
- NEW TREE (HEDGE FORM) (62 nos.)
- PA PLANTING AREA
- FL FINISH LEVEL
- TS TOP SOIL LEVEL

N

0m 2m 5m 10m 20m

SCALE . 1:500

Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Landscape Plan - 1/F

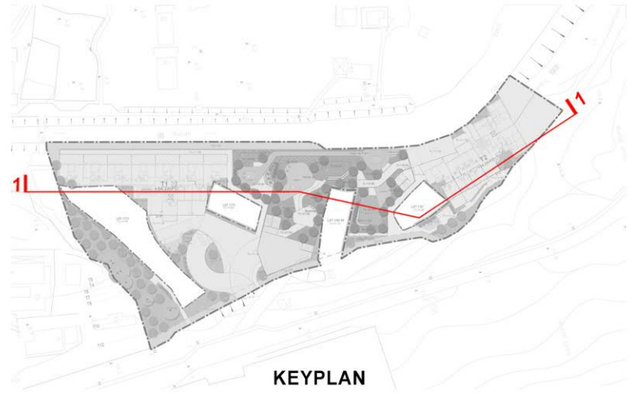
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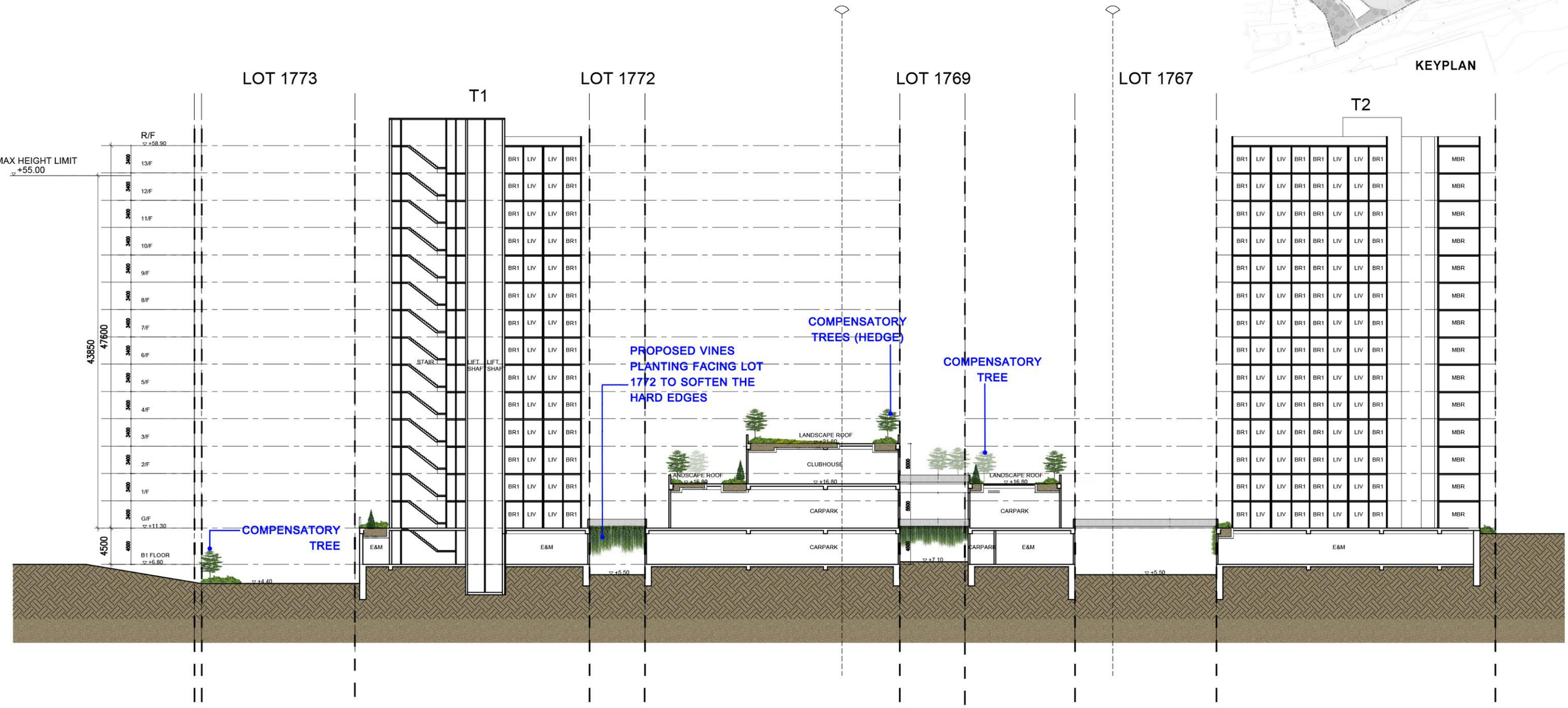
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H PLUS LIMITED

APPENDIX C

Landscape Sections





0m 2m 5m 10m 20m

SCALE . 1:500

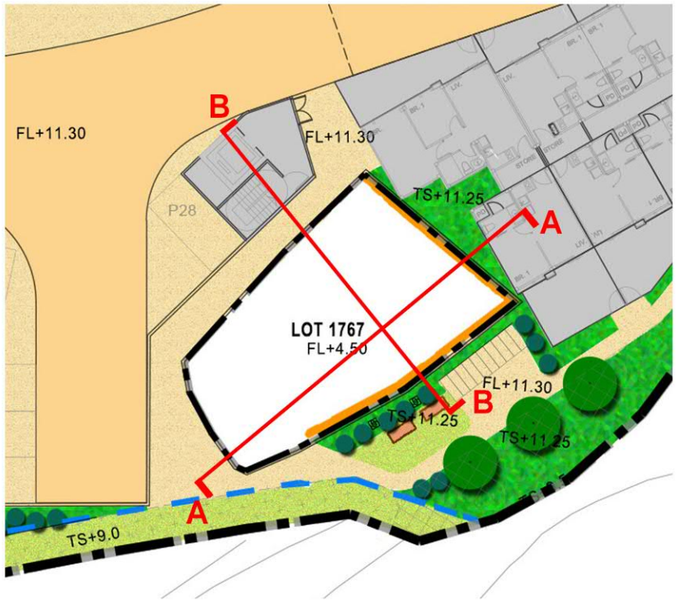
Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Landscape Section 01

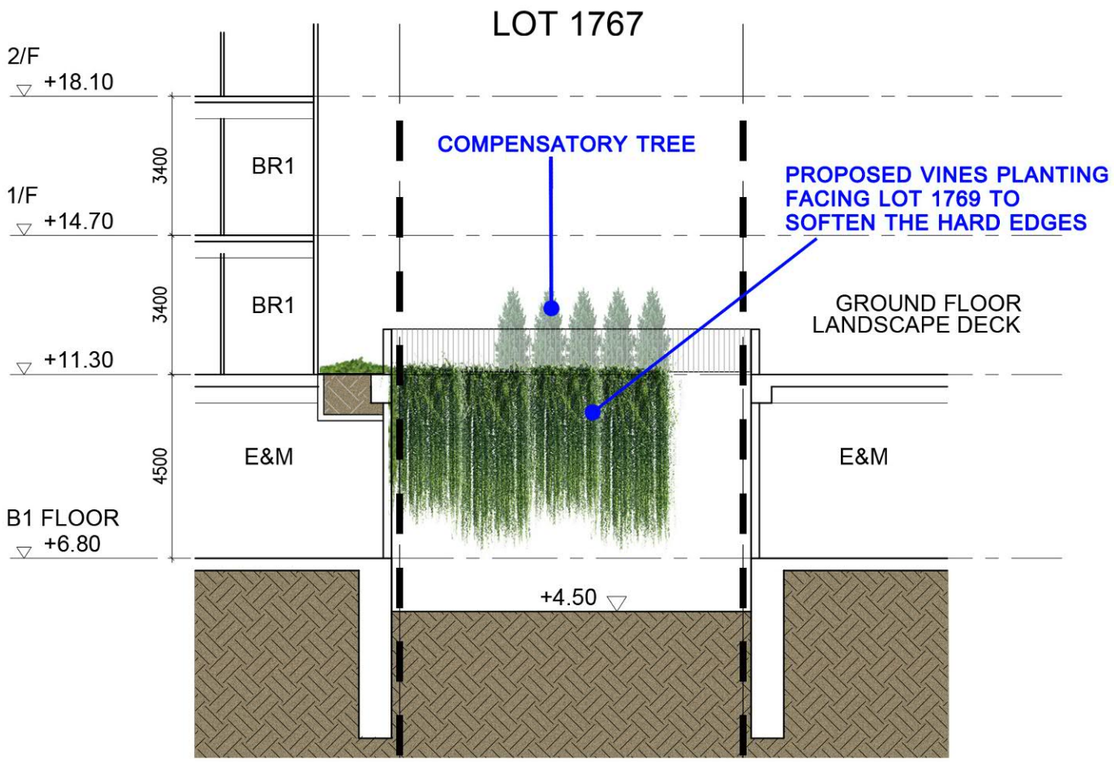
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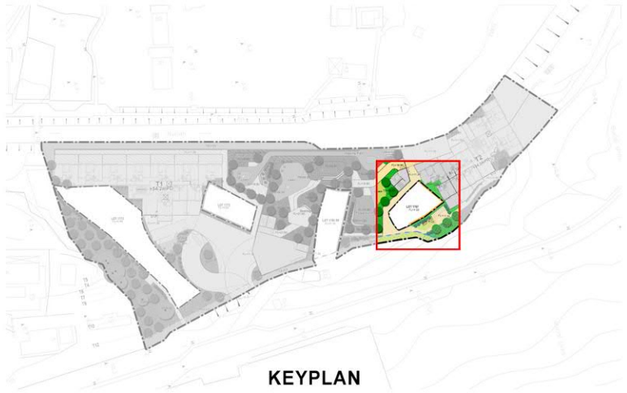
H PLUS LIMITED

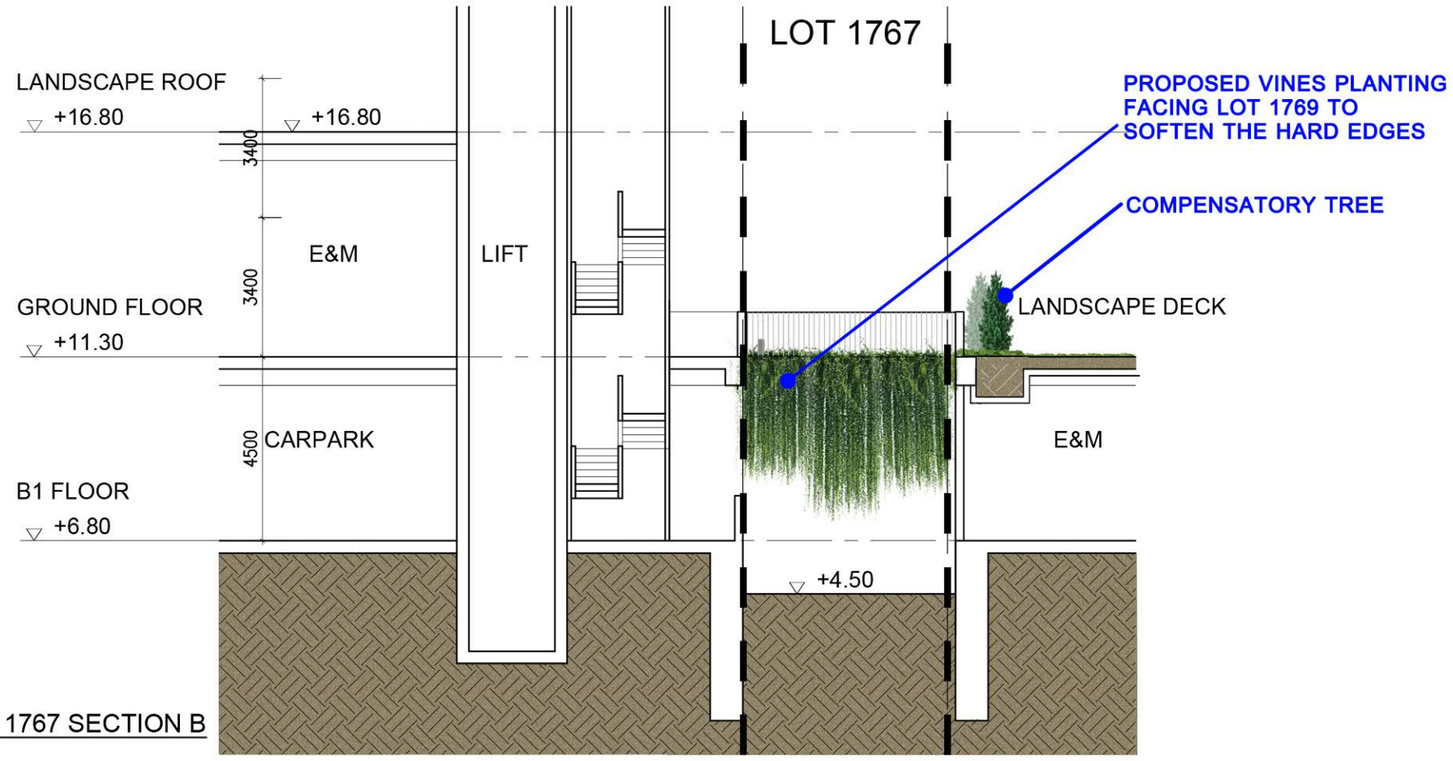


BLOWUP PLAN



A LOT 1767 SECTION A





B LOT 1767 SECTION B

0m 1m 2m 3m 6m

SCALE . 1:150

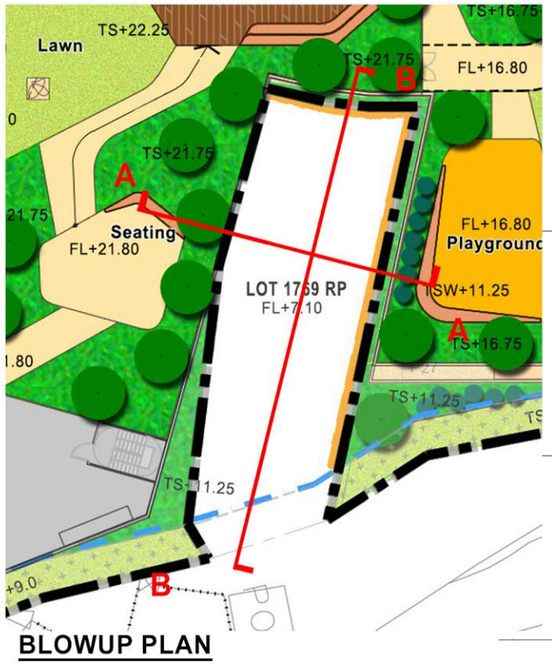
Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Landscape Section 02

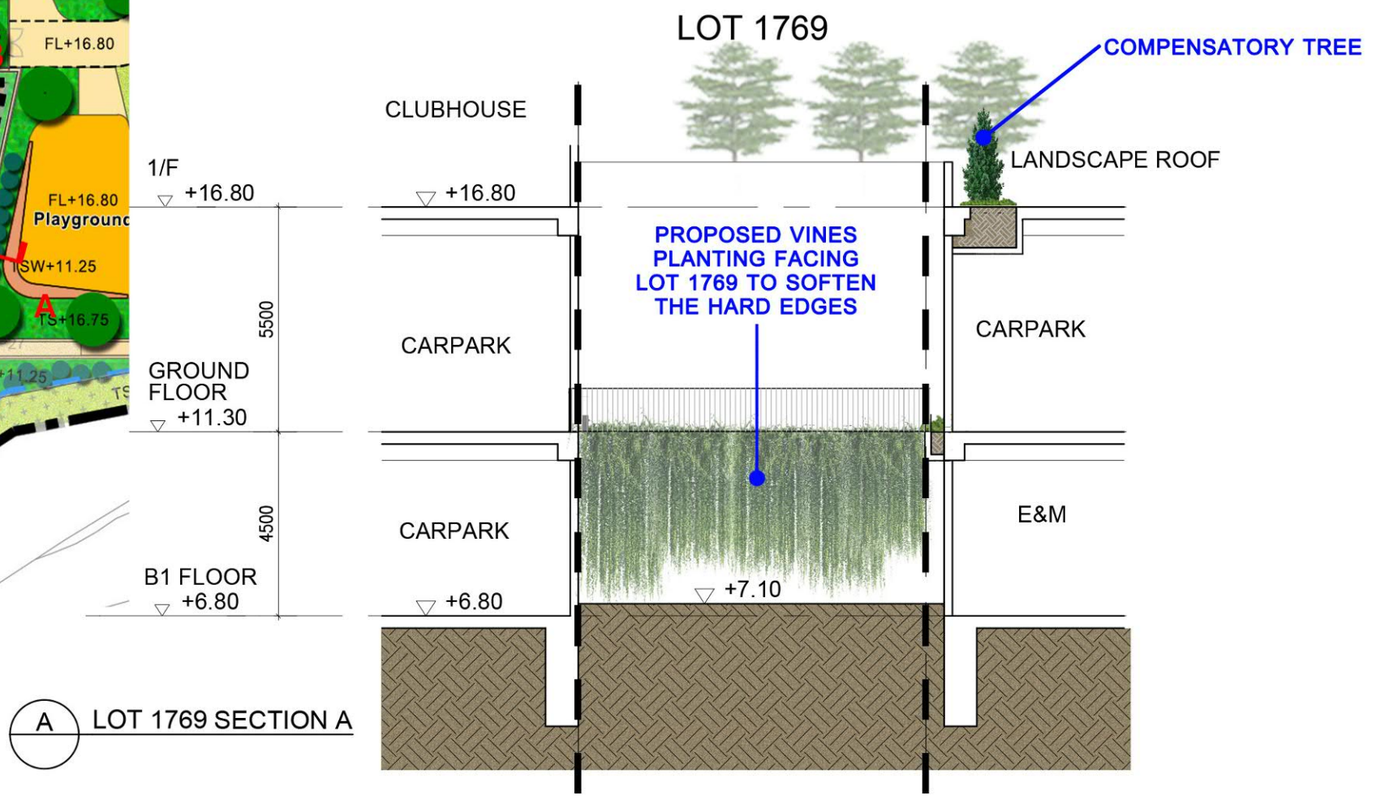
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Date : FEB 2026
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File : 2025311-SEC-02a

H PLUS LIMITED

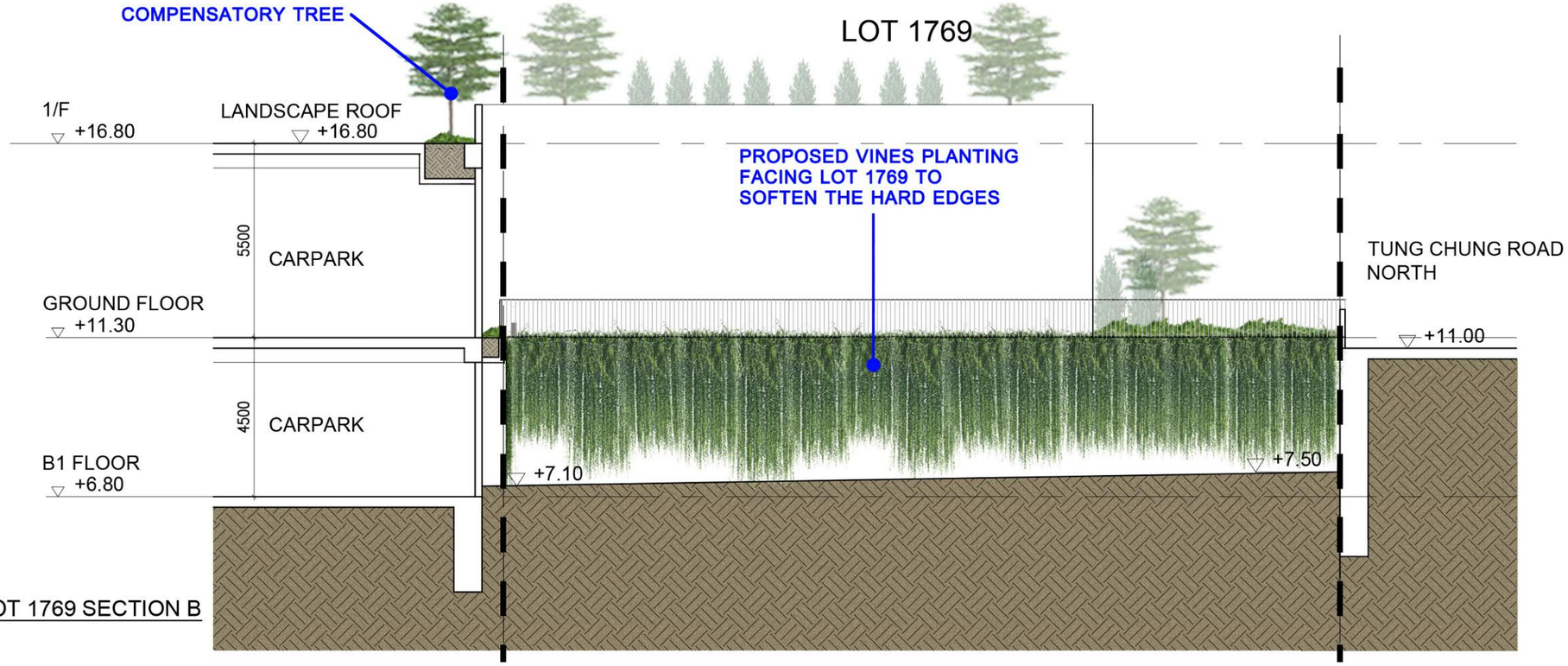


BLOWUP PLAN



A LOT 1769 SECTION A





B LOT 1769 SECTION B

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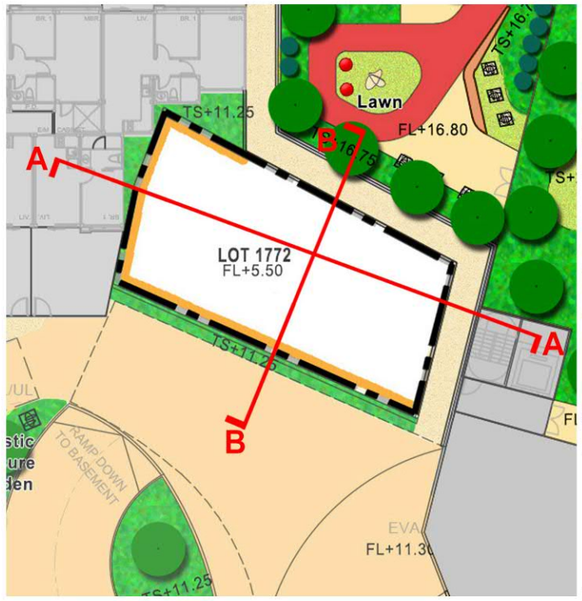
Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Landscape Section 03

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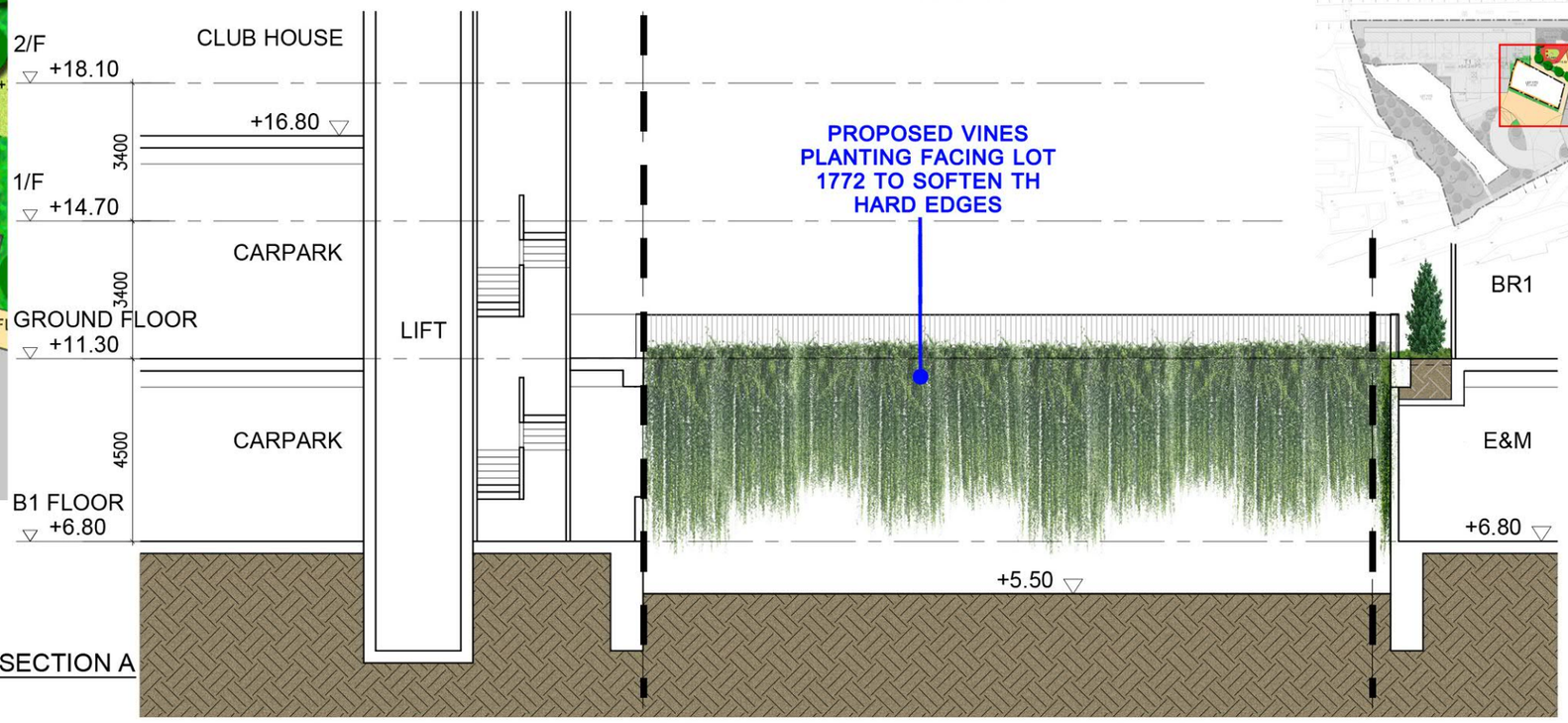
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BLOWUP PLAN

LOT 1772

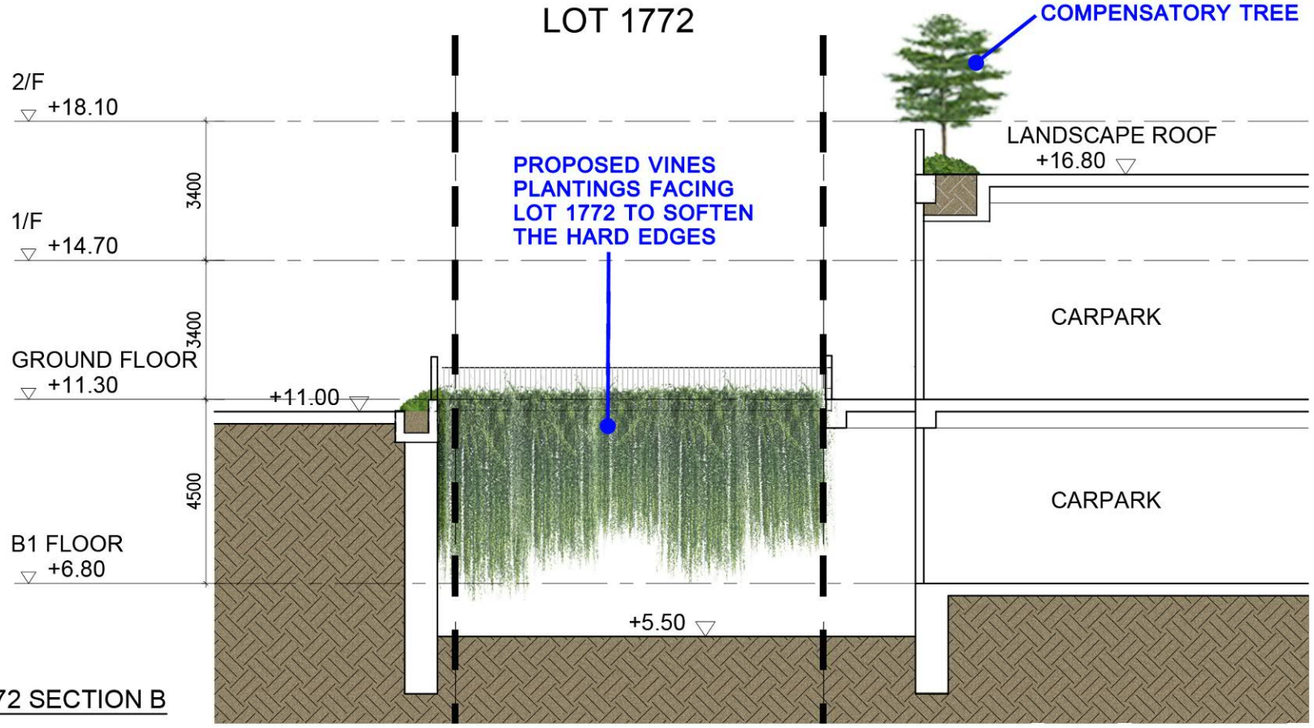


A LOT 1772 SECTION A



KEYPLAN

LOT 1772



B LOT 1772 SECTION B

0m 1m 2m 3m 6m

SCALE . 1:150

Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Landscape Section 04

Dwg. No. : 2025311-SEC-04a
Scale : 1:150
Date : FEB 2026
(A3-size)

File : 2025311-SEC-04a

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APPENDIX D
Open Space Demarcation Plan



Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Open Space Demarcation Plan - G/F

Dwg. No. : 2025311-OS-GFe
Scale : 1:500
Date : FEB 2026
(A3-size)

File : 2025311-OS-GFe

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Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Open Space Demarcation Plan - 1/F

Dwg. No. : 2025311-OS-1Fa
Scale : 1:500
Date : FEB 2026
(A3-size)

File : 2025311-OS-1Fa

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APPENDIX E
Greenery Demarcation Plan

渠 Nullah

T1
+54.2mPD

T2
+54.2mPD

CARPARK

LOT 1772
FL+5.50

LOT 1773
FL+4.40

LOT 1767
FL+4.50

LOT 1769 RP
FL+7.10

Artistic Leisure Garden

T5
T4
T6
T7
T8
T10
T12

LEGEND:

GREENERY AREA: NOT LESS THAN 1,080 SQM

0m 2m 5m 10m 20m

SCALE . 1:500

Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Greenery Demarcation Plan - G/F

Dwg. No. : 2025311-GDP-GFa
Scale : 1:500
Date : FEB 2026
(A3-size)

File : 2025311-GDP-GFa

H PLUS LIMITED



Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Greenery Demarcation Plan - 1/F

Dwg. No. : 2025311-GDP-1Fa
Scale : 1:500
Date : FEB 2026
(A3-size)

File : 2025311-GDP-1Fa

H PLUS LIMITED

Appendix 7

Tree Felling and Preservation Proposal

Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

H PLUS LIMITED

TREE FELLING AND PRESERVATION PROPOSAL (Amendment)

February 2026

Landscape Consultant H Plus Limited
Registered Landscape Architect Ms. Hung Yee Man (R095)

Table of Contents

1.0 Introduction

2.0 Survey Methods and Assessment Criteria

3.0 General Description of Existing Trees

4.0 Tree Retention and Felling Proposal

5.0 Tree Compensatory Proposal

6.0 Summary of Tree Retention, Felling and Compensatory Proposal

APPENDIX

Appendix A Master Layout Plan

Appendix B Tree Assessment Schedule

Appendix C Photographic Record of Existing Trees

Appendix D Tree Survey and Felling Plan

Appendix E Compensatory Tree Planting Plan

Appendix F Typical Planter Detail

1.0 INTRODUCTION

1.1 This Tree Felling and Preservation Report, based on the latest Master Layout Plan (**Appendix A**), is submitted in support of Proposed Flat with Minor Relaxation of Building Height Restriction at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island.

1.2 The Application Site, with an approx. area of 5,400m^2, is located strategically along Tung Chung Road North. To the East and Southeast are the planned public housing development (under construction) and the North Lantau Hospital. Public housing is located to the South such as the Yat Tung Estate. While the Ma Wan Chung is located to the West of the Site. Please refer to **Figure 1**.

Figure 1 Site Location Plan



2.0 SURVEY METHODS AND ASSESSMENT CRITERIA

2.1 All living trees of 300mm girth (= 95mm diameter) or over (measured at 1.3m above ground level), within the Lot were studied. Each tree was identified to species level, and its girth, height and spread measured. The condition of each tree was then evaluated according to the following criteria (Webb 1991)[1]:

- Trees of good form, moderate to large size (for their species type) and in good health are classified as *Good*.
- Trees of reasonable form, with few or no visible defects or health problems are classified as *Fair*.
- Tees which are of poor form, badly damaged or clearly suffering from decay, die back, or the effects of very heavy vine growth are classified as *Poor*.

A general description of the trees on the Site follows in **Section 3**.

[1] Webb, R(ed.) 1991 Tree Planting & Maintenance in Hong Kong, Government Printer

3.0 GENERAL DESCRIPTION OF EXISTING TREES

A tree survey was conducted in Feb 2026.

There are a total of **48** nos. of trees are identified Within the Development Site Boundary and Outside the Development Site Boundary but within the Application Site Boundary.

Within the Development Site Boundary, **41** nos. of trees are identified. Among these 41 nos. of existing trees, there are 12 species identified exclude dead trees. *Celtis sinensis* is the dominant species with 15 nos. (29%), *Clausena lansium* come to the second with 6 nos. respectively (15%) are recorded as dead. Majority of the trees within the Site are in 'fair' to 'poor' health condition and form.

Outside the Development Site Boundary but within the Application Site Boundary, **7** nos. of existing trees are identified. 2 species are identified. *Mallotus paniculatus* is the dominant species with 4 nos. (57%) and *Microcos nervosa* is the second with 3 nos. (43%) and no tree is recorded as dead.

There is **no** "Champion" trees or "Old and Valuable" trees (OVT) observed within the Surveyed Area or its periphery during the undertaking of this survey.

For details, please refer to Tree Assessment Schedule in **Appendix B,** Photographic Record of Existing Trees in **Appendix C** and Tree Survey and Felling Plan in **Appendix D**.

4.0 TREE RETENTION AND FELLING PROPOSAL

4.1 TREE RETENTION PROPOSAL

Within Development Site Boundary

Among **41** nos. of existing trees identified, **7** nos. of them can be retained in-situ. Please refer to **Table 1** below (to be read in conjunction with the Tree Assessment Schedule in **Appendix B**, Photographic Record of Existing Trees in **Appendix C** and Tree Survey and Felling Plan in **Appendix D**).

Table 1: Proposed Tree Retention Schedule Within Development Site Boundary

Proposed Tree Retention Schedule Within Development Site Boundary	
Tree No.	Justifications for proposed retention of existing trees
Please refer to Tree Assessment Schedule in **Appendix B** for Tree Nos.	A total of **7** nos. of trees are recommended for Retain in-situ for the following justifications: • These trees are common afforested and native pioneer trees in *Fair* Health and Form in general. • They are neither in direct conflict with the proposed development nor affected by the changes in level between the existing and the proposed layout.

Outside Development Site Boundary and within the Application Site Boundary

Among **7** nos. of existing trees identified, none of them can be retained in-situ. Please refer to the Tree Assessment Schedule in **Appendix B**, Photographic Record of Existing Trees in **Appendix C** and Tree Survey and Felling Plan in **Appendix D**.

4.2 TREE FELLING PROPOSAL

Upon reviewing the conditions of all the affected trees within and around the Site, felling is considered only as a last resort after retention in-situ and transplanting have been precluded as no other alternate means can be found as viable to save them.

Within Development Site Boundary (34 nos.)

A total of 41 nos. of the individual surveyed existing trees (including 3 nos. dead trees), among them 34 nos. are proposed to be felled based on the following principles:

- Trees in ***direct conflict with the proposed layout*** e.g. building footprint, site formation works, the vehicular access and EVA.

- ***Dead trees***

- Trees of ***unrecoverable health problem and are in poor condition*** – Majority of trees proposed to be felled possess Poor Form and share common defects such cracks, leaning, exposed root, covered by climbers, internal decay, cavity and dead branches. These symptoms of dying back and health degeneration compromise their structural integrity / stability of these trees and present a potential hazard in the long term.

- Trees require ***hard pruning / topping for transplanting*** – About half of the proposed fell trees are with high branching canopy over 5m and tall trunk structure. Hard pruning/ topping is inevitable in order to have them transported on HK roads imposed by TD's regulations. This contravenes the requirement of LAO PN 2/2020 that not more than 25% tree crown pruning shall be conducted. Their chance of survival after transplanting becomes exceptionally low if they have to be rigidly pruned.

- ***Low survival rate after transplanting*** – Most of trees are exceptionally low in survival rate after transplanting due to their age, species and intrinsic physiological limitation such as deep root system, inability to easily regenerate new feeder roots and lower resistance to adapt easily to transplanting shock.

- ***Trees grow on slope*** – With reference to the Guidelines on Tree Transplanting by DEVB GLTMS that trees growing on slopes or areas where formation of a root ball of reasonable size is not practicable are considered not transplantable.

- Trees of ***low amenity value and very common species*** – A large number of trees proposed to be felled are of very common species such as *Macaranga tanarius* and fruit trees with low amenity value.

Outside Development Site Boundary and within the Application Site Boundary (7 nos.)

A total of 7 nos. of the individual surveyed existing trees and all 7 nos. of them are proposed to be felled.
The justifications are summarized in the **Table 2** below (to be read in conjunction with Tree Assessment Schedule in **Appendix B**, Photographic Record of Existing Trees in **Appendix C** and Tree Survey and Felling Plan in **Appendix D**).

Table 2: Proposed Tree Felling Schedule Within Development Site Boundary

Proposed Tree Retention Schedule Within Development Site Boundary	
Tree No.	Justifications for proposed retention of existing trees
Please refer to Tree Assessment Schedule in **Appendix B** for Tree Nos.	There are a total of **41** nos. of trees proposed to be felled in which **34** nos. of them are Within the Development Site Boundary and **7** nos. are Outside Development Site Boundary and within the Application Site Boundary. The trees are recommended for *Fell* in-situ for the following justifications:

	• 3 nos. are **Dead trees**. • 34 of trees with tree crown larger than 5m. hard pruning/ topping is inevitable in order to have them transported on HK roads imposed by TD's regulations. This contravenes the requirement of LandsD LAO PN 2/2020 that no more than 25% tree crown pruning shall be conducted. Their chance of survival after transplanting becomes exceptionally low if they have to be rigidly pruned. • The rest of trees **in direct conflict with the proposed development** due to changes in level between the existing and the proposed layout. They are with: (i) Unrecoverable health problem and are in poor condition; (ii) Low amenity value and common species; (iii) Poor form with severe leaning trunk or imbalanced tree form; (iv) Low survival rate after transplanting.

In summary, please find the following **Table 3** showing the Tree Retention and Felling Proposal:

Table 3: Tree Retention and Felling Proposal

Description	Within Development Site Boundary	Outside Development Site Boundary
Total Nos. of Trees Surveyed	41	7
Nos. of Trees Proposed to be Retained	7	0
Nos. of Trees Proposed to be Felled (including dead trees)	34 (including 3 nos. of dead trees)	7
Aggregated DBH Loss	9.29m	1.49m
Total Aggregated DBH Loss	10.78m	

5.0 TREE COMPENSATORY PROPOSAL

Major objectives of this current Tree Compensatory Proposal are listed below:
- To enhance greenery by planting compensatory trees;
- To show the recipient locations of transplanted trees;
- To compensate trees lost due to felling of existing trees;
- To increase the species diversity to enhance greenery within the Site.

Table 4: Tree Compensatory Proposal

Total Nos. of Trees Proposed to be Felled under Current Tree Felling (Aggregated DBH Loss)	Nos. of Current Compensatory Tree (Aggregated DBH Compensated)
41 (10.78m) Includes 3 nos. of dead trees	133 (10.82m)
Compensation Ratio In terms of Quantities: 1 : 3.24 In terms of Qualities: 1: 1	

Please find the following **Table 5** showing the proposed tree species & size for the current Tree Compensatory Proposal. All plants listed in the Table are selected to suit the local climatic character and micro-climate. Their different environmental and spatial requirements are also taken into account during the development of the planting design.

Table 5: Proposed Compensatory Tree Planting Schedule

Quantity	Proposed Species	Chinese Name	Quantity/ Size
Trees:			
15	* *Cinnamomum camphora*	樟樹	4.5m-5m (H) x 3m (S) x 0.1m DBH
19	*Camellia japonica*	山茶花	
18	* *Liquidambar formosana*	楓香	
19	*Osmanthus fragrans*	桂花	
Trees in Hedge Form:			
62	*Ficus benjamina (Hedge)*	垂葉榕柱	2.5m (H) x 0.8m (S) x 0.06m DBH

Remarks: *Native Tree Species – 2 of the proposed species are native species.

Considerations that govern the provision of planting area are explained as follows:

- All compensatory trees will be planted at-grade or on structure with not less than 1.2m soil depth excluding drainage layer (refer to **Appendix F**).
- Access path and maintenance area must be maintained for practical use of future residents.
- Trees to be planted/ arranged in such a way to permit clear and unobstructed views from each dwelling unit.
- Provision for outdoor recreation areas to be provided for practical use of future residents.
- Adequate space is allowed between trees to ensure penetration of sunlight for their viable growth.
- Not all unoccupied available open space is usable or suitable for tree planting because of the existing underground utilities.

Taking into account all the basic requirements as well as the potential constraints on the usable open space, it is confirmed that 211 nos. of new compensatory trees can be provided without jeopardizing the growing environs of the retained trees.

6.0 SUMMARTY OF TREE RETENTION, FELLING AND COMPENSATORY PROPOSAL

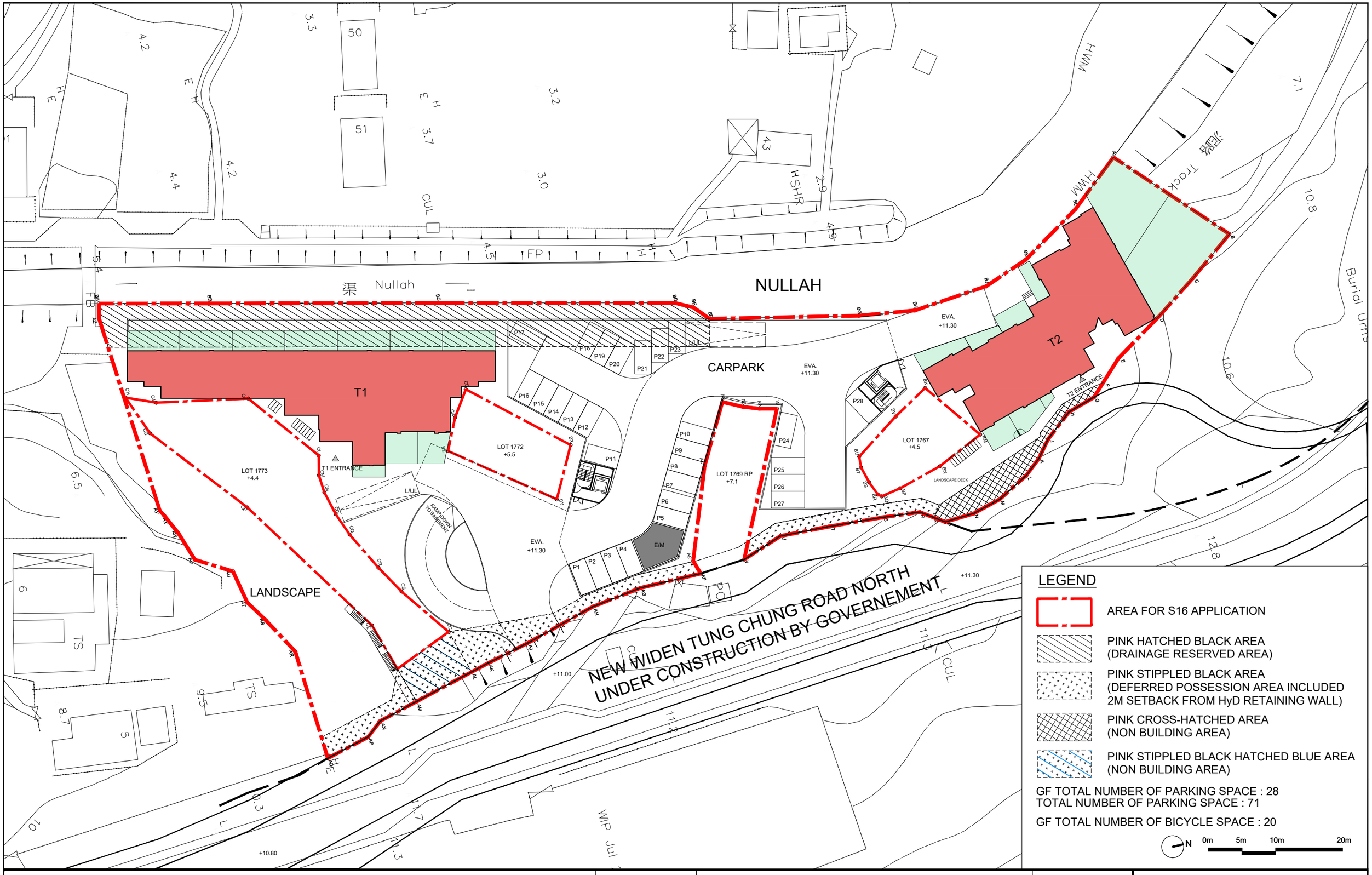
A summary of Tree Retention, Felling and Compensatory Proposal in the Current Scheme is shown in Table 6:

Table 6: Tree Retention, Felling and Compensation Proposal Schedule

Description	Current Scheme
Total Nos. of Trees ***Surveyed***	48
• Within Development Site Boundary	41
• Outside Development Site Boundary and within the Application Site Boundary	7
Nos. of Trees Proposed to be ***Retained***	
• Within Development Site Boundary	7
• Outside Development Site Boundary and within the Application Site Boundary	0
Nos. of Trees Proposed to be ***Felled*** (including dead trees)	
• Within Development Site Boundary	34
• Outside Development Site Boundary and within the Application Site Boundary	7
Aggregated ***DBH Loss***	
• Within Development Site Boundary	9.29
• Outside Development Site Boundary and within the Application Site Boundary	1.49
Total Nos. of ***Compensatory*** Trees	133
Aggregated DBH ***Compensated***	10.82m
Compensation Ratio	
• In Terms of Quantities	1 : 3.24
• In Terms of Qualities	1 : 1

Appendix A

Master Layout Plan



LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

GF TOTAL NUMBER OF PARKING SPACE : 28
TOTAL NUMBER OF PARKING SPACE : 71

GF TOTAL NUMBER OF BICYCLE SPACE : 20

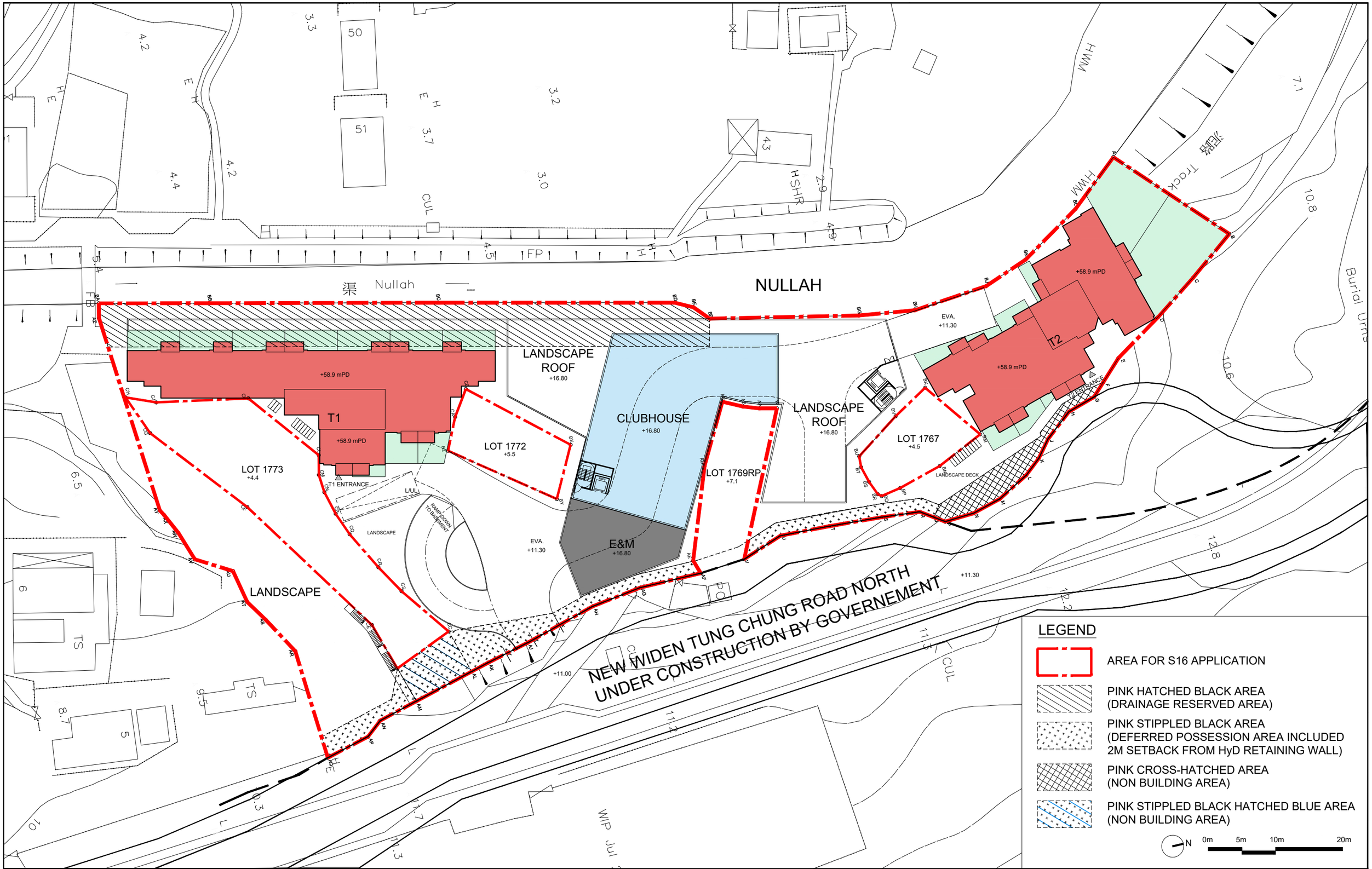
N 0m 5m 10m 20m

Drawing Title

GROUND FLOOR PLAN

Scale	Project	Job No.
1:500 (A3)	A-2517	A-2517
Date	PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	Dwg No.
30/1/2026		GP-01

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD



LEGEND

- AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK STIPPLED BLACK AREA (DEFERRED POSSESSION AREA INCLUDED 2M SETBACK FROM HyD RETAINING WALL)
- PINK CROSS-HATCHED AREA (NON BUILDING AREA)
- PINK STIPPLED BLACK HATCHED BLUE AREA (NON BUILDING AREA)

N 0m 5m 10m 20m

Drawing Title

MASTER LAYOUT PLAN

Scale	Project	Job No.
1:500 (A3)	A-2517 PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND,TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND	A-2517
Date		Dwg No.
24/2/2026		MLP-01

ALKF+
ANDREW LEE KING FUN & ASSOCIATES ARCHITECTS LTD

APPENDIX B

Tree Assessment Schedule

Tree Assessment Schedule

Address: Tung Chung North Road
Lot: TCTL No. 49
Prepared by: CHONG Yin Hung (CA No. HK-0886A) on 12 Feb 2026
Field Survey was conducted on : 12 Feb 2026
To be read in conjunction with Drawing Nos. TFP-01 rev.B

Tree ID number	Tree Species (in Scientific names)	Tree Species (in Chinese names)	Original Location (Lot/ GA/ YA/ GHBA, etc.)	Tree Size			Form (Good/ Fair/ Poor)	Health Condition (Good/ Fair/ Poor)	Structural Condition (Good/ Fair Poor)	Anticipated Survival Rate after Transplanting (High/ Medium/ Low)	Top of Soil Level above Root Collar	Proposed Treatment		Justification	Remarks
				Overall Height (m)	DBH (mm)	Average Crown Spread (m)						in initial/ approved application (Retain/ Transplant / Fell)	in this revision, if applicable (Retain/ Transplant / Fell)		
T02	*Psidium guajava L.*	番石榴	Lot	6	139.4	5	F	F	F	L	4.32	N/A	Fell	a,c	Multiple Trunk; Dieback branch;epiphytic plants
T03	*Macaranga tanariu*	血桐	Lot	5.5	217	6	F	F	P	L	4.54	N/A	Fell	a,b,c,d	Leaning 45° ; On slope; Wound on trunk base
T04	*Artocarpus heterophyllus Lam.*	菠蘿蜜	Lot	9	215	4	F	F	F	M	4.48	N/A	Retain	-	Wound on trunk
T05	*Averrhoa carambola L.*	楊桃	Lot	6.5	224	5	F	F	F	M	4.64	N/A	Retain	-	-
T06	*Clausena lansium*	黃皮	Lot	6	212.4	3.5	P	F	P	L	6.79	N/A	Retain	-	Multiple Trunk; On slope; Trunk base bending
T07	*Artocarpus heterophyllus Lam.*	菠蘿蜜	Lot	8.5	231	4	F	F	F	L	5.37	N/A	Retain	-	-
T08	*Clausena lansium*	黃皮	Lot	6	150.9	3.5	P	F	P	L	6.60	N/A	Retain	-	On slope; Multiple Trunk x 2; Trunk base bending
T09	*Artocarpus heterophyllus Lam.*	菠蘿蜜	Lot	8	221	5	F	F	F	L	6.80	N/A	Fell	a,c,d	On Slope
T10	*Clausena lansium*	黃皮	Lot	5	172.5	4	F	F	F	L	5.42	N/A	Retain	-	On Slope
T11	*Clausena lansium*	黃皮	Lot	6	112	5	P	P	P	L	6.56	N/A	Fell	b,c,d	Collapsed by bamboo; Trunk base decay
T12	*Clausena lansium*	黃皮	Lot	7	251	6	F	F	F	L	6.62	N/A	Retain	-	Leaning 10° ; Bamboo collapsed; Broken branches
T13	*Artocarpus heterophyllus Lam.*	菠蘿蜜	Lot	2	97	6	P	F	P	L	6.43	N/A	Fell	b,c,d	Broken main trunk; collapsed by bamboo; dieback twigs
T14	*Clausena lansium*	黃皮	Lot	7	234.9	5	P	F	P	L	6.10	N/A	Fell	b,c,d	On slope; Multple trunk; trunk base decay; collpased by bamboo
T19	*Celtis sinensis*	朴樹	Lot	10	335	4	P	F	P	L	4.32	N/A	Fell	a,b,c,d,e	Epiphytic plants; On slope
T20	*Acacia confusa*	台灣相思	Lot	11	720	7	F	F	F	L	3.93	N/A	Fell	a,c,d,e	On slope;Multiple Trunk
T21	*Acacia confusa*	台灣相思	Lot	3	243	8	P	F	P	L	3.93	N/A	Fell	a,b,c,d	On slope; hanger dead branch; Leaning 10°
T22	*Celtis sinensis*	朴樹	Lot	5.5	190	3	P	F	P	L	3.05	N/A	Fell	a,b,c	Epiphytic plants; Leaning 20
T23	*Celtis sinensis*	朴樹	Lot	7	355	6	F	F	F	L	4.07	N/A	Fell	a,c,d	On slope; covered by epiphytic plants
T34	*Mallotus paniculatus*	白楸	Outside Lot	6	181	8	P	F	P	L	10.14	N/A	Fell	a,b,c,e	Broken branch; Leaning 45°
T35	*Mallotus paniculatus*	白楸	Outside Lot	8	201	9	F	F	P	L	9.89	N/A	Fell	a,b,c,e	Broken Trunk; epiphytic plants
T36	*Microcos nervosa*	破布葉	Outside Lot	5	167	3	P	P	P	L	8.73	N/A	Fell	a,b,c,d	On slope; Broken Trunk; epiphytic plants
T37	*Mallotus paniculatus*	白楸	Outside Lot	5	209.2	6	P	P	P	L	7.16	N/A	Fell	a,b,c,d	On slope; Multiple Trunk×2; bending trunk
T38	Dead tree	死樹	Lot	7.3	138	6	-	-	-	-	6.32	N/A	Fell	a,f	fungi fruit bodies; leaning; Living crown ratio in zero;
T40	*Cleistocalyx nervosum*	水翁	Lot	8.5	326	7	F	F	P	L	5.71	N/A	Fell	a,b,c,e	Broken twigs; dieback branch; epiphytic plants
T41	*Cleistocalyx nervosum*	水翁	Lot	8.5	349	8	F	P	F	L	5.71	N/A	Fell	a,b,c,e	Leaning; unbalance crown ; epiphytic plants; Asymmetric tree canopy
T42	*Mallotus paniculatus*	白楸	Outside Lot	8.5	337.4	8	F	F	P	L	6.61	N/A	Fell	a,b,c,d	Long Wound; Multiple Trunk; On slope; Leaning; epiphytic plants
T43	*Microcos nervosa*	破布葉	Outside Lot	8.5	189.8	7	P	P	P	L	6.65	N/A	Fell	a,b,c,d	On slope; Hanger dead branch;
T44	*Microcos nervosa*	破布葉	Outside Lot	7	209	5	F	P	P	L	6.73	N/A	Fell	a,b,c	Leaning 45° ; tree crown covered by epiphytic plants; broken trunk
T52	Dead tree	死樹	Lot	3.5	414.9	4	-	-	-	-	4.60	N/A	Fell	a,f	Multiple Trunk, Tree tag had not found on site
T53	*Celtis sinensis*	朴樹	Lot	6	600	12	F	F	F	L	4.93	N/A	Fell	a,c,d,e	Leaning 45° / On slope/ Multiple Trunk
T54	*Macaranga tanariu*	血桐	Lot	5	316	4	F	P	F	L	4.77	N/A	Fell	a,b,c,d	On slope/ Multiple Trunk×2
T55	*Celtis sinensis*	朴樹	Lot	4.5	194	5	F	P	F	L	4.63	N/A	Fell	a,b,c,d	On slope; whole tree covered by epiphytic plants
T56	*Microcos nervosa*	破布葉	Lot	4.3	96	4.5	F	P	F	L	4.54	N/A	Fell	a,b,c,d	On slope; Multiple Trunk
T57	*Celtis sinensis*	朴樹	Lot	6.5	127	6	P	F	F	L	4.44	N/A	Fell	a,b,c,d	On slope; Horizontal growth;
T58	*Celtis sinensis*	朴樹	Lot	5	111	3	P	P	F	L	4.15	N/A	Fell	a,b,c,d	On slope;
T59	Ficus hispida L. f.	對葉榕	Lot	4.5	191	7	F	F	P	L	2.30	N/A	Fell	a,b,c,e	Epiphytic plants

T60	Dead tree	死樹	Lot	4.5	430	4	-	-	-	-	3.99	N/A	Fell	a,f	Epiphytic plants; Living crown ratio in zero.
T61	*Celtis sinensis*	朴樹	Lot	6.3	201.6	9	P	P	P	L	4.34	N/A	Fell	a,b,c	Multiple Trunk; Die back twigs; epiphytic plants
T62	*Celtis sinensis*	朴樹	Lot	4	115	3	P	F	F	L	4.45	N/A	Fell	a,b,c,d	On slope; epiphytic plants;
T63	*Acacia confusa*	台灣相思	Lot	11	849.6	11.5	F	F	F	L	4.45	N/A	Fell	a,c,e	Multiple Trunk; Die back stubs; epiphtic plants
T65	*Celtis sinensis*	朴樹	Lot	5.5	341	6	P	F	P	L	4.32	N/A	Fell	a,b,c	Epiphytic plants; Asymmetric tree canopy; On Slope;
T66	*Celtis sinensis*	朴樹	Lot	9	262	10	P	F	P	L	4.23	N/A	Fell	a,b,c,d,e	Epiphytic plants; Growth horizontal
T67	*Celtis sinensis*	朴樹	Lot	8	305	7	P	F	P	L	4.27	N/A	Fell	a,b,c,d	Leaning>45°; on slope
T68	*Celtis sinensis*	朴樹	Lot	5	108	5	P	F	P	L	4.18	N/A	Fell	a,b,c,d	On slope; Multiple trunk
T69	*Celtis sinensis*	朴樹	Lot	9.5	382	8	P	F	P	L	4.22	N/A	Fell	a,b,c,d	On slope; Hanger dead branch ; Epiphtic plants; Asymmetric tree canopy
T80	*Celtis sinensis*	朴樹	Lot	7.5	209	5	F	F	F	L	3.58	N/A	Fell	a,c,d	Epiphytic plants; On slope
T81	*Pandanus tectorius Sol.*	露兜樹	Lot	5.5	169	5	P	F	F	L	2.17	N/A	Fell	a,c	Multiple Trunk; Rooting area restricted (Stone)
T82	*Pandanus tectorius Sol.*	露兜樹	Lot	6.5	191	6	F	F	F	L	1.61	N/A	Fell	a,c	Multiple Trunk; Rooting area restricted (Stone)

*** Note for Justification**	
a	Conflict with proposed layout/ site formation works/ vehicular access/ EVA/ boundary fence/ hoarding
b	Poor condition/ poor form
c	Low survival rate after transplanting
d	Located on steep slope and inaccessible for transplanting
e	Overpruned/ topped after transplanting
f	Dead tree

Summary:

Total Nos. of Trees Surveyed	48
Trees Proposed to be Retained	7
Trees Proposed to be Transplanted	0
Trees Proposed to be Felled (incl. DEAD trees)	41
Total DBH Loss (m)	10.78

APPENDIX C

Photographic Record of Existing Trees



T02





T02 Close-Up



T02 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T03



T03 Close-Up



T03 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49





T04



T04 Close-Up



T04 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49





T05

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T06





T06 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49





T07



T07 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T08





T08 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T09





T09 Close-Up



T09 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T10



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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T11





T11 Close-Up



T11 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T12





T12 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49

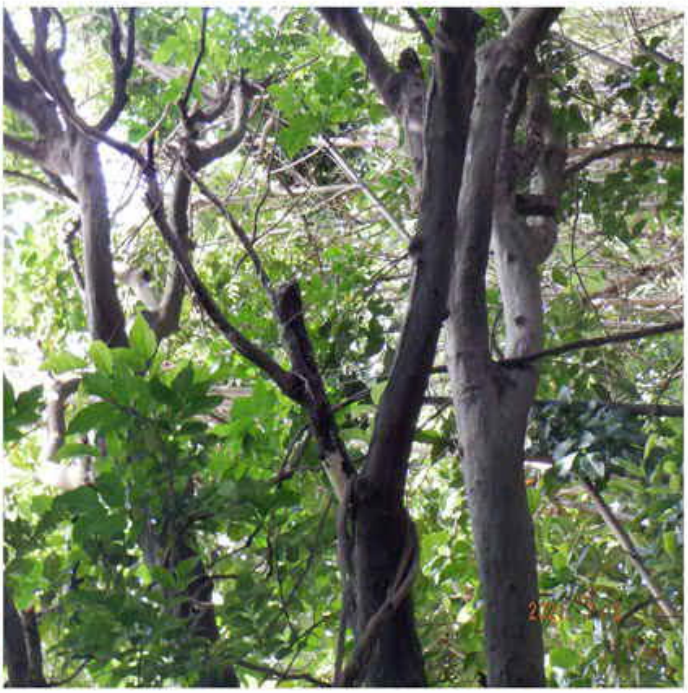


T13





T13 Close-Up



T13 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49





T14



T14 Close-Up



T14 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49





T19

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T20



T20 Close-Up



T20 Close-Up



T20 Close-Up



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

Tree Photographic Record

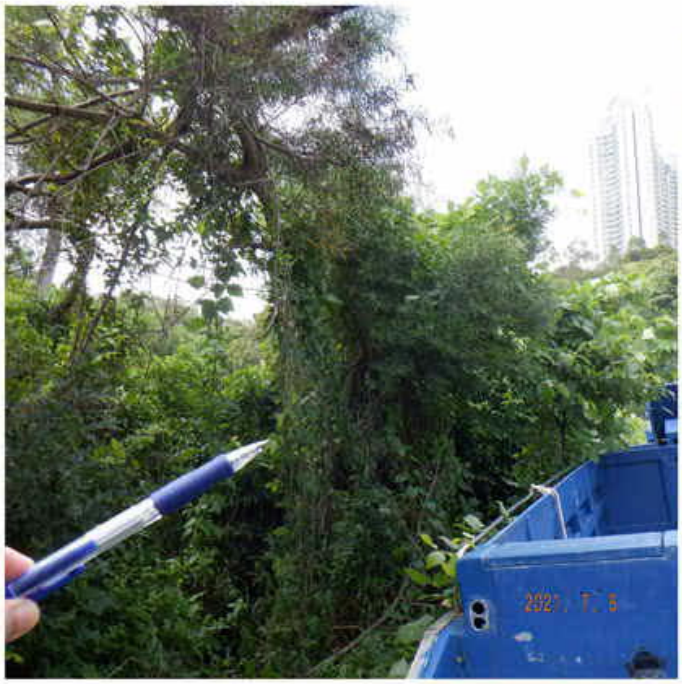
Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T21



T21 Close-Up



T21 Close-Up



T21 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49





T22



T22 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49





T23



T23 Close-Up



T23 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49





T34



T34 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T35





T35 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T36





T36 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49





T37

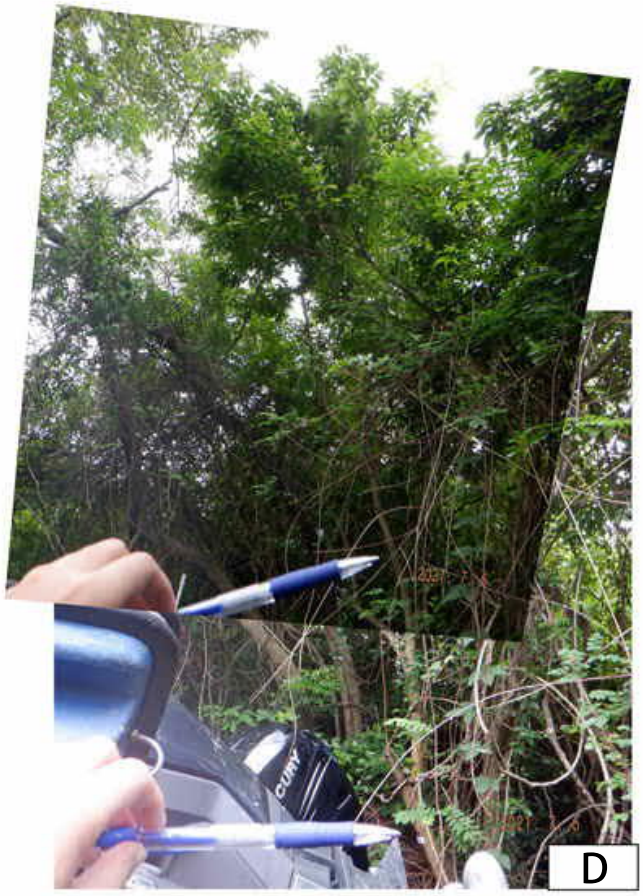


T37 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T38





T38 Close-Up



T38 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T40





T40 Close-Up



T40 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T41



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

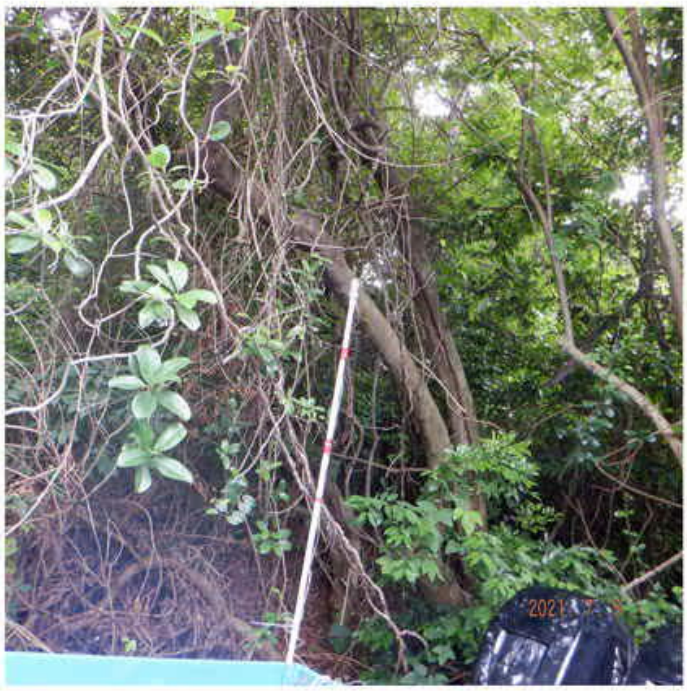
Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T42





T42 Close-Up



T42 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T43



T43 Close-Up



T43 Close-Up

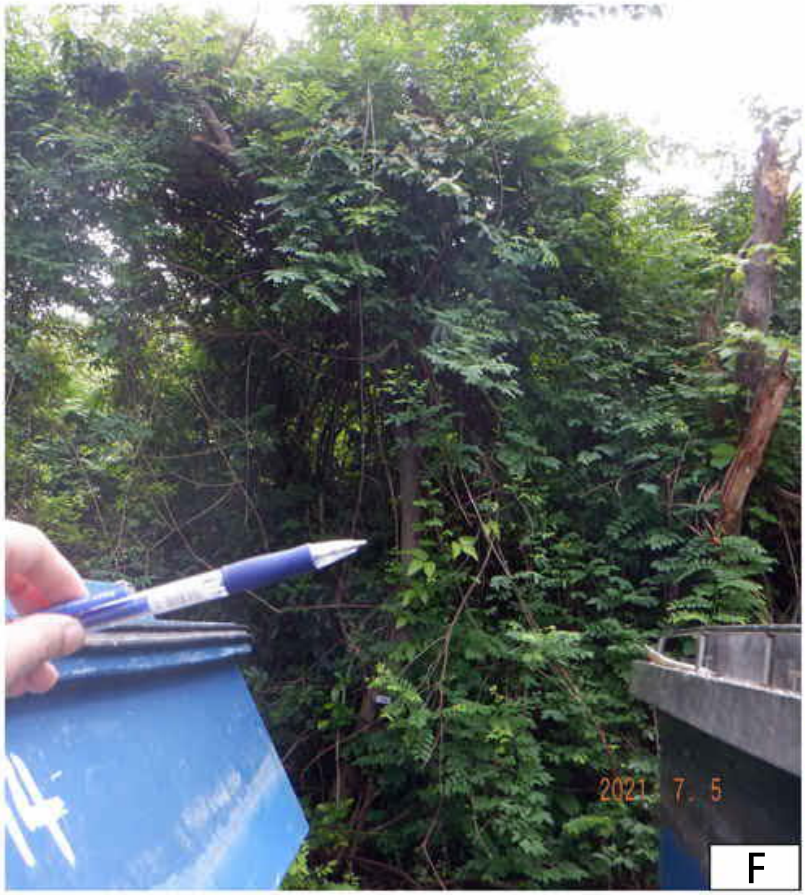


T43 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T44



T44 Close-Up



T44 Close-Up



T44 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T52

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49





T53

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T54



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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49





T55

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T56



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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T57



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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T58



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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T59





T59 Close-Up



T59 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49

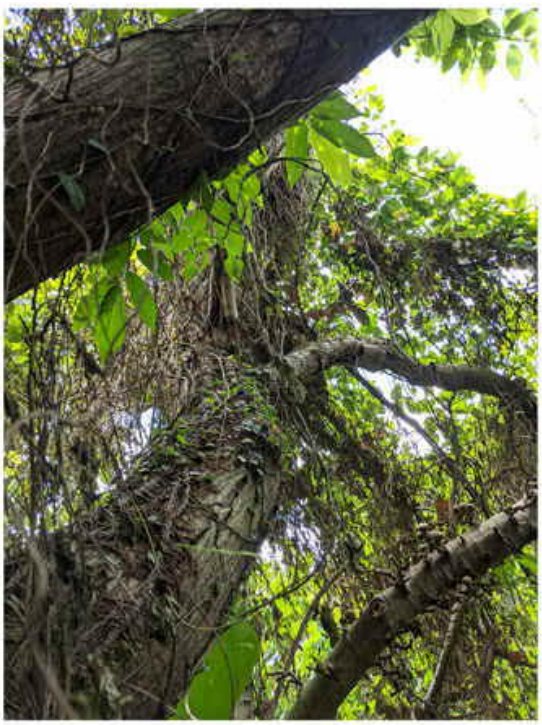




T60



T60 Close-Up



T60 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49





T61



T61 Close-Up



T61 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



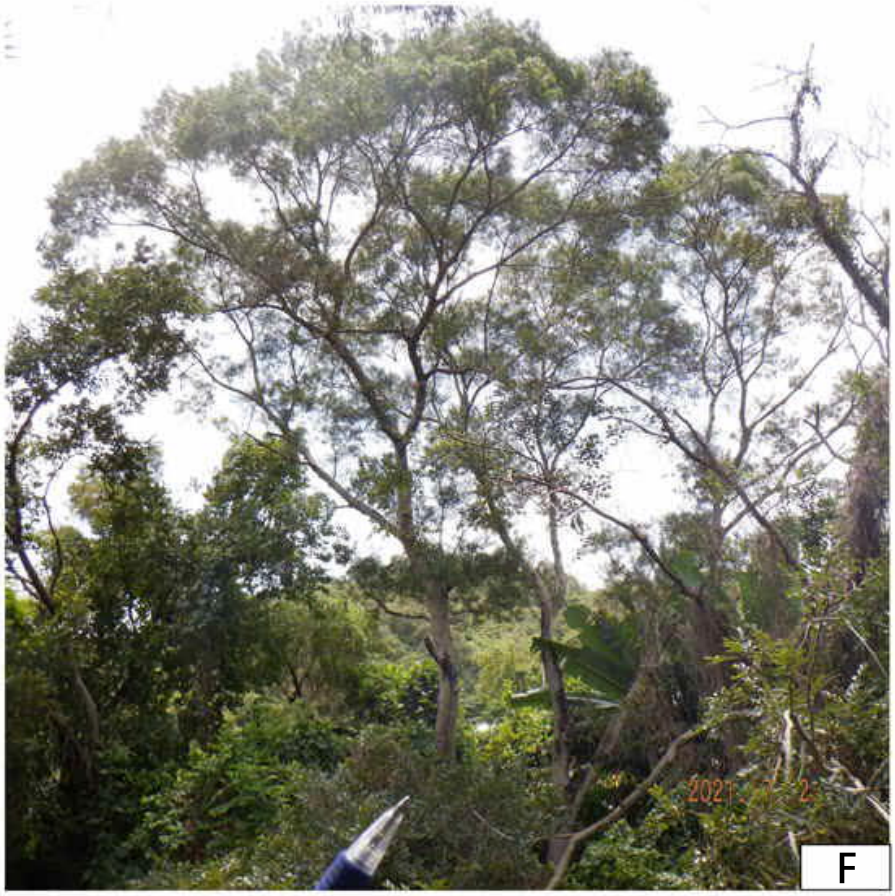


T62

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T63





T63 Close-Up



T63 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T65





T65 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T66



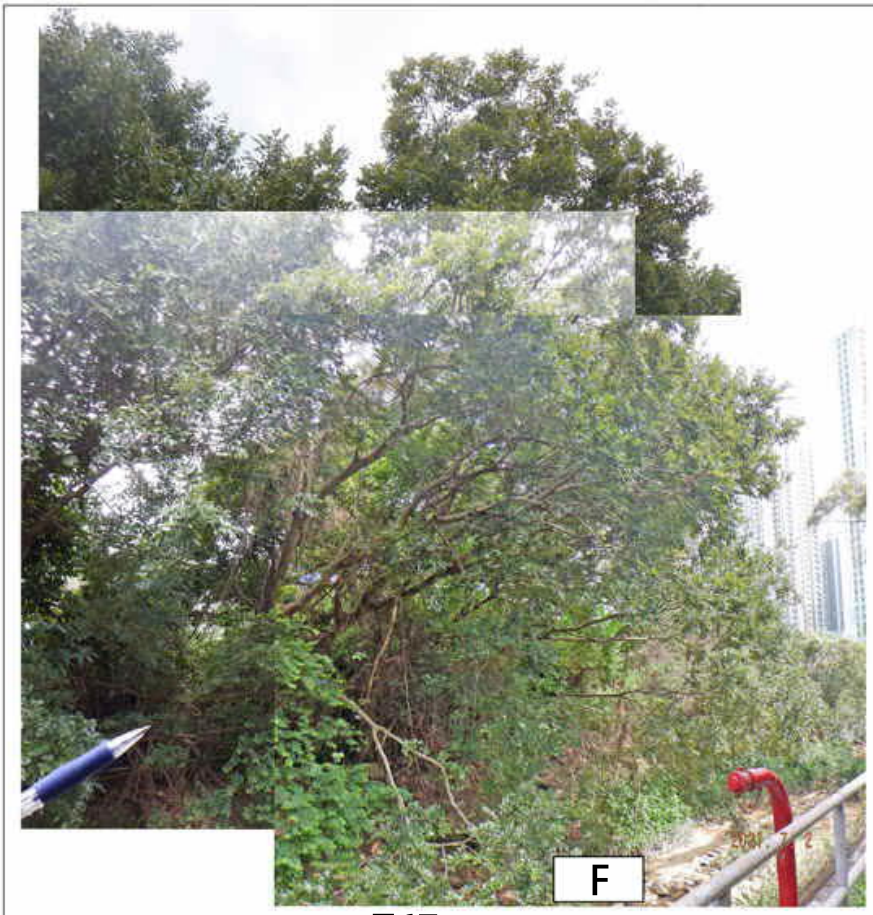


T66 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T67





T67 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49





T68

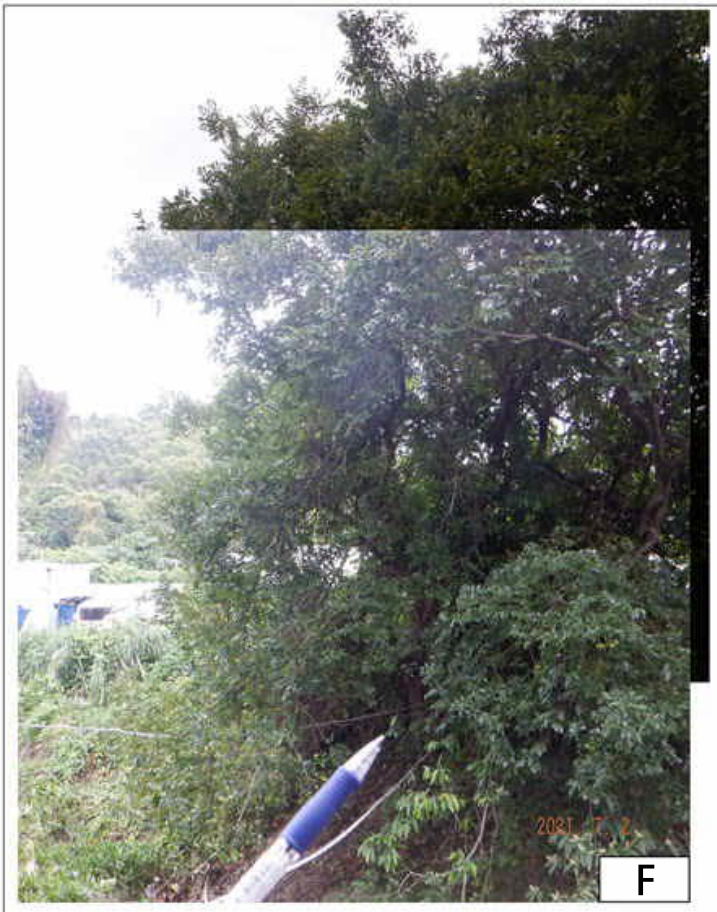


T68 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T69





T69 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T80





T80 Close-Up



T80 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T81





T81 Close-Up

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

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49



T82





T82 Close-Up

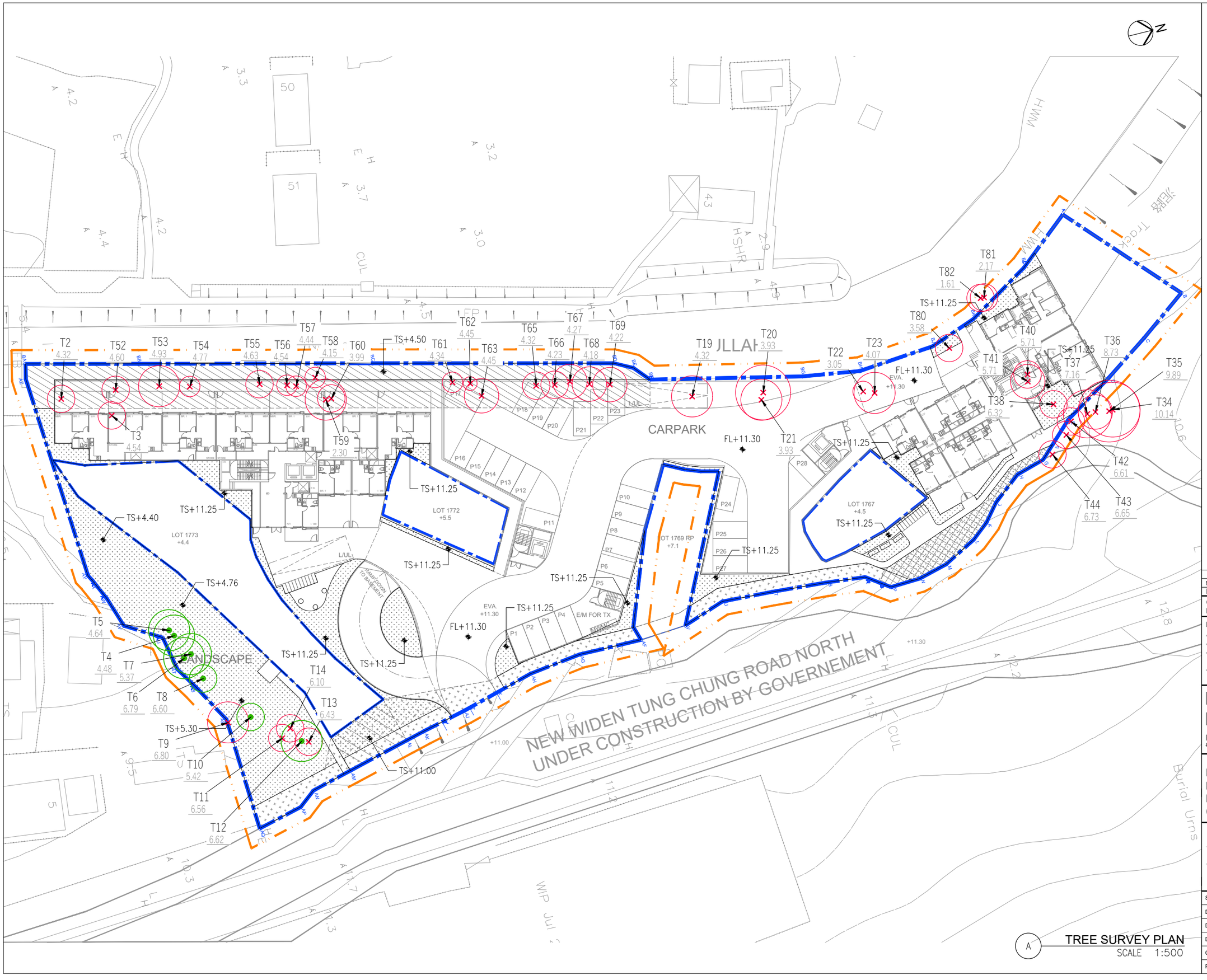
R - Retain T - Transplant F - Fell D - Dead Tree

Tree Photographic Record

Proposed Residential Develpment At Tung Chun North Roaad, Tunng Chung Town Lot No. 49

APPENDIX D

Tree Survey and Felling Plan



A TREE SURVEY PLAN
SCALE 1:500

LEGEND:

- *AREA FOR S16 APPLICATION
- ADDITIONAL 2M SURVEY AREA FROM SITE BOUNDARY
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK CROSS-HATCHED BLACK AREA
- PINK STIPPLED BLACK AREA
- PINK STIPPLED BLACK HATCH AREA
- 7 Nos. OF EXISTING TREE PROPOSED TO BE RETAINED
- 41 NOS. OF EXISTING TREE PROPOSED TO BE FELLED (34 NOS. WITHIN SITE BOUNDARY; 7 NOS. OUTSIDE SITE BUT WITHIN APPLICATION AREA)
- PLANTING AREA
- TXX — TREE NO.
- XX.XX — EXISTING TREE LEVELS
- FL — PROPOSED FINISH LEVEL
- TS — PROPOSED TOP OF SOIL LEVEL

NO.	DESCRIPTION	DATE
A	GENERAL REVISION	21/01/2026

REVISION

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- verify all dimensions at the site
- report all discrepancies to the landscape architect and agree before proceeding
- determine location of all existing services prior to excavation

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PROJECT:
PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

DRAWING TITLE:
TREE SURVEY
AND FELLING PLAN

Scale:	1:500 @A3
Date:	OCT 2025
Design:	SH
Drawn:	NL
Checked:	SH
Project No:	2025311

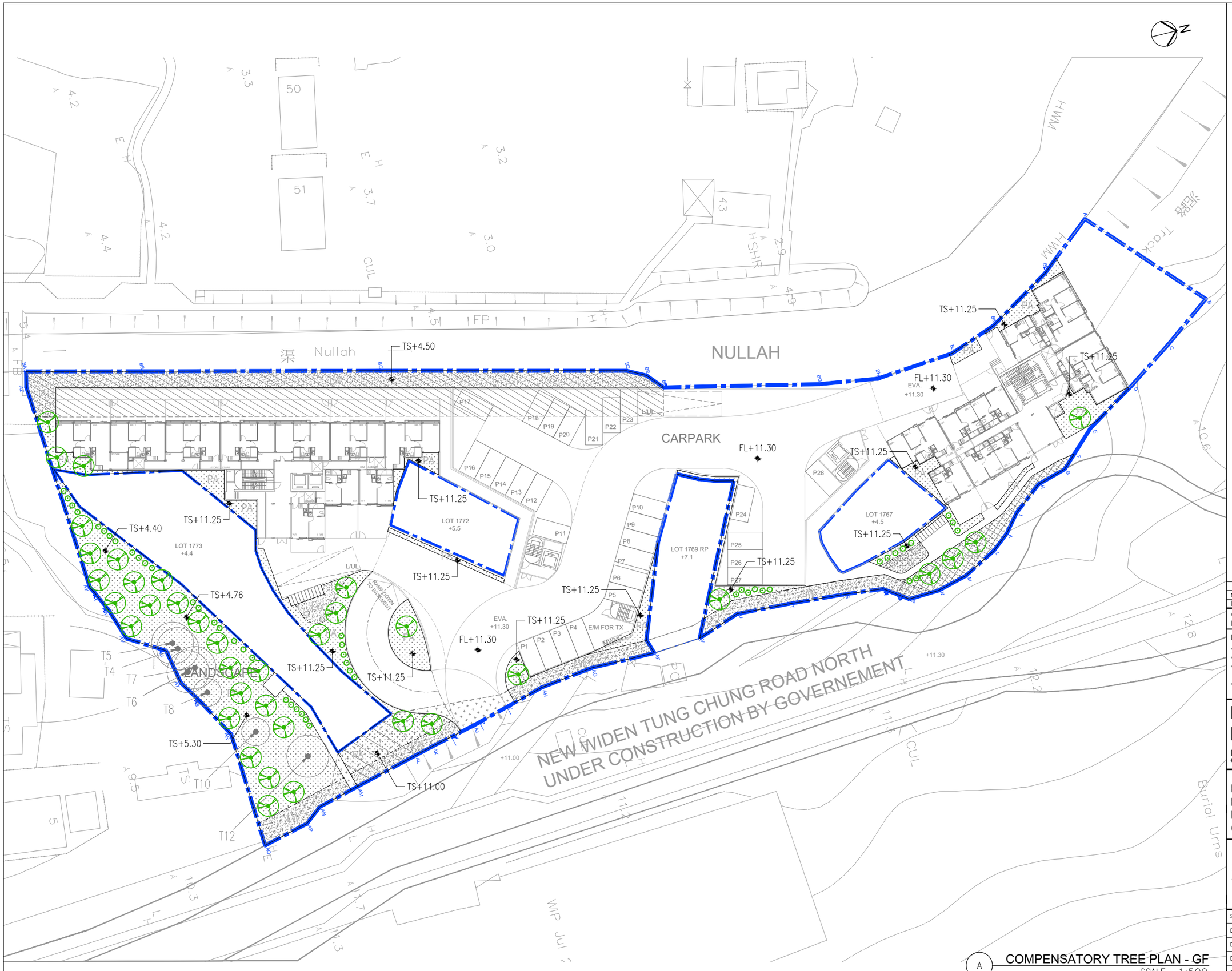
Drawing No.: TFP-01

REV. A

A3 420 x 297

APPENDIX E

Compensatory Tree Planting Plan



LEGEND:

- *AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK CROSS-HATCHED BLACK AREA
- PINK STIPPLED BLACK AREA
- PINK STIPPLED BLACK HATCH AREA
- 71 Nos. COMPENSATORY TREE
- 62 Nos. COMPENSATORY TREE – HEDGE FORM
- RETAIN TREE
- PA — PLANTING AREA
- LW — LAWN
- FL — PROPOSED FINISH LEVEL
- TS — PROPOSED TOP OF SOIL LEVEL

NO.	DESCRIPTION	DATE
A	GENERAL REVISION	21/01/2026

REVISION

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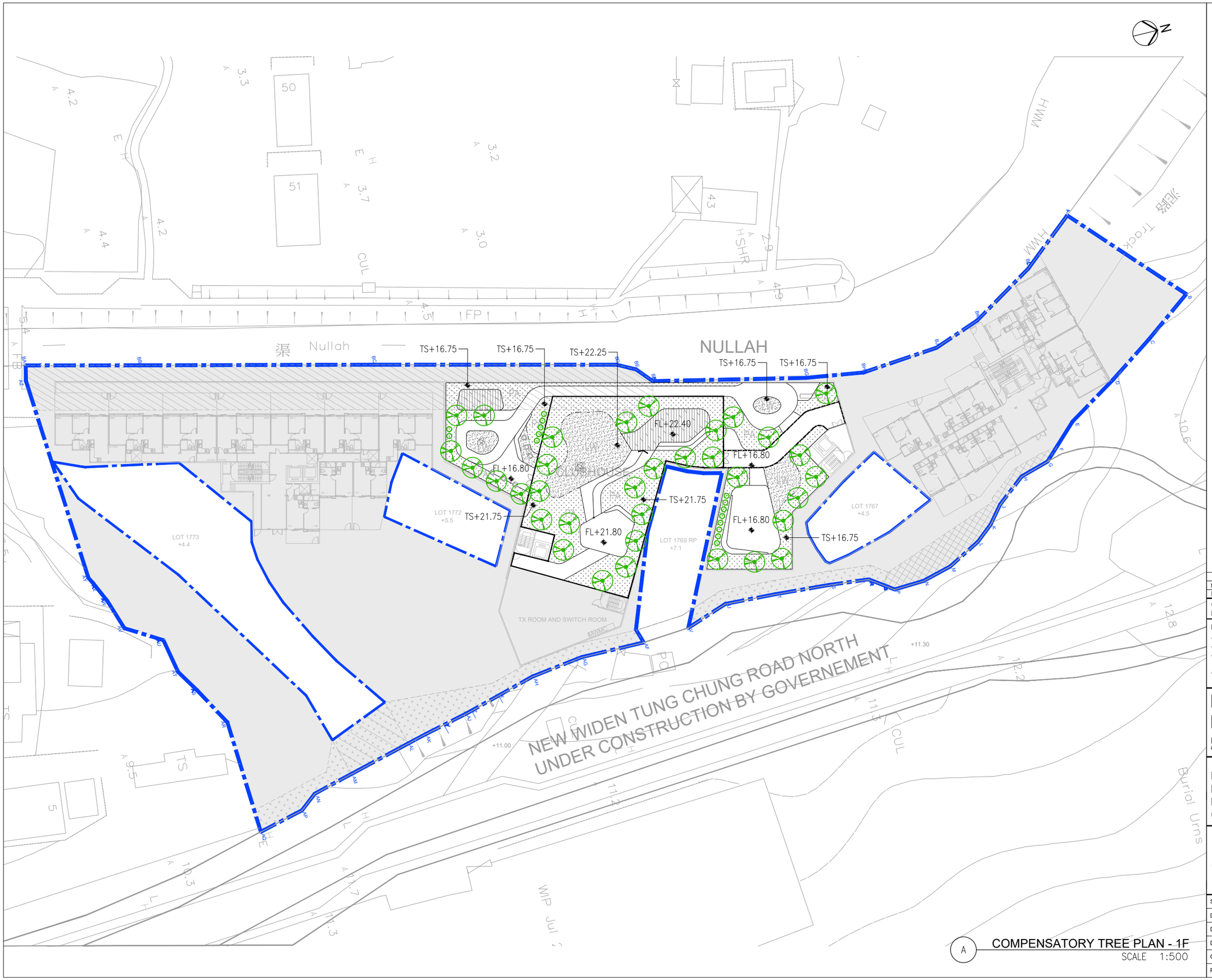
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COMPENSATORY TREE PLAN - GF

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Date:	OCT 2025
Design:	SH
Drawn:	NL
Checked:	SH
Project No:	2025311

Drawing No.: CTP-01-01
REV. A

A COMPENSATORY TREE PLAN - GF
SCALE 1:500

A3 420 x 297



A COMPENSATORY TREE PLAN - 1F
SCALE 1:500

LEGEND:

- *AREA FOR S16 APPLICATION
- PINK HATCHED BLACK AREA (DRAINAGE RESERVED AREA)
- PINK CROSS-HATCHED BLACK AREA
- PINK STIPPLED BLACK AREA
- PINK STIPPLED BLACK HATCH AREA
- 71 Nos. COMPENSATORY TREE
- 62 Nos. COMPENSATORY TREE – HEDGE FORM
- RETAIN TREE
- PA PLANTING AREA
- LW LAWN
- FL PROPOSED FINISH LEVEL
- TS PROPOSED TOP OF SOIL LEVEL

NO.	DESCRIPTION	DATE
A	GENERAL REVISION	21/01/2026

REVISION

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DRAWING TITLE:
COMPENSATORY TREE PLAN - 1F

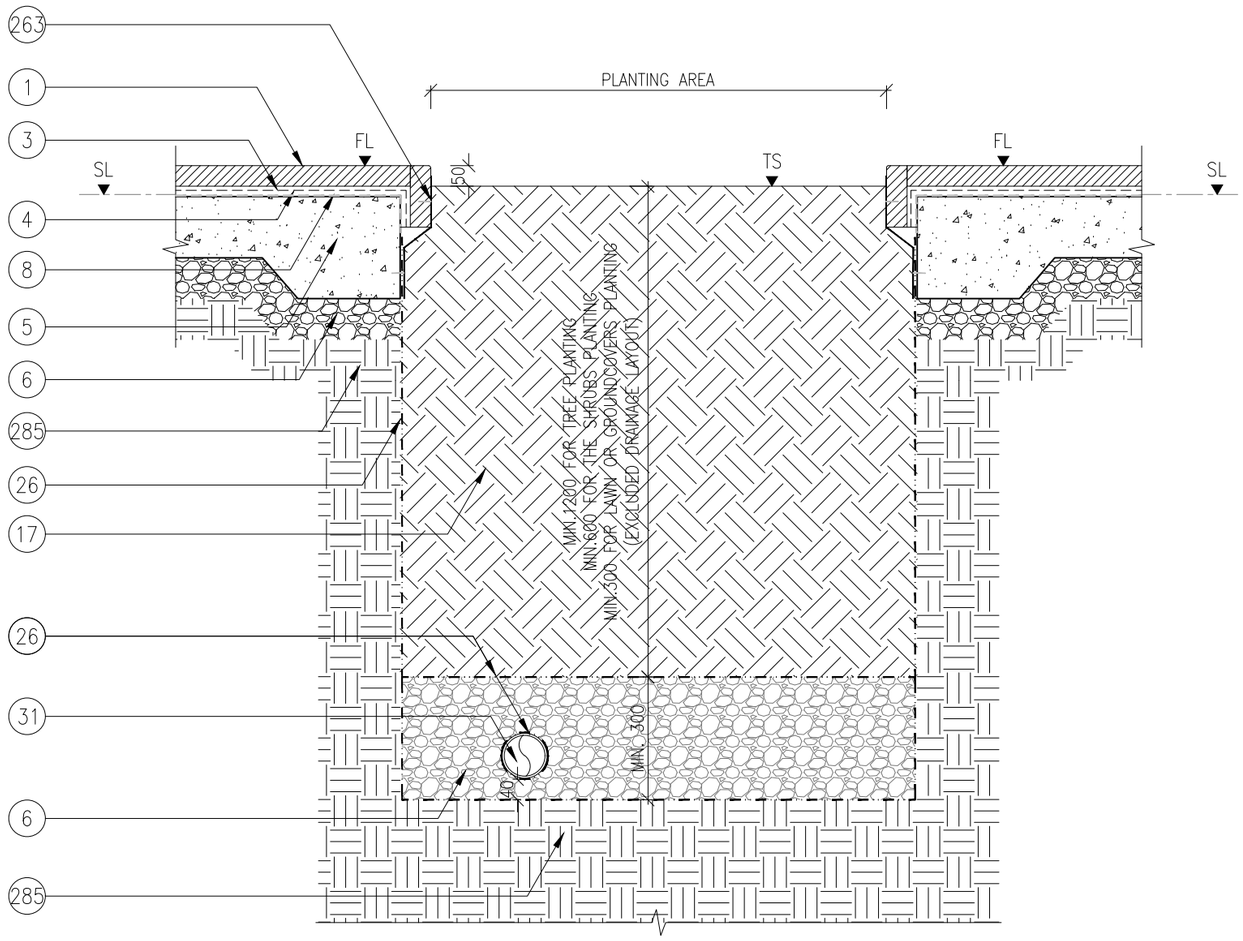
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Drawn:	NL
Checked:	SH
Project No:	2025311

Drawing No.: CTP-01-02
REV. A

A3 420 x 297

APPENDIX F

Typical Planter Detail



A DETAIL (ON GRADE)
SCALE 1:15

LEGEND:

1	APPROVED PAVING MATERIAL (REFER TO MATERIAL PLAN)
3	'KERACRETE' CEMENT MORTAR ADHESIVE OR APPROVED EQUAL
4	1:3 CEMENT & SAND SCREEDING
5	REINFORCED CONCRETE STRUCTURE TO ENGINEER'S DETAIL
6	COMPACTED GRAVEL BASE COURSE TO ENGINEER'S DETAIL
8	WATERPROOFING TO ARCHITECT'S SPECIFICATION
17	SOIL MIXED AS SPECIFIED
26	GEO-TEXTILE SOIL FILTER w/ LAP 150mm MAX
31	SUB-SOIL DRAINAGE; ø100mm PERFORATED PVC PIPE IN 20~40mm THK. DRAINAGE GRAVEL LAYER W/GEO-TEXTILE FABRIC CONNECTED TO WASTE REFER TO E&M ENGINEER'S DETAILS
263	1mm THK. STAINLESS STEEL AISI 316 FLASHING W/ LAP 100mm MAX. FIXED BY APPROVED SEALANT
285	COMPACTED SUB-GRADE TO ENGINEER'S DETAILS

NOTES:
1. ALL STRUCTURAL, WATERPROOFING & E&M SERVICES SHOULD REFER TO ARCHITECT'S & ENGINEER'S DETAILS.

2. ALL DRAWINGS ARE FOR DESIGN INTENT ONLY. SPECIALIST TO SUBMIT SHOP DRAWINGS FOR APPROVAL.

3. ALL MATERIAL FINISHES SHOULD REFER TO MATERIAL SCHEDULE.

4. ALL CONSTRUCTION JOINTS SHOULD REFER TO ARCHITECT'S DETAIL & SPECIFICATIONS.

5. ALL PLANTER DRAINS BY SOFT LANDSCAPE CONTRACTOR.

NO.	DESCRIPTION	DATE

REVISION

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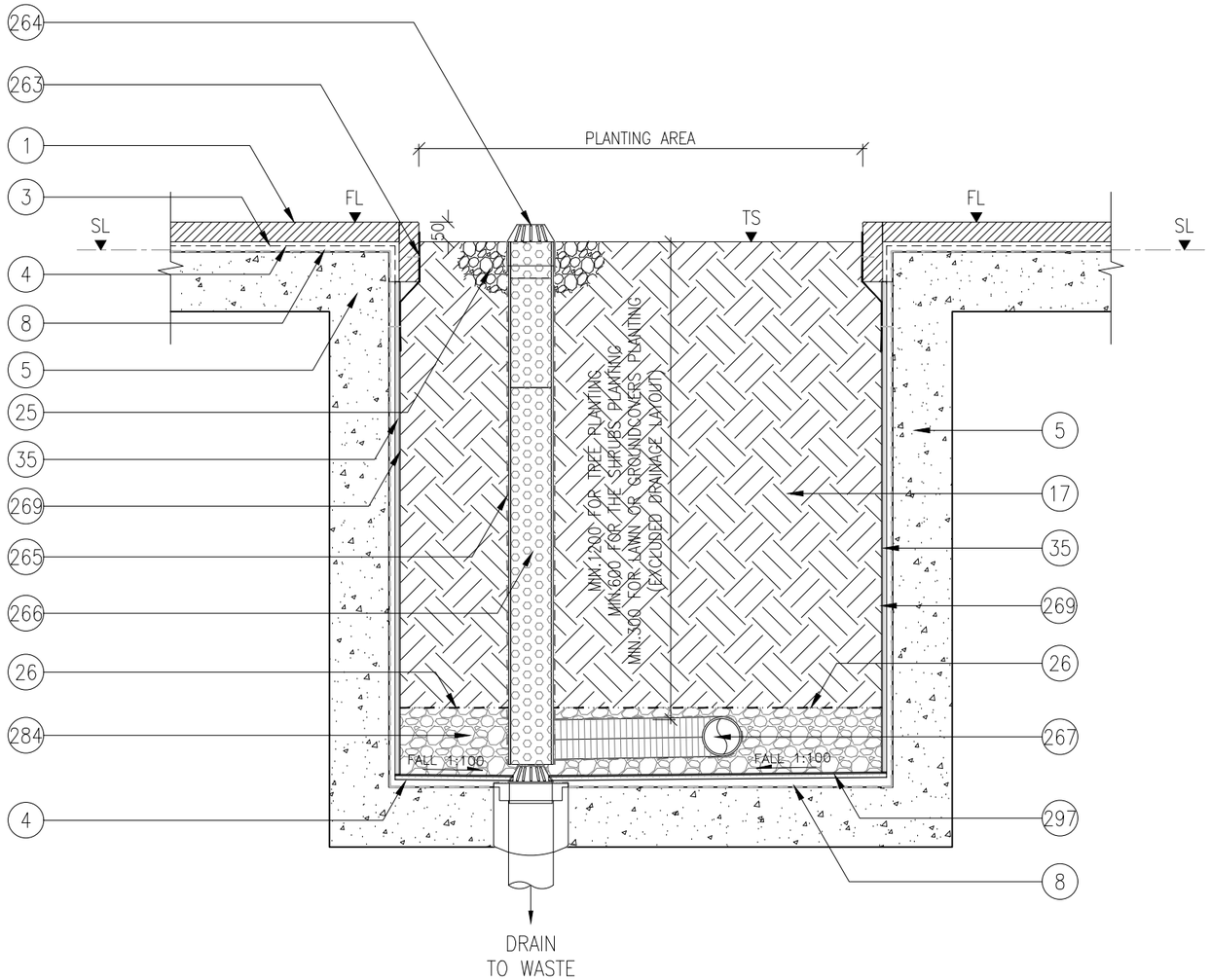
PROJECT:
PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

DRAWING TITLE:
TYPICAL FLUSHED PLANTER DETAILS (ON GRADE)

Scale:	AS SHOWN
Date:	OCT 2025
Design:	SH
Drawn:	NL
Checked:	SH
Project No:	2025311

Drawing No.: LD-01-01.0
REV. -

A3 420 x 297



A DETAIL (ON STRUCTURE)
SCALE 1:15

LEGEND:

1	APPROVED PAVING MATERIAL (REFER TO MATERIAL PLAN)
3	'KERACRETE' CEMENT MORTAR ADHESIVE OR APPROVED EQUAL
4	1:3 CEMENT & SAND SCREEDING
5	REINFORCED CONCRETE STRUCTURE TO ENGINEER'S DETAIL
8	WATERPROOFING TO ARCHITECT'S SPECIFICATION
17	SOIL MIXED AS SPECIFIED
25	ø30~40mm AGGREGATE
26	GEO-TEXTILE SOIL FILTER w/ LAP 150mm MAX
35	MiraDRAIN 9000 COMPOSITE DRAINAGE SYSTEM OR APPROVED EQUAL
263	1mm THK. STAINLESS STEEL AISI 316 FLASHING W/ LAP 100mm MAX. FIXED BY APPROVED SEALANT
264	'ADS' PVC DOME GRATING
265	DRAIN-SLEEVE® FILTER FABRIC SOCK OR EQUIVALENT
266	ø150mm 'ADS' SINGLE WALL CORRUGATED HDPE DRAINAGE PIPE TO BE CONNECTED TO BUILDING DRAINAGE SYSTEM INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS
267	ø100mm 'ADS' SINGLE HDPE DRAIN PIPE WRAPPED IN PROPRIETARY GEO-FABRIC 'ADS' DRAIN FILTER SOCK TO BE INSTALLED AS PER MANUFACTURER'S RECOMMENDATIONS
269	'TERRAM 700' GEO-TEXTILE FILTER FABRIC w/ LAP 150mm MAX
284	MIN.100mm THK. GRANULAR DRAINAGE LAYER BY MC
297	DRAIN CELL WRAPPED W/ GEO-TEXTILE SOIL FILTER

NOTES:
1. ALL STRUCTURAL, WATERPROOFING & E&M SERVICES SHOULD REFER TO ARCHITECT'S & ENGINEER'S DETAILS.

2. ALL DRAWINGS ARE FOR DESIGN INTENT ONLY. SPECIALIST TO SUBMIT SHOP DRAWINGS FOR APPROVAL.

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4. ALL CONSTRUCTION JOINTS SHOULD REFER TO ARCHITECT'S DETAIL & SPECIFICATIONS.

5. ALL PLANTER DRAINS BY SOFT LANDSCAPE CONTRACTOR.

NO.	DESCRIPTION	DATE
REVISION		

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DRAWING TITLE:
TYPICAL FLUSHED PLANTER DETAILS (ON STRUCTURE)

Scale:	AS SHOWN
Date:	OCT 2025
Design:	SH
Drawn:	NL
Checked:	SH
Project No:	2025311

Drawing No.: LD-01-01.1
REV. -

A3 420 x 297

Appendix 8

Visual Appraisal

S16 PLANNING APPLICATION
APPROVED TUNG CHUNG TOWN CENTRE AREA OZP No. S/I-TCTC/24

Proposed Flat with Minor Relaxation of Building Height Restriction
Various Lots in D.D. 3 TC and Adjoining Government Land,
Tung Chung Road North, Tung Chung, Lantau Island

VISUAL APPRAISAL

February 2026

Applicant:
Full Fame Development Limited

Prepared by:
KTA Planning Limited

PLANNING LIMITED
規劃顧問有限公司

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S16 PLANNING APPLICATION FOR AMENDMENT OF PLAN APPROVED TUNG CHUNG TOWN CENTRE AREA OZP No. S/I-TCTC/24

Proposed Flat with Minor Relaxation of Building Height Restriction, Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island

Visual Appraisal

1 INTRODUCTION

1.1 Purpose

1.1.1 This Visual Appraisal is prepared on behalf of Full Fame Development Limited in support of the s.16 Planning Application to enable the Proposed Flat with Minor Relaxation of Building Height Restriction ("the Proposed Development") at Various Lots in D.D. 3 TC and Adjoining Government Land, Tung Chung Road North, Tung Chung, Lantau Island ("the Application Site"). This Visual Appraisal ("VA") evaluates, in accordance with the '*Guidelines on submissions of Visual Impact Assessment for Planning Applications to the Town Planning Board'* (TPB PG-No. 41A), the anticipated visual impacts of Proposed Development on the viewers relevant to the Application Site and concludes with a recommendation on mitigation measures if necessary.

2 IDENTIFICATION OF VIEWING POINTS

2.1 Selection of Representative Viewing Points

2.1.1 Representative VPs have been selected for assessing the visual impact to the viewers. These VPs cover public views from easily accessible and popular area from different directions. When selecting VPs, priority has been given to major public open space, public focal points, open spaces, existing/future pedestrian node, key pedestrian/vehicular corridor, and existing major vistas will be considered as major visual sensitive viewpoints.

2.1.2 In this VA, four VPs are selected for further assessment on the visual impact of the Proposed Development for demonstrating the potential cumulative impact, which are briefly introduced as follows and summarised in **Table 2.1**. Location of the VPs are illustrated in **Figure 2.1**.

VP1 – Ma Wan Chung Pier (about 250m to the west of the Application Site)

2.1.3 Ma Wan Chung Pier is situated at Ma Wan Chung Village and to the west of Tung Chung Town Centre. Not only the nearby villagers and fishermen mainly use the pier to load or unload their catch, it is also a scenic spot for tourist visiting Tung Chung to enjoy the ambient atmosphere of this fishing village and the magnificent view of Tung Chung Bay. Therefore, VP1 is selected to review the impact to the villagers and visitors of Ma Wan Chung Village.

VP2 – Planned Open Space at Tung Chung Area 37 (about 30m to the west of the Application Site)

2.1.4 VP2 is taken at a site zoned “Open Space” immediately to the northeast of Ma Wan Chung Village. The site abuts the nullah adjoining the Application Site and shall be an extended part of the future town park in Areas 29A and 29B. According to the Explanatory Notes of the approved Tung Chung Town Centre Area Outline Zoning Plan No. S/I-TCTC/24 (“the OZP”), the zone is intended primarily for the provision of outdoor open-air public space for active and/or passive recreational uses serving the needs of local residents as well as the general public. The visual impact to the local residents of nearby Ma Wan Chung Village and Yat Tung Estate using this planned open space will be assessed.

VP3 – Roundabout near “Kui Yat House Yat Tung Estate” Bus Stop (about 250m to the south of the Development Site)

2.1.5 VP3 is taken at the roundabout at Yut Tung Street and Chung Yan Road, near “Kui Yat House Yat Tung Estate” bus stop. Since the roundabout is the only way to the Yat Tung Estate Public Transport Terminus and the public housing development in Area 23, this VP represents the transient view of the commuters and pedestrian of the nearby residential developments.

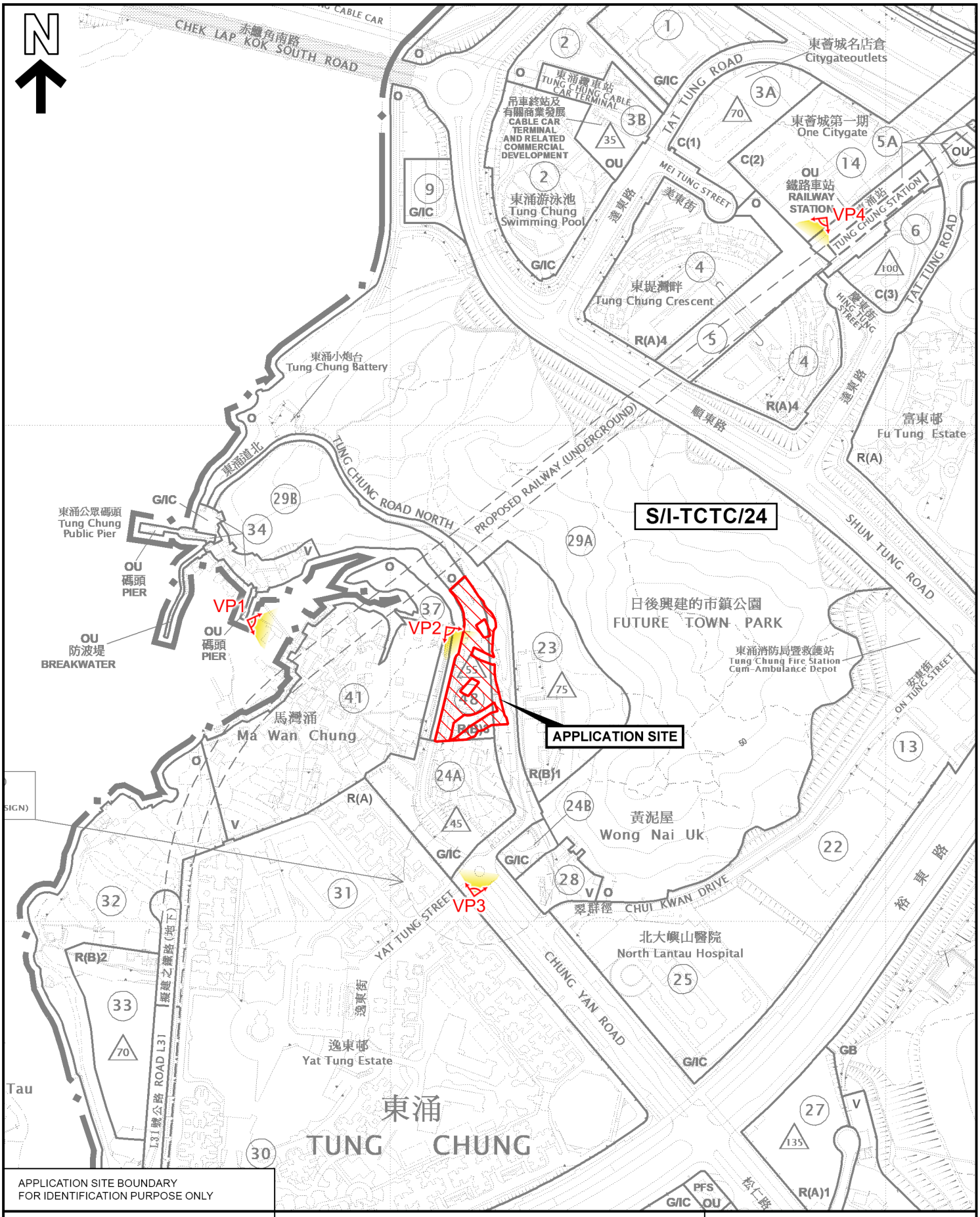
VP4 – Town Square Adjacent to Tung Chung Railway Station (about 500m to the northeast of the Development Site)

2.1.6 Surrounded by Tung Chung Railway Station, taxi station and bus terminus to the airport and South Lantau, Ngong Ping 360 cable car terminal and Citygate shopping mall, the Town Square with an outdoor kinetic fountain is the most prominent focal point in Tung Chung New Town. Residents and visitors of Tung Chung and other parts of Lantau Island, as well as international and cross bounding tourists will meet up and pass by this iconic Town Square.

Table 2.1 Identified Viewpoints with Preliminary Analysis

Viewpoints (VPs)	Distance/ Direction (Approx.)	Height in mPD (Approx.)	Viewers	Nature of VP	Popularity by Public	Sensitivity[1] of Viewers
VP1: Ma Wan Chung Pier	250m/ West	+3.7	Pier Workers and Visitors	Static	Frequent	High
VP2: Planned Open Space at Tung Chung Area 37	30m/ West	+4.5	Recreational Users of the Planned Open Space	Static	Occasional	Medium to High
VP3: Roundabout near "Kui Yat House Yat Tung Estate" Bus Stop	250m/ South	+8.4	Commuters Passing by the Roundabout	Kinetic	Occasional	Low to Medium
VP4: Town Square Adjacent to Tung Chung Railway Station	500m/ Northeast	+6.8	Commuters Passing by/ Recreational Users of the Town Square	Kinetic & Static	Frequent	High

[1] Sensitivity of Viewers is determined by the types of activities the viewers are engaging in and the duration and distance over which the Proposed Development would remain visible. For example, people engaging in active recreational activities such as playing basketball or football at the VP are less sensitive to visual change than passive recreational activities.



APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

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LOCATION OF VIEWING POINTS

PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION
VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

SCALE 1 : 5 000

FIGURE 2.1

EXTRACT PLAN BASED ON OUTLINE ZONING PLANS No. S/I-TCTC/24 APPROVED ON 1.6.2021

DATE: 1.2.2026

3 ASSESSMENT OF VISUAL IMPACTS

3.1 Subject of Assessment

3.1.1 The assessment will focus on visualising and comparing the visual impact of the **Baseline Scheme** which complies with building height (BH) restriction of +55mPD stipulated on the OZP and the **Proposed Scheme** with proposed BH relaxed to +58.9mPD to other viewers in the neighbourhood. The existing views of the VPs presented in the photomontages are for reference only.

3.2 VP1 – Ma Wan Chung Pier

3.2.1 VP1 (Figure 3.1 refers) captures the low-rise village structures and the river of Ma Wan Chung in the foreground and the ridgeline of Pok To Yan in the background. The visual obstruction to the mountain backdrop caused by the Baseline Scheme and Proposed Scheme are nearly the same. Provided that the residential towers of the two schemes are at the same location, the wide building separation between them conserves the visual permeability to the surrounding context. The mere increase of BH of the Proposed Scheme would have negligible impact of visual change on the viewers at VP1.

3.3 VP2 – Planned Open Space at Tung Chung Area 37

3.3.1 VP2 located at the other side of the nullah has a very close up view on the Application Site. VP2 comprises the view to the footpath along the nullah, the Tower 1 and the clubhouse block of the Proposed Development, the public housing development in Area 23, Yat Tung Estate and the open sky view. Illustrated in Figure 3.2, the visual composition is not affected. The change in visual obstruction to the open sky view between the two schemes are barely noticeable. The change in visual context is expected to be negligible.

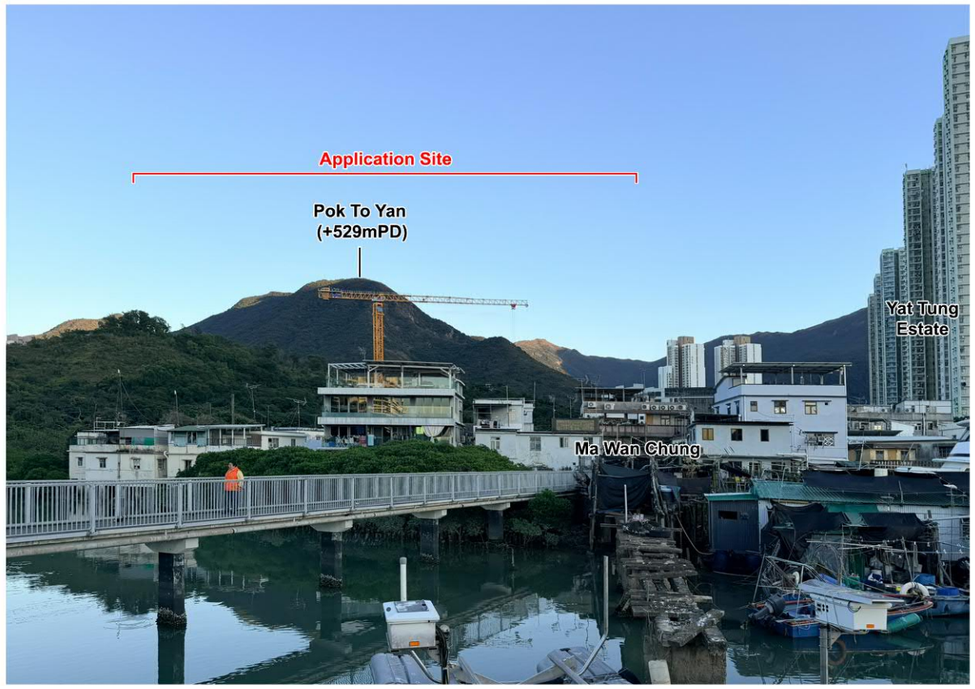
3.4 VP3 – Roundabout near "Kui Yat House Yat Tung Estate" Bus Stop

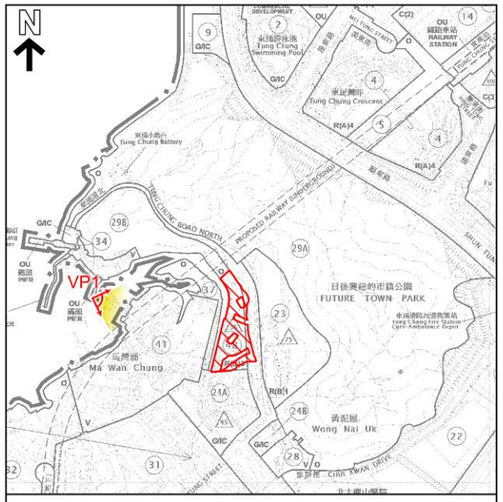
3.4.1 The public housing development with a max. BH of +75mPD in Area 23 across Tung Chung Road North dominates VP3. On the contrary, only the upper portion of the proposed residential towers at the Application Site will be visible. It is anticipated that the slight increase of the BH at the Application Site will not affect the visual composition viewing from VP3. Obstruction to the open sky view by the relaxation of BH will not be observable. Hence, the visual impact on the viewers of VP3 would also be negligible.

3.5 VP4 – Town Square Adjacent to Tung Chung Railway Station

3.5.1 VP4 is the gateway to Tung Chung and even the greater Lantau Island. Many tourists and visitors are fascinated by high-rise buildings could be densely developed at the new towns of Hong Kong. Tung Chung Crescent in Area 4 and the knolls in Area 29A shields the viewers of VP4 from observing the Proposed Development at the Application Site. There will be negligible visual impact to the viewers of VP4.

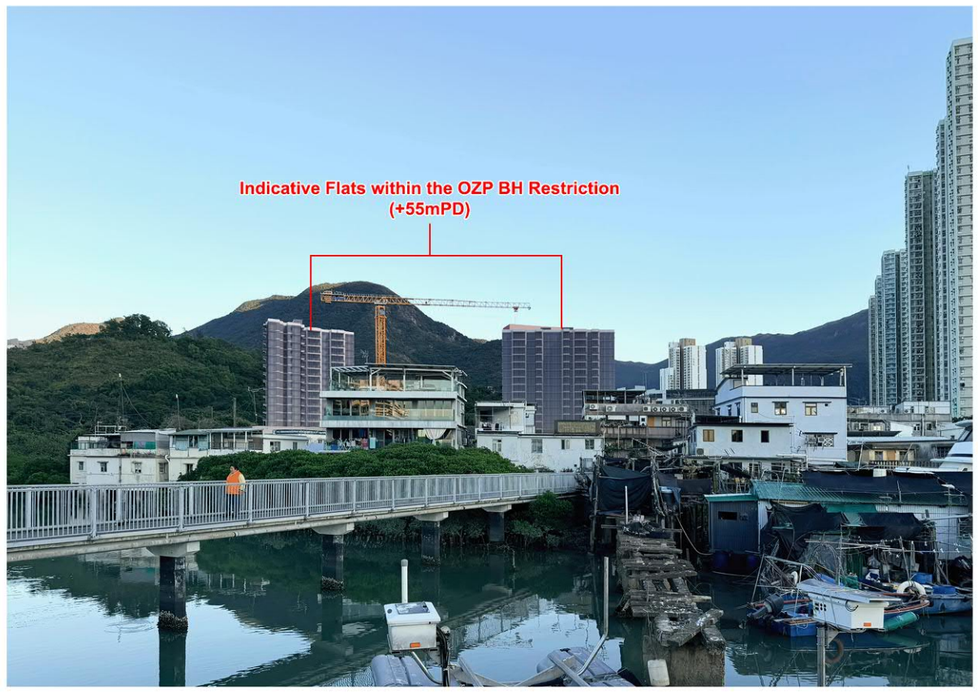
EXISTING VIEW

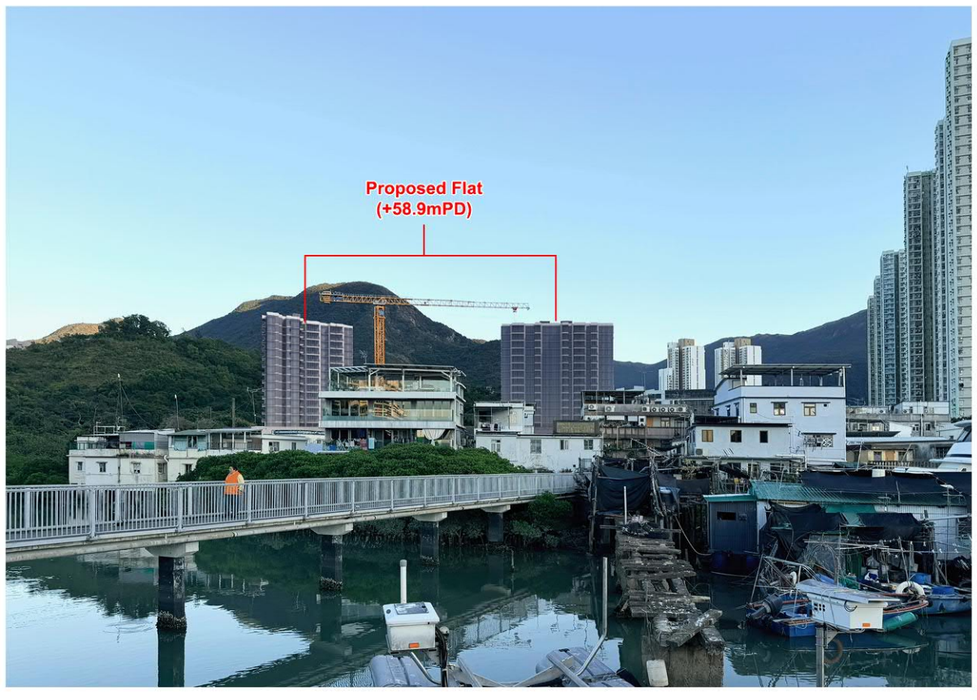




KEY PLAN
SCALE: 1: 10 000

BASELINE SCHEME





PROPOSED SCHEME

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PHOTOMONTAGE

VP1 - MA WAN CHUNG PIER

PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION
VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

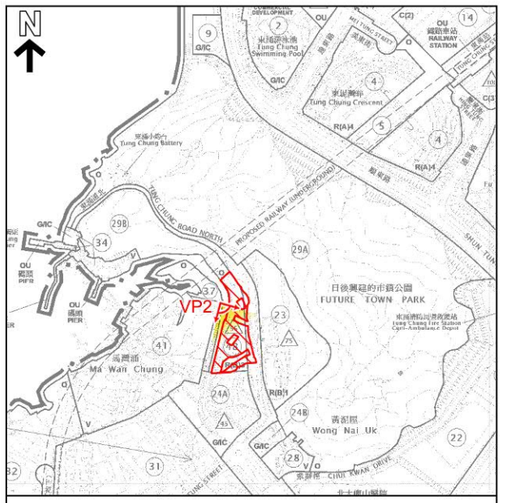
FIGURE 3.1

BASED ON SITE PHOTO
TAKEN ON 23.12.2025

DATE: 1.2.2026



EXISTING VIEW



KEY PLAN
SCALE: 1: 10 000



BASELINE SCHEME



PROPOSED SCHEME

KTA PLANNING LIMITED
規劃顧問有限公司

PHOTOMONTAGE

VP2 - PLANNED OPEN SPACE AT TUNG CHUNG AREA 37

PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION
VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

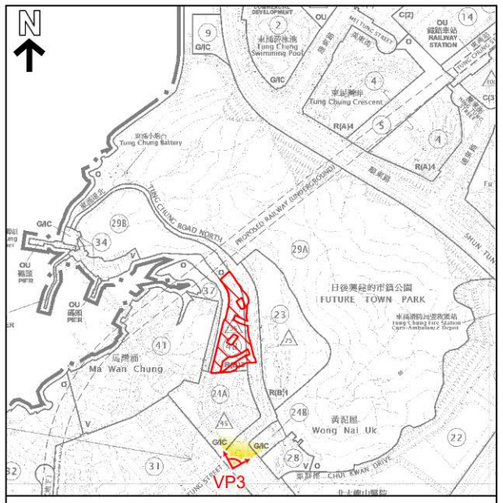
FIGURE 3.2

BASED ON SITE PHOTO
TAKEN ON 23.12.2025

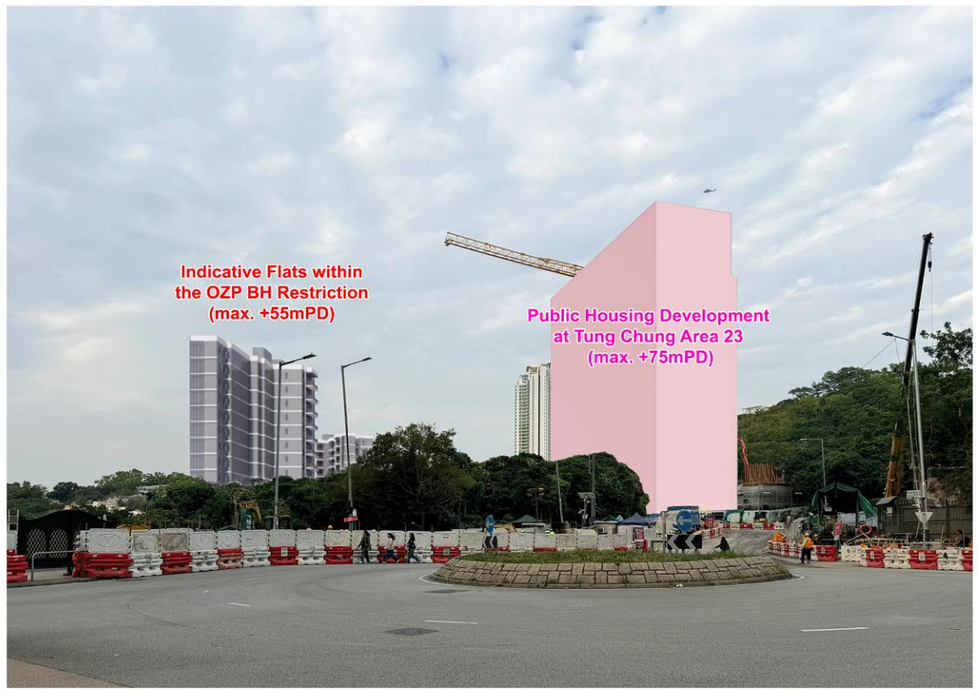
DATE: 1.2.2026

EXISTING VIEW

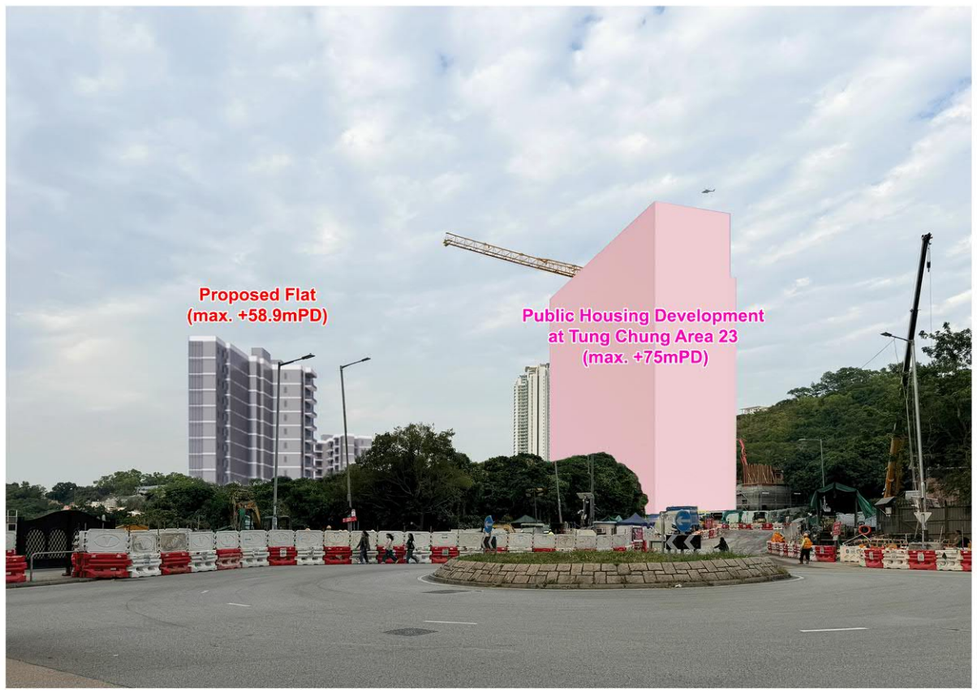




BASELINE SCHEME



PROPOSED SCHEME



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PHOTOMONTAGE

VP3 - ROUNDABOUT NEAR "KUI YAT HOUSE" BUS STOP

PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION
VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

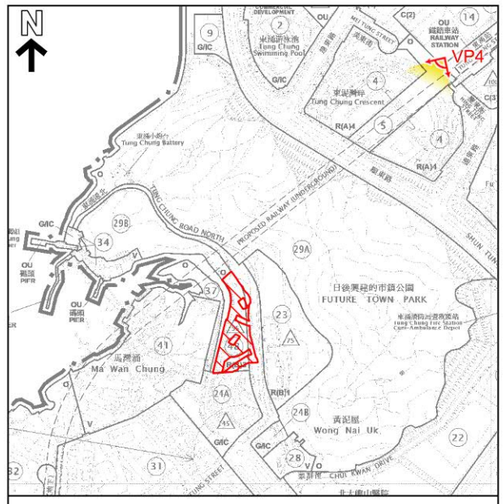
FIGURE 3.3

BASED ON SITE PHOTO
TAKEN ON 31.12.2025

DATE: 1.2.2026



EXISTING VIEW



KEY PLAN
SCALE: 1: 10 000



BASELINE SCHEME



PROPOSED SCHEME

KTA PLANNING LIMITED
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PHOTOMONTAGE

VP4 - TOWN SQUARE ADJACENT TO TUNG CHUNG RAILWAY STATION

PROPOSED FLAT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION
VARIOUS LOTS IN D.D. 3 TC AND ADJOINING GOVERNMENT LAND, TUNG CHUNG ROAD NORTH, TUNG CHUNG, LANTAU ISLAND

FIGURE 3.4

BASED ON SITE PHOTO
TAKEN ON 16.9.2025

DATE: 1.2.2026

4 CONCLUSION

4.1.1 The Proposed Development has provided wide building separation and compatible building heights with the existing and planned surrounding context. It is concluded that the overall visual impact induced by the Proposed Scheme as compared to the Baseline Scheme is **Negligible**.

Table 4.1 Summary of Assessment of Visual Impact

Viewpoint	Location	Visual Impact between the Baseline and Proposed Schemes
VP1	Ma Wan Chung Pier	Negligible
VP2	Planned Open Space at Tung Chung Area 37	Negligible
VP3	Roundabout near “Kui Yat House Yat Tung Estate” Bus Stop	Negligible
VP4	Town Square Adjacent to Tung Chung Railway Station	Negligible
	Overall	**Negligible**