2026年 06月 15日
此文件在_____收到。城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
申請的日期。

This document is received on 15 JUN 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.

Form No. S16-I
表格第 S16-I 號

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

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

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

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

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

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

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

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

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

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

& Please attach documentary proof 請夾附證明文件

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

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

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

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

260/376 8/6 by hand

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A/HSK/617
	Date Received 收到日期	15 JUN 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)

Beautiglory Investment 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)

Llewelyn-Davies Hong Kong 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）	Lot No. 4354 in D.D. 124, Kiu Tau Wai, Yuen Long
(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 9,946 sq.m 平方米 ☑About 約 ☑Gross floor area 總樓面面積 79,568 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）	..... 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	Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3
(e)	Land use zone(s) involved 涉及的土地用途地帶	Commercial (2)
(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

(ii) For Type (ii) application 供第(ii)類用途

(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)類用途

(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 135 ..... mPD 米 (主水平基準上) to 至 160 .....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 Mixed-Use Development (Proposed Flat with Permitted Commercial Uses) 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	79,568 ..... sq.m 平方米	☑About 約
Proposed plot ratio 擬議地積比率	8	☑About 約
Proposed site coverage 擬議上蓋面積	Podium (Below 15m): Not more than 100% Podium (Over 15m but not exceeding 20m): Not more than 60% Towers (Above 20m): Not more than 38.5% (including Non-domestic: 27% and Domestic: 11.5%)	
Proposed no. of blocks 擬議座數	3 (including 2 residential towers and 1 commercial/office tower)	
Proposed no. of storeys of each block 每座建築物的擬議層數	Residential towers: 38 storeys (above 5 levels of commercial/retail podium) Commercial/office tower: 17 storeys (above 5 levels of commercial/retail podium) ☐ include 包括.....storeys of basements 層地庫 ☐ exclude 不包括.....storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	Residential towers: Not more than 160mPD Commercial/office tower: Not more than 106mPD ..... mPD 米(主水平基準上) ..... m 米	☐About 約 ☐About 約

☑ Domestic part 住用部分

GFA 總樓面面積	51,697 sq. m 平方米	☑About 約
number of Units 單位數目	1,140	
average unit size 單位平均面積	45.3 sq. m 平方米	☑About 約
estimated number of residents 估計住客數目	3,192	

☑ 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) Commercial* GFA: about 27,871m²	

* Including 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

☑ 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	3,192 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]
Podium	G/F	Commercial/retail
	M/F	Carpark
	1/F	Commercial/retail
	2/F	Carpark
	3/F	Landscape Area, Residential
Commercial/office tower	4/F to 20/F	Commercial/office
Residential towers	4/F to 41/F	Residential
.....	.....	.....

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

Internal driveway, footpath at ground level, landscape area at podium

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)

Anticipated to be completed by 2030

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)) Kiu Cheong Road ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐
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 287 Motorcycle Parking Spaces 電單車車位 15 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 ____ Medium Goods Vehicle Parking Spaces 中型貨車泊車位 ____ Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 ____ Others (Please Specify) 其他 (請列明) ____ ____ ____ ____ ____
	No 否	☐
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客貨車位？	Yes 是	☑ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 ____ Coach Spaces 旅遊巴車位 ____ Light Goods Vehicle Spaces 輕型貨車車位 ____ Medium Goods Vehicle Spaces 中型貨車車位 ____ Heavy Goods Vehicle Spaces 重型貨車車位 ____ Others (Please Specify) 其他 (請列明) ____ Loading / unloading bays for goods vehicle 17 Taxi / private car lay-by 1
	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)

N/A
.....
.....
.....
.....
.....

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 Section 5 of the attached 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

Winnie W.Y. Wu ..... Planning Director .....

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

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

on behalf of 代表 Llewelyn-Davies Hong Kong Limited ..... Llewelyn-Davies Hong Kong Limited *Authorized Signature*

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

Date 日期 08/06/2026 ..... (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	Lot No. 4354 in D.D. 124, Kiu Tau Wai, Yuen Long 元朗橋頭圍丈量約份第124約地段第4354號
Site area 地盤面積	9,946 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 sq. m 平方米 ☐ About 約)
Plan 圖則	Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3 洪水橋及厦村分區計劃大綱草圖編號S/HSK/3
Zoning 地帶	Commercial (2) 商業 (2)
Applied use/ development 申請用途/發展	Proposed Mixed-Use Development (Proposed Flat with Permitted Commercial Uses) with Minor Relaxation of Building Height Restriction 擬議商住混合發展(擬議分層住宅及准許的商業用途) 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	51,697	☑ About 約 ☐ Not more than 不多於	5.2	☑About 約 ☐Not more than 不多於
	Non-domestic 非住用	27,871	☑ About 約 ☐ Not more than 不多於	2.8	☑About 約 ☐Not more than 不多於
(ii) No. of blocks 幢數	Domestic 住用	2			
	Non-domestic 非住用	1			
	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)
			160 mPD 米(主水平基準上) ☑ (Not more than 不多於)
			38 Storeys(s) 層 ☐ (Not more than 不多於) (above 5 levels of commercial/retail podium) (在5層商業/零售平台之上) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Non-domestic 非住用	m 米 ☐ (Not more than 不多於)
			106 mPD 米(主水平基準上) ☑ (Not more than 不多於)
			17 Storeys(s) 層 ☐ (Not more than 不多於) (above 5 levels of commercial/retail podium) (在5層商業/零售平台之上) *(☐Include 包括/☐ Exclude 不包括* ☐ *Carport 停車間* ☐ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Composite 綜合用途	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	Podium (Below 15m): Not more than 100% 平台部分 (15米以下): 不多於100% Podium (Over 15m but not exceeding 20m): Not more than 60% 平台部分 (15米以上及20米以下): 不多於60% Towers (Above 20m): Not more than 38.5% (including Non-domestic: 27% and Domestic: 11.5%) 大廈部分 (20米以上): 不多於38.5% (包括 非住用:27% 及 住用:11.5%)	% ☐ About 約
(v)	No. of units 單位數目	1,140	
(vi)	Open space 休憩用地	Private 私人	3,192 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	302
	Private Car Parking Spaces 私家車車位	287
	Motorcycle Parking Spaces 電單車車位	15
	Light Goods Vehicle Parking Spaces 輕型貨車泊車位	
	Medium Goods Vehicle Parking Spaces 中型貨車泊車位	
	Heavy Goods Vehicle Parking Spaces 重型貨車泊車位	
	Others (Please Specify) 其他 (請列明)	
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數	18
	Taxi Spaces 的士車位	
	Coach Spaces 旅遊巴車位	
	Light Goods Vehicle Spaces 輕型貨車車位	
	Medium Goods Vehicle Spaces 中型貨車位	
	Heavy Goods Vehicle Spaces 重型貨車車位	
	Others (Please Specify) 其他 (請列明)	
	Loading / unloading bays for goods vehicle	17
	Taxi / private car lay-by	1

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

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

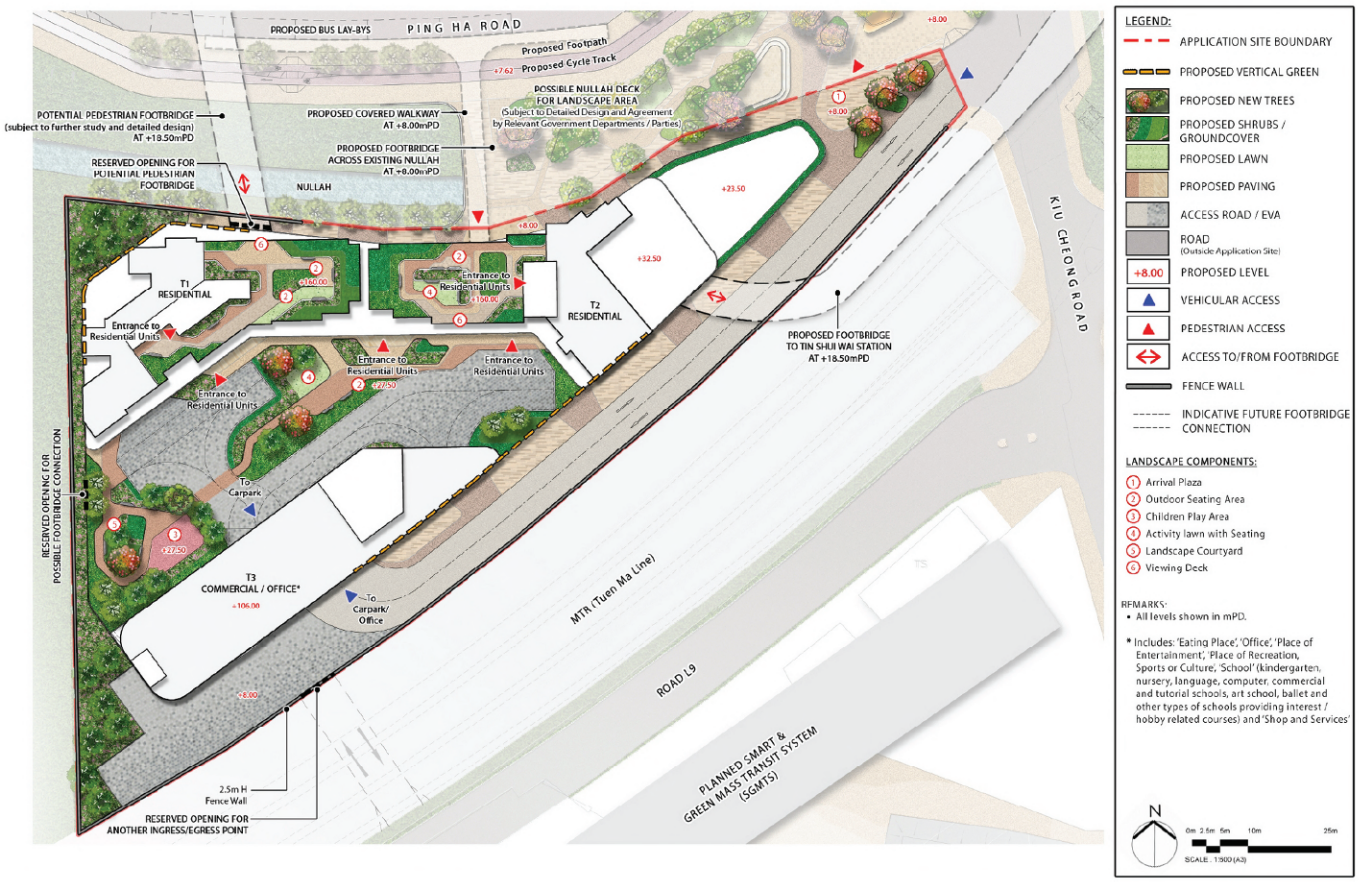
Note: May insert more than one「✔」. 註：可在多於一個方格內加上「✔」號

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。

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Planning Statement



June 2026

llewelyn davies

In association with

AECOM Asia Company Limited

Asia Infrastructure Solutions Limited

Atelier Glow Limited

AXXA Group Limited

Ramboll Hong Kong Limited

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Appendix D Traffic Impact Assessment
Appendix E Environmental Assessment
Appendix F Drainage Impact Assessment
Appendix G Sewerage Impact Assessment
Appendix H Water Supply Impact Assessment

EXECUTIVE SUMMARY

This planning application is submitted to seek permission from the Town Planning Board (the Board) in support of a proposed mixed-use development with residential and commercial uses and minor relaxation of building height restriction (the Proposed Development) at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long (the Application Site) under Section 16 (S16) of the Town Planning Ordinance (the Ordinance) (CAP. 131).

The Application Site is located within the Hung Shui Kiu / Ha Tsuen New Development Area (HSK/HT NDA) and to the immediate southwest of Tin Shui Wai (TSW) MTR Station. It covers an area of about 9,946m^2 and is zoned "Commercial (2)" ("C(2)") on the Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/3 subject to a maximum plot ratio (PR) of 8 and a maximum building height (BH) of 135mPD. In view of recent government directives allowing greater flexibility for accommodating residential uses at commercial sites within the HSK/HT NDA, and taking into account the evolving market conditions, the continuous demand for housing, as well as the changing planning context, the current application is submitted to facilitate a proposed mixed-use development at the Application Site.

Indicative Development Proposal

The Proposed Development is planned with a domestic PR of about 5.2 and a non-domestic PR of 2.8 (with a total PR of 8 complying with the OZP restriction). It comprises two 38-storey residential towers with BH of not more than 160mPD and one commercial/office tower with BH of not more than 106mPD, all situated above a 5-storey commercial/retail podium.

Apart from the Proposed Development at the Application Site, the Applicant also proposes a series of off-site enhancement works, including the provision of footbridges, bus lay-bys, 24-hour pedestrian links and a possible nullah deck for landscape area, to strengthen connectivity and walkability, improve pedestrian environment, provide public benefit and establish the Proposed Development as a gateway linking the TSW area to the broader HSK/HT NDA.

Development Justifications and Planning Merits

The Proposed Development is justified by the followings:

- The Proposed Development is in line with the latest Government policy to allow greater flexibility for residential uses within commercial zones in the HSK/HT/NDA;

- The Application Site is the subject of both an approved residential scheme and commercial schemes, thereby justifying the appropriateness of both residential and commercial uses;

- Approval of the subject application is consistent with previous Town Planning Board decisions on similar approved applications within the HSK/HT NDA;

- The Proposed Development being a positive response to the rapidly evolving market condition to ensure a more efficient use of valuable land resources;

- The Proposed Development can provide additional residential units in short- to medium-term to address the continuous housing demand;

- The Proposed Development will serve as a catalyst for development of the nearby "C" and "OU(MU)" sites in the District Commercial Node;

- The Proposed Development is fully compatible with the surrounding development context in terms of both land use and BH;

- The Proposed Development presents a well-balanced development mix while safeguarding the planned commercial function of the District Commercial Node;

- A series of off-site enhancement works proposed to strengthen the connectivity and walkability within the neighbourhood, thereby providing public benefit and establishing the Proposed Development as a gateway linking the TSW area to the broader HSK/HT NDA

- The Proposed Development is fully in line with the relevant urban design principles set out in the OZP, ODP and Urban Design Guidelines;

- The Proposed Development could be realised in a timely manner to inject vibrancy for

the growth of the HSK/HT NDA; and

- The Proposed Development is proven to be technically feasible as per various technical assessments conducted.

In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider this planning application favourably.

行政摘要

(聲明:此中文譯本僅供參考,如中文譯文和英文原文有差異,應以英文為準。)

申請人現根據城市規劃條例第16條(第131章),向城市規劃委員會(下稱「城規會」)遞交規劃申請,於元朗橋頭圍丈量約份第124約地段第4354號(下稱「申請地點」)作擬議商住混合發展並申請略為放寬最高建築物高度限制(下稱「擬議發展」)。

申請地點位於洪水橋/厦村新發展區內,並緊鄰天水圍港鐵站西南面。其面積約為9,946平方米,在《洪水橋及厦村分區計劃大綱草圖編號S/HSK/3》上劃為「商業(2)」地帶,其最高地積比率限為8倍,最高建築物高度限為主水平基準上135米。鑑於近期政府提倡在洪水橋/厦村新發展區的商業用地提供彈性以容納住宅用途;並考慮到不斷演變的市場狀況、持續的房屋需求、以及規劃環境的變化,申請人現提交本申請,以促進在申請地點進行擬議商住混合發展。

發展計劃概覽

擬議發展採用約5.2倍的住用地積比率及2.8倍的非住用地積比率(總地積比率為8倍,符合分區計劃大綱圖的限制)。發展項目包括兩座不高於主水平基準以上160米的38層住宅大樓,以及一座不高於主水平基準以上106米的商業/辦公大樓。三座大樓均坐落於一個5層高的商業/零售平台之上。

除申請地點內的擬議發展外,申請人亦建議在申請地點外進行一系列改善工程,包括提供行人天橋、巴士站、24小時行人通道及可能興建的明渠上蓋園景平台,以加強當區連繫及改善步行環境,為地區公眾帶來裨益並將擬議發展打造成連接天水圍新市鎮及洪水橋/厦村新發展區的門戶。

發展理據及規劃增益

以下為支持本規劃申請的發展理據:

- 擬議發展符合政府在洪水橋/厦村新發展區內,為商業用地提供更大彈性以容納住宅用途的最新政策;

- 申請地點已有先前獲批准的住宅發展方案及商業發展方案,證明住宅及商業用途均為適合;

- 批准本申請與城規會過往在洪水橋 / 廈村新發展區內批准類似發展項目的決定一致；

- 擬議發展積極回應不斷改變的市場狀況，以確保更有效地運用寶貴的土地資源；

- 擬議發展可在短中期內提供額外住宅單位，以滿足持續的房屋需求；

- 擬議發展將成為推動地區商業中心內其他「商業」及「其他指定用途(混合用途)」地帶發展的重要催化劑；

- 擬議發展在土地用途及建築物高度方面，均與周邊環境完全相容；

- 擬議發展的商住比例規劃得宜，確保地區商業中心的商業功能不受影響；

- 申請人建議在申請地點外進行一系列改善工程，以加強當區連繫及改善步行環境，為地區公眾帶來裨益並將擬議發展打造成連接天水圍新市鎮及洪水橋 / 廈村新發展區的門戶；

- 擬議發展完全符合分區計劃大綱圖、發展大綱圖及城市設計指引所載列的相關城市設計原則；

- 擬議發展可及時落實，並為洪水橋 / 廈村新發展區注入活力；以及

- 根據各項技術評估，擬議發展在各技術層面均是可行的。

基於上述發展理據，現懇請城規會能對是次規劃申請予以贊同。

1 INTRODUCTION

1.1 Purpose of Submission

1.1.1 This planning application is submitted to seek permission from the Town Planning Board (the Board) in support of a proposed mixed-use development with residential and commercial uses and minor relaxation of building height restriction (the Proposed Development) at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long (the Application Site) under Section 16 (S16) of the Town Planning Ordinance (the Ordinance) (CAP. 131) (**Figure 1.1** refers).

1.1.2 The Application Site is located within the Hung Shui Kiu / Ha Tsuen New Development Area (HSK/HT NDA) and to the immediate southwest of Tin Shui Wai (TSW) MTR Station. It covers an area of about 9,946m^2 and is zoned "Commercial (2)" ("C(2)") on the Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/3 (**Figure 1.2** refers) subject to a maximum plot ratio (PR) of 8 and a maximum building height (BH) of 135mPD. According to the Notes of the OZP (**Attachment 1** refers), while various commercial uses are always permitted, 'Flat' is a Column 2 use which requires permission from the Board. Based on the individual merits of a development or redevelopment proposal, minor relaxation of the PR and/or BH restrictions may be considered by the Board on application under S16 of the Ordinance.

1.1.3 In view of recent government directives allowing greater flexibility for accommodating residential uses at commercial sites within the HSK/HT NDA, and taking into account the evolving market conditions, the continuous demand for housing, as well as the changing planning context, the current application is submitted to facilitate a proposed mixed-use development at the Application Site. The Proposed Development aims to fully realise the site's potential to contribute to housing supply, inject vibrancy into the surrounding area, and act as a gateway to connect TSW area to the broader HSK/HT NDA.



llewelyn davies	Title: Location Plan	Checked	DH	Drawn PW
		Rev	0	Date Jun 2026
		Scale NA		Figure 1.1



llewelyn davies	Title: Extract of the Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3	Checked	DH	Drawn PW
		Rev	0	Date Jun 2026
		Scale NA		Figure 1.2

1.2 Report Structure

1.2.1 This planning statement includes the following sections:

Section 2:	describes the Application Site and analyses its planning and surrounding context;
Section 3:	depicts the indicative development proposal and the proposed planning and design merits;
Section 4:	presents key considerations from visual, air ventilation, traffic, environmental, drainage, sewerage and water supply perspectives;
Section 5:	presents the planning justifications of the Proposed Development; and
Section 6:	concludes the planning statement.

1.2.2 Detailed technical assessments and other supplementary information are attached in **Appendices A to H**.

Appendix A	Landscape Master Plan
Appendix B	Visual Impact Assessment
Appendix C	Air Ventilation Assessment – Expert Evaluation
Appendix D	Traffic Impact Assessment
Appendix E	Environmental Assessment
Appendix F	Drainage Impact Assessment
Appendix G	Sewerage Impact Assessment
Appendix H	Water Supply Impact Assessment

2 SITE AND DEVELOPMENT CONTEXT

2.1 Site and Surrounding Context

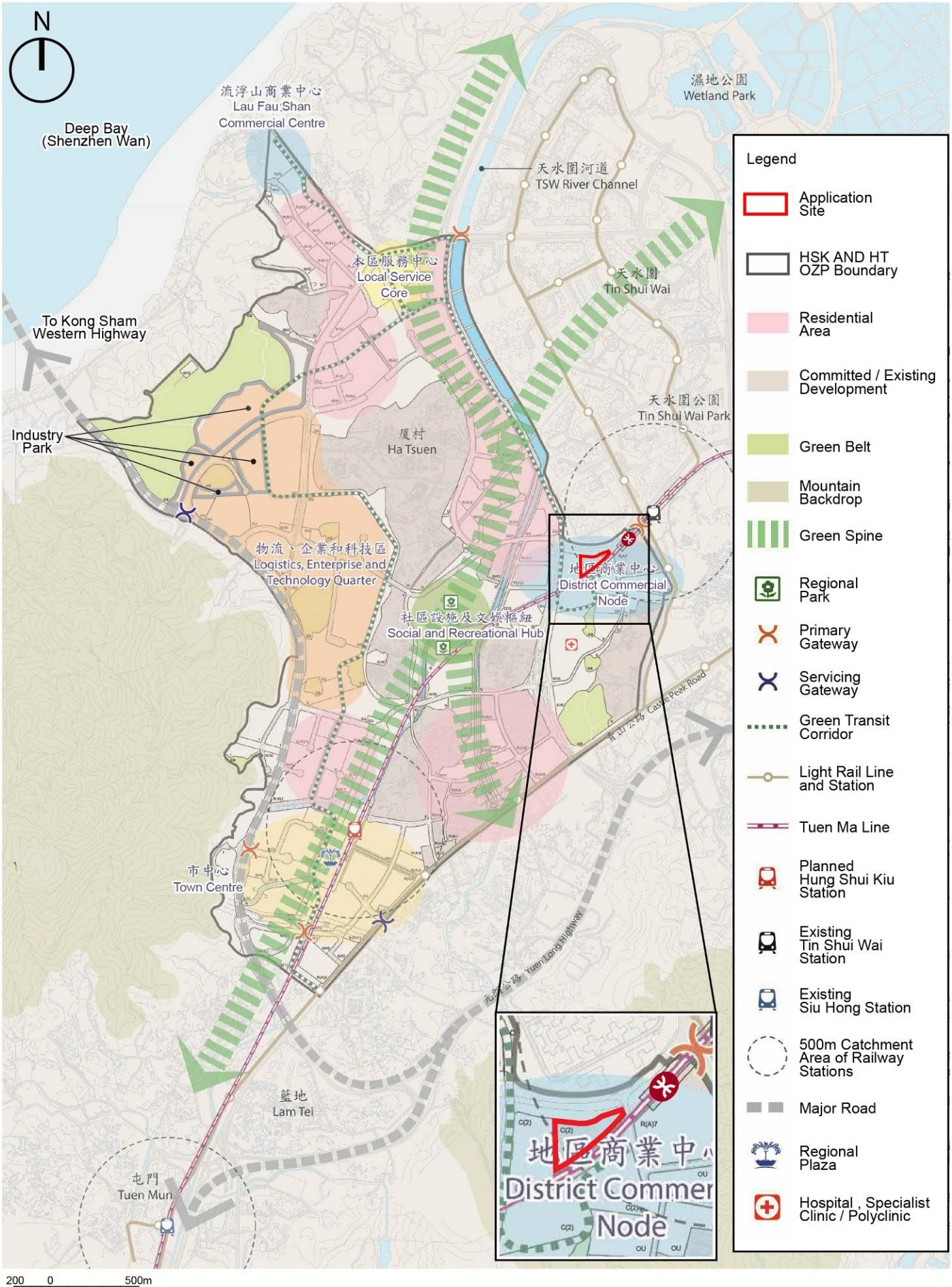
2.1.1 The Application Site covers an area of about 9,946m^2 and is currently mostly vacant. It is bounded by an existing nullah and Ping Ha Road to the north; Kiu Cheong Road to the east; a planned amenity strip [(1)] and the Tuen Ma Line viaduct to the south; and a vacant site also falling within the same "C(2)" zone to the west.

2.1.2 The Application Site is highly accessible and well-served by a comprehensive transport network. It is only a 5-minute walk from Exit B of TSW MTR Station and a 10-minute walk from the Hang Mei Tsuen Light Rail Station. A large variety of franchised bus, MTR bus and minibus routes are also available along Ping Ha Road and at the nearby TSW Station Public Transport Interchange. The Application Site is currently accessible via Kiu Cheong Road which branches off from Ping Ha Road, an important local distributor in the area.

Surrounding Context

2.1.3 The HSK/HT NDA is planned to comprise two major nodes, including a primary node known as the "Regional Economic and Civic Hub" around the future Hung Shui Kiu (HSK) Stations of MTR Tuen Ma Line and the future Hong Kong-Shenzhen Western Rail Link, and a secondary node known as the "District Commercial Node" around the existing TSW Station, formed by the Application Site, together with other "C", "Other Specified Uses (Mixed Use)" ("OU(MU)"), and "Residential (Group A)" ("R(A)") sites (**Figure 2.1** refers).

(1) A strip of government land is sandwiched between the Application Site and the MTR Tuen Ma Line viaduct to the south within the subject "C(2)" zone. The strip of land is currently used as a works area in support of the HSK/HT NDA Community Liaison Centre under construction beneath the MTR viaduct. Despite falling within the same "C(2)" zone as the Application Site, the strip of land is zoned "Amenity" on the Hung Shui Kiu and Ha Tsuen Outline Development Plan (ODP) and planned as an "Amenity Strip" under the HSK/HT NDA Urban Design Guidelines. Given its government ownership, current use as a works area and its planned long-term use as an amenity strip, this strip of land is not included in the Application Site boundary.



llewelyn davies

Title

Extract of the Planning and Urban Design Concept Plan of the Hung Shui Kiu and Ha Tsuen New Development Area

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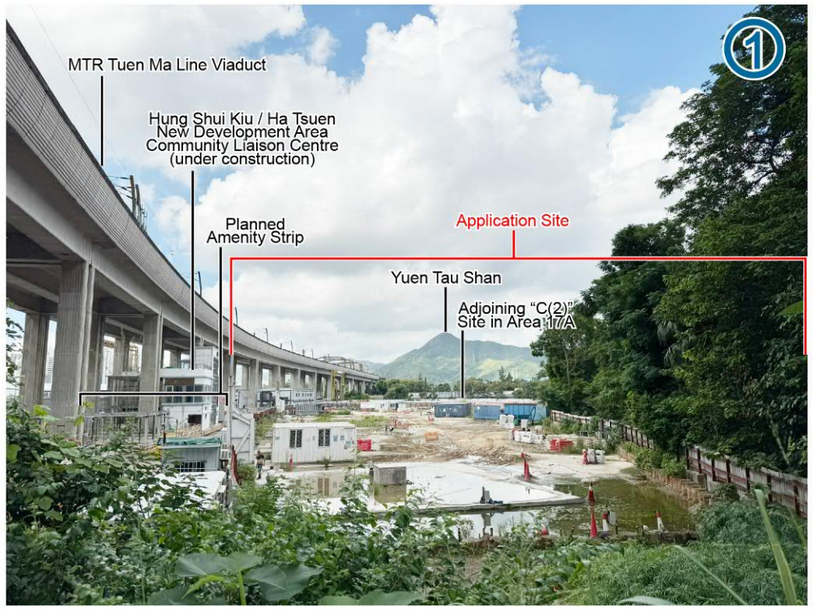
2.1.4 To the north of the Application Site across Ping Ha Road is the existing TSW New Town predominantly occupied by high-density residential developments. In particular, a residential neighbourhood comprising Tin Shing Court and three schools (namely the Lions Clubs International Ho Tak Sum Primary School, YLPMSAA Tang Siu Tong Secondary School and QE School Old Students' Association Branch Primary School) are located to the immediate north of Ping Ha Road yet completely fenced off from the roadside footpath.

2.1.5 To the east of the Application Site across Kiu Cheong Road is another high-density residential development known as Ping Yan Court.

2.1.6 To the south of the Application Site across the MTR viaduct are existing temporary structures and car services centres falling within the same "C(2)" zone earmarked for commercial developments. A planned Smart and Green Mass Transit System (SGMTS) Station is also located to the south of the MTR viaduct near Kiu Cheong Road.

2.1.7 To the west of the Application Site is a vacant site in Area 17A also falling within the same "C(2)" zone.

2.1.8 **Figure 2.2** shows the site and surrounding context of the Application Site, whereas **Figure 2.3** further illustrates the accessibility and walkability issues in the existing neighbourhood.



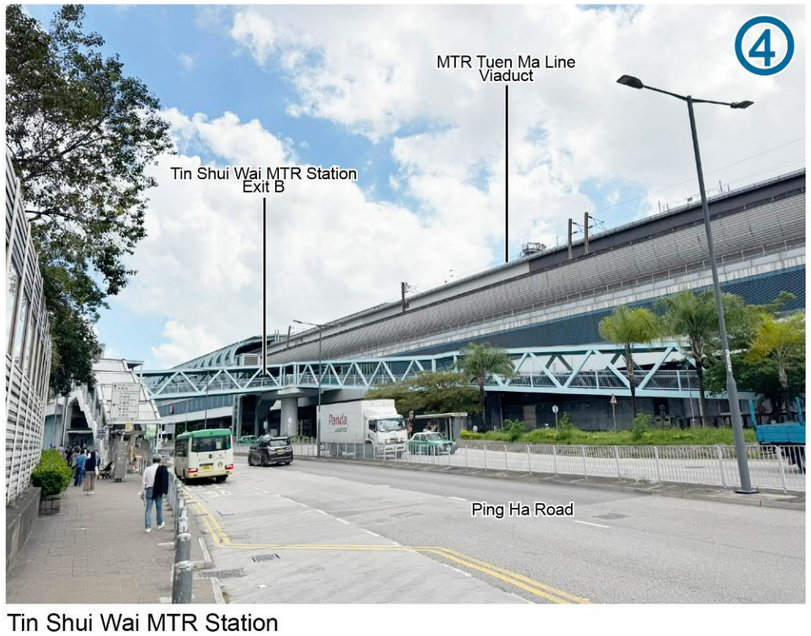
The Application Site is currently mostly vacant



Existing nullah to the north of the Application Site



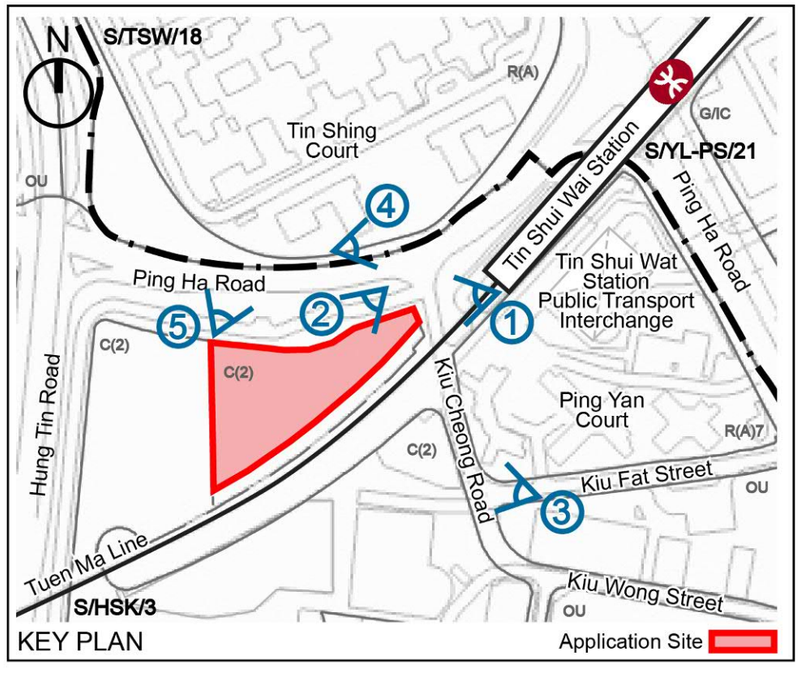
Temporary structure and car services centre to the south of the Application Site



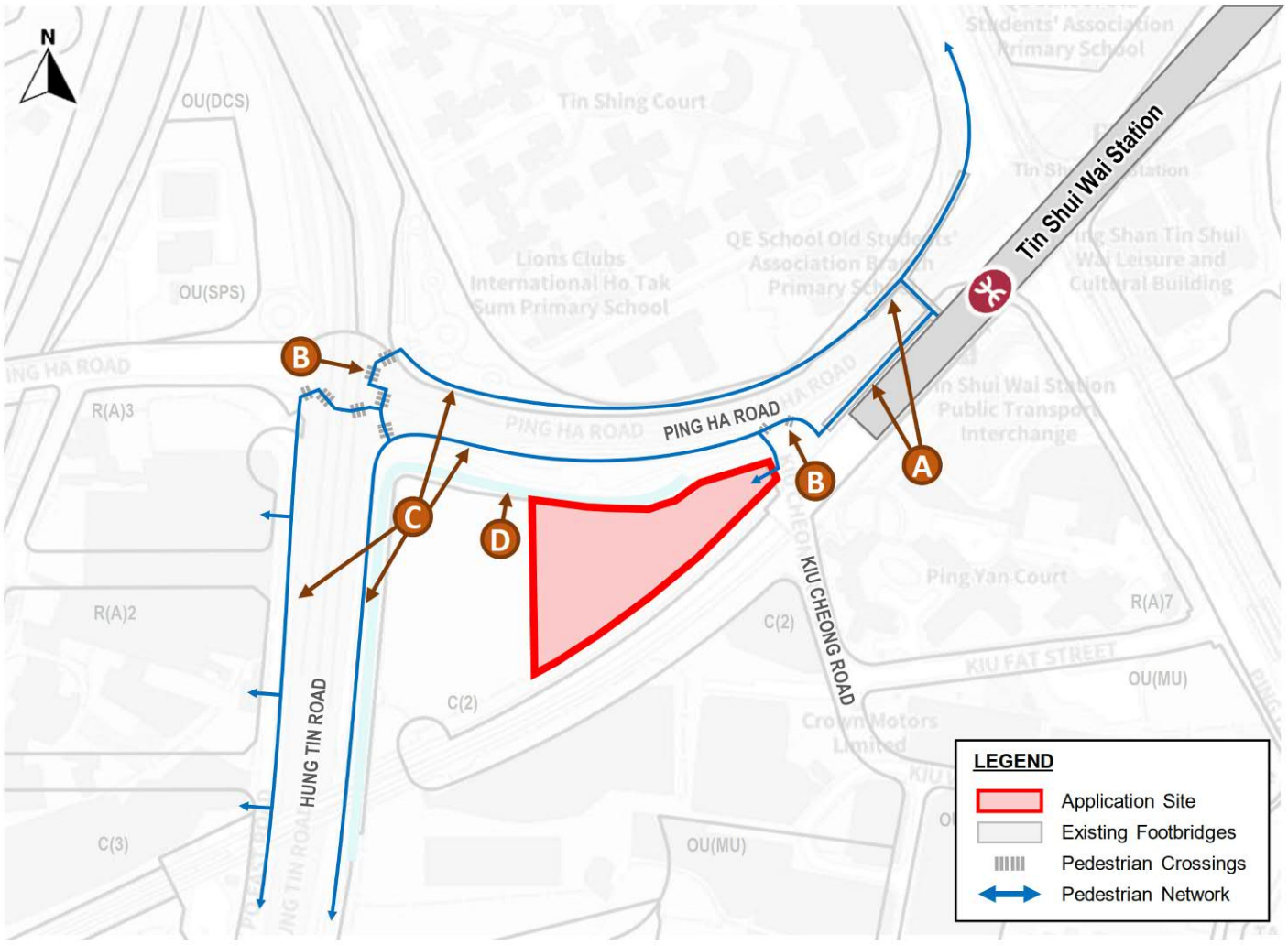
Tin Shui Wai MTR Station



Tin Shing Court and schools across Ping Ha Road to the north of the Application Site which are completely fenced off from the roadside footpath



llewelyn davies	Title: Site and Surrounding Context		
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A Level changes causing inconvenience particularly to pedestrians with mobility difficulties



Long ramp outside Exit B of TSW Station



Stairs outside Exit B of TSW Station

B Multiple pedestrian crossings causing inconvenience and safety concerns



Signal-controlled crossings at J/O Hung Tin Road & Ping Ha Road



Cautionary crossing at Kiu Cheong Road

C Unpleasant footpaths alongside busy traffic



Narrow footpath along Kiu Cheong Road with no shading and trees



Busy traffic at Ping Ha Road

D Presence of an unsightly nullah separating the site from Ping Ha Road with a considerable level difference, hindering accessibility and depriving the streetscape

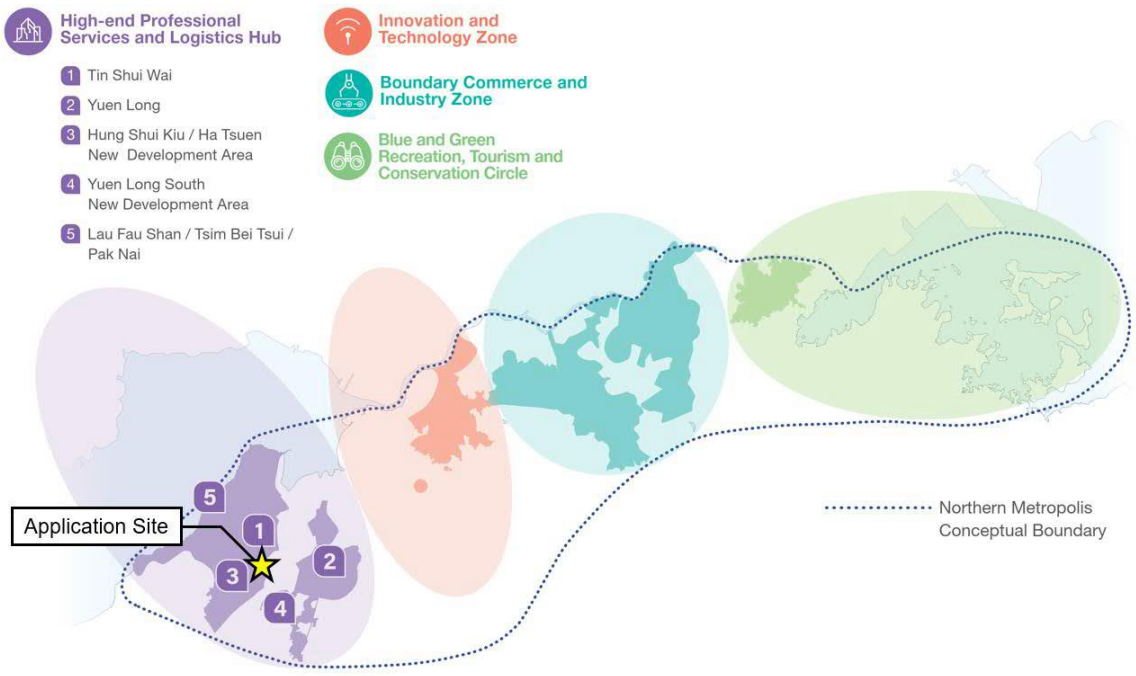


llewelyn davies	Title: Issues on Accessibility and Walkability in the Existing Neighbourhood	Checked: DH / Drawn: PW	
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		Scale: N/A	Figure: 2.3

2.2 Changing Planning Context Warranting Review of Development Potential

Full-Speed Development of the Northern Metropolis (NM) with Ample Supply of Commercial Floorspace in Coming Years

2.2.1 In October 2021, the Government put forward the Northern Metropolis Development Strategy (NMDS), proposing to develop the northern part of Hong Kong into a metropolitan area, ideal for people to live, work and travel, and increase land for housing, industries and community facilities. Following the NMDS, the Government further promulgated the Northern Metropolis Action Agenda (NMAA) in October 2023, outlining the development positioning of the four major zones in NM, one of which being the High-end Professional Services and Logistics Hub comprising the HSK/HT NDA and other existing and planned development areas. The High-end Professional Services and Logistics Hub is positioned to promote and deepen high-end economic cooperation with Shenzhen's Qianhai Cooperation Zone and Nanshan District in finance, professional services and logistics services.



Four Major Zones of the Northern Metropolis under the NMAA

2.2.2 Since the promulgation of the NMAA, development of NM has advanced at full speed. The Government has also reiterated the importance and strategic significance of NM In the 2025 Policy Address, and announced a series of initiatives to accelerate its implementation. In the future, the HSK/HT NDA will make

available at least 2,000,000m^2 of commercial floorspace for local, Mainland and international enterprises to provide high-end professional services, including over 1,000,000m^2 within the HSK Town Centre. In parallel, a consultancy study is currently underway for the development at Lau Fau Shan, Tsim Bei Tsui and Pak Nai Areas (collectively referred to as the "LFS Area"). As outlined in the development proposal published in 2024, the LFS Area will serve as an extension of the HSK/HT NDA and be positioned as a Digital Technology Hub, with 28% of its land use allocated to economic activities creating about 50,000 employment opportunities. Together with other existing and planned development areas, including the Tin Shui Wai New Town, Yuen Long New Town and the Yuen Long South New Development Area, there will be ample supply of commercial floorspace to support the High-end Professional Services and Logistics Hub, as well as the broader NM. This provides scope for review of the distribution of commercial floorspace within the area, ensuring sustainable growth and land use efficiency.

Latest Government Policy to Increase Flexibility for Accommodating Residential Uses in Commercial Sites

2.2.3 To facilitate timely implementation of the developments in NM and taking into account broader market forces and other relevant factors, the Government has announced various policy directives in recent years to increase flexibility in accommodating residential uses at commercial sites, particularly within the HSK/HT NDA:

- In August 2024, the Development Bureau announced that having taken into account industry feedback supporting the inclusion of additional residential uses in the future HSK Town Centre, the Bureau was of the view that up to 20% of non-domestic GFA at commercial and mixed-use sites near the future HSK Station may be reallocated for residential use;

- Later in February 2025, the Financial Secretary announced in the 2025–26 Budget that in view of the high vacancy rates of offices in recent years and the relatively ample supply expected in the next few years, the Government would consider allowing greater flexibility in land use and consider rezoning some commercial sites into residential use;

- In March 2025, the Secretary for Development announced that the Government would review measures to increase flexibility for commercial sites for incorporation of more residential uses. In particular, for commercial sites within the HSK/HT NDA, further to the previously announced reallocation of 20% of non-domestic GFA for residential use, the Government would explore relaxing this proportion beyond 20%.

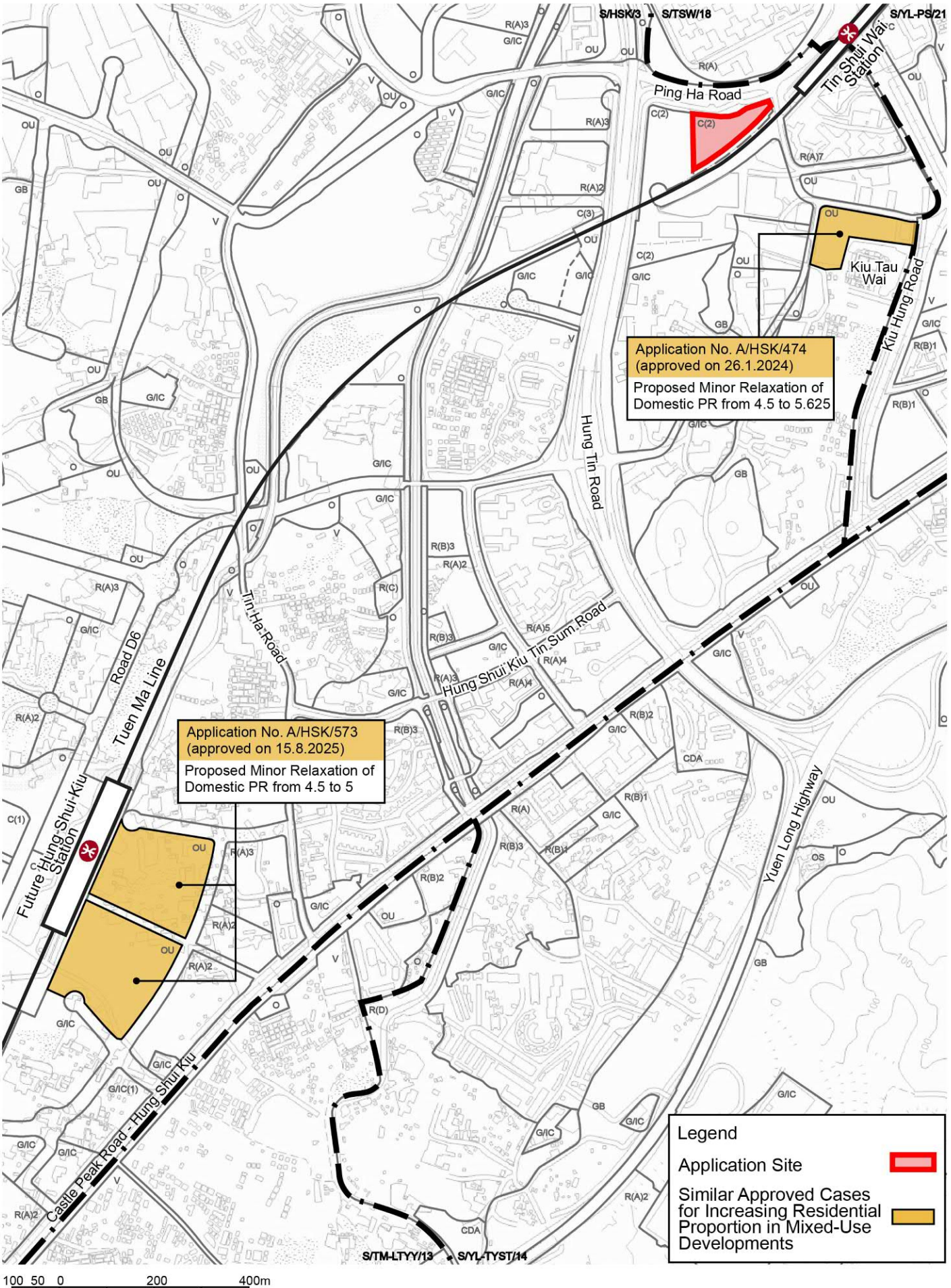
2.2.4 The above-mentioned government directives reflect a policy shift towards greater flexibility in allowing residential uses at commercial sites, particularly within the HSK/HT NDA. Against this backdrop and taking into consideration the ample supply of commercial floorspace in the HSK/HT NDA, it is both timely and appropriate to reassess the development potential and strategic positioning of the Application Site.

Similar Approved Cases for Increasing Residential Proportion in Mixed-Use Developments

2.2.5 In fact, a number of applications proposing to increase the residential proportion of mixed-use developments within the HSK/HT NDA have been approved by the Board in recent years (**Figure 2.4** refers):

- Application No. A/HSK/474 for proposed increase in domestic PR from 4.5 to 5.625 (with the overall PR of 7 remaining unchanged) at an "OU(MU)" site to the southeast of the Application Site was approved by the Board on 26.1.2024. The application was approved on the grounds that it could provide additional residential units to meet the housing demand arising from the growing economic activities in NM, and that the slight reduction of non-domestic GFA in the development would not have significant impact on the overall function of the District Commercial Node;

- Similarly, Application No. A/HSK/573 for proposed increase in domestic PR from 4.5 to 5 (with the overall PR of 7 remaining unchanged) at an "OU(MU)" site near the future HSK Station was approved by the Board on 15.8.2025. The application was supported by the Secretary for Development as it tallied with DevB's announcement in August 2024 to allow for flexibility on the reallocation of non-domestic GFA for residential uses (as mentioned in Para. 2.2.5 above). The Application was approved on the grounds that the proposed conversion



llewelyn davies	Title: Similar Approved Cases for Increasing Residential Proportion in Mixed-Use Developments	Checked	DH	Drawn PW
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		Scale NA		Figure 2.4

could provide additional residential units and would not affect the positioning of the HSK/HT NDA as High-end Professional Services and Logistics Hub.

2.2.6 The approval of these applications indicates that the reallocation of non-domestic GFA for residential use is considered not to compromise the planned functions of the NDA; instead, it would help ensure the timely implementation of development projects while providing additional units to support the development of NM. The proposed mix of residential and commercial uses at the Application Site is considered consistent the Board's similar decisions for nearby sites.

2.3 Evolving Market Conditions Necessitating Adjustments in Development Strategy for the Application Site

Decline in Office Space Demand

2.3.1 Due to the recent economic downturn and changing work patterns resulting from the COVID-19 pandemic, Hong Kong has experienced a substantial decline in office space demand in recent years. According to the Hong Kong Property Review 2026 published by the Rating and Valuation Department, the vacancy rate for private Grade A offices has risen significantly from 11.8% in 2020 to 18.4% in 2025 (i.e. an increase of over 55%). With over 143,000m² and 125,000m² of office space anticipated for completion in 2026 and 2027 respectively, vacancy rates are expected to remain at high level in the near future. Against this background, the development at the Application Site should be carefully reviewed to avoid oversupply of office space and the inefficient use of valuable land resources.

Continuous Housing Demand

2.3.2 Despite the decline in office demand, there remains continuous demand for housing in Hong Kong. As emphasised in the recent Policy Addresses, the Government will continue to enhance the speed, quantity, quality and efficiency of both public and private housing, with the supply target for private housing in the next decade projected to be 126,000 units. With the development of NM going full-speed, it is also anticipated that there will be additional housing demand arising from its growing economic activities.

2.3.3 In view of the above and echoing with the Government’s policy directives, the Application Site, which is highly accessible and situated on readily formed land,

possesses great potential to contribute to housing supply in short to medium-term to help meet the private housing supply target under the Long Term Housing Strategy (LTHS) and support the development of NM.

2.4 Distinctive Site History with both Commercial and Residential Schemes Previously Approved by the Board

2.4.1 The Application Site has a distinctive site history, with the Board having approved both a residential scheme and commercial schemes in the past. During the time when the Application Site was zoned "Undetermined" ("U") on the Ping Shan OZP [(2)], it was subject to three approved S16 Applications, including Application No. A/YL-PS/407 for proposed residential development (approved on 12.9.2014), and Application Nos. A/YL-PS/445 and A/YL-PS/520 for proposed commercial developments (approved on 27.3.2015 and 17.3.2017 respectively). These approvals demonstrate that both residential and commercial developments at the Application Site were considered compatible in land use terms and feasible in technical terms by the Board.

2.4.2 Subsequent to the approvals of two commercial schemes (Application Nos. A/YL-PS/445 and A/YL-PS/520) in 2015 and 2017 respectively, the Application Site was rezoned from "U" to "C(2)" in 2018. While this zoning reflected the Applicant's intention to pursue commercial development back in 2015-2017, it does not fully capture the Application Site's broader history of both residential and commercial approvals. It is also worth noting that the commercial schemes were submitted nearly a decade ago, and market conditions have since evolved, as discussed in Section 2.3 above. In this context, the development at this "C(2)" zone may benefit from review to ensure it remains responsive to current and future market needs.

[(2)] Prior to being zoned "C(2)" on the Hung Shui Kiu and Ha Tsuen OZP, the Application Site previously fell within the Ping Shan OZP and was zoned "Undetermined" ("U") pending detailed planning studies. In May 2017, the Application Site was excised from the Ping Shan OZP and incorporated into the new Hung Shui Kiu and Ha Tsuen OZP.

3 INDICATIVE DEVELOPMENT PROPOSAL

3.1 Indicative Development Scheme and Development Schedule

3.1.1 In view of the changing planning context and the evolving market conditions as discussed above, this Application is submitted to facilitate a proposed mixed-use development at the Application Site. The Proposed Development aims to fully realise its potential to contribute to housing supply, inject vibrancy into the surrounding area, and act as a gateway to connect TSW area to the broader HSK/HT NDA.

3.1.2 The Proposed Development is planned with a domestic PR of about 5.2 and a non-domestic PR of 2.8 (with a total PR of 8 complying with the OZP restriction). It comprises two 38-storey residential towers with BH of not more than 160mPD and one commercial/office tower with BH of not more than 106mPD, all situated above a 5-storey commercial/retail podium. **Table 3.1** shows the indicative development schedule of the Proposed Development. The Indicative Master Layout Plan, Floor Plans and Sections are shown in **Figures 3.1** to **3.10**.

Table 3.1 Indicative Development Schedule of the Proposed Development

The Overall Development	
Application Site Area (about)	9,946m^2
Total Plot Ratio (about)	8.0
• Domestic Plot Ratio (about)	5.2
• Non-Domestic Plot Ratio (about)	2.8
Total GFA (about)	79,568m^2
• Domestic GFA (about)	51,697m^2
• Non-Domestic GFA (1) (about)	27,871m^2
○ Commercial/Office Tower	18,581m^2
○ Commercial/Retail Podium	9,290m^2
Maximum Site Coverage (above ground) (not more than)	
• Podium ○ Below 15m ○ Over 15m but not exceeding 20m	Not more than 100% ○ Not more than 100% ○ Not more than 60%
• Towers (Above 20m) ○ Non-domestic ○ Domestic	Not more than 38.5% ○ Not more than 11.5% ○ Not more than 27%

Residential Portion	
Building Height (at main roof)	Not more than 160mPD
Number of Storeys (2)	38 storeys (above 5 levels of commercial/retail podium)
Number of Blocks	2
Number of Flats	1,140
Average Flat Size (about)	45.3m^2
Anticipated Population (3)	3,192
Private Open Space (m^2) (not less than) (4)	3,192m^2
Residents' Clubhouse Facilities	
Clubhouse GFA (m^2) (about) (5)	2,250m^2
Number of Storeys	1
Commercial Portion	
Building Height (at main roof)	Not more than 106mPD
Number of Storeys	
• Commercial/Office Tower (6)	17 storeys (above 5 levels of commercial/retail podium)
• Commercial/Retail Podium	5 storeys
Number of Blocks	1

Remarks:

(1) Including 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'.

(2) Excluding transfer plates and 1 level of refuge floor.

(3) Assuming a person-per-flat ratio of 2.8 for Hung Shui Kiu/Ha Tsuen NDA as per the 2021 Population Census.

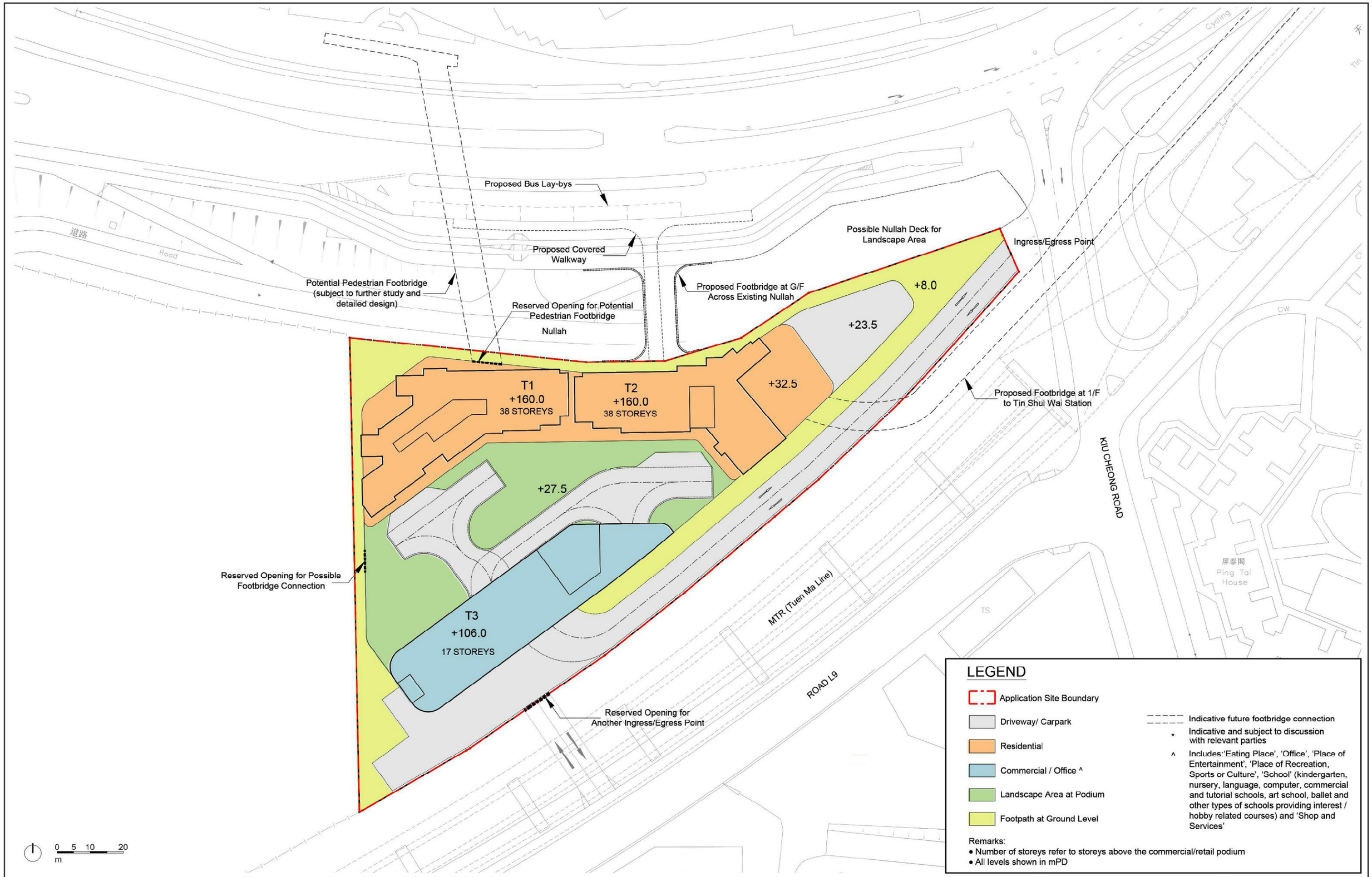
(4) Not less than 1m^2 per person according to HKPSG.

(5) The residents' clubhouse GFA is about 4.352% of the domestic GFA and is exempted from plot ratio calculation.

(6) Excluding transfer plates.

3.2 Planning and Design Merits

3.2.1 When formulating the development proposal, the Applicant has incorporated various planning and design merits into the Proposed Development. In particular, with an aim to strengthen connectivity and walkability in the neighbourhood, a number of off-site enhancement works are proposed by the Applicant for providing public benefit to establish the Proposed Development as the gateway to connect TSW area to the broader HSK/HT NDA. These off-site enhancement works are elaborated in the following sections.

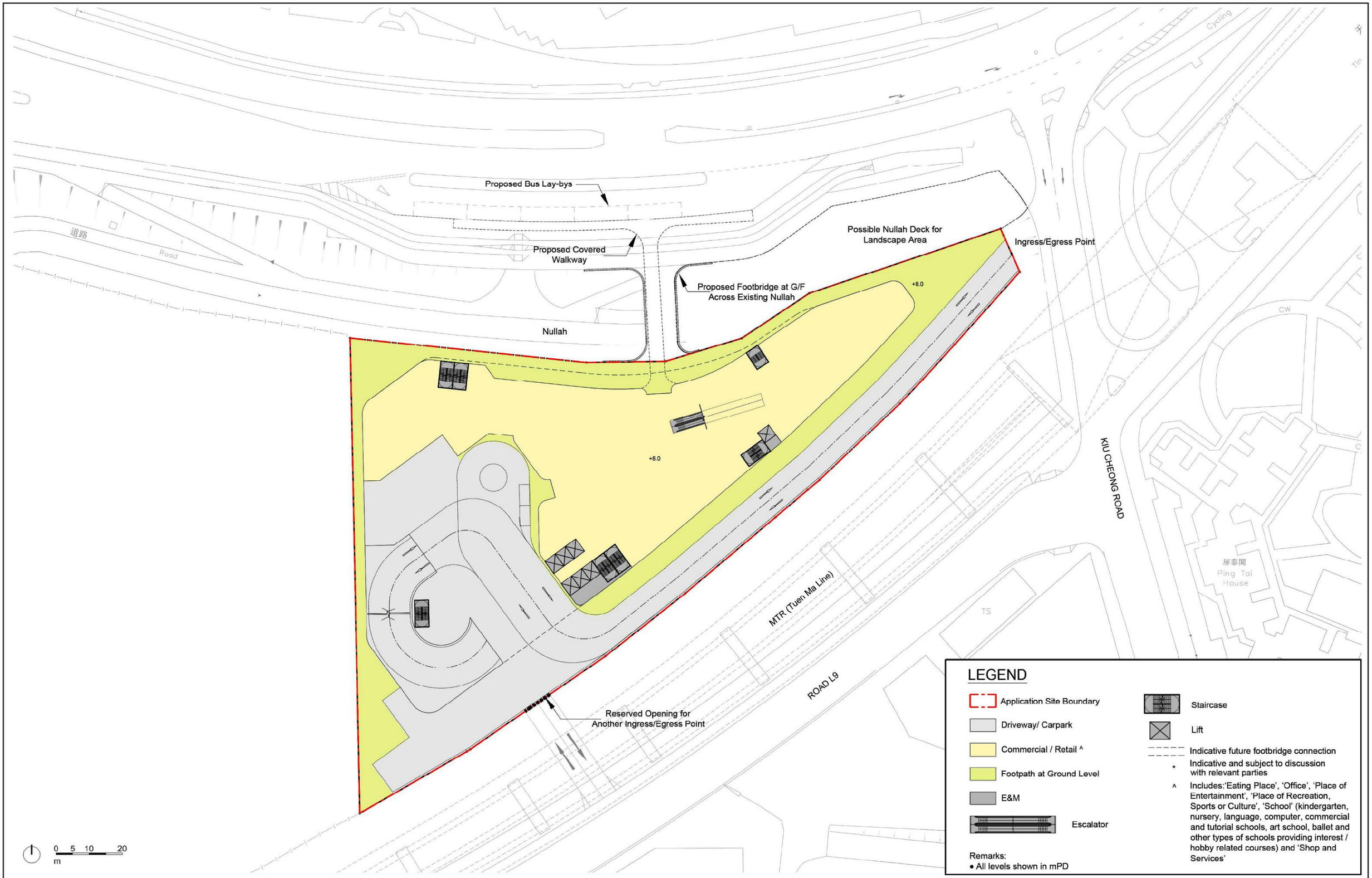


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Title

Indicative Master Layout Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale		Figure	3.1

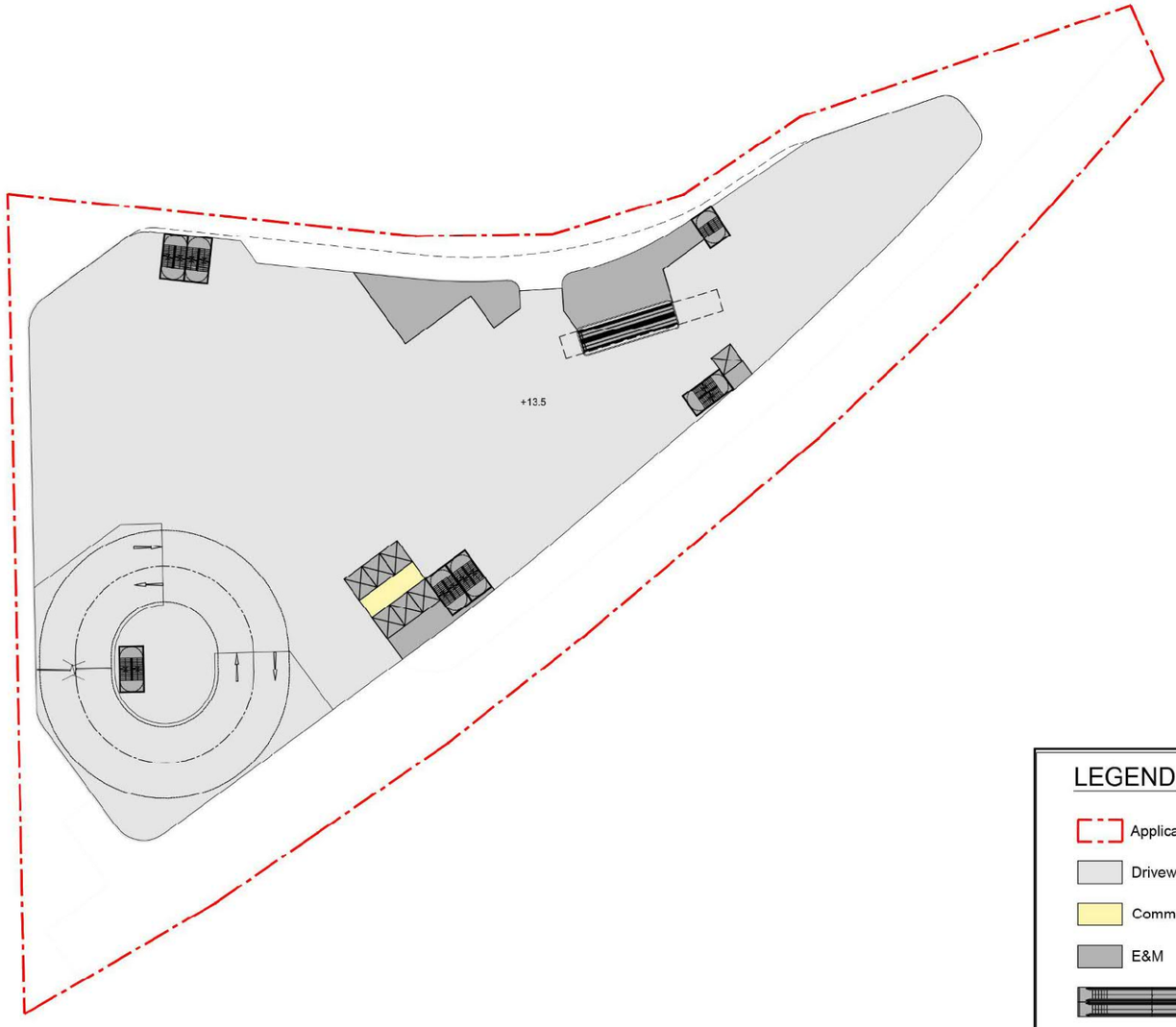


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ATELIER GLOW LIMITED

Title

Indicative G/F Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale		Figure	3.2



0 5 10 20
m

LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Commercial / Retail ^
- E&M
- Escalator
- Staircase
- Lift

* Indicative and subject to discussion with relevant parties

^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

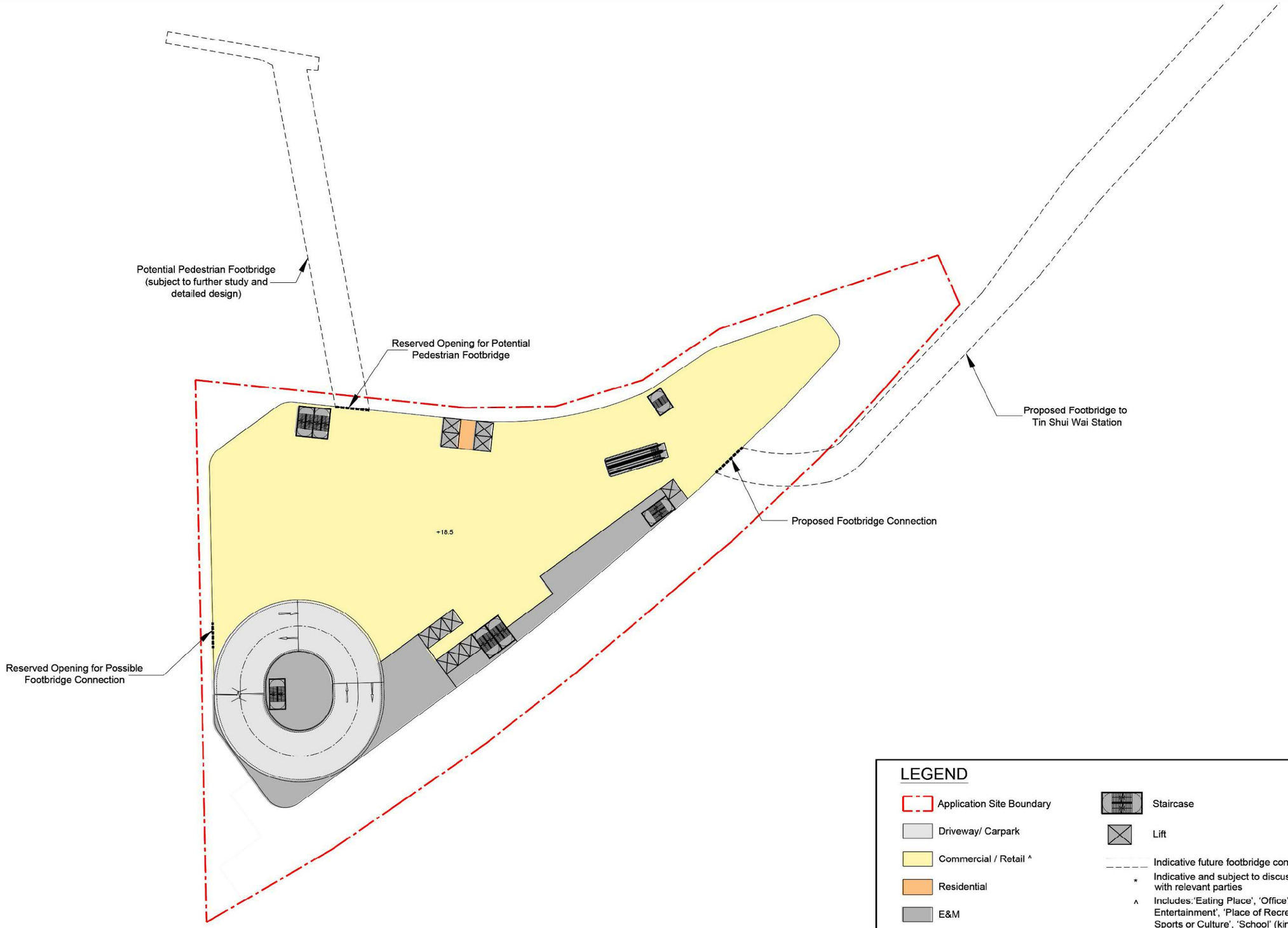
Remarks:
- All levels shown in mPD

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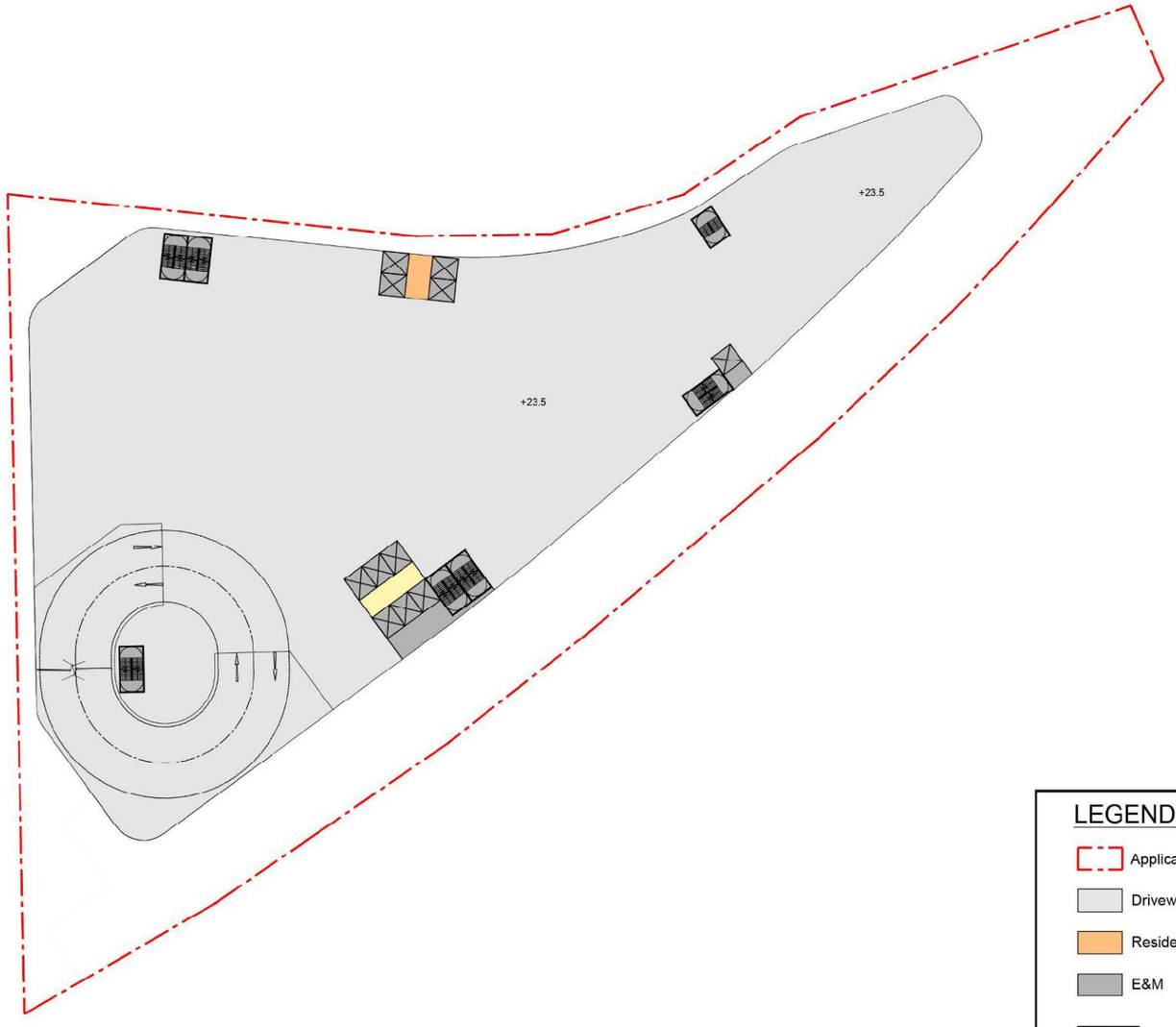
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Indicative M/F Plan

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Rev	0	Date	Jun 2026
Scale		Figure	3.3



香港匯序建築設計有限公司 ATELIER GLOW LIMITED	Title Indicative 1/F Plan	Checked	DH	Drawn PW
		Rev	0	Date Jun 2026
		Scale		Figure 3.4



0 5 10 20
m

LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Residential
- E&M
- Staircase
- Lift
- Commercial / Retail ^

* Indicative and subject to discussion with relevant parties

^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

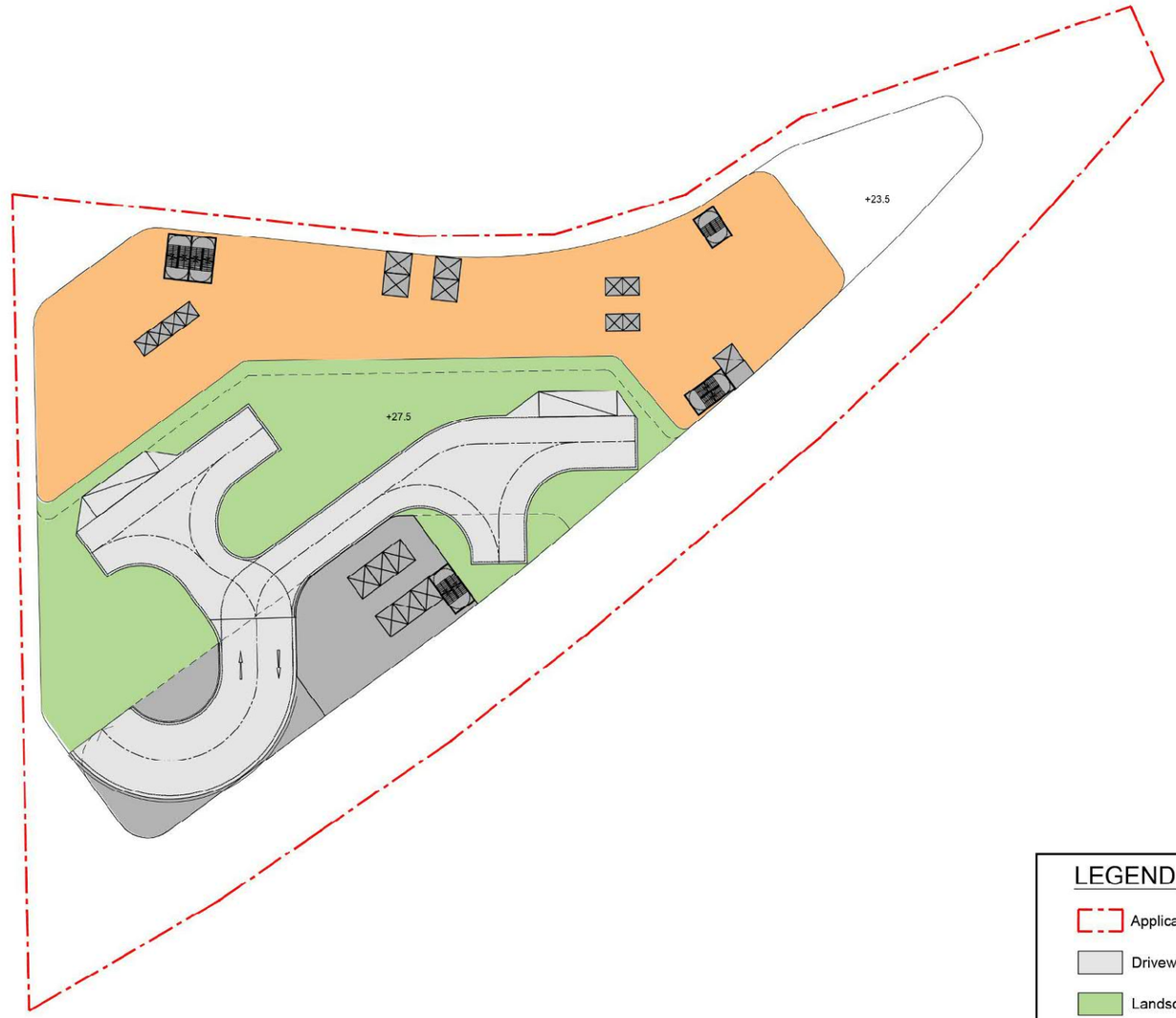
Remarks:
• All levels shown in mPD

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Title

Indicative 2/F Plan

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Rev	0	Date	Jun 2026
Scale		Figure	3.5



LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Landscape Area
- Residential
- E&M
- Staircase
- Lift

Remarks:
• All levels shown in mPD

* Indicative and subject to discussion with relevant parties

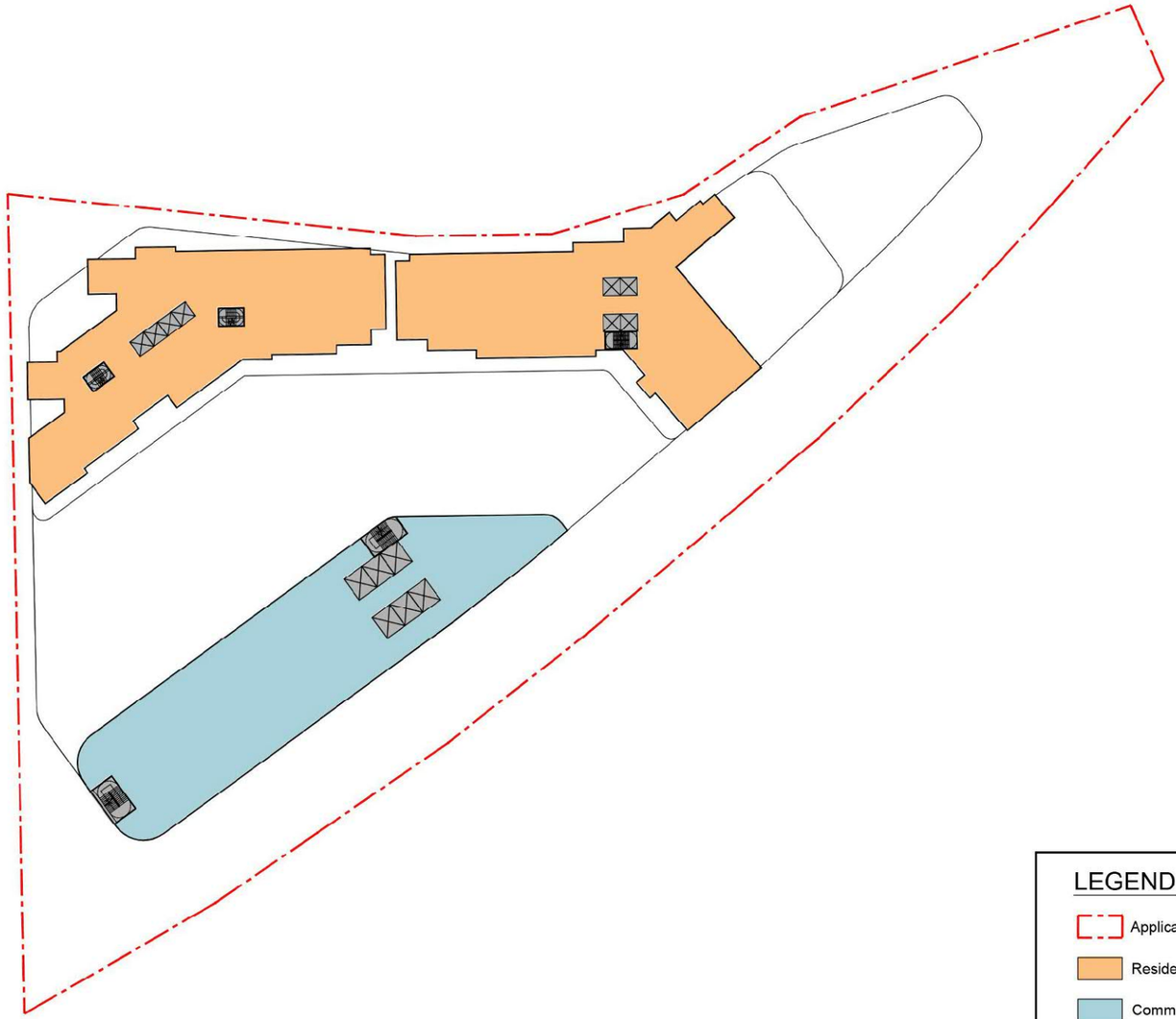
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Title

Indicative 3/F Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale		Figure	3.6



0 5 10 20
m

LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- E&M
- Staircase
- Lift
- * Indicative and subject to discussion with relevant parties

Remarks:
• All levels shown in mPD

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Title

Indicative Typical Floor Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale		Figure	3.7



LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Landscape Area
- E&M
- Staircase
- Lift
- * Indicative and subject to discussion with relevant parties

Remarks:
• All levels shown in mPD

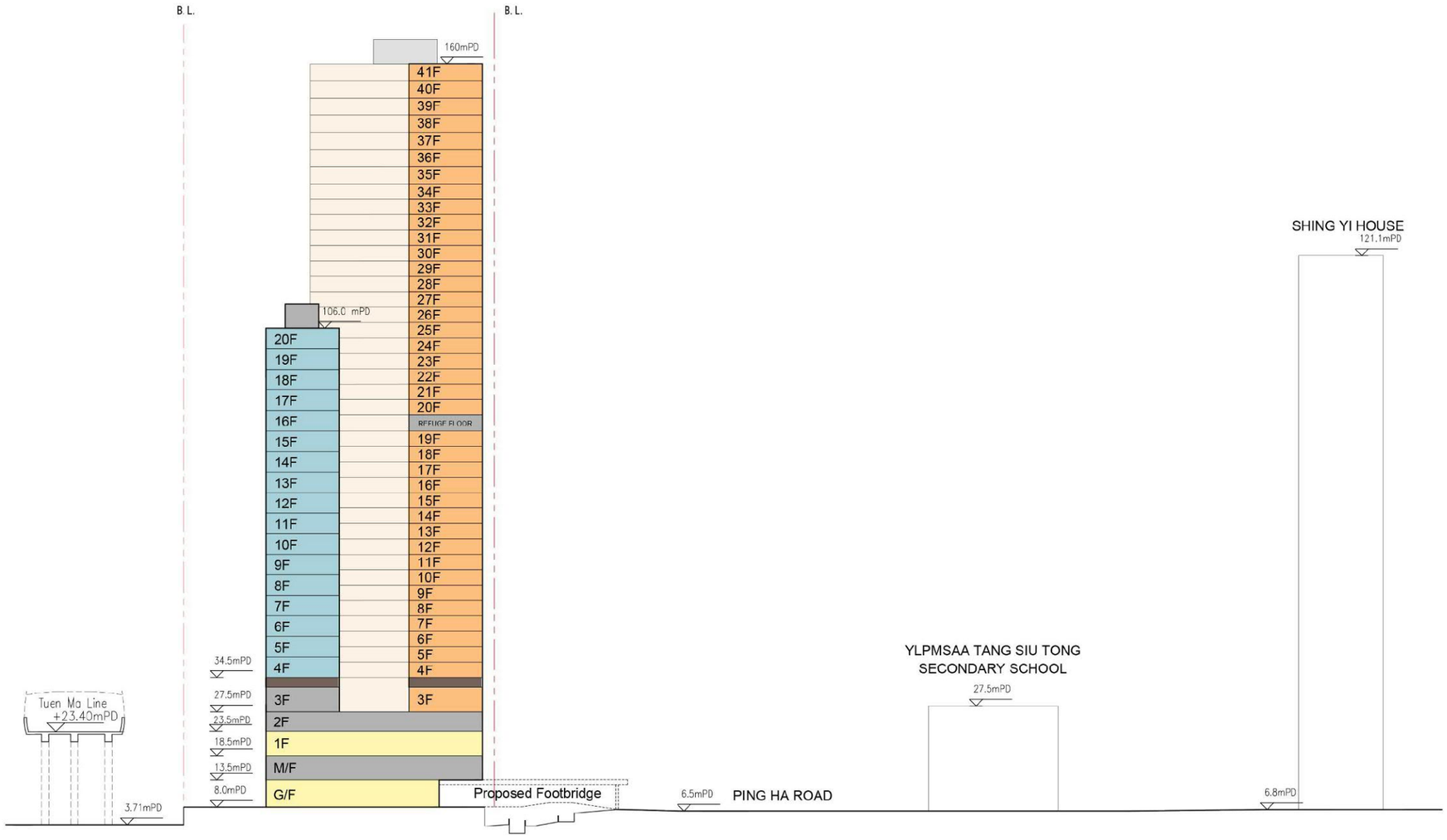
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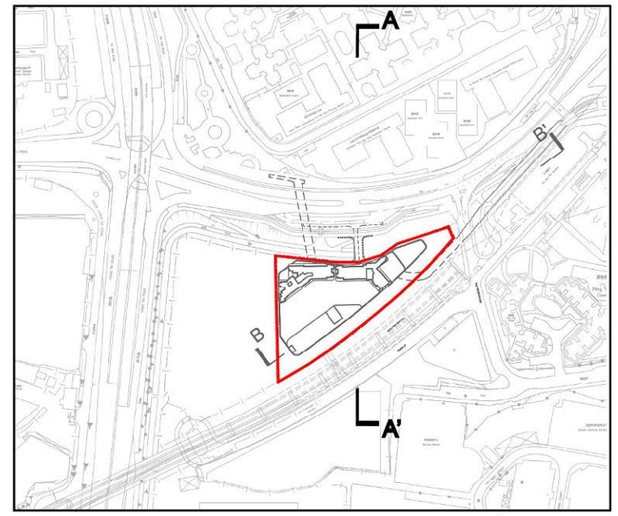
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Title

Indicative R/F Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale		Figure	3.8





Key Plan

1 SECTION A - A'

0 5 10 20
m

LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Carpark / E&M
- Transfer Plate
- Commercial / Retail

* Indicative and subject to discussion with relevant parties

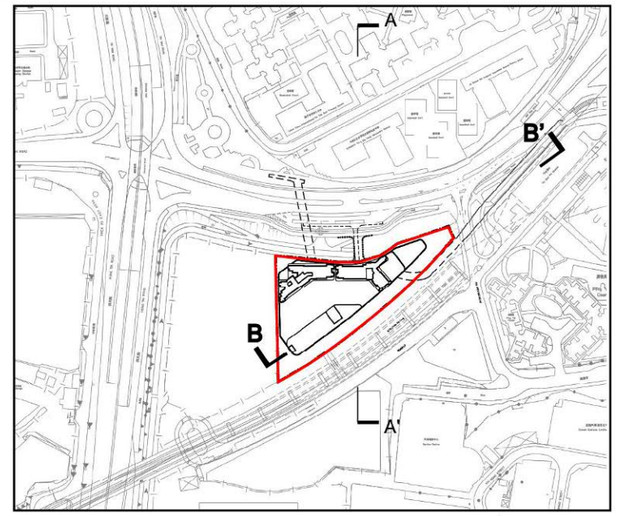
^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

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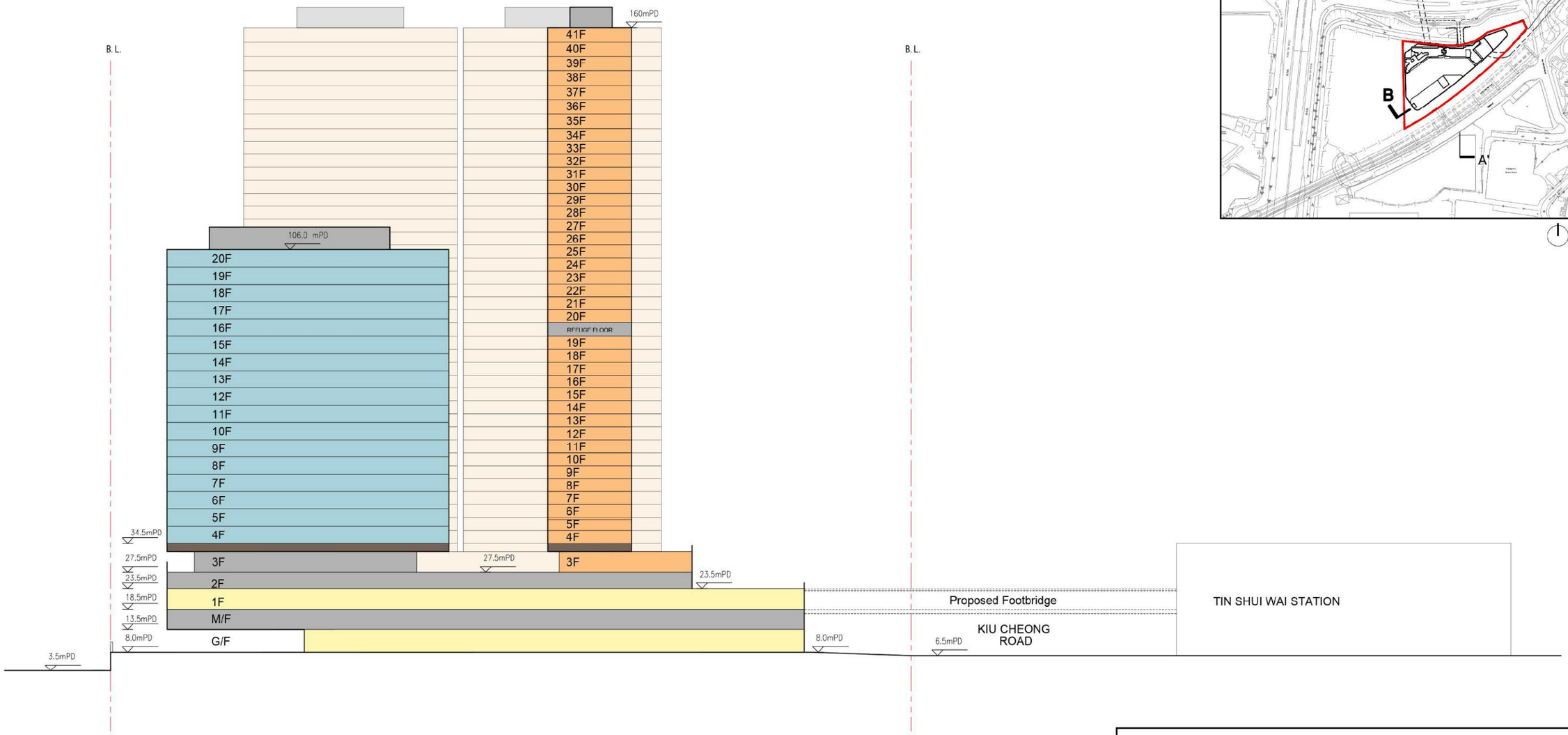
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Indicative Section A-A'

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Rev	0	Date	Jun 2026
Scale		Figure	3.9



Key Plan



1 SECTION B - B'

0 5 10 20
m

LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Carpark / E&M
- Transfer Plate
- Commercial / Retail

* Indicative and subject to discussion with relevant parties

^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

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Title

Indicative Section B-B'

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Rev	0	Date	Jun 2026
Scale		Figure	3.10

(i) Proposed Footbridge to TSW Station (Footbridge 1)

3.2.2 Leveraging the Site's strategic location near the TSW MTR Station, the Applicant proposes to provide a footbridge connecting 1/F of the commercial/retail podium of the Proposed Development directly to the existing footbridge that leads to Exit B of the station (hereafter referred to as "Footbridge 1" for easy reference). At present, pedestrians from TSW Station must descend from elevated platform to G/F and cross two pedestrian crossings at Kiu Cheong Road to access the Site and the neighbourhoods to the west (**Figure 2.3** refers). The proposed footbridge would provide a direct, barrier-free connection to cater for the anticipated high footfall between the Station and the Proposed Development. The proposed footbridge could benefit the wider community as well by providing a convenient alternative connection accessing TSW station. By reducing the need to navigate multiple levels and road crossings, this footbridge would enhance connectivity, safety, and the overall pedestrian experience, with particular benefits for the elderly and persons with disabilities.

3.2.3 In addition, according to the Urban Design Guidelines for the HSK/HT NDA, an elevated pedestrian link is planned to connect TSW Station southwards to the future SGMTS Station, and further to other "OU(MU)" and "C" Sites within the District Commercial Node. Once implemented, this elevated pedestrian link will be able to integrate with the Applicant's proposed footbridge, creating a seamless pedestrian network within the District Commercial Node. This will strengthen connectivity between individual sites and the major transport hubs, enhancing accessibility and overall pedestrian circulation.



Proposed Footbridge to TSW Station (Footbridge 1) (Indicative only)

(ii) *Proposed Footbridge across Existing Nullah (Footbridge 2)*

3.2.4 The Application Site is currently separated from Ping Ha Road by an existing open nullah. To enhance the at-grade accessibility, the Applicant proposes to provide an at-grade footbridge across the nullah (hereafter referred to as "Footbridge 2"), thereby creating a direct link between the Application Site and the footpath and proposed bus lay-bys (See Para 3.2.8 below) along Ping Ha Road. This footbridge will benefit local residents through providing a convenient north-south access in the neighbourhood.

(iii) *Possible Nullah Deck for Landscape Area*

3.2.5 With an aim of further enhancing the streetscape and pedestrian experience along Ping Ha Road, the Applicant considers it possible to provide a landscape area decked over the existing open nullah, with an area of approximately 1,400m^2 to the northeast of the Application Site [(3)]. Through carefully designed landscaping and a welcoming layout, this possible nullah deck could complement Footbridge 2 and serve as a gateway to the development. It will improve pedestrian comfort and enrich the streetscape, thereby enhancing walkability and overall living quality in the local neighbourhood.



Proposed Footbridge across Existing Nullah (Footbridge 2) and Possible Nullah Deck for Landscape Area (Indicative only)

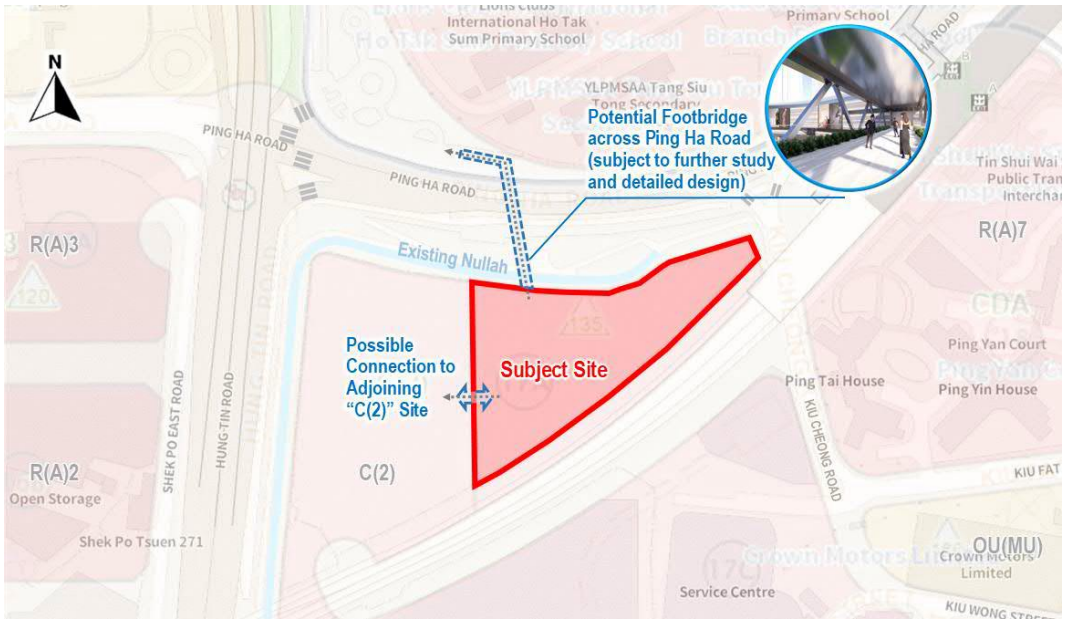
[(3)] The possible nullah deck for landscape area falls within an area shown as 'Road' on the OZP. According to the Covering Notes of the OZP, provision of open space is always permitted.

(iv) *Potential Footbridge across Ping Ha Road (subject to further study and detailed design)*

3.2.6 To further enhance connectivity, the Applicant will explore the feasibility of a potential footbridge connecting 1/F of the proposed commercial/retail podium northwards across Ping Ha Road. This enhancement would provide a safer, more efficient alternative to existing street-level crossings and facilitate a seamless north-south pedestrian link. While the provision of this footbridge is subject to further study and detailed design, an opening will be reserved on 1/F of the commercial/retail podium, and an indicative alignment of the footbridge has been provided for reference. The Applicant remains dedicated to exploring this pedestrian connection to strengthen the integration between the existing TSW New Town and the future HSK NDA.

(v) *Possible Connection to Adjoining "C(2)" Site*

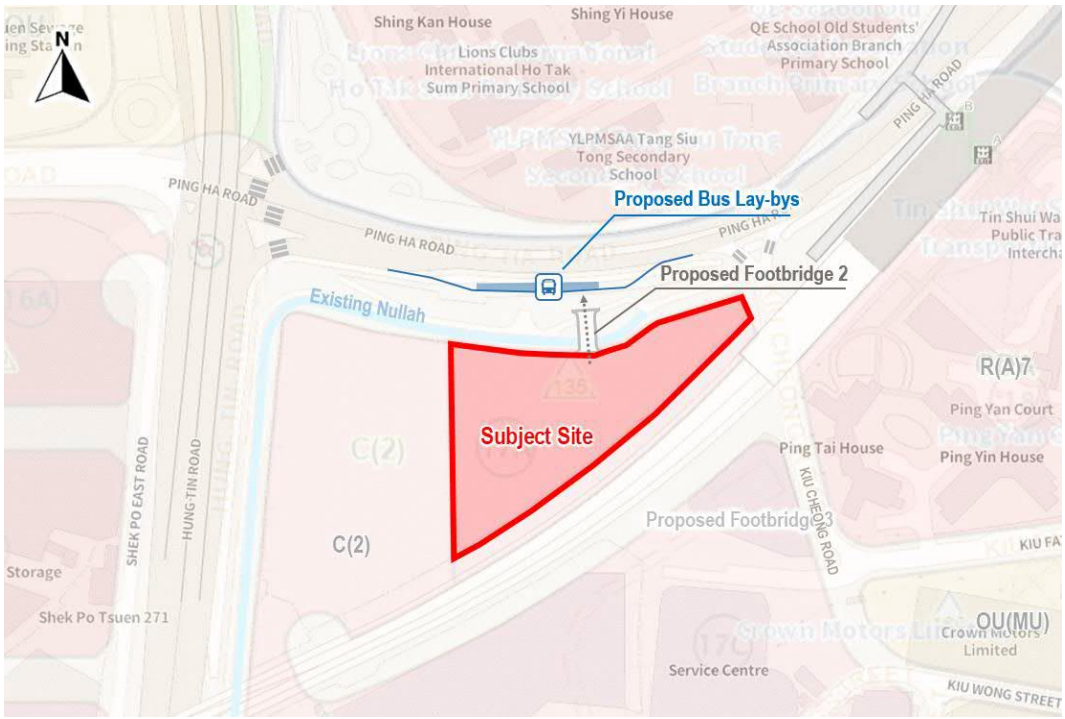
3.2.7 In addition to the aforementioned footbridges, the Applicant recognises that future connections to the adjoining "C(2)" site would help create a more integrated pedestrian environment and support the growth of the District Commercial Node. Although there is currently no known implementation programme for the "C(2)" site, the Proposed Development will reserve an opening at 1/F of the commercial/retail podium along the western boundary to allow for a possible future connection.



Potential Footbridge across Ping Ha Road (subject to further study and detailed design) and Possible Nullah Deck for Landscape Area (Indicative only)

(vi) *Proposed Bus Lay-bys along Ping Ha Road*

3.2.8 Apart from enhancing the connectivity in the locality, the Applicant is also committed to strengthening external connections to/from the District Commercial Node. To achieve this, the Applicant proposes to provide additional bus lay-bys in the westbound direction along Ping Ha Road to enable easier access to public transport services. These bus lay-bys will be accessible from the Proposed Development via Footbridge 2, benefitting not only future residents and visitors, but also the adjoining "C(2)" site and the surrounding developments, facilitating the commuting public and strengthening the connectivity of the neighbourhood.

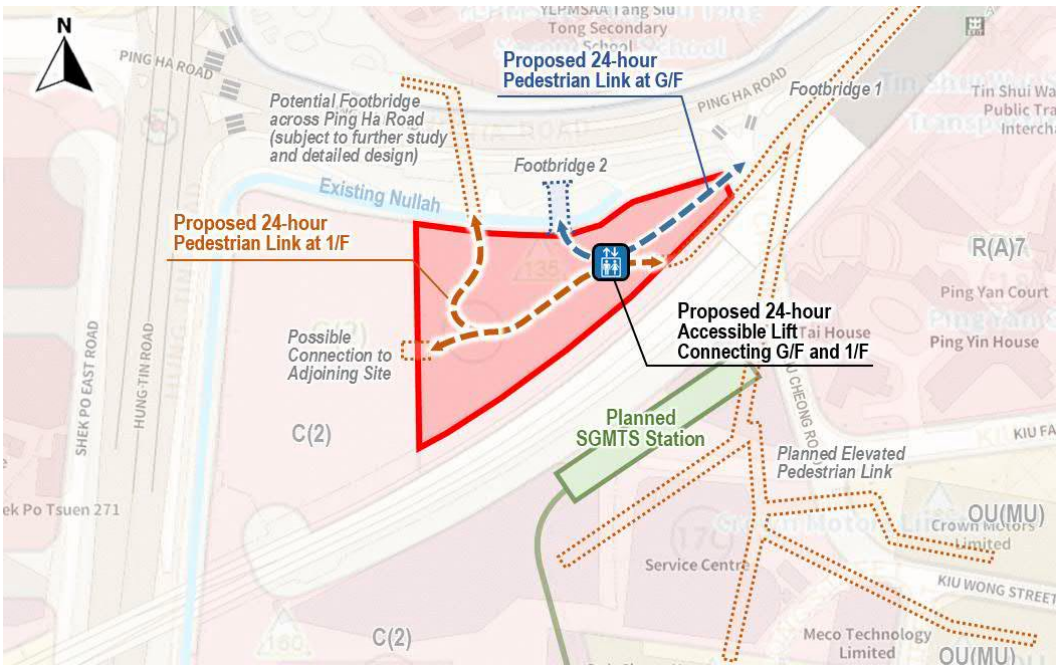


Proposed Bus Lay-bys along Ping Ha Road (Indicative only)

(vii) *Proposed 24-hour Pedestrian Link within Commercial/Retail Podium*

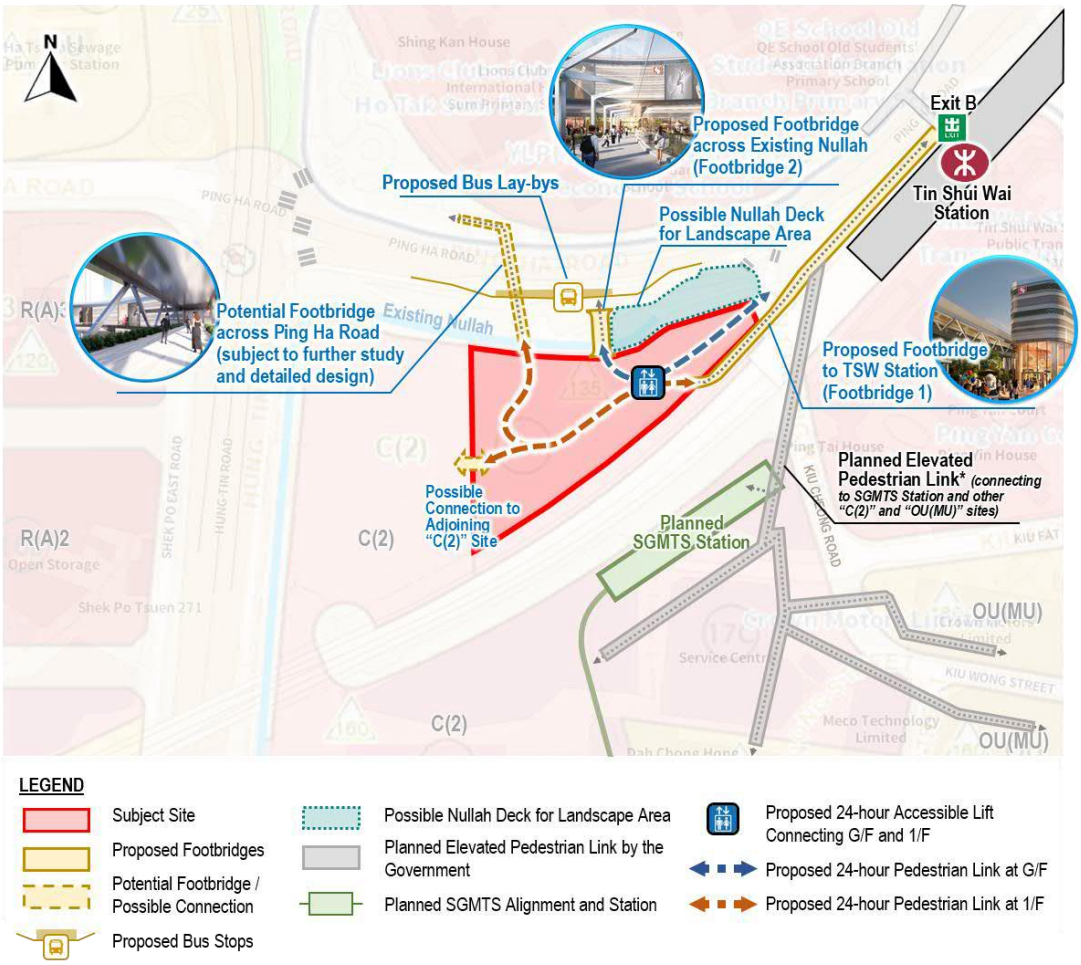
3.2.9 With all of the aforementioned proposed enhancement works, the Proposed Development will be able to achieve seamless connectivity with the surrounding areas. To the east, connections will be provided to the TSW Station via Footbridge 1, and potentially further connected to the SGMTS Station and other "OU(MU)" and "C" sites to the south through the planned elevated pedestrian link. To the north, access will be provided to the new bus lay-bys via Footbridge 2, with potential connection further northwards via the potential footbridge across Ping Ha Road. To the west, a possible future connection will be reserved to the adjoining "C(2)" site.

3.2.10 Nonetheless, the effectiveness of the proposed enhancement works depends not only on their individual provision, but more importantly on their integration with one another to create a comprehensive pedestrian network connecting all existing and planned developments in the neighbourhood. To achieve this, the Applicant proposes to provide 24-hour pedestrian links within the commercial/retail podium of the Proposed Development. In particular, a 24-hour pedestrian link is provided at 1/F to connect Footbridge 1, the potential footbridge across Ping Ha Road, and the possible future connection to the adjoining "C(2)" site; whereas another 24-hour pedestrian link is provided at G/F to connect Footbridge 2 with the entrance at the northeastern end of the Site, adjacent to the nullah deck. A 24-hour accessible lift will also be provided to connect the pedestrian links on 1/F and G/F, thereby ensuring round-the-clock circulation across different levels.



Proposed 24-hour Pedestrian Link within Commercial/Retail Podium (Indicative only)

3.2.11 The enhancement works as discussed above are summarised in the diagram below. Through these measures, the Proposed Development will effectively establish itself as a focal point and as one of the earlier projects to be implemented within the HSK/HT NDA. The Proposed Development, together with the proposed enhancement works, will serve as a catalyst for the future growth of the area and form the backbone of integration between the TSW New Town and the HSK/HT NDA.



Proposed Enhancement Works (Indicative only)

3.2.12 After the approval of the subject planning application, the Applicant will liaise with relevant Government departments and involved parties for the implementation arrangement for the various enhancement works at detailed design stage. The tentative design and implementation agents of the relevant enhancement works are listed in **Table 3.2** below for reference.

Table 3.2 Tentative Design and Implementation Agents of Relevant Enhancement Works

Enhancement Works	Tentative Design and Implementation Agent (1)
Proposed Footbridge to TSW Station (Footbridge 1)	Applicant
Proposed Footbridge across Existing Nullah (Footbridge 2) with covered walkway	Applicant
Potential Footbridge across Ping Ha Road (subject to further study and detailed design)	Applicant
Reserved Opening for Possible Connection to Adjoining "C(2)" Site	Applicant
Possible Nullah Deck for Landscape Area	Applicant
Proposed Bus Lay-bys along Ping Ha Road	Applicant
Proposed 24-hour Pedestrian Link within Commercial/Retail Podium	Applicant

Remarks:
(1) Subject to further discussion and agreement with relevant government departments / parties

3.2.13 In addition to the above-mentioned off-site enhancement measures intended to improve neighborhood connectivity, the Applicant has also incorporated various design features into the Proposed Development. Notably, the podium has adopted a stepped design descending from +32.5mPD to +23.5mPD toward the northeast corner facing TSW MTR Station, softening the building bulk and creating a more inviting pedestrian experience (**Figure 3.1** refers). For landscaping enhancement, a planting strip has been integrated along the edge of the podium at 2/F, complemented by vertical greening across the northern and southern facades (**Figure 3.11** refers). Collectively, these design measures will enhance the podium aesthetics, enrich the streetscape, and promote visual interest.

3.3 Landscape Design Consideration

3.3.1 The Indicative Landscape Master Plan (LMP) is attached to illustrate the proposed landscape design concept of the Proposed Development (**Figure 3.11** refers). The details of the LMP are provided in **Appendix A**.

3.3.2 The design objectives of the LMP are to:

- To create a green, naturalistic landscape that complements and enhances the built environment of the Proposed Development;
- To provide a high-quality, comfortable setting for both residents and office users;
- To respect and respond to the site's natural topography through sensitive design integration;
- To enhance aesthetic appeal through the use of native and ornamental plant species;
- To create a safe, calm, and peaceful setting within the development, with well-defined pedestrian circulation that promotes walkability; and
- To provide quality landscape area and adequate open space for future residents.

Private Open Space Provision

3.3.3 With a design population of 3,192, the Proposed Development will provide not less than 3,192m^2 of private open space for the enjoyment of future residents (i.e. 1m^2 per person in accordance with Chapter 4 of the HKPSG).

Greenery Provision

3.3.4 In accordance with the requirement of PNAP APP-152, a minimum of 20% greenery coverage will be provided, including proposed roof garden and vertical greening.

Tree Planting

3.3.5 No existing trees are identified within the Application Site. Nevertheless, to enhance the existing greenery and overall aesthetics, 32 nos. of new trees are proposed to be planted within the Application Site.



LEGEND:

- APPLICATION SITE BOUNDARY
- PROPOSED VERTICAL GREEN
- PROPOSED NEW TREES
- PROPOSED SHRUBS / GROUNDCOVER
- PROPOSED LAWN
- PROPOSED PAVING
- ACCESS ROAD / EVA
- ROAD (Outside Application Site)
- +8.00 PROPOSED LEVEL
- VEHICULAR ACCESS
- PEDESTRIAN ACCESS
- ACCESS TO/FROM FOOTBRIDGE
- FENCE WALL
- INDICATIVE FUTURE FOOTBRIDGE CONNECTION

LANDSCAPE COMPONENTS:

1. Arrival Plaza
2. Outdoor Seating Area
3. Children Play Area
4. Activity lawn with Seating
5. Landscape Courtyard
6. Viewing Deck

REMARKS:

- All levels shown in mPD.

* Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

N

0m 2.5m 5m 10m 25m

axxa group

Title

Indicative Landscape Master Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale		Figure	3.11

3.4 Access Arrangement & Internal Transport Facilities

Access Arrangement

3.4.1 The vehicular run-in/out for the Proposed Development will be located at Kiu Cheong Road at the northeastern end of the Application Site (**Figure 3.1** refers). A reserved opening for another ingress/egress point will be provided at the southwestern part of the Application Site, potentially connecting to Road L9 subject to the implementation programme of the road.

Internal Transport Facilities

3.4.2 The internal transport facilities of the Proposed Development will be provided in accordance with the requirements stipulated under the latest Hong Kong Planning Standards and Guidelines (HKPSG). The respective provision are summarised in **Table 3.3** below. For details of the breakdown of the parking facilities, please refer to **Appendix D**.

Table 3.3 Proposed Internal Transport Facilities Provision

Internal Transport Facilities	Proposed Provision
Residential	
Residential Parking Spaces	143
Visitor Parking Spaces	10
Motorcycle Parking Spaces	8
Loading/Unloading Bays	2
Commercial	
Parking Spaces	134
Loading/Unloading Bays	15
Motorcycle Parking Spaces	7
Taxi/Private Car Lay-by	1

3.5 Implementation

3.5.1 The Proposed Development is tentatively scheduled for completion by Year 2030.

4 TECHNICAL CONSIDERATIONS

4.1 Visual Considerations

4.1.1 A Visual Impact Assessment (VIA) has been conducted to assess the source and magnitude of the impacts of the Proposed Development on existing visual character and amenity in the context of the Application Site and its environs. The details of the VIA are provided in **Appendix B**.

4.1.2 The scale of the Proposed Development generally aligns with the existing and planning building height profile of the TSW New Town and HSK/HT NDA. A number of key public VPs have been selected to assess the visual acceptability of the Proposed Development. With reference to the analysis in preceding sections, and as illustrated on the photomontages taken at the selected VPs, the overall visual impact is “slight” compared to the latest Approved Scheme.

4.1.3 A minor portion at the northeastern end of the Application Site falls within a view corridor (‘fung shui lane’) extended from Ping Shan on the OZP. The proposed development has been carefully designed to respect and maintain this corridor by strategically avoiding placement of any high-rise towers within the view corridor, with only a small part of the podium structure at 23.5mPD overlapping with it (**Figure 4.1** refers). Compared to other existing structures in the view corridor, such as the YLPMSAA Tang Siu Tong Secondary School (31mPD) and the Tuen Ma Line noise barrier (31mPD), the proposed podium is notably lower and should therefore not be considered an obstruction to the view corridor.

4.2 Air Ventilation Considerations

4.2.1. An Air Ventilation Assessment – Expert Evaluation (AVA-EE) has been conducted to assess the potential air ventilation impact due to the Proposed Development upon the sensitive use of the surrounding areas. The details of the AVA-EE are provided in **Appendix C.**

4.2.2. A major breezeway was identified to the north of the Application Site under the Hung Shui Kiu and Ha Tsuen ODP. A potential air path was also identified along Tuen Ma Line under the “Hung Shui Kiu NDA Planning and Engineering Study – Investigation – Stage 3 Air Ventilation Assessment (Final)” by the Civil Engineering and Development Department. Both the identified major breezeway and potential

View Corridor

Proposed Bus Lay-bys

Proposed Covered Walkway

Potential Pedestrian Footbridge (subject to further study and detailed design)

Reserved Opening for Potential Pedestrian Footbridge

Nullah

Possible Nullah Deck for Landscape Area

Ingress/Egress Point

Proposed Footbridge at G/F Across Existing Nullah

Proposed Footbridge at 1/F to Tin Shui Wai Station

+8.0

+23.5

+32.5

+27.5

T1
+160.0
38 STOREYS

T2
+160.0
38 STOREYS

T3
+106.0
17 STOREYS

KIU CHEONG ROAD

MTR (Tuen Ma Line)

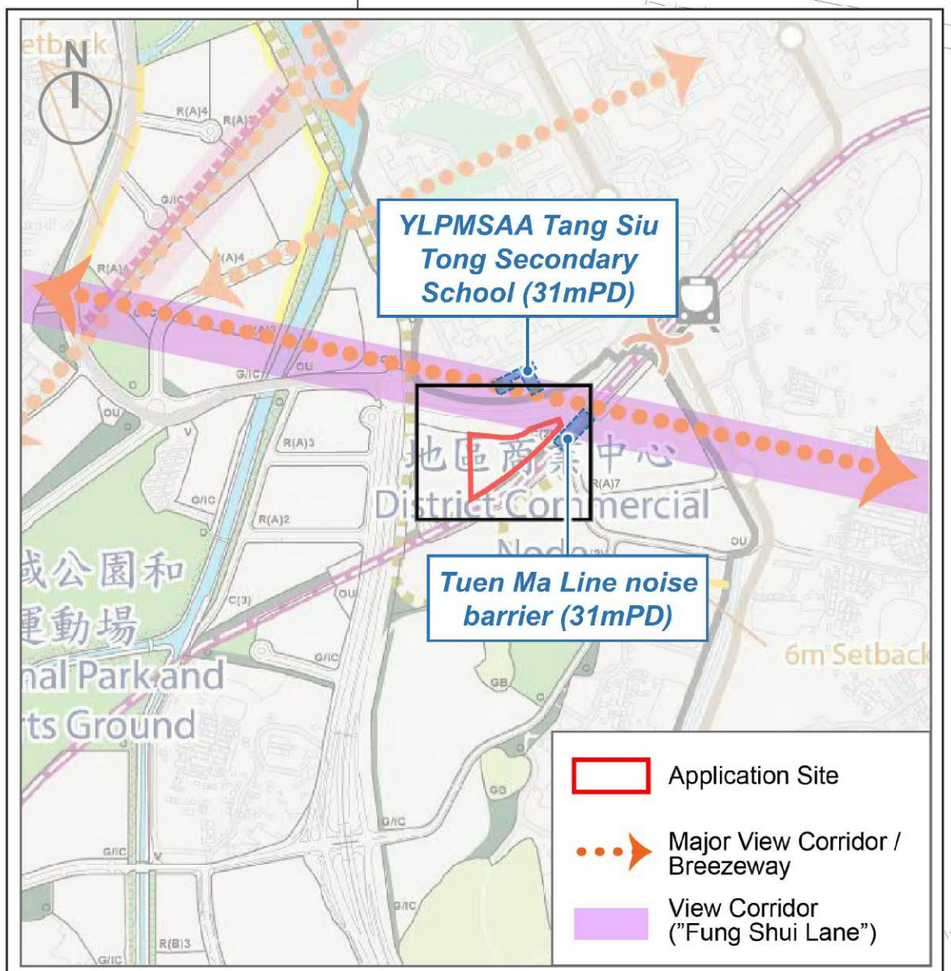
Reserved Opening for Another Ingress/Egress Point

Reserved Opening for Possible Footbridge Connection

LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Residential
- Commercial / Office ^
- Landscape Area at Podium
- Footpath at Ground Level
- View Corridor
- Indicative future footbridge connection
- * Indicative and subject to discussion with relevant parties
- ^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

Remarks:
- Number of storeys refer to storeys above the commercial/retail podium
- All levels shown in mPD



KEY PLAN

香港匯序建築設計有限公司
ATELIER GLOW LIMITED

Title

Overlay of Indicative Master Layout Plan with the View Corridor as Indicated on the Landscape and Open Space Network Concept Plan attached to the Explanatory Statement of the Outline Zoning Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale		Figure	4.1

air path are retained and remain unobstructed under the Proposed Development.

4.2.3. According to the AVA-EE, annual winds are mainly from NNE, NE and E directions, whereas summer winds are mainly from the SSE, S and SSW directions. Considering the presence of existing and planned high-rise buildings in the vicinity, the Proposed Development with minor relaxation in BH may create a slightly greater blockage effect in some further downwind areas, resulting in localized impact. Nevertheless, the Proposed Development has incorporated effective design measures, such as podium setbacks, to enhance its air ventilation performance.

4.2.4. In conclusion, the Proposed Development with minor relaxation in BH restrictions is acceptable in air ventilation terms.

4.3 Traffic Considerations

4.3.1 A Traffic Impact Assessment (TIA) has been conducted to assess the potential traffic impact of the Proposed Development on its adjacent road network. The details of the TIA are provided in **Appendix D**.

4.3.2 A total of 7 existing critical junctions have been identified in the TIA. The result shows that all assessed junctions are currently operating within capacity during both AM and PM peak hours.

4.3.3 As compared with the approved commercial development under Application No. A/YL-PS/520 (the Approved Scheme), the proposed mixed-use development would induce a reduction in traffic to the road network in the vicinity.

4.3.4 In conclusion, the Proposed Development is considered acceptable in traffic terms.

4.4 Environmental Considerations

4.4.1. An Environmental Assessment (EA) has been conducted to evaluate the acceptability of the Proposed Development in noise, air quality, water quality and waste management terms as compared to the Approved Scheme. The details of the EA are provided in **Appendix E**.

Noise

4.4.2. In terms of fixed noise, the future noise sources of the Proposed Development shall follow the requirements of the HKPSG and comply with the Noise Control Ordinance (NCO) such that that the surrounding noise sensitive receivers would not be subject to noise impact. Mitigation measures such as enclosure and acoustic louvre may be considered during the detailed design stage.

4.4.3. In terms of road traffic noise, with the provision of mitigation measures such as acoustic window and acoustic balcony, the Proposed Development would comply with the requirements of the HKPSG, and the future occupants would not be subject to noise impact.

4.4.4. In terms of railway noise, special layout design has been incorporated in the Proposed Development to minimize the potential railway noise impact upon the future occupants. In particular, the proposed commercial/office tower is positioned in a way to provide shielding for the residential towers, while the residential towers are arranged perpendicular to the railway track to minimize the angle of view to the noise source. Vertical fins are introduced at strategic locations to further reduce the angle of view, whereas acoustic window and acoustic balcony will be provided at some residential units to further mitigate the railway noise. With these measures in place, the predicted noise level at all residential units would comply with the relevant criteria stipulated in the NCO, and the future occupants would not be subject to noise impact.

Air Quality

4.4.5. No chimney or industrial activity is identified within 200m from the Application Site boundary. As such, it is anticipated that the Proposed Development would not be subject to any industrial emission impact.

4.4.6. As no air sensitive uses will be located within the recommended buffer distance under the HKPSG, the future occupants of the Proposed Development and the existing air sensitive receivers will not be subject to vehicular emission impact.

Water Quality

4.4.7. The sewage generated from the Proposed Development would be discharged into

the public sewerage system. With the recommended construction water quality control practices put in place, no unacceptable impacts associated with water quality during the construction and operation phase are envisaged.

Waste

4.4.8. The potential impacts of wastes arising from the construction and operation of the Proposed Development have been assessed. With the recommended waste management practices put in place, no unacceptable impacts associated with waste management during the construction and operation phase are envisaged.

4.4.9. In summary, the Proposed Development is considered acceptable in environmental terms.

4.5 Drainage, Sewerage and Water Supply Considerations

Drainage Impact

4.5.1 A Drainage Impact Assessment (DIA) has been conducted to assess the potential drainage impact from the Proposed Development. The details of the DIA are provided in **Appendix F**.

4.5.2 Proper internal and peripheral drainage system will be provided within the Application Site to collect runoff and ultimately discharge into the existing box culvert to Tin Shui Wai River. With the implementation of the proposed drainage arrangement, the Proposed Development is considered acceptable in drainage terms.

Sewerage Impact

4.5.3 A Sewerage Impact Assessment (SIA) has been conducted to assess the potential sewerage impact as a result of the Proposed Development. The details of the SIA are provided in **Appendix G**.

4.5.4 Sewage generated from the Application Site will be conveyed to the proposed manholes and sewer and subsequently discharged into the existing trunk sewer located along Ping Ha Road. The sewage discharged from the Application Site only accounts for about 1% of the trunk sewer's capacity and is considered insignificant.

4.5.5 In summary, with the implementation of the proposed sewerage arrangement, the Proposed Development is considered acceptable in sewerage terms.

Water Supply Impact

4.5.6 A Water Supply Impact Assessment (WSIA) has been carried out to assess the potential impact on water supply as a result of the Proposed Development. The details of the WSIA are provided in **Appendix H**.

4.5.7 Fresh water supply to the Proposed Development will be provided via an existing DN100 main, which tees off from the DN600 main along Ping Ha Road.

4.5.8 Flushing water supply will be provided via a proposed NS125 main, which tees off from the planned NS180 main to be constructed by WSD by 2030. Before the completion of the planned NS180 by WSD, Temporary Main for Flushing (TMF) will be applied.

4.5.9 In summary, with the implementation of the proposed water supply arrangement, the Proposed Development is considered acceptable in water supply terms.

5 PLANNING JUSTIFICATIONS AND MERITS

5.1 In Line with Latest Government Policy to Allow Greater Flexibility for Residential Uses within Commercial Zones in the HSK/HT NDA

5.1.1 Since August 2024, the Government has introduced a series of policy directives to increase flexibility in accommodating residential uses within commercial sites, particularly in the HSK/HT NDA. **Initially, the Government indicated that up to 20% of non-domestic GFA on commercial sites could be reallocated for residential purposes [(4)]. In March 2025, this threshold was further relaxed to beyond 20% [(5)].** This policy shift is seen as a response to industry feedback as well as a reflection of the broader market changes, and serves as a facilitative measure to enable the timely implementation of developments in NM. In this context, the Proposed Development with mixed commercial/residential uses at the subject "C(2)" site is fully in line with the Government's latest policy direction.

5.2 Unique Site History Justifying Appropriateness of both Residential and Commercial Uses

5.2.1 As discussed in Section 2.4 above, **the Application Site has a unique site history, with the Board having approved both a residential scheme (Application No. A/YL-PS/407, approved on 12.9.2014) and commercial schemes (Application Nos. A/YL-PS/445 and A/YL-PS/520, approved on 27.3.2015 and 17.3.2017 respectively).** While the current OZP zoning and restrictions, i.e. "C(2)" zone with a maximum PR of 8 and BH of 135mPD, were formulated largely based on the development parameters of the two approved commercial schemes, the approval of the residential scheme demonstrates that both residential and commercial developments at the Application Site were considered compatible in land use terms and feasible in technical terms. Accordingly, the proposed mixed-use development, with its balanced mix of commercial and residential components, is considered appropriate.

(4) As per Development Bureau's social media post titled "洪水橋 / 厦村新發展區 - 促進商業用地靈活使用" dated 28.8.2024 (link: https://www.facebook.com/share/p/17727DLCgg/)

(5) As per radio interview with Secretary for Development dated 8.3.2025 (link: https://www.stheadline.com/daily-hongkong/3435853/%E5%95%86%E7%94%A8%E5%9C%B0%E7%A0%94%E5%A2%9E%E5%BD%88%E6%80%A7%E5%8A%A0%E4%BD%8F%E5%AE%85%E6%88%90%E5%88%86)

5.3 Consistent with Previous Town Planning Board Decisions on Similar Approved Applications within the HSK/HT NDA

5.3.1 As discussed in Section 2.2 above, various similar applications proposing to increase the residential proportion of mixed-use developments within the HSK/HT NDA have been approved by the Board in recent years. Application Nos. A/HSK/474 and A/HSK/573 for proposed increase in domestic PR from 4.5 to 5.625 and 5 respectively, were approved by the Board on 26.1.2024 and on 15.8.2025. These applications were approved on the grounds that they could provide additional residential units to meet the housing demand arising from the growing economic activities in NM, and that the slight reduction of non-domestic GFA in the development would not have significant impact on the overall function of the District Commercial Node or the HSK/HT NDA.

5.3.2 **It should be noted that in these cases, the domestic PR accounted for 71% to 80% of the total PR, compared with only 65% in the current application.** The approval of these applications demonstrates that a slight reallocation of non-domestic GFA for residential use would not compromise the planned functions of the NDA; instead, it would help ensure the timely implementation of development projects while providing additional units to support the development of NM.

5.4 Positively Responding to the Rapidly Evolving Market Conditions to Ensure Efficient Use of Valuable Land Resources

5.4.1 Due to the recent economic downturn and changing work patterns, office vacancy rates in Hong Kong have continued to rise, increasing significantly from 11.8% in 2020 to 18.4% in 2025. At the same time, it is anticipated that there will be an ample supply of office space, with over 268,000m² expected in 2026–2027 across Hong Kong, as well as a planned 2,000,000m² of commercial floorspace to be delivered in the HSK/HT NDA in the longer term.

5.4.2 Against this background, the Proposed Development, with a balanced provision of non-domestic and domestic GFA, presents a financially viable scheme that properly responds to changes in market conditions. The mixed-use approach will help avoid an oversupply of office space and thereby ensure a more efficient use of valuable land resources.

5.5 Addressing the Continuous Housing Demand to Support the Growth of the Northern Metropolis

5.5.1 As emphasised in the recent Policy Addresses, the Government will continue to enhance the speed, quantity, quality and efficiency of housing, with the supply target for private housing in the next decade projected to be 126,000 units. With the development of NM going full-speed, it is also anticipated that there will be additional housing demand arising from its growing economic activities.

5.5.2 In this regard, the Proposed Development, which will provide 1,190 residential units and is anticipated for completion by 2030, will help contribute to housing supply in the short to medium term. It will help meet the private housing supply target under the LTHS, address the continuous housing demand, and support the ongoing development of the Northern Metropolis.

5.6 Serving as a Catalyst for Development of the Nearby "C" and "OU(MU)" Sites in the District Commercial Node

5.6.1 The Proposed Development will be among the first projects to be realised within the District Commercial Node. As a sizeable mixed-use development, it will act as a "first-mover" to encourage subsequent development of the nearby "C" and "OU(MU)" sites. It will also help establish the population base needed to sustain future growth in the area, ensuring that these projects can thrive within a vibrant and well-supported neighbourhood. The Proposed Development will therefore serve as a catalyst for future developments in the area and contribute to the long-term sustainable growth of both the District Commercial Node and the broader HSK/HT NDA.

5.7 Being Fully Compatible with the Surrounding Development Context

5.7.1 The Proposed Development is fully compatible with the surrounding development context in terms of both land use and BH. Regarding land use, the surrounding area is characterised by a mix of residential and mixed-use developments. Existing high-density residential schemes, namely Ping Yan Court and Tin Shing Court, are located to the east and north; two "R(A)2" and "R(A)3" sites are situated to the west; and three "OU(MU)" sites intended for mixed commercial/residential developments are located to the southeast. The proposed mixed-use development will not only

blend in with the residential character of the area but will also provide commercial and retail facilities to serve the local neighbourhood.

5.7.2 Regarding BH, the current BH restriction of 135mPD at the Application Site was mainly to reflect the development parameters of the previous approved application. Meanwhile, the surrounding sites, including the adjoining sites within the same "C(2)" zone, as well as the "OU(MU)" sites further southeast, are all subject to BH restrictions of up to 160mPD. Under the current proposal, the Proposed Development with a maximum BH of 160mPD is fully compatible with the BH of other developments within the District Commercial Node, and the minor relaxation of the BH restriction from 135mPD to 160mPD represents an increase of only about 18.5%, which is considered minor in nature.

5.8 Presenting a Well-Balanced Development Mix While Safeguarding the Planned Commercial Function of the District Commercial Node

5.8.1 In formulating the development scheme, the Applicant has taken into account a range of factors, including market conditions, land use compatibility, and technical feasibility, to achieve a well-balanced mix of non-domestic and domestic GFA. In particular, 35% of the GFA (i.e. about 27,871m²) has been retained for commercial purposes, thereby ensuring adequate provision of commercial facilities.

5.8.2 The proposed mixed-use development offers a reasonable and well-balanced mix of domestic and non-domestic GFA, ensuring the preservation of critical commercial mass within the District Commercial Node and safeguarding its originally planned commercial function.

5.9 Providing Public Benefit through Strengthening Walkability and Serving as a Gateway to Connect TSW Area to the Broader HSK/HT NDA

5.9.1 The Applicant has strived to strengthen connectivity and walkability within the neighbourhood by proposing a series of off-site enhancement works, thereby providing public benefit and making the Proposed Development as a gateway linking the TSW area to the broader HSK/HT NDA. These enhancement works, detailed in Section 3.2 above, are summarised as follows:

- Proposed footbridge 1 connecting to Exit B of TSW Station, with potential connection to the SGMTS Station and other "OU(MU)" and "C" sites to the

south through the planned elevated pedestrian link, forming an elevated pedestrian network among various sites within the District Commercial Node and major transport hubs;

- Proposed footbridge 2 across the existing nullah to improve at-grade accessibility to the Site, together with a possible nullah deck for landscape area to enhance the streetscape, promote pedestrian comfort, and serve as a welcoming plaza for the development;

- Potential footbridge across Ping Ha Road (subject to further study and detailed design), providing a safer, more efficient alternative to existing street-level crossings;

- Reserved opening along the western boundary to allow for a possible future connection to the adjoining "C(2)" site;

- Proposed additional bus lay-bys in the westbound direction along Ping Ha Road to strengthen external connections to/from the District Commercial Node;

- Proposed 24-hour pedestrian link within the Commercial/Retail Podium to connect all the above elements, forming a seamless and comprehensive pedestrian network that enables round-the-clock circulation in the neighbourhood.

5.9.2 The proposed enhancement works will together establish a comprehensive and connected pedestrian network through the Application Site, seamlessly linking with surrounding existing and planned developments in all directions. To better illustrate and visualise these enhancements, **Figure 5.1** compares the pedestrian connectivity before and after the proposed enhancement works:

Creating a 'Shortcut" via the Proposed Development to Link Up TSW Station and the HSK/HT NDA

5.9.3 For pedestrians from TSW MTR Station heading west and south towards the HSK/HT NDA, the current route requires them to descend to G/F, cross two pedestrian crossings at Kiu Cheong Road, and walk along unpleasant footpaths next to heavy traffic. With the proposed enhancement works, pedestrians will be able to move across the Proposed Development on an elevated route, creating a

safe and pleasant “shortcut” in the east–west direction. This will allow easy access to the adjoining development at the “C(2)” Site, and further onwards to future residential and commercial developments to the west of Hung Tin Road, as well as the southern part of the HSK/HT NDA, Shek Po Tsuen, and Hung Fuk Estate. Residents from these areas will benefit significantly from gaining more direct and walkable access to the MTR Station, improving their everyday journeys.

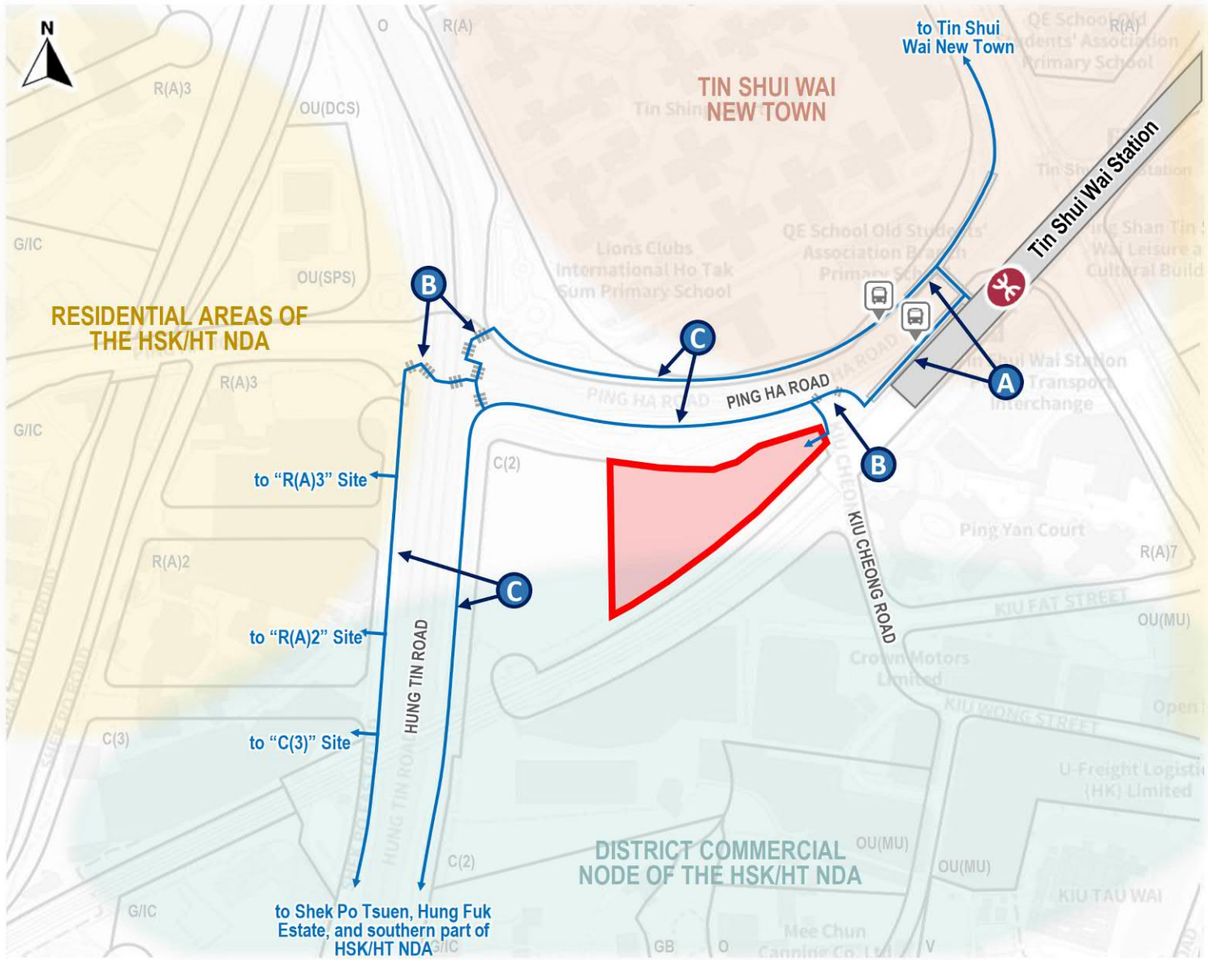
Additional Bus Laybys for Easier Access to Public Transport

5.9.4 The local community will further benefit from the proposed addition of bus lay-bys along Ping Ha Road, which will provide more direct and convenient access to public transport services. At present, the only bus laybys in this area are located near Exit B of TSW Station, meaning that residents and visitors of the Proposed Development, the adjoining “C(2)” site, and other developments in the District Commercial Node must walk a considerable distance to reach them. With the new bus laybys and associated enhancement works, these pedestrian groups will enjoy much easier and closer access to bus and minibus services, strengthening the overall public transport provision in the neighbourhood. This enhancement will particularly benefit those with mobility difficulties, offering a much shorter and more manageable walking route.

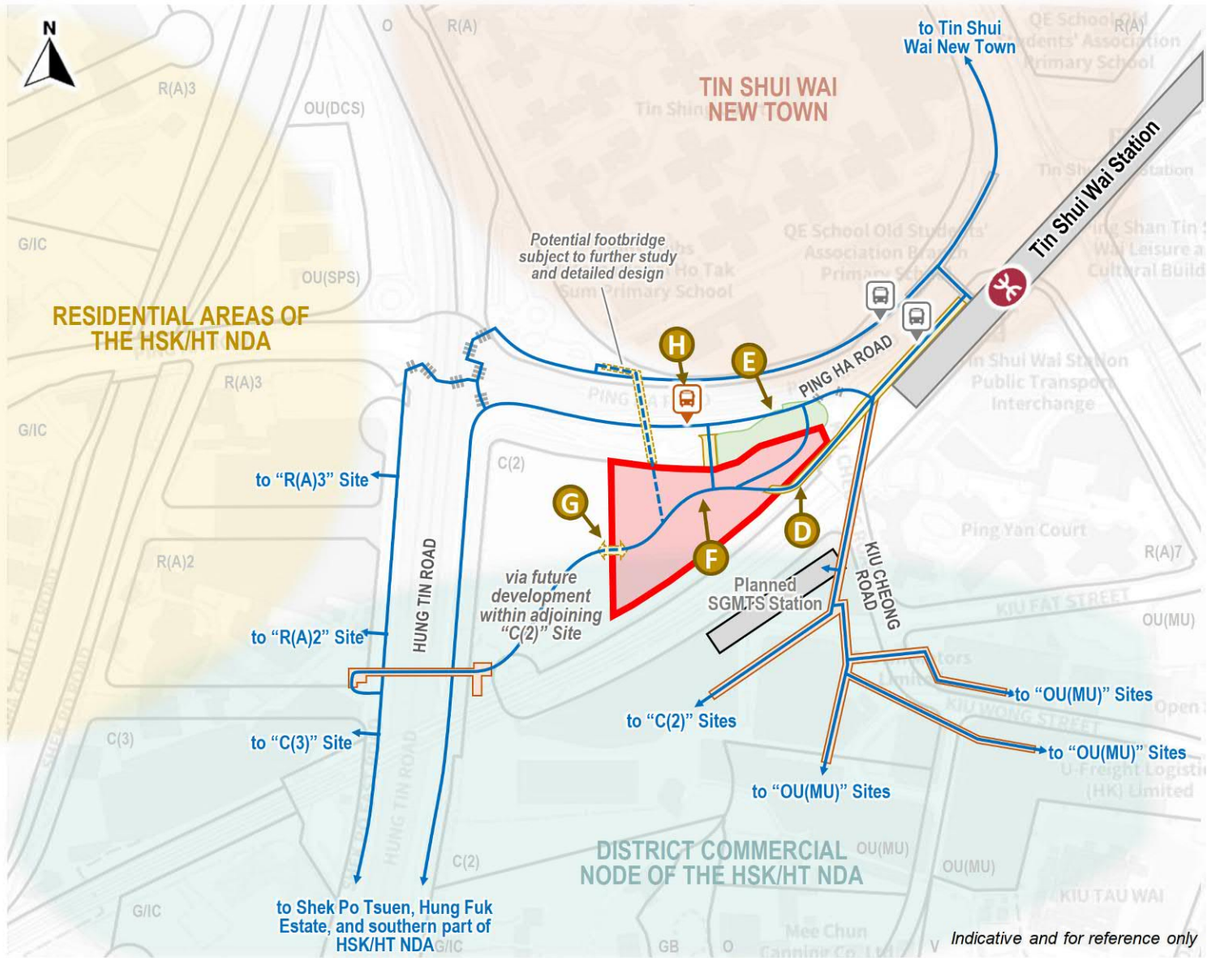
5.9.5 Together, these measures will position the Proposed Development as a community focal point, serving not only as a physical connector but also as a place that fosters social integration and cohesion between the TSW New Town and the HSK/HT NDA. By reducing walking distance and travel time, improving safety and accessibility, the development will directly improve the quality of life for local residents, making everyday journeys easier and more pleasant, demonstrating a clear commitment to meeting the needs of the local community. In a broader context, these measures will provide additional at-grade and elevated connections that complement the planned pedestrian network, creating a seamless and comprehensive link within the District Commercial Node (**Figure 5.2** refers).

Comparison of Pedestrian Connectivity Before and After Proposed Enhancement Works – Enhancing Connectivity between TSW New Town, TSW Station and the HSK/HT NDA

Before Proposed Enhancement Works



After Proposed Enhancement Works



Indicative and for reference only

A Level changes causing inconvenience particularly to pedestrians with mobility difficulties



Long ramp outside Exit B of TSW Station



Stairs outside Exit B of TSW Station

B Multiple pedestrian crossings causing inconvenience and safety concerns



Signal-controlled Crossings at J/O Hung Tin Road & Ping Ha Road



Cautionary Crossing at Kiu Cheong Road

C Unpleasant footpaths alongside busy traffic



Busy traffic at Ping Ha Road



Narrow footpath along Kiu Cheong Road with no shading and trees

D Provision of elevated pedestrian connections to minimise the need for level changes and pedestrian crossings



E Enhancement of at-grade pedestrian comfort with landscaping



F Creation of a more direct "shortcut" within the proposed commercial/ retail podium for a better pedestrian experience

G Reserving an opening for possible future connection to adjoining "C(2)" site

H Additional bus lay-bys for easier access to public transport in the neighbourhood

LEGEND

- Application Site
- Existing Footbridges
- Existing Bus Lay-bys
- Proposed Footbridges
- Potential Footbridge / Possible Connections
- Proposed Bus Lay-bys
- Possible Nullah Deck for Landscape Area
- Planned Footbridges by the Government
- Pedestrian Network

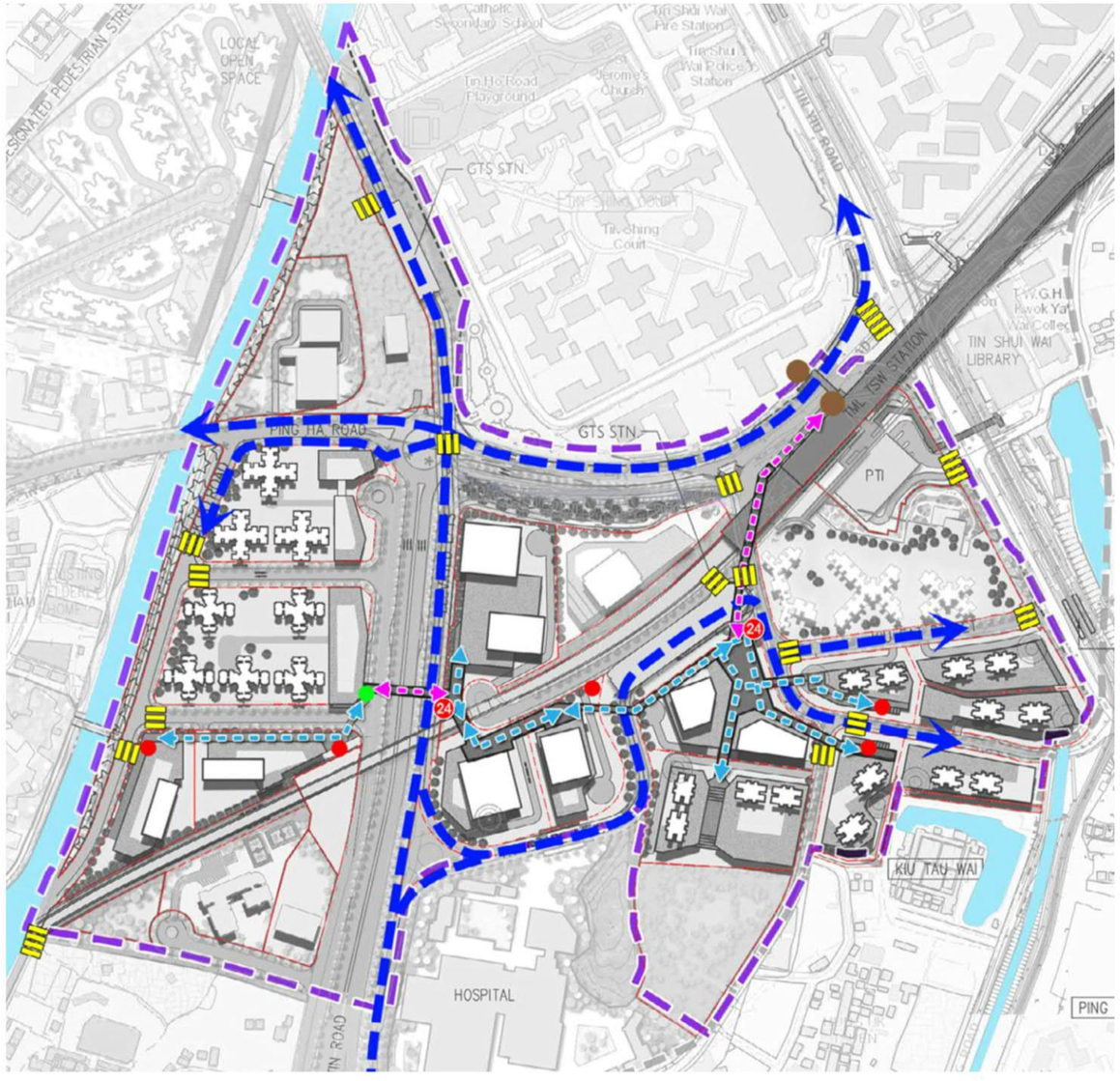
llewelyn davies

Title: Comparison of Pedestrian Connectivity Before and After Proposed Enhancement Works – Enhancing Connectivity between TSW New Town, TSW Station and the HSK/HT NDA

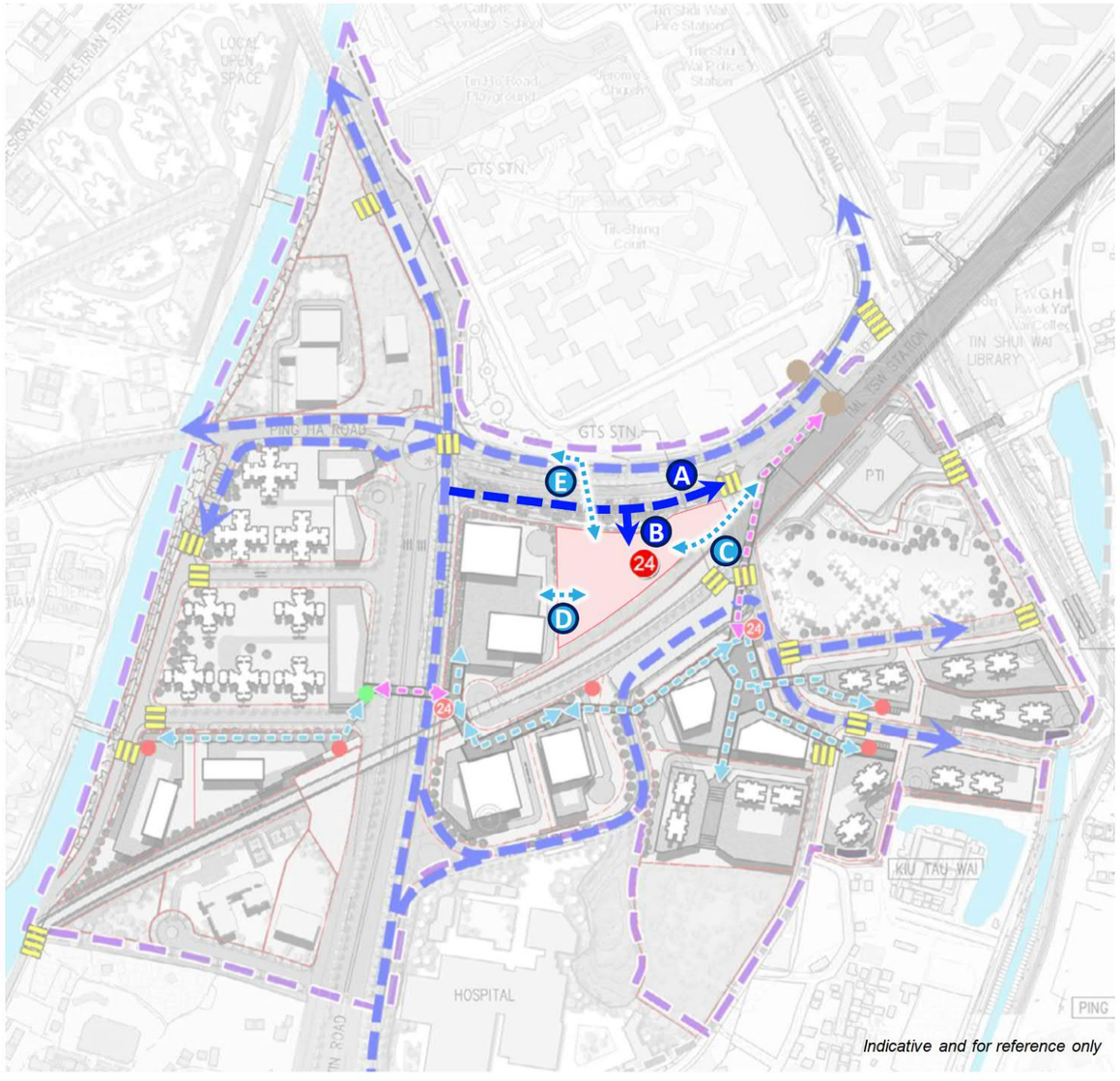
Checked	DH	Drawn	PW
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Scale		Figure	5.1

Comparison of Pedestrian Connectivity Before and After Proposed Enhancement Works – Overview of Pedestrian Connectivity in the District Commercial Node

Before Proposed Enhancement Works



After Proposed Enhancement Works



Indicative and for reference only

Legend

- Boundary of Project Area 2 (PA2)
- Boundary of Development Site
- Existing Lift and Staircase by the Government
- Proposed Lift and Staircase by Developer (open to public 24 hours seven days)
- Proposed Lift and Staircase by the Government
- Proposed Lift and Staircase by Developer
- Proposed Elevated Connection by Developer
- Proposed Elevated Connection by the Government
- Main At-grade Pedestrian Circulation
- Proposed At-grade Signalised Crossing

Extracted from Figure 7 of the Urban and Green Design Requirements Brief for Private Development Sites

Enhanced Pedestrian Connectivity via Off-site Enhancement Works

- A At-grade pedestrian circulation along Ping Ha Road via possible nullah deck for landscape area
- B At-grade pedestrian circulation via proposed footbridge across existing nullah
- C Elevated connection via proposed footbridge to Tin Shui Wai Station
- D Elevated connection via possible connection to adjoining "C(2)" site
- E Elevated connection via potential footbridge across Ping Ha Road (subject to further study and detailed design)
- 24 24-hour accessible lift at G/F and 1/F of commercial/retail podium connecting other elevated pedestrian connections

llewelyn davies

Title: Comparison of Pedestrian Connectivity Before and After Proposed Enhancement Works – Overview of Pedestrian Connectivity in the District Commercial Node

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Scale		Figure	5.2

5.10 In line with Relevant Urban Design Principles set out in the OZP, ODP and Urban Design Guidelines

5.10.1 When formulating the development proposal, the Applicant has observed the urban design principles set out in the OZP, ODP, and the Urban Design Guidelines for the Future Town Centre and District Commercial Node in the HSK/HT NDA. Various design merits have been duly incorporated into the Proposed Development, which are summarised in **Table 5.1** below:

Table 5.1 Summary of Design Merits of the Proposed Development with Reference to Relevant Urban Design Principles Set Out in the OZP, ODP and Urban Design Guidelines

Relevant Urban Design Principles	Design Merits of the Proposed Development
HSK/HT OZP and/or ODP	
Creating Distinctive Nodes	Establishing the development as a focal point in the District Commercial Node, through the provision of a commercial/retail podium with footbridges connecting to TSW MTR Station and the surrounding neighbourhood
Fostering Economic Vibrancy and Employment	Provision of a commercial/office tower and a commercial/retail podium to foster economic vibrancy and offer employment opportunities. With the proposed development mix to include a residential portion, it enhances home-job balance and day-night vibrancy too
Landscape and Open Spaces Network	Tree planting, vertical greening and provision of quality landscape area including one atop the possible nullah deck open to the public, thereby enriching streetscape and enhancing walkability
Comprehensive Connectivity and Enhancement of Walkability	Forming a seamless and comprehensive pedestrian network that enables round-the-clock circulation in the neighbourhood
Strengthening Street Vibrancy	Provision of ground-level commercial/retail use and a possible nullah deck for landscape area to promote street-level walkability
Creating a Smart, Green and Resilient City	Promoting the use of public transport through enhancing connectivity and walkability to bus lay-bys, TSW MTR Station and the future SGMTS Station
Building Height Profile	Compatible in BH with the surrounding high-rise developments

Breezeway and View Corridors / Enhancing Air Ventilation, Celebrating Views and Building Permeability and Separation	Careful design and disposition of building to respect and maintain the view corridor / breezeway ('fung shui lane') extended from Ping Shan
Respecting Cultural Heritage and Urban-Rural Integration	Ditto
Creating Landmarks	Reinforcing its character as a landmark development through the proposed increase in BH, and serving as a strategic gateway from TSW MTR Station to the future District Commercial Node
Formulating an Integrated Layout	Formulating a development proposal that is compatible in scale and landuse and is well-connected to the surrounding commercial and residential developments
Sustainable Building Design and Green Coverage	Compliance with Sustainable Building Design Guidelines and a minimum of 20% greenery coverage
HSK/HT NDA Urban Design Guidelines for District Commercial Node	
Key Place-making and Local Character	Integrating the development with the elevated walkway network and at-grade pedestrian walkway network of the District Commercial Node through providing a 24-hour pedestrian link within the commercial/retail podium with a series of off-site enhancement works
Urban Microclimate / Outdoor Thermal Comfort	Careful design and disposition of building to respect and maintain the view corridor / breezeway
Density and Massing	Adopting an appropriate density and massing that is compatible with the surrounding developments and creation of a stepped podium design to enhance visual interest
Setback	Avoiding full site coverage of the commercial/retail podium by providing podium setback at the northeastern portion and along the southeastern site boundary
Climate Resilience	Creating a seamless connection to the planned all-weather covered walkway within the District Commercial Node
Greening	Tree planting, vertical greening and provision of quality landscape area, with a minimum of 20% greenery coverage

5.11 Timely Delivery of Development to Inject Vibrancy for the Growth of the HSK/HT NDA

5.11.1 Unlike other sites within the District Commercial Node that are still awaiting land resumption and site formation, the Application Site is already formed and readily available for development. Subject to approval by the Board, the proposed mixed-use development can be delivered in a timely manner, bringing in new residents, job opportunities, and retail and F&B facilities at an early stage. This early delivery will inject vibrancy and accelerate the development of the HSK/HT NDA.

5.12 Proposed Development is Technically Feasible

5.12.1 To demonstrate the technical feasibility of the Proposed Development, various technical assessments and/or analyses have been prepared in visual, air ventilation, traffic, environmental, drainage, sewerage and water supply terms. Overall, as evidenced by the various technical assessments, it is concluded that the Proposed Development is acceptable in technical terms.

6 CONCLUSION

6.1 The Application Site, covering an area of about 9,946m^2, is located within the District Commercial Node of the HSK/HT NDA and to the immediate southwest of TSW MTR Station. In view of recent government directives allowing greater flexibility for accommodating residential uses at commercial sites within the HSK/HT NDA, and taking into account the evolving market conditions, the continuous demand for housing, as well as the changing planning context, the current application is submitted to facilitate a proposed mixed-use development at the Application Site. The proposed development aims to fully realise the site's potential to contribute to housing supply, inject vibrancy into the surrounding area, and act as a gateway to connect TSW area to the broader HSK/HT NDA.

6.2 The Proposed Development is planned with a domestic PR of about 5.2 and a non-domestic PR of 2.8 (with a total PR of 8). It comprises two 38-storey residential towers and one commercial/office tower, all situated above a 5-storey commercial/retail podium. A series of off-site enhancement works, including footbridges, bus lay-bys, 24-hour pedestrian links and a possible nullah deck for landscape area, are also proposed to strengthen connectivity and walkability within the neighbourhood.

6.3 The subject application is supported on the following grounds:

- The Proposed Development is in line with the latest Government policy to allow greater flexibility for residential uses within commercial zones in the HSK/HT/NDA;

- The Application Site is the subject of both an approved residential scheme and commercial schemes, thereby justifying the appropriateness of both residential and commercial uses;

- Approval of the subject application is consistent with previous Town Planning Board decisions on similar approved applications within the HSK/HT NDA;

- The Proposed Development being a positive response to the rapidly evolving market condition to ensure a more efficient use of valuable land resources;

- The Proposed Development can provide additional residential units in short-

to medium-term to address the continuous housing demand;

- The Proposed Development will serve as a catalyst for development of the nearby “C” and “OU(MU)” sites in the District Commercial Node;

- The Proposed Development is fully compatible with the surrounding development context in terms of both land use and BH;

- The Proposed Development presents a well-balanced development mix while safeguarding the planned commercial function of the District Commercial Node;

- A series of off-site enhancement works proposed to strengthen the connectivity and walkability within the neighbourhood, thereby providing public benefit and establishing the Proposed Development as a gateway linking the TSW area to the broader HSK/HT NDA;

- The Proposed Development is fully in line with the relevant urban design principles set out in the OZP, ODP and Urban Design Guidelines;

- The Proposed Development could be realised in a timely manner to inject vibrancy for the growth of the HSK/HT NDA; and

- The Proposed Development is proven to be technically feasible as per various technical assessments conducted.

6.4 In light of the justifications presented in this Planning Statement, the Board is cordially invited to consider this planning application favourably.

Attachment 1

Extract of Notes of the Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3

COMMERCIAL

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Ambulance Depot Commercial Bathhouse/Massage Establishment Eating Place Educational Institution Exhibition or Convention Hall Government Use (not elsewhere specified) Hotel Information Technology and Telecommunications Industries Institutional Use (not elsewhere specified) Library Off-course Betting Centre Office Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution School Shop and Services Social Welfare Facility Training Centre Utility Installation for Private Project Wholesale Trade	Broadcasting, Television and/or Film Studio Flat Government Refuse Collection Point Hospital Mass Transit Railway Vent Shaft and/or Other Structure above Ground Level other than Entrances Petrol Filling Station Residential Institution

Planning Intention

This zone is intended primarily for commercial developments, which may include uses such as office, shop, services, place of entertainment, eating place and hotel, functioning as territorial business/financial centre and regional or district commercial/shopping centre. These areas are usually major employment nodes.

(Please see next page)

COMMERCIAL (Cont'd)

Remarks

(a) On land designated "Commercial (1)" to "Commercial (5)", no new development, or addition, alteration and/or modification to or redevelopment of an existing building shall result in a total development and/or redevelopment in excess of a maximum plot ratio specified below, or the plot ratio of the existing building, whichever is the greater:

Sub-area	Maximum Plot Ratio
C(1)	9.5
C(2)	8
C(3)	5
C(4)	3
C(5)	1.5

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

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

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

Appendix A –

Landscape Master Plan

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

LANDSCAPE MASTER PLAN SUBMISSION

JUNE 2026

Landscape Government Submission Consultant: Axxa Group Limited

Signed by:





Mr. Jason TEO, Registered Landscape Architect (R101)

axxa group

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3.0 Landscape Objectives

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- 4.2 General Landscape Area
- 4.3 Landscape Areas outside Application Site

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APPENDICES

APPENDIX A Landscape Master Plans

APPENDIX B Landscape Sections and Elevations

APPENDIX C Open Space Demarcation Plan

1.0 INTRODUCTION

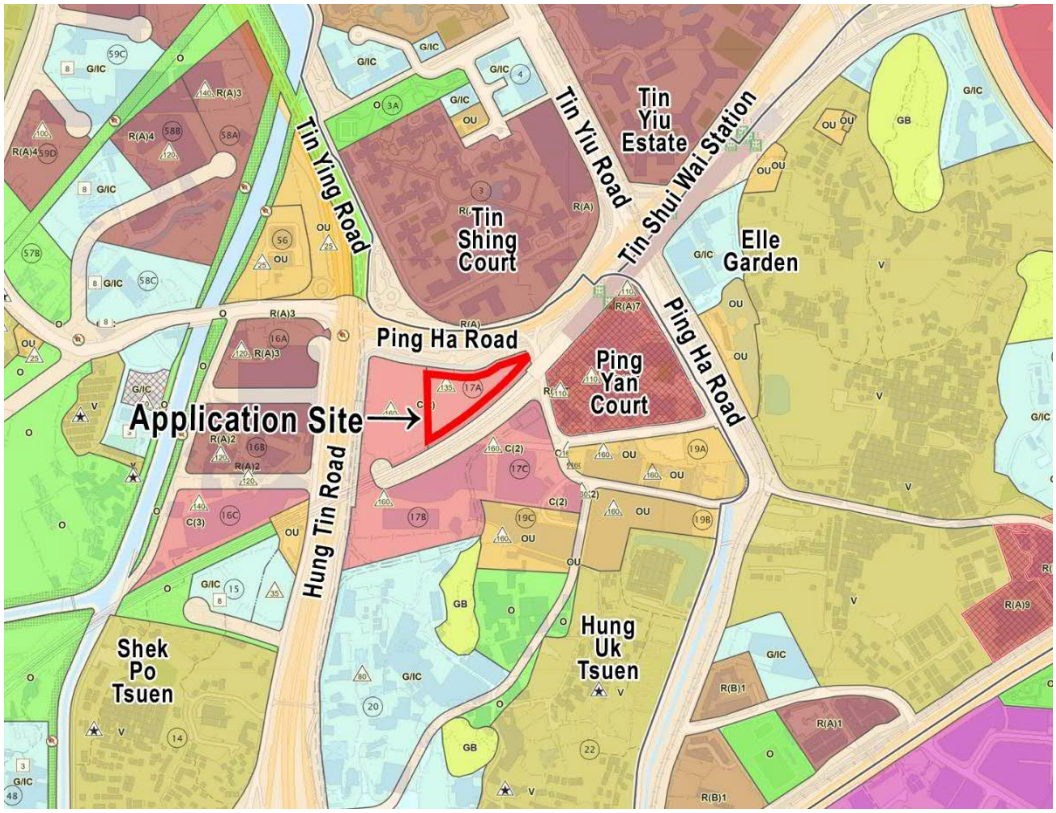
1.1 This Landscape Master Plan (LMP) is submitted in support of a Section 16 Planning Application under the Town Planning Ordinance (Cap. 131) for a proposed mixed-use development with residential and commercial uses and minor relaxation of building height restriction (the "Proposed Development") at Lot No. 4354 in D.D. 124, Kiu Tau Wai, Yuen Long (the "Application Site").

1.2 The Application Site, with a site area of approx. 9,946m^2, is located in the eastern part of the Hung Shui Kiu / Ha Tsuen New Development Area (HSK/HT NDA), immediately southwest of Tin Shui Wai (TSW) MTR Station. According to the Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/3, the site is zoned "Commercial (2)" ("C(2)") (see **Figure 1**).

1.3 To the north of the site, across Ping Ha Road and an existing nullah/channel, the area is predominantly occupied by high-density residential developments, such as Tin Shing Court and Tin Yiu Estate, along with Government, Institution or Community (G/IC) facilities including primary and secondary schools.

1.4 Under the Government's proposal, a planned Smart & Green Mass Transit System (SGMTS) will be introduced to the south to serve the Application Site and its surrounding areas.

Figure 1 Location Plan



2.0 GENERAL DESCRIPTION OF EXISTING TREE GROUPS

2.1 There are **no** existing trees identified within the Application Site.

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

3.0 LANDSCAPE OBJECTIVES

3.1 The primary landscape objectives are:

3.1.1 To create a green, naturalistic landscape that complements and enhances the built environment of the Proposed Development.

3.1.2 To provide a high-quality, comfortable setting for both residents and office users.

3.1.3 To respect and respond to the site's natural topography through sensitive design integration.

3.1.4 To enhance aesthetic appeal through the use of native and ornamental plant species.

3.1.5 To create a safe, calm, and peaceful setting within the development, with well-defined pedestrian circulation that promotes walkability.

3.1.6 To provide quality landscape area and adequate open space for future residents.

4.0 LANDSCAPE PROPOSAL

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

4.1 Proposed Development

The Proposed Development comprises a residential portion with two 38-storey towers (T1 and T2), and with a maximum building height of not more than 160mPD, and a commercial portion consisting of a 17-storey office tower (T3) with a height not exceeding 106mPD, all 3 blocks situated above a 5-storey commercial/ retail podium. It is currently accessible via Kiu Cheong Road which branches off from Ping Ha Road.

4.2 General Landscape Area

The landscape areas include the following:

- **Landscape at Main Entrance (G/F):** The arrival plaza at +8.00mPD will be framed by flowering feature trees and ornamental shrubs, creating a green distinctive node to the Proposed Development. Feature paving materials and patterns will enhance the sense of welcoming arrival while ensuring a safe, comfortable, and visually engaging pedestrian passageway.

- **Residential Landscape Area (3/F and R/F):** The landscape areas at +27.50mPD and +160.00mPD will offer a variety of thoughtfully designed spaces for relaxation, recreation, and social interaction. The integration of soft and hard landscape elements aims to foster a tranquil and harmonious atmosphere. Key features include outdoor seating areas, children's play zones, an activity lawn with seating, viewing decks, and landscaped courtyards to enrich the overall landscape experience of future residents.

- **Vertical Green Wall** – Vertical greens are proposed at façades of commercial/ retail podium to enhance existing greenery.

4.3 Landscape Areas outside Application Site

- **Possible Nullah Deck for Landscape Area:** The possible nullah deck at +8.00mPD, situated to the north outside the Application Site, is designed as a continuation of the outdoor landscape spaces from within the site. These generous, at-grade areas are envisioned as a cohesive setting and a key node for retail shops, leisure, gathering, and community engagement, enhancing the inclusivity and vibrancy of the public realm. The deck integrates into a district-wide network of interconnected open spaces of varying scales and functions, serving as a green thoroughfare that links proposed footpaths and cycle tracks. It will also function as a green mobility corridor, providing a continuous at-grade connection from Tin Shui Wai Station westward through the site, reinforcing accessibility while promoting sustainability and community interaction.

- **Enhanced Pedestrian Connectivity** – The enhanced pedestrian connectivity is designed to link the Application Site through both at-grade and elevated access, creating a cohesive and accessible network. Direct connections to the Proposed Development will be established via a proposed pedestrian footbridge from Tin Shui Wai Station at +18.50mPD, a proposed footbridge with covered walkway crossing the existing nullah at +8.00mPD, and a potential pedestrian footbridge (subject to further study and detailed design) across Ping Ha Road at +18.50mPD. Together these connections will form a vibrant hub for office, retail, and residential uses, integrating the site with local cycling tracks and surrounding open spaces to provide a green and pleasant walking environment.

- **Streetscape** – A tree-lined avenue along the proposed footpaths and cycle tracks will introduce greenery and shade, fostering a welcoming and comfortable environment. By prioritizing a vehicle-free, pedestrian-friendly setting, the design creates a harmonious balance between walking and cycling spaces, while promoting urban sustainability, recreation, and community interaction.

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.

5.1 Hard Landscape Materials

5.1.1 Hardscape materials and design are chosen for durability, sustainability, low maintenance, and reasonable cost.

5.2 Landscape Lighting

5.2.1 The landscape lighting will be designed in accordance with the intended use of an area, such as seating areas or play areas and for the safety and security of pedestrian circulation.

5.3 Design Codes, Technical Standards & Safety Provision

5.3.1 Hard landscape design works shall be in compliance with the government ordinances, codes and regulations, and relevant international standards.

6.0 SOFT LANDSCAPE

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.

6.1 Plant Material Tables

6.1.1 There are no existing trees present on the site that will be affected by the Proposed Development. To enhance the existing greenery and overall aesthetics, 32nos. new trees are proposed to be planted within the application site.

6.1.2 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. Carefully selected species will ensure maximum greening effect with minimum maintenance requirements.

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

Table 1A Proposed New Tree Planting Schedule

Proposed Species	Chinese Name	Size
*Bischofia javanica**	秋楓	Size: Standard Size and Heavy Standard Size 4m-5m High; 4m Spread; 4m Spacing
*Celtis sinensis**	朴樹	
*Cinnamomum camphora**	樟樹	
Crateva unilocularis	樹頭菜	
Ficus benjamina	垂葉榕	
*Hibiscus tiliaceus**	黃槿	
Lagestroemia speciosa	大花紫薇	
*Liquidambar formosana**	楓香	
Tabebuia rosea	紅花風鈴木	
Terminalia mantaly	細葉欖仁	

Remarks: * Native Species

Table 1B: Proposed Shrubs and Groundcover Species

Botanical Name	Chinese Name	Height x Spread (mm)	Spacing (mm)
Shrub Species			
Aglaia odorata	米仔蘭	600 x 500	250-500
Blechnum orientale	烏毛蕨	400 x 400	
*Juncus effuses**	燈心草	300 x 300	
*Pennisetum alopecuroides**	狼尾草	300 x 300	
Philodendron selloum	春羽	500 x 400	
*Rhaphiolepis indica**	車輪梅	600 x 500	
Rhapis humilis	細葉棕竹	600 x 500	
Schefflera actinopylla	輻葉鵝掌柴	600 x 500	
Ground Cover Species			
Asparagus densiflorus	非洲天門冬	300 x 300	150-300
Cuphea hyssopifolia	細葉萼距花	300 x 300	
Lantana montevidensis	小葉馬纓丹	300 x 300	
*Ophiopogon japonicus**	沿階草	200 x 200	
Phyllanthus myrtifolius	錫蘭葉下珠	200 x 200	
Lawn Species			
Zoysia japonica	台灣草	N/A	
*Paspalum vaginatum**	海雀稗	N/A	

Remarks: * Native Species

6.2 Open Space Provision

As stipulated in Chapter 4 of the Hong Kong Planning Standards and Guidelines, the minimum standard of 1m^2 per person shall be provided. With the design population of 3,192, not less than 3,192m^2 will be provided in the Proposed Development. Refer to **Appendix C**.

6.3 Greenery Provision

In accordance with the requirement of PNAP APP-152, an area of not less than 20% of the total greenery will be provided for the Proposed Development.

6.4 Soil Depth and Drainage Provision for the Planted Area

6.4.1 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:

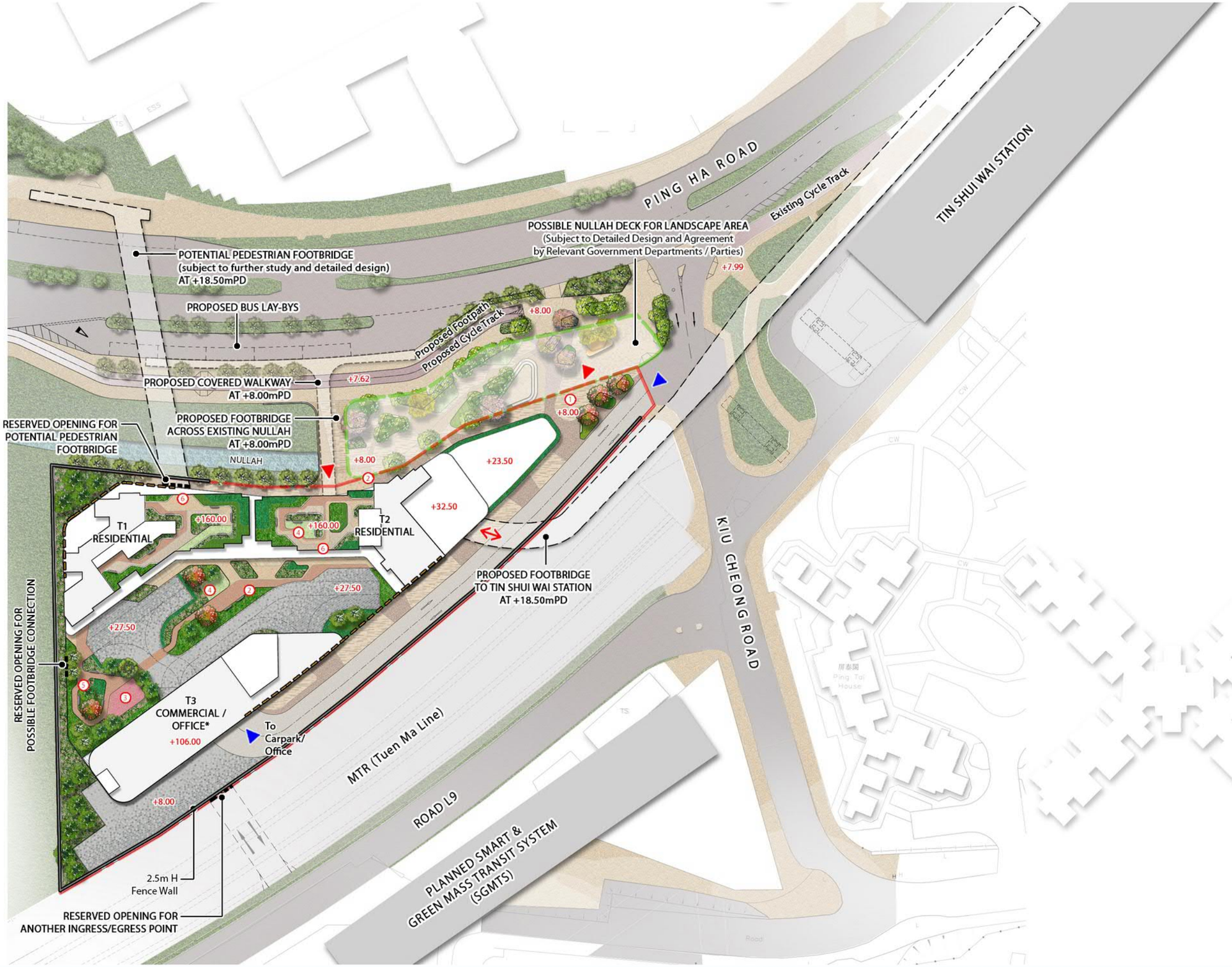
- Trees: 1200mm
- Shrub: 600mm
- Lawn/ Groundcover: 300mm

6.5 Irrigation and Proposed Source of Water Supply

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

Appendix A

Landscape Master Plans



LEGEND:

- APPLICATION SITE BOUNDARY
- PROPOSED VERTICAL GREEN
- PROPOSED NEW TREES (Outside Application Site)
- PROPOSED NEW TREES (Within Application Site)
- PROPOSED SHRUBS / GROUNDCOVER
- PROPOSED LAWN
- PROPOSED PAVING
- ACCESS ROAD / EVA
- FEATURE SCULPTURE
- ROAD (Outside Application Site)
- +8.00 PROPOSED LEVEL
- VEHICULAR ACCESS
- PEDESTRIAN ACCESS
- ACCESS TO/FROM FOOTBRIDGE
- POSSIBLE NULLAH DECK FOR LANDSCAPE AREA
- FENCE WALL
- INDICATIVE FUTURE FOOTBRIDGE CONNECTION

LANDSCAPE COMPONENTS:

1. Arrival Plaza
2. Outdoor Seating Area
3. Children Play Area
4. Activity lawn with Seating
5. Landscape Courtyard
6. Viewing Deck

REMARKS:

- All levels shown in mPD.

* Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

N

0m 5m 10m 20m 40m

SCALE . 1:1000(A3)

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Landscape Master Plan - Overall Plan

Dwg. No. : 2025208-S16-LMP-01a

Date : JUN 2026
(A3-size)

axxa group

Y:\0-Axxagroup Project 2025\2025208_Kiu Tau Wai New_SHK\Graphic Storage\5. Submission Drawing\2026-05-19 LMP\2025208-S16-LMP-01a

PROPOSED BUS LAY-BYS
PING HA ROAD
Proposed Footpath
+7.62 Proposed Cycle Track
POSSIBLE NULLAH DECK FOR LANDSCAPE AREA
(Subject to Detailed Design and Agreement by Relevant Government Departments / Parties)
POTENTIAL PEDESTRIAN FOOTBRIDGE (subject to further study and detailed design) AT +18.50mPD
PROPOSED COVERED WALKWAY AT +8.00mPD
PROPOSED FOOTBRIDGE ACROSS EXISTING NULLAH AT +8.00mPD
RESERVED OPENING FOR POTENTIAL PEDESTRIAN FOOTBRIDGE
NULLAH
+8.00
+23.50
+32.50
KIU CHEONG ROAD
T1 RESIDENTIAL
T2 RESIDENTIAL
T3 COMMERCIAL / OFFICE*
+106.00
Entrance to Residential Units
+160.00
+27.50
To Carpark
To Carpark/ Office
PROPOSED FOOTBRIDGE TO TIN SHUI WAI STATION AT +18.50mPD
RESERVED OPENING FOR POSSIBLE FOOTBRIDGE CONNECTION
MTR (Tuen Ma Line)
ROAD L9
PLANNED SMART & GREEN MASS TRANSIT SYSTEM (SGMTS)
2.5m H Fence Wall
RESERVED OPENING FOR ANOTHER INGRESS/EGRESS POINT

LEGEND:

- APPLICATION SITE BOUNDARY
- PROPOSED VERTICAL GREEN
- PROPOSED NEW TREES
- PROPOSED SHRUBS / GROUNDCOVER
- PROPOSED LAWN
- PROPOSED PAVING
- ACCESS ROAD / EVA
- ROAD (Outside Application Site)
- +8.00 PROPOSED LEVEL
- VEHICULAR ACCESS
- PEDESTRIAN ACCESS
- ACCESS TO/FROM FOOTBRIDGE
- FENCE WALL
- INDICATIVE FUTURE FOOTBRIDGE CONNECTION

LANDSCAPE COMPONENTS:

1. Arrival Plaza
2. Outdoor Seating Area
3. Children Play Area
4. Activity lawn with Seating
5. Landscape Courtyard
6. Viewing Deck

REMARKS:

- All levels shown in mPD.

* Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

N

0m 2.5m 5m 10m 25m

SCALE . 1:600 (A3)

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Landscape Master Plan - Composite Plan

Dwg. No. : 2025208-S16-LMP-02a

Date : JUN 2026
(A3-size)

axxa group

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PROPOSED BUS LAY-BYS

PING HA ROAD

Proposed Footpath

+7.62 Proposed Cycle Track

POSSIBLE NULLAH DECK
FOR LANDSCAPE AREA
(Subject to Detailed Design and Agreement
by Relevant Government Departments / Parties)

PROPOSED COVERED WALKWAY
AT +8.00mPD

PROPOSED FOOTBRIDGE
ACROSS EXISTING NULLAH
AT +8.00mPD

NULLAH

+8.00

+8.00

+8.00

KIU CHEONG ROAD

COMMERCIAL/
RETAIL*

DRIVEWAY/
CARPARK

Access Road / E.V.A. line

To
Carpark/
Office

+8.00

2.5m H
Fence Wall

RESERVED OPENING FOR
ANOTHER INGRESS/EGRESS POINT

MTR (Tuen Ma Line)

ROAD L9

PLANNED SMART &
GREEN MASS TRANSIT SYSTEM
(SGMTS)

LEGEND:

- APPLICATION SITE BOUNDARY
- PROPOSED NEW TREES
- PROPOSED SHRUBS / GROUNDCOVER
- PROPOSED PAVING
- ACCESS ROAD / EVA
- ROAD (Outside Application Site)
- +8.00 PROPOSED LEVEL
- VEHICULAR ACCESS
- PEDESTRIAN ACCESS
- FENCE WALL

LANDSCAPE COMPONENTS:

1. Arrival Plaza
2. Outdoor Seating Area

REMARKS:

- All levels shown in mPD.

* Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

N

0m 2.5m 5m 10m 25m

SCALE . 1:600 (A3)

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Landscape Master Plan - G/F (+8.00mPD)

Dwg. No. : 2025208-S16-LMP-03a

Date : JUN 2026
(A3-size)

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PING HA ROAD

POTENTIAL PEDESTRIAN FOOTBRIDGE
(subject to further study and detailed design)
AT +18.50mPD

RESERVED OPENING FOR
POTENTIAL PEDESTRIAN
FOOTBRIDGE

+23.50

KIU CHEONG ROAD

RESIDENTIAL

Entrance to
Residential Units

Entrance to
Residential Units
+27.50

Entrance to
Residential Units

Entrance to
Residential Units

PROPOSED FOOTBRIDGE
TO TIN SHUI WAI STATION
AT +18.50mPD

PROPOSED FOOTBRIDGE
CONNECTION

RESERVED OPENING FOR
POSSIBLE FOOTBRIDGE CONNECTION

To
Carpark

E&M

+27.50

DRIVEWAY

MTR (Tuen Ma Line)

ROAD L9

PLANNED SMART &
GREEN MASS TRANSIT SYSTEM
(SGMTS)

TS

LEGEND:

- APPLICATION SITE BOUNDARY
- PROPOSED VERTICAL GREEN
- PROPOSED NEW TREES
- PROPOSED SHRUBS / GROUNDCOVER
- PROPOSED LAWN
- PROPOSED PAVING
- ACCESS ROAD / EVA
- +8.00 PROPOSED LEVEL
- VEHICULAR ACCESS
- PEDESTRIAN ACCESS
- ------ INDICATIVE FUTURE FOOTBRIDGE CONNECTION

LANDSCAPE COMPONENTS:

1. Outdoor Seating Area
2. Children Play Area
3. Activity lawn with Seating
4. Landscape Courtyard

REMARKS:

- All levels shown in mPD.

N

0m 2.5m 5m 10m 25m

SCALE . 1:600 (A3)

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Landscape Master Plan - 2/F (+23.50mPD) & 3/F (+27.50mPD)

Dwg. No. : 2025208-S16-LMP-04a

Date : JUN 2026
(A3-size)

axxa group

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LEGEND:

- APPLICATION SITE BOUNDARY
- PROPOSED SHRUBS / GROUNDCOVER
- PROPOSED LAWN
- PROPOSED PAVING
- +8.00 PROPOSED LEVEL
- PEDESTRIAN ACCESS

LANDSCAPE COMPONENTS:

1. Outdoor Seating Area
2. Activity lawn with Seating
3. Viewing Deck

REMARKS:

- All levels shown in mPD.

* Includes: 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

N

0m 2.5m 5m 10m 25m

SCALE . 1:600 (A3)

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Landscape Master Plan - R/F (+160.00mPD)

Dwg. No. : 2025208-S16-LMP-05

Date : FEB 2026
(A3-size)

axxa group

Y:\0-Axxagroup Project 2025\2025208_Kiu Tau Wai New_SHK\Graphic Storage\5. Submission Drawing\2026-05-19 LMP\2025208-S16-LMP-05

POSSIBLE NULLAH DECK
FOR LANDSCAPE AREA
(Subject to Detailed Design and Agreement
by Relevant Government Departments / Parties)

PING HA ROAD

PROPOSED BUS LAY-BYS

Proposed Footpath

Proposed Cycle Track

+7.62

PROPOSED COVERED WALKWAY
AT +8.00mPD

PROPOSED FOOTBRIDGE
ACROSS EXISTING NULLAH
AT +8.00mPD

NULLAH

Existing Cycle Track

+7.99

KIU CHEONG ROAD

MTR (Tuen Ma Line)

ROAD L9

TS

+8.00

LEGEND:

- APPLICATION SITE BOUNDARY
- POSSIBLE NULLAH DECK FOR LANDSCAPE AREA
- PROPOSED NEW TREES (Outside Application Site)
- PROPOSED SHRUBS / GROUNDCOVER
- PROPOSED LAWN
- PROPOSED PAVING
- FEATURE SCULPTURE
- ROAD (Outside Application Site)
- +8.00 PROPOSED LEVEL
- VEHICULAR ACCESS
- PEDESTRIAN ACCESS

LANDSCAPE COMPONENTS:

1. Arrival Plaza
2. Grand Public Deck
3. Iconic Landmark
4. Event Stage
5. Outdoor Seating Area
6. Pet Garden

REMARKS:

- All levels shown in mPD.

N

0m 2.5m 5m 10m 25m

SCALE . 1:600 (A3)

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Landscape Master Plan - Possible Nullah Deck for Landscape Area (+8.00mPD)

Dwg. No. : 2025208-S16-LMP-06

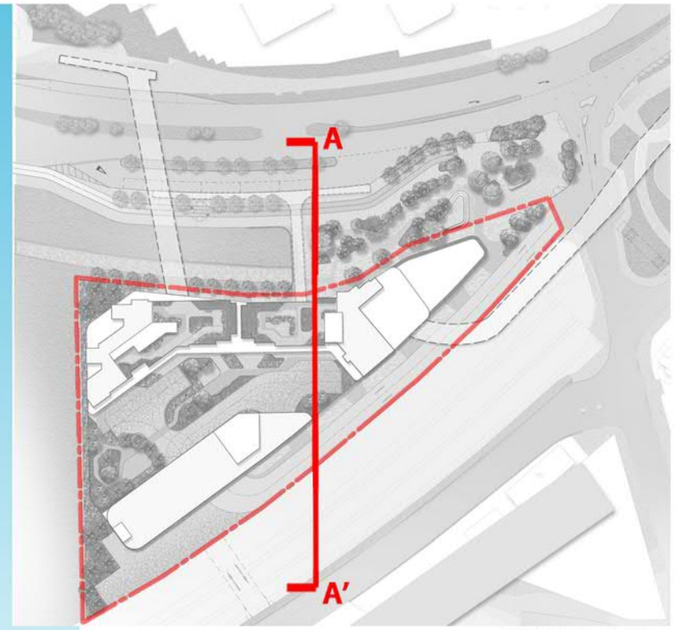
Date : FEB 2026
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Appendix B

Landscape Sections and Elevations



KEYPLAN

APPLICATION SITE BOUNDARY

APPLICATION SITE BOUNDARY

+160.00mPD

+106.00mPD

ACCESS ROAD/ EVA

LANDSCAPE AREA

ACCESS ROAD/ EVA

LANDSCAPE AREA

OUTDOOR SEATING AREA

POSSIBLE NULLAH DECK FOR LANDSCAPE AREA

(Subject to Detailed Design and Agreement by Relevant Government Departments / Parties)

PROPOSED FOOTPATH

PROPOSED FOOTPATH

PROPOSED CYCLE TRACK

PROPOSED BUS LAY-BYS

EXISTING PLANTING AREA

PROPOSED NEW TREES WITH SOIL DEPTH NOT LESS THAN 1.2m (EXCLUDING DRAINAGE LAYER)

TUEN MA LINE

+27.50mPD

RESIDENTIAL 3/F

DRIVEWAY / CARPARK 2/F

COMMERCIAL / RETAIL* 1/F

DRIVEWAY / CARPARK M/F

COMMERCIAL / RETAIL* G/F

PROPOSED VERTICAL GREEN

FOOT PATH

2.5m H FENCE WALL

+8.00mPD

+3.71mPD

+8.00mPD

PROPOSED FOOTBRIDGE ACROSS EXISTING NULLAH AT +8.00mPD

FOOT PATH

FOOT PATH

PROPOSED COVERED WALKWAY AT +8.00mPD

POTENTIAL PEDESTRIAN FOOTBRIDGE (subject to further study and detailed design) AT +18.50mPD

+7.62mPD

PING HA ROAD

NULLAH

LANDSCAPE SECTION A-A'

0m 2m 5m 10m 20m

SCALE . 1:500 (A3)

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

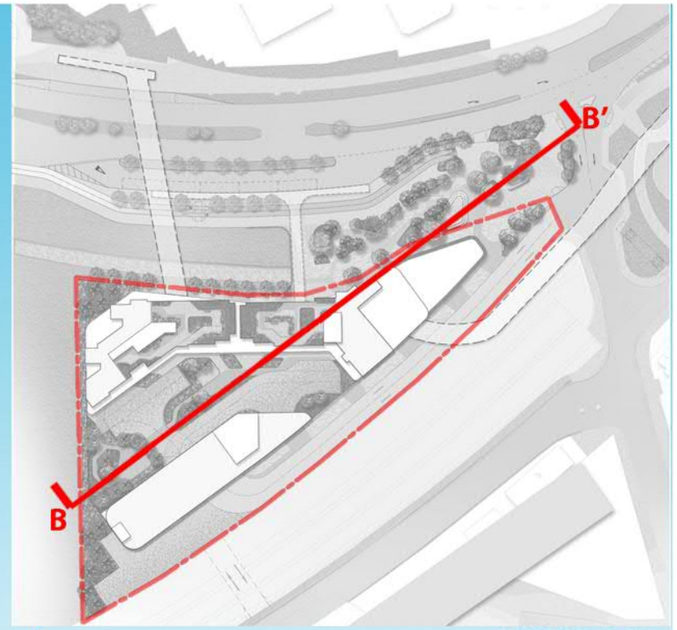
Landscape Section A-A'

Dwg. No. : 2025208-S16-SEC-01a

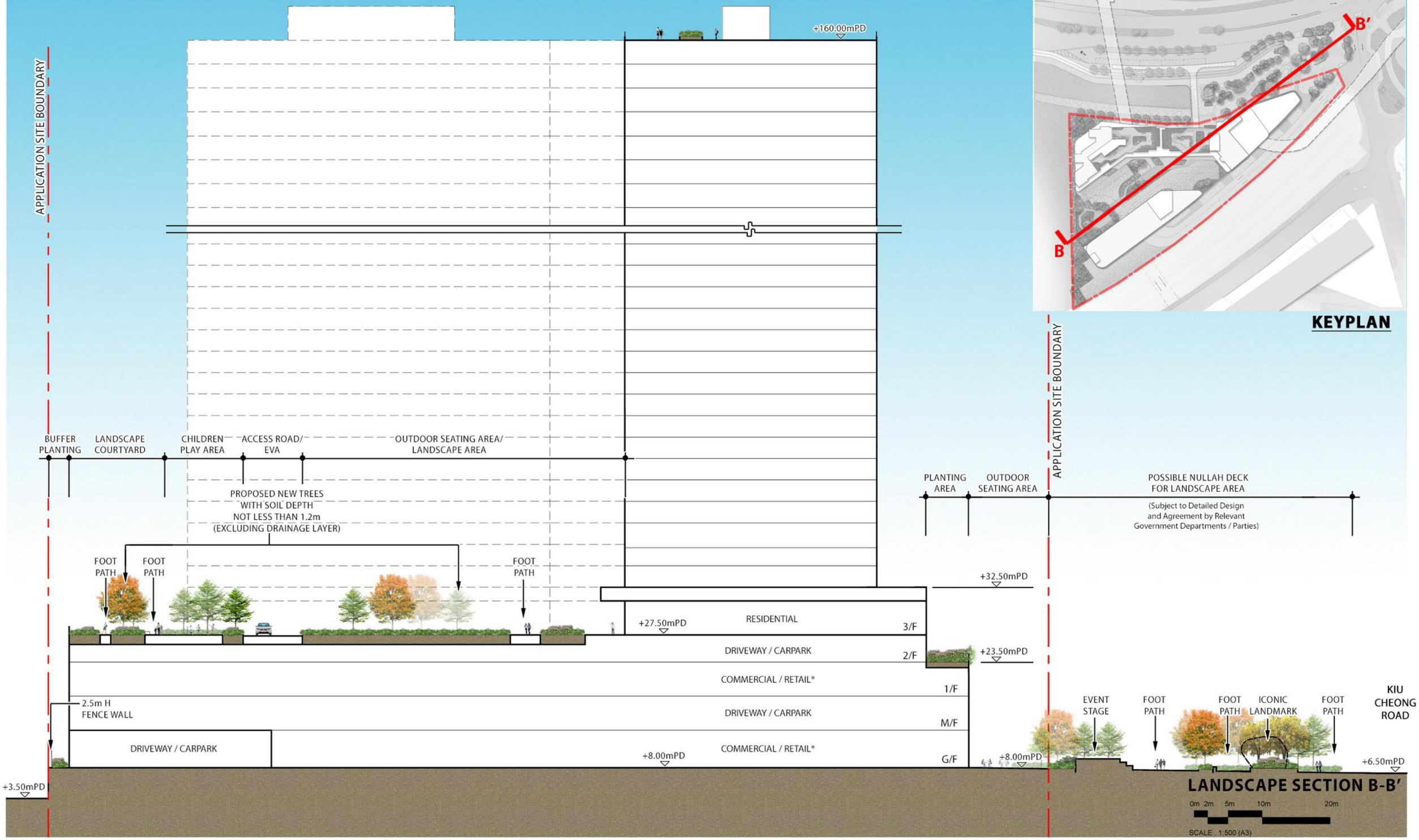
Date : JUN 2026
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KEYPLAN



Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

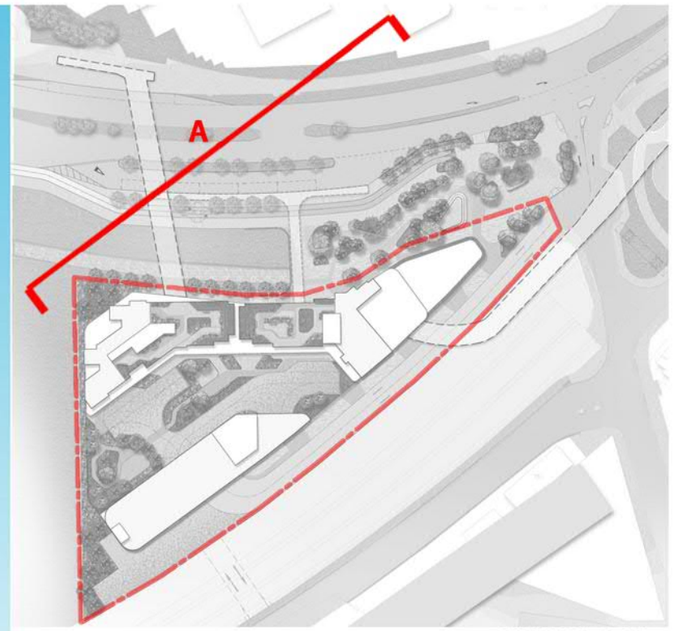
Landscape Section B-B'

Dwg. No. : 2025208-S16-SEC-02a

Date : JUN 2026
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KEYPLAN

APPLICATION SITE BOUNDARY

APPLICATION SITE BOUNDARY

+160.00mPD

+106.00mPD

PROPOSED NEW TREES
WITH SOIL DEPTH
NOT LESS THAN 1.2m
(EXCLUDING DRAINAGE LAYER)

POSSIBLE NULLAH DECK
FOR LANDSCAPE AREA
(Subject to Detailed Design and Agreement
by Relevant Government Departments / Parties)

+32.50mPD

+23.50mPD

PROPOSED
COVERED WALKWAY
AT +8.00mPD

POTENTIAL
PEDESTRIAN FOOTBRIDGE
(subject to further study
and detailed design)
AT +18.50mPD

+27.50mPD

PROPOSED
VERTICAL GREEN

2.5m H
FENCE WALL

+8.00mPD

+3.50mPD

LANDSCAPE ELEVATION A

0m 5m 10m 15m 30m

SCALE . 1:750 (A3)

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

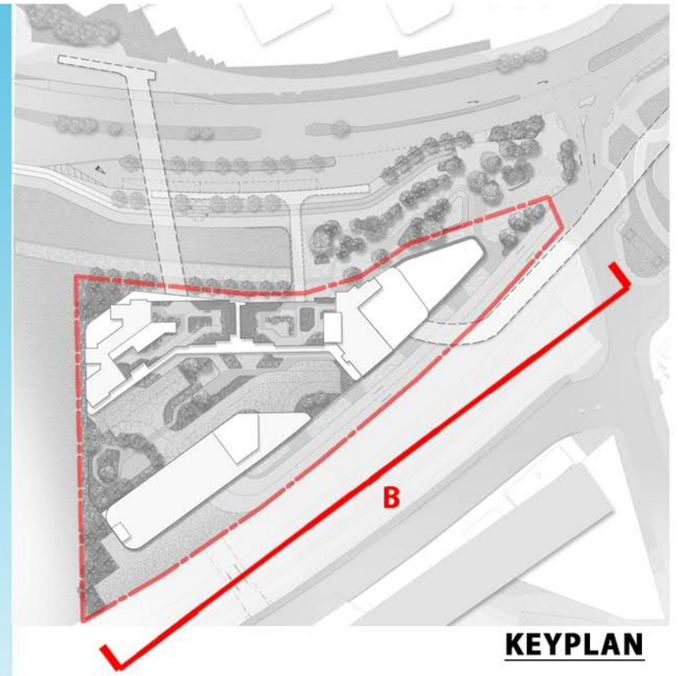
Landscape Elevation A

Dwg. No. : 2025208-S16-ELE-01

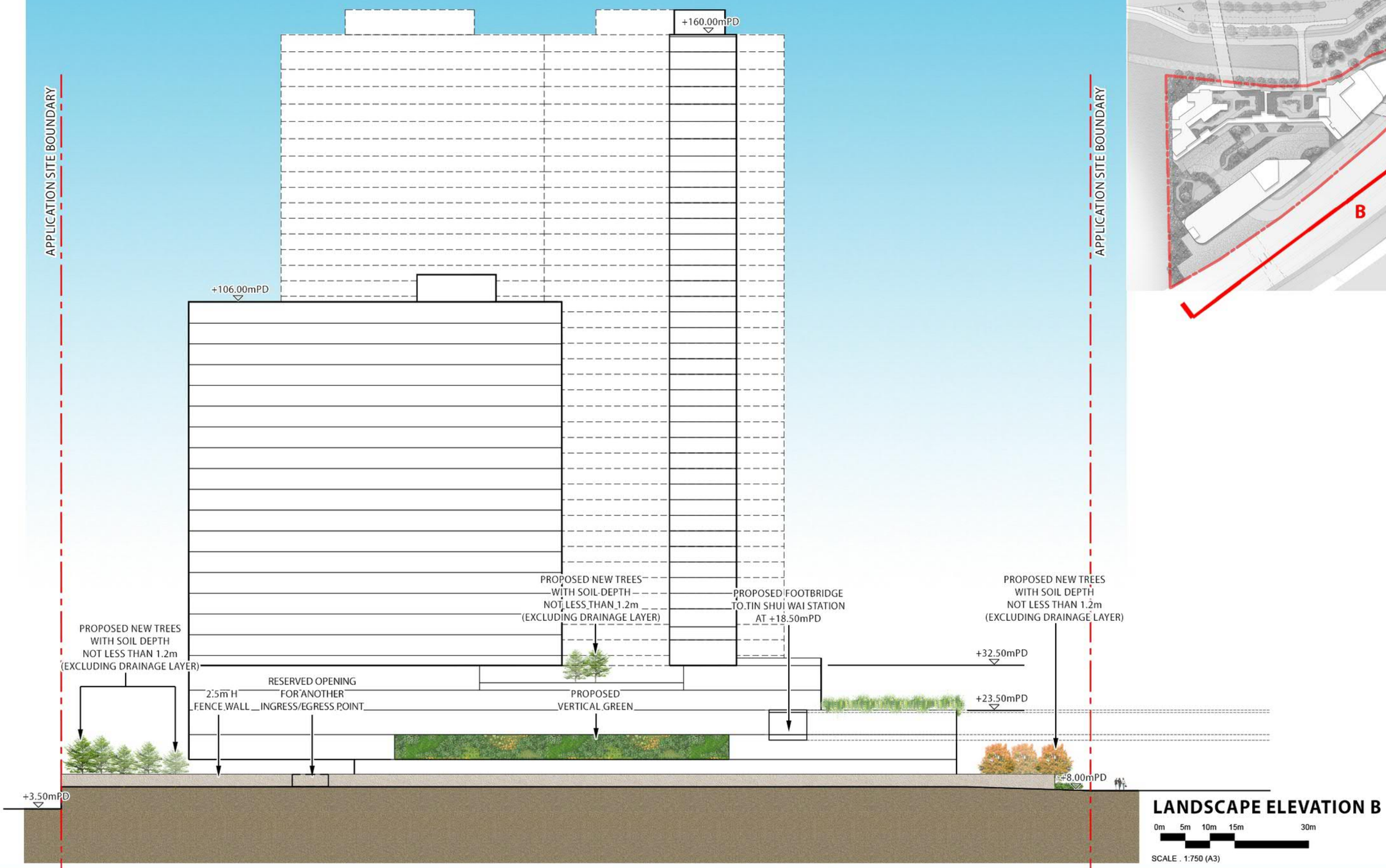
Date : JUN 2026
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KEYPLAN



LANDSCAPE ELEVATION B

0m 5m 10m 15m 30m

SCALE . 1:750 (A3)

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Landscape Elevation B

Dwg. No. : 2025208-S16-ELE-02

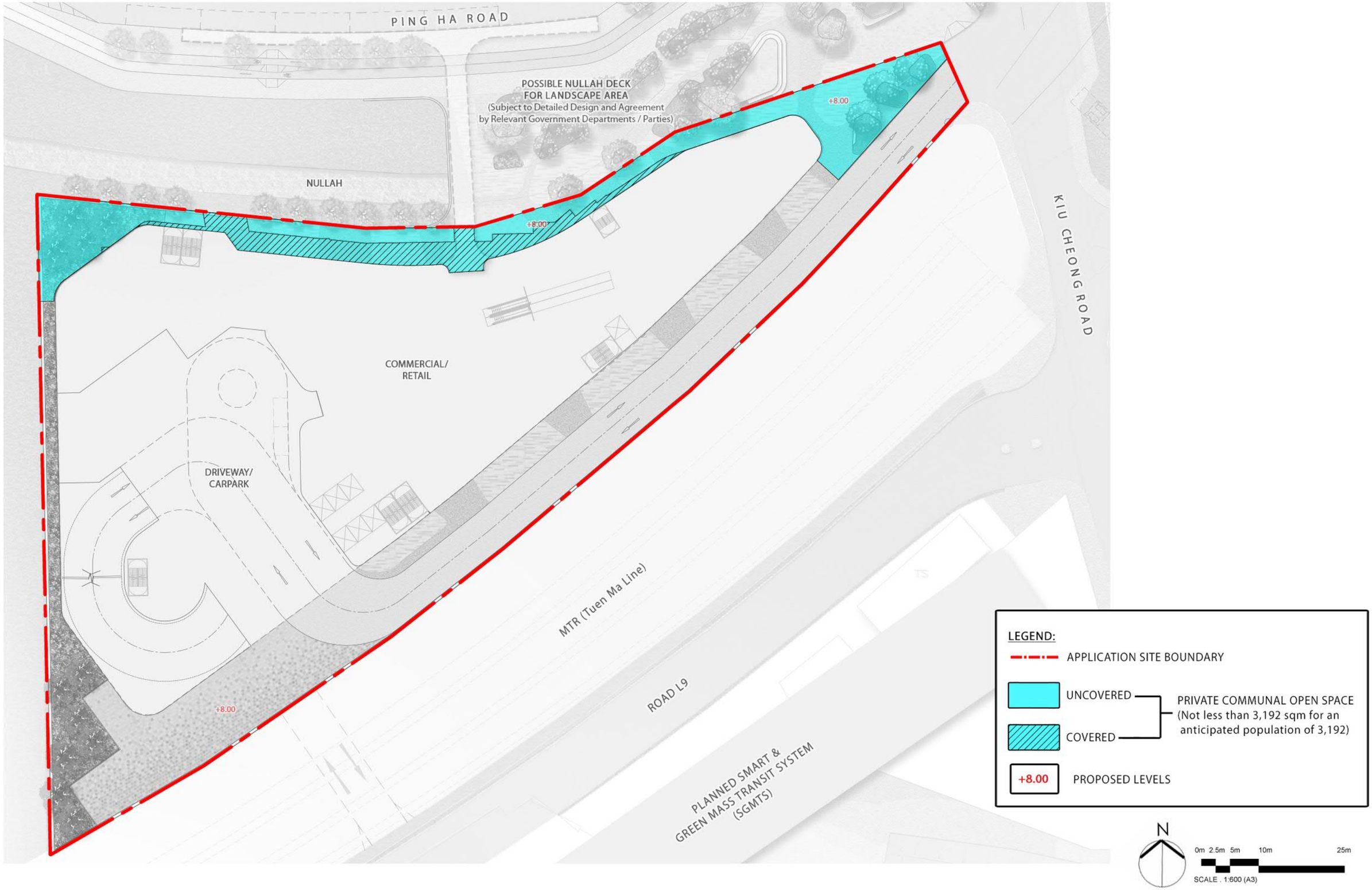
Date : JUN 2026
(A3-size)

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Appendix C

Open Space Demarcation Plan



Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

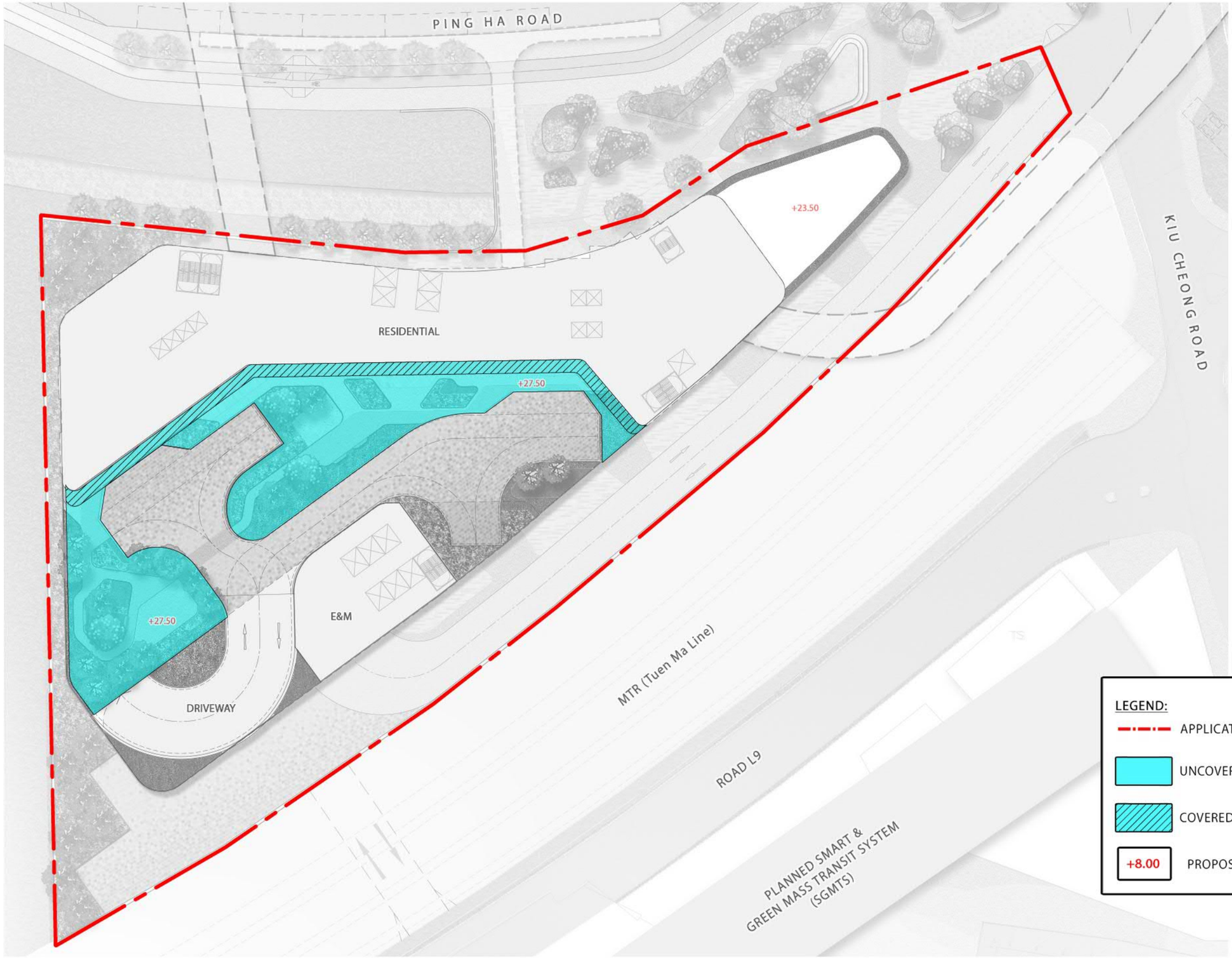
Open Space Demarcation Plan - G/F (+8.00mPD)

Dwg. No. : 2025208-S16-OSD-01

Date : FEB 2026
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Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

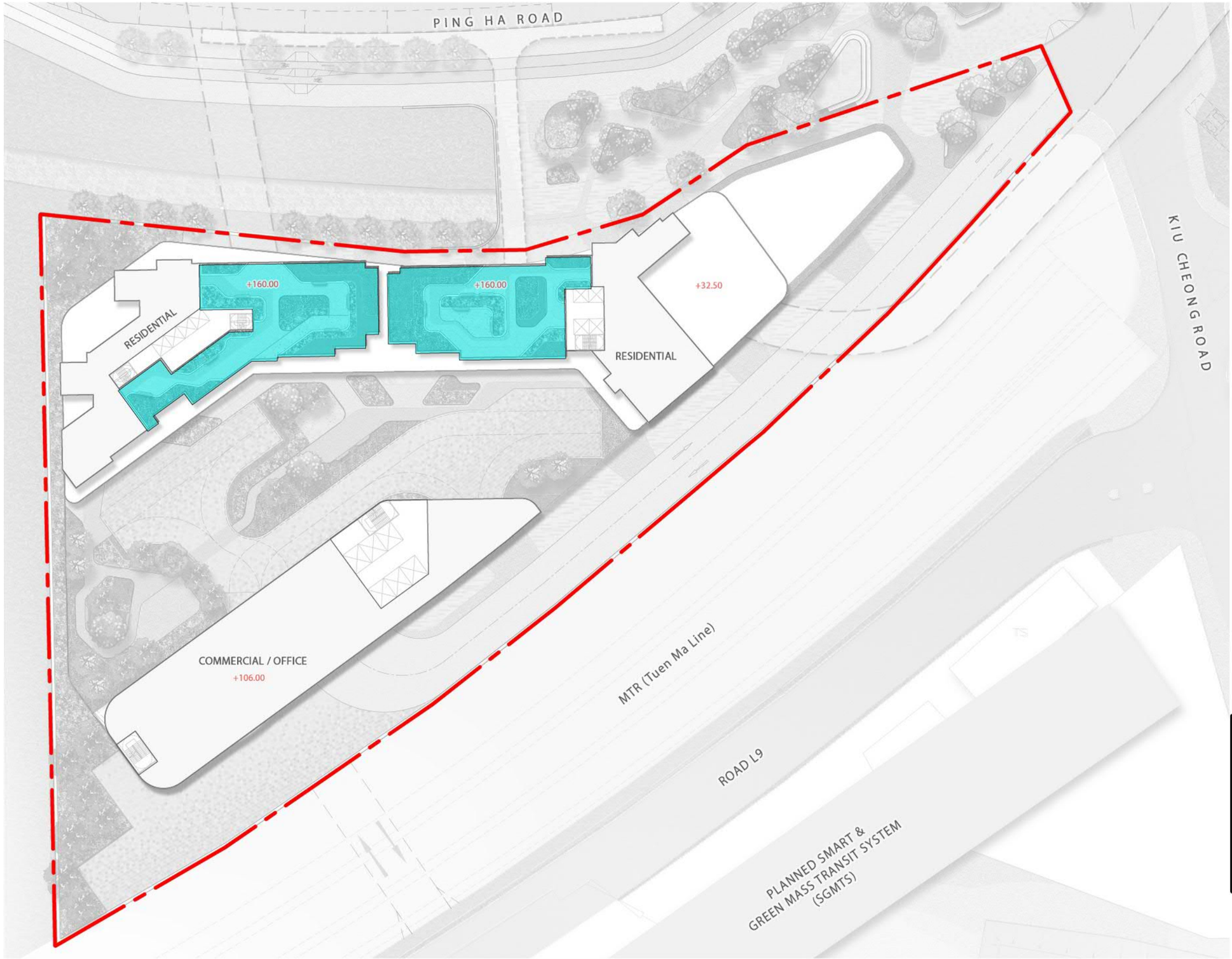
Open Space Demarcation Plan - 2/F (+23.50mPD) & 3/F (+27.50mPD)

Dwg. No. : 2025208-S16-OSD-02

Date : FEB 2026
(A3-size)

axxa group

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LEGEND:

- APPLICATION SITE BOUNDARY
- PRIVATE COMMUNAL OPEN SPACE (Not less than 3,192 sqm for an anticipated population of 3,192)
- +8.00 PROPOSED LEVELS

N

0m 2.5m 5m 10m 25m

SCALE . 1:600 (A3)

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Open Space Demarcation Plan - R/F (+160.00mPD)

Dwg. No. : 2025208-S16-OSD-03

Date : FEB 2026
(A3-size)

axxa group

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Appendix B –

Visual Impact Assessment

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Visual Impact Assessment

June 2026

llewelyn davies
ARCHITECTS PLANNERS DESIGNERS
Llewelyn-Davies Hong Kong Ltd

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Annex A	Indicative Master Layout Plan of the Approved Scheme (Application No. A/YL-PS/520)

1 INTRODUCTION

1.1 This Visual Impact Assessment (VIA) is prepared in support of a proposed mixed-use development with residential and commercial uses and minor relaxation of building height restriction (the Proposed Development) at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long (the Application Site) under Section 16 (S16) of the Town Planning Ordinance (the Ordinance) (CAP. 131).

1.2 The Application Site is located within the Hung Shui Kiu / Ha Tsuen New Development Area (HSK/HT NDA) and to the immediate southwest of Tin Shui Wai (TSW) MTR Station. It covers an area of about 9,946m^2 and is zoned "Commercial (2)" ("C(2)") on the Draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/3 (**Figure 1.1** refers) subject to a maximum plot ratio (PR) of 8 and a maximum building height (BH) of 135mPD. According to the Notes of the OZP, while various commercial uses are always permitted, 'Flat' is a Column 2 use which requires permission from the Board. Based on the individual merits of a development or redevelopment proposal, minor relaxation of the PR and/or BH restrictions may be considered by the Board on application under S16 of the Ordinance.

1.3 In view of recent government directives promoting greater flexibility for accommodating residential uses at commercial sites within the HSK/HT NDA, and taking into account the evolving market conditions, the continuous demand for housing, as well as the changing planning context, the current application is submitted to facilitate a proposed mixed-use development at the Application Site. The proposed development aims to fully realise the site's potential to contribute to housing supply, inject vibrancy into the surrounding area, and act as a gateway to connect TSW area to the broader HSK/HT NDA.

1.4 This VIA is prepared in accordance with the "Town Planning Board Guidelines No. 41A – Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board" (TPB PG-No. 41A) in order to evaluate the degree of visual impacts on key public viewers from major public viewpoints (VPs) due to the Proposed Development at the Application Site. It is also for comparing the Proposed Scheme (i.e. the subject application with proposed minor relaxation of the maximum BH restriction) with the Approved Scheme under the previous S16 Application No. A/YL-PS/520 for proposed commercial development approved by the Board on 17.3.2017. This will form the Baseline Scenario when assessing the potential visual impact of the Proposed Development.



llewelyn davies	Title: Extract of the Approved Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3	Checked	DH	Drawn PW
		Rev	0	Date Jun 2026
		Scale NA		Figure 1.1

1.5 This VIA covers the following sections:-

Section 2: describes the Proposed Development;

Section 3: identifies the visual context and the baseline visual condition of the Application Site;

Section 4: identifies the key VPs and public viewers;

Section 5: appraises the potential visual impacts induced by the Proposed Development; and

Section 6: summarises the findings of the VIA.

2 INDICATIVE DEVELOPMENT PROPOSAL

2.1 Major Development Parameters

2.1.1 The Proposed Development is planned with a domestic PR of about 5.2 and a non-domestic PR of 2.8 (with a total PR of 8 complying with the OZP restriction). It comprises two 38-storey residential towers with BH of not more than 160mPD and one commercial/office tower with BH of not more than 106mPD, all situated above a 5-storey commercial/retail podium. **Table 2.1** shows the indicative development schedule of the Proposed Development. The Indicative Master Layout Plan (MLP) and Sections are shown in **Figures 2.1** to **2.3**.

Table 2.1 Indicative Development Schedule of the Proposed Scheme

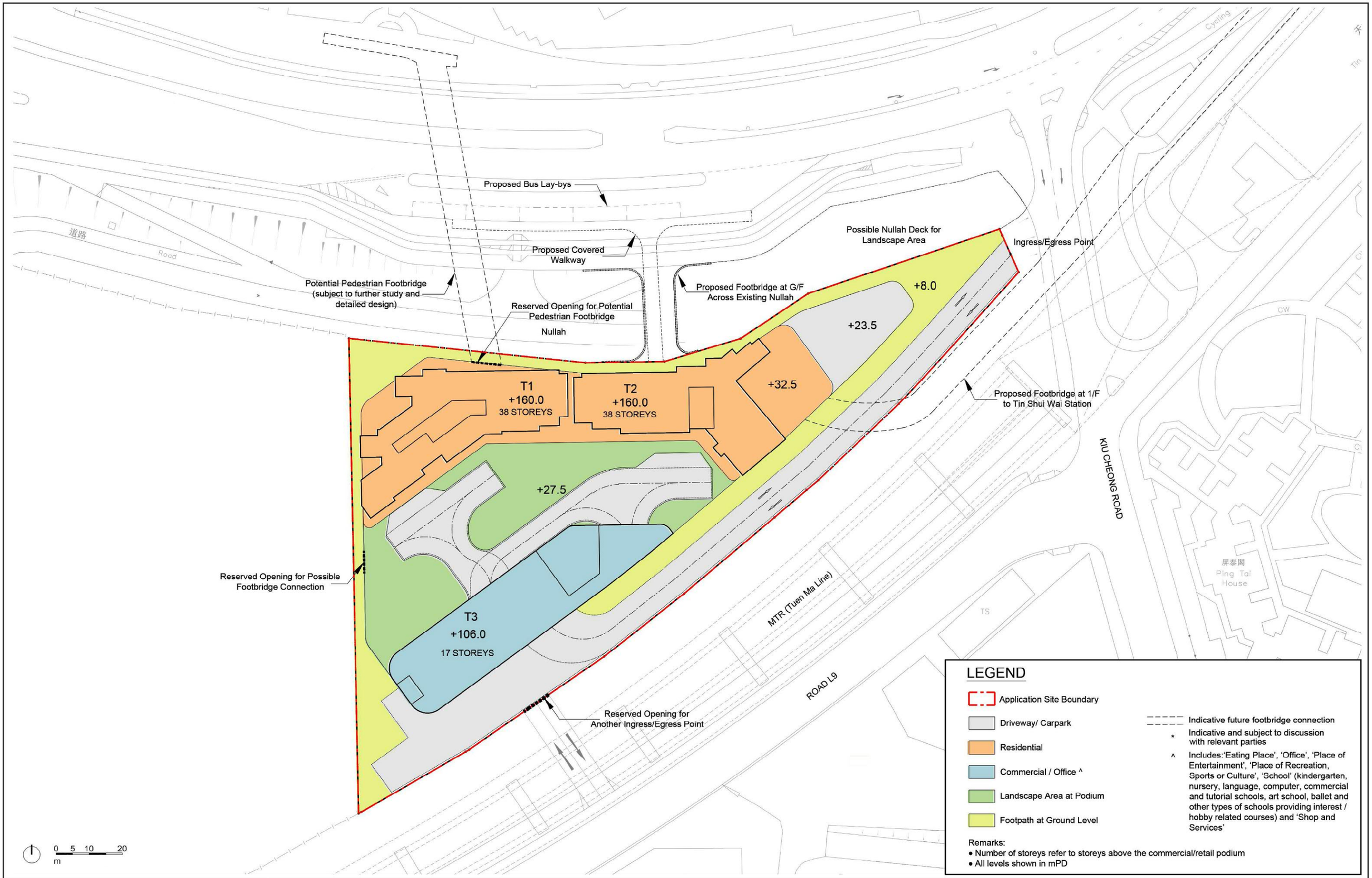
The Overall Development	
Application Site Area (about)	9,946m^2
Total Plot Ratio (about)	8.0
• Domestic Plot Ratio (about)	5.2
• Non-Domestic Plot Ratio (about)	2.8
Total GFA (about)	79,568m^2
• Domestic GFA (about)	51,697m^2
• Non-Domestic GFA (1) (about)	27,871m^2
○ Commercial/Office Tower	18,581m^2
○ Commercial/Retail Podium	9,290m^2
Maximum Site Coverage (above ground) (not more than)	
• Podium ○ Below 15m ○ Over 15m but not exceeding 20m	Not more than 100% ○ Not more than 100% ○ Not more than 60%
• Towers (Above 20m) ○ Non-domestic ○ Domestic	Not more than 38.5% ○ Not more than 11.5% ○ Not more than 27%
Residential Portion	
Building Height (at main roof)	Not more than 160mPD
Number of Storeys (2)	38 storeys (above 5 levels of commercial/retail podium)
Number of Blocks	2
Number of Flats	1,140
Average Flat Size (about)	45.3m^2
Anticipated Population (3)	3,192
Private Open Space (m^2) (not less than) (4)	3,192m^2
Residents' Clubhouse Facilities	
Clubhouse GFA (m^2) (about) (5)	2,250m^2
Number of Storeys	1
Commercial Portion	
Building Height (at main roof)	Not more than 106mPD
Number of Storeys	
• Commercial/Office Tower (6)	17 storeys

	(above 5 levels of commercial/retail podium)
• Commercial/Retail Podium	5 storeys
Number of Blocks	1

Remarks:

(1) Including 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'.
(2) Excluding transfer plates and 1 level of refuge floor.
(3) Assuming a person-per-flat ratio of 2.8 for Hung Shui Kiu/Ha Tsuen NDA as per the 2021 Population Census.
(4) Not less than $1m^2$ per person according to HKPSG.
(5) The residents' clubhouse GFA is about 4.352% of the domestic GFA and is exempted from plot ratio calculation.
(6) Excluding transfer plates.

2.1.2 The Applicant has incorporated various design features into the Proposed Development. Notably, the podium has adopted a stepped design descending from +32.5mPD to +23.5mPD toward the northeast corner facing Tin Shui Wai Station, softening the building bulk and creating a more inviting pedestrian experience. For landscaping enhancement, a planting strip has been integrated along the edge of the podium at 2/F, complemented by vertical greening across the northern and southern facades. Collectively, these design measures will enhance the podium aesthetics, enrich the streetscape, and promote visual interest.

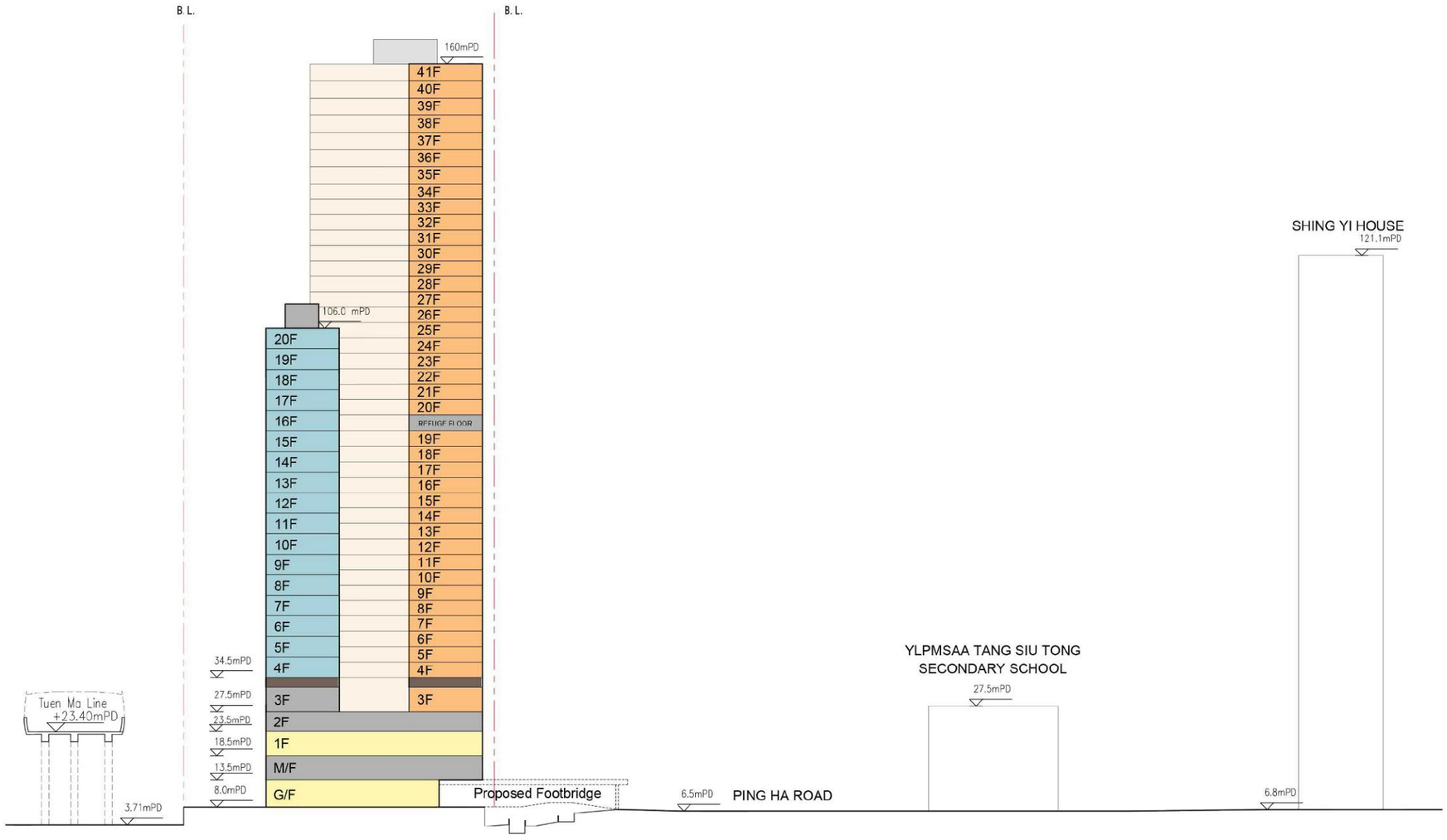


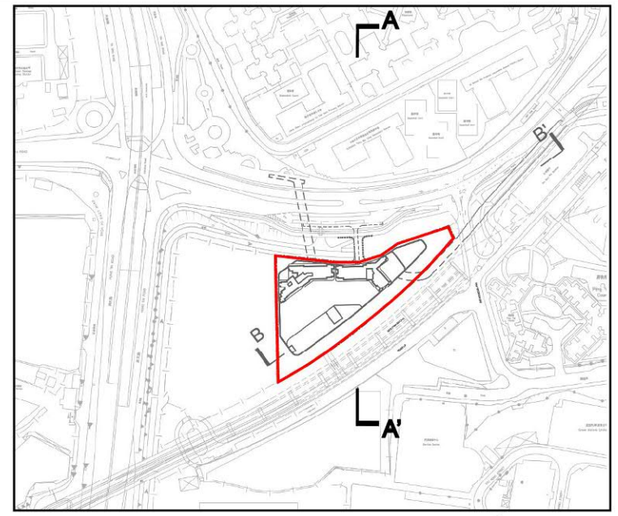
香港匯序建築設計有限公司
ATELIER GLOW LIMITED

Title

Indicative Master Layout Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale		Figure	2.1





Key Plan

1 SECTION A - A'

0 5 10 20
m

LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Carpark / E&M
- Transfer Plate
- Commercial / Retail

* Indicative and subject to discussion with relevant parties

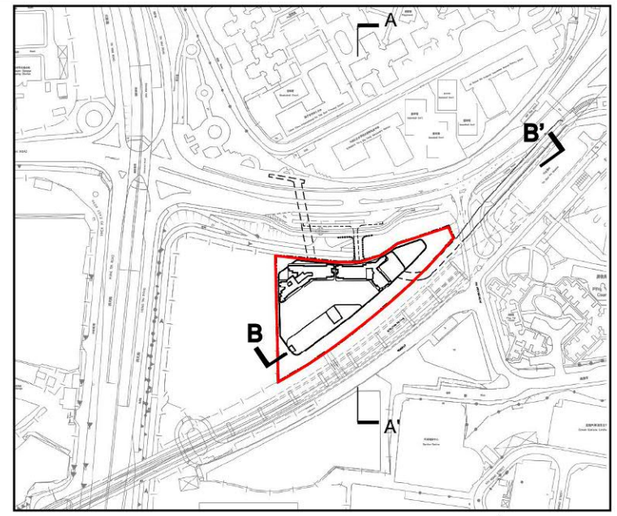
^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

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ATELIER GLOW LIMITED

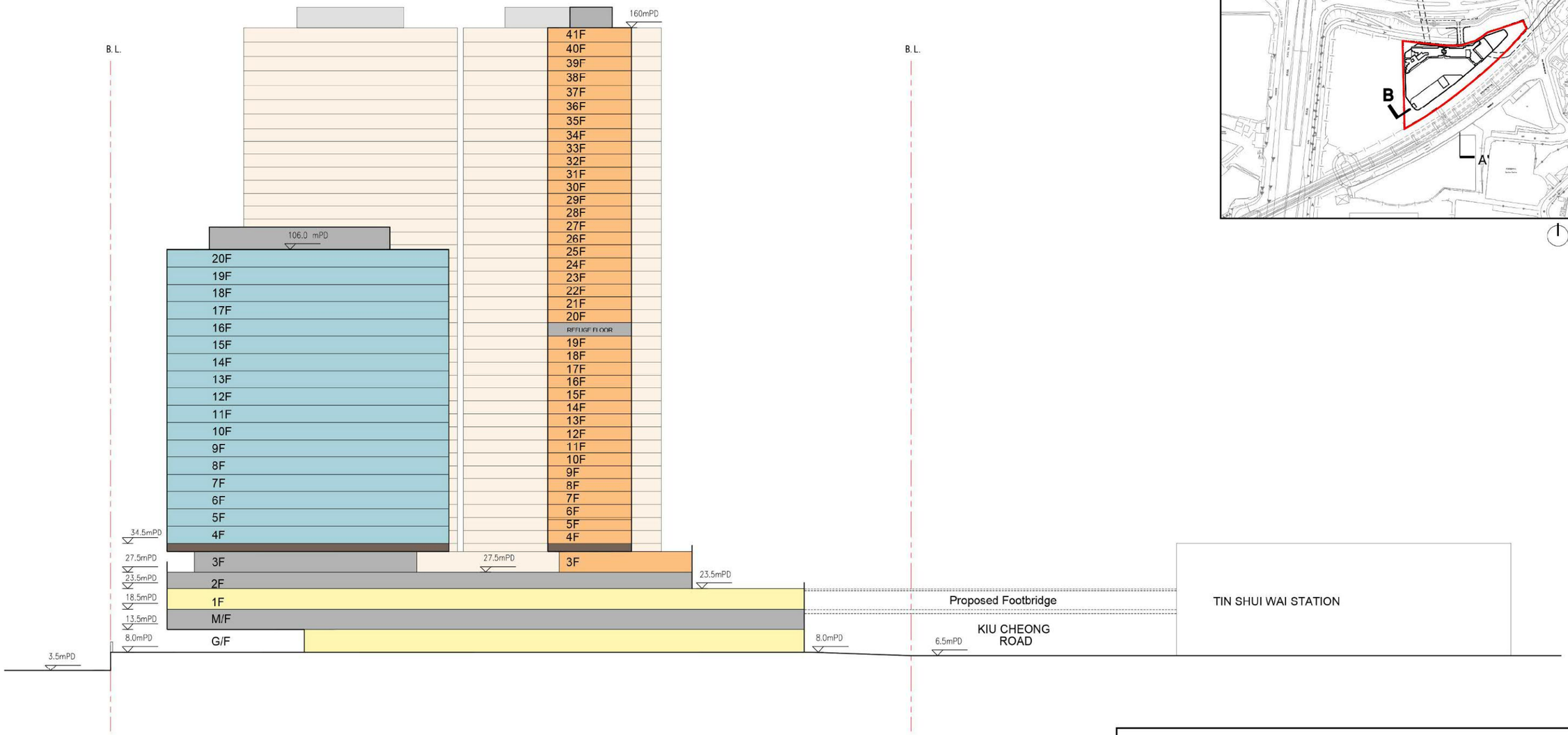
Title

Indicative Section A-A'

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Rev	0	Date	Jun 2026
Scale		Figure	2.2



Key Plan



1 SECTION B - B'

0 5 10 20
m

LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Carpark / E&M
- Transfer Plate
- Commercial / Retail

* Indicative and subject to discussion with relevant parties

^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

香港匯序建築設計有限公司
ATELIER GLOW LIMITED

Title

Indicative Section B-B'

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale		Figure	2.3

3 BASELINE VISUAL CONDITION

3.1 Visual Context and Character

3.1.1 The Application Site is located within the HSK/HT NDA and to the immediate southwest of TSW MTR Station (**Figure 3.1** refers). The Application Site is readily formed and is currently mostly vacant. It is bounded by an existing nullah and Ping Ha Road to the north; Kiu Cheong Road to the east; a planned amenity strip and the Tuen Ma Line viaduct (at about 21mPD) to the south; and a vacant site also falling within the same "Commercial (2)" ("C(2)") zone to the west.

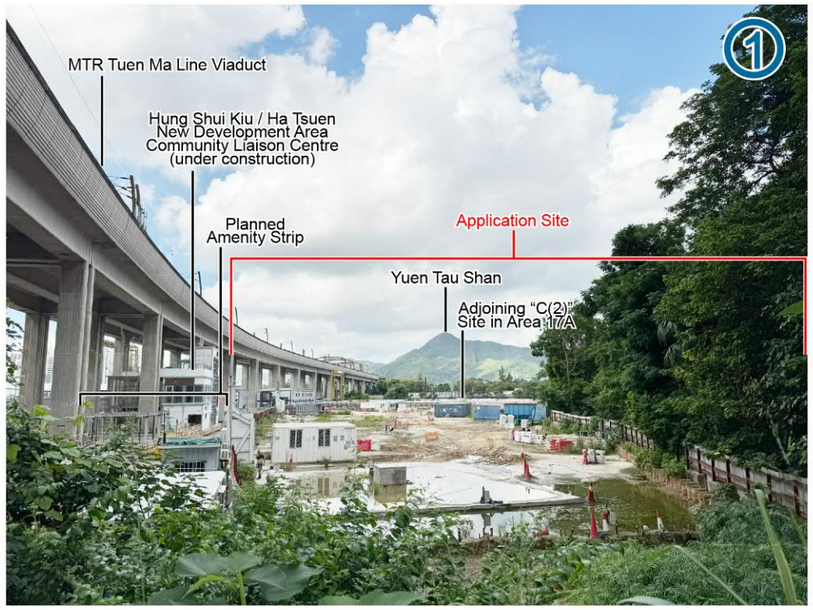
3.1.2 The surrounding areas of the Application Site are predominantly a mixture of high-density residential developments (**Figure 3.2** refers). To the north and east of the Application Site are existing subsidised housing estates known as Tin Shing Court (about 122mPD) and Ping Yan Court (about 117mPD), as well as three schools (namely the Lions Clubs International Ho Tak Sum Primary School, YLPMSAA Tang Siu Tong Secondary School and QE School Old Students' Association Branch Primary School) with BH ranging from about 28mPD to 31mPD.

3.1.3 To the southeast, south and west of the Application Site are sites in Areas 17A, 17B, 17C, 19A, 19B and 19C zoned "C(2)" and "Other Specified Uses (Mixed Use)" ("OU(MU)") with BH restrictions of 160mPD earmarked for commercial and mixed-use developments. These sites are currently vacant or occupied by low-rise structures and warehouses with BH up to about 21mPD.

3.1.4 To the further west of the Application Site across Hung Tin Road are two sites in Areas 16A and 16B zoned "Residential (Group A) 2" and "Residential (Group A) 3" for planned public housing development with approved BH up to 145mPD.



llewelyn davies	Title: Location Plan	Checked	DH	Drawn PW
		Rev	0	Date Jun 2026
		Scale NA		Figure 3.1



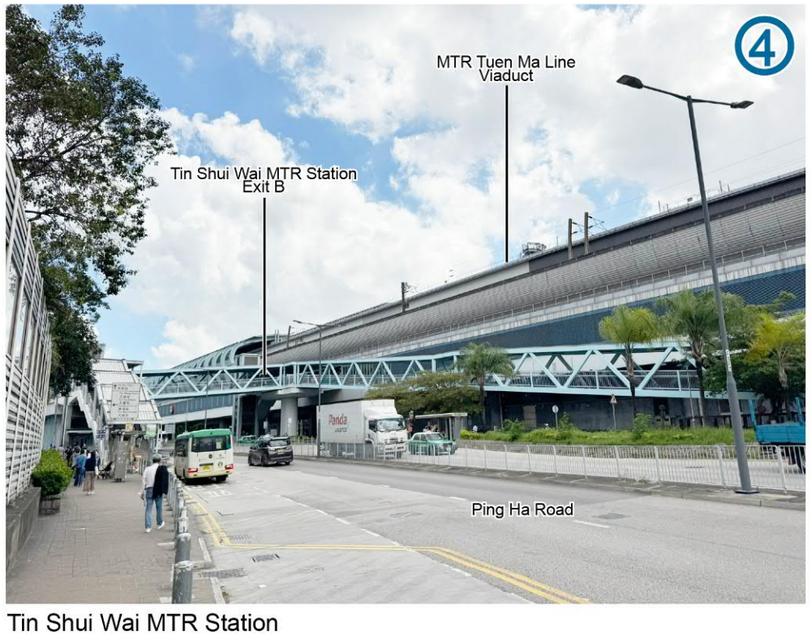
The Application Site is currently mostly vacant



Existing nullah to the north of the Application Site



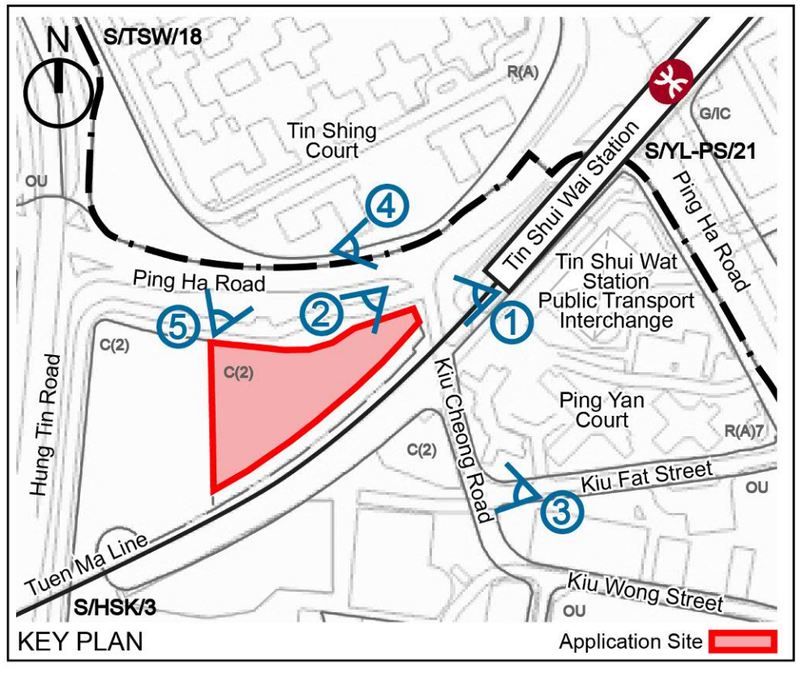
Temporary structure and car services centre to the south of the Application Site



Tin Shui Wai MTR Station



Tin Shing Court and schools across Ping Ha Road to the north of the Application Site which are completely fenced off from the roadside footpath



llewelyn davies	Title: Site and Surrounding Context		
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Rev	0	Date	Jun 2026
Scale		Figure	3.2

3.2 Visual Elements and Resources

3.2.1 The visual context of the Application Site is shaped by various visual elements which come into sights of the viewers. Major visual elements, including the visual resources or attractors and visual eyesores or detractors that currently exist or planned are identified below. Different visual elements may enhance, degrade or neutralise the overall visual impact of the Proposed Development being assessed.

Visual Elements and Amenities

3.2.2 The Application Site is located at the fringe of HSK/HT NDA directly adjoining the TSW New Town where natural visual resources such as mountain ranges are occasionally available in view of its highly urbanised setting and blockage of buildings. In particular, views towards the mountain ridges to the east and south are largely obstructed by existing buildings, whereas an open view towards the mountain ridges to the west including **Yuen Tau Shan (about 375mPD)** is currently available (**Figure 3.2** refers). However, this open view is anticipated to be obstructed by future high-rise developments within the HSK/HT NDA.

3.2.3 Existing and planned public open spaces can be found scattering around the Application Site, notably the existing Sha Chau Lei Sitting-out Area and the planned regional park and sports ground to its west; Tin Ho Road Playground and an unnamed sitting-out area at the northeastern corner of the junction of Ping Ha Road and Tin Ying Road to its north; as well as a planned local open space near Hung Uk Tsuen to its south. **These public open spaces serve as the major visual resources near the Application Site**.

Visual Eyesores and Detractors

3.2.4 The existing high-rise residential developments such as **Tin Shing Court (about 127mPD) and Ping Yan Court (about 117mPD)** would form visual obstruction to a certain extent. In addition, the existing railway and road infrastructure, including the **MTR Tuen Ma Line viaduct** running along the southern boundary of the Application Site, and the **Hung Tin Road flyover** to the west of the Application Site, are also some of the major eyesores which dominate the visual composition of pedestrians.

3.2.5 In the future, along with the development of the HSK/NT NDA, the **planned high-rise residential, commercial and mixed-use developments** with BH up to 160mPD will create additional visual obstructions in the area.

3.3 Approved Commercial Scheme

3.3.1 The latest approved scheme under the previous S16 Application No. A/YL-PS/520 for proposed commercial development (the Approved Scheme) will form the Baseline Scenario when assessing the visual acceptability of the proposed development under the current application. The major development parameters of the Approved Scheme are shown in **Table 3.1** below whereas the Indicative MLP of the Approved Scheme is presented in **Annex A**.

Table 3.1 Indicative Development Schedule of the Approved Scheme

The Approved Commercial Development	
Application Site Area (about)	9,946m^2
Total Plot Ratio (about)	8.0
Total GFA (about)	79,568m^2
Maximum Site Coverage (above ground) (not more than)	
• Above 15m from ground level • Up to 15m from ground level	• Not more than 60% • Not more than 75%
Building Height (at main roof)	Not more than 131.8mPD
Number of Storeys (1)	31 storeys
Number of Blocks	1

Remarks:
(1) Including 3 levels of basement

3.3.2 Under the Approved Scheme, a terraced podium with landscape features descending from 46.85mPD to 21.85mPD was proposed to soften the visual bulk and enhance visual interest. The Applicant also committed to providing greening of 20% of the site area.

3.4 Development of the HSK/HT NDA

3.4.1 The development of the HSK/HT NDA is progressing at full speed, with works already commenced and the first population intake anticipated in 2030, coinciding with the Proposed Development. Upon implementation, the area will be transformed from its current semi-rural character into a highly urbanised district comprising high-rise residential, commercial, and mixed-use developments. These planned projects have been incorporated into both the Baseline Scenario and the Proposed Scenario for the visual analysis.

3.5 View Corridor

3.5.1 According to the Hung Shui Kiu and Ha Tsuen OZP, a minor portion at the northeastern end of the Application Site falls within a view corridor ('fung shui lane') extended from Ping Shan. The proposed development has been carefully designed to respect and maintain this corridor.

3.5.2 As illustrated in **Figure 3.3**, the indicative development proposal strategically avoids placing any high-rise towers within the view corridor, with only a small part of the podium structure at 23.5mPD overlapping with it. Compared to other existing structures in the view corridor, such as the YLPMSAA Tang Siu Tong Secondary School (31mPD) and the Tuen Ma Line noise barrier (31mPD), the proposed podium is notably much lower and should therefore not be considered an obstruction to the view corridor.

3.6 Area of Visual Influence (AVI)

3.6.1 According to the TPB PG-No. 41A, the assessment area (i.e. the visual envelope) should cover the area of visual influence within which any part of the Proposed Development is visible from key public viewers. When determining the AVI of the subject VIA, the Proposed Development, the visual context, the popular public gathering spaces, the distance of the development and its potential visibility from the selected viewing points and the actual site and surrounding topographical conditions by ground inspection have been taken into account.

3.6.2 Having regard to the scale and height of the Proposed Development, the subject AVI covers public viewers with potential visibility to the Application Site in the TSW New Town and HSK/HT NDA. The subject AVI (about 456m from the Application Site boundary, which is three times of the maximum absolute building height of the Proposed Development) extends to Tin Ho Road to the north, Sheung Cheung Wai Tsuen to the east, Hung Uk Tsuen to the south and Sha Chau Lei Tsuen to the west.

<u>Location of Selected Public Viewpoints</u>

3.6.3 Based on the AVI as determined above, 7 nos. of key public viewpoints (VPs) have been identified within the AVI for the subject VIA (**Figure 3.4** refers). Analysis of the sensitivity of the public viewers at these VPs are discussed in the following section.

View Corridor

Proposed Bus Lay-bys

Proposed Covered Walkway

Potential Pedestrian Footbridge (subject to further study and detailed design)

Reserved Opening for Potential Pedestrian Footbridge

Nullah

Possible Nullah Deck for Landscape Area

Ingress/Egress Point

Proposed Footbridge at G/F Across Existing Nullah

Proposed Footbridge at 1/F to Tin Shui Wai Station

T1
+160.0
38 STOREYS

T2
+160.0
38 STOREYS

T3
+106.0
17 STOREYS

+8.0

+23.5

+32.5

+27.5

KIU CHEONG ROAD

MTR (Tuen Ma Line)

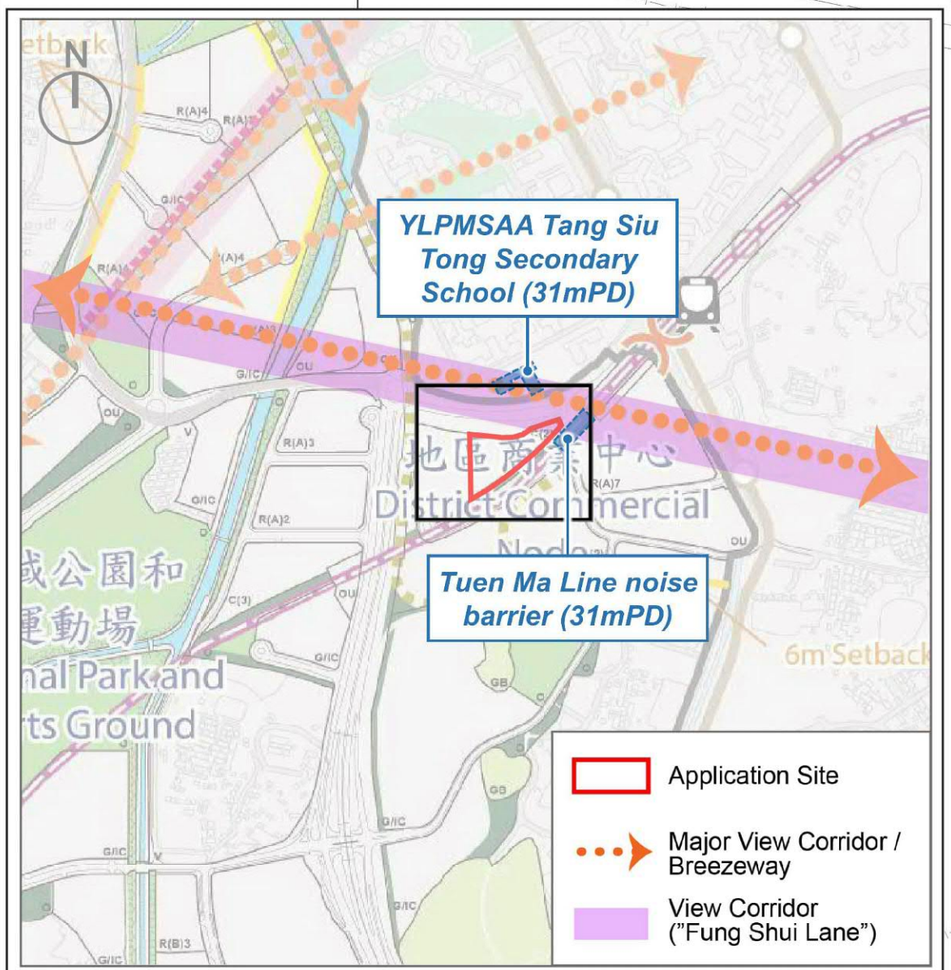
Reserved Opening for Another Ingress/Egress Point

Reserved Opening for Possible Footbridge Connection

LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Residential
- Commercial / Office ^
- Landscape Area at Podium
- Footpath at Ground Level
- View Corridor
- Indicative future footbridge connection
- * Indicative and subject to discussion with relevant parties
- ^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

Remarks:
- Number of storeys refer to storeys above the commercial/retail podium
- All levels shown in mPD



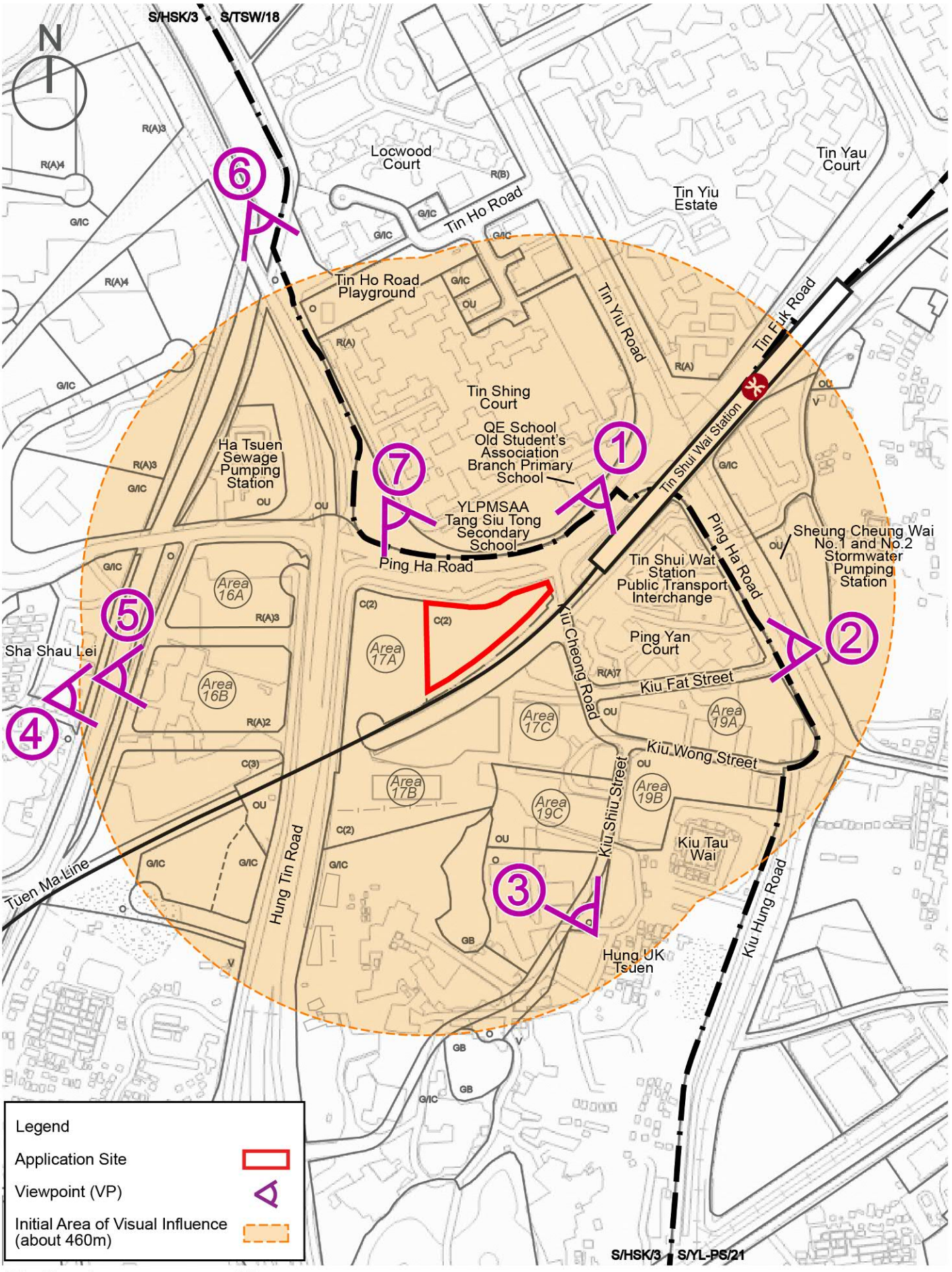
KEY PLAN

香港匯序建築設計有限公司
ATELIER GLOW LIMITED

Title

Overlay of Indicative Master Layout Plan with the View Corridor as Indicated on the Landscape and Open Space Network Concept Plan attached to the Explanatory Statement of the Outline Zoning Plan

Checked	DH	Drawn	PW
Rev	0	Date	Jun 2026
Scale		Figure	3.3



llewelyn davies	Title: Location of Vantage Points	Checked	DH	Drawn PW
		Rev	0	Date Jun 2026
		Scale NA		Figure 3.4

4 VIEWPOINTS AND PUBLIC VIEWERS

4.1 Key public viewers are those people who have direct views of the Application Site from the most affected public VPs, and are likely to be affected most by the visual change induced by the Proposed Development. As per the requirements of TPB PG-No. 41A, key public viewers include the public at key pedestrian nodes, popular areas used by the public or tourists for outdoor activities, recreation, rest, sitting-out, leisure, walking, sight-seeing, and prominent travel routes where travellers' visual attention may be caught by the proposed development.

4.2 Key public viewers are also categorised based on the characters and what the public are engaged in at the public VPs. The sensitivity of public viewers to visual changes will be influenced by:

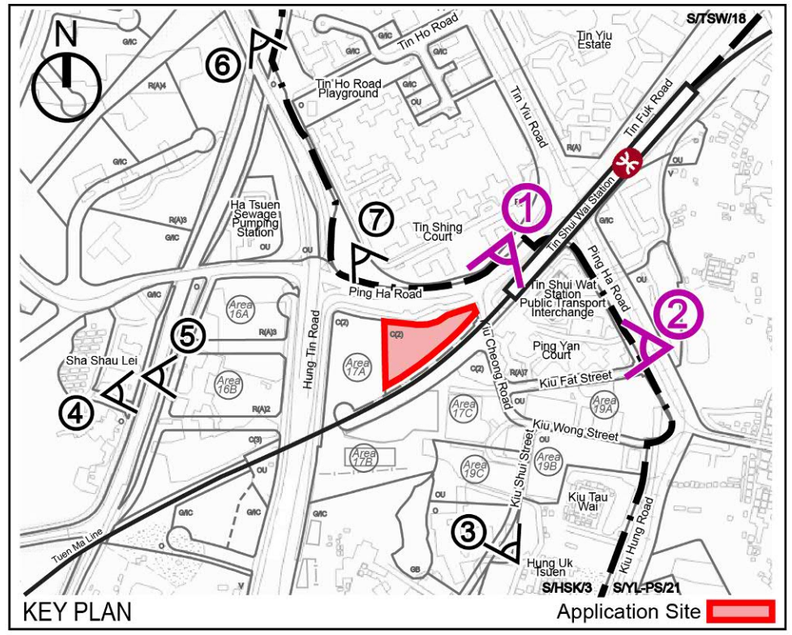
1) The activities they are engaged in; and
2) The public perception of value attached to the views being assessed.

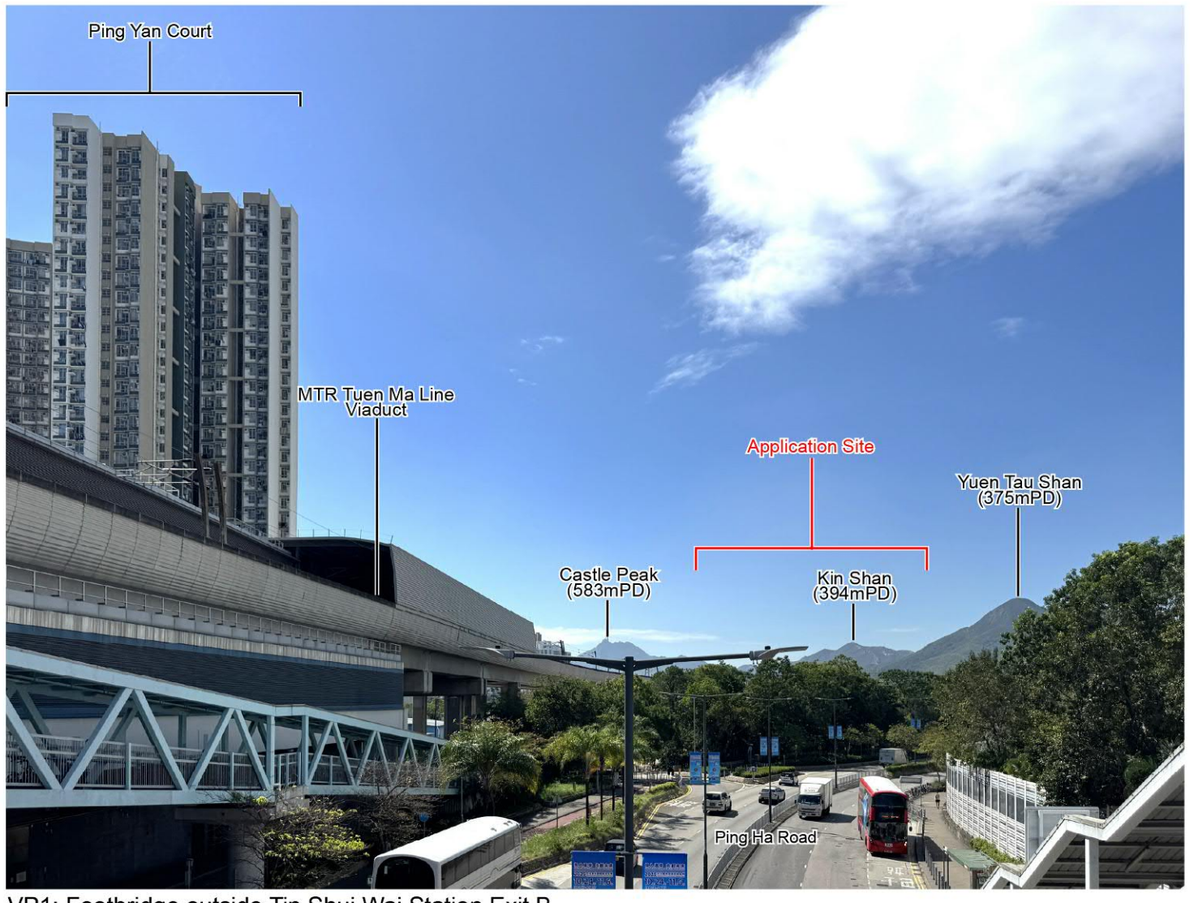
4.3 With consideration to the nature of the people who are mostly affected by the proposed visual changes at the key VPs, the selected key public viewers of the subject VIA are categorised into two groups, namely:-

Recreation	General public have sights to the Proposed Development while engaging in recreational facilities.
Traveller	General public have sights to the Proposed Development when commuting.

4.4 The sensitivity of key public viewers towards visual changes at the Application Site are categorised into 3 classifications (i.e. "High", "Medium" and "Low"), taking into account the activity/type of the viewers and the public perception of value attached to the views being assessed.

4.5 Existing views of the selected VPs are shown in **Figures 4.1 to 4.4**. The sensitivity of key public viewers at the selected VPs are described in **Table 4.1**.





VP1: Footbridge outside Tin Shui Wai Station Exit B



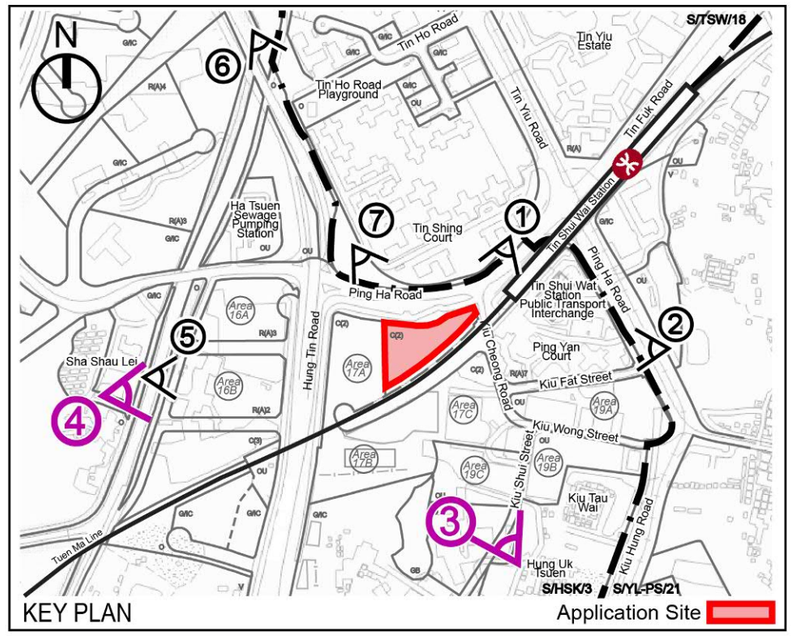
VP2: Hang Mei Tsuen Light Rail Station

llewelyn davies

Title

Existing Views of VP1 and VP2

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Scale		Figure	4.1



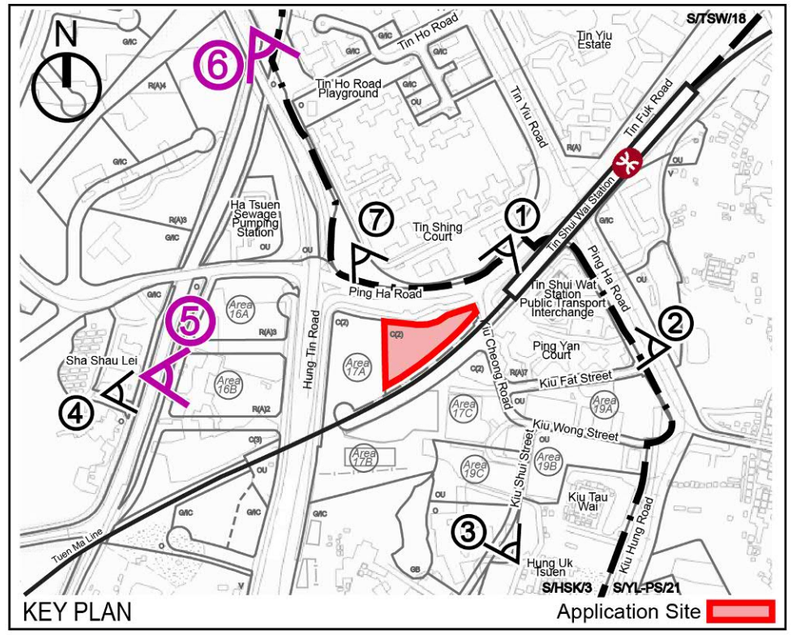


VP3: Planned Local Open Space near Hung Uk Tsuen



VP4: Sha Chau Lei Sitting-Out Area

llewelyn davies	Title: Existing Views of VP3 and VP4	Checked: DH / Drawn: PW	
		Rev: 0 / Date: Jun 2026	
		Scale:	Figure: 4.2





VP5: Planned Riverside Promenade at Sha Chau Lei Road



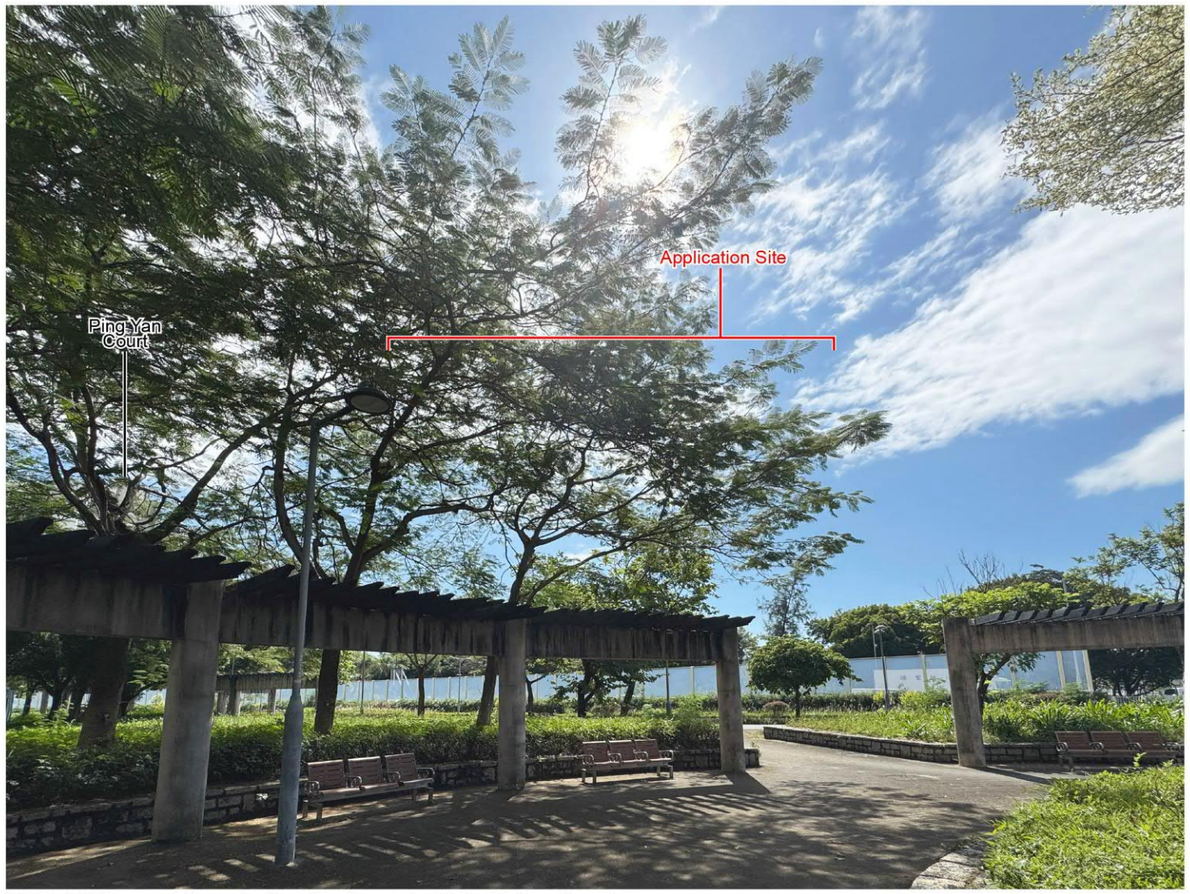
VP6: Planned Riverside Promenade at Tin Ying Path

llewelyn davies

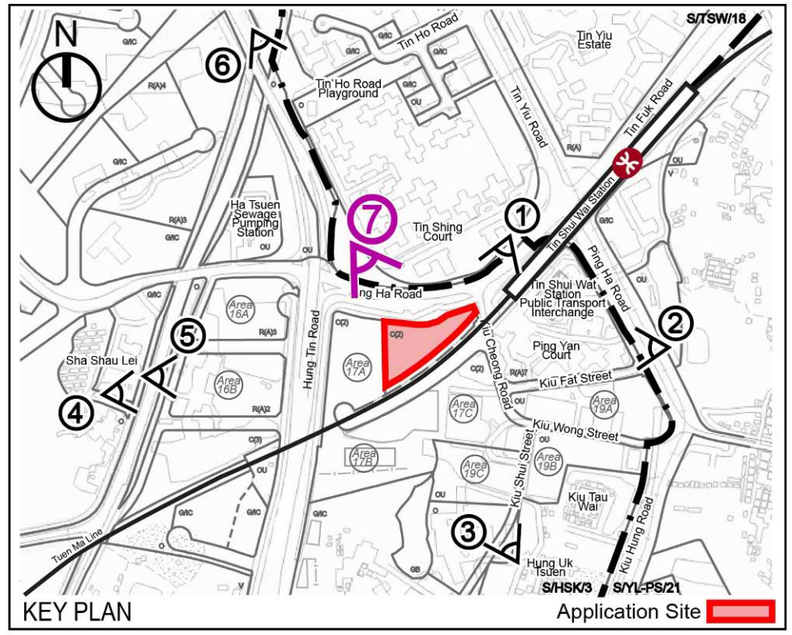
Title

Existing Views of VP5 and VP6

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Scale		Figure	4.3



VP7: Sitting-out Area to the Southwest of Tin Shing Court



llewelyn davies	Title: Existing Views of VP7	Checked	DH	Drawn PW
		Rev	0	Date Jun 2026
		Scale		Figure 4.4

Table 4.1 – Brief Analysis of Key Public Viewers at Selected Public VPs

	Approx. Viewing Distance	Quality of View (Good / Fair / Poor)	Sensitivity
VP1: Footbridge outside Tin Shui Wai Station Exit B (**Figure 4.1** refers) The existing footbridge outside Tin Shui Wai Station Exit B provides a direct connection across Ping Ha Road, linking the Station with the TSW New Town. It serves as one of the key pedestrian travel corridors between the Station and the New Town and is identified as a short-range VP. **Public Viewers: Travellers** The public viewers are mainly pedestrians travelling between TSW New Town and the MTR Station via the footbridge. The duration of stay for pedestrians using the existing footbridge is very short, hence this VP is of transient nature only. Pedestrians at this VP are expected to focus on their commute.	About 150m to the Northeast of the Application Site	**Good –** At this short-range VP, existing view is characterised by an open sky view, a mountain backdrop including Yuen Tau Shan, Kin Shan and Castle Peak, and several vegetation along Ping Ha Road. A high-rise housing development known as Ping Yan Court, together with the MTR viaduct and the busy traffic along Ping Ha Road are also available in the foreground.	Medium
VP2: Hang Mei Tsuen Light Rail Station (**Figure 4.1** refers) Hang Mei Tsuen Light Rail Station is the nearest Light Rail Station to the Application Site. Passengers use this station to travel to and from nearby areas such as Ping Yan Court, Hang Mei Tsuen, and Kiu Tau Wai. This is a medium-range VP. **Public Viewers: Travellers** The public viewers are mainly passengers making use of the Light Rail Station to access nearby areas. The duration of stay for pedestrians using the Light Rail Station is very short, hence this VP is of transient nature only. Pedestrians at this VP are expected to focus on their commute.	About 360m to the East of the Application Site	**Fair –** At this medium-range VP, existing view is characterised by roads, light rail railways and high-rise residential developments known as Ping Yan Court and Tin Shing Court. An open sky view and a partial view of the mountain backdrop is also available.	Low
VP3: Planned Local Open Space near Hung Uk Tsuen (**Figure 4.2** refers) This medium-range VP is currently a village access near Hung Uk Tsuen, surrounded by existing village houses and vegetation. The area has been earmarked as a planned local open space under the OZP. **Public Viewers: Recreational Users** The public viewers are mainly users of the planned local open space in the future, who will engage in active and passive recreational activities. Given the presence of existing vegetation in the foreground, a visually prominent or distinctive view of the Proposed Development is not expected.	About 400m to the Southeast of the Application Site	**Fair –** At this medium-range VP, existing view is characterised by village houses, parked vehicles and some vegetation. An open sky view is also available in the backdrop.	Medium

	Approx. Viewing Distance	**Quality of View (Good / Fair / Poor)**	**Sensitivity**
VP4: Sha Chau Lei Sitting-Out Area (**Figure 4.2** refers) Sha Chau Lei Sitting-Out Area currently serves as a local open space for the enjoyment of nearby villagers and users of institutional facilities. This is a long-range VP. **Public Viewers: Recreational Users** The public viewers are mainly passive recreational users of the Sha Chau Lei Sitting-Out Area. Given its long distance from the Application Site and the presence of existing vegetation in the foreground, a visually prominent or distinctive view of the Proposed Development is not expected.	About 450m to the West of the Application Site	**Good –** At this long-range VP, existing view is characterised by an open sky view, vegetation and facilities within the sitting-out area. Village houses and a high-rise housing development known as Tin Shing Court are also visible.	Medium
VP5: Planned Riverside Promenade at Sha Chau Lei Road (**Figure 4.3** refers) This long-range VP is currently a vehicular road along the west bank of Tin Shui Wai River. It is zoned “O” on the OZP and is planned to be a riverside promenade. **Public Viewers: Travellers** The public viewers are mainly travellers along the future riverside promenade. Given its long distance from the Application Site and the transient views of the promenade users, public viewers are unlikely to focus on the Proposed Development.	About 430m to the West of the Application Site	**Good –** At this long-range VP, existing view is characterised by an open sky view, vegetation, temporary structures and high-rise residential developments known as Ping Yan Court and Tin Shing Court.	Medium
VP6: Planned Riverside Promenade at Tin Ying Path (**Figure 4.3** refers) This long-range VP is currently a cycling track and footpath along the west bank of Tin Shui Wai River. It is zoned “O” on the OZP and is planned to be a riverside promenade. **Public Viewers: Travellers** The public viewers are mainly travellers along the future riverside promenade. Given its long distance from the Application Site and the transient views of the promenade users, public viewers are unlikely to focus on the Proposed Development.	About 540m to the Northwest of the Application Site	**Fair –** At this long-range VP, existing view is characterised by vegetation, the Tin Shui Wai River, the vehicular bridge of Tin Ying Road above the river, and the high-rise residential development known as Tin Shing Court. An open sky view is also available in the backdrop.	Low
VP7: Sitting-out Area to the Southwest of Tin Shing Court (**Figure 4.4** refers) The small sitting-out area to the southwest of Tin Shing Court comprises vegetation and a few benches with canopies. This is a short-range VP. **Public Viewers: Recreational Users** The public viewers are mainly passive recreational users of the sitting-out area. Given the presence of existing vegetation in the foreground, a visually prominent or distinctive view of the Proposed Development is not expected.	About 130m to the Northwest of the Application Site	**Good –** At this short-range VP, existing view is characterised by the vegetation and facilities within the sitting-out area. An open sky view is also available in the backdrop.	Medium

5 ASSESSMENT OF VISUAL IMPACTS

5.1 Methodology for the Appraisal of Visual Impact

5.1.1 With reference to the TPB PG-No. 41A, the appraisal of visual impacts to key public viewers can be determined by three aspects:

1) Visual Composition (i.e. to assess the visual effects resulted from the change in building forms, bulk and etc.);

2) Visual Obstruction (i.e. to assess whether the proposed subject matter may improve or degrade the condition, quality and character of visual resources, and cause any views in the foreground or background to be intercepted or blocked); and

3) Visual Change (i.e. to assess the effects of visual changes from key public viewing points considering degree of visibility and viewing distance)

5.1.2 The significance of the visual impact to the public viewers is a synthetic analysis between the visual sensitivity of the public viewers towards the Application Site and their perception from the above three aspects. The magnitude of change can be rated as 'Negligible', 'Slight', 'Moderate' and 'Substantial' (**Table 5.1** refers).

Table 5.1 Matrix for Appraisal of Significance of Overall Visual Impact

		Sensitivity of Public Viewers		
		Low	**Medium**	**High**
Magnitude of Change	**Negligible**	Negligible	Negligible	Negligible
	Slight	Negligible / Slight	Slight / Moderate	Moderate
	Moderate	Slight / Moderate	Moderate	Moderate / Substantial
	Substantial	Moderate	Moderate / Substantial	Substantial

Remarks: The resultant overall visual impacts range from negligible to substantial unless the Proposed Development exhibits visual effects that enhance the visual quality.

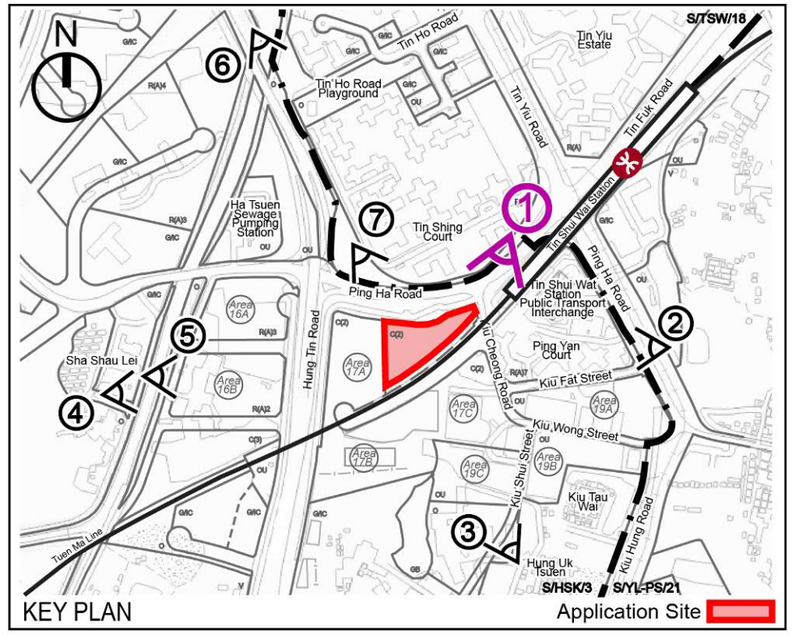
5.1.3 The classification of the overall visual impacts and its associated descriptions are set out in **Table 5.2** below.

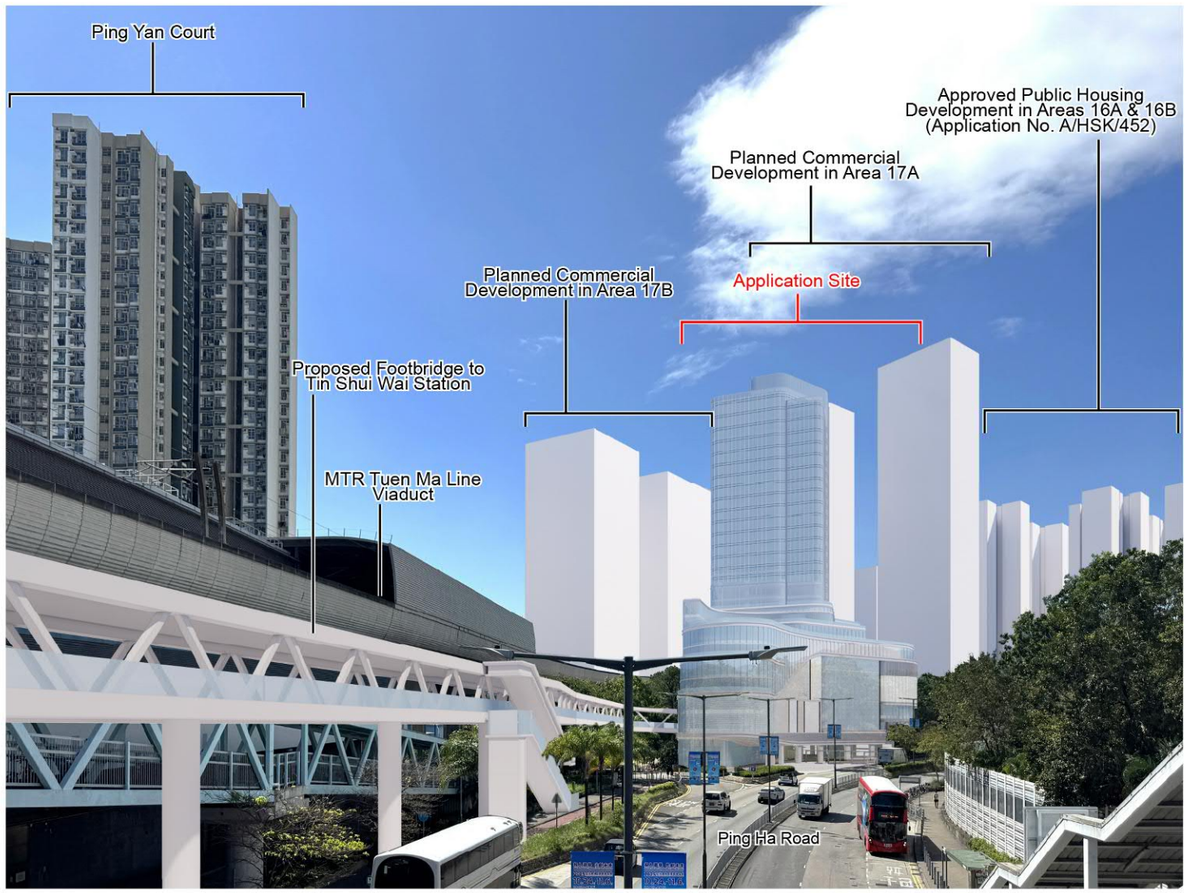
Table 5.2 Classification of Overall Visual Impacts

Classifications	Descriptions
Beneficial	The project will complement the visual character of its setting, and/or will improve overall visual quality.
Negligible	The assessment indicates that there will be no noticeable effects or insignificant visual effects caused by the project.
Slight	There will be slight adverse visual effects caused by the project.
Moderate	There will be some adverse visual effects caused by the project, but these can be eliminated, reduced or moderated to a certain extent by design/mitigation measures.
Substantial	The adverse effects are considered too excessive and obstructive, and significant modification is required to mitigate the impacts.

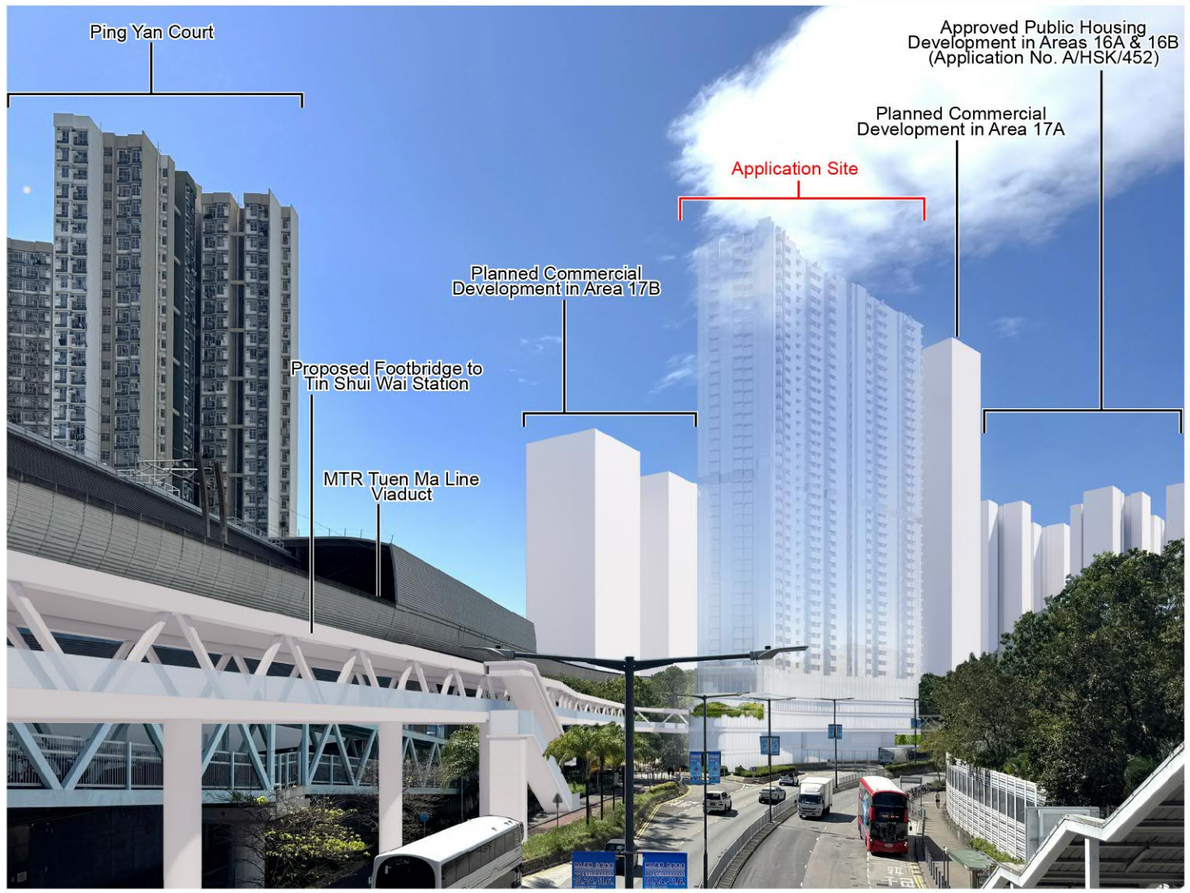
5.2 Appraisal of Visual Impacts on Different Public Viewers

5.2.1 The appraisal of visual impacts on public viewers at the selected VPs induced by the Proposed Development are described below. The corresponding photomontages are attached in **Figures 5.1** to **5.7**. A summary of the appraisal is set out in **Table 5.3** at the end of this section.





Baseline Scheme



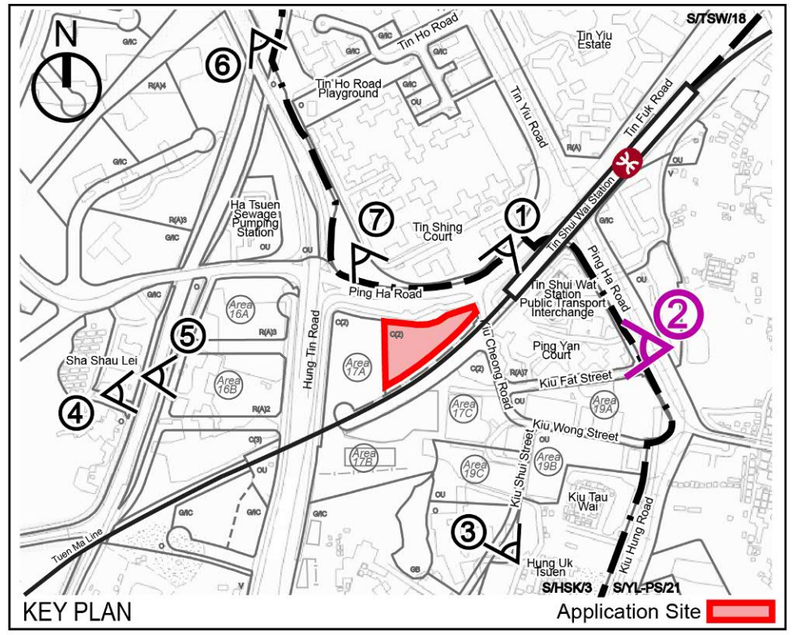
Proposed Scheme

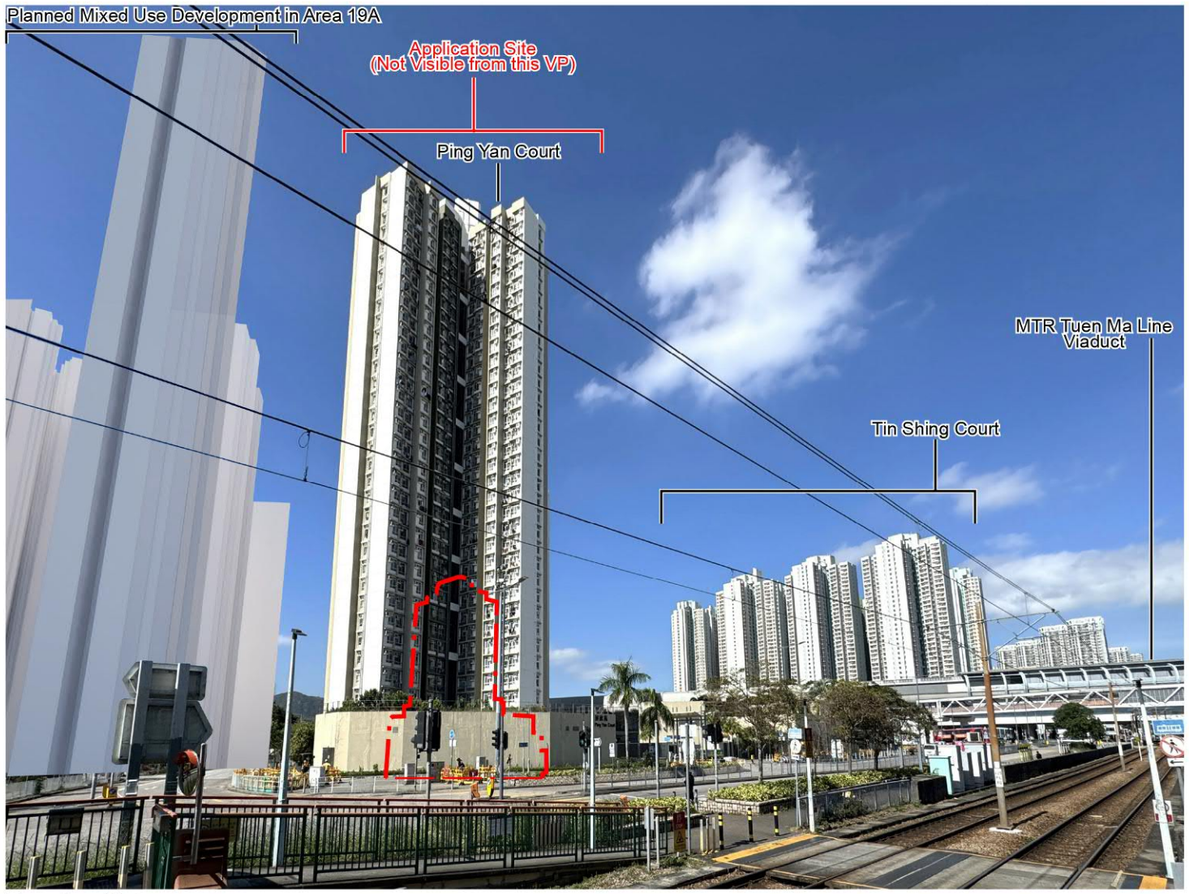
llewelyn davies

Title

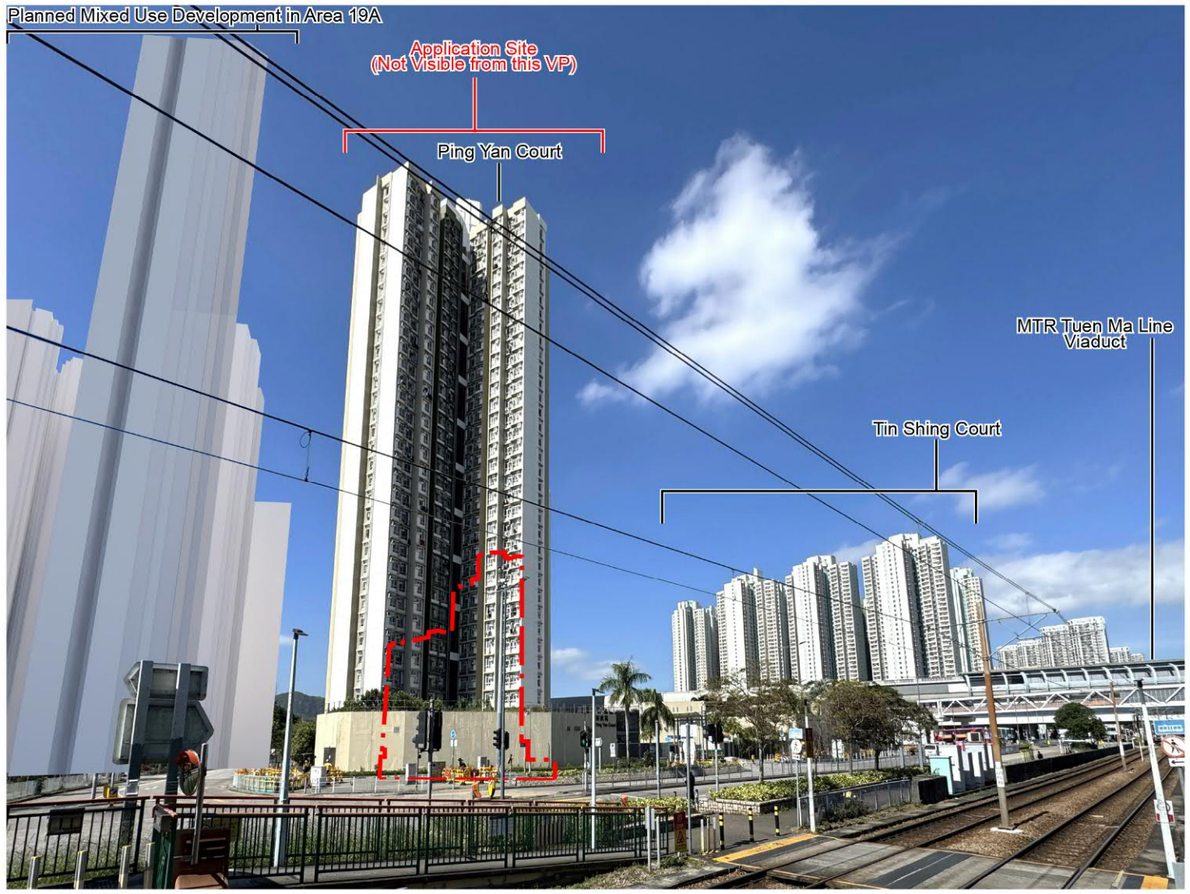
Photomontages – Viewing from VP1

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Scale		Figure	5.1





Baseline Scheme



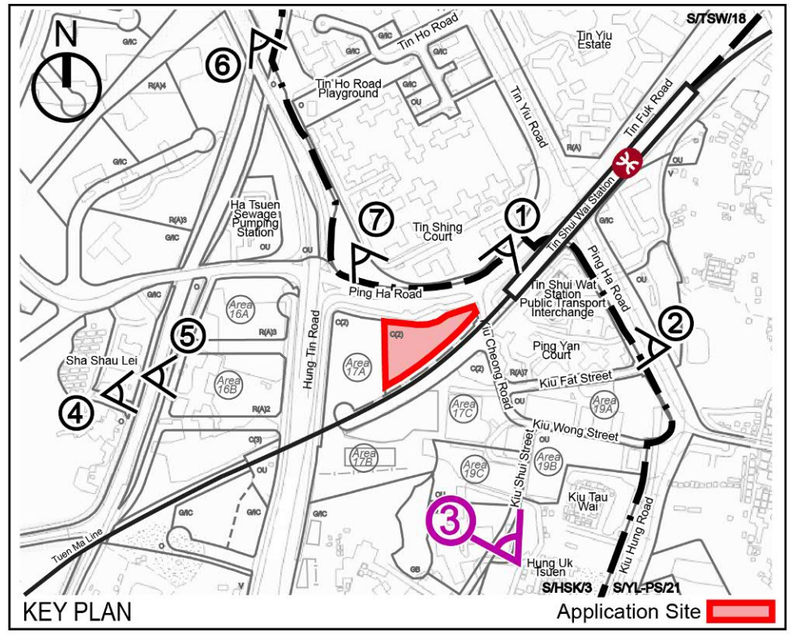
Proposed Scheme

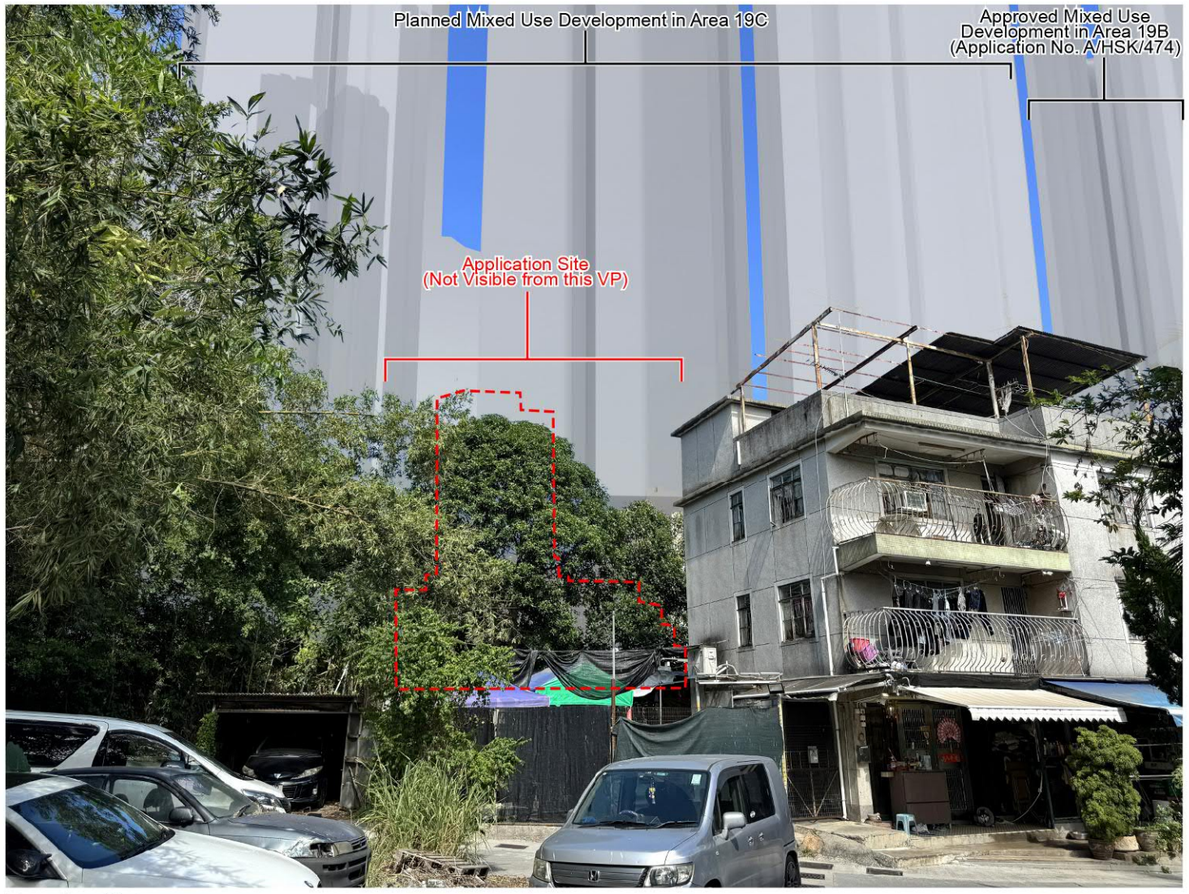
llewelyn davies

Title

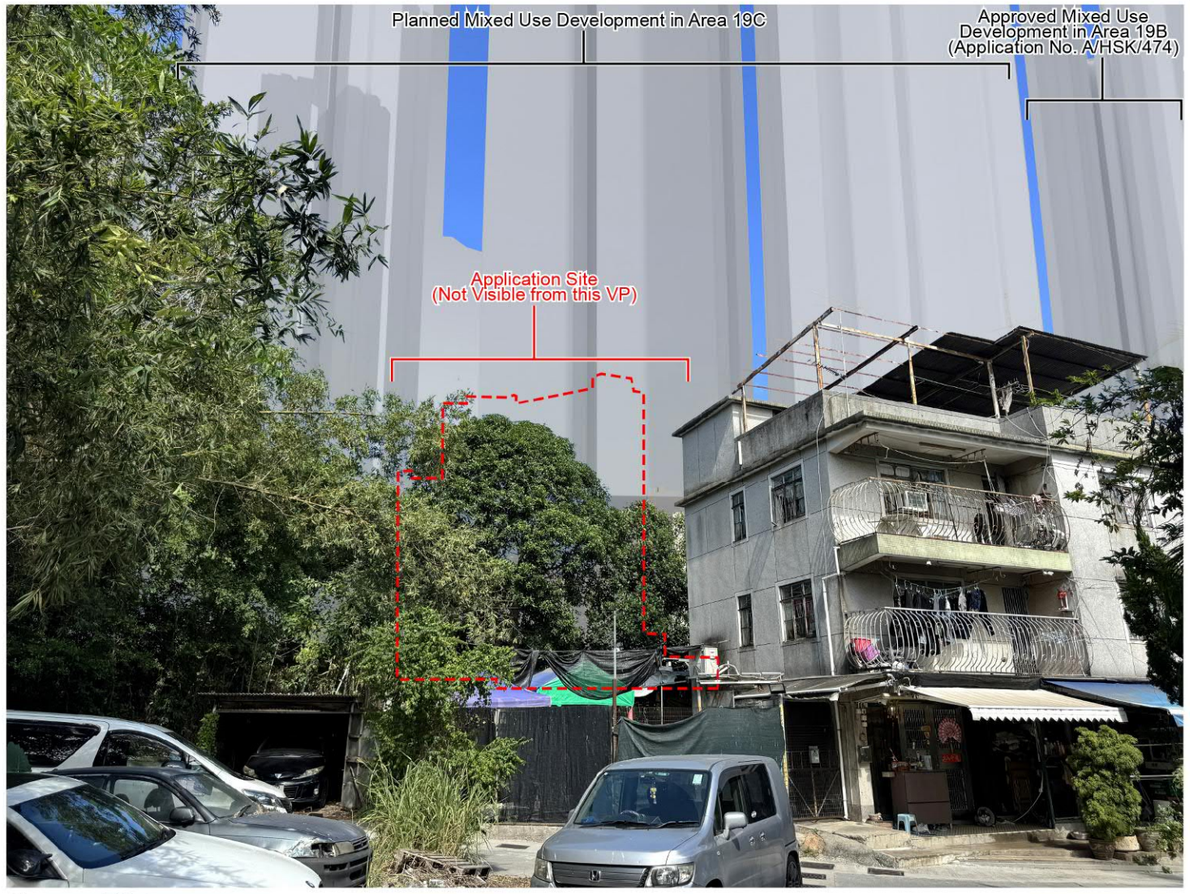
Photomontages – Viewing from VP2

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Scale		Figure	5.2





Baseline Scheme



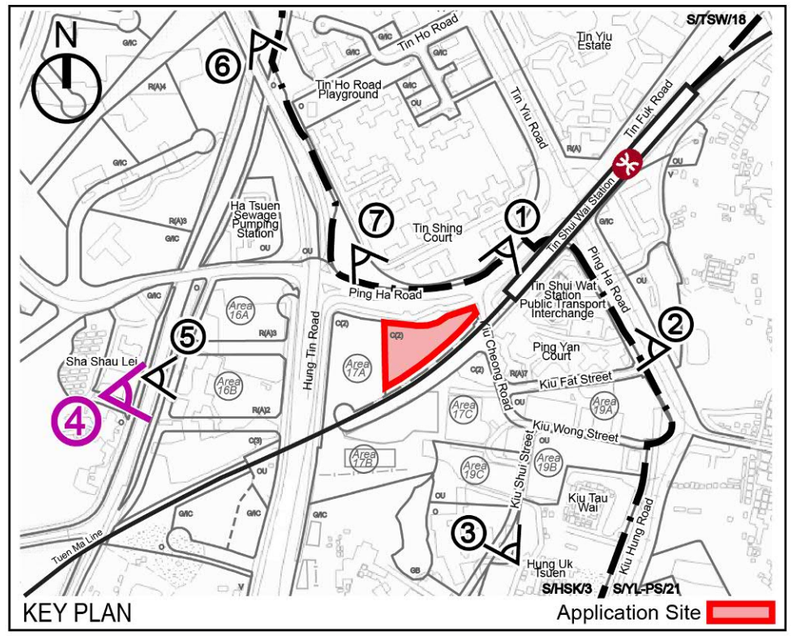
Proposed Scheme

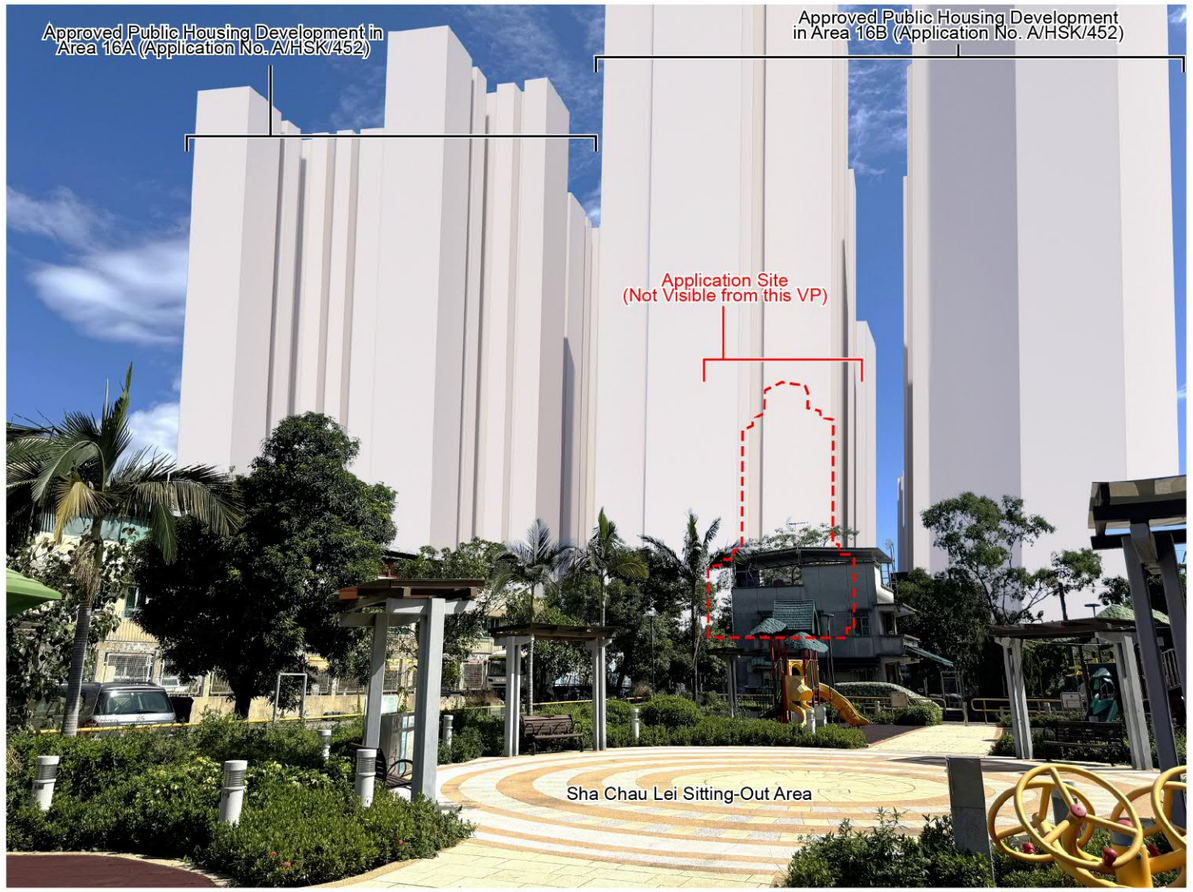
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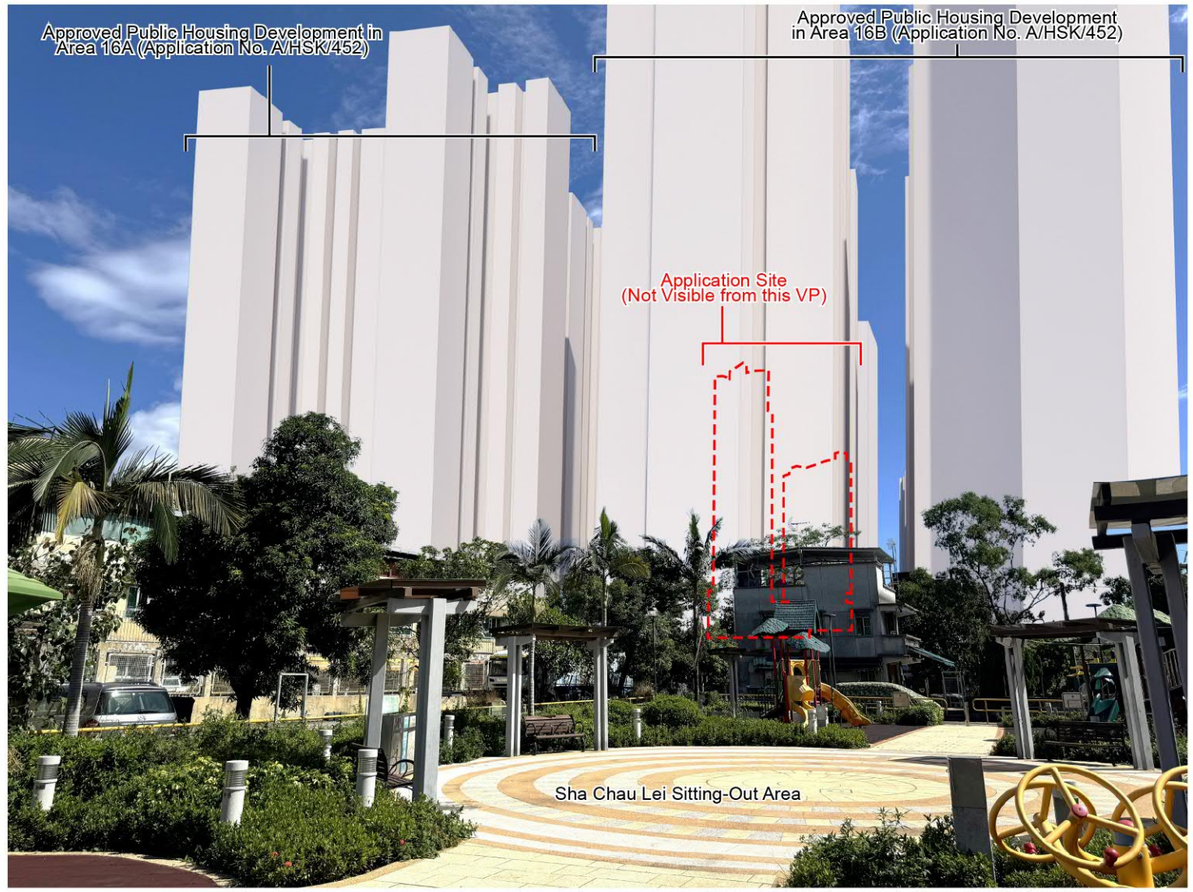
Photomontages – Viewing from VP3

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Scale		Figure	5.3





Baseline Scheme



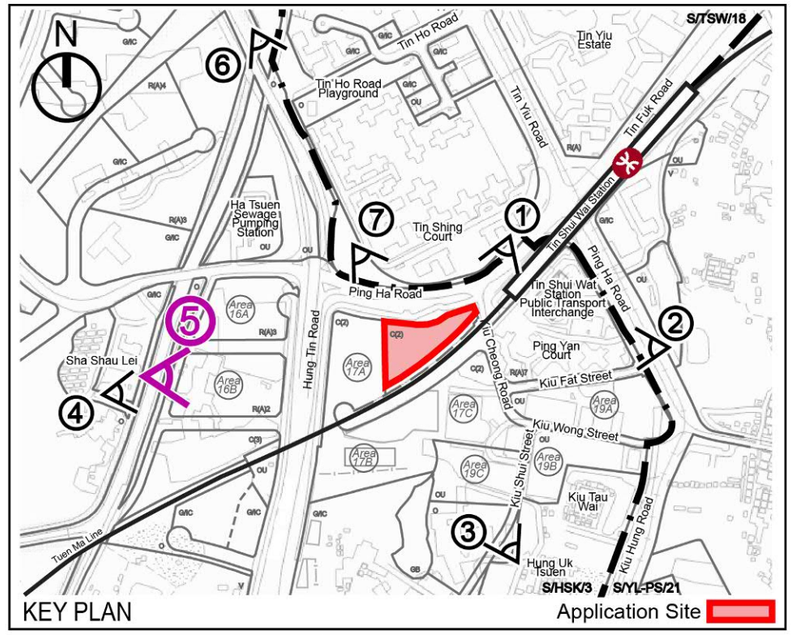
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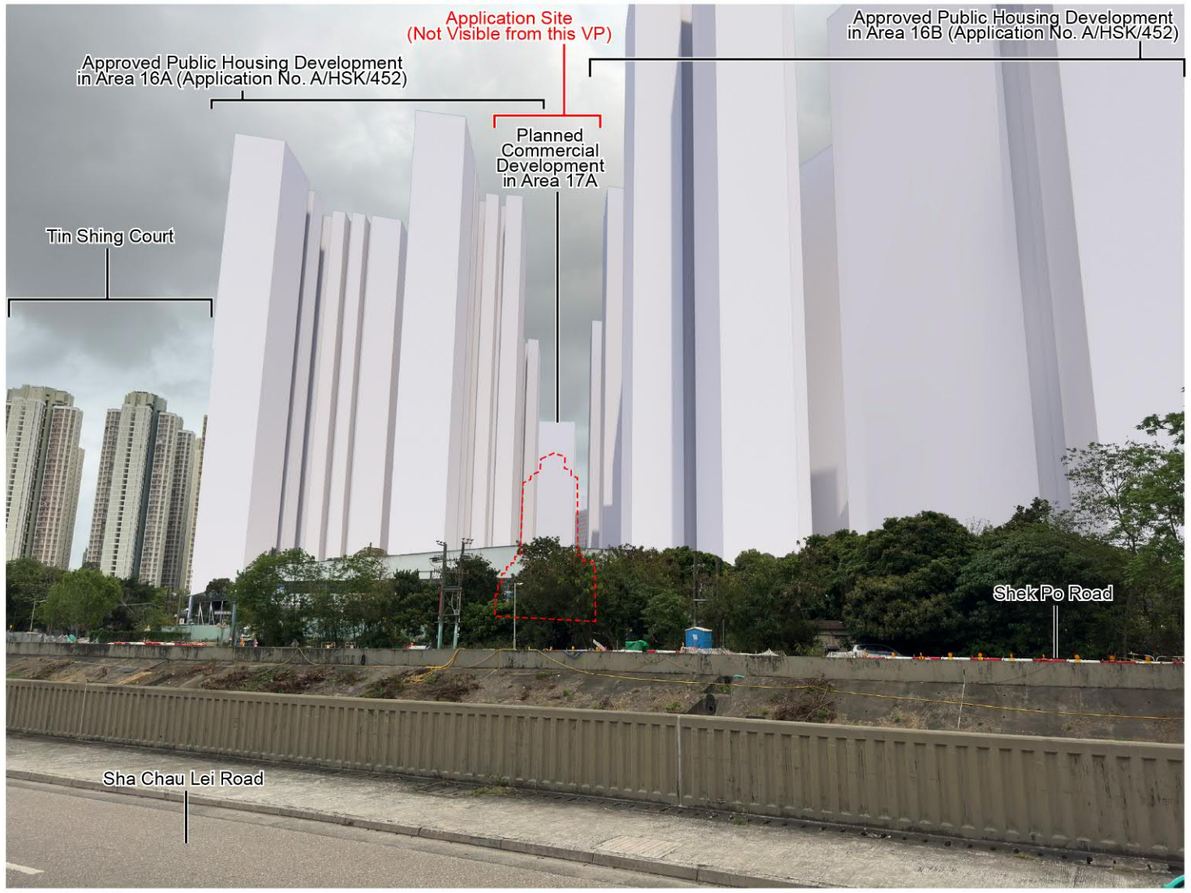
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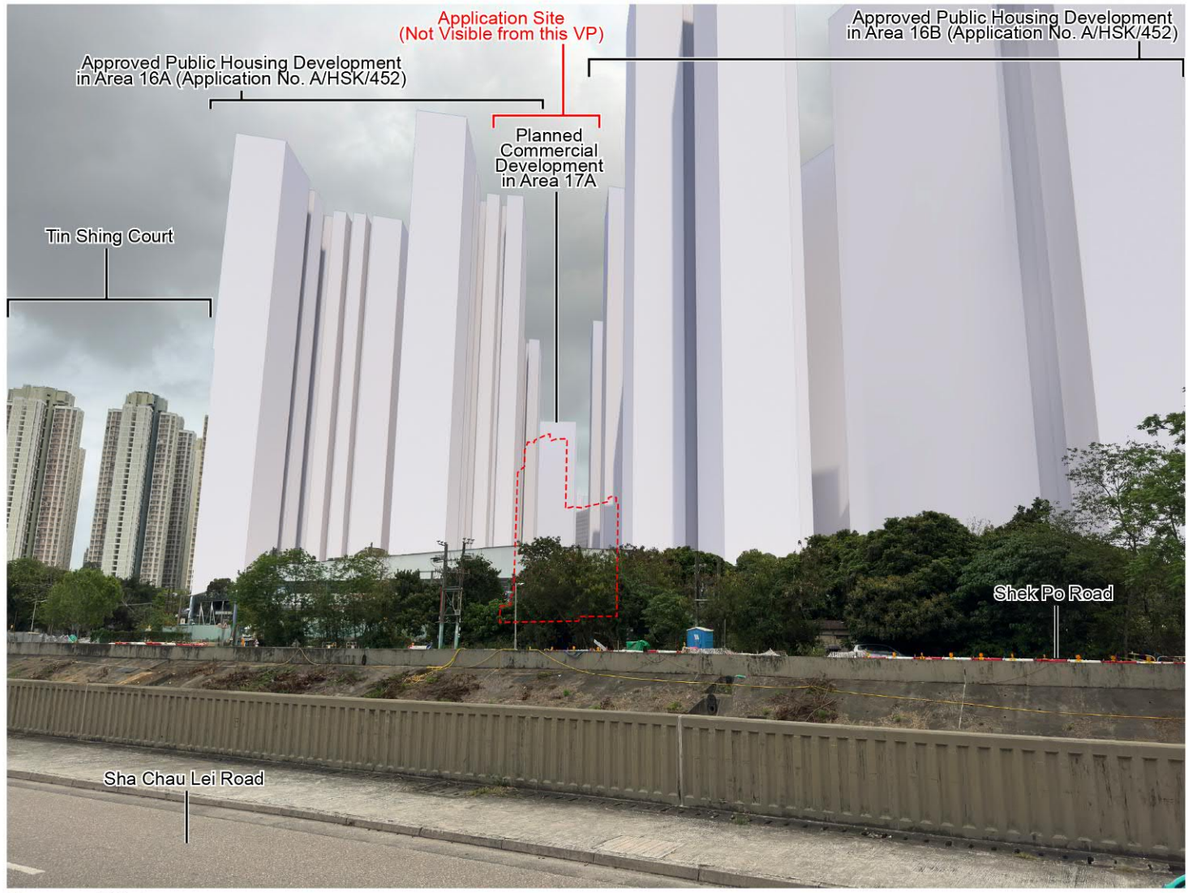
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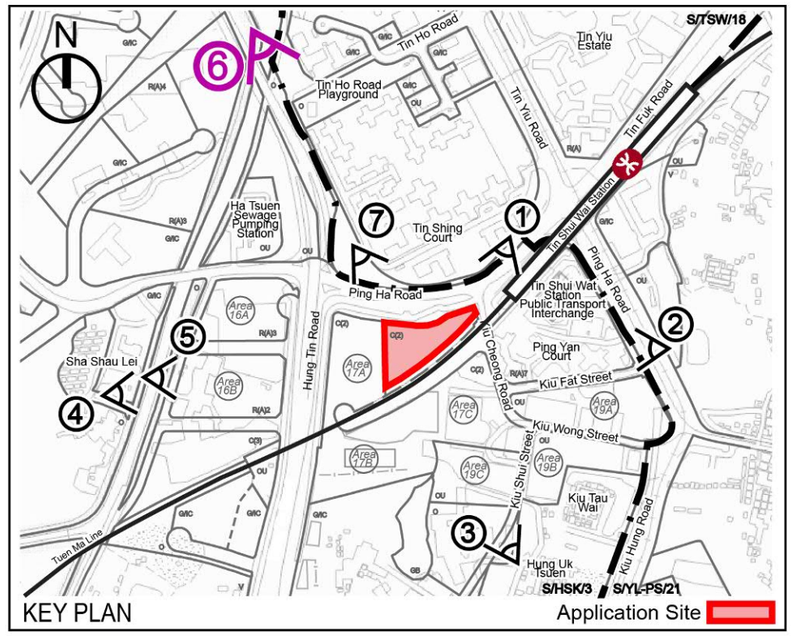


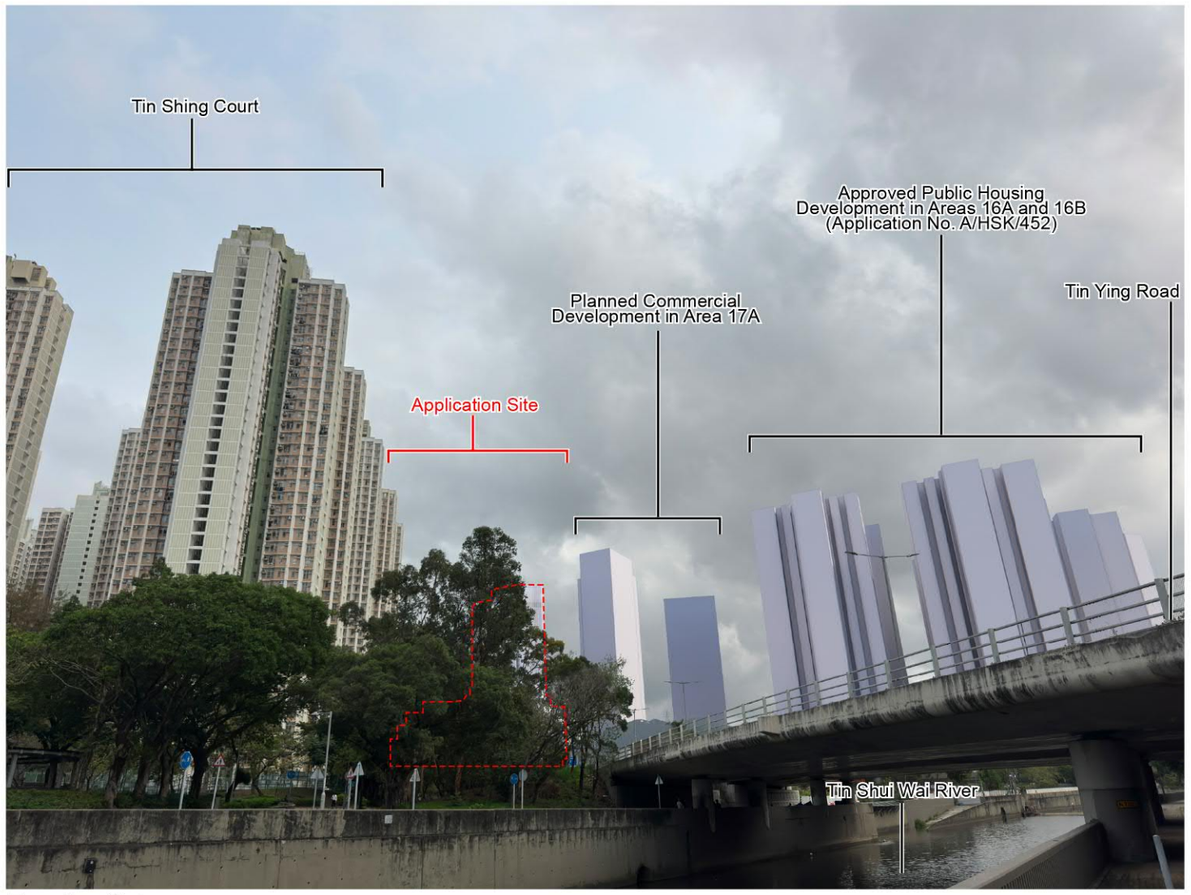
Baseline Scheme



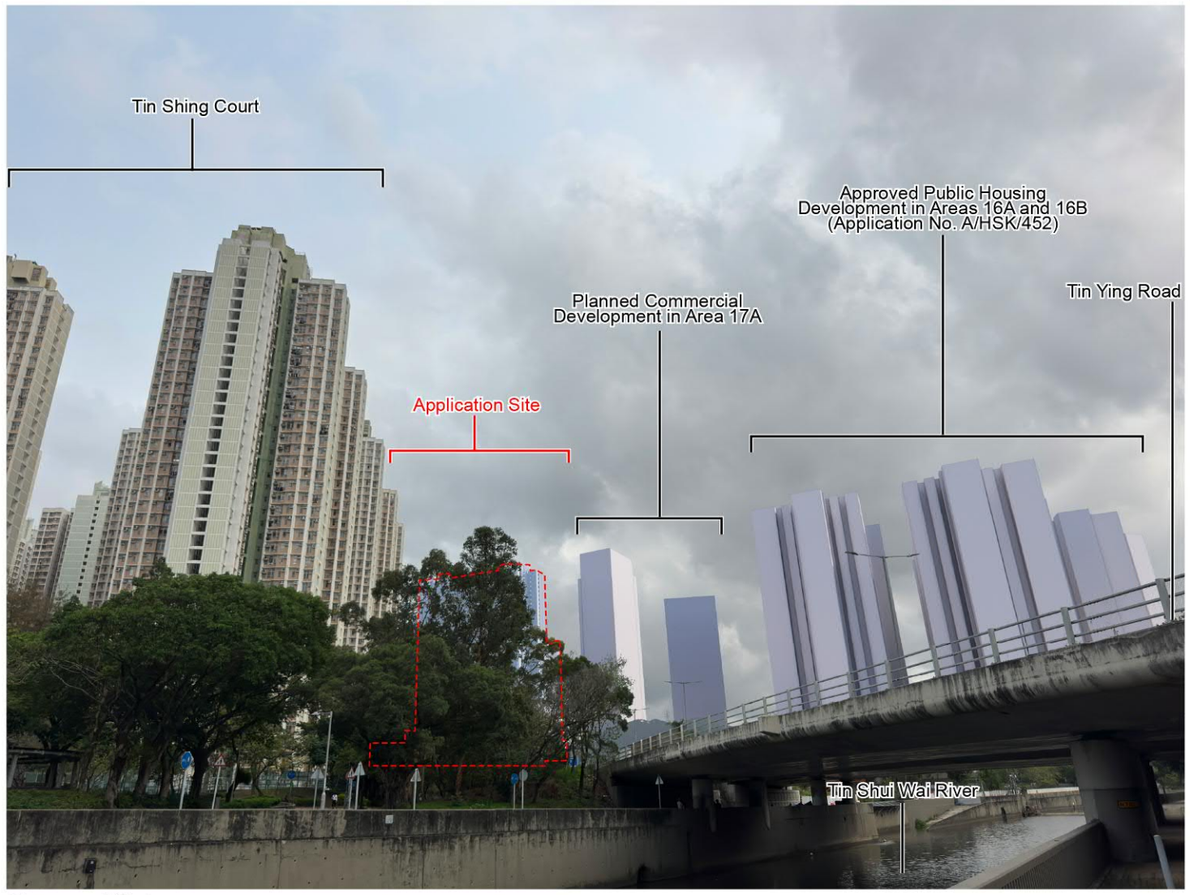
Proposed Scheme

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Baseline Scheme



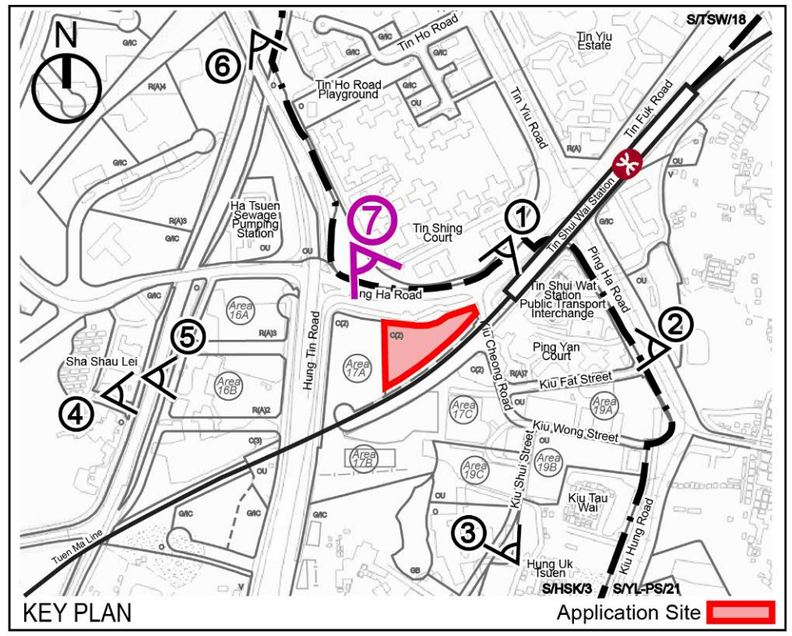
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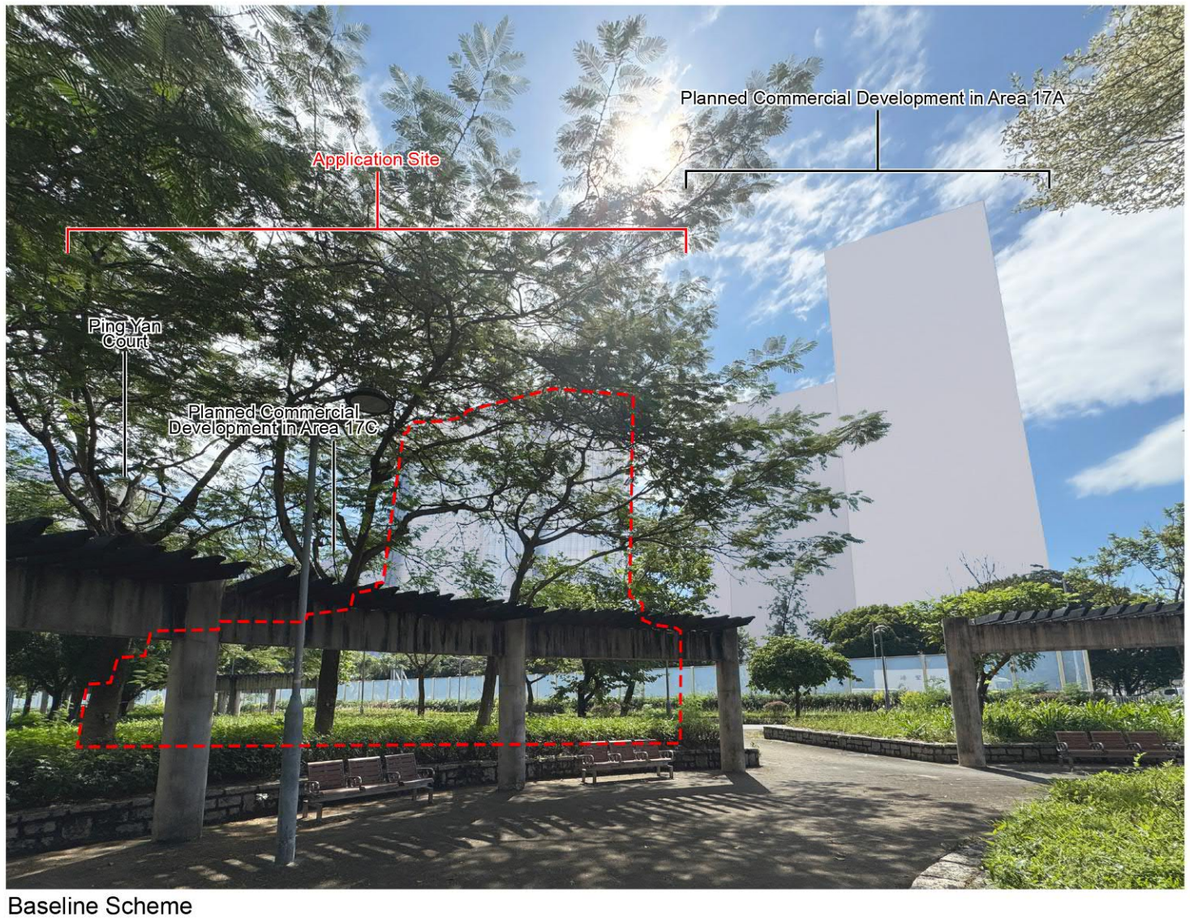
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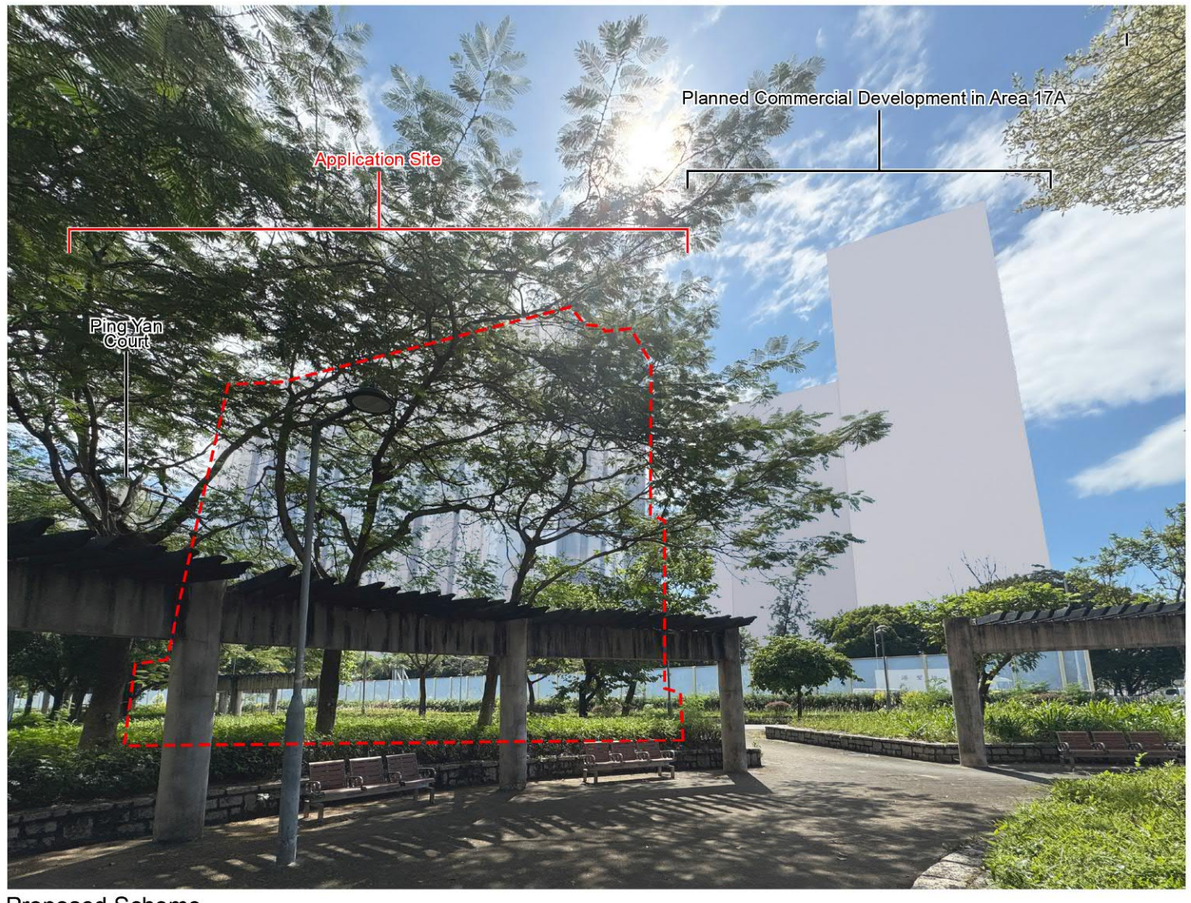
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Baseline Scheme



Proposed Scheme

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Photomontages – Viewing from VP7

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Scale		Figure	5.7

Table 5.3 - Appraisal of Visual Impacts of Selected Public Viewers

Location of Key Public Viewers	**Public Viewer Type**	**Degree of Visibility of Potential Source of Visual Impact** *(Full, Partial, Glimpsed, Nil)*	**Distance and Direction between the VPs and the Application Site**	**Visual Composition**	**Visual Obstruction**	**Visual Change**	**Magnitude of Visual Change** *(Negligible, Slight, Moderate, Substantial)*	**Sensitivity of Public Viewers** *(Low, Medium, High)*	**Resultant Overall Visual Impact** *(Beneficial, Negligible, Slight, Moderate, Substantial)*
VP1: Footbridge outside Tin Shui Wai Station Exit B **(Figure 5.1)**	Traveller	Full	About 150m to the Northeast of the Application Site	The visual composition under the Baseline Scenario is predominantly characterised by a highly urbanised setting featuring the Approved Commercial Scheme in the foreground and an array of high-rise commercial and residential developments within the HSK/HT NDA in the background. Under the Proposed Scheme Scenario, the development at the Application Site with maximum BH of 160mPD will appear slightly taller and wider yet with a less massive podium than the Approved Scheme. The Proposed Development will blend in with the surrounding planned high-rise developments, particularly the adjoining commercial development in Area 17A. Considering the high-rise and high-density context of the area, the Proposed Development with minor relaxation of BH restriction will not result in significant change in visual composition at this VP.	Under the Baseline Scenario, the mountain backdrop and a significant portion of the sky view would be obstructed by the high-rise commercial and residential developments within the HSK/HT NDA. The vegetation along Ping Ha Road would remain visible. As compared with the Baseline Scenario, the Proposed Scheme Scenario with increase in BH would create slight additional obstruction to the sky view with no obstruction/changes to other visual resources.	Under both the Baseline Scenario and the Proposed Scheme Scenario, the view at this VP would be predominantly occupied by visual detractors, including the MTR viaduct, heavy traffic along Ping Ha Road, and the high-rise developments within the HSK/HT NDA. Despite the Application Site being fully visible and located near the VP, given the transient nature and the commuting purpose of the public viewers at this VP, the visual change from the perspective of public viewers is considered minimal.	Slight	Medium	Slight
VP2: Hang Mei Tsuen Light Rail Station **(Figure 5.2)**	Traveller	Glimpsed	About 360m to the East of the Application Site	Under both the Baseline Scenario and the Proposed Scheme Scenario, the visual compositions are predominantly characterised by high-rise residential and mixed-use developments within the HSK/HT NDA and the TSW New Town. As the development at the Application Site is completely screened off by Ping Yan Court in the foreground, there is no change in visual composition in the Baseline Scenario and the Proposed Scheme Scenario.	Under both the Baseline Scenario and the Proposed Scheme Scenario, a significant portion of the sky view would be obstructed by the high-rise residential and mixed-use developments within the HSK/HT NDA and the TSW New Town. As the development at the Application Site is completely screened off by Ping Yan Court in the foreground, the Proposed Development would not result in any additional visual obstruction.	Public viewers at this VP are of transient nature only and are expected to focus on their commute. Given that the development at the Application Site is completely screened off by Ping Yan Court in the foreground, there is no visual change between the Baseline Scenario and the Proposed Scheme Scenario.	Negligible	Low	Negligible

Location of Key Public Viewers	**Public Viewer Type**	**Degree of Visibility of Potential Source of Visual Impact** *(Full, Partial, Glimpsed, Nil)*	**Distance and Direction between the VPs and the Application Site**	**Visual Composition**	**Visual Obstruction**	**Visual Change**	**Magnitude of Visual Change** *(Negligible, Slight, Moderate, Substantial)*	**Sensitivity of Public Viewers** *(Low, Medium, High)*	**Resultant Overall Visual Impact** *(Beneficial, Negligible, Slight, Moderate, Substantial)*
VP3: Planned Local Open Space near Hung Uk Tsuen **(Figure 5.3)**	Recreation	Partial	About 400m to the Southeast of the Application Site	Under both the Baseline Scenario and the Proposed Scheme Scenario, the visual compositions are characterised by high-rise mixed-use developments in the background, complemented with some vegetation, village houses and parked vehicles in the foreground. As the development at the Application Site is completely screened off by the mixed-use developments in Area 19C, there is no change in visual composition in the Baseline Scenario and the Proposed Scheme Scenario.	Under both the Baseline Scenario and the Proposed Scheme Scenario, the sky view is almost completely obstructed by high-rise mixed-use developments in Areas 19B and 19C. The vegetation in the foreground would remain visible. As the development at the Application Site is completely screened off by the mixed-use developments in Area 19C, the Proposed Development would not result in any additional visual obstruction.	Public viewers at this VP are future users of the planned local open space and will engage in active and passive recreational activities with a rather long duration of stay. Nonetheless, the development at the Application Site is completely screened off by the mixed-use developments in Area 19C, and therefore there is no visual change between the Baseline Scenario and the Proposed Scheme Scenario.	Negligible	Medium	Negligible
VP4: Sha Chau Lei Sitting-Out Area **(Figure 5.4)**	Recreation	Partial	About 450m to the West of the Application Site	Under both the Baseline Scenario and the Proposed Scheme Scenario, the visual compositions are characterised by high-rise residential developments in the background, complemented with vegetation and facilities of the sitting-out area in the foreground. As the development at the Application Site is completely screened off by the approved residential developments in Area 16B, there is no change in visual composition in the Baseline Scenario and the Proposed Scheme Scenario.	Under both the Baseline Scenario and the Proposed Scheme Scenario, a significant portion of the sky view is obstructed by the approved high-rise residential developments in Area 16B. The vegetation in the foreground would remain visible. As the development at the Application Site is completely screened off by the approved residential developments in Area 16B, the Proposed Development would not result in any additional visual obstruction.	Public viewers at this VP are users of the sitting-out area engaging in passive recreational activities with a rather long duration of stay. Nonetheless, the Application Site is completely screened off by the approved residential developments in Area 16B, and therefore there is no visual change between the Baseline Scenario and the Proposed Scheme Scenario.	Negligible	Medium	Negligible

Location of Key Public Viewers	**Public Viewer Type**	**Degree of Visibility of Potential Source of Visual Impact** *(Full, Partial, Glimpsed, Nil)*	**Distance and Direction between the VPs and the Application Site**	**Visual Composition**	**Visual Obstruction**	**Visual Change**	**Magnitude of Visual Change** *(Negligible, Slight, Moderate, Substantial)*	**Sensitivity of Public Viewers** *(Low, Medium, High)*	**Resultant Overall Visual Impact** *(Beneficial, Negligible, Slight, Moderate, Substantial)*
VP5: Planned Riverside Promenade at Sha Chau Lei Road **(Figure 5.5)**	Traveller	Partial	About 430m to the West of the Application Site	Under both the Baseline Scenario and the Proposed Scheme Scenario, the visual compositions are characterised by high-rise residential developments in the background, complemented with vegetation along the Tin Shui Wai River in the foreground. As the development at the Application Site is completely screened off by the approved residential developments in Areas 16A and 16B (under Application No. A/HSK/452), and the planned commercial development in Area 17A, there is no change in visual composition in the Baseline Scenario and the Proposed Scheme Scenario.	Under both the Baseline Scenario and the Proposed Scheme Scenario, a significant portion of the sky view is obstructed by the approved high-rise residential developments in Areas 16A and 16B (under Application No. A/HSK/452). The vegetation in the foreground would remain visible. As the development at the Application Site is completely screened off by the approved residential developments in Areas 16A and 16B, and the planned commercial development in Area 17A, the Proposed Development would not result in any additional visual obstruction.	Public viewers at this VP are users of the future riverside promenade which are transient in nature. As the Application Site is completely screened off by the approved residential developments in Areas 16A and 16B, and the planned commercial development in Area 17A, there is no visual change between the Baseline Scenario and the Proposed Scheme Scenario.	Negligible	Medium	Negligible
VP6: Planned Riverside Promenade at Tin Ying Path **(Figure 5.6)**	Traveller	Partial	About 540m to the Northwest of the Application Site	Under both the Baseline Scenario and the Proposed Scheme Scenario, the visual compositions are characterised by future high-rise residential and commercial developments in the background, including approved residential developments in Areas 16A and 16B (under Application No. A/HSK/452), and the planned commercial development in Area 17A, complemented with vegetation along the Tin Shui Wai River in the foreground. As the development at the Application Site is largely screened off by the vegetation in the foreground, there is no change in visual composition in the Baseline Scenario and the Proposed Scheme Scenario.	Under both the Baseline Scenario and the Proposed Scheme Scenario, a portion of the sky view is obstructed by the planned and approved high-rise residential and commercial developments. The vegetation in the foreground would remain visible. As the development at the Application Site is largely screened off by the vegetation in the foreground, the additional visual obstruction caused by the Proposed Development would not be noticeable.	Public viewers at this VP are users of the future riverside promenade which are transient in nature. As the Application Site is largely screened off by the vegetation in the foreground, the visual change from the perspective of public viewers is considered minimal.	Negligible	Low	Negligible

Location of Key Public Viewers	**Public Viewer Type**	**Degree of Visibility of Potential Source of Visual Impact** *(Full, Partial, Glimpsed, Nil)*	**Distance and Direction between the VPs and the Application Site**	**Visual Composition**	**Visual Obstruction**	**Visual Change**	**Magnitude of Visual Change** *(Negligible, Slight, Moderate, Substantial)*	**Sensitivity of Public Viewers** *(Low, Medium, High)*	**Resultant Overall Visual Impact** *(Beneficial, Negligible, Slight, Moderate, Substantial)*
VP7: Sitting-out Area to the Southwest of Tin Shing Court **(Figure 5.7)**	Recreation	Partial	About 130m to the Northwest of the Application Site	The visual composition under the Baseline Scenario is predominantly characterised by vegetation and benches with trellis in the foreground, and high-rise developments in the background comprising the Approved Commercial Scheme and the surrounding planned commercial developments. Under the Proposed Scheme Scenario, the development at the Application Site with maximum BH of 160mPD will appear slightly taller than the Approved Scheme. The Proposed Development will blend in with the surrounding planned high-rise developments, particularly the adjoining commercial development in Area 17A. Considering the high-rise and high-density context of the area, and the presence of vegetation in the foreground partially screening off the Proposed Development, the Proposed Development with minor relaxation of BH restriction will not result in significant change in visual composition at this VP.	Under the Baseline Scenario, a significant portion of the sky view would be obstructed by the high-rise developments comprising the Approved Commercial Scheme and the surrounding planned commercial developments. The vegetation in the foreground would remain visible. As compared with the Baseline Scenario, the Proposed Scheme Scenario with minor increase in BH would create slight additional obstruction to the sky view with no obstruction/changes to other visual resources.	Under both the Baseline Scenario and the Proposed Scheme Scenario, the view at this VP would be predominantly occupied by vegetation in the foreground and high-rise developments in the background. Despite the Application Site being located near the VP, a major portion of it is screened off by the vegetation in the foreground. The visual change from the perspective of public viewers is considered minimal.	Slight	Medium	Slight

6 CONCLUSION

6.1 This VIA is submitted to evaluate the degree of visual impacts from major public VPs due to the Proposed Development at the Application Site.

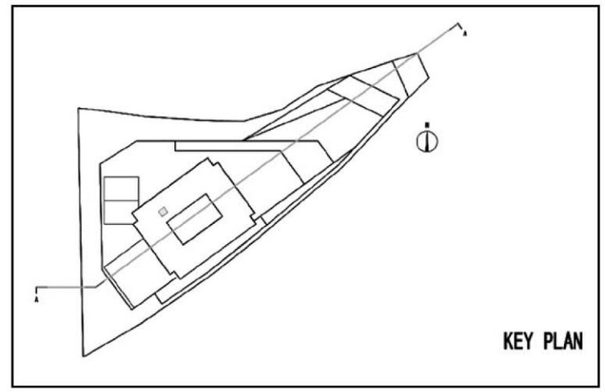
6.2 The scale of the Proposed Development generally aligns with the existing and planning building height profile of the TSW New Town and HSK/HT NDA. A number of key public VPs have been selected to assess the visual acceptability of the Proposed Development. With reference to the analysis in preceding sections, and as illustrated on the photomontages taken at the selected VPs, the overall visual impact is “slight” compared to the Baseline Scenario.

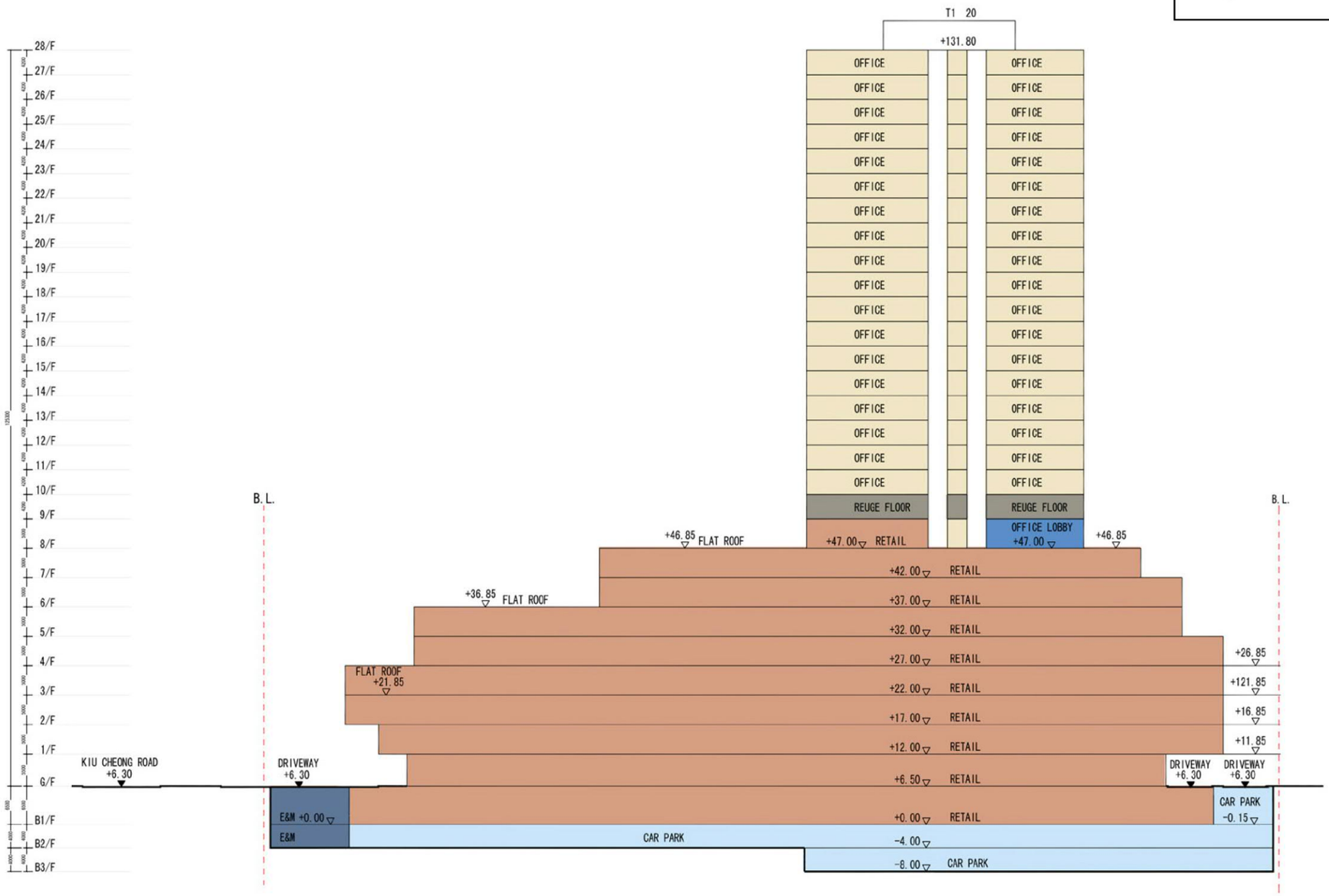
Annex A

Indicative Master Layout Plan of the Approved Scheme
(Application No. A/YL-PS/520)



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		Rev	0	Date Mar 2017
		Scale 1:600		Figure D1





	Title			
	Indicative Section Plan A - A	Checked	DH	Drawn PW
		Rev	0	Date Mar 2017
		Scale 1:800		Figure D2

Appendix C –

Air Ventilation Assessment – Expert Evaluation

Prepared by

Ramboll Hong Kong Limited

SECTION 16 PLANNING APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT AT LOT NO 4354 IN DD124, KIU TAU WAI, YUEN LONG

AIR VENTILATION ASSESSMENT - EXPERT EVALUATION

Date	**5 June 2026**
Prepared by	**Echo Cao** **Environmental Consultant**
Signed	
Approved by	**Tony Cheng** **Senior Manager**
Signed	
Project Reference	**SHKSM28HEI00**
Document No.	**R9949_V1.1.docx**

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APPENDICES

Appendix 1 Master Layout Plan of the Baseline Scheme
Appendix 2 Master Layout Plan of the Proposed Scheme
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Appendix 4 Extract of the Urban Design Framework Figure from D/HSK/2
Appendix 5 Extract of the Figure Illustrating the Potential Air Path under the Recommended Outline Development Plan (RODP) from CEDD AVA Study

1. INTRODUCTION

1.1 Project Background

1.1.1 The Application Site is located at lot no. 4354 in D.D. 124, Kiu Tau Wai, Yuen Long. It falls within an area zoned "Commercial (2)" ("C(2)") on the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/3.

1.1.2 This planning application is submitted to seek permission from the Town Planning Board (the Board) in support of a proposed mixed-use development with residential and commercial uses and minor relaxation of building height restriction.

1.1.3 Planning Department published the Hung Shui Kiu and Ha Tsuen Outline Development Plan No. D/HSK/2 in August 2024, which includes the Application Site.

1.1.4 To support this planning application, Ramboll Hong Kong Limited has been commissioned by the Applicant to conduct the Air Ventilation Assessment (AVA) - Expert Evaluation. Architectural drawings and technical information of the developments are provided by the Project Architect.

1.2 Objectives

1.2.1 This AVA – Expert Evaluation is prepared to assess the potential air ventilation impact due to the Proposed Development upon the sensitive use of the surrounding areas.

1.2.2 This AVA – Expert Evaluation is prepared with reference to the Housing, Planning and Lands Bureau and Environment, Transport and Works Bureau Technical Circular No. 1/06.

1.3 Application Site and its Environs

1.3.1 **Figure 1** shows the location of the Application Site and the surrounding environs.

1.3.2 The Application Site lies south of Ping Ha Road and west of Kiu Cheong Road. To its south is the elevated Tuen Ma Line railway, while Tin Shui Wai Station is situated to the northeast of the Site.

1.3.3 The western part of Planning Area 17A comprises another site located immediately west of the Application Site. Further west of this site is Hung Tin Road, which runs in a north–south direction.

1.3.4 All the major noise barriers, elevated structures, existing, planned and committed developments (including their heights) within the surrounding area have been taken into account in this study.

1.4 Baseline Scheme

1.4.1 The Application Site is subject to an approved Section 16 (S16) Application No. A/YL-PS/520 for proposed commercial development. The approved application is adopted as the Baseline Scheme in this AVA-EE.

1.4.2 The Baseline Scheme comprises an office tower situated above a retail shopping mall. The Ground Floor to the 7th Floor are designated for retail use. The office tower occupies the 8th and above floors, reaching 131.8mPD. The retail podium features a cascading design and adopts a irregular polygon footprint to align with the Application Site boundary, whereas the tower above is nearly rectangular in shape.

1.4.3 A 7.5 m-wide setback is provided at the ground level along the northern site boundary and serve as an Emergency Vehicular Access (EVA). In addition, a ~18 m setback is provided between the podium and the eastern site boundary fronting Kiu Cheong Road. **Figure 2** shows the above good design features.

1.4.4 **Appendix 1** shows the layout of the Baseline Scheme.

1.5 Proposed Scheme

1.5.1 The Proposed Development consists of a five-storey podium accommodating commercial/retail facilities and a car park, with a roughly triangular footprint aligning with the Application Site boundary. Above the podium, two residential towers (each reaching not more than 160 mPD) are positioned on the northern portion of the site, while a single office tower, rising to about 106 mPD, is located on the southern portion. A pedestrian footbridge at the 1/F level is proposed to connect the podium directly to another existing footbridge accessing Tin Shui Wai Station.

1.5.2 The following good design features have been adopted in the Proposed Scheme (as shown in **Figure 3**)

- ~10m podium setback along the southeastern site boundary;
- ~20m podium setback from the eastern site boundary fronting Kiu Cheong Road; and
- Terraced podium design cascade.

1.5.3 **Appendix 2** shows the layout of the Proposed Scheme**.**

2. SITE WIND AVAILABILITY

2.1 Regional Atmospheric Modelling System (RAMS)

2.1.1 According to the Planning Department's website, a meso-scale Regional Atmospheric Modelling System (RAMS) was used to produce a simulated 10-year wind climate at the horizontal resolution of 0.5 km x 0.5 km covering the whole territory of Hong Kong. The simulated wind data represents the annual, winter and summer wind conditions at various levels, i.e. 200 m, 300 m, and 500 m above terrain.

2.1.2 The RAMS data of the grid (X: 044, Y:070) and (X: 045, Y:070) were obtained from the Site Wind Availability Data of Planning Department's website. The prevailing winds are consistent across these two grids. However, the wind availability data, including probability of occurrence summarized in **Table 2.1,** are based on grid (X: 045, Y:070), as a larger portion of the Application Site falls within this grid.

2.1.3 The available wind rose data at different heights (200m, 300m, and 500m) indicates that the 200m wind data best represents the wind conditions at the Application Site, considering the topographical effects in the area. Therefore, the 200m wind roses is selected to study the prevailing wind conditions and their influence on the Application Site, considering the impact on the surrounding topography. **Figure 4** shows the relevant wind rose diagram representing the frequency and wind speed distribution of the district concerned for both annual and summer conditions.

Table 2.1 Summary of RAMS Data and Wind Direction

Wind Direction	Probability for Annual Condition (%)	Probability for Summer Condition (%)
N	3.4	1.0
NNE	12.2	1.3
NE	10.9	1.7
ENE	7.4	2.8
E	15.0	8.3
ESE	7.0	5.6
SE	8.4	10.1
SSE	10.0	16.5
S	7.3	16.1
SSW	5.4	12.6
SW	4.1	10.8
WSW	1.9	3.9
W	2.5	4.6
WNW	1.8	2.6
NW	1.3	1.2
NNW	1.5	0.9

2.2 Hong Kong Observatory (HKO) Weather Data

2.2.1 The nearest wind station of HKO is the Lau Fau Shan Wind Station. It is situated around 3.1km from the Application Site.

2.2.2 The Lau Fau Shan Wind Station is located at the top of a small hill of Lau Fau Shan, overlooking Ping Shan in the southeast and Deep Bay and Shenzhen of China in the northwest. Overall, the station is more exposed to winds from west and north sectors. **Figure 5** shows the location of the Lau Fau Shan Wind Station.

2.2.3 The annual wind rose (1986-2024) and the monthly wind roses are presented in **Figure 6a** and **Figure 6b** respectively. **Table 2.2** summarized the dominant prevailing wind directions of the monthly wind rose.

Table 2.2 Monthly Prevailing Wind Direction (Lau Fau Shan Station)

Month	Prevailing Wind Direction	Month	Prevailing Wind Direction
Jan	NE	Jul	SSE
Feb	NE	Aug	SSE
Mar	NE	Sep	NE
Apr	NE	Oct	NE
May	SSE	Nov	NE
Jun	SSE	Dec	NE

2.2.4 The annual prevailing wind is from NE direction, where summer prevailing wind is mainly SSE direction.

2.2.5 The Lau Fau Shan Wind Station is located ~3.1km to the northwest of the Application Site. It is considered a reliable reference to represent the site wind availability at the Application Site.

2.3 Topography and Building Morphology

Topography

2.3.1 The Application Site is situated in the southern part of Tin Shui Wai, New Territories, immediately north of the Ping Shan area. It also forms part of the Hung Shui Kiu/ Ha Tsuen New Development Area.

2.3.2 The topography in the vicinity of the Application Site is generally flat. Yuen Tau Shan, with an elevation of approximately 350 mPD, is located about 3 km to the southwest of the Site. Kai Shan lies to the northeast, roughly 2 km away, with a hilltop elevation of around 100 mPD.

Building Morphology

2.3.3 As shown in **Figure 1**, the building morphology in the vicinity of the Application Site is characterized by high-rise residential estates (both public and private) to the north within Tin Shui Wai. In contrast, other surrounding area is predominantly occupied by low-rise industrial storage buildings, village houses and open carparks. As the Application Site and part of its surroundings fall within the Hung Shui Kiu/ Ha Tsuen New Development Area, the relevant planning parameters—such as land use designations and building height restrictions—are guided by the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (Plan No. S/HSK/3) and will be used in the wind performance evaluation.

2.3.4 To the north of the Application Site, across Ping Ha Road, are two primary schools and one secondary school. Further north lies Tin Shing Court, a public housing estate developed by the Hong Kong Housing Authority, comprising 17 high-rise residential buildings. Adjacent to it, across Kiu Cheong Road, stands Ping Yan Court, a residential estate with three high-rise towers.

2.3.5 According to the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3, the western portion of Planning Area 17A, located immediately west of the Application Site, is zoned for commercial use with maximum building heights (BH) of 160 mPD. Across Hung Tin Road, Areas 16A and 16B are zoned "Residential (Group A)" with approved BH of 135mPD and 145mPD respectively, whereas Area 16C is zoned "Commercial" with maximum BH of 140mPD.

2.3.6 To the southwest of the Application Site, across Hung Tin Road, Area 15 comprises OU, G/IC and O zones.

2.3.7 To the south of the Application Site, across the elevated Tuen Ma Line railway, lie Areas 17B and 17C, both zoned "Commercial" with a maximum BH of 160 mPD.

2.3.8 **Table 2.3** highlighted the building height of the surrounding developments.

Table 2.3 Building Height of the Surrounding Developments

Name of Development	Building Height	Location relative to the Application Site
YLPMSAA Tang Siu Tong Secondary School	~30.5mPD	North
QE School Old Students' Association Branch Primary School	~31.3mPD	Northeast
Lions Clubs International Ho Tak Sum Primary School	~27.5mPD	North
Tin Shing Court	~122mPD	North
Ping Yan Court	~117mPD	East
West portion of Planning Area 17A (C)	160mPD	West
Ha Tsuen Sewage Pumping Station	~17.5mPD	Northwest
Planning Area 56 (OU)	50mPD	Northwest
Planning Area 16A (R)	135mPD	West
Planning Area 16B (R)	145mPD	West
Planning Area 16C (C)	140mPD	Southwest
Planning Area 15 (OU, GIC)	~35mPD	Southwest
Planning Area 17B (C)	160mPD	South
Planning Area 17C (C)	160mPD	South
Planning Area 19A (OU)	160mPD	Southeast
Planning Area 19B (OU)	160mPD	Southeast

2.4 Summary of Existing Site Wind Availability

2.4.1 **Table 2.4** shows the summary of the prevailing wind directions extracted from different wind data sources.

Table 2.4 Summary of the Prevailing Wind Directions from Different Data Sources

	RAMS (200m)	Lau Fau Shan Wind Station
Annual Condition	NNE, NE, E	NE
Summer Condition	SSE, S, SSW	SSE

2.4.2 Based on the summary of data from RMAS and HKO, the annual prevailing winds are mainly from the eastern sectors. The NNE, NE and E winds are the most dominant

annual winds. On the other hand, the major summer prevailing winds come from SSE, S and SSW.

2.4.3 Under the annual NNE wind, the compact residential developments in Tin Shui Wai such as Tin Shing Court, located across Ping Ha Road, may obstruct part of the NNE wind from reaching the Application Site.

2.4.4 Under NE wind condition, the upcoming NE wind are expected to flow along Tin Fuk Road and Tuen Ma Line, both of which are aligned in NE-SW direction.

2.4.5 Similar to NNE wind, Ping Yan Court, which comprises three high-rise residential buildings, is anticipated to obstruct part of the E wind from reaching the Application Site.

2.4.6 Under the prevailing summer winds SSE wind, the blockage effect caused by surrounding buildings within Planning Areas 17C and 19C – with building heights up to 160mPD are expected to reduce the wind availability at the Application Site.

2.4.7 For the S and SSW winds, due to the presence of high-rise commercial developments in Planning Area 17B, the approaching winds are expected to primarily channel along Hung Tin Road.

2.4.8 **Figure 7** shows the annual and summer prevailing wind directions under the existing condition.

2.5 Previous Expert Evaluation near the Study Area

2.5.1 In August 2024, a "Hung Shui Kiu and Ha Tsuen Outline Development Plan No. D/HSK/2 – Explanatory Statement" was prepared under the Planning Department. This document identifies major breezeway within the area, one of which is located to the north of the Application Site. An extract of the Urban Design Framework figure is provided in **Appendix 4**.

2.5.2 Earlier, in April 2017, the "Hung Shui Kiu New Development Area Planning and Engineering Study – Investigation – Stage 3 Air Ventilation Assessment (Final)" was conducted by Civil Engineering and Development Department (CEDD). This study also identified a potential air path along the Tuen Ma Line. An extract of the figure illustrating the potential air path under the Recommended Outline Development Plan (RODP) is provided in **Appendix 5**.

2.5.3 The proposed development has been carefully designed to respect and maintain the identified major breezeway by strategically avoiding placement of any high-rise towers within the breezeway, with only a small part of the podium structure at 23.5mPD overlapping with the breezeway along Ping Ha Road. Compared to other existing structures in the breezeway, such as the YLPMSAA Tang Siu Tong Secondary School (31mPD) and the Tuen Ma Line noise barrier (31mPD), the proposed podium is notably much lower and should therefore not be considered as an obstruction to the breezeway. Therefore, the identified major breezeway and air path are retained and remain unobstructed under the Proposed Development.

3. EVALUATION OF AIR VENTILATION PERFORMANCE

3.1 Areas Frequently Accessed by Public

3.1.1 Important surrounding areas that the public would often access have been identified as the following:

- Roads surrounding the Application Site (Ping Ha Road, Hung Tin Road, Kiu Cheong Road, Shek Po East Road);
- Nearby residential developments (Tin Shing Court, Ping Yan Court, the future residential developments in Areas 16A and 16B); and
- Future commercial and mixed-use developments (17A, 17B, 17C and 16C).

3.1.2 Location of the above listed areas frequently accessed by public is also shown in **Figure 1**.

3.2 Assessment Methodology

3.2.1 Section 2 describes the wind availability at the Application Site and the prevailing wind flows during annual and summer conditions. It is noted that the annual prevailing wind directions for the district are from NNE, NE and E. The summer prevailing wind directions would be from SSE, S and SSW.

3.2.2 The ventilation performance of the Proposed Development at Application Site on the nearby areas frequently accessed by public will be evaluated by comparing with the approved scheme under A/YL-PS/520 with respect to the identified dominant wind directions, i.e. NNE, NE, E, SSE, S and SSW.

3.2.3 According to the two studies mentioned in Section 2.5, the primary breezeway and potential air path are located to the north and south of the Application Site. The proposed podium structure (23.5mPD) slightly overlapping with the breezeway is much lower in height compared with other structures within the breezeway, including YLPMSAA Tang Siu Tong Secondary School (31mPD) and the Tuen Ma Line noise barrier (31mPD). No high-rise towers are placed within the breezeway. Therefore, the wind flow along it will remain unaffected by the proposed increase in building height. Therefore, it is anticipated that the overall wind performance in the area will not be significantly impacted.

3.2.4 The wind performance of the local area surrounding the Application Site may be affected due to the proposed increase of building height, so the following sections address this potential impact for the prevailing annual and summer wind directions.

3.3 Wind Flow from NNE Direction

3.3.1 **Figure 8** illustrates the wind flow of the Baseline Scheme and Proposed Scheme under the NNE wind direction.

3.3.2 The downwind areas comprise the future commercial developments in Areas 17B.

3.3.3 Tin Shing Court, consisting of 17 high-rise residential towers, is located upwind of the Application Site. It is anticipated that a portion of the incoming NNE wind will be blocked by these towers, leading to some reduction in wind availability.

3.3.4 Compared to the Baseline Scheme, the building height of the proposed tower increases from about 131.8 mPD to 160 mPD. In addition, the numbers of towers are increased from one to three, which may result in greater blockage effects at higher elevations.

3.3.5 Tin Shing Court has a maximum height of ~122 mPD, which is lower than both the Baseline and Proposed Schemes. As a result, only the high-level NNE wind is likely to be further reduced in the far downwind area, such as the government (G) zone in Area 20.

3.3.6 In contrast, the podium in the Baseline Scheme extends from G/F to 7/F, whereas in the Proposed Scheme it only extends from G/F to 3/F. As the podium is located at lower levels, closer to pedestrian level, a larger podium mass in the Baseline Scheme is more likely to hinder wind penetration near the ground. Therefore, the Proposed Scheme, with its reduced podium bulk, is not expected to cause significant impact on the pedestrian-level wind environment.

3.4 Wind Flow from NE Direction

3.4.1 **Figure 8** illustrates the wind flow of the Baseline Scheme and Proposed Scheme under the NE wind direction.

3.4.2 The downwind areas comprise the future commercial development in the western portion of Area 17A and in Area 17B.

3.4.3 Unlike the NNE wind, the upcoming NE wind will be unobstructed and primarily flow along Tin Fuk Road and the Tuen Ma Line corridor.

3.4.4 As noted in the previous AVA study, the Tuen Ma Line corridor functions as the potential air path. Since the Application Site does not encroach upon this air path, the increased building height and numbers of towers are not expected to significantly affect the surrounding wind environment. In contrast, the setback along the southeastern site boundary, which aligns with the Tuen Ma Line, has been increased to approximately 10 m due to the relocation of EVA in the Proposed Scheme, compared with virtually no setback in the Baseline Scheme. This enlarged setback is likely to enhance wind penetration within the surrounding area.

3.5 Wind Flow from E Direction

3.5.1 **Figure 8** illustrates the wind flow of the Baseline Scheme and Proposed Scheme under the E wind direction.

3.5.2 The downwind area includes the future commercial development immediately west of the Application Site, Hung Tin Road, as well as the future residential developments in Areas 16A and 16B.

3.5.3 Ping Yan Court, comprising three high-rise residential towers with an elevation of about 117mPD, is located at the upwind area of the Application Site. As a result, a portion of the upcoming E wind will be blocked, reducing wind availability at the Site. Nevertheless, part of the upcoming wind can skim over the Ping Yan Shopping Centre and Tin Shui Wai Station Public Transport Interchange to reach the Site.

3.5.4 Since the building height of Ping Yan Court is lower than both the Baseline Scheme and the Proposed Scheme, higher-level winds skimming over Ping Yan Court are able to reach the Application Site, the increased building height and number of towers under the Proposed Scheme would reduce higher-level wind availability at the future commercial development immediately to the west of the Site.

3.5.5 However, it should also be noted that the commercial zone immediately west of the Application Site has building height of up to 160mPD, which also has a blockage effect on its downwind area, including Hung Tin Road and Areas 16A and 16B. In this context, the additional increase in building height at the Application Site from about 131.8mPD is expected to have minor impact on the downwind wind environment.

3.6 Wind Flow from SSE Direction

3.6.1 **Figure 9** illustrates the wind flow of the Baseline Scheme and Proposed Scheme under the SSE wind direction.

3.6.2 The downwind areas include Ping Ha Road, Tin Sing Court, YLPMSAA Tang Siu Tong Secondary School and Lions Clubs International Ho Tak Sum Primary School.

3.6.3 Future commercial developments in Areas 17B and 17C, as well as the "OU" zone in Area 19C, will have building heights of up to 160mPD. As a result, the SSE winds reaching the Application Site is already limited. Part of the incoming wind flow will also be directed northwards along Kiu Cheong Road. As the setback from the podium to the eastern site boundary is slightly increased from 18m in the Baseline Scheme to 20m in the Proposed Scheme, it better facilitates wind flow along Kiu Cheong Road toward the further downwind areas.

3.6.4 Although the building height increases from about 131.8mPD in the Baseline Scheme to 160 mPD in the Proposed Scheme, and the numbers of towers increased from one to three, they will have only a minor impact on the downwind areas due to the already reduced wind flow. Furthermore, the maximum building height at Tin Shing Court (122 mPD) remains lower than that of the Baseline Scheme (about 131.8mPD). Therefore, the impact of the proposed layout and height increase is considered minor and is expected to result in only a slightly larger wake zone affecting downwind developments, including Ting Shing Court and the three schools.

3.7 Wind Flow from S Direction

3.7.1 **Figure 9** illustrates the wind flow of the Baseline Scheme and Proposed Scheme under the SSE wind direction.

3.7.2 The downwind areas include Tin Sing Court, YLPMSAA Tang Siu Tong Secondary School and Lions Clubs International Ho Tak Sum Primary School.

3.7.3 Future commercial developments in Areas 17B and 17C, as well as the "OU" zone in Area 19C, will have building heights of up to 160mPD. Consequently, the availability of S winds reaching the Application Site is already limited.

3.7.4 According to the D/HSK/2 plan, a separation exists between Area 17B and 17C. It is therefore anticipated that a small portion of the upcoming S wind may flow through the "GB" zone in Area 20 and along the separation between Areas 17B and 17C before reaching the Application. However, both the Baseline Scheme and the Proposed Scheme would obstruct this minor flow, reducing its potential to reach further downwind area. While the slightly increased building height under the Proposed Scheme may result in a marginally larger wake zone, the overall wind performance of the two schemes is considered comparable.

3.7.5 It is anticipated that S wind mainly flows northwards along Hung Tin Road, which is not affected by the Application Site. Therefore, when compared with the Baseline Scheme, the Proposed Scheme is not expected to cause any significant impact on the surrounding wind environment.

3.8 Wind Flow from SSW Direction

3.8.1 **Figure 9** illustrates the wind flow of the Baseline Scheme and Proposed Scheme under the SSW wind direction.

3.8.2 The downwind areas include Tin Sing Court, YLPMSAA Tang Siu Tong Secondary School and Lions Clubs International Ho Tak Sum Primary School.

3.8.3 Future commercial developments in Areas 17B and 17C will have building heights of up to 160mPD. Consequently, the availability of SSW winds reaching the Application Site is already limited. In addition, as the maximum building height in Areas 17B and 17C is comparable if not exceeding those of the Baseline Scheme and Proposed Scheme, the impact of the Proposed Scheme on the downwind areas is expected to be relatively minor.

3.9 Good Design Features

3.9.1 Section 3.3 to 3.8 discussed the ventilation impact between the Baseline Scheme and Proposed Scheme. It is considered that Proposed Development will not induce any significant impact to the surrounding sensitive areas compared to the Baseline Scheme.

3.9.2 Although the Proposed Scheme includes a mixed-use development including office and residential use with a maximum building height of 160mPD, several good design features have been incorporated to enhance air ventilation:

- ~10m podium setback along the southeastern site boundary;
- ~20m podium setback from the eastern site boundary fronting Kiu Cheong Road; and
- Terraced podium design cascade.

4. CONCLUSION

4.1.1 A qualitative assessment on the air ventilation performance of the Proposed Development has been carried out.

4.1.2 The "Hung Shui Kiu and Ha Tsuen Outline Development Plan" prepared by the Planning Department identified major breezeways within the area, including one located to the north of the Application Site. In addition, the "Hung Shui Kiu New Development Area Planning and Engineering Study – Investigation – Stage 3 Air Ventilation Assessment (Final)" conducted by the Civil Engineering and Development Department also identified a potential air path along the Tuen Ma Line. Both the identified major breezeway and the potential air path are retained and remain unobstructed under the Proposed Development.

4.1.3 The annual wind of the study area is mainly from NNE, NE and E wind directions. The summer wind is mainly from the SSE, S and SSW wind directions.

4.1.4 After evaluating the potential air ventilation impacts of the Application Site, the layout of the Proposed Scheme has incorporated good design measures to enhance its air ventilation performance. For example, compared with the Baseline Scheme, the EVA has been relocated from the northern boundary to the southern boundary, increasing the setback along the boundary and bringing it closer to the Tuen Ma Line, thereby improving the air path.

4.1.5 Considering the presence of existing high-rise residential buildings and the planed high-rise commercial and residential developments in the vicinity, the proposed comprehensive development, with its proposed layout and increased height, may create a slightly greater blockage effect in some further downwind areas, resulting in localized impact. Nevertheless, several good design features, such as podium setback, have been incorporated to enhance the air ventilation. Therefore, no significant impact on air ventilation is anticipated from the Proposed Scheme.

Figures

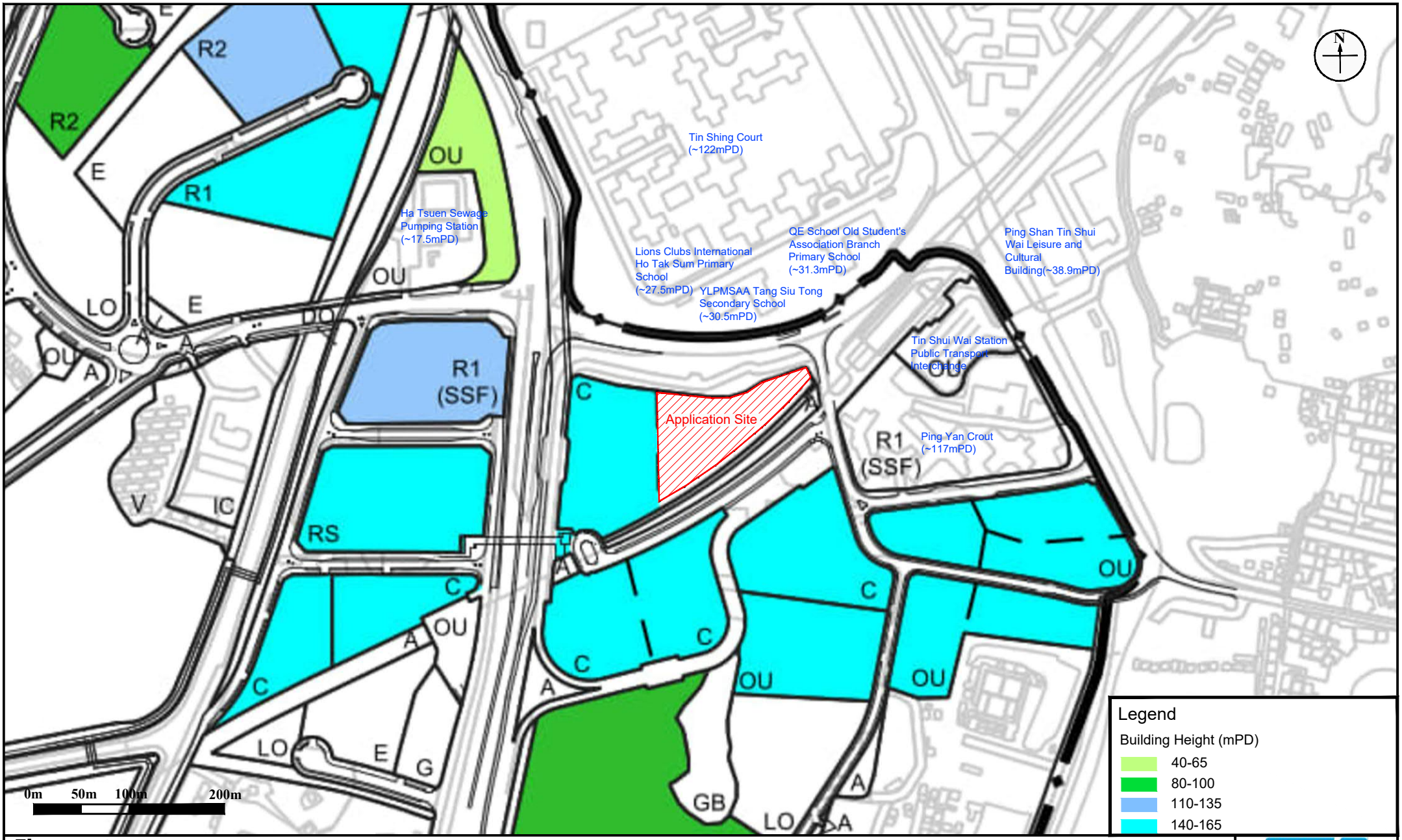


Figure: 1

Title: Location of the Application Site and its Environs

Project: Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long

RAMBOLL

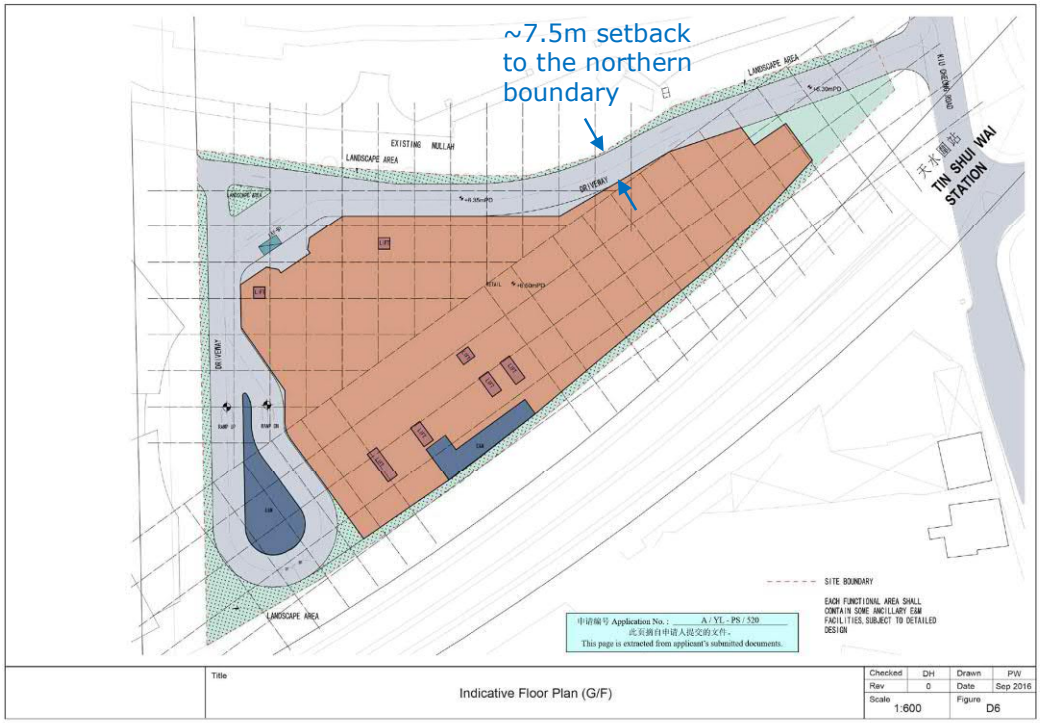
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Checked by: TC

Rev.: 1.1

Date: Apr-26

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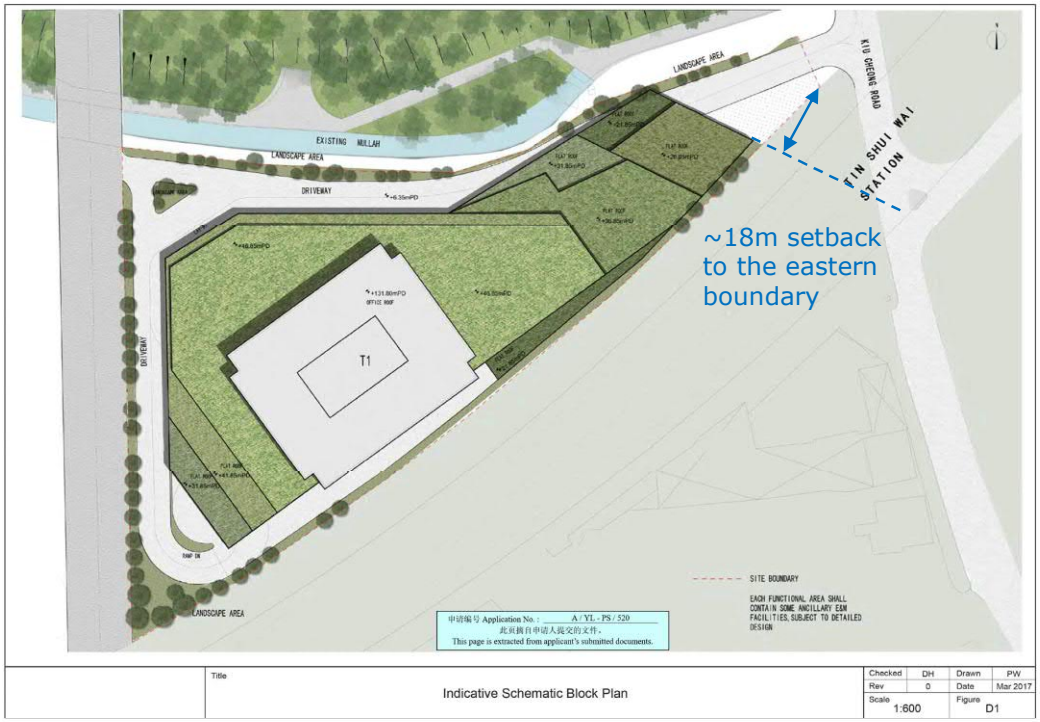


Figure: **2**	RAMBOLL
Title: **Good Design Features in the Baseline Scheme**	Drawn by: EC Checked by: TC
Project: **Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long**	Rev.: 1.0 Date: Feb 2026

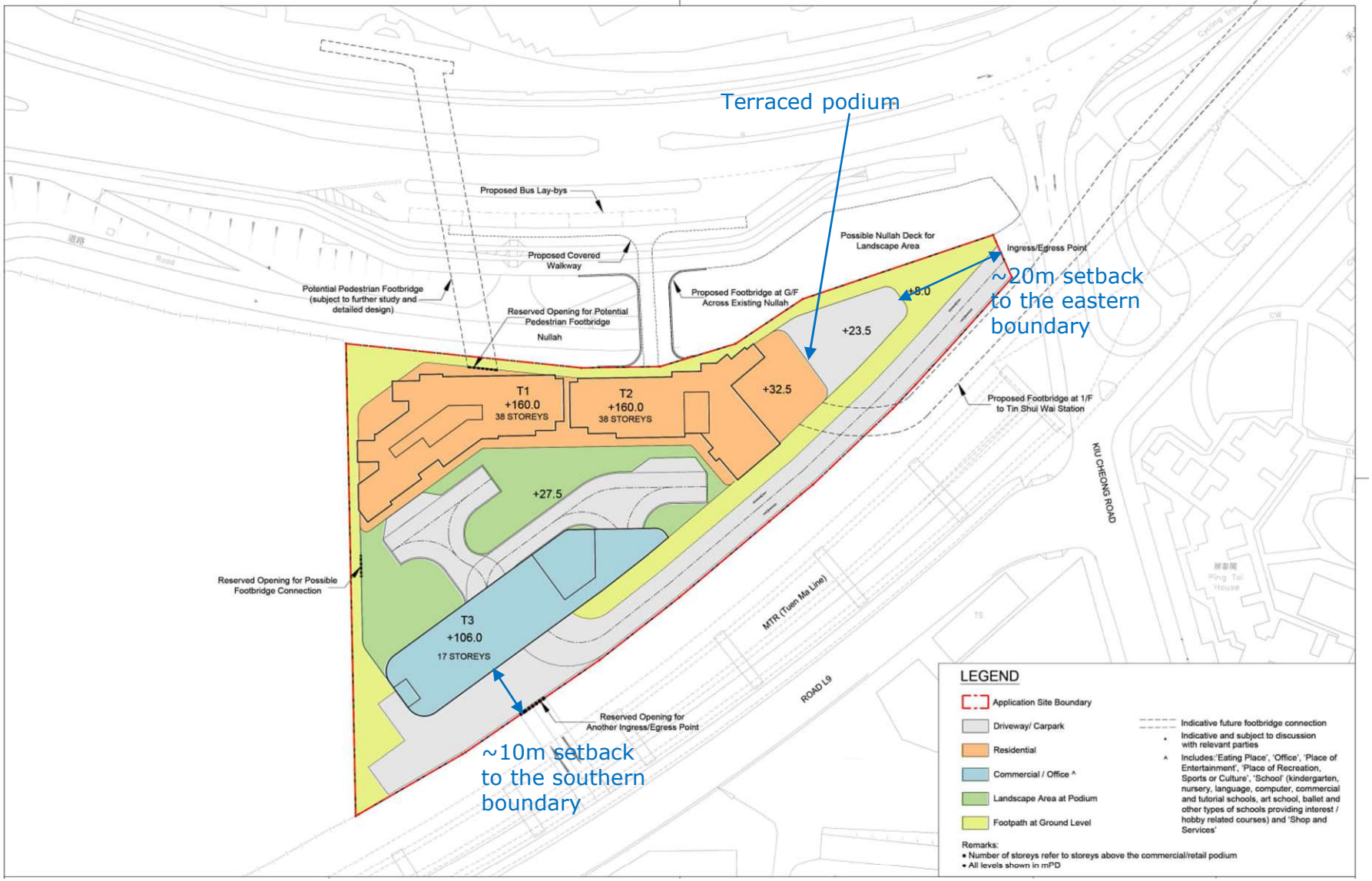
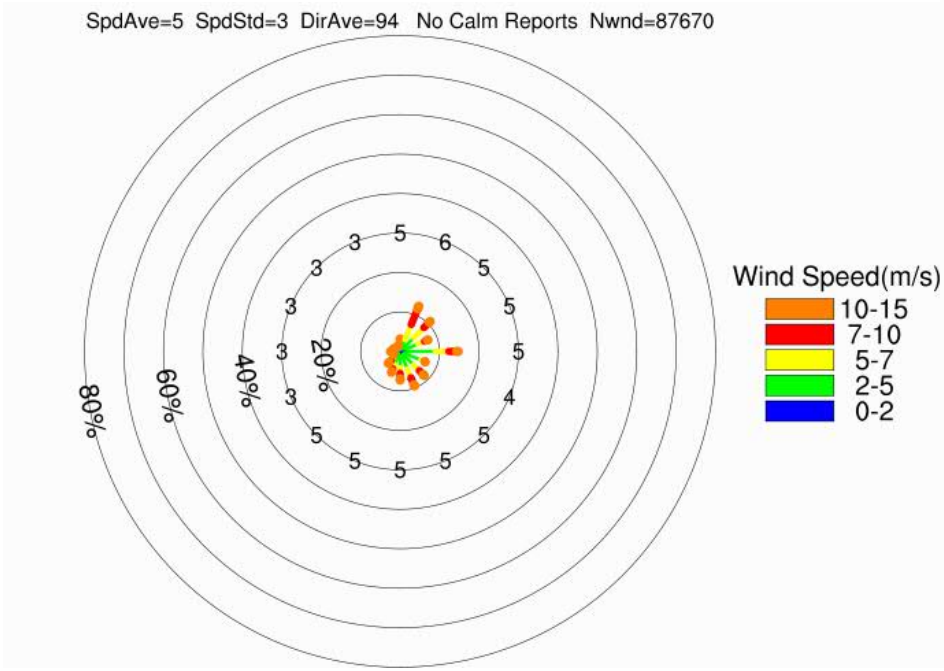
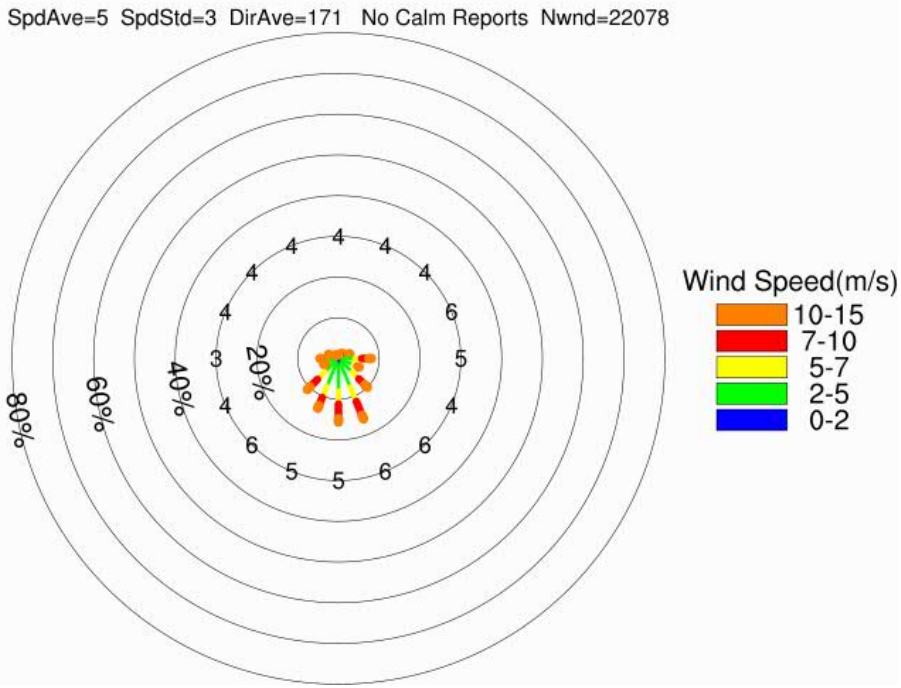


Figure: 3	RAMBOLL
Title: Good Design Features in the Proposed Scheme	Drawn by: EC Checked by: TC
Project: Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Yuen Long	Rev.: 1.1 Date: May 2026

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Annual Condition (200m)



Summer Condition (200m)

Figure: 4	RAMBOLL
Title: Windrose Diagram at 200m (grid: 045, 070) extracted from RAMS	Drawn by: EC
	Checked by: TC
Project: Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long	Rev.: 1.0
	Date: Nov 2025

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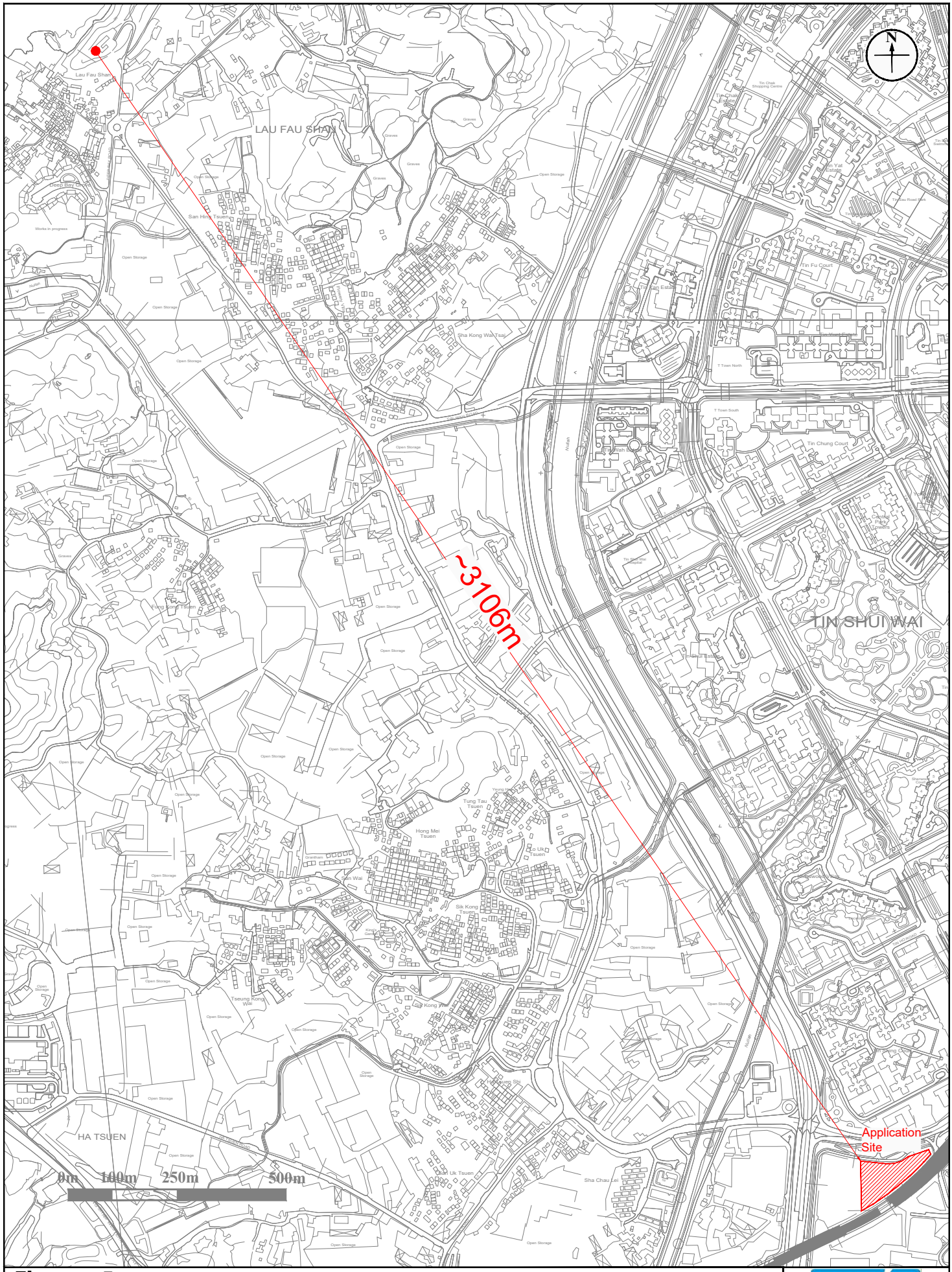


Figure: 5	RAMBOLL
Title: Location of the Lau Fau Shan Wind Station	Drawn by: EC
	Checked by: TC
Project: Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long	Rev.: 1.0
	Date: Nov-25

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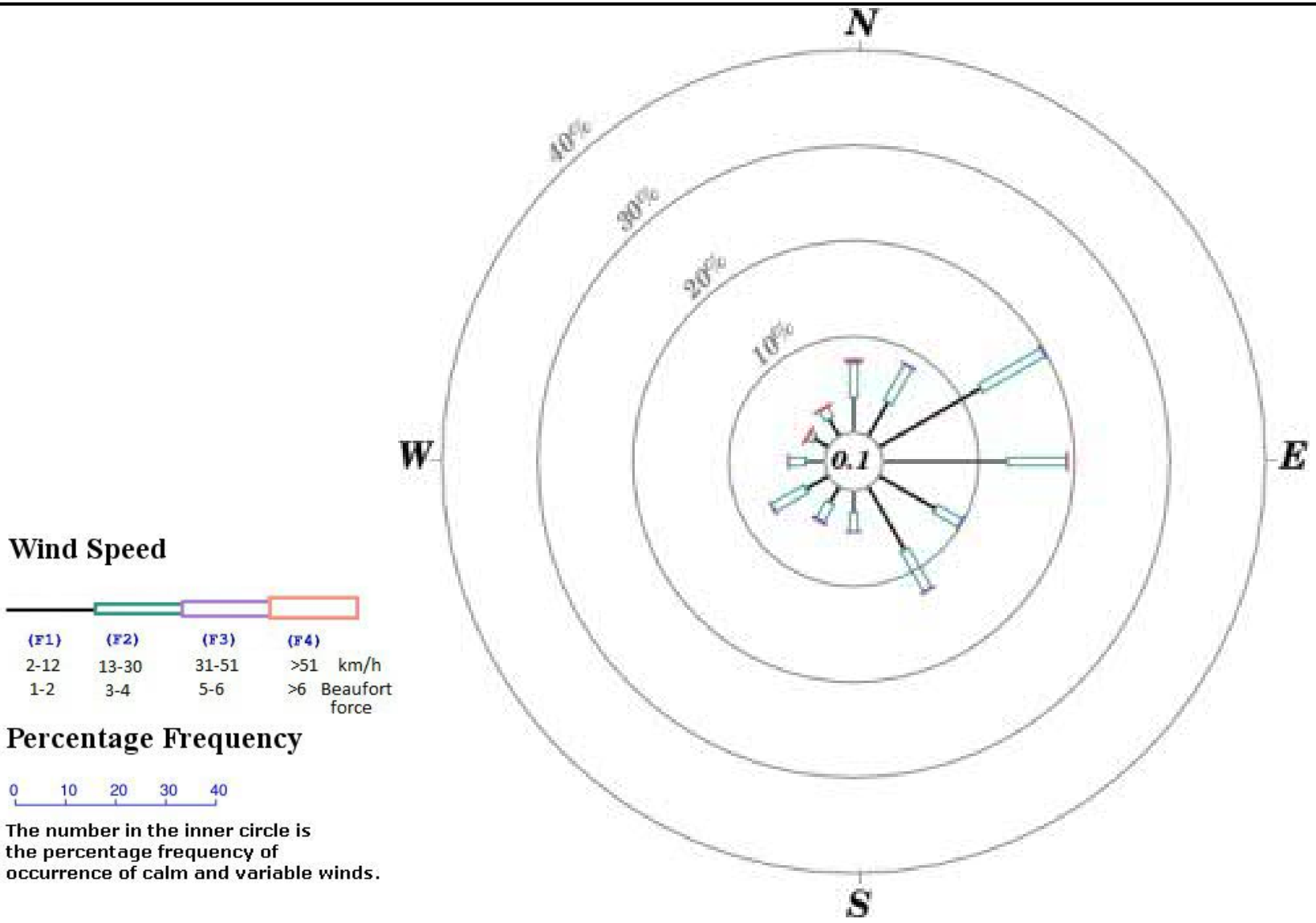


Figure: 6a	RAMBOLL
Title: Windrose Diagram (1986-2024) of Lau Fau Shan Wind Station (Annual)	Drawn by: EC Checked by: TC
Project: Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long	**Rev.:** 1.0 **Date:** Nov 2025

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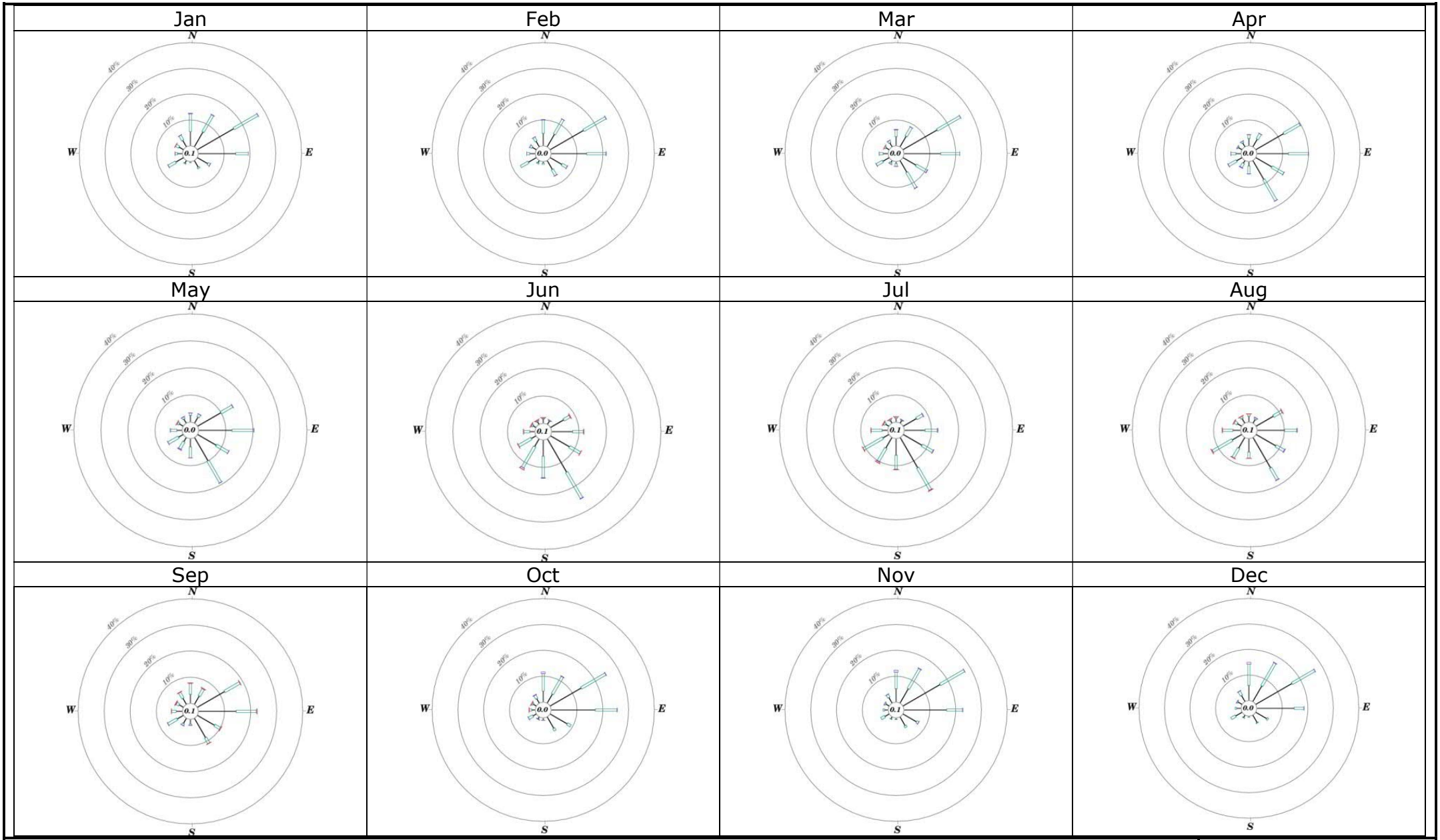


Figure: 6b

Title: Windrose Diagram (1986-2024) of Lau Fau Shan Wind Station (Monthly)

Project Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long

RAMBOLL

Drawn by:	EC
Checked by:	TC
Rev.:	1.0
Date:	Nov 2025

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Annual Prevailing Winds Summer Prevailing Winds Breezeway/ Air Path

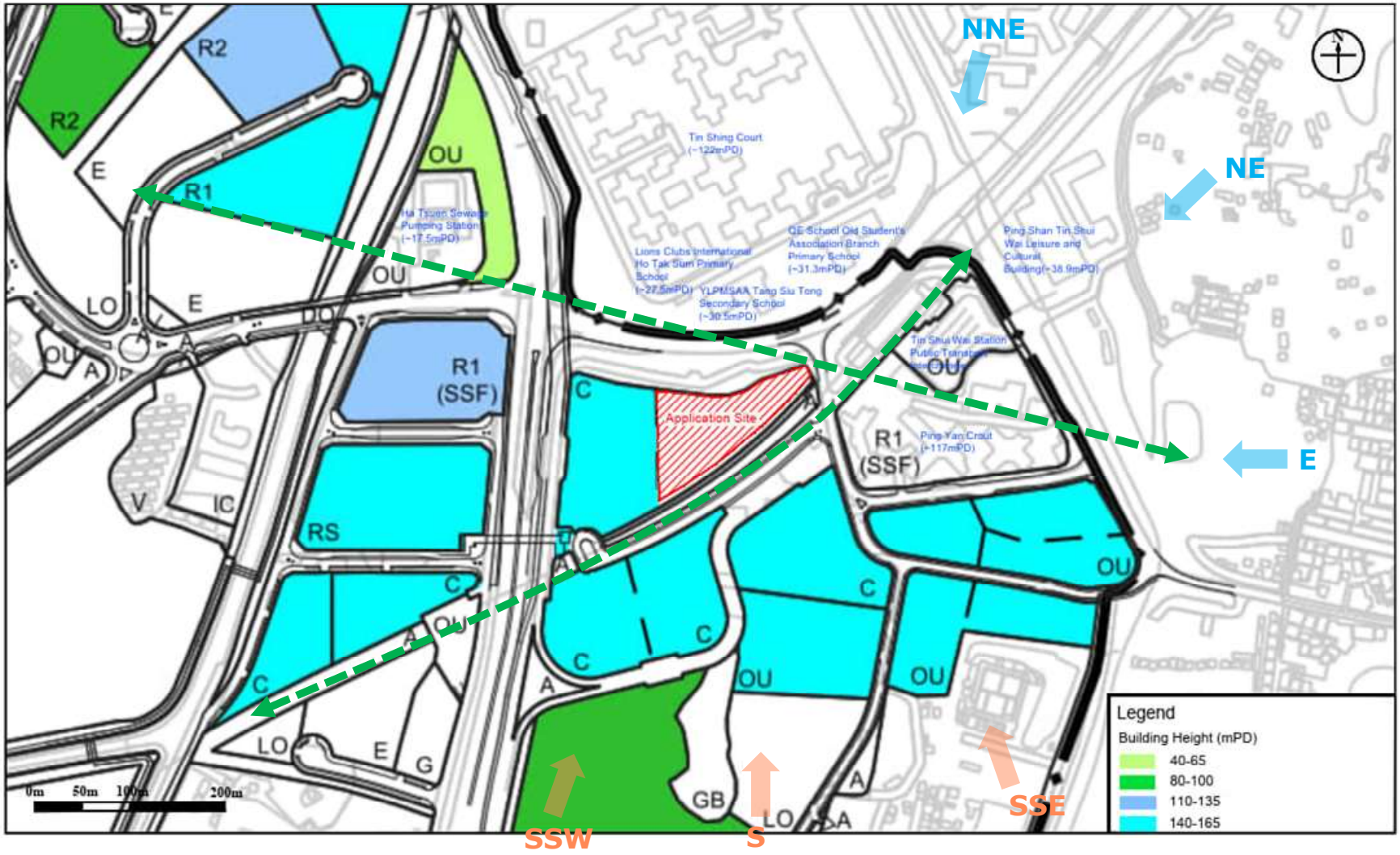


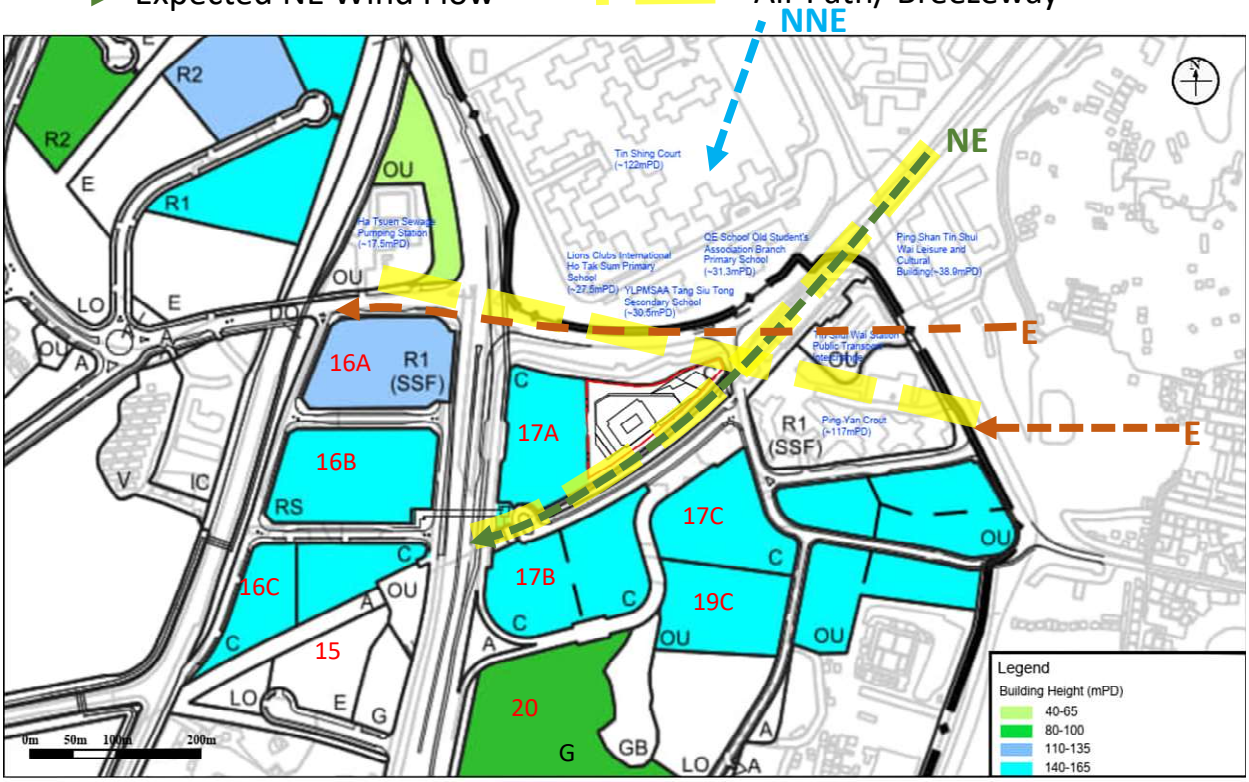
Figure: 7	RAMBOLL
Title: Potential Wind Flow under Existing Condition	Drawn by: EC Checked by: TC
Project: Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long	Rev.: 1.1 Date: Apr 2026

Expected NNE Wind Flow

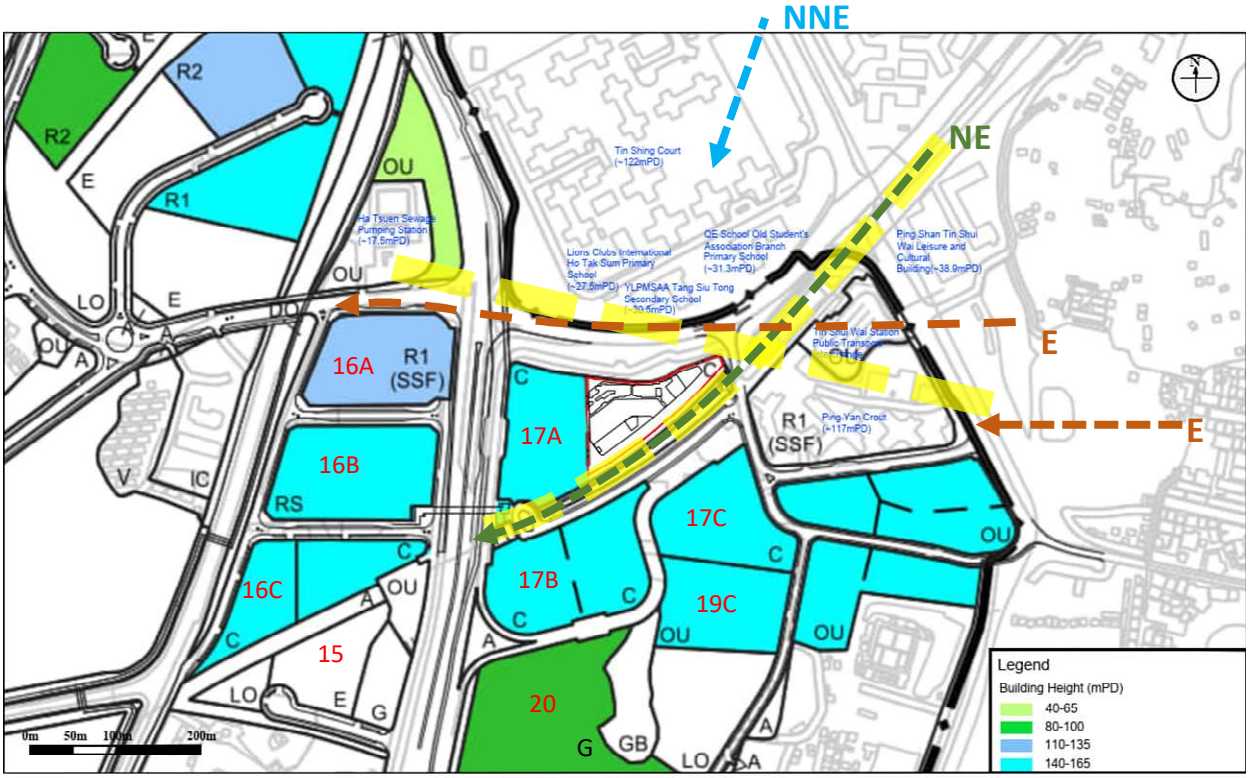
Expected E Wind Flow

Expected NE Wind Flow

Air Path/ Breezeway



Baseline Scheme



Proposed Scheme

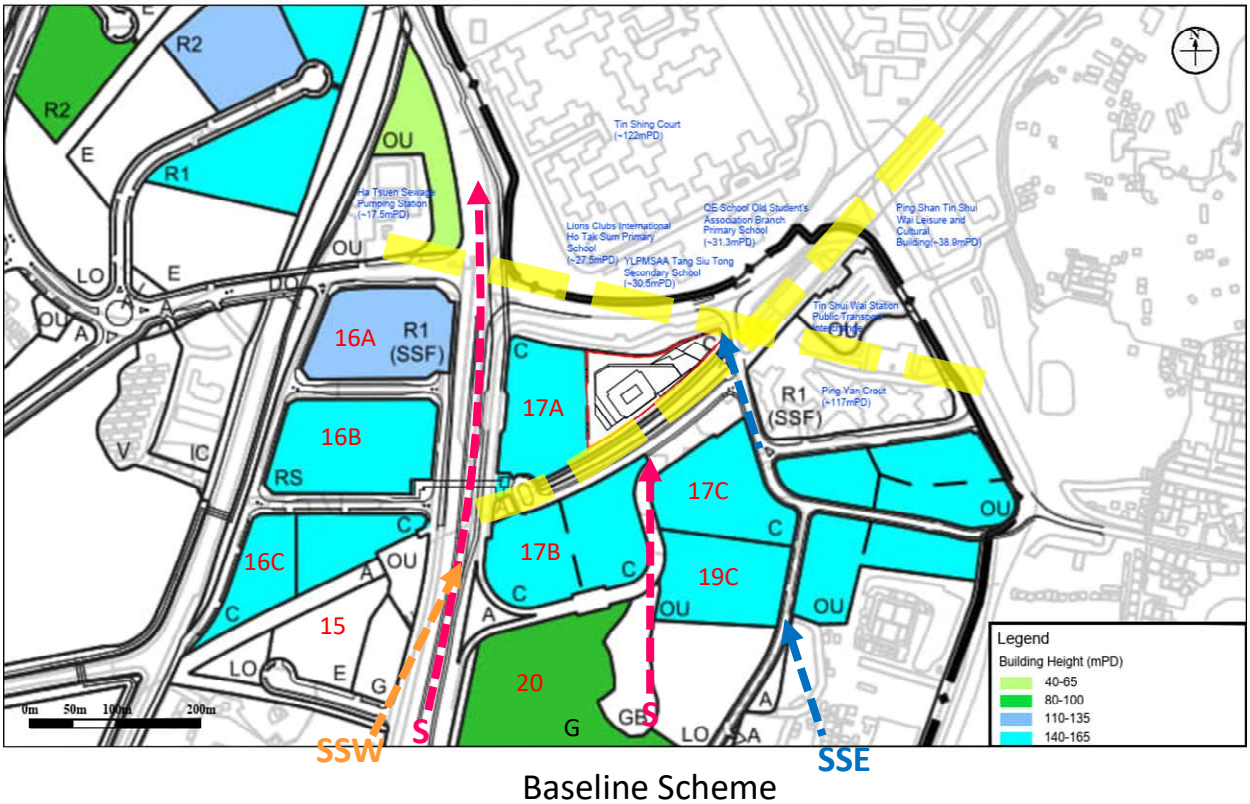
Figure:	**8**	RAMBOLL
Title:	**Illustration of Wind Flow from Annual Wind Direction**	Drawn by: EC Checked by: TC
Project:	**Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long**	Rev.: 1.1 Date: Apr 2026

Expected SSE Wind Flow

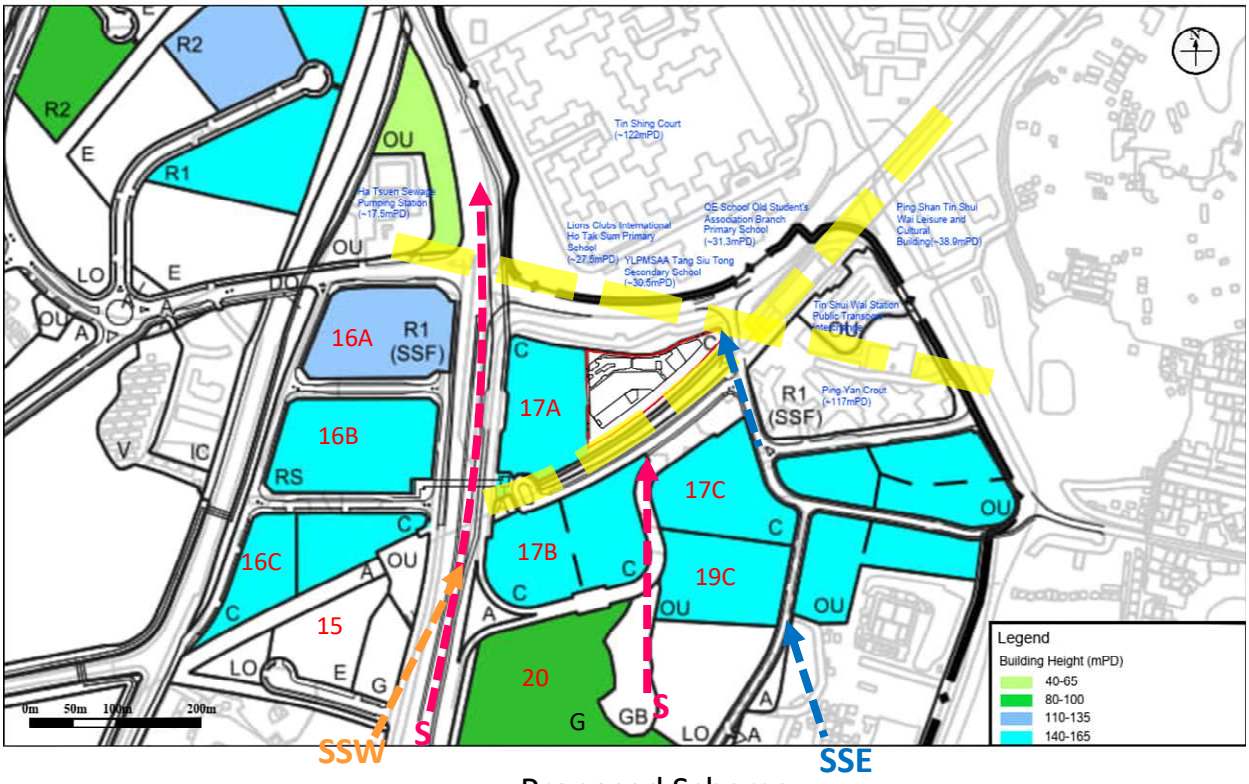
Expected SSW Wind Flow

Expected S Wind Flow

Air Path/ Breezeway



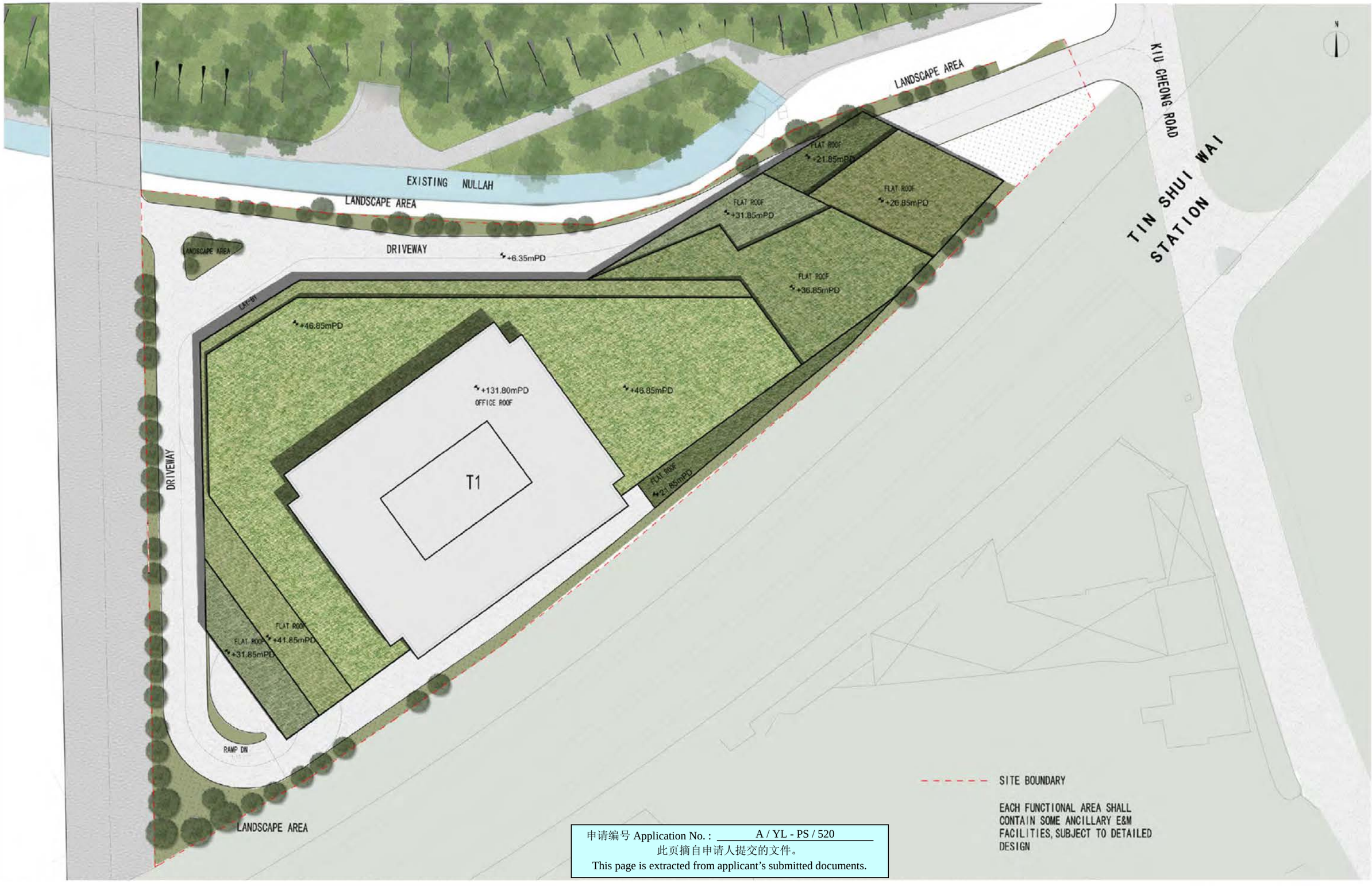
Baseline Scheme



Proposed Scheme

Figure:	**9**	RAMBOLL
Title:	**Illustration of Wind Flow from Summer Wind Direction**	Drawn by: EC Checked by: TC
Project:	**Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in DD 124, Kiu Tau Wai, Ping Shan, Yuen Long**	Rev.: 1.1 Date: Apr 2026

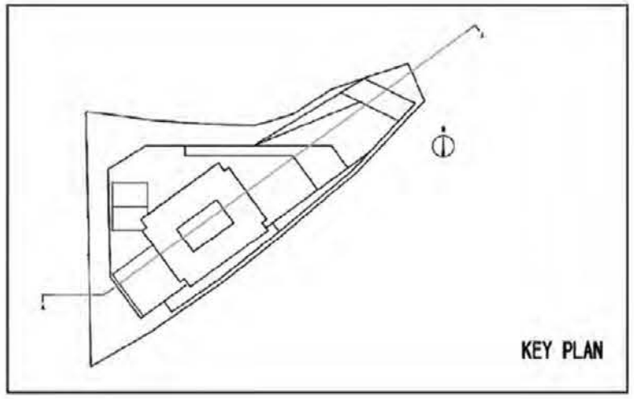
Appendix 1 Master Layout Plan of the Baseline Scheme

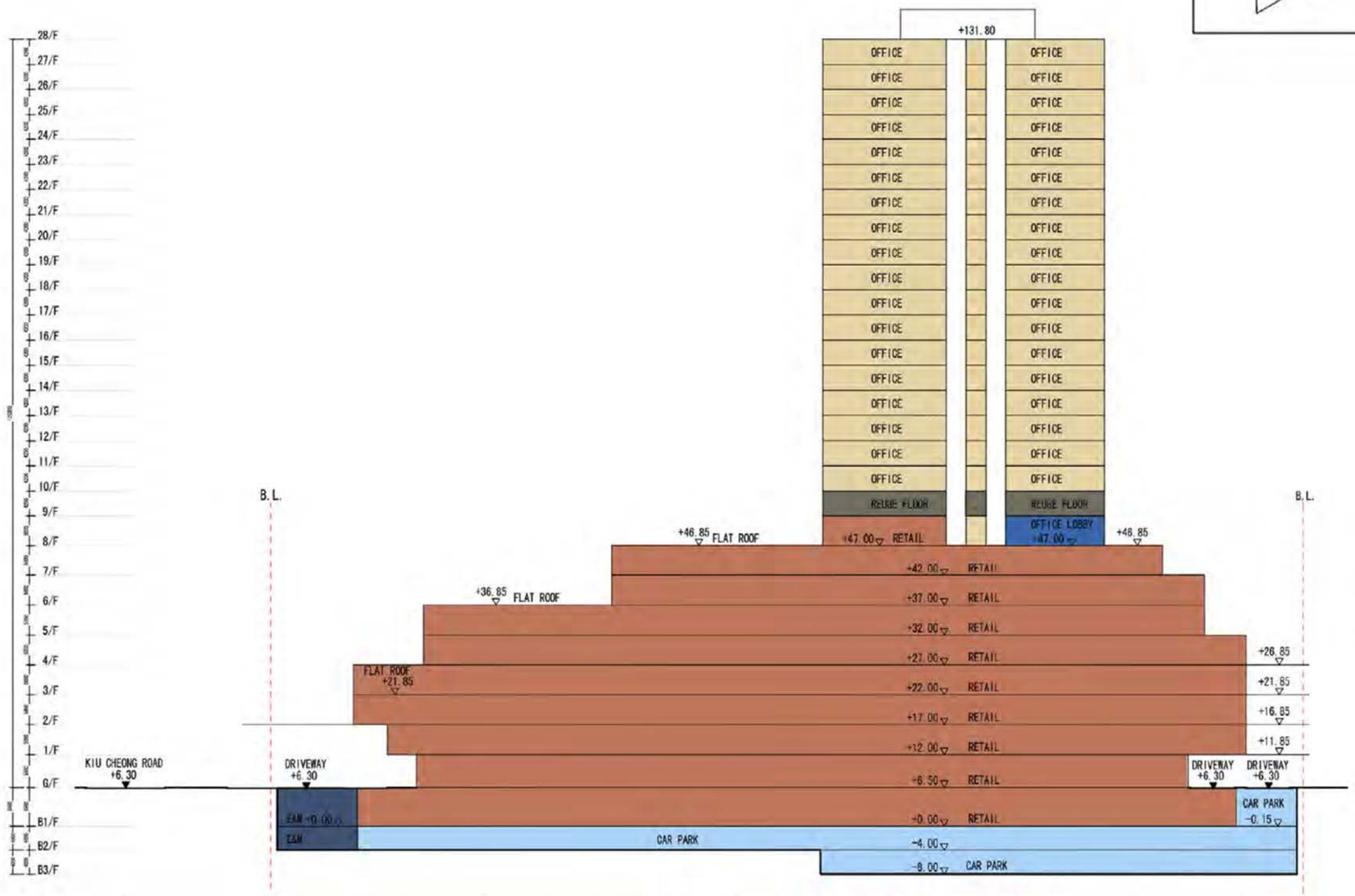


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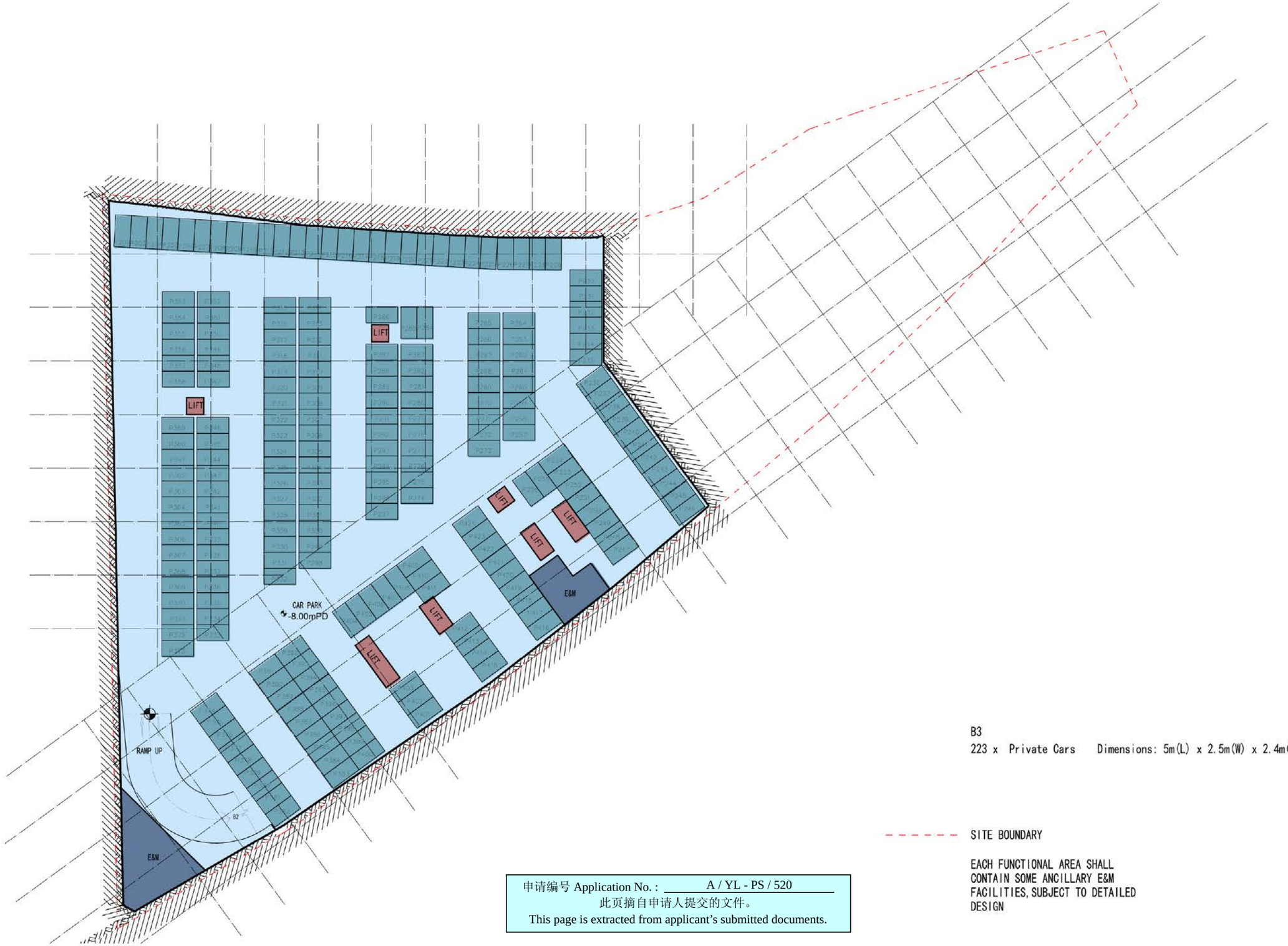
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	Indicative Schematic Block Plan	Checked	DH	Drawn PW
		Rev	0	Date Mar 2017
		Scale 1:600		Figure D1

申请编号 Application No. : A / YL - PS / 520
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	Title: Indicative Section Plan A - A	Checked	DH	Drawn PW
		Rev	0	Date Mar 2017
		Scale 1:800		Figure D2



B3
223 x Private Cars Dimensions: 5m(L) x 2.5m(W) x 2.4m(H)

SITE BOUNDARY

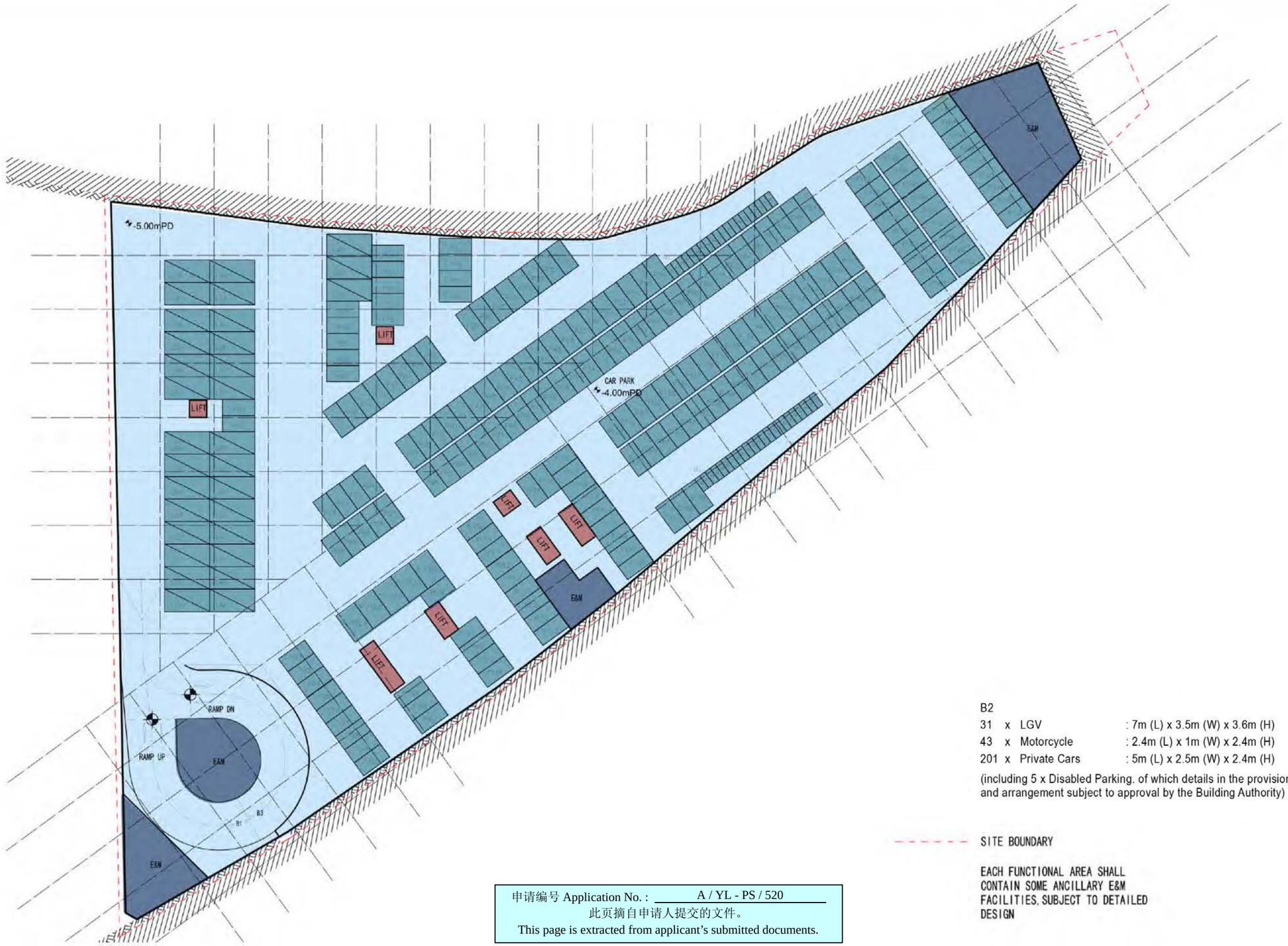
EACH FUNCTIONAL AREA SHALL CONTAIN SOME ANCILLARY E&M FACILITIES, SUBJECT TO DETAILED DESIGN

申请编号 Application No. : A / YL - PS / 520
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Title

Indicative Floor Plan (B3/F)

Checked	DH	Drawn	PW
Rev	0	Date	Sep 2016
Scale 1:600		Figure D3	



B2

31	x	LGV	: 7m (L) x 3.5m (W) x 3.6m (H)
43	x	Motorcycle	: 2.4m (L) x 1m (W) x 2.4m (H)
201	x	Private Cars	: 5m (L) x 2.5m (W) x 2.4m (H)

(including 5 x Disabled Parking. of which details in the provision and arrangement subject to approval by the Building Authority)

SITE BOUNDARY

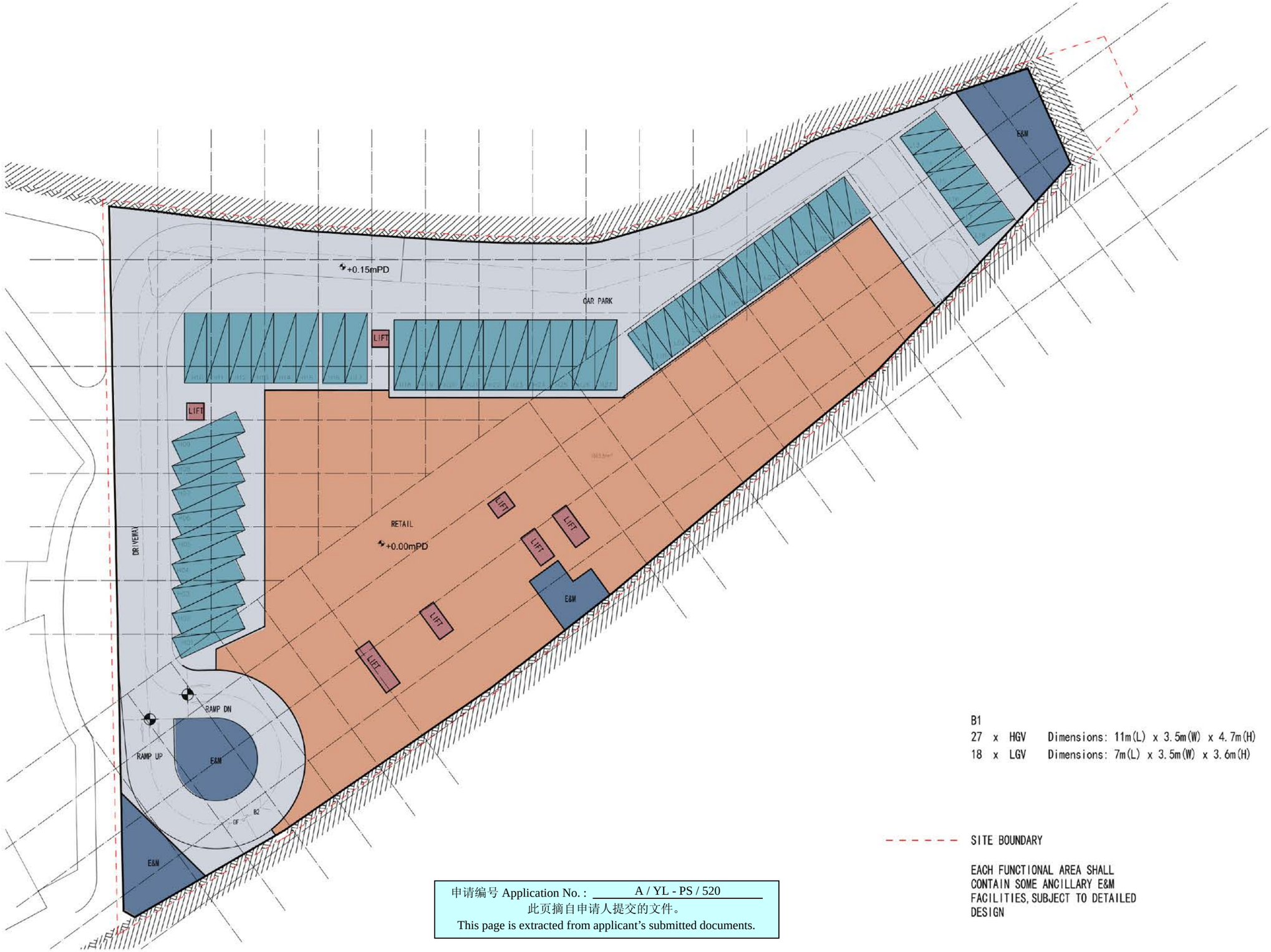
EACH FUNCTIONAL AREA SHALL CONTAIN SOME ANCILLARY E&M FACILITIES, SUBJECT TO DETAILED DESIGN

申请编号 Application No. : A / YL - PS / 520
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Title

Indicative Floor Plan (B2/F)

Checked	DH	Drawn	PW
Rev	0	Date	Mar 2017
Scale 1:600		Figure D4	



B1
27 x HGV Dimensions: 11m(L) x 3.5m(W) x 4.7m(H)
18 x LGV Dimensions: 7m(L) x 3.5m(W) x 3.6m(H)

SITE BOUNDARY

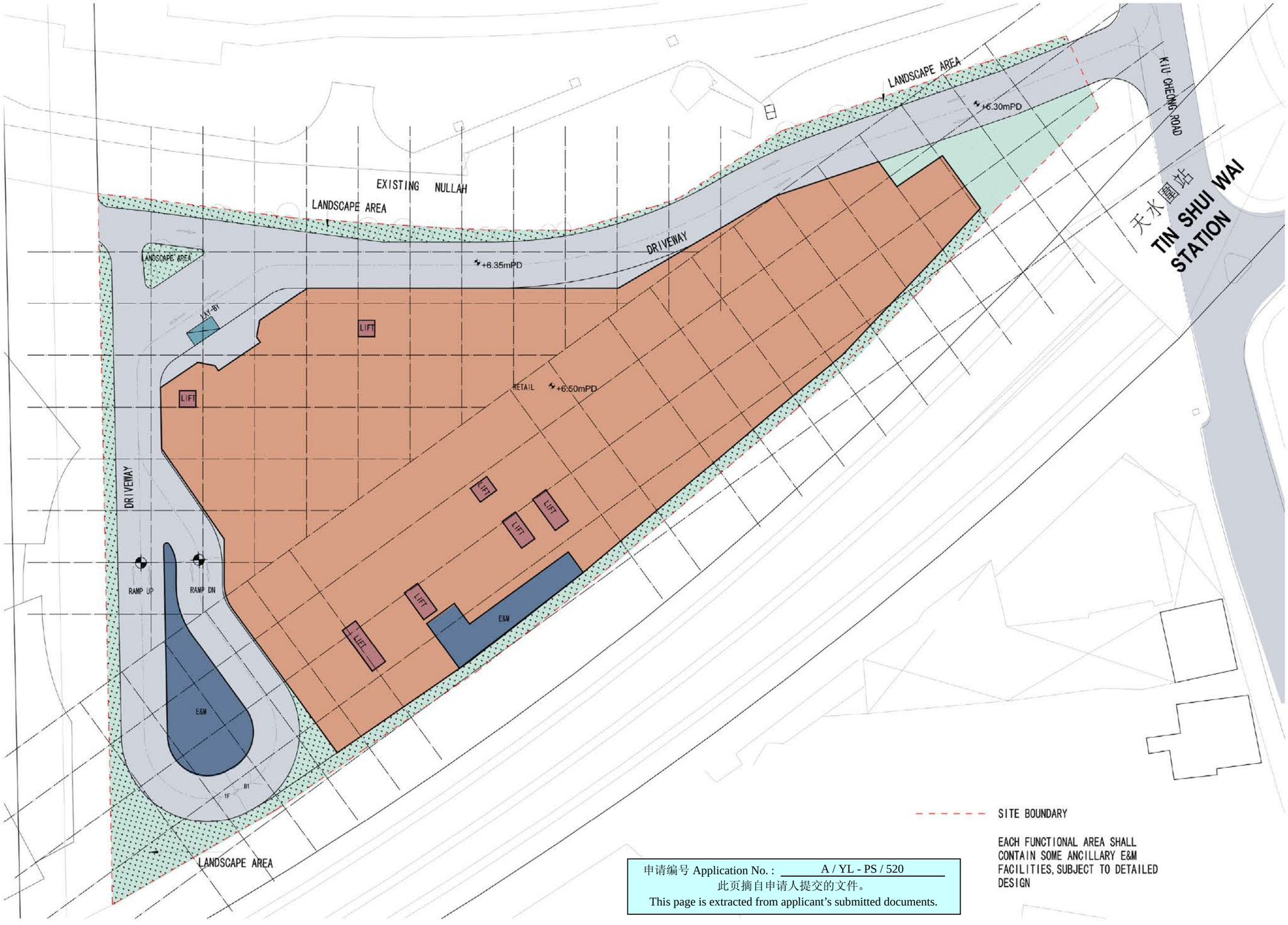
EACH FUNCTIONAL AREA SHALL CONTAIN SOME ANCILLARY E&M FACILITIES, SUBJECT TO DETAILED DESIGN

申请编号 Application No.： A / YL - PS / 520
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Title

Indicative Floor Plan (B1/F)

Checked	DH	Drawn	PW
Rev	0	Date	Sep 2016
Scale 1:600		Figure D5	



申请编号 Application No. : A / YL - PS / 520
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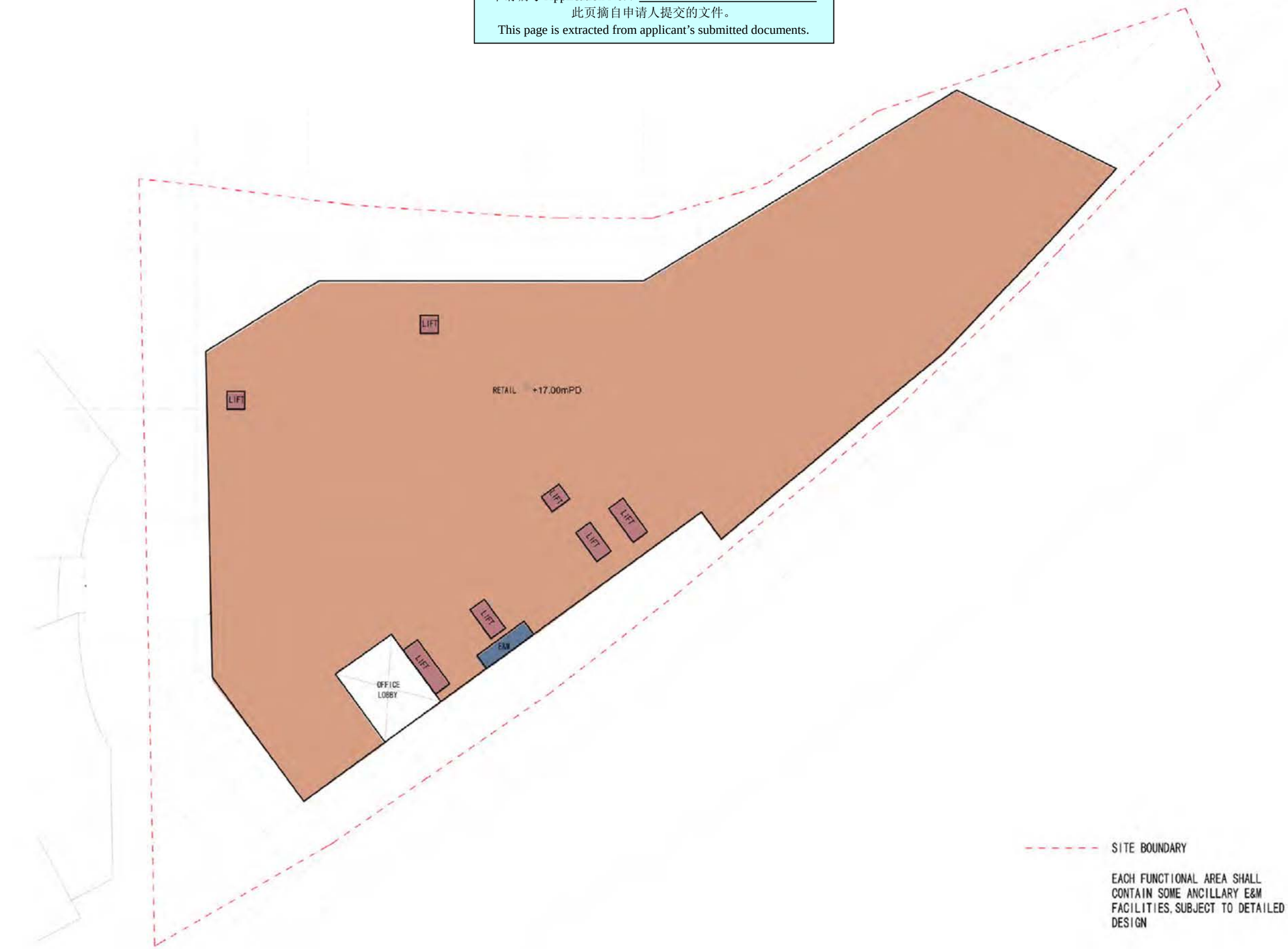
Title	Indicative Floor Plan (G/F)	Checked	DH	Drawn PW
		Rev	0	Date Sep 2016
		Scale 1:600		Figure D6

申请编号 Application No. : A / YL - PS / 520
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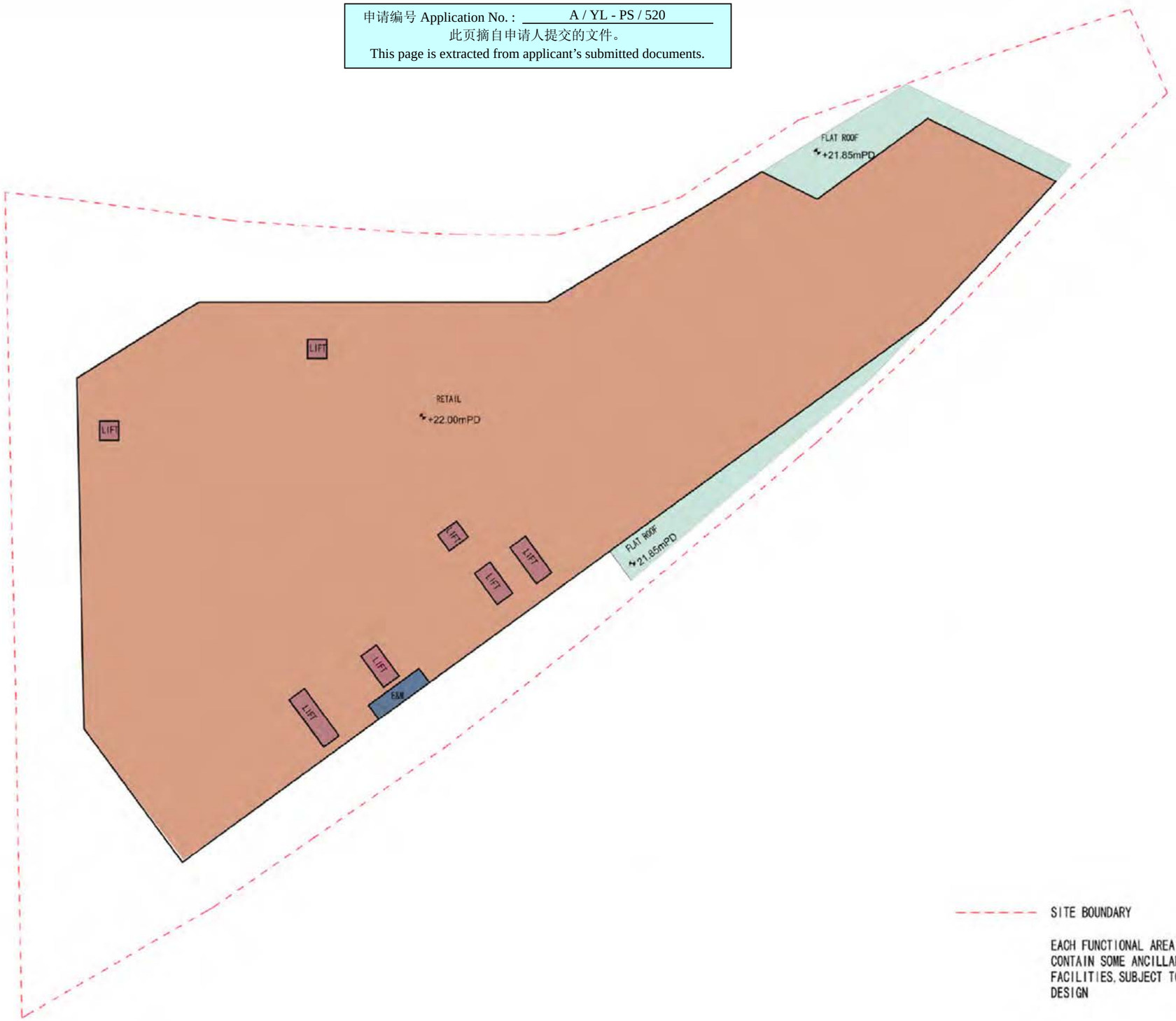
	Title: Indicative Floor Plan (1/F)	Checked	DH	Drawn PW
		Rev	0	Date Mar 2017
		Scale 1:600		Figure D7

申请编号 Application No. : A / YL - PS / 520
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	Title: Indicative Floor Plan (2/F)	Checked	DH	Drawn PW
		Rev	0	Date Mar 2017
		Scale 1:600		Figure D8

申请编号 Application No. : A / YL - PS / 520
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	Title: Indicative Floor Plan (3/F)	Checked	DH	Drawn PW
		Rev	0	Date Mar 2017
		Scale 1:600		Figure D9

申请编号 Application No. : A / YL - PS / 520
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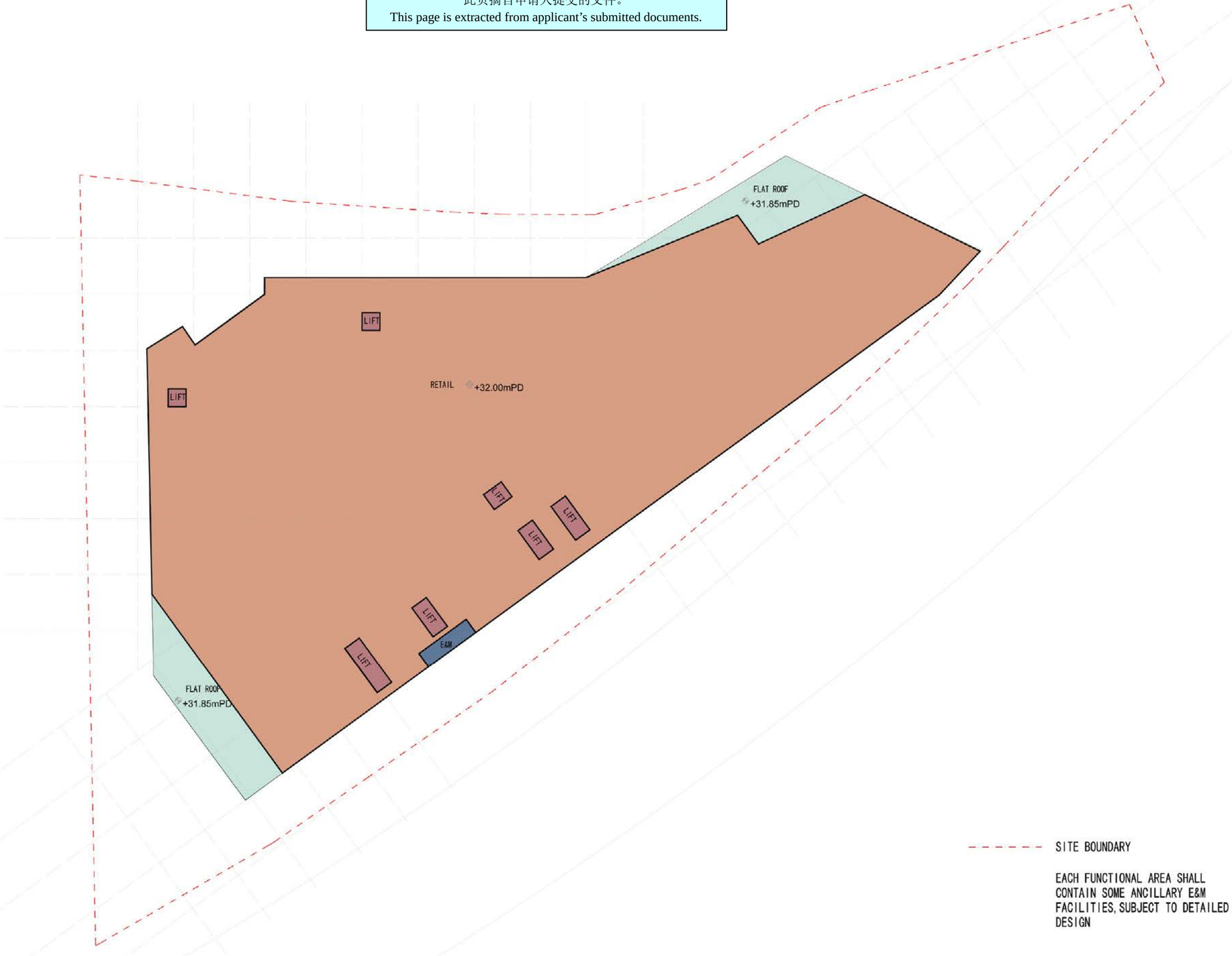


SITE BOUNDARY

EACH FUNCTIONAL AREA SHALL CONTAIN SOME ANCILLARY E&M FACILITIES, SUBJECT TO DETAILED DESIGN

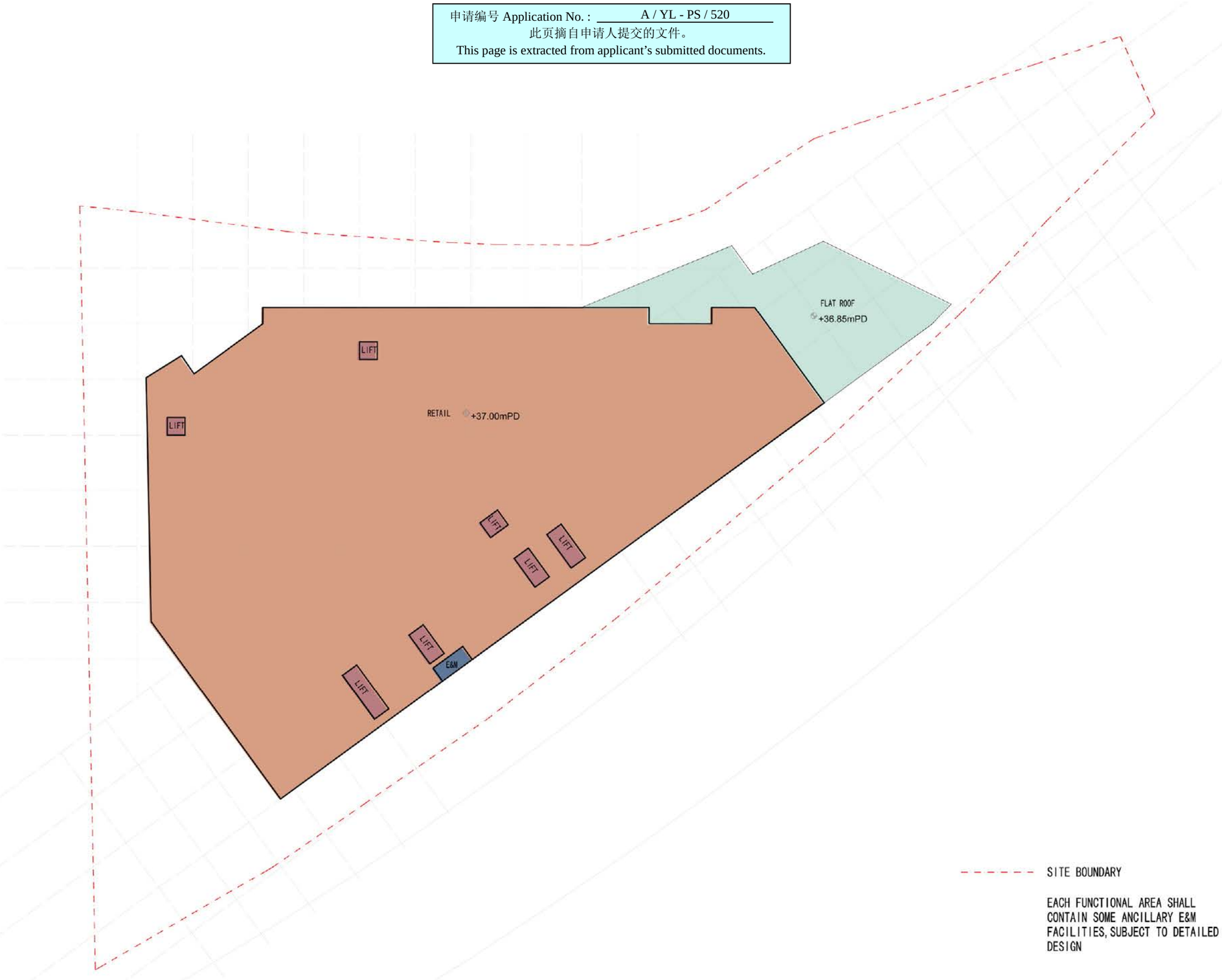
Title: Indicative Floor Plan (4/F)		Checked	DH	Drawn PW
		Rev	0	Date Jul 2016
		Scale 1:600		Figure D10

申请编号 Application No. : A / YL - PS / 520
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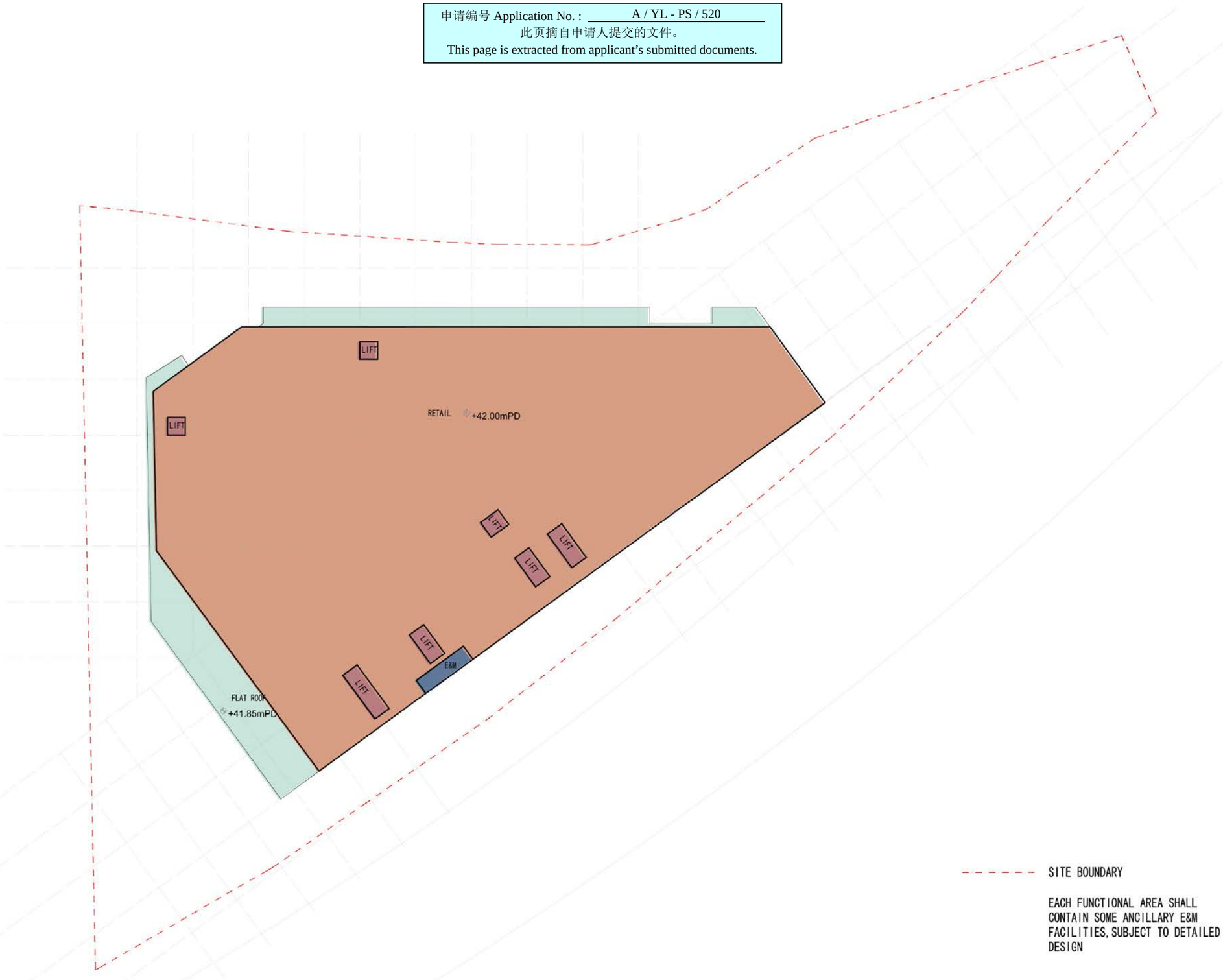
	Title: Indicative Floor Plan (5/F)	Checked	DH	Drawn PW
		Rev	0	Date May 2016
		Scale 1:600		Figure D11

申请编号 Application No.： A / YL - PS / 520
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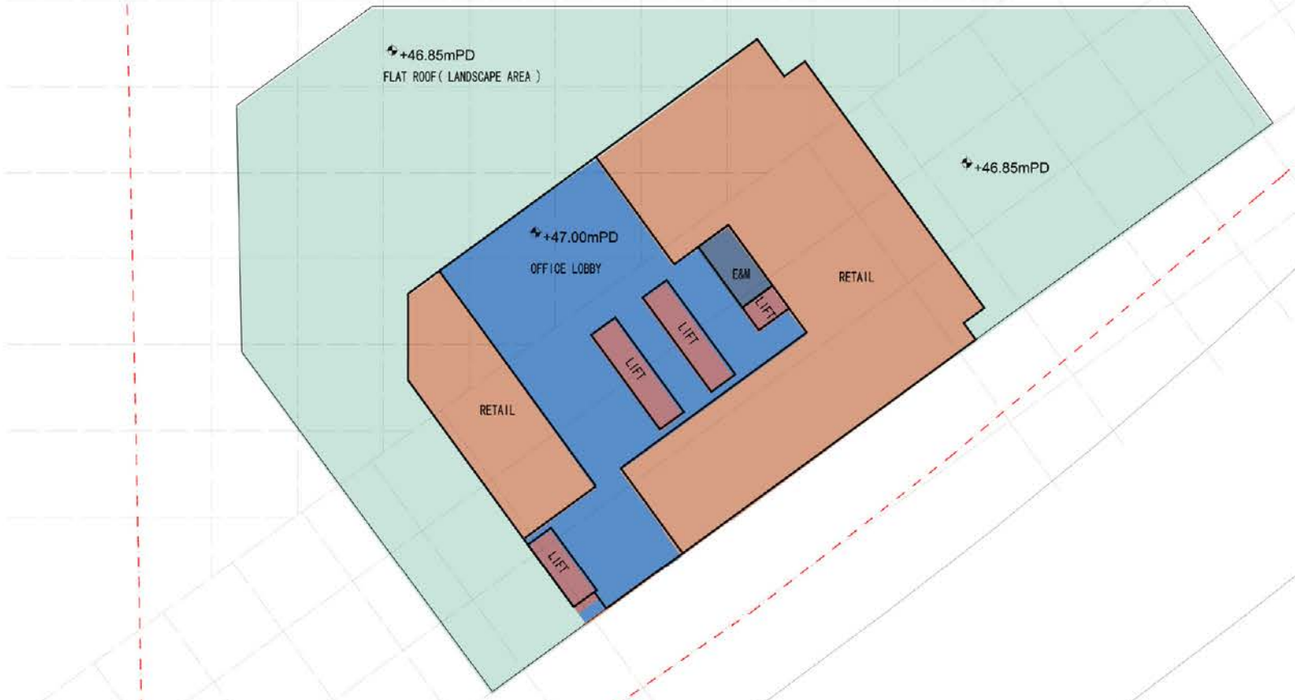
	Title: Indicative Floor Plan (6/F)	Checked	DH	Drawn PW
		Rev	0	Date May 2016
		Scale 1:600		Figure D12

申请编号 Application No.： A / YL - PS / 520
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	Title: Indicative Floor Plan (7/F)	Checked	DH	Drawn PW
		Rev	0	Date May 2016
		Scale 1:600		Figure D13

申请编号 Application No.： A / YL - PS / 520
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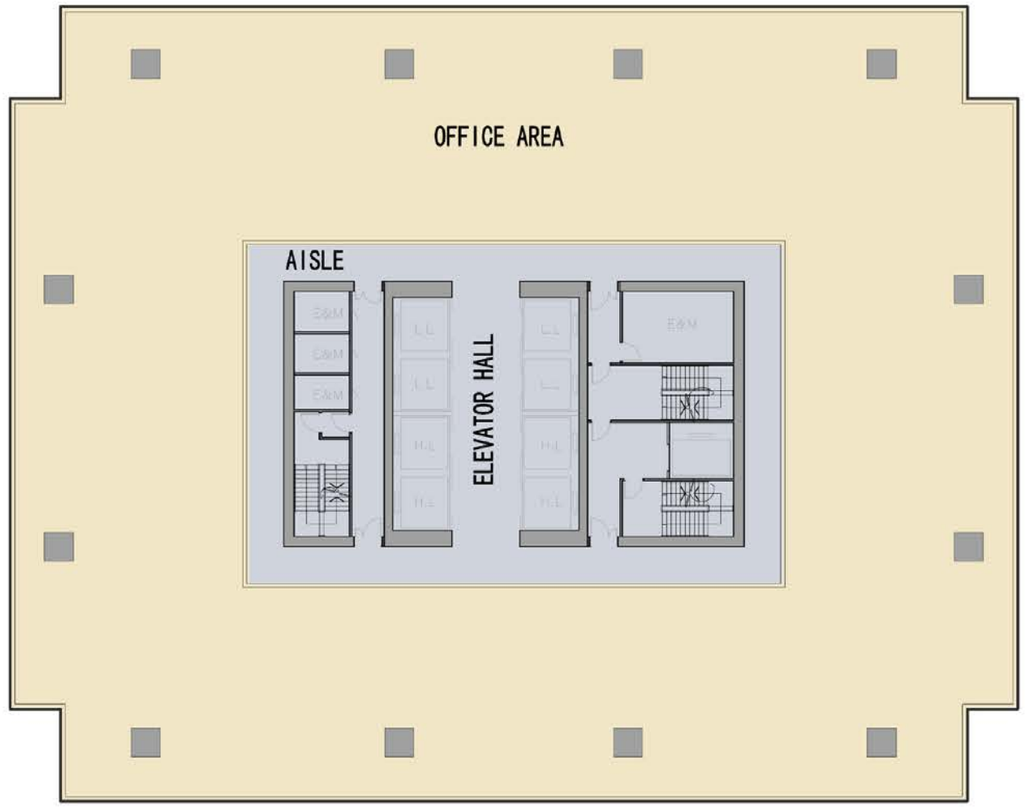


SITE BOUNDARY

EACH FUNCTIONAL AREA SHALL CONTAIN SOME ANCILLARY E&M FACILITIES, SUBJECT TO DETAILED DESIGN

	Title: Indicative Floor Plan (8/F)	Checked	DH	Drawn PW
		Rev	0	Date May 2016
		Scale 1:600		Figure D14

申请编号 Application No. : A / YL - PS / 520
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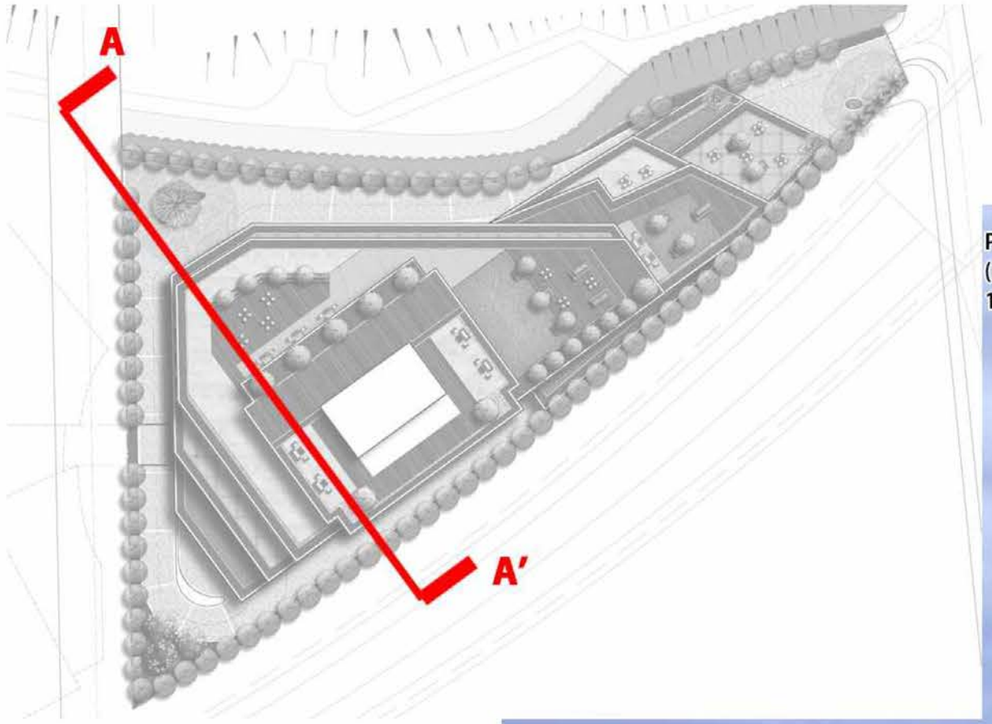
	Title: Indicative Typical Floor Plan of Office	Checked	DH	Drawn PW
		Rev	0	Date Jul 2016
		Scale 1:300		Figure D15



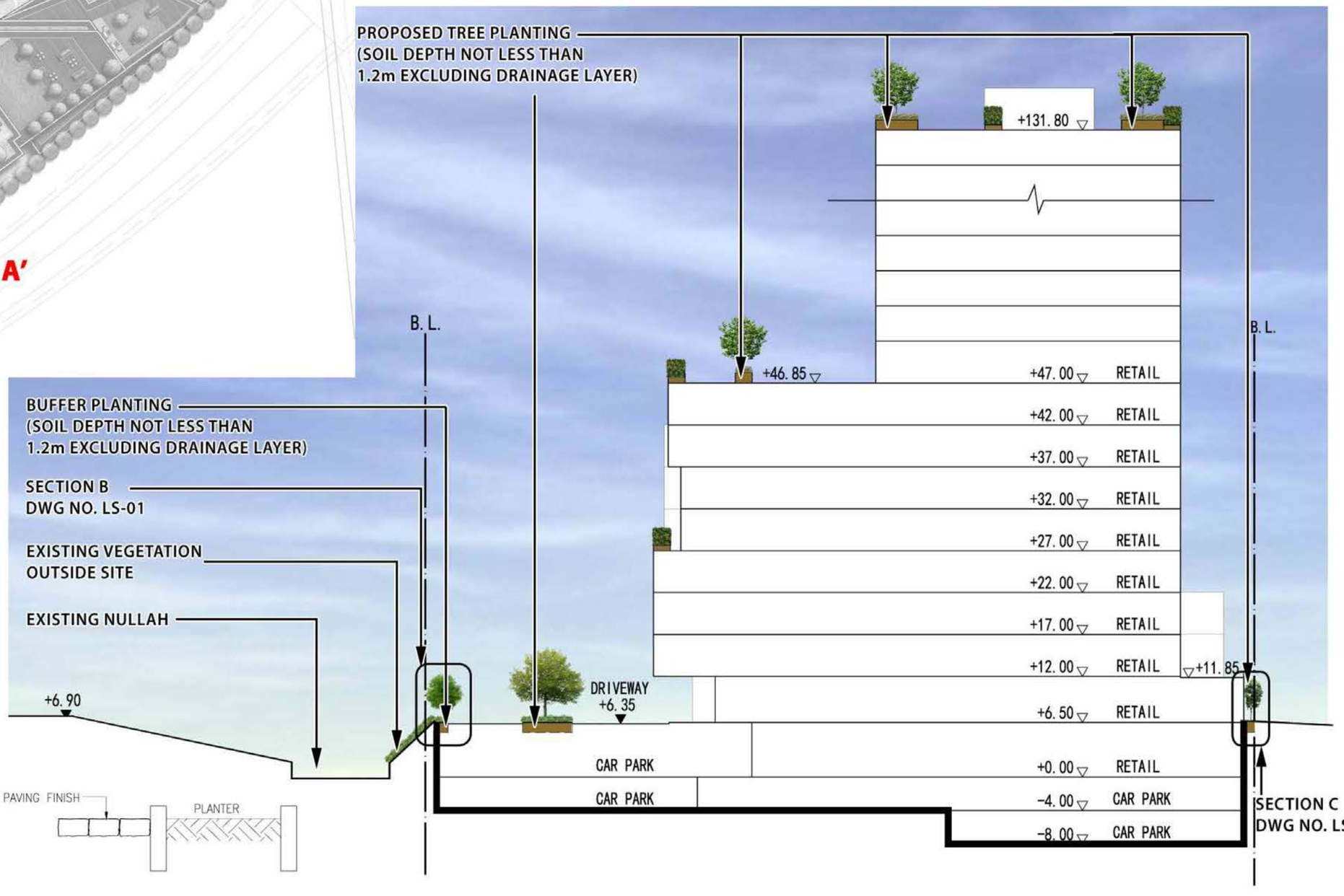
申请编号 Application No.： A / YL - PS / 520
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	Title			
	Indicative Landscape Master Plan	Checked	DH	Drawn	PW
		Rev	0	Date	Mar 2017
		Scale		Figure	

申请编号 Application No. : A / YL - PS / 520
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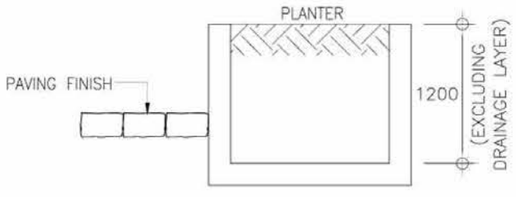


KEY PLAN



LANDSCAPE SECTION A-A'

0m 2m 5m 10m 20m



TYPICAL DETAIL OF PLANTER (ON STRUCTURE) Scale : NTS

TYPICAL DETAIL OF PLANTER (ON GRADE) Scale : NTS

Title

Indicative Landscape Section Plan

Checked	DH	Drawn	PW
Rev	0	Date	Mar 2017
Scale		Figure	

Appendix 2 Master Layout Plan of the Proposed Scheme

Proposed Bus Lay-bys

Proposed Covered Walkway

Potential Pedestrian Footbridge (subject to further study and detailed design)

Reserved Opening for Potential Pedestrian Footbridge

Nullah

Possible Nullah Deck for Landscape Area

Ingress/Egress Point

Proposed Footbridge at G/F Across Existing Nullah

+8.0

+23.5

+32.5

T1
+160.0
38 STOREYS

T2
+160.0
38 STOREYS

+27.5

Proposed Footbridge at 1/F to Tin Shui Wai Station

KIU CHEONG ROAD

Reserved Opening for Possible Footbridge Connection

T3
+106.0
17 STOREYS

MTR (Tuen Ma Line)

ROAD L9

Reserved Opening for Another Ingress/Egress Point

LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Residential
- Commercial / Office ^
- Landscape Area at Podium
- Footpath at Ground Level
- Indicative future footbridge connection
- * Indicative and subject to discussion with relevant parties
- ^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

Remarks:
- Number of storeys refer to storeys above the commercial/retail podium
- All levels shown in mPD

香港匯序建築設計有限公司
ATELIER GLOW LIMITED
香港灣仔譚臣道141號大業大廈25樓
25/F, Tai Yip Building, 141 Tamson Road, Wan Chai, Hong Kong
T:+852 3547 2111

PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative Master Layout Plan

0 5 10 20 m
1:800 @ A3

19-05-2026



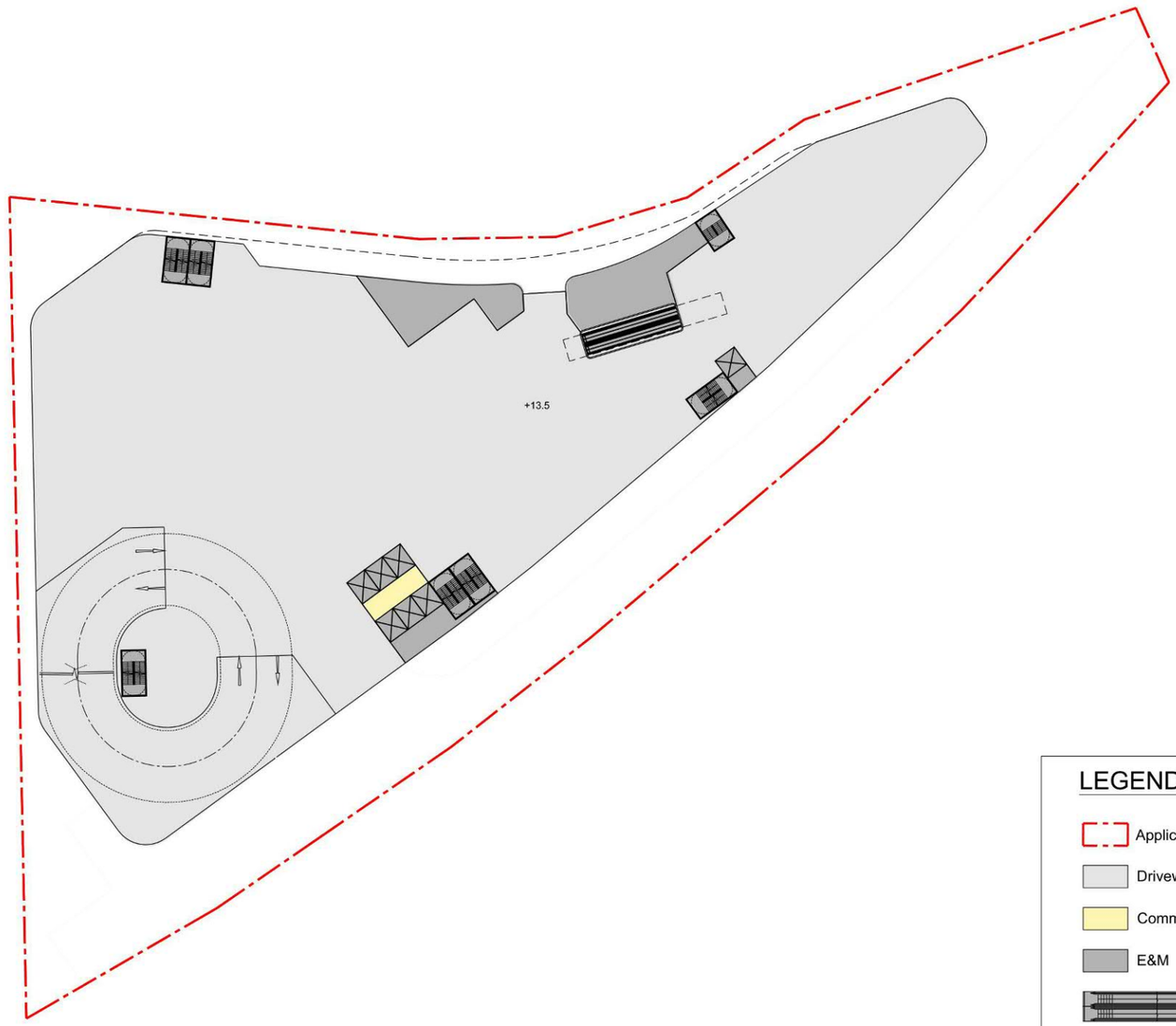
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香港灣仔譚臣道141號大業大廈25樓
25/F, Tai Yip Building, 141 Tamson Road, Wan Chai, Hong Kong
T:+852 3547 2111

PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative G/F Plan

0 5 10 20
m 1:800 @ A3

19-05-2026



LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Commercial / Retail ^
- E&M
- Escalator
- Staircase
- Lift

* Indicative and subject to discussion with relevant parties

^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

Remarks:
- All levels shown in mPD

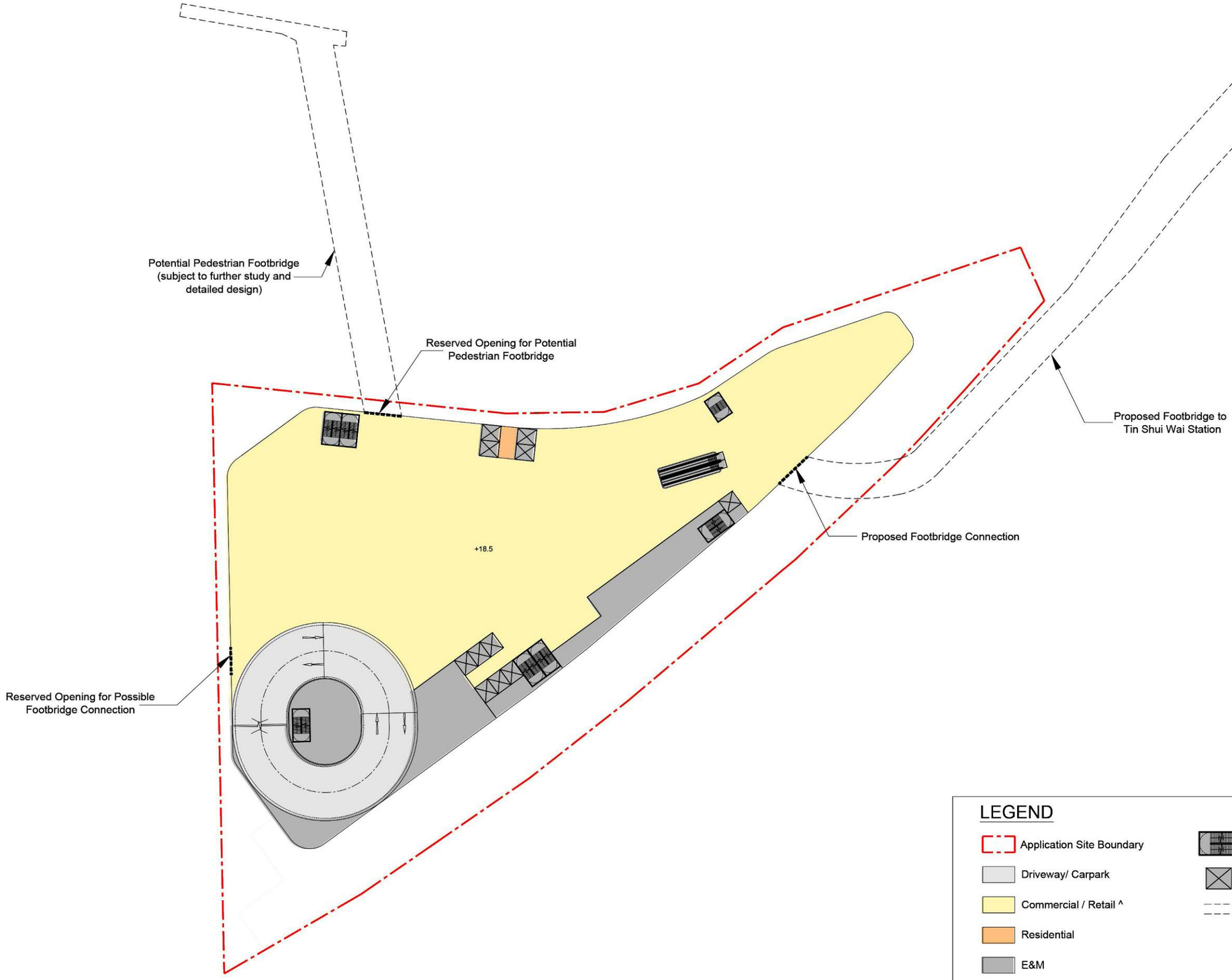
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香港灣仔譚臣道141號大業大廈25樓
25/F, Tai Yip Building, 141 Tamson Road, Wan Chai, Hong Kong
T:+852 3547 2111

PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative M/F Plan

0 5 10 20
m 1:800 @ A3

20-01-2026



LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Commercial / Retail ^
- Residential
- E&M
- Escalator
- Staircase
- Lift
- Indicative future footbridge connection
- * Indicative and subject to discussion with relevant parties
- ^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

Remarks:
• All levels shown in mPD

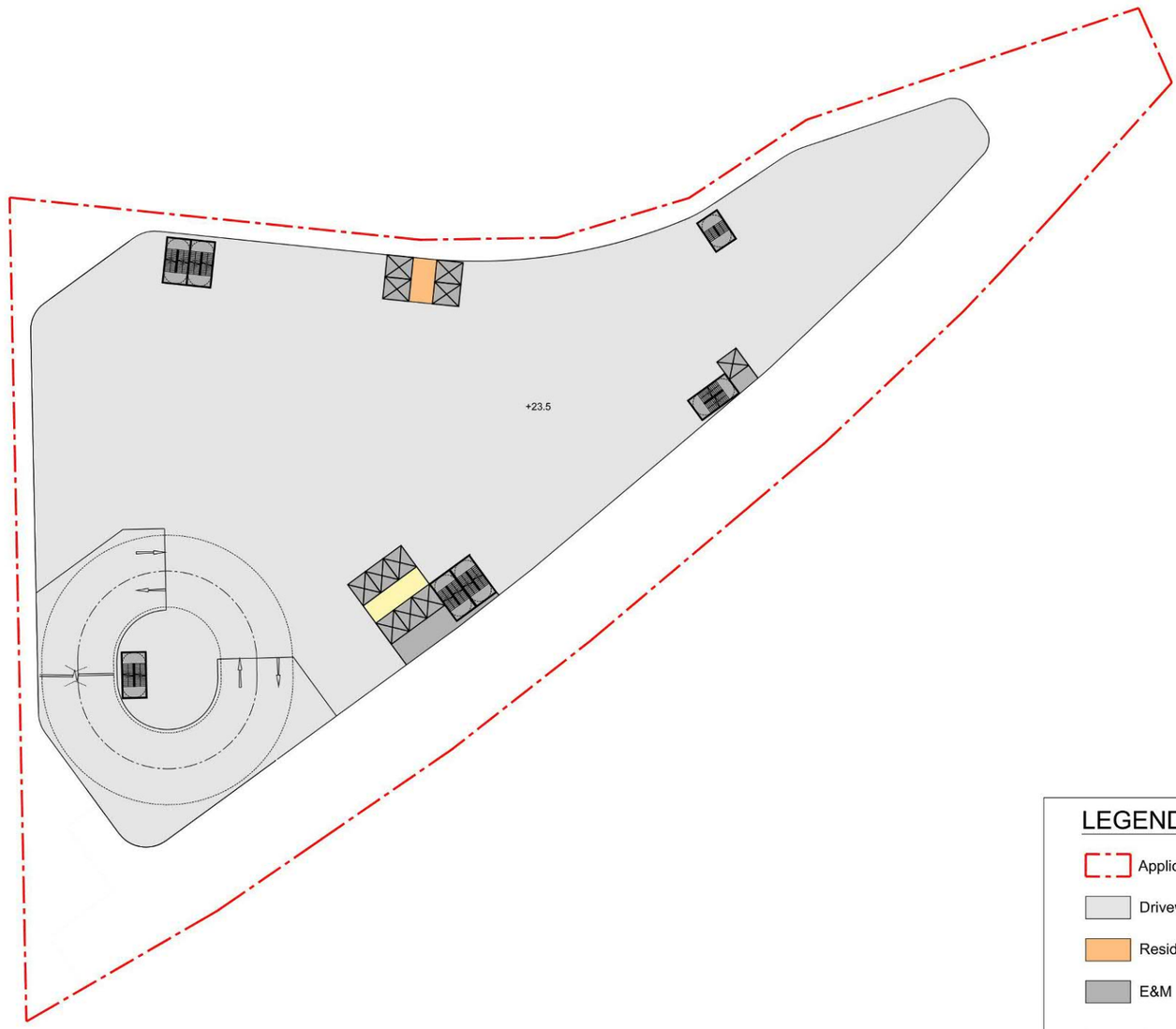
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ATELIER GLOW LIMITED
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25/F, Tai Yip Building, 141 Tamson Road, Wan Chai, Hong Kong
T:+852 3547 2111

PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative 1/F Plan

0 5 10 20
m 1:800 @ A3

19-05-2026



LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Residential
- E&M
- Staircase
- Lift
- Commercial / Retail ^

* Indicative and subject to discussion with relevant parties

^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

Remarks:
• All levels shown in mPD

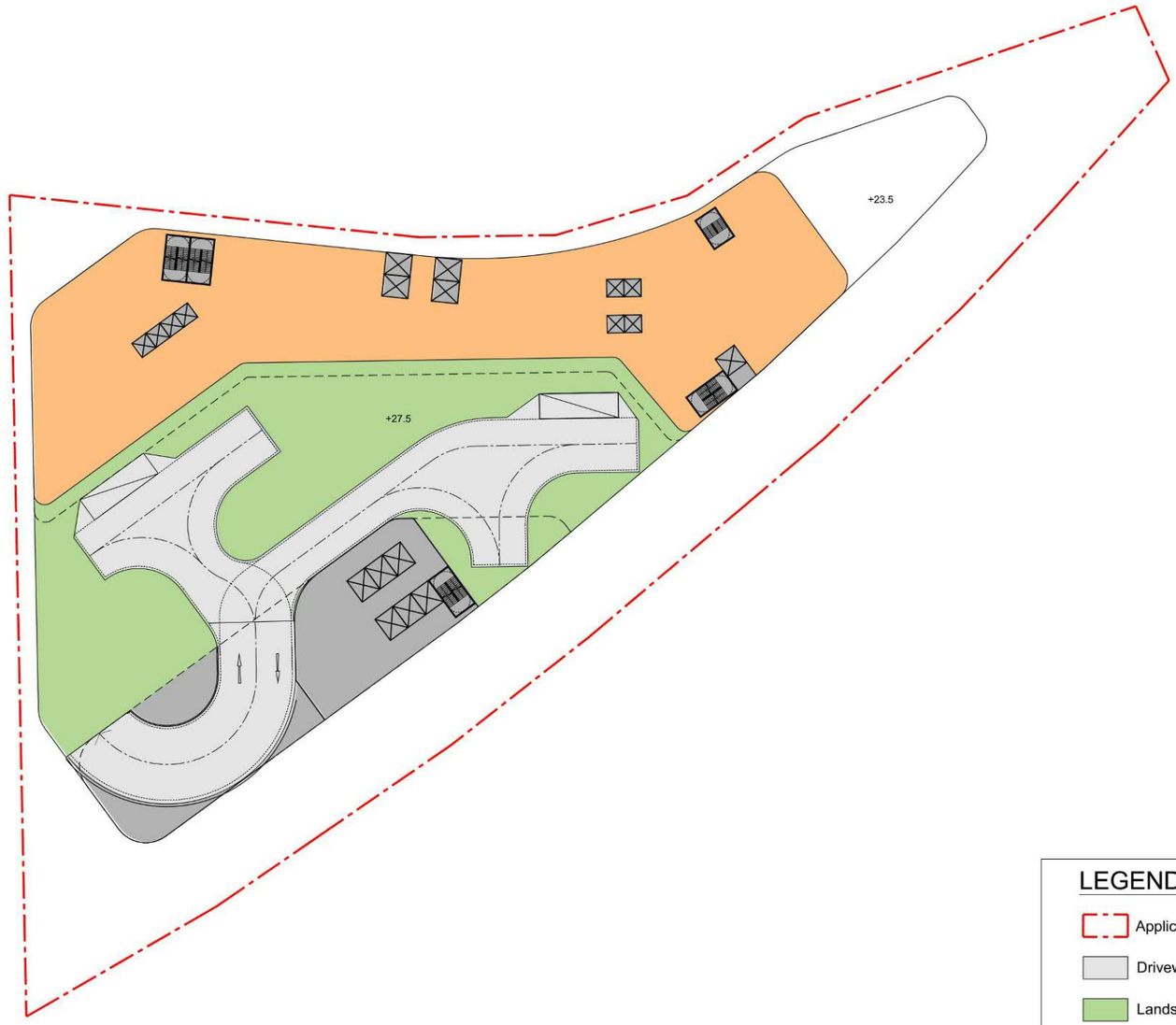
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ATELIER GLOW LIMITED
香港灣仔譚臣道141號大業大廈25樓
25/F, Tai Yip Building, 141 Tamson Road, Wan Chai, Hong Kong
T:+852 3547 2111

PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative 2/F Plan

0 5 10 20
m 1:800 @ A3

20-01-2026



LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Landscape Area
- Residential
- E&M
- Staircase
- Lift

Remarks:
• All levels shown in mPD

* Indicative and subject to discussion with relevant parties

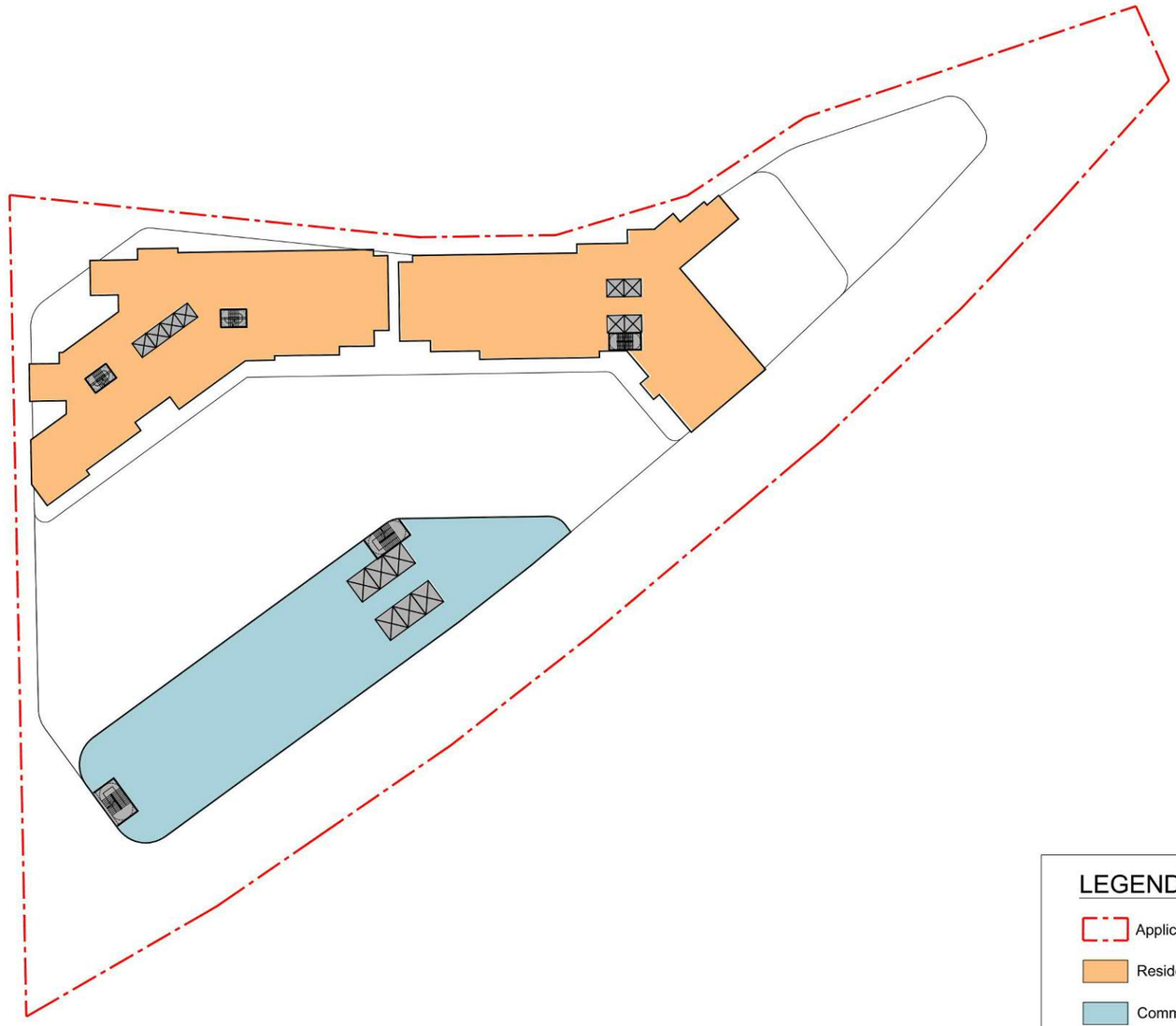
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ATELIER GLOW LIMITED
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25/F, Tai Yip Building, 141 Tamson Road, Wan Chai, Hong Kong
T:+852 3547 2111

PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative 3/F Plan

0 5 10 20
m 1:800 @ A3

20-01-2026



LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- E&M
- Staircase
- Lift
- * Indicative and subject to discussion with relevant parties

Remarks:
• All levels shown in mPD

香港匯序建築設計有限公司
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香港灣仔譚臣道141號大業大廈25樓
25/F, Tai Yip Building, 141 Tamson Road, Wan Chai, Hong Kong
T:+852 3547 2111

PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative Typical Floor Plan

0 5 10 20
m 1:800 @ A3

20-01-2026



LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Landscape Area
- E&M
- Staircase
- Lift
- * Indicative and subject to discussion with relevant parties

Remarks:
• All levels shown in mPD

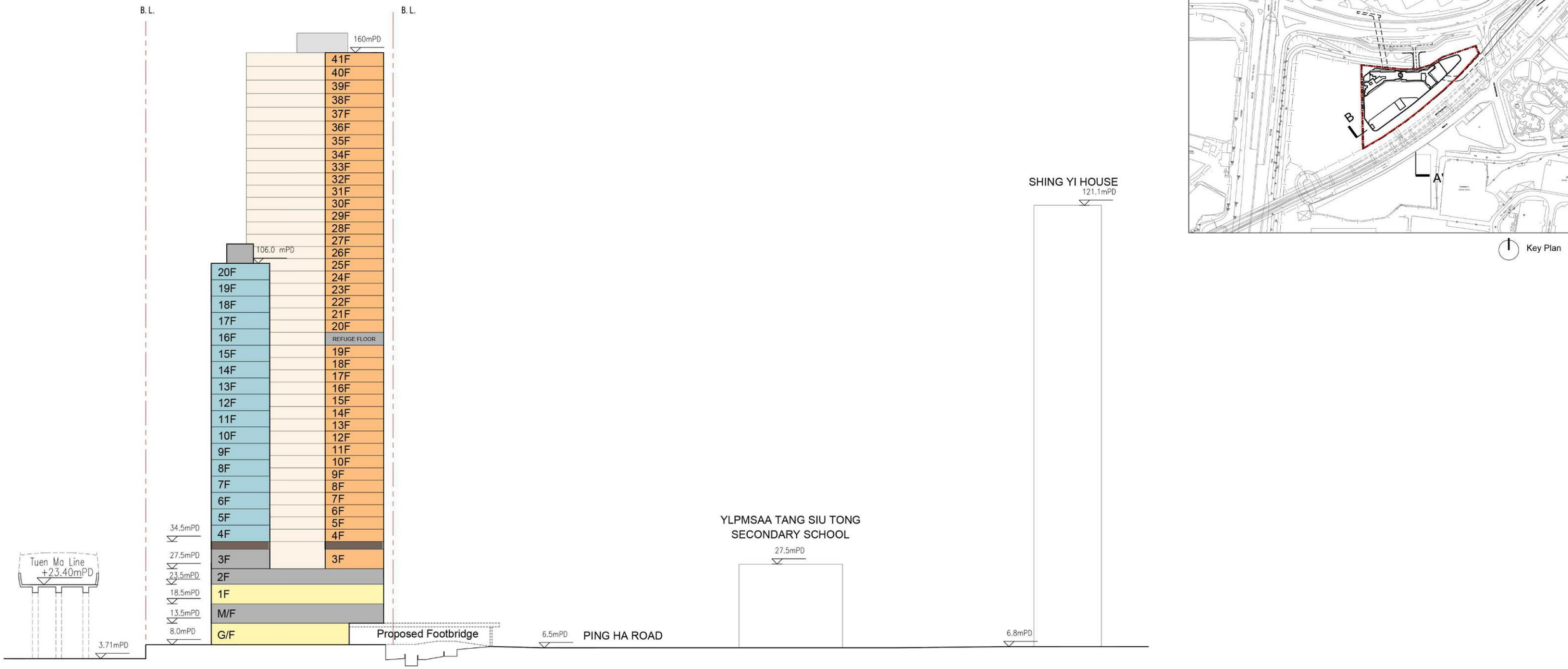
香港匯序建築設計有限公司
ATELIER GLOW LIMITED
香港灣仔譚臣道141號大業大廈25樓
25/F, Tai Yip Building, 141 Tamson Road, Wan Chai, Hong Kong
T:+852 3547 2111

PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

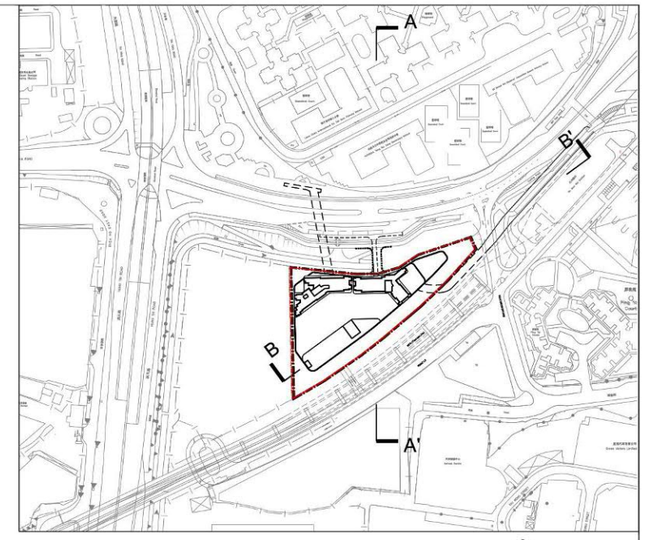
Indicative R/F Plan

0 5 10 20
m 1:800 @ A3

20-01-2026



1 SECTION A - A'



Key Plan

LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Carpark / E&M
- Transfer Plate
- Commercial / Retail

* Indicative and subject to discussion with relevant parties

^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

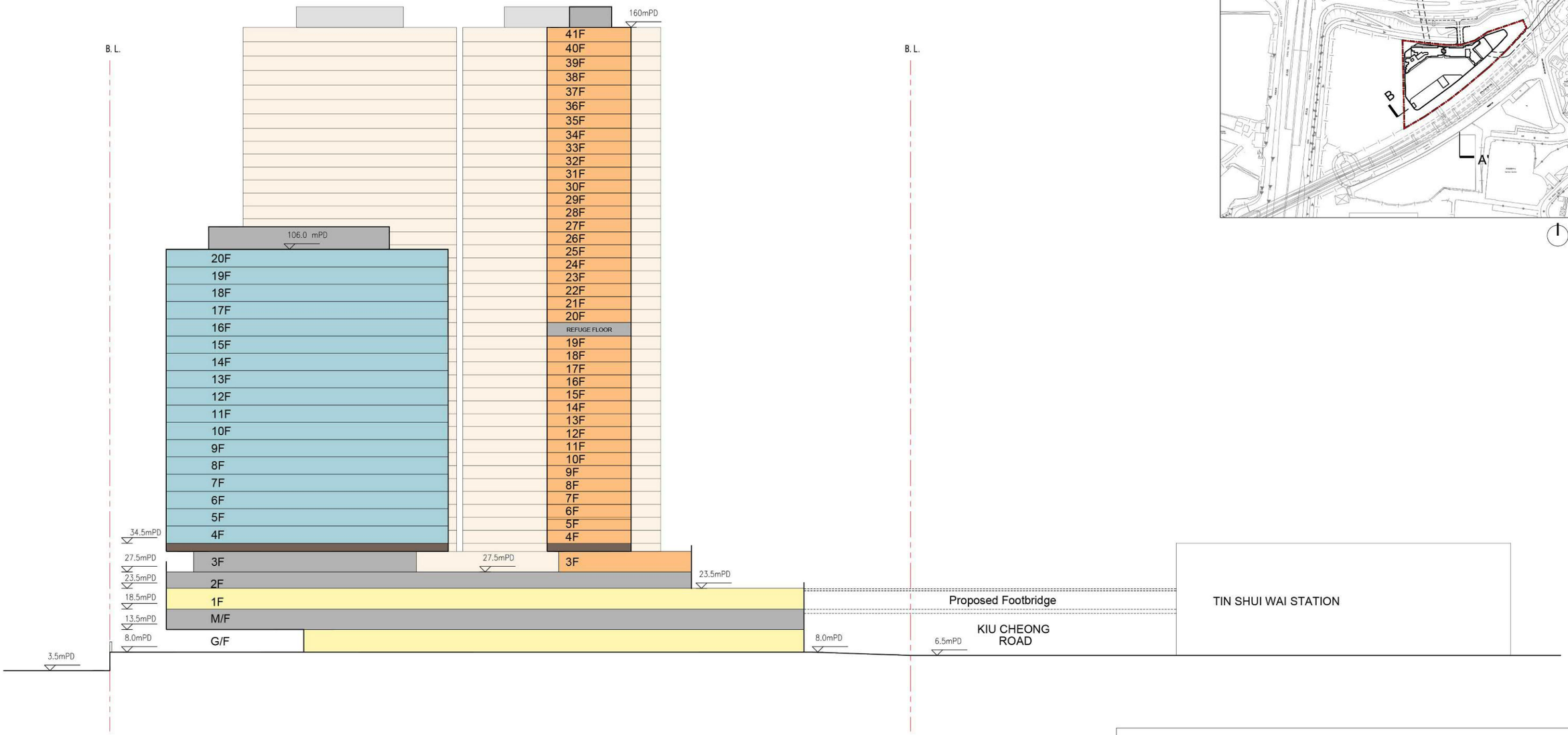
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ATELIER GLOW LIMITED
香港灣仔譚臣道141號大業大厦25樓
25/F, Tai Yip Building, 141 Tamson Road, Wan Chai, Hong Kong
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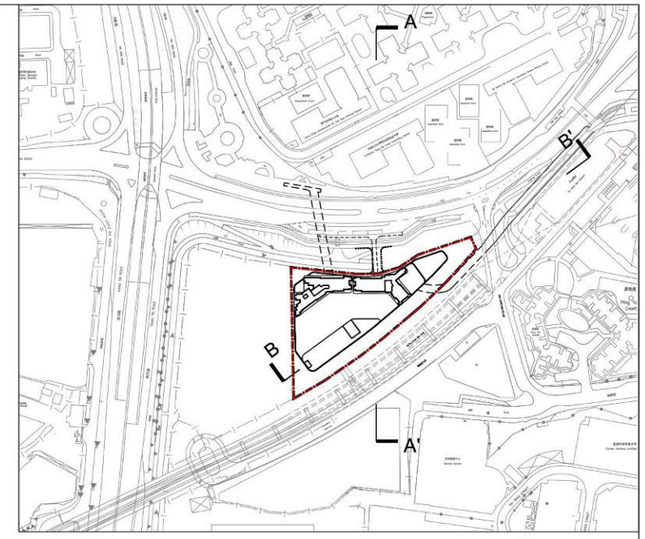
PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative Section

0 5 10 20
m 1:1000 @ A3

19-05-2026





Key Plan

1 SECTION B - B'

LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Carpark / E&M
- Transfer Plate
- Commercial / Retail

* Indicative and subject to discussion with relevant parties

^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

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PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative Section

0 5 10 20
m 1:1000 @ A3

19-05-2026

Appendix 3 Extract of Figures of Planning Area and Building Height Concept from D/HSK/2

流浮山
LAU FAU SHAN

后海灣
(深圳灣)
DEEP BAY
(SHENZHEN WAN)

N

天恒邨 Tin Heng Estate
俊宏軒 Grandeur Terrace
天澤邨 Tin Chak Estate
天逸邨 Tin Yat Estate
慧景軒 Vianni Cove
天富苑 Tin Fu Court
天恩邨 Tin Yan Estate
天晴邨 Tin Ching Estate
天悅邨 Tin Yuet Estate
天華邨 Tin Wah Estate
天頌苑 Tin Chung Court
美湖居 Maywood Court
麗湖居 Lynwood Court
翠湖居 Chestwood Court
景湖居 Kenswood Court
天瑞邨 Tin Shui Estate
天水圍
TIN SHUI WAI
天水圍公園 Tin Shui Wai Park
天愛苑 Tin Oi Court
賞湖居 Sherwood Court
樂湖居 Locwood Court
天耀邨 Tin Yiu Estate
天祐苑 Tin Yau Court
天慈邨 Tin Tsz Estate
天盛苑 Tin Shing Court
屏山
PING SHAN
上章圍 Sheung Cheung Wai
坑頭村 Hang Tau Tsuen
坑尾村 Hang Mei Tsuen
橋頭圍 Kiu Tau Wai
屏山新村 Ping Shan San Tsuen
洪屋村 Hung Uk Tsuen
新起村 San Hei Tsuen
灰沙圍 Fui Sha Wai
洪福邨 Hung Fuk Estate
天水圍西交匯處 TIN SHUI WAI WEST INTERCHANGE
柏巒 Park Villa
大道村 Tai Tao Tsuen
和平新村 Wo Ping San Tsuen
紫翠花園 Bauhinia Garden
菁雅居 Meadowlands
鍾屋村 Chung Uk Tsuen
丹桂村 Tan Kwai Tsuen
順風圍 Sun Fung Wai
泥圍 Nai Wai
藍地
LAM TEI
青博圍 Tsing Chuen Wai
屯子圍 Tuen Tsz Wai

深灣畔 Deep Bay Grove
坑口村 Hang Hau Tsuen
新慶村 San Hing Tsuen
鰲磡 Ngau Hom
沙江圍 Sha Kong Wai
沙江圍仔 Sha Kong Wai Tsai
沙江村 Sha Kong Tsuen
鰲磡石 Ngau Hom Shek
新圍 San Wai
東頭村 Tung Tau Tsuen
巷尾村 Hong Mei Tsuen
羅屋村 Lo Uk Tsuen
錫降村 Sik Kong Tsuen
祥降圍 Tseung Kong Wai
錫降圍 Sik Kong Wai
厦村市 Ha Tsuen Shi
新屋村 San Uk Tsuen
新生村 San Sang Tsuen
石坡村 Shek Po Tsuen
新李屋村 San Lee Uk Tsuen
田心 Tin Sam

深圳灣公路大橋 SHENZHEN BAY BRIDGE
深灣路
DEEP BAY ROAD
流浮山道
LAU FAU SHAN ROAD
天華路
天影路
TIN YING ROAD
天秀路
天瑞路
TIN SAU ROAD
TIN SHUI ROAD
濕地公園路
WETLAND PARK ROAD
TIN KWAI ROAD
TIN WAH ROAD
天城路
天慈路
TIN SHING ROAD LR
排水道
DRAINAGE CHANNEL
TIN SHUI ROAD
TIN WU ROAD
天湖路
TIN TSZ ROAD
TIN FUK ROAD
TIN YIU ROAD
天榕路
TIN SHUI WAI STATION
天水圍公園路
PING HA ROAD
洪天路
HUNG TIN ROAD
CASTLE PEAK ROAD
YUEN LONG HIGHWAY
TIN HA ROAD
KONG SHAM WESTERN HIGHWAY
港深西部公路
青山公路
SHUN TAT STREET
順達街
元朗公路

青山練靶場界線
Tsing Shan Firing Range Boundary
青山
練靶場
TSING SHAN
FIRING RANGE

圖例 LEGEND

- 洪水橋及厦村分區計劃大綱圖界線 BOUNDARY OF HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN
- 用途地帶界線 ZONING BOUNDARY
- 規劃區界線 PLANNING AREA BOUNDARY
- 洪水橋新發展區界線 HUNG SHUI KIU NEW DEVELOPMENT AREA BOUNDARY
- (50) 規劃區編號 PLANNING AREA NUMBER
- 主題地點界線只作識別用 SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY
- Application Site

本摘要圖於2017年5月8日擬備
EXTRACT PLAN PREPARED ON 8.5.2017

洪水橋及厦村分區計劃大綱圖
HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN

規劃區
PLANNING AREAS

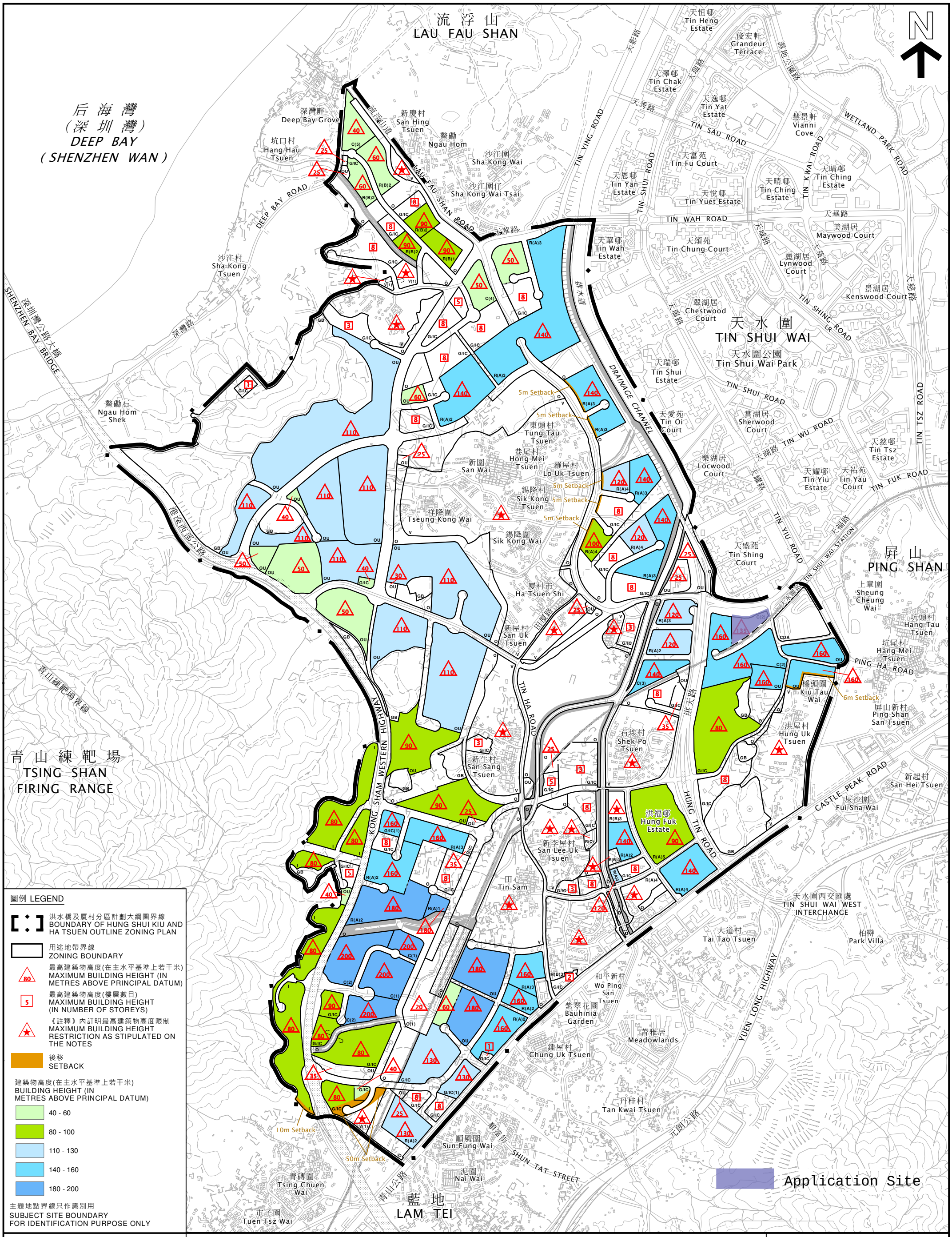
SCALE 1 : 15 000 比例尺

米 METRES 200 0 200 400 600 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No.
M/YLW/17/57

圖解 FIGURE
3



圖例 LEGEND

- 洪水橋及厦村分區計劃大綱圖界線 BOUNDARY OF HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN
- 用途地帶界線 ZONING BOUNDARY
- 最高建築物高度(在主水平基準上若干米) MAXIMUM BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)
- 最高建築物高度(樓層數目) MAXIMUM BUILDING HEIGHT (IN NUMBER OF STOREYS)
- 《註釋》內訂明最高建築物高度限制 MAXIMUM BUILDING HEIGHT RESTRICTION AS STIPULATED ON THE NOTES
- 後移 SETBACK

建築物高度(在主水平基準上若干米)
BUILDING HEIGHT (IN METRES ABOVE PRINCIPAL DATUM)

- 40 - 60
- 80 - 100
- 110 - 130
- 140 - 160
- 180 - 200

主題地點界線只作識別用
SUBJECT SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

本摘要圖於2017年4月24日擬備
EXTRACT PLAN PREPARED ON 24.4.2017

洪水橋及厦村分區計劃大綱圖
HUNG SHUI KIU AND HA TSUEN OUTLINE ZONING PLAN

建築物高度概念
BUILDING HEIGHT CONCEPT

SCALE 1 : 15 000 比例尺

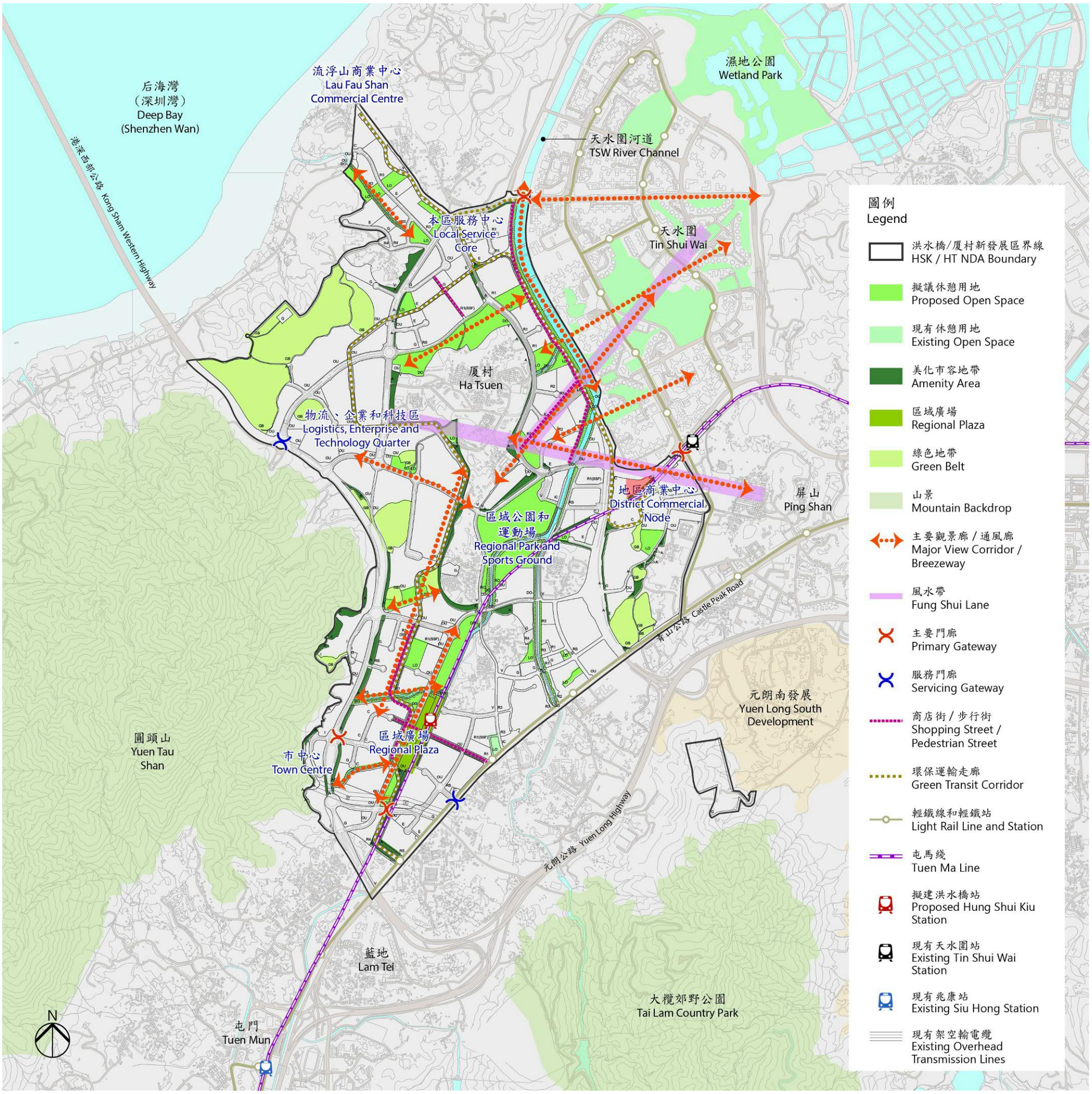
米 METRES 200 0 200 400 600 米 METRES

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No. M/YLW/17/57

圖解 FIGURE 6

Appendix 4 Extract of the Urban Design Framework Figure from D/HSK/2



Application Site

只供顯示用途
FOR INDICATIVE PURPOSE ONLY

本圖於2024年6月11日擬備
PLAN PREPARED ON 11.6.2024

城市設計框架
URBAN DESIGN FRAMEWORK

規劃署
PLANNING
DEPARTMENT

參考編號
REFERENCE No.
M/YLW2/24/48

圖 PLAN
4

Appendix 5 **Extract of the Figure Illustrating the Potential Air Path under the Recommended Outline Development Plan (RODP) from CEDD AVA Study**

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

832500 N

834000 N

817500 E

819000 E

LEGEND:

- PROJECT BOUNDARY
- CHANNEL
- PROPOSED ENVIRONMENTALLY FRIENDLY TRANSPORT SERVICES
- WATERFRONT PROMENADE
- BUILDING LAYOUT (2016/05/26)
- POTENTIAL AIR PATHS WITH MINIMUM WIDTH 15m

SCHEDULE OF USES

USES	
GB	GREEN BELT
RO	REGIONAL OPEN SPACE
DO	DISTRICT OPEN SPACE
LO	LOCAL OPEN SPACE
V	VILLAGE TYPE DEVELOPMENT
A	AMENITY
	ROAD, JUNCTIONS, EFTS ETC.

DEEP BAY

HA TSUEN

TIN SHUI WAI

PING SHAN

FUNG SHUI CORRIDOR

Application Site

TONG SHAM WESTERN HIGHWAY

CASTLE PEAK ROAD

YUEN LONG HIGHWAY

FANLING HIGHWAY

Plot File by: Gao'YU 2017/11/13
PATH: J:\projects\60222570\Drawing\REPORT\TR18H\TR18H_702.dgn

AECOM

PROJECT
項目

HUNG SHUI KIU NEW DEVELOPMENT AREA PLANNING AND ENGINEERING STUDY - INVESTIGATION

CLIENT
業主

CEDD 土木工程拓展署 Civil Engineering and Development Department

規劃署 Planning Department

CONSULTANT
工程顧問公司

AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS
分判工程顧問公司

ISSUE/REVISION
修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 核實

STATUS
狀況

SCALE 比例: A3 1 : 16000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO.: 60222570

AGREEMENT NO.: CE2/2011 (CE)

SHEET TITLE
圖紙名稱

POTENTIAL AIR PATH IN RODP OF MAY 2016

SHEET NUMBER
圖紙編號

60222570/TR18H/FIGURE 1E

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Appendix D –

Traffic Impact Assessment

asia infrastructure solutions

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Traffic Impact Assessment Report



REVISION HISTORY

Rev.	Description of Revision	Date
-	Draft – Issue 1	February 2026
A	Draft – Issue 2	June 2026

Author	Various	Various
Checker	Alex MA	
Reviewer	Sam WONG	
Approver	Charles LUK	

Report No.

Date June 2026

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1.2 Objectives 1
1.3 Report Structure 1

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Figure 2.9	Year 2025 Observed Traffic Flows
Figure 3.1	Master Layout Plan
Figure 3.2	Proposed Transport Facilities

1 INTRODUCTION

1.1 Background

1.1.1 The Application Site is located at Lot No. 4354 in D.D. 124, Kiu Tau Wai in Tin Shui Wai as indicated in **Figure 1.1**. It falls within the boundary of the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3 and is currently zoned "Commercial" ("C(2)"). The Application Site is subject to an approved Section 16 Application No. A/YL-PS/520 for proposed commercial development (hereinafter referred to as " Baseline Scheme").

1.1.2 The Applicant proposes to develop the site with a domestic plot ratio of 5.2 which comprises 1,140 nos. of residential units with and average flat size of about 45.3m^2. Furthermore, a non-domestic plot ratio of 2.8 is also proposed for the site (hereinafter referred to as "Proposed Scheme"). In this Proposed Scheme, the total plot ratio would be 8.0, which would not exceed the maximum plot ratio 8 under the current Outline Zoning Plan.

1.1.3 Asia Infrastructure Solutions Limited (AIS) was commissioned by the Applicant to prepare a Traffic Impact Assessment (TIA) report in support of the Section 16 Planning Application.

1.2 Objectives

1.2.1 The main objectives of this report are as follows:

- Review the current traffic condition in the vicinity of the Application Site;
- Outline the proposed development parameters;
- Estimate the potential traffic generation and attraction of the proposed development under both the Baseline Scheme and the Proposed Scheme;
- Assess traffic impact on the surrounding road network induced from the Proposed Scheme; and
- Develop traffic improvement proposal(s) if necessary.

1.3 Report Structure

1.3.1 This TIA report is organized into 6 chapters:

Chapter 1 - Introduction of the Project background;

Chapter 2 - Existing Traffic Condition - review the current traffic conditions and public transport services in the vicinity of the Application Site;

Chapter 3 - Proposed Development - present the Proposed Development schedule. The vehicular access arrangement and the provision of internal transport facilities would be discussed;

Chapter 4 - Traffic Impact Assessment – The traffic generation of the Baseline Scheme and the Proposed Scheme would be evaluated and compared;

Chapter 5 - Sensitivity Test – Hypothetically assessing the traffic impact "what-if" some mixed-use developments are pursued at surrounding commercial sites (the hypothetical scenarios are assessment for demonstration purposes only); and

Chapter 6 - Summary and Conclusion – summarize the findings of the study and present the conclusion of this TIA.

2 EXISTING TRAFFIC CONDITION

2.1 Existing Road Network

2.1.1 There are three major roads in the vicinity of the Application Site. They are Ping Ha Road, Kiu Cheong Road and Kiu Fat Street.

2.1.2 Ping Ha Road (section between Tin Ying Road and Tin Yiu Road) is a dual carriageway and is classified as a district distributor. Both eastbound and westbound consist of two lanes.

2.1.3 Kiu Cheong Road consists of two sections. The section between Ping Ha Road and access to Hyundai Service Centre is a single local road with one lane each for northbound and southbound directions, while the section between access to Hyundai Service Centre and Kiu Fat Street is a one-lane one-way single southbound local road.

2.1.4 Kiu Fat Street is majorly a two-lane one-way single eastbound local road connecting from Kiu Cheong Road to Ping Ha Road. There is an exclusive eastbound lane and westbound lane respectively near Ping Ha Road to access Kiu Fat Street Car Park.

2.2 Critical Road Junctions

2.2.1 A total of 7 existing critical junctions were identified for assessment in this TIA, as listed in **Table 2.1** and shown in **Figure 2.1**. Existing layout of the critical junctions are presented in **Figure 2.2** to **Figure 2.6** respectively.

Table 2.1 Identified Key Junctions

Index	Junctions	Type[1]	Drawing No.
J1	Ping Ha Road / Tin Ying Road	S	**Figure 2.2**
J2	Ping Ha Road / Tin Yiu Road	S	**Figure 2.3**
J3	Tin Fuk Road / Tin Shing Road	S	**Figure 2.4**
J4	Tin Fuk Road / Long Tin Road	S	**Figure 2.5**
J5	Ping Ha Road / Tsui Sing Road	S	**Figure 2.6**
J6	Ping Ha Road / Kiu Fat Street	S	**Figure 2.7**
J7	Ping Ha Road / Kiu Cheong Road	P	**Figure 2.8**

Note: [1] S: Signalised Junction; P: Priority Junction

2.3 Traffic Count Surveys

2.3.1 Manual classified traffic counts were carried out on a typical weekday in September 2025 to establish the current traffic condition in the vicinity. The surveys were undertaken during 7:30am – 9:30am and 5:00pm – 7:00pm at the

critical junctions as listed in **Table 2.1**. The identified AM and PM peak hours are 7:30am – 8:30am and 5:45pm – 6:45pm respectively.

2.3.2 The 2025 observed AM and PM peak hour traffic flows are presented in **Figure 2.9**.

2.3.3 Based on the 2025 observed traffic flows, capacity assessments were carried out in accordance with the methodology documented in Transport Planning and Design Manual (TPDM) Volume 4.

2.3.4 The existing junction performance of the critical junctions are summarized in **Table 2.2**. The detailed calculation sheets are shown in **Appendix A**.

Table 2.2 Year 2025 Performance of Critical Junctions

Index	Junctions	Indicator[1]	2025 Observed	
			AM	PM
J1	Ping Ha Road / Tin Ying Road	RC	2%	45%
J2	Ping Ha Road / Tin Yiu Road	RC	71%	83%
J3	Tin Fuk Road / Tin Shing Road	RC	50%	99%
J4	Tin Fuk Road / Long Tin Road	RC	76%	>100%
J5	Ping Ha Road / Tsui Sing Road	RC	>100%	>100%
J6	Ping Ha Road / Kiu Fat Street	RC	>100%	>100%
J7	Ping Ha Road / Kiu Cheong Road	DFC	0.04	0.05

Note: [1] RC = Reserve Capacity for signal junction; DFC = Design Flow to Capacity for non-signal junction

2.3.5 The result of junction performance shows that all assessed junctions are currently operating within capacity during the AM and PM peak hours in year 2025.

2.4 Existing Public Transport Services

2.4.1 The site is well served by numerous franchised bus and GMB services running along Ping Ha Road as listed in **Table 2.3** and **Table 2.4**. In addition, the nearest Tin Shui Wai MTR Station is less than a five-minute walk away.

Table 2.3 Existing Franchised Bus Services

Bus Route	Terminating		
269C	Tin Shui Wai Town Centre	←→	Kwun Tong Ferry
269D	Tin Fu	←→	Lek Yuen
276	Tin Tsz	←→	Sheung Shui
276C[1][2][4]	Tin Shui Wai Station	←→	Fanling (Cheung Wah)
276P	Tin Shui Wai Station	←→	Sheung Shui
53	Yoho Mall (Yuen Long)	←→	Tsuen Wan (Nina Tower)
69P[1][4]	Tin Shui Wai Station	→	Kwai Fong Station
69X	Tin Shui	←→	Jordan (West Kowloon Station)
969B[1][4]	Tin Shui Wai Town Centre	→	Wan Chai
969B[2][4]	Tin Shui Wai Town Centre	←	Wan Chai
969C[1][4]	Tin Shui Wai (Tin Shui Estate)	→	Tai Koo (Kornhill Plaza)
969C[2][4]	Tin Shui Wai (Tin Shui Estate)	←	Tai Koo (Kornhill Plaza)
969X[1][5]	Tin Shui Wai Town Centre	→	Causeway Bay (Via Tin Shui Wai South)
A37	Long Ping Station	←→	Airport (Ground Transportation Centre)
B1	Tin Tsz	←→	Lok Ma Chau Station (Futian)
B2P	Tin Shui Wai (Tin Tsz Estate)	←→	Shenzhen Bay Port
E36A	Yuen Long (Tak Yip Street)	←→	Tung Chung (Yat Tung)
E37C[1]	Tin Shui Wai Town Centre	→	Aircraft Maintenance Area
E37C[2]	Tin Shui Wai Town Centre	←	Aircraft Maintenance Area
K65	Yuen Long Station	←→	Lau Fau Shan
K65A[1][2][4]	Tin Shui Wai Station	←→	Lau Fau Shan
K75A	Tin Shui Wai Station	↻	Hung Shui Kiu
K75P	Tin Shui	↻	Hung Shui Kiu
K75S[1][2][4]	Tin Shui Wai Station	↻	Hung Fuk Estate
K76	Tin Heng	←→	Tin Shui Wai Station
K76S[1][4]	Wetland Park Road (Near Tin Kwai Road)	→	Tin Shing Court
K76S[2][4]	Wetland Park Road (Near Tin Kwai Road)	←	Tin Shui Wai Station
N30[3]	Yuen Long Station	←→	Airport (Cheong Tat Road)
NA37[3]	Tin Shui Wai Town Centre	←→	Cathay City

Note:
[1] Limited services during AM peak hours
[2] Limited services during PM peak hours
[3] Limited services during overnight time
[4] Services on Monday to Friday only
[5] Services on Monday to Saturday only

Table 2.4 Existing GMB Services

Bus Route	Terminating		
33	Yuen Long (Tai Fung Street)	←→	Ha Pak Nai
34A	Ha Tsuen	←→	Lau Fau Shan
35	Yuen Long (Tai Fung Street)	←→	Sha Kiu
621	Hung Fuk Estate	↻	Tin Shui Wai North

3 PROPOSED DEVELOPMENT

3.1 Proposed Development Schedule & Vehicular Access

3.1.1 In the Baseline Scheme, the Application Site is planned for non-domestic uses only. In the Proposed Scheme, the Application Site is planned for mixed domestic and non-domestic uses. The total GFA will remain the same and would provide 1,140 residential units with an average flat size of about 45.3m^2. Both the development schedules of Baseline Scheme and Proposed Scheme are summarised in **Table 3.1**.

Table 3.1 Development Schedule of the Baseline and Proposed Development Schemes

Type		Baseline Scheme	Proposed Scheme
		Total	Total
Development Site Area		9,946m^2	9,946m^2
Domestic	GFA	Nil	51,697m^2
	No. of Blocks		2
	No. of Units		1,140
	Average Flat Size		45.3m^2
	Population		3,192
Non-domestic	Retail	46,500m^2	9,290m^2
	Office	33,068m^2	18,581m^2

3.1.2 The master layout plan (MLP) of the Proposed Scheme is shown in **Figure 3.1**. As shown in **Figure 3.1**, the vehicular access in the form of run in/out is proposed to be located at Kiu Cheong Road frontage**.**

3.2 Internal Transport Facilities

3.2.1 The internal transport facilities provision for the Proposed Scheme will follow the requirements as given in the Hong Kong Planning Standards and Guidelines (HKPSG). The required parking provision as given in the Proposed Scheme under HKPSG are summarized in **Table 3.2**.

Table 3.2 Parking Provision in the Proposed Scheme

Component		HKPSG Requirements	No. of Units / Blocks / GFA	Proposed Scheme	
				Required	Proposed Provision
Residential					
Private Car Parking Spaces	Residents	Global Parking Standard (GPS) x R1 x R2 x R3 = 1 car space per 4-7 flats x R1 (0.5 or 1.2) x 0.75 x 0.9	1,140	123 - 214(1)	**143**(1)(2)
	Visitors	5 spaces per residential block	2	10	**10**
			Total:	133 - 224	**153**
Motorcycle Parking Spaces		1 space per 100-150 flats	1,140	8 - 12	**8**(3)
Loading/Unloading Bay for Goods Vehicles		Min. 1 bay for each block	2	2	**2**
Bicycle Parking Spaces		1 space per every 15 flats	1,140	76	**76**

Component	HKPSG Requirements	No. of Units / Blocks / GFA	Proposed Scheme	
			Required	Proposed Provision
Office				
Private Car Parking Spaces	First 15,000m^2, 1 space per 150 – 200m^2	15,000	75 – 100	**75**(4)
Private Car Parking Spaces	Above 15,000m^2, 1 space per 200 - 300m^2	3,581	12 - 18	**12**(5)
Loading/Unloading Bay for Goods Vehicles	1 bay for every 2,000-3,000m^2 GFA	18,581	7 - 10	**7**(6)
Lay-by for Taxis/Private Car	At least 5,000m^2 net site area, 1 lay-by for every 20,000m^2	18,581	1	**1**
Retail				
Private Car Parking Spaces	1 car park space per 150-300m^2 GFA	9,290	31 – 62	**47**(7)
Loading/Unloading Bay for Goods Vehicles	1 bay for every 800-1,200m^2 GFA	9,290	8 – 12	**8**(8)
Motorcycle Parking (for Office + Retail)				
Motorcycle Parking Spaces	5-10% of Total Provision for Private Car Parking	134	7 - 14	**7**(9)

Notes:
(1) There are 152 units of flat sizes (FS) ≤ 40m^2 and 988 units of 40m^2 < FS ≤ 70m^2. 0.5 and 1.2 are taken as R1 respectively according to HKPSG.
(2) Global Parking Standard (GPS) of 6 is adopted, i.e., 1 car park space per 6 flats.
(3) 1 space per 150 flats is adopted.
(4) 1 space per 200m^2 GFA is adopted.
(5) 1 space per 300m^2 GFA is adopted.
(6) 1 bay per 3000m^2 GFA is adopted.
(7) 1 space per 200m^2 GFA is adopted.
(8) 1 space per 1200m^2 GFA is adopted.
(9) 5% of total provision for private car parking is adopted.

3.2.2 As shown in **Table 3.2**, the provision of private car parking spaces for office uses and retail uses in the Proposed Scheme are 87 and 47 respectively, which correspond to a total of 7 motorcycle parking spaces, complying with HKPSG. There will be a provision of 7 loading/unloading bays for office uses and 8 loading/unloading bays for retail uses.

3.2.3 As for residential uses, there will be a total provision of 153 private car parking spaces including 10 visitor spaces, which Global Parking Standard (GPS) = 6, i.e. 1 car space per 6 flats are adopted. There will be a provision of 2 loading/unloading bays for residential uses.

3.3 Proposed Transport Facilities

3.3.1 Two footbridges (Footbridges 1 – 2) are also proposed to enhance the pedestrian connectivity and walkability of the neighbourhood. The bus laybys at Ping Ha

Road westbound are connected to the Application Site via Footbridge 2 across the existing nullah, as shown in **Figure 3.2**.

4 TRAFFIC IMPACT ASSESSMENT

4.1 Design Year

4.1.1 The proposed development is tentatively to be completed before year 2030. According to Guidelines and Requirements of Traffic Impact Assessment (TIA) Studies, the TIA should assess at least 3 years after the planned completion of the proposed development. Hence, Year 2033 is adopted as the design year for this TIA.

4.2 Future Road Network

4.2.1 Under Hung Shui Kiu and Ha Tsuen Outline Development Plan No. S/HSK/3, new roads and junctions would be formed by Civil Engineering and Development Department (CEDD) in the vicinity of the Site.

4.2.2 New local road L9 would be constructed by CEDD adjacent the Site, it would connect with existing Kiu Cheong Road at its western tip. The relevant road works has been gazetted as shown in **Appendix B**.

4.3 Trip Generation of Proposed Scheme

4.3.1 The Application Site falls within the boundary of the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3. The trip rates and the specific trip ends adopted in the Baseline Scheme are summarised in **Table 4.1** with reference to the development schedule in **Table 3.1**.

Table 4.1 Development Trip Rates & Trip End Summary (Baseline Scheme)

Land Use	Unit	Trip Rates			
		AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Retail	pcu/hr/100m^2 GFA	0.2296	0.2434	0.31	0.3563
Office	pcu/hr/100m^2 GFA	0.1703	0.2452	0.1573	0.1175
		Trip End			
Retail	46,500m^2 GFA	107	113	144	166
Office	33,068m^2 GFA	56	81	52	39
Total		**163**	**194**	**196**	**205**

4.3.2 The trip rates and the specific trip ends under the Proposed Scheme are summarised and compared to the Baseline Scheme in **Table 4.2** with reference to the development schedule in **Table 3.1**.

Table 4.2 Development Trip Rates & Trip End Summary (Proposed Scheme)

Land Use	Unit	Trip Rates			
		AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Retail	pcu/hr/100m^2 GFA	0.2296	0.2434	0.31	0.3563
Office	pcu/hr/100m^2 GFA	0.1703	0.2452	0.1573	0.1175

Residential (FS=45.3m^2)	pcu/hr/flat	0.0718(1)	0.0425(1)	0.0286(1)	0.0370(1)
		Trip End			
Retail	9,290m^2 GFA	21	23	29	33
Office	18,581m^2 GFA	32	46	29	22
Residential (FS=45.3m^2)	1,140 units	82	48	33	42
Total		**135**	**117**	**91**	**97**
Proposed Scheme – Baseline Scheme		**-28**	**-77**	**-105**	**-108**

Note:
(1) As a conservative approach, mean trip rates of Private Housing (flat size of 60m^2 GFA) as stated in TPDM are adopted.

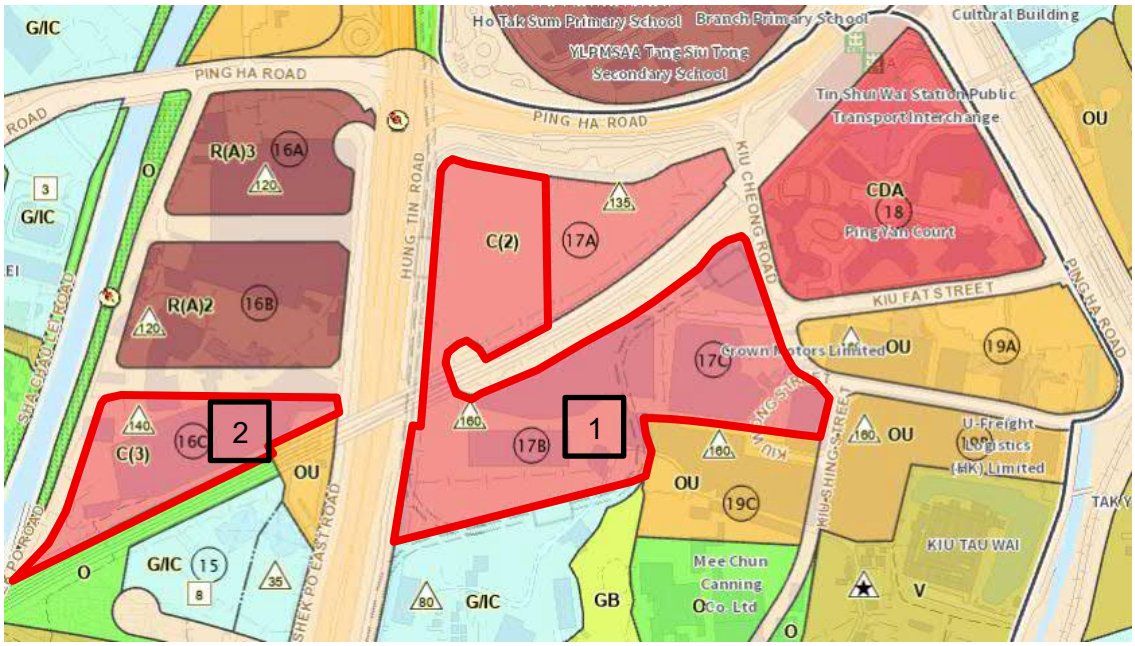
4.3.3 As shown in **Table 4.2**, the Proposed Scheme would result in a reduction of traffic to the road network in the vicinity of the Application Site as compared to the Baseline Scheme. The anticipated traffic flows of Baseline Scheme and Proposed Scheme in design year are also shown in **Appendix C**. In view of the above, the Proposed Scheme would induce no significant traffic impacts.

5 SENSITIVITY TEST

5.1 Other Planned Commercial Developments in the Vicinity of the Application Site

5.1.1 A sensitivity test has been carried out to hypothetically assess “what-if” some mixed-use developments are pursued at surrounding commercial sites. The hypothetical scenarios are assessment for demonstration purposes only.

5.1.2 Two other commercial sites (i.e. "C(2)" and "C(3)" zones) are identified in the vicinity of the Application Site. **Table 5.1** summarizes the trip rates and the specific trip ends of the planned developments.



Source: Town Planning Board Statutory Planning Portal 3 (https://www.ozp.tpb.gov.hk/)

Table 5.1 Development in the Vicinity (Reference Scenario)

No.	Land Use	Unit	Trip Rates			
			AM Peak		PM Peak	
			Gen.	Att.	Gen.	Att.
Retail		pcu/hr/100m^2 GFA	0.2296	0.2434	0.31	0.3563
Office		pcu/hr/100m^2 GFA	0.1703	0.2452	0.1573	0.1175
			Trip End			
1	Retail	116,761m^2 GFA	268	284	362	416
	Office	272,442m^2 GFA	464	668	429	320
		Total	**732**	**952**	**791**	**736**
2	Retail	71,692m^2 GFA	**165**	**174**	**222**	**255**

5.2 The Mixed-Use Scenario of Other Commercial Sites

5.2.1 Under the mixed-use scenario, 65% of the total GFA is assumed to be allocated for domestic use (flat size of 40m^2). **Table 5.2** shows the trip rates and the specific trip ends for the sensitivity test, as well as their comparisons with the reference scenario.

Table 5.2 Development in the Vicinity (Sensitivity Test)

No.	Land Use	Unit	Trip Rates			
			AM Peak		PM Peak	
			Gen.	Att.	Gen.	Att.
Retail		pcu/hr/100m^2 GFA	0.2296	0.2434	0.31	0.3563
Office		pcu/hr/100m^2 GFA	0.1703	0.2452	0.1573	0.1175
Private Residential (FS=40m^2)		pcu/hr/flat	0.0718(1)	0.0425(1)	0.0286(1)	0.0370(1)
			Trip End			
1	Retail	40,866m^2 GFA	94	99	127	146
	Office	95,355m^2 GFA	162	234	150	112
	Residential	252,982m^2 GFA	454	269	181	234
Total			**710**	**602**	**458**	**492**
Sensitive Scenario – Reference Scenario			**-22**	**-350**	**-333**	**-244**
2	Retail	25,092m^2 GFA	58	61	78	89
	Residential	46,600m^2 GFA	84	50	33	43
Total			**142**	**111**	**111**	**132**
Sensitive Scenario – Reference Scenario			**-23**	**-63**	**-111**	**-123**

Note:
(2) As a conservative approach, mean trip rates of Private Housing (flat size of 60m^2 GFA) as stated in TPDM are adopted.

5.2.2 As shown in **Table 5.2**, the sensitive scenario would result in a reduction of traffic to the road network in the vicinity of the Application Site as compared to the reference scenario for each identified commercial site. The anticipated traffic flows of Proposed Scheme in design year with sensitivity test is also shown in **Appendix C**. In view of the above, there is no significant traffic impact for the sensitivity test.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 The Application Site is located at Lot No. 4354 in D.D. 124, Kiu Tau Wai in Tin Shui Wai as indicated in **Figure 1.1**. It falls within the boundary of the draft Hung Shui Kiu and Ha Tsuen Outline Zoning Plan No. S/HSK/3 and is currently zoned "Commercial" ("C(2)"). The Application Site is subject to an approved Section 16 Application No. A/YL-PS/520 for proposed commercial development (hereinafter referred to as " Baseline Scheme").

6.1.2 The Applicant proposes to develop the site with a domestic plot ratio of 5.2 which comprises 1,140 nos. of residential units with and average flat size of about 45.3m^2. Furthermore, a non-domestic plot ratio of 2.8 is also proposed for the site (hereinafter referred to as "Proposed Scheme"). In this Proposed Scheme, the total plot ratio would be 8.0, which would not exceed the maximum plot ratio 8 under the current Outline Zoning Plan.

6.1.3 A total of 7 existing critical junctions were identified for assessment in this TIA. Manual classified traffic counts were carried out on a typical weekday in September 2025 to establish the current traffic condition in the vicinity. The surveys were undertaken during 7:30am – 9:30am and 5:00pm – 7:00pm at the critical junctions. The identified AM and PM peak hours are 7:30am – 8:30am and 5:45pm – 6:45pm respectively.

6.1.4 The result of junction performance shows that all assessed junctions are currently operating within capacity during the AM and PM peak hours in year 2025.

6.1.5 The master layout plan (MLP) of the Proposed Scheme is shown in **Figure 3.1**. As shown in **Figure 3.1**, the vehicular access in the form of run in/out is proposed to be located at Kiu Cheong Road frontage**.**

6.1.6 The internal transport facilities provision for the Proposed Scheme will follow the requirements as given in the Hong Kong Planning Standards and Guidelines (HKPSG). The provision of private car parking spaces for office uses and retail uses in the Proposed Scheme are 87 and 47 respectively, which correspond to a total of 7 motorcycle parking spaces, complying with HKPSG. There will be a provision of 7 loading/unloading bays for office uses and 8 loading/unloading bays for retail uses. As for residential uses, there will be a total provision of 153 private car parking spaces including 10 visitor spaces, which Global Parking Standard (GPS) = 6, i.e. 1 car space per 6 flats is adopted.

6.1.7 Two footbridges (Footbridges 1 – 2) are also proposed to enhance the pedestrian connectivity and walkability of the neighbourhood. The bus laybys at Ping Ha

Road westbound are connected to the Application Site via Footbridge 2 across the existing nullah, as shown in **Figure 3.2**.

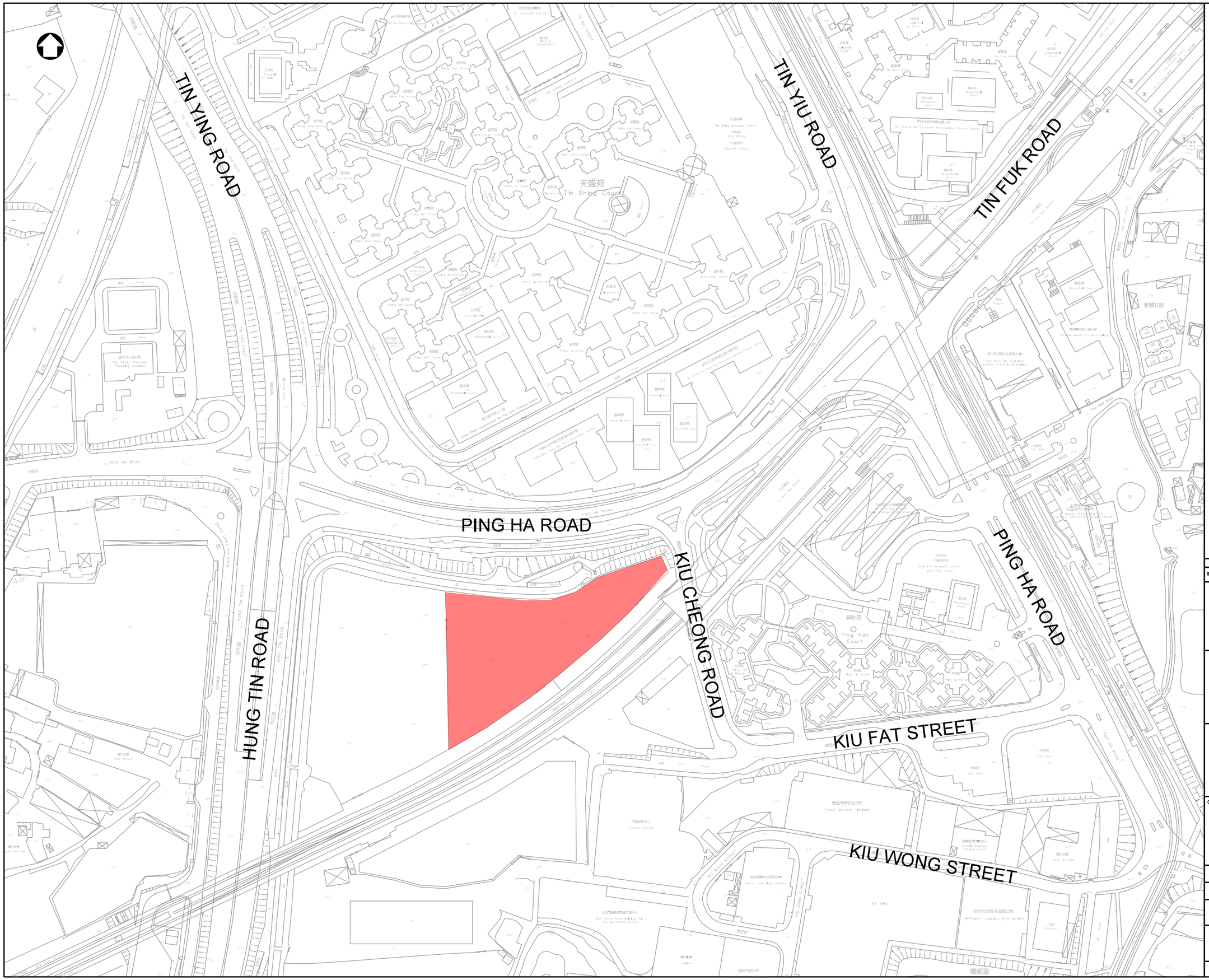
6.1.8 The Proposed Scheme would result in a reduction of traffic to the road network in the vicinity of the Application Site as compared to the Baseline Scheme. Therefore, the Proposed Scheme would be acceptable in traffic terms.

6.1.9 A sensitivity test has been carried out to hypothetically assess “what-if” some mixed-use developments are pursued at surrounding commercial sites. The hypothetical scenarios are assessment for demonstration purposes only. The sensitive scenario would result in a reduction of traffic to the road network in the vicinity of the Application Site as compared to the reference scenario for each identified commercial site. Therefore, there is no significant traffic impact for the sensitivity test.

6.2 Conclusion

6.2.1 In light of the findings of this TIA, it is concluded that the Proposed Scheme would induce no significant traffic impacts on the surrounding local road network. Therefore, the Proposed Scheme is considered acceptable from traffic point of view.

Drawings



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Title

SITE LOCATION PLAN

Consultant

asia infrastructure solutions

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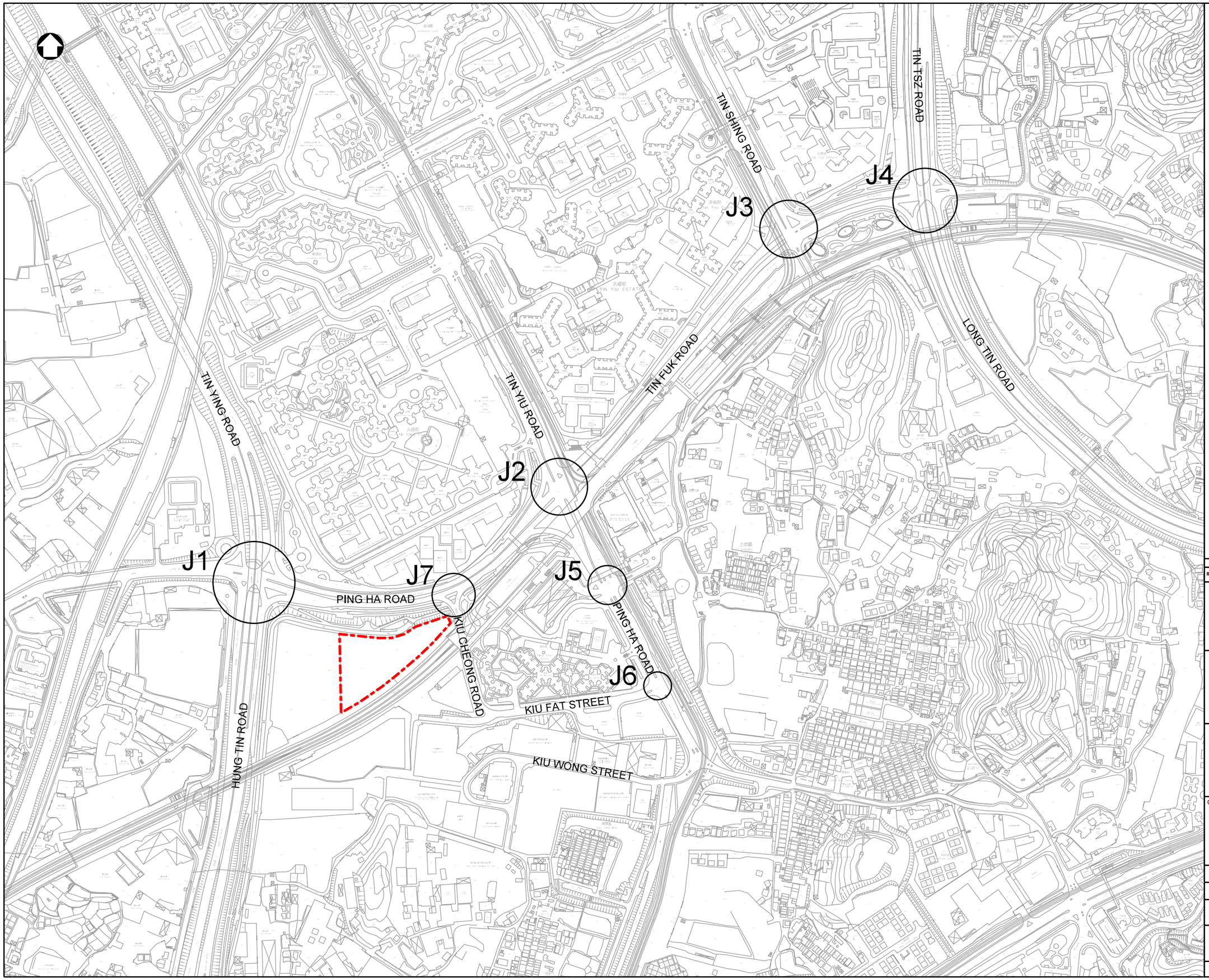
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FIGURE 1.1

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SITE BOUNDARY

J1 CRITICAL JUNCTION

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SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

EXISTING ROAD NETWORK AND CRITICAL JUNCTIONS

Consultant

asia infrastructure solutions

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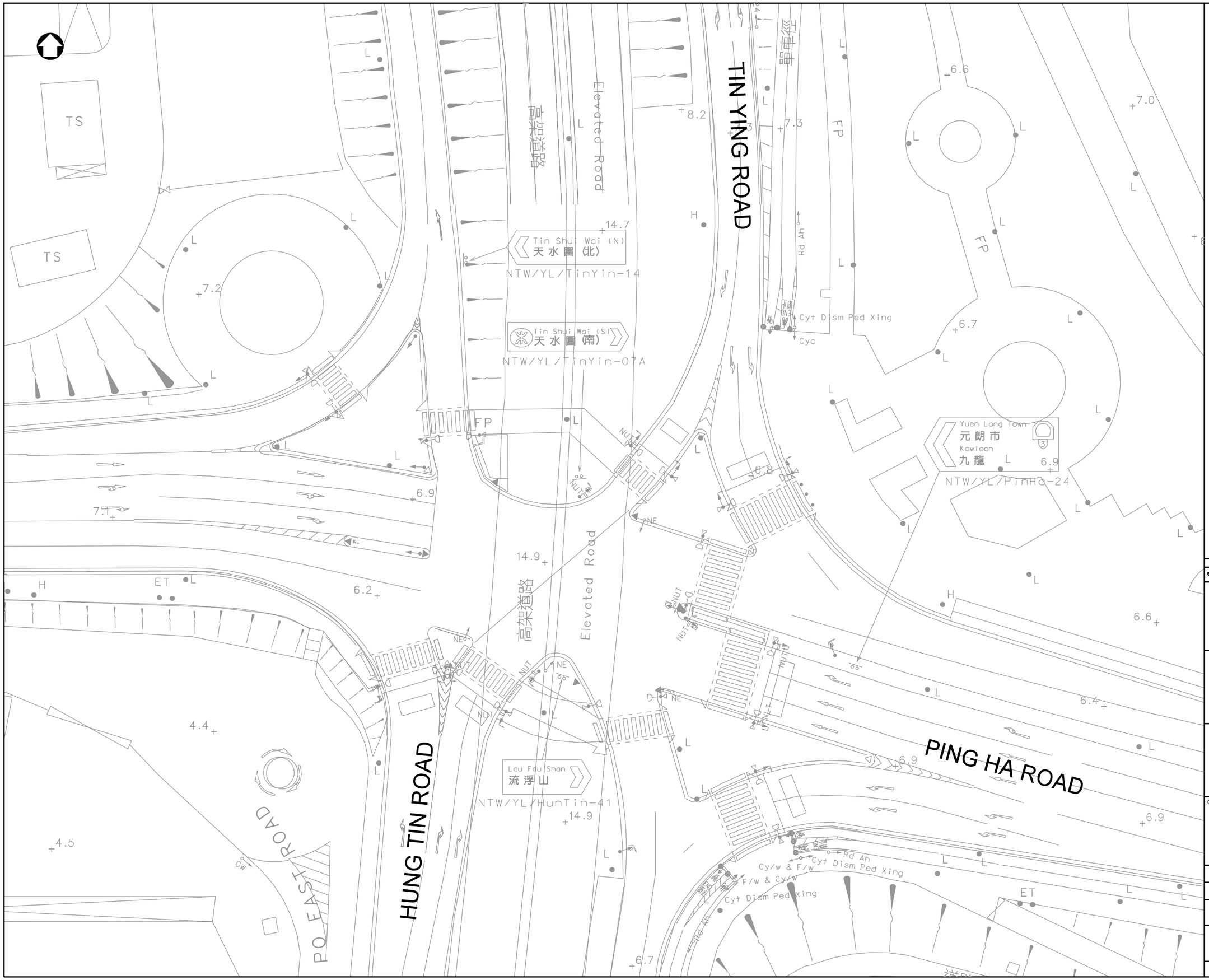
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FIGURE 2.1

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SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

EXISTING JUNCTION LAYOUT OF PING HA ROAD / TIN YING ROAD (J1)

Consultant

asia infrastructure solutions

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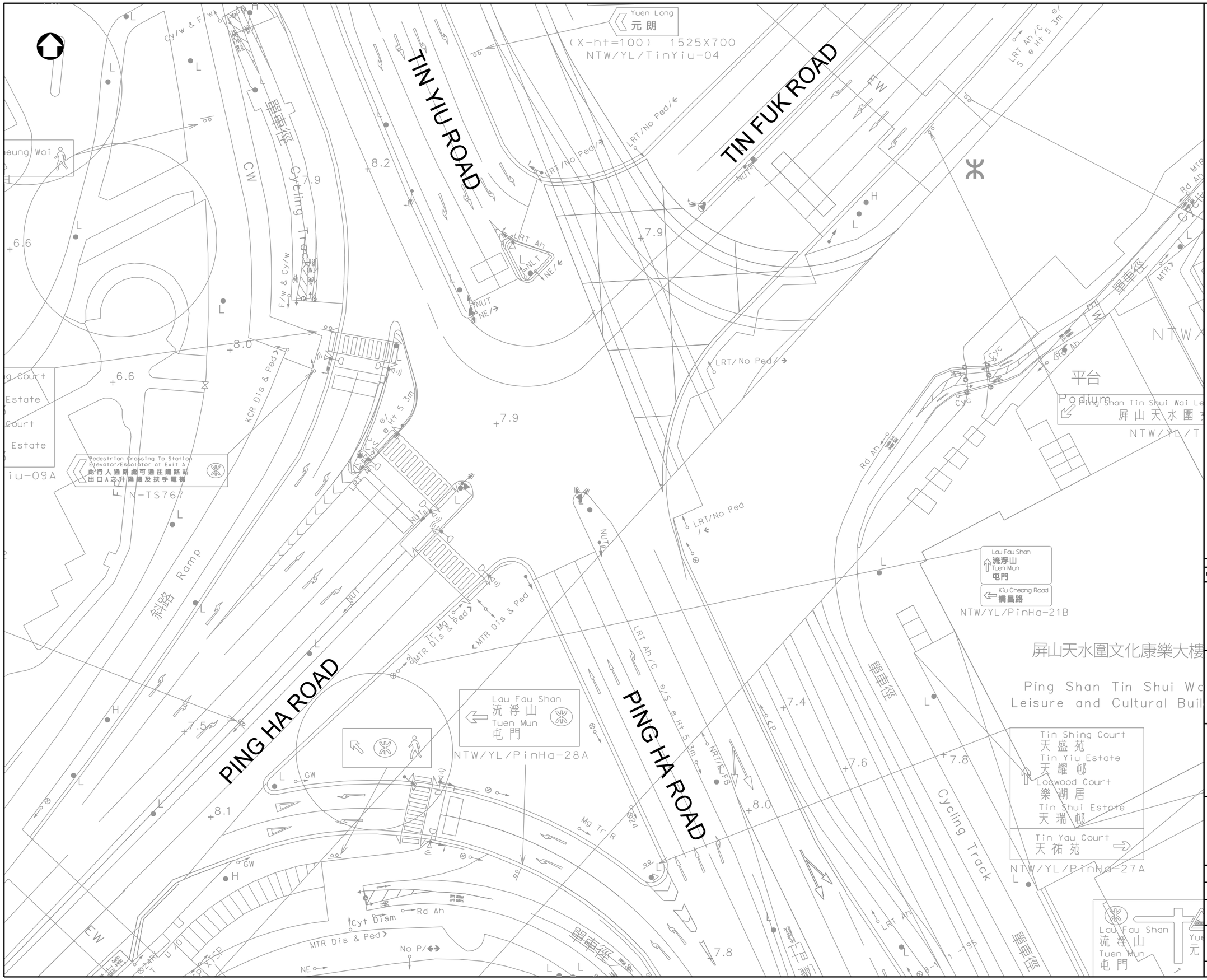
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FIGURE 2.2

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Title

EXISTING JUNCTION LAYOUT OF PING HA ROAD / TIN YIU ROAD (J2)

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FIGURE 2.3

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TIN SHING ROAD

TIN FUK ROAD

天福路

單車徑

斜路 Ramp

RCP

N-TS84

N-TS151

N-TS15

N-TS896

N-TS895

Tin Shui Wai (S)
天水圍（南）

Tin Yau Court
天祐苑

Tin Tsz Estate
天慈邨

Fortune Kingswood
置富嘉湖

Sheung Cheung Wai
上章圍

Uen Long
元朗

NTW/ L/TinShi-14

NTW/YL/TinFuk-12A

/YL/TinFuk-11B

WIP Feb 2025

WIP Sep 2024

Cyclist Dismount Ped Xing

Cyt Dism Ped Xing

Cyt Dism

Ped Ah

Rd Ah

MTR Dis & Ped

Cycling Track

FP

Light Rail

Road

道路

港鐵

+6.5 +6.7 +6.2 +6.1 +6.4 +6.9 +6.6 +12.8 +13.8 +24.0

General Advice to Public
1 This cycle parking area may be suspended or cancelled
2 A notice regarding suspension or use will be posted prior to the suspension. The public should note this parking area for the detailed
3 No parking of cycles is allowed during this parking
4 The Authority will not be responsible in this parking area during the period of suspension

6.3

1. 此單車泊車處會不定期被中止使用，以清理存放的單車。
2. 中止前最少十四天會張貼有關中止使用的通告，公眾人士應留意通告指明的日期後，不要存放單車在泊車處。
3. 當泊車處被中止後，單車不准停泊。
4. 在中止使用期間存放在此泊車處的單車，當局會依照有關法例管及移走單車。

Cycle Parking Area - Parking Advice
1 This parking area is for cycles only
2 No parking is allowed for continuous period more than 24 hours
3 Pedal cycles must be parked at the parking racks
4 This parking area may be suspended or used from time to time to cater for any cycles parked

6.3

單車泊車處 - 停泊須知
1. 此泊車處僅供單車停泊。
2. 單車不可連續停泊超過24小時。
3. 單車必須停放於停泊架。
4. 此泊車處會不定期被中止使用，以清理存放的單車。

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SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title
EXISTING JUNCTION LAYOUT OF TIN FUK ROAD / TIN SHING ROAD (J3)

Consultant
asia infrastructure solutions

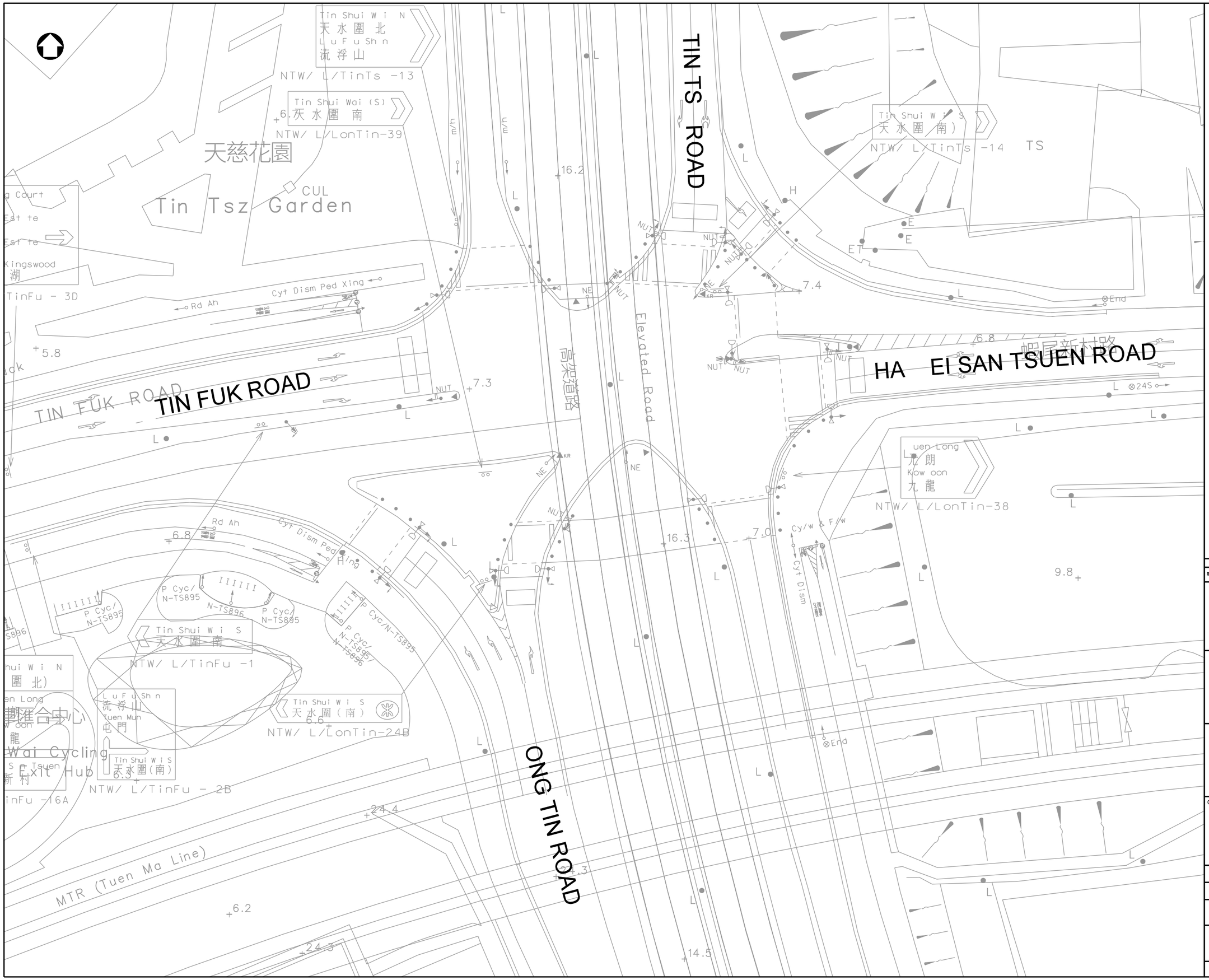
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FIGURE 2.4

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Title

EXISTING JUNCTION LAYOUT OF TIN FUK ROAD / LONG TIN ROAD (J4)

Consultant

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FIGURE 2.5

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PING HA ROAD

TSUI SING ROAD

Lau Fau Shan 流浮山
Tuen Mun 屯門
Yuen Long 元朗

NTW/YL/PinHa-27A
NTW/YL/PinHa-18A

2-HOUR METERS
Operating from 8 am to 8 pm daily except general holidays
On general holidays operating from 10 am to 10 pm
In case of meter defects 'ie'-2332 3700
The meter's number marked on the post must be given
二小時停車錶
除公眾假期外每日收費由上午八時至下午八時
公眾假期收費開由上午十時至下午十時
如錶失靈請電電話 2332 3700 並需說明錶柱號碼

Sheung Cheung Wai 上章圍

Cycle Parking Place- Parking Advice
1. This parking place is for pedal cycles only.
2. No parking is allowed for a continuous period of more than 24 hours.
3. Pedal cycles must be parked at the parking racks.
4. This parking place may be suspended for use from time to time to clear any pedal cycles left.
單車泊車處-停泊須知
1.此泊車處僅供單車停泊。
2.單車不可連續停泊超過24小時。
3.單車必須停放於泊架。
4.此泊車處會不定期被中止使用，以清理存放的單車。

General Advice 一般資料
1. This cycle parking place may be suspended for use from time to time to clear any pedal cycles left.
2. A notice regarding the suspension of use with a period of at least 14 days shall be posted at the subject site. The notice shall also be posted at the entrance of the parking place near the date specified in the notice.
3. No parking of pedal cycles is allowed during the suspended period of the parking place.
4. The Authority will not be responsible for damage of pedal cycles left in this parking place during the period of suspension.
公眾一般須知
1.泊車泊車處會不定期被中止使用，以清理存放的單車。
2.中止前最少十四天會張貼有關停止使用的通告，告示在通告指明的日期後，不要存放單車在泊車處。
3.當泊車處被中止後，單車不得停泊。
4.在中止使用期間若發現泊車處仍單車，當局會收拾該單車及移走單車。

Public Transport Interchange
屏欣商場
(下層停車場)
Ping Yan Shopping Centre
(Car Park under)

停車場 Car Park

上章圍一號及二號雨水泵房
Sheung Cheung Wai No.1 and No.2 Stormwater Pumping Stations

Cycle P
1. This pa
2. No park 24 hour
3. Pedal c
4. This pa to clea
單車泊
1. 此泊車處
2. 單車不可
3. 單車必須
4. 此泊車處

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SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title
EXISTING JUNCTION LAYOUT OF PING HA ROAD / TSUI SING ROAD (J5)

Consultant
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FIGURE 2.6

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籃球場
Basketball Court

PING HA ROAD

屏廈路

KIU FAT STREET

Cycling Track

Rd An

FP

CUL

LRT/No Ped/

LR - Hang Mei Tsuen

坑尾村 - 晴美

Sheung Cheung Wai
上章圍

RCP

TS

Ping Shan
屏山

Yuen Long
元朗

Tuen Mun
屯門

NTW/YL/KiuFat-01

NTW/YL/PinHa-33a

NTW/YL/PinHa-12

NTW/YL/PinHa-P03A

Sheung Cheung Wai
上章圍
Ping Shan Th Shui Tsai Leisure and Cultural Bldg
屏山天水圍文化康樂大廈
Kiu Tau Wai
橋頭圍
Hang Mei Tsuen
Tong Fong Tsuen
唐芳村

2-HOUR METERS
Operating from 8 am to 8 pm daily except general holidays
On general holidays operating from 10 am to 10 pm
In case of meter defects Tel : 2332 3700
The meter number marked on the post must be given
二小時停車錶
除公眾假期外每日收費由上午八時至下午八時
公眾假期收費期由上午十時至下午十時
如錶失靈請致電電話 2332 3700 並留意明顯柱號碼

N-TS1108

停車場
Car Park

N-TS1109

N-TS11 8

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SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title
EXISTING JUNCTION LAYOUT OF PING HA ROAD / KIU FAT STREET (J6)

Consultant
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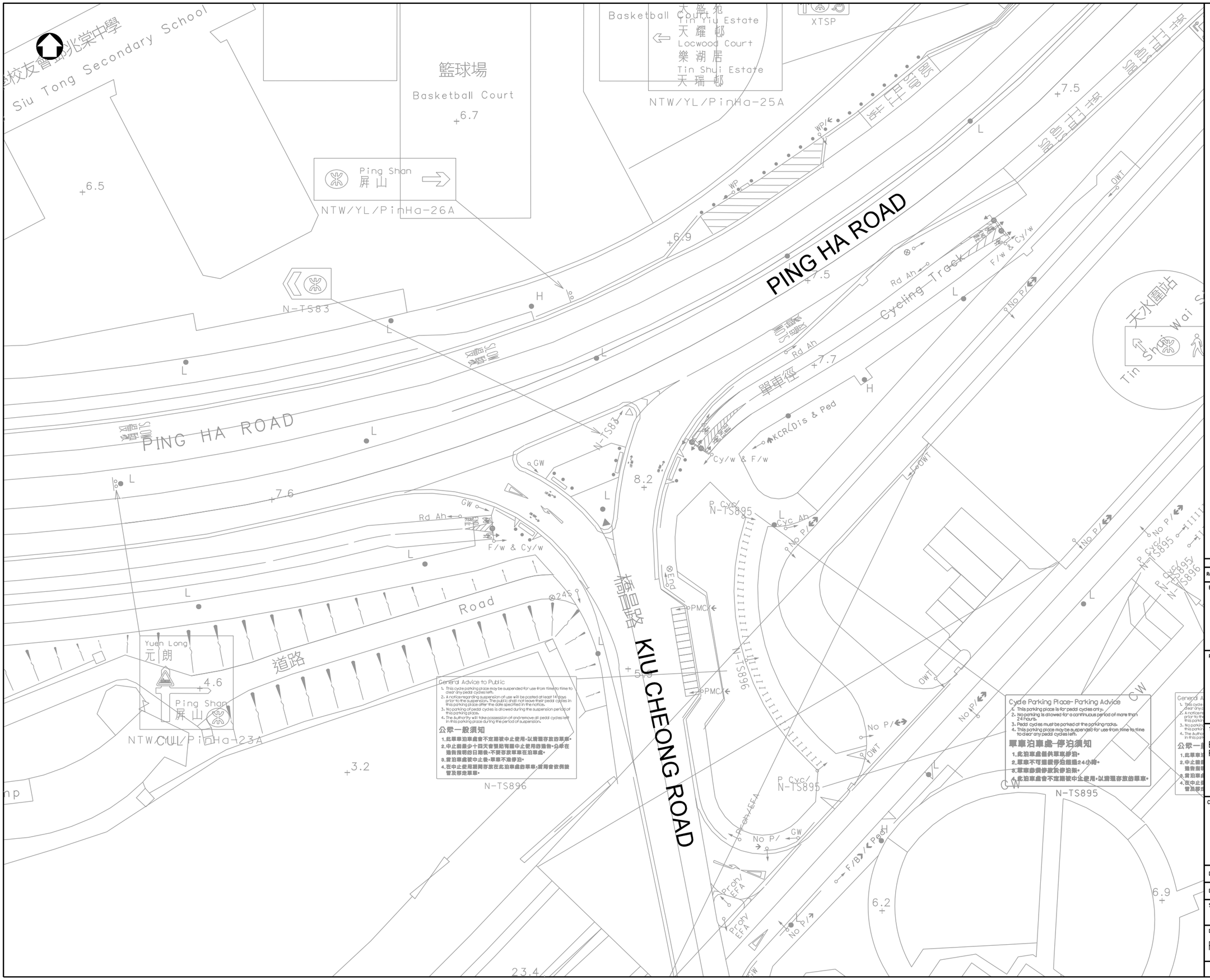
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FIGURE 2.7

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SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

EXISTING JUNCTION LAYOUT OF PING HA ROAD / KIU CHEONG ROAD (J7)

Consultant

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Designed	–	Checked	AM
Drawn	AN	Approved	SW

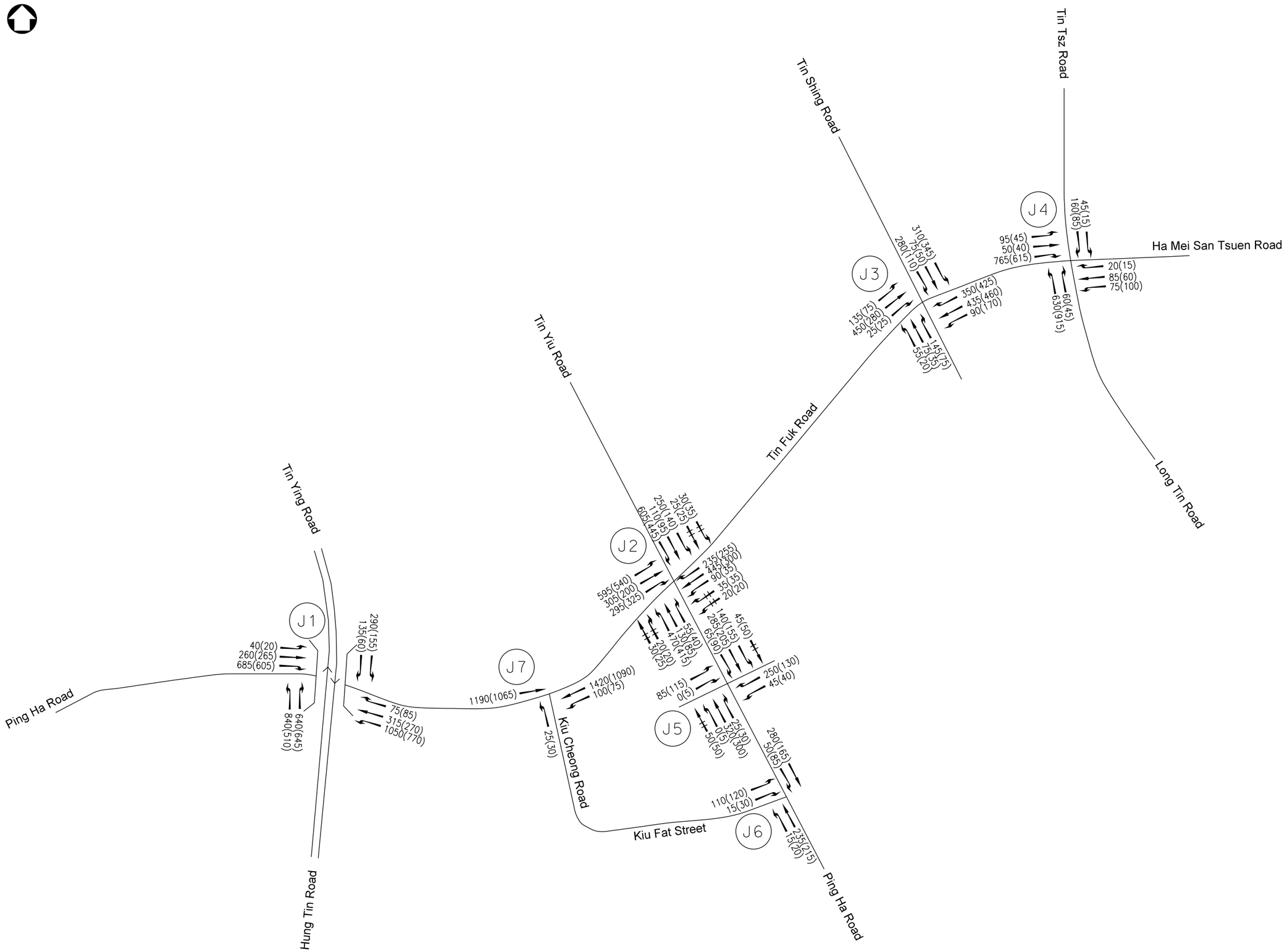
Scale	A3	Status	Rev
1 : 500		DESIGN DRAWING	–

Drawing No.

FIGURE 2.8

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A3 420x297



LEGEND:

Peak hour vehicular traffic flow in PCUs/Hr (rounded to nearest 5)

100 (100) → ⫽→

- Turning Movement (LRT)
- Turning Movement
- PM
- AM

Rev.	Date	Drawn	Description	Checked	Approved
–	JAN 2026	AN	FIRST ISSUE	AM	SW

Employer

Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

YEAR 2025 OBSERVED TRAFFIC FLOWS

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Designed	–	Checked	AM
Drawn	AN	Approved	SW

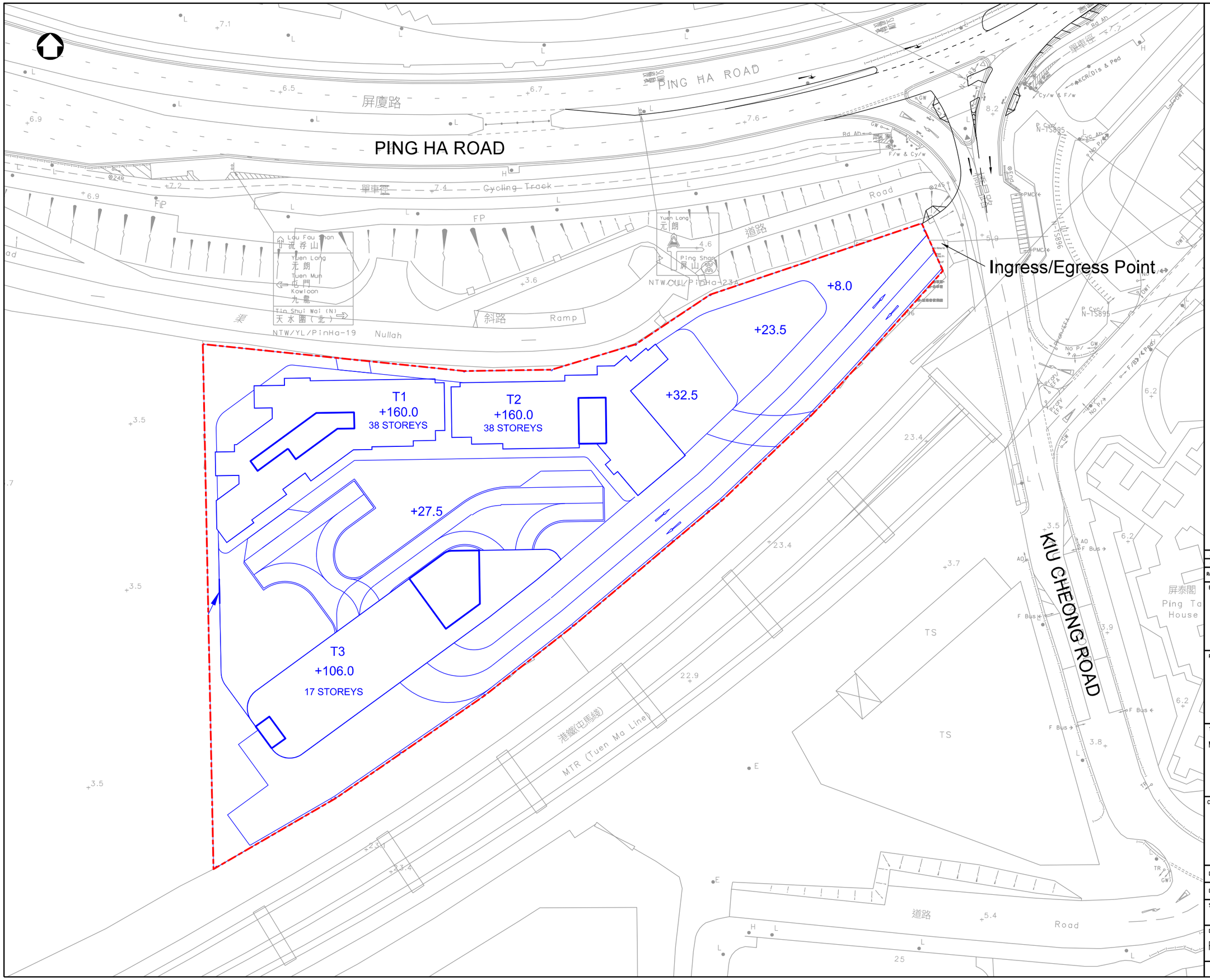
Scale	A3	Status	Rev
–		DESIGN DRAWING	–

Drawing No.

FIGURE 2.9

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A3 420x297



LEGEND:

- SITE BOUNDARY
- PLANNED IMPROVEMENT SCHEME
- SITE MASTER LAYOUT

Rev.	Date	Drawn	Description	Checked	Approved
A	MAY 2026	AN	MINOR AMENDMENT	AM	SW
-	JAN 2026	AN	FIRST ISSUE	AM	SW

Employer

Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

MASTER LAYOUT PLAN

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Designed	-	Checked	AM
Drawn	AN	Approved	SW

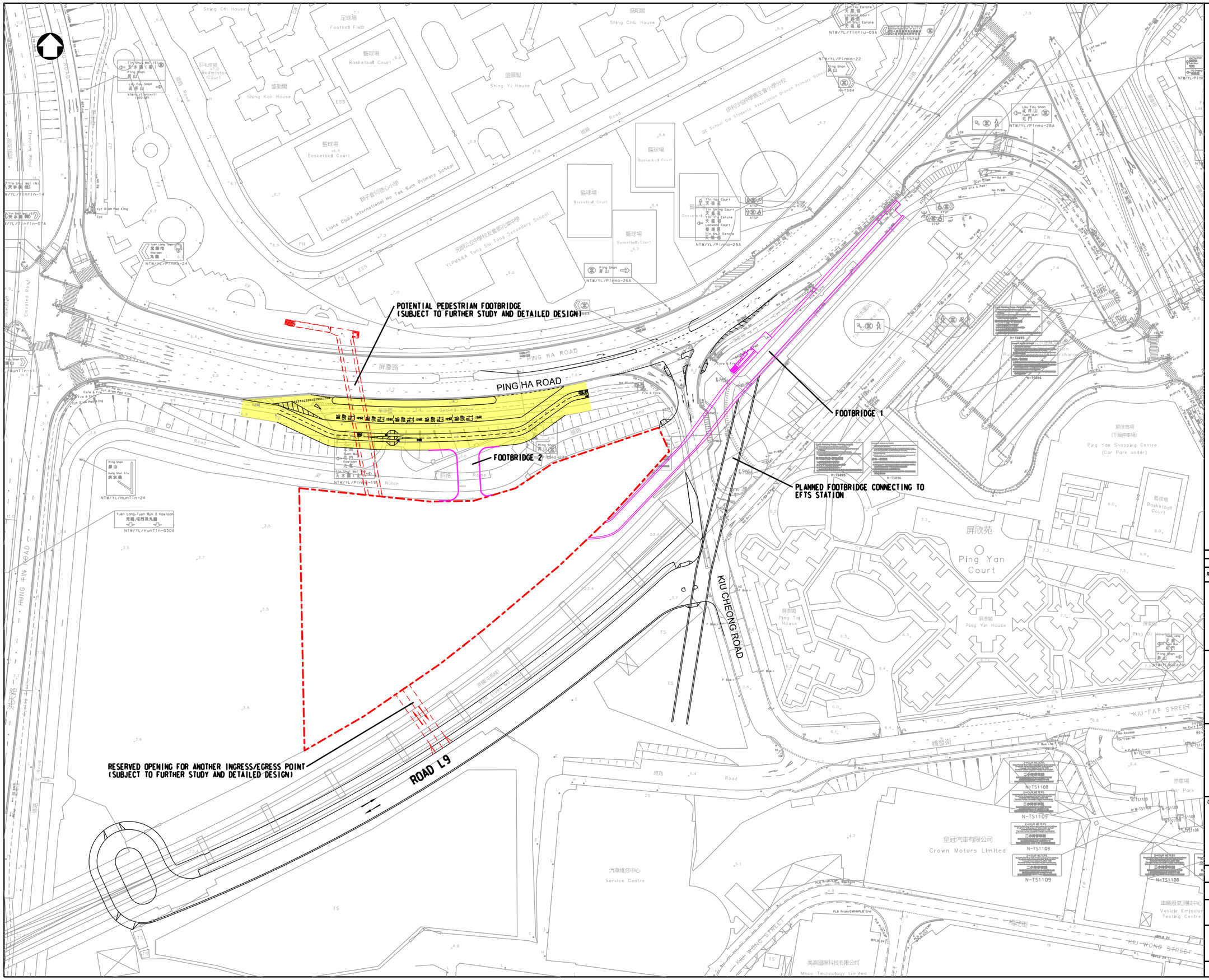
Scale	A3	Status	Rev
1 : 750		DESIGN DRAWING	A

Drawing No.

FIGURE 3.1

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A3 420x297



LEGEND:

- SITE BOUNDARY
- PLANNED IMPROVEMENT SCHEME
- PROPOSED LAYOUT
- POTENTIAL LAYOUT
- TRAFFIC FACILITIES TO BE HANDED OVER TO THE GOVERNMENT

Rev.	Date	Drawn	Description	Checked	Approved
A	MAY 2026	AN	RESPONSE TO COMMENTS	AM	SW
–	JAN 2026	AN	FIRST ISSUE	AM	SW

Employer

Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

PROPOSED TRANSPORT FACILITIES

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Designed	–	Checked	AM
Drawn	AN	Approved	SW

Scale	A3	Status	Rev
1 : 1500		DESIGN DRAWING	A

Drawing No.

FIGURE 3.2

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A3 420x297

Appendix A
Junction Calculation Sheets

TRAFFIC SIGNALS CALCULATION SHEET

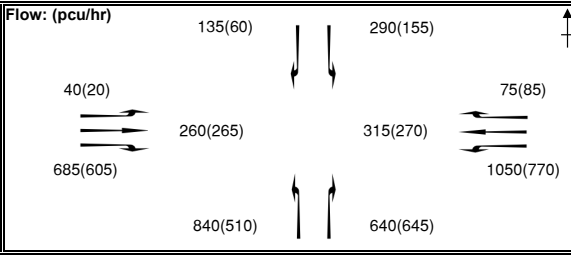
Junction: Ping Ha Road / Hung Tin Road Junction No.: J01

Scenario: Observed Design Year: 2025

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tin Ying Road SB																
↳	F	1	3.5	40					1935	1935	290	0.15	0.15	155	0.08	
↲	G	3	3.5		40				2030	2030	135	0.07		60	0.03	
Ping Ha Road WB																
↰	A	1,3	4.0	25					1900	1900	507	0.27		372	0.20	
↰	A	1,3	4.0	25					2035	2035	543	0.27		398	0.20	
←	B	1	3.4						2095	2095	157	0.07		135	0.06	0.06
←	B	1	3.5						2105	2105	158	0.08		135	0.06	
↰	B	1	3.6		30				2015	2015	75	0.04		85	0.04	
Hung Tin Road NB																
↰	C	2	5.0	20					1965	1965	840	0.43	0.43	510	0.26	0.26
↱	D	3	3.5		30				2005	2005	320	0.16	0.16	323	0.16	0.16
↱	D	3	3.5		30				2005	2005	320	0.16		322	0.16	
Ping Ha Road EB																
↱	E	2	4.0	30					1920	1920	40	0.02		20	0.01	
→	E	2	3.5						2105	2105	260	0.12		265	0.13	
↱	E	2	3.5		30		100%	100%	2005	2005	342	0.17		302	0.15	
↱	E	2	3.5		30				2005	2005	343	0.17		303	0.15	
Pedestrian Crossing																
	Hp	1,4	MIN GREEN + FLASH =			5	+	8	=	13						
	Ip	1,2	MIN GREEN + FLASH =			5	+	8	=	13						
	Jp	2,3,4	MIN GREEN + FLASH =			5	+	9	=	14						
	Kp	2	MIN GREEN + FLASH =			5	+	8	=	13						
	Lp	1,3,4	MIN GREEN + FLASH =			5	+	9	=	14						
	Mp	1	MIN GREEN + FLASH =			5	+	8	=	13						
	Np	1,2,3	MIN GREEN + FLASH =			5	+	5	=	10						
	Op	1,3,4	MIN GREEN + FLASH =			5	+	5	=	10						

NOTES:

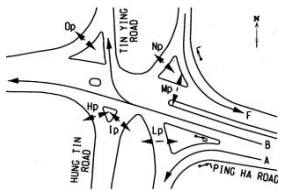
Flow: (pcu/hr)



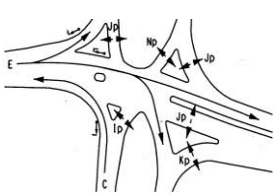
Group		F,C,D	Group		B,C,D
Sum of Critical *y* ***Y***		0.74	Sum of Critical *y*		0.49
Lost Time ***L*** (sec)		20	Lost Time ***L*** (sec)		26
Cycle Time ***c*** (sec)		120	Cycle Time ***c*** (sec)		120
Practical *Y* ***Ypr***		0.75	Practical *Y* ***Ypr***		0.71
Reserve Capacity ***RC***		2%	Reserve Capacity ***RC***		45%

Stage / Phase Diagrams

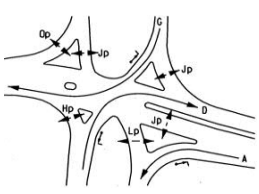
1.



2.



3.



4.

5.

I/G= 13		I/G= 5		I/G= 5		I/G=	
I/G= 13		I/G= 11		I/G= 5		I/G=	

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Junction: Ping Ha Road / Hung Tin Road

Junction No.: J01

TRAFFIC SIGNALS CALCULATION SHEET

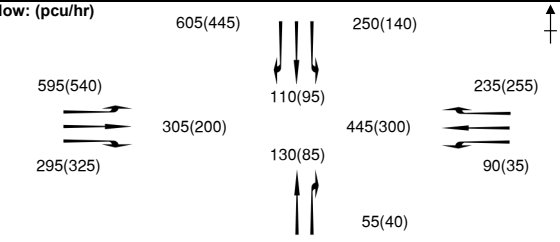
Junction: Ping Ha Road / Tin Yiu Road Junction No.: J02

Scenario: Observed Design Year: 2025

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tin Yiu Road SB																
↳	D	2	3.5	9					1685	1685	120	0.07		67	0.04	
↳	D	2	3.5	10					1830	1830	130	0.07		73	0.04	
↰↓	C	1,5	3.5		25		70%	65%	2020	2025	362	0.18		274	0.14	0.14
↓	C	1,5	3.5		22				1970	1970	353	0.18		266	0.14	
Tin Fuk Road WB																
↱	E	2	3.6	30					1880	1880	90	0.05		35	0.02	
←	E	2	3.6						2115	2115	237	0.11		196	0.09	
↑←	E	2	3.6		12		11%	44%	2085	2005	234	0.11		186	0.09	
↑←	E	2	3.6		11				1860	1860	209	0.11	0.11	173	0.09	0.09
Ping Ha Road NB																
↑	F	3	3.4						1955	1955	63	0.03	0.03	41	0.02	
↑	F	3	3.3						2085	2085	67	0.03		44	0.02	0.02
↱	F	3	3.3		24				1960	1960	55	0.03		40	0.02	
Ping Ha Road EB																
↑	B	1,4,5	4.0	61					1965	1965	595	0.30	0.30	540	0.27	
→	A	4	3.6						2115	2115	211	0.10		187	0.09	0.09
→↱	A	4	3.6		15		53%	92%	2010	1935	200	0.10		171	0.09	
→	A	4	3.6		13				1895	1895	189	0.10		167	0.09	
Pedestrian Crossing																
	G(LRT)	1	MIN GREEN + FLASH =			5	+	4	=	9						
	H(LRT)	1	MIN GREEN + FLASH =			5	+	4	=	9						
	I(LRT)	2,3,4,5	MIN GREEN + FLASH =			5	+	6	=	11						
	J(LRT)	5	MIN GREEN + FLASH =			5	+	6	=	11						
	K(LRT)	1,5	MIN GREEN + FLASH =			5	+	4	=	9						
	L(LRT)	2,3,4	MIN GREEN + FLASH =			5	+	5	=	10						
	M(LRT)	1	MIN GREEN + FLASH =			5	+	4	=	9						
	Pp	1,2,3,5	MIN GREEN + FLASH =			9	+	9	=	18						
	Qp	2,3	MIN GREEN + FLASH =			7	+	7	=	14						
	Rp	3,4	MIN GREEN + FLASH =			8	+	8	=	16						

NOTES:

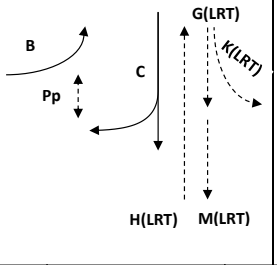
Flow: (pcu/hr)



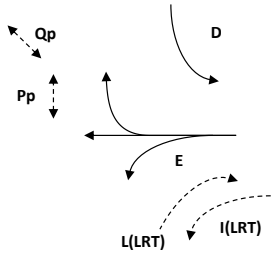
Group		B,E,F	Group		C,E,F,A
Sum of Critical *y* ***Y***		0.45	Sum of Critical *y*		0.34
Lost Time ***L*** (sec)		24	Lost Time ***L*** (sec)		50
Cycle Time ***c*** (sec)		160	Cycle Time ***c*** (sec)		160
Practical *Y* ***Ypr***		0.77	Practical *Y* ***Ypr***		0.62
Reserve Capacity ***RC***		71%	Reserve Capacity ***RC***		83%

Stage / Phase Diagrams

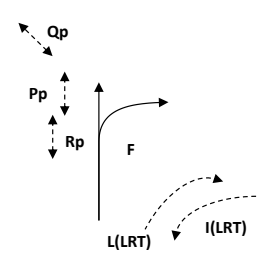
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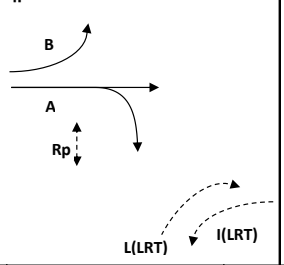
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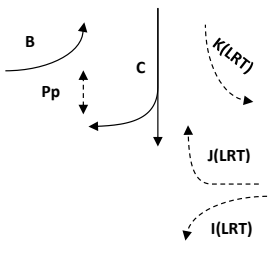
3.



4.



5.



I/G=		I/G= 5		I/G= 13		I/G= 9		I/G=	
I/G=		I/G= 26		I/G= 13		I/G= 6		I/G= 9	

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Junction: Ping Ha Road / Tin Yiu Road

Junction No.: J02

TRAFFIC SIGNALS CALCULATION SHEET

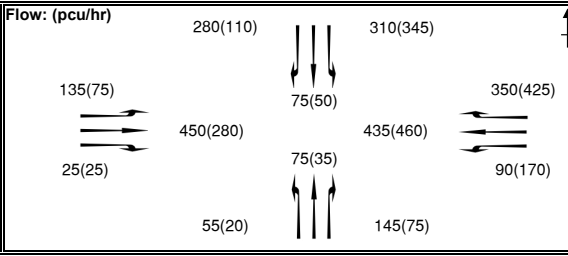
Junction: Tin Fuk Road / Tin Shing Road Junction No.: J03

Scenario: Observed Design Year: 2025

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tin Shing Road SB																
↱	A	1,2	3.8	43					1930	1930	149	0.08		166	0.09	
↳	A	1,2	4.0	45					2085	2085	161	0.08		179	0.09	
↰↑	B	2	3.5		15		59%	40%	1990	2025	183	0.09		83	0.04	
↰	B	2	3.5		12				1870	1870	172	0.09	0.09	77	0.04	
Tin Fuk Road WB																
↓↱	E	1	3.5	15			36%	57%	1895	1860	249	0.13		296	0.16	
←	E	1	3.4						2095	2095	276	0.13	0.13	334	0.16	0.16
↰	E	1	3.4		15				1905	1905	176	0.09		213	0.11	
↰	E	1	3.4		14				1890	1890	174	0.09		212	0.11	
Access Road NB																
↰↑↱	J	4	3.6	13	11		20% / 53%	15% / 58%	1805	1800	275	0.15	0.15	130	0.07	0.07
Tin Fuk Road EB																
↑	C	3	4.0	19					1870	1870	135	0.07		75	0.04	
→	D	3	3.7						2125	2125	240	0.11	0.11	155	0.07	0.07
↱↑	D	3	3.7		9		11%	17%	2090	2070	235	0.11		150	0.07	
Pedestrian Crossing																
	Fp	2	MIN GREEN + FLASH =			14	+	13	=	27						*
	Gp	1,2,4	MIN GREEN + FLASH =			5	+	5	=	10						
	Hp	3,4	MIN GREEN + FLASH =			5	+	8	=	13						
	Ip	3	MIN GREEN + FLASH =			8	+	10	=	18						
	Kp	1,2,4	MIN GREEN + FLASH =			5	+	7	=	12						
	Lp	3	MIN GREEN + FLASH =			5	+	10	=	15						

NOTES:

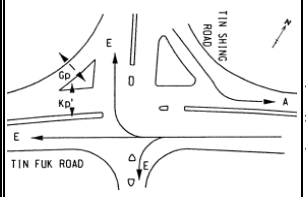
Flow: (pcu/hr)



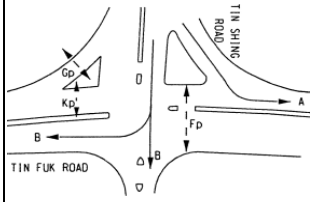
Group		E,B,D,J	Group		E,Fp,D,J
Sum of Critical *y* ***Y***		0.49	Sum of Critical *y*		0.30
Lost Time ***L*** (sec)		24	Lost Time ***L*** (sec)		42
Cycle Time ***c*** (sec)		128	Cycle Time ***c*** (sec)		128
Practical *Y* ***Ypr***		0.73	Practical *Y* ***Ypr***		0.60
Reserve Capacity ***RC***		50%	Reserve Capacity ***RC***		99%

Stage / Phase Diagrams

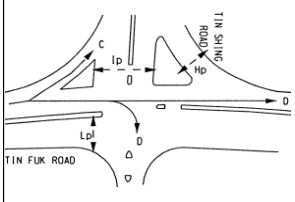
1.



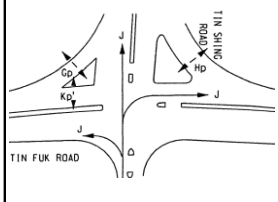
2.



3.



4.



5.

I/G= 5		I/G= 6		I/G= 11		I/G= 6		I/G=	
I/G= 5		I/G= 5	27	I/G= 2		I/G= 6		I/G=	

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Junction: Tin Fuk Road / Tin Shing Road

Junction No.: J03

TRAFFIC SIGNALS CALCULATION SHEET

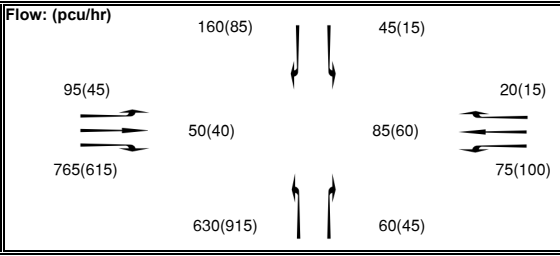
Junction: Tin Fuk Road / Long Tin Road Junction No.: J04

Scenario: Observed Design Year: 2025

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Tin Tsz Road SB																
	D	3	3.5	31	30		45% / 55%	31% / 69%	1875	1870	99	0.05		48	0.03	
	D	3	3.5		26				1990	1990	106	0.05	0.05	52	0.03	0.03
Ha Mei San Tsuen Road WB																
	E	4	3.5	14			89%	100%	1795	1775	84	0.05	0.05	100	0.06	0.06
	E	4	3.5		16		21%	20%	2065	2065	96	0.05		75	0.04	
Long Tin Road NB																
	A	1,2	3.9	48					1945	1945	304	0.16		442	0.23	
	A	1,2	3.9	50					2085	2085	326	0.16		473	0.23	
	B	2	3.3		23				1955	1955	60	0.03	0.03	45	0.02	0.02
Tin Fuk Road EB																
	C	1	3.4	15					1775	1775	95	0.05		45	0.03	
	C	1	3.4		20		88%	88%	1965	1965	410	0.21		330	0.17	0.17
	C	1	3.4		19				1940	1940	405	0.21	0.21	325	0.17	
Pedestrian Crossing																
	Fp	3,4	MIN GREEN + FLASH =			5	+	7	=	12						
	Gp	1,3,4	MIN GREEN + FLASH =			5	+	6	=	11						
	Hp	2,3	MIN GREEN + FLASH =			5	+	10	=	15						
	Ip	1,2,3	MIN GREEN + FLASH =			6	+	12	=	18						
	Jp	3,4	MIN GREEN + FLASH =			5	+	7	=	12						
	Kp	1,2,4	MIN GREEN + FLASH =			5	+	5	=	10						
	Lp	1,2,4	MIN GREEN + FLASH =			5	+	10	=	15						
	Mp	2,3	MIN GREEN + FLASH =			7	+	13	=	20						

NOTES:

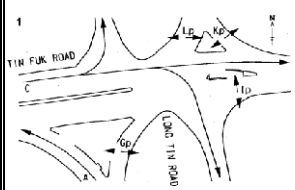
Flow: (pcu/hr)



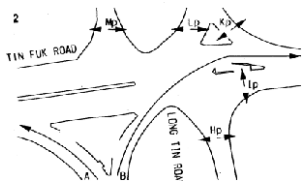
Group		C,B,D,E	Group		C,B,D,E
Sum of Critical *y* ***Y***		0.34	Sum of Critical *y*		0.27
Lost Time ***L*** (sec)		43	Lost Time ***L*** (sec)		43
Cycle Time ***c*** (sec)		128	Cycle Time ***c*** (sec)		128
Practical *Y* ***Ypr***		0.60	Practical *Y* ***Ypr***		0.60
Reserve Capacity ***RC***		76%	Reserve Capacity ***RC***		>100%

Stage / Phase Diagrams

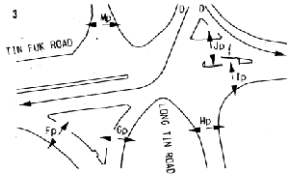
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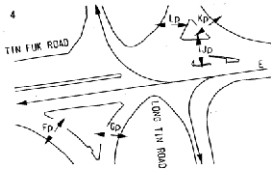
2.



3.



4.



5.

I/G= 12		I/G= 15		I/G= 13		I/G= 7		I/G=	
I/G= 12		I/G= 15		I/G= 13		I/G= 7		I/G=	

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Junction: Tin Fuk Road / Long Tin Road

Junction No.: J04

TRAFFIC SIGNALS CALCULATION SHEET

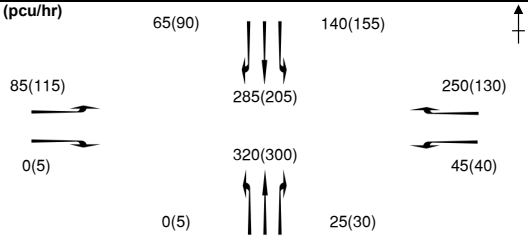
Junction: Ping Ha Road / Tsui Sing Road Junction No.: J05

Scenario: Observed Design Year: 2025

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Ping Ha Road SB																
L→	D	4	4.0	15					1960	1960	140	0.07		155	0.08	
↓	B	1,2	4.0						2155	2155	142	0.07		102	0.05	
↓	B	1,2	4.1						2165	2165	143	0.07	0.07	103	0.05	
↲	A	2,3	4.0		16				1970	1970	65	0.03		90	0.05	0.05
Tsui Sing Road WB																
↓←	D	4	4.5	10	15		15% / 85%	24% / 76%	1865	1855	295	0.16	0.16	170	0.09	0.09
Ping Ha Road NB																
←	F	1	3.5	10			0%	3%	1965	1955	154	0.08		147	0.08	0.08
↑	F	1	3.5						2105	2105	166	0.08		158	0.08	
↱	E	3	3.5		19				1950	1950	25	0.01		30	0.02	
Tsui Sing Road EB																
→	H	2,3,5	5.0	12					1880	1880	85	0.05		115	0.06	
→	G	5	5.0		18				2080	2080	0	0.00	0.00	5	0.00	
Pedestrian Crossing																
	I(LRT)	1,2,5	MIN GREEN + FLASH =			5	+	4	=	9						
	Jp	1,4	MIN GREEN + FLASH =			5	+	6	=	11						
	Kp	4,5	MIN GREEN + FLASH =			5	+	9	=	14						
	Lp	2,4,5	MIN GREEN + FLASH =			5	+	10	=	15						
	Mp	3	MIN GREEN + FLASH =			5	+	7	=	12						
	Np	1,2,5	MIN GREEN + FLASH =			5	+	8	=	13						
	O(LRT)	1,2,5	MIN GREEN + FLASH =			7	+	7	=	14						

NOTES:

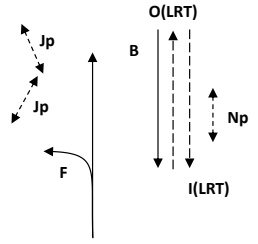
Flow: (pcu/hr)



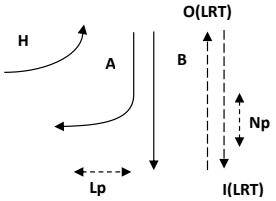
Group		B,E,D,G	Group		F,A,D,G
Sum of Critical *y* ***Y***		0.22	Sum of Critical *y*		0.21
Lost Time ***L*** (sec)		42	Lost Time ***L*** (sec)		32
Cycle Time ***c*** (sec)		99	Cycle Time ***c*** (sec)		99
Practical *Y* ***Ypr***		0.52	Practical *Y* ***Ypr***		0.61
Reserve Capacity ***RC***		>100%	Reserve Capacity ***RC***		>100%

Stage / Phase Diagrams

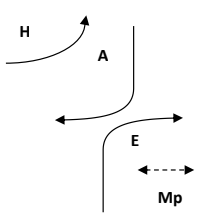
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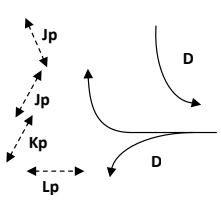
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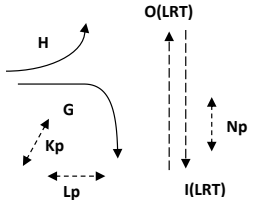
3.



4.



5.



I/G= 5		I/G=		I/G= 13		I/G= 9		I/G= 12	
I/G= 5		I/G= 5		I/G=		I/G= 8		I/G= 12	

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Junction: Ping Ha Road / Tsui Sing Road

Junction No.: J05

TRAFFIC SIGNALS CALCULATION SHEET

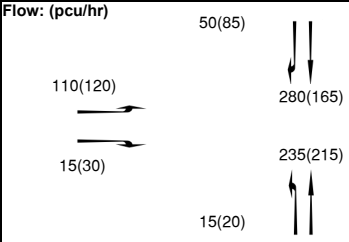
Junction: Ping Ha Road / Kiu Fat Street Junction No.: J06

Scenario: Observed Design Year: 2025

Movements	Phase	Stage	Lane Width (m)	Radius for turning (m) Left	Radius for turning (m) Right	Gradient in %	Proportion Turning (%) AM	Proportion Turning (%) PM	Saturation Flow (pcu/hr) AM	Saturation Flow (pcu/hr) PM	AM Peak Design Flow (pcu/hr)	AM Peak Flow Factor y	AM Peak Critical y	PM Peak Design Flow (pcu/hr)	PM Peak Flow Factor y	PM Peak Critical y
Ping Ha Road SB																
↓	E	1,4	3.8						1995	1995	280	0.14	0.14	165	0.08	
↲	C	1	3.6		18				1950	1950	50	0.03		85	0.04	0.04
Ping Ha Road NB																
↰	D	4	3.7	15			13%	18%	1960	1950	120	0.06		112	0.06	
↑	D	4	3.7						2125	2125	130	0.06		123	0.06	0.06
Kiu Fat Street EB																
→	A	1,2	3.5	10					1710	1710	110	0.06		120	0.07	
↴	B	2	3.5		13				1885	1885	15	0.01		30	0.02	
Pedestrian Crossing																
	Fp	3	MIN GREEN + FLASH =			10	+	9	=	19			*			*
	Gp	3	MIN GREEN + FLASH =			10	+	9	=	19						

NOTES:

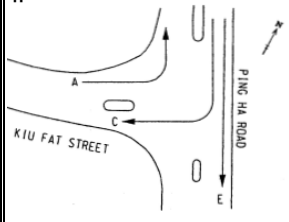
Flow: (pcu/hr)



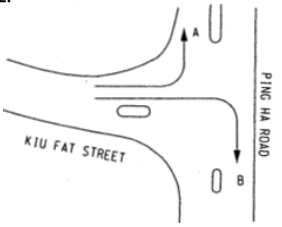
Group		E,B,Fp	Group		C,B,Fp,D
Sum of Critical *y* ***Y***		0.14	Sum of Critical *y*		0.10
Lost Time ***L*** (sec)		40	Lost Time ***L*** (sec)		44
Cycle Time ***c*** (sec)		80	Cycle Time ***c*** (sec)		80
Practical *Y* ***Ypr***		0.45	Practical *Y* ***Ypr***		0.41
Reserve Capacity ***RC***		>100%	Reserve Capacity ***RC***		>100%

Stage / Phase Diagrams

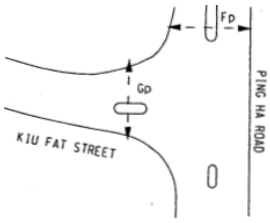
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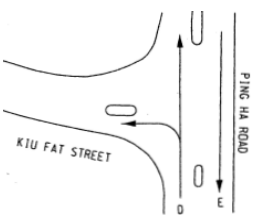
2.



3.



4.



5.

I/G=		I/G= 6		I/G= 8	19	I/G= 3		I/G=	
I/G= 5		I/G= 6		I/G= 8	19	I/G= 3		I/G=	

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Junction: Ping Ha Road / Kiu Fat Street

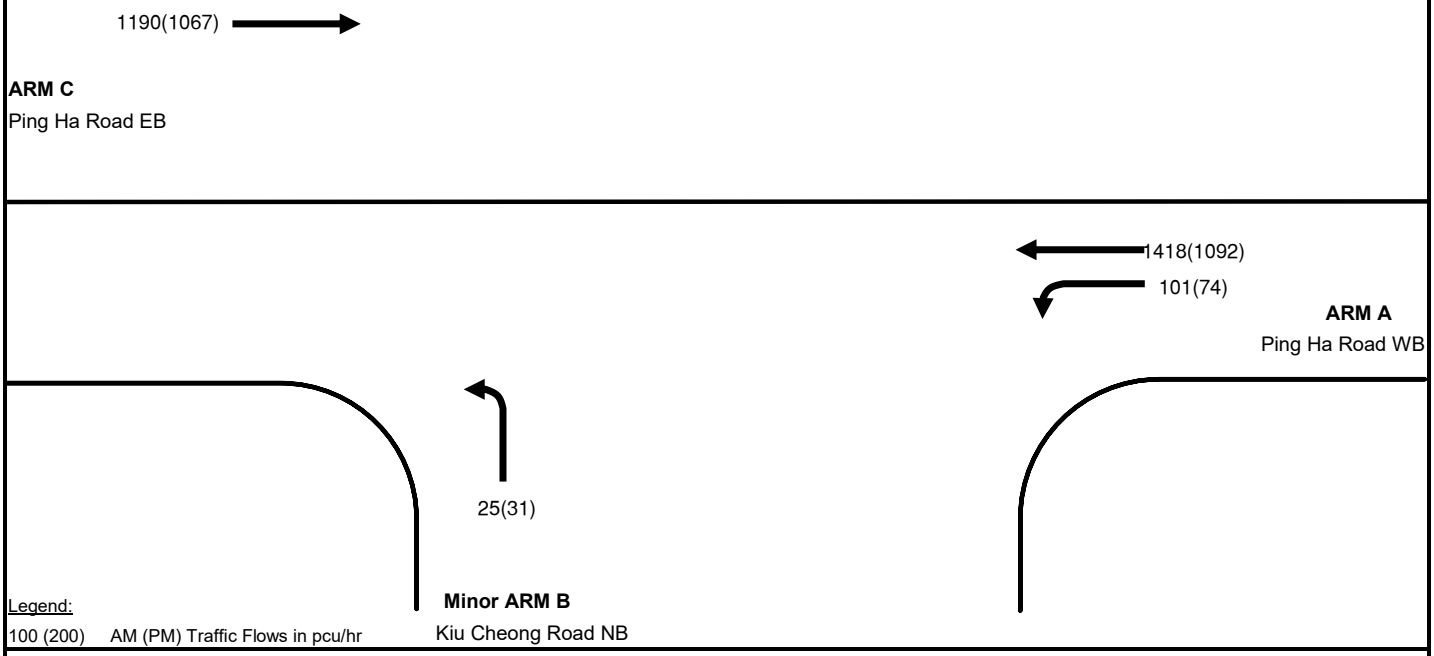
Junction No.: J06

Priority Junction Capacity Calculation

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Junction: Ping Ha Road / Kiu Cheong Road | Junction No.: J7

Scenario: Observed | Design Year: 2025



Legend:
100 (200) AM (PM) Traffic Flows in pcu/hr

GEOMETRY

Major road width	W	14.8 m	Lane widths	w(b-a)	0.0	m
Central Reserve width	Wcr	0.0 m		w(b-c)	4.7	m
2 Lane Minor Arm (Y/N)		N		w(c-b)	0.0	m
Visibilities	Vr(b-a)	0 m	Calculated	D	0.53	
	Vl(b-a)	0 m		E	1.18	
	Vr(b-c)	200 m		F	0.59	
	Vr(c-b)	0 m		Y	0.49	

ANALYSIS

		AM	PM
Traffic Flows	q(c-a)	1190	1067
	q(c-b)	0	0
	q(a-b)	101	74
	q(a-c)	1418	1092
	q(b-a)	0	0
	q(b-c)	25	31
	f	1.00	1.00
Capacities	Q(b-a)	124	163
	Q(b-c)	570	641
	Q(c-b)	277	314
	Q(b-ac)	570	641
Design Flow to Capacity (DFC)	b-a	0.00	0.00
	b-c	0.04	0.05
	c-b	0.00	0.00
	b-ac	0.04	0.05
Critical DFC		**0.04**	**0.05**

Where Vl and Vr are visibility distances to the left or right of the respective streams

D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(Vl(b-a)-150))

E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))

F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))

Y = 1-0.0345W

f = proportion of minor traffic turning left

Q (b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)

TPDM Vol 2.4
Appendix 1

Appendix B

Gazetted Road Works under HSK/HT NDA near Application Site

北

818000 E

818200 E

834200 N

834000 N

833800 N

PING HA ROAD 屏廈路

HUNG TIN ROAD 洪天路

HUNG TIN ROAD 洪天路

KIU CHEONG ROAD 橋昌路

+3.5

+8.0

+7.0

港鐵（屯馬綫）MTR (TUEN MA LINE)

ROAD L9 L9路

行人天橋高架部分的展示可參見圖則
編號 278463/RD/GZ/117之插圖 'J'
FOR ELEVATED PORTION OF FOOTBRIDGE,
SEE INSET 'J' ON PLAN NO.
278463/RD/GZ/117

插圖 'J'
INSET 'J'

SHEK PO EAST ROAD 石坡東路

連接線
CUT LINE
PLAN NO. 278463/RD/GZ/117
圖則編號

連接線
CUT LINE
PLAN NO. 278463/RD/GZ/119
圖則編號

連接線 B
CUT LINE B
SEE INSET B PLAN NO. 278463/RD/GZ/107
見插圖 B 圖則編號

插圖 'B'
INSET 'B'

816600 E

816800 E

832600 N

832400 N

832200 N

連接線 D
CUT LINE D
SEE INSET B PLAN NO. 278463/RD/GZ/115
見插圖 B 圖則編號

連接線 C
CUT LINE C
SEE INSET B PLAN NO. 278463/RD/GZ/108
見插圖 B 圖則編號

D6 路 隧道部分
UNDERPASS PORTION FOR ROAD D6
比例 SCALE 1:1000 @ A1

註釋:
NOTES:

1. 除另有指明外，所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

2. 所有水平均為約數，以米為單位，並在香港主水平基準以上。
ALL LEVELS ARE APPROXIMATE VALUES AND IN METRES ABOVE HONG KONG PRINCIPAL DATUM.

3. 如有需要，施工區界限內之部分現有地面／高架行車道、行人路、單車徑、美化市容地帶／路旁帶及中央分隔帶／安全島／交通島的部分路段／範圍或其部分或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE/ELEVATED CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS, AMENITY AREAS/VERGES, CENTRAL RESERVES/ REFUGE ISLANDS/TRAFFIC ISLANDS OR PARTS THEREOF WITHIN THE LIMIT OF WORKS AREA MAY BE TEMPORARILY CLOSED IN PHASES AS AND WHEN REQUIRED.

4. 如有需要，斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED OUT WITHIN THE LIMIT OF WORKS AREA AS AND WHEN REQUIRED.

5. 圖例載於圖則第278463/RD/GZ/LEG號。
LEGEND IS SHOWN ON PLAN NO. 278463/RD/GZ/LEG.

工程名稱 PROJECT TITLE
工務計劃項目第7787CL號(部分)及第7829CL號
洪水橋／厦村新發展區
前期工程第三期及第二階段工程－工地平整和基礎設施
PWP ITEM NOS. 7787CL (PART) AND 7829CL
HUNG SHUI KIU / HA TSUEN NEW DEVELOPMENT AREA ADVANCE WORKS PHASE 3 AND STAGE 2 WORKS - SITE FORMATION AND ENGINEERING INFRASTRUCTURE

圖則名稱 PLAN TITLE
根據《道路(工程、使用及補償)條例》(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS (WORKS, USE AND COMPENSATION) ORDINANCE (CHAPTER 370)

十九張之第十八張
SHEET 18 OF 19

圖則編號 PLAN NO. 278463/RD/GZ/118

比例 SCALE 1:1000 @ A1

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

Filename : J:\278000\278463 CE 1-2020 HSK-HT NDA-DC\05_Int_Proj_Data\05-03_BIM\02-Drawing\Civil\Sketch\Gazette\278463_RD_GZ_118.dgn

圖例:
LEGEND:

施工區界限
LIMIT OF WORKS AREA

擬建地面行車道
PROPOSED AT-GRADE CARRIAGEWAY

擬建高架行車道
PROPOSED ELEVATED CARRIAGEWAY

擬建低於地面行車道
PROPOSED DEPRESSED CARRIAGEWAY

擬建行車隧道
PROPOSED VEHICULAR UNDERPASS

擬建地面行人路
PROPOSED AT-GRADE FOOTPATH

擬建高架行人路
PROPOSED ELEVATED FOOTPATH

擬建行人天橋
PROPOSED FOOTBRIDGE

擬建行人隧道
PROPOSED PEDESTRIAN SUBWAY

擬建地面單車徑
PROPOSED AT-GRADE CYCLE TRACK

擬建高架單車徑
PROPOSED ELEVATED CYCLE TRACK

擬建單車徑隧道
PROPOSED CYCLE TRACK SUBWAY

擬建單車停泊處
PROPOSED CYCLE PARKING AREA

擬建車輛進出口通道
PROPOSED RUN-IN/RUN-OUT

擬建行人過路處
PROPOSED PEDESTRIAN CROSSING

擬建中央分隔帶/安全島/交通島
PROPOSED CENTRAL RESERVE/
REFUGE ISLAND/TRAFFIC ISLAND

擬建行車隧道中央分隔帶
PROPOSED VEHICULAR UNDERPASS
CENTRAL RESERVE

擬建美化市容地帶/路旁帶
PROPOSED AMENITY AREA/VERGE

擬建重置通道
PROPOSED REPROVISIONED ACCESS

擬建升降機
PROPOSED LIFT

擬建樓梯
PROPOSED STAIRCASE

擬建隔音屏障
PROPOSED NOISE BARRIER

擬建斜坡
PROPOSED SLOPE

擬建擋土牆
PROPOSED RETAINING WALL

現有地面/高架行車道將永久封閉並改建為行人路
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY
TO BE PERMANENTLY CLOSED AND CONVERTED
INTO FOOTPATH

現有地面/高架行車道將永久封閉並改建為單車徑
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY
TO BE PERMANENTLY CLOSED AND CONVERTED
INTO CYCLE TRACK

現有地面/高架行車道將永久封閉並改建為單車停泊處
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY TO BE
PERMANENTLY CLOSED AND CONVERTED INTO
CYCLE PARKING AREA

現有地面/高架行車道將永久封閉並改建為
中央分隔帶/安全島/交通島
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY
TO BE PERMANENTLY CLOSED AND CONVERTED
INTO CENTRAL RESERVE/REFUGE ISLAND/
TRAFFIC ISLAND

現有地面/高架行車道將永久封閉並改建為
美化市容地帶/路旁帶
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY
TO BE PERMANENTLY CLOSED AND CONVERTED
INTO AMENITY AREA/VERGE

現有地面/高架行車道將永久封閉並改建為重置通道
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY
TO BE PERMANENTLY CLOSED AND CONVERTED
INTO REPROVISIONED ACCESS

現有行人路將永久封閉並改建為地面行車道
EXISTING FOOTPATH TO BE PERMANENTLY
CLOSED AND CONVERTED INTO AT-GRADE
CARRIAGEWAY

現有行人路將永久封閉並改建為單車徑
EXISTING FOOTPATH TO BE PERMANENTLY
CLOSED AND CONVERTED INTO CYCLE TRACK

現有行人路將永久封閉並改建為單車停泊處
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED
AND CONVERTED INTO CYCLE PARKING AREA

現有行人路將永久封閉並改建為中央分隔帶/
安全島/交通島
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED
AND CONVERTED INTO CENTRAL RESERVE/
REFUGE ISLAND/TRAFFIC ISLAND

現有行人路將永久封閉並改建為美化市容地帶/路旁帶
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED
AND CONVERTED INTO AMENITY AREA/VERGE

現有行人路將永久封閉並改建為低於地面行車道
EXISTING FOOTPATH TO BE PERMANENTLY CLOSED
AND CONVERTED INTO DEPRESSED CARRIAGEWAY

現有通道將永久封閉並改建為地面行車道
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有通道將永久封閉並改建為行人路
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO FOOTPATH

現有通道將永久封閉並改建為單車徑
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO CYCLE TRACK

現有通道將永久封閉並改建為單車停泊處
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO CYCLE PARKING AREA

現有通道將永久封閉並改建為中央
分隔帶/安全島/交通島
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO CENTRAL RESERVE/
REFUGE ISLAND/TRAFFIC ISLAND

現有通道將永久封閉並改建為美化市容地帶/路旁帶
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO AMENITY AREA/VERGE

現有通道將永久封閉並改建為重置通道
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO REPROVISIONED ACCESS

現有通道將永久封閉並改建為低於地面行車道
EXISTING ACCESS ROAD TO BE PERMANENTLY CLOSED
AND CONVERTED INTO DEPRESSED CARRIAGEWAY

現有單車徑將永久封閉並改建為地面行車道
EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED
AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有單車徑將永久封閉並改建為行人路
EXISTING CYCLE TRACK TO BE PERMANENTLY
CLOSED AND CONVERTED INTO FOOTPATH

現有單車徑將永久封閉並改建為美化市容地帶/路旁帶
EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED
AND CONVERTED INTO AMENITY AREA/VERGE

現有單車徑將永久封閉並改建為中央
分隔帶/安全島/交通島
EXISTING CYCLE TRACK TO BE PERMANENTLY CLOSED
AND CONVERTED INTO CENTRAL RESERVE/
REFUGE ISLAND/TRAFFIC ISLAND

現有中央分隔帶/安全島/交通島將永久封閉並
改建為地面行車道
EXISTING CENTRAL RESERVE/REFUGE ISLAND/
TRAFFIC ISLAND TO BE PERMANENTLY CLOSED AND
CONVERTED INTO AT-GRADE CARRIAGEWAY

現有中央分隔帶/安全島/交通島將永久封閉並
改建為美化市容地帶/路旁帶
EXISTING CENTRAL RESERVE/REFUGE ISLAND/
TRAFFIC ISLAND TO BE PERMANENTLY CLOSED AND
CONVERTED INTO AMENITY AREA/VERGE

現有美化市容地帶/路旁帶將永久封閉並改建為地面行車道
EXISTING AMENITY AREA/VERGE TO BE PERMANENTLY
CLOSED AND CONVERTED INTO AT-GRADE CARRIAGEWAY

現有美化市容地帶/路旁帶將永久封閉並改建為行人路
EXISTING AMENITY AREA/VERGE TO BE PERMANENTLY
CLOSED AND CONVERTED INTO FOOTPATH

現有美化市容地帶/路旁帶將永久封閉並改建為單車徑
EXISTING AMENITY AREA/VERGE TO BE PERMANENTLY
CLOSED AND CONVERTED INTO CYCLE TRACK

現有美化市容地帶/路旁帶將永久封閉並改建為單車停泊處
EXISTING AMENITY AREA/VERGE TO BE PERMANENTLY
CLOSED AND CONVERTED INTO CYCLE PARKING AREA

現有美化市容地帶/路旁帶將永久封閉並改建為中央分隔帶/
安全島/交通島
EXISTING AMENITY AREA/VERGE TO BE PERMANENTLY
CLOSED AND CONVERTED INTO CENTRAL RESERVE/
REFUGE ISLAND/TRAFFIC ISLAND

現有港鐵屯馬綫緊急救援入口將永久封閉並改建為行車道
EXISTING MTR TUEN MA LINE EMERGENCY ACCESS
POINT TO BE PERMANENTLY CLOSED AND CONVERTED
INTO CARRIAGEWAY

現有港鐵屯馬綫緊急救援入口將永久封閉並改建為行人路
EXISTING MTR TUEN MA LINE EMERGENCY ACCESS
POINT TO BE PERMANENTLY CLOSED AND CONVERTED
INTO FOOTPATH

現有港鐵屯馬綫緊急救援入口將永久封閉並改建為
中央分隔帶/安全島/交通島
EXISTING MTR TUEN MA LINE EMERGENCY ACCESS
POINT TO BE PERMANENTLY CLOSED AND CONVERTED
INTO CENTRAL RESERVE/REFUGE ISLAND/TRAFFIC
ISLAND

現有港鐵屯馬綫緊急救援入口將永久封閉並改建為
美化市容地帶/路旁帶
EXISTING MTR TUEN MA LINE EMERGENCY ACCESS
POINT TO BE PERMANENTLY CLOSED AND CONVERTED
INTO AMENITY AREA/VERGE

現有斜坡將拆卸並改建為地面行車道
EXISTING SLOPE TO BE DEMOLISHED AND
CONVERTED INTO AT-GRADE CARRIAGEWAY

現有斜坡將拆卸並改建為行人路
EXISTING SLOPE TO BE DEMOLISHED AND
CONVERTED INTO FOOTPATH

現有斜坡將拆卸並改建為單車徑
EXISTING SLOPE TO BE DEMOLISHED AND
CONVERTED INTO CYCLE TRACK

現有斜坡將拆卸並改建為中央分隔帶/
安全島/交通島
EXISTING SLOPE TO BE DEMOLISHED AND
CONVERTED INTO CENTRAL RESERVE/
REFUGE ISLAND/TRAFFIC ISLAND

現有斜坡將拆卸並改建為美化市容地帶/路旁帶
EXISTING SLOPE TO BE DEMOLISHED AND
CONVERTED INTO AMENITY AREA/VERGE

現有斜坡將拆卸並改建為重置通道
EXISTING SLOPE TO BE DEMOLISHED AND
CONVERTED INTO REPROVISIONED ACCESS

現有地面/高架行車道將永久封閉並拆卸
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY
TO BE PERMANENTLY CLOSED AND DEMOLISHED

現有行人路將永久封閉並拆卸
EXISTING FOOTPATH TO BE PERMANENTLY
CLOSED AND DEMOLISHED

現有通道將永久封閉並拆卸
EXISTING ACCESS ROAD TO BE PERMANENTLY
CLOSED AND DEMOLISHED

現有中央分隔帶/安全島/交通島將永久封閉並拆卸
EXISTING CENTRAL RESERVE/REFUGE ISLAND/
TRAFFIC ISLAND TO BE PERMANENTLY CLOSED
AND DEMOLISHED

現有地面/高架行車道將暫時封閉並重建
EXISTING AT-GRADE/ELEVATED CARRIAGEWAY
TO BE TEMPORARILY CLOSED AND RECONSTRUCTED

現有行人路將暫時封閉並重建
EXISTING FOOTPATH TO BE TEMPORARILY
CLOSED AND RECONSTRUCTED

現有單車徑將暫時封閉並重建
EXISTING CYCLE TRACK TO BE TEMPORARILY
CLOSED AND RECONSTRUCTED

現有中央分隔帶/安全島/交通島將暫時封閉並重建
EXISTING CENTRAL RESERVE/REFUGE ISLAND/
TRAFFIC ISLAND TO BE TEMPORARILY CLOSED
AND RECONSTRUCTED

現有美化市容地帶/路旁帶將暫時封閉並重建
EXISTING AMENITY AREA/VERGE TO BE TEMPORARILY
CLOSED AND RECONSTRUCTED

行車線(每一箭嘴表示一條行車線)
TRAFFIC LANE (ONE ARROW REPRESENTS ONE LANE)

+8.8 行人路/隧道/地面/高架行車道之建議路面水平(約數)
PROPOSED ROAD LEVEL OF FOOTPATH/UNDERPASS/
AT-GRADE/ELEVATED CARRIAGEWAY (APPROXIMATE)

註釋:
NOTES:

1. 除另有指明外,所有量度以米為單位。
ALL DIMENSIONS ARE IN METRES
UNLESS OTHERWISE STATED.

2. 所有水平均為約數,以米為單位,並在香港主水平基準以上。
ALL LEVELS ARE APPROXIMATE VALUES AND
IN METRES ABOVE HONG KONG PRINCIPAL DATUM.

3. 如有需要,施工區界限內之部分現有地面/高架行車道、行人路、單車徑、美化市容地帶/路旁帶及中央分隔帶/安全島/交通島的部分路段/範圍或其部分或會分階段暫時封閉。
SECTIONS OF THE EXISTING AT-GRADE/ELEVATED
CARRIAGEWAYS, FOOTPATHS, CYCLE TRACKS,
AMENITY AREAS/VERGES, CENTRAL RESERVES/
REFUGE ISLANDS/TRAFFIC ISLANDS OR PARTS
THEREOF WITHIN THE LIMIT OF WORKS AREA MAY
BE TEMPORARILY CLOSED IN PHASES AS AND WHEN
REQUIRED.

4. 如有需要,斜坡穩固工程或會在施工區界限之內進行。
SLOPE STABILIZATION WORKS MAY BE CARRIED
OUT WITHIN THE LIMIT OF WORKS AREA AS AND
WHEN REQUIRED.

工程名稱 PROJECT TITLE
工務計劃項目第7787CL號(部分)及
第7829CL號
洪水橋/厦村新發展區
前期工程第三期及第二階段工程 -
工地平整和基礎設施
PWP ITEM NOS. 7787CL (PART) AND
7829CL
HUNG SHUI KIU / HA TSUEN
NEW DEVELOPMENT AREA ADVANCE WORKS
PHASE 3 AND STAGE 2 WORKS -
SITE FORMATION AND ENGINEERING
INFRASTRUCTURE

圖則名稱 PLAN TITLE
根據《道路(工程、使用及補償)條例》
(第370章)而在憲報公布之圖則
PLAN FOR GAZETTING UNDER ROADS
(WORKS, USE AND COMPENSATION)
ORDINANCE (CHAPTER 370)

圖則編號 PLAN NO.
278463/RD/GZ/LEG

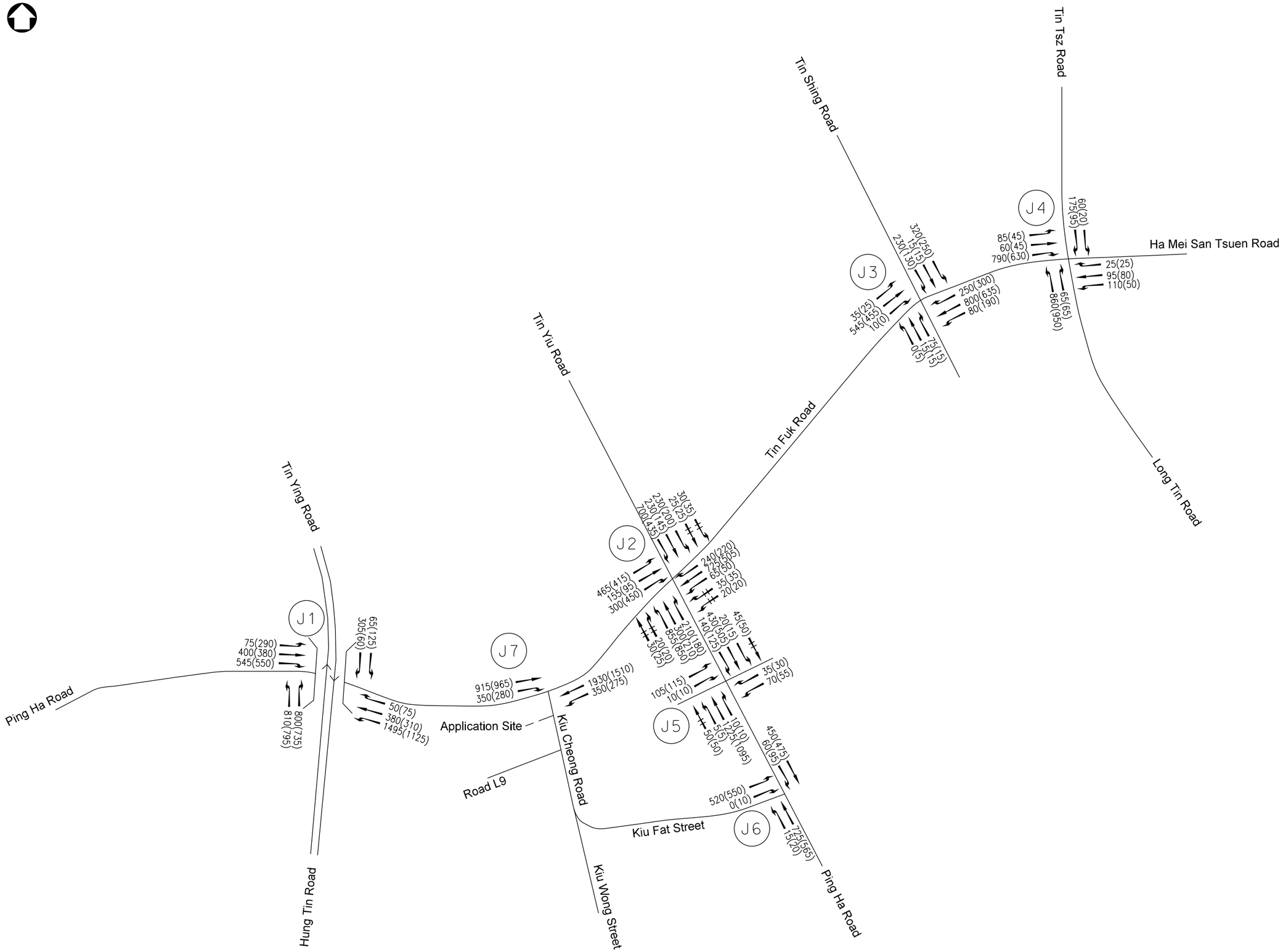
比例 SCALE
-

辦事處 OFFICE
西拓展處
WEST DEVELOPMENT OFFICE

土木工程拓展署
CIVIL ENGINEERING AND
DEVELOPMENT DEPARTMENT

Filename : J:\278000\278463_CE_1-2020_HSK-HT_NDA-DC\05_Int_Proj_Data\05-03_BIM\02-Drawing\Civil\Sketch\Gazette\278463_RD_GZ_LEG.DGN

Appendix C
Anticipated Traffic Flows in Design Year (Year 2033)



LEGEND:

Peak hour vehicular traffic flow in PCUs/Hr (rounded to nearest 5)

100 (100) → ⫽→ Turning Movement (LRT) / Turning Movement / PM / AM

Rev.	Date	Drawn	Description	Checked	Approved
–	APR 2026	AN	FIRST ISSUE	AM	SW

Employer

Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

YEAR 2033 TRAFFIC FLOWS – BASELINE SCHEME

Consultant

asia infrastructure solutions

Designed	–	Checked	AM
Drawn	AN	Approved	SW

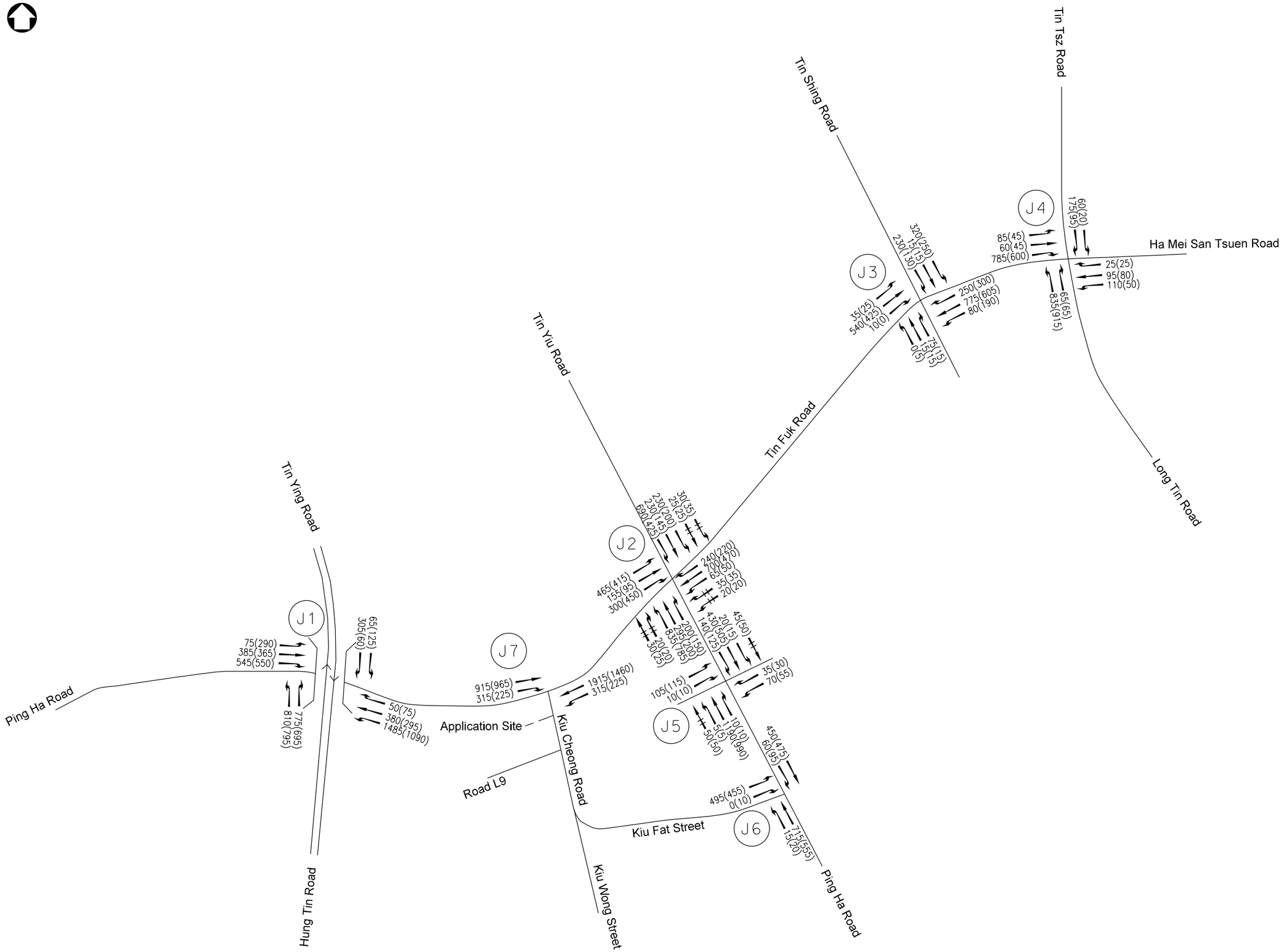
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Drawing No.

FIGURE 1

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LEGEND:

Peak hour vehicular traffic flow in PCUs/Hr (rounded to nearest 5)

100 (100)

- Turning Movement (LRT)
- Turning Movement
- PM
- AM

Rev.	Date	Drawn	Description	Checked	Approved
–	APR 2026	AN	FIRST ISSUE	AM	SW

Employer

Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

YEAR 2033 TRAFFIC FLOWS – PROPOSED SCHEME

Consultant

asia infrastructure solutions

Designed	–	Checked	AM
Drawn	AN	Approved	SW

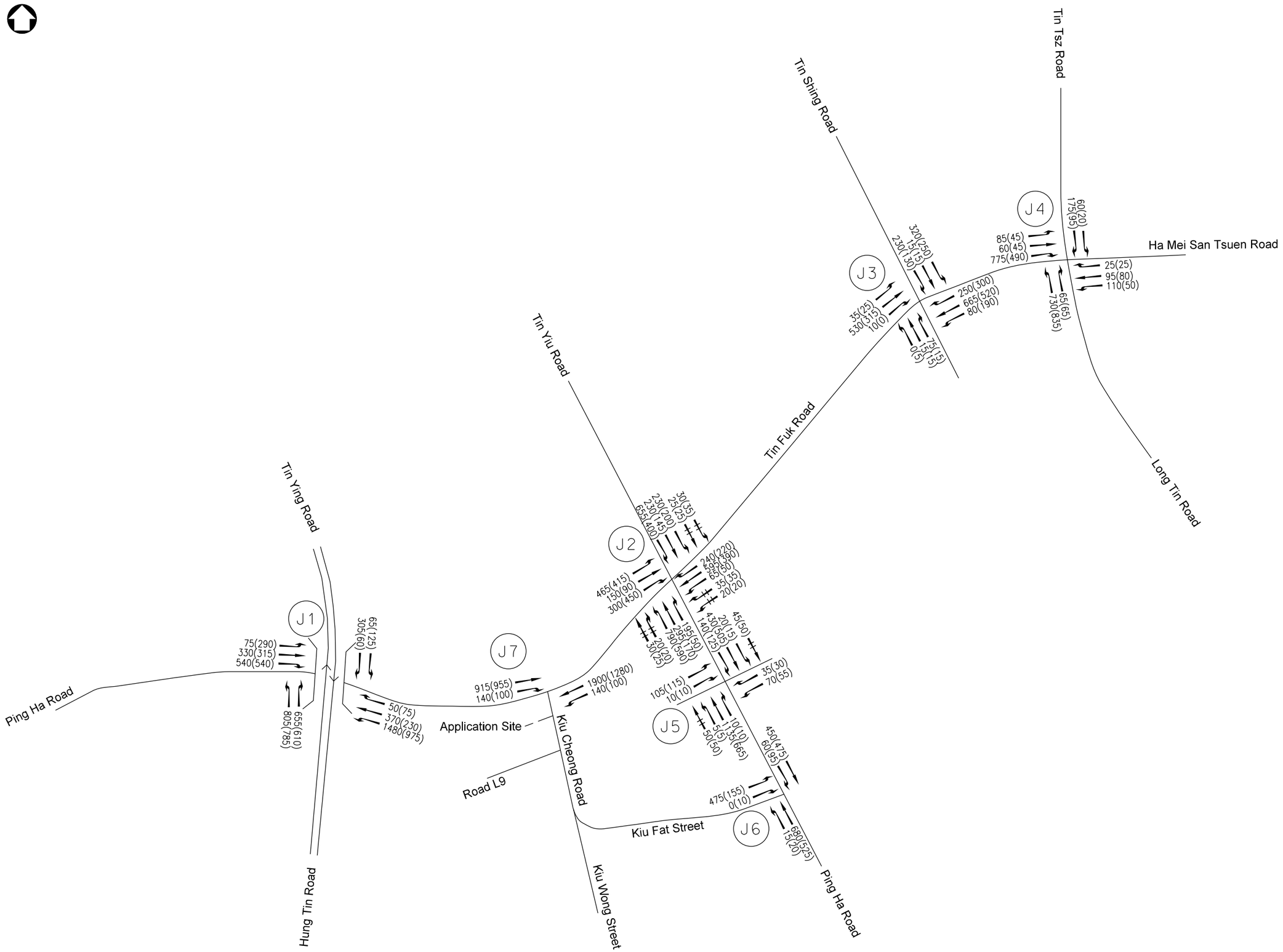
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–		DESIGN DRAWING	–

Drawing No.

FIGURE 2

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LEGEND:

Peak hour vehicular traffic flow in PCUs/Hr (rounded to nearest 5)

100 (100)

Turning Movement (LRT)

Turning Movement

PM

AM

Rev.	Date	Drawn	Description	Checked	Approved
–	APR 2026	AN	FIRST ISSUE	AM	SW

Employer

Project

SECTION 16 APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

Title

YEAR 2033 TRAFFIC FLOWS – PROPOSED SCHEME WITH SENSITIVITY TEST

Consultant

asia infrastructure solutions

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–		DESIGN DRAWING	–

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FIGURE 3

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Appendix E –

Environmental Assessment

SECTION 16 PLANNING APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT AT LOT NO 4354 IN DD124, KIU TAU WAI, YUEN LONG

ENVIRONMENTAL ASSESSMENT

Date	June 2026
Prepared by	**Kyle Kam/ Carman Lee / Krystal Ng** **Environmental Consultant/ Assistant Environmental Consultant**
Signed	
Approved by	**Tony Cheng** **Senior Manager**
Signed	
Project Reference	**SHKKTWCDHA00**
Document No.	**R10044_v1.1_txt.docx**

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1. INTRODUCTION

1.1 Background

1.1.1 The Application Site is located at lot no. 4354 in D.D. 124, Kiu Tau Wai, Ping Shan. It falls within an area zoned "Commercial (2)" ("C(2)") on the Hung Shui Kiu and Ha Tsuen Outline Zoning Plan (OZP) No. S/HSK/3.

1.1.2 This planning application is submitted to seek permission from the Town Planning Board (the Board) in support of a proposed mixed- use development with residential and commercial uses and minor relaxation of building height restrictions.

1.1.3 To support this planning application, Ramboll Hong Kong Limited has been commissioned by the Applicant to conduct the Environmental Assessment to demonstrate the feasibility of the proposed development from environmental point of view. Architectural drawings and technical information of the developments are provided by the Project Architect.

1.2 Application Site and its Environs

1.2.1 The Application Site is currently zoned "C(2)" under the Hung Shui Kiu and Ha Tsuen OZP (No.: S/HSK/3). According to the OZP, the area surrounding the Subject Site is mostly zoned "C(2)" or "Other Specified Uses (Mixed-Use)" ("OU(MU)") to the west and to the south with the Tuen Ma Line viaduct located in between. To the north of the Subject Site, Ping Ha Road is immediate abutting with the existing residential use, Tin Shing Court located further north. **Figure 1.1** shows the location of the Application Site and its environs.

1.3 Proposed Development

1.3.1 The Proposed Development consists of a five-storey podium accommodating retail facilities and an above-ground car park, with a roughly triangular footprint aligning with the Application Site boundary. Above the podium, two residential towers (each reaching not more than 160 mPD) are positioned on the northern portion of the site, while a single office tower, rising to about 106 mPD, is located on the southern portion. A pedestrian footbridge at the 1/F level connects the podium directly to another existing footbridge accessing Tin Shui Wai Station. The master layout plan and sections of the Proposed Development are shown in **Appendix 1.1**.

1.3.2 The tentative completion year of the Proposed Development is 2030.

1.4 Concurrent Project

1.4.1 Concurrent projects in the vicinity of the Project are identified. The implementation of individual project would be subject to further development and subsequent actions of the respective project proponent.

Hung Shui Kiu and Ha Tsuen New Development Area (HSK/HT NDA)

1.4.2 Planning Department published the Hung Shui Kiu and Ha Tsuen Outline Development Plan No. D/HSK/2 in August 2024, which includes the Application Site.

1.4.3 The future road network and the uses under the HSK/HT NDA are considered in this study.

1.5 Environmental Appraisal of the Development Site

Noise - Road Traffic Noise

1.5.1 The nearby carriageways such as Ping Ha Road, Hung Tin Road and some future roads may impose potential road traffic noise impact on the Proposed Development. Practical noise mitigation measures would be recommended where required. The details will be discussed in **Section 2**.

Noise – Railway Noise

1.5.2 The Tuen Ma Line viaduct is located south of the Application Site and may impose railway noise impact on the Proposed Development. Proactive layout design, such as using the office tower as noise barrier for the residential tower behind, and localized layout design to minimize the angle of view from the residential units to the Tuen Ma Line viaduct, have been incorporated into the Master Layout Design. On-site measurement on the operational noise of the Tuen Ma Line viaduct has been carried out providing the information for evaluating the potential railway noise impact upon the residential towers. Practical noise mitigation measures would be recommended where required. The details will be discussed in **Section 3**.

Air Quality

1.5.3 According to site survey conducted in Dec 2025, no chimney or industrial activity is identified within 200m of the Application Site.

1.5.4 With respect to the potential vehicular emission impact, a qualitative air quality impact assessment has been conducted (refer to **Section 4**) to recommend the necessary air buffer distance from the nearest road to the Development Site according to HKPSG.

1.5.5 During the construction phase, the potential air quality impacts would be mainly caused by the air pollutant emissions generated during construction activities. A qualitative air quality impact assessment for construction phase is prepared and will be discussed in **Section 4**.

Fixed Noise Impact

1.5.6 The fixed noise sources within the Application Site (e.g. ventilation system, the exhaust and the control of emission of oily fume and cooling odour of the commercial use of the Proposed Development) may have potential fixed noise impact on the NSRs of the Proposed Development or the surrounding noise sensitive receivers (NSRs). The design of these future noise sources should follow the requirements of the HKPSG Chapter 9, such that the Noise Control Ordinance (NCO) should be met so that the surrounding NSRs would not be subject to significant noise impact. Mitigation measures (such as enclosure and acoustic louvre) may be required to be considered during the detailed design.

1.5.7 According to OZP, the Sites to the immediate west and south are zoned "C(2)"for commercial use. The current use of the Sites to the north and east is residential use. As such, it is considered that the future residents during the operation of the proposed development is unlikely to be subject to industrial impact. There is no external noise sources, such as chillers, identified to the south of the Tuen Ma Line during the site visits in Nov 2025. From site visits, these Sites are currently occupied by temporary structures and car services centres for car parking or the activities carried out at indoor. It is considered that these structures would not induce any adverse noise impact to the Proposed Development which has a proposed commercial tower located at the southern portion of the Application Site.

1.5.8 From the site visit, within 300m study area, there are some chillers at the roof top of the existing Ping Shan Tin Shui Wai Leisure and Cultural Building which is around 290m

to the east of the Application Site. In between the Ping Shan Tin Shui Wai Leisure and Cultural Building and the Application Site is the Ping Yan Court. As compared with Ping Yan Court, the Proposed Development has a comparatively longer buffer distance away from the leisure and cultural building. Therefore, it is considered that the chillers would not induce any significant impact upon the Proposed Development.

1.5.9 Similarly, there are two chillers at the roof top of the Ping Yan Shopping Centre, which is around 210m east of the Application Site. Since the Ping Yan Court is located in between these two chillers and the Proposed Development, it is also considered that these chillers would not induce any significant impact upon the Proposed Development.

1.5.10 To the west of the site, around 250m, there is an enclosed Ha Tsuen Sewage Pumping Station. During the site visit carried in Nov 2025, no noticeable noise was heard along the site boundary of the pumping station. Also, Tin Shing Court is located closer to the pumping station than the Proposed Development, it is also considered that the pumping station would not induce any significant impact upon the Proposed Development.

1.5.11 In addition, the chillers of the Tin Shui Wai Station are located over 300m (~ 505m away from the Application Site). It is also considered that these chillers would not induce any significant impact upon the Proposed Development.

1.5.12 In general, as compared to the existing noise sensitive uses, the Proposed Development has a comparatively longer buffer distance from the identified fixed noise sources. Therefore, it would not be subject to significant operation phase noise impact.

Waste Management

1.5.13 Potential waste management issues in connection with construction and operation of the Project will be discussed in **Section 6**. It also recommends mitigation measures to alleviate impacts, where necessary.

2. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

2.1 Introduction

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

2.2 Assessment Criteria

2.2.1 Noise standards are recommended in the HKPSG for planning against possible noise impact from road traffic.

2.2.2 The Proposed Development includes domestic dwellings and clubhouse. Clubhouse will be provided with centralized air conditioning system with proper insulation and will not rely on openable window for ventilation. Domestic dwellings will rely on openable window for ventilation. According to the guidelines, the maximum noise level from road traffic, measured in terms of L_{10} (1-hr), is recommended to be 70 dB(A) at typical facades of new dwellings.

2.3 Assessment Methodology

2.3.1 The methodology involves the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows on existing and future road carriageways in the vicinity of the Proposed Development.

2.3.2 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" was applied to predict the hourly L_{10} noise level generated from road traffic at selected representative facades (NSRs) of the Proposed Development. The predicted noise levels were then compared with the HKPSG noise criterion for assessing the impact.

2.3.3 Based on the tentative completion year of the development (Year 2030), traffic forecast for the Year 2045 on the road carriageways in the vicinity of the Development Site, which has the maximum traffic projection within 15 years from the completion of the Development Site, was provided by the project traffic consultant for prediction of the worst-case traffic noise impact. The projected traffic flows and vehicle composition of the road carriageways provided by the project traffic consultant are shown in **Appendix 2.1**.

2.3.4 Reply from Transport Department (TD) on the methodology adopted for the traffic forecast and the confirmation letter from traffic consultant on the validity of the traffic data will be provided when available.

2.3.5 As shown in **Appendix 2.2**, two sets of the traffic flow (AM peak and PM peak) are provided and the assessment on both set of traffic data have been tested.

2.4 Road Characteristics

2.4.1 In this assessment, all roads are assumed as impervious surface with a speed limit of 50km/hr. The information on traffic volume and percentage of heavy vehicle using these roads is shown in **Appendix 2.1**.

2.5 Noise Sensitive Receivers

2.5.1 Residential dwellings with openable windows/ doors for prescribed ventilation purposed, are selected as noise sensitive receivers (NSRs). The assessment points of NSRs are taken 1.2m above the floors and 1m away from the facades of openable windows (which would be used for ventilation purpose). Locations of planned NSRs for the road traffic noise impact assessment are shown in **Figure 2.1**.

2.6 Noise Mitigation Measures Incorporated under Base Case Scenario

2.6.1 Noise mitigation measures have been duly studied and applied where practicable.

a. *Podium*

2.6.2 A podium (from +23.5 to 32.5mPD) has been provided to the Application Site. The podium would provide some shielding effects and increase the separation between the noise sources for the residential units.

b. *Fixed Glazing with/without Maintenance Window*

2.6.3 For those window façades that are not necessary to serve ventilation purpose yet exposed to adverse road traffic noise, fixed glazing with/without maintenance window is proposed. The fixed glazing is not less than 8 mm. It will be equipped with well gasketed maintenance window with a removable handle or key lock system to ensure the maintenance window remains locked except for cleaning and maintenance purpose.

2.7 Assessment Results under Base-case Scenario

2.7.1 The predicted road traffic noise impacts on the planned NSRs for the Base-case Scenario (i.e., without application of any noise mitigation measures) were assessed. The predicted noise levels for the Proposed Development are summarised in **Table 2.1** and shown in **Appendix 2.2**. The assessment results indicated that the predicted noise levels at the façade facing towards the Ping Ha Road would have exceedance during both AM and PM peak in comparing with the noise criteria as stipulated in Table 4.1 of the Chapter 9 of the HKPSG road traffic noise standards (i.e. 70dB(A)).

Table 2.1 Predicted Road Traffic Noise Assessment Result (Base-case Scenario)

	AM Peak	PM Peak
Total Number of Units	1140	1140
Total Number of Exceedances	530	520
Predicted Maximum Noise Level, dB(A)	76	76
% of Compliance	54%	54%

2.7.2 Based on the result table above, scenario for AM peak flow is considered to be the worst-case scenario. Noise mitigation measures are recommended for the Proposed Development based on the AM scenario to attenuate the road traffic noise impact.

2.8 Consideration of Noise Mitigation Measures for Proposed Development

2.8.1 Noise mitigation measures have been duly studied and applied where practicable, so that the predicted noise level at the Noise Sensitive Receivers to comply with the recommended traffic noise level stipulated into the Hong Kong Standard and Guidelines, i.e. 70 dB(A). A schedule of noise mitigation measures is tabulated in **Table 2.2**.

Innovative Noise Mitigation Measure

2.8.2 Innovative noise mitigation measures in terms of acoustic balcony (Baffle Type) and various design of acoustic window (baffle type) have been proposed to further mitigate

the traffic noise exceedance after the provision of the traditional mitigation measures above. The design of the innovative noise mitigation measures mentioned in below are referred to other project information which has been approved by EPD. Details of the innovative noise mitigation measures are described at below.

a. Acoustic Window (Baffle Type)- Tin Shui Wai Town Lot No. 34 [Case ID: AB(BT)-TSW34]

2.8.3 The reference acoustic window and balcony design in EPD-Practice note (ProPECC 5/23) [EPD-PN] have been made to adopt in first place for the Proposed Development. However, some major parameters in EPD-PN cannot be followed (i.e., outer/inner opening is much larger than the EPD-PN etc.), reference cases from other developments are therefore adopted.

2.8.4 Acoustic window [AW(BT)-TSW34] are proposed and the noise attenuation performance are referenced to a development project at TSWTL No. 34 (Wetland Season Park) (hereafter referred as "TSW34"), which was completed at year 2020. The project owner of TSW34 and this project is the same. The noise attenuation performance provided by the AW(BT)-TSW34 are obtained via mock-up test which has been approved by EPD.

2.8.5 The AW(BT) in TSW34 refers to the type of window that has an inner sliding panel behind the outer opening, both readily openable, for creating an air gap for the supply of fresh air with noise mitigation effect. It comprises two glazing:

i. The outer window system with side hung openable window; and

ii. The inner sliding panel.

For all cases, the air gap will be maintained at 100mm.

2.8.6 The "designed setting" to reduce noise entering indoor area is achieved by placing the inner sliding panel behind the outer openable window, so that noise from outside cannot pass through the opening and enter indoor area directly. As there is no gap at top and bottom of the sliding panel, direct transmission of sound energy into the habitable room is avoided. Instead, outdoor noise has to pass through the gap between the inner sliding panel and outer façade aside the opening in order to enter indoor area. The design allows natural ventilation through the aforementioned gap (although extent of natural ventilation may be inferior to the case without the inner sliding panel behind) and prevent most noise from entering indoor environment. According to the latest PNAP APP-130: "Lighting and Ventilation Requirements – Performance-based Approach", the proposed AB(BT) are considered complying with prescribed ventilation requirement if the net opening when the inner sliding panel is moved to another side with least obstruction to the openable window at the outer façade.

2.8.7 In this study, the use of micro-perforated absorber (MPA) panel and sound absorptive material (SAM) have been proposed where necessary.

- MPA is applied to the inner sliding panel of acoustic balcony (baffle type) wherever necessary (if the case without MPA is found to be inadequate to reduce noise to acceptable level); and

2.8.8 A road traffic noise sound attenuation of acoustic balcony with MPA applied in 4.4m^2 bedrooms of TSW34 reaches 6.3 dB(A). The above noise attenuation performance is obtained via mock-up test which has been approved by EPD.

2.8.9 The configurations of AW(BT)-TSW34 design are shown in **Appendix 2.3**. The configurations will be followed and optimized to suit the Proposed Development. The noise reduction effectiveness of the proposed AW(BT)-TSW34 should not be worse than the reference cases. It is anticipated the proposed AW(BT)-TSW34 should have

at least the same sound transmission loss performance as the reference case. Further, if the room size of the Proposed Development is lower than the reference case in TSW34, room size adjustment is conducted (shown in **Appendix 2.4**), so that the noise reduction will be lowered.

b. Acoustic Balcony (Baffle Type) – Kai Tak NKIL No. 6568 [Case ID: AB(BT)-KT6568]

2.8.10 Acoustic Balcony (Baffle Type) [AB(BT)-KT6568] are proposed and the noise attenuation performance are referenced to a development project at NKIL No. 6568 in Kai Tak (hereafter referred as "KT6568"), which was previously proposed in an approved noise impact report and the KT6568 is under construction. The project owner of KT6568 and this project are the same. The noise attenuation performance provided by the [AB(BT)-KT6568] are obtained via mock-up test which has been approved by EPD.

2.8.11 The AB(BT) in KT6568 refers to the type of balcony that has an inner sliding panel behind the outer opening, both readily openable, for creating an air gap for the supply of fresh air with noise mitigation effect. It comprises two glazing:

i. The outer window system with side hung openable window; and

ii. The inner sliding panel.

For all cases, the air gap will be maintained at 100mm.

2.8.12 The "designed setting" to reduce noise entering indoor area is achieved by placing the inner sliding panel behind the outer openable window, so that noise from outside cannot pass through the opening and enter indoor area directly. As there is no gap at top and bottom of the sliding panel, direct transmission of sound energy into the habitable room is avoided. Instead, outdoor noise has to pass through the gap between the inner sliding panel and outer façade aside the opening in order to enter indoor area. The design allows natural ventilation through the aforementioned gap (although extent of natural ventilation may be inferior to the case without the inner sliding panel behind) and prevent most noise from entering indoor environment. According to the latest PNAP APP-130: "Lighting and Ventilation Requirements – Performance-based Approach", the proposed AB(BT) are considered complying with prescribed ventilation requirement if the net opening when the inner sliding panel is moved to another side with least obstruction to the openable window at the outer façade.

2.8.13 In this study, the use of micro-perforated absorber (MPA) panel and sound absorptive material (SAM) have been proposed where necessary.

- MPA is applied to the inner sliding panel of acoustic balcony (baffle type) wherever necessary (if the case without MPA is found to be inadequate to reduce noise to acceptable level); and

2.8.14 A road traffic noise sound attenuation of acoustic balcony with MPA applied in 11.2m^2 living rooms of KT6568 reaches 6.8 dB(A). The above noise attenuation performance is obtained via mock-up test which has been approved by EPD.

2.8.15 The configurations of AB(BT)-KT6568 design are shown in **Appendix 2.3**. The configurations will be followed and optimized to suit the Proposed Development. The noise reduction effectiveness of the proposed AB(BT)-KT6568 should not be worse than the reference cases. It is anticipated the proposed AB(BT)-KT6568 should have at least the same sound transmission loss performance as the reference case. Further, if the room size of the Proposed Development is lower than the reference case in KT6568, room size adjustment is conducted (shown in **Appendix 2.4**), so that the noise reduction will be lowered.

2.9 Assessment Results under Mitigated Scenario

2.9.1 The predicted road traffic noise impact on the representative NSRs based on the noise mitigation measures discussed above has been assessed.

2.9.2 With practical noise mitigation measures considered and incorporated for implementation as described in **Section 2.8**, all dwellings would have the predicted noise level complying with relevant standard (i.e., $L_{10(1\text{-hour})}$ 70 dB(A)), **Appendix 2.5** shows the assessment result under mitigation scenario.

Table 2.2 Proposed Noise Mitigation Measures

NSR	Room	Floor	Noise Mitigation Measures
T1-01	MBR	4/F- 41/F	AW(BT)-TSW34
T1-02	BR1	4/F- 41/F	AW(BT)-TSW34
T1-03	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T1-04	MBR	4/F- 41/F	AW(BT)-TSW34
T1-05	LIV/DIN	4/F- 41/F	AW(BT)-TSW34
T1-06	BR1	4/F- 32/F	AW(BT)-TSW34
T1-08	MBR	4/F- 41/F	AW(BT)-TSW34
T1-09	BR1	4/F- 41/F	AW(BT)-TSW34
T1-10	BR1	4/F- 41/F	AW(BT)-TSW34
T1-11	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T1-12	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T1-13	BR1	4/F- 41/F	AW(BT)-TSW34
T1-14	MBR	4/F- 41/F	AW(BT)-TSW34
T1-15	MBR	4/F- 41/F	AW(BT)-TSW34
T1-16	BR1	4/F- 41/F	AW(BT)-TSW34
T1-17	BR1	4/F- 41/F	AW(BT)-TSW34
T1-18	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T1-19	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T1-20	BR1	4/F- 41/F	AW(BT)-TSW34
T1-21	MBR	4/F- 41/F	AW(BT)-TSW34
T1-22	LIV/DIN	4/F- 41/F	AB(BT)-KT6568

NSR	Room	Floor	Noise Mitigation Measures
T1-23	BR1	4/F- 41/F	AW(BT)-TSW34
T1-24	BR1	4/F- 41/F	AW(BT)-TSW34
T1-25	MBR	4/F- 41/F	AW(BT)-TSW34
T2-02	MBR	4/F- 41/F	AW(BT)-TSW34
T2-03	BR1	4/F- 41/F	AW(BT)-TSW34
T2-04	BR1	4/F- 41/F	AW(BT)-TSW34
T2-05	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T2-06	MBR	4/F- 41/F	AW(BT)-TSW34
T2-07	BR1	4/F- 41/F	AW(BT)-TSW34
T2-08	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T2-09	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T2-10	BR1	4/F- 41/F	AW(BT)-TSW34
T2-11	BR1	4/F- 41/F	AW(BT)-TSW34
T2-12	MBR	4/F- 41/F	AW(BT)-TSW34
T2-13	MBR	4/F- 41/F	AW(BT)-TSW34
T2-14	BR1	4/F- 41/F	AW(BT)-TSW34
T2-15	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T2-16	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T2-17	MBR	4/F- 41/F	AW(BT)-TSW34
T2-18	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T2-19	BR1	4/F- 41/F	AW(BT)-TSW34
T2-20	BR1	4/F- 41/F	AW(BT)-TSW34
T2-21	MBR	4/F- 41/F	AW(BT)-TSW34
T2-26	BR1	7/F- 13/F	AW(BT)-TSW34
T2-27	MBR	8/F- 13/F	AW(BT)-TSW34
T2-28	LIV/DIN	7/F- 18/F	AB(BT)-KT6568

NSR	Room	Floor	Noise Mitigation Measures
T2-29	BR1	8/F- 14/F	AW(BT)-TSW34
T2-30	MBR	6/F- 33/F	AW(BT)-TSW34

2.10 Conclusion for Road Traffic Noise Impact on Proposed Development

2.10.1 Road traffic noise impact assessment has been carried out for the Proposed Development.

2.10.2 All practical and effective noise mitigation measures have been explored, which include podium, acoustic window and balcony (baffle type), and fixed glazing with/ without maintenance window.

2.10.3 After mitigation, no adverse road traffic noise impact is anticipated for the Proposed Development. **Figure 2.2** and **Appendix 2.6** show the consolidated noise mitigation measures and schedule.

3. RAILWAY NOISE IMPACT ASSESSMENT

3.1 Introduction

3.1.1 The proposed residential towers are situated in the vicinity of the Tuen Men Line viaduct. Due to the short distance to the viaduct, railway noise impact is expected in the proposed residential towers. This assessment is to evaluate the potential railway noise upon the residential towers of the Proposed Development and to demonstrate that the noise mitigation measures adopted in the development would provide adequate protection to future residents, if any.

3.2 Assessment Criteria

3.2.1 According to the Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Site (IND-TM) published under Noise Control Ordinance, the noise levels shall comply with the Acceptable Noise Level (ANL) which depends on the Area Sensitivity Rating (ASR) and the time period concerned. The ASR of Noise Sensitive Receivers (NSR) is determined on the basis of the perceived usage of the assessment area and the presence of any influencing factors such as major roads, industrial areas and airports.

3.2.2 The study area within Hung Shui Kiu and Ha Tsuen OZP is a developed area, particular the surrounding uses are Zoned "C(2)" for commercial development. According to Table 1 in the IND-TM, the type of area should be (iii) Urban Area. Moreover, according to the Annual Traffic Census 2019, the annual average daily traffic flow of Ping Ha Road is less than 30,000 and there is no industrial zone located in between, i.e. there is no influence factor surrounding the Application Site. As such, ASR "B" would be adopted.

Table 3.1 Noise Criteria for Railway Noise Impact Assessment

Criteria	Acceptable Noise Level (ANL)*
Leq (30 minutes) (0700 to 2300)	65 dB(A), Leq (30 min)
Leq (30 minutes) (2300 to 0700)	55 dB(A), Leq (30 min)

*Note: * Accepted Noise Level for Area Sensitivity Ratings of "B" stipulated in the 'Technical Memorandum for the Assessment of Noise from Places other than Domestic premises, Public Places or Construction Sites"*

3.2.3 ANL criteria for night-time period (i.e. Leq(30 min) = 55 dB(A)) is generally regarded the most stringent. Should the ANL for the night-time period be complied with in the most critical night-time period, no unacceptable railway noise impact is envisaged on future noise sensitive uses with respect to other noise criteria.

3.2.4 Beside the ANL standard above, the Hong Kong Planning Standards and Guidelines also provide additional criteria for assessing railway noise. These noise criteria are specified in terms of A-weighted maximum noise level and daily railway noise exposure level, as shown in the below table.

Table 3.2 HKPSG Recommended Railway Noise Standard

Noise Sensitive Uses	Railway Noise, dB(A)	
	Leq (24-hr)	Lmax (2300-0700)
All domestic premises including temporary housing accommodation	65	85
Hotels and hostels		
Offices		

Education institutions including kindergartens and nurseries		
Hospitals, clinics, convalescences and homes for the aged (diagnostic rooms and wards)		

Note: The above standards apply to uses which reply on opened windows for ventilation.
Source: HKPSG Table 4-1.

3.3 Tuen Ma Line (formerly known as West Rail)

3.3.1 In accordance with the latest Environmental Permit for West Rail (Ref.: Environmental Permit No. FEP-24/004/1998/J), there would be 40 trains per hour during 0600-0700 (or 11 trains per direction in 30 minutes for the worst case scenario). Moreover, the number of cars per train has been reduced from 12 cars to 9 cars, thus a 9-car per train is assumed in this assessment to represent the worst case scenario.

3.4 Assessment Methodology

3.4.1 The noise data of the Tuen Men Line viaduct obtained is based on onsite noise measurement. The onsite noise measurement was conducted at three locations within the Application Site where is the closest to the Tuen Ma Line viaduct. The measurement captured the existing operational noise of the Tuen Ma Line on different track characteristics. There is no rail joint and crossover. To the immediate northeast of the Application Site, there is a section of full enclosure, and there is one measurement location next to the full enclosure within the Application Site. Therefore, this measurement has also captured the potential reverberation noise from the full enclosure. As such, no additional correction is required to adopted in the calculation.

3.4.2 The measurement height is up to 56m above existing ground where there is no shielding effect provided by existing noise barrier up on the measured data. The measurement locations and photos of measurement setup are shown in **Appendix 3.1**.

3.4.3 The Tuen Ma Line noise was captured during daytimes using B&K Type 1 noise meter (model no. 2250) and was calibrated using the B&K sound level calibrator type 4231 with a calibration signal of 94.0 dB(A) at 1 kHz. During the noise measurement, the weather was sunny and the wind speed was about 1 m/s. The passing time of individual trains from both directions were recorded. Regarding the background noise, the major background noise is road traffic. They were considered having significant contribution to the measured noise level. The measured noise level should be adjusted to discount the effect of the background noise.

3.4.4 The measured SEL at the 2 measurement points are converted into corrected SEL with the reference distance (i.e. 25m away from the ballast track) and the angle of view normalization. The angle of view normalization is to adopt the view angle correction with reference to the "Calculation of Railway Noise" (CRN) published by the Department of Transport of London.

3.4.5 The corrected SEL is then be adopted in the track segments for the RNIA calculation. The corrected SELs at Measurement Points 1 and 2 are adopted in their neighbouring track segments. The track segments, source term measurement locations, corrected SEL at 25m away from track, angles α and θ determined for view angle correction are illustrated in **Appendix 3.1**.

3.4.6 Determination of measured noise level is to discount the background effect. The Leq level recorded during the same period without Tuen Ma Line is regarded as the background noise level and deducted to determine the noise level due to railway noise only.

3.4.7 The noise level of each train is converted to Sound Exposure Level (SEL). During the measurement, the noise levels of several events where train passes by Tin Shui Wai Station is recorded. The corresponding sound energy levels are then averaged to obtain the average SEL.

3.4.8 Also, the angle of view correction in Calculation of Railway Noise (CRN) is supposed to be corrected from SEL of a train running on an infinitive long segment with 180 degrees. Therefore, the reference SEL should be normalized to 180 degrees in the first place. The corrected average SEL is used for this assessment.

3.4.9 Table 3 shows the corrected SEL in different track segments. The average SEL is tabulated in the table below. The detail calculation is shown in Appendix H.

Table 3.3 SEL in Different Track Segment

Train Direction	Track ID	Corrected Average SEL @ 25m in 9 cars, dB(A)
To Hung Hom (Near Track)	S1	79.5 dB(A)
	S2	79.0 dB(A)
	S3	79.0 dB(A)
To Tuen Mun (Far Track)	S4	79.4 dB(A)
	S5	81.2 dB(A)
	S6	81.2 dB(A)

3.4.10 The railway track within 300m radius of the Subject Site has been taken into account and it has been divided into segments for detailed assessment. Their locations are shown in Figure 7. Generally, there are total six segments, three for near side heading to Hung Hom, and three for far side heading to Tuen Mun.

3.4.11 The "Calculation of Railway Noise" (CRN) published by the Department of Transport of London is used to predict the hourly Leq (30 min) noise levels generated from railway tracks at selected NSRs. For ordinary assessment based on the corrected SEL, the Leq (30 min) level during the night-time period can be determined by accounting the following equation and factors:

3.4.12 Predicted Noise Level (PNL) = SEL + 10 log (N/T) + Cdist + Cav + Cbar + Cdet + Cfac

- Conversion from SEL to Leq (30 min) during night-time SEL to Leq Corr = 10 x log (F / 1800) where F is the frequency in 30 minutes, 11 trains per direction in 30 minutes are assumed for the worst case scenario.
- C_{dist}: Distance Correction = -10*log(D/ D_{ref}) where D_{ref} is reference distance during measurement and D is the perpendicular distance between the source and receiver. In this assessment, since the SEL has been corrected to 25m away from the ballast track, the reference is 25m away from the ballast track;
- C_{bar}: Barrier Correction = -10*log{3+20*[(2*PD)/(330/500)]}, where PD is the Path Length Difference, referencing the Maekawa's approach;
- C_{av}: View Angle Correction = $10*\log(\pi\theta/180 - \cos 2\alpha \sin\theta) - 5]$ where θ is the view angle to railway track not shielded from the NSR and α is the acute angle as defined in CRN;
- C_{det}: Track Deterioration Correction: [+3dB(A)] to account for potential deterioration in train operating conditions such as wheel / rail wearing varying with time; and
- C_{fac}: Façade Correction: [+2.5dB(A)];

3.5 Noise Sensitive Receivers

3.5.1 The locations of the representative NSRs are selected to represent the worst affected location of the habitable room. The NSRs are taken at 1m away from the façade opening for ventilation purpose and at 1.2m above the floor slab of the habitable rooms. **Figure 3.1** shows the locations of the representative NSRs.

3.6 Predicted Railway Noise Impact (Base Case Scenario)

3.6.1 The maximum predicted Leq (30 minutes) levels for the selected NSRs are summarised in the **Table 3.4**. Detailed assessment is presented in **Appendix 3.2**.

Table 3.4 Predicted Maximum Leq (30-min) Noise Level (Base Case Scenario) at Selected NSRs

NSR	Maximum Leq (30-min) Noise Level, dB(A)	Night-time Criteria, dB(A)	Floor with Exceedance, if it is applicable
		55	
		Comply or Not	
RN01	57	Not Comply	4/F to 9/F
RN02	55	Comply	N/A
RN03	58	Not Comply	4/F to 21/F
RN04	48	Comply	N/A
RN05	56	Not Comply	4/F to 17/F
RN06	52	Comply	N/A
RN07	60	Not Comply	4/F to 41/F
RN08	59	Not Comply	4/F to 38/F
RN09	60	Not Comply	4/F to 41/F
RN10	60	Not Comply	4/F to 41/F
RN11	59	Not Comply	4/F to 38/F
RN12	57	Not Comply	4/F to 26/F
RN13	56	Not Comply	6/F to 17/F
RN14	52	Comply	N/A
RN15	52	Comply	N/A

3.6.2 It is found that some of the noise sensitive receivers exceed the criteria. Noise mitigation measure in terms of innovative noise mitigation measures – acoustic window (baffle type), enhanced acoustic balcony (baffle type) are proposed to mitigate the railway noise impact.

3.6.3 In adopting the innovative noise mitigation measures, the assessment criteria at the indoor would be adopted.

3.6.4 With the provision of acoustic window (baffle type) and enhanced acoustic balcony (baffle type) as at receiver mitigation measure, it is considered the point of assessment should be an internal location of the room. According to the Technical Memorandum, the appropriate ANL shall be 10 dB(A) less than the outdoor criteria. Thus, the target noise level of internal location with corresponding mitigation measure is 45 dB(A).

3.7 Proposed Noise Mitigation Measures

3.7.1 Various noise mitigation measures as listed in below have been studied and incorporated in the layout plan where practicable.

a) Acoustic Window (Baffle Type)

3.7.2 Acoustic window (baffle type) refers to the type of window that has a sliding glass panel behind an outer window, both readily openable, for creating an air gap for the supply of fresh air with noise mitigation effect. It comprises two glazing:

1) The outer window system with side hung openable window; and

2) The inner sliding panel

3.7.3 The "designed setting" for reducing noise entry to indoor area by moving the inner sliding panel to the side behind the openable window so that noise from outside cannot pass through the opening and enter indoor area directly. Instead, noise needs to pass through the gap between the inner sliding panel and outer façade aside the openable window in order to enter indoor area. According to the Practice Note for Authorised Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) App-130 "Lighting and Ventilation Requirements – Performance-based Approach", the proposed acoustic window (baffle type) is considered in compliance with prescribed ventilation requirement if the net opening when inner sliding panel is moved to another side with least obstruction to the openable window at the outer façade. Micro-perforated absorber (MPA) panel and sound absorptive material (SAM) will be provided to improve the performance of the proposed acoustic window (baffle type). Below is the general description of the design of the acoustic window (baffle type) to be adopted in this project.

a) MPA is applied to the inner sliding panel of acoustic window (baffle type), and;

b) SAM is adopted on the two sides of the window frame between the outer window and inner sliding panel to absorb sound energy during its propagation to indoor area.

c) The overlapping of the inner panel to the outer window opening is at least 300mm

d) The gap between the openable side hung window and the inner panel is not more than 100mm which fulfil the APP-130 requirement.

3.7.4 Based on the Consultant's other project experience, such as the project near Kam Sheung Road Station, the attenuation provided by the acoustic window can achieve around 16 dB(A) reduction for indoor criteria, and this is considered to be sufficient for mitigating the predicted exceedance at the Proposed Development. From the Table 5 above, the maximum exceedance to the indoor criteria of 45 dB(A) is 60 dB(A) – 45 dB(A) = 15 dB(A).

3.7.5 Mock-up test for the detailed acoustic window design will be carried out at detailed design stage to demonstrate and verify the acoustic performance of the acoustic window would achieve the required sound attenuation.

b) Enhanced Acoustic Balcony (Baffle Type)

3.7.6 The enhanced acoustic balcony (baffle type) in the proposed development is based on the design of combination of a balcony and utility platform with an A/C platform. The enhanced acoustic balcony (baffle type) is proposed as an innovative mitigation measures for the residential development (such as in ex-North Point Estate redevelopment). The acoustic window/door (Baffle Type) refers to the type of

window/door that has an inner sliding glass panel behind an outer window, both readily openable, for creating an air gap for the supply of fresh air with noise mitigation effect. It comprises of two glazings:

1) The outer window system with openable window/door; and

2) The inner sliding panel

3.7.7 For all cases, the air gap will be maintained at 100mm.

3.7.8 The "designed setting" to reduce noise entry to indoor area is that the inner sliding panel is moved to the side behind the outer openable window so that noise from outside cannot penetrate through the opening and enter indoor area directly. Instead, noise needs to pass through the gap between the inner sliding panel and outer façade aside the openable window in order to enter indoor area. Such design can enable natural ventilation through the gap between the outer façade and inner sliding panel on one hand (although extent of natural ventilation may be inferior to the case without the inner sliding panel behind) and prevent most noise from penetrating indoor environment on the other hand. According to the latest Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (PNAP) APP-130 "Lighting and Ventilation Requirements – Performance-based Approach", the proposed enhanced acoustic balcony (baffle type) is considered complying with prescribed ventilation requirement when the inner sliding panel is not on the same side as the openable balcony door at the outer façade and with adequate net opening area. The design of the proposed baffle type enhanced acoustic balcony (baffle type) in its "designed setting" for noise reduction is confirmed by the project architect to meet the relevant natural ventilation requirement under the regulation 30, 31 and 32 of Building (Planning) Regulations (B(P)R).

3.7.9 In this study, the use of various sound absorption enhancements, including micro-perforated absorber (MPA) and sound absorptive material (SAM) have been proposed.

3.7.10 Below is the description of the general design parameters of the acoustic balcony (baffle type).

a) MPA is applied to the inner sliding panel of acoustic window (baffle type);

b) SAM is adopted on the two sides of acoustic window/door frame between the outer window and inner sliding panel to absorb sound energy during its propagation to indoor area;

c) SAM is adopted on the acoustic balcony ceiling aiming to reduce the sound energy reflected into indoor area by the ceiling, and;

d) There is a full-height sidewall at one side of the balcony where A/C units are not located. SAM (length of at least 600mm) is adopted at acoustic balcony sidewall aiming to reduce the sound energy reflected into indoor area by the sidewall (if present).

e) The overlapping of the inner panel to the outer door opening is at least 300mm

f) The gap between the openable side hung window and the inner panel is not more than 100mm which fulfil the APP-130 requirement.

3.7.11 Based on the Consultant's other project experience, such as the project near Kam Sheung Road Station, the attenuation provided by such acoustic balcony design can achieve around 16 dB(A) reduction for indoor criteria, and this is considered to be sufficient for mitigating the predicted exceedance at the Proposed Development. From the Table 5 above, the maximum exceedance to the indoor criteria of 45 dB(A) is 60 dB(A) – 45 dB(A) = 15 dB(A).

3.7.12 Mock-up test for the detailed acoustic window design will be carried out at detailed design stage to demonstrate and verify the acoustic performance of the acoustic balcony would achieve the required sound attenuation.

3.8 Predicted Railway Noise Impact (Mitigated Scenario)

3.8.1 Since exceedance was predicted in night-time criteria under the base case scenario, mitigation measures mentioned in **Section 3.7** have been adopted. The predicated noise levels of mitigated scenario for the selected NSRs after the application of noise mitigation measures are summarized in **Table 3.5**. The detailed result of the railway noise impact assessment of all NSRs can be found in **Appendix 3.2**.

Table 3.5 Predicted Indoor Leq(30-min) Noise Level (Mitigated Scenario) at Selected NSRs

NSR	Indoor Noise Criteria (i.e. ANL-10)	Indoor Leq $_{(30\text{-min})}$, dB(A) (Mitigated Scenario With AW or EAB) (1) (2)	Comply or Not
RN01	45	57 – 16 = <45	Comply
RN02	45	No mitigation measure required	Comply
RN03	45	58 – 15 = <45	Comply
RN04	45	No mitigation measure	Comply
RN05	45	56 – 16 = <45	Comply
RN06	45	52 – 16 = <45	Comply
RN07	45	60 – 16 = <45	Comply
RN08	45	59 – 16 = <45	Comply
RN09	45	60 – 16 = <45	Comply
RN10	45	60 – 16 = <45	Comply
RN11	45	59 – 16 = <45	Comply
RN12	45	57 – 16 = <45	Comply
RN13	45	56 – 16 = <45	Comply
RN14	45	No mitigation measure required	Comply
RN15	45	No mitigation measure required	Comply

Notes:

AW: Acoustic Window (Baffle Type)

EAB: Enhanced Acoustic Balcony (Baffle Type)

(1) *Applied with acoustic window (baffle type) or enhanced acoustic balcony (baffle type). Considered as specially provided glazing for reducing noise under the relevant TM of NCO. At these locations, indoor*

noise criteria would be applied. Hence, indoor noise levels instead of the outdoor noise levels are presented.

(2) *For each NSRs with AW(BT) or EAB(BT) application which the noise reductions are higher than the required noise reduction, the claimed noise reductions of the NMMs are set to be the same as the required noise reductions, in the aim of presenting a worst-case scenario. Such that, the noise levels at NSRs with AW(BT) and EAB(BT) application which comply the indoor noise criteria are the same as the indoor noise criteria.*

3.8.2 With the implementation of proposed mitigation measures, the predicted noise levels at the concerned NSRs would comply with the night-time criteria.

3.9 Predicted of Lmax Noise Level

3.9.1 According to the onsite measurement noise level, the Lmax of the west rail to Hung Hom (near track) and to Tuen Mun (far track) is 67 dB(A) at ~ 45 m and 65 dB(A) at 57m respectively. The shortest horizontal separation distance between the viaduct noise source and the NSR (N2) is about 37m to the near track and about 57m to the far track. Corrections of distance correction (10 x log(measured distance/distance to railway segment)), i.e. 10 x log (45/37) for near side and 10 x log (57/57) for far side, façade correction (+2.5 dB(A)) and track deterioration correction (+3 dB(A)) are adopted for Lmax calculation. The predicted Lmax noise level for the NSR is shown in below table.

Table 3.6 Predicted Lmax Noise Level

NSR	Shortest Dist. to the railway segment	Distance correction	Façade Correction	Track Deterioration Correction	L_{max}, dB(A)
N2	37m for near track	+0.9 dB(A)	+2.5 dB(A)	+3 dB(A)	73.4
	57m for far track	0	+2.5 dB(A)	+3 dBA(A)	70.5

3.9.2 The predicted Lmax noise level of the nearest NSR is ~ 73 dB(A). Barrier correction and view angle correction are not accounted in the assessment to represent the worst case scenario. For others NSRs, they are further remote from the viaduct and would have even lower Lmax level. Therefore, it is considered that all NSRs can be complied with the criteria.

3.10 Prediction of Leq (24 hours) noise level

3.10.1 The difference between calculation of the night-time period and Leq (24 hour) is the correction of the conversion of SEL to Leq (i.e. 10 x log(N/T) where N is the total number of events and T is the total time in second). According to the latest Environmental Permit for West Rail (Ref.: Environmental Permit No. FEP-24/004/1998/J), there would be 40 trains per hour during 0600-0700 (or 11 trains per direction in 30 minutes for the worst case scenario). Therefore, the worst case scenario 11 trains per direction in 30 minutes is adopted for day-time and night-time. According to the MTRCL's website, the operation hours for Tuen Ma Line is about 20 hours per day. Therefore, the total events of trains are 880 per day. The correction for Leq (24 hours) is 10xlog[880/(60x60x24)] = -19.9 dB(A). There are only 2.2 dB(A) increment for the Leq (24hours) against the Leq(30mins). For the criteria of Leq(24hours) is 10 dB(A) more than the night-time criteria, thus, the slightly increment of correction would not affect the predicted noise level of Leq(24hours) exceed the criteria of 65 dB(A).

3.11 Conclusion

3.11.1 The potential noise impact from railway noise has been assessed based on the Proposed Development. The predicted noise level of selected NSR comply with the relevant Noise Control Ordinance standard. **Appendix 3.4** show the noise mitigation measures schedule.

4. QUALITATIVE AIR QUALITY IMPACT ASSESSMENT

4.1 Introduction

4.1.1 This section examines the potential air quality and odour impacts that could arise from the construction phase and operation phase of the Proposed Development.

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)
- Guidelines for the Design of Small Sewage Treatment Plants
- Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria and Similar Places
- Control of Oily Fume and Cooking Odour from Restaurants and Food Business
- Practice Note for Control of Air Pollution in Semi-Confined Public Transport Interchanges (ProPECC PN1/22)

Air Pollution Control Ordinance (CAP 311)

4.2.2 To achieve as soon as reasonably practicable and to maintain thereafter to safeguard the health of the community, a set of Air Quality Objectives (AQOs) is established under the Air Pollution Control Ordinance (Cap. 311). The current set of AQOs that came into effect on 11 April 2025 is presented in **Table 4.1**.

Table 4.1 Current Hong Kong Air Quality Objectives (AQOs)

Pollutants	Average Time	Standard [i] (µg/m3)	No. of exceedances allowed
SO_2	10-min	500	3
	24-Hour	40	3
RSP (PM_{10}) [ii]	24-Hour	75	9
	Annual	30	NA
FSP ($PM_{2.5}$) [iii]	24-Hour	37.5	18

Pollutants	Average Time	Standard [i] (µg/m3)	No. of exceedances allowed
	Annual	15	NA
NO_2	1-Hour	200	18
	24-Hour	120	9
	Annual	40	NA
Ozone (O_3)	8-Hour	160	9
	Peak Season	100	NA
Carbon Monoxide (CO)	1-Hour	30,000	0
	8-Hour	10,000	0
	24-Hour	4,000	0
Lead (Pb)	Annual	0.5	NA

Notes:

[i] All measurements of the concentration of gaseous air pollutants, i.e. sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.

[ii] Respirable suspended particulates mean suspended particles in air with a nominal aerodynamic diameter of 10 µm or less.

[iii] Fine suspended particulates mean suspended particles in air with a nominal aerodynamic diameter of 2.5 µm or less.

Air Pollution Control (Construction Dust) Regulation

4.2.3 Made under Section 43 of the APCO, this Regulation defines notifiable and regulatory works for achieving the purpose of dust control for a number of activities. The Regulation requires that any notifiable work shall give advance notice to EPD, and the Contractors shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

4.2.4 The proposed construction works for the proposed Project are both regulatory and notifiable works due to activities including material stockpiling and dusty material handling as potential sources of fugitive dust emissions as detailed under Parts I to IV of the Schedule on Dust Control Requirements.

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

4.2.5 The Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, which aims to control emissions from non-road mobile machinery (NRMMs) to improve air quality, became effective on 1 June 2015. NRMMs include non-road vehicles, as well as mobile machines and equipment (regulated machines) such as crawler cranes, excavators and air compressors.

4.2.6 Under the regulation, regulated machines have to comply with the Stage IIIA emission standards of the European Union (EU). It also requires all regulated machines sold or leased for use in Hong Kong to bear an approval or exemption label issued to them by the EPD, started from 1 September 2015. It restricts specified activities and locations including construction sites, designed waste disposal facilities and specified processes to use only NRMMs that bear an approval or exemption label issued to them by the EPD, with effect from 1 December 2015.

Air Pollution Control (Fuel Restriction) Regulations

4.2.7 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

4.2.8 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)

4.2.9 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.

4.2.10 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

4.2.11 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

Control of Oily Fume and Cooking Odour from Restaurants and Food Business

4.2.12 This note provides guidance to the owners and operator of restaurants and food business on the application of the best practical control measures to minimize the air emissions and preventing air pollution.

Practice Note for Control of Air Pollution in Semi-Confined Public Transport Interchanges (ProPECC PN1/22)

4.2.13 This Practice Note sets out the air quality guidelines inside PTIs and outlines the major considerations and guidance for the design and management of PTIs to ensure proper design, operation and maintenance of mechanical ventilation systems in semi-confined PTIs to minimize the air emissions.

4.3 Existing Air Quality in Tin Shui Wai District

4.3.1 The nearest air quality monitoring station (AQMS) to the Subject Site is the Yuen Long AQMS. The five most recent years of air quality monitoring data, 2020 to 2024, from this station are summarized in **Table 4.5**. According to the AQMS monitoring data, exceedance in daily RSP, annual RSP, daily FSP, annual FSP, annual NO_2 and 8-hour O_3 concentration are recorded.

Table 4.5 Air Quality Monitoring Data at Yuen Long AQMS

Air Pollutant	Averaging Time	AQO[a] [b]	Concentration Level (μg/m³)				
			2019	2020	2021	2022	2023
RSP	10th Highest 24-hour	75 (9)	**77**	73	56	59	61
	Annual	30	**30**	**30**	25	26	25
FSP	19th Highest 24-hour	37.5 (18)	33	36	**38**	34	**38**
	Annual	15	**16**	**17**	**16**	**16**	**17**
NO_2	19th Highest hour	200 (18)	135	148	122	130	125
	10th Highest 24-hour	120 (9)	64	78	68	67	66
	Annual	40	32	**40**	37	37	35
SO_2	4th Highest 10-Min	500 (3)	26	24	21	20	14
	4th Highest 24-hour	40 (3)	10	14	7	10	5
O_3	10th Highest 8-hour	160 (9)	154	**178**	**194**	155	**168**
	Peak season	100	86	84	95	84	92
CO	1st Highest hour	30000 (0)	1530	2090	1700	1580	1920
	1st Highest 8-hour	10000 (0)	1279	1591	1519	1273	1778
	1st Highest 24-hour	4000 (0)	1182	1183	1159	1047	1342

Notes:
a. The measured concentrations are benchmarked against the prevailing AQOs.
b. Numbers in brackets is the number of exceedances allowed per calendar 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 2030, the PATH background concentrations in Year 2030 has been reviewed. The hourly background concentrations of pollutants of the year of 2030 in Grid 23, 47 is summarized in **Table 4.6**. With respect to the future background air quality predicted by PATH v3.0, all values are below the relevant AQOs except O_3.

Table 4.6 Year 2030 (Level L1) Background Annual Average Concentrations of the Air Pollutants from PATH v3.0

Pollutant	Averaging Time	AQO	Data Summary	Concentration Level (µg/m³)(b)
				Grid 23, 47
RSP	24-hour	75 (9)	10th	53.08
			Exceedance	0
	Annual	30	-	19.86
FSP	24-hour	37.5 (18)	19th	30.76
			Exceedance	5
	Annual	15	-	12.3
NO_2	1-hour	200 (18)	19th	73.34
			Exceedance	0
	24-hour	120 (9)	10th	30.91
			Exceedance	0
	Annual	40	-	17.03
SO_2	10-Min	500 (3)	4th	25.76
			Exceedance	0
	24-hour	40 (3)	4th	6.87
			Exceedance	0
O_3	8-Hour	160 (9)	10th	**189.92**
			Exceedance	29
	Peak	100	-	**121.53**
CO	1-Hour	30000 (0)	1st	529.1
			Exceedance	0
	8-Hour	10000 (0)	1st	489.18
			Exceedance	0
	24-Hour	4000 (0)	1st	460.52
			Exceedance	0

(a) Numbers in brackets is the number of exceedances allowed per calendar year.
(b) Bolded values exceed the relevant AQO.
(c) Data extracted from EPD's Smart Air Modelling Platform (SAMP).

4.4 Potential Impacts On the Proposed Development – Operation Phase

Review on Industrial Emission Impact

4.4.1 The buffer distance of 200m from the Application Site is shown in **Figure 4.1**. Site survey was conducted in Nov 2025 to verify the presence of chimneys. There were no chimney or industrial activities identified within 200m from the Application Development. As such, it is anticipated that the Proposed Development would not be subject to unacceptable industrial emission impact.

Review on Vehicular Emission Impact

4.4.2 The Application Site is mainly bounded by the Ping Ha Road to the north and a local road to the south. The road classification of the nearby road network provided by project traffic consultant is shown in **Figure 4.2**.

4.4.3 According to the Traffic Census 2024, Ping Ha Road is classified as District Distributor. Therefore, a minimum of 10m setback would be required for complying with the recommendations of HKPSG in **Table 4.3** above. As shown in **Figure 4.2**, the setback

from the road kerb of Ping Ha Road is around 40m which is well above the HKPSG recommended buffer distance for vehicular emission.

4.4.4 Similarly, for the local road to the south, at least 5m buffer distance is required. As shown in **Figure 4.2**, the setback from the residential tower is around 12m from the tower to the site boundary, i.e. the recommended HKPSG buffer distance for local road can be fulfilled.

4.4.5 For the fresh air intake of the commercial tower, it will be located at the area where the HKPSG vehicular emission buffer zone of 5m setback would be fulfilled.

4.4.6 No air sensitive uses, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, would be located within the buffer zones

Review on Odour Impact

4.4.7 According to site survey, there is no odour nuisance from the nullah located at the north of the site.

4.5 Review on Potential Air Quality Impact from Oily Fume and Cooking Odour

4.5.1 Food and Beverage (F&B) areas will be provided within the Proposed Development. Exhaust hoods and appropriate Air Pollution Control Equipment and grease trap will be provided and the air change rate for the F&B area will be designed according to the standard of kitchen as stipulated in Building Department's Practice Note for Authorized Persons (PNAP). Potential odour emissions will be minimised as far as practicable. The following considerations recommended in EPD's Control of Oil Fume and Cooking Odour from Restaurant and Food Business shall be taken into account in the detailed design when positioning the exhaust outlets:

- Locate the outlet at such a place where the ventilation is good and the emissions from them can be adequately dispersed without hindrance
- Provide sufficient separation distance from any sensitive receptor in the vicinity so that the emissions will not cause, or contribute to, an odour nuisance or other type of air pollution to the public
- Ensure the emissions from the exhaust system will be directed vertically upwards, unless it can be demonstrated by an environmental professional that other direction is more advantageous in preventing emissions from causing air pollution problems
- Ensure that emissions from the exhaust system will not be restricted nor deflected by, for example, the use of plates or caps

4.6 Potential Impact Arising from Proposed Development – Construction Phase

4.6.1 During the construction phase of the Proposed Development, there may be potential air quality impacts upon the nearby air sensitive receivers (ASRs). The representative ASRs representing existing and planned ASRs during construction phase among all Development Sites are identified and listed in **Table 4.7** and their locations are shown in **Figure 4.3**.

Table 4.7 Distance of the ASRs from the Application Site Boundary

ASR IDs	Descriptions	Distance from the Application Site Boundary (m)
A1	Ping Yan Court	~54
A2	Yuen Long Public Middle School Alumni Association (YLPMSAA) Tang Siu Tong Secondary School	~70

Identification of Potential Emissions

4.6.2 Construction vehicles and machinery are a potential source of air pollutant emissions during the construction phase. Significant emissions are not anticipated from the criteria pollutants – NO_2, SO_2, and CO, etc. as only a limited number of diesel/ petroleum fuelled machinery would be operated at the Subject Site. Besides, the Subject Site is located at an area where supply of electricity is available. Therefore, the number of diesel/ petroleum fuelled machinery operated at the Subject Site shall be minimized as practically as possible with the use of electric construction machinery. Moreover, under the Air Pollutant Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, crawler crane, bulldozer, etc.) with a proper label are allowed to be used in the construction site, which would meet the prescribed emission standards and requirement. According to the requirements stipulated in the Air Pollution Control (Fuel Restriction) Regulations and its amendment, using liquid fuel with a sulphur content of less than 0.001% by weight (such as Ultra Low Sulphur Diesel) for the equipment should be fulfilled to control the SO_2 and PM emissions. Travelling of the dump trucks is another potential source of air emission of construction. At this planning application stage, there is no detailed information on the construction program or amount of excavated material to be handled. However, it is anticipated that the volume of excavated materials to be handled would be about 131,130 m^3. The period of excavation is anticipated to be around 2 years. There is likely to be around 39 dump trucks per day (assuming each truck can carry 15 tones and there is around 270 working days per year) during the site formation stage of the Development Site. Watering the haul road and the site once per hour would be implemented to minimize the potential dust emission during the travelling of the dump trucks within the site. With reference to other similar scale projects, the number of on-site diesel/petroleum fuelled machinery (20-21 machineries) to be used for construction works is limited owing to the small size of the work site with an area of 9945 m2. In addition, availability of electricity supply during construction of the project will be explored and such requirement will be specified in future contract. If available, contractor should maximise use of electric non-road mobile machinery (NRMMs) and with least reliance of diesel fuelled equipment (e.g. for electricity powered stationary equipment such as pump instead of using generator). Moreover, air quality impact due to construction shall be reviewed at the later stage.

Mitigation Measures for Fugitive Dust and Air Quality Impact

4.6.3 Since paved roads are already existing within the Subject Site, it is expected that the construction dust to be generated by vehicle movement within the Subject Site are limited. Air pollutant emission mostly arises from construction activities and can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses with reference to EPD's Recommended

Pollution Control Clauses for Construction Contracts, where applicable, good site management, and close monitoring by the resident engineers. The contractor shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulations for demolition and construction of the project. With the adoption of good practices, it is expected that emission of construction dust can be kept at an acceptable level. Mitigation measures including but not limited to the followings with respect to demolition, infrastructure construction of a building should be implemented as appropriate.

In the case of demolition works:

- The area at which demolition work takes place shall be sprayed with water or a dust suppression chemical immediately prior to, during and immediately after the demolition activities so as to maintain the entire surface wet;
- For any wall of the building to be demolished that abuts or fronts upon a street, service lane or other open area accessible to the public, impervious dust screens or sheeting shall be used to enclose the whole wall to a height of at least 1m higher than the highest level of the structure being demolished;
- Any dusty materials remaining after a stockpile is removed shall be wetted with water and cleared from the surface of roads or streets.

In the case of infrastructure construction works/ site formation/ excavation/ earthworks:

- Where a scaffolding is erected around the perimeter of a building under construction, effective dust screens, sheeting or netting shall be provided to enclose the scaffolding from the ground floor level of the building;
- Any skip hoist for material transport shall be totally enclosed by impervious sheeting;
- Any relevant requirements set outs in Parts III and IV of Air Pollution Control (Construction Dust) Regulations shall be met;
- Vehicle washing facilities including a high pressure water jet shall be provided at every discernible or designated vehicle exit point;
- Where a site boundary adjoins a road, street, service lane or other area accessible to the public, hoarding of not less than 2.4 m high from ground level shall be provided along the entire length of that portion of the site boundary except for a site entrance or exit;
- Locate all the dusty activities away from any nearby ASRs as far as practicable;
- Erect higher hoarding at the locations with ASRs in immediate proximity to the project site boundary;
- Avoid using exempted non-road mobile machineries;
- Consider connecting construction plant and equipment to mains electricity supply and avoid use of diesel generators and diesel-powered equipment as far as practicable.

The additional dust mitigation measures are described below:

Monitoring and Auditing

4.6.4 Regular site audit will be implemented to ensure that mitigation measures are in place.

General Site Management

4.6.5 Appropriate working methods should be devised and arranged to minimise air pollutant 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 construction debris should be allowed, which should be let down by hoist or enclosed tunnel to the ground.

4.6.6 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 to minimize air emissions. Prior to cleaning, the materials should be handled properly to prevent fugitive dust emission. Any exposed earth shall be properly treated by compacting or hydro seeding, within 6 months after the last construction activity.

4.6.7 Frequent mist/ water 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 water spraying should be just enough to dampen the material without over-watering which could result in surface water runoff.

Material Stockpiling and Handling

4.6.8 The amount of stockpiling should be minimised where possible. Construction material or debris should be covered and stored inside enclosed areas. Other control measures such as enclosed or semi-enclosed windboard should be used, where applicable, to minimise dust emission. Regular watering is needed at areas such as storage piles, where there could be potential dust emission.

Dust Emissions from Site Traffic

4.6.9 Dust emission from construction traffic is generated predominantly from the travelling of dump trucks. 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.

4.6.10 "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.

4.6.11 With the adoption of good practices, it is expected that construction air quality impact can be minimized.

5. WATER QUALITY

5.1 Introduction

5.1.1 This section presents the water quality impact assessment for the construction and operational phases of the Project. Potential impacts have been identified and their significance on the Water Sensitive Receivers (WSRs) evaluated. The location of these WSRs can be referred to **Figure 5.1**. Appropriate mitigation measures and good site practices are recommended, where necessary, to reduce the potential water quality impacts in order to control the residual impacts to acceptable levels. Any effluent discharge shall comply with Water Pollution Control Ordinance (WPCO) requirement and relevant WPCO licence shall be applied from the EPD.

5.1.2 The details of the WSR are summarized in **Table 5.1**.

Table 5.1 Details of the WSR

WSR ID	Description	Type	Status	Estimated Distance (m)
WSR 01	Tin Shui Wai Storm Water Channel	Concrete Nullah	Active	~4m

5.2 Environmental Legislation, Standards and Guidelines on Construction Phase Water Quality Impact

5.2.1 Construction activities may induce potential water quality impact due to the discharge of the effluent generated from the construction site. Effluent discharges from construction site are subject to control under the Water Pollution Control Ordinance and the Technical Memorandum Standards for Effluents Discharged in Drainage and Sewerage Systems, Inland and Coastal Water issued by EPD. Information in the ProPECC PN2/24 Construction Site Drainage will also be considered to provide some basic environmental guidelines for handling and disposal of construction site discharges.

5.3 Construction Phase Water Quality Impacts

5.3.1 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 potential impacts on the water quality. Pollution sources could include:

- Construction runoff and drainage;
- Sewage effluent from construction site; and
- Liquid spillage, e.g. oil, diesel and solvents etc.

Construction Runoff and Drainage

5.3.2 Construction runoff contains increased loads 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.

5.3.3 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 sand bag 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 so that potential impacts on WSR can be minimized.

Sewage Effluent from Construction Site

5.3.4 Water pollution due to site facilities e.g. toilets could be source of pollution if appropriate measures are not implemented properly in respect of storage and discharge.

5.3.5 In this construction site, portable chemical toilets will be provided. Chemical toilets should be provided at a minimum rate of about 1 per 50 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. Therefore, no adverse water quality impact is anticipated on WSR.

Liquid Spillage

5.3.6 To prevent spillage of fuel oils or other polluting fluids at sources, it is recommended that all the stocks should be stored inside proper containers and sited on sealed areas, preferably surrounded by bunds.

5.3.7 "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.

5.3.8 The quality of the discharge wastewater should meet the standards specified in the Technical Memorandum – Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters. The above proposed mitigation measures and control measures should be implemented and an environmental monitoring and audit should be carried out to ensure the effectiveness of the proposed mitigation measures and subsequently ensure the water quality of the nearby water sensitive receivers would not be adversely affected by the construction of the project.

5.4 Best Management Practices (BMPs) for Stormwater Discharge

5.4.1 The BMPs given in the ProPECC PN 2/24 shall be implemented in controlling water pollution during the whole construction phase to minimize the impact on WSR. The main practices provided in the above-mentioned document (i.e. ProPECC PN 2/24) are also summarized in the following paragraphs which should be implemented by the contractor during the construction phase, where practicable:

- High loading of suspended solids (SS) in construction site runoff will be prevented through proper site management by the contractor;

- The boundary of critical work areas will be surrounded by ditches or embankment. Accidental release of soil or refuse into the adjoining lands should be prevented by the provision of site hoarding or earth bunds, etc. at the site boundary. These facilities should be constructed in advance of the site formation works and roadworks;

- Consideration will be given to plan construction activities to allow the use of natural topography of the Project Site as a barrier to minimize uncontrolled non-point discharge of construction runoff;

- Temporary ditches, earth bunds should be provided to facilitate controlled discharge of runoff into storm drains via sand/ silt removal facilities such as sand traps and sedimentation basins. Oil and grease removal facilities should also be provided where appropriate, for example, in area near plant workshop/ maintenance areas;

- Sedimentation basins and sand traps designed in accordance with the requirements of ProPECC Note PN 2/24 should be installed at the construction site for collecting surface runoff;

- Sand and silt removal facilities, channels and manholes should be maintained and the deposited silt and grit should be removed regularly by the contractor, and at the onset of and after each rainstorm to ensure that these facilities are functioning properly;

- 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 or stockpiles with tarpaulin or the like;

- Haul roads should be protected by crushed rock, gravel or other granular materials (i.e. hard paved) to minimize discharge of contaminated runoff;

- Slow down water run-off flowing across exposed soil surfaces;

- Plant workshop/ maintenance areas should be bonded and constructed on a hard standing. Sediment traps and oil interceptors should be provided at appropriate locations;

- Manholes (including newly constructed ones) should be adequately covered or temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system;

- Construction works should be programmed to operate in dry seasons and minimize soil excavation works where practicable during the rainy days;

- Chemical stores will be contained (bonded) to prevent any spills from contact with water bodies. All fuel tanks and/ or storage areas should be provided with locks and be sited on hard surface;

- Chemical waste arising from the Project Site should be properly stored, handled, treated and disposed of in compliance with the requirements stipulated under the Waste Disposal (Chemical Waste) (General) Regulation;

- Drainage facilities must be adequate for the controlled release of storm flows.

- Vehicle wheel washing facilities should be provided at the site exit such that mud, debris, etc. attached to the vehicle wheels or body can be washed off before the vehicle leaves the work site;

- Section of the road between the wheel washing bay and the public road will be paved to reduce vehicle tracking of soil and to prevent site run-off from entering public road drains.

- Bentonite slurries, if any to be generated, shall be reconditioned and reused as far as practicable. Spent bentonite should be kept in a separate slurry collection system for disposal at a marine spoil grounds subject to obtaining a marine dumping licence from EPD. If used bentonite slurry is to be disposed of through public drainage system, it should be treated to meet the respective applicable effluent standards for discharges into sewers, storm drains or the receiving waters.

5.5 Potential Operation Phase Water Quality Impacts

5.5.1 According to the major operation phase activities in the Proposed Development, the key potential water quality impact is due to the surface runoff and treated effluent discharge from the Proposed Development.

5.5.2 The management and mitigation strategy of the potential water quality impact is addressed below, with appropriate environmental control measures recommended.

5.5.3 Best practices as stated in ProPECC PN 1/23 "Drainage Plans Subject to Comment by the Environmental Protection Department" shall be followed. It states out the handling, treatment and disposal of various effluent discharges to stormwater drains and foul sewers during the operation phase. Some examples of the recommendations listed in the ProPECC PN 1/23 are as below.

- Drainage in covered carparks should be connected to foul sewers via petrol interceptors.
- Disposal of commercial and industrial wastewater by injection into the ground (e.g. by soakaway pits) is normally not allowed.
- All wastewater collected from a restaurant kitchen, including that from basins, sinks and floor drains, should be discharged via a grease trap capable of providing at least 20 minutes retention during peak flow.

5.6 Surface Runoff Discharge/ Stormwater Discharge

5.6.1 During operation, the irrigation runoff and surface runoff during rainfall events, which is known as non-point source of pollution, may be the cause 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 required for the removal of pollution sources prior to rainstorm and the provision of degritting/screening facilities will be required for sediment collection. As the particles settle out, the associated pollutants will also settle out and removed from stormwater.

5.6.2 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.

5.6.3 Relevant assessment on the total peak flow of stormwater of the Proposed Development and the capacity of proposed drainage system are provided in a separate Drainage Proposal.

5.7 Sewage Effluent from Proposed Development

5.7.1 The sewage generated from the Proposed Development will be discharged to the public sewerage system nearby. It is expected that the operation of the proposed development would not cause operational phase water quality impact.

5.8 Implementation of Best Management Practices (BMPs)

5.8.1 Surface runoff can be controlled by good drainage design and implementation of BMPs. The Proposed Development shall adopt the following BMPs.

Runoff Control

5.8.2 Site drainage system of the development shall be reviewed regularly in such way that surface runoff shall be directed towards the internal access road. If necessary, additional paved U-channels with screening facilities shall also be provided along the edge of Proposed Development to avoid uncontrolled spillage of runoff.

Prevention of Pollution at Source

5.8.3 Regular cleaning and sweeping of road surface/ open areas is suggested so as to minimize exposure of pollutants to stormwater. The road surface/ open area cleaning should also be carried out prior to occurrence of rainstorm.

5.8.4 With the above measures, the amount of pollutants at source has been largely reduced/ avoided as far as possible so that the impact on WSR would not be adverse.

Devices for Removal of Pollutants

5.8.5 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 as well as at upstream location of the u-channels. 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 should be incorporated during the detailed design to remove particles present in stormwater runoff.

5.8.6 In the event of emergency (e.g. car accident) where there is a major spillage of oil, chemical or fuel, dispersants or firefighting foam, etc., a system of contaminant bunding will be implemented as appropriate.

Management Measures

5.8.7 Good management measures such as regular cleaning and sweeping of road surface/ open areas is suggested. The road surface/ open area cleaning should also be carried out prior to occurrence of rainstorm.

5.8.8 Stormwater gullies and ditches provided among the Proposed Development will be regularly inspected and cleaned by the property management company.

5.8.9 With the removal of pollutants, the pollution levels from stormwater would be much reduced, and given the stochastic nature of non-point source pollution and the proposed management measures, there will be no significant impact expected on WSR.

5.8.10 With appropriate management measures in place, the risk of untreated sewage effluent discharge to North Western Control Zone due to emergency events is considered to be negligible.

6. WASTE MANAGEMENT

6.1 Introduction

6.1.1 This section presents an assessment of the potential waste management issues in connection with construction and operation of the Project. The options for waste minimization, reuse, recycling, collection, transport and disposal of wastes arising from the construction and demolition work have been examined. Where appropriate, procedures for waste reduction and management are considered and environmental control measures for avoiding and minimising the potential impacts are recommended.

6.1.2 Recommended Pollution Control Clauses for Construction Contracts published by Environmental Protection Department would be implemented during the construction phase of the proposed development. Waste generated from the Proposed Development would be properly controlled and adverse waste management would not be anticipated.

6.2 Relevant Legislation, Standards & Guidelines

6.2.1 In carrying out the assessment, reference has been made to the following relevant Hong Kong legislation governing waste management and disposal. Directly relevant legislation include:

1. The Waste Disposal Ordinance (Cap. 354) and subsidiary legislation such as the Waste Disposal (Chemical Waste) (General) Regulation, and the Waste Disposal (Clinical Waste) (General) Regulation, set out requirements for the storage, handling and transportation of all types of wastes;
2. Land (Miscellaneous Provisions) Ordinance (Cap 28);
3. Public Health and Municipal Services Ordinance (Cap 132) – Public Cleansing and Prevention of Nuisance Regulation – control of disposal of general refuse.

6.2.2 Other relevant documents and guidelines that are applicable to waste management and disposal include:

4. PNAP 243 ADV-19 - Construction and Demolition Waste
5. Development Bureau Technical Circular (Works) No. 8/2010 - Enhanced Specification for Site Cleanliness and Tidiness
6. ETWB TCW No. 22/2003A - Additional Measures to Improve Site Cleanliness and Control Mosquito Breeding on Construction Sites;
7. Development Bureau Technical Circular (Works) No. 6/2010 - Trip-ticket System for Disposal of Construction and Demolition Materials;
8. WBTC No. 19/2001 - Metallic Site Hoardings and Signboards;
9. Works Bureau Technical Circular No. 12/2000 - Fill Management;
10. Works Branch Technical Circular No. 2/93 - Public Dumps; and
11. Works Branch Technical Circular No. 2/93B - Public Filling Facilities;
12. Project Administration Handbook for Civil Engineering concerning Management of Construction and Demolition Materials Including Rock

6.3 Identification and Evaluation of Potential Waste Impact during Construction Phase

6.3.1 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 disposal. The identified waste types include:

- Construction and Demolition (C&D) materials;
- Chemical waste; and
- General refuse.

C&D Materials

6.3.2 C&D materials comprise mainly of unwanted materials, including surplus materials arising from excavations that are generated from the works (e.g. site clearance, site formation works, excavation work for basement). Inert soft C&D materials comprise of soil, sand, clay, slurry, etc., while hard C&D materials comprise of crushed concrete, asphalt, rock, etc. The amount of non-inert C&D materials generated during site clearance would be minor (as there is little vegetation at the Subject Site). C&D materials may comprise different types of materials, including:

- Non-inert C&D materials (e.g. bamboo, timber, paper, metal, glass, plastic, packaging wastes, etc.) decompose and are not suitable for land reclamation. Non-inert C&D materials should be reused or recycled as far as possible. For those non-inert C&D materials that cannot be reused or recycled should be disposed of at landfill as last resort. For those dead vegetative materials and timber (if any), should be sent to Yard Waste Recycling Centre in Y-Park for recycling;
- Inert C&D materials do not decompose (e.g. soil, rock debris, rubble earth, concrete, etc.) and is suitable to reuse as filling materials for land reclamation and site formation. Inert C&D materials could be reused on-site as filling materials. For those inert C&D materials that cannot be reused should be disposed at a Public Fill Reception Facilities.

6.3.3 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.

6.3.4 Inert C&D materials should be re-used on-site (e.g for backfilling) if it is practical and/or disposed of at public filling area or other CEDD designated public fill reception facilities. Non-inert C&D materials (i.e. C&D waste) should be re-used or recycled. For those that cannot be reused or recycled, they should be disposed of at designated landfill sites as last resort.

6.3.5 The Contractor(s) should be responsible for ensuring that all on-site wastes will be collected by approved waste collectors and appropriate measures should be undertaken to minimise adverse impacts to the surrounding environment, such as dust generation. The Contractor(s) must also ensure that all necessary waste disposal permits have been obtained before actions.

6.3.6 Prior to disposal of non-inert C&D materials, it is recommended that wood, steel, glass and other metals will be collected separately for re-use and/or recycling and inert C&D materials utilized as fill materials to minimize the quantity of waste to be disposed of at the Public Fill Reception Facilities and landfill.

General Refuse

6.3.7 Throughout the construction stage, the workforce would generate general refuse comprising food scraps, waste paper, empty containers, etc. Release of general refuse into watercourses or marine waters should not be permitted as introduction of these wastes is likely to have detrimental effects on water quality in the area. Effective collection of site wastes would be required to prevent waste materials being blown around by wind, flushed or leached into the marine environment, and odour nuisance. The work sites may also attract pests and vermin if the waste storage area is not well maintained and cleaned regularly. Disposal of refuse at sites other than approved waste transfer or disposal facilities can also result in similar impacts. The number of work force to be employed for the Project is around 20. Based on the generation rate of 0.65kg/person/day, the estimated total refuse generated per day (maximum) would be about 13kg/day.

6.3.8 Recyclable materials (i.e. paper, plastic bottles and aluminium cans) will be collected separately for recycling, in order to reduce the amount of general refuse to be disposed into the landfill. Adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. The non-recyclable refuse will be placed in bags and stored in enclosed containers, and disposed of on a daily basis to the designated landfill. With the implementation of the recommended waste management practices at the site, adverse environmental impacts would not arise from the storage, handling and transportation of refuse.

Chemical Waste

6.3.9 Apart from above, Construction plant and equipment will require regular maintenance and servicing, which would generate waste such as solvents, lubrication oil and fuel, etc. Chemical wastes arising during the construction phase may pose serious environmental, health and safety hazards if not stored and disposed of in an appropriate manner.

6.3.10 The amount of chemical waste would be depended on the contractor's on-site maintenance practice and the quantities of plant and vehicles utilised at the construction site. Nevertheless, it is anticipated that the quantity of chemical waste such as lubrication oil and solvent produced from equipment maintenance would be less than hundred litres per month. The quantity of chemical waste to be generated would be quantified in the Waste Management Plan as part of the Environmental Management Plan to be prepared by the contractor.

6.3.11 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.

6.3.12 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, transportation and disposal of chemical wastes. With good management and site practices, adverse environmental impacts should not result.

6.3.13 Preliminary quantity estimation of construction waste involved and disposal method is summarised in the **Table 6.1** below.

Table 6.1 Summary of Estimated Construction Waste and Disposal Method

Waste Material Type		(a) Estimated Quantity Generated (b) Quantity to be disposed / transported to PFRF (c) Quantity of waste material for on-site re-use or recycling	Handling Arrangement / Disposal Method
Inert C&D Materials	Site Formation	(a) ~ 8,956 m^3 (b) ~ 8,508 m^3 (c) ~ 448 m^3	Around 0.5% to be reused on-site or in other projects, remainders which cannot be reused or recycled will be transported to public fill reception facilities (proposed to be Tuen Mun Area 38 Fill Bank), subject to the designation by the Public Fill Committee according to DEVB TC(W) No.6/2010
	Construction of New Buildings/Structures	(a) ~ 7,200 m^3 (b) ~ 6,840 m^3 (c) ~ 360 m^3	
Non-inert C&D Materials	Site Formation	(a) ~990 m^3 (b) ~ 660 m^3 (c) ~ 330 m^3	Recycling and disposal to NENT landfill. For those dead vegetative materials and timber (if any), should be sent to Yard Waste Recycling Centre in Y-Park for recycling.
	Construction of New Buildings/Structures	(a) ~800 m^3 (b) ~ 530 m^3 (c) ~ 270 m^3	
Chemical Waste	-	(a), (b) Less than hundred litres /month (preliminary estimate) (c) Not applicable	Collected by licensed collector and sent to Chemical Waste Treatment Centre
General Refuse	-	(a), (b) 13kg/day (preliminary estimate, assuming there are 20 workers at any one time with generation rate of 0.65kg per worker per day) (c) Not applicable	Recyclable materials (i.e. paper, plastic bottles, aluminium cans and food waste) will be collected separately for recycling, remainders will be sent to Refuse Transfer Station (proposed to be North West New Territories Transfer Station) for compaction and then disposed of at NENT landfill

6.4 Waste Disposal and Mitigation Measures

6.4.1 Waste generated by construction activities should be properly sorted and certain waste management requirements must be followed to minimize the impacts arising because

of the generation, storage, handling, transport and disposal of wastes. Good site management and control can prevent the generation of significant amounts of "mixed waste". For unavoidable wastes, reuse, recycling and optimal disposal are most practical when segregation occurs on the construction site, categorized as follows:

- Inert C&D materials for reuse on-site or delivering to Public Fill Reception Facilities for beneficial reuse at other projects;
- Non-inert C&D materials for reuse or recycle or disposal at landfill as last resort;
- Chemical waste for treatment at licensed facilities; and
- General refuse for disposal at landfill.

C&D Material

6.4.2 Proper storage and site practices should be adopted to minimize the damage to, or contamination of, C&D materials that may reduce their recyclability and suitability for disposal in public fill reception facilities. The inert C&D materials shall be reused in earth filling, reclamation or site formation works. The non-inert C&D materials shall be reused or recycled and, as the last resort, disposed of at landfills. GPS monitoring are suggested to implement to dump trucks to prevent illegal dumping.

6.4.3 Appropriate measures should also be employed to minimize windblown litter and dust during transportation by either covering trucks with tarpaulin or transporting wastes in enclosed containers. Waste should only be disposed at licensed sites. Resident site staff and the contractors should develop procedures to ensure that illegal disposal of waste does not occur. In addition, waste storage areas within the Project should be well maintained and cleaned regularly to prevent cross-contamination. The disposal of inert C&D materials and non-inert C&D materials to public fill reception facilities/sorting facilities respectively through a trip-ticket system, while general refuse will be disposed of at landfill.

6.4.4 Earthworks (excavation and backfilling) for site formation would be required for the proposed development. The volume of excavated materials to be handled would be around 16,160 m^3 for inert material with density of 1.8 kg /m^3 and 1,790 m^3 for non-inert material with density of 1 kg /m^3. The period of excavation is anticipated to be around 1 year. In view of the relatively large size excavation, phasing of the excavation work is suggested to avoid large scale of excavation at the same period as well as to reduce the number of dump trucks on site. The number of dump trucks is anticipated to be around 8 trucks / day for inert material and 1 truck / day for non-inert material (assuming each truck can carry 15 tonnes and there is around 270 working days per year), based on the current information presented above.

Chemical Waste

6.4.5 Chemical and oily wastes generated from the construction activities, vehicle and plant maintenance should be disposed of as chemical waste in strict compliance with the Waste Disposal (Chemical Waste) (General) Regulations.

General Refuse

6.4.6 For general refuse, mitigation measures should include provision of a collection area where waste can be sorted, stored and loaded prior to removal from the site during construction phase.

6.4.7 In additional, with the implementation of the recommended mitigation measures in the "Recommended Pollution Control Clauses for Construction Contracts" available in EPD website, 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 would be minimal. Below are the examples of the relevant measures:

Waste Minimisation

- The Contractor shall submit to the Engineer for approval a Waste Management Plan (WMP) as part of Environmental Management Plan (EMP) with appropriate mitigation measures including the allocation of an area for waste segregation and shall ensure that the day-to-day site operations comply with the approved waste management plan.
- The Contractor shall minimise the generation of waste from his work. Avoidance and minimisation of waste generation can be achieved through changing or improving design and practices, careful planning and good site management.
- The Contractor shall ensure that different types of wastes are segregated on-site and stored in different containers, skips or stockpiles to facilitate reuse/recycling of waste and, as the last resort, disposal at different outlets as appropriate.
- The reuse and recycling of waste shall be practised as far as possible.
- The Contractor shall record the amount of wastes generated, recycled and disposed of (including the disposal sites).
- The Contractor shall use a trip ticket system for the disposal of C&D materials to any designated public filling facility and/or landfill.

Waste Nuisance Control

6.4.8 The Contractor shall not permit any sewage, waste water or effluent containing sand, cement, silt or any other suspended or dissolved material to flow from the Site onto any adjoining land or allow any waste matter (or refuse) which is not part of the final product from waste processing plants to be deposited anywhere within the Site (or onto any adjoining land). He shall arrange removal of such matter from the site (or any building erected or to be erected thereon) in a proper manner to the satisfaction of the Engineer in consultation with the Director of Environmental Protection.

Chemical Waste Control

- The Contractor shall observe and comply with the Waste Disposal (Chemical Waste) (General) Regulation.
- The Contractor shall apply for registration as chemical waste producer under the Waste Disposal (Chemical Waste) (General) Regulation when chemical waste is produced. All chemical waste shall be properly stored, labelled, packaged and collected in accordance with the Regulation.
- The Contractor shall follow the guideline stated in the Code of practice on the Packaging, Labelling and Storage of Chemical Wastes.

6.5 Identification and Evaluation of Potential Impact during Operational Phase

6.5.1 During operational phase of the proposed development, since the uses is residential only, disposal of any other additional waste type, including chemical, livestock and clinical waste are not anticipated. Instead, general waste is anticipated to be the major type of waste generated during the operation of the proposed development.

6.5.2 Release of general refuse into watercourses or marine waters should not be permitted as introduction of these wastes is likely to have detrimental effects on water quality in the area. Effective collection of site wastes is suggested to prevent waste materials being blown around by wind, flushed or leached into the marine environment, and odour nuisance.

General Refuse

6.5.3 With the implementation of the *Producer Responsibility Scheme on Waste Electrical and Electronic Equipment* (WPRS), the amount of domestic electrical waste being disposed would not be significant as customers are encouraged to contact the WEEE recycling firm for the recycling of electrical equipment. The disposal of electrical equipment and its impact is not anticipated to be significant.

6.5.4 For other general waste such as metal, paper, plastic and glass, recycling bins for each type of wastes will be placed at prominent locations such as areas near lobby to reduce waste disposal amount. Also, the waste collection frequency is recommended to be at least once a day to reduce chances of hygiene issue.

6.5.5 For wastes such as leftover, an adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. Also, leftover will be placed in bags and stored in enclosed containers, and disposed of on a daily basis to the designated landfill. In addition, the project proponent is recommended to deliver leftover generated to Organic Resources Recovery Centre (ORRC) or installation of food waste recycling machines for composting treatment, etc. Therefore, the chances of odour nuisance and hygiene issue are reduced.

6.5.6 According to Monitoring of Solid Waste in Hong Kong - Waste Statistics for 2023, the most recent domestic waste disposal rate and commercial waste disposal rate are 0.89 kg/person/day and 0.55 kg/person/day respectively. According to the Project Architect, the number of units in the Proposed Development is 1,140 unit. With reference to the 2021 Population By-census for Tin Shui Wai, the average domestic household size is assumed to be 2.8 persons/unit, which means that the total residential population of the Proposed Development will be approximately 3,192 persons. As a result, the total domestic waste to be generated every year is estimated to be around 3,596 kg (i.e. 3,192 persons x (0.89 kg/person/day / (1 - 0.21 Recovery Rate))).

6.5.7 The non-domestic GFA of the Proposed Development is about 27,871 m^2. With reference to Table 2 in Chapter 5 of HKPSG, the density of workers in business use is 20m^2 to 25m^2/worker. Assuming a worker density of 20m^2/worker, the number of workers is estimated to be 1,394. As a result, the total commercial waste generated every year is estimated to be 1,419 kg (i.e. 1,394 persons x (0.55 kg/person/day / (1 - 0.46 Recovery Rate))).

6.5.8 Since the remaining domestic and commercial waste will be collected on a regular basis by waste collectors and disposed of at landfill managed by EPD, the impact from the waste disposal of the operational phase is anticipated to be insignificant with the implementation of the above measures.

6.6 Environmental Monitoring & Audit Requirements

6.6.1 The foregoing assessment has concluded that proper handling, storage, collection, transportation and disposal of waste materials generated during construction of the Project will not give rise to significant impacts to nearby sensitive receivers.

6.6.2 Whilst no specific environmental monitoring requirements are considered necessary, it is recommended that during the construction phase, site inspections and supervisions of waste management procedures and auditing of the effectiveness of implemented mitigation measures should be undertaken on a regular basis.

6.6.3 These tasks shall be scheduled in a Waste Management Plan ("WMP") to be prepared by the contractor and updated regularly. The WMP shall be submitted to the Architect/Engineer for approval. A summary of the site audits shall be presented in the monthly EM&A reports.

6.7 Conclusion and Recommendation

6.7.1 The potential impacts of wastes arising from the construction and operation of the Proposed Development have been assessed. The construction activities will generate a variety of wastes including C&D materials from site clearance, excavated materials, construction wastes, chemical and general refuse. General waste is anticipated to be the major type of waste generated during the operation of the proposed development.

6.7.2 Recommended Pollution Control Clauses for Construction Contracts published by Environmental Protection Department would be implemented during the construction phase of the proposed development.

6.7.3 During the operation phase, domestic waste and commercial waste are the major type of waste generated. Both types of waste will be collected on a regular basis by waste collectors and will be disposed at a landfill managed by EPD.

6.7.4 With the recommended waste management practices put in place, no unacceptable impacts associated with waste management during the construction and operation phase are envisaged.

7. CONCLUSION

7.1.1 This planning application is submitted to seek permission from the Town Planning Board in support of a proposed mixed-use development with residential and commercial uses and minor relaxation of building height restriction. The Application Site is located at lot no. 4354 in D.D. 124, Kiu Tau Wai, Yuen Long. It falls within an area zoned "Commercial (2)" on the Approved Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/2.

7.1.2 The key environmental issues associated with both operation and construction phase of the Development Site are qualitatively/quantitatively discusses in this report.

Fixed Noise

7.1.3 Desktop studies and several site visits have been conducted to identify the potential fixed noise sources within 300m assessment area. The future residents would not be subject to significant fixed noise impact.

7.1.4 The fixed noise sources within the Application Site (e.g. ventilation system, the exhaust and the control of emission of oily fume and cooling odour of the commercial use of the Proposed Development) may have potential fixed noise impact on the NSRs of the Proposed Development or the surrounding NSRs. The design of these future noise sources should follow the requirements of the HKPSG such that the NCO should be met so that the surrounding NSRs would not be subject to significant noise impact. Mitigation measures (such as enclosure and acoustic louvre) may be required to be considered during the detailed design. As such, it is anticipated that Development Site would not be subject to any significant fixed noise impact.

Road Traffic Noise

7.1.5 A road traffic noise impact assessment has been carried out for the Application Site. The assessment results indicated that the predicted noise levels at some NSRs would exceed the noise criteria as stipulated in the HKPSG. Noise mitigation measures in terms of acoustic window and acoustic balcony have been recommended at the locations where it is required. With the provision of noise mitigation measures, the proposed development would comply with the relevant HKPSG criteria, and the future occupants would not be subject to significant impacts.

Railway Noise

7.1.6 Since the Application Site is located closed to the Tuen Ma Line viaduct, special master layout design has been incorporated to minimize the potential railway noise impact upon the future residential occupants. The special layout design includes 1. the commercial tower at southern portion of the Application Site to provide shielding for the residential tower behind; 2. Arrange the residential tower perpendicular to the railway track to minimize the angle of view from the residential unit to the noise source; 3. vertical fins are located at strategic locations to further reduce the angle of view. Based on the on-site noise measurement, the predicted noise level at the proposed development has been assessed, and some residential units at the eastern end of the residential tower would exceed the relevant criteria stipulated in NCO. Acoustic window and acoustic balcony will be provided at these residential units to further mitigate the railway noise. With the provision of noise mitigation measures, the predicted noise level at all residential units would comply with the relevant criteria stipulated in the NCO. The future occupants would not be subject to significant railway noise impact.

Air Quality

7.1.7 There is no chimney or industrial activity identified within 200m from the site boundary of Application Site. As such, it is anticipated that the Proposed Development Site would not be subject to any adverse industrial emission impact.

7.1.8 No air sensitive uses shall be located within the buffer zones. No adverse vehicular emission impacts on the proposed development are anticipated.

7.1.9 Air quality impact from the proposed carpark shall be further reviewed in the later stage to ensure no adverse air quality impact to the nearby air sensitives uses.

Water Quality

7.1.10 The sewage generated from the proposed development would be discharged into the public sewerage system. The nearby water sensitive receivers would not be subject to significant impact.

7.1.11 Recommended Pollution Control Clauses for Construction Contracts published by Environmental Protection Department would be implemented during the construction phase of the proposed development.

7.1.12 With the recommended construction water quality control practices put in place, no unacceptable impacts associated with water quality during the construction and operation phase are envisaged.

Waste

7.1.13 The potential impacts of wastes arising from the construction and operation of the Proposed Development have been assessed. The construction activities will generate a variety of wastes including C&D materials from site clearance, excavated materials, construction wastes, chemical and general refuse.

7.1.14 Recommended Pollution Control Clauses for Construction Contracts published by Environmental Protection Department would be implemented during the construction phase of the proposed development.

7.1.15 With the recommended waste management practices put in place, no unacceptable impacts associated with waste management during the construction and operation phase are envisaged.

7.1.16 The environmental assessment study confirms the Proposed Development would be acceptable in environmental terms.

Figures

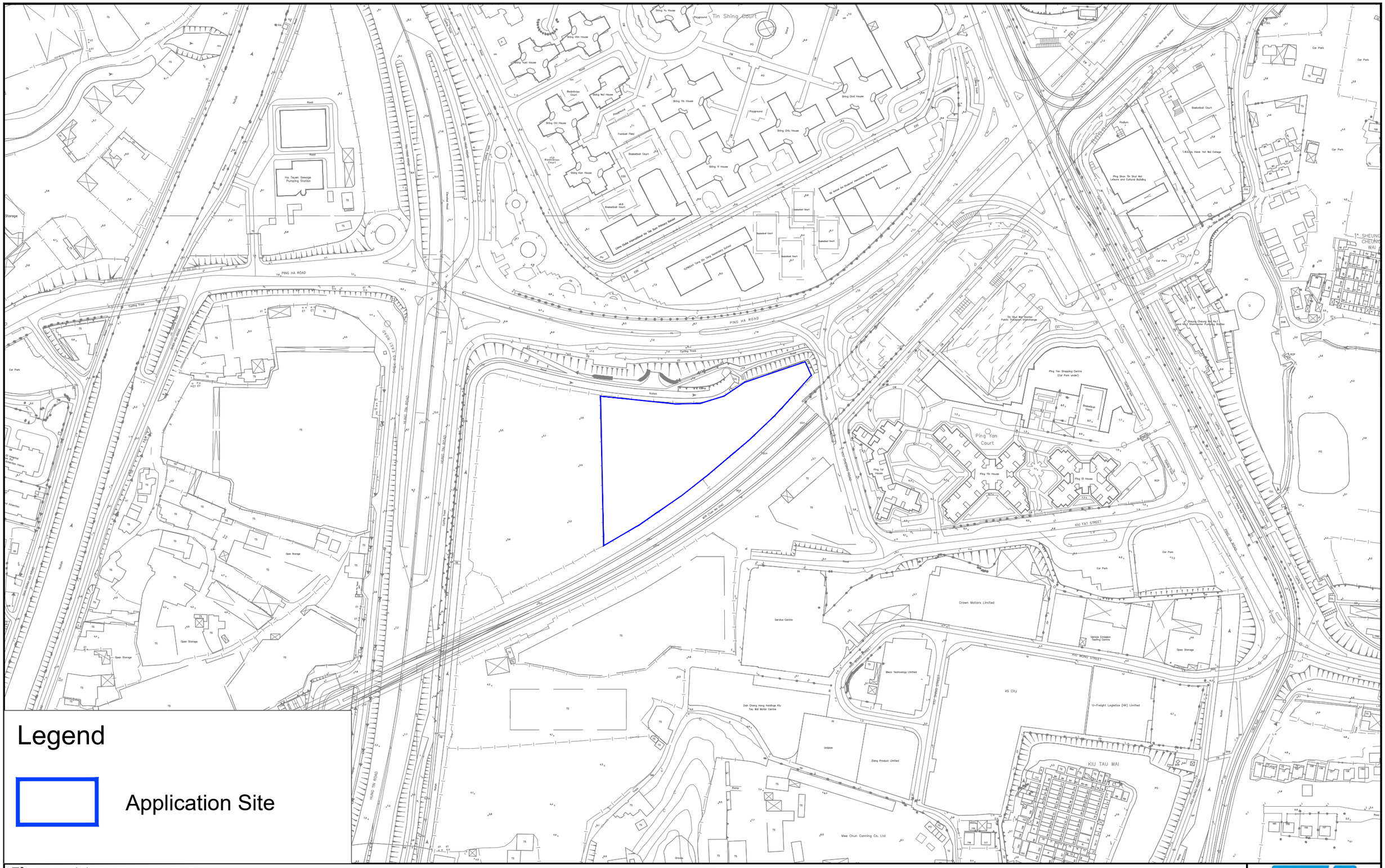


Figure: 1.1

Title: The Location of the Application Site and its Environmental

Project: Section 16 Planning Application for Proposed Mixed-Use Development at Lot No 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

RAMBOLL

Drawn by:	KT
Checked by:	KK
Rev.:	1.0
Date:	Jan 2026

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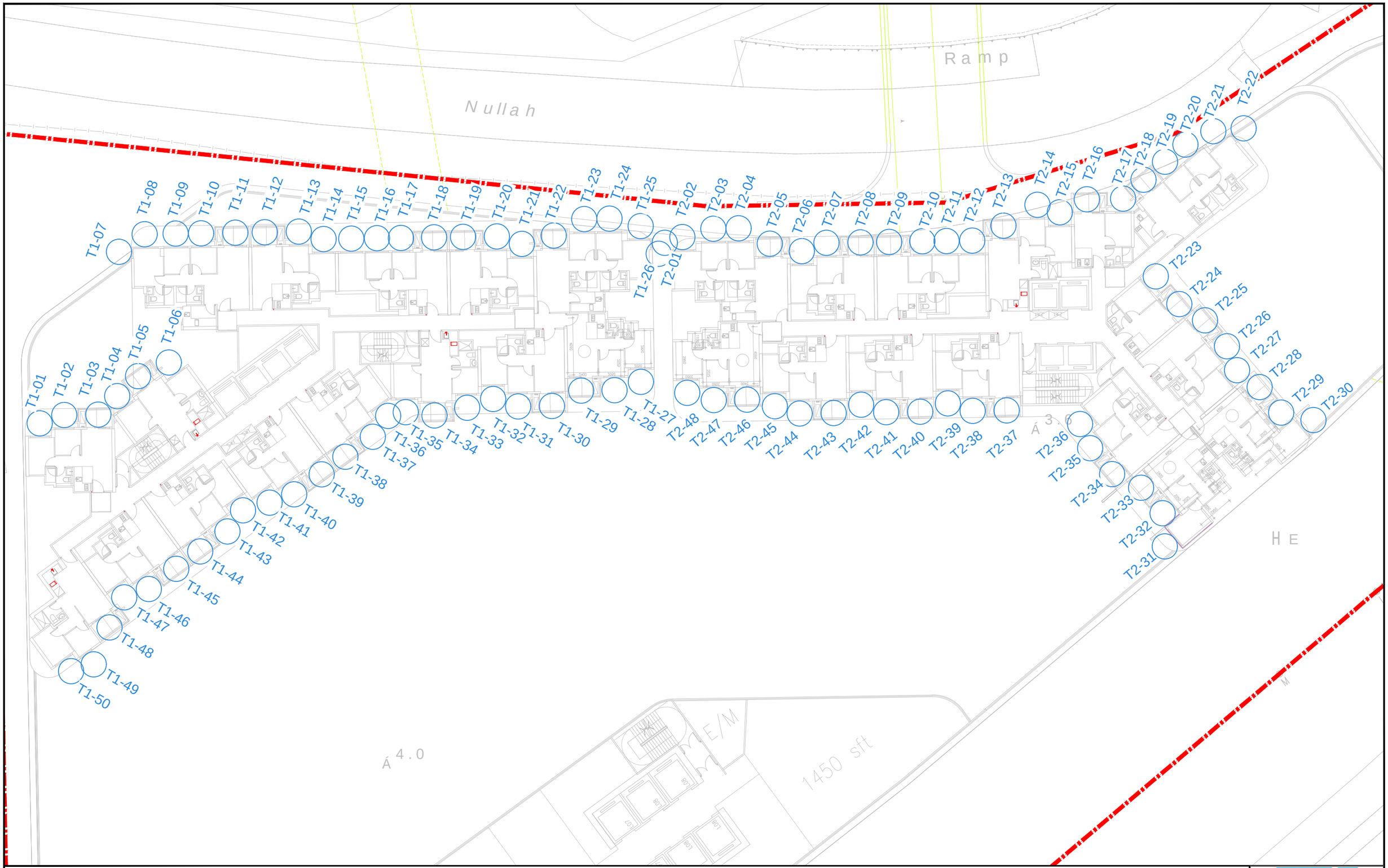


Figure: 2.1	RAMBOLL
Title: Location of Noise Sensitive Receivers for Road Traffic Noise Impact Assessment	Drawn by: KK Checked by: TC
Project: Section 16 Planning Application For Proposed Mixed-Use Development At Lot No 4354 In Dd 124, Kiu Tau Wai, Yuen Long	Rev.: 1.0 Date: Feb 2026

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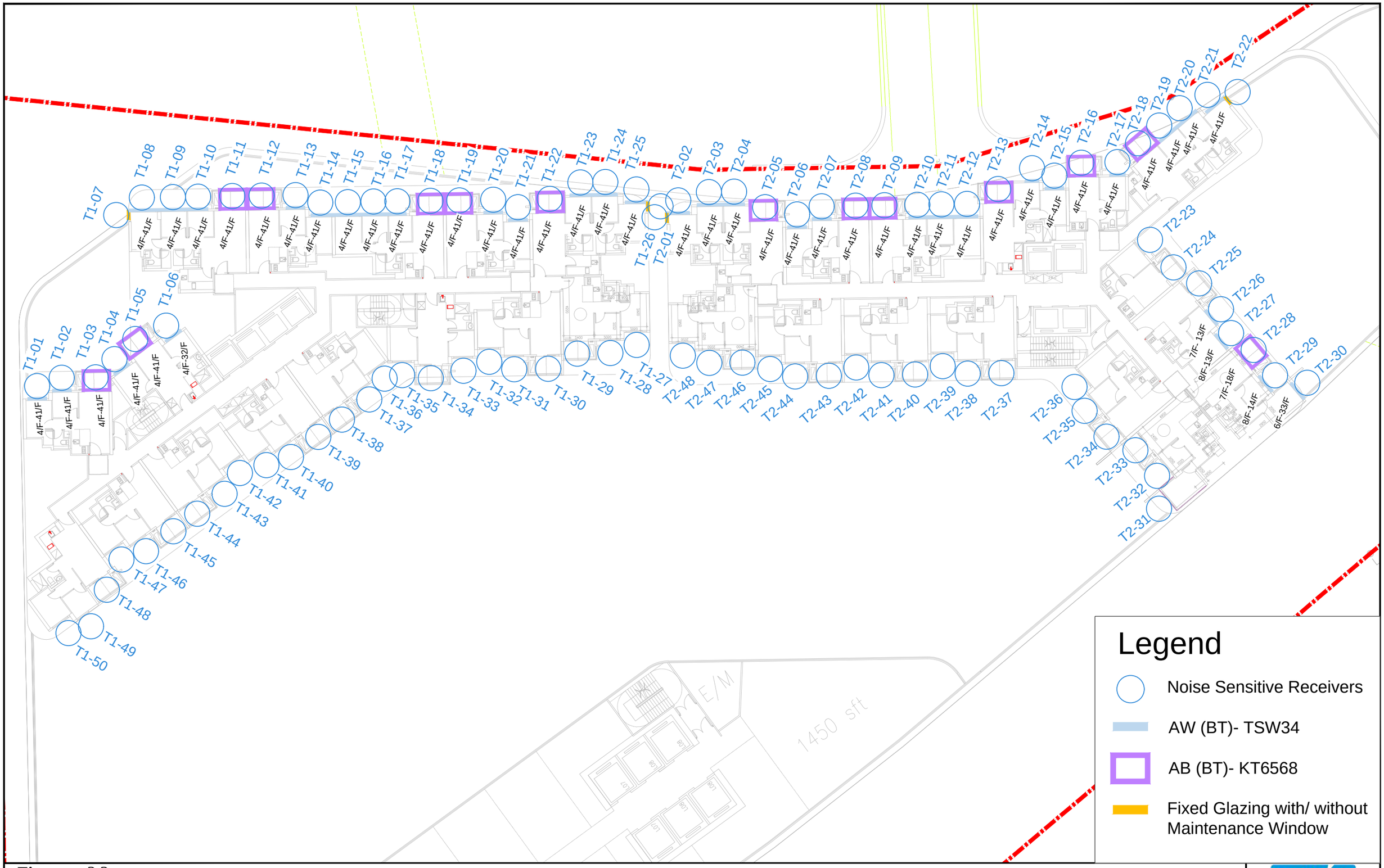


Figure: 2.2	RAMBOLL
Title: Propose Road Traffic Noise Mitigation Measures	Drawn by: KK Checked by: TC
Project: Section 16 Planning Application For Proposed Mixed-Use Development At Lot No 4354 In Dd 124, Kiu Tau Wai, Yuen Long	Rev.: 1.0 Date: Feb 2026

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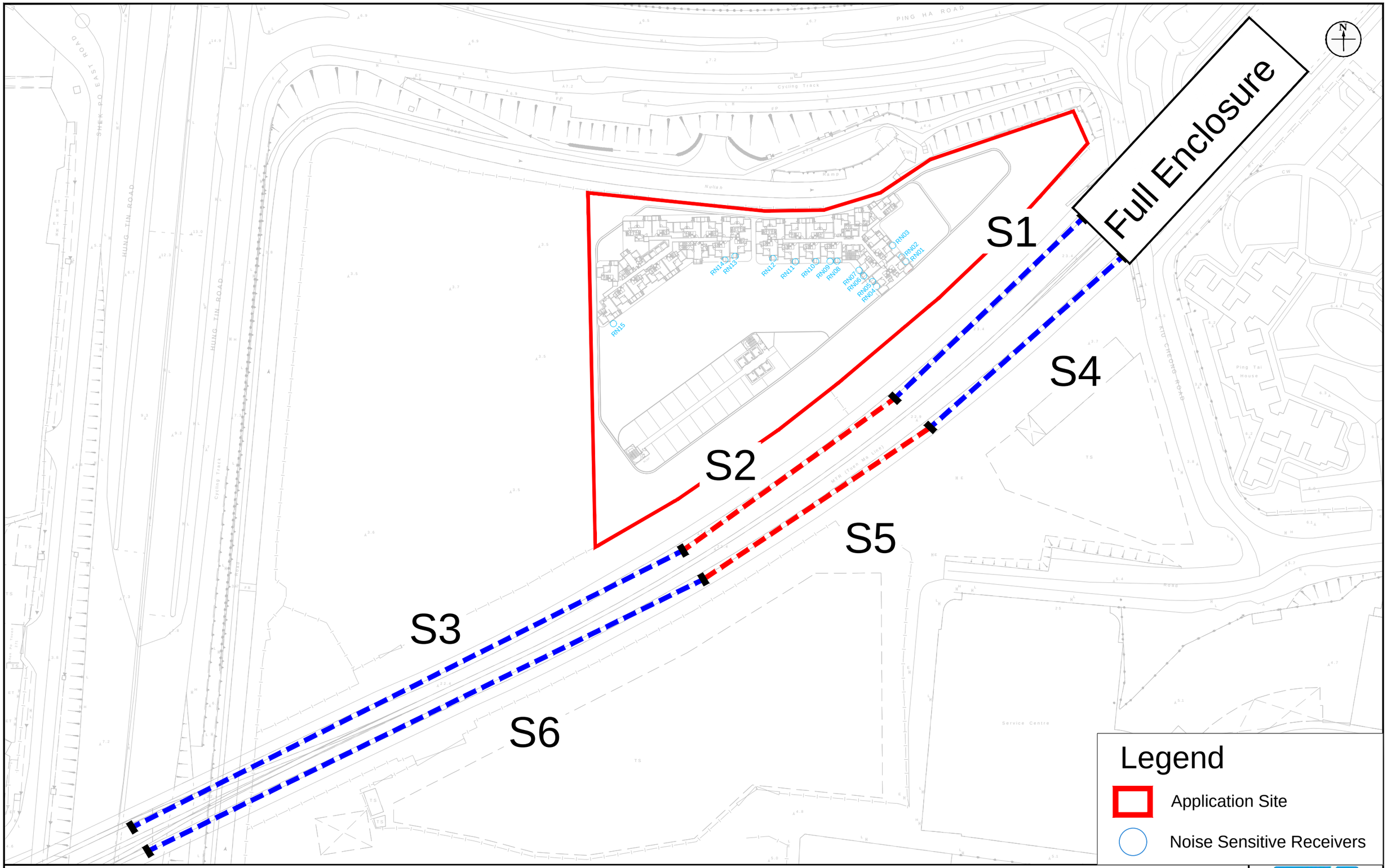


Figure: 3.1	RAMBOLL
Title: Location of Representative Noise Sensitive Receivers and Track Segments for Railway Noise Impact Assessment	Drawn by: KK Checked by: TC
Project: Section 16 Planning Application For Proposed Mixed-Use Development At Lot No 4354 In Dd 124, Kiu Tau Wai, Yuen Long	Rev.: 1.0 Date: Feb 2026

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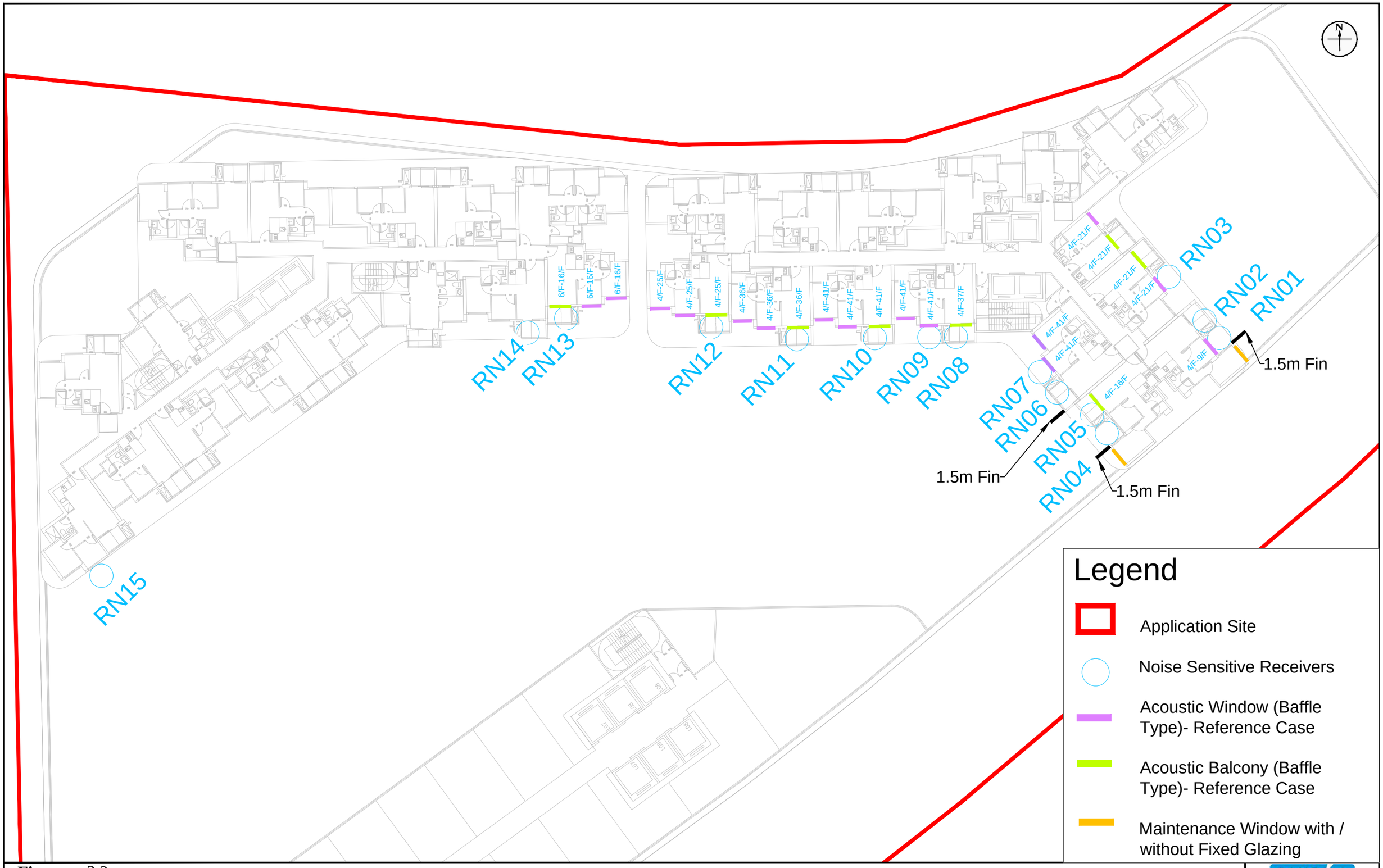


Figure: 3.2	RAMBOLL
Title: Propose Railway Noise Mitigation Measures	Drawn by: KK
	Checked by: TC
Project: Section 16 Planning Application For Proposed Mixed-Use Development At Lot No 4354 In Dd 124, Kiu Tau Wai, Yuen Long	Rev.: 1.0
	Date: Feb 2026

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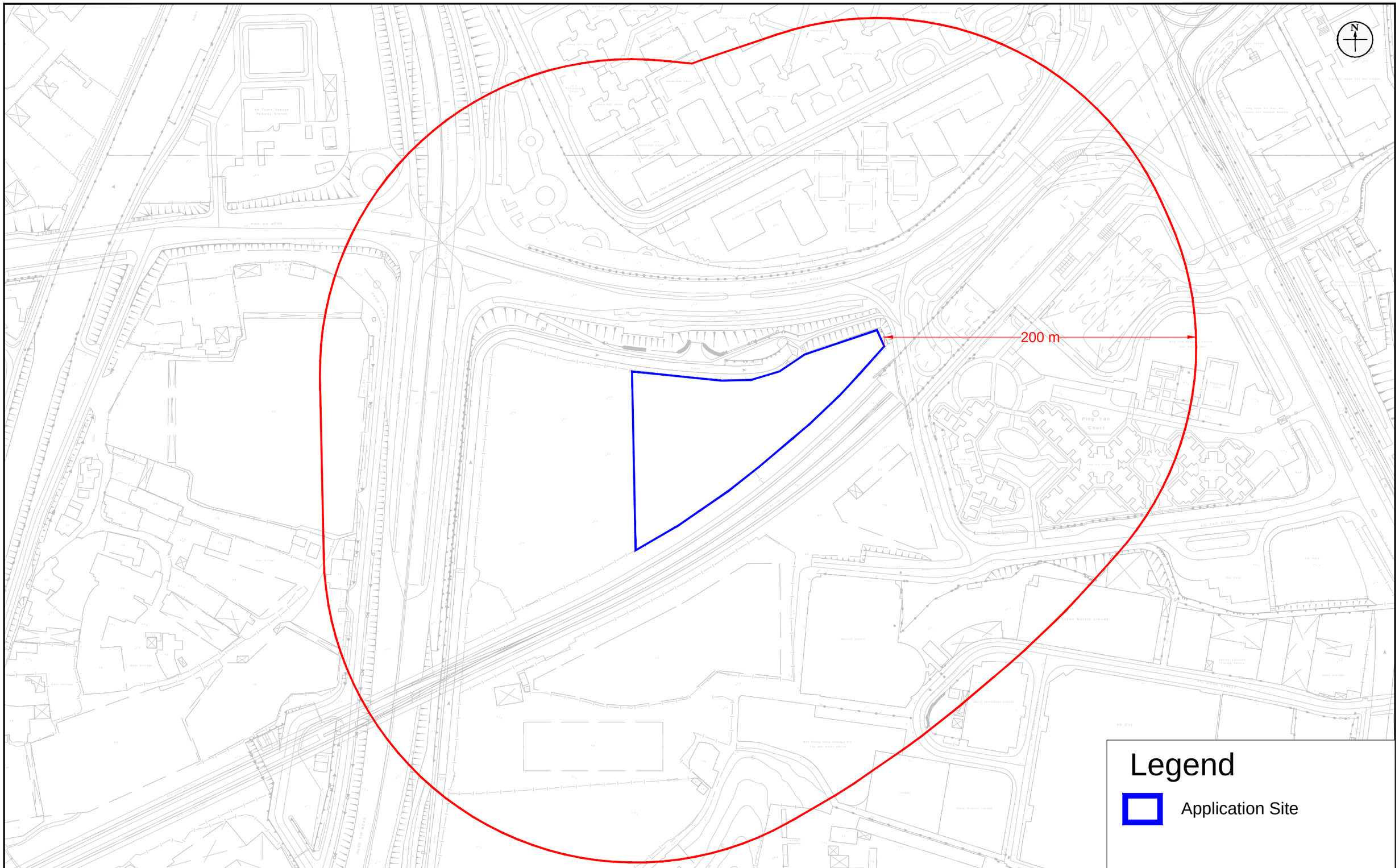


Figure: 4.1

Title: 200m Buffer Distance from the Application Site

Project: Section 16 Planning Application For Proposed Mixed-Use Development At Lot No 4354 In Dd 124, Kiu Tau Wai, Yuen Long

RAMBOLL

Drawn by:	KK
Checked by:	TC
Rev.:	1.0
Date:	Feb 2026

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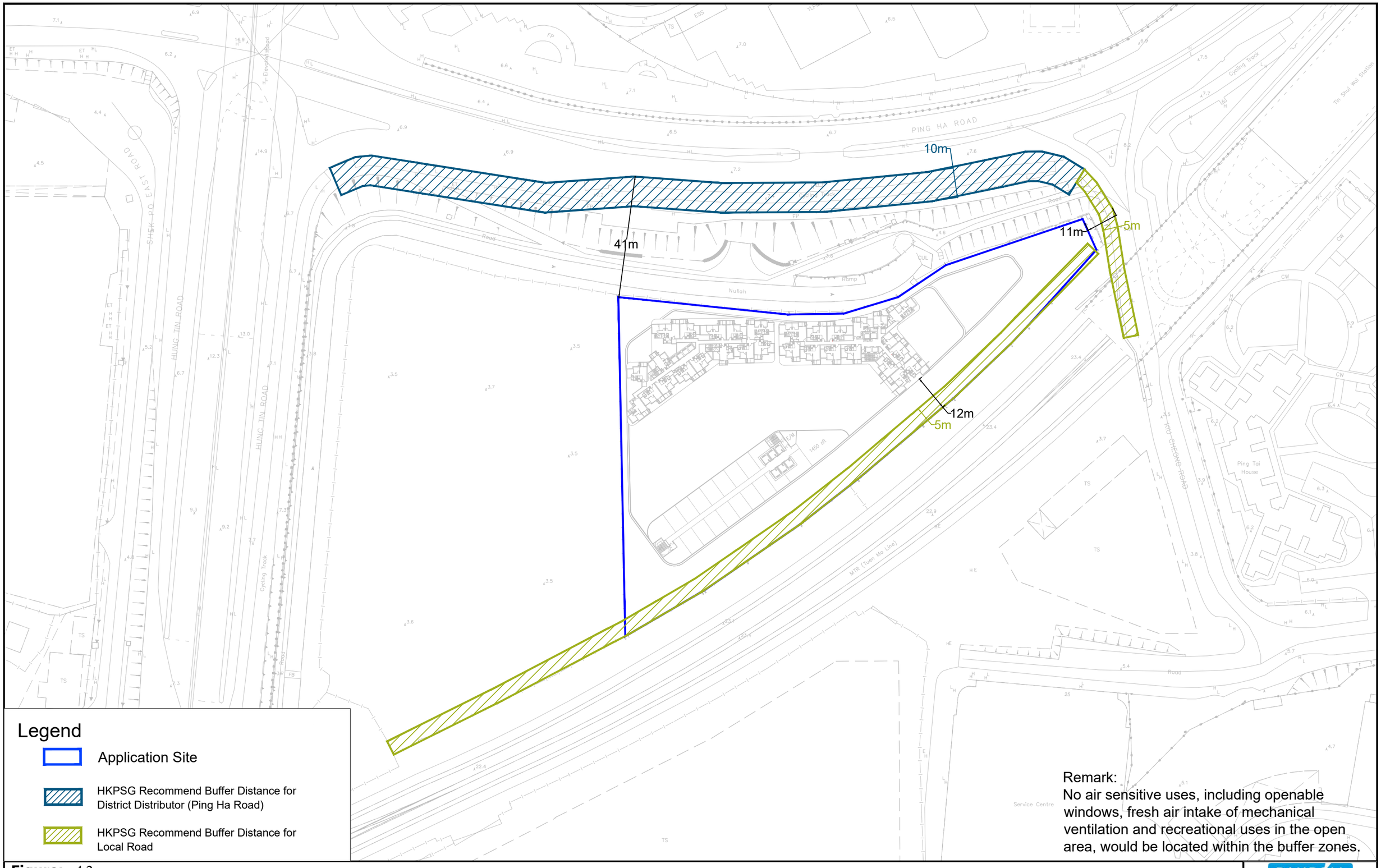


Figure: 4.2

Title: Buffer Distance between the Development Site and Kerb Side of the Nearest Carriageways

Project: Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in D.D. 124, Kiu Tau Wai, Ping Shan, Yuen Long

RAMBOLL

Drawn by:	CL
Checked by:	TC
Rev.:	1.0
Date:	Apr 2026

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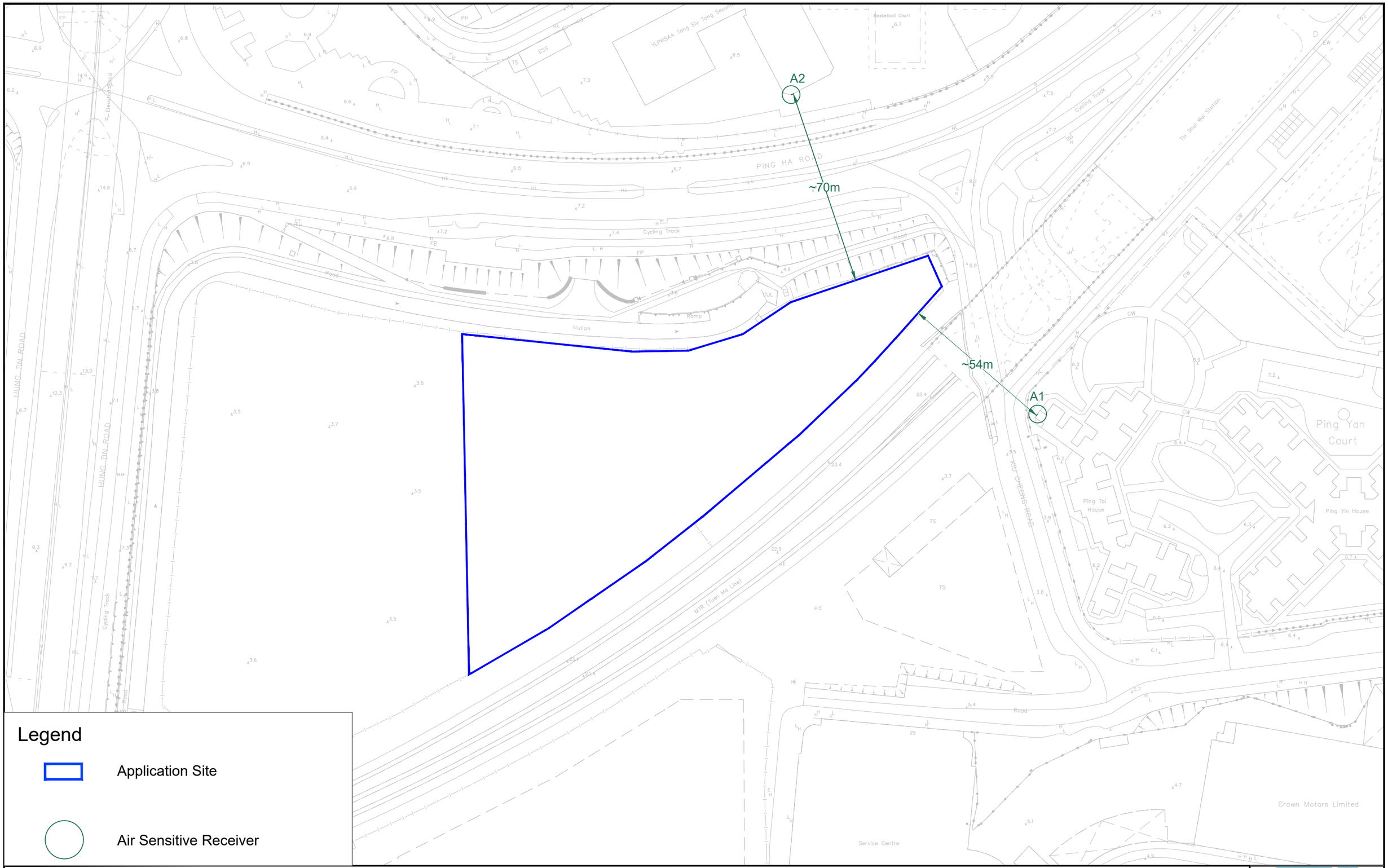


Figure: 4.3

Title: Location of Representative Air Sensitive Receivers

Project: Section 16 Planning Application for Proposed Mixed-Use Development at Lot No 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

RAMBOLL

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Checked by:	TC
Rev.:	1.0
Date:	Feb 2026

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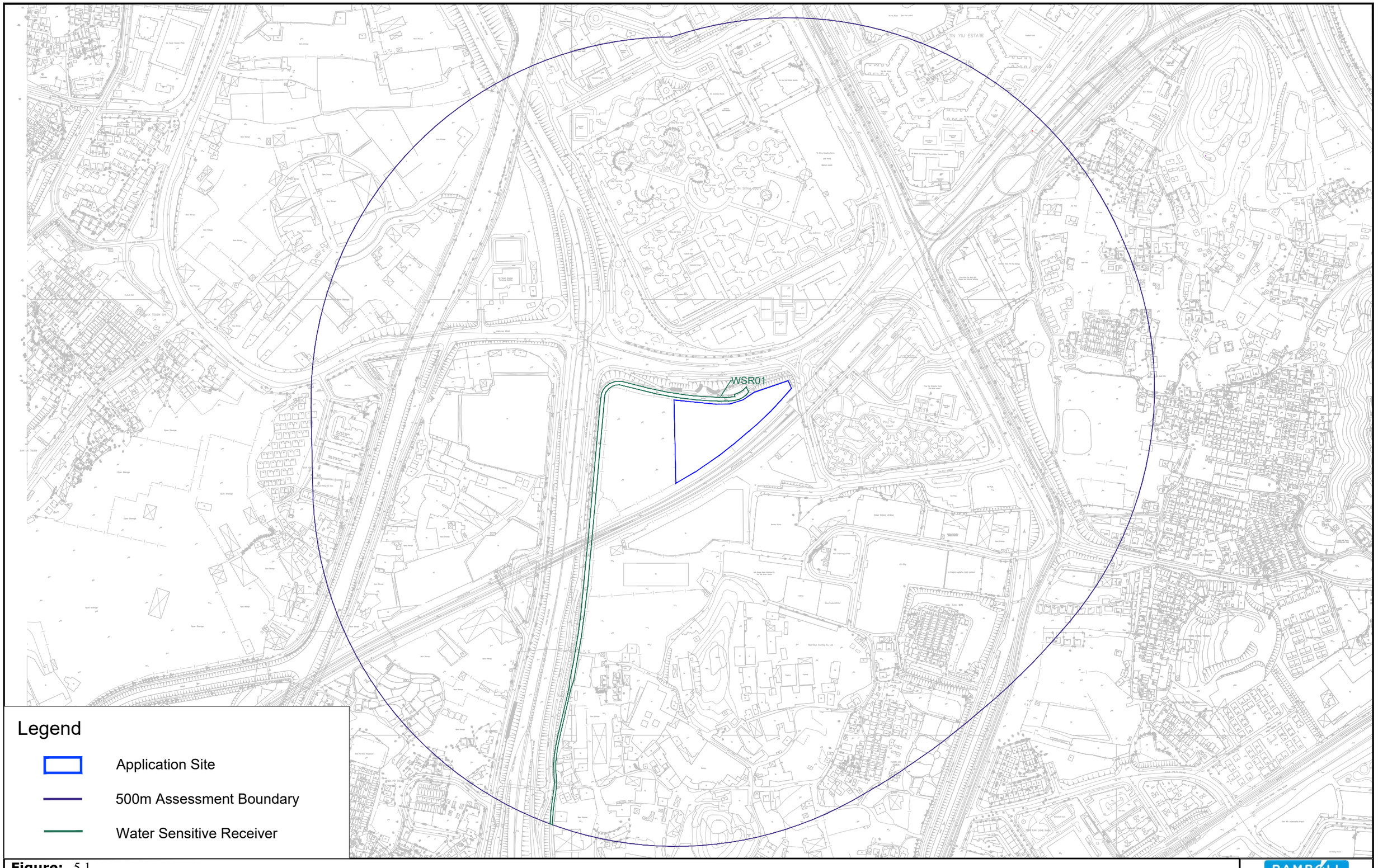


Figure: 5.1

Title: 500m Assessment Area from the Site Boundary of Development Site for Water Quality Impact Assessment and Water Sensitive Receiver

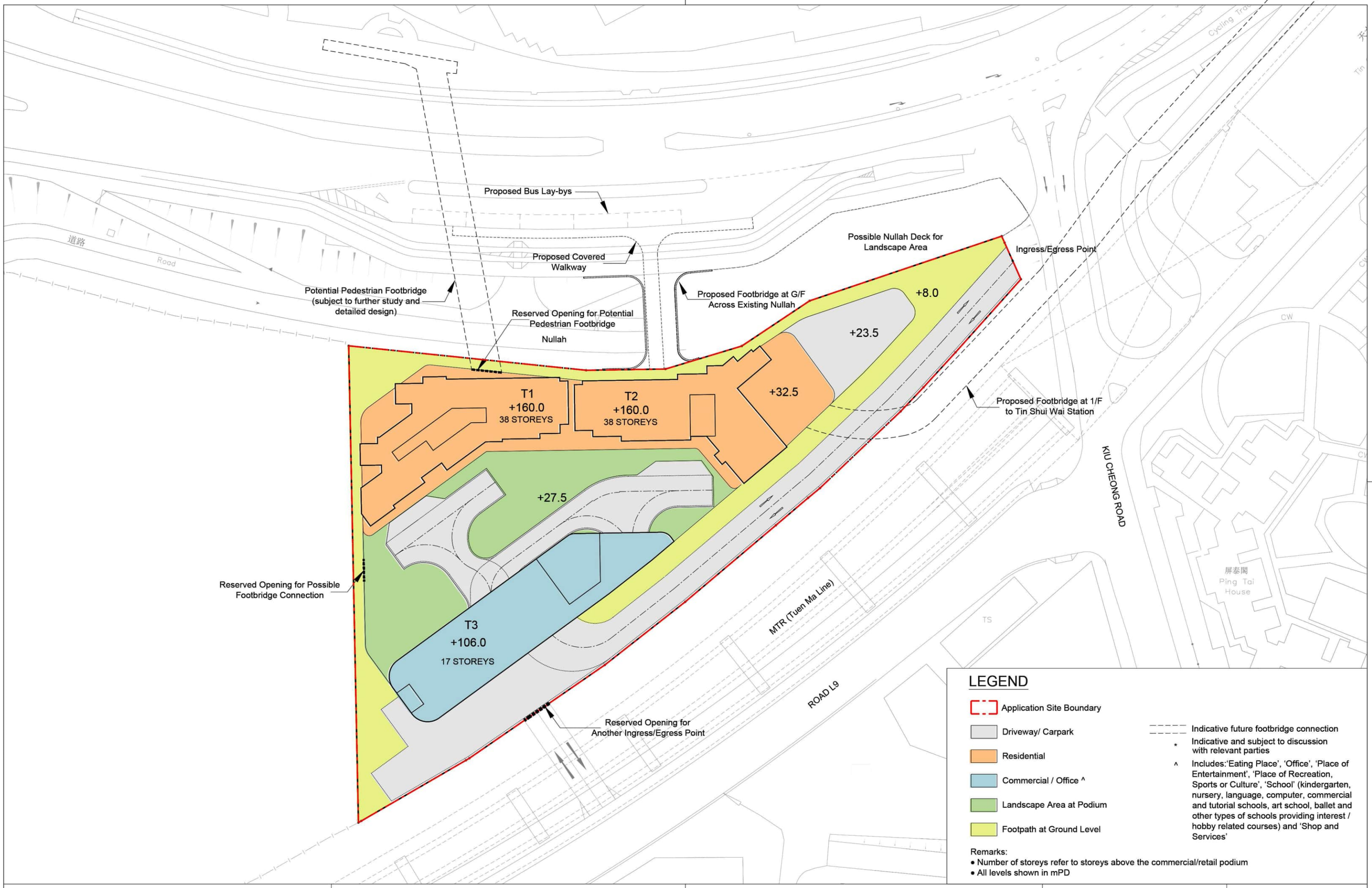
Project: Section 16 Planning Application for Proposed Mixed-Use Development at Lot No 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

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Drawn by:	CL
Checked by:	TC
Rev.:	1.0
Date:	Feb 2026

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Appendix 1.1 Master Layout Plan and Section of the Development Site



LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Residential
- Commercial / Office ^
- Landscape Area at Podium
- Footpath at Ground Level
- Indicative future footbridge connection
- * Indicative and subject to discussion with relevant parties
- ^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

Remarks:
- Number of storeys refer to storeys above the commercial/retail podium
- All levels shown in mPD

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PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative Master Layout Plan

0 5 10 20 m
1:800 @ A3

19-05-2026



LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Commercial / Retail ^
- Footpath at Ground Level
- E&M
- Escalator
- Staircase
- Lift
- Indicative future footbridge connection
- * Indicative and subject to discussion with relevant parties
- ^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

Remarks:
- All levels shown in mPD

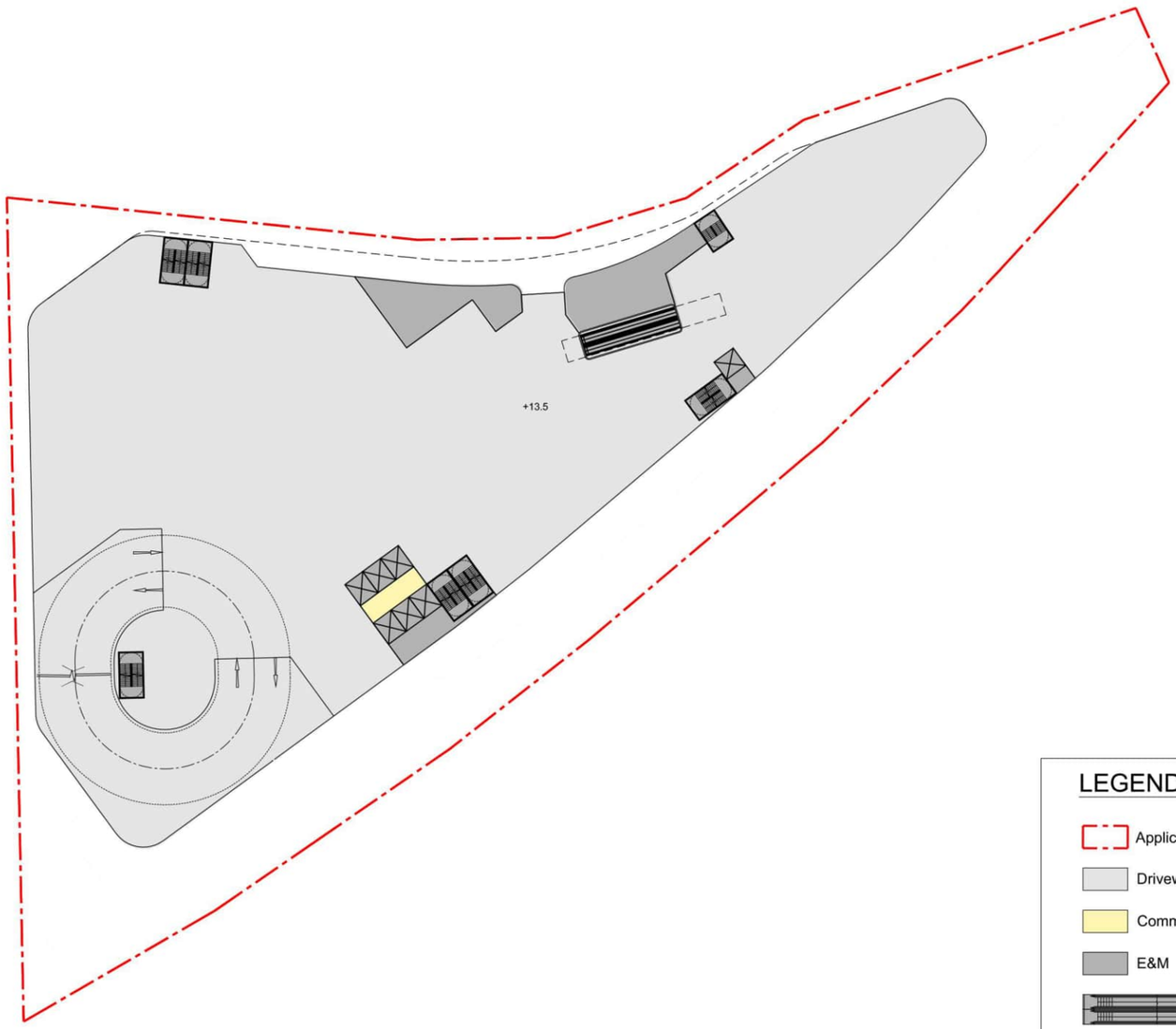
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PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative G/F Plan

0 5 10 20
m 1:800 @ A3

19-05-2026



LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Commercial / Retail ^
- E&M
- Escalator
- Staircase
- Lift

* Indicative and subject to discussion with relevant parties

^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

Remarks:
• All levels shown in mPD

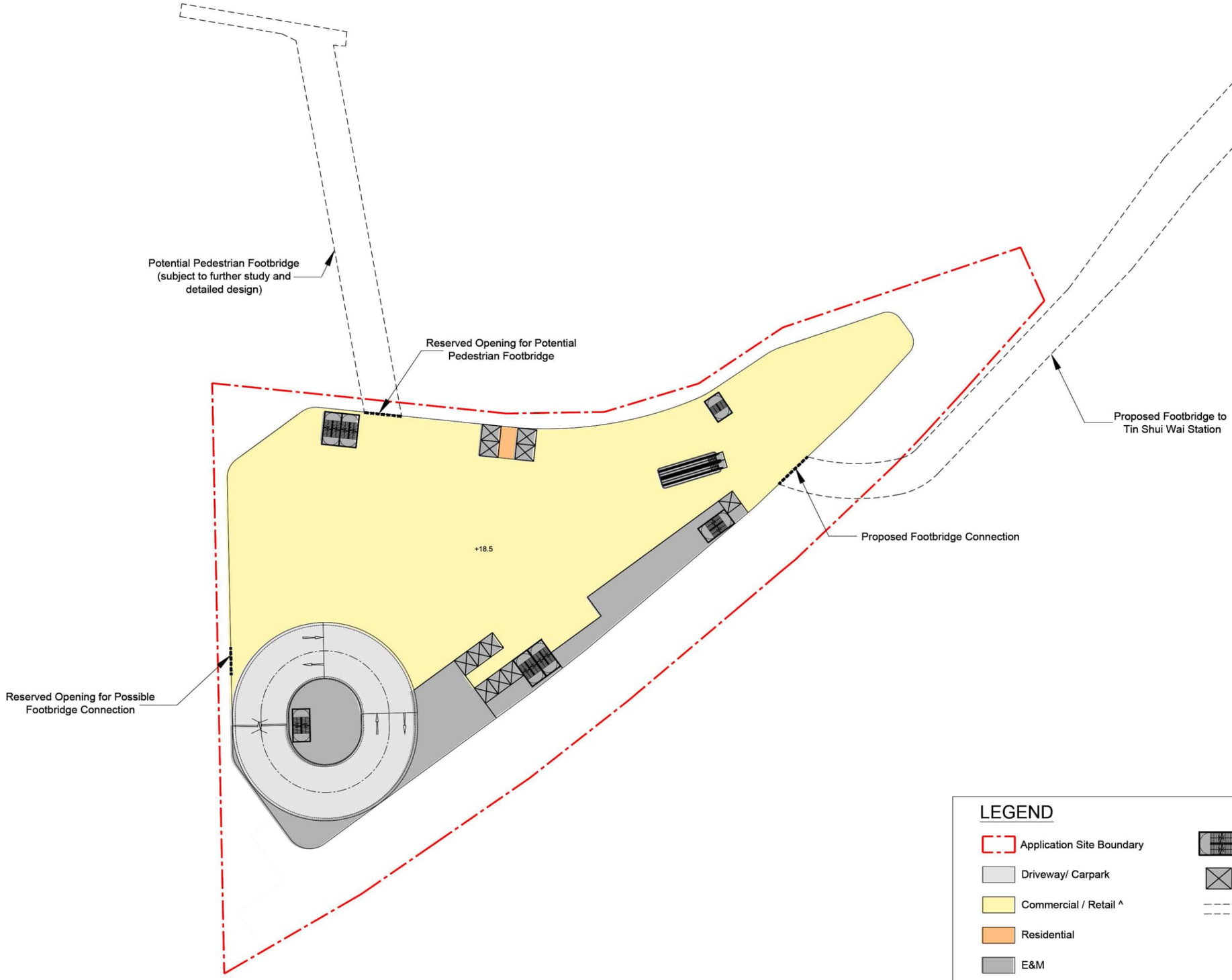
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PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative M/F Plan

0 5 10 20
m 1:800 @ A3

20-01-2026



LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Commercial / Retail ^
- Residential
- E&M
- Escalator
- Staircase
- Lift
- Indicative future footbridge connection
- * Indicative and subject to discussion with relevant parties
- ^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

Remarks:
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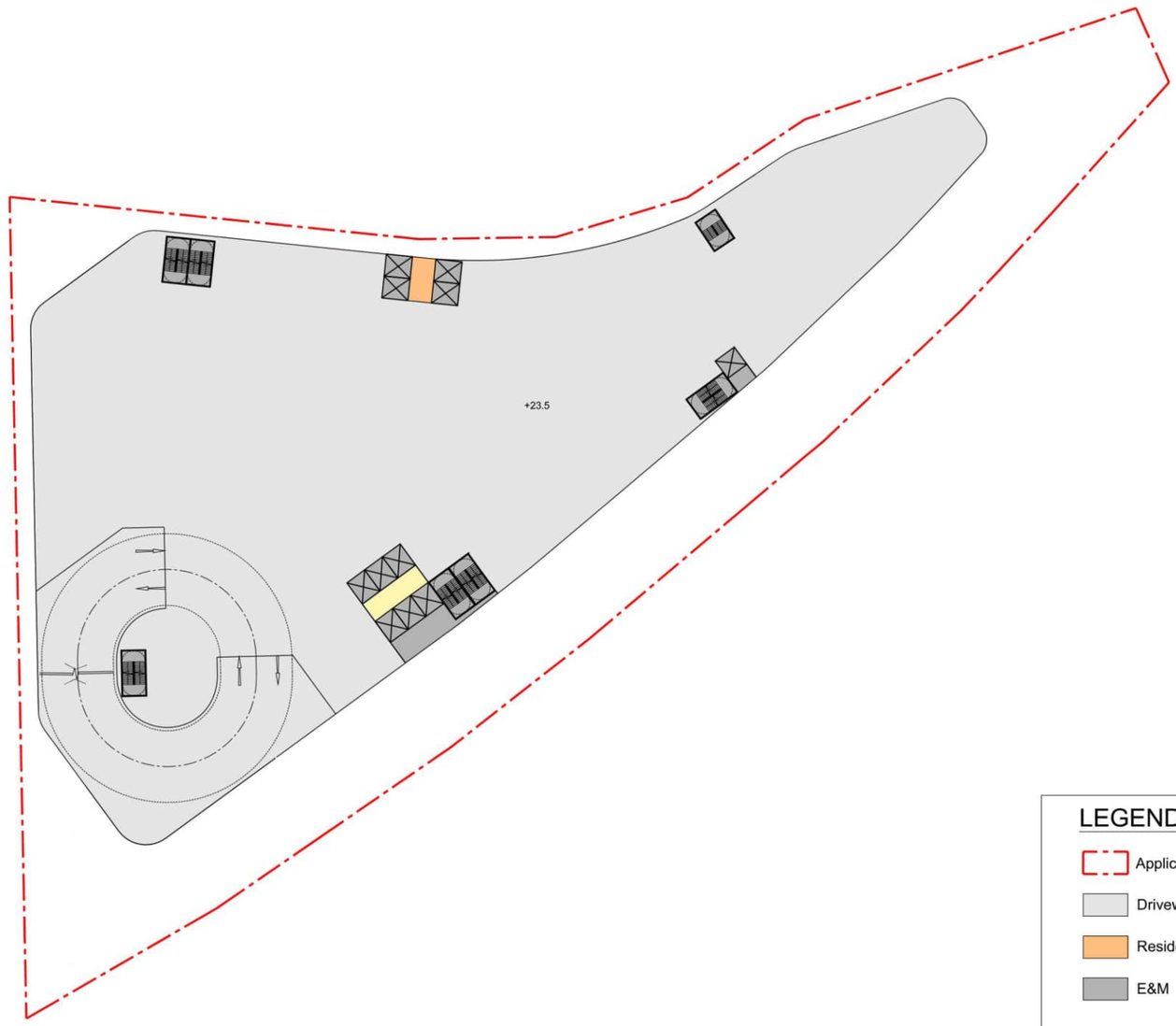
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PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative 1/F Plan

0 5 10 20
m 1:800 @ A3

19-05-2026



LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Residential
- E&M
- Staircase
- Lift
- Commercial / Retail ^

* Indicative and subject to discussion with relevant parties

^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

Remarks:
• All levels shown in mPD

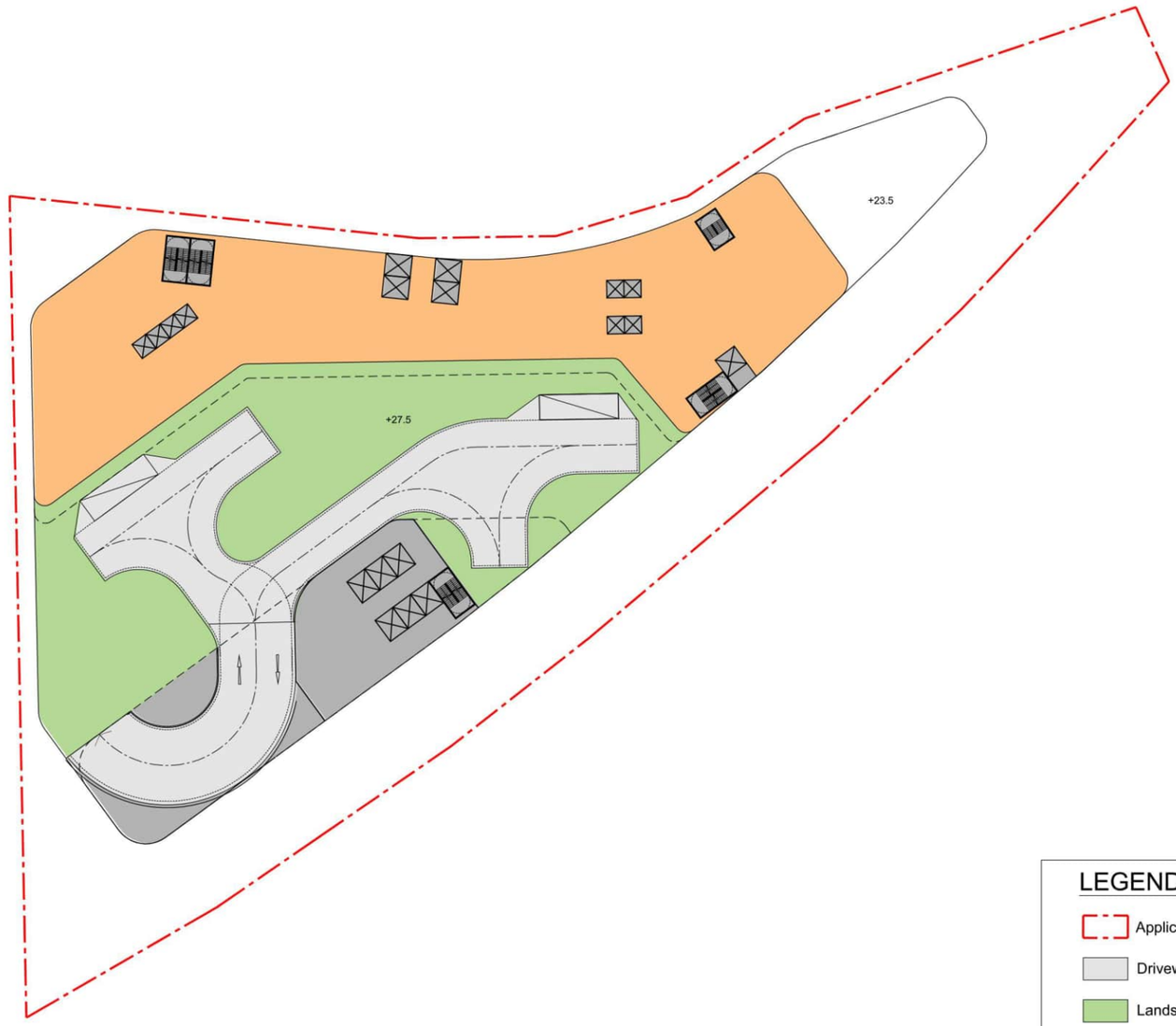
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PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative 2/F Plan

0 5 10 20
m 1:800 @ A3

20-01-2026



LEGEND

- Application Site Boundary
- Driveway/ Carpark
- Landscape Area
- Residential
- E&M
- Staircase
- Lift

Remarks:
• All levels shown in mPD

* Indicative and subject to discussion with relevant parties

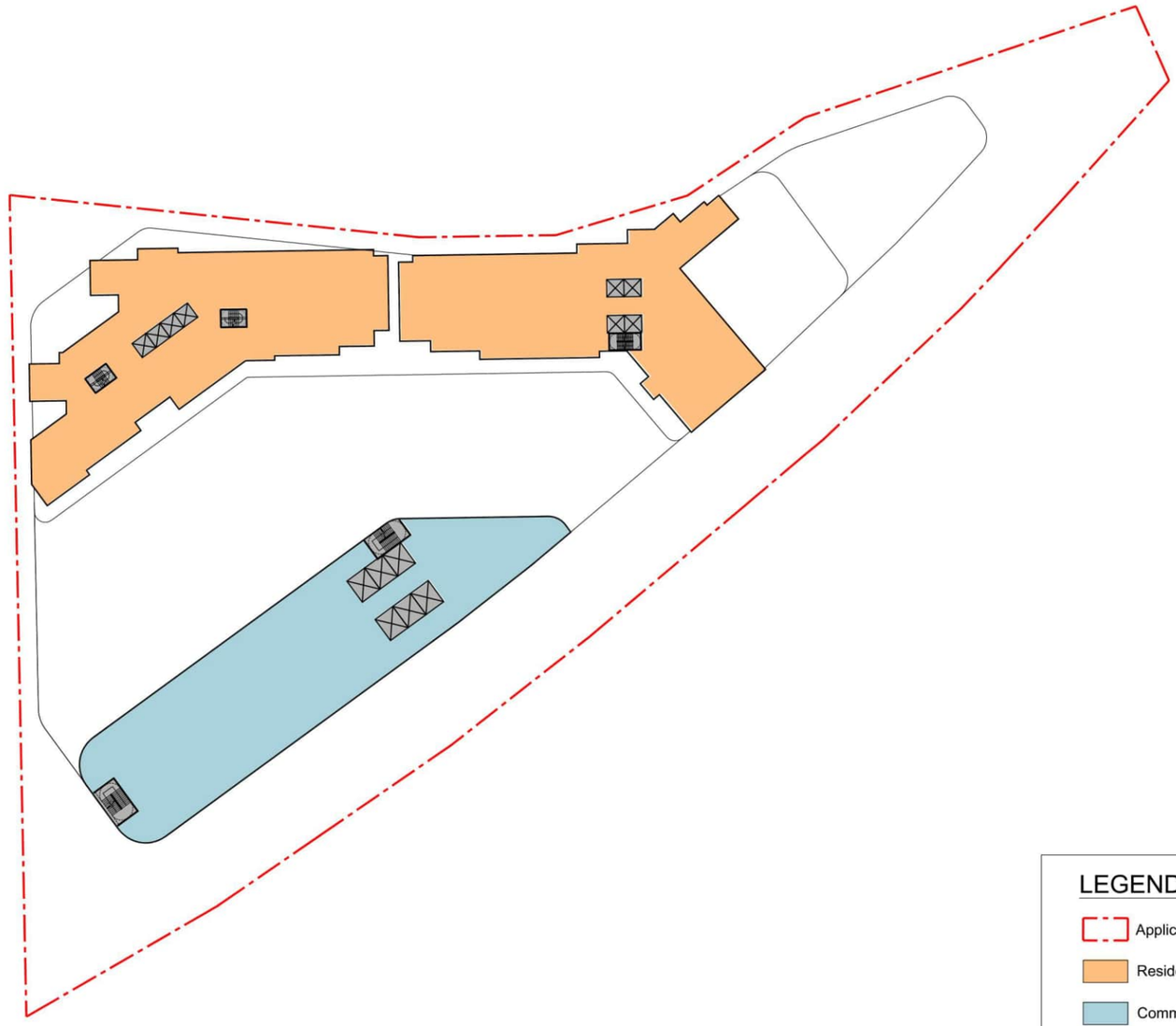
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PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative 3/F Plan

0 5 10 20
m 1:800 @ A3

20-01-2026



LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- E&M
- Staircase
- Lift
- * Indicative and subject to discussion with relevant parties

Remarks:
• All levels shown in mPD

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PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative Typical Floor Plan

0 5 10 20
m 1:800 @ A3

20-01-2026



LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Landscape Area
- E&M
- Staircase
- Lift
- * Indicative and subject to discussion with relevant parties

Remarks:
• All levels shown in mPD

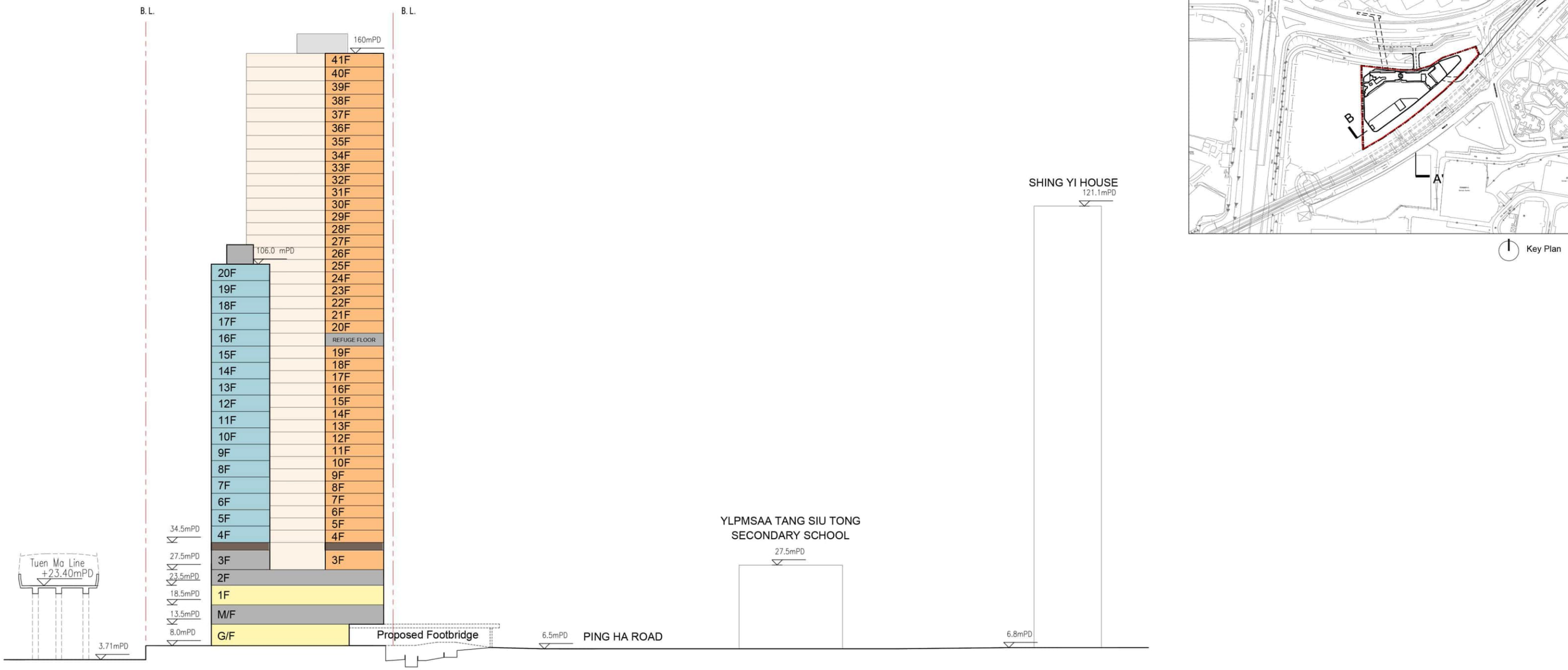
香港匯序建築設計有限公司
ATELIER GLOW LIMITED
香港灣仔譚臣道141號大業大廈25樓
25/F, Tai Yip Building, 141 Tamson Road, Wan Chai, Hong Kong
T:+852 3547 2111

PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

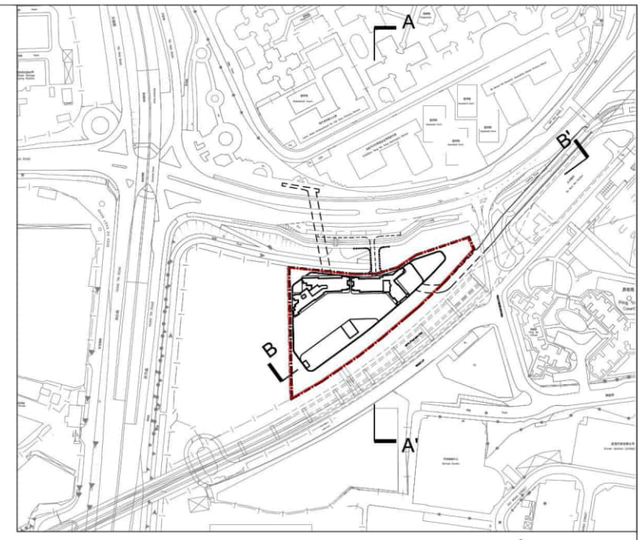
Indicative R/F Plan

0 5 10 20
m 1:800 @ A3

20-01-2026



1 SECTION A - A'



LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Carpark / E&M
- Transfer Plate
- Commercial / Retail

* Indicative and subject to discussion with relevant parties

^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

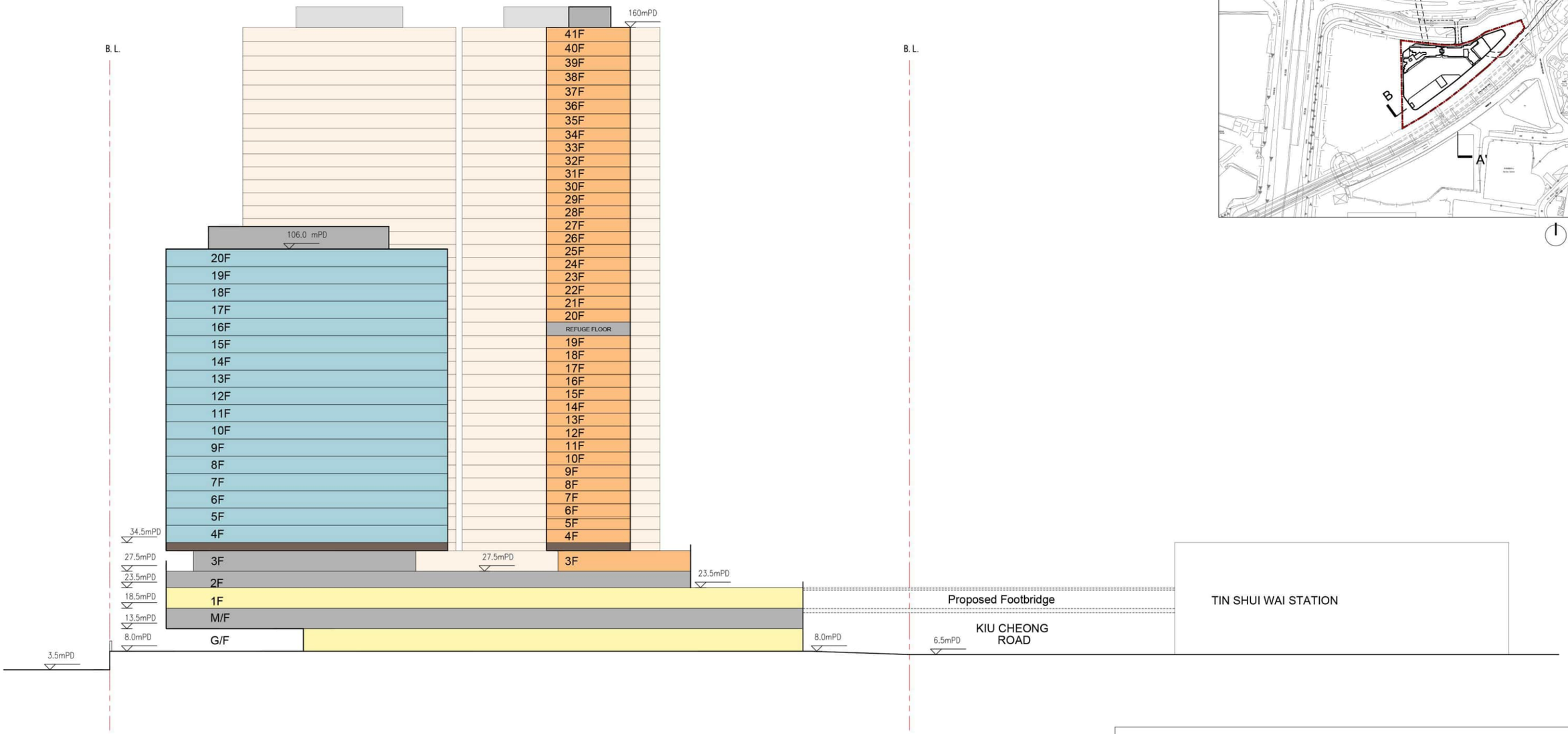
香港匯序建築設計有限公司
ATELIER GLOW LIMITED
香港灣仔譚臣道141號大業大廈25樓
25/F, Tai Yip Building, 141 Tamson Road, Wan Chai, Hong Kong
T:+852 3547 2111

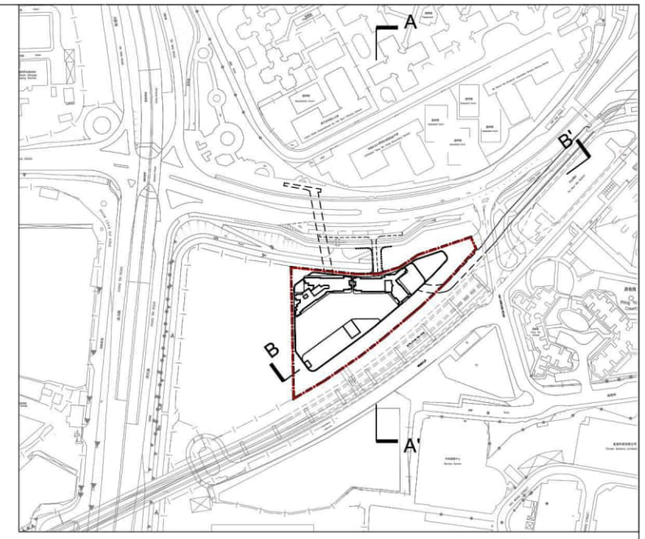
PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative Section

0 5 10 20
m 1:1000 @ A3

19-05-2026





Key Plan

1 SECTION B - B'

LEGEND

- Application Site Boundary
- Residential
- Commercial / Office
- Carpark / E&M
- Transfer Plate
- Commercial / Retail

* Indicative and subject to discussion with relevant parties

^ Includes:'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'

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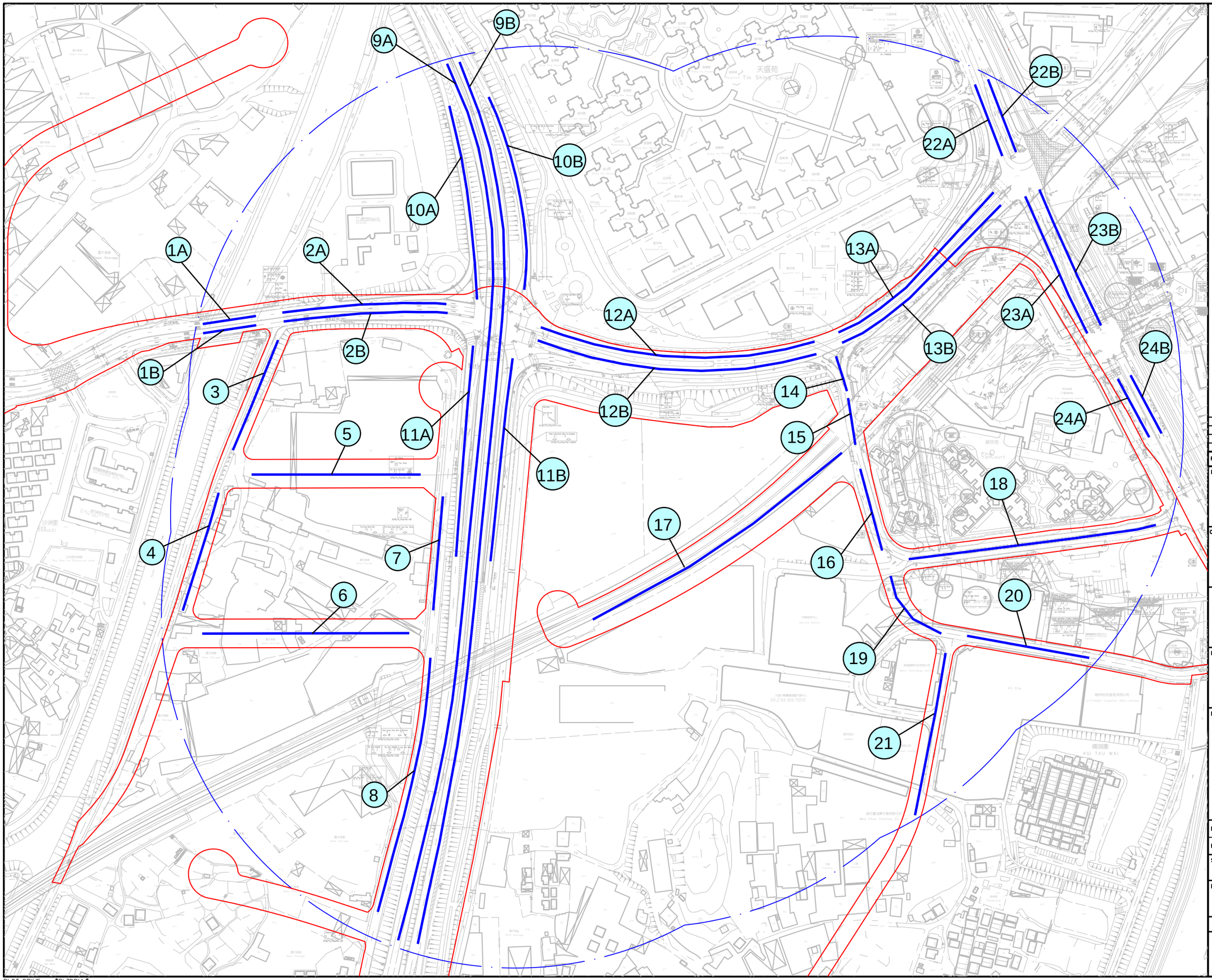
PROPOSED DEVELOPMENT
AT LOT NO. 4354 IN D.D. 124
KIU TAU WAI IN TIN SHUI WAI

Indicative Section

0 5 10 20
m 1:1000 @ A3

19-05-2026

Appendix 2.1 Year 2045 Traffic Forecast for Road Traffic Noise Impact Assessment



Rev.	Date	Drawn	Description	Checked	Approved

DEVELOPER

CONSULTANT

asia infrastructure solutions

PROJECT

PROPOSED COMMERICAL DEVELOPMENT AT LOT NO. 4354 IN D.D. 124, KIU TAU WAI IN TIN SHUI WAI

DRAWING TITLE

INDEX NO.

DESIGNED		CHECKED	
DRAWN		APPROVED	

SCALE AT A1	STATUS	REV

Drawing No.

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PRINTED BY: $USER$ $DATE$ $TIME$
FILENAME: $FILE$
PLOT DRIVE: $PLTDRVL$

No.	Remark	Speed Limit (kph)	2045 AM VEH	AM Heavy Veh %	2045 PM VEH	PM Heavy Veh %
1A	Out of 300m	50	830	37%	870	24%
1B	Out of 300m	50	1260	26%	1130	29%
2A	A1	50	890	34%	880	22%
2B	A6	50	1140	28%	1130	27%
3	Out of 300m	50	320	16%	260	20%
4	Out of 300m	50	190	20%	170	26%
5	E1	50	190	10%	190	10%
6	F1	50	310	16%	250	21%
7	D2	50	180	10%	210	10%
8	D1	50	310	16%	290	19%
9A	B1	70	480	31%	560	35%
9B	B2	70	510	40%	520	24%
10A	C2	50	200	30%	300	15%
10B	C3	50	180	23%	270	27%
11A	C1	50	1510	30%	1440	30%
11B	C4	50	1750	35%	1410	25%
12A	A2	50	1150	30%	1230	28%
12B	A5	50	1680	32%	1440	26%
13A	A3	50	840	29%	890	26%
13B	A4	50	1900	28%	1460	27%
14	G5	50	490	33%	440	33%
15	G4	50	510	32%	430	33%
16	G3	50	390	36%	470	35%
17	H1	50	590	40%	630	40%
18	J1	50	360	37%	440	34%
19	G2	50	110	43%	150	30%
20	G1	50	710	47%	1000	28%
21	I1	50	750	47%	1070	27%
22A	K3	50	810	33%	780	33%
22B	K4	50	1000	36%	710	28%
23A	K2	50	1040	33%	1090	32%
23B	K5	50	560	36%	630	32%
24A	K1	50	960	32%	1060	28%
24B	K6	50	530	35%	630	28%

Appendix 2.2 Road Traffic Noise Impact Assessment Result – Base-case Scenario

Predicted Road Traffic Noise [L_{10}(1h) dB(A)] at Representative Sensitive Receivers (Based on Year 2045 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	T1-30	T1-31	T1-32	T1-33	T1-34	T1-35	T1-36	T1-37	T1-38	T1-39	T1-40	T1-41	T1-42	T1-43	T1-44	T1-45	T1-46	T1-47	T1-48	T1-49	T1-50
4/F	34.5	74	74	73	73	73	71	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	75	63	63	63	63	64	63	63	63	63	63	63	63	63	63	63	63	63	63	63	62	57	58	67	68
5/F	37.7	74	74	73	73	73	72	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	75	64	64	64	64	64	64	64	64	63	63	63	63	63	63	63	63	63	63	63	62	58	58	68	68
6/F	40.8	74	74	73	73	73	72	76	76	76	76	76	76	76	76	76	76	76	76	76	76	75	76	76	76	76	75	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	64	64	63	63	58	59	68	69
7/F	44.0	74	74	73	73	73	72	76	76	76	76	76	76	76	75	75	75	75	75	75	75	75	75	75	75	75	75	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	64	64	64	63	59	59	68	69
8/F	47.1	74	74	73	73	73	72	76	76	76	76	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	63	59	60	68	69
9/F	50.3	74	74	73	73	73	72	76	76	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	66	66	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	63	59	60	68	69
10/F	53.4	74	74	73	73	73	72	76	76	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	66	66	66	66	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	60	60	68	69
11/F	56.6	74	74	73	73	73	72	76	76	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	66	66	66	66	66	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	60	60	69	69
12/F	59.7	74	74	73	73	73	72	76	76	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	74	66	66	66	66	66	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	61	68	69
13/F	62.9	74	74	73	73	73	72	76	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	74	66	66	66	66	66	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	61	68	69
14/F	66.0	74	74	73	73	73	72	76	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	74	66	66	66	66	66	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	61	69	69
15/F	69.2	74	73	73	73	72	72	76	75	75	75	75	75	75	75	75	75	75	75	75	75	74	75	75	75	75	74	66	66	66	66	66	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	61	68	69
16/F	72.3	74	73	73	73	72	72	75	75	75	75	75	75	75	75	75	75	74	74	74	74	74	74	74	74	74	74	66	66	66	66	66	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	60	68	69
17/F	75.5	74	73	73	73	72	72	75	75	75	75	75	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	66	66	66	66	66	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	60	60	68	69
18/F	78.6	74	73	73	73	72	71	75	75	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	66	66	66	66	66	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	60	60	68	69
19/F	81.8	74	73	73	73	72	71	75	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	66	66	66	66	66	65	65	65	65	64	65	64	64	64	64	64	64	64	64	63	60	60	68	69
20/F	88.2	74	73	72	72	72	71	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	73	66	66	66	66	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	60	60	68	69
21/F	91.4	74	73	72	72	72	71	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	73	66	66	66	66	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	60	60	68	69
22/F	94.5	74	73	72	72	72	71	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	73	66	66	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	63	60	60	68	69
23/F	97.7	74	73	72	72	72	71	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	73	66	66	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	63	60	60	68	69
24/F	100.8	73	73	72	72	72	71	75	74	74	74	74	74	74	74	74	74	74	74	74	74	73	74	74	74	74	73	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	64	63	63	60	60	68	69
25/F	104.0	73	73	72	72	72	71	75	74	74	74	74	74	74	74	74	73	73	73	73	73	73	73	74	73	73	73	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	64	63	63	60	60	68	69
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30/F	119.7	73	72	72	72	72	71	74	74	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	72	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	64	63	63	60	60	68	69
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32/F	126.0	73	72	72	72	71	71	74	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	72	66	66	66	66	65	65	65	65	65	64	65	65	65	64	64	64	64	64	64	63	61	61	68	69
33/F	129.2	73	72	72	72	71	71	74	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	72	66	66	66	66	65	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	61	61	68	69
34/F	132.3	73	72	71	72	71	70	74	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	72	66	66	66	66	65	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	61	61	68	69
35/F	135.5	73	72	71	71	71	70	74	74	73	73	73	73	73	73	73	73	73	73	73	73	72	73	73	73	73	72	66	66	66	66	65	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	61	61	68	69
36/F	139.0	73	72	71	71	71	70	74	74	73	73	73	73	73	73	73	73	73	73	73	72	72	72	73	72	72	72	66	66	65	66	65	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	61	61	68	69
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39/F	149.5	72	72	71	71	71	70	74	73	73	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	65	65	65	65	65	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	61	62	68	69
40/F	153.0	72	72	71	71	71	70	74	73	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	71	65	65	65	65	65	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	61	62	68	69
41/F	156.5	72	72	71	71	71	70	74	73	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	71	65	65	65	65	65	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	62	62	68	69
Exceedance		38	38	38	38	38	30	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	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		38			38			38					38			38				38			38					0			0			0			0			0			0			0			0		
Max. Noise Level		74	74	73	73	73	72	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	76	75	66	66	66	66	66	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	62	62	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	T2-27	T2-28	T2-29	T2-30	T2-31	T2-32	T2-33	T2-34	T2-35	T2-36	T2-37	T2-38	T2-39	T2-40	T2-41	T2-42	T2-43	T2-44	T2-45	T2-46	T2-47	T2-48
4/F	34.5	73	76	76	76	75	75	76	76	75	75	75	75	75	76	75	75	75	76	76	76	76	76	59	60	63	63	63	65	65	70	70	64	65	65	64	62	62	62	62	63	63	63	63	63	63	63	63	63
5/F	37.7	73	76	76	76	75	75	75	75	75	75	75	75	75	76	75	75	75	75	76	76	76	76	62	64	66	67	67	68	67	71	70	65	65	66	65	65	64	64	64	64	64	64	64	64	64	64	64	64
6/F	40.8	73	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	76	76	76	76	64	67	69	69	69	69	68	71	70	65	66	66	66	65	66	66	66	66	66	65	65	65	65	65	65	65
7/F	44.0	73	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	76	76	66	68	70	71	70	71	70	72	70	65	66	66	66	66	66	66	66	66	66	66	66	66	65	65	65	65
8/F	47.1	73	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	76	66	68	70	71	71	71	71	72	70	65	66	66	66	66	66	66	66	67	67	66	66	66	66	66	66	66
9/F	50.3	73	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	76	67	68	70	71	71	71	71	73	69	65	66	66	66	66	66	66	66	67	67	67	67	66	66	66	66	66
10/F	53.4	73	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	76	67	68	70	71	71	71	71	73	69	65	66	66	66	66	66	66	66	67	67	67	67	66	66	66	66	66
11/F	56.6	72	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	76	67	68	70	71	71	71	71	73	69	65	66	66	66	66	66	66	66	67	67	67	67	66	66	66	66	66
12/F	59.7	72	75	75	75	75	74	75	75	75	75	75	74	75	75	75	75	75	75	75	75	75	76	67	68	70	71	71	71	71	73	69	65	66	66	66	66	66	66	66	67	67	67	67	66	66	66	66	66
13/F	62.9	72	75	75	75	74	74	74	74	74	74	74	74	74	75	74	75	74	74	75	75	75	75	67	68	70	71	71	71	71	72	69	64	66	66	66	66	66	66	66	67	67	67	67	66	66	66	66	66
14/F	66.0	72	74	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	75	75	67	68	70	70	70	71	71	72	69	64	65	66	66	66	66	66	66	67	67	67	67	66	66	66	66	66
15/F	69.2	72	74	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	75	67	68	70	70	70	71	70	72	69	64	65	66	66	66	66	66	66	67	67	66	67	66	66	66	66	66
16/F	72.3	72	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	66	67	70	70	70	71	70	72	69	64	65	66	66	66	66	66	66	67	67	66	66	66	66	66	66	66
17/F	75.5	72	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	66	67	70	70	70	71	70	72	69	64	65	66	66	66	66	66	66	67	67	66	66	66	66	66	66	66
18/F	78.6	71	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	66	67	69	70	70	71	70	72	69	64	65	66	66	66	66	66	66	67	67	66	66	66	66	66	66	66
19/F	81.8	71	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	66	67	69	70	70	70	70	72	69	64	65	66	66	65	66	66	66	66	67	66	66	66	66	66	66	66
20/F	88.2	71	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	66	67	69	70	70	70	70	72	68	64	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
21/F	91.4	71	74	74	74	73	73	74	74	73	73	73	73	73	74	74	74	73	74	74	74	74	74	66	67	69	70	70	70	70	72	68	64	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
22/F	94.5	71	74	74	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	74	74	74	66	67	69	70	70	70	70	71	68	64	65	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66
23/F	97.7	71	73	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	74	74	66	67	69	70	70	70	70	71	68	64	65	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66
24/F	100.8	71	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	74	66	67	69	69	69	70	70	71	68	64	65	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66
25/F	104.0	71	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	74	66	67	69	69	69	70	69	71	68	64	65	65	65	65	66	66	66	66	66	66	66	66	66	66	66	66
26/F	107.1	70	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	66	67	69	69	69	70	69	71	68	64	65	65	65	65	66	66	66	66	66	66	66	66	66	66	66	66
27/F	110.3	70	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	66	66	69	69	69	70	69	71	68	64	65	65	65	65	66	66	66	66	66	66	66	66	66	66	66	66
28/F	113.4	70	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	66	66	69	69	69	70	69	71	68	64	65	65	65	65	66	66	66	66	66	66	66	66	66	66	66	66
29/F	116.6	70	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	65	66	68	69	69	69	69	71	68	64	65	65	65	65	65	66	66	66	66	66	66	66	66	66	66	66
30/F	119.7	70	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	65	66	68	69	69	69	69	71	68	64	65	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66
31/F	122.9	70	73	73	73	72	72	73	73	73	72	72	72	73	73	73	73	73	73	73	73	73	74	65	66	68	69	69	69	69	71	68	64	65	66	65	65	65	66	66	66	66	66	66	66	66	66	66	66
32/F	126.0	70	73	73	73	72	72	73	73	72	72	72	72	72	73	72	72	72	72	73	73	73	74	65	66	68	69	69	69	69	71	68	64	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
33/F	129.2	70	73	73	73	72	72	72	72	72	72	72	72	72	73	72	72	72	72	72	73	73	73	65	66	68	69	69	69	69	71	68	65	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
34/F	132.3	70	72	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	73	73	65	66	68	69	69	69	69	70	68	65	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
35/F	135.5	70	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	73	65	66	68	69	69	69	69	70	68	65	66	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
36/F	139.0	69	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	73	65	66	68	69	68	69	69	70	68	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
37/F	142.5	69	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	65	66	68	68	68	69	69	70	68	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
38/F	146.0	69	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	65	66	68	68	68	69	68	70	68	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
39/F	149.5	69	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	65	66	68	68	68	69	68	70	68	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
40/F	153.0	69	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	65	66	68	68	68	69	68	70	68	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
41/F	156.5	69	72	72	72	72	71	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	65	66	68	68	68	69	68	70	68	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
Exceedance		22	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	0	0	0	7	6	12	7	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of flats with exceedance		38					38			38				38			38		38					0		7			29			0			0			0			0			0			0		
Max. Noise Level		73	76	76	76	75	75	76	76	75	75	75	75	75	76	75	75	75	76	76	76	76	76	67	68	70	71	71	71	71	73	70	65	66	66	66	66	66	66	66	67	67	67	67	66	66	66	66	66

▨ Noise level that will exceed limit of 70dB(A)

Max Noise Level (dB(A)) =	76
Total no. of Exceedance =	1861
Total no. of flat Exceedance =	530
Total no. of Premises =	1140
% Compliance =	54%

Predicted Road Traffic Noise [L_{10}(1h) dB(A)] at Representative Sensitive Receivers (Based on Year 2045 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	T1-30	T1-31	T1-32	T1-33	T1-34	T1-35	T1-36	T1-37	T1-38	T1-39	T1-40	T1-41	T1-42	T1-43	T1-44	T1-45	T1-46	T1-47	T1-48	T1-49	T1-50
4/F	34.5	73	73	72	72	72	71	76	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	63	63	63	63	63	63	63	62	62	62	62	62	62	62	62	62	62	62	62	61	57	58	67	67
5/F	37.7	74	73	72	72	72	71	76	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	64	64	64	64	64	63	63	63	63	62	62	62	62	62	62	62	62	62	62	62	58	58	67	68
6/F	40.8	74	73	72	72	72	71	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	74	64	64	64	64	64	64	64	63	63	63	63	63	63	63	63	62	63	63	63	62	58	59	67	68
7/F	44.0	74	73	72	72	72	71	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	74	64	64	64	64	64	64	64	64	63	63	63	63	63	63	63	63	63	63	63	62	59	59	67	68
8/F	47.1	74	73	72	72	72	71	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	74	65	65	64	64	64	64	64	64	64	63	63	63	63	63	63	63	63	63	63	62	59	60	67	68
9/F	50.3	74	73	72	72	72	71	75	75	75	75	75	75	75	75	75	75	75	75	75	75	74	75	75	75	75	74	65	65	65	65	65	64	64	64	64	63	64	63	64	64	63	63	63	63	63	63	60	60	68	68
10/F	53.4	74	73	72	72	72	71	75	75	75	75	75	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	63	63	63	63	63	60	60	68	68
11/F	56.6	74	73	72	72	72	71	75	75	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	64	64	63	63	60	61	68	69
12/F	59.7	73	73	72	72	72	71	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	64	63	63	60	61	68	69
13/F	62.9	73	73	72	72	72	71	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	64	63	63	61	61	68	69
14/F	66.0	73	73	72	72	72	71	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	73	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	64	63	63	61	61	68	69
15/F	69.2	73	73	72	72	72	71	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	73	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	64	63	63	61	61	68	69
16/F	72.3	73	73	72	72	72	71	75	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	73	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	64	63	63	61	61	68	69
17/F	75.5	73	73	72	72	72	71	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	73	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	64	63	63	63	60	61	68	69
18/F	78.6	73	73	72	72	72	71	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	73	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	64	63	63	63	60	61	68	69
19/F	81.8	73	73	72	72	71	71	75	74	74	74	74	74	74	73	73	73	73	73	73	73	73	73	74	73	73	73	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	63	63	63	63	60	61	68	69
20/F	88.2	73	72	72	72	71	71	74	74	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	63	63	63	63	62	60	60	68	68
21/F	91.4	73	72	72	72	71	70	74	74	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	63	63	63	63	62	60	60	67	68
22/F	94.5	73	72	71	72	71	70	74	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	72	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	63	63	63	63	62	60	60	67	68
23/F	97.7	73	72	71	71	71	70	74	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	72	65	65	65	65	65	64	64	64	64	64	64	64	64	64	63	63	63	63	63	62	60	60	67	68
24/F	100.8	73	72	71	71	71	70	74	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	72	65	65	65	65	65	64	64	64	64	64	64	64	64	64	63	63	63	63	63	62	60	60	67	68
25/F	104.0	73	72	71	71	71	70	74	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	72	65	65	65	65	65	64	64	64	64	63	64	63	63	63	63	63	63	63	63	62	60	60	67	68
26/F	107.1	72	72	71	71	71	70	74	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	72	65	65	65	65	65	64	64	64	64	63	63	63	63	63	63	63	63	63	63	62	60	60	67	68
27/F	110.3	72	72	71	71	71	70	74	74	73	73	73	73	73	73	73	73	73	73	73	73	72	73	73	73	73	72	65	65	65	65	64	64	64	64	64	63	63	63	63	63	63	63	63	63	63	62	60	60	67	68
28/F	113.4	72	72	71	71	71	70	74	73	73	73	73	73	73	73	73	73	73	73	73	73	72	72	73	72	72	72	65	65	65	65	64	64	64	64	64	63	63	63	63	63	63	63	63	63	63	62	60	60	67	68
29/F	116.6	72	72	71	71	71	70	74	73	73	73	73	73	73	72	73	72	72	72	72	72	72	72	72	72	72	72	65	65	65	65	64	64	64	64	64	63	63	63	63	63	63	63	63	63	63	62	60	60	67	68
30/F	119.7	72	72	71	71	71	70	74	73	73	73	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	65	65	65	65	64	64	64	64	64	63	64	63	63	63	63	63	63	63	63	62	60	60	67	68
31/F	122.9	72	72	71	71	71	70	73	73	73	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	65	65	65	65	65	64	64	64	64	64	64	64	64	64	63	63	63	63	63	62	60	60	67	68
32/F	126.0	72	72	71	71	71	70	73	73	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	71	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	63	63	63	63	63	61	61	67	68
33/F	129.2	72	72	71	71	71	70	73	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	71	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	64	64	63	63	61	61	67	68
34/F	132.3	72	72	71	71	71	70	73	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	71	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	64	64	63	63	61	61	67	68
35/F	135.5	72	71	71	71	71	70	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	71	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	64	64	63	63	61	61	67	68
36/F	139.0	72	71	71	71	70	70	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	71	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	64	64	63	63	61	62	67	68
37/F	142.5	72	71	71	71	70	70	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	71	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	64	63	63	61	62	67	68
38/F	146.0	72	71	70	71	70	70	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	71	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	63	63	61	62	67	68
39/F	149.5	72	71	70	71	70	70	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	71	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	63	63	61	62	67	68
40/F	153.0	72	71	70	70	70	69	73	73	72	72	72	72	72	72	72	72	72	72	72	71	71	71	72	72	71	71	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	63	63	62	62	67	68
41/F	156.5	72	71	70	70	70	69	73	73	72	72	72	72	72	72	71	71	71	71	71	71	71	71	71	71	71	71	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	64	64	63	63	62	62	67	68
Exceedance		38	38	34	36	32	17	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	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		38			36			38					38			38				38			38					0			0			0			0			0			0			0			0		
Max. Noise Level		74	73	72	72	72	71	76	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	63	62	62	68	69

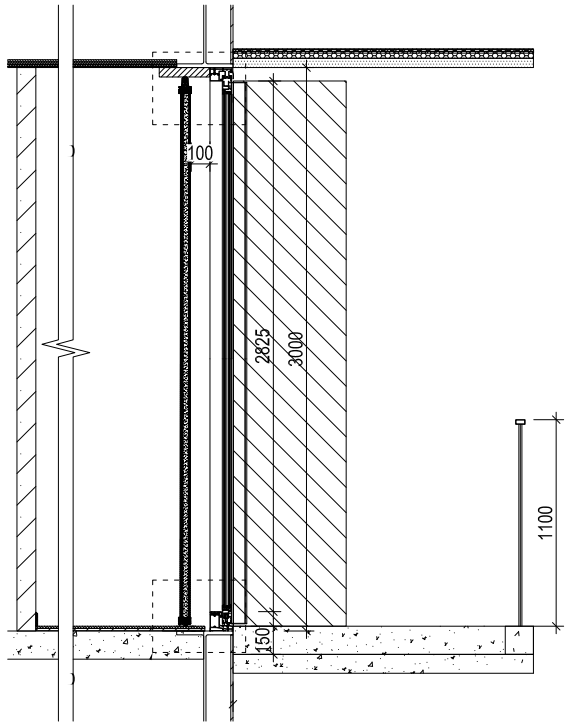
Floor	mPD	T2-01	T2-02	T2-03	T2-04	T2-05	T2-06	T2-07	T2-08	T2-09	T2-10	T2-11	T2-12	T2-13	T2-14	T2-15	T2-16	T2-17	T2-18	T2-19	T2-20	T2-21	T2-22	T2-23	T2-24	T2-25	T2-26	T2-27	T2-28	T2-29	T2-30	T2-31	T2-32	T2-33	T2-34	T2-35	T2-36	T2-37	T2-38	T2-39	T2-40	T2-41	T2-42	T2-43	T2-44	T2-45	T2-46	T2-47	T2-48
4/F	34.5	72	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	59	60	63	63	63	65	65	70	70	64	65	66	64	62	61	62	62	63	63	63	63	63	63	62	62	62
5/F	37.7	72	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	62	63	66	67	67	68	67	71	70	65	66	66	66	65	64	64	64	64	64	64	64	64	64	64	64	64
6/F	40.8	72	75	75	75	75	74	75	75	75	74	74	74	75	75	75	75	75	75	75	75	75	75	64	66	69	69	69	69	68	71	70	65	66	66	66	65	66	66	66	66	65	65	65	65	65	64	64	64
7/F	44.0	72	75	75	75	74	74	74	74	74	74	74	74	74	75	74	75	74	75	75	75	75	75	66	67	70	70	70	70	69	72	70	65	66	66	66	66	66	66	66	66	66	66	66	66	65	65	65	65
8/F	47.1	72	74	75	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	75	75	75	67	68	70	71	70	71	70	72	70	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	65	65
9/F	50.3	72	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	75	75	67	68	70	71	71	71	70	72	70	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	65
10/F	53.4	72	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	75	67	68	70	71	70	71	70	72	69	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
11/F	56.6	72	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	67	68	70	70	70	71	70	72	69	64	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
12/F	59.7	71	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	67	67	70	70	70	71	70	72	69	64	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
13/F	62.9	71	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	67	67	70	70	70	71	70	72	69	64	66	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
14/F	66.0	71	74	74	74	74	73	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	75	67	67	70	70	70	71	70	72	69	64	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
15/F	69.2	71	74	74	74	74	73	74	74	74	74	74	73	74	74	74	74	74	74	74	74	74	75	67	67	70	70	70	70	70	72	69	64	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
16/F	72.3	71	74	74	74	73	73	73	73	73	73	73	73	73	74	73	74	73	73	74	74	74	74	66	67	69	70	70	70	70	72	69	64	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
17/F	75.5	71	73	74	74	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	74	74	66	67	69	70	70	70	70	72	69	64	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
18/F	78.6	71	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	74	66	67	69	70	70	70	70	72	69	64	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
19/F	81.8	71	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	74	66	67	69	70	70	70	70	72	69	64	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
20/F	88.2	70	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	66	67	69	70	69	70	69	71	68	64	65	66	65	65	66	66	66	66	66	66	66	66	66	66	66	65
21/F	91.4	70	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	66	67	69	69	69	70	69	71	68	64	65	66	65	65	66	66	66	66	66	66	66	66	66	66	65	65
22/F	94.5	70	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	73	74	66	67	69	69	69	70	69	71	68	64	65	66	65	65	65	66	66	66	66	66	66	66	66	66	65	65
23/F	97.7	70	73	73	73	73	72	73	73	73	73	73	72	73	73	73	73	73	73	73	73	73	74	66	66	69	69	69	70	69	71	68	64	65	65	65	65	65	66	66	66	66	66	66	66	66	65	65	65
24/F	100.8	70	73	73	73	72	72	73	72	72	72	72	72	72	73	73	73	72	73	73	73	73	74	66	66	69	69	69	70	69	71	68	64	65	65	65	65	65	66	66	66	66	66	66	66	66	65	65	65
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26/F	107.1	70	72	73	73	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	73	73	66	66	68	69	69	69	69	71	68	64	65	65	65	65	65	66	66	66	66	66	66	66	65	65	65	65
27/F	110.3	70	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	73	66	66	68	69	69	69	69	71	68	64	65	65	65	65	65	65	66	66	66	66	66	66	65	65	65	65
28/F	113.4	70	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	73	66	66	68	69	69	69	69	71	68	64	65	65	65	65	65	65	65	66	66	66	66	66	65	65	65	65
29/F	116.6	69	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	65	66	68	69	69	69	69	71	68	64	65	65	65	65	65	65	65	66	66	66	66	66	65	65	65	65
30/F	119.7	69	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	65	66	68	69	69	69	69	70	68	64	65	65	65	65	65	65	65	66	66	66	66	66	65	65	65	65
31/F	122.9	69	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	65	66	68	69	69	69	69	70	68	64	65	65	65	65	65	65	65	66	66	65	66	66	65	65	65	65
32/F	126.0	69	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	65	66	68	69	68	69	68	70	68	64	65	65	65	65	65	65	65	66	66	66	66	66	65	65	65	65
33/F	129.2	69	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	65	66	68	68	68	69	68	70	68	64	65	66	65	65	65	65	65	66	66	66	66	66	65	65	65	65
34/F	132.3	69	72	72	72	72	71	72	72	72	72	72	72	72	72	72	72	72	72	72	72	72	73	65	66	68	68	68	69	68	70	68	64	65	66	65	65	65	65	65	66	66	66	66	66	65	65	65	65
35/F	135.5	69	72	72	72	72	71	72	72	72	72	72	71	71	72	72	72	72	72	72	72	72	73	65	66	68	68	68	69	68	70	68	64	65	66	65	65	65	65	65	66	66	66	66	66	66	65	65	65
36/F	139.0	69	72	72	72	71	71	71	71	71	71	71	71	71	72	72	72	71	72	72	72	72	73	65	65	68	68	68	69	68	70	68	64	65	66	65	65	65	66	66	66	66	66	66	66	66	66	65	65
37/F	142.5	69	71	72	72	71	71	71	71	71	71	71	71	71	72	71	71	71	71	72	72	72	73	65	65	68	68	68	68	68	70	68	64	65	66	65	65	65	66	66	66	66	66	66	66	66	66	65	65
38/F	146.0	69	71	72	72	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	72	72	72	65	65	68	68	68	68	68	70	68	64	65	66	65	65	65	66	66	66	66	66	66	66	66	65	65	65
39/F	149.5	68	71	72	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	72	72	65	65	67	68	68	68	68	70	68	65	65	66	66	65	66	66	66	66	66	66	66	66	66	65	65	65
40/F	153.0	68	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	72	72	65	65	67	68	68	68	68	70	68	65	65	66	66	65	66	66	66	66	66	66	66	66	66	65	65	65
41/F	156.5	68	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	71	72	72	65	65	67	68	68	68	68	70	68	65	66	66	66	65	66	66	66	66	66	66	66	66	65	65	65	65
Exceedance		16	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	38	0	0	0	3	1	7	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No. of flats with exceedance		38					38			38				38			38		38					0		3			25			0			0			0			0			0			0		
Max. Noise Level		72	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	75	67	68	70	71	71	71	70	72	70	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66

▨ Noise level that will exceed limit of 70dB(A)

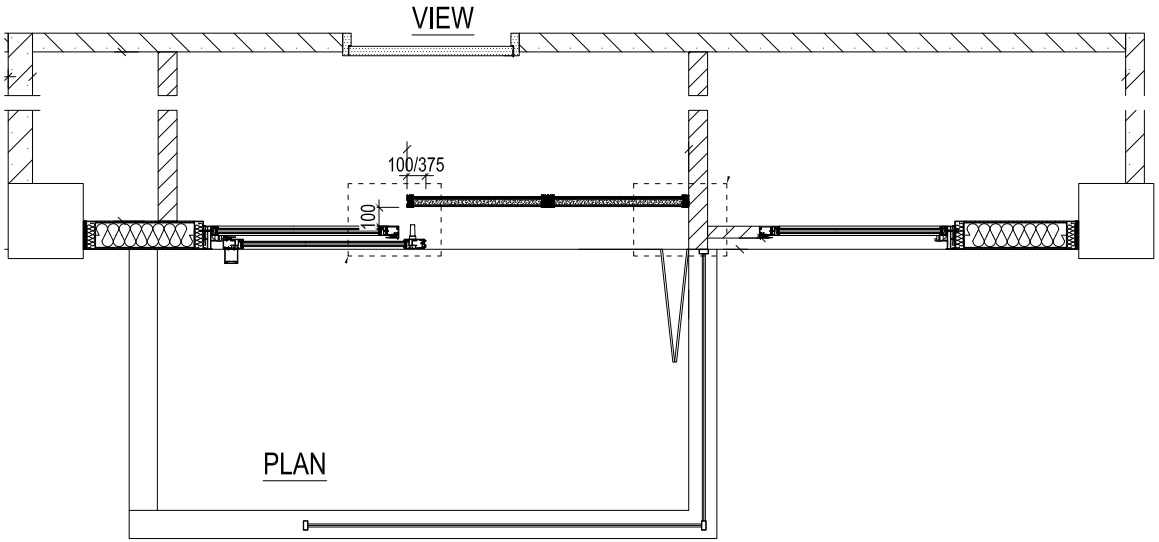
Max Noise Level (dB(A)) =	76
Total no. of Exceedance =	1805
Total no. of flat Exceedance =	520
Total no. of Premises =	1140
% Compliance =	54%

Appendix 2.3 Indicative Design of All Mitigation Measures Adopted in the Proposed Development

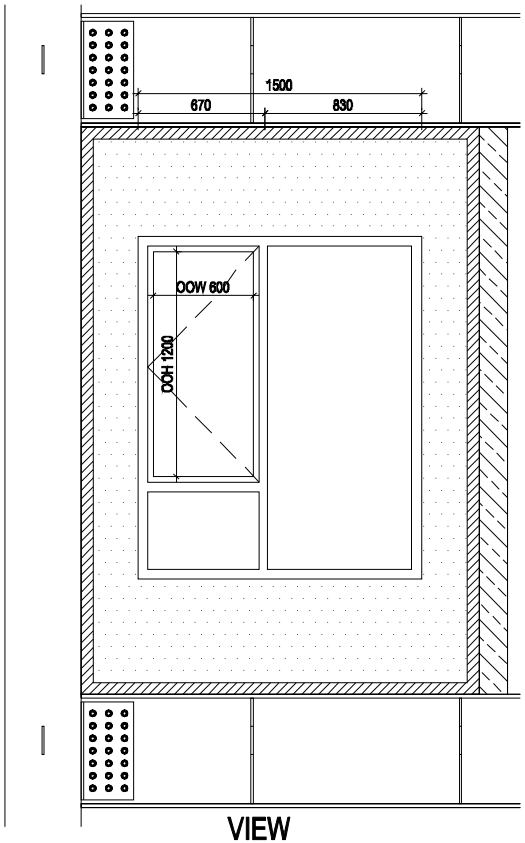
AB(BT)-KT6568



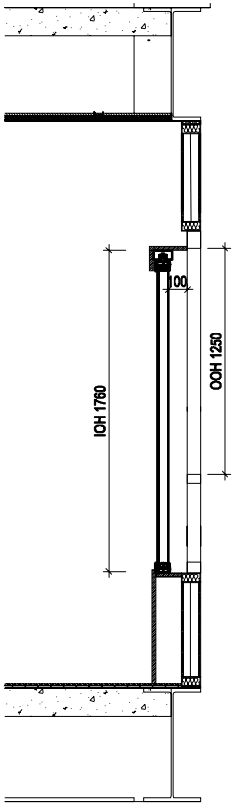
SECTION



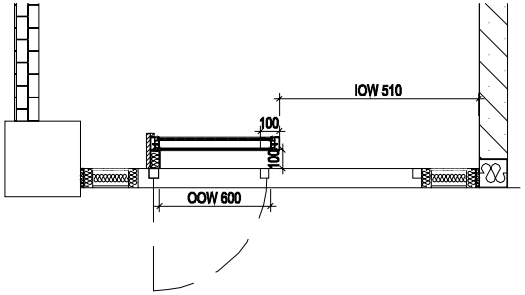
AW(BT)-TSW34



VIEW



SECTION



PLAN

D.MPP 趟门MPP1.5(225)吸音处理

Appendix 2.4 Sound Attenuation Adjustment of AW(BT) & AB(BT) Adopted in the Proposed Development

Adjustment of Sound Attenuation for Traffic Noise Impact Assessment

Reference Case

Acoustic Window/ Door System	SAM	MPA	Air Gap, mm	Overlapping length, mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)
AB(BT)-KT6568	No	Yes	100	100	11.2	6.8

Acoustic Window/ Door System	SAM	MPA	Air Gap, mm	Overlapping length, mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)
AW(BT)-TSW34	No	Yes	100	100	4.2	6.3

Proposed Development								Reference Case					
NSRs with Acoustic Window / Balcony (Baffle Type)	Tower	Room	Referred Case ID	Max. Noise Level, dB(A)	Required Max. Sound Attenuation, dB(A)	Overlapping length, mm	Room area (RA), m^2	Air Gap, mm	Overlapping length, mm	Room area (RAref), m^2	Ref. sound attenuation, dB(A)	Adjustment: 10xlog(RA/RAref)	Adjusted sound attenuation, dB(A)
T1-01	T1	MBR	AW(BT)-TSW34	74	3.9	100	5.6	100	100	4.2	6.3	0.0	6.3
T1-02	T1	BR1	AW(BT)-TSW34	74	3.4	100	4.2	100	100	4.2	6.3	0.0	6.3
T1-03	T1	LIV/DIN	AB(BT)-KT6568	73	2.7	100	13.3	100	100	11.2	6.8	0.0	6.8
T1-04	T1	MBR	AW(BT)-TSW34	73	2.6	100	5.7	100	100	4.2	6.3	0.0	6.3
T1-05	T1	LIV/DIN	AW(BT)-TSW34	73	2.3	100	11.9	100	100	4.2	6.3	0.0	6.3
T1-06	T1	BR1	AW(BT)-TSW34	72	1.2	100	4.2	100	100	4.2	6.3	0.0	6.3
T1-08	T1	MBR	AW(BT)-TSW34	76	5.6	100	6.9	100	100	4.2	6.3	0.0	6.3
T1-09	T1	BR1	AW(BT)-TSW34	76	5.4	100	4.2	100	100	4.2	6.3	0.0	6.3
T1-10	T1	BR1	AW(BT)-TSW34	76	5.4	100	4.2	100	100	4.2	6.3	0.0	6.3
T1-11	T1	LIV/DIN	AB(BT)-KT6568	76	5.4	100	17.8	100	100	11.2	6.8	0.0	6.8
T1-12	T1	LIV/DIN	AB(BT)-KT6568	76	5.4	100	13.3	100	100	11.2	6.8	0.0	6.8
T1-13	T1	BR1	AW(BT)-TSW34	76	5.4	100	4.2	100	100	4.2	6.3	0.0	6.3
T1-14	T1	MBR	AW(BT)-TSW34	76	5.3	100	5.6	100	100	4.2	6.3	0.0	6.3
T1-15	T1	MBR	AW(BT)-TSW34	76	5.3	100	7.2	100	100	4.2	6.3	0.0	6.3
T1-16	T1	BR1	AW(BT)-TSW34	76	5.2	100	4.2	100	100	4.2	6.3	0.0	6.3
T1-17	T1	BR1	AW(BT)-TSW34	76	5.2	100	4.2	100	100	4.2	6.3	0.0	6.3
T1-18	T1	LIV/DIN	AB(BT)-KT6568	76	5.2	100	14.3	100	100	11.2	6.8	0.0	6.8
T1-19	T1	LIV/DIN	AB(BT)-KT6568	76	5.2	100	13.3	100	100	11.2	6.8	0.0	6.8
T1-20	T1	BR1	AW(BT)-TSW34	76	5.2	100	4.2	100	100	4.2	6.3	0.0	6.3
T1-21	T1	MBR	AW(BT)-TSW34	76	5.1	100	5.6	100	100	4.2	6.3	0.0	6.3
T1-22	T1	LIV/DIN	AB(BT)-KT6568	76	5.2	100	15.4	100	100	11.2	6.8	0.0	6.8
T1-23	T1	BR1	AW(BT)-TSW34	76	5.4	100	4.2	100	100	4.2	6.3	0.0	6.3
T1-24	T1	BR1	AW(BT)-TSW34	76	5.4	100	4.2	100	100	4.2	6.3	0.0	6.3
T1-25	T1	MBR	AW(BT)-TSW34	76	5.3	100	7.0	100	100	4.2	6.3	0.0	6.3

T2-02	T2	MBR	AW(BT)-TSW34	76	5.2	100	7.0	100	100	4.2	6.3	0.0	6.3
T2-03	T2	BR1	AW(BT)-TSW34	76	5.3	100	4.2	100	100	4.2	6.3	0.0	6.3
T2-04	T2	BR1	AW(BT)-TSW34	76	5.3	100	4.2	100	100	4.2	6.3	0.0	6.3
T2-05	T2	LIV/DIN	AB(BT)-KT6568	75	5.0	100	15.4	100	100	11.2	6.8	0.0	6.8
T2-06	T2	MBR	AW(BT)-TSW34	75	4.9	100	5.6	100	100	4.2	6.3	0.0	6.3
T2-07	T2	BR1	AW(BT)-TSW34	76	5.1	100	4.2	100	100	4.2	6.3	0.0	6.3
T2-08	T2	LIV/DIN	AB(BT)-KT6568	76	5.1	100	13.3	100	100	11.2	6.8	0.0	6.8
T2-09	T2	LIV/DIN	AB(BT)-KT6568	75	5.0	100	17.8	100	100	11.2	6.8	0.0	6.8
T2-10	T2	BR1	AW(BT)-TSW34	75	5.0	100	4.2	100	100	4.2	6.3	0.0	6.3
T2-11	T2	BR1	AW(BT)-TSW34	75	5.0	100	4.2	100	100	4.2	6.3	0.0	6.3
T2-12	T2	MBR	AW(BT)-TSW34	75	4.9	100	6.9	100	100	4.2	6.3	0.0	6.3
T2-13	T2	MBR	AW(BT)-TSW34	75	4.9	100	5.6	100	100	4.2	6.3	0.0	6.3
T2-14	T2	BR1	AW(BT)-TSW34	76	5.1	100	4.2	100	100	4.2	6.3	0.0	6.3
T2-15	T2	LIV/DIN	AB(BT)-KT6568	75	5.0	100	13.3	100	100	11.2	6.8	0.0	6.8
T2-16	T2	LIV/DIN	AB(BT)-KT6568	75	5.0	100	10.1	100	100	11.2	6.8	-0.4	6.4
T2-17	T2	MBR	AW(BT)-TSW34	75	5.0	100	5.4	100	100	4.2	6.3	0.0	6.3
T2-18	T2	LIV/DIN	AB(BT)-KT6568	76	5.1	100	14.0	100	100	11.2	6.8	0.0	6.8
T2-19	T2	BR1	AW(BT)-TSW34	76	5.2	100	4.2	100	100	4.2	6.3	0.0	6.3
T2-20	T2	BR1	AW(BT)-TSW34	76	5.3	100	4.2	100	100	4.2	6.3	0.0	6.3
T2-21	T2	MBR	AW(BT)-TSW34	76	5.4	100	7.0	100	100	4.2	6.3	0.0	6.3
T2-26	T2	BR1	AW(BT)-TSW34	71	0.5	100	4.2	100	100	4.2	6.3	0.0	6.3
T2-27	T2	MBR	AW(BT)-TSW34	71	0.4	100	5.8	100	100	4.2	6.3	0.0	6.3
T2-28	T2	LIV/DIN	AB(BT)-KT6568	71	0.8	100	14.4	100	100	11.2	6.8	0.0	6.8
T2-29	T2	BR1	AW(BT)-TSW34	71	0.5	100	4.2	100	100	4.2	6.3	0.0	6.3
T2-30	T2	MBR	AW(BT)-TSW34	73	2.2	100	5.7	100	100	4.2	6.3	0.0	6.3

Appendix 2.5 Road Traffic Noise Impact Assessment Result (Mitigated Case)

Predicted Road Traffic Noise [L_{10}(1h) dB(A)] at Representative Sensitive Receivers (Based on Year 2045 Traffic Forecast)
Mitigated 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
4/F	34.5	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
5/F	37.7	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
6/F	40.8	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
7/F	44.0	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
8/F	47.1	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
9/F	50.3	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
10/F	53.4	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
11/F	56.6	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
12/F	59.7	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
13/F	62.9	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
14/F	66.0	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
15/F	69.2	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
16/F	72.3	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
17/F	75.5	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
18/F	78.6	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
19/F	81.8	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
20/F	88.2	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
21/F	91.4	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
22/F	94.5	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
23/F	97.7	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
24/F	100.8	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
25/F	104.0	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
26/F	107.1	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
27/F	110.3	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
28/F	113.4	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
29/F	116.6	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
30/F	119.7	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
31/F	122.9	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
32/F	126.0	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
33/F	129.2	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
34/F	132.3	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
35/F	135.5	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
36/F	139.0	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
37/F	142.5	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
38/F	146.0	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
39/F	149.5	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
40/F	153.0	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
41/F	156.5	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70	70	70	70	70	70	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				
Max. Noise Level		70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70

Floor	mPD	T1-27	T1-28	T1-29	T1-30	T1-31	T1-32	T1-33	T1-34	T1-35	T1-36	T1-37	T1-38	T1-39	T1-40	T1-41	T1-42	T1-43	T1-44	T1-45	T1-46	T1-47	T1-48	T1-49	T1-50
4/F	34.5	63	63	63	63	64	63	63	63	63	63	63	63	63	63	63	63	63	63	63	62	57	58	67	68
5/F	37.7	64	64	64	64	64	64	64	64	63	63	63	63	63	63	63	63	63	63	63	62	58	58	68	68
6/F	40.8	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	64	64	63	63	58	59	68	69
7/F	44.0	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	64	64	64	63	59	59	68	69
8/F	47.1	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	63	59	60	68	69
9/F	50.3	66	66	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	63	59	60	68	69
10/F	53.4	66	66	66	66	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	60	60	68	69
11/F	56.6	66	66	66	66	66	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	60	60	69	69
12/F	59.7	66	66	66	66	66	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	61	68	69
13/F	62.9	66	66	66	66	66	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	61	68	69
14/F	66.0	66	66	66	66	66	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	61	69	69
15/F	69.2	66	66	66	66	66	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	61	68	69
16/F	72.3	66	66	66	66	66	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	60	68	69
17/F	75.5	66	66	66	66	66	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	60	60	68	69
18/F	78.6	66	66	66	66	66	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	60	60	68	69
19/F	81.8	66	66	66	66	66	65	65	65	65	64	65	64	64	64	64	64	64	64	64	63	60	60	68	69
20/F	88.2	66	66	66	66	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	60	60	68	69
21/F	91.4	66	66	66	66	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	60	60	68	69
22/F	94.5	66	66	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	63	60	60	68	69
23/F	97.7	66	66	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	63	60	60	68	69
24/F	100.8	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	64	63	63	60	60	68	69
25/F	104.0	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	64	63	63	60	60	68	69
26/F	107.1	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	64	63	63	60	60	68	69
27/F	110.3	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	64	63	63	59	60	68	69
28/F	113.4	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	63	63	63	59	60	68	69
29/F	116.6	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	64	63	63	63	59	60	68	69
30/F	119.7	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	64	63	63	60	60	68	69
31/F	122.9	66	66	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	63	60	60	68	69
32/F	126.0	66	66	66	66	65	65	65	65	65	64	65	65	65	64	64	64	64	64	64	63	61	61	68	69
33/F	129.2	66	66	66	66	65	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	61	61	68	69
34/F	132.3	66	66	66	66	65	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	61	61	68	69
35/F	135.5	66	66	66	66	65	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	61	61	68	69
36/F	139.0	66	66	65	66	65	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	61	61	68	69
37/F	142.5	66	66	65	65	65	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	61	62	68	69
38/F	146.0	65	66	65	65	65	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	61	62	68	69
39/F	149.5	65	65	65	65	65	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	61	62	68	69
40/F	153.0	65	65	65	65	65	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	61	62	68	69
41/F	156.5	65	65	65	65	65	65	65	65	65	64	65	65	65	65	64	64	64	64	64	63	62	62	68	69
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
No. of flats with exceedance		0			0			0			0			0			0			0			0		
Max. Noise Level		66	66	66	66	66	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	62	62	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
4/F	34.5	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
5/F	37.7	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
6/F	40.8	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
7/F	44.0	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
8/F	47.1	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
9/F	50.3	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
10/F	53.4	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
11/F	56.6	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
12/F	59.7	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
13/F	62.9	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
14/F	66.0	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
15/F	69.2	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
16/F	72.3	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
17/F	75.5	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
18/F	78.6	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
19/F	81.8	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
20/F	88.2	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
21/F	91.4	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
22/F	94.5	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
23/F	97.7	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
24/F	100.8	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
25/F	104.0	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
26/F	107.1	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
27/F	110.3	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
28/F	113.4	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
29/F	116.6	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
30/F	119.7	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
31/F	122.9	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
32/F	126.0	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
33/F	129.2	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
34/F	132.3	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
35/F	135.5	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
36/F	139.0	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
37/F	142.5	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
38/F	146.0	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
39/F	149.5	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
40/F	153.0	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	-
41/F	156.5	-	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	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
No. of flats with exceedance		0					0			0				0			0		0				
Max. Noise Level		70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70

Floor	mPD	T2-23	T2-24	T2-25	T2-26	T2-27	T2-28	T2-29	T2-30	T2-31	T2-32	T2-33	T2-34	T2-35	T2-36	T2-37	T2-38	T2-39	T2-40	T2-41	T2-42	T2-43	T2-44	T2-45	T2-46	T2-47	T2-48
4/F	34.5	59	60	63	63	63	65	65	70	70	64	65	65	64	62	62	62	62	63	63	63	63	63	63	63	63	63
5/F	37.7	62	64	66	67	67	68	67	70	70	65	65	66	65	65	64	64	64	64	64	64	64	64	64	64	64	64
6/F	40.8	64	67	69	69	69	69	68	70	70	65	66	66	66	65	66	66	66	66	66	65	65	65	65	65	65	65
7/F	44.0	66	68	70	70	70	70	70	70	70	65	66	66	66	66	66	66	66	66	66	66	66	66	65	65	65	65
8/F	47.1	66	68	70	70	70	70	70	70	70	65	66	66	66	66	66	66	66	67	67	66	66	66	66	66	66	66
9/F	50.3	67	68	70	70	70	70	70	70	69	65	66	66	66	66	66	66	66	67	67	67	67	66	66	66	66	66
10/F	53.4	67	68	70	70	70	70	70	70	69	65	66	66	66	66	66	66	66	67	67	67	67	66	66	66	66	66
11/F	56.6	67	68	70	70	70	70	70	70	69	65	66	66	66	66	66	66	66	67	67	67	67	66	66	66	66	66
12/F	59.7	67	68	70	70	70	70	70	70	69	65	66	66	66	66	66	66	66	67	67	67	67	66	66	66	66	66
13/F	62.9	67	68	70	70	70	70	70	70	69	64	66	66	66	66	66	66	66	67	67	67	67	66	66	66	66	66
14/F	66.0	67	68	70	70	70	70	70	70	69	64	65	66	66	66	66	66	66	67	67	67	67	66	66	66	66	66
15/F	69.2	67	68	70	70	70	70	70	70	69	64	65	66	66	66	66	66	66	67	67	66	67	66	66	66	66	66
16/F	72.3	66	67	70	70	70	70	70	70	69	64	65	66	66	66	66	66	66	67	67	66	66	66	66	66	66	66
17/F	75.5	66	67	70	70	70	70	70	70	69	64	65	66	66	66	66	66	66	67	67	66	66	66	66	66	66	66
18/F	78.6	66	67	69	70	70	70	70	70	69	64	65	66	66	66	66	66	66	67	67	66	66	66	66	66	66	66
19/F	81.8	66	67	69	70	70	70	70	70	69	64	65	66	66	65	66	66	66	66	67	66	66	66	66	66	66	66
20/F	88.2	66	67	69	70	70	70	70	70	68	64	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
21/F	91.4	66	67	69	70	70	70	70	70	68	64	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
22/F	94.5	66	67	69	70	70	70	70	70	68	64	65	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66
23/F	97.7	66	67	69	70	70	70	70	70	68	64	65	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66
24/F	100.8	66	67	69	69	69	70	70	70	68	64	65	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66
25/F	104.0	66	67	69	69	69	70	69	70	68	64	65	65	65	65	66	66	66	66	66	66	66	66	66	66	66	66
26/F	107.1	66	67	69	69	69	70	69	70	68	64	65	65	65	65	66	66	66	66	66	66	66	66	66	66	66	66
27/F	110.3	66	66	69	69	69	70	69	70	68	64	65	65	65	65	66	66	66	66	66	66	66	66	66	66	66	66
28/F	113.4	66	66	69	69	69	70	69	70	68	64	65	65	65	65	66	66	66	66	66	66	66	66	66	66	66	66
29/F	116.6	65	66	68	69	69	69	69	70	68	64	65	65	65	65	65	66	66	66	66	66	66	66	66	66	66	66
30/F	119.7	65	66	68	69	69	69	69	70	68	64	65	66	65	65	66	66	66	66	66	66	66	66	66	66	66	66
31/F	122.9	65	66	68	69	69	69	69	70	68	64	65	66	65	65	65	66	66	66	66	66	66	66	66	66	66	66
32/F	126.0	65	66	68	69	69	69	69	70	68	64	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
33/F	129.2	65	66	68	69	69	69	69	70	68	65	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
34/F	132.3	65	66	68	69	69	69	69	70	68	65	65	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
35/F	135.5	65	66	68	69	69	69	69	70	68	65	66	66	66	65	66	66	66	66	66	66	66	66	66	66	66	66
36/F	139.0	65	66	68	69	68	69	69	70	68	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
37/F	142.5	65	66	68	68	68	69	69	70	68	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
38/F	146.0	65	66	68	68	68	69	68	70	68	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
39/F	149.5	65	66	68	68	68	69	68	70	68	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
40/F	153.0	65	66	68	68	68	69	68	70	68	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
41/F	156.5	65	66	68	68	68	69	68	70	68	65	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66	66
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		
Max. Noise Level		67	68	70	70	70	70	70	70	70	65	66	66	66	66	66	66	66	67	67	67	67	66	66	66	66	66

▨ Noise level that will exceed limit of 70dB(A)

Max Noise Level (dB(A)) =	70
Total no. of Exceedance =	0
Total no. of flat Exceedance =	0
Total no. of Premises =	1140
% Compliance =	100%

Noted:

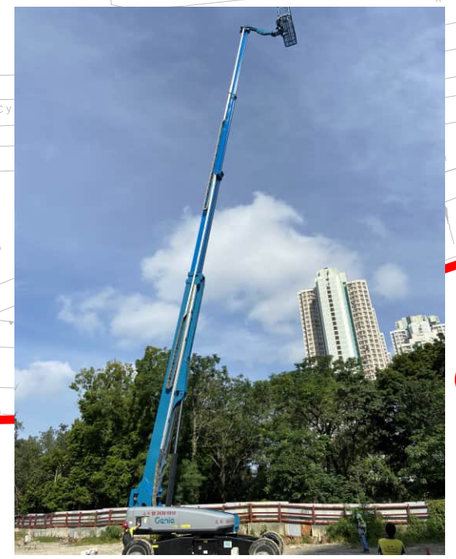
▨	Noise level exceed stardand of 70
--	Non-applicable
🟦	AW(BT)-TSW34
🟪	AB(BT)-KT6568
🟧	Fixed Glazing with / without Maintenance W

Appendix 2.6 Proposed Overall Noise Mitigation Measures Schedule

Schedule of Noise Mitigation Measures

NSR	Room	Floor	Noise Mitigation Measures
T1-01	MBR	4/F- 41/F	AW(BT)-TSW34
T1-02	BR1	4/F- 41/F	AW(BT)-TSW34
T1-03	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T1-04	MBR	4/F- 41/F	AW(BT)-TSW34
T1-05	LIV/DIN	4/F- 41/F	AW(BT)-TSW34
T1-06	BR1	4/F- 32/F	AW(BT)-TSW34
T1-08	MBR	4/F- 41/F	AW(BT)-TSW34
T1-09	BR1	4/F- 41/F	AW(BT)-TSW34
T1-10	BR1	4/F- 41/F	AW(BT)-TSW34
T1-11	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T1-12	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T1-13	BR1	4/F- 41/F	AW(BT)-TSW34
T1-14	MBR	4/F- 41/F	AW(BT)-TSW34
T1-15	MBR	4/F- 41/F	AW(BT)-TSW34
T1-16	BR1	4/F- 41/F	AW(BT)-TSW34
T1-17	BR1	4/F- 41/F	AW(BT)-TSW34
T1-18	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T1-19	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T1-20	BR1	4/F- 41/F	AW(BT)-TSW34
T1-21	MBR	4/F- 41/F	AW(BT)-TSW34
T1-22	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T1-23	BR1	4/F- 41/F	AW(BT)-TSW34
T1-24	BR1	4/F- 41/F	AW(BT)-TSW34
T1-25	MBR	4/F- 41/F	AW(BT)-TSW34
T2-02	MBR	4/F- 41/F	AW(BT)-TSW34
T2-03	BR1	4/F- 41/F	AW(BT)-TSW34
T2-04	BR1	4/F- 41/F	AW(BT)-TSW34
T2-05	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T2-06	MBR	4/F- 41/F	AW(BT)-TSW34
T2-07	BR1	4/F- 41/F	AW(BT)-TSW34
T2-08	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T2-09	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T2-10	BR1	4/F- 41/F	AW(BT)-TSW34
T2-11	BR1	4/F- 41/F	AW(BT)-TSW34
T2-12	MBR	4/F- 41/F	AW(BT)-TSW34
T2-13	MBR	4/F- 41/F	AW(BT)-TSW34
T2-14	BR1	4/F- 41/F	AW(BT)-TSW34
T2-15	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T2-16	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T2-17	MBR	4/F- 41/F	AW(BT)-TSW34
T2-18	LIV/DIN	4/F- 41/F	AB(BT)-KT6568
T2-19	BR1	4/F- 41/F	AW(BT)-TSW34
T2-20	BR1	4/F- 41/F	AW(BT)-TSW34
T2-21	MBR	4/F- 41/F	AW(BT)-TSW34
T2-26	BR1	7/F- 13/F	AW(BT)-TSW34
T2-27	MBR	8/F- 13/F	AW(BT)-TSW34
T2-28	LIV/DIN	7/F- 18/F	AB(BT)-KT6568
T2-29	BR1	8/F- 14/F	AW(BT)-TSW34
T2-30	MBR	6/F- 33/F	AW(BT)-TSW34

Appendix 3.1 Railway Noise Measurement Details and Calculations of Corrected Sound Exposure Level





Point 1

Point 2

S1

Corrected SEL at 25m: 75.9 dB(A)

S4

Corrected SEL at 25m: 79.4 dB

S2

Corrected SEL at 25m: 79.0 dB(A)

S5

Corrected SEL at 25m: 81.2 dB(A)

S3

S3 adopt the measurement data at Point 2 SEL: 79.0 dB(A)

S6

S6 adopt the measurement data at Point 2 SEL: 81.2 dB(A)

Calculation of Corrected SEL based on Onsite Noise Measurement at Pt1

	Event ID	Train Direction/Track	Date of Measuremnt	Time (Start)	Time (End)	Sound Exposure Level (SEL)	Duration	Min $L_{A,eq}$	Sound Exposure Level (SEL)	Number of cars
TML	WB01	TML to Ma On Shan	9/30/2025	10:02:24	10:02:38	-	15	61.5	76.6	8
	WB02	TML to Ma On Shan	9/30/2025	10:13:37	10:13:51	-	15	61.3	76.5	8
	WB03	TML to Ma On Shan	9/30/2025	9:54:07	9:54:21	-	15	59.4	76.0	8
	WB04	TML to Ma On Shan	9/30/2025	9:58:08	9:58:22	-	15	58.2	75.3	8
	WB05	TML to Ma On Shan	9/30/2025	10:03:43	10:03:57	-	15	60.9	74.9	8
								Log Average	75.9	

Note:
Measurement point at free-field, no façade correction is accounted.
SEL is measured for the period when noise from railway operation is audible.
Duration represents the length of the period measured.
Min $L_{A,eq}$ is the minimum noise level measured within the train event period.

SEL w/o background is derived by discounting noise contribution from background, $Background\ Noise\ Level = 10\log(\frac{\sum_{n=1} 10^{\frac{LAeq_n}{10}}}{n})$, where n is the number of seconds during the whole measurement with all the trains passby events omitted.

Measurement Results:	EB (TML)
Measured SEL with background correction (dBA) =	75.9
Measurement point distance from track (m) =	44.6
View angle, θ (°) =	102.8
Acute angle, α (°) (refer to CRN for definition of acute angle) =	88.4
Number of car per train =	8

Application of distance, view angle and number of car correction	EB (TML)
Expected number of car per train upcon completion of development =	9
Distance Correction *	2.52
Correction for 8-car train, 10*log(B/A) =	0.51
View angle correction # (refer to CRN) =	0.58
Reference SEL (with 9-car-train and view angle correction) (dBA) =	79.5

Note:
* : Distance Correction = 10*log(D/25)
: View Angle Corre$10 * \log(\pi\theta/180 - \cos 2\alpha \sin\theta) - 5$

Confidential

Calculation of Corrected SEL based on Onsite Noise Measurement at Pt1

	Event ID	Train Direction/Track	Date of Measuremnt	Time (Start)	Time (End)	Sound Exposure Level (SEL)	Duration	Min $L_{A,eq}$	Sound Exposure Level (SEL)	Number of cars
TML	EB01	TML to Tin Shui Wai	9/30/2025	9:58:36	9:58:49	-	14	58.0	75.2	8
	EB02	TML to Tin Shui Wai	9/30/2025	10:13:15	10:13:28	-	14	54.5	73.9	8
	EB03	TML to Tin Shui Wai	9/30/2025	10:15:04	10:15:17	-	14	59.4	73.7	8
	EB04	TML to Tin Shui Wai	9/30/2025	9:54:22	9:54:35	-	14	55.4	73.7	8
	EB05	TML to Tin Shui Wai	9/30/2025	10:03:20	10:03:33	-	14	52.3	73.4	8
								Log Average	74.0	

Note:
Measurement point at free-field, no façade correction is accounted.
SEL is measured for the period when noise from railway operation is audible.
Duration represents the length of the period measured.
Min $L_{A,eq}$ is the minimum noise level measured within the train event period.

SEL w/o background is derived by discounting noise contribution from background, $Background\ Noise\ Level = 10\log(\frac{\sum_{n=1} 10^{\frac{LAeq_n}{10}}}{n})$, where n is the number of seconds during the whole measurement with all the trains passby events omitted.

Measurement Results:	WB (TML)
Measured SEL with background correction (dBA) =	74.0
Measurement point distance from track (m) =	58.0
View angle, θ (°) =	79.7
Acute angle, α (°) (refer to CRN for definition of acute angle) =	89.5
Number of car per train =	8

Application of distance, view angle and number of car correction	WB (TML)
Expected number of car per train upcon completion of development =	9
Distance Correction *	3.65
Correction for 8-car train, 10*log(B/A) =	0.51
View angle correction # (refer to CRN) =	1.24
Reference SEL (with 9-car-train and view angle correction) (dBA) =	79.4

Note:
* : Distance Correction = 10*log(D/25)
: View Angle Corre$10 * \log(\pi\theta/180 - \cos 2\alpha \sin\theta) - 5$

Confidential

Calculation of Corrected SEL based on Onsite Noise Measurement at Pt2

	Event ID	Train Direction/Track	Date of Measuremnt	Time (Start)	Time (End)	Sound Exposure Level (SEL)	Duration	Min $L_{A,eq}$	Sound Exposure Level (SEL)	Number of cars
TML	WB01	TML to Ma On Shan	9/30/2025	10:46:55	10:47:09	-	15	60.5	74.8	8
	WB02	TML to Ma On Shan	9/30/2025	10:45:27	10:45:41	-	15	56.0	74.5	8
	WB03	TML to Ma On Shan	9/30/2025	10:59:19	10:59:33	-	15	54.6	74.3	8
	WB04	TML to Ma On Shan	9/30/2025	11:06:21	11:06:35	-	15	55.6	74.1	8
	WB05	TML to Ma On Shan	9/30/2025	11:01:24	11:01:38	-	15	57.5	73.4	8
								Log Average	74.2	

Note:
Measurement point at free-field, no façade correction is accounted.
SEL is measured for the period when noise from railway operation is audible.
Duration represents the length of the period measured.
Min $L_{A,eq}$ is the minimum noise level measured within the train event period.

SEL w/o background is derived by discounting noise contribution from background, $Background\ Noise\ Level = 10\log(\frac{\sum_{n=1} 10^{\frac{LAeq_n}{10}}}{n})$, where n is the number of seconds during the whole measurement with all the trains passby events omitted.

Measurement Results:	WB (TML))
Measured SEL with background correction (dBA) =	74.2
Measurement point distance from track (m) =	45.38
View angle, θ (°) =	83.55
Acute angle, α (°) (refer to CRN for definition of acute angle) =	67.26
Number of car per train =	8

Application of distance, view angle and number of car correction	WB (TML))
Expected number of car per train upcon completion of development =	9
Distance Correction *	2.59
Correction for 8-car train, 10*log(B/A) =	0.51
View angle correction # (refer to CRN) =	1.67
Reference SEL (with 9-car-train and view angle correction) (dBA) =	79.0

Note:
* : Distance Correction = 10*log(D/25)
: View Angle Corre($10 * \log(\pi\theta/180 - \cos 2\alpha \sin\theta) - 5$

Confidential

Calculation of Corrected SEL based on Onsite Noise Measurement at Pt2

	Event ID	Train Direction/Track	Date of Measuremnt	Time (Start)	Time (End)	Sound Exposure Level (SEL)	Duration	Min $L_{A,eq}$	Sound Exposure Level (SEL)	Number of cars
TML	EB01	TML to Tin Shui Wai	9/30/2025	10:42:35	10:42:48	-	14	62.6	78.4	8
	EB02	TML to Tin Shui Wai	9/30/2025	10:39:38	10:39:51	-	14	61.0	76.1	8
	EB03	TML to Tin Shui Wai	9/30/2025	10:57:35	10:57:48	-	14	56.9	74.3	8
	EB04	TML to Tin Shui Wai	9/30/2025	11:04:01	11:04:14	-	14	54.3	72.4	8
	EB05	TML to Tin Shui Wai	9/30/2025	10:49:06	10:49:19	-	14	53.1	72.1	8
								Log Average	75.3	

Note:
Measurement point at free-field, no façade correction is accounted.
SEL is measured for the period when noise from railway operation is audible.
Duration represents the length of the period measured.
Min $L_{A,eq}$ is the minimum noise level measured within the train event period.

SEL w/o background is derived by discounting noise contribution from background, $Background\ Noise\ Level = 10\log(\frac{\sum_{n=1} 10^{\frac{LAeq_n}{10}}}{n})$, where n is the number of seconds during the whole measurement with all the trains passby events omitted.

Measurement Results:	EB (TML)
Measured SEL with background correction (dBA) =	75.3
Measurement point distance from track (m) =	56.6126
View angle, θ (°) =	75.51
Acute angle, α (°) (refer to CRN for definition of acute angle) =	72.03
Number of car per train =	8

Application of distance, view angle and number of car correction	EB (TML)
Expected number of car per train upcon completion of development =	9
Distance Correction *	3.55
Correction for 8-car train, 10*log(B/A) =	0.51
View angle correction # (refer to CRN) =	1.77
Reference SEL (with 9-car-train and view angle correction) (dBA) =	81.2

Note:
* : Distance Correction = 10*log(D/25)
: View Angle Corre $10 * \log(\pi\theta/180 - \cos 2\alpha \sin\theta) - 5$

Appendix 3.2 Railway Noise Impact Assessment Results

Predicted Railway Noise Impact - Overall Leq Summary

Overall Noise Contribution

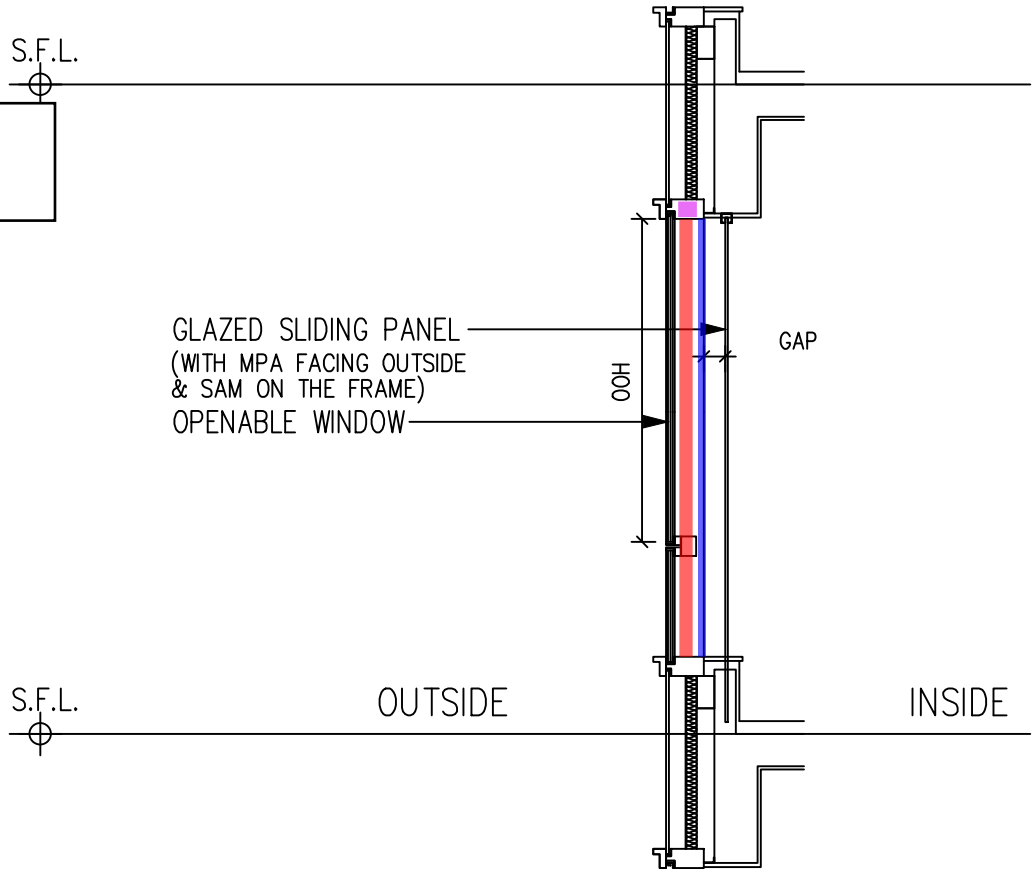
NSR	RN01	RN02	RN03	RN04	RN05	RN06	RN07	RN08	RN09	RN10	RN11	RN12	RN13	RN14	RN15
4/F	57	55	58	48	56	52	59	59	59	59	58	56	55	48	49
5/F	56	55	58	48	56	52	60	59	60	59	58	56	55	49	50
6/F	56	54	58	48	57	52	60	59	60	60	59	57	56	50	51
7/F	56	54	58	48	57	52	60	59	60	60	59	57	56	51	52
8/F	56	54	58	48	57	52	60	59	60	60	59	57	56	52	52
9/F	56	54	57	48	56	51	60	59	60	59	58	57	56	52	52
10/F	55	54	57	47	56	51	59	59	60	59	58	57	56	52	52
11/F	55	53	57	47	56	51	59	59	59	59	58	57	56	52	52
12/F	55	53	57	47	56	51	59	58	59	59	58	57	56	52	52
15/F	55	53	57	47	56	51	59	58	59	59	58	57	56	51	52
16/F	55	53	57	47	56	51	59	58	59	59	58	57	56	51	52
15/F	55	53	57	47	56	51	59	58	59	59	58	57	56	51	52
16/F	55	53	57	47	56	51	59	58	59	59	58	57	56	51	52
17/F	54	53	56	47	55	50	59	58	59	59	58	56	55	51	52
18/F	54	52	56	46	55	50	59	58	59	59	58	56	55	51	52
19/F	54	52	56	46	55	50	58	58	59	58	58	56	55	51	52
R	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
20/F	54	52	56	46	55	50	58	58	58	58	57	56	55	51	51
21/F	53	52	56	46	55	50	58	57	58	58	57	56	55	51	51
22/F	53	51	55	46	55	49	58	57	58	58	57	56	55	51	51
23/F	53	51	55	45	54	49	58	57	58	58	57	56	55	51	51
25/F	53	51	55	45	54	49	58	57	58	58	57	56	55	50	51
26/F	53	51	55	45	54	49	58	57	58	57	57	55	54	50	51
27/F	53	51	55	45	54	49	57	57	58	57	57	55	54	50	51
28/F	52	51	55	45	54	49	57	57	57	57	56	55	54	50	51
29/F	52	50	54	45	54	49	57	56	57	57	56	55	54	50	51
30/F	52	50	54	45	54	49	57	56	57	57	56	55	54	50	50
31/F	52	50	54	44	54	48	57	56	57	57	56	55	54	50	50
32/F	52	50	54	44	53	48	57	56	57	57	56	55	54	50	50
33/F	52	50	54	44	53	48	57	56	57	57	56	55	54	50	50
34/F	52	50	54	44	53	48	57	56	57	57	56	55	54	50	50
35/F	51	50	54	44	53	48	56	56	57	56	56	55	54	49	50
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39/F	51	49	53	43	53	47	56	55	56	56	55	54	53	49	50
40/F	51	49	53	43	53	47	56	55	56	56	55	54	53	49	50
41/F	51	49	53	43	52	47	56	55	56	56	55	54	53	49	49
No. of Unit	37	37	37	37	37	37	37	37	37	37	37	37	37	37	37
No. of Exceedances	6	0	18	0	13	0	37	33	37	37	32	21	11	0	0
Max. dBA	57	55	58	48	57	52	60	59	60	60	59	57	56	52	52

Remark:

--	Not Application
	Shadedcell denotes noise level exceedances

Appendix 3.3 Indicative Design of Mitigation Measures Adopted in the Proposed Development

AW(BT)-
Reference
Case

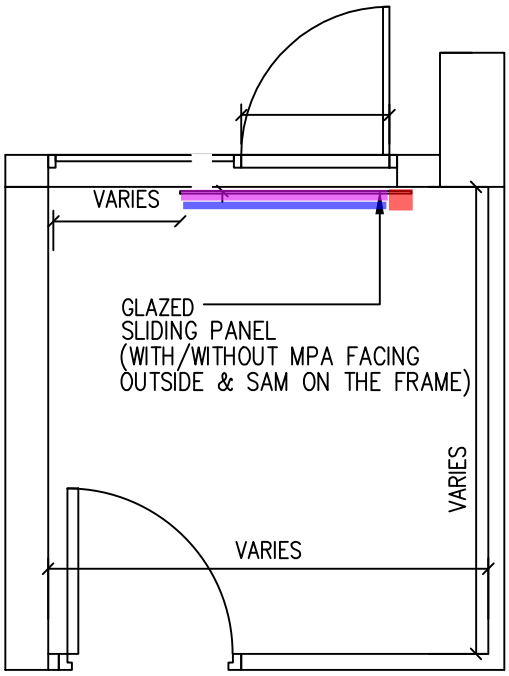


TYPICAL SECTION

MPA on sliding panel

Sound absorption material on top window frame

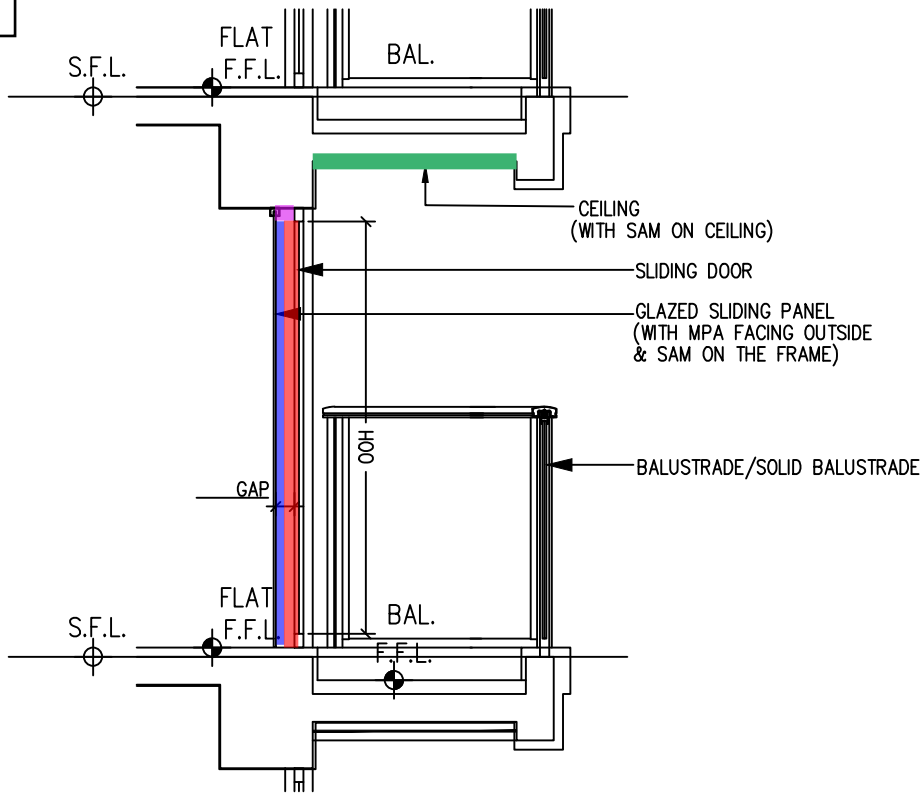
Sound absorption material on vertical window frame



TYPICAL PLAN

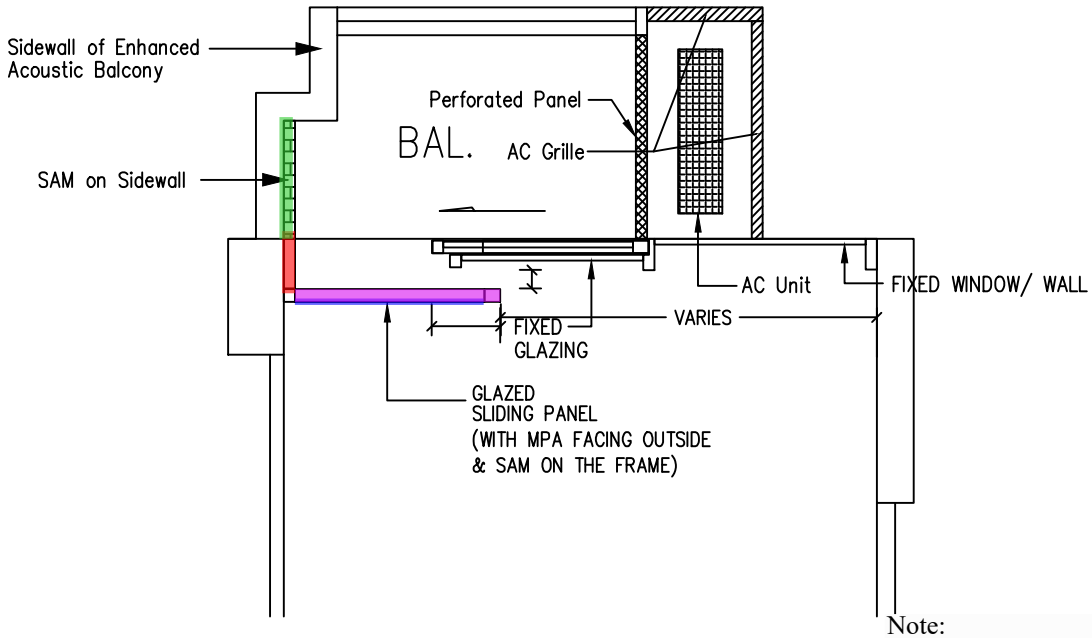
Note:
OOW Outer Opening Width
OOH Outer Opening Height

AB(BT)-
Reference
Case



TYPICAL SECTION

- MPA on inner sliding panel
- Sound absorptive material on top door frame
- Sound absorptive material on vertical door frame
- Sound absorptive material at ceiling and sidewall



TYPICAL PLAN

Note:
OOW Inner Opening Width
OOH Outer Opening Height

Appendix 3.4 Proposed Overall Noise Mitigation Measures Schedule

Schedule of Noise Mitigation Measures

NSR	Room	Floor	Noise Mitigation Measures
RN01	BR1	4/F- 9/F	AW(BT)
RN03	MBR	4/F- 21/F	AW(BT)
RN05	LIV	4/F- 16/F	AB(BT)
RN07	BR1	4/F- 41/F	AW(BT)
RN08	LIV	4/F- 37/F	AB(BT)
RN09	BR1	4/F- 41/F	AW(BT)
RN10	LIV	4/F- 41/F	AB(BT)
RN11	LIV	4/F- 36/F	AB(BT)
RN12	LIV	4/F- 25/F	AB(BT)
RN13	LIV	6/F- 16/F	AB(BT)

Appendix F –

Drainage Impact Assessment

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Drainage Impact Assessment

June 2026

Delivering a better world

Prepared by:

AECOM Asia Company Limited
11/F, Tower 2, Grand Central Plaza, 138 Shatin Rural Committee Road, Shatin
Hong Kong
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The Drainage Impact Assessment has been reviewed by registered professional engineer in the Civil Engineering discipline.

RPE Number	0377480	Signature
Name	YUEN Ming Chung	
Discipline	CVL	

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Annexes

Annex 1 Surface Runoff Estimation

Annex 2 Hydraulic checking of Proposed DN750 Stormwater Pipe

Annex 3 Hydraulic Calculation of Proposed Drainage Facilities

1. Introduction

1.1 Background

1.1.1 AECOM Asia Company Limited (AECOM) was commissioned by the Applicant to conduct a Drainage Impact Assessment (DIA) in support of a Section 16 Application under the Town Planning Ordinance (Cap. 131), for a mixed-use development.

1.1.2 The Application Site is bounded by Ping Ha Road to the north, Kiu Cheong Road to the east and Hung Tin Road to the west. The location of the Application Site is indicated in **DIA/Figure 1**.

1.2 Objectives of this Submission

1.2.1 This report outlines the assessment results of the potential drainage impact caused by the Proposed Development at the Application Site. The main objectives of this assessment include the followings:

(i) Review the existing stormwater drainage condition.

(ii) Outline the methodology adopted in this assessment.

(iii) Outline changes to the drainage characteristics and potential drainage impacts which may arise from the Application Site.

(iv) Propose drainage mitigation measures where appropriate to mitigate the potential drainage impact.

(v) Discuss the responsibility of the construction and maintenance aspects of the proposed drainage system.

1.3 Nomenclature

1.3.1 The following abbreviations and shortened expressions in **Table 1** are adopted in this report.

AECOM	AECOM Asia Company Limited
DSD	Drainage Services Department
GFA	Gross Floor Area
HKO	Hong Kong Observatory
mPD	Metres above Principal Datum
PlanD	Planning Department
SDM	Stormwater Drainage Manual (5th edition, DSD)
DIA	Drainage Impact Assessment

Table 1 – Nomenclature

2. Development Proposal

2.1 The Indicative Development Proposal

2.1.1 The Application Site has an area of approximately 9,946 m^2 with a total Gross Floor Area (GFA) at about 79,568 m^2.

2.1.2 The Master Layout Plan (MLP) of the Proposed Development is shown in **DIA/Figure 2**. The development schedule is summarized in **Table 2, Table 3** and **Table 4** below.

The Overall Development

Application Site Area (m^2) (about)	9,946 m^2
Total Plot Ratio (about)	8.0
• Domestic Plot Ratio (about)	5.2
• Non-Domestic Plot Ratio (about)	2.8
Total GFA (about)	79,568 m^2
• Domestic GFA (about)	51,697 m^2
• Non-Domestic GFA (1) (about)	27,871 m^2
○ Commercial/Office Tower	18,581 m^2
○ Commercial/Retail Podium	9,290 m^2
Maximum Site Coverage (above ground) (not more than)	Not more than 68mPD
• Podium Below 15m Over 15m but not exceeding 20m	 Not more than 100% Not more than 60%
• Tower (Above 20m)	Not more than 38.5% Non-domestic: 11.5% Domestic: 27%

Table 2 – Development Parameters of the Overall Development

Residential Portion

Building Height (at main roof)	Not more than 160mPD
Number of Storeys (2)	38 storeys (above 5 levels of commercial/retail podium)
Number of Blocks	2
Number of Flats	1,140
Average Flat Size	45.3 m^2
Anticipated Population (3)	3,192
Private Open Space (m^2) (not less than) (4)	3,192 m^2
Residents' Clubhouse Facilities	
Clubhouse GFA (m^2) (about) (5)	2,250 m^2
No. of Storeys	1

Table 3 – Development Parameters of the Residential Portion

Commercial Portion

Building Height (at main roof)	Not more than 106mPD
Number of Storeys	
• Commercial/Office Tower (6)	17 storeys (above 5 levels of commercial/retail podium)
• Commercial/Retail Podium	5 storeys
• Anticipated Nos. of Workers	1,115
Number of Blocks	1

Table 4 – Development Parameters of the Commercial Portion

Remarks:
(1) Including 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'.
(2) Excluding transfer plates and 1 level of refuge floor.
(3) Assuming a person-per-flat ratio of 2.8 for Hung Shui Kiu/Ha Tsuen NDA as per the 2021 Population Census.
(4) Not less than $1m^2$ per person according to HKPSG.
(5) The residents' clubhouse GFA is about 4.352% of the domestic GFA and is exempted from plot ratio calculation.
(6) Excluding transfer plates.

3. Assessment Methodology

3.1 Overview of Methodology

3.1.1 This assessment is carried out to assess the drainage impact arising from the Proposed Development on the drainage system.

3.1.2 The assessment is carried out in accordance with the requirements stated in *"Advice Note No.1 – Application of the Drainage Impact Assessment Process to Private Sector Projects"* issued by the Drainage Services Department (DSD). The design parameters adopted are referenced from the design guidelines published by the DSD as follows:

- Stormwater Drainage Manual (SDM).
- Stormwater Drainage Manual - Corrigendum No. 1/2022.
- Stormwater Drainage Manual - Corrigendum No. 1/2024.

3.2 Methodology and Assumptions

3.2.1 Rational Method is used for estimation of surface runoff from the Application Site. The design parameters are summarized in **Table 5**.

Design Storm Return Period	50 years / 200 years
Rainfall Intensity	$i = \frac{a}{(t_d + b)^c}$
Rainfall Zone	HKO Headquarters
Design Storm Constants	For 50 years return period: a = 505.5; b = 3.29; c = 0.355 For 200 years return period: a = 508.8; b = 3.46; c = 0.322
Runoff Coefficients, C	0.95 (Paved Area) 0.35 (Unpaved Area)
Rainfall Increases due to Climate Change	16%
Design Allowance	12.1%
Sediment Allowance	5% reduction in flow area if the gradient is greater than 1 in 25 10% reduction in flow area in other cases

Table 5 – Design Parameters for Runoff Estimation

3.2.2 Colebrook-White Equation and Manning's Equation is used for estimation of hydraulic checking of existing and proposed drainage system. The design parameters are summarized in **Table 6**.

Colebrook-White Roughness Value, ks	0.15 (Precast concrete pipes)
Manning's Coefficient, n	0.014 (Concrete-lined channels)
Pipe Sediment	10% reduction in flow capacity
Viscosity of Water, $\mathcal{V}$	1 x 10^{-6} m^2/s

Table 6 – Design Parameters for Hydraulic Analysis

3.3 Climate Change and Design Allowance

3.3.1 Design consideration on rainfall due to climate change has been incorporated into the design in accordance with the latest design guidelines and Corrigendums published by the DSD, as listed in **Section 3.1.2**.

SDM Corrigendum No. 1/2022

3.3.2 According to item (e), drainage provision in new development areas should consider the climate change effects up to the end of 21st century plus design allowance. With reference to items (k) and (n), a 16% increase in rainfall intensity and a 12.1% design allowance have been considered for this assessment.

SDM Corrigendums No. 1/2024

3.3.3 The latest storm constants have been considered for this assessment to reflect the latest rainfall data and climate projections.

4. Runoff Estimations

4.1 Site Condition

4.1.1 The Site is a triangular strip of land on the south side of Ping Ha Road and adjoins Kiu Cheong Road. The Site slopes downward from west to east in general and dipped gently towards the existing open channel along the northern boundary. The carriageway at Ping Ha Road is at about 7.3 mPD at the western end of the Site, and about 8.0 mPD at near the eastern end of the Site. The carriageway at Kiu Cheong Road then falls to about 6.35 mPD at the proposed entrance to the Site.

4.1.2 The existing ground level within the Site falls gently from 4.0 mPD to 3.2 mPD (west to east). The ground levels along the western and southern boundaries generally match with the adjacent open storage area at about 4.0 mPD in general.

4.1.3 The drainage of the existing site relies on overland flow. The open storage areas south of the Site were intercepted by local channels flowing to the west connecting to existing open channel adjoining Hung Tin Road. Site runoff flows towards north and discharges to the downstream section of the same existing open channel.

4.2 Runoff Estimation

4.2.1 Rational Method is adopted for estimation of the runoff from the pre-development and post-development scenarios.

4.2.2 The pre-development and post-development surface runoff have been estimated. The proposed development is mostly hard paved; there will be greenery and landscape provisions on podium. The percentage of paved area comprising building blocks, concrete structures, roads and other paved facilities generally unchanged, hence, the surface runoff remains unchanged at the Application Site. A summary of the surface runoff calculations is shown in Table 7 below. For detailed runoff estimation, please refer to **Annex 1**.

	Area (m^2)		50 years return period		200 years return period	
	Paved	Unpaved	Design Rainfall Intensity (with Climate Change) (mm/hr)	Total Surface Runoff (m^3/s)	Design Rainfall Intensity (with Climate Change) (mm/hr)	Total Surface Runoff **(m^3/s)**
Pre-Development	9,946	0	306	0.80	338	0.86
Post-Development	9,946	0	306	0.80	338	0.86
			Net Increase	**0**		**0**

Table 7 – Summary of Surface Runoff

5. Potential Drainage Impacts and Mitigation Measures

5.1 Review on Existing Drainage System

5.1.1 The Application Site is bounded by Ping Ha Road to the north, Kiu Cheong Road to the east and Hung Tin Road to the west. A main drainage channel is situated at the north of the Application Site.

5.1.2 According to record plans obtained from the DSD, there is existing public drainage system serving the Application Site. An existing 5m wide rectangular channel is located along the northern boundary of the Application Site. The channel collects runoffs from areas east of Hung Tin Road and discharges via the twin pipe (SWD1018460 and SWD1030423) located to the northeast of the Application Site. The pipes ultimately discharge stormwater to Tin Shui Wai River via existing 2550mm diameter pipes to existing box culvert. The existing drainage record is shown in **DIA/Figure 3**.

5.1.3 According to drainage record plans from DSD, there is an existing manhole (SMH1011507) located at the northeast of the Application Site. Stormwater received will be conveyed by an existing 2550mm diameter pipe (SWD1018503) and its downstream system towards the river outfall.

5.2 Proposed Drainage Arrangement

External Catchment Area

5.2.1 The sub-catchment used as input to the hydraulic calculation and the respective flow direction of the hydraulic calculation is given in **Annex 3**. The proposed drainage layout plan for the Proposed Development is shown in **DIA/Figure 4**. To intercept existing runoff from the south and the west, surface channels will be provided along the southern and western boundaries of the Site.

Catchment Areas within the Application Site

5.2.2 The Development proposed to raise the site formation level to +8.00mPD.

5.2.3 It is proposed that the runoff from areas within the Site be drained to the east and collected for discharge into the existing 2550 diameter pipe via a proposed DN750 underground drainpipe with connections at an existing manhole at Ping Ha Road. As such, terminal manhole STMH1 will ultimately discharge site runoff to the existing box culvert to Tin Shui Wai River. The cover level of terminal manhole should be higher than that of the downstream public manhole(s).

5.2.4 The proposed drainage pipes and peripheral drains will be designed with adequate capacity to cater for effects of climate change. The proposed drainage layout is shown in **DIA/Figure 4**. Hydraulic calculation refers to **Annex 2 and Annex 3**.

5.2.5 With the implementation of the proposed drainage arrangement, no insurmountable drainage impacts are anticipated.

6. Maintenance Responsibility

6.1.1 The general operation and maintenance requirements will be referenced to Practice Note No. 1/2024 “Design Checklists on Operation & Maintenance Requirements”.

6.1.2 The Development will be responsible for constructing all necessary drainage systems within the Application Site, carrying out connection works to the public drainage system, and undertaking modification works to the existing public drainage networks.

6.1.3 The Applicant is responsible for the maintenance of terminal manhole and all upstream and downstream drainage system within the site boundary.

6.1.4 The drainage systems outside the site boundary are proposed to be handed over to relevant government department for future maintenance.

7. Conclusion

7.1.1 This DIA report serves as a supporting document for proposing domestic flat units to the original pure commercial development. The DIA has been carried out to assess the potential drainage impact due to the Proposed Development.

7.1.2 The pre-development and post-development surface runoff have been estimated. No changes in surface runoff is expected at the Application Site.

7.1.3 Proper internal and peripheral drainage system will be provided within the Application Site to collect and convey runoff from the external catchments and the Application Site.

7.1.4 The proposed drainage layout is shown in **DIA/Figure 4.** With the implementation of the proposed drainage arrangement, the proposed development would be acceptable in drainage terms.

End of Report

Figures

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND:

APPLICATION SITE BOUNDARY

818000 E

818500 E

834500 N

834000 N

833500 N

N

TIN SHING COURT

PING YAN COURT

TIN YIU ROAD

TIN HO ROAD

TIN MEI ST

TSUI SING ROAD

LONG TIN ROAD

PING HA ROAD

HUNG TIN ROAD

KIU FAT STREET

KIU WONG STREET

KIU SHING ST

KIU HING ROAD

SHA CHAU LEI ROAD

MTR TUEN MA LINE

SHEK PO ROAD

HUNG CHI ROAD

PING KWAI ROAD

PING FUK LANE

SAN HI TSUEN STREET

TONG YAN SAN TSUEN ROAD

PING SHAN NAM PAI ROAD

PING YEUNG

SAN FUK STREET

PING TONG STREET WEST

SF EAST

RING BALL

LIGHT RAIL

Nullah

Tin Yiu Estate

Lockwood Court

Works in progress

Tsui Sing Lau Pagoda

Tin Shui Wai Station

Ping Wai Garden

Sheung Cheung Wai

Pumping Station

Graves

Hang Tau Tsuen

PING SHAN

Hang Mei Tsuen

Tong Fong Tsuen

Welgen Garden

Century Centre

4S City

Kiu Tau Wai

Hung Uk Tsuen

Shek Po Tsuen

Ha Chau Lei

Ping Shan San Tsuen

La Mansion

Imperial Villas

Set Win Automobile Plaza

Chi Shing Centre

Ping Pak Lane Park

LAALDEA

Sagawa Logistic Centre

Fui Sha Wai

Open Storage

露天貨倉

AECOM

PROJECT

SECTION 16 PLANNING APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

CLIENT

CONSULTANT

AECOM Asia Company Ltd.
www.aecom.com

SUB-CONSULTANTS

ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK

STATUS

SCALE A3 1 : 5000

DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60640967

AGREEMENT NO.

SHEET TITLE

SITE LOCATION PLAN

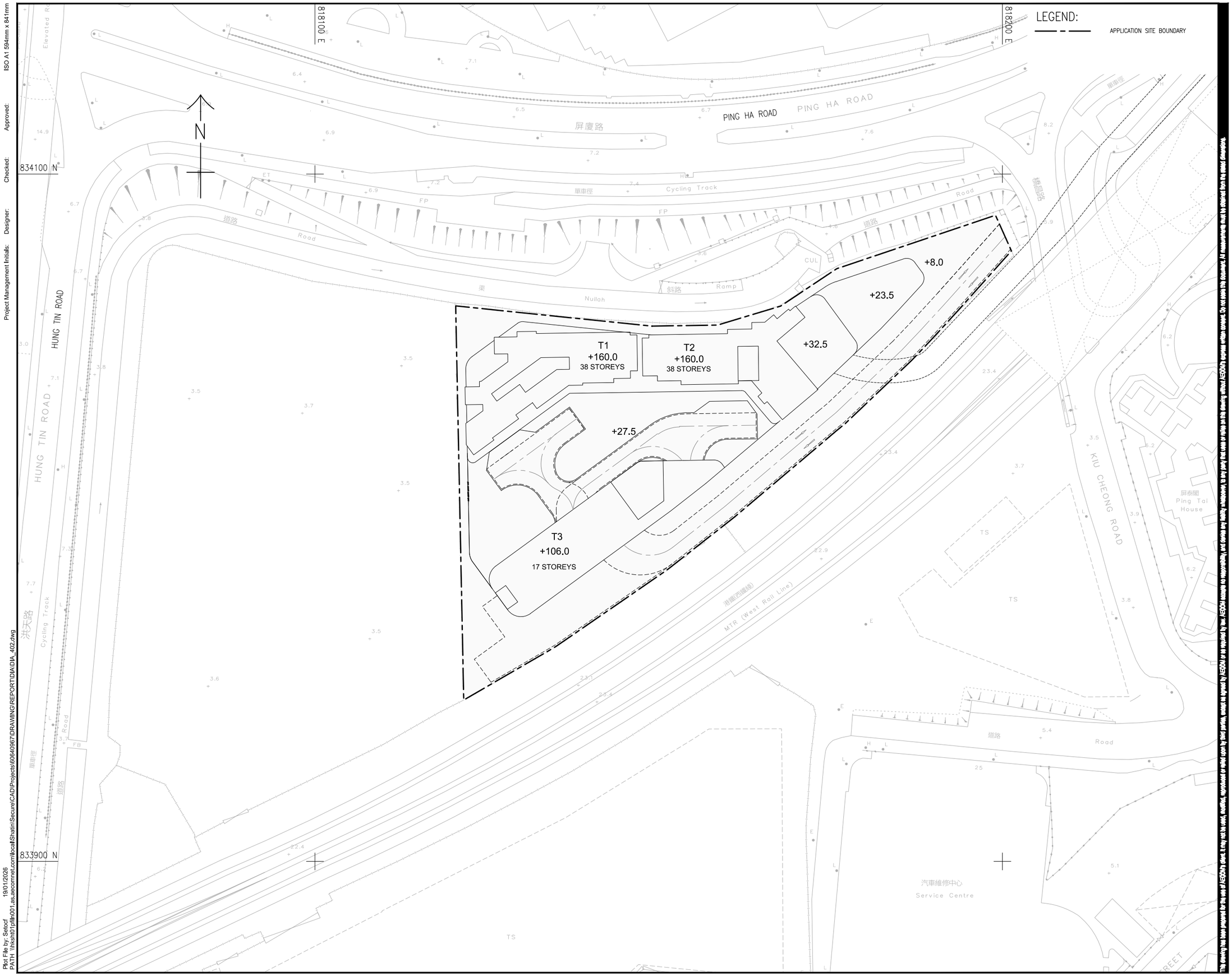
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60640967/DIA/Figure 1

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ISO A1 594mm x 841mm
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Checked:
Designer:
Project Management Initials:



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PROJECT
SECTION 16 PLANNING APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI YUEN LONG

CLIENT

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ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE
A3 1 : 1000

DIMENSION UNIT
METRES

KEY PLAN

PROJECT NO.
60640967

AGREEMENT NO.

SHEET TITLE
MASTER LAYOUT PLAN

SHEET NUMBER
60640967/DIA/Figure 2

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19/01/2026

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Checked:

Designer:

Project Management Initials:

Twin 2,550mm pipes observed on site, exact pipe diameter to be confirmed



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PROJECT

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STATUS

SCALE

A3 1 : 1000

DIMENSION UNIT

METRES

KEY PLAN

PROJECT NO.

60640967

AGREEMENT NO.

SHEET TITLE

EXISTING DRAINAGE LAYOUT PLAN

SHEET NUMBER

60640967/DIA/Figure 3

Existing Stormwater drainage record refer DIA/Figure 3

CP1.2
CONNECTION TO
EXISTING SCH1006563

CP2.1
CONNECTION TO
EXISTING SCH1006482

CP2.2

CP2.3

CP1.1

SMH1
CL 7.37
IL 5.03

TMH1
CL 8.0
IL 5.11

EXISTING
SMH1011507
CL 7.76
A1 476-750
A2 1.64-2550
X1 1.64-2550

PROPOSED 525
U-CHANNEL (UC4)

PROPOSED 525 U-CHANNEL (UC5)

PROPOSED 525 U-CHANNEL (UC3)

PROPOSED 375 U-CHANNEL (UC2)

PROPOSED 375 U-CHANNEL (UC1)

525ø

750ø

2550

SCH1006563

SCH1006482
X1 1.97-600

T1
+160.0
38 STOREYS

T2
+160.0
38 STOREYS

T3
+106.0
17 STOREYS

+8.0
+23.5
+27.5
+32.5

834100 N

833900 N

818100 E

818200 E

HUNG TIN ROAD

KIU CHEONG ROAD

HA ROAD

屏慶路

Cycling Track

Nullah

MTR (West Rail Line)

港鐵西鐵線

Ping Tai House

屏泰閣

汽車維修中心
Service Centre

NOTES:

1. THE COVER LEVEL(S) OF TERMINAL MANHOLE(S) SHOULD BE HIGHER THAN THAT OF THE DOWNSTREAM PUBLIC MANHOLE(S)

LEGEND:

- APPLICATION SITE BOUNDARY
- EXISTING STORM WATER DRAIN
- EXISTING STORM WATER MANHOLE
- PROPOSED STORM WATER MANHOLE
- PROPOSED CATCHPIT
- DEMOLISH OF EXISTING CATCHPIT
- PROPOSED STORM DRAIN
- PROPOSED U CHANNEL

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

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AECOM

PROJECT

SECTION 16 PLANNING APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

CLIENT

CONSULTANT

AECOM Asia Company Ltd.
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ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE

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DIMENSION UNIT

METRES

KEY PLAN

PROJECT NO.

60640967

AGREEMENT NO.

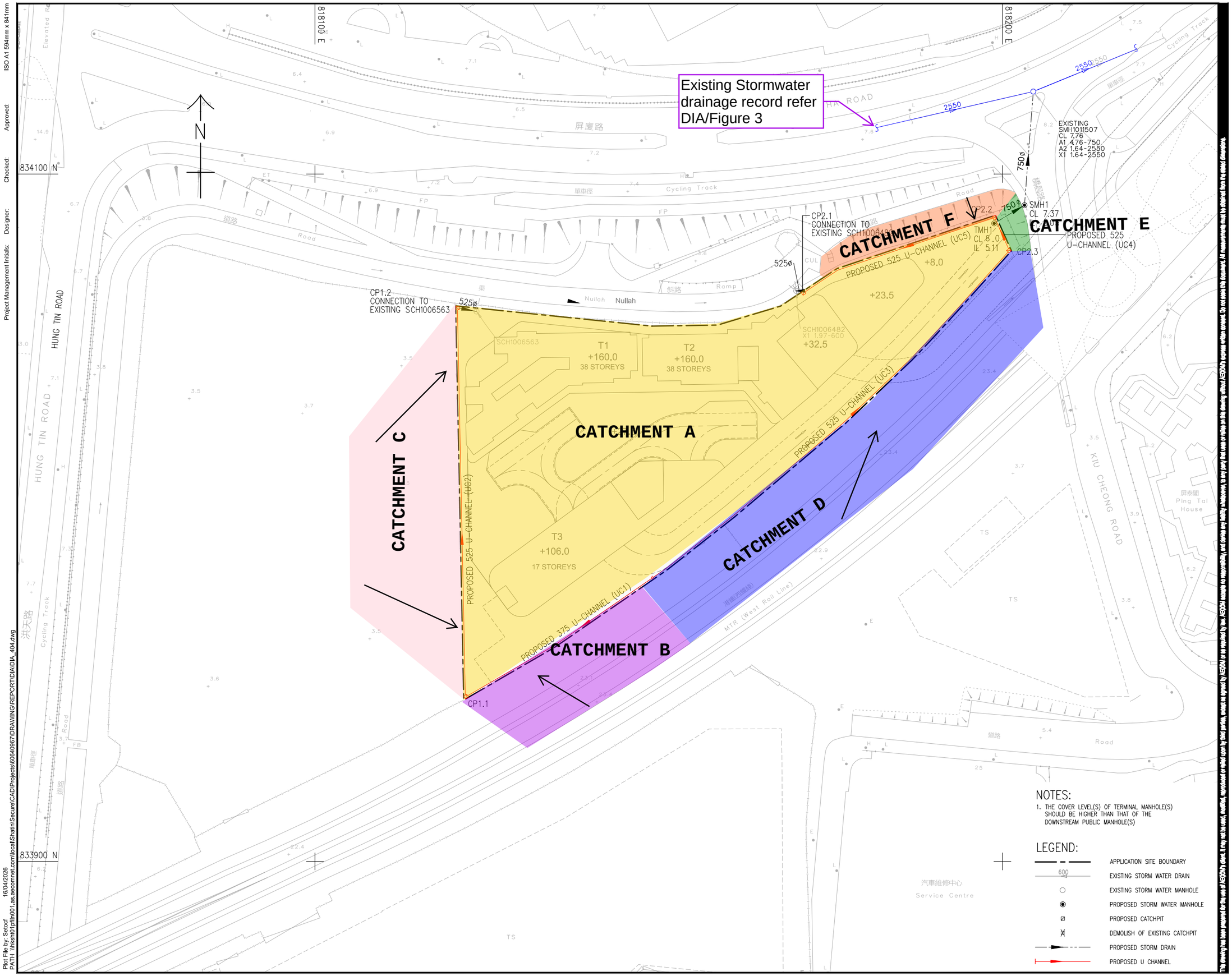
SHEET TITLE

PROPOSED DRAINAGE LAYOUT PLAN

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60640967/DIA/Figure 4

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NOTES:

1. THE COVER LEVEL(S) OF TERMINAL MANHOLE(S) SHOULD BE HIGHER THAN THAT OF THE DOWNSTREAM PUBLIC MANHOLE(S)

LEGEND:

- APPLICATION SITE BOUNDARY
- EXISTING STORM WATER DRAIN
- EXISTING STORM WATER MANHOLE
- PROPOSED STORM WATER MANHOLE
- PROPOSED CATCHPIT
- DEMOLISH OF EXISTING CATCHPIT
- PROPOSED STORM DRAIN
- PROPOSED U CHANNEL

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METRES

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PROJECT NO.

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AGREEMENT NO.

SHEET TITLE

CATCHMENT AREA PLAN

SHEET NUMBER

60640967/DIA/Figure 5

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:

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Existing Stormwater drainage record refer DIA/Figure 3

Existing Sewage record refer SIA/Figure 3

818100 E

818200 E

834100 N

N

HUNG TIN ROAD

HA ROAD

屏慶路

道路 Road

單車徑 Cycling Track

FP

CUL

Ramp

Nullah

CP1.2
CONNECTION TO
EXISTING SCH1006563

525ø

CP2.1
CONNECTION TO
EXISTING SCH1006482

PROPOSED 525 U-CHANNEL (UC5)

+8.0

+23.5

SCH1006563

SCH1006482
X1 1.97-600
+32.5

T1
+160.0
38 STOREYS

T2
+160.0
38 STOREYS

+27.5

T3
+106.0
17 STOREYS

PROPOSED 525 U-CHANNEL (UC3)

PROPOSED 525 U-CHANNEL (UC2)

PROPOSED 375 U-CHANNEL (UC1)

CP1.1

A

2550

2550

FMH1008965
A1 0.84-300
X1 0.84-300

750ø

EXISTING
SMH1011507
CL 7.76
A1 4.76-750
A2 1.64-2550
X1 1.64-2550

CP2.2

SMH1
CL 7.37
IL 5.03

TMH1
CL 8.0
IL 5.11

CP2.3

PROPOSED 525
U-CHANNEL (UC4)

KIU CHEONG ROAD

屏泰閣
Ping Tai House

TS

港鐵西鐵線
MTR (West Rail Line)

汽車維修中心
Service Centre

WITHIN APPLICATION SITE BOUNDARY

+8.00 mPD

TMH 1
C.L. 8.00

+5.11 mPD

+5.03 mPD

SMH 1
C.L. 7.37

+5.03 mPD

CLP 11kV

FMH1008965

HKBN CLP 11kV

CLP 132kV

SMH1011507
C.L. 7.76

+4.76 mPD

+1.64
mPD

PROPOSED ø750 DRAINAGE PIPE

PROPOSED ø750 DRAINAGE PIPE

EXISTING ø300 SEWAGE PIPE
FWD1012108 (+0.89 mPD)

EXISTING ø2550 DRAINAGE PIPE

EXISTING ø300 SEWAGE PIPE
FWD1012115 (+0.83 mPD)

SECTION A-A

NOTES:

1. THE COVER LEVEL(S) OF TERMINAL MANHOLE(S) SHOULD BE HIGHER THAN THAT OF THE DOWNSTREAM PUBLIC MANHOLE(S)

LEGEND:

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PROJECT

SECTION 16 PLANNING APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

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KEY PLAN

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AGREEMENT NO.

SHEET TITLE SECTION

SHEET NUMBER 60640967/DIA/Figure 6

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Annex 1

Surface Runoff Estimation

Annex 1: Surface Runoff Estimation - Rational Method

Rainfall Return Period : 1 in 50

Return Period 50-year

Rainfall Intensity $i = \frac{a}{(t_d + b)^c}$ SDM Table 3a

a =	505.5		
b =	3.29		
c =	0.355		
t_d =	Duration in minutes	Assumed	
=	**5**	min	
i =	239		
Climate Change (End of 21 st Century) =	16.0%	Table 28 Corrigendum No.1/2022	
Design Allowance =	12.1%	Table 31 Corrigendum No.1/2022	

The design rainfall intensity with climate change allowance is 350mm/hr.

Using Rational Method to calculate the runoff for Pre / Post Development:

Q_p = 0.278CiA
C = runoff coefficient
i = rainfall intensity in mm/hr
A = catchment area in km^2

Pre-Development

	Application Site		Total Runoff (m^3/s)
	Paved	Unpaved	
Site Area (m^2)	9946.00	0.00	
Runoff coefficient (c)	0.95	0.35	
Rainfall intensity (i)	239	239	
Rainfall intensity including climate change	306	306	
Runoff (Q)	0.80	0.00	**0.80**

Post-Development

	Application Site		Total Runoff (m^3/s)	
	Paved	Unpaved		
Site Area (m^2)	9946.00	0		
Runoff coefficient (c)	0.95	0.35		
Rainfall intensity (i)	239	239		
Rainfall intensity including climate change	306	306		Net Increase
Runoff (Q)	0.80	0.00	**0.80**	0.00

Annex 1: Surface Runoff Estimation - Rational Method

Rainfall Return Period : 1 in 200

Return Period 200-year

Rainfall Intensity $i = \frac{a}{(t_d + b)^c}$ SDM Table 3a

a =	508.8		
b =	3.46		
c =	0.322		
t_d =	Duration in minutes	Assumed	
=	**5**	min	
i =	256		
Climate Change (End of 21 st Century) =	16.0%	Table 28 Corrigendum No.1/2022	
Design Allowance =	12.1%	Table 31 Corrigendum No.1/2022	

The design rainfall intensity with climate change allowance is 350mm/hr.

Using Rational Method to calculate the runoff for Pre / Post Development:

Q_p = 0.278CiA
C = runoff coefficient
i = rainfall intensity in mm/hr
A = catchment area in km^2

Pre-Development

	Application Site		Total Runoff (m^3/s)
	Paved	Unpaved	
Site Area (m^2)	9946.00	0.00	
Runoff coefficient (c)	0.95	0.35	
Rainfall intensity (i)	256	256	
Rainfall intensity including climate change	328	328	
Runoff (Q)	0.86	0.00	**0.86**

Post-Development

	Application Site		Total Runoff (m^3/s)	
	Paved	Unpaved		
Site Area (m^2)	9946.00	0		
Runoff coefficient (c)	0.95	0.35		
Rainfall intensity (i)	256	256		
Rainfall intensity including climate change	328	328		Net Increase
Runoff (Q)	0.86	0.00	**0.86**	0.00

Annex 2

Hydraulic checking of Proposed DN750 Stormwater Pipe

Annex 2: Hydraulic Check for Proposed DN750 Stormwater Pipe

Post-development

The full-bore capacity of the pipe is calculated using the Colebrook-White Equation:

$$V = -\sqrt{8gDs}\log\left[\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{2gDs}}\right]$$

where	V =	velocity of the pipe flow	m/s	
	s =	proposed pipe gradient	m/m	
	=	0.008333333		(1 in 120)
	k_s =	pipe roughness value		SDM Table 14
	=	0.15	x 10^{-3} m	Precast concrete pipe with 'O' joints in normal condition
	v =	kinematic viscosity of fluid		
	=	0.000001	m^2/s	
	D =	Proposed pipe diameter		
	=	**750**	mm	
	=	0.75	m	
	V =	2.94	m/s	
		Assume 10% reduction in pipe area for siltation effect		
	A =	0.40	m^2	
	Available Pipe capacity Q_a =	V x A		
	=	1.17	m^3/s	
	Number of Pipe Provided =	1		
	Total Available Pipe Capacity Q_T =	1.17	m^3/s	
		Peak runoff generated from the proposed development,		50-year
	Q_p =	0.80	m^3/s	
	>	Q_p		
		68.5%		
	=>	**OK**		

Annex 2: Hydraulic Check for Proposed DN750 Stormwater Pipe

Post-development

The full-bore capacity of the pipe is calculated using the Colebrook-White Equation:

$$V = -\sqrt{8gDs}\log\left[\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{2gDs}}\right]$$

where	V =	velocity of the pipe flow	m/s	
	s =	proposed pipe gradient	m/m	
	=	0.008333333		(1 in 120)
	k_s =	pipe roughness value		SDM Table 14
	=	0.15	x 10^{-3} m	Precast concrete pipe with 'O' joints in normal condition
	v =	kinematic viscosity of fluid		
	=	0.000001	m^2/s	
	D =	Proposed pipe diameter		
	=	**750**	mm	
	=	0.75	m	
	V =	2.94	m/s	
		Assume 10% reduction in pipe area for siltation effect		
	A =	0.40	m^2	
	Available Pipe capacity Q_a =	V x A		
	=	1.17	m^3/s	
	Number of Pipe Provided =	1		
	Total Available Pipe Capacity Q_T =	1.17	m^3/s	
		Peak runoff generated from the proposed development,		200-year
	Q_p =	0.86	m^3/s	
	>	Q_p		
		73.6%		
	=>	**OK**		

Annex 3

Hydraulic Calculation of Proposed Drainage Facilities

AECOM
Asia Co. Ltd.

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Annex 3 - Hydraulic Calculation of Proposed Drainage Facilities

Project No. 60640967
Date Apr-26 Sheet
By

U-Channel | **For 50 Years Return Period** | **Utilization**

U/S	D/S	Length (m)	Ground Level U/S mPD	Ground Level D/S mPD	Invert Level U/S mPD	Invert Level D/S mPD	Depth Check U/S m	Depth Check D/S m	Grad. 1 in	Catchment Area (m^2) Paved	Ceoff.	Unpaved	Ceoff.	Equivalent Area	Total Area	Base Size (mm)	Starting Point Shape	Full Bore Velocity (U shape) m/s	Full Bore Capacity m^3/s	Time of Conc. min	Rainfall Intensity mm/hr	Discharge m^3/s	Discharge with Climate Change m^3/s	Utilization %
-	CP1.1	60.00	3.90	3.81	3.45	3.05	0.45	0.76	150	1256	0.95	0	0.35	1193	1193	375	U	1.40	0.158	5.00	238.58	0.079	0.101	64.2
CP1.1	CP1.2	121.00	3.81	3.33	3.21	2.40	0.60	0.93	150	3871	0.95	0	0.35	3677	3677	525	U	1.75	0.388	5.00	238.58	0.244	0.312	80.6
-	CP2.3	144.00	3.81	3.39	3.21	2.49	0.60	0.90	200	3146.9	0.95	0	0.35	2990	2990	525	U	1.52	0.336	5.00	238.58	0.198	0.254	75.7
CP2.3	CP2.2	10.40	3.39	3.32	2.49	2.44	0.90	0.88	200	3241.2	0.95	0	0.35	3079	3079	525	U	1.52	0.336	5.00	238.58	0.204	0.262	77.9
CP2.2	CP2.1	58.17	3.32	3.40	2.44	2.05	0.88	1.35	150	3660.8	0.95	0	0.35	3478	3478	525	U	1.75	0.388	5.00	238.58	0.231	0.295	76.2

AECOM Asia Co. Ltd.	Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long Annex 3 - Storm Drain Design	28/04/2026

Manhole		Ground												Design Flow		
Manhole No.		Cover Level		Nos.	Internal Size	Invert Level		Length	Grad	Material	k_s	Velocity	Capacity	Total flow from Uchannel	Percentage Capacity	Catchment
U/S	D/S	U/S mPD	D/S mPD		mm	U/S mPD	D/S mPD	m	1 in		mm	m/s	m^3/s	m^3/s	%	
CP1.2	SCH1006563	3.33	3.91	1	525	2.40	2.33	7.7	100	Concrete	0.60	2.24	0.4364	0.3124	71.59%	B+C
CP2.1	SCH1006482	3.40	3.75	1	525	2.05	1.98	10.4	150	Concrete	0.60	1.83	0.3559	0.2540	71.37%	D+E+F

Notes:
1. Allowance for sediment inside pipe account for 10% of full pipe capacity.

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Appendix G –

Sewerage Impact Assessment

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Sewerage Impact Assessment

June 2026

Delivering a better world

Prepared by:

AECOM Asia Company Limited
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Hong Kong
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Annexes

Annex 1 Proposed Development Sewage Estimation
Annex 2 Hydraulic Checking
Annex 3 Sensitivity Test
Annex 4 Response to Departmental Comments

1. Introduction

1.1 Background

1.1.1 AECOM Asia Company Limited (AECOM) was commissioned by the Applicant to conduct a Sewerage Impact Assessment (SIA) in support of a Section 16 Application under the Town Planning Ordinance (Cap. 131), to facilitate a mixed-use development with residential and commercial uses at the Application Site, which is zoned "Commercial (2)" on the Outline Zoning Plan.

1.1.2 The Application Site is bounded by Ping Ha Road to the north, Kiu Cheong Road to the east and Hung Tin Road to the west. The location of the Application Site is indicated in **Figure 1**.

1.2 Objectives of this Submission

1.2.1 This report outlines the assessment results of the potential sewerage impacts caused by the Proposed Development at the Application Site. The main objectives of this assessment include the followings:

(i) Identify any increase in sewage flow due to the Proposed Development.

(ii) Review the existing sewerage condition of the Application Site based on available information.

(iii) Outline the methodology adopted in this assessment.

(iv) Assess any potential impact on the existing or planned sewerage facilities nearby due to the Proposed Development.

(v) Propose mitigation measures and/or improvement works to minimize any potential sewerage impact from the Proposed Development.

(vi) Discuss the responsibility of the construction and maintenance aspects of the proposed sewerage system.

1.3 Nomenclature

1.3.1 The following abbreviations and shortened expressions in **Table 1** are adopted in this report.

ADWF	Average Dry Weather Flow
AECOM	AECOM Asia Company Limited
CIF	Catchment Inflow Factor
DSD	Drainage Services Department
EPD	Environmental Protection Department
F&B	Food and Beverage
GESF	Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (EPD)
GFA	Gross Floor Area
HKPSG	Hong Kong Planning Standards and Guidelines
mPD	Metres above Principal Datum
PlanD	Planning Department
SWSTW	San Wai Sewage Treatment Works
HTSPS	Ha Tsuen Sewage Pumping Station
SIA	Sewerage Impact Assessment
THEES	Tolo Harbour Effluent Export Scheme
UFF	Unit Flow Factor

Table 1 – Nomenclature

2. Development Proposal

2.1 The Indicative Development Proposal

2.1.1 The Application Site has an area of about 9,946 m^2 with a total plot ratio of about 8.0. The total Gross Floor Area (GFA) is about 79,568 m^2.

2.1.2 The proposed development consists of residential and commercial portions. It comprises two residential towers providing about 1,140 units and one commercial/office tower, all situated above a 5-storey commercial/retail podium.

2.1.3 The Master Layout Plan (MLP) of the Proposed Development is shown in **Figure 2**. The development schedule is summarized in **Table 2, Table 3** and **Table 4** below.

The Overall Development

Application Site Area (m^2) (about)	9,946 m^2
Total Plot Ratio (about)	8.0
• Domestic Plot Ratio (about)	5.2
• Non-Domestic Plot Ratio (about)	2.8
Total GFA (about)	79,568 m^2
• Domestic GFA(about)	51,697 m^2
• Non-Domestic GFA (1) (about)	27,871 m^2
○ Commercial/Office Tower	18,581 m^2
○ Commercial/Retail Podium	9,290 m^2
Maximum Site Coverage (above ground) (not more than)	
• Podium Below 15m Over 15m but not exceeding 20m	 Not more than 100% Not more than 60%
• Tower (Above 20m)	Not more than 38.5% • Non-domestic: 11.5% • Domestic: 27%

Table 2 – Development Parameters of the Overall Development

Residential Portion	
Building Height (at main roof)	Not more than 160mPD
Number of Storeys (2)	38 storeys (above 5 levels of commercial/retail podium)
Number of Blocks	2
Number of Flats	1,140
Average Flat Size	45.3 m^2
Anticipated Population (3)	3,192
Private Open Space (m^2) (not less than) (4)	3,192 m^2
Residents' Clubhouse Facilities	
Clubhouse GFA (m^2) (about) (5)	2,250 m^2
No. of Storeys	1

Table 3 – Development Parameters of the Residential Development

Commercial Portion	
Building Height (at main roof)	Not more than 106mPD
Number of Storeys	
• Commercial/Office Tower (6)	17 storeys (above 5 levels of commercial/retail podium)
• Commercial/Retail Podium	5 storeys
Number of Blocks	1

Table 4 – Development Parameters of the Commercial Development

Remarks:

(1) Including 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'.

(2) Excluding transfer plates and 1 level of refuge floor.

(3) Assuming a person-per-flat ratio of 2.8 for Hung Shui Kiu/Ha Tsuen NDA as per the 2021 Population Census.

(4) Not less than 1m^2 per person according to HKPSG.

(5) The residents' clubhouse GFA is about 4.352% of the domestic GFA and is exempted from plot ratio calculation.

(6) Excluding transfer plates.

3. Assessment Methodology

3.1 Overview of Methodology

3.1.1 This assessment is carried out to assess the sewerage impact arising from the Proposed Development on the sewerage system.

3.1.2 The sewage generated from the Proposed Development is estimated according to "Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning" (GESF) published by Environmental Protection Department (EPD). The sewage calculation is in accordance with the Sewerage Manual published by Drainage Services Department (DSD).

3.2 Methodology and Assumptions

3.2.1 The adopted sewage unit flow factors for sewage estimation and calculation are summarized in **Table 5**.

Development Type	Flow Type	Unit Flow Factor (UFF) (m^3/head/day)
Residential	R2	0.27
Retail (non-Food and Beverage)	J4	0.28
Office	J6	0.08
Restaurants	J10	1.58
Clubhouse	J11	0.28

Table 5 – Unit Flow Factors

3.2.2 For the non-domestic population, the worker density adopted for business use has made reference to Table T-2 of Chapter 5: Industry, of the Hong Kong Planning Standards and Guidelines (HKPSG) published by the Planning Department (PlanD). The adopted worker density are summarised in **Table 6**.

Commercial Activities	GFA per worker (m^2)
Retail (Non-F&B)	20
Finance, Insurance, Real Estate & Business Services	20
Restaurants & Hotels	20
Community, Social & Personal Services	20

Table 6 – Worker Density

3.2.3 The peaking factor is demonstrated in **Table 7** below, referring to Table T-5 of GESF.

Contributing Population Range	Peaking Factor (including stormwater allowance) for facility with existing upstream sewerage)	Peaking Factor (excluding stormwater allowance) for facility with new upstream sewerage
5,000 - 10,000	5	4

Table 7 – Peaking Factor

3.2.4 **Table 8** displays the Catchment Inflow Factor (CIF) from Table T-4 of GESF used to calculate the sewage discharged to the existing 2,100mm diameter trunk sewer.

Catchment	Catchment Inflow Factor (CIF)
San Wai	1.00

Table 8 – Catchment Inflow Factor

4. Review on Existing Sewerage System

4.1 Existing Sewerage Network

4.1.1 The Application Site is located within the San Wai sewerage catchment area. The sewage flows generated from the sub-catchments upstream of the Application Site are collected by the existing sewerage systems and conveyed by Ha Tsuen Sewage Pumping Station (HTSPS) for onward discharge to San Wai Sewage Treatment Works (SWSTW) to carry out wastewater treatment.

4.1.2 According to the DSD record, there are existing 300 mm sewers and associated sewerage manholes located at the eastern side of the Application Site as shown in **Figure 3**. These sewers are then connected to the existing 2,100mm diameter trunk sewer located along Ping Ha Road. The trunk sewer collects the sewage flows generated from the upstream sub-catchments and the Application Site, conveying them to the existing HTSPS adjacent to Ping Ha Road, and ultimately discharging to SWSTW.

4.2 Sewage Treatment Capacity

4.2.1 According to the public information from DSD, the HTSPS and SWSTW have a maximum treatment capacity of 246,000 m^3/day currently. Since the proposed sewage discharge of this application site is about 1,401 m^3/day (see **Annex 1** for calculation), which is less than 1% of the capacity of HTSPS and SWSTW, the sewage discharge from the application site is insignificant compared to the treatment capacity of HTSPS and SWSTW, hence no sewerage impact is envisaged. The sewage flow will be discharged to the planned HSKEPP after its completion. The adjustment in various stages of switching the sewage discharge will be further reviewed in the future.

5. Proposed Sewerage System

5.1 Flow Estimation

5.1.1 The Proposed Development comprises residential and commercial portions. A summary of total sewage flow to be discharged from the Proposed Development are presented in **Annex 1**. The flow estimation is based on GESF method using unit flow factors multiplied by design population and peaking factor.

5.1.2 The estimated Average Dry Weather Flow (ADWF) generated from the Proposed Development is about 1,401 m^3/d. **Table 9** below presents different types of sewage flow to be discharged from the Proposed Development.

Flow Type	Average Dry Daily Flow (ADWF) (m^3/day)
Residential	861.84
Clubhouse	31.64
F&B	368.14
Retail	65.24
Office	74.40
Total ADWF	1,401.26

Table 9 – Sewage Estimation for the Proposed Development

5.1.3 Peaking factor is determined based on the contributing population. The contributing population is calculated according to GESF Section 12.1.

$$Contributing\ Population = \frac{Calculated\ total\ average\ flow\ (m^3/day)}{0.27\ (m^3/person/day)}$$

5.1.4 With catchment inflow factor of 1.00, the ADWF will be about 1,401 m^3/day. With a peaking factor of 5, the peak flow generated from the Proposed Development is about 81 L/s.

5.2 Mitigation Measures

5.2.1 Due to the limited capacity of the existing 300mm sewer and since the existing sewer does not connect directly to the Application Site, the sewage generated from the Proposed Development would be discharged into the proposed manhole FMH01 (Cover Level: +6.50mPD, Inlet Invert Level: +2.56mPD, Outlet Invert Level: +2.44mPD) from the proposed terminal manhole FTMH01 (Cover Level: +8.00mPD, Outlet Invert Level: +2.85mPD) to the proposed manhole FMH02 (Cover Level: +7.10mPD, Inlet Invert Level: 1.97mPD, Outlet Invert Level: -1.77mPD), and subsequently discharge into the existing 2,100mm diameter trunk sewer downstream located along Ping Ha Road as shown in **Figure 4**. **Figure 5** demonstrates the cross section of the proposed sewerage system.

5.2.2 Hydraulic calculation as shown in **Annex 2** confirmed that sewage discharged from the Proposed Development utilises only around 1.4% of the capacity of the existing 2,100mm diameter trunk sewer located along Ping Ha Road, hence the sewerage impact of the Proposed Development is negligible.

5.2.3 A sensitivity test has been carried out to hypothetically assess “what-if” some mixed-use developments are pursued at surrounding commercial sites. The hypothetical scenarios are assessment for demonstration purposes only. As shown in the sensitivity test, there would be a reduction in sewage generation at all sites. Therefore, no insurmountable sewerage impacts are anticipated. Please refer to **Annex 3** for details.

5.2.4 Sewage discharged from the Application Site to HTSPS then to SWSTW is insignificant, which is less than 1% of the capacity of HTSPS and SWSTW. Hence, the impact is considered insignificant.

6. Maintenance Responsibility

6.1.1 The Applicant will be responsible for construction of all internal sewer including the terminal manhole within the Application Site. The Development will be responsible for the maintenance of the internal sewer and manholes within the Application Site.

6.1.2 The Development will be responsible for construction of all necessary sewerage connection works to the public sewerage system. The sewerage systems outside the site boundary are proposed to be handed over to relevant government department for future maintenance.

7. Conclusion

7.1.1 This SIA report serves as a supporting document for proposing a mixed-use development with residential and commercial uses. The SIA has been carried out to assess the potential sewerage impact due to the Proposed Development.

7.1.2 The ADWF generated from the Application Site is about 1,401 m^3/day. The sewage generated from the Application Site will be conveyed to the proposed manhole FMH01 from the proposed terminal manhole FTMH01, and then to the proposed manhole FMH02, via the proposed 400mm diameter sewer.

7.1.3 Sewage collected will then be subsequently discharged into the existing 2,100mm diameter trunk sewer located along Ping Ha Road. Sewage discharged from the Application Site to HTSPS and SWSTW is insignificant, which is less than 1% of the capacity of HTSPS and SWSTW. Hence, the impact is considered insignificant.

7.1.4 The proposed sewerage layout is shown in **Figure 4**. With the implementation of the proposed sewerage arrangement, the proposed development would be acceptable in sewerage terms.

End of Report

Figures

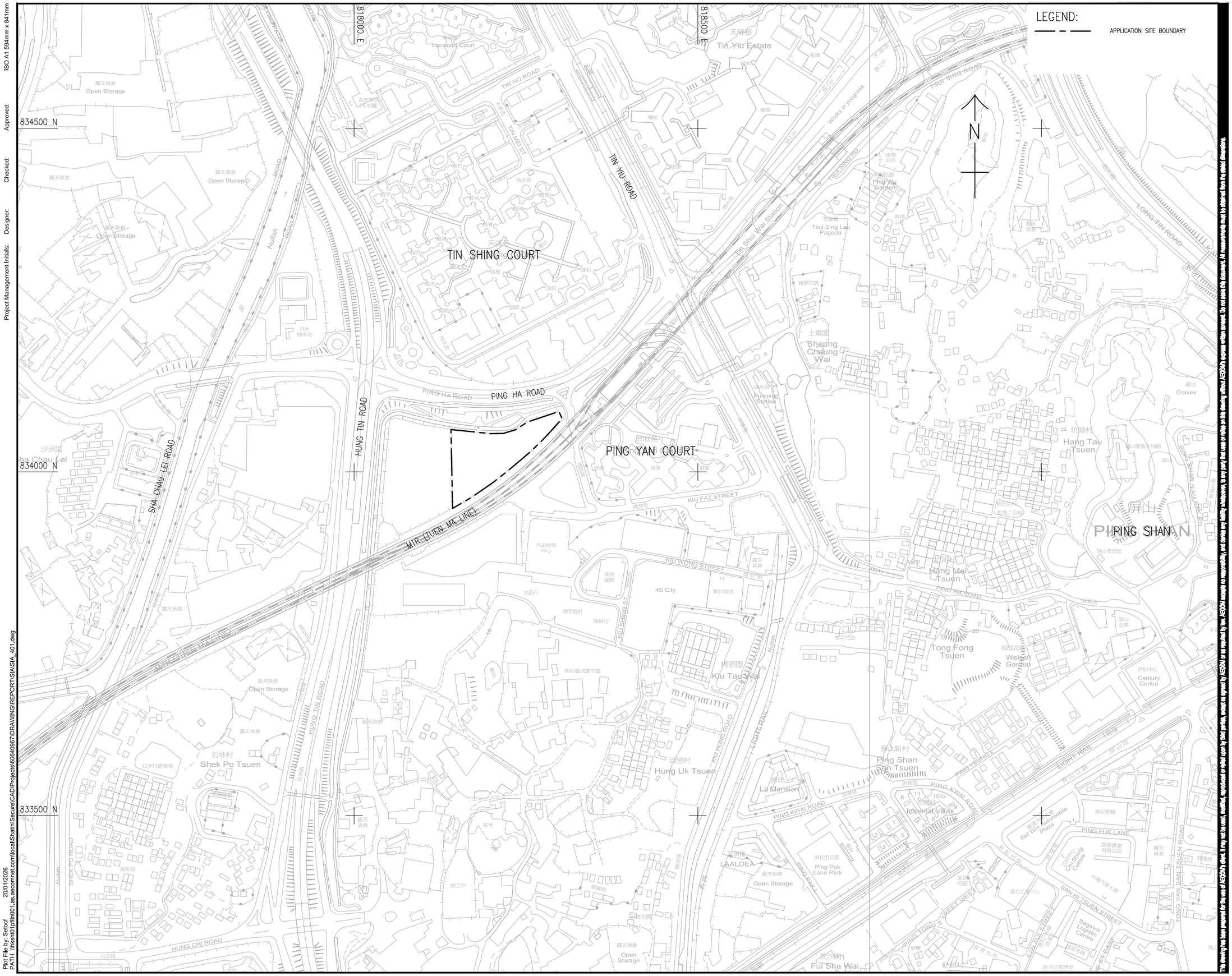
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60640967/SIA/FIGURE 1

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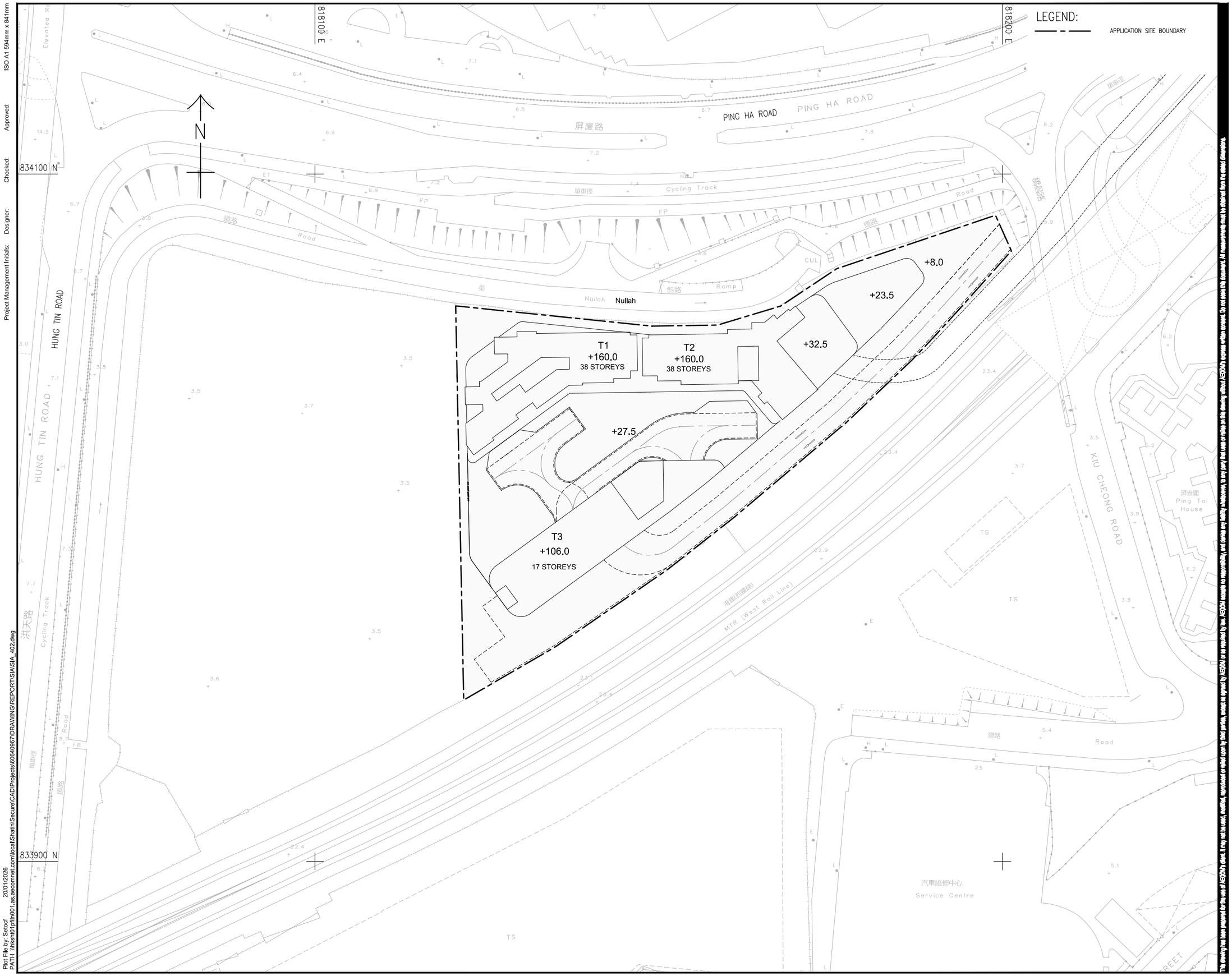
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60640967/SIA/FIGURE 2

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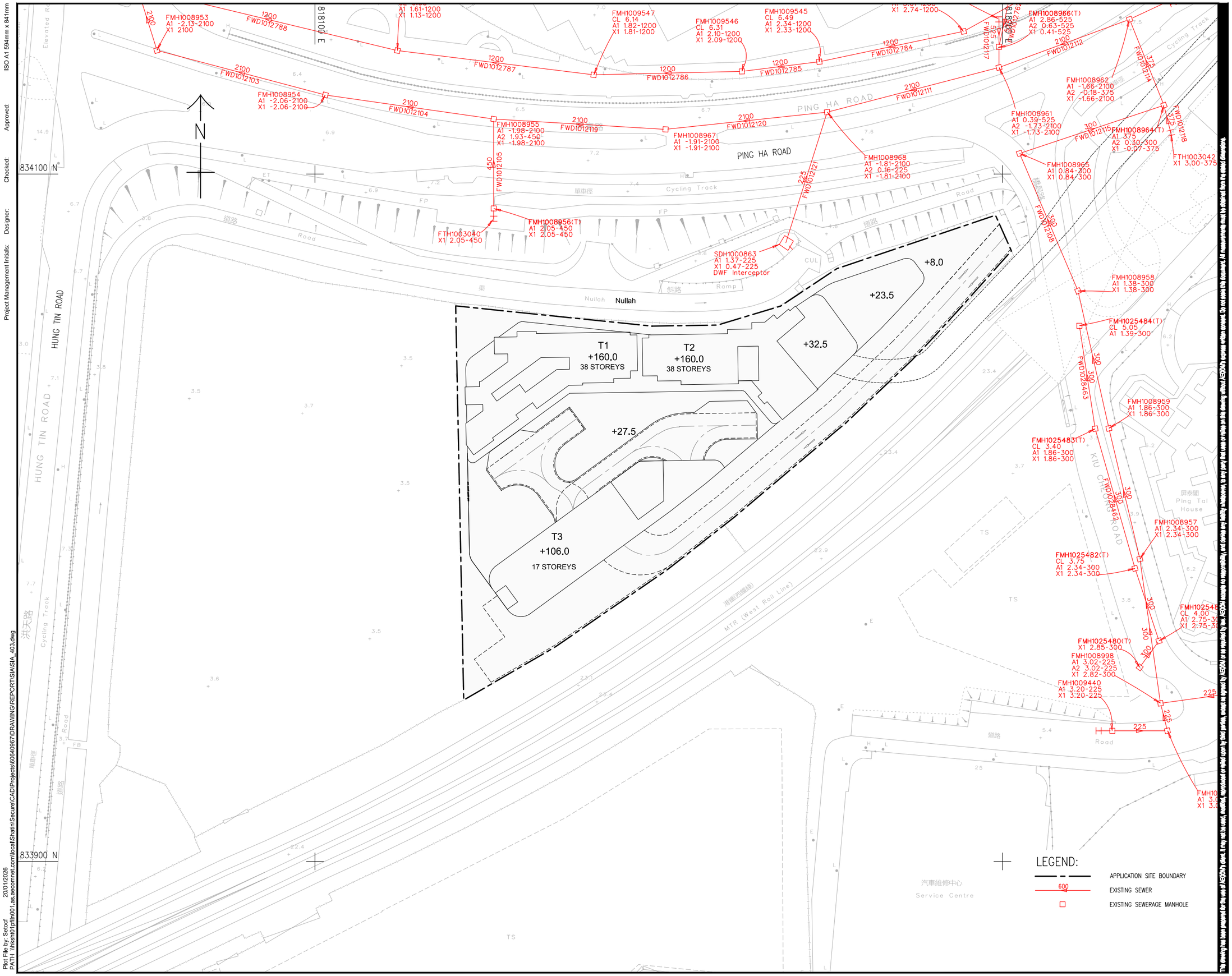
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60640967/SIA/FIGURE 3

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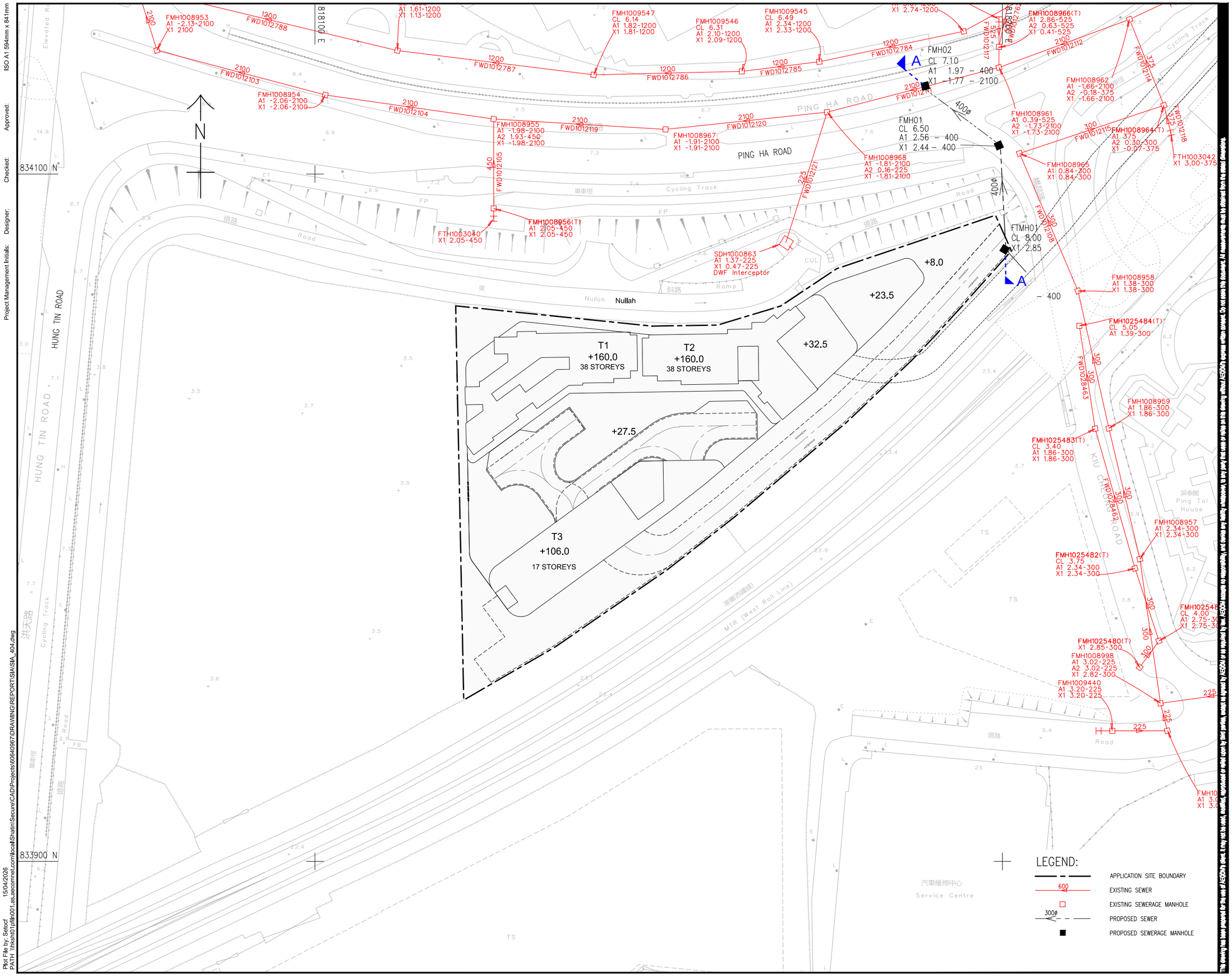
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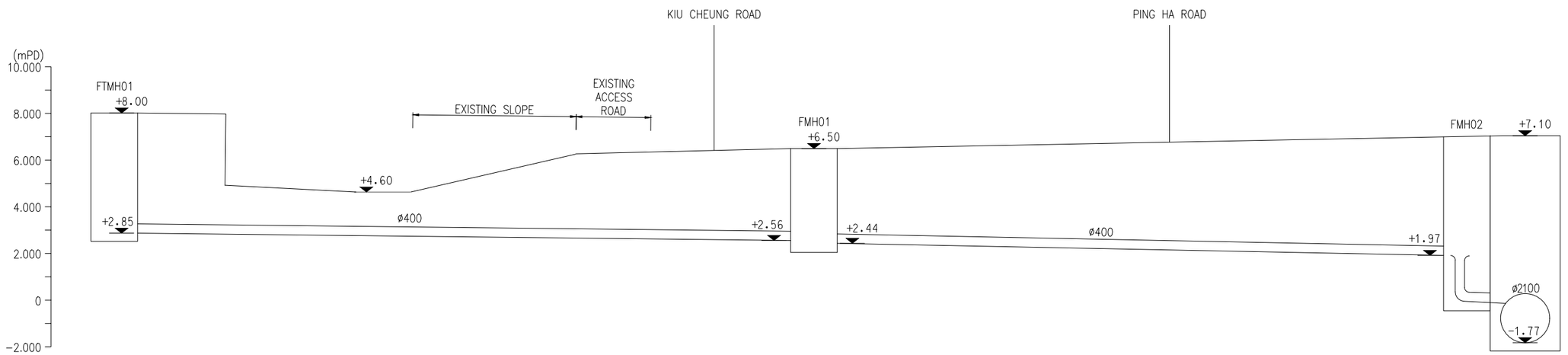
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Annex 1

Proposed Development Sewage Estimation

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Annex 1 - Proposed Development Sewage Estimation

Residential	
No. of Units	1,140

PPoF [1]	**Development Type**	**Population**	**Unit Flow Factor**	**ADWF (m^3/d)**
2.8	Private R2	3,192	0.27	861.84
			Sub-total	861.84

Workers	**GFA (m^2)**	**Worker's Type**	**Worker Density (m^2/worker)** [4]	**Employee**	**Unit Flow Factor**	**ADWF (m^3/d)**
GFA for Clubhouse (m^2)	2,250	Community, Social & Personal Services	20	113	0.28	31.64
GFA for F&B (m^2) [2]	4,645	Restaurants	20	233	1.58	368.14
GFA for Retail (m^2) [3]	4,645	Retail Trade	20	233	0.28	65.24
GFA for Office (m^2)	18,581	Finance, Insurance, Real Estate & Business Services	20	930	0.08	74.40
					Sub-total	539.42

	ADWF (m^3/d)	**Catchment Inflow Factor** [5]	**ADWF with Catchment Inflow Factor (m^3/d)**
Total	1,401.26	1.00	1,401.26

[1] The anticipated population is based on an assumption of 2.8 occupants per unit.
[2] Assume 50% of Retail GFA is for F&B use.
[3] Assume 50% of Retail GFA is for retail use.
[4] Worker Density is in GFA per worker according to T-2: Guidelines for Worker Densities in Ch.5 Industry of HKPSG, where Business and Office uses are assumed.
[5] Catchment Inflow Factor P_{CIF} = 1 is based on the catchment area in San Wai.

Annex 2

Hydraulic Checking

Annex 2

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Annex 2 Hydraulic Checking

Manhole		Ground	Pipe												Sewage Usage				
U/S	D/S	Cover Level	Size	No. of	Invert Level		Length	Grad	Material	Condition	k_s [3]	Velocity [4]	Time of	Capacity	ADWF	Incl. / Excl.	Peaking Factor	Total Peak	Utilisation Rate [5]
		D/S		Pipes	U/S	D/S				(Assumed)			Flow		with CIF	Stormwater		Flow	
		mPD	mm		mPD	mPD	m	1 in			mm	m/s	min	m^3/s	m^3/day	Allowance		m^3/s	%
FTMH01	FMH01	8.00	400	1	2.85	2.56	28.0	96.55	HDPE	Poor	0.6	1.84	0.25	0.2037	1377.62	Exclude	4.00	0.064	31.3%
FMH01	FMH02	6.50	400	1	2.44	1.97	26.0	55.32	HDPE	Poor	0.6	2.44	0.18	0.2695	1377.62	Exclude	4.00	0.064	23.7%
FMH02	FMH1008968	7.1	2100	1	-1.77	-1.81	28.0	643.75	Conc.	Poor	3.0	1.72	0.27	5.9726	1377.62	Include	5.00	0.080	81.3%
FMH1008961	FMH1008968	7.1	2100	1	-1.73	-1.81	51.5	643.75	Conc.	Poor	3.0	1.72	0.50	5.9726	1377.62	Include	5.00	0.080	81.3%
FMH1008968	FMH1008967	7.4	2100	1	-1.81	-1.91	47.1	470.9	Conc.	Poor	3.0	2.02	0.39	6.9848	1377.62	Include	5.00	0.080	81.1%
FMH1008967	FMH1008955	7.5	2100	1	-1.91	-1.98	49.9	712.86	Conc.	Poor	3.0	1.64	0.51	5.6752	1377.62	Include	5.00	0.080	81.4%
FMH1008955	FMH1008954	7.7	2100	1	-1.98	-2.06	49.2	615.25	Conc.	Poor	3.0	1.76	0.47	6.1095	1377.62	Include	5.00	0.080	81.3%
FMH1008954	FMH1008953	7.1	2100	1	-2.06	-2.13	50.2	717.14	Conc.	Poor	3.0	1.63	0.51	5.6582	1377.62	Include	5.00	0.080	81.4%
FMH1008953 [1]	FMH1008949	6.8	2100	1	-2.13	-2.15	18.2	912	Conc.	Poor	3.0	1.45	0.21	5.0164	1377.62	Include	5.00	0.080	81.6%
FMH1008949	FMH1008952 [2]	7.5	2100	1	-2.20	-2.22	22.6	1000	Conc.	Poor	3.0	1.38	0.27	4.7902	1377.62	Include	5.00	0.080	81.7%
FMH1008952	FMH1008951	6.8	2100	1	-2.20	-2.26	40.5	675.17	Conc.	Poor	3.0	1.68	0.40	5.8317	1377.62	Include	5.00	0.080	81.4%
FMH1008951	FMH1008950	6.7	2100	1	-2.26	-2.33	47.1	673.29	Conc.	Poor	3.0	1.69	0.47	5.8399	1377.62	Include	5.00	0.080	81.4%
FMH1008950	FMH1008949	7.3	2100	1	-2.33	-2.45	31.0	258.17	Conc.	Poor	3.0	2.72	0.19	9.4365	1377.62	Include	5.00	0.080	80.8%

Remarks:

[1] Since no record of the upstream invert level of the pipe flowing from FMH1008953 to FMH1009849 is found, the upstream level of it is assumed to be equal to the downstream level of the pipe flowing from FMH1008954 to FMH1008953.

[2] Since no record of the downstream invert level of the pipe flowing from FMH1008949 to FMH1009852 is found, the gradient is assumed to be 1 in 1000.

[3] For pipe roughness (k_s), that of HDPE is assumed to be clayware in poor condition.

[4] The velocity is estimated using Colebrook-white equation: $-\sqrt{32gRS_f} * \log_{10}\left(\frac{k_s}{14.8R} + \frac{1.255v}{R\sqrt{32gRS_f}}\right)$

[5] Assume the utilisation rate of the existing sewerage pipes collecting existing upstream sewage to be 80%.

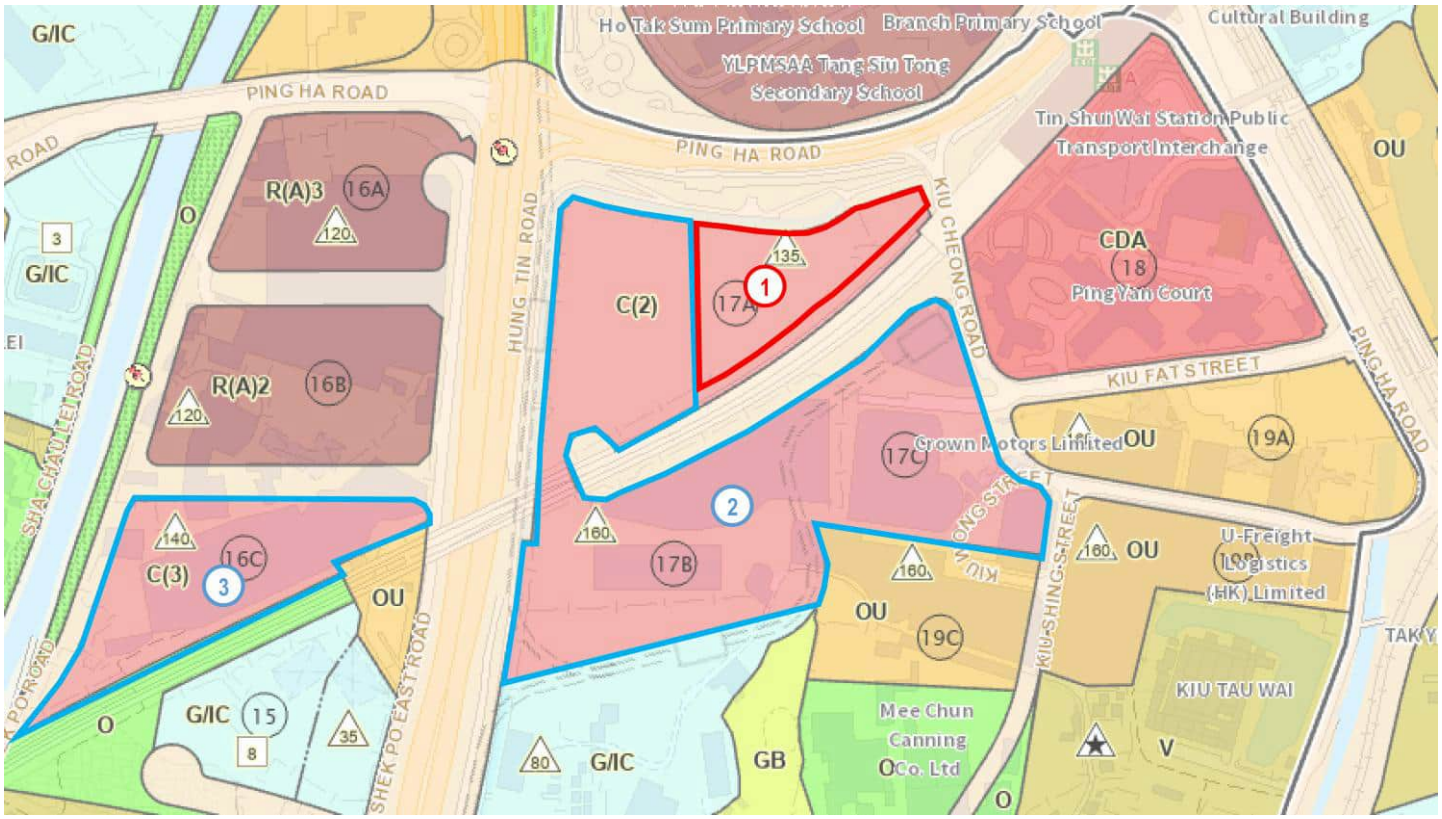
Annex 3

Sensitivity Test

Annex 4

Response to Departmental Comments

Sensitivity Test



	OZP-Compliant Scenario	Mixed-use Scenario
Area	ADWF (m^3/day)	
1)	3,676.2	2,158.3
2)	18,099.7	11,116.9
3)	3,334.9	2,048.7

No.	Zoning	Zoning Area (m^2)	Site Reduction Factor [1]	OZP-Compliant Scenario					Sensitivity Test Mixed-Use Scenario						
				Total PR	Domestic PR	Non-Domestic PR	Domestic GFA (m^2)	Non-Domestic GFA (m^2)	Total PR	Domestic PR	Non-Domestic PR	Domestic GFA (m^2)	No. of Units [2]	Anticipated Population [3]	Non-Domestic GFA (m^2)
1	C(2)	9,946	-	8.0	-	8.0	-	79,568	8.0	5.2	2.8	51,697	1,140	3,192	27,871
2	C(2)	60,813	0.8	8.0	-	8.0	-	389,203	8.0	5.2	2.8	252,982	6,325	17,710	136,221
3	C(3)	17,923	0.8	5.0	-	5.0	-	71,692	5.0	3.25	1.75	46,600	1,165	3,262	25,092
Total								**540,463**				**351,279**	**8,630**	**24,164**	**189,184**

Assumptions:

1) Assume 65% of GFA is for domestic development.
2) For sites other than the Subject Site, a site reduction factor of 0.8 is applied when calculating GFA.
3) For sites other than the Subject Site, an average flat size of 40m^2 is assumed when calculating the number of units.
4) Assuming a person-per-flat ratio of 2.8 for Hung Shui Kiu/Ha Tsuen NDA as per the 2021 Population Census.
5) Assume 50% of the non-domestic GFA is for F&B use.
6) Assume 50% of the non-domestic GFA is for retail use.

OZP-Compliant Scenario

	Flow Type	GFA (m^2)	Worker's Type	Worker Density (m^2/head)	Population	UFF	ADWF (m^3/day)	ADWF (m^3/day)
Zone 1	F&B	39,784	Restaurant	20	1,990	1.58	3,144.2	3,676.2
	Retail	39,784	Retail		1,990	0.28	532	
Zone 2	F&B	194,601.5	Restaurant		9,731	1.58	15,375.0	18,099.7
	Retail	194,601.5	Retail		9,731	0.28	2,724.7	
Zone 3	F&B	35,846	Restaurant		1,793	1.58	2,832.9	3,334.9
	Retail	35,846	Retail		1,793	0.28	502.0	

Mixed-Use Scenario

	Flow Type	GFA (m^2)	Worker's Type	Worker Density (m^2/head)	Population	UFF	ADWF (m^3/day)	ADWF (m^3/day)
Zone 1	Residential	51,697	Private R2	20	3,192	0.27	861.8	2,158.3
	F&B	13,936	Restaurant		697	1.58	1101.3	
	Retail	13,936	Retail		697	0.28	195.2	
Zone 2	Residential	252,982	Private R2		17,710	0.27	4,781.7	11,116.9
	F&B	68,110.5	Restaurant		3,406	1.58	5,381.5	
	Retail	68,110.5	Retail		3,406	0.28	953.7	
Zone 3	Residential	46,600	Private R2		3,262	0.27	880.7	2,048.7
	F&B	12,546	Restaurant		628	1.58	992.2	
	Retail	12,546	Retail		628	0.28	175.8	

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Appendix H –

Water Supply Impact Assessment

Section 16 Planning Application for Proposed Mixed-Use Development with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long

Water Supply Impact Assessment

June 2026

Delivering a better world

Prepared by:

AECOM Asia Company Limited
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WSIA/Figure 5 Existing Flushing Water Mains Layout Plan

WSIA/Figure 6 Proposed Flushing Water Mains Layout Plan

WSIA/Figure 7 Proposed Fresh Water Supply Lead-in Layout Plan

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Annex 2 Hydraulic Review of Fresh Water Mains

Annex 3 Hydraulic Review of Flushing Water Mains

1. Introduction

1.1 Background

1.1.1 AECOM Asia Company Limited (AECOM) was commissioned by the Applicant to conduct a Water Supply Impact Assessment (WSIA) in support of a Section 16 Application under the Town Planning Ordinance (Cap. 131), to facilitate a mixed-use development with residential and commercial uses at the Application Site, which is zoned "Commercial (2)" on the Outline Zoning Plan.

1.1.2 The Application Site is bounded by Ping Ha Road to the north, Kiu Cheong Road to the east and Hung Tin Road to the west. The location of the Application Site is indicated in **Figure 1**.

1.2 Objectives of this Submission

1.2.1 This report outlines the assessment results of the potential water supply impact caused by the Proposed Development at the Application Site. The main objectives of this assessment include the followings:

(i) Review the existing water supply condition.

(ii) Outline the methodology adopted in this assessment.

(iii) Determine the water demand arising from the Proposed Development.

(iv) Assess the impact of the water demand arisen from the Proposed Development to the existing water supply system.

(v) Propose water supply mitigation measures where appropriate to mitigate the potential water supply impacts.

(vi) Discuss the responsibility of the construction and maintenance aspects of the proposed water supply system.

1.3 Nomenclature

1.3.1 The following abbreviations and shortened expressions in **Table 1** are adopted in this report.

ADWF	Average Dry Weather Flow
AECOM	AECOM Asia Company Limited
EPD	Environmental Protection Department
F&B	Food and Beverage
FSD	Fire Services Department
GESF	Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (EPD)
GFA	Gross Floor Area
HKPSG	Hong Kong Planning Standards and Guidelines
PPoF	People Per Unit
mPD	Metres above Principal Datum
PlanD	Planning Department
UFF	Unit Flow Factor
UDD	Unit Daily Demand
WSD	Water Supplies Department
WSIA	Water Supply Impact Assessment

Table 1 – Nomenclature

2. Development Proposal

2.1 The Proposed Development

1.1.3 The Application Site has an area of about 9,946 m^2 with a total plot ratio of about 8.0. The total Gross Floor Area (GFA) is about 79,568 m^2.

1.1.4 The proposed development consists of residential and commercial portions. It comprises two residential towers providing about 1,140 units and one commercial/office tower, all situated above a 5-storey commercial/retail podium.

1.1.5 The Master Layout Plan (MLP) of the Proposed Development is shown in **Figure 2**. The development schedule is summarized in **Table 2, Table 3** and **Table 4** below.

The Overall Development

Application Site Area (m^2) (about)	9,946 m^2
Total Plot Ratio (about)	8.0
• Domestic Plot Ratio (about)	5.2
• Non-Domestic Plot Ratio (about)	2.8
Total GFA (about)	79,568 m^2
• Domestic GFA(about)	51,697 m^2
• Non-Domestic GFA (1) (about)	27,871 m^2
○ Commercial/Office Tower	18,581 m^2
○ Commercial/Retail Podium	9,290 m^2
Maximum Site Coverage (above ground) (not more than)	
• Podium Below 15m Over 15m but not exceeding 20m	 Not more than 100% Not more than 60%
• Tower (Above 20m)	Not more than 38.5% • Non-domestic: 11.5% • Domestic: 27%

Table 2 – Development Parameters of the Overall Development

Residential Portion	
Building Height (at main roof)	Not more than 160mPD
Number of Storeys (2)	38 storeys (above 5 levels of commercial/retail podium)
Number of Blocks	2
Number of Flats	1,140
Average Flat Size	45.3 m^2
Anticipated Population (3)	3,192
Private Open Space (m^2) (not less than) (4)	3,192 m^2
Residents' Clubhouse Facilities	
Clubhouse GFA (m^2) (about) (5)	2,250 m^2
No. of Storeys	1

Table 3 – Development Parameters of the Residential Development

Commercial Portion	
Building Height (at main roof)	Not more than 106mPD
Number of Storeys	
• Commercial/Office Tower (6)	17 storeys (above 5 levels of commercial/retail podium)
• Commercial/Retail Podium	5 storeys
Number of Blocks	1

Table 4 – Development Parameters of the Commercial Development

Remarks:

(1) Including 'Eating Place', 'Office', 'Place of Entertainment', 'Place of Recreation, Sports or Culture', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, art school, ballet and other types of schools providing interest / hobby related courses) and 'Shop and Services'.

(2) Excluding transfer plates and 1 level of refuge floor.

(3) Assuming a person-per-flat ratio of 2.8 for Hung Shui Kiu/Ha Tsuen NDA as per the 2021 Population Census.

(4) Not less than 1m^2 per person according to HKPSG.

(5) The residents' clubhouse GFA is about 4.352% of the domestic GFA and is exempted from plot ratio calculation.

(6) Excluding transfer plates.

3. Assessment Methodology

3.1 Unit Demand

3.1.1 Assumptions have been made for the fresh water and flushing water unit daily demand (UDD) for the Proposed Development. The UDD is used for estimating the water demand to support the development.

3.1.2 The unit flow factors adopted for water demand estimation and calculation are summarized in **Table 5**.

Development Types	Flow Type	Unit Demand (L/head/day)	
		Fresh Water	Flushing Water
Domestic	Residential R2	300	104
Non-domestic	Commercial	40 (1)	-
	Retail	-	50 (2)

Remarks:

(1) According to DI 1309 Table 2, the unit daily demand for service trades in Yuen Long is adopted for conservative assumption, due to the 100% residential population.

(2) According to GESF Appendix III Section 3(a), the flushing water consumption for employees is 0.05m^3/person/day.

Table 5 – Unit Water Daily Demand

3.2 Design Population

3.2.1 For the residential population, it is assumed that the design ratio is 2.8 persons per flat.

3.2.2 For the non-domestic population, the worker density adopted for business use has made reference to Table T-2 of Chapter 5: Industry, of the Hong Kong Planning Standards and Guidelines (HKPSG) published by the Planning Department (PlanD).

3.2.3 A summary of design population is summarized in **Table 6** below.

Design no. of residents		
No. of Units	**Design Ratio**	**Design No. of Guests**
1,140	2.8 persons per flat	3,192

Design Non-Domestic Population			
Commercial Activities	**GFA per worker (m^2) (1)**	**Proposed GFA (m^2) (2)**	**No. of Employees**
Clubhouse	20	2,250	113
Retail (F&B)	20	4,645	233
Retail (Non-F&B)	20	4,645	233
Office	20	18,581	930
		Total	1,509

Remarks:
(1) The commercial activities clubhouse and retail are assumed to be business type.
(2) For assessment purposes, it is assumed that 50% of the retail GFA is allocated to Food and Beverage (F&B) use, while the remaining 50% is allocated to non-F&B use, as a conservative approach.

Table 6 – Design Population

3.3 Peaking Factors

3.3.1 The peaking demand factors below shall be adopted for design according to WSD DI 1309:

- Peak flow rate in fresh water distribution mains = 3 x mean daily demand (MDD)
- Peak flow rate in flushing water distribution mains = 2 x mean daily demand (MDD)

3.4 Fire-fighting

3.4.1 Water supply for fire-fighting service has been considered in this WSIA. Fire-fighting requirement for residential zone is 6,000m^3/day with discharge pressure of 17m head. The fire hydrant should be of standard pattern with minimum output pressure of not less than 25 psi. With multiple hydrants operating at the same time, total output of not less than 4,000L/min shall last for 60 minutes. **Table 7** summarizes the fire-fighting requirements.

Requirements	Minimum Values
Minimum fresh water supply	6,000 m^3/day
Discharge pressure head	17m
Minimum output not less than 25 psi	4,000 L/min (5,760m^3/day) which lasts for an hour (i.e., 4,000x60 = 240,000L/hour/day or 240m^3/hour/day)

Table 7 – Fire Fighting Requirements

3.5 Design Velocity and Head of Flow

3.5.1 The desirable flow velocities for hydraulic checking are as follows:

Maximum velocity (under peak flow condition)

Fresh water mains:

>DN700	≤ 3 m/s
DN700 – DN525	≤ 2.5 m/s
DN450 – DN375	≤ 2 m/s
DN300 – DN200	≤1.5 m/s

Flushing water mains:

≥DN1000	≤ 3 m/s
DN900 – DN800	≤ 2.5 m/s
DN700 – DN525	≤ 2 m/s
DN450 – DN300	≤ 1.5 m/s

Minimum velocity (under peak flow condition)

Fresh water mains:	≥ 0.9 m/s
Flushing water mains:	≥ 0.9 m/s

3.5.2 The pipeline shall have a minimum gradient of 1:400. Pipes shall be laid at a minimum separation of 300 mm away from existing utilities and underground structures.

3.5.3 The adopted minimum residual heads at extremity of the fresh water and flushing water supply system for the Proposed Development are as follow:

- Fresh water: 20m
- Flushing water: 15m

4. Potential Water Supply Impacts and Mitigation Measures

4.1 Review of Existing Water Supply System

Fresh Water Supply System

4.1.1 According to record plans obtained from the WSD, there is an existing DN100 fresh water distribution mains at the eastern side of the Application Site which tees-off from the existing DN450 fresh water main located along Ping Ha Road, as shown in **Figure 3**.

Flushing Water Supply System

4.1.2 There is an existing DN600 flushing water mains located along Ping Ha Road at the northern side of the Application Site, as shown in **Figure 5**.

4.2 Estimation of Development Water Demand

4.2.1 The water demand of the Development is estimated based on the aforementioned design parameters. The water demand estimation is calculated in **Table 8** below. The details can be referred to **Annex 1**.

Development Types	Water Demand (m^3/day)	
	Fresh Water	Flushing Water
Domestic	958	332
Non-domestic	128	76
Total:	**1,086**	**408**

Remarks:
(1) Daily water demand does not include water demand for fire-fighting.

Table 8– Water Demand Estimations

4.2.2 The fresh water demand and flushing water demand required by the Proposed Development are estimated to be 1,086 m^3/day and 408 m^3/day respectively upon full occupation.

4.3 Proposed Water Supply System

Fresh Water Supply System

4.3.1 The hydraulic review of fresh water mains is shown in **Annex 2**. The results indicate that the existing DN600 fresh water main along Ping Ha Road can accommodate the water demand of the Proposed Development. A proposed DN200 lead-in which tees off from the existing DN600 will be provided to serve the Proposed Development.

4.3.2 The existing DN100 fresh water main in the southeast of the Application Site that tees off from the existing DN600 main along Ping Ha Road is proposed to be demolished.

Flushing Water Supply System

4.3.3 The hydraulic review of flushing water mains is shown in **Annex 3**. The results indicate that the existing DN600 flushing water main along Ping Ha Road is capable of accommodating the water demand of the Proposed Development.

4.3.4 According to WSD, there will be a planned flushing water system by WSD completed in 2030. An (Nominal Size) NS180 flushing water main to the east of the Application Site along Kiu Cheong Road will be constructed by WSD, which will tee off from the existing DN600.

4.3.5 It is proposed to tee off a proposed NS125 flushing water main from the planned NS180 main by WSD and connect to the eastern side of the Application Site to serve the Proposed Development. The proposed alignment is shown in **Figure 6**.

4.3.6 Before the completion of the NS180 main by WSD, Temporary Main for Flushing (TMF) will be applied to the Proposed Development.

4.3.7 The size of the proposed water supply systems, including both fresh water and flushing water within the site and associated fittings, will be further developed in the detailed design stage.

4.4 Proposed Fire-Fighting System

4.4.1 The provision of fire hydrants and fire mains is in accordance with the relevant stipulations in “Technical Circular No.4/2010: Fire Mains and Hydrants on New Trunk Roads and Elevated Highway Structures” published by Highway Department (HyD). The average spacing of fire hydrants to at-grade trunk road shall be at a distance of 100m. The detailed arrangement will be submitted to Fire Services Department (FSD) for approval during detailed design stage.

4.4.2 The provision of fire-fighting requirements is mentioned in Section 3.4. The water supply with discharge pressure of 1.7bar (17m head) and flow of 4,000L/min that lasts for one hour will be provided.

4.4.3 A DN600 fire-fighting lead-in is proposed to tee off from the existing DN600 fresh water main in the southeast of the Application Site.

5. Maintenance Responsibility

5.1.1 The Proposed Development will be responsible for construction and maintenance of all proposed water supply facilities within the Application Site boundary including all internal water mains, water supply lead-in valves and those proposed water distribution pipes.

5.1.2 The Proposed Development will be responsible for construction of all necessary connection works to the public water supply systems outside the Application Site boundary.

5.1.3 The water supply systems outside the site boundary are proposed to be handed over to WSD for future maintenance.

6. Conclusion

6.1.1 This WSIA report serves as a supporting document for proposed mix commercial/residential developments. The WSIA has been carried out to assess the potential water supply impact due to the Proposed Development.

6.1.2 The fresh water demand and flushing water demand required by the Proposed Development are estimated to be 1,086 m^3/day and 408 m^3/day respectively upon full occupation.

6.1.3 In terms of fresh water supply, the existing DN100 fresh water main in the southeast of the Application Site which tees off from the existing DN600 main along Ping Ha Road is proposed to be demolished. A proposed DN200 lead-in is proposed to tee off from the existing DN600 to serve the Proposed Development. In terms of flushing water supply, a proposed NS125 flushing water main is proposed to tee off from the planned NS180 main by WSD (expected for completion by 2030) and connect to the eastern side of the Application Site to serve the Proposed Development.

6.1.4 Temporary Main for Flushing (TMF) will be applied before the completion of the planned NS180 by WSD.

6.1.5 The proposed water supply systems are as shown in **Figure 4** and **Figure 6**. With the implementation of the proposed water supply arrangement, the proposed development will be acceptable in water supply terms.

End of Report

Figures

ISO A1 594mm x 841mm

Approved:

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Project Management Initials:

LEGEND:

APPLICATION SITE BOUNDARY

818000 E

818500 E

834500 N

834000 N

833500 N

N

TIN SHING COURT

PING YAN COURT

PING HA ROAD

TIN YIU ROAD

TSUI SING ROAD

TIN HO ROAD

TIN MEI ST

HUNG TIN ROAD

SHA CHAU LEI ROAD

MIR (TUEN MA LINE)

LIGHT RAIL

KIU FAT STREET

KIU WONG STREET

KIU SHING ST

KIU HUNG ROAD

PING KWAI ROAD

PING EAK LT

PING YEUNG

PING FUK LANE

SAN HI TSUEN STREET

SAN FUK STREET

PING TONG ST

TONG YAN SAN TSUEN ROAD

LONG TIN ROAD

PING SHAN NAM PAK RD

SHEK PO ROAD

HUNG CHI ROAD

Tin Yiu Estate

Lockwood Court

Tsui Sing Lau Pagoda

Ping Wu Garden

Sheung Cheung Wai

Rumping Station

Graves

Hang Tau Tsuen

Ping Shan

Hang Mei Tsuen

Tong Fong Tsuen

Welsen Garden

Century Centre

Kiu Tau Wai

4S City

Hung Uk Tsuen

Shek Po Tsuen

Ping Shan San Tsuen

La Mansion

Imperial Villas

Sai Yin Automobile Plaza

Ping Pak Lane Park

LAALDEA

Fui Sha Wai

Sagawa Logistic Centre

Chu Shing Centre

Tin Shui Wai Station

Works in progress

Open Storage

Nullah

ROAD

STREAM

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圖紙名稱

SITE LOCATION PLAN

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60640967/WSIA/FIGURE 1

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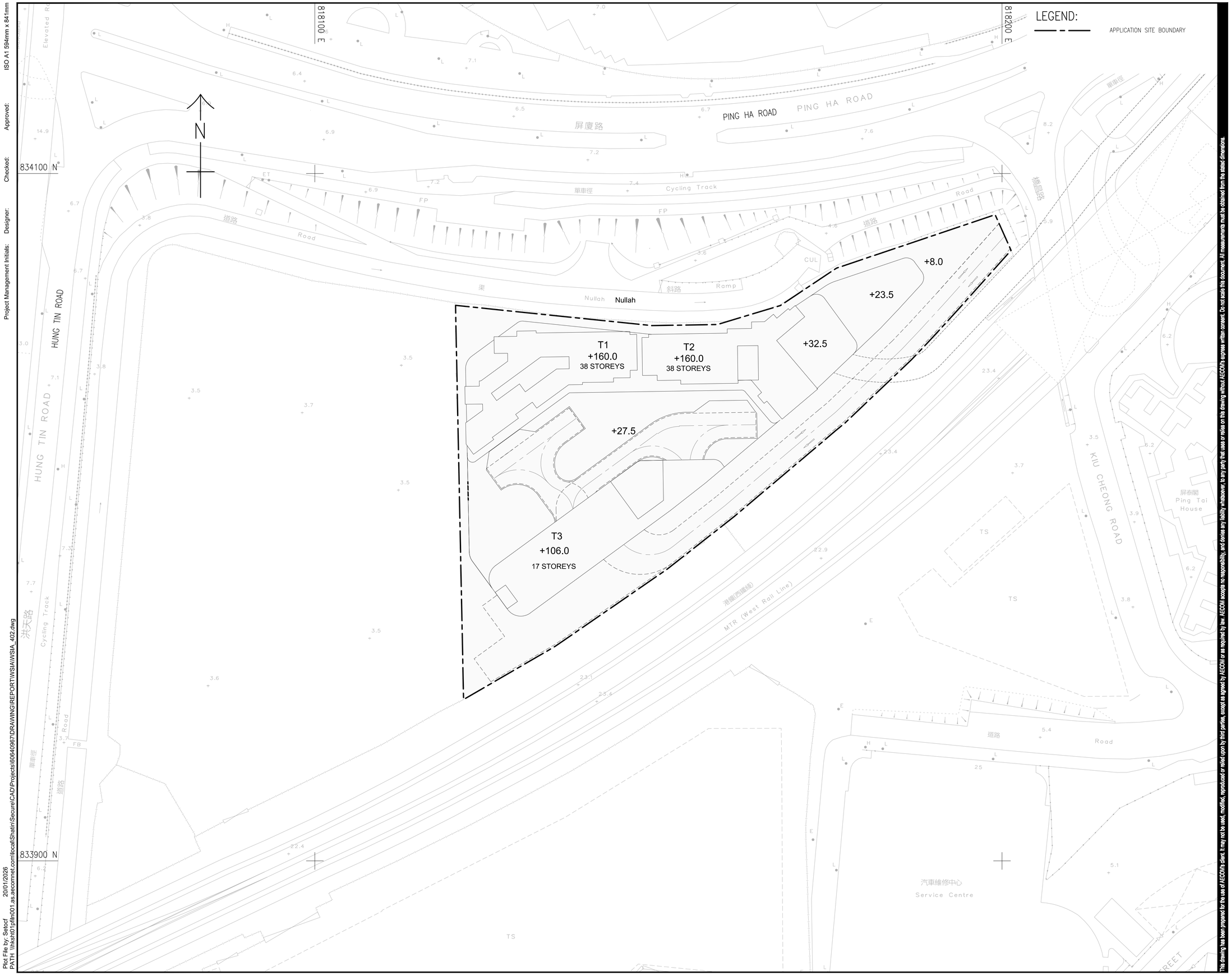
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圖紙名稱

MASTER LAYOUT PLAN

SHEET NUMBER
圖紙編號

60640967/WSIA/FIGURE 2

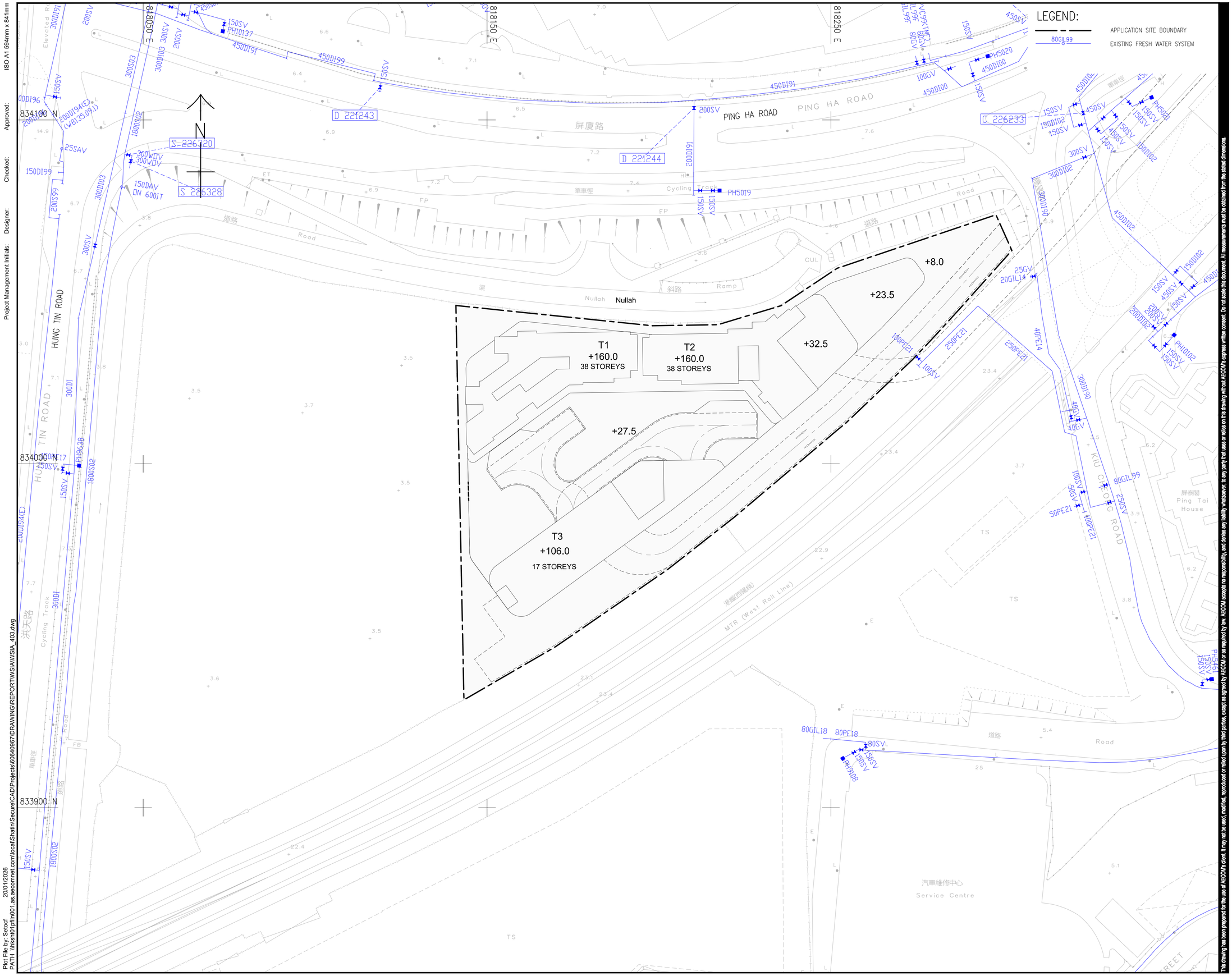
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SHEET TITLE
圖紙名稱

EXISTING FRESH WATER MAINS LAYOUT PLAN

SHEET NUMBER
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60640967/WSIA/FIGURE 3

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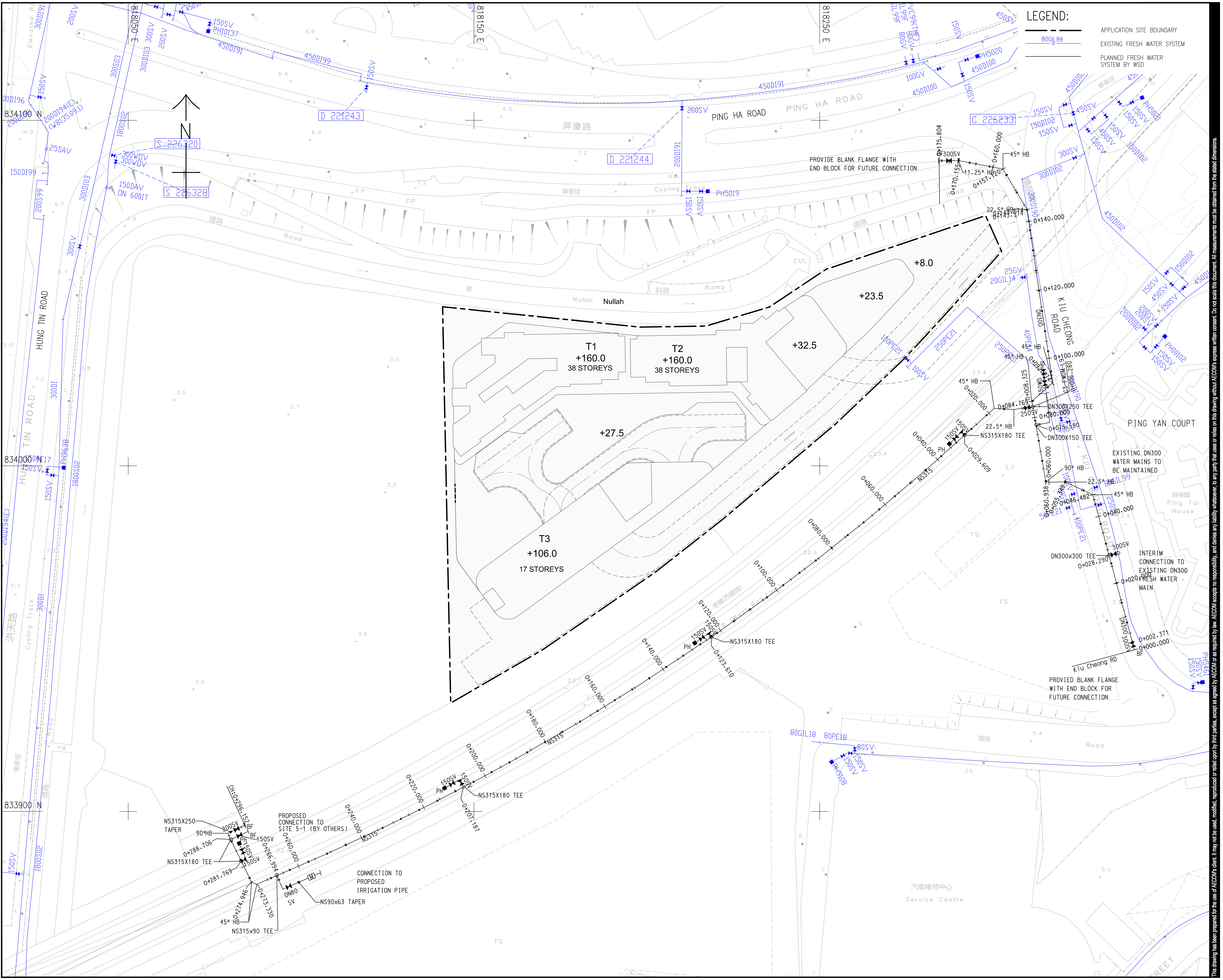
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PLANNED FRESH WATER MAINS BY WSD LAYOUT PLAN

SHEET NUMBER
圖紙編號

60640967/WSIA/FIGURE 4

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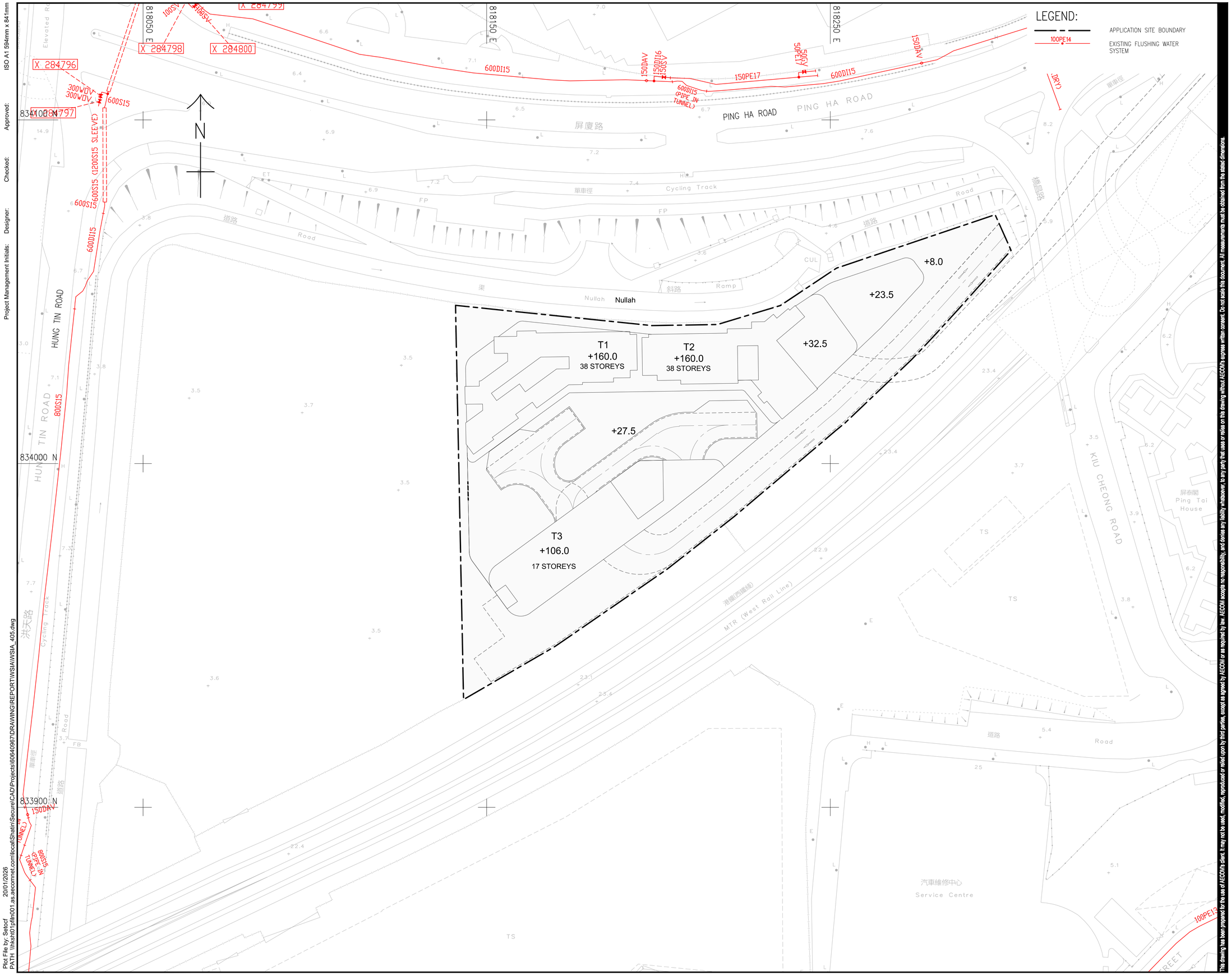
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EXISTING FLUSHING WATER MAINS LAYOUT PLAN

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60640967/WSIA/FIGURE 5

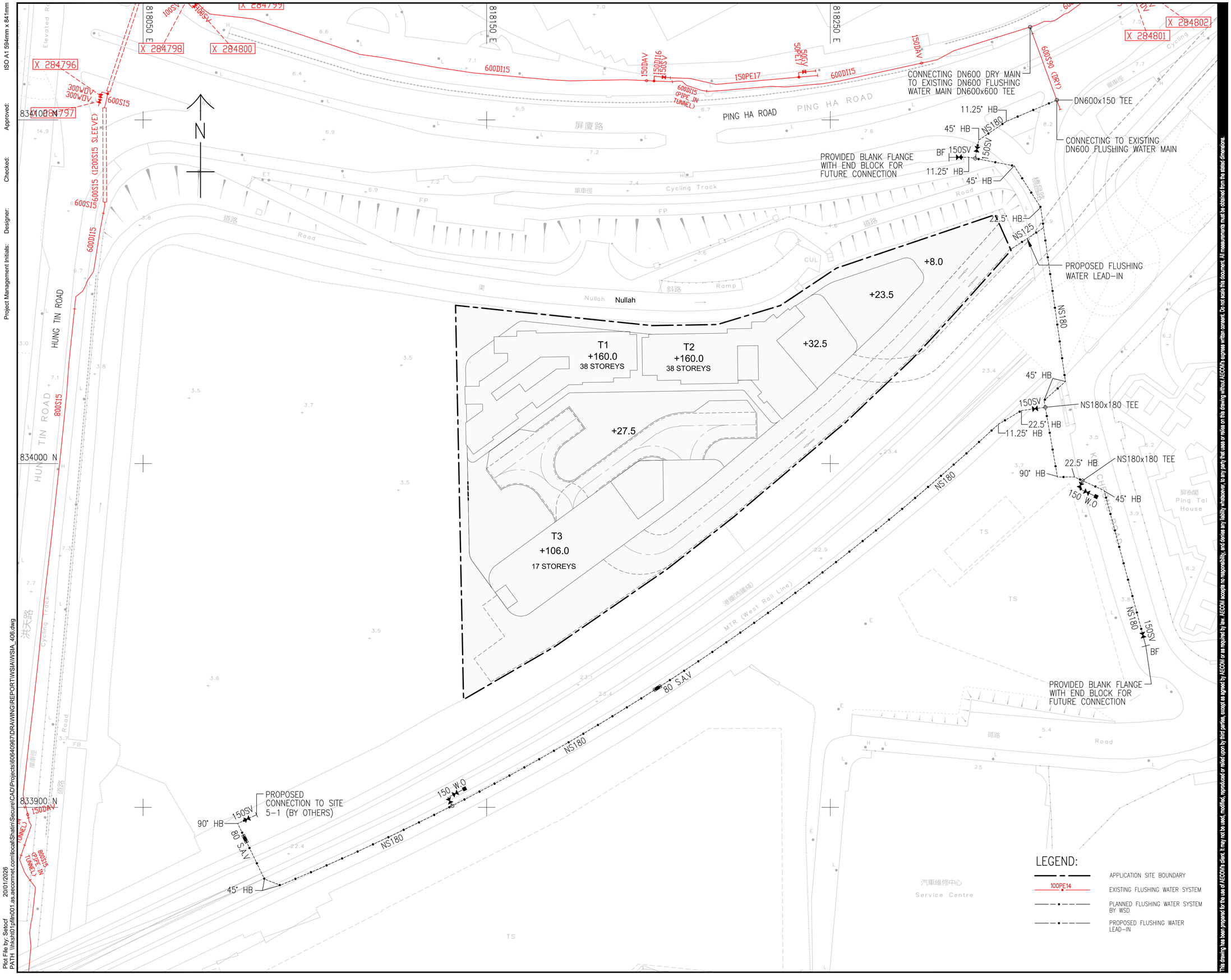
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LEGEND:

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- 100PE14 — EXISTING FLUSHING WATER SYSTEM
- PLANNED FLUSHING WATER SYSTEM BY WSD
- PROPOSED FLUSHING WATER LEAD-IN

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階段

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A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60640967

AGREEMENT NO. 協議編號

SHEET TITLE
圖紙名稱
PROPOSED FLUSHING WATER MAINS LAYOUT PLAN

SHEET NUMBER
圖紙編號
60640967/WSIA/FIGURE 6

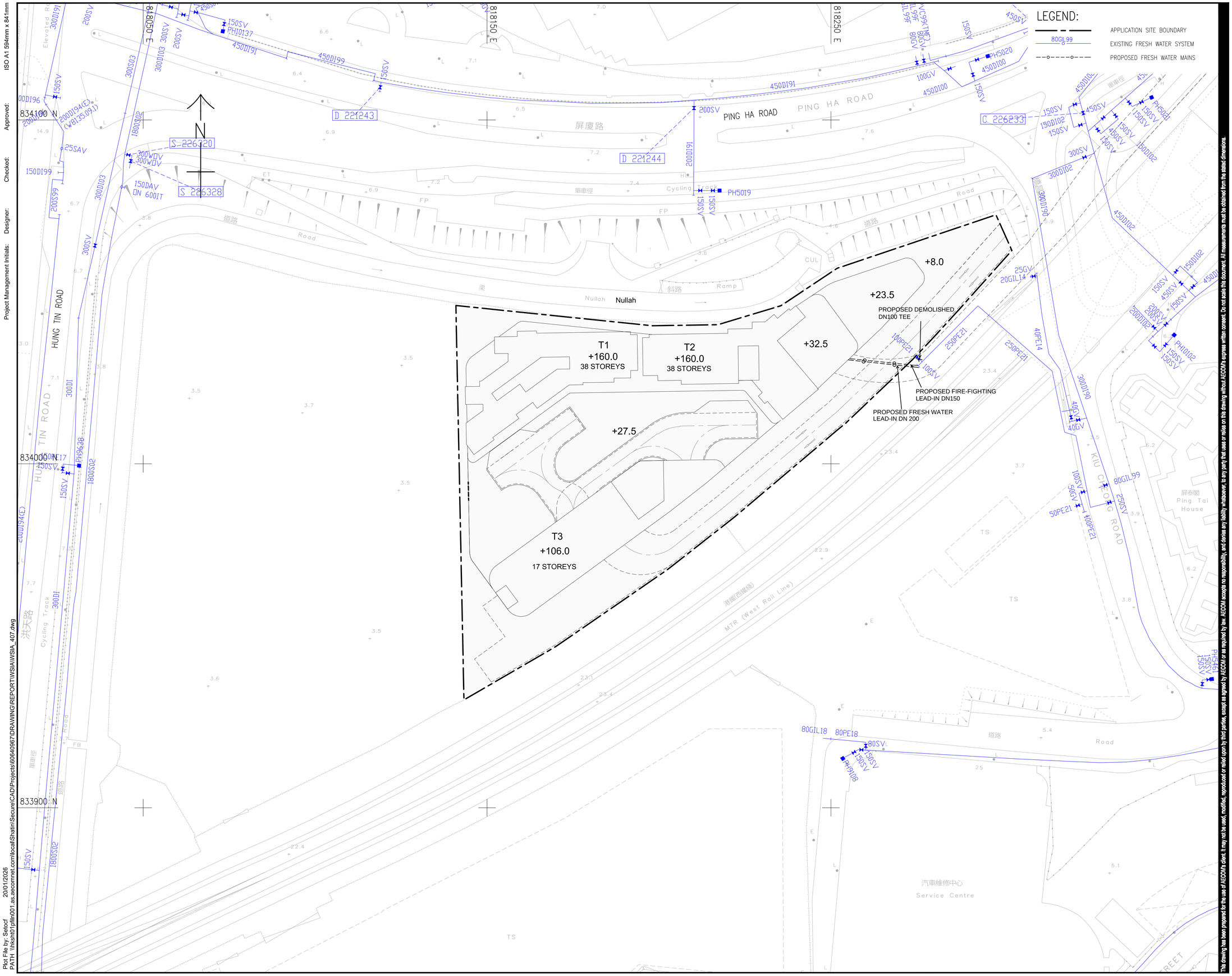
ISO A1 594mm x 841mm

Approved:

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Designer:

Project Management Initials:



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20/01/2026

AECOM

PROJECT
項目

SECTION 16 PLANNING APPLICATION FOR PROPOSED MIXED-USE DEVELOPMENT WITH MINOR RELAXATION OF BUILDING HEIGHT RESTRICTION AT LOT 4354 IN D.D. 124, KIU TAU WAI, YUEN LONG

CLIENT
業主

CONSULTANT
工程顧問公司

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SUB-CONSULTANTS
分判工程顧問公司

ISSUE/REVISION
修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 審核

STATUS
階段

SCALE 比例
A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60640967

AGREEMENT NO. 協議編號

SHEET TITLE
圖紙名稱
PROPOSED FRESH WATER SUPPLY LEAD-IN LAYOUT PLAN

SHEET NUMBER
圖紙編號
60640967/WSIA/FIGURE 7

Annex 1

Estimation of Fresh and Flushing Water Demands

Summary of Development Schedule and Water Demand:

Supply	Flow Type	Population	Unit Demand (L/head/day)			Total Demand (m^3/d)	
			Domestic	Service Trade [1]	Retail [2]	Fresh	Flushing
Fresh	Residential (R2)	3,192	300	-	-	958	-
	Retail (F&B and non F&B)	3,192	-	40	-	128	-
Flushing	Residential (R2)	3,192	104	-	-	-	332
	Retail (F&B and non F&B)	1,509	-	-	50	-	76
					Required water demand	1,086	408

Remark:

(1) Fresh water supply allowance of commercial employees has been added for service trade use which based on domestic poplation of individual site.

(2) Flushing water demand estimation is adopting 0.050m^3/person/day for commercial employees (retail and clubhouse), according to GESF Appendix III.

Annex 2

Hydraulic Review of Fresh Water Mains

Annex 2 - Hydraulic Review of Proposed Fresh Water Main

Hydraulic Review for Existing DN600		
Estimated Fresh Water Demand	1,086	m^3/day
	0.0126	m^3/s
Peak factor for distribution main	3.00	
Peak Flow rate	0.04	m^3/s
Size of proposed water main	600	mm
Internal Diameter of DN600	586	mm
Cross Section Area	0.27	m^2
Peak Flow Velocity of water main (assumed)	2.50	m/s
Capacity of water main	0.67	m^3/s
The percentage of watermain occupied by the development site's fresh water demand	5.59	%

Fresh water demand utilizes about 5.59% of the existing water main capacity.

Hydraulic Review for Existing DN250		
Estimated Fresh Water Demand	1,086	m^3/day
	0.0126	m^3/s
Peak factor for distribution main	3.00	
Peak Flow rate	0.04	m^3/s
Size of Proposed water main	250	mm
Internal Diameter of DN250	233	mm
Cross Section Area	0.04	m^2
Required Peak Flow Velocity of water main	0.88	m/s
Peak Flow Velocity of water main (assumed)	1.50	m/s
Capacity of water main	0.06	m^3/s
The percentage of watermain occupied by the development site's fresh water demand	58.96	%

Fresh water demand utilizes about 58.96% of the existing water main capacity.

Hydraulic Review for Proposed DN200 Lead-in to Proposed Development		
Estimated Fresh Water Demand	1,086.00	m^3/day
	0.0126	m^3/s
Peak factor for distribution main	3.00	
Peak Flow rate	0.04	m^3/s
Nominal Size of proposed water main	200	mm
Internal Diameter of DN200	189	mm
Cross Section Area	0.03	m^2
Required Peak Flow Velocity of water main	1.34	m/s
Peak Flow Velocity of water main (assumed)	1.5	m/s
Capacity of water main	0.04	m^3/s
The percentage of watermain occupied by the development site's fresh water demand	89.61	%

Annex 3

Hydraulic Review of Flushing Water Mains

Annex 3 - Hydraulic Review of Proposed Flushing Water Main

Hydraulic Review for Existing DN600		
Estimated Flushing Water Demand	408.0	m^3/day
	0.0047	m^3/s
Peak factor for distribution main	2	
Peak Flow rate	0.0094	m^3/s
Size of proposed water main	600	mm
Internal Diameter of DN600	567	mm
Cross Section Area	0.252	m^2
Peak Flow Velocity of water main (assumed)	2	m/s
Capacity of water main	0.5050	m^3/s
The percentage of watermain occupied by the development site's flushing water demand	1.87	%

Flushing water demand utilizes about 1.87% of the existing water main capacity.

Hydraulic Review for Planned NS180 by WSD		
Estimated Flushing Water Demand	408	m^3/day
	0.0047	m^3/s
Peak factor for distribution main	2	
Peak Flow rate	0.009	m^3/s
Size of Planned water main	180	mm
Internal Diameter of NS180	150	mm
Cross Section Area	0.018	m^2
Peak Flow Velocity of water main (assumed)	2	m/s
Capacity of water main	0.0353	m^3/s
The percentage of watermain occupied by the development site's flushing water demand	26.72	%

Flushing water demand utilizes about 26.72% of the existing water main capacity.

Hydraulic Review for Proposed NS125 Lead-in to Proposed Development		
Estimated Flushing Water Demand	408	m^3/day
	0.0047	m^3/s
Peak factor for distribution main	2	
Peak Flow rate	0.009	m^3/s
Size of Proposed water main	125	mm
Internal Diameter of NS125	100	mm
Cross Section Area	0.01	m^2
Required Peak Flow Velocity of water main	1.20	m/s
Peak Flow Velocity of water main (assumed)	2	m/s
Capacity of water main	0.0157	m^3/s
The percentage of watermain occupied by the development site's flushing water demand	60.13	%

Flushing water demand utilizes about 60.13% of the existing water main capacity.