

**Llewelyn
davies**

ARCHITECTS PLANNERS DESIGNERS
Llewelyn-Davies Hong Kong Ltd

21 August 2026

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

By Hand and By Email

Dear Sir

Section 16 Planning Application for Proposed Mixed-Use Development (Proposed Flat with Permitted Commercial Uses) with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long (Application No. A/HSK/617)

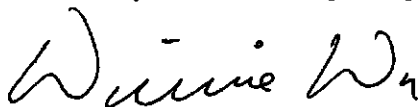
Reference is made to the captioned application submitted to the Town Planning Board (the Board) on 8 June 2026 and the comments received from relevant departments via the Tuen Mun and Yuen Long West District Planning Office in July and August 2026.

Further to our request for deferment on 30 July 2026, we would like to reactivate the captioned application by submitting herewith 4 copies of Further Information (FI) for the Board's consideration. The current FI comprises a responses-to-comments table with the support of replacement pages of Landscape Design and Tree Preservation Proposal, Visual Impact Assessment, Traffic Impact Assessment, Environmental Assessment, Drainage Impact Assessment, Sewerage Impact Assessment and Water Supply Impact Assessment enclosed in **Attachments 1 to 7**.

Please note that the current submission is mainly made to provide technical clarifications and responses to departmental comments. There are no changes to the proposed development parameters as previously submitted.

Thank you for your kind attention. Should there be any queries, please do not hesitate to contact the undersigned at [REDACTED] or our Mr Arnold Koon at [REDACTED] / Mr Jason Chan at [REDACTED]

Yours faithfully
for Llewelyn-Davies Hong Kong Ltd



Winnie Wu
Planning Director

WW/AK/jc
Encl

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cc
DPO/TMYLW

Attn: Carman Cheung / Vanessa Chung / Karry Lau

(by email)

Section 16 Planning Application for Proposed Mixed-Use Development (Proposed Flat with Permitted Commercial Uses) with Minor Relaxation of Building Height Restriction at Lot 4354 in D.D. 124, Kiu Tau Wai, Yuen Long (Application No. A/HSK/617)

Response to Departmental Comments

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Annex A

Proposed Footbridge Cover under Previous Facilitation Scheme Application

Annex B

Proposed Management and Maintenance Agents of the Proposed/Potential Footbridges and Access Road

Response to Departmental Comments

	Departmental Comments	Responses to Comments
1.	Comments of Civil Engineering and Development Department – West Development Office	
1.1	<u>Drainage Impact Assessment (DIA)</u> It is revealed that the proposed Site 5-2 will discharge to the existing drainage network along Ping Ha Road and therefore will not directly interface with the Hung Shui Kiu (HSK) drainage network (whether constructed or to be constructed). Nevertheless, in the proposed drainage network under HSK Contract 3 (Contract No. YL/2023/03), drainage pipes are proposed at an interim stage and will be discharged to the existing nullah prior to further connection to the drainage network to be constructed under HSK Remaining Phase Development. As the proposed works for Site 5-2 and HSK Contract 3 are in close proximity, please closely liaise with the HSK Contract 3 team regarding the project interfaces and the proposed drainage network.	Please note that the Application Site is subject to an approved application No. A/YL-PS/520 approved by the Town Planning Board on 17.3.2017. As the Application Site is fully paved and there is no change in site area, the Proposed Development will not generate additional runoff as compared with the approved scheme under application No. A/YL-PS/520. The Applicant has liaised with HSK Contract 3 Team (Mr. Joe Chan), and it is understood that the Application Site is within the HSK/HT NDA design catchments, in which drainage flow has already been considered. The Proposed Development under the current application would therefore not pose any significant impact to the HSK/HT NDA drainage network.
1.2	The runoff generated from the proposed 525 U-channels at Site 5-2 will be discharged into the existing nullah near Ping Ha Road (see Figure 1). Since both Site 5-2 and the Hung Shui Kiu/Ha Tsuen (HSK/HT) New Development Area (NDA) Community Liaison Centre (CLC) drainage network ultimately drain into the same downstream nullah, it is essential to include the runoff from the HSK/HT NDA CLC in the drainage impact assessment for Site 5-2. The project proponent is required to consult with the HSK Contract 1 (Contract No. YL/2023/01) team to obtain their comments regarding the feasibility of the proposed increase in runoff to the downstream nullah. This consultation aims to confirm that the nullah's capacity is adequate to accommodate the additional flow without impacting the upstream HSK/HT NDA CLC.	The runoff from the Community Liaison Centre has already been included in Catchment D of the drainage assessment, where the impact of climate change has already been taken into consideration with reference to the latest Stormwater Drainage Manual (including Corrigendum No. 1/2024 and No. 1/2022). Please refer to Figure 5 of the DIA previously submitted. The Applicant has liaised with HSK Contract 1 Team (Ms Ice Chong). After reviewing the DIA drawings provided by HSK Contract 1 Team, it is concluded that no significant impact is anticipated from the proposed development to the Community Liaison Centre and the development under HSK Contract 1.

	Departmental Comments	Responses to Comments
1.3	<u>Sewerage Impact Assessment (SIA)</u> The proposed Site 5-2 will discharge to the existing sewerage network along Ping Ha Road. Since both Site 5-2 and the HSK sewerage network connect to the same downstream sewer, the sewage flow from HSK should be included in the sewer capacity assessment of Site 5-2. The project proponent shall seek comment from Environmental Protection Department, as the sewerage planning authority, that the proposed flow increment to downstream existing/planned sewerage infrastructure (e.g. Ha Tsuen Sewage Pumping Station, San Wai Sewage Treatment Works and Hung Shui Kiu Effluent Polishing Plant) is feasible, in order to ascertain that the sewerage treatment capacity is sufficient in the region.	According to the “Agreement No. CE 1/2020 (CE) HSK/HT NDA Package A Works for Second Phase F3D Report on Drainage and Sewerage Impact Assessments Review” provided by HSK Contract 3 Team, the projected sewage flow to HTSPS is 182,815m³/day, against a design capacity of 193,100m³/day. This leaves a remaining ADWF capacity of over 10,000m³/day. As the proposed site discharge is only 1,401m³/day, no significant impact on the existing sewerage system is anticipated, even when taking into account the site discharge and sewage generated from the HSK/HT NDA. Furthermore, it is noted that relevant diversion arrangements involving the sewage pumping stations, sewage treatment works, and effluent polishing plant will be implemented by CEDD.
1.4	<u>Water Supply Impact Assessment (WSIA)</u> For flushing water supply, Site 5-2 will connect to the NS180 flushing water main provided under the HSK/HT NDA Second Phase Development. This main is currently supplied via the connection to the existing DN600 salt water main for serving the adjacent second phase development site (Site 5-1) at the interim stage, and is planned to be permanently connected to the future flushing water main along Ping Ha Road upon completion of the HSK Remaining Phase Development. The proposed connection for Site 5-2 would involve a change in the flushing water supply zone compared to the HSK WSIA. Please consider the impacts on HSK/HT NDA developments and consult Water Supplies Department.	Please note that liaison with WSD has been ongoing before the submission of the WSIA. According to WSD, the construction of the water supply along the future Road L9 / Kiu Cheong Road under CEDD Contract No. YL/202303 (Contract C3) is anticipated for completion by 2030, which will be before the completion of the proposed development.
1.5	Please also closely liaise with the HSK Contract 3 team regarding the construction programme and the proposed waterworks. The lead-in pipe for Site 5-2 will tee off from the existing fresh water main network near Kiu Cheong Road and therefore will not directly interface with the proposed HSK fresh water main network. Nevertheless, in the proposed fresh water main network under HSK Contract 3, fresh water mains are proposed at an interim stage and will be connected to the existing network along Kiu Cheong Road, prior to further connection to the fresh water main network to be constructed under the HSK	Noted. According to the “Agreement No. CE 1/2020 (CE) HSK/HT NDA Package A Works for Second Phase Development – Design and Construction Final Report on Water Supply and Utilities Impact Assessment Review (F3E), the source of freshwater feed including diameter and alignment of trunk main is subject to further review and confirmation under HSK/HT NDA Package B. The Applicant will maintain ongoing liaison with HSK Contract 3 Team.

	Departmental Comments	Responses to Comments
	Remaining Phase Development. Since both the Site 5-2 development and the HSK fresh water main network will be connected to the existing network, the assessment of Site 5-2 should take into account the proposal under HSK Contract 3.	
2.	Comments of Development Bureau – Harbour Office	
2.1	This office would like to provide comments from the perspective of “Facilitating Provision of Pedestrian Links by the Private Sector” (Facilitation Scheme) administered by Harbour Office of Development Bureau. The Applicant has submitted an application under the Facilitation Scheme to this office for waiving the premium associated with the implementation of the following proposed pedestrian links (the “Premium Waiver Application”) – (i) Proposed footbridge on 1/F to Tin Shui Wai Station (“FB1”); (ii) Proposed footbridge on 1/F across Ping Ha Road (“FB2”). It is worth noting that in the subject s.16 submission, this footbridge has been renamed as “potential footbridge”; and (iii) Proposed footbridge on G/F across the existing nullah (“FB3”). It is worth noting that in the subject s.16 submission, this footbridge has been renamed as “FB2”. For consistency, the nomenclature / designation used in the s.16 submission will be adopted in this reply. The previous comments on the s.16 pre-Application Submission i.e. para. 4.2 and 4.3 in the R-to-C remain valid. This office would like to append below the following observations:	Noted.
2.2	Proposed Opening on 1/F at the west of the subject lot: Noting that the opening has been set back from the western boundary of the subject lot as revealed from the Indicative 1/F Plan in P. 31 of the Planning Statement, please be reminded that the landowner would reserve sufficient and necessary right to use the air stratum as well as the remaining GFA to cater for the construction of the connection up to the western lot boundary.	Noted.

	Departmental Comments	Responses to Comments
2.3	FB2: The proposed footbridge connecting the subject lot to Ping Ha Road over the existing nullah has been included in the Facilitation Scheme application. However, the proposed covered walkway (as shown in the Indicative Master Layout Plan in P. 28 of the Planning Statement) has not been included in the application under the Facilitation Scheme. The Applicant is required to clarify the differences and advise whether the proposed covered walkway will form part of the application under the Facilitation Scheme. As revealed from the R-to-C in the s.16 submission, it is noted that the applicant has provided the response “Please be clarified that the proposed covered walkway has been included in the application under the Facilitation Scheme.” However, the applicant may wish to clarify which application under the Facilitation Scheme has contained such proposed covered walkway.	The Applicant would like to clarify that, a cover for the footbridge connecting the subject site to Ping Ha Road over the existing nullah was included under a previous Facilitation Scheme submission dated 19 January 2026 to your office. Please refer to the extract of the submission in Annex A of this RtoC table with the location of cover indicated for your reference. Nonetheless, upon further review of design, the extent and alignment of the cover has been adjusted and extended to cover the area along the proposed bus layby along Ping Ha Road as well as indicated in Figure 3.2 in the Planning Statement submitted to the Board on 8 June 2026. The latest alignment and extent of the proposed covered walkway will be reflected accordingly in subsequent application under the Facilitation Scheme.
2.4	Potential Footbridge: Although this footbridge across Ping Ha Road is now changed to “potential footbridge”, we would like to reiterate the following: A. Regarding the proposed opening at the boundary fence wall to allow public access to Tin Shing Court and the associated public access in Tin Shing Court, please note that – (i) the Applicant is required to obtain the support / agreement from the owners of Tin Shing Court; and (ii) Subject to Lands Department’s comment, to ensure that such opening and the associated public pedestrian access within Tin Shing Court will be in place, lease modification in respect of the Tin Shing Court lot or such other form of legally enforceable document acceptable to the Government is required.	Noted. If the potential footbridge be confirmed to proceed with, the Applicant will ensure that support/agreement from Tin Shing Court be obtained before proceeding with the provision of the relevant pedestrian connection. The Applicant remains dedicated to exploring the feasibility of providing this pedestrian connection to enhance neighbourhood connectivity, and will continue to liaise with the Incorporated Owners of Tin Shing Court if required. Noted.

	Departmental Comments	Responses to Comments
	B. Transport Department (TD) has previously expressed reservation regarding the proposed FB2. The latest comments from TD should be sought. As revealed from the R-to-C in the s. 16 submission, it is not known as to whether the applicant has clarified and resolved TD's reservation. The applicant is advised to update on his liaison with TD.	Back in December 2025, TD expressed reservation regarding the potential footbridge across Ping Ha Road (previously named FB2 under the Facilitation Scheme submission) due to its potential conflict with the SGMST alignment, which was under review at that time. Subsequently, the Applicant has liaised with the SGMST project team of CEDD/WDO, and confirmed that the SGMST alignment has been adjusted, such that there is no longer any conflict with the potential footbridge across Ping Ha Road. In this regard, it is considered that TD's previous reservation has been resolved. Please also note that the current application has been circulated to TD for comments, and no adverse comments have been received from TD regarding the footbridge.
3.	Comments of Drainage Services Department	
	The applicant is requested to provide responses to the following comments and submit a revised DIA and SIA incorporating the required information for comment: <u>DIA</u>	
3.1	Please provide cross-sections showing the existing and proposed ground levels of the application site relative to the adjacent areas.	Please refer to Figure 6 of the previously submitted DIA, which shows a cross-section displaying the ground levels and invert levels of the proposed and existing manholes.
3.2	The gradient of the proposed drainage facilities shown be indicated on the drainage plan.	The gradients have been indicated on the updated Figure 4 of the DIA replacement pages under Attachment 5 .
3.3	Please confirm whether any walls or hoardings are to be erected or laid along the site boundary. If so, adequate openings should be provided to intercept the existing overland flow passing through the site. Please also provide details of such openings for review.	The arrangement of fence wall and/or hoarding will be submitted during detailed design stage. Adequate openings will be provided for effective interception of existing overland flow passing through the site.
3.4	The applicant should check and ensure that the hydraulic capacity of the existing drainage facilities will not be adversely affected by the development.	Noted. Post-development stormwater discharge will be reduced due to increase in unpaved greenery areas.

	Departmental Comments	Responses to Comments
3.5	Please provide standard details indicating the sectional details of the proposed Uchannel and the catchpit/sand trap.	U-channel connection to standard catchpit and catchpit with trap will be designed in accordance with CEDD drawings C2405 and C2406 drawing series. Connection details will be submitted in detailed design stage to the satisfaction of DSD.
3.6	Sand trap or similar provision should be installed before the collected runoff is discharged to the public drainage facilities.	For stormwater pipe connection to public drainage system, terminal manhole in accordance with DSD standard drawings will be adopted.
3.7	The development should neither obstruct overland flow nor adversely affect existing natural streams, village drains, ditches, and adjacent areas.	Noted.
3.8	The applicant should submit Form HBP1 to this Division to apply for a technical audit for any proposed connection to DSD's drainage facilities.	Noted. HBP1 form will be submitted prior to pipe connection to DSD's drainage system.
3.9	<u>SIA</u> The deviated ADWF does not align with the figure adopted in the hydraulic calculation. Please check and rectify.	Noted. The hydraulic checking in Annex 2 of the SIA replacement pages under Attachment 6 has been updated accordingly.
3.10	The cover level of the proposed upstream manhole should be higher than that of the downstream manholes. Please review the cover level and alignment.	Noted. The cover levels of the proposed manholes will match the finished ground levels. The invert levels of the proposed upstream pipe have been designed higher than the downstream inverts. Please refer to the updated Figures 4 and 5 of the SIA replacement pages under Attachment 6 for the specific pipe inverts.
3.11	Standard details should be provided to illustrate the sectional details of the proposed manhole.	Noted. Please refer to the updated Figure 5 of the SIA replacement pages under Attachment 6 for the sectional details.
3.12	Please provide the connection details at the discharge point and indicate relevant details (e.g., cover level, invert level, and D.T.L.) on the drawing.	A new manhole FMH02 will be constructed between existing manholes FMH1008961 and FMH1008968 for the new 400mm sewer to discharge at slightly higher level. Please refer to the updated Figures 4 and 5 of the SIA replacement pages under Attachment 6 .

	Departmental Comments	Responses to Comments
4.	Comments of Environmental Protection Department	
	<u>Comments received on 15.7.2026</u>	
	<u>Air Quality</u>	
4.1	Table 4.5: Please revise the last five column headings to cover the period from 2020 to 2024. Please also review whether the 2025 air quality data is available and update the table where appropriate.	Noted. Section 4.3.1 and Table 4.5 of the EA replacement pages under Attachment 4 has been updated to show the air quality data from 2021 to 2025.
4.2	Sections 4.4.1 and 1.5.3: The site survey dates stated in these two sections are inconsistent. Please review and also confirm whether the information on chimneys and industrial activities remains valid and up to date.	Noted. The survey dates in Sections 4.4.1 and 1.5.3 of the EA replacement pages under Attachment 4 have been updated accordingly. It is confirmed that the information on chimneys and industrial activities remains valid.
4.3	Section 7.1.1: Please review whether “S/HSK/2” at the end of this section should be revised to “S/HSK/3”.	Noted. Section 7.1.1 of the EA replacement pages under Attachment 4 has been updated accordingly.
	<u>Noise impact</u>	
4.4	The applicant shall carry out detailed noise impact assessment (NIA) according to the actual building plan to confirm the location and extent of at-receiver mitigation measures to achieve full compliance with the road traffic noise, fixed noise and railway noise criteria where applicable.	Noted. Detailed NIA will be carried out according to actual building plan to confirm the location and extent of at-receiver mitigation measures to achieve full compliance with the road traffic noise, fixed noise and railway noise criteria if applicable. Section 7.1.16 of the EA replacement pages under Attachment 4 has been supplemented accordingly.
4.5	Please document TD’s agreement on the traffic forecast data in the report. In case TD has no comment on the methodology for traffic forecast only, the consultant should provide written confirmation from the respective competent party (e.g. traffic consultant) that TD’s endorsed methodology has been strictly adopted in preparing the traffic forecast data, and hence the validity of traffic data can be confirmed.	Noted. TD’s agreement will be provided once available.

	Departmental Comments	Responses to Comments
4.6	S3 – Noted that an on-site verification test is committed to be conducted before the occupation of the residential units to verify the targeted railway noise attenuation can be achieved and apply additional mitigation measures if required. Please clearly state in the main text for proper record. The programme of tests (mock up test & on-site verification test), and any additional measures that can be adopted if the test results cannot demonstrate full compliance with respective noise standards shall also be advised in the forthcoming submission as per our previous comment.	Noted. Section 3.12.2 of the EA replacement pages under Attachment 4 has been supplemented accordingly.
4.7	Figure 3.2 – Architectural fins are spotted in the figure for railway noise mitigation measures but not mentioned in S3. Please clarify and revise.	Noted. Sections 3.8.2 to 3.8.4 of the EA replacement pages under Attachment 4 have been supplemented accordingly.
4.8	The noise model of the S16 application is still missing in this submission. Please supplement for further checking.	The noise model was submitted to EPD separately on 16 July 2026 by email for supporting the last submission (R10044_v1.1, dated June 2026). Please note that there is no change in noise model for the current submission (R10044_v1.2, dated August 2026).
4.9	<u>Water quality</u> Table 5.1: Suggest to review if Tin Shui Wai Main Channel in the west and channel to the southeast are WSRs.	Noted. Figure 5.1 and Table 5.1 of the EA replacement pages under Attachment 4 have been supplemented accordingly.
4.10	S5.2.1: - Please include “(Cap. 358)” - (typo) “...Discharged into Drainage”	Noted. Sections 5.1.1 and 5.2.1 of the EA replacement pages under Attachment 4 have been revised accordingly.
4.11	S5.3.1 3rd bullet and heading for S5.3.6: Suggest to revise as “Accidental spillage of chemicals”	Noted. Sections 5.3.1 and 5.3.6 of the EA replacement pages under Attachment 4 have been revised accordingly.
4.12	S5.3.3: - Suggest to revise first sentence as “..., adequate portable chemical toilets will be provided.” - Suggest to remove the second sentence	Noted. Section 5.3.3 of the EA replacement pages under Attachment 4 has been revised accordingly.

	Departmental Comments	Responses to Comments
4.13	S5.4: Suggest to remove “for Stormwater Discharge” from the heading	Noted. The heading of Section 5.4 of the EA replacement pages under Attachment 4 has been revised accordingly.
4.14	S5.4.1: - 3rd and 9th bullets: suggest to review with reference to ProPECC PN 2/24 - 10th and 13th bullets: please clarify “bonded” - 12th bullet: please clarify if the construction works would only be conducted in dry seasons - 14th bullet: please include “(Cap. 354C)” - 18th bullet last sentence: please review with reference to clause 17 of ProPECC PN 2/24	Noted. Section 5.4.1 of the EA replacement pages under Attachment 4 has been revised accordingly.
4.15	S5.5.1: Please clarify “treated effluent discharge”	Noted. Section 5.5.1 of the EA replacement pages under Attachment 4 has been revised accordingly.
4.16	S5.6.1: Suggest to revise as “...may be the cause of potential...”	Noted. Section 5.6.1 of the EA replacement pages under Attachment 4 has been revised accordingly.
4.17	S5.7.1: Suggest to include ADWF and the SPS/STW that the sewage would be conveyed to.	Noted. Section 5.7.1 of the EA replacement pages under Attachment 4 has been supplemented accordingly.
4.18	S5.8.4: Suggest to revise as “..as far as possible so that there would be no adverse water quality impacts on the WSR.”	Noted. Section 5.8.4 of the EA replacement pages under Attachment 4 has been revised accordingly.
4.19	S5.8.2: - Please clarify “surface runoff shall be directed towards the internal access road” - Suggest to revise as “...to avoid uncontrolled runoff.”	Noted. Section 5.8.2 of the EA replacement pages under Attachment 4 has been revised accordingly.
4.20	S5.8.10: Please clarify “North Western Control Zone”.	Noted. Section 5.8.10 of the EA replacement pages under Attachment 4 has been revised accordingly.
4.21	Figure 5.1: Suggest to include the North arrow and scale.	Noted. Figure 5.1 of the EA replacement pages under Attachment 4 has been revised accordingly.

	Departmental Comments	Responses to Comments
4.22	<u>Waste Management</u> R-to-C item 5.27 and Para 6.4.4: (i) The previous comment has not been duly addressed. The dump truck estimation should exclude the on-site reuse quantities. Based on the quantity provided in Table 6.1, the quantity is $8,508\text{m}^3 + 6,840\text{m}^3 = 15,348\text{m}^3$. (ii) Please clarify if the density of inert material is 1.8 tonnes/m³, instead of 1.8 kg/m³. (iii) Please clarify if the density of non-inert material is 1 tonnes/m³, instead of 1 kg/m³. (iv) The number of dump truck required for transferring inert material to PFRF should be reviewed.	Noted. Section 6.4.4 of the EA replacement pages under Attachment 4 has been revised accordingly.
4.23	Para 6.5.7: Please round up the figure of total commercial waste generated every year to 1,420 kg.	Noted. Section 6.5.7 of the EA replacement pages under Attachment 4 has been revised accordingly.
4.24	<u>Sewerage Impact Assessment</u> Section 1.3.1: Please delete the abbreviation of THEES (Tolo Harbour Effluent Export Scheme) in Table 1 if it is not applicable.	Noted. The irrelevant abbreviation has been removed from Table 1 of the SIA under Attachment 6.
4.25	Section 4.2.1: (i) The design capacity of neither HTSPS nor SWSTW is 246,000 m³/day. Please revise to present the correct design capacities of HTSPS and SWSTW respectively. (ii) According to the proposed sewage disposal scheme, sewage from the development will be conveyed to SWSTW via HTSPS for treatment. Please clarify the alternative scheme for discharging to HSKEPP, as well as the switching details mentioned in this section. If the alternative discharge scheme to HSKEPP is not applicable, please revise and delete the irrelevant information.	The design capacity of HTSPS is 193,100m³/day, while that of SWSTW is 200,000m³/day. The correct design capacities have been revised in Section 4.2.1 of the updated SIA replacement pages under Attachment 6. The alternative discharge scheme to HSKEPP is not applicable, the irrelevant information has been removed from Section 4.2.1 of the updated SIA replacement pages under Attachment 6.

	Departmental Comments	Responses to Comments
4.26	Section 5.1.4: According to Annex 2, a peaking factor of 4 is adopted from FTMH01 to FMH02, while a peaking factor of 5 is adopted from FMH02 to FMH1008949. Please review and supplement this section. The Consultant is reminded to state clearly whether the peaking factors include or exclude the stormwater allowance.	A peaking factor of 4 for facilities with new upstream sewerage is adopted for the proposed pipe collecting sewage exclusively from the Proposed Development. On the other hand, for sewage discharge to facilities with existing upstream sewerage (from FMH02 to FMH1008949), a peaking factor of 5 is adopted. Information regarding whether the peaking factors include or exclude stormwater allowance is shown in Annex 2 of the SIA replacement pages under Attachment 6.
4.27	Annex 2: (i) The ADWF from the proposed development in Annex 2 (i.e. 1377.62 m³/d) is inconsistent with Annex 1 (i.e. 1401.26 m³/d). Please review and revise accordingly. (ii) It is noted that a hydraulic assessment of the existing sewers (i.e. FMH1008961 to FMH1008949) has been added to address DSD's comment (R-to-C 12.1). The Consultant is advised to provide references/justifications and/or seek DSD's consent regarding the assumption of an 80% utilization rate for the existing sewers. Apart from the existing flow, the Consultant should also consider the flow from other planned developments under the concerned catchment when conducting the hydraulic assessment for the existing sewers.	Noted. The ADWF from the proposed development in Annex 2 of the SIA replacement pages under Attachment 6 has been updated to be 1,401.26 m³/day. The original assumption of 80% utilisation rate is now replaced by fullbore (maximum capacity) of the upstream 1950mm sewer, where it splits into two 2100mm pipes downstream. All other inlet branches are also assumed fullbore (maximum capacity). The cumulative flow, which has taken into account the assumed fullbore flows from upstream and the discharge from the subject site, is still within the design pipe capacity. Please refer to the updated Annex 2 of the SIA replacement pages under Attachment 6 for the calculation details. Please also note that the Application has been circulated to DSD, and responses to DSD's comments are provided in Section 3 of this RtoC table.

	Departmental Comments	Responses to Comments
4.28	Annex 3: Please clarify whether Zone 1 refers to the Application Site under this submission. If so, please state this clearly in the Annex and address the discrepancies in the Zone 1 ADWF reported across the documents (i.e. 2,158.3 m³/day in this Annex versus 1,377.62 m³/day and 1,401.26 m³/day in Annex 2 and the Annex 1).	Please be clarified that Zone 1 refers to the Application Site. A remark has been added in Annex 3 of the SIA replacement pages under Attachment 6 for clarity. Please also note that Annex 3 of the SIA replacement pages serves as a sensitivity test to compare the OZP-Compliant Scenario with the Mixed-Use Scenario across all commercial sites within the District Commercial Node, based on the broad assumptions set out in Annex 3 of the SIA replacement pages. The primary objective of this sensitivity test is to demonstrate that the Mixed-Use Scenario results in a reduction in ADWF compared to the OZP-Compliant baseline. In contrast, the sewage flow calculation in the main SIA report is based on the specific development schedule of the proposed scheme. This scheme-specific calculation results in an ADWF of 1,401.26m³/day, which is even lower than the ADWF projected under the sensitivity test in Annex 3 of the SIA replacement pages.
	<u>Comments received on 5.8.2026</u>	
4.29	S3 – Noted that the commercial component between the residential component and the TML is acted as a noise tolerant building to provide noise shielding effect for the NSRs behind in the assessment. In such case, the noise tolerant building should be stated as noise mitigation measure in the report for proper record. The interfacing issue of programme mismatch (commercial component constructed after the population intake of the residential component) should also be properly addressed in the report.	Noted. Section 3.6 of the EA replacement pages under Attachment 4 has been revised accordingly.
4.30	Figure 2.2 & Figure 3.2 – Different mitigation measures for same NAP (e.g. T2-30) are spotted under the traffic noise impact assessment and railway noise impact assessment respectively. Please review and revise to ensure the consistency.	Noted. Section 2.8.16, Table 2.2, Figure 2.2, Appendix 2.4, Appendix 2.5 and Appendix 2.6 of the EA replacement pages under Attachment 4 have been revised accordingly.

	Departmental Comments	Responses to Comments
4.31	S3.4.10 – Please supplement a figure to demonstrate that all the railway track within the 300m radius of the proposed development is included in the assessment to ensure there is no underestimation on the railway impact assessment. Please review and revise as necessary.	Noted. Figure 3.1 of the EA replacement pages under Attachment 4 has been revised accordingly.
5.	Comments of Highways Department	
5.1	I have no objection on the submission subject to the following comments from the highways maintenance point of view: (a) The run-in/out from Kiu Cheong Road to the subject site should be constructed and maintained by the applicant. The run-in/out should be removed and the road should be reinstated to the satisfaction of HyD after use. (b) Adequate drainage measures shall be provided to prevent surface water running from the Site to the nearby public roads and drains.	No objection to the application is well-noted.
6.	Comments of Lands Department	
6.1	The application site falls within Lot 4354 in D.D. 124 (the Lot) and is governed by New Grant No. 22881 dated 23.3.2021 (the New Grant). The Lot is restricted for non-industrial (excluding residential, hotel, godown and petrol filling station) purposes and subject to an unfulfilled Building Covenant (BC), as well as the time limits for formation of Green Area and construction of paved way at the Brown Area under the New Grant, all of which are to be expired on 30.9.2027. It is noted that the applicant has proposed various off-site works, including the proposed footbridges, potential pedestrian footbridge, bus lay-bys nullah deck for landscaping (Landscape Area) (the proposed footbridges, potential pedestrian footbridge, bus lay-bys and the Landscape Area are collectively referred to as “Off-site Works”) in the application.	Noted.

	Departmental Comments	Responses to Comments
6.2	The proposal contravenes the lease conditions including but not limited to the user and height restrictions governing the Lot and might affect the fulfillment of the BC and other time limits mentioned in para. (i) above. Hence, should the application be approved, the applicant has to apply to LandsD for (i) a land exchange / lease modification and (ii) an extension of the BC and other time limits mentioned in para. (i) above for implementation of the proposal. There is no guarantee that the land applications will be approved. Such applications, if received, will be considered by LandsD at the sole capacity as the landlord at its sole discretion. In the event any such application is approved, it would be subject to such terms and conditions including, among others, the payment of premium and administrative fees, as may be imposed by LandsD. Please be reminded that the nonfulfillment of the BC and/or other time periods constitutes a breach of the New Grant and will amongst other remedies render the Lot liable to re-entry by the Government.	Noted.
6.3	It is noted that the Landscape Area might be separately alienated upon its completion. However, there is no information on whether the Landscape Area would be opened for use by the public and whether the lot owner would take up the management and maintenance responsibilities of the Landscape Area upon its completion. Clarifications by the applicant on these aspects are required and LandsD's further comments are reserved.	The possible nullah deck for landscape area is proposed to be open to the public and be maintained and managed by the Applicant, subject to agreement with relevant government departments.
6.4	The proposed footbridges and the potential pedestrian footbridge might require gazette authorization under the Roads (Works, Use and Compensation) Ordinance (Cap. 370). The relevant gazetted works and costs arisen thereof including but not limited to the cost for gazette and the cost for compensation, if any, should be done and borne by the applicant.	Noted.

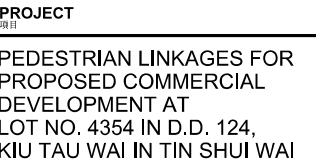
	Departmental Comments	Responses to Comments
6.5	Some of the proposed Off-site Works are remote and may not be contingent upon development and hence should not be implemented through land documents. There is no guarantee that the proposed Off-site Works would be incorporated under the proposed land transactions. Any proposed Off-site Works and their maintenance responsibilities upon completion are subject to comments of the relevant bureau/departments where appropriate.	Noted.
6.6	As for the potential pedestrian footbridge across Ping Ha Road, prior comment and consent from all owners of Tin Shing Court for the opening in the existing fence wall of the estate should be sought. Moreover, please note a lease modification for such opening under the lease governing Tin Shing Court by its owners might be required.	Noted. If the potential footbridge be confirmed to proceed with, the Applicant will ensure that support/agreement from Tin Shing Court be obtained before proceeding with the provision of the relevant pedestrian connection. The Applicant remains dedicated to exploring the feasibility of providing this pedestrian connection to enhance neighbourhood connectivity, and will continue to liaise with the Incorporated Owners of Tin Shing Court if required.
7.	Comments of Planning Department – Urban Design and Landscape	
	<u>Landscape</u>	
7.1	The Chinese name of the proposed lawn species <i>Zoysia japonica</i> should read “朝鮮草” in Table 1B.	Noted. The LMP has been revised accordingly. Please refer to the replacement page of the LMP under Attachment 1 .
	<u>Urban Design and Visual</u>	
7.2	For the photomontages of VP1 and VP7, the BHs for both the approved scheme and proposed scheme appear to be underestimated. The proposed development should appear taller (height comparable to Ping Yan Court from VP1) and wider (the height and bulk behind the trees would occupy two-fifth of the photomontage from VP7). In this connection, the BHs of the approved scheme and the surrounding developments in Areas 17A, 17B and 17C shall also be adjusted. Besides, the baseline scheme of VP1 does not tally with that shown in the approved scheme, i.e. the terraced podium with landscape features in the approved scheme are omitted in the current baseline scheme (see attached).	Noted. The photomontages of VP1 and VP7 have been revised accordingly. Please refer to the revised Figures 5.1 and 5.7 of the VIA replacement pages under Attachment 2 .

	Departmental Comments	Responses to Comments														
8.	Comments of Transport Department															
8.1	Please advise the proposed management and maintenance (M&M) agent of the proposed footbridges and access road. A figure indicating the proposed M&M arrangement of the said facilities shall be provided.	Under the proposed scheme, the Applicant will be responsible for the M&M of the proposed footbridges (including Footbridge 1 and Footbridge 2), while the M&M agent of the potential footbridge across Ping Ha Road shall be subject to further liaison with relevant government departments should it be confirmed to proceed with at later stage. As for the M&M responsibilities of the access road outside the Application Site, it is proposed to be taken up by the Government. The proposed M&M responsibilities will be subject to agreement by relevant government departments in future. A figure indicating the proposed M&M arrangement of the said facilities is provided under Annex B of this RtoC table.														
8.2	A new junction is proposed to facilitate right turning from Ping Ha Road EB to Kiu Cheong Road. Please provide junction assessment of this new junction.	Noted. The assessment results of the new junction are summarized in the following table: <table border="1"> <thead> <tr> <th rowspan="2">Scenario</th><th colspan="2">DFC in Year 2033</th></tr> <tr> <th>AM</th><th>PM</th></tr> </thead> <tbody> <tr> <td>Reference</td><td>0.85</td><td>0.55</td></tr> <tr> <td>Design</td><td>0.74</td><td>0.43</td></tr> <tr> <td>Sensitivity Test</td><td>0.30</td><td>0.17</td></tr> </tbody> </table> Junction calculation sheets of the new junction have been supplemented in the TIA replacement pages under Attachment 3.	Scenario	DFC in Year 2033		AM	PM	Reference	0.85	0.55	Design	0.74	0.43	Sensitivity Test	0.30	0.17
Scenario	DFC in Year 2033															
	AM	PM														
Reference	0.85	0.55														
Design	0.74	0.43														
Sensitivity Test	0.30	0.17														
8.3	The existing pedestrian ramp will be demolished. Please provide a figure to indicate the pedestrian diversion route.	Noted. Figure 3.3 and Figure 3.4 of the TIA replacement pages under Attachment 3 have been added to indicate the pedestrian diversion routes during construction of Footbridge 1 (Interim Scheme) and after completion of Footbridge 1 (Permanent Scheme) respectively.														

	Departmental Comments	Responses to Comments
	<u>Comment on the Traffic Impact Assessment</u>	
8.4	Figure 2.5: there are typos on the road names. Please check.	Noted. Figure 2.5 of the TIA replacement pages under Attachment 3 has been revised accordingly.
8.5	Figure 3.1: the proposed vehicular access point of the development is inconsistent with that shown in Figure 3.2. Please clarify.	Noted. Figure 3.1 of the TIA replacement pages under Attachment 3 has been revised accordingly.
8.6	Figure 3.2: for the access road connecting to the proposed Road L9. The road width shall be widened to facilitate both the access of residential parking spaces and queuing of visitors' parking spaces.	Noted. The road width has been widened as shown in Figure 3.2 of the TIA replacement pages under Attachment 3 accordingly to facilitate both the access of residential parking spaces and queuing of visitors' parking spaces.
8.7	Figure 3.2: please indicate the proposed column location for the proposed bridge structures.	Noted. The proposed column location has been indicated in Figure 3.2 of the TIA replacement pages under Attachment 3 accordingly.
9.	Comments of Water Supplies Department	
	<u>Appendix H – Water Supply Impact Assessment</u>	
9.1	Please supplement in this report the proposed population intake year for the development.	Please note that the proposed population intake year is 2030. Para. 2.1.3 of the WSIA replacement pages under Attachment 7 has been supplemented accordingly.
9.2	Drawing No. 50540967/WSIA/FIGURE 7: For clarity, please remove the proposed fish water lead-in pipes within your site or boundary.	Noted. The proposed freshwater lead-in pipes have been removed in Figure 7 of the WSIA replacement pages under Attachment 7 for clarity.

Annex A

Proposed Footbridge Cover under Previous Facilitation Scheme Submission



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ISSUE/REVISION

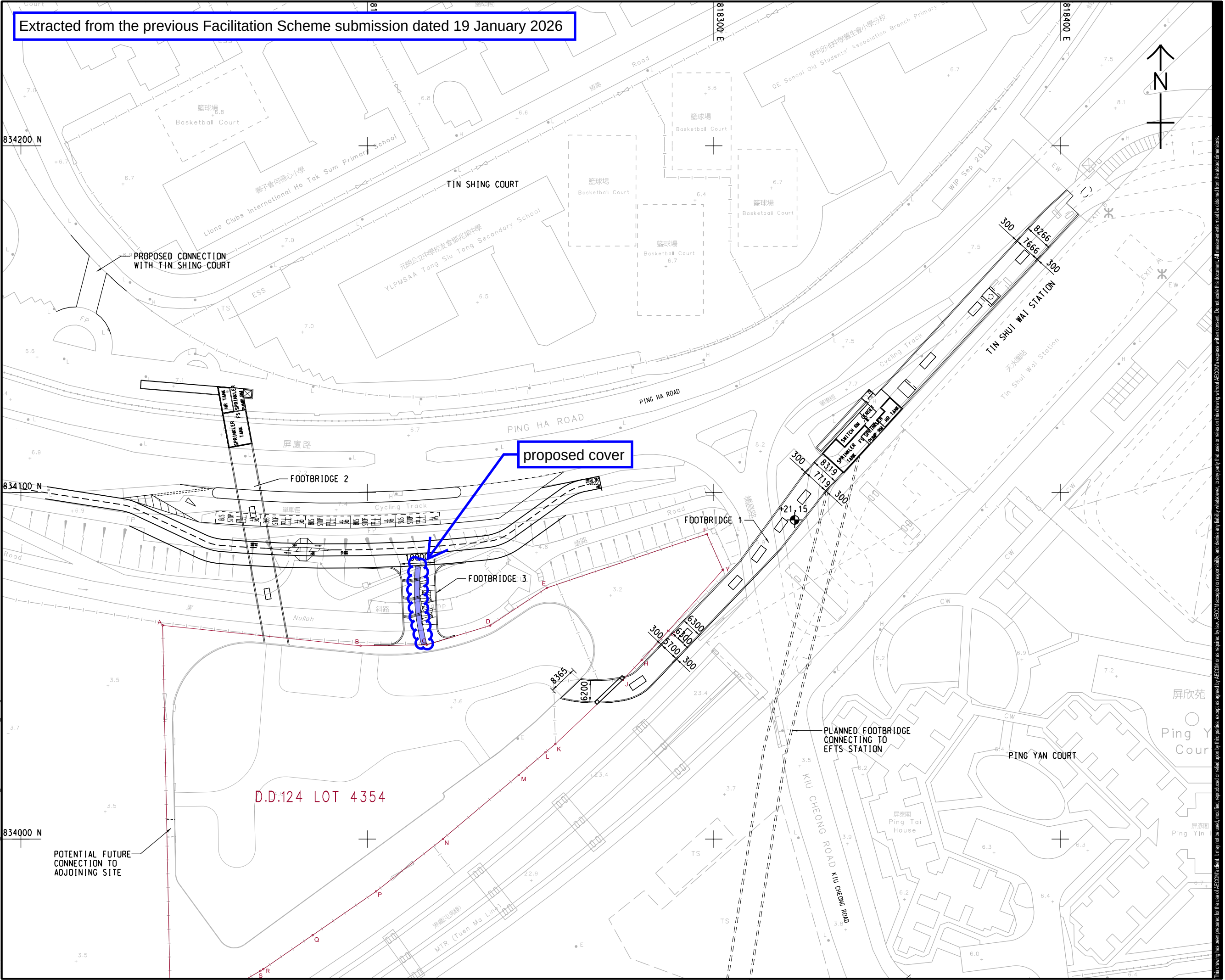
STATUS

KEY PLAN

60704548

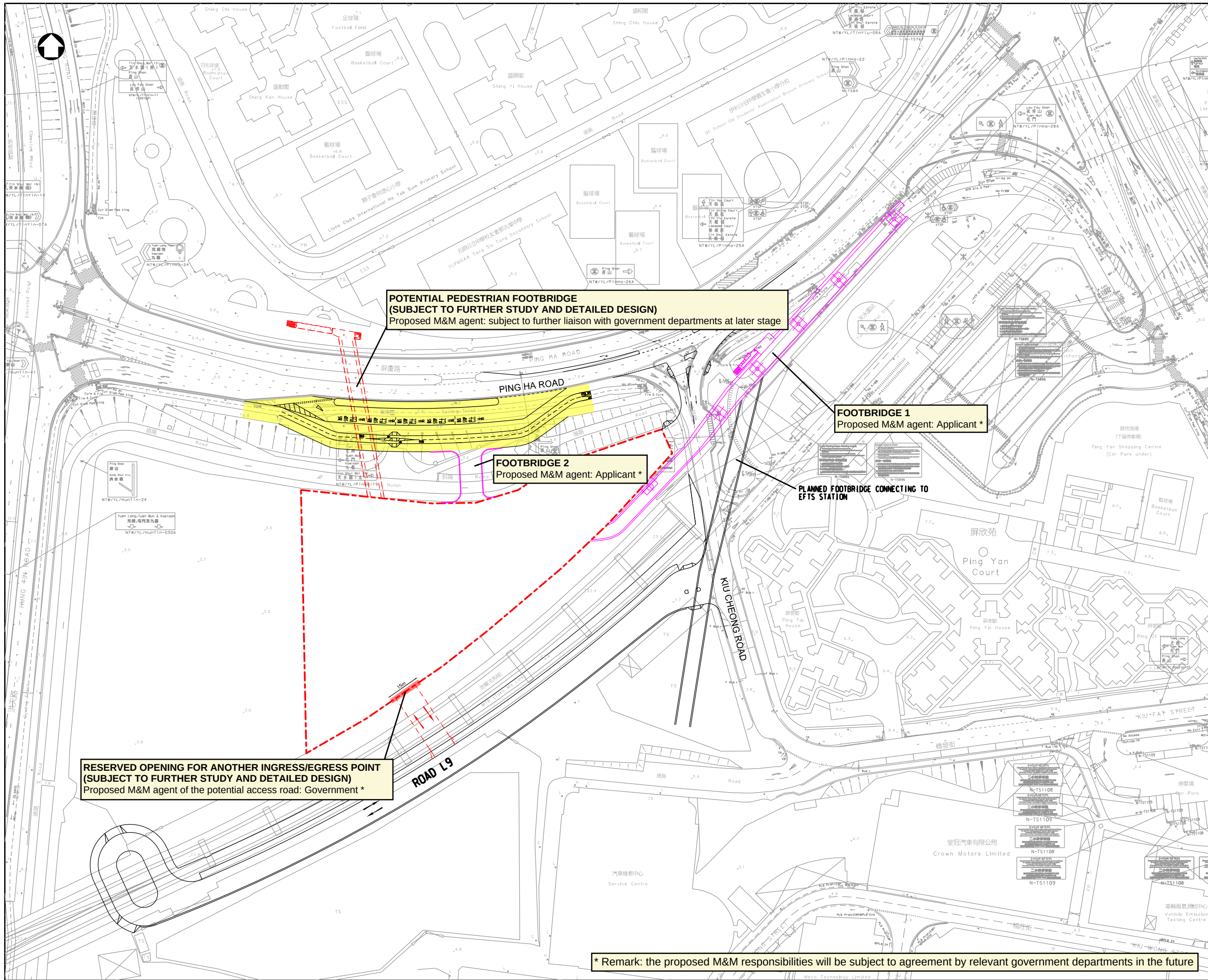
GENERAL LAYOUT PLAN R/F

60704548/FS/603



Annex B

Proposed Management and Maintenance Agents of the Proposed/Potential Footbridges and Access Road



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

POTENTIAL PEDESTRIAN FOOTBRIDGE
(SUBJECT TO FURTHER STUDY AND DETAILED DESIGN)
Proposed M&M agent: subject to further liaison with government departments at later stage

FOOTBRIDGE 1
Proposed M&M agent: Applicant *

FOOTBRIDGE 2
Proposed M&M agent: Applicant *

PLANNED FOOTBRIDGE CONNECTING TO EFTS STATION

RESERVED OPENING FOR ANOTHER INGRESS/EGRESS POINT
(SUBJECT TO FURTHER STUDY AND DETAILED DESIGN)
Proposed M&M agent of the potential access road: Government *

* Remark: the proposed M&M responsibilities will be subject to agreement by relevant government departments in the future

B	AUG 2026	AN	RESPONSE TO COMMENTS	AM	SW
A	MAY 2026	AN	RESPONSE TO COMMENTS	AM	SW
-	JAN 2026	AN	FIRST ISSUE	AM	SW
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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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Drawn	AN	Approved	SW
Scale	A3	Status	Rev
1 : 1500	DESIGN DRAWING		B

Drawing No.
FIGURE 3.2

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Attachment 1 –

**Replacement Page of the Landscape Design
and Tree Preservation Proposal**

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

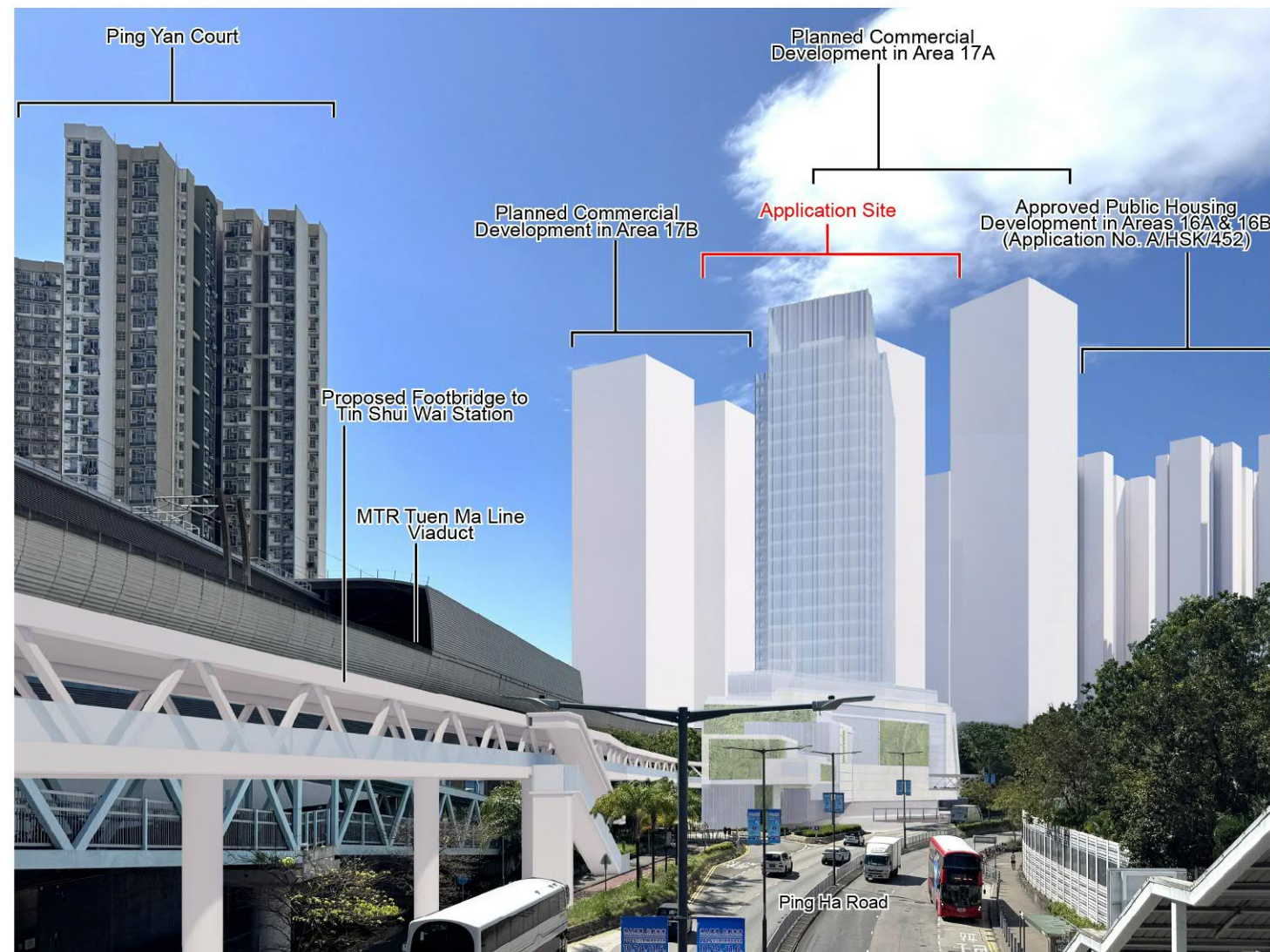
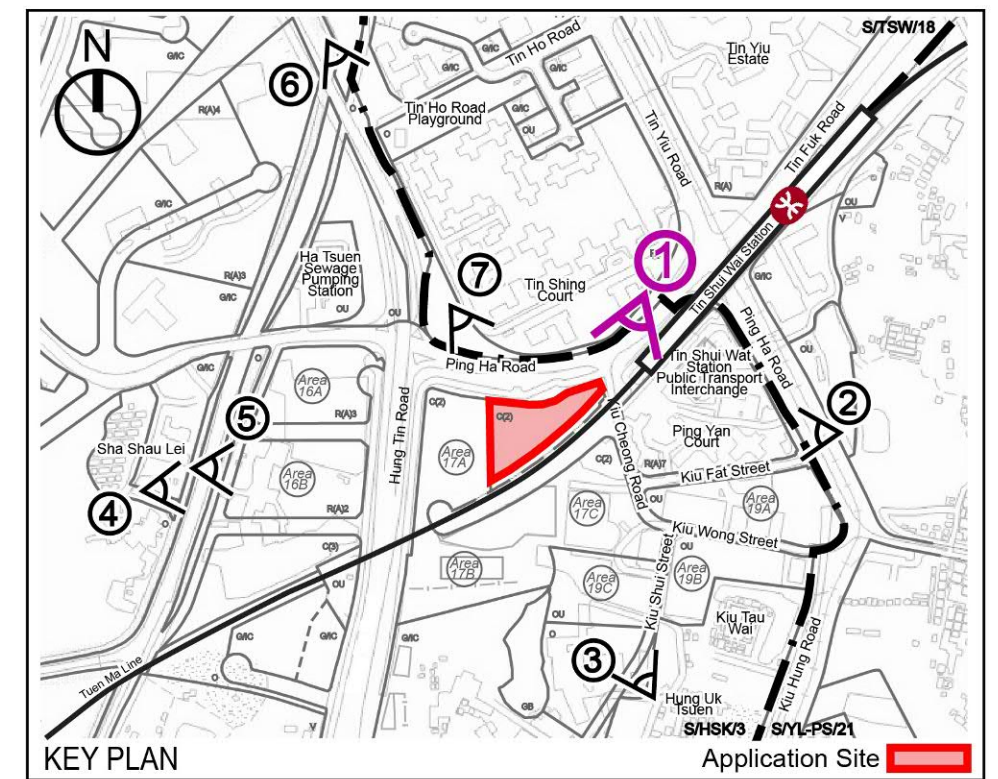
Remarks: * Native Species

Table 1B: Proposed Shrubs and Groundcover Species

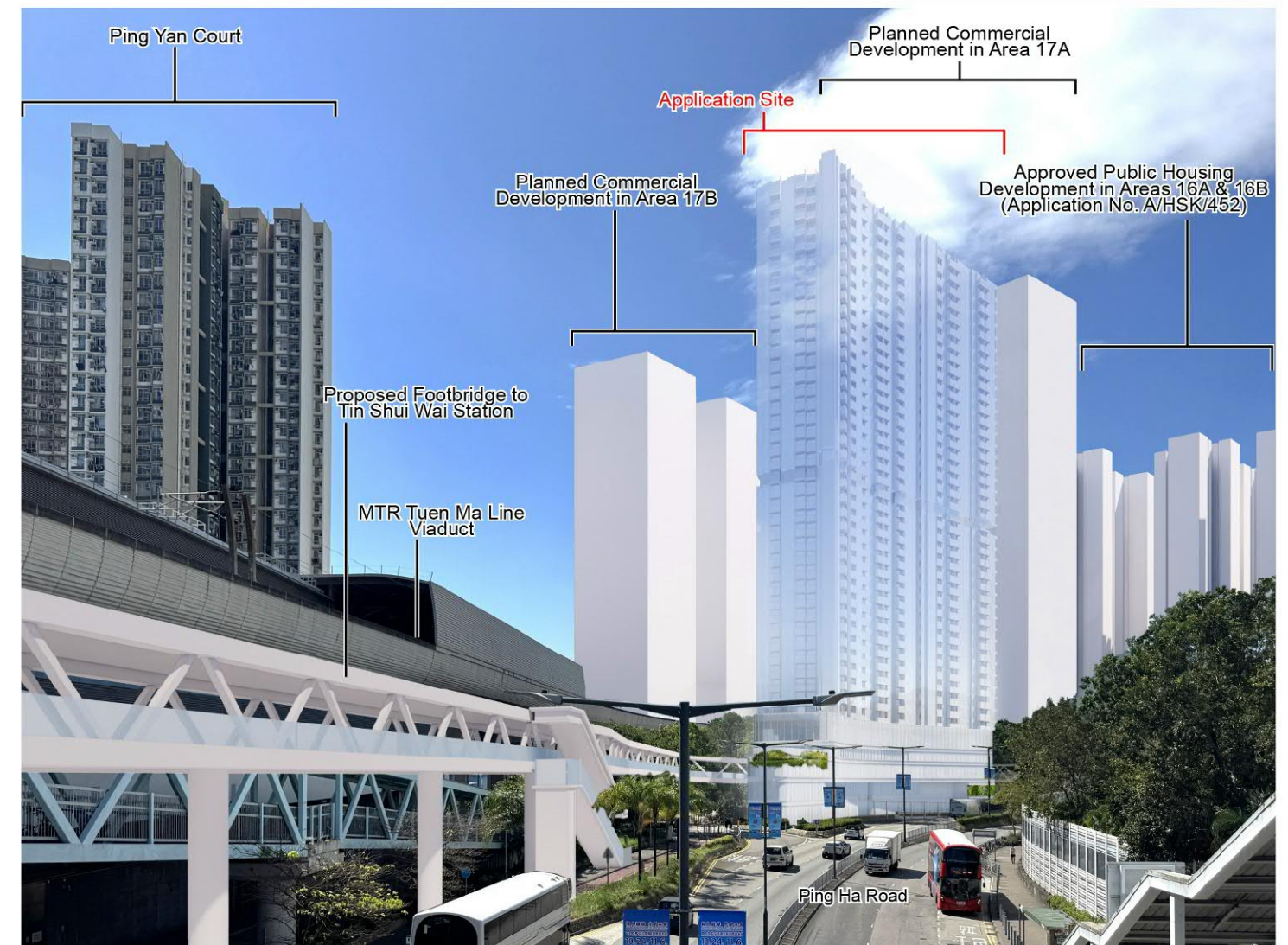
Botanical Name	Chinese Name	Height x Spread (mm)	Spacing (mm)
Shrub Species			
Aglaia odorata	米仔蘭	600 x 500	250-500
Blechnum orientale	烏毛蕨	400 x 400	
Juncus effuses*	燈心草	300 x 300	
Pennisetum alopecuroides*	狼尾草	300 x 300	
Philodendron selloum	春羽	500 x 400	
Rhaphiolepis indica*	車輪梅	600 x 500	
Rhapis humilis	細葉棕竹	600 x 500	
Schefflera actinophylla	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	朝鮮草	N/A	
Paspalum vaginatum*	海雀稗	N/A	

Remarks: * Native Species

**Attachment 2 –
Replacement Pages of the Visual Impact Assessment**

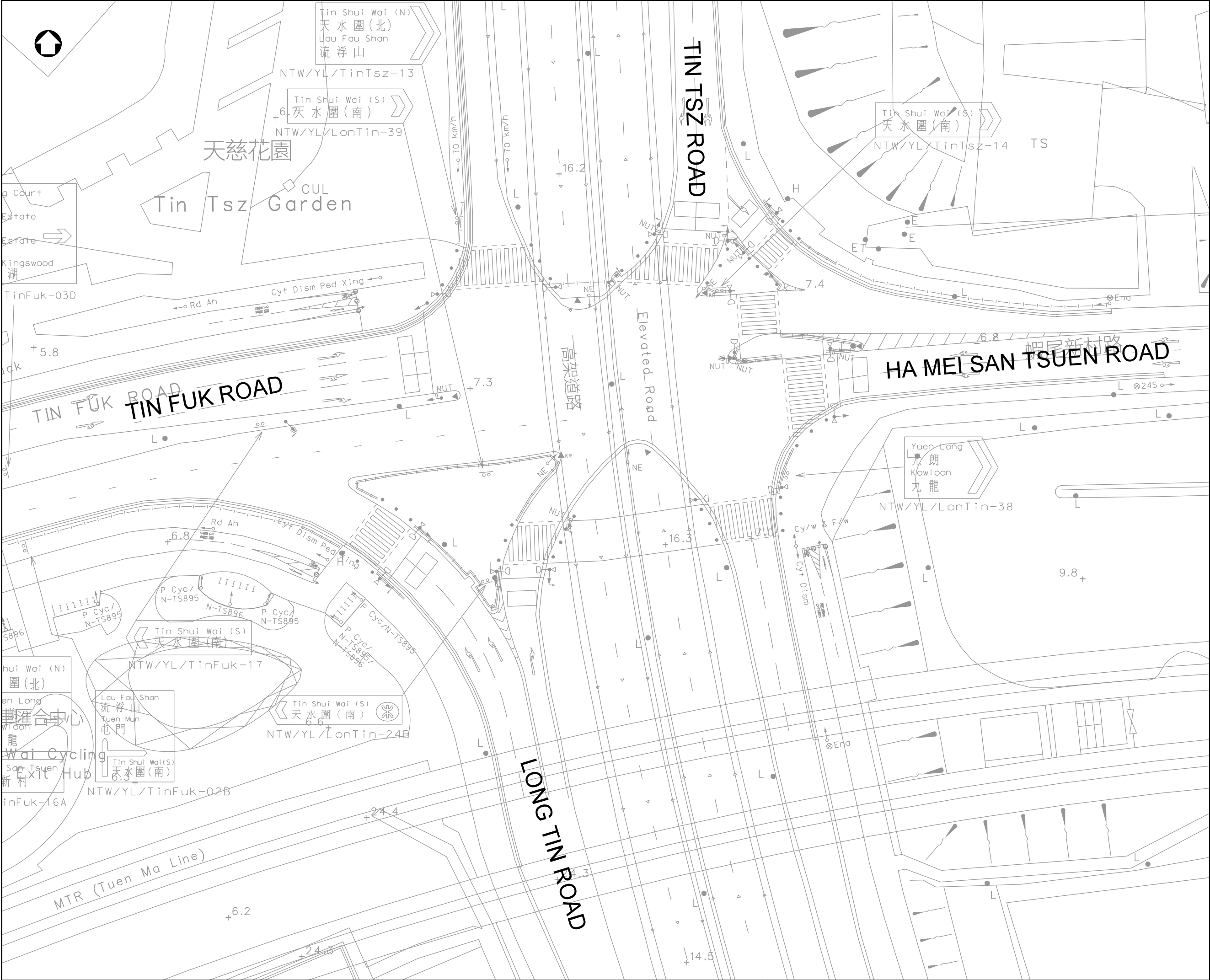


Baseline Scheme



Proposed Scheme

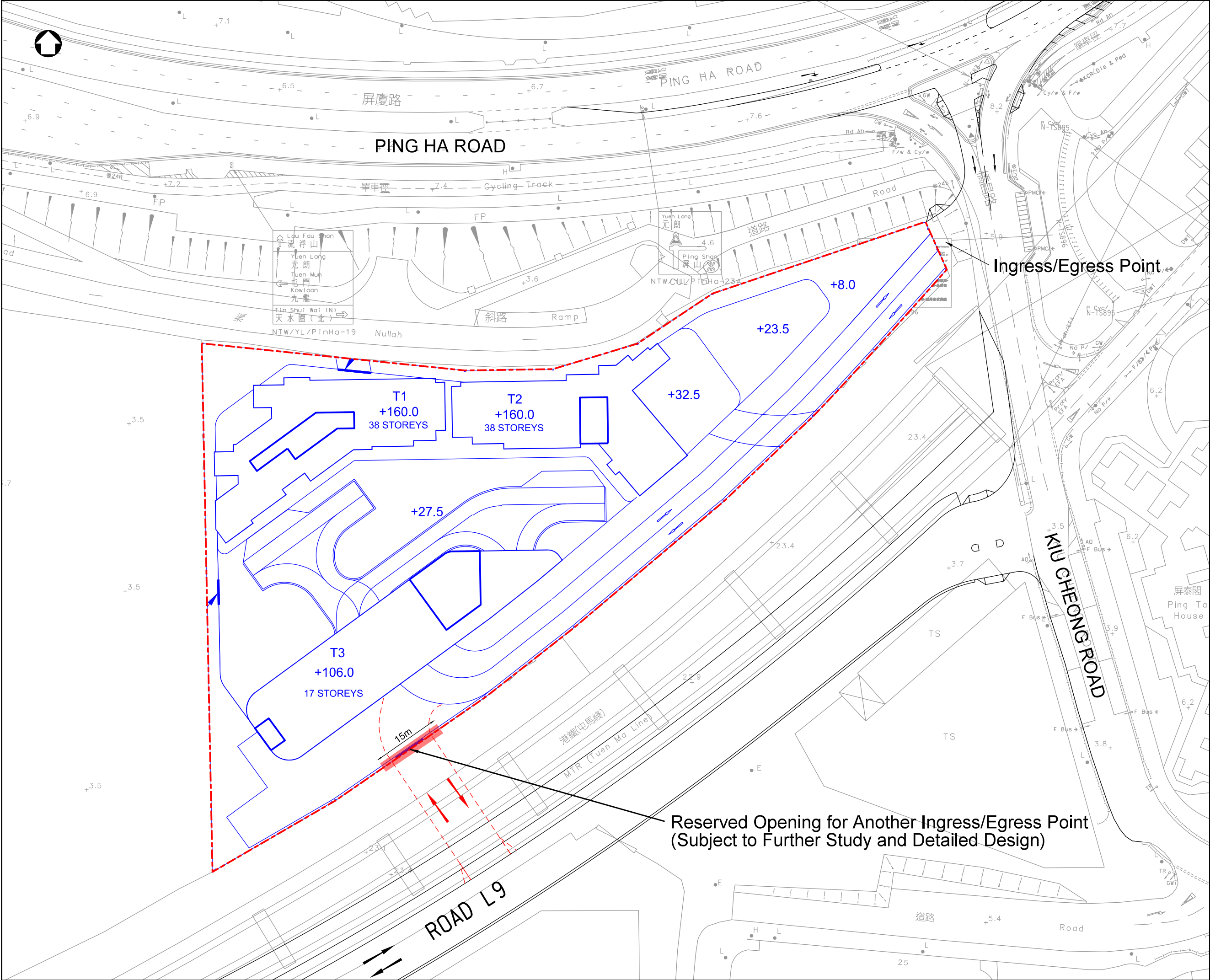
Attachment 3 –
Replacement Pages of the Traffic Impact Assessment



LEGEND:

A	AUG 2026	AN	RESPONSE TO COMMENTS	AM	SW
-	JAN 2026	AN	FIRST ISSUE	AM	SW
Rev.	Date	Drawn	Description	Checked	Approved
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					
EXISTING JUNCTION LAYOUT OF TIN FUK ROAD / LONG TIN ROAD (J4)					
Consultant					
Designed	-	Checked	AM		
Drawn	AN	Approved	SW		
Scale	A3	Status	Rev		
1 : 500	DESIGN DRAWING		A		
Drawing No.					
FIGURE 2.5					
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A3 420x297



- LEGEND:
- SITE BOUNDARY
 - PLANNED IMPROVEMENT SCHEME
 - SITE MASTER LAYOUT
 - POTENTIAL LAYOUT

B	AUG 2026	AN	RESPONSE TO COMMENTS	AM	SW
A	MAY 2026	AN	MINOR AMENDMENT	AM	SW
-	JAN 2026	AN	FIRST ISSUE	AM	SW

Rev.	Date	Drawn	Description	Checked	Approved
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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

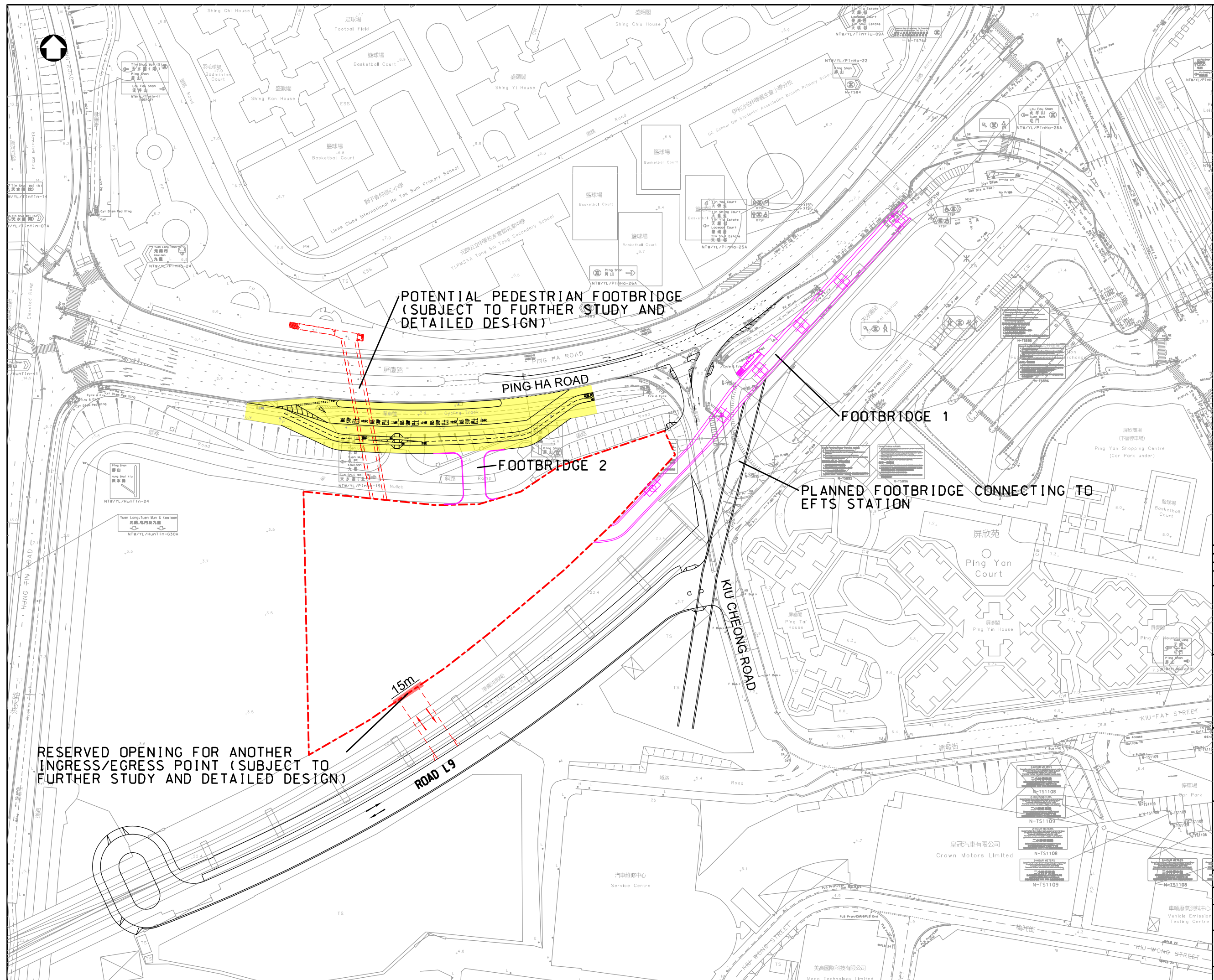
Consultant



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Scale	A3	Status	Rev
1 : 750	DESIGN DRAWING		B

Drawing No.

FIGURE 3.1



LEGEND:

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

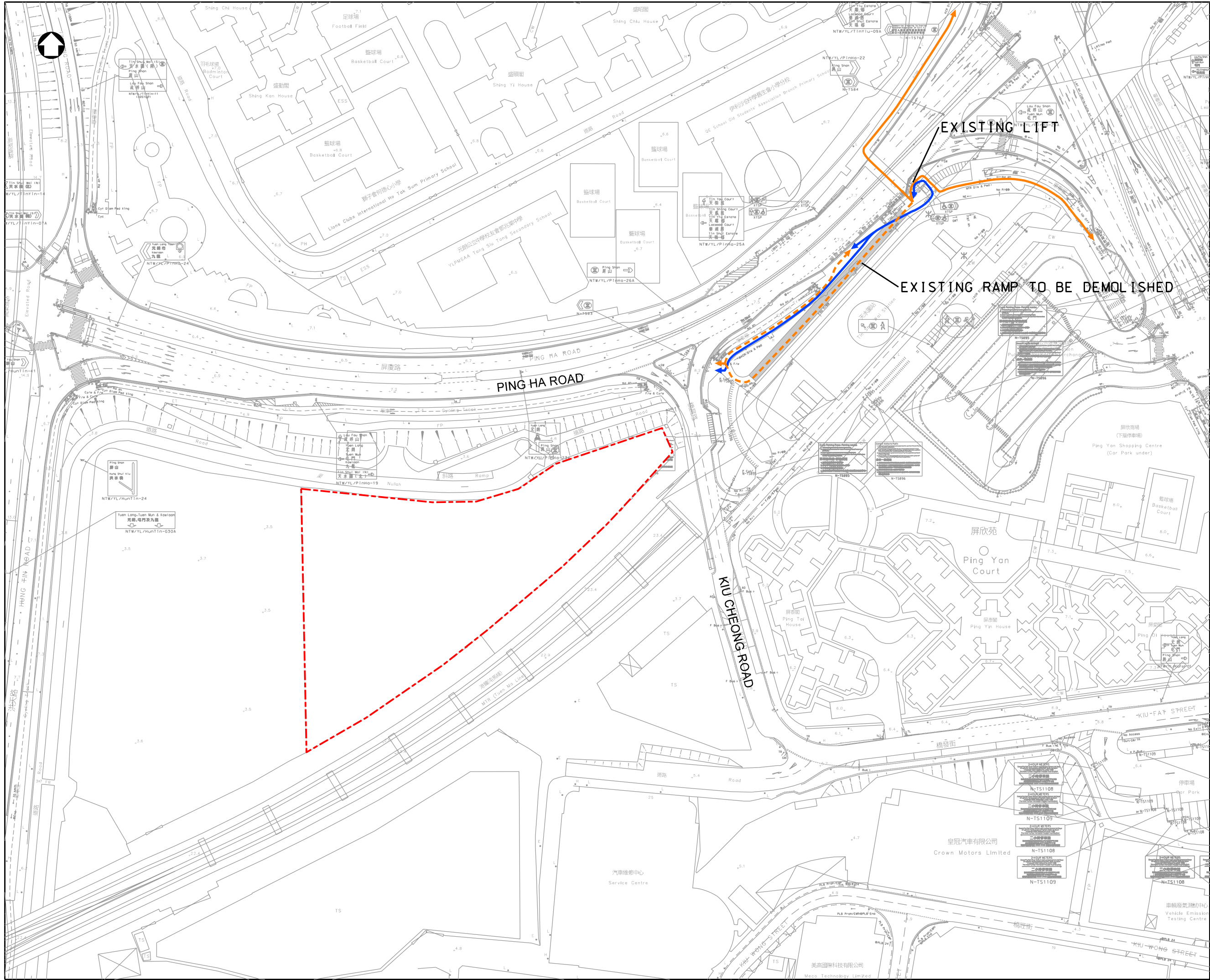
B	AUG 2026	AN	RESPONSE TO COMMENTS	AM	SW
A	MAY 2026	AN	RESPONSE TO COMMENTS	AM	SW
-	JAN 2026	AN	FIRST ISSUE	AM	SW
Rev.	Date	Drawn	Description	Checked	Approved

Employer

Title

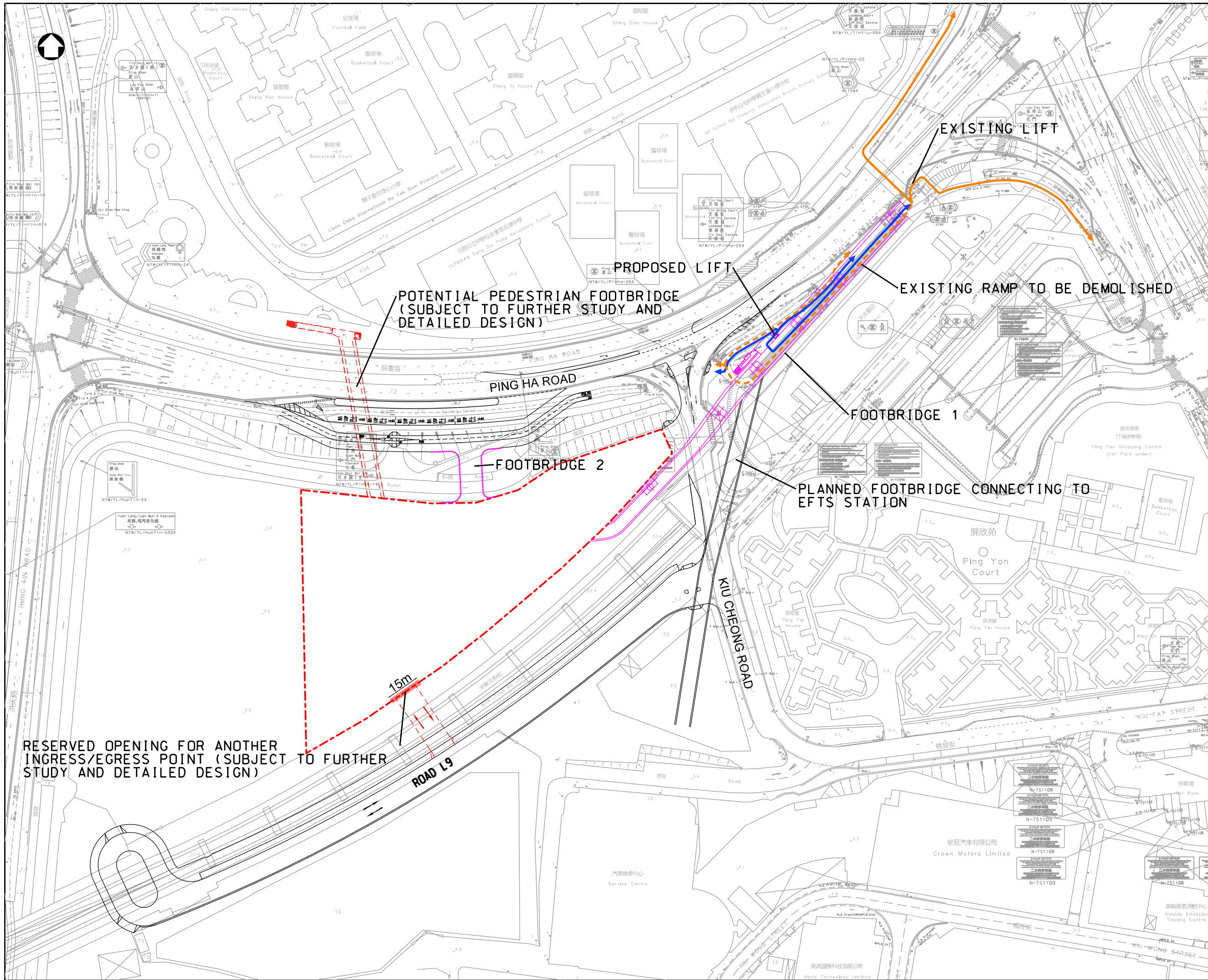
PROPOSED TRANSPORT FACILITIES

Consultant			
		asia infrastructure solutions	
Designed	—	Checked	AM
Drawn	AN	Approved	SW
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Drawing No.			



- LEGEND:
- SITE BOUNDARY
 - EXISTING PEDESTRIAN ROUTE
 - EXISTING PEDESTRIAN ROUTE TO BE DIVERTED
 - PEDESTRIAN DIVERSION ROUTE

AUG 2026		AN	RESPONSE TO COMMENTS	AM	SW
Rev.	Date	Drawn	Description	Checked	Approved
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					
PEDESTRIAN DIVERSION ROUTE – INTERIM SCHEME					
Consultant					
asia infrastructure solutions					
Designed	–		Checked	AM	
Drawn	AN		Approved	SW	
Scale	A3	Status			Rev
1 : 1500	DESIGN DRAWING			–	
Drawing No.					
FIGURE 3.3					
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- LEGEND:
- SITE BOUNDARY
 - PLANNED IMPROVEMENT SCHEME
 - PROPOSED LAYOUT
 - POTENTIAL LAYOUT
 - EXISTING PEDESTRIAN ROUTE
 - DIVERTED PEDESTRIAN ROUTE TO BE DIVERTED
 - PEDESTRIAN DIVERSION ROUTE

- AUG 2026		AN	RESPONSE TO COMMENTS	AM	SW
Rev.	Date	Drawn	Description	Checked	Approved
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					
PEDESTRIAN DIVERSION ROUTE - PERMANENT SCHEME					
Consultant					
Designed	-	Checked	AM		
Drawn	AN	Approved	SW		
Scale	A3	Status	DESIGN DRAWING	Rev	-
Drawing No.					
FIGURE 3.4					
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Priority Junction Capacity Calculation

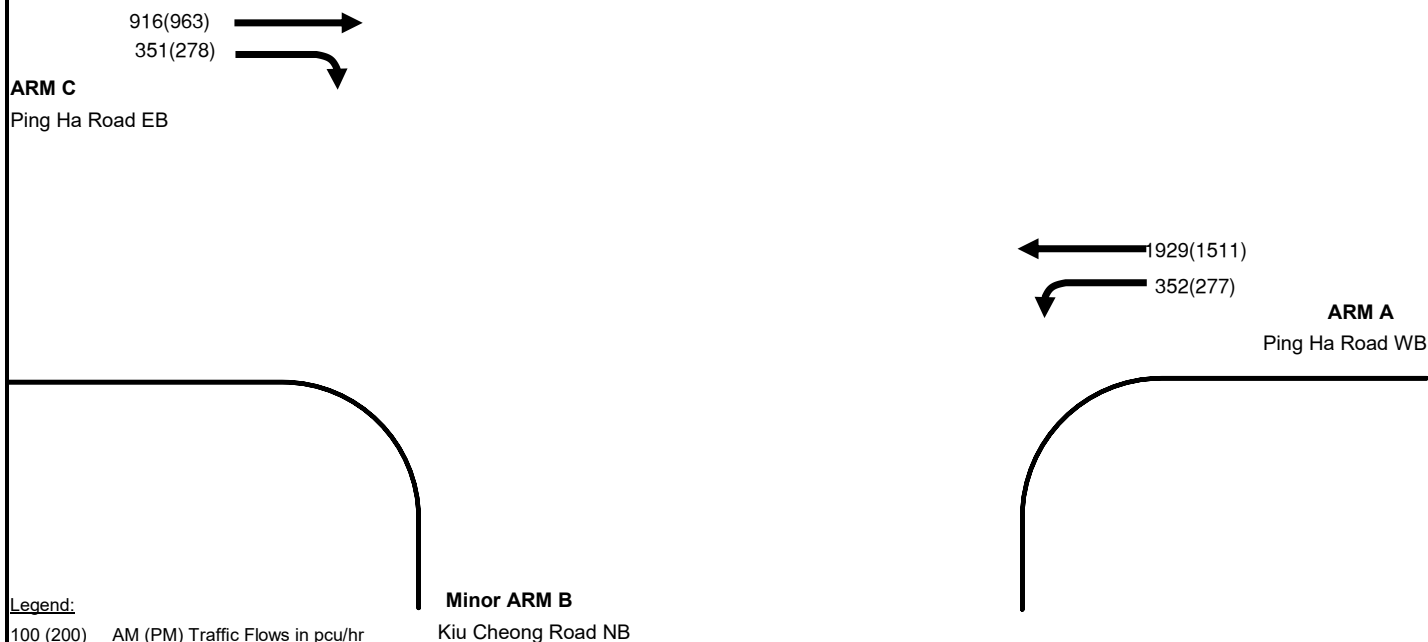


Junction: Ping Ha Road / Kiu Cheong Road

Junction No.: J7

Scenario: Reference

Design Year: 2033



GEOMETRY

Major road width	W	16.0 m	Lane widths	w(b-a)	0.0 m
Central Reserve width	Wcr	2.7 m		w(b-c)	0.0 m
2 Lane Minor Arm (Y/N)		N		w(c-b)	4.0 m
Visibilities	Vr(b-a)	0 m	Calculated	D	0.53
	VI(b-a)	0 m		E	0.59
	Vr(b-c)	0 m		F	1.11
	Vr(c-b)	200 m		Y	0.45

ANALYSIS

		AM	PM
Traffic Flows	q(c-a)	916	963
	q(c-b)	351	278
	q(a-b)	352	277
	q(a-c)	1929	1511
	q(b-a)	0	0
	q(b-c)	0	0
	f	0.00	0.00
Capacities	Q(b-a)	80	125
	Q(b-c)	238	281
	Q(c-b)	411	501
	Q(b-ac)	80	125
Design Flow to Capacity (DFC)	b-a	0.00	0.00
	b-c	0.00	0.00
	c-b	0.85	0.55
	b-ac	0.00	0.00
Critical DFC		0.85	0.55

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$$

$$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$$

$$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$$

$$Y = 1-0.0345W$$

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

Priority Junction Capacity Calculation

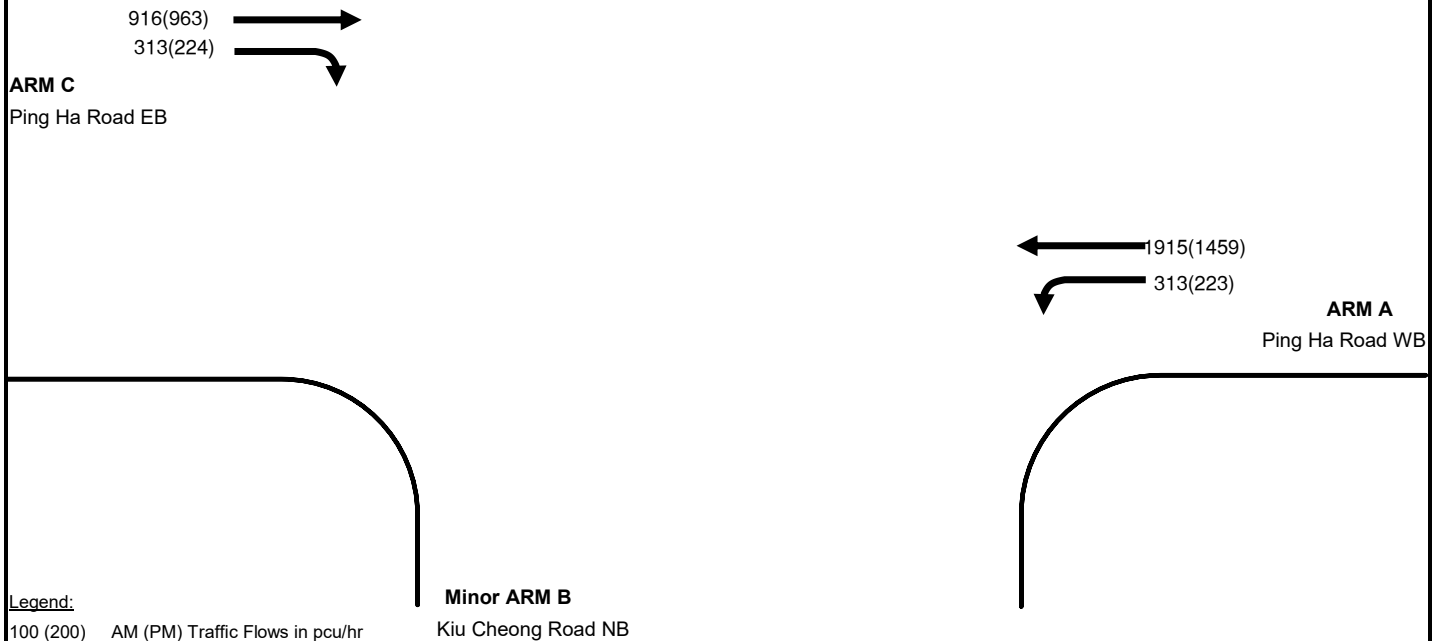


Junction: Ping Ha Road / Kiu Cheong Road

Junction No.: J7

Scenario: Design

Design Year: 2033



GEOMETRY

Major road width	W	16.0 m	Lane widths	w(b-a)	0.0 m
Central Reserve width	Wcr	2.7 m		w(b-c)	0.0 m
2 Lane Minor Arm (Y/N)		N		w(c-b)	4.0 m
Visibilities	Vr(b-a)	0 m	Calculated	D	0.53
	VI(b-a)	0 m		E	0.59
	Vr(b-c)	0 m		F	1.11
	Vr(c-b)	200 m		Y	0.45

ANALYSIS

		AM	PM
Traffic Flows	q(c-a)	916	963
	q(c-b)	313	224
	q(a-b)	313	223
	q(a-c)	1915	1459
	q(b-a)	0	0
	q(b-c)	0	0
	f	0.00	0.00
Capacities	Q(b-a)	87	139
	Q(b-c)	241	288
	Q(c-b)	421	520
	Q(b-ac)	87	139
Design Flow to Capacity (DFC)	b-a	0.00	0.00
	b-c	0.00	0.00
	c-b	0.74	0.43
	b-ac	0.00	0.00
Critical DFC		0.74	0.43

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$$

$$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$$

$$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$$

$$Y = 1-0.0345W$$

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

Priority Junction Capacity Calculation

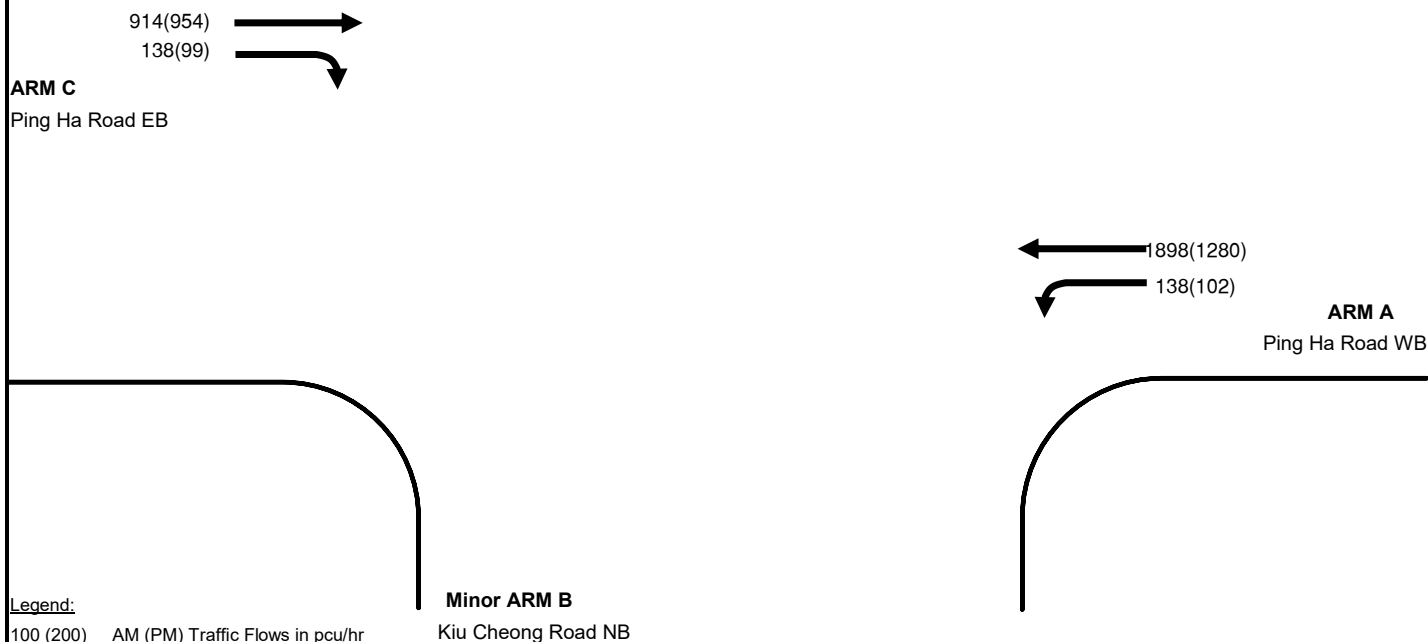


Junction: Ping Ha Road / Kiu Cheong Road

Junction No.: J7

Scenario: Sensitivity Test

Design Year: 2033



GEOMETRY

Major road width	W	16.0 m	Lane widths	w(b-a)	0.0 m
Central Reserve width	Wcr	2.7 m		w(b-c)	0.0 m
2 Lane Minor Arm (Y/N)		N		w(c-b)	4.0 m
Visibilities	Vr(b-a)	0 m	Calculated	D	0.53
	VI(b-a)	0 m		E	0.59
	Vr(b-c)	0 m		F	1.11
	Vr(c-b)	200 m		Y	0.45

ANALYSIS

		AM	PM
Traffic Flows	q(c-a)	914	954
	q(c-b)	138	99
	q(a-b)	138	102
	q(a-c)	1898	1280
	q(b-a)	0	0
	q(b-c)	0	0
	f	0.00	0.00
Capacities	Q(b-a)	117	174
	Q(b-c)	249	310
	Q(c-b)	456	574
	Q(b-ac)	117	174
Design Flow to Capacity (DFC)	b-a	0.00	0.00
	b-c	0.00	0.00
	c-b	0.30	0.17
	b-ac	0.00	0.00
Critical DFC		0.30	0.17

Where VI and Vr are visibility distances to the left or right of the respective streams

$$D = (1+0.094(w(b-a)-3.65))(1+0.0009(Vr(b-a)-120))(1+0.0006(VI(b-a)-150))$$

$$E = (1+0.094(w(b-c)-3.65))(1+0.0009(Vr(b-c)-120))$$

$$F = (1+0.094(w(c-b)-3.65))(1+0.0009(Vr(c-b)-120))$$

$$Y = 1-0.0345W$$

f = proportion of minor traffic turning left

$$Q(b-ac) = Q(b-c)*Q(b-a)/(1-f)*Q(b-c)+f*Q(b-a)$$

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Appendix 1

Attachment 4 –
Replacement Pages of the Environmental Assessment

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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 and July 2026, 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

c. Enhanced Acoustic Window (Baffle Type) [Case ID: EAW(BT)]

2.8.16 It is noted that Noise Sensitive Receivers (NSRs) T2-26, and T2-29 experience exceedances in both road traffic and railway noise (see Section 3). Based on the Consultant's experience in other projects (e.g., developments near Kam Sheung Road Station), Enhanced Acoustic Windows integrated with Micro-Perforated Absorbers (MPA) on the outward-facing sliding panel can be adopted. Sound Absorptive Material (SAM) is also applied to the top of the frame behind the sliding panel at the designed setting, as well as to one side of the frame, to enhance noise attenuation performance. Furthermore, by providing a 300 mm overlapping, the surface area of the MPA on the sliding panel is enlarged. This expanded absorption area further reduces the acoustic energy transmitted into indoor sensitive rooms. Consequently, these innovative acoustic window and balcony designs can achieve noise reductions of approximately 6 dB(A), which is sufficient to mitigate the maximum predicted noise level of 72 dB(A) at these NSRs to within acceptable limits.

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

NSR	Room	Floor	Noise Mitigation Measures
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

NSR	Room	Floor	Noise Mitigation Measures
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	EAW(BT)
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	EAW(BT)
T2-30	MBR	4/F- 41/F	Fixed Glazing with/without Maintenance Window

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.

3.5 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 Noise Mitigation Measures Incorporated in the Design (Base Case Scenario)

3.6.1 To address the potential railway noise impact, direct noise mitigation measures including building setback and tower & habitable opening orientation, have been duly considered in the design in some Proposed Development Sites.

a) Building Layout / Orientation

3.6.2 For some units are erected nearest to the TML. They have adopted self-protecting building design, and the sensitive façade (with opening of habitable room) are primarily oriented away from TML.

b) Side Opening

3.6.3 Some habitable rooms of residential dwellings have side openings for ventilation to reduce the angle of view to the major source (i.e. TML) and thus to minimize the noise impact from railway traffic. Those habitable rooms are MBR RN01 and RN04.

c) Noise Tolerant Building

3.6.4 Commercial building is proposed at between the residential tower and the TML and acted as a noise tolerant building to provide noise shielding effect for the residential tower. The tentative completion year of the Commercial building is same as the residential tower.

3.7 Predicted Railway Noise Impact (Base Case Scenario)

3.7.1 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

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	
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

3.7.2 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.

3.7.3 In adopting the innovative noise mitigation measures, the assessment criteria at the indoor would be adopted.

3.7.4 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).

3.8 Proposed Noise Mitigation Measures

3.8.1 Various noise mitigation measures as listed in below have been studied and incorporated in the layout plan where practicable.

a) Noise Shielding Wall – Vertical Fin

3.8.2 Vertical architectural fins have been proposed to reduce predicted noise levels at the location where is effective.

3.8.3 However, the vertical fins could not be too long or they could not be too close with each other, after considering the load and wind pressure on the building structure, and obstruction to the visual view from the users. The locations of vertical fin recommended for proposed development under consideration of satisfying relevant prescribed window requirements are indicated in Figure 3.2. Three 1.5m long vertical fin is proposed at end walls.

3.8.4 Absorption material will be applied at the surface of the fin facing towards the openable window to minimize the potential reflection due to the surface of the fin.

b) Acoustic Window (Baffle Type)

3.8.5 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

3.10 Predicted of Lmax Noise Level

3.10.1 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 ($10 \times \log(\text{measured distance}/\text{distance to railway segment})$), i.e. $10 \times \log(45/37)$ for near side and $10 \times \log(57/57)$ 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

3.10.2 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.

3.11 Prediction of Leq (24 hours) noise level

3.11.1 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. $10 \times \log(N/T)$ 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 $10 \times \log[880/(60 \times 60 \times 24)] = -19.9$ 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).

3.12 Conclusion

3.12.1 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.

3.12.2 Mock-up test of Acoustic Window and Enhanced Acoustic Balcony will be carried out at detailed design stage and on-site verification test will be conducted before the occupation of the Proposed Development to verify the targeted railway noise attenuation can be achieved and apply additional mitigation measures if required.

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, 2021 to 2025, 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 NO₂ and 8-hour O₃ concentration are recorded.

Table 4.5 Air Quality Monitoring Data at Yuen Long AQMS

Air Pollutant	Averaging Time	AQO ^(a) (b)	Concentration Level ($\mu\text{g} / \text{m}^3$)				
			2021	2022	2023	2024	2025
RSP	10th Highest 24-hour	75 (9)	73	56	59	61	63
	Annual	30	30	25	26	25	26
FSP	19th Highest 24-hour	37.5 (18)	36	38	34	38	37
	Annual	15	17	16	16	17	16
NO ₂	19th Highest hour	200 (18)	148	122	130	125	134
	10th Highest 24-hour	120 (9)	78	68	67	66	72
	Annual	40	40	37	37	35	36
SO ₂	4th Highest 10-Min	500 (3)	24	21	20	14	22
	4th Highest 24-hour	40 (3)	14	7	10	5	5
O ₃	10th Highest 8-hour	160 (9)	178	194	155	168	141
	Peak season	100	84	95	84	92	84
CO	1st Highest hour	30000 (0)	2090	1700	1580	1920	2000
	1st Highest 8-hour	10000 (0)	1591	1519	1273	1778	1500
	1st Highest 24-hour	4000 (0)	1183	1159	1047	1342	1400
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 O₃.

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 / m ³) ^(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)	1 st	529.1
			Exceedance	0
	8-Hour	10000 (0)	1 st	489.18
			Exceedance	0
	24-Hour	4000 (0)	1 st	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 Dec 2025 and July 2026 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

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) (Cap. 358) 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
WSR 02	Tin Shui Wai Nullah / Main Channel	Concrete Nullah	Active	~338m
WSR 03	Channel connected to Tin Shui Wai Nullah / Main Channel	Modified Watercourse	Active	~392m
WSR 04	Ping Shan Nullah	Concrete Nullah	Active	~357m
WSR 05	Pond connected to Kiu Tau Wai Stormwater Pumping Station	Pond	Active	~321m
WSR 06	Pond connected Sheung Cheung Wai No.1 and No.2 Stormwater Pumping Station	Pond	Active	~376m
WSR 07	Channel and Pond located at south of Sheung Cheung Wai	Pond / Modified Watercourse	Inactive	~329m

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 (Cap. 358) and the Technical Memorandum Standards for Effluents Discharged into

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
- **Accidental spillage of chemicals**

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, **adequate portable chemical toilets will be provided.** 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.

Accidental Spillage of Chemicals

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)

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;
- 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;
- Intercepting channel should be provided (e.g. along the crest/edge of excavation) to prevent surface run-off from washing across exposed soil surfaces;
- Plant maintenance areas shall be located on an impermeable hard standing and enclosed by bunding. 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 minimize soil excavation works during the rainy days, if soil excavation works could not be avoided in these months or at any time of year when rainstorms are likely, arrangements should always be in place to ensure that adequate surface protection measures can be safely carried out well before the arrival of a rainstorm;

- Chemical stores will be contained (**enclosed by bunding**) 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 (**Cap.354C**);
- 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 **as set out in the "Technical Memorandum on Effluent Standards" (TM) issued under the Water Pollution Control Ordinance (WPCO) (Cap. 358).**

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 (**treatment for effluent discharge example as listed in Section 5.5.3 and in ProPECC PN 1/23**) 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 car parks 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 **of** 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. As mentioned in SIA report, the sewage generated from the Proposed Development is 1401 m³/day and will be conveyed to Ha Tsuen Sewage Pumping Station (HTSPS) and discharged to San Wai Sewage Treatment Plant (SWSTP).

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 access road and drainage system inside the Application Site boundary. If necessary, additional paved U-channels with screening facilities shall also be provided along the edge of Proposed Development to avoid uncontrolled 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 there would be no adverse water quality impacts on the WSR.

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 Deep Bay Water Control Zone (under Water Pollution Control Ordinance (Cap. 358)) due to emergency events is considered to be negligible.

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 15,348 m³ for inert material with density of 1.8 tonnes /m³ and 1,193 m³ for non-inert material with density of 1 tonnes /m³. 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 7 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 addition, 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 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 m². With reference to Table 2 in Chapter 5 of HKPSG, the density of workers in business use is 20m² to 25m²/worker. Assuming a worker density of 20m²/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 1,420 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.
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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 **Draft** Hung Shui Kiu and Ha Tsuen OZP No. S/HSK/3.

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.

Overall Conclusion

- 7.1.16 Detailed noise impact assessment will be carried out according to actual building plan to confirm the location and extent of at-receiver mitigation measures to achieve full compliance with the road traffic noise, fixed noise and railway noise criteria if applicable.
- 7.1.17 The environmental assessment study confirms the Proposed Development would be acceptable in environmental terms.

Figures

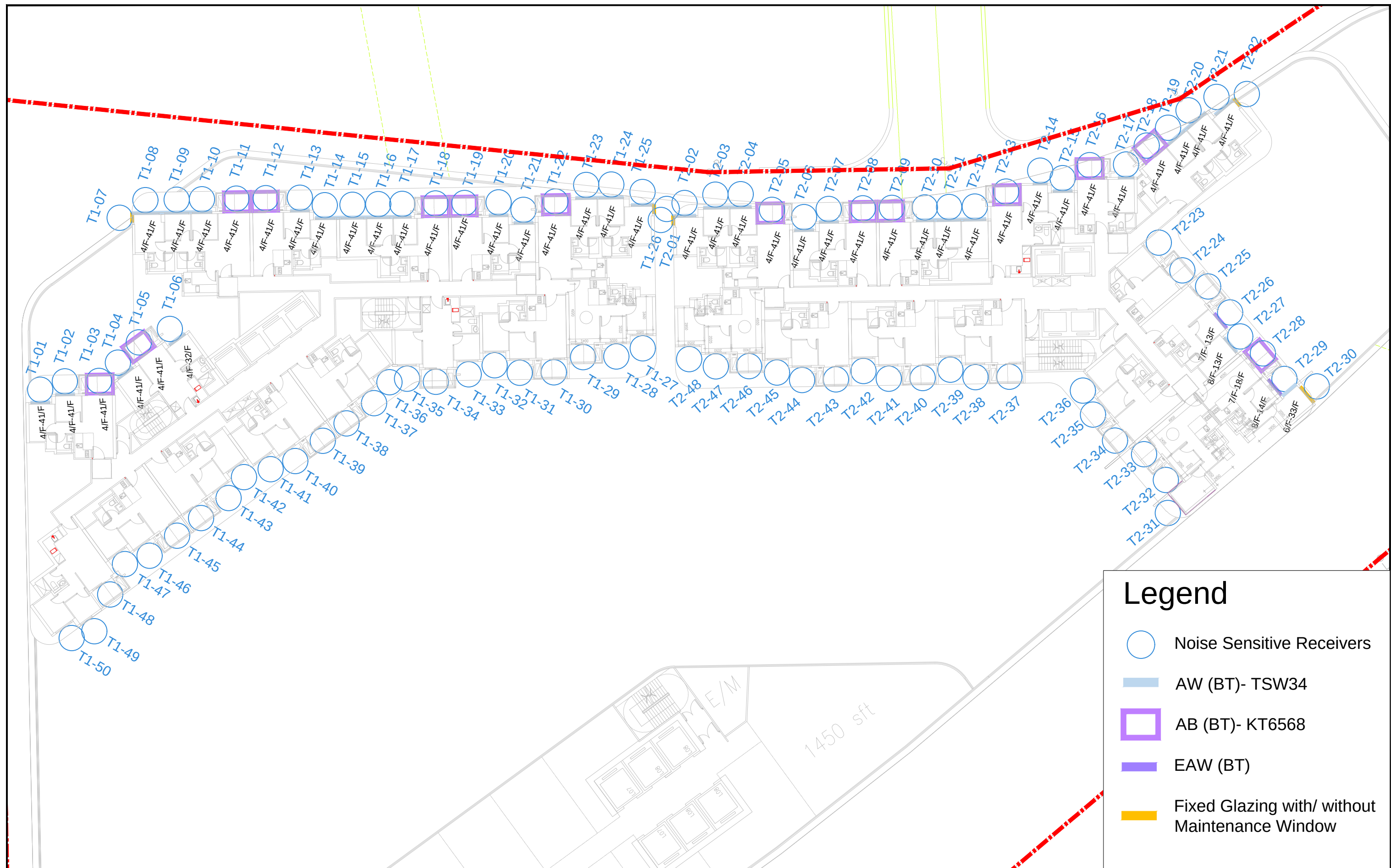


Figure: 2.2	RAMBOLL
Title: Propose Road Traffic Noise Mitigation Measures	Drawn by: KK
Project: Section 16 Planning Application For Proposed Comprehensive Development At Lot No 4354 In Dd 124, Kiu Tau Wai, Ping Shan, Yuen Long	Checked by: TC
	Rev.: 1.2 Date: Aug 2026

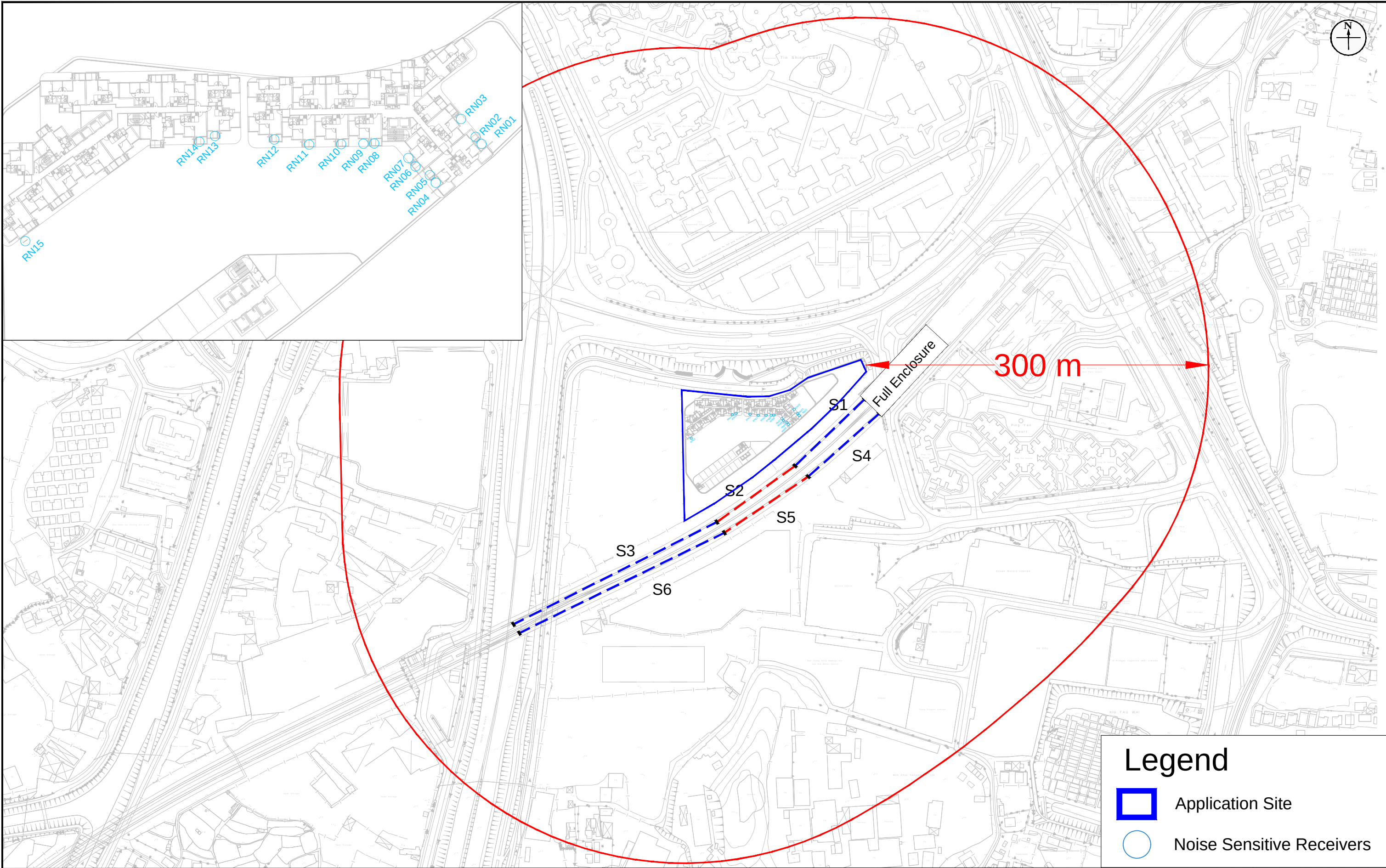


Figure: 3.1 Title: Location of Representative Noise Sensitive Receivers and Track Segments for Railway Noise Impact Assessment Project: Section 16 Planning Application For Proposed Comprehensive Development At Lot No 4354 In Dd 124, Kiu Tau Wai, Ping Shan, Yuen Long	RAMBOLL
	Drawn by: KK
	Checked by: TC
	Rev.: 1.0
	Date: Feb 2026

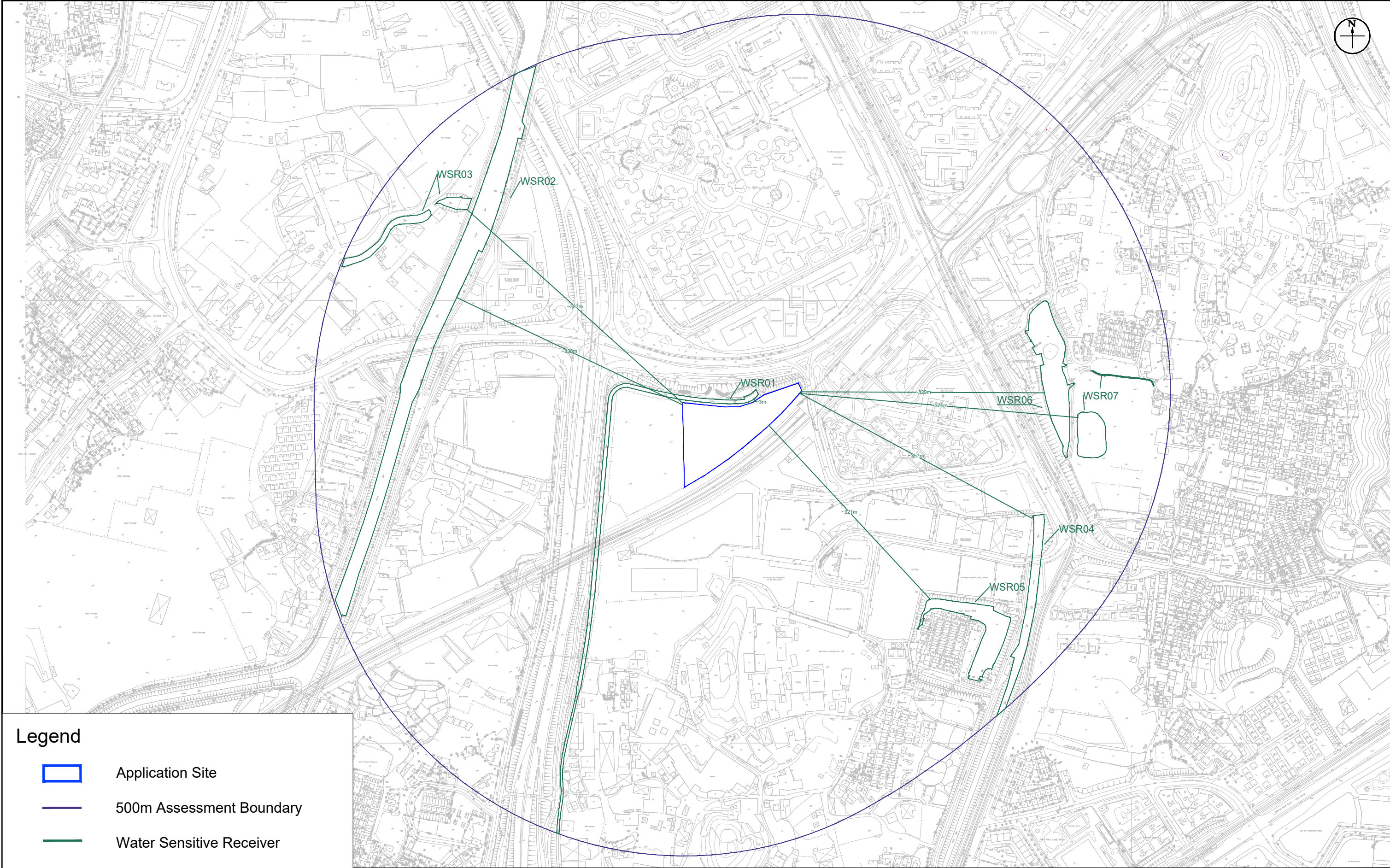


Figure: 5.1		RAMBOLL	
Title: 500m Assessment Area from the Site Boundary of Development Site for Water Quality Impact Assessment and Water Sensitive Receiver		Drawn by:	CL
Project: Section 16 Planning Application for Proposed Comprehensive Development at Lot No 4354 in D.D. 124, Kiu Tau Wai, Ping Shan, Yuen Long		Checked by:	TC
		Rev.:	1.0
		Date:	Jul 2026

Appendix 2.4 Sound Attenuation Adjustment of (E)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)
EAW(BT)	Yes	Yes	100	300	4.2	6.0
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	EAW(BT)	71	0.5	300	4.2	300	300	4.2	6.0	0.0	6.0
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	EAW(BT)	71	0.5	300	4.2	300	300	4.2	6.0	0.0	6.0

Appendix 2.5 Road Traffic Noise Impact Assessment Result (Mitigated Case)

Predicted Road Traffic Noise [L10(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	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	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	-	63	63	63	63	64	63	63	63	63	63	63	63	63	63	63	63	63	63	62	57	58	67	68						
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	70	-	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	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	-	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	63	63	63	58	59	68	69				
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	70	-	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	64	64	63	59	59	68	69				
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	70	-	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	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	-	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	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	-	66	66	66	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	63	60	60	68	69						
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	70	-	66	66	66	66	65	65	65	65	65	65	64	65	65	65	65	65	64	64	64	64	63	60	60	68	69				
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	70	-	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	61	68	69				
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	70	-	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	61	68	69			
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	70	-	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	61	68	69		
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	70	-	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	61	68	69		
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	70	-	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	60	68	69
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	70	-	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	60	68	69
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	70	-	66	66	66	66	65	65	65	65	65	65	64	65	65	65	65	65	65	65	65	64	64	64	64	64	63	60	60	68	69
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	70	-	66	66	66	66	65	65	65	65	65	65	64	65	64	64	64	64	64	64	64	64	64	63	60	60	68	69			
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	70	-	66	66	66	66	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	60	60	68	69				
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	70	-	66	66	66	66	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	63	60	60	68	69				
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	70	-	66	66	65	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	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	-	66	66	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	64	64	64	63	60	60	68	69				
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	70	-	65	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	63	63	60	60	68	69					
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	70	-	65	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	63	63	60	60	68	69					
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	70	-	65	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	64	63	63	60	60	68	69				
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	70	-	65	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	63	63	59	80	68	69					
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	70	-	65	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	63	63	59	60	68	69					
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	70	-	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	64	63	64	63	63	59	60	68	69					
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	70	-	65	65	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	64	63	63	60	60	68	69					
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	70	-	66	66	65	65	65	65	65	65	65	64	64	64	64	64	64	64	63	63	60	60	68	69							
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	70	-	66	66	66	66	65	65	65	65	65	65	64	65	65	65	65	64	64	64	64	63	61	61	68	69					
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	70	-	66	66	66	66	65	65	65	65	65	65	64	65	65	65	65	65	64	64	64	63	61	61	68	69					
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	70	-	66	66	66	66	65	65	65	65	65	65	65	65	65	65	65	64	64	64	63	61	61	68	69						
35/F	135.5	70	70	70	70	70	70	-	70	70	70	70	70	70	70	70</																																									

[illegible]

■ 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 standard of 70 c
--	Non-applicable
	AW(BT)-TSW34
	AB(BT)-KT6568
	EAW(BT)
	Fixed Glazing with / without Maintenance V

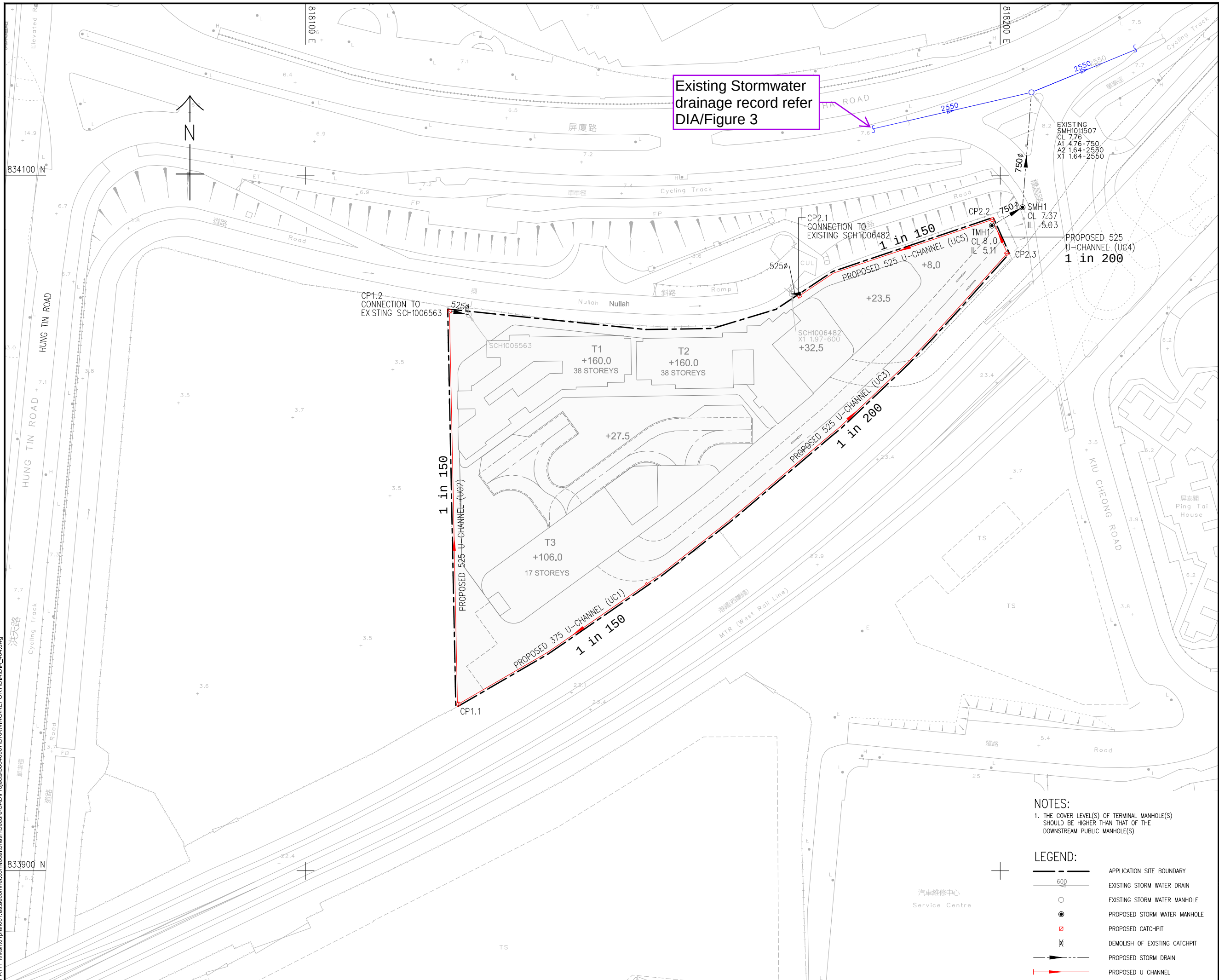
Appendix 2.6

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	EAW(BT)
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	EAW(BT)
T2-30	MBR	6/F- 33/F	Fixed Glazing with/ without Maintance Window

Attachment 5 –
Replacement Page of the Drainage Impact Assessment

[illegible]

PROJECT

CLIENT

SUB-CONSULTANTS
分組工程師及顧問

[illegible]

METRES

60640967

SHEET NUMBER

60640967/DIA/Figure 4

Attachment 6 –
Replacement Pages of the Sewerage Impact Assessment

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
UFF	Unit Flow Factor

Table 1 – Nomenclature

4. Review on Existing Sewerage System

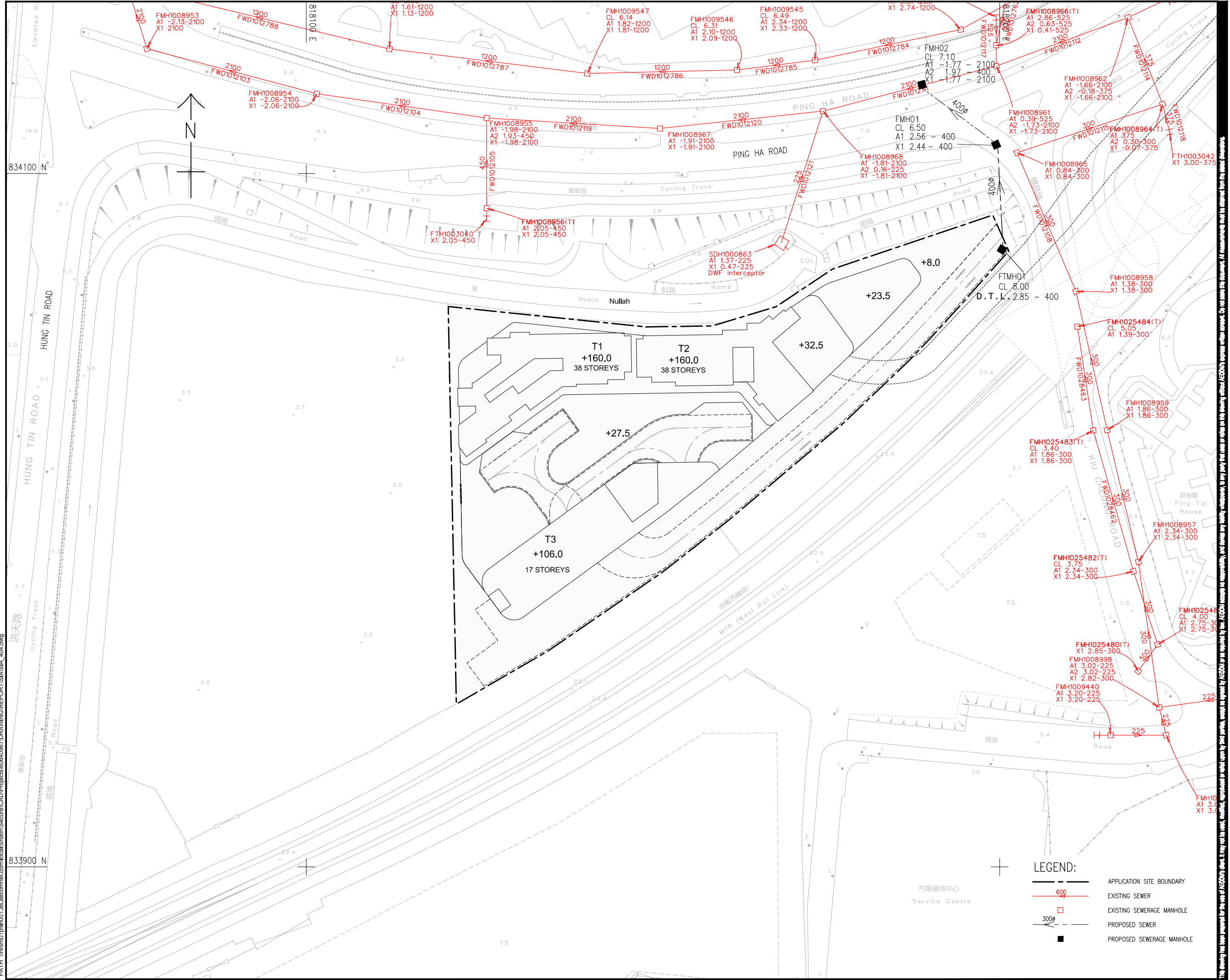
4.1 Existing Sewerage Network

- 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 has a design capacity of 193,100 m³/day and SWSTW have a maximum treatment capacity of 200,000 m³/day currently. Since the proposed sewage discharge of this application site is about 1,401 m³/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.

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:
15/04/2028
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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
建業集團有限公司

CONSULTANT
AECOM Asia Company Ltd.
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SUB-CONSULTANTS
香港測量師學會

ISSUE/REVISION				
NO.	DATE	DESCRIPTION	BY	CHECK

STATUS
Final

SCALE
A3 1:1000

DIMENSION UNIT
METRES

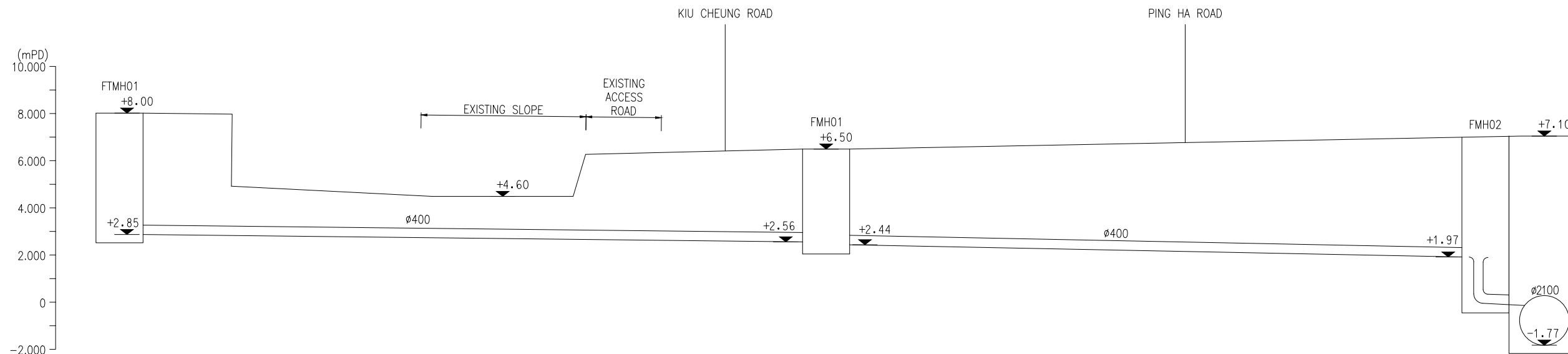
KEY PLAN
SI_104

PROJECT NO.
60640967

AGREEMENT NO.
SI_104

SHEET TITLE
PROPOSED SEWERAGE LAYOUT
PLAN

SHEET NUMBER
60640967/SIA/FIGURE 4



Annex 2

AECOM		Hydraulic Checking																
Asia Co. Ltd.																		
Manhole		Pipe											Sewage Usage					
U/S	D/S	Size	No. of	Invert Level		Length	Grad	Material	Condition	k _s	Velocity ⁽³⁾	Time of Flow	Capacity	ADWF	Incl. / Excl. Stormwater Allowance	Peaking Factor	Total Peak Flow	Utilisation Rate
		mm	Pipes	U/S mPD	D/S mPD	m	1 in		(Assumed)	mm	m/s	min	m ³ /s	m ³ /day			m ³ /s	%
FMH1008974	FMH1008979	1950	1	-1.40	-1.41	23.6	2360	Conc.	Poor	6.0	0.78	0.50	2.34	-	Include	-	2.3384	Fullbore ⁽⁴⁾
FMH1008979	FMH1058022	2100	1	-1.38	-1.39	10.4	1037	Conc.	Poor	3.0	1.36	0.13	4.70	-	Include	-	1.1449	24.3%
FMH1008979	FMH1008978	2100	1	-1.41	-1.43	18.4	921	Conc.	Poor	3.0	1.44	0.21	4.99	-	Include	-	1.1935	23.9%
FMH1008979	FMH1008978	2100	1	-1.41	-1.43	18.4	921	Conc.	Poor	3.0	1.44	0.21	4.99	-	Include	-	1.1935	23.9%
FMH1008978	FMH1008977	2100	1	-1.43	-1.47	29.2	728.75	Conc.	Poor	3.0	1.62	0.30	5.61	-	Include	-	1.193	21.3%
FMH1008977	FMH1008960	2100	1	-1.47	-1.54	47.0	671.29	Conc.	Poor	3.0	1.69	0.46	5.85	-	Include	-	1.193	20.4%
FMH1008960	FMH1008963	2100	1	-1.54	-1.60	43.4	723.83	Conc.	Poor	3.0	1.63	0.45	5.63	-	Include	-	1.193	21.2%
FMH1008963	FMH1008962	2100	1	-1.60	-1.66	33.8	564	Conc.	Poor	3.0	1.84	0.31	6.38	-	Include	-	1.193	18.7%
FMH1008964	FMH1008962	375	1	-0.07	-0.18	25.5	231.36	Conc.	Poor	6.0	0.84	0.50	0.09	-	Include	-	0.093	Fullbore ⁽⁴⁾
FMH1008962	FMH1008961	2100	1	-1.66	-1.73	38.9	556.14	Conc.	Poor	3.0	1.86	0.35	6.43	-	Include	-	2.387	37.1%
FMH1008966	FMH1008961	525	1	0.41	0.39	4.7	234.00	Conc.	Poor	3.0	1.18	0.07	0.25	-	Include	-	0.255	Fullbore ⁽⁴⁾
FTMH01	FMH01	400	1	2.85	2.56	28.0	96.55	PE	Poor	0.3	2.00	0.23	0.22	1401.26	Exclude	4.00	0.065	29.4%
FMH01	FMH02	400	1	2.44	1.97	26.0	55.32	PE	Poor		3.45	0.13	0.38	1401.26	Exclude	4.00	0.065	17.0%
FMH02	FMH1008968	2100	1	-1.77	-1.81	28.0	643.75	Conc.	Poor	6.0	1.57	0.30	5.45	-	Include	-	2.707	49.7%
FMH1008961	FMH1008968	2100	1	-1.73	-1.81	51.5	643.75	Conc.	Poor	3.0	1.72	0.50	5.97	-	Include	-	2.707	45.3%
FMH1008968	FMH1008967	2100	1	-1.81	-1.91	47.1	470.9	Conc.	Poor	3.0	2.02	0.39	6.98	-	Include	-	2.707	38.7%
FMH1008967	FMH1008955	2100	1	-1.91	-1.98	49.9	712.86	Conc.	Poor	3.0	1.64	0.51	5.68	-	Include	-	2.707	47.7%
FMH1008955	FMH1008954	2100	1	-1.98	-2.06	49.2	615.25	Conc.	Poor	3.0	1.76	0.47	6.11	-	Include	-	2.707	44.3%
FMH1008954	FMH1008953	2100	1	-2.06	-2.13	50.2	717.14	Conc.	Poor	3.0	1.63	0.51	5.66	-	Include	-	2.707	47.8%
FMH1008953 ⁽¹⁾	FMH1009549	2100	1	-2.13	-2.15	18.2	912	Conc.	Poor	3.0	1.45	0.21	5.02	-	Include	-	2.707	54.0%

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⁾ The velocity is estimated using Colebrook-white equation:
$$-\sqrt{32gRS_f} * \log_{10} \left(\frac{k_s}{14.8R} + \frac{1.255v}{R\sqrt{32gRS_f}} \right)$$

⁽⁴⁾ Assume the utilisation rate of the existing sewerage pipes collecting existing upstream sewage to be fullbore capacity.

Annex 3

Remarks: Zone 1 refers to the Application Site under this Submission. The estimated ADWF is obtained hypothetically under the below assumptions.

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 40m² 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.

Attachment 7 –
Replacement Pages of the Water Supply Impact Assessment

2. Development Proposal

2.1 The Proposed Development

2.1.1 The Application Site has an area of about 9,946 m² with a total plot ratio of about 8.0. The total Gross Floor Area (GFA) is about 79,568 m².

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.

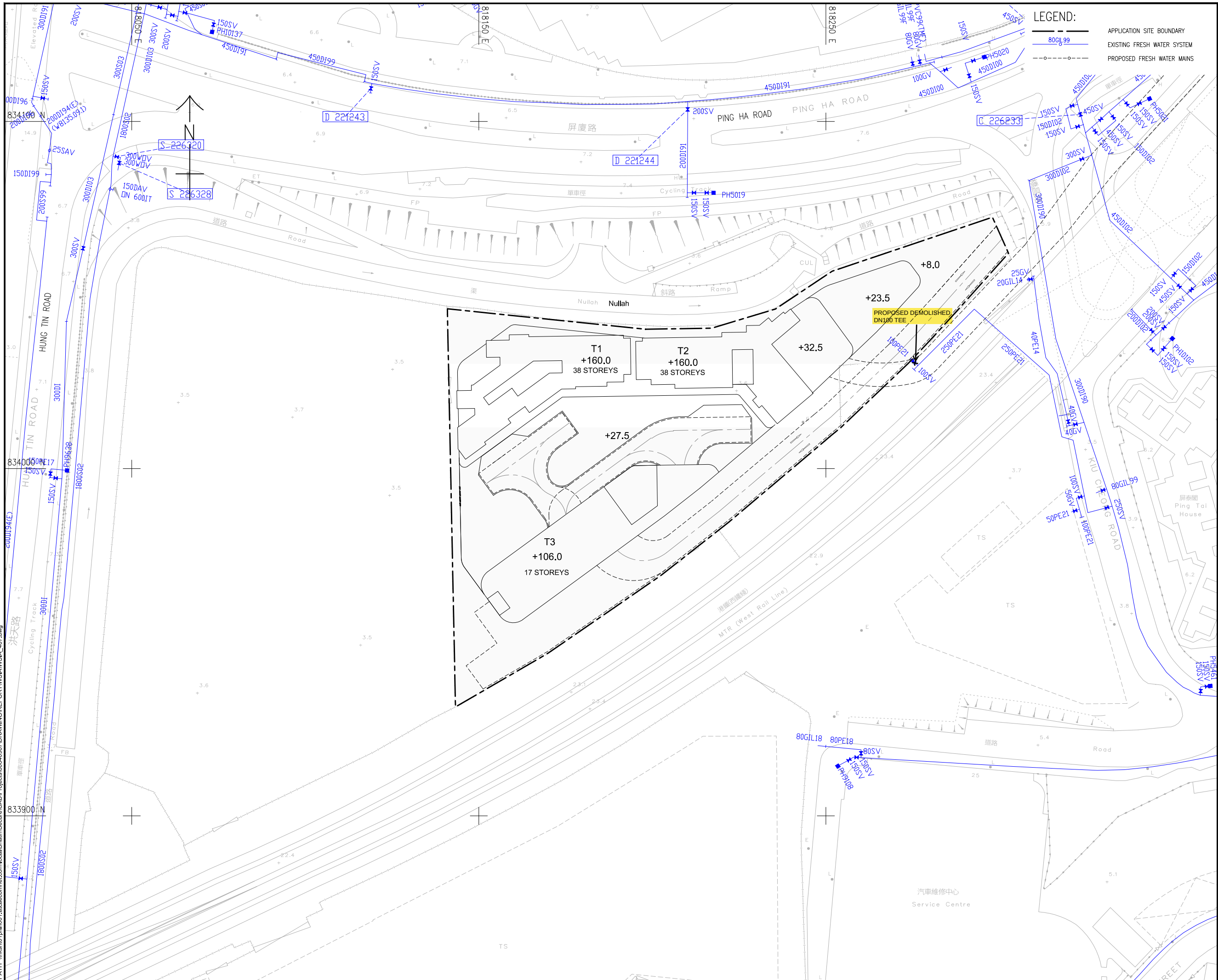
2.1.3 The proposed population intake year is 2030.

2.1.4 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) - Commercial/Office Tower - Commercial/Retail Podium	27,871 m ² 18,581 m ² 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



1. The first step in the process of creating a new product is to identify a market need. This involves conducting market research to understand the preferences and behaviors of potential customers. Once a need is identified, the next step is to develop a concept that addresses this need. This concept should be unique and offer a clear value proposition. The third step is to create a prototype, which allows the team to visualize the product and test its feasibility. Following the prototype stage, the team should conduct a detailed business plan, including financial projections and a marketing strategy. The final step is to launch the product and monitor its performance in the market, making adjustments as necessary.