

此文件在 2020年12月18日收到。城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
申請的日期。
18 DEC 2020

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

Form No. S16-III
表格第 S16-III 號

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

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

**Applicable to Proposal Only Involving Temporary Use/Development of
Land and/or Building Not Exceeding 3 Years in Rural Areas or Renewal
of Permission for such Temporary Use or Development***

適用於祇涉及位於鄉郊地區土地上及/或建築物內進行為期不超過三年
的臨時用途/發展或該等臨時用途/發展的許可續期的建議*

**Form No. S16-I should be used for other Temporary Use/Development of Land and/or Building (e.g. temporary use/developments in the Urban Area) and Renewal of Permission for such Temporary Use or Development.*

**其他土地上及/或建築物內的臨時用途/發展 (例如位於市區內的臨時用途或發展) 及有關該等臨時用途/發展的許可續期，應使用表格第 S16-I 號。*

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

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

General Note and Annotation for the Form

填寫表格的一般指引及註解

- # "Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made
「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人
- & Please attach documentary proof 請夾附證明文件
- ^ Please insert number where appropriate 請在適當地方註明編號
Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」
Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明
Please insert a 「✓」 at the appropriate box 請在適當的方格內上加上「✓」號

For Official Use Only 請勿填寫此欄	Application No. 申請編號	A / N7-F7A / 201
	Date Received 收到日期	18 DEC 2020

- The completed form and supporting documents (if any) should be sent to the Secretary, Town Planning Board (the Board), 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
申請人須把填妥的申請表格及其他支持申請的文件 (倘有), 送交香港北角渣華道 333 號北角政府合署 15 樓城市規劃委員會(下稱「委員會」)秘書收。
- Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at <http://www.info.gov.hk/tpb/>. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張, 然後填寫此表格。該份文件可從委員會的網頁下載 (網址: <http://www.info.gov.hk/tpb/>), 亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 - 電話: 2231 4810 或 2231 4835) 及規劃署的規劃資料查詢處 (熱線: 2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輦路 1 號沙田政府合署 14 樓) 索取。
- This form can be downloaded from the Board's website, and obtained from the Secretariat of the Board and the Planning Enquiry Counters of the Planning Department. The form should be typed or completed in block letters. The processing of the application may be refused if the required information or the required copies are incomplete.
此表格可從委員會的網頁下載, 亦可向委員會秘書處及規劃署的規劃資料查詢處索取。申請人須以打印方式或以正楷填寫表格。如果申請人所提交的資料或文件副本不齊全, 委員會可拒絕處理有關申請。

1. Name of Applicant 申請人姓名/名稱

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

Hong Kong Chilled Meat & Poultry Association 香港冰鮮家禽業商會

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

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

PlanPlus Consultancy Limited

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89, and adjoining Government Land at Man Kam To Road, Sandy Ridge, New Territories	
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 20,506 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 12,736 sq.m 平方米 <input checked="" type="checkbox"/> About 約	
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	1,903 sq.m 平方米	<input checked="" type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/16
(e) Land use zone(s) involved 涉及的土地用途地帶	"Agriculture" ("AGR")
(f) Current use(s) 現時用途	Abandoned agricultural land (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)

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

The applicant 申請人 -

- ☐ is the sole "current land owner"^{#&} (please proceed to Part 6 and attach documentary proof of ownership).
是唯一的「現行土地擁有人」^{#&} (請繼續填寫第 6 部分，並夾附業權證明文件)。
- ☐ is one of the "current land owners"^{#&} (please attach documentary proof of ownership).
是其中一名「現行土地擁有人」^{#&} (請夾附業權證明文件)。
- ☒ is not a "current land owner"[#].
並不是「現行土地擁有人」[#]。

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

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

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

(b) The applicant 申請人 -

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

Details of consent of "current land owner(s)"[#] obtained 取得「現行土地擁有人」[#]同意的詳情

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

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

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

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

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

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

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

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

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

- ☒ published notices in local newspapers on 13&16/11/2020 (DD/MM/YYYY)[&] (*Appendix A refers*)
於 _____ (日/月/年)在指定報章就申請刊登一次通知[&]
- ☐ posted notice in a prominent position on or near application site/premises on _____ (DD/MM/YYYY)[&]
於 _____ (日/月/年)在申請地點／申請處所或附近的顯明位置貼出關於該申請的通知[&]
- ☒ sent notice to relevant ~~owners' corporation(s)/owners' committee(s)/mutual aid committee(s)/management office(s) or~~ rural committee on 12/11/2020 (DD/MM/YYYY)[&] (*Appendix B refers*)
於 _____ (日/月/年)把通知寄往相關的業主立案法團／業主委員會／互助委員會或管理處，或有關的鄉事委員會[&]

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application.

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別	
(A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas 位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 (For Renewal of Permission for Temporary Use or Development in Rural Areas, please proceed to Part (B)) (如屬位於鄉郊地區臨時用途/發展的規劃許可續期，請填寫(B)部分)	
(a) Proposed use(s)/development 擬議用途/發展	Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site-Formation Works (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情)
(b) Effective period of permission applied for 申請的許可有效期	<input checked="" type="checkbox"/> year(s) 年 3 <input type="checkbox"/> month(s) 個月
(c) Development Schedule 發展細節表	
Proposed uncovered land area 擬議露天土地面積	13,944sq.m <input checked="" type="checkbox"/> About 約
Proposed covered land area 擬議有上蓋土地面積	6,562sq.m <input checked="" type="checkbox"/> About 約
Proposed number of buildings/structures 擬議建築物/構築物數目	4
Proposed domestic floor area 擬議住用樓面面積	N/Asq.m <input type="checkbox"/> About 約
Proposed non-domestic floor area 擬議非住用樓面面積	12,736sq.m <input checked="" type="checkbox"/> About 約
Proposed gross floor area 擬議總樓面面積	12,736sq.m <input checked="" type="checkbox"/> About 約
Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明) Cold Storage Area Block 1 (10.4m); Cold Storage Area Block 2 (10.4m); Transformer Block (6m); Guard Room (3m)	
Proposed number of car parking spaces by types 不同種類停車位的擬議數目 Private Car Parking Spaces 私家車車位 5 (including 1 disabled car parking space) Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明)	
Proposed number of loading/unloading spaces 上落客貨車位的擬議數目 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 25 Medium Goods Vehicle Spaces 中型貨車車位 7 Heavy Goods Vehicle Spaces 重型貨車車位 2 Others (Please Specify) 其他 (請列明)	

Proposed operating hours 擬議營運時間 24 hours, daily																																	
(d) Any vehicular access to the site/subject building? 是否有車路通往地盤/ 有關建築物?	Yes 是	<input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) Lo Wu Station Road																															
	No 否	<input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示, 並註明車路的闊度)																															
(e) Impacts of Development Proposal 擬議發展計劃的影響 (If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話, 請另頁表示可盡量減少可能出現不良影響的措施, 否則請提供理據/理由。)																																	
(i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	<input type="checkbox"/> Please provide details 請提供詳情 																															
	No 否	<input type="checkbox"/>																															
(ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	<input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍) <input type="checkbox"/> Diversion of stream 河道改道 <input type="checkbox"/> Filling of pond 填塘 																															
	No 否	<input type="checkbox"/>																															
		Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約 <input checked="" type="checkbox"/> Filling of land 填土 Area of filling 填土面積 (Please refer to * below) sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 not exceeding 1.94 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約 *The area of land filling will be confirmed in the detailed design stage. If the application is approved, the Applicant will commit to hire professional land surveyor to conduct a detailed land survey for the application site and provide the exact area of land filling involved in the proposed development during the submission of the Building Plan.																															
(iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響?	<table border="0"> <tr> <td>On environment 對環境</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On traffic 對交通</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On water supply 對供水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On drainage 對排水</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>On slopes 對斜坡</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Affected by slopes 受斜坡影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Landscape Impact 構成景觀影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Tree Felling 砍伐樹木</td> <td>Yes 會 <input checked="" type="checkbox"/></td> <td>No 不會 <input type="checkbox"/></td> </tr> <tr> <td>Visual Impact 構成視覺影響</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input checked="" type="checkbox"/></td> </tr> <tr> <td>Others (Please Specify) 其他 (請列明)</td> <td>Yes 會 <input type="checkbox"/></td> <td>No 不會 <input type="checkbox"/></td> </tr> </table>			On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On traffic 對交通	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On water supply 對供水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On drainage 對排水	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	On slopes 對斜坡	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Affected by slopes 受斜坡影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Landscape Impact 構成景觀影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Tree Felling 砍伐樹木	Yes 會 <input checked="" type="checkbox"/>	No 不會 <input type="checkbox"/>	Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>	Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/>
On environment 對環境	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																															
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Visual Impact 構成視覺影響	Yes 會 <input type="checkbox"/>	No 不會 <input checked="" type="checkbox"/>																															
Others (Please Specify) 其他 (請列明)	Yes 會 <input type="checkbox"/>	No 不會 <input type="checkbox"/>																															

	<p>Please state measure(s) to minimise the impact(s). For tree felling, please state the number, diameter at breast height and species of the affected trees (if possible)</p> <p>請註明盡量減少影響的措施。如涉及砍伐樹木，請說明受影響樹木的數目、及胸高度的樹幹直徑及品種(倘可)</p> <p>Please refer to paragraph 3.9 of the Planning Statement</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>
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(B) Renewal of Permission for Temporary Use or Development in Rural Areas	
位於鄉郊地區臨時用途/發展的許可續期	
(a) Application number to which the permission relates 與許可有關的申請編號	A/ _____ / _____
(b) Date of approval 獲批給許可的日期 (DD 日/MM 月/YYYY 年)
(c) Date of expiry 許可屆滿日期 (DD 日/MM 月/YYYY 年)
(d) Approved use/development 已批給許可的用途/發展	
(e) Approval conditions 附帶條件	<p><input type="checkbox"/> The permission does not have any approval condition 許可並沒有任何附帶條件</p> <p><input type="checkbox"/> Applicant has complied with all the approval conditions 申請人已履行全部附帶條件</p> <p><input type="checkbox"/> Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件：</p> <p>.....</p> <p>.....</p> <p>Reason(s) for non-compliance: 仍未履行的原因：</p> <p>.....</p> <p>.....</p> <p>(Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)</p>
(f) Renewal period sought 要求的續期期間	<p><input type="checkbox"/> year(s) 年</p> <p><input type="checkbox"/> month(s) 個月</p>

7. Justifications 理由

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

Please refer to Chapter 4 (p.21-25) of the Planning Statement

8. Declaration 聲明

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

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

Signature
簽署



KENNITH CHAN

Name in Block Letters
姓名（請以正楷填寫）

☐ Applicant 申請人 / ☒ Authorised Agent 獲授權代理人

Managing Director

Position (if applicable)
職位（如適用）

Professional Qualification(s)
專業資格

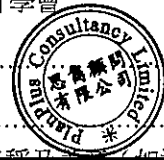
- ☒ Member 會員 / ☐ Fellow of 資深會員
☒ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會

Others 其他 **Registered Professional Planner**

on behalf of
代表

PlanPlus Consultancy Limited

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



Date 日期

23/11/2020

Remark 備註

The materials submitted in an application to the Board and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate.

委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下，有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。

Warning 警告

Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance.

任何人在明知或故意的情況下，就這宗申請提出在任何要項上是虛假的陳述或資料，即屬違反《刑事罪行條例》。

Statement on Personal Data 個人資料的聲明

- The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:
委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：
 - the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及
 - facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。
- The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.
申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。
- An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.
根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

Gist of Application 申請摘要

(Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and deposited at the Planning Enquiry Counters of the Planning Department for general information.)

(請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及存放於規劃署規劃資料查詢處以供一般參閱。)

Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置/地址	Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89, and adjoining Government Land at Man Kam To Road, Sandy Ridge, New Territories
Site area 地盤面積	<div style="display: flex; justify-content: space-between;"> 20,506 sq. m 平方米 <input checked="" type="checkbox"/> About 約 </div> <div style="display: flex; justify-content: space-between;"> (includes Government land of 包括政府土地 1,903 sq. m 平方米 <input checked="" type="checkbox"/> About 約) </div>
Plan 圖則	Approved Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/16
Zoning 地帶	"Agriculture" ("AGR")
Type of Application 申請類別	<input checked="" type="checkbox"/> Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區的臨時用途/發展為期 <div style="display: flex; justify-content: space-around;"> <input checked="" type="checkbox"/> Year(s) 年 <u>3</u> <input type="checkbox"/> Month(s) 月 _____ </div> <input type="checkbox"/> Renewal of Planning Approval for Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區臨時用途/發展的規劃許可續期為期 <div style="display: flex; justify-content: space-around;"> <input type="checkbox"/> Year(s) 年 _____ <input type="checkbox"/> Month(s) 月 _____ </div>
Applied use/ development 申請用途/發展	Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works

(i) * Gross floor area and/or plot ratio 總樓面面積及／或地積比率		sq.m 平方米	Plot Ratio 地積比率
	Domestic 住用	N/A <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	N/A <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
	Non-domestic 非住用	12,736 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於	0.62 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於
(ii) No. of block 幢數	Domestic 住用	N/A	
	Non-domestic 非住用	4	
(iii) Building height/No. of storeys 建築物高度／層數	Domestic 住用	N/A m 米 <input type="checkbox"/> (Not more than 不多於)	
		N/A Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)	
	Non-domestic 非住用	3 to 10.4 m 米 <input type="checkbox"/> (Not more than 不多於)	
		1 to 2 Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於)	
(iv) Site coverage 上蓋面積	32 % <input checked="" type="checkbox"/> About 約		
(v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____		5 5 (including 1 disabled car parking space)
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____		34 25 7 2

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件		
	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Block plan(s) 樓宇位置圖	<input type="checkbox"/>	<input type="checkbox"/>
Floor plan(s) 樓宇平面圖	<input type="checkbox"/>	<input type="checkbox"/>
Sectional plan(s) 截視圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Elevation(s) 立視圖	<input type="checkbox"/>	<input type="checkbox"/>
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	<input type="checkbox"/>	<input type="checkbox"/>
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Others (please specify) 其他（請註明）	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Visual impact assessment 視覺影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Landscape impact assessment 景觀影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Tree Survey 樹木調查	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Geotechnical impact assessment 土力影響評估	<input type="checkbox"/>	<input type="checkbox"/>
Drainage impact assessment 排水影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sewerage impact assessment 排污影響評估	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Risk Assessment 風險評估	<input type="checkbox"/>	<input type="checkbox"/>
Others (please specify) 其他（請註明）	<input type="checkbox"/>	<input type="checkbox"/>
<hr/>		
Note: May insert more than one. 「✓」 註：可在多於一個方格內加上「✓」號		

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

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



毅勤發展顧問有限公司
Tel 電話: (852) 3180 7811
Fax 傳真: (852) 3180 7611
Email 電郵: info@aikon.hk
Web 網址: www.aikon.hk

RECEIVED

2021 APR -9 P 4: 12

TOWN PLANNING BOARD

Date : 1st April, 2021
Your Ref. : TPB/A/NE-FTA/201
Our Ref. : ADCL/PLG-10223/L001

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

By Hand & Email

Dear Sir/Madam,

Re: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Filling of Land for a Period of 3 Years at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

We refer to the comments from Agriculture, Fisheries and Conservation Department (dated 19.01.2021), Drainage Services Department (dated 21.01.2021), Environmental Protection Department (dated 21.01.2021), Highways Department (dated 19.01.2021), Urban Design and Landscape Section, Planning Department (dated 21.01.2021) and Transport Department (dated 03.02.2021) regarding the subject application.

We submit herewith the Further Information (FI) for the consideration by relevant Government departments or Town Planning Board. Please find the attached the following items for your onward processing:-

- i. Signed Owner's Consent from the current land owner of Lot 486 in D.D. 89;
- ii. 5 copies of Responses-to-Comments table; and
- iii. 90 copies of revised Planning Statement, revised Architectural Drawings and revised Technical Assessments (including Traffic Impact Assessment, Environmental Assessment, Drainage Impact Assessment, Sewerage Impact Assessment, Traffic Impact Assessment, Tree Preservation and Landscaping Proposal, Ecological Impact Assessment) to supersede the previously submitted Planning Statement.

Address 地址:

香港葵涌葵芳路 223 號新都會廣場 2 期 13 樓 1310 室
Unit 1310, Level 13, Tower 2 Metroplaza,
223 Hing Fong Road, Kwai Chung, New Territories, Hong Kong

Page 1 of 2

Should you have any queries, please do not hesitate to contact our Miss Grace Cheung or the undersigned at 3180 7811. Thank you for your kind attention.

Yours faithfully,
For and on behalf of
Aikon Development Consultancy Limited



Thomas Luk *MTCP, MHKIREA, MRTPI, RPP*
Managing Director
Encl.

c.c. DPO/STN, PlanD (Attn. Mr. Tim FUNG / Ms. Wendy LEE)
SPEO (Food), FHB (Attn. Ms. Teresa CHEUNG)
Client

根據(城市規劃條例)(第131章)第16條申請規劃許可

丈量約份第89約地段第486號土地擁有人同意書

申請編號	A/NE-FTA/201
申請地點	新界沙嶺文錦渡路丈量約份第89約地段第471號B分段餘段(部分)、第472號、第473號、第474號、第475號、第476號、第482號餘段、第483號、第484號、第486號、第487號餘段、第497號A分段餘段、第501號、第502號、第504號B分段、第505號及第506號B分段餘段和毗連政府土地
有關申請建議的性質	根據城市規劃條例第十六條申請作擬議臨時家禽冷藏庫及分銷中心(為期3年)及填土以作土地平整工程的規劃許可

袁志球 (YUEN CHI KAU RAYMOND) 謹此聲明:

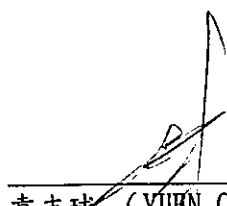
(i) 根據土地註冊處的記錄, 袁志球是以下地段的註冊擁有人:

丈量約份第89約地段第486號

(ii) 袁志球同意香港冰鮮禽畜業商會提出上述規劃申請, 該申請涉及在第(i)段指出由袁志球擁有的地段。

(iii) 當上述規劃申請獲批准後, 袁志球(土地擁有人)和香港冰鮮禽畜業商會(申請人)願意解決與丈量約份第89約地段第486號有關的任何土地問題, 並確保擬議發展能妥善地實施。

簽署


袁志球 (YUEN Chi Kau Raymond)
香港身份證號碼:

日期: 2021年 3月 24日

Responses-to-Comments Table

Date	Department	Comments	Responses
21.1.2021	EPD	1. Figure 3.2 of Drainage Impact Assessment at Annex 8 - We note that the starting and discharge points of the proposed U-channel are close to that of the watercourse running across the site (i.e. main watercourse). Besides, we understand that an aboveground stormwater storage tank would be provided, and no information of its location has been provided.	The stormwater storage tank will be located in the space beneath the cold storage building and above the ground tentatively. The actual size and location of the tank will be subject to the detailed design stage in the future. Aforementioned information has been added in Section 4 of the revised EA report.
		A. The location of the stormwater storage tank, if available, should be provided.	Please also refer to the revised Figure 3.3 of the DIA Report showing the indicative location of the stormwater storage tank.
		B. The applicant should clearly state the relationship between the on-site drainage system (including the U-channel and on-site stormwater storage tank) and watercourses within the site, and state whether any disturbance on the watercourses would be caused.	On-site drainage system and stormwater storage tank will be used to collect the runoff generated from the site during rainfall and will be separated from the existing watercourse. The collected runoff will be discharged to the existing watercourse via the outfall of the onsite drainage system near the box culvert underneath Lo Wu Station Road. Section 4.4.10 of the EA report has been revised. In addition, please refer to the revised Figure 3.2 and a new Figure 3.4 of the DIA Report showing the revised indicative drainage layout and cross section for details.
		C. The applicant should clarify whether drainage diversion, as stated in the caption of the figure, would be carried out. If affirmative, the relevant details should be provided.	No drainage diversion of the existing watercourse will be involved in the Project. Figure 3.4 has been provided to show the level difference of proposed drain and existing watercourse. The title of Figure 3.2 of the DIA Report has been revised, footnote has been provided as well.

Section 16 Planning Application No. A/NE-FTA/201

Proposed Temporary Cold Storage for Poultry and Distribution Centre for 3 Years and Land Filling for Site Formation Works in “AGR” zone at Various Lots in D.D. 89 and Adjoining Government Land in Man Kam To Road, Sha Ling, New Territories

Responses-to-Comments Table

1 April 2021

Date	Department	Comments	Responses
		D. The applicant should supplement figures/ section plans to demonstrate the location of the on-site drainage system and the watercourses within the site.	<p>No drainage diversion of the existing watercourse will be involved in the Project. Please refer to the revised Figures 3.2, 3.3 and 3.4 of the DIA Report for details, including:</p> <ol style="list-style-type: none"> Notes regarding no disturbance to the watercourse has been added to Figure 3.2 and Figure 3.2 has been retitled to delete “diversion”. Indicative stormwater tank has been shown on Figure 3.3. <p>The indicative section plan including different levels of peripheral, as well as the existing watercourse and proposed drainage plan have been shown on Figure 3.4.</p>
		<p>2. We note that there are watercourses to the northwest of the site that would converge with the main watercourse within the site area.</p> <p>A. As stated in our comment #33 dated 18.1.2021 requesting for further assessment of Water Sensitive Receivers within 500m from the site boundary, the applicant should advise the potential water quality impacts on the watercourses within site boundary, among others, by the construction and operation of the proposed development.</p>	Please refer to the response to comment #33.
		B. The applicant should state the details of construction works and operation near all concerned WSRs within the site boundary, and supplement figures as appropriate.	The detailed construction methodology is not available at this early planning stage. For the operation phase, all vehicle movement, loading/unloading activities and staff activities within confined on the road and cold storage building on the platform, no activities will be conducted near the water sensitive receivers within the Site (i.e. the existing watercourse). The aforementioned information has been added in Section 4 of the revised EA report.

Section 16 Planning Application No. A/NE-FTA/201

Proposed Temporary Cold Storage for Poultry and Distribution Centre for 3 Years and Land Filling for Site Formation Works in "AGR" zone at Various Lots in D.D. 89 and Adjoining Government Land in Man Kam To Road, Sha Ling, New Territories

Responses-to-Comments Table

1 April 2021

Date	Department	Comments	Responses
		C. The applicant should state whether any stormwater runoff and wastewater from the proposed development would be discharged at the watercourses, and whether any adverse water quality impact is expected.	Please refer to the response to comment #37.
		D. The applicant should clarify whether the watercourses within the site have sufficient capacity for the confluence of watercourses, and whether any overflow would be expected during construction and operation of the proposed development.	As per the Section 3 and Section 4 of the Drainage Proposal, with the implementation of the stormwater storage tank and internal drainage system, no overflow would be expected during the operation of the proposed development.
18.1.2021		<p><u>Key Comments</u></p> <p>1. The applicant should provide detailed assessment for the impacts on water sensitive receivers in the vicinity during construction and operation phases, including but not limited to the watercourse running across the site. This includes detailed information on the methodology for decking over the watercourse, which should be supported with figures, cross sections etc., and operation mode of the proposed development on the platform.</p>	<p>The assessment methods of the EA and SIA Reports of this S16 planning application A/NE-FTA/201 are similar to those supporting the previous application A/NE-FTA/187 which no adverse comment was received on the EA and SIA Reports for A/NE-FTA/187. Whilst the previous application A/NE-FTA/187 was withdrawn in mid-2020 and this S16 planning application A/NE-FTA/201 for the proposed development has been re-submitted unofficially in August 2020 and officially in November 2020, the major difference between this application A/NE-FTA/201 and the withdrawn one A/NE-FTA/187 is no Ecological Buffer Conceptual Zone will be provided for the current application A/NE-FTA/201.</p> <p>Detailed methodology of decking over the watercourse is not available at this early planning stage. Nevertheless, good site practice and mitigation measures specified in ProPECC PN 1/94 will be implemented during construction phase as mentioned in paras. 4.5.3 to 4.5.5 of EA Report. During the operation phase, the sewage generated from on-site staff will be</p>

Section 16 Planning Application No. A/NE-FTA/201

Proposed Temporary Cold Storage for Poultry and Distribution Centre for 3 Years and Land Filling for Site Formation Works in "AGR" zone at Various Lots in D.D. 89 and Adjoining Government Land in Man Kam To Road, Sha Ling, New Territories

Responses-to-Comments Table

1 April 2021

Date	Department	Comments	Responses
			<p>collected by portable toilets and tankered away for offsite disposal while the wastewater generated from the floor cleaning by mops will be collected and poured to the portable toilets as well. All runoff from the site will be collected by the internal drainage system that silt/sand traps and oil interceptors will be provided in accordance with the relevant government guidelines as mentioned in paras. 4.5.6 to 4.5.10 of the EA report. Therefore, no adverse water quality impact is anticipated with the provision of the aforementioned measures as concluded in the EA Report.</p> <p>Nevertheless, the Applicant commits to provide revised EA and SIA reports during detailed design stage before commencement of the construction works to review the water quality impact with reference to the detailed design, similar to other planning applications, e.g. A/YL-ST/476 for a proposed temporary use in San Tin approved with conditions on 18 September 2015 of which Condition (h) was to provide a revised Environmental Assessment.</p>
		2. The applicant should provide details of the aboveground stormwater and sewage storage tanks, and clarification on their connection to the on-site drainage system and septic tank and soakaway pit respectively, their capacity, and emergency and maintenance plans to avoid and minimize overflow/ leakage, in order to justify no adverse water quality impacts would be caused during operation.	<p>Based on the latest design, all the wastewater and sewage generated from the staff and floor cleaning by mopping will be collected by portable toilet and tankered away for a licensed collector for offsite disposal. No sewage storage tank and STS system will be provided.</p> <p>The purpose of stormwater storage tank is to store runoff from the Site during heavy rainfall in order to avoid flooding of the downstream area. The stored runoff is clean water without polluted. Hence, leakage or overflow of</p>

Date	Department	Comments	Responses
			<p>the stormwater storage tank, if any, will not cause any adverse environmental impact.</p> <p>Section 4.5.11 has been updated to include the statement “<i>The detailed design of the stormwater storage tank would be submitted to EPD for approval during detailed design stage</i>”.</p>
		3. The applicant should provide sufficient extent and height of solid walls to avoid and minimise noise impact and nuisance to noise sensitive receivers in the vicinity. Line-of sight of the noise sources at the noise sensitive uses should be avoided, and all traffic routings of vehicles on site should be considered, including the ingress/egress and reverse movement of vehicles.	Noted. Continuous solid walls adjoining the building structures with sufficient surface mass density has been provided, especially at the northern boundary of the Site, as such to minimise the noise impact and screen off direct line-of-sight to noisy activities on site. Detail mitigation measure for noise impact and water quality have been incorporated. The MLP and EA report Figure 3.4 have been revised accordingly.
		<p><u>General comments on Scope</u></p> <p>4. Section 1.3.1 - The applicant should advise whether junction improvement works at the junction of the Man Kam To Road and Lo Wu Station Road are still proposed, and whether aboveground sewage storage tank is proposed as well.</p>	As shown on Figures 2.3 and 2.4 of the revised TIA Report, the junction improvement works mentioned in para. 1.3.1 of the revised EA Report will include provision of road markings and revolving warning lights at the Site Entrance of the Proposed Development on Lo Wu Station Road, and provision of restriction mark on Man Kam To Road (Para. 2.4.3 of the TIA report refers).
		5. The applicant should address the environmental impacts of landfilling and reinstatement as appropriate (i.e. air quality, noise, water quality impacts etc.).	The Site will be re-formed with filling activities and reinstatement works. Such works will not cause adverse environmental impacts with the implementation of good site practice and measures in Section 2.3 (Air Quality), Section 3.2 (Noise), Section 4.5 (Water Quality), Section 5.4 (Waste) of the revised EA Report, no adverse environmental impact is anticipated.

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			Nevertheless, the environmental impacts will be further assessed with reference to the detailed design and the relevant information will be updated in the revised EA report to be submitted during the detailed design stage.
		6. Area of site where landfilling would be carried out should be stated.	Based on the latest design, about 66% of the Site area is expected to be filled subject to the future detailed design (Please refer to Section 3.1.4 and Table 2 of the revised Planning Statement).
		<p><u>General Comments on Others</u></p> <p>7. The applicant should justify whether queuing and reverse movement of vehicles induced from the proposed development is expected on public road, and clarify whether Man Kam To Road and Lo Wu Station Road have sufficient capacity to absorb the induced traffic, and whether there is sufficient parking space to cater for travelling of vehicles etc.</p>	<p>Please note that:</p> <p>(a) As per para. 2.3.14 of the EA report, Man Kam To Road and Lo Wu Station will still operate with ample capacity with the proposed development as concluded in Section 4.6.4 of the TIA report. Hence, no traffic congestion is expected.</p> <p>(b) As per Section 2.3.4 of the TIA report, there will be 39 parking spaces in the Proposed Development which is showing surplus and the proposed provision would satisfying the peak demand. The aforementioned information has been added to Section 2.3.14 of the EA report.</p> <p>(c) As concluded in Section 4.6.4 of the TIA report, the public road (i.e. Man Kam To Road and Lo Wu Station) will still operate with ample capacity with the proposed development. Hence, no queuing of vehicles onto public road is expected. In addition, swept path analysis was conducted for the TIA and all the reverse movement of vehicles would be confined within the Site. Hence, no reverse movement of vehicles on public road is expected.</p>

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		<p>8. The applicant should seek advice from TD regarding the road types of Man Kam To Road and Lo Wu Station Road, and methodology for the traffic forecast data. In particular, we note that the road types mentioned in the EA are different from that in the TIA. Please clarify.</p>	<p>As mentioned in para. 2.3.10 of the revised EA Report, Man Kam To Road between Jockey Club Road and the Boundary is a Rural Road (“RR”) with a station no. 5465 with reference to B-41 of Traffic Census 2019. Although the road type of Lo Wu Station Road is not mentioned in Traffic Census 2019, Lo Wu Station Road mainly connects Lo Wu Station, Sandy Ridge Urn Cemetery, Lo Wu Document Storage Building and local villages to Man Kam To Road. With reference to Section 3.2.1.2 of Volume 2 of the Transport Planning and Design Manual (“TPDM”), the nature of Lo Wu Station Road is a RR. Furthermore, with reference to Appendices 4.8 and 4.9 of the EIA Study for Agreement No. CE1/2013 (CE) Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery – Design and Construction approved by EPD on 8 August 2016, Lo Wu Station Road is RR which the traffic forecast was approved by TD (TD’s endorsement letter dated 17 August 2015 appended to the EIA Report). Since Lo Wu Station Road is a RR, the buffer distance is 5m as per Chapter 9 of HKPSG. Please note that, on the other hand, there is no need to mention road types in a TIA report. Therefore, road type is not mentioned in the TIA for this planning application and there is no contradiction between the EA and TIA reports regarding road types. Please note that for this Planning Application prepared in 2020, traffic counts could not be carried out due to non-normal traffic patterns for COVID-19. As such, the traffic forecasts which TD did not have comment on the methodology for the previous application A/NE-FTA/187 were adopted for this EA Report.</p>

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		9. Please clarify whether the temporary structures / containers within the site boundary (e.g. Lot 486 etc.) would be ASRs and NSRs during construction and operation of the proposed development.	<p>For land issues, the Applicant and relevant land owner at Lot 486, D.D. 89 are willing to resolve any land issues relating to the development of the Application Site and to compensate/to relocate the current occupant of Lot 486 in D.D. 89 to ensure the implementation of the proposed use (Section 2.2.2 of the revised Planning Statement refers).</p> <p>Prior to commencing the construction works of the proposed development, the temporary structures / containers within the site boundary will be demolished. Therefore, there will be no ASRs and NSRs within the Site during the construction and operation phases of the proposed development.</p>
		10. The number of vehicles travelling through the site as adopted for air quality and noise assessment seems to be inconsistent with that in Table 2.3 of TIA. Please clarify.	<p>For air quality impact assessment, the maximum number of traffic flow generated is about 11 round trips per hour as mentioned in para. 2.3.14 of the revised EA report, which is equal to a maximum 22 travel in and travel out trips in total as shown in Table 2.3 of the revised TIA report. The hours with traffic generated more than 6 round trips (i.e. total 12 travel in and travel out trips) are 4 hours as shown in Table 2.3 of the TIA report, which means over 83% of the time per day will have hourly traffic flow less than or equal to 6 round trips. Therefore, there is no inconsistency between the revised TIA and EA reports. To avoid confusion, the number of travel in and travel out trips in total instead of the number of round trips has been adopted in the revised EA report.</p> <p>For the noise impact assessment, peak hour of traffic flow between 09:45 and 10:45 is adopted for assessing traffic noise impact and the traffic flows</p>

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			<p>generated from the proposed development shown in Appendix H of the EA report would be about 20 veh/hour, which is in line with Table 2.3 of the TIA report.</p> <p>Notwithstanding, traffic flow will be further reviewed and updated in the revised EA report to be submitted during detailed design stage.</p>
		11.For easy reference, please provide a list of all mitigation measures suggested in the EA at a separate appendix.	A list of all mitigation measures has been supplemented in Section 6 including Table 6.1 summarising all the mitigation measures including those discussed in the responses in the revised EA report.
		<p><u>Air Quality</u></p> <p>12.General – Please clarify if there will be any odour nuisance from the Project during operation phase.</p>	<p>As mentioned in Section 1.1, the proposed development is a temporary storage of chilled poultry. No slaughtering generating considerable odour will be conducted. Therefore, no odour nuisance form the Project is anticipated during the operation phase.</p> <p>Paragraph 2.3.15 has been added in the revised EA report to include the aforementioned information.</p>
		13.We note from Section 1.3.1 that there will be junction improvement works at the junction of the Man Kam To Road and Lo Wu Station Road. Please evaluate the potential air quality impact and describe whether the HKPSG’s buffer distance will still be met after the junction improvement works, given if both roads are confirmed to be local roads.	<p>As mentioned in Response to Comment #4 above, the junction improvement works mentioned in para. 1.3.1 of the EA Report will include provision of road markings and revolving warning lights at the Site Entrance of the Proposed Development on Lo Wu Station Road, and provision of restriction mark on Man Kam To Road. Please refer to Figures 2.3 and 2.4 of the revised TIA Report for details.</p> <p>No change to the alignment and capacity of the Man Kam To Road and Lo</p>

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			<p>Wu Station Road along the Site Boundary will be required. As responded to Comment #8 above, Man Kam To Road and Lo Wu Station Road are RR. Therefore, the buffer requirement as shown on Figure 2.2 of the EA report is still applicable after the junction improvement works. With the recommended measures in Section 2 of the EA report, the HKPSG’s buffer distance, i.e., 5m for LD roads, will be met.</p> <p>Paragraph 2.3.11 of the EA report has been revised.</p>
		<p>14. Section 2.3.8 – It is said that “By considering the nature of the Lo Wu Station Road, it is classified as either a rural road or a local road”. Since the road type determines the HKPSG buffer distance requirement, please seek TD’s agreement on the road type for Lo Wu Station Road</p>	<p>As responded to Comment #8, although the road type of Lo Wu Station Road is not mentioned in Traffic Census 2019, Lo Wu Station Road mainly connects Lo Wu Station, Sandy Ridge Urn Cemetery, Lo Wu Document Storage Building and local villages to Man Kam To Road. With reference to Section 3.2.1.2 of Volume 2 of the TPDM, the nature of Lo Wu Station Road is a RR. Furthermore, with reference to Appendices 4.8 and 4.9 of the EIA Study for Agreement No. CE1/2013 (CE) Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery – Design and Construction approved by EPD on 8 August 2016, Lo Wu Station Road is either RR or LD which the traffic forecast was approved by TD (TD’s endorsement letter dated 17 August 2015). Whichever Lo Wu Station Road is a RR or LD, the buffer distance is 5m as per Chapter 9 of HKPSG.</p> <p>Although there is no need to further seek TD’s confirmation for the road types since the road types are already defined in the Traffic Census 2019</p>

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			and the aforementioned approved EIA Report, endorsement of the road types from TD will be further sought and appended to the revised EA report during detailed design stage in the future.
		15. Section 2.3.11 - The Consultant is advised to address the air quality impact from induced traffic by evaluating the existing road capacity and hence whether the induced traffic would cause traffic congestion problem and lead to worsening of vehicular emission impact	As mentioned in Section 4.6.4 of the TIA report, Man Kam To Road and Lo Wu Station Road will still operate with ample capacity with the proposed development. The additional traffic trips related to the proposed development are considered insignificant and can be absorbed by the road networks. Therefore, it is anticipated that the induced traffic would not cause adverse traffic congestion problem leading worsening of vehicular emission impact. Paragraph 2.3.14 of the EA report has been updated.
		<u>Noise: Noise Sensitive Receivers</u> 16. Table 3.4 and Figure 3.1: I. The description of IN4 to IN10 do not tally with the locations indicated in Figure 3.1. II. Please supplement photos of existing NSRs in the report, preferably in an appendix.	There are typos in Table 3.4 that: (a) IN4 should be temporary structure or unlabelled house instead of Village House at No. 220 Sha Ling. (b) IN5 should be Village House at No. 220 Sha Ling instead of Village House at No. 56 Sha Ling. (c) IN6 should be Village House at No. 56 Sha Ling instead of Village House at No. 73 Sha Ling. (d) IN7 should be Village House at No. 73 Sha Ling instead of Village House at No. 79 Sha Ling. (e) IN8 should be Village House at No. 79 Sha Ling instead of temporary structure. (f) IN9 should be temporary structure or unlabelled house instead of

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			<p>Village House at No. 100 Sha Ling.</p> <p>(g) IN10 should be Village House at No. 100 Sha Ling instead of temporary structure.</p> <p>Notwithstanding, IN4 to IN10 were already assessed in the EA Report. The descriptions of IN4 to IN10 in Table 3.4 have been amended to align with Figure 3.1. Photographs of existing NSRs will be provided in an appendix of the revised EA report to be submitted during detailed design stage.</p>
		17. Section 3.3.18 – Please state explicitly in this section whether there is any planned NSR identified in the vicinity.	<p>There is no planned NSR in the vicinity of the Site. Furthermore, as shown on Figure 3.1 the identified NSRs IN1 to IN14 are already the NSRs closest to the Site. Therefore, the worst-case scenario for noise impact due to the proposed development is already taken into account.</p> <p>Nevertheless, section 3.3.18 has been revised to include this information.</p>
		<p><u>Noise: Background noise measurement and establishing noise criteria</u></p> <p>18. Section 3.3.20 – The ASR and ANLs adopted in this EA report are used for assessment purpose only, they should not bind the Noise Control Authority’s decision in determining the noise criteria based on the legislation and practices being in force, and contemporary conditions/ situations of adjoining land uses. Please supplement the above in this section.</p>	<p>Noted and para. 3.3.21 has been added accordingly.</p>
		<p>19. Sections 3.3.23 to 3.3.26 and Table 3.5:</p> <p>I. We noted that L90 has been adopted for establishing background noise level at BG1, but Leq has been adopted for establishing background noise level at BG2. Please note that the prevailing background noise level is the underlying noise</p>	<p>As shown on Figure 3.2, the background noise measured at BG1 represents the background noise levels of the green-highlighted area which includes IN6 to IN14 while that measured at BG2 represents the background noise levels of the yellow-highlighted area including IN1 to IN5. Background noise measurement could not be made at IN6 to IN12 since</p>

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		level at the concerned area during the concerned period in the absence of any extraneous noise. According to Appendix 4.2 of HKPSG Chapter 9, noise level exceeded for 90% (i.e. L90) of 1 hour should generally be adopted for measurement of background noise level. The measurement of equivalent noise level (i.e. Leq) would consist of extraneous noise of transient events occurred during noise measurements; on the other hand, noise from occasional events occurred during the concerned time period would be screened off effectively in the measurement of L90.	such locations are inaccessible. However, it is considered that the background noise levels at IN6 to IN12 should be lower than that measured at BG1 because IN6 to IN12 are more distant from Ma Kam To Road than BG1. It is assumed that the lowest L90(30min) level of BG1 should be similar to the background noise levels at IN6 to IN12. AS such, the lowest L _{90(30min)} at BG1 is adopted for IN6 to IN14.
		II. While we have no objection in adopting L90 for establishing the prevailing background noise level at BG1, the consultant should also adopt the use of L90 at BG2 for establishing the prevailing background noise level.	As clarified above, the lowest L90 level at BG1 is considered to be similar to the background noise at IN6 to IN12 since IN6 to IN12 are not accessible for noise measurement. For BG2, the lowest Leq level was adopted which is considered to be representative for background noise level.
		III. We would like to take this opportunity to remind the consultant that, the prevailing background noise level may vary with time of the day, week and season. Therefore, please review the surrounding elements and the operation of the Project to determine whether the number of and duration of conducted background noise measurements in obtaining background noise level are sufficient.	Noted.
		IV. In view of the above, please revisit the noise measurement data	Please refer to the responses to the comments above.

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		obtained at BG2, and revise the presented background noise levels and noise criteria for the concerned NSRs accordingly.	
		<p><u>Noise: Background noise measurement and establishing noise criteria</u></p> <p>20.Sections 3.3.16 and Appendix A – The noise screening structures for the loading/unloading platforms, i.e. extended canopy with 2 side panels and acoustic mat, shall have no gap or slit. The extended canopy, enclosing shed and the side panels should be solid structures with acoustic mats securely installed which would not be easily tampered by on-site workers.</p>	Noted. Appendix A of the EA Report has been revised to indicate loading/unloading from lorries will be carried out inside the extended canopy with acoustic mat (red and blue) and covered loading/unloading platform (green) so as to demonstrate loading/unloading will be carried out smoothly with sufficient space.
		<p>21.Sections 3.3.30, 3.3.36 and Figure 3.4:</p> <p>I. We noted that 2.5m metal mesh are proposed along the site boundary, while isolated solid walls ranging from 3.5m to 6.6m in height are proposed near the vehicle maneuvering path within the application site. As the proposed establishment is a noise emitter which would give noise nuisance to nearby NSRs, mitigation measures under (i) s.4.2.14 and s.4.2.15 of HKPSG Chapter 9, and (ii) ‘Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites’ shall be followed in designing the proposed establishment, in particular on provision of screening structures to the noise sources on-site (e.g. maneuvering of vehicles on site, reverse movements). As shown in Figure 3.4, despite solid walls are provided, most of the NSRs still have direct line of sight to the vehicle maneuvering path within the application site.</p>	<p>The extent and height of solid wall have been revised that:</p> <p>(a) Sections 3.3.37 to 3.3.40 and 3.3.49 have been revised to summarise the mitigation measures for noise impact.</p> <p>(b) Figures 3.4 and 3.5 have been revised to show the indicative location of the proposed noise mitigation measures.</p>

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		The applicant should provide solid boundary wall of sufficient height surrounding the site boundary to minimize noise nuisance arising from the operation of the proposed establishment, in particular for the vehicles maneuvering on site.	
		II. Further to item I above, please note that the height of MGW and HGV can be over 4m. Many refrigerated delivery vehicles have cooling system on the top of the vehicle which may give rise to noise impact. Therefore, please provide solid boundary wall of sufficient height at suitable locations, such that the line of sight from the NSRs to the vehicles and their cooling systems can be effectively screened off. In proposing the height of solid boundary wall, please also consider the type of vehicles travelling on each maneuvering path and the height of the NSRs, in particular for those NSRs with 3 storeys high (i.e. IN2 to IN14).	<p>The heights of the proposed noise barriers have been revised. As shown on the revised Figure 3-4 of the EA Report, all the proposed noise barriers will be located between the buildings including transformer room, Block 1, Block 2 and the northern Site Boundary with heights of 4m to 7.8m.</p> <p>Furthermore, noise enclosures have been revised as shown on Figure 3-5.</p> <p>Therefore, line of sight from the NSRs to the vehicles and their cooling systems will be screened off by the proposed solid walls/barriers.</p> <p>Please refer to the revised Sections 3.3.37 to 3.3.40 and 3.3.49, as well as Figures 3.4 and 3.5 of the EA Report for details.</p>
		III. The applicant is also reminded that, all solid walls/noise barriers to be erected shall be not have any gap or silt between the panels and ground, if applicable.	Noted.
		IV. We noted that loading and unloading of container vehicles, HGVs and MGWs will only be carried out at the loading/unloading area near the site entrance. For the sake of	Figure 3.4 has been revised to indicate the locations of loading and unloading areas for container vehicles, HGVs and MGWs.

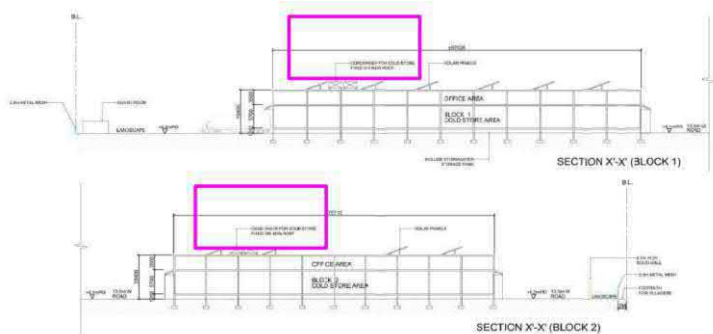
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		better presentation, please also highlight in Figure 3.4 on the concerned loading/unloading area for container vehicles, HGVs and MGVs.	Furthermore, Appendix A of the EA Report has been revised to indicate loading/unloading from lorries will be carried out inside the extended canopy with acoustic mat (red and blue) and covered loading/unloading platform (green) so as to demonstrate loading/unloading will be carried out smoothly with sufficient space.
		22.Section 3.3.30 and Table 3.7 – First bullet point of S.3.3.30 is inconsistent with Table 3.7 regarding whether any medium goods vehicles will be operated in evening and night time periods. Please clarify.	<p>During evening and night time, container vehicle, HGV and MGV (>9 tonnes) will not be operated, while MGV (<9 tonnes), LGV, Van and Private Car will be operated all day long. Nevertheless, clear explanation will be included in the revised EA report to be submitted during detailed design stage. As mentioned in section 3.3.30, medium goods vehicle was divided into two sub-types due to the difference of their sound power level as listed in Table 3.8.</p> <p>In order to further reduce the noise impact, a new Section 3.3.40 of the revised EA Report has been added to propose movable barriers with a surface density of at least 7kg/m² along the road segment with HGV reverse, as far as practicable.</p>
		23.Section 3.3.31 and Table 3.7 – Please clarify in Section 3.3.31 if there will be any queue of vehicles outside the application site on Lo Wu Station Road or Man Kam To Road in case the no. of vehicles exceeded the numbers tabulated in Table 3.7. If affirmative, the relevant noise impact should also be addressed.	<p>As concluded in Section 6.2 of the revised TIA report, significant traffic impact will not be induced by the proposed development. Therefore, critical traffic impact caused by queuing and/or reverse movement of vehicles due to the proposed development is not anticipated.</p> <p>As such, no significant noise impact due to queuing of vehicle outside the Site is anticipated.</p>
		24.Section 3.3.40 – As shown in Supplementary Information of	The tentative location of cooling tower and water pump is proposed located

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		<p>Planning Statement submitted by the applicant on 10.12.2020, condensers were proposed on the roof of Block 1 and Block 2, as shown below.</p>  <p>Their locations do not match with the location of water cooling towers shown in Figure 3.5 of EA report. Please review. The applicant should ensure all proposed fixed noise sources have been properly addressed in the EA report.</p>	<p>at the south-east of Block 2 and west of Block 1. The cross-section has been revised.</p> <p>The actual M&E equipment location is not known at this stage. Therefore, the Industrial Noise Impact Assessment shall be conducted by a qualified acoustic professional based on the M&E equipment design during the detailed design stage.</p>
		<p>25.Sections 3.3.41 to 3.3.47 and Appendix G:</p> <p>I. As stated in Section 3.3.43, complete enclosures will be provided for the proposed water cooling towers and water pumps. However, as shown in Figure 3.5, it seems (i) the water pumps will be provided with partial enclosure only; and, (ii) semi-enclosures (rather than full enclosures) were proposed for the water cooling towers, with openings facing south-west and south-east for the semi-enclosures in Block 1 and Block 2 respectively. Please review.</p>	<p>Full enclosure for water pump and complete acoustic enclosure with silencers of water tower with opening are proposed as noise mitigation measures for Block 1 and Block 2. The opening of the enclosure of water tower will not face the NSRs to minimise the potential noise impact. The description will be included in the revised EA report to be submitted during detailed design stage.</p>

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		II. Further to item i above, in case the water pumps will be provided with partial enclosure only, please indicate the opening of the enclosure in Figure 3.5.	Full enclosure is proposed for the water pump, while opening of the enclosure of water tower will be indicated in the revised EA report to be submitted during detailed design stage.
		III. The consultant should supplement the design of the enclosure structure in the EA report to justify the use of 20 dB(A) noise reduction.	Noise reduction of 20dB(A) was referred to EPD's Good Practices on Pumping System Noise Control which a noise reduction of up to 30dB(A) can be achieved for a complete enclosure. Nevertheless, the design of noise enclosure and the relevant noise reduction will be provided in the revised EA report to be submitted during detailed design stage.
		IV. Regarding the calculation of fixed noise levels in Appendix G, we have the following comments: A. As shown in Figure 3.5, NSRs IN12, IN13 and IN14 are facing the opening of the semi-enclosure for the water cooling towers at Block 1, while NSRs IN2 to IN5 are facing the opening of the semi-enclosure for the water cooling towers at Block 2. Therefore, the 20 dB(A) noise 6 reduction correction for water cooling towers is not applicable to these NSRs, please review.	The noise enclosure is regarded as an at-source noise mitigation measure. Since the water pumps are proposed to be completely enclosed, 20dB(A) noise reduction to the SWL has been applied for all NSRs in Appendix G. As complete enclosure / complete acoustic enclosure with silencers of water tower with opening was adopted, 10dB(A) of noise reduction will be applied. The appendix will be revised the revised EA report to be submitted during detailed design stage.
		B. We do not understand on what circumstances the screening correction of 10 dB(A) is applied during the calculation of fixed noise levels. For example, regarding the calculation of noise level at NSR IN12, the screening correction of 10 dB(A) is applied to the water cooling towers at Block 1 although the NSRs has direct line of sight to these water cooling towers. At the same time, NSR IN12 has no direct	The 10dB(A) noise reduction can be applied for no direct-line-of-sight from the NSRs to the noise sources. The screening correction of Appendix G will be amended accordingly in the revised EA report to be submitted during detailed design stage.

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		line of sight to the water pumps at Block 2 but screening correction is not applied. Similar situations are also observed in other NSRs. The consultant should critically review and rectify the screening correction applied for each NSR.	
		C. The addition of screening correction of 10 dB(A) to noise sources which have applied corrections for mitigation measures (i.e. enclosure which gives 20 dB(A) correction as stated in s.3.3.44 & s.3.3.45) is not justified and gives underestimation of fixed noise levels at NSRs. Please rectify.	As mentioned in para. 3.3.45, noise reduction of 20dB(A) applied for cooling tower was referred to EPD's Good Practices on Ventilation System Noise Control which a noise reduction of up to 30dB(A) can be achieved for a complete enclosure. Meanwhile, the 10dB(A) noise reduction is applied as a screening effect provided by the noise barrier to the propagation of the noise path from the sources (with reduced SWL) to the NSRs. Nevertheless, the detailed noise reduction has been reviewed in the revised EA report.
		D. The predicted noise levels from truck movement of IN6 (evening and night), IN8 (day) and IN11 (night) at Appendix G do not tally with those in Table 3.9.	With reference to Appendix G and Table 3.9 for truck movement: (a) IN6 – evening should be with 37dB(A) instead of 36dB(A); and night-time should be with 37 instead of 36dB(A). (b) IN8 – daytime should be with 39dB(A). (c) IN11 – night-time should be with 37dB(A). Notwithstanding, the above correct predicted noise levels will still comply with the relevant noise criteria. The noise impact arising from the operation of the proposed development has been reviewed and Table 3.9 has been updated.
		E. The predicted overall noise levels from fixed noise sources at IN1 (evening and night), IN5 (evening and night), IN10 (night) and IN11 (night) at Appendix G do not tally with those	With reference to Table 3.11 and Appendix G for the overall cumulative operational noise impact: (a) IN1 – the predicted noise level for evening and night-time should be

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		in Table 3.11.	43dB(A); (b) IN5 – the predicted noise level for evening and night-time should be 39dB(A); (c) IN10 – the predicted noise level for night-time should be 38dB(A) (d) IN11 – the predicted noise level for night-time should be 38dB(A) Notwithstanding, the above correct predicted noise levels will still comply with the relevant noise criteria. The noise impact arising from the operation of the proposed development has been amended.
		F. The distances between segment S5 and all NSRs under all tables of ‘Truck Movement – Daytime’ are incorrect, please review.	Typo, the distances between segment S5 and NSRs should be larger. Therefore, the noise level due to S5 will be smaller based on fundamental acoustic principles. The calculations has been revised.
		G. For the calculation for IN1, the speed of segment S2b is incorrect, please review.	The speeds of segment S2b for IN1 should be 10km/hour rather than 11 to 13km/hour. Nevertheless, the cumulative noise level at IN1 will not be much affected and will still comply with the criteria. The speed of segment S2b has been revised.
		H. For the calculation for IN1, the proposed 3m solid wall can only provide partial screening to segment S1. Therefore, a - 5 dB(A) screening correction is considered more appropriate. Furthermore, the cold storage block 1 is not providing shielding to IN1, please rectify the 2nd last column.	As per the meeting with the Planning Department and some other departments on 8 May 2020, the Applicant was suggested to minimise the number of noise barriers and their height as far as possible in order to minimise the visual impact. In order to address the concern on visual impact, the noise barrier will be provided only when necessary. Nevertheless, a 4m height solid wall was proposed to prevent direct-line-of-sight of IN1 to the vehicles including the cooling system on the top.
		I. For the calculation for IN7, there is an opening between the two proposed 4.5m solid walls, which cannot completely	In order to provide complete screening to segment S12, extension of noise barrier has been provided at the night time. In day time, there is no

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		screen off segment S12. Therefore, a -5 dB(A) screening correction is considered more appropriate.	screening correction is applied in the calculation. The proposed barrier will be erected before the start of the night time.
		J. For the calculation for IN8, it seems segments S6 and S7 can be screened by the proposed 4.5m and 5.2m solid walls, please review.	The screening correction for the two segments for IN8 has been reviewed and amended.
		K. For the calculation of IN9, it seems segment S6 can be screened by the proposed 5.2m solid wall, please review.	The screening correction for the two segments for IN9 has been reviewed and amended.
		L. For the calculation for IN10, the proposed 4.5m solid wall cannot provide screening effect to segments S1 to S5, S9 to S12. Please rectify the 2nd last column.	The screening correction for the two segments for IN10 has been reviewed and amended.
		M. For the calculation for IN11 the proposed 3.5m and 4.5m solid walls cannot provide screening effect to segments S1 to S6, S8 to S12. Please rectify the 2nd last column.	IN11 could be screened by cold store Block 1 for Segments 1 to 6 and 8, cold store Block 2 for Segments 9 to 12.
		N. The distance between the NSRs to the water cooling tower/water pump should be measured from the exact location of the noise sources rather than the geographical centre of the enclosure structures as shown in Figure 3.5.	The tentative locations of the noise sources were adopted in the calculation and indicated in Figure 3.5. Appendix G will be amended based on the detailed design of M&E plants in the revised EA report to be submitted during detailed design stage.
		<u>Traffic Noise Impact</u> 26. Section 3.4 – According to Section 1.3 and the planning statement, a junction improvement work is proposed at the junction of Man Kam To Road and Lo Wu Station Road. However, the traffic noise impact associated with the junction improvement work has not been addressed in the EA report, please supplement.	As shown on Figures 2.3 and 2.4 of the TIA Report enclosed in Annex 5 of the Planning Statement, the junction improvement works mentioned in para. 1.3.1 of the EA Report will include provision of road markings and revolving warning lights at the Site Entrance of the Proposed Development on Lo Wu Station Road, and provision of restriction mark on Man Kam To Road.

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			Furthermore, the junction improvement work is proposed for the ease of turning around of HGV and MG. The proposed works will not affect the capacity of the Man Kam To Road and Lo Wi Station Road. Therefore, the traffic noise impact due to the improvement work is considered to be insignificant and will be not included in EA report.
		27.Section 3.4.4 and Appendix H –TD’s agreement on the traffic forecast data for road traffic noise assessment should be provided in the NIA report. Should TD only express no comment on the methodology for traffic forecast, the consultant should provide written confirmation from 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.	Because of COVID-19 in 2020, traffic counts could not be conducted in 2020. Therefore, the traffic forecasts for 2018 for the former S16 application were adopted instead, which the traffic noise contribution should be higher compared with those conducted for 2020, assuming traffic is generally increased each year. Nevertheless, off-site traffic noise with TD’s endorsement will be further assessed in the revised EA Report to be submitted during detailed design stage.
		28.Section 3.4.8 – This section stated that trips of MGs would be generated during night time period, which contradicts to bullet point 1 of Section 3.3.30, please review.	The MGs less than 9 tonnes will operate during night time, while MGs larger than 9 tonnes will not operate during night time. Para 3.4.8 will be amended to explain clearly the types of vehicle movement within the Site at night time in the revised EA report to be submitted during detailed design stage.
		29.Sections 3.4.12 to 3.4.15, Table 3.15 – It is noted that noise measurement has been conducted in Leq(30mins), please clarify how the noise data were converted to L10-1 hour as shown in Table 3.15.	The assessment methods of the EA of this S16 planning application A/NE-FTA/201 are similar to those supporting the previous application A/NE-FTA/187 which no adverse comment was received on the EA and SIA Reports for A/NE-FTA/187.
		30.Table 3.14 and Figure 3.7 – The distance between TN4 to Lo Wu	Table 3.14 has been revised and aligned with Figure 3.7.

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		Station Road in Table 3.14 do not tally with that in Figure 3.7.	
		<u>Textural/Presentation</u> 31. Textual/presentation comments as follow: I. Table 3.5 – Should 'NSR-IN2' at 3rd row read as 'NSR-IN1'? II. Section 3.3.36 – Should 'NSR6 and NSR 7' at the last sentence read as 'NSR IN6 and NSR IN7'? III. Section 3.4.11 – Should 'extraction the noise data' at the 2nd sentence read as 'extracting the noise data'? IV. Figure 3.4 – For better presentation, please indicate the location of NSRs in Figure 3.4 as well.	Table 3.5 will be amended accordingly in the revised EA report to be submitted during detailed design stage. Section 3.3.36 will be amended accordingly in the revised EA report to be submitted during detailed design stage. Section 3.4.11 will be amended accordingly in the revised EA report to be submitted during detailed design stage. Figure 3.4 will be amended accordingly in the revised EA report to be submitted during detailed design stage.
		<u>Water Quality: Environmental Assessment</u> 32. Details of the aboveground stormwater and sewage storage tanks should be provided. This includes but not limited to the connection to the on-site drainage system, and septic tank and soakaway system respectively.	No septic tank and soakaway system will be proposed in the revised submission. As per response to comment #2, the detailed design of the stormwater storage tank and the sump pit are not available at this early planning stage. Nevertheless, the Applicant commits to provide the detailed design to EPD for approval during detailed design stage.
		33. Section 4 - Water Sensitive Receiver(s) within 500m from the application site boundary should be identified on a map for further assessment, including but not limited the watercourse running across the application site. In particular, the water quality impacts arising from landfilling of more than 1.94m and its reinstatement on the watercourse should be addressed.	Water Sensitive Receivers within 500m from the site boundary have been identified in Section 4.3 including Table 4.1 and illustrated in Figure 4.1 with additional photographs of the revised EA report. No construction activities will be conducted within the existing watercourse. Hence, muddy runoff from the Site would be the key major water pollution source during the construction phase, including the filling activities. With the provision of recommended mitigation measures for water quality, no adverse water quality impact is anticipated during both the construction and

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			operation stages.
		34. According to Table 3.1 of the Planning Statement, there is Greenery Area planned in the application site. Any adoption of agrochemicals within the site? If positive, water quality impact arising from agrochemical adoption should be assessed and mitigation measures should be proposed.	Agrochemicals, including pesticides or fertilisers, may be used in the maintenance of the greenery area, subject to the practice by the future landscape contractor. Under normal circumstances, any application of pesticides and fertilisers would only be on a need basis based on the health condition of the vegetation and confined within a small area. Since the scale of the greenery area is relatively small, the number of agrochemicals to be used would be very limited and will not cause adverse water quality impact on the runoff. Only registered agrochemicals under the Pesticides Ordinance shall be used. Bio-pesticides and pesticides with a shorter half-life (i.e. non-persistence in nature) are recommended. The number of agrochemicals to be applied and application frequency should follow the manufacturer's instructions. In addition, the application of agrochemicals before heavy rainstorm should be avoided. With the implementation of the recommended measures, no adverse water quality is anticipated. The aforementioned information has been added in Section 4.4 and Section 4.5 of the revised EA report.
		35. Section 4.2.2 - The applicant may also wish to review if the measures stated in ETWB No.5/2005 "Protection of natural streams/rivers from adverse impacts arising from construction works" are applicable.	Noted. The measures as stated in the ETWB No.5/2005 "Protection of natural streams/rivers from adverse impacts arising from construction works" has been reviewed and added in para. 4.5.5 of the EA report if applicable. In addition, para. 4.5.6 has been added and para. 4.5.9 has been revised to incorporate the mentioned precautionary measures during construction

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			and operation phase respectively.
		36.Section 4.3.5 - Please ensure the proposed septic tank and soakaway system has sufficient capacity to treat wastewater generated from this application site, if connection to public sewer is not feasible. If septic tank and soakaway system will be adopted, its design, construction and maintenance should be complied with Requirements stated under ProPECC PN5/93, and duly signed by an Authorized Person.	No septic tank and soakaway system. Please refer to the revised EA and SIA Reports for details.
		37.Section 4.3.8 - Good practices under ProPECC 5/93 are recommended to follow. Where would the stormwater storage tank be located? How could the stormwater and floor washing water be separated and entered the stormwater storage tank as well as STS system accordingly in operation phase? How to treat and dispose of the wastewater collected by stormwater storage tank in order to meet WPCO? Any maintenance and emergency plan in case of overflow/leakage?	<p>Floor cleaning by mopping instead of jet washing has been proposed in the revised SIA report to minimise the floor cleaning water generation. The wastewater generated by mopping will be limited to several cubic metres and will be poured into portable toilet for offsite disposal by a licensed collector. Corresponding sections in EA and SIA report have been updated.</p> <p>As recommended in ProPECC 5/93, oil interceptors will be installed for the system of covered loading/unloading area. Para. 4.5.8 of the EA report has been updated.</p> <p>The stormwater storage tank will be tentatively located at the space between the elevated cold storage building and the ground. Section 4.4.10 of the EA report has been updated.</p> <p>The loading and unloading platform is located within covered area. Gullies will be provided along the peripheral of the loading and unloading platform</p>

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			<p>to collect the floor wash water and will be separated from the internal drainage system. Para. 4.4.8 of the EA report has been updated.</p> <p>As mentioned in para. 4.4.10 of the EA report, the stormwater storage tank will be constructed to store the excessive runoff during extreme rainfall when the drainage capacity of the watercourse has been exceeded. No wastewater will be collected by the stormwater storage tank. The effluent from the stormwater storage tank will be rainwater, which is considered as “unpolluted water” in accordance with the Water Pollution Control Ordinance (“WPCO”). Hence, it is considered that emergency plans are not required in view of overflow/leakage of the stormwater storage tank.</p>
		38.Section 4.3.11 - Any figure to show decking of watercourse?	For the EA Report, Figure 4.2 and Section 4.4.11 have been added to show the decking of the watercourse.
		39.Section 4.4.3 last bullet - If there is no sewerage system available for the application site, please revise this sentence.	Noted. This bullet point has been deleted in the EA report.
		40.Section 4.4.7 - According to the paragraph, please clarify what quality of wastewater/effluent will be discharged to the watercourse?	<p>No wastewater will be discharged into the watercourse. The effluent from the stormwater storage tank and internal drainage system will be runoff generated from rainwater. With the provision of silt/sand traps, the effluent is considered as unpolluted water in accordance with the WPCO. Hence, no adverse water quality impact is anticipated.</p> <p>Please refer to Section 4.4.10 of the revised EA Report for details.</p>
		41.Section 4.5.3 - If no public sewerage system available to this application site, please consider to revise the final sentence of this	The last sentence of para. 4.6.3 has been revised as “with the provision of the portable toilets and STS system, no adverse water quality impact from

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		section.	the Proposed Development is anticipated”.
		<p><u>SIA</u></p> <p>42. Section 3.1.2 – Please clarify whether all sewage and wastewater from floor washing would be firstly directed to the aboveground sewage storage tank, then be treated and disposed of at the septic tank and soakaway system.</p>	<p>Based on the latest arrangement, the floor cleaning will be provided by mopping. The wastewater generated will be limited to several cubic metres and will be poured into portable toilet. Then, the collected wastewater will be tankered away for offsite disposal by a licensed collector. Therefore, no STS system will be provided based on the latest design. Corresponding sections including 4.4.7, 4.4.9, 4.5.7, 4.5.8 and 4.6.3 of the EA Report as well as Sections 2.3.2, 3.3.1, 3.2.7, 3.3.2 and 4.1.2 of the SIA Report have been updated.</p> <p>Besides, Section 4.4.10 of the EA Report has been revised to clarify the collected runoff refers to runoff collected by internal drainage system and stormwater storage tank. In addition, Figure 4.3 has been added to show the location of the outfall and indicative drainage layout of the Site.</p>
		43. Section 3.2.4 - Referring to Section 3.2.2, 1L or less per flush will be applied. Please clarify the calculation using 7.5L flushing water in this section. And amend relevant parts in this report if necessary.	7.5L flushing water is the volume of flushing water as stated in BEAM Plus New Building Version 1.2, July 2012 while the additional reduction of flushing water volume to 1L or less can be achieved with the adoption of low flush toilet such as vacuum toilets, which is an optional item subject to the detailed design, as shown in Appendix A of the SIA report. Hence, 7.5L water per flush was adopted as a conservative approach for assessment purpose. Based on the latest version of BEAM Plus New Building Version 2.0, the flushing water has been reduced to 6.5L per flush. Therefore, 6.5L water per flush has been adopted in the revised SIA.

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			Paragraphs 3.2.2 to 3.2.4 have been revised for clarification in the revised SIA report.
		44. Appendix A – Please clarify whether these are portable toilets. If negative and if the toilets on site would be connected to the STS, please revise the report as appropriate.	<p>The catalogue attached is a vacuum toilet which is an example of low flush toilet. The purpose of Appendix A is to show additional reduction of flushing volume can be achieved by adopting specially designed toilets, which is an optional item subject to detailed design, available in the market. The title of Appendix A has been amended to “Catalogue of Low Flush Toilet” and para. 3.1.2 has also been amended.</p> <p>On the other hand, portable toilets are also recommended to collect sewage from site staff. Please refer to the above responses and the revised SIA Report for details.</p>
		<p><u>Waste management and land contamination</u></p> <p>45. Section 5.3.1 and 5.3.3: Please clarify whether the structures shown in Viewpoint 2 of Figure 5.2 would be demolished. If affirmative, please address whether any asbestos containing materials would be anticipated from the Project works, provide the relevant estimated quantities and handling arrangements according to the legislation.</p>	<p>The structure shown in Viewpoint 2 of Figure 5.2 will be demolished. The structure is not accessible at this moment. Hence, a Registered Asbestos Consultant (“RAC”) will be engaged during the detailed design stage to prepare an Asbestos Investigation Report (“AIR”). If any ACM is found, an Asbestos Abatement Plan (“AAP”) shall be submitted to the Environmental Protection Department (“EPD”) for approval. EPD shall be notified in writing at least 28 days before the commencement of any asbestos abatement work.</p> <p>For Removal of ACMs, a Registered Asbestos Contractor shall be engaged to remove the ACM in accordance with the approved AAP under a RAC’s supervision as required. Depending upon the type of work to be carried out, a RAC may need to be appointed to supervise, audit and air-monitor the</p>

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			<p>asbestos abatement work. After completion of the asbestos abatement work, a summary report to be prepared by the RAC shall be submitted to EPD for record and demolition work can then commence.</p> <p>The aforementioned information has been added in Section 2 and Section 5 of the revised EA report.</p> <p>Besides, Section 5.3.4 of the EA Report has been amended and simplified to avoid repeated information.</p>
		<p>46. Section 5.3.15 and Table 5.3:</p> <p>I. According to Section 3.1.4 of the Planning Statement, land filling works not exceeding 1.94m is proposed for the Project works. Please review the potential reuse of inert C&D materials for the proposed works and update the estimated quantities for on-site reuse in the Section(s) as appropriate.</p> <p>II. Please provide the estimated quantities of imported fill required for the Project works.</p>	<p>Noted. Excavated material and topsoil will be reused on-site, e.g., site formation works, etc., as far as practicable. The updated estimation of the quantity of waste generated and reused has been provided in the revised EA report.</p> <p>As the excavated materials generated from the Site will be sufficient for the filling works. It is expected that no imported fill should be required for the Project. Section 5.3.15 has been revised.</p>
		47. Section 5.3.25, Table 5.2 and 5.3: Please check if the tonnage or volume of the topsoil should be referred.	Typos in para. 5.3.25, Table 5.2 and Table 5.3 have been rectified in the revised EA report.
		48. Section 5.3.37: Please check the subject of the paragraph (i.e. general refuse or non-inert C&D materials instead of both).	The subject of the paragraph is general refuse, the non-inert material in the sentence has been deleted.
		<p>49. Please address the textual observations below:</p> <p>I. Section 5.2.2: Please check that the circular CEDD TC No. 03/2015 has been superseded by CEDD TC No. 11/2019.</p>	<p>I. Noted and has been updated.</p> <p>II. Typo has been rectified.</p> <p>III. Additional site photos taken in March 2021 has been provided and</p>

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		<p>II. Section 5.5.1: The latest aerial photo provided in Appendix I is Year 2016. Please check the statement “In Year 2017 (or 2016?), all the previous ...” for consistency.</p> <p>III. Section 5.5.2: Please state clearly whether the site observations in Figure 5.2 reflect the existing site condition in 2020/2021. If not, please address the updated site condition accordingly.</p>	<p>shown on Figure 5.2 of the revised EA Report to support the assessment.</p> <p>IV. The estimated waste quantities presented in a number of paragraphs including S. 5.3.13, 5.3.15, 5.3.20, 5.3.25 and 5.3.29, 5.3.34 as well as Tables 5.2 and 5.4 of the EA Report have been further updated.</p> <p>V. Section 5.4.2 has been revised that the WMP would be prepared and submitted to the Project Engineer/ Architect according to the ADV - 19.</p>

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19.1.2021	AFCD	<u>General Comments</u> 1. The details of the proposed works is not clearly presented. It is noted from S.3.1.4 that filling of land is required for levelling the existing level differences, and according to S.3.6.2 that the proposed use will be housed on an elevated platform decking over the existing water channel within the subject site. However, the above design/works are not shown in the figures in Annex 4 Master Layout Plan and Section Plan. For sake of clarify, please include the detailed design and the construction footprint in the main text and figures.	<p>Section 3.1.4 of the <i>Planning Statement</i> has been revised as follows:</p> <p><i>“The Application Site is located with uneven ground level, sloping up from +4.50mPD (Southwest portion) to +6.13mPD (Northeast portion). Thus, filling of land is proposed for leveling the existing ground level differences before constructing the elevated platform. The proposed area for filling of land is about 5,810m² (28.3% of the Site) with compact fill of not more than 1.5m depth for site formation. The proposed ground level after filling of land is from +6.00mPD (Southwest portion) to +6.90mPD (Northeast portion) to facilitate the proposed use. Meanwhile, the area of the elevated platform decking over the existing water channel is about 6,890m² (33.6% of the Site), which would not involve any filling of land...”</i></p> <p>Table 2 of the <i>Planning Statement</i> presents a revised development parameter table and details of filling of land for clarification. The revised Master Layout Plan and Section Plan are also reflected in Annex 4 of the <i>Planning Statement</i>.</p>
		<u>Specific Comments</u> 2. <u>S.3.1.4</u> : As mentioned in the general comments, it is noted from S.3.1.4 that filling of land is required for levelling the existing level differences. Please clarify if the water flow in the existing water channel will be affected by the proposed land filling, in the construction phase and in the operation phase.	<p>Please refer to the above responses. The existing water channel will not be affected by filling of land, in both construction phase and operation phase. No construction activities will be conducted within the water sensitive receivers including the existing water channel.</p> <p>The Drainage Impact Assessment conducted and revised as in Annex 8 concluded that the surface runoff induced by the proposed development</p>

			would not cause any adverse drainage impact on the existing watercourse.
		3. <u>S.3.1.5</u> : It is noted that solar panels are proposed to be installed at the rooftops of proposed structures. Please advise the number and the total area of the solar panels to be installed. Please be reminded that non-reflective materials should be used to avoid collision of birds.	The solar panels will not be proposed to be installed at the application site. Relevant paragraphs have been deleted in the <i>Planning Statement</i> .
		4. <u>S.3.6.1</u> : It is noted that an on-site aboveground storage tank is proposed to cater the additional runoff, please clarify if this will affect the water flow in the existing water channel.	As mentioned in para. 3.4.1 of the revised DIA report, the purpose of the on-site storage tank is to store additional runoff during heavy rainfall to avoid adverse impacts on the downstream area. The stormwater storage tank will be connected to the internal drainage system. It will not affect the water flow in the existing channel.
		5. <u>Annex 4 Master Layout Plan and Section Plan</u> : Please indicate the existing water channel in the figures.	The existing water channel has been indicated in the revised Master Layout Plan (refer to the Annex 4 of the <i>Planning Statement</i>).
		6. <u>Annex 8 Drainage Impact Assessment - 8.3.4.1 and Figure 3.2</u> : It is noted an on-site storage tank is proposed to store the runoff and the surplus runoff will be drained off to the proposed u-channel. According to Figure 3.2, it seems the water from the upstream section of the existing water channel are diverted to the proposed u-channel and it is unclear whether such diversion will reduce water flow in the existing water channel. Please advise if the water flow in the existing water channel will be affected by the proposed storage tank and u- channel.	There is no connection between the internal drainage system and the existing watercourse at the upstream section. No diversion of the existing water channel will be required and thus no reduction of water flow will be occurred. The internal drainage system will be connected to the existing water channel only at the proposed outfall at the downstream location at the southwestern boundary of the Application Site.
		7. <u>Annex 9 Ecological Impact Assessment</u> : Please include a chapter to describe the proposed works. Please also take into account of the proposed drainage structures mentioned in the DIA, i.e. the	Noted. S.6.2 has been updated to include the parameter drain and u-channels. Both the direct and indirect impacts have been evaluated in the revised EcolA (Annex 9 of the <i>Planning Statement</i>). The direct impact from

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		storage tank and u-channel, and evaluate the potential direct and indirect ecological impacts to the watercourse and species of conservation importance.	the drainage system is assessed with all other proposed works as a whole in S.6.3 to S.6.5. The indirect impact is assessed in S.6.6, with additional discussion provided for the drainage system.
		8. <u>S.4.7.3</u> : Please advise the total number of <i>S. zanklon</i> , including both recorded by active search and recaptured individuals. Please also specify the habitats of <i>S. zanklon</i> recorded.	Provided in S.4.7.4 to S.4.7.6.
		9. <u>Table 7</u> : Please list all the species of conservation importance (from literature review and surveys) recorded, within Application Site and outside Application Site, and evaluate the ecological value separately.	Noted and revised accordingly.
		10. <u>Table 8</u> : Please list the species of conservation importance (from literature review and surveys) recorded, e.g. East Asian Porcupine and Leopard Cat (if the record is within the subject Study Area), and revise the ecological value as necessary.	Noted and revised accordingly.
		11. <u>Table 15 - 16</u> : Please clarify if the "habitat loss" of Watercourse is referring to the direct impact from decking over of the elevated platform above the watercourse or the water flow of the watercourse is actually being diverted. 12. According to Figure 1, the habitat type "Developed Area" is not within the Application Site, please revise.	The habitat loss refers to the direct impact of decking over the watercourse. Table 16 has been revised to clarify that. Table 15 has been revised accordingly.
		13. <u>Table 17</u> : According to Figure 1, <i>Aquilaria sinensis</i> is also recorded in Agricultural Land, please review.	Noted and revised accordingly.
		14. <u>S.6.5 and S.6.6</u> : Please evaluate the indirect impact of the proposed development to the downstream of the watercourse (outside the Application Site) during the construction phase and	The direct impact from the drainage system is assessed with all other proposed works as a whole in S.6.3 to S.6.5. The indirect impact is assessed in S.6.6, with additional discussion provided for the drainage

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		operational phase.	system.
		15.Frequent usage of the application site by vehicles and the distribution process of chilled meat may also cause leakage or spillage of oils or pollutants to downstream watercourses via the u-channels. Please review the evaluation of indirect impact on water quality at operation phase.	Indirect impact during operation phase has been amended.
		16.As solar panel is proposed to be installed, please evaluate the indirect impact to species of conservation importance, if any.	The solar panels will not be proposed to be installed at the application site. Relevant paragraphs have been deleted in the <i>Planning Statement</i> . .
		17. <u>S.7</u> : As <i>S. zanklon</i> is recorded within the Application Site, it is recommended to conduct a pre- construction survey and to check the presence of <i>S. zanklon</i> and if the species is present, translocation to a suitable habitat is required.	Noted and supplemented in S.7.1 and Appendix 4 accordingly.

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21.1.2021	UD&L, PlanD	1. The proposed temporary cold storage for poultry and distribution center, with a total GFA of 12,736m ² and a height of 10.4m located on elevated platform and involve extensive land filling for site formation, is considered not compatible with the rural landscape character of the site and its surrounding environment.	Existing open storages and logistics operations are available to the south and northeast of the Application Site, and scattered along Man Kam To Road. Hence, the proposed development of a storage and distribution centre is not incompatible with the rural character identified in the vicinity. Meanwhile, only necessary land filling is proposed to facilitate the proposed use, and 101 nos. i.e. 41.39% of the total 244 surveyed trees will be retained. While the landscape value of the Application Site is not considered high, the proposed development has respected the existing landscape settings. The proposed development will integrate with the surrounding landscape through a number of proposals, including provision of peripheral planting to create a soft planted edge and transparent panels along the boundary to alleviate the visual impact.
		2. According to the Planning Statement, 185 nos. of trees are identified within the site. 97 nos. of trees together with an <i>Agiilaria sinensis</i> (437-5) in sapling size (which is a protected species under Cap. 586) are proposed to be retained within, the site. 98 nos. of trees within the application site are proposed to be felled, whilst 49 nos. of trees are proposed to be transplanted. To mitigate the loss of existing landscape resources (1.e..98 nos. of trees to be felled), the applicant proposes to plant 337 nos. of trees in heavy standard size as compensatory planting along the northern and southern boundary to mitigate the adverse impact of the proposed development. Moreover, an open lawn with seating benches at the	The details of land filling are revised in Table 2 and Section 3.1.4 of the <i>Planning Statement</i> , as well as revised Master Layout Plan and Section Plan in Annex 4. The Section 3.1.4 of the Planning Statement has been revised as follows: <i>“The Application Site is located with uneven ground level, sloping up from +4.50mPD (Southwest portion) to +6.13mPD (Northeast portion). Thus, filling of land is proposed for leveling the existing ground level differences before constructing the elevated platform. The proposed area for filling of land is about 5,810m² (28.3% of the Site) with compact fill of not more than</i>

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		<p>eastern portion of the site will be provided for passive recreational use for the workers and the visitors. However, as the area of land filling will only be confirmed at detailed design stage, the extent of impact on the existing landscape resources cannot be ascertained at this stage.</p> <p><u>Detailed comments on the submission</u></p> <p>3. Please note our detailed comments on the submission from landscape planning perspective:</p> <p>A. The tree information of Table 3.9 does not tally with that stated in the paragraph 3.9.1.</p> <p>B. Please rectify the figures in Table 3 of Annex 10 as appropriate.</p>	<p><i>1.5m depth for site formation. The proposed ground level after filling of land is from +6.00mPD (Southwest portion) to +6.90mPD (Northeast portion) to facilitate the proposed use. Meanwhile, the area of the elevated platform decking over the existing water channel is about 6,890m² (33.6% of the Site), which would not involve any filling of land...</i></p> <p>A. The Table 3.9 of the Planning Statement is revised as follows:</p> <table border="1"> <thead> <tr> <th>Location</th><th>Within the Application Site</th><th>Outside the Application Site</th><th>Total of Surveyed Trees (%)</th></tr> </thead> <tbody> <tr> <td>Number of Trees to be Retained</td><td>42</td><td>59</td><td>101 (41.39%)</td></tr> <tr> <td>Number of Trees to be Felled</td><td>100</td><td>0</td><td>100 (40.98%)</td></tr> <tr> <td>Number of Trees to be Transplanted</td><td>43</td><td>0</td><td>43 (17.63%)</td></tr> <tr> <td>Total Number of Surveyed Trees</td><td>185</td><td>59</td><td>244 (100%)</td></tr> </tbody> </table> <p>B. The figures in Table 3 of Trees Preservation and Landscaping Proposal are rectified accordingly.</p>	Location	Within the Application Site	Outside the Application Site	Total of Surveyed Trees (%)	Number of Trees to be Retained	42	59	101 (41.39%)	Number of Trees to be Felled	100	0	100 (40.98%)	Number of Trees to be Transplanted	43	0	43 (17.63%)	Total Number of Surveyed Trees	185	59	244 (100%)
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Date	Department	Comments	Responses										
3.2.2021	TD	1. <u>Para. 2.3.1 and 2.3.2</u> : Coverage of HKPSG is not unlimited. Thus, for some of the uncommon facilities, relevant planning guidelines may not be provided in HKPSG. In such case, it is the responsibility of the traffic consultant to find out the relevant standard or even derive the requirement from the first principle. For all the “data given by applicant”, please let us know if you have verified the information with due diligence and how such verification was carried out. :	<p>The proposed development “<i>Temporary Cold Storage for Poultry and Distribution Centre</i>” is the first of its kind in Hong Kong. It is considered that there is no relevant alternative to be evaluated as a reference case. The most reliable source of information available at this moment on the operation arrangement of the development is from the members of the “<i>Hong Kong Chilled Meat & Poultry Association</i>” which are the actual operators of the development.</p> <p>The estimated traffic forecast provided the “<i>Hong Kong Chilled Meat & Poultry Association</i>” is summarised in Table 2.3 in the TIA report. A conservative 39 loading/unloading and parking spaces are provided to satisfy the peak demand with surplus to encounter any sudden surge on demand.</p>										
		2. <u>Para. 2.3.3, 2.3.4 and Table 2.4</u> : The proposed number of parking spaces for private car is below the parking standard of the HKPSG for industrial use. We suggest that the applicant should carry out a survey to find out the peak utilization of U/UL and the type of loading bays required. Please explain why five parking spaces are enough. Any visitor parking spaces?	<p>The proposed parking provision for private car will follow the requirement under the latest HKPSG for industrial use. The proposed parking provision for private car and motorcycle is shown in the following table.</p> <p>Table 2.5 Proposed Provision of Internal Transport Facilities of Private Car and Motorcycle</p> <table border="1"> <thead> <tr> <th>Type</th><th>Requirement under HKPSG</th><th>Dimensions</th><th>Proposed Provision</th></tr> </thead> <tbody> <tr> <td>General Industrial Use (GIU)</td><td>Private Car: 1 per 1,000-1,200 m² GFA=</td><td>5m(L)*2.5m(W) / 5m(L)*3.5m(W)(1 disabled carparking space)</td><td>13 (Including 1 disabled carparking space)</td></tr> <tr> <td>Industrial Use (I)</td><td>11 - 13 (Including 1 disabled</td><td></td><td></td></tr> </tbody> </table>	Type	Requirement under HKPSG	Dimensions	Proposed Provision	General Industrial Use (GIU)	Private Car: 1 per 1,000-1,200 m ² GFA=	5m(L)*2.5m(W) / 5m(L)*3.5m(W)(1 disabled carparking space)	13 (Including 1 disabled carparking space)	Industrial Use (I)	11 - 13 (Including 1 disabled
Type	Requirement under HKPSG	Dimensions	Proposed Provision										
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				carparking space)		
				Motorcycle: 5-10% of total provision for private cars 1-2	(2.4m(L) x 1m(W) x	2
			<p>The estimated traffic forecast provided the “<i>Hong Kong Chilled Meat & Poultry Association</i>” is summarised in Table 2.3 in the TIA report. A conservative 34 loading/unloading spaces are provided to satisfy the peak demand with surplus to encounter any sudden surge on demand.</p> <p>As for health and safety reasons, the proposed development is not open to the public and only permitted vehicles, mainly distribution lorries are allowed to enter the premises and therefore, no visitor is allowed to enter the development. Hence, no visitor parking provision is being provided.</p>			
		3. <u>Para. 2.4.2</u> : 14m width for egress appears to be excessive. The total width of the access point is proposed to be 8+14=22m. A pavement between the ingress and egress should be added.	<p>The location of the site access is highly restricted by the existence of the box culvert on the west. The access also has to keep a distance from the junction on the east. Therefore, the proposed location is considered to be the only feasible location for site access as shown in Figure 2.4.</p> <p>Swept Path analysis has also been conducted on the proposed access arrangement as shown in Figure SP-01&02. The result shows that the entering traffic will not conflict with the exiting traffic. The access is also necessary to be</p>			

Date	Department	Comments	Responses									
			<p>8m and 14m wide to avoid exiting vehicles running on the footpath.</p> <p>To improve the safety for pedestrian at the site access, additional road markings and road signs have been proposed to alert the drivers and pedestrians, encouraging them to proceed in a caution manner at site access. Revolving warning lights are also proposed to be located at the site entrance to alert pedestrians as shown in Figure 2.3.</p>									
		4. <u>Para. 2.4.5</u> : Have the applicant checked if right turn from Lo Wu Station Road to the application site is acceptable or not from TE point of view. Any need to provide a right turn lane in the middle of the road?	<p>Swept Path analysis has also been conducted on the proposed access arrangement as shown in Figure SP-01&02. The result shows that the entering traffic will not conflict with the exiting traffic.</p> <p>Due to the limited width and low traffic flow along Lo Wu Station Road as shown in Figure 2.4 and Table 4.6A, it is considered to be infeasible to provide a right turn lane in the middle of Lo Wu Station Road.</p>									
		5. <u>Para. 3.3.3</u> : How many staff would be working in the centre and how would they reach and leave the centre? The demand of public transport services by the workers of the proposed development should be assessed. The locations of the nearby bus/GMB stops should be advised. If the existing public transport services needed to be enhanced?	<p>According to the information provided by the applicant, the working hours and number of staff anticipated is detailed below:</p> <p>Table 3.4 Information of Working Hours and Number of Staff</p> <table><tr><th>Type</th><th>Working Hour</th><th>Number of Staff</th></tr><tr><td>Officer</td><td>9am – 6pm</td><td>20</td></tr><tr><td>Distributor</td><td>24 hours (Divided into 3 shifts)</td><td>20 workers per shift</td></tr></table> <p>Additional survey has been conducted at Lo Wu Station Road bus stop (both bounds) to study the demand of public transport services in vicinity during peak</p>	Type	Working Hour	Number of Staff	Officer	9am – 6pm	20	Distributor	24 hours (Divided into 3 shifts)	20 workers per shift
Type	Working Hour	Number of Staff										
Officer	9am – 6pm	20										
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			hours. The results are detailed below:																																																							
			Table 3.5 Demand Of Public Transport Services In Vicinity																																																							
			<table><tr><td></td><td>GMB 59K To Sheung Shui</td><td>GMB 59K To Lin Ma Hang</td><td>Bus 73K To Sheung Shui</td><td>Bus 73K To Man Kam To Road</td></tr><tr><td colspan="5">AM Peak (0730-0830)</td></tr><tr><td>Nos. of Services</td><td>1</td><td>2</td><td>3</td><td>3</td></tr><tr><td>Average headway (min)</td><td>60</td><td>30</td><td>20</td><td>20</td></tr><tr><td>Total Capacity (pax/hour)</td><td>19</td><td>38</td><td>243</td><td>243</td></tr><tr><td>Total nos. of Passengers on Board</td><td>19</td><td>37</td><td>94</td><td>37</td></tr><tr><td>Average Occupancy (%)</td><td>100.00%</td><td>97.37%</td><td>38.68%</td><td>15.23%</td></tr><tr><td colspan="5">PM Peak (1700-1800)</td></tr><tr><td>Nos. of Services</td><td>3</td><td>3</td><td>4</td><td>4</td></tr><tr><td>Average headway (min)</td><td>20</td><td>20</td><td>15</td><td>15</td></tr><tr><td>Total Capacity</td><td>54</td><td>54</td><td>324</td><td>324</td></tr></table>		GMB 59K To Sheung Shui	GMB 59K To Lin Ma Hang	Bus 73K To Sheung Shui	Bus 73K To Man Kam To Road	AM Peak (0730-0830)					Nos. of Services	1	2	3	3	Average headway (min)	60	30	20	20	Total Capacity (pax/hour)	19	38	243	243	Total nos. of Passengers on Board	19	37	94	37	Average Occupancy (%)	100.00%	97.37%	38.68%	15.23%	PM Peak (1700-1800)					Nos. of Services	3	3	4	4	Average headway (min)	20	20	15	15	Total Capacity	54	54	324	324
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			(pax/hour)				
			Total nos. of Passengers on Board	45	43	89	50
			Average Occupancy (%)	83.33%	79.63%	27.47%	15.43%
			Table 3.6 Demand Of Public Transport Services In Vicinity (With the Proposed Development)				
				GMB 59K To Sheung Shui	GMB 59K To Lin Ma Hang	Bus 73K To Sheung Shui	Bus 73K To Man Kam To Road
			AM Peak (0730-0830)				
			Nos. of Services	1	2	3	3
			Average headway (min)	60	30	20	20
			Total Capacity (pax/hour)	19	38	243	243
			Total nos. of Passengers on Board	19	37	114	77
			Average	100.00%	97.37%	46.91%	31.69%

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			Occupancy (%)				
			PM Peak (1700-1800)				
			Nos. of Services	3	3	4	4
			Average headway (min)	20	20	15	15
			Total Capacity (pax/hour)	54	54	324	324
			Total nos. of Passengers on Board	45	43	129	70
			Average Occupancy (%)	83.33%	79.63%	39.81%	21.61%
			According to the assessment results, the public transport services will still be operated with ample capacity after the commencement of the proposed development. It is considered that the impact on the existing public transport services from the proposed development is negligible.				
		6. <u>Table 4.4:</u> The actual figures of the R.C. and DFC should be listed.	Table 4.4 Rev.A is revised and the actual figures of the RC and DFC are listed for your consideration.				

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			Table 4.4 Rev.A Operational Performance of Critical Junctions in Year 2026						
			Ref.	Junction	Method of Control	Year 2026 DFC/RC ^{(1)/(2)}			
						Reference Scenario (Without the Proposed Temporary Cold Storage for Poultry and Distribution Centre)		Design Scenario (With the Proposed Temporary Cold Storage for Poultry and Distribution Centre)	
						AM Peak	PM Peak	AM Peak	PM Peak
			A	Lin Ma Hang Road / Man Kam To Road	Priority	0.80	0.84	0.80	0.84
			B	Sha Leng Road/ Man Kam To Road	Priority	0.25	0.14	0.26	0.14
			C	Lo Wu Station Road/ Man Kam To Road	Priority	0.28	0.17	0.35	0.24
			D	Fu Tei Au Road / Man Kam To Road	Signalized	23%	18%	21%	16%

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			E	Po Wan Road/ Man Kam To Road	Signalized	72%	72%	70%	70%																
			F	Tin Ping Road/ Jockey Club Road	Signalized	74%	56%	72%	55%																
			G	Jockey Club Road/ Po Shek Wu Road	Roundabout	0.42	0.53	0.42	0.53																
			RC	Po Shek Wu Road/Fanling Highway	Roundabout	0.98	0.82	0.98	0.83																
		7. <u>Para. 4.1.1:</u> Please-let us have a project programme to substantiate the assumption of 2026 design year.	A preliminary schedule of programme: <table><tr><th colspan="2">Items</th><th>Duration</th><th>Timeline</th></tr><tr><td colspan="2">Approval from Town Planning Board on the planning submission</td><td>4 months</td><td>July 2021</td></tr><tr><td colspan="2">Approval from Building Department on the GBP submission</td><td>9 months</td><td>April 2022</td></tr><tr><td colspan="2">Completion of Construction</td><td>12 months</td><td>March 2023</td></tr></table> <p>It is anticipated that the proposed Temporary Cold Storage for Poultry and Distribution Centre will be operated in year 2023. In order to assess any related traffic impact incurred by the proposed development on the local road network,</p>							Items		Duration	Timeline	Approval from Town Planning Board on the planning submission		4 months	July 2021	Approval from Building Department on the GBP submission		9 months	April 2022	Completion of Construction		12 months	March 2023
Items		Duration	Timeline																						
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			year 2026 (i.e. 3 years after the planned commencement year of the proposed Temporary Cold Storage for Poultry and Distribution Centre) is adopted as the design year for this study.
		8. <u>Para. 4.4.1</u> : Our comments on. para. 2.3.1 and 2.3.2 are also applicable to this paragraph.	<p>The proposed development “<i>Temporary Cold Storage for Poultry and Distribution Centre</i>” is the first of its kind in Hong Kong. It is considered that there is no relevant alternative to be evaluated as a reference case. The most reliable source of information available at this moment on the operation arrangement of the development is from the members of the “<i>Hong Kong Chilled Meat & Poultry Association</i>” which are the actual operators of the development.</p> <p>The forecasted peak traffic generation and attraction of the development took place between 1000-1200, which is different from the identified AM and PM peak hour (0730-0830; 1730-1830). However, as a conservative approach, the peak traffic generation and attraction will be used for the junction assessment for AM and PM peak hours.</p>
		9. <u>Para. 4.6.2</u> : Please approach NDO, CEDD for the latest design of Po Shek Wu Road/Fanling Highway and re-assess the performance of the roundabout.	Latest design of Po Shek Wu Road/Fanling Highway was provided by NDO, CEDD. However, the completion year of improvement work at Po Shek Wu interchange is beyond our assessment year. Thus, no significant impact to the junction assessment.
		10. <u>Para. 4.6.3</u> : v/c ratios should be calculated for each of the north and south bounds and with/without development separately. The line flow and v/c figures should be listed in tabular format for easy reference. , :	The calculation of V/C ratio has been revised and the results are shown in Table 4.5A & 4.6A for your consideration.

Date	Department	Comments	Responses																						
			<div>Table 4.5A V/C ratio of Man Kam To Road lane</div> <table><tr><th rowspan="2">Man Kam To Road</th><th colspan="2">Demand Flow (pcu/hr)</th><th rowspan="2">Lane Capacity (pcu/hr)</th><th colspan="2">V/C ratio</th></tr><tr><th>AM Peak</th><th>PM Peak</th><th>AM Peak</th><th>PM Peak</th></tr><tr><td>North Bound</td><td>935</td><td>750</td><td>2,736</td><td>0.35</td><td>0.28</td></tr><tr><td>South Bound</td><td>815</td><td>900</td><td>1,224</td><td>0.67</td><td>0.74</td></tr></table> <div>Note: (1) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 13.5m district distributor undivided carriageway one directional of flow. (2) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 7.3m district distributor 2 lane carriageway one directional of flow. (3) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.2. Site adjustment factor has been applied with reference to the survey result of the HV%, road condition and road side activities on Man Kam To Road. (4) Reference has been made to the survey result. PCU factor of 1.6 has been derived from the result of the on-site traffic count survey which has been applied to the calculation of the Lane capacity Reference has been made to the survey result. PCU factor of 1.6 has been derived from the result of the on-site traffic count survey. Lane capacity (pcu/hr) for each side of Lo Wu Station Road</div>	Man Kam To Road	Demand Flow (pcu/hr)		Lane Capacity (pcu/hr)	V/C ratio		AM Peak	PM Peak	AM Peak	PM Peak	North Bound	935	750	2,736	0.35	0.28	South Bound	815	900	1,224	0.67	0.74
Man Kam To Road	Demand Flow (pcu/hr)		Lane Capacity (pcu/hr)		V/C ratio																				
	AM Peak	PM Peak		AM Peak	PM Peak																				
North Bound	935	750	2,736	0.35	0.28																				
South Bound	815	900	1,224	0.67	0.74																				

Date	Department	Comments	Responses																						
			<p>= Adjusted design flow * pcu factor / No. of lanes</p> <p>= 1260 * 1.6 / 2</p> <p>= 1008 (pcu/hr)</p> <p>Table 4.6A V/C ratio of Lo Wu Station Road lane</p> <table><tr><th rowspan="2">Lo Wu Station Road</th><th colspan="2">Demand Flow (pcu/hr)</th><th rowspan="2">Lane Capacity (pcu/hr)</th><th colspan="2">V/C ratio</th></tr><tr><th>AM Peak</th><th>PM Peak</th><th>AM Peak</th><th>PM Peak</th></tr><tr><td>West Bound</td><td>105</td><td>70</td><td>1,008</td><td>0.10</td><td>0.07</td></tr><tr><td>East Bound</td><td>130</td><td>85</td><td>1,008</td><td>0.13</td><td>0.08</td></tr></table> <p>Note:</p> <p>(1) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 6.75m district distributor 2 lane carriageway two-directional of flow.</p> <p>(2) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.2. Site adjustment factor has been applied with reference to the survey result of the HV%, road condition and road side activities on Lo Wu Station Road.</p> <p>(3) Reference has been made to the survey result. PCU factor of 1.6 has been derived from the result of the on-site traffic count survey which has been applied to the calculation of the Lane capacity</p>	Lo Wu Station Road	Demand Flow (pcu/hr)		Lane Capacity (pcu/hr)	V/C ratio		AM Peak	PM Peak	AM Peak	PM Peak	West Bound	105	70	1,008	0.10	0.07	East Bound	130	85	1,008	0.13	0.08
Lo Wu Station Road	Demand Flow (pcu/hr)		Lane Capacity (pcu/hr)		V/C ratio																				
	AM Peak	PM Peak		AM Peak	PM Peak																				
West Bound	105	70	1,008	0.10	0.07																				
East Bound	130	85	1,008	0.13	0.08																				
		11. <u>Table 4.5 and 4.6:</u> The calculation for the reduction in capacity should be listed.	Reference has been made to T.P.D.M V2 C2.4 Table 2.4.1.2. to formulate the calculation of capacity reduction due to high proportion of heavy vehicles (HV) as detailed below:																						

Date	Department	Comments	Responses
			<p>Adopted Reduction in design flow level at Man Kam To Road North Bound = Design Flow of Capacity * Reduction in design flow level (i.e. HV Content 20-25%) = 1,900*10% = 190 (veh/hr)</p> <p>Adopted Reduction in design flow level at Man Kam To Road South Bound = Design Flow of Capacity * Reduction in design flow level (i.e. HV Content 20-25%) = 1,700*10% = 170 (veh/hr)</p> <p>Adopted Reduction in design flow level at Lo Wu Station Road = Design Flow of Capacity * Reduction in design flow level (i.e. HV Content 20-25%) = 1,400*10% = 140 (veh/hr)</p>
		12. <u>Para. 5.1</u> : Is the applicant obliged to maintain the existing access for public use? As the access is not managed by TD, the applicant should seek agreement with the department concerned managing the access.	In order to maintain the accessibility for pedestrian travelling between Man Kam To Road and Sha Ling Region, a section of internal access road at the northeast of the site will be opened to public and will be maintained by the applicant as shown in Figure 5.2(Rev.A).
		13. The pedestrian flow across Lo Wu Road should be assessed and the pedestrian safety should be addressed.	Pedestrian flow assessment of the uncontrolled cautionary crossing at Lo Wu Station Road is summarised in Table 5.1 & 5.2.

Date	Department	Comments	Responses																																								
			<div>Table 5.1 Assessment at Pedestrian Crossing</div> <table><tr><th rowspan="2">Pedestrian Crossing</th><th rowspan="2">Direction</th><th rowspan="2">Width</th><th colspan="2">Observed Flow</th><th rowspan="2">Capacity</th><th colspan="2">V/C ratio%</th></tr><tr><th>AM</th><th>PM</th><th>AM</th><th>PM</th></tr><tr><td>Lo Wu Station Road</td><td>2-ways</td><td>2.9m</td><td>5</td><td>5</td><td>1500₍₁₎</td><td>1%</td><td>1%</td></tr></table> <div>Table 5.2 Assessment at Pedestrian Crossing (With Proposed Development)</div> <table><tr><th rowspan="2">Pedestrian Crossing</th><th rowspan="2">Direction</th><th rowspan="2">Width</th><th colspan="2">Observed Flow</th><th rowspan="2">Capacity</th><th colspan="2">V/C ratio%</th></tr><tr><th>AM</th><th>PM</th><th>AM</th><th>PM</th></tr><tr><td>Lo Wu Station Road</td><td>2-ways</td><td>2.9m</td><td>45</td><td>25</td><td>1500₍₁₎</td><td>3%</td><td>2%</td></tr></table> <p>Note: 1. Reference to TPDM Volume2, Chapter 3.7 Table 3.7.2.1</p> <p>Based on the assessment results, the concerned crossing will still operate with ample capacity after the introduction of the proposed development. Moreover, the traffic flow at Lo Wu Station Road is considered to be insignificant, the impact on the Lo Wu Station Road from the additional pedestrian is considered to be negligible.</p> <p>To improve the safety for pedestrian at the site access. Additional road markings and road signs have been proposed to alert the drivers and pedestrians, encourage them to proceed in a causation manner at site access. Revolving warning lights are also proposed to be located at the site entrance to alert</p>	Pedestrian Crossing	Direction	Width	Observed Flow		Capacity	V/C ratio%		AM	PM	AM	PM	Lo Wu Station Road	2-ways	2.9m	5	5	1500 ₍₁₎	1%	1%	Pedestrian Crossing	Direction	Width	Observed Flow		Capacity	V/C ratio%		AM	PM	AM	PM	Lo Wu Station Road	2-ways	2.9m	45	25	1500 ₍₁₎	3%	2%
Pedestrian Crossing	Direction	Width	Observed Flow				Capacity	V/C ratio%																																			
			AM	PM	AM	PM																																					
Lo Wu Station Road	2-ways	2.9m	5	5	1500 ₍₁₎	1%	1%																																				
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			<p>pedestrian as shown in Figure 2.3.</p> <p>Directional road marking are being proposed to ensure that all drivers follow the proposed traffic arrangement at site access to avoid confusion at site entrance as shown in Figure 2.3.</p>

Date	Department	Comments	Responses
21.1.2021	DSD	The applicant shall provide details of how clearance, desilting and other maintenance works could be carried out to ensure proper functioning of the watercourse after being decked over. More information of the site such as topography and fall direction within the site should also be provided. Without sufficient details, the DIA submitted by the applicant should not be deemed to be acceptable to DSD at this stage.	<p>Please note that the structure of the cold storage will be built on the platform decking over the existing watercourse that the existing watercourse will not be covered. Heavy-duty machines is considered not required for clearance, desilting and maintenance works for the existing watercourse due to its nature. The clearance, desilting and maintenance works can be conducted by the workers at the space underneath the cold store structure.</p> <p>For topography and fall direction within the site, figures have been provided in the revised drainage proposal to be submitted during detailed design stage.</p> <p>Furthermore:</p> <p>(a) Approx. 66% of the Site area is expected to be earth-filled with no more than 1.5m in depth. Buildings 1 and 2 will be built on the elevated structural platform. The rest of the areas will not be earth-filled. This information has been included in the revised DIA Repot and the details will be further reviewed during the detailed design stage.</p> <p>(b) Figure 3.1 has been revised to show all the concerned existing watercourse with the flow directions.</p> <p>(c) Figure 3.2 has been revised to include the fall direction.</p> <p>(d) Peripheral drains will be provided along the site boundary. Please refer to the revised Figure 3.2.</p> <p>(e) Figure 3.2 has been revised to include details of the proposed drains.</p> <p>(f) Sufficient catch pits have been provided as shown on the revised Figure 3.2.</p>

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Date	Department	Comments	Responses
			<p>(g) The manhole intervals of ~120m has been included in Section 3.4.11.</p> <p>(h) The indicative plan and section plan has been provided in Figure 3.4 to illustrate the runoff in and out from the proposed storage tank.</p> <p>(i) A topological survey will be conducted in the detailed design stage and a revised Drainage Impact Assessment will be provided to incorporate the assessment of downstream drainage. Please refer to the revised Section 4 of the DIA Report.</p>

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Date	Department	Comments	Responses
19.1.2021	HyD	The box culvert shown in the Appendix C of Annex 8 is maintained by this Department. The Section 3.6.2 of the Planning Statement mentioned that the watercourse/man-made ditch running through the site would be maintained and not encroached. The applicant should provide more detailed information about the above arrangement for my review. In particular, the proposal should not affect my maintenance of the box culvert under Lo Wu Station Road. I note that the proposed guard house and car parking space will sit on the aforementioned box culvert.	<p>As mentioned the revised DIA report (Annex 8 refers), decking over the existing ditch is proposed to minimize the disturbance to it. Manholes for ditch maintenance are proposed along the existing ditch as shown in Figure 3.2 of the revised DIA report.</p> <p>In addition, the proposed guard house and car parking space have been relocated (revised MLP in Annex 4 refers). The section of existing watercourse at the downstream area near the box culvert will be located within the landscape area in the revised Master Layout Plan as shown in Annex 4. This section of the watercourse will <u>not</u> be decked and can be accessed for box culvert maintenance.</p> <p>Section 3.6.1 to 3.6.3 of the <i>Planning Statement</i> have been revised accordingly.</p>



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Date : 17th May, 2021
Your Ref. : TPB/A/NE-FTA/201
Our Ref. : ADCL/PLG-10223/L002

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

By Hand & Email

Dear Sir/Madam,

Re: **Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Filling of Land for a Period of 3 Years at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories**

We refer to the comments from Highways Department, Environmental Protection Department, Hong Kong Police Force, Urban Design and Landscape Section of Planning Department (dated 04.05.2021), Transport Department and Drainage Services Department (dated 11.05.2021) regarding the subject application.

We submit herewith Further Information (FI) with 5 copies of Responses-to-Comments Table and Replacement Pages of Planning Statement with Annexes for the consideration by relevant Government departments or Town Planning Board.

Should you have any queries, please do not hesitate to contact our Miss Grace Cheung or the undersigned at 3180 7811. Thank you for your kind attention.

Yours faithfully,
For and on behalf of
Aikon Development Consultancy Limited

Thomas Luk MTCP, MHKIREA, MRTPI, RPP
Managing Director

Encl.

c.c. DPO/STN, PlanD (Attn. Mr. Tim FUNG / Ms. Wendy LEE) – By Email
SPEO (Food), FHB (Attn. Ms. Teresa CHEUNG) – By Email
Client

Address 地址 :
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Unit 1310, Level 13, Tower 2 Metroplaza.
223 Hing Fong Road, Kwai Chung, New Territories, Hong Kong

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Further Information (2)

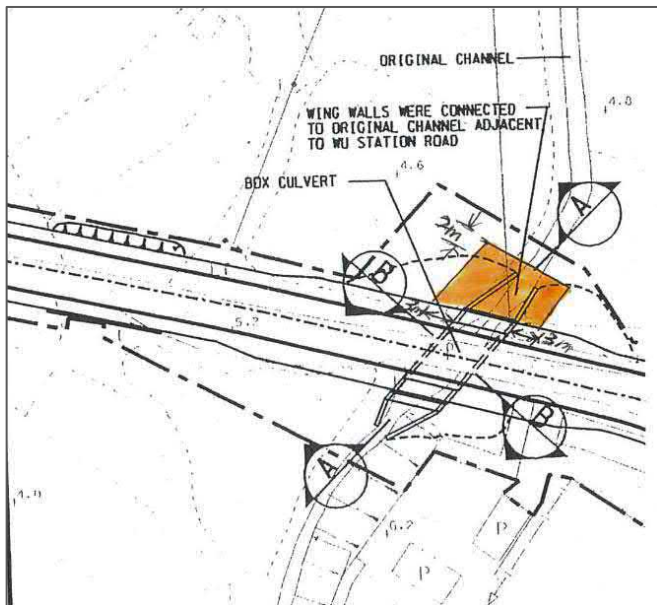
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Table 1	Response-to-Comments
Enclosure I	Replacement Page of Planning Statement
Enclosure II	Replacement Pages of Revised TIA (Annex 5)
Enclosure III	Replacement Pages of Revised EA (Annex 6)
Enclosure IV	Replacement Pages of Revised DIA (Annex 8)
Enclosure V	Replacement Pages of Revised Tree Preservation and Landscaping Proposal (Annex 10)

Table 1

Response-to-Comments

Responses-to-Comments Table

Date	Department	Comments	Responses
4.5.2021	NT Region, HyD	<p>i) Our previous comment was not responded by the applicant yet. To avoid complicating our maintenance of the box culvert under the Lo Wu Station Road, the applicant should consider excluding the orange area from the Site as marked in the plan below.</p> 	<p>Refer to the Section 3.6.1 of the <i>Planning Statement</i> and MLP in Annex 4, <u>no</u> structure will be sitting on the box culvert for easy clearing and maintenance by the Highways Department (HyD). This section of the watercourse will not be decked and can be accessed for 24-hr maintenance.</p> <p>As shown on the MLP in Annex 4, the section of existing watercourse at the downstream area near the box culvert will be located within the landscape area, and the metal mesh will not restrict the access to the box culvert.</p>
		<p>ii) The u-channel proposed along the site boundary should be so designed that no surface run-off will flow from the Site onto the adjacent public road.</p>	<p>Noted. Refer to the Section 3.6 of the <i>Planning Statement</i>, the DIA (Annex 8 refers) concluded that the proposed and existing stormwater system will have sufficient capacity to receive stormwater runoff from the proposed use and its surroundings, and hence, no adverse drainage impact is anticipated.</p>

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Responses-to-Comments Table

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Date	Department	Comments	Responses
4.5.2021	Lighting Division, HyD	1. Road Light GD0493 is located at the Ingress/Egress of the Site. The project proponent should liaise with this Office for cable diversion work and/or modification work for existing public lighting facilities. The cost for the relevant work shall be funded by the project proponent.	Noted. Should the current planning application be approved by the TPB, the Applicant will liaise with Lighting Division, HyD for the cable diversion work and/or modification work for existing public lighting facilities, and the cost for the relevant work shall be funded by the Applicant.
		2. The existing village lights (i.e. VG4579, VG4580, VG4581 & VG4582) and associated cables are identified at the existing footpath within the development site, the construction and operation works associated with development should not cause any damage to the lights and associated cables. In addition, temporary lighting facilities should be provided at the diverted footpath, as mentioned in Annex 2 Figure 5.1 – 5.3, to maintain adequate lighting levels thereat for the sake of safety for pedestrian.	Noted. Refer to the Section 3.3.10 and 3.3.11 of the <i>Planning Statement</i> , Applicant will take up the provision and maintenance of the lighting facilities for the proposed pedestrian footpath. Should the current planning application be approved by the TPB, the Applicant will liaise with Lighting Division, HyD for the cable diversion work and/or modification work for existing public lighting facilities, and the cost for the relevant work shall be funded by the Applicant.
		3. If the applicant considers the relocation of the village lights or/with the associated cables are necessary, the applicant should submit application to District Office (North) or via this office in advance. District Office (North) will arrange site visit with the applicant, the Village Representatives, the representatives from relevant government departments and this office to confirm the relocation arrangements and details. You may note that public consultation in form of posting notice for village lighting relocation works has to be carried out prior to the commencement of relocation works. Subject to any objection received during the consultation period, a minimum lead time of 8 to 10 months, including the public consultation, will be required for the village lighting relocation works. Substantial time, in addition to the	Noted. Should the current planning application be approved by the TPB and the relocation of village lights or/with the associated cables are necessary, the Applicant will submit application to District Office (North) or via Lighting Division, HyD in advance.

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Date	Department	Comments	Responses
		lead time mentioned above, may also be required for District Office (North) to resolve the objections.	

Date	Department	Comments	Responses
4.5.2021	Environmental Assessment Division, EPD	2. It is understood from my tele-conversation with Antony WONG of SMEC that further information of the on-site drainage system would be provided in due course, please note that our relevant comments would be reserved upon receipt and review of the supplements. Besides, our comments are subject to TD's agreement on the TIA, including the provision of parking spaces and traffic congestion issues, and DSD's agreement on the DIA, including our comment #10 where the applicant is advised to clarify whether the detailed design of the stormwater storage tank would also be subject to review by DSD during detailed design stage.	Further information of the on-site drainage system has been provided in Section 4.4.10, Figure 4.2 and 4.3 of EA and Section 3.4 and Figure 3-2 and 3-4 of DIA (<i>Refer to the enclosed replacement pages</i>). Section 4.5.11 of EA and has been revised to clarify that the detailed design of the stormwater storage tank would be submitted to EPD and DSD for review and approve during detailed design stage (<i>Refer to the enclosed replacement pages</i>).
		3. Besides, while there is insufficient information at this stage to fully demonstrate the technical practicability of the proposed development on a platform decking over the watercourse, the applicant is reminded that no construction works/ operation activities shall adversely affect the watercourses on site and in the vicinity.	Noted. Section 4.6.5 and 6.1.12 of EA has been revised accordingly (<i>Refer to the enclosed replacement pages</i>).
		4. Please note that the comments are not meant to be exhaustive and are only advisory in nature. They have no implications with regard to any requirements under the Environmental Impact	Noted.

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Date	Department	Comments	Responses
		Assessment Ordinance (EIAO) and shall neither absolve the project proponent or its agent from their responsibilities under the EIAO nor pre-empt the future decision to be made under the EIAO.	

Date	Department	Comments	Responses
4.5.2021	EPD	1. The applicant is reminded to review the technical feasibility of constructing and operating the proposed development on the platform decking over the watercourse without disturbance to the watercourse. The design should demonstrate the avoidance of adverse environmental impacts on the watercourse on site and in the vicinity.	Please refer to comment #3.
		2. The applicant should ensure environmental impacts from construction activities of filling activities and reinstatement works are addressed throughout the report. The proposed scale of land filling works should be stated.	The potential environment impact construction activities of filling activities and reinstatement works have been assessed: Air Quality: Sections 2.3.1 to 2.3.4 Noise: Sections 3.2.1 to 3.2.4 Water Quality: Sections 4.4.1 to 4.5.6 Waste: Sections 5.3.50 to 3.3.64 (Refer to the enclosed replacement pages)
		3. We understand that supplementary information regarding the on-site drainage system would be provided in due course and we reserve our relevant comments upon receipt and review.	Further information of the on-site drainage system has been provided in Sections 4.4.10, 4.4.13, Figure 4.2 and 4.3 (Refer to the enclosed replacement pages).
		Air Quality	
		4. Section 2.3.14 – It is understood from Table 2.4 of the TIA that 13	Section 2.3.14 has been revised to align with information in Table 2.4 of

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		no. parking spaces would be provided, and the section should be reviewed.	TIA (<i>Refer to the enclosed replacement pages</i>).
		Noise	
		5. Table 3.9 – The predicted noise level of IN3 (evening and night), IN7 (evening), IN10 (day) and IN12 (evening and night) do not tally with Appendix G, and should be revised.	Table 3.9 and Appendix G have been revised to align the result value (<i>Refer to the enclosed replacement pages</i>).
		6. Table 3.10 – The predicted noise level of IN1 do not tally with Appendix G, and should be revised.	Table 3.10 and Appendix G have been revised to align the result value (<i>Refer to the enclosed replacement pages</i>).
		7. Appendix G – For IN8 and IN9, there are two daytime and evening time assessment tables with different view angle, and should be revised.	Appendix G has been revised (<i>Refer to the enclosed replacement pages</i>).
		8. Appendix G – For IN6 and IN7, negative values are found in column “SPL, dB(A)”. The applicant should review if it should be revised to 0dB(A).	Appendix G has been revised that to replace the negative value in column “SPL, dB(A)” by 0dB(A). (<i>Refer to the enclosed replacement pages</i>)
		9. The applicant should describe the operation and the loading & unloading platform (illustrated in Appendix A) in the main text for clarity.	Section 3.3.16 has been revised to include operation and loading & unloading platform and proposed mitigation measures for noise (<i>Refer to the enclosed replacement pages</i>).
		10. The applicant should review inconsistencies in description of noise barriers in Section 3.3.37 – 3.3.38 of the EA, Table 6.1 and Figure 3.4. For clarity, please consider providing ID no. for the noise barriers in the main text and the relevant figure.	Section 3.3.37 – 3.3.38, Table 6.1 and Figure 3.4 has been revised, and ID numbers have been provided as follows: <ul style="list-style-type: none"> • NB1: A 4m barrier along road side of the south of the Site • NB2: A 4.5m barrier road side of northeast of the Site • NB3: A 7.8m barrier along the road side of northwest of the Site • NB4: A 6.5m barrier along road side of northwest of the Site • NB5: A 6.5m barrier next to the segment 12 at night time (2300 to

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			0700) <ul style="list-style-type: none"> NB6: A 7.8m barrier next to the segment 12 at night time (2300 to 0700) NB7: A 2m barrier on the top of northwest of Block 1 NB8: A 2m barrier on the top of northeast of Block 2 <i>(Refer to the enclosed replacement pages)</i>
		11. S3.3.31 (2) – Please clarify if the applicant refers to “...vehicles per hour of MGW (up to 9 tonnes) ...”	Section 3.3.31 (2) has been revised to “...vehicles per hour of MGW (up to 9 tonnes) ...”.
		Water Quality	
		12. Section 4.5.11 – The applicant should clarify whether the detailed design of the stormwater storage tank would be subject to review by EPD and DSD during detailed design stage.	Section 4.5.11 of EA, Section 3.4.2 and 4.1.6 of DIA have been revised to clarify that the detailed design of the stormwater storage tank would be submitted to EPD and DSD for review and approve during detailed design stage <i>(Refer to the enclosed replacement pages)</i> .
		13. Appendix E – A water cooling tower is identified, Any water quality impact is anticipated during construction and operation phases? Discharge from cooling tower system should comply with the requirements stipulated in the Water Pollution Control Ordinance (Cap. 358) and its Technical Memorandum.	Section 4.4.13 has been added to assess the potential impact of water cooling tower, it is expected no water quality impact is anticipated during construction and operation phases <i>(Refer to the enclosed replacement pages)</i> .
		Waste Management	
		14. Section 5.3.3: We understand that septic tank and soakaway system (STS) is no longer proposed, the section should be updated accordingly.	Section 5.3.3 has been revised <i>(Refer to the enclosed replacement pages)</i> .
		15. Section 5.3.6, 5.3.15 and Table 5.4: The applicant should review the “current elevation”, proposed re-profiling” details and volume	Section 5.3.6, 5.3.15 and Table 5.4 have been revised to align with the details of “current elevation”, proposed re-profiling” in Planning Statement.

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		of fill materials required, against Section 3.1.4 of the Planning Statement for consistency.	

Date	Department	Comments	Responses
4.5.2021	UD&L, PlanD	Having reviewed the submitted R-to-C and F.I., noting that 185 nos. of trees are identified within the site. 42 nos. of the existing trees together with an <i>Aquilaria sinensis</i> (土沉香) in sapling size (which is a protected species under Cap. 586) within the site are proposed to be retained while 100 nos. and 43 nos. of existing trees within the application site are proposed to be felled and transplanted respectively. To mitigate the loss of existing landscape resources, the applicant proposes to plant 339 nos. of new trees of approximately 100mm DBH along the northern and southern boundary to mitigate the adverse impact of the proposed development. Moreover, an open lawn with seating benches at the eastern portion of the site will be provided for passive recreational use for the workers and the visitors. Please note below our comments on the F.I. from landscape planning perspective:	Noted.
		(a) With reference to the Table 2 in Annex 10, calculation mistake is found on the total nos. of trees, which should be 244 nos. instead of 248 nos. Please rectify.	Noted. The figures in the Table 2 of Annex 10 are rectified accordingly (<i>Refer to the enclosed replacement pages</i>).
		(b) With reference to the paragraph 3.9.3 of the Planning Statement, Section 6.5 in Annex 10 and Tree Assessment Schedule, “quantity of compensatory trees: 352 nos.” are stated, which does not tally with the nos. of new trees (i.e. 339 nos.) in paragraph 3.9.3 of the	Noted. The figures in the Section 5.1.6 of Annex 10 and Para. 3.9.3 of the Planning Statement are rectified accordingly (<i>Refer to the enclosed replacement pages</i>).

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Date	Department	Comments	Responses
		Planning Statement and Section 5.1.6 in Annex 10. The applicant should provide consistent figure and amend the information whereas appropriate.	
		According to the record, there is no previous approved application for storage uses in the proximity within the same “AGR” zone. The proposed temporary cold storage for poultry and distribution centre, with a total GFA of 12,736m ² and height of 3 to 10.4m located on elevated platform and extensive land filling of 5,810m ² for site formation and hard paving, is considered not compatible with the rural landscape character of the site and its surrounding environment. Moreover, there is concern that the proposed development, if approved, would encourage more similar applications, and the cumulative impact of such approval would alter the surrounding landscape character within the “AGR” zone.	Given the proposed development would handle the majority of imported chilled poultries from Mainland China for who territory, there is a genuine need for a standardized operation for the industry. In granting permission for temporary uses, it is sincerely hoped that members of the Town Planning Board will give sympathetic consideration to approve the current application for the proposed use for a temporary period of 3 years based on the individual merits.

Section 16 Planning Application No. A/NE-FTA/201

Proposed Temporary Cold Storage for Poultry and Distribution Centre for 3 Years and Land Filling for Site Formation Works in “AGR” zone at Various Lots in D.D. 89 and Adjoining Government Land in Man Kam To Road, Sha Ling, New Territories

Responses-to-Comments Table

17 May 2021

Date	Department	Comments	Responses
11.5.2021	DSD	Figure 3-2	
		1. The details (invert level, gradient, etc.) of the proposed drain/surface channel, catchpits and the discharge structure shall be provided. Particularly, the cover level and invert level of every catchpit and manhole, and the size of the existing watercourse should be specified.	<p>The cover levels and invert levels at some of the channels have been indicated on Figure 3-2 (<i>Refer to the enclosed replacement pages</i>).</p> <p>The detailed cover levels, invert levels, sizes and gradient of each drain including the existing watercourse, and other details will be provided in the Drainage Proposal, should the current planning application be approved by the TPB. The Drainage Proposal will be prepared by a qualified engineer to the satisfaction of the drainage authority and the other government departments as mentioned in para. 4.1.6 of the DIA.</p>
		2. Please ask the applicant to clarify whether the levels indicated in Figure 3-2 are invert levels of drains or formation levels.	The levels have been clarified that both cover and invert levels of the drain/channel have been shown on Figure 3-2.
		3. General information of the site such as topography, fall direction, formation level, position of buildings or structure, landscaping area, proposed drain/surface channel, catchpits, storage tank, etc., should be indicated <u>on the same plan</u> . Please ask the applicant to combine Figure 3-2 and 3-3 for better illustration of the proposed development and the drains.	General information including the buildings position, fall direction, formation level and etc. have been indicated in Figure 3-2. Figure 3-2 and Figure 3-3 have been combined and renamed as Figure 3-2.
		4. Please ask the applicant to specify the fall directions of the ground to the peripheral drains.	The fall direction has been indicated on Figure 3-2.
		5. It is suggested to add a covered channel across the site between Block 1 and Block 2.	Intercept drains have been proposed and indicated on Figure 3-2.

		6. Please ask the applicant to specify the manhole intervals of the existing watercourse. It seems that the proposed manhole intervals of the existing watercourse exceed the limit specified in the Stormwater Drainage Manual. Please ask the applicant to review.	The maintenance manhole interval of approx. 60m along the existing watercourse has been adopted. Please refer to the revised para. 3.4.13 and Figure 3-2 of the DIA for details (<i>Refer to the enclosed replacement pages</i>).
		7. The proposed circular pipes near the site entrance would better be replaced by channels.	Circular pipes were proposed as per the concern on environmental aspects. They shall be with sufficient capacity. To allow more flexibility, the shape of the pipes such as box culvert or circular will be determined in the detailed design stage. Please refer to the last sentence of the revised para. 3.4.9 of the DIA Report for details (<i>Refer to the enclosed replacement pages</i>).
		Para 3.4.1 and Figure 3-4	
		8. The proposed storage tank is located above ground and peripheral drains. It is concerning that the operation would solely rely on pumps during heavy rainfall. Please ask the applicant to provide more details of the storage scheme, including whether the operation is manual or automatic, scenarios triggering the use of storage tank, and the contingency plan in case of equipment and power failure.	The pump will operate automatically to pump runoff from the Site and the proposed channel/drain into the on-site storage tank. In case of power failure, emergency generator will be used as the power supplier of the pump. Regular maintenance of the equipment will be carried out, spare pumps will be used to maintain the operation when there is equipment failure. Please refer to paras. 3.4.1 and 3.4.2 of the revised DIA for details (<i>Refer to the enclosed replacement pages</i>).

		9. According to the submitted DIA, the applicant assessed that the drainage facilities at downstream should have sufficient drainage capacity to cater for the proposed development, Please ask the applicant to clarify whether the storage tank is necessary and elaborate on the scenarios that would trigger the operation of storage tank.	<p>The incremental runoff volume is 2,177 m³ under 50 years return period, the stoage tank capacity is approximately 3,350 m³. Thus, sufficient capacity of the stoage tank is recommended to store the surplus runoff from the Site and vicinity catchments to prevent additional drainage impact due to the proposed development. The detailed design of the storage tank including the position (aboveground / underground) will be further studied in detail design stage.</p> <p>To avoid misunderstanding, the previous para. 3.4.14 and Table 3.10 regarding the calculations for the box culvert at the downstream have been deleted (<i>Refer to the enclosed replacement pages</i>).</p>
		10. Please ask the applicant to double check the size of the proposed rectangular peripheral channel in Section Y-Y.	Figure 3-3 has been revised (<i>Refer to the enclosed replacement pages</i>).
		General	
		11. The applicant should check and ensure that the existing drainage downstream (the existing watercourse at the downstream of the box culvert) to which the proposed connection will be made have adequate capacity and satisfactory condition to cater for the additional discharge from the captioned site. He should also ensure that the flow from this site will not overload the existing drainage system.	<p>As the proposed on-site storage tank could provide sufficient capacity to collect the surplus runoff form the site and the vicinity catchments, additional drainage impact due to the proposed development is therefore not anticipated.</p> <p>The existing drainage system will be assessed in the Drainage Proposal, should the current planning application be approved by the TPB. The Drainage Proposal will be prepared by a qualified engineer to be submitted to the drainage authority and the other government departments as recommended in para. 4.1.6 of the DIA Report (<i>Refer to the enclosed replacement pages</i>).</p>

Section 16 Planning Application No. A/NE-FTA/201

Proposed Temporary Cold Storage for Poultry and Distribution Centre for 3 Years and Land Filling for Site Formation Works in “AGR” zone at Various Lots in D.D. 89 and Adjoining Government Land in Man Kam To Road, Sha Ling, New Territories

Responses-to-Comments Table

17 May 2021

		<p>12. The existing watercourse to which the applicant proposed to discharge the storm water from the subject site is not maintained by this office. The applicant should identify the owner of the existing watercourse to which the proposed connection will be made and obtain consent from the owner prior to commencement of proposed works. In the case that it is a local village drain, DO/N should be consulted.</p>	<p>Noted. The Applicant is committed to obtaining consent from the owner for discharging of storm water prior to commencement of the proposed works. All the relevant government departments shall be consulted when necessary.</p> <p>Please refer to the revised para. 4.1.6 of the DIA Report for details (<i>Refer to the enclosed replacement pages</i>).</p>
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Application no. A/NE-FTA/201

**Proposed Temporary Cold Storage for Poultry and Distribution Centre
for a Period of 3 Years and Land Filling for Site Formation Works in "Agricultural" zone at
Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP,
501, 502, 5-4 S.B, 505 and 506 S.B RP in D.D.89 and Adjoining Government Land,
Man Kam To Road, Sha Ling, New Territories**

Application for Permission under S.16 of the Town Planning Ordinance

Summary Table of 'Responses to Comments'

Comments from Transport Department																																																																																								
Contact: Mr. YIP Cho Yam, Joseph (Tel: 2399 2549)																																																																																								
1. Please note our comments on the subject application below from the traffic engineering point of view:																																																																																								
Comments		Responses																																																																																						
(i)	Para. 2.3.4 to 2.3.7: The applicant need to advise the number of different types of vehicles (Container, MGV and LGV) deployed for delivery of the poultry. As the report stated that the delivering capacity is more than 400,000 poultries per day, containers seems to be a major component of the transportation fleet. As such, the number of loading/unloading bays for containers should be higher.	As confirmed by the Applicant, HGVs and containers will be used for importing poultries from China to the proposed development, and poultries will then be distributed out to the market in the territory by various LGVs and HGVs. Traffic generation and attraction by different types of vehicles for importing and exporting of poultries is summarised in Table 2.3B & 2.3C with a total importing and exporting deliver capacity of more than 400,000 poultries per day (i.e. around 200,000 poultries imported from China and around 200,000 poultries distributed to the market in the territory).																																																																																						
		Table 2.3B Traffic Generation & Attraction for Imported Poultries of the Proposed Development from China																																																																																						
		<table><tr><th rowspan="3"></th><th colspan="6">Monday to Saturday</th></tr><tr><th colspan="2">Container</th><th colspan="2">HGV</th><th colspan="2">LGV</th></tr><tr><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th><th>IN</th><th>OUT</th></tr><tr><td>00:00 - 01:00</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>01:00 - 02:00</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>02:00 - 03:00</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>03:00 - 04:00</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>04:00 - 05:00</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>05:00 - 06:00</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>06:00 - 07:00</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr><tr><td>07:00 - 08:00</td><td>1</td><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td></tr><tr><td>08:00 - 09:00</td><td>1</td><td>0</td><td>3</td><td>0</td><td>0</td><td>0</td></tr></table>						Monday to Saturday						Container		HGV		LGV		IN	OUT	IN	OUT	IN	OUT	00:00 - 01:00	0	0	0	0	0	0	01:00 - 02:00	0	0	0	0	0	0	02:00 - 03:00	0	0	0	0	0	0	03:00 - 04:00	0	0	0	0	0	0	04:00 - 05:00	0	0	0	0	0	0	05:00 - 06:00	0	0	0	0	0	0	06:00 - 07:00	0	0	0	0	0	0	07:00 - 08:00	1	0	1	0	0	0	08:00 - 09:00	1	0	3	0	0	0
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Proposed Temporary Cold Storage for Poultry and Distribution Centre
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Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP,
501, 502, 5-4 S.B, 505 and 506 S.B RP in D.D.89 and Adjoining Government Land,
Man Kam To Road, Sha Ling, New Territories

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09:00 - 10:00	0	2	3	4	0	0
10:00 - 11:00	2	2	0	3	0	0
11:00 - 12:00	2	0	2	0	0	0
12:00 - 13:00	0	2	0	2	0	0
13:00 - 14:00	2	0	0	0	0	0
14:00 - 15:00	0	2	0	0	0	0
15:00 - 16:00	0	0	0	0	0	0
16:00 - 17:00	0	0	0	0	0	0
17:00 - 18:00	0	0	0	0	0	0
18:00 - 19:00	0	0	0	0	0	0
19:00 - 20:00	0	0	0	0	0	0
20:00 - 21:00	0	0	0	0	0	0
21:00 - 22:00	0	0	0	0	0	0
22:00 - 23:00	0	0	0	0	0	0
23:00 - 24:00	0	0	0	0	0	0
Total	8	8	9	9	0	0

Table 2.3C Traffic Generation & Attraction for Distributed Poultries of the Proposed Development to the Market

	Monday to Saturday					
	Container		HGV		LGV	
	IN	OUT	IN	OUT	IN	OUT
00:00 - 01:00	0	0	0	0	4	1
01:00 - 02:00	0	0	0	0	3	3
02:00 - 03:00	0	0	0	0	1	4
03:00 - 04:00	0	0	0	0	0	0
04:00 - 05:00	0	0	0	0	0	0
05:00 - 06:00	0	0	0	0	0	0
06:00 - 07:00	0	0	0	0	0	0
07:00 - 08:00	0	0	0	0	0	0
08:00 - 09:00	0	0	2	0	0	0
09:00 - 10:00	0	0	3	2	4	0
10:00 - 11:00	0	0	6	3	6	0
11:00 - 12:00	0	0	4	6	2	4
12:00 - 13:00	0	0	0	4	6	6
13:00 - 14:00	0	0	0	0	4	6
14:00 - 15:00	0	0	0	0	0	6
15:00 - 16:00	0	0	0	0	0	0
16:00 - 17:00	0	0	0	0	0	0
17:00 - 18:00	0	0	0	0	0	0
18:00 - 19:00	0	0	0	0	0	0
19:00 - 20:00	0	0	0	0	0	0



	20:00 - 21:00	0	0	0	0	0	0
	21:00 - 22:00	0	0	0	0	4	1
	22:00 - 23:00	0	0	0	0	3	3
	23:00 - 24:00	0	0	0	0	1	4
	Total	0	0	15	15	38	38

Based on the traffic generation and attraction of different types of vehicles for importing and exporting of poultry as shown in above tables, it is demonstrated that the loading/unloading bays provision (i.e. Container, HGV and LGV) in **Table 2.4** are sufficient to cater for the demand. Details are also included to Section 2.3 of the replacement pages of the revised TIA report.

(ii)

Table 4.5: Elaboration is required illustrating the calculated result of Man Kam To Road capacity of 2763 and 1224 pcu/hr.

The design lane capacity of Man Kam To Road north bound and south bound is based on TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 (i.e. one directional of flow for 13.5m district distributor undivided carriageway is 1,900 veh/hr and two-way flows of 7.3m district distributor 2 lane carriageway is 1,700 veh/hr).

With reference to T.P.D.M V2 C2.4 Table 2.4.1.2, the reduction of capacity due to high proportion of heavy vehicles (HV) (i.e. HV content 20-25%) would be 10%.

In order to convert the capacity from veh/hr to pcu/hr, reference has been made to the result of traffic survey result where a PCU factor of 1.6 has been derived and applied.

Lane capacity (pcu/hr) for Man Kam To Road North Bound

= Design flow * (1- Reduction in design flow level)* pcu factor

= 1,900 * (1-10%) * 1.6

= 2,763 (pcu/hr)

Lane capacity (pcu/hr) for Man Kam To Road South Bound

= Design flow * (1- Reduction in design flow level)* pcu factor / No. of lanes

= 1,700 * (1-10%) * 1.6 / 2

= 1,224 (pcu/hr)

Details and elaboration are also included to Section 4.6 of



the replacement pages of the revised TIA report.

Comments from Hong Kong Police Force

Contact: Mr. LIU, Kin-hang, Havery (Tel: 3661 4220)

1. Please note our comments on the subject application below from the traffic engineering point of view:

Comments	Responses
(iii) Lo Wu Road and Sha Ling Road (i.e. entrance of the proposed site) will be subjected to road closure for six weeks in both Ching Ming Festival and Chung Yeung Festival. Vehicles moving in the area will not allowed during the period due to safety issue; and	<p>The Applicant fully aware that special traffic arrangement involving road closure will be implemented at both Lo Wu Road and Sha Ling Road to facilitate grave sweepers for six weeks in both Ching Ming and Chung Yeung Festivals. In accordance with 2020 and 2021 special traffic arrangement, the above-mentioned roads will be closed on festival days and several weekends before/after festival days from 6am and 6pm daily.</p> <p>To cope with the implementation of special traffic arrangement (i.e. road closure), the Applicant confirms that they will make their own operation arrangement so that no vehicles will drive in/out through Lo Wu Road during those days and time periods with road closure so as to avoid any interruption to the grave sweepers.</p>
(iv) "Sandy Ridge Columbarium" which will be built in the vicinity will attract more member of public to visit the location on daily basis due to its large scale funerary service.	<p>Although additional columbarium, crematorium and related facilities will be developed in Sandy Ridge Cemetery, it is envisaged that majority of the grave sweepers will go to the columbarium during both Ching Ming and Chung Yeung Festivals and weekends before and after only. Similar to other columbarium in the territories, the public visitors during normal day will be very minimal and hence it is considered that the additional traffic and impact induced by Sandy Ridge Columbarium will be insignificant.</p>

Enclosure I

Replacement Page of Planning Statement

3.9 Tree Preservation Proposal

3.9.1 The tree survey is conducted and is presented in the revised Tree Preservation and Landscaping Proposal (**Annex 10**). In the study area for this application, 244 nos. of trees including 59 outside and 185 within the Application Site Boundary were surveyed. No trees outside the Application Site Boundary will be affected by the proposed use.

3.9.2 Within the Application Site boundary, 100 nos. of trees are proposed to be felled, 42 trees are proposed to be retained while 43 nos. of them are proposed to be transplanted. About 41.39% of the total surveyed trees will be retained, about 17.63% of the total surveyed trees will be transplanted while 40.98% of the surveyed trees will be felled (**Table 3.0** of the **Annex 10** refers).

3.9.3 Apart from the preserved trees, a total of **352** nos. of newly planted trees with average diameter at breast height (DBH) approximately 100mm will be planted within the Application Site to compensate the trees felled. The conscious green design will provide greening to further enhance the overall appearance and visual quality of the proposed use. The tree compensation proposal can achieve a ratio not less than 1:1 in terms of quality and quantity:

Quantity of trees loss:	100 nos.
Accumulated DBH trees loss:	19.25m
Quantity of compensatory trees:	352 nos.
Quantity compensation ratio:	approx. 1:3.52
DBH compensation:	approx. 35.2m
DBH compensation ratio:	approx. 1:1.83

3.9.4 During the construction and operation phase, the Applicant will be responsible to undertake vegetation maintenance and tree risk assessment in accordance with the Handbook on Tree Management (HTM) by DEVB. Besides, the Applicant shall maintain all the preserved trees, proposed trees, shrubs, groundcovers and lawn in healthy conditions.

Enclosure II

Replacement Pages of Revised TIA (Annex 5)



different retailers accordingly.

- 2.3.5 The incoming poultries will be mainly delivered by containers and HGVs while the distribution of poultries to different retailers will be mainly by HGVs and LGVs. The capacities of the truck load for containers, HGVs and LGVs are summarized in **Table 2.3A**.

Table 2.3A Capacity of Truck Load for Containers, HGVs and LGVs

Type	Capacity per Truck ⁽¹⁾
Container	15,000 poultry
HGV	10,000 poultry
LGV	1,500 poultry

Notes: (1) Reference has been made to information provided by the “Hong Kong Chilled Meat & Poultry Association”

- 2.3.6 Traffic generation and attraction by different types of vehicles for importing and exporting of poultries is summarised in **Table 2.3B & 2.3C** with a total importing and exporting deliver capacity of more than 400,000 poultries per day (i.e. around 200,000 poultries imported from China and around 200,000 poultries distributed to the market in the territory).

Table 2.3B Traffic Generation & Attraction for Imported Poultries of the Proposed Development from China

Time	Monday to Saturday					
	Container		HGV		LGV	
	IN	OUT	IN	OUT	IN	OUT
00:00 - 01:00	0	0	0	0	0	0
01:00 - 02:00	0	0	0	0	0	0
02:00 - 03:00	0	0	0	0	0	0
03:00 - 04:00	0	0	0	0	0	0
04:00 - 05:00	0	0	0	0	0	0
05:00 - 06:00	0	0	0	0	0	0
06:00 - 07:00	0	0	0	0	0	0
07:00 - 08:00	1	0	1	0	0	0
08:00 - 09:00	1	0	3	0	0	0
09:00 - 10:00	0	2	3	4	0	0



Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in “Agriculture” Zone for a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories

Traffic Impact Assessment (Rev.B)

We commit We deliver

10:00 - 11:00	2	2	0	3	0	0
11:00 - 12:00	2	0	2	0	0	0
12:00 - 13:00	0	2	0	2	0	0
13:00 - 14:00	2	0	0	0	0	0
14:00 - 15:00	0	2	0	0	0	0
15:00 - 16:00	0	0	0	0	0	0
16:00 - 17:00	0	0	0	0	0	0
17:00 - 18:00	0	0	0	0	0	0
18:00 - 19:00	0	0	0	0	0	0
19:00 - 20:00	0	0	0	0	0	0
20:00 - 21:00	0	0	0	0	0	0
21:00 - 22:00	0	0	0	0	0	0
22:00 - 23:00	0	0	0	0	0	0
23:00 - 24:00	0	0	0	0	0	0
Total	8	8	9	9	0	0

Table 2.3C Traffic Generation & Attraction for Distributed Poultries of the Proposed Development to the Market

Time	Monday to Saturday					
	Container		HGV		LGV	
	IN	OUT	IN	OUT	IN	OUT
00:00 - 01:00	0	0	0	0	4	1
01:00 - 02:00	0	0	0	0	3	3
02:00 - 03:00	0	0	0	0	1	4
03:00 - 04:00	0	0	0	0	0	0
04:00 - 05:00	0	0	0	0	0	0
05:00 - 06:00	0	0	0	0	0	0
06:00 - 07:00	0	0	0	0	0	0
07:00 - 08:00	0	0	0	0	0	0
08:00 - 09:00	0	0	2	0	0	0
09:00 - 10:00	0	0	3	2	4	0
10:00 - 11:00	0	0	6	3	6	0
11:00 - 12:00	0	0	4	6	2	4
12:00 - 13:00	0	0	0	4	6	6
13:00 - 14:00	0	0	0	0	4	6
14:00 - 15:00	0	0	0	0	0	6
15:00 - 16:00	0	0	0	0	0	0
16:00 - 17:00	0	0	0	0	0	0
17:00 - 18:00	0	0	0	0	0	0



18:00 - 19:00	0	0	0	0	0	0
19:00 - 20:00	0	0	0	0	0	0
20:00 - 21:00	0	0	0	0	0	0
21:00 - 22:00	0	0	0	0	4	1
22:00 - 23:00	0	0	0	0	3	3
23:00 - 24:00	0	0	0	0	1	4
Total	0	0	15	15	38	38

2.3.7 According to the information provided by the main operator “Hong Kong Chilled Meat & Poultry Association”. There will be around 70 trucks deployed everyday with a total delivering capacity of more than 400,000 poulties in total per day, around 200,000 poulties from supplier and 200,000 poulties distribute to market, as detailed in **Table 2.3 - 2.3C** of the TIA report. The results show that the estimated daily use of 70 trucks (i.e. container, HGV & LGV) could handle the normal distribution of 200,000 poulties with sufficient capacity and even with the sudden surge of daily poultry demand.

2.3.8 **Table 2.4** shows the total number of loading/ unloading bays and parking spaces in the development site, which is showing a surplus and the proposed provision is satisfying the peak demand.

Table 2.4 Provision of Internal Transport Facilities

Type		Numbers	Diementions
No. of Loading/ Unloading Bays	LGVs	25	7m(L)*3.5m(W)
	HGVs	7	11m(L)*3.5m(W)
	Containers	2	16m(L)*3.5m(W)
No. of Parking Spaces		13 (Including 1 disabled carparking space)	5m(L)*2.5m(W) / 5m(L)*3.5m(W)(1 disabled carparking space)
No. of Motorcycle Spaces		2	2.4m(L)*1m(W)
Total		49	-

2.3.9 Swept Path analysis has also been conducted on the Loading/Unloading Bays arrangement as shown in **Figure SP-01&02**. The result shows that goods vehicle can maneuver into and out of the bay seamlessly without conflicting other bay users.

4.6.3 To assess traffic impacts due to the proposed Temporary Cold Storage for Poultry and Distribution Centre, operational assessment of the Man Kam To Road and Lo Wu Station Road are carried out and the results are shown below:

Critical Section of Man Kam To Road at Junction C in year 2026 Design Scenario (Two-way):

Table 4.5 Man Kam To Road lane capacity

Man Kam To Road north bound capacity ⁽¹⁾ (veh/hr)	Man Kam To Road south bound capacity ⁽²⁾ (veh/hr)	Capacity reduction due to high proportion of heavy vehicles ⁽³⁾ (veh/hr)	Man Kam To Road north bound Total capacity ⁽⁴⁾ (pcu/hr)	Man Kam To Road south bound Total capacity ⁽⁴⁾ (pcu/hr)
1,900	850	275	2,736	1,224

Note:

(1) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 13.5m district distributor undivided carriageway one directional of flow.

(2) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 7.3m district distributor 2 lane carriageway both directional of flow.

(3) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.2. Site adjustment factor has been applied with reference to the survey result of the HV% , road condition and road side activities on Man Kam To Road.

(4) Reference has been made to the survey result. PCU factor of 1.6 has been derived from the result of the on-site traffic count survey which has been applied to the calculation of the Lane capacity

Lane capacity (pcu/hr) for Man Kam To Road North Bound

=Designed flow * (1- Reduction in design flow level)* pcu factor

=1900 * (1-10%) * 1.6

= 2763 (pcu/hr)

Lane capacity (pcu/hr) for Man Kam To Road South Bound

=Designed flow * (1- Reduction in design flow level)* pcu factor / No. of lanes

=1700 * (1-10%) * 1.6 /2

= 1224 (pcu/hr)

Table 4.5A V/C ratio of Man Kam To Road lane

Man Kam To Road	Demand Flow (pcu/hr)		Lane Capacity (pcu/hr)	V/C ratio	
	AM Peak	PM Peak		AM Peak	PM Peak
North Bound	935	750	2,736	0.35	0.28
South Bound	815	900	1,224	0.67	0.74

Critical Section of Lo Wu Station Road at Junction C in year 2026 Design Scenario (Two-way):

Table 4.6 Lo Wu Station Road lane capacity

Lo Wu Station Road capacity ⁽¹⁾ (veh/hr)	Capacity reduction due to high proportion of heavy vehicles ⁽²⁾ (veh/hr)	Total capacity ⁽³⁾ (pcu/hr)
1,400	140	2,016

Note:

(1) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.1 6.75m district distributor 2 lane carriageway two directional of flow.

(2) Reference has been made to the TPDM Volume 2 Chapter 2.4 Table 2.4.1.2. Site adjustment factor has been applied with reference to the survey result of the HV%, road condition and road side activities on Lo Wu Station Road.

(3) Reference has been made to the survey result. PCU factor of 1.6 has been derived from the result of the on-site traffic count survey which has been applied to the calculation of the Lane capacity

Lane capacity (pcu/hr) for each side of Lo Wu Station Road

= Designed flow * (1- Reduction in design flow level)* pcu factor / No. of lanes

= 1400 * (1-10%) * 1.6 / 2

= 1008 (pcu/hr)

Table 4.6A V/C ratio of Lo Wu Station Road lane

Lo Wu Station Road	Demand Flow (pcu/hr)		Lane Capacity (pcu/hr)	V/C ratio	
	AM Peak	PM Peak		AM Peak	PM Peak
West Bound	105	70	1,008	0.10	0.07
East Bound	130	85	1,008	0.13	0.08

Enclosure III

Replacement Pages of Revised EA (Annex 6)

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Machinery) (Emission) Regulation. The air quality impact from the forklifts is considered insignificant. No adverse air quality impact from the operation of the Centre on the surrounding air sensitive uses is therefore anticipated.

Vehicular Emission

- 2.3.10 Man Kam To Road and Lo Wu Station Road are the major road near the Site as shown on **Figure 2.2**. With reference to the *Annual Traffic Census 2019* (published by Transport Department ("TD")), Man Kam To Road is classified as a Rural Road whilst there is no relevant information for the Lo Wu Station Road. By considering the nature of the Lo Wu Station Road, it is classified as a rural road. There is no specific buffer distance requirement recommended in Table 3.1, Chapter 9 of the HKPSG. Hence, the minimum buffer distance of 5m between air sensitive uses and local road is adopted for the Centre.
- 2.3.11 The proposed junction improvement works at the junction of the Man Kam To Road and Lo Wu Station Road will include provision of road markings and revolving warning lights at the Site Entrance of the Proposed Development on Lo Wu Station Road, and provision of restriction mark on Man Kam To Road. No change to the alignment and capacity of the Man Kam To Road and Lo Wu Station Road along the Site Boundary will be required. Hence, there will be no change to the buffer zone in compared with the existing condition.
- 2.3.12 As illustrated on **Figure 2.2**, majority of the Site can satisfy the buffer distance of 5m between the roads and the Site. There is no air sensitive uses within the 5m buffer distance between the roads and the Site. In order to avoid adverse air quality impact from traffic emission, a buffer zone is recommended for the Proposed Development with the following requirements:
- No fresh air intake / openable window of air sensitive uses shall be located within the buffer zone.
 - Any air sensitive uses within buffer zone shall rely on fresh air intake / openable window located out of the buffer zone for ventilation.
- 2.3.13 With the provision of the buffer zone, the buffer distances recommended in HKPSG will be satisfied. Therefore, no adverse air quality impact on the Site from traffic emission is anticipated.
- 2.3.14 As advised by the operator, the maximum number of traffic flow generated is 22 travel in and travel out trips in total per hour. In addition, 83% of time per day (i.e. 20 hours per day) will have hourly traffic flow less than 12 travel in and travel out trips in total per hour. In addition, the vehicles will switch off engines during loading / unloading within the Centre. Besides, Man Kam To Road and Lo Wu Station Road will still operate with ample capacity with the proposed development as per Section 4.6.4 of the TIA report. The additional traffic trips related to the proposed development are considered insignificant and can be absorbed by the road networks. Therefore, it is anticipated that the induced traffic would not cause adverse traffic congestion problem and queuing on the public road leading worsening of vehicular emission impact. In addition, 13 parking space will be provided for the Proposed Development, which is showing a surplus and the proposed provision would satisfy the peak demand as per Section 2.3.4 of the TIA report. Moreover, Swept Path analysis have been conducted in the TIA and all the reverse movement of vehicles will be confined within the Site only. Hence, no reverse movement of vehicles on the public road due to the Proposed Development is expected. Due to the low traffic flow generated and no idling emission from the vehicles during loading/unloading activities, adverse air quality impact from the Centre on the surrounding air sensitive uses is not anticipated.

Odour

- 2.3.15 As mentioned in **Section 1.1**, the proposed development is a temporary storage of chilled poultry. No slaughtering generating considerable odour will be conducted. Therefore, no odour nuisance from the Project is anticipated during the operation phase.

2.4 Conclusion

- 2.4.1 With the implementation of the recommended mitigation measures and good site practice, adverse impacts during the construction phases are not anticipated. No further mitigation measures are needed.
- 2.4.2 No adverse air quality impact on the Centre from industrial emission and vehicular emissions is anticipated with the implementation of the proposed mitigation measures during the operation phase. At the same time, the operation of the Centre will not cause adverse air quality impact on the surrounding air sensitive uses.
- 2.4.3 Overall, therefore, no adverse air quality impacts are anticipated during the construction and operation phases of the Centre.

3.2 Construction Noise Impact

- 3.2.1 Various construction activities such as excavation, stockpiling, earth moving, filling activities, reinstatement works and etc. will be the key noise sources generated during the construction phase. In particular, the use of PME and the vehicle movement within the Site are the major noise sources.
- 3.2.2 Construction shall be carried out during non-restricted hours as far as practicable. The mitigation measures recommended in ProPECC PN2/93 should be implemented where applicable. In addition, the following measures and on-site practice are recommended in order to minimise the potential construction noise impacts during daytime:
- Quiet PME and construction method should be adopted if possible.
 - The Contractor shall devise and execute working methods to minimise the noise impacts on the surrounding sensitive uses, and provide experienced personnel with suitable training to ensure that those methods are implemented.
 - Switch off idling equipment.
 - Regular maintenance of equipment.
 - Fit muffler or silencer for equipment.
 - Noisy equipment and noisy activities should be located as far away from the NSRs as is practical.
 - Use quiet construction method, e.g. use saw-cut or hydraulic crusher instead of excavator-mounted percussive breaker.
 - PME should be kept to a minimum and the parallel use of noisy equipment / machineries should be avoided.
 - Erect noise barriers or noise enclosure for the PME if appropriate.
 - Implement good house-keeping and provide regular maintenance to the PME.
 - Spot check resultant noise levels at nearby NSRs.
- 3.2.3 If construction work involving the use of PME will be required during restricted hours, a CNP shall be applied for under the NCO. The noise criteria and assessment procedures for obtaining a CNP are specified in GW-TM.
- 3.2.4 In addition, the EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:
- The Contractor shall observe and comply with the Noise Control Ordinance and its subsidiary regulation.
 - The Contractor shall ensure that all plant and equipment to be used on the Site are properly maintained in good operating condition and noisy construction activities shall be effectively sound-reduced by means of silencers, mufflers, acoustic linings and shields, acoustic sheds or screen or other means, to avoid disturbance to nearby noise sensitive receivers.
 - For carrying out any construction work other than percussive piling during the time period from 0700 to 1900 hours on any day not being a general holiday (including Sundays), the Contractor shall comply with the following requirements.
 - The noise level measured at 1m from most affected external façade of the nearby noise sensitive receivers from the construction works alone during any 30-minute period shall not exceed an equivalent sound level (L_{eq}) of 75dB(A).
 - The noise level measured at 1m from most affected external façade of the nearby schools from the construction works alone during any 30-minute period shall not exceed

- 3.3.12 With reference to the *ASHRAE Handbook Chapter 48 – Noise and Vibration Control*, the scroll compressors tend to produce relatively weak tone. Thus, the noise impact from the scroll compressors is considered insignificant. However, water cooling towers and water pumps could generate adverse noise impact and thus considered as noise sources that could affect off-site NSRs.
- 3.3.13 The SWLs of the water cooling towers were referred to the catalogue provided by the Applicant, while the SWL of water pump was referred to GW-TM. The noise levels were assessed based on the standard acoustics formula as follows –

$$\text{SPL} = \text{SWL} - \text{DC} + \text{FC}$$

Where:

- SPL – Sound Pressure Levels at receiver, in dB(A)
- SWL – Sound Power Levels of M&E Plant, in dB(A)
- DC – Distance Correction, in dB(A) by $\text{DC} = 20\log_{10}(\text{D}) + 8$
- D – Horizontal distance between the NSR and source in meters
- FC – Façade Correction of +3 dB(A)

- 3.3.14 With regard to the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the opening of the enclosure.

Loading/Unloading Activities

- 3.3.15 All loading/unloading areas are shown on **Figure 3.3**. The loading/unloading area is composed of two parts –
1. Loading/unloading Bays – used for vehicle parking
 2. Loading/unloading Platform – used for loading/unloading the chilled poultry
- 3.3.16 Mitigation measures for the loading/unloading areas have been considered for the layout design. After entering the Site, vehicles will enter at the loading/unloading platforms, which will be enclosed by a 2m extended canopy with 2 side panels (minimum surface density of 10kg/m²). Therefore, no loading/unloading activities will be undertaken at open area. In order to further minimise the noise impact, acoustic mat (minimum surface density of 10kg/m²) will be provided to the opening side of the platforms. As such, the loading/unloading and distribution activities will be confined under the canopy and behind the side walls and acoustic mat of the loading/unloading platform. The operation will be carried out smoothly with sufficient space. The conceptual design of the mitigation measures at the loading/unloading areas is shown in **Appendix A**. The noise reduction performance of the acoustic mat (minimum surface density of 10kg/m²) shall be sufficient, an example of a market available product with similar surface density is given in **Appendix B**. The mitigation measures will be applied to all 5 loading/unloading platforms. The noise screening structures for the loading/unloading platforms, i.e. extended canopy with 2 side panels and acoustic mat, shall have no gap or slit. The extended canopy, enclosing shed and the side panels should be solid structures with acoustic mats securely installed which would not be easily tampered by on-site workers.
- 3.3.17 Since the loading/unloading activities will be undertaken in an enclosed area, the noise impact is anticipated to be minimal. Thus, loading/unloading activities has not been taken into account in the noise assessment.

Noise Sensitive Receivers (“NSRs”)

- 3.3.18 There is no planned NSR of the proposed development. The first layer of existing NSRs is located closest to the Proposed Development. For the worst-case scenario consideration, representative NSRs were identified and selected from the first layer of NSRs for the quantitative assessment.

very close to the Site, a 4m high solid wall (minimum surface density of 10kg/m²) (i.e. NB1) would be constructed to further reduce the noise impact to these one storey height building (i.e. NSR IN1). At the north-east boundary, a 4.5m high solid wall (minimum surface density of 10kg/m²) (i.e. NB2) would be proposed for NSRs IN6. At the northwest boundary, a 7.8m high solid wall (minimum surface density of 10kg/m²) (i.e. NB3) are proposed for NSRs IN8, IN9 and IN10. A 6.5m high solid wall (minimum surface density of 10kg/m²) (i.e. NB4) is proposed at the northwest boundary for NSRs IN12, as shown on **Figure 3.4**.

- 3.3.38 As the proposed development will be operated around the clock, the on-site vehicle movement during night time may cause adverse noise impact on the nearby village with a quiet environment. Therefore, it is proposed to construct a 6.5m (i.e. NB5) and a 7.8m (i.e. NB6) high solid wall (minimum surface density of 10kg/m²) at the north boundary of the Site next to segment 12 for NSR IN7. The barrier will be erected before the start of night time (2300 to 0700), also the LGV parking space next to segment 7 would not be used at night time (2300 to 0700), as shown on **Figure 3.4**, to minimise the potential noise impact.
- 3.3.39 Regarding to the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the particular haul road segment. The screening structure includes the proposed cold storage blocks and the proposed boundary wall.
- 3.3.40 Although the time period of vehicle reverse movement is relatively short, as a conservative approach and as far as practicable, moveable noise barriers with a minimum surface density of 7kg/m² are proposed to be erected along the road path within the site when there is reversing of vehicles, in order to further minimise the noise generated during vehicles reversing.
- 3.3.41 The noise levels from on-site movement of vehicles were thus calculated as shown in **Appendix G** and summarised in **Table 3.9**.

Table 3.9: Predicted Noise Levels from Vehicles travelling within the Site

NSR	PREDICTED NOISE LEVEL, dB(A)			NOISE CRITERIA, dB(A)		
	Day	Evening	Night	Day	Evening	Night
IN1	46.3	42.3	42.3	55	55	45
IN2	44.8	39.8	39.8			
IN3	44.9	40.4	40.4			
IN4	44.2	40.3	40.3			
IN5	42.1	38.0	38.0			
IN6	39.9	36.8	36.8	49	43	38
IN7	45.5	42.5	37.1			
IN8	36.7	33.1	33.0			
IN9	40.7	37.1	37.0			
IN10	41.5	38.0	37.6			
IN11	41.7	38.0	37.0			

NSR	PREDICTED NOISE LEVEL, dB(A)			NOISE CRITERIA, dB(A)		
	Day	Evening	Night	Day	Evening	Night
IN12	46.1	36.5	36.5			
IN13	45.0	34.8	34.8			
IN14	42.7	33.5	33.5			

Mechanical and Electrical (M&E) Equipment

- 3.3.42 As mentioned in **paragraphs 3.3.11 - 3.3.12**, three (3) water cooling towers and five (5) water pumps were taken into account in this assessment.
- 3.3.43 They are distributed on the roof top of Cold Storage Blocks 1 and 2. Two (2) water cooling towers and three (3) water pumps are located on Cold Storage Block 1, while one (1) water-cooling tower and two (2) water pumps located on Block 2, as shown on **Figure 3.5**.
- 3.3.44 According to the information provided from the Applicant, the SWL of the water cooling towers is 96 dB(A) as shown in **Appendix E**, while the SWL of water pump of 88 dB(A) was referred to GW-TM. These SWLs have been adopted in the calculation.
- 3.3.45 In order to minimise the noise impact, a complete enclosure with silencers should be installed for the water-cooling towers and a complete enclosure should be installed for water pumps.
- 3.3.46 According to the *Good Practices on Ventilation System Noise Control* published by EPD, a complete acoustic enclosure (minimum surface density of 10kg/m²) with silencer for water cooling tower with opening could provide a noise reduction of 20dB(A) or more.
- 3.3.47 According to the *Good Practices on Pumping System Noise Control* also published by EPD, a complete enclosure (minimum surface density of 10kg/m²) for water pumps could provide a noise reduction of 20dB(A).
- 3.3.48 In order to further minimise the noise impact, it is suggested that the openings of enclosure of Block 1 should face to Sha Ling Playground, while the openings of enclosure of Block 2 should face to Man Kam To Road as shown on **Figure 3.5**.
- 3.3.49 A 2m height barrier is proposed on the top of north-west of Block 1 (i.e. NB7) and north-east of Block 2 (i.e. NB8) to reduce the direct line-of-sight of NSR IN12 and NSR IN7 respectively, as shown on **Figure 3.4** and **Figure 3.5**.
- 3.3.50 Regarding the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the openings.
- 3.3.51 The noise levels from M&E equipment were thus calculated as shown in **Appendix G** and summarised in **Table 3.10**.

Table 3.10: Predicted Noise Levels from M&E Equipment

NSR	PREDICTED NOISE LEVEL, dB(A)	NOISE CRITERIA, dB(A)		
	Day / Evening / Night	Day	Evening	Night
IN1	34.5	55	55	45
IN2	34.2			

NSR	PREDICTED NOISE LEVEL, dB(A)	NOISE CRITERIA, dB(A)		
	Day / Evening / Night	Day	Evening	Night
IN3	34.6	49	43	38
IN4	35.7			
IN5	34.4			
IN6	32.3			
IN7	27.7			
IN8	33.3			
IN9	31.7			
IN10	30.7			
IN11	32.3			
IN12	28.0			
IN13	32.0			
IN14	29.7			

Overall Noise Impact from Fixed Sources

- 3.3.52 As the fixed noise sources include both noise from on-site vehicle movement and noise from M&E equipment, the overall noise impact from fixed sources were predicted and summarised in **Table 3.11**.

Table 3.11: Predicted Overall Noise Impact from Fixed Sources

NSR	PREDICTED NOISE LEVEL, dB(A)			NOISE CRITERIA, dB(A)		
	Day	Evening	Night	Day	Evening	Night
IN1	46.6	43.0	42.9	55	55	45
IN2	45.2	40.8	40.8			
IN3	45.3	41.4	41.4			
IN4	44.8	41.6	41.6			
IN5	42.8	39.6	39.6			
IN6	40.6	38.1	38.1	49	43	38
IN7	45.6	42.6	37.6			
IN8	38.3	36.2	36.2			
IN9	41.2	38.2	38.1			

NSR	PREDICTED NOISE LEVEL, dB(A)			NOISE CRITERIA, dB(A)		
	Day	Evening	Night	Day	Evening	Night
IN10	41.8	38.8	38.4			
IN11	42.2	39.0	38.3			
IN12	46.1	37.1	37.1			
IN13	45.2	36.6	36.6			
IN14	42.9	35.0	35.0			

- 3.3.53 According to the results shown in **Table 3.11**, potential fixed source noise impacts from the Proposed Development at the identified NSRs are anticipated to comply with the relevant noise standards.

3.4 Traffic Noise Impacts during Operation

Traffic Noise during Operation Peak

- 3.4.1 There will be off-site traffic as vehicles will be used for transporting the chilled poultry to the Proposed Development and delivering of the chilled poultry to different places in Hong Kong. According to the information provided from the Project Team Traffic Consultant, the operation peak hour will be from 0945 to 1045. The potential traffic noise impact at that duration has been assessed.

Assessment Assumption and Methodology

- 3.4.2 The road traffic noise levels of the operation peak of the Proposed Development have been predicted using a computer noise model, RoadNoise, which mainly follows the prediction procedures of the *UK Department of Transport's Calculation of Road Traffic Noise ("CRTN")*, as recommended in Chapter 9 Environment of HKPSG.
- 3.4.3 As mentioned in **Paragraph 3.1.8**, the HKPSG assessment criteria for domestic premises is 70 dB(A). Having said that, as discussed in **Paragraphs 3.1.9 to 3.1.11**, a contribution of less than 1.0 dB(A) due to the presence of the Proposed Development is also considered to be acceptable in environmental terms.
- 3.4.4 The commissioning year of the Project is tentatively scheduled in Year 2021. Generally, the base traffic is expected to grow every year. Hence the noise contribution from the Proposed Development in the commission year is expected to be greater than that in the year with maximum projection within 15 years after operation. Since the commissioning year of Year 2021 is not certain at current planning stage, it may shift to an earlier or later year. As such, for a conservative approach, the background traffic flow of Year 2018 (year before commission year) was proposed to be adopted in the assessment. The traffic forecasts for Year 2018 is enclosed in **Appendix H**.

Noise Sensitive Receivers

- 3.4.5 According to the traffic data, the Proposed Development will only increase the traffic flow of Man Kam To Road and Lo Wu Station Road. Therefore, representative NSRs had been selected along these roads as shown in **Table 3.12** and **Figure 3.6**.

Table 3.12 Representative NSRs of Traffic Noise during Operation Peak

NSR ID	DESCRIPTION	NO. OF STOREY
TN1	Village House No. 61 at Sha Ling	1
TN2	Temporary Structure	1-3
TN3	Village House No. 185 at Sha Ling	1-3

NSR		NOISE LEVEL, $L_{eq}(30min)$, dB(A)		CONTRIBUTION (2) – (1), dB(A)
ID	Measurement Set	Without Proposed Development (1)	With Proposed Development (2)	
TN5	1	57.1	57.5	0.4
	2	59.6	59.2	0.4

3.5 Conclusion

- 3.5.1 During the construction phase of the Proposed Development, with the implementation of the noise mitigation measures recommended in **paragraph 3.2**, no adverse noise impact is anticipated.
- 3.5.2 Quantitative assessment for the fixed noise sources during operation phase was conducted. The results show that the noise from the fixed sources of the Proposed Development is expected to comply with the relevant noise criterion after implementing proper mitigation measure, such as enclosing the loading/unloading platforms with a 2m extended canopy with 2 side panels (minimum surface density of 10kg/m^2) with plastic strip doors installed to the opening side of the platforms, provision of complete enclosure with silencers to the water cooling towers and complete enclosure for water pumps, orientation of the opening of enclosures, erection of a 4m barrier along road side of the south of the Site (i.e. NB1), a 4.5m barrier along road side of north-east of the Site (i.e. NB2); a 7.8m barrier along the road side of northwest of the Site (i.e. NB3), a 6.5m barrier wall along road side of northwest of the Site (i.e. NB4). At night time (2300 to 0700) a 6.5m (i.e. NB5) and a 7.8m barrier (i.e. NB6) will be erected next to the segment 12, the LGV parking space next to the segment 7 would not be used at night time (2300 to 0700). A 2m height barrier is proposed on the top of northwest of Block 1 (i.e. NB7) and northeast of Block 2 (i.e. NB8) to reduce the direct line of sight of NSR IN12 and NSR IN7 to M&E equipment respectively.
- 3.5.3 Quantitative assessment for the off-site road traffic noise was also conducted. With comparing the noise impacts between the scenarios of with and without the Proposed Development in Year 2018, the results show that the Proposed Development would not generate over 1.0 dB(A) or more contribution to the road traffic noise on the surrounding NSRs. Therefore, the traffic noise impact to the NSRs is considered as insignificant.
- 3.5.4 Overall, therefore, there will be no adverse noise impact during the construction and operation phases of the Proposed Development.

Figure 3.4: Mitigation Measures for on-site Vehicle Movement

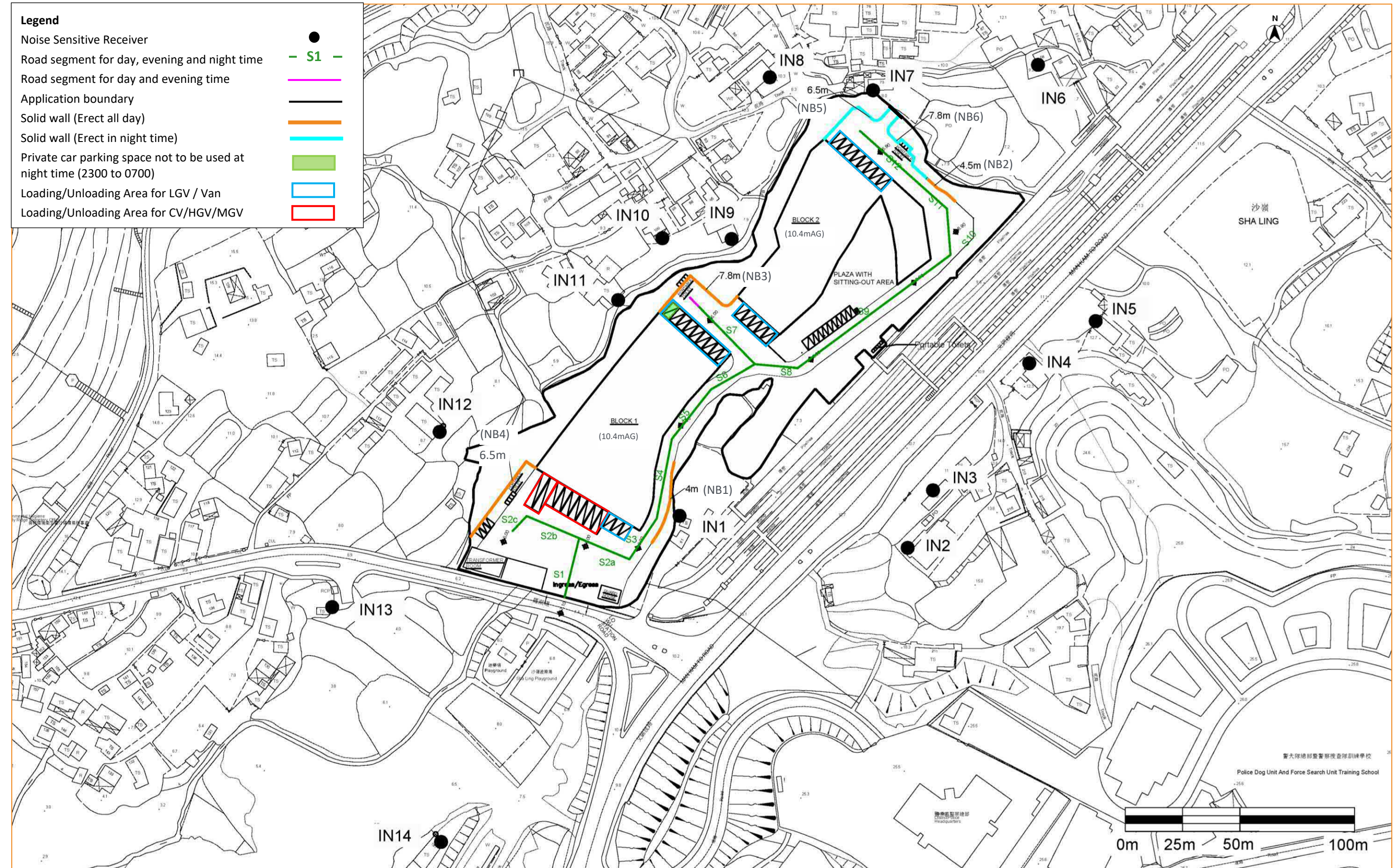
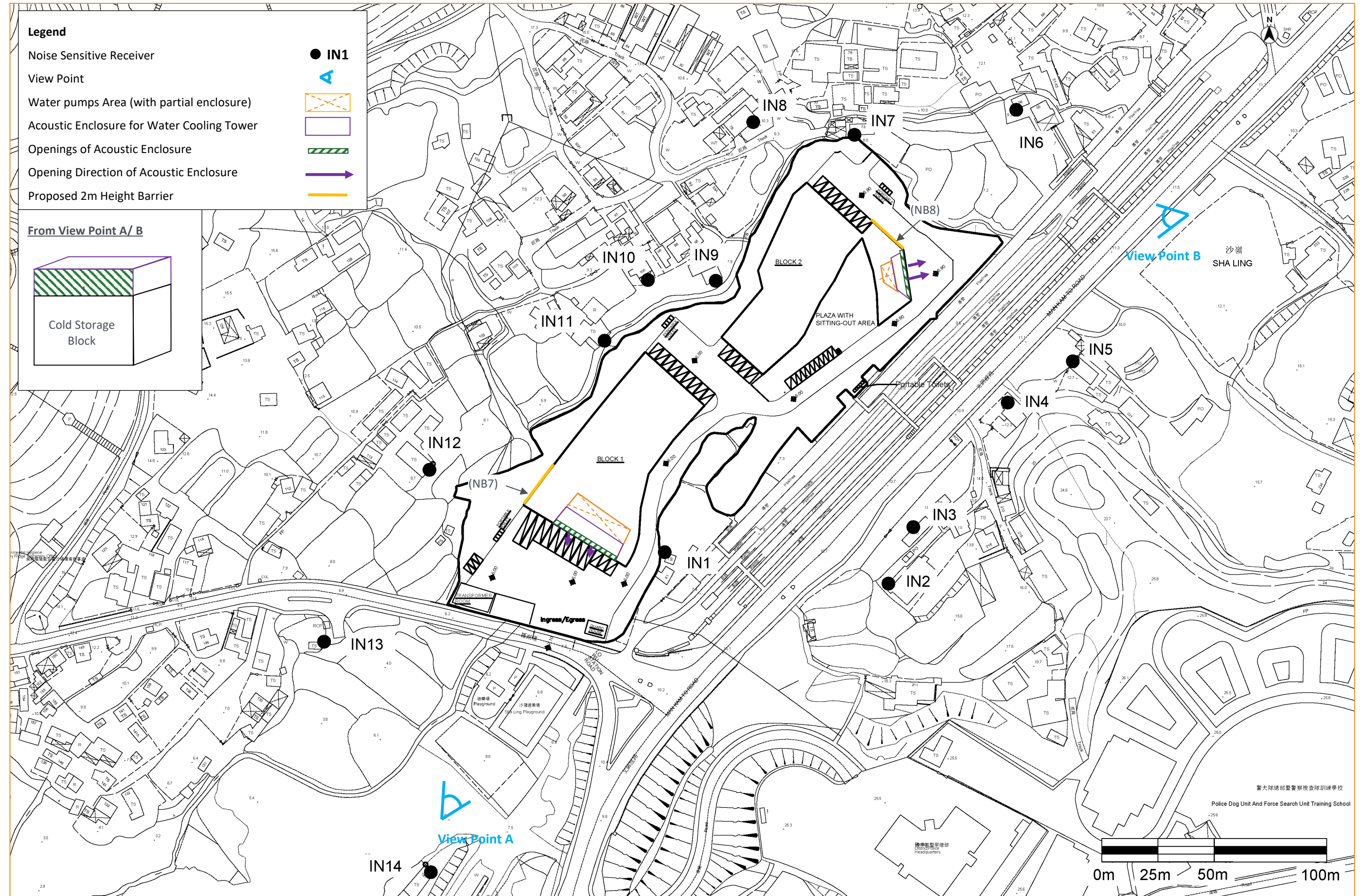


Figure 3.5: Locations and directions of the openings of the Enclosures



loading and unloading platform to collect the floor wash water and will be separated from the internal drainage system.

- 4.4.9 A Sewerage Impact Assessment (“SIA”) for the Centre is provided in a separate SIA report, which covers the assumptions and methods commonly adopted in Hong Kong. The SIA has concluded that there will be no acceptable sewerage impact from the Site with the provision of recommended mitigation measures, i.e. Portable toilets for sewage generated from the staff and wastewater generated from floor cleaning by mopping.
- 4.4.10 Non-point/diffuse source pollution, such as dust, tyre scraps, oil, etc. might be washed from road surface, proposed footpath and/or open areas into watercourses during regular cleaning or during rainstorms. In order to minimise this pollution loading, silt/sand traps should be provided for the drainage systems of open areas in accordance with the relevant government guidelines. Such design should be incorporated in the detailed design. A stormwater storage tank will be constructed to store the excessive runoff during extreme rainfall when the stormwater collection system capacity of the watercourse has been exceeded. No wastewater will be collected by the stormwater storage tank. The stormwater storage tank will be located in the space beneath the cold storage building Block 1 and above the ground tentatively. The actual size and location of the tank will be subject to detailed design in the future. Trash screens will be provided at the inlet and outlet of the stormwater storage tank to prevent debris. After the rainstorm, the stored stormwater from the water tank will be reused as much as practicable, including re-use on-site (e.g., floor mopping, toilet flush, etc.) or transported to the nearby active farmlands (i.e. the farmland to the southwest of the Site), while the exact outlet needed to be confirmed during the detailed design stage. Therefore, only small amount of the surplus water will be drained off to the proposed stormwater collection system and then enter the box culvert after heavy raining when emergency. The onsite stormwater collection system and stormwater storage tank will be separate systems from the existing watercourse. No drainage diversion of the existing watercourse will be involved in the Project. The collected runoff by internal stormwater collection system will be pumped to stormwater storage tank, all the stormwater will be reused or transported as much as practicable, only small amount of surplus water will be discharged to the proposed stormwater collection system and then the existing box culvert via the underground pipe connecting to the outfall when emergency, which installed with silt/sand traps and oil interceptors. Besides, proposed stormwater course will collect the runoff from surrounding catchments and diverted to existing box culvert for discharge. Also, sedimentation of collected runoff could take place inside the stormwater storage tank, due to a longer retention time. Therefore, the water quality could be better. The effluent from the internal stormwater system and stormwater storage tank will be rainwater after sedimentation, which is considered as “unpolluted water” in accordance with WPCO. Hence, it is considered that emergency plan is not required of overflow or leakage of stormwater storage tank. With the provided silt/sand traps and oil interceptors, debris/oil can be trapped and removed before being washed into watercourses. Regular cleaning and maintenance of these mitigation measures will be provided by the operator.
- 4.4.11 In addition, all the runoff from the Site will be diverted to the internal stormwater collection system and the stormwater storage tank during heavy rainstorm. The internal stormwater collection system will be separated from the existing watercourse as shown on **Figure 4.2**. Hence, no adverse impact on the existing watercourse is anticipated. The indicative stormwater collection system layout of the Site is shown on **Figure 4.3**.
- 4.4.12 Moreover, runoff should be controlled by best management practice. At the outlets to watercourses, the Applicant or their delegated operation parties should manage the cleaning of roads and open areas within the Site before heavy rain. To further minimise pollution loading, cleaning should be carried out during low traffic periods. Cleaning methods for roads/open

areas, such as manual cleaning or mechanical methods and including street sweepers are recommended to be adopted. The substances during cleaning should be collected as far as practicable for off-site disposal at landfill sites. After the removal of the substances, the pollution loading of runoff would be reduced.

- 4.4.13 Water would be used in water cooling tower for the cooling function in which, chemical will be applied to prevent algae bloom. During the operation of the water cooling tower, water will be evaporated, so refilling water will be needed to maintain sufficient water for cooling function. The water inside the cooling system would be discharge as toilet flushing water and will comply with the requirements stipulated in Water Pollution Control Ordinance and its Technical Memorandum. The installation work of the water cooling tower is simply and is expected will not generated any polluted or waste water during construction. Therefore, it is expected no adverse water quality impact is anticipated during construction and operation phases.
- 4.4.14 Agrochemical, including pesticides or fertilisers, may be used in the maintenance of the greenery area, subject to the practice by the future landscape contractor. Under normal circumstances, any application of pesticides and fertilisers would only be on a need basis based on the health condition of the vegetation and confined within a small area. Since the scale of the greenery area is relatively small, the amount of agrochemicals to be used would be very limited and will not cause adverse water quality impact on the runoff. Only registered agrochemicals under the Pesticides Ordinance shall be used. Bio-pesticides and pesticides with shorter half-life (i.e. non-persistence in nature) is recommended. The amount of agrochemicals to be applied and application frequency should follow the manufacturer's instructions. In addition, the application of agrochemicals before heavy rainstorm should be avoided. With the implementation of the recommended measures, no adverse water quality is anticipated.
- 4.4.15 With the provision and implementation of the aforementioned mitigation measures for non-point source pollution, adverse water quality impact due to runoff is not anticipated.
- 4.4.16 The existing watercourse will be decked over underneath the proposed development as shown in **Figure 4.2**. A Drainage Impact Assessment ("DIA") for the Centre has been carried out and is presented in a separate DIA report appended to the Planning Statement. The DIA has concluded that the surface runoff induced by the Centre would not cause any adverse drainage impact on the existing downstream watercourse with the provision of the proposed internal drainage system and aboveground stormwater storage tank.

4.5 Mitigation Measures

Construction Phase

- 4.5.1 During construction, it is recommended that portable toilets should be provided for construction workers. These will be supplied, maintained and emptied (at a sewage treatment facility) by a specialist contractor.
- 4.5.2 In order to avoid muddy surface runoff from entering the existing watercourse, earth bunds or sand bag barriers shall be provided along the watercourse. Channels along the watercourses and site boundary shall be also provided to collect and direct the muddy runoff to the wastewater treatment facilities for treatment prior to being discharged. The design of the construction site drainage system shall be independent from the existing watercourse. The details of wastewater treatment arrangement shall be submitted to EPD for review during the application of the wastewater discharge licence before commencement of the construction activities.
- 4.5.3 The construction contractor shall also follow good site practice and be responsible for the design construction, operation and maintenance of all the mitigation measures a specified in ProPECC PN 1/94 for construction site drainage:

- Surface run-off from construction sites shall be discharged into storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Channels or earth bunds or sand bag barriers shall be provided on site to properly direct storm water to such silt removal facilities. Perimeter channels at site boundaries shall be provided where necessary to intercept storm run-off from outside the Site so that it will not wash across the Site.
- Silt removal facilities, channels and manholes shall be maintained and the deposited silt and grit should be removed regularly, at the onset of and after each rainstorm to ensure that these facilities are functioning properly at all times.
- For the purpose of preventing soil erosion, temporarily exposed slope surfaces shall be covered e.g. by tarpaulin, and temporary access roads shall be protected by crushed stone or gravel, as excavation proceeds. Intercepting channels shall be provided (e.g. along the crest/edge of excavation) to prevent storm runoff from washing across exposed soil surfaces. Arrangements shall always be in place to ensure that adequate surface protection measures can be safely carried out well before the arrival of a rainstorm.
- Earthworks final surfaces shall be well compacted and the subsequent permanent work or surface protection shall be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms. Appropriate drainage like intercepting channels shall be provided where necessary.
- Measures shall be taken to minimise the ingress of rainwater into trenches. If excavation of trenches in wet seasons is necessary, they shall be dug and backfilled in short sections. Rainwater pumped out from trenches or foundation excavations shall be discharged into storm drains via silt removal facilities.
- Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites shall be covered with tarpaulin or similar fabric during rainstorms. Measures shall be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.
- Manholes shall always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers.

4.5.4 In addition, the EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:

- The Contractor shall observe and comply with the Water Pollution Control Ordinance and its subsidiary regulation.
- The Contractor shall carry out the Works in such a manner as to minimise adverse impacts on the water quality during execution of the works. In particular the Contractor shall arrange his method of working to minimise the effects on the water quality within and outside the Site, on the transport routes and at the loading, dredging and dumping areas.
- The Contractor shall follow the practices, and be responsible for the design, construction, operation and maintenance of all the mitigation measures as specified in the ProPECC PN 1/94 "Construction Site Drainage" issued by the Director of Environmental Protection. The design of the mitigation measures shall be submitted by the Contractor to the Engineer for approval.
- The Contractor shall not discharge directly or indirectly or cause or permit or suffer to be discharged into any public sewer, stormwater drain, channel, stream-course or sea any trade effluent or foul or contaminated water or cooling or hot water without the prior written

consent of the Engineer in consultation with the Director of Environmental Protection and Director of Water Supplies, who may as a condition of granting his consent require to the Contractor to provide, operate and maintain at the Contractor's own expense to the satisfaction of the Engineer suitable works for the treatment and disposal of such trade effluent or foul or contaminated or cooling or hot water. The design of such treatment works shall be submitted to the Engineer for approval not less than one month before commencement of the relevant works.

- If any office, site canteen or toilet facilities is erected, foul water effluent shall be directed to a foul sewer or to a sewage treatment and disposal facilities either directly or indirectly by means of pumping or other means approved by the Engineer.

4.5.5 Measures recommended in Appendix D of ETWB No.5/2005 *Protection of natural streams/ rivers from adverse impacts arising from construction works* shall be also implemented by Contractor to the construction works in the vicinity of natural rivers and streams are listed below:

- The proposed works site inside or in the proximity of natural rivers and streams should be temporarily isolated, such as by placing of sandbags or silt curtains with lead edge at bottom and properly supported props, to prevent adverse impacts on the stream water qualities. Other protective measures should also be taken to ensure that no pollution or siltation occurs to the water gathering grounds of the work site.
- The natural bottom and existing flow in the river should be preserved as much as possible to avoid disturbance to the river habitats. If temporary access track on riverbed is unavoidable, this should be kept to the minimum width and length. Temporary river crossings should be supported on stilts above the riverbed.
- Stockpiling of construction materials, if necessary, should be properly covered and located away from any natural stream/river.
- Construction debris and spoil should be covered up and/or properly disposed of as soon as possible to avoid being washed into nearby rivers/streams by rain.
- Construction effluent, site run-off and sewage should be properly collected and/or treated. Wastewater from a construction site should be managed with the following approach in descending order:
 - (i) minimisation of wastewater generation;
 - (ii) reuse and recycle;
 - (iii) treatment.

Proper locations for discharge outlets of wastewater treatment facilities well away from the natural streams/ rivers should be identified.

- Removal of existing vegetation alongside the riverbanks should be avoided or minimised. When disturbance to vegetation is unavoidable, all disturbed areas should be hydroseeded or planted with suitable vegetation to blend in with the natural environment upon completion of works.
- Adequate lateral support may need to be erected in order to prevent soil/mud from slipping into the stream/river, but without unduly impeding the flow during heavy rain
- Supervisory staff should be assigned to station on site to closely supervise and monitor the works.

4.5.6 In addition, detailed design of the platform and boundary of the construction site would consider avoidance of encroaching and adversely affecting the existing watercourse, maximising the distance between the works/development site and the existing watercourse, and providing sufficient buffer distance from the water during construction.

Operation Phase

D04 – ENVIRONMENTAL ASSESSMENT REPORT

Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Various Lots in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, NT
Prepared for Hong Kong Chilled Meat & Poultry Association

SMEC Internal Ref. 7076585
12 May 2021

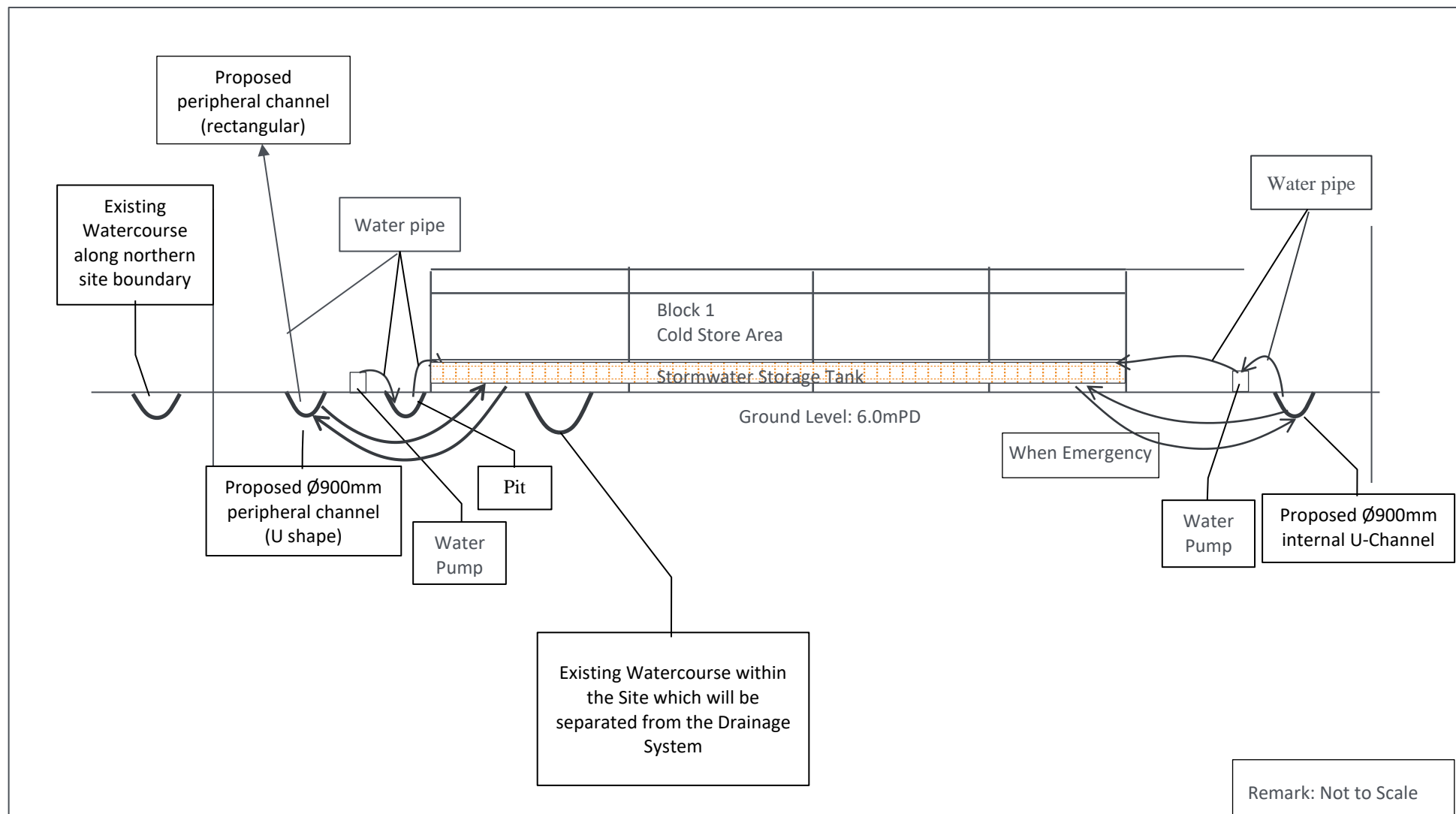
- 4.5.7 During the operation phase, the sewage generated from the staff and floor cleaning by mopping will be collected by portable toilets and tankered away for offsite disposal by a licenced collector. Therefore, no adverse water quality impact arising from the Proposed Development is anticipated.
- 4.5.8 As mentioned in **paragraph 4.4.7**, the loading and unloading platform will be washed by mopping. No wastewater due to floor washing will be discharged into storm water drainage system.
- 4.5.9 All operation activities of the Proposed Development shall be carried out within the cold store buildings and on the roads, sufficient buffer distance from the water shall be provided during operation. Non-point/diffuse source pollution, such as dust, tyre scraps, oil, etc. might be washed from road surface, proposed footpath and/or open areas into watercourses during rainstorms.
- 4.5.10 In order to reduce pollution due to runoff, silt/sand traps should be provided for the drainage systems of open areas whilst oil interceptors should be installed for the system of covered loading/unloading area in accordance with ProPECC PN5/93. In addition, runoff shall be controlled by best management practice.
- 4.5.11 In order to prevent flooding of the downstream area, a stormwater storage tank will be constructed to store the excessive runoff during extreme rainfall when the stormwater collection system capacity of the downstream watercourse has been exceeded. Trash screens will be provided at the inlet and outlet of the stormwater storage tank to prevent debris. After the rainstorm, most of the stored stormwater from the water tank will either be reused on-site as much as practicable (e.g., floor mopping, toilet flush, etc.) or transported to the nearby active farmlands for irrigation (i.e. the farmland to the southwest of the Site), while the exact outlet needed to be confirmed during the detailed design stage. Only small amount of the surplus water will be drained off to the proposed stormwater system (i.e. U-channel to the east of the Site) and then enter the box culvert after heavy raining when emergency in which mitigation measures, including silt/sand traps, recommended in **paragraph 4.5.10** of the EA report will be provided. The detailed design of the stormwater storage tank would be submitted to EPD and DSD for approval during detailed design stage.
- 4.5.12 In order to reduce pollution due to the use of agrochemical, including pesticides or fertilisers, only registered agrochemicals under the Pesticides Ordinance shall be used. Bio-pesticides and pesticides with shorter half-life (i.e. non-persistence in nature) is recommended. The amount of agrochemicals to be applied and application frequency should follow the manufacturer's instructions. In addition, the application of agrochemicals before heavy rainstorm should be avoided.
- 4.5.13 With the provision and implementation of the aforementioned mitigation measures for non-point source pollution, adverse water quality impact due to runoff is not anticipated.

4.6 Conclusion

- 4.6.1 During construction, water quality impacts can be properly controlled with the implementation of good site practice, as stated in **paragraph 4.5.3**. Portable toilets will be provided for constructions workers on-site. Provided these measures are implemented, it is unlikely that any adverse water quality impacts from the Site will be generated during the construction phase.
- 4.6.2 The contractor shall apply for a Discharge Licence from EPD under the WPCO. All site discharges shall be treated in accordance with the terms and conditions of the Discharge Licence.

- 4.6.3 During operation, no adverse water quality impact is anticipated from the wastewater / sewage from employees and regular cleaning of the loading / unloading area. The sewage generated from the staff and wastewater generated from floor cleaning by mopping inside a bucket will be collected by portable toilets and tankered away for offsite disposal by a licenced collector. With the provision of the portable toilets, no adverse water quality impact from the Proposed Development is anticipated
- 4.6.4 Moreover, there will be no adverse water quality impact due to runoff with the provision and implementation of the recommended mitigation measures for non-point sources.
- 4.6.5 Overall, although insufficient information at this stage to fully demonstrate the technical practicability of the proposed development on a platform decking over the watercourse, with the implementation of proposed mitigation measures, no adverse water quality impacts are anticipated during the construction or operational phases of the Proposed Development and the vicinity.

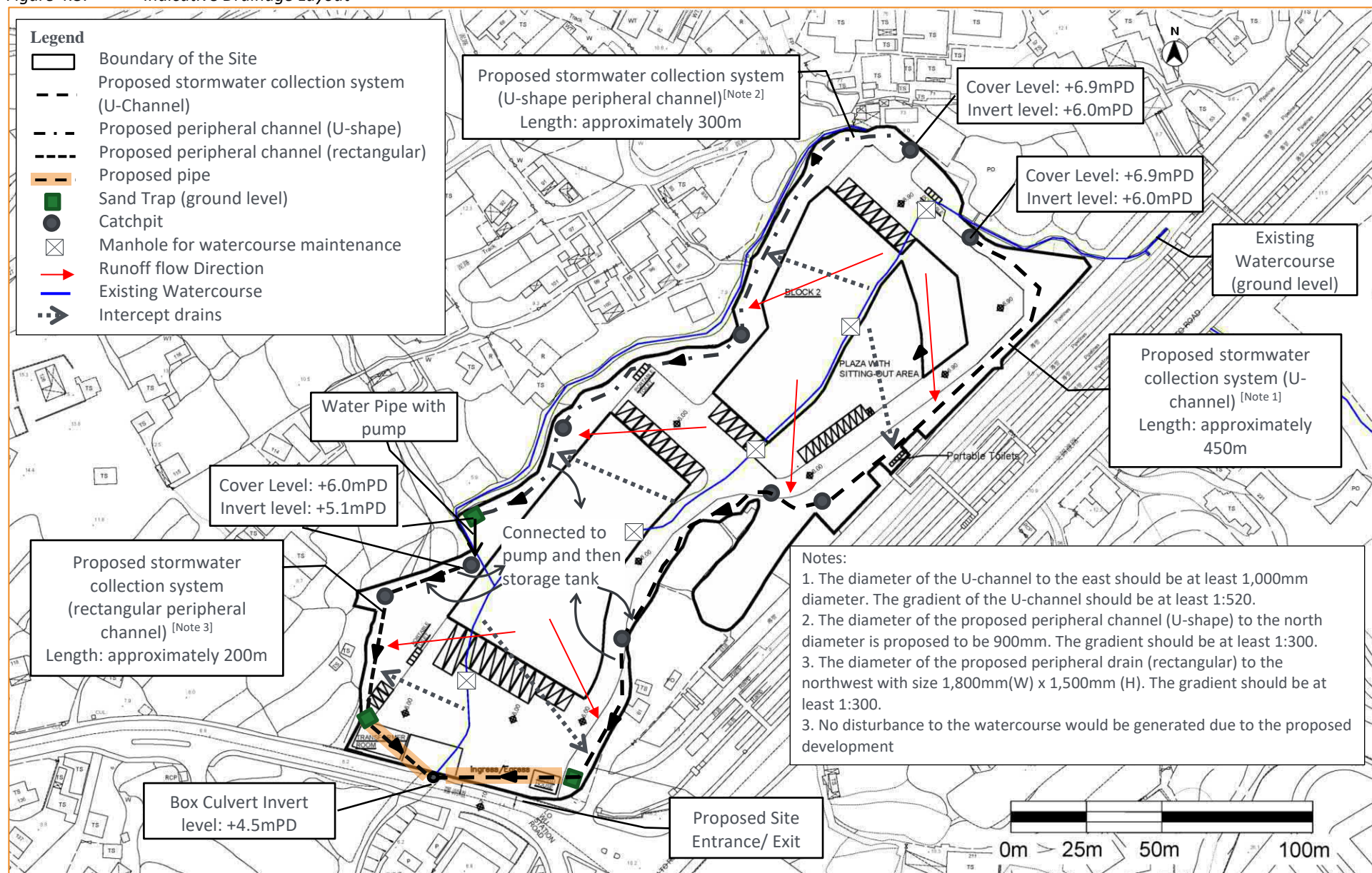
Figure 4.2: Decking over the Existing Watercourse

**D04 – ENVIRONMENTAL ASSESSMENT REPORT**

Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Various Lots in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, NT
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Figure 4.3: Indicative Drainage Layout



Land Contamination

5.2.3 The land contamination assessment has been conducted in accordance with the following legislation, standard and guidelines:

- EPD Guidance Note for Contaminated Land Assessment and Remediation.
- EPD Practice Guide for Investigation and Remediation of Contaminated Land.
- Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management

5.3 Potential Impacts

Construction Phase

5.3.1 The key potential waste sources during the construction phase are:

- Inert Construction and Demolition (C&D) materials (e.g. waste concrete, surplus soil, waste asphalt, etc.).
- Non-inert C&D Waste (e.g. wood and plastics).
- Chemical wastes such as ACMs, and waste battery and waste lubricating oil from vehicles / plant maintenance
- General refuse generated by site workers.

Inert C&D Materials

5.3.2 Inert C&D materials are those which do not decompose, such as debris, rubble, earth and concrete, and which are suitable for land reclamation and site formation.

5.3.3 The major source on inert C&D materials during construction will be excavation for removal of paving and demolition of the existing small village house within the Site.

5.3.4 The quantity of demolition waste generated from the demolition of the existing small village house within the Site has been estimated in **Table 5.1**.

Table 5.1: Estimated Quantity of Demolition Waste

BUILDING NAME	BUILDING TYPE	GENERATION RATE (KG/M ² GFA)*	GFA (M ²)	WASTE QUANTITY (kg)	WASTE QUANTITY (TONNES)
The Existing Village House	Residential	561	165	92,565	93

Note:

* The approximate generation rates of 561kg/m² for residential use were converted from the average generation rates of 115lb/ft² in Table 5 from *Characterization of Building-Related Construction and Demolition Debris*, Franklin Associates, USEPA, 1998.

5.3.5 According to the most recent Site inspection carried out on 23 March 2018 and 19 September 2018, majority of the Site is covered by vegetation (about 99% of the site area), paving was observed at the existing stream and a small village house at the eastern boundary (about 1% of the site area) only. An additional site visit was conducted on 23 March 2021 to verify the site condition. There is no change of the site condition in compared with the observation in 2018. The existing condition of the Site is shown on **Figure 5.1**. Only paving of the small village house

will be removed. As a conservative estimation, the area of the paving of the small village house is about 165m². Assuming a typical slab thickness of 0.2m, approximately 33m³ (165m² x 0.2m) or 79 tonnes waste concrete (based on a concrete density of 2,400kg/m³) of paving to be disposed of.

Figure 5.1: Existing Condition within the Site in March 2021



- 5.3.6 The current elevation of the Site ranged from 4.5mPD to 6.13mPD. After re-profiling, the final elevation of the Site will be similar to the current condition. While the site formation levels will be determined in the detailed design, for a conservative estimation, it is assumed to excavate an average depth of 1.0m across the 20,506m² site area, resulting in around 20,506m³ or 32,810 tonnes (based on a soil density of 1,600kg/m³) excavated materials.
- 5.3.7 In addition, construction wastes will also be generated during construction of the proposed development. This includes inert C&D materials, such as concrete waste, waste from blockwork and brickwork, waste from screeding and plastering; and non-inert C&D materials (or C&D waste) from timber formwork, packaging waste and other wastes.
- 5.3.8 Section 3.2 of A Guide for Managing and Minimizing Building and Demolition Waste published by The Hong Kong Polytechnic University in May 2001 provides a “waste index” for building waste generation in Hong Kong based on the GFA of three different building types:
- Private Housing Projects 0.250m³/m² GFA
 - Government Housing Projects 0.174m³/m² GFA
 - Commercial Office Projects 0.200m³/m² GFA

should be sent off-site for reuse or recycle as far as practicable. The remaining materials should be sent to public fill reception facilities, Fill Bank at Tuen Mun Area 38 and Fill Bank at Tseung Kwan O Area 137.

- 5.3.15 About 5,810m² area of the Site area will be required to be fill with depth of not more than 1.5m during the construction phase. Hence, about 8,715m³ fill materials will be required for the Proposed Development. Therefore, 8,715m³ (i.e. 13,944 tonnes) excavated material will be reused onsite as fill materials. The surplus inert C&D material of about 23,302 tonnes (i.e. 37tpd on average assuming 6 working days per week) will be disposed of at public fill reception facilities. Moreover, the reuse of inert C&D materials in public filling reception facilities would be agreed with relevant authorities before disposal. As the excavated materials generated from the Site will be sufficient for the filling works. It is expected that no imported fill should be required for the Project.
- 5.3.16 Given the above, no adverse waste impact from the handling, transportation or disposal of inert C&D materials during construction of the Project is anticipated.

Non-inert C&D Materials (or C&D Waste)

- 5.3.17 Non-inert C&D materials (or C&D waste), are those which can decompose such as bamboo, timber, vegetation, packaging waste and other organic material, and which are therefore unsuitable for land reclamation.
- 5.3.18 The major source on non-inert C&D materials during construction will be removal of topsoil and vegetation during site formation and building waste including non-inert C&D materials such as timber formwork, packaging waste.
- 5.3.19 Topsoil is the uppermost layer of soil capable of growing and supporting vegetation. Assuming the average depth of the topsoil is 0.25m and with density of 1,600kg/m³, the quantity of the topsoil generated during site formation would be 5,024m³ (i.e. 20,506m² x 98% x 0.25m) or 8,038 tonnes.
- 5.3.20 As shown in **Figure 5.1**, majority of the Site is covered by grass. About 100 trees will be felled in accordance with the Landscape Plan. It is estimated that the quantity of vegetation generated during site formation will be less than 200 tonnes.
- 5.3.21 The building waste are included in the “waste index” provided in the Guide, discussed above, however, this also includes inert C&D materials.
- 5.3.22 Plate 2.12 of Waste Statistics for 2019 identifies that in 2019, 7% of construction and demolition waste, which is classified as non-inert C&D materials (or C&D waste), was disposed of in landfills. The proportion of non-inert C&D materials (or C&D waste) in the “waste index” can therefore be estimated by applying the Hong Kong-wide proportion of non-inert C&D materials (or C&D waste) in construction waste, i.e. 7%, to the “waste index” as follows:

$$\begin{aligned}\text{Waste Index}_{\text{Non-Inert C\&D materials (Commercial Office Projects)}} &= 0.07 \times 0.200\text{m}^3/\text{m}^2 \text{ GFA} \\ &= 0.014\text{m}^3/\text{m}^2 \text{ GFA}\end{aligned}$$

- 5.3.23 Hence, the non-inert C&D materials (or C&D waste) components in building waste can therefore be estimated as follows:

$$\text{Building Waste} = \text{Waste Index}_{\text{Non-Inert C\&D materials (Commercial Office Projects)}} \times \text{GFA}$$

Table 5.4: Estimated amount of different types of wastes to be generated during construction phase

WASTE TYPE	ESTIMATED QUANTITY (TONNES)	KEY SOURCES OF WASTE GENERATION	MANAGEMENT OPTION	
			REUSE / TREATMENT	DISPOSAL
Inert C&D Material				
Demolition waste	93	Site clearance and formation	The opportunities for on-site reuse of inert C&D materials will be considered. 13,944 tonnes excavated material to be reused as fill material.	The surplus inert C&D material will be disposed of at Fill Bank at Tuen Mun Area 38 and Tseung Kwan O Area 137.
Paving	79			
Excavated Material	32,810			
Building Waste	4,264	Infrastructure construction		
Non-Inert C&D Material				
Topsoil	8,038	Site clearance and formation	About 5,634 tonnes topsoil to be reused onsite for greenery area.	About 2,404 tonnes topsoil to be disposed of at NENT landfill.
Vegetation	200		Nil	All disposed of at NENT landfill.
Building Waste	178	Infrastructure construction	About 18 tonnes to be reused onsite.	About 160 tonnes to be disposed of at NENT landfill.
General Refuse	54	Construction worker and site office	About 11.3 tonnes to be recycled by recyclers.	About 42.7 tonnes to be disposed of at NWNTRTS.
Chemical Waste	< 1	Waste batteries, lubricating oil and waste paints, etc	All to be collected by the licensed chemical waste collector and treated in the CWTC.	
ACM	Depends on the asbestos investigation and asbestos abatement plan	Asbestos waste	Supervision of the asbestos waste handling and packaging for disposal by RAC and follow the relevant legislation, guidelines and Code of Practice on Asbestos	

Operation Phase

- 5.3.45 During the operation phase, the major type of waste generated will be commercial waste from office and cold store. According to the EPD's Monitoring of Solid Waste in Hong Kong – Waste Statistic for 2019 and shows the most recent per municipal solid waste disposal rate to be 1.47kg/person/day. The estimated total staffs of the Proposed Development would be about 200 people, so the quantity of commercial waste disposed of is expected to be less than 108 tonnes per year.

- 5.3.46 Plate 3.2 of Waste Statistics for 2019 identifies that in 2019, the recovery rate of commercial & industrial waste is 39%. It is therefore estimated that 38% of commercial waste (i.e. 41 tonnes) could be reused and recycled by the recyclers.
- 5.3.47 The surplus commercial waste of 67 tonnes (i.e. 0.184 tpd on average assuming 7 working days per week) would be disposed of at the NWNTRTS.
- 5.3.48 Since commercial waste will be collected on a regular basis by registered waste collectors, and since commercial waste will be disposed at a landfill managed by EPD, no adverse waste impacts from handling, transportation or disposal are anticipated. Nevertheless, to minimise domestic waste generation mitigation measures proposed in **Section 5.4** should be implemented.
- 5.3.49 Overall, there should be no adverse waste impact from the handling, transportation or disposal of domestic waste during the operation of the Proposed Development.

Reinstatement phase

- 5.3.50 During the reinstatement phase, the major type of wastes are inert construction and demolition ("C&D") materials, non-inert C&D Materials, chemical wastes and general refuse

Inert C&D Materials

- 5.3.51 The major source of inert C&D waste during the reinstatement phase is the filling material in the construction phase which used for adjusting the level of the Site.
- 5.3.52 As mentioned in **paragraph 5.3.15**, approximate 8,715m³ (i.e. 13,944 tonnes) of excavated material will be used for levelling the ground of the Site. Therefore, approximate 13,944 tonnes of filling material is required to be removed during the reinstatement phase, the inert C&D materials will be disposed of at Fill Bank at Tuen Mun Area 38 and Tseung Kwan O Area 137.
- 5.3.53 Given the above, no adverse waste impact from the handling, transportation or disposal of inert C&D materials during construction of the Project is anticipated.

Non-inert C&D Materials (or C&D Waste)

- 5.3.54 The major source of non-inert C&D materials (or C&D waste) during reinstatement phase will be removal of superstructures which are mainly composed of metal (i.e. steel). It is estimated the total amount of metal to be demolished to be approximately 290 tonnes. All the non-inert C&D materials (metal) should be collected by local recyclers for recycling.

General Refuse

- 5.3.55 It is estimated that the number of construction workers for a project of this size would average around 100 per day over the 1-year construction period.
- 5.3.56 With reference to plate 2.7 of Waste Statistics for 2019 identifies that the per capita domestic waste disposal rate in 2019 was 0.87kg/person/day, although the per worker generation rate of general refuse will likely be less than this. However, to be conservative, the per capita domestic waste disposal rate in 2019 has been adopted for general refuse generation by construction workers. On this basis:

$$\begin{aligned}
 \text{General Refuse/Day} &= \text{No. of workers/day} \times \text{per capita generation rate} \\
 &= 100 \text{ workers} \times 0.87\text{kg/workers/day} \\
 &= 87\text{kg/day}
 \end{aligned}$$

$$\begin{aligned}
 \text{Total General Refuse} &= \text{General Refuse/Day} \times \text{Duration of construction contract} \\
 &= 87\text{kg/day} \times [6 \text{ days/week} \times (365/7) \text{ weeks/years} \times 1 \text{ year}] \\
 &= 27,219\text{kg} \\
 &= 27 \text{ tonnes}
 \end{aligned}$$

- 5.3.57 Hence, an estimated 27 tonnes of general refuse may be generated throughout the 1 years construction period, equivalent to around 0.086tpd on average (i.e. 27 tonnes/(365 days x (6/7) x 1 year)).
- 5.3.58 On-site sorting should be carried out general refuse generated from the works. Recyclable materials, such as metal, paper and plastic, should be collected by local recyclers for recycling. All general refuse should be recycled as far as possible and landfill disposal should be adopted as the last resort. This nearest disposal facility is North West New Territories Transfer Station (NWNTRTS).
- 5.3.59 Plate 3.2 of Waste Statistics for 2019 identifies that in 2019, the recovery rate of domestic waste is 21%. It is therefore estimated that 21% of general refuse (i.e. 5.7 tonnes) of general refuse could be reused and recycled by the recyclers. The surplus general refuse of 21.3 tonnes (i.e. 0.068 tpd on average assuming 6 working days per week throughout the 1 year demolition period) would be disposed of at the NWNTRTS.
- 5.3.60 Given the above, no adverse waste impact from the handling, transportation or disposal of general refuse from workforce during construction of the Proposed Development is anticipated.

Chemical Waste

- 5.3.61 No hazardous materials or hazardous wastes are expected to be generated during the reinstatement phase. Since majority of maintenance/repairing for construction equipment to be carried out off-site during reinstatement phase, only limited amount (i.e. < 1 tonnes) of chemical wastes including waste batteries and lubricating oil may be generated given the small scale of the works. Other chemical wastes include waste lamp will be generated and the amount will be insignificant.
- 5.3.62 The Contractor shall register as a Chemical Waste Producer under the WDO. All chemical waste shall be stored at a properly designed chemical waste storage area located within the construction site in accordance with EPD's Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. A licensed collector shall be employed to handle and dispose of all chemical wastes, e.g. at the CWTC at Tsing Yi, or other facility approved by EPD.
- 5.3.63 Given the above, no adverse waste impact from the handling, transportation or disposal of chemical waste during the construction of the Proposed Development is anticipated.

Summary

- 5.3.64 The type and estimated quantities of different types of wastes generated during the reinstatement phase are summarised in **Table 5.4**.

Table 5.5: Estimated amount of different types of wastes to be generated during reinstatement phase

WASTE TYPE	ESTIMATED QUANTITY (TONNES)	KEY SOURCES OF WASTE GENERATION	MANAGEMENT OPTION	
			REUSE / TREATMENT	DISPOSAL
Inert C&D Material				
Excavated Material	13,944	Removal of filling materials	NA	The inert C&D material will be disposed of at Fill Bank at Tuen Mun Area 38 and Tseung Kwan O Area 137.
Non-Inert C&D Material				
Building Waste (Metal)	290	Superstructure Demolition	All the metal will be collected by local recycler.	NA
General Refuse	27	Construction worker and site office	About 5.7 tonnes to be recycled by recyclers.	About 42.7 tonnes to be disposed of at NWNTRTS.
Chemical Waste	< 1	Waste batteries, lubricating oil, etc	All to be collected by the licensed chemical waste collector and treated in the CWTC.	

5.4 Mitigation Measures

Construction Phase and Reinstatement Phase

- 5.4.1 Waste management shall be controlled through contractual requirements as well as through statutory requirements.
- 5.4.2 A Waste Management Plan (“WMP”) should be developed by the contractor and submitted to the Project Engineer / Architect for approval in accordance with ADV-19 before the commencement of any construction works. The objectives of the WMP will be to identify any potential environmental impacts from the generation of waste at the Site; to recommend appropriate waste handling, collection, sorting, disposal and recycling measures in accordance with requirements of the current regulations; and to categorise and permit segregation of C&D materials where practicable (i.e. inert material / non-inert material) for disposal considerations i.e. public fill / landfill.
- 5.4.3 The contractors should adopt good housekeeping practices with reference to the WMP such as waste segregation prior to disposal. Besides the provision of stockpiling and segregating areas at site, effective collection of site wastes is required to prevent waste materials being blown around by wind, flushed or leached into nearby waters, or creating odour nuisance or pest and vermin problems. Waste storage areas should be well maintained and cleaned regularly.
- 5.4.4 A trip-ticket system should be established in accordance with DevB TC(W) No. 6/2010 and the Waste Disposal (Charges for Disposal of Construction Waste) Regulation to monitor the disposal

of public fill and solid wastes at public filling facilities and landfills, and to control fly-tipping. A trip-ticket system should be included as one of the contractual requirements for the contractor to strictly implement.

- 5.4.5 Whenever there are excess recyclable construction materials, including bricks, plastics and metals, reuse and recycling should be carried out as far as practicable to minimise the amount of waste disposal. Other inert non-recyclable materials such as concrete, asphalt, etc. should be treated as public fill. Non-inert and non-recyclable wastes should be disposed at designated landfill site.
- 5.4.6 General refuse should be stored in enclosed bins or compaction units separate from C&D material. A reputable waste collector should be employed by the construction contractor to remove general refuse from the Site, separately from C&D materials. Preferably an enclosed and covered area should be provided to reduce the occurrence of “wind-blown” materials.

6 CONCLUSIONS AND RECOMMENDATIONS

6.1.1 This EA has indicated that the Proposed Development will not generate any unacceptable environmental impacts during construction and operation phases, provided that all the recommended mitigation measures and good site practice are strictly implemented. The Applicant of the Proposed Development is committed to provide, implement and maintain all the mitigation measures as recommended in this EA Report.

6.1.2 Specific conclusions for air quality, noise, water quality and waste management are as follows:

Air Quality

6.1.3 With the implementation of the recommended mitigation measures and good site practice, adverse impacts during the construction phases are not anticipated.

6.1.4 No adverse air quality impact on the Proposed Development is anticipated with the implementation of the proposed mitigation measures during the operation phase.

6.1.5 Overall, therefore, no adverse air quality impact is anticipated during the construction or operation phases of the Proposed Development.

Noise

6.1.6 During the construction phase of the Proposed Development, with the implementation of the noise mitigation measures recommended in **Section 3.2**, no adverse noise impact is anticipated.

6.1.7 Quantitative assessment for the fixed noise sources during operation phase was conducted. The results show that the noise from the fixed sources of the Proposed Development is expected to comply with the relevant noise criterion after implementing proper mitigation measure, such as provision of complete enclosure with silencers to the water cooling towers and partial enclosure for water pumps, orientation of the opening of enclosures, erection of a 4m barrier (i.e. NB1) along road side of the south of the Site, 4.5m barrier (i.e. NB2) along road side of north-east of the Site; a 7.8m barrier (i.e. NB3) along the road side of northwest of the Site, a 6.5m barrier (i.e. NB4) wall along road side of northwest of the Site. At night time (2300 to 0700) a 6.5m (i.e. NB5) and a 7.8m barrier (i.e. NB6) will be erected next to the segment 12, the LGV parking space next to the segment 7 would not be used at night time (2300 to 0700). A 2m height barrier is proposed on the top of north-west of Block 1 and north east of Block 2, named NB7 and NB 8 respectively to reduce the direct line of sight of NSR IN12 and NSR IN7 to M&E equipment respectively.

6.1.8 Quantitative assessment for the off-site road traffic noise was also conducted. With comparing the noise impacts between the scenarios of with and without the Proposed Development in Year 2018, the results show that the Proposed Development would not generate over 1.0 dB(A) or more contribution to the road traffic noise on the surrounding NSRs. Therefore, the traffic noise impact to the NSRs is considered as insignificant.

6.1.9 Overall, therefore, there will be no adverse noise impact during the construction and operation phases of the Proposed Development.

Water Quality

6.1.10 During construction, water quality impacts will be properly controlled with the implementation of good site practice. Portable toilets, when necessary, will be provided for constructions workers on-site. Provided these measures are implemented, adverse water quality impact is not anticipated during the construction phase. The Contractor shall apply for a Discharge Licence

under the WPCO and the effluent discharged from the construction site shall comply with the terms and conditions of the Discharge Licence.

- 6.1.11 During operation, no adverse water quality impact is anticipated from the Proposed Development since sewage generated from staff and wastewater generated from floor cleaning by mopping will be collected by portable toilets and tankered away for offsite disposal by licenced collectors. Moreover, there will be no adverse water quality impact due to runoff with the provision and implementation of the recommended mitigation measures for non-point sources.
- 6.1.12 Overall, although insufficient information at this stage to fully demonstrate the technical practicability of the proposed development on a platform decking over the watercourse, with the implementation of proposed mitigation measures, no adverse water quality impacts are anticipated during the construction or operational phases of the Proposed Development and the vicinity.

Waste Management

- 6.1.13 With the provision and implementation of the good site practices recommended therein, the waste generation during construction phase will be reduced. Provided that good site practices are followed, there should be no adverse impacts related to the management, handling and transportation of waste during the construction phase.
- 6.1.14 During the operation phase, the major type of waste generated will be commercial waste. Since commercial waste will be collected on a regular basis by registered collectors and will be disposed of at landfill, no adverse waste impacts from handling, transportation or disposal are anticipated during the operation phase.
- 6.1.15 The Site is currently a vacant land and majority of the Site is covered by vegetation. Part of the Site was used for agriculture use in the past. Since there was no previous development with potential land contamination activities on the Site. Hence, no land contamination issue is anticipated.

Mitigation Measures

- 6.1.16 The mitigation measures recommended to be implemented for different environmental aspects are summarised in below:

Table 6.1: Mitigation Measures for Potential Environmental Impact

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
Air	<p><u>During Construction Phase:</u></p> <ul style="list-style-type: none"> The good practice and dust control measures stipulated in the <i>Air Pollution Control (Construction Dust) Regulation</i> shall be implemented. The good engineering practice as specified in EPD's Recommended Pollution Control Clause ("RPCC") for Construction Contract in COP should be incorporated in the relevant works contract. For the emergency generator, the chimney design shall comply with the <i>Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations</i>. <p><u>During Operation Phase:</u></p> <ul style="list-style-type: none"> A buffer zone of 5m shall be provided between Man Kam To Road / Lo Wu Station Road and the Proposed Development as follows: <ul style="list-style-type: none"> ➤ No fresh air intake / openable window of air sensitive uses shall be

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
	<p>located within the buffer zone.</p> <p>➤ Any air sensitive uses within buffer zone shall rely on fresh air intake / openable window located out of the buffer zone for ventilation.</p>
Noise	<p><u>During Construction Phase:</u></p> <ul style="list-style-type: none"> • The measures recommended in <i>ProPECC PN2/93</i> shall be implemented in accordance with Section 3.2.2 of the EA Report. • If construction work involving the use of PME will be required during restricted hours, a Construction Noise Permit (CNP) shall be applied for under the <i>Noise Control Ordinance (NCO)</i>. • The good engineering practice as specified in EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The general requirements are summarised in Section 3.2.4 of the EA Report. • Before the commencement of any work, the Engineer may require the methods of working, plant equipment and sound-reducing measures to be used on the Site to be made available for trial demonstration inspection and approval to ensure that they are suitable for the project. • The Contractor shall devise, arrange methods of working and carry out the Works in such a manner so as to minimise noise impacts on the surrounding environment, and shall provide experienced personnel with suitable training to ensure that these methods are implemented. • Measures that are to be taken to protect adjacent school and adjacent noise sensitive receivers, if necessary, shall include, but not be limited to, adequate noise barriers. The barriers shall be of substantial construction and designed to reduce transmission of noise. The barriers shall be surmounted with baffle boxes designed to reduce transmission of noise. The barriers shall be designed to BS 5228(1984). The location and details of the barriers shall be submitted to the Engineer for approval before works commence adjacent to schools and other noise sensitive receivers. <p><u>During Operation Phase:</u></p> <ul style="list-style-type: none"> • The loading/unloading platforms will be enclosed by a 2m extended canopy with 2 side panels (minimum surface density of 8kg/m²). No loading/unloading activities will be undertaken at open area. Acoustic mat (minimum surface density of 4kg/m²) will be provided to the opening side of the platforms. • No Container vehicle, HGV and MGW will be operated in evening and night time periods. • Limit only a maximum of number of 3 vehicles per hour of LGV, van or private car that can run in and out of the Site in evening and night time periods. • The loading and unloading area of container vehicle, HGV and MGW will be set up near the Site entrance/exit area to minimise the on-site movement these vehicles • A 4m barrier (i.e. NB1) along road side of the south of the Site • A 4.5m barrier (i.e. NB2) along road side of northeast of the Site • A 7.8m barrier (i.e. NB3) along the road side of northwest of the Site • A 6.5m barrier (i.e. NB 4) along road side of northwest of the Site • At night time (2300 to 0700) a 6.5m (i.e. NB5) and a 7.8m barrier (i.e. NB6) will be erected next to the segment 12

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
	<ul style="list-style-type: none"> • The LGV parking space next to the segment 7 would not be used at night time (2300 to 0700). • A 2m height barrier is proposed on the top of north-west of Block 1 and north east of Block 2, named NB7 and NB 8 respectively to reduce the direct line of sight of NSR IN12 and NSR IN7 to M&E equipment respectively. • A complete enclosure with silencers should be installed for the water-cooling towers. • A complete enclosure should be installed for water pumps.
Water	<p><u>During Construction Phase:</u></p> <ul style="list-style-type: none"> • Portable toilets should be provided for construction workers. • Earth bunds or sand bag barriers shall be provided along the watercourse. Channels along the watercourses and site boundary shall be also provided to collect and direct the muddy runoff to the wastewater treatment facilities for treatment prior to being discharged. The design of the construction site drainage system shall be independent from the existing watercourse. • The construction contractor shall follow good site practice and be responsible for the design construction, operation and maintenance of all the mitigation measures a specified in ProPECC PN 1/94 for construction site drainage. • The good engineering practice as specified in EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. • Measures recommended in Appendix D of ETWB No.5/2005 Protection of natural streams/rivers from adverse impacts arising from construction works shall be also implemented by Contractor to the construction works in the vicinity of natural rivers and streams. • Detailed design of the platform and boundary of the construction site would consider avoidance of encroaching and adversely affecting the existing watercourse, maximising the distance between the works/development site and the existing watercourse, and providing sufficient buffer distance from the water during construction. <p><u>During Operation Phase:</u></p> <ul style="list-style-type: none"> • Sewage generated from the staff and wastewater generated from floor cleaning by mopping will be collected by portable toilets and tankered away for offsite disposal by licenced collectors. • All operation activities of the Proposed Development shall be carried out within the cold store buildings and on the roads, sufficient buffer distance from the water shall be provided during operation. • Silt/sand traps should be provided for the drainage systems of open areas whilst oil interceptors should be installed for the system of covered loading/unloading area in accordance with the relevant government guidelines. • Trash screens will be provided at the inlet and outlet of the stormwater storage tank to prevent debris. • The detailed design of the storemwater storage tank shall be submitted to EPD for approval during the detailed design stage. • Only registered agrochemicals under the Pesticides Ordinance shall be used. Bio-pesticides and pesticides with shorter half-life (i.e. non-persistence in nature) is recommended. The amount of agrochemicals

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
	to be applied and application frequency should follow the manufacturer's instructions. In addition, the application of agrochemicals before heavy rainstorm should be avoided
Waste Management	<p><u>During Construction Phase:</u></p> <ul style="list-style-type: none"> • A Waste Management Plan (WMP) should be developed by the contractor and submitted to the Project Engineer / Architect for approval in accordance with ADV-19 before the commencement of any construction works. • A trip-ticket system should be established in accordance with DevB TC(W) No. 6/2010 and the <i>Waste Disposal (Charges for Disposal of Construction Waste) Regulation</i> to monitor the disposal of public fill and solid wastes at public filling facilities and landfills, and to control fly-tipping. • General refuse should be stored in enclosed bins or compaction units separate from C&D material. A reputable waste collector should be employed by the construction contractor to remove general refuse from the Site, separately from C&D materials. Preferably an enclosed and covered area should be provided to reduce the occurrence of "wind-blown" materials. • Follow the good engineering practice as specified in EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. • Additional measures shall be implemented when inclement weather is forecast in accordance with Section 5.4.9 of the EA Report. <p><u>During Operation Phase:</u></p> <ul style="list-style-type: none"> • The centre management shall encourage reuse and recycling of commercial wastes in line with government policy. The waste management hierarchy shall be adopted by the building management to manage commercial wastes in a sustainable manner. The waste management hierarchy is a concept which shows the desirability of various waste management methods and comprises the following in order of preference: <ul style="list-style-type: none"> ➢ Avoidance. ➢ Minimisation. ➢ Recycling/reuse. • Commercial wastes shall be collected and stored in appropriate waste receptacles with a secure lid to minimise the potential adverse impact due to wind blowing away garbage and to improve hygiene. Recyclable and non-recyclable waste shall be regularly collected by licensed waste collectors and taken off-site for recycling or disposal, respectively.

IN1 - Temporary Structure

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction,	View Angle Correction,	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	52.2	101	4	22.8	10	-17.2	-9.0	-10	4m Solid Wall & Cold Storage Block 1	3	30.9
	H	52.2	100	12	22.8	10	-17.2	-9.0	-10		3	34.6
	L	52.2	94	12	22.8	10	-17.2	-9.0	-10		3	28.6
S2a	C	35.8	101	4	28.3	10	-15.5	-8.0	-10		3	33.4
	H	35.8	100	12	28.3	10	-15.5	-8.0	-10		3	37.2
	L	35.8	94	12	28.3	10	-15.5	-8.0	-10		3	31.2
S2b	C	55.4	101	4	12.5	10	-17.4	-11.6	-10		3	28.0
	H	55.4	100	12	12.5	10	-17.4	-11.6	-10		3	31.8
	L	55.4	94	12	12.5	10	-17.4	-11.6	-10		3	25.8
S2c	C	69.8	101	0	5.1	10	-18.4	-15.5	-10		3	0
	H	69.8	100	0	5.1	10	-18.4	-15.5	-10		3	0
	L	69.8	94	12	5.1	10	-18.4	-15.5	-10		3	20.8
S3	C	18.9	101	0	34.1	10	-12.8	-7.2	-10		3	0
	H	18.9	100	0	34.1	10	-12.8	-7.2	-10		3	0
	L	18.9	94	12	34.1	10	-12.8	-7.2	-10		3	34.8
S4	C	17.5	101	0	91.2	10	-12.4	-3.0	-10		3	0
	H	17.5	100	0	91.2	10	-12.4	-3.0	-10		3	0
	L	17.5	94	12	91.2	10	-12.4	-3.0	-10		3	39.4
S5	C	44.7	101	0	5.5	10	-16.5	-15.2	0	Nil	3	0
	H	44.7	100	0	5.5	10	-16.5	-15.2	0		3	0
	L	44.7	94	12	5.5	10	-16.5	-15.2	0		3	33.1
S6	C	64.9	101	0	12.5	10	-18.1	-11.6	0		3	0
	H	64.9	100	0	12.5	10	-18.1	-11.6	0		3	0
	L	64.9	94	12	12.5	10	-18.1	-11.6	0		3	35.1
S7	C	82.7	101	0	23.7	10	-19.2	-8.8	0		3	0
	H	82.7	100	0	23.7	10	-19.2	-8.8	0		3	0
	L	82.7	94	12	23.7	10	-19.2	-8.8	0		3	36.8
S8	C	77.7	101	0	12.2	10	-18.9	-11.7	0		3	0
	H	77.7	100	0	12.2	10	-18.9	-11.7	0		3	0
	L	77.7	94	12	12.2	10	-18.9	-11.7	0		3	34.2
S9	C	123.0	101	0	7.4	10	-20.9	-13.9	0		3	0
	H	123.0	100	0	7.4	10	-20.9	-13.9	0		3	0
	L	123.0	94	12	7.4	10	-20.9	-13.9	0		3	30.0
S10	C	170.5	101	0	5.1	10	-22.3	-15.5	0		3	0
	H	170.5	100	0	5.1	10	-22.3	-15.5	0		3	0
	L	170.5	94	12	5.1	10	-22.3	-15.5	0		3	27.0
S11	C	177.7	101	0	5.0	10	-22.5	-15.6	-10	Cold Storage Block 2	3	0
	H	177.7	100	0	5.0	10	-22.5	-15.6	-10		3	0
	L	177.7	94	12	5.0	10	-22.5	-15.6	-10		3	16.7
S12	C	181.0	101	0	10.9	10	-22.6	-12.2	-10		3	0
	H	181.0	100	0	10.9	10	-22.6	-12.2	-10		3	0
	L	181.0	94	12	10.9	10	-22.6	-12.2	-10		3	20.0
Total SPL, dB(A)											46.3	

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction,	View Angle Correction,	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)	
S1	C	52.2	101	0	22.8	10	-17.2	-9.0	-10	4m Solid Wall & Cold Storage Block 1	3	0	
	H	52.2	100	0	22.8	10	-17.2	-9.0	-10		3	0	
	L	52.2	94	6	22.8	10	-17.2	-9.0	-10		3	25.6	
S2a	C	35.8	101	0	28.3	10	-15.5	-8.0	-10		3	0	
	H	35.8	100	0	28.3	10	-15.5	-8.0	-10		3	0	
	L	35.8	94	6	28.3	10	-15.5	-8.0	-10		3	28.2	
S2b	C	55.4	101	0	12.5	10	-17.4	-11.6	-10		3	0	
	H	55.4	100	0	12.5	10	-17.4	-11.6	-10		3	0	
	L	55.4	94	6	12.5	10	-17.4	-11.6	-10		3	22.7	
S2c	C	69.8	101	0	5.1	10	-18.4	-15.5	-10		3	0	
	H	69.8	100	0	5.1	10	-18.4	-15.5	-10		3	0	
	L	69.8	94	6	5.1	10	-18.4	-15.5	-10		3	17.8	
S3	C	18.9	101	0	34.1	10	-12.8	-7.2	-10		3	0	
	H	18.9	100	0	34.1	10	-12.8	-7.2	-10		3	0	
	L	18.9	94	6	34.1	10	-12.8	-7.2	-10		3	31.8	
S4	C	17.5	101	0	91.2	10	-12.4	-3.0	-10		3	0	
	H	17.5	100	0	91.2	10	-12.4	-3.0	-10		3	0	
	L	17.5	94	6	91.2	10	-12.4	-3.0	-10		3	36.4	
S5	C	44.7	101	0	19.6	10	-16.5	-9.6	0	Nil	3	0	
	H	44.7	100	0	19.6	10	-16.5	-9.6	0		3	0	
	L	44.7	94	6	19.6	10	-16.5	-9.6	0		3	35.7	
S6	C	64.9	101	0	12.5	10	-18.1	-11.6	0		3	0	
	H	64.9	100	0	12.5	10	-18.1	-11.6	0		3	0	
	L	64.9	94	6	12.5	10	-18.1	-11.6	0		3	32.1	
S7	C	82.7	101	0	23.7	10	-19.2	-8.8	0		3	0	
	H	82.7	100	0	23.7	10	-19.2	-8.8	0		3	0	
	L	82.7	94	6	23.7	10	-19.2	-8.8	0		3	33.8	
S8	C	77.7	101	0	12.2	10	-18.9	-11.7	0		3	0	
	H	77.7	100	0	12.2	10	-18.9	-11.7	0		3	0	
	L	77.7	94	6	12.2	10	-18.9	-11.7	0		3	31.2	
S9	C	123.0	101	0	7.4	10	-20.9	-13.9	0		3	0	
	H	123.0	100	0	7.4	10	-20.9	-13.9	0		3	0	
	L	123.0	94	6	7.4	10	-20.9	-13.9	0		3	27.0	
S10	C	170.5	101	0	5.1	10	-22.3	-15.5	0		Cold Storage Block 2	3	0
	H	170.5	100	0	5.1	10	-22.3	-15.5	0			3	0
	L	170.5	94	6	5.1	10	-22.3	-15.5	0			3	24.0
S11	C	177.7	101	0	5.0	10	-22.5	-15.6	-10	3		0	
	H	177.7	100	0	5.0	10	-22.5	-15.6	-10	3		0	
	L	177.7	94	6	5.0	10	-22.5	-15.6	-10	3		13.7	
S12	C	181.0	101	0	10.9	10	-22.6	-12.2	-10	3		0	
	H	181.0	100	0	10.9	10	-22.6	-12.2	-10	3		0	
	L	181.0	94	6	10.9	10	-22.6	-12.2	-10	3		17.0	
												Total SPL, dB(A)	42.3

D04 – ENVIRONMENTAL ASSESSMENT REPORT

Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in “Agriculture” Zone for a Period of 3 Years at Various Lots in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, NT
Prepared for Hong Kong Chilled Meat & Poultry Association

SMEC Internal Ref. 7076585

12 May 2021

G-1

Truck Movement - Night

Truck Movement - Night												
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	52.2	101	0	22.8	10	-17.2	-9.0	-10	4m Solid Wall & Cold Storage Block 1	3	0
	H	52.2	100	0	22.8	10	-17.2	-9.0	-10		3	0
	L	52.2	94	6	22.8	10	-17.2	-9.0	-10		3	25.6
S2a	C	35.8	101	0	28.3	10	-15.5	-8.0	-10		3	0
	H	35.8	100	0	28.3	10	-15.5	-8.0	-10		3	0
	L	35.8	94	6	28.3	10	-15.5	-8.0	-10		3	28.2
S2b	C	55.4	101	0	12.5	10	-17.4	-11.6	-10		3	0
	H	55.4	100	0	12.5	10	-17.4	-11.6	-10		3	0
	L	55.4	94	6	12.5	10	-17.4	-11.6	-10		3	22.7
S2c	C	69.8	101	0	5.1	10	-18.4	-15.5	-10		3	0
	H	69.8	100	0	5.1	10	-18.4	-15.5	-10		3	0
	L	69.8	94	6	5.1	10	-18.4	-15.5	-10		3	17.8
S3	C	18.9	101	0	34.1	10	-12.8	-7.2	-10		3	0
	H	18.9	100	0	34.1	10	-12.8	-7.2	-10		3	0
	L	18.9	94	6	34.1	10	-12.8	-7.2	-10		3	31.8
S4	C	17.5	101	0	91.2	10	-12.4	-3.0	-10		3	0
	H	17.5	100	0	91.2	10	-12.4	-3.0	-10		3	0
	L	17.5	94	6	91.2	10	-12.4	-3.0	-10		3	36.4
S5	C	44.7	101	0	19.6	10	-16.5	-9.6	0	3	0	
	H	44.7	100	0	19.6	10	-16.5	-9.6	0	3	0	
	L	44.7	94	6	19.6	10	-16.5	-9.6	0	3	35.7	
S6	C	64.9	101	0	12.5	10	-18.1	-11.6	0	3	0	
	H	64.9	100	0	12.5	10	-18.1	-11.6	0	3	0	
	L	64.9	94	6	12.5	10	-18.1	-11.6	0	3	32.1	
S7	C	81.4	101	0	21.5	10	-19.1	-9.2	0	3	0	
	H	81.4	100	0	21.5	10	-19.1	-9.2	0	3	0	
	L	81.4	94	6	21.5	10	-19.1	-9.2	0	3	33.4	
S8	C	77.7	101	0	12.2	10	-18.9	-11.7	0	3	0	
	H	77.7	100	0	12.2	10	-18.9	-11.7	0	3	0	
	L	77.7	94	6	12.2	10	-18.9	-11.7	0	3	31.2	
S9	C	123.0	101	0	7.4	10	-20.9	-13.9	0	3	0	
	H	123.0	100	0	7.4	10	-20.9	-13.9	0	3	0	
	L	123.0	94	6	7.4	10	-20.9	-13.9	0	3	27.0	
S10	C	170.5	101	0	5.1	10	-22.3	-15.5	0	3	0	
	H	170.5	100	0	5.1	10	-22.3	-15.5	0	3	0	
	L	170.5	94	6	5.1	10	-22.3	-15.5	0	3	24.0	
S11	C	177.7	101	0	5.0	10	-22.5	-15.6	-10	3	0	
	H	177.7	100	0	5.0	10	-22.5	-15.6	-10	3	0	
	L	177.7	94	6	5.0	10	-22.5	-15.6	-10	3	13.7	
S12	C	181.0	101	0	10.9	10	-22.6	-12.2	-10	3	0	
	H	181.0	100	0	10.9	10	-22.6	-12.2	-10	3	0	
	L	181.0	94	6	10.9	10	-22.6	-12.2	-10	3	17.0	
Total SPL, dB(A)												42.3

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Water Cooling Tower	Block 1	96	2	99.0	34.3	-38.7	-10	Enclosure with silencer	-20	3	33.3
Water Pump	Block 1	88	3	92.8	32.1	-38.1	-10	Enclosure	-20	3	27.6
Water Cooling Tower	Block 2	96	1	96.0	160.2	-52.1	-10	Enclosure with silencer	-20	3	16.9
Water Pump	Block 2	88	2	91.0	157.2	-51.9	-10	Enclosure	-20	3	12.1
Total SPL, dB(A)											34.5

Note (*) Vehicle Type:

C = Container Vehicle; H = HGV, MG; L = MG (up to 9 tonne), LGV, Van, Private Car

INZ - Temporary Structure

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction,	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	146.7	101	4	9.9	10	-21.7	-12.6	0	Nil	3	32.8
	H	146.7	100	12	9.9	10	-21.7	-12.6	0		3	36.5
	L	146.7	94	12	9.9	10	-21.7	-12.6	0		3	30.5
S2a	C	132.3	101	4	4.0	10	-21.2	-16.5	0		3	29.3
	H	132.3	100	12	4.0	10	-21.2	-16.5	0		3	33.1
	L	132.3	94	12	4.0	10	-21.2	-16.5	0		3	27.1
S2b	C	154.9	101	4	3.1	10	-21.9	-17.7	0		3	27.5
	H	154.9	100	12	3.1	10	-21.9	-17.7	0		3	31.2
	L	154.9	94	12	3.1	10	-21.9	-17.7	0		3	25.2
S2c	C	169.5	101	0	2.3	10	-22.3	-18.9	0		3	0
	H	169.5	100	0	2.3	10	-22.3	-18.9	0		3	0
	L	169.5	94	12	2.3	10	-22.3	-18.9	0		3	23.6
S3	C	115.4	101	0	9.0	10	-20.6	-13.0	0		3	0
	H	115.4	100	0	9.0	10	-20.6	-13.0	0		3	0
	L	115.4	94	12	9.0	10	-20.6	-13.0	0		3	31.2
S4	C	110.3	101	0	18.2	10	-20.4	-10.0	0		3	0
	H	110.3	100	0	18.2	10	-20.4	-10.0	0		3	0
	L	110.3	94	12	18.2	10	-20.4	-10.0	0		3	34.4
S5	C	110.8	101	0	14.1	10	-20.2	-11.1	0		3	0
	H	110.8	100	0	14.1	10	-20.2	-11.1	0		3	0
	L	110.8	94	12	14.1	10	-20.2	-11.1	0		3	33.5
S6	C	106.6	101	0	11.3	10	-20.3	-12.0	0		3	0
	H	106.6	100	0	11.3	10	-20.3	-12.0	0		3	0
	L	106.6	94	12	11.3	10	-20.3	-12.0	0		3	32.5
S7	C	124.3	101	0	1.3	10	-20.9	-21.5	0		3	0
	H	124.3	100	0	1.3	10	-20.9	-21.5	0		3	0
	L	124.3	94	12	1.3	10	-20.9	-21.5	0		3	22.3
S8	C	97.7	101	0	8.4	10	-19.9	-13.3	0		3	0
	H	97.7	100	0	8.4	10	-19.9	-13.3	0		3	0
	L	97.7	94	12	8.4	10	-19.9	-13.3	0		3	31.6
S9	C	104.0	101	0	39.7	10	-20.2	-6.6	0		3	0
	H	104.0	100	0	39.7	10	-20.2	-6.6	0		3	0
	L	104.0	94	12	39.7	10	-20.2	-6.6	0		3	38.1
S10	C	138.9	101	0	1.7	10	-21.4	-20.1	0		3	0
	H	138.9	100	0	1.7	10	-21.4	-20.1	0		3	0
	L	138.9	94	12	1.7	10	-21.4	-20.1	0		3	23.2
S11	C	153.4	101	0	4.6	10	-21.9	-15.9	0		3	0
	H	153.4	100	0	4.6	10	-21.9	-15.9	0		3	0
	L	153.4	94	12	4.6	10	-21.9	-15.9	0		3	27.0
S12	C	170.1	101	0	8.5	10	-22.3	-13.3	-10	Cold Storage Block 2	3	0
	H	170.1	100	0	8.5	10	-22.3	-13.3	-10		3	0
	L	170.1	94	12	8.5	10	-22.3	-13.3	-10		3	19.2
											Total SPL, dB(A)	44.8

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction,	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	146.7	101	0	9.9	10	-21.7	-12.6	0	Nil	3	0
	H	146.7	100	0	9.9	10	-21.7	-12.6	0		3	0
	L	146.7	94	6	9.9	10	-21.7	-12.6	0		3	27.5
S2a	C	132.3	101	0	4.0	10	-21.2	-16.5	0		3	0
	H	132.3	100	0	4.0	10	-21.2	-16.5	0		3	0
	L	132.3	94	6	4.0	10	-21.2	-16.5	0		3	24.1
S2b	C	154.9	101	0	3.1	10	-21.9	-17.7	0		3	0
	H	154.9	100	0	3.1	10	-21.9	-17.7	0		3	0
	L	154.9	94	6	3.1	10	-21.9	-17.7	0		3	22.2
S2c	C	169.5	101	0	2.3	10	-22.3	-18.9	0		3	0
	H	169.5	100	0	2.3	10	-22.3	-18.9	0		3	0
	L	169.5	94	6	2.3	10	-22.3	-18.9	0		3	20.6
S3	C	115.4	101	0	9.0	10	-20.6	-13.0	0		3	0
	H	115.4	100	0	9.0	10	-20.6	-13.0	0		3	0
	L	115.4	94	6	9.0	10	-20.6	-13.0	0		3	28.2
S4	C	110.3	101	0	18.2	10	-20.4	-10.0	0		3	0
	H	110.3	100	0	18.2	10	-20.4	-10.0	0		3	0
	L	110.3	94	6	18.2	10	-20.4	-10.0	0		3	31.4
S5	C	110.8	101	0	14.1	10	-20.4	-11.1	0		3	0
	H	110.8	100	0	14.1	10	-20.4	-11.1	0		3	0
	L	110.8	94	6	14.1	10	-20.4	-11.1	0		3	30.3
S6	C	106.6	101	0	11.3	10	-20.3	-12.0	0		3	0
	H	106.6	100	0	11.3	10	-20.3	-12.0	0		3	0
	L	106.6	94	6	11.3	10	-20.3	-12.0	0		3	29.5
S7	C	124.3	101	0	1.3	10	-20.9	-21.5	0		3	0
	H	124.3	100	0	1.3	10	-20.9	-21.5	0		3	0
	L	124.3	94	6	1.3	10	-20.9	-21.5	0		3	19.3
S8	C	97.7	101	0	8.4	10	-19.9	-13.3	0		3	0
	H	97.7	100	0	8.4	10	-19.9	-13.3	0		3	0
	L	97.7	94	6	8.4	10	-19.9	-13.3	0		3	28.6
S9	C	104.0	101	0	39.7	10	-20.2	-6.6	0		3	0
	H	104.0	100	0	39.7	10	-20.2	-6.6	0		3	0
	L	104.0	94	6	39.7	10	-20.2	-6.6	0		3	35.1
S10	C	138.9	101	0	1.7	10	-21.4	-20.1	0		3	0
	H	138.9	100	0	1.7	10	-21.4	-20.1	0		3	0
	L	138.9	94	6	1.7	10	-21.4	-20.1	0		3	20.2
S11	C	153.4	101	0	4.6	10	-21.9	-15.9	0		3	0
	H	153.4	100	0	4.6	10	-21.9	-15.9	0		3	0
	L	153.4	94	6	4.6	10	-21.9	-15.9	0		3	24.0
S12	C	170.1	101	0	8.5	10	-22.3	-13.3	-10	Cold Storage Block 2	3	0
	H	170.1	100	0	8.5	10	-22.3	-13.3	-10		3	0
	L	170.1	94	6	8.5	10	-22.3	-13.3	-10		3	16.2
											Total SPL, dB(A)	39.8

D04 – ENVIRONMENTAL ASSESSMENT REPORT

Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in “Agriculture” Zone for a Period of 3 Years at Various Lots in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, NT
Prepared for Hong Kong Chilled Meat & Poultry Association

SMEC Internal Ref. 7076585

12 May 2021

G-3

Truck Movement - Night

Truck Movement - Night												
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction,	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	146.7	101	0	9.9	10	-21.7	-12.6	0	Nil	3	0
	H	146.7	100	0	9.9	10	-21.7	-12.6	0		3	0
	L	146.7	94	6	9.9	10	-21.7	-12.6	0		3	27.5
S2a	C	132.3	101	0	4.0	10	-21.2	-16.5	0		3	0
	H	132.3	100	0	4.0	10	-21.2	-16.5	0		3	0
	L	132.3	94	6	4.0	10	-21.2	-16.5	0		3	24.1
S2b	C	154.9	101	0	3.1	10	-21.9	-17.7	0		3	0
	H	154.9	100	0	3.1	10	-21.9	-17.7	0		3	0
	L	154.9	94	6	3.1	10	-21.9	-17.7	0		3	22.2
S2c	C	169.5	101	0	2.3	10	-22.3	-18.9	0		3	0
	H	169.5	100	0	2.3	10	-22.3	-18.9	0		3	0
	L	169.5	94	6	2.3	10	-22.3	-18.9	0		3	20.6
S3	C	115.4	101	0	9.0	10	-20.6	-13.0	0		3	0
	H	115.4	100	0	9.0	10	-20.6	-13.0	0		3	0
	L	115.4	94	6	9.0	10	-20.6	-13.0	0		3	28.2
S4	C	110.3	101	0	18.2	10	-20.4	-10.0	0		3	0
	H	110.3	100	0	18.2	10	-20.4	-10.0	0		3	0
	L	110.3	94	6	18.2	10	-20.4	-10.0	0		3	31.4
S5	C	110.8	101	0	14.1	10	-20.4	-11.1	0		3	0
	H	110.8	100	0	14.1	10	-20.4	-11.1	0		3	0
	L	110.8	94	6	14.1	10	-20.4	-11.1	0		3	30.3
S6	C	106.6	101	0	11.3	10	-20.3	-12.0	0		3	0
	H	106.6	100	0	11.3	10	-20.3	-12.0	0		3	0
	L	106.6	94	6	11.3	10	-20.3	-12.0	0		3	29.5
S7	C	121.8	101	0	1.1	10	-20.9	-22.0	0		3	0
	H	121.8	100	0	1.1	10	-20.9	-22.0	0		3	0
	L	121.8	94	6	1.1	10	-20.9	-22.0	0		3	19.0
S8	C	97.7	101	0	8.4	10	-19.9	-13.3	0		3	0
	H	97.7	100	0	8.4	10	-19.9	-13.3	0		3	0
	L	97.7	94	6	8.4	10	-19.9	-13.3	0		3	28.6
S9	C	104.0	101	0	39.7	10	-20.2	-6.6	0		3	0
	H	104.0	100	0	39.7	10	-20.2	-6.6	0		3	0
	L	104.0	94	6	39.7	10	-20.2	-6.6	0		3	35.1
S10	C	138.9	101	0	1.7	10	-21.4	-20.1	0		3	0
	H	138.9	100	0	1.7	10	-21.4	-20.1	0		3	0
	L	138.9	94	6	1.7	10	-21.4	-20.1	0		3	20.2
S11	C	153.4	101	0	4.6	10	-21.9	-15.9	0		3	0
	H	153.4	100	0	4.6	10	-21.9	-15.9	0		3	0
	L	153.4	94	6	4.6	10	-21.9	-15.9	0		3	24.0
S12	C	170.1	101	0	8.5	10	-22.3	-13.3	-10	Cold Storage Block 2	3	0
	H	170.1	100	0	8.5	10	-22.3	-13.3	-10		3	0
	L	170.1	94	6	8.5	10	-22.3	-13.3	-10		3	16.2
											Total SPL, dB(A)	39.8

HVAC Noise

HVAC Noise											
Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Water Cooling Tower	Block 1	96	2	99.0	134.4	-50.6	0	Enclosure with silencer	-20	3	31.4
Water Pump	Block 1	88	3	92.8	130.3	-50.3	0	Enclosure	-20	3	25.5
Water Cooling Tower	Block 2	96	1	96.0	136.7	-50.7	0	Enclosure with silencer	-20	3	28.3
Water Pump	Block 2	88	2	91.0	136.2	-50.7	0	Enclosure	-20	3	23.3
Total SPL, dB(A)											34.2

Note (*) Vehicle Type:

C = Container Vehicle; H = HGV, MG; L = MG (up to 9 tonne), LGV, Van, Private Car

IN3 - Temporary Structure

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction,	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	161.1	101	4	8.5	10	-22.1	-13.3	0	Nil	3	31.7
	H	161.1	100	12	8.5	10	-22.1	-13.3	0		3	35.5
	L	161.1	94	12	8.5	10	-22.1	-13.3	0		3	29.5
S2a	C	145.6	101	4	5.1	10	-21.6	-15.5	0	Cold Storage Block 1	3	29.9
	H	145.6	100	12	5.1	10	-21.6	-15.5	0		3	33.7
	L	145.6	94	12	5.1	10	-21.6	-15.5	0		3	27.7
S2b	C	166.5	101	4	4.1	10	-22.2	-16.4	-10	Cold Storage Block 1	3	18.4
	H	166.5	100	12	4.1	10	-22.2	-16.4	-10		3	22.1
	L	166.5	94	12	4.1	10	-22.2	-16.4	-10		3	16.1
S2c	C	180.8	101	0	1.9	10	-22.6	-19.8	-10	Cold Storage Block 1	3	0
	H	180.8	100	0	1.9	10	-22.6	-19.8	-10		3	0
	L	180.8	94	12	1.9	10	-22.6	-19.8	-10		3	12.4
S3	C	128.2	101	0	7.0	10	-21.1	-14.1	0	Cold Storage Block 1	3	0
	H	128.2	100	0	7.0	10	-21.1	-14.1	0		3	0
	L	128.2	94	12	7.0	10	-21.1	-14.1	0		3	29.6
S4	C	117.2	101	0	17.0	10	-20.7	-10.3	0	Cold Storage Block 1	3	0
	H	117.2	100	0	17.0	10	-20.7	-10.3	0		3	0
	L	117.2	94	12	17.0	10	-20.7	-10.3	0		3	33.9
S5	C	110.4	101	0	13.3	10	-20.4	-11.3	0	Cold Storage Block 1	3	0
	H	110.4	100	0	13.3	10	-20.4	-11.3	0		3	0
	L	110.4	94	12	13.3	10	-20.4	-11.3	0		3	33.1
S6	C	100.2	101	0	10.8	10	-20.0	-12.2	0	Cold Storage Block 1	3	0
	H	100.2	100	0	10.8	10	-20.0	-12.2	0		3	0
	L	100.2	94	12	10.8	10	-20.0	-12.2	0		3	32.6
S7	C	115.1	101	0	3.1	10	-20.6	-17.6	0	Nil	3	0
	H	115.1	100	0	3.1	10	-20.6	-17.6	0		3	0
	L	115.1	94	12	3.1	10	-20.6	-17.6	0		3	26.6
S8	C	87.1	101	0	6.9	10	-19.4	-14.2	0	Nil	3	0
	H	87.1	100	0	6.9	10	-19.4	-14.2	0		3	0
	L	87.1	94	12	6.9	10	-19.4	-14.2	0		3	31.2
S9	C	82.0	101	0	52.1	10	-19.1	-5.4	0	Nil	3	0
	H	82.0	100	0	52.1	10	-19.1	-5.4	0		3	0
	L	82.0	94	12	52.1	10	-19.1	-5.4	0		3	40.3
S10	C	112.8	101	0	1.5	10	-20.5	-20.9	0	Nil	3	0
	H	112.8	100	0	1.5	10	-20.5	-20.9	0		3	0
	L	112.8	94	12	1.5	10	-20.5	-20.9	0		3	23.3
S11	C	127.9	101	0	5.2	10	-21.1	-15.4	0	Cold Storage Block 2	3	0
	H	127.9	100	0	5.2	10	-21.1	-15.4	0		3	0
	L	127.9	94	12	5.2	10	-21.1	-15.4	0		3	28.3
S12	C	146.0	101	0	9.1	10	-21.6	-13.0	-10	Cold Storage Block 2	3	0
	H	146.0	100	0	9.1	10	-21.6	-13.0	-10		3	0
	L	146.0	94	12	9.1	10	-21.6	-13.0	-10		3	20.2
Total SPL, dB(A)												44.9

Truck Movement - Evening

Traffic Movement - Cooling												
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction,	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	161.1	101	0	8.5	10	-22.1	-13.3	0	Nil	3	0
	H	161.1	100	0	8.5	10	-22.1	-13.3	0		3	0
	L	161.1	94	6	8.5	10	-22.1	-13.3	0		3	26.5
	C	145.6	101	0	5.1	10	-21.6	-15.5	0		3	0
S2a	H	145.6	100	0	5.1	10	-21.6	-15.5	0		3	0
	L	145.6	94	6	5.1	10	-21.6	-15.5	0		3	24.7
	C	166.5	101	0	4.1	10	-22.2	-16.4	-10	Cold Storage Block 1	3	0
H	166.5	100	0	4.1	10	-22.2	-16.4	-10	3		0	
L	166.5	94	6	4.1	10	-22.2	-16.4	-10	3		13.1	
C	180.8	101	0	1.9	10	-22.6	-19.8	-10	3		0	
S2b	H	180.8	100	0	1.9	10	-22.6	-19.8	-10		3	0
	L	180.8	94	6	1.9	10	-22.6	-19.8	-10		3	9.4
	C	128.2	101	0	7.0	10	-21.1	-14.1	0		3	0
S2c	H	128.2	100	0	7.0	10	-21.1	-14.1	0		3	0
	L	128.2	94	6	7.0	10	-21.1	-14.1	0		3	26.6
	C	117.2	101	0	17.0	10	-20.7	-10.3	0		3	0
S3	H	117.2	100	0	17.0	10	-20.7	-10.3	0		3	0
	L	117.2	94	6	17.0	10	-20.7	-10.3	0		3	30.8
	C	110.4	101	0	13.3	10	-20.4	-11.3	0		3	0
S4	H	110.4	100	0	13.3	10	-20.4	-11.3	0		3	0
	L	110.4	94	6	13.3	10	-20.4	-11.3	0		3	30.0
	C	100.2	101	0	10.8	10	-20.0	-12.2	0		3	0
S5	H	100.2	100	0	10.8	10	-20.0	-12.2	0		3	0
	L	100.2	94	6	10.8	10	-20.0	-12.2	0		3	29.5
	C	115.1	101	0	3.1	10	-20.6	-17.6	0	Nil	3	0
H	115.1	100	0	3.1	10	-20.6	-17.6	0	3		0	
L	115.1	94	6	3.1	10	-20.6	-17.6	0	3		23.6	
C	87.1	101	0	6.9	10	-19.4	-14.2	0			3	0
S6	H	87.1	100	0	6.9	10	-19.4	-14.2	0		3	0
	L	87.1	94	6	6.9	10	-19.4	-14.2	0		3	28.2
	C	82.0	101	0	52.1	10	-19.1	-5.4	0		3	0
S7	H	82.0	100	0	52.1	10	-19.1	-5.4	0		3	0
	L	82.0	94	6	52.1	10	-19.1	-5.4	0		3	37.3
	C	112.8	101	0	1.5	10	-20.5	-20.9	0		3	0
S8	H	112.8	100	0	1.5	10	-20.5	-20.9	0		3	0
	L	112.8	94	6	1.5	10	-20.5	-20.9	0		3	20.3
	C	127.9	101	0	5.2	10	-21.1	-15.4	0		3	0
S9	H	127.9	100	0	5.2	10	-21.1	-15.4	0		3	0
	L	127.9	94	6	5.2	10	-21.1	-15.4	0		3	25.3
	C	146.0	101	0	9.1	10	-21.6	-13.0	-10	Cold Storage Block 2	3	0
H	146.0	100	0	9.1	10	-21.6	-13.0	-10	3		0	
L	146.0	94	6	9.1	10	-21.6	-13.0	-10	3		17.2	
Total SPL, dB(A)												40.4

D04 – ENVIRONMENTAL ASSESSMENT REPORT

Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in “Agriculture” Zone for a Period of 3 Years at Various Lots in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, NT
Prepared for Hong Kong Chilled Meat & Poultry Association

SMEC Internal Ref. 7076585

12 May 2021

G-5

Truck Movement - Night

Truck Movement - Night												
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	161.1	101	0	8.5	10	-22.1	-13.3	0	Nil	3	0
	H	161.1	100	0	8.5	10	-22.1	-13.3	0		3	0
	L	161.1	94	6	8.5	10	-22.1	-13.3	0		3	26.5
S2a	C	145.6	101	0	5.1	10	-21.6	-15.5	0		3	0
	H	145.6	100	0	5.1	10	-21.6	-15.5	0		3	0
	L	145.6	94	6	5.1	10	-21.6	-15.5	0		3	24.7
S2b	C	166.5	101	0	4.1	10	-22.2	-16.4	-10	Cold Storage Block 1	3	0
	H	166.5	100	0	4.1	10	-22.2	-16.4	-10		3	0
	L	166.5	94	6	4.1	10	-22.2	-16.4	-10		3	13.1
S2c	C	180.8	101	0	1.9	10	-22.6	-19.8	-10		3	0
	H	180.8	100	0	1.9	10	-22.6	-19.8	-10		3	0
	L	180.8	94	6	1.9	10	-22.6	-19.8	-10		3	9.4
S3	C	128.2	101	0	7.0	10	-21.1	-14.1	0	Nil	3	0
	H	128.2	100	0	7.0	10	-21.1	-14.1	0		3	0
	L	128.2	94	6	7.0	10	-21.1	-14.1	0		3	26.6
S4	C	117.2	101	0	17.0	10	-20.7	-10.3	0		3	0
	H	117.2	100	0	17.0	10	-20.7	-10.3	0		3	0
	L	117.2	94	6	17.0	10	-20.7	-10.3	0		3	30.8
S5	C	110.4	101	0	13.3	10	-20.4	-11.3	0		3	0
	H	110.4	100	0	13.3	10	-20.4	-11.3	0		3	0
	L	110.4	94	6	13.3	10	-20.4	-11.3	0		3	30.0
S6	C	100.2	101	0	10.8	10	-20.0	-12.2	0		3	0
	H	100.2	100	0	10.8	10	-20.0	-12.2	0		3	0
	L	100.2	94	6	10.8	10	-20.0	-12.2	0		3	29.5
S7	C	112.6	101	0	2.8	10	-20.5	-18.0	0		3	0
	H	112.6	100	0	2.8	10	-20.5	-18.0	0		3	0
	L	112.6	94	6	2.8	10	-20.5	-18.0	0		3	23.3
S8	C	87.1	101	0	6.9	10	-19.4	-14.2	0		3	0
	H	87.1	100	0	6.9	10	-19.4	-14.2	0		3	0
	L	87.1	94	6	6.9	10	-19.4	-14.2	0		3	28.2
S9	C	82.0	101	0	52.1	10	-19.1	-5.4	0		3	0
	H	82.0	100	0	52.1	10	-19.1	-5.4	0		3	0
	L	82.0	94	6	52.1	10	-19.1	-5.4	0		3	37.3
S10	C	112.8	101	0	1.5	10	-20.5	-20.9	0		3	0
	H	112.8	100	0	1.5	10	-20.5	-20.9	0		3	0
	L	112.8	94	6	1.5	10	-20.5	-20.9	0		3	20.3
S11	C	127.9	101	0	5.2	10	-21.1	-15.4	0		3	0
	H	127.9	100	0	5.2	10	-21.1	-15.4	0		3	0
	L	127.9	94	6	5.2	10	-21.1	-15.4	0		3	25.3
S12	C	146.0	101	0	9.1	10	-21.6	-13.0	-10	Cold Storage Block 2	3	0
	H	146.0	100	0	9.1	10	-21.6	-13.0	-10		3	0
	L	146.0	94	6	9.1	10	-21.6	-13.0	-10		3	17.2
											Total SPL, dB(A)	40.4

HVAC Noise

HVAC Noise											
Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Water Cooling Tower	Block 1	96	2	99.0	143.3	-51.1	0	Enclosure with silencer	-20	3	30.9
Water Pump	Block 1	88	3	92.8	137.7	-50.8	0	Enclosure	-20	3	25.0
Water Cooling Tower	Block 2	96	1	96.0	111.8	-49.0	0	Enclosure with silencer	-20	3	30.0
Water Pump	Block 2	88	2	91.0	111.7	-49.0	0	Enclosure	-20	3	25.0
										Total SPL, dB(A)	34.6

Note (*) Vehicle Type:

C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

IN4 - Temporary Structure

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)	
S1	C	218.5	101	4	5.5	10	-23.4	-15.1	0	Nil	3	28.5	
	H	218.5	100	12	5.5	10	-23.4	-15.1	0		3	32.3	
	L	218.5	94	12	5.5	10	-23.4	-15.1	0		3	26.3	
S2a	C	202.2	101	4	4.9	10	-23.1	-15.7	0		3	28.3	
	H	202.2	100	12	4.9	10	-23.1	-15.7	0		3	32.1	
L	202.2	94	12	4.9	10	-23.1	-15.7	0	3		26.1		
S2b	C	219.6	101	4	4.3	10	-23.4	-16.2	-10	Cold Storage Block 1	3	17.4	
	H	219.6	100	12	4.3	10	-23.4	-16.2	-10		3	21.2	
	L	219.6	94	12	4.3	10	-23.4	-16.2	-10		3	15.2	
S2c	C	232.9	101	0	1.1	10	-23.7	-22.3	-10		3	0	
	H	232.9	100	0	1.1	10	-23.7	-22.3	-10		3	0	
L	232.9	94	12	1.1	10	-23.7	-22.3	-10	3		8.8		
S3	C	185.0	101	0	3.5	10	-22.7	-17.1	0		Nil	3	0
	H	185.0	100	0	3.5	10	-22.7	-17.1	0			3	0
	L	185.0	94	12	3.5	10	-22.7	-17.1	0			3	25.0
S4	C	166.9	101	0	10.7	10	-22.2	-12.3	0			3	0
	H	166.9	100	0	10.7	10	-22.2	-12.3	0			3	0
	L	166.9	94	12	10.7	10	-22.2	-12.3	0			3	30.3
S5	C	148.9	101	0	7.3	10	-21.7	-13.9	0	3		0	
	H	148.9	100	0	7.3	10	-21.7	-13.9	0	3		0	
	L	148.9	94	12	7.3	10	-21.7	-13.9	0	3		29.1	
S6	C	129.3	101	0	4.4	10	-21.1	-16.1	0	3		0	
	H	129.3	100	0	4.4	10	-21.1	-16.1	0	3		0	
	L	129.3	94	12	4.4	10	-21.1	-16.1	0	3		27.6	
S7	C	134.5	101	0	11.2	10	-21.3	-12.1	0	3		0	
	H	134.5	100	0	11.2	10	-21.3	-12.1	0	3		0	
	L	134.5	94	12	11.2	10	-21.3	-12.1	0	3		31.4	
S8	C	110.2	101	0	1.0	10	-20.4	-22.7	0	3		0	
	H	110.2	100	0	1.0	10	-20.4	-22.7	0	3		0	
	L	110.2	94	12	1.0	10	-20.4	-22.7	0	3		21.7	
S9	C	71.2	101	0	55.2	10	-18.5	-5.1	0	3		0	
	H	71.2	100	0	55.2	10	-18.5	-5.1	0	3		0	
	L	71.2	94	12	55.2	10	-18.5	-5.1	0	3		41.1	
S10	C	67.2	101	0	8.0	10	-18.3	-13.5	0	3		0	
	H	67.2	100	0	8.0	10	-18.3	-13.5	0	3		0	
	L	67.2	94	12	8.0	10	-18.3	-13.5	0	3		33.0	
S11	C	83.7	101	0	3.3	10	-19.2	-17.3	0	3		0	
	H	83.7	100	0	3.3	10	-19.2	-17.3	0	3		0	
	L	83.7	94	12	3.3	10	-19.2	-17.3	0	3		28.3	
S12	C	108.1	101	0	4.6	10	-20.3	-15.9	0	3		0	
	H	108.1	100	0	4.6	10	-20.3	-15.9	0	3		0	
	L	108.1	94	12	4.6	10	-20.3	-15.9	0	3		28.6	
Total SPL, dB(A)													44.2

Truck Movement - Evening

Stack Movement - Evening												
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	218.5	101	0	5.5	10	-23.4	-15.1	0	Nil	3	0
	H	218.5	100	0	5.5	10	-23.4	-15.1	0		3	0
	L	218.5	94	6	5.5	10	-23.4	-15.1	0		3	23.2
S2a	C	202.2	101	0	4.9	10	-23.1	-15.7	0		3	0
	H	202.2	100	0	4.9	10	-23.1	-15.7	0		3	0
L	202.2	94	6	4.9	10	-23.1	-15.7	0	3		23.1	
S2b	C	219.6	101	0	4.3	10	-23.4	-16.2	-10	Cold Storage Block 1	3	0
	H	219.6	100	0	4.3	10	-23.4	-16.2	-10		3	0
	L	219.6	94	6	4.3	10	-23.4	-16.2	-10		3	12.2
S2c	C	232.9	101	0	1.1	10	-23.7	-22.3	-10		3	0
	H	232.9	100	0	1.1	10	-23.7	-22.3	-10		3	0
L	232.9	94	6	1.1	10	-23.7	-22.3	-10	3		5.8	
S3	C	185.0	101	0	3.5	10	-22.7	-17.1	0	Nil	3	0
	H	185.0	100	0	3.5	10	-22.7	-17.1	0		3	0
	L	185.0	94	6	3.5	10	-22.7	-17.1	0		3	22.0
S4	C	166.9	101	0	10.7	10	-22.2	-12.3	0		3	0
	H	166.9	100	0	10.7	10	-22.2	-12.3	0		3	0
	L	166.9	94	6	10.7	10	-22.2	-12.3	0		3	27.3
S5	C	148.9	101	0	7.3	10	-21.7	-13.9	0		3	0
	H	148.9	100	0	7.3	10	-21.7	-13.9	0		3	0
	L	148.9	94	6	7.3	10	-21.7	-13.9	0		3	26.1
S6	C	129.3	101	0	4.4	10	-21.1	-16.1	0		3	0
	H	129.3	100	0	4.4	10	-21.1	-16.1	0		3	0
	L	129.3	94	6	4.4	10	-21.1	-16.1	0		3	24.6
S7	C	132.6	101	0	10.1	10	-21.2	-12.5	0		3	0
	H	132.6	100	0	10.1	10	-21.2	-12.5	0		3	0
	L	132.6	94	6	10.1	10	-21.2	-12.5	0		3	28.0
S8	C	110.2	101	0	1.0	10	-20.4	-22.7	0		3	0
	H	110.2	100	0	1.0	10	-20.4	-22.7	0		3	0
	L	110.2	94	6	1.0	10	-20.4	-22.7	0		3	18.6
S9	C	71.2	101	0	55.2	10	-18.5	-5.1	0		3	0
	H	71.2	100	0	55.2	10	-18.5	-5.1	0		3	0
	L	71.2	94	6	55.2	10	-18.5	-5.1	0		3	38.1
S10	C	67.2	101	0	8.0	10	-18.3	-13.5	0		3	0
	H	67.2	100	0	8.0	10	-18.3	-13.5	0		3	0
	L	67.2	94	6	8.0	10	-18.3	-13.5	0		3	30.0
S11	C	83.7	101	0	3.3	10	-19.2	-17.3	0		3	0
	H	83.7	100	0	3.3	10	-19.2	-17.3	0		3	0
	L	83.7	94	6	3.3	10	-19.2	-17.3	0		3	25.2
S12	C	108.1	101	0	4.6	10	-20.3	-15.9	0		3	0
	H	108.1	100	0	4.6	10	-20.3	-15.9	0		3	0
	L	108.1	94	6	4.6	10	-20.3	-15.9	0		3	25.5
Total SPL, dB(A)												40.3

D04 – ENVIRONMENTAL ASSESSMENT REPORT

Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in “Agriculture” Zone for a Period of 3 Years at Various Lots in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, NT
Prepared for Hong Kong Chilled Meat & Poultry Association

SMEC Internal Ref. 7076585

12 May 2021

G-7

Truck Movement - Night

Truck Movement - Night											Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)				
S1	C	218.5	101	0	5.5	10	-23.4	-15.1	0	Nil	3	0	
	H	218.5	100	0	5.5	10	-23.4	-15.1	0		3	0	
	L	218.5	94	6	5.5	10	-23.4	-15.1	0		3	23.2	
S2a	C	202.2	101	0	4.9	10	-23.1	-15.7	0		3	0	
	H	202.2	100	0	4.9	10	-23.1	-15.7	0		3	0	
	L	202.2	94	6	4.9	10	-23.1	-15.7	0		3	23.1	
S2b	C	219.6	101	0	4.3	10	-23.4	-16.2	-10	3	0		
	H	219.6	100	0	4.3	10	-23.4	-16.2	-10	3	0		
	L	219.6	94	6	4.3	10	-23.4	-16.2	-10	3	12.2		
S2c	C	232.9	101	0	1.1	10	-23.7	-22.3	-10	Clod Storage Block 1	3	0	
	H	232.9	100	0	1.1	10	-23.7	-22.3	-10		3	0	
	L	232.9	94	6	1.1	10	-23.7	-22.3	-10		3	5.8	
S3	C	185.0	101	0	3.5	10	-22.7	-17.1	0		3	0	
	H	185.0	100	0	3.5	10	-22.7	-17.1	0		3	0	
	L	185.0	94	6	3.5	10	-22.7	-17.1	0		3	22.0	
S4	C	166.9	101	0	10.7	10	-22.2	-12.3	0		3	0	
	H	166.9	100	0	10.7	10	-22.2	-12.3	0		3	0	
	L	166.9	94	6	10.7	10	-22.2	-12.3	0		3	27.3	
S5	C	148.9	101	0	7.3	10	-21.7	-13.9	0		3	0	
	H	148.9	100	0	7.3	10	-21.7	-13.9	0		3	0	
	L	148.9	94	6	7.3	10	-21.7	-13.9	0		3	26.1	
S6	C	129.3	101	0	4.4	10	-21.1	-16.1	0		3	0	
	H	129.3	100	0	4.4	10	-21.1	-16.1	0		3	0	
	L	129.3	94	6	4.4	10	-21.1	-16.1	0		3	24.6	
S7	C	132.6	101	0	10.1	10	-21.2	-12.5	0		3	0	
	H	132.6	100	0	10.1	10	-21.2	-12.5	0		3	0	
	L	132.6	94	6	10.1	10	-21.2	-12.5	0		3	28.0	
S8	C	110.2	101	0	1.0	10	-20.4	-22.7	0		3	0	
	H	110.2	100	0	1.0	10	-20.4	-22.7	0		3	0	
	L	110.2	94	6	1.0	10	-20.4	-22.7	0		3	18.6	
S9	C	71.2	101	0	55.2	10	-18.5	-5.1	0		3	0	
	H	71.2	100	0	55.2	10	-18.5	-5.1	0		3	0	
	L	71.2	94	6	55.2	10	-18.5	-5.1	0		3	38.1	
S10	C	67.2	101	0	8.0	10	-18.3	-13.5	0		3	0	
	H	67.2	100	0	8.0	10	-18.3	-13.5	0		3	0	
	L	67.2	94	6	8.0	10	-18.3	-13.5	0		3	30.0	
S11	C	83.7	101	0	3.3	10	-19.2	-17.3	0		3	0	
	H	83.7	100	0	3.3	10	-19.2	-17.3	0		3	0	
	L	83.7	94	6	3.3	10	-19.2	-17.3	0		3	25.2	
S12	C	108.1	101	0	4.6	10	-20.3	-15.9	0		3	0	
	H	108.1	100	0	4.6	10	-20.3	-15.9	0	3	0		
	L	108.1	94	6	4.6	10	-20.3	-15.9	0	3	25.5		
Total SPL, dB(A)												40.3	

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Water Cooling Tower	Block 1	96	2	99.0	193.8	-53.7	0	Enclosure with silencer	-20	3	28.3
Water Pump	Block 1	88	3	92.8	186.1	-53.4	0	Enclosure	-20	3	22.4
Water Cooling Tower	Block 2	96	1	96.0	74.8	-45.5	0	Enclosure with silencer	-20	3	33.5
Water Pump	Block 2	88	2	91.0	77.4	-45.8	0	Enclosure	-20	3	28.2
Total SPL, dB(A)											35.7

Note (*) Vehicle Type:

C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	252.4	101	4	4.7	10	-24.0	-15.8	0	Nil	3	27.2
	H	252.4	100	12	4.7	10	-24.0	-15.8	0		3	30.9
	L	252.4	94	12	4.7	10	-24.0	-15.8	0		3	24.9
S2a	C	236.1	101	4	4.3	10	-23.7	-16.3	0		3	27.0
	H	236.1	100	12	4.3	10	-23.7	-16.3	0		3	30.8
	L	236.1	94	12	4.3	10	-23.7	-16.3	0		3	24.8
S2b	C	253.1	101	4	3.9	10	-24.0	-16.7	-10	Cold Storage Block 1	3	16.3
	H	253.1	100	12	3.9	10	-24.0	-16.7	-10		3	20.1
	L	253.1	94	12	3.9	10	-24.0	-16.7	-10		3	14.1
S2c	C	266.1	101	0	0.9	10	-24.3	-23.1	-10		3	0
	H	266.1	100	0	0.9	10	-24.3	-23.1	-10		3	0
	L	266.1	94	12	0.9	10	-24.3	-23.1	-10		3	7.4
S3	C	219.0	101	0	2.8	10	-23.4	-18.0	0	Nil	3	0
	H	219.0	100	0	2.8	10	-23.4	-18.0	0		3	0
	L	219.0	94	12	2.8	10	-23.4	-18.0	0		3	23.4
S4	C	200.2	101	0	8.7	10	-23.0	-13.2	0		3	0
	H	200.2	100	0	8.7	10	-23.0	-13.2	0		3	0
	L	200.2	94	12	8.7	10	-23.0	-13.2	0		3	28.6
S5	C	180.8	101	0	5.5	10	-22.6	-15.2	0	Nil	3	0
	H	180.8	100	0	5.5	10	-22.6	-15.2	0		3	0
	L	180.8	94	12	5.5	10	-22.6	-15.2	0		3	27.1
S6	C	159.9	101	0	2.8	10	-22.0	-18.1	0		3	0
	H	159.9	100	0	2.8	10	-22.0	-18.1	0		3	0
	L	159.9	94	12	2.8	10	-22.0	-18.1	0		3	24.7
S7	C	162.8	101	0	10.5	10	-22.1	-12.3	0	Nil	3	0
	H	162.8	100	0	10.5	10	-22.1	-12.3	0		3	0
	L	162.8	94	12	10.5	10	-22.1	-12.3	0		3	30.4
S8	C	140.5	101	0	1.7	10	-21.5	-20.2	0		3	0
	H	140.5	100	0	1.7	10	-21.5	-20.2	0		3	0
	L	140.5	94	12	1.7	10	-21.5	-20.2	0		3	23.1
S9	C	96.6	101	0	33.4	10	-19.9	-7.3	0	Nil	3	0
	H	96.6	100	0	33.4	10	-19.9	-7.3	0		3	0
	L	96.6	94	12	33.4	10	-19.9	-7.3	0		3	37.6
S10	C	75.0	101	0	12.6	10	-18.7	-11.6	0		3	0
	H	75.0	100	0	12.6	10	-18.7	-11.6	0		3	0
	L	75.0	94	12	12.6	10	-18.7	-11.6	0		3	34.5
S11	C	89.0	101	0	0.8	10	-19.5	-23.7	0	Nil	3	0
	H	89.0	100	0	0.8	10	-19.5	-23.7	0		3	0
	L	89.0	94	12	0.8	10	-19.5	-23.7	0		3	21.6
S12	C	114.4	101	0	1.1	10	-20.6	-22.2	0		3	0
	H	114.4	100	0	1.1	10	-20.6	-22.2	0		3	0
	L	114.4	94	12	1.1	10	-20.6	-22.2	0		3	22.0
Total SPL, dB(A)												42.1

Truck Movement - Evening

Traffic Movement - Evening												
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	252.4	101	0	4.7	10	-24.0	-15.8	0	Nil	3	0
	H	252.4	100	0	4.7	10	-24.0	-15.8	0		3	0
	L	252.4	94	6	4.7	10	-24.0	-15.8	0		3	21.9
S2a	C	236.1	101	0	4.3	10	-23.7	-16.3	0	Cold Storage Block 1	3	0
	H	236.1	100	0	4.3	10	-23.7	-16.3	0		3	0
	L	236.1	94	6	4.3	10	-23.7	-16.3	0		3	21.8
S2b	C	253.1	101	0	3.9	10	-24.0	-16.7	-10		3	0
	H	253.1	100	0	3.9	10	-24.0	-16.7	-10		3	0
	L	253.1	94	6	3.9	10	-24.0	-16.7	-10		3	11.1
S2c	C	266.1	101	0	0.9	10	-24.3	-23.1	-10		3	0
	H	266.1	100	0	0.9	10	-24.3	-23.1	-10		3	0
	L	266.1	94	6	0.9	10	-24.3	-23.1	-10		3	4.4
S3	C	219.0	101	0	2.8	10	-23.4	-18.0	0		3	0
	H	219.0	100	0	2.8	10	-23.4	-18.0	0		3	0
	L	219.0	94	6	2.8	10	-23.4	-18.0	0		3	20.4
S4	C	200.2	101	0	8.7	10	-23.0	-13.2	0		3	0
	H	200.2	100	0	8.7	10	-23.0	-13.2	0		3	0
	L	200.2	94	6	8.7	10	-23.0	-13.2	0		3	25.6
S5	C	180.8	101	0	5.5	10	-22.6	-15.2	0		3	0
	H	180.8	100	0	5.5	10	-22.6	-15.2	0		3	0
	L	180.8	94	6	5.5	10	-22.6	-15.2	0		3	24.0
S6	C	159.9	101	0	2.8	10	-22.0	-18.1	0		3	0
	H	159.9	100	0	2.8	10	-22.0	-18.1	0		3	0
	L	159.9	94	6	2.8	10	-22.0	-18.1	0		3	21.7
S7	C	162.8	101	0	10.5	10	-22.1	-12.3	0	Nil	3	0
	H	162.8	100	0	10.5	10	-22.1	-12.3	0		3	0
	L	162.8	94	6	10.5	10	-22.1	-12.3	0		3	27.3
S8	C	140.5	101	0	1.7	10	-21.5	-20.2	0		3	0
	H	140.5	100	0	1.7	10	-21.5	-20.2	0		3	0
	L	140.5	94	6	1.7	10	-21.5	-20.2	0		3	20.1
S9	C	96.6	101	0	33.4	10	-19.9	-7.3	0		3	0
	H	96.6	100	0	33.4	10	-19.9	-7.3	0		3	0
	L	96.6	94	6	33.4	10	-19.9	-7.3	0		3	34.6
S10	C	75.0	101	0	12.6	10	-18.7	-11.6	0		3	0
	H	75.0	100	0	12.6	10	-18.7	-11.6	0		3	0
	L	75.0	94	6	12.6	10	-18.7	-11.6	0		3	31.5
S11	C	89.0	101	0	0.8	10	-19.5	-23.7	0		3	0
	H	89.0	100	0	0.8	10	-19.5	-23.7	0		3	0
	L	89.0	94	6	0.8	10	-19.5	-23.7	0		3	18.6
S12	C	114.4	101	0	1.1	10	-20.6	-22.2	0		3	0
	H	114.4	100	0	1.1	10	-20.6	-22.2	0		3	0
	L	114.4	94	6	1.1	10	-20.6	-22.2	0		3	19.0
											Total SPL, dB(A)	38.0

Truck Movement - Night

Truck Movement - Night												
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	252.4	101	0	4.7	10	-24.0	-15.8	0	Nil	3	0
	H	252.4	100	0	4.7	10	-24.0	-15.8	0		3	0
	L	252.4	94	6	4.7	10	-24.0	-15.8	0		3	21.9
S2a	C	236.1	101	0	4.3	10	-23.7	-16.3	0	Cold Storage Block 1	3	0
	H	236.1	100	0	4.3	10	-23.7	-16.3	0		3	0
	L	236.1	94	6	4.3	10	-23.7	-16.3	0		3	21.8
S2b	C	253.1	101	0	3.9	10	-24.0	-16.7	-10	Cold Storage Block 1	3	0
	H	253.1	100	0	3.9	10	-24.0	-16.7	-10		3	0
	L	253.1	94	6	3.9	10	-24.0	-16.7	-10		3	11.1
S2c	C	266.1	101	0	0.9	10	-24.3	-23.1	-10	Cold Storage Block 1	3	0
	H	266.1	100	0	0.9	10	-24.3	-23.1	-10		3	0
	L	266.1	94	6	0.9	10	-24.3	-23.1	-10		3	4.4
S3	C	219.0	101	0	2.8	10	-23.4	-18.0	0	Cold Storage Block 1	3	0
	H	219.0	100	0	2.8	10	-23.4	-18.0	0		3	0
	L	219.0	94	6	2.8	10	-23.4	-18.0	0		3	20.4
S4	C	200.2	101	0	8.7	10	-23.0	-13.2	0	Cold Storage Block 1	3	0
	H	200.2	100	0	8.7	10	-23.0	-13.2	0		3	0
	L	200.2	94	6	8.7	10	-23.0	-13.2	0		3	25.6
S5	C	180.8	101	0	5.5	10	-22.6	-15.2	0	Cold Storage Block 1	3	0
	H	180.8	100	0	5.5	10	-22.6	-15.2	0		3	0
	L	180.8	94	6	5.5	10	-22.6	-15.2	0		3	24.0
S6	C	159.9	101	0	2.8	10	-22.0	-18.1	0	Cold Storage Block 1	3	0
	H	159.9	100	0	2.8	10	-22.0	-18.1	0		3	0
	L	159.9	94	6	2.8	10	-22.0	-18.1	0		3	21.7
S7	C	161.1	101	0	9.4	10	-22.1	-12.8	0	Cold Storage Block 1	3	0
	H	161.1	100	0	9.4	10	-22.1	-12.8	0		3	0
	L	161.1	94	6	9.4	10	-22.1	-12.8	0		3	26.9
S8	C	140.5	101	0	1.7	10	-21.5	-20.2	0	Cold Storage Block 1	3	0
	H	140.5	100	0	1.7	10	-21.5	-20.2	0		3	0
	L	140.5	94	6	1.7	10	-21.5	-20.2	0		3	20.1
S9	C	96.6	101	0	33.4	10	-19.9	-7.3	0	Cold Storage Block 1	3	0
	H	96.6	100	0	33.4	10	-19.9	-7.3	0		3	0
	L	96.6	94	6	33.4	10	-19.9	-7.3	0		3	34.6
S10	C	75.0	101	0	12.6	10	-18.7	-11.6	0	Cold Storage Block 1	3	0
	H	75.0	100	0	12.6	10	-18.7	-11.6	0		3	0
	L	75.0	94	6	12.6	10	-18.7	-11.6	0		3	31.5
S11	C	89.0	101	0	0.8	10	-19.5	-23.7	0	Cold Storage Block 1	3	0
	H	89.0	100	0	0.8	10	-19.5	-23.7	0		3	0
	L	89.0	94	6	0.8	10	-19.5	-23.7	0		3	18.6
S12	C	114.4	101	0	1.1	10	-20.6	-22.2	0	Cold Storage Block 1	3	0
	H	114.4	100	0	1.1	10	-20.6	-22.2	0		3	0
	L	114.4	94	6	1.1	10	-20.6	-22.2	0		3	19.0
Total SPL, dB(A)												38.0

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Water Cooling Tower	Block 1	96	2	99.0	227.0	-55.1	0	Enclosure with silencer	-20	3	26.9
Water Pump	Block 1	88	3	92.8	219.1	-54.8	0	Enclosure	-20	3	21.0
Water Cooling Tower	Block 2	96	1	96.0	87.0	-46.8	0	Enclosure with silencer	-20	3	32.2
Water Pump	Block 2	88	2	91.0	90.7	-47.1	0	Enclosure	-20	3	26.9
Total SPL, dB(A)											34.4

Note (*) Vehicle Type:

C = Container Vehicle; H = HGV, MGW; L = MGW (up to 9 tonne), LGV, Van, Private Car

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	299.0	101	4	2.5	10	-24.8	-18.6	-10	Cold Storage Block 1 &2	3	13.6
	H	299.0	100	12	2.5	10	-24.8	-18.6	-10		3	17.4
	L	299.0	94	12	2.5	10	-24.8	-18.6	-10		3	11.4
S2a	C	283.3	101	4	4.5	10	-24.5	-16.0	-10		3	16.5
	H	283.3	100	12	4.5	10	-24.5	-16.0	-10		3	20.3
	L	283.3	94	12	4.5	10	-24.5	-16.0	-10		3	14.3
S2b	C	292.1	101	4	4.5	10	-24.7	-16.1	-10		3	16.3
	H	292.1	100	12	4.5	10	-24.7	-16.1	-10		3	20.1
	L	292.1	94	12	4.5	10	-24.7	-16.1	-10		3	14.1
S2c	C	301.7	101	0	0.2	10	-24.8	-30.8	-10		3	0
	H	301.7	100	0	0.2	10	-24.8	-30.8	-10		3	0
	L	301.7	94	12	0.2	10	-24.8	-30.8	-10		3	0
S3	C	269.0	101	0	0.5	10	-24.3	-25.8	-10		3	0
	H	269.0	100	0	0.5	10	-24.3	-25.8	-10		3	0
	L	269.0	94	12	0.5	10	-24.3	-25.8	-10		3	4.7
S4	C	243.1	101	0	4.3	10	-23.9	-16.2	-10		3	0
	H	243.1	100	0	4.3	10	-23.9	-16.2	-10		3	0
	L	243.1	94	12	4.3	10	-23.9	-16.2	-10		3	14.8
S5	C	214.5	101	0	0.8	10	-23.3	-23.3	-10		3	0
	H	214.5	100	0	0.8	10	-23.3	-23.3	-10		3	0
	L	214.5	94	12	0.8	10	-23.3	-23.3	-10		3	8.2
S6	C	190.2	101	0	1.8	10	-22.8	-19.9	-10		3	0
	H	190.2	100	0	1.8	10	-22.8	-19.9	-10		3	0
	L	190.2	94	12	1.8	10	-22.8	-19.9	-10		3	12.1
S7	C	180.0	101	0	12.8	10	-22.6	-11.5	-10	Cold Storage Block 2	3	0
	H	180.0	100	0	12.8	10	-22.6	-11.5	-10		3	0
	L	180.0	94	12	12.8	10	-22.6	-11.5	-10		3	20.8
S8	C	174.0	101	0	5.0	10	-22.4	-15.6	-10		3	0
	H	174.0	100	0	5.0	10	-22.4	-15.6	-10		3	0
	L	174.0	94	12	5.0	10	-22.4	-15.6	-10		3	16.8
S9	C	129.1	101	0	13.7	10	-21.1	-11.2	0	Nil	3	0
	H	129.1	100	0	13.7	10	-21.1	-11.2	0		3	0
	L	129.1	94	12	13.7	10	-21.1	-11.2	0		3	32.5
S10	C	82.6	101	0	7.7	10	-19.2	-13.7	0		3	0
	H	82.6	100	0	7.7	10	-19.2	-13.7	0		3	0
	L	82.6	94	12	7.7	10	-19.2	-13.7	0		3	31.9
S11	C	73.4	101	0	12.1	10	-18.7	-11.7	-10	4.5m Solid Wall	3	0
	H	73.4	100	0	12.1	10	-18.7	-11.7	-10		3	0
	L	73.4	94	12	12.1	10	-18.7	-11.7	-10		3	24.4
S12	C	76.2	101	0	25.2	10	-18.8	-8.5	0	Nil	3	0
	H	76.2	100	0	25.2	10	-18.8	-8.5	0		3	0
	L	76.2	94	12	25.2	10	-18.8	-8.5	0		3	37.4
Total SPL, dB(A)												39.9

Truck Movement - Evening

Truck Movement - Evening												
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	299.0	101	0	2.5	10	-24.8	-18.6	-10	Cold Storage Block 1 & 2	3	0
	H	299.0	100	0	2.5	10	-24.8	-18.6	-10		3	0
	L	299.0	94	6	2.5	10	-24.8	-18.6	-10		3	8.4
S2a	C	283.3	101	0	4.5	10	-24.5	-16.0	-10		3	0
	H	283.3	100	0	4.5	10	-24.5	-16.0	-10		3	0
	L	283.3	94	6	4.5	10	-24.5	-16.0	-10		3	11.3
S2b	C	292.1	101	0	4.5	10	-24.7	-16.1	-10		3	0
	H	292.1	100	0	4.5	10	-24.7	-16.1	-10		3	0
	L	292.1	94	6	4.5	10	-24.7	-16.1	-10		3	11.1
S2c	C	301.7	101	0	0.2	10	-24.8	-30.8	-10		3	0
	H	301.7	100	0	0.2	10	-24.8	-30.8	-10		3	0
	L	301.7	94	6	0.2	10	-24.8	-30.8	-10		3	0
S3	C	269.0	101	0	0.5	10	-24.3	-25.8	-10		3	0
	H	269.0	100	0	0.5	10	-24.3	-25.8	-10		3	0
	L	269.0	94	6	0.5	10	-24.3	-25.8	-10		3	1.7
S4	C	243.1	101	0	4.3	10	-23.9	-16.2	-10		3	0
	H	243.1	100	0	4.3	10	-23.9	-16.2	-10		3	0
	L	243.1	94	6	4.3	10	-23.9	-16.2	-10		3	11.7
S5	C	214.5	101	0	0.8	10	-23.3	-23.3	-10		3	0
	H	214.5	100	0	0.8	10	-23.3	-23.3	-10		3	0
	L	214.5	94	6	0.8	10	-23.3	-23.3	-10		3	5.2
S6	C	190.2	101	0	1.8	10	-22.8	-19.9	-10		3	0
	H	190.2	100	0	1.8	10	-22.8	-19.9	-10		3	0
	L	190.2	94	6	1.8	10	-22.8	-19.9	-10		3	9.1
S7	C	180.0	101	0	12.8	10	-22.6	-11.5	-10	Cold Storage Block 2	3	0
	H	180.0	100	0	12.8	10	-22.6	-11.5	-10		3	0
	L	180.0	94	6	12.8	10	-22.6	-11.5	-10		3	17.8
S8	C	174.0	101	0	5.0	10	-22.4	-15.6	-10		3	0
	H	174.0	100	0	5.0	10	-22.4	-15.6	-10		3	0
	L	174.0	94	6	5.0	10	-22.4	-15.6	-10		3	13.8
S9	C	129.1	101	0	13.7	10	-21.1	-11.2	0	Nil	3	0
	H	129.1	100	0	13.7	10	-21.1	-11.2	0		3	0
	L	129.1	94	6	13.7	10	-21.1	-11.2	0		3	29.5
S10	C	82.6	101	0	7.7	10	-19.2	-13.7	0		3	0
	H	82.6	100	0	7.7	10	-19.2	-13.7	0		3	0
	L	82.6	94	6	7.7	10	-19.2	-13.7	0		3	28.9
S11	C	73.4	101	0	12.1	10	-18.7	-11.7	-10	4.5m Solid Wall	3	0
	H	73.4	100	0	12.1	10	-18.7	-11.7	-10		3	0
	L	73.4	94	6	12.1	10	-18.7	-11.7	-10		3	21.4
S12	C	76.2	101	0	25.2	10	-18.8	-8.5	0	Nil	3	0
	H	76.2	100	0	25.2	10	-18.8	-8.5	0		3	0
	L	76.2	94	6	25.2	10	-18.8	-8.5	0		3	34.4
Total SPL, dB(A)												36.8

Truck Movement - Night

Truck Movement - Night												
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	299.0	101	0	2.5	10	-24.8	-18.6	-10	Cold Storage Block 1 & 2	3	0
	H	299.0	100	0	2.5	10	-24.8	-18.6	-10		3	0
	L	299.0	94	6	2.5	10	-24.8	-18.6	-10		3	8.4
S2a	C	283.3	101	0	4.5	10	-24.5	-16.0	-10		3	0
	H	283.3	100	0	4.5	10	-24.5	-16.0	-10		3	0
	L	283.3	94	6	4.5	10	-24.5	-16.0	-10		3	11.3
S2b	C	292.1	101	0	4.5	10	-24.7	-16.1	-10		3	0
	H	292.1	100	0	4.5	10	-24.7	-16.1	-10		3	0
	L	292.1	94	6	4.5	10	-24.7	-16.1	-10		3	11.1
S2c	C	301.7	101	0	0.2	10	-24.8	-30.8	-10		3	0
	H	301.7	100	0	0.2	10	-24.8	-30.8	-10		3	0
	L	301.7	94	6	0.2	10	-24.8	-30.8	-10		3	0
S3	C	269.0	101	0	0.5	10	-24.3	-25.8	-10		3	0
	H	269.0	100	0	0.5	10	-24.3	-25.8	-10		3	0
	L	269.0	94	6	0.5	10	-24.3	-25.8	-10		3	1.7
S4	C	243.1	101	0	4.3	10	-23.9	-16.2	-10		3	0
	H	243.1	100	0	4.3	10	-23.9	-16.2	-10		3	0
	L	243.1	94	6	4.3	10	-23.9	-16.2	-10		3	11.7
S5	C	214.5	101	0	0.8	10	-23.3	-23.3	-10		3	0
	H	214.5	100	0	0.8	10	-23.3	-23.3	-10		3	0
	L	214.5	94	6	0.8	10	-23.3	-23.3	-10		3	5.2
S6	C	190.2	101	0	1.8	10	-22.8	-19.9	-10		3	0
	H	190.2	100	0	1.8	10	-22.8	-19.9	-10		3	0
	L	190.2	94	6	1.8	10	-22.8	-19.9	-10		3	9.1
S7	C	179.8	101	0	11.3	10	-22.5	-12.0	-10	Cold Store Blocks 2	3	0
	H	179.8	100	0	11.3	10	-22.5	-12.0	-10		3	0
	L	179.8	94	6	11.3	10	-22.5	-12.0	-10		3	17.2
S8	C	174.0	101	0	5.0	10	-22.4	-15.6	-10		3	0
	H	174.0	100	0	5.0	10	-22.4	-15.6	-10		3	0
	L	174.0	94	6	5.0	10	-22.4	-15.6	-10		3	13.8
S9	C	129.1	101	0	13.7	10	-21.1	-11.2	0	Nil	3	0
	H	129.1	100	0	13.7	10	-21.1	-11.2	0		3	0
	L	129.1	94	6	13.7	10	-21.1	-11.2	0		3	29.5
S10	C	82.6	101	0	7.7	10	-19.2	-13.7	0		3	0
	H	82.6	100	0	7.7	10	-19.2	-13.7	0		3	0
	L	82.6	94	6	7.7	10	-19.2	-13.7	0		3	28.9
S11	C	73.4	101	0	12.1	10	-18.7	-11.7	-10	4.5m Solid Wall	3	0
	H	73.4	100	0	12.1	10	-18.7	-11.7	-10		3	0
	L	73.4	94	6	12.1	10	-18.7	-11.7	-10		3	21.4
S12	C	76.2	101	0	25.2	10	-18.8	-8.5	0	Nil	3	0
	H	76.2	100	0	25.2	10	-18.8	-8.5	0		3	0
	L	76.2	94	6	25.2	10	-18.8	-8.5	0		3	34.4
Total SPL, dB(A)												36.8

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Water Cooling Tower	Block 1	96	2	99.0	265.8	-56.5	-10	Enclosure with silencer	-20	3	15.5
Water Pump	Block 1	88	3	92.8	256.4	-56.2	0	Enclosure	-20	3	19.6
Water Cooling Tower	Block 2	96	1	96.0	91.1	-47.2	0	Enclosure with silencer	-20	3	31.8
Water Pump	Block 2	88	2	91.0	94.0	-47.5	-10	Enclosure	-20	3	16.6
Total SPL, dB(A)											32.3

Note (*) Vehicle Type:

C = Container Vehicle; H = HGV, MG; L = MG (up to 9 tonne), LGV, Van, Private Car

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	246.1	101	4	2.0	10	-23.9	-19.6	-10	Cold Storage Block1 & 2	3	13.5
	H	246.1	100	12	2.0	10	-23.9	-19.6	-10		3	17.2
	L	246.1	94	12	2.0	10	-23.9	-19.6	-10		3	11.2
S2a	C	231.7	101	4	5.8	10	-23.6	-14.9	-10		3	18.5
	H	231.7	100	12	5.8	10	-23.6	-14.9	-10		3	22.2
	L	231.7	94	12	5.8	10	-23.6	-14.9	-10		3	16.2
S2b	C	236.1	101	4	5.9	10	-23.7	-14.9	-10		3	18.4
	H	236.1	100	12	5.9	10	-23.7	-14.9	-10		3	22.2
	L	236.1	94	12	5.9	10	-23.7	-14.9	-10		3	16.2
S2c	C	243.7	101	0	0.2	10	-23.9	-30.7	-10		3	0
	H	243.7	100	0	0.2	10	-23.9	-30.7	-10		3	0
	L	243.7	94	12	0.2	10	-23.9	-30.7	-10		3	0.2
S3	C	219.8	101	0	0.7	10	-23.4	-24.4	-10		3	0
	H	219.8	100	0	0.7	10	-23.4	-24.4	-10		3	0
	L	219.8	94	12	0.7	10	-23.4	-24.4	-10		3	7.0
S4	C	192.2	101	0	3.2	10	-22.8	-17.5	-10		3	0
	H	192.2	100	0	3.2	10	-22.8	-17.5	-10		3	0
	L	192.2	94	12	3.2	10	-22.8	-17.5	-10		3	14.4
S5	C	161.8	101	0	1.5	10	-22.1	-20.7	-10		3	0
	H	161.8	100	0	1.5	10	-22.1	-20.7	-10		3	0
	L	161.8	94	12	1.5	10	-22.1	-20.7	-10		3	12.0
S6	C	139.0	101	0	5.1	10	-21.4	-15.4	-10		3	0
	H	139.0	100	0	5.1	10	-21.4	-15.4	-10		3	0
	L	139.0	94	12	5.1	10	-21.4	-15.4	-10		3	17.9
S7	C	123.8	101	0	18.1	10	-20.9	-10.0	-10		3	0
	H	123.8	100	0	18.1	10	-20.9	-10.0	-10		3	0
	L	123.8	94	12	18.1	10	-20.9	-10.0	-10		3	23.9
S8	C	127.4	101	0	8.2	10	-21.1	-13.4	-10		3	0
	H	127.4	100	0	8.2	10	-21.1	-13.4	-10		3	0
	L	127.4	94	12	8.2	10	-21.1	-13.4	-10		3	20.3
S9	C	96.5	101	0	40.3	10	-19.8	-6.5	0	Nil	3	0
	H	96.5	100	0	40.3	10	-19.8	-6.5	0		3	0
	L	96.5	94	12	40.3	10	-19.8	-6.5	0		3	38.5
S10	C	70.0	101	0	6.7	10	-18.5	-14.3	0		3	0
	H	70.0	100	0	6.7	10	-18.5	-14.3	0		3	0
	L	70.0	94	12	6.7	10	-18.5	-14.3	0		3	32.1
S11	C	53.4	101	0	5.4	10	-17.3	-15.2	0		3	0
	H	53.4	100	0	5.4	10	-17.3	-15.2	0		3	0
	L	53.4	94	12	5.4	10	-17.3	-15.2	0		3	32.3
S12	C	30.5	101	0	44.1	10	-14.8	-6.1	0		3	0
	H	30.5	100	0	44.1	10	-14.8	-6.1	0		3	0
	L	30.5	94	12	44.1	10	-14.8	-6.1	0		3	43.8
Total SPL, dB(A)												45.5

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	246.1	101	0	2.0	10	-23.9	-19.6	-10	Cold Storage Block1 & 2	3	0
	H	246.1	100	0	2.0	10	-23.9	-19.6	-10		3	0
	L	246.1	94	6	2.0	10	-23.9	-19.6	-10		3	8.2
S2a	C	231.7	101	0	5.8	10	-23.6	-14.9	-10		3	0
	H	231.7	100	0	5.8	10	-23.6	-14.9	-10		3	0
	L	231.7	94	6	5.8	10	-23.6	-14.9	-10		3	13.2
S2b	C	236.1	101	0	5.9	10	-23.7	-14.9	-10		3	0
	H	236.1	100	0	5.9	10	-23.7	-14.9	-10		3	0
	L	236.1	94	6	5.9	10	-23.7	-14.9	-10		3	13.2
S2c	C	243.7	101	0	0.2	10	-23.9	-30.7	-10		3	0
	H	243.7	100	0	0.2	10	-23.9	-30.7	-10		3	0
	L	243.7	94	6	0.2	10	-23.9	-30.7	-10		3	0
S3	C	219.8	101	0	0.7	10	-23.4	-24.4	-10		3	0
	H	219.8	100	0	0.7	10	-23.4	-24.4	-10		3	0
	L	219.8	94	6	0.7	10	-23.4	-24.4	-10		3	4.0
S4	C	192.2	101	0	3.2	10	-22.8	-17.5	-10		3	0
	H	192.2	100	0	3.2	10	-22.8	-17.5	-10		3	0
	L	192.2	94	6	3.2	10	-22.8	-17.5	-10		3	11.4
S5	C	161.8	101	0	1.5	10	-22.1	-20.7	-10		3	0
	H	161.8	100	0	1.5	10	-22.1	-20.7	-10		3	0
	L	161.8	94	6	1.5	10	-22.1	-20.7	-10		3	9.0
S6	C	139.0	101	0	5.1	10	-21.4	-15.4	-10		3	0
	H	139.0	100	0	5.1	10	-21.4	-15.4	-10		3	0
	L	139.0	94	6	5.1	10	-21.4	-15.4	-10		3	14.9
S7	C	123.8	101	0	18.1	10	-20.9	-10.0	-10		3	0
	H	123.8	100	0	18.1	10	-20.9	-10.0	-10		3	0
	L	123.8	94	6	18.1	10	-20.9	-10.0	-10		3	20.9
S8	C	127.4	101	0	8.2	10	-21.1	-13.4	-10		3	0
	H	127.4	100	0	8.2	10	-21.1	-13.4	-10		3	0
	L	127.4	94	6	8.2	10	-21.1	-13.4	-10		3	17.3
S9	C	96.5	101	0	40.3	10	-19.8	-6.5	0	Nil	3	0
	H	96.5	100	0	40.3	10	-19.8	-6.5	0		3	0
	L	96.5	94	6	40.3	10	-19.8	-6.5	0		3	35.4
S10	C	70.0	101	0	6.7	10	-18.5	-14.3	0		3	0
	H	70.0	100	0	6.7	10	-18.5	-14.3	0		3	0
	L	70.0	94	6	6.7	10	-18.5	-14.3	0		3	29.1
S11	C	53.4	101	0	5.4	10	-17.3	-15.2	0		3	0
	H	53.4	100	0	5.4	10	-17.3	-15.2	0		3	0
	L	53.4	94	6	5.4	10	-17.3	-15.2	0		3	29.3
S12	C	30.5	101	0	44.1	10	-14.8	-6.1	0		3	0
	H	30.5	100	0	44.1	10	-14.8	-6.1	0		3	0
	L	30.5	94	6	44.1	10	-14.8	-6.1	0		3	40.8
Total SPL, dB(A)												42.5

Truck Movement - Night

Truck Movement - Night												
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	246.1	101	0	2.0	10	-23.9	-19.6	-10	Cold Storage Block1 & 2	3	0
	H	246.1	100	0	2.0	10	-23.9	-19.6	-10		3	0
	L	246.1	94	6	2.0	10	-23.9	-19.6	-10		3	8.2
S2a	C	231.7	101	0	5.8	10	-23.6	-14.9	-10		3	0
	H	231.7	100	0	5.8	10	-23.6	-14.9	-10		3	0
	L	231.7	94	6	5.8	10	-23.6	-14.9	-10		3	13.2
S2b	C	236.1	101	0	5.9	10	-23.7	-14.9	-10		3	0
	H	236.1	100	0	5.9	10	-23.7	-14.9	-10		3	0
	L	236.1	94	6	5.9	10	-23.7	-14.9	-10		3	13.2
S2c	C	243.7	101	0	0.2	10	-23.9	-30.7	-10		3	0
	H	243.7	100	0	0.2	10	-23.9	-30.7	-10		3	0
	L	243.7	94	6	0.2	10	-23.9	-30.7	-10		3	0
S3	C	219.8	101	0	0.7	10	-23.4	-24.4	-10		3	0
	H	219.8	100	0	0.7	10	-23.4	-24.4	-10		3	0
	L	219.8	94	6	0.7	10	-23.4	-24.4	-10		3	4.0
S4	C	192.2	101	0	3.2	10	-22.8	-17.5	-10		3	0
	H	192.2	100	0	3.2	10	-22.8	-17.5	-10		3	0
	L	192.2	94	6	3.2	10	-22.8	-17.5	-10		3	11.4
S5	C	161.8	101	0	1.5	10	-22.1	-20.7	-10		3	0
	H	161.8	100	0	1.5	10	-22.1	-20.7	-10		3	0
	L	161.8	94	6	1.5	10	-22.1	-20.7	-10		3	9.0
S6	C	139.0	101	0	5.1	10	-21.4	-15.4	-10		3	0
	H	139.0	100	0	5.1	10	-21.4	-15.4	-10		3	0
	L	139.0	94	6	5.1	10	-21.4	-15.4	-10		3	14.9
S7	C	124.4	101	0	15.8	10	-20.9	-10.6	-10		3	0
	H	124.4	100	0	15.8	10	-20.9	-10.6	-10		3	0
	L	124.4	94	6	15.8	10	-20.9	-10.6	-10		3	20.3
S8	C	127.4	101	0	8.2	10	-21.1	-13.4	-10		3	0
	H	127.4	100	0	8.2	10	-21.1	-13.4	-10		3	0
	L	127.4	94	6	8.2	10	-21.1	-13.4	-10		3	17.3
S9	C	96.5	101	0	40.3	10	-19.8	-6.5	0	Nil	3	0
	H	96.5	100	0	40.3	10	-19.8	-6.5	0		3	0
	L	96.5	94	6	40.3	10	-19.8	-6.5	0		3	35.4
S10	C	70.0	101	0	6.7	10	-18.5	-14.3	-10	7.8m & 6.5m Solid Wall	3	0
	H	70.0	100	0	6.7	10	-18.5	-14.3	-10		3	0
	L	70.0	94	6	6.7	10	-18.5	-14.3	-10		3	19.1
S11	C	53.4	101	0	5.4	10	-17.3	-15.2	-10		3	0
	H	53.4	100	0	5.4	10	-17.3	-15.2	-10		3	0
	L	53.4	94	6	5.4	10	-17.3	-15.2	-10		3	19.3
S12	C	30.5	101	0	44.1	10	-14.8	-6.1	-10		3	0
	H	30.5	100	0	44.1	10	-14.8	-6.1	-10		3	0
	L	30.5	94	6	44.1	10	-14.8	-6.1	-10		3	30.8
Total SPL, dB(A)												37.1

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Water Cooling Tower	Block 1	96	2	99.0	211.2	-54.5	-10	Enclosure with silencer	-20	3	17.5
Water Pump	Block 1	88	3	92.8	201.7	-54.1	0	Enclosure	-20	3	21.7
Water Cooling Tower	Block 2	96	1	96.0	65.5	-44.3	-10	Enclosure with silencer	-20	3	24.7
Water Pump	Block 2	88	2	91.0	64.9	-44.2	-10	Enclosure	-20	3	19.8
Total SPL, dB(A)											27.7

Note (*) Vehicle Type:

C = Container Vehicle; H = HGV, MGV; L = MGV (up to 9 tonne), LGV, Van, Private Car

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	230.6	101	4	0.9	10	-23.6	-22.9	-10	Cold Storage Block 1 & 2	3	10.5
	H	230.6	100	12	0.9	10	-23.6	-22.9	-10		3	14.3
	L	230.6	94	12	0.9	10	-23.6	-22.9	-10		3	8.3
S2a	C	217.8	101	4	6.2	10	-23.4	-14.6	-10		3	19.0
	H	217.8	100	12	6.2	10	-23.4	-14.6	-10		3	22.8
	L	217.8	94	12	6.2	10	-23.4	-14.6	-10		3	16.8
S2b	C	217.7	101	4	6.5	10	-23.4	-14.4	-10		3	19.2
	H	217.7	100	12	6.5	10	-23.4	-14.4	-10		3	23.0
	L	217.7	94	12	6.5	10	-23.4	-14.4	-10		3	17.0
S2c	C	223.0	101	0	0.6	10	-23.5	-25.1	-10		3	0
	H	223.0	100	0	0.6	10	-23.5	-25.1	-10		3	0
	L	223.0	94	12	0.6	10	-23.5	-25.1	-10		3	6.2
S3	C	208.7	101	0	1.9	10	-23.2	-19.8	-10		3	0
	H	208.7	100	0	1.9	10	-23.2	-19.8	-10		3	0
	L	208.7	94	12	1.9	10	-23.2	-19.8	-10		3	11.8
S4	C	180.9	101	0	0.8	10	-22.6	-23.7	-10		3	0
	H	180.9	100	0	0.8	10	-22.6	-23.7	-10		3	0
	L	180.9	94	12	0.8	10	-22.6	-23.7	-10		3	8.5
S5	C	150.7	101	0	4.5	10	-21.8	-16.0	-10		3	0
	H	150.7	100	0	4.5	10	-21.8	-16.0	-10		3	0
	L	150.7	94	12	4.5	10	-21.8	-16.0	-10		3	17.0
S6	C	131.5	101	0	7.7	10	-21.2	-13.7	-10	Cold Storage Block 2 and 7.8m Solid Wall	3	0
	H	131.5	100	0	7.7	10	-21.2	-13.7	-10		3	0
	L	131.5	94	12	7.7	10	-21.2	-13.7	-10		3	19.9
S7	C	112.5	101	0	17.0	10	-20.5	-10.3	-10	Cold Storage Block 2	3	0
	H	112.5	100	0	17.0	10	-20.5	-10.3	-10		3	0
	L	112.5	94	12	17.0	10	-20.5	-10.3	-10		3	24.0
S8	C	126.0	101	0	8.5	10	-21.0	-13.3	-10	Cold Storage Block 2	3	0
	H	126.0	100	0	8.5	10	-21.0	-13.3	-10		3	0
	L	126.0	94	12	8.5	10	-21.0	-13.3	-10		3	20.5
S9	C	111.8	101	0	40.0	10	-20.5	-6.5	-10	Cold Storage Block 2	3	0
	H	111.8	100	0	40.0	10	-20.5	-6.5	-10		3	0
	L	111.8	94	12	40.0	10	-20.5	-6.5	-10		3	27.8
S10	C	103.1	101	0	7.9	10	-20.1	-13.6	0	Nil	3	0
	H	103.1	100	0	7.9	10	-20.1	-13.6	0		3	0
	L	103.1	94	12	7.9	10	-20.1	-13.6	0		3	31.1
S11	C	88.4	101	0	1.0	10	-19.5	-22.5	0		3	0
	H	88.4	100	0	1.0	10	-19.5	-22.5	0		3	0
	L	88.4	94	12	1.0	10	-19.5	-22.5	0		3	22.9
S12	C	63.2	101	0	4.9	10	-18.0	-15.7	0		3	0
	H	63.2	100	0	4.9	10	-18.0	-15.7	0		3	0
	L	63.2	94	12	4.9	10	-18.0	-15.7	0		3	31.1
Total SPL, dB(A)												36.7

Truck Movement - Evening

Traffic Movement - Evening												
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	230.6	101	0	0.9	10	-23.6	-22.9	-10	Cold Storage Block 1 & 2	3	0
	H	230.6	100	0	0.9	10	-23.6	-22.9	-10		3	0
	L	230.6	94	6	0.9	10	-23.6	-22.9	-10		3	5.3
S2a	C	217.8	101	0	6.2	10	-23.4	-14.6	-10		3	0
	H	217.8	100	0	6.2	10	-23.4	-14.6	-10		3	0
	L	217.8	94	6	6.2	10	-23.4	-14.6	-10		3	13.8
S2b	C	217.7	101	0	6.5	10	-23.4	-14.4	-10		3	0
	H	217.7	100	0	6.5	10	-23.4	-14.4	-10		3	0
	L	217.7	94	6	6.5	10	-23.4	-14.4	-10		3	14.0
S2c	C	223.0	101	0	0.6	10	-23.5	-25.1	-10		3	0
	H	223.0	100	0	0.6	10	-23.5	-25.1	-10		3	0
	L	223.0	94	6	0.6	10	-23.5	-25.1	-10		3	3.2
S3	C	208.7	101	0	1.9	10	-23.2	-19.8	-10		3	0
	H	208.7	100	0	1.9	10	-23.2	-19.8	-10		3	0
	L	208.7	94	6	1.9	10	-23.2	-19.8	-10		3	8.8
S4	C	180.9	101	0	0.8	10	-22.6	-23.7	-10		3	0
	H	180.9	100	0	0.8	10	-22.6	-23.7	-10		3	0
	L	180.9	94	6	0.8	10	-22.6	-23.7	-10		3	5.5
S5	C	150.7	101	0	4.5	10	-21.8	-16.0	-10		3	0
	H	150.7	100	0	4.5	10	-21.8	-16.0	-10		3	0
	L	150.7	94	6	4.5	10	-21.8	-16.0	-10		3	14.0
S6	C	131.5	101	0	7.7	10	-21.2	-13.7	-10	Cold Storage Block 2 and 7.8m Solid Wall	3	0
	H	131.5	100	0	7.7	10	-21.2	-13.7	-10		3	0
	L	131.5	94	6	7.7	10	-21.2	-13.7	-10		3	16.9
S7	C	112.5	101	0	17.0	10	-20.5	-10.3	-10	Cold Storage Block 2	3	0
	H	112.5	100	0	17.0	10	-20.5	-10.3	-10		3	0
	L	112.5	94	6	17.0	10	-20.5	-10.3	-10		3	21.0
S8	C	126.0	101	0	8.5	10	-21.0	-13.3	-10	Cold Storage Block 2	3	0
	H	126.0	100	0	8.5	10	-21.0	-13.3	-10		3	0
	L	126.0	94	6	8.5	10	-21.0	-13.3	-10		3	17.5
S9	C	111.8	101	0	40.0	10	-20.5	-6.5	-10	Cold Storage Block 2	3	0
	H	111.8	100	0	40.0	10	-20.5	-6.5	-10		3	0
	L	111.8	94	6	40.0	10	-20.5	-6.5	-10		3	24.8
S10	C	103.1	101	0	7.9	10	-20.1	-13.6	0	Nil	3	0
	H	103.1	100	0	7.9	10	-20.1	-13.6	0		3	0
	L	103.1	94	6	7.9	10	-20.1	-13.6	0		3	28.1
S11	C	88.4	101	0	1.0	10	-19.5	-22.5	0		3	0
	H	88.4	100	0	1.0	10	-19.5	-22.5	0		3	0
	L	88.4	94	6	1.0	10	-19.5	-22.5	0		3	19.8
S12	C	63.2	101	0	4.9	10	-18.0	-15.7	0		3	0
	H	63.2	100	0	4.9	10	-18.0	-15.7	0		3	0
	L	63.2	94	6	4.9	10	-18.0	-15.7	0		3	28.1
Total SPL, dB(A)												33.1

Truck Movement - Night

Truck Movement - Night													
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)	
S1	C	230.6	101	0	0.9	10	-23.6	-22.9	-10	Cold Storage Block 1 & 2	3	0	
	H	230.6	100	0	0.9	10	-23.6	-22.9	-10		3	0	
	L	230.6	94	6	0.9	10	-23.6	-22.9	-10		3	5.3	
S2a	C	217.8	101	0	6.2	10	-23.4	-14.6	-10		3	0	
	H	217.8	100	0	6.2	10	-23.4	-14.6	-10		3	0	
	L	217.8	94	6	6.2	10	-23.4	-14.6	-10		3	13.8	
S2b	C	217.7	101	0	6.5	10	-23.4	-14.4	-10		3	0	
	H	217.7	100	0	6.5	10	-23.4	-14.4	-10		3	0	
	L	217.7	94	6	6.5	10	-23.4	-14.4	-10		3	14.0	
S2c	C	223.0	101	0	0.6	10	-23.5	-25.1	-10		3	0	
	H	223.0	100	0	0.6	10	-23.5	-25.1	-10		3	0	
	L	223.0	94	6	0.6	10	-23.5	-25.1	-10		3	3.2	
S3	C	208.7	101	0	1.9	10	-23.2	-19.8	-10		3	0	
	H	208.7	100	0	1.9	10	-23.2	-19.8	-10		3	0	
	L	208.7	94	6	1.9	10	-23.2	-19.8	-10		3	8.8	
S4	C	180.9	101	0	0.8	10	-22.6	-23.7	-10		3	0	
	H	180.9	100	0	0.8	10	-22.6	-23.7	-10		3	0	
	L	180.9	94	6	0.8	10	-22.6	-23.7	-10		3	5.5	
S5	C	150.7	101	0	4.5	10	-21.8	-16.0	-10		3	0	
	H	150.7	100	0	4.5	10	-21.8	-16.0	-10		3	0	
	L	150.7	94	6	4.5	10	-21.8	-16.0	-10		3	14.0	
S6	C	131.5	101	0	7.7	10	-21.2	-13.7	-10	Cold Storage Block 2 and 7.8m Solid Wall	3	0	
	H	131.5	100	0	7.7	10	-21.2	-13.7	-10		3	16.9	
	L	131.5	94	6	7.7	10	-21.2	-13.7	-10		3	0	
S7	C	114.0	101	0	14.5	10	-20.6	-10.9	-10	3	0		
	H	114.0	100	0	14.5	10	-20.6	-10.9	-10	3	0		
	L	114.0	94	6	14.5	10	-20.6	-10.9	-10	3	20.3		
S8	C	126.0	101	0	8.5	10	-21.0	-13.3	-10	Cold Storage Block 2	3	0	
	H	126.0	100	0	8.5	10	-21.0	-13.3	-10		3	0	
	L	126.0	94	6	8.5	10	-21.0	-13.3	-10		3	17.5	
S9	C	111.8	101	0	40.0	10	-20.5	-6.5	-10		3	0	
	H	111.8	100	0	40.0	10	-20.5	-6.5	-10		3	0	
	L	111.8	94	6	40.0	10	-20.5	-6.5	-10		3	24.8	
S10	C	103.1	101	0	7.9	10	-20.1	-13.6	0	Nil	3	0	
	H	103.1	100	0	7.9	10	-20.1	-13.6	0		3	0	
	L	103.1	94	6	7.9	10	-20.1	-13.6	0		3	28.1	
S11	C	88.4	101	0	1.0	10	-19.5	-22.5	0		3	0	
	H	88.4	100	0	1.0	10	-19.5	-22.5	0		3	0	
	L	88.4	94	6	1.0	10	-19.5	-22.5	0		3	19.8	
S12	C	63.2	101	0	4.9	10	-18.0	-15.7	0		3	0	
	H	63.2	100	0	4.9	10	-18.0	-15.7	0		3	0	
	L	63.2	94	6	4.9	10	-18.0	-15.7	0		3	28.1	
Total SPL, dB(A)												33.0	

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Water Cooling Tower	Block 1	96	2	99.0	195.2	-53.8	-10	Enclosure with silencer	-20	3	18.2
Water Pump	Block 1	88	3	92.8	186.0	-53.4	0	Enclosure	-20	3	22.4
Water Cooling Tower	Block 2	96	1	96.0	93.5	-47.4	0	Enclosure with silencer	-20	3	31.6
Water Pump	Block 2	88	2	91.0	91.0	-47.2	0	Enclosure	-20	3	26.8
Total SPL, dB(A)											33.3

Note (*) Vehicle Type:

C = Container Vehicle; H = HGV, MG; L = MG (up to 9 tonne), LGV, Van, Private Car

IN9 - Temporary Structure

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)	
S1	C	159.0	101	4	2.0	10	-22.0	-19.6	-10	Cold Storage Block 1 & 2	3	15.4	
	H	159.0	100	12	2.0	10	-22.0	-19.6	-10		3	19.2	
	L	159.0	94	12	2.0	10	-22.0	-19.6	-10		3	13.2	
S2a	C	145.6	101	4	9.3	10	-21.6	-12.9	-10		3	22.5	
	H	145.6	100	12	9.3	10	-21.6	-12.9	-10		3	26.3	
	L	145.6	94	12	9.3	10	-21.6	-12.9	-10		3	20.3	
S2b	C	147.3	101	4	9.5	10	-21.7	-12.8	-10		3	22.6	
	H	147.3	100	12	9.5	10	-21.7	-12.8	-10		3	26.3	
	L	147.3	94	12	9.5	10	-21.7	-12.8	-10		3	20.3	
S2c	C	154.2	101	0	0.4	10	-21.9	-26.6	-10		3	0	
	H	154.2	100	0	0.4	10	-21.9	-26.6	-10		3	0	
	L	154.2	94	12	0.4	10	-21.9	-26.6	-10		3	6.3	
S3	C	136.0	101	0	2.7	10	-21.3	-18.2	-10		3	0	
	H	136.0	100	0	2.7	10	-21.3	-18.2	-10		3	0	
	L	136.0	94	12	2.7	10	-21.3	-18.2	-10		3	15.3	
S4	C	108.2	101	0	1.5	10	-20.3	-20.7	-10		3	0	
	H	108.2	100	0	1.5	10	-20.3	-20.7	-10		3	0	
	L	108.2	94	12	1.5	10	-20.3	-20.7	-10		3	13.8	
S5	C	77.9	101	0	9.0	10	-18.9	-13.0	-10	Nil	3	0	
	H	77.9	100	0	9.0	10	-18.9	-13.0	-10		3	0	
	L	77.9	94	12	9.0	10	-18.9	-13.0	-10		3	22.9	
S6	C	59.9	101	0	18.5	10	-17.8	-9.9	0		3	0	
	H	59.9	100	0	18.5	10	-17.8	-9.9	0		3	0	
	L	59.9	94	12	18.5	10	-17.8	-9.9	0		3	37.1	
S7	C	40.0	101	0	45.9	10	-16.0	-5.9	-10		3	0	
	H	40.0	100	0	45.9	10	-16.0	-5.9	-10		3	0	
	L	40.0	94	12	45.9	10	-16.0	-5.9	-10		3	32.8	
S8	C	58.8	101	0	16.6	10	-17.7	-10.4	-10		3	0	
	H	58.8	100	0	16.6	10	-17.7	-10.4	-10		3	0	
	L	58.8	94	12	16.6	10	-17.7	-10.4	-10		3	26.7	
S9	C	70.2	101	0	58.2	10	-18.5	-4.9	-10		Cold Storage Block 1 & 2 and 7.8m Solid Wall	3	0
	H	70.2	100	0	58.2	10	-18.5	-4.9	-10			3	0
	L	70.2	94	12	58.2	10	-18.5	-4.9	-10			3	31.4
S10	C	95.3	101	0	12.1	10	-19.8	-11.7	-10			3	0
	H	95.3	100	0	12.1	10	-19.8	-11.7	-10			3	0
	L	95.3	94	12	12.1	10	-19.8	-11.7	-10			3	23.3
S11	C	90.5	101	0	7.9	10	-19.6	-13.6	-10	3		0	
	H	90.5	100	0	7.9	10	-19.6	-13.6	-10	3		0	
	L	90.5	94	12	7.9	10	-19.6	-13.6	-10	3		21.7	
S12	C	78.2	101	0	23.9	10	-18.9	-8.8	-10	3		0	
	H	78.2	100	0	23.9	10	-18.9	-8.8	-10	3		0	
	L	78.2	94	12	23.9	10	-18.9	-8.8	-10	3		27.1	
Total SPL, dB(A)													40.7

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)	
S1	C	159.0	101	0	2.0	10	-22.0	-19.6	-10	Cold Storage Block 1 & 2	3	0	
	H	159.0	100	0	2.0	10	-22.0	-19.6	-10		3	0	
	L	159.0	94	6	2.0	10	-22.0	-19.6	-10		3	10.2	
S2a	C	145.6	101	0	9.3	10	-21.6	-12.9	-10		3	0	
	H	145.6	100	0	9.3	10	-21.6	-12.9	-10		3	0	
	L	145.6	94	6	9.3	10	-21.6	-12.9	-10		3	17.3	
S2b	C	147.3	101	0	9.5	10	-21.7	-12.8	-10		3	0	
	H	147.3	100	0	9.5	10	-21.7	-12.8	-10		3	0	
	L	147.3	94	6	9.5	10	-21.7	-12.8	-10		3	17.3	
S2c	C	154.2	101	0	0.4	10	-21.9	-26.6	-10		3	0	
	H	154.2	100	0	0.4	10	-21.9	-26.6	-10		3	0	
	L	154.2	94	6	0.4	10	-21.9	-26.6	-10		3	3.3	
S3	C	136.0	101	0	2.7	10	-21.3	-18.2	-10		3	0	
	H	136.0	100	0	2.7	10	-21.3	-18.2	-10		3	0	
	L	136.0	94	6	2.7	10	-21.3	-18.2	-10		3	12.3	
S4	C	108.2	101	0	1.5	10	-20.3	-20.7	-10		3	0	
	H	108.2	100	0	1.5	10	-20.3	-20.7	-10		3	0	
	L	108.2	94	6	1.5	10	-20.3	-20.7	-10		3	10.8	
S5	C	77.9	101	0	9.0	10	-18.9	-13.0	-10	Nil	3	0	
	H	77.9	100	0	9.0	10	-18.9	-13.0	-10		3	0	
	L	77.9	94	6	9.0	10	-18.9	-13.0	-10		3	19.8	
S6	C	59.9	101	0	18.5	10	-17.8	-9.9	0		3	0	
	H	59.9	100	0	18.5	10	-17.8	-9.9	0		3	0	
	L	59.9	94	6	18.5	10	-17.8	-9.9	0		3	34.1	
S7	C	40.0	101	0	45.9	10	-16.0	-5.9	-10		Cold Storage Block 1 & 2 and 7.8m Solid Wall	3	0
	H	40.0	100	0	45.9	10	-16.0	-5.9	-10			3	0
	L	40.0	94	6	45.9	10	-16.0	-5.9	-10			3	29.8
S8	C	58.8	101	0	16.6	10	-17.7	-10.4	-10			3	0
	H	58.8	100	0	16.6	10	-17.7	-10.4	-10			3	0
	L	58.8	94	6	16.6	10	-17.7	-10.4	-10			3	23.7
S9	C	70.2	101	0	58.2	10	-18.5	-4.9	-10			3	0
	H	70.2	100	0	58.2	10	-18.5	-4.9	-10			3	0
	L	70.2	94	6	58.2	10	-18.5	-4.9	-10			3	28.4
S10	C	95.3	101	0	12.1	10	-19.8	-11.7	-10			3	0
	H	95.3	100	0	12.1	10	-19.8	-11.7	-10			3	0
	L	95.3	94	6	12.1	10	-19.8	-11.7	-10			3	20.3
S11	C	90.5	101	0	7.9	10	-19.6	-13.6	-10	3		0	
	H	90.5	100	0	7.9	10	-19.6	-13.6	-10	3		0	
	L	90.5	94	6	7.9	10	-19.6	-13.6	-10	3		18.7	
S12	C	78.2	101	0	23.9	10	-18.9	-8.8	-10	3		0	
	H	78.2	100	0	23.9	10	-18.9	-8.8	-10	3		0	
	L	78.2	94	6	23.9	10	-18.9	-8.8	-10	3		24.1	
Total SPL, dB(A)													37.1

Truck Movement - Night

Truck movement - Night												
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
S1	C	159.0	101	0	2.0	10	-22.0	-19.6	-10	Cold Storage Block 1 & 2	3	0
	H	159.0	100	0	2.0	10	-22.0	-19.6	-10		3	0
	L	159.0	94	6	2.0	10	-22.0	-19.6	-10		3	10.2
S2a	C	145.6	101	0	9.3	10	-21.6	-12.9	-10		3	0
	H	145.6	100	0	9.3	10	-21.6	-12.9	-10		3	0
	L	145.6	94	6	9.3	10	-21.6	-12.9	-10		3	17.3
S2b	C	147.3	101	0	9.5	10	-21.7	-12.8	-10		3	0
	H	147.3	100	0	9.5	10	-21.7	-12.8	-10		3	0
	L	147.3	94	6	9.5	10	-21.7	-12.8	-10		3	17.3
S2c	C	154.2	101	0	0.4	10	-21.9	-26.6	-10		3	0
	H	154.2	100	0	0.4	10	-21.9	-26.6	-10		3	0
	L	154.2	94	6	0.4	10	-21.9	-26.6	-10		3	3.3
S3	C	136.0	101	0	2.7	10	-21.3	-18.2	-10		3	0
	H	136.0	100	0	2.7	10	-21.3	-18.2	-10		3	0
	L	136.0	94	6	2.7	10	-21.3	-18.2	-10		3	12.3
S4	C	108.2	101	0	1.5	10	-20.3	-20.7	-10		3	0
	H	108.2	100	0	1.5	10	-20.3	-20.7	-10		3	0
	L	108.2	94	6	1.5	10	-20.3	-20.7	-10		3	10.8
S5	C	77.9	101	0	9.0	10	-18.9	-13.0	-10		3	0
	H	77.9	100	0	9.0	10	-18.9	-13.0	-10		3	0
	L	77.9	94	6	9.0	10	-18.9	-13.0	-10		3	19.8
S6	C	59.9	101	0	18.5	10	-17.8	-9.9	0	Nil	3	0
	H	59.9	100	0	18.5	10	-17.8	-9.9	0		3	0
	L	59.9	94	6	18.5	10	-17.8	-9.9	0		3	34.1
S7	C	41.7	101	0	37.1	10	-16.2	-6.9	-10	Cold Storage Block 1 & 2 and 7.8m Solid Wall	3	0
	H	41.7	100	0	37.1	10	-16.2	-6.9	-10		3	0
	L	41.7	94	6	37.1	10	-16.2	-6.9	-10		3	28.7
S8	C	58.8	101	0	16.6	10	-17.7	-10.4	-10		3	0
	H	58.8	100	0	16.6	10	-17.7	-10.4	-10		3	0
	L	58.8	94	6	16.6	10	-17.7	-10.4	-10		3	23.7
S9	C	70.2	101	0	58.2	10	-18.5	-4.9	-10		3	0
	H	70.2	100	0	58.2	10	-18.5	-4.9	-10		3	0
	L	70.2	94	6	58.2	10	-18.5	-4.9	-10		3	28.4
S10	C	95.3	101	0	12.1	10	-19.8	-11.7	-10		3	0
	H	95.3	100	0	12.1	10	-19.8	-11.7	-10		3	0
	L	95.3	94	6	12.1	10	-19.8	-11.7	-10		3	20.3
S11	C	90.5	101	0	7.9	10	-19.6	-13.6	-10		3	0
	H	90.5	100	0	7.9	10	-19.6	-13.6	-10		3	0
	L	90.5	94	6	7.9	10	-19.6	-13.6	-10		3	18.7
S12	C	78.2	101	0	23.9	10	-18.9	-8.8	-10		3	0
	H	78.2	100	0	23.9	10	-18.9	-8.8	-10		3	0
	L	78.2	94	6	23.9	10	-18.9	-8.8	-10		3	24.1
Total SPL, dB(A)												37.0

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Water Cooling Tower	Block 1	96	2	99.0	123.6	-49.8	-10	Enclosure with silencer	-20	3	22.2
Water Pump	Block 1	88	3	92.8	114.2	-49.2	0	Enclosure	-20	3	26.6
Water Cooling Tower	Block 2	96	1	96.0	80.9	-46.2	-10	Enclosure with silencer	-20	3	22.8
Water Pump	Block 2	88	2	91.0	76.7	-45.7	0	Enclosure	-20	3	28.3
Total SPL, dB(A)											31.7

Note (*) Vehicle Type:

C = Container Vehicle; H = HGV, MG; L = MG (up to 9 tonne), LGV, Van, Private Car

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)	
S1	C	149.0	101	4	0.3	10	-21.7	-28.4	-10	Cold Storage Block 1	3	6.9	
	H	149.0	100	12	0.3	10	-21.7	-28.4	-10		3	10.7	
	L	149.0	94	12	0.3	10	-21.7	-28.4	-10		3	4.7	
S2a	C	137.7	101	4	9.6	10	-21.4	-12.7	-10		3	22.9	
	H	137.7	100	12	9.6	10	-21.4	-12.7	-10		3	26.7	
	L	137.7	94	12	9.6	10	-21.4	-12.7	-10		3	20.7	
S2b	C	134.7	101	4	10.5	10	-21.3	-12.3	-10		3	23.4	
	H	134.7	100	12	10.5	10	-21.3	-12.3	-10		3	27.2	
	L	134.7	94	12	10.5	10	-21.3	-12.3	-10		3	21.2	
S2c	C	139.0	101	0	1.1	10	-21.4	-22.3	-10		3	0	
	H	139.0	100	0	1.1	10	-21.4	-22.3	-10		3	0	
	L	139.0	94	12	1.1	10	-21.4	-22.3	-10		3	11.1	
S3	C	131.3	101	0	4.7	10	-21.2	-15.8	-10		3	0	
	H	131.3	100	0	4.7	10	-21.2	-15.8	-10		3	0	
	L	131.3	94	12	4.7	10	-21.2	-15.8	-10		3	17.8	
S4	C	104.8	101	0	3.9	10	-20.2	-16.6	-10		3	0	
	H	104.8	100	0	3.9	10	-20.2	-16.6	-10		3	0	
	L	104.8	94	12	3.9	10	-20.2	-16.6	-10		3	17.9	
S5	C	77.7	101	0	15.1	10	-18.9	-10.8	-10		3	0	
	H	77.7	100	0	15.1	10	-18.9	-10.8	-10		3	0	
	L	77.7	94	12	15.1	10	-18.9	-10.8	-10		3	25.1	
S6	C	67.8	101	0	18.4	10	-18.3	-9.9	0	3	0		
	H	67.8	100	0	18.4	10	-18.3	-9.9	0	3	0		
	L	67.8	94	12	18.4	10	-18.3	-9.9	0	3	36.6		
S7	C	48.2	101	0	11.4	10	-16.8	-12.0	0	Nil	3	0	
	H	48.2	100	0	11.4	10	-16.8	-12.0	0		3	0	
	L	48.2	94	12	11.4	10	-16.8	-12.0	0		3	36.0	
S8	C	74.7	101	0	9.9	10	-18.7	-12.6	0		3	0	
	H	74.7	100	0	9.9	10	-18.7	-12.6	0		3	0	
	L	74.7	94	12	9.9	10	-18.7	-12.6	0		3	33.5	
S9	C	97.7	101	0	40.4	10	-19.9	-6.5	-10		Cold Storage Block 2 and 7.8m Solid Wall	3	0
	H	97.7	100	0	40.4	10	-19.9	-6.5	-10			3	0
	L	97.7	94	12	40.4	10	-19.9	-6.5	-10			3	28.4
S10	C	124.9	101	0	9.3	10	-21.0	-12.9	-10	3		0	
	H	124.9	100	0	9.3	10	-21.0	-12.9	-10	3		0	
	L	124.9	94	12	9.3	10	-21.0	-12.9	-10	3		20.9	
S11	C	119.6	101	0	5.7	10	-20.8	-15.0	-10	3		0	
	H	119.6	100	0	5.7	10	-20.8	-15.0	-10	3		0	
	L	119.6	94	12	5.7	10	-20.8	-15.0	-10	3		19.1	
S12	C	105.3	101	0	16.8	10	-20.2	-10.3	-10	3		0	
	H	105.3	100	0	16.8	10	-20.2	-10.3	-10	3		0	
	L	105.3	94	12	16.8	10	-20.2	-10.3	-10	3		24.3	
Total SPL, dB(A)													41.5

Truck Movement - Evening

Noise Assessment - Screening													
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)	
S1	C	149.0	101	0	0.3	10	-21.7	-28.4	-10	Cold Storage Block 1	3	0	
	H	149.0	100	0	0.3	10	-21.7	-28.4	-10		3	0	
	L	149.0	94	6	0.3	10	-21.7	-28.4	-10		3	1.7	
S2a	C	137.7	101	0	9.6	10	-21.4	-12.7	-10		3	0	
	H	137.7	100	0	9.6	10	-21.4	-12.7	-10		3	0	
	L	137.7	94	6	9.6	10	-21.4	-12.7	-10		3	17.7	
S2b	C	134.7	101	0	10.5	10	-21.3	-12.3	-10		3	0	
	H	134.7	100	0	10.5	10	-21.3	-12.3	-10		3	0	
	L	134.7	94	6	10.5	10	-21.3	-12.3	-10		3	18.2	
S2c	C	139.0	101	0	1.1	10	-21.4	-22.3	-10		3	0	
	H	139.0	100	0	1.1	10	-21.4	-22.3	-10		3	0	
	L	139.0	94	6	1.1	10	-21.4	-22.3	-10		3	8.1	
S3	C	131.3	101	0	4.7	10	-21.2	-15.8	-10		3	0	
	H	131.3	100	0	4.7	10	-21.2	-15.8	-10		3	0	
	L	131.3	94	6	4.7	10	-21.2	-15.8	-10		3	14.8	
S4	C	104.8	101	0	3.9	10	-20.2	-16.6	-10		3	0	
	H	104.8	100	0	3.9	10	-20.2	-16.6	-10		3	0	
	L	104.8	94	6	3.9	10	-20.2	-16.6	-10		3	14.9	
S5	C	77.7	101	0	15.1	10	-18.9	-10.8	-10		Nil	3	0
	H	77.7	100	0	15.1	10	-18.9	-10.8	-10			3	0
	L	77.7	94	6	15.1	10	-18.9	-10.8	-10			3	22.1
S6	C	67.8	101	0	18.4	10	-18.3	-9.9	0	3		0	
	H	67.8	100	0	18.4	10	-18.3	-9.9	0	3		0	
	L	67.8	94	6	18.4	10	-18.3	-9.9	0	3		33.6	
S7	C	48.2	101	0	11.4	10	-16.8	-12.0	0	3		0	
	H	48.2	100	0	11.4	10	-16.8	-12.0	0	3		0	
	L	48.2	94	6	11.4	10	-16.8	-12.0	0	3		33.0	
S8	C	74.7	101	0	9.9	10	-18.7	-12.6	0	3		0	
	H	74.7	100	0	9.9	10	-18.7	-12.6	0	3		0	
	L	74.7	94	6	9.9	10	-18.7	-12.6	0	3		30.5	
S9	C	97.7	101	0	40.4	10	-19.9	-6.5	-10	Cold Storage Block 2 and 7.8m Solid Wall		3	0
	H	97.7	100	0	40.4	10	-19.9	-6.5	-10			3	0
	L	97.7	94	6	40.4	10	-19.9	-6.5	-10			3	25.4
S10	C	124.9	101	0	9.3	10	-21.0	-12.9	-10			3	0
	H	124.9	100	0	9.3	10	-21.0	-12.9	-10			3	0
	L	124.9	94	6	9.3	10	-21.0	-12.9	-10			3	17.9
S11	C	119.6	101	0	5.7	10	-20.8	-15.0	-10			3	0
	H	119.6	100	0	5.7	10	-20.8	-15.0	-10			3	0
	L	119.6	94	6	5.7	10	-20.8	-15.0	-10			3	16.0
S12	C	105.3	101	0	16.8	10	-20.2	-10.3	-10		3	0	
	H	105.3	100	0	16.8	10	-20.2	-10.3	-10		3	0	
	L	105.3	94	6	16.8	10	-20.2	-10.3	-10		3	21.3	
Total SPL, dB(A)												38.0	

Truck Movement - Night

Truck movement - Night											Shielding Object	Façade Correction, dB(A)	SPL, dB(A)
Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)				
S1	C	149.0	101	0	0.3	10	-21.7	-28.4	-10	Cold Storage Block 1	3	0	
	H	149.0	100	0	0.3	10	-21.7	-28.4	-10		3	0	
	L	149.0	94	6	0.3	10	-21.7	-28.4	-10		3	1.7	
S2a	C	137.7	101	0	9.6	10	-21.4	-12.7	-10		3	0	
	H	137.7	100	0	9.6	10	-21.4	-12.7	-10		3	0	
	L	137.7	94	6	9.6	10	-21.4	-12.7	-10		3	17.7	
S2b	C	134.7	101	0	10.5	10	-21.3	-12.3	-10		3	0	
	H	134.7	100	0	10.5	10	-21.3	-12.3	-10		3	0	
	L	134.7	94	6	10.5	10	-21.3	-12.3	-10		3	18.2	
S2c	C	139.0	101	0	1.1	10	-21.4	-22.3	-10		3	0	
	H	139.0	100	0	1.1	10	-21.4	-22.3	-10		3	0	
	L	139.0	94	6	1.1	10	-21.4	-22.3	-10		3	8.1	
S3	C	131.3	101	0	4.7	10	-21.2	-15.8	-10		3	0	
	H	131.3	100	0	4.7	10	-21.2	-15.8	-10		3	0	
	L	131.3	94	6	4.7	10	-21.2	-15.8	-10		3	14.8	
S4	C	104.8	101	0	3.9	10	-20.2	-16.6	-10		3	0	
	H	104.8	100	0	3.9	10	-20.2	-16.6	-10		3	0	
	L	104.8	94	6	3.9	10	-20.2	-16.6	-10		3	14.9	
S5	C	77.7	101	0	15.1	10	-18.9	-10.8	-10		3	0	
	H	77.7	100	0	15.1	10	-18.9	-10.8	-10		3	0	
	L	77.7	94	6	15.1	10	-18.9	-10.8	-10		3	22.1	
S6	C	67.8	101	0	18.4	10	-18.3	-9.9	0	3	0		
	H	67.8	100	0	18.4	10	-18.3	-9.9	0	3	0		
	L	67.8	94	6	18.4	10	-18.3	-9.9	0	3	33.6		
S7	C	50.6	101	0	8.5	10	-17.0	-13.2	0	3	0		
	H	50.6	100	0	8.5	10	-17.0	-13.2	0	3	0		
	L	50.6	94	6	8.5	10	-17.0	-13.2	0	3	31.5		
S8	C	74.7	101	0	9.9	10	-18.7	-12.6	0	3	0		
	H	74.7	100	0	9.9	10	-18.7	-12.6	0	3	0		
	L	74.7	94	6	9.9	10	-18.7	-12.6	0	3	30.5		
S9	C	97.7	101	0	40.4	10	-19.9	-6.5	-10	3	0		
	H	97.7	100	0	40.4	10	-19.9	-6.5	-10	3	0		
	L	97.7	94	6	40.4	10	-19.9	-6.5	-10	3	25.4		
S10	C	124.9	101	0	9.3	10	-21.0	-12.9	-10	Cold Storage Block 2 and 7.8m Solid Wall	3	0	
	H	124.9	100	0	9.3	10	-21.0	-12.9	-10		3	0	
	L	124.9	94	6	9.3	10	-21.0	-12.9	-10		3	17.9	
S11	C	119.6	101	0	5.7	10	-20.8	-15.0	-10		3	0	
	H	119.6	100	0	5.7	10	-20.8	-15.0	-10		3	0	
	L	119.6	94	6	5.7	10	-20.8	-15.0	-10		3	16.0	
S12	C	105.3	101	0	16.8	10	-20.2	-10.3	-10		3	0	
	H	105.3	100	0	16.8	10	-20.2	-10.3	-10		3	0	
	L	105.3	94	6	16.8	10	-20.2	-10.3	-10		3	21.3	
Total SPL, dB(A)												37.6	

HVAC Noise

Item	Location	SWL, dB(A)	Quantity	Sub-total SWL, dB(A)	Distance, m	Distance Correction, dB(A)	Screening Effect, dB(A)	Proposed Measure	Noise Reduction by Proposed Measure	Façade Correction, dB(A)	SPL, dB(A)
Water Cooling Tower	Block 1	96	2	99.0	114.1	-49.1	-10	Enclosure with silencer	-20	3	22.9
Water Pump	Block 1	88	3	92.8	105.5	-48.5	0	Enclosure	-20	3	27.3
Water Cooling Tower	Block 2	96	1	96.0	110.5	-48.9	-10	Enclosure with silencer	-20	3	20.1
Water Pump	Block 2	88	2	91.0	106.3	-48.5	0	Enclosure	-20	3	25.5
Total SPL, dB(A)											30.7

Note (*) Vehicle Type:

C = Container Vehicle; H = HGV, MG; L = MG (up to 9 tonne), LGV, Van, Private Car

IN11 - Temporary Structure

Truck Movement - Daytime

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)	
S1	C	118.4	101	4	0.9	10	-20.7	-22.9	-10	Cold Storage Block 1	3	13.4	
	H	118.4	100	12	0.9	10	-20.7	-22.9	-10		3	17.2	
	L	118.4	94	12	0.9	10	-20.7	-22.9	-10		3	11.2	
S2a	C	108.5	101	4	11.8	10	-20.4	-11.8	-10		3	24.8	
	H	108.5	100	12	11.8	10	-20.4	-11.8	-10		3	28.6	
	L	108.5	94	12	11.8	10	-20.4	-11.8	-10		3	22.6	
S2b	C	102.9	101	4	13.7	10	-20.1	-11.2	-10		3	25.7	
	H	102.9	100	12	13.7	10	-20.1	-11.2	-10		3	29.5	
	L	102.9	94	12	13.7	10	-20.1	-11.2	-10		3	23.5	
S2c	C	106.4	101	0	1.6	10	-20.3	-20.5	-10		3	0	
	H	106.4	100	0	1.6	10	-20.3	-20.5	-10		3	0	
	L	106.4	94	12	1.6	10	-20.3	-20.5	-10		3	14.0	
S3	C	104.6	101	0	7.5	10	-20.2	-13.8	-10		3	0	
	H	104.6	100	0	7.5	10	-20.2	-13.8	-10		3	0	
	L	104.6	94	12	7.5	10	-20.2	-13.8	-10		3	20.8	
S4	C	80.4	101	0	11.2	10	-19.0	-12.1	-10		3	0	
	H	80.4	100	0	11.2	10	-19.0	-12.1	-10		3	0	
	L	80.4	94	12	11.2	10	-19.0	-12.1	-10		3	23.7	
S5	C	59.0	101	0	25.0	10	-17.7	-8.6	-10		3	0	
	H	59.0	100	0	25.0	10	-17.7	-8.6	-10		3	0	
	L	59.0	94	12	25.0	10	-17.7	-8.6	-10		3	28.5	
S6	C	60.2	101	0	18.7	10	-17.8	-9.8	-10		3	0	
	H	60.2	100	0	18.7	10	-17.8	-9.8	-10		3	0	
	L	60.2	94	12	18.7	10	-17.8	-9.8	-10		3	27.2	
S7	C	47.4	101	0	27.2	10	-16.8	-8.2	0	Nil	3	0	
	H	47.4	100	0	27.2	10	-16.8	-8.2	0		3	0	
	L	47.4	94	12	27.2	10	-16.8	-8.2	0		3	39.8	
S8	C	74.7	101	0	4.4	10	-18.7	-16.1	-10	3	0		
	H	74.7	100	0	4.4	10	-18.7	-16.1	-10	3	0		
	L	74.7	94	12	4.4	10	-18.7	-16.1	-10	3	20.0		
S9	C	111.7	101	0	28.4	10	-20.5	-8.0	-10	3	0		
	H	111.7	100	0	28.4	10	-20.5	-8.0	-10	3	0		
	L	111.7	94	12	28.4	10	-20.5	-8.0	-10	3	26.3		
S10	C	147.1	101	0	7.8	10	-21.7	-13.6	-10	Cold Storage Block 1 & 2 and 7.8m Solid Wall	3	0	
	H	147.1	100	0	7.8	10	-21.7	-13.6	-10		3	0	
	L	147.1	94	12	7.8	10	-21.7	-13.6	-10		3	19.5	
S11	C	144.7	101	0	5.3	10	-21.6	-15.3	-10		3	0	
	H	144.7	100	0	5.3	10	-21.6	-15.3	-10		3	0	
	L	144.7	94	12	5.3	10	-21.6	-15.3	-10		3	17.9	
S12	C	133.8	101	0	14.1	10	-21.3	-11.1	-10		3	0	
	H	133.8	100	0	14.1	10	-21.3	-11.1	-10		3	0	
	L	133.8	94	12	14.1	10	-21.3	-11.1	-10		3	22.5	
Total SPL, dB(A)												41.7	

Truck Movement - Evening

Segment ID	Vehicle Type*	Distance, m	SWL, dB(A)	No. of trips/hr	View Angle, deg	Speed, km/h	Distance Correction, dB(A)	View Angle Correction, dB(A)	Screening Effect, dB(A)	Shielding Object	Façade Correction, dB(A)	SPL, dB(A)	
S1	C	118.4	101	0	0.9	10	-20.7	-22.9	-10	Cold Storage Block 1	3	0	
	H	118.4	100	0	0.9	10	-20.7	-22.9	-10		3	0	
	L	118.4	94	6	0.9	10	-20.7	-22.9	-10		3	8.2	
S2a	C	108.5	101	0	11.8	10	-20.4	-11.8	-10		3	0	
	H	108.5	100	0	11.8	10	-20.4	-11.8	-10		3	0	
	L	108.5	94	6	11.8	10	-20.4	-11.8	-10		3	19.6	
S2b	C	102.9	101	0	13.7	10	-20.1	-11.2	-10		3	0	
	H	102.9	100	0	13.7	10	-20.1	-11.2	-10		3	0	
	L	102.9	94	6	13.7	10	-20.1	-11.2	-10		3	20.5	
S2c	C	106.4	101	0	1.6	10	-20.3	-20.5	-10		3	0	
	H	106.4	100	0	1.6	10	-20.3	-20.5	-10		3	0	
	L	106.4	94	6	1.6	10	-20.3	-20.5	-10		3	11.0	
S3	C	104.6	101	0	7.5	10	-20.2	-13.8	-10		3	0	
	H	104.6	100	0	7.5	10	-20.2	-13.8	-10		3	0	
	L	104.6	94	6	7.5	10	-20.2	-13.8	-10		3	17.8	
S4	C	80.4	101	0	11.2	10	-19.0	-12.1	-10		3	0	
	H	80.4	100	0	11.2	10	-19.0	-12.1	-10		3	0	
	L	80.4	94	6	11.2	10	-19.0	-12.1	-10		3	20.7	
S5	C	59.0	101	0	25.0	10	-17.7	-8.6	-10		3	0	
	H	59.0	100	0	25.0	10	-17.7	-8.6	-10		3	0	
	L	59.0	94	6	25.0	10	-17.7	-8.6	-10		3	25.5	
S6	C	60.2	101	0	18.7	10	-17.8	-9.8	-10		3	0	
	H	60.2	100	0	18.7	10	-17.8	-9.8	-10		3	0	
	L	60.2	94	6	18.7	10	-17.8	-9.8	-10		3	24.1	
S7	C	47.4	101	0	27.2	10	-16.8	-8.2	0	Nil	3	0	
	H	47.4	100	0	27.2	10	-16.8	-8.2	0		3	0	
	L	47.4	94	6	27.2	10	-16.8	-8.2	0		3	36.8	
S8	C	74.7	101	0	4.4	10	-18.7	-16.1	-10	3	0		
	H	74.7	100	0	4.4	10	-18.7	-16.1	-10	3	0		
	L	74.7	94	6	4.4	10	-18.7	-16.1	-10	3	17.0		
S9	C	111.7	101	0	28.4	10	-20.5	-8.0	-10	3	0		
	H	111.7	100	0	28.4	10	-20.5	-8.0	-10	3	0		
	L	111.7	94	6	28.4	10	-20.5	-8.0	-10	3	23.3		
S10	C	147.1	101	0	7.8	10	-21.7	-13.6	-10	Cold Storage Block 1 & 2 and 7.8m Solid Wall	3	0	
	H	147.1	100	0	7.8	10	-21.7	-13.6	-10		3	0	
	L	147.1	94	6	7.8	10	-21.7	-13.6	-10		3	16.5	
S11	C	144.7	101	0	5.3	10	-21.6	-15.3	-10		3	0	
	H	144.7	100	0	5.3	10	-21.6	-15.3	-10		3	0	
	L	144.7	94	6	5.3	10	-21.6	-15.3	-10		3	14.9	
S12	C	133.8	101	0	14.1	10	-21.3	-11.1	-10		3	0	
	H	133.8	100	0	14.1	10	-21.3	-11.1	-10		3	0	
	L	133.8	94	6	14.1	10	-21.3	-11.1	-10		3	19.5	
Total SPL, dB(A)												38.0	

Enclosure IV

Replacement Pages of Revised DIA (Annex 8)

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Appendices

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- 3.3.2 proposed development under all assessed return periods. Detailed calculations are provided in **Appendix A**.

Table 3.4: Estimated Peak Runoff of the Site

RETURN PERIOD	ESTIMATED PEAK RUNOFF (m ³ /s)		
	BEFORE DEVELOPMENT	AFTER DEVELOPMENT	INCREMENT
2 Years	0.164	0.436	168%
10 Years	0.215	0.576	168%
50 Years	0.256	0.685	168%

Peak Runoff from Sub-Catchment

- 3.3.3 In addition to the runoff generated from the Site, runoff from surrounding Catchment should also be considered, as mentioned in **paragraphs 3.2.7 to 3.2.16**. The runoff from surrounding Catchment is summarised at **Table 3.5**. Detailed calculations are provided in **Appendix A**.

Table 3.5: Estimated Runoff from Surrounding Catchment

RETURN PERIOD	ESTIMATED PEAK RUNOFF AFTER DEVELOPMENT (m ³ /s)									
	Catchment									Total
	A	B	C1	D	E	F	G	I	J	
2 Years	4.057	0.288	0.979	0.305	0.595	0.567	0.478	0.167	0.396	7.831
10 Years	5.296	0.383	1.301	0.393	0.759	0.719	0.609	0.214	0.509	10.183
50 Years	6.308	0.456	1.549	0.469	0.907	0.861	0.728	0.256	0.607	12.140

Cumulative Peak Runoff

- 3.3.4 The estimated cumulative runoff from surrounding Catchments is approximately 12.8m³/s under worst case scenario, i.e. 50 years return period, as shown in **Table 3.6**. Detailed calculations are provided in **Appendix A**.

Table 3.6: Estimated Cumulative Runoff of the Site

RETURN PERIOD	ESTIMATED PEAK RUNOFF AFTER DEVELOPMENT (m ³ /s)		
	SITE	SURROUNDING CATCHMENT	CUMULATIVE
2 Years	0.436	7.831	8.268
10 Years	0.576	10.183	10.759
50 Years	0.685	12.140	12.825

3.4 Proposed Drainage Layout

On-site Storage Facility

- 3.4.1 It is understood that the drainage facilities at the downstream might not be capable of receiving additional flow from the Site. In order to avoid additional drainage impact on the municipal drainage system, an on-site storage tank is proposed to store the additional runoff due to the Centre and proposed stormwater collection system which will collect runoff from the Site and the connected catchments. The tentative design of the tank would be above-ground and located underneath Cold Storage Block 1. The exact location (i.e. aboveground / underground) will be determined during the detailed design stage. An automatic sump/pumping system will be provided to pump the collected stormwater into the tank during heavy raining. Also, the runoff

collected by the proposed stormwater collection system will be pumped into the storage tank. The stored stormwater will either be reused on-site as much as practicable (e.g., floor mopping, toilet flush, etc.) or transported to the nearby active farmlands for irrigation (i.e. the farmland to the southwest of the Site), while the exact outlet needed to be confirmed during the detailed design stage, as such only small amount of the surplus water will be drained off to the proposed stormwater system and then enter the box culvert after heavy raining when emergency.

- 3.4.2 In case of power failure, emergency generator will be used as the power supplier of the pump. Regular maintenance of the equipment will be carried out, spare pump will be used to maintain the operation when there is equipment failure.
- 3.4.3 The final design of the storage tank will be confirmed during the detailed design stage after the planning application. The detailed design of the storage tank should be incorporated in the later "Drainage Proposal" and submitted to EPD and DSD for review. The indicative cross-section of storage tank and the pumping system is provided on **Figure 3-3**.
- 3.4.4 Since Rational Method is not based on a total storm duration, but rather a period of rain that produces the peak runoff rate. The method cannot compute the runoff volumes unless the total storm duration is assumed. Therefore, 4 hours storm duration is proposed to be used as to design the size of on-site storage tank. This duration is sufficient to cover the effective life of many rainstorms (Royal Observatory, 1981). With reference to the IDF relationship of North District Area stated in Table 2d of the Stormwater Drainage Manual (DSD, 2018), the rainfall intensity of 54.9mm/h was adopted, which is based on 4 hours rainfall duration for 50 years return period
- 3.4.5 The runoff coefficients of 0.26 and 0.74, as mentioned in **paragraphs 3.2.16**, were adopted for the Site before and after the proposed development, respectively.
- 3.4.6 The abovementioned parameter and the estimated runoff volume of the Site before and after the proposed development under 50 return periods is summarised and calculated in **Table 3.6**.

Table 3.7: Estimated Incremental Runoff of the Site

SCENARIO UNDER 50 YEARS RETURN PERIOD	Area, m²	Runoff Coefficient	Rainfall Intensity, mm/hr	Peak Runoff Rate, m³/s	Duration, hours	Estimated Runoff Volume, m³
Before Development	20,506	0.26	54.9	0.080	4	1,158
After Development		0.74		0.232	4	3,335
Incremental Runoff						2,177

- 3.4.7 As shown in **Table 3.7**, the incremental runoff volume is 2,177 m³ under 50 years return period. Thus, the designed storage capacity should be at least 2,177 m³. The tentative location of the storage tank is under the Cold Storage Block 1 as shown on **Figure 3-2**.
- 3.4.8 As the total volume underneath Block 1 is approximately 3,350m³, (3,350m²(A) x 1.0m (H)), it is sufficient for the abovementioned storage tank. Thus, the additional runoff flow from the Site and nearby related catchments will be stored in the on-site storage tank and will not flow to downstream during heavy rainstorm. Hence, there is no additional flooding risk caused by the Proposed Development.

Proposed Stormwater Collection System (Peripheral Channel)

- 3.4.9 As mentioned in **paragraph 3.2.9**, there is an existing stream located along part of the northwest boundary of the Site to collect runoff from Catchments C1, E, F and G. Thus, part of the runoff from Catchments C1, E, F and G may enter the Site at the southwest boundary.

Nevertheless, as a conservative approach, a rectangular peripheral channel with approximate length of 300m and the size of 1,800mm (W) x 1,450mm (H) under 1 in 300 gradient is proposed at the southwest boundary. Another an approximately length of 200m U shape peripheral channel is proposed at the northwest part of the Site. The U shape peripheral channel should not less than Ø900mm under 1 in 300 gradient to collect the runoff from the Site. The proposed U-shape peripheral channel will be connected with the proposed rectangular peripheral channel by a pipe/hosepipe with the pump. The runoff in proposed U shape and rectangular peripheral channel will be pumped into the proposed on-site stormwater storage tank. The runoff will be reused as much as practicable and only small amount of stormwater will be drained back to the abovementioned peripheral channel and then flow to the proposed underground pipe and finally drain to the existing box culvert when emergency. The design of the proposed pipe shall be with sufficient capacity and details such as size, shape (circular, box culvert, etc.) will be subject to the detailed design stage.

- 3.4.10 Furthermore, intercept channels are proposed for collect out controlled runoff within the Site and divert the runoff to the proposed peripheral channels or internal U-channel. Also, sand trap and cover will be provided to minimise sand/silt go into the drainage system. The indicative location and path of proposed parameter drain was shown on **Figure 3-2**. The detailed assessment is provided in **Appendix D**.

Table 3.8: Drainage Capacity of Proposed Internal Parameter Channels

Description	Size, Mm	Related Catchment	Runoff, m ³ /s	Capacity, m ³ /s	% of Capacity Used	Sufficient Capacity?
Proposed Rectangular Peripheral Channel (along southwest part of the Site)	1,800mm (W); 1,500mm (H)	Catchment C1, C2 (Site), E, F and G	4.73	5.54	84	YES
Proposed U shape peripheral channel (along northwest part of the Site)	Not less than Ø900mm	Catchment C2(the Site)	0.69	1.01	68	YES

Proposed Stormwater Collection System (Internal U-channel)

- 3.4.11 A series of stormwater collection system (i.e. internal U-channel) is proposed along the east part of site boundary in order to collect the runoff from the proposed elevated platform as shown on **Figure 3-2**. Furthermore, sand trap and cover will be provided to minimise sand/silt go into the drainage system.
- 3.4.12 Assessment on the flow capacity of the proposed stormwater collection system (i.e. internal U-channel) has been conducted as shown in **Appendix D**. The length of the proposed stormwater collection system (i.e. U-channel) will be approximately 450m after the site formation, thus, the dimension of the internal U-channel should not less than Ø1,000mm under 1 in 520 gradient. The typical details of internal U-channel are shown in **Appendix B**, and the detailed assessment is provided in **Appendix D**. The stormwater collection system (i.e. U-channel) will further be directed into the storage tank for reuse, only small amount of stormwater will be drained back to the abovementioned internal U-channel and then flow to the proposed underground pipe and finally drain to the existing box culvert when emergency.

Table 3.9: Drainage Capacity of Proposed Internal U-channel

Description	Size, Mm	Related Catchment	Runoff, m ³ /s	Capacity, m ³ /s	% of Capacity Used	Sufficient Capacity?
Proposed Internal U-channel (along east part of the Site)	Not less than Ø1,000mm	Catchment B and C2(the Site)	1.14	1.37	84	YES

Maintenance of Existing Watercourse

- 3.4.13 There is an existing watercourse passing through the Site from north-east to south-west direction and then connected to the existing box culvert after connecting the other existing channel which located along the northern site boundary. Decked over the existing watercourse is proposed to minimise disturbance to it. Furthermore, manholes for watercourse maintenance are proposed along the existing watercourse with the interval of 60m, the indicative location of maintenance manholes as shown on **Figure 3-2**.

Drainage Point

- 3.4.14 The runoff from the surrounding catchments run into the existing stream which located underneath the proposed platform inside the Site as before the proposed development. The collected runoff from the existing watercourse would be diverted to southwest of the Site and discharged to downstream through a box culvert with 5000mm (W) x 1550mm (H) with 1% fall laid under the Lo Wo Station Road, as shown on **Figure 3-2** and the detail drawing of the box culvert underneath Lo Wu Station is shown on **Appendix C**.

Summary

- 3.4.15 In order to minimise the risk of downstream flooding due to additional runoff from the Site, on-site storage tank was proposed with the capacity not less than 2,177 m³ located underneath area of Cold Storage Block 1 for temporarily incremental runoff storage. Thus, there will be no change in additional runoff after the development of the Site, however, drainage assessment of the proposed/ existing stormwater collection systems was conducted. Under the worst-case scenario, the proposed stormwater collection systems (i.e. internal U shape peripheral channel, internal rectangular peripheral channel, internal U channel) were approximately 68%, 84% and 84% of capacity, respectively.
- 3.4.16 As there is sufficient capacity of the box culvert to collect runoff from Catchment A to C2, D to G, I and J. it is anticipated that no adverse drainage impact would be arising from the Site after Proposed Development, given that at least 30% soft landscape within the Site area. Therefore, it is recommended that the proposed discharge point will remain at the same location shown on **Figure 3-2**.
- 3.4.17 The indicative section plan to show the elevation level of each proposed mitigation measures is provided on **Figure 3-3**.

Figure 3-1: Identification of Surrounding Catchments

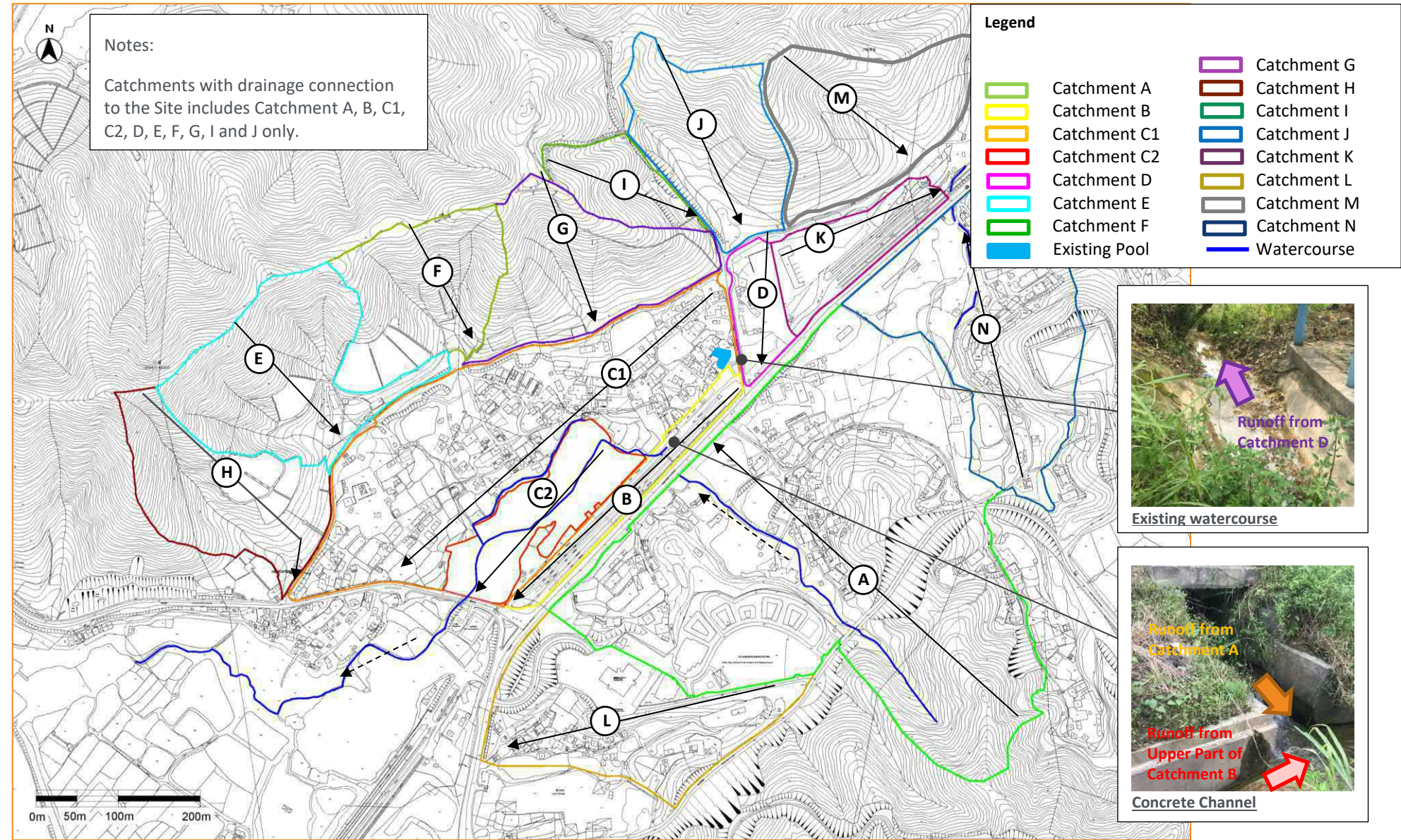


Figure 3-2: Indicative Proposed Drainage Layout

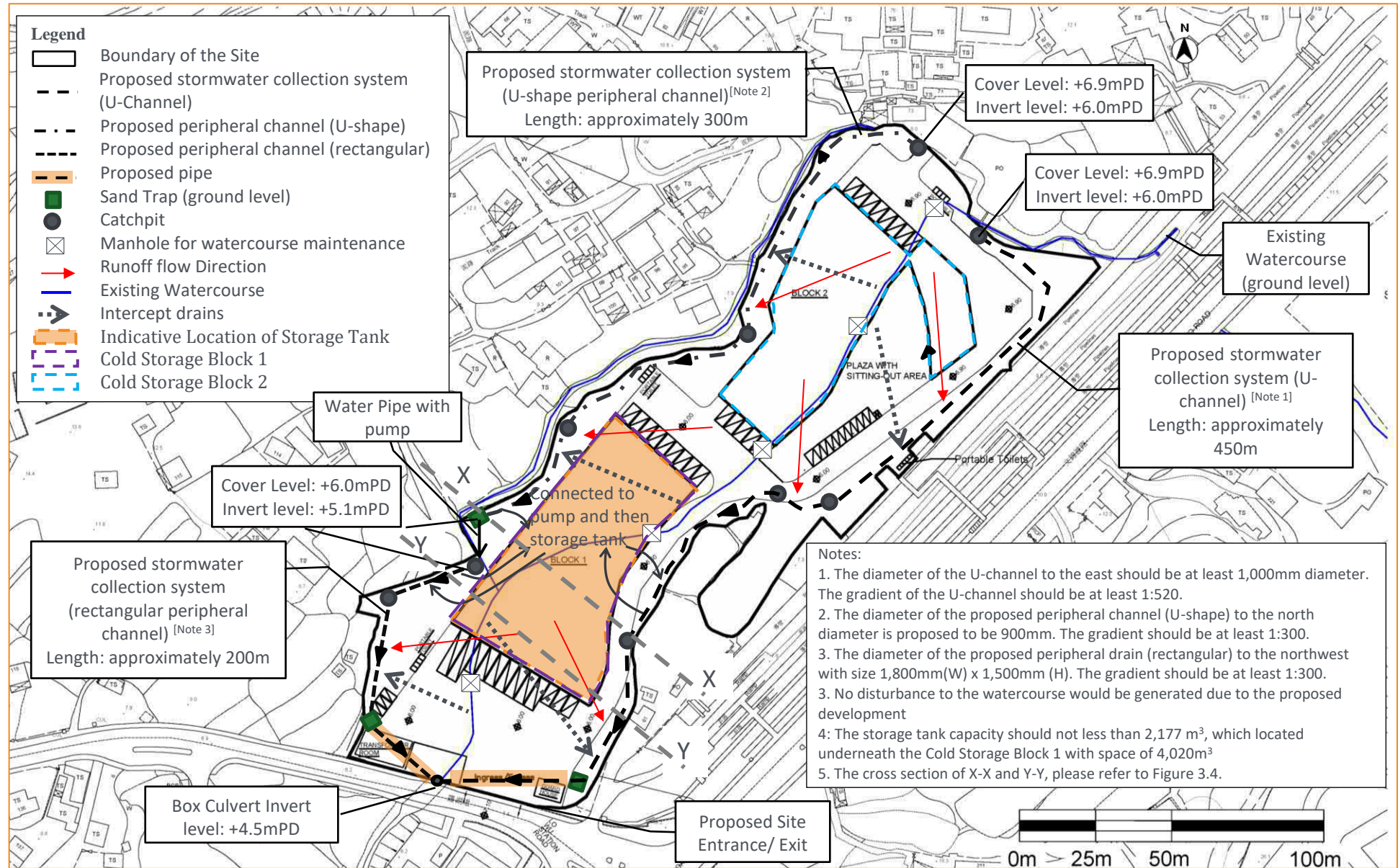
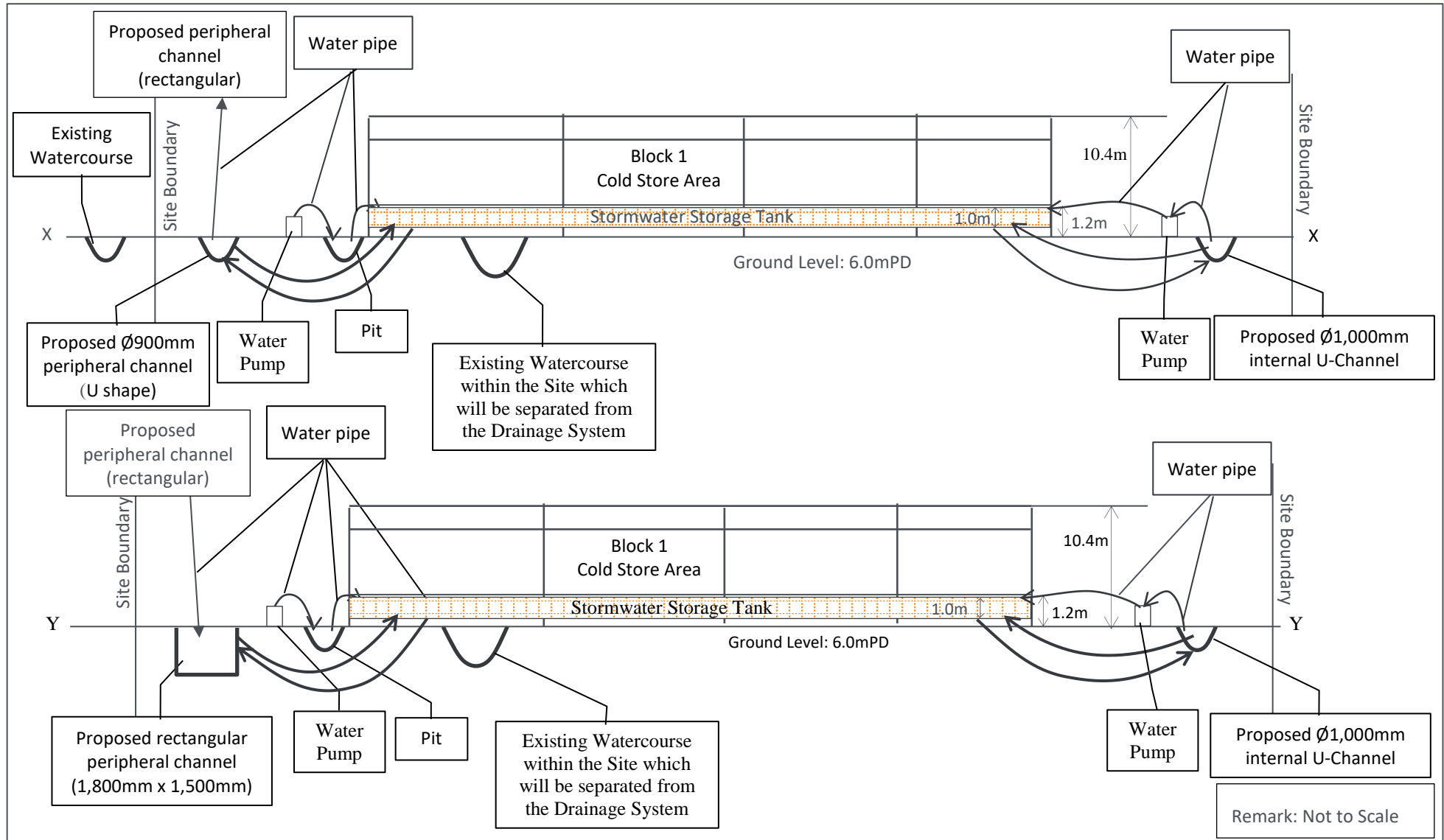


Figure 3-3: Section Plan of Proposed Drainage Layout



4 CONCLUSION

- 4.1.1 Potential drainage impacts that may arise from the Site after construction of the Proposed Development have been assessed.
- 4.1.2 The peak runoff before and after the development of the Site were estimated using Rational Method and based on the catchment surface characteristics for the existing environment and the Proposed Development. The paving area of the Site will increase to 70%, additional surface runoff will be generated from the site. The estimated peak runoff generated from the Site and the surrounding catchments are $0.736\text{m}^3/\text{s}$ and $12.876\text{m}^3/\text{s}$ under 50 years return period.
- 4.1.3 Flow capacities of the proposed watercourse collection system (internal U shape peripheral channel and rectangular peripheral channel and internal U-channel) and existing box culvert underneath Lo Wu Station Road were calculated using Manning's Equation. Runoff from corresponding Catchment(s) (calculated based on a return period of 50 years) will account for 68% and 84% capacity for internal U-shape and rectangular peripheral channel respectively. While, 84% capacity of the proposed internal U-channel. The maximum estimated peak flow of $12.8\text{m}^3/\text{s}$ (runoff calculated based on a return period of 50 years) from the Site.
- 4.1.4 The incremental runoff before and after the development were estimated using the rainfall duration of 4 hours based on a return period of 50 years. Regarding to the additional runoff, on-site storage tank was proposed as temporary storage facility during the heavy rainstorm. The capacity of storage tank should not be less than $2,177\text{m}^3$ to prevent generating additional runoff to the downstream, and hence to increase the risk of downstream flooding.
- 4.1.5 Thus, the proposed and existing stormwater system will have sufficient capacity to receive stormwater runoff from the Proposed Development and surrounding catchments. As a result, no adverse drainage impact to the existing drainage system is anticipated after the development of the Site, subject to the following condition:
- (a) At least 30% of the Site area shall be soft landscape.
- 4.1.6 This DIA Report indicates the initial findings regarding drainage impact and indicative drainage layout. A qualified engineer should be engaged by the Architect/Contractor of the Proposed Development to review and provide detailed designs for the internal Site drainage layout, including the water storage tank. A "Drainage Proposal" including detailed designs based on calculations and quantitative assessments, as well as hydraulic model if necessary, shall be prepared by the qualified engineer and submitted to the drainage Authority, EPD and DSD, for their review and approval prior to the commencement of work. The Applicant shall obtain the consent from the owner of the existing watercourse for discharging of storm water prior to commencement of the proposed works. All the relevant government departments shall also be consulted with when necessary.

Drainage Capacity of Proposed Stream Course																		
From	To	Description	Shape	Base Width	Depth	Leg	Diameter	Start Level	End Level	Cross Section Area, m ²	Wetted Perimeter	Hydraulic Radius, m	Manning Roughness Coefficient	Mean Velocity, m/s	Capacity Flow, m ³ /s	Total Runoff, m ³ /s	% of capacity	Remark
Proposed U-channel	Existing Box Culvert	Proposed Internal U-channel (East)	U-Shape	--	--	--	1	5.9	4.5	0.89	2.57	0.35	0.018	1.53	1.37	1.14	84%	OK
Proposed channel	Existing Box Culvert	Proposed Peripheral Channel (Northwest)	U-Shape	--	--	--	0.9	6	5.1	0.72	2.31	0.31	0.018	1.40	1.01	0.69	68%	OK
Proposed channel	Existing Box Culvert	Proposed Peripheral Channel (Southwest)	Rectangular	1.80	1.50	--	--	5.1	4.5	2.70	4.80	0.56	0.018	2.07	5.60	4.73	84%	OK

Legend

d = pipe diameter, m

r = pipe radius (m) = 0.5d

A_w = wetted area (m²) = πr^2

P_w = wetted perimeter (m) = $2\pi r$

R = Hydraulic radius (m) = A_w/P_w

s = Slope of the total energy line

k_s = equivalent sand roughness, mm

V = Velocity of flow calculated based on Colebrook White Equation, m/s

Q_c = Flow Capacity (10% sedimentation incorporated), m³/s

Q_p = Estimated total peak flow from the Site during peak season, m³/s

Enclosure V

Replacement Pages of Revised Tree Preservation and Landscaping Proposal (Annex 10)

Proposed Temporary Cold Storage for Poultry and Distribution Centre
And Land Filling for Site Formation Works in "Agriculture" Zone
For a Period of 3 Years at Lots 471 S.B RP, 472, 473, 474, 475, 476, 482 RP,
483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP
In D.D. 89 and adjoining Government Land, Man Kam To Road,
Sandy Ridge, N.T.

Tree Preservation and Landscaping Proposal, Rev. B

			T273, T274, T280, T284
<i>Ficus hispida</i>	對葉榕	7	T24, T74, T82, T83, T105, T106, T241,
<i>Ligustrum liukuense</i>	臺灣女貞	1	T243
<i>Litchi chinensis</i>	荔枝	18	T01, T02, T03, T04, T05, T06, T62, T76, T100, T101, T102, T104, T147, T153, T225, T226, T231, T232
<i>Macaranga tanarius</i>	血桐	29	T14, T23, T25, T28, T41, T45, T58, T59, T72, T79, T80, T81, T84, T85, T86, T172, T174, T176, T177, T179, T220, T235, T236, T267, T238, T239, T240, T242, T244
<i>Mangifera indica</i>	芒果	26	T21, T31, T34, T43, T47, T48, T49, T51, T57, T61, T65, T66, T68, T71, T73, T109, T110, T124, T125, T155, T168, T184, T218, T219, T258, T277
<i>Pongamia pinnata</i>	水黃皮	10	T11, T12, T13, T259, T260, T261, T262, T264, T265, T267
<i>Psidium guajava</i>	番石榴	5	T130, T144, T156, T254, T257
<i>Syzygium jambos</i>	蒲桃	53	T89, T90, T91, T92, T93, T95, T113, T114, T115, T116, T117, T118, T120, T121, T122, T134, T136, T138, T139, T157, T161, T162, T163, T164, T165, T166, T167, T180, T181, T182, T185, T186, T187, T188, T189, T190, T192, T193, T194, T195, T196, T197, T198, T199, T201, T202, T203, T204, T205, T206, T208, T214, T279
	Total:	244	

- 4.2 The Site is dominated by fruit tree species like *Syzygium jambos* 蒲桃 (53 nos.) and *Dimocarpus longan* 龍眼 (49 nos.), *Clausena lansium* 黃皮 (11 nos.), *Litchi chinensis* 荔枝 (18 nos.) and *Mangifera indica* 芒果 (26 nos.), which are probably planted by the local villagers. The remaining identified trees are also common rural species in Hong Kong.
- 4.3 The health condition of the bulk of these trees is generally in Fair condition (50.0%) and the remaining trees are in Poor condition (44.26%) and Dead (5.74%).
- 4.4 For information, one *Aquilaria sinensis* was identified at the southwest part of the Site. *Aquilaria sinensis* is a protected species under Cap.586. As it is only in sapling size, i.e. DBH less than

Integration of the Proposed Development with the Surrounding Landscape

- 5.1.3 The buildings and associated vehicular access are strategically located at central portion of the Site. There are peripheral planting areas along the east, north and west boundary for preservation of existing trees, transplanted trees and new tree planting. This will help create a soft planted edge along the Site enhancing its interface with the surrounding natural context to blend more with the naturalistic vegetation.
- 5.1.4 The Site is surrounded by existing open storages, temporary structures, workshops, villages and road corridors which creates visual and noise impact to the Development. Metal mesh fence (**2.5m** high) and noise barriers (**4.0m to 7.8m** high) will compose of solid walls at base (**2.5m** high) and transparent panels on top are proposed along the Site boundary. The use of transparent panels on top is intended to alleviate the visual impact of the fence walls/ noise barriers. Besides, as the transparent panels may appear invisible to birds or mirrors the facing landscape, mitigation measures, such as using non-glaring and tinted materials, putting falcon stickers on the transparent panels to minimize bird collision due to fence walls/ noise barriers.
- 5.1.5 Landscape treatment is proposed on fence walls/ noise barriers in order to alleviate their visual intrusion. Screen planting beds ranging from **2.0m to 20.0m** wide are proposed at the outer sides of the fence walls and noise barriers. They will accommodate adequate growing medium for provision of ornamental trees, shrubs, groundcover and climbing plants and will provide a natural transition between the Development and its surrounding environment. Planting will be primary evergreen in nature. Access doors are proposed at regular intervals of the fence walls/ noise barriers as the maintenance access of these proposed planting. Besides, training system is proposed on the continuous solid wall (**2.5m**) along boundary wall and base of noise barriers for the climbing plants which vertical green wall will be established in order to soften the hard lines of these barriers. Please refer to the typical section of noise barrier and fence wall, dwg. No. **LD103 and LD104 in Appendix II**.
- 5.1.6 It is important to mention that the disposition of the proposed building and vehicular access via Lo Wu Station Road have been carefully investigated in order to minimize the disturbance on trees. As a consequence, **101** of total **244** surveyed trees, (i.e. **41.39%**) will be retained. Together with a total **352** of newly planted trees are proposed, conscious green design will provide greening to further enhance the overall appearance and visual quality of the development. All the retained trees, transplanted trees and proposed trees within Application Site Boundary will all be maintained by the Lot owner of the development.

Planting Design

- 5.1.7 Majority of proposed plantings will be planted at the periphery of the Site. This will also help in promote a tranquil and harmonic environment to the users. The refined paving and selection of plant combination enrich the colour complexity and visual gradation of the development.
- 5.1.8 Where practicable, heavy standard trees, medium shrubs and foliage plants are proposed. These soft landscape measures will ensure that the hard lines of the built form to be visually softened. The use of planting in heavy standard size would provide a more instant greening effect. Drawings showing the soft landscape treatment such as trees, shrubs, groundcovers and climbing plants shall refer to planting plan in **Appendix III**.



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Date : 21st May, 2021
Your Ref. : TPB/A/NE-FTA/201
Our Ref. : ADCL/PLG-10223/L004

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

By Hand & Email

Dear Sir/Madam,

Re: Section 16 Planning Application for Proposed Temporary Cold Storage for Poultry and Distribution Centre and Filling of Land for a Period of 3 Years at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

We hereby supersede the submission dated 20.05.2021.

We refer to the comments from District Planning Office of Planning Department, Environmental Protection Department (dated 18.05.2021) and Transport Department and Highways Department (dated 20.05.2021) regarding the subject application.

Please find the enclosed Further Information (FI) with 5 copies of Responses-to-Comments Table and Replacement Pages for the consideration by relevant Government departments or Town Planning Board.

Should you have any queries, please do not hesitate to contact our Miss Grace Cheung or the undersigned at 3180 7811. Thank you for your kind attention.

Yours faithfully,
For and on behalf of
Aikon Development Consultancy Limited

Thomas Luk MTCP, MHKIREA, MRTPI, RPP
Managing Director

Encl.

c.c. DPO/STN, PlanD (Attn. Mr. Tim FUNG / Ms. Wendy LEE) – By Email
SPEO (Food), FHB (Attn. Ms. Teresa CHEUNG) – By Email
Client

Further Information (3)

Table of Contents

Table 1	Response-to-Comments
Enclosure I	Revised Master Layout Plan and Section Plan
Enclosure II	Replacement Pages of Planning Statement
Enclosure III	Replacement Pages of Revised TIA (Annex 5)
Enclosure IV	Replacement Pages of Revised EA (Annex 6)
Enclosure V	Replacement Pages of Revised SIA (Annex 7)
Enclosure VI	Replacement Pages of Revised DIA (Annex 8)
Enclosure VII	Replacement Pages of Revised EcoIA (Annex 9)
Enclosure VIII	Replacement Pages of Revised Tree Preservation and Landscaping Proposal (Annex 10)

Table 1

Response-to-Comments

Table 1. Responses-to-Comments

Date	Department	Comments	Responses
18.5.2021	DPO/STN, PlanD	<p>You are also required to clarify/ supplement the followings:</p> <ul style="list-style-type: none"> - The applicant should undertake the reinstatement works of the land filling and deck-over areas at the Site upon expiry of planning permission. The landscaped area with trees should also remain on Site as appropriate. - Existing site levels: Please clarify if the existing site levels are ranging from 4.5 mPD to 6.13 mPD or 8 mPD and hence the proposed depths of the land filling area. Please revise relevant figure(s) throughout the whole submission. 	<p>The Applicant would like to clarify that he will undertake the reinstatement work of the land filling and deck-over areas at the Site upon expiry of planning permission. The landscaped area with trees should also remain on Site as appropriate.</p> <p>The existing site levels are ranging from +4.5mPD to +6.13mPD, the proposed site levels are ranging from +6.00mPD to +6.9mPD (Refer to Table 2 of the Planning Statement). The relevant figures are revised accordingly.</p>
		<u>Plans and Drawings</u>	
		<p>- Master Layout Plan:</p> <ul style="list-style-type: none"> (i) The proposed 2.5 m high metal mesh fencing should be located along the proposed structures instead of the landscape area in the west. Please rectify. (ii) It is noted from the submission that the 6.5 m and 7.8 m high noise barriers at the northern corner of the Site would only be erected during night time (11 pm - 7 am). Annotations should added on the MLP. (iii) The NB4 of 6.5 m high near the transformer room should be accurately reflected on the MLP. (iv) According to para. 3.3.49 of the EA, two 2 m high noise barriers are proposed on top of Blocks 1 and 2. Such information should be shown on the MLP. 	<p>Master Layout Plan:</p> <ul style="list-style-type: none"> (i) The MLP is revised accordingly. (ii) The MLP is revised accordingly. (iii) The MLP is revised accordingly. (iv) The MLP is revised accordingly. <p>The Section Plan is revised accordingly.</p> <p>The internal circulation space indicated within the structures would <u>not</u> be accessible by vehicles. The stored goods would be delivered by trolleys/wheel barrows within the structures.</p>

Section 16 Planning Application No. A/NE-FTA/201

Proposed Temporary Cold Storage for Poultry and Distribution Centre for 3 Years and Land Filling for Site Formation Works in "AGR" zone at Various Lots in D.D. 89 and Adjoining Government Land in Man Kam To Road, Sha Ling, New Territories

Responses-to-Comments Table

21 May 2021

Date	Department	Comments	Responses
		<ul style="list-style-type: none"> - Section Plan: Please rectify the proposed use of 1/F of Block 1 along Sections X'-X' and Y'-Y'. - Floor plans - Please clarify if the internal circulation space indicated within the structures would be accessible by vehicles. 	
		<u>Planning Statement</u>	
		<ul style="list-style-type: none"> - Paras. 1.1.2 and 3.2.3: While it is noted claimed that the proposed development would be similar to 'the existing operation period for fish, vegetables and meat wholesale markets', please clarify if the proposed development involves the selling of poultry in small/large quantities to individuals, retailers or <i>wholesalers</i>. - Para. 3.1.3: Please clarify if the proposed 1.2 m vertical gap between the proposed ground level and the structures includes the aboveground stormwater storage tank at Block 1 as well. - Paras. 3.1.6, 3.1.7 and Table 4: Noting that there would be around 200,000 poultry imported from Mainland daily, please revise the text accordingly. - Para. 3.3.2: Please rectify the no. of car parking spaces. - Para. 3.4.2: Please rectify the proposed type of parking space between Blocks 1 and 2 not to be used during night time. 	<ul style="list-style-type: none"> - Paras. 1.1.2 and 3.2.3: It is clarified that the proposed development will not involve any selling of poultry in small/large quantities to individuals, retailers or wholesalers. - Para. 3.1.3: It is clarified that the proposed 1.2m vertical gap between the proposed ground level and the structures includes the aboveground stormwater storage tank at Block 1. - Paras. 3.1.6, 3.1.7 and Table 4: The paragraphs are revised accordingly. - Para. 3.3.2: The no. of loading/unloading spaces is revised accordingly - Para. 3.4.2: One private car parking space between Blocks 1 and 2 will not be used during night time, please refer to the Figure 3.4 of Annex 6.
		<u>Traffic Impact Assessment</u>	
		<ul style="list-style-type: none"> - Paras. 1.1.2, 6.1.1 and 6.1.11: Please update the relevant development parameters. - Para. 2.3.6: It is noted from the 2nd FI that there would be around 70 trucks of poultry every day with a total delivering capacity of more than 	<ul style="list-style-type: none"> - Noted and please find attached replacement pages with the updated development parameters. - As per the information provided by the Applicant, HGVs and containers will be used for importing poultries from China to the proposed

Section 16 Planning Application No. A/NE-FTA/201

Proposed Temporary Cold Storage for Poultry and Distribution Centre for 3 Years and Land Filling for Site Formation Works in “AGR” zone at Various Lots in D.D. 89 and Adjoining Government Land in Man Kam To Road, Sha Ling, New Territories

Responses-to-Comments Table

21 May 2021

Date	Department	Comments	Responses																	
		<p>400,000 chilled poultry daily (i.e. around 200,000 poultry imported from Mainland and another 200,000 poultry for distribution to the territory). Please confirm if all technical assessments have been prepared based on the total delivering capacity of 400,000.</p> <p>- Table 2.4: The proposed types of L/UL bays in the TIA (i.e. LGVs (25), HGVs (7) and Containers (2)) appear to be inconsistent with that in Table 2 in the Planning Statement (i.e. LGVs (25), MGVs (7) and HGVs (2). Please clarify.</p>	<p>development, and poultries will then be distributed out to the market in the territory by various LGVs and HGVs. The site manage to handle around 400,000 poultries daily, including around 200,000 poultries from Mainland and around 200,000 poultries to the market, with the capacity information listed in Table 2.3A, the handling capacity of vehicles could support the daily demand of the site as detailed in Table 2.3D.</p> <p>Table 2.3D Daily Capacity for Imported and Exported Poultries of the Proposed Development to the Market</p> <table><tr><th rowspan="2">Daily</th><th colspan="2">Monday to Saturday</th></tr><tr><th>Importing Capacity</th><th>Exporting Capacity</th></tr><tr><td>Container</td><td>120,000</td><td>0</td></tr><tr><td>HGV</td><td>90,000</td><td>150,000</td></tr><tr><td>LGV</td><td>0</td><td>57,000</td></tr><tr><td>Total</td><td>210,000</td><td>200,700</td></tr></table> <p>Hence please be confirmed that all technical assessments have been prepared based on the above-mentioned total delivering capacity of 400,000.</p> <p>For Table 2.4 in the Planning Statement, the no. of L/UL bays is revised accordingly.</p>	Daily	Monday to Saturday		Importing Capacity	Exporting Capacity	Container	120,000	0	HGV	90,000	150,000	LGV	0	57,000	Total	210,000	200,700
Daily	Monday to Saturday																			
	Importing Capacity	Exporting Capacity																		
Container	120,000	0																		
HGV	90,000	150,000																		
LGV	0	57,000																		
Total	210,000	200,700																		

Date	Department	Comments	Responses
		<u>Environmental Assessment</u>	
		<ul style="list-style-type: none"> - Para. 3.3.16: Please update the no. of L/UL platforms. - Figure 3.4: (i) The L/UL bay not to be used at night time (2300-0700) should be a L/UL bay for LGV. Please amend. (ii) The NB4 of 6.5 m high near the transformer room should be accurately reflected on the MLP. - Figure 3.5: The proposed 2 m high barriers on top of Blocks 1 and 2 should be shown on MLP. 	<ul style="list-style-type: none"> - Para. 3.3.16: The sentence "The mitigation measures will be applied to all 5 loading/unloading platforms" has been amended to "The mitigation measures will be applied to all loading/unloading platforms" which "5" has been deleted from para. 3.3.16. - Figure 3.4: <ul style="list-style-type: none"> (i) Noted and revised accordingly. (ii) Noted and revised accordingly. - Figure 3.5: Noted and revised accordingly.
		<u>Ecological Impact Assessment</u>	
		<ul style="list-style-type: none"> - Paras. 1.1.2, 4.1.1 and Tables 2 and 15: Please revise the proposed site area of 1.97 ha. - Para. 6.6.3: Please clarify if septic tank and soakaway system pit would be used on Site. 	<ul style="list-style-type: none"> - Paras. 1.1.2, 4.1.1 and Tables 2 and 15: Noted and the figures have been amended. - Para. 6.6.3: Septic tank and soakaway system pit will not be used on Site. Para. 6.6.3 has been rectified.
		<u>Tree Preservation and Landscaping Proposal</u>	
		<ul style="list-style-type: none"> - Para. 3.1: Please update the relevant development parameters. - Table 1.0: Please update the no. of L/UL bays. - Paras. 5.1.6, 5.5.1 and 7.1.4: Please clarify if the proposed retained trees, transplanted trees and additional compensatory heavy standard trees proposed would be maintained by the applicant or not during the planning approval period. - Paras. 5.5.1 and 7.1.3: The maintenance of planting during the establishment period appears to be inconsistent. Please rectify. - Landscape Master Plan No. LMP01: The 2.5 m high metal mesh 	<ul style="list-style-type: none"> - Para. 3.1: The development parameters are updated accordingly. - Table 1.0: The no. of L/UL bays is updated accordingly. - Paras. 5.1.6, 5.5.1 and 7.1.4: The proposed retained trees, transplanted trees and additional compensatory heavy standard trees proposed would be maintained by the Applicant during the planning approval period. - Paras. 5.5.1 and 7.1.3: The para. 7.1.3 is revised accordingly. - Landscape Master Plan No. LMP01: The drawing is revised accordingly. - Landscape Section Plan No. LD101: The drawing is revised accordingly. - Landscape Section Plan No. LD102: The drawing is revised accordingly.

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Date	Department	Comments	Responses
		<p>fencing and proposed site levels (also on Drawing No. GC01) on the Master Layout Plan appear to be inconsistent with those on the LMP. The proposed 2.5 m high metal mesh fencing should be located along the proposed structures instead of the landscape area in the west. Please rectify.</p> <p>- Landscape Section Plan No. LD101: Please amend the typos on the height of 7.6 m high noise barriers.</p> <p>- Landscape Section Plan No. LD102: The annotation for the proposed use on 1st floor of Block 1 should also be cold storage area. Please amend.</p>	

Date	Department	Comments	Responses
18.5.2021	EPD	<p>1. RtC 3 and S.4.6.3 – Please clarify if the final design, upon further consideration during detailed design stage, would be incorporated in the revised Environmental Assessment to the satisfaction of EPD under approval condition. Please also state whether the final design would consider technical feasibility and impacts on the surrounding environment, in particular the watercourses, and ensure no construction works and operation activities under the final design of the Project would adversely affect the surrounding environment, including watercourses on site and in the vicinity.</p>	<p>Noted. Such requirements have been included in the paras. 4.6.5 and 6.1.2 of the EA Report, that:</p> <p><i>“Overall, the final design, upon further consideration during detailed design stage, would be incorporated in the revised Environmental Assessment to the satisfaction of EPD under approval condition. The technical feasibility and impacts on the surrounding environment, in particular the watercourses, will be considered. The Applicant will ensure no construction works and operation activities under the final design of the Project would adversely affect the surrounding environment, including watercourses on site and in the vicinity.”</i></p>
		<p>2. RtC 2 – Please clarify if water quality impacts from filling</p>	<p>Filling activities will be part of construction works. To avoid</p>

		activities and reinstatement works of the Project would be addressed.	misunderstanding, filling has been also mentioned in the revised EA Report. Please refer to the revised subtitle Construction and Reinstatement Phase under Sections 4.4 and 4.5, and paras. 4.4.1 to 4.4.4, 4.5.1 to 4.5.6, and 6.1.10 of the EA Report for details.
		3. Please clarify and state explicitly in the EA as to whether there will be temporary or permanent river training or diversion works to the existing watercourses arising from the construction or operation of the Project.	There will be no temporary/permanent river training and/or diversion works to the existing watercourses arising from the construction or operation of the Proposed Development. Please refer to paras. 4.1.1, 4.4.1, 4.4.5 and 6.1.1 of the revised EA Report for details.
		4. Figure 4.2 -	
		(a) We note that the "Proposed peripheral channel (rectangular)" is indicated as water pipe (red circles above). Please clarify.	The text box has been removed and Figure 4.2 has been revised.
		(b) Please clarify if storm water from U-channel(s) would be pumped to stormwater storage tank during heavy rainfall only. If positive, please clearly state the arrangement during normal operation.	The runoff from U-channel will be pumped to stormwater storage tank during heavy rain only. Figure 4.2 has been revised to show the arrangement during heavy raining while a new Figure 4.3 has been prepared to show the arrangement during non-heavy raining.
		(c) Besides, separate section plans for normal operation and during heavy rainfall should be provided.	Figure 4.2 has been revised and a new Figure 4.3 has been prepared to provide two separate sectional plan for normal operation and operation during heavy raining.
		(d) Please clarify whether automatic or manual water pumps would be adopted.	The water pump will operate automatically. Para. 4.4.10 has been revised.
		(e) Please elaborate on how stormwater from stormwater	The stored stormwater will be pumped to the proposed U-channel after

	storage tank is discharged at the box culvert/ river - discharge from the storage tank to the southern u-channel (blue circle above) via pipe (dotted line)?	heavy rain and diverted to the box culvert at the downstream. Please refer to the revised Figure 4.2 and the new Figure 4.3.
	(f) Figure 4.3 seems contradicting with Figure 4.2, as Figure 4.2 states that both channels pump water to the stormwater storage tank, and Figure 4.3 states that only the southern u-channel does. Please clarify if both u-channels are pumped to stormwater storage tank, and how is that discharged at the river.	Stormwater from both proposed channels will be pumped to the stormwater storage tank. Please refer to the revised Figure 4.2 and the new Figure 4.3.
	(g) Please show the section line of Figure 4.2.	The X-X Section line has been shown on the revised Figure 4.2 and the new Figure 4.3. In addition, the X-X section line has also been indicated on the revised Figure 4.4 and the new Figure 4.5 respectively.
	5. Please state how to obtain collected stormwater for reuse, with particular attention to the technical feasibility.	Para. 4.4.10 has been revised that stormwater will be reused as much as practicable, including re-use on-site (e.g., floor mopping, toilet flush, etc.) or transported to the nearby active farmlands (i.e. the farmland to the southwest of the Site). The Applicant has confirmed both onsite reuse and off-site reuse is feasible to implement.
	6. Please clarify whether adequate capacity/ number of portable toilets and adequate frequency of disposal of sewage by licenced contractor would be provided to ensure no adverse water quality impact is anticipated.	Paras. 4.4.6, 4.4.7, 4.5.1, 4.5.7, 4.6.3 and 6.1.11 have been revised to clarify that adequate capacity/ number of portable toilets will be provided and adequate frequency of disposal of sewage by licensed contractor. Therefore, no adverse water quality impact is anticipated
	7. S.4.4.7 - Please clarify if provision of petrol interceptor for open area is feasible.	Para. 4.4.7 has been revised to “Oil interceptors will be provided at the drainage system of the covered lorry loading / unloading area and loading platform in accordance with the ProPECC PN 5/93 to allow stormwater bypass during peak flow periods.”
	8. S.4.4.7 – We note that floor cleaning is to be provided by	Floor cleaning is expected to be provided by mopping inside bucket,

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		mopping inside bucket, yet we note that gullies will be provided along peripheral of the loading and unloading platform to collect floor wash water. Please clarify.	there is no gullies will be provided to collect floor wash water. Para. 4.4.7 has been revised accordingly.
		9. S.4.4.9 – Please clarify if it should read as follows: “... concluded that there will be no unacceptable sewerage impact ...”	Para. 4.4.9 has been revised accordingly.
		10. S.4.4.10, S.4.5.11, Figure 4.2- Please clarify “... when emergency...”	Paras. 4.4.10 and 4.5.11 have been revised that only small amount of stored stormwater surplus will be discharged into proposed channels after heavy raining. The words “when emergency” have therefore been deleted from paras. 4.4.10 and 4.5.11, and Figure 4.2.
		11. S.4.4.10 – Please review the repeated description about collection of runoff.	Noted and para. 4.4.10 has been revised.
		12. S.4.4.10 – Please clarify “existing box culvert via the underground pipe connecting to the outfall when emergency, which installed with silt/ sand traps and oil interceptors”	As mentioned in the revised para. 4.4.10, the stormwater will be diverted and discharged into existing box culvert via prpopsed channels as shown on the revised Figures 4.4 and 4.5.
		13. S.4.4.10 and 4.5.11- Please review if it should read as follows “... a stormwater storage tank will be constructed to store the excessive runoff during extreme rainfall when the stormwater collection system capacity of the u-channels has been exceed”?	Paras. 4.4.10 and 4.5.11 have been revised accordingly.
		14. S.4.4.10 – Please review if it is more appropriate to state the “The surplus water will be drained off to the proposed stormwater collection system...”	Para. 4.4.10 has been revised accordingly.
		15. S.4.4.11 – Please review if the statement should read as “... all the runoff from the Site will be collected by the internal stormwater collection system...”.	Para. 4.4.11 has been revised accordingly.
		16. S.4.4.13 – Description of chemicals used in the water cooling	Reference has been made to EMSD’s guidelines and para. 4.4.13 has

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		tower, and estimated volume of water generated/ reused/ discharged from cooling tower is required. Please justify whether flushing water on-site would consume all stormwater from stormwater storage tank, and wastewater from water cooling tower. Treatment of surplus cooling water should be proposed, please clarify and justify if the treated wastewater from cooling tower system could comply with the requirements in WPCO and its TM for discharge (even as toilet flushing water). Please also justify if all wastewater generated on site, including the cooling water, would not increase pollution loading to Deep Bay.	been revised that: (a) One of the chemicals biocide has been mentioned. (b) Compliance with WPCO-TM has been mentioned which is also required by the EMSD's CoP. (c) No increase in pollution loading to Deep Bay has been added.
		17. S.4.5.2 – Please clarify “Channels along the watercourses and site boundary shall...”.	Para. 4.5.2 has been revised to state the temporary channels will be provided along the watercourse and site boundary to prevent muddy runoff entering the existing watercourse.
		18. S.4.5.3 1st bullet – Please clarify “Channel or earth bunds or sand bag...”.	“Channel” has been amended to “Temporary construction drainage” in para. 4.5.3.
		19. S.4.6.3 – Water from water cooling tower should be mentioned.	Para. 4.6.3 has been revised to include water cooling tower.
		20. Please check S.6.6.3 of the Ecological Impact Assessment and state whether STS would be used.	No STS will be used and S.6.6.3 of the Ecological Impact Assessment will be revised.
		21. Please clarify if the entire site would be cleared for the subject development.	Only the top soil of the area in which filling works will be conducted will be cleared for the Proposed Development.
		SIA	
		22. Please justify and elaborate on the assumed volume of wastewater generated from floor cleaning (i.e. 10m ³ /day).	Only the area of loading and unloading platform and offices will be required to conduct floor cleaning and the area is limited and the major wastewater source would be condensation and melted ice of the products. The purpose of floor cleaning is to remove condensation and

			<p>water from melted ice, and maintain hygiene during operation. Besides, limited frequency of flooring cleaning will be conducted (i.e. 1 times/day), this results in limit wastewater generated due to the flooring cleaning. Therefor, with the consideration of the area need for flooring cleaning, source of pollutants, and frequency, it is assumed that wastewater generated from floor cleaning would be 10m³/day for the worst case estimation.</p> <p>Para. 3.2.7 of the SIA Report has been revised.</p>
		23. Please justify and elaborate on whether the arrangement of floor cleaning by mopping instead of jet washing is practically feasible.	<p>The major wastewater source is condensation and water from melted ice which is easily remove by mopping. As advised by the Applicant, the floor cleaning by mopping is practicable and water saving compared with jet washing. Para. 3.2.7 has been revised.</p>
		Waste Management	
		24. Section 5.3.52 and Table 5.5: Please state clearly that the estimated quantities of waste concrete from paving and footing of structures have been considered in the estimation for inert C&D materials.	<p>Para. 5.3.52 and Table 5.5 have been revised to state that the estimated quantities of waste concrete from paving and footing of structures have been considered in the estimation for inert C&D materials.</p>
		25. Section 5.3.53, 5.3.60, 5.3.63: The paragraphs are misleading. Please review if it should read as "With the implementation of mitigation measures in Section 5.4, no adverse impact ...".	<p>Paras. 5.3.53, 5.3.60 and 5.3.63 have been revised accordingly.</p>
		26. Section 5.3.39: Please consider if it is appropriate to delete the first statement, which is irrelevant.	<p>The first statement has been deleted from para. 5.3.39 accordingly.</p>
		27. Section 5.6.1 and 6.1.13: Please review if the last statement should read as "... during the construction and reinstatement phases." for completeness.	<p>Paras. 5.6.1 and 6.1.13 have been revised accordingly.</p>

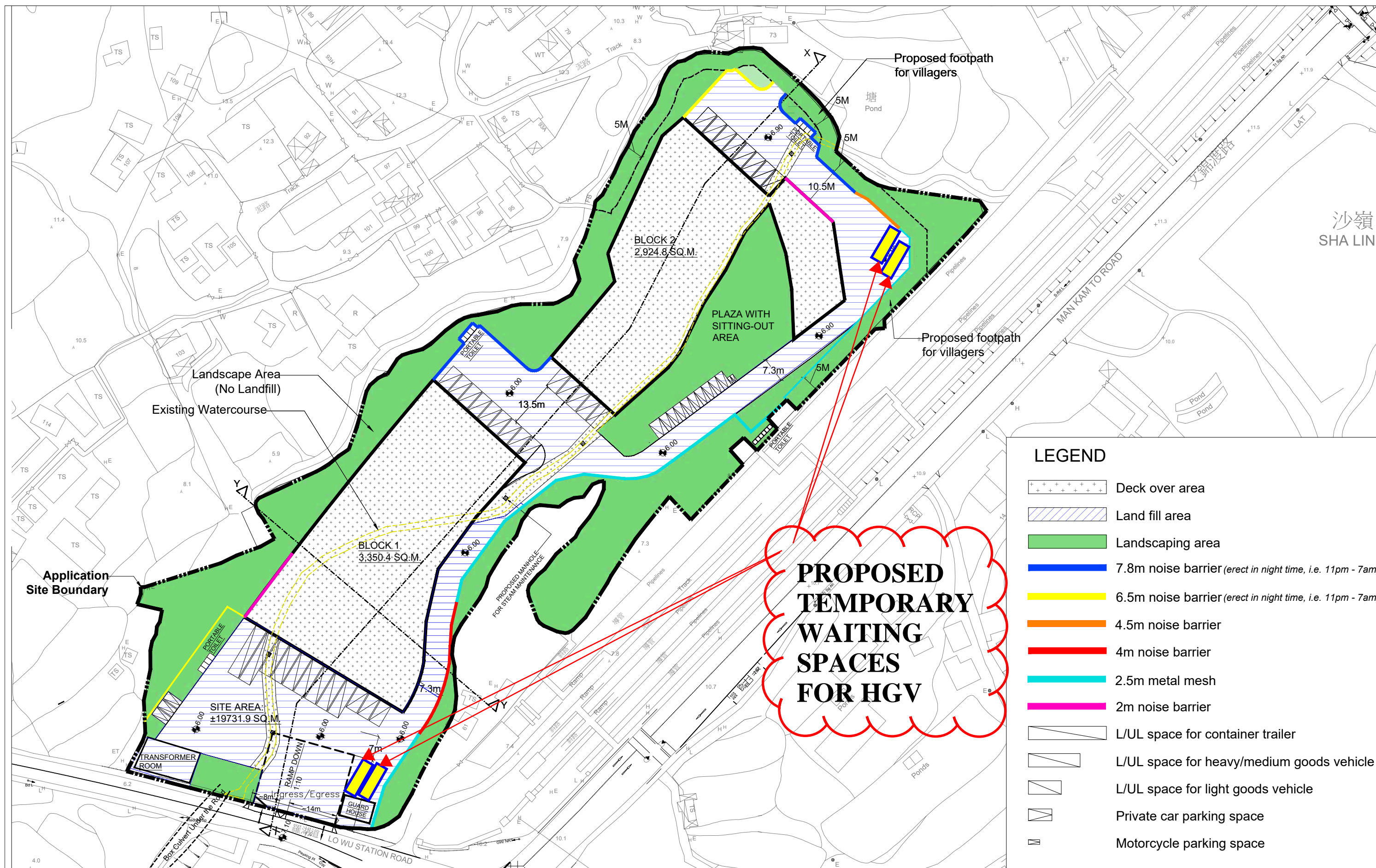
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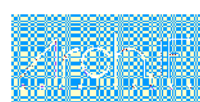
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Date	Department	Comments	Responses
20.5.2021	TD	It is noted that the critical demand for HGV L/UL spaces would be at 10:00 when the cumulated "IN" MGCV of imported poultrys would be 7 nos. and that of distributed poultrys would be 5 nos. If the "OUT" MGCV had not left the site, the provision of 7 L/UL spaces may not be sufficient.	<p>In normal operation practice of the industry, the loading/ unloading process of the poultrys would be carried out as short as possible (generally within 30-40 mins) in order to ensure the poultrys could keep cold at all time as much as possible. The vehicles would leave the proposed development immediately once completion of the loading/unloading process. Hence proposed parking provision of 7 nos. HGV L/UL spaces would be sufficient to cater for the peak period demand.</p> <p>The traffic forecasts in Tables 2.3B & 2.3C have estimated the pattern of vehicle in & out with consideration of certain time buffer included such that loading/ unloading process of the poultrys might be carried out with slightly longer time period (to 1 hour or more). Nonetheless, 4 nos. temporary waiting spaces could be provided for HGV as illustrated diagrammatically in attached drawing so as to prevent any potential tailing back to the public road due to any unexpected incidents. In addition, with the sufficient provision of LGV spaces of the proposed development, unoccupied LGV spaces could also be used for temporary waiting spaces for HGVs if further needed. In conclusion, it is envisaged that the proposed L/UL spaces would be sufficient to cater for the operation of the proposed development.</p>



Architect



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Project

PROPOSED TEMPORARY STORAGE AND DISTRIBUTION OF CHILLED POULTRY/MEAT

Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486 (Part), 487 RP, 497 S.A RP, 500 S.B RP (Part), 501, 502, 504 S.B, 505 and 506 S.B RP and adjoining Government Land in D.D. 89, Man Kam To Road, Sandy Ridge, New Territories

Designed By

Drawn By

Date Drawn
2021/05/20

Checked By

Drawing Title
MASTER LAYOUT PLAN (GROUND FLOOR)

Project No.
18099

Scale
1:1000 on A3

Drawing No.
PL-001

Rev.
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Section 16 Planning Application No. A/NE-FTA/201

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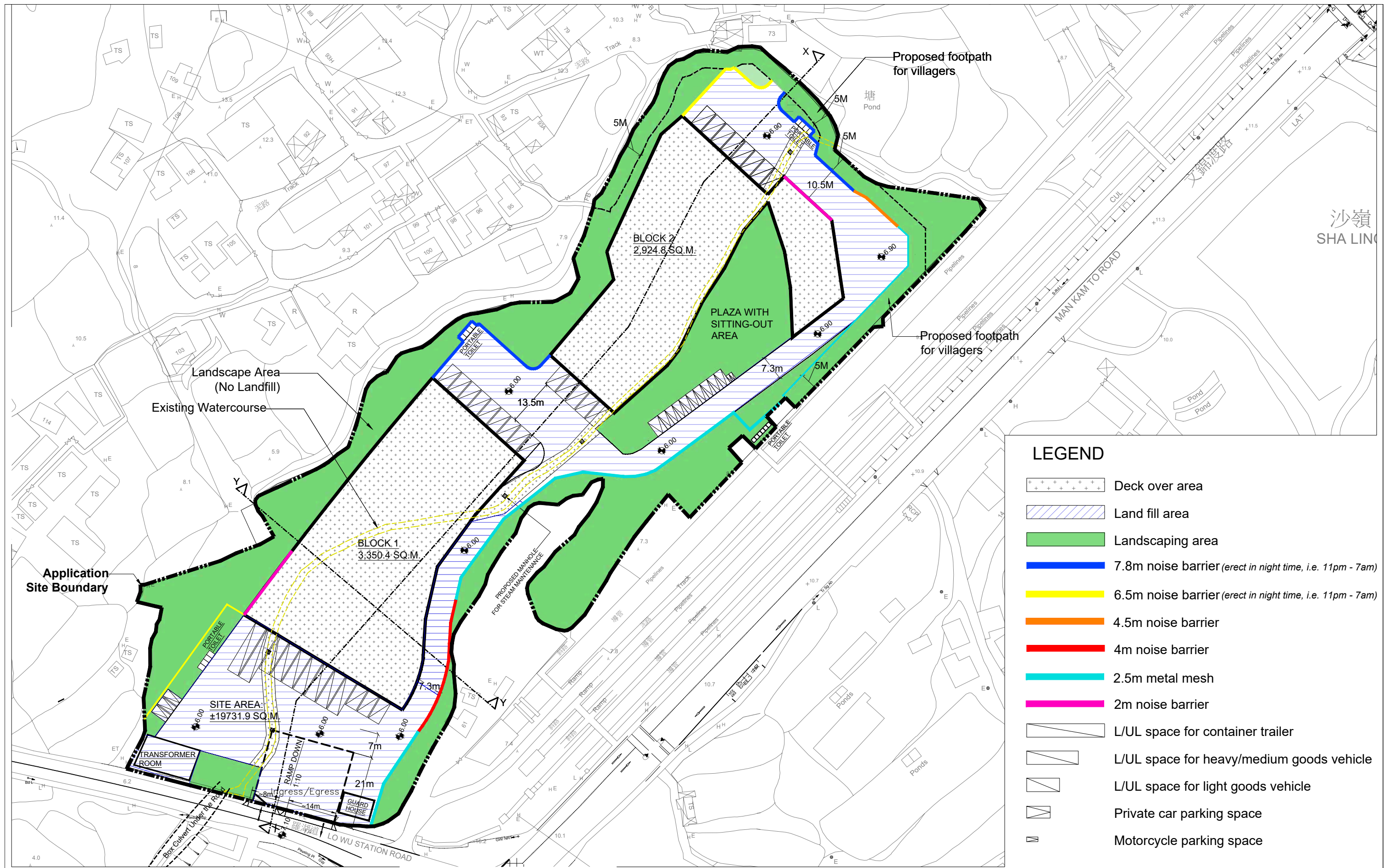
Responses-to-Comments Table

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Date	Department	Comments	Responses
20.5.2021	HyD	The applicant's response to item (i) of our previous comments is noted. While we understand from the R-t-C that the orange area concerned will not be decked or fenced off, please note that it is not desirable from our maintenance point of view if our staff need to enter a private land when carrying out maintenance works / inspection for the box culvert. As such, please asked the applicant to exclude the orange area from the site if possible. If it is impossible to exclude the orange area from the site, the applicant should provide justifications.	It is understood that the box culvert under the Lo Wu Station Road is under HyD's maintenance. Though the site boundary of the current planning application includes the concerned area, the Applicant will exclude the concerned area when applying STT/STW and/or any land related applications for the proposed development in future stage. Moreover, the concerned orange area will not be decked or fenced off. No structure will be placed on the concerned area. For easier maintenance, the Applicant is willing to allow the staff from HyD to access the box culvert anytime to carry out maintenance works / inspection.

Enclosure I

Revised Master Layout Plan and Section Plan



Architect



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Drawn By

Date Drawn

2021/05/20

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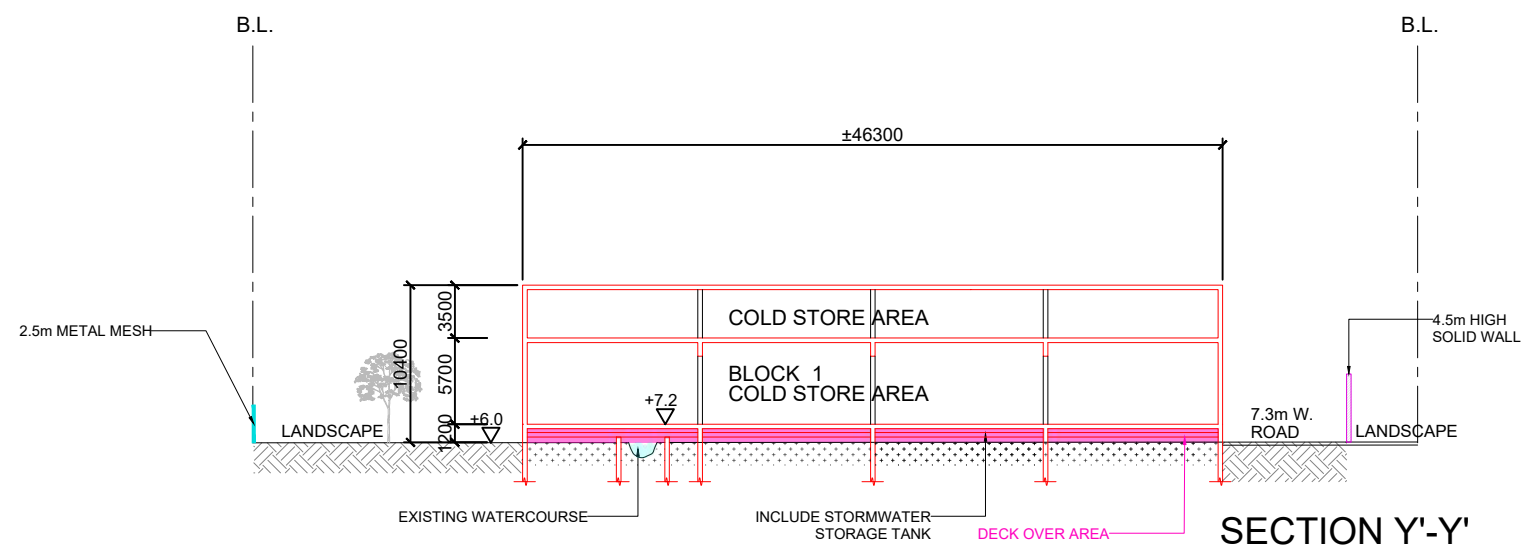
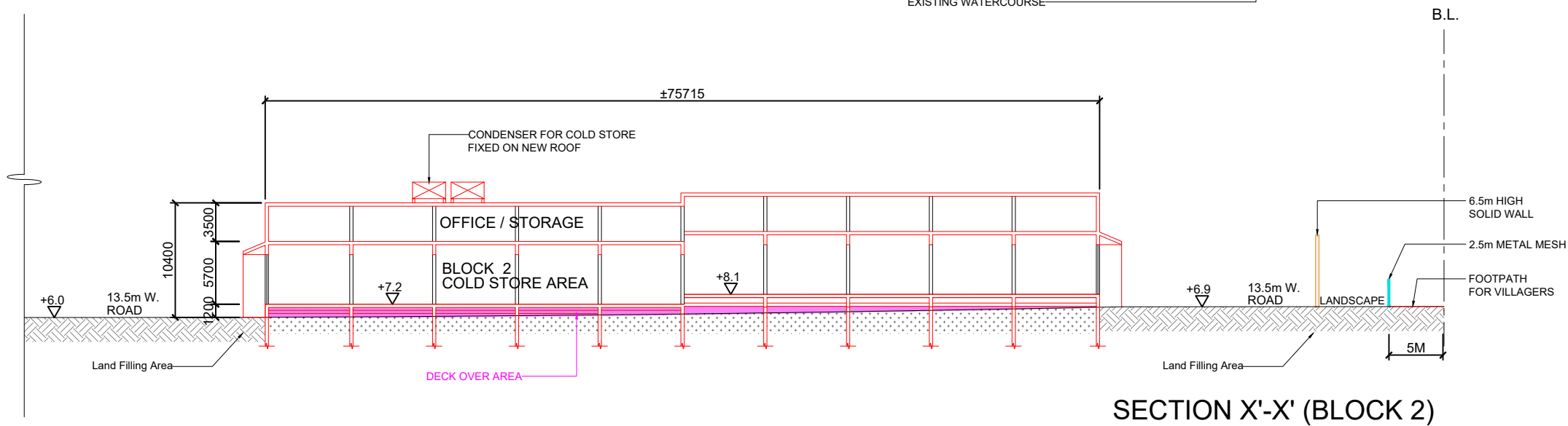
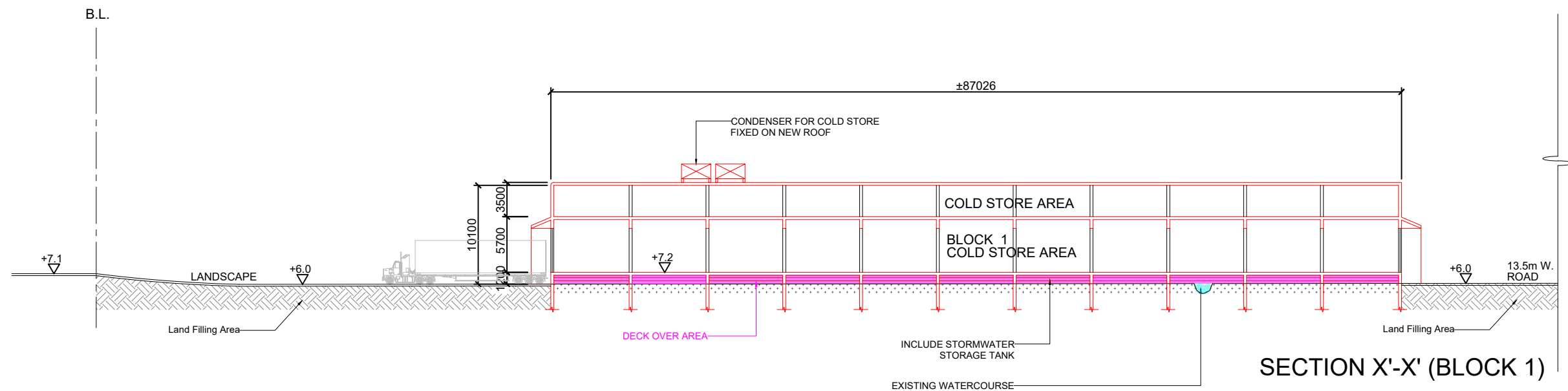
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Project

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Drawing Title
SECTION X'-X' & SECTION Y'-Y'

Project No.
18099

Scale
1:500 on A3

Drawing No.
SC-001

Rev.
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Enclosure II

Replacement Pages of Planning Statement

Table 2: Major Development Parameters of the Proposed Use

Major Development Parameters	
Site Area	About 20,506 m ² (Including Government Land of about 1,903m ²)
No. of Structures	4
Height of Structures	3 m – 10.4 m
Total Floor Area	About 12,736 m ²
Block 1	About 6,700 m ² (Building Height: 10.4m)
- Cold Storage	- About 6,700 m ²
Block 2	About 5,850 m ² (Building Height: 10.4m)
- Cold Storage	- About 3,305 m ²
- Ancillary Storage/Office	- About 2,545 m ²
Transformer Room	About 180 m ² (Building Height: 6m) (exempted from GFA)
Guard House	About 6 m ² (Building Height: 3m)
Proposed Plot Ratio	0.621
Site Coverage	About 31.51%
No. of Loading/Unloading Bays	Total 34
Light Goods Vehicles (LGVs)	25
Heavy Goods Vehicles (HGVs)	7
Container Vehicles	2
No. of Parking Spaces	Total 15
Private Car Parking Spaces	13 (including 1 disabled carparking space)
Motorcycle Parking Spaces	2
Landscape and Open Space Area	6,666 m ²
Greenery Ratio	About 32.51%
Area of Decking Over	6,890 m ² (33.6% of the Site)
Filling of Land for Site Formation	
Area of Filling	5,810 m ² (28.3% of the Site)
Depth of Filling	Not more than 1.5 m
Type of Filling Materials	Compact fill
Existing Ground Level	+4.50 mPD (Southwest portion)
	+6.13 mPD (Northeast portion)
Proposed Ground Level	+6.00 mPD (Southwest portion)
	+6.90 mPD (Northeast portion)

- 3.1.6 As shown on **Indicative Internal Layout Plans** in **Annex 4**, G/F of the two structures (i.e. Block 1 and 2) will accommodate the cold storage area by 7 zones, while 1/F of the two structures will consist of cold storage area, utilities room and ancillary storage/office use. In order to facilitate separate or/and cooperative operation and management among members of HKCMA, the proposed use involves a generally extensive cold storage area (about 10,005 m²) and sufficient ancillary storage/office space (about 2,545 m²) for multiple operators/distributors under HKCMA. **Table 3** shows the major chilled poultry operators and distributors of the proposed use, as well as the approved Mainland chilled poultry importers. Since there are multiple operators/distributors to handle **about 200,000 chilled poultry** daily, sizeable cold storage area is necessary for a hygienic and orderly environment and adhere to the

cold storage license requirements.

Table 3: Major Chilled Poultry Operators and Distributors of the Proposed Use

Category	Company Name
Chilled Poultry Operator	Best Union Chilled Meat Company (佳聯冰鮮禽畜有限公司)
	Tong Shun Hing Poultry (Hong Kong) Company Limited (唐順興家禽(香港)有限公司)
	Lun Kee Poultry Limited (倫記家禽有限公司)
	Ching Da Trading (Hong Kong) Company Limited (正大貿易(香港)有限公司)
	Kwong Lee Trading Company (廣利貿易公司)
	New Sam Hing Food Trading Company Limited (新三興食品貿易有限公司)
	Lilai Foods Company Limited (利來食品貿易有限公司)
Mainland Chilled Poultry Importers	廣州市大鵬家禽養殖有限公司
	廣東溫氏佳潤食品有限公司新興肉食品加工廠
	惠州順興食品有限公司
	東莞市虎門聯歡家禽加工廠
	佛山市高明海達高科技孵化養殖基地有限公司加工場
	河源市匯先豐食品有限公司
	惠東縣百事盛農牧有限公司
	廣東得寶食品有限公司
	廣州市百興畜牧飼料有限公司
	深圳市龍崗區邢記綜合農場
Chilled Poultry Distributor	Prominent Sharp Limited (金利進有限公司)
	Admire Kingdom Limited (利立有限公司)
	Rexfield Development Limited (朗豐環球有限公司)
	Frans Trading Enterprises Company Limited (鎮威貿易帝國有限公司)

- 3.1.7 The ancillary storage area (about 2,000 m²) and office area (about 545 m²) on the 1/F of Block 2 only accounts for about 20% of the total GFA. The stored goods will be mainly vented plastic crates for storing the chilled poultry (**Diagram 2** refers). According to the Applicant, sufficient storage space is essential for daily operation as it is estimated that around 40,000 vented plastic crates will be stored and will be used for handling **about 200,000 chilled poultry** every day. In order to facilitate separate or/and cooperative operation and management among members of HKCMA, the ancillary office will be needed for daily operation and administration works.

3.2 Operational Arrangement

- 3.2.1 The proposed use will operate 24 hours a day, 7 days per week on a year-round basis. The major operating hours are from 9:00a.m. to 8:00p.m. and from 11:00p.m. to 3:00a.m. The presence of two major timeslots is to cater to different operational activities at the Application Site and to accommodate the needs of on-time delivery and normal delivery for chilled poultries.
- 3.2.2 The 9:00a.m. to 8:00p.m. timeslot is mainly for importing and sorting different types of chilled poultries imported to the Application Site from Mainland China and examined by Man Kam To Animal Inspection Station. The chilled poultries will be distributed to goods vehicles and delivered to the respective destinations in Hong Kong.
- 3.2.3 During 11:00p.m. to 3:00a.m., the workers will sort and deliver the remaining chilled poultries. Some industries like retail and food and beverage require on-time delivery before their operation hours in the early morning. Thus, the proposed use will also operate at night to cater those needs. This is similar to the existing operation period for fish, vegetables and meat wholesale markets.
- 3.2.4 For any food business involving storage of food under refrigeration in any warehouse, a Cold Storage License must be obtained from FEHD before commencement of business. The Applicant will adhere to and fulfill those relevant requirements for the license upon obtaining planning permission from the TPB and prior to the formal commencement of business.
- 3.2.5 **Table 4** shows internal statistics of estimated quantities of imported chilled chickens, geese, ducks and squabs by the member of HKCMA which accounts for about 95% of the market share in Hong Kong. This estimation may vary according to supply and demand of chilled poultry consumption, festive needs and prevailing Government policies.

Table 4: Number of Daily Imported Chilled Poultry through HKCMA

Category	Quantity
Chilled Chicken	100,000
Cooked Chicken	45,000
Geese, Duck	35,000
Squab	20,000
Total	200,000

3.3 Transports and Traffic Arrangement

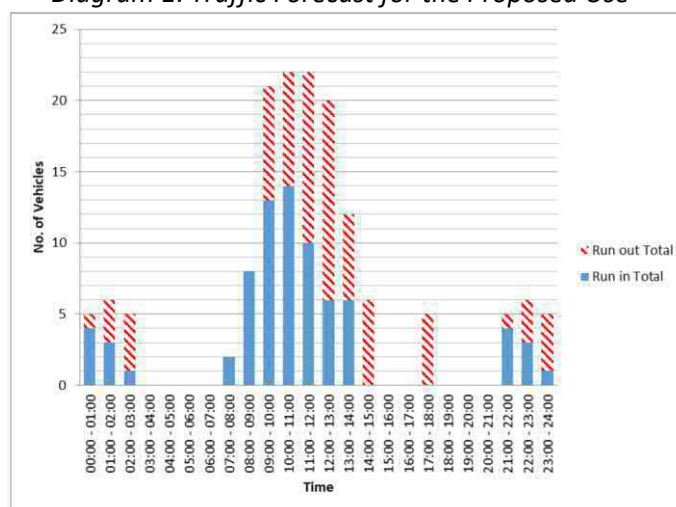
Vehicular Access and Transports Facilities Provision

- 3.3.1 The Application Site has several site constraints including its elongated shape, the presence of residential dwellings to the west of the Application Site and the existing

Dongjiang fresh water pipelines to the east of the Application Site which reduce the design flexibility. Subject to the above, the ingress/egress point is located at the southwest of the Application Site, abutting Lo Wu Station Road. An 8m-wide and 14m-wide site access can provide ample space for internal manoeuvring of different types of goods vehicles. An Emergency Vehicular Access (“EVA”) with minimum width of 7.3m is also provided along all vehicular access.

- 3.3.2 The proposed two cold storage structures are accessible through a 7.3m wide internal road network to ensure smooth and efficient daily operation. There are altogether 15 car parking spaces (including 1 disabled car parking space), and 25 loading/unloading (L/UL) bays for LGVs, 7 for HGVs and 2 for Container Vehicles. Figure 3.3 of the Environmental Assessment in Annex 6 shows the road segment and the L/UL bay arrangements. The proposed use will include an internal road with a width of 7.3m (MLP in Annex 4) and metal panels will be placed on top of the road. With reference to the Revised Traffic Impact Assessment (“TIA”) (Annex 5), there is sufficient space for different types of goods vehicles circulating from the ingress/egress and within the Application Site.
- 3.3.3 The L/UL bays are designed at the two ends of the cold storages, which enables the operator to simultaneously handle a significant number of goods vehicles. The loading docks facilitate the handling and transfer of chilled poultrys to and from the cold rooms and transport vehicles for distribution, The L/UL platforms are located at the exterior of the building structure, which will be sheltered by a canopy and side panels, and fully covered by acoustic mat at the front.
- 3.3.4 Based on the data provided by the Applicant, a traffic forecast has been conducted and the results are extracted from the TIA in Annex 5 (Diagram 1 refers).

Diagram 1: Traffic Forecast for the Proposed Use



- 3.3.5 As described in the previous paragraphs, the major operation timeslots are from 9:00a.m. to 8:00p.m. and from 11:00p.m. to 3:00a.m. There are only a minimal

Enclosure III

Replacement Pages of Revised TIA (Annex 5)



1. INTRODUCTION

1.1 Background

1.1.1 This application is to seek a permission from the Town Planning Board to allow a proposed temporary cold storage for poultry and distribution centre for a period of 3 years at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486 (Part), 487 RP, 497 S.A RP, 500 S.B RP (Part), 501, 502, 504 S.B, 505 and 506 S.B RP and adjoining Government Land in D.D. 89, Man Kam To Road, Sandy Ridge, New Territories. The site location is shown in **Figure 1.1**.

1.1.2 The proposed development comprises 2 two-storey developments (i.e. cold storage area, transformer block and ancillary office). The applicant, Hong Kong Chilled Meat & Poultry Association, has been looking for suitable land for a proper cold storage and distribution centre since the outbreak of Avian Influenza in 2003. The Proposed Use is of great importance since it will be handling 95% of the imported chilled poultry from the Mainland and serve the Hong Kong Territory.

1.1.3 In support of the aforesaid application, a traffic impact assessment is required to review and appraise any possible traffic impact induced by the proposed development on the adjacent road network.

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

different retailers accordingly.

2.3.5 The incoming poultries will be mainly delivered by containers and HGVs while the distribution of poultries to different retailers will be mainly by HGVs and LGVs. The capacities of the truck load for containers, HGVs and LGVs are summarized in **Table 2.3A**.

Table 2.3A Capacity of Truck Load for Containers, HGVs and LGVs

Type	Capacity per Truck ⁽¹⁾
Container	15,000 poultry
HGV	10,000 poultry
LGV	1,500 poultry

Notes: (1) Reference has been made to information provided by the "Hong Kong Chilled Meat & Poultry Association"

2.3.6 Traffic generation and attraction by different types of vehicles for importing and exporting of poultries is summarised in **Table 2.3B - 2.3D** with a total importing and exporting deliver capacity of more than 400,000 poultries per day (i.e. around 200,000 poultries imported from China and around 200,000 poultries distributed to the market in the territory).

Table 2.3B Traffic Generation & Attraction for Imported Poultries of the Proposed Development from China

Time	Monday to Saturday					
	Container		HGV		LGV	
	IN	OUT	IN	OUT	IN	OUT
00:00 - 01:00	0	0	0	0	0	0
01:00 - 02:00	0	0	0	0	0	0
02:00 - 03:00	0	0	0	0	0	0
03:00 - 04:00	0	0	0	0	0	0
04:00 - 05:00	0	0	0	0	0	0
05:00 - 06:00	0	0	0	0	0	0
06:00 - 07:00	0	0	0	0	0	0
07:00 - 08:00	1	0	1	0	0	0
08:00 - 09:00	1	0	3	0	0	0
09:00 - 10:00	0	2	3	4	0	0



18:00 - 19:00	0	0	0	0	0	0
19:00 - 20:00	0	0	0	0	0	0
20:00 - 21:00	0	0	0	0	0	0
21:00 - 22:00	0	0	0	0	4	1
22:00 - 23:00	0	0	0	0	3	3
23:00 - 24:00	0	0	0	0	1	4
Total	0	0	15	15	38	38

Table 2.3D Daily Capacity for Imported and Exported Poultries of the Proposed Development to the Market

Daily	Monday to Saturday	
	Importing Capacity	Exporting Capacity
Container	120,000	0
HGV	90,000	150,000
LGV	0	57,000
Total	210,000	20,700

2.3.7 According to the information provided by the main operator “Hong Kong Chilled Meat & Poultry Association”. There will be around 70 trucks deployed everyday with a total delivering capacity of more than 400,000 poultries in total per day, around 200,000 poultries from supplier and 200,000 poultries distribute to market, as detailed in **Table 2.3 - 2.3D** of the TIA report. The results show that the estimated daily use of 70 trucks (i.e. container, HGV & LGV) could handle the normal distribution of 200,000 poultries with sufficient capacity and even with the sudden surge of daily poultry demand.

2.3.8 **Table 2.4** shows the total number of loading/ unloading bays and parking spaces in the development site, which is showing a surplus and the proposed provision is satisfying the peak demand.

6 SUMMARY AND CONCLUSION

6.1 Summary

6.1.1 The proposed development comprises 2 two-storey developments (i.e. cold storage area, transformer block and ancillary office). The applicant, Hong Kong Chilled Meat & Poultry Association, has been looking for suitable land for a proper cold storage and distribution centre since the outbreak of Avian Influenza in 2003. The Proposed Use is of great importance since it will be handling 95% of the imported chilled poultry from the Mainland and serve the Hong Kong Territory.

6.1.2 In support of the aforesaid application, a traffic impact assessment is required to review and appraise any possible traffic impact induced by the proposed development on the adjacent road network.

6.1.3 In order to study the existing traffic condition of the above critical junctions, traffic survey in the form of manual-classified count was conducted for the eight junctions during the AM and PM peak periods on a typical weekday. The survey provides most up-to-date details of the traffic condition within the study area under normal operation. The observed traffic flows are presented in **Figure 3.10**.

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

6.1.5 It is anticipated that the proposed Temporary Cold Storage for Poultry and Distribution Centre will be operated in year 2023. In order to assess any related traffic impact incurred by the proposed development on the local road network, year 2026 (i.e. 3 years after the planned commencement year of the proposed Temporary Cold Storage for Poultry and Distribution Centre) is adopted as the design year for this study.

6.1.6 By conservative approach, the annual growth rate of +1.83% p.a. is adopted in the traffic forecast for further assessment. It is deemed sufficient to include any unexpected future growth as a result of any change related to land use or development in the local area.



- 6.1.7 Based on the information in **Table 2.3**, estimation of the peak traffic trips of the proposed Temporary Cold Storage for Poultry and Distribution Centre is tabulated in **Table 4.3**.
- 6.1.8 **Table 4.4** reveals that all critical junctions will still operate within their capacities in design year 2026.
- 6.1.9 The additional traffic trips related to the proposed Temporary Cold Storage for Poultry and Distribution Centre are considered insignificant and can be absorbed by the road network.
- 6.1.10 There are two existing footpaths located in the site area as shown in **Figure 5.1**. To deliver a more convenient pedestrian access with better walking environment, it is proposed to have a new footpath as shown in **Figure 5.2(Rev.A)**.

6.1.11 The proposed footpath will be 2m wide along the eastern site boundary. Replacing the old footpath.

6.2 Conclusion

- 6.2.1 In conclusion, this TIA has demonstrated that the traffic generated by the proposed development would induce insignificant impacts on the surrounding road network.
- 6.2.2 Therefore, the proposed development is considered acceptable and supported in traffic engineering point of view.

Enclosure IV

Replacement Pages of Revised EA (Annex 6)

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- To the south: Sha Ling Playground and Lo Wu Station Road.

1.3 Project Description

- 1.3.1 The Centre will be built upon a site area of about 20,506m² with a Gross Floor Area (“GFA”) of about 12,736m² and a plot ratio of about 0.621, comprising the following building structures:
- One two-storey building (Block 1) for cold storage area with a total GFA of about 6,701m² within the south portion of the Site.
 - One two-storey building (Block 2) for cold storage area with a total GFA of about 5,850m² within the north portion of the Site.
 - An aboveground stormwater storage tank.
 - A transformer room with a total GFA of about 180m² within the southwestern portion of the Site.
 - A guard house with a total GFA of about 6m² adjacent to the site ingress / egress at the southern boundary of the Site.
 - A junction improvement works at the junction of the Man Kam To Road and Lo Wu Station Road.
- 1.3.2 The existing ground level range from +4.5mPD (Southwest portion) to +6.13mPD (Northeast portion), approximate 5,810m² (28.3% of the Site) will undergo land filling for no more than 1.5m, in order to reach +6.0mPD (Southwest portion) to +6.9mPD (Northeast portion). The rest of the area should remain natural and no site clearance should be conducted subject to the detailed design.
- 1.3.3 The existing watercourse running through the Site from northeast to southwest direction will be decked over underneath the proposed development. There will be no temporary/permanent river training and/or diversion works to the existing watercourses arising from the construction, operation and reinstatement of the Proposed Development. The final design, upon further consideration during detailed design stage, would be incorporated in the revised Environmental Assessment to the satisfaction of the Environmental Protection Department (“EPD”) under approval condition and would consider technical feasibility and impacts on the surrounding environment, in particular the watercourses, and ensure no construction works and operation activities under the final design of the Project would adversely affect the surrounding environment, including watercourses on site and in the vicinity.
- 1.3.4 The indicative layout and sectional plans of the Proposed Development can be referred to the Planning Statement.

1.4 Environmental Impact Assessment Ordinance (“EIAO”) Implication

- 1.4.1 In order to determine whether the Proposed Development is classified as a Designated Project (“DP”) thereby requiring to apply for an Environmental Permit (“EP”) under the EIAO, all the DP items listed in Part I of Schedule 2 of the EIAO have been reviewed. The following DP items of Schedule 2 of EIAO may be relevant to the Proposed Development:
1. Item I.1 (b) – a drainage channel or river training and diversion works which discharges or discharge into an area which is less than 300m from the nearest boundary of an existing or planned:
 - (i) Site of Special Scientific Interest (“SSSI”);
 - (ii) Site of Cultural Heritage;
 - (iii) Marine Park or Marine Reserve;
 - (iv) Fish Culture Zone (“FCZ”);
 - (v) Wild Animal Protection Area;

- (vi) Coastal Protection Area (“CPA”); or
- (vii) Conservation Area (“CA”).

2. Item N.3 – Wholesale Market.

1.4.2 After reviewing Item I.1(b) and N.3 of EIAO Schedule 2, the Proposed Development is not considered as a DP with the following justifications:

1. Item I.1(b) of EIAO Schedule 2

- (a) As mentioned in **Section 1.3**, the existing watercourse running through the Site from northeast to southwest direction will be decked over and underneath the Proposed Development.
- (b) As such, the Proposed Development will not involve drainage channel or river training and diversion works. Therefore, the Proposed Development is not classified as a DP under Item I.1(b) of Schedule 2 of the EIAO.

2. Item N.3 of EIAO Schedule 2

- (a) “Wholesale Market” is not defined in Schedule 1 of the EIAO.
- (b) As mentioned in **paragraph 1.1.4**, the Project is a Temporary Cold Storage and Distribution Centre for chilled poultry. No selling of poultry to individuals, retailers or wholesalers as well as no slaughtering or cleaning of chilled meat / poultry will be involved in the Centre.
- (c) Hence, the Project is not classified as a DP under EIAO Schedule 2 Part 1 Item N.3 “A Wholesale Market”.

1.4.3 Although the Proposed Development is not a DP as justified above, all the environmental impacts in terms of air quality, noise, water quality and waste management arising from the Proposed Development have been assessed with reference to Chapter 9 “Environment” of the HKPSG in this EA Report.

1.5 Objectives of this Report

1.5.1 The objectives of this EA report are to:

- Identify and qualitatively assess potential environmental impacts that may rise from the construction and operation of the Project, in terms of air quality, noise, water quality, waste management and land contamination.
- Recommend appropriate measures to mitigate any impacts that area identified.
- Propose measures for compliance with the “*The Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites*” (COP).

- 3.3.12 With reference to the *ASHRAE Handbook Chapter 48 – Noise and Vibration Control*, the scroll compressors tend to produce relatively weak tone. Thus, the noise impact from the scroll compressors is considered insignificant. However, water cooling towers and water pumps could generate adverse noise impact and thus considered as noise sources that could affect off-site NSRs.
- 3.3.13 The SWLs of the water cooling towers were referred to the catalogue provided by the Applicant, while the SWL of water pump was referred to GW-TM. The noise levels were assessed based on the standard acoustics formula as follows –

$$\text{SPL} = \text{SWL} - \text{DC} + \text{FC}$$

Where:

- SPL – Sound Pressure Levels at receiver, in dB(A)
- SWL – Sound Power Levels of M&E Plant, in dB(A)
- DC – Distance Correction, in dB(A) by $\text{DC} = 20\log_{10}(\text{D}) + 8$
- D – Horizontal distance between the NSR and source in meters
- FC – Façade Correction of +3 dB(A)

- 3.3.14 With regard to the screening effect, a 10 dB(A) reduction was adopted for NSRs without direct line-of-sight to the opening of the enclosure.

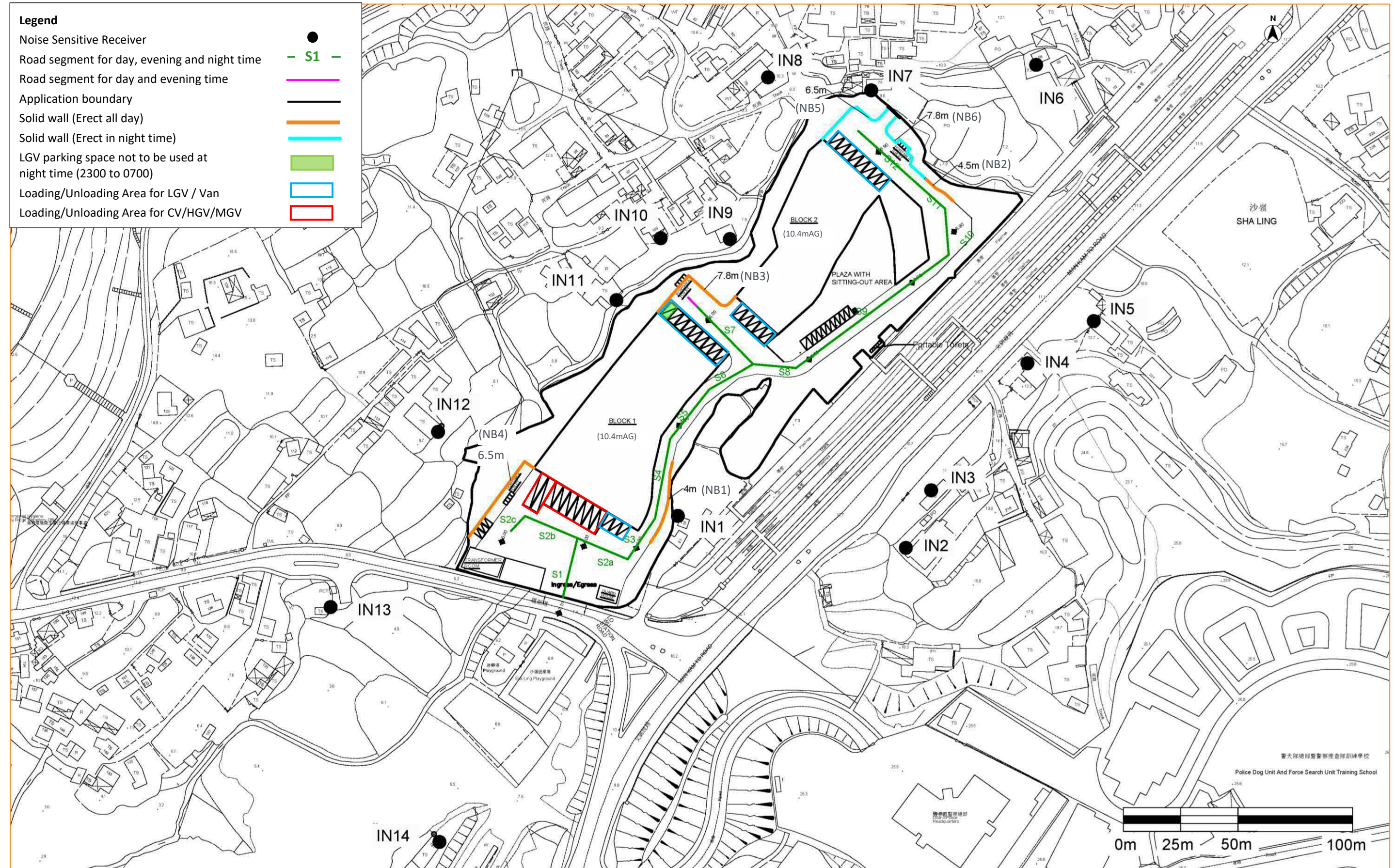
Loading/Unloading Activities

- 3.3.15 All loading/unloading areas are shown on **Figure 3.3**. The loading/unloading area is composed of two parts –
1. Loading/unloading Bays – used for vehicle parking
 2. Loading/unloading Platform – used for loading/unloading the chilled poultry
- 3.3.16 Mitigation measures for the loading/unloading areas have been considered for the layout design. After entering the Site, vehicles will enter at the loading/unloading platforms, which will be enclosed by a 2m extended canopy with 2 side panels (minimum surface density of 10kg/m²). Therefore, no loading/unloading activities will be undertaken at open area. In order to further minimise the noise impact, acoustic mat (minimum surface density of 10kg/m²) will be provided to the opening side of the platforms. As such, the loading/unloading and distribution activities will be confined under the canopy and behind the side walls and acoustic mat of the loading/unloading platform. The operation will be carried out smoothly with sufficient space. The conceptual design of the mitigation measures at the loading/unloading areas is shown in **Appendix A**. The noise reduction performance of the acoustic mat (minimum surface density of 10kg/m²) shall be sufficient, an example of a market available product with similar surface density is given in **Appendix B**. The mitigation measures will be applied to all loading/unloading platforms. The noise screening structures for the loading/unloading platforms, i.e. extended canopy with 2 side panels and acoustic mat, shall have no gap or slit. The extended canopy, enclosing shed and the side panels should be solid structures with acoustic mats securely installed which would not be easily tampered by on-site workers.
- 3.3.17 Since the loading/unloading activities will be undertaken in an enclosed area, the noise impact is anticipated to be minimal. Thus, loading/unloading activities has not been taken into account in the noise assessment.

Noise Sensitive Receivers (“NSRs”)

- 3.3.18 There is no planned NSR of the proposed development. The first layer of existing NSRs is located closest to the Proposed Development. For the worst-case scenario consideration, representative NSRs were identified and selected from the first layer of NSRs for the quantitative assessment.

Figure 3.4: Mitigation Measures for on-site Vehicle Movement



4 WATER QUALITY

4.1 Introduction

- 4.1.1 This section assesses the potential water quality impact associated with the Proposed Development during construction, operation and reinstatement phases. Mitigation measures are recommended, where necessary, as part of the assessment. There will be no temporary/permanent river training and/or diversion works to the existing watercourses arising from the construction, operation and reinstatement of the Proposed Development.

4.2 Environmental Legislation and Standards

Water Pollution Control Ordinance (Cap. 358)

- 4.2.1 An amendment to the Water Pollution Control Ordinance (“WPCO”) was enacted in 1990 and provides a mechanism for setting effluent standards. These are included in the TM Standards for Effluents Discharged in to Drainage and Sewerage Systems, Inland and Coastal Waters (WPCO Cap 358, S.21). All discharges into government sewerage systems, marine and inland waters are required to comply with the standards stipulated in the TM.

Construction Site Drainage, ProPECC PN1/94

- 4.2.2 Under ProPECC Practice Note PN1/94 Construction Site Drainage (ProPECC PN1/94), various guidelines for the handling and disposal of construction site discharges are included. The guidelines include the use of sediment traps, wheel washing facilities for vehicles leaving the Site, adequate maintenance of drainage systems to prevent flooding and overflow, sewage collection and treatment, and comprehensive waste management (collection, handling, transportation, and disposal) procedures.

Drainage Plan subject to Comment by Environmental Protection Department, ProPECC PN5/93

- 4.2.3 Under ProPECC Practice Note PN5/93 Drainage Plan subject to *Comment by Environmental Protection Department (ProPECC PN5/93)*, various guidelines for the pollution control for discharge to storm drains and foul sewers, such as the use of grease trap for wastewater from the restaurant kitchen, the use of silt removal facilities for open surface channel led to stormwater drains, etc., are included. The guidelines also include the requirements for submission of drainage plans.

4.3 Identification of Water Sensitive Receivers

- 4.3.1 In order to identify the Water Sensitive Receivers (WSRs), a desktop study on the OZP, topographic maps and aerial photos has been conducted together with the site visit. The WSRs identified within 500m study area include the existing watercourse within and along the western site boundary and its upstream and downstream, a pond to the northeast of the Site and ponds at the downstream of the existing watercourse to the southwest of the Site. The locations of these WSRs are summarised in **Table 4.1** and shown on **Figure 4.1**.

Table 4.1: Water Sensitive Receivers

WSR ID	DESCRIPTION	TYPE	DISTANCE FROM THE SITE
WSR01	Existing Water Course Running Through the Site and its upstream and downstream	Modified natural watercourse with semi-natural substrate	Within the Site
WSR02	Pond	Man-made pond with natural substrates	<5m
WSR03	Ponds	Man-made ponds	260m
WSR04	Pond	Man-made pond	470m

4.4 Potential Impacts

Construction and Reinstatement Phase

- 4.4.1 The Proposed Development, including all cold storage buildings and road, will be constructed on an elevated platform supported by scattered piles within the Site. No construction/reinstatement activities will be conducted within the water sensitive receivers (i.e. the existing watercourse). There will be no temporary/permanent river training and/or diversion works to the existing watercourses arising from the construction and reinstatement of the Proposed Development. Direct impact to the existing watercourse is not anticipated.
- 4.4.2 Muddy runoff from the Site may be generated during the construction/reinstatement phase, including filling activities and reinstatement works, especially during the rainy season.
- 4.4.3 Wash water from vehicles and equipment; silt from any on-site stockpiles of soil, cement and grouting materials; and spillage of fuels, oil and lubricants from construction/reinstatement vehicles and plant may generate water quality impacts. If these pollution sources are not properly controlled, it would lead to increased amounts of suspended solids, grease and oil, pH, Biochemical Oxygen Demand ("BOD"), etc. in the drainage system.
- 4.4.4 There is also the issue of sewage generated by construction/reinstatement workers on-site.

Operation Phase

- 4.4.5 During operation of the Centre, all the vehicle movement, loading/unloading activities and staff activities will be confined on the road and cold store building on the platform, no activities will be conducted near the water sensitive receivers (i.e. the existing watercourse). There will be no temporary/permanent river training and/or diversion works to the existing watercourses arising from the operation of the Proposed Development.
- 4.4.6 The major source of sewage / wastewater during operation phase would be sewage and grey water from portable toilets. Adequate capacity and number of portable toilets will be provided onsite. All such kinds of wastewater need to be properly collected and tankered away with adequate frequency for offsite disposal by a licenced collector.
- 4.4.7 Daily floor cleaning will be also provided in the covered lorry loading / unloading area and loading platform. Floor cleaning is expected to be provided by mopping inside bucket.. Therefore, no significant amount of wastewater due to floor cleaning will be discharged into storm water drainage system. Oil interceptors will be provided at the drainage system of the covered lorry loading / unloading area and loading platform in accordance with the ProPECC PN

5/93 to allow stormwater bypass during peak flow periods. The wastewater generated will be poured into portable toilet and tankered away with adequate frequency for offsite disposal by a licenced collector. Hence, no adverse impact is anticipated.

- 4.4.8 The Centre is a cold storage for frozen poultry, the meat unloaded from the lorry will be delivered to cold storage immediately. Hence, the wastewater generated from the melting is considered negligible. In addition, no vehicles washing and repairing will be conducted onsite, wastewater from vehicles washing and repairing is not anticipated. The loading and unloading platform is located within covered area.
- 4.4.9 A Sewerage Impact Assessment (“SIA”) for the Centre is provided in a separate SIA report, which covers the assumptions and methods commonly adopted in Hong Kong. The SIA has concluded that there will be no unacceptable sewerage impact from the Site with the provision of recommended mitigation measures, i.e. Adequate capacity and number of portable toilets for sewage generated from the staff and wastewater generated from floor cleaning by mopping.
- 4.4.10 Non-point/diffuse source pollution, such as dust, tyre scraps, oil, etc. might be washed from road surface, proposed footpath and/or open areas into watercourses during regular cleaning or during rainstorms. In order to minimise this pollution loading, silt/sand traps and oil interceptors should be provided for the drainage systems of open areas in accordance with the relevant government guidelines. Such design should be incorporated in the detailed design. A stormwater storage tank will be constructed to store the excessive runoff during extreme rainfall when the proposed stormwater collection system capacity of the U-channel has been exceeded. No wastewater will be collected by the stormwater storage tank. The stormwater storage tank will be located in the space beneath the cold storage building Block 1 and above the ground tentatively. The actual size and location of the tank will be subject to detailed design in the future. Trash screens will be provided at the inlet and outlet of the stormwater storage tank to prevent debris. During heavy raining, runoff from the proposed channels will be pumped to proposed stormwater storage tank automatically via water hose. After the rainstorm (or normal operation), the stored stormwater from the water tank will be reused as much as practicable, including re-use on-site (e.g., floor mopping, toilet flush, etc.) or transported to the nearby active farmlands (i.e. the farmland to the southwest of the Site), while the exact outlet needed to be confirmed during the detailed design stage. The stored stormwater will be pumped out to a container for on-site reuse, or to a container and transport to off-site by vehicles. Therefore, only small amount of the surplus water will be drained off to the proposed stormwater collection system and then enter the box culvert which will be installed with silt/sand traps and oil interceptors after heavy raining. The onsite stormwater collection system and stormwater storage tank will be separates systems from the existing watercourse. No drainage diversion of the existing watercourse will be involved in the Project. Besides, proposed stormwater course will collect the runoff from surrounding catchments and diverted to existing box culvert for discharge. Also, sedimentation of collected runoff could take place inside the stormwater storage tank, due to a longer retention time. Therefore, the water quality could be better. The effluent from the internal stormwater system and stormwater storage tank will be rainwater after sedimentation, which is considered as “unpolluted water” in accordance with WPCO. Hence, it is considered that emergency plan is not required of overflow or leakage of stormwater storage tank. With the provided silt/sand traps and oil interceptors, debris/oil can be trapped and removed before being washed into watercourses. Regular cleaning and maintenance of these mitigation measures will be provided by the operator.
- 4.4.11 In addition, all the runoff from the Site will be collected by the internal stormwater collection system and the stormwater storage tank during heavy rainstorm. The internal stormwater collection system will be separated from the existing watercourse as shown on **Figure 4.2** and

Figure 4.3. Hence, no adverse impact on the existing watercourse is anticipated. The indicative stormwater collection system layout of the Site is shown on **Figure 4.4.**

- 4.4.12 Moreover, runoff should be controlled by best management practice. At the outlets to watercourses, the Applicant or their delegated operation parties should manage the cleaning of roads and open areas within the Site before heavy rain. To further minimise pollution loading, cleaning should be carried out during low traffic periods. Cleaning methods for roads/open areas, such as manual cleaning or mechanical methods and including street sweepers are recommended to be adopted. The substances during cleaning should be collected as far as practicable for off-site disposal at landfill sites. After the removal of the substances, the pollution loading of runoff would be reduced.
- 4.4.13 Water would be used in water cooling tower for the cooling function in which, chemical such as biocide will be applied to prevent algae bloom, all the chemicals used, operation and maintenance shall comply with the requirements as stipulated in the *Code of Practice for Fresh Water Cooling Towers – Part 2: Operation and Maintenance 2016 Edition* published by the Electrical and Mechanical Services Department (“EMSD”). During the operation of the water cooling tower, water will be evaporated, so refilling water will be needed to maintain sufficient water for cooling function. During the operation, water inside cooling towers will evaporate and so it will be filled when needed. Besides, such water will be discharged only when needed, e.g., too much algae grown, etc.. Thus, small amount (i.e. less than 10m³) of the water inside the cooling system would be discharge as toilet flushing water. Moreover, water sampling and water quality test will be conducted before the discharge to the portable toilet to ensure it will comply with the requirements stipulated in Water Pollution Control Ordinance and its Technical Memorandum for discharge which is also required by the EMSD’s Code of Practice. Further treatment will be conducted if there is any exceedance of the WPCO before discharge. The installation work of the water cooling tower is simply and is expected will not generated any polluted or waste water during construction. Therefore, it is expected no adverse water quality impact is anticipated during construction and operation phases. Because the water inside the water cooling towers, sewage and other kinds of wastewater will be tankered away, pollution loading to Deep Bay will not be increased during the operation phase.
- 4.4.14 Agrochemical, including pesticides or fertilisers, may be used in the maintenance of the greenery area, subject to the practice by the future landscape contractor. Under normal circumstances, any application of pesticides and fertilisers would only be on a need basis based on the health condition of the vegetation and confined within a small area. Since the scale of the greenery area is relatively small, the amount of agrochemicals to be used would be very limited and will not cause adverse water quality impact on the runoff. Only registered agrochemicals under the Pesticides Ordinance shall be used. Bio-pesticides and pesticides with shorter half-life (i.e. non-persistence in nature) is recommended. The amount of agrochemicals to be applied and application frequency should follow the manufacturer’s instructions. In addition, the application of agrochemicals before heavy rainstorm should be avoided. With the implementation of the recommended measures, no adverse water quality is anticipated.
- 4.4.15 With the provision and implementation of the aforementioned mitigation measures for non-point source pollution, adverse water quality impact due to runoff is not anticipated.
- 4.4.16 The existing watercourse will be decked over underneath the proposed development as shown on **Figure 4.2** and **Figure 4.3**. A Drainage Impact Assessment (“DIA”) for the Centre has been carried out and is presented in a separate DIA report appended to the Planning Statement. The DIA has concluded that the surface runoff induced by the Centre would not cause any adverse drainage impact on the existing downstream watercourse with the provision of the proposed internal drainage system and aboveground stormwater storage tank.

4.5 Mitigation Measures

Construction and Reinstatement Phase

- 4.5.1 During construction including filling activities and reinstatement, it is recommended that adequate capacity and number of portable toilets with adequate frequency for offsite disposal by a licensed collector should be provided for construction/reinstatement workers. These will be supplied, maintained and emptied (at a sewage treatment facility) by a specialist contractor.
- 4.5.2 In order to avoid muddy surface runoff from entering the existing watercourse, earth bunds or sand bag barriers shall be provided along the watercourse. Temporary construction drainage along the watercourses and site boundary shall be also provided to collect and direct the muddy runoff to the wastewater treatment facilities for treatment prior to being discharged. The design of the construction/reinstatement site drainage system shall be independent from the existing watercourse. The details of wastewater treatment arrangement shall be submitted to EPD for review during the application of the wastewater discharge licence before commencement of the construction/reinstatement activities.
- 4.5.3 The construction/reinstatement contractor shall also follow good site practice and be responsible for the design construction, operation and maintenance of all the mitigation measures as specified in ProPECC PN 1/94 for construction/reinstatement site drainage:
- Surface run-off from construction/reinstatement sites shall be discharged into storm drains via adequately designed sand/silt removal facilities such as sand traps, silt traps and sediment basins. Temporary construction drainage or earth bunds or sand bag barriers shall be provided on site to properly direct storm water to such silt removal facilities. Perimeter channels at site boundaries shall be provided where necessary to intercept storm run-off from outside the Site so that it will not wash across the Site.
 - Silt removal facilities, channels and manholes shall be maintained and the deposited silt and grit should be removed regularly, at the onset of and after each rainstorm to ensure that these facilities are functioning properly at all times.
 - For the purpose of preventing soil erosion, temporarily exposed slope surfaces shall be covered e.g. by tarpaulin, and temporary access roads shall be protected by crushed stone or gravel, as excavation proceeds. Intercepting channels shall be provided (e.g. along the crest/edge of excavation) to prevent storm runoff from washing across exposed soil surfaces. Arrangements shall always be in place to ensure that adequate surface protection measures can be safely carried out well before the arrival of a rainstorm.
 - Earthworks final surfaces shall be well compacted and the subsequent permanent work or surface protection shall be carried out immediately after the final surfaces are formed to prevent erosion caused by rainstorms. Appropriate drainage like intercepting channels shall be provided where necessary.
 - Measures shall be taken to minimise the ingress of rainwater into trenches. If excavation of trenches in wet seasons is necessary, they shall be dug and backfilled in short sections. Rainwater pumped out from trenches or foundation excavations shall be discharged into storm drains via silt removal facilities.
 - Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites shall be covered with tarpaulin or similar fabric during rainstorms. Measures shall be taken to prevent the washing away of construction materials, soil, silt or debris into any drainage system.
 - Manholes shall always be adequately covered and temporarily sealed so as to prevent silt, construction materials or debris from getting into the drainage system, and to prevent storm run-off from getting into foul sewers.

4.5.4 In addition, the EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimise inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements are summarised as follows:

- The Contractor shall observe and comply with the Water Pollution Control Ordinance and its subsidiary regulation.
- The Contractor shall carry out the Works in such a manner as to minimise adverse impacts on the water quality during execution of the works. In particular the Contractor shall arrange his method of working to minimise the effects on the water quality within and outside the Site, on the transport routes and at the loading, dredging and dumping areas.
- The Contractor shall follow the practices, and be responsible for the design, construction, operation and maintenance of all the mitigation measures as specified in the ProPECC PN 1/94 "Construction Site Drainage" issued by the Director of Environmental Protection. The design of the mitigation measures shall be submitted by the Contractor to the Engineer for approval.
- The Contractor shall not discharge directly or indirectly or cause or permit or suffer to be discharged into any public sewer, stormwater drain, channel, stream-course or sea any trade effluent or foul or contaminated water or cooling or hot water without the prior written consent of the Engineer in consultation with the Director of Environmental Protection and Director of Water Supplies, who may as a condition of granting his consent require the Contractor to provide, operate and maintain at the Contractor's own expense to the satisfaction of the Engineer suitable works for the treatment and disposal of such trade effluent or foul or contaminated or cooling or hot water. The design of such treatment works shall be submitted to the Engineer for approval not less than one month before commencement of the relevant works.
- If any office, site canteen or toilet facilities is erected, foul water effluent shall be directed to a foul sewer or to a sewage treatment and disposal facilities either directly or indirectly by means of pumping or other means approved by the Engineer.

4.5.5 Measures recommended in Appendix D of ETWB No.5/2005 *Protection of natural streams/rivers from adverse impacts arising from construction works* shall be also implemented by Contractor to the construction/reinstatement works in the vicinity of natural rivers and streams are listed below:

- The proposed works site inside or in the proximity of natural rivers and streams should be temporarily isolated, such as by placing of sandbags or silt curtains with lead edge at bottom and properly supported props, to prevent adverse impacts on the stream water qualities. Other protective measures should also be taken to ensure that no pollution or siltation occurs to the water gathering grounds of the work site.
- The natural bottom and existing flow in the river should be preserved as much as possible to avoid disturbance to the river habitats. If temporary access track on riverbed is unavoidable, this should be kept to the minimum width and length. Temporary river crossings should be supported on stilts above the riverbed.
- Stockpiling of construction/reinstatement materials, if necessary, should be properly covered and located away from any natural stream/river.
- Construction/reinstatement debris and spoil should be covered up and/or properly disposed of as soon as possible to avoid being washed into nearby rivers/streams by rain.
- Construction/reinstatement effluent, site run-off and sewage should be properly collected and/or treated. Wastewater from a construction site should be managed with the following approach in descending order:

- (i) minimisation of wastewater generation;
- (ii) reuse and recycle;
- (iii) treatment.

Proper locations for discharge outlets of wastewater treatment facilities well away from the natural streams/rivers should be identified.

- Removal of existing vegetation alongside the riverbanks should be avoided or minimised. When disturbance to vegetation is unavoidable, all disturbed areas should be hydroseeded or planted with suitable vegetation to blend in with the natural environment upon completion of works.
- Adequate lateral support may need to be erected in order to prevent soil/mud from slipping into the stream/river, but without unduly impeding the flow during heavy rain
- Supervisory staff should be assigned to station on site to closely supervise and monitor the works.

- 4.5.6 In addition, detailed design of the platform and boundary of the construction/reinstatement site would consider avoidance of encroaching and adversely affecting the existing watercourse, maximising the distance between the works/development site and the existing watercourse, and providing sufficient buffer distance from the water during construction and reinstatement phases.

Operation Phase

- 4.5.7 During the operation phase, the sewage generated from the staff and floor cleaning by mopping will be collected by portable toilets and tankered away with adequate frequency for offsite disposal by a licenced collector. Adequate capacity and number of portable toilets with adequate frequency for offsite disposal by a licensed collector will be provided onsite. Therefore, no adverse water quality impact arising from the Proposed Development is anticipated.
- 4.5.8 As mentioned in **paragraph 4.4.7**, the loading and unloading platform will be washed by mopping. No wastewater due to floor washing will be discharged into storm water drainage system.
- 4.5.9 All operation activities of the Proposed Development shall be carried out within the cold store buildings and on the roads, sufficient buffer distance from the water shall be provided during operation. Non-point/diffuse source pollution, such as dust, tyre scraps, oil, etc. might be washed from road surface, proposed footpath and/or open areas into watercourses during rainstorms.
- 4.5.10 In order to reduce pollution due to runoff, silt/sand traps and oil interceptors should be provided for the drainage systems of open areas whilst oil interceptors should be installed for the system of covered loading/unloading area in accordance with ProPECC PN5/93. In addition, runoff shall be controlled by best management practice.
- 4.5.11 In order to prevent flooding of the downstream area, a stormwater storage tank will be constructed to store the excessive runoff during extreme rainfall when the stormwater collection system capacity of the u-channels has been exceeded. Trash screens will be provided at the inlet and outlet of the stormwater storage tank to prevent debris. After the rainstorm, most of the stored stormwater from the water tank will either be reused on-site as much as practicable (e.g., floor mopping, toilet flush, etc.) or transported to the nearby active farmlands for irrigation (i.e. the farmland to the southwest of the Site), while the exact outlet needed to be confirmed during the detailed design stage. Only small amount of the surplus water will be drained off to the proposed stormwater system (i.e. U-channel to the east of the Site) and then

enter the box culvert after heavy raining in which mitigation measures, including silt/sand traps and oil interceptors, recommended in **paragraph 4.5.10** of the EA report will be provided. The detailed design of the stormwater storage tank would be submitted to EPD and DSD for approval during detailed design stage.

- 4.5.12 In order to reduce pollution due to the use of agrochemical, including pesticides or fertilisers, only registered agrochemicals under the Pesticides Ordinance shall be used. Bio-pesticides and pesticides with shorter half-life (i.e. non-persistence in nature) is recommended. The amount of agrochemicals to be applied and application frequency should follow the manufacturer's instructions. In addition, the application of agrochemicals before heavy rainstorm should be avoided.
- 4.5.13 With the provision and implementation of the aforementioned mitigation measures for non-point source pollution, adverse water quality impact due to runoff is not anticipated.

4.6 Conclusion

- 4.6.1 During construction, water quality impacts can be properly controlled with the implementation of good site practice, as stated in **paragraph 4.5.3**. Adequate capacity and number of portable toilets will be provided for constructions workers on-site. Provided these measures are implemented, it is unlikely that any adverse water quality impacts from the Site will be generated during the construction phase.
- 4.6.2 The contractor shall apply for a Discharge Licence from EPD under the WPCO. All site discharges shall be treated in accordance with the terms and conditions of the Discharge Licence.
- 4.6.3 During operation, no adverse water quality impact is anticipated from the wastewater / sewage from employees and regular cleaning of the loading / unloading area. The sewage generated from the staff and wastewater generated from floor cleaning by mopping inside a bucket and water cooling tower will be collected by portable toilets and tankered away with adequate frequency for offsite disposal by a licenced collector. Also, water quality test should be conducted before the discharge of wastewater from water cooling tower. With the provision of adequate capacity and number of the portable toilets with adequate frequency for offsite disposal by a licensed collector, no adverse water quality impact from the Proposed Development is anticipated.
- 4.6.4 Moreover, there will be no adverse water quality impact due to runoff with the provision and implementation of the recommended mitigation measures for non-point sources.
- 4.6.5 Overall, the final design, upon further consideration during detailed design stage, would be incorporated in the revised Environmental Assessment to the satisfaction of EPD under approval condition. The technical feasibility and impacts on the surrounding environment, in particular the watercourses will be considered. The Applicant will ensure no construction works and operation activities under the final design of the Project would adversely affect the surrounding environment, including watercourses on site and in the vicinity.

Figure 4.1: Locations of Water Sensitive Receivers

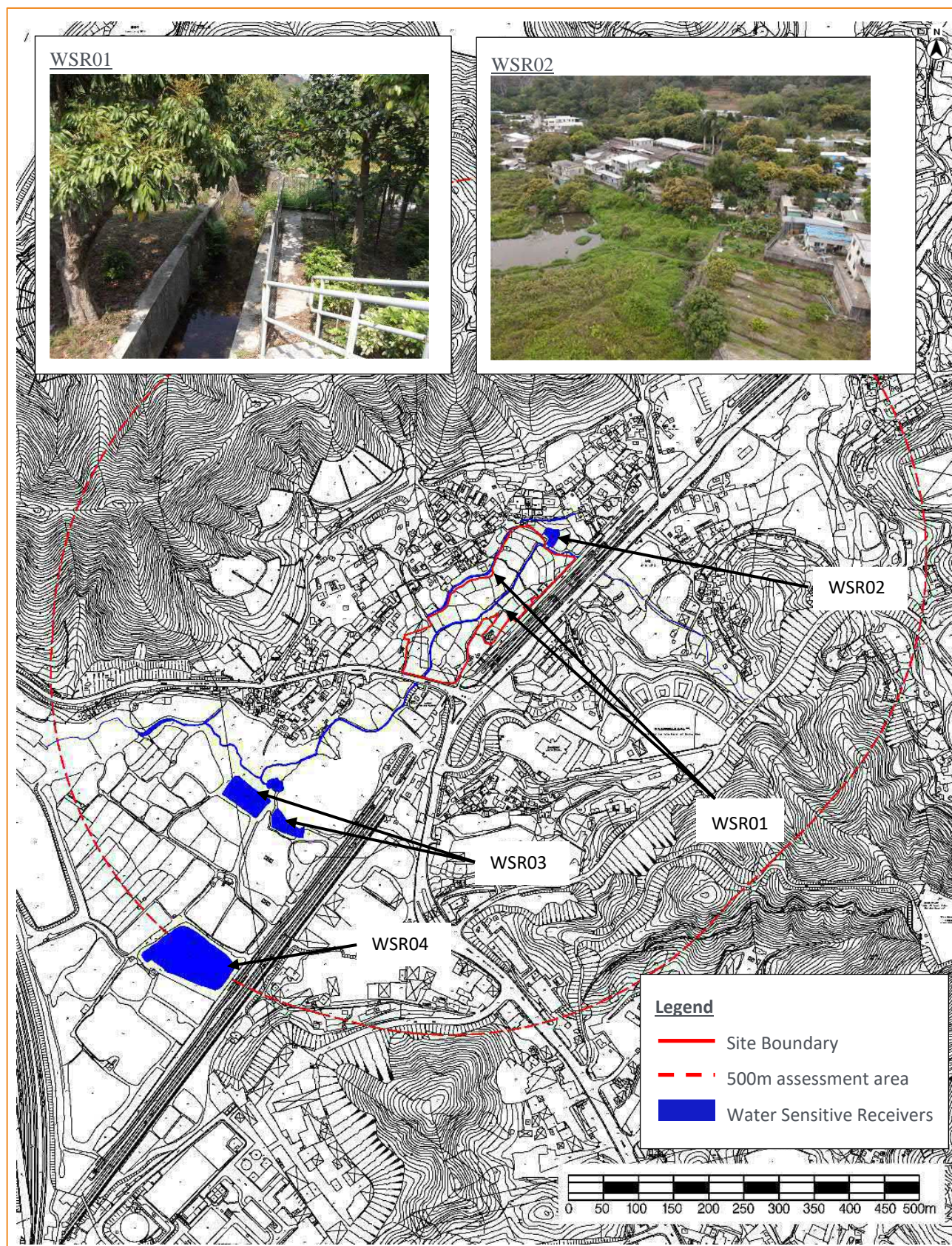
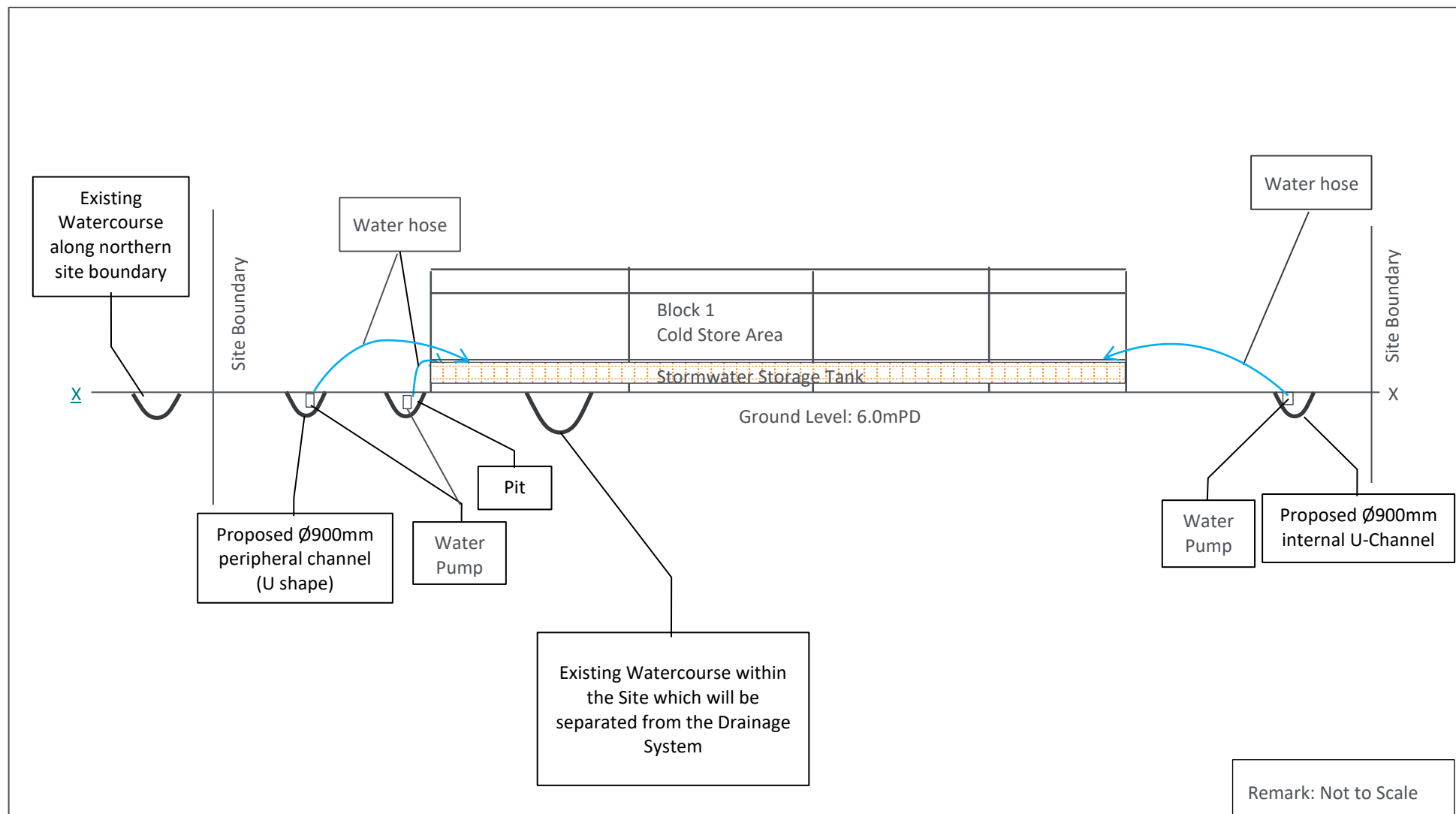


Figure 4.2: Decking over the Existing Watercourse (Operation during Heavy Raining)

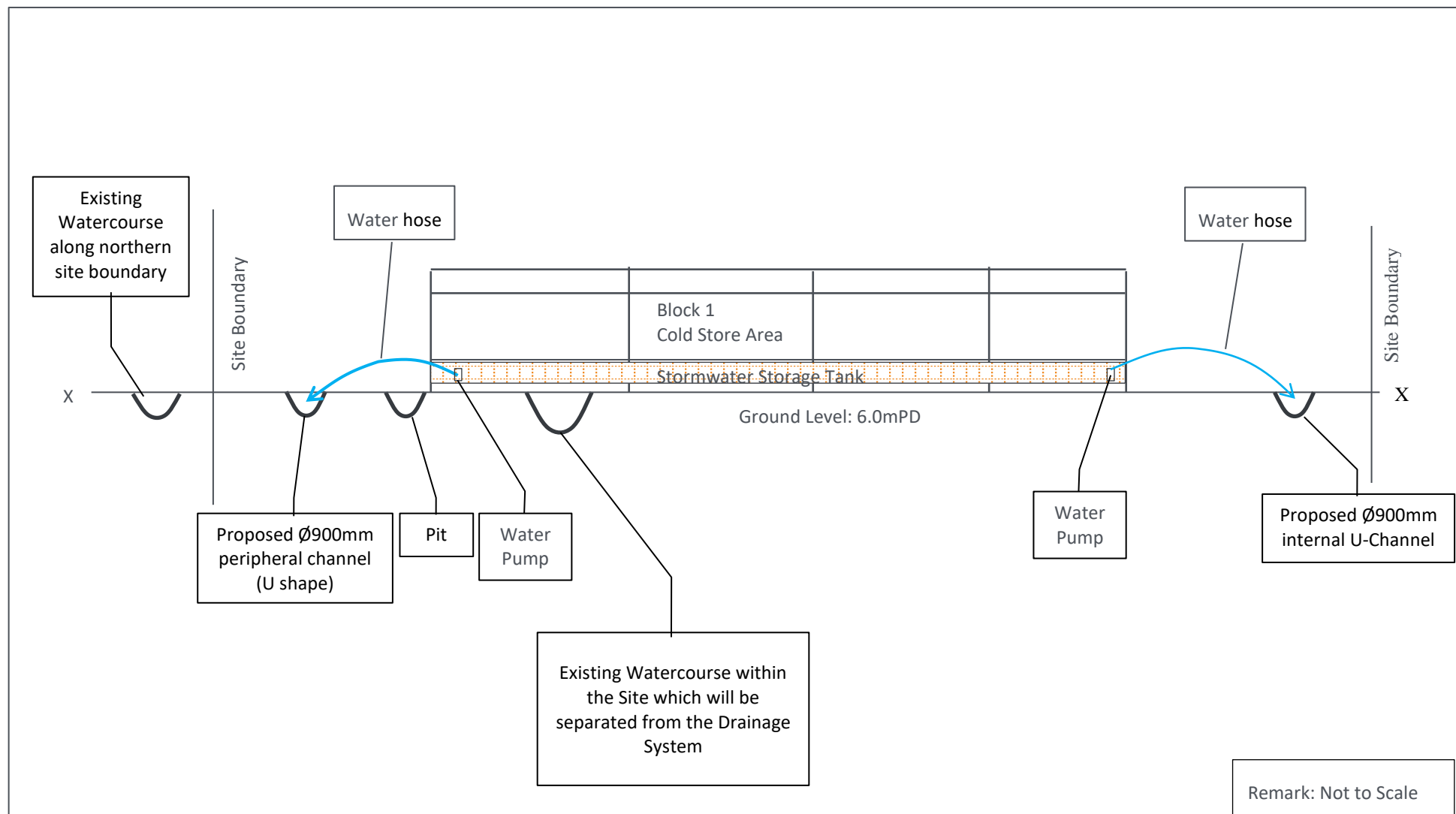


D04 – ENVIRONMENTAL ASSESSMENT REPORT

Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Various Lots in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, NT
Prepared for Hong Kong Chilled Meat & Poultry Association

SMEC Internal Ref. 7076585
12 May 2021

Figure 4.3: Decking over the Existing Watercourse (Normal Operation during Non-Heavy Raining)



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Figure 4.4: Indicative Drainage Layout (Operation during Heavy Raining)

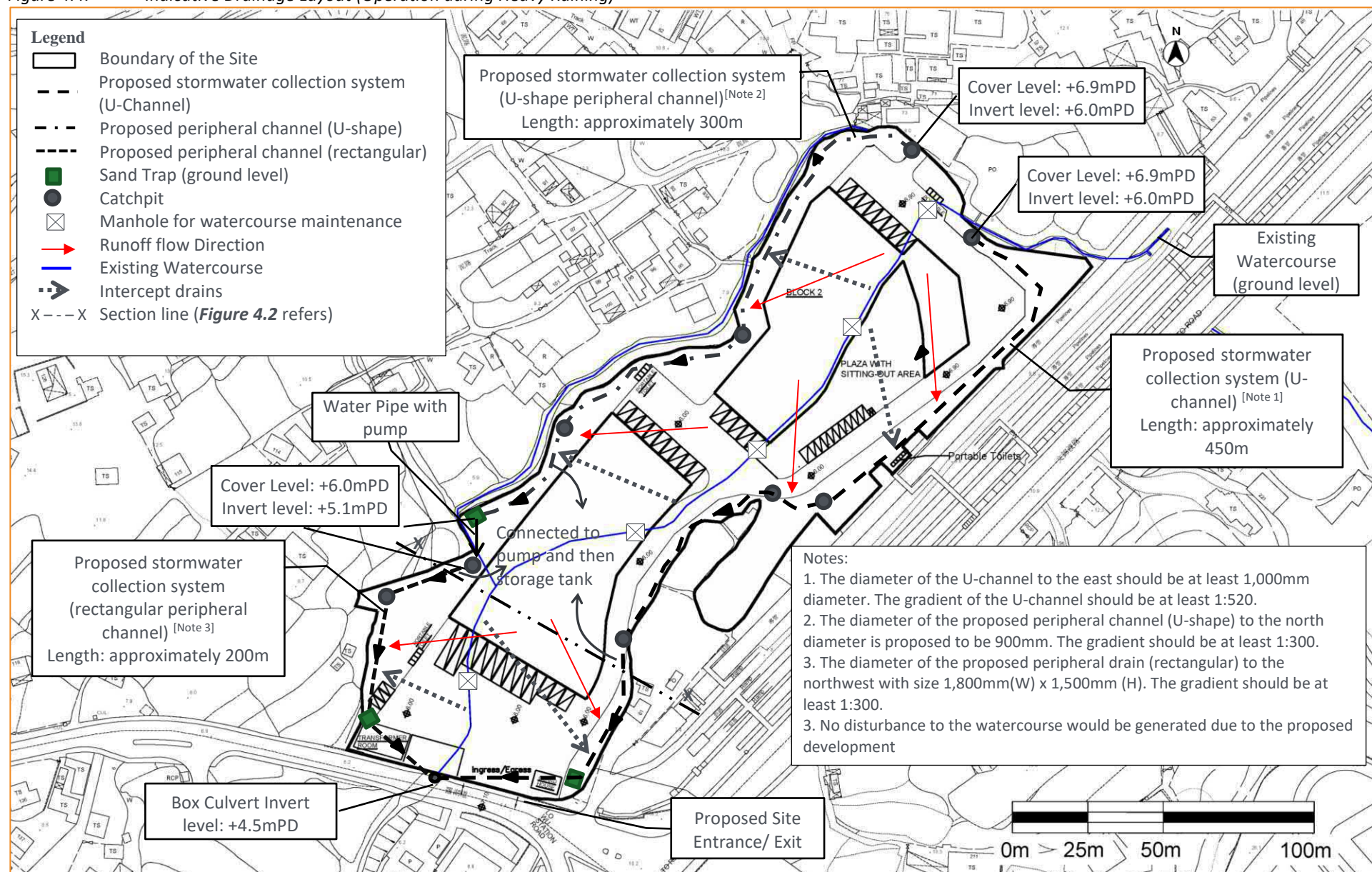
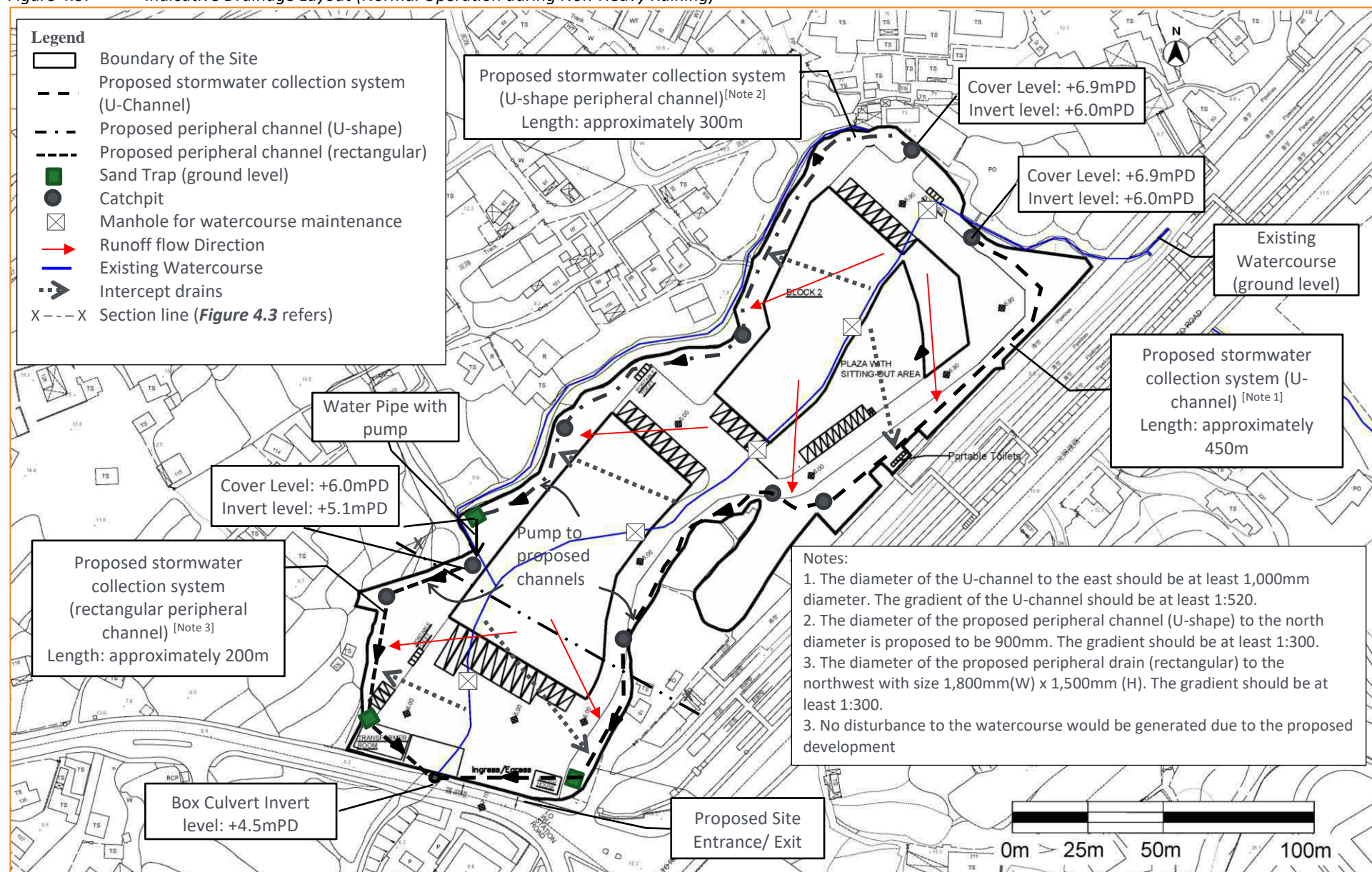


Figure 4.5: Indicative Drainage Layout (Normal Operation during Non-Heavy Raining)



- 5.3.38 Some temporary structure within the Site will be demolished during the construction phase. The temporary structures are inaccessible at this moment. Due to the age of the structure, ACM may be present in these temporary structures. Under the APCO, asbestos investigation shall be conducted by Registered Asbestos Consultant ("RAC") before demolition work potentially involving ACMs. If any ACMs is identified, an Asbestos Investigation Report ("AIR") and an Asbestos Abatement Plan ("AAP") shall be submitted to EPD. A Registered Asbestos Contractor ("RACont") shall be engaged to carry out asbestos abatement work according to the approved AIR and AAP before demolition. The owner of the premises must notify the Labour Department and the EPD at least 28 days before the commencement of the asbestos abatement works in accordance with the regulatory requirement.
- 5.3.39 If additional ACMs is discovered during the work, demolition shall be suspended and inform the RAC immediately, the RAC shall submit the modified AAP to the EPD after the investigation. An air sampling test shall be conducted by a Registered Asbestos Laboratory ("RAL") at the working area when all ACMs has been removed, in order to verify there is no asbestos fibre left suspended in the air.
- 5.3.40 The asbestos waste labelling, handling and packaging depends on the type of ACMs. All the handling, collection and transportation and disposal of asbestos waste shall be carried out according to EPD's Code of Practice on the Handling, Transportation and Disposal of Asbestos Waste. The quantity of the asbestos to be generated depends on the investigation and asbestos abatement plan carried out by RAC.
- 5.3.41 Except the ACMs, no hazardous materials or hazardous wastes are expected to be generated during the construction phase. Since majority of maintenance/repairing for construction equipment to be carried out off-site during construction stage, only limited amount (i.e. < 1 tonnes) of chemical wastes including waste batteries, lubricating oil and waste paints may be generated given the small scale of the works. Other chemical wastes include waste lamp will be generated and the amount will be insignificant.
- 5.3.42 The Contractor shall register as a Chemical Waste Producer under the WDO. All chemical waste shall be stored at a properly designed chemical waste storage area located within the construction site in accordance with EPD's Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. A licensed collector shall be employed to handle and dispose of all chemical wastes, e.g. at the Chemical Waste Treatment Centre ("CWTC") at Tsing Yi, or other facility approved by EPD.
- 5.3.43 Given the above, no adverse waste impact from the handling, transportation or disposal of chemical waste during the construction of the Proposed Development is anticipated.

Summary

- 5.3.44 The type and estimated quantities of different types of wastes generated during the construction phase are summarised in **Table 5.4**.

- 5.3.46 Plate 3.2 of Waste Statistics for 2019 identifies that in 2019, the recovery rate of commercial & industrial waste is 39%. It is therefore estimated that 38% of commercial waste (i.e. 41 tonnes) could be reused and recycled by the recyclers.
- 5.3.47 The surplus commercial waste of 67 tonnes (i.e. 0.184 tpd on average assuming 7 working days per week) would be disposed of at the NWNTRTS.
- 5.3.48 Since commercial waste will be collected on a regular basis by registered waste collectors, and since commercial waste will be disposed at a landfill managed by EPD, no adverse waste impacts from handling, transportation or disposal are anticipated. Nevertheless, to minimise domestic waste generation mitigation measures proposed in **Section 5.4** should be implemented.
- 5.3.49 Overall, there should be no adverse waste impact from the handling, transportation or disposal of domestic waste during the operation of the Proposed Development.

Reinstatement phase

- 5.3.50 During the reinstatement phase, the major type of wastes are inert construction and demolition ("C&D") materials, non-inert C&D Materials, chemical wastes and general refuse

Inert C&D Materials

- 5.3.51 The major source of inert C&D waste during the reinstatement phase is the filling material in the construction phase which used for adjusting the level of the Site.
- 5.3.52 As mentioned in **paragraph 5.3.15**, approximately 8,715m³ (i.e. 13,944 tonnes) of excavated material will be used for levelling the ground of the Site. Therefore, approximate 13,944 tonnes of filling material is required to be removed during the reinstatement phase, the inert C&D materials will be disposed of at Fill Bank at Tuen Mun Area 38 and Tseung Kwan O Area 137.
- 5.3.53 Given the above, with the implementation of mitigation measures in **Section 5.4**, no adverse waste impact from the handling, transportation or disposal of inert C&D materials during construction of the Project is anticipated.

Non-inert C&D Materials (or C&D Waste)

- 5.3.54 The major source of non-inert C&D materials (or C&D waste) during reinstatement phase will be removal of superstructures which are mainly composed of metal (i.e. steel). It is estimated the total amount of metal, waste concrete from paving and footing of structure to be demolished to be approximately 290 tonnes. All the non-inert C&D materials (metal) should be collected by local recyclers for recycling.

General Refuse

- 5.3.55 It is estimated that the number of construction workers for a project of this size would average around 100 per day over the 1-year construction period.
- 5.3.56 With reference to plate 2.7 of Waste Statistics for 2019 identifies that the per capita domestic waste disposal rate in 2019 was 0.87kg/person/day, although the per worker generation rate of general refuse will likely be less than this. However, to be conservative, the per capita domestic waste disposal rate in 2019 has been adopted for general refuse generation by construction workers. On this basis:

$$\begin{aligned}\text{General Refuse/Day} &= \text{No. of workers/day} \times \text{per capita generation rate} \\ &= 100 \text{ workers} \times 0.87\text{kg/workers/day}\end{aligned}$$

$$= 87\text{kg/day}$$

$$\begin{aligned}\text{Total General Refuse} &= \text{General Refuse/Day} \times \text{Duration of construction contract} \\ &= 87\text{kg/day} \times [6 \text{ days/week} \times (365/7) \text{ weeks/years} \times 1 \text{ year}] \\ &= 27,219\text{kg} \\ &= 27 \text{ tonnes}\end{aligned}$$

- 5.3.57 Hence, an estimated 27 tonnes of general refuse may be generated throughout the 1 years construction period, equivalent to around 0.086tpd on average (i.e. 27 tonnes/(365 days x (6/7) x 1 year)).
- 5.3.58 On-site sorting should be carried out general refuse generated from the works. Recyclable materials, such as metal, paper and plastic, should be collected by local recyclers for recycling. All general refuse should be recycled as far as possible and landfill disposal should be adopted as the last resort. This nearest disposal facility is North West New Territories Transfer Station (NWNTRTS).
- 5.3.59 Plate 3.2 of Waste Statistics for 2019 identifies that in 2019, the recovery rate of domestic waste is 21%. It is therefore estimated that 21% of general refuse (i.e. 5.7 tonnes) of general refuse could be reused and recycled by the recyclers. The surplus general refuse of 21.3 tonnes (i.e. 0.068 tpd on average assuming 6 working days per week throughout the 1 year demolition period) would be disposed of at the NWNTRTS.
- 5.3.60 Given the above, with the implementation of mitigation measures in **Section 5.4**, no adverse waste impact from the handling, transportation or disposal of general refuse from workforce during construction of the Proposed Development is anticipated.

Chemical Waste

- 5.3.61 No hazardous materials or hazardous wastes are expected to be generated during the reinstatement phase. Since majority of maintenance/repairing for construction equipment to be carried out off-site during reinstatement phase, only limited amount (i.e. < 1 tonnes) of chemical wastes including waste batteries and lubricating oil may be generated given the small scale of the works. Other chemical wastes include waste lamp will be generated and the amount will be insignificant.
- 5.3.62 The Contractor shall register as a Chemical Waste Producer under the WDO. All chemical waste shall be stored at a properly designed chemical waste storage area located within the construction site in accordance with EPD's Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. A licensed collector shall be employed to handle and dispose of all chemical wastes, e.g. at the CWTC at Tsing Yi, or other facility approved by EPD.
- 5.3.63 Given the above, with the implementation of mitigation measures in **Section 5.4**, no adverse waste impact from the handling, transportation or disposal of chemical waste during the construction of the Proposed Development is anticipated.

Summary

- 5.3.64 The type and estimated quantities of different types of wastes generated during the reinstatement phase are summarised in **Table 5.4**.

Table 5.5: Estimated amount of different types of wastes to be generated during reinstatement phase

WASTE TYPE	ESTIMATED QUANTITY (TONNES)	KEY SOURCES OF WASTE GENERATION	MANAGEMENT OPTION	
			REUSE / TREATMENT	DISPOSAL
Inert C&D Material				
Excavated Material	13,944	Removal of filling materials	NA	The inert C&D material will be disposed of at Fill Bank at Tuen Mun Area 38 and Tseung Kwan O Area 137.
Non-Inert C&D Material				
Building Waste (Metal)	290	Superstructure Demolition (including metal, waste concrete from paving and footing of structure)	All the metal will be collected by local recycler.	NA
General Refuse	27	Construction worker and site office	About 5.7 tonnes to be recycled by recyclers.	About 42.7 tonnes to be disposed of at NWNTRTS.
Chemical Waste	< 1	Waste batteries, lubricating oil, etc	All to be collected by the licensed chemical waste collector and treated in the CWTC.	

5.4 Mitigation Measures

Construction Phase and Reinstatement Phase

- 5.4.1 Waste management shall be controlled through contractual requirements as well as through statutory requirements.
- 5.4.2 A Waste Management Plan (“WMP”) should be developed by the contractor and submitted to the Project Engineer / Architect for approval in accordance with ADV-19 before the commencement of any construction works. The objectives of the WMP will be to identify any potential environmental impacts from the generation of waste at the Site; to recommend appropriate waste handling, collection, sorting, disposal and recycling measures in accordance with requirements of the current regulations; and to categorise and permit segregation of C&D materials where practicable (i.e. inert material / non-inert material) for disposal considerations i.e. public fill / landfill.
- 5.4.3 The contractors should adopt good housekeeping practices with reference to the WMP such as waste segregation prior to disposal. Besides the provision of stockpiling and segregating areas at site, effective collection of site wastes is required to prevent waste materials being blown around by wind, flushed or leached into nearby waters, or creating odour nuisance or pest and vermin problems. Waste storage areas should be well maintained and cleaned regularly.

- 5.4.4 A trip-ticket system should be established in accordance with DevB TC(W) No. 6/2010 and the Waste Disposal (Charges for Disposal of Construction Waste) Regulation to monitor the disposal of public fill and solid wastes at public filling facilities and landfills, and to control fly-tipping. A trip-ticket system should be included as one of the contractual requirements for the contractor to strictly implement.
- 5.4.5 Whenever there are excess recyclable construction materials, including bricks, plastics and metals, reuse and recycling should be carried out as far as practicable to minimise the amount of waste disposal. Other inert non-recyclable materials such as concrete, asphalt, etc. should be treated as public fill. Non-inert and non-recyclable wastes should be disposed at designated landfill site.
- 5.4.6 General refuse should be stored in enclosed bins or compaction units separate from C&D material. A reputable waste collector should be employed by the construction contractor to remove general refuse from the Site, separately from C&D materials. Preferably an enclosed and covered area should be provided to reduce the occurrence of “wind-blown” materials.
- 5.4.7 For chemical waste, the Contractor should follow the ‘trip-ticket’ system of which the arrangement of production, collection and disposal in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.
- 5.4.8 In addition, the EPD’s RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The RPCC are generally good engineering practice to minimise inconvenience and environmental nuisance to nearby residents and other sensitive receivers. The general requirements as summarised as follows:
- The Contractor shall observe and comply with the Waste Disposal Ordinance and its subsidiary.
 - The Contractor shall submit to the Engineer for approval a waste management plan with appropriate mitigation measures including allocation of an area for waste segregation and shall ensure that the day-to-day site operations comply with the approved waste management plan.
 - The Contractor shall minimise the generation of waste from his work. Avoidance and minimisation of waste generation can be achieved through changing or improving design and practices, careful planning and good site management.
 - The Contractor shall ensure that different types of wastes are segregated on-site and stored in different containers, skips or stockpiles to facilitate reuse / recycling of waste and, as the last resort, disposal at different outlets as appropriate.
 - The reuse and recycling of waste shall be practised as far as possible. The recycled materials shall include paper / cardboard, timber and metal etc.
 - The Contractor shall ensure that Construction and Demolition (C&D) materials are sorted into public fill (inert portion) and C&D waste (non-inert portion). The public fill which comprises soil, rock, concrete, brick, cement plaster/mortar, inert building debris, aggregates and asphalt shall be reused in earth filling, reclamation or site formation works, The C&D waste which comprises metal, timber, paper, glass, junk and general garbage shall be reused and recycled and, as the last resort, disposal of at landfills.
 - The Contractor shall record the amount of waste generated, recycled and disposed of (including the disposal sites).
 - The Contractor shall use a trip ticket system for the disposal of C&D materials to any designated public filling facility and/or landfill.

- Training shall be provided for workers about the concepts of site cleanliness and appropriate waste management procedure, including waste reduction, reuse and recycling.
- The Contractor shall not permit any sewage, waste water or effluent containing sand, cement, silt or any other suspended or dissolved material to flow from the Site onto any adjoining land or allow any waste matter [or refuse] which is not part of the final product from waste processing plants to be deposited anywhere within the Site [or onto any adjoining land]. He shall arrange removal of such matter from the site [or any building erected or to be erected thereon] in a proper manner to the satisfaction of the Engineer in consultation with the Director of Environmental Protection.
- The Contractor shall observe and comply with the Waste Disposal (Chemical Waste) (General) Regulation.
- The Contractor shall apply for registration as chemical waste producer under the Waste Disposal (Chemical Waste) (General) Regulation when chemical waste is produced. All chemical waste shall be properly stored, labelled, packaged and collected in accordance with the Regulation.

5.4.9 When inclement weather (e.g. heavy rain, typhoon, etc.) is forecast, additional control measures should be adopted as follows:

- Construction material, stockpiles, chemical and waste storage / recycling facilities should be immediately moved to secured area.
- Construction material, stockpiles and waste storage / recycling facilities should be covered by an impermeable sheeting, if necessary.
- Intercepting channels will be provided at the edge of the excavated area to prevent storm runoff from washing across the exposed surface.
- Silt removal facilities, channels and manholes will be maintained and the deposited silt and grit will be removed regularly.

Operation Phase

5.4.10 The centre management shall encourage reuse and recycling of commercial wastes in line with government policy. The waste management hierarchy shall be adopted by the building management to manage commercial wastes in a sustainable manner. The waste management hierarchy is a concept which shows the desirability of various waste management methods and comprises the following in order of preference:

- Avoidance.
- Minimisation.
- Recycling/reuse.

5.4.11 The majority of waste generated during the operation of the Proposed Development mainly consists of commercial wastes such as general refuse, food waste, food packaging, paper, can, plastic bottles, etc., which shall be collected and stored in appropriate waste receptacles with a secure lid to minimise the potential adverse impact due to wind blowing away garbage and to improve hygiene. Recyclable and non-recyclable waste shall be regularly collected by licensed waste collectors and taken off-site for recycling or disposal, respectively.

5.5 Land Contamination

- 5.5.1 Historical aerial photographs provided in **Appendix I** shows that the Site was an agriculture land in Year 1976 to 1990s, which are unlikely to cause land contamination. In Year 1996, part of the previous agriculture land at the southern part of the Site was observed abandoned and covered with vegetation while the northern part of the Site remained as agriculture use. A village house was observed at the eastern boundary. The trend of abandoning agriculture uses within the Site was continued in 2000s and 2010s. Only a small portion of land at the northern part of the Site remained as agriculture use. In Year 2016, all the previous agriculture uses were abandoned. The entire Site was vacant and covered with vegetation and a village house was observed at the eastern boundary. There is no evidence of any past land use, either agriculture land, vacant land or residential use, within the Site that could have resulted in contamination. As such there is no reason to suspect that contaminated land was present within the Site.
- 5.5.2 The Site is currently a vacant land with a village house at the eastern boundary of the Site. Majority of the Site is covered by vegetation. No landuse with potential land contamination activities on the Site was observed. The photographs taken in March 2018 and March 2021 are provided in **Figure 5.2** for reference. As shown on the **Figure 5.2**, the Site is currently a vacant land covered with vegetation and the Site is surrounded by village houses. No development or activities with potential land contamination activities were identified during the site visit.
- 5.5.3 Since there was no existing and previous development with potential land contamination activities on the Site. Hence, no land contamination issue is anticipated.

5.6 Conclusion

- 5.6.1 With the development of WMP and to implement the good site practices recommended therein, the waste generation during construction phase can be greatly reduced. Provided that good site practices as recommended in **Section 5.4** are followed, there should be no adverse impacts related to the management, handling and transportation of waste during the construction and reinstatement phase.
- 5.6.2 During the operation phase, the major type of waste generated will be commercial wastes. Since commercial waste will be collected on a regular basis by registered waste collectors and will be disposed at a landfill managed by EPD, no adverse waste impacts from handling, transportation or disposal are anticipated during operation.
- 5.6.3 With the implementation of the recommended mitigation measures, adverse waste impacts generated during the construction and operational phases of the Proposed Development are not anticipated.
- 5.6.4 There was no previous development with potential land contamination activities on the Site. Hence, no land contamination issue is anticipated.

6 CONCLUSIONS AND RECOMMENDATIONS

6.1.1 This EA has indicated that the Proposed Development will not generate any unacceptable environmental impacts during construction and operation phases, provided that all the recommended mitigation measures and good site practice are strictly implemented. The Applicant of the Proposed Development is committed to provide, implement and maintain all the mitigation measures as recommended in this EA Report. No temporary/permanent river training and/or diversion works to the existing watercourses arising from the construction, operation and reinstatement of the Proposed Development will be carried out.

6.1.2 Specific conclusions for air quality, noise, water quality and waste management are as follows:

Air Quality

6.1.3 With the implementation of the recommended mitigation measures and good site practice, adverse impacts during the construction phases are not anticipated.

6.1.4 No adverse air quality impact on the Proposed Development is anticipated with the implementation of the proposed mitigation measures during the operation phase.

6.1.5 Overall, therefore, no adverse air quality impact is anticipated during the construction or operation phases of the Proposed Development.

Noise

6.1.6 During the construction phase of the Proposed Development, with the implementation of the noise mitigation measures recommended in **Section 3.2**, no adverse noise impact is anticipated.

6.1.7 Quantitative assessment for the fixed noise sources during operation phase was conducted. The results show that the noise from the fixed sources of the Proposed Development is expected to comply with the relevant noise criterion after implementing proper mitigation measure, such as provision of complete enclosure with silencers to the water cooling towers and partial enclosure for water pumps, orientation of the opening of enclosures, erection of a 4m barrier (i.e. NB1) along road side of the south of the Site, 4.5m barrier (i.e. NB2) along road side of north-east of the Site; a 7.8m barrier (i.e. NB3) along the road side of northwest of the Site, a 6.5m barrier (i.e. NB4) wall along road side of northwest of the Site. At night time (2300 to 0700) a 6.5m (i.e. NB5) and a 7.8m barrier (i.e. NB6) will be erected next to the segment 12, the LGV parking space next to the segment 7 would not be used at night time (2300 to 0700). A 2m height barrier is proposed on the top of north-west of Block 1 and north east of Block 2, named NB7 and NB 8 respectively to reduce the direct line of sight of NSR IN12 and NSR IN7 to M&E equipment respectively.

6.1.8 Quantitative assessment for the off-site road traffic noise was also conducted. With comparing the noise impacts between the scenarios of with and without the Proposed Development in Year 2018, the results show that the Proposed Development would not generate over 1.0 dB(A) or more contribution to the road traffic noise on the surrounding NSRs. Therefore, the traffic noise impact to the NSRs is considered as insignificant.

6.1.9 Overall, therefore, there will be no adverse noise impact during the construction and operation phases of the Proposed Development.

Water Quality

6.1.10 During construction including filling activities and reinstatement, water quality impacts will be properly controlled with the implementation of good site practice. Portable toilets, when

necessary, will be provided for construction/reinstatement workers on-site. Provided these measures are implemented, adverse water quality impact is not anticipated during the construction/reinstatement phases. The Contractor shall apply for a Discharge Licence under the WPCO and the effluent discharged from the construction site shall comply with the terms and conditions of the Discharge Licence.

- 6.1.11 During operation, no adverse water quality impact is anticipated from the Proposed Development since sewage generated from staff and wastewater generated from floor cleaning by mopping will be collected by portable toilets and tankered away with adequate frequency for offsite disposal by licenced collectors. Moreover, there will be no adverse water quality impact due to runoff with the provision and implementation of the recommended mitigation measures for non-point sources.
- 6.1.12 Overall, the final design, upon further consideration during detailed design stage, would be incorporated in the revised Environmental Assessment to the satisfaction of EPD under approval condition. The technical feasibility and impacts on the surrounding environment, in particular the watercourses will be considered. The Applicant will ensure no construction works and operation activities under the final design of the Project would adversely affect the surrounding environment, including watercourses on site and in the vicinity.

Waste Management

- 6.1.13 With the provision and implementation of the good site practices recommended therein, the waste generation during construction phase will be reduced. Provided that good site practices are followed, there should be no adverse impacts related to the management, handling and transportation of waste during the construction and reinstatement phase.
- 6.1.14 During the operation phase, the major type of waste generated will be commercial waste. Since commercial waste will be collected on a regular basis by registered collectors and will be disposed of at landfill, no adverse waste impacts from handling, transportation or disposal are anticipated during the operation phase.
- 6.1.15 The Site is currently a vacant land and majority of the Site is covered by vegetation. Part of the Site was used for agriculture use in the past. Since there was no previous development with potential land contamination activities on the Site. Hence, no land contamination issue is anticipated.

Mitigation Measures

- 6.1.16 The mitigation measures recommended to be implemented for different environmental aspects are summarised in below:

Table 6.1: Mitigation Measures for Potential Environmental Impact

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
Air	<p><u>During Construction Phase:</u></p> <ul style="list-style-type: none"> The good practice and dust control measures stipulated in the <i>Air Pollution Control (Construction Dust) Regulation</i> shall be implemented. The good engineering practice as specified in EPD's Recommended Pollution Control Clause ("RPCC") for Construction Contract in COP should be incorporated in the relevant works contract. For the emergency generator, the chimney design shall comply with the <i>Air Pollution Control (Furnaces, Ovens and Chimneys) (Installation and Alteration) Regulations</i>.

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
	<p><u>During Operation Phase:</u></p> <ul style="list-style-type: none"> • A buffer zone of 5m shall be provided between Man Kam To Road / Lo Wu Station Road and the Proposed Development as follows: <ul style="list-style-type: none"> ➢ No fresh air intake / openable window of air sensitive uses shall be located within the buffer zone. ➢ Any air sensitive uses within buffer zone shall rely on fresh air intake / openable window located out of the buffer zone for ventilation.
Noise	<p><u>During Construction Phase:</u></p> <ul style="list-style-type: none"> • The measures recommended in <i>ProPECC PN2/93</i> shall be implemented in accordance with Section 3.2.2 of the EA Report. • If construction work involving the use of PME will be required during restricted hours, a Construction Noise Permit (CNP) shall be applied for under the <i>Noise Control Ordinance</i> (NCO). • The good engineering practice as specified in EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. The general requirements are summarised in Section 3.2.4 of the EA Report. • Before the commencement of any work, the Engineer may require the methods of working, plant equipment and sound-reducing measures to be used on the Site to be made available for trial demonstration inspection and approval to ensure that they are suitable for the project. • The Contractor shall devise, arrange methods of working and carry out the Works in such a manner so as to minimise noise impacts on the surrounding environment, and shall provide experienced personnel with suitable training to ensure that these methods are implemented. • Measures that are to be taken to protect adjacent school and adjacent noise sensitive receivers, if necessary, shall include, but not be limited to, adequate noise barriers. The barriers shall be of substantial construction and designed to reduce transmission of noise. The barriers shall be surmounted with baffle boxes designed to reduce transmission of noise. The barriers shall be designed to BS 5228(1984). The location and details of the barriers shall be submitted to the Engineer for approval before works commence adjacent to schools and other noise sensitive receivers. <p><u>During Operation Phase:</u></p> <ul style="list-style-type: none"> • The loading/unloading platforms will be enclosed by a 2m extended canopy with 2 side panels (minimum surface density of 8kg/m²). No loading/unloading activities will be undertaken at open area. Acoustic mat (minimum surface density of 4kg/m²) will be provided to the opening side of the platforms. • No Container vehicle, HGV and MGV will be operated in evening and night time periods. • Limit only a maximum of number of 3 vehicles per hour of LGV, van or private car that can run in and out of the Site in evening and night time periods. • The loading and unloading area of container vehicle, HGV and MGV will be set up near the Site entrance/exit area to minimise the on-site movement these vehicles • A 4m barrier (i.e. NB1) along road side of the south of the Site

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
	<ul style="list-style-type: none"> • A 4.5m barrier (i.e. NB2) along road side of northeast of the Site • A 7.8m barrier (i.e. NB3) along the road side of northwest of the Site • A 6.5m barrier (i.e. NB 4) along road side of northwest of the Site • At night time (2300 to 0700) a 6.5m (i.e. NB5) and a 7.8m barrier (i.e. NB6) will be erected next to the segment 12 • The LGV parking space next to the segment 7 would not be used at night time (2300 to 0700). • A 2m height barrier is proposed on the top of north-west of Block 1 and north east of Block 2, named NB7 and NB 8 respectively to reduce the direct line of sight of NSR IN12 and NSR IN7 to M&E equipment respectively. • A complete enclosure with silencers should be installed for the water-cooling towers. • A complete enclosure should be installed for water pumps.
Water	<p><u>During Construction Phase:</u></p> <ul style="list-style-type: none"> • Adequate capacity and number of portable toilets should be provided for construction workers. • Adequate frequency of disposal of sewage by licensed contractor would be provided • Earth bunds or sand bag barriers shall be provided along the watercourse. Channels along the watercourses and site boundary shall be also provided to collect and direct the muddy runoff to the wastewater treatment facilities for treatment prior to being discharged. The design of the construction site drainage system shall be independent from the existing watercourse. • The construction contractor shall follow good site practice and be responsible for the design construction, operation and maintenance of all the mitigation measures a specified in ProPECC PN 1/94 for construction site drainage. • The good engineering practice as specified in EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. • Measures recommended in Appendix D of ETWB No.5/2005 Protection of natural streams/rivers from adverse impacts arising from construction works shall be also implemented by Contractor to the construction works in the vicinity of natural rivers and streams. • Detailed design of the platform and boundary of the construction site would consider avoidance of encroaching and adversely affecting the existing watercourse, maximising the distance between the works/development site and the existing watercourse, and providing sufficient buffer distance from the water during construction. <p><u>During Operation Phase:</u></p> <ul style="list-style-type: none"> • Sewage generated from the staff and wastewater generated from floor cleaning by mopping will be collected by portable toilets and tankered away for offsite disposal by licenced collectors. • All operation activities of the Proposed Development shall be carried out within the cold store buildings and on the roads, sufficient buffer distance from the water shall be provided during operation. • Silt/sand traps and oil interceptors should be provided for the drainage systems of open areas whilst oil interceptors should be installed for the system of covered loading/unloading area in accordance with the

ENVIRONMENTAL ASPECTS	PROPOSED MITIGATION MEASURES
	<p>relevant government guidelines.</p> <ul style="list-style-type: none"> • Trash screens will be provided at the inlet and outlet of the stormwater storage tank to prevent debris. • The detailed design of the stormwater storage tank shall be submitted to EPD for approval during the detailed design stage. • Only registered agrochemicals under the Pesticides Ordinance shall be used. Bio-pesticides and pesticides with shorter half-life (i.e. non-persistence in nature) is recommended. The amount of agrochemicals to be applied and application frequency should follow the manufacturer's instructions. In addition, the application of agrochemicals before heavy rainstorm should be avoided
Waste Management	<p><u>During Construction Phase:</u></p> <ul style="list-style-type: none"> • A Waste Management Plan (WMP) should be developed by the contractor and submitted to the Project Engineer / Architect for approval in accordance with ADV-19 before the commencement of any construction works. • A trip-ticket system should be established in accordance with DevB TC(W) No. 6/2010 and the <i>Waste Disposal (Charges for Disposal of Construction Waste) Regulation</i> to monitor the disposal of public fill and solid wastes at public filling facilities and landfills, and to control fly-tipping. • General refuse should be stored in enclosed bins or compaction units separate from C&D material. A reputable waste collector should be employed by the construction contractor to remove general refuse from the Site, separately from C&D materials. Preferably an enclosed and covered area should be provided to reduce the occurrence of "wind-blown" materials. • Follow the good engineering practice as specified in EPD's RPCC for Construction Contract in COP should be incorporated in the relevant works contract. • Additional measures shall be implemented when inclement weather is forecast in accordance with Section 5.4.9 of the EA Report. <p><u>During Operation Phase:</u></p> <ul style="list-style-type: none"> • The centre management shall encourage reuse and recycling of commercial wastes in line with government policy. The waste management hierarchy shall be adopted by the building management to manage commercial wastes in a sustainable manner. The waste management hierarchy is a concept which shows the desirability of various waste management methods and comprises the following in order of preference: <ul style="list-style-type: none"> ➢ Avoidance. ➢ Minimisation. ➢ Recycling/reuse. • Commercial wastes shall be collected and stored in appropriate waste receptacles with a secure lid to minimise the potential adverse impact due to wind blowing away garbage and to improve hygiene. Recyclable and non-recyclable waste shall be regularly collected by licensed waste collectors and taken off-site for recycling or disposal, respectively.

Enclosure V

Replacement Pages of Revised SIA (Annex 7)

3 SEWERAGE ANALYSIS

3.1 Feasible Options

- 3.1.1 Taking into consideration the Site constraints, provision of portable toilets for collecting the sewage generated from the staff and the floor cleaning by mopping are the most cost-effective and environmentally sound approaches for the Site respectively.

3.2 *Appendix A illustrates a low flush toilet that is available in Hong Kong. Assumptions and Methodology*

- 3.2.1 In order to assess the acceptability of the sewerage impact arising from operation of the Centre, the anticipated sewage generation has been estimated. The numbers of staff on-site are shown in **Table 3-1**.

Table 3-1: Estimated On-site Populations

Population Type	Number of people
Workers (3 shifts in total)	60
Office Staff	20
Total	80

- 3.2.2 Generally most people urinate 4 to 7 times per day^[Ref.#1]. With reference to page 3,081 of the sixth edition of Magill's Medical Guide, published by Salem Press in 2011, human micturition (urination) is around 200ml on average. The flushing volume of water saving flushing water closets is around 6.5ℓ based on the BEAM Plus New Building (Version 2.0) published by BEAM Society.
- 3.2.3 To reduce the volume of flushing water used, toilets with using 1ℓ or less per flush can be used subject to the detailed design (see an example enclosed in **Appendix A**). Nevertheless, 6.5ℓ per flush is adopted as a conservative approach for assessment purpose.
- 3.2.4 Sewage estimation including hand washing for an employee is not available in the latest BEAM Plus New Building (Version 2.0). Hence, the previous version, BEAM Plus New Building (Version 1.2) published by BEAM Society, in which the default assumptions estimate water consumption for non-residential use at 8.3ℓ/min for 10s per hand washing, has been referred.
- 3.2.5 The unit rate of total sewage generation per staff is therefore:
- Unit flow of toilet flushing = 6.5ℓ + 200ml = 6.7ℓ/flush
 - Unit flow of hand washing = 8.3ℓ/min / 60s x 10s = 1.4ℓ/wash
 - Number of urinate per day = 7 times/day
 - Unit flow of sewage from staff = (6.7 ℓ + 1.4 ℓ) x 7 = 56.7ℓ/staff/day (0.0567 m³/staff/day)
- 3.2.6 In addition to the use of low flush toilet as suggested in **paragraph 3.2**, other measures such as waterless urinals (e.g. using "Desert" waterless cubes, which have been used for some projects in Hong Kong) and water-free hand washing (e.g. using antiseptic gels) may be considered. The use of such water-saving approaches will reduce the sewage generation from the staff.
- 3.2.7 Daily floor cleaning by mopping will be provided at the loading / unloading area and loading platform. No jet washing will be applied in the Site. The major wastewater source will be condensation and melted ice which can be easily removed by mopping. Only the area of loading

¹. Shaw, Susan MD, Last Annual Review Date: August 31, 2010 Medical Reviewer, The StayWell Company, 780 Township Line Road, Yardley, PA 19067, (<http://inhealth.about.com/simple-solutions-for-an-overactive-bladder/how-often-should-you-urinate>).

and unloading platform and offices are needed to conduct floor cleaning and the area is approximate 1,600m². The purpose of floor cleaning is to remove condensation and water from melted ice, and maintain hygiene during operation. Besides, limited frequency of flooring cleaning will be conducted (i.e. 1 time/day) resulting in limited wastewater generated due to the flooring cleaning. Therefore, with the consideration of the area need for flooring cleaning, source of pollutants, and frequency, the wastewater generated by mopping will be limited to several cubic metres per day only. As a worst case estimation, the volume of wastewater generated via mopping will be not more 10m³/day.

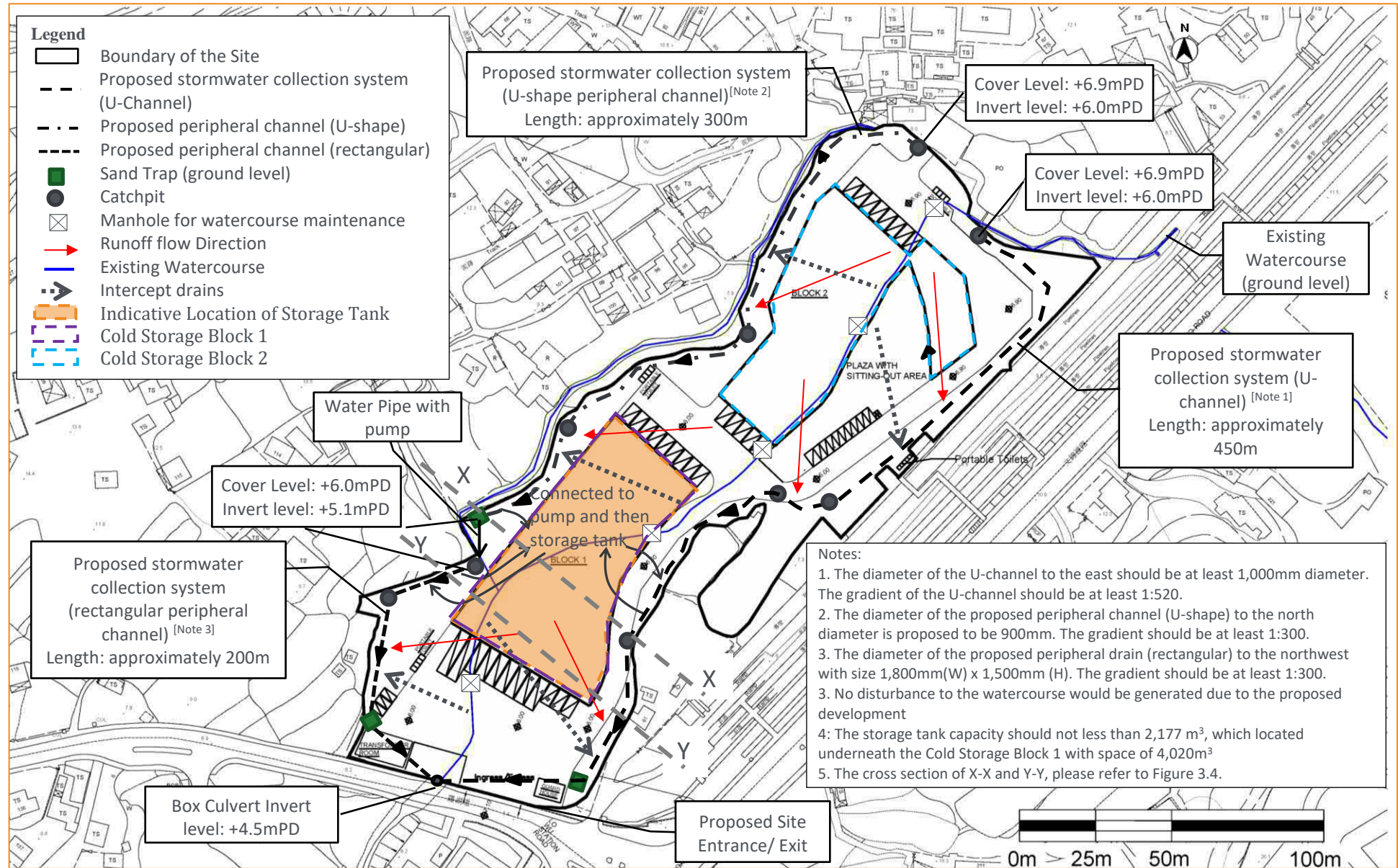
3.3 Results and Discussion

- 3.3.1 The estimated volume of wastewater generated from the toilets will be 4.5m³/day (i.e. 80 persons x 0.0567 m³/day/staff) while the estimated volume of wastewater generated from the floor cleaning will be 10m³/day
- 3.3.2 Therefore, the total daily wastewater generated from the Centre will be approximately 14.5m³/day. The sewage generated from the staff and floor cleaning by mopping will be collected by portable toilets and tankered away for off-site disposal by a licenced collector.
- 3.3.3 With the provision of the portable toilet, no adverse sewerage impact from the Centre is anticipated.

Enclosure VI

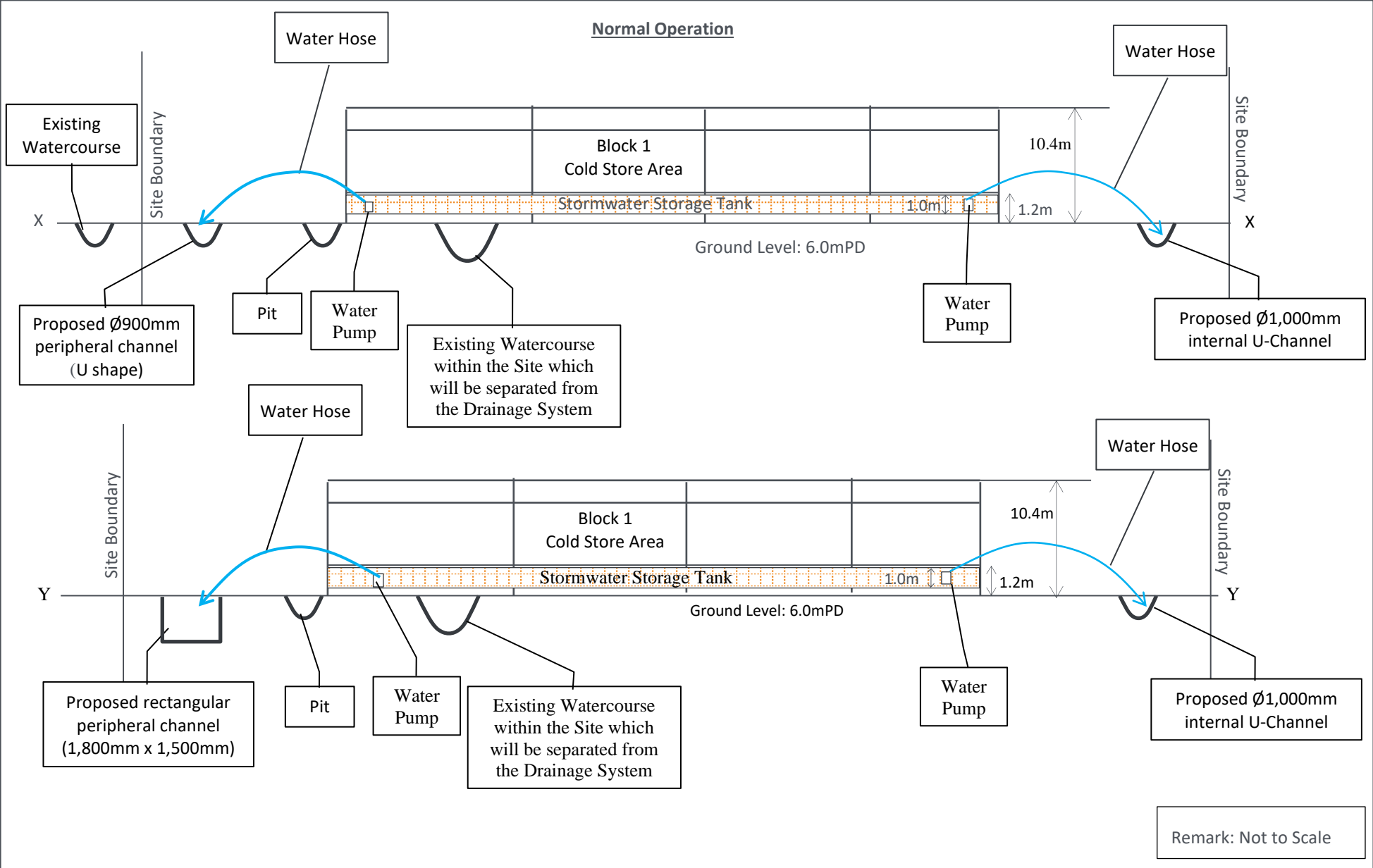
Replacement Pages of Revised DIA (Annex 8)

Figure 3-2: Indicative Proposed Drainage Layout





3-11



D06 – DRAINAGE IMPACT ASSESSMENT REPORT

Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in “Agriculture” Zone for a Period of 3 Years at Various Lots in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, NT
Prepared for Hong Kong Chilled Meat & Poultry Association

SMEC Internal Ref. 7076585
12 May 2021

Enclosure VII

Replacement Pages of Revised EcolA (Annex 9)

1 INTRODUCTION

- 1.1.1 AEC Limited has been invited by Hong Kong Chilled Meat & Poultry Association (the Client) to provide ecological impact assessment for a Section 16 Planning Application for the Proposed Temporary Cold Storage for Poultry and Distribution Centre and Land Filling for Site Formation Works in "Agriculture" Zone for a Period of 3 Years at Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and adjoining Government Land, Man Kam To Road, Sandy Ridge, New Territories.
- 1.1.2 The proposed site for the cold storage at Man Kam To Road has been identified and the site is zoned as Agriculture as per the OZP. The site area is about 2.05 ha. Directly adjacent to the site is the Man Kam To Road and Lo Wu Station Road. The Sandy Ridge hillside is some 100m to the north. The site is currently a mixed agricultural land (including wet marshy areas), a semi-natural watercourse and village areas. The site occupies a large area of wetland and includes species of conservation importance; most importantly the freshwater crab *Somanniathelphusa zanklon*.
- 1.1.3 The objective of this report is to provide a baseline review of the existing habitats and ecological resources and relevant ecological constraints, if any, of the Application Site and the surrounding environment.
- 1.1.4 This report also identifies and assesses the potential direct and indirect ecological impacts arising from the proposed comprehensive development, including but not limited to loss of woodland and/or other types of habitats and potential disturbance to wildlife. Recommendations on ecological mitigation measures to reduce and minimise adverse impacts are also provided in the report where necessary.

4 ECOLOGICAL BASELINE CONDITION

4.1 Description of the Surrounding Environment

- 4.1.1 The Application Site covers an area of about 2.05 ha, and is located directly adjacent to the Man Kam To Road and the Lo Wu Station Road. The Site currently includes a mix of active and abandoned agricultural land, watercourses and village areas between Sandy Ridge Cemetery and Man Kam To Road, next to Lo Wu Station Road. Sandy Ridge hillside is some 100m to the north.
- 4.1.2 The Application Site falls within the "AGR" Zone under the Approved Fu Tei Au and Sha Ling Outline Zoning Plan (OZP) No. S/NE-FTA/16. The planning intention of this zone is to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation of cultivation or other agricultural purposes.
- 4.1.3 The Study Area for the purpose of ecological impact assessment of the project includes all areas within 300m distance from the boundary of the Application Site (see **Figure 1**) and any area likely to be impacted by the proposed development. In this context, 'Application Site' in the report refers to the area within the boundary of the proposed development, whereas 'Study Area' refers to the whole area within the 300m radius.
- 4.1.4 Within the Study Area, to the southeast is a mixture of infrastructure, plantation and the Border District Police Headquarters. To the southwest, a matrix of agricultural land, ponds and watercourse lies next to the East Rail Line and Ng Tung River. Filling of agricultural land has resulted in large areas of wasteland to the southwest of the Application Site. Village houses, agricultural land and orchard lie along the northern boundary of the Application Site.

4.2 Habitats

- 4.2.1 Habitats present within the Application Site and 300m Study Area are listed in **Table 2** below, while a habitat map is provided in **Figure 1** and representative photos are provided in **Appendix 3**. A full list of flora species recorded and the relative abundance within each habitat is provided in **Appendix 1**.

Table 2. Habitats present within the Application Site and Study Area

Habitat	Application Site (ha)	300m Study Area (ha) (excluding Application Site)
Watercourse	0.06 (274.3m)	0.33 (1644.0m)
Pond		0.44
Waste Ground		1.93
Grassland		5.35
Plantation		5.60
Secondary Woodland		5.07
Agricultural Land	1.99	3.11
Developed Area / Village Area	0.01	27.19
Total	2.05	49.1

Notes: figures above are rounded to the nearest decimal place. Hence, figures may not add to the total value.

Watercourses

- 4.2.2 A network of watercourse and drainage ditches flow through the Study Area. Only one watercourse passes through the Application Site. The watercourse that bisects the Application Site passes flows through a 1m x 1m concrete box channel in a broadly northeast to southwest alignment. Water depth is generally low (c. 0.2m deep in the dry season) with a sandy, substrate. There is vegetative

chinensis, *Mangifera indica*) are scattered throughout the Site. This habitat supports very low floristic diversity and is of simple structure.

- 4.2.9 Small areas of active agriculture occur at the southwest limit of the Site, cultivated with *Ipomoea aquatica*, *Ipomoea batatas*, *Lactuca sativa* var. *longifolia* and *Hedychium coronarium* with interspersed trees (*Artocarpus heterophyllus*, *Musa x paradisiaca* and *Syzygium jambos*). This small piece of agricultural land is under active management, with limited colonisation of self-sown herbs (*Ageratum* spp., *Alternanthera sessilis*, *Bidens alba*, *Dracaena sanderiana*, *Kyllinga polyphylla* and *Spilanthes paniculata*).
- 4.2.10 Agricultural land in the wider Study Area is of similar composition made up of both active and abandoned farmland; with some areas, the subject of filling with inert construction waste.
- 4.2.11 A young, undersized tree (i.e. <95mm dbh) of *Aquilaria sinensis* was recorded in the northwest of the Site. *Aquilaria sinensis* is common in lowland areas in Hong Kong (AFCD 2008). However, this species is listed as "Near Threatened" and under State protection (Category II) in China (AFCD 2003) and is classified as "Vulnerable" on the IUCN Red List of Threatened Species (IUCN 2020). The wild population of this species is protected under Cap. 586.

Wasteland

- 4.2.12 Wasteland has been recently formed on previous agricultural land and ponds located to the west of the Application Site, as a result of dumping of construction waste. This habitat supports very low floristic diversity.

Developed Area / Village Area

- 4.2.13 A very small developed area vegetated by planted trees (*Cinnamomum burmannii*, *Pongamia pinnata* and *Callistemon viminalis*) and ornamental shrub (*Schefflera arboricola* 'variegata') was found at the southwestern boundary of the Application Site. This has been heavily maintained as a landscaped feature for amenity purpose.
- 4.2.14 Within the Study Area, this habitat type is composed of village areas, government offices and facilities, open storages, light industry, along with extensive road infrastructure. These habitats are heavily modified and suffer from high levels of disturbance by anthropogenic factors and a low fauna and flora diversity, vegetated by exotic plant species and common self-sown trees and herbs.

4.3 Mammal

Literature Review

- 4.3.1 A record of a single Eurasian Otter from an inactive fishpond to the southwest of Sha Ling was made in January 2009 (Arup 2009). Records of Short-nosed Fruit Bat have been recorded within the Study Area, close to the Sandy Ridge Cemetery (Arup 2016). Scats of East Asian Porcupine and Leopard Cat have also been recorded in the grassland behind the Cemetery (Arup 2016).

Survey Results

- 4.3.2 The only terrestrial mammal species recorded were Domestic Ox and Domestic Dog; both were from the Study Area. Within the Application Site, no mammals were recorded. Bats were recorded in low

Table 9. Ecological evaluation of plantation

Criteria	Plantation
Naturalness	Planted for amenity and visual purposes. Dominated by exotic species.
Size	Small
Diversity	Low flora and fauna diversity
Rarity	Very common habitat in Hong Kong. No rare species recorded.
Re-creatability	Readily re-created
Fragmentation	Highly fragmented by developed area and roads
Ecological linkage	No significant linkages with habitats of ecological significance
Potential Value	Limited potential due to disturbance and high proportion of exotic species
Nursery/ breeding ground	Not known
Age	Not known
Abundance/ richness of wildlife	Low
Ecological Value	LOW

Table 10. Ecological evaluation of secondary woodland

Criteria	Secondary Woodland
Naturalness	Semi- natural habitat with human disturbance.
Size	Small size in Study Area. Not present in Application Site.
Diversity	Low to moderate floral diversity but low faunal diversity.
Rarity	Very common habitat in Hong Kong. No rare species present.
Re-creatability	Can be created by planting native species and appropriate management but many years required to mature to secondary woodland
Fragmentation	Highly fragmented
Ecological linkage	No significant linkages
Potential Value	Limited potential for increase in habitat value
Nursery/ breeding ground	Not known
Age	Not known
Abundance/ richness of wildlife	Low
Ecological Value	LOW TO MODERATE

Table 11. Ecological evaluation of developed area / village area

Criteria	Developed Area / Village Area
Naturalness	Entirely man- made
Size	Large within the Application Site but small in Hong Kong context.
Diversity	Very low
Rarity	Very common habitat in Hong Kong. No rare species recorded.
Re-creatability	Readily re-created
Fragmentation	None
Ecological linkage	No significant linkages with other habitats of ecological importance
Potential Value	Low
Nursery/ breeding ground	Not known
Age	Not known
Abundance/ richness of wildlife	Very low
Ecological Value	NEGLIGIBLE

6.3 Direct Impacts on Habitats

6.3.1 Evaluations of direct impacts of habitat loss in the absence of mitigation are provided for semi-natural and natural habitats in the following tables.

Table 15. *Habitat loss resulted from the proposed application*

Habitat	Area (ha)	Ecological Value
Watercourse	0.06 (274.34m)	Low to moderate
Agricultural Land	1.99	Low to moderate
Developed Area / Village Area	0.01	Negligible

Table 16. *Direct ecological impacts to Watercourse in the absence of mitigation measures*

Criteria	Impact to Watercourse (direct impact from decking over of the elevated platform above)
Habitat Quality	Low to moderate
Species	Low floral and fauna diversity
Size/Abundance	Small area within the Application Site, very small in HK context. Low faunal abundance.
Duration	Temporary (3 years only)
Reversibility	Reversible
Magnitude	Small as no physical damage or alteration would be made to the watercourse
Impact Severity	LOW

Table 17. *Direct ecological impacts to Agricultural Land in the absence of mitigation measures*

Criteria	Impact to Agricultural Land (direct impact from filling and decking over of the elevated platform above)
Habitat Quality	Low to moderate
Species	Low floral and fauna diversity. Four species of conservation importance (<i>Aquilaria sinensis</i> , Metallic Cerulean, Grass Demon and <i>S. zanklon</i>) recorded but in very low abundance.
Size/Abundance	Small size; low floral and faunal abundance.
Duration	Temporary (3 years only)
Reversibility	Reversible
Magnitude	Moderate as the existing habitat would be completely lost
Impact Severity	LOW

6.4 Direct Impacts on Floral Species of Conservation Importance

6.4.1 Direct impacts to flora species of conservation importance would come from vegetation clearance and site preparation works.

6.4.2 Floral species of conservation importance within the Application Site is limited to a single *Aquilaria sinensis* seedling.

Table 18. *Potential direct ecological impacts on plant specimens in the absence of mitigation measures*

Criteria	<i>Aquilaria sinensis</i>
Habitat Quality	Habitat where <i>Aquilaria sinensis</i> has been recorded is of low to moderate value
Species	Protected under Cap. 586 but common in Hong Kong
Size/Abundance	A single seedling within Application Site
Duration	Direct impact would be permanent without mitigation measures
Reversibility	Damage by site clearance may be irreversible but remediation is possible
Magnitude	Low as the area does not support significant populations of this species
Impact Severity	LOW

6.5 Direct Impacts on Fauna Species of Conservation Importance

- 6.5.1 Assessment is provided in Table below for faunal species of conservation concern which occur within the Application Site and may be subject to direct impacts. Direct impact will arise as direct mortality resulted from vegetation clearance and site preparation works.
- 6.5.2 Fauna species of conservation concern within the Application Site include butterflies Grass Demon and Metallic Cerulean, and the freshwater crab *Somanniathelphusa zanklon*.

Table 19. Potential direct ecological impacts on fauna species in the absence of mitigation measures

Criteria	Direct Impacts on Fauna Species of Conservation Concern
Habitat Quality	Low to moderate
Species	Two butterfly species (Grass Demon and Metallic Cerulean) and one freshwater crab species (<i>Somanniathelphusa zanklon</i>)
Size/Abundance	Very low abundance recorded
Duration	Habitat loss would be reversible
Reversibility	Irreversible but remediation possible
Magnitude	Generally low as the species are mobile
Impact Severity	LOW for the butterfly species; LOW TO MODERATE for the crab <i>Somanniathelphusa zanklon</i>

6.6 Indirect Impacts on nearby Habitats/Wildlife and Water Quality

- 6.6.1 During the construction phase, surface run-off containing lubricants, chemicals and pollutants, might be generated in the absence of mitigation measures, affecting watercourses downstream of the Application Site boundary. Construction run-off is potentially destructive to aquatic communities. Construction works would also generate noise, vibration, air pollution such as dust and other emission, as well as human disturbances such as increase traffic.
- 6.6.2 In the operation phase, since the proposed centre is only a cold storage for frozen poultry, the meat unloaded from the lorry will be delivered to cold storage immediately. Hence, no leakage of oil or pollutant is anticipated. The major source of sewage and wastewater during operation phase would be sewage and grey water. Dust, tyre scraps, oil, etc. might also be washed from road surface, proposed footpath and/or open areas into watercourses.
- 6.6.3 During the operation phase, the sewage generated from the staff will be collected by portable toilets and tankered away for offsite disposal. For wastewater generated from floor cleaning, given the low volume of wastewater generated, it will be removed either by mopping or disposal into the portable toilets. Run-off from site will be collected via the proposed internal drainage system (parameter drain and internal u-channels).
- 6.6.4 There will not be any connection between the proposed drainage system and any existing watercourses in the upstream sections. The internal drainage system will be connected to the existing water channel only at the proposed outfall at the downstream location at the southwestern boundary of the Site, with sand trap and oil interceptor installed. No diversion of any existing watercourses is proposed, hence, there will not be any impact to hydrology.
- 6.6.5 An increase in human activities during the operation phase could also cause indirect impacts to the nearby habitats and their associated fauna. The presence of human and their disturbance (e.g. noise, traffic and waste) may result in a reduction in wildlife density within the habitat.

Enclosure VI

Replacement Pages of Revised Tree Preservation and Landscaping Proposal (Annex 10)

3.0 The Proposed Development

- 3.1 The development proposal comprises two 2-storey Cold Stores, one 1-storey Transformer Room, one 1-storey guard house, loading bays, parking lots, emergency vehicular access (EVA), access footpath and periphery planting areas. Drawings of proposed development could be referred to building plans in planning application and the development schedule is shown as follows:

Table 1.0 Schedule of Accommodation

Site Area	About 20,505.90m ²
No. of Structure(s)	4
Height of Structures	3m – 10.4m
Total Gross Floor Area <i>Block 1 (Cold Store + Office)</i> <i>Block 2 (Cold Store + Office)</i> <i>Transformer Room</i> <i>Guard House</i>	12,736 m ² 6,700 m ² 5,850 m ² About 180 m ² (Exempted from GFA calculation) About 6 m ² (Building Height: 3m)
Plot Ratio	0.621
Site Coverage	31.51%
No. of Loading/Unloading Bays Light Goods Vehicles (LGVs) Heavy Goods Vehicles (HGVs) Container Vehicles	25 7 2
No. of Parking Spaces Private Car Parking Spaces Motorcycle Parking Space	Total 15 13 (including 1 disabled carparking space) 2

- 3.2 The vehicular road and footpath connect from the Lo Wu Station Road at +6.20mPD to the central part of the proposed development at +6.10mPD. The formation level of the site follows the local topography in order to minimize the extent of site formation works. The ground floor level of the proposed structures are slightly elevated 1.5m from ground in order to avoid flooding. As the ground level needs to be recontoured and some of the vegetation would be affected by the site formation work. The detailed tree assessment shall refer to the Para 4.0 below.
- 3.3 The building layout has been overlaid on the Tree Survey Plan in **Appendix I** to illustrate the impact of the development on existing vegetation.

Integration of the Proposed Development with the Surrounding Landscape

- 5.1.3 The buildings and associated vehicular access are strategically located at central portion of the Site. There are peripheral planting areas along the east, north and west boundary for preservation of existing trees, transplanted trees and new tree planting. This will help create a soft planted edge along the Site enhancing its interface with the surrounding natural context to blend more with the naturalistic vegetation.
- 5.1.4 The Site is surrounded by existing open storages, temporary structures, workshops, villages and road corridors which creates visual and noise impact to the Development. Metal mesh fence (**2.5m** high) and noise barriers (**4.0m to 7.8m** high) will compose of solid walls at base (**2.5m** high) and transparent panels on top are proposed along the Site boundary. The use of transparent panels on top is intended to alleviate the visual impact of the fence walls/ noise barriers. Besides, as the transparent panels may appear invisible to birds or mirrors the facing landscape, mitigation measures, such as using non-glaring and tinted materials, putting falcon stickers on the transparent panels to minimize bird collision due to fence walls/ noise barriers.
- 5.1.5 Landscape treatment is proposed on fence walls/ noise barriers in order to alleviate their visual intrusion. Screen planting beds ranging from **2.0m to 20.0m** wide are proposed at the outer sides of the fence walls and noise barriers. They will accommodate adequate growing medium for provision of ornamental trees, shrubs, groundcover and climbing plants and will provide a natural transition between the Development and its surrounding environment. Planting will be primary evergreen in nature. Access doors are proposed at regular intervals of the fence walls/ noise barriers as the maintenance access of these proposed planting. Besides, training system is proposed on the continuous solid wall (**2.5m**) along boundary wall and base of noise barriers for the climbing plants which vertical green wall will be established in order to soften the hard lines of these barriers. Please refer to the typical section of noise barrier and fence wall, dwg. No. **LD103 and LD104 in Appendix II**.
- 5.1.6 It is important to mention that the disposition of the proposed building and vehicular access via Lo Wu Station Road have been carefully investigated in order to minimize the disturbance on trees. As a consequence, **101** of total **244** surveyed trees, (i.e. **41.39%**) will be retained. Together with a total **352** of newly planted trees are proposed, conscious green design will provide greening to further enhance the overall appearance and visual quality of the development. All the retained trees, transplanted trees and proposed trees within Application Site Boundary will all be maintained by the **Applicant** of the development.

Planting Design

- 5.1.7 Majority of proposed plantings will be planted at the periphery of the Site. This will also help in promote a tranquil and harmonic environment to the users. The refined paving and selection of plant combination enrich the colour complexity and visual gradation of the development.
- 5.1.8 Where practicable, heavy standard trees, medium shrubs and foliage plants are proposed. These soft landscape measures will ensure that the hard lines of the built form to be visually softened. The use of planting in heavy standard size would provide a more instant greening effect. Drawings showing the soft landscape treatment such as trees, shrubs, groundcovers and climbing plants shall refer to planting plan in **Appendix III**.

5.2 Soil Depth and Drainage for Planting

The requirement of soil depth is directly related to the planting design and its associated loading requirement upon structure. In general, the soil depth provided, with all drainage layers, water-proofing and protective screening exclusive is listed below:

Table 4.0 Planting Medium (Soil Depth)

Planting Type	Soil Depth (Minimum)
Tree/ Palm tree	1200mm
Shrub/ Climber	600mm
Groundcover/ Turf	300mm

All Planting areas on slab shall be provided with sub-soil drainage system with drainage cell with filter layer.

5.3 Common Greenery Provision

- 5.3.1 Total **6,666.0 m²** planting area will be provided at at-grade planting area within the Application Site Boundary (total site area: **20,505.90 m²**) and the greening ratio of this project is approx. **32.51%**. Please refer to the Greenery Calculation in **Appendix V**.

5.4 Irrigation

The proposed irrigation system will be by tap water pipe for manual operation. Lockable water points will be provided at 40m centres covering the entire site. The proposed source of water supply is subject to final approval from the Water Services Department.

5.5 Future Maintenance

Soft Landscape Element

- 5.5.1 For the development, the softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the first year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures are in a healthy condition prior to the finished scheme being handed back to the Applicant.

7.0 Proposal for Tree Preservation

- 7.1 In this project, **244** nos. of trees were identified within and adjoining outside the Application Site Boundary. Total **101** nos. of existing trees including **42** nos. of trees within and **59** nos. of trees outside the Application Site Boundary are preserved and protected on site. The following measures should be undertaken:
- 7.1.1 In order to determine the impact to the existing vegetation by the proposed development, a full Tree Felling Application in accordance with LAO Practice Note No. 7/2020 "Tree Preservation and Tree Removal Application for Building Development in Private Projects Compliance of Tree Preservation Clause under Lease" should be undertaken and submitted to the relevant Government departments for approval.
- 7.1.2 Retention of all trees where possible. It is proposed that unaffected trees are to be retained on site due to their amenity and conservation value. The contractor will need to be made aware of the need to minimize the encroachment of the construction works on the trees, so as to minimize the impact on them. The area under the drip line of the tree canopy will be fenced by 1.2m high temporary protective fencing during construction stage. Besides, all provisions for tree preservation and protection measures of retained trees should follow the details in Section 25 – Landscape Work in the General Specification for Building (2017).
- 7.1.3 The softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the **first** year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures within lot boundary and at open space are in a healthy condition prior to the finished scheme being handed back to the **Applicant**. The maintenance schedule for soft landscape works has been included in **Appendix VI**.
- 7.1.4 During the construction and operation period, the **Applicant** should be responsible to undertake vegetation maintenance and tree risk assessment in accordance with the Handbook on Tree Management (HTM) by DEVB. Besides, the **Applicant** shall maintain all the preserved trees, proposed trees, shrubs, groundcovers and lawn in healthy conditions.

SITE BOUNDARY

TREE TO BE RETAINED
(OUTSIDE APPLICATION SITE BOUNDARY)

EXISTING TREE TO BE TRANSPLANTED
(WITHIN APPLICATION SITE BOUNDARY)

PROPOSED HEAVY STANDARD TREE

PROPOSED SHRUBS AND GROUNDCOVER

PROPOSED LAWN

PROPOSED GRASS PAVER

PROPOSED LEVEL

PROPOSED PAVING

PROPOSED SEAT BENCH
(ALONG FOOTPATH)

NOISE BARRIER

2.5M HIGH METAL MESH

Direct Transplantation of affected Trees to undisturbed Areas to enhance the survival rate of the trees after transplantation

Screen Plantation to provide Fluid Transition between the Proposed Development and the adjoining Area

Ground Box—
(Indicative)

PROJECT :
PROPOSED TEMPORARY COLD STORAGE
FOR POULTRY AND DISTRIBUTION CENTRE
AND LAND FILLING FOR SITE FORMATION
WORKS IN "AGRICULTURE" ZONE FOR A
PERIOD OF 3 YEARS AT VARIOUS LOTS
IN D.D. 89 AND ADJOINING GOVERNMENT
LAND, MAN KAM TO ROAD,
SANDY RIDGE, NEW TERRITORIES

DRAWING TITLE :
LANDSCAPE MASTER PLAN

PROJECT No. C1815

DRAWING No. LMP01

SCALE : 1:800(A3) 1:1600(A4)

DATE OF ISSUE : JULY 2020

CAD FILENAME : C1815-LMP01

C	GENERAL AMENDMENT	18/05/21
B	GENERAL AMENDMENT	23/03/21
A	GENERAL AMENDMENT	04/03/21

REV	DESCRIPTION	DATE
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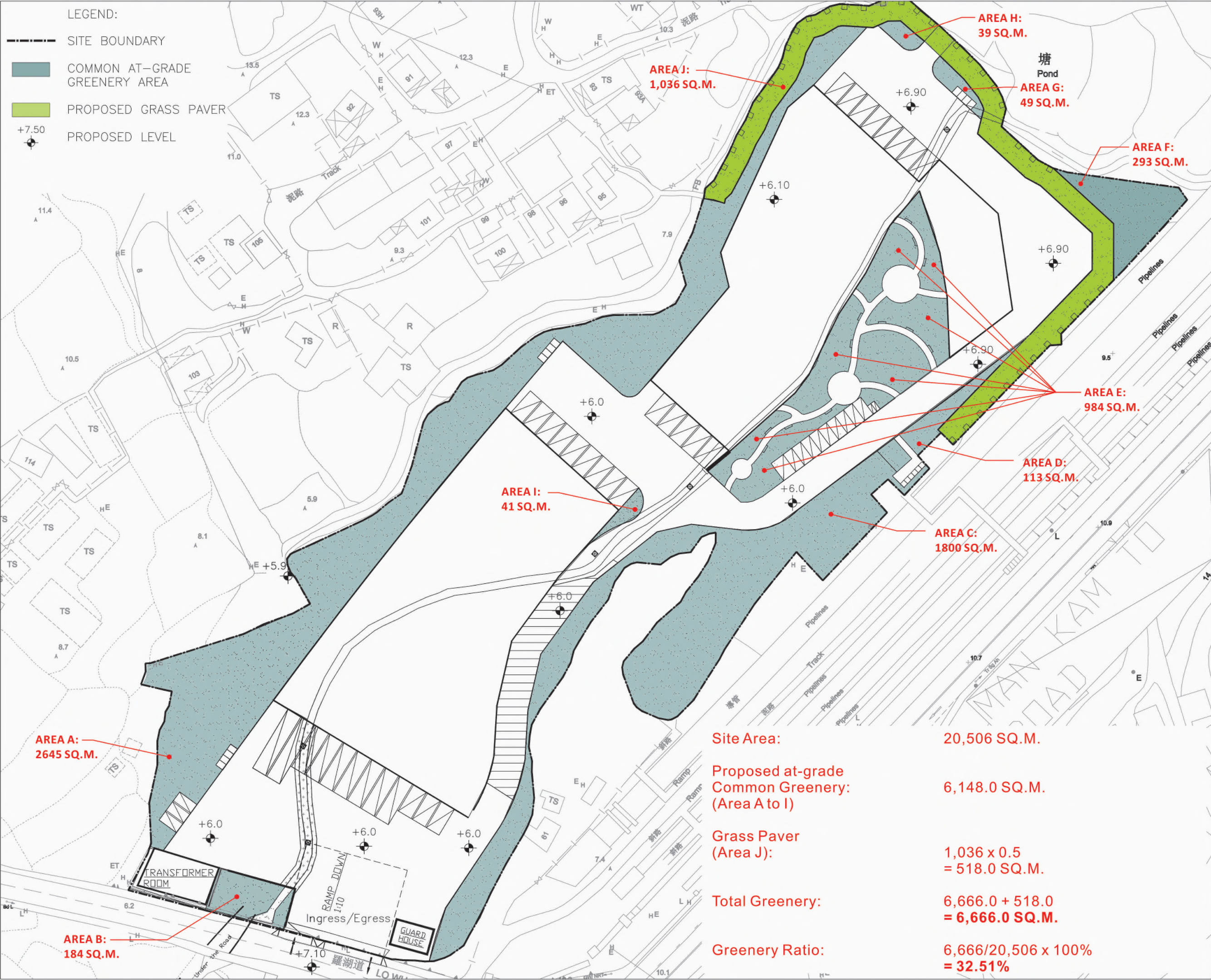
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LEGEND:

- SITE BOUNDARY
- COMMON AT-GRADE GREENERY AREA
- PROPOSED GRASS PAVER
- +7.50 PROPOSED LEVEL

AREA A:
2645 SQ.M.

AREA B:
184 SQ.M.

AREA I:
41 SQ.M.

AREA J:
1,036 SQ.M.

AREA C:
1800 SQ.M.

AREA D:
113 SQ.M.

AREA E:
984 SQ.M.

AREA G:
49 SQ.M.

AREA F:
293 SQ.M.

AREA H:
39 SQ.M.

Site Area: 20,506 SQ.M.

Proposed at-grade
Common Greenery:
(Area A to I) 6,148.0 SQ.M.

Grass Paver
(Area J): 1,036 x 0.5
= 518.0 SQ.M.

Total Greenery: 6,666.0 + 518.0
= 6,666.0 SQ.M.

Greenery Ratio: 6,666/20,506 x 100%
= 32.51%

PROJECT :
PROPOSED TEMPORARY COLD STORAGE
FOR POULTRY AND DISTRIBUTION CENTRE
AND LAND FILLING FOR SITE FORMATION
WORKS IN "AGRICULTURE" ZONE FOR A
PERIOD OF 3 YEARS AT VARIOUS LOTS
IN D.D. 89 AND ADJOINING GOVERNMENT
LAND, MAN KAM TO ROAD,
SANDY RIDGE, NEW TERRITORIES

DRAWING TITLE :
GREENERY CALCULATION

PROJECT No. C1815

DRAWING No. GC01

SCALE : 1:800(A3) 1:1600(A4)

DATE OF ISSUE : JULY 2020

CAD FILENAME : C1815-GC01

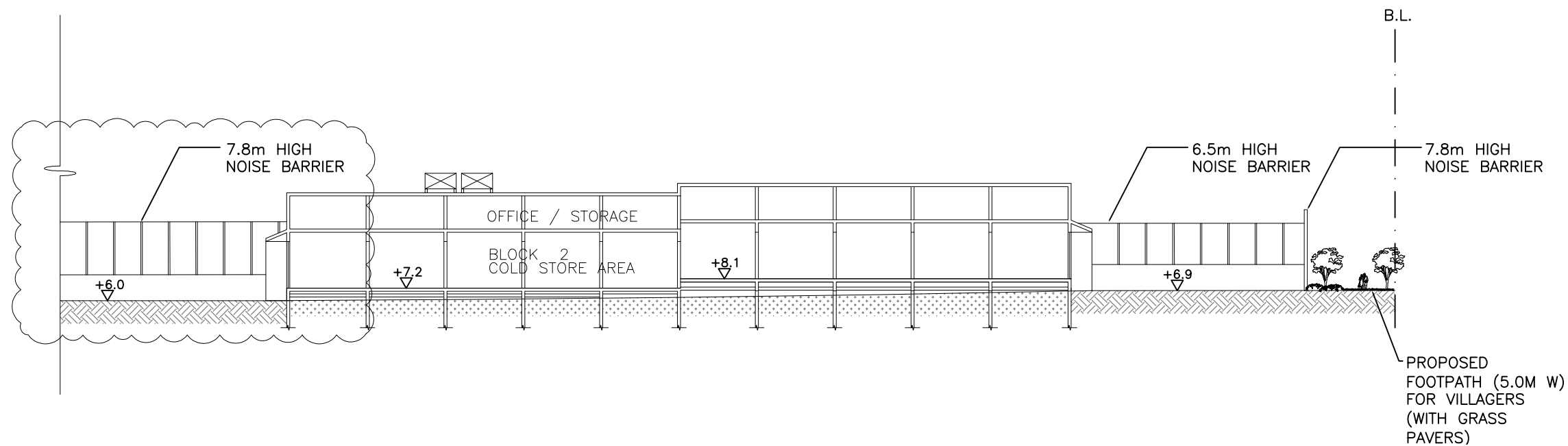
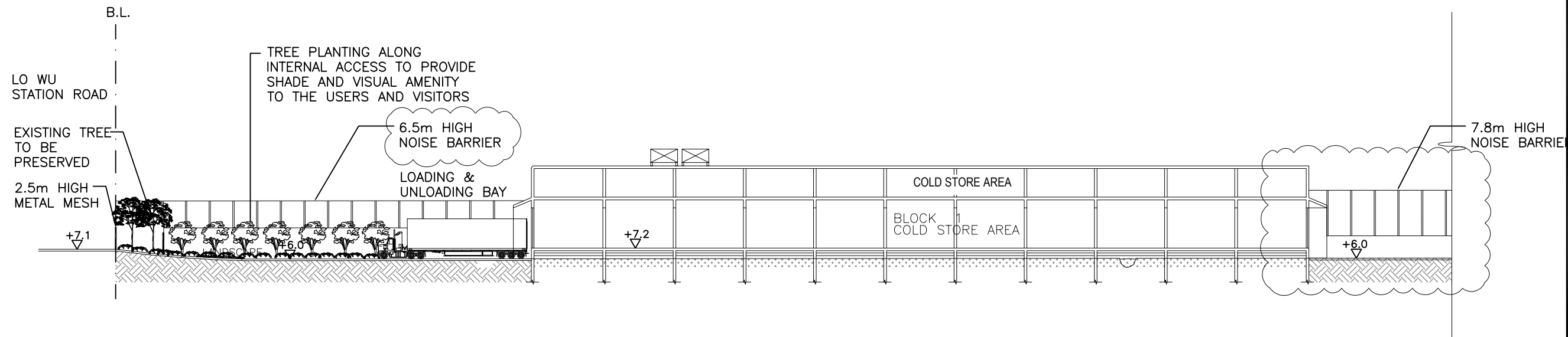
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PROJECT :
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LAND, MAN KAM TO ROAD,
SANDY RIDGE, NEW TERRITORIES

DRAWING TITLE :
LANDSCAPE SECTION

PROJECT No. C1815

DRAWING No. LD101

SCALE : 1:500(A3) 1:1000(A4)

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CAD FILENAME : C1815-LD101

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LAND, MAN KAM TO ROAD,
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DRAWING TITLE :
LANDSCAPE SECTION

PROJECT No. C1815

DRAWING No. LD102

SCALE : 1:250(A3) 1:500(A4)

DATE OF ISSUE : JULY 2020

CAD FILENAME : C1815-LD102

C	GENERAL AMENDMENT	18/05/21
B	GENERAL AMENDMENT	23/03/21
A	GENERAL AMENDMENT	04/03/21

REV	DESCRIPTION	DATE
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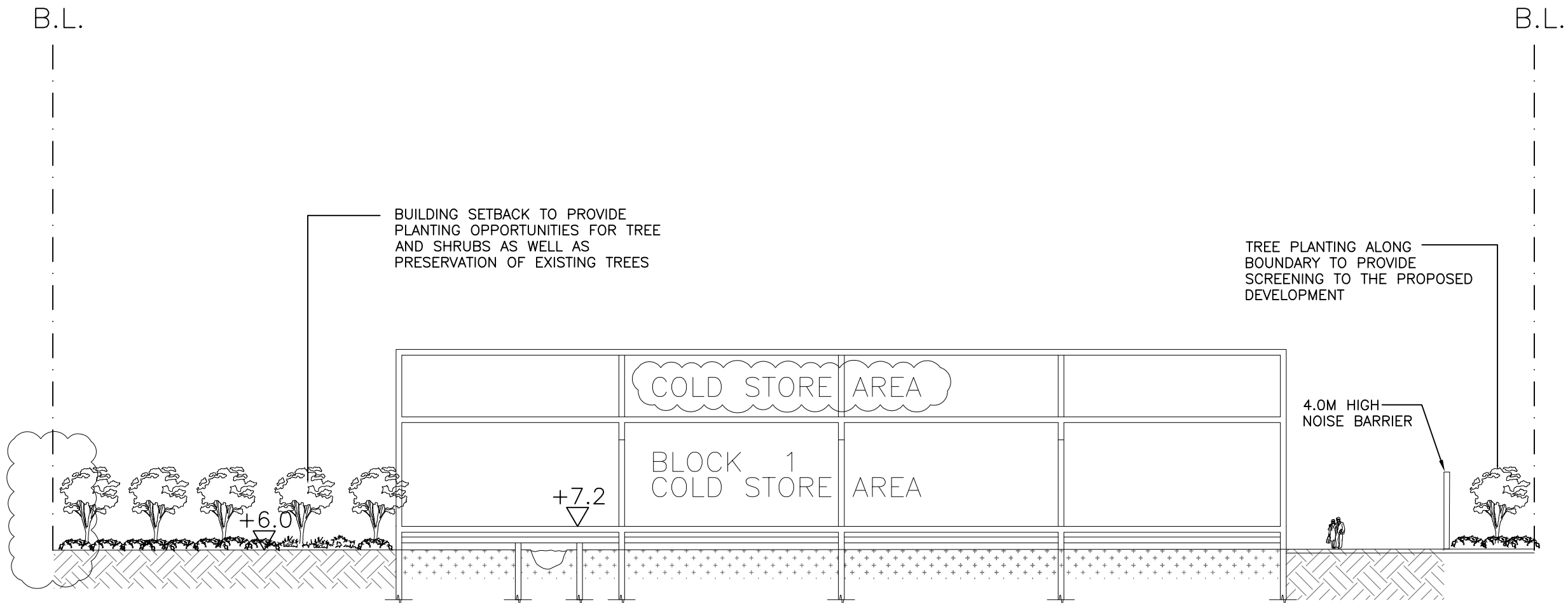
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電話: 2868 0980
傳真: 2868 2203



就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 201229-144250-91583

提交限期
Deadline for submission: 19/01/2021

提交日期及時間
Date and time of submission: 29/12/2020 14:42:50

有關的規劃申請編號
The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱
Name of person making this comment: 先生 Mr. Lee

意見詳情
Details of the Comment :

本人表示支持有關申請，現階段冰鮮禽肉市面上來貨安全問題成社會熱門話題。最近不少傳媒播放相關新聞，在食物安全的大前提本人表示上述有關申請可考慮，另外又可以提供就業機會，振興經濟，促盡社會繁榮

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-145204-60319

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 14:52:04

有關的規劃申請編號

The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 李章安

意見詳情

Details of the Comment :

本人表示支持有關申請，現階段冰鮮禽肉市面上來貨安全問題成社會熱門話題。最近不少傳媒播放相關新聞，在食物安全的大前提本人表示上述有關申請可考慮。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 201229-150245-89383

提交限期
Deadline for submission: 19/01/2021

提交日期及時間
Date and time of submission: 29/12/2020 15:02:45

有關的規劃申請編號
The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱
Name of person making this comment: 先生 Mr. Law yiu ming

意見詳情
Details of the Comment :

你好，我們曾經多次被食物環境衛生署檢控，當局一直以來並沒有一個合法的場地供本行業使用，導致買雞好似買白粉。支持有關申請

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-151328-85372

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 15:13:28

有關的規劃申請編號

The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Ng

意見詳情

Details of the Comment :

1. 本人表示支持有關申請，現階段冰鮮禽肉市面上來貨安全問題成社會熱門話題。最近不少傳媒播放相關新聞，在食物安全的大前提本人表示上述有關申請可考慮
2. 雖然上述地段現階段為農業用途但長遠2030計劃將有關地段改或為物流中心。故此亦配合有關政府的政策值得考慮
3. 一直以來我們這行業並沒有一個合法的倉庫，咁多年來一直被食環署檢控。如果有呢個倉庫就會唔使俾人成日檢控，本人曾經被刑事檢控，支持這個申請
4. 本人為附近居民，新申請帶來就業，如果批准我都會嘗試在這個地點找工作。
5. 我們為同業，一直以來政府並未立法規範化有關食品安全。如這個申請獲批准可以保障香港市民食物來源安全。
6. 我們曾經多次被食物環境衛生署檢控，當局一直以來並沒有一個合法的場地供本行業使用，導致買雞好似買白粉。支持有關申請

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

201229-151725-19533

Reference Number:

提交限期

19/01/2021

Deadline for submission:

提交日期及時間

29/12/2020 15:17:25

Date and time of submission:

有關的規劃申請編號

A/NE-FTA/201

The application no. to which the comment relates:

「提意見人」姓名/名稱

先生 Mr. Yu Yik sum

Name of person making this comment:

意見詳情

Details of the Comment :

1. 本人表示支持有關申請，現階段冰鮮禽肉市面上來貨安全問題成社會熱門話題。最近不少傳媒播放相關新聞，在食物安全的大前提本人表示上述有關申請可考慮
2. 雖然上述地段現階段為農業用途但長遠2030計劃將有關地段改或為物流中心。故此亦配合有關政府的政策值得考慮
3. 一直以來我們這行業並沒有一個合法的倉庫，咁多年來一直被食環署檢控。如果有呢個倉庫就會唔使俾人成日檢控，本人曾經被刑事檢控，支持這個申請
4. 本人為附近居民，新申請帶來就業，如果批准我都會嘗試在這個地點找工作。
5. 我們為同業，一直以來政府並未立法規範化有關食品安全。如這個申請獲批准可以保障香港市民食物來源安全。
6. 我們曾經多次被食物環境衛生署檢控，當局一直以來並沒有一個合法的場地供本行業使用，導致買雞好似買白粉。支持有關申請

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-152819-33177

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 15:28:19

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Billy

意見詳情

Details of the Comment :

一直以來我們這行業並沒有一個合法的倉庫，咁多年來一直被食環署檢控。如果有呢個倉庫就會唔使俾人成日檢控，本人曾經被刑事檢控，支持這個申請

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 201229-155737-71048

提交限期
Deadline for submission: 19/01/2021

提交日期及時間
Date and time of submission: 29/12/2020 15:57:37

有關的規劃申請編號
The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱
Name of person making this comment: Kwan Man Yu

意見詳情
Details of the Comment :

1. 本人表示支持有關申請，現階段冰鮮禽肉市面上來貨安全問題成社會熱門話題。最近不少傳媒播放相關新聞，在食物安全的大前提本人表示上述有關申請可考慮
2. 雖然上述地段現階段為農業用途但長遠2030計劃將有關地段改或為物流中心。故此亦配合有關政府的政策值得考慮
3. 一直以來我們這行業並沒有一個合法的倉庫，咁多年來一直被食環署檢控。如果有呢個倉庫就會唔使俾人成日檢控，本人曾經被刑事檢控，支持這個申請
4. 本人為附近居民，新申請帶來就業，如果批准我都會嘗試在這個地點找工作。
5. 我們為同業，一直以來政府並未立法規範化有關食品安全。如這個申請獲批准可以保障香港市民食物來源安全。
6. 我們曾經多次被食物環境衛生署檢控，當局一直以來並沒有一個合法的場地供本行業使用，導致買雞好似買白粉。支持有關申請

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-160237-06369

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 16:02:37

有關的規劃申請編號

The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 李言騫

意見詳情

Details of the Comment :

本人非常支持有關申請，現階段冰鮮禽肉市面上來貨安全問題成社會熱門話題，我認為食物安全至為重要。最近不少傳媒播放相關新聞，在食物安全的大前提本人表示上述有關申請應該支持。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-160848-29703

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 16:08:48

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss 王倩茵

意見詳情

Details of the Comment :

豬肉價格高企，供應不穩定，如果連冰鮮雞都冇得食，又要食貴價活雞。
而家經濟已經差，邊有咁多錢食活雞呀！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-161227-60765

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 16:12:27

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Joyce Wong

意見詳情

Details of the Comment :

發展農地改或香港人民生所需要的冰鮮倉庫，與改或農地興建公屋同樣重要，為民生出力是政府的責任，本人非常支持。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-161556-65857

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 16:15:56

有關的規劃申請編號

The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Joy Li

意見詳情

Details of the Comment :

本人表示支持上述申請，申請交通鄰近文錦渡關口，大型車輛無需進入市區，本人為運輸界，此舉得以舒緩市區交通我們亦無需進入市區，減輕市區交通擠塞的情形。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-161948-84856

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 16:19:48

有關的規劃申請編號

The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Adrian Li

意見詳情

Details of the Comment :

我非常支持申請，關乎香港民生事務，衣食住行的其中一樣，食物是十分重要的，事不宜遲，政府必須批准。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-162444-79669

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 16:24:44

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Yan Wong

意見詳情

Details of the Comment :

雖然上述地段現階段為農業用途，但長遠2030計劃將有關地段改或為物流中心。故此這計劃亦配合有關政府的政策，因此政府值得考慮及支持。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

201229-163127-78024

Reference Number:

提交限期

19/01/2021

Deadline for submission:

提交日期及時間

29/12/2020 16:31:27

Date and time of submission:

有關的規劃申請編號

A/NE-FTA/201

The application no. to which the comment relates:

「提意見人」姓名/名稱

先生 Mr. 曾健朗

Name of person making this comment:

意見詳情

Details of the Comment :

本人非常支持有關申請，有鑒於本地農場及家禽飼養業日漸式微，本地對冰鮮肉類需求日增是不容置疑的。但本港卻缺少合法且衛生儲存冰鮮肉類的倉庫，所以香港市民對冰鮮肉類的品質及來源始終抱有懷疑態度，亦有市民或商舖會因為價錢比市價便宜而從一些無良商人購買一些來源不明及品質差劣的冰鮮肉類導致食用後身體健康出現問題，所以本人藉著支持此申請來建議香港政府可考慮由協助建設冰鮮肉類倉庫來規管冰鮮肉類來源及儲存品質，方可另市民安心選購及放心食用。而且香港因疫情影響下經濟及就業率下降，如香港多建設大型冰鮮肉類儲存庫方可提供數量不少的就由機會，亦算是在疫情逆境下一點點少幫助。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-165035-13444

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 16:50:35

有關的規劃申請編號

The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Chow Siu Pong

意見詳情

Details of the Comment :

雖然上述地段現階段為農業用途但長遠2030計劃將有關地段改或為物流中心。故此亦配合有關政府的政策值得考慮。

一直以來我們這行業並沒有一個合法的倉庫，咁多年來一直被食環署檢控。如果有呢個倉庫就會唔使俾人成日檢控，本人曾經被刑事檢控，支持這個申請

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-165734-29163

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 16:57:34

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. NG SHIU FAI

意見詳情

Details of the Comment :

一直以來我們這行業並沒有一個合法的倉庫，咁多年來一直被食環署檢控。如果有呢個倉庫就會唔使俾人成日檢控，本人曾經被刑事檢控，支持這個申請

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 201229-172412-72326

提交限期
Deadline for submission: 19/01/2021

提交日期及時間
Date and time of submission: 29/12/2020 17:24:12

有關的規劃申請編號
The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱
Name of person making this comment: 先生 Mr. Chu ka man

意見詳情
Details of the Comment :

我認為應該盡快批出牌照，可讓新界區市民有更多更好的冷倉存放地方可令大眾安心因運輸時間方面的質素，令各香港人都有更大受惠。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 201229-174045-59470

提交限期
Deadline for submission: 19/01/2021

提交日期及時間
Date and time of submission: 29/12/2020 17:40:45

有關的規劃申請編號
The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱
Name of person making this comment: 先生 Mr. lee

意見詳情
Details of the Comment :

本人表示支持有關申請，現階段冰鮮禽肉市面上來貨安全問題成社會熱門話題。最近不少傳媒播放相關新聞，在食物安全的大前提本人表示上述有關申請可考慮。雖然上述地段現階段為農業用途但長遠2030計劃將有關地段改或為物流中心。故此亦配合有關政府的政策值得考慮。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-174637-16781

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 17:46:37

有關的規劃申請編號

The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. yau ki hong

意見詳情

Details of the Comment :

本人就上述申請提出意見如下

就該上述申請為冰鮮禽肉貨倉用途有以下意見，本港一向缺乏冰鮮禽肉倉庫及儲存問題，令業界沒有規範的營運而導致食品上安全有重大風險，而令一般市民於購買冰鮮禽肉食用時也有好大影響，而將上述地點改為物流中心本人覺得亦能配合行業發展從而令市民得益及可行，雖然上述地點現階段為農業用途但長遠計劃改為物流中心或貨倉其實亦配合有關政府嘅政策之發展大方向，亦相信如果變用途後，也令該區就業職位上有大幅增長而令周邊市民大大提供就業機會，而很多本區居民也不用跨區上班減少交通時數，甚為有益，而冰鮮禽肉食用衛生安全一向是香港人十分關注嘅事項，相信建立一個有系統而安全嘅倉庫物流中心去營運冰鮮禽肉，對於營運商及市民是一大喜訊，望局方能慎重考慮而作出合適的決策

本人就該上述之申請是十分贊同及支持。

感謝

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號
Reference Number: 201229-183716-19469

提交限期
Deadline for submission: 19/01/2021

提交日期及時間
Date and time of submission: 29/12/2020 18:37:16

有關的規劃申請編號
The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱
Name of person making this comment: 先生 Mr. 梁鎮雄

意見詳情
Details of the Comment :

本人表示支持有關申請，市面上冰鮮禽肉來貨安全問題成社會熱門話題。最近不少傳媒播放相關新聞，大量走私冰鮮家禽及肉類在市面出售，大大增加衛生及食用安全風險，明顯反映市民對冰鮮家禽及肉類需求遠超供應，在食物安全的大前提本人對上述有關申請支持及可考慮。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-185003-90130

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 18:50:03

有關的規劃申請編號

The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. 文秋霞

意見詳情

Details of the Comment :

本人有見近日在市面不同地點如天橋通道，生果舖門口，及其有未設有合理存放凍肉的地方售賣冰鮮雞鴨。價錢出奇地平，擔心會引發食品衛生及安全問題。本人表示支持有關申請食物安全的大前提。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-192015-16973

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 19:20:15

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Lee

意見詳情

Details of the Comment :

我們為同業，一直以來政府並未立法規範化有關食品安全。如這個申請獲批准可以保障香港市民食物來源安全

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-200351-82226

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 20:03:51

有關的規劃申請編號

The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. TSANG KIN CHUNG

意見詳情

Details of the Comment :

1. 本人表示支持有關申請，現階段冰鮮禽肉市面上來貨安全問題成社會熱門話題。最近不少傳媒播放相關新聞，在食物安全的大前提本人表示上述有關申請可考慮
2. 雖然上述地段現階段為農業用途但長遠2030計劃將有關地段改或為物流中心。故此亦配合有關政府的政策值得考慮
3. 一直以來我們這行業並沒有一個合法的倉庫，咁多年來一直被食環署檢控。如果有呢個倉庫就會唔使俾人成日檢控，本人曾經被刑事檢控，支持這個申請
4. 本人為附近居民，新申請帶來就業，如果批准我都會嘗試在這個地點找工作。
5. 我們為同業，一直以來政府並未立法規範化有關食品安全。如這個申請獲批准可以保障香港市民食物來源安全。
6. 我們曾經多次被食物環境衛生署檢控，當局一直以來並沒有一個合法的場地供本行業使用，導致買雞好似買白粉。支持有關申請

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

201229-203927-00655

Reference Number:

提交限期

19/01/2021

Deadline for submission:

提交日期及時間

29/12/2020 20:39:27

Date and time of submission:

有關的規劃申請編號

A/NE-FTA/201

The application no. to which the comment relates:

「提意見人」姓名/名稱

先生 Mr. Chow Hing Ming

Name of person making this comment:

意見詳情

Details of the Comment :

1. 本人表示支持有關申請，現階段冰鮮禽肉市面上來貨安全問題成社會熱門話題。最近不少傳媒播放相關新聞，在食物安全的大前提本人表示上述有關申請可考慮
2. 雖然上述地段現階段為農業用途但長遠2030計劃將有關地段改或為物流中心。故此亦配合有關政府的政策值得考慮
3. 一直以來我們這行業並沒有一個合法的倉庫，咁多年來一直被食環署檢控。如果有呢個倉庫就會唔使俾人成日檢控，本人曾經被刑事檢控，支持這個申請
4. 本人為附近居民，新申請帶來就業，如果批准我都會嘗試在這個地點找工作。
5. 我們為同業，一直以來政府並未立法規範化有關食品安全。如這個申請獲批准可以保障香港市民食物來源安全。
6. 我們曾經多次被食物環境衛生署檢控，當局一直以來並沒有一個合法的場地供本行業使用，導致買雞好似買白粉。支持有關申請

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-210506-94596

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 21:05:06

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 林衛昌

意見詳情

Details of the Comment :

近日留意這行業原來沒有一個合法的倉庫，其業界咁多年來一直被食環署檢控。如果有呢個倉庫就可以方便政府監管，令業界可正面地與政府溝通，市民不需懷疑所有食物來源，支持這個申請

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-212128-52675

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 21:21:28

有關的規劃申請編號

The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. 余少平

意見詳情

Details of the Comment :

本人表示支持有關申請，市面上冰鮮肉類衛生問題，較早前東張西望都有播出各區街市情況 大多數都有賣唔合規格走私家禽及冰鮮肉，從電視見到市民的需求大增 所以本人對上述有關申請提出及可考慮

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201229-231024-41011

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

29/12/2020 23:10:24

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. 黃右靈

意見詳情

Details of the Comment :

本人表示支持有關申請，現階段冰鮮禽肉市面上來貨安全問題成社會熱門話題。最近不少傳媒播放相關新聞，在食物安全的大前提本人表示上述有關申請可考慮

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

201230-093903-96031

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

30/12/2020 09:39:03

有關的規劃申請編號

The application no. to which the comment relates: A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. wong ka wing

意見詳情

Details of the Comment :

支持統一倉庫，環景又衛生。當有疫情爆發，可立即查到源頭。利多於壞，相信大部份市民都支持

5-29

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210108-132524-25356

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

08/01/2021 13:25:24

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. wong.ka.ho

意見詳情

Details of the Comment :

支持。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210109-200832-77847

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

09/01/2021 20:08:32

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Mr Chung

意見詳情

Details of the Comment :

1. 我表示支持有關申請，現階段冰鮮禽肉市面上來貨安全問題成社會熱門話題。最近不少傳媒播放相關新聞，在食物安全的大前提本人表示上述有關申請可考慮
2. 雖然上述地段現階段為農業用途但長遠2030計劃將有關地段改或為物流中心。故此亦配合有關政府的政策值得考慮
3. 一直以來我地這行業並沒有一個合法的倉庫，咁多年來一直被食環署檢控。如果有呢個倉庫就會唔使俾人成日檢控，本人曾經被刑事檢控，支持這個申請
4. 本人為附近居民，新申請帶來就業，如果批准我都會嘗試在這個地點找工作。
5. 我地為同業，一直以來政府並未立法規範化有關食品安全。如這個申請獲批准可以保障香港市民食物來源安全。
6. 我地曾經多次被食物環境衛生署檢控，當局一直以來並沒有一個合法的場地供本行業使用，導致買雞好似買白粉。支持有關申請

5-31

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-FTA/201

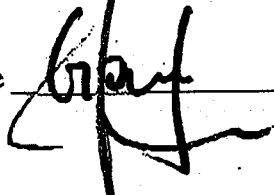
意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

無意見

「提意見人」姓名/名稱 Name of person/company making this comment 侯志強

簽署 Signature



日期 Date

06 JAN 2020

5-32

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210119-001728-56729

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

19/01/2021 00:17:28

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Amber

意見詳情

Details of the Comment :

本人為 [REDACTED] 居民，在此強烈反對09386 擬議，原因如下

1. 私人建設擬議 (A/NE-FTA/201) 竟無人通知，只有村民福利會在離諮詢限期一星期前通知本人，是冇心定無意通知有關人士？此舉完全無視本村居民權益。諮詢一詞為提供資訊與建議、問題解決的過程，可惜當局沒有主動提供資訊，更不用談上有解決問題。
2. 此擬議跟上次私人建設擬議 (A/NE-FTA/187) 大致一樣，只有小部份地段有所調整，本人已在上一次擬議提出反對及提及相關擾民原因。按擬議說明，私人建設會在距離本居所50呎外興建，24小時冷凍倉運行的噪音滋擾、3米高外牆阻擋家中出水口。而本人以農為生，其建設完全影響農田土質，竟在本人居所附近設立化糞池，臭味及環境污染是否無人解決？
3. 此擬議沒有提及任何附近村民的補償，實在令人髮指，本應在工廠區的設置竟在民居出現，更不用說設備外露，完全破壞一帶居任環境，跟趕走村民有何分別？

5-33

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210119-014311-95504

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

19/01/2021 01:43:11

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Lai

意見詳情

Details of the Comment :

I am here to raise my objection of the application which number is A/NE-FTA/201.

This designated location has been proposed as a temporary cold storage few times, there is few major problems occurred: Noise and Drainage.

On the situation of Noise pollution, drawing No. LMP01 have shown a 3m solid wall on the south east side of the site and close to nearby neighbor house 60 and 61. Behind the 3m wall is a vehicle lane in 7.3m width and being a path between entrance and Building Block 1. However, a rampage from the neighbors who lived on that side have outbreak at the last time I told them. They complaint it still hasn't solve the noise pollution yet since that proposal have not convinced them how such 3m wall is going to become a noise barrier and those 3m solid wall only have cover the house 61 but not house 60. Also, metal mesh on the west might provide no such noise barrier function to the west and north side neighbors. Moreover, key point of noise pollution is not only from working machine inside both building no matter day and night but the foreseeable traffic that delivery cold good to the whole north district or even nearby area.

On second, drainage. As the lot index plan of DD89, there is one small nature watercourse flow from the north east to south west. From an interview with elders living around that lot for lifetime, in summer, this small watercourse has an important character to guide the flowing caused by heavy rain. Losing that watercourse would cause a big drainage issue and even damage to nearby ecological corridor which have expected built near the expected Block 2 building.

As the proposal shown the expected height of site, the whole compound should higher than its closing neighbor. The proposal should provide a solution to thus neighbor while the heavy rain happen. In additional, the sewerage handling while construction still have no prove to solve, and solution should also open to public.

There are many farm lands in the village and there is no any industry.

Please response the public comment and eliminate our doubts.

5-34

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210119-223414-70490

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

19/01/2021 22:34:14

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Yuen K.W.

意見詳情

Details of the Comment :

我是居民居住在[REDACTED]上，被其他村民通知，居所竟然包括在他們的擬議內，令我十分震驚，追問該土地的相關人士但沒有人知道納入情況，有機會被迫隨時撤走？非常擔心。

他們的擬議應該附上同意書，貼上我的門口或通知我。

他們設置化糞池/污水池在我家居旁邊，我不同意，這影響我家環境衛生，產生異味，令人擔心危及健康。

5-35

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210119-181317-29190

提交限期

Deadline for submission:

19/01/2021

提交日期及時間

Date and time of submission:

19/01/2021 18:13:17

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

夫人 Mrs. Lai C Y

意見詳情

Details of the Comment :

我反對這擬議：A/NE-FTA/201

沒有政府規劃和參與，改動環境，影響深遠。由農地改為工業用途，私人企業只着眼於個人利益，全年全日運作對居民居住環境、衛生、交通直接影響，規劃於工業大廈或工業邨較為適合運輸車輛，工人工作，搬運凍肉裝置等操作。

填土作土地平整工程只有零碎資料，只有估計相對約道路出口(羅湖道路)高度，本來是農地，居民不知道疏水、排水工程，盼望務渠署、地政處等文件表示，他們要監管。由這擬議人士想做就做合乎自我利益的事，要受監管的。居民、附近農田、房屋就要承受水浸、氾濫威脅，這邊只有一個出水道去下河道，容量有限，。從擬議圖中，發現存在可見到的河道消失，它有收集中、上游雨水功用，農地和濕地水道亦迂迴地引入河道，通過文錦渡道地下集水口到下段河道。河道橫過這地段，約有12尺濶，大雨時勉強可容納。他們擬議有見到430米長，濶1200mm U形渠在另外一邊，它不足以代替河道。另外有冷藏庫底下有洪水/暴雨貯存池/槽，可以代替疏水功能？質疑成效，維修、清理、保養會是怎樣？長期成為低地環境衛生，容易滋生蚊蟲、細菌，結果雨水會造成氾濫，倒灌入房屋和其他農地、低地。產生大量蚊蟲，小動物就很難控制。

居民住所相距冷藏庫大約50尺，大型冷藏庫規模大，佔空間大，3米高牆不能阻擋它存在的影響，它是一座大山能阻風，發出熱能、嘈音(郊外-音量60-70分貝已經很騷擾，尤其晚上)，工人操作、車輛運輸的聲響(出入車輛多成為車場)，全年全日操作，跟本沒有可能沒有聲音，直接擾亂我們精神和生存空間。

長450米濶1200mm U形渠作用是雨水渠或污水渠？部分在政府土地？公用空間？誰人負責管理和維修？

現今病毒流行如禽流感、手足口病和肺炎等傳染病，衛生相當重要。生肉分銷，拆開會蘊藏病毒風險，他們應該遠離市民和居所。政府規劃和監管尤其重要。

5-36

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-FTA/201

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

收到居民對此項申請的反對意見，該地點並不適宜作為擬議之申請用途。原因之一為該項申請擬將該地填土平整，比附近民居高出6呎多，附近的疏水河曾因被濫例發展及傾倒泥頭，導致河道淤塞做成水浸，若申請被批准的話，附近民居必會成為低窪地帶，遇上落雨時居民必定首當其衝成為水浸的受害者。該申請的建築物高30多呎，而積率10多萬，儼如一龐然大物橫在路邊，與民居相差只有數十呎的距離。而該中心的運作時間由早上9時至晚上8時及晚上11時至凌晨3時，日間運作11小時，而晚上運作時間正是居民休息的時間，中心操作時所產生的噪音及排出之空氣勢必影響居民生活及健康。再加上文錦渡路之交通流量狀況，文錦渡路根本不能應付到此交通負荷。壯綜合上述多項因素，故本會對此項申請提出反對。

打鼓嶺區鄉事委員會

「提意見人」姓名/名稱 Name of person/company making this comment

簽署 Signature



日期 Date

15 JAN 2021

打鼓嶺沙嶺村居民福利會

地址：新界打鼓嶺區邊境中沙嶺村 103 號 電話：[REDACTED]

註冊編號：CP/LIC/SO/19/20921

2021 年 01 月 08 日

敬啟者：

(有關規劃申請編號 A/NE - FTA/201)

(擬議臨時家禽冷藏庫及分銷中心<為期3年>及填土以作土地平整工程)

本會就有關上述申請，並廣泛諮詢村民，同時召開村民會議討論，會上全體村民一致堅決反對以上有關申請。理由如下：

- 1、相關地段土地用途屬農業地帶，與規劃許可不符。並且附近已出現多宗違例發展仍在處理中，如先例一開，後患無窮。
- 2、該申請地段範圍內，於 2018 年 12 月份有工人未經業權人和村民同意，強行拆毀業權人和村民土地範圍內鐵線網，並開壁道路，強行駛入掘泥機進行非法填土，並在官地上非法填土。有關違法事件，村民已即時報警，案件警方仍在處理中。鑑於該申請有出現違法事件，在此階段並不惜宜考慮該申請，並要保留現場證據，留待警方處理（之前已多次表達過）。
- 3、本會重申並嚴正聲明，申請地段範圍內之疏水河，屬官地更是本村數佰戶村民近百年共同使用，任何人無權佔用並進行發展，因此本會強烈反對把該疏水河批租給任何人仕。
如有關部門批給此申請，本會定必應村民要求，展開激烈抗爭。
- 4、同時，因應河道下游位置，較早時違例發展被非法傾倒泥頭，導致河道收窄及淤塞，引致上游打風落大雨經常水浸。所以本會應村民要求，將向相關政府部門申請修復整條疏水河。
- 5、本村道路並不宜經常有大型車輛進出，對村民構成安全隱患。
- 6、上述申請之相關地段位處低窪，並不適宜進行填土工程。現在申請人還要求平整土地，把申請地段地面升高 6 呎多。如果真的平整土地後，附近數佰戶村民即變成低窪地區，打風及雨季期間定必水浸，到時村民應找誰索償，找當局定申請人？



- 7、該申請有一所十幾萬平方呎，高 30 多呎相等於樓 5 層高建築物，可謂龐然巨物，該建築物緊貼民居不到數十呎，除影響視線景觀外，更對鄰近低窪居住村民造成空氣不流通，影響村民建康。
- 8、該建築物是一所冷藏庫，而冷藏庫製冷系統是 24 小時運作，必定造成大量嘈音，破壞附近空氣質素。
- 9、家禽冷藏庫及分銷中心運作時間將近是 24 小時，特別是晚上及清晨時候，大型車輛不停運作，對本村村民極大滋擾，晚上如何入睡？
- 10、打鼓嶺鄉主要是鄉郊環境，單是第 9 項所述，已對鄉郊周邊環境完全不協調，令鄉郊變成工業區，至今打鼓嶺鄉從未有如此龐然巨物，如先例一開，定必嚴重破壞鄉郊環境。

本會認為就有關申請，無論在土地規劃上、車輛通道、空氣、嘈音、排水及現場環境，都不應支持該申請。更重要是現在出現違法案件，警方仍在處理中，同時附近有大量村民居住，日後定必引起無數衝突。

固此，本會堅決反對有關申請，望有關部門小心處理。謝謝！！

此致

正本呈送

城市規劃委員會

副本呈送

規劃處

北區民政事務處

渠務署



打鼓嶺沙嶺村居民福利會

主席李樹榮： 李樹榮 謹啟

2021 年 01 月 08 日

以下反對村民簽署：

姓名	身份証首四位數字	姓名	身份証首四位數字
黎志林		黎國玲	
李仲兒		李樹榮	

以下反對村民簽村民簽署：

2021 年 01 月 08 日

姓名	身份証首四位數字	姓名	身份証首四位數字
賴保珊		莊艳梅	
賴香琬		陳國華	
賴慧明		李達文	
曾秀嫻		勞贊培	
杜建桂		王虫工	
何永清		Lo Chun Wah	
何卓文		陳月秋	
何步冲		何綺婷	
何儀權		何綺彤	
何家仁		何穎毅	
何曾豐		李文軒	
何進榮		陳沛明	
彭小雲		鄧鳳英	
黃靜霞		譚景樞	
黃永豪		陳雨恩	
黃錦發		凌克毅	
李麗芳		莫楊見	

⑩

以下反對村民簽村民簽署：

2021 年 01 月 08 日

姓名	身份証首四位數字	姓名	身份証首四位數字
余孝文		鄭淑娟	
羅家謙		杜漢鴻	
余彩華		余偉立	
何新蓮		余偉玲	
余耀文		戴志中	
唐詩禱		陳笑玲	
余貴星		戴耀倫	
黃素云		戴煒堯	
余智恒		吳偉文	
余凱晴		吳家輝	
古裕鎬		張建中	
余家寶		吳金雄	
余承乙		黃寧志	
林凱韻		陳綺文	
余振光		黃育豪	
余兆基		周鳳	
杜漢鴻			

以下反對村民簽村民簽署：

2021 年 01 月 08 日

姓名	身份証首四位數字	姓名	身份証首四位數字
黃松泰		黃偉傑	
黃玉嬌		沈子劍	
黃慧婷		沈嘉儀	
黃俊彥		沈嘉慧	
黃俊康		陽力芬	
戴志平		童順業	
張細欽		梁宗明	
戴煒森		李麗蘭	
戴燕婷		陳煒豐	
袁嘉蔚		任亮嫻	
周家榮		薛惜健	
董騰光		鄭昌發	
李麗鈴		劉祖厚	
董佩雯		劉掌謙	
董佩詩		劉嘉玲	
呂米高		張長虹	
林作池		古樹平	

合共 5 頁



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A/NE-FTA/201 DD 89 Sha Ling Cold Storage

17/01/2021 04:17

From:

To: tpbpd <tpbpd@pland.gov.hk>

FileRef:

1 attachment



Man Kam To - Lo Wu Station Road junction.pdf

A/NE-FTA/201

Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

Site area : About 20,506sq.m Includes Government Land of about 1,903sq.m

Zoning : "Agriculture"

Applied use : Cold Storage for Poultry and Distribution Centre / **Land Filling for Site Formation Works** / 39 Vehicle Parking

Dear TPB Members,

There is no history of approval for brownfield use on these lots and according to Google Maps the lots are still covered in natural vegetation. PlanD can advise if there has been recent destruction of habitat.

There are hundreds of hectares of trashed land and brownfield in NT. There is no justification to allow and encourage further creation of brownfield. Close by there are a number of already paved over sites that could be used for this operation.

"The Not in My Back Yard (NIMBY) nature of the Proposed Use requires a remote location away from the urban areas" Nor does it justify the destruction of arable land, 20% of which is government land.

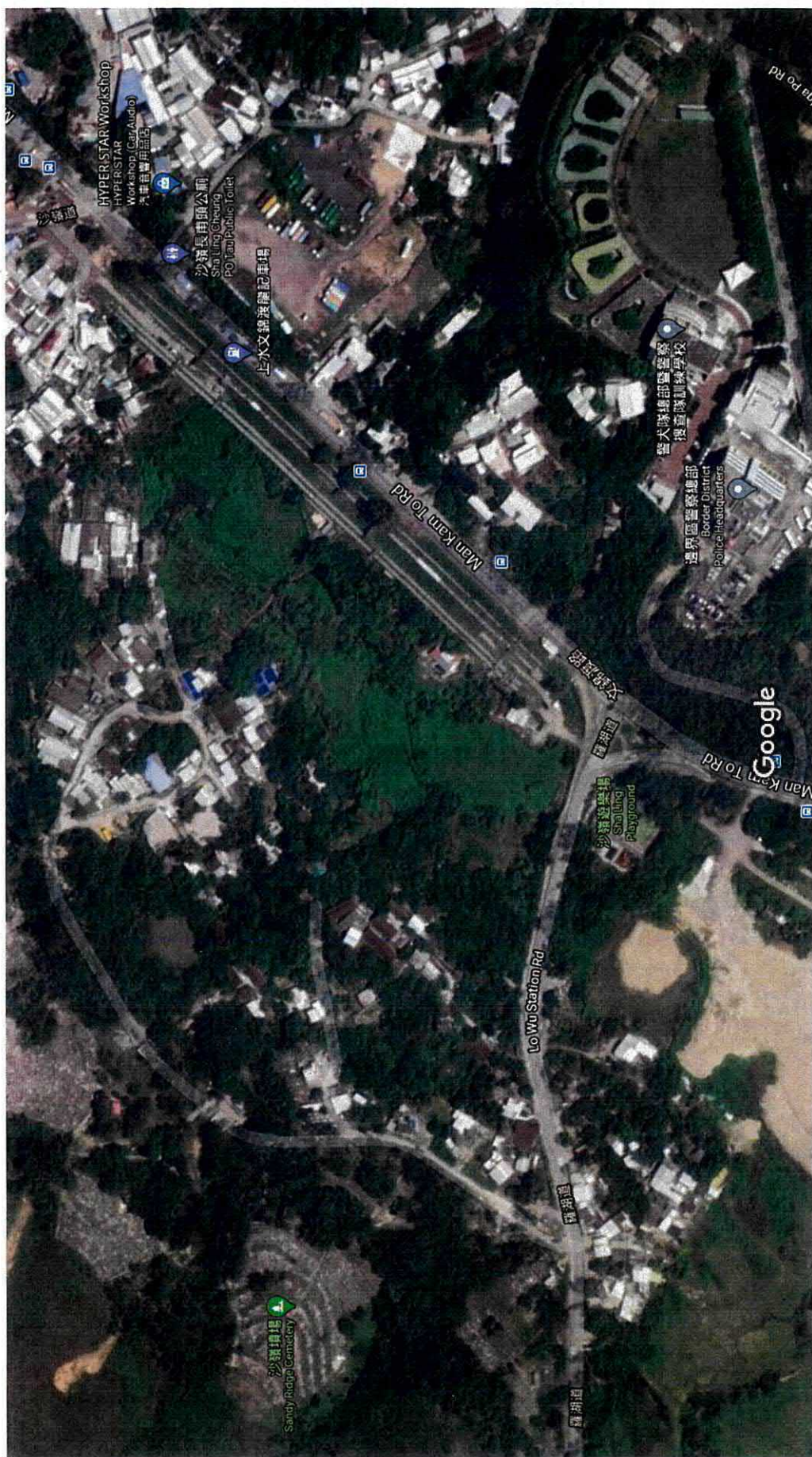
The current health crisis and disruption to cross border and international transport has demonstrated the need for Hong Kong to retain a certain level of local produce production. In addition President Xi has recently spoken out about the need to conserve good land and to increase self-sufficiency in the production of agriculture produce.

Clearly under the recent drastic changes to the supervision and management of Hong Kong, both the authorities and advisory boards have a duty to refer to policy initiatives when making decisions.

Agriculture land is intended for the production of crops not cold storage. It is time for

the Hong Kong Chilled Meat & Poultry Association and other participants in this trade to unite and develop permanent state of the art facilities. The issue of storing vaccines is related and government departments should be involved in identifying a suitable location for a such enterprises.

Mary Mulvihill



圖像 © 2021 CNES / Airbus · Maxar Technologies · 地圖資料 © 2021 50 公尺

5-39

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KFBG's comments on A/NE-FTA/201

18/01/2021 16:57

From: EAP KFBG <eap@kfbg.org>
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
Cc: "wilsonwspang@dsd.gov.hk" <wilsonwspang@dsd.gov.hk>, "dep@epd.gov.hk" <dep@epd.gov.hk>

FileRef:

1 attachment



210118 s16 FTA 201c.pdf

Dear Sir/ Madam,

Attached please see our comments regarding the captioned. There is one pdf file attached to this email. If you cannot see/ download this file, please notify us through email.

Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
Hong Kong.
(Email: tpbpd@pland.gov.hk)

18th January, 2021.

By email only

Dear Sir/ Madam,

**Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period
of 3 Years and Land Filling for Site Formation Works
(A/NE-FTA/201)**

1. We refer to the captioned.
2. We would like to remind the Board that there was an application for similar purpose covering the current application site not long ago (i.e., A/NE-FTA/187; Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years); we submitted several objection letters regarding this application and one of our submissions is shown in **Appendix 1** for your reference. This application was eventually withdrawn.
3. The current application occupies almost the same area covered by the withdrawn application. That means it also involves a large piece of land which is zoned 'Agriculture' (AGR); we consider this area would still be largely arable and the proposed use is not in line with the planning intention of AGR zone. Therefore, similar to our stance on A/NE-FTA/187, we strongly object to the current application.
4. Furthermore, we would also like the Board to seriously investigate the below issues.

Does the present proposal involve Designated Project under Environmental Impact Assessment Ordinance?

5. As shown in the gist, there is a watercourse passing through the middle part of application site (hereafter called the main watercourse). There is also another watercourse

located alongside the northwestern boundary of the site, and this watercourse would discharge into the main watercourse (based on the map at the gist and also the topography of the area; see **Figure 1a**). We would like to know whether the watercourses within the site or any of them will be diverted. If the answer is yes, we would like to know whether the diversion would constitute a Designated Project (DP) under the Environmental Impact Assessment Ordinance (EIAO).

6. We would like to remind the Board that in 2020 there were two direct applications for Environmental Permit (EP) which involve ‘drainage improvement works’ (i.e., DIR-278/2020, DIR-279/2020). In particular, we would like the Board to look into the details of DIR-279/2020¹; some are shown below.

7. According to the Project Profile (PP) for DIR-279/2020¹, the project contains the following elements:

‘The Project is to construct an approximately 600 m long 1.5m (W) x 1.5m (D) box culvert and an approximately 60 m long 1.5m (W) x 1.5m (D) rectangular channel upstream to the proposed box culvert to upgrade the existing drainage system at Nam Wa Po. The proposed box culvert aligns mainly along the existing access road running at the west-to-east direction in the vicinity of Tai Hang Village and Blossom Villas. The existing flow in Nam Wa Po is from the catchment of uphill side to Ma Wat River. The proposed drainage improvement work would not change the path of the existing flow.’

8. As mentioned in the PP, the project DIR-279/2020 is classified as a DP because:

*‘In accordance with Category I.1(b) of Part I, Schedule 2 of Environmental Impact Assessment Ordinance (EIAO), **a drainage channel or river training and diversion works which discharges or discharge into an area which is less than 300m from the nearest boundary of an existing or planned** (i) site of special scientific interest (SSSI); (ii) site of cultural heritage; (iii) marine park or marine reserve; (iv) fish culture zone; (v) wild animal protection area; (vi) coastal protection area; or (vii) conservation area, would be classified as a Designated Project (DP). **The proposed drainage channels at Nam Wa Po would discharge into Ma Wat River, and then into Ng Tung River and eventually Shenzhen River, which flow along and into areas that are less than 300m***

¹ <https://www.epd.gov.hk/eia/register/profile/latest/dir279/dir279.pdf>

from (i) SSSI (Mai Po Marshes SSSI), (ii) site of cultural heritage (Declared Monuments, namely Entrance Tower of Ma Wat Wai, Enclosing Walls and Corner Watch Towers of Kun Lung Wai and Kun Lung Gate Tower), (v) Wild Animal Protection Area in Mai Po Marshes¹, and (vii) Conservation Areas (along Ng Tung River, as well as covering fishponds and wetland along Shenzhen River at Hoo Hok Wai and the rest of Deep Bay area) as illustrated in Drawing No. 60543869/PP/PH1/102. As such, it is classified as a DP under the EIAO.

9. Similar to the watercourse/ drainage in DIR-279/2020, the main watercourse within the current application site would also discharge into Shenzhen River eventually. As shown in **Figures 1b** and **1c**, the main watercourse within the application site would first discharge into the watercourse to the south of Lo Wo Station Road (through the box culvert under the road), then into Ng Tung River, and eventually into Shenzhen River. Also, as shown in **Figures 1a**, **1b** and **1d**, the main watercourse within the application site would also receive runoff from surrounding watercourses (those outside the application site). To conclude, we would like the Board and relevant authorities to note that **all watercourses within the application site (as shown in Figures 1a, 1b and 1d) are part of a watercourse system in the area which would eventually discharge into Shenzhen River through Ng Tung River.**

10. In addition, we would like the Board and relevant authorities to realise that the current application site is even located closer to the Conservation Area zone along Ng Tung River and Shenzhen River as well as the SSSI/ Wild Animal Protection Area in Mai Po, as compared with the project site of DIR-279/2020 (see **Figure 2**). Mai Po Marshes SSSI and the Wild Animal Protection Area in Mai Po are at the mouth of Shenzhen River (see **Figure 2**) which the watercourses within the application site would eventually discharge into.

11. In view of all the above, if the watercourses (or any of them) within the application site are to be diverted, we urge the Board to clearly clarify with the relevant authority as to whether the diversion would be classified as a DP.

12. If the current application involves works classified as a DP, that means an EP is required. We urge the Board to consider whether it is appropriate to approve the application if an EP is not yet granted (if it is required).

Most of the site has good potential for rehabilitation for cultivation

13. We visited the site and took some on-site photos in 2019 (see **Appendix 1**) and 2020 (see

Figure 3). Aerial photo taken in 2020 is also shown in **Figure 4**. As revealed from some aerial photos taken in the past, most of the site would have been actively involved in cultivation; although this is not the case at present (most farmland has already been abandoned), we consider the area in general still has high potential for rehabilitation for cultivation (based on our on-site observation and aerial photos).

14. Although the proposed use is claimed to be ‘temporary’, we urge the Board to consider whether it would induce permanent/ irreversible impacts on the arable area within the site – the current application involves land filling for site formation (not exceeding 1.94 m), two large 2-storey structures for cold storage and office, structures for transformer room and guard house, as well as a storage tank. We would also like the Board to consider the followings:

- Even the proposed use would only occupy the site for three years (e.g., in case the application is approved but no renewal afterwards), can the affected area still be readily resumed for farming after the project is ceased?
- Would the proposed land filling for site formation (not exceeding 1.94 m) ultimately alter the nature (e.g., level, soil conditions, hydrology) of the site?
- If this temporary project is ceased, is there a mechanism to ask the applicant to restore the site back to its original status in order to make sure that it would still be reasonably arable or its rehabilitation potential would not be greatly impacted?
- Would there be any organisation or Government department responsible to ensure that the rehabilitation potential of the site would not be greatly impacted and would still be suitable for farming after this temporary project is ceased?

Ecological issue

15. As shown in paragraph 10 of **Appendix 1**, AFCD has commented that majority of the site (i.e., A/NE-FTA/187) is abandoned farmland and has become permanent/ seasonal wetland. Under the withdrawn application A/NE-FTA/187, ecological impact assessment² has been provided and an ‘ecological buffer’³ has also been proposed to be created within the application site.

16. Based on our on-site observation and the aerial photo taken in 2020 (see photos in

² https://www.info.gov.hk/tpb/tc/plan_application/Attachment/20181228/s16fi_A_NE-FTA_187_1_gist.pdf

³ https://www.info.gov.hk/tpb/tc/plan_application/Attachment/20191220/s16fi_A_NE-FTA_187_6_gist.pdf

Appendix 1, Figures 3 and 4) as well as the topography of the site (e.g., as reflected from **Figure 1**), we consider what AFCD has mentioned above would still be applicable to describe the current application site. We would like to ask the Board to consider whether the current proposal would cause direct impact on wetland. In addition, has ecological impact assessment been submitted to support the current application? For instance, wetland can provide feeding and/ or breeding grounds for amphibians, odonates, wetland birds and aquatic creatures. Has any assessment been conducted to evaluate whether there would be impacts on these communities for the current application? Also, has ecological buffer proposed under the current application?

17. To the southwest of the application site, there is another area also zoned AGR (to the immediate south of Lo Wu Station Road; under the same Fu Tei Au & Sha Ling OZP). This area, although recently disturbed (partially) by unauthorised filling, is still largely arable and is also of considerable conservation concern (i.e., the Planning Department's Frontier Closed Area Study has rated this area to be of moderate to high ecological value) (**Figure 5**). Under the current proposal, the main entrance/ exit of the facility is proposed to be located on the southwestern side of the site, next to Lo Wu Station Road, and night-time operation is also proposed. We are highly concerned that the area considered to be of moderate to high ecological value to the southwest of the site would be disturbed. Has any assessment been conducted to evaluate the potential off-site ecological impacts that would be caused by the proposal under the current application?

Planning issue

18. The proposed use under the current application is definitely not in line with the planning intention of the AGR zone of concern – this zone is intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes; it is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. We strongly urge the Board to seriously consider the potential cumulative impacts of approving this application on the AGR zone in the locality. We also urge the Board to consider whether the approval of this application would attract more similar applications targeting this AGR zone (including those area considered to be of moderate to high ecological value). Indeed, as shown in **Appendix 1**, many applications (e.g., not directly related to cultivation) within the concerned AGR zone have been rejected by the Board. We urge the Board to study the reasons for the rejection of these applications (also shown in **Appendix 1**). In particular, we urge the Board to consider whether the approval of the current application would set an undesirable precedent for similar applications within the same AGR

zone and whether it would lead to general degradation of the environment of the area.

19. Finally, we would like to remind the Board that, under the strategic review 'Hong Kong 2030+', the Planning Department has mentioned the following:

*'To pursue a sustainable commercial agricultural sector, protection of agricultural land, in particular, those of good quality, to ensure availability of sufficient agricultural land for farming is of crucial importance.'*⁴

Compatibility with surroundings and other issues

20. Based on our on-site observation (see photos in **Appendix 1** and **Figure 3**) and the aerial photo as shown in **Figure 4**, we consider the site would still be largely rural in nature. There is also a village settlement nearby (to the northwest of the site; a footpath for villagers is even proposed within the application site). Based on the information provided by the applicant, the operation hours of the proposed development would be from 9 am to 8 pm and from 11 pm to 3 am, daily. We urge the Board to consider whether the nearby village settlement would be seriously disturbed.

21. We would like to remind the Board that, according to various Further Information reports provided for the withdrawn application (A/NE-FTA/187), the Planning Department has **repeatedly** mentioned that the proposal under A/NE-FTA/187 is **incompatible with the surrounding landscape setting**, even an ecological buffer of 15 m wide has been proposed within the site.

22. We would like the Board to also seriously investigate with relevant authorities as to whether the potential drainage and sewage issues associated with the present application have been adequately addressed. In particular, we would like to remind the Board and relevant authorities that, in addition to the main watercourse which is originated from the northeastern side of the site, there is also another watercourse discharging into the site (i.e., into the main watercourse) from the northwestern side (see **Figures 1a, 1b and 1d**). We urge the Board and relevant authorities to investigate whether there would be any system to adequately handle the runoff from this watercourse during the construction and operation of the proposed facility. We would like to kindly remind again that there is a village settlement nearby.

⁴https://www.hk2030plus.hk/document/Planning%20for%20Agricultural%20Uses%20in%20Hong%20Kong_Eng.pdf

23. Finally, we would like to reiterate that we strongly object to this application as it would affect a large piece of area zoned AGR, which is not primarily intended for the proposed use. We urge the Board to reject this application unequivocally.

24. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

cc. EPD
DSD
The Conservancy Association
Hong Kong Bird Watching Society
WWF-HK
Designing Hong Kong
Green Power

Figure 1a. Some watercourses within and around the site as shown in the map of the gist and the Geo-Info Map website of the Lands Department (thick blue lines indicate the watercourses outside the site; blue dashed lines indicate those within the site).

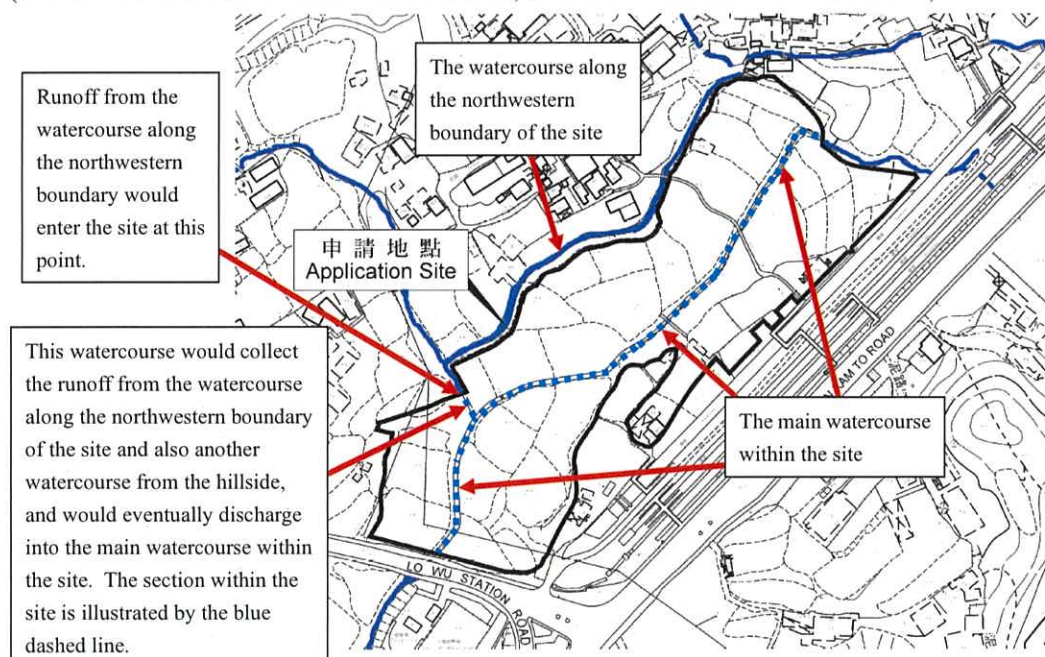


Figure 1b. Watercourses within and around the application site as shown in the Geo-Info Map website of Lands Department (the alignments of the watercourses (following those shown in the Geo-Info Map (smaller scale version)) are illustrated by thick blue lines); application site approximately marked by the red circle; arrows indicate the general flow direction of runoff.

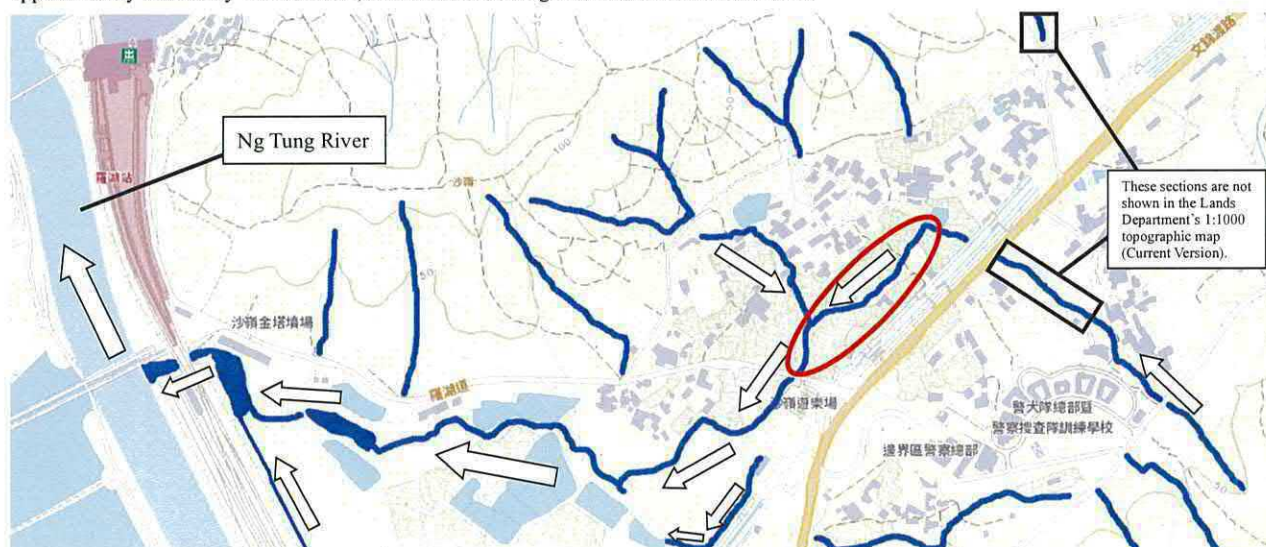


Figure 1c. General flow direction of the runoff (application site approximately marked by the red circle).





香港新界大埔林錦公路
Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: eap@kfbg.org

Figure 1d. Cont'd.



香港新界大埔林錦公路
 Lam Kam Road, Tai Po, New Territories, Hong Kong
 Email: eap@kfbg.org

Figure 2. Locations of DIR-279/2020 and the present application site (please note that not all watercourses can be clearly illustrated in this figure; for the watercourses within and around the application site, please refer to **Figure 1**).

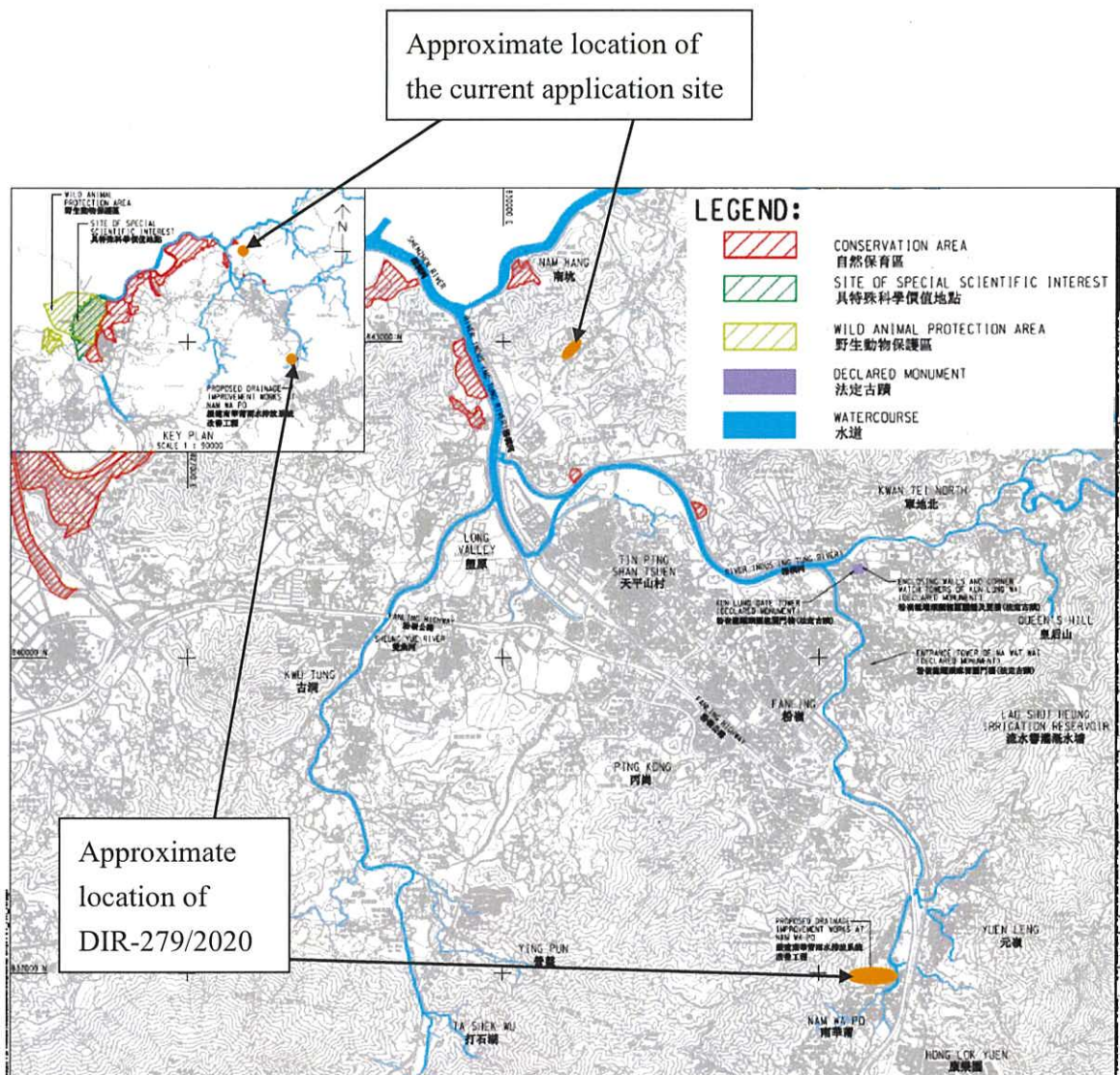


Figure 3. On-site photos taken in 2020.



Figure 3. Cont'd.

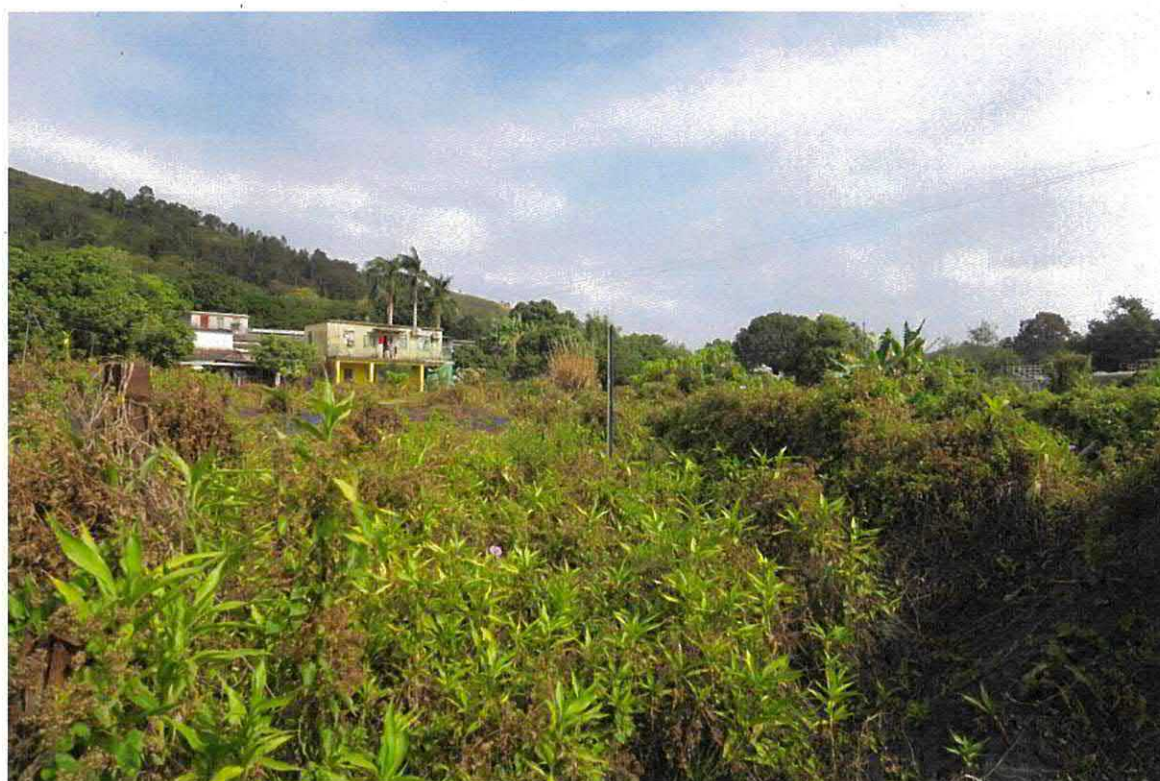


Figure 3. Cont'd.





嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Figure 3. Cont'd.

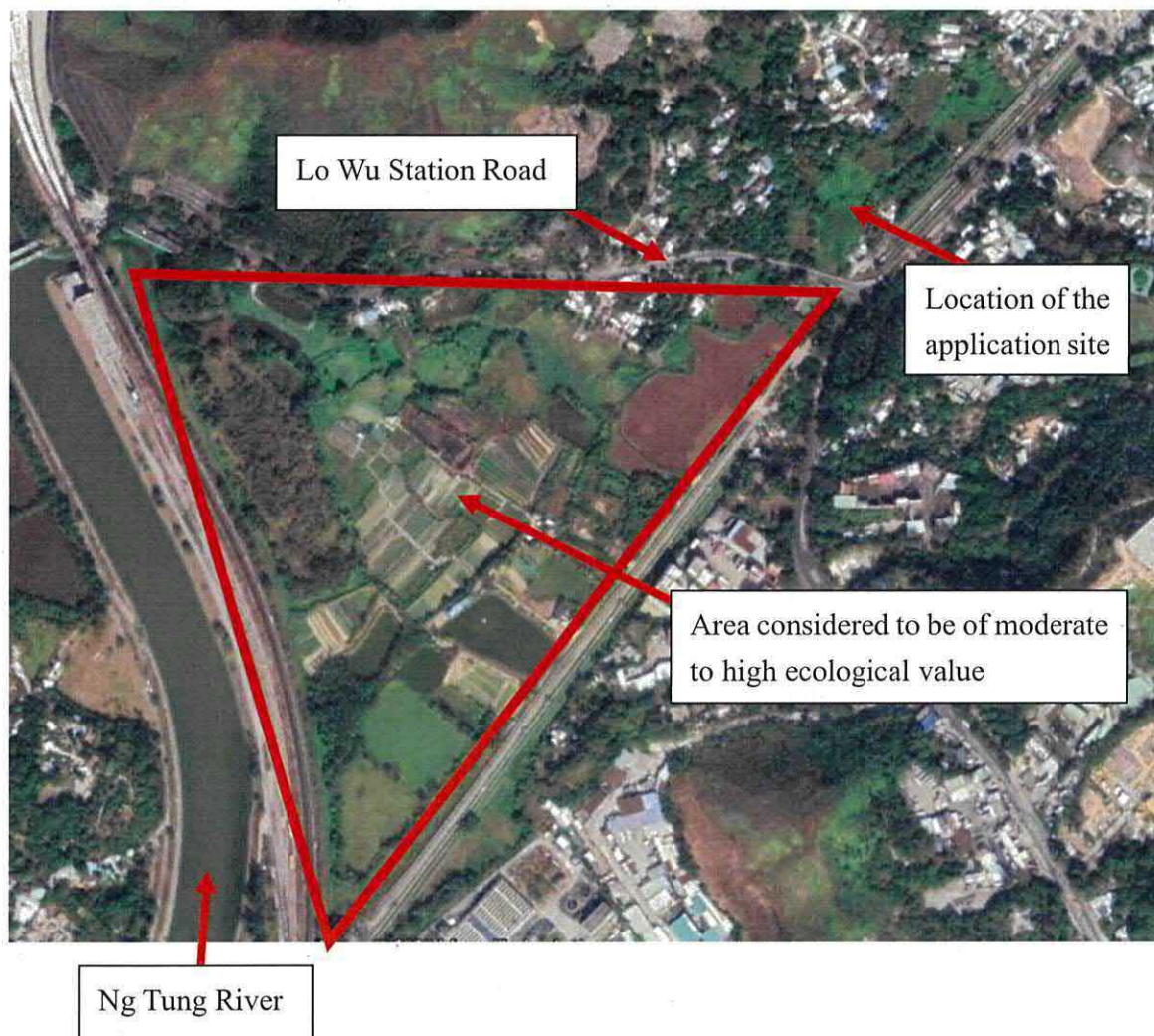


香港新界大埔林錦公路
Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: eap@kfbg.org

Figure 4. Aerial photo taken in 2020 (application site approximately marked by the red circle; please refer to the gist for the exact site boundary).



Figure 5. Area considered to be of moderate to high ecological value (approximately marked by the red triangle) (this aerial photo was taken in 2019).



The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
Hong Kong.
(Email: tpbpd@pland.gov.hk)

16th January, 2019.

By email only

Dear Sir/ Madam,

Proposed Temporary Cold Storage for Poultry and Distribution Centre
for a Period of 3 Years
(A/NE-FTA/187)

1. We refer to the captioned.

Policy issue

2. First, we would like the Board to note the below comment from the Food and Health Bureau (FHB) as shown in the Responses to Comments (RtoC) section of the Further Information report (hereafter called the 'Report') for this application:

'FHB would like to clarify that we have yet to provide policy support to the applicant for developing the proposed temporary cold storage for poultry and distribution centre at the subject site, pending the justifications from the applicant.'

Environmental legislation issue

3. Although the site and the watercourse proposed to be diverted are within an Agriculture (AGR) zone, this watercourse drains into a wetland mosaic area to the south of Lo Wu Station Road and eventually drains into the northern section of Ng Tung River; on the western side of this northern section there is a Conservation Area zone, and the shortest distance between this CA zone and the wetland mosaic area aforementioned would be less than 300 m (**Figure 1**). We would be very surprised if the Environmental Protection Department (EPD) considers that the proposed diversion of watercourse under this application does not constitute a Designated Project under the Environmental Impact Assessment Ordinance (Cap. 499).

Planning issue

4. According to the form (S16-3) and the gist of this application, a substantial part of the current proposal involves blocks for cold storage use, ancillary office and transformer, parking spaces and loading/ uploading spaces. We would like to remind the Board that, within the AGR zone under the Approved Fu Tei Au & Sha Ling Outline Zoning Plan No. S/NE-FTA/16, there are many planning applications for developments not directly relating to agricultural uses rejected by the Board. Some of these applications and the reasons by the Board to reject them are shown below.

A/NE-FTA/135 - Proposed temporary open storage of building materials with ancillary warehouse and with parking facilities for lorries and private cars for a period of 3 Years (Rejected in 2014)

- (a) *the application is not in line with the planning intention of the "Agriculture" ("AGR") zone for the area which is primarily intended to retain and safeguard good agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis;*
- (b) *the application does not comply with the Town Planning Board Guidelines No. 13E in that there is no previous planning approval granted at the site; the proposed development is not compatible with the surrounding land uses which are predominantly rural in character; there are adverse departmental comments on the application; and the applicant fails to demonstrate that the development would have no adverse drainage, environmental and landscape impacts on the surrounding areas; and*
- (c) *approval of the application would set an undesirable precedent for similar applications within the same "AGR" zone. The cumulative effect of approving such similar applications would result in a general degradation of the environment of the area.*

A/NE-FTA/156 - Proposed temporary unloading/loading platforms for a period of 3 years (Rejected in 2015)

- (a) *the application is not in line with the planning intention of the "Agriculture" ("AGR") zone for the area which is primarily intended to retain and safeguard good agricultural*

land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis;

- (b) the application does not comply with the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses (TPB PG-No. 13E) in that there is no previous planning approval granted at the site; the proposed development is not compatible with the surrounding land uses which are predominantly rural in character; there are adverse departmental comments on the application; and the applicant fails to demonstrate that the development would have no adverse environmental and landscape impacts on the surrounding area; and*
- (c) the approval of the application would set an undesirable precedent for similar applications within the same "AGR" zone. The cumulative effect of approving such similar applications would result in a general degradation of the environment of the area.*

A/NE-FTA/150 - Proposed temporary covered goods reshuffling points for a Period of 3 Years
(Rejected upon review in 2015)

- (a) the proposed use is not in line with the planning intention of the "Agriculture" ("AGR") zone for the area which is primarily intended to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis;*
- (b) the proposed use does not comply with the Town Planning Board Guidelines No. 13E in that there is no previous planning approval granted at the site; the proposed development is not compatible with the surrounding land uses which are predominantly rural in character; there are adverse departmental comments on the application; and the applicant fails to demonstrate that the development would have no adverse traffic, environmental and landscape impacts on the surrounding areas; and*
- (c) approval of the application would set an undesirable precedent for similar applications within the same "AGR" zone. The cumulative effect of approving such similar applications*

would result in a general degradation of the environment of the area.

A/NE-FTA/152 - Proposed Temporary Frontier Shopping Centre for a Period of 3 Years
(Rejected upon review in 2015)

- (a) *the application is not in line with the planning intention of the "Agriculture" ("AGR") zone for the area which is primarily intended to retain and safeguard good agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning intention, even on a temporary basis;*
- (b) *the proposed development is not compatible with the surrounding land uses which are predominantly rural in character with stream courses, ponds, and inactive wet agricultural land. The applicants fail to demonstrate that the development would have no adverse environmental, ecological and landscape impacts on the surrounding area;*
- (c) *the Site is located within the Frontier Closed Area which is only served by Lo Wu Station Road via Man Kam To Road where there are heavy traffic movements on the road. The applicants fail to demonstrate that the development would not result in adverse traffic impact on the surrounding road network;*
- (d) *the proposed direct pedestrian access from the Lo Yu MTR Station, which is a boundary control point within the Closed Area, via Lo Wu Station Road to the proposed development is not feasible due to closed area permit requirement under the Public Order Ordinance; and*
- (e) *approval of the application would set an undesirable precedent for similar applications within the same "AGR" zone. The cumulative effect of approving such similar applications would result in a general degradation of the environment of the area.*

5. We urge the Board to investigate whether or not the above reasons would also be relevant to the present application. Indeed, according to the RtoC section, the Planning Department has already mentioned:

'... ..the total landfilled/development area almost covers 2/3 (about 1.4ha) of the Site which is considered extensive and incompatible with the surrounding landscape

setting.

Land issue

6. The RtoC section of the Report states the followings:

Applicant's responses to AFCD's comments (item 3):

'The existing farmers at the Application Site are tenants. The owner of the application site has already served an advance termination notice to the existing tenants. The existing tenants are well noted that they'll need to move out from the application site regardless whether or not the planning permission for the proposed development will be granted by the Town Planning Board.'

7. However, in the file of this application retrieved from the Planning Department's office, we have also seen the following comment (Comment No.: 26; Reference No.: 180924-222729-70278; also shown in **Figure 2**):

'沒有得到土地擁有人同意擬議成為該份 No.A/NE/FTA/187 的發展規劃。本人為 500 分段土地擁有人之一，不知情地被涉及其中。'

8. In addition, during our field visit in January 2019, we also observed a small piece of filled area in the AGR zone of concern (please see **Figure 3**).

9. We urge the Board to carefully and seriously examine and clarify the above issues with the relevant authorities and the applicant. We believe the Board should be well aware that any 'destroy first, build later' approach should not be tolerated, as this is a promise made by the Board¹.

Comments from the AFCD

10. In the Ecological Impact Assessment report (EcoIA) for this application, the main habitat identified at the site is classified as 'agricultural land'. However, the AFCD mentions the following as shown in the RtoC section:

'Majority of the subject site is an abandoned agricultural land which has become a

¹ <https://www.info.gov.hk/gia/general/201107/04/P201107040255.htm>

permanent/seasonal wetland. Wetland associated fauna, some of which showing breeding behavior, was observed at the site....The proposed development would unavoidably involve filling of the wetland (as opposed to the claim that ‘There will be no land filling works carried out within the Application Site’ in the email dated 5 September 2018 from the applicant to the Town Planning Board)...’

11. According to the RtoC section, the AFCD indicates that they do not support this application from both the nature conservation and agriculture points of view.

12. We would like the Board to look at some on-site photographs taken in January 2019, which show the wet condition of the site (**Figure 4**). These photographs in general support the judgment of the AFCD (i.e., the site contains permanent/seasonal wetland).

13. Obviously, the proposed development would cause a direct loss of wetland, and, of course, a direct loss of arable land. We would like the Board to liaise with the relevant authorities as to whether the provision of the so-called ‘Ecological Buffer Conceptual Zone’ (‘not less than 15m wide’; ‘to permit compensatory of watercourse and trees’) can adequately mitigate/compensate for the loss of wetland and arable land – the site is zoned AGR which is primarily intended to retain and safeguard farmland.

14. To conclude, we consider the application would cause a substantial loss of farmland (and wetland) and it is definitely not in line with the planning intention of the AGR zone. We urge that this application must be rejected.

15. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

cc. Designing Hong Kong

Figure 1. The site (approximately marked by the orange area) and the Conservation Area zone (approximately marked by the green area).

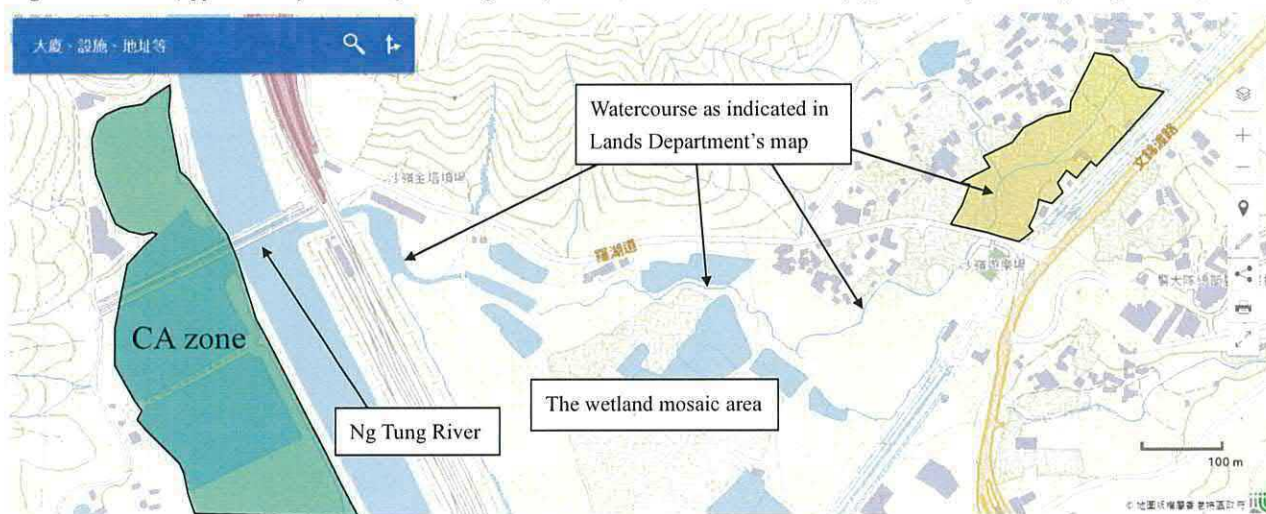


Figure 2. Comment No.: 26; Reference No.: 180924-222729-70278.

頁 1 / 1

PEMS Comment Submission

5-26

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 Reference Number:	180924-222729-70278
提交限期 Deadline for submission:	28/09/2018
提交日期及時間 Date and time of submission:	24/09/2018 22:27:29
有關的規劃申請編號 The application no. to which the comment relates:	A/NE-FTA/187
「提意見人」姓名/名稱 Name of person making this comment:	[REDACTED]
意見詳情 Details of the Comment :	
<p>1. 沒有得到土地擁有人同意擬議成為該份 No.A/NE/FTA/187的發展規劃。本人為500分段土地擁有人之一，不知情地被涉及其中。</p> <p>2. 機房和廠房(包括大型冷藏庫)建設位置十分接近民居，產生熱能、噪音滋擾居民。由於相當接近居民居所和生活範圍，居所和機房相距約20米，在同一地段，廠房則設在隔鄰地段，他們產生熱能和廢氣；機房和大型冷藏庫全日開動，發出噪音，滋擾居民，影響居住環境和健康。</p> <p>3. 土地用途改變要有規劃。不應改變農業土地成為工業用地。</p> <p>4. 缺乏完善基礎建設規劃。該規劃沒有諮詢居民和沒有任何基礎建設保障居民，該段為羅湖道單程行車，工廠會有大量輕型、中型貨車和貨櫃出入，造成交通阻塞及行人安全。</p> <p>5. 沒有排水系統和批核填土工程規劃。該地段處於低窪的農地，面積約21204平方米，需要大量泥土平整土地，由圖則顯示，他們妨礙原本水流疏水，地處於上游，下游出水口少，水流流向附近的農地和居所，造成災害如水浸。</p> <p>6. 沒有廢物和污水系統。由於是大型家禽冷藏庫和分銷中心，包裝家禽產生廢物和污水處理，影響環境衛生。</p>	



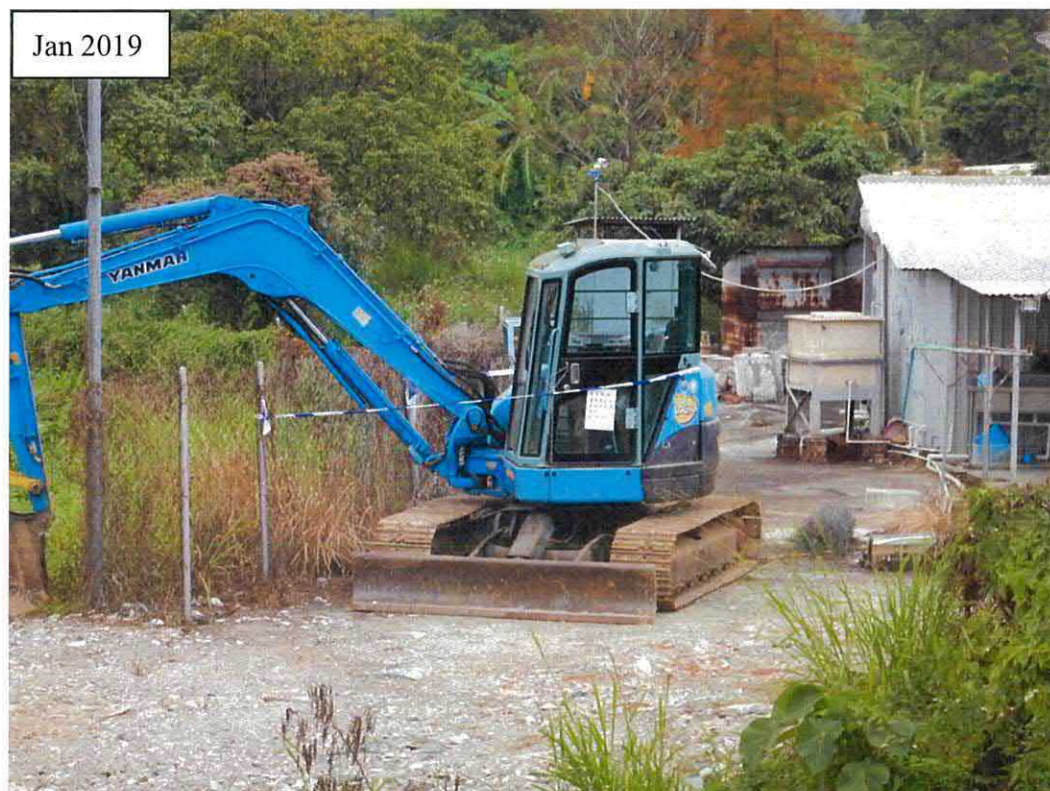
嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Figure 3. The filled area observed in the AGR zone of concern (other on-site photographs were also attached for reference).



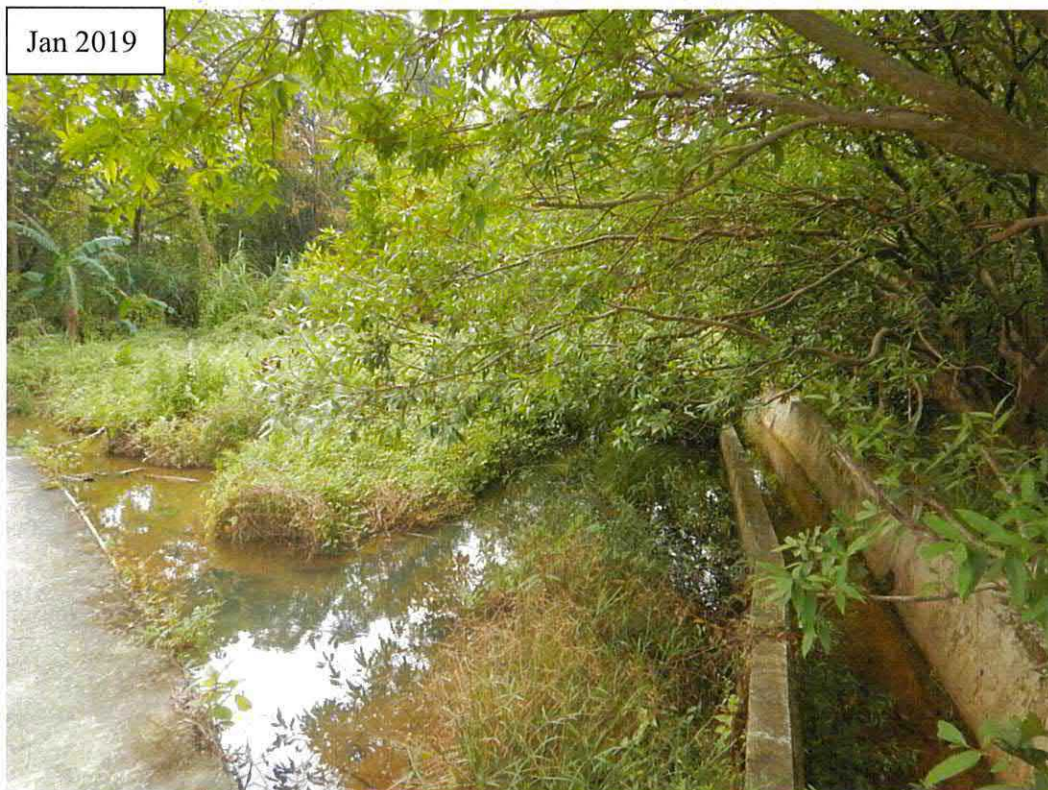
香港新界大埔林錦公路
Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: eap@kfbg.org

Figure 3. Cont'd.



香港新界大埔林錦公路
 Lam Kam Road, Tai Po, New Territories, Hong Kong
 Email: eap@kfbg.org

Figure 4. The wet condition of the application site.



tpbpd@pland.gov.hk

寄件者: Tobi Lau (Local Biodiversity) <tlau@wwf.org.hk>
寄件日期: 2021年01月19日星期二 9:49
收件者: tpbpd@pland.gov.hk
主旨: s16 Sandy Ridge A_NE-FTA_201 WWF
附件: A_NE-FTA_201_2021 01(Jan)_WWF.pdf

Dear Sir/Madam,

Please find WWF-Hong Kong's submission on the captioned town planning application. See attached file:

A_NE-FTA_201_2021 01(Jan)_WWF

Thank you for your attention.

Yours faithfully,
Tobi LAU
Manager, Conservation Policy
World Wide Fund For Nature Hong Kong

Registered Name 註冊名稱: World Wide Fund For Nature Hong Kong 世界自然(香港)基金會
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)



世界自然基金會
香港分會

WWF-Hong Kong

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wwf@wwf.org.hk
wwf.org.hk

19 Jan 2021

Chairman and members
Town Planning Board
15/F North Point Government Offices,
333 Java Road, North Point,
Hong Kong
(E-mail: tpbpd@pland.gov.hk)

By E-mail ONLY

Dear Sir/Madam,

RE: Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Land Filling for Site Formation Works in "Agriculture" zone in Sha Ling, Man Kam To (A/NE-FTA/201)

WWF would like to lodge objection to the captioned.

Not in line with the planning intention of the "Agriculture" zone

The proposed use, even on temporary basis, is not in line with the planning intention of the "Agriculture" zone and will result in the loss of agricultural land. We consider the application site possesses good potential for agricultural rehabilitation and cultivating activities at the site while the existing river courses, one situated within and the other adjoining the application site, retain the function of an irrigational channel to serve cultivating activities when necessary.

"Destroy first, develop later" approach adopted

The application site is associated with an unauthorized enforcement case E/NE-FTA/172 with no compliance notice has been issued by the government authority by the time when this submission prepared. The applicant is likely trying to legalize the unlawful land filling through planning application. We would like to ask the Town Planning Board to proactively deter such "Destroy first, build later" planning application so as to be consistent with the Government press release on 4 July 2011 which stated that *"the Board is determined to conserve the rural and natural environment and will not tolerate any deliberate action to destroy the rural and natural environment in the hope*

together possible™

贊助人：香港特別行政區行政長官

林鄭月娥女士、大紫荊勳章、GBS

主席：何潤達先生

行政總裁：江傳智先生

註冊名稱 Registered Name: 世界自然(香港)基金會 World Wide Fund For Nature Hong Kong
(於香港註冊成立的擔保有限公司 Incorporated in Hong Kong with limited liability by guarantee)

執務核數師：香港立信德豪會計師事務所有限公司

執務公司秘書：萬信秘書服務有限公司

執務司庫：匯豐銀行

註冊慈善機構

Patron: The Honourable Mrs Carrie Lam Cheng Yuet-ngor, GBM, GBS
The Chief Executive of the HKSAR

Chairman: Mr Edward M. Ho
CEO: Mr Peter Cornthwaite

Honorary Auditors: BDO Limited
Honorary Company Secretary:
McCabe Secretarial Services Limited
Honorary Treasurer: HSBC
Registered Charity
(Incorporated With Limited Liability)

*that the Board would give sympathetic consideration to subsequent development on the site concerned"*¹.

The site contains ecological value that should not be neglected

Most area of the application site is fallen within the previous withdrawn planning application A/NE-FTA/187. During the application process of A/NE-FTA/187, AFCD commented that the site was an abandoned farmland and had turned into permanent /seasonal wetland. From ecological point of view, wetlands, such as the application site, would provide feeding opportunities and breeding grounds for various wetland dependent taxa groups from avifauna to aquatic creatures. The proposed use will undoubtedly impose adverse impact to the biodiversity of the site and the integrity of the ecosystem in the area in broader sense.

Detrimental to the land nature of the current "Agriculture" zone

The proposed site formation with land filling and structures which we consider that would impose irreversible damage to the current arable area. The potential affected area is unlikely managed to resume to current status that are suitable for cultivating activities after the proposed use ceased.

Unacceptable landscape and visual impacts

According to Fig 1.1 provided by the applicant in the planning document, we consider the proposed development, particularly the structures, is excessive in scale and not compatible with the current natural landscape setting and rural character of the site and its surroundings. The proposed development will alter the rural landscape character significantly. There is insufficient information to demonstrate the landscape and visual acceptability of the proposed development in the area.

We would be grateful if our comments could be considered by the Town Planning Board.

Sincerely yours,

Tobi Lau (Mr.)

Manager, Conservation Policy

¹ <http://www.info.gov.hk/gia/general/201107/04/P201107040255.htm>.

tpbpd@pland.gov.hk

5-41

寄件者: Roy Ng <roy@cahk.org.hk>
寄件日期: 2021年01月19日星期二 12:30
收件者: tpbpd@pland.gov.hk
主旨: Comments on the Section 16 Application No. A/NE-FTA/201
附件: TPB20210119(FTA201).pdf

Dear Sir/Madam,

Please refer to the attachment for the captioned. Thank you.

Yours faithfully,
Ng Hei Man
The Conservancy Association



長春社

Since 1968

The Conservancy Association

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19th January 2021

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

By e-mail: tpbpd@pland.gov.hk

Dear Sir/Madam,

RE: Comments on the Section 16 Application No. A/NE-FTA/201

The Conservancy Association (CA) OBJECTS to the captioned application.

1. Not in line with the planning intention of Agriculture (AGR) zone

According to Fu Tei Au and Sha Ling Outline Zoning Plan No. S/NE-FTA/16, the planning intention of AGR zone is “*intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes*”. From the aerial photos in Environmental Assessment Report, the subject site comprised large area of active agricultural land. We opine that the site still has high potential for agricultural rehabilitation. The proposed development is not in line with the intention to retain land with good potential for rehabilitation.

2. Adverse ecological impacts

Abandoned agricultural land would become seasonally wet and offer a range of opportunities for wetland-associated and aquatic fauna. Previous studies¹ have revealed that Greater painted-snipe was once recorded in agricultural land in Sha Ling. This is a rare and localised breeding species in Hong Kong² such that any breeding sites is of

¹ Ove Arup (2016), Site Formation and Associated Infrastructural Works for Development of Columbarium, Crematorium and Related Facilities at Sandy Ridge Cemetery – Design and Construction, Final Environmental Impact Assessment Report.

² Carey G.J., Chalmers M.L., Diskin D.A., Kennerley P.R., Leader P.J., Leven M.R., Lewthwaite R.W.,



長春社

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conservation importance. Since similar habitat can be spotted in the subject site, we worry that direct loss of agricultural land would also pose adverse ecological impact on Greater painted-snipe, and other wetland-associated species.

We are also very disappointed that the ecological impact assessment (EcoIA) fails to take account of off-site ecological impacts. For example, a watercourse is running from the subject site to the AGR zone south of Lo Wu Road (Figure 1). Although land filling activities have been observed in that area few years ago, we note from the aerial photo that the area comprise fish pond, dry and wet agricultural land (Figure 2) which might still be of considerable ecological value. Since there would be direct loss of this watercourse, we worry that it would also disturb fish pond and agricultural land in the area.

Meanwhile, another watercourse is found very close to the northwest boundary of the subject site. Likewise, the EcoIA gives no attempts in evaluating any potential disturbance on the watercourse. Indeed this watercourse would eventually connect to the lower part of the watercourse within the site (Figure 3), and then down to the AGR zone in the south of Lo Wu Road. Even though this watercourse lies outside the subject site, potential ecological impact on this watercourse should not be ignored.

3. Undesirable precedent for similar applications

The proposed maximum depth of land filling is 1.94m, but there is no similar applications for such large scale of land filling approved in the adjacent AGR zone. Moreover, although the proposed development is claimed to be temporary in nature, it is anticipated that extensive paving is necessary. It is highly questionable if the site can be reinstated to original status which is suitable for farm rehabilitation in future. In this way, approving the application would set an undesirable precedent for similar applications within "AGR" zone.

Yours faithfully,

Ng Hei Man

Campaign Manager

The Conservancy Association



長春社

Since 1968

The Conservancy Association

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Figure 1 A watercourse (marked in light blue) is running from the subject site (marked in red) to the AGR zone in the south of Lo Wu Road



Figure 2 From the aerial photo, mosaic of fish pond, dry and wet agricultural land (circled in pink) can be found (Source: Google Earth)





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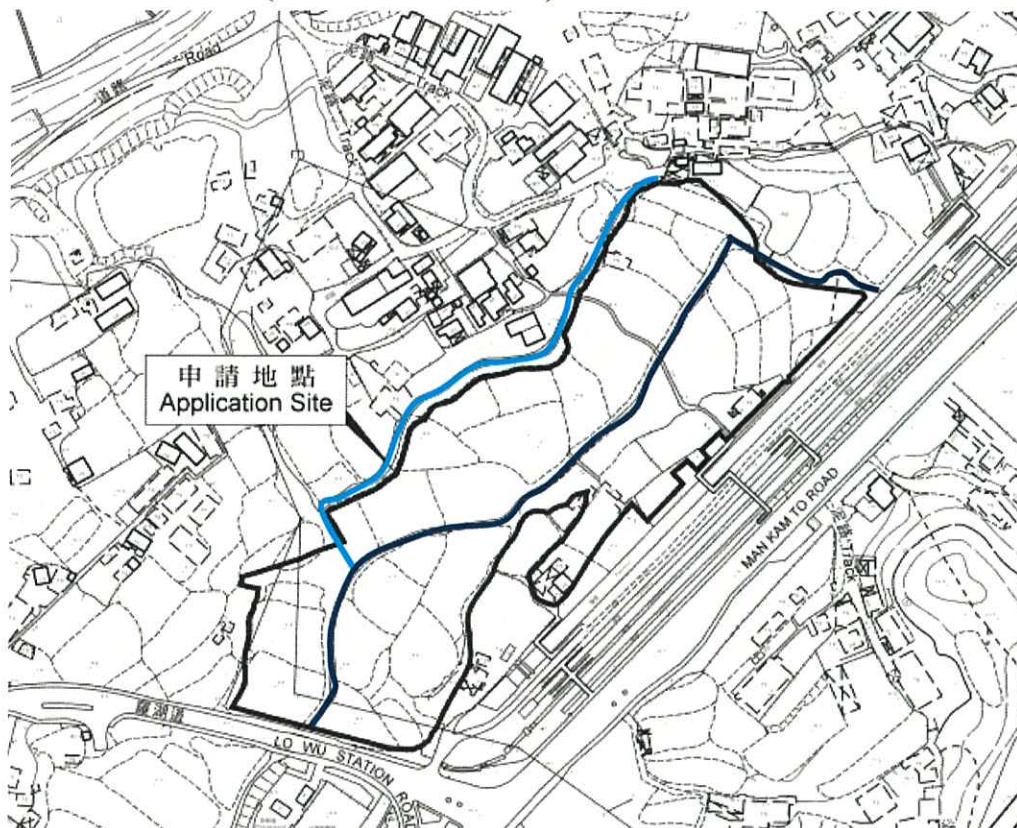
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Figure 3 Another watercourse (marked in light blue) is found very close to the northwest boundary of the subject site and would eventually connect to the lower part of the watercourse (marked in dark blue) within the site



寄件者: WONG, Suet Mei <wsuetmei@hkbws.org.hk>
寄件日期: 2021年01月19日星期二 17:25
收件者: tpbpd
副本: HKBWS HKBWS
主旨: HKBWS's comments on the planning application for the proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Land Filling for Site Formation Works at Man Kam To Road, Sha Ling (A/NE-FTA/201)
附件: 20210119_ManKamToRoad_ColdStorage_A_NE_FTA_201_HKBWS.pdf

Dear Sir/Madam,

The Hong Kong Bird Watching Society's comments on the planning application for the proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Land Filling for Site Formation Works at Man Kam To Road, Sha Ling (A/NE-FTA/201) is attached.

Thank you.

Best Regards,

Wong Suet Mei | 黃雪媚

Conservation Officer | 保育主任

Hong Kong Bird Watching Society | 香港觀鳥會

A: 7C, V Ga Building, 532 Castle Peak Road, Kowloon, Hong Kong
香港九龍荔枝角青山道 532 號偉基大廈 7 樓 C 室

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Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong
(E-mail: tpbpd@pland.gov.hk)

By email only

19 January 2021

Dear Sir/Madam,

**Comments on the planning application for the proposed Temporary Cold Storage
for Poultry and Distribution Centre for a Period of 3 Years and Land Filling for Site
Formation Works at Man Kam To Road, Sha Ling (A/NE-FTA/201)**

The Hong Kong Bird Watching Society (HKBWS) objects to the planning application based on the following reasons.

1 Recognized significant ecological value of the application site and its surroundings

- 1.1 The application site and its surroundings are of conservation importance. The Feasibility Study of the Land Use Planning for Closed Area (the Study) commissioned by the Planning Department stated that the application site mainly consists of inactive wet agricultural land, inactive dry agricultural land and active dry agricultural land (Figure 1). The Study also mentioned

“the bird community of this area (wet agriculture and fishpond area south of Sandy Ridge cemetery), which is very similar to that of nearby Long Valley, comprises a number of wetland-dependent, conservation-significant and locally range-restricted species. The inactive fishponds support species such as Little Grebe and ardeids of seven species, including what is probably a breeding population of Greater Painted-snipe. In addition, species that are locally-distributed in Hong Kong and scarce breeding species such as Common Blackbird and Yellow-billed Grosbeak were also recorded in the

1

*breeding season, while Red-billed Starling occurs opportunistically in the non-breeding season"*¹. (Figure 2)

The globally near threatened Eurasian Otter was also recorded in an inactive fish pond in the area².

- 1.2 Freshwater wetland habitats and fallow wet agricultural lands are currently under-represented in the protected areas in Hong Kong and are vulnerable to destruction³. We consider the application site and its surrounding habitats are of high conservation importance, hence should be protected.
- 1.3 Moreover, agricultural land has multiple values. HKBWS and the Conservancy Association has been carrying out habitat management agreement scheme with the farmers in Long Valley for more than 10 years. Apart from the social and economic value of food production, farmlands also has ecological value, landscape value, cultural value, educational value, and buffering effect between urban areas and countryside. Therefore, farmland is worthy to be well-protected and managed.
- 1.4 In our site investigation conducted in September 2019, the site is **a wetland with the presence of wetland dependent species**, such as White-breasted Kingfisher (*Halcyon smyrnensis*) of "Local Concern"⁴ and some dragonflies/damselflies (Figure 3).
- 1.5 However, the proposed development is associated with the extensive landfilling and hard paving of about **1.91 hectare of seasonally wet fallow farmland and 272.34m of watercourse**. It will not only lead to a direct loss of wetland habitat, but also is incompatible with the surrounding rural environment. We urge the Town Planning Board (the Board) to reject this application to retain ecologically important agricultural land in Sha Ling area.

¹ Section (B) in Appendix G of the Feasibility Study of the Land Use Planning for Closed Area commissioned by the Planning Department

² Section 7.7.4.3 of Chapter 7 of the Feasibility Study of the Land Use Planning for Closed Area

³ Yip, J.Y., Corlett, R.T. and Dudgeon, D. 2004. A fine-scale gap analysis of the existing protected area system in Hong Kong, China. *Biodiversity and Conservation* 13.5: 943-57.

⁴ Fellowes et al. (2002)

2 Undervalue the ecology of the site and underplay the ecological impacts of the development

- 2.1 In the ecological assessment report of the current submission, it is stated that *"literature review was supplemented by ecological field surveys carried out from May to August 2020, in order to reflect the latest conditions of the Application Site and the adjacent environs."*
- 2.2 However, the fact that there are a *"moderate number"* of the endemic and "Endangered" (IUCN) crab *Somanniathelphusa zanklon* recorded in 2018 in the previous Ecological Impact Assessment Report for the application no. A/NE-FTA/187 by the same consultant company at the same site, has not been mentioned in the current submission. In the report in 2018, it even stated that the impact severity of the development on this *"less mobile species occurring in higher number"* was *"Low to Moderate"*. However, in Section 3.7.2 of the Planning Statement of the current submission, the applicant concluded that *"the ecological impacts to the two butterfly species and one freshwater crab species mentioned are low as well given only a single individual was recorded for all three species respectively"* We are concerned the current report, which does not incorporate the previous records of this endemic crab species and highly underplays the adverse impacts on it, would not adequately reflect the ecological value of the application site and would underestimate the impacts on the species of conservation interest and also their habitats.
- 2.3 Besides the matter of incomprehensive data representation, the applicant also inadequately interpreted the reversibility and duration of the direct habitat loss. In Section 6.3 Direct Impacts on Habitats in the Ecological Impact Assessment Report of the current submission, the applicant identified there were direct habitat loss in watercourse and agricultural land, but at the same time regarded the impacts as "reversible" and highlighted that the duration of the impacts as "temporary". We consider that this kind of presentation as misleading and actually inadequate as the associated vegetation clearance, land filling and construction of structures would clearly cause a direct, permanent and irreversible loss of wetland habitats and watercourse, even though the cold storage development was claimed

to operate for 3 years. Besides, in Table 21 of Section 6.6 summarizing the potential ecological impacts, the applicant put the Water course and Agricultural Land under the column of "Permanent direct impacts on Habitats". We consider this is contradicting with the statement in previous Section 6.3.

- 2.4 Furthermore, in Table 16 of the current Ecological Impact Assessment Report, the applicant described the magnitude of the direct ecological impacts to Watercourse in the absence of mitigation measures as "*existing habitat would be completely lost*" while summarized in Section 6.6 that "*impacts assessed as either low or negligible in the assessment above are not considered to require mitigation*". As the watercourse is grown with various wetland herbs and has "*some linkages with adjacent agricultural land and other watercourse*", we consider the applicant has undervalued the ecological value of the watercourse and seriously underestimate the adverse ecological impacts of the direct loss of this watercourse, leading to an absence of any corresponding mitigation/compensation measures.

3 Potential adverse hydrological impacts

It is stated in Section 3.2.6 of the Drainage Impact Assessment Report submitted by the applicant in 2020 that the runoff coefficients of the Site will be increased from 0.26 to 0.74 after the proposed development. This probably means a higher runoff and lower infiltration⁵. Moreover, it is added in Section 3.4.11 that in order to "*minimize the risk of downstream flooding due to the additional flow from the Site*", a total volume of not less than 2,177 meter cube of on-site storage tank will be provided, so that they will not flow to downstream during heavy rainstorm. We are concerned the extensive land excavation filling works and the proposed installation of underground runoff storage tank would further reduce the permeability at the application site, lead to a significant increase in the amount of surface runoff and bring adverse hydrological impacts such as flooding to the Sha Ling area.

⁵ Runoff Coefficient Fact Sheet. Available at:

https://www.waterboards.ca.gov/water_issues/programs/swamp/docs/cwt/guidance/513.pdf

4 Potential adverse sewage impacts of the proposed development

Besides, the sewage impacts from the proposed development should not be overlooked. According to Section 4.5.3 of the revised Environmental Assessment Report, it is stated that *"all the wastewater and sewage generated from the Site is suggested to be discharged and treated by the Septic tank and Soakaway Pit (STS) system"*. It is also mentioned that *"sufficient separation distance should be provided between the proposed STS system and the nearby watercourse and structures"*. However, the "buffer zone" as indicated in the layout plan for STS system is only served for buffering the watercourse instead of the entire wetland habitats (Figure 4). As the Drainage Services Department has already recognized the environmental and hygiene problem of STS in various publications^{6,7,8} and it is unclear if the proposed STS system is close to the wetland habitat, we are concerned it would potentially deteriorate the water quality of the wetland and adversely affect the aquatic organisms and wildlife which utilizes it. Therefore, we consider the applicant should include the wetland features in the layout plan, so as to provide buffer zone to those wetlands from the proposed STS system.

The HKBWS respectfully requests the Board to take our comments into consideration and **reject** the current application. Thank you for your kind attention.

Yours faithfully,



Wong Suet Mei
Conservation Officer

⁶ http://www.dsd.gov.hk/SC/Files/publications_publicity/publicity_materials/leaflets_booklets_factsheets/Village%20Sewerage.pdf

⁷ http://www.dsd.gov.hk/EN/Files/OpenDay2012/PDF/Sewage_Treatment_07.pdf

⁸ <http://www.legco.gov.hk/yr13-14/english/fc/pwsc/papers/p14-20e.pdf>

The Hong Kong Bird Watching Society

cc.

The Conservancy Association

Designing Hong Kong

Kadoorie Farm and Botanic Garden

WWF – Hong Kong

TrailWatch

Figure 1. Habitat map of the Planning Area 3 in the Final Report of the Land Use Planning for Closed Area – Feasibility Study commissioned by the Planning Department. It illustrates the application site as Inactive Wet Agricultural Land, Inactive Dry Agricultural Land and Active Dry Agricultural Land. Approximate location of the application site is indicated by the red circle.

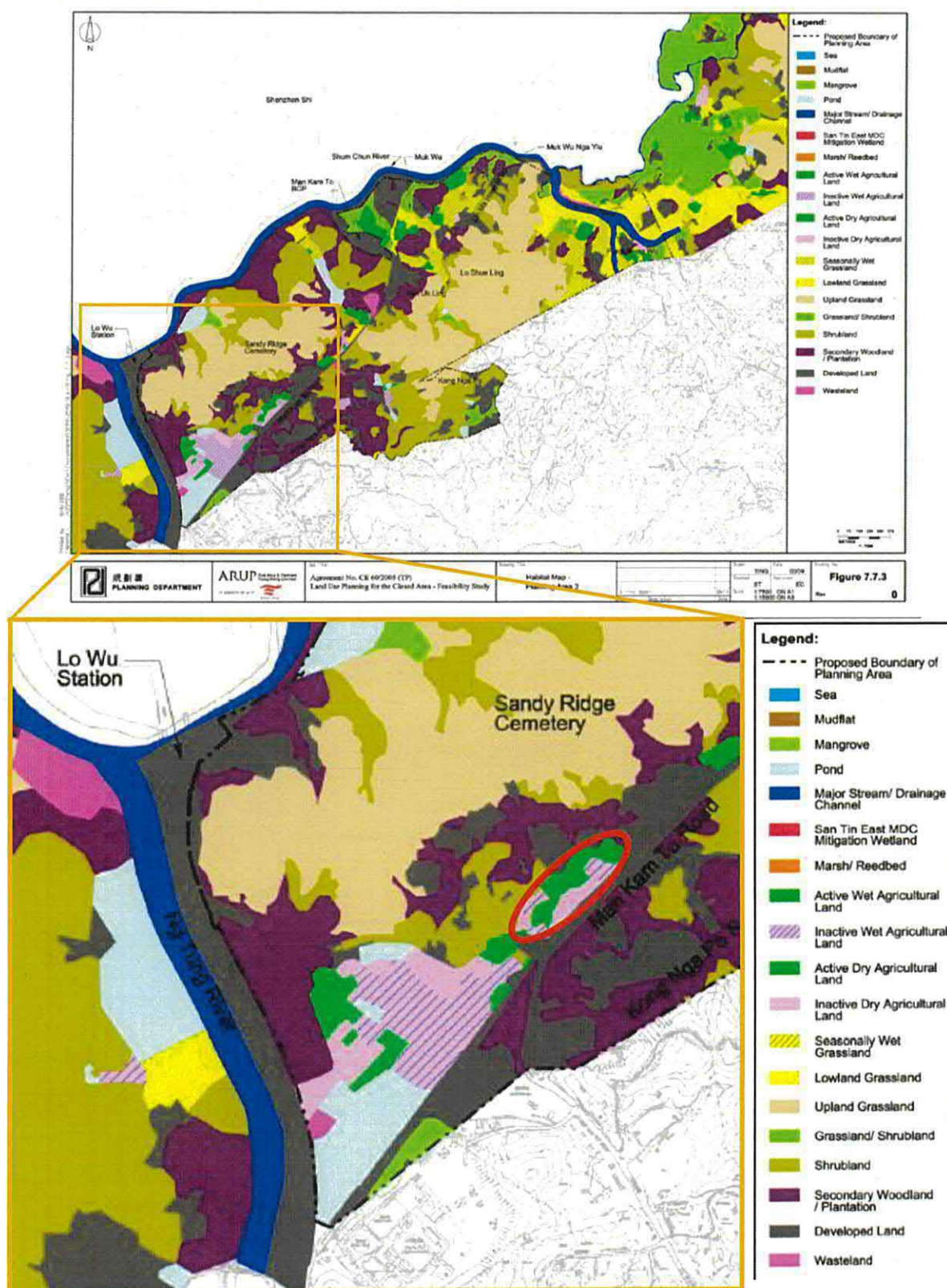


Figure 2. Bird species recorded in the locality of the application site. The Planning Department described the site as area “similar to that of nearby Long Valley, comprises a number of wetland-dependent, conservation-significant and locally range-restricted species.” Table extracted from Appendix G of the Final Report of the Land Use Planning for Closed Area – Feasibility Study commissioned by the Planning Department.

Table 5 Bird species of conservation importance and wetland-dependant species recorded at village and agricultural area south of Sandy Ridge cemetery in 2008

Species	20 th May	18 th June	14 th Jul	13 th Nov	13 th Jan
Little Grebe <i>Tachybaptus ruficollis</i>					1 FP
Grey Heron <i>Ardea cinerea</i>					1 IW
Great Egret <i>Egretta alba</i>	1 IA				3 FP
Intermediate Egret <i>Egretta intermedia</i>	1 WA				
Little Egret <i>Egretta garzetta</i>	3 WA	6 WA			46 FP
Cattle Egret <i>Bubulcus ibis</i>	16 IW	4 IW		4 WA	3 IW
Chinese Pond Heron <i>Ardeola bacchus</i>	3 WA, 3 IA	3 WA, 3 IW			7 IW, 6 FP
Night Heron <i>Nycticorax nycticorax</i>		1 IW			
Cinnamon Bittern <i>Ixobrychus cinnamomeus</i>	1 IW	1 IW			
Common Teal <i>Anas crecca</i>				100 IW	
White-breasted Waterhen <i>Amaurornis phoenicurus</i>	4 WA, 1 IA				1 WA
Greater Painted-snipe <i>Rostratula benghalensis</i>	1 WA	2 WA, 1 IW	2 IW		2 AA
Black-winged Stilt <i>Himantopus himantopus</i>				15 WA	11 FP
Little Ringed Plover <i>Charadrius dubius</i>	1 IW			1 IW	1 IW, 4 FP
Common Snipe <i>Gallinago gallinago</i>					2 IW
Wood Sandpiper <i>Tringa glareola</i>					5 IW
Green Sandpiper <i>Tringa ochropus</i>			1 IW		1 IW
Common Sandpiper <i>Actitis hypoleucos</i>			2 IW		
Pied Kingfisher <i>Ceryle rudis</i>			2 FP	2 FP	2 FP
White-throated Kingfisher <i>Halcyon</i>				1 FP	

Species	20 th May	18 th June	14 th Jul	13 th Nov	13 th Jan
<i>smymensis</i>					
Yellow-billed Grosbeak <i>Eophona migratoria</i>		1 VE	1 VE		
Red-billed Starling <i>Sturnus sericeus</i>					9 FP

Figure 3. According to the site investigation conducted in September 2019, the site is a wetland with the presence of wetland dependent species such as White-breasted Kingfisher (*Halcyon smyrnensis*) and some dragonflies/damselflies. However, the proposed construction and operation of the cold storage development will clearly lead to a direct loss in wetland habitat.

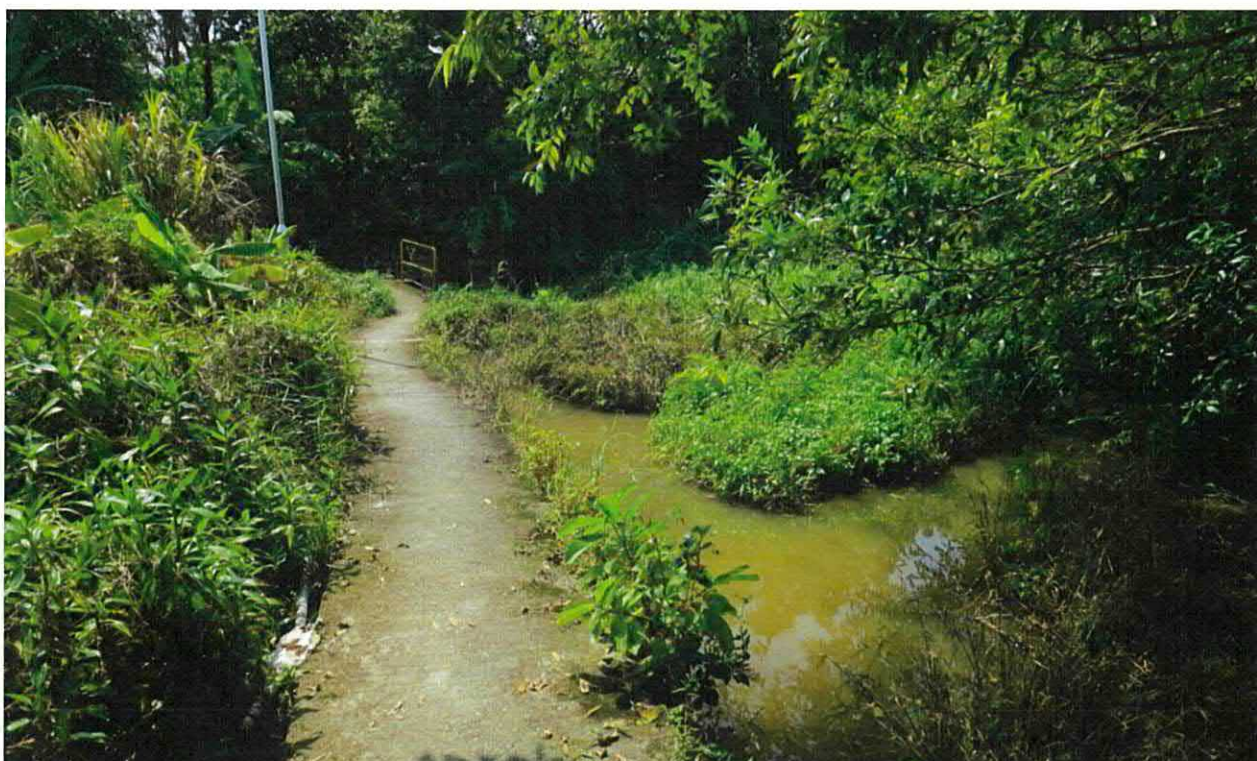
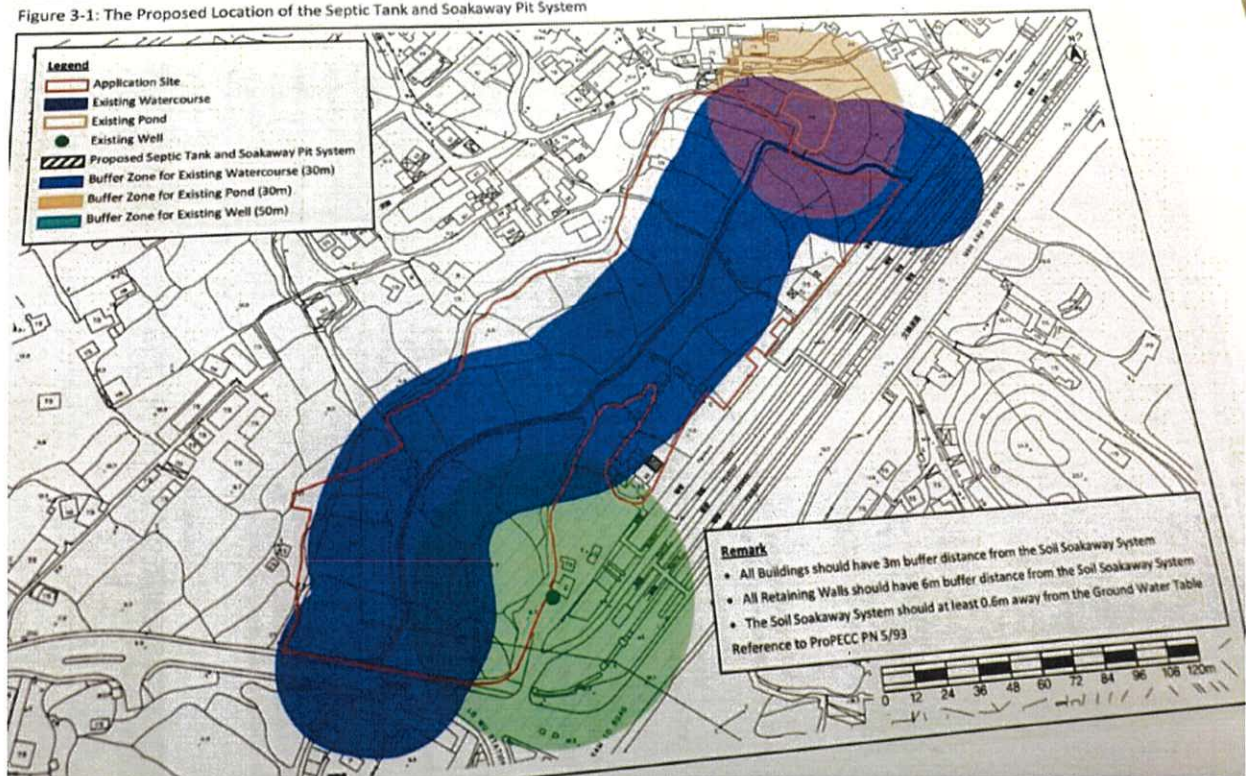


Figure 4. The layout plan prepared by the applicant in the current submission indicated that the “buffer zone” was only served for buffering the watercourse instead of the entire wetland habitats. We are concerned it would potentially deteriorate the water quality of the wetland and adversely affect the aquatic organisms and wildlife which utilizes it. Therefore, we consider the applicant should include the wetland features in the layout plan, so as to provide buffer zone to those wetlands from the proposed STS system.

Figure 3-1: The Proposed Location of the Septic Tank and Soakaway Pit System



5-43

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups



DHK's comment on A/NE-FTA/201

19/01/2021 19:37

From: Samuel Wong <samuel@designinghongkong.com>

To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>

FileRef:

1 attachment



20210119 A_NE-FTA_201 Sha Ling Temp Cold Storage and Distribution Cent.pdf

Dear Sir/Madam,

Our comment on the following application is attached:

1. A/NE-FTA/201

Thank you for your attention.

Yours faithfully,

For and on behalf of Designing Hong Kong Limited

Samuel Wong | Project Officer

T: +852 3104 2767 | E: samuel@designinghongkong.com

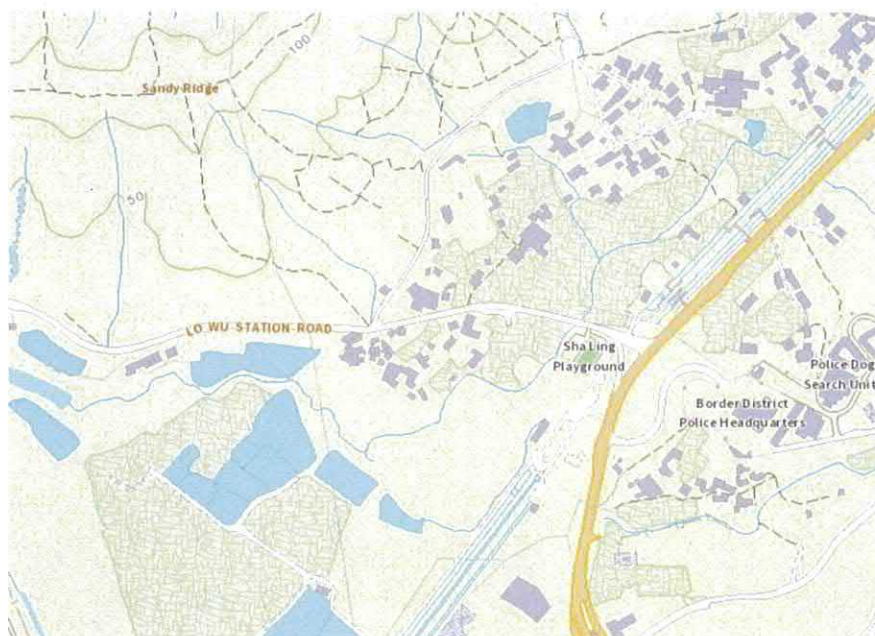
19 January 2021
Chairman and Members
Town Planning Board
15/F, North Point Government Offices
333 Java Road, North Point, Hong Kong
Fax: 2877 0245;
Email: tpbpd@pland.gov.hk

**Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years
and Land Filling for Site Formation Works
(Application No.A/NE-FTA/201)**

Dear Chairman and Members,

Designing Hong Kong Limited **objects** the captioned for the following reasons:

- The proposed area is zoned as "**Agriculture (AGR)**". The planning intention of this zone is primarily for retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes.
- From the GeoInfo Map from the Lands Department, there is a stream running through the site. We concern the approval of application would pollute or disturb the stream and bring adverse impacts to the farmland and ponds at the lower course of the river.



創建 Designing HongKong 香港 .com

- It is noted that an **enforcement notice** (Case No. E/NE-FTA/172) has been issued for illegal land filling on 11 March 2019. The approval of the application will further legitimize unauthorized use of land and set an undesirable precedent to regularize unlawful activities through planning application.
- There are still farmlands in the area of the application site. We see that there is a high potential for the rehabilitation of agricultural use on the site. Land filling and site formation, or any other means of permanent and irreversible activities should be avoided in order to prevent the destruction on the rural landscape.
- There are villages and open space near the site. It is incompatible to set up a facility which would operate almost every day from day to night in this rural area. The construction and operation of the facility would unavoidable causing air, noise and even water pollution to the area, and hinder the living environment and quality of the villagers nearby.
- The approval of the application would set an undesirable precedent for other applications within the "Agriculture (AGR)" zone, and lead to a general degradation of the rural landscape of the area.

Here we submit our concerns for your consideration.

Yours,
Designing Hong Kong Limited

F2 seg 1

5-44

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210501-174356-25878

提交限期

Deadline for submission:

07/05/2021

提交日期及時間

Date and time of submission:

01/05/2021 17:43:56

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Tai Wai Yiu

意見詳情

Details of the Comment :

申請地點不適宜作此用途，此建設會污染該村的生態，漠視該村村民之民生需要。

5-45

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210502-005920-89021

提交限期

Deadline for submission:

07/05/2021

提交日期及時間

Date and time of submission:

02/05/2021 00:59:20

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

小姐 Miss Grace Wong

意見詳情

Details of the Comment :

就第16條申請提出反對，此規劃嚴重影響當地村民居住環境及造成不便和滋擾。

5-46

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210502-122707-75897

提交限期

Deadline for submission:

07/05/2021

提交日期及時間

Date and time of submission:

02/05/2021 12:27:07

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Harrison Chiu

意見詳情

Details of the Comment :

破壞環境

FL Seg 1

5-47

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210504-224709-60411

提交限期

Deadline for submission:

07/05/2021

提交日期及時間

Date and time of submission:

04/05/2021 22:47:09

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

先生 Mr. Lai Sum

意見詳情

Details of the Comment :

To whom it may concern,

I am writing to express the concerns of building Cold Storage for Poultry among Fu Tei Au & Sha Ling.

To start with, constructing Site Formation Work should be highly condemned due to naive decision made by proposer.

Due to potential outbreak of H5N1 and other relevant avian influenza, proposer has not conducted any environmental and human impact analysis. During the tense period in 2014, outbreak of H7N9 has caused fatal toll among several citizens. From the documents list inside A/NE-FTA/201, absence of hygiene impacting investigation and analysis has raised public concerns as well as a repetitive shadow of fears among Hong Kong citizens. Normally, Sandy Ridge Cemetery attracts hundreds and thousands of people amid the period of Ching Ming Festival. Leakage of virus and under-covered virus may crash down the existing public health care system and who is responsible for that?

Besides, the noise effect has put the mental health of residents nearby into chasm. As the CAD drawing of condenser for cold store fixed on new roof has exceeded the height limit. The cover shield is not able to cover the total height of the building. Noise pollution has affected those people who are living nearby adversely.

Last but not least, the design of deck over area should be highly denounced and criticized. During raining season in summer, large amount of rain has given huge pressure to the drain nearby in Luo Wu Road. The storage of tank has underestimated the total amount of rain during summer. Meanwhile, there is no precaution or treatment of the water stored inside the tank. As the bacteria will inoculate inside the water, if similar scenario such as outbreaking of new-typed virus (COVID-19) happens in Hong Kong, who is responsible by that? The company or town planning board.

Therefore, the application of A/NE-FTA/201 should be withdrawn immediately.

Yours faithfully,
Lai Sum.

T2 seg 1

5-48

致城市規劃委員會秘書：

專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓

傳真：2877 0245 或 2522 8426

電郵：tpbpd@pland.gov.hk

To : Secretary, Town Planning Board

By hand or post : 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong

By Fax : 2877 0245 or 2522 8426

By e-mail : tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates

A/NE-FTA/201 Received on 09/04/2021

意見詳情 (如有需要，請另頁說明)

Details of the Comment (use separate sheet if necessary)

Handwritten signature and initials on lined paper.

「提意見人」姓名/名稱 Name of person/company making this comment 侯志強

簽署 Signature [Signature] 日期 Date 2021.5.6

tpbpd@pland.gov.hk

5-49

寄件者: Tobi Lau (Local Biodiversity) <tlau@wwf.org.hk>
寄件日期: 2021年05月06日星期四 11:20
收件者: tpbpd@pland.gov.hk
主旨: s16 Sha ling A_NE-FTA201_1 WWF
附件: A_NE-FTA201_1 2021 05(May)_WWF.pdf

Dear Sir/Madam,

Please find WWF-Hong Kong's submission on the captioned town planning application. See attached file:

A_NE-FTA201_1 2021 05(May)_WWF

Thank you for your attention.

Yours faithfully,

Tobi LAU

Manager, Conservation Policy
World Wide Fund For Nature Hong Kong

Registered Name 註冊名稱: World Wide Fund For Nature Hong Kong 世界自然(香港)基金會
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)



世界自然基金會
香港分會

WWF-Hong Kong

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萬泰中心 15 樓
15/F, Manhattan Centre
8 Kwai Cheong Road
Kwai Chung, N.T., Hong Kong

電話 Tel: +852 2526 1011
傳真 Fax: +852 2845 2764
wwf@wwf.org.hk
wwf.org.hk

Chairman and members
Town Planning Board
15/F North Point Government Offices,
333 Java Road, North Point,
Hong Kong
(E-mail: tpbpd@pland.gov.hk)

By E-mail ONLY

Dear Sir/Madam,

**RE: Proposed Temporary Cold Storage for Poultry and Distribution Centre for a
Period of 3 Years and Land Filling for Site Formation Works in "Agriculture" zone in
Sha Ling, Man Kam To (A/NE-FTA/201)**

WWF remains objecting the captioned as the submitted further information has not
addressed our objection reasons of our submission that sent to the Town Planning Board
date on 19 Jan 2021 (Please refer to Appendix 1 of this submission).

Sincerely yours,

Tobi Lau (Mr.)
Manager, Conservation Policy

together possible™

贊助人：香港特別行政區行政長官
林鄭月娥女士、大紫荊勳賢、GBS
主席：白丹尼先生
署理行政總裁：黃碧嫻女士

義務核數師：香港立信德豪會計師事務所有限公司
義務公司秘書：嘉信秘書服務有限公司
義務司庫：匯豐銀行
註冊慈善機構

Patron: The Honourable Mrs Carrie Lam Cheng Yuet-ngor, GBM, GBS
The Chief Executive of the HKSAR
Chairman: Mr Daniel R Bradshaw
Acting CEO: Ms Nicole Wong

Honorary Auditors: BDO Limited
Honorary Company Secretary:
McCabe Secretarial Services Limited
Honorary Treasurer: HSBC
Registered Charity
(Incorporated With Limited Liability)

註冊名稱 Registered Name: 世界自然(香港)基金會 World Wide Fund For Nature Hong Kong
(於香港註冊成立的擔保有限公司 Incorporated in Hong Kong with limited liability by guarantee)



世界自然基金會
香港分會

WWF-Hong Kong

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電話 Tel: +852 2526 1011
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wwf@wwf.org.hk
wwf.org.hk

19 Jan 2021

Chairman and members
Town Planning Board
15/F North Point Government Offices,
333 Java Road, North Point,
Hong Kong
(E-mail: tpbpd@pland.gov.hk)

By E-mail ONLY

Dear Sir/Madam,

RE: Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years and Land Filling for Site Formation Works in "Agriculture" zone in Sha Ling, Man Kam To (A/NE-FTA/201)

WWF would like to lodge objection to the captioned.

Not in line with the planning intention of the "Agriculture" zone

The proposed use, even on temporary basis, is not in line with the planning intention of the "Agriculture" zone and will result in the loss of agricultural land. We consider the application site possesses good potential for agricultural rehabilitation and cultivating activities at the site while the existing river courses, one situated within and the other adjoining the application site, retain the function of an irrigational channel to serve cultivating activities when necessary.

"Destroy first, develop later" approach adopted

The application site is associated with an unauthorized enforcement case E/NE-FTA/172 with no compliance notice has been issued by the government authority by the time when this submission prepared. The applicant is likely trying to legalize the unlawful land filling through planning application. We would like to ask the Town Planning Board to proactively deter such "Destroy first, build later" planning application so as to be consistent with the Government press release on 4 July 2011 which stated that *"the Board is determined to conserve the rural and natural environment and will not tolerate any deliberate action to destroy the rural and natural environment in the hope*

together possible™

贊助人：香港特別行政區行政長官
林鄭月娥女士、大紫荊勳賢 GBS

主席：何潤達先生

行政總裁：江偉賢先生

註冊名稱 Registered Name: 世界自然(香港)基金會 World Wide Fund For Nature Hong Kong
(於香港註冊成立的擔保有限公司 Incorporated in Hong Kong with limited liability by guarantee)

義務核數師：香港立信德豪會計師事務所有限公司

義務公司秘書：惠信秘書服務有限公司

義務司庫：匯豐銀行

註冊慈善機構

Patron: The Honourable Mrs Carrie Lam Cheng Yuet-ngor, GBM, GBS
The Chief Executive of the HKSAR

Chairman: Mr Edward M. Ho

CEO: Mr Peter Cornthwaite

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Honorary Company Secretary:
McCabe Secretarial Services Limited
Honorary Treasurer: HSBC
Registered Charity
(Incorporated With Limited Liability)

*that the Board would give sympathetic consideration to subsequent development on the site concerned*¹.

The site contains ecological value that should not be neglected

Most area of the application site is fallen within the previous withdrawn planning application A/NE-FTA/187. During the application process of A/NE-FTA/187, AFCD commented that the site was an abandoned farmland and had turned into permanent /seasonal wetland. From ecological point of view, wetlands, such as the application site, would provide feeding opportunities and breeding grounds for various wetland dependent taxa groups from avifauna to aquatic creatures. The proposed use will undoubtedly impose adverse impact to the biodiversity of the site and the integrity of the ecosystem in the area in boarder sense.

Detrimental to the land nature of the current "Agriculture" zone

The proposed site formation with land filling and structures which we consider that would impose irriversible damage to the current arable area. The potential affected area is unlikely managed to resume to current status that are suitable for cultivating activities after the proposed use ceased.

Unacceptable landscape and visual impacts

According to Fig 1.1 provided by the applicant in the planning document, we consider the proposed development, particularly the structures, is excessive in scale and not compatible with the current natural landscape setting and rural character of the site and its surroundings. The proposed development will alter the rural landscape character significantly. There is insufficient information to demonstrate the landscape and visual acceptability of the proposed development in the area.

We would be grateful if our comments could be considered by the Town Planning Board.

Sincerely yours,

Tobi Lau (Mr.)

Manager, Conservation Policy

¹ <http://www.info.gov.hk/gia/general/201107/04/P201107040255.htm>.

5-50

打鼓嶺沙嶺村居民福利會

地址：新界打鼓嶺區邊境中沙嶺村 103 號 電話：

註冊編號：CP/LIC/SO/19/20921

2021 年 04 月 28 日

敬啟者：

(有關規劃申請編號 A/NE-FTA/201)

(擬議臨時家禽冷藏庫及分銷中心<為期3年>及填土以作土地平整工程)

本會就有關上述申請，並廣泛諮詢村民，同時召開村民會議討論，會上全體村民一致堅決反對以上有關申請。理由如下：

- 1、相關地段土地用途屬農業地帶，與規劃許可不符。並且附近已出現多宗違例發展仍在處理中，如先例一開，後患無窮。
- 2、該申請地段範圍內，於 2018 年 12 月份有工人未經業權人和村民同意，強行拆毀業權人和村民土地範圍內鐵線網，並開鑿道路，強行駛入掘泥機進行非法填土，並在官地上非法填土。有關違法事件，村民已即時報警，案件警方仍在處理中。鑑於該申請有出現違法事件，在此階段並不惜宜考慮該申請，並要保留現場證據，留待警方處理 (之前已多次表達過)。
- 3、本會重申並嚴正聲明，申請地段範圍內之疏水河，屬官地更是本村數佰戶村民近百年共同使用，任何人無權佔用並進行發展，因此本會強烈反對把該疏水河批租給任何人仕。
如有關部門批給此申請，本會定必應村民要求，展開激烈抗爭。
- 4、同時，因應河道下游位置，較早時違例發展被非法傾倒泥頭，導致河道收窄及淤塞，引致上游打風落大雨經常水浸。所以本會應村民要求，將向相關政府部門申請修復整條疏水河。
- 5、本村道路並不宜經常有大型車輛進出，對村民構成安全隱患。
- 6、上述申請之相關地段位處低窪，並不適宜進行填土工程。現在申請人還要求平整土地，把申請地段地面升高。如果真的平整土地後，附近數佰戶村民即變成低窪地區，打風及雨季期間定必水浸，到時村民應找誰索償，找當局定申請人？

- 7、該申請有一所十幾萬平方呎，高 30 多呎相等於樓 5 層高建築物，可謂龐然巨物，該建築物緊貼民居不到數十呎，除影響視線景觀外，更對鄰近低窪居住村民造成空氣不流通，影響村民建康。
- 8、該建築物是一所冷藏庫，而冷藏庫製冷系統是 24 小時運作，必定造成大量嘈音，破壞附近空氣質素。
- 9、即使申請人安裝隔音屏，根本無法改變問題，因冷藏庫製冷系統是 24 小時運作，冷藏機械不停震動，晚上及清晨尤為明顯，請問村民如何入睡？
- 10、家禽冷藏庫及分銷中心運作時間將近是 24 小時，特別是晚上及清晨時候，大型車輛不停運作，對本村村民極大滋擾，晚上如何入睡？
- 11、打鼓嶺鄉主要是鄉郊環境，單是第 8、9、10 項所述，已對鄉郊周邊環境完全不協調，令鄉郊變成工業區，至今打鼓嶺鄉從未有如此龐然巨物，如先例一開，定必嚴重破壞鄉郊環境。

本會認為就有關申請，無論在土地規劃上、車輛通道、空氣、嘈音、排水及現場環境，都不應支持該申請。更重要是現在出現違法案件，警方仍在處理中，同時附近有大量村民居住，日後定必引起無數衝突。

因此，本會堅決反對有關申請，望有關部門小心處理。謝謝！！

此致

正本呈送

城市規劃委員會

副本呈送

規劃處

北區民政事務處

渠務署

打鼓嶺鄉事委員會



打鼓嶺沙嶺村居民福利會

主席李樹榮：

李樹榮

謹啟

2021 年 04 月 28 日

以下反對村民簽署：

姓名	身份証首四位數字	姓名	身份証首四位數字
<i>李樹榮</i>		<i>余智恒</i>	



以下反對村民簽村民簽署：

2021 年 04 月 28 日

姓名	身份証首四位數字	姓名	身份証首四位數字
薛漢健		黃松泰	
薛珮如		曾玉嬌	
林曉倫		黃藝婷	
薛翔悠		黃俊騰	
劉展蘭		黃俊康	
柴贊偉		陳沛明	
柴贊培		鄧鳳英	
陳月秋		何碧敏	
霍秀傑		彭小雲	
何芷樂		陳家保	
李斯可		莊艷梅	
張麗華		溫祥	
李樹梅		洪志輝	
李樹林		黃寧志	
范敏麗		陳綺文	
李志強		黃松泰	
張建中		曾玉嬌	

林榮
李利榮



以下反對村民簽村民簽署：

2021 年 04 月 28 日

李樹榮
李樹榮
李樹榮

姓名	身份証首四位數字	姓名	身份証首四位數字
周鳳		陳威成	
黃慧婷		鄭小宜	
黃俊秀		梁子釗	
黃俊康		唐少芬	
黃家豪		洪嘉慧	
李樹亨		李宇明	
張光虹		洪嘉儀	
余錦友		廖順棠	
李詩靖		鄭昌發	
李麗伶		賴月英	
黃騰元		劉爾雅	
黃佩雯		劉祖壽	
黃佩詩		劉壽玲	
黃偉傑		羅成定	
呂米高		馮惠湘	
林作池		羅記海	
黃偉文		羅紹熙	



以下反對村民簽村民簽署：

2021 年 04 月 28 日

姓名	身份証首四位數字	姓名	身份証首四位數字
余承人		陳國偉	
余貴生		張細歡	
黃素云		戴志婷	
何新運		戴志平	
余振光		戴輝森	
余凱韻		莫楊見	
董彩頤		陳笑玲	
余青文		戴志中	
余家寶		戴耀倫	
古裕筠		戴輝堯	
余凱晴		黎義林	
吳家輝		李仲兒	
余月利		葉國玲	
何水清		黎鎮鋒	
杜連妹			
何卓文			
何雪霞			

合共5頁



基於影響本村各村民之生活質量及健康，本人反對以上土改規劃申請。

(進一步資料) FURTHER INFORMATION

任何人士均可就道宗申請提出意見。有關意見必須於2021年5月7日或之前，以專人送遞或郵遞（香港北角渣華道333號北角政府合署15樓）或傳真（2877 0245 或 2522 8426）或電郵（tpbpd@pland.gov.hk）方式，向城市規劃委員會提出。

Any person may make comment on this application. The comment must be made to the Town Planning Board by hand or post (15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) on or before 7 May 2021.

詳情 Particulars

1. 這是根據《城市規劃條例》(下称“條例”)第16條提出的申請，有關申請中申請的日期是2020年1月26日首次公布。然而，申請人又提交一些資料，作為申請的補充資料。
- This is an application made under section 16 of the Town Planning Ordinance (the Ordinance), a notice of which was first published on 26 Dec 2020. The applicant has submitted further information to supplement the application.
2. 公眾可在城市規劃委員會(下称“委員會”)就該申請作出查詢或投訴。登記委員會的網頁或掃描本通告的QR碼，及到下列地址查詢有關申請。
- (https://www.info.gov.hk/tplb/cpl/plan_application/A_NE-FTA_201.html)
- or scanning the QR code in this Notice) and at the following locations
- (https://www.info.gov.hk/tplb/en/plan_application/A_NE-FTA_201.html)

粵語查詢請致電查詢處 Planning Enquiry Counters, Planning Department
 (熱線 Hotline: 2231 5000)。
 香港北角渣甸道 3 3 3 號北角政府合署 1 樓
 17/F, North Point Government Offices, 333 Java Road, North Point, H.K.
 新界沙田上禾輋路 1 號沙田政府合署 1 樓
 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, N.T.

根據條例，所有向委員會提出的意見，均會供公眾查閱。
All comments made to the Board will be available for public inspection under the Ordinance.

個人資料聲明 Statement on Personal Data

本人會就任何與上述所收資料有關個人資料提交委員會秘書及政府部門，以協助條例及有關的城市規劃事宜，包括公眾開庭的規定作以下用途：

(a) 處理投訴人及有關人員的姓名及地址以供查閱，同時公佈供公眾人士下稱「閱覽人」之姓名供公眾人士閱覽；以及

(b) 方便投訴人與有關人員秘書及有關人員之間進行聯絡。

The personal data submitted to the Board or any department in any manner will be used by the Secretary of the Board and Government departments for the following purposes:

(a) processing of this application which includes making available the name and address of the person making the comment (hereafter known as "commenter") for public inspection when making available the comment for public inspection; and

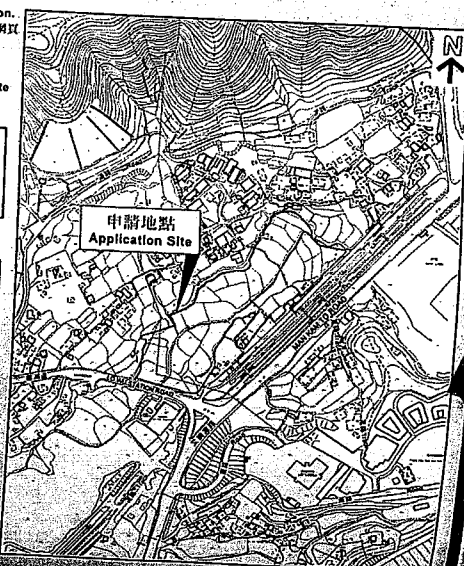
(b) facilitating communication between the "commenter" and the Secretary of the Board/Government departments.

In accordance with the provisions of the Ordinance and the relevant Town Planning Board Guidelines.

5. Winning Board Guidelines
Important Notes

安省勞工廳中僑務發展組日前已就於本委員會的網頁(www.info.gov.on.ca/)、考慮
中僑務發展組及(打打)的部份(外)會向公眾提供一短期問卷調查,請親臨在僑務發展組
的一次以電話(416)593-1500 或傳真(416)593-1512或電郵(tsb@land.gov.on.ca)
內投交有關問卷。此項調查旨在收集有關其內僑務發展組的意見。
The tentative date of the Board to consider the application has been postponed to the Board
deliberation dates, will be held on 12/12/2003. The meeting for considering planning applications, except
for the application for a change of use, will be held on 12/12/2003. The meeting for considering
planning applications can be made with the consent of the Board by telephone at (416) 321-2222 or
by mail at 12/12/2003. The meeting for considering planning applications can be made with the
consent of the Board by telephone at (416) 321-2222 or by mail at 12/12/2003.

(只作識別用 for identification purpose only)



城市規劃委員會
2021年4月16日
Town Planning Board
16 Apr 2021

5-52

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號

Reference Number:

210507-205709-34465

提交限期

Deadline for submission:

07/05/2021

提交日期及時間

Date and time of submission:

07/05/2021 20:57:09

有關的規劃申請編號

The application no. to which the comment relates:

A/NE-FTA/201

「提意見人」姓名/名稱

Name of person making this comment:

女士 Ms. Lai CY

意見詳情

Details of the Comment :

我是居民，我極不滿意被這擬議A/NE-FTA/201繼續困擾，它是延續擬議A/NE-FTA/187(地址數目減少一個lot地段)，內容大致相同，距離咫尺民居，冷藏庫2座，每個高10米多體積龐大而且不停開動，運輸和工人全日操作，工業模式，理應建於工業區或工業邨，他們應有設施配合。

冷藏庫全日運作，住在隔隣，距離約15米左右，巨型的凍櫃有二層高10.4米，還有多個(圖顯示4個)condensers 在頂之上，每個噪音約60分貝同時響起，計算起來可以想像是如何滋擾居民，實在有太多噪音，故周圍都有隔音屏障，現時由4米至最高7米，但無法覆蓋巨型冷藏庫高層，你站在此屏障後面只可減少分貝，屏障濶度和高度有限，其他位置噪音依然存在，發出噪音籠罩整個沙嶺區環境，鄉村清靜被打破。

屏障高度相當高，當有風暴時就成為危險設備，會否危害他人？

這2座冷藏庫有10.4米高，約4層樓高座落鄉郊是否容納在這環境內(農地上)，又填土，又高過附近住宅民居，又覆蓋明渠，規劃建於此是否合適？

全日運輸貨櫃、重型冷凍車、輕型車、電單車等至少有70架次(報告提及)以上，請考慮這規模會否提升架次？當地可接受上限和規管，太頻密出入影響行人、環境、衛生和空氣污染，住在隔離要硬接這些？

他們評估日間車輛出入高峰，晚上9時至早上3時減少車輛，依然有車出入，當然就會有聲音，工人上貨，開車、行車、交通訊號、車輛上斜等何時高何時低，沒完沒了，休息時間都受滋擾，工業操作嚴重影響居民生活，長期聲響亦都影響晚上睡眠質素，精神受損，應該尋找地方遠離民居，他們要做生意，就犧牲我們居民。評估報告提出可接受分貝，實難以接受！

5-53

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review**參考編號****Reference Number:**

210507-233617-84139

提交限期**Deadline for submission:**

07/05/2021

提交日期及時間**Date and time of submission:**

07/05/2021 23:36:17

有關的規劃申請編號**The application no. to which the comment relates:**

A/NE-FTA/201

「提意見人」姓名/名稱**Name of person making this comment:**

先生 Mr. Lai

意見詳情**Details of the Comment :**

As their report mentioned, this facility would not have any drainage processing system to store or handle the sewage because the project designers claimed there will be no sewage or waste water since they said this project is a temporary cold storage plan and no food processing would be necessary. However, when I made a search to the Food and Environmental Hygiene Department, I found out the "Standard Requirement for Cold Store License" which has specified the requirement that we do not know very well.

The requirement has listed a qualified cold store must obtain a food inspection room, ablution facilities and so on. The food inspection room about scullery accommodation, and it is the paragraph:

"On wash-up sink of glazed earthenware, stainless metal or other approved material of not less than 450 mm in length (measured between the top inner rims) shall be installed in the food inspection room. Such sink shall be connected to public mains water supply or source of water approved by the Director of Food and Environment Hygiene and fitted with a waste pipe connected to a proper drainage system."

So, in my understanding, to be a qualified cold store, a proper drainage system is necessary. That meant, either the project designers haven't read the requirement carefully or they have no plan to do so. I have suspected their intention on how much they would really want to fit or solve the problem. Even though they made a thousand pages report and tried to convenience everyone to support what they did is trying to achieve a bigger good for the district, but, how many times do they want to lie to the committee and how many times do they try to fool us.

tpbpd@pland.gov.hk

5-54

寄件者: EAP KFBG <eap@kfbg.org>
寄件日期: 2021年05月07日星期五 21:33
收件者: tpbpd@pland.gov.hk
主旨: KFBG's comments on A/NE-FTA/201
附件: 210507 s16 FTA 201c.pdf

重要性: 高

Dear Sir/ Madam,

Attached please see our comments regarding the captioned application. There is one pdf file attached to this email. If you cannot see/ download this file, please notify us through email.

Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
Hong Kong.
(Email: tpbpd@pland.gov.hk)

7th May, 2021.

By email only

Dear Sir/ Madam,

**Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period
of 3 Years and Land Filling for Site Formation Works
(A/NE-FTA/201)**

1. We refer to the captioned.
2. We would like to reiterate that **we strongly object to this application**. The application site mainly comprises abandoned agricultural land but part of it has already obviously evolved into wetland (e.g., freshwater marsh). It is still largely arable and the proposed use is definitely not in line with the planning intention of the zoning of the site (i.e., Agriculture (AGR) zone). The proposed use is also unlikely to be compatible with the existing environment of the site and its surroundings, which is largely rural at present. Furthermore, we are highly concerned that the approval of such a large-scale development which involves a large piece of arable land (total area of the application site: > 20,000 sq. m.; gross floor area: 12,736 sq. m.) in a rural area would set a precedent for similar applications in the locality, and we are highly concerned about the potential cumulative impacts that the approval of this application would cause on the AGR zone of concern, which still contains active farmland and fish ponds. **We therefore urge the Board to unequivocally reject this application.** Our specific comments are presented below, and our previous submissions for this application and another previous application for similar purpose covering the current application site are also attached in the **Appendix 1** for your reference.

Concerns on the Ecological Impact Assessment

3. The revised Ecological Impact Assessment (REcoIA) has classified the main habitat type within the application site as 'agricultural land'. While, as aforementioned, the site mainly comprises abandoned agricultural land, we would like the Board and relevant authorities to note that part of the site has evolved into wetland; as observed in our visits to the site in recent years, part of the site was even inundated (i.e., in both dry and wet seasons; see **Figure 1**), and as reflected from the vegetation survey data of the REcoIA, many wetland plant species were found to be 'abundant'/'frequent' in the 'agricultural land' (i.e., the dominant habitat type) within the application site. We would like the relevant authorities and the Board to consider whether the habitat type classification documented in the REcoIA (i.e., 'agricultural land') can adequately reflect the status of the site and whether this classification would downplay the conservation value of the application site. We would like the relevant authorities and the Board to note the comments provided by the Agriculture, Fisheries and Conservation Department (AFCD) regarding the previous application for similar purpose (i.e., A/NE-FTA/187) covering the current application site, as follows:

'...Majority of the subject site is an abandoned agricultural land which has become a permanent/seasonal wetland. Wetland associated fauna, some of which showing breeding behavior, was observed at the site....'

4. In our recent visit to the site, we did spot that several species of dragonfly were guarding their territories in the wetland within the application site, and the wetland within the site would also provide suitable habitats for the Globally Endangered freshwater crab species, *Somanniathelphusa zanklon*, which has also been recorded within the 'agricultural land' habitat within the application site as stated in the REcoIA. Indeed, the 'agricultural land' within the application site is/ can actually providing/ provide habitats for many wetland associated fauna/ flora.

5. In view of the above, we would like the relevant authorities and the Board to consider whether it is adequate and reasonable to classify the majority of the site homogenously as 'agricultural land'.

6. According to an AFCD's website regarding 'Hong Kong Habitats', 'freshwater/ brackish wetland' has been classified as 'High Value Ecological Habitat', accounting for only

‘0.44% Cover’ among the 24 habitat types studied¹. But, as aforementioned, the dominant habitat within the site is now classified as ‘agricultural land’ by the REcoIA, and its ecological value has been classified to be ‘low to moderate’; it (‘agricultural land’) has also been considered to be a ‘common habitat’ in the New Territories. We would like the relevant authorities and the Board to consider whether the above evaluation/ description documented in the REcoIA can adequately reflect the ecological status (e.g., dominant habitat type and its actual value and rarity) of the application site.

7. The REcoIA (i.e., Table 17) also mentions that there would be direct impact (from filling and decking over of the elevated platform above) on the ‘agricultural land’ within the site; but the ‘size’ of impact is ‘small’; the impact duration is considered to be ‘temporary (3 years only)’ and the impact (i.e., reversibility) is ‘reversible’. However, under the same impact evaluation table, the magnitude of the impact is classified to be ‘moderate’ **‘as the existing habitat would be completely lost’**. But, the overall impact severity is considered to be ‘Low’.

8. According to the gist, the area of the application site and the gross floor area are > 20,000 sq. m. and 12,736 sq. m., respectively; area of habitat loss (i.e., ‘agricultural land’), according to the REcoIA, is considered to be 1.91 ha (19,100 sq. m.). We would like the relevant authorities and the Board to consider whether the size of the above direct impact (habitat loss) can be considered to be ‘small’. We also urge the relevant authorities and the Board to consider whether the direct impact (habitat loss) can be considered to be ‘temporary’ and ‘reversible’.

9. Just to the southwest of the application site, unauthorised filling activities had occurred several years ago, and the affected area contained wetland originally (see **Figure 2**). Although enforcement action was carried out by the Planning Department (i.e., E/NE-FTA/163, E/NE-FTA/168) and later Reinstatement and Compliance Notices were issued, we do not consider that the original wetland at the affected site has been resumed, and the wetland function originally provided by the affected site would have lost already.

10. In our previous submission for the captioned application submitted in January 2021, we asked the following questions:

¹ <https://www.afcd.gov.hk/english/conservation/hkbiodiversity/habitat/habitat.html>

- Would the proposed land filling for site formation (not exceeding 1.94 m [Remarks: not exceeding 1.5 m according to the latest gist]) ultimately alter the nature (e.g., level, soil conditions, hydrology) of the site?

- If this temporary project is ceased, is there a mechanism to ask the applicant to restore the site back to its original status in order to make sure that it would still be reasonably arable or its rehabilitation potential would not be greatly impacted?

- Would there be any organisation or Government department responsible to ensure that the rehabilitation potential of the site would not be greatly impacted and would still be suitable for farming after this temporary project is ceased?

11. In addition to the above, from an ecological perspective, we would also like to ask whether there would be a statutory mechanism to restore the wetland originally within the application site if the proposed project is ceased (e.g., after 3 years). We would like the Board and the relevant authorities to consider whether a wetland at an originally low-lying site and its wetland function can naturally regenerate/ resume if the level of the site has been artificially elevated by land filling. **We urge the relevant authorities and the Board to seriously consider whether the direct ecological impact (habitat loss) caused by the proposal can be considered to be ‘temporary’ and ‘reversible’, as claimed in the REcoIA.**

12. Finally, we would like to remind the Board and relevant authorities that, according to a supporting document for the application A/NE-FTA/187, AFCD had once indicated that they did not support the application A/NE-FTA/187 (which covered the current application site and occupied almost the same area; also for temporary cold storage for poultry and distribution centre) from both nature conservation and agriculture points of view (based on comments provided in 2018 regarding A/NE-FTA/187).

Would there be diversion of watercourse?

13. The latest Responses-to-Comments (RtoC) table for this application mentions that there would be no drainage diversion of the existing watercourse. However, Figure 4.3 (indicative drainage layout) of the revised Environmental Assessment for this application illustrates that a proposed U-channel would overlap with the northern end (the upstream part) of the existing watercourse within the site. We therefore urge the Board to clarify with the relevant authorities/ the applicant as to whether the proposed U-channel would divert the water from

the exiting watercourse. Regarding our concerns on watercourse diversion, we urge the Board to read paragraphs 5 to 12 in our previous submission (dated 18 January 2021) for the current application (please see **Appendix 1**).

Concerns on drainage issue

14. As mentioned in the latest supporting documents for this application, the existing watercourse within the site is proposed to be decked over. There would be ‘drainage system’ (such as U-channel and peripheral drain) and a ‘storage tank’ to collect the runoff, and a ‘sump/ pumping system’ would be provided (if necessary) to pump the collected stormwater into the tank. We urge the Board to liaise with relevant authorities as to whether the latest arrangement as stated in the documents is practically feasible in reality.

15. We also urge the Board to liaise with relevant authorities as to whether stormwater during heavy rain would overflow at the upstream section of the watercourse (e.g., the upstream section to the northeast of the site and outside the site) after the existing section within the site is decked, and whether the proposed decking would affect the surroundings (e.g., areas outside the site). We would like to remind that the upstream section aforementioned would receive runoff from Catchment Area A as identified in the revised Drainage Impact Assessment, and the area of this catchment, according to the assessment, is 183,805 sq. m.. Besides the aforementioned upstream section, there is also a tributary draining into the main watercourse of the site from the northwestern side. We would also like the Board to liaise with relevant authorities as to whether this tributary (the portion within the site) would be decked, and whether the runoff of this tributary would be diverted by the proposed peripheral drain.

16. We would like the Board to note the following as stated in the Explanatory Statement of the Approved Fu Tei Au and Sha Ling OZP²:

‘.....The low-lying areas to the south of Lo Wu MTR Station are susceptible to flooding. Consideration should be given to restrict developments within the area liable to flood damages and uses which may cause adverse drainage impacts on other areas in the drainage basin. Developments must be accompanied by drainage impact assessments or effective drainage facilities proposal.....’

² https://www1.ozp.tpb.gov.hk/plan/ozp_plan_notes/en/S_NE-FTA_16_e.pdf

17. We would like the Board to note that the application site is located to the southeast of the Lo Wu MTR Station. Although it is not located exactly to the south of the station, there should be no doubt that it can be considered as low-lying, as compared to its surroundings (e.g., Sandy Ridge to the northwest and Ma Kam To Road to the southeast).

Concerns on water quality

18. The previous Sewage Impact Assessment (SIA; dated 16 November 2020) for this application stated that the volume of wastewater generated from floor cleaning will be 22 m³/day; however, according to the revised assessment, the volume of wastewater from floor cleaning is now considered to be only 10 m³/day. We urge the Board to liaise with relevant authorities as to whether the above change can be considered to be reasonable.

19. As stated in the revised SIA, wastewater would be generated by portable toilets and 'floor cleaning by mopping', and the wastewater from floor cleaning by mopping will be collected by portable toilets and tankered away. As stated in the latest RtoC, *'floor cleaning by mopping instead of jet washing has been proposed in the revised SIA report to minimise the floor cleaning water generation'*. We urge the Board to liaise with relevant authorities as to whether this latest arrangement as stated in the documents is practically feasible in reality, given that the gross floor area is 12,736 sq. m..

20. We would also like the Board to note the following comment from AFCD as shown in the latest RtoC table:

'Frequent usage of the application site by vehicles and the distribution process of chilled meat may also cause leakage or spillage of oils and pollutants to downstream watercourses via the u-channels.....'

21. We urge the Board to liaise with all relevant authorities as to whether the above concern has been adequately addressed by the proposed arrangement(s) as stated in the supporting documents. At present, the site contains no cold storage for poultry and distribution centre; it mainly comprises abandoned agricultural land (part of it has evolved into wetland). We urge the Board and relevant authorities to seriously consider whether the existence of such a facility at the application site (e.g., if the project is approved and operates later) would increase the pollution loading on Deep Bay. As stated in the revised SIA, *'the "No Net Increase in Pollution Loads Requirement" would be applicable to the Centre'*.

22. We would also like the Board to clarify with relevant party/ authorities as to whether septic tank and soakaway pit would still be used. The REcoIA still mentions in Section 6.6.3 that *'wastewater generated from floor cleaning will be collected and diverted to the Septic Tank and Soakaway Pit for treatment'*.

Farmland issue

23. As stated in our previous submission for this application, we consider most of the site has good potential for rehabilitation for cultivation. Aerial photos as shown in the supporting document should have illustrated that the site contained mainly active farmland in the past; although most farmland at the site has been abandoned, there should be no doubt that it is still largely arable, as observed on site. Although the proposed use is claimed to be 'temporary', we urge the Board to consider whether it would induce permanent/ irreversible impacts on the arable area within the site. Even the proposed use would only occupy the site for three years (e.g., in case no renewal afterwards), can the affected area still be readily resumed for farming after the project is ceased? Please also see our questions as shown in paragraph 10 above.

Enforcement case at the site

24. Based on the information retrieved from Planning Department on 7 May 2021, there is an Enforcement Case covering the southern tip of the application site (E/NE-FTA/0172); Reinstatement Notice has been issued but we could not observe that Compliance Notice has been issued. We urge the Board to liaise with relevant authorities as to whether the case has been settled.

Rejected applications in the same AGR zone

25. There are some rejected applications not directly related to agricultural uses in the AGR zone of concern. We urge the Board to look at the reasons for rejection as shown in paragraph 4 of our submission dated 16 January 2019 for the previous application (A/NE-FTA/187; **Appendix 1**). We urge the Board to consider whether the proposed use under the present application is in line with the planning intention of the AGR zone, and the potential cumulative impact of approving this application on the AGR zone as the approval would set a precedent for other similar applications in this zone.

Planning intention of the area and compatibility issue

26. Part of the general planning intention section of the Approved Fu Tei Au and Sha Ling OZP² is shown below:

'The North East New Territories Development Strategy Review (NENT DSR) was commissioned by the Government to examine development opportunities and constraints in the NENT. The NENT DSR recognizes the potential recreational opportunities of the NENT in view of the high-quality natural environment and landscape amenity. A balance should therefore be maintained to facilitate development on selected areas and promote landscape protection in the NENT. Whilst the NENT will continue to accommodate a certain extent of conventional manufacturing and warehouse activities, it is the intention to discontinue those polluting and non-conforming uses.

The general planning intention for the Area is to promote and conserve the rural character through control on urban sprawl, minimisation of flood risk and preservation of agricultural land, and to achieve coherent planning and control of the open storage problem.... '

27. According to the latest RtoC, Planning Department has already expressed that the proposal is *'considered not compatible with the rural landscape character of the site and its surrounding environment'*.

28. Finally, we would like to reiterate that we strongly object to this application as it would affect a large piece of arable land zoned AGR, which is not primarily intended for the proposed use. We urge the Board to reject this application unequivocally.

29. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

cc. AFCD
EPD
DSD
The Conservancy Association
Hong Kong Bird Watching Society
WWF-HK
Designing Hong Kong

Figure 1. Wetland within the application site (photos taken in various years (and seasons)).



Figure 1. Cont'd.

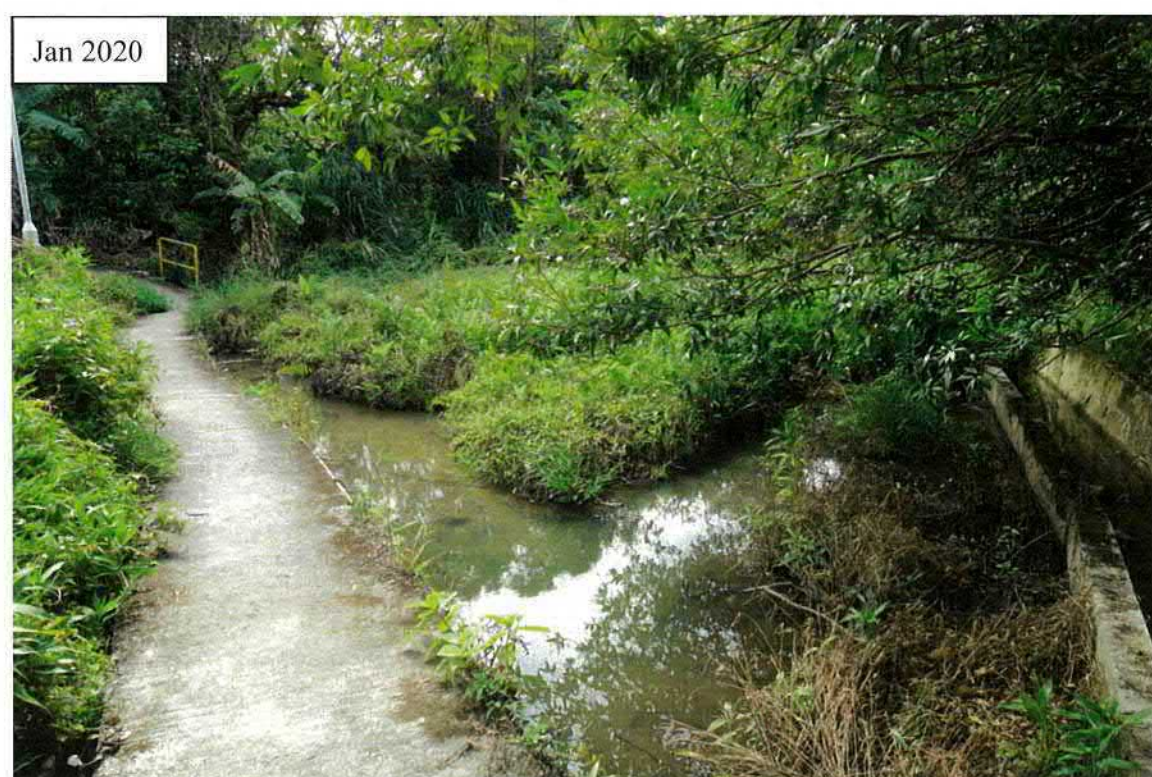


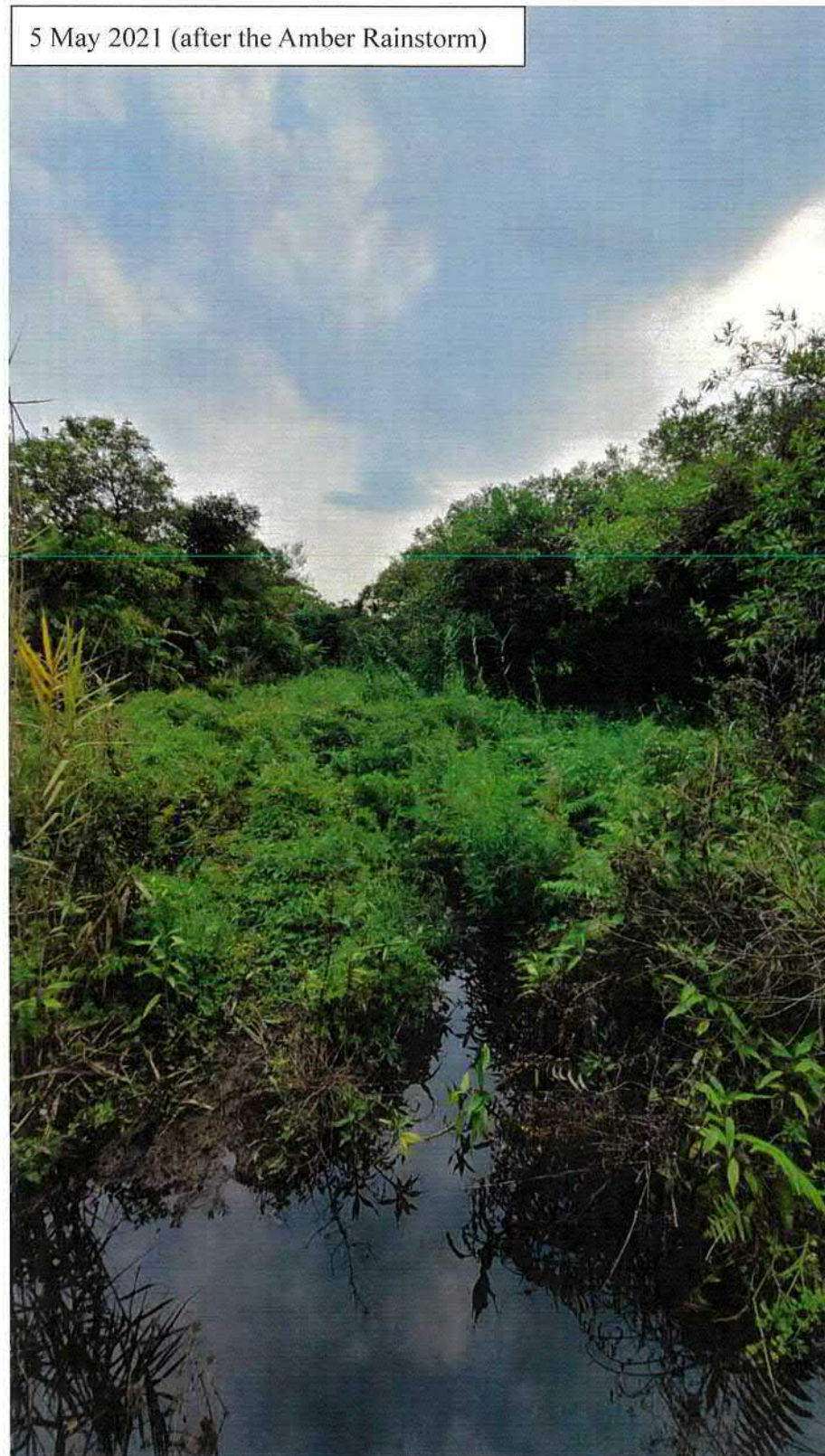
Figure 1. Cont'd.

4 May 2021 (before the Amber Rainstorm)



香港新界大埔林錦公路
Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: eap@kfbg.org

Figure 1. Cont'd.



香港新界大埔林錦公路
Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: eap@kfbg.org

Figure 2. Area to the southwest of the Application Site.

May 2015



May 2015



Figure 2. Cont'd.

Feb 2018



Feb 2018



香港新界大埔林錦公路
 Lam Kam Road, Tai Po, New Territories, Hong Kong
 Email: eap@kfbg.org

Figure 2. Cont'd.



May 2021

The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
Hong Kong.
(Email: tpbpd@pland.gov.hk)

18th January, 2021.

By email only

Dear Sir/ Madam,

**Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period
of 3 Years and Land Filling for Site Formation Works**
(A/NE-FTA/201)

1. We refer to the captioned.
2. We would like to remind the Board that there was an application for similar purpose covering the current application site not long ago (i.e., A/NE-FTA/187; Proposed Temporary Cold Storage for Poultry and Distribution Centre for a Period of 3 Years); we submitted several objection letters regarding this application and one of our submissions is shown in **Appendix 1** for your reference. This application was eventually withdrawn.
3. The current application occupies almost the same area covered by the withdrawn application. That means it also involves a large piece of land which is zoned 'Agriculture' (AGR); we consider this area would still be largely arable and the proposed use is not in line with the planning intention of AGR zone. Therefore, similar to our stance on A/NE-FTA/187, we strongly object to the current application.
4. Furthermore, we would also like the Board to seriously investigate the below issues.

**Does the present proposal involve Designated Project under Environmental Impact
Assessment Ordinance?**

5. As shown in the gist, there is a watercourse passing through the middle part of application site (hereafter called the main watercourse). There is also another watercourse

located alongside the northwestern boundary of the site, and this watercourse would discharge into the main watercourse (based on the map at the gist and also the topography of the area; see **Figure 1a**). We would like to know whether the watercourses within the site or any of them will be diverted. If the answer is yes, we would like to know whether the diversion would constitute a Designated Project (DP) under the Environmental Impact Assessment Ordinance (EIAO).

6. We would like to remind the Board that in 2020 there were two direct applications for Environmental Permit (EP) which involve ‘drainage improvement works’ (i.e., DIR-278/2020, DIR-279/2020). In particular, we would like the Board to look into the details of DIR-279/2020¹; some are shown below.

7. According to the Project Profile (PP) for DIR-279/2020¹, the project contains the following elements:

‘The Project is to construct an approximately 600 m long 1.5m (W) x 1.5m (D) box culvert and an approximately 60 m long 1.5m (W) x 1.5m (D) rectangular channel upstream to the proposed box culvert to upgrade the existing drainage system at Nam Wa Po. The proposed box culvert aligns mainly along the existing access road running at the west-to-east direction in the vicinity of Tai Hang Village and Blossom Villas. The existing flow in Nam Wa Po is from the catchment of uphill side to Ma Wat River. The proposed drainage improvement work would not change the path of the existing flow.’

8. As mentioned in the PP, the project DIR-279/2020 is classified as a DP because:

‘In accordance with Category I.1(b) of Part I, Schedule 2 of Environmental Impact Assessment Ordinance (EIAO), a drainage channel or river training and diversion works which discharges or discharge into an area which is less than 300m from the nearest boundary of an existing or planned (i) site of special scientific interest (SSSI); (ii) site of cultural heritage; (iii) marine park or marine reserve; (iv) fish culture zone; (v) wild animal protection area; (vi) coastal protection area; or (vii) conservation area, would be classified as a Designated Project (DP). The proposed drainage channels at Nam Wa Po would discharge into Ma Wat River, and then into Ng Tung River and eventually Shenzhen River, which flow along and into areas that are less than 300m

¹ <https://www.epd.gov.hk/eia/register/profile/latest/dir279/dir279.pdf>

from (i) SSSI (Mai Po Marshes SSSI), (ii) site of cultural heritage (Declared Monuments, namely Entrance Tower of Ma Wat Wai, Enclosing Walls and Corner Watch Towers of Kun Lung Wai and Kun Lung Gate Tower), (v) Wild Animal Protection Area in Mai Po Marshes¹, and (vii) Conservation Areas (along Ng Tung River, as well as covering fishponds and wetland along Shenzhen River at Hoo Hok Wai and the rest of Deep Bay area) as illustrated in Drawing No. 60543869/PP/PH1/102. As such, it is classified as a DP under the ELAO.

9. Similar to the watercourse/ drainage in DIR-279/2020, the main watercourse within the current application site would also discharge into Shenzhen River eventually. As shown in **Figures 1b** and **1c**, the main watercourse within the application site would first discharge into the watercourse to the south of Lo Wo Station Road (through the box culvert under the road), then into Ng Tung River, and eventually into Shenzhen River. Also, as shown in **Figures 1a**, **1b** and **1d**, the main watercourse within the application site would also receive runoff from surrounding watercourses (those outside the application site). To conclude, we would like the Board and relevant authorities to note that **all watercourses within the application site (as shown in Figures 1a, 1b and 1d) are part of a watercourse system in the area which would eventually discharge into Shenzhen River through Ng Tung River.**

10. In addition, we would like the Board and relevant authorities to realise that the current application site is even located closer to the Conservation Area zone along Ng Tung River and Shenzhen River as well as the SSSI/ Wild Animal Protection Area in Mai Po, as compared with the project site of DIR-279/2020 (see **Figure 2**). Mai Po Marshes SSSI and the Wild Animal Protection Area in Mai Po are at the mouth of Shenzhen River (see **Figure 2**) which the watercourses within the application site would eventually discharge into.

11. In view of all the above, if the watercourses (or any of them) within the application site are to be diverted, we urge the Board to clearly clarify with the relevant authority as to whether the diversion would be classified as a DP.

12. If the current application involves works classified as a DP, that means an EP is required. We urge the Board to consider whether it is appropriate to approve the application if an EP is not yet granted (if it is required).

Most of the site has good potential for rehabilitation for cultivation

13. We visited the site and took some on-site photos in 2019 (see **Appendix 1**) and 2020 (see

Figure 3). Aerial photo taken in 2020 is also shown in Figure 4. As revealed from some aerial photos taken in the past, most of the site would have been actively involved in cultivation; although this is not the case at present (most farmland has already been abandoned), we consider the area in general still has high potential for rehabilitation for cultivation (based on our on-site observation and aerial photos).

14. Although the proposed use is claimed to be ‘temporary’, we urge the Board to consider whether it would induce permanent/ irreversible impacts on the arable area within the site – the current application involves land filling for site formation (not exceeding 1.94 m), two large 2-storey structures for cold storage and office, structures for transformer room and guard house, as well as a storage tank. We would also like the Board to consider the followings:

- Even the proposed use would only occupy the site for three years (e.g., in case the application is approved but no renewal afterwards), can the affected area still be readily resumed for farming after the project is ceased?
- Would the proposed land filling for site formation (not exceeding 1.94 m) ultimately alter the nature (e.g., level, soil conditions, hydrology) of the site?
- If this temporary project is ceased, is there a mechanism to ask the applicant to restore the site back to its original status in order to make sure that it would still be reasonably arable or its rehabilitation potential would not be greatly impacted?
- Would there be any organisation or Government department responsible to ensure that the rehabilitation potential of the site would not be greatly impacted and would still be suitable for farming after this temporary project is ceased?

Ecological issue

15. As shown in paragraph 10 of **Appendix 1**, AFCD has commented that majority of the site (i.e., A/NE-FTA/187) is abandoned farmland and has become permanent/ seasonal wetland. Under the withdrawn application A/NE-FTA/187, ecological impact assessment² has been provided and an ‘ecological buffer’³ has also been proposed to be created within the application site.

16. Based on our on-site observation and the aerial photo taken in 2020 (see photos in

² https://www.info.gov.hk/tpb/tc/plan_application/Attachment/20181228/s16fi_A_NE-FTA_187_1_gist.pdf

³ https://www.info.gov.hk/tpb/tc/plan_application/Attachment/20191220/s16fi_A_NE-FTA_187_6_gist.pdf

Appendix 1, Figures 3 and 4) as well as the topography of the site (e.g., as reflected from Figure 1), we consider what AFCD has mentioned above would still be applicable to describe the current application site. We would like to ask the Board to consider whether the current proposal would cause direct impact on wetland. In addition, has ecological impact assessment been submitted to support the current application? For instance, wetland can provide feeding and/ or breeding grounds for amphibians, odonates, wetland birds and aquatic creatures. Has any assessment been conducted to evaluate whether there would be impacts on these communities for the current application? Also, has ecological buffer proposed under the current application?

17. To the southwest of the application site, there is another area also zoned AGR (to the immediate south of Lo Wu Station Road; under the same Fu Tei Au & Sha Ling OZP). This area, although recently disturbed (partially) by unauthorised filling, is still largely arable and is also of considerable conservation concern (i.e., the Planning Department's Frontier Closed Area Study has rated this area to be of moderate to high ecological value) (Figure 5). Under the current proposal, the main entrance/ exit of the facility is proposed to be located on the southwestern side of the site, next to Lo Wu Station Road, and night-time operation is also proposed. We are highly concerned that the area considered to be of moderate to high ecological value to the southwest of the site would be disturbed. Has any assessment been conducted to evaluate the potential off-site ecological impacts that would be caused by the proposal under the current application?

Planning issue

18. The proposed use under the current application is definitely not in line with the planning intention of the AGR zone of concern – this zone is intended primarily to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes; it is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. We strongly urge the Board to seriously consider the potential cumulative impacts of approving this application on the AGR zone in the locality. We also urge the Board to consider whether the approval of this application would attract more similar applications targeting this AGR zone (including those area considered to be of moderate to high ecological value). Indeed, as shown in Appendix 1, many applications (e.g., not directly related to cultivation) within the concerned AGR zone have been rejected by the Board. We urge the Board to study the reasons for the rejection of these applications (also shown in Appendix 1). In particular, we urge the Board to consider whether the approval of the current application would set an undesirable precedent for similar applications within the same AGR

zone and whether it would lead to general degradation of the environment of the area.

19. Finally, we would like to remind the Board that, under the strategic review 'Hong Kong 2030+', the Planning Department has mentioned the following:

*'To pursue a sustainable commercial agricultural sector, protection of agricultural land, in particular, those of good quality, to ensure availability of sufficient agricultural land for farming is of crucial importance.'*⁴

Compatibility with surroundings and other issues

20. Based on our on-site observation (see photos in **Appendix 1** and **Figure 3**) and the aerial photo as shown in **Figure 4**, we consider the site would still be largely rural in nature. There is also a village settlement nearby (to the northwest of the site; a footpath for villagers is even proposed within the application site). Based on the information provided by the applicant, the operation hours of the proposed development would be from 9 am to 8 pm and from 11 pm to 3 am, daily. We urge the Board to consider whether the nearby village settlement would be seriously disturbed.

21. We would like to remind the Board that, according to various Further Information reports provided for the withdrawn application (A/NE-FTA/187), the Planning Department has **repeatedly** mentioned that the proposal under A/NE-FTA/187 is **incompatible with the surrounding landscape setting**, even an ecological buffer of 15 m wide has been proposed within the site.

22. We would like the Board to also seriously investigate with relevant authorities as to whether the potential drainage and sewage issues associated with the present application have been adequately addressed. In particular, we would like to remind the Board and relevant authorities that, in addition to the main watercourse which is originated from the northeastern side of the site, there is also another watercourse discharging into the site (i.e., into the main watercourse) from the northwestern side (see **Figures 1a, 1b and 1d**). We urge the Board and relevant authorities to investigate whether there would be any system to adequately handle the runoff from this watercourse during the construction and operation of the proposed facility. We would like to kindly remind again that there is a village settlement nearby.

⁴https://www.hk2030plus.hk/document/Planning%20for%20Agricultural%20Uses%20in%20Hong%20Kong_Eng.pdf



嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

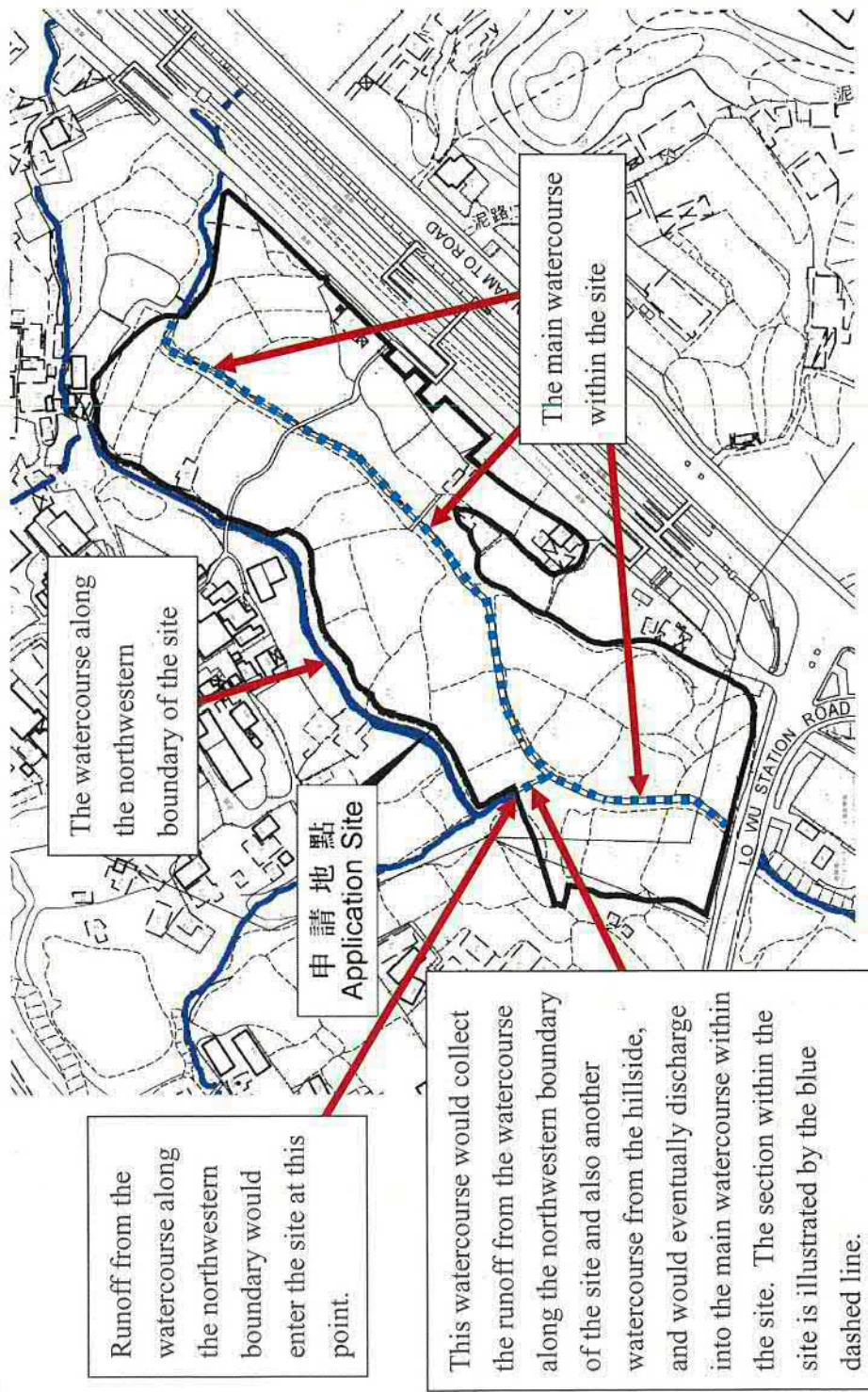
23. Finally, we would like to reiterate that we strongly object to this application as it would affect a large piece of area zoned AGR, which is not primarily intended for the proposed use. We urge the Board to reject this application unequivocally.

24. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

cc. EPD
DSD
The Conservancy Association
Hong Kong Bird Watching Society
WWF-HK
Designing Hong Kong
Green Power

Figure 1a. Some watercourses within and around the site as shown in the map of the gist and the Geo-Info Map website of the Lands Department (thick blue lines indicate the watercourses outside the site; blue dashed lines indicate those within the site).



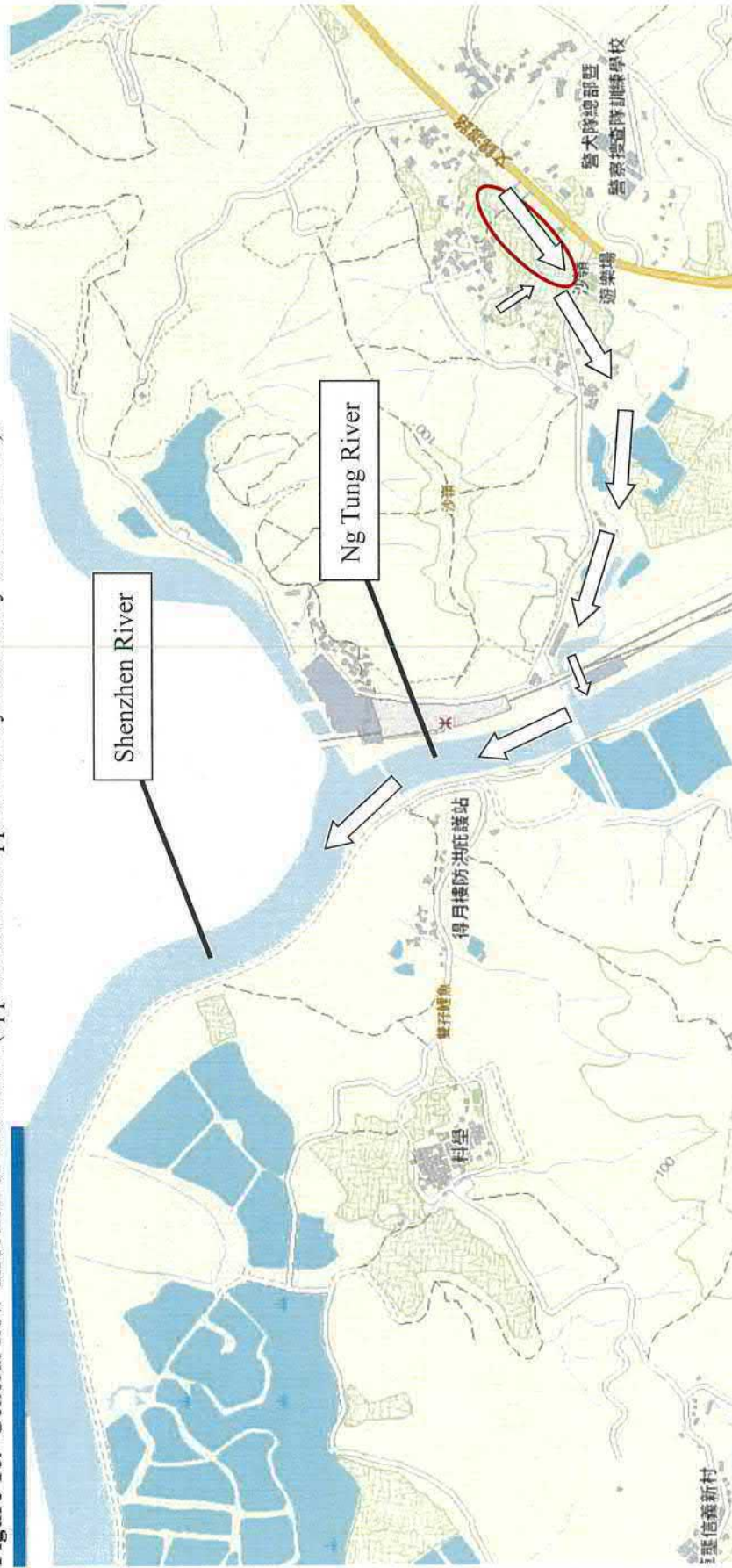
These sections are not shown in the Lands Department's 1:1000 topographic map (Current Version).

Ng Tung River

龍洞河訓練學校

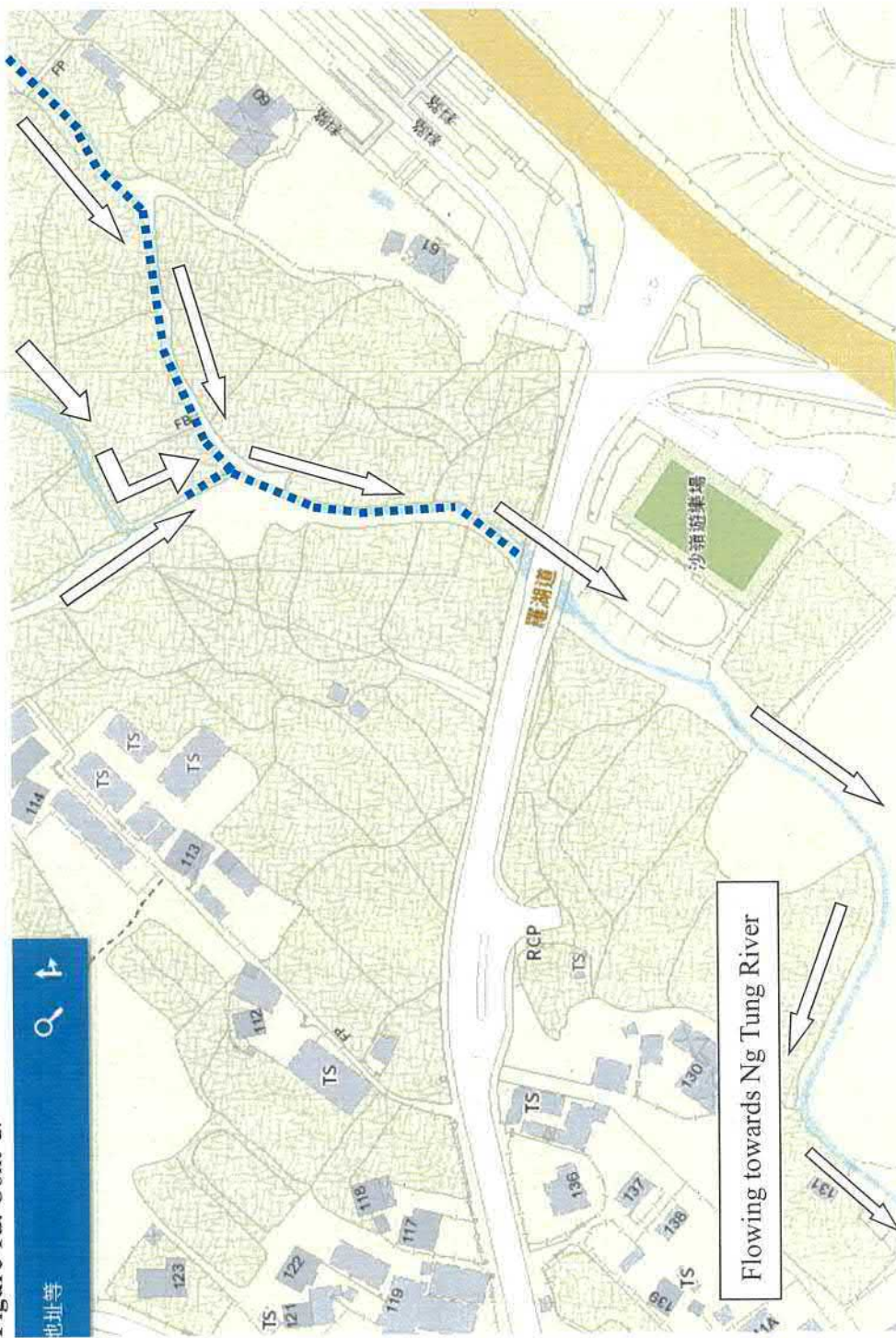
龍洞河橋

Figure 1c. General flow direction of the runoff (application site approximately marked by the red circle).



大塚、施設、地址等

Figure 1d. Cont'd.



[illegible]

Figure 3. On-site photos taken in 2020.



香港新界大埔林錦公路
 Lam Kam Road, Tai Po, New Territories, Hong Kong
 Email: eap@kfbg.org

Figure 3. Cont'd.



香港新界大埔林錦公路
 Lam Kam Road, Tai Po, New Territories, Hong Kong
 Email: eap@kfbg.org

Figure 3. Cont'd.

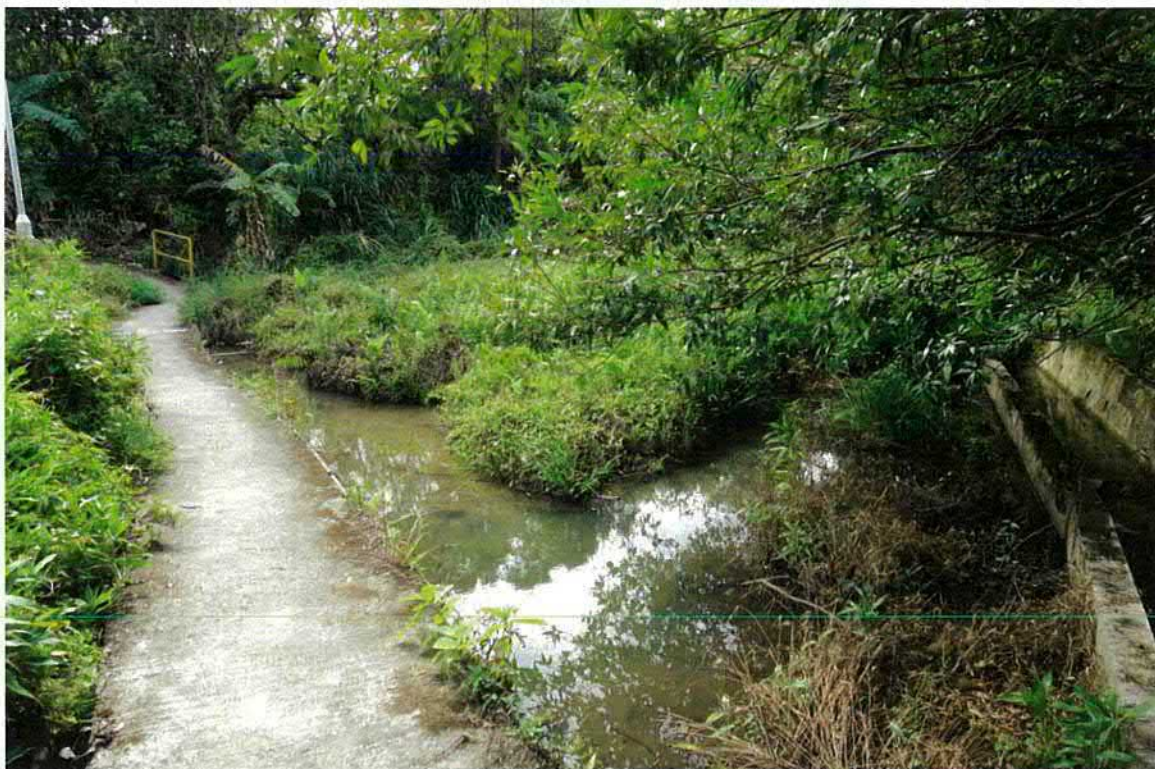


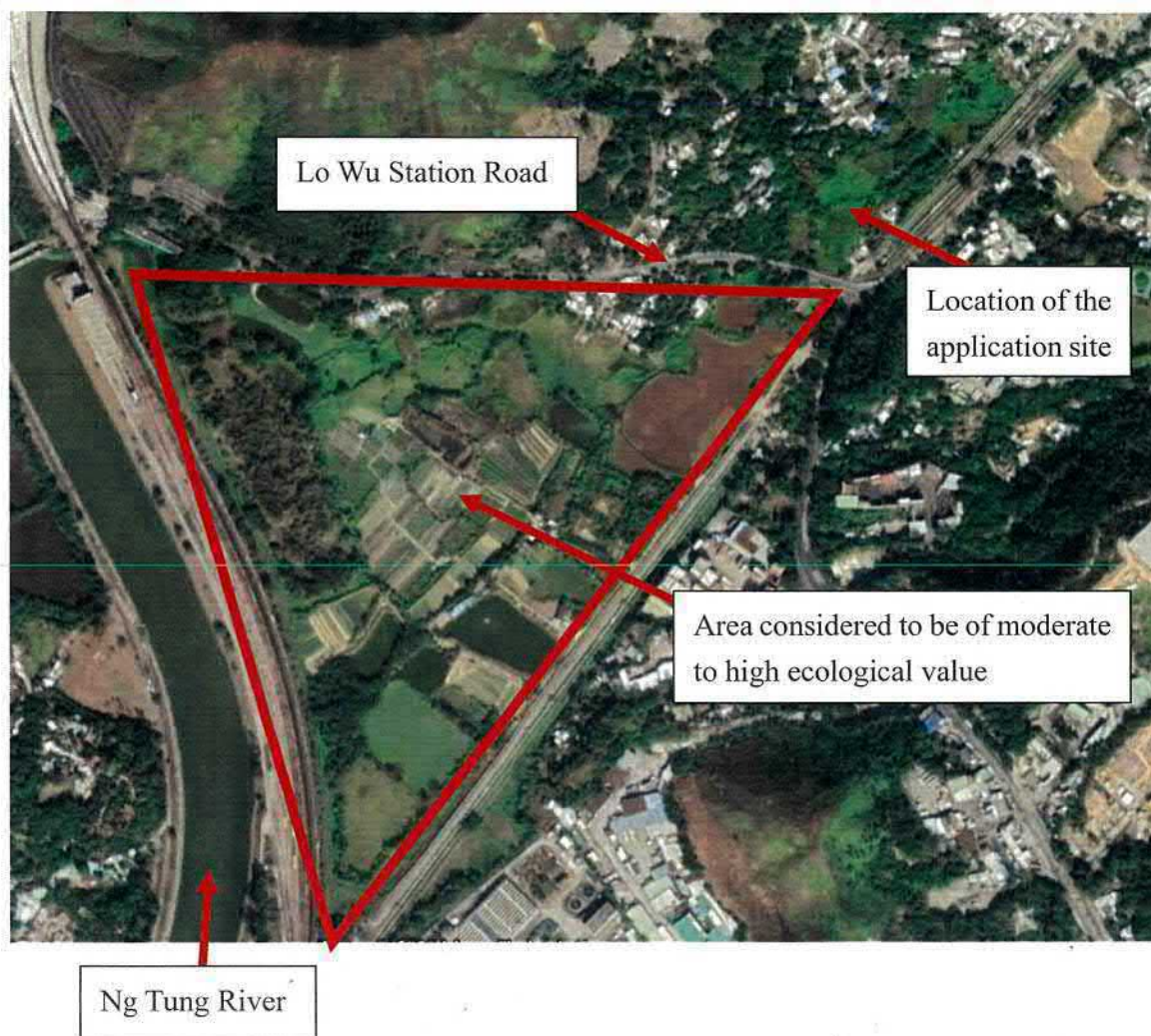
Figure 3. Cont'd.



Figure 4. Aerial photo taken in 2020 (application site approximately marked by the red circle; please refer to the gist for the exact site boundary).



Figure 5. Area considered to be of moderate to high ecological value (approximately marked by the red triangle) (this aerial photo was taken in 2019).



The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
Hong Kong.
(Email: tpbpd@pland.gov.hk)

16th January, 2019.

By email only

Dear Sir/ Madam,

Proposed Temporary Cold Storage for Poultry and Distribution Centre
for a Period of 3 Years
(A/NE-FTA/187)

1. We refer to the captioned.

Policy issue

2. First, we would like the Board to note the below comment from the Food and Health Bureau (FHB) as shown in the Responses to Comments (RtoC) section of the Further Information report (hereafter called the 'Report') for this application:

'FHB would like to clarify that we have yet to provide policy support to the applicant for developing the proposed temporary cold storage for poultry and distribution centre at the subject site, pending the justifications from the applicant.'

Environmental legislation issue

3. Although the site and the watercourse proposed to be diverted are within an Agriculture (AGR) zone, this watercourse drains into a wetland mosaic area to the south of Lo Wu Station Road and eventually drains into the northern section of Ng Tung River; on the western side of this northern section there is a Conservation Area zone, and the shortest distance between this CA zone and the wetland mosaic area aforementioned would be less than 300 m (**Figure 1**). We would be very surprised if the Environmental Protection Department (EPD) considers that the proposed diversion of watercourse under this application does not constitute a Designated Project under the Environmental Impact Assessment Ordinance (Cap. 499).

Planning issue

4. According to the form (S16-3) and the gist of this application, a substantial part of the current proposal involves blocks for cold storage use, ancillary office and transformer, parking spaces and loading/ uploading spaces. We would like to remind the Board that, within the AGR zone under the Approved Fu Tei Au & Sha Ling Outline Zoning Plan No. S/NE-FTA/16, there are many planning applications for developments not directly relating to agricultural uses rejected by the Board. Some of these applications and the reasons by the Board to reject them are shown below.

A/NE-FTA/135 - Proposed temporary open storage of building materials with ancillary warehouse and with parking facilities for lorries and private cars for a period of 3 Years (Rejected in 2014)

- (a) *the application is not in line with the planning intention of the "Agriculture" ("AGR") zone for the area which is primarily intended to retain and safeguard good agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis;*
- (b) *the application does not comply with the Town Planning Board Guidelines No. 13E in that there is no previous planning approval granted at the site; the proposed development is not compatible with the surrounding land uses which are predominantly rural in character; there are adverse departmental comments on the application; and the applicant fails to demonstrate that the development would have no adverse drainage, environmental and landscape impacts on the surrounding areas; and*
- (c) *approval of the application would set an undesirable precedent for similar applications within the same "AGR" zone. The cumulative effect of approving such similar applications would result in a general degradation of the environment of the area.*

A/NE-FTA/156 - Proposed temporary unloading/loading platforms for a period of 3 years (Rejected in 2015)

- (a) *the application is not in line with the planning intention of the "Agriculture" ("AGR") zone for the area which is primarily intended to retain and safeguard good agricultural*

land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis;

- (b) the application does not comply with the Town Planning Board Guidelines for Application for Open Storage and Port Back-up Uses (TPB PG-No. 13E) in that there is no previous planning approval granted at the site; the proposed development is not compatible with the surrounding land uses which are predominantly rural in character; there are adverse departmental comments on the application; and the applicant fails to demonstrate that the development would have no adverse environmental and landscape impacts on the surrounding area; and*
- (c) the approval of the application would set an undesirable precedent for similar applications within the same "AGR" zone. The cumulative effect of approving such similar applications would result in a general degradation of the environment of the area.*

A/NE-FTA/150 - Proposed temporary covered goods reshuffling points for a Period of 3 Years
(Rejected upon review in 2015)

- (a) the proposed use is not in line with the planning intention of the "Agriculture" ("AGR") zone for the area which is primarily intended to retain and safeguard good quality agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning justification in the submission for a departure from such planning intention, even on a temporary basis;*
- (b) the proposed use does not comply with the Town Planning Board Guidelines No. 13E in that there is no previous planning approval granted at the site; the proposed development is not compatible with the surrounding land uses which are predominantly rural in character; there are adverse departmental comments on the application; and the applicant fails to demonstrate that the development would have no adverse traffic, environmental and landscape impacts on the surrounding areas; and*
- (c) approval of the application would set an undesirable precedent for similar applications within the same "AGR" zone. The cumulative effect of approving such similar applications*

would result in a general degradation of the environment of the area.

A/NE-FTA/152 - Proposed Temporary Frontier Shopping Centre for a Period of 3 Years
(Rejected upon review in 2015)

- (a) *the application is not in line with the planning intention of the "Agriculture" ("AGR") zone for the area which is primarily intended to retain and safeguard good agricultural land/farm/fish ponds for agricultural purposes. It is also intended to retain fallow arable land with good potential for rehabilitation for cultivation and other agricultural purposes. There is no strong planning intention, even on a temporary basis;*
- (b) *the proposed development is not compatible with the surrounding land uses which are predominantly rural in character with stream courses, ponds, and inactive wet agricultural land. The applicants fail to demonstrate that the development would have no adverse environmental, ecological and landscape impacts on the surrounding area;*
- (c) *the Site is located within the Frontier Closed Area which is only served by Lo Wu Station Road via Man Kam To Road where there are heavy traffic movements on the road. The applicants fail to demonstrate that the development would not result in adverse traffic impact on the surrounding road network;*
- (d) *the proposed direct pedestrian access from the Lo Yu MTR Station, which is a boundary control point within the Closed Area, via Lo Wu Station Road to the proposed development is not feasible due to closed area permit requirement under the Public Order Ordinance; and*
- (e) *approval of the application would set an undesirable precedent for similar applications within the same "AGR" zone. The cumulative effect of approving such similar applications would result in a general degradation of the environment of the area.*

5. We urge the Board to investigate whether or not the above reasons would also be relevant to the present application. Indeed, according to the RtoC section, the Planning Department has already mentioned:

'...the total landfilled/development area almost covers 2/3 (about 1.4ha) of the Site which is considered extensive and incompatible with the surrounding landscape

setting¹

Land issue

6. The RtoC section of the Report states the followings:

Applicant's responses to AFCD's comments (item 3):

'The existing farmers at the Application Site are tenants. The owner of the application site has already served an advance termination notice to the existing tenants. The existing tenants are well noted that they'll need to move out from the application site regardless whether or not the planning permission for the proposed development will be granted by the Town Planning Board.'

7. However, in the file of this application retrieved from the Planning Department's office, we have also seen the following comment (Comment No.: 26; Reference No.: 180924-222729-70278; also shown in **Figure 2**):

'沒有得到土地擁有人同意擬議成為該份 No.A/NE/FTA/187 的發展規劃。本人為 500 分段土地擁有人之一，不知情地被涉及其中。'

8. In addition, during our field visit in January 2019, we also observed a small piece of filled area in the AGR zone of concern (please see **Figure 3**).

9. We urge the Board to carefully and seriously examine and clarify the above issues with the relevant authorities and the applicant. We believe the Board should be well aware that any 'destroy first, build later' approach should not be tolerated, as this is a promise made by the Board¹.

Comments from the AFCD

10. In the Ecological Impact Assessment report (EcoIA) for this application, the main habitat identified at the site is classified as 'agricultural land'. However, the AFCD mentions the following as shown in the RtoC section:

'Majority of the subject site is an abandoned agricultural land which has become a

¹ <https://www.info.gov.hk/gia/general/201107/04/P201107040255.htm>

permanent/seasonal wetland. Wetland associated fauna, some of which showing breeding behavior, was observed at the site.....The proposed development would unavoidably involve filling of the wetland (as opposed to the claim that ‘There will be no land filling works carried out within the Application Site’ in the email dated 5 September 2018 from the applicant to the Town Planning Board)...

11. According to the RtoC section, the AFCD indicates that they do not support this application from both the nature conservation and agriculture points of view.
12. We would like the Board to look at some on-site photographs taken in January 2019, which show the wet condition of the site (**Figure 4**). These photographs in general support the judgment of the AFCD (i.e., the site contains permanent/seasonal wetland).
13. Obviously, the proposed development would cause a direct loss of wetland, and, of course, a direct loss of arable land. We would like the Board to liaise with the relevant authorities as to whether the provision of the so-called ‘Ecological Buffer Conceptual Zone’ (‘not less than 15m wide’; ‘to permit compensatory of watercourse and trees’) can adequately mitigate/compensate for the loss of wetland and arable land – the site is zoned AGR which is primarily intended to retain and safeguard farmland.
14. To conclude, we consider the application would cause a substantial loss of farmland (and wetland) and it is definitely not in line with the planning intention of the AGR zone. We urge that this application must be rejected.
15. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

cc. Designing Hong Kong

Figure 1. The site (approximately marked by the orange area) and the Conservation Area zone (approximately marked by the green area).

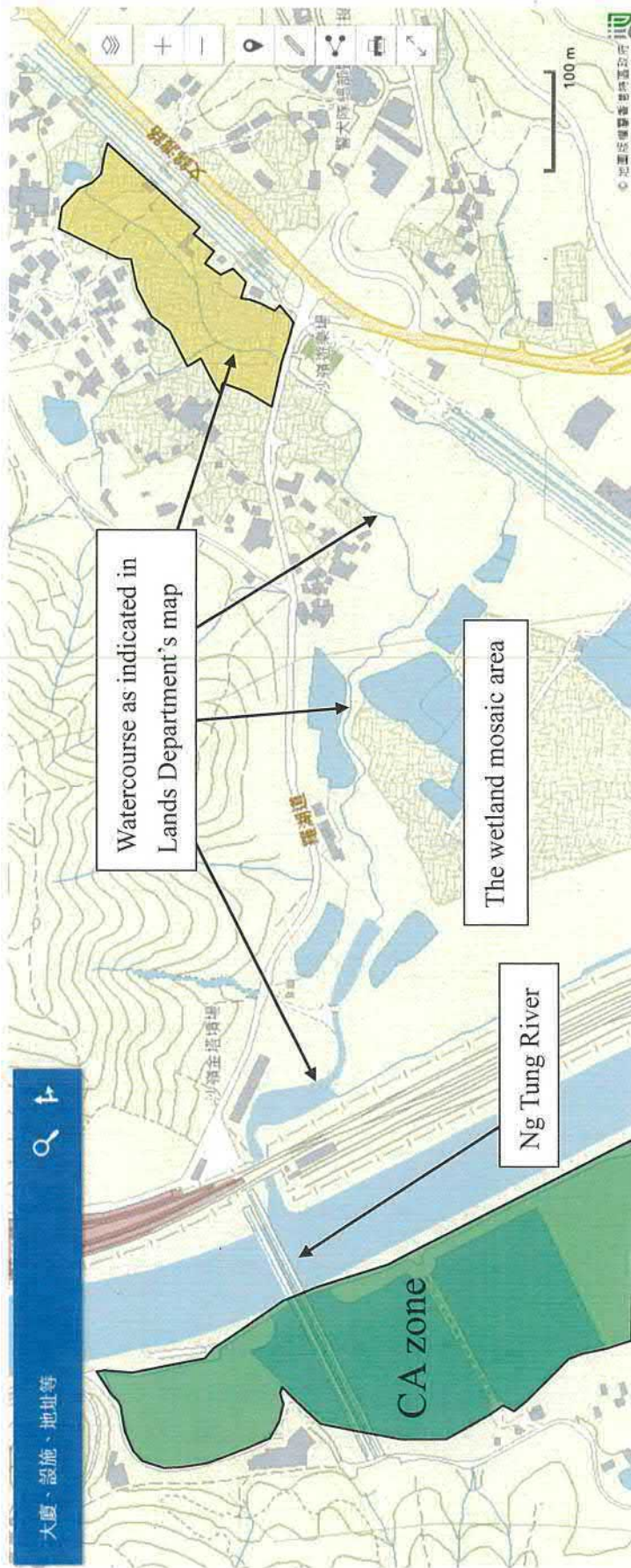


Figure 2. Comment No.: 26; Reference No.: 180924-222729-70278.

頁 1/1

PEMS Comment Submission

5-26

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 Reference Number:	180924-222729-70278
提交限期 Deadline for submission:	28/09/2018
提交日期及時間 Date and time of submission:	24/09/2018 22:27:29
有關的規劃申請編號 The application no. to which the comment relates:	A/NE-FTA/187
「提意見人」姓名/名稱 Name of person making this comment:	[REDACTED]
意見詳情 Details of the Comment :	
<p>1. 沒有得到土地擁有人同意擬議成為該份 No.A/NE/FTA/187的發展規劃。本人為500分段土地擁有人之一，不知情地被涉及其中。</p> <p>2. 機房和廠房(包括大型冷藏庫)建設位置十分接近民居，產生熱能、噪音滋擾居民。由於相當接近居民居所和生活範圍，居所和機房相距約20米，在同一地段，廠房則設在隔鄰地段，他們產生熱能和廢氣；機房和大型冷藏庫全日開動，發出噪音，滋擾居民，影響居住環境和健康。</p> <p>3. 土地用途改變要有規劃。不應改變農業土地成為工業用地。</p> <p>4. 缺乏完善基礎建設規劃。該規劃沒有諮詢居民和沒有任何基礎建設保障居民，該段為羅湖道單程行車，工廠會有大量輕型、中型貨車和貨櫃出入，造成交通阻塞及行人安全。</p> <p>5. 沒有排水系統和批核填土工程規劃。該地段處於低窪的農地，面積約21204平方米，需要大量泥土平整土地，由圖則顯示，他們妨礙原本水流疏水，地處於上游，下游出水口少，水流流向附近的農地和居所，造成災害如水浸。</p> <p>6. 沒有廢物和污水系統。由於是大型家禽冷藏庫和分銷中心，包裝家禽產生廢物和污水處理，影響環境衛生。</p>	

Figure 3. The filled area observed in the AGR zone of concern (other on-site photographs were also attached for reference).

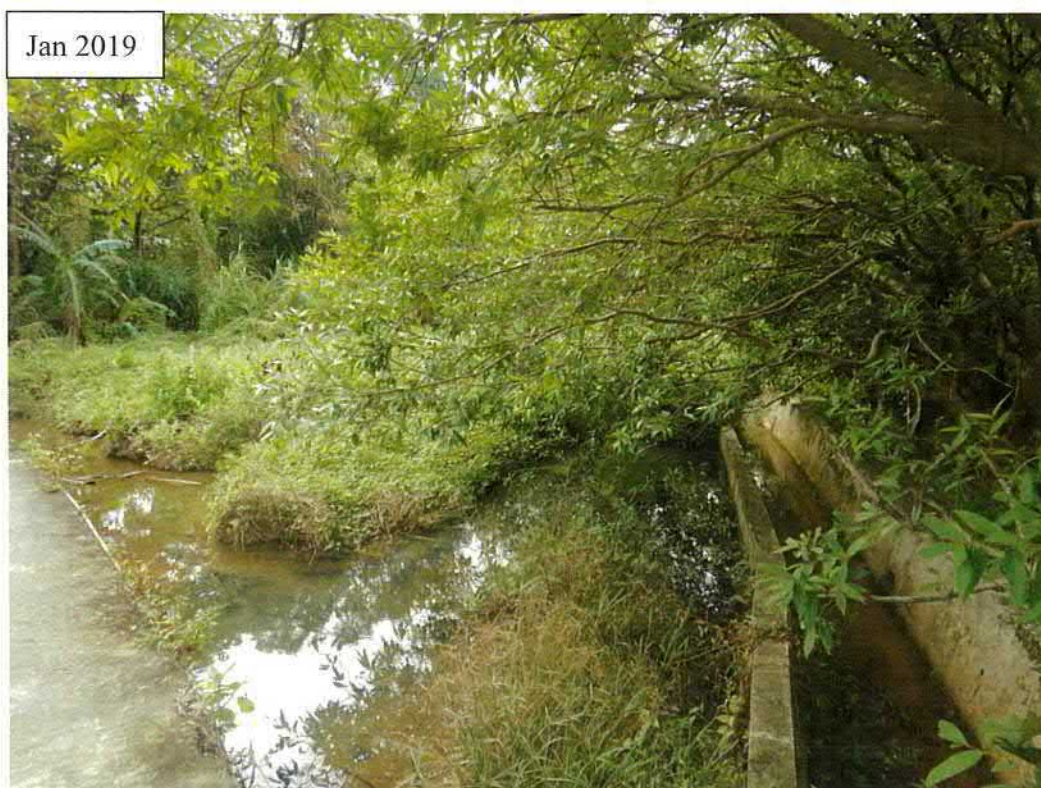


Figure 3. Cont'd.



香港新界大埔林錦公路
 Lam Kam Road, Tai Po, New Territories, Hong Kong
 Email: eap@kfbg.org

Figure 4. The wet condition of the application site.



寄件者: [REDACTED]
寄件日期: 2021年05月11日星期二 2:55
收件者: tpbpd
主旨: Re: A/NE-FTA/201 DD 89 Sha Ling Cold Storage

Dear TPB Members,

Reality check, who in their right mind would want to relax and sit around a poultry cold storage facility?

Mary Mulvihill

From: [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Sunday, January 17, 2021 4:17:29 AM
Subject: A/NE-FTA/201 DD 89 Sha Ling Cold Storage

A/NE-FTA/201

Lots 471 S.B RP (Part), 472, 473, 474, 475, 476, 482 RP, 483, 484, 486, 487 RP, 497 S.A RP, 501, 502, 504 S.B, 505 and 506 S.B RP in D.D. 89 and Adjoining Government Land, Man Kam To Road, Sha Ling, New Territories

Site area : About 20,506sq.m Includes Government Land of about 1,903sq.m

Zoning : "Agriculture"

Applied use : Cold Storage for Poultry and Distribution Centre / Land Filling for Site Formation Works / 39 Vehicle Parking

Dear TPB Members,

There is no history of approval for brownfield use on these lots and according to Google Maps the lots are still covered in natural vegetation. PlanD can advise if there has been recent destruction of habitat.

There are hundreds of hectares of trashed land and brownfield in NT. There is no justification to allow and encourage further creation of brownfield. Close by there are a number of already paved over sites that could be used for this operation.

"The Not in My Back Yard (NIMBY) nature of the Proposed Use requires a remote location away from the urban areas" Nor does it justify the destruction of arable land, 20% of which is government land.

The current health crisis and disruption to cross border and international transport has demonstrated the need for Hong Kong to retain a certain level of local produce production. In addition President Xi has recently spoken out about the need to conserve good land and to increase self-sufficiency in the production of agriculture produce.

Clearly under the recent drastic changes to the supervision and management of Hong Kong, both the authorities and advisory boards have a duty to refer to policy initiatives when making decisions.

Agriculture land is intended for the production of crops not cold storage. It is time for the Hong Kong Chilled Meat & Poultry Association and other participants in this trade to unite and develop permanent state of the art facilities. The issue of storing vaccines is related and government departments should be involved in identifying a suitable location for a such enterprises.

Mary Mulvihill

Recommended Advisory Clauses

- (a) to liaise with the local villagers to explain the details of the proposed development;
- (b) to note the following comments of DLO/N, LandsD:
 - (i) the Site comprises the application lots and the adjoining Government land (GL). The lots are Old Schedule lot held under the Block Government Lease (demised for agricultural use). The applicant should make his own arrangement for acquiring access to the Site. The Government shall accept no responsibility in such arrangement and there is no guarantee that any adjoining GL will be allowed for the vehicular access to the Site for the proposed use;
 - (ii) according to the proposed development parameters, it involves land filling works and site formation works in connection with erection of structure(s) on/over part of the application lots and adjoining GL. The applicant is reminded to submit the site formation and building plans to Buildings Department for approval before commencement of the relevant works;
 - (iii) it is noted that:
 - the existing watercourse on GL will be maintained and not encroached with elevated platform decking over it;
 - responsible Government department(s) will be allowed to enter into the Site for maintenance of the existing watercourse during the operation period in case of emergencies; and
 - the applicant undertakes to reinstate the Site upon expiry of the planning permission, if approved;
 - (iv) a Modification of Tenancy (MOT) No. 38862 was issued to Lot 497 S.A RP in D.D. 89 (**Plan A-2**) for the purpose of dwelling and shade. However, the existing parameters on Site appear not tally with those of his record. His office will investigate and take necessary action on the MOT if situation warrants;
 - (v) some domestic structures have been detected on Lot 486 in D.D. 89 within the Site (**Plan A-2**). Those existing structures have been erected without approval by his office and they are not acceptable under the leases concerned. His office will not regularise them and reserves the right to take necessary enforcement action against the irregularities;
 - (vi) as portable toilets are proposed to be erected on Site, the applicant should note that any proposed toilet facilities should meet current health requirements and the relevant legislations;
 - (vii) according to the submission, there would also be tree felling and transplanting within the Site. For those affected trees within the application lots, the applicant is required to seek prior consents from the relevant lot owners and/or AFCD's prior comment as appropriate. For felling and/or transplanting of trees on GL (if any), the applicant is

required to seek prior approval of his office; and

- (viii) should the application be approved, the owners of the lots concerned shall apply to his office for a Short Term Waiver (STW) and Short Term Tenancy (STT) covering all the actual occupation area and structures concerned, except the area covered by the domestic structures which will not be regularized by his office. The applications for STW and STT will be considered by Government in its landlord's capacity and there is no guarantee that they will be approved. If the STW/STT are approved, their commencement date would be backdated to the first date of occupation and they will be subject to such terms and conditions to be imposed including payment of waiver fee/rent and administrative fees as considered appropriate by his office;
- (c) to note the comments of Commissioner for Transport that the operator of the proposed development would properly arrange their trucks to avoid the morning and afternoon peak periods and would provide the parking spaces and loading/ unloading bays as proposed;
- (d) to note the following comments of CHE/NTE of HyD:
 - (i) the box culvert area near Lo Wu Station Road should not be encroached, decked or fenced off and should be excluded during the STT/STW application stage;
 - (ii) the u-channel proposed along the site boundary should be designed that no surface run-off will flow from the Site onto the adjacent public road; and
 - (iii) the applicant is required to reinstate the ingress/egress to their original state and to his satisfaction at its own cost;
- (e) to note the following comments of CE/Lighting of HyD:
 - (i) Road Light GD0493 is located at the ingress/egress of the Site (**Plan A-2**). The applicant should liaise with his office for cable diversion work and/or modification work for existing public lighting facilities. The cost for the relevant work shall be funded by the project proponent;
 - (ii) the existing village lights (i.e. VG4579, VG4580, VG4581 & VG4582) and associated cables are identified at the existing footpath within the Site (**Plan A-2**), the construction and operation works associated with development should not cause any damage to the lights and associated cables. In addition, temporary lighting facilities should be provided at the reprovisioned footpath, as proposed by the applicant, to maintain adequate lighting levels thereat for the sake of safety for pedestrian; and
 - (iii) if the applicant considers the relocation of the village lights or/with the associated cables are necessary, the applicant should submit application to District Office (North) (DO(N)) or via his office in advance. DO(N) will arrange site visit with the applicant, the Village Representatives, the representatives from relevant government departments and his office to confirm the relocation arrangements and details. The applicant should note that public consultation in form of posting notice for village lighting relocation works has to be carried out prior to the commencement of relocation works. Subject to any objection received during the consultation period, a minimum lead time of 8 to 10 months, including the public consultation, will be required for the village lighting relocation works. Substantial time, in addition to the lead time mentioned above, may also be required for DO(N) to resolve the objections;

(f) to note the following comments of DEP:

(i) it is noted that:

- there is no temporary or permanent disturbance, river training or diversions works to the existing watercourses during the construction, operation and reinstatement of the proposed development;
- the final design of the proposed development would consider technical feasibility and environmental impacts of constructing and operating the proposed development, and ensure no activities would adversely affect the surrounding environment, including watercourses on site and in the vicinity;
- on-site stormwater collection system would be designed in accordance with ProPECC PN 5/93, including provision of petrol interceptor and silt removal facilities. Adequate quantity of portable toilets and frequency of wastewater collection for off-site disposal by licenced collectors would be provided to ensure requirements in Water Pollution Control Ordinance and its Technical Memorandum would be met;
- sufficient preventive and mitigation measures would be provided to comply with relevant noise criteria, including (i) sufficient extent of solid boundary walls with adequate surface mass density; (ii) sufficient noise mitigation measures at loading and unloading areas; (iii) mitigation measures to reduce noise nuisance from reverse movement of vehicles; (iv) enclosures for Electrical & Mechanical equipment; and (v) administrative traffic arrangement during operation; and
- there would only be a maximum number of 6 vehicular trips per hour between 7:00 p.m. and 7:00 a.m. during the planning approval period, as proposed by the applicant; and

(ii) the applicant should also be reminded of his obligation to strictly comply with all environmental protection/pollution control ordinances, in particular Water Pollution Control Ordinance and Noise Control Ordinance, and to follow relevant measures given in the EPD's latest "Code of Practice on Handling the Environmental Aspects of Temporary Uses and Open Storage Sites (CoP)", ProPECC PN 1/94, ProPECC PN 5/93, Recommended Pollution Control Clauses for Construction Contracts and ETWB No. 5/2005 Protection of natural streams/ rivers from adverse impacts arising from construction works during construction and operation stages of the proposed development. The applicant should be reminded that necessary precautionary / pollution control measures should be put in place to prevent any pollution of nearby watercourse during construction and operation phases;

(g) to note the comments of CE/MN, DSD:

- (i) the applicant is required to assess whether the existing drainage channel at the downstream has sufficient capacity to receive the stormwater runoff;
- (ii) if the applicant opts to provide a stormwater storage tank within the site for temporary storage of the surface runoff, he should provide a detailed operation mechanism and a contingency plan for plant and power failure;
- (iii) all of the flood mitigation measures proposed in the DIA and any other existing stormwater drainage facilities should be provided and maintained by the applicant to

the satisfaction of his department;

- (iv) the applicant should allow all time free access for the Government and its agent to conduct site inspection on his completed drainage works and deal with any emergency situations, if necessary; and
 - (v) the Site is in an area where no public sewer connection is available;
- (h) to note the following comments of CE/C, WSD:
- (i) since the Site is in close proximity to a DN2400 Dongjiang water main, the following conditions shall be imposed:
 - all excavation works within 1.5 m horizontally from the edge of the body of Dongjiang watermain shall be carried out by hand, and no earth fill ramps shall be used for form temporary crossings over it;
 - all temporary works near the Dongjiang water main shall be kept at least 3 m away from the edge of the water main. The length of main affected shall be well protected by a temporary timber cover raised 250 mm clear of the main to ensure no impact damage;
 - details of site formation work shall be submitted to WSD for approval prior to commencement of works; and
 - the work shall comply with the “Conditions of Working in the Vicinity of Waterworks Installations”;
- (i) to note the following comments of CBS/NTW, BD:
- (i) if the existing structures are erected on leased land without approval of BD (not being a New Territories Exempted House), they are unauthorised under Buildings Ordinance (BO) and should not be designated for any approved use under the application;
 - (ii) before any new building works are to be carried out on the Site, prior approval and consent of the Building Authority (BA) should be obtained unless they are exempted building works or commenced under the simplified requirement under the Minor Works Control System. Otherwise they are unauthorized building works (UBW). An Authorized Person (AP) should be appointed as the co-ordinator for the proposed building works in accordance with the BO;
 - (iii) for UBW erected on leased land, enforcement action may be taken by the BA to effect their removal in accordance with BD’s enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an acceptance of any existing building works or UBW on the Site under the BO;
 - (iv) if the proposed use under application is subject to the issue of a licence, the applicant is reminded that any existing structures on the Site intended to be used for such purposes are required to comply with the building safety and other relevant requirements as may be imposed by the licensing authority;

- (v) any temporary shelters or converted containers for storage or washroom or office or other uses are considered as temporary buildings are subject to the control of Part VII of the Building (Planning) Regulations (B(P)Rs);
 - (vi) the Site shall be provided with means of obtaining access thereto from a street and emergency vehicular access in accordance with Regulations 5 and 41D of the B(P)Rs respectively;
 - (vii) if the Site is not abutting on a specified street having a width not less than 4.5 m, its development intensity shall be determined by the BA under Regulation 19(3) of the B(P)Rs at the building plan submission stage; and
 - (viii) formal submission under the BO is required for any proposed new works, including any temporary structures and site formation works like filling works. Detailed comments under BO will be provided at the building plan submission stage;
- (j) to note the following comments of D of FS:
- (i) in consideration of the design/ nature of the proposed use, FSIs are anticipated to be required. The applicant is advised to submit relevant layout plans incorporated with the proposed FSIs to his satisfaction;
 - (ii) the applicant should be advised that the layout plans should be drawn to scale and depicted with dimensions and nature of occupancy and the location of where the proposed FSIs to be installed should be clearly marked on the layout plans; and
 - (iii) the applicant is reminded that if the proposed structure(s) is required to comply with the Buildings Ordinance (Cap. 123) and if licence is required for the subject cold storage, detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans or referral from relevant licensing authority;
- (k) to note the comments of DEMS that in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organizing and supervising any activity near the underground cable or overhead line under the application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned Site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the “Code of Practice on Working near Electricity Supply Lines” established under the Regulation when carrying out works in the vicinity of the electricity supply lines; and
- (l) to note the following comments of DFEH:
- (i) depending on the actual mode of operation in the proposed development, the following licences may be involved:
 - Cold Store Licence for storage of poultry under refrigeration before delivery to other outlets;
 - Fresh Provision Shop Licence in case sale of poultry (including wholesale and retail) is involved; and

- Food Factory Licence if processing of poultry products (such as cutting, repackaging, etc.) will be carried on;

if only storage of poultry under refrigeration in the proposed development without involving any sale of fresh commodities nor processing of food, a Cold Store Licence is suffice;

- (ii) for application for the above licences, among other licensing requirements, sufficient sanitary fitment must be provided and the installation of sanitary fitment requires approval of the Building Authority;

- (iii) major specifications of the necessary sanitary fitments, ablution and scullery facilities are listed below for reference;

- the minimum internal dimension of the water closet compartment should not be less than 1,200 mm x 700 mm;
- if urinals are of the trough type, every 500 mm of trough shall be deemed to be the equivalent of one urinal and each stall or bowl type urinal shall have a clear width of not less than 500 mm. In case where an urinal compartment is provided, the minimum internal dimension of the compartment should not be less than 1,000 mm (depth) x 500 mm (width);
- wash-hand basin should be made of glazed earthenware or other approved material of not less than 350 mm in length (measured between the top inner rims); and
- wash-up sink should be made of glazed earthenware, stainless metal or other approved material of not less than 450 mm in length (measured between the top inner rims);

- (iv) from environmental hygiene point of view:

- if provision of cleansing service for new public roads, streets, cycle tracks, footpaths, paved areas, footbridge, subway etc., is required, FEHD should be separately consulted. Prior consent from FEHD must be obtained;
- if any FEHD's facility is affected by the development, FEHD's prior consent must be obtained. Re-provisioning of the affected facilities by the project proponent up to the satisfaction of FEHD may be required. Besides, the project proponent may be required to provide sufficient amount of additional recurrent cost for management and maintenance of the re-provisioned facilities;
- no environmental nuisance and pest problem should be generated to the surroundings; and
- any waste generated from the commercial/ trading activities should be handled by the operators/ tenants on their own/at their expenses; and

- (v) it is noted that a footpath would be reprovisioned within the Site, the applicant is advised that maintenance of the proposed footpath open for use of the public should be taken up by relevant government department if the footpath is planned to be handed over to FEHD for street cleansing.