2021年 5月 31日

此文件在 ______ 收到。城市規劃委員會 [illegible]
申請的日期。

This document is received on 31 MAY 2021.
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/YL-MP/308
	Date Received 收到日期	31 MAY 2021

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

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.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 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

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

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)

ELITE MOTORS LIMITED 精英汽車有限公司

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)

N/A

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）	SUB-SECTION 45 OF SECTION B OF LOT NO. 3250 IN D.D. 104 (PART)
(b) Site area and/or gross floor area involved 涉及的地盤面積及／或總樓面面積	☑Site area 地盤面積 650 sq.m 平方米☑About 約 ☑Gross floor area 總樓面面積 668 sq.m 平方米☑About 約
(c) Area of Government land included (if any) 所包括的政府土地面積（倘有）	N/A sq.m 平方米 ☐About 約

(d)	Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	S/YL-MP/6 & S/YL-NSW/8
(e)	Land use zone(s) involved 涉及的土地用途地帶	C/R & OU (CDWRA)
(f)	Current use(s) 現時用途	NOT IN USE (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 .....2021..... 年 .....5..... 月 .....11..... 日的記錄，這宗申請共牽涉 .....1..... 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)
	N/A	

(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 .....1..... 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)
1	SUB-SECTION 45 OF SECTION B OF LOT NO. 3250 IN D.D. 104	11/05/2021

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

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

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

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

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

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

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

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

Others 其他

☐ others (please specify)
其他（請指明）

_____
_____
_____
_____

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

6. Type(s) of Application 申請類別

(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 CAR TESTING CENTRE FOR A PERIOD OF 3 YEARS (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	☑ year(s) 年 ..... 3 ..... ☐ month(s) 個月 .....

(c) Development Schedule 發展細節表

Proposed uncovered land area 擬議露天土地面積 ..... 0 .....sq.m ☑About 約
Proposed covered land area 擬議有上蓋土地面積 ..... 650 .....sq.m ☑About 約
Proposed number of buildings/structures 擬議建築物／構築物數目 ..... 2 .....
Proposed domestic floor area 擬議住用樓面面積 ..... N/A .....sq.m ☑About 約
Proposed non-domestic floor area 擬議非住用樓面面積 ..... 668 .....sq.m ☑About 約
Proposed gross floor area 擬議總樓面面積 ..... 668 .....sq.m ☑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

DEVELOPMENT PARAMETERS	
TOTAL SITE AREA	650m² (ABOUT)
COVERED AREA	650m² (ABOUT)
UNCOVERED AREA	0m²
NO. OF STRUCTURE	2
NON-DOMESTIC GFA	668m² (ABOUT)
BUILDING HEIGHT	6~9M
NO. OF STOREY	1~2
NO. OF PRIVATE CAR PARKING SPACE (2.5 X 5M)	10

STRUCTURE	USE	COVERED AREA	NON-DOM GFA	BUILDING HEIGHT	STOREY
A	ENCLOSED SOUND BARRIER (ROOF & WALLS), CAR PARK X10, CAR TESTING AREA, PASSAGE	650m² (ABOUT)	650m² (ABOUT)	9M (ABOUT)	1
B	RECEPTION & WAITING ROOM	COVERED BY STRUCTURE A	18m² (ABOUT) (UPPER STOREY)	6M (ABOUT)	2
	TOTAL (ABOUT):	650m²	668m²		

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 ..... 10 .....
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 .....
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) .....

Proposed operating hours 擬議營運時間

MONDAYS TO SATURDAYS: 8:30AM TO 5:30PM
SUNDAY & PUBLIC HOLIDAYS: CLOSED

(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	☑ 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)) FAIRVIEW PARK BOULEVARD ☐ There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。（請在圖則顯示，並註明車路的闊度）
	No 否	☐

(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	☐ Please provide details 請提供詳情 ....
	No 否	☑
(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	☐ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填塘深度 ..... m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 ..... sq.m 平方米 ☐About 約 Depth of filling 填土厚度 ..... m 米 ☐About 約 ☐ Excavation of land 挖土 Area of excavation 挖土面積..... sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 .....m 米 ☐About 約
	No 否	☑

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

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

(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	☐ The permission does not have any approval condition 許可並沒有任何附帶條件 ☐ Applicant has complied with all the approval conditions 申請人已履行全部附帶條件 ☐ Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件： _____ _____ _____ Reason(s) for non-compliance: 仍未履行的原因： _____ _____ _____ (Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)
(f) Renewal period sought 要求的續期期間	☐ year(s) 年 ..... ☐ month(s) 個月 .....

Part 6 (Cont'd) 第 6 部分(續)

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）。

..THE APPLICATION IS FOR THE RELOCATION OF A CAR TESTING CENTER DESIGNATED BY TRANSPORT.....
.DEPARTMENT OF SAR GOVERNMENT.....
.....
.THE SITE HAD BEEN OCCUPIED AS A BUS DEPOT WITH REPAIRING FACILITIES FOR DDECADES, EVEN BEFORE.
1982. IT CONSISTS OF 2 ZONES, ABOUT 2/3 IS C/R AND 1/3 IN OU ZONE. THE NATURE OF BUSINESS OF
THE APPLICANT IS "SAFETY TESTING OF MOTOR VEHICLES", WITH HONG KONG STANDARD CLASSIFICATION...
CODE AS 712000. THE CLASSIFICATION IS CONDUCTED BY THE CENSUS AND STATISTICS DEPARTMENT.....
(PLEASE SEE SUPPLEMENTARY DOCUMENT 1 ATTACHED).....
IT SHOULD BE IN COLUMN 1 "SHOP AND SERVICES", ALMOST ALL THE INSPECTION ACTIVITES WILL..
BE CONDUCTED IN C/R AREA. THERE ARE CAR PARKS, TOILETS, OFFICE CONTAINER AND MANOEUVRING IN....
.THE OU AREA.....
.....
THE MONITORING UNIT OF THE TRANSPORT DEPARTMENT WILL REVIEW OUR APPLICATION OF RELOCATION...
BEFORE RE-DESIGNATION WITH GUIDELINE. THE GUIDELINE CONSISTS A COMPREHENSIVE CONTROL OF THE..
APPLICATION OPERATION OF APPLICANT. NOT ONLY THE EQUIPMENTS, THE INSPECTION AREA, ALSO THE.....
OFFICE, CLIENTS WAITING, SUFFICIENT PARKING SPACE. THE GUIDELINE ALSO INCLUDES WE MUST
PROVIDE A TRAFFIC STUDY. (PLEASE SEE SUPPLEMENTARY DOCUMENT 2 ATTACHED) THAT ENSURE NO.....
.MAJORITY IMPACT TO THE SURROUNDING AREA.....
.....
.OUR CONSTRUCTJN DESIGN HAS BEEN REVISED COMPILING THE COMMENTS OF THE.....
.ENVIRONMENTAL PROTECTION DEPARTMENT AS STIPULATED IN THE NOISE IMPACT ASSESSMENT ATTACHED
..TO THIS APPLICATION.....
.....
.....
.....
.....

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 .....

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

LAW SING HONG
Name in Block Letters
姓名（請以正楷填寫）

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 .....

on behalf of 代表 ELITE MOTORS LIMITED 精英汽車有限公司

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

Elite Motors Limited

Date 日期 11/05/2021 (DD/MM/YYYY 日/月/年)

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

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

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

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

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。)

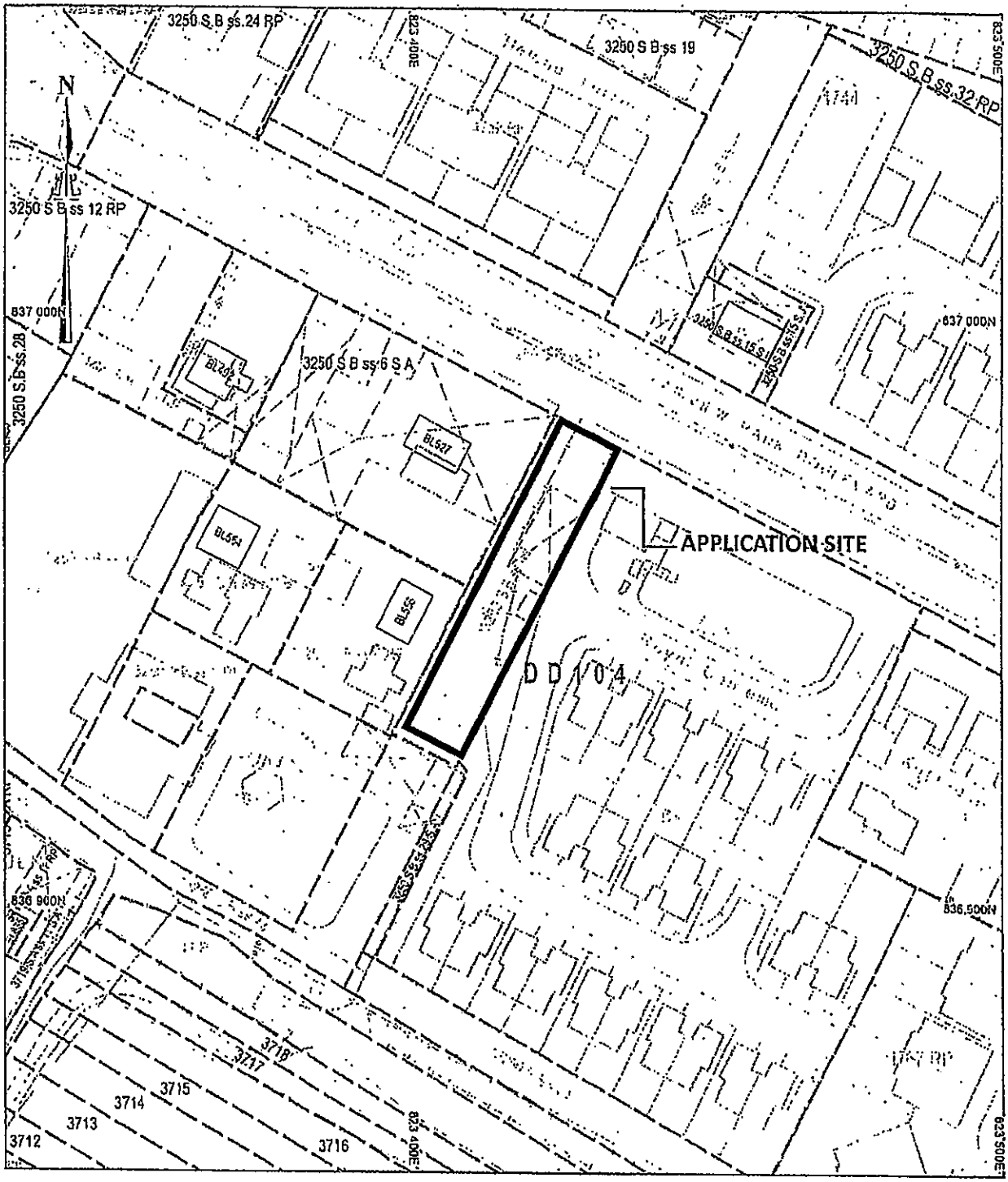
Application No. 申請編號	(For Official Use Only) (請勿填寫此欄)
Location/address 位置／地址	SUB-SECTION 45 OF SECTION B OF LOT NO. 3250 IN D.D. 104 (PART)
Site area 地盤面積	650 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 sq. m 平方米 ☐ About 約)
Plan 圖則	S/YL-MP/6 & S/YL-NSW/8
Zoning 地帶	C/R & OU (CDWRA)
Type of Application 申請類別	☑ 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 ☑ Year(s) 年 3 ☐ Month(s) 月 _____ ☐ 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 ☐ Year(s) 年 _____ ☐ Month(s) 月 _____
Applied use/ development 申請用途/發展	TEMPORARY CAR TESTING CENTRE FOR A PERIOD OF 3 YEARS

(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	☐ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
		Non-domestic 非住用	668 ☑ About 約 ☐ Not more than 不多於	☐About 約 ☐Not more than 不多於
(ii)	No. of block 幢數	Domestic 住用		
		Non-domestic 非住用	2	
(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用	m 米 ☐ (Not more than 不多於)	
			Storeys(s) 層 ☐ (Not more than 不多於)	
		Non-domestic 非住用	6 - 9 m 米 ☑ (Not more than 不多於)	
			1 - 2 Storeys(s) 層 ☑ (Not more than 不多於)	
(iv)	Site coverage 上蓋面積		% ☐ 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) _____ _____		10
		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 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____		

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件	Chinese 中文	English 英文
Plans and Drawings 圖則及繪圖		
~~Master layout plan(s)~~/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☐
Sectional plan(s) 截視圖	☐	☐
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☐
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☐
Others (please specify) 其他（請註明）	☐	☑
LOCATION PLAN		
SWEPT PATH ANALYSIS (A) + (B)		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☐
Environmental assessment (noise, ~~air and/or water pollutions~~) 環境評估（噪音、空氣及／或水的污染）	☐	☑
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☐
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☐
Landscape impact assessment 景觀影響評估	☐	☐
Tree Survey 樹木調查	☐	☐
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☐
Sewerage impact assessment 排污影響評估	☐	☐
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☑
(1) Response to Comments from Transport Department & Environmental Protection Department (A/YL-MP/301)		
(2) Response to Comments from Public (A/YL-MP/301) (3) Supplementary Document 1 & 2		
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。



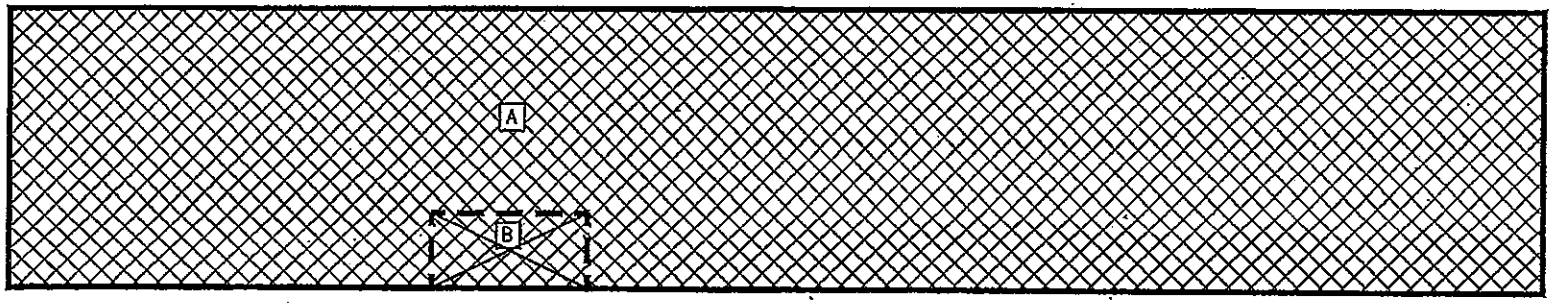
SCALE 1 : 1 000

metres 10 0 10 20 30 40 50 metres

Drawing No.: P01	Ver.: 02
Project: PROPOSED TEMPORARY CAR TESTING CENTER FOR A PERIOD OF 3 YEARS SUB-SECTION 45 OF SECTION B OF LOT NO. 3250 IN D.D. 104	
Drawing Title: LOCATION PLAN	
Scale of A4: 1:1000	
Date: 26.05.2021	

DEVELOPMENT PARAMETERS	
TOTAL SITE AREA	650m² (ABOUT)
COVERED AREA	650m² (ABOUT)
UNCOVERED AREA	0m²
NO. OF STRUCTURE	2
NON-DOMESTIC GFA	668m² (ABOUT)
BUILDING HEIGHT	8~9M
NO. OF STOREY	1~2
NO. OF PRIVATE CAR PARKING SPACE (2.5 X 5M)	10

STRUCTURE	USE	COVERED AREA	NON-DOM GFA	BUILDING HEIGHT	STOREY
A	ENCLOSED SOUND BARRIER (ROOF & WALLS) CAR PARK X10, CAR TESTING AREA, PASSAGE	650m² (ABOUT)	650m² (ABOUT)	9M (ABOUT)	1
B	RECEPTION & WAITING ROOM	COVERED BY STRUCTURE A	18m² (ABOUT) (UPPER STOREY)	6M (ABOUT)	2
	TOTAL (ABOUT):	650m²	668m²		



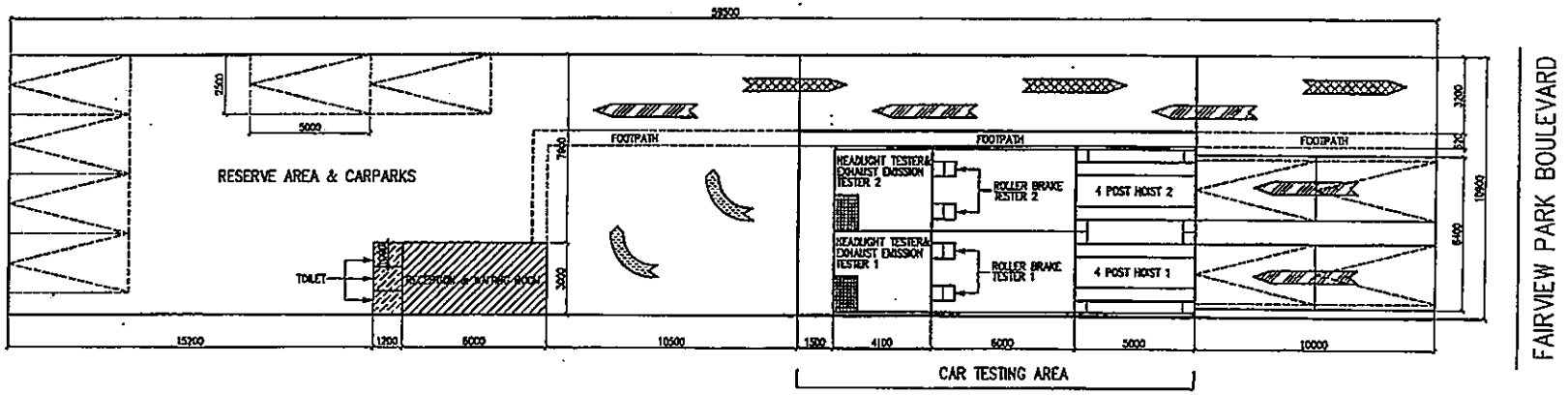
LEGEND

STRUCTURE A

STRUCTURE B

N

DRAWING NO.: P-01	VER.: 01
PROJECT: PROPOSED TEMPORARY CAR TESTING CENTRE FOR A PERIOD OF 3 YEARS SUB-SECTION 45 OF SECTION B OF LOT NO. 3250 IN D.D. 104	
DRAWING TITLE: LAYOUT PLAN	
SCALE: 1:200 @ A3 ; 1:400 @ A4	
DATE: 20/03/2021	

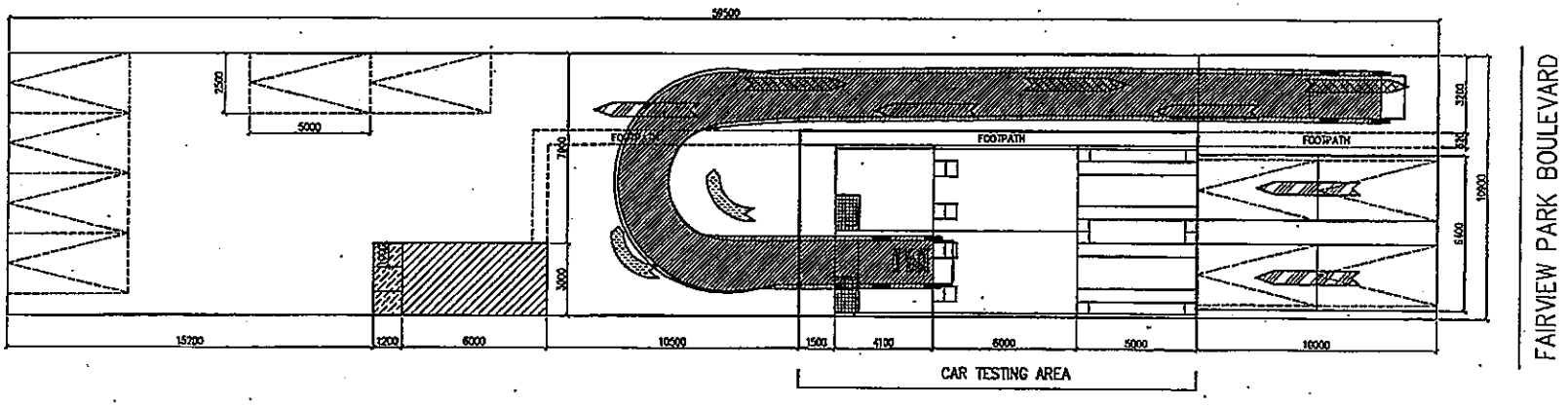


LEGEND

- CAR PARK
- RECEPTION & WAITING ROOM
- CAR TESTING AREA
- MOVABLE TOILET

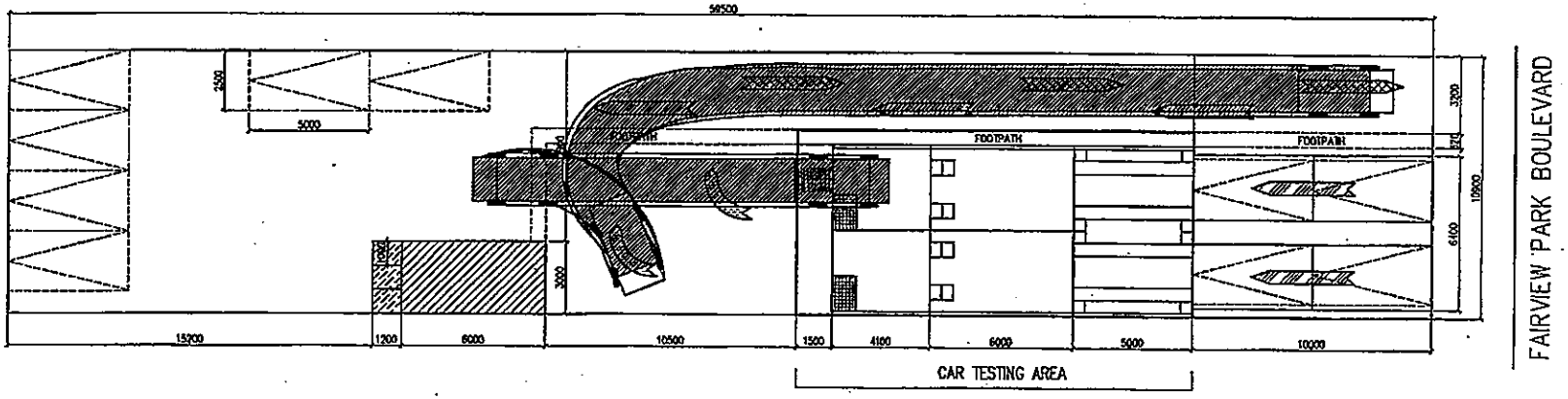
N

DRAWING NO.: P-02	VER.: 01
PROJECT: PROPOSED TEMPORARY CAR TESTING CENTRE FOR A PERIOD OF 3 YEARS SUB-SECTION 45 OF SECTION B OF LOT NO. 3250 IN D.D. 104	
DRAWING TITLE: G/F LAYOUT PLAN	
SCALE: 1:200 @ A3 ; 1:400 @ A4	
DATE: 20/03/2021	



SWEPT PATH ANALYSIS (A)

SCALE 1:200@A3 ; 1:400@A4



SWEPT PATH ANALYSIS (B)

SCALE 1:200@A3 ; 1:400@A4

LEGEND

- CAR PARK
- RECEPTION & WAITING ROOM
- CAR TESTING AREA
- MOVABLE TOILET

N

DRAWING NO.: P-03	VER.: 01
PROJECT: PROPOSED TEMPORARY CAR TESTING CENTRE FOR A PERIOD OF 3 YEARS SUB-SECTION 45 OF SECTION B OF LOT NO. 3250 IN D.D. 104	
DRAWING TITLE: SWEPT PATH ANALYSIS (A) + (B)	
SCALE: 1:200 @ A3 ; 1:400 @ A4	
DATE: 20/03/2021	

Appendix Ia of RNTPC
Paper No. A/YL-MP/308C

RE: S.16 Application No. A/YL-MP/308 - RtC & Supplementary Information11/11/2021 12:38
From: <mwchan@
To: <tpbpd@pland.gov.hk>
Cc: <ayycheung@pland.gov.hk>, <ccmcheung@pland.gov.hk>, <shlaw@ >, <sandra@ >, "'Po Lam Chan'" <plchan@ >, <slho@ >

12 Attachments

3250_RtC MP308_23 Jun 21.pdf 3250_RtC MP308_Attachment 1.pdf 3250_RtC MP308_Attachment 2.pdf
3250_RtC MP308_Attachment 3.pdf 3250_RtC MP308_Attachment 4.pdf 3250_RtC MP308_TD 5 & 19 Jul.pdf
3250_RtC MP308_Attachment 5.pdf 3250_RtC MP308_Attachment 6.pdf
3250_RtC MP308_Attachment 8_Revised.pdf 3250_RtC MP308_Attachment 9.pdf 3250_RtC MP308_Others.pdf
3250_RtC MP308_Attachment 7.pdf

Dear Sir/Madam,

We would like to submit the RtC s with supplementary information in response to the comments from different government departments and public in relation to the captioned S16 application. Please see attachments and feel free to contact us for any questions.

Thank you for your kind attention.
Regards,
Chan Mei Wa
Elite Motors Ltd

From: mwchan@ <mwchan@ >
Sent: Monday, September 6, 2021 3:06 PM
To: 'tpbpd@pland.gov.hk' <tpbpd@pland.gov.hk>
Cc: 'ayycheung@pland.gov.hk' <ayycheung@pland.gov.hk>; 'akfpang@pland.gov.hk' <akfpang@pland.gov.hk>; shlaw@ ; 'sandra@ <sandra@ >; 'Po Lam Chan' <plchan@ ; 'cwliu@ <cwliu@ >; slho@
Subject: RE: S.16 Application No. A/YL-MP/308 - Apply for Deferment
Importance: High

Dear Sir/Madam,
We would like to apply for another two months deferment to address the further comments from EPD on our Air Quality Impact Assessment Report.
Thanks you for your attention.

Chan Mei Wa
Elite Motors Limited

From: mwchan@ <mwchan@
Sent: Friday, July 9, 2021 2:43 PM
To: 'akfpang@pland.gov.hk' <akfpang@pland.gov.hk>; 'tpbpd@pland.gov.hk' <tpbpd@pland.gov.hk>
Cc: 'ayycheung@pland.gov.hk' <ayycheung@pland.gov.hk>; shlaw@ ; 'Po Lam Chan' <plchan@ >; 'sandra@ ' <sandra@ >; 'cwliu@ <cwliu@ >; 'slho@ n' <slho@
Subject: RE: S.16 Application No. A/YL-MP/308 - Apply for Deferment
Importance: High

Dear Sir/Madam,

We would like to apply for a deferment as we need more time to address the comments from government departments.

Thank for your kind attention.

Regards,
Chan Mei Wa

From: akfpang@pland.gov.hk <akfpang@pland.gov.hk>
Sent: Monday, July 5, 2021 9:47 AM
To: mwchan@
Cc: ayycheung@pland.gov.hk
Subject: Re: S.16 Application No. A/YL-MP/308 - Comments from TD

Dear Ms. CHAN,

I refer to the captioned s.16 application and my preceding email dated 23.6.2021 and 2.7.2021.

Having regarded the public comment received during publication period, the Transport Department (TD) has the following supplementary comment for your information/response:
1) To address public comments, the applicant should demonstrate the traffic impact to Kam Pok Road and Fairview Park Boulevard with traffic performance assessment for the concerned road links and junctions; and
2) The applicant should also provide swept path analysis to demonstrate smooth manoeuvring from Fairview Park Boulevard to the subject site and advise the traffic management arrangement in order to avoid any obstruction to nearby traffic/

existing vehicular access.

For enquires on the comment, please contact Ms. Michelle CHAN of TD (Tel: directly. Many thanks.

Regards,
Andy PANG
for DPO/FS&YLE, PlanD
Tel: 3168 4048
Fax: 3168 4074

From: Andy Ka Fai PANG/PLAND/HKSARG
To: mwchan@
Cc: Alice Yuk Yi CHEUNG/PLAND/HKSARG@PLAND
Date: 2021/07/02 16:49
Subject: Re: S.16 Application No. A/YL-MP/308 - Comments from EPD

Dear Ms. CHAN,

We spoke earlier this morning. I refer to the captioned s.16 application.

Please find below the comments from Environmental Protection Department (EPD) for your information/reponse:

Air quality submission sent to EPD on 21.6.2021

1. The nearest ASR should be Royal Camellia about 10 m from the proposed car testing centre. Please check.

2. Given the close proximity to the surrounding residential premises, the applicant is advised to install a mechanical ventilation system with its exhaust outlets equipped with control equipment, such as filters, and located away from the nearby residents or other receptors to avoid accumulation of air pollutants causing air pollutant nuisance to the surroundings.

Noise Impact Assessment (enclosed in PlanD's email dated 8.6.2021)

1. S.5.1 - The last paragraph of S.5.1 is not factually correct. According to HKPSG, the noise criteria for fixed noise source should be the lower of ANL-5dB(A) and prevailing background noise levels (which is measured in $L_{90(1\ hour)}$ according to App. 4.2 of Ch. 9 of HKPSG). The lowest measured background noise level in $L_{90(1\ hour)}$ shall be compared with ANL-5dB(A) (i.e. 55dB(A)) to determine the noise criteria. As such, the first two sentences in the paragraph should read as *"The appropriate ANL-5dB(A) value laid down in Table 3.1 is 55dB(A). The lowest measured $L_{90(1\ hour)}$ shall compare with 55dB(A) and the lower value shall be taken as the design target."*

2 S.7 - The proposed noise mitigation measures shall clearly indicate the 3 boundary walls (ie. B2 - B4) and **the whole roof** would be constructed with materials with noise insulation rating of not less than STC35 **with no gap** such that there is **no direct line of sight to the operation of the testing centre from nearby NSRs to the west, south and east**.

3. In view of our comments on air quality submission above, please clarify if there would be mechanical ventilation

system in the car testing centre. If affirmative, please update the noise assessment to assess the noise from mechanical ventilation system as well.

For enquires on the comment, please contact Ms. Jolitta CHAN of EPD (Tel: directly. Many thanks.

Regards,
Andy PANG
for DPO/FS&YLE, PlanD
Tel: 3168 4048

From: Andy Ka Fai PANG/PLAND/HKSARG
To: mwchan@
Cc: Alice Yuk Yi CHEUNG/PLAND/HKSARG@PLAND
Date: 2021/06/23 17:03
Subject: S.16 Application No. A/YL-MP/308 - Comments from Commissioner for Transport

Dear Ms. CHAN,

I refer to the captioned S.16 application.

Please find below the comments from Commissioner for Transport (C for T) for your information/response:

- *The subject site is connected to the public road network via a section of a private road which is not managed by Transport Department. The land status of the local access road should be clarified with the Lands Department by the applicant. Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities accordingly;*
- *As there is no information about the vehicular access at the private lot(s) to the concerned site, the applicant should seek the relevant land owner(s) on the right of using the vehicular access;*
- *The applicant should indicate the ingress and egress point with clear width on the layout plan drawings for the subject site;*
- *The applicant should provide breakdown of estimated trip generation and attraction rates with the proposed parking provisions considering the arrangement for staff, testing cars with or without appointment; and*
- *Please explain/demonstrate how queuing back to the existing public road or parking just outside the site can be avoided, in particular at rush hour of the car testing services.*

For enquires on the comment, please contact Ms. Michelle CHAN of Transport Department (Tel: directly. Many thanks.

Regards,
Andy PANG
for DPO/FS&YLE, PlanD
Tel: 3168 4048
Fax: 3168 4074

Comments from the Commissioner of Transport

	Comments 23.6.2021	Response	Supplementary Documents
(1)	The subject site is connected to the public road network via a section of a private road which is not managed by Transport Department. The land status of the local access road should be clarified with the Lands Department by the applicant. Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities accordingly.	With reference to the email reply from Lands Department dated 21 Dec 2020 (as attached), the local access road is within the private lots, mainly on Lot No. 3250 S.S. s.s. 45 in D.D. 104. Thus, the management and maintenance responsibilities of the road should be rested on the lot owner. The only lot owner, City Top Investment Ltd, confirmed they will undertake the management and maintenance responsibilities of the subject local access road with the portion located in the subject lot.	Attachment 1: Email reply from Lands Department.
(2)	As there is no information about the vehicular access at the private lot(s) to the concerned site, the applicant should seek the relevant land owner(s) on the right of using the vehicular access.	With reference to the Deed of Grant of Right of Way (Memorial No.: 18041902080055) attached, the land owner is granted the right of way for 20 years since15 Feb 2018.	Attachment 2: Deed of Grant of Right of Way, Memorial No.: 18041902080055
(3)	The applicant should indicate the ingress/egress point with clear width on the layout plan drawings for the subject site;		Attachment 3: Ground Floor Layout Plan (Amended)

	Comments 23.6.2021	Response	Supplementary Documents
(4)	The applicant should provide breakdown of estimated trip generation and attraction rates with the proposed parking provisions considering the arrangement for staff, testing cars with or without appointment; and	All ten parking spaces in the application site are for testing cars parking provisins. No specific car parks will be reserved for staff. Operating hours of the subject site is from 0830 to 1730, with one hour lunch time, Monday to Saturday. Maximum capacity of car testing of the subject site is 64 vehicle per 9 hours per day. Breakdown: Trip Generation : 8 pcu/hour Attraction : 8 pcu/hour	Attachment 4: Inspection Schedule

	Comments 23.6.2021	Response	Supplementary Documents
(5)	Please explain/desmonstrate how queuing back to the existing public road or parking just outside the site can be avoided, in particular at rush hour of the car testing services.	The only vehicular access to the subject site is Fairview Park Boulevard which lies right in front of the main entrance of the subject site. Fairview Park Boulevard is not a quiet road. Vehicle queue back or reverse onto/from the subject site is not acceptable. We will adopt traffic management to avoid any obstruction to nearby traffic/existing vehicular access: (1) practice advance booking for car testing service; (2) provide sufficient car parks for testing cars: there are ten car parks for testing cars parking provisions; (3) provide sufficient space for vehicle manoeuvring: the standard area requirement for two inspection lines is not less than 470m2 while the application site has a total area of about 650m2; (4) staff are not supposed to park their car in the application site; (5) assign a staff to direct the traffic at the entrance to avoid queue back conditions.	N/A

mwchan@ankormotors.com

Attachment 1

寄件者: leylt2_2
寄件日期: 2020年12月21日星期一 下午 12:18
收件者: mwchan@
主旨: Re: Fw: CASE #LD218811 - Fw: Sub-section 45 of Section B of Lot No. 3250 in D.D.104
附件: 3250_Lot Index Plan_for Mr Siu.pdf

郵件標幟: 待處理
標幟狀態: 已標幟

Dear Ms CHAN,

Further to our conversation and the information you provided today, the indicated road as attached should be within the private lots, mainly on Lot No. 3250 S.B. s.s. 45 in D.D.104. Thus, the management and maintenance responsibilities of the road should be rested on the lot owner(s).

If you have further enquiries, please feel free to contact us.

Best Regards,

Ming SIU
LE/T2(2), DLO/YL
Lands Department
Tel:

----- Forwarded by e-Enquiry Counter/LAO/LANDSD/HKSARG on 2020/12/18 下午 03:03 -----

From: <mwchan@
To: <landsd@
Cc: <shlaw@
Date: 2020/12/18 下午 02:56
Subject: Sub-section 45 of Section B of Lot No. 3250 in D.D.104

Dear Sir/Madame,
We, Elite Motors Limited, applicant of planning application A/YL-MP/301, are suggested by Transport Department to enquire with the Lands Department to clarify the status of a local access road of the captioned site and seek comments as well. Please see below point (a) and (c):

Temporary Car Test Centre and Shop and Services for a Period of 3 Years
Lots 3250 S.B. s.s. 45 (Part) in D.D. 104, Mai Po, Yuen Long, New Territories
(Planning Application No. A/YL-MP/301)

(1) Comments from the Commissioner of Transport:
(Contact Person: Ms. Michelle S.H. CHAN, Tel:

(a) The subject site is connected to the public road network via a section of private road which is not managed by Transport Department. The land statu of the local access road should be clarified with the Lands Department by th applicant. Moreover, the management and maintenance responsibilities of th local access road should be clarified with the relevant lands and maintenanc authorities accordingly.

(b) As there is no information about the vehicular access at the private lot(s) to th concerned site, I presume the applicant should arrange by themselves necessary, and should seek the relevant land owner(s) on the right of using th vehicular access.

(c) We observed that an existing local access road, which is not managed b Transport Department, is located within the subject site. Please seek comme from Lands Department on its status.

(d) Please review the proposed 11m width vehicular ingress/ egress is excessive.

(e) The applicant should indicate the parking spaces location on layout plan for th subject site.

(f) Please clarify if the private car parking spaces are provided for private car an van-type light goods vehicle (LGV) only and indicate on layout plan.

(g) The applicant should provide swept path showing critical scenarios.

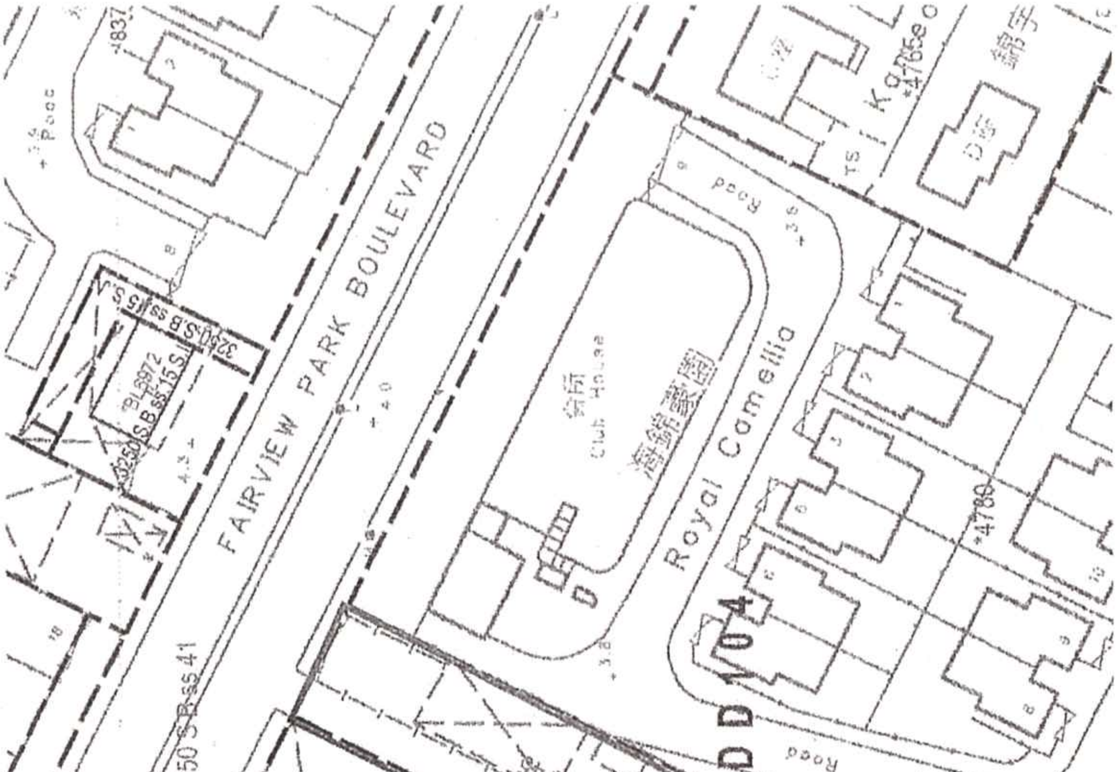
(h) The applicant should provide details of trip generation and attraction rates wi breakdown within the subject site.

(i) The applicant should show the vehicular access route entering/ leaving th subject site and demonstrate sufficient space within the subject site to provided for manoeuvring of the vehicles.

(j) No vehicle is allowed to queue back to or reverse onto/from the subject site any time during the planning approval period.

It would be very much appreciated if anyone could help to figure out a solution.

Best regards,
Chan Mei Wa
Elite Motors Ltd



FAIRVIEW PARK BOULEVARD
Club House
Royal Camellia
DD104
Lake Park
3250 S.B ss.41
3250 S.B
BL527
BL556
BL564
BL492
3250 S.B ss.6 S.A
3250 S.B ss.6 S.B
3250 S.B ss.6 RP
3250 S.B ss.9 RP
3250 S.B ss.8 S.A
Road

Attachment 2

B2

THIS DEED is made this 18th day of February Two Thousand and Eighteen

BETWEEN the Grantor and the Grantee whose names and addresses are more particularly set out in Part I of Schedule hereto.

WHEREAS :-

(1) The Grantor is the registered owner of the property more particularly described in Part II of the Schedule hereto (**"the Road"**);

(2) The Grantee is the registered owner of the property more particularly described in Part III of the Schedule hereto (**"the Land"**);

(3) The Grantee has requested the Grantor to grant a right of way and such other rights over the Road;

(4) The Grantor has agreed to grant to the Grantee such right of way as is hereinafter contained and on the terms and conditions hereinafter appearing.

NOW THIS DEED WITNESSETH as follows :-

1. The Grant

1.1 In consideration of the sums hereinafter payable by the Grantee and conditional upon the Grantee at all times hereinafter observing and performing all the covenants terms and conditions herein contained and on the part of the Grantee to be observed and performed, the Grantor hereby grants to the Grantee the full right and liberty for the Grantee, its servants, agents and licensees (in common with the Grantor and others having the like right) at all times during the continuance of this Grant by day or by night to pass and repass along over, upon and through the Road on foot or by means of private cars or motor cycles within the meaning of Road Traffic Ordinance (Cap.374) for all purposes connected with the use and enjoyment of the Land but not for any other purpose whatsoever **("the Grant")** for a term of years as set out in Part IV of the Schedule hereto **("the Term")**, subject to the provisions for determination as hereinafter contained.

1.2 Without prejudice to or affecting the rights and interest of the parties contained in Clause 1.1 hereof, the Grantee shall not use the Road for access in any manner whatsoever to or from any land or property other than the Land save and except with the prior written consent of the Grantor which consent the Grantor may grant or refuse in its absolute discretion and subject to such terms and conditions as the Grantor may in its absolute discretion impose.

2. Maintenance Fee

The Grantee shall upon the signing of this Deed pay to the Grantor a non-refundable maintenance fee as set out in Part V of the Schedule hereto **("the Maintenance Fee")** being payment in respect of the Grant.

3. Covenants of Grantee

The Grantee further covenants with the Grantor that it will during the Term :-

3.1 Reinstate any damage or destruction to the Road caused by the Grantee, or any of its servants, agents and/or licensees within seven (7) days and pay the costs of making good any damage or destruction to the Road caused by the Grantee or any of its servants, agents and/or licensees.

3.2 Indemnify the Grantor against all claims, demands, actions or other proceedings of whatsoever nature arising out of or in connection with any act, default, omission or negligence of the Grantee, its servants, agents or licensees, in the observance and performance of its obligations under or by virtue of this Deed.

3.3 Indemnify the Grantor during the Term against all claims, demands, actions and legal proceedings whatsoever made upon the Grantor in respect of any injury to or death of any person or damage to property whatsoever caused by or through or in any way connected with the use of the Road by the Grantee, its servants or agents or licensees.

3.4 Observe and comply with any rules and regulations made or to be made from time to time by the Grantor in respect of the use, parking arrangements and management of the Road and reimburse the Grantor for any expenses incurred for enforcement of these rules and regulations including but not limited to car towing costs.

3.5 Not assign or otherwise dispose of any of the rights and obligations herein.

3.6 Not cause any damage or destruction to the Road or any part thereof or cause or allow any obstruction of or leave any goods refuse or garbage or park any vehicle on the Road or any part thereof or to erect any signage, structure or erection on or overhanging the Road or connected footpaths.

3.7 Not use the Road in such a way as will cause any nuisance or annoyance or damage to any persons or vehicles passing along the Road or to any owner or occupier of any adjacent or neighbouring property.

3.8 Not cut away or remove any soil or earth from the Road or any part thereof without the prior written consent of the Grantor which may at its absolute

discretion give such consent on such terms and conditions as it may see fit.

3.9 To observe and perform the covenants terms and conditions contained in the deed of mutual covenant and/or management agreement referred to in Clause 3.10 below insofar as they relate to or affect the Road or the Grant in any manner whatsoever.

3.10 In the event of any development of the Land, the deed of mutual covenant and/or management agreement concerning such development shall expressly make reference to this Deed and the obligations of the Grantee hereunder and shall also provide for the observance and performance of the covenants terms and conditions herein contained by the Grantee, with the power to the manager to be appointed thereunder to observe and perform the same for and on behalf of the Grantee.

4. Management of the Road

The management of the Road shall be undertaken by the Grantor or by its servants or agents as the Grantor may from time to time appoint who shall have the full and unrestricted authority to do all such acts and things as may be necessary or requisite for the management of the Road. Without in any way limiting the generality of the foregoing, the Grantor shall have the right, but not the duty, :-

4.1 To demand, collect and receive all amounts payable by the Grantee under the provisions of this Deed.

4.2 To maintain and keep in good repair the Road or any parts thereof including but not limited to the surfacing and resurfacing of the carriageway, curbs, footpaths or the reinstatement thereof due to subsidence and any other associated works.

4.3 To keep in good order and repair the lighting of the Road.

4.4 To erect or put up proper sign-boards or barriers alongside the Road and to keep the same in good order and repair.

4.5 To prevent any unauthorised person from passing or repassing the Road.

4.6 To prevent any person from detrimentally altering or injuring the Road or any part thereof.

4.7 To enforce the due observance and performance by the Grantee of the covenants and conditions of this Deed and to take action in respect of any breach thereof including the commencement, conduct and defence of legal proceedings.

4.8 To appoint, engage, employ or remunerate architects, engineers, contractors,

managers, accountants, workmen, servants, watchmen and other staffs and attendants for the purpose of the management of the Road.

4.9 To close the Road or any part thereof for purpose of maintenance, repair or any other purpose.

4.10 To do all such other things as are reasonably incidental to the management of the Road.

5. Termination

5.1 The Grant shall forthwith be determined upon the occurrence of any of the following events :-

5.1.1 If there shall be any breach non-performance or non-observance on the part of the Grantee of any of the covenants, terms and conditions herein contained provided that the Grantor shall have first given written notice to the Grantee specifying the breach and its intention to terminate the Grant if by reason of such breach and that the Grantee shall have failed to remedy the same within such time as specified by the Grantor in such notice;

5.1.2 If the Grantee shall enter into liquidation whether compulsory or voluntary (save for the purpose of amalgamation or reconstruction) or suffer or permit any distress or execution to be levied upon its goods;

5.1.3 If the Land or any part thereof shall be used for any purpose other than for the permitted use;

5.1.4 If the Land shall be resumed by the Government of Hong Kong Special Administrative Region;

5.1.5 Any early termination of the Government lease in respect of the Land; or

5.1.6 If the Road or any relevant part thereof shall be resumed by the Government.

5.2 In the event of the earlier determination of the Grant for whatever reason the Grantee shall not be entitled to any refund of the Maintenance Fee paid by it or any part thereof or to any payment or compensation whatsoever.

5.3 The rights and liberties hereby granted shall absolutely cease and determine upon the determination in whatsoever manner of the Grant but without prejudice to any right of the Grantor in respect of any antecedent breach of the conditions, obligations and provisions herein contained and the Grantee

MP 308

shall have no right whatsoever to claim compensation.

6. Exclusion of Liability

Notwithstanding anything herein contained and so far as permitted by law the Grantor shall not be liable for any loss damage inconvenience suffered or incurred by the Grantee, or by any other person or persons in respect of any loss or damage to persons or property sustained by the Grantee, or any such other persons caused by reason or in consequence of any act neglect default or omission of any servant agent or workman of the Grantor or by reason or in consequence of any defect in or the defective state or condition of the Road or any part thereof.

7. Non-Waiver

Acceptance of any of the Maintenance Fee or any sums payable hereunder or the failure or indulgence of the Grantor in enforcing any of its rights shall not be deemed to operate as a waiver by the Grantor of any right to proceed against the Grantee of any breach by the Grantee of its obligation.

8. Default of Agent

For the purpose of these presents any act default or omission of the Grantee servants agents licensees of the Grantee shall be deemed to be the act default or omission of the Grantee.

9. Costs

The Grantee hereby acknowledges that Messrs. Kwan & Chow, Solicitors who prepare this Deeds is the solicitors for the Grantor only. All legal costs of and incidental to the preparation and completion of this Deed incurred by the Grantor shall be borne and paid by the Grantor and the Grantee hereto in equal shares. The Grantee shall bear its own legal costs.

10. Stamp Duty

The Stamp Duty, if any, payable on this Deed shall be borne by the parties in equal shares.

11. Interpretation

In these presents, words importing the singular number only shall include the plural number and vice versa and words importing one gender only shall include the other genders and words importing a person shall include a corporation.

IN WITNESS whereof the parties have duly executed this Deed this day and year first above written.

SCHEUDLE

PART I - Parties

GRANTOR : LEE FAT SHING DEVELOPMENT COMPANY LIMITED (利發盛發展有限公司) (Company No.44683) whose registered office is situate at 24th Floor, Lippo Leighton Tower, 103 Leighton Road, Causeway Bay, Hong Kong, including its assigns and successors in title and person deriving title under or through it.

GRANTEE : CITY TOP INVESTMENT DEVELOPMENT LIMITED (港達投資發展有限公司) (Company No. including its successors and assigns.
Registered Office: Shop
Shamshuipo, Kowloon, Hong Kong.

PART II - The Road

ALL THOSE pieces or parcels of ground registered in the Land Registry as follows:-
(1) SUBSECTION 41 OF SECITION B OF LOT NO.3250 IN DEMARCATION DISTRICT NO.104.
(2) THE REMAINING PORTION OF SUBSECTION 23 OF SECTION A OF LOT NO.3250 IN DEMARCATION DISTRICT NO.104, and
(3) THE REMAINING PORTION OF SECTION A OF SUBSECTION 1 OF SECTION A OF LOT NO.3250 IN DEMARCATION DISTRICT NO.104.

PART III - The Land

SUBSECTION 45 OF SECTION B OF LOT NO.3250 IN DEMARCATION DISTRICT NO.104.

PART IV - Term

For a term TWENTY (20) years commencing from the date of this Deed first above written.

PART V - Maintenance Fee

Hong Kong Dollars THIRTY FIVE THOUSAND ONLY (HK$35,000) payable upon the signing of this Deed.

SEALED with the COMMON SEAL)
of the Grantor and SIGNED by)
Mr. WU Douglas Tian Wei, its director)
duly authorised by the board,)
whose signature is verified by:-)

For and on behalf of
LEE FAT SHING DEVELOPMENT CO., LTD.

.....
Authorized Signature(s)

HO KIN WAH KENNY
Solicitor, Hong Kong SAR
KWAN & CHOW, Solicitors

SEALED with the COMMON SEAL)
of the Grantee and SIGNED by)
)
LAW YAU HUNG - - - - - - - - - -)
)
in the presence of/whose signature)
is verified by:)

LEE KWAN WING
Solicitor, Hong Kong SAR
LEE & CO., SOLICITORS

For and on behalf of
CITY TOP INVESTMENT DEVELOPMENT LIMITED
港濤投資發展有限公司

Authorized Signature(s)

Dated the 15th day of February 2018

LEE FAT SHING DEVELOPMENT COMPANY LMITED

and

CITY TOP INVESTMENT DEVELOPMENT LIMITED

****

DEED OF GRANT OF RIGHT OF WAY

****

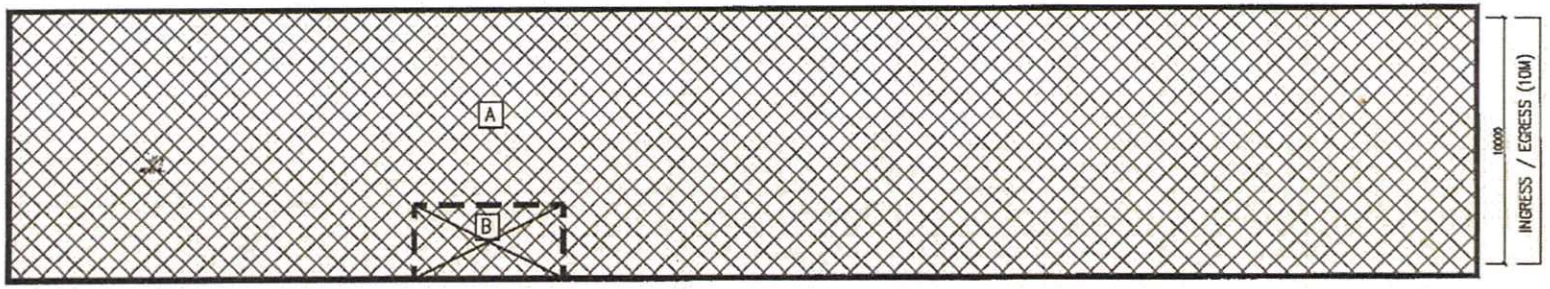
Kwan & Chow,
Solicitors,

Hong Kong.

Tel:
Ref:)-Mis-KH

DEVELOPMENT PARAMETERS	
TOTAL SITE AREA	650m² (ABOUT)
COVERED AREA	650m² (ABOUT)
UNCOVERED AREA	0m²
NO. OF STRUCTURE	2
NON-DOMESTIC GFA	668m² (ABOUT)
BUILDING HEIGHT	6~9M
NO. OF STOREY	1~2
NO. OF PRIVATE CAR PARKING SPACE (2.5 X 5M)	10

STRUCTURE	USE	COVERED AREA	NON-DOM GFA	BUILDING HEIGHT	STOREY
A	ENCLOSED SOUND BARRIER (ROOF & WALLS) CAR PARK X10, CAR TESTING AREA, PASSAGE	650m² (ABOUT)	650m² (ABOUT)	9M (ABOUT)	1
B	RECEPTION & WAITING ROOM	COVERED BY STRUCTURE A	18m² (ABOUT) (UPPER STOREY)	6M (ABOUT)	2
	TOTAL (ABOUT):	650m²	668m²		



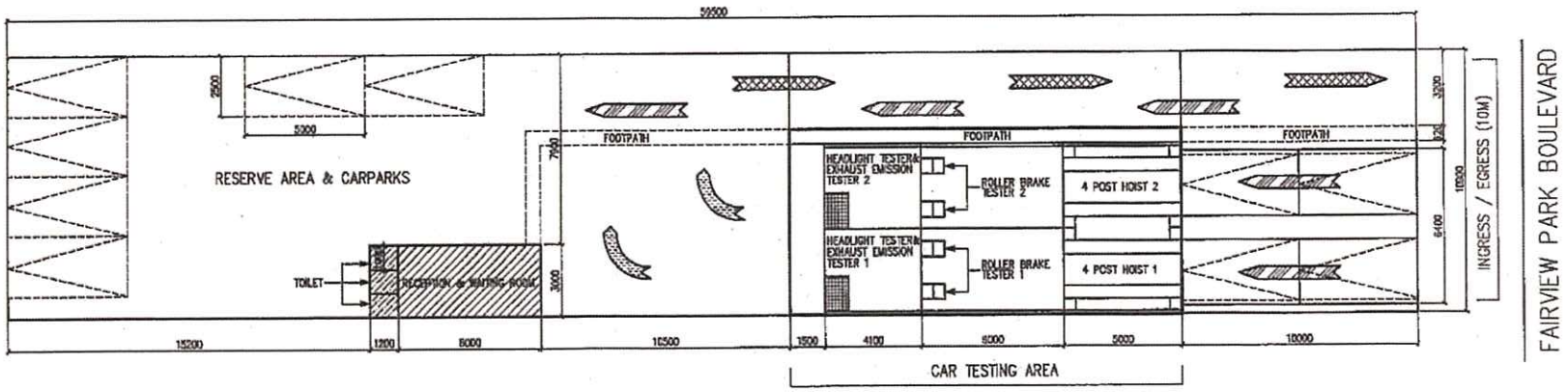
LEGEND

STRUCTURE A

STRUCTURE B

N

DRAWING NO.: P-01	VER.: 01
PROJECT: PROPOSED TEMPORARY CAR TESTING CENTRE FOR A PERIOD OF 3 YEARS SUB-SECTION 45 OF SECTION B OF LOT NO. 3250 IN D.D. 104	
DRAWING TITLE: LAYOUT PLAN	
SCALE: 1:200 @ A3 ; 1:400 @ A4	
DATE: 20/03/2021	

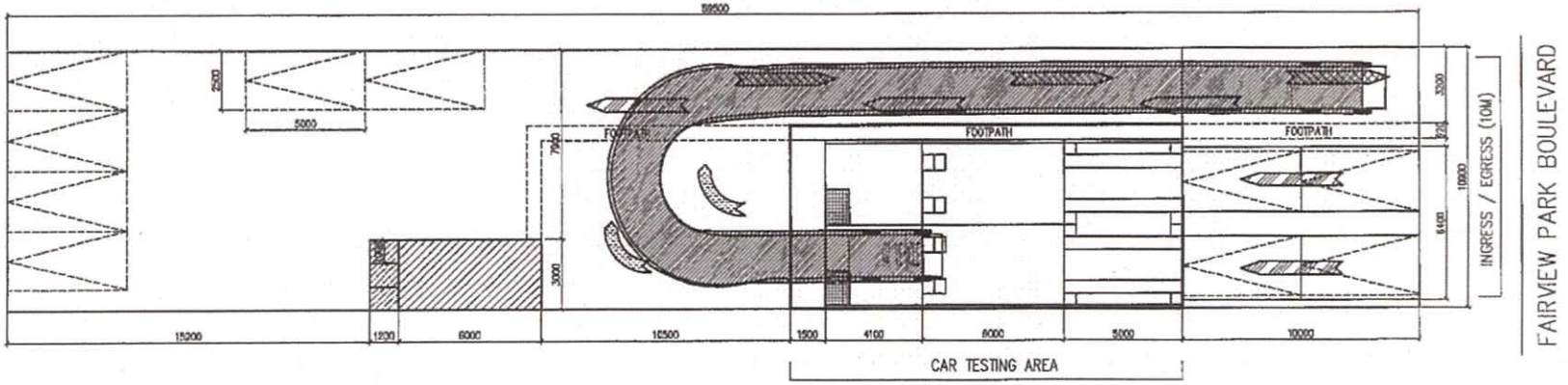


LEGEND

- CAR PARK
- RECEPTION & WAITING ROOM
- CAR TESTING AREA
- MOVABLE TOILET

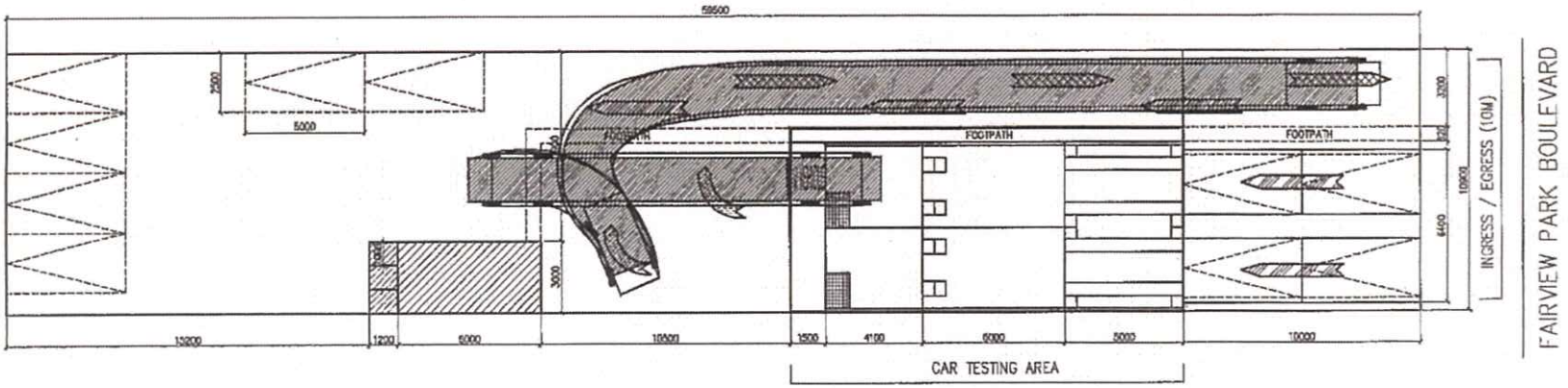
N

DRAWING NO.: P-02	VER.: 01
PROJECT: PROPOSED TEMPORARY CAR TESTING CENTRE FOR A PERIOD OF 3 YEARS SUB-SECTION 45 OF SECTION B OF LOT NO. 3250 IN D.D. 104	
DRAWING TITLE: G/F LAYOUT PLAN	
SCALE: 1:200 @ A3 ; 1:400 @ A4	
DATE: 20/03/2021	



SWEPT PATH ANALYSIS (A)

SCALE 1:200@A3 ; 1:400@A4



SWEPT PATH ANALYSIS (B)

SCALE 1:200@A3 ; 1:400@A4

LEGEND

- CAR PARK
- RECEPTION & WAITING ROOM
- CAR TESTING AREA
- MOVABLE TOILET

N

DRAWING NO.: P-03	VER.: 01
PROJECT: PROPOSED TEMPORARY CAR TESTING CENTRE FOR A PERIOD OF 3 YEARS SUB-SECTION 45 OF SECTION B OF LOT NO. 3250 IN D.D. 104	
DRAWING TITLE: SWEPT PATH ANALYSIS (A) + (B)	
SCALE: 1:200 @ A3 ; 1:400 @ A4	
DATE: 20/03/2021	

SUB-SECTION 45 OF SECTION B OF LOT NO. 3250 IN D.D.104

Inspection Schedule (Trial)

Assumption:

Operation Hours: 0830~1730, Mon-Sat, Sunday & Holiday Off
Inspection Line: 2
Staff: 1 RP/2 ACT each inspection line, total 2 RP/4 ACT
Lunch Arrangement: 1 inspection line in operation, staff shift duty

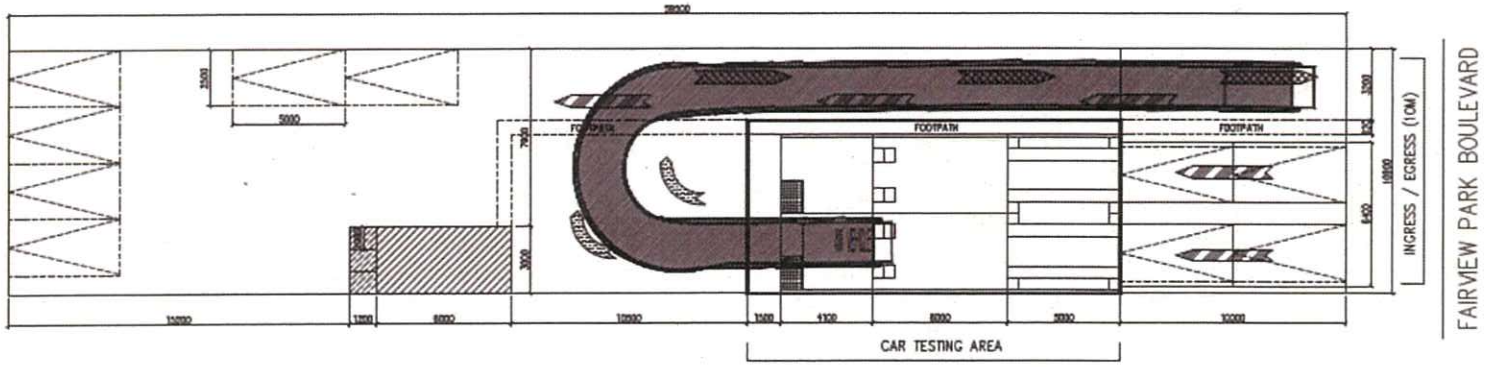
Line 1					Line 2				
Time Begin	Time Complete	No. of Vehicles	ACT	Remarks	Time Begin	Time Complete	No. of Vehicles	ACT	Remarks
0830	0850	1	A		0830	0850	1	C	
0845	0905	1	B		0845	0905	1	D	
0900	0920	1	A		0900	0920	1	C	
0915	0935	1	B		0915	0935	1	D	
0930	0950	1	A		0930	0950	1	C	
0945	1005	1	B		0945	1005	1	D	
1000	1020	1	A		1000	1020	1	C	
1015	1035	1	B		1015	1035	1	D	
1030	1050	1	A		1030	1050	1	C	
1045	1105	1	B		1045	1105	1	D	
1100	1120	1	A		1100	1120	1	C	
1113	1133	1	B		1115	1133	1	D	
1126	1146	1	A		1130	1146	1	C	
1139	1200	1	B		1145	1205	1	D	
1200		0		Lunch	1200	1220	1	C	
		0		Lunch	1213	1233	1	D	
		0		Lunch	1226	1246	1	C	
	1300	0		Lunch	1239	1300	1	D	
1300	1320	1	A		1300		0		Lunch
1315	1335	1	B				0		Lunch
1330	1350	1	A				0		Lunch
1345	1405	1	B			1400	0		Lunch
1400	1420	1	A		1400	1420	1	C	
1415	1435	1	B		1415	1435	1	D	
1430	1450	1	A		1430	1450	1	C	
1445	1505	1	B		1445	1505	1	D	
1500	1520	1	A		1500	1520	1	C	
1515	1535	1	B		1515	1535	1	D	
1530	1550	1	A		1530	1550	1	C	
1545	1605	1	B		1545	1605	1	D	

SUB-SECTION 45 OF SECTION B OF LOT NO. 3250 IN D.D.104

Line 1					Line 2				
Time Begin	Time Complete	No. of Vehicles	ACT	Remarks	Time Begin	Time Complete	No. of Vehicles	ACT	Remarks
1600	1620	1	A		1600	1620	1	C	
1615	1635	1	B		1615	1635	1	D	
1630	1650	1	A		1630	1650	1	C	
1643	1703	1	B		1643	1703	1	D	
1656	1716	1	A		1656	1716	1	C	
1709	1730	1	B		1709	1730	1	D	
	TOTAL:	32				TOTAL:	32		

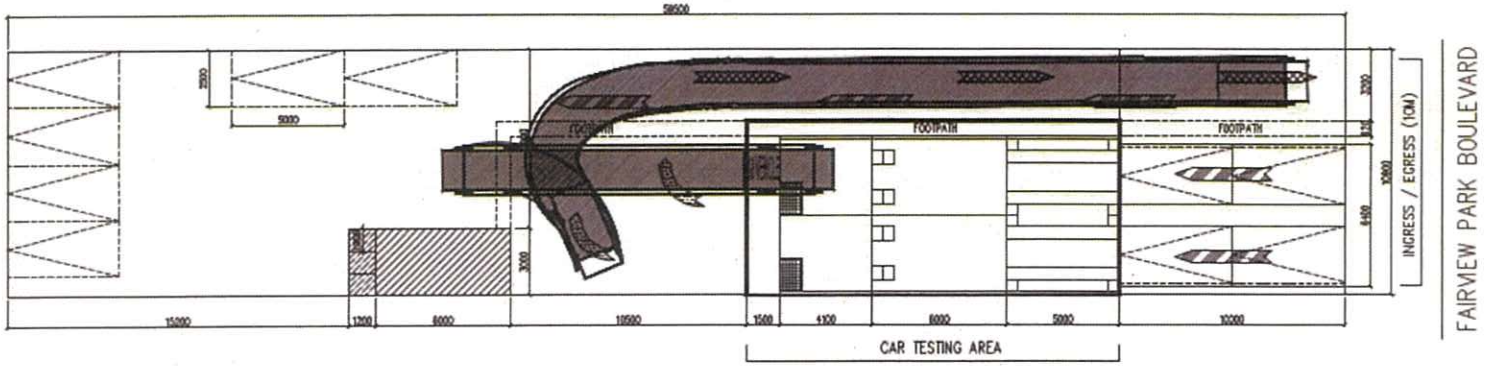
Anticipated number of vehicles inspected per day: 64

Attachment 5



SWEPT PATH ANALYSIS (A)

SCALE 1:200@A3 ; 1:400@A4



SWEPT PATH ANALYSIS (B)

SCALE 1:200@A3 ; 1:400@A4

LEGEND

- CAR PARK
- RECEPTION & WAITING ROOM
- CAR TESTING AREA
- MOVABLE TOILET

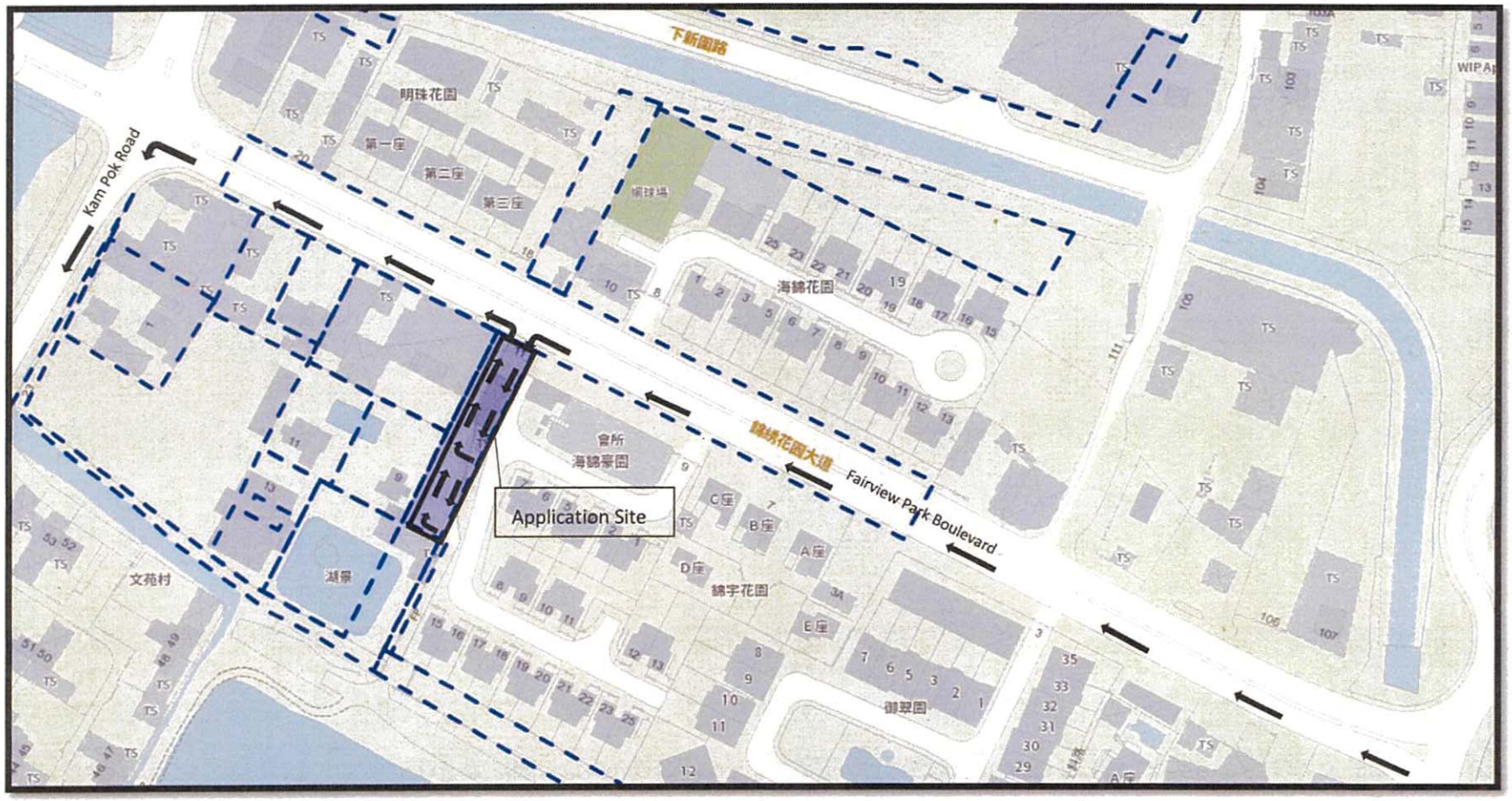
N

DRAWING NO.: P-03	VER.: 01
PROJECT: PROPOSED TEMPORARY CAR TESTING CENTRE FOR A PERIOD OF 3 YEARS SUB-SECTION 45 OF SECTION B OF LOT NO. 3250 IN D.D. 104	
DRAWING TITLE: SWEPT PATH ANALYSIS (A) + (B)	
SCALE: 1:200 @ A3 ; 1:400 @ A4	
DATE: 20/03/2021	

Planning Application No. A/YL-MP/308

Lot 3250 S.B. SS.45 (Part) in D.D.104
Manoeuvring from Fairview Park Boulevard to the Subject Site

Attachment 6



Attachment 7

CODE OF PRACTICE

for Designated Car Testing Centres

4th Edition, May 2019

運輸署
Transport Department

FORWARD

This Code of Practice was issued by the Transport Department of the Government of the Hong Kong Special Administrative Region under section 88F(1)(a) of Road Traffic Ordinance, Chapter 374 of Laws of Hong Kong.

In this document, unless the context otherwise requires, the terms used will have the same definitions as those in the Road Traffic Ordinance (Chapter 374) and Road Traffic (Construction and Maintenance of Vehicles) Regulations (Chapter 374A) of Laws of Hong Kong.

Commissioner for Transport
May 2019

ABBREVIATIONS AND DEFINITIONS

Approved Car Tester / ACT		A person authorized in writing by the Commissioner under section 88F(1)(d) of the Ordinance
Car Testing Centre / CTC		A place designated as a car testing centre under section 88C(1) of the Ordinance
Centre Manager		A person assigned by the Proprietor to take charge of the CTC
Certificate of Roadworthiness / COR		A certificate issued by a car testing centre in the form specified by the Commissioner in respect of a private car or light goods vehicle and indicating that the private car or light goods vehicle was found to be roadworthy upon examination at the CTC
Commissioner		Commissioner for Transport of the Government of the Hong Kong Special Administrative Region
CTC 1		A notice of refusal of an examination for roadworthiness
CTC 6		An application Letter for Purchase of Certificate of Roadworthiness (VE16 / VE22)
CTC 7		A specimen Letter of Authority to Collect Certificate of Roadworthiness (VE16 / VE22)
Computer System		A client-server based computer software is provided by TD for booking appointment of vehicle examination and monitoring the operations of CTC. The computer software is composed of a server side in TD, and a client side in CTC
Instructions		The supplementary requirements for CTC to follow in the operations of CTC
LGV		Light Goods Vehicle
MU		The Monitoring Unit of VSSD, TD
Ordinance		Road Traffic Ordinance, Chapter 374 of Law of Hong Kong
Proprietor		In relation to a car testing centre, means a person having the conduct or control of it, whether or not he is a natural person and whether or not he is the owner
Regulations		Road Traffic (Construction and Maintenance of Vehicles) Regulations, Chapter 374A of Law of Hong

		Kong
Responsible Person / RP		A person authorized in writing by the Commissioner under section 88F(1)(e) of the Ordinance
TD		Transport Department
Tester's Inspection Manual		A manual from MU is a guide to the inspection procedures to be adopted for the roadworthiness test for RP and ACT
VE 16		A Certificate of Roadworthiness for Private Car issued by CTC
VE 17		An Appeal Application Form.
VE 22		A Certificate of Roadworthiness for Light Goods Vehicle issued by CTC
VE 43		Private Car/Light Goods Vehicle Inspection Defect List (for CTC record)
VE 44		Private Car/Light Goods Vehicle Inspection Defect List (computer printout for vehicle owner)
Vehicle Examiner/VE		A person appointed as a vehicle examiner under section 88(1)(a) of the Ordinance
Vehicle Examination Centre/VEC		A place designated as a vehicle examination centre under section 88(2) of the Ordinance
Vehicle Identification Number/VIN		A chassis number or any mark assigned to a vehicle by the manufacturer or a mark assigned by the Commissioner primarily for registration and identification purposes; it may consists of numerals or letters, or a combination of thereof
VSSD		Vehicle Safety and Standards Division of the Transport Department

Table of Contents

1. Centre Facilities Requirements

The layout of CTC showing facilities, equipment and sufficient area should be approved by TD. If CTC wishes to add, replace or modify any testing equipment, or alter the layout of CTC, CTC must first seek approval from TD. Only activities for operation of CTC are allowed within the area of the approved layout. Demarcations of area for the sole use of CTC purpose are required. The following facilities and equipment must be provided and kept in good working order in CTC. CTC must follow the instructions from MU to install new equipment in CTC for complying requirements in vehicle examination.

1.1 Centre layout and area requirement

	Area	Minimum Floor area requirement#	Remarks
(a)	Inspection	$120m^2$	Area for carrying out vehicle examination including floor area for visual inspection, under chassis inspection, headlamp testing, brake testing, suspension check wear and idle emission test. There should be sufficient headroom for carrying out the under chassis inspection.
(b)	Parking space	$100m^2$	At least five parking spaces with adequate vehicular access and passage access are required.
(c)	Reception counter	$10m^2$	Reception counter(s) with computer(s) linked to the TD's Computer System and other necessary communication equipment to accept appointment booking.

(d)	Customer waiting area	$20m^2$	An area shall be provided for vehicle owners/agents for waiting and resting whilst their vehicles are under examination. This shall include an area for the posting of the required notices.

 # The requirement as stipulated in clause 1.1 is not applicable to CTC which was first designated before 1.1.2015.

1.2 Testing Facilities

	Equipment @	Quantity	Remarks
(a)	Roller brake tester (with test result printout device)	At least one	The roller brake tester shall be able to measure the braking efficiency of each wheel separately and with a capacity of at least 3 tonnes axle weight and must be calibrated at six-month intervals by qualified persons. The brake tester should also be equipped with axle weight scale function.
(b)	Headlight tester	At least one	For measuring the aiming and intensity of headlamps.
(c)	Exhaust emission tester for petrol and diesel engine (with test result printout device)	At least one	Apparatus to check the exhaust emission of motor vehicles; the apparatus should be one of the models as specified by the Commissioner by notice published in the Gazette and must be calibrated yearly.
(d)	Underside inspection	At least one	All vehicle lifts and hoists must

	facility or inspection pit with suspension check wear		comply the following requirements: (i) The safe lifting capacity must be at least 4 tonnes. (ii) They must be of the wheel supporting platform type having platforms at least 3.5m long with adequate lighting to permit easy and effective inspections of all underside components and structure of the vehicle. (iii) A jacking bridge must be provided with a minimum lifting capacity of 2 tonnes, with suitable lifting gear to enable the front wheels of vehicles to be lifted separately or together clear of the platform whilst the platform height remains at least 1.37m from ground level. If inspection pit is provided, it should enable safe and smooth inspection be carried out with similar requirements specified above of vehicle hoist.
(e)	Light meter	At least one	A light transmittance rate measurement equipment is capable of measuring the light transmittance rate of all windscreens, windows and partitions of a motor vehicle. The devices must be calibrated yearly in a way as instructed by MU.
(f)	Small tools and equipment		Sufficient numbers of jacks, levers, hand torch, tyre depth gauge and tyre pressure gauge, etc. to allow

			checks of suspension, steering, and hubs, etc.

@ The CTC, which was first designated before 1.1.2015, should uplift their testing facilities to achieve full compliance of the requirements as stipulated in clause 1.2 upon their re-designation on or after 1.1.2020.

1.3 Computer system

1.3.1 CTC should be equipped with a Computer System. The CTC's Computer System should be provided with a reliable broadband network service to connect to TD's Computer System for CTC operations including downloading and uploading of data for their terminals. CTC should have their computers and network support capable of diagnosing and rectifying a breakdown network in a short period of time, say within a day. The government is not liable for any loss due to the Computer System breakdown.

1.3.2 Proprietors should be aware of their responsibility for the security of the computer terminals installed with the CTC's Computer System. CTC should ensure that the CTC's Computer System is used only for legitimate CTC business.

1.3.3 The CTC's Computer System is a standard CTC equipment. MU must be informed on any failure on any part of the system immediately. During the failure of the system, CTC must stop its vehicle inspection service unless approved by MU. CTC should complete and check the accuracy of the records in the CTC's Computer System at the end of each working day.

1.3.4 Proprietor is responsible for monitoring the usage of the CTC's Computer System ensuring that the staff does not:

(a) disclose his/her password to anyone;
(b) load unauthorized software or data onto the computer terminals;
(c) attach unauthorized devices to the computer terminals or network;
(d) make unauthorized copies of software or data;

(e) attempt to gain unauthorized access to the data and functions;
(f) disable anti-virus software resident on the system;
(g) disclose any information in the CTC's Computer System to unauthorized individual or organizations;
(h) misuse the system for unofficial business or illegal activities;
(i) use User IDs belonging to other users or allow other people to use their User ID.

1.4 Display of DCTC Sign and Notices

A CTC sign must be displayed in a prominent position indicating the entrance to a CTC as stipulated by TD.

The customer waiting area should provide a reasonable comfort environment to customers. The customer waiting area should display the following information to the public:-

(a) that the place is a CTC;
(b) the hours that the CTC is open for business;
(c) the names of the ACTs and RPs on-duty at the CTC;
(d) the fees that are charged at the CTC;
(e) the addresses of all CTCs within Hong Kong;
(f) refusal of vehicle examination;
(g) appeal procedures;
(h) a warning notice against the commission of offences under the Prevention of Bribery Ordinance (Cap 201) and the Independent Commission Against Corruption Ordinance (Cap 204);
(i) a notice regarding booking of examination appointment and random check requirements;
(j) classes of vehicles the CTC approved to examine;
(k) period of validity of a COR;
(m) a notice for online booking for vehicle examination and refund procedure; and
(n) notice for working arrangement during Tropical Cyclone and Rainstorm Warning.

2. Staff Requirements and Deployments

2.1 Qualification and duties of Centre Manager, ACT and RP

Sufficient frontline vehicle examination staff (at least one Centre Manager, two Responsible Persons, four Approved Car Testers), each staff shall have the corresponding minimum basic qualification requirements as mentioned in subparagraphs (a), (b) and (c) below, shall be available for deployment to perform duties as stipulated . At least one RP and two ACTs shall at all times be available at the CTC during its operating hours for carrying out vehicle examination services.

(a) The Centre Manager should have at least three years' managerial experience

Duties of a Centre Manager :

- to administer and supervise the overall operation of the CTC.
- to attend regular liaison meetings with TD.
- to inform MU of any change of inspection staff, inspection equipment, operation hours, any accidents/incidents in related to vehicle examination, etc.
- to submit report to MU as required timely.

(b) The basic qualification requirements of a RP are as follows:

(i) having been granted a Hong Kong Polytechnic / Technical Institute Higher Certificate in motor vehicle engineering or equivalent and at least of four years' full time relevant practical post-apprenticeship experience, or have not less than 12 years' similar full time experience; or having been granted a craft certificate or a certificate of equivalent qualification, and at least of six years' full time relevant practical post-apprenticeship experience.

(ii) be able to speak Cantonese and write Chinese, and has ability to speak and write English will be an advantage.

(iii) having a valid Hong Kong full driving licence for driving both:
_ Private Cars, Class 1
- unrestricted by Code 2 for Private Car inspection; and
_ Light Goods Vehicle, Class 2
- unrestricted by Code 2 for Light Goods Vehicle inspection.

Duties of a RP:

- to supervise the ACTs with regard to the standards and procedures when conducting inspections;
- to ensure COR, issued by ACT under his supervision, contains necessary and correct information;
- to conduct random checks of vehicles inspected by ACT;
- to handle appeal from vehicle owners/agents against test result, complaint and inquiry in respect of vehicle examination;
- to ensure vehicle inspection equipment and CTC's Computer Systems are properly used and maintained.

(c) The basic qualification requirements of an ACT are as follows:

(i) having been granted a Hong Kong Polytechnic / Technical Institute Higher Certificate in motor vehicle engineering or equivalent and at least of two years' full time relevant practical post-apprenticeship experience, or have not less than 10 years' similar full time experience; or having been granted a craft certificate or a certificate of equivalent qualification, and at least of four years' full time relevant practical post-apprenticeship experience.

(ii) be able to speak Cantonese and write Chinese, and has ability to speak and write English will be an advantage.

(iii) having a valid Hong Kong full driving licence for driving both:
_ Private Cars, Class 1
- unrestricted by Code 2 for Private Car inspection; and
_ Light Goods Vehicle, Class 2
- unrestricted by Code 2 for Light Goods Vehicle inspection.

Duties of an ACT:

- to carry out vehicle examinations of private cars and light goods vehicles under general supervision of RP;
- to issue COR when a vehicle is found to be roadworthy after examination;
- to issue the "Private Car/LGV Inspection Form/Defect List" for a failed vehicle;
- to input examination results in the CTC's Computer System upon issuing

COR.

Each CTC will nominate suitable staff to receive practical trainings on the vehicle examination standards at a Government Vehicle Examination Centre for five days. At the end of the training, their ability will be tested and if found satisfactory, they will be authorized as ACTs and further trained as RPs by the Commissioner under section 88F(1) of the Ordinance. Every RP and ACT shall complete refresher courses and pass in the test annually in relation to CTC operation to be organized by TD in order to renew their authorization.

CTC should inform TD at least 5 working days in advance for any change in staff employment.

2.2 Prevention of Bribery

Each CTC is required to inform all staff of CTC, including Centre Manager, appointment booking staff, RPs and ACTs that they are prohibited from soliciting or accepting any advantages in relation to the conduct of roadworthiness examination or issue of Certificate of Roadworthiness.

3. Operation Requirements

The opening hours of CTC shall be at least from Monday to Friday except public holidays, at least 9 hours between 8:30am to 7:00 pm. Prior notification should be given for any change in opening hours. Approval from MU should be obtained before changing the opening hours. CTC are strongly encouraged to operate on Saturday.

3.1 Purchase of COR form

3.1.1 A CTC will purchase books of "Certificates of Roadworthiness" from the Commissioner at the fee stipulated in the Eighth Schedule of the Ordinance. A CTC will submit to VSSD with specimen signatures of the persons authorized to purchase and collect Certificates of Roadworthiness using application form (CTC 7). On the day of purchase, CTC will submit a completed application form (CTC 6) when requesting the purchase of Certificates of Roadworthiness.

3.1.2 A CTC shall ensure that blank "Certificates of Roadworthiness" are only accessible to authorized persons by the CTC. In the event of loss, damage or theft of blank certificates, TD must be immediately notified. The case should also be reported to the Police.

3.1.3 Blank certificates shall be returned to the Commissioner immediately after revocation or termination of designation, and the Commissioner shall refund the CTC with the appropriate amount.

3.2 Testing Fees

3.2.1 The testing fee chargeable for each vehicle examined shall follow that stipulated in the Eighth Schedule of the Ordinance.

3.2.2 The fee for a re-examination shall follow that stipulated in the Eighth Schedule of the Ordinance as long as it takes place within 14 calendar days of the initial examination at the same CTC.

3.2.3 The fee for issue of a Duplicate Copy of a 'Certificate of Roadworthiness' by a CTC will follow that stipulated in the Eighth Schedule of the Ordinance.

3.3 Booking of Examination Appointments

3.3.1 Each CTC should maintain an online appointment booking and payment system. Each CTC is responsible for updating the available time slots in the CTC's Computer System for the appointment booking of vehicle examinations in the coming four months.

3.3.2 Each CTC should offer an appointment for vehicle examination for any vehicle within their authorization at the earliest practical date and time in the CTC's Computer System. For motor vehicles which have its registration cancelled or marked with a special code in the CTC's Computer System, it will be necessary to seek advice from MU respectively.

3.3.3 Examination appointments may be booked up to four months in advance. The examination date will only be accepted within the four months of the vehicle license expires. A Certificate of Roadworthiness will only be valid

for 4 months from the date of issue.

3.3.4 In accordance with the Ordinance, CTC may require the appropriate fee to be paid at the time an examination appointment is made, and may retain such fee if the owner fails to keep the specified appointment.

3.3.5 Should CTC cease its operation for any reason, any fees for examination received in advance must be refunded in full to the owner or his/her representative.

3.3.6 If a booking of vehicle examination is not made online, the staff of the CTC should input the appointment into the CTC's Computer System immediately.

3.3.7 Once an appointment has already been paid for, the inspection will be conducted without additional charge even though the examination fee may have increased.

3.3.8 CTC should have an effective means to inform customers the arrangement of booking during Tropical Cyclone and Rainstorm Warning.

3.4 Refusal Of Vehicle Examination

3.4.1 A CTC shall test any private car / LGV or re-examination any private car / LGV previously tested at that centre, except under the following circumstances:

(a) the original Vehicle Registration Document or a certified copy by a financial institution is not produced;
(b) the VIN/Chassis Number of the vehicle cannot be located or illegible, or appeared to be tampered with;
(c) a motor vehicle is presented in such condition that examination is unreasonably difficult;
(d) the vehicle has insufficient fuel or oil or electrical power to enable the test to be completed; or
(e) the vehicle was not submitted for examination on the appointed date and time.

3.4.2 A duly completed and signed Notification of Failure to Comply with the

Conditions for accepting a Motor Vehicle for Examination form CTC 1 shall be issued to the vehicle owner or his/her representative.

3.4.3 In the event of an examination being refused for reason (b) above, the examination fee shall be refunded to the vehicle owner or his/her representative.

3.5 Testing procedures

3.5.1 At the time of examination, the original Vehicle Registration Document or a certified true copy must be presented along with the motor vehicle to the CTC.

3.5.2 All examination can proceed only when the vehicle is registered in the CTC's Computer System. ACT will firstly check that the Vehicle Registration Mark and VIN/Chassis Number correspond to those shown on the Vehicle Registration Document.

3.5.3 Should the VIN/Chassis Number not be correct or identified, the examination will not be carried out, and CTC should seek advice from MU. A refund of the examination fee will be made by the CTC to the owner or his/her representative.

3.5.4 Once the vehicle identity has been confirmed, the examination may be carried out in any order, but must cover all relevant items as detailed on the Private Car/Light goods Vehicle Inspection Defect List VE43.

3.5.5 The examination does not require the dismantling of parts of the vehicle although doors, boot lids and other means of access will normally need to be opened.

3.5.6 Any additional fitment on hiding, obstructing or causing inconvenience of examination is required to be removed.

3.5.7 The vehicle examination procedures and standards shall be in accordance with the requirements of the Tester's Inspection Manual, Road Traffic (Construction and Maintenance of Vehicles) Regulations (Chapter 374A), Road Traffic (Safety Equipment) Regulations (Chapter 374F) and

Instructions issued by MU.

3.5.8 Upon completion of the checks, and examination covering all relevant items detailed on the VE43, it will be the ACT's responsibility to determine whether the vehicle has passed or failed in the examination. The results of the vehicle examination should be input into the CTC's Computer System.

3.5.9 If the CTC was equipped with more than one set of car testing equipment, all testing equipment must be properly assigned with equipment number. The equipment number of the equipment used must be clearly marked on the VE43.

3.5.10 Depending on the examination result, the ACT will issue a Certificate of Roadworthiness for a pass, or the VE44 for a failed vehicle.

3.5.11 For the purpose of quality control, the duty RP should conduct random checks as assigned by the CTC's Computer System of vehicles examined by the ACTs. The RP should conduct random checks on 10% of vehicles having completed their examination by the duty ACTs. RP should enter details of the random checks into the CTC's Computer System for TD's monitoring purpose.

3.5.12 RP should be responsible for monitoring the functionality of the testing facilities and safety of the working environment. Centre Manager should take prompt actions to arrange the rectification, if any of the facility is found to be malfunction.

3.6 Issue Of COR

3.6.1 If the vehicle has passed the vehicle examination, the ACT will complete details of the vehicle identity on the Certificate of Roadworthiness (in duplicate), sign and chop it, before issuing the original to the applicant.

3.6.2 The duplicate copy of the Certificate of Roadworthiness and the VE43 will be retained by the CTC for a period of at least one year.

3.6.3 The CTC shall forward a monthly report to the MU in the format as

required by the TD.

3.6.4 All issued documents must be completed using a non-erasable ballpoint pen. Entries on the Certificate of Roadworthiness must be written clearly and firmly to ensure that any subsequent attempt to alter them will be obvious. If an error is made in the completion of a Certificate of Roadworthiness, it should be cancelled and a replacement issued. CTC is not permitted to make any alterations to these documents and the cancelled certificates must be retained for inspection.

3.6.5 Re-issue of duplicate Certificate of Roadworthiness can only be made by CTC that issued the original. All particulars including the name of the ACT who signed the original certificate and the issue date are to be repeated on the duplicate. The word "DUPLICATE" must be marked to indicate it is a duplicate copy. However, a duplicate should not be issued if the application is made more than 4 months after the date of original issue. Details of the duplicate certificate should be entered onto the monthly report sent to the MU.

3.7 Issue Of Inspection Form/Defect List And re-examination Arrangements

3.7.1 If, on completion of the examination, the vehicle has been found unsatisfactory, the ACT will ensure the defects are correctly marked and described against each item on the VE44 after which he will sign and date both copies, issue the original to the applicant, and retain the duplicate copy.

3.7.2 Upon receipt of a VE44 giving the reasons for failure, the owner or his representative may immediately or later make an appointment for a re-examination to take place within 14 calendar days following the initial examination, by paying the appropriate re-examination fee.

3.7.3 Should it not be possible to have the vehicle ready for re-examination within 14 calendar days, any further examination will have to be treated as an initial examination and requires full fee.

3.7.4 Should the vehicle only has failed on no fee item, a stamp "NO FEE" would be stamped on the VE44 , then no fee will be payable for the re-

examination, if carried out within 14 calendar days of the initial examination.

3.7.5 Re-examination appointments should be updated in the CTC's Computer System to be in the normal way.

3.8 Arrangement for Vehicles Considered 'DANGEROUS'

3.8.1 Since CTC is not given legal powers to suspend the license of a vehicle, when a vehicle is considered dangerous for further use on road, the following procedure will apply.

(a) the ACT will endorse the VE44 with a 'DANGEROUS' chop stamped after consultation with RP. The ACT should advise the owner or his/her representative the reasons why the vehicle should not be driven away, and request his signature on the copy as an acknowledgement of this advice.

(b) should the owner or his/her representative refuse to sign as requested, the RP of CTC will be called upon to confirm the advice given and if the owner or his/her representative still refuses to sign the defect list, the RP will sign instead, as evidence that the appropriate action has been taken.

3.8.2 CTC should immediately keep record details and make a remark in the CTC's Computer System so as to notify MU and other CTCs. CTC should pay attention to these vehicles during inspection.

4 Appeal Procedure Against Examination Result

4.1 Appeal Procedures

4.1.1 Should a vehicle be issued with a defect list VE44 with which the owner or his/her representative does not agree, the ACT should explain the items to the owner or his/her representatives.

4.1.2 If it is still unresolved, ACT should seek assistance from RP who may either

overrule the decision of the ACT, or support with reasons and explain to the owner or his/her representative.

4.1.3 If the owner or his/her representative is still not satisfied, the RP should advise him/her to complete the "Appeal Application Form" VE17 which must be submitted to the CTC before the vehicle leaves CTC, along with payment of the appeal fee which is the same as the examination fee stipulated in the Third Schedule of the Ordinance. The owner or his/her representative should be reminded not to undertake any repairs or adjustments to the vehicle before it is examined by a Vehicle Examiner.

4.1.4 The appeal application and the appeal fee will then be passed from the CTC to MU. MU will arrange an examination appointment at a Government Vehicle Examination Centre, and advise the applicant on the examination date within 7 working days.

4.1.5 If the appeal is upheld after the examination in the Government Vehicle Examination Centre, a Certificate of Roadworthiness will be issued and the original examination fee will be refunded to the vehicle owner or his/her representative by the CTC.

4.1.6 If the appeal is dismissed, a Repair Order will be issued with the defects found. The applicant has to make examination appointment at CTC again. The appeal fee will be retained by Government as payment for the examination.

5 Temporarily Closure, Relocation and Termination of DCTC

5.1 Temporary closure

5.1.1 CTC shall not close or partially close during the normal opening hours without prior approval from MU.

5.1.2 CTC shall close and stop the car testing services and report to MU immediately in the event of the breakdown of the following:

(a) exhaust emission analyzer;
(b) roller brake tester;
(c) underside inspection facility;
(d) the Computer System;
(e) apparatus for measuring light transmittance of window glass; or
(f) headlamp tester.

5.1.3 At the time of the closure, CTC should put up a notice of closure in CTC waiting area and at the front door to inform the public as earliest as possible.

5.2 Relocation procedures

If a CTC is to be relocated from its existing location during the designation period, CTC shall make application to MU with the details of the relocation plan at least 4 months in advance and seek MU's approval before any relocation action taken. TD has the final right to approve or reject any application.

5.3 Termination procedures

The conditions and procedures for the revocation and termination of designation would follow section 88D and 88E of the Ordinance respectively.

6 TD's Monitoring Role

6.1 Issue of Instructions

From time to time, MU would issue Instructions to CTC on updated procedures, relevant material and inspection standards. CTC should follow all the Instructions issued as a compliance of the Code Of Practice.

6.2 TD's monitoring check

MU's Vehicle Examiners would visit CTC from time to time to monitor the performance of the CTC, to check the compliance with the stipulated operational procedures, relevant records and to randomly inspect any vehicle undergoing examination at the CTC. CTC should provide all necessary assistance to MU's VEs.

6.3 Regular reports to TD

CTC should provide necessary reports as required by MU timely.

6.4 Issue of verbal warning and warning letter

Verbal, written or serious warning would be issued as appropriate against non-compliance of the CTC. CTC should follow up the non-compliance and take immediate remedial actions as required by MU.

6.5 Other changes in CTC

CTC should inform MU of any change relating to CTC's ownership and business nature etc. that would affect the smooth and normal operation of the CTC.

7. CTC Designation Renewal

CTC designation would normally be valid for 3 years only. If any CTC would like to apply for re-designation, CTC shall submit application to MU not less than 6 months in advance before the expiry of the designation. MU would make reference to the CTC's past 3-year performance in assessing the application for re-designation.

End

Attachment 8

Vehicle Performance Assessment

Date: Jul 2021

1 Background

The Elite Motors Ltd (the "Applicant") intends to develop Lot 3250 S.B ss.45 in D.D. 104, Mai Po, Yuen Long into a government designated car testing centre for an initial period of 3 years.

2 Objectives

To address the email from the Transport Department dated 5 Jul 2021, demonstrating the traffic impact of the Proposed Car Testing Centre to Kam Pok Road and Fairview Park Boulevard.

3 The Application Site

The Application Site is located at Lot 3250 S.B ss.45 in D.D. 104, Mai Po, Yuen Long, as shown in Figure 1. The site area is about 650m^2.

4 Development Parameters

The layout of the Proposed Car Testing Centre is shown in Figure 2. The Proposed Car Testing Centre will have 2 inspection lines, with a maximum capacity of inspecting 4 vehicles per hour per line. Operation hours proposed is 0830-1730, with one hour lunch time, Monday to Saturday.

5 Proposed Route for Car Testing

The proposed routing is indicated in Figure 3. The routing covers the following road sections:

i. Fairview Park Boulevard
ii. Kam Pok Road

6 Traffic Generation from the Proposed Car Testing Centre

The estimation on the traffic generation from the testing cars with the Proposed Car Testing Centre is based on the following factors:

Operation Hours:	8 hours (1 hour lunch time not included)
Number of inspection lines:	2
Capacity of each inspection lines:	4 pcu/hour
Car Testing Capacity:	64 pcu/8 hours/day (not more than)
Trip Generation:	8 pcu/hour (not more than)
Attraction:	8 pcu/hour (not more than)

7 Traffic Count Survey

In order to appraise the existing traffic conditions, traffic count surveys were conducted at two key junctions (J1 & J2) in the direction towards Fairview Park and turn left to Kam Pok Road, as shown in Figure 3 on 9 Jul 2021 (Friday) and 10 Jul 2021 (Saturday) during the periods of 0830-1800.

The traffic counts were recorded in an 0.5-hour interval, and to be converted into passenger car unit (pcu) values as shown in Table 1 and Table 2.

Table 1: Survey Data Collected on 9 Jul 2021 & 10 Jul 2021 at Junction 1 (J1)

Survey Period	9 Jul 2021 Friday		10 Jul 2021 Saturday	
	Traffic Flow (westbound)			
	pcu/0.5 hr	pcu/1 hr	pcu/0.5 hr	pcu/1 hr
08:30-09:00	427		281	
09:00-09:30	226	653	266	547
09:30-10:00	240		263	
10:00-10:30	212	452	268	531
10:30-11:00	300		308	
11:00-11:30	266	566	335	643
11:30-12:00	298		298	
12:00-12:30	320	618	335	633
12:30-13:00	310		269	
13:00-13:30	304	614	354	623
13:30-14:00	298		330	
14:00-14:30	321	619	312	642
14:30-15:00	266		282	
15:00-15:30	255	521	381	663
15:30-16:00	300		312	
16:00-16:30	304	604	362	674
16:30-17:00	276		290	
17:00-17:30	310	586	407	697
17:30-18:00	355		330	

Table 2: Survey Data Collected on 9 Jul 2021 & 10 Jul 2021 at Junction 2 (J2)

Survey Period	9 Jul 2021 Friday		10 Jul 2021 Saturday	
	Traffic Flow			
	pcu/0.5 hr	pcu/1 hr	pcu/0.5 hr	pcu/1 hr
08:30-09:00	65		56	
09:00-09:30	42	107	31	87
09:30-10:00	50		42	
10:00-10:30	44	94	48	90
10:30-11:00	37		43	
11:00-11:30	47	84	53	96
11:30-12:00	50		52	
12:00-12:30	64	114	61	113
12:30-13:00	42		53	
13:00-13:30	45	87	59	112
13:30-14:00	48		43	
14:00-14:30	43	91	44	87
14:30-15:00	43		39	
15:00-15:30	45	88	35	74
15:30-16:00	40		34	
16:00-16:30	49	89	40	74
16:30-17:00	44		31	
17:00-17:30	35	79	32	63
17:30-18:00	34		34	

SUB-SECTION 45 OF SECTION B OF LOT NO.3250 IN D.D. 104
A/YL-MP/308

Figure 1:

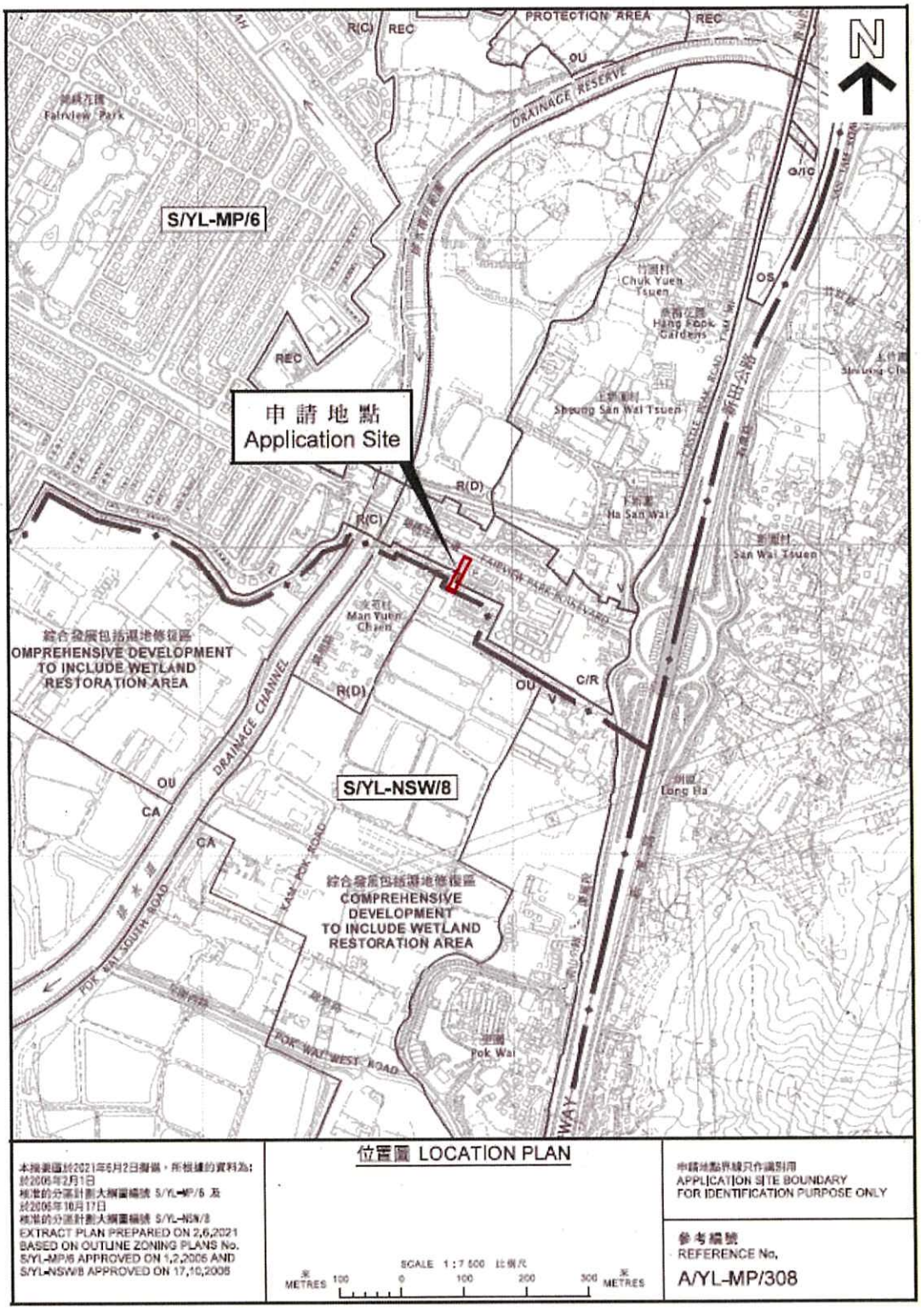


Figure 2:

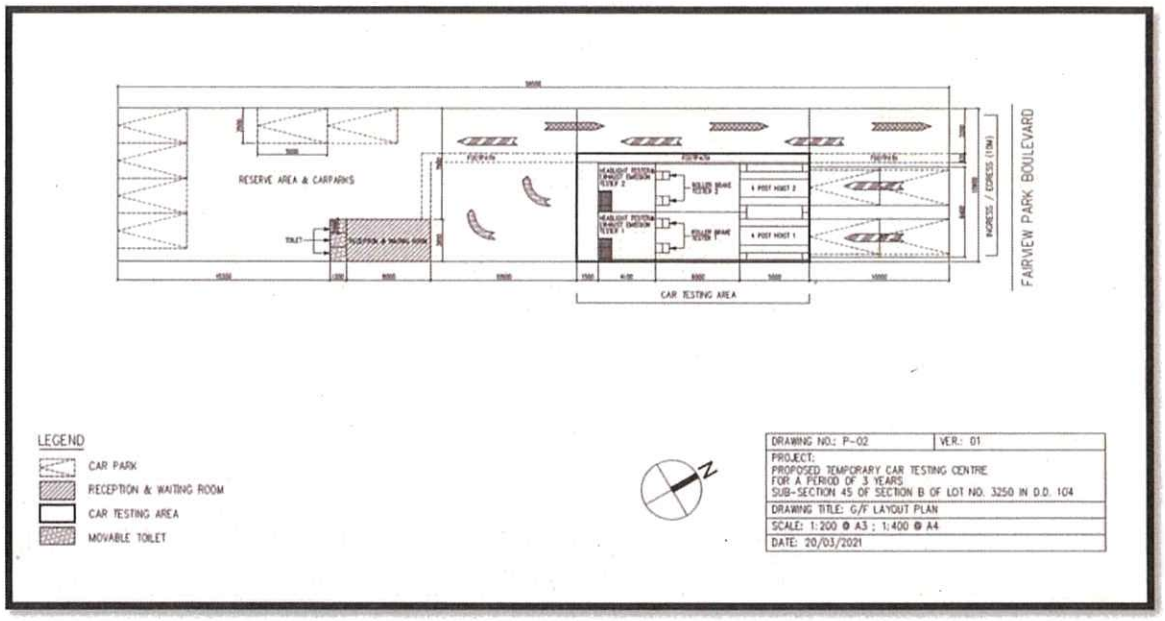
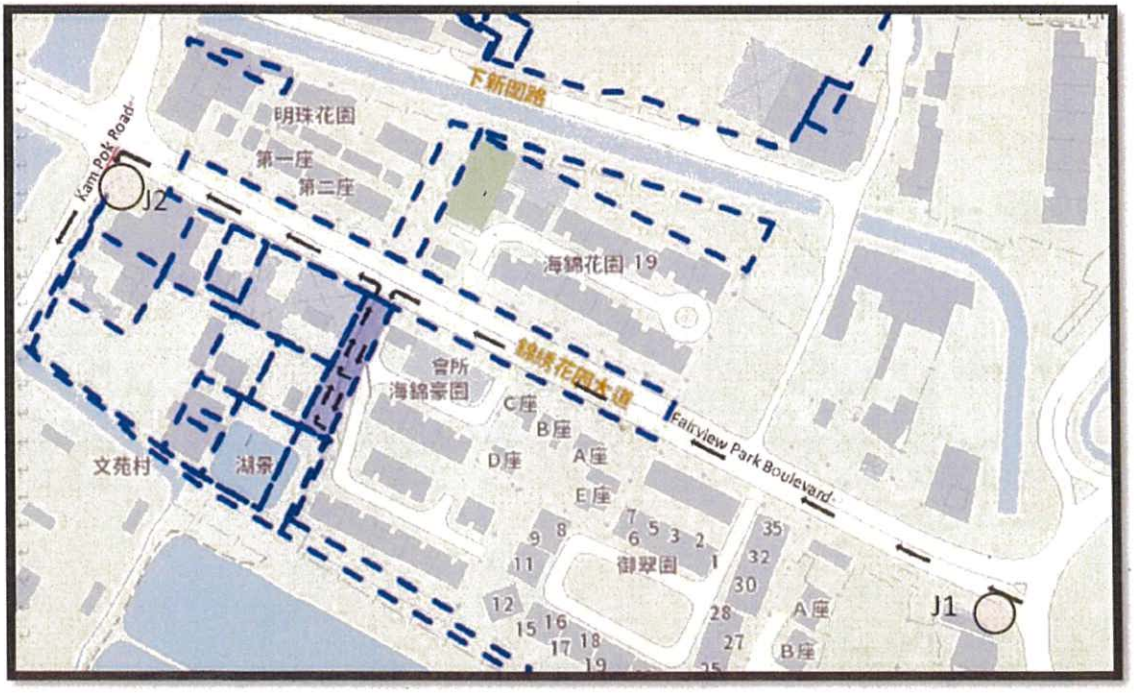


Figure 3: Routing & Junctions



8 Summary of Findings

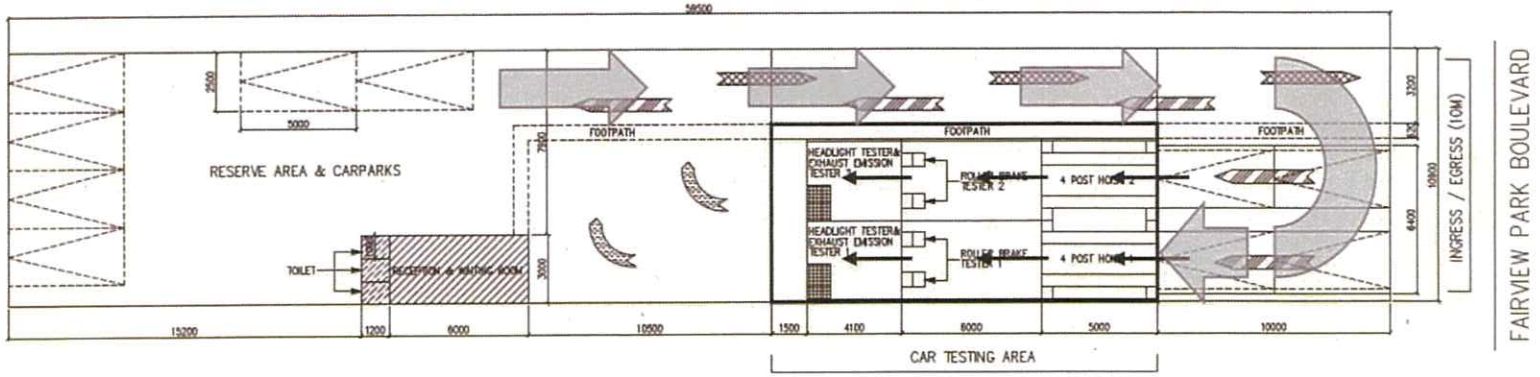
According to observations and statistics, the traffic on Fairview Park Boulevard (westbound) and Kam Pok Road (southbound) is very smooth no matter on weekdays or weekend.

The traffic count is comparatively higher than the other periods of the day during 0830-0900 on 9 Jul 2021 (weekday) at Junction 1 although the traffic was still smooth. In view of this, the Applicant propose to further restrict the operation hours from 0830-1730 to 0900-1730 to eliminate any possible traffic impact on the surrounding road network.

9 Conclusion

The overall findings of the traffic performance assessment indicate that even with the additional traffic induced (maximum 8 pcu/hour) by the Proposed Car Testing Centre, there is no adverse traffic impact to the surrounding road networks.

Attachment 9



VEHICULAR ROUTE for vehicles in reserving area entering into car testing area

LEGEND

- CAR PARK
- RECEPTION & WAITING ROOM
- CAR TESTING AREA
- MOVABLE TOILET
- VEHICULAR ROUTE

N

DRAWING NO.: P-05	VER.: 01
PROJECT: PROPOSED TEMPORARY CAR TESTING CENTRE FOR A PERIOD OF 3 YEARS SUB-SECTION 45 OF SECTION B OF LOT NO. 3250 IN D.D. 104	
DRAWING TITLE: VEHICULAR ROUTE PLAN	
SCALE: 1:200 @ A3 ; 1:400 @ A4	
DATE: 20/07/2021	

Others

	Comments	Response	Supplementary Documents
1	Background of Application	The applicant, Elite Motors Limited, is a designated car testing centre which was originally located on the ground floor of no. 22 Yip Cheong Street, On Lok Tsuen, Fanling, N.T. The business of the applicant is to inspect private cars and 1.9-ton minivans of 7 years or more and issue certificates required for licence renewal. Due to the expiration of the tenancy in Oct 2020, the operation of the Centre had stopped completely since then. Successful relocation is an essential concern in avoiding unemployment of employees. The current application is to replace the former application A/YL-MP/301 which was withdraw on 25.02.2021. The application site now consists 2 zones, C/R and OU, with a total area of about 650m^2. The proposed use of the application site is " Temporary Car Testing Centre for a Period of Three Years".	NA

	Comments	Response	Supplementary Documents
2	Code of Practice	As a monitoring unit, the Transport Department issued the Code of Practice for Designated Car Testing Centres. The applicant will operate in a way comply to the Code of Practice.	Attachment 7: Code of Practice for Designated Car Testing Centres
3	Operation Procedure	A designated car testing centre is regulated by the Code of Practice and Tester's Inspection Manual promulgated by the Transport Department. Approved Car Testers will conduct inspection on different parts (like braking system, steering system, wheels & tyres, engine and transmission, etc) of a vehicle visually, with equipment or small tools, within the subject site. If the vehicle has passed the vehicle examination, the Approved Car Tester will issue a Certificate of Roadworthiness to the car owner. For detail testing procedure, please refer to Attachment 5 Code of Practice for Designated Car Testing Centrre section 3.5.	Attachment 7: Code of Practice for Designated Car Testing Centres

Comments from the Commissioner of Transport

	Comments 5.7.2021	Response	Supplementary Documents
(1)	To address public comments, the applicant should demonstrate the traffic impact to Kam Pok Road and Fairview Park Boulevard with traffic performance assessment for the concerned road links and junctions;	Please refer to Attachment 8 for the "Vehicle Performance Assessment".	Attachment 8: Vehicle Performance Assesstment
(2)	The applicant should also provide swept path analysis to demonstrate smooth manoeuvring from Fairview Park to the subject site and advise the traffic management arrangement in order to avoid any obstruction to nearby traffic/existing vehicular access.	The only vehicular access to the subject site is Fairview Park Boulevard which lies right in front of the main entrance of the subject site. Fairview Park Boulevard is not a quiet road. Vehicle queue back or reverse onto/from the subject site is not acceptable. We will adopt traffic management to avoid any obstruction to nearby traffic/existing vehicular access: (1) practice advance booking for car testing service; (2) provide sufficient car parks for testing cars: there are ten car parks for testing cars parking provisions; (3) provide sufficient space for vehicle manoeuvring: the standard area requirement for two inspection lines is not less than 470m^2 while the application site has a total area of about 650m^2; (4) staff are not supposed to park their car in the application site; (5) assign a staff to direct the traffic at the entrance to avoid queue back conditions. Please refer to Attachment 5 for the Swept Path Analysis (A)+(B) and Attachment 6 for the Manoeuvring from Fairview Park Boulevard to the Subject Site.	Attachement 5: Swept Path Analysis (A)+(B); Attachment 6: Manoeuvring from Fairview Park Boulevard to the Subject Site

	Comments 19.7.2021		
(1)	Please advise the vehicular route/traffic management measures for vehicles in reserving area entering into car testing area.	Vehicles awaiting at the front end parking spaces keep moving in the direction towards the car testing area for inspection services. The vehicles in the reserving area will follow the vehicular route (please refer to Attachment 9: vehicular Route Plan) to the front end of the application site to enter inspection line 1 for the purpose of inspection services. Vehicles from the reserving area do not have to turn around outside the apllication site either on the pavement or on Fairview Park Boulevard. Staff will be assigned to monitor the manoeurving to ensure no obstruction to the existing vehicular access and nearby traffic.	Attachment 9: Vehicular Route Plan

Appendix Ib of RNTPC
Paper No. A/YL-MP/308C

S.16 Application No. A/YL-MP/308 - FI on Noise Impact Assessment2022/02/15 14:25
From: <mwchan@
To: <tpbpd@pland.gov.hk>
Cc: <ayycheung@pland.gov.hk>, <ccmcheung@pland.gov.hk>,
<shlaw@ , <sandra@ >, "'Po Lam Chan'"
<plchan@ <slho@ ', <pyleung@pland.gov.hk>,
<btung@pland.gov.hk>

1 Attachment

3250_NIA Report 050821.pdf

Dear Sir/Madam,

Herein we would like to submit further information on the Noise Impact Assessment related to the captioned application. Please see the attachment and feel free to contact us for any questions.

Thank you for your kind attention.
Regards,
Chan Mei Wa
Elite Motors Ltd

Noise Impact Assessment Report for Propose Car Test Centre in D.D. 104 Yuen Long

C210110W-02-D

PREPARED FOR

Town Planning Board

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05 Aug 2021

Contents

1. Introduction

Novox Limited is commissioned by Elite Motors Limited (Elite) to conduct a Noise Impact Assessment (NIA) for a proposed new Car Testing Centre (the Centre) at Sub-section 45 of Section B of Lot No. 3250 in D.D. 104 of Yuen Long, which is next to the clubhouse of Royal Camellia, Fairview Park Boulevard.

This document outlines the design and operation of the proposed new car testing centre, details of acoustic measurements, and noise assessment accordingly.

2. The Proposed Car Testing Centre

2.1 Location and Overview of the Testing Centre

The Car Testing Centre is proposed to be constructed at sub-section 45 of Section B of Lot No. 3250 in D.D. 104 of Yuen Long, as shown in **Figure 2.1**.

Figure 2.1 Proposed Car Testing Centre Location

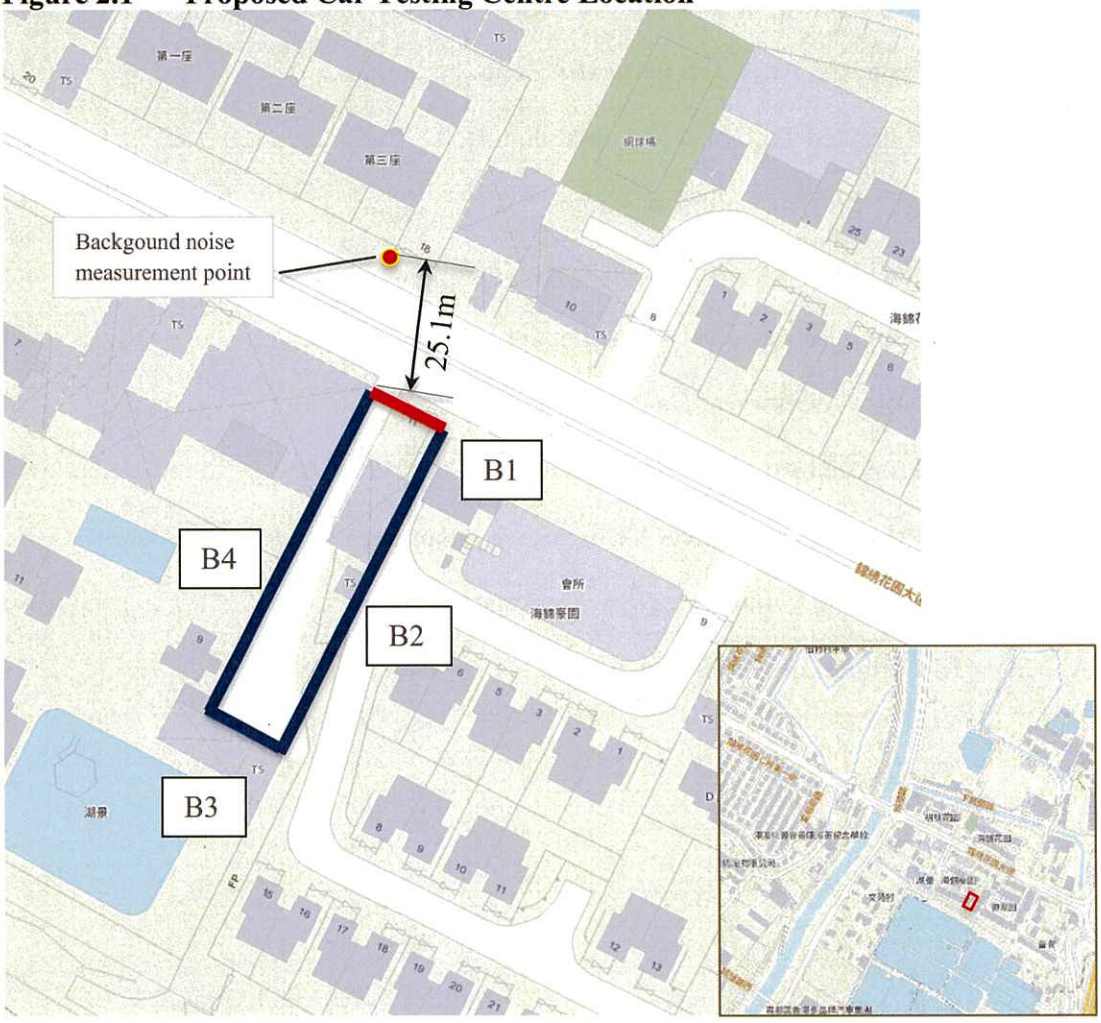
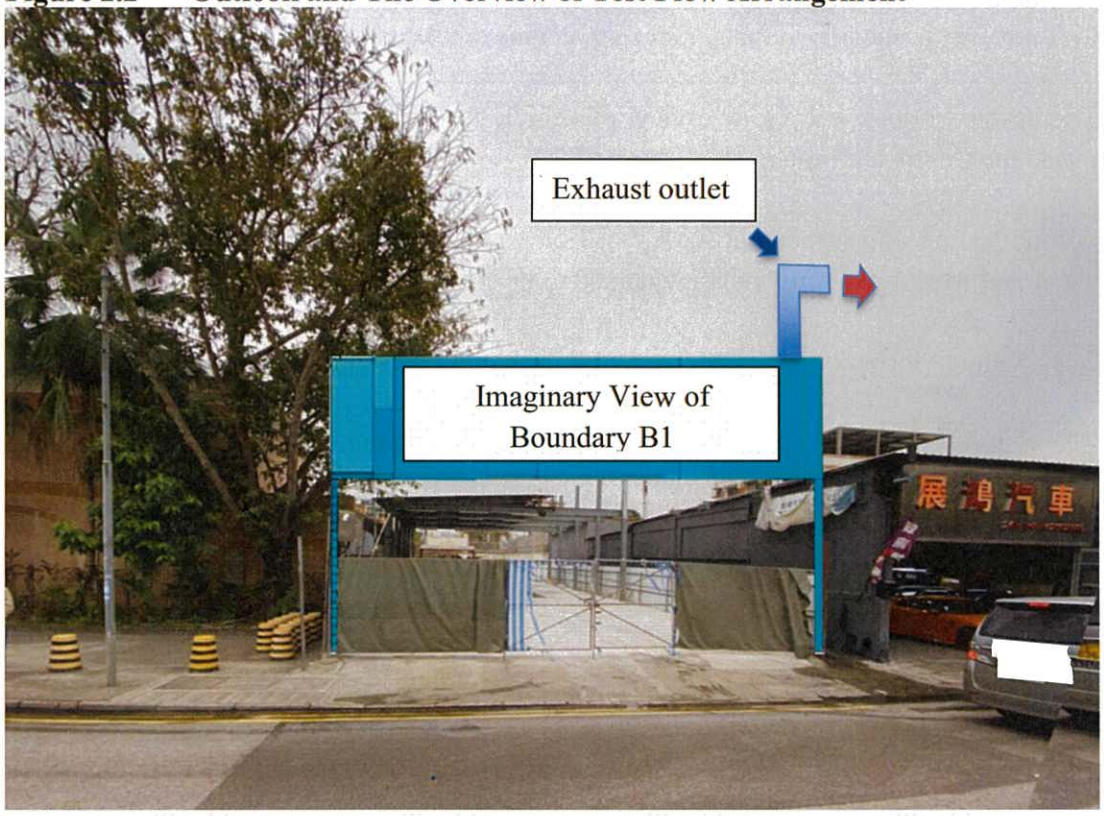
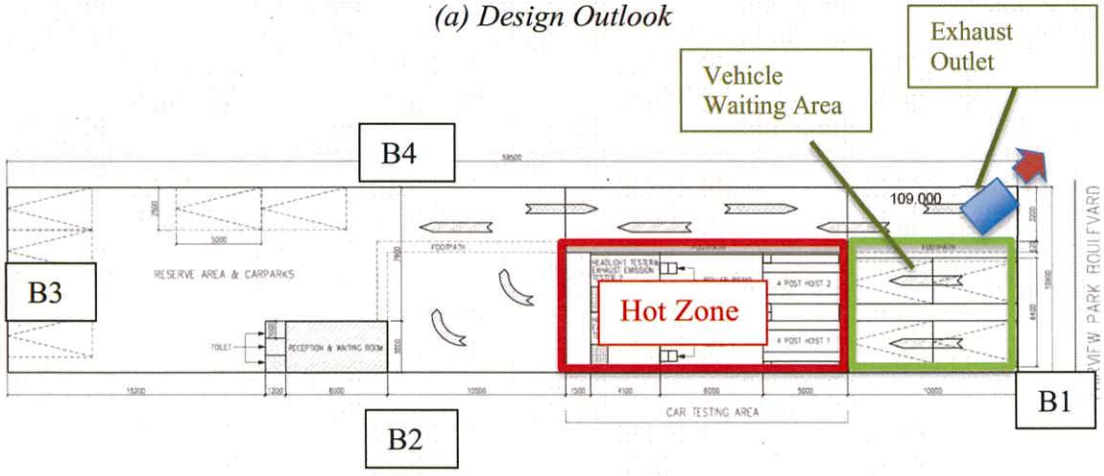


Figure 2.2 Outlook and The Overview of Test Flow Arrangement



(a) Design Outlook



(b) Vehicle Test and Inspection Flow (Top View)

The boundary B1 (red line) is the entrance and exit of the Centre which will be opened towards the street, whereas the rest of the building, including the boundary B2, B3, B4, and the whole roof will be fully sealed such that no operation noise will be leaked to the NSRs next to it.

A mechanical ventilation system with its exhaust outlet will be installed at site boundary, facing away from the nearby residents or other receptors to avoid accumulation of air pollutants causing air pollutant nuisance to the surroundings.

The ventilation system will be equipped with activated carbon plant and particulate filters to control air pollutants in the garage, e.g. engine smoke and VOC.

The design outlook and the overview of vehicle test, and inspection flow arrangement inside the Centre are proposed in **Figure 2.2**.

All the testing and inspection works will be conducted on G/F. The lounge providing water and soft drinks for clients is planned to be set up on 1/F.

2.2 Vehicle Inspection Work Flow and Possible Noise Sources

The Centre is to serve private cars and light goods vehicles from 0830 to 1830hrs, excluding Sunday and public holidays. The capacity limit of the Centre is to test four (4) vehicles in 30 mins, which includes a total of nine (9) inspection procedures for each vehicle. The inspection results will be recorded in the inspection form provided as **Appendix A**.

The possible noise sources are listed and described in the following,

1) Three (3) Powered Mechanical Equipment (PME) will serve the Test Centre, which include one set of Four-Post Hoist, one set of Brake Tester, and one unit of Air Pump.

   The PME are all installed in the area marketed as Hot Zone in **Figure 2.2** and the details are shown in **Appendix B**. The pump will be embedded underground and covered with a steel cap to minimize the noise level as much as possible.

2) The exhaust emission test equipment will not generate noise. However, during the test, the driver shall step on the gas to exhaust burnt gas, which will induce certain noise.

3) One plastic hammer (~1/2 pound) will be employed to knock the nuts and bolts to see if any loose symptoms could be identified.

4) The mechanical ventilation system will be equipped with Systemair AXC-EX 450-7/32°-4 axial fan, MYG MVL2 silencers and activated carbon plant. The axial fan will be the noise source. The catalogues of the proposed equipment are provided in **Appendix I**.

The details of sound power level (SWL) measurement for the noise sources are described in **Section 0**.

3. Noise Criteria

The noise limit at the NSRs subject to the fixed-plant noise impact shall be referred to the ***Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites*** (IND-TM) under NCO, the Acceptable Noise Levels (ANL) depends on Area Sensitivity Rating (ASR: "A", "B" or "C") as shown in **Appendix C**. The Area Sensitivity Rating (ASR) of the nearest NSRs is identified as "A" rating. In this regard, the day and evening time noise criterion is 60dB(A) and the nighttime noise criterion is 50dB(A). The appropriate ANLs of different time periods of a day are shown below.

Table 3.1 Acceptable Noise Levels

ASR	Time Period	ANL, dB(A)	ANL-5, dB(A)
A	Day (0700 – 1900hrs)	60	55
	Evening (1900 – 2300hrs)		
	Night (2300 – 0700hrs)	50	45

According to ***Chapter 9 of Hong Kong Planning Standards and Guidelines***, the intrusive noise level at the façade of NSRs should be at least 5dB(A) below the appropriate ANL specified in the IND-TM. If background noise is 5dB(A) lower than the ANL, the intrusive noise should not be higher than the background.

4. Acoustic Measurements

The acoustic measurements were conducted during 13th to 15th March to determine the background noise level and the SWL emitted from the possible noise sources.

The acoustic measurement activities are summarized in **Table 4.1** as follow:

Table 4.1 Measurement Activities Summary

Date	Time, hrs	Activities
13 March 2021, Saturday	0800-1900	Background Noise Survey for Weekend
14 March 2021, Sunday	1330-1615	SWL Measurement
15 March 2021, Monday	0800-1900	Background Noise Survey for Weekday

4.1 Background Noise Survey

The background noise survey aims to determine the acoustic target level as described in **Section 3**.

The background noise measurements were conducted at the boundary (1m away from the façade) of 10th Fairview Park Boulevard from 0800 to 1900hrs, (proposed opening hours are from 0830 to 1830hrs).

The procedures are described as follows:

1) A microphone with a pre-amplifier was connected to a sound level meter (SLM) and fixed onto a tripod. The microphone was set at 1m from the exterior of the building façade and 1.2m height above ground. The microphone was pointed to the intrusive noise source (i.e. Fixed Plants of the Centre). The measurement setups and procedures are shown in **Appendix D**.

2) Immediately prior to the noise measurement, the accuracy of the SLM was checked using an acoustic calibrator generating 94dB(A) at the frequency of 1000Hz. Measurements were accepted as valid only if the calibration levels from before and after the acoustic measurement agree to within 1.0dB(A).

3) Noise levels in with one-third octave band (20Hz to 20kHz) were logged in 1s interval for each of the noise measurement period.

4.2 SWL Measurement

As the PME which are proposed to be installed in the Centre will be very similar to the ones that installed in the Elite Car Test Centre (G/F, Man Sun Logistics Center, 3B Hung Cheung Rd, Tuen Mun), SWL measurement was thus conducted for the existing PME and testing procedures to project the noise level for the new Centre.

SWL measurements were conducted for the PMEs, which are Four-Post Hoist, Brake Tester, and Air Pump respectively, according to ISO 3746:2010.

A demo car was presented and the PME was operating as normal inspection, which is to ensure the SWL measurement undertaken is representative.

The SWL measurement was also conducted for the exhaust emission test procedure against the demo car to include the noise from cars during Exhaust Emission Test.

No measurement was conducted to measure the hammer impact test noise since the impact force is limited. The force is applied gently in order not to do any damage to the car coatings and the intermittent knocking duration is limited to around 20-30 seconds per vehicle.

4.3 Instrumentation and Setup

The sound level meters (SLMs) and an acoustic calibrator employed for the acoustic measurements are as shown in **Table 4.2**. Measurement equipment of a microphone connecting to a sound level meter meeting the latest BS EN 61672 (Class 1) standard was set up. The sound level meters were used with the manufacturer's recommended windshield.

Table 4.2 Measurement Instrumentation

Equipment	Brand	Model	Serial No.	Expiry Date	Measurement Activities
Sound Level Meter	01dB	DUO	10035	09 Jul 2021	Background Noise Survery
Sound Level Meter	Svantek	SVAN958A	69037	07 Apr 2020	SWL Measurement
Acoustic Calibrator	Svantek	SV35A	90243	07 Apr 2020	Both Measurements

Field calibrations by means of a standard handheld acoustic calibrator generating a known noise level were conducted before and after measurements. This is to confirm that there was no significant shift in the sensitivity of the SLM at the calibration level and frequency. The SLM and the calibrator are maintained with regular laboratory calibration (IEC 61260 and IEC 60942). The sound level meter, microphone, and pre-amplifier are considered as a set of instrumentation for laboratory calibration. The equipment calibration certificates are given in **Appendix K**.

5. Acoustic Measurement and Mitigated

5.1 Background Noise Measurement Result

The summary of L_{Aeq} and L_{90} of background noise levels in every 30 mins are summarized in the **Table 5.1**, the details and time histories are provided in **Appendix E**. The dominant background noise sources were observed to be road traffic.

Table 5.1 Background Noise Level Measurement Results

Period	Background Noise Level, dB(A)	
	$L_{Aeq, 30min}$	$L_{90, 1hr}$
0830-1830, 13 March 2021, Saturday	69.9 - 72.4	56.1 – 58.9
0830-1830, 15 March 2021, Monday	69.2 - 77.1	54.7 - 60.5

The appropriate ANL-5dB(A) value laid down in **Table 3.1** is 55dB(A). The lowest measured $L_{90(1hour)}$ shall compare with 55dB(A) and the lower value shall be taken as the acoustic design target. Such that the adopted noise criteria for NSRs is determined to be **54.7dB(A)**.

5.2 Sound Power Level Measurement Results

SWL measurements for four PMEs were carried out on 14 March 2021. The summary of the results is provided in **Table 5.2**. The measurement photos are provided in Acoustic Measurement Photos**Appendix D**, details of calculations are provided in **Appendix F**.

Table 5.2 Summary of SWL Measurements

PME	Working Mode	Measured Sound Power Level, dB(A)	Max. Up Time (mins) in Every 30 Minutes
Four Post Hoist	Lifting Vehicle	87*(Table F.1)	6
Four Post Hoist	Car Parking Brake Test	86* (Table F.2)	4
Brake Test	Brake Test	87*(Table F.3)	4
Car under Emission Test	Exhaust Emission Test	87*(Table F.4)	4
Air Compressor	Pump Compressed Airs for the Hoist	90 (Table F.5)	2

Remark: As a conservative approach, the room was assumed with large amounts of sound-absorbing materials on ceiling and walls for the determination of the environmental correction

The uptime of each PME and procedure were recorded for the noise level assessment process in **Section 6**.

5.3 Ventilation Fan Noise Mitigation

The Sound Power Level of proposed Systemair AXC-EX 450-7/32°-4 axial ventilation fan is adopted to be 84dB(A) (the figure in spec. sheet is 82dB(A) due to round-off, 84dB(A) is adopt for conservative propose).

The MYG silencer MVL2 or higher grade is proposed to mitigate the noise level arise from the ventilation fan. The total SWL is calculated to be 81dB(A). Details of the calculation is presented in Table **G1** of **Appendix G**

6. Nosie Assessment of The Proposed Test Centre

6.1 Method of Prediction of the Noise Level at NSR

Based on the SWLs measurement results, the Calculated Noise Level of each noise source against the closest NSR was deduced according to the formula below,

$$L_p = L_w + 10\log\frac{Q}{4\pi r^2} + FC - BC$$

Where in,

L_p	Sound Pressure Level at the NSR;
L_w	measured Sound Power Level;
Q	directivity factor, for spherical sound propagation characteristics, Q = 2;
FC	Façade Correction, in dB(A) (i.e. 3dB(A));
BC	Barrier Correction when applicable.

The L_p of each item can be converted into $L_{Aeq(30mins)}$ noise level using the equation below,

$$L_{A,eq(30min)} = L_p + 10\log(Equipment\ uptime\ in\ second\ per\ 30min) - 10\log(1800\ seconds)$$

The total $L_{A,eq(30mins)}$ including all noise sources could be deduced:

$$L_{A,eq(30min),all} = 10\log\left(10^{\frac{L_1}{10}} + 10^{\frac{L_2}{10}} + 10^{\frac{L_3}{10}} + 10^{\frac{L_4}{10}} \ldots\right)$$

The calculated $L_{Aeq(30min),all}$ was subject to comparison with the ANL to determine if the assessed noise level is lower than the ANL.

If the calculated $L_{Aeq(30min),all}$ was higher than the ANL, mitigation measures would be proposed to reduce noise level till it can fulfill the requirement.

6.2 Predict Noise Level at NSR

The summary of the worst scenario noise impact arise from the proposed Test Centre against the NSR during the operation hours is shown in **Table 6.1**.

Details of the assessment calculation procedure is presented in **Appendix G**.

Table 6.1 Predicted Noise Levels at Representative NSR

Represented NSR	Adopted Noise Criteria, $L_{Aeq,30min}$	Predicted Noise Level arise from Test Centre, $L_{Aeq,30min}$
Block 3, Helene Terrence	54.7	54.2

It shall be note that, to maintain the assessment at the conservative side,

- The air compressor is designed to be embedded underground and covered with a metal lid to minimize the noise emission. In the assessment, this factor was not included.

- The Hot Zone is designed to be 10m inside the Test Centre, which will minimize the noise expose to vicinities. In the assessment, this factor was also not included.

- The adopted SWL of ventilation fan is 84dB(A) instead of 82dB(A) which provided in the spec. sheet.

7. Proposed Noise Mitigation Measures

To minimize the noise impact to the vicinities, the following measures will be adopted in the proposed Test Centre.

a. The Test Centre are designed to be fully sealed to the vicinities.

b. The 3 boundary walls (ie. B2 - B4) and the whole roof would be constructed with materials with noise insulation rating of not less than STC35 with no gap such that there is no direct line of sight to the operation of the testing centre from nearby NSRs to the west, south and east, which will include professional acoustic boards and resilient wall construction products. (**Appendix H**)

c. Noise absorption fitting out materials are proposed to reduce the reverberation time (RT) inside the Test Centre which helps to reduce the noise radiation. (**Appendix H**)

d. Plastic hammer will be employed for identifying loose symptoms of the vehicle under test. (**Appendix H**)

e. The air pump will be embedded underground and covered by a steel lid.

f. Apart from silencers (**Appendix I**), an acoustic wooden box will be provided to cover the ventilation fan, which helps to further reduce the noise level.

g. Acoustic camera SoundCam will be employed for noise leakage detection to ensure the workmanship during the construction of the Test Centre. (**Appendix J**)

8. Conclusions

Background noise survey and SWL measurements of the PMEs were conducted for the propose Car Test Centre.

Based on the measurement results, the assessment was conducted to evaluate the noise impact against the represented NSR, following the *Hong Kong Planning Standards and Guidelines* and relevant *Technical Memorandum*.

The assessment results indicated that the predicted highest noise level at the NSR is 54.2dB(A), which complies with the noise criteria.

Noise mitigation measures to minimize the noise radiation from the Test Centre are proposed in Section 7.

Appendix A. Inspection Procedure and Record Form

General Inspection Procedure

Work Flow	Equipment / Device	Catalogue/TDS	Catalogue/TDS for Reference
1	Four Post Hoist	Ravaglioli / RAV4405E	
2	Axle Jacking Beam		Sirio / J20PNX
3	Play Detector	OMER / SPC4B	
4	Brake Tester + Weighing Device + Printer	NUSSBAUM / BT400	
5	Four Gas Analyser / Smoke Meter RTM430 (included)	Bosch / BEA350	
6	Headlamp Tester	NUSSBAUM / HLT610	
7	Tint Meter	Laser Labs / TM200	
8	Tyre Tread Deep Gauge		Frienda

Annex A 1

PRIVATE CAR / LGV TESTING SCHEME 私家車/輕型貨車輛檢驗計劃

編號
Serial No. :
驗車中心
Testing Centre : AML_TM
Time in :
Time out :

Inspection Form/Defect List 檢驗表格及修理通知令

車輛登記號碼 Vehicle Reg. Mark: _____ 日期 Date : _____ 車身識辨號碼 Chassis No.: _____ 哩數 Recorded Mileage : _____

廠名 Make : _____ 型號/類型 Model/Type: _____ 製造年份 Year of Manufacture: _____ 收據號碼 Receipt No. : _____

Approved Car Tester and Responsible Person are reminded to declare to Transport Department of any conflict of interest on the inspected vehicle
現提醒各認可車輛測試員及負責人，若與接受檢驗車輛有利益關係時需向運輸署作出申報。

Code 項目	Description 說明	Check 檢驗	Details of Defects 欠妥詳情
1.1	Service brake pedal 腳制踏板		
1.2	Service brake hydraulic system 制動液壓系統		
1.3	Service brake linkages 制動連桿		
1.4	Service brake linings and / or pads 制動皮片 / 墊片		
1.5	Parking brake 停泊制動		
1.6	Brake test 腳制制動效率測試		
2.1	Steering wheel & column 轉向盤和轉向通		
2.2	Steering mechanism 轉向組件		
2.3	Power steering 動力轉向系統		
2.4	Front wheel bearings, stub axles & hubs 前輪軸承、軸套及轉向節軸		
3.1	Sub-frames 副架		
3.2	Coil spring or displacer units 螺旋彈簧		
3.3	Leaf springs 葉片彈簧		
3.4	Shock absorbers 避震器		
3.5	Front & rear suspension joints 前後懸掛連接裝置		
4.1	Tyre 輪胎		
4.2	Road wheel / nuts / studs 車輪 / 螺帽 / 螺栓		
5.1	Engine mounting & bracket 引擎支承位及碼		
5.2	Exhaust pipe/silencer 排氣管 / 滅聲器		
5.3	Propeller shaft coupling 傳動軸及萬向節頭		
5.4	Smoke emission 排放污染物		
5.5	Oil leak 漏油情況		
6.1	Headlamps 車頭大燈		
6.2	Front & rear lamps 前燈及後燈		
6.3	Stop lamp 停車燈		
6.4	Front, rear & side direction indicators & hazard warning device 前、後燈及旁邊轉向指示燈及壞車警告燈		
6.5	Registration mark plate lamp 尾牌燈		
6.6	Obligatory reflector 強制性反光體		
6.7	Electrical wiring 電綫		
6.8	Battery 蓄電池		
7.1	Condition of vehicle structure & body		
7.2	車架結構及車身情況		
7.3	Doors, hinges & seats		
7.4	門、門鉸及座位		
7.5	Windscreen / window glass 擋風玻璃/門窗玻璃		
8.1	Registration mark plate 車牌		
8.2	Windscreen wipers & washers		
8.3	擋風玻璃刮水器及噴洗器		
8.4	Reflecting mirror 反射鏡		
8.5	Speedometer 速度錶		
8.6	Fuel tank / fuel tank cap		
8.7	燃料箱及燃料箱蓋		
8.8	Seat belts 座位安全帶		
8.9	Horn 喇叭		
*9.1	Protective partition 保護隔板		
*9.2	Goods compartment window blanking 載貨區車窗封閉物		

Brake Force in Kgs / N 制動數值以 公斤 / 牛頓 計

	LH / 左	RH / 右	Total / 合計
Front / 前			
Rear / 後			
停泊制動			
Parking brake			

Efficiency 效能

Service Brake/腳制	%
Parking brake/停泊車制	%
Vehicle Weight/車重	Kgs

設備	線道
頭燈檢驗儀	
廢氣測試機	
車輛升降台	
制動測試機	

Result of Emission Testing

Positive ignition engine

CO	:	% Vol
	Idle :	
	High Idle :	
Lambda		
HC		(ppm vol.)

Compression ignition engine

	(HSU/m³)
Test 1	
Test 2	
Test 3	
Average	

AXLE 1	前軸	Kgs
AXLE 2	後軸	Kgs
G.V.W.	總重	Kgs

* Goods Vehicle Only 只適用於貨車　　Note 註： X = Defect 欠妥

Shaded items will not be subject to a re-examination fee. 陰影項目爲無需收費之覆驗項目。

The above vehicle having been tested in accordance with Section 83 & 85 of the Road Traffic Ordinance was found to have the defects listed above, and therefore cannot be issued with a Certificate of Roadworthiness.
上述車輛按照道路交通條例經過檢驗後，證實有上列修理項目，故不能簽發宜於道路上使用證明書。

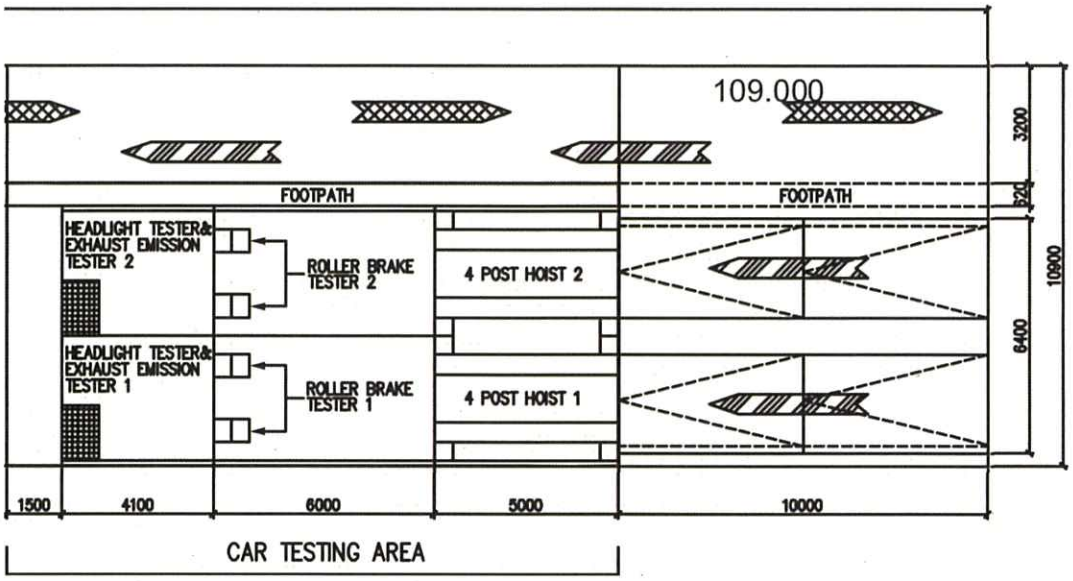
Approved Car Tester's Name: _____ Date : _____
認可車輛測試員姓名　　日期
Approved Car Tester's Signature : _____ Tester's No. : _____
認可車輛測試員簽名　　測試員編號

The above vehicle has been examined and found Roadworthy and is issued with Certificate of Roadworthiness No.
上述車輛經過檢驗後證實適宜在路上行駛並已簽發宜於道路上使用證明書，證書編號：

Approved Car Tester's Name: _____ Date : _____ Certificate No. : _____
認可車輛測試員姓名　　日期　　證明書編號
Approved Car Tester's Signature : _____ Tester's No. : _____
認可車輛測試員簽名　　測試員編號

Last updated : 31/05/2013

Appendix B. Proposed Arrangement of Hot Zone



Appendix C. Extracted Technical Memorandum (IND-TM)

In situations where more than one IF affects the NSR to an equal degree only one IF shall be considered.

2.3.4 Area Sensitivity Rating (ASR)

The Authority shall determine the appropriate ASR for the NSR under consideration from Table 1.

Any NSR shall, irrespective of Table 1, be assigned an ASR of "C" if it is within 100 m of a zone designated as "Industrial" or "Industrial Estate" on a statutory Outline Zoning Plan, or an ASR of "B" if it is between 100 m and 250 m from such a zone, except in cases where Table 1 indicates an ASR of "C".

Table 1 — Area Sensitivity Ratings (ASRs)

Type of Area Containing NSR \ Degree to which NSR is affected by IF	Not Affected	Indirectly Affected	Directly Affected
(i) Rural area, including country parks or village type developments	A	B	B
(ii) Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
(iii) Urban area	B	C	C
(iv) Area other than those above	B	B	C

For the purpose of Table 1, the following definitions apply:

"country park" means an area that is designated as a country park pursuant to section 14 of the Country Parks Ordinance;

"directly affected" means that the NSR is at such a location that noise generated by the IF is readily noticeable at the NSR and is a dominant feature of the noise climate of the NSR;

"indirectly affected" means that the NSR is at such a location that noise generated by the IF, whilst noticeable at the NSR, is not a dominant feature of the noise climate of the NSR;

"not affected" means that the NSR is at such a location that noise generated by the IF is not noticeable at the NSR; and

7

"urban area" means an area of high density, diverse development including a mixture of such elements as industrial activities, major trade or commercial activities and residential premises.

2.4 *Determination of the Acceptable Noise Level (ANL)*

The appropriate ANL, in dB(A), for a given NSR may be determined from Table 2, having regard to the appropriate ASR and the time period under consideration.

Table 2 — Acceptable Noise Levels (ANLs)

ASR / Time Period	A	B	C
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	50	55	60

Where the noise under investigation is being received within a building from a noise source located on or within the same or an adjoining building such that the noise is transmitted primarily through the structural elements of the building or buildings, the appropriate ANL shall be 10 dB(A) less than the relevant ANL as shown in Table 2. A similar adjustment should be made to the relevant ANL if the point of assessment is at an internal location of a building in which the NSR is located.

3. MEASUREMENT OF THE NOISE UNDER INVESTIGATION

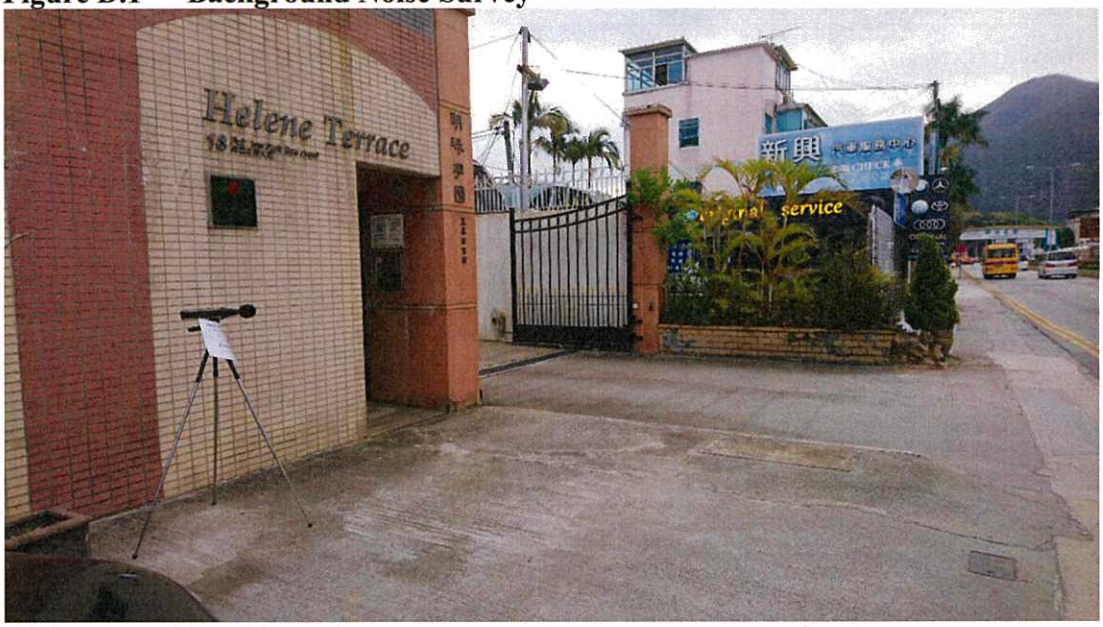
3.1 *General*

The Authority should measure the noise under investigation in accordance with the procedures outlined in Section 3.2. Corrections may need to be applied to the Measured Noise Level (MNL) to account for certain noticeable characteristics of the noise and these shall be made in accordance with Section 3.3 to determine the Corrected Noise Level (CNL).

Where the NSR is considered by the Authority to be materially affected by one or more other noise sources falling within the scope of this Technical Memorandum, the Authority shall assess the noise under investigation in a manner which the Authority considers appropriate in the circumstances, having regard to standard acoustical principles and practices.

Appendix D. Acoustic Measurement Photos

Figure D.1 Background Noise Survey



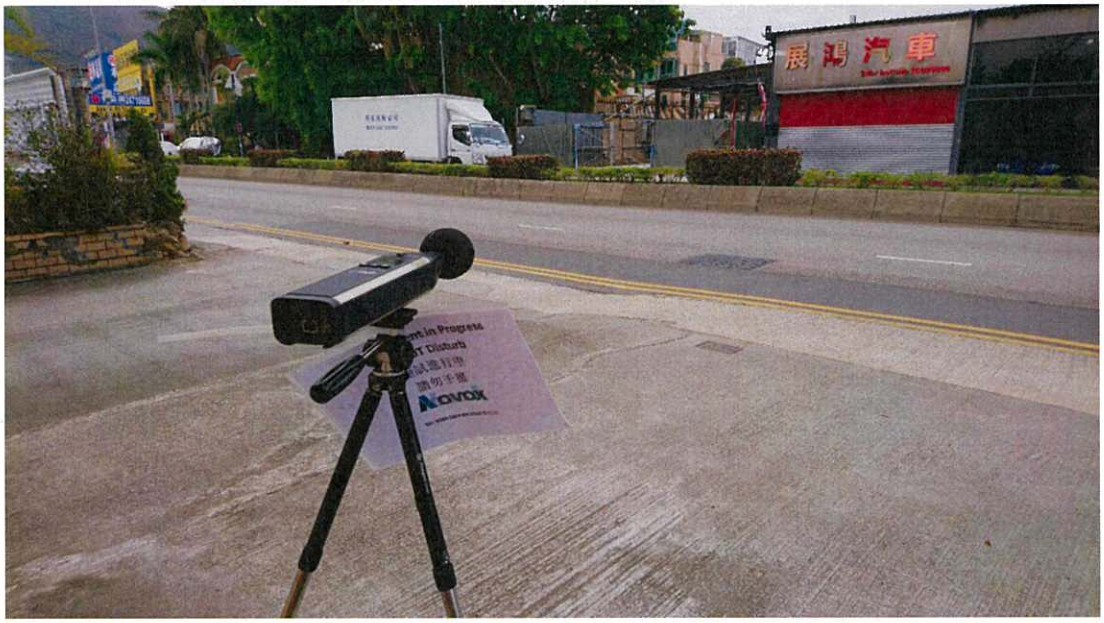
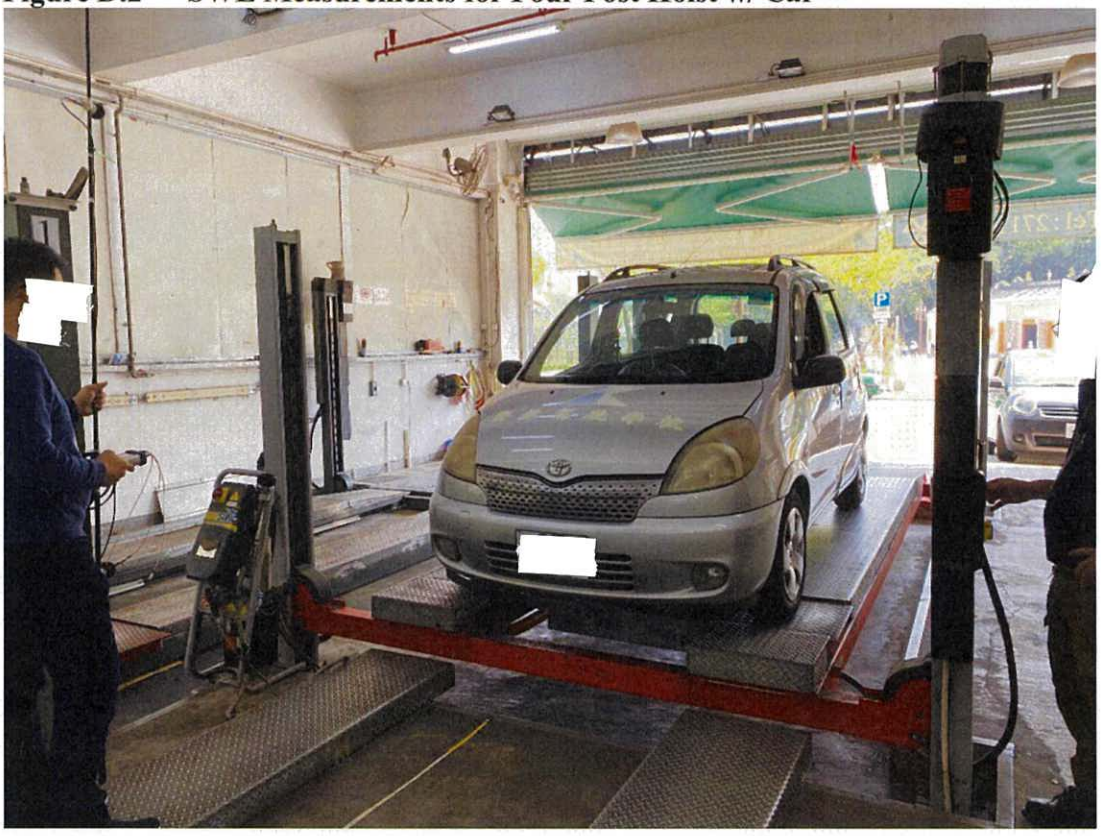


Figure D.2 SWL Measurements for Four Post Hoist w/ Car



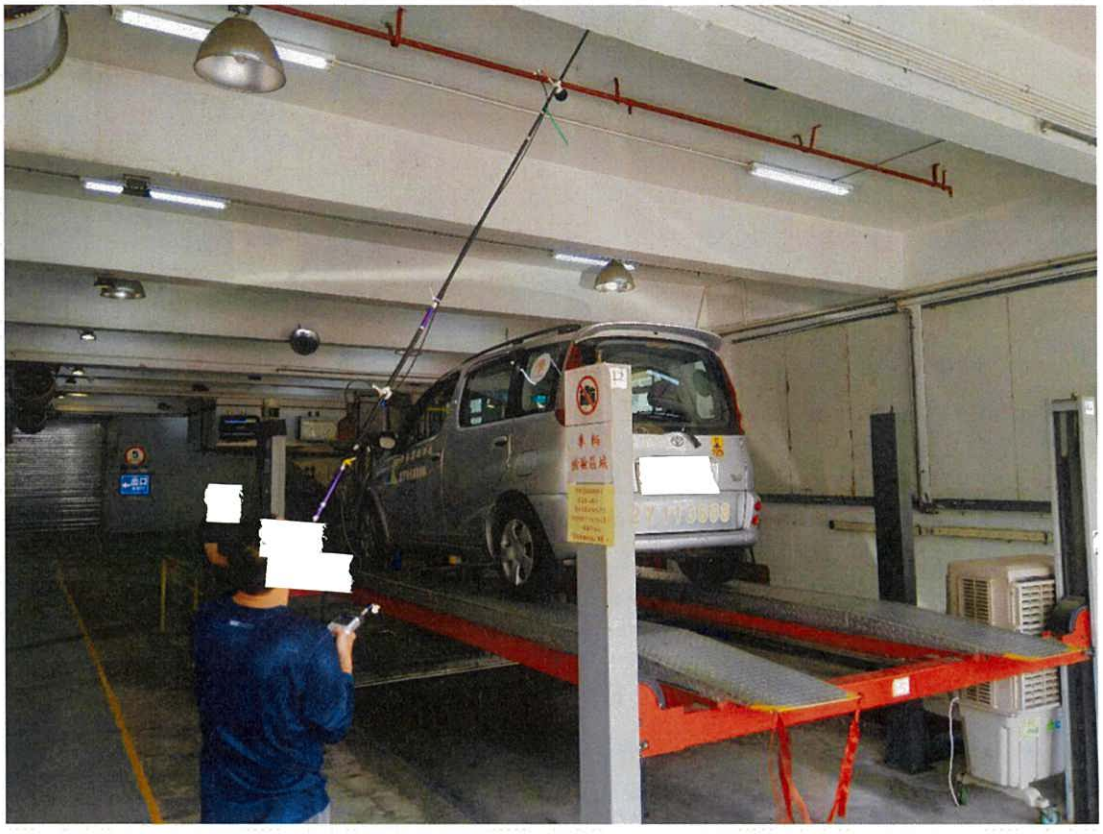


Figure D.3 SWL Measurements for Brake Test w/Car

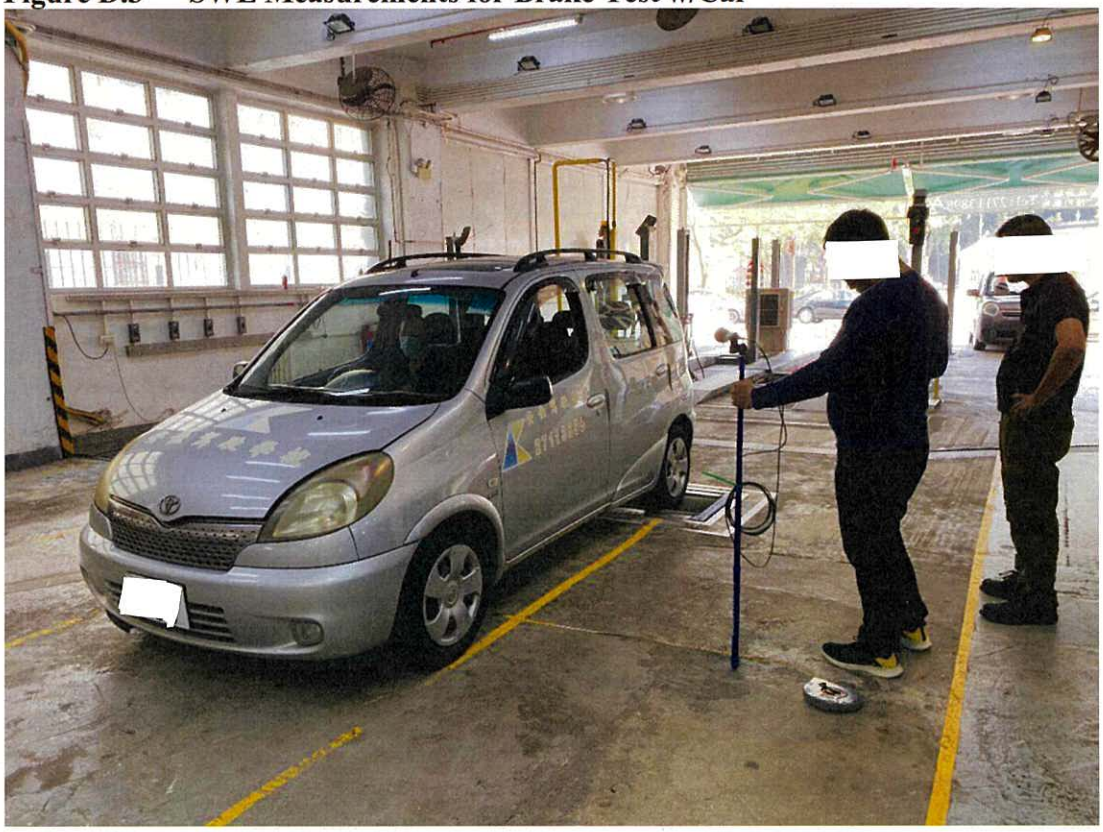


Figure D.4 SWL Measurements for Car under Exhaust Emission Test

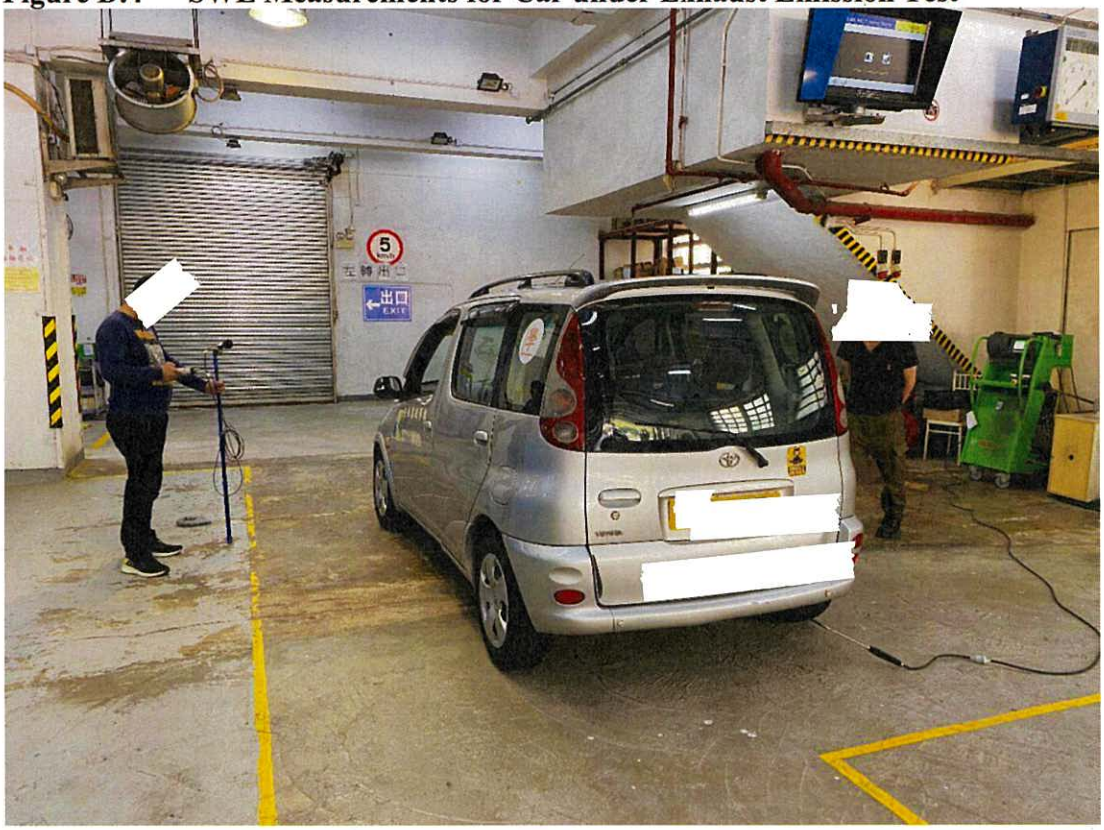
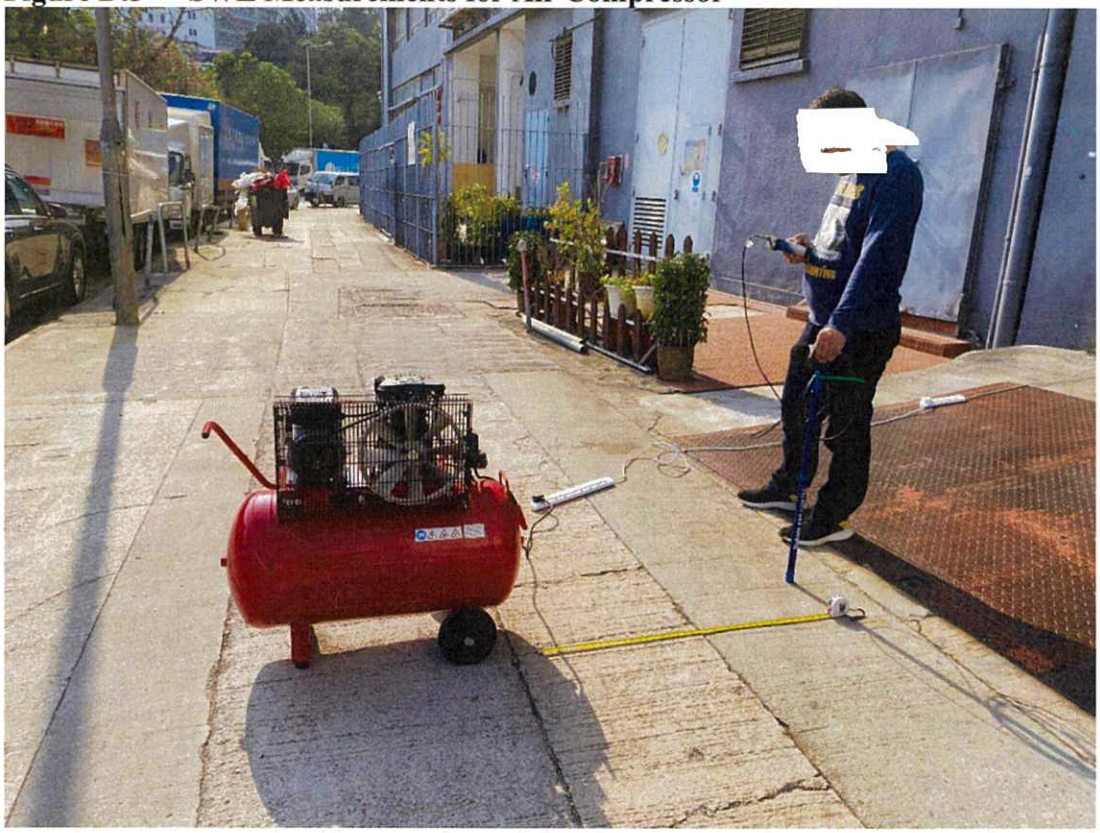


Figure D.5 SWL Measurements for Air Compressor



Appendix E. Background Noise Measurement Results

Figure E.1: Noise Level Time History of 13/03/2021 Saturday

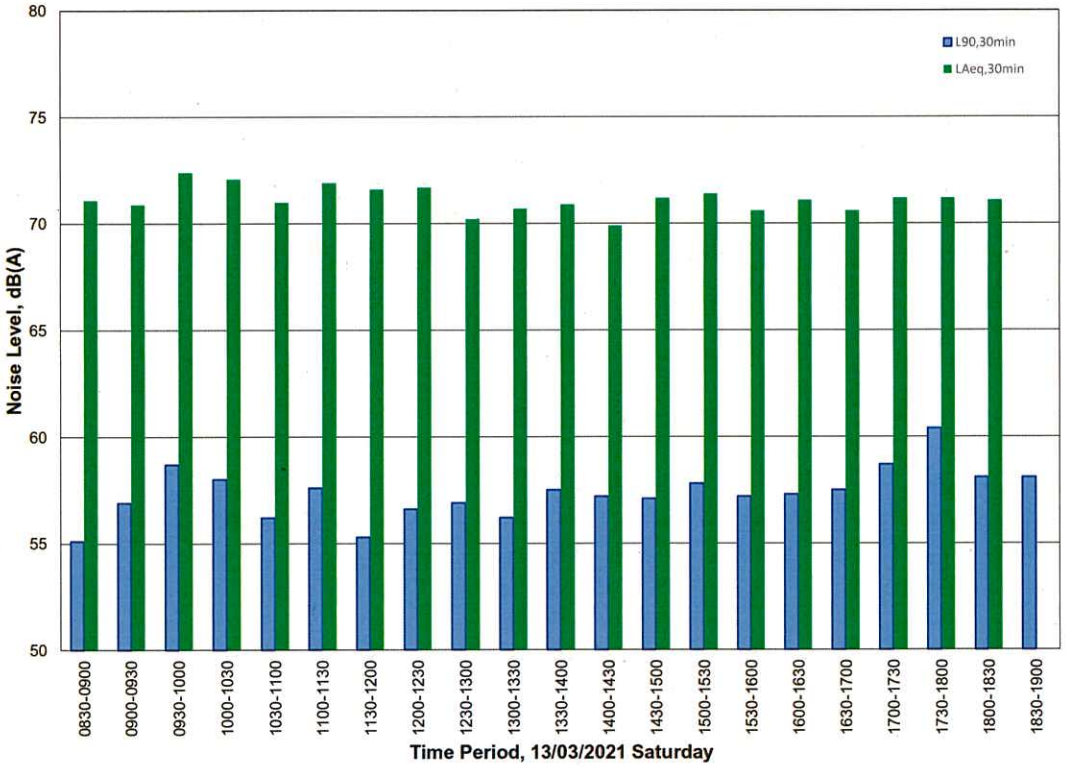
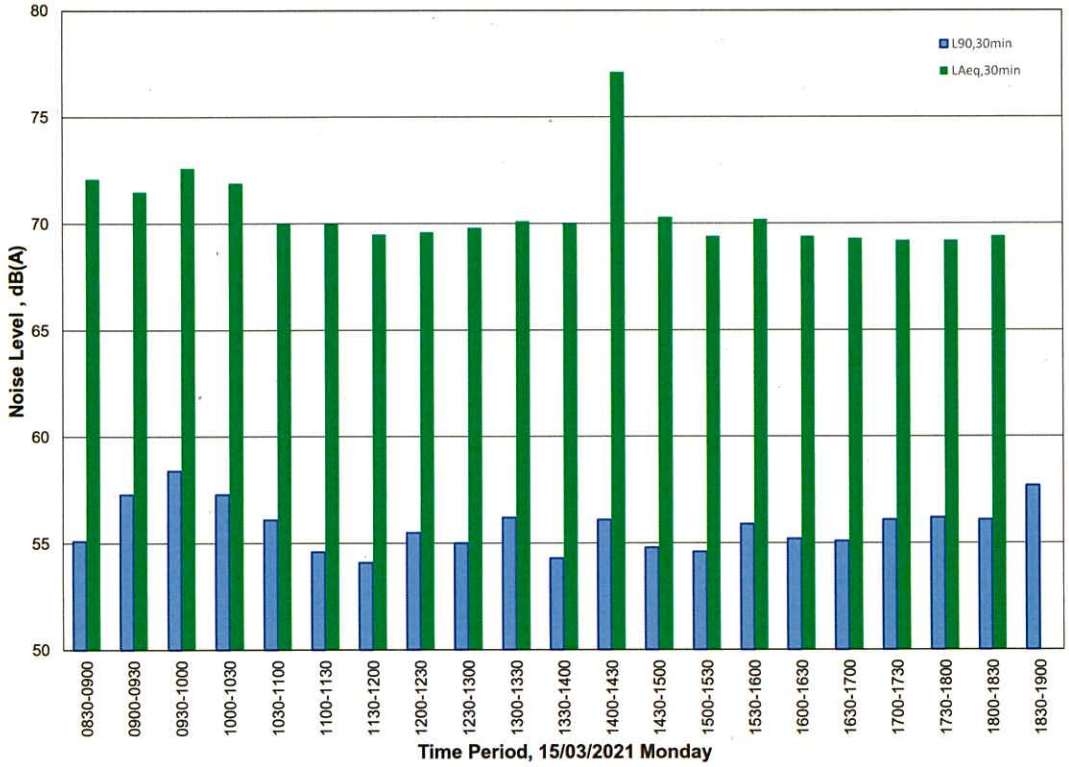


Figure E.2: Noise Level Time History of 15/03/2021 Monday



Appendix F. Sound Power Level Measurement Results

Table F.1 SWL Measurement Results of Four Post Hoist w/ Car (Lifting Vehicle Mode)

Area Correction			
Dimensions of Reference Box, m		**Dimensions of Measurement Box, m**	
-	-	Measurement Distance, d	1.0
Length, l_1	5.4	$a = 0.5l_1 + d$	3.7
Width, l_2	3.3	$b = 0.5l_2 + d$	2.6
Height, l_3	2.2	$c = l_3 + d$	3.2
Measurement Surface Area, $S = 4(ab+bc+ca)$, m^2			**119.8**
Area Correction, $AC = 10\log(S)$, dB			**20.8**

Environmental Correction		
Sound Absorption Coefficient, α	0.5	
Surface Area of the test room, S_V, m^2	999.2	
Equivalent Sound Absorption Area, A, m^2	499.6	where, $A = \alpha S_V$
Measurement Surface Area, S, m^2	119.8	
Environmental Correction, K_{2A}, dB	2.9	where, $K_{2A} = 10 \log [1+4(S/A)]$

Measured Noise Level in $L_{Aeq,30s}$, dB(A)

Point	Location Description	$L_{Aeq,30s}$	B/G	B/G Corrected	Remark
1	Right Side Front U	69.3	53.7	69.2	
2	Right Side Front D	68.3	52.9	68.2	
3	Right Side Middle U	68.6	52.7	68.5	
4	Right Side Middle D	68.9	53.7	68.8	
5	Right Side Rear U	68.4	52.6	68.3	
6	Right Side Rear D	68.4	53.3	68.3	
7	Rear Side Right U	68.7	53.1	68.6	
8	Rear Side Right D	69.5	52.1	69.4	
9	Rear Side Left U	68.7	52.7	68.6	
10	Rear Side Left D	69.7	53.6	69.6	
11	Left Side Rear U	68.3	53.0	68.2	
12	Left Side Rear D	67.7	52.8	67.6	
13	Left Side Middle U	68.4	53.6	68.3	
14	Left Side Middle D	68.3	53.0	68.2	
15	Left Side Front U	68.6	53.8	68.5	
16	Left Side Front D	68.3	53.6	68.2	
17	Front Side Left U	69.2	54.0	69.1	
18	Front Side Left D	69.8	53.5	69.7	
19	Front Side Right U	69.6	53.9	69.5	
20	Front Side Right D	71.1	53.9	71.0	
21	Top Right Front	68.9	53.7	68.8	
22	Top Right Middle	69.1	52.8	69.0	
23	Top Right Rear	68.3	53.4	68.2	
24	Top Left Rear	68.4	52.5	68.3	
25	Top Left Middle	68.4	53.6	68.3	
26	Top Left Front	68.8	52.9	68.7	
Average B/G Corrected Noise Level, LpA :				**68.8**	
Sound Power Level, $SWL = L_{pA} + AC - K_{2A}$, dB(A)				**86.6**	

Table F.2 SWL Measurement Results of Four Post Hoist w/ Car (Car Parking Brake Test Mode)

Area Correction			
Dimensions of Reference Box, m		**Dimensions of Measurement Box, m**	
-	-	Measurement Distance, d	1.0
Length, l_1	4.0	$a = 0.5l_1 + d$	3.0
Width, l_2	3.3	$b = 0.5l_2 + d$	2.6
Height, l_3	3.2	$c = l_3 + d$	4.2
Measurement Surface Area, $S = 4(ab+bc+ca)$, m^2			**126.0**
Area Correction, $AC = 10\log(S)$, dB			**21.0**

Environmental Correction		
Sound Absorption Coefficient, α	0.5	
Surface Area of the test room, S_V, m^2	999.2	
Equivalent Sound Absorption Area, A, m^2	499.6	where, $A = \alpha S_V$
Measurement Surface Area, S, m^2	126.0	
Environmental Correction, K_{2A}, dB	3.0	where, $K_{2A} = 10 \log [1+4(S/A)]$

Measured Noise Level in $L_{Aeq,30s}$, dB(A)					
Point	**Location Description**	**$L_{Aeq,30s}$**	**B/G**	**B/G Corrected**	**Remark**
1	Right Side Front	66.5	53.1	66.3	
2	Right Side Rear	68.9	52.3	68.8	
3	Rear Right	68.8	53.5	68.7	
4	Rear Left	68.8	52.1	68.7	
5	Left Side Rear	69.0	52.2	68.9	
6	Left Side Front	67.9	53.6	67.7	
7	Front Left	67.0	53.1	66.8	
8	Front Rear	69.8	53.1	69.7	
9	Top Right Front	69.3	53.1	69.2	
10	Top Right Rear	65.4	53.4	65.1	
11	Top Left Front	66.5	52.9	66.3	
12	Top Left Rear	69.4	52.7	69.3	
Average B/G Corrected Noise Level, LpA :				**68.2**	
Sound Power Level, $SWL = L_{pA} + AC - K_{2A}$, dB(A)				**86.2**	

Table F.3 SWL Measurement Results of Brake Test w/Car

Area Correction			
Dimensions of Reference Box, m		**Dimensions of Measurement Box, m**	
-	-	Measurement Distance, d	1.0
Length, l_1	4.0	$a = 0.5l_1 + d$	3.0
Width, l_2	2.5	$b = 0.5l_2 + d$	2.3
Height, l_3	1.6	$c = l_3 + d$	2.6
Measurement Surface Area, $S = 4(ab+bc+ca)$, m^2			**81.6**
Area Correction, $AC = 10\log(S)$, dB			**19.1**

Environmental Correction		
Sound Absorption Coefficient, α	0.5	
Surface Area of the test room, S_V, m^2	999.2	
Equivalent Sound Absorption Area, A, m^2	499.6	where, $A = \alpha S_V$
Measurement Surface Area, S, m^2	81.6	
Environmental Correction, K_{2A}, dB	2.2	where, $K_{2A} = 10 \log [1+4(S/A)]$

Measured Noise Level in $L_{Aeq,30s}$, dB(A)

Point	Location Description	$L_{Aeq,30s}$	B/G	B/G Corrected	Remark
1	Right Side Front	70.4	52.2	70.3	
2	Right Side Rear	71.6	53.0	71.5	
3	Rear Right	70.9	52.1	70.8	
4	Rear Left	71.9	52.4	71.9	
5	Left Side Rear	71.2	53.0	71.1	
6	Left Side Front	70.1	52.9	70.0	
7	Front Left	69.5	52.5	69.4	
8	Front Rear	68.8	52.3	68.7	
9	Top Right Front	68.7	52.7	68.6	
10	Top Right Rear	70.5	52.5	70.4	
11	Top Left Front	70.7	53.9	70.6	
12	Top Left Rear	68.6	52.7	68.5	
Average B/G Corrected Noise Level, LpA :				**70.3**	
Sound Power Level, $SWL = L_{pA} + AC - K_{2A}$, dB(A)				**87.2**	

Table F.4 SWL Measurement Results of Car under Exhaust Emission Test

Area Correction			
Dimensions of Reference Box, m		**Dimensions of Measurement Box, m**	
-	-	Measurement Distance, d	1.0
Length, l_1	4.0	$a = 0.5l_1 + d$	3.0
Width, l_2	2.5	$b = 0.5l_2 + d$	2.3
Height, l_3	1.6	$c = l_3 + d$	2.6
Measurement Surface Area, $S = 4(ab+bc+ca)$, m^2			**81.6**
Area Correction, $AC = 10\log(S)$, dB			**19.1**

Environmental Correction		
Sound Absorption Coefficient, α	0.5	
Surface Area of the test room, S_V, m^2	999.2	
Equivalent Sound Absorption Area, A, m^2	499.6	where, $A = \alpha S_V$
Measurement Surface Area, S, m^2	81.6	
Environmental Correction, K_{2A}, dB	2.2	where, $K_{2A} = 10 \log [1+4(S/A)]$

Measured Noise Level in $L_{Aeq,30s}$, dB(A)

Point	Location Description	$L_{Aeq,30s}$	B/G	B/G Corrected	Remark
1	Right Side Front	71.4	53.3	71.3	
2	Right Side Rear	70.7	53.8	70.6	
3	Rear Right	70.8	52.6	70.7	
4	Rear Left	70.5	53.3	70.4	
5	Left Side Rear	71.4	52.8	71.3	
6	Left Side Front	70.6	52.5	70.5	
7	Front Left	72.7	52.0	72.7	
8	Front Rear	71.4	53.4	71.3	
9	Top Right Front	69.2	53.4	69.1	
10	Top Right Rear	68.8	52.6	68.7	
11	Top Left Front	67.6	53.6	67.4	
12	Top Left Rear	69.6	53.4	69.5	
Average B/G Corrected Noise Level, LpA :				**70.5**	
Sound Power Level, $SWL = L_{pA} + AC - K_{2A}$, dB(A)				**87.4**	

Table F.5 SWL Measurement Results of Air Compressor

Area Correction			
Dimensions of Reference Box, m		**Dimensions of Measurement Box, m**	
-	-	Measurement Distance, d	1.0
Length, l_1	1.0	$a = 0.5l_1 + d$	1.5
Width, l_2	0.5	$b = 0.5l_2 + d$	1.2
Height, l_3	0.8	$c = l_3 + d$	1.8
Measurement Surface Area, $S = 4(ab+bc+ca)$, m^2			**27.0**
Area Correction, $AC = 10\log(S)$, dB			**14.3**

Measured Noise Level in $L_{Aeq,30s}$, dB(A)					
Point	**Location Description**	**$L_{Aeq,30s}$**	**B/G**	**B/G Corrected**	**Remark**
1	Right Side	77.6	59.4	77.5	
2	Rear Side	74.7	60.0	74.6	
3	Left Side	70.7	59.7	70.3	
4	Hand Held Position	75.1	60.1	75.0	
5	Top Side	78.3	59.8	78.2	
Average B/G Corrected Noise Level, LpA :				**75.9**	
Sound Power Level, $SWL = L_{pA} + AC - K_{2A}$, dB(A)				**90.2**	

Appendix G. Noise Assessment Calculation

G1. Mitigated Ventilation Fan SWL

AXC-EX450-7/32°-4	OCTAVE BAND MID FREQUENCY (Hz)								Overall
	63	125	250	500	1k	2k	4k	8k	
LwA Inlet	77.0	76.0	77.0	76.0	75.0	72.0	67.0	61.0	84
IL of Silencer	2.0	4.0	9.0	12.0	19.0	19.0	11.0	4.0	N/A
Mitigated LwA Inlet	75.0	72.0	68.0	64.0	56.0	53.0	56.0	57.0	78
LwA Outlet	77.0	76.0	77.0	76.0	75.0	72.0	67.0	61.0	84
IL of Silencer	2.0	4.0	9.0	12.0	19.0	19.0	11.0	4.0	N/A
Mitigated LwA Outlet	75.0	72.0	68.0	64.0	56.0	53.0	56.0	57.0	78
Total LwA	78.0	75.0	71.0	67.0	59.0	56.0	59.0	60.0	**81**

G2. Assessment of CNL

PME	Measured SWL, dB(A)	Distance to NSR (m)	On Time During 30mins (min)	Corrections, dB(A)			Corrected Noise Level, dB(A)
				10log[Q/(4πr^2)]	Façade	Time	
Four Post Hoist w/ Car, Lifting Vehicle Mode	87	24.1	6	-35.6	3.0	-7.0	47.4
Four Post Hoist w/ Car, Car Parking Brake Test Mode	86	24.1	4	-35.6	3.0	-8.8	44.6
Brake Test w/Car	87	24.1	4	-35.6	3.0	-8.8	45.6
Car under Emission Test	87	24.1	4	-35.6	3.0	-8.8	45.6
Air Compressor	90	24.1	2	-35.6	3.0	-11.8	45.6
Ventilation Fan (Silenced)	81	24.1	30	-35.6	3.0	0.0	48.4
					CNL:		54.2

Appendix H. Proposed Acoustic Materials for the Test Centre

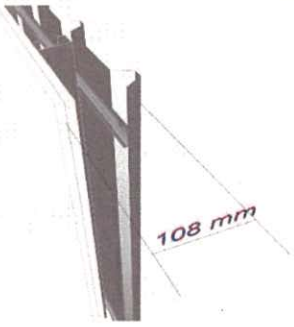
Proposed Wall Construction

Sound Insulation Prediction (v9.0.22)

Program copyright Marshall Day Acoustics 2017
Margin of error is generally within STC ±3 dB
Novox Limited - Key No. 3359
Job Name:
Job No.: Initials:Cai
Date:3/28/2021
File Name:Insul.ixl

INSUL

Notes:



STC 47
OITC 31

Mass-air-mass resonant frequency = =82 Hz
Panel Size = 2.7 m x 4.0 m
Partition surface mass = 35.2 kg/m²

System description

Panel 1 : 1 x 15 mm Gypsemna Fire Wall
+ 1 x 15 mm Gypsemna Fire Wall
+ 1 x 0.5 mm Rubber

Frame: Steel Stud + resil. rail (65 mm x 38 mm). Stud spacing 600 mm ; Cavity Width 77 mm
Panel 2 : 1 x 1 mm Roof Cladding Windek

freq.(Hz)	TL(dB)	TL(dB)
50	20	
63	19	18
80	16	
100	17	
125	24	21
160	30	
200	34	
250	39	37
315	43	
400	46	
500	49	48
630	52	
800	47	
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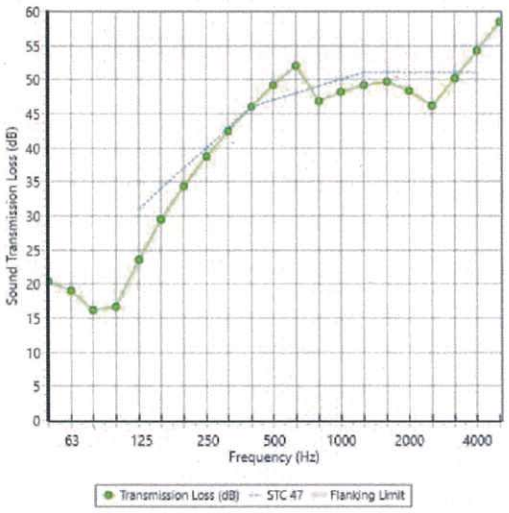
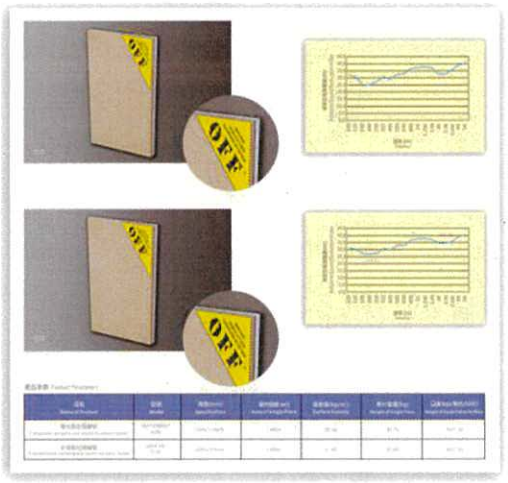
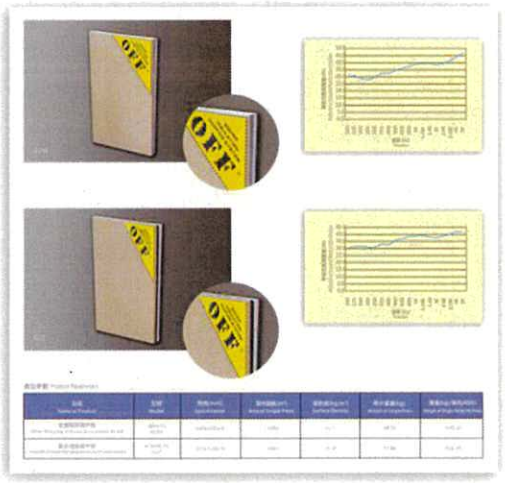
1250	49	
1600	50	
2000	48	48
2500	46	
3150	50	
4000	54	53
5000	58	



Proposed Acoustic Wall Construction Materials





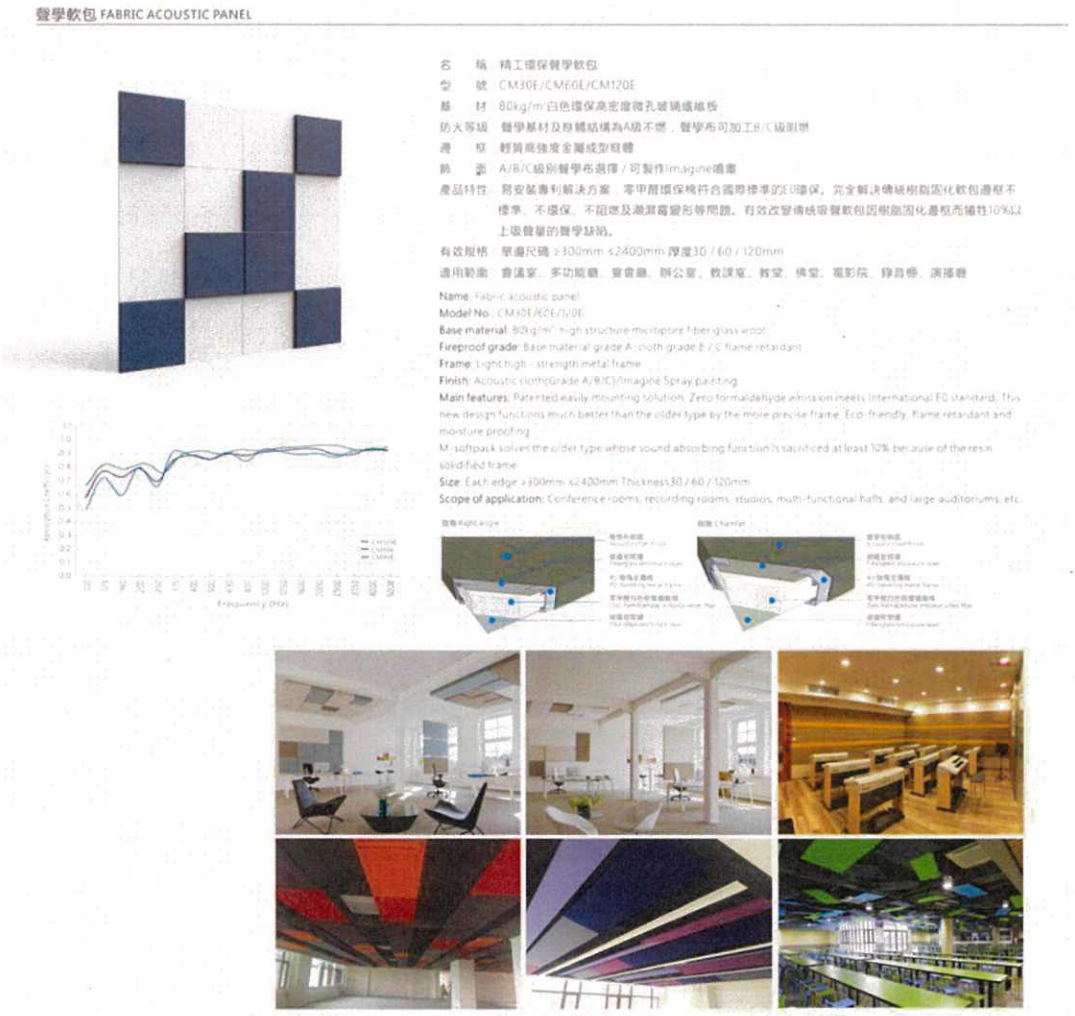
OFF减振構件由天花減振器、牆身減振器、地板減振器、高分子減振磚、隔聲減振阻尼膠五種組成。
天花減振器是剪切吊頂天花與原基礎樓層天花結構傳聲的有效途徑。
牆身減振器適用於牆身增強隔聲結構層安裝固定，在聲波照射面與原基礎牆體間形成聲斷層。
OFF集成一翼拒絕非標件和翻新膠，G50T、G50Q減振構件採用自主模具加強加厚金屬件及圖標件。阻尼膠件100%原生膠注造，
耐老化時間及阻尼係數是翻新膠件的五倍以上，從硬件品質上保證了減振隔聲效果的永久性和安全性。

OFF vibration absorbing component is composed of the ceiling vibration absorber, the wall body vibration absorber, the floor vibration absorber, the high polymer vibration absorbing brick and the sound insulation and vibration damping adhesive.
The ceiling vibration absorber is an effective way to cut off the structure-borne sound transmission of the suspended ceiling and the original base building ceiling.
The wall vibration absorber is suitable for installing and fixing the wall reinforced sound insulation structure layer to form the sound insulation layer between the sound wave irradiation surface and the original base wall.
OFF always refuses the non-standard components and the refurbishing adhesive For waveleng thbuster_ceiling(G50T)and waveleng thbuster_wall(G50Q) vibration absorbing components, the independent mould is adopted to reinforce and thicken the metal components and the international standard components. The damping rubber components are injected with 100% original adhesive, the aging resistance time and the damping coefficient are five times that of the refurbishing adhesive, thereby ensuring the permanency and safety of vibration damping and sound insulation effect in the aspect of hardware quality.

天花減振器 Ceiling vibration absorber

牆身減振器 Wall body vibration absorber

Proposed Sound Absorption Materials for Fitting-out Work



Proposed Rubber Hammer for Vehicle Tests

Appendix I. Proposed Mechanical Ventilation System and Air Quality Filtration

产品系列

活性炭吸附箱

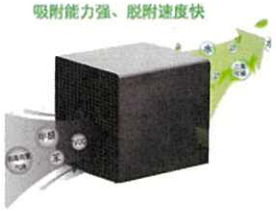
Activated carbon adsorption tank >>>

● 设备介绍：

活性炭是一种很细小的炭粒，有很大的表面积，而且炭粒中还有更细小的孔——毛细管。这种毛细管具有很强的吸附能力，由于炭粒的表面积很大，所以能与气体(杂质)充分接触，当这些气体(杂质)碰到毛细管就被吸附，起净化作用。活性炭吸附法的实质是利用活性炭吸附的特性把废气中的有机溶剂吸附到活性炭中，它主要用于低浓度气态污染物的脱除。

● 制造工艺：

活性炭箱采用PP材料焊接而成，标配设有上下两层活性炭层。



● 适用范围：

广泛用于处理各类的有毒、有害、有异味废气，如甲醛、苯、甲苯、二甲苯、氯化烃、酮、醇、氨、甲硫醇、硫化氢、二甲硫、三甲胺等。用于喷漆、油漆、电子原件生产、实验室排风、冶金、化工、医药、涂装、食品、酿造等行业废气处理净化。

● 工作原理：

当废气的有毒、有害、有异味部分与表面的活性炭接触时，利用用活性炭的多孔性和强吸附性，使废气中的污染物吸附在活性炭固体表面，从而分离出来达到净化的目的。

● 性能特点：

1. 投资成本低，运行费用低；
2. 吸附效率高，吸附容量大；
3. 适用面广，对湿度无要求，能同时处理多种混合废气；
4. 耐腐蚀，耐磨损，不结垢，不堵塞，不易发生故障，维护方便，使用寿命长。

● 技术参数：

型号	处理风量	设备尺寸(长×宽×高)×材质厚度	材质	阻力	建议选型配风机	风机材质
Model	(m^3/h)	(mm)		(Pa)	(KW)	
HXT-15	1500	1300×800×800×6	PP-A	≤450Pa	3A-1.5KW	玻璃钢/PP
HXT-25	2500	1400×900×900×6	PP-A	≤450Pa	4A-2.2KW	玻璃钢/PP
HXT-30	3000	1500×1000×1000×6	PP-A	≤450Pa	5A-3KW	玻璃钢/PP
HXT-40	4000	1600×1100×1100×8	PP-A	≤450Pa	6A-4KW	玻璃钢/PP
HXT-50	5000	1700×1200×1100×8	PP-A	≤450Pa	6A-4KW	玻璃钢/PP
HXT-60	6000	1700×1200×1200×8	PP-A	≤450Pa	6A-5.5KW	玻璃钢/PP
HXT-70	7000	1800×1250×1250×8	PP-A	≤450Pa	7A-7.5KW	玻璃钢/PP
HXT-80	8000	1800×1300×1250×8	PP-A	≤450Pa	7A-7.5KW	玻璃钢/PP
HXT-90	9000	1900×1300×1300×8	PP-A	≤450Pa	6C-7.5KW	玻璃钢
HXT-100	10000	2000×1400×1350×8	PP-A	≤450Pa	6C-11KW	玻璃钢
HXT-120	12000	2150×1450×1450×8	PP-A	≤450Pa	6C-15KW	玻璃钢
HXT-150	15000	2250×1500×1350×8	PP-A	≤450Pa	7C-15KW	玻璃钢
HXT-165	16500	2400×1450×1450×10	PP-A	≤450Pa	7C-15KW	玻璃钢
HXT-185	18500	2600×1500×1500×10	PP-A	≤450Pa	8C-15KW	玻璃钢
HXT-200	20000	2750×1600×1500×10	PP-A	≤450Pa	8C-22KW	玻璃钢
HXT-220	22000	2950×1650×1500×10	PP-A	≤450Pa	8C-22KW	玻璃钢
HXT-250	25000	3250×1700×1500×12	PP-A	≤450Pa	10C-22KW	玻璃钢
HXT-300	30000	3750×1800×1800×12	PP-A	≤450Pa	10C-30KW	玻璃钢
HXT-350	35000	4000×1850×1850×12	PP-A	≤450Pa	10C-45KW	玻璃钢
HXT-400	40000	4250×1900×1800×12	PP-A	≤450Pa	12C-30KW	玻璃钢
HXT-450	45000	4550×1900×1900×12	PP-A	≤450Pa	12C-30KW	玻璃钢
HXT-500	50000	4750×2000×2000×12	PP-A	≤450Pa	12C-45KW	玻璃钢

AXC-EX / AXCBF-EX Explosions proof axial fans

AXC-FX

AXC3I-LX

Explosion proof axial fans with ATEX certification in accordance with RL 94/9/EG, EN 14986 and 13463-1

- Explosion classification II 2G c Ex d IIC T4
- Die cast aluminium hub and blades
- Casing made of hot dip galvanized steel to DIN EN ISO 1461
- Flanges to Eurovent 1/2
- Three phase motors, IP55, insulation class F, in accordance with EN 60034. Supplied with Ex-terminal box mounted at the outer side of the casing (AXC-EX). Admissible ambient temperatures from -20 °C to +40 °C, other temperatures on request
- Motor Ex d speed controllable by frequency converter
- Motor EX e on request
- AXCBF-EX with motor outside the airstream

Casing
Systemair AXC-EX and AXCBF-EX range of long cased medium pressure axial fan, casings are heavy gauge, hot dip galvanized, spun flanges for high rigidity, to Eurovent 1/2.

Motors
Motor Ex d speed controllable by frequency converter. Supplied with Ex-terminal box mounted at the outer side of the casing (AXC-EX).

Impeller
Aerofoil impeller. Die cast aluminium hub and blades.

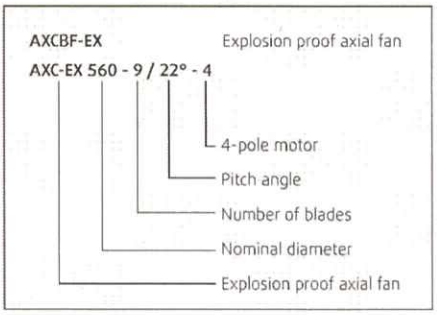
Power control
Speed controllable by frequency converter.

Motor protection
The Ex d motors are equipped with PTC thermistors for optimum motor protection.

The fans could be used for zones 1 or 2, field of application II, for gases of groups IIA, IIB and IIC and temperature classes T1 to T4. The fans are classified to category 2G. The fans are certified under the no Sira 07ATEX6341X.

You can find performance curves in our online catalogue www.systemair.com

Ordering code



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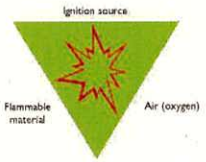
Explosion protection



Gases, vapours and mists which occur during storage, production or processing of flammable substances, together with the oxygen in the air, form an explosive atmosphere. In case this atmosphere is ignited, explosions take place which can be harmful to human beings and damage property. Ignition sources can be for example hot temperatures on surfaces, mechanically generated sparks, static electricity or electrical installations.

Protective standards have been developed in a lot of countries to ensure a high level of safety. In the European Union regulations have been harmonized in EC directives 94/9/EG (ATEX 95, equipment directive, manufacturers or importers) and 99/92/EG (ATEX 137, workplace directive: operation of installations, users).

In short, those directives define the measures to be taken to avoid the ignition of potentially explosive atmospheres, i.e. atmospheres which could become explosive due to local and operational conditions. The required safety level depends on the danger potential in the very installation.

In the EC directives hazardous areas are divided into classes/zones, defining the probability of an explosive atmosphere (in accordance with IEC 60079-10).

	Zone	Duration of the occurrence of an explosive atmosphere	Equipment category
Gases, vapours, mists	0	continuously, for a long period, frequently	1G
	1	occasionally	2G
	2	rarely and for a short period	3G

The NEC (National Electrical Code) of USA and the CEC (Canadian Electrical Code) of Canada divide into Classes and Divisions, which might deviate from the EC directives. Gases, vapours or mists are classified in Class 1, then divided into Divisions 1 or 2, then into Gas Groups. Please pay attention which standard has been applied (EC directives or NEC/CEC). Manufacturers of equipment with a potential ignition source (like electric motors, rotating parts) have to ensure that the equipment fulfils the safety requirements given in the relevant directives and codes (grouping and category).

The EC directives then divide the equipment into Groups. Equipment group I covers mining systems, where a very high or high degree of safety is required. Equipment group II covers other explosive areas and is divided into categories from category 1 (very high degree of safety, even for independently occurring faults), category 2 (high degree of safety, even for occurrence of a fault) and category 3 (normal degree of safety – in normal operation conditions). **Electrical equipment of category 2 must undergo an EC type examination, carried out by a notified body.** For electrical equipment of category 3 and non-electrical equipment the manufacturer is authorized to document conformity with the requirements of the EC directive. CE marking of the equipment confirms that it has been manufactured in compliance with all relevant EC directives.

Equipment group II is further classified into groups. The IEC system is applied in Europe, where IIA is the lowest hazardous gas group, IIB medium and IIC the most group. The NEC directives of North America define it the opposite way, where Group A is the most hazardous gas group.

Temperature classes

Temperature classes determine the maximum surface temperature of a product at an ambient temperature of max. +40 °C, for example an electrical apparatus, which should always be lower than the ignition temperature of the gas/air or vapour/air mixture in which it is used. The ignition temperature is the lowest temperature at which a hot surface can ignite a respective explosive atmosphere. Flammable gases and vapours are classified into temperature classes according to their inflammability. Temperature classes range from T1 to T6.

Max. surface temperature for individual temperature classes

Temperature class	Ignition temperature of different gas mixtures	Max. surface temperature of electrical equipment
T1	> 450°C	450 °C
T2	> 300...> 450°C	300 °C
T3	> 200...> 300°C	200 °C
T4	> 135...> 200°C	135 °C
T5	> 100...> 135°C	100 °C
T6	> 85...> 100°C	85 °C

Groups and temperature classes, some examples:

Material	Explosive limit (Vol. %, LEL-UEL)*	Temperature class	Groups (IEC)
Propane	1.7 - 10.8	T1	IIA
Ethanol	3.3 - 19	T2	IIB
Hydrogen	4 - 77	T1	IIC
Acetylene	2.3 - 100	T2	IIC
Methane	4.4 - 17	T1	IIA

*extract from the table flammable liquids and gases by E.Brandes and W. Moller; UEG - OEG (lower explosive limit, upper explosive limit)

Type of ignition protection	Nomenclature	Region	Installation location	Principle	Standard applied
Non sparking apparatus „nA"	Ex nA	IEC, EU	Zone 2	Prevent occurence of sparks	IEC/EN 60079-15
Increased safety „e"	Ex e	IEC, EU	Zone 1	Prevent excessive temperatures and the occurrence of sparks	IEC/EN 60079-7
Flameproof enclosure "d	Ex d	IEC, EU	Zone 1	Enclosure withstanding an explosion from within the apparatus	IEC/EN 60079-1

Explosion proof axial fans AXC-EX, AXCBF-EX

Quality

Systemair is ISO 9001, 14001 and DIN EN ISO/IEC 80079-34 approved.

Warranty

Systemair offers a three year warranty on all AXC-EX/ AXCBF-EX fan models. The Systemair general terms and conditions apply.

Prototype testing institute

SIRA Test and certification Ltd.
Rake Lane, Ecclestone
Chester; CH4 9JN; England
Registration no. 0518

Inspection certificate no. of EC prototype testing
(SIRA 07ATEX6341X)

Monitoring institute

ZELM Ex e. K.
Prüf- und Zertifizierungsstelle
Siekgraben 56

38124 Braunschweig
Germany
Registration no. 0820

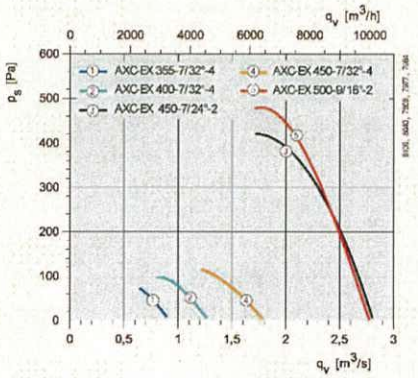
Standard AXC-EX (400 V / 50 Hz)

Size	Article no.	Pole	Pitch angle	Motor [kW]
355	33007	4	32°	0.37
355	35758	4	12°	0.37
400	33008	4	32°	0.37
400	35759	4	14°	0.37
450	33001	2	24°	2.2
450	33009	4	32°	0.55
450	35760	2	17°	1.5
450	35761	2	28°	3
450	35762	4	14°	0.23
500	33002	2	16°	3
500	33010	4	22°	0.55
500	35763	2	36°	7.5
500	33003	2	26°	5.5
500	33011	4	28°	0.75
560	33004	2	18°	5.5
560	33012	4	20°	0.75
560	33005	2	24°	7.5
560	33013	4	26°	1.1
560	35764	2	30°	11
630	33006	2	16°	7.5
630	33014	4	18°	1.1
630	33015	4	30°	3
630	35765	2	20°	11
710	33016	4	30°	4
710	35766	4	26°	2.2
800	37334	4	28°	5.9
800	33017	4	18°	4
800	33018	4	36°	7.5
900	33019	4	18°	7.5
900	33020	4	26°	11
900	35767	4	30°	15

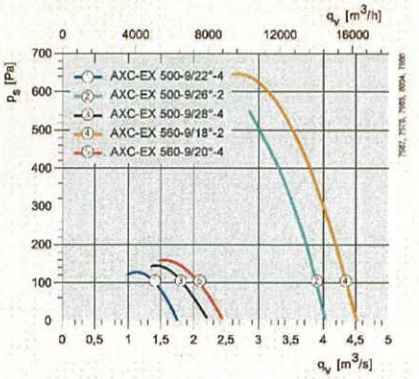
Standard AXCBF-EX (400 V / 50 Hz)

Size	Article no.	Pole	Pitch angle	Motor [kW]
250	33021	2	28°	0.37
315	33022	2	30°	0.75
400	33023	2	22°	2.2
500	33024	2	18°	2.2
250	33025	4	28°	0.25
315	33026	4	32°	0.25
400	33027	4	32°	0.55
500	33028	4	30°	1.1
630	33029	4	26°	2.2
800	33030	4	18°	4

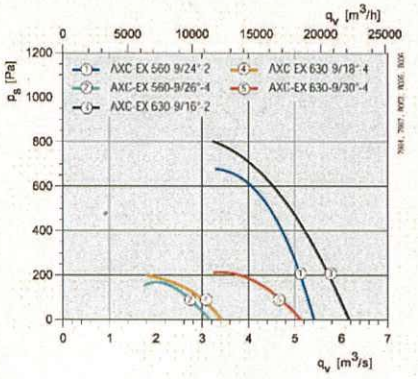
Quick selection AXC-EX



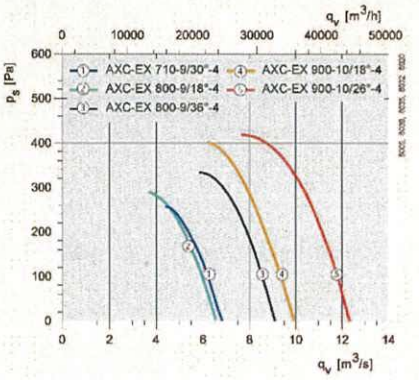
dB(A)	Tot	Frequency bands [Hz]							
L_{WA} Inlet/Outlet		63	125	250	500	1k	2k	4k	8k
AXC-EX									
355-7/32°-4	74	69	68	69	68	67	64	59	53
400-7/32°-4	77	72	71	72	71	70	67	62	56
450-7/24°-2	96	91	86	89	91	88	88	84	78
450-7/32°-4	82	77	76	77	76	75	72	67	61
500-9/16°-2	100	95	90	93	95	93	92	88	82



dB(A)	Tot	Frequency bands [Hz]							
L_{WA} Inlet/Outlet		63	125	250	500	1k	2k	4k	8k
AXC-EX									
500-9/22°-4	86	81	80	81	80	79	76	71	65
500-9/26°-2	102	97	92	95	97	95	94	90	84
500-9/28°-4	87	82	81	82	81	80	77	72	66
560-9/18°-2	106	101	96	99	101	99	98	94	88
560-9/20°-4	91	86	85	86	85	84	81	76	70



dB(A)	Tot	Frequency bands [Hz]							
L_{WA} Inlet/Outlet		63	125	250	500	1k	2k	4k	8k
AXC-EX									
560-9/24°-2	108	103	98	101	103	101	100	96	90
560-9/26°-4	93	88	87	88	87	86	83	78	72
630-9/16°-2	111	106	101	104	106	104	103	99	93
630-9/18°-4	96	91	90	91	90	89	86	81	75
630-9/30°-4	99	94	93	94	93	92	89	84	78



dB(A)	Tot	Frequency bands [Hz]							
L_{WA} Inlet/Outlet		63	125	250	500	1k	2k	4k	8k
AXC-EX									
710-9/30°-4	93	88	87	88	87	86	83	78	72
800-9/18°-4	97	92	91	92	91	90	87	82	76
800-9/36°-4	100	95	94	95	94	93	90	85	79
900-10/18°-4	101	91	89	95	96	94	91	86	80
900-10/26°-4	104	94	97	99	97	96	92	86	80

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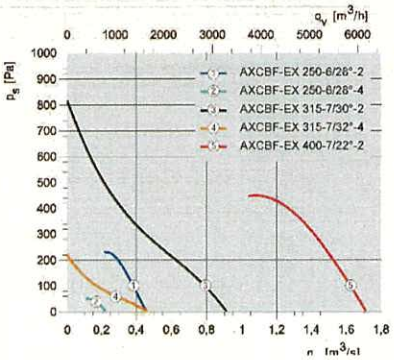
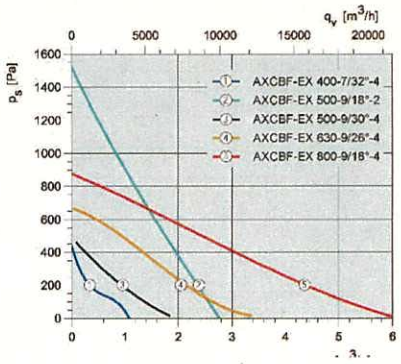
Quick selection AXCBF-EX





dB(A)	Tot	Frequency bands [Hz]						
L_{WA} Inlet/Outlet		63	125	250	500	1k	2k	4k	8k
AXCBF-EX									
250-6/28°-2	86	79	76	79	79	75	73	71	64
250-6/28°-4	71	62	63	67	59	58	56	53	43
315-7/30°-2	86	81	76	79	81	79	78	74	68
315-7/32°-4	71	66	65	66	65	64	61	56	50
400-7/22°-2	93	88	83	86	88	86	85	81	75

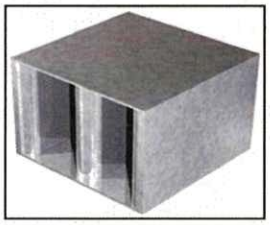
dB(A)	Tot	Frequency bands [Hz]						
L_{WA} Inlet/Outlet		63	125	250	500	1k	2k	4k	8k
AXCBF-FX									
400-7/32°-4	82	77	76	77	76	75	72	67	61
500-9/18°-2	101	90	88	91	95	96	94	92	86
500-9/30°-4	91	86	85	86	85	84	81	76	70
630-9/26°-4	93	88	87	88	87	86	83	78	72
800-9/18°-4	98	93	92	93	92	91	88	83	77

MYG
www.acoustic-hk.com
MANYA STEEL PRODUCTS MANUFACTORY

RECTANGULAR SILENCER

INTRODUCTION

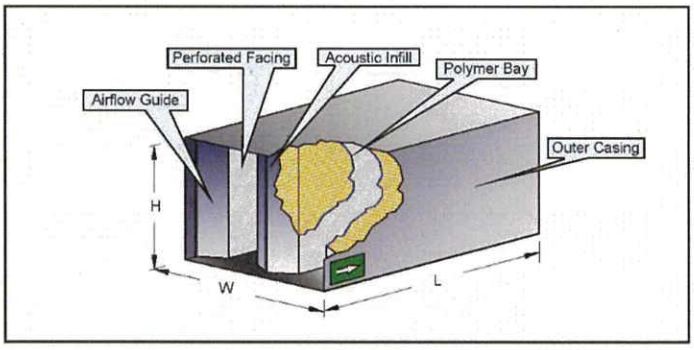
We often hear the noise from ventilation or heating systems that is hardly noticeable because it has no prominent features. The "MYG" rectangular silencer Model: MV series are mainly used in air flow intake, discharge and HVAC Ductwork systems. These silencers are offered in standard dimensions, which can be readily mounted onto the existing duct, combined with an easy calculation and selection method as well as be flexible to suit the client's particular requirements.



Rectangle G.I. Silencer

MATERIALS AND CONSTRUCTION

Standard MYG MV series come with high quality materials, compact construction and assembled with "Pittsburg seam" with natural galvanized finish on the outer case. Both the outer and inter skins shall be made of pre-galvanized steel sheets and perforated steel sheets respectively. The weld affected areas and angle frames (optional) are to be protected with cold galvanizing paint finish or corrosion-resistant paint finish. Acoustic in fill using with inorganic glass fiber absorbent material with sufficient density functions to give the optimal intended performance.



MYG MV Series Rectangular Silencer

Specification of Standard Model

Materials	MYG Silencer MV Series
	Model: MV
Thickness of outer casing steel sheets	0.8 to 1.2mm
Thickness of inner perforated steel sheets	0.5mm to 0.8mm
Acoustic infill density	32kg/m^3 to 48kg/m^3

**Others standard and materials are available base on customer request.*

OEM Factory Address : Langsha Industrial Zone, Qiao Tou Town, Dongguan City. Tel : 86-0769-345-3335 Fax : 86-0769-345-3337

MYG
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MANYA STEEL PRODUCTS MANUFACTORY

APPLICATIONS

A wide variety of industrial applications can be considered when using "MYG" acoustic silencer for the control of airborne and duct-borne noise associated with common HVAC airflow systems. The use of silencers is to minimize the fan and blower noise at both the side inlets and outlets of the equipment. Commercial acoustic silencers are engineered to achieve a maximum insertion loss with a minimum pressure drop. Normally silencers are their type and applications as follows.

- ☑ Air Discharge / Intake
- ☑ Duct Silencer
- ☑ Cross Talk Silencer
- ☑ Air Flow Splitter
- ☑ Standard Elbows
- ☑ Special Shaped Elbows
- ☑ Special Bend Elbows
- ☑ Packless Silencer

ENGINEERING DATA

Static Loss (Pressure Drop)

Determine pressure drop across silencer by the following formula:

Pressure drop, ΔP = PD x V^2 (Pa)

Where PD Value = Pressure loss coefficient

V = Face velocity in m/s (cross sectional size)

Insertion Loss of "MV" L-series, dB
Low Pressure (Airway 45%)

Model	Length	PD Value	OCTAVE BAND CENTRE FREQUENCY (Hz)							
			63	125	250	500	1K	2K	4K	8K
MVL2	600	0.48	2	4	9	12	19	19	11	4
MVL3	900	0.52	2	5	10	17	21	21	13	5
MVL4	1200	0.69	3	6	13	22	28	28	16	7
MVL5	1500	1.03	4	8	15	28	35	35	21	11
MVL6	1800	1.32	5	9	19	33	42	42	25	14
MVL7	2100	1.88	6	11	22	39	49	49	29	20
MVL8	2400	2.55	7	13	25	45	50	50	44	24
MVL9	2700	3.42	9	15	27	47	50	50	46	29

OEM Factory Address : Langsha Industrial Zone, Qiao Tou Town, Dongguan City. Tel : 86-0769-345-3335 Fax : 86-0769-345-3337

MYG
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MANYA STEEL PRODUCTS MANUFACTORY

Insertion Loss of "MV" S-series, dB
Medium Pressure (Airway 33%)

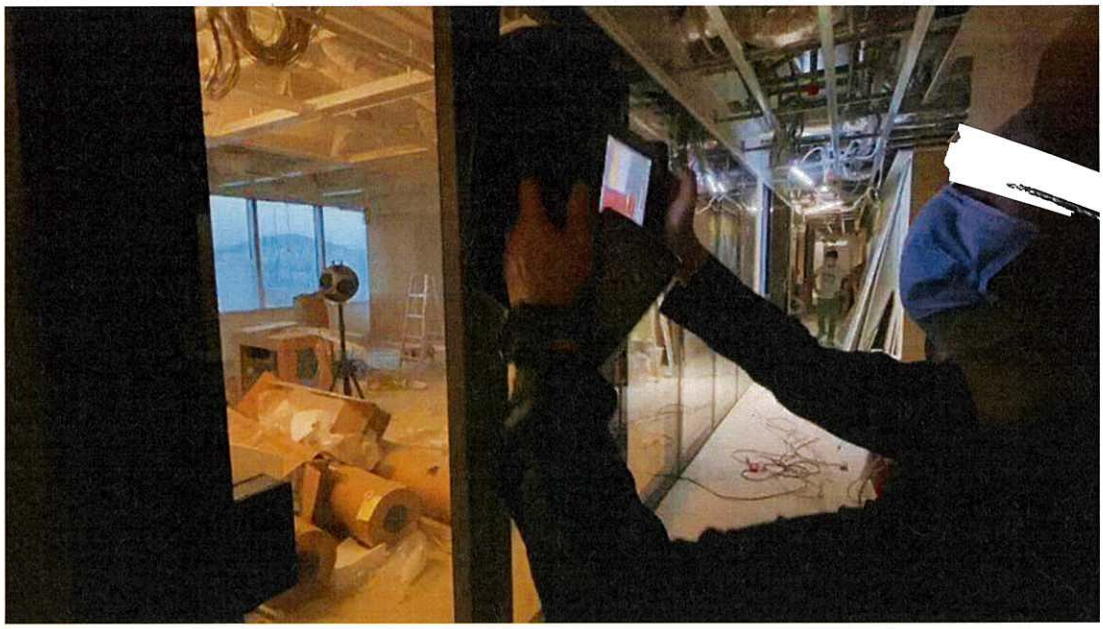
Model	Length	PD Value	OCTAVE BAND CENTRE FREQUENCY (Hz)							
			63	125	250	500	1K	2K	4K	8K
MVS2	600	0.74	4	8	14	20	31	30	24	18
MVS3	900	0.92	5	10	18	27	34	36	30	21
MVS4	1200	1.72	6	14	24	37	46	46	40	26
MVS5	1500	2.3	8	18	27	42	50	50	46	31
MVS6	1800	3.1	9	19	34	50	50	50	50	39
MVS7	2100	4.4	11	23	40	50	50	50	50	49
MVS8	2400	6.4	13	25	45	50	50	50	50	50
MVS9	2700	8.7	14	27	48	50	50	50	50	50

Insertion Loss of "MV" H-series, dB
High Pressure (Airway 22%)

Model	Length	PD Value	OCTAVE BAND CENTRE FREQUENCY (Hz)							
			63	125	250	500	1K	2K	4K	8K
MVH2	600	2.3	6	10	16	26	30	30	26	22
MVH3	900	3.4	9	16	24	37	48	50	50	39
MVH4	1200	5.1	11	21	31	49	50	50	50	46
MVH5	1500	8.1	14	25	39	50	50	50	50	50
MVH6	1800	12.1	16	29	46	50	50	50	50	50
MVH7	2100	16.5	18	33	50	50	50	50	50	50
MVH8	2400	21	20	37	50	50	50	50	50	50
MVH9	2700	23	22	39	50	50	50	50	50	50

OEM Factory Address : Langsha Industrial Zone, Qiao Tou Town, Dongguan City. Tel : 86-0769-345-3335 Fax : 86-0769-345-3337

Appendix J. Acoustic Camera for Noise Leakage Detection



Appendix K. Calibration Certificates

Cert. K.1 Sound Level Meter - DUO (SN. 10035)

Chapitre 2.
CERTIFICAT D'ETALONNAGE
CALIBRATION CERTIFICATE

CE-DTE-L-20-PVE-78045

DELIVRE PAR :
ISSUED BY :

ACOEM
Service Métrologie

69760 LIMONEST
France

INSTRUMENT ETALONNE
CALIBRATED INSTRUMENT

Désignation :
Designation :
Sonomètre Intégrateur-Moyenneur
Integrating-Averaging Sound Level Meter

Constructeur :
Manufacturer :
01dB

Type :
Type :
DUO

N° de serie :
Serial number :
10035

N° d'identification :
Identification number

Date d'émission :
Date of issue :
10/07/2020

Ce certificat comprend 10 Pages
This certificate includes *Pages*

LE RESPONSABLE METROLOGIQUE
DU LABORATOIRE
HEAD OF THE METROLOGY LAB
François MAGAND

DTE-L-20-PVE-78045

CE-DTE-L-20-PVE-78045

IDENTIFICATION :
IDENTIFICATION:

	Sonomètre *Sound level meter*	Préamplificateur *Preamplifier*	Microphone *Microphone*
Constructeur : *Manufacturer*	01dB		GRAS
Type : *Type*	DUO	Interne - Internal	40CD
Numéro de série : *Serial number*	10035		288033

PROGRAMME D'ETALONNAGE :
CALIBRATION PROGRAM:

Ce Sonomètre a été étalonné sur les caractéristiques suivantes :

- Réponse en fréquence du sonomètre en champ libre
- Linéarité
- Pondérations fréquentielles A-B-C-Z

The Sound level meter has been calibrated on the following characteristics:

- *Free field frequency response of the sound level meter*
- *Linearity*
- *A-B-C-Z frequency weightings*

METHODE D'ETALONNAGE :
CALIBRATION METHOD:

L'appareil est étalonné dans une salle climatisée. Les caractéristiques sont étalonnées avec un multimètre et un générateur étalonnés en amplitude et en fréquence. Des corrections constructeurs sont appliquées pour prendre en compte les effets des accessoires et du boîtier selon la norme IEC 61672-3

The instrument is calibrated in an air conditioned room.. The other characteristics are verified with multimeter and generator calibrated in amplitude and in frequency. Some manufacturer's corrections have been applied to account the acoustical effect from the case of the sound level meter and his accessories (IEC 61672-3).

CONDITIONS D'ETALONNAGE :
CALIBRATION CONDITIONS:

Date de l'étalonnage : *Date of Calibration* (french format)	.10 - 7 - 2020.
Nom de l'opérateur : *Operator Name*	**Mathis Mazallon**
Instruction d'étalonnage : *Calibration instruction*	**P118-NOT-01**
Pression atmosphérique : *Static pressure*	**98,2 kPa**
Température : *Temperature*	**24,9 °C**
Taux d'humidité relative : *Relative humidity*	**41,2 %HR**

MOYENS DE MESURES UTILISES POUR L'ETALONNAGE :
INSTRUMENTS USED FOR CALIBRATION:

Désignation	Constructeur	Type	N° de série	N° d'identification
Designation	Manufacturer	Type	Serial number	Identification number
Générateur BF / Waveform generator	Helwet-Packard	33120A	US36036418	APM 5399
Calibreur acoustique / Calibrator	01dB-Metravib	CAL31	84095	APM 5957
Boite à décades / Decade box	01dB-Metravib	OUT1694	1605204	APM 5543

Tous les moyens de mesure utilisés sont raccordés aux étalons de référence de la société ACOEM. Les étalons de référence de la société ACOEM sont raccordés aux étalons nationaux par un étalonnage COFRAC. La liste de ces étalons est disponible sur simple demande auprès du responsable métrologique du laboratoire.

All the measuring instruments are calibrated using the ACOEM reference standards. ACOEM reference standards are calibrated to national standard with COFRAC certificate of calibration. The reference standards list is available on simple request to the head of the Metrology lab.

RESULTATS :
RESULTS:

Les incertitudes élargies mentionnées sont celles correspondant à deux incertitudes types (k=2). Les incertitudes types sont calculées en tenant compte des différentes composantes d'incertitudes, étalons de référence, moyens d'étalonnage, conditions d'environnement, contribution de l'instrument étalonné, répétabilité ...

Mentioned expanded uncertainties correspond to two standard uncertainty types (k=2). Standard uncertainties are calculated including different uncertainty components, reference standards, instruments used, environmental conditions, calibrated instrument contribution, repeatability...

CE-DTE-L-20-PVT-78045

Pondération fréquentielle
Frequency Weighting

Pondération fréquentielle (voie interne) - Frequency weighting (primary					
0° Short windscreen	Z	A	B	C	Incertitude uncertainty (dB)
63 Hz	-0,7	-27,0	-10,1	-1,6	0,45
125 Hz	-0,6	-16,9	-4,9	-0,8	0,45
250 Hz	-0,6	-9,3	-2,0	-0,6	0,29
500 Hz	-0,4	-3,6	-0,7	-0,4	0,29
1000 Hz	-0,3	-0,3	-0,3	-0,3	0,29
2000 Hz	0,4	1,6	0,3	0,2	0,29
4000 Hz	-0,3	0,6	-1,1	-1,2	0,39
8000 Hz	-1,2	-2,8	-4,6	-4,7	0,61
16000 Hz	-1,8	-13,8	-15,6	-15,7	0,61

CE-DTE-L-20-PVE-78045

Linéarité
Linearity

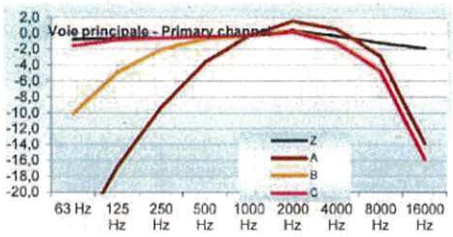
Linéatité (voie principale) *Linearity (Primary channel)*	Valeur nominale *Nominal value* (dB)	Valeur affichée *Displayed value* (dB)	Incertitudes *Uncertainty* (dB)
Leq 35 dBZ / 8000 Hz	35,0	35,0	0,23
Leq 40 dBZ / 8000 Hz	40,0	40,1	0,23
Leq 50 dBZ / 8000 Hz	50,0	50,0	0,20
Leq 60 dBZ / 8000 Hz	60,0	60,1	0,20
Leq 70 dBZ / 8000 Hz	70,0	70,0	0,20
Leq 80 dBZ / 8000 Hz	80,0	80,0	0,20
Leq 90 dBZ / 8000 Hz	90,0	90,0	0,20
Leq 100 dBZ / 8000 Hz	100,0	100,0	0,20
Leq 110 dBZ / 8000 Hz	110,0	109,9	0,20
Leq 120 dBZ / 8000 Hz	120,0	119,8	0,20
Leq 130 dBZ / 8000 Hz	130,0	129,8	0,20
Leq 134 dBZ / 8000 Hz	134,0	133,8	0,20
Leq 134 dBA / 8000 Hz	134,0	133,8	0,20
Leq 130 dBA / 8000 Hz	130,0	129,8	0,20
Leq 120 dBA / 8000 Hz	120,0	119,8	0,20
Leq 110 dBA / 8000 Hz	110,0	110,0	0,20
Leq 100 dBA / 8000 Hz	100,0	100,0	0,20
Leq 90 dBA / 8000 Hz	90,0	90,0	0,20
Leq 80 dBA / 8000 Hz	80,0	80,0	0,20
Leq 70 dBA / 8000 Hz	70,0	70,0	0,20
Leq 60 dBA / 8000 Hz	60,0	60,0	0,20
Leq 50 dBA / 8000 Hz	50,0	50,0	0,20
Leq 40 dBA / 8000 Hz	40,0	40,0	0,23
Leq 30 dBA / 8000 Hz	30,0	30,1	0,23
Leq 26 dBA / 8000 Hz	26,0	26,2	0,23

Filtre
Filter

Filtre par bande d'octave (Voie principale) *Octave filter (primary channel)*	Valeur nominale *Nominal value* (dB)	Valeur affichée *Displayed value* (dB)	Incertitudes *Uncertainty* (dB)
Leq 110 dB / 1/1 Octave / 31,5 Hz	110,0	109,9	0,5
Leq 110 dB / 1/1 Octave / 63 Hz	110,0	109,9	0,5
Leq 110 dB / 1/1 Octave / 125 Hz	110,0	109,9	0,5
Leq 110 dB / 1/1 Octave / 250 Hz	110,0	110,0	0,3
Leq 110 dB / 1/1 Octave / 500 Hz	110,0	110,0	0,3
Leq 110 dB / 1/1 Octave / 1000 Hz	110,0	110,0	0,3
Leq 110 dB / 1/1 Octave / 2000 Hz	110,0	110,0	0,4
Leq 110 dB / 1/1 Octave / 4000 Hz	110,0	110,0	0,4
Leq 110 dB / 1/1 Octave / 8000 Hz	110,0	109,9	0,4

Filtre tiers d'octave (Voie principale) *Third octave filter (Primary channel)*	Valeur nominale *Nominal value* (dB)	Valeur affichée *Displayed value* (dB)	Incertitudes *Uncertainty* (dB)
Leq 110 dB / 1/3 Octave / 25 Hz	110,0	109,9	0,5
Leq 110 dB / 1/3 Octave / 31,5 Hz	110,0	109,9	0,5
Leq 110 dB / 1/3 Octave / 40 Hz	110,0	110,0	0,5
Leq 110 dB / 1/3 Octave / 50 Hz	110,0	109,9	0,5
Leq 110 dB / 1/3 Octave / 63 Hz	110,0	109,9	0,5
Leq 110 dB / 1/3 Octave / 80 Hz	110,0	110,0	0,5
Leq 110 dB / 1/3 Octave / 100 Hz	110,0	110,0	0,5
Leq 110 dB / 1/3 Octave / 125 Hz	110,0	110,0	0,5
Leq 110 dB / 1/3 Octave / 160 Hz	110,0	110,0	0,5
Leq 110 dB / 1/3 Octave / 200 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 250 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 315 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 400 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 500 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 630 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 800 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 1000 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 1250 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 1600 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 2000 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 2500 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 3150 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 4000 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 5000 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 6300 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 8000 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 10000 Hz	110,0	109,9	0,6

Réponse acoustique
Acoustic response



OPTION DMK 01 (1/3)

Les données liées au DMK01 sont issues de la réponse en fréquence du microphone associé à l'influence typique du DMK01.
The DMK01's results describes the association of the microphone acoustical response with the tipical DMK01 influence.

Filtre par bande d'octave (DMK 01) *Octave filter (with DMK01)*	Valeur nominale *Nominal value* (dB)	Valeur affichée *Displayed value* (dB)	Incertitudes *Uncertainty* (dB)
Leq 110 dB / 1/1 Octave / 31,5 Hz	110,0	109,9	0,5
Leq 110 dB / 1/1 Octave / 63 Hz	110,0	109,9	0,5
Leq 110 dB / 1/1 Octave / 125 Hz	110,0	109,9	0,5
Leq 110 dB / 1/1 Octave / 250 Hz	110,0	110,0	0,3
Leq 110 dB / 1/1 Octave / 500 Hz	110,0	110,0	0,3
Leq 110 dB / 1/1 Octave / 1000 Hz	110,0	110,0	0,3
Leq 110 dB / 1/1 Octave / 2000 Hz	110,0	110,0	0,4
Leq 110 dB / 1/1 Octave / 4000 Hz	110,0	110,0	0,4
Leq 110 dB / 1/1 Octave / 8000 Hz	110,0	109,9	0,4

Filtre tiers d'octave (DMK 01) *Third octave filter (with DMK01)*	Valeur nominale *Nominal value* (dB)	Valeur affichée *Displayed value* (dB)	Incertitudes *Uncertainty* (dB)
Leq 110 dB / 1/3 Octave / 25 Hz	110,0	109,9	0,5
Leq 110 dB / 1/3 Octave / 31,5 Hz	110,0	109,9	0,5
Leq 110 dB / 1/3 Octave / 40 Hz	110,0	110,0	0,5
Leq 110 dB / 1/3 Octave / 50 Hz	110,0	109,9	0,5
Leq 110 dB / 1/3 Octave / 63 Hz	110,0	109,9	0,5
Leq 110 dB / 1/3 Octave / 80 Hz	110,0	110,0	0,5
Leq 110 dB / 1/3 Octave / 100 Hz	110,0	110,0	0,5
Leq 110 dB / 1/3 Octave / 125 Hz	110,0	110,0	0,5
Leq 110 dB / 1/3 Octave / 160 Hz	110,0	110,0	0,5
Leq 110 dB / 1/3 Octave / 200 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 250 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 315 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 400 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 500 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 630 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 800 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 1000 Hz	110,0	110,0	0,3
Leq 110 dB / 1/3 Octave / 1250 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 1600 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 2000 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 2500 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 3150 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 4000 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 5000 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 6300 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 8000 Hz	110,0	110,0	0,4
Leq 110 dB / 1/3 Octave / 10000 Hz	110,0	109,9	0,6

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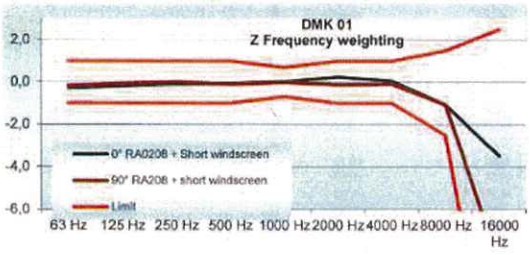
OPTION DMK 01 (2/3)

Linéatité (avec DMK01) *Linearity (with DMK01)*	Valeur nominale *Nominal value* (dB)	Valeur affichée *Displayed value* (dB)	Incertitudes *Uncertainty* (dB)
Leq 35 dBZ / 8000 Hz	35,0	35,0	0,23
Leq 40 dBZ / 8000 Hz	40,0	40,1	0,23
Leq 50 dBZ / 8000 Hz	50,0	50,1	0,20
Leq 60 dBZ / 8000 Hz	60,0	60,0	0,20
Leq 70 dBZ / 8000 Hz	70,0	70,0	0,20
Leq 80 dBZ / 8000 Hz	80,0	80,0	0,20
Leq 90 dBZ / 8000 Hz	90,0	90,0	0,20
Leq 100 dBZ / 8000 Hz	100,0	100,0	0,20
Leq 110 dBZ / 8000 Hz	110,0	109,9	0,20
Leq 120 dBZ / 8000 Hz	120,0	119,8	0,20
Leq 130 dBZ / 8000 Hz	130,0	129,8	0,20
Leq 134 dBZ / 8000 Hz	134,0	133,8	0,20
Leq 134 dBA / 8000 Hz	134,0	133,8	0,20
Leq 130 dBA / 8000 Hz	130,0	129,8	0,20
Leq 120 dBA / 8000 Hz	120,0	119,8	0,20
Leq 110 dBA / 8000 Hz	110,0	109,9	0,20
Leq 100 dBA / 8000 Hz	100,0	100,0	0,20
Leq 90 dBA / 8000 Hz	90,0	90,0	0,20
Leq 80 dBA / 8000 Hz	80,0	80,0	0,20
Leq 70 dBA / 8000 Hz	70,0	70,0	0,20
Leq 60 dBA / 8000 Hz	60,0	60,0	0,20
Leq 50 dBA / 8000 Hz	50,0	50,0	0,20
Leq 40 dBA / 8000 Hz	40,0	40,0	0,23
Leq 30 dBA / 8000 Hz	30,0	30,2	0,23
Leq 26 dBA / 8000 Hz	26,0	26,2	0,23



CE-DTE-L-20-PVE-78045

OPTION DMK 01 (3/3)

Pondération fréquentielle (avec DMK01) Frequency weighting (with DMK01)			
Z	*0° RA0208 + Short windscreen*	*90° RA208 + short windscreen*	Incertitude uncertainty
63 Hz	-0,3	-0,2	0,45
125 Hz	-0,2	-0,1	0,45
250 Hz	-0,1	0,0	0,29
500 Hz	-0,1	-0,1	0,29
1000 Hz	0,0	0,0	0,29
2000 Hz	0,2	-0,1	0,29
4000 Hz	0,0	-0,1	0,39
8000 Hz	-1,1	-1,1	0,61
16000 Hz	-3,5	-8,5	0,61
A	*0° RA0208 + Short windscreen*	*90° RA208 + short windscreen*	Incertitude uncertainty
63 Hz	-26,6	-26,4	0,45
125 Hz	-16,4	-16,3	0,45
250 Hz	-8,8	-8,7	0,29
500 Hz	-3,3	-3,4	0,29
1000 Hz	0,0	0,0	0,29
2000 Hz	1,4	1,1	0,29
4000 Hz	0,9	0,8	0,39
8000 Hz	-2,7	-2,7	0,61
16000 Hz	-15,5	-20,4	0,61
B	*0° RA0208 + Short windscreen*	*90° RA208 + short windscreen*	Incertitude uncertainty
63 Hz	-9,7	-9,6	0,45
125 Hz	-4,5	-4,3	0,45
250 Hz	-1,5	-1,4	0,29
500 Hz	-0,4	-0,4	0,29
1000 Hz	0,0	0,0	0,29
2000 Hz	0,1	-0,2	0,29
4000 Hz	-0,7	-0,8	0,39
8000 Hz	-4,5	-4,5	0,61
16000 Hz	-17,3	-22,3	0,61
C	*0° RA0208 + Short windscreen*	*90° RA208 + short windscreen*	Incertitude uncertainty
63 Hz	-1,2	-1,0	0,45
125 Hz	-0,4	-0,3	0,45
250 Hz	-0,1	0,0	0,29
500 Hz	-0,1	-0,1	0,29
1000 Hz	0,0	0,0	0,29
2000 Hz	0,0	-0,3	0,29
4000 Hz	-0,8	-1,0	0,39
8000 Hz	-4,6	-4,6	0,61
16000 Hz	-17,4	-22,4	0,61

Fin du certificat d'étalonnage End of calibration certificate

Cert. K.2 Sound Level Meter – 958A (SN. 69037)

聲學測試服務有限公司
Acoustic Testing Services Limited

Certificate of Calibration

Certificate No.

Customer: **Novox Limited**

Unit-under-test (UUT):					
Description:	Sound Analyzer	,	Microphone	,	Pre-amplifier
Manufacturer:	Svantek	,	PCB	,	PCB
Type No.:	SVAN 958A	,	377B02	,	426E01
Serial No.:	69037	,	305696	,	053414
Conditions during calibration:					
Temperature:	24°C				
Relative Humidity:	66%				
Test Specifications:	Calibration Check				
Date of calibration:	07 April 2020				
Test Results:	All calibration points are within manufacturer's specification.				

Certified by: _____
Mr. Y. T. LEUNG
MIOA, MHKIOA, MHKIQEP

Issue Date: 07 April 2020

Certificate No.: ATS20-008-CC001

Page 1 of 3

聲學測試服務有限公司
Acoustic Testing Services Limited

1. The instrument under test was allowed to stabilize in the laboratory for over 24 hours.

2. Calibration equipment:

Description:	Acoustical Calibrator
Manufacturer:	Brüel & Kjær
Type No.:	4231
Serial No.:	:
Last Calibration Date:	06th May 2019
Certificate No.:	

The test equipment used for calibration is traceable to National Standards via South China National Center of Metrology, Guangdong Institute of Metrology.

3. The sensitivity of the microphone has been adjusted by the calibration function of the Sound Analyzer (calibrated as 94.0dB at 1000Hz) before the calibration. And the adjusted sensitivity was recorded.

Adjusted Microphone Sensitivity (mV/Pa)	51.80

4. The Sound Analyzer has been calibrated in accordance with the requirements as specified in IEC 61672 Class 1, and vendor specific procedures.

5. The values given in this certification only related to the values measured at the time of the calibration and any uncertainties quoted will not allowance for the equipment long-term drift, variations with environmental changes, vibration and shock during transportation, overloading, mis-handling, or the capability of any other laboratory to repeat the calibration. Acoustic Testing Services Limited shall not be liable for any loss or damage resulting from the use of the equipment.

6. Calibration Results

Setting of unit-under-test (UUT)				Applied value		UUT Reading, dB	IEC 61672-1 Class 1 Tolerance Limits, dB	Conclusion
Range, dB	Parameter	Frequency Weighting	Response	Level, dB	Frequency, Hz			
-10-140	SPL	A	F	94.00	1000	94.0	± 1.1	PASS
			S			94.0	± 1.1	PASS
			I			94.0	± 1.1	PASS
		C	F			94.0	± 1.1	PASS
			S			94.0	± 1.1	PASS
			I			94.0	± 1.1	PASS
		L	F			94.0	± 1.1	PASS
			S			94.0	± 1.1	PASS
			I			94.0	± 1.1	PASS
		A	F	114.00	1000	114.0	± 1.1	PASS
			S			114.0	± 1.1	PASS
			I			114.0	± 1.1	PASS

Cert. K.3 Acoustic Calibrator - SV35A (SN. 90243)

聲學測試服務有限公司
Acoustic Testing Services Limited

Certificate of Calibration

Certificate No. ATS20-008-CC002

Customer:	**Novox Limited**
	ɔtan,
Unit-under-test (UUT):	
Description:	Acoustic Calibrator
Manufacturer:	Svantek
Type No.:	SV35A
Serial No.:	90243
Conditions during calibration:	
Temperature:	24°C
Relative Humidity:	66%
Test Specifications:	Calibration Check
Date of calibration:	07 April 2020
Test Results:	All calibration points are within manufacturer's specification.

Certified by: _____

Mr. Y. T. LEUNG
MIOA, MHKIOA, MHKIQEP

Issue Date: 07 April 2020

1. The instrument under test was allowed to stabilize in the laboratory for over 24 hours.

2. Calibration equipment:

	Type	Serial No.	Last Calibration Date	Calibration Report Number	Traceable to
Sound Analyzer	2270	2821591	08-Nov-2019	AV190173	SCL, HKSAR
Reference Microphone*	B&K 4189	2799478	08-Nov-2019	AV190173	SCL, HKSAR

The test equipment used for calibration is traceable to Standards and Calibration Laboratory, the Government of the HKSAR.

3. Calibration Results

Nominal value dB	Measured value dB	Expanded Measurement Uncertainty of Reference Microphone B&K 4189 at 1000 Hz dB
94.00	93.80	0.20
114.00	113.80	0.20

- End of the report -

Urgent
RE: S.16 Application No. A/YL-MP/308 - Comments from EPD on Draft FI (Advance submission of 11.2.2022) - EPD's comments24/02/2022 10:13
From: <mwchan@
To: <tpbpd@pland.gov.hk>
Cc: <ayycheung@pland.gov.hk>, <ccmcheung@pland.gov.hk>, <pyleung@pland.gov.hk>, <btung@pland.gov.hk>, <ting.cai k>, "Sandra Law" <sandra(>, <shlaw >, "'Po Lam Chan'" <plchan@
File Ref:

1 Attachment

C210110W-03-K Air Quality Study Report.pdf

Dear Sir/Madam,

Herewith please find our formal submission of the Air Quality Impact Assessment Report as attached for the captioned application.

Should there be any questions, please feel free to contact the undersigned.

Kind regards,
Chan Mei Wa
Elite Motors Ltd

From: btung <btung@pland.gov.hk>
Sent: Wednesday, February 23, 2022 4:21 PM
To: mwchan@
Cc: ayycheung@pland.gov.hk; ccmcheung@pland.gov.hk; pyleung@pland.gov.hk
Subject: S.16 Application No. A/YL-MP/308 - Comments from EPD on Draft FI (Advance submission of 11.2.2022) - EPD's comments

Dear Ms. CHAN,

We refer to your advance submission of the revised AQIA submission (version J) vide email dated 11.2.2022. Please note EPD has the following comments :

- Page 12, 1st paragraph: Please remove "according to relevant regulations" in the last line.

Other than the above textual comment, it is expected that with implementation of mitigation measures recommended in the AQIAR, the proposed use will unlikely cause adverse air quality impact.

Please revise the AQIA report accordingly in your formal submission of the further information to the Town Planning Board.

Kind regards,

Benjamin TUNG
TPG/YLE1,
DPO/FS&YLE, PlanD
Tel: 3168 4049

Air Quality Impact Assessment Report for Proposed Car Test Centre in D.D. 104 Yuen Long

C210110W-03-K

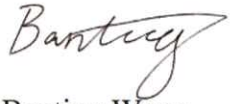
PREPARED FOR

Town Planning Board

PREPARED BY

Eddy Ng
BSc(Hons), MHKIOA, MIOA, MMOIA,
MIET, MAES, MASHRAE, MHKEnv, BEAM Pro

APPROVED BY



Banting Wong
MSc, CEng, MIOA,
MHKIOA, AFCHKRI, MHKIEIA, MHKIQEP

23 February 2022

NOVOX Limited
Tel: (852) | Fax: (852) |

in

Contents

1. Introduction

Novox Limited is commissioned by Elite Motors Limited (Elite) to conduct an Air Quality Impact Assessment for the Proposed New Car Testing Centre (the Centre) at Sub-section 45 of Section B of Lot No. 3250 in D.D. 104 of Yuen Long, which is next to the Clubhouse of Royal Camellia, Fairview Park Boulevard.

This assessment studies the potential air quality impact associated with the operation of the Centre and presents clear and concise qualitative justifications on the air quality impact together with sufficient layout drawings and measurement data indicating the sources and concentration of air pollutions generated by relevant cars' testing activities.

Air quality monitoring for an existing car testing centre, which is the Ankor Motors Vehicle Inspection & Engine Oil Center (referred to as the existing car testing facility, the address is Ground Floor of Tin's Centre Block 9, 3B Hung Cheung Rd, Tuen Mun), was conducted from 24 to 25 May 2021.

The existing car test facility has similar testing equipment and the same operating procedures as the proposed testing centre. It could be deduced that the measurement result of the existing car test facility will be highly similar to the proposed new test centre.

The findings of the assessment are used to assess the implications to the closest residential premises for the proposed car testing centre from the air quality perspective.

2. Project Description and Site Environment

2.1 Location and Design Overview of the Testing Centre

The Car Testing Centre is proposed to be constructed at sub-section 45 of Section B of Lot No. 3250 in D.D. 104 of Yuen Long, as shown in **Figure 2.1**. The surrounding uses of the Project Site are mainly small village-type developments, wash houses, motor trading shops, and scattered building structures intended primarily for industrial uses.

Figure 2.1 Proposed Car Testing Centre Location

The site boundary B1 (red line) is the entrance and exit of the Proposed Centre which will be opened towards the street, whereas the rest of the building, including the boundary B2, B3, B4, and the whole roof will be fully sealed.

Figure 2.2 Identified Locations of Air Sensitive Receivers

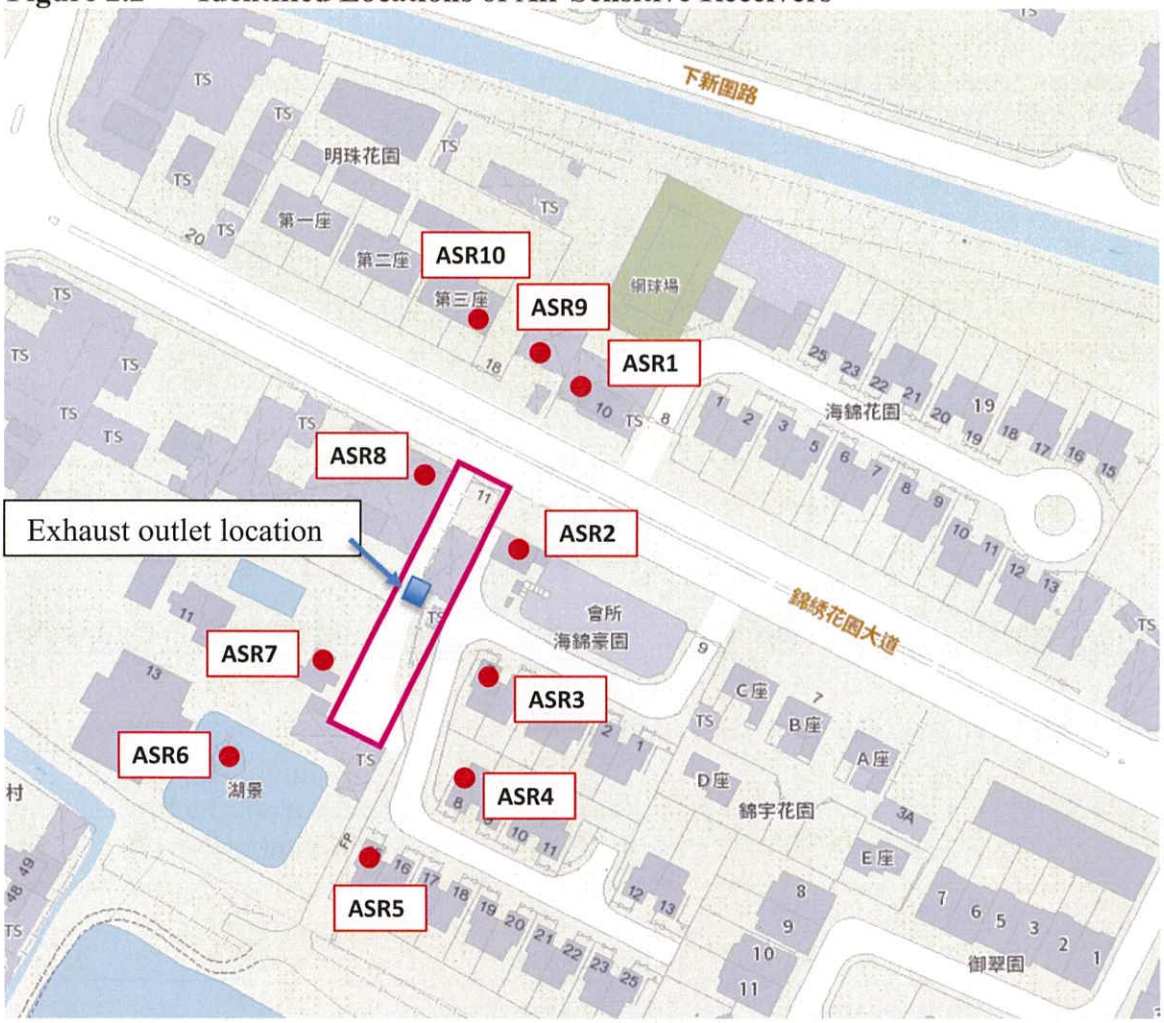


Figure 2.2(a)

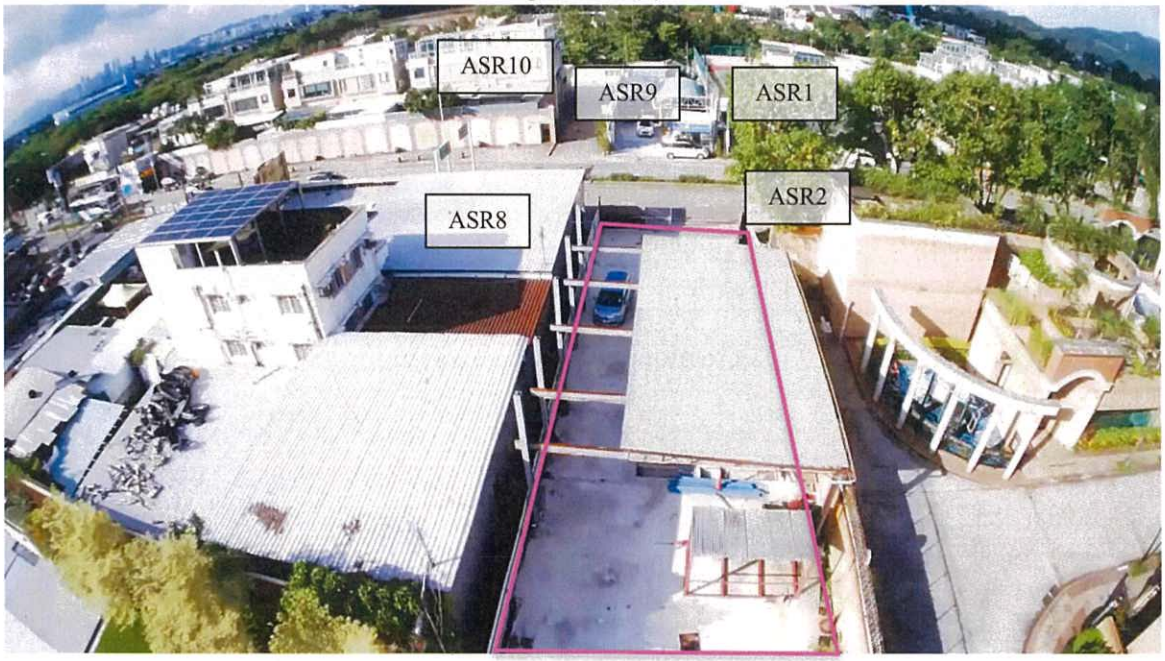


Figure 2.2(b)

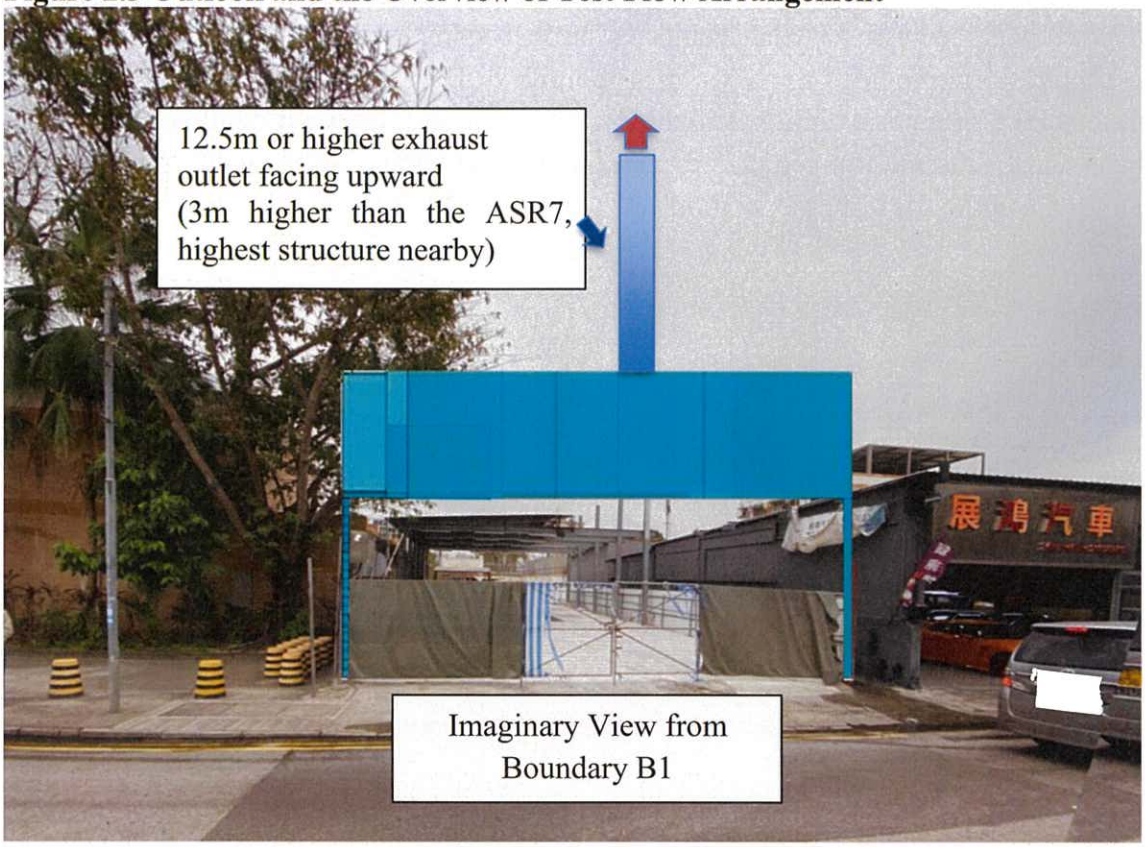
Figure 2.2(c)

Table 2.1 Summary Information of ASR

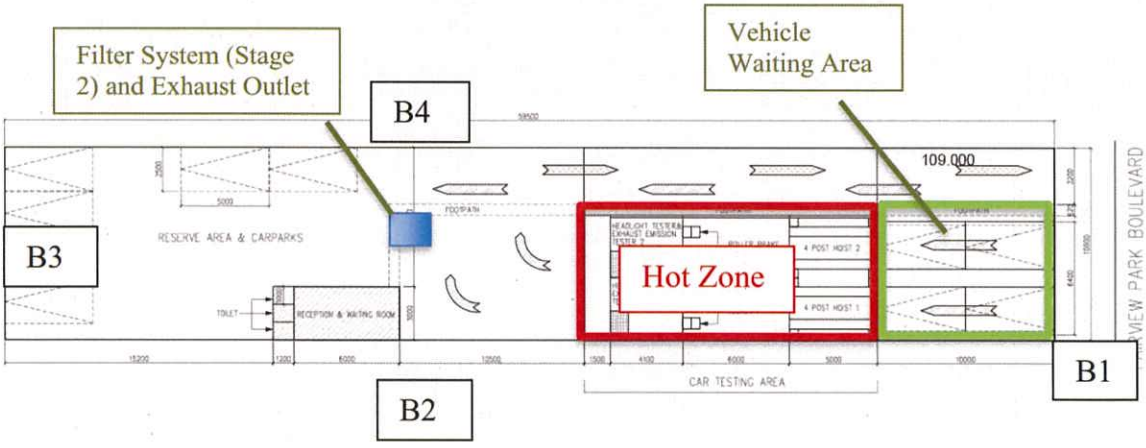
ASRs	Description	Use	Approximate Horizontal Distance from the Project Boundary (m)
ASR1	10 Villa Camellia	R	25
ASR2	Club House – Royal Camellia	Rec	10
ASR3	7 Royal Camellia	R	15
ASR4	8 Royal Camellia	R	16
ASR5	15 Royal Camellia	R	25
ASR6	Lake Park	Rec	24
ASR7	Residential	R	6
ASR8	Chin Hung Motor Trading	C	6
ASR9	Temporary Car Parking Area	C	30
ASR10	Helene Terrace Block 3	R	35

Note: R – Residential; Rec – Recreational; C – Commercial

Figure 2.3 Outlook and the Overview of Test Flow Arrangement



(a) Design Outlook



(b) Vehicle Test and Inspection Flow (Top View)

The overall design outlook and the overview of vehicle test and inspection flow arrangement inside the Centre are proposed in **Figure 2.3** and **Appendix A**.

2.2 Vehicle Inspection Workflow and Possible Air Quality Pollution

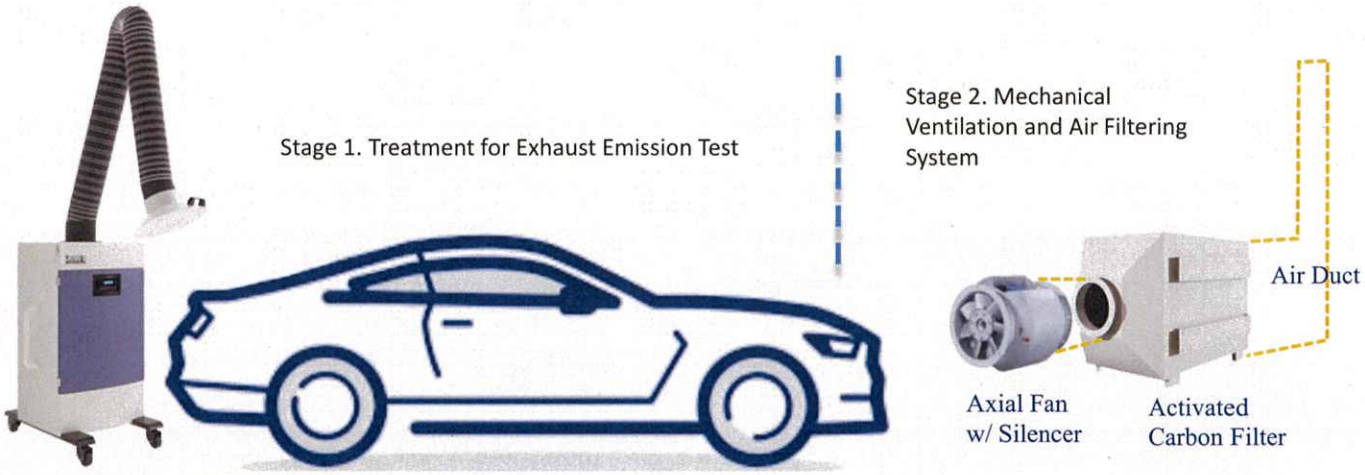
The Centre is to serve private cars and light goods vehicles from 0830 to 1830 hrs, excluding Sunday and public holidays. The capacity limit of the Centre is to test four (4)

vehicles in 30 mins (maximum 80 vehicles a day), which includes a total of nine (9) inspection procedures for each vehicle. The inspection results will be recorded in the inspection form provided as shown in **Appendix B**. During the test, the driver shall step on the brake to exhaust burnt gas in the hot zone (details refer to **Appendix C**) as well as the exhaust emission test, which are considered as the mere air pollution generating steps during the entire car testing operation.

3. Proposed Air Purification and Ventilation System

A 2-Stage air purification and ventilation system is proposed to handle the exhaust burnt gas in order to eliminate the impact to the vicinities.

Figure 3.1 2-Stage Air Purification and Ventilation System



3.1. Treatment for Exhaust Emission Test

One set of air purifying machine Laserfumego® model NEW-700 (capacity 750m^3/h, windspeed 26-33m/s) will be setup to purify the burnt gas during the Exhaust Emission Test.

Given the normal exhaust jet velocity is normally 2m/s or less, the NEW-700 purify system provides enough pressure difference to serve the exhaust gas collection purpose. The special designed air inlet will be set up 30-50cm close to the vehicle exhaust pipe **(Figure 3.2)**, aiming to collect the most exhaust gas.

The preliminary estimation of the life time of Active Charcoal cartridge in NEW-700 is provided as follows:

Table 3.1 Calculation of Active Charcoal Life Time

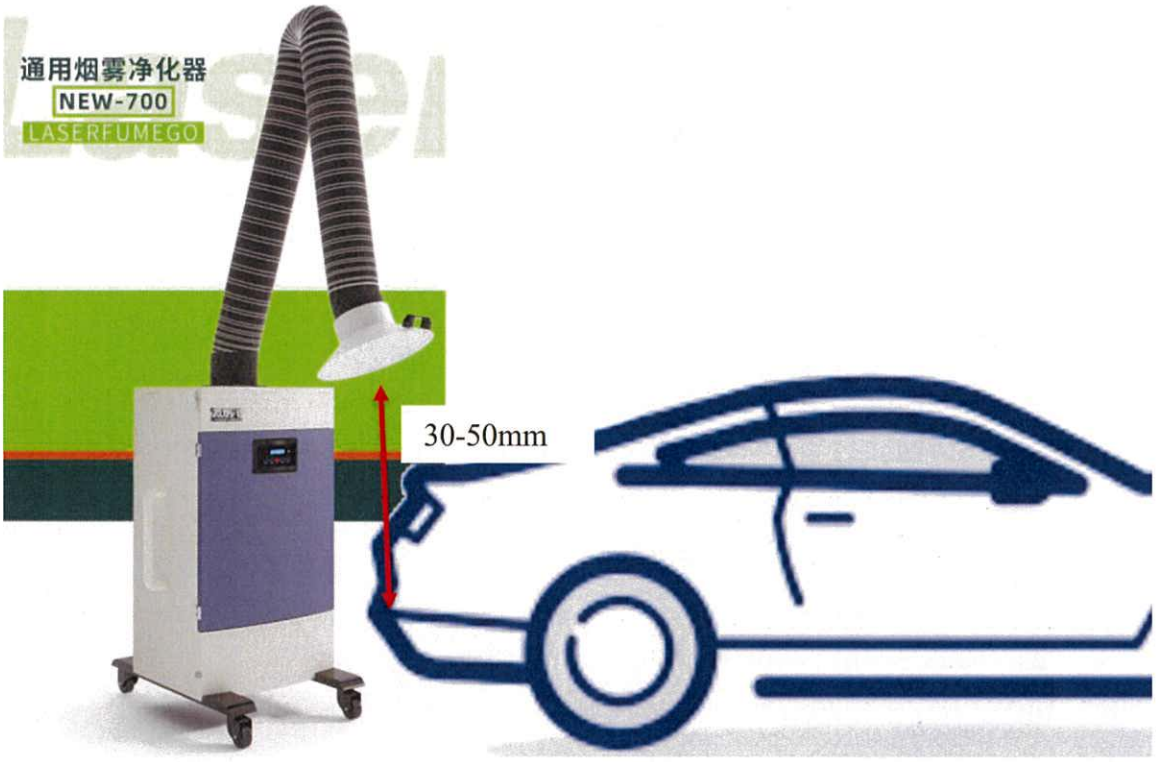
Item	Calculated Figure for Reference
Weight of Active Charcoal	17,500g (17.5kg)
Waste Gas Absorption Capacity	5,250g
Concentration of Waste Gas from Exhaust Pipe	0.01g/m^3 (10,000μg/m^3, worst case)
Jet Velocity	2m/s
Exhaust Pipe Cross Section	0.007854 m^2
Max Exhaust Gas Volume	75.4 m^3 (80mins testing duration per day)
Generate Waste Gas	0.75 g/day
Calculated Lifetime of Active Charcoal	19 years max.

From the calculation in **Table 3.1**, the cartridge is sufficient to absorb the waste gas in long term. The Laserfumego® model NEW-700 is also equipped with an alarm system to monitor the effectiveness of the purifier cartridge. The catalogue is provided in **Appendix G**. The laboratory test reports showing the capability of the Laserfumego® exceeds the requirement of Guangdong province are attached for reference.

The reference efficiency data of the Laserfumego® model NEW-700 is provided in **Table G1** of **Appendix G**. The details can be referred to the description of *Combination and Efficiency of Laserfumego® Filter Cartridge* in **Appendix G**.

Regular maintenance and sufficient spare parts (two redundant sets of filters) of the air filtering system will be available on-site to avoid depletion of the air filtering system not meeting the designed air pollutant removal efficiency.

Figure 3.2 Imaginary Setup of the Air Purify Machine for Exhaust Test



3.2. Mechanical Ventilation and Air Filtering System

A mechanical ventilation system (referred to Stage 2 in **Figure 3.1**) with its exhaust outlet will be installed at middle of the building, facing upward to avoid accumulation of air pollutants causing air pollutant nuisance to the surroundings. The location of the exhaust outlet is proposed to be built in the middle of the centre, which shall be the most appropriate location away from the ASRs, as shown in the **Figure 2.2 (a)** and **Figure 2.3(b)**.

The ventilation system will be equipped with Systemair AXC-EX 450-7/32°-4 axial fan, MYG MVL2 silencers and activated carbon plant and particulate filters to control air pollutants in the garage, e.g. engine smoke and VOC, the catalogue is provided in **Appendix G**.

All the testing and inspection works will be conducted on G/F. The lounge providing water and soft drinks for clients is planned to be set up on 1/F.

3.3. Air Quality Monitoring for Air Filtering System

Real-time Air Quality Monitoring System (AQMS) is proposed to be installed permanently in the middle of the ventilation duct, at downstream of the Mechanical Ventilation and Air Filtering System to verify the effectiveness of the 2-Stage air purification system.

The AQMS is certified as CCEP (China Certification of Environmental Products) with certification number: CCAEPI-EP-2019-1022 by CCAEPI (established by the administrative order of Ministry of Ecology and Environment of the People's Republic of China (MEEPRC)). The certification process ensures the production, accuracy and calibration process of the specified product meets the standards and requirements (CCAEPI-GK-305-2009, *The Requirement of Quality Assurance Capability of Environmental Protection Product Manufacturers* published by the MEEPRC. The system will be calibrated quarterly to ensure the system accuracy.

The AQMS it comes with a two-levels Alert-Action mechanism to trigger the red light and beeping switch once the pre-set Alert concentration level is detected. Once the red light for Action Level is triggered, the following actions will be taken:

- Test procedure will be shut down;
- The cartridge of purify system will be replaced with a new set;
- Investigation will be conducted by the professional person;
- Novox Ltd. will provide identical AQMS to verify the system in the centre.

Default configured sensor information is summarized provided in **Table 3.2** and the details could be referred to **Appendix H**.

The AQMS will automatically generate and push the readings to the cloud in 1-minute interval. In addition, the Alert Level is set well below the AQOs so that staff would have sufficient time to respond to the undesirable air quality conditions and take actions swiftly. Proposed Alert and Action Levels during the operation is proposed in **Table 3.3**.

Table 3.2 AQMS Sensor Information

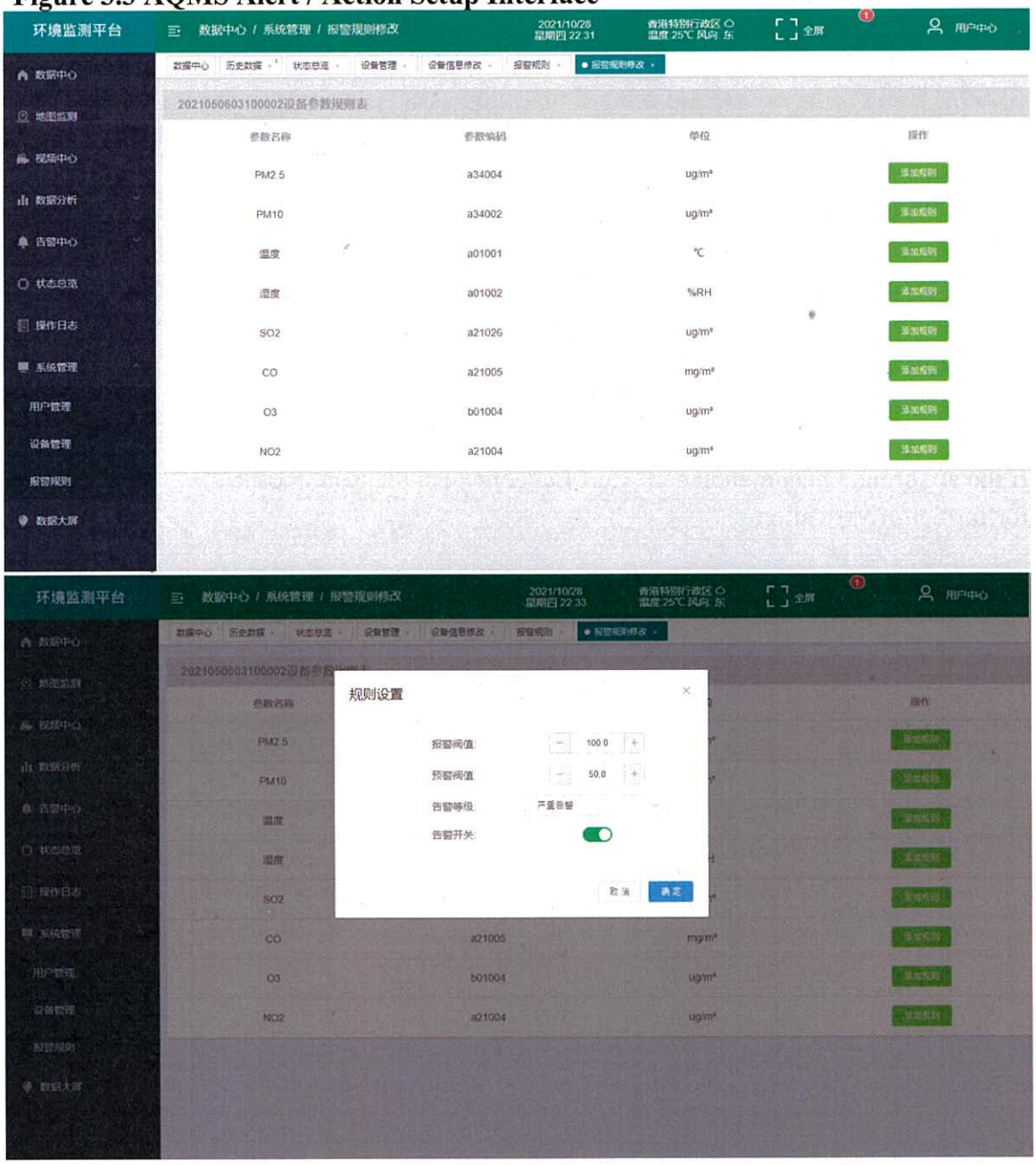
Sensor Item	Manufacturer	Origin	Sensor Model	Measurement Range	lowest detection limit	Remark
PM_{10} Sensor	Beijing Plantower Co., Ltd	China	PMS5003 Series	0 to 1,000 $\mu g/m^3$	1 $\mu g/m^3$	The sensor modules could be changed upon different measurement range requirement.
$PM_{2.5}$ Sensor				0 to 1,000 $\mu g/m^3$	1 $\mu g/m^3$	
NO_2 Sensor	Alphasense Ltd.	UK	NO2-B43F	0 to 20ppm / 37,636$\mu g/m^3$ Performance Warranty by Alphasense	<3ppb / 5.6 $\mu g/m^3$	
SO_2 Sensor			SO2-B4	0 to 20ppm / 262mg/m^3 Performance Warranty by Alphasense	<2ppb / 5.2 $\mu g/m^3$	

Table 3.3 Proposed Alert and Action Levels

	Alert Level - Red Light Triggered	Remark	Action Level - Test procedure will be shut down	Remark
PM_{10}(RSP)	hourly averaged level 100 $\mu g/m^3$	-	hourly averaged level 150 $\mu g/m^3$	Rolling daily averaged level shall NOT exceed 24-hour AQOs Limit 100 $\mu g/m^3$
$PM_{2.5}$(FSP)	hourly averaged level 55$\mu g/m^3$	-	hourly averaged level 75 $\mu g/m^3$	Rolling daily averaged level shall NOT exceed 24-hour AQOs Limit 50 $\mu g/m^3$
NO_2	hourly averaged level 130 $\mu g/m^3$	65% of 1-hour AQOs Limit	hourly averaged level 170 $\mu g/m^3$	85% of 1-hour AQOs Limit
SO_2	10 mins averaged level 325 $\mu g/m^3$	65% of 10mins AQOs Limit	10 mins averaged level 425 $\mu g/m^3$	85% of 10mins AQOs Limit

If the abnormal phenomenon and Alert Level persist, the testing centre will be shut down for further investigation.

Figure 3.3 AQMS Alert / Action Setup Interface



The specification of the system is the same as the system described in **Section 5**.

4. Potential Air Quality Impact During Operational Phase

The air quality in the vicinity of the Project Site is primarily affected by road traffic emissions of the surrounding road network. The Air Pollution Control Ordinance (APCO) provides the statutory authority for controlling air pollutants from a variety of sources. The Hong Kong Air Quality Objectives (AQOs), which stipulate the statutory limits of air pollutants and the maximum allowable numbers of exceedance over specific periods should be met. The nearest EPD air quality monitoring station (AQMS) is at Yuen Long District Office, Yuen Long. The air quality monitoring data for Respirable and Fine Suspended Particulates, Nitrogen Dioxide, Sulphur Dioxide, and Ozone are summarized in **Table 4.1**.

Table 4.1 Air Pollutant Concentrations Measured at the EPD's Yuen Long AQMS

Pollutant	Averaging Time	Concentration Limits ($\mu g/m^3$)	Number of exceedances allowed	Concentration ($\mu g/m^3$) [i]					Remark
				2016	2017	2018	2019	2020	
PM_{10}	24-hour	100	9	86	87	75	83	77	10th highest conc.
	Annual	50	NA	37	40	37	37	30	NA
$PM_{2.5}$	24-hour	50	9	63	52	46	45	36	10th highest conc.
	Annual	25	NA	23	22	20	20	16	NA
NO_2	1-hour	200	18	149	156	150	161	135	19th highest conc.
	Annual	40	NA	**46**	**41**	**43**	**44**	**32**	NA
SO_2	10-minute	500	3	58	80	52	42	26	4th highest conc.
	24-hour	50	3	17	20	16	11	10	4th highest conc.
O_3	8-hour [ii]	160	9	**143**	**175**	**162**	**200**	**154**	10th highest conc.

Note:
[i] **Bolded** concentrations indicate exceedance of the air quality objectives
[ii] Daily maximum running 8-hour

The air quality data from the EPD air quality monitoring station indicate that most of the air pollutants in this area meet the air quality objectives except for the annual average concentration of Nitrogen Dioxide in 2016-2019 and Ozone in 2017-2019.

The nearest Air Sensitive Receivers (ASR) is the ASR7, which located to the west of the Project Site. Potential sources of air quality impacts would be pollutants generated from the vehicle exhaust pipe when the driver steps on the brake to exhaust burnt gas in the hot zone during the test procedure Step 4 and Step 5 as shown in **Appendix A**. The duration

of these 2 air pollutants generated tests is approximately 10s to 1 minute maximum, less than 1.5 mins in total.

To evaluate the air quality impact, a qualitative air quality measurement was conducted at the existing car testing centre, which possesses very similar testing equipment and identical operation procedures with the proposed new Centre.

5. Air Quality Measurement of Existing Car Testing Centre

The address of the existing car testing centre subject to 2-days air quality measurement is G/F, Tin's Centre Block 9, 3B Hung Cheung Rd, Tuen Mun. The measured concentration data of the air pollutants generated during normal operation situations is used to assess the pollutant implications to the closest residential premises from the air quality perspective for the proposed car testing centre.

5.1. Measurement Equipment

The air quality measurement was conducted using two sets of portable air quality monitoring stations. **Table 5.1** shows the information on equipment for air quality monitoring. Equipment catalogues and relevant calibration certificates are provided in **Appendix E**.

Table 5.1 Air Quality Measurement Equipment

Equipment	Model & Manufacturer	Quantity	Calibration Expiry Date
Portable Air Quality Monitoring Station	Model: OSEN-AQMS Manufacturer: Shenzhen OSEN Cleanroom Tech. Ltd.	2	4 May 2022

5.2. Maintenance / Calibration of the Monitoring Equipment

The portable air quality monitoring equipment is calibrated at a 1-year interval.

5.3. Measurement Date and Locations

Air quality monitoring was conducted from 24 May 2021 to 25 May 2021 at the entrance of the car testing centre and the exhaust testing area (Inspection Procedure 5). The air pollutant concentrations in the Inspection Procedure 5 area are considered to be the highest inside the car testing centre.

The total number of vehicles subject to test in the existing car testing centre is 69 vehicles on 24th May and 73 vehicles on 25th May. Which is close to the capacity limit (maximum 80 cars a day) of the proposed test centre. Thus, the measurement result is considered to be very similar to the worst scenario of the proposed test centre.

The air quality monitoring equipment was mounted at approximately 1.8m above ground by a tripod for 24 hours continuous monitoring which captured the pollutant concentrations for every single step of the testing operation during the 2 measurement days.

6. Air Quality Measurement Results and Justification

The measurement results and comparison with the air quality monitoring data shown in Hong Kong's Air Quality Objectives for the respective statutory averaging time of the 2 nos. sampling locations are summarized in **Table 6.1** and **Table 6.2** respectively.

Since the test centre served 69 and 73 vehicles on 24th and 25th May almost reached the capacity limit of the test centre, the data is considered could represents the daily average of the concentrations. The charts of measurement data in different time intervals are shown in **Appendix E**.

Table 6.1 Air Quality Measurement Result (Exhaust Testing Area)

Pollutant	Averaging Interval	Concentration (µg/m³)				Compliance Judgement
		Limit	Minimum	Maximum	Average 24th / 25th	
PM_{10}	24-hour	100	16.0	17.5	16.0 / 17.5	Yes
$PM_{2.5}$	24-hour	75	13.5	14.8	13.5 / 14.8	Yes
NO_2	1-hour	200	7.2	12.8	10.1 / 10.2	Yes
SO_2	10-minute	500	4.1	635.7#	40.9 / 43.7	Yes#
	24-hour	125	40.9	43.7		Yes
O_3	8-hour	160	39.2	47.0	43.5 / 50.6	Yes

Averaged values complied with Hong Kong's Air Quality Objectives. Only one 10mins average reading exceeded 500 µg/m³ in 2 days monitoring.

Table 6.2 Air Quality Measurement Result (Test Centre Entrance)

Pollutant	Averaging Interval	Concentration (µg/m³)				Compliance Judgement
		Limit	Minimum	Maximum	Average 24th / 25th	
PM_{10}	24-hour	100	16.7	18.2	16.7 / 18.2	Yes
$PM_{2.5}$	24-hour	75	14.1	15.5	14.1 /15.5	Yes
NO_2	1-hour	200	8.9	32.4	17.1 / 15.5	Yes
SO_2	10-minute	500	4.1	114.2	16.1 / 17.0	Yes
	24-hour	125	16.1	17.0		Yes
O_3	8-hour	160	44.2	54.2	43.5 / 48.7	Yes

In general, the concentration of air pollutants is much lower than the AQOs. All pollutants measured at both monitoring locations are lower than the AQOs except 10-minute average SO_2 which concentration measured at the Exhaust Testing Area slightly exceeds once at approximately 13:20 hours on 24 May 2021. This may be due to a car with insufficient maintenance. Particulate matters, NO_2 and O_3 measured near the entrance are higher than inside the centre which may most likely be due to the prevailing atmospheric air quality impact from outside of the centre.

Although there were slight exceedances of 10-min average SO_2 at the exhaust testing area for a short duration, no exceedance was measured near the entrance which is the only exhaust out of the centre. Therefore, the air quality impact associated with the car testing activities on surrounding ASRs is considered to be insignificant.

Given the small scale of the proposed car testing centre in Yuen Long together with the above measurement findings, very short pollutant generating duration, and air pollutant dispersion effect in the atmosphere, air pollutant emissions due to car testing activities is unlikely to be significant, it would unlikely cause an adverse air quality impact to the

representative ASRs exceeding the concentration limits adjacent to the proposed car testing centre at Sub-section 45 of Section B of Lot No. 3250 in D.D. 104 of Yuen Long.

To further guarantee the nearest ASRs would not be subject to unacceptable air quality impact, the project applicant will install a mobile air pollutant extraction system, a mechanical ventilation system with its exhaust outlet equipped with activated carbon plate and particulate filters. The outlet will be designed to be located away from the nearby residents or other receptors to avoid accumulation of air pollutants causing air pollutant nuisance to the surroundings. The proposed mechanical ventilation system, air quality filtration system and the silencer are shown in **Appendix G**.

Appendix A. General Inspection Procedure

General Inspection Procedure

Work Flow	Equipment / Device	Catalogue/TDS	Catalogue/TDS for Reference
1	Four Post Hoist	Ravaglioli / RAV4405E	
2	Axle Jacking Beam		Sirio / J20PNX
3	Play Detector	OMER / SPC4B	
4	Brake Tester + Weighing Device + Printer	NUSSBAUM / BT400	
5	Four Gas Analyser / Smoke Meter RTM430 (included)	Bosch / BEA350	
6	Headlamp Tester	NUSSBAUM / HLT610	
7	Tint Meter	Laser Labs / TM200	
8	Tyre Tread Deep Gauge		Frienda

Appendix B. Private Car / LGV Test Record Form

Annex A 1

PRIVATE CAR / LGV TESTING SCHEME 私家車/輕型貨車輛檢驗計劃

編號 Serial No. :

Inspection Form/Defect List 檢驗表格及修理通知令

驗車中心 Testing Centre : AML_TM

Time in :

Time out :

車輛登記號碼 Vehicle Reg. Mark:	日期 Date :	車身識辨號碼 Chassis No.:	哩數 Recorded Mileage :
廠名 Make :	型號/類型 Model/Type:	製造年份 Year of Manufacture:	收據號碼 Receipt No. :

Approved Car Tester and Responsible Person are reminded to declare to Transport Department of any conflict of interest on the inspected vehicle
現提醒各認可車輛測試員及負責人，若與接受檢驗車輛有利益關係時需向運輸署作出申報。

Code 項目	Description 說明	Check 檢驗	Details of Defects 欠妥詳情
1.1	Service brake pedal 腳制踏板		
1.2	Service brake hydraulic system 制動液壓系統		
1.3	Service brake linkages 制動連桿		
1.4	Service brake linings and / or pads 制動皮片 / 墊片		
1.5	Parking brake 停泊制動		
1.6	Brake test 腳制制動效率測試		
2.1	Steering wheel & column 轉向盤和轉向通		
2.2	Steering mechanism 轉向組件		
2.3	Power steering 動力轉向系統		
2.4	Front wheel bearings, stub axles & hubs 前輪軸承、軸套及轉向節軸		
3.1	Sub-frames 副架		
3.2	Coil spring or displacer units 螺旋彈簧		
3.3	Leaf springs 葉片彈簧		
3.4	Shock absorbers 避震器		
3.5	Front & rear suspension joints 前後懸掛連接裝置		
4.1	Tyre 輪胎		
4.2	Road wheel / nuts / studs 車輪 / 螺帽 / 螺栓		
5.1	Engine mounting & bracket 引擎支承位及碼		
5.2	Exhaust pipe/silencer 排氣管 / 減聲器		
5.3	Propeller shaft coupling 傳動軸及萬向節頭		
5.4	Smoke emission 排放污染物		
5.5	Oil leak 漏油情況		
6.1	Headlamps 車頭大燈		
6.2	Front & rear lamps 前燈及後燈		
6.3	Stop lamp 停車燈		
6.4	Front, rear & side direction indicators & hazard warning device 前、後燈及旁邊轉向指示燈及壞車警告燈		
6.5	Registration mark plate lamp 尾牌燈		
6.6	Obligatory reflector 強制性反光體		
6.7	Electrical wiring 電綫		
6.8	Battery 蓄電池		
7.1	Condition of vehicle structure & body		
7.2	車架結構及車身情況		
7.3	Doors, hinges & seats		
7.4	門、門鉸及座位		
7.5	Windscreen / window glass 擋風玻璃/門窗玻璃		
8.1	Registration mark plate 車牌		
8.2	Windscreen wipers & washers		
8.3	擋風玻璃刮水器及噴洗器		
8.4	Reflecting mirror 反射鏡		
8.5	Speedometer 速度錶		
8.6	Fuel tank / fuel tank cap		
8.7	燃料箱及燃料箱蓋		
8.8	Seat belts 座位安全帶		
8.9	Horn 喇叭		
*9.1	Protective partition 保護隔板		
*9.2	Goods compartment window blanking 載貨區車窗封閉物		

Brake Force in Kgs / N 制動數值以 公斤 / 牛頓 計

	LH / 左	RH / 右	Total / 合計
Front / 前			
Rear / 後			
停泊制動			
Parking brake			

Efficiency 效能

Service Brake/腳制	%
Parking brake/停泊車制	%
Vehicle Weight/車重	Kgs

設備	線道
頭燈檢驗儀	
廢氣測試機	
車輛升降台	
制動測試機	

Result of Emission Testing

Positive ignition engine

CO	:	% Vol
	Idle :	
	High Idle :	
Lambda		
HC		(ppm vol.)

Compression ignition engine

	(HSU/m^{-1})
Test 1	
Test 2	
Test 3	
Average	

AXLE 1	前軸	Kgs
AXLE 2	後軸	Kgs
G.V.W.	總重	Kgs

* Goods Vehicle Only 只適用於貨車

Note 註 : X = Defect 欠妥

Shaded items will not be subject to a re-examination fee. 陰影項目為無需收費之覆驗項目。

The above vehicle having been tested in accordance with Section 83 & 85 of the Road Traffic Ordinance was found to have the defects listed above, and therefore cannot be issued with a Certificate of Roadworthiness.
上述車輛按照道路交通條例經過檢驗後，證實有上列修理項目，故不能簽發宜於道路上使用證明書。

Approved Car Tester's Name: 認可車輛測試員姓名 _____ Date : 日期 _____

Approved Car Tester's Signature : 認可車輛測試員簽名 _____ Tester's No. : 測試員編號 _____

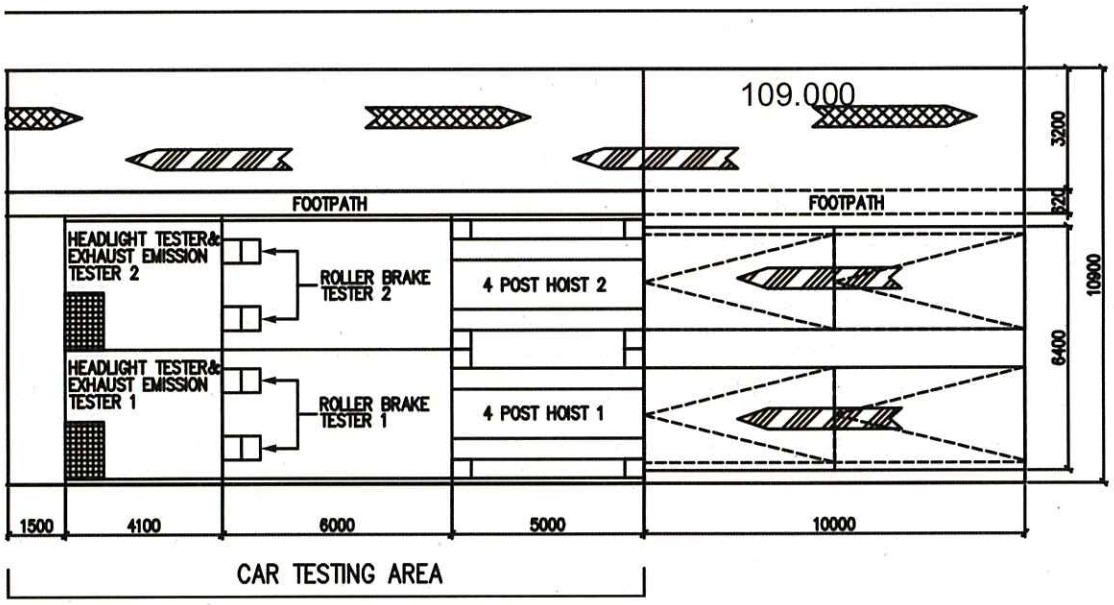
The above vehicle has been examined and found Roadworthy and is issued with Certificate of Roadworthiness No.
上述車輛經過檢驗後證實適宜在路上行駛並已簽發宜於道路上使用證明書，證書編號 :

Approved Car Tester's Name: 認可車輛測試員姓名 _____ Date : 日期 _____ Certificate No. : 證明書編號 _____

Approved Car Tester's Signature : 認可車輛測試員簽名 _____ Tester's No. : 測試員編號 _____

Last updated : 31/05/2013

Appendix C. Proposed Arrangement of Hot Zone

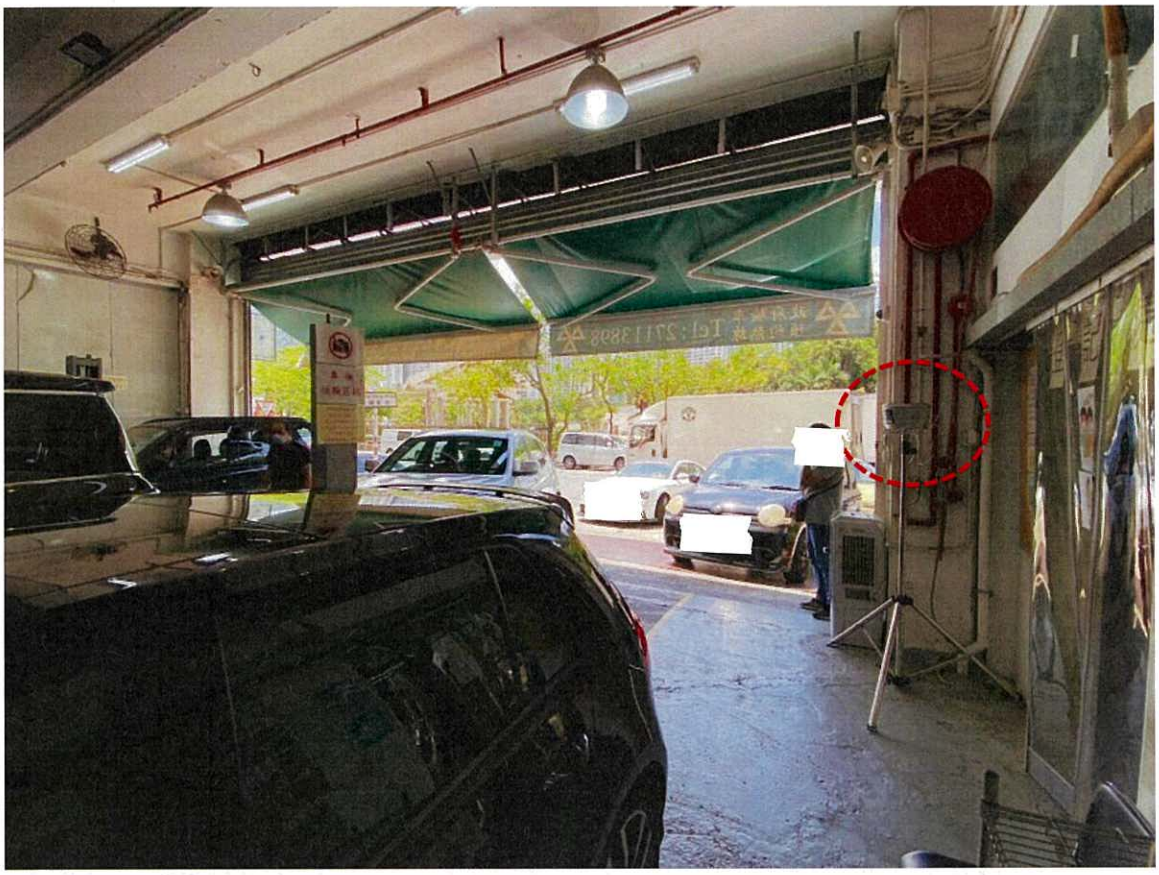


Appendix D. Existing Car Testing Facility

Figure D.1 Address of Existing Car Testing Facility

Figure D.2 Air Quality Monitoring at Exhaust Testing Area

Figure D.3 Air Quality Monitoring at the Entrance of the Car Testing Centre



Appendix E. Calibration Certificates and Relevant Information of Air Quality Monitoring Equipment

中国环境保护产品认证

CEP

中国环境保护产品认证证书

证书编号：

申请单位名称：深圳市奥斯恩净化技术有限公司

申请单位注册地址：深圳市宝安区福永街道凤凰社区岭北六路21号A栋3层

制造商名称：深圳市奥斯恩净化技术有限公司

制造商地址：深圳市宝安区福永街道凤凰社区岭北六路21号A栋3层

生产厂名称：深圳市奥斯恩净化技术有限公司

生产厂地址：深圳市宝安区福永街道凤凰社区岭北六路21号A栋3层

产品名称：微型环境空气质量（PM_{10}、PM_{25}、SO_2、NO_2、O_3、CO、TVOC）监测系统

产品商标/型号/规格：OSEN-AQMS型

产品标准/技术要求：《环保产品认证实施规则 微型环境空气质量监测系统》（CCAEPI-RG-Y-040）

认证模式：工厂（现场）检查+产品检验+认证后监督

发证日期：2021年2月1日

有效期至：2022年1月29日

发证机构：中环协（北京）认证中心

法定代表人：

证书有效期内本证书的有效性依据发证机构的定期监督获得保持

本证书有效性查询

出 厂 检 验 报 告

产品名称： 微型环境空气质量监测系统

产品规格： OSEN-AQMS

出厂编号： 21042927

1. 外观结构检测

检验项目	检测要求	检验结果
外观检查	[illegible]	合格
结构检查	[illegible]	合格

2. 性能检测

① PM2.5 示值校准结果（单位：ug/m3，编号：042927-1）

实际值（ug/m3）	指示值（ug/m3）
26.1	28
29.5	30.8
36	39
41.2	41.2

② PM10 示值校准结果（单位：ug/m3，编号：042927-2）

实际值（ug/m3）	指示值（ug/m3）
32.8	33.2
36.5	37.2
41.2	43.5
48	47

③ CO 示值校准结果（单位：mg/m3，编号：042927-3）

实际值（mg/m3）	指示值（mg/m3）
0.2	0.3
0.6	0.6
0.4	0.5
0.8	0.7

④ NO2 示值校准结果（单位：mg/m3，编号：042927-4）

实际值（mg/m3）	指示值（mg/m3）
6.2	6.7
7.1	7.8
8.6	7.9
12	11

⑤ O3 示值校准结果（单位：mg/m3，编号：042927-5）

实际值（mg/m3）	指示值（mg/m3）
37	39
42	41
61	60
86	85

⑥ NO2 示值校准结果（单位：mg/m3，编号：042927-6）

实际值（mg/m3）	指示值（mg/m3）
26.7	27.9
31.5	32
37.6	35.2
29.4	27.3

附加性能

名称	检测对象
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

3. 备注 NOTE

4. 检验结论：

[illegible]

5. 校准的环境条件：

[illegible]

[illegible] [illegible]

检验员：[illegible]

测试日期：2021 年 05 月 06 日

出 厂 检 验 报 告

产品名称：微型环境空气质量监测系统
产品型号：OSEN AQMS
出厂编号：21042928

1. 外观结构检测

检验项目	检测要求	检测结果
外观检查	[illegible]	合格
结构检查	[illegible]	合格

2. 性能检测

① PM2.5 示值校准结果（单位：μg/m3，编号：042928-1）

实际值 (μg/m3)	指示值 (μg/m3)
41.5	39
45.6	47
59.1	61.8
63	65

② PM10 示值校准结果（单位：μg/m3，编号：042928-2）

实际值 (μg/m3)	指示值 (μg/m3)
46.1	45.8
49.8	49.6
62	63
72.4	70.8

③ CO 示值校准结果（单位：mg/m3，编号：042928-3）

实际值 (mg/m3)	指示值 (mg/m3)
0.5	0.4
0.9	0.8
1.1	1.3
1.6	1.7

④ SO2 示值校准结果（单位：μg/m3，编号：042928-4）

实际值 (μg/m3)	指示值 (μg/m3)
9.2	8.9
8.6	8.4
8.8	7.9
9.4	9.3

⑤ O3 示值校准结果（单位：μg/m3，编号：042928-5）

实际值 (μg/m3)	指示值 (μg/m3)
47	49
43	41
59	57
78	79

⑥ NO2 示值校准结果（单位：μg/m3，编号：042928-6）

实际值 (μg/m3)	指示值 (μg/m3)
27.9	29
33.1	31.8
39.3	38
42	41

附加性能

名称	检测要求
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]
[illegible]	[illegible]

3.备注 NOTE

4. 检验结论：

[illegible]

5. 校准的环境条件：

[illegible]

测试员：[illegible]
校验员：[illegible]
测试日期：2021 年 04 月 06 日

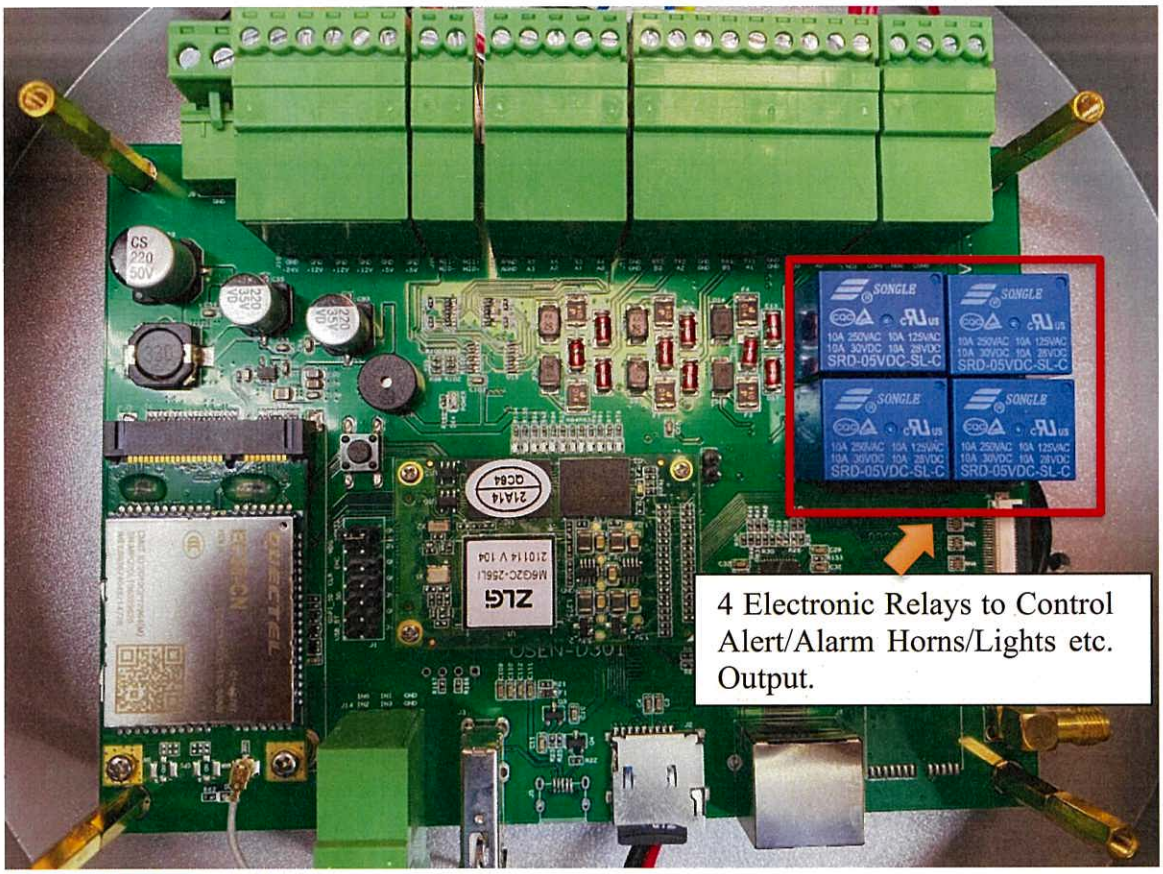
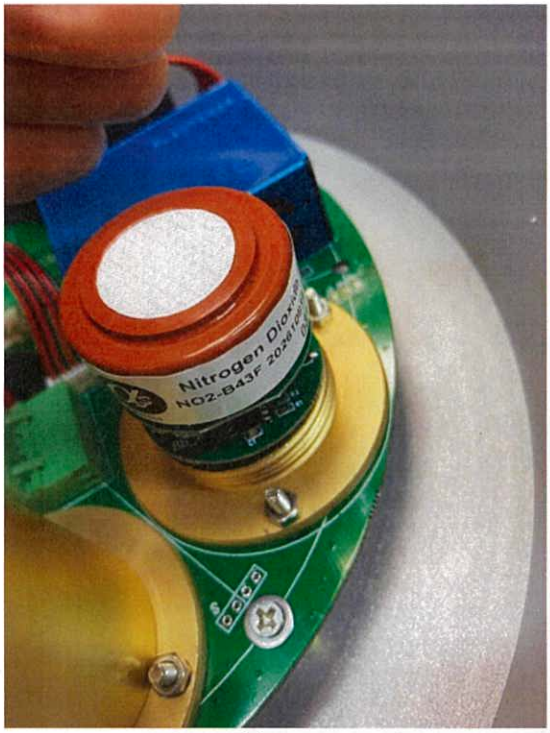


Photo E1. Control Board of AQMS System



(a)

(b)

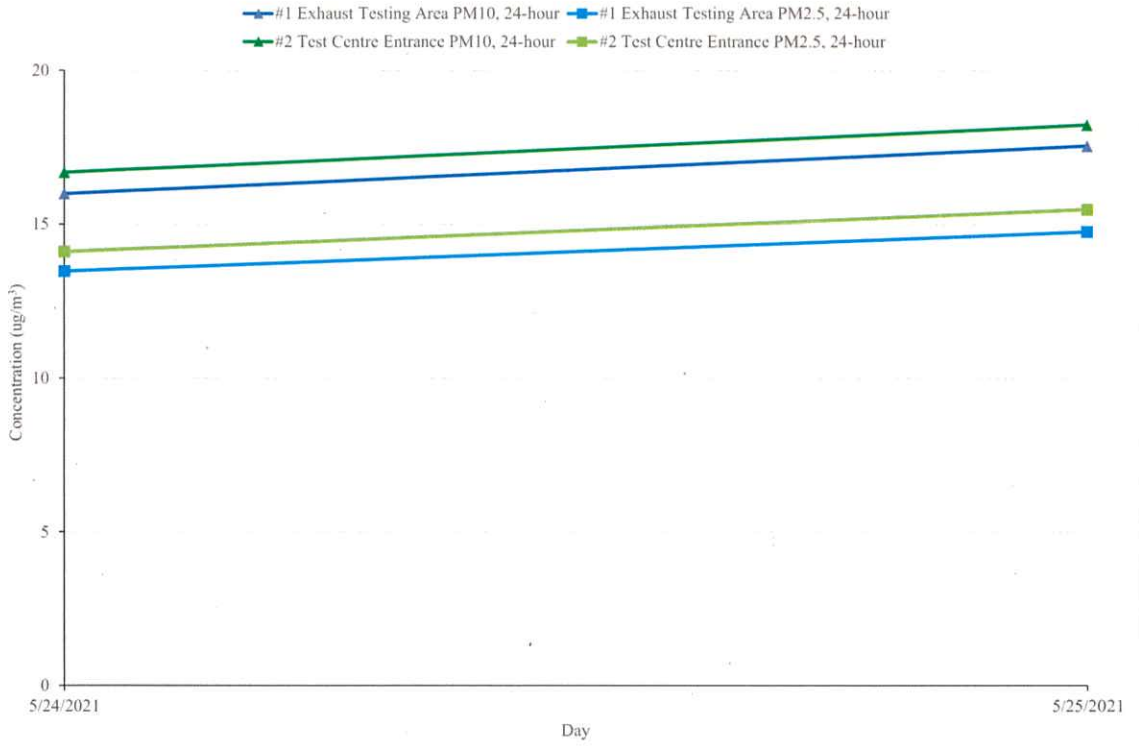
(c)

Photo E2. The Build-in Sensors from Alphasense (UK)

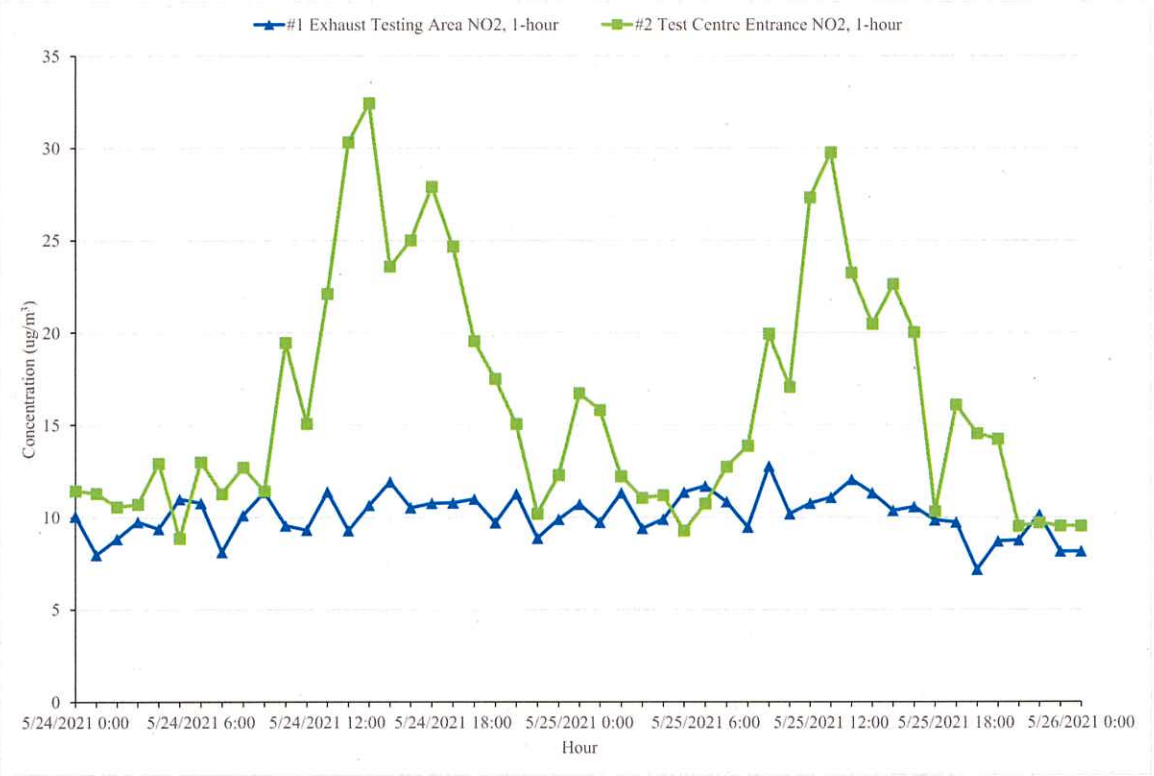
Photo E3. The Build-in Dust Sensors from Plantower (Beijing)

Appendix F. Air Quality Measurement Details

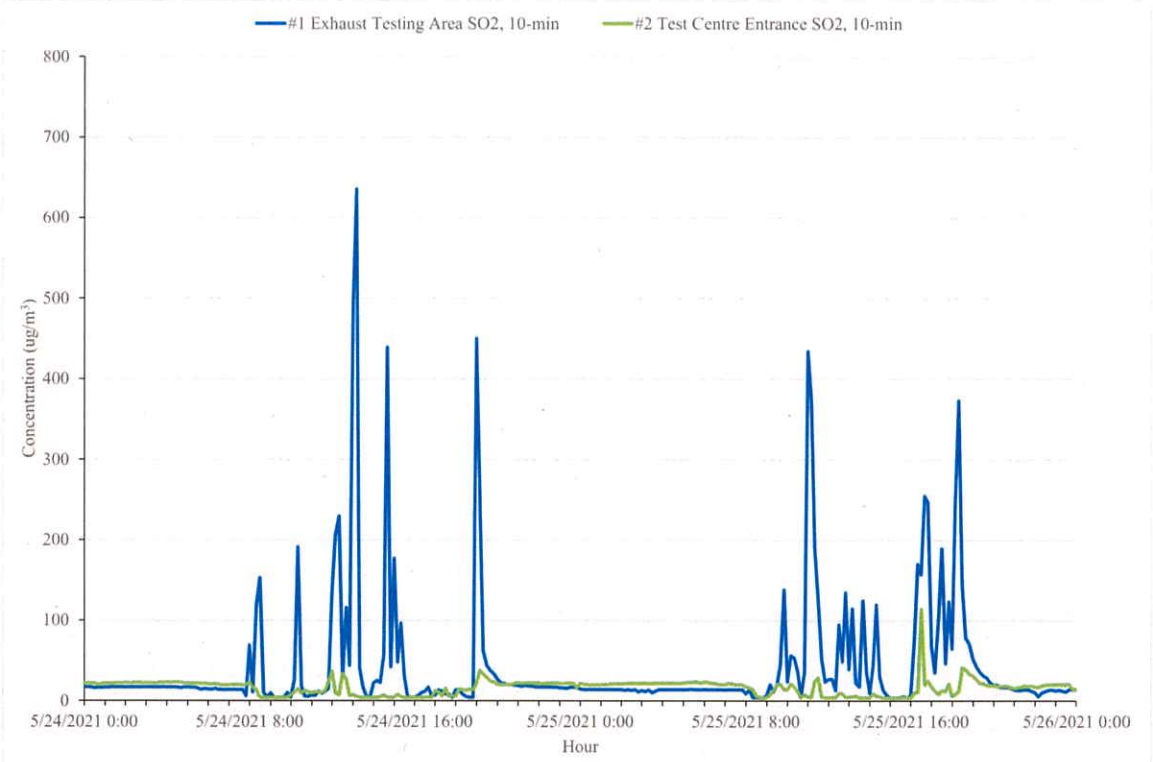
PM_{10} & $PM_{2.5}$

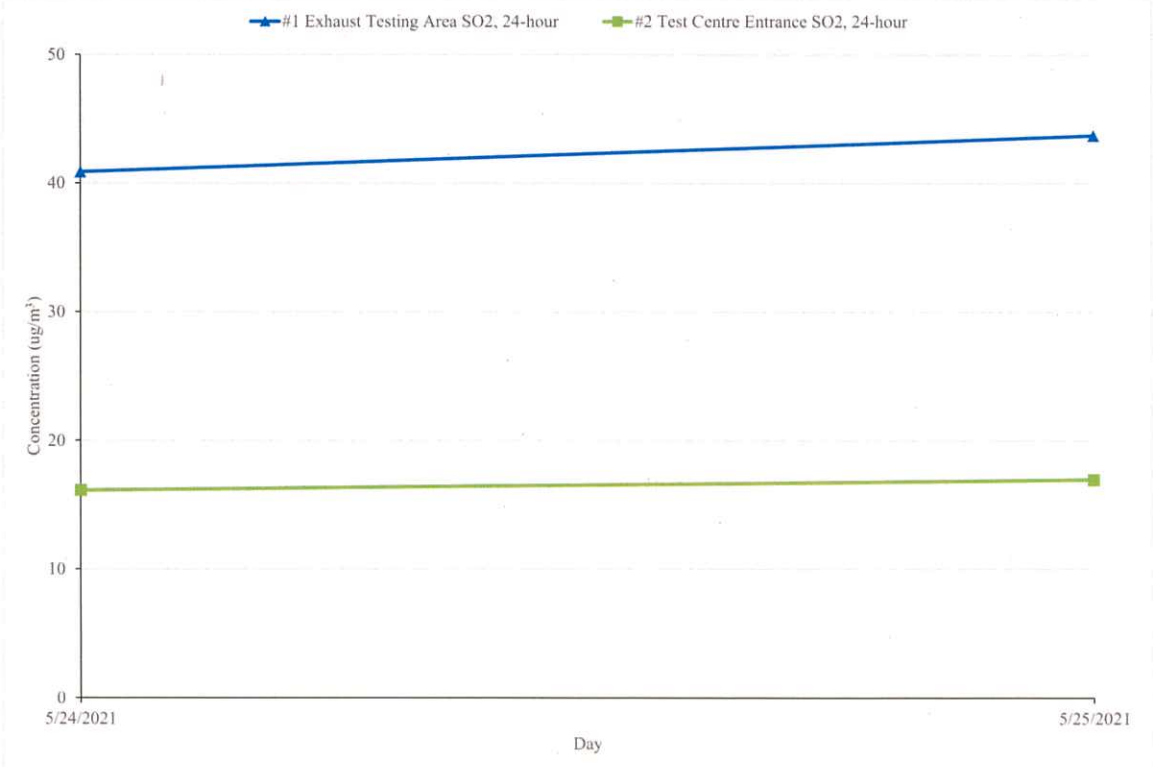


NO_2

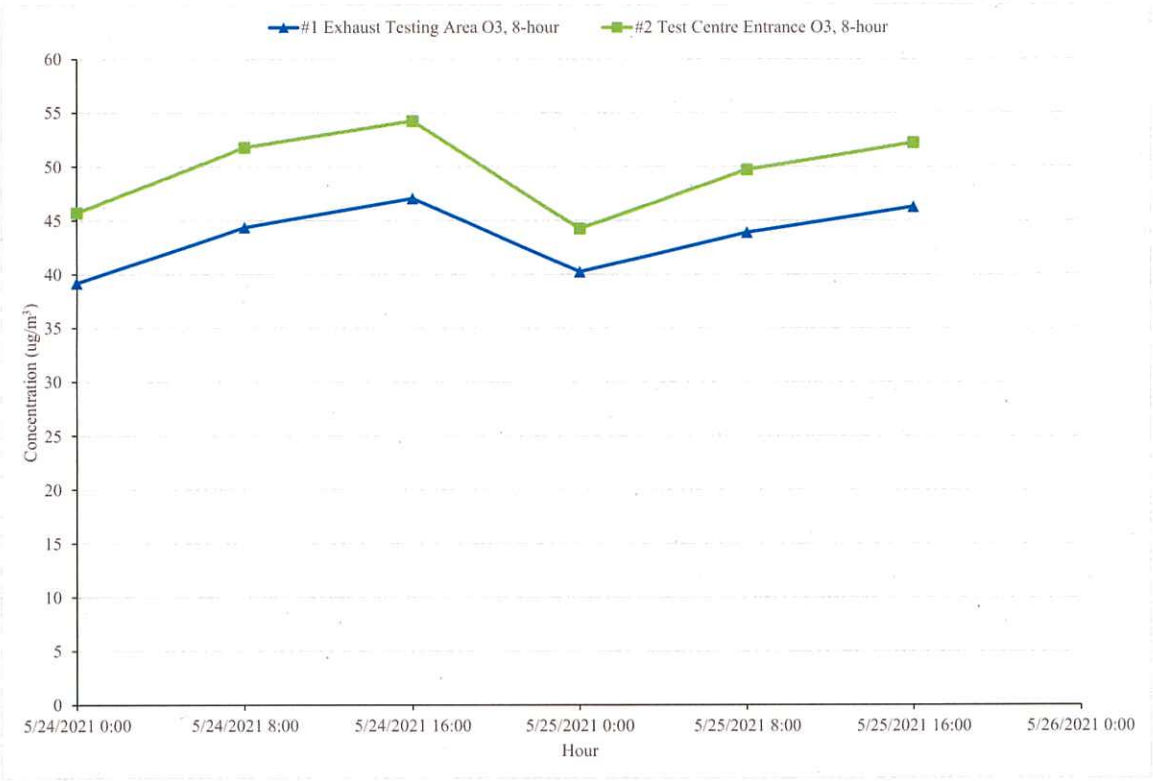

#1 Exhaust Testing Area NO2, 1-hour
#2 Test Centre Entrance NO2, 1-hour
Concentration (ug/m³)
35
30
25
20
15
10
5
0
5/24/2021 0:00
5/24/2021 6:00
5/24/2021 12:00
5/24/2021 18:00
5/25/2021 0:00
5/25/2021 6:00
5/25/2021 12:00
5/25/2021 18:00
5/26/2021 0:00
Hour

SO_2


#1 Exhaust Testing Area SO2, 10-min
#2 Test Centre Entrance SO2, 10-min
800
700
600
500
400
300
200
100
0
Concentration (ug/m³)
5/24/2021 0:00
5/24/2021 8:00
5/24/2021 16:00
5/25/2021 0:00
5/25/2021 8:00
5/25/2021 16:00
5/26/2021 0:00
Hour


#1 Exhaust Testing Area SO2, 24-hour
#2 Test Centre Entrance SO2, 24-hour
50
40
30
20
10
0
Concentration (ug/m³)
5/24/2021
5/25/2021
Day

O_3


#1 Exhaust Testing Area O3, 8-hour
#2 Test Centre Entrance O3, 8-hour
60
55
50
45
40
35
30
25
20
15
10
5
0
Concentration (ug/m³)
5/24/2021 0:00
5/24/2021 8:00
5/24/2021 16:00
5/25/2021 0:00
5/25/2021 8:00
5/25/2021 16:00
5/26/2021 0:00
Hour

Appendix G. Proposed Mechanical Ventilation System and Air Quality Filtrations

激烟净 LASERFUMEGO

产品特点

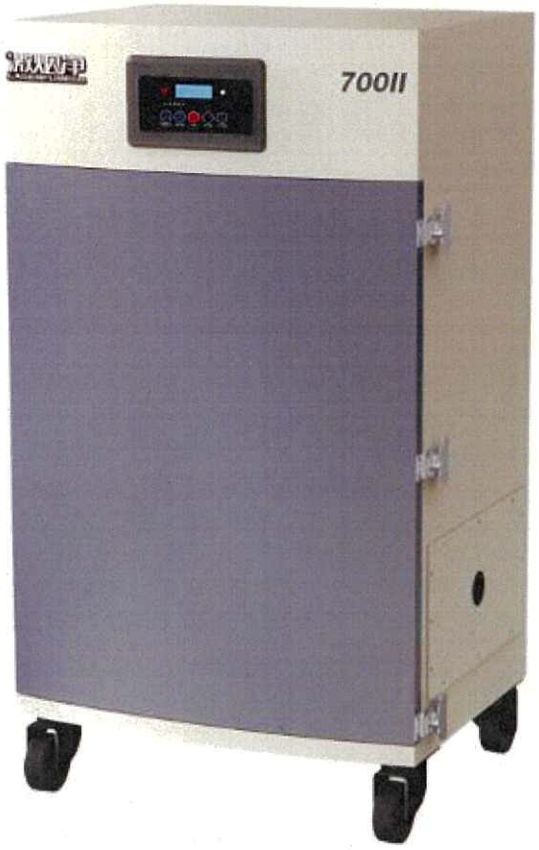
高品质，长寿命，高负压
大流量，机箱内部具有防火过滤功能
滤芯使用寿命长，过滤效果好

适用领域

中、大型激光切割，中、大型激光焊接
工业废气、生厂废气
引擎排烟、中央厨房排烟

产品功能

机身金属框架结构，经久耐用
微芯片控制
滤芯失效报警
多层过滤，急速净化
直流无刷电机，性能稳定，寿命长
特殊合金材料叶轮，耐腐蚀
运行平稳可靠，吸风量大



产品参数

型号	NEW-700
重量	72kg
尺寸	735*700*1170mm
流量	750m³/h
噪音	<63dB
功率	700W
风速	33m/s
负压	3000Pa
电压	AC110/220V

滤芯类型

不锈钢防火网*1	415*335*25mm
初效过滤棉*1	450*380*100mm
PP高效过滤棉*2	450*380*50mm
HEPA过滤芯*1	450*380*100mm
活性炭过滤芯*2	450*380*50mm

Table G1 Reference Filtration Efficiency of Laserfumego® model NEW-700

Pollutant	Normal Condition*	Heavy Pollution*
Particulate Matters	~97%	99%
Noxious Gas VOCs, NO_2, SO_2 etc.	~45%-70%	88%

Remark:

- Heavy Pollution: refer to the conditions that the areas are close to large scale coal fired boilers, chemical plants, conventional power plants and industrial areas with intensive exhausts.
- Normal Condition: refer to the areas near highway, light industry areas, commercial and residential areas etc.

激烟净
LASERFUMEGO

激烟净® 滤芯组成及效能说明
Combination and Efficiency of Laserfumego® Filter Cartridge

第一部分：滤芯组成

第一层：不锈钢防火网 Layer 1: Stainless Steel Grid

材质:	304 不锈钢网格和纱网;
功能:	拦截和防止火花进入机箱体；初步拦截大颗粒杂质。
更换周期:	每月使用一般清洗剂清洗后晾干反复使用，无需更换;

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Guangdong Newoxy Purification Technology CO.,LTD

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激烟净
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第二层：风琴袋 Layer 2: Dust Filtration Bag

材质：　超细化纤纤维过滤织布，大容尘量；

过滤功能：　过滤尘埃颗粒物质，PM5 ~ PM50

更换周期：　1~3 个月（仅供参考，具体以实际使用为准）

材料废弃丢弃方式：属于一般固体废料，可与其他一般固体废料一起处理。

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第三层：一体式钣金框过滤芯 Layer 3: All-in-one Metal Frame Filtration Assembly

一体式钣金框过滤芯包括

(a) PP 棉滤芯，又名喷熔式 PP 聚丙烯(Polypropylene)纤维滤芯；

(b) 玻璃纤维(Fiber Glass) HEPA 滤芯；

(c) 活性炭(Active Charcoal)滤芯；

PP 棉(Polypropylene)滤芯

PP 材质采用无毒无味聚丙烯为原料，经过加热熔融，喷射、牵引、接收成型而制成的滤材；

过滤精度：PP 材质主要拦截 0.5μm 颗粒物。

丢弃方式：属于一般固体废料，可与其他一般固体废料一起处理。

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激烟净
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玻纤(Fiber Glass) HEPA 过滤芯

玻纤过滤芯主要由各种粗细、长短不一的玻璃纤维经特殊的加工工艺制成；

过滤精度：玻纤材质拦截 0.3μm 颗粒物；

丢弃方式：属于一般固体废料，可与其他一般固体废料一起处理。

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激烟净
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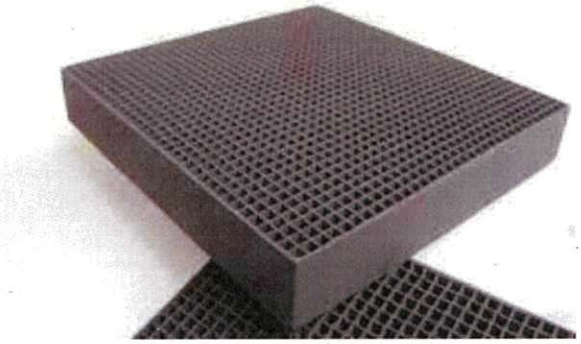
活性碳(Active Charcoal)过滤芯



活性碳过滤芯利用高性能活性碳吸附剂固体本身的表面作用力将有机废气分子之吸附质吸引附着再吸附剂表面，吸附后的干净气体透过吸附单元进入箱体的净气室并汇集至出风口排出。

活性炭可以吸收二氧化硫(SO_2)等有害气体，烟气中脱除氮氧(NOX)化物，挥发分有机物(VOCX)及其他微量元素。

活性炭去除车间有机废气的流程是：通过吸气罩收集，在排风机作用下，经过管道输送进入干式过滤器，再进入煤质柱状活性炭吸附装置，有机污染物被活性炭吸附，净化后的气体经风机增压后达标排放。

激烟净®选用的活性炭滤芯是一种由特殊生产工艺、选用活性原料及科学配方生产的活性炭产品，有特别高的 H_2S、SO_2 去除能力。

这种臭气控制活性炭是不浸渍的，在运输、使用过程中和废料处理上都不会遇到象其它碱性浸渍炭那样所带来的严重的安全问题，激烟净®硫化氢活性炭的着火点大于 450°C。

激烟净®硫化氢活性炭是一种高比表面积的介孔活性炭，具有发达的孔隙结构，无浸渍意味着在对 H_2S 的催化、氧化过程中硫化氢活性炭的所有孔径和表面积可供储存大量的硫元

素。优点为：

(a) 具有特别高的 H_2S、SO_2 去除能力；H_2S、SO_2 吸附量：0.1-0.3g /cc

(b) 在炭床上具有很长的使用寿命，很少因检修而中断吸附，减少了运行成本；

(c) 具有很高的着火点，大于 450℃；

(d) 无浸渍，可安全操作（无腐蚀）；

(e) 当用完（失去效能）的时候不会因为 PH 问题产生危险（无腐蚀）；

(f) 低压力降，床层阻力小；

(g) 使用时有技术支持及分析、检验方法。

主要应用领域：

- 臭气控制
- 污水处理厂
- 冶炼、纸浆和造纸厂
- 酸性气体，如：HCL、SO_2、SO 等
- 易挥发的有机化合物

更换周期：2~6 个月（仅供参考，具体以实际使用为准）

丢弃方式：需要有资质的第三方委外处理（不到 1T 按照 1T 计算，1~2T 按照 2T 计算，以此类推）。

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第二部分：过滤效能

影响过滤芯过滤效率的因素有：污染废气的种类和浓度，气流速度，废气气流的温度、压力、相对湿度、滞留时间等。

Laserfumego®的设计中考虑不同的因素，做出最优化的设计，以期符合最优组合。

影响滤芯的效能所考虑的因素

影响纤维类过滤器过滤效率的主要因素有微粒直径、纤维粗细、过滤速度和填充率微粒形状、尺寸的影响。

关于 MPPS

分散性微粒通过空气过滤器时，由于各种效应的作用，粒径较小的微粒在扩散效应的作用下，在滤材上沉积，当粒径由小到大时，扩散效率逐渐下降；粒径较大的微粒在拦截和惯性效应的作用下在纤维上沉积，当粒径由小到大时，拦截、惯性效率逐渐增大。所以与微粒的粒径有关的效率曲线就有一个最低点，在此点的总效率最低或穿透率最大，这一点被称为最易穿透粒径或最大穿透粒径（MPPS，是 Most Penetrating Particle Size 的缩写）或最低效率直径。

许多实验证明，对不同性质的微粒、不同的纤维滤层、不同的过滤速度，最低效率粒径是变化的，在大多数情况下，纤维过滤器的最大穿透粒径为 0.1—0.4rim。（MPPS）是一个十分重要的性能参数，得到了 MPPS 效率的数据，并使过滤器具有保证这点粒径的捕集效率，则对其余粒径的微粒就可以可靠地捕集了。

欧洲标准委员会（CEN）在 1999 年制定并颁布了 EN1882 标准，该标准是基于 MPPS 效率的高效过滤器（HEPA）和超高效过滤器（ULPA）扫描测试和分级的最新标准。

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关于纤维

纤维尺寸和形状的影响。较少的纤维直径具有较高的捕集效率，所以在选择滤料时一般都希望选用较细的纤维。

通常认为纤维断面形状对过滤效率影响不大。

关于风速

关于过滤速度的考虑：每一种过滤器具有最大穿透粒径。同样的，每一种过滤器也有自身的最大穿透滤速。一般随着过滤速度的增大，扩散效率下降，惯性和惯性效率增大，总效率则先下降，随后上升。

过滤器纤维层填充率

若增大纤维滤料的填充率，则纤维层的密实度随之增大，风淋传递窗流过的气流速度将会提高，扩散效率下降，惯性和拦截效率增加，总效率得到提高，但过滤器阻力降增大，一般不采用增大填充率来提高过滤效率。

气体温度、湿度的影响

流过纤维过滤层的气体温度升高时，扩散效率增大，但因温度升高，气体黏度增大，微粒的沉降率下降，并且阻力降增加。

Laserfumego®的设计

Laserfumego®的设计理念，是以多重的过滤芯组成整套系统，以期达到产品在有限空间中有最高过滤效率。

多重滤芯

Laserfumego®产品拥有总共多达 7 层滤芯，其中包括两层高效过滤棉和两层活性炭，以拦截空气中各种尘埃和有害成分。

HEPA 滤芯和过滤棉四层组合

四层过滤组合中， 1 层初效过滤棉，2 层高效过滤棉组合，1 层 HEPA。

HEPA 濾網對直徑為 0.3 微米（頭髮直徑的 1/200）以上的微粒去除效率可達到 99.97%以上，是煙霧、灰塵以及細菌、病毒等污染物最有效的過濾媒介。

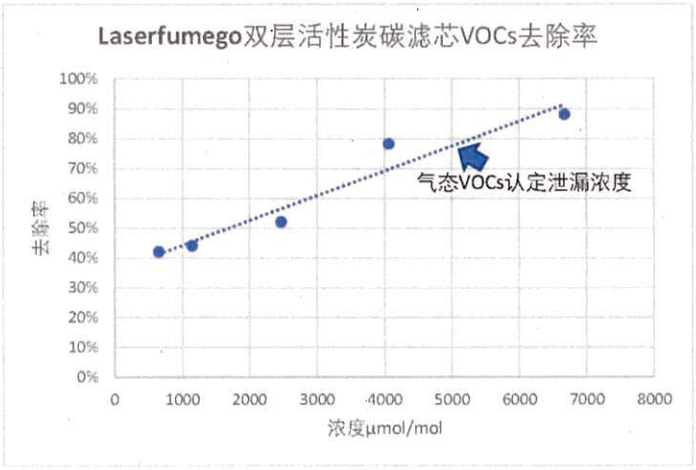
Laserfumego®使用的 HEPA 滤芯为 E11 等级，总有效过滤性能为 95%以上。与 1 层初效过滤棉及 2 层高效过滤棉组合，总体保证过滤效能为 97%。

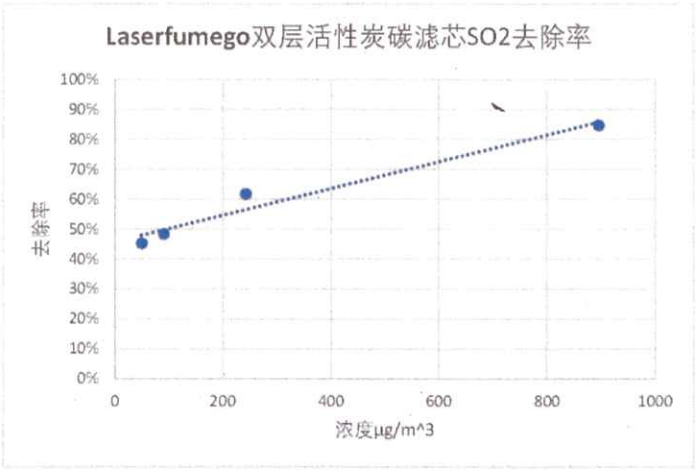
双层活性炭滤芯

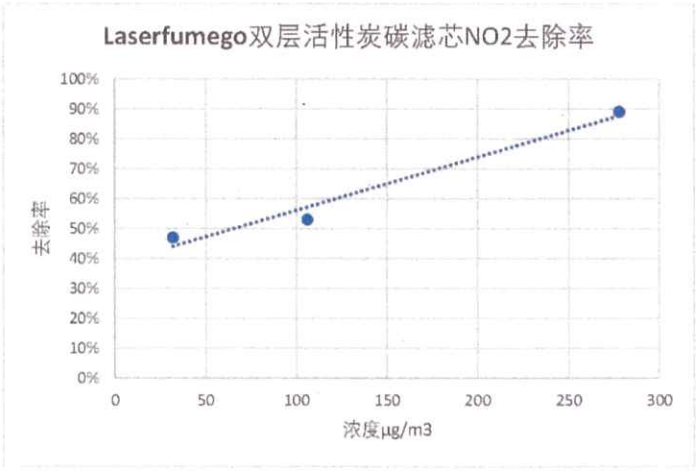
Laserfumego®使用的滤芯为双层，以期达到优化吸附废气的功能。

活性炭吸附能力主要是受其本身的比表面积、孔隙大小、分子间力、化学键合成等因素影响；而在实际应用中，对活性炭吸附装置的设计，关键是活性炭的层的位置，过滤面积、过滤风速、活性炭的层厚。

将活性炭置于 HEPA 滤芯和过滤棉四层组合之后，目的是将无尘的空气导入活性炭滤芯，减少尘埃堵塞活性炭多孔表面，保持活性炭吸附有害气体的能力。优化设计后，VOCs 和 SO_2 去除率曲线如下（测试数据为厂家内部研发数据，针对不同的工况请咨询我厂以调整取得）。







风速

Laserfumego®入口风速最大为 33m/s，气体进入机体后，其风速减小为 6.3m/s，以提高废气在机体内停留时间，强化吸附效能。

综合效能

经过设计优化，Laserfumego®的综合过滤性能可总结如下：

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污染物	一般情况	超标情况
颗粒物和尘埃	~97%	99%
废气	~45%-80%	>85%

TYFP

PONY
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报告编号(Report ID):

检 测 报 告
(Testing Report)

委托单位 (Applicant)	广东新氧器净化科技有限公司
受测单位 (Tested Unit)	广东新氧器净化科技有限公司
报告日期	2018 年 06 月 05 日

PONY 谱尼测试
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检 测 报 告

报告编号：1 第 1 页，共 2 页

委托单位	广东新氧器净化科技有限公司		
受测单位	广东新氧器净化科技有限公司		
受测地址	东莞市长安镇新安社区横中路 6 号鹏源大厦 8 楼		
采样日期	2018.05.25	完成日期	2018.06.05
排气筒名称	新氧器烟雾净化器废气排放筒	标态干废气流量(m^3/h)	182
排气筒高度(m)	25	废气平均温度(℃)	26.7
大气压(kPa)	100.8	废气平均流速(m/s)	9.5
采样位置	处理后	净化器厂家/名称/型号	新氧器烟雾净化器
样品编号	W07445555-1~4, 6~8	净化方式	物理过滤
检测方法	详见附表		
采样仪器	PC 个体空气采样器、微电脑烟尘平行采样仪		

检测项目	检测结果		DB 44/27-2001 广东省《大气污染物排放限值》第二时段二级限值	
	排放浓度（mg/m^3）	排放速率（kg/h）	最高允许排放浓度（mg/m^3）	最高允许排放速率（kg/h）
颗粒物	<20	/	120	12
VOCs	1.81	3.3×10^{-4}	-----	-----
非甲烷总烃	0.64	1.2×10^{-4}	120	29

备注：（1）"-----"表示标准中对此项无限值要求；
（2）"/"表示当排放浓度低于检出限时，无需计算排放速率；
（3）当排气筒高度位于标准所列高度之间时，排放速率限值按 DB 44/27-2001 广东省《大气污染物排放限值》4.3.2.5 内插法计算结果执行。

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附表：分析方法、仪器及方法来源、最低检出浓度

项目名称	分析方法	仪器	方法来源	最低检出浓度
颗粒物	重量法	电子天平	GB/T 16157-1996	20 mg/m^3
VOCs	固相吸附-热脱附/气相色谱-质谱法	气相色谱-质谱联用仪	HJ 734-2014	-
非甲烷总烃	气相色谱法	气相色谱仪	HJ 38-2017	0.07 mg/m^3

编制：吴卿梅　审核：张美琴　批准：郭贵林

Pony Testing International Group

报告编号(Report ID)：

160021343787

检 测 报 告
(Testing Report)

委托单位 (Applicant)	东莞市酷柏净化科技有限公司
受测单位 (Tested Unit)	广东新氧器净化科技有限公司
报告日期	2018 年 06 月 05 日

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检 测 报 告

报告编号：　　第 1 页，共 2 页

委托单位	东莞市酷柏净化科技有限公司		
受测单位	广东新氧器净化科技有限公司		
受测地址	东莞市长安镇新安社区横中路 6 号鹏源大厦 8 楼		
采样日期	2018.05.25	完成日期	2018.06.05
排气筒名称	酷柏激光烟雾净化器废气排放筒	标态干废气流量(m^3/h)	252
排气筒高度(m)	25	废气平均温度(℃)	27.3
大气压(kPa)	100.8	废气平均流速(m/s)	13.1
采样位置	处理后	净化器厂家/名称/型号	酷柏激光烟雾净化器
样品编号	W07447555-1~4, 6~8	净化方式	物理过滤
检测方法	详见附表		
采样仪器	PC 个体空气采样器、微电脑烟尘平行采样仪		

检测项目	检测结果		DB 44/27-2001 广东省《大气污染物排放限值》第二时段二级限值	
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颗粒物	<20	/	120	12
VOCs	2.44	6.2×10^{-4}	-----	-----
非甲烷总烃	1.23	3.1×10^{-4}	120	29

备注：（1）"-----"表示标准中对此项无限值要求；
（2）"/"表示当排放浓度低于检出限时，无需计算排放速率；
（3）当排气筒高度位于标准所列高度之间时，排放速率限值按 DB 44/27-2001 广东省《大气污染物排放限值》4.3.2.5 内插法计算结果执行。

PONY 谱尼测试 Pony Testing International Group

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Pony Testing International Group

检 测 报 告

报告编号：

附表：分析方法、仪器及方法来源、最低检出浓度

项目名称	分析方法	仪器	方法来源	最低检出浓度
颗粒物	重量法	电子天平	GB/T 16157-1996	20 mg/m^3
VOCs	固相吸附-热脱附/气相色谱-质谱法	气相色谱-质谱联用仪	HJ 734-2014	-
非甲烷总烃	气相色谱法	气相色谱仪	HJ 38-2017	0.07 mg/m^3

编制：吴雪梅　审核：张美琴　批准：郭贵林

INTERNA

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产品系列

活性炭吸附箱

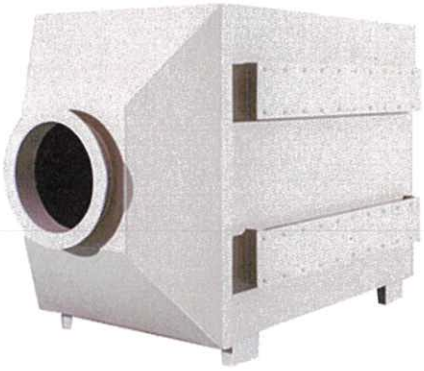
Activated carbon adsorption tank >>>

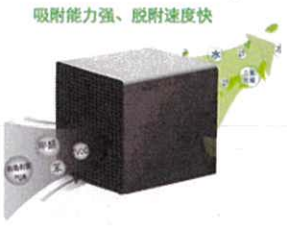
◉ 设备介绍：

活性炭是一种很细小的炭粒，有很大的表面积，而且炭粒中还有更细小的孔——毛细管。这种毛细管具有很强的吸附能力，由于炭粒的表面积很大，所以能与气体(杂质)充分接触，当这些气体(杂质)碰到毛细管就被吸附，起净化作用。活性炭吸附法的实质是利用活性炭吸附的特性把废气中的有机溶剂吸附到活性炭中，它主要用于低浓度气态污染物的脱除。

◉ 制造工艺：

活性炭箱采用PP材料焊接而成，标配设有上下两层活性炭层。





◉ 适用范围：

广泛用于处理各类的有毒、有害、有异味废气，如甲醛、苯、甲苯、二甲苯、氯化烃、酮、醇、氨、甲硫醇、硫化氢、二甲硫、三甲胺等。用于喷漆、油漆、电子原件生产、实验室排风、冶金、化工、医药、涂装、食品、酿造等行业废气处理净化。

◉ 工作原理：

当废气的有毒、有害、有异味部分与表面的活性炭接触时，利用用活性炭的多孔性和强吸附性，使废气中的污染物吸附在活性炭固体表面，从而分离出来达到净化的目的。

◉ 性能特点：

1. 投资成本低，运行费用低；
2. 吸附效率高，吸附容量大；
3. 适用面广，对湿度无要求，能同时处理多种混合废气；
4. 耐腐蚀，耐磨损，不结垢，不堵塞，不易发生故障，维护方便，使用寿命长。

◉ 技术参数：

型号	处理风量	设备尺寸(长×宽×高)×材质厚度	材质	阻力	建议选型配风机	风机材质
Model	(m^3/h)	(mm)		(Pa)	(KW)	
HXT-15	1500	1300×800×800×6	PP-A	≤450Pa	3A-1.5KW	玻璃钢/PP
HXT-25	2500	1400×900×900×6	PP-A	≤450Pa	4A-2.2KW	玻璃钢/PP
HXT-30	3000	1500×1000×1000×6	PP-A	≤450Pa	5A-3KW	玻璃钢/PP
HXT-40	4000	1600×1100×1100×8	PP-A	≤450Pa	6A-4KW	玻璃钢/PP
HXT-50	5000	1700×1200×1100×8	PP-A	≤450Pa	6A-4KW	玻璃钢/PP
HXT-60	6000	1700×1200×1200×8	PP-A	≤450Pa	6A-5.5KW	玻璃钢/PP
HXT-70	7000	1800×1250×1250×8	PP-A	≤450Pa	7A-7.5KW	玻璃钢/PP
HXT-80	8000	1800×1300×1250×8	PP-A	≤450Pa	7A-7.5KW	玻璃钢/PP
HXT-90	9000	1900×1300×1300×8	PP-A	≤450Pa	6C-7.5KW	玻璃钢
HXT-100	10000	2000×1400×1350×8	PP-A	≤450Pa	6C-11KW	玻璃钢
HXT-120	12000	2150×1450×1450×8	PP-A	≤450Pa	6C-15KW	玻璃钢
HXT-150	15000	2250×1500×1350×8	PP-A	≤450Pa	7C-15KW	玻璃钢
HXT-165	16500	2400×1450×1450×10	PP-A	≤450Pa	7C-15KW	玻璃钢
HXT-185	18500	2600×1500×1500×10	PP-A	≤450Pa	8C-15KW	玻璃钢
HXT-200	20000	2750×1600×1500×10	PP-A	≤450Pa	8C-22KW	玻璃钢
HXT-220	22000	2950×1650×1500×10	PP-A	≤450Pa	8C-22KW	玻璃钢
HXT-250	25000	3250×1700×1500×12	PP-A	≤450Pa	10C-22KW	玻璃钢
HXT-300	30000	3750×1800×1800×12	PP-A	≤450Pa	10C-30KW	玻璃钢
HXT-350	35000	4000×1850×1850×12	PP-A	≤450Pa	10C-45KW	玻璃钢
HXT-400	40000	4250×1900×1800×12	PP-A	≤450Pa	12C-30KW	玻璃钢
HXT-450	45000	4550×1900×1900×12	PP-A	≤450Pa	12C-30KW	玻璃钢
HXT-500	50000	4750×2000×2000×12	PP-A	≤450Pa	12C-45KW	玻璃钢

AXC-EX / AXCBF-EX Explosions proof axial fans


AXC-FX


AXCBF-EX

Explosion proof axial fans with ATEX certification in accordance with RL 94/9/EG, EN 14986 and 13463-1

- Explosion classification II 2G c Ex d IIC T4
- Die cast aluminium hub and blades
- Casing made of hot dip galvanized steel to DIN EN ISO 1461
- Flanges to Eurovent 1/2
- Three phase motors, IP55, insulation class F, in accordance with EN 60034. Supplied with Ex-terminal box mounted at the outer side of the casing (AXC-EX). Admissible ambient temperatures from -20 °C to +40 °C, other temperatures on request
- Motor Ex d speed controllable by frequency converter
- Motor EX e on request
- AXCBF-EX with motor outside the airstream

Casing
Systemair AXC-EX and AXCBF-EX range of long cased medium pressure axial fan, casings are heavy gauge, hot dip galvanized, spun flanges for high rigidity, to Eurovent 1/2.

Motors
Motor Ex d speed controllable by frequency converter. Supplied with Ex-terminal box mounted at the outer side of the casing (AXC-EX).

Impeller
Aerofoil impeller. Die cast aluminium hub and blades.

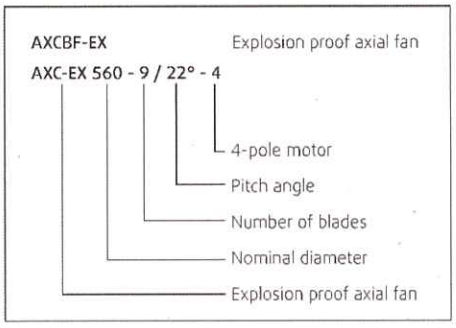
Power control
Speed controllable by frequency converter.

Motor protection
The Ex d motors are equipped with PTC thermistors for optimum motor protection.

The fans could be used for zones 1 or 2, field of application II, for gases of groups IIA, IIB and IIC and temperature classes T1 to T4. The fans are classified to category 2G. The fans are certified under the no Sira 07ATEX6341X.

You can find performance curves in our online catalogue www.systemair.com

Ordering code

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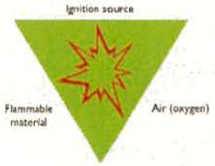
Explosion protection



Gases, vapours and mists which occur during storage, production or processing of flammable substances, together with the oxygen in the air, form an explosive atmosphere. In case this atmosphere is ignited, explosions take place which can be harmful to human beings and damage property. Ignition sources can be for example hot temperatures on surfaces, mechanically generated sparks, static electricity or electrical installations.

Protective standards have been developed in a lot of countries to ensure a high level of safety. In the European Union regulations have been harmonized in EC directives 94/9/EG (ATEX 95, equipment directive, manufacturers or importers) and 99/92/EG (ATEX 137, workplace directive: operation of installations, users).

In short, those directives define the measures to be taken to avoid the ignition of potentially explosive atmospheres, i.e. atmospheres which could become explosive due to local and operational conditions. The required safety level depends on the danger potential in the very installation.

In the EC directives hazardous areas are divided into classes/zones, defining the probability of an explosive atmosphere (in accordance with IEC 60079-10).

	Zone	Duration of the occurrence of an explosive atmosphere	Equipment category
Gases, vapours, mists	0	continuously, for a long period, frequently	1G
	1	occasionally	2G
	2	rarely and for a short period	3G

The NEC (National Electrical Code) of USA and the CEC (Canadian Electrical Code) of Canada divide into Classes and Divisions, which might deviate from the EC directives. Gases, vapours or mists are classified in Class 1, then divided into Divisions 1 or 2, then into Gas Groups. Please pay attention which standard has been applied (EC directives or NEC/CEC). Manufacturers of equipment with a potential ignition source (like electric motors, rotating parts) have to ensure that the equipment fulfils the safety requirements given in the relevant directives and codes (grouping and category).

The EC directives then divide the equipment into Groups. Equipment group I covers mining systems, where a very high or high degree of safety is required. Equipment group II covers other explosive areas and is divided into categories from category 1 (very high degree of safety, even for independently occurring faults), category 2 (high degree of safety, even for occurrence of a fault) and category 3 (normal degree of safety – in normal operation conditions). **Electrical equipment of category 2 must undergo an EC type examination, carried out by a notified body.** For electrical equipment of category 3 and non-electrical equipment the manufacturer is authorized to document conformity with the requirements of the EC directive. CE marking of the equipment confirms that it has been manufactured in compliance with all relevant EC directives.

Equipment group II is further classified into groups. The IEC system is applied in Europe, where IIA is the lowest hazardous gas group, IIB medium and IIC the most group. The NEC directives of North America define it the opposite way, where Group A is the most hazardous gas group.

Temperature classes

Temperature classes determine the maximum surface temperature of a product at an ambient temperature of max. +40 °C, for example an electrical apparatus, which should always be lower than the ignition temperature of the gas/air or vapour/air mixture in which it is used. The ignition temperature is the lowest temperature at which a hot surface can ignite a respective explosive atmosphere. Flammable gases and vapours are classified into temperature classes according to their inflammability. Temperature classes range from T1 to T6.

Max. surface temperature for individual temperature classes

Temperature class	Ignition temperature of different gas mixtures	Max. surface temperature of electrical equipment
T1	> 450°C	450 °C
T2	> 300...> 450°C	300 °C
T3	> 200...> 300°C	200 °C
T4	> 135...> 200°C	135 °C
T5	> 100...> 135°C	100 °C
T6	> 85...> 100°C	85 °C

Groups and temperature classes, some examples:

Material	Explosive limit (Vol. %, LEL-UEL)*	Temperature class	Groups (IEC)
Propane	1.7 - 10.8	T1	IIA
Ethanol	3.3 - 19	T2	IIB
Hydrogen	4 - 77	T1	IIC
Acetylene	2.3 - 100	T2	IIC
Methane	4.4 - 17	T1	IIA

*extract from the table flammable liquids and gases by E.Brandes and W. Möller, UEG - OEG (lower explosive limit, upper explosive limit)

Type of ignition protection	Nomenclature	Region	Installation location	Principle	Standard applied
Non sparking apparatus „nA"	Ex nA	IEC, EU	Zone 2	Prevent occurence of sparks	IEC/EN 60079-15
Increased safety „e"	Ex e	IEC, EU	Zone 1	Prevent excessive temperatures and the occurrence of sparks	IEC/EN 60079-7
Flameproof enclosure "d	Ex d	IEC, EU	Zone 1	Enclosure withstanding an explosion from within the apparatus	IEC/EN 60079-1

Explosion proof axial fans AXC-EX, AXCBF-EX

Quality

Systemair is ISO 9001, 14001 and DIN EN ISO/IEC 80079-34 approved.

Warranty

Systemair offers a three year warranty on all AXC-EX/ AXCBF-EX fan models. The Systemair general terms and conditions apply.

Prototype testing institute

SIRA Test and certification Ltd.
Rake Lane, Ecclestone
Chester; CH4 9JN; England
Registration no. 0518

Inspection certificate no. of EC prototype testing
(SIRA 07ATEX6341X)

Monitoring institute

ZELM Ex e. K.
Prüf- und Zertifizierungsstelle
Siekgraben 56

38124 Braunschweig
Germany
Registration no. 0820

Standard AXC-EX (400 V / 50 Hz)

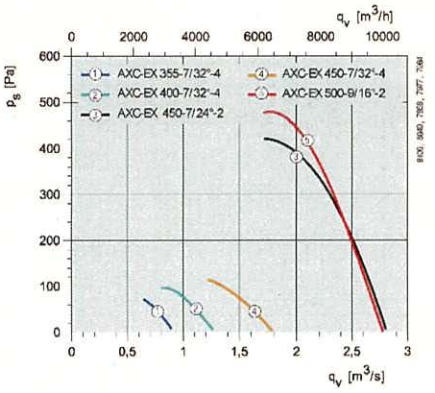
Size	Article no.	Pole	Pitch angle	Motor [kW]
355	33007	4	32°	0.37
355	35758	4	12°	0.37
400	33008	4	32°	0.37
400	35759	4	14°	0.37
450	33001	2	24°	2.2
450	33009	4	32°	0.55
450	35760	2	17°	1.5
450	35761	2	28°	3
450	35762	4	14°	0.23
500	33002	2	16°	3
500	33010	4	22°	0.55
500	35763	2	36°	7.5
500	33003	2	26°	5.5
500	33011	4	28°	0.75
560	33004	2	18°	5.5
560	33012	4	20°	0.75
560	33005	2	24°	7.5
560	33013	4	26°	1.1
560	35764	2	30°	11
630	33006	2	16°	7.5
630	33014	4	18°	1.1
630	33015	4	30°	3
630	35765	2	20°	11
710	33016	4	30°	4
710	35766	4	26°	2.2
800	37334	4	28°	5.9
800	33017	4	18°	4
800	33018	4	36°	7.5
900	33019	4	18°	7.5
900	33020	4	26°	11
900	35767	4	30°	15

Standard AXCBF-EX (400 V / 50 Hz)

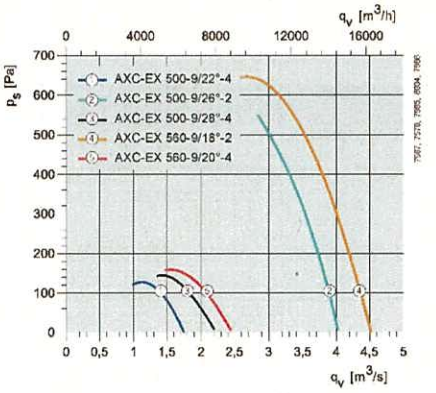
Size	Article no.	Pole	Pitch angle	Motor [kW]
250	33021	2	28°	0.37
315	33022	2	30°	0.75
400	33023	2	22°	2.2
500	33024	2	18°	2.2
250	33025	4	28°	0.25
315	33026	4	32°	0.25
400	33027	4	32°	0.55
500	33028	4	30°	1.1
630	33029	4	26°	2.2
800	33030	4	18°	4

systemair 33

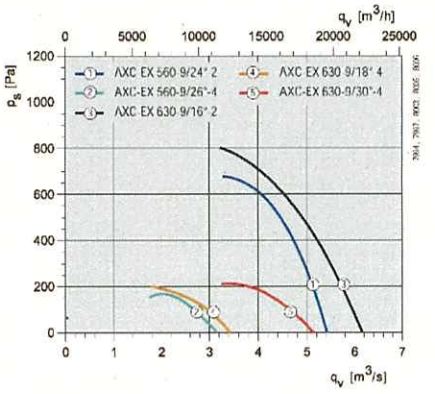
Quick selection AXC-EX



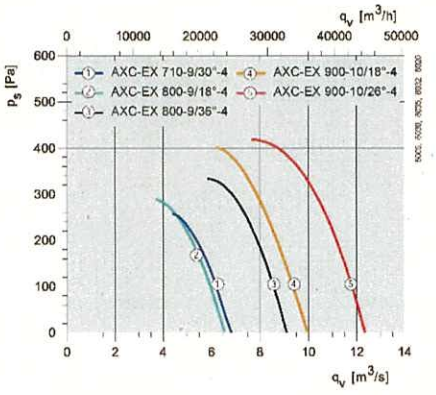
dB(A)	Tot	Frequency bands [Hz]							
L_{wA} Inlet/Outlet		63	125	250	500	1k	2k	4k	8k
AXC-EX									
355 7/32° 4	74	69	68	69	68	67	64	59	53
400-7/32°-4	77	72	71	72	71	70	67	62	56
450-7/24°-2	96	91	86	89	91	88	88	84	78
450-7/32°-4	82	77	76	77	76	75	72	67	61
500-9/16°-2	100	95	90	95	95	93	92	88	82



dB(A)	Tot	Frequency bands [Hz]							
L_{wA} Inlet/Outlet		63	125	250	500	1k	2k	4k	8k
AXC-EX									
500-9/22°-4	86	81	80	81	80	79	76	71	65
500-9/26°-2	102	97	92	95	97	95	94	90	84
500-9/28°-4	87	82	81	82	81	80	77	72	66
560-9/18°-2	106	101	96	99	101	99	98	94	88
560-9/20°-4	91	86	85	86	85	84	81	76	70

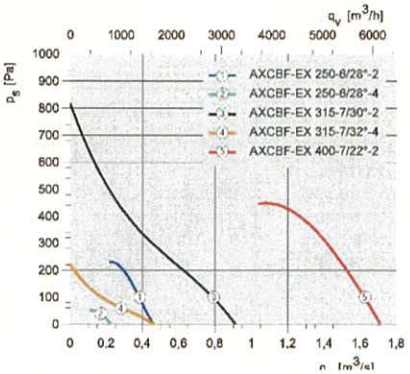


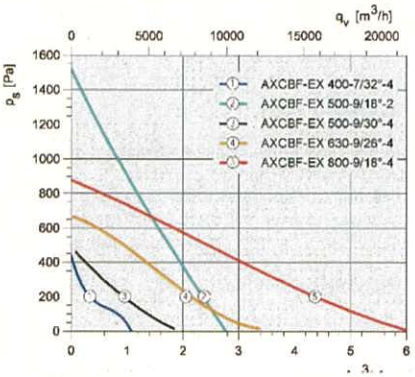
dB(A)	Tot	Frequency bands [Hz]							
L_{wA} Inlet/Outlet		63	125	250	500	1k	2k	4k	8k
AXC-EX									
560 9/24° 2	108	103	98	101	103	101	100	96	90
560-9/26°-4	93	88	87	88	87	86	83	78	72
630-9/16°-2	111	106	101	104	106	104	103	99	93
630-9/18°-4	96	91	90	91	90	89	86	81	75
630-9/30°-4	99	94	93	94	93	92	89	84	78



dB(A)	Tot	Frequency bands [Hz]							
L_{wA} Inlet/Outlet		63	125	250	500	1k	2k	4k	8k
AXC-EX									
710-9/30°-4	93	88	87	88	87	86	83	78	72
800-9/18°-4	97	92	91	92	91	90	87	82	76
800 9/36° 4	100	95	94	95	94	93	90	85	79
900-10/18° 4	101	91	89	95	96	94	91	86	80
900-10/26°-4	104	94	97	99	97	96	92	86	80

Quick selection AXCBF-EX





dB(A)	Tot	Frequency bands [Hz]						
L_{WA} Inlet/Outlet		63	125	250	500	1k	2k	4k	8k
AXCBF-EX									
250-6/28°-2	86	79	76	79	79	75	73	71	64
250-6/28°-4	71	62	63	67	59	58	56	53	43
315-7/30°-2	86	81	76	79	81	79	78	74	68
315-7/32°-4	71	66	65	66	65	64	61	56	50
400-7/22°-2	93	88	83	86	88	86	85	81	75

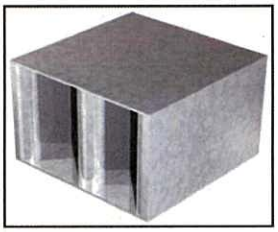
dB(A)	Tot	Frequency bands [Hz]						
L_{WA} Inlet/Outlet		63	125	250	500	1k	2k	4k	8k
AXCBF-EX									
400-7/32°-4	82	77	76	77	76	75	72	67	61
500-9/18°-2	101	90	88	91	95	96	94	92	86
500-9/30°-4	91	86	85	86	85	84	81	76	70
630-9/26°-4	93	88	87	88	87	86	83	78	72
800-9/18°-4	98	93	92	93	92	91	88	83	77

MYG
www.acoustic-hk.com
MANYA STEEL PRODUCTS MANUFACTORY

RECTANGULAR SILENCER

INTRODUCTION

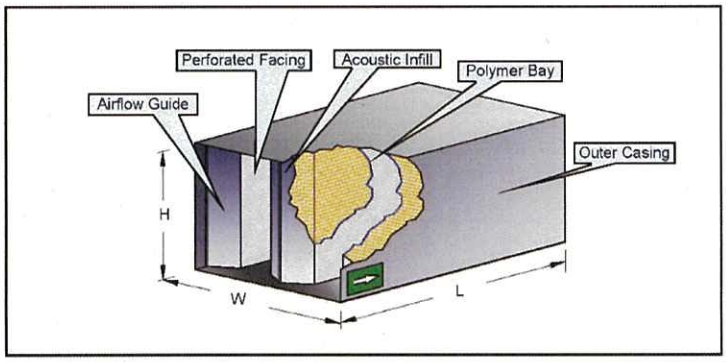
We often hear the noise from ventilation or heating systems that is hardly noticeable because it has no prominent features. The "MYG" rectangular silencer Model: MV series are mainly used in air flow intake, discharge and HVAC Ductwork systems. These silencers are offered in standard dimensions, which can be readily mounted onto the existing duct, combined with an easy calculation and selection method as well as be flexible to suit the client's particular requirements.



Rectangle G.I. Silencer

MATERIALS AND CONSTRUCTION

Standard MYG MV series come with high quality materials, compact construction and assembled with "Pittsburg seam" with natural galvanized finish on the outer case. Both the outer and inter skins shall be made of pre-galvanized steel sheets and perforated steel sheets respectively. The weld affected areas and angle frames (optional) are to be protected with cold galvanizing paint finish or corrosion-resistant paint finish. Acoustic in fill using with inorganic glass fiber absorbent material with sufficient density functions to give the optimal intended performance.



MYG MV Series Rectangular Silencer

Specification of Standard Model

Materials	MYG Silencer MV Series
	Model: MV
Thickness of outer casing steel sheets	0.8 to 1.2mm
Thickness of inner perforated steel sheets	0.5mm to 0.8mm
Acoustic infill density	32kg/m^3 to 48kg/m^3

**Others standard and materials are available base on customer request.*

OEM Factory Address : Langsha Industrial Zone, Qiao Tou Town, Dongguan City. Tel : 86-0769-345-3335 Fax : 86-0769-345-3337

MYG
www.acoustic-hk.com
MANYA STEEL PRODUCTS MANUFACTORY

APPLICATIONS

A wide variety of industrial applications can be considered when using "MYG" acoustic silencer for the control of airborne and duct-borne noise associated with common HVAC airflow systems. The use of silencers is to minimize the fan and blower noise at both the side inlets and outlets of the equipment. Commercial acoustic silencers are engineered to achieve a maximum insertion loss with a minimum pressure drop. Normally silencers are their type and applications as follows.

- ☑ Air Discharge / Intake
- ☑ Duct Silencer
- ☑ Cross Talk Silencer
- ☑ Air Flow Splitter
- ☑ Standard Elbows
- ☑ Special Shaped Elbows
- ☑ Special Bend Elbows
- ☑ Packless Silencer

ENGINEERING DATA

Static Loss (Pressure Drop)

Determine pressure drop across silencer by the following formula:

Pressure drop, ΔP = PD x V^2 (Pa)

Where PD Value = Pressure loss coefficient

V = Face velocity in m/s (cross sectional size)

Insertion Loss of "MV" L-series, dB
Low Pressure (Airway 45%)

Model	Length	PD Value	OCTAVE BAND CENTRE FREQUENCY (Hz)							
			63	125	250	500	1K	2K	4K	8K
MVL2	600	0.48	2	4	9	12	19	19	11	4
MVL3	900	0.52	2	5	10	17	21	21	13	5
MVL4	1200	0.69	3	6	13	22	28	28	16	7
MVL5	1500	1.03	4	8	15	28	35	35	21	11
MVL6	1800	1.32	5	9	19	33	42	42	25	14
MVL7	2100	1.88	6	11	22	39	49	49	29	20
MVL8	2400	2.55	7	13	25	45	50	50	44	24
MVL9	2700	3.42	9	15	27	47	50	50	46	29

OEM Factory Address : Langsha Industrial Zone, Qiao Tou Town, Dongguan City. Tel : 86-0769-345-3335 Fax : 86-0769-345-3337

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Insertion Loss of "MV" S-series, dB
Medium Pressure (Airway 33%)

Model	Length	PD Value	OCTAVE BAND CENTRE FREQUENCY (Hz)							
			63	125	250	500	1K	2K	4K	8K
MVS2	600	0.74	4	8	14	20	31	30	24	18
MVS3	900	0.92	5	10	18	27	34	36	30	21
MVS4	1200	1.72	6	14	24	37	46	46	40	26
MVS5	1500	2.3	8	18	27	42	50	50	46	31
MVS6	1800	3.1	9	19	34	50	50	50	50	39
MVS7	2100	4.4	11	23	40	50	50	50	50	49
MVS8	2400	6.4	13	25	45	50	50	50	50	50
MVS9	2700	8.7	14	27	48	50	50	50	50	50

Insertion Loss of "MV" H-series, dB
High Pressure (Airway 22%)

Model	Length	PD Value	OCTAVE BAND CENTRE FREQUENCY (Hz)							
			63	125	250	500	1K	2K	4K	8K
MVH2	600	2.3	6	10	16	26	30	30	26	22
MVH3	900	3.4	9	16	24	37	48	50	50	39
MVH4	1200	5.1	11	21	31	49	50	50	50	46
MVH5	1500	8.1	14	25	39	50	50	50	50	50
MVH6	1800	12.1	16	29	46	50	50	50	50	50
MVH7	2100	16.5	18	33	50	50	50	50	50	50
MVH8	2400	21	20	37	50	50	50	50	50	50
MVH9	2700	23	22	39	50	50	50	50	50	50

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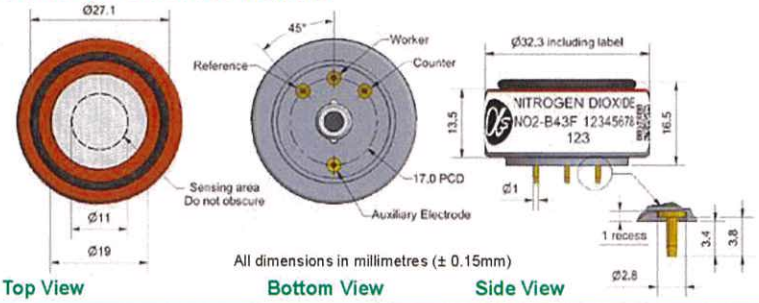
Appendix H. Default Configured AQMS Sensor Information

Technical Specification

NO2-B43F Nitrogen Dioxide Sensor 4-Electrode

Figure 1 NO2-B43F Schematic Diagram



PERFORMANCE			
	Sensitivity	nA/ppm at 2ppm NO_2	-200 to -650
	Response time	t_{90} (s) from zero to 2ppm NO_2	< 80
	Zero current	nA in zero air at 20°C	-80 to +80
	Noise*	±2 standard deviations (ppb equivalent)	15
	Range	ppm NO_2 limit of performance warranty	20
	Linearity	ppb error at full scale, linear at zero and 20ppm NO_2	< ±0.5
	Overgas limit	maximum ppm for stable response to gas pulse	50
	*** Tested with Alphasense ISB low noise circuit**		
LIFETIME	Zero drift	ppb equivalent change/year in lab air	0 to 20
	Sensitivity drift	% change/year in lab air, monthly test	-20 to -40
	Operating life	months until 50% original signal (24 month warranted)	> 24
ENVIRONMENTAL			
	Sensitivity @ -20°C	(% output @ -20°C/output @ 20°C) @ 2ppm NO_2	60 to 80
	Sensitivity @ 40°C	(% output @ 40°C/output @ 20°C) @ 2ppm NO_2	95 to 115
	Zero @ -20°C	nA	0 to 25
	Zero @ 40°C	nA	-10 to 50

CROSS SENSITIVITY	O_3	Filter capacity (ppm.hr)	@	0.5ppm	O_3	> 500
	H_2S	sensitivity % measured gas	@	5ppm	H_2S	< -80
	NO	sensitivity % measured gas	@	5ppm	NO	< 5
	Cl_2	sensitivity % measured gas	@	5ppm	Cl_2	< 100
	SO_2	sensitivity % measured gas	@	5ppm	SO_2	< -3
	CO	sensitivity % measured gas	@	5ppm	CO	< -3
	H_2	sensitivity % measured gas	@	100ppm	H_2	< 0.1
	C_2H_4	sensitivity % measured gas	@	100ppm	C_2H_4	< 0.1
	NH_3	sensitivity % measured gas	@	20ppm	NH_3	< 0.1
	CO_2	sensitivity % measured gas	@	5% Vol	CO_2	< 0.1
	Halothane	sensitivity % measured gas	@	100ppm	Halothane	nd

KEY SPECIFICATIONS		
	Temperature range	°C	-30 to 40
	Pressure range	kPa	80 to 120
	Humidity range	% rh continuous	15 to 85
	Storage period	months @ 3 to 20°C (stored in sealed pot)	6
	Load resistor	Ω (ISB circuit is recommended)	33 to 100
	Weight	g	< 13

At the end of the product's life, do not dispose of any electronic sensor, component or instrument in the domestic waste, but contact the instrument manufacturer, Alphasense or its distributor for disposal instructions.

NOTE: all sensors are tested at ambient environmental conditions, with 47 ohm load resistor, unless otherwise stated. As applications of use are outside our control, the information provided is given without legal responsibility. Customers should test under their own conditions, to ensure that the sensors are suitable for their own requirements.

Alphasense Ltd, Sensor Technology House, 300 Avenue West, Skyline 120, Great Notley, CM77 7AA, UK
Telephone: +44 (0) 1376 556 700 Fax: +44 (0) 1376 335 899 E-mail: sensors@alphasense.com Website: www.alphasense.com

Technical Specification

NO2-B43F Performance Data

Figure 2 Sensitivity Temperature Dependence

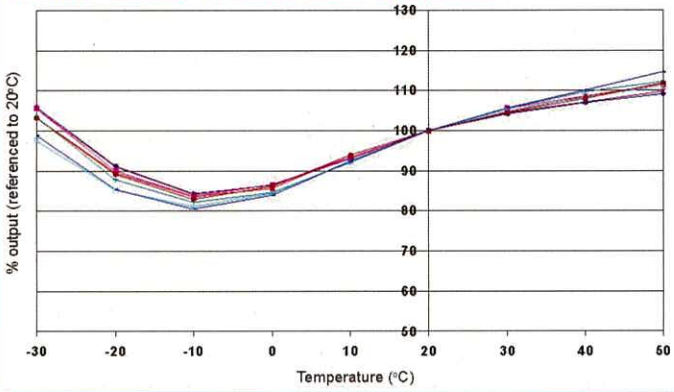


Figure 2 shows the temperature dependence of sensitivity at 2ppm NO_2.

This data is taken from a typical batch of sensors.

Figure 3 Zero Temperature Dependence

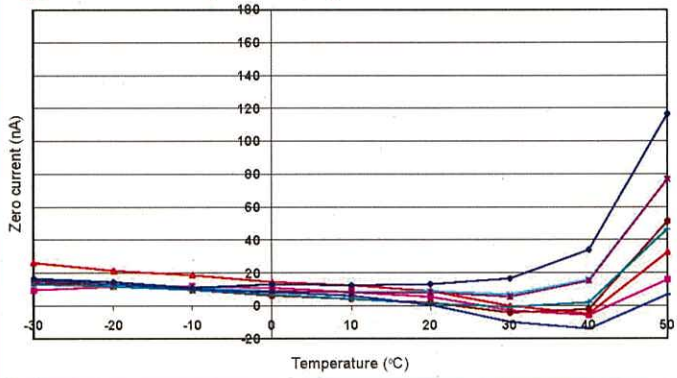
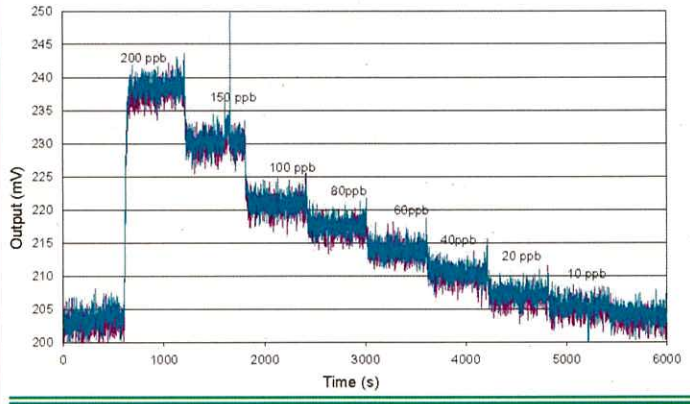


Figure 3 shows the variation in zero output of the working electrode caused by changes in temperature, expressed as nA.

This data is taken from a typical batch of sensors.

Contact Alphasense for futher information on zero current correction.

Figure 4 Response to 200 ppb NO_2



With a 33 Ω load resistor, the NO2-B43F shows excellent resolution, even at the ppb level: ideal for outdoor air environmental testing.

Use of Alphasense ISB circuit reduces noise to 15ppb, with the opportunity of digital smooting to reduce noise even further.

Offset voltage is due to intentional ISB circuit electronic offset.

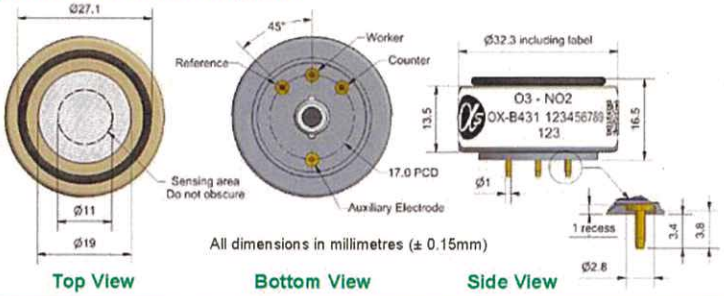
For further information on the performance of this sensor, on other sensors in the range or any other subject, please contact Alphasense Ltd. For Application Notes visit "www.alphasense.com".

Technical Specification

OX-B431 Oxidising Gas Sensor
Ozone + Nitrogen Dioxide
4-Electrode

Patented

Figure 1 OX-B431 Schematic Diagram



Specification O_3 Sensing

PERFORMANCE			
	Sensitivity	nA/ppm at 1ppm O_3	-225 to -750
	Response time	t_{90} (s) from zero to 1ppm O_3	< 80
	Zero current	nA in zero air at 20°C	-80 to +80
	Noise*	±2 standard deviations (ppb equivalent)	15
	Range	ppm O_3 limit of performance warranty	20
	Linearity	ppm error at full scale, linear at zero and 20ppm O_3	< ±0.5
	Overgas limit	maximum ppm for stable response to gas pulse	50
	* Tested with Alphasense AFE low noise circuit		
LIFETIME	Zero drift	ppb equivalent change/year in lab air	0 to 20
	Sensitivity drift	% change/year in lab air, monthly test	< -20 to -40
	Operating life	months until 50% original signal (24 month warranted)	> 24
ENVIRONMENTAL			
	Sensitivity @ -20°C	(% output @ -20°C/output @ 20°C) @ 2ppm O_3	70 to 90
	Sensitivity @ 40°C	(% output @ 40°C/output @ 20°C) @ 2ppm O_3	95 to 125
	Zero @ -20°C	nA	0 to 25
	Zero @ 40°C	nA	5 to 100
CROSS SENSITIVITY	H_2S	sensitivity % measured gas @ 5ppm H_2S	< -80
	NO	sensitivity % measured gas @ 5ppm NO	< 5
	Cl_2	sensitivity % measured gas @ 5ppm Cl_2	< 100
	SO_2	sensitivity % measured gas @ 5ppm SO_2	< -3
	CO	sensitivity % measured gas @ 5ppm CO	< -3
	C_2H_4	sensitivity % measured gas @ 100ppm C_2H_4	< 0.1
	NH_3	sensitivity % measured gas @ 20ppm NH_3	< 0.1
	H_2	sensitivity % measured gas @ 100ppm H_2	< 0.1
	CO_2	sensitivity % measured gas @ 5% Vol CO_2	< 0.1
	Halothane	sensitivity % measured gas @ 100ppm Halothane	< 0.1
KEY SPECIFICATIONS			
	Temperature range	°C	-30 to 40
	Pressure range	kPa	80 to 120
	Humidity range	% rh continuous	15 to 85
	Storage period	months @ 3 to 20°C (stored in sealed pot)	6
	Load resistor	Ω (AFE circuit recommended)	33 to 100
	Weight	g	< 13

NOTE: all sensors are tested at ambient environmental conditions, with 47 ohm load resistor, unless otherwise stated. As applications of use are outside our control, the information provided is given without legal responsibility. Customers should test under their own conditions, to ensure that the sensors are suitable for their own requirements.

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Technical Specification

OX-B431 Performance Data

Figure 2 Sensitivity temperature dependence to 1ppm O_3

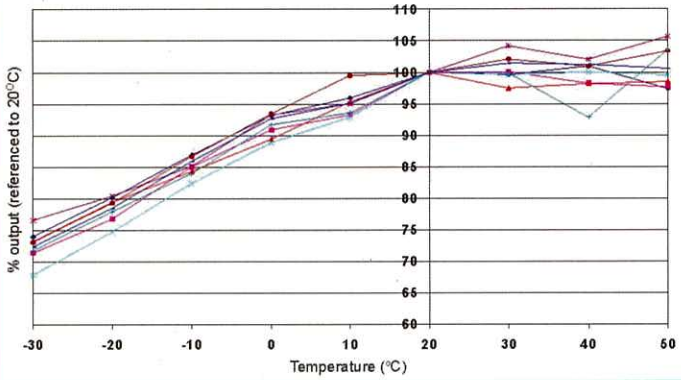

Figure 2 shows the temperature dependence of sensitivity at 1ppm O_3.

This data is taken from a typical batch of sensors.

Figure 3 Zero temperature dependence

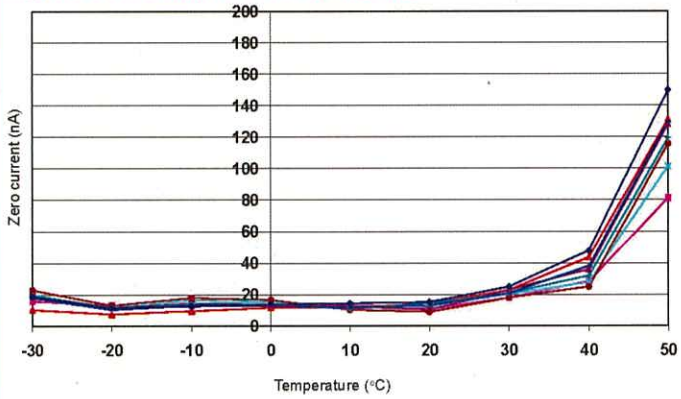

Figure 3 shows the variation in zero output of the working electrode caused by changes in temperature, expressed as nA.

This data is taken from a typical batch of sensors.

Contact Alphasense for futher information on zero current correction.

Figure 4 Response from 200 ppb to 0 ppb O_3

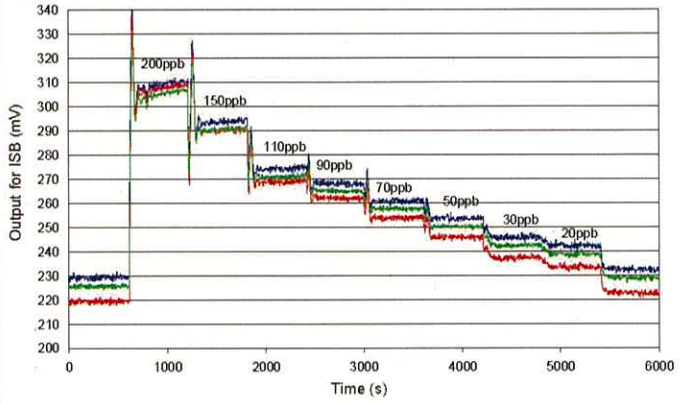

Figure 4 shows response from 200ppb O_3 to 0ppb O_3.

Use of Alphasense AFE circuit reduces noise to 15ppb, with the opportunity of digital smooting to reduce noise even further.

Offset voltage is due to intentional ISB circuit electronic offset.

Technical Specification

OX-B431 Oxidising Gas Sensor
Ozone + Nitrogen Dioxide
4-Electrode

Patented

The OX-B431 detects both ozone and nitrogen dioxide (O_3 +NO_2). The NO2-B43F measures only nitrogen dioxide, filtering out ozone. Using these sensors together allows you to calculate the O_3 concentration by subtracting the corrected NO2-B43F concentration from the corrected OX-B431 concentration.

Before subtracting to determine ozone concentration, ensure that the signals from the two sensors have been corrected for electronic zero offset, sensor zero offset and temperature dependence, and sensitivity (nA/ppm) calibration and temperature dependence.

Specification NO_2 Sensing

PERFORMANCE			
	Sensitivity to NO_2	nA/ppm at 2ppm NO_2	-250 to -750
	Response time	t_{90} (s) from zero to 2ppm NO_2	< 80
	Zero current	nA in zero air at 20°C	-80 to +80
	Noise*	±2 standard deviations (ppb equivalent)	15
	Range	ppm NO_2 limit of performance warranty	20
	Linearity	ppm error at full scale, linear at zero and 20ppm NO_2	< ±0.5
	Overgas limit	maximum ppm for stable response to gas pulse	50
	*** Tested with Alphasense AFE low noise circuit**		
LIFETIME	Zero drift	ppb equivalent change/year in lab air	0 to 20
	Sensitivity drift	% change/year in lab air, monthly test	< -20 to -40
	Operating life	months until 50% original signal (24 month warranted)	> 24
ENVIRONMENTAL			
	Sensitivity @ -20°C	(% output @ -20°C/output @ 20°C) @ 2ppm NO_2	70 to 90
	Sensitivity @ 40°C	(% output @ 50°C/output @ 20°C) @ 2ppm NO_2	95 to 110
	Zero @ -20°C	nA	0 to 25
	Zero @ 40°C	nA	5 to 50

CROSS SENSITIVITY	H_2S	sensitivity % measured gas	@	5ppm	H_2S	< -80
	NO	sensitivity % measured gas	@	5ppm	NO	< 5
	Cl_2	sensitivity % measured gas	@	5ppm	Cl_2	< 100
	SO_2	sensitivity % measured gas	@	5ppm	SO_2	< -3
	CO	sensitivity % measured gas	@	5ppm	CO	< -3
	C_2H_4	sensitivity % measured gas	@	100ppm	C_2H_4	< 0.1
	NH_3	sensitivity % measured gas	@	20ppm	NH_3	< 0.1
	H_2	sensitivity % measured gas	@	100ppm	H_2	< 0.1
	CO_2	sensitivity % measured gas	@	5% Vol	CO_2	< 0.1
	Halothane	sensitivity % measured gas	@	100ppm	Halothane	< 0.1

KEY SPECIFICATIONS		
	Temperature range	°C -30 to 40
	Pressure range	kPa 80 to 120
	Humidity range	% rh continuous 15 to 85
		< 13

At the end of the product's life, do not dispose of any electronic sensor, component or instrument in the domestic waste, but contact the instrument manufacturer, Alphasense or its distributor for disposal instructions.

NOTE: all sensors are tested at ambient environmental conditions, with 47 ohm load resistor, unless otherwise stated. As applications of use are outside our control, the information provided is given without legal responsibility. Customers should test under their own conditions, to ensure that the sensors are suitable for their own requirements.

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Technical Specification

OX-B431 Performance Data

Figure 5 Sensitivity temperature dependence to 2ppm NO_2

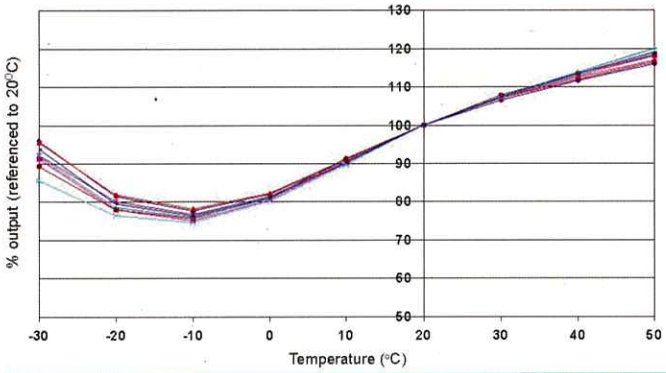


Figure 5 shows the temperature dependence of sensitivity at 2ppm NO_2.

This data is taken from a typical batch of sensors.

Figure 6 Response to 50ppb NO_2

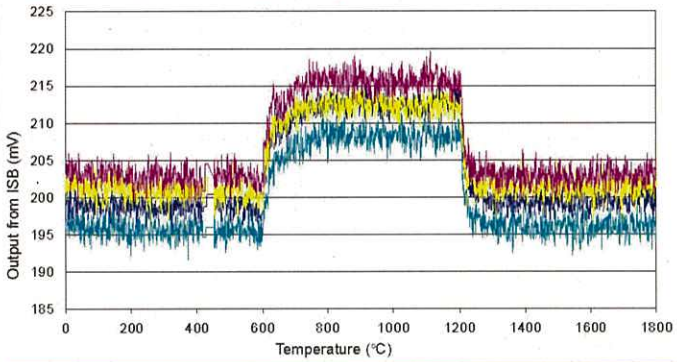


Figure 6 shows the fast response and good baseline recovery of the OX-B431 to 50ppb NO_2.

Figure 7 Response from 200 ppb to 0 ppb NO_2

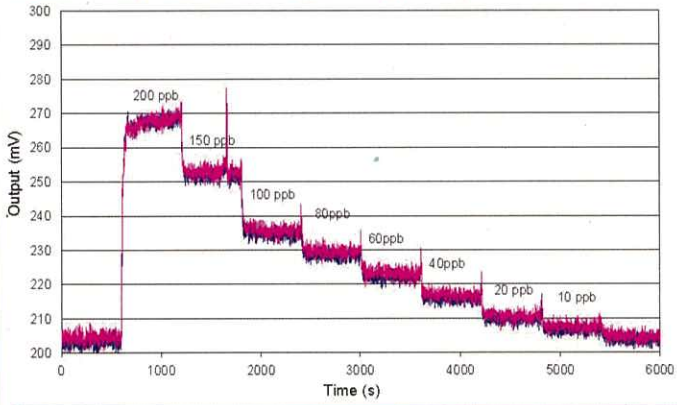


Figure 7 shows response from 200ppb NO_2 to 0ppb NO_2.

Use of Alphasense AFE circuit reduces noise to 15ppb, with the opportunity of digital smooting to reduce noise to less than ± 5ppb.

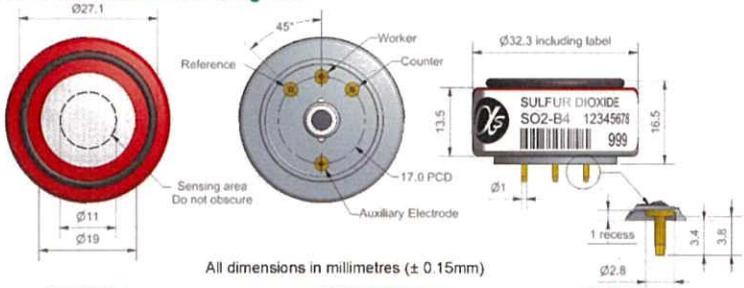
Offset voltage is due to intentional ISB circuit electronic offset.

For further information on the performance of this sensor, on other sensors in the range or any other subject, please contact Alphasense Ltd. For Application Notes visit "www.alphasense.com".

Technical Specification

SO2-B4 Sulfur Dioxide Sensor
4-Electrode

Figure 1 SO2-B4 Schematic Diagram



PERFORMANCE	Sensitivity	nA/ppm at 2ppm SO_2	275 to 520
	Response time	t_{90} (s) from zero to 2ppm SO_2	< 60
	Zero current	nA in zero air at 20°C	-100 to +100
	Noise*	±2 standard deviations (ppb equivalent)	5
	Range	ppm limit of performance warranty	100
	Linearity	ppb error at 100ppm SO_2, linear at zero and 10ppm SO_2	0 to -2
	Overgas limit	maximum ppm for stable response to gas pulse	200
	*** Tested with Alphasense ISB low noise circuit**		
LIFETIME	Zero drift	ppb equivalent change/year in lab air	< ±20
	Sensitivity drift	% change/year in lab air, monthly test	< ±15
	Operating life	months until 50% original signal (24 month warranted)	> 36
ENVIRONMENTAL	Sensitivity @ -20°C	(% output @ -20°C/output @ 20°C) @ 2ppm SO_2	70 to 90
	Sensitivity @ 50°C	(% output @ 50°C/output @ 20°C) @ 2ppm SO_2	90 to 110
	Zero @ -20°C	nA change from 20°C	0 to -10
	Zero @ 50°C	nA change from 20°C	10 to 30
CROSS SENSITIVITY	Filter capacity	ppm·hrs	450
	H_2S sensitivity	% measured gas @ 5ppm H_2S	< 2
	NO_2 sensitivity	% measured gas @ 5ppm NO_2	< -120
	Cl_2 sensitivity	% measured gas @ 5ppm Cl_2	< -80
	NO sensitivity	% measured gas @ 5ppm NO	< 4
	CO sensitivity	% measured gas @ 5ppm CO	< 3
	H_2 sensitivity	% measured gas @ 100ppm H_2	< 0.5
	C_2H_4 sensitivity	% measured gas @ 100ppm C_2H_4	< 1
	NH_3 sensitivity	% measured gas @ 20ppm NH_3	< 0.1
	CO_2 sensitivity	% measured gas @ 5% CO_2	< 0.1
	O_3 sensitivity	% measured gas @ 0.5ppm O_3	< -120
KEY SPECIFICATIONS	Temperature range	°C	-30 to 50
	Pressure range	kPa	80 to 120
	Humidity range	% rh continuous (see note below)	15 to 90
	Storage period	months @ 3 to 20°C (stored in sealed pot)	6
	Load Resistor	Ω (ISB circuit is recommended)	33 to 100
	Weight	g	< 13

Note: Above 85% rh and 40°C a maximum continuous exposure period of 10 days is warranted. Where such exposure occurs the sensor will recover normal electrolyte volumes when allowed to rest at lower % rh and temperature levels for several days.

At the end of the product's life, do not dispose of any electronic sensor, component or instrument in the domestic waste, but contact the instrument manufacturer, Alphasense or its distributor for disposal instructions.

NOTE: all sensors are tested at ambient environmental conditions, with 47 ohm load resistor, unless otherwise stated. As applications of use are outside our control, the information provided is given without legal responsibility. Customers should test under their own conditions, to ensure that the sensors are suitable for their own requirements.

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Telephone: +44 (0) 1376 556 700 Fax: +44 (0) 1376 335 899 E-mail: sensors@alphasense.com Website: www.alphasense.com

Technical Specification

SO2-B4 Perfomance Data

Figure 2 Sensitivity Temperature Dependence

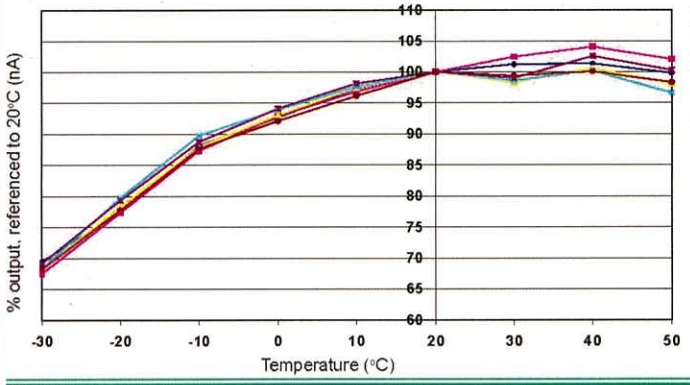


Figure 2 shows the temperature dependence of sensitivity at 2ppm SO_2.

This data is taken from a typical batch of sensors.

Figure 3 Zero Temperature Dependence

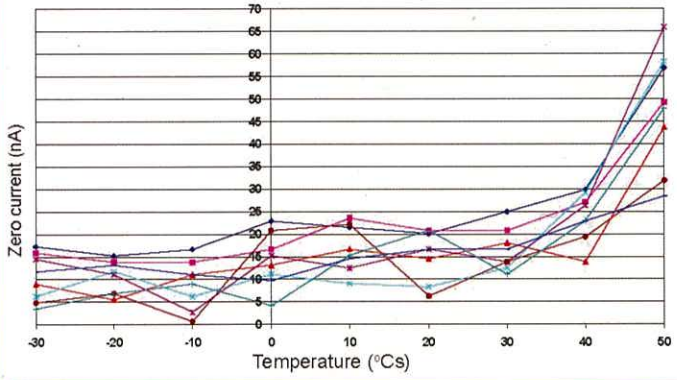


Figure 3 shows the variation in zero output of the working electrode caused by changes in temperature, expressed as nA.

This data is taken from a typical batch of sensors.

Contact Alphasense for futher information on zero current correction.

Figure 4 Response to 200ppb SO_2

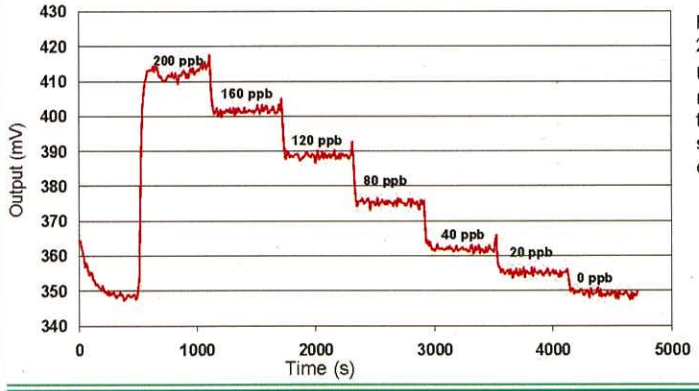


Figure 4 shows response from 20 to 200ppb SO_2.

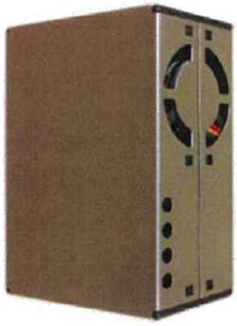
Use of Alphasense ISB circuit reduces noise to 5ppb, with the opportunity of digital smooting to reduce noise even further.

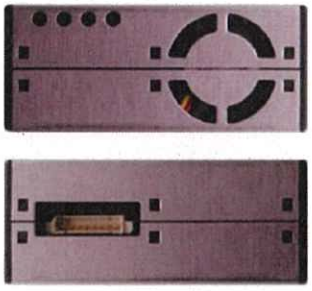
For further information on the performance of this sensor, on other sensors in the range or any other subject, please contact Alphasense Ltd. For Application Notes visit "www.alphasense.com".

Digital universal particle concentration sensor

PMS5003 series data manual

Writer	Zhou Yong	Version	V2.3
Verifier	Zheng Haoxin	Date	2016-06-01





Main characteristics

- Zero false alarm rate
- Real-time response
- Correct data
- Minimum distinguishable particle diameter :0.3 micrometer
- High anti-interference performance because of the patent structure of six sides shielding
- Optional direction of air inlet and outlet in order to adapt the different design

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Overview

PMS5003 is a kind of digital and universal particle concentration sensor, which can be used to obtain the number of suspended particles in the air, i.e. the concentration of particles, and output them in the form of digital interface. This sensor can be inserted into variable instruments related to the concentration of suspended particles in the air or other environmental improvement equipments to provide correct concentration data in time.

Working principle

Laser scattering principle is used for such sensor, i.e. produce scattering by using laser to radiate suspending particles in the air, then collect scattering light in a certain degree, and finally obtain the curve of scattering light change with time. In the end, equivalent particle diameter and the number of particles with different diameter per unit volume can be calculated by microprocessor based on MIE theory. Please find the functional diagram of each part of sensor from Figure 1 as follows.

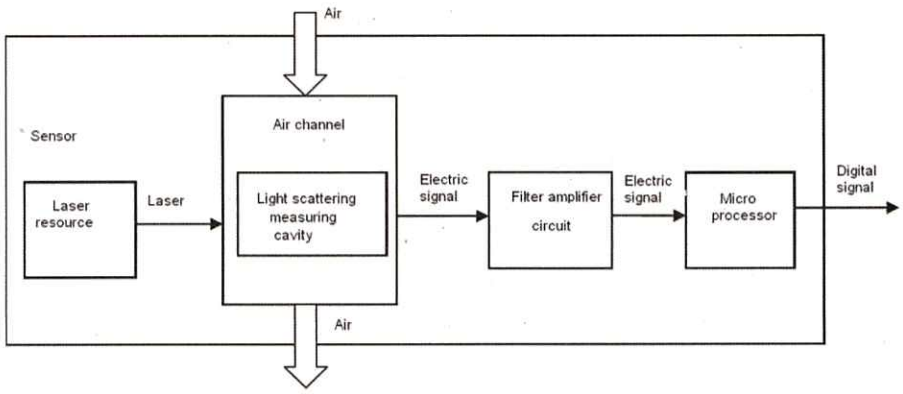

Figure 1 Functional block diagram of sensor

Technical Index

Parameter	Index	unit
Range of measurement	0.3~1.0; 1.0~2.5; 2.5~10	Micrometer（μ m）
Counting Efficiency	50%@0.3μ m 98%@>=0.5μ m	
Effective Range（PM2.5 standard）	0~500	μ g/m³
Maximum Range（PM2.5 standard）*	≥1000	μ g/m³
Resolution	1	μ g/m³
Maximum Consistency Error (PM2.5 standard data)*	±10%@100~500μ g/m³ ±10μ g/m³ @0~100μ g/m³	
Standard Volume	0.1	Litre（L）
Single Response Time	＜1	Second（s）
Total Response Time	≤10	Second（s）
DC Power Supply	Typ:5.0 Min:4.5 Max: 5.5	Volt（V）
Active Current	≤100	Milliampere（mA）
Standby Current	≤200	Microampere（μ A）
Interface Level	L <0.8 @3.3 H >2.7@3.3	Volt（V）
Working Temperature Range	-10~+60	℃
Working Humidity Range	0~99%	
Storage Temperature Range	-40~+80	℃
MTTF	≥3	Year（Y）
Physical Size	50×38×21	Millimeter（mm）

Note 1: Maximum range means that the highest output value of the PM2.5 standard data is not less than 1000.
Note 2:"PM2.5 standard data" is the "data2" in the appendix.

Pin Definition

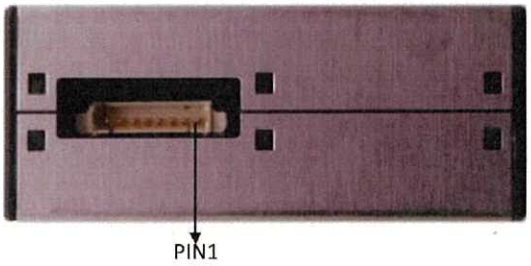

Figure 2 Connector Definition

PIN1	VCC	Positive power 5V
PIN2	GND	Negative power
PIN3	SET	Set pin /TTL level@3.3V, high level or suspending is normal working status, while low level is sleeping mode.
PIN4	RX	Serial port receiving pin/TTL level@3.3V
PIN5	TX	Serial port sending pin/TTL level@3.3V
PIN6	RESET	Module reset signal /TTL level@3.3V, low reset.
PIN7/8	NC	

Output result

Mainly output as the quality and number of each particles with different size per unit volume, the unit volume of particle number is 0.1L and the unit of mass concentration is μ g/m³.

There are two options for digital output: passive and active. Default mode is active after power up. In this mode sensor would send serial data to the host automatically .The active mode is divided into two sub-modes: stable mode and fast mode. If the concentration change is small the sensor would run at stable mode with the real interval of 2.3s.And if the change is big the sensor would be changed to fast mode automatically with the interval of 200~800ms, the higher of the concentration, the shorter of the interval.

Typical Circuit

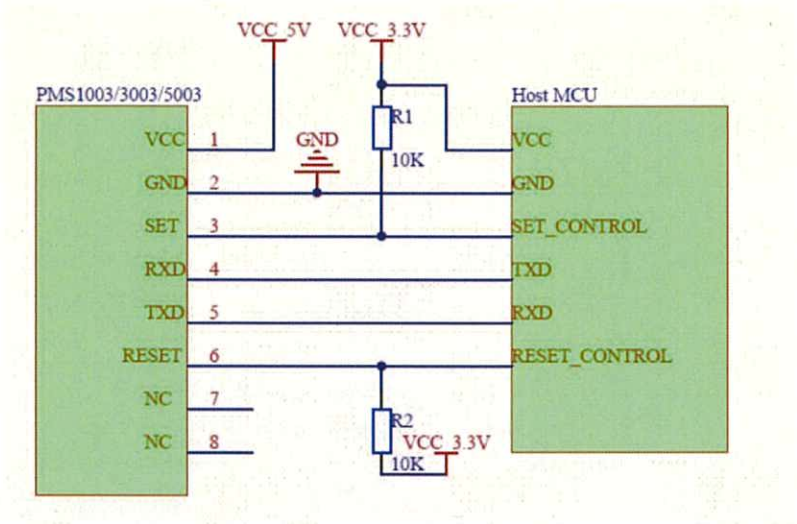

Figure 3 Typical Circuit

Typical Output Characteristic

Definition of axis Y: PM2.5 concentration , unit: μ g/m³
Definition of axis X: number of samples, unit: time

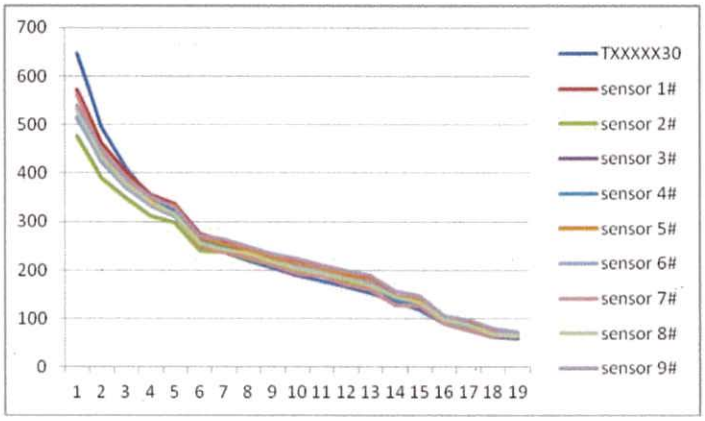

Figure 4-1 Consistency at 20℃

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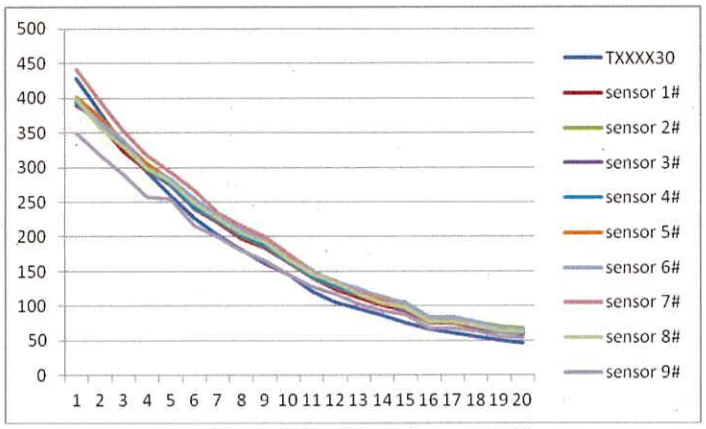


Figure 4-2 Consistency at 43℃

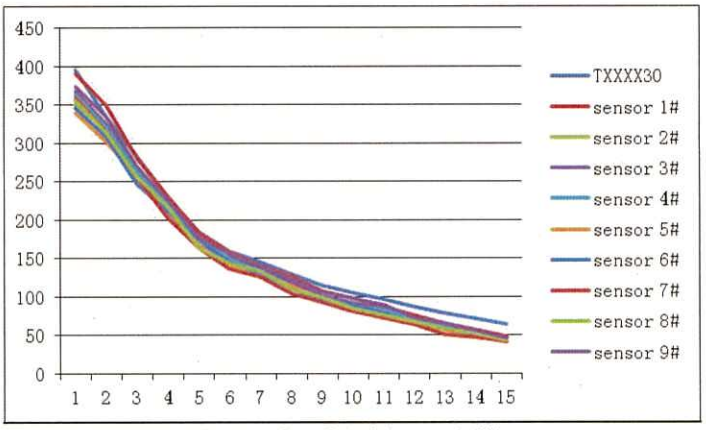


Figure 4-3 Consistency at -5℃

2016 product data manual of PLANTOWER

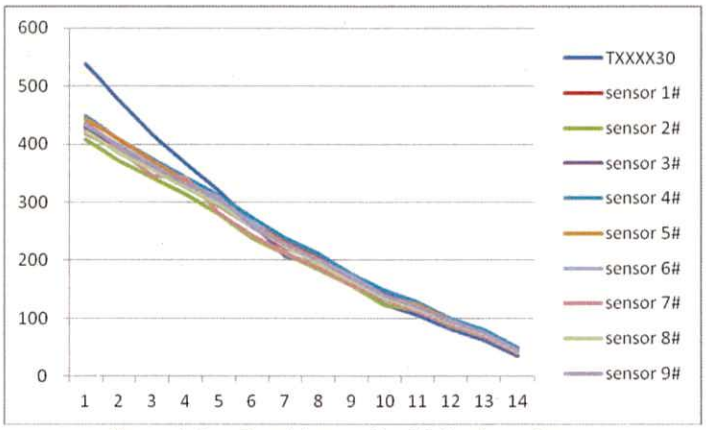


Figure 4-4 Consistency after 30 days' running

Relationship of Temperature and Consistency

Definition of axis Y: Maximum Error Modulus(%)
Definition of axis X: Temperature(℃)

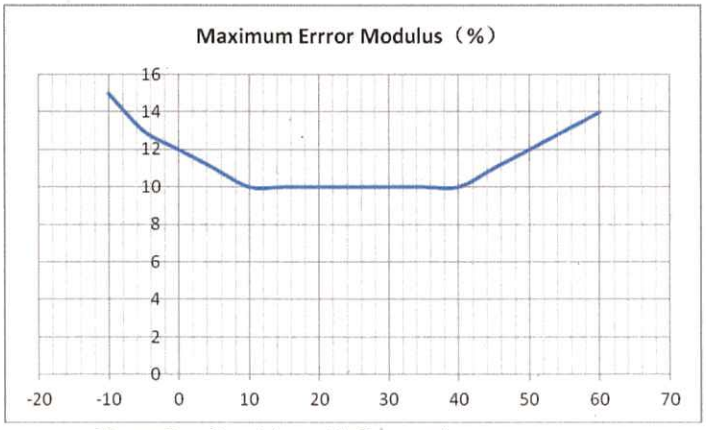


Figure 5 Consistency Vs Temperature

Endurance Characteristics

No	Item	Test Method	Characteristics	n C
1	Long Running	1. 10 ㎡ closed Lab,, 20~25℃, humidity 30%~70%, particle generator and air cleaner 2. DC 5V power supply 3. Check consistency after 720 hours' running	10 samples during 0~500μ g/m³ 0~100μ g/m³ Maximum Error≤ ±15μ g/m³	n=30 C=0
2	High Temperature Operation	1. 10 ㎡ constant temperature Lab 2. 43℃, humidity 70%, 3. particle generator and air cleaner 4. DC 5V power supply 5. Check consistency	 100~500μ g/m³ Maximum Error≤ ±15%	n=10 C=0
3	Cold Operation	1. 10 ㎡ constant temperature Lab 2. -5℃, humidity 30%, 3. particle generator and air cleaner 4. DC 5V power supply 5. Check consistency	FAN does not screeched	n=10 C=0
4	Vibration	1. 10 ㎡ closed Lab,, 20℃, humidity 50%, particle generator and air cleaner 2. DC 5V power supply and check consistency 3. Frequency: 50Hz。 4. acceleration: 9.8/ S² 。 5. Direction: X、Y、Z 6. Vibration Amplitude: ±2mm。 7. Time: X、Y、Z –way, Per 1 hour		n=5 C=0
5	High Temperature and Humidity Storage	1. Constant temperature cabinet 2. 70℃, humidity 90%~95, 3. Check consistency after 500 hours' storage	10 samples during 0~500μ g/m³ 0~100μ g/m³ Maximum Error≤	n=10 C=0
6	Cold Storage	1. Constant temperature cabinet 2. -30℃, humidity 90%~95, 3. Check consistency after 500 hours' storage	±10μ g/m³ 100~500μ g/m³ Maximum Error≤ ±10%	n=10 C=0
7	Variation of	4. 10 ㎡ closed Lab,, 20℃, humidity		n=5

	Power Supply	50%, particle generator and air cleaner 5. Power varies as the cycles of 4.5V to 5.5V ,then 5.5V to 4.5V with the pace of 0.1V/min for 2 hours. 6. Check consistency during Variation	FAN does not screeched	C=0
8	Power On-Off Cycle	1. 10 ㎡ closed Lab,, 20℃, humidity 50%, particle generator and air cleaner 2. DC 5V power supply, keep On-Off frequency 0.5Hz for 72 hours and check consistency		n=10 C=0
9	Sleep Set On-Off Cycle	1. 10 ㎡ closed Lab,, 20℃, humidity 50%, particle generator and air cleaner 2. DC 5V power supply, keep Sleep Set Pin High-Low frequency 0.5Hz for 72 hours and check consistency		n=10 C=0
10	Laser On-Off Cycle	1. 10 ㎡ closed Lab,, 20℃, humidity 50%, particle generator and air cleaner 2. keep laser On-Off frequency 50Hz for 240 hours and check consistency		n=10 C=0
11	Salt Spray	5% industrial salt water, hydrolysis spray 100 hours, clean with purified water and store for 48 hours	No rust and discoloration of metal parts	n=1 C=0

Circuit Attentions

1) DC 5V power supply is needed because the FAN should be driven by 5V. But the high level of data pin is 3.3V. Level conversion unit should be used if the power of host MCU is 5V.
2) The SET and RESET pins are pulled up inside so they should not be connected if without usage.
3) PIN7 and PIN8 should not be connected.
4) Stable data should be got at least 30 seconds after the sensor wakeup from the sleep mode because of the fan's performance.

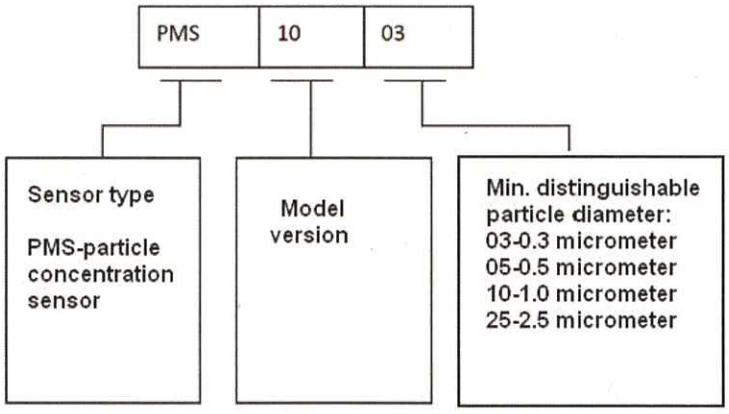
Installation Attentions

1) Metal shell is connected to the GND so be careful not to let it shorted with the other parts of circuit except GND.
2) The best way of install is making the plane of inset and outset closely to the plane of the host. Or some shield should be placed between inset and outset in order to prevent the air flow from inner loop.
3) The blowhole in the shell of the host should not be smaller than the inset.
4) The sensor should not be installed in the air flow way of the air cleaner or should be shielded by some structure.
5) The sensor should be installed at least 20cm higher than the grand in order to prevent it from blocking by the floc dust.
6) Do not break up the sensor.
7) M2 self-tapping strew should be used to fix the sensor but it should not be deeper than 5mm into the sensor.

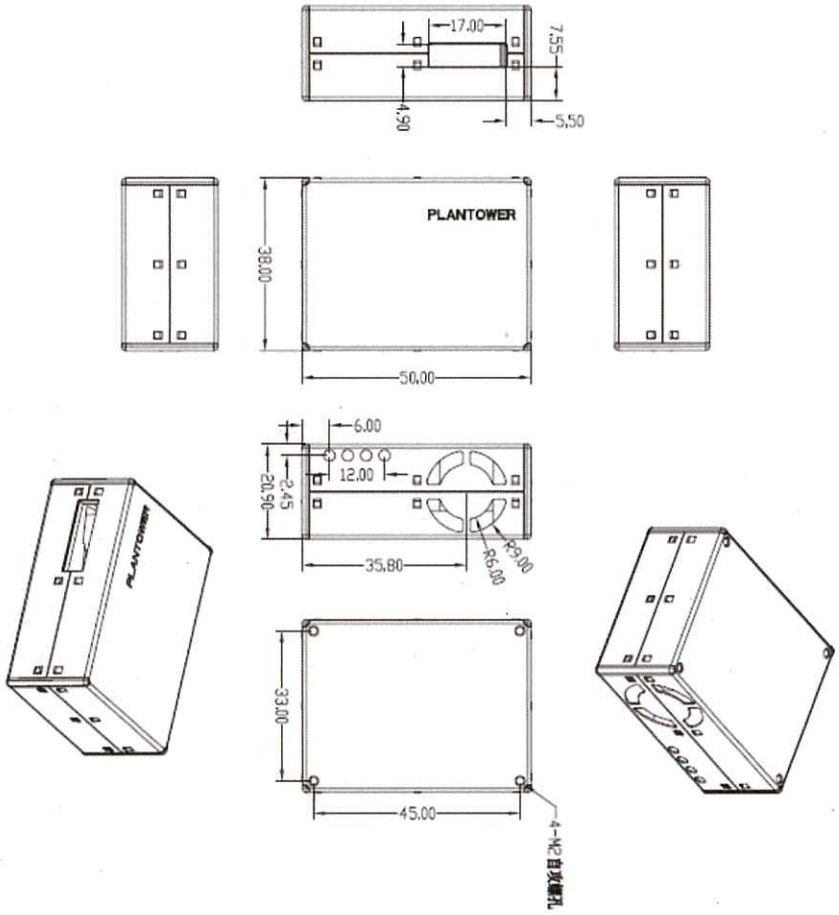
Other Attentions

1) Only the consistency of all the PM sensors of PLANTOWER is promised and ensured. And the sensor should not be checked with any third party equipment.
2) The sensor is usually used in the common indoor environment. So some protection must be added if using in the conditions as followed:
   a) The time of concentration $\geqslant$300μ g/㎥ is longer than 50% of the whole year or concentration$\geqslant$500μ g/㎥ is longer than20% of the whole year.
   b) Kitchen
   c) Water mist condition such as bathroom or hot spring.
   d) outdoor

Part Number Definition



Physical Size (mm)



Appendix I: PMS5003 transport protocol-Active Mode

Default baud rate: 9600bps Check bit: None Stop bit: 1 bit

32 Bytes

Start character 1	0x42	(Fixed)
Start character2	0x4d	(Fixed)
Frame length high 8 bits	.....	Frame length=2x13+2(data+check bytes)
Frame length low 8 bits	.....	
Data 1 high 8 bits	.....	Data1 refers to PM1.0 concentration unit μ g/m3 (CF=1, standard particle) *
Data 1 low 8 bits	.....	
Data2 high 8 bits	.....	Data2 refers to PM2.5 concentration unit μ g/m3 (CF=1, standard particle)
Data2 low 8 bits	.....	
Data3 high 8 bits	.....	Data3 refers to PM10 concentration unit μ g/m3 (CF=1, standard particle)
Data3 low 8 bits	.....	
Data4 high 8 bits	.....	Data4 refers to PM1.0 concentration unit * μ g/m3 (under atmospheric environment)
Data4 low 8 bits	.....	
Data5 high 8 bits	.....	Data 5 refers to PM2.5 concentration unit μ g/m3 (under atmospheric environment)
Data5 low 8 bits	.....	
Data6 high 8 bits	.....	Data 6 refers to concentration unit (under atmospheric environment) μ g/m3
Data6 low 8 bits	.....	
Data7 high 8 bits	.....	Data7 indicates the number of particles with diameter beyond 0.3 um in 0.1 L of air.
Data7 low 8 bits	.....	
Data8 high 8 bits	.....	Data 8 indicates the number of particles with diameter beyond 0.5 um in 0.1 L of air.
Data8 low 8 bits	.....	
Data9 high 8 bits	.....	Data 9 indicates the number of particles with diameter beyond 1.0 um in 0.1 L of air.
Data9 low 8 bits	.....	

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Data10 high 8 bits	.....	Data10 indicates the number of particles with diameter beyond 2.5 um in 0.1 L of air.
Data10 low 8 bits	.....	
Data11 high 8 bits	.....	Data11 indicates the number of particles with diameter beyond 5.0 um in 0.1 L of air.
Data11 low 8 bits	.....	
Data12 high 8 bits	.....	Data12 indicates the number of particles with diameter beyond 10 um in 0.1 L of air.
Data12 low 8 bits	.....	
Data13 high 8 bits	.....	Data13 Reserved
Data13 low 8 bits	.....	
Data and check high 8 bits	.....	Check code=Start character1+ Start character2+.....+data 13 Low 8 bits
Data and check low 8 bits	.....	

Note: CF=1 should be used in the factory environment

Appendix II: PMS5003 transport protocol-Passive Mode

Default baud rate: 9600bps Check bit: None Stop bit: 1 bit

Host Protocol

Start Byte 1	Start Byte 2	Command	Data 1	Data 2	Verify Byte 1	Verify Byte 2
0x42	0x4d	CMD	DATAH	DATAL	LRCH	LRCL

1. Command Definition

CMD	DATAH	DATAL	说明
0xe2	X	X	Read in passive mode
0xe1	X	00H-passive 01H-active	Change mode
0xe4	X	00H-sleep 01H-wakeup	Sleep set

2. Answer
   0xe2: 32 bytes , same as appendix I
3. Verify Bytes :
   Add of all the bytes except verify bytes.

END

RE: S.16 Application No. A/YL-MP/308 - Formal Submission2022/03/01 15:35
From: <mwchan@
To: "'btung'" <btung@pland.gov.hk>
Cc: <ayycheung@pland.gov.hk>, <ccmcheung@pland.gov.hk>, <pyleung@pland.gov.hk>

1 Attachment

3250_MP308_Public Comments Summary.pdf

Dear Mr. TUNG,
The attached "Response to Public Comments" should also be included too.
Regards,
Chan Mei Wa
Elite Motors Ltd

From: mwchan@
Sent: Tuesday, March 1, 2022 3:06 PM
To: 'btung' <btung@pland.gov.hk>
Cc: 'ayycheung@pland.gov.hk' <ayycheung@pland.gov.hk>; 'ccmcheung@pland.gov.hk' <ccmcheung@pland.gov.hk>; 'pyleung@pland.gov.hk' <pyleung@pland.gov.hk>
Subject: RE: S.16 Application No. A/YL-MP/308 - Formal Submission

Dear Mr. TUNG,
Please be noted that we have already submitted the attached documents to the TPB Secretariat at North Point.
Thanks & regards,
Chan Mei Wa
Elite Motors Ltd

From: btung <btung@pland.gov.hk>
Sent: Wednesday, February 23, 2022 4:21 PM
To: mwchan@
Cc: ayycheung@pland.gov.hk; ccmcheung@pland.gov.hk; pyleung@pland.gov.hk
Subject: S.16 Application No. A/YL-MP/308 - Comments from EPD on Draft FI (Advance submission of 11.2.2022) - EPD's comments

Dear Ms. CHAN,

We refer to your advance submission of the revised AQIA submission (version J) vide email dated 11.2.2022. Please note EPD has the following comments :

- Page 12, 1st paragraph: Please remove "according to relevant regulations" in the last line.

Other than the above textual comment, it is expected that with implementation of mitigation measures recommended in the AQIAR, the proposed use will unlikely cause adverse air quality impact.

Please revise the AQIA report accordingly in your formal submission of the further information to the Town Planning Board.

Kind regards,
Benjamin TUNG
TPG/YLE1,
DPO/FS&YLE, PlanD
Tel: 3168 4049

SUB-SECTION 45 OF SECTION B OF LOT NO.3250 IN D.D. 104
A/YL-MP/308

Supplementary Documents

	Content	Quantity
1	RtC from TD dated 23 Jun, 5 Jul, 19 Jul 2021 RtC "Others" from TD Attachments 1 to 9 Response to Public Comments dated 15 Jul 2021	@5
2	Noise Impact Assessment Report C210110W-02-D	70
3	Air Quality Impact Assessment Report C210110W-03-K	70

1/2

序號	公眾意見分類	數量/總數	回應
1	阻塞交通	79/98	據申請人在 09/07/2021 和 10/07/2021 做的一個交通情況統計, 結果顯示沿錦繡花園大道西向左轉錦堃路與及錦堃路南向的交通暢順, 並無出現道路負荷飽和的現象。 根據本中心的規模設計，每日檢測的車輛數目將不多於64台，平均每小時不超過8部, 將不會對區內交通帶來負面影響。 此外，驗車中心內設有10個停車位及超過100平方米的備用空間。等候驗車的車輛將停泊在驗車中心內，並不會霸佔錦繡花園大道的行車線及行人道。再者，本中心將設有專人負責指揮調度，確保車輛不會堵塞通道和錦綉花園大道行車線。
2	交通安全	21/98	驗車中心使用道路的情況與兩旁住宅和商舖並無兩樣, 理應不會帶來交通安全問題。
3	路面損耗/保養費用增加	8/98	申請地點土地有擁人有簽訂道路使用權協議和繳付相關費用, 業主有份分擔道路的保養費用。申請中的驗車中心, 檢驗的是運輸署批准的私家車和輕盈貨車, 每小時流量只有 0 至 8 部, 對路面的影響不能跟出入區內的重型車輛相提並論。申請人有理由相信協議續約時, 土地擁有人將根據使用量攤分合理的道路保養費用。
4	與環境不匹配	1/98	本申請位於錦繡花園大道路旁, 是眾多商舖之一。中心會採用密封 (除出入口外) 和與鄰近環境匹配的設計。
5	環境污染/空氣污染/衞生問題	9/98	本申請有做噪音和空氣評估。中心場所會因應評估結果和環保署指引來設計, 並採用顧問公司推薦、環保署認可的減噪減廢氣材料和設備興建, 兼恆常地監測噪音和空氣質素水平。本申請的擬議用途是臨時汽車檢驗中心(為期3年), 不會排放污水和污染物。

序號	公眾意見分類	數量/總數	回應
6	噪音污染	5/98	本申請有做噪音評估。中心場所會因應評估結果和環保署指引來設計, 並採用顧問公司推薦、環保署認可的減噪材料和設備興建, 兼恆常地監測噪音水平。
7	水質污染	1/98	本申請的擬議用途是臨時汽車檢驗中心(為期3年), 不涉及汽車維修和汽車美容, 不會污染水質。
8	違反保育	1/98	本申請的場地位於錦繡花園大道路旁, 並非保育地帶, 中心亦無違反保育原則的運作。
9	存放危險物品	1/98	汽車檢驗中心無需和不會存放危險物品。
10	爆炸/火災	1/98	汽車檢驗中心無需使用易燃物品, 也不需存放危險物品。
11	增加區內人流	1/98	驗車過程只需約20分鐘, 客人一般會留在中心等候區, 完成檢驗後即自行駕車離開, 不會增加區內人流。
12	影響區內治安	2/98	驗車過程只需約20分鐘, 客人一般會留在中心等候區, 完成檢驗後即駕車離開, 不會對區內治安構成不良影響。
13	誤會是汽車維修中心	12/98	政府指定的汽車檢驗中心與汽車維修中心有根本的差別, 前者只因應汽車續牌的需要而作出運輸署指定的檢測項目, 並不提供維修服務。
14	評估資料不足	1/98	申請人已按規劃署要求提交了充份的資料, 有興趣的人士可向城市規劃委員會查詢。
15	只反對, 不提意見	13/98	只反對, 不提意見
16	方便區內市民	2/98	為區內市民提供驗車服務, 非常方便。

Appendix Ie of RNTPC
Paper No. A/YL-MP/308C

☒ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publ

A/YL-MP/308 - FI & Clarifications
06/04/2022 16:12

From: <mwchan(
To: <tpbpd@pland.gov.hk>
Cc: "ayycheung" <ayycheung@pland.gov.hk>, <bensonlee@epd.gov.hk>, <JolittaLMCHAN@epd.gov.hk>, <ting.cai@ Sandra Law" <sandra(>, <shlaw@ 'Po Lam Chan'"
File Ref:

1 attachment

C210110W-02-E NIA Report for Elite_Replacement Page P4.pdf

Dear Sir/Madam,

Refer to the operating hours of our proposed car testing center under application A/YL-MP/308, we would like to point out the typo mistakes with the AQIA and NIA we have submitted:

1. AQIA version C210110W-03-K paragraph 2.2 "0830 to 1830"
2. NIA version C210110W-02-D paragraph 2.2 & 4.1 "0830 to 1830"

We would like to clarify that the valid operating hours should be 0830 to 1730 daily excluding Sunday and public holiday (as stated in the Vehicle Performance Assessment paragraph 4) instead of 0830 to 1830.

We would also like to confirm the results and recommendation of all the assessments remain unchanged as submitted.

Further to the clarification on the operating hours, we would also like to clarify the location of the exhaust outlet for the proposed car testing center, which should be as indicated as in our AQIA Figure 2.2(a), Figure 2.3(a) and Figure 2.3(b). To rectify our NIA Figure 2.2(a) and Figure 2.2(b), a replacement page is attached as an update.

We would like to confirm the above rectification will not affect the findings of the submitted NIA and AQIA.

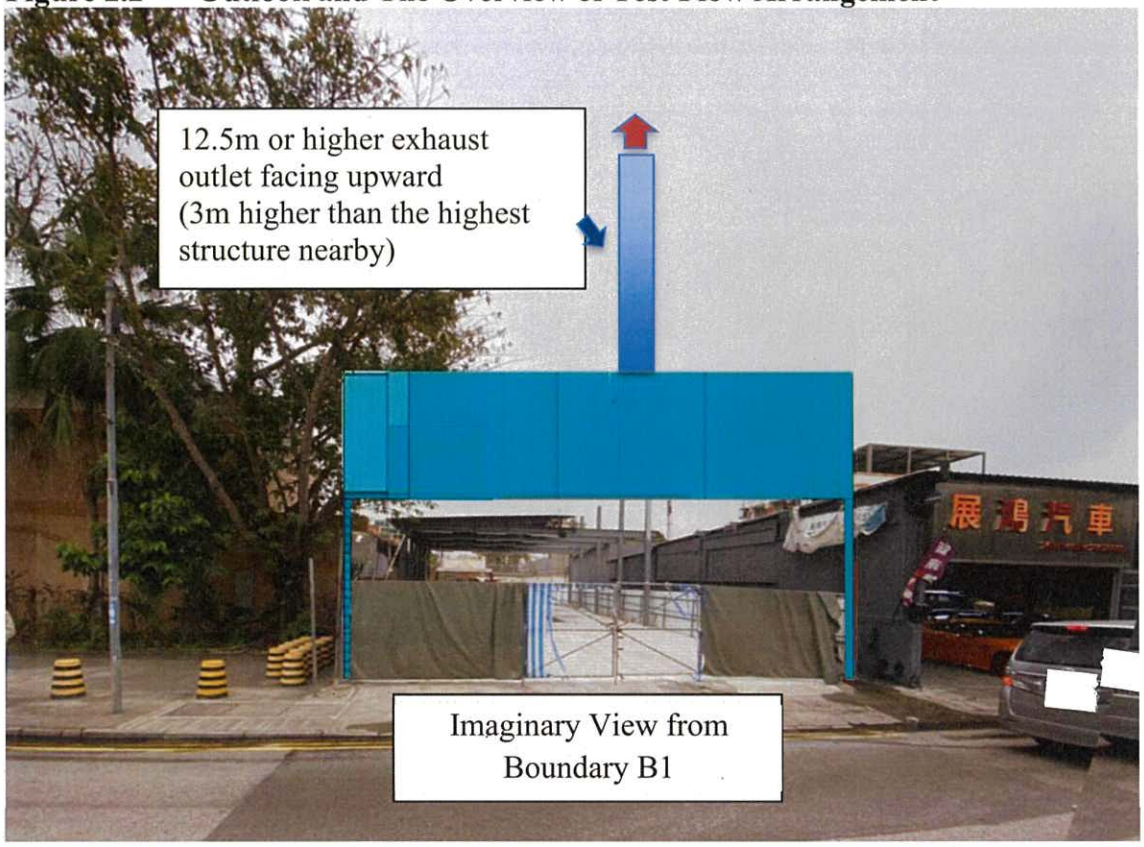
Should you have any further questions, please feel free to contact me at !

Thanks & regards,

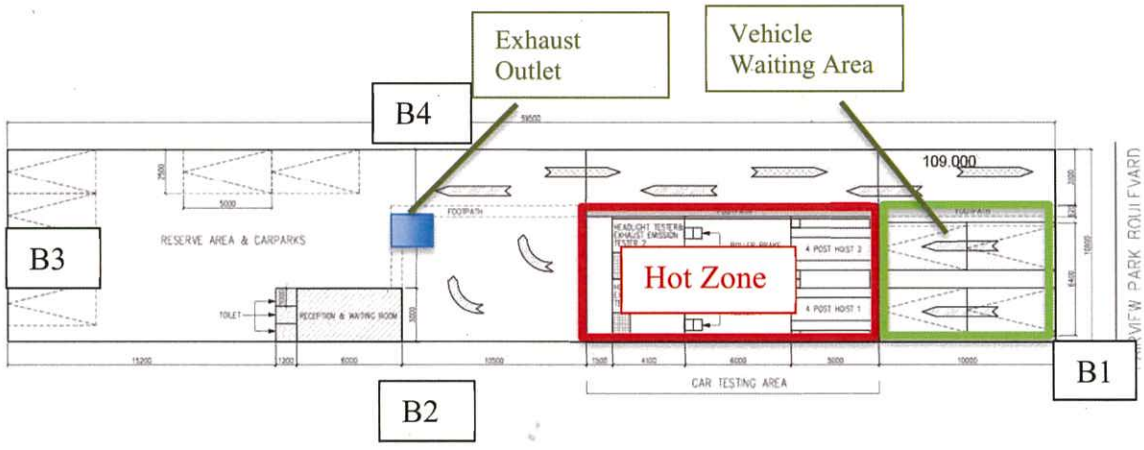
Chan Mei Wa

Elite Motors Ltd

Figure 2.2 Outlook and The Overview of Test Flow Arrangement



(a) Design Outlook



(b) Vehicle Test and Inspection Flow (Top View)

The boundary B1 (red line) is the entrance and exit of the Centre which will be opened towards the street, whereas the rest of the building, including the boundary B2, B3, B4, and the whole roof will be fully sealed such that no operation noise will be leaked to the NSRs next to it.

A mechanical ventilation system with its exhaust outlet will be installed at site boundary, facing away from the nearby residents or other receptors to avoid accumulation of air pollutants causing air pollutant nuisance to the surroundings.

Government Departments' General Comments

1. Land Administration

Comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD):

- advisory comments as detailed in **Appendix III**.

2. Landscape

Comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD):

(a) based on the aerial photos taken in 2020, the Site is situated in an area of comprehensive residential development landscape character comprising of residential houses, ponds, river, vacant lands and scattered tree groups. The proposed development is considered not entirely incompatible with the surrounding landscape setting;

(b) according to the site photo taken on 8.6.2021, the Site is fenced off and hard paved without any existing tree within the Site. Further significant impact on existing landscape arising from the proposed use is not anticipated. As such, she has no objection to the application from the landscape planning perspective; and

(c) in view that significant adverse landscape impact arising from the proposed use is not anticipated, it is considered not necessary to impose a landscape condition should the Board approve the application.

3. Fire Safety

Comments of the Director of Fire Services (D of FS):

(a) no objection in principle to the proposal subject to fire service installations (FSIs) being provided to his satisfaction; and

(b) advisory comments as detailed in **Appendix III**.

4. Drainage

Comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD):

(a) no objection in principle to the application;

(b) should the Board consider that the application is acceptable, conditions should be stipulated in the approval letter requiring the applicant (i) to submit a drainage proposal and (ii) to implement the drainage proposal and maintain the implemented drainage facilities for the development to the satisfaction of DSD or of the Board; and

(c) there is no public sewer connection available in the vicinity, the applicant shall seek views and comments from DEP regarding the sewage disposal arrangement of the proposed development.

5. Buildings Matters

Comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD):

(a) there is no record of approval by the Building Authority (BA) for the existing structures at the Site; and

(b) advisory comments as detailed in **Appendix III**.

6. Electricity Safety

(a) no comment on the application; and

(b) advisory comments as detailed in **Appendix III**.

7. Other Departments

(a) The Chief Engineer/Construction, Water Supplies Department (CE/C, WSD) has no objection to the application.

(b) The following departments have no comment on the application:

- Chief Engineer/Railway Development 2-2, Railway Development Office, Highways Department;
- Commissioner of Police;
- Director of Agriculture, Fisheries and Conservation;
- Project Manager (West), Civil Engineering and Development Department;
- District Officer (Yuen Long).

Recommended Advisory Clauses

(a) To note the comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD) that:

(i) the Site comprises an Old Schedule Agricultural Lot held under the Block Government Lease which contains the restriction that no structures are allowed to be erected without the prior approval of the government;

(ii) the lot owner(s) will need to immediately apply to his office to permit the structures to be erected or regularise any irregularity on site, if any. Besides, given the proposed use is temporary in nature, only application for regularisation or erection of temporary structure(s) will be considered. Applications for any of the above will be considered by LandsD acting in the capacity of the landlord or lessor at its sole discretion and there is no guarantee that such application will be approved. If such application is approved, it will be subject to such terms and conditions, including among others the payment of rent or fee, as may be imposed by LandsD;

(b) to note the comments of the Commissioner for Transport (C for T) that:

(i) the Site is connected to the public road network via a section of a private road which is not managed by Transport Department (TD). The land status of the local access road should be clarified with LandsD by the applicant. Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities accordingly;

(ii) as there is no information about the vehicular access at the private lot(s) (i.e. Fairview Park Boulevard) to the Site, the applicant should seek the relevant land owner(s)'s agreement on the right of using the vehicular access; and

(iii) it is observed that an existing local access road, which is not managed by TD, is located within the Site. The applicant should seek comments from LandsD on its status and any restriction on the use by the public will be imposed;

(c) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD) that part of Fairview Park Boulevard (**Plan A-2** of RNTPC Paper) is maintained by HyD, the proposed access arrangement of the Site from Fairview Park Boulevard should be approved by TD. HyD shall not be responsible for the maintenance of any access connecting the Site and the part of Fairview Park Boulevard maintained by HyD. Adequate drainage measures should be provided to prevent surface water running from the Site to the nearby public roads and drains;

(d) to note the comments of the Director of Environmental Protection (DEP) to implement the environmental mitigation measures committed by the applicant in the submitted Noise Impact Assessment (**Appendix Ib**) and Air Quality Impact Assessment (**Appendix Ic**) with certification by an Authorised Person;

(e) to note the comments of the Director of Fire Services (D of FS) to submit relevant layout plans incorporated with the proposed fire service installations (FSIs) to his department for approval. The layout plans should be drawn to scale and depicted with dimensions and nature of occupancy, and the location of the proposed FSI should be clearly marked

on the layout plans. If the proposed structure(s) is required to comply with the Buildings Ordinance (BO) (Cap.123), detailed fire service requirements will be formulated upon receipt of formal submission of general building plans;

(f) to note the comments of the Chief Engineer/Mainland North, Drainage Services Department (CE/MN, DSD) that there is no public sewer connection available in the vicinity, the applicant shall seek views and comments from DEP regarding the sewage disposal arrangement of the proposed development;

(g) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:

(i) there is no record of approval by the Building Authority (BA) for the existing structures at the Site;

(ii) if the existing structures (not being a New Territories Exempted House) are erected on leased land without the approval of BA, they are unauthorised building works (UBW) under the Building Ordinance (BO) and should not be designated for any proposed use under the application;

(iii) for UBW erected on leased land, enforcement action may be taken by BD to effect their removal in accordance with the prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be constructed as an acceptance of any existing building works or UBW on the Site under BO;

(iv) before any new building works (including containers/open sheds as temporary buildings, demolition and land filling, etc.) are to be carried out on the Site, prior approval and consent of BA should be obtained, otherwise they are UBW. An Authorised Person (AP) should be appointed as the co-ordinator for the proposed building works in accordance with BO;

(v) 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 Building (Planning) Regulations (B(P)R) respectively;

(vi) the Site does not abut on a specified street of not less than 4.5m wide and its permitted development intensity shall be determined under Regulation 19(3) of B(P)R at the building plan submission stage;

(vii) any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of B(P)R; and

(viii) detailed checking under BO will be carried out at the building plan submission stage; and

(h) to note the comments of the Director of Electrical and Mechanical Services (DEMS) that in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organising and supervising should approach the electricity supplier for requisition of the cable plans to find out whether there is any

underground cable within the vicinity of the concerned site. The applicant 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.

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

參考編號 **Reference Number:**	210610-035928-15619
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 03:59:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. C K

意見詳情
Details of the Comment :

車流阻礙交通，引致阻塞，影響一帶居民生活，並容易構成意外。
污染環境，增加噪音，與附近自然保護區對抗，嚴重違反保育計劃，對瀕臨絕種生物及附近棲息鳥類做成不可磨滅的傷害。
本人與家人絕對近對此項計劃！！！

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

參考編號 **Reference Number:**	210610-063345-65748
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 06:33:45
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. WONG WAI LEUNG

意見詳情
Details of the Comment :

反對

唯一出入口，車水馬龍，擺車係行車線上排隊就塞死

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

參考編號 **Reference Number:**	210610-065102-94460
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 06:51:02
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lam Tim

意見詳情
Details of the Comment :

本人現在提出反對，因為錦繡大道平時有太多車呀經過

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

參考編號 **Reference Number:**	210610-073147-75767
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 07:31:47
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Kwong

意見詳情
Details of the Comment :

本人為附近居民，平日錦綉大道其中一行車線已長期被車房車輛霸佔，造成阻塞，會倒塞回到迴旋處，高峰時間回家很困難。如果有驗車中心，必有更多車輛阻路。非常反對建驗車中心。

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

參考編號 **Reference Number:**	210610-073326-27795
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 07:33:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Chong

意見詳情
Details of the Comment :

反對在私人屋苑唯一通道設立， 完全阻塞私人屋苑之出入， 而且容易導致意外發生。
南生圍有大量空置廠房， 你大可採用

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-080659-20577
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 08:06:59
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Queenie Ng

意見詳情
Details of the Comment :

屋各屋苑出入車現時該路段已經包和，做維修車輛中心會導致交通阻塞及可能發生交通意外，再講這位置全是住宅及學校，維修中心會產生噪音及環境污染！就此本人極力反對此項申請。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-081330-47582
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 08:13:30
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Leung Chun Yin

意見詳情
Details of the Comment :

錦繡大道為錦繡出入一主要道路，增設汽車維修中心，交通情況一定會更差。

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

參考編號 **Reference Number:**	210610-081432-30862
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 08:14:32
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chan Wai Ming

意見詳情
Details of the Comment :

Objection for this plan as the proposed location is the key road for Fairview Park residents and a lso the estates nearby. The road is narrow and currently some shops always occupied half of the lane in current and not appropriate to have another one which is related to vehicle testing. More cars will be there which is foreseeable and cause danger.

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

參考編號 **Reference Number:**	210610-083124-44794
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 08:31:24
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Wong

意見詳情
Details of the Comment :

入錦繡花園唯一行車道，如興建汽車檢驗中心，必令此路做成嚴重擠塞。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-084610-15865
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 08:46:10
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Mandy

意見詳情
Details of the Comment :

反對，住宅區附近有整車維修中心，居民日常出入已經經常塞車

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-091031-46531
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 09:10:31
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. lau

意見詳情
Details of the Comment :

已有很多車房，經常違泊車輛在行人路做成不便，及嚴重影響錦綉大道交通

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

參考編號 **Reference Number:**	210610-091328-99504
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 09:13:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Fung Chun Pong

意見詳情
Details of the Comment :

是唯一進出錦銹花園主要通道!兩邊馬路商店時常霸佔一條行車线,如增加檢車中心,只會增加這路的負荷和意外數量!所以反對這建議!

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

參考編號 **Reference Number:**	210610-092046-02297
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 09:20:46
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. CHAN

意見詳情
Details of the Comment :

敬啟者

上址附近已有為數不少車輛維修中心 (下稱車房)
現時該路段車輛行駛已接近飽和,附近其他車房亦經常將車輛停泊於該路段馬路或車路上令原有雙線行車路受阻,變為單線行車路.

若該路段再设立汽車檢驗中心/車輛維修中心,定必加劇雙線行車路受阻情況,令附近居民出入造成嚴重不便.

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

參考編號 **Reference Number:**	210610-093026-68569
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 09:30:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Josephine Wong

意見詳情
Details of the Comment :

錦繡大道已經有幾個維修中心, 不需要重覆的商店, 而且錦繡大道已超負荷, 有太多車輛經過及行駛, 會造成嚴重交通佐塞及容易造成交通意外.

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

參考編號 **Reference Number:**	210610-093240-56526
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 09:32:40
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Doris Yip

意見詳情
Details of the Comment :

此路段為進入錦繡花園及文苑村必經之路，交通繁忙，而且現時在錦繡大道牡錦繡花園方向，有一間名為森美士多的商鋪的為數不少的顧客，經常在鋪前雙黃線違規停車，令到兩線行車線變為一條，其他內線的車又要停底轉右線，經常令到交通不能流通。若再有與車輛有關的商鋪開設,引入其他外來車流，將會令到錦繡大道不勝負荷。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-094638-83336
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 09:46:38
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Francis Lee

意見詳情
Details of the Comment :

錦綉大道乃居民出入必經之路，現已開放给其他車輪包括重型車使用，非常繁忙，加建汽車维修中心一定長時间擠塞

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

參考編號 **Reference Number:**	210610-094711-37134
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 09:47:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Au Yeung Wai Lan

意見詳情
Details of the Comment :

此申請的壞處：
// 令錦繡大道交通擠壓
// 容易產生交通意外
// 錦繡地面容易破壞，維修買是由邨內居民付費，因此是不公平。
// 令太多邨外人到本邨出入，治安不好
// 錦田，石崗已是有非常多呢種服務的集中地，不應影響民居
// 影響民居偉衛生。

超級反對此申請。

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

參考編號 **Reference Number:**	210610-094751-76497
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 09:47:51
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Yu Jackson

意見詳情
Details of the Comment :

反對!
那裏是錦繡花園居民 出入的主要通道!驗車人士會增加 錦繡花園 唯一出入口 道路 的 負擔! 增加了的車輛,出入驗車中心容易造成交通意外的風險. 誰來承擔這責任

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

參考編號 **Reference Number:**	210610-100224-94971
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 10:02:24
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss 梁

意見詳情
Details of the Comment :

錦繡大道作為唯一出入錦繡花園及附近屋苑的通道, 很多車輪進出, 每日都會造成擠擁.
請不要再把此類規劃放到這道路

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

參考編號 **Reference Number:**	210610-102257-07031
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 10:22:57
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tony

意見詳情
Details of the Comment :

錦繡大道經常有車停泊在路邊，道致其他車輛只可行走餘下的一條行車線，出現車龍
如果再加汽車檢驗中心，後果不堪設想

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

參考編號 **Reference Number:**	210610-102511-67434
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 10:25:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Chan

意見詳情
Details of the Comment :

本人極力返對在錦銹大道設立汽車檢驗中心、因為這是錦銹花園遺一條出入路、如果設立檢驗中心後、車輛停泊或往來都會十分嚴重！迫於大道無法進出、也令居民出入受很嚴重影響
本人極度返到在錦銹大道興建汽車檢驗中心

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

參考編號 **Reference Number:**	210610-103450-81026
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 10:34:50
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. James LAU

意見詳情
Details of the Comment :

只有唯一一條車道,汽車流量相當高，根本未能承受更多的汽車流量。一旦，交通擠塞，將影響由元朗前往上水的高速公路的汽車流量。

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

參考編號 **Reference Number:**	210610-103555-01725
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 10:35:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Marrisa wong

意見詳情
Details of the Comment :

反對設驗車中心因為交通繁忙而且對錦綉私家路面損毀增加負擔！到時又重複早年為維修馬路工程費用的爭執！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-104130-48837
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 10:41:30
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Iris Tang

意見詳情
Details of the Comment :

反對！

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

參考編號 **Reference Number:**	210610-105348-92717
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 10:53:48
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. YEUNG YING FOR

意見詳情
Details of the Comment :

Due to the only road for accessing the highway to and from Fairview park, it will create a lot of traffic for the residents live along the road, as well as residents in the Fairview Park.

It is recommended to relocate it nearby that will not create extra traffic.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-105412-15077
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 10:54:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Leung chi wah

意見詳情
Details of the Comment :

堅決反對！現在錦繡大道在繁忙時間已經非常擠塞，路邊商店已經嚴重影響交通！如再增加汽車維修等公司會令交通情況雪上加霜！忘情當局慎重考慮！避免令到附近居民生活上造成嚴重問題，謝謝！

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

參考編號 **Reference Number:**	210610-112252-92248
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 11:22:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Annie Leung

意見詳情
Details of the Comment :

錦綉花園大道路段狹窄，容易造成交通擠塞，影響居民出入
錦綉花園大道路段狹窄，由直路突如其來轉慢車駛入維修中心，後車沒有足夠緩衝,容易造成交通意外,對居民出入造成不便
汽車維修中心門外一般停放著需要維修的車輛，霸佔了部份路面空間,容易造成交通擠塞甚或交通意外

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-112949-49320
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 11:29:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Li

意見詳情
Details of the Comment :

錦繡大道在繁忙時段已非常擠迫，冇謂再加重負荷，故此本人反對是項建議。

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

參考編號 **Reference Number:**	210610-113541-47845
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 11:35:41
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Carence Lam

意見詳情
Details of the Comment :

本人反對錦繡大道申請汽車維修中心。錦繡大道是住宅區唯一的出入口，平日居民車輛加上兩邊小路使入的貨車已極度繁忙。汽車維修中心只會增加更多車輛在主要幹道等候，加劇塞車情況.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-115550-83679
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 11:55:50
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lau

意見詳情
Details of the Comment :

本人反對，因該路段是錦綉花園唯一出入口，而該路段本身亦相當繁忙，如建後將對居民出入帶來嚴重影響，特別於繁忙時段，因此請考慮其他地點

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

參考編號 **Reference Number:**	210610-115723-72299
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 11:57:23
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Yeung

意見詳情
Details of the Comment :

錦繡大道本已經是交通流量非常高的馬路，本身已有不少車輛在雙黃線停車，如有大道邊增加汽車維修中心或汽車檢驗中心的話，將會嚴重堵塞交通。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-120053-68951
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 12:00:53
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Andy

意見詳情
Details of the Comment :

錦繡大道違例泊車嚴重，嚴重影響住戶安全，路人經常要走出馬路，如果在哪裏興建大型驗車中心，必定會有嚴重嘅問題

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

參考編號 **Reference Number:**	210610-120929-85956
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 12:09:29
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Leung

意見詳情
Details of the Comment :

錦繡大道出入只有兩條行車線，居民人數已不斷增加，每日的交通流量也直上，如再加入驗車中心，務必出現大量塞車。本人極力反對

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-121333-95879
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 12:13:33
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Leung Tsan Wing

意見詳情
Details of the Comment :

此計劃導致外來車輛增加，影響錦綉大道交通，對居民造成滋擾和不便，更會影響大道的維修保養費用增加。

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

參考編號 **Reference Number:**	210610-121936-91054
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 12:19:36
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss. Leung po man

意見詳情
Details of the Comment :

不同意做汽車檢驗中心，因為該路段太繁忙已有太多車房影響居民出入，如興建汽車檢驗中心會造成大塞車

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

參考編號 **Reference Number:**	210610-125112-32518
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 12:51:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Andrew wong

意見詳情
Details of the Comment :

I will object to allow any development to this area that attract traffic. That will surely add pressure to the already painful traffic arrangement
That is not only an inconvenience But also impose safety hazard given the assess to and from population in this area and civic facility such as fire station

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

參考編號 **Reference Number:**	210610-125544-83235
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 12:55:44
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chan Kwok Hung

意見詳情
Details of the Comment :

現時道路情況已非常多車，車輛時常停在俊黃綫上，佔去一條行車線，在繁忙時間更出現擠壓情況，故不同意作為汽車檢驗中心，加劇交通擠塞問題。

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

參考編號 **Reference Number:**	210610-132827-06288
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 13:28:27
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Yuen Olivia

意見詳情
Details of the Comment :

此乃私人路段旁店舖，道路非常繁忙，有5000多戶居民便用，每日有數百至過千車輛進出此路段，已有數家維修汽車公司在此段路營業，經常不按雙黃線慢車、停車、泊車...，嚴重影響附近出入居民安全進出及道路使用權，強烈反對此類店舖在此營業，最好連舊有維修店舖也不再續牌，以還居民道路使用。

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

參考編號 **Reference Number:**	210610-134702-46705
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 13:47:02
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lo Wing Lun

意見詳情
Details of the Comment :

錦繡大道平均車流較多，特別在繁忙時間，更出現車輛擠塞的情況，因此極不同意在錦繡大道興建車輛維修中心

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

參考編號 **Reference Number:**	210610-134736-18743
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 13:47:36
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. William Lam

意見詳情
Details of the Comment :

由於錦繡大道是出入主要通道，非常繁忙，在此設立維修驗車中心，實在非常不合適，排隊檢驗輪后時會做成堵塞；故非常反對在此設立。

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

參考編號 **Reference Number:**	210610-135019-99400
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 13:50:19
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. edmund shek

意見詳情
Details of the Comment :

Oppose, main road in and out of Fairview park with 5000+ households, schools and shopping ce nter. Double yellow lines run on Fariview Boulevard on BOTH directions. No more extra capaci ty to handle cars awaiting inspection, which are likely to queue up on Fairview Boulevard.

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

參考編號 **Reference Number:**	210610-135225-47952
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 13:52:25
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tsang king Fung

意見詳情
Details of the Comment :

贊成，因這裏有一個 驗車中心其實都是預約的，不會阻礙交通 而且可以方便區內的居民，特別是在錦繡花，園加州花園，大生圍，新田這一帶的居民，都是有車的人士

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

參考編號 **Reference Number:**	210610-135517-27484
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 13:55:17
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Kimmy Lam

意見詳情
Details of the Comment :

本人反對申請汽車檢驗中心在錦繡大道. 錦綉花園有5000個單位，錦繡大道為居民出入主要幹道。 再加上錦綉花園超市食肆對外開放，大量附近居民湧入尤其星期六日更多九龍香港人士到來參觀及使用。再加上單車徑的開通，錦繡大道現時已十分繁忙。再者現時已有多間汽車維修在同一路上，車輛已經常性上壆停在路邊十分危險。 警察部門亦已知曉在錦繡大道上巡邏開罰單. 此地方已不能再有其他汽車檢驗中心為了行人及司機着想, 本人強烈反對在錦繡大道上設汽車檢驗中心.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-140718-98301
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 14:07:18
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Samantha Cheng

意見詳情
Details of the Comment :

反對， 嚴重增加交通流量，影響交通暢順。

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

參考編號 **Reference Number:**	210610-141528-28006
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 14:15:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Lee Sze Wai

意見詳情
Details of the Comment :

這位置馬路非常繁忙， 前幾年已經因為大貨車經常出入而導致路面經常損壞。 而且更有學生因為交通意外在此路段死亡。
本人已經， 反對興建。 基於交通繁忙及危險。

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

參考編號 **Reference Number:**	210610-141556-15738
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 14:15:56
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Amanda Ho

意見詳情
Details of the Comment :

我反對！
錦繡大道平日已很擠踴，再加上有其他車輛維修工場或車輛美容店，容易造成擠塞，引起交通安全問題！

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

參考編號 **Reference Number:**	210610-141828-89881
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 14:18:28
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Winnie Lee

意見詳情
Details of the Comment :

本人反對於上址開設汽車維修中心。
該段道路已很繁忙，如設置汽車中心，會有大量汽車阻塞該大道，引起交通意外。

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

參考編號 **Reference Number:**	210610-142516-34244
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 14:25:16
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chow Ka Man Joey

意見詳情
Details of the Comment :

反對，錦綉大道現有多家車房，平常這些車房突然有車出入已經非常危險，在上址興建臨時汽車檢驗中心，只會增加危險性。再者錦綉大道廻旋處平常上下班甚至辦工時間非常多貨車及貨櫃車使用，進出廻旋處已經非常困難及時有意外發生。如果再加上臨時汽車檢驗中心，會直接令錦綉大道癱瘓。

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

參考編號 **Reference Number:**	210610-143943-40711
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 14:39:43
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Stacy Lo

意見詳情
Details of the Comment :

本人反對有關申請，理由如下：

1. 申請者未有提供臨時汽車檢驗中心的更多資料，包括檢驗汽車的對象 (如只有私家車，還是包括更大型的車輛)。
2. 該地段經常有違泊車輛停泊，影響行使中車輛，構成危檢。如該地段設立臨時汽車檢驗中心，頻繁的車輛出入會令該處產生更多交通問題。
3. 錦綉大道為私家路段，設立臨時汽車檢驗中心，錦綉大道的車輛流量定必增加，引致道路維修費用問題。
4. 錦綉大道臨近單車徑，亦有海錦豪園及文苑村等居民常以單車出入，增加車輛流量會對單車使用者構成更大的危險。
5. 錦綉花園住戶人口很大，錦綉大道兩旁屋苑和文苑村等，加上每天10:00-18:00均有大量大型車輛使用錦綉大道，錦綉大道乘載量並不輕。設立臨時汽車檢驗中心會大幅增加該處流量，很大機會引致交通擠塞問題，影響該處居民出入。

基於以上理由，本人反對有關申請。

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

參考編號 **Reference Number:**	210610-144133-89241
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 14:41:33
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Liz Choi

意見詳情
Details of the Comment :

本人就申請編號"A/YL-MP/308"作出反對。
該路段 "朗米埔丈量約份第104約地段第3250號B分段第45小分段" 鄰近有大型屋苑、油站及食肆，現在已嚴重超出負荷，以至經常塞車。如於該地段開設臨時汽車檢驗中心，會使道路使用量大增，造成更大的擠塞，嚴重影響附近各屋苑居民的出入時間。

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

參考編號 **Reference Number:**	210610-145149-46056
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 14:51:49
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. CHAN

意見詳情
Details of the Comment :

I disagreed with the proposal in building Temporary Car Testing Centre. Traffic issue will be ca
used.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-145225-19974
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 14:52:25
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tang Kam Por

意見詳情
Details of the Comment :

反對！

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

參考編號 **Reference Number:**	210610-145355-78037
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 14:53:55
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Eva Cheng

意見詳情
Details of the Comment :

我反對興建汽車維修中心，因為太鄰近民居，有噪音、衛生、保安及道環境負荷的問題，民居附近不應有這些工業的設置，所以我極力反對。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-145425-88478
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 14:54:25
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Ming Pu

意見詳情
Details of the Comment :

不同意規劃申請A/YL-MP/308

0055

FAIRVIEW PARK PROPERTY MANAGEMENT LTD.
錦 繡 花 園 物 業 管 理 有 限 公 司

電子郵件 E-mail：
網站 Website:

本司檔案編號：

郵寄及傳真 (2877 0245)

敬啓者：

就規劃申請提供意見
擬議臨時汽車檢驗中心(為期 3 年)(申請編號：A/YL-MP/308
元朗米埔丈量約份第 104 約地段第 3250 號 B 分段第 45 小分段

本司，錦繡花園物業管理有限公司，為錦繡花園（「本屋苑」）物業管理人，現就　貴會建議於元朗米埔丈量約份第 104 約地段第 3250 號 B 分段第 45 小分段設立臨時汽車檢驗中心，表示強烈反對，主要理由如下：

1. 錦繡花園大道交通繁忙，尤其是在平日繁忙時段及公眾假期經常出現交通擠塞情況，若然於有關地點設立臨時汽車檢驗中心，定必導致交通情況更為惡劣。

2. 所有駛離擬設立臨時汽車檢驗中心的車輛，或多或少，無可避免須駛進本屋苑，以便可掉頭並經由錦繡花園大道進入錦璧路或新田公路離去。鑒於錦繡花園屬私人屋苑，所有外來車輛須進行登記程序或會被拒絕進入，屆時，將有可能出現交通擠塞或發生不必要的爭拗。

3. 擬設立臨時汽車檢驗中心地點以外的錦繡花園大道屬本屋苑私人道路，大量車輛往來將加速路面損耗，而有關維修費用卻須由本屋苑業戶承擔，做成不公情況，有可能引發業戶不滿。

基於上述原因，本司懇請　貴會拒絕有關的規劃申請。

RECEIVED
10 JUN 2021
Town Planning Board

此致
城市規劃委員會秘書
香港北角濟華道 333 號
北角政府合署 15 樓

錦繡花園物業管理有限公司
總經理　連子豐　謹啓
持牌物業管理人(第 1 級)

2021 年 6 月 10 日

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

參考編號 **Reference Number:**	210610-155729-90032
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 15:57:29
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Josephine Wong

意見詳情
Details of the Comment :

堅決反對,不能接受此土地用途申請!
1. 錦繡大道往來錦繡花園之乃唯一通道
2. 大道兩旁地面雖劃有雙黃線,但近年大道上的商舖,已不時有車輛停泊於路邊, 阻礙錦繡居民回家車輛之餘,亦容易導致交通意外.
3. 近年錦繡花園附近已增加了不少新建屋苑,今年亦開設新單車徑,令道路使用者數量不斷攀升.
3. 再加一個汽車維修/檢測中心, 只會令問題更加嚴重惡化,亦對錦繡/附近屋苑住戶做成更大滋擾.

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

參考編號 **Reference Number:**	210610-152414-28185
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 15:24:14
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Law Yu Ming

意見詳情
Details of the Comment :

現有車房經常在行人路及馬路慢線違泊，若增加車房數目只會令交通及安全問題變差，本人堅決反對。

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

參考編號 **Reference Number:**	210610-153918-96968
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 15:39:18
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tsang Ming Tik

意見詳情
Details of the Comment :

錦綉花園大道兩旁現已有不少車房或汽車維修中心，很多時，該些營業中的車房或汽車維修中心經常將車輛停泊在馬路的慢線上，導致兩條行車線只要一條可以使用。加上在假日不少單車愛好者會途經攸壆路與錦綉花園大道的交匯處，導致交通十分繁忙。若遇到不守交通規則的道路使用者，更是險象環生！
此外，上下班繁忙時間，錦綉花園大道的車輛很多。因此，若再在此處加添任何商店或設施，定必對錦綉花園居民的出入及安全造成很大的負面影響！因此本人對計劃的項目作出反對，期望政府能考慮居民的意見，謝謝。

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

參考編號 **Reference Number:**	210610-154052-92756
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 15:40:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Wong Wing Lam

意見詳情
Details of the Comment :

非常唔同意這項申請。現有的車房公司已經令到我們錦繡花園的居民非常不便。成日有大量車輛使用車房的服務時，非法停泊係錦綉大道上，長期堵塞一條道路。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-161322-30190
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 16:13:22
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Lee Nan

意見詳情
Details of the Comment :

同意，贊成方便民眾

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

參考編號 **Reference Number:**	210610-162250-20590
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 16:22:50
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Veronica Chow

意見詳情
Details of the Comment :

是項申請將會嚴重影響錦綉大道一帶交通，該帶道路狹窄，本已有不少大型車輛進入，再加經常有汽車違例停泊在路旁，阻塞交通，及引致交通意外發生。

所以本人反對是項申請。

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

參考編號 **Reference Number:**	210610-170426-49315
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 17:04:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mr. Liu

意見詳情
Details of the Comment :

Object, as that's the only road to Fairview Park. This road is very busy and narrow. there are mo re than 5000 houses and each house in average got 2 cars + huge number of visitors cars especia lly in weekend or public holiday. Traffic jam is already very common now.

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-170912-68574
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 17:09:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Julian wong

意見詳情
Details of the Comment :

反對

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-175711-12845
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 17:57:11
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Bryan NG

意見詳情
Details of the Comment :

堅決反對, 嚴重阻塞交通, 影響居民日常出入

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

參考編號 **Reference Number:**	210610-180526-35687
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 18:05:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Shiu Wing Ho

意見詳情
Details of the Comment :

申請興建項目，會增加道路使用嘅負荷，嚴重阻塞錦繡大道，對村內居民嚴重構成不便。本人堅決反對。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-213547-71772
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 21:35:47
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Viola

意見詳情
Details of the Comment :

反對

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

參考編號 **Reference Number:**	210610-214106-21014
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 21:41:06
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	Dr

意見詳情
Details of the Comment :

反對

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-222348-31905
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 22:23:48
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Kwan

意見詳情
Details of the Comment :

反對,因錦繡大道現在已經非常繁忙,若興建驗車中心會造成更加塞車！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210610-233914-94624
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	10/06/2021 23:39:14
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Ma siu ki

意見詳情
Details of the Comment :

反對汽車檢驗中心在錦繡大道

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

參考編號 **Reference Number:**	210611-082335-80380
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	11/06/2021 08:23:35
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Ngan

意見詳情
Details of the Comment :

1. 而家已經有好多幫襯錦繡大道上商舖嘅車，唔理錦繡大道嘅雙黃線長時間停車，做成交通擠塞

2. 亦有車會長期泊上錦繡大道行人路，行人要行落馬路, 試過有小朋友行出嚟，但長泊車輛阻擋視線睇唔到有人行出嚟，做成驚險場面

3. 而家已經無人會去抄牌，如果同意再加汽車檢驗中心，會令現時交通危險同交通擠塞惡化，令經過嘅車輛同行人構成危險

本人非常反對呢個擬議

0071

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

參考編號 **Reference Number:**	210613-113906-29445
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	13/06/2021 11:39:06
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Choy Ka Lok

意見詳情
Details of the Comment :

反對，嚴重影響交通，及環境衛生。

0072

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

參考編號 **Reference Number:**	210613-084308-91845
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	13/06/2021 08:43:08
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 馬

意見詳情
Details of the Comment :

反對

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

參考編號 **Reference Number:**	210622-205956-87274
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	22/06/2021 20:59:56
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Vanessa Law

意見詳情
Details of the Comment :

本人對上術地址反對興建臨時驗車中心。
由於該路是通往錦繡花園的唯一道路，而且該屋苑已有5千多戶，而且平均每戶至少有一輛汽車或以上。而且附近亦有貨柜場，經常有很多貨車亦使用到附近路段，再加上最近多了車房在附近，部分車輛經常非法佔用行車道路，而令雙線變成單線行車，親眼目睹險象環生，如果再加上進來驗車的汽車流量，本人實在擔心到時的交流情況。
希望可以再另選更合適的地點。

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

參考編號 **Reference Number:**	210622-223504-52777
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	22/06/2021 22:35:04
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss K Cheung

意見詳情
Details of the Comment :

反對興建汽車檢驗中心，錦綉大道繁忙時間車流量極多。
檢驗中心等候入場車流量會極高。會倒灌出大道及迴旋處

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

參考編號 **Reference Number:**	210623-005252-22003
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 00:52:52
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Lam Yu chin

意見詳情
Details of the Comment :

反對申請

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

參考編號 **Reference Number:**	210623-054814-85332
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 05:48:14
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. W Y Fung

意見詳情
Details of the Comment :

本人反對！入錦繡大道的車現在已非常多！好多時都有車停在路邊,險象環生. 如果在這裡增設汽車維修中心, 到時便塞上加塞！令居民十分不方便！

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

參考編號 **Reference Number:**	210623-061801-27589
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 06:18:01
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss CHEUNG Chi Ling

意見詳情
Details of the Comment :

造成道路擠塞

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210623-070556-98327
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 07:05:56
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Theodora Fok

意見詳情
Details of the Comment :

此處為錦繡花園及附近屋苑主要往來之道路，附近交通並不完善，錦繡大道及錦繡居民更只能依賴私家車及村巴出入。如用以汽車檢測，定會阻礙兩條行車線之其中一條，影響附近屋苑的交通及大型村巴出入。如驗車車輛眾多，有機會塞至錦繡大道外的迴旋處，影響錦繡大道、錦繡花園、加州花園、上水、和生圍及牛尾潭的交通

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

參考編號 **Reference Number:**	210623-070856-49907
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 07:08:56
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Nick Tsang

意見詳情
Details of the Comment :

驗車中心會吸引很多外來車輛前往，加重錦綉大道交通負荷，現有雙線進入錦綉花園及其他鄰近屋苑的道路已常見擠塞，不應批准驗車中心用途。

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210623-073819-53338
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 07:38:19
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Conly Wong

意見詳情
Details of the Comment :

反對將該地段作為臨時驗車中心

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

參考編號 **Reference Number:**	210623-091735-91715
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 09:17:35
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ho Kin Keung

意見詳情
Details of the Comment :

錦綉大道沿路現時有多家汽車維修店和銷售店，已做成嚴重交通阻塞，包括雙黃線停泊車輛，逆線倒車等問題。若再批准設立驗車中心，只會將問題惡化，亦可能引致其他環境污染問題。本人反對是項申請。

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

參考編號 **Reference Number:**	210623-092835-13223
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 09:28:35
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Chung Pui Yee

意見詳情
Details of the Comment :

錦綉大道作為錦綉花園以及附近屋苑居民唯一進出的主要道路，平時汽車流量已很高，尤其返工及放工時間更甚。加上經常有重型車輛使用，令路面更為擠迫。再者，因附近的單車徑最近開通，從而增加了很多遊客，奈何部份騎單車者未有遵守交通規則，往往變成汽車和單車爭路，險釀意外之餘亦令錦綉大道變得更為繁忙。而最為重要的是，錦綉花園內設有消防局，為附近地區提供救援服務，如錦綉大道塞滿車輛，勢必令消防及救護車受到影響，延遲救援工作。
錦綉大道早已達飽和程度，故本人極力反對興建驗車中心，從而再進一步增加錦綉大道的負擔。還望 貴處能慎重再三考慮，另覓他地，減少對消防及居民的影響。謝謝！

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

參考編號 **Reference Number:**	210623-095553-15350
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 09:55:53
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Wong

意見詳情
Details of the Comment :

本人不同意在此地段興建汽車檢驗中心。旁邊的錦繡花園大道已經常因車輛為光顧車房和店鋪而違規停泊在路邊，為其他道路使用者造成不便，其他車輛為躲避違泊車而臨時切線也導致危險。如在此興建汽車檢驗中心，就算難以確保前往檢驗中心的車輛不會帶來更多堵塞，申請人是否應該做車輛及行人的交通影響評估。另外錦繡花園大道屬於私家路，如果有更多外來車使用此道路而造成道路加速損毀，費用反而由錦繡花園業主負責，是否會有不公。

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

參考編號 **Reference Number:**	210623-110123-24178
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 11:01:23
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Anita Chow

意見詳情
Details of the Comment :

此檢驗中心位於私人屋苑唯一出外的大道傍，有否考慮將令這唯一出路的居民受到嚴重影響！驗車中心應該去元朗工業區建設，而不應設置在私人屋苑的唯一出路！除咗影響附近居民的交通及道路 ，錦绣大道是私家路，路面加快損耗及維修費用又轉移去錦绣花園居民身上，這樣公平嗎？貴署有沒有派職員到現場視察環境，該位置怎樣嚴重影響錦绣花園5千多戶居民及居住錦绣大道兩傍的其他居民生活及引致交通擠塞的後果！

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	210623-154143-23195
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 15:41:43
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Lau Sum Wing
意見詳情 **Details of the Comment :**	
反對	

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

參考編號 **Reference Number:**	210623-154626-81158
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 15:46:26
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Ruby Chau

意見詳情
Details of the Comment :

Refused to set up a car testing centre for 3 years or any period in Fairview Park area. The road is always busy and you may examine the usage condition of the road with double lines recently that the roads are frequently occupied by both residential private cars and trucks. Roads there can't afford any construction for single line traffic for any period or it's seriously dangerous for all residents nearby and the road users. Shouldn't take the high risk for the construction. In addition, there are already few car testing centres in Yuen Long which just take less than 15 minutes travelling and they are always available to make appointments or walk in for services!

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

參考編號 **Reference Number:**	210623-171313-43292
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 17:13:13
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. 何太

意見詳情
Details of the Comment :

因為錦綉大道除咗居民的車之外，還有貨櫃車、小巴和貨車等使用，平常已經擠塞，況且現有不少車房、汽車維修、集運等舖頭霸佔半條車路，已經導致非常擠塞，返工放工時間更甚，請不要再加重錦繡大道的負擔了。

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

參考編號 **Reference Number:**	210623-175812-84591
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 17:58:12
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Winkie Lam

意見詳情
Details of the Comment :

I object to the proposed car testing centre setting its entrance at Fairview Park Boulevard. The Boulevard is very busy with residents' vehicles and shuttle bus plus numerous shuttling trucks and container trucks. If the entrance for going in to and coming out of the proposed car testing centre is on Fairview Park Boulevard, there will be vehicles going slowly in or even waiting to go in, hence blocking the 2 lane Boulevard and causing congestion. The entrance may either recess to allow 2-3 cars waiting or set at Kam Pok Road to minimize the adverse effect brought by the development.

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

參考編號 **Reference Number:**	210623-190333-15739
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 19:03:33
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Lee

意見詳情
Details of the Comment :

The Fairview boulevard has high traffic everyday with lorries travelling and passing by, affectin g the use of the private road by residents of Fairview. The subject change would attract even mo re traffic to this one access to Fairview Park. I would like to object the change.

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

參考編號 **Reference Number:**	210623-233800-76622
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	23/06/2021 23:38:00
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Yeung pok hin

意見詳情
Details of the Comment :

此路段太多居民車輛&貨車出入，間中已經會塞車，如再加驗車中心必令馬路不勝負荷。再加上此路段屬私人路段，加重車流需要居民自己付錢維修道路。

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

參考編號 **Reference Number:**	210624-095519-04202
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	24/06/2021 09:55:19
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Wan Man Li Angel

意見詳情
Details of the Comment :

Fairview Boulevard is already very congested. Having a vehicle examination centre will increase the traffic and cause inconvenience to residents. Waiting vehicles will surely take up one lane which is already happening outside some garages. Such establishments should be located at industrial areas where there are enough parking space for waiting vehicles. I strongly oppose to such plans.

0092

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

參考編號 **Reference Number:**	210624-200645-69392
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	24/06/2021 20:06:45
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Fung

意見詳情
Details of the Comment :

堅決反對！！

0093

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

參考編號 **Reference Number:**	210624-230247-80662
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	24/06/2021 23:02:47
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Ivy Hui

意見詳情
Details of the Comment :

本人為錦繡花園居民，由於現時錦繡大道交通已經非常繁忙， 本邨及週邊屋苑車輛數目甚多，建議中興建驗車中心的選址，會增加車輛的架次，令已經非常繁忙的錦繡大道不勝負荷，造成擠塞，更有增加交通意外的機會！所以本人強烈反對興建驗車中心！！

0094

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

參考編號 **Reference Number:**	210626-222435-23040
提交限期 **Deadline for submission:**	29/06/2021
提交日期及時間 **Date and time of submission:**	26/06/2021 22:24:35
有關的規劃申請編號 **The application no. to which the comment relates:**	A/YL-MP/308
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. C W Lau

意見詳情
Details of the Comment :

I object the application for following reasons.

Traffic volume is already high on this road during peak hours.

There is no space and buffer zone on the road for queue to this centre. Vehicle waiting for servic e will inevitablely block the road and may also cause accident.

It is expected that the vehicle going in and out of the shop will cause interruption to the traffic fl ow and cause conjestion.

Such type of shop should not be allowed to set up on road with such high traffic column.

This is the only main path for Fairview Park residence to enter Fairview park, if new type of sho p that will cause traffic interruption should not be allowed.

Regards,
Mr Lau

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

A/YL-MP/308 DD 104 Mai Po Wetland Restoration Area
28/06/2021 03:55

From:

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

A/YL-MP/308
Lot 3250 S.B ss.45 in D.D. 104, Mai Po, Yuen Long
Site area : About 650sq.m
Zoning : "Commercial/Res" and "OU" annotated "Comprehensive Development to include Wetland Restoration Area"
Applied use : Car Testing Centre / 10 Vehicle Parking

Dear TPB Members,

Whilst you have approved other applications for this area and "Although the application site fell within the Wetland Buffer Area of the Town Planning Board Guidelines No. 12C, the guidelines also specified that planning applications for temporary uses were exempted from the requirement of ecological impact assessment", you must consider the nature of the proposed land use.

RE agency and convenience store do not impact the soil in the same way as oils and toxins do. A car testing centre would inevitably contaminate the soil and stymie all efforts for the site to eventually be part of the WRA.

The proposed use is not compatible with the zoning.

Mary Mulvihill

中海物業
CHINA OVERSEAS PROPERTY

0096

編號：

香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會秘書

(郵遞及電郵：tpbpd@pland.gov.hk)

敬啟者：

有關：向規劃申請編號 A/YL-MP/308 的擬議用途/發展規範提出反對事宜

本司乃元朗錦綉花園大道 9 號海錦豪園之管理公司，海錦豪園業主立案法團於 2021 年 6 月 8 日接獲　貴署信函[檔號: TPB/A/YL-MP/308]，邀請就題述規劃申請提供意見。經收集屋苑業戶後，現代表海錦豪園業主立案法團就擬議臨時汽車檢驗中心（**申請編號 A/YL-MP/308**）**提出反對意見**，有關意見詳情如下：

1. 有關地段並非工業用地，臨時汽車檢驗中心會引起工業性的機械及噪音問題，故反對上述建設成臨時汽車檢驗中心用途的規劃申請；
2. 如建設成臨時汽車檢驗中心，當進行檢驗汽車時，有關汽車發動機將會推至極限，及檢驗器械亦會產生大量廢氣及嘈音，嚴重影響周遭海錦豪園及其他居民生活；而有關中心營運亦有其潛在危險性，有機會發生爆炸及火災，不適宜接近民居。
3. 當臨時汽車檢驗中心營運後，會有大量車輛出入，而有關地點約 668 平方米，擬建兩幢 1 至 2 層高的構築物，並會劃出 10 個私家車泊車位，大量車輛進出有關位置會佔用行人路或對出車路，使道路造成嚴重擠塞，亦會阻礙車輛進出海錦豪園，對行人或進出海錦豪園的車輛造成危險及嚴重不便；
4. 現時車輛行駛錦繡花園大道大閘前不得調頭，所有車輛必須使用錦塱路離開，現時錦塱路已經常出現擠塞情況，十分繁忙，若建設成臨時汽車檢驗中心，絕對會增加行車流量，令現時錦塱路擠塞情況加劇。
5. 由於現時有關位置旁已營運車房，而進出車房的車輛因車位問題，已經常佔用行人路，導致行人無法通過，有機會造成危險，如建設臨時汽車檢驗中心後，有關問題將更為嚴重。
6. 臨時汽車檢驗中心會引至大量車輛及人流進出附近聚集，嚴重影響原有居民寧靜的生活環境及質素。長遠而言，更會對海錦豪園的樓宇價值造成負面影響。

中海物業
CHINA OVERSEAS PROPERTY

編號：|

總括而言，海錦豪園現就上述申請向　貴署<u>提出反對意見</u>。如　貴署就上述事宜有任何查詢，請於辦公時間致電　與高級物業主任陳先生或致電與本人聯絡。

中國海外物業服務有限公司

葉慧嫻

物業經理　葉慧嫻
2021 年 6 月 28 日

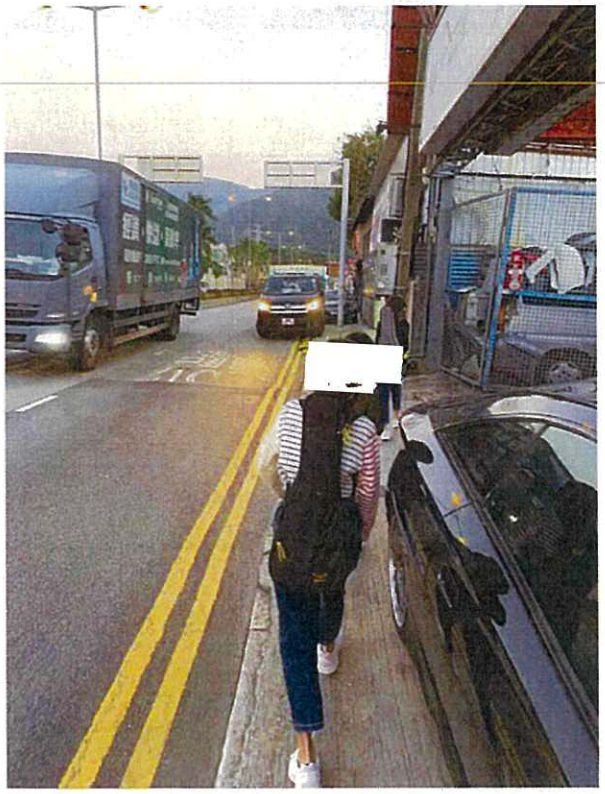
附件：錦繡花園大道情況相片

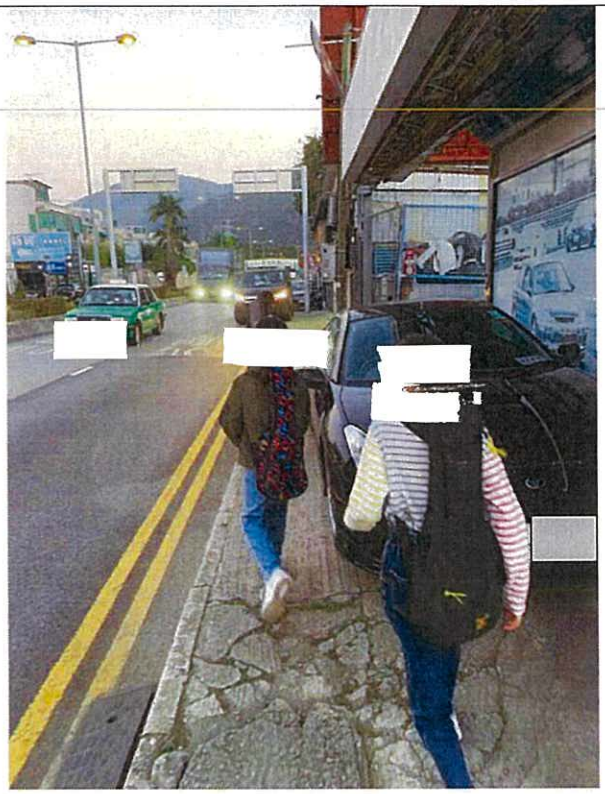
副本抄送：海錦豪園業主立案法團

中海物業
CHINA OVERSEAS PROPERTY

編號：

附件：錦繡花園大道情況相片





Town Planning Board
North Point Government Offices
333 Java Road
North Point
Hong Kong

29 June 2021

Re: Objection to planning application (no. A/YL-MP/308)

Dear Sirs,

I am writing to lodge an objection to the planning application (no. A/YL-MP/308) in respect of Lot 3250 S.B. ss. 45 in D.D. 104, Mai Po, Yuen Long (the "Site").

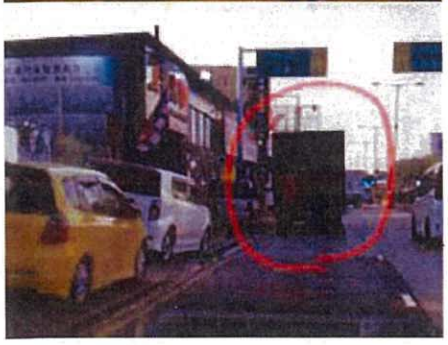
Following consultations with occupants of private residential developments neighbouring the Site, I would like to bring to the attention of the Town Planning Board (the "Board") a significant number of material planning considerations that support a decision to reject the above mentioned planning application.

The material planning considerations are as follows:

Traffic generation

Fairview Park Boulevard (the "Road") is the only access to the Site by motor vehicles. The Road already supports a high level of public traffic that includes both private and commercial passenger cars and buses/coaches, and articulated vehicles due to the large residential developments (including Fairview Park) and brownfield sites used for storage nearby. Additional traffics generated from permitting the proposed use of the site will further worsening the present situation.

Lack of parking



The Road is marked with double-yellow lines, and as such parking is not permitted on the Road. This is evident from the frequency violation of the law by cars parked on the pavement immediately outside and near the Site. Many of these cars are managed by the car repair/servicing centers and outlets neighbouring the Site. The neighbouring car repair/servicing centers have a larger footprint than the Site, and yet there is still the "spillover" of vehicles onto the pavement. And furthermore, it's sometimes the truck stop on double-yellow lines to release the goods and it occupies one traffic lane.

Road safety

As mentioned earlier, there is frequent illegal parking on the pavement on section of the Road outside the Site and on sections of the Road near the Site. This has already led to disgruntled pedestrians as they need to walk onto the carriage way, close to fast moving traffics, given the pavement is blocked. Further, the illegal parking situation has also resulted in vehicles transiting to swerve out into the outside lane - potential accidents waiting to happen.

In addition, there is already frequent maneuvering of vehicles in and out of the neighboring car repairs/servicing centers, which will also be the case if the applied usages for the Site are granted. Due to the narrow nature of the Site, vehicles particularly larger ones will likely need to back out from the Site onto the Road.

All of the above will further exacerbate the road safety concerns in relation to all road users, pedestrian , cyclists (given the opening of the cycling land nearby) and vehicles.

Noise and air pollution

In respect of the proposed car testing center and shops and services. It is expected that there will be noise from the use of mechanical and testing devices, and air pollutions from testing/servicing of vehicle exhaust systems. There is an absence of an enclosed, noise insulated working environment and a lack of air filtration system to eliminate the potential noise and air pollution.

Water pollution & soiled water nuisance

The proposed usages covers the cleaning of vehicles with water and there is no plumbing to direct the water directly into the sewage system. All neighbouring car services/repair centres merely let the soiled water spill onto the pavement and run along the Road into the nearest drainage which is 10 to 15 metres away. This should not be permitted. Adequate plumbing (i.e. from source to sewage in an un-exposed manner) should be in place.

Hazardous materials

The proposed usages will result in hazardous materials being stored on-site. The site is immediately adjacent to residential developments and will pose a risk to them.

I would also like to draw to the attention of the Board the following for consideration and/pr referral to the relevant department:

Building work has already begun and substantially completed
While there has been work to renew the pre-existing structure, there has also been work to significantly raise the ground level with concrete (at least knee-height from distant-viewing), and a pit (potentially use for car inspection and servicing) has been built.

I trust the Board will exercise its professional judgmental in making its determination, but I would like to emphasis that there is strong objection to the application from the neighbouring developments given many of the issues cited above have persisted for multiple years.

Should the Board wishes to have more details, including photographic evidence, on the above, please do not hesitate to let me know. I am happy to connect the Board with the others who provided inputs into this letter of objection.

Yours Faithfully,

Chung Kho
Resident of Fairview Park Boulevard

☐ Urgent ☐ Return receipt ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&public groups

Objection to the Planning Application No. A/YL-MP/308
29/06/2021 15:30

From: terry chao
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
FileRef:

Dear the Secretary of Town Planning Board,

i have been a resident of the Fairview Park Boulevard for about 8 years.

My objection to the subject application is due to the following reasons:

1. Incompatible with the residential neighborhood in nature.

Yuen Long and its outskirt including the subject area have been changing quite rapidly for the past 20 years! Regardless of the existing few car repair workshops which are assumed to be the temporary uses) along the Fairview Park Boulevard, about 80% of the area are occupied by private residences and village houses! CEDD opened the new district and regional cycling and jogging trails (about 2 mins walk from the application site) last summer and these wonderful leisure and recreational trails have benefited and indeed have enriched the existing residential areas! Hence, all those existing car-repairing workshops should be "phased out" gradually on top of rejecting the subject application! From town planning viewpoint, you don't want to have any "eyesore uses" in the midst of the vibrant residential and recreational areas! Those "eyesore uses" should be relocated to the "Industrial" zones of the NDAs.

2. Traffic and Pedestrian Safety problem

Objectively the customers' cars of those car-repairing workshops and those repaired cars for road tests are always put on the pedestrian walkways along the Fairview Park Boulevard! Hence, the pedestrians are always forced to walk on the vehicle roads, creating the possible traffic and pedestrian safety problem!

3. Improving the living quality of the residential neighborhood and importance of the comprehensiveness of town planning

The CEDD has already injected the good recreational elements into existing residential neighborhood by opening very wonderful cycling and jogging trails in the area and is indeed a good move by the Government to enrich and benefit the area! More cyclists and joggers have been coming to this residential area! The Government should have a comprehensive town planning by phasing out and moving those "eyesore uses" to the "I" zones in the NDAs!

Repeatedly i object to this subject application in view of the aforementioned 3 valid points!

Thanks for your consideration!

Regards,
Resident of the Fairview Park Boulevard

tpbpd@pland.gov.hk

寄件者: AV pro
寄件日期: 2021年06月29日星期二 17:46
收件者: tpbpd@pland.gov.hk
主旨: An objection to the planning application (no. A/YL-MP/308)
附件: WhatsApp Image 2021-06-29 at 5.42.12 PM (1).jpeg; WhatsApp Image 2021-06-29 at 5.42.12 PM (2).jpeg; WhatsApp Image 2021-06-29 at 5.42.30 PM.jpeg; WhatsApp Image 2021-06-29 at 5.41.06 PM.jpeg; WhatsApp Image 2021-06-29 at 5.42.01 PM.jpeg; WhatsApp Image 2021-06-29 at 5.42.12 PM.jpeg; WhatsApp Video 2021-06-29 at 5.42.01 PM.mp4

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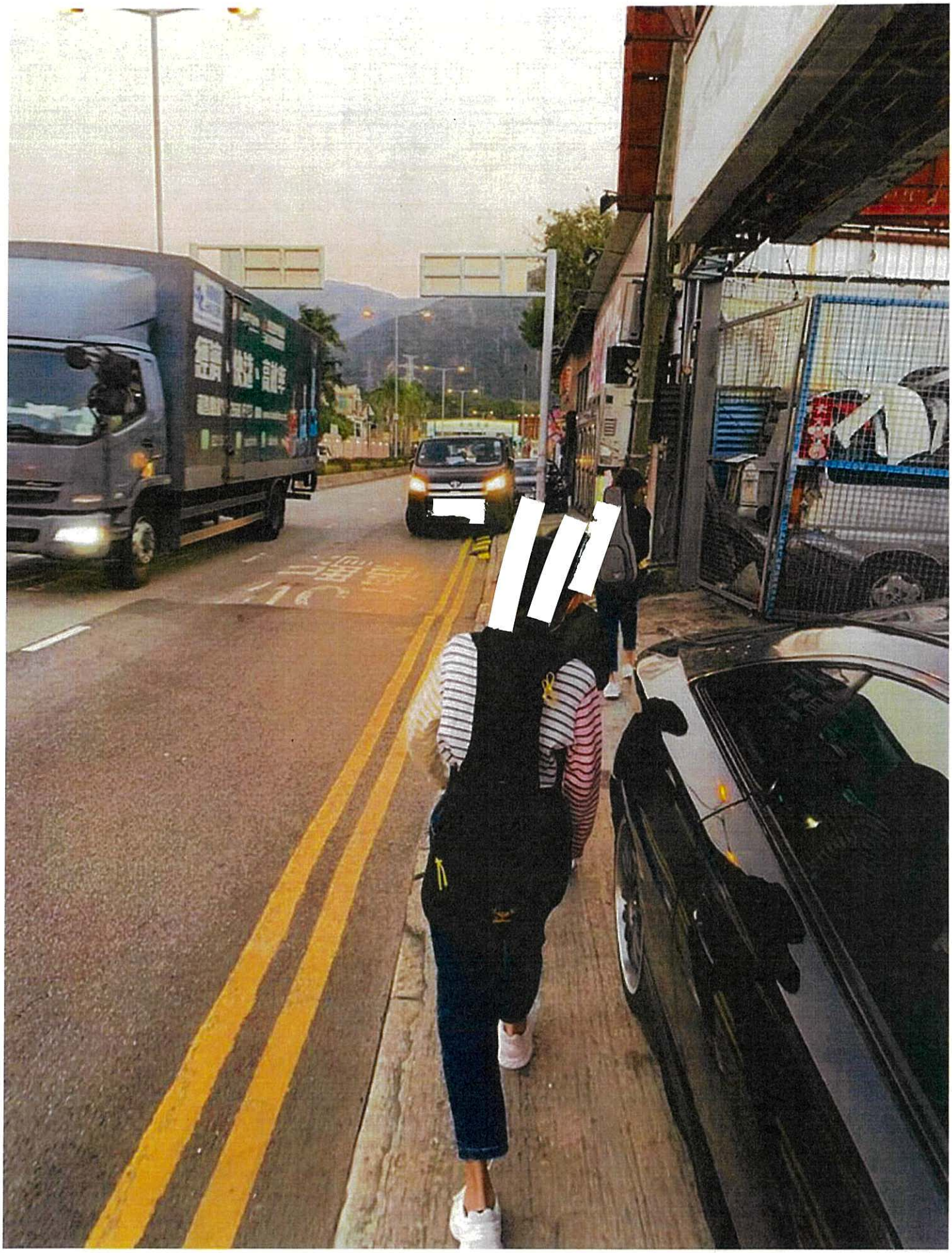
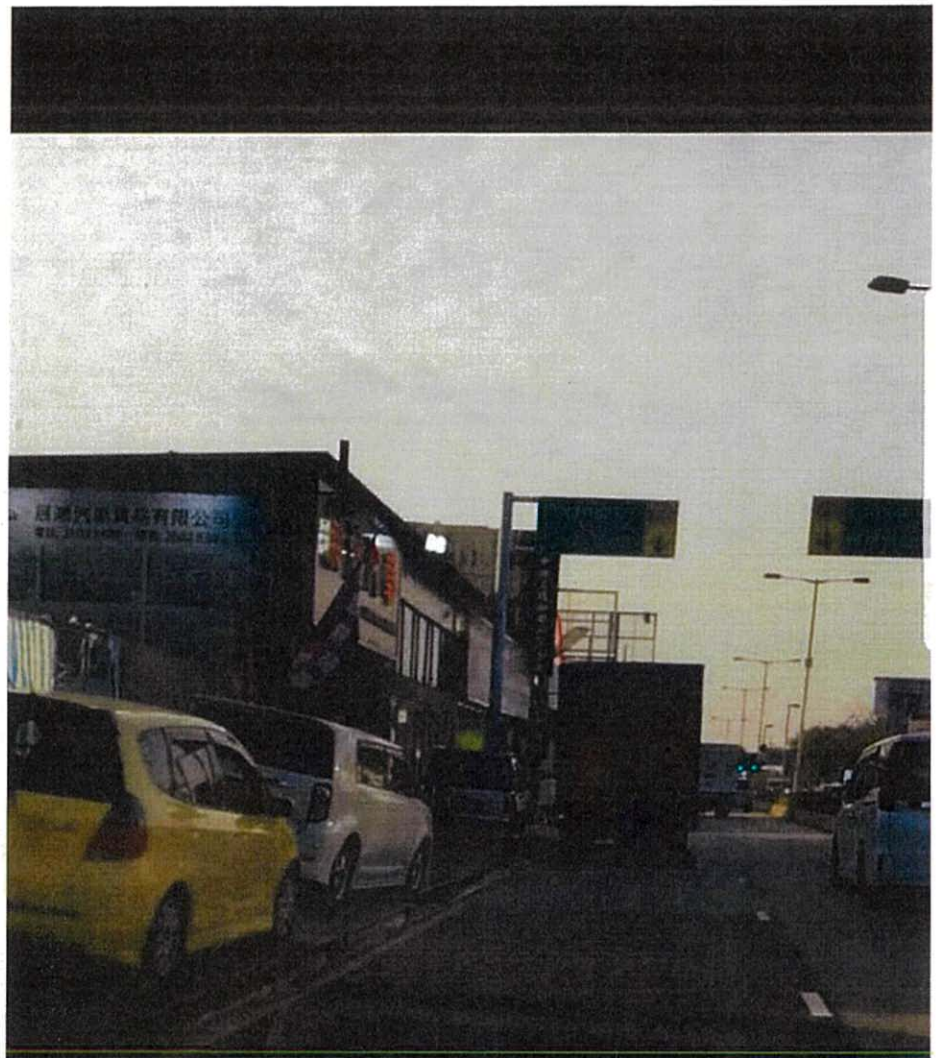
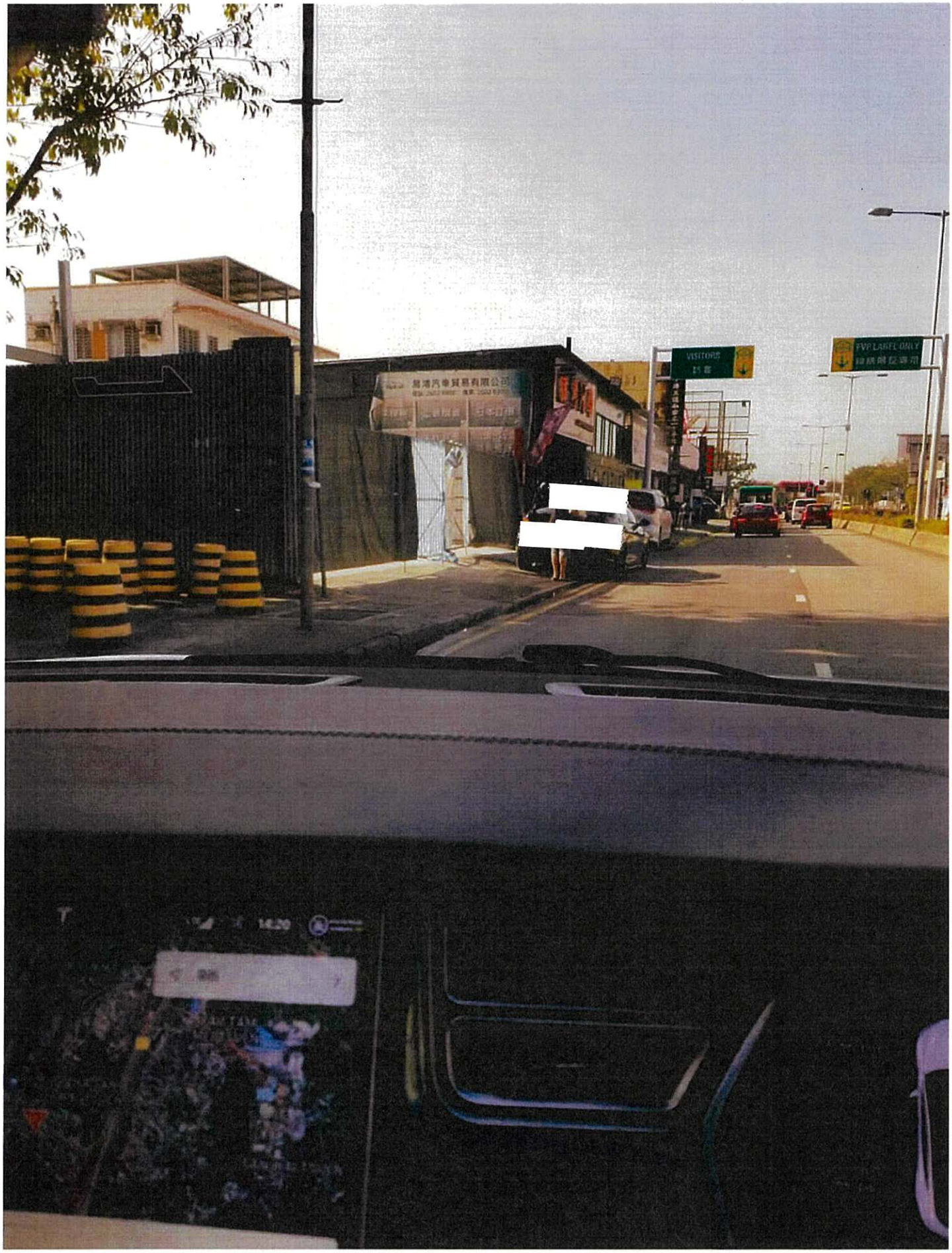
Yours Faithfully,
Resident of the fairview park boulevard


新手指南
LiveChat



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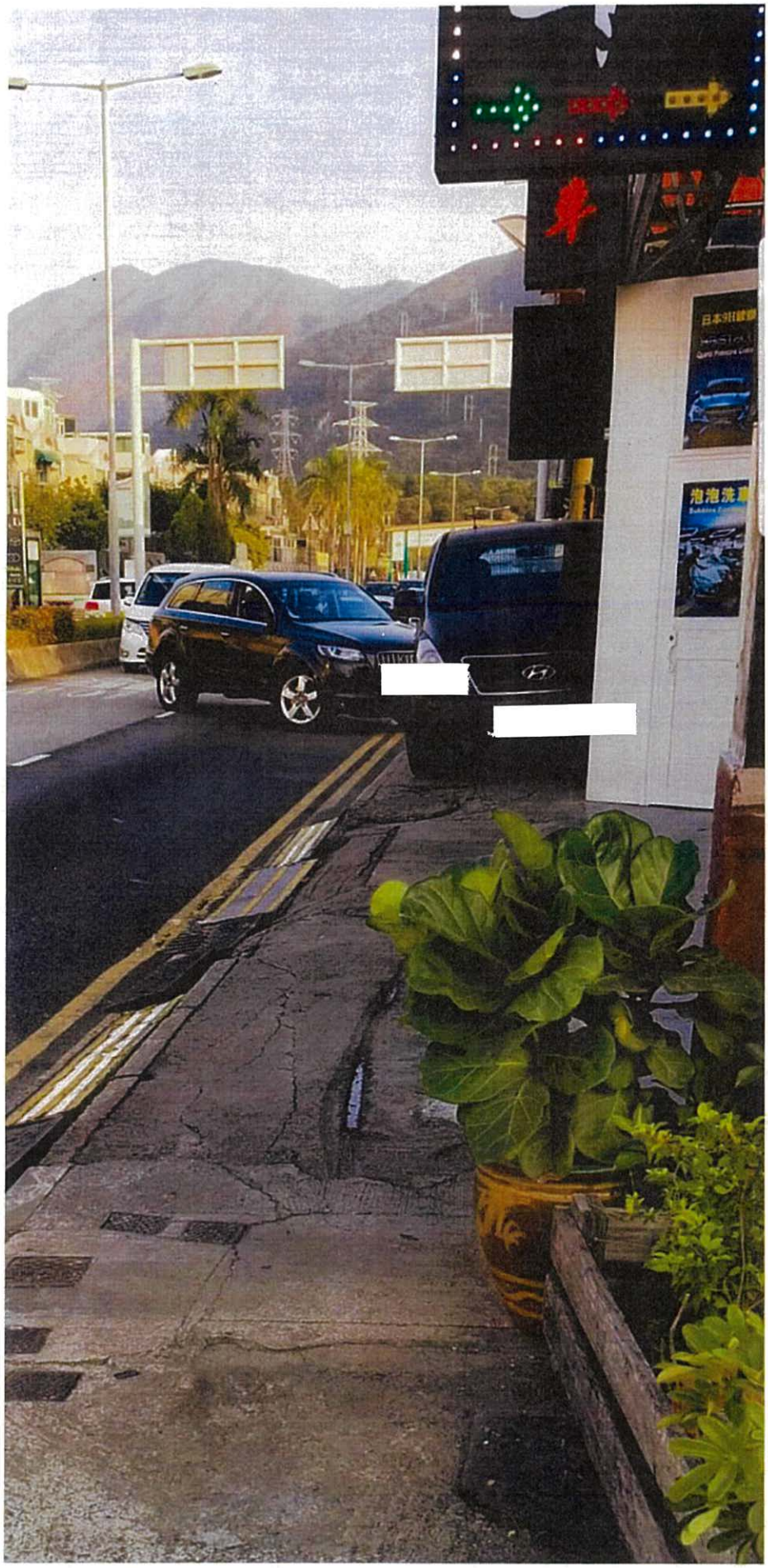

泡泡洗車


新興

中海物業
CHINA OVERSEAS PROPERTY

Seq. 1 5-100

編號：

香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會秘書

(郵遞及電郵：tpbpd@pland.gov.hk)

敬啟者：

有關：向規劃申請編號 A/YL-MP/308 的擬議用途/發展規範提出反對事宜

本司乃元朗錦綉花園大道 9 號海錦豪園之管理公司，海錦豪園業主立案法團於 2021 年 11 月 23 日接獲 貴署信函[檔號: TPB/A/YL-MP/308]，邀請就題述規劃申請提供意見。經收集屋苑業戶後，現代表海錦豪園業主立案法團就擬議臨時汽車檢驗中心（申請編號 A/YL-MP/308）提出反對意見，有關意見詳情如下：

1. 有關地段並非工業用地，臨時汽車檢驗中心會引起工業性的機械及噪音問題，故反對上述建設成臨時汽車檢驗中心用途的規劃申請；
2. 如建設成臨時汽車檢驗中心，當進行檢驗汽車時，有關汽車發動機將會推至極限，及檢驗器械亦會產生大量廢氣及嘈音，嚴重影響周遭海錦豪園及其他居民生活；而有關中心營運亦有其潛在危險性，有機會發生爆炸及火災，不適宜接近民居。
3. 當臨時汽車檢驗中心營運後，會有大量車輛出入，而有關地點約 668 平方米，擬建兩幢 1 至 2 層高的構築物，並會劃出 10 個私家車泊車位，大量車輛進出有關位置會佔用行人路或對出車路，使道路造成嚴重擠塞，亦會阻礙車輛進出海錦豪園，對行人或進出海錦豪園的車輛造成危險及嚴重不便；
4. 現時車輛行駛錦繡花園大道大閘前不得調頭，所有車輛必須使用錦塱路離開，現時錦塱路已經常出現擠塞情況，十分繁忙，若建設成臨時汽車檢驗中心，絕對會增加行車流量，令現時錦塱路擠塞情況加劇。
5. 由於現時有關位置旁已營運車房，而進出車房的車輛因車位問題，已經常佔用行人路，導致行人無法通過，有機會造成危險，如建設臨時汽車檢驗中心後，有關問題將更為嚴重。
6. 臨時汽車檢驗中心會引至大量車輛及人流進出附近聚集，嚴重影響原有居民寧靜的生活環境及質素。長遠而言，更會對海錦豪園的樓宇價值造成負面影響。

Kong

編號：

總括而言，海錦豪園現就上述申請向　貴署提出反對意見。如　貴署就上述事宜有任何查詢，請於辦公時間致電　　與高級物業主任陳先生或致電　　與本人聯絡。

中國海外物業服務有限公司

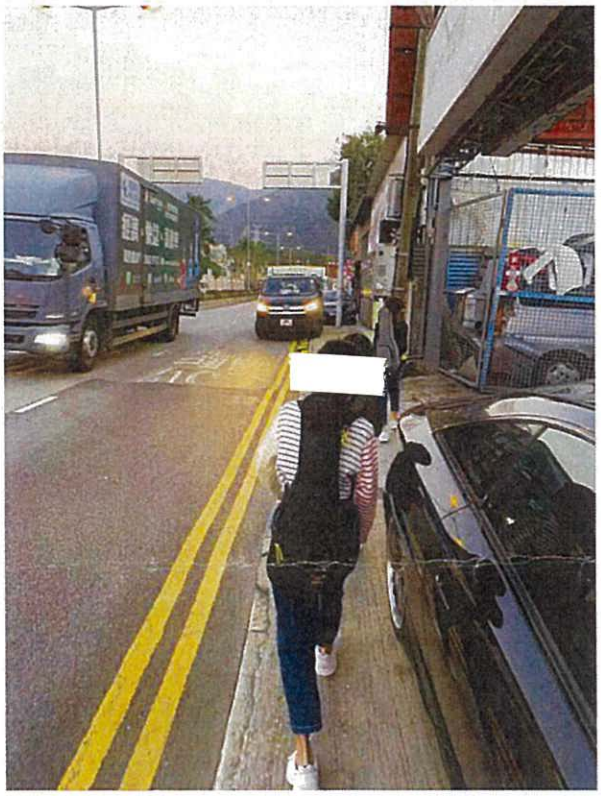
高級物業經理　葉慧嫻
2021 年 12 月 8 日

附件：錦繡花園大道情況相片

副本抄送：海錦豪園業主立案法團

編號：

附件：錦繡花園大道情況相片



Sep. 3
S-101

中海物業
CHINA OVERSEAS PROPERTY

編號：

香港北角渣華道 333 號
北角政府合署 15 樓
城市規劃委員會秘書

(郵遞及電郵：tpbpd@plandd.gov.hk)

敬啟者：

有關：向規劃申請編號 A/YL-MP/308 的擬議臨時汽車檢驗中心提出反對事宜

本司乃元朗錦綉花園大道 9 號海錦豪園之管理公司，海錦豪園業主立案法團於 2022 年 3 月 1 日接獲　貴署信函[檔號: A/YL-MP/308]，邀請就題述規劃申請提供意見。經收集屋苑業戶後，現代表海錦豪園業主立案法團就擬議臨時汽車檢驗中心（申請編號 **A/YL-MP/308**）提出反對意見，有關意見詳情如下：

1. 有關地段並非工業用地，臨時汽車檢驗中心會引起工業性的機械及噪音問題，故反對上述建設成臨時汽車檢驗中心用途的規劃申請；
2. 如建設成臨時汽車檢驗中心，當進行檢驗汽車時，有關汽車發動機將會推至極限，及檢驗器械亦會產生大量廢氣及嘈音，嚴重影響周遭海錦豪園及其他居民生活；而有關中心營運亦有其潛在危險性，有機會發生爆炸及火災，不適宜接近民居。
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4. 有關申請地段為本苑旁邊位置，擬建兩幢 1 至 2 層高的建築物，有關高度約 6 至 9 米高，並會緊貼本苑圍牆，而本苑圍牆只有約 3.5 米高，有關建築物會令本苑保安問題出現隱憂，外人有可能經建築物進入本苑範圍，對本苑保安構成嚴重威脅；
5. 現時車輛行駛錦繡花園大道大閘前不得調頭，所有車輛必須使用錦堃路離開，現時錦堃路已經常出現擠塞情況，十分繁忙，若建設成臨時汽車檢驗中心，絕對會增加行車流量，令現時錦堃路擠塞情況加劇；
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編號：

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總括而言，海錦豪園現就上述申請向　貴署提出反對意見。請　貴署在考慮批出上述規劃申請時，必須提供解決本苑就上述保安問題和隱憂的方法，以保障公眾利益及安全。如有任何查詢，請於辦公時間致電　　與高級物業主任陳先生或致電　　與本人聯絡。

中國海外物業服務有限公司

葉慧嫻

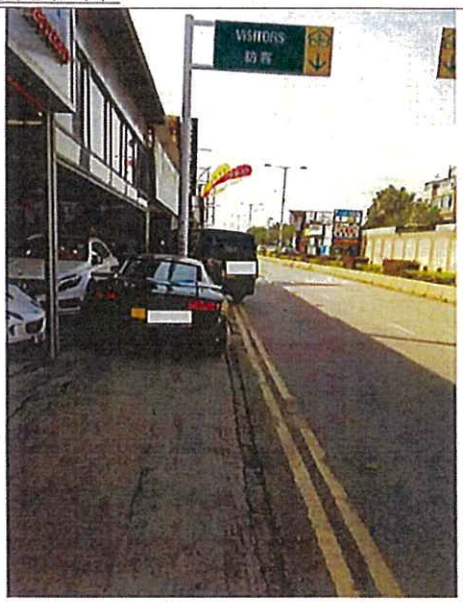
高級物業經理　葉慧嫻
2022 年 3 月 22 日

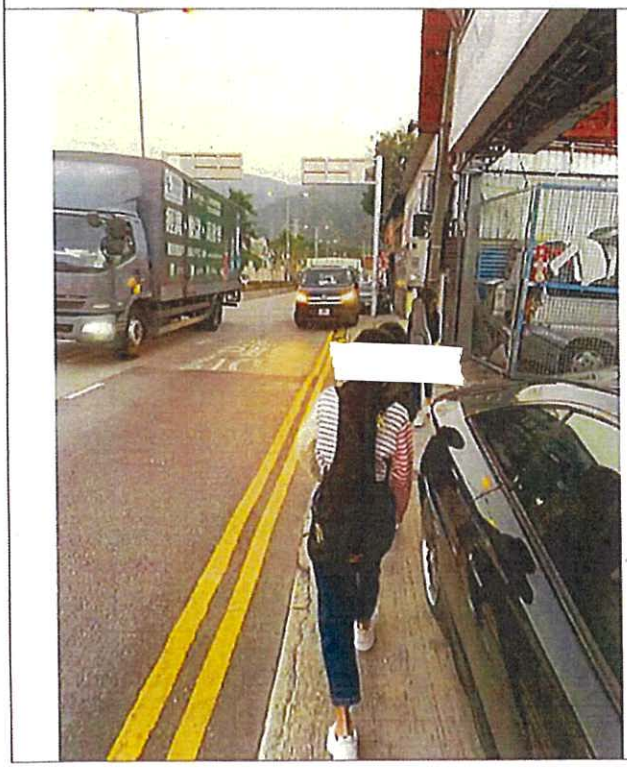
附件：錦繡花園大道情況相片

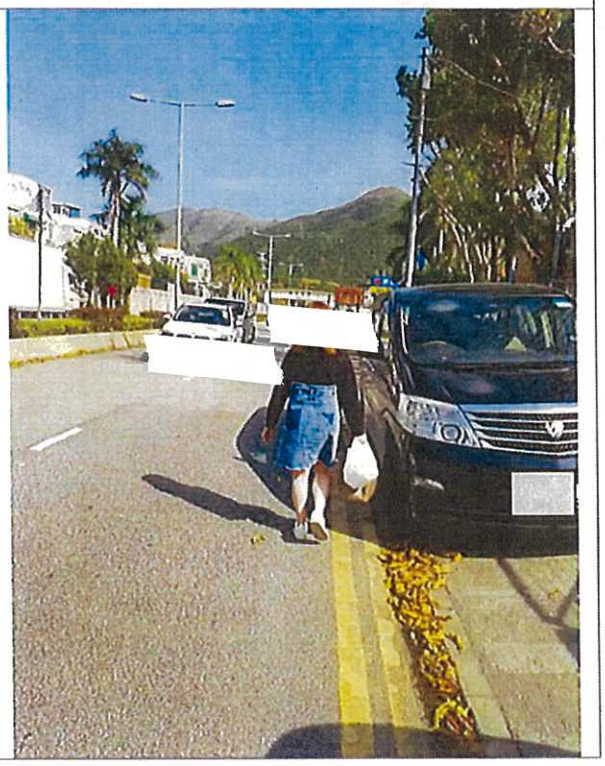
副本抄送：海錦豪園業主立案法團

編號：

附件：錦繡花園大道情況相片







中國海外物業服務有限公司 CHINA OVERSEAS PROPERTY SERVICES LIMITED
香港灣仔軒尼詩道139號中國海外大廈19樓 19/F, China Overseas Building, 139 Hennessy Road, Hong Kong
電話/Tel: (852)2823 7088 傳真/Fax: (852)3102 0683 網址/Website: www.copl.com.hk