

This document is received on 13 NOV 2020
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. S16-1
表格第 S16-1 號

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

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

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

- (i) **Construction of "New Territories Exempted House(s)";**
興建「新界豁免管制屋宇」;
- (ii) **Temporary use/development of land and/or building not exceeding 3 years in rural areas; and**
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;及
- (iii) **Renewal of permission for temporary use or development in rural areas**
位於鄉郊地區的臨時用途或發展的許可續期

Applicant who would like to publish the notice of application in local newspapers to meet one of the Town Planning Board's requirements of taking reasonable steps to obtain consent of or give notification to the current land owner, please refer to the following link regarding publishing the notice in the designated newspapers: https://www.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	A14L-PS/623
	Date Received 收到日期	13 NOV 2020

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

1. Name of Applicant 申請人姓名/名稱

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

Light Be (Tin Shui Wai Social Housing) Co. Limited

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

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

LWK & Partners (HK) Ltd.

3. Application Site 申請地點

(a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼 (如適用)	Lots 360 and 377 in D.D. 122 and Adjoining Government Land, Ping Shan, New Territories
(b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積	<input checked="" type="checkbox"/> Site area 地盤面積 2,230 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 4,460 sq.m 平方米 <input checked="" type="checkbox"/> About 約
(c) Area of Government land included (if any) 所包括的政府土地面積 (倘有) 694 sq.m 平方米 <input checked="" type="checkbox"/> About 約

(d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Ping Shan Outline Zoning Plan No. S/YL-PS/18
(e) Land use zone(s) involved 涉及的土地用途地帶	"Village Type Development"
(f) Current use(s) 現時用途	Temporary Public Vehicle Park for Private Cars; and Temporary Animal Boarding Establishment, Dog Recreation Center and Shop and Services (Retail for Pet Goods) (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 20/10/2020 (DD/MM/YYYY), this application involves a total of¹..... "current land owner(s)"[#].
根據土地註冊處截至 年 月 日的記錄，這宗申請共牽涉 名「現行土地擁有人」[#]。

(b) The applicant 申請人 -

- has obtained consent(s) of¹..... "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)
1	Lot 360 and 377 in D.D. 122	11/11/2020

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

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

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

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

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

Reasonable Steps to Obtain Consent of Owner(s) 取得土地擁有人之同意所採取之合理步驟

- 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之合理步驟

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

Others 其他

- others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

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

註：可在多於一個方格內加上「✓」號

申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

6. Type(s) of Application 申請類別

- Type (i) Change of use within existing building or part thereof
第(i)類 更改現有建築物或其部分內的用途
- Type (ii) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s)
第(ii)類 根據法定圖則《註釋》內所要求的河道改道／挖土／填土／填塘工程
- Type (iii) Public utility installation / Utility installation for private project
第(iii)類 公用事業設施裝置/私人發展計劃的公用設施裝置
- Type (iv) Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s)
第(iv)類 略為放寬於法定圖則《註釋》內列明的發展限制
- Type (v) Use / development other than (i) to (iii) above
第(v)類 上述的(i)至(iii)項以外的用途／發展

Note 1: May insert more than one 「✓」.

註 1：可在多於一個方格內加上「✓」號

Note 2: For Development involving columbarium use, please complete the table in the Appendix.

註 2：如發展涉及靈灰安置用途，請填妥於附件的表格。

(i) For Type (i) application 供第(i)項申請

(a) Total floor area involved 涉及的總樓面面積	sq.m 平方米		
(b) Proposed use(s)/development 擬議用途/發展	(If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積)		
(c) Number of storeys involved 涉及層數		Number of units involved 涉及單位數目	
(d) Proposed floor area 擬議樓面面積	Domestic part 住用部分	sq.m 平方米	<input type="checkbox"/> About 約
	Non-domestic part 非住用部分.....	sq.m 平方米	<input type="checkbox"/> About 約
	Total 總計	sq.m 平方米	<input type="checkbox"/> About 約
(e) Proposed uses of different floors (if applicable) 不同樓層的擬議用途(如適用) (Please use separate sheets if the space provided is insufficient) (如所提供的空間不足，請另頁說明)	Floor(s) 樓層	Current use(s) 現時用途	Proposed use(s) 擬議用途

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

(iii) For Type (iii) application 供第(iii)類申請													
(a) Nature and scale 性質及規模	<input type="checkbox"/> Public utility installation 公用事業設施裝置 <input type="checkbox"/> Utility installation for private project 私人發展計劃的公用設施裝置 Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量, 包括每座建築物/構築物(倘有)的長度、高度和闊度 <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 35%;">Name/type of installation 裝置名稱/種類</th> <th style="width: 20%;">Number of provision 數量</th> <th style="width: 45%;">Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)</th> </tr> </thead> <tbody> <tr> <td style="height: 40px;"></td> <td></td> <td></td> </tr> <tr> <td style="height: 40px;"></td> <td></td> <td></td> </tr> <tr> <td style="height: 40px;"></td> <td></td> <td></td> </tr> </tbody> </table> (Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)	Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)									
Name/type of installation 裝置名稱/種類	Number of provision 數量	Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)											

(iv) For Type (iv) application (供 (iv) 用)

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

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

(v) For Type (v) application (供 (v) 用)

(a) Proposed use(s)/development
擬議用途/發展

Proposed Residential Institution (Transitional Housing) for a period of 7 years

(Please illustrate the details of the proposal on a layout plan 請用平面圖說明建議詳情)

(b) Development Schedule 發展細節表

Proposed gross floor area (GFA) 擬議總樓面面積	4,460 sq.m 平方米	<input checked="" type="checkbox"/> About 約
Proposed plot ratio 擬議地積比率	2.....	<input checked="" type="checkbox"/> About 約
Proposed site coverage 擬議上蓋面積	60..... %	<input checked="" type="checkbox"/> About 約
Proposed no. of blocks 擬議座數	2.....	
Proposed no. of storeys of each block 每座建築物的擬議層數	2-3..... storeys 層	
	<input type="checkbox"/> include 包括..... storeys of basements 層地庫	
	<input type="checkbox"/> exclude 不包括..... storeys of basements 層地庫	
Proposed building height of each block 每座建築物的擬議高度	16.6 mPD 米(主水平基準上)	<input checked="" type="checkbox"/> About 約
 m 米	<input type="checkbox"/> About 約

Domestic part 住用部分

GFA 總樓面面積 4,460 sq. m 平方米 About 約

number of Units 單位數目 70

average unit size 單位平均面積 35 sq. m 平方米 About 約

estimated number of residents 估計住客數目 200

Non-domestic part 非住用部分

GFA 總樓面面積

eating place 食肆 sq. m 平方米 About 約

hotel 酒店 sq. m 平方米 About 約

(please specify the number of rooms 請註明房間數目)

office 辦公室 sq. m 平方米 About 約

shop and services 商店及服務行業 sq. m 平方米 About 約

Government, institution or community facilities (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積/總樓面面積)

政府、機構或社區設施

.....

.....

other(s) 其他 (please specify the use(s) and concerned land area(s)/GFA(s) 請註明用途及有關的地面面積/總樓面面積)

.....

.....

.....

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

private open space 私人休憩用地 sq. m 平方米 Not less than 不少於

public open space 公眾休憩用地 sq. m 平方米 Not less than 不少於

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

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
North and Middle Site.....	G/F.....	Flats.....
	1/F.....	Flats.....
	2/F.....	Flats.....
.....
.....

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

.....

.....

.....

.....

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

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

2022

.....

.....

.....

.....

.....

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

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

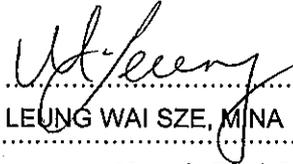
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<p>If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話，請另頁表示可盡量減少可能出現不良影響的措施，否則請提供理據/理由。</p>																															
<p>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?</p>	<p>Yes 是 <input type="checkbox"/> Please provide details 請提供詳情</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>No 否 <input checked="" type="checkbox"/></p>																														
<p>Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註：如申請涉及第(ii)類申請，請跳至下一條問題。)</p>	<p>Yes 是 <input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線，以及河道改道、填塘、填土及/或挖土的細節及/或範圍)</p> <p><input type="checkbox"/> Diversion of stream 河道改道</p> <p><input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約</p> <p><input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約</p> <p>No 否 <input checked="" type="checkbox"/></p>																														
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11. Declaration 聲明

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

I hereby grant a permission to the Board to copy all the materials submitted in 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


LEUNG WAI SZE, MINA

Name in Block Letters
姓名（請以正楷填寫）



Applicant 申請人 / Authorised Agent 獲授權代理人

Associate 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 LWK & Partners (HK) Limited

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

Date 日期

23 Oct 2020

..... (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。

**Section 16 Planning Application
Proposed Residential Institution for a Period of 7 Years
in Lots 360 and 377 in D.D. 122 and Adjoining Government Land,
Ping Shan, New Territories**

OCT 2020

Table of Contents

	<i>Page</i>
Executive Summary	ES1
行政摘要	ES2
1. INTRODUCTION	1
1.1 BACKGROUND	1
1.2 PURPOSE OF SUBMISSION	1
2. SITE AND SURROUNDING CONTEXTS.....	2
2.1 SITE CONTEXT.....	2
2.2 SURROUNDING CONTEXTS	2
2.3 PLANNING AND DEVELOPMENT CONTEXT	3
2.4 EXISTING LAND OWNERSHIP.....	4
3. INDICATIVE DEVELOPMENT PROPOSAL.....	5
3.1 INDICATIVE PROPOSED LAYOUT PLAN AND DEVELOPMENT SCHEDULE.....	5
3.2 DESIGN CONCEPT.....	6
3.3 IMPLEMENTATION	6
4. TRAFFIC CONSIDERATIONS.....	7
5. VISUAL IMPACT ASSESSMENT	7
6. DRAINAGE AND SEWERAGE CONSIDERATIONS.....	7
7. ENVIRONMENTAL CONSIDERATIONS.....	8
8. PLANNING JUSTIFICATIONS.....	9
8.1 IN LINE WITH GOVERNMENT POLICIES/OBJECTIVES	9
8.2 IMPROVEMENT TO THE URBAN ENVIRONMENT	9
8.3 IN HARMONY WITH LOCAL HERITAGE	9
8.4 SOCIAL MERITS	9
8.5 TECHNICAL FEASIBILITY.....	10
9. CONCLUSION	10

List of Tables

Table 3.1 Indicative Development Schedule

List of Figures

Figure 1.1 Location Plan

Figure 1.2 Lot Index Plan

Figure 2.1 Existing Site and Surrounding Context

Figure 2.2 Existing Tree Location Plan

Figure 2.3 Existing Trees Condition – Middle Site

Figure 2.4 Existing Trees Condition – North Site

Figure 3.1 Indicative Master Layout Plan – Light Village

Figure 3.2 Ground Floor Plan – Middle and North Site

Figure 3.3 First Floor Plan – Middle and North Site

Figure 3.4 Second Floor Plan -Middle and North Site

Figure 3.5 Typical Section Plan

Figure 3.6 Landscape Plan

Figure 3.7 Artist Impression of the Proposed Development

List of Appendices

Appendix A Traffic Impact Review

Appendix B Visual Impact Assessment

Appendix C Drainage and Sewerage Impact Assessment

Appendix D Railway Noise Impact Assessment

EXECUTIVE SUMMARY

INTRODUCTION

This planning application is submitted to the Town Planning Board ('the Board') under Section 16 of the Town Planning Ordinance (CAP 131) for Proposed Residential Institution (i.e. transitional housing development, hereafter referred as 'the Proposed Development') for a Period of 7 Years in two separate private lots no. 360 and 377 in D.D. 122 and adjoining Government Land, Ping Shan, New Territories. These two lots ("The Application Site") fall within the areas zoned "Village Type Development" ("V") on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/18 ('the OZP').

INDICATIVE DESIGN PROPOSAL

This planning application comprises two transitional housing blocks of not more than three storeys with the provision of a total of 70 flats. The total domestic gross floor area is about 4,460 m².

Table ES1 sets out the development parameters of the Proposed Development.

Table ES1: Indicative Development Schedule

	Proposed Development Parameters
Site Area	2,230 m ²
Plot Ratio	2
GFA (Domestic)	Not more than 4,460 m ²
No. of Storey(s)	Not more than 3 Storeys
Maximum Building Height	Not more than +16.6 mPD
Site Coverage	Not more than 60%
No. of units	70
Car Parking Space and Loading/Unloading Bay	Nil

DEVELOPMENT JUSTIFICATION AND PLANNING GAINS

The subject planning application is supported by the following justifications:

- The Proposed Development in lines with government policies/objectives in community-led transitional housing projects;
- The Proposed Development will optimise the use of brownfield sites and brings improvements to the urban environment;
- The design is in harmony with local heritage and village environment;
- The Proposed Development brings cultural and social merits; and
- Acceptable in traffic, engineering, environmental and visual aspects.

Based on the above justifications, it is envisioned that the project could contribute to the supply of transitional housing, brownfield optimisation, poverty relief and culture development. The Board is cordially invited to consider the subject planning application favourably.

行政摘要

(聲明：此中文譯本謹供參考，如中文譯文和英文原文有差異，應以英文為準。)

引言

本規劃申請是根據《城市規劃條例》CAP131 第 16 條，向城市規劃委員會（「城規會」）遞交，擬議作住宿機構(過渡性房屋)用途（「擬議發展」）。

申請地盤覆蓋的面積現時於《屏山分區計劃大綱核准圖編號 S / Y L - P S / 1 8》上顯示為「鄉村式發展地帶」。

概念設計方案

本規劃提出了由不多於三層樓組成的過渡性住宅建築，可提供共 70 個單位。總住宅面積約為 4,460 平方米。表 ES1 詳述了擬議發展的發展參數。

表 ES1: 概念發展方案

	擬議發展
地盤面積 (平方米)	2,230
地積比率	2
總住宅樓面面積 (平方米)	不多於 4,460
層數	不多於 3 層
最高建築物高度 (米 (主水平基準以上))	不多於 16.6 米
上蓋面積	不多於 60%
單位數目	70
私家車停車位 / 上落客貨停車位 (個)	0

發展理據及規劃增益

以下理據支持是次規劃申請：

- 擬議發展與政府就社區主導的過渡性住房項目的政策一致
- 擬議發展將優化棕地的使用，並改善城市環境；
- 擬議發展的設計與當地的文化遺產和村莊環境互相協調；
- 擬議發展具文化和社會價值；
- 在交通、工程、環境及視覺各方面均可接受。

基於上述理據，本項目可以為過渡性住房的供應，棕地優化，減貧和文化發展做出貢獻。懇請城規會對是次規劃申請予以贊同。

1. INTRODUCTION

1.1 Background

- 1.1.1 Affordable housing has long been the main aspiration in the HK society. The Government has been striving to increase the housing supply, in particular public rental housing (PRH) as a long-term solution to address the housing problem in Hong Kong. Nevertheless, while land is insufficient and new supply is not yet available, the Government has been offering assistance to families that have been waiting for PRH and housed in poor living conditions.
- 1.1.2 In the Chief Executive's Policy Address 2018, Government introduced a task force under the Transport and Housing Bureau to facilitate community initiatives to increase the supply of transitional housing, especially actively supporting social enterprise and NGOs to explore the feasibility of constructing transitional housing on idle sites. The objectives of these initiatives are to offer flexible relieves by optimising the use of community resources on top of the Government's long-term housing programmes.
- 1.1.3 In the Chief Executive's Policy Address 2019, Government announced short- and medium-term support measures to increase the number of transitional housing projects to provide 10,000 units within three years, including a non-recurrent commitment of \$5 billion for a funding scheme to support social enterprise and NGOs in constructing/providing transitional housing. These units can be built on government land, public facilities, and land lent by private developers.
- 1.1.4 Light Be ('the Applicant') is the first social housing enterprise in Hong Kong since 2010. The Applicant has much experience in developing and running social housing projects.
- 1.1.5 The Applicant has successfully developed an across-18-district social housing network – Light Home, and a distinctive social housing community – Sham Tseng Light Housing. The Applicant is renowned for the creativity and high social impact of its projects.
- 1.1.6 In response to the Government's initiative in transitional housing as well as in pursuit of the Applicant's mission in betterment of affordable living, the Applicant strives to put forward their third social housing project – Light Village.

1.2 Purpose of Submission

- 1.2.1 The Proposed Light Village is a transitional housing project in Ping Shan comprising three sites, i.e. the North, Middle, and South sites (**Figure 1.1** refers).
- 1.2.2 The North and Middle Site are located in areas zoned "Village Type Development" ("V") on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/18 ('the `OZP') (**Figure 1.1** refers). Permission from the Town Planning Board ('the Board') is required for 'Residential Institution' use in the "V" zone, and s.16 planning application is thus submitted.
- 1.2.3 This planning application is submitted to the Board under Section 16 of the Town Planning Ordinance in support of the Proposed Residential Institution (i.e. the transitional housing development, hereafter referred as 'the Proposed Development') at lots 360 (North Site)

and 377 (Middle Site) in D.D. 122 and adjoining government land, Ping Shan, New Territories (hereinafter referred as ‘the Application Site’) (**Figure 1.2** refers).

- 1.2.4 For the South Site, a separate s.16 planning application is submitted as it is located in an area zoned “Other Specified Uses” annotated “Heritage and Cultural Tourism Related Uses” (“OU (Heritage and Cultural Tourism Related Uses)”) on the same OZP.
- 1.2.5 LWK & Partner (HK) Limited is commissioned by the Applicant to prepare and submit this planning application to the Board on his behalf.

2. SITE AND SURROUNDING CONTEXTS

2.1 Site Context

- 2.1.1 The Application Site, with an area of about 2,230 m², is located at the Ping Shan area. To the west of the Application Site is the Tin Shui Wai Station across Tsui Sing Road. The North Site is located to the immediate north of the declared monument – Tat Tak Communal Hall and to the immediate south of the Tin Shui Wai Light Rail Substation. The Middle Site is located to the southwest of Tat Tak Communal Hall and north of another declared monument - Tsui Sing Lau Pagoda (**Figure 2.1** refers). The Application Site can be access via a local track connecting to Tsui Sing Road.
- 2.1.2 The North Site is currently being used as a temporary public car park and the Middle Site is a temporary animal boarding establishment which include a dog recreation centre and pet supplies retail shop.
- 2.1.3 The Application Site is located within 5-minute walk (about 100 meters) from Tin Shui Wai Station across Tsui Sing Road. It is conveniently served by west rail and light rail services as well as bus and green minibus services along Tin Fuk Road.
- 2.1.4 A total of 39 existing trees are found within the site, including 5 *Ravenala madagascariensis* Sonn (TGM1), 33 *Juniperus chinensis* L. var. *kaizuk* (TGM2) and 1 *Dimocarpus longan* (T1). Trees in the Middle Site are planted at existing planters (TGM1 and TGM2) and a tree (T1) is planted at-grade at the northern end of the North Site. The 5 trees in TGM1 are not listed trees in the ‘Rare and Precious Plants of Hong Kong’ and of low amenity value. The trees in TGM2 are also not listed trees but of a better amenity value. Please see **Figure 2.2-2.4** for tree locations and conditions.

2.2 Surrounding Contexts

Village Type Developments

- 2.2.1 The area to the south of the Application Site is rural and low-rise in nature. It mainly consists of public car parks and residential developments including Ping Wu Garden, Elle Garden

and village houses that are of two to four storeys high (**Figure 2.1** refers). A few shop and services are located to the immediate east of the North Site.

- 2.2.2 To the southwest of the Application Site, community facilities are found, namely Ping Shan Tin Shui Wai Public Library and TWGHs Kwok Yat Wai College that are of seven to eight storeys high.
- 2.2.3 To the west across Tin Fuk Road located a large scale housing estate – Tin Yiu Estate. Commercial facilities such as shopping centre, supermarket and fresh markets are found in Tin Shing Shopping Centre and Tin Yiu Plaza. Both shopping centres are located around 420m, ie. 15-minute walking distance from the Application Site.

Ping Shan Heritage Trail, Tat Tak Communal Hall and Tsui Sing Lau Pagoda

- 2.2.4 The trail starts from Tat Tak Communal Hall (located in between of the North and Middle Site) and ends at Ping Shan Tang Clan Gallery. There are various points of interest along the trail, such as Tsui Sing Lau Pagoda, Sheung Cheung Wai and Tang Ancestral Hall.
- 2.2.5 The Tat Tak Communal Hall is the only surviving purpose-built communal hall in Hong Kong. The single-storey structure was built in 1857 using grey bricks with pitched roofs and granite blocks as lower course. Reinforced concrete structures were added during renovation works in the 20th century. It was initially served as both an assembly-cum-worshipping place for a joint village alliance, and a management office of Ping Shan market. After the Second World War, it was subsequently used as temporary school, orphanage, and private primary school, until it was left vacant in the 1970s. It played an important role in providing educational and social welfare services for the community.
- 2.2.6 The Tsui Sing Lau Pagoda (located to the south of Middle Site) was built in the 1480s. It is a hexagonal shaped, three-storey grey-brick structure of about 13 metres in height distinguished by unique eaves between each level. A statue of Fui Shing (Champion Star), believed to be a deity who controls success/failure in examinations, is housed on the top floor.
- 2.2.7 These two declared monuments, together with the other monuments along the Ping Shan Heritage trail, formed a unique lineage building cluster depicting the historical and socio-cultural development of the Tang clan in Ping Shan.

2.3 Planning and Development Context

Transitional Housing Supply

- 2.3.1 The Government has been facilitating the provision of transitional housing in supporting short-term initiatives by the community in order to assist non-PRH families who are in difficult situation.
- 2.3.2 In particular, it was stated in the Policy Address 2018 to increase the supply of transitional housing by means of setting up a task force to facilitate the implementation of community initiatives to increase the supply of transitional housing, supporting social enterprises and

NGOs to explore the feasibility of constructing transitional housing on idle private and government sites, etc.

- 2.3.3 It is also stated in the Policy Address 2019 that a total of 10,000 transitional housing units will be provided within the next three years to relieve the pressure of families living in unpleasant conditions and those waiting for PRH for a long time. They will be built on government land as well as land lent by private developers. Moreover, \$5 billion is reserved for a funding scheme to support social enterprise and NGOs in constructing transitional housing.

“Village Type Development” Zone

- 2.3.4 According to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/18, the Application Site falls within an area zoned “Village Type Development”. The proposed transitional housing to be implemented and operated by Light Be is categorised as ‘Residential Institution’ which is a Column 2 use under the “V” zone, permission from TPB is required.

2.4 Existing Land Ownership

- 2.4.1 The Application Site falls within private lots nos. 360 and 377 in D.D. 122 and adjoining government land, Ping Shan, New Territories. The Applicant is not the owner of the involved private lots. Consents have been obtained from the landowners.

3. INDICATIVE DEVELOPMENT PROPOSAL

3.1 Indicative Proposed Layout Plan and Development Schedule

- 3.1.1 The Proposed Development provides temporary housing units for inadequately housed families and individuals to live there for not more than 3 years. Indicative Development Layout Plan, Floor Plans and Section Plans are attached in **Figure 3.1 to 3.5**.
- 3.1.2 The Application Site has an area of approximately 2,230 m². The site coverage is about 60%. The total gross floor area ('GFA') of the Proposed Development is about 4,460 m² and the overall plot ratio is about 2. A total of 70 flats will be provided with an average flat size of about 35 m² which can accommodate over 200 residents. The proposed building height is of 3 storeys high at about 16.6mPD. Since the Application Site is well-served by public transport services, car parking facility is not proposed.
- 3.1.3 The existing tree (T1) in the North Site is proposed to be preserved in situ. In the Middle Site, existing trees in TGM2 will be preserved in situ, and those in TGM1 is proposed to be felled due to its low conservation and amenity value. Five numbers of Native species *Ilex rotunda* Thunb. var. *microcarpa* (Lindl. ex Paxton) S. Y. Hu (小果鐵冬青) will be planted in TGM 1 to compensate the loss of the five *Ravenala madagascariensis* Sonn (**Figure 3.6**). All trees within the site boundary will be maintained by the Proposed Development.
- 3.1.4 Indicative development parameters of the Proposed Development are summarised in **Table 3.1** below.

Table 3.1 Indicative Development Schedule

	Proposed Development Parameters		
	North Site	Middle Site	Total
Site Area	1,280 m ²	950 m ²	2,230 m ²
Plot Ratio	2	2	2
Total GFA (Domestic)	Not more than 2,560 m ²	Not more than 1,900 m ²	Not more than 4,460 m ²
No. of Flats	38	32	70
No. of Storeys	Not more than 3 Storey	Not more than 3 Storey	Not more than 3 Storey
Maximum Building Height	Not more than 16.6 mPD	Not more than 16.6 mPD	Not more than 16.6 mPD
Site Coverage	Not more than 60%	Not more than 60%	Not more than 60%
Car Parking & Loading/Unloading	Nil	Nil	Nil

3.2 Design Concept

- 3.2.1 The Proposed Development, including its typology, massing, height, and colour scheme, is carefully designed so as to echo the ambience of the local village environment and heritage, especially the Tat Tak Communal Hall and Tsui Sing Lau Pagoda.
- 3.2.2 The proposed structure of both the North and Middle Site is a 3 storey perimeter block with openings facing west, staggered with disposition arranged without facing the nearby rail noise sources. In order to create an intact and close-knit community with vibrant social interactions, a communal courtyard will be provided in the centre of both the North and Middle Sites.
- 3.2.3 Building materials such as grey-brick, wood, fair-faced concrete, paint and metal screens will be adopted as appropriate for the façade treatment and fence wall. It will echo the ambience created by the nearby monuments and developments such as Tat Tak Communal Hall, Tsui Sing Lau Pagoda and the Ping Shan Library.
- 3.2.4 For illustration purpose, the design concept is depicted in **Figure 3.7** - an artist impression of the Proposed Development.

3.3 Implementation

- 3.3.1 The Proposed Development is envisaged to obtain funding from the Government in mid-2021 upon TPB's approval of the Proposed Development. Construction will take approximately 12 months to complete, hence occupancy of the transitional housing is envisaged to be in 2022.

4. TRAFFIC CONSIDERATIONS

- 4.1** A traffic review has been conducted to assess the potential traffic impact from the Proposed Development. It is considered acceptable without the provision of internal transport facilities for the Proposed Development since the Application Site is close to the Tin Shui Wai Station and well served by light rail and buses/minibuses. Moreover, given that there are other fee-paying public vehicle parks in the vicinity, there will be no adverse traffic impact upon the closure of the existing temporary public vehicle park at the Application Site.
- 4.2** The traffic review concluded that the Proposed Development will not induce adverse traffic impact to the local road network. Details of the traffic review are enclosed in Appendix A.

5. VISUAL IMPACT ASSESSMENT

- 5.1** A Visual Impact Assessment (VIA) has been conducted to assess the potential visual impact of the Proposed Development. The details of which are included in Appendix B.
- 5.2** A total of 7 VPs are selected for the VIA. Two of which are considered causing slightly adverse visual impact by the Proposed Development, one will cause negligible visual impact and four will have no visual impact.
- 5.3** The scale and building height of the Proposed Development are visually compatible with the Tat Tak Communal Hall, Tsui Sing Lau Pagoda and the surrounding village type developments. To minimise the likely visual impact and soften the proposed building structure, mitigation measures such as adopting materials and colour scheme to echo the ambience of the aforesaid heritage and local village developments are proposed. With the mitigation measures proposed, the likely visual impact caused by the Proposed Development would be mitigated to an acceptable level.

6. DRAINAGE AND SEWERAGE CONSIDERATIONS

- 6.1** A Drainage & Sewerage Impact Assessment (“DSIA”) has been conducted for the Proposed Development. Surface runoff from the Application Site and sewage generated from the proposed development will be diverted to the existing public drainage and sewerage system. The findings are summarized below and the detailed DSIA are provided in Appendix C.

7. ENVIRONMENTAL CONSIDERATIONS

7.1 The Proposed Development is environmentally compatible with its surrounding environment and uses which are predominantly 2-3 storey village buildings and car parks. Considering the limited scale of the Proposed Development, no adverse environmental impact is expected to be induced.

Noise Aspect

7.2 The Application Site is bounded by Tsui Sing Road which is a local distributor with light traffic. The Proposed Development will be of 3 storeys high. Noise impact from roads further away will be blocked by the surrounding building structures. Adverse traffic noise impact is therefore not expected.

7.3 There are prescribed windows facing the Light Rail Transit (LRT) and West Rail Line (WRL). A rail noise assessment has been conducted for all representative noise sensitive receivers. The predicted rail noise impact at all noise sensitive receivers comply with the criteria as stipulated in the "Technical Memorandum for the Assessment of Noise from Places Other than Domestic, Public Places or Construction Sites (IND-TM)" and the HKPSG. Therefore, there is no adverse rail noise impact on the Proposed Development. Details of the Railway Noise Assessment are provided in Appendix D.

Air Aspect

7.4 With reference to the HKPSG, sufficient buffer distance (5m) from Tsui Sing Road and Ping Shan Heritage Trail is provided for all air sensitive receivers in the proposed Development. No adverse air quality impact of the proposed development is therefore anticipated.

8. PLANNING JUSTIFICATIONS

8.1 In line with Government policies/objectives

8.1.1 Given the government's transitional housing policy, the Proposed Development aimed at providing 70 units to families and individuals with housing difficulties at an affordable rent. It is expected to provide short-term accommodation for over 200 residents.

8.1.2 It is in line with the Government objectives to ease the short-term housing need by increasing the supply of transitional housing. Besides, the applicant is renowned for the high social impact of its projects. Tenant programs will be provided to promote upward mobility, distinctive community building and other social values.

8.2 Optimise the Development Potential of Brownfield Sites

8.2.1 The Application Sites are typical brownfield sites of small scale. North Site is currently used for temporary car park and the Middle Site is currently occupied by a temporary animal boarding establishment. The proposed residential use at these brownfield sites is more compatible to the residential neighbourhood which improves the environment in general. It also optimises the development potential of the brownfield sites. By removing the temporary structure of the temporary car park and the animal boarding establishment, the low-rise residential building is considered more compatible to the adjacent declared monument and village neighbourhood.

8.3 In harmony with local heritage

Visually compatible

8.3.1 The ambience of the local heritage trail and village environment has been taken into account when determining the massing, height and colour scheme of the proposed transitional housing block. The materials used for the transitional housing are mainly grey-brick, wood, fair-faced concrete, and metal screens which are adopted from the Tat Tak Communal Hall, Tsui Sing Lau Pagoda, Ping Shan Tin Shui Wai Library, and the Tang Ancestral Hall.

8.3.2 The maximum height of the Proposed Development is 16mPD which is of similar height as Ping Wu Garden at 12.4mPD in the vicinity.

Greening Enhancement

8.3.3 Existing planter box will be beautified and existing roadside trees will be retained as far as practicable and utilised to screen off the building structure of the Proposed Development, as well as to create a pleasant street environment for the neighbourhood.

8.4 Social Merits

8.4.1 The Proposed Development will be implemented by the Applicant as part of their social housing scheme. It will also be managed and maintained by the Applicant. The project

aims at empowering temporarily poor households to rebuild their social mobility with tenancy up to 3 years.

8.4.2 The Applicant put a lot emphasis on resident development by providing personal empowerment, community building and affordable wellbeing development programs. This proposal is not merely a transitional housing development but a high-impact social project.

8.4.3 The Applicant intends to conduct local heritage programme for the residents, so that they could better cherish the architectural fabrics and village culture along the Ping Shan Heritage Trail.

8.5 Technical Feasibility

8.5.1 The traffic review, DSIA, Railway Impact Noise Assessment and VIA have been conducted. The assessment results show that the Proposed Development is considered technically feasible in all these aspects and insurmountable impacts are not anticipated.

9. CONCLUSION

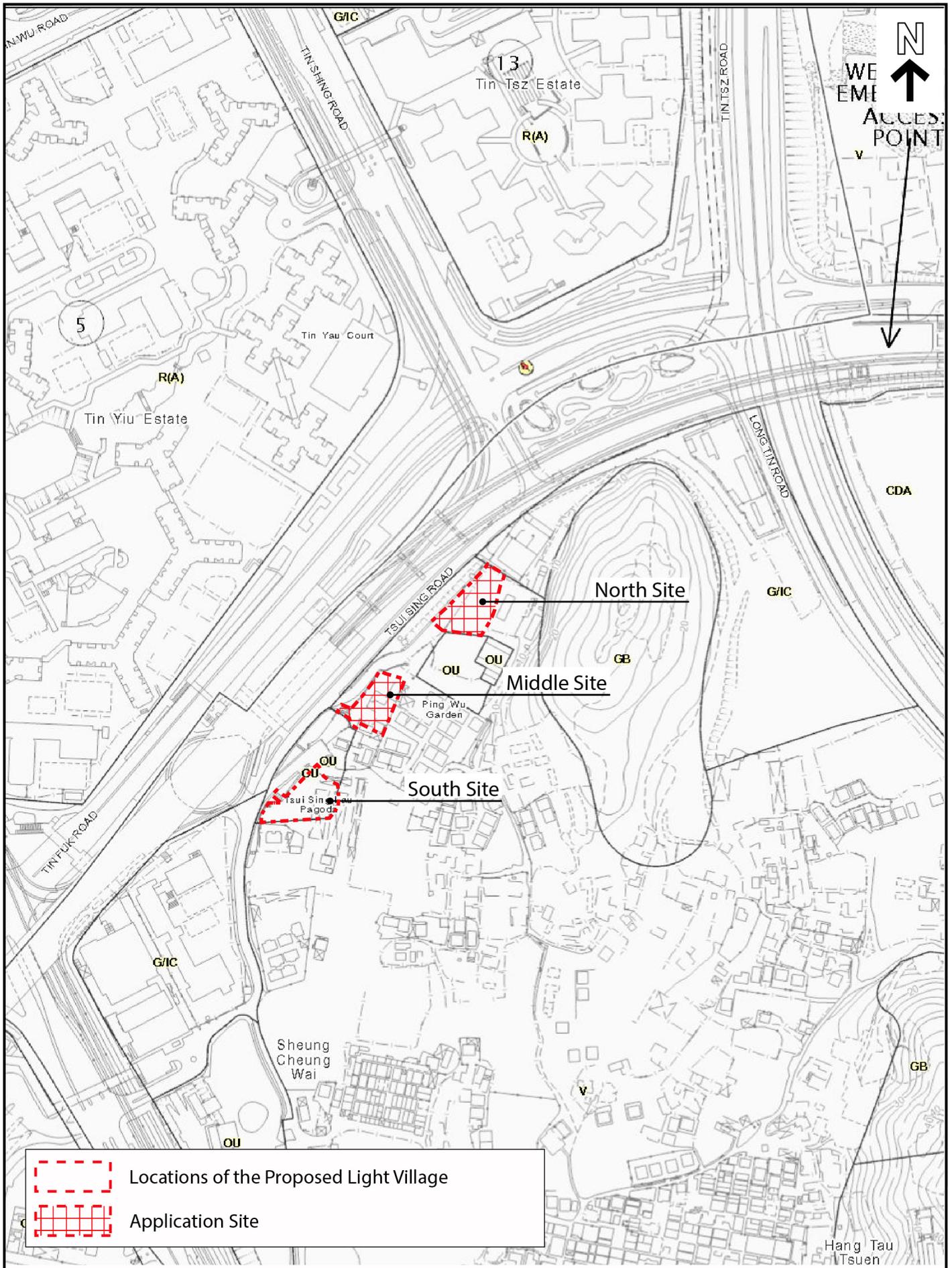
9.1 This planning application is submitted to the Board under Section 16 of the Town Planning Ordinance CAP 131 for 'Residential Institution' (Transitional Housing) use for a Period of 7 Years in Lots 360 and 377 in D.D. 122 and adjoining government land, Ping Shan, New Territories. The Proposed Development supports the Government's initiative in the supply of transitional housing.

9.2 As detailed in the Planning Statement, the proposed development is justified on the following grounds: -

- In line with Government policies/objectives;
- Optimise the development potential of brownfield sites;
- In harmony with the local heritage;
- Cultural merits;
- Social Merits; and
- Technical feasibility

9.3 In view of the above planning justification and analyses provided in this Planning Statement, the Board is respectfully invited to give favourable consideration to the proposed development.

Figures



Extracted from the APPROVED PING SHAN OUTLINE ZONING PLAN NO. S/YL-PS/18

LWK +PARTNERS PLANNING & URBAN DESIGN	Title Location Plan	Figure 1.1	
		Scale NTS	Date FEB 2020



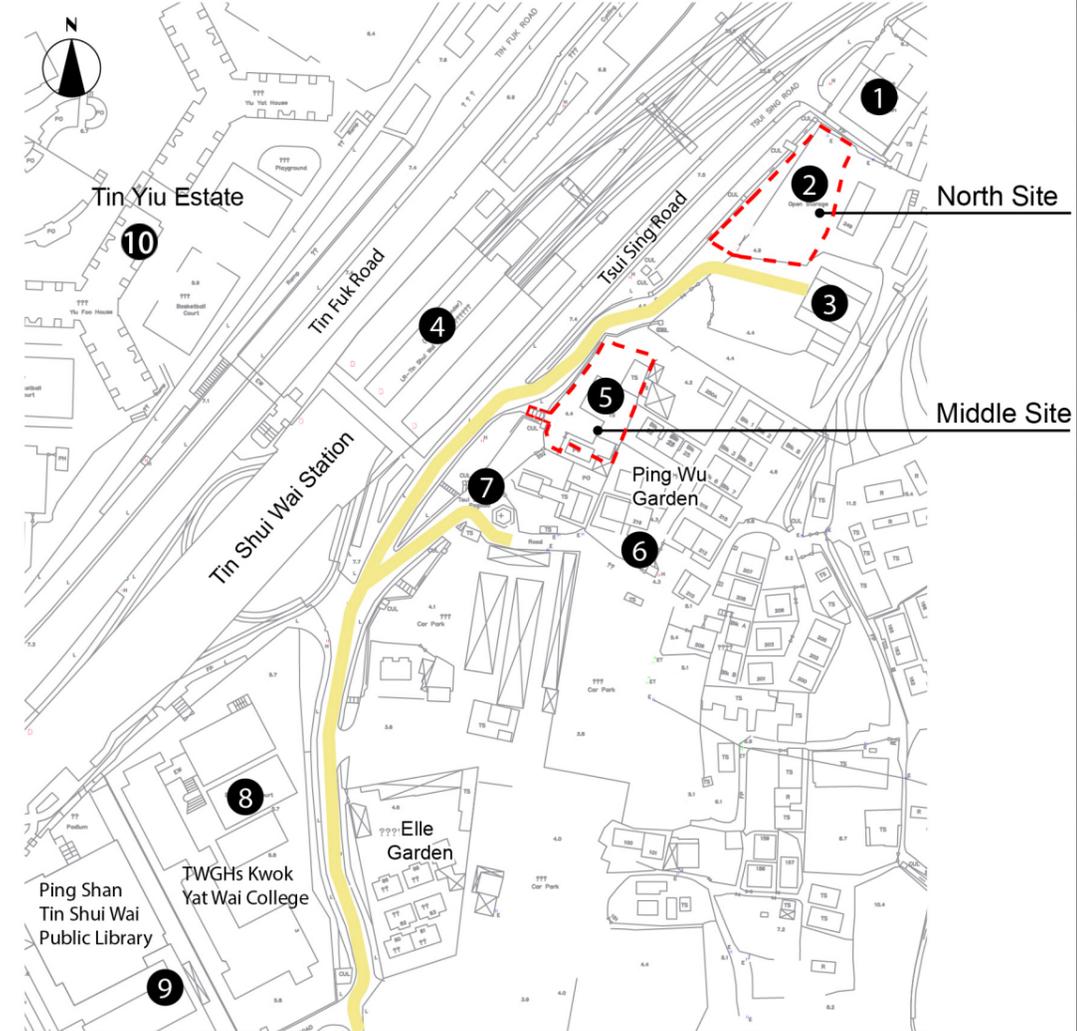
1 Tin Shui Wai LRT Substation



2 Existing condition of North Site



3 Tat Tak Communal Hall



Application Site

Ping Shan Heritage Trail



4 Tin Shui Wai Station



5 Existing condition of Middle Site



6 Village type Houses/Developments



7 Tsui Sing Lau Pagoda



8 TWGHs Kwok Yat Wai College



9 Ping Shan Tin Shui Wai Public Library



10 Tin Yiu Estate

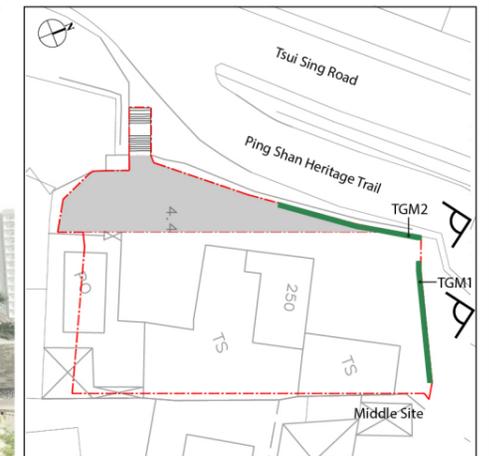




TGM1



TGM2



Key Plan

Tree Group No.	Botanical Name	Chinese Name		Tree Species Combination Percentage (%)	Approximate Number of Trees	Range of DBH (mm)					Height (m)	Crown (m)	Amenity Value (High /Medium /Low)	Form (Good /Fair /Poor)	Health Condition (Good /Fair /Poor)	Structural Condition (Good /Fair /Poor)	Survival Rate After Transplantation (High / Medium /Low)	Conservation Status
						95-150	151-300	301-500	501-1000	Over 1000								
TGM1	<i>Ravenala madagascariensis</i> Sonn.	旅人蕉	Exotic	100%	5	0	5	0	0	0	4.5	3-4	Low	Fair	Fair	Fair	Medium	not listed
TGM2	<i>Juniperus chinensis</i> L. var. <i>kaizuk</i>	龍柏	Exotic	100%	33	33	0	0	0	0	3-4	1.5-2	Medium	Fair	Fair	Fair	Medium	not listed
				100%	38	33	5	0	0	0								



Key Plan

T1

Tree Group No.	Botanical Name	Chinese Name		Tree Species Combination Percentage (%)	Approximate Number of Trees	Range of DBH (mm)					Height (m)	Crown (m)	Amenity Value (High /Medium /Low)	Form (Good /Fair /Poor)	Health Condition (Good /Fair /Poor)	Structural Condition (Good /Fair /Poor)	Survival Rate After Transplantation (High / Medium /Low)	Conservation Status
						95-150	151-300	301-500	501-1000	Over 1000								
T1	<i>Dimocarpus longan</i>	龍眼	Exotic	100%	1	0	1	0	0	0	7	4	Medium	Fair	Fair	Fair	Medium	not listed
				100%	1	0	1	0	0	0								



- 5m AIR BUFFER ZONE
- FENCE WALL
- SITE BOUNDARY
- SHORT TERM TENANCY LOT
- SHORT TERM WAIVER LOT
- 24-HOUR PEDESTRIAN RIGHT-OF-WAY FOR LOT 357 IN D.D. 122



Figure

3.1

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Client
LIGHT BE

Project
LIGHT VILLAGE

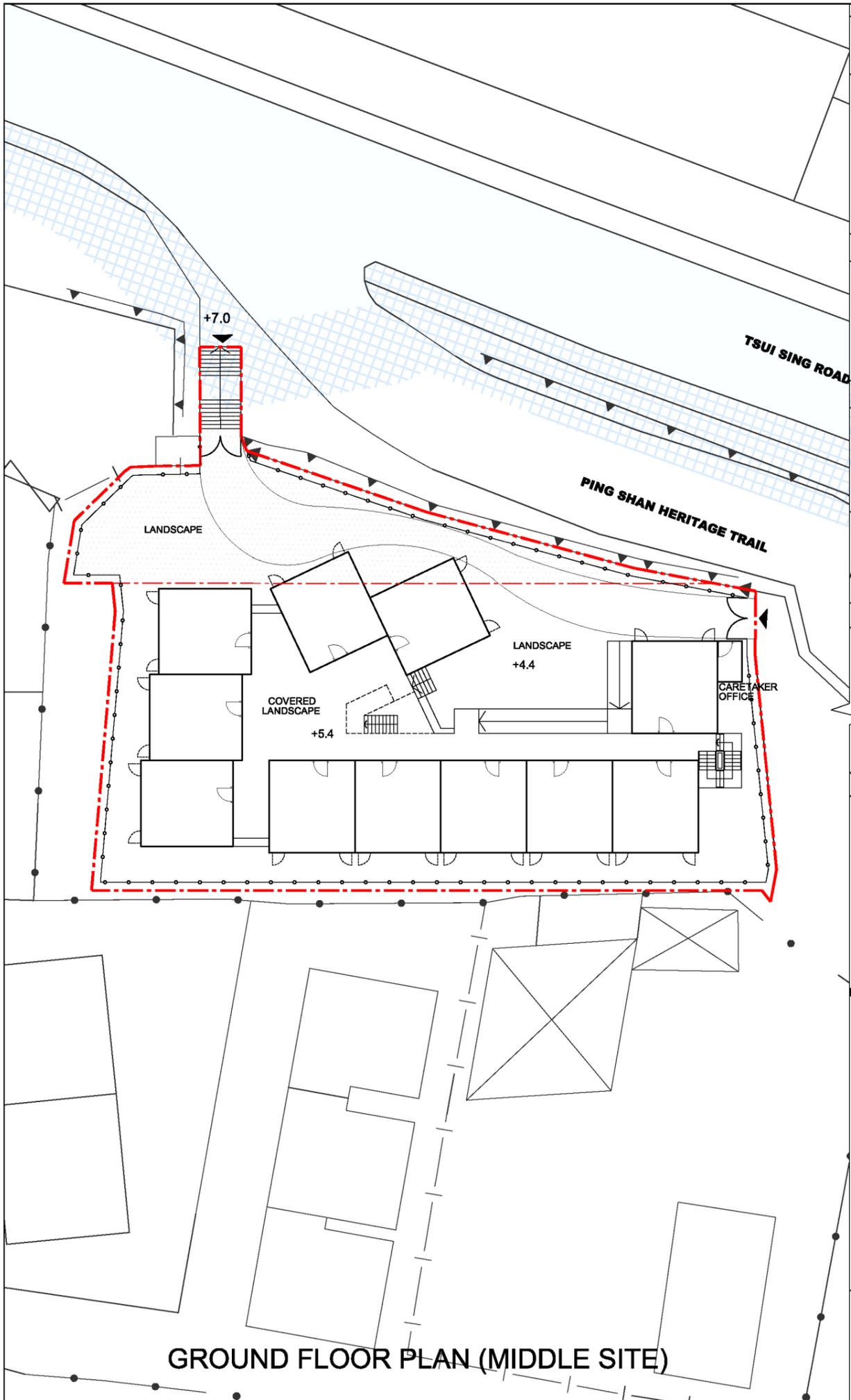
Drawing Title
MASTER LAYOUT PLAN

Job No. M3489	Drawing No. GP-01	Revision No. A
Scale 1:800	Date A3 OCT 2020	CAD Ref.
Drawn AW	Checked YSC	Approved TC

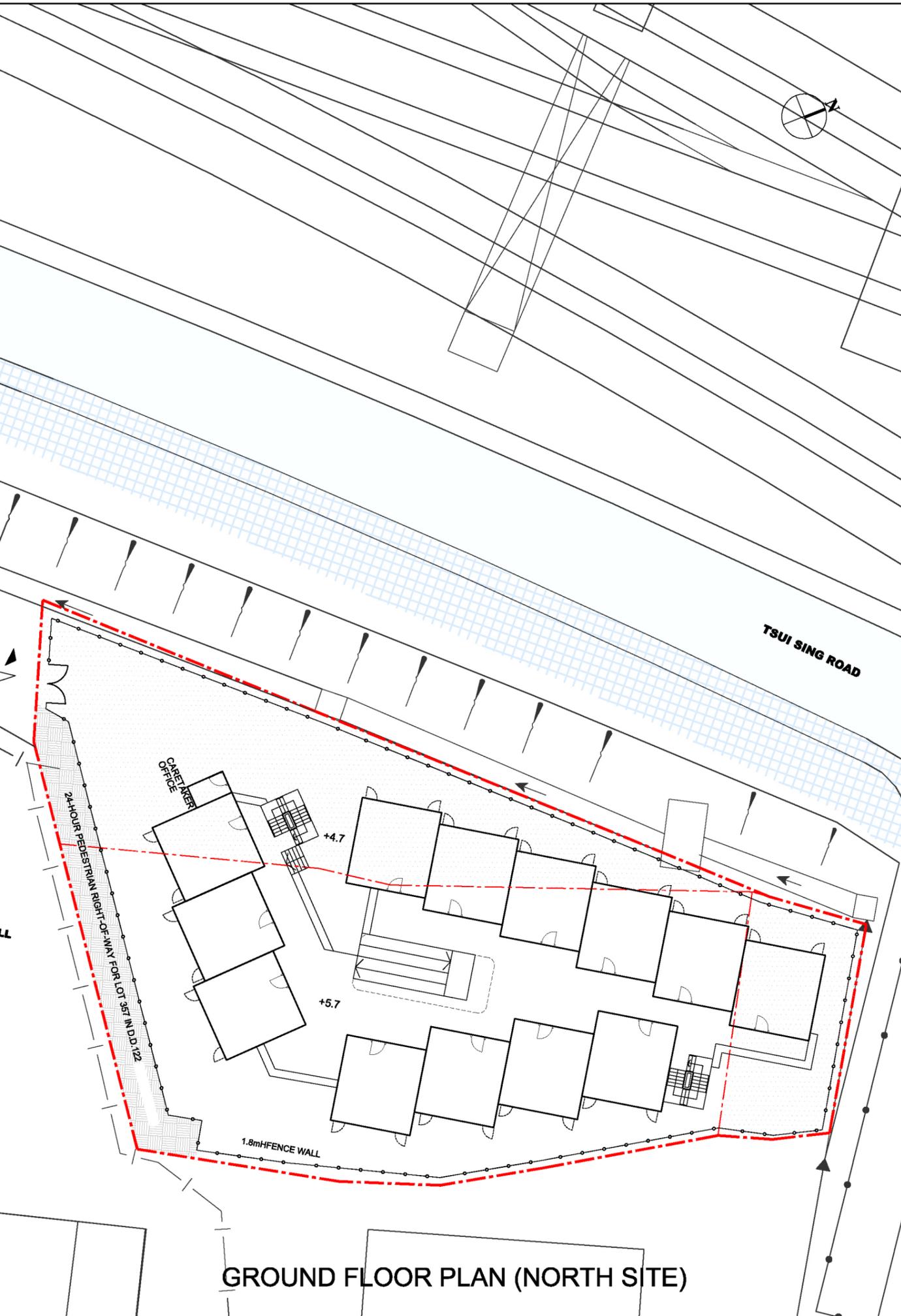
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INDICATIVE MASTER LAYOUT PLAN (LIGHT VILLAGE)



GROUND FLOOR PLAN (MIDDLE SITE)



GROUND FLOOR PLAN (NORTH SITE)

- 5m AIR BUFFER ZONE
- FENCE WALL
- SITE BOUNDARY
- SHORT TERM TENANCY LOT
- 24-HOUR PEDESTRIAN RIGHT-OF-WAY FOR LOT 357 IN D.D. 122

Figure
3.2

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LIGHT VILLAGE

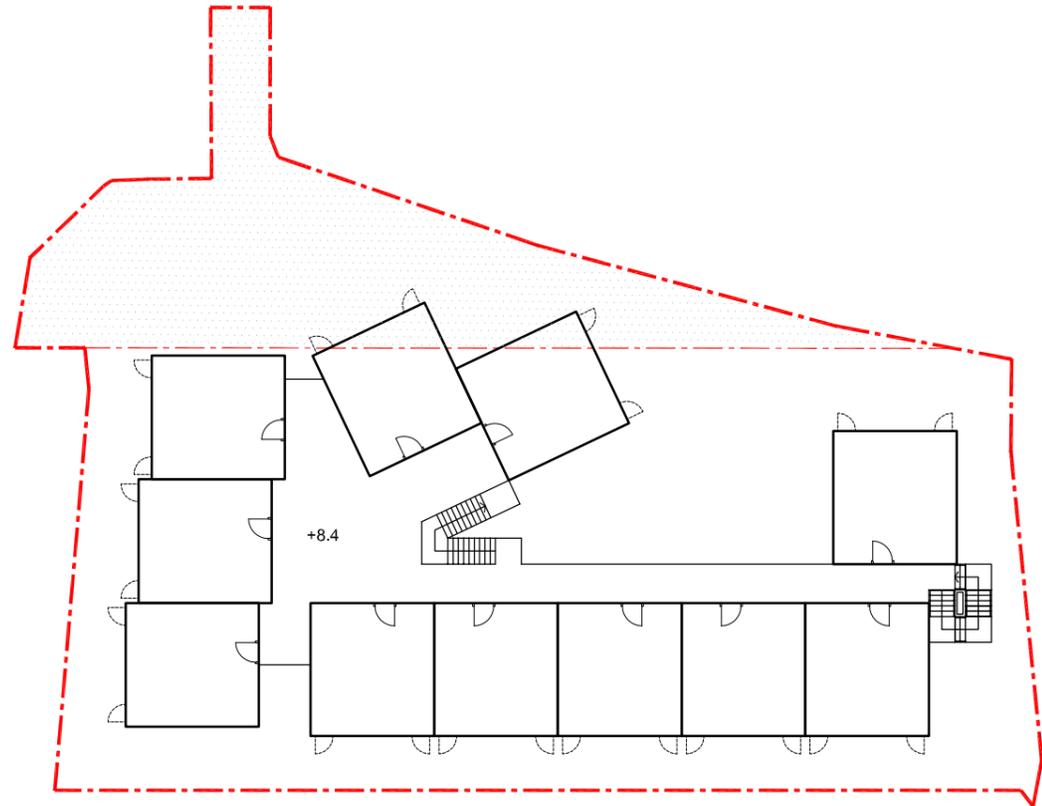
Drawing Title
GROUND FLOOR PLAN
(MIDDLE SITE & NORTH)

Job No.	Drawing No.	Revision No.
M3489	GP-05	B
Scale	Date	CAD Ref.
1:300 A3	OCT 2020	
Drawn	Checked	Approved
AW	YSC	TC

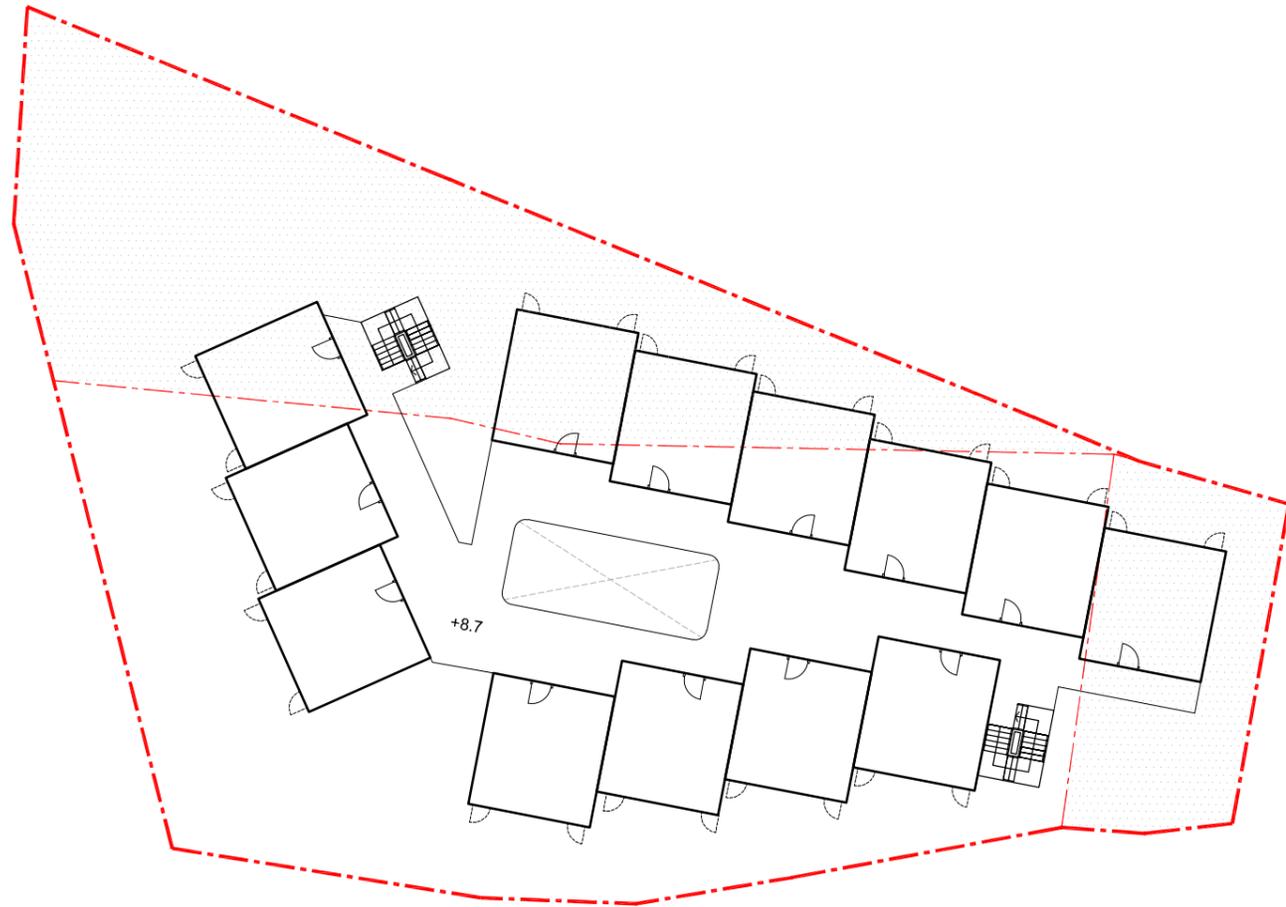
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SITE BOUNDARY
 SHORT TERM TENANCY LOT



FIRST FLOOR PLAN (MIDDLE SITE)



FIRST FLOOR PLAN (NORTH SITE)

Figure

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LIGHT VILLAGE

Drawing Title

FIRST FLOOR PLAN
(MIDDLE SITE & NORTH SITE)

Job No.	Drawing No.	Revision No.
M3489	GP-06	B

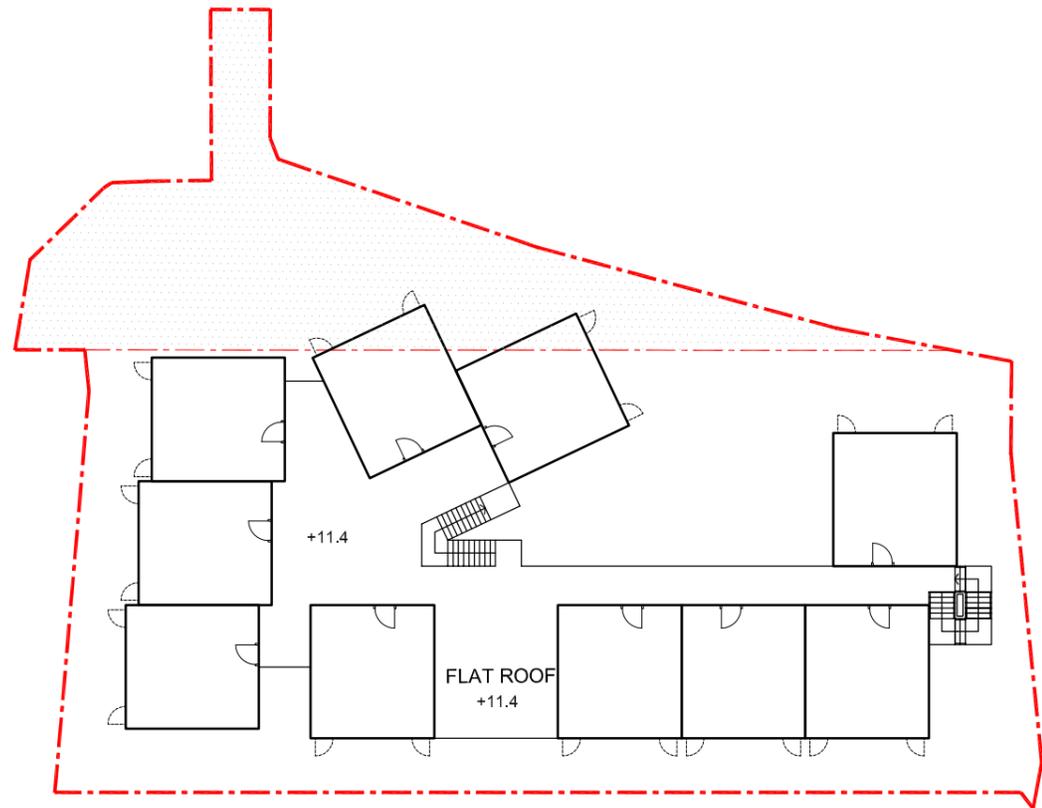
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AW	YSC	TC

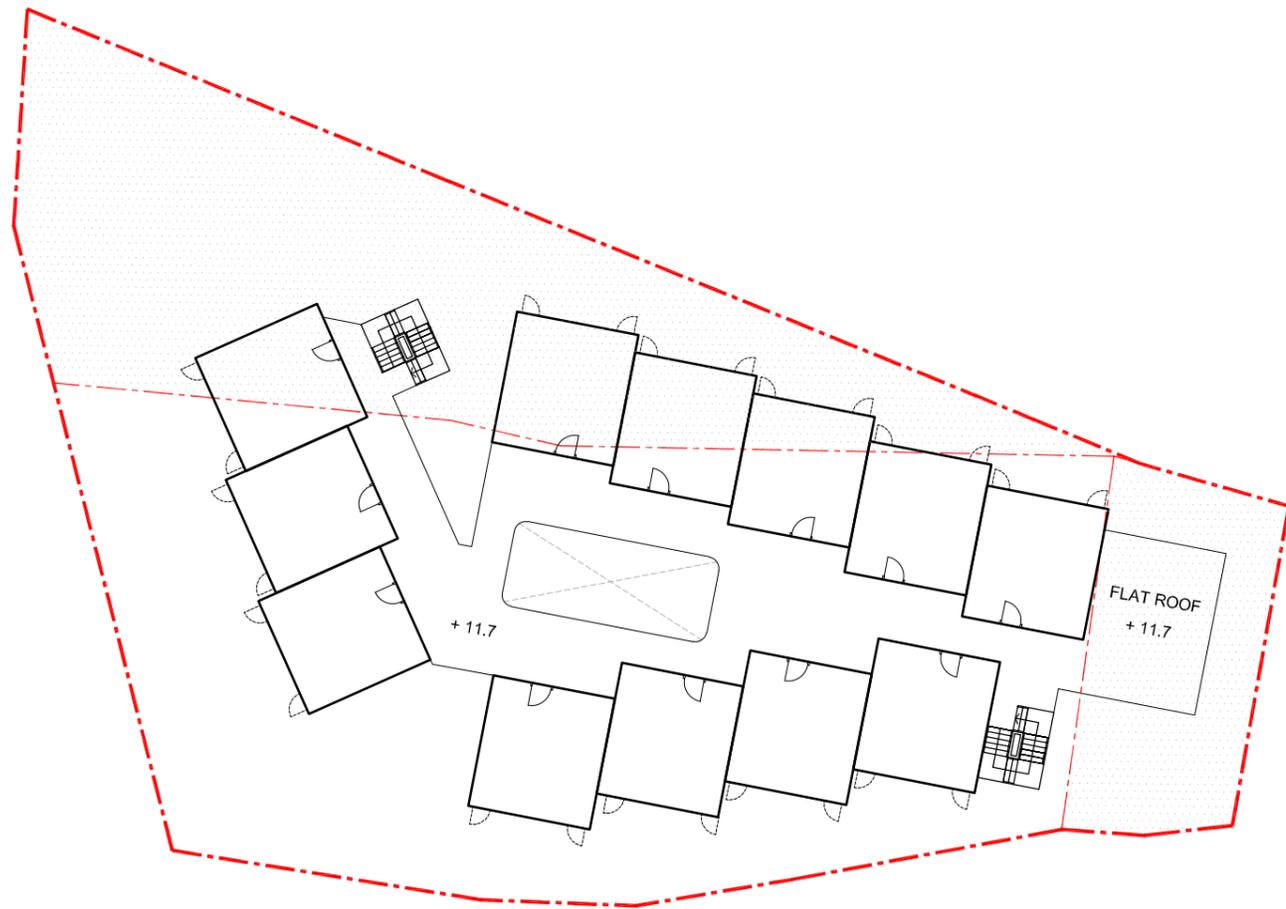
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SITE BOUNDARY
 SHORT TERM
 TENANCY LOT



SECOND FLOOR PLAN (MIDDLE SITE)



SECOND FLOOR PLAN (NORTH SITE)

Figure

3.4

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LIGHT VILLAGE

Drawing Title

SECOND FLOOR PLAN
(MIDDLE SITE & NORTH SITE)

Job No.	Drawing No.	Revision No.
M3489	GP-07	B

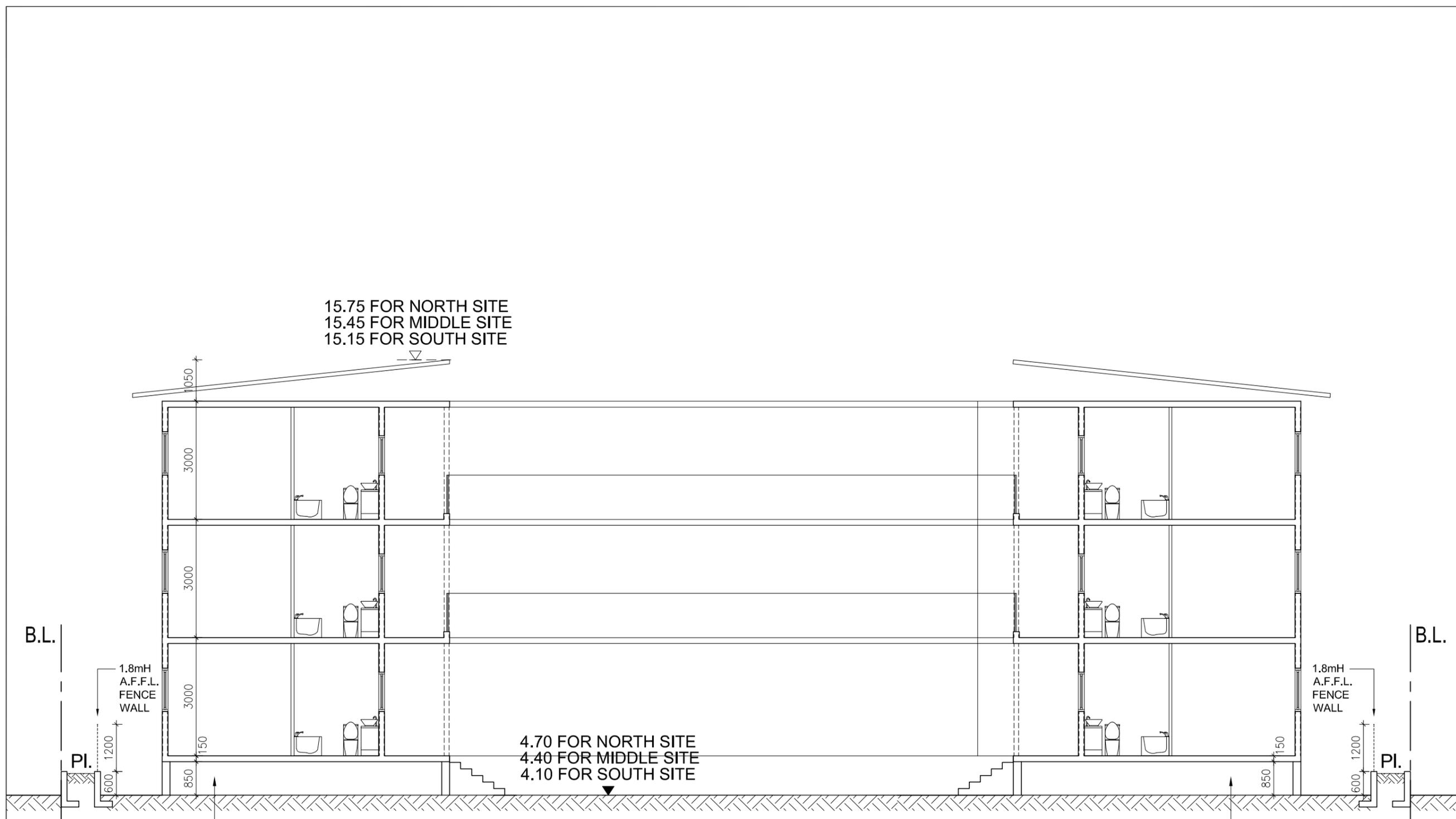
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15.75 FOR NORTH SITE
 15.45 FOR MIDDLE SITE
 15.15 FOR SOUTH SITE

4.70 FOR NORTH SITE
 4.40 FOR MIDDLE SITE
 4.10 FOR SOUTH SITE

DRAINAGE ZONE

DRAINAGE ZONE

Figure
 3.5

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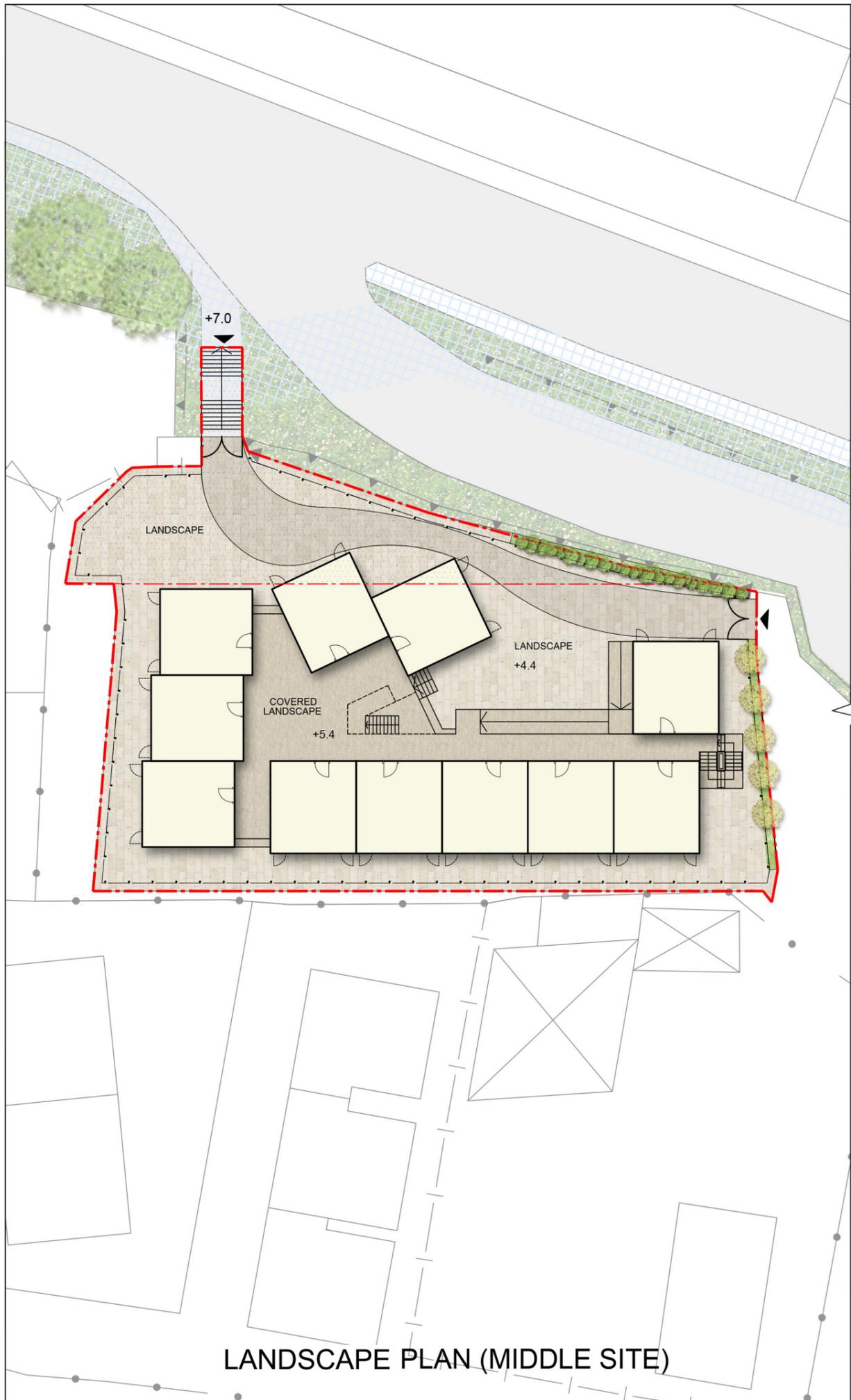
Project
 LIGHT VILLAGE

Drawing Title
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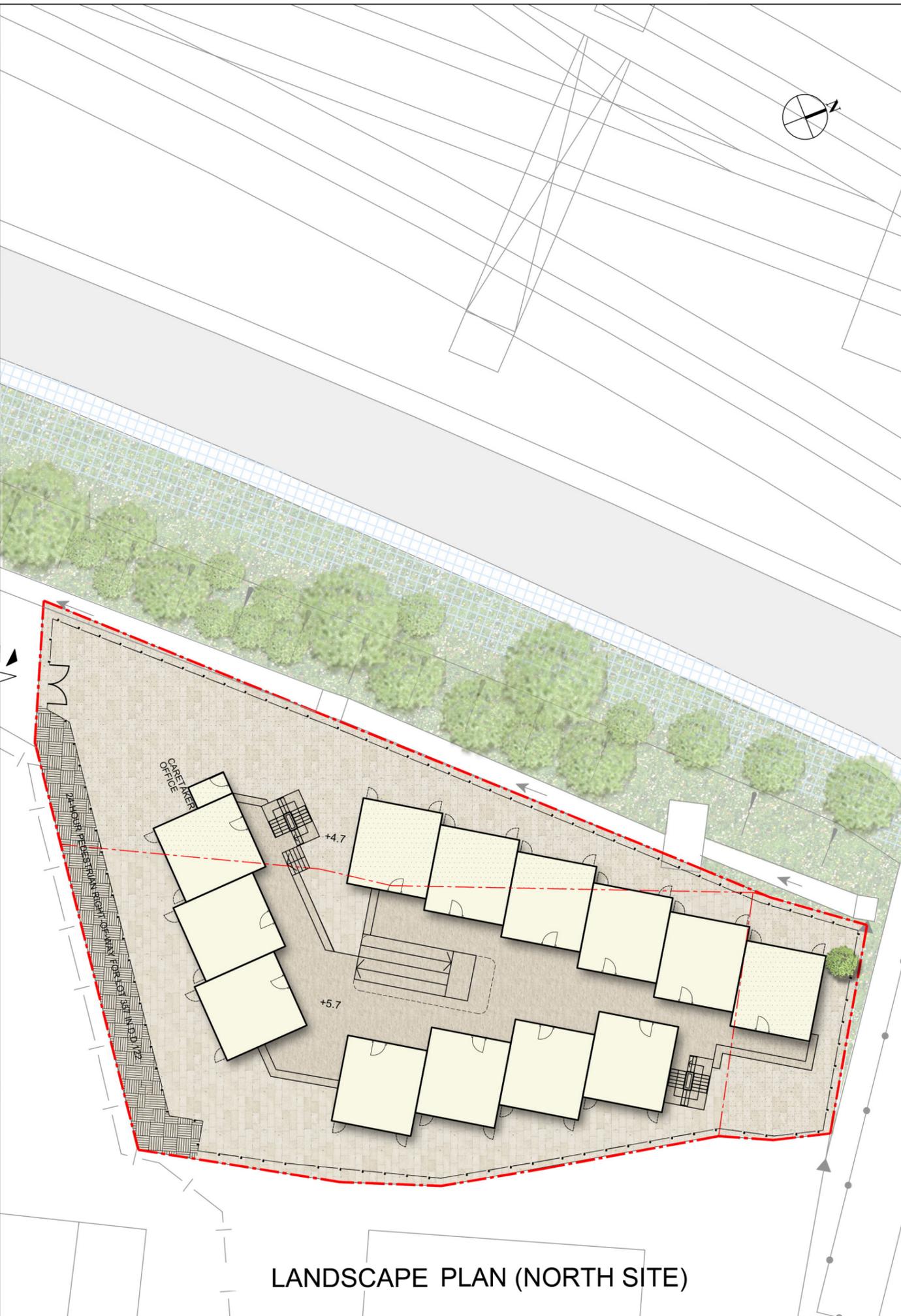
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LANDSCAPE PLAN (MIDDLE SITE)



LANDSCAPE PLAN (NORTH SITE)

- 5m AIR BUFFER ZONE
- FENCE WALL
- SITE BOUNDARY
- SHORT TERM TENANCY LOT
- 24-HOUR PEDESTRIAN RIGHT-OF-WAY FOR LOT 357 IN D.D. 122

- LANDSCAPES
- BUILDING BLOCKS
 - PROPOSED PAVING
 - PROPOSED COVERED LANDSCAPE
 - PROPOSED BUFFER PLANTING
 - EXISTING TREE TO BE RETAIN (NORTH SITE: 1nos.) (MIDDLE SITE: 33nos.)
 - PROPOSED COMPENSATORY TREES (MIDDLE SITE: 5nos.)

Figure 3.6

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Client
LIGHT BE

Project
LIGHT VILLAGE

Drawing Title
LANDSCAPE PLAN (MIDDLE & NORTH SITE)

Job No. M3489	Drawing No. GP-05	Revision No. A
Scale 1:300 A3	Date OCT 2020	CAD Ref.
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Artist Impression of the Proposed Development
(For illustration purpose only)

Figure
3.7

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LIGHT BE

Project:
LIGHT VILLAGE

Drawing Title:
Artist Impression of the Proposed Development

Job No	Drawing No	Revision No
M3489	GP-05	A
Scale	Date	CA# Ref
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Appendix A

Traffic Impact Assessment

1. Background

The subject site is located at Tsui Sing Road opposite the MTR Tin Shui Wai Station. Figure 1 shows the location of the subject site.

The Applicant, **Light Be**, intends to develop a transitional housing with 70 residential units (the “Proposed Development”). Each unit is a single residential dwelling, and the average flat size is around 35m².

CKM Asia Limited, a traffic and transportation planning consultancy firm, was commissioned by the Applicant to conduct a Traffic Review in support of the Proposed Development.

2. Provision of No Internal Transport Facilities

Internal transport facilities will not be required for the Proposed Development, and the reasons for not providing internal transport facilities are presented in the following paragraphs.

Reason 1 – Social Housing Project with Target Group

Light Be is the first social enterprise that specialises in social housing projects in Hong Kong since 2010. Given the Government’s transitional housing policy, the Proposed Development is aimed at providing 70 small-sized units to assist non-Public Rental Housing families who are in difficult situation. Besides, the Project will have tenant programme to promote upward mobility, community building and other social values.

All residents are non-car-owning and expected to commute using public transport services.

The demand for the use of goods vehicle by the residents of the Proposed Development is low given that the residential units are all small size dwellings.

Reason 2 – Close Proximity to Public Transport Services

Access to public transport services from the subject site is convenient because it is located very close to high capacity public transport services. The MTR and Light Rail Tin Shui Wai Stations are located to the immediate west of Tsui Sing Road, on the opposite side of the Proposed Development.

In addition, numerous franchised bus routes and public light buses operate along Tin Fuk Road and Ping Ha Road, and have stops within 250m walk from the subject site. Details of the public transport services are presented in Table 1 and shown in Figure 2.

TABLE 1 PUBLIC TRANSPORT SERVICES CLOSE TO THE SUBJECT SITE

Route	Routeing	Frequency (minutes)
KMB 53	MTR Yuen Long Station – Tsuen Wan (Nina Tower)	25 – 35
KMB 69M	MTR Kwai Fong Station – Tin Shui Wai Town Centre	5 – 30
KMB 69P	Tin Yiu – MTR Kwai Fong Station	12 – 20
KMB 69X	West Kowloon Station – Tin Shui Estate	10 – 30
KMB 264R	Tin Yiu – MTR Tai Po Market Station	30
KMB 265B	Tin Heng Estate – Mong Kok (Park Avenue)	5 – 20
KMB 265S	Tai Po Industrial Estate – Tin Shui Wai Town Centre	AM peak

Appendix A – Traffic Review

Section 16 Planning Application

**Proposed Residential Institution for a Period of 7 years in Lots 360 and 377
in D.D. 122 and Adjoining Government Land, Ping Shan, New Territories**

TABLE 1 PUBLIC TRANSPORT SERVICES CLOSE TO THE SUBJECT SITE (CONT'D)

Route	Routeing	Frequency (minutes)
KMB 269B	Hung Hom (Hung Luen Road) – Tin Shui Wai Town Centre	10 – 30
KMB 269C	Kwun Tong Ferry – Tin Shui Wai Town Centre	5 – 20
KMB 269D	Lek Yuen – Tin Fu	5 – 25
KMB 269M	Tin Yan Estate – Cho Yiu	10 – 25
KMB 269P	Kwai Chung (Kwai Fong Estate) – Tin Heng Estate	PM peak
KMB 269S	Tin Shui Wai Town Centre – Kwun Tong Ferry	AM and PM peak
KMB 276	Tin Tsz – Sheung Shui	15 – 25
KMB 276A	Tai Ping – Tin Heng Estate	4 – 15
KMB 276B	Tin Fu – Choi Yuen	15 – 25
KMB 276P	Shueng Shui – MTR Tin Shui Wai Station	5 – 20
KMB B1	MTR Lok Ma Chau Station – Tin Tsz	5 – 15
KMB N269	Mei Foo – Tin Tsz Estate	10 – 20
LWB E34A	Tin Shui Wai Town Centre – Airport	11 – 30
LWB E34P	Tin Shui Wai Town Centre – Tung Chung (Yat Tung)	AM peak
LWB E34X	Tin Shui Wai Town Centre – Tung Chung (Yat Tung)	AM peak
LWB A37	Hung Shui Kiu (Hung Yuen Road) – Airport	20 – 30
LWB N30	MTR Yuen Long Station – Airport	AM peak
LWB N30S	MTR Yeun Long Station – MTR Tung Chung Station	Overnight
LWB NA34	Tin Shui Wai Town Centre – HZMB Hong Kong Port	Overnight
NLB B2P	Tin Tsz Estate – Shenzhen Bay Port	5 – 20
NLB B2X	Shenzhen Bay Port – Tin Yiu Estate	10 – 20
CTB 969	Kingswood Villas – Causeway Bay	7 – 20
CTB 969A	Tin Shui Wai Town Centre – Wan Chai	AM and PM peak
CTB 969B	Locwood Court – Wan Chai	AM and PM peak
CTB 969C	Tin Shui Wai (Tin Kwai Road) – Taikoo (Kornhill Plaza)	AM and PM peak
CTB 969P	Tin Shui Wai Town Centre – Causeway Bay	AM peak
CTB 969X	Tin Shui Wai Town Centre – Causeway Bay	AM peak
CTB N969	Tin Shui Wai Town Centre – Causeway Bay	Overnight
MTR K65	MTR Yuen Long Station – Lau Fau Shan	9 – 16
MTR K73	Tin Heng – Yuen Long West	4 – 10
MTR K74	Tin Shui – Au Tau (Circular)	AM and PM peak
MTR K75	MTR Tin Shui Wai Station – Hung Shui Kiu (Circular)	30
MTR K75A	MTR Tin Shui Wai Station – Hung Shui Kiu (Circular)	30
MTR K75P	MTR Tin Shui Wai Station – Hung Shui Kiu (Circular)	10 – 15
MTR K75S	MTR Tin Shui Wai Station – Hung Fuk Estate (Circular)	AM and PM peak
MTR K76	MTR Tin Shui Wai Station – Tin Heng	3 – 10
GMB 33	Yuen Long (Tai Fung Street) – Ha Pak Nai	18 – 23
GMB 34	Yeun Long (Tai Fung Street) – Lau Fau Shan	12 – 15
GMB 34A	Ha Tsuen – Lau Fau Shan	15 – 30
GMB 35	Yuen Long (Tai Fung Street) – Sha Kiu (Tsim Bei Tsui)	18 – 23
GMB 77	Tin Shui Wai – Lok Ma Chau	15
GMB 77B	Tin Shui Wai – Pok Oi Hospital	6 – 12
GMB 77P	Tin Yiu Estate – Lok Ma Chau	15
GMB 79S	Tin Shui Wai (Grandeur Terrance) – Lok Ma Chau	Overnight
GMB 610S	Tin Shui Wai (Tin Shui Estate) – Tsim Sha Tsui (Haiphong Road)	12 – 15
LRT 705	Tin Shui Wai Circular Route	5 – 10
LRT 706	Tin Shui Wai Circular Route	5 – 10
LRT 751	Yau Oi – Tin Yat	5 – 15
LRT 761P	Tin Yat – Yuen Long	4 – 12

Note: KMB – Kowloon Motor Bus
LWB – Long Win Bus
NLB – New Lantao Bus
LRT – MTR Light Rail

CTB – Citybus
MTR – MTR Feeder Bus
GMB – Green Minibus

The availability of public transport services will encourage residents of the Proposed Development to use these services. This is in line with Government's transport policy in providing convenient public transport services and encouraging good utilisation of these services.

Reason 3 – Negligible Impact to Tsui Sing Road

Tsui Sing Road is a local road. Except for several "no-stopping restriction" zones imposed at the road junction and vehicular access, general on-street pick-up / drop-off and loading / unloading activities are permitted along Tsui Sing Road near the Proposed Development. From our site visits, it is noted that Tsui Sing Road kerbsides are not fully occupied.

The Proposed Development has only 70 units, and it is expected to generate limited traffic. In case there is a need for pick-up / drop-off by taxis, it could be conducted along Tsui Sing Road.

Currently, a public refuse collection point is found in the vicinity of the subject site and the collection of household wastes is carried out by the FEHD. In view that there is already existing public refuse collection arrangement, no additional traffic will be generated related to refuse collection for the Proposed Development.

Therefore, the Proposed Development will not affect the existing traffic management measures along Tsui Sing Road, e.g. "no-stopping restriction", and the Applicant understands that Transport Department has the right to impose any traffic management measures on public roads if found necessary.

Reason 4 – Limited Space for Internal Transport Facilities

The subject site is divided into two portions which are irregular in shape. The North Site has site area of only around 1,280m² and the Middle Site has site area of only around 950m². In view of the site constraint and cost consideration, the Applicant will not consider underground or above ground parking.

If the ground floor is used to provide parking spaces and goods vehicle loading / unloading bays, it will greatly restrict the number and disposition of the residential units.

In addition, the provision of upper ground or basement parking area is unfavourable in terms of cost effectiveness, efficiency and environmental sustainability which do not meet the objective and function of a transitional housing project.

Given that the Proposed Development is aimed for ***non-car-owning families who are in difficult situation***, no demand for car parking spaces is anticipated. Hence, the Proposed Development is operational even if internal transport facilities are not provided.

3. No Impact to Temporary Public Vehicle Park

According to the TPB Application No. A/YL-PS/561 approved on 6th July 2018, northern portion of the subject site is currently operated as a temporary public vehicle park for a period of 3 years with around 40 car parking spaces.

Given that there are other fee-paying public car parks in the vicinity of the subject site as shown in Figure 3, the overall impact to the parking situation is anticipated to be minor. Therefore, there is no adverse traffic impact upon closure of the temporary public vehicle park for provision of the Proposed Development. Motorists could use other fee-paying public car parks or park their vehicles in their own respective housing estates.

4. No Adverse Impact to Road Traffic

The trip generation rate for social housing project is not found in Volume 1 of the Transport Planning and Design Manual (“TPDM”). Since the Proposed Development targets for low-income households, reference is made to the trip generation rates for public rental housing with average flat size of 35m².

Table 2 presents the adopted trip generation rates and estimated traffic generation associated with the Proposed Development.

TABLE 2 PROPOSED DEVELOPMENT TRAFFIC GENERATION

Items	Unit	AM Peak Hour			PM Peak Hour		
		IN	OUT	2-way	IN	OUT	2-way
Trip Generation Rate ⁽¹⁾ (Public Rental Housing)	pcu/hour/flat	0.0276	0.0337	–	0.0251	0.0207	–
Traffic Generation (70 units)	pcu/hour	1.9	2.4	4.3	1.8	1.4	3.2

Note: ⁽¹⁾ estimated from interpolation of trip generation rates for “Subsidised Housing: Public” with average flat sizes of 30m² and 40m²

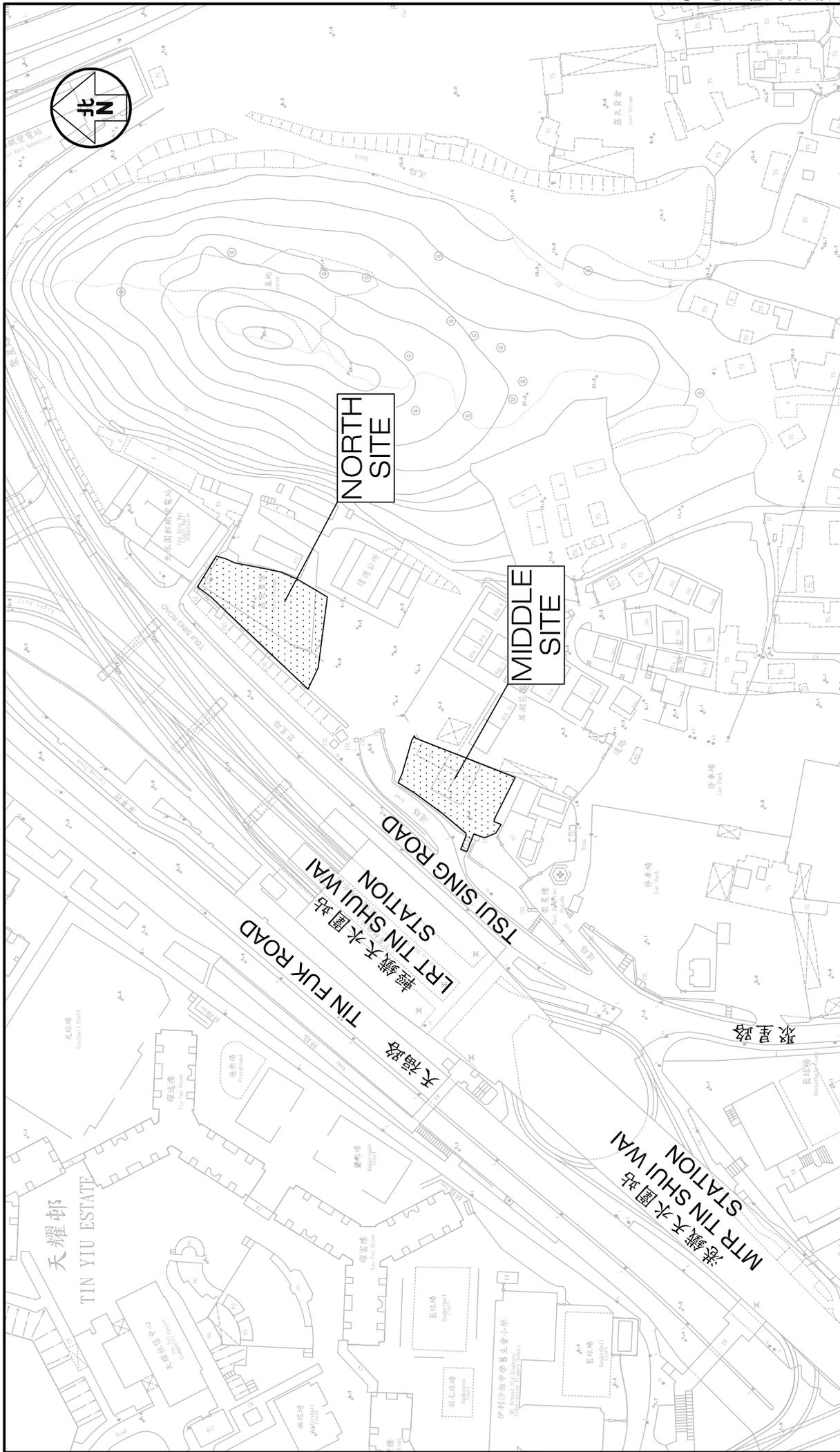
Table 2 shows that the Proposed Development with 70 units is expected to generate only 4.3 and 3.2 pcu (2-way) during the AM and PM peak hours respectively, which is negligible. From traffic engineering point of view, it can be concluded that the traffic impact on the local road network, resulted from the Proposed Development, is negligible.

5. Summary

This Traffic Review Report concluded on the followings:

- i. Provision of no internal transport facilities for the Proposed Development is considered acceptable.
- ii. The Proposed Development generates negligible traffic and will not induce adverse traffic impact to the local road network.

Figures



Project Title
S16 PLANNING APPLICATION FOR TRANSITIONAL HOUSING DEVELOPMENT AT
TSUI SING ROAD, PING SHAN (NORTH & MIDDLE SITE)

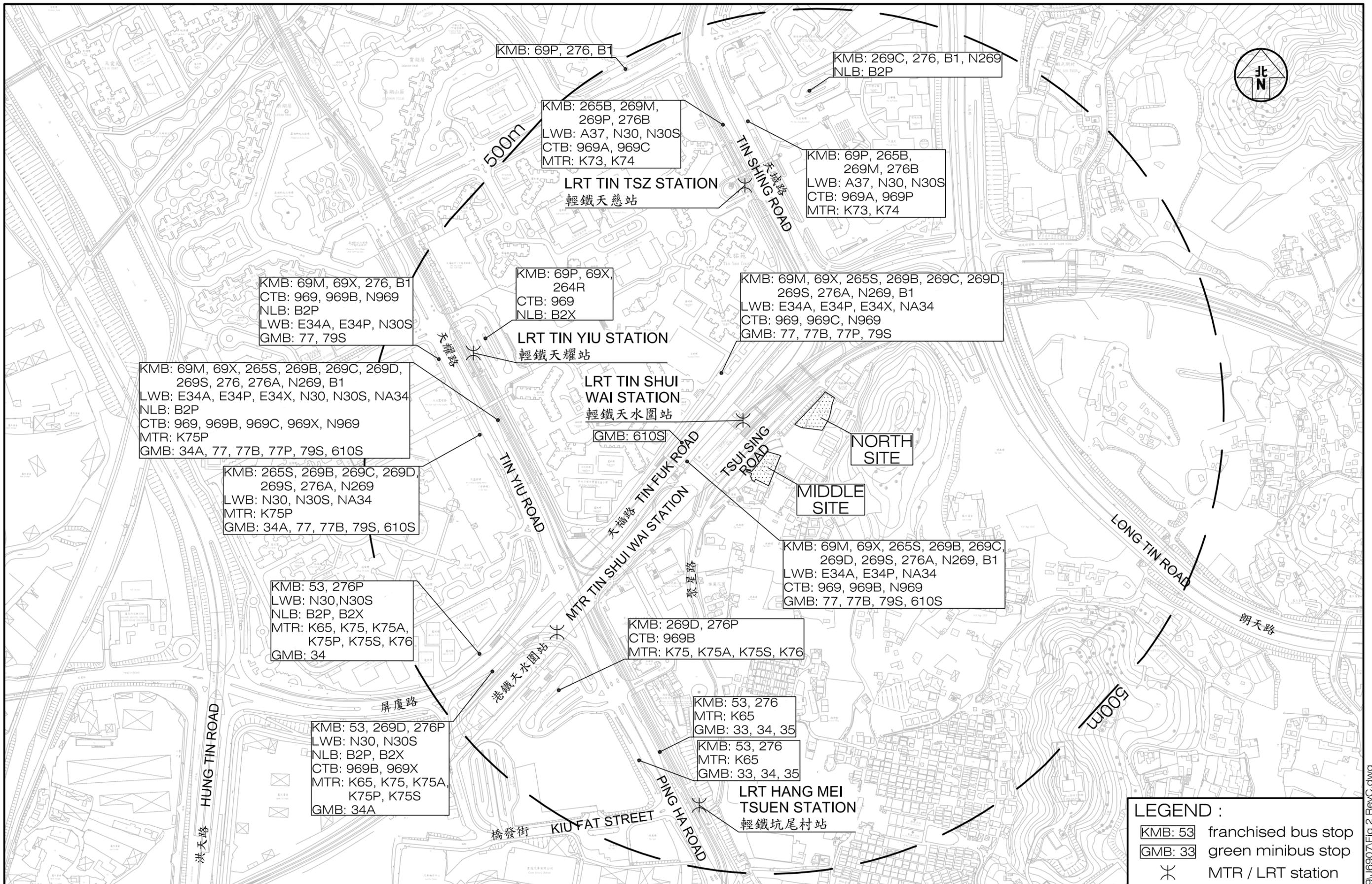
Figure Title
LOCATION OF THE SUBJECT SITE

Figure No. 1

Revision C

Designed by T H C	Drawn by C C L	Checked by K C
Scale in A4 1 : 2,000		Date 23 OCT 2020

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Project Title S16 PLANNING APPLICATION FOR TRANSITIONAL HOUSING DEVELOPMENT AT TSUI SING ROAD, PING SHAN (NORTH & MIDDLE SITE)

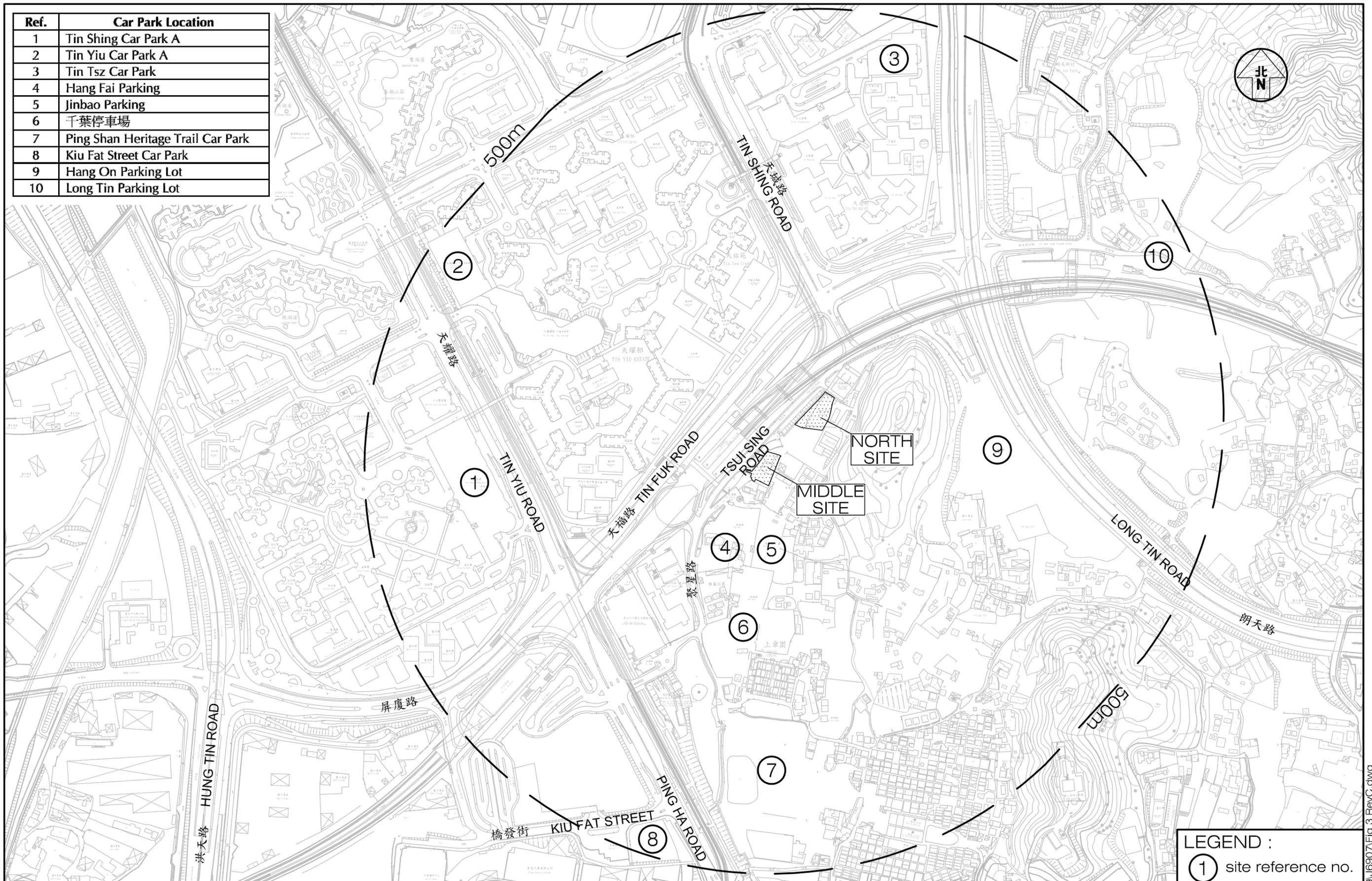
Figure Title PUBLIC TRANSPORT FACILITIES IN THE VICINITY OF THE SUBJECT SITE

Figure No.	2	Revision	C
Designed by	THC	Drawn by	CC L
Scale in A3	1 : 4,500	Checked by	
Date	23 OCT 2020		

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Ref.	Car Park Location
1	Tin Shing Car Park A
2	Tin Yiu Car Park A
3	Tin Tsz Car Park
4	Hang Fai Parking
5	Jinbao Parking
6	千葉停車場
7	Ping Shan Heritage Trail Car Park
8	Kiu Fat Street Car Park
9	Hang On Parking Lot
10	Long Tin Parking Lot



LEGEND :
 ① site reference no.

Project Title S16 PLANNING APPLICATION FOR TRANSITIONAL HOUSING DEVELOPMENT AT TSUI SING ROAD, PING SHAN (NORTH & MIDDLE SITE)

Figure Title EXISTING FEE-PAYING CAR PARKS IN THE VICINITY OF THE SUBJECT SITE

Figure No.	3	Revision	C
Designed by	THC	Drawn by	CC L
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Date	23 OCT 2020		

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Appendix B

Visual Impact Assessment

TABLE OF CONTENTS

1	PURPOSE	2
2	METHODOLOGY	2
3	THE PROPOSAL.....	3
4	VISUAL CHARACTERISTICS.....	3
5	THE VISUAL APPRAISAL	4
6	CONCLUSION.....	6

LIST OF FIGURES

Figure 1.	Location of Viewing Points and Surrounding Context
Figure 2.	Photomontage of Viewpoint 1
Figure 3.	Photomontage of Viewpoint 2
Figure 4.	Photomontage of Viewpoint 3
Figure 5.	Photomontage of Viewpoint 4
Figure 6.	Photomontage of Viewpoint 5
Figure 7.	Photomontage of Viewpoint 6
Figure 8.	Photomontage of Viewpoint 7
Figure 9.	Proposed Colour Scheme

1 Purpose

- 1.1 The visual impact assessment (VIA) is prepared to support the S.16 planning application for a Proposed Residential Institution (i.e. transitional housing development, hereafter referred as ‘the Proposed Development’) for a Period of 7 Years in a site zoned “Village Type Development” (“V”) at two separate private lots no. 360 and 377 in D.D. 122 and adjoining Government Land, Ping Shan, New Territories (hereinafter referred as “the Application site”).
- 1.2 Light Be (The Applicant) is the first social housing enterprise in Hong Kong since 2010. Given the government's transitional housing policy, the applicant aims to provide interim accommodation to alleviate the short-term housing need. The Proposed Development will provide 70 units to families and individuals with housing difficulties at an affordable rent. Besides, the project will have tenant programs to promote upward mobility, community building and other social values.
- 1.3 The purpose of this visual impact assessment (VIA) is to assess the visual impact and propose mitigation measures to minimise any likely visual impact caused by the Proposed Development.

2 Methodology

- 2.1 The visual impact of the Proposed Development will be assessed by adopting the following methodology based on TPB PG-No.41:
 - (a) Identify the overall visual characteristics of the Application site and its surrounding environment;
 - (b) Identify and select viewing points (VPs) to assess the potential visual impact induced by the Proposed Development. The VPs are accessible and frequent by the public and/or tourist which are able to reflect the visual impact of the Proposed Development to the surrounding areas; and
 - (c) Prepare photomontages to evaluate the visual impact of the Proposed Development and its significance from the selected VPs. Any design features or mitigation measures that would help moderate the visual impact of the development will be proposed as appropriate.

3 The Proposal

- 3.1 The Application Site falls within an area zoned “Village Type Development” (“V”) on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/18 (‘the OZP’). The Application Site comprises of two portions, i.e. the North and Middle Site.
- 3.2 The Proposed Development is a 3-storey temporary building block on both the North and Middle Site, providing a total of 70 flats with a communal courtyard in the centre for the residents (refer to the Planning Statement for the Master Layout Plan). The development parameters are as follows:

	Proposed Development Parameters
Site Area	2,230 m ²
Plot Ratio	2
Total GFA (Domestic)	Not more than 4,460 m ²
No. of Storey(s)	Not more than 3 Storeys
Maximum Building Height	Not more than +16.6 mPD
Site Coverage	Not more than 60%
No. of units	70
Car Parking and Loading/Unloading Provision	Nil

4 Visual Characteristics

- 4.1 As shown in **Figure 1**, the Application Site is located at the Ping Shan area. Tin Shui Wai Station is located to the west of the Application Site across Tsui Sing Road. To the immediate south of the North Site is the declared monument – Tat Tak Communal Hall and to the immediate north is the Tin Shui Wai Light Rail Substation. To the northeast of the Middle Site is the Tat Tak Communal Hall and to the further south is another declared monument – Tsui Sing Lau Pagoda.
- 4.2 The North Site is currently being used as a temporary public car park and the Middle Site is a temporary animal boarding establishment which include a dog recreation centre and pet supplies retail shop.
- 4.3 To the east of the Application Site is rural and low-rise in nature. It mainly consists of public car parks and residential developments including Ping Wu Garden, Elle Garden and village houses that are of two to four storeys high. A few shop and services are located to the immediate east of the North Site. To the further southwest of the Application Site, community facilities are found, namely Ping Shan Tin Shui Wai Leisure and Cultural Building and TWGHs Kwok Yat Wai College that are of seven to eight storeys high (**Figure 1**). The high-rise Tin Yiu Estate is located to the west across Tin Fuk Road.

5 The Visual Appraisal

- 5.1 Seven VPs are selected to assess the visual impact of the Proposed Development (**Figure 1**). They are located either at prominent public sightlines to the Proposed Development or have local significance which is frequent by tourists.

VP1 – Entrance of Tat Tak Communal Hall (Facing North)

- 5.2 This VP is selected to represent the public view near the entrance of Tat Tak Communal Hall along Ping Shan Heritage Trail looking towards the North Site. It is the only vehicular access leading to the Tat Tak Communal Hall and to the Proposed Development. The size of viewers population is considered low. The duration of view is considered short for motorist due to its transient nature and medium for tourist since they tend to stop by the Tat Tak Communal Hall.
- 5.3 VP1 is about 30m away from the North Site. The existing view consisted of wire fencing, Tat Tak Communal Hall, temporary public car park, Tin Shui Wai LRT Substation with open sky view as background. In view of the proximity to the Tat Tak Communal Hall (~8.5mpd), the visual sensitivity is classified as high. As shown in the photomontage (**Figure 2**), the Proposed Development with building height of about +16mPD will partially block the sky view and the vegetation at the back. Though it will lead to a moderate visual change, it will not cause any obstruction to the Tat Tak Communal Hall. The visual impact is thus considered slightly adverse from this VP.

VP2 – Entrance of Tat Tak Communal Hall (Facing South)

- 5.4 This VP is selected to represent the public view near the entrance of Tat Tak Communal Hall along Ping Shan Heritage Trail looking towards the Middle Site. It is the only vehicular access leading to the Tat Tak Communal Hall and to the Proposed Development. The size of viewers population is considered low. The duration of view is considered short for motorist due to its transient nature and medium for tourist since they tend to stop by the Tat Tak Communal Hall.
- 5.5 VP2 is about 40m away from the Middle Site. The existing view consisted of wire fencing, Ping Wu Garden (~12.4mPD), and road-side vegetation in the foreground with TWGHs Kwok Yat Wai College (~26mPD), Ping Shan Tin Shui Wai Leisure and Cultural Building (~40mPD), Ping Yan Court (~110mPD) and open sky view as the background. Tsui Sing Lau Pagoda is not visible from this VP. As shown in the photomontage (**Figure 3**), the Proposed Development is partially screened by existing vegetation and is visually compatible with the surrounding height profile e.g. Ping Wu Garden. The visual impact is thus considered negligible from this VP.

VP3 – Exist E3 of Tin Shui Wai Station

- 5.6 This VP represents the public view from Tin Shui Wai LRT station looking towards the Application Site. It is a major interchange station for LRT and Westrail line frequent by local residents and tourist. The size of viewer population is considered medium. The duration of view is considered low due to its transient nature.

5.7 VP3 is about 50m away from the Middle Site and 130m away from the North Site. The existing view is dominated by roadside vegetations. The pitched roof of Tat Tak Communal Hall and village-type development can be viewed at the further back (**Figure 4**). The Photomontage in **Figure 4** shows that the building structure of the North Site is largely shielded by existing vegetation whilst the upper portion of the building structure of the Middle Site will be visible from this VP. Since the Tat Tak Communal Hall is barely visible from this VP and though the Proposed Development will block some of the vegetation at the back, it is visually compatible with the near-by village type development without blocking the sky view. The visual impact is thus considered slightly adverse from this VP.

VP4 – Ping Shan Tin Shui Wai Leisure and Cultural Building

5.8 This VP is located outside the Ping Shan Tin Shui Wai Leisure and Cultural Building looking towards the Application Site. It is about 270m away from the Middle Site and 360m away from the North Site. It is a popular recreation node frequent by local residents.

5.9 As shown in **Figure 5**, the existing view consisted of the Ping Shan Tin Shui Wai Leisure and Cultural Building (~40mPD), TWGHs Kwok Yat Wai College (~26mPD), Ping Wu Garden (~12.4mPD) and Elle Garden(~12.9mPD). Since the Proposed Development will be completely blocked by the existing buildings, there will be no visual change and hence no visual impact is anticipated from this VP.

VP5 – Yeung Hau Temple

5.10 This VP is located outside Yeung Hau Temple along Ping Shan Heritage Trail looking towards the Application Site. It is about 330m away from the Middle Site and 370m away from the North Site. The Temple is often visited by tourists. The duration of view is considered medium. Visual Sensitivity is weighed medium.

5.11 As shown in **Figure 6**, the existing view consisted of Yeung Hau Temple, fence wall and vegetation in the foreground with village houses, Tin Yiu Estate(~110mPD) and open sky view as backdrop. Since the Proposed Development will be completely blocked by the village houses and vegetations, there will be no visual change and hence no visual impact is anticipated from this VP.

VP6 – Tang Ancestral Hall

5.12 This VP is located outside the Tang Ancestral Hall, a declared monument and popular landmark along Ping Shan Heritage Trail often visited by local villagers and tourists. It is about 470m away from the Middle Site and 500m away from the North Site. The size of viewer population and duration of view is considered medium.

5.13 As shown in **Figure 7**, the existing view consisted of open car park, village houses (~14.2mPD) in the foreground with Tin Yiu Estate (~120mPD) and open sky view as backdrop. Based on the photomontage (**Figure 7**), the Proposed Development will be completely blocked by the existing village houses, there will be no visual change and hence no visual impact is anticipated from this VP.

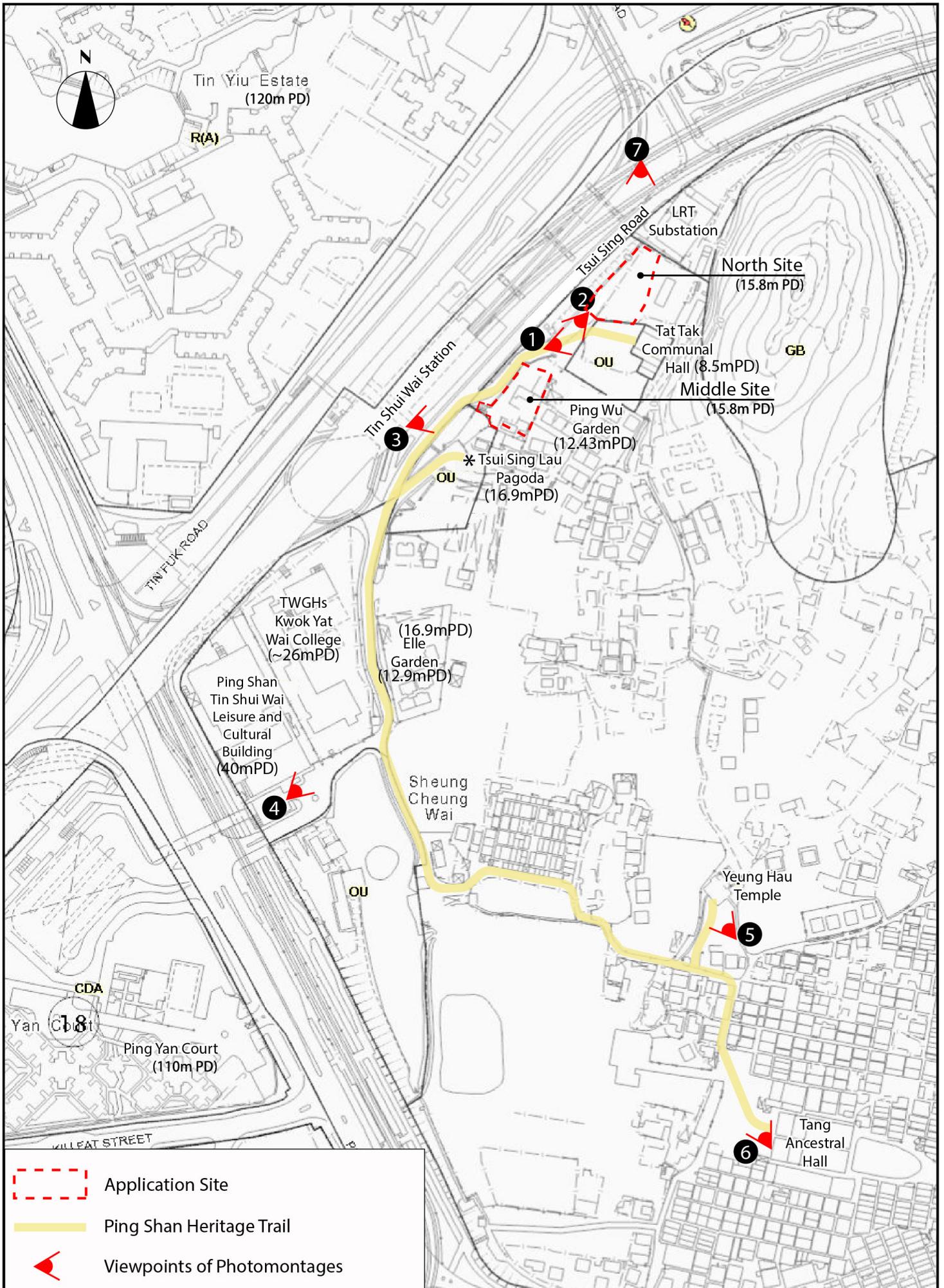
VP7 – Tsui Sing Road

- 5.14 VP7 is taken from the north of Tsui Sing Road opposite to the LRT Substation, looking towards the North Site and Tat Tak Communal Hall. It is about 30m away from the North Site and 120m from the Middle Site. The view is largely occupied by roadside vegetations and Tsui Sing Road. This part of Tsui Sing Road is rather quiet with few pedestrians. Viewers of VP7 are mainly those who drives by, hence the viewer population is weighed low and duration of view is considered short.
- 5.15 The photomontage (**Figure 8**) shows that both the North and Middle Sites will be screened by roadside vegetations. Hence no visual change will be resulted and hence no visual impact is anticipated.

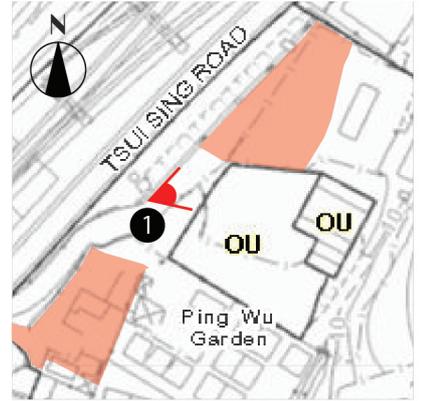
6 Conclusion

- 6.1 A total of seven VPs are selected for this VIA. Two of which are considered causing slightly adverse visual impact by the Proposed Development, one will cause negligible visual impact and four will have no visual impact.
- 6.2 In conclusion, the scale and building height of the Proposed Development is visually compatible with the Tat Tak Communal Hall, Tsui Sing Lau Pagoda and the surrounding village type developments. To minimise the likely visual impact and soften the proposed building structure, mitigation measures such as adopting the colour scheme to echo the ambience of the aforesaid heritage and local village developments are proposed (**Figure 9**). With the mitigation measures proposed, the likely visual impact caused by the Proposed Development would be mitigated to an acceptable level.

Figures



- Application Site
- Ping Shan Heritage Trail
- Viewpoints of Photomontages

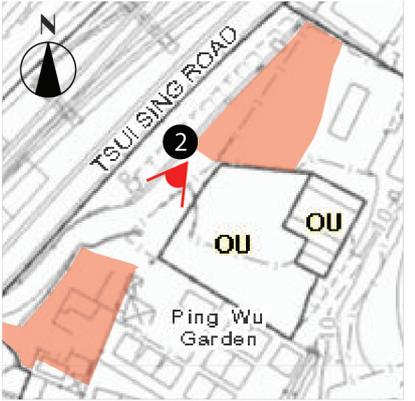
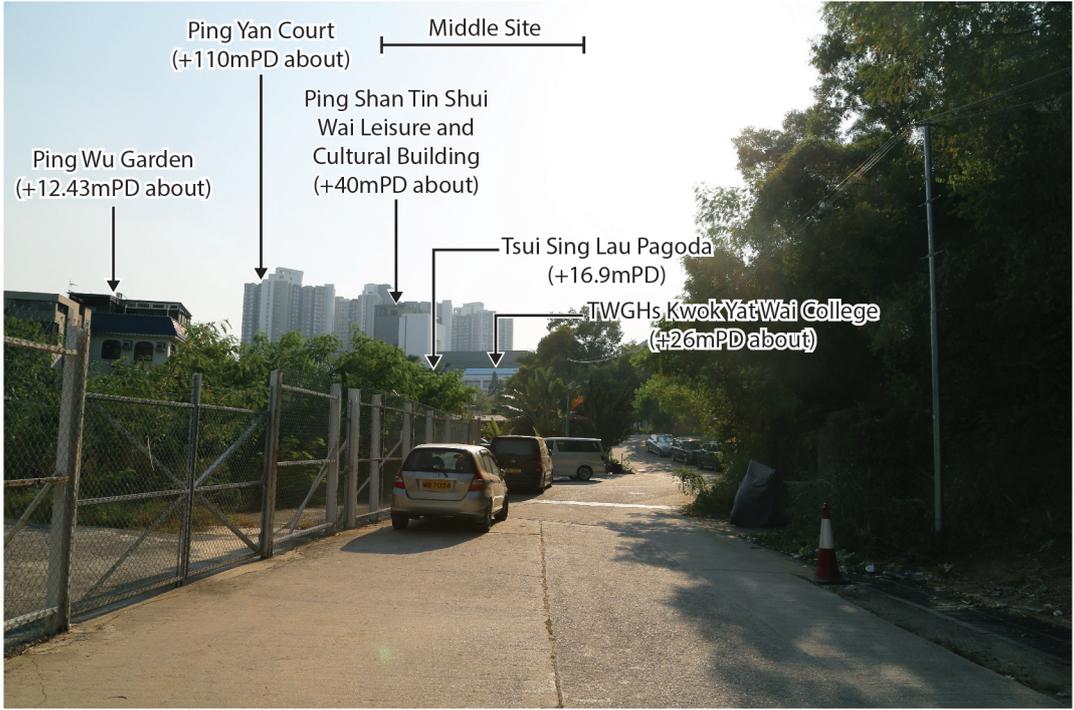


Location Plan (not to scale)

Existing View



With Proposed Development

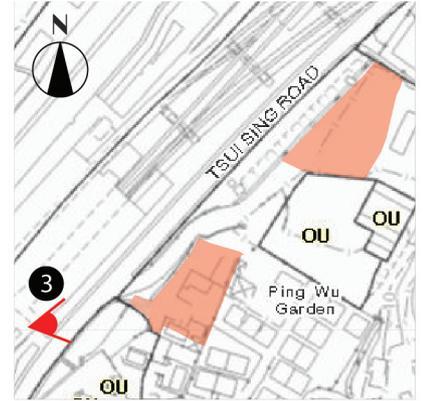
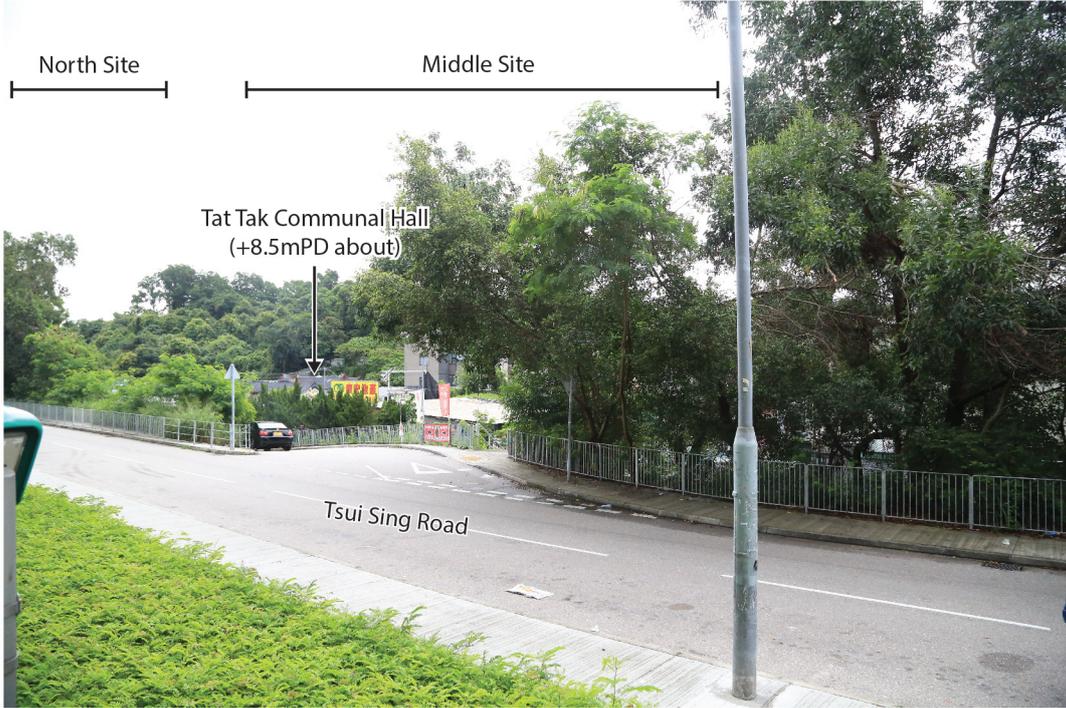


Location Plan (not to scale)

Existing View

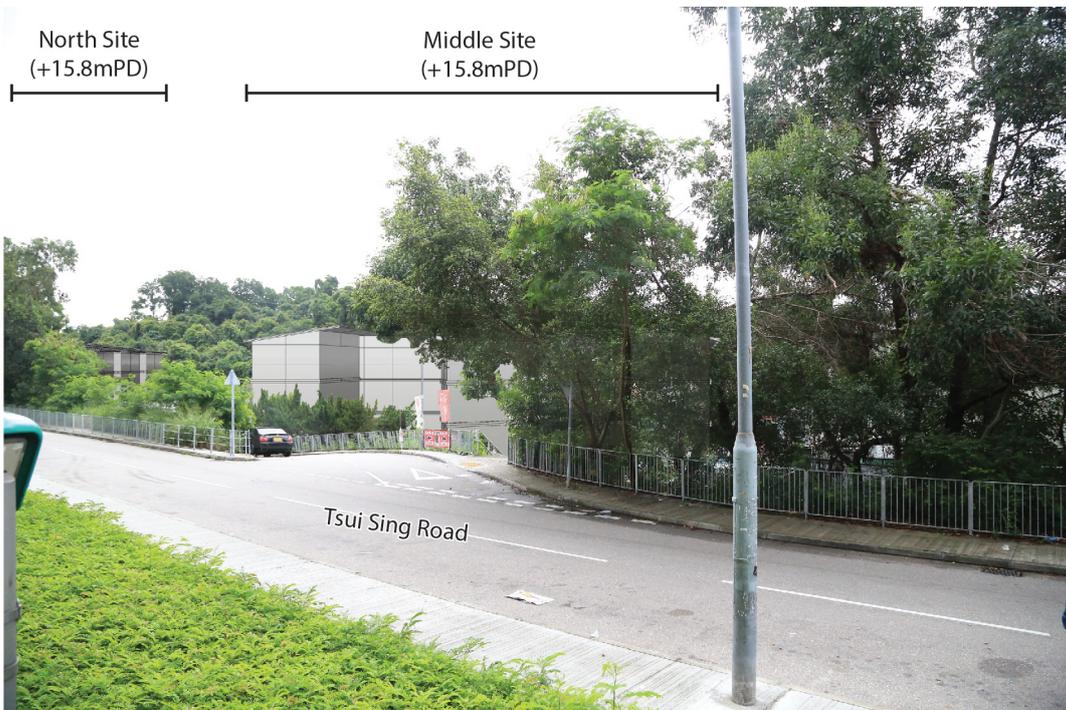


With Proposed Development

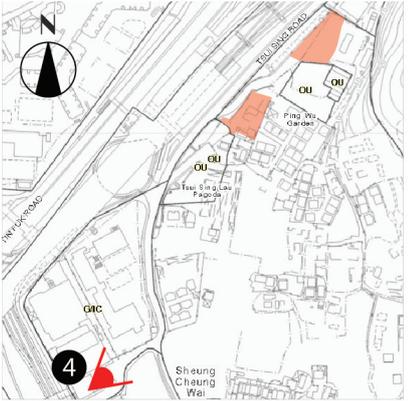
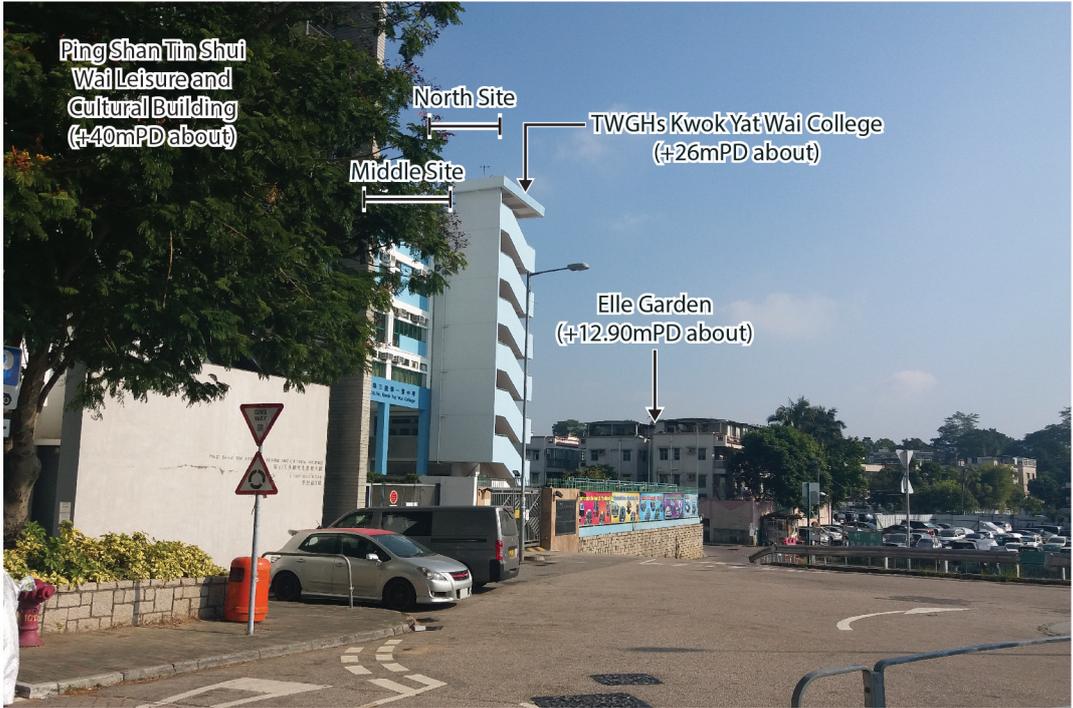


Location Plan (not to scale)

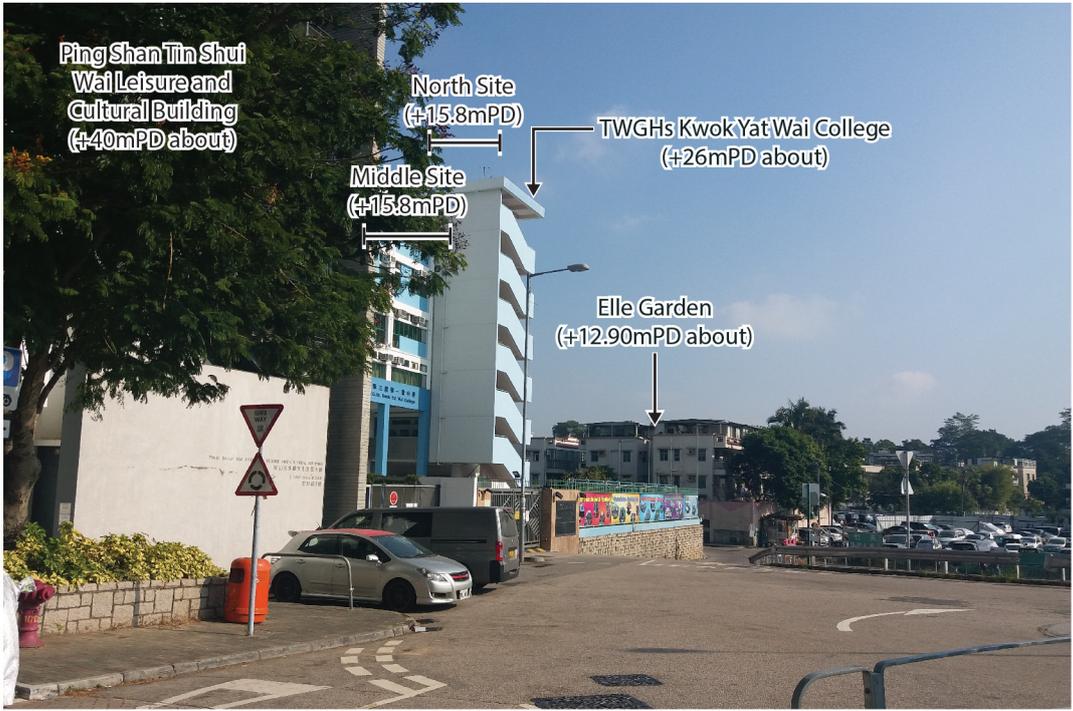
Existing View



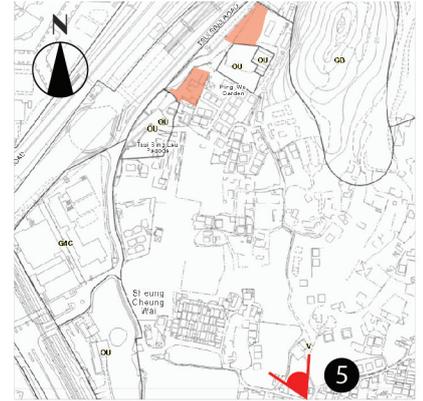
With Proposed Development



Existing View



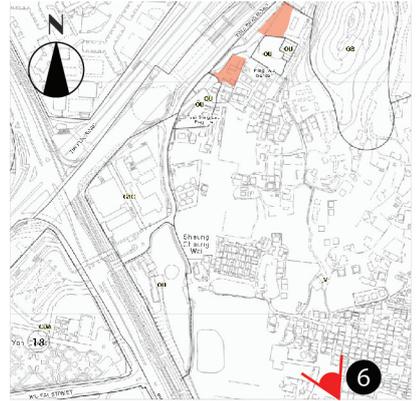
With Proposed Development



Existing View



With Proposed Development



Location Plan (not to scale)

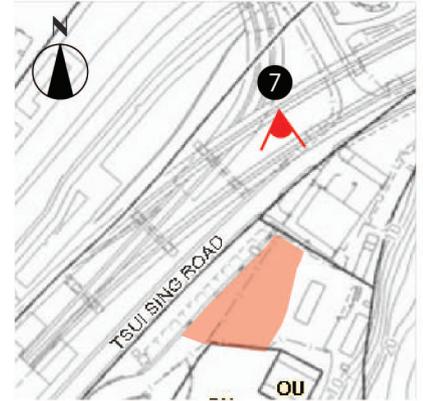
Existing View



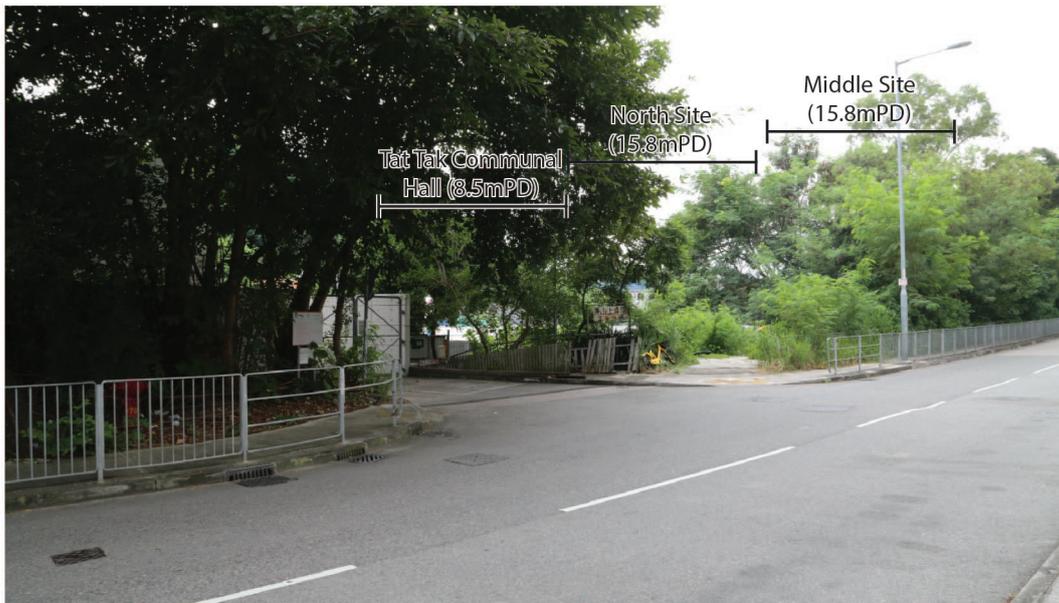
With Proposed Development



Existing View

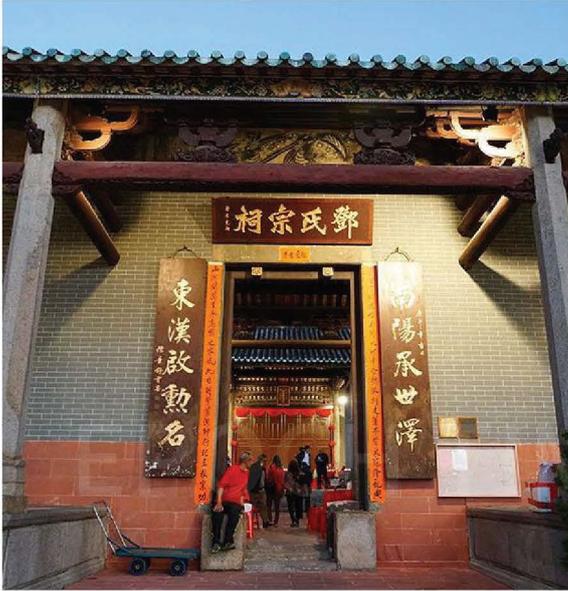


Location Plan (not to scale)

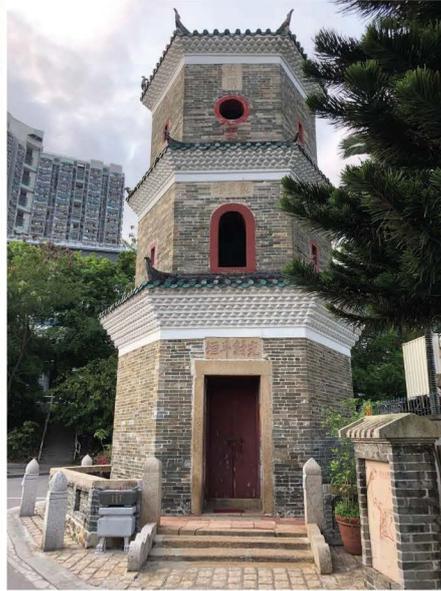


With Proposed Development

Iconic Buildings



Tang Ancestral Hall



Tsui Sing Lau Pagoda



Tin Shui Wai Ping Shan Library

Colour Scheme



Light Grey



Brown



Slategrey



Goldenrod



Green



Silver

Appendix C

Drainage and Sewerage Impact Assessment

Prepared for

Light Be

Prepared by

Ramboll Hong Kong Limited

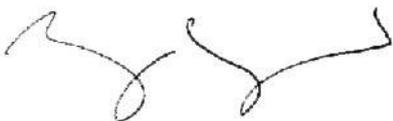
SECTION 16 PLANNING APPLICATION ON PROPOSED
RESIDENTIAL INSTITUTION FOR A PERIOD OF 7 YEARS IN
LOTS 360 AND 377 IN D.D. 122 AND ADJOINING
GOVERNMENT LAND, PING SHAN, NEW TERRITORIES

DRAINAGE & SEWERAGE IMPACT ASSESSMENT

Date October 2020
Prepared by Ken Li
Assistant Environmental Consultant

Signed 

Approved by Katie Yu
Senior Manager

Signed 

Project Reference LTBTSWLVEI00
Document No. R7137_V2.0.docx

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CHAPTERS

	Page
1. INTRODUCTION.....	1-1
1.1 Background and Objectives.....	1-1
1.2 Application Site and its Environs.....	1-1
1.3 Existing Development.....	1-1
1.4 Proposed Development.....	1-1
2. DRAINAGE IMPACT ASSESSMENT.....	2-1
2.1 Introduction.....	2-1
2.2 Assessment Criteria and Methodology.....	2-1
2.3 Assessment Result.....	2-2
2.4 Summary.....	2-2
3. SEWERAGE IMPACT ASSESSMENT.....	3-1
3.1 Scope of Work.....	3-1
3.2 Existing Sewerage System.....	3-1
3.3 Assessment Criteria and Methodology.....	3-1
3.4 Assessment of Sewerage Impact.....	3-1
3.5 Discussion.....	3-2
4. OVERALL CONCLUSION.....	4-1
4.1 Conclusion.....	4-1

TABLES

Table 2.1 Paving condition of the Application Site.....	2-1
Table 2.2 Surface Runoffs of the Application Site.....	2-2
Table 3.1 Estimated Peak Flow of the Proposed Development.....	3-2

FIGURES

Figure 1.1	Location of the Application Site and its Environs
Figure 2.1	Existing Drainage System and Proposed Drain Connection
Figure 3.1	Existing Sewerage System and Catchment Areas in Vicinity of the Subject Site

APPENDICES

Appendix 2.1	Detailed Drainage Impact Assessment Calculations
Appendix 3.1	Detailed Sewerage Impact Assessment Calculations

1. INTRODUCTION

1.1 Background and Objectives

1.1.1 The Government has been striving to increase the housing supply, in particular public rental housing (PRH) as a long-term solution to address the housing problem in Hong Kong. Nevertheless, while land is insufficient and new supply is not yet available, the Government has been offering assistance to non-PRH families who are in difficult situation.

1.1.2 Light Be ('the Applicant') is the first social housing enterprise in Hong Kong since 2010. The Applicant has much experience in developing and running social housing projects. They strive to respond to the Government's initiative in transitional housing as well as to pursue their mission in betterment of affordable living.

1.1.3 This planning application is submitted to the Town Planning Board ('the Board') under Section 16 of the Town Planning Ordinance for a proposed temporary transitional housing development ('the Proposed Light Village') for a period of 7 years at Lots 360 and 377 in D.D. 122 and adjoining government land, Ping Shan, New Territories (hereinafter referred as 'the Application Site'). Given the Government's transitional housing policy, the Proposed Light Village is aimed at providing 70 units to families and individuals with housing difficulties at an affordable rent for population intake in 2022. Besides, the project will have tenant programs to promote upward mobility, community building and other social values.

1.1.4 Ramboll Hong Kong Limited has been commissioned by the Applicant to conduct this Drainage and Sewerage Impact Assessment for the subject S16 application.

1.2 Application Site and its Environs

1.2.1 The Application Site is subdivided into two sites, the North Site and Middle Site. Both sites fall within an area zoned "Village Type Development" on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/18 ('the `OZP').

1.2.2 The North Site, with an area of about 1,280m², is located between LRT Substation and Tat Tak Communal Hall.

1.2.3 The Middle Site, with an area of about 950m², is located to the west of Ping Wu Garden along the access road to Tsui Sing Road.

1.2.4 Figure 1.1 shows the location of the Application Site and its environs.

1.3 Existing Development

1.3.1 The existing development at the North Site is a temporary public car park that is fully paved with concrete, while the existing development at the Middle Site is a temporary animal boarding establishment that is fully paved open ground.

1.4 Proposed Development

1.4.1 The Proposed Development consists of temporary housing blocks with residential units for 2-4 persons family with a courtyard in the centre as common space for the residents (refer to Planning Statement for the indicative Layout Plan of the proposed development).

2. DRAINAGE IMPACT ASSESSMENT

2.1 Introduction

- 2.1.1 Surface runoff is mainly from rainfall and it would be directed to existing public storm water drains as indicated in Figure 2.1. The total catchment area for the drainage system will remain unchanged.
- 2.1.2 Pavement and landscape area outside the development sites are assumed to be the same as existing condition.
- 2.1.3 The Proposed Development provides temporary housing blocks with a courtyard in the centre as common space for the residents. The overall paved area is unchanged and surface runoff is expected to remain the same.
- 2.1.4 Paved and unpaved area of both existing and Proposed Development are summarized in Table 2.1.

Table 2.1 Paving condition of the Application Site

Middle Site	Existing Condition		Proposed Condition	
	Paved Area	Unpaved Area	Paved Area	Unpaved Area
	950 m ²	0 m ²	950 m ²	0 m ²
	100%	0%	100%	0%
	Overall: 950 m ²		Overall: 950 m ²	
North Site	Existing Condition		Proposed Condition	
	Paved Area	Unpaved Area	Paved Area	Unpaved Area
	1,280 m ²	0 m ²	1,280 m ²	0 m ²
	100%	0%	100%	0%
	Overall: 1,280 m ²		Overall: 1,280 m ²	

- 2.1.5 The comparison of surface runoff between existing and Proposed Development as well as hydraulic capacities for the existing drainage system are considered in this assessment.

2.2 Assessment Criteria and Methodology

- 2.2.1 The assessment standard complies with the DSD SDM (2018 Edition). The Application Site is just upstream of a gully and a 1 in 50 year return storm has therefore been adopted for the DIA. Furthermore, 1 in 200 year has also been considered.
- 2.2.2 The catchment runoff has been calculated using the "Rational Method", as outlined in the DSD SDM:

$$Q = 0.278 C i A$$

Where Q = peak runoff in m³/s
 C = runoff coefficient (dimensionless)
 i = rainfall intensity in mm/hr
 A = catchment area in km

- 2.2.3 The existing Sites comprise of fully concrete paved areas (runoff coefficient of 1.0).
- 2.2.4 The rainfall intensity parameter “i” is dependent on the return period, rainfall duration and the time of concentration of the catchment under consideration. For the future upstream catchment containing the Proposed Development, there is no significant change to the flow path and the same time of concentration has been adopted for the existing scenario. Runoff calculation are included in Appendix 2.1.

2.3 Assessment Result

- 2.3.1 According to the results of calculations, the runoffs from the Proposed Development are summarized in Table 2.2. Detailed comparisons among the existing condition and Proposed Development are shown in Appendix 2.1.

Table 2.2 Surface Runoffs of the Application Site

Middle Site	Existing Condition		Proposed Condition	
	1 in 50 year	1 in 200 year	1 in 50 year	1 in 200 year
	0.062 m ³ /s	0.065 m ³ /s	0.062 m ³ /s	0.065 m ³ /s
North Site	Existing Condition		Proposed Condition	
	1 in 50 year	1 in 200 year	1 in 50 year	1 in 200 year
	0.085 m ³ /s	0.089 m ³ /s	0.085 m ³ /s	0.089 m ³ /s

- 2.3.2 According to the results in Appendix 2.1, the 1 in 50 year runoff and 1 in 200 year runoff of Proposed Development will remain the same as the existing condition.
- 2.3.3 The stormwater discharge point for the North Site and Middle Site are the existing Ø900mm U-channel as shown in Figure 2.1. The runoff will then be directed to Ø1200mm drains. Runoff from the Proposed Developments will not increase since the existing and Proposed Development are 100% paved, while the land formation level will remain the same for the Proposed Development.
- 2.3.4 To divert the runoff from the North Site and Middle Site, peripheral u-channel with Ø300mm and 1 in 100 gradient will be provided. It is found that the capacity of the u-channel is sufficient to divert the runoff within site.

2.4 Summary

- 2.4.1 The drainage impact of the Proposed Development has been quantitatively addressed.
- 2.4.2 The existing stormwater runoff is discharged to 900mm U-channel to the north of the North Site and Middle Site,
- 2.4.3 The expected surface runoff of Proposed Development will remain unchanged in the 1 in 50 year and 1 in 200 year scenarios since both the existing Development and Proposed Development are 100% paved. The flow regime will remain unchanged.
- 2.4.4 For the downstream catchpit SCH1018640, since the runoff is unchanged and the existing drainage system has sufficient capacity to capture the runoff, no adverse drainage impact to the existing drainage system is anticipated.

- 2.4.5 Based on the above, it is concluded that the Proposed Development will not result in any adverse drainage impacts to the existing drainage system.
- 2.4.6 Detailed designs of the proposed building drainage works will be prepared in the design stage of the project and relevant details will be submitted to DSD for comment and approval.

3. SEWERAGE IMPACT ASSESSMENT

3.1 Scope of Work

3.1.1 The aim of this study is to assess whether the capacity of the existing sewerage networking to the Application Site is sufficient to cope with the sewage flow generated from the Proposed Development and existing development in the vicinity.

3.2 Existing Sewerage System

3.2.1 For North Site, according to the Drainage Record obtained from the DSD, there are existing Ø225mm sewers running along Tsui Sing Road and across underground of the Light Rail Transit track (manhole reference no. FMH1025465 to FMH1009273).

3.2.2 For Middle Site, there is no sewer in the vicinity of the site.

3.2.3 The existing sewers serving the Application Site are shown in Figure 3.1.

3.3 Assessment Criteria and Methodology

3.3.1 Environmental Protection Department's (EPD's) Guidelines for Estimating Sewage Flows for Sewerage Infrastructure Planning, Version 1.0 (GESF) is referred to estimate the quantity of the sewage generated from the Proposed Development and the existing development. Sewage flow parameters and global peaking factors in this document are adopted.

3.3.2 According to the Table T-1 of the GESF, for Domestic Private R2, the unit flow rate of 0.27 m³/day is adopted for the Proposed Development.

3.3.3 According to the Table T-2 of the GESF, for Electricity Gas & Water, the unit flow rate of 0.33 m³/day is adopted for the LRT Rectifier Station and West Rail Substation.

3.4 Assessment of Sewerage Impact

3.4.1 Wastewater generated by the Proposed Development will be contributed by the residential sewage flow.

3.4.2 Sewage generated from the North Site will be discharged to the existing sewer manhole N1 (FMH1025465) as shown in Figure 3.1.

3.4.3 Sewage generated from the Middle Site will be discharged to the proposed sewer manhole PM1 as shown in Figure 3.1. New sewage pipes and manholes are proposed to connect PM1 to the existing sewer manhole S3 (FM1025501).

3.4.4 Appendix 3.1 shows the detailed calculation on the estimated hydraulic capacity of the existing sewer sections and the calculation of the amount of the sewage entering each segment of the said sewer network.

3.4.5 Calculation for the Proposed Development is given in Table 3.1.

Table 3.1 Estimated Peak Flow of the Proposed Development

<i>Calculation for Sewage Generation Rate of the Proposed Development</i>			
1. Proposed Residential Development (North Site)			
1a. Estimated number of residents	=	114	People
1b. Design flow	=	270	litre/person/day -- (Private R2 in Table T-1 of GESF)
1c. Sewage Generation rate	=	30.8	m ³ /day
2. Proposed Residential Development (Middle Site)			
2a. Estimated number of residents	=	96	People
2b. Design flow	=	270	litre/person/day -- (Private R2 in Table T-1 of GESF)
2c. Sewage Generation rate	=	25.9	m ³ /day
Total Flow from North Site			
Total Flow	=	30.8	Total Flow
Contributing Population	=	114	Contributing Population
Peaking factor	=	8	Refer to Table T-5 of GESF for population <1,000 incl. stormwater allowance
Peak Flow	=	2.9	Peak Flow
Total Flow from Middle Site			
Total Flow	=	25.9	m ³ /day
Contributing Population	=	96	people
Peaking factor	=	8	Refer to Table T-5 of GESF for population <1,000 incl. stormwater allowance
Peak Flow	=	2.4	litre/sec

3.5 Discussion

- 3.5.1 The potential sewerage impact due to the Proposed Development has been quantitatively addressed as shown in Appendix 3.1.
- 3.5.2 The average and peak flowrates from North Site are about 30.8 m³/day and 2.9 litre/sec, while those of Middle Site are about 25.9 m³/day and 2.4 litre/sec respectively.
- 3.5.3 Full bore flow is taken for the calculation of Catchment C, which includes a large portion of Tin Shui Wai area. The overall occupancy of the Ø1350mm sewer does not exceed 91% while the contribution from the Proposed Development is very insignificant to the overall flow.
- 3.5.4 Downstream of the sewer manhole S4, there are two outgoing sewer pipes with Ø400 and Ø1350mm. It is considered that the sewage generation to the large sewer is insignificant.
- 3.5.5 After calculating the appropriate invert level as mentioned above, the estimated sewage flow from the Proposed Development has been compared with the capacity of the existing sewerage system. It is found that the capacity of the existing sewerage system is sufficient.

4. OVERALL CONCLUSION

4.1 Conclusion

- 4.1.1 Transitional housing blocks are proposed at the Application Site in Ping Shan, New Territories. The potential drainage and sewerage impact have been addressed.
- 4.1.2 Since the total catchment area in the Application Site for the drainage system will remain unchanged and the paved area will be the same as the existing condition, there will be no increase in runoff for the Proposed Developments.
- 4.1.3 The pipe size of the existing drainage system is large and the surface runoff of from the Application site will be remain unchanged with the Proposed Development. Therefore, adverse drainage impact due to the Proposed Development is not anticipated.
- 4.1.4 Detailed Site Drainage Plan will be submitted in the detailed design stage of the project and relevant details will be submitted to DSD's comment and approval.
- 4.1.5 New sewage pipes and manholes are proposed to connect the proposed terminal manhole PM1 at the Middle Site to the existing sewer manhole S3 (FM1025501). Based on the sewerage impact assessment results, the capacity of the existing sewerage system serving the area is sufficient to cater for the sewage generation from the Proposed Development. It is concluded that there will be no adverse sewerage impact. The applicant will carry out detailed investigations to finalise the alignment and level of the sewer connection during the detailed design stage.

Figures

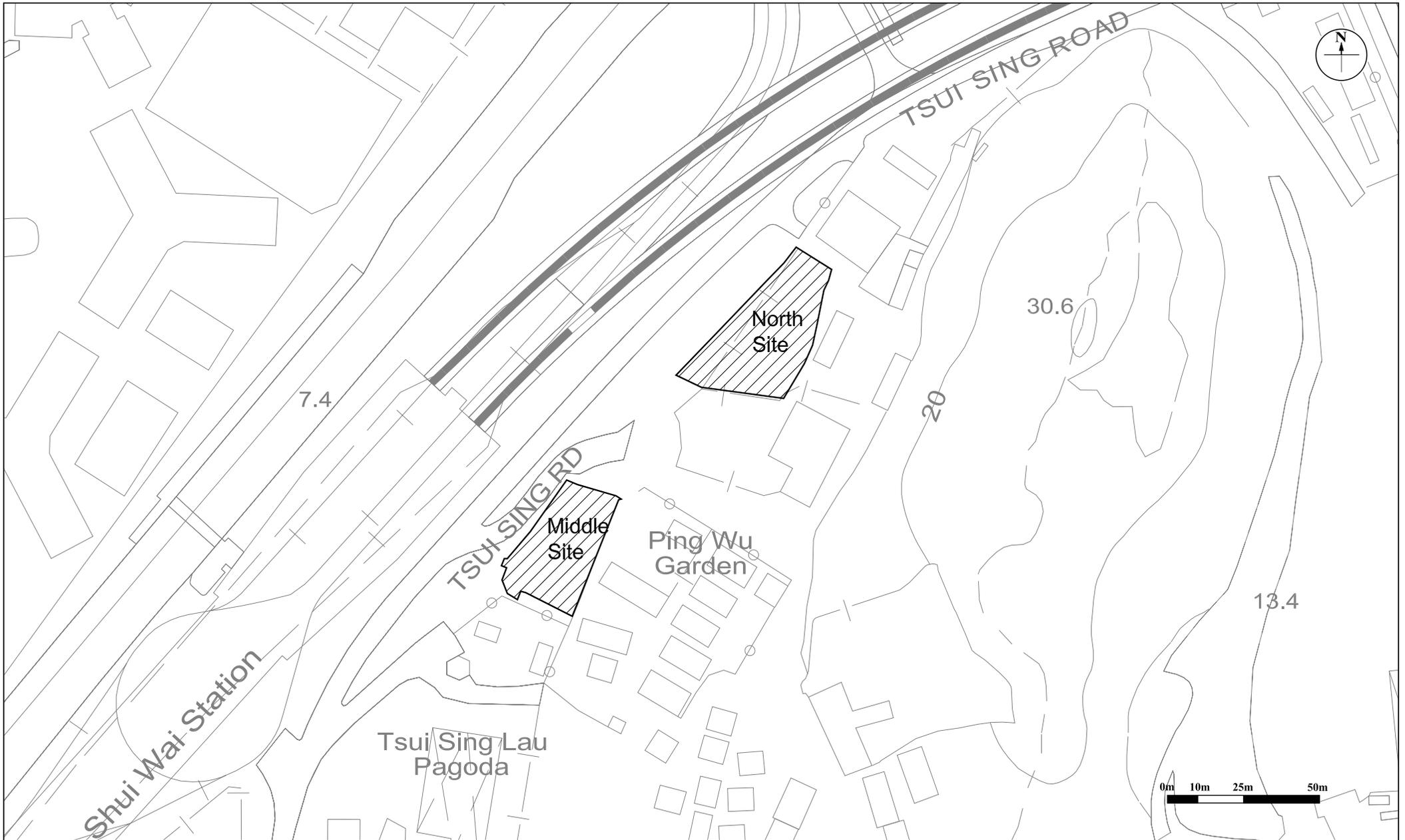


Figure: 1.1	
Title: Application Site and its Environs	Drawn by: KL Checked by: KY
Project: Drainage & Sewerage Impact Assessment for Section 16 Planning Application on Proposed Residential Institution for a Period of 7 Years in Lots 360 and 377 in D.D. 122 and Adjoining Government Land, Ping Shan, New Territories	Rev.: 2.0 Date: Oct 2020

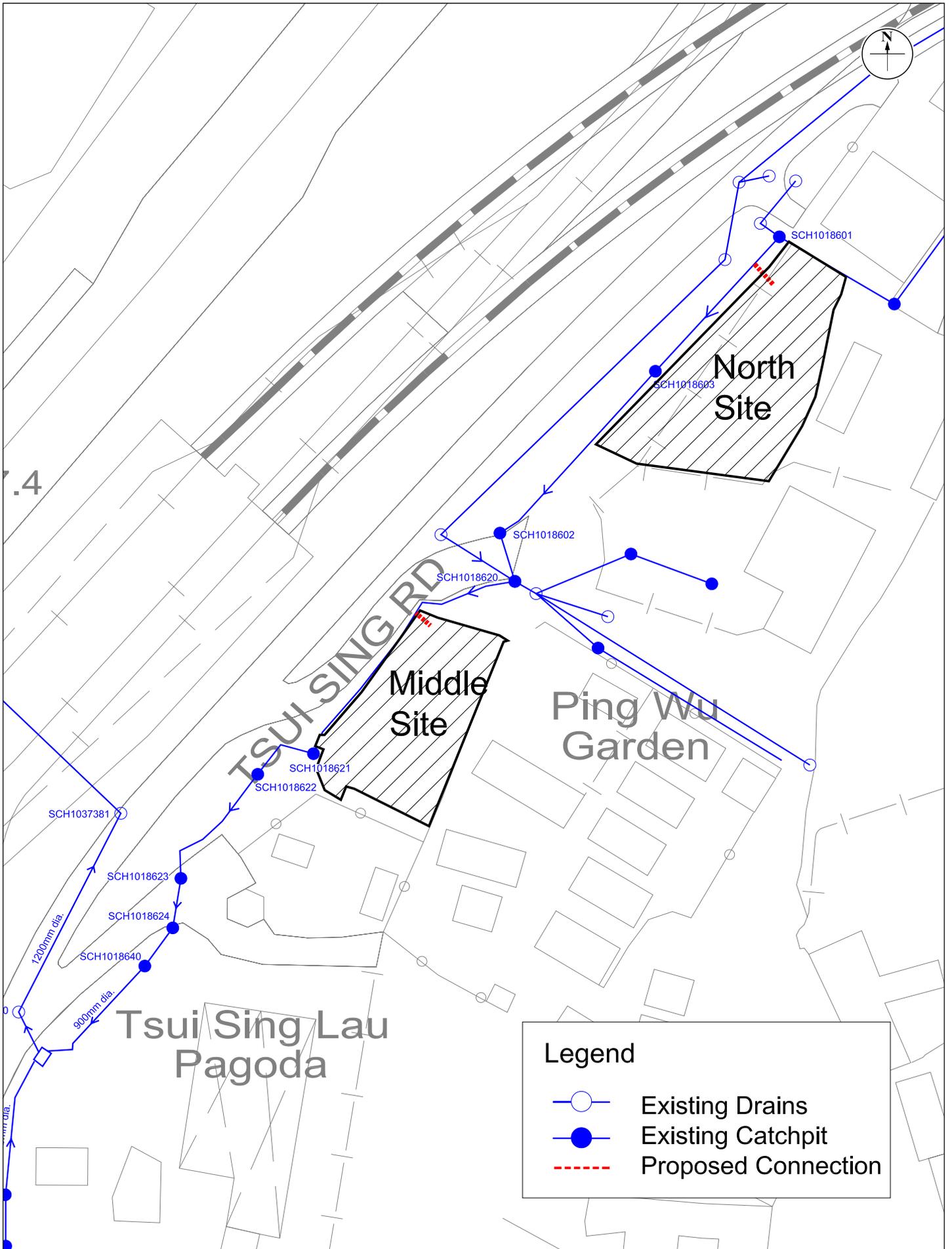


Figure: 2.1

Title: Proposed Connection to the Existing Drainage System

Project: Drainage & Sewerage Impact Assessment for Section 16 Planning Application on Proposed Residential Institution for a Period of 7 Years in Lots 360 and 377 in D.D. 122 and Adjoining Government Land, Ping Shan, New Territories

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Drawn by: KL

Checked by: KY

Rev.: 2.0

Date: Oct 2020

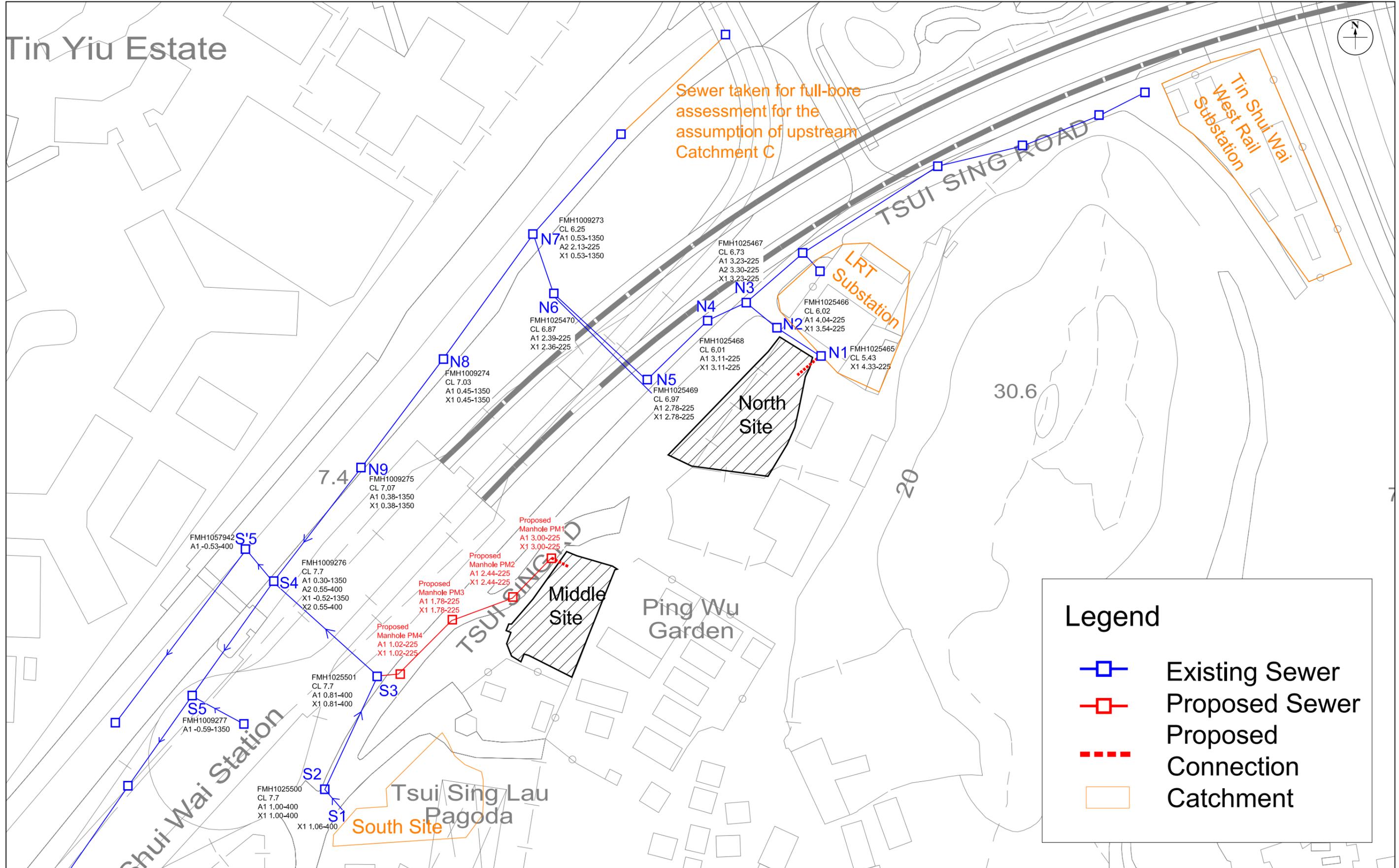


Figure: 3.1
Title: Existing Sewerage System and Catchments in the vicinity of the Application Site

Project: Drainage and Sewerage Impact Assessment for Section 16 Planning Application on Proposed Residential Institution for a Period of 7 Years in Lots 360 and 377 in D.D. 122 and Adjoining Government Land, Ping Shan, New Territories

RAMBOLL

Drawn by: KL
 Checked by: KY
 Rev.: 2.0
 Date: Oct 2020

Appendix 2.1 Detailed Drainage Impact Assessment Calculations

Proposed Temporary Transitional Housing Development at Tsui Sing Road - Light Village (Middle Site)

Table 1: Catchment Areas and Run-off (1 in 50 year)

Notes:

Site Area: 950 m²

Existing Development Site comprises Concrete Paved Areas, C = 1.0, with Flat Sandy Soil, C = 0.15

Catchments are small, so Rational Method is appropriate

$$Q_p = 0.278 C i A$$

where Q_p = peak runoff in m³/s
 C = runoff coefficient (dimensionless)
 i = rainfall intensity in mm/hr
 A = catchment area in km²

Surface Characteristics	Runoff coefficient, C*
Asphalt	0.70 - 0.95
Concrete	0.80 - 0.95
Brick	0.70 - 0.85
Grassland (heavy soil**)	
Flat	0.13 - 0.25
Steep	0.25 - 0.35
Grassland (sandy soil)	
Flat	0.05 - 0.15
Steep	0.15 - 0.20

Intensity =

$$i = \frac{a}{(t_d + b)^c}$$

where i = extreme mean intensity in mm/hr,
 t_d = duration in minutes (t_d ≤ 240), and
 a, b, c = storm constants given in Table 3.

1 in 50 year (according to Table 3a of DSD Manual)

a= 451.3
 b= 2.46
 c= 0.337

Catchment		Area	Levels (mPD)		Fall	Overland, L	Fall, H	Overland t _c	Total t _c ²	Intensity	Runoff Coefficient	Run-off
		(m ²)	Upstream	Downstream	(m)	(m)	(m/100m)	(min)	(min)	(mm/h)		(m ³ /s)
Existing	Middle Site Paved	950	4.40	4.30	0.1	44.7	0.22	4.40	4.40	236	1.00	0.062
	Overall Catchment	950										0.062
Future	Middle Site Paved	950	4.40	4.30	0.1	44.7	0.22	4.40	4.40	236	1.00	0.062
	Overall Catchment	950										0.062

Remarks:

1. Assumed Overland Flow Velocity for the Existing Site
2. Assumed Time of Concentration adopted for the Future Site Area

Proposed Temporary Transitional Housing Development at Tsui Sing Road - Light Village (Middle Site)

Table 2: Catchment Areas and Run-off (1 in 200 year)

Notes:

Site Area: 950 m²

Existing Development Site comprises Concrete Paved Areas, C = 1.0, with Flat Sandy Soil, C = 0.15

Catchments are small, so Rational Method is appropriate

Intensity =

$$i = \frac{a}{(t_d + b)^c}$$

where i = extreme mean intensity in mm/hr,
 t_d = duration in minutes (t_d ≤ 240), and
 a, b, c = storm constants given in Table 3.

$$Q_p = 0.278 C i A$$

where Q_p = peak runoff in m³/s
 C = runoff coefficient (dimensionless)
 i = rainfall intensity in mm/hr
 A = catchment area in km²

Surface Characteristics	Runoff coefficient, C*
Asphalt	0.70 - 0.95
Concrete	0.80 - 0.95
Brick	0.70 - 0.85
Grassland (heavy soil**)	
Flat	0.13 - 0.25
Steep	0.25 - 0.35
Grassland (sandy soil)	
Flat	0.05 - 0.15
Steep	0.15 - 0.20

1 in 200 year (according to Table 3a of DSD Manual)

a= 429.5
 b= 2.05
 c= 0.295

Catchment		Area	Levels (mPD)		Fall	Overland, L	Fall, H	Overland t _c	Total t _c ²	Intensity	Runoff Coefficient	Run-off
		(m ²)	Upstream	Downstream	(m)	(m)	(m/100m)	(min)	(min)	(mm/h)		(m ³ /s)
Existing	Middle Site Paved	950	4.40	4.30	0.1	44.7	0.22	4.40	4.40	248	1.00	0.065
	Overall Catchment	950										0.065
Future	Middle Site Paved	950	4.40	4.30	0.1	44.7	0.22	4.40	4.40	248	1.00	0.065
	Overall Catchment	950										0.065

Remarks:

1. Assumed Overland Flow Velocity for the Existing Site
2. Assumed Time of Concentration adopted for the Future Site Area

Proposed Temporary Transitional Housing Development at Tsui Sing Road - Light Village (North Site)

Table 3: Catchment Areas and Run-off (1 in 50 year)

Notes:

Site Area: 1,280 m²

Existing Development Site comprises Concrete Paved Areas, C = 1.0, with Flat Sandy Soil, C = 0.15

Catchments are small, so Rational Method is appropriate

$$Q_p = 0.278 C i A$$

where Q_p = peak runoff in m³/s
 C = runoff coefficient (dimensionless)
 i = rainfall intensity in mm/hr
 A = catchment area in km²

Surface Characteristics	Runoff coefficient, C*
Asphalt	0.70 - 0.95
Concrete	0.80 - 0.95
Brick	0.70 - 0.85
Grassland (heavy soil**)	
Flat	0.13 - 0.25
Steep	0.25 - 0.35
Grassland (sandy soil)	
Flat	0.05 - 0.15
Steep	0.15 - 0.20

Intensity =

$$i = \frac{a}{(t_d + b)^c}$$

where i = extreme mean intensity in mm/hr,
 t_d = duration in minutes (t_d ≤ 240), and
 a, b, c = storm constants given in Table 3.

1 in 50 year (according to Table 3a of DSD Manual)

a= 451.3
 b= 2.46
 c= 0.337

Catchment		Area	Levels (mPD)		Fall	Overland, L	Fall, H	Overland t _c	Total t _c ²	Intensity	Runoff Coefficient	Run-off
		(m ²)	Upstream	Downstream	(m)	(m)	(m/100m)	(min)	(min)	(mm/h)		(m ³ /s)
Existing	North Site Paved	1,280	4.70	4.60	0.1	43.4	0.23	4.11	4.11	239	1.00	0.085
	Overall Catchment	1,280										0.085
Future	North Site Paved	1,280	4.70	4.60	0.1	43.4	0.23	4.11	4.11	239	1.00	0.085
	Overall Catchment	1,280										0.085

Remarks:

1. Assumed Overland Flow Velocity for the Existing Site
2. Assumed Time of Concentration adopted for the Future Site Area

Proposed Temporary Transitional Housing Development at Tsui Sing Road - Light Village (North Site)

Table 4: Catchment Areas and Run-off (1 in 200 year)

Notes:

Site Area: 1,280 m²

Existing Development Site comprises Concrete Paved Areas, C = 1.0, with Flat Sandy Soil, C = 0.15

Catchments are small, so Rational Method is appropriate

Intensity =

$$i = \frac{a}{(t_d + b)^c}$$

where i = extreme mean intensity in mm/hr,
 t_d = duration in minutes (t_d ≤ 240), and
 a, b, c = storm constants given in Table 3.

$$Q_p = 0.278 C i A$$

where Q_p = peak runoff in m³/s
 C = runoff coefficient (dimensionless)
 i = rainfall intensity in mm/hr
 A = catchment area in km²

Surface Characteristics	Runoff coefficient, C*
Asphalt	0.70 - 0.95
Concrete	0.80 - 0.95
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Grassland (heavy soil**)	
Flat	0.13 - 0.25
Steep	0.25 - 0.35
Grassland (sandy soil)	
Flat	0.05 - 0.15
Steep	0.15 - 0.20

1 in 200 year (according to Table 3a of DSD Manual)

a= 429.5
 b= 2.05
 c= 0.295

Catchment		Area	Levels (mPD)		Fall	Overland, L	Fall, H	Overland t _c	Total t _c ²	Intensity	Runoff Coefficient	Run-off
		(m ²)	Upstream	Downstream	(m)	(m)	(m/100m)	(min)	(min)	(mm/h)		(m ³ /s)
Existing	North Site Paved	1,280	4.70	4.60	0.1	43.4	0.23	4.11	4.11	251	1.00	0.089
	Overall Catchment	1,280										0.089
Future	North Site Paved	1,280	4.70	4.60	0.1	43.4	0.23	4.11	4.11	251	1.00	0.089
	Overall Catchment	1,280										0.089

Remarks:

1. Assumed Overland Flow Velocity for the Existing Site
2. Assumed Time of Concentration adopted for the Future Site Area

Proposed Residential Development at Tsui Sing Road - Light Village

Table 5: Hydraulic Capacities for Existing Drainage System under free flow condition

Pipe Dia.	g	k _s	s	s	v	V	Area	Q	Qsilt [3]
mm	m/s ²	m	1 in		m ² /s	m/s	m ²	m ³ /s	m ³ /s
300	9.81	0.00060	100	0.010	0.000001	1.57	0.08	0.13	0.11

Remarks:

1. 300 mm U-channel with 1 in 100 gradient will be provided for each Subject Site to discharge the runoff to the 900mm U-channel.
2. Cross Section Area of U-channel: $(D^2 \times \text{PI}) / 4 / 2 + (H \times D) / 2$
3. 10% sedimentation allowance is considered for gradient less than 1 in 25.

Appendix 3.1 Detailed Sewerage Impact Assessment Calculations

Table 1 Calculation for Sewage Generation Rate of the Proposed Development at the Application Sites

1 Proposed Residential Development (North Site)

1a. Estimated number of residents	=	114 people
1b. Design flow	=	270 litre/person/day -- (Private R2 in Table T-1 of GESF)
1c. Sewage Generation rate	=	30.8 m ³ /day

Total Flow from North Site

Flow Rate	=	30.8 m ³ /day
Contributing Population	=	114 people
Peaking factor	=	8 Refer to Table T-5 of GESF for population <1,000 incl. stormwater allowance
Peak Flow	=	<u><u>2.9</u></u> litre/sec

2 Proposed Residential Development (Middle Site)

2a. Estimated number of residents	=	96 people
2b. Design flow	=	270 litre/person/day -- (Private R2 in Table T-1 of GESF)
2c. Sewage Generation rate	=	25.9 m ³ /day

Total Flow from Middle Site

Flow Rate	=	25.9 m ³ /day
Contributing Population	=	96 people
Peaking factor	=	8 Refer to Table T-5 of GESF for population <1,000 incl. stormwater allowance
Peak Flow	=	<u><u>2.4</u></u> litre/sec

Table 2a Hydraulic Capacity of Existing Sewers at Tsui Sing Road

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k _s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s ²	m	m ² /s	m/s	m ²	m ³ /s	L/s	
N1-N2	FMH1025465	FMH1025466	225	18.6	4.33	4.04	9.81	0.00060	0.016	0.000001	1.63	0.04	0.06	65
N2-N3	FMH1025466	FMH1025467	225	13.9	3.54	3.30	9.81	0.00060	0.017	0.000001	1.72	0.04	0.07	68
N3-N4	FMH1025467	FMH1025468	225	15.0	3.23	3.11	9.81	0.00300	0.008	0.000001	0.92	0.04	0.04	36
N4-N5	FMH1025468	FMH1025469	225	30.3	3.11	2.78	9.81	0.00060	0.011	0.000001	1.37	0.04	0.05	54
N5-N6	FMH1025469	FMH1025470	225	45.1	2.78	2.39	9.81	0.00060	0.009	0.000001	1.21	0.04	0.05	48
N6-N7	FMH1025470	FMH1025473	225	22.2	2.36	2.13	9.81	0.00060	0.010	0.000001	1.33	0.04	0.05	53
N7-N8	FMH1025473	FMH1009274	1350	54.8	0.53	0.45	9.81	0.00300	0.001	0.000001	1.26	1.43	1.81	1809
N8-N9	FMH1009274	FMH1009275	1350	48.3	0.45	0.38	9.81	0.00300	0.001	0.000001	1.26	1.43	1.80	1804
N9-S4	FMH1009275	FMH1009276	1350	50.9	0.38	0.30	9.81	0.00300	0.002	0.000001	1.31	1.43	1.88	1877
S3-S4	FMH1025501	FMH1009276	400	49.9	0.81	0.55	9.81	0.00300	0.005	0.000001	1.09	0.13	0.14	137
S4-S5	FMH1009276	FMH1009277	1350	49.6	-0.52	-0.59	9.81	0.00300	0.001	0.000001	1.24	1.43	1.78	1778
S4-S'5	FMH1009276	FMH1057942	400	15.0	0.55	-0.53	9.81	0.00300	0.072	0.000001	4.05	0.13	0.51	509

Table 2b Hydraulic Capacity of Proposed Sewers at Tsui Sing Road

Segment	Manhole Reference	Manhole Reference	Pipe Dia.	Pipe Length	Invert Level 1	Invert Level 2	g	k _s	s	v	V	Area	Q	Estimated Capacity
			mm	m	mPD	mPD	m/s ²	m	m ² /s	m/s	m ²	m ³ /s	L/s	
PM1-PM2	PM1	PM2	225	19.9	3.00	2.44	9.81	0.00060	0.028	0.000001	2.21	0.04	0.09	88
PM2-PM3	PM2	PM3	225	23.0	2.44	1.78	9.81	0.00060	0.028	0.000001	2.21	0.04	0.09	88
PM3-PM4	PM3	PM4	225	26.8	1.78	1.02	9.81	0.00060	0.028	0.000001	2.21	0.04	0.09	88
PM4-S3	PM4	FMH1025501	225	7.4	1.02	0.81	9.81	0.00060	0.028	0.000001	2.21	0.04	0.09	88

Remarks: (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity

(2) 1350mm Sewer: The value of k_s = 6mm or 3mm is used for the calculation of slimed concrete sewer, poor condition (based on Table 5: Recommended roughness values in Sewerage Manual)

(3) 225mm Sewer: The value of k_s = 0.6mm or 3mm is used for the calculation of vitrified clayware sewer, poor condition (based on Table 5: Recommended roughness values in Sewerage Manual)

(3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)

(4) Equation used:
$$v = -\sqrt{(8gDs)} \log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

Table 3a Calculation for Sewage Generation Rate of the Existing Surrounding Building

Catchment A

1. Tin Shui Wai West Rail Substation

1a. Assumed number of employees	=	5 employees (no staff is found and allowance is given in this assessment)
1b. Design flow	=	330 litre/person/day -- (Table T-1 of GESF - J2)
1c. Sewage Generation rate	=	1.7 m ³ /day

2. LRT Rectifier Station

2a. Assumed number of employees	=	5 employees (no staff is found and allowance is given in this assessment)
2b. Design flow	=	330 litre/person/day -- (Table T-1 of GESF - J2)
2c. Sewage Generation rate	=	1.7 m ³ /day

Total Flow of Catchment A = 3.3 m³/day

Catchment B

3. Proposed Temporary Transitional Housing Development (Site South)

3a. Estimated number of residents	=	100 people
3b. Design flow	=	270 litre/person/day -- (Private R2 in Table T-1 of GESF)
3c. Sewage Generation rate	=	27.0 m ³ /day

Table 4a Comparison of the Hydraulic Capacity of Existing Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Catchment Included	ADWF (m3/day)	Contributing Population	Peaking Factor	Catchment C (L/s)	Peak Flow from the Proposed Development and Catchment Areas (L/s)	Contribution from the Proposed Development and the Surrounding Catchment Areas (%)	Status
N1-N2	225	18.6	0.016	65	-	30.8	114	8	0.0	2.9	4.4%	OK
N2-N3	225	13.9	0.017	68	-	30.8	114	8	0.0	2.9	4.2%	OK
N3-N4	225	15.0	0.008	36	A	34.1	126	8	0.0	3.2	8.7%	OK
N4-N5	225	30.3	0.011	54	A	34.1	126	8	0.0	3.2	5.8%	OK
N5-N6	225	45.1	0.009	48	A	34.1	126	8	0.0	3.2	6.5%	OK
N6-N7	225	22.2	0.010	53	A	34.1	126	8	0.0	3.2	6.0%	OK
N7-N8	1350	54.8	0.001	1809	A,C	34.1	126	8	1612.1	1615.2	89.3%	OK
N8-N9	1350	48.3	0.001	1804	A,C	34.1	126	8	1612.1	1615.2	89.5%	OK
N9-S4	1350	50.9	0.002	1877	A,C	34.1	126	8	1612.1	1615.2	86.1%	OK
S3-S4	400	49.9	0.005	137	B,Mid	52.9	196	8	0.0	4.9	3.6%	OK
S4-S5	1350	49.6	0.001	1778	A-C, Mid	87.0	322	8	1612.1	1620.1	91.1%	OK
S4-S'5	400	15.0	0.072	509	-	-	-	-	0.0	-	-	-

Table 4b Comparison of the Hydraulic Capacity of Proposed Sewers for Sewerage generated from the Proposed Development and Surrounding Catchment Areas

Segment	Pipe Dia. (mm)	Pipe Length (m)	Gradient	Estimated Capacity (L/s)	Catchment Included	ADWF (m3/day)	Contributing Population	Peaking Factor	Catchment C (L/s)	Peak Flow from the Proposed Development and Catchment Areas (L/s)	Contribution from the Proposed Development and the Surrounding Catchment Areas (%)	Status
PM1-PM2	225	19.9	0.028	88	Mid	25.9	96	8	0.0	2.4	2.7%	OK
PM2-PM3	225	23.0	0.028	88	Mid	25.9	96	8	0.0	2.4	2.7%	OK
PM3-PM4	225	26.8	0.028	88	Mid	25.9	96	8	0.0	2.4	2.7%	OK
PM4-S3	225	7.4	0.028	88	Mid	25.9	96	8	0.0	2.4	2.7%	OK

Table 3b Hydraulic Capacity of Existing Sewers at Tsui Sing Road for full-bore assessment for catchment C

Manhole Reference	Manhole Reference	Pipe Dia. mm	Pipe Length m	Invert Level 1 mPD	Invert Level 2 mPD	g m/s ²	k _s m	s	v m ² /s	V m/s	Area m ²	Q m ³ /s	Estimated Capacity L/s
FMH1009270	FMH1009271	1350	51.8	0.69	0.63	9.81	0.0030	0.001	0.000001	1.13	1.43	1.61	1612

- Remarks:
- (1) g=gravitational acceleration; k_s=equivalent sand roughness; s=gradient; v=kinematic viscosity of water; V=mean velocity
 - (2) Table 1: The value of k_s = 6mm or 3mm is used for the calculation of slimed concrete sewer, poor condition (based on Table 5: Recommended roughness values in Sewerage Manual)
 - (3) The value of velocity (V) is referred to the Tables for the hydraulic design of pipes, sewers and channels (8th edition)
 - (4) Equation used:
$$V = -\sqrt{(8gDs)} \log\left(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}}\right)$$

Note: According to the full-bore assessment, sewage generated by Catchment C is assumed to be 1612L/s

Appendix D

Rail Noise Impact Assessment

Prepared for
Light Be

Prepared by
Ramboll Hong Kong Limited

SECTION 16 PLANNING APPLICATION ON PROPOSED
RESIDENTIAL INSTITUTION FOR A PERIOD OF 7 YEARS IN
LOTS 360 AND 377 IN D.D. 122 AND ADJOINING
GOVERNMENT LAND, PING SHAN, NEW TERRITORIES

RAILWAY NOISE IMPACT ASSESSMENT

Date October 2020

Prepared by Ken Li
Assistant Environmental Consultant

Signed



Approved by Katie Yu
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Signed

Project Reference LTBTSWLVEI00

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CHAPTERS

	Page
1. INTRODUCTION.....	1-1
1.1 Background and Objectives.....	1-1
1.2 Application Site and its Environs.....	1-1
1.3 Existing Development.....	1-1
1.4 Proposed Development.....	1-1
2. RAILWAY NOISE IMPACT ASSESSMENT.....	2-1
2.1 Introduction.....	2-1
2.2 Legislation and Guidelines.....	2-1
2.3 Assessment Methodology.....	2-1
2.4 Rail Noise Assessment Procedures.....	2-2
2.5 Noise Sensitive Receivers.....	2-5
2.6 Predicted Railway Noise Impact.....	2-5
2.7 Conclusion.....	2-7
3. OVERALL CONCLUSION.....	3-1
3.1 Conclusion.....	3-1

TABLES

Table 2-1	Noise Criteria for Railway Noise Impact Assessment.....	2-1
Table 2-2	HKPSG Recommended Railway Noise Standard.....	2-1
Table 2-3	Procedures of Rail Noise Assessment.....	2-2
Table 2-4	Input for Rail Noise Assessment.....	2-4
Table 2-5	Predicted Rail Noise Impact at Representative NSRs (Unmitigated) ...	2-6

FIGURES

Figure 1.1	Location of the Application Site and its Environs
Figure 2.1	Railway Track Segments and Location of Noise Measurement
Figure 2.2	Location of Representative Noise Sensitive Receivers for Rail Noise Assessment

APPENDICES

Appendix 2.1	Assessment Result and Sample Calculations of Railway Noise Assessment
Appendix 2.2	Rail Operation Information Provided by MTRC

1. INTRODUCTION

1.1 Background and Objectives

1.1.1 The Government has been striving to increase the housing supply, in particular public rental housing (PRH) as a long-term solution to address the housing problem in Hong Kong. Nevertheless, while land is insufficient and new supply is not yet available, the Government has been offering assistance to non-PRH families who are in difficult situation.

1.1.2 Light Be ('the Applicant') is the first social housing enterprise in Hong Kong since 2010. The Applicant has much experience in developing and running social housing projects. They strive to respond to the Government's initiative in transitional housing as well as to pursue their mission in betterment of affordable living.

1.1.3 This planning application is submitted to the Town Planning Board ('the Board') under Section 16 of the Town Planning Ordinance for a proposed temporary transitional housing development ('the Proposed Light Village') for a period of 7 years at Lots 360 and 377 in D.D. 122 and adjoining government land, Ping Shan, New Territories (hereinafter referred as 'the Application Site'). Given the Government's transitional housing policy, the Proposed Light Village is aimed at providing 70 units to families and individuals with housing difficulties at an affordable rent. Besides, the project will have tenant programs to promote upward mobility, community building and other social values.

1.1.4 Ramboll Hong Kong Limited has been commissioned by the Applicant to conduct this Railway Noise Impact Assessment for the subject S16 application.

1.2 Application Site and its Environs

1.2.1 The Application Site is subdivided into two sites, the North Site and Middle Site. Both sites fall within an area zoned "Village Type Development" on the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/18 ('the `OZP').

1.2.2 The North Site, with an area of about 1,280m², is located between LRT Substation and Tat Tak Communal Hall.

1.2.3 The Middle Site, with an area of about 950m², is located to the west of Ping Wu Garden along the access road to Tsui Sing Road.

1.2.4 Figure 1.1 shows the location of the Application Site and its environs.

1.3 Existing Development

1.3.1 The existing development at the North Site is a temporary public car park that is fully paved with concrete, while the existing development at the Middle Site is a temporary animal boarding establishment that is fully paved open ground.

1.4 Proposed Development

1.4.1 The Proposed Development consists of transitional housing blocks with residential units for 2-4 persons family with a courtyard in the centre as common space for the residents (refer to Planning Statement for the indicative Layout Plan of the proposed development).

2. RAILWAY NOISE IMPACT ASSESSMENT

2.1 Introduction

2.1.1 The Proposed Development is situated in the vicinity of West Rail (WRL) and Light Rail Transit (herein after named as LRT). Due to the short distance to WRL and LRT, potential railway noise impact is expected at the Proposed Development. The assessment is to evaluate the potential railway noise impact on the Proposed Development.

2.2 Legislation and Guidelines

2.2.1 The Application Site is located at an area comprises low density residential area and is opposite some high-rise residential development at the fringe of Tin Shui Wai New Town. According to the IND-TM, the type of area of the Application Site is considered "Area other than those above". In the vicinity, there are no industrial establishments and operation nor major road. The nearby busiest road, Tin Fuk Road, has an annual average daily traffic flow (A.A.D.T.) of 22,320 (Traffic Census 2018 referred), is not considered a major road according to the definition as stipulated in the Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (IND-TM).

2.2.2 As such, the Application Site is not affected by the Influencing Factor. Therefore, the Area Sensitivity Rating (ASR) of the noise sensitive receivers (NSRs) should be assigned as "B" rating.

2.2.3 Table 2-1 shows the noise criteria stipulated in the IND-TM for railway noise impact assessment at the NSRs.

Table 2-1 Noise Criteria for Railway Noise Impact Assessment

Criteria	Acceptable Noise Level (ANL)
	ASR "B" rating
Leq (30 minutes) (0700 to 2300)	65 dB(A)
Leq (30 minutes) (2300 to 0700)	55 dB(A)

2.2.4 The HKPSG provides additional criteria for assessing railway noise. These noise criteria are specified in terms of A-weighted maximum noise level and daily railway noise exposure level, as shown in Table 2-2 below:

Table 2-2 HKPSG Recommended Railway Noise Standard

Parameter	Standard Noise Level
L_{max} (2300 to 0700)	85 dB(A)
Leq (24 hour)	65 dB(A)

2.3 Assessment Methodology

2.3.1 Train induced airborne noise of WRL and LRT near Tin Shui Wai WRL Station are considered as the key sources of rail noise impact.

- 2.3.2 The section of WRL is on viaduct near Tin Shui Wai Station. The identified types of noise associated with WRL train is rolling noise and noise from air conditioning units on top of each train. The viaduct structures is high from the ground and the section of the viaducts is near the station where the train speed is low. Structural re-radiated noise from WRL viaduct was not noticeable during site observation and hence is not considered in the assessment.
- 2.3.3 The section of LRT is at grade near Tin Shui Wai LRT Station while a section of LRT is on viaduct at the turning track section. The identified types of noise associated with the LRT train is rolling noise. Structural re-radiated noise for LRT is not considered since LRT speed is slow at the turning track section and structural noise was not noticeable during the noise measurement conducted. Contribution from air conditioning noise is considered insignificant compared with the rolling noise.
- 2.3.4 On-site noise measurements have been conducted for rolling noise of LRT while the source term of WRL is referenced from previous approved MTR study. The noise measurement locations are presented in Figure 2.1.
- 2.3.5 During the noise measurement, background noise was contributed by road traffic of Tsui Sing Road and Tin Fuk Road. The measured noise levels have been adjusted to discount the effect of the background noise. The Leq level recorded during the same period without the LRT are regarded as the background noise level and deducted to determine the noise level due to railway noise only. The noise level of each train has been converted to SEL. The average SEL has been used as a basis for the WRL and LRT noise assessment.
- 2.4 Rail Noise Assessment Procedures
- 2.4.1 The assessment is based on the "Calculation of Railway Noise 1995" (CRN) issued by the Department of Transport, UK. It would be carried out to assess various worst-case scenarios under normal, abnormal, transient and emergency operation. The railway was divided into number of segments to address changes in traffic flow, speed, gradient of the track, turnout, or due to progress variation in screening along the railway lines. The propagation of rail noise to the noise sensitive receivers (NSRs) has been corrected by distance, ground and air absorption, screening effect by barriers, reflection, angle of view at the reception point, train speed, number of trains, etc.
- 2.4.2 Table 2-3 summarises each step of calculation and the assumptions in this approach. Table 2-4 includes the source term information based on on-site measurement, previous reports from MTRC and the latest information of MTRC. The potential railway noise sources of WRL and LRT have been identified. Therefore, cumulative impact of WRL and LRT was assessed.

Table 2-3 Procedures of Rail Noise Assessment

Steps	Assumptions / Remarks	Reference
Identify the extent of the site area to be affected by the air-borne noise from the rail operation; locate the assessment points at the representative NSRs	The first layer of planned NSRs located near WRL and LRT is selected for rail noise prediction and evaluation	-

Steps	Assumptions / Remarks	Reference
Identify the noise sources of rail operation	<p>WRL:</p> <ul style="list-style-type: none"> The rolling noise is emitted through the gap between the train and the walkway on the viaduct of WRL. The multi-plenum system installed at the viaduct section of WRL absorbs some of the noise from train wheel-rail interaction. The effect of the system had been included in the source measurement in the previous study ^(A). Noise from air conditioning units located on the roof of each car and source level was measured in the previous study ^(A). <p>LRT</p> <ul style="list-style-type: none"> Rolling noise were measured in this Study. 	A
Identify the train type and the source term of the train	Refers to Table 2-4.	-
Calculate the SEL from L_{max} at reference conditions	$SEL = L_{max} + 10\log(L/V) + 10.5 - 10\log[(4D/(4D^2+1)) + 2\tan^{-1}(1/(2D))]$ where $D = d/L$, $d =$ perpendicular distance from the track (m), $L =$ train length (m) and $V =$ train speed (km per hour)	Equation 15.21 of D
Correction of train frequency for 30 mins	+10 $\log_{10}(N)$ in dB(A) where $N =$ No. of trains per 30 minutes per direction	B
Correction of train frequency for 24 hours	+10 $\log_{10}(N)$ in dB(A) where $N =$ No. of trains per 24 hours per direction	-
Correction of number cars	- 10 $\log_{10}(N/N_{ref})$ in dB(A) where $N =$ No. of cars in the measured events, $N_{ref} =$ No. of cars in the reference	-
Incorporate Track Wear Correction	+3 dB(A)	B
Incorporate Joint/Turnout Correction (to represent the augmentation in noise due to thermal expansion joints)	Noise Measurement has been conducted near the Joint/Turnout section of LRT and no correction is considered necessary	-
Evaluate the distance between the NSR and the track and make distance correction	-10 $\log_{10}(d'/d_{ref})$ in dB(A) where $d' =$ Slant distance from track to NSR and $d_{ref} =$ Reference distance	B
Evaluate the angle of view and calculate angle of view correction	+10 $\log_{10}(\pi\theta/180 - \cos 2\alpha \sin\theta) - 5$ in dB(A) where $\theta =$ Angle of view and $\alpha =$ Acute angle between a line drawn through the NSR, parallel to the track, and the line bisecting the angle of view, θ	B
Incorporate Barrier Correction	<p>Shadow Zone:</p> <ul style="list-style-type: none"> -21 dB(A) for $\delta > 2.5$ m where δ is the path difference in meter <ul style="list-style-type: none"> -7.75 $\log_{10}(5.2 + 203 \delta)$ dB(A) for $0 \leq \delta < 2.5$ m <p>Illuminated Zone:</p> <ul style="list-style-type: none"> 0 dB(A) for $\delta > 0.4$ m 0.88 + 2.14 $\log_{10}(10^{-3} + \delta)$ dB(A) for $0 \leq \delta < 0.4$ m 	Chart 6(a) of B

Steps	Assumptions / Remarks	Reference
Calculate the overall noise level from all rail segments including rolling noise and noise from air conditioning units ($L_{eq(30mins)}$)	<ul style="list-style-type: none"> $L_{eq(30mins), overall} \text{ at NSR} = L_{eq(30mins), rolling} + L_{eq(30mins), A/C} + L_{eq(30mins), structure}$ $L_{eq(30mins), rolling} \text{ at NSR} = SEL + C_{speed} + C_{freq} + C_{track} + C_{joint} + C_{distance} + C_{angle} + C_{Barrier}$ $L_{eq(30mins), A/C} \text{ at NSR} = SEL + C_{speed} + C_{freq} + C_{distance} + C_{angle} + C_{Barrier}$ $L_{eq(30mins), structure} \text{ at NSR} = SEL + C_{speed} + C_{freq} + C_{distance} + C_{angle} + C_{Barrier}$ 	-
Incorporate Façade Correction	+2.5 dB(A)	B
Calculate the $L_{eq(30min)}$ and L_{max} (2300 – 0700)	<ul style="list-style-type: none"> $L_{max, overall} \text{ at NSR} = L_{max, rolling} + L_{max, A/C} + L_{max, structure}$ $L_{max, rolling} \text{ at NSR} = L_{max} + C_{speed} + C_{freq} + C_{track} + C_{joint} + C_{distance} + C_{angle} + C_{Barrier}$ $L_{eq(30mins), A/C} \text{ at NSR} = L_{max} + C_{speed} + C_{freq} + C_{distance} + C_{angle} + C_{Barrier}$ $L_{max, structure} \text{ at NSR} = L_{max} + C_{speed} + C_{freq} + C_{distance} + C_{angle} + C_{Barrier}$ 	-
Calculate the overall noise level from all rail segments including rolling noise and noise from air conditioning units ($L_{eq(24hrs)}$)	<ul style="list-style-type: none"> $L_{eq(24hrs), overall} \text{ at NSR} = L_{eq(24hrs), rolling} + L_{eq(24hrs), A/C} + L_{eq(24hrs), structure}$ $L_{eq(24hrs), rolling} \text{ at NSR} = SEL + C_{speed} + C_{freq} + C_{track} + C_{joint} + C_{distance} + C_{angle} + C_{Barrier}$ $L_{eq(30mins), A/C} \text{ at NSR} = SEL + C_{speed} + C_{freq} + C_{distance} + C_{angle} + C_{Barrier}$ $L_{eq(24hrs), structure} \text{ at NSR} = SEL + C_{freq} + C_{distance} + C_{angle} + C_{Barrier}$ 	-
References: A. "West Rail Operation Noise Assessment Report" prepared by the MTRC (July 2015). B. "Calculation of Railway Noise 1995" issued by the Department of Transport, UK. C. EIA Report (Register No. AEIAR-028/1999) of "East Rail Extensions - Tai Wai to Ma On Shan, KCRC East Rail Extension". D. Nelson, P. M. (ed.) (1987). <i>Transportation Noise Reference Book</i> , Butterworths.		

Table 2-4 Input for Rail Noise Assessment

Parameters	WRL	LRT		
Train type and no. of car	SP1900 (or equivalent), 9-car train (approximate 225 m long) *	LRT, 2 cars of total 40 m as conservative scenario ‡		
Rolling Noise	SEL Northbound = 81.4 dB(A) SEL Southbound = 80.7 dB(A) (8 cars running 130km per hour at 25m) †	Segment	SEL dB(A) ##	Lmax dB(A) ##
		LN1-LN3	87.2	83.1
		LN4-LN10	76.0	65.1
		LN11-LN15	63.1	58.8
		LN16-LN18	82.9	75.8
		LN19-LN21	79.6	72.7
		LS1-LS3	85.8	84.4
		LS4-LS10	69.7	65.1
		LS11-LS14	63.1	62.2
		LS15-LS17	82.9	75.8
		LS18-LS21	79.6	72.7
		SEL and Lmax have been measured (2-car train running at 25 m) ##		

Parameters	WRL	LRT
Air Conditioning Noise	L_{\max} at viaduct = 48.8 dB(A) L_{\max} at station = 54.8 dB(A) (8 cars at 25 m) [†]	Not applicable as insignificant contribution [†]
Train frequency per 30 minutes per direction	14 number during peak daytime [#] 10 number during peak night-time [*]	Northbound: 13 number during peak daytime [#] Southbound: 9 number during peak daytime [#] Northbound: 13 number during peak night-time [#] Southbound: 9 number during peak night-time [#]
Daily train frequency	526 number per day for both directions [#]	712 number per day for both directions [#]
Train Speed for tracks within Assessment Area	130 km per hour [#]	70 km per hour [#]
Note: [†] "West Rail Operation Noise Assessment Report" prepared by the MTRC (July 2015). The same source term was adopted in the approved EIA Report for the Hung Shui Kiu Development (AEIAR-203/2016). [*] Information is adopted by referring Environmental Permit (Permit No. FEP-24/004/1998/J) for West Rail – Final Assessment Report West Kowloon to Tuen Mun Centre. [#] Latest Rail Operation Information provided by MTRC (shown on Appendix 2.2) ^{##} Based on on-site noise measurements conducted for this EA Study.		

2.4.3 The frequency of trains during day-time and night-time are different. Therefore, railway noise due to WRL and LRT have been assessed for both periods according to their respective train frequency.

2.5 Noise Sensitive Receivers

2.5.1 The locations of the representative NSRs are selected to represent the worst affected location. The NSRs are taken at 1m away from the façade opening for ventilation purpose and at 1.2m above the floor slab of the habitable rooms. Figure 2.2 shows the locations of the representative NSRs.

2.6 Predicted Railway Noise Impact

2.6.1 The Proposed Development at the Application Site is situated lower than the WRL viaduct but the flats at 1/F and 2/F would be higher than the LRT track. The housing blocks have been set back from the railway tracks as far as possible. With this layout adopted, the predicted air-borne noise levels from WRL and LRT at the representative NSRs are presented in Table 2-5, with assessment results and sample calculations provided in Appendix 2.1. No predicted exceedance of rail noise impact is identified.

Table 2-5 Predicted Rail Noise Impact at Representative NSRs (Unmitigated)

NSR	Unit of Criteria	Daytime/ Evening Period (0700-2300)		Night-time Period (2300-0700)		Other	
		Criteria	Impact	Criteria	Impact	Criteria	Impact
B01	L _{eq} (30 min) dB(A)	65	51	55	49	-	-
	L _{eq} (24 hrs) dB(A)	-	-	-	-	65	48
	L _{max} dB(A)	-	-	-	-	85	78
B02	L _{eq} (30 min) dB(A)	65	50	55	49	-	-
	L _{eq} (24 hrs) dB(A)	-	-	-	-	65	47
	L _{max} dB(A)	-	-	-	-	85	77
C01	L _{eq} (30 min) dB(A)	65	52	55	51	-	-
	L _{eq} (24 hrs) dB(A)	-	-	-	-	65	49
	L _{max} dB(A)	-	-	-	-	85	81
C02	L _{eq} (30 min) dB(A)	65	52	55	51	-	-
	L _{eq} (24 hrs) dB(A)	-	-	-	-	65	49
	L _{max} dB(A)	-	-	-	-	85	81
C03	L _{eq} (30 min) dB(A)	65	52	55	51	-	-
	L _{eq} (24 hrs) dB(A)	-	-	-	-	65	49
	L _{max} dB(A)	-	-	-	-	85	81
C04	L _{eq} (30 min) dB(A)	65	52	55	50	-	-
	L _{eq} (24 hrs) dB(A)	-	-	-	-	65	48
	L _{max} dB(A)	-	-	-	-	85	80
C05	L _{eq} (30 min) dB(A)	65	52	55	51	-	-
	L _{eq} (24 hrs) dB(A)	-	-	-	-	65	49
	L _{max} dB(A)	-	-	-	-	85	80
C06	L _{eq} (30 min) dB(A)	65	52	55	51	-	-
	L _{eq} (24 hrs) dB(A)	-	-	-	-	65	49
	L _{max} dB(A)	-	-	-	-	85	80
C07	L _{eq} (30 min) dB(A)	65	52	55	51	-	-
	L _{eq} (24 hrs) dB(A)	-	-	-	-	65	49
	L _{max} dB(A)	-	-	-	-	85	80

NSR	Unit of Criteria	Daytime/ Evening Period (0700-2300)		Night-time Period (2300-0700)		Other	
		Criteria	Impact	Criteria	Impact	Criteria	Impact
C08	L _{eq} (30 min) dB(A)	65	52	55	50	-	-
	L _{eq} (24 hrs) dB(A)	-	-	-	-	65	49
	L _{max} dB(A)	-	-	-	-	85	80
C09	L _{eq} (30 min) dB(A)	65	52	55	50	-	-
	L _{eq} (24 hrs) dB(A)	-	-	-	-	65	49
	L _{max} dB(A)	-	-	-	-	85	80
C10	L _{eq} (30 min) dB(A)	65	52	55	50	-	-
	L _{eq} (24 hrs) dB(A)	-	-	-	-	65	49
	L _{max} dB(A)	-	-	-	-	85	80
C11	L _{eq} (30 min) dB(A)	65	52	55	50	-	-
	L _{eq} (24 hrs) dB(A)	-	-	-	-	65	48
	L _{max} dB(A)	-	-	-	-	85	81

2.7 Conclusion

- 2.7.1 The potential railway noise impact on the Proposed Development has been assessed and evaluated. The results confirmed that the predicted noise levels at the nearest NSRs would be able to meet the noise criteria stipulated in the HKPSG.

3. OVERALL CONCLUSION

3.1 Conclusion

- 3.1.1 Potential railway noise impact due to West Rail and Light Rail Transit on the Application Site has been assessed. The cumulative results showed that the predicted noise levels at the representative NSRs would comply with the relevant noise criteria stipulated in the HKPSG. Therefore, it is anticipated that the Application Site will not be subject to adverse railway noise impact.

Figures

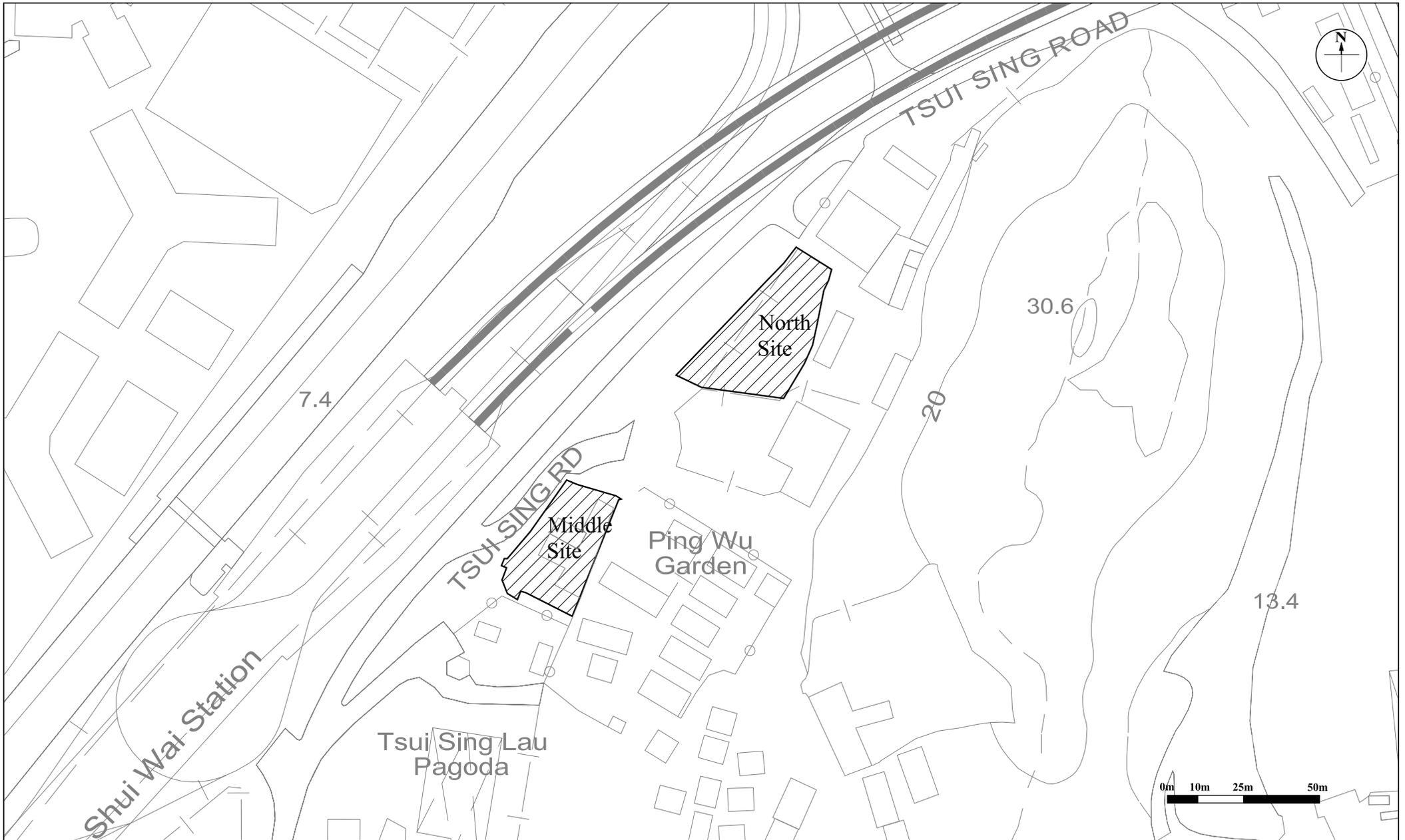


Figure: 1.1	RAMBOLL
Title: Application Site and its Environs	Drawn by: KL
Project: Section 16 Planning Application on Proposed Residential Institution for a Period of 7 Years in Lots 360 and 377 in D.D. 122, Ping Shan, New Territories	Checked by: KY
	Rev.: 2.0 Date: Oct 2020

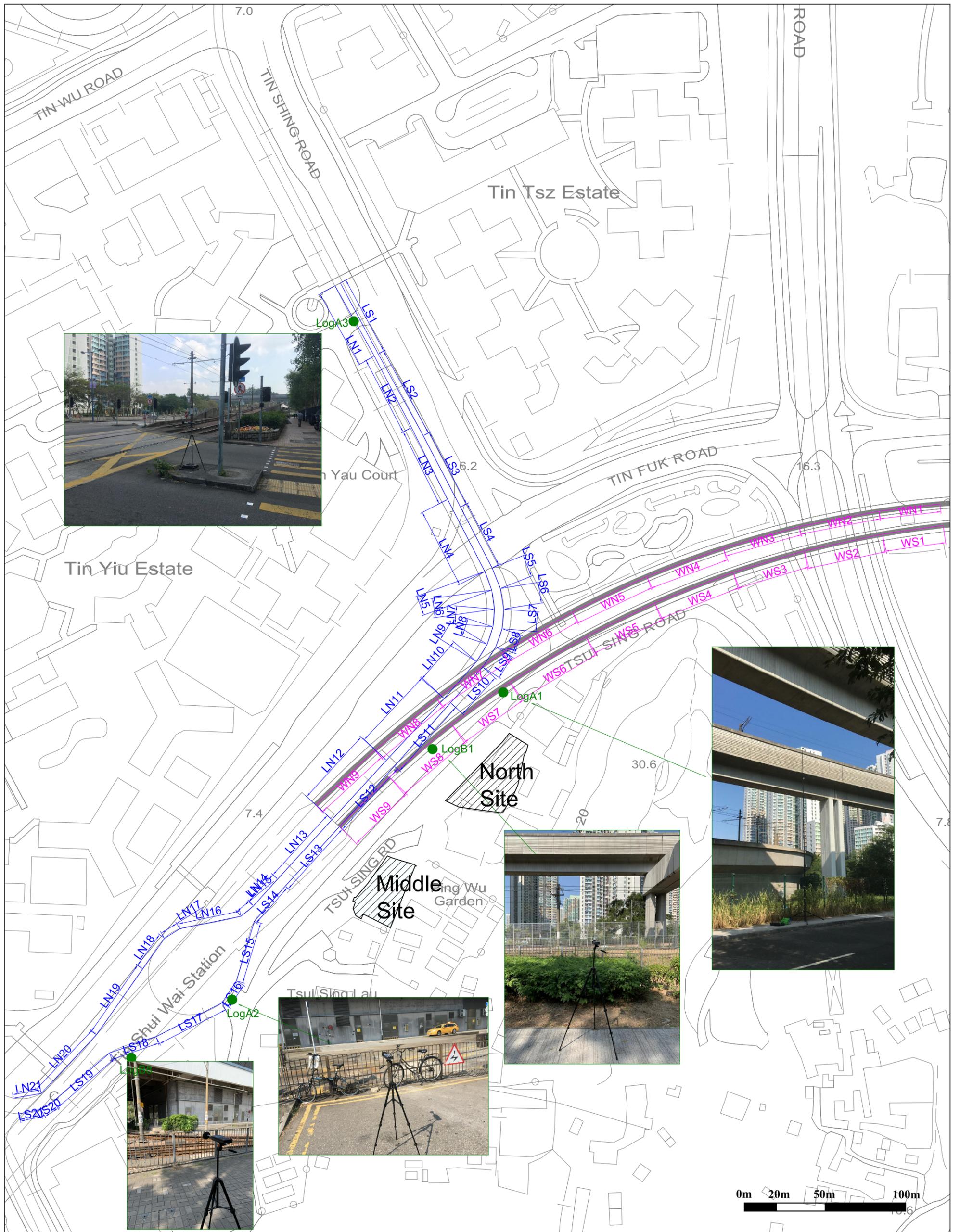


Figure: 2.1

Title: Railway Track Segments and Location of Noise Measurement

Project: Section 16 Planning Application on Proposed Residential Institution for a Period of 7 Years in Lots 360 and 377 in D.D. 122, Ping Shan, New Territories



Drawn by: KL

Checked by: KY

Rev.: 2.0

Date: Oct 2020

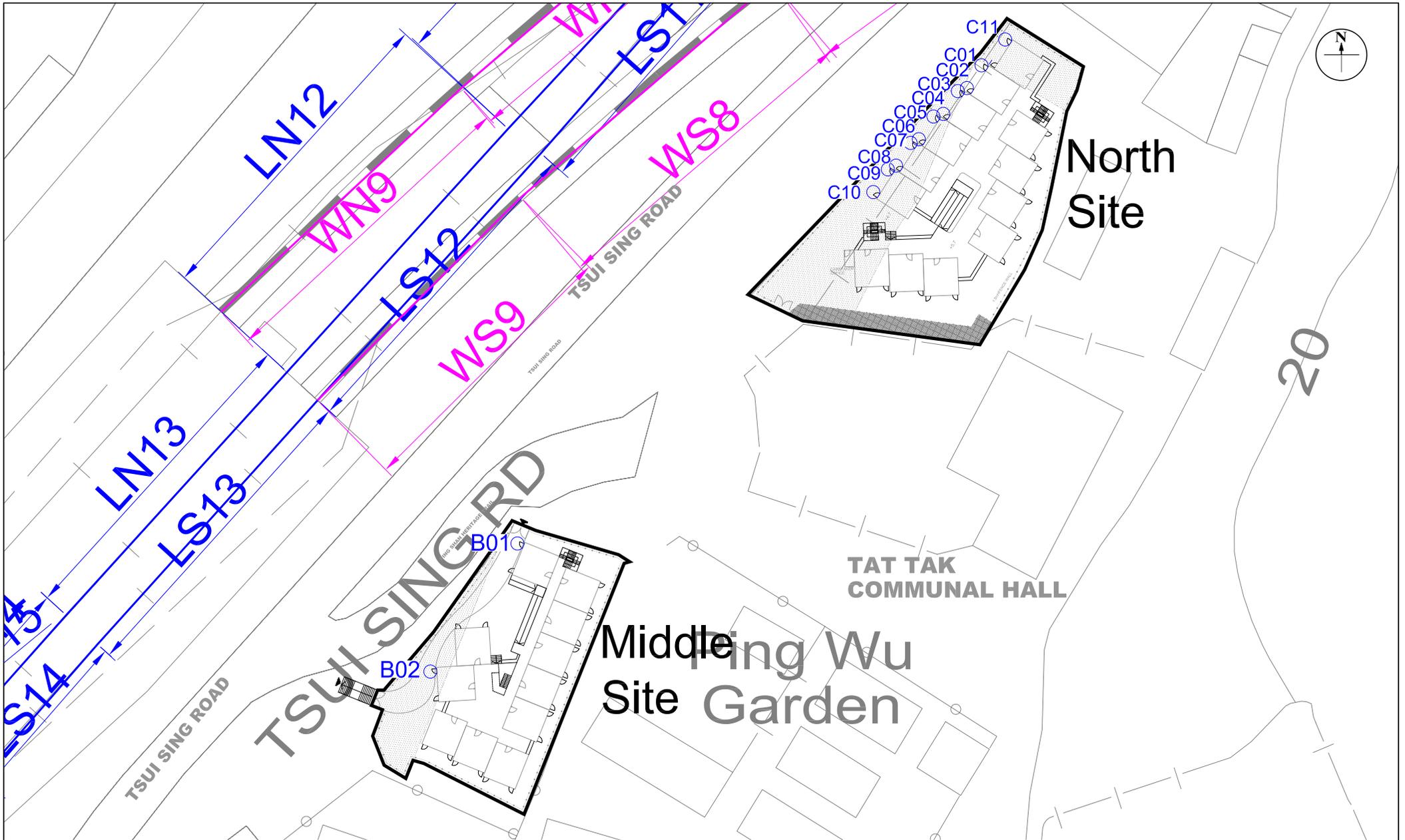


Figure: 2.2	
Title: Location of Representative Noise Sensitive Receivers for Rail Noise Assessment	Drawn by: KL Checked by: KY
Project: Section 16 Planning Application on Proposed Residential Institution for a Period of 7 Years in Lots 360 and 377 in D.D. 122, Ping Shan, New Territories	Rev.: 2.0 Date: Oct 2020

Appendix 2.1 Assessment Result and Sample Calculations of Railway Noise
Assessment

Predicted Rail Noise Assessment Results at Representative NSRs

Table 1: RNIA Results (Day-time, Unmitigated Scenario)

All Representative NSRs (Middle Site)

NSR	mPD	B01	B02
G/F	6.6	51	50
1/F	9.6	51	50
2/F	12.6	51	50
No. of Exceedances		0	0
Max, Noise Level		51	50
Criteria		65	65

Table 2: RNIA Results (Day-time, Unmitigated Scenario)

All Representative NSRs (North Site)

NSR	mPD	C01	C02	C03	C04	C05	C06	C07	C08	C09	C10	C11
G/F	6.9	51	51	51	51	51	51	51	51	51	51	51
1/F	9.9	51	51	51	51	51	51	51	51	51	51	52
2/F	12.9	52	52	52	52	52	52	52	52	52	52	-
No. of Exceedances		0	0	0	0	0	0	0	0	0	0	0
Max, Noise Level		52	52	52	52	52	52	52	52	52	52	52
Criteria		65	65	65	65	65	65	65	65	65	65	66

Table 3: RNIA Results (Night-time, Unmitigated Scenario)

All Representative NSRs (Middle Site)

NSR	mPD	B01	B02
G/F	6.6	49	48
1/F	9.6	49	48
2/F	12.6	49	49
No. of Exceedances		0	0
Max, Noise Level		49	49
Criteria		55	55

Table 4: RNIA Results (Night-time, Unmitigated Scenario)

All Representative NSRs (North Site)

NSR	mPD	C01	C02	C03	C04	C05	C06	C07	C08	C09	C10	C11
G/F	6.9	49	49	49	49	49	49	49	49	50	49	50
1/F	9.9	50	50	50	50	50	50	50	50	50	50	50
2/F	12.9	51	51	51	50	51	51	51	50	50	50	-
No. of Exceedances		0	0	0	0	0	0	0	0	0	0	0
Max, Noise Level		51	51	51	50	51	51	51	50	50	50	50
Criteria		55	55	55	55	55	55	55	55	55	55	56

Table 5: RNIA Results (Lmax, Unmitigated Scenario)

All Representative NSRs (Middle Site)

NSR	mPD	B01	B02
G/F	6.6	78	77
1/F	9.6	78	77
2/F	12.6	78	77
No. of Exceedances		0	0
Max, Noise Level		78	77
Criteria		85	85

Table 6: RNIA Results (Lmax, Unmitigated Scenario)

All Representative NSRs (North Site)

NSR	mPD	C01	C02	C03	C04	C05	C06	C07	C08	C09	C10	C11
G/F	6.9	81	81	81	80	80	80	80	80	80	80	81
1/F	9.9	81	81	81	80	80	80	80	80	80	80	81
2/F	12.9	81	81	81	80	80	80	80	80	80	80	-
No. of Exceedances		0	0	0	0	0	0	0	0	0	0	0
Max, Noise Level		81	81	81	80	80	80	80	80	80	80	81
Criteria		85	85	85	85	85	85	85	85	85	85	86

Table 7: RNIA Results (24 hours, Unmitigated Scenario)

All Representative NSRs (Middle Site)

NSR	mPD	B01	B02
G/F	6.6	48	47
1/F	9.6	48	47
2/F	12.6	48	47
No. of Exceedances		0	0
Max, Noise Level		48	47
Criteria		65	65

Table 8: RNIA Results (24 hours, Unmitigated Scenario)

All Representative NSRs (North Site)

NSR	mPD	C01	C02	C03	C04	C05	C06	C07	C08	C09	C10	C11
G/F	6.9	47	47	48	47	48	48	48	48	48	48	47
1/F	9.9	48	48	48	48	48	48	48	48	48	48	48
2/F	12.9	49	49	49	48	49	49	49	49	49	49	-
No. of Exceedances		0	0	0	0	0	0	0	0	0	0	0
Max, Noise Level		49	49	49	48	49	49	49	49	49	49	48
Criteria		65	65	65	65	65	65	65	65	65	65	66

Project	RNIA for Section 16 Planning Application on Proposed Residential Institution for a period of 7 years in Lots 360 and 377 in D.D. 122, Ping Shan, N.T.
NSR ID	C11
NSR (x)	818803.0865
NSR (y)	834514.7837
NSR (z)	9.90
Scenario	Day time-unmitigated
Receptor Type	North_2
Noise Criterion dB(A)	65

DETAILED CALCULATIONS

Track ID	NA/BNA	0					0					0				
		WN1	WN2	WN3	WN4	WN5	WN6	WN7	WN8	WN9	WS1	WS2	WS3	WS4	WS5	
Track ID		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Near Track / Far Track		Far	Far	Far	Far	Far	Far	Far	Far	Near	Near	Near	Near	Near		
Rolling Noise																
SEL _{Reference} [a]		81.40	81.40	81.40	81.40	81.40	81.40	81.40	81.40	81.40	81.40	81.40	81.40	81.40	81.40	
Height of Receiver, mPD		9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	
Height of Notional Noise Source, mPD		23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	
Solid Parapet Height, m		1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD		25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	
Horizontal Distance Between Notional Noise Source and NSR, m		113.32	94.71	77.51	64.42	53.81	48.14	46.13	48.18	50.93	92.74	75.17	58.82	45.18	35.58	
View angle, degree		3.02	4.56	5.49	7.98	12.94	30.76	56.83	34.19	13.96	2.55	3.74	4.12	6.34	2.35	
Acute angle, degree		23.36	22.86	23.09	25.22	31.30	48.61	87.85	52.41	30.69	19.27	18.40	17.79	18.28	25.52	
Slant Distance Between Notional Noise Source and Noise Barrier (SB), m		1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		113.03	94.62	77.70	64.90	54.64	49.21	47.30	49.25	51.87	92.67	75.40	59.47	46.40	37.45	
Slant Distance Between Source and Receiver (SR) (d'), m		114.16	95.72	78.75	65.90	55.58	50.11	48.17	50.15	52.79	93.77	76.45	60.44	47.27	38.20	
Path Length Difference (P.L.D.), m		0.63	0.67	0.71	0.77	0.83	0.88	0.90	0.88	0.85	0.67	0.72	0.80	0.90	1.03	
Angle SB, degree		42.71	42.71	42.71	42.71	42.71	42.71	42.71	42.71	42.71	42.71	42.71	42.71	42.71	42.71	
Angle SR, degree		-6.99	-8.35	-10.17	-12.18	-14.48	-16.11	-16.77	-16.09	-15.27	-8.52	-10.48	-13.30	-17.10	-21.34	
Shadow Zone		TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	
Barrier Correction, dB(A) [b]		#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	
Distance Correction, dB(A) [c]		-6.60	-5.83	-4.98	-4.21	-3.47	-3.02	-2.85	-3.02	-3.25	-5.74	-4.85	-3.83	-2.77	-1.84	
View Angle Correction (CRN), dB(A) [d]		-22.80	-21.19	-20.30	-17.94	-14.11	-7.21	-2.38	-6.30	-13.93	-25.13	-23.85	-23.71	-21.58	-23.18	
Deck Reflection Correction, dB(A) [e]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Time Correction (30min), dB(A) [f]		-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	
Crossing Correction, dB(A) [g]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Track Deterioration Correction, dB(A) [h]		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	
Facade Correction, dB(A) [i]		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	
Correction for Wind Screen in Station, dB(A) [j]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed Correction, dB(A) [k]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Correction for No. of Car, dB(A) [l]		0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	
Other Corrections, dB(A)																
L _{eq} [(a) + (b) + (c) + (d) + (e) + (f) + (g) + (h) + (i) + (j) + (k) + (l)]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Intensity		5.04	5.58	6.97	10.79	14.20	98.01	553.49	122.07	23.98	3.42	3.64	4.14	5.69	18.78	
Rolling Noise Overall L _{eq}		43.62														
AC Noise																
SEL _{Reference} [a]		56.23	56.20	56.20	56.20	56.20	56.20	56.20	56.20	56.20	56.20	56.20	56.20	56.20	56.20	
Height of Receiver, mPD		9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	
Height of Notional Noise Source, mPD		27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet Height, mPD		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Horizontal Distance Between Notional Noise Source and NSR, m		113.32	94.71	77.51	64.42	53.81	48.14	46.13	48.18	50.93	92.74	75.17	58.82	45.18	35.58	
View angle, degree		3.02	4.56	5.49	7.98	12.94	30.76	56.83	34.19	13.96	2.55	3.74	4.12	6.34	2.35	
Acute angle, degree		23.36	22.86	23.09	25.22	31.30	48.61	87.85	52.41	30.69	19.27	18.40	17.79	18.28	25.52	
Slant Distance Between Notional Noise Source and Podium/Noise Barrier (SB), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Slant Distance Between Source and Receiver (SR) (d'), m		114.72	96.38	79.55	66.86	56.71	51.36	49.48	51.40	53.98	94.45	77.28	61.48	48.60	39.83	
Path Length Difference (P.L.D.), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Angle SB, degree		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Angle SR, degree		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Shadow Zone		FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
Barrier Correction, dB(A) [b]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Distance Correction, dB(A) [c]		-6.62	-5.86	-5.03	-4.27	-3.56	-3.13	-2.96	-3.13	-3.34	-5.77	-4.90	-3.91	-2.89	-2.02	
View Angle Correction (CRN), dB(A) [d]		-24.51	-24.79	-24.66	-23.52	-20.72	-15.08	-7.72	-14.12	-20.98	-27.00	-27.60	-28.04	-27.69	-23.36	
Deck Reflection Correction, dB(A) [e]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Time Correction (30min), dB(A) [f]		-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	-21.09	
Crossing Correction, dB(A) [g]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Track Deterioration Correction, dB(A) [h]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Facade Correction, dB(A) [i]		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	
Correction for Wind Screen in Station, dB(A) [j]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed Correction, dB(A) [k]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Correction for No. of Car, dB(A) [l]		0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	
Other Corrections, dB(A)																
L _{eq} [(a) + (b) + (c) + (d) + (e) + (f) + (g) + (h) + (i) + (j) + (k) + (l)]		7.02	7.47	8.43	10.33	13.84	19.91	27.43	20.87	13.80	5.35	5.62	6.17	7.55	12.74	
Intensity		5.04	5.58	6.97	10.79	14.20	98.01	553.49	122.07	23.98	3.42	3.64	4.14	5.69	18.78	
AC Noise Overall L _{eq}		32.77														
Cumulative Impact																
L _{eq} (30min)		43.96	1.55 at 9.9mPD													
Track																
Track		WN1	WN2	WN3	WN4	WN5	WN6	WN7	WN8	WN9	WS1	WS2	WS3	WS4	WS5	
Presel Track Start Point (x)		819032.7	818983.2	818936.1	818888.7	818842.6	818799.3	818758.1	818720.1	818683.4	819072.5	819034.9	818986.2	818942.3	818893.6	
Presel Track Start Point (y)		834655.8	834646.2	834632.9	834615.3	834593.3	834568.2	834539.8	834507.4	834473.5	834647.0	834617.9	834631.1	834617.9	834598.8	
Presel Track End Point (x)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Presel Track End Point (y)		819070.6	818932.7	818888.7	818842.6	818799.3	818758.1	818720.1	818683.4	819034.9	818986.2	818942.3	818893.6	818850.9	818807.9	
Presel Track End Point (z)		834660.3	834655.8	834646.2	834632.9	834615.3	834593.3	834568.2	834539.8	834507.4	834647.0	834617.9	834631.1	834617.9	834598.8	
Presel Track End Point (z)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Track Start Point (x)		819032.7	818983.2	818936.1	818888.7	818842.6	818799.3	818758.1	818720.1	818683.4	819072.5	819034.9	818986.2	818942.3	818893.6	
Track Start Point (y)		834655.8	834646.2	834632.9	834615.3	834593.3	834568.2	834539.8	834507.4	834473.5	8					

Project: RNI/A for Section 16 Planning Application on Proposed Residential Institution for a period of 7 years in Lots 360 and 377 in D.D. 122, Ping Shan, N.T.

Project	
NSR ID	C11
NSR (x)	818803.0865
NSR (y)	834514.7837
NSR (z)	9.90
Scenario	Day time-unmitigated
Receptor Type	North_2
Noise Criterion, dB(A)	65

DETAILED CALCULATIONS

Track ID	NA/BNA	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Near Track / Far Track		WS6	WS7	WS8	WS9	LN1	LN2	LN3	LN4	LN5	LN6	LN7	LN8	LN9	LN10
Rolling Noise															
SEL _{Reference} [a]		81.40	81.40	81.40	81.40	77.25	77.25	77.25	76.04	76.04	76.04	76.04	76.04	76.04	76.04
Height of Receiver, mPD		9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90
Height of Notional Noise Source, mPD		23.80	23.80	23.80	23.80	6.80	7.20	7.80	8.50	8.90	9.10	9.30	9.10	8.70	8.50
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		1.30	1.30	1.30	1.30	0.00	0.00	0.00	6.50	6.50	6.50	6.50	6.50	6.50	6.50
Solid Parapet Height, m		1.20	1.20	1.20	1.20	0.00	0.00	0.00	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Solid Parapet & Noise Barrier Height, mPD		25.00	25.00	25.00	25.00	0.00	0.00	9.00	9.70	10.10	10.30	10.50	10.30	9.90	9.70
Horizontal Distance Between Notional Noise Source and NSR, m		29.59	27.90	29.75	35.06	43.09	35.30	32.71	34.44	21.85	2.49	15.51	30.88	42.18	46.42
View angle, degree		35.82	77.48	31.80	9.59	1.63	1.99	3.02	6.19	4.02	1.74	4.80	9.90	35.55	35.55
Acute angle, degree		39.85	88.36	38.40	22.02	9.05	9.06	10.82	16.09	12.84	1.66	11.95	28.60	49.65	81.56
Slant Distance Between Notional Noise Source and Noise Barrier (SB), m		1.77	1.77	1.77	1.77	6.80	7.20	6.61	6.61	6.61	6.61	6.61	6.61	6.61	6.61
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		32.06	30.59	32.20	36.99	44.22	36.66	26.23	27.94	15.35	4.03	9.03	24.39	35.68	39.92
Slant Distance Between Source and Receiver (SR) (d'), m		32.69	31.17	32.83	37.72	43.20	35.40	32.78	34.47	21.88	2.62	15.52	30.90	42.19	46.44
Path Length Difference (P.L.D.), m		1.14	1.14	1.14	1.04	7.81	8.46	0.08	0.08	0.09	8.02	0.12	0.10	0.09	0.09
Angle SB, degree		42.71	42.71	42.71	42.71	#DIV/0!	#DIV/0!	10.46	10.46	10.46	10.46	10.46	10.46	10.46	10.46
Angle SR, degree		-25.16	-26.48	-25.05	-21.62	4.11	4.37	3.67	2.33	2.62	17.79	2.21	1.48	1.63	1.73
Shadow Zone		TRUE	TRUE	TRUE	TRUE	#DIV/0!	#DIV/0!	TRUE	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	TRUE
Barrier Correction, dB(A) [b]		#NAME?	#NAME?	#NAME?	#NAME?	0.00	0.00	#NAME?							
Distance Correction, dB(A) [c]		-1.16	-0.96	-1.18	-1.79	-2.38	-1.51	-1.18	-1.39	0.58	9.80	2.07	-0.92	-2.27	-2.69
View Angle Correction (CRN), dB(A) [d]		-7.84	-1.33	-8.62	-18.22	-33.50	-32.62	-29.27	-22.75	-30.59	-56.78	-30.84	-19.15	-11.98	-4.29
Deck Reflection Correction, dB(A) [e]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Time Correction (30min), dB(A) [f]		-21.09	-21.09	-21.09	-21.09	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41
Crossing Correction, dB(A) [g]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Track Deterioration Correction, dB(A) [h]		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Facade Correction, dB(A) [i]		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Correction for Wind Screen in Station, dB(A) [j]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed Correction, dB(A) [k]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Correction for No. of Car, dB(A) [l]		0.51	0.51	0.51	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Corrections, dB(A)		-	-	-	-	-	-	-	-	-	-	-	-	-	-
L _{Aeq} ([a] + [b] + [c] + [d] + [e] + [f] + [g] + [h] + [i] + [j] + [k] + [l])		0.00	0.00	0.00	0.00	25.46	27.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Intensity		0.00	0.00	0.00	0.00	351.56	525.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Rolling Noise Overall L _{Aeq}	AC Noise	WS6	WS7	WS8	WS9	LN1	LN2	LN3	LN4	LN5	LN6	LN7	LN8	LN9	LN10
SEL _{Reference} [a]		56.20	56.20	56.20	56.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Height of Receiver, mPD		9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90
Height of Notional Noise Source, mPD		27.80	27.80	27.80	27.80	10.80	11.20	11.80	12.50	12.90	13.10	13.30	13.10	12.70	12.50
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Solid Parapet Height, mPD		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Solid Parapet & Noise Barrier Height, mPD		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Horizontal Distance Between Notional Noise Source and NSR, m		29.59	27.90	29.75	35.06	43.09	35.30	32.71	34.44	21.85	2.49	15.51	30.88	42.18	46.42
View angle, degree		35.82	77.48	31.80	9.59	1.63	1.99	3.02	6.19	4.02	1.74	4.80	9.90	35.55	35.55
Acute angle, degree		39.85	88.36	38.40	22.02	9.05	9.06	10.82	16.09	12.84	1.66	11.95	28.60	49.65	81.56
Slant Distance Between Notional Noise Source and Podium/Noise Barrier (SB), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Slant Distance Between Source and Receiver (SR) (d'), m		34.58	33.15	34.72	39.37	43.10	35.32	32.77	34.54	22.06	4.06	15.88	31.05	42.27	46.49
Path Length Difference (P.L.D.), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Angle SB, degree		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Angle SR, degree		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Shadow Zone		FALSE													
Barrier Correction, dB(A) [b]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Distance Correction, dB(A) [c]		-1.41	-1.23	-1.43	-1.97	-2.37	-1.50	-1.18	-1.40	0.54	7.90	1.97	-0.94	-2.28	-2.69
View Angle Correction (CRN), dB(A) [d]		-17.62	-7.66	-18.09	-25.27	-36.83	-36.82	-34.50	-29.34	-32.28	-58.96	-33.22	-21.89	-14.81	-8.62
Deck Reflection Correction, dB(A) [e]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Time Correction (30min), dB(A) [f]		-21.09	-21.09	-21.09	-21.09	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41
Crossing Correction, dB(A) [g]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Track Deterioration Correction, dB(A) [h]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Facade Correction, dB(A) [i]		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Correction for Wind Screen in Station, dB(A) [j]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed Correction, dB(A) [k]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Correction for No. of Car, dB(A) [l]		0.51	0.51	0.51	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Corrections, dB(A)		-	-	-	-	-	-	-	-	-	-	-	-	-	-
L _{Aeq} ([a] + [b] + [c] + [d] + [e] + [f] + [g] + [h] + [i] + [j] + [k] + [l])		19.09	29.24	18.60	10.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Intensity		81.16	839.35	72.48	12.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

AC Noise Overall L_{Aeq} Cumulative Impact

L _{Aeq} (30min)	Track	WS6	WS7	WS8	WS9	LN1	LN2	LN3	LN4	LN5	LN6	LN7	LN8	LN9	LN10
Preset Track Start Point (x)	818850.9	818803.9	818767.5	818729.1	818719.7	818742.8	818765.2	818788.2	818792.5	818794.2	818793.3	818789.7	818783.1	818763.1	818763.1
Preset Track Start Point (y)	834577.9	834549.8	834523.6	834490.8	834752.1	834707.7	834663.1	834618.5	834606.9	834595.0	834584.0	834573.2	834562.5	834539.5	834539.5
Preset Track End Point (x)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Preset Track End Point (y)	834549.8	834523.6	834490.8	834460.1	834795.8	834752.1	834707.7	834663.1	834618.5	834606.9	834595.0	834584.0	834573.2	834562.5	834562.5
Track Start Point (x)	818850.9	818803.9	818767.5	818729.1	818719.7	818742.8	818765.2	818788.2	818792.5	818794.2	818793.3	818789.7	818783.1	818763.1	818763.1
Track Start Point (y)	834577.9	834549.8	834523.6	834490.8	834752.1	834707.7	834663.1	834618.5	834606.9	834595.0	834584.0	834573.2	834562.5	834539.5	834539.5
Track End Point (x)	818803.9	818767.5	818729.1	818698.1	818695.3	818719.7	818742.8	818765.2	818788.2	818792.5	818794.2	818793.3	818789.7	818783.1	818783.1
Track End Point (y)	834549.8	834523.6	834490.8	834460.1	834795.8	834752.1	834707.7	834663.1	834618.5	834606.9	834595.0	834584.0	834573.2	834562.5	834562.5
Track Slope (s)	0.6	0.7	0.9	1.0	-1.8	-1.9	-2.0	-1.9	-2.7	-7.0	12.0	3.1	1.6	1.1	1.1
Projection Point															
Projection Point (x)	818787.9	818786.8	818783.8	818778.4	818840.7	818834.4	818832.3	818833.7	818823.6</						

Project	Project	RNIA for Section 16 Planning Application on Proposed Residential Institution for a period of 7 years in Lots 360 and 377 in D.D. 122, Ping Shan, N.T.
NSR ID	C11	
NSR (x)	818803.0865	
NSR (y)	834514.7837	
NSR (z)	9.90	
Scenario	Day time-unmitigated	
Receptor Type	North_2	
Noise Criterion, dB(A)	65	

DETAILED CALCULATIONS

Track ID	NA/BNA	0	0	0	0	0	0	NA	NA	0	NA	NA	0	0	0
Near Track / Far Track		LN11	LN12	LN13	LN14	LN15	LN16	LN17	LN18	LN19	LN20	LN21	LS1	LS2	LS3
Rolling Noise															
SEL _{Reference} [a]		61.20	61.20	61.20	61.20	61.20	75.94	0.00	0.00	72.63	72.63	72.63	80.57	80.57	80.57
Height of Receiver, mPD		9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90
Height of Notional Noise Source, mPD		8.10	7.80	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	6.80	7.20	7.80
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		0.00	0.00	6.50	6.50	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	1.30
Solid Parapet Height, m		0.00	0.00	1.20	1.20	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	1.20
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Solid Parapet & Noise Barrier Height, mPD		0.00	0.00	8.80	8.80	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	9.00
Horizontal Distance Between Notional Noise Source and NSR, m		46.10	46.84	46.84	48.47	19.78	74.73	NA	NA	103.55	NA	NA	40.91	44.03	39.82
View angle, degree		41.82	14.58	6.63	1.97	0.30	3.52	NA	NA	3.51	NA	NA	1.54	2.97	3.98
Acute angle, degree		57.64	30.13	19.52	15.80	5.84	20.25	NA	NA	20.95	NA	NA	8.57	11.55	13.76
Slant Distance Between Notional Noise Source and Noise Barrier (SB), m		8.10	7.80	6.61	6.61	7.60	7.60	NA	NA	7.60	NA	NA	6.80	7.20	7.77
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		47.16	47.88	40.36	41.98	22.12	75.38	NA	NA	104.03	NA	NA	42.09	45.13	38.53
Slant Distance Between Source and Receiver (SR) (d'), m		46.14	46.89	46.90	48.52	19.91	74.77	NA	NA	103.58	NA	NA	41.03	44.12	39.88
Path Length Difference (P.L.D.), m		9.12	8.79	0.07	0.07	9.81	8.22	NA	NA	8.05	NA	NA	7.86	8.22	0.42
Angle SB, degree		#DIV/0!	#DIV/0!	10.46	10.46	#DIV/0!	#DIV/0!	NA	NA	#DIV/0!	NA	NA	#DIV/0!	#DIV/0!	42.71
Angle SR, degree		2.24	2.72	2.81	2.72	6.63	1.76	NA	NA	1.27	NA	NA	4.33	3.51	3.02
Shadow Zone		#DIV/0!	#DIV/0!	TRUE	TRUE	#DIV/0!	#DIV/0!	NA	NA	#DIV/0!	NA	NA	#DIV/0!	#DIV/0!	TRUE
Barrier Correction, dB(A) [b]		0.00	0.00	#NAME?	#NAME?	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	#NAME?
Distance Correction, dB(A) [c]		-2.66	-2.73	-2.73	-2.88	0.99	-4.76	NA	NA	-6.17	NA	NA	-2.15	-2.47	-2.03
View Angle Correction (CRN), dB(A) [d]		-4.94	-13.88	-20.84	-27.93	-44.64	-23.32	NA	NA	-23.04	NA	NA	-34.21	-28.79	-26.02
Deck Reflection Correction, dB(A) [e]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Time Correction (30min), dB(A) [f]		-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	NA	NA	-21.41	NA	NA	-21.41	-21.41	-21.41
Crossing Correction, dB(A) [g]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Track Deterioration Correction, dB(A) [h]		3.00	3.00	3.00	3.00	3.00	3.00	NA	NA	3.00	NA	NA	3.00	3.00	3.00
Facade Correction, dB(A) [i]		2.50	2.50	2.50	2.50	2.50	2.50	NA	NA	2.50	NA	NA	2.50	2.50	2.50
Correction for Wind Screen in Station, dB(A) [j]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Speed Correction, dB(A) [k]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Correction for No. of Car, dB(A) [l]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Other Corrections, dB(A)															
L_{Aeq} ([a] + [b] + [c] + [d] + [e] + [f] + [g] + [h] + [i] + [j] + [k] + [l])		37.69	28.68	0.00	0.00	1.64	31.95	0.00	0.00	27.50	0.00	0.00	28.29	33.40	0.00
Intensity		5874.17	737.88	0.00	0.00	1.46	1568.04	0.00	0.00	562.14	0.00	0.00	674.93	2189.49	0.00

Track ID	NA/BNA	0	0	0	0	0	0	NA	NA	0	NA	NA	0	0	0
Near Track / Far Track		LN11	LN12	LN13	LN14	LN15	LN16	LN17	LN18	LN19	LN20	LN21	LS1	LS2	LS3
AC Noise															
SEL _{Reference} [a]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Height of Receiver, mPD		9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90
Height of Notional Noise Source, mPD		12.10	11.80	11.60	11.60	11.60	11.60	11.60	11.60	11.60	11.60	11.60	10.80	11.20	11.80
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Solid Parapet Height, mPD		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Solid Parapet & Noise Barrier Height, mPD		0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00
Horizontal Distance Between Notional Noise Source and NSR, m		46.10	46.84	46.84	48.47	19.78	74.73	NA	NA	103.55	NA	NA	40.91	44.03	39.82
View angle, degree		41.82	14.58	6.63	1.97	0.30	3.52	NA	NA	3.51	NA	NA	1.54	2.97	3.98
Acute angle, degree		57.64	30.13	19.52	15.80	5.84	20.25	NA	NA	20.95	NA	NA	8.57	11.55	13.76
Slant Distance Between Notional Noise Source and Podium/Noise Barrier (SB), m		0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00
Slant Distance Between Source and Receiver (SR) (d'), m		46.16	46.88	46.87	48.50	19.85	74.75	NA	NA	103.57	NA	NA	40.92	44.05	39.87
Path Length Difference (P.L.D.), m		0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00
Angle SB, degree		0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00
Angle SR, degree		0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00
Shadow Zone		FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	NA	NA	FALSE	NA	NA	FALSE	FALSE	FALSE
Barrier Correction, dB(A) [b]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Distance Correction, dB(A) [c]		-2.66	-2.73	-2.73	-2.88	1.00	-4.76	NA	NA	-6.17	NA	NA	-2.14	-2.46	-2.03
View Angle Correction (CRN), dB(A) [d]		-12.92	-21.22	-26.83	-29.58	-42.53	-26.36	NA	NA	-25.92	NA	NA	-37.54	-33.66	-31.38
Deck Reflection Correction, dB(A) [e]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Time Correction (30min), dB(A) [f]		-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	NA	NA	-21.41	NA	NA	-21.41	-21.41	-21.41
Crossing Correction, dB(A) [g]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Track Deterioration Correction, dB(A) [h]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Facade Correction, dB(A) [i]		2.50	2.50	2.50	2.50	2.50	2.50	NA	NA	2.50	NA	NA	2.50	2.50	2.50
Correction for Wind Screen in Station, dB(A) [j]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Speed Correction, dB(A) [k]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Correction for No. of Car, dB(A) [l]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Other Corrections, dB(A)															
L_{Aeq} ([a] + [b] + [c] + [d] + [e] + [f] + [g] + [h] + [i] + [j] + [k] + [l])		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Intensity		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Cumulative Impact															
L_{Aeq}(30min)															
Track	LN11	LN12	LN13	LN14	LN15	LN16	LN17	LN18	LN19	LN20	LN21	LS1	LS2	LS3	
Preset Track Start Point (x)	818727.2	818693.4	818659.7	818644.7	818637.0	818599.1	818589.7	818576.1	818547.4	818513.1	818495.9	818698.7	818722.2	818750.1	
Preset Track Start Point (y)	834501.2	834464.3	834427.5	834410.8	834404.4	834396.6	834390.7	834371.7	834330.8	834294.4	834291.5	834797.5	834753.4	834702.7	
Preset Track End Point (x)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Preset Track End Point (y)	818763.1	818727.2	818693.4	818644.7	818637.0	818599.1	818589.7	818576.1	818547.4	818513.1	818495.9	818698.7	818722.2	818750.1	
Track Start Point (x)	818727.2	818693.4	818659.7	818644.7	818637.0	818599.1	818589.7	818576.1	818547.4	818513.1	818495.9	818698.7	818722.2	818750.1	
Track Start Point (y)	834501.2	834464.3	834427.5	834410.8	834404.4	834396.6	834390.7	834371.7	834330.8	834294.4	834291.5	83479			

Project	Project	RNIA for Section 16 Planning Application on Proposed Residential Institution for a period of 7 years in Lots 360 and 377 in D.D. 122, Ping Shan, N.T.
NSR ID	C11	
NSR (x)	818803.0865	
NSR (y)	834514.7837	
NSR (z)	9.90	
Scenario	Day time-unmitigated	
Receptor Type	North_2	
Noise Criterion, dB(A)	65	

DETAILED CALCULATIONS

Track ID	NA/BNA																		
	LS4	LS5	LS6	LS7	LS8	LS9	LS10	LS11	LS12	LS13	LS14	LS15	LS16	LS17	LS18	LS19	LS20	LS21	
Near Track / Far Track	Near	Near	Near	Near	Near	Near	Near	Near	Near	Near	Near								
Rolling Noise																			
SEL _{Reference} [a]	68.76	68.76	68.76	68.76	68.76	68.76	68.76	59.16	59.16	59.16	59.16	75.94	75.94	75.94	72.63	72.63	72.63	72.63	
Height of Receiver, mPD	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	
Height of Notional Noise Source, mPD	8.50	8.90	9.10	9.30	9.10	8.70	8.50	8.10	7.80	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m	1.30	1.30	1.30	1.30	1.30	1.30	1.30	0.00	0.00	1.30	1.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet Height, m	1.20	1.20	1.20	1.20	1.20	1.20	1.20	0.00	0.00	1.20	1.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Noise Barrier Height, m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD	9.70	10.10	10.30	10.50	10.30	9.90	9.70	0.00	0.00	8.80	8.80	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Horizontal Distance Between Notional Noise Source and NSR, m	39.70	29.63	9.79	9.78	26.28	37.36	41.62	41.70	40.79	40.90	43.48	118.38	58.48	64.86	102.10	NA	NA	NA	
View angle, degree	6.22	2.36	0.97	1.25	4.52	11.96	38.55	45.17	13.84	5.97	2.24	5.97	1.00	2.47	1.98	NA	NA	NA	
Acute angle, degree	18.81	17.36	6.51	7.62	24.93	46.49	81.31	57.45	27.08	17.23	14.05	34.55	14.49	19.88	14.31	19.88	NA	NA	
Slant Distance Between Notional Noise Source and Noise Barrier (SB), m	1.77	1.77	1.77	1.77	1.77	1.77	1.77	8.10	7.80	1.77	1.77	7.60	7.60	7.60	7.60	7.60	7.60	7.60	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m	38.40	28.33	8.50	8.50	24.99	36.06	40.32	42.86	41.98	39.61	42.19	118.79	59.32	65.61	102.58	NA	NA	NA	
Slant Distance Between Source and Receiver (SR) (d'), m	0.45	0.45	0.45	0.47	0.46	0.45	0.45	9.22	8.93	0.42	0.42	7.99	8.39	8.31	8.05	NA	NA	NA	
Path Length Difference (P.L.D.), m	42.71	42.71	42.71	42.71	42.71	42.71	42.71	#DIV/0!	#DIV/0!	42.71	42.71	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	NA	NA	NA	
Angle SB, degree	2.02	1.93	4.67	3.51	1.74	1.84	1.95	3.22	3.03	1.11	2.25	2.03	2.03	2.03	2.03	2.03	2.03	2.03	
Shadow Zone	TRUE	#DIV/0!	#DIV/0!	TRUE	TRUE	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	NA	NA	NA							
Barrier Correction, dB(A) [b]	#NAME?	0.00	0.00	#NAME?	#NAME?	0.00	0.00	0.00	0.00	0.00	0.00	0.00							
Distance Correction, dB(A) [c]	-2.01	-0.74	4.06	4.07	-0.22	-1.75	-2.22	-2.23	-2.13	-2.14	-2.41	-6.75	-3.69	-4.14	-6.11	NA	NA	NA	
View Angle Correction (CRN), dB(A) [d]	-21.43	-26.35	-38.60	-36.14	-20.51	-11.59	-3.97	-4.64	-14.94	-22.34	-28.36	-16.73	-31.60	-27.78	-25.98	NA	NA	NA	
Deck Reflection Correction, dB(A) [e]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Time Correction (30min), dB(A) [f]	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	NA	NA	NA	
Crossing Correction, dB(A) [g]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Track Deterioration Correction, dB(A) [h]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	NA	NA	NA	
Facade Correction, dB(A) [i]	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	NA	NA	NA	
Correction for Wind Screen in Station, dB(A) [j]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Speed Correction, dB(A) [k]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Correction for No. of Car, dB(A) [l]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Other Corrections, dB(A)																			
L_{Aeq} ([a] + [b] + [c] + [d] + [e] + [f] + [g] + [h] + [i] + [j] + [k] + [l])	0.00	0.00	0.00	0.00	0.00	0.00	0.00	36.38	26.18	0.00	0.00	36.54	24.74	28.10	24.63	0.00	0.00	0.00	
Intensity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4347.97	414.82	0.00	0.00	4511.18	297.68	648.14	290.12	0.00	0.00	0.00	

Track ID	AC Noise																		
	LS4	LS5	LS6	LS7	LS8	LS9	LS10	LS11	LS12	LS13	LS14	LS15	LS16	LS17	LS18	LS19	LS20	LS21	
AC Noise																			
SEL _{Reference} [a]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Height of Receiver, mPD	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	
Height of Notional Noise Source, mPD	12.50	12.90	13.10	13.30	13.10	12.70	12.50	12.10	11.80	11.60	11.60	11.60	11.60	11.60	11.60	11.60	11.60	11.60	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet Height, mPD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Noise Barrier Height, m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Horizontal Distance Between Notional Noise Source and NSR, m	39.70	29.63	9.79	9.78	26.28	37.36	41.62	41.70	40.79	40.90	43.48	118.38	58.48	64.86	102.10	NA	NA	NA	
View angle, degree	6.22	2.36	0.97	1.25	4.52	11.96	38.55	45.17	13.84	5.97	2.24	5.97	1.00	2.47	1.98	NA	NA	NA	
Acute angle, degree	18.81	17.36	6.51	7.62	24.93	46.49	81.31	57.45	27.08	17.23	14.05	34.55	14.49	19.88	14.31	19.88	NA	NA	
Slant Distance Between Notional Noise Source and Podium/Noise Barrier (SB), m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Slant Distance Between Source and Receiver (SR) (d'), m	39.79	29.78	10.30	10.36	26.48	37.47	41.70	41.76	40.84	40.93	43.51	118.39	58.51	64.88	102.12	NA	NA	NA	
Path Length Difference (P.L.D.), m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Angle SB, degree	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Angle SR, degree	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Shadow Zone	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	NA	NA	NA	
Barrier Correction, dB(A) [b]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Distance Correction, dB(A) [c]	-2.02	-0.76	3.85	3.83	-0.25	-1.76	-2.23	-2.23	-2.13	-2.14	-2.41	-6.75	-3.69	-4.14	-6.11	NA	NA	NA	
View Angle Correction (CRN), dB(A) [d]	-27.31	-28.36	-41.11	-39.07	-23.67	-15.65	-8.66	-12.96	-22.59	-28.45	-31.11	-19.45	-30.71	-30.87	-26.60	NA	NA	NA	
Deck Reflection Correction, dB(A) [e]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Time Correction (30min), dB(A) [f]	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	-21.41	NA	NA	NA	
Crossing Correction, dB(A) [g]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Track Deterioration Correction, dB(A) [h]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Facade Correction, dB(A) [i]	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	NA	NA	NA	
Correction for Wind Screen in Station, dB(A) [j]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Speed Correction, dB(A) [k]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Correction for No. of Car, dB(A) [l]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Other Corrections, dB(A)																			
L_{Aeq} ([a] + [b] + [c] + [d] + [e] + [f] + [g] + [h] + [i] + [j] + [k] + [l])	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Intensity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Cumulative Impact

Track	L _{Aeq} (30min)																		
	LS4	LS5	LS6	LS7	LS8	LS9	LS10	LS11	LS12	LS13	LS14	LS15	LS16	LS17	LS18	LS19	LS20	LS21	
Preset Track Start Point (x)	818773.1	818792.8	818797.9	818800.0	8														

Project	Project	RNIA for Section 16 Planning Application on Proposed Residential Institution for a period of 7 years in Lots 360 and 377 in D.D. 122, Ping Shan, N.T.
NSR ID	C01	
NSR (x)	818799.4820	
NSR (y)	834510.862	
NSR (z)	12.90	
Scenario	Night time-unmitigated	
Receptor Type	North	
Noise Criterion, dB(A)	55	

Track ID	NA/BNA														
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Near Track / Far Track	Near	Near	Near	Near	Far	Far	Far	Far	Far	Far	Far	Far	Far	Far	Far
Rolling Noise															
SEL _{Reference} [a]	81.40	81.40	81.40	81.40	77.25	77.25	77.25	76.04	76.04	76.04	76.04	76.04	76.04	76.04	76.04
Height of Receiver, mPD	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90
Height of Notional Noise Source, mPD	23.80	23.80	23.80	23.80	6.80	6.80	7.80	8.50	8.90	9.10	9.30	9.10	8.70	8.70	8.50
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m	1.30	1.30	1.30	1.30	0.00	0.00	0.00	6.50	6.50	6.50	6.50	6.50	6.50	6.50	6.50
Solid Parapet Height, m	1.20	1.20	1.20	1.20	0.00	0.00	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Noise Barrier Height, m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Solid Parapet & Noise Barrier Height, mPD	25.00	25.00	25.00	25.00	0.00	0.00	9.00	9.00	10.10	10.30	10.50	10.30	9.90	9.90	9.70
Horizontal Distance Between Notional Noise Source and NSR, m	31.10	28.98	30.39	35.31	48.15	40.30	37.70	39.44	26.59	6.61	12.25	28.68	41.18	46.27	46.27
View angle, degree	31.02	74.82	37.56	10.73	1.79	2.22	3.37	6.74	1.81	0.56	1.25	4.03	8.76	34.19	34.19
Acute angle, degree	37.10	85.16	43.33	23.51	10.03	10.24	12.29	18.00	15.13	4.22	8.97	25.01	45.10	75.75	75.75
Slant Distance Between Notional Noise Source and Noise Barrier (SB), m	1.77	1.77	1.77	1.77	6.80	7.20	6.61	6.61	6.61	6.61	6.61	6.61	6.61	6.61	6.61
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m	32.16	30.20	31.51	36.10	49.85	42.32	31.44	33.10	20.28	2.60	6.25	22.33	34.81	39.90	39.90
Slant Distance Between Source and Receiver (SR) (d'), m	32.96	30.96	32.29	36.96	48.54	40.70	38.04	39.69	26.89	7.63	12.76	28.93	41.40	46.48	46.48
Path Length Difference (P.L.D.), m	0.98	1.02	0.99	0.91	8.11	8.81	0.01	0.02	0.00	1.59	0.07	0.01	0.03	0.03	0.03
Angle SB, degree	42.71	42.71	42.71	42.71	#DIV/0!	#DIV/0!	10.46	10.46	10.46	10.46	10.46	10.46	10.46	10.46	10.46
Angle SR, degree	-19.31	-20.62	-19.73	-17.15	7.22	8.05	7.70	6.37	8.56	29.88	16.38	7.55	5.82	5.43	5.43
Shadow Zone	TRUE	TRUE	TRUE	TRUE	#DIV/0!	#DIV/0!	TRUE	TRUE	TRUE	FALSE	FALSE	TRUE	TRUE	TRUE	TRUE
Barrier Correction, dB(A) [b]	#NAME?	#NAME?	#NAME?	#NAME?	0.00	0.00	#NAME?								
Distance Correction, dB(A) [c]	-1.20	-0.93	-1.11	-1.70	-2.88	-2.12	-1.82	-2.01	-0.32	5.16	2.92	-0.63	-2.19	-2.69	-2.69
View Angle Correction (CRN), dB(A) [d]	-8.97	-1.46	-7.08	-17.20	-32.21	-31.10	-27.71	-21.44	-28.65	-44.78	-34.73	-20.99	-13.14	-4.62	-4.62
Deck Reflection Correction, dB(A) [e]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Time Correction (30min), dB(A) [f]	-22.55	-22.55	-22.55	-22.55	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01
Crossing Correction, dB(A) [g]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Track Deterioration Correction, dB(A) [h]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Facade Correction, dB(A) [i]	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Correction for Wind Screen in Station, dB(A) [j]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed Correction, dB(A) [k]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Correction for No. of Car, dB(A) [l]	0.51	0.51	0.51	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Corrections, dB(A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
L_{Aeq} ([a] + [b] + [c] + [d] + [e] + [f] + [g] + [h] + [i] + [j] + [k] + [l])	0.00	0.00	0.00	0.00	24.65	26.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Intensity	0.00	0.00	0.00	0.00	291.50	448.97	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Track ID	AC Noise														
	WS6	WS7	WS8	WS9	LN1	LN2	LN3	LN4	LN5	LN6	LN7	LN8	LN9	LN10	
Near Track / Far Track	Near	Near	Near	Near	Far										
SEL _{Reference} [a]	56.20	56.20	56.20	56.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Height of Receiver, mPD	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	
Height of Notional Noise Source, mPD	27.80	27.80	27.80	27.80	10.80	11.20	11.80	12.50	12.90	13.10	13.30	13.10	12.70	12.50	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet Height, mPD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Noise Barrier Height, m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Horizontal Distance Between Notional Noise Source and NSR, m	31.10	28.98	30.39	35.31	48.15	40.30	37.70	39.44	26.59	6.61	12.25	28.68	41.18	46.27	
View angle, degree	31.02	74.82	37.56	10.73	1.79	2.22	3.37	6.74	1.81	0.56	1.25	4.03	8.76	34.19	
Acute angle, degree	37.10	85.16	43.33	23.51	10.03	10.24	12.29	18.00	15.13	4.22	8.97	25.01	45.10	75.75	
Slant Distance Between Notional Noise Source and Podium/Noise Barrier (SB), m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Slant Distance Between Source and Receiver (SR) (d'), m	34.49	32.58	33.85	38.33	48.20	40.34	37.71	39.44	26.59	6.62	12.25	28.68	41.18	46.28	
Path Length Difference (P.L.D.), m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Angle SB, degree	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Angle SR, degree	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Shadow Zone	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
Barrier Correction, dB(A) [b]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Distance Correction, dB(A) [c]	-1.40	-1.15	-1.32	-1.86	-2.95	-2.08	-1.79	-1.98	-0.27	5.77	3.10	-0.60	-2.17	-2.67	
View Angle Correction (CRN), dB(A) [d]	-18.53	-8.10	-16.54	-24.43	-35.49	-35.23	-32.85	-27.88	-30.14	-46.77	-36.94	-23.63	-16.04	-9.52	
Deck Reflection Correction, dB(A) [e]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Time Correction (30min), dB(A) [f]	-22.55	-22.55	-22.55	-22.55	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	
Crossing Correction, dB(A) [g]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Track Deterioration Correction, dB(A) [h]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Facade Correction, dB(A) [i]	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	
Correction for Wind Screen in Station, dB(A) [j]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed Correction, dB(A) [k]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Correction for No. of Car, dB(A) [l]	0.51	0.51	0.51	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Other Corrections, dB(A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L_{Aeq} ([a] + [b] + [c] + [d] + [e] + [f] + [g] + [h] + [i] + [j] + [k] + [l])	16.73	27.41	18.80	10.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Intensity	47.08	550.81	75.83	10.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Track	Cumulative Impact														
	WS6	WS7	WS8	WS9	LN1	LN2	LN3	LN4	LN5	LN6	LN7	LN8	LN9	LN10	
Preset Track Start Point (x)	818850.9	818803.9	818767.5	818729.1	818719.7	818742.8	818765.2	818788.2	818792.5	818794.2	818793.3	818789.7	818783.1	818763.1	
Preset Track Start Point (y)	834577.9	834549.8	834523.6	834490.8	834752.1	834707.7	834663.1	834618.5	834606.9	834595.0	834584.0	834573.2	834562.5	834539.5	
Preset Track End Point (x)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Preset Track End Point (y)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Track Start Point (x)	818850.9	818803.9	818767.5	818729.1	818719.7	818742.8	818765.2	818788.2	818792.5	818794.2	818793.3	818789.7	818783.1	818763.1	
Track Start Point (y)	834577.9	834549.8	834523.6	834490.8	834752.1	834707.7	834663.1	834618.5	834606.9	834595.0	834584.0	834573.2	834562.5	834539.5	
Track End Point (x)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Track End Point (y)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Track Slope (s)	0.6	0.7	0.9	1.0	-1.8	-1.9	-2.0	-1.9	-2.7	-7.0	12.0	3.1	1.6	1.1	
Projection Point															
Projection Point (x)	818783.5	818782.6	818779.8	818774.6	81										

Project	Project	RNIA for Section 16 Planning Application on Proposed Residential Institution for a period of 7 years in Lots 360 and 377 in D.D. 122, Ping Shan, N.T.
NSR ID	C01	
NSR (x)	818799.4820	
NSR (y)	834510.862	
NSR (z)	12.90	
Scenario	Night time-unmitigated	
Receptor Type	North	
Noise Criterion, dB(A)	55	

Track ID	DETAILED CALCULATIONS														
	NA/BNA	0	0	0	0	0	0	NA	NA	0	NA	NA	0	0	0
Near Track / Far Track		Far	Far	Far	Far	Far	Far	Far	Far	Far	Far	Far	Near	Near	Near
Rolling Noise															
SEL _{Reference} [a]		61.20	61.20	61.20	61.20	61.20	75.94	0.00	0.00	72.63	72.63	72.63	80.57	80.57	80.57
Height of Receiver, mPD		12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90
Height of Notional Noise Source, mPD		8.10	7.80	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	6.80	7.20	7.80
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		0.00	0.00	6.50	6.50	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	1.30
Solid Parapet Height, m		0.00	0.00	1.20	1.20	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	1.20
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Solid Parapet & Noise Barrier Height, mPD		0.00	0.00	8.80	8.80	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	9.00
Horizontal Distance Between Notional Noise Source and NSR, m		46.16	46.83	46.83	48.40	20.53	71.61	NA	NA	102.86	NA	NA	45.94	49.08	44.83
View angle, degree		45.77	16.09	7.13	2.08	0.33	3.54	NA	NA	3.62	NA	NA	1.70	3.23	4.33
Acute angle, degree		62.15	31.90	20.29	16.27	6.23	19.86	NA	NA	21.20	NA	NA	9.54	12.73	15.24
Slant Distance Between Notional Noise Source and Noise Barrier (SB), m		8.10	7.80	6.61	6.61	7.60	7.60	NA	NA	7.20	NA	NA	6.80	7.20	1.77
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		47.93	48.57	40.54	42.10	24.25	72.77	NA	NA	103.66	NA	NA	47.71	50.75	43.71
Slant Distance Between Source and Receiver (SR) (d'), m		46.41	47.11	47.13	48.69	21.21	71.81	NA	NA	102.99	NA	NA	46.34	49.41	45.12
Path Length Difference (P.L.D.), m		9.62	9.27	0.02	0.02	10.64	8.56	NA	NA	8.27	NA	NA	8.17	8.54	0.35
Angle SB, degree		#DIV/0!	#DIV/0!	10.46	10.46	#DIV/0!	#DIV/0!	NA	NA	#DIV/0!	NA	NA	#DIV/0!	#DIV/0!	42.71
Angle SR, degree		5.94	6.22	6.46	6.25	14.47	4.23	NA	NA	2.95	NA	NA	7.56	6.62	6.49
Shadow Zone		#DIV/0!	#DIV/0!	TRUE	TRUE	#DIV/0!	#DIV/0!	NA	NA	#DIV/0!	NA	NA	#DIV/0!	#DIV/0!	TRUE
Barrier Correction, dB(A) [b]		0.00	0.00	#NAME?	#NAME?	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	#NAME?
Distance Correction, dB(A) [c]		-2.69	-2.75	-2.75	-2.90	0.71	-4.58	NA	NA	-6.15	NA	NA	-2.68	-2.96	-2.56
View Angle Correction (CRN), dB(A) [d]		-4.20	-13.00	-20.20	-27.44	-43.68	-23.45	NA	NA	-32.82	NA	NA	-32.87	-27.59	-24.79
Deck Reflection Correction, dB(A) [e]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Time Correction (30min), dB(A) [f]		-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	NA	NA	-23.01	NA	NA	-23.01	-23.01	-23.01
Crossing Correction, dB(A) [g]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Track Deterioration Correction, dB(A) [h]		3.00	3.00	3.00	3.00	3.00	3.00	NA	NA	3.00	NA	NA	3.00	3.00	3.00
Facade Correction, dB(A) [i]		2.50	2.50	2.50	2.50	2.50	2.50	NA	NA	2.50	NA	NA	2.50	2.50	2.50
Correction for Wind Screen in Station, dB(A) [j]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Speed Correction, dB(A) [k]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Correction for No. of Car, dB(A) [l]		0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Other Corrections, dB(A)															
L_{Aeq} [(a) + (b) + (c) + (d) + (e) + (f) + (g) + (h) + (i) + (j) + (k) + (l)]		36.81	27.94	0.00	0.00	0.72	30.40	0.00	0.00	26.15	0.00	0.00	27.52	32.51	0.00
Intensity		4792.14	622.32	0.00	0.00	1.18	1095.52	0.00	0.00	412.34	0.00	0.00	564.38	1782.75	0.00

Track ID	AC Noise														
	LN11	LN12	LN13	LN14	LN15	LN16	LN17	LN18	LN19	LN20	LN21	LS1	LS2	LS3	
Rolling Noise Overall L_{Aeq}															
SEL _{Reference} [a]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Height of Receiver, mPD	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	
Height of Notional Noise Source, mPD	12.10	11.80	11.60	11.60	11.60	11.60	11.60	11.60	11.60	11.60	11.60	10.80	11.20	11.80	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00	
Solid Parapet Height, mPD	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00	
Noise Barrier Height, m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00	
Horizontal Distance Between Notional Noise Source and NSR, m	46.16	46.83	46.83	48.40	20.53	71.61	NA	NA	102.86	NA	NA	45.94	49.08	44.83	
View angle, degree	45.77	16.09	7.13	2.08	0.33	3.54	NA	NA	3.62	NA	NA	1.70	3.23	4.33	
Acute angle, degree	62.15	31.90	20.29	16.27	6.23	19.86	NA	NA	21.20	NA	NA	9.54	12.73	15.24	
Slant Distance Between Notional Noise Source and Podium/Noise Barrier (SB), m	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00	
Slant Distance Between Source and Receiver (SR) (d'), m	46.16	46.84	46.85	48.42	20.57	71.63	NA	NA	102.86	NA	NA	45.99	49.11	44.85	
Path Length Difference (P.L.D.), m	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00	
Angle SB, degree	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00	
Angle SR, degree	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00	
Shadow Zone	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	NA	NA	FALSE	NA	NA	FALSE	FALSE	
Barrier Correction, dB(A) [b]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00	
Distance Correction, dB(A) [c]	-2.66	-2.73	-2.73	-2.87	0.85	-4.57	NA	NA	-6.14	NA	NA	-2.65	-2.93	-2.54	
View Angle Correction (CRN), dB(A) [d]	-11.98	-20.48	-26.33	-29.20	-41.69	-26.61	NA	NA	-25.77	NA	NA	-36.14	-32.39	-30.05	
Deck Reflection Correction, dB(A) [e]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00	
Time Correction (30min), dB(A) [f]	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	NA	NA	-23.01	NA	NA	-23.01	-23.01	-23.01	
Crossing Correction, dB(A) [g]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00	
Track Deterioration Correction, dB(A) [h]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Facade Correction, dB(A) [i]	2.50	2.50	2.50	2.50	2.50	2.50	NA	NA	2.50	NA	NA	2.50	2.50	2.50	
Correction for Wind Screen in Station, dB(A) [j]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00	
Speed Correction, dB(A) [k]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Correction for No. of Car, dB(A) [l]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00	
Other Corrections, dB(A)															
L_{Aeq} [(a) + (b) + (c) + (d) + (e) + (f) + (g) + (h) + (i) + (j) + (k) + (l)]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Intensity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Track	Cumulative Impact														
	LN11	LN12	LN13	LN14	LN15	LN16	LN17	LN18	LN19	LN20	LN21	LS1	LS2	LS3	
L_{Aeq}(30min)															
Preset Track Start Point (x)	818727.2	818693.4	818659.7	818644.7	818637.0	818599.1	818589.7	818576.1	818547.4	818513.1	818495.9	818698.7	818722.2	818750.1	
Preset Track Start Point (y)	834501.2	834464.3	834427.5	834410.8	834404.4	834396.6	834390.7	834371.7	834330.8	834294.4	834291.5	834797.5	834753.4	834702.7	
Preset Track End Point (x)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Preset Track End Point (y)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Track Start Point (x)	818727.2	818693.4	818659.7	818644.7	818637.0	818599.1	818589.7	818576.1	818547.4	818513.1	818495.9	818698.7	818722.2	818750.1	
Track Start Point (y)	834501.2	834464.3	834427.5	834410.8	834404.4	834396.6	834390.7	834371.7	834330.8	834294.4	834291.5	834797.5	834753.4	834702.7	
Track End Point (x)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Track End Point (y)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Track Slope (s)	1.1	1.1	1.1</												

Project RNI for Section 16 Planning Application on Proposed Residential Institution for a period of 7 years in Lots 360 and 377 in D.D. 122, Ping Shan, N.T.

Project	
NSR ID	C01
NSR (x)	818799.4820
NSR (y)	834510.862
NSR (z)	12.90
Scenario	Night time-unmitigated
Receptor Type	North
Noise Criterion, dB(A)	55

DETAILED CALCULATIONS

Track ID	NA/BNA																		
	LS4	LS5	LS6	LS7	LS8	LS9	LS10	LS11	LS12	LS13	LS14	LS15	LS16	LS17	LS18	LS19	LS20	LS21	
Near Track / Far Track	Near	Near	Near	Near	Near	Near	Near	Near	Near	Near	Near								
Rolling Noise																			
SEL _{Reference} [a]	68.76	68.76	68.76	68.76	68.76	68.76	68.76	59.16	59.16	59.16	59.16	75.94	75.94	75.94	72.63	72.63	72.63	72.63	
Height of Receiver, mPD	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	
Height of Notional Noise Source, mPD	8.50	8.90	9.10	9.30	9.10	8.70	8.50	8.10	7.80	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m	1.30	1.30	1.30	1.30	1.30	1.30	1.30	0.00	0.00	0.00	0.00	1.30	1.30	1.30	0.00	0.00	0.00	0.00	
Solid Parapet Height, m	1.20	1.20	1.20	1.20	1.20	1.20	1.20	0.00	0.00	0.00	0.00	1.20	1.20	1.20	0.00	0.00	0.00	0.00	
Noise Barrier Height, m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD	9.70	10.10	10.30	10.50	10.30	9.90	9.70	0.00	0.00	0.00	0.00	8.80	8.80	0.00	0.00	0.00	0.00	0.00	
Horizontal Distance Between Notional Noise Source and NSR, m	44.71	34.43	13.97	6.52	24.17	36.43	41.57	41.59	40.77	40.86	43.36	116.05	57.62	63.02	99.60	NA	NA	NA	
View angle, degree	6.63	2.54	1.27	0.75	3.71	10.38	36.79	49.91	15.39	6.43	2.37	6.16	1.03	2.49	2.00	NA	NA	NA	
Acute angle, degree	20.68	19.52	8.92	4.82	21.47	41.83	74.98	62.29	28.78	17.92	14.44	34.78	14.61	14.19	19.74	NA	NA	NA	
Slant Distance Between Notional Noise Source and Noise Barrier (SB), m	1.77	1.77	1.77	1.77	1.77	1.77	1.77	7.80	7.80	7.80	7.80	7.60	7.60	7.60	7.60	7.60	7.60	7.60	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m	43.53	33.25	12.94	5.74	23.01	35.26	40.40	43.55	42.76	39.78	42.26	116.77	59.05	64.32	100.43	NA	NA	NA	
Slant Distance Between Source and Receiver (SR) (d'), m	0.37	0.36	0.33	0.07	0.32	0.36	0.36	9.78	9.47	0.34	0.35	8.19	8.78	8.68	8.29	NA	NA	NA	
Path Length Difference (P.L.D.), m	42.71	42.71	42.71	42.71	42.71	42.71	42.71	#DIV/0!	#DIV/0!	42.71	42.71	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	NA	NA	NA	
Angle SB, degree	5.62	6.63	15.21	28.92	8.94	6.58	6.04	7.39	6.97	2.61	5.25	4.81	3.05	NA	NA	NA	NA	NA	
Angle SR, degree	TRUE	#DIV/0!	#DIV/0!	TRUE	TRUE	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	NA	NA	NA							
Shadow Zone	TRUE	#DIV/0!	#DIV/0!	TRUE	TRUE	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	NA	NA	NA							
Barrier Correction, dB(A) [b]	#NAME?	0.00	0.00	#NAME?	#NAME?	0.00	0.00	0.00	0.00	NA	NA	NA							
Distance Correction, dB(A) [c]	-2.55	-1.42	2.37	5.26	0.09	-1.66	-2.23	-2.24	-2.16	-2.17	-2.42	-6.67	-3.64	-4.03	-6.01	NA	NA	NA	
View Angle Correction (CRN), dB(A) [d]	-20.37	-25.03	-34.71	-42.31	-22.60	-12.93	-4.35	-3.84	-13.99	-21.69	-27.88	-16.54	-31.39	-27.80	-25.99	NA	NA	NA	
Deck Reflection Correction, dB(A) [e]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Time Correction (30min), dB(A) [f]	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	NA	NA	NA	
Crossing Correction, dB(A) [g]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Track Deterioration Correction, dB(A) [h]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	NA	NA	NA	
Façade Correction, dB(A) [i]	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	NA	NA	NA	
Correction for Wind Screen in Station, dB(A) [j]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Speed Correction, dB(A) [k]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Correction for No. of Car, dB(A) [l]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Other Corrections, dB(A)																			
L _{Aeq} ((a) + (b) + (c) + (d) + (e) + (f) + (g) + (h) + (i) + (j) + (k) + (l))	0.00	0.00	0.00	0.00	0.00	0.00	0.00	35.57	25.50	0.00	0.00	35.21	23.40	26.60	23.12	0.00	0.00	0.00	
Intensity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3603.37	355.17	0.00	0.00	3322.63	218.57	457.02	204.94	0.00	0.00	0.00	

Track ID	AC Noise																		
	LS4	LS5	LS6	LS7	LS8	LS9	LS10	LS11	LS12	LS13	LS14	LS15	LS16	LS17	LS18	LS19	LS20	LS21	
Rolling Noise Overall L_{Aeq}																			
SEL _{Reference} [a]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Height of Receiver, mPD	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	
Height of Notional Noise Source, mPD	12.50	12.90	13.10	13.30	13.10	12.70	12.50	12.10	11.80	11.60	11.60	11.60	11.60	11.60	11.60	11.60	11.60	11.60	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Solid Parapet Height, mPD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Noise Barrier Height, m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Solid Parapet & Noise Barrier Height, mPD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Horizontal Distance Between Notional Noise Source and NSR, m	44.71	34.43	13.97	6.52	24.17	36.43	41.57	41.59	40.77	40.86	43.36	116.05	57.62	63.02	99.60	NA	NA	NA	
View angle, degree	6.63	2.54	1.27	0.75	3.71	10.38	36.79	49.91	15.39	6.43	2.37	6.16	1.03	2.49	2.00	NA	NA	NA	
Acute angle, degree	20.68	19.52	8.92	4.82	21.47	41.83	74.98	62.29	28.78	17.92	14.44	34.78	14.61	14.19	19.74	NA	NA	NA	
Slant Distance Between Notional Noise Source and Podium/Noise Barrier (SB), m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Slant Distance Between Source and Receiver (SR) (d'), m	44.71	34.43	13.98	6.53	24.17	36.43	41.57	41.60	40.78	40.89	43.38	116.06	57.64	63.03	99.61	NA	NA	NA	
Path Length Difference (P.L.D.), m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Angle SB, degree	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Angle SR, degree	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Shadow Zone	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	NA	NA	NA	
Barrier Correction, dB(A) [b]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Distance Correction, dB(A) [c]	-2.52	-1.39	2.53	5.83	0.15	-1.64	-2.21	-2.13	-2.14	-2.39	-6.67	-3.63	-4.02	-6.00	NA	NA	NA	NA	
View Angle Correction (CRN), dB(A) [d]	-26.09	-26.84	-37.02	-45.05	-25.60	-17.00	-9.65	-11.95	-21.81	-27.95	-30.75	-19.36	-30.60	-30.98	-26.69	NA	NA	NA	
Deck Reflection Correction, dB(A) [e]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Time Correction (30min), dB(A) [f]	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	-23.01	NA	NA	NA	
Crossing Correction, dB(A) [g]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Track Deterioration Correction, dB(A) [h]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Façade Correction, dB(A) [i]	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	NA	NA	NA	
Correction for Wind Screen in Station, dB(A) [j]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Speed Correction, dB(A) [k]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Correction for No. of Car, dB(A) [l]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Other Corrections, dB(A)																			
L _{Aeq} ((a) + (b) + (c) + (d) + (e) + (f) + (g) + (h) + (i) + (j) + (k) + (l))	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Intensity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AC Noise Overall L_{Aeq} Cumulative Impact

Track	LS4	LS5	LS6	LS7	LS8	LS9	LS10	LS11	LS12	LS13	LS14	LS15	LS16	LS17	LS18	LS19	LS20	LS21
	Preset Track Start Point (x)	818773.1	818792.8	818797.9	8													

Project	RNIA for Section 16 Planning Application on Proposed Residential 1 Institution for a period of 7 years in Lots 360 and 377 in D.D. 122, Ping Shan, N.T.
NSR ID	CO1
NSR (x)	818799.4820
NSR (y)	834510.862
NSR (z)	12.90
Scenario	Lmax
Receptor Type	North
Noise Criterion dB(A)	85

DETAILED CALCULATIONS

Track ID	NA/BNA	NA					0					NA				
		WN1	WN2	WN3	WN4	WN5	WN6	WN7	WN8	WN9	WS1	WS2	WS3	WS4	WS5	
Track ID	NA/BNA	NA	NA	NA	NA	0	0	0	0	0	NA	NA	NA	NA	0	
Near Track / Far Track		Far	Far	Far	Far	Far	Far	Far	Far	Far	Near	Near	Near	Near	Near	
Rolling Noise																
SEL _{Reference} [a]		61.00	61.00	61.00	61.00	61.00	61.00	61.00	61.00	61.00	61.00	61.00	61.00	61.00	61.00	
Height of Receiver, mPD		12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	
Height of Notional Noise Source, mPD		23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		NA	NA	NA	NA	1.30	1.30	1.30	1.30	1.30	NA	NA	NA	NA	1.30	
Solid Parapet Height, m		NA	NA	NA	NA	1.20	1.20	1.20	1.20	1.20	NA	NA	NA	NA	1.20	
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD		#VALUE!	#VALUE!	#VALUE!	#VALUE!	25.00	25.00	25.00	25.00	25.00	#VALUE!	#VALUE!	#VALUE!	#VALUE!	25.00	
Horizontal Distance Between Notional Noise Source and NSR, m		NA	NA	NA	NA	111.55	73.10	47.89	61.70	99.88	NA	NA	NA	NA	87.38	
View angle, degree		NA	NA	NA	NA	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	NA	0.00	
Acute angle, degree		NA	NA	NA	NA	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	NA	0.00	
Slant Distance Between Notional Noise Source and Noise Barrier (SB), m		NA	NA	NA	NA	1.77	1.77	1.77	1.77	1.77	NA	NA	NA	NA	1.77	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		NA	NA	NA	NA	110.92	72.81	48.13	61.60	99.32	NA	NA	NA	NA	86.93	
Slant Distance Between Source and Receiver (SR) (d'), m		NA	NA	NA	NA	112.09	73.91	49.11	62.66	100.48	NA	NA	NA	NA	88.06	
Path Length Difference (P.L.D.), m		NA	NA	NA	NA	0.60	0.67	0.79	0.71	0.62	NA	NA	NA	NA	0.64	
Angle SB, degree		NA	NA	NA	NA	42.71	42.71	42.71	42.71	42.71	NA	NA	NA	NA	42.71	
Angle SR, degree		NA	NA	NA	NA	-5.58	-8.48	-12.82	-10.02	-6.23	NA	NA	NA	NA	-7.11	
Shadow Zone		NA	NA	NA	NA	TRUE	TRUE	TRUE	TRUE	TRUE	NA	NA	NA	NA	TRUE	
Barrier Correction, dB(A) [b]		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Distance Correction, dB(A) [c]		NA	NA	NA	NA	-6.52	-4.71	-2.93	-3.99	-6.04	NA	NA	NA	NA	-5.47	
View Angle Correction (CRN), dB(A) [d]		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Deck Reflection Correction, dB(A) [e]		NA	NA	NA	NA	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	NA	0.00	
Time Correction (30min), dB(A) [f]		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Crossing Correction, dB(A) [g]		NA	NA	NA	NA	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	NA	0.00	
Track Deterioration Correction, dB(A) [h]		NA	NA	NA	NA	3.00	3.00	3.00	3.00	3.00	NA	NA	NA	NA	3.00	
Facade Correction, dB(A) [i]		NA	NA	NA	NA	2.50	2.50	2.50	2.50	2.50	NA	NA	NA	NA	2.50	
Correction for Wind Screen in Station, dB(A) [j]		NA	NA	NA	NA	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	NA	0.00	
Speed Correction, dB(A) [k]		NA	NA	NA	NA	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	NA	0.00	
Correction for No. of Car, dB(A) [l]		NA	NA	NA	NA	0.51	0.51	0.51	0.51	0.51	NA	NA	NA	NA	0.51	
Other Corrections, dB(A)																
L _{max} ([a] + [b] + [c] + [d] + [e] + [f] + [g] + [h] + [i] + [j] + [k] + [l])		0.00	0.00	0.00	0.00	60.49	62.30	64.07	63.02	60.97	0.00	0.00	0.00	0.00	61.54	
Intensity		0.00	0.00	0.00	0.00	1119646.70	1698046.28	2555407.55	2032834.02	1249016.27	0.00	0.00	0.00	0.00	1425121.44	
Rolling Noise Overall L _{Aeq}		80.67														
AC Noise																
SEL _{Reference} [a]		48.80	48.80	48.80	48.80	48.80	48.80	48.80	48.80	48.80	48.80	48.80	48.80	48.80	48.80	
Height of Receiver, mPD		12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	
Height of Notional Noise Source, mPD		27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		NA	NA	NA	NA	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	NA	0.00	
Solid Parapet Height, mPD		NA	NA	NA	NA	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	NA	0.00	
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD		#VALUE!	#VALUE!	#VALUE!	#VALUE!	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	#VALUE!	0.00	
Horizontal Distance Between Notional Noise Source and NSR, m		NA	NA	NA	NA	111.55	73.10	47.89	61.70	99.88	NA	NA	NA	NA	87.38	
View angle, degree		NA	NA	NA	NA	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	NA	0.00	
Acute angle, degree		NA	NA	NA	NA	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	NA	0.00	
Slant Distance Between Notional Noise Source and Podium/Noise Barrier (SB), m		#VALUE!	#VALUE!	#VALUE!	#VALUE!	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	#VALUE!	0.00	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		#VALUE!	#VALUE!	#VALUE!	#VALUE!	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	#VALUE!	0.00	
Slant Distance Between Source and Receiver (SR) (d'), m		NA	NA	NA	NA	112.54	74.60	50.15	63.48	100.99	NA	NA	NA	NA	88.64	
Path Length Difference (P.L.D.), m		#VALUE!	#VALUE!	#VALUE!	#VALUE!	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	#VALUE!	0.00	
Angle SB, degree		#VALUE!	#VALUE!	#VALUE!	#VALUE!	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	#VALUE!	0.00	
Angle SR, degree		#VALUE!	#VALUE!	#VALUE!	#VALUE!	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	#VALUE!	0.00	
Shadow Zone		NA	NA	NA	NA	FALSE	FALSE	FALSE	FALSE	FALSE	NA	NA	NA	NA	FALSE	
Barrier Correction, dB(A) [b]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Distance Correction, dB(A) [c]		NA	NA	NA	NA	-6.52	-4.71	-3.02	-4.05	-6.06	NA	NA	NA	NA	-5.50	
View Angle Correction (CRN), dB(A) [d]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Deck Reflection Correction, dB(A) [e]		NA	NA	NA	NA	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	NA	0.00	
Time Correction (30min), dB(A) [f]		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Crossing Correction, dB(A) [g]		NA	NA	NA	NA	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	NA	0.00	
Track Deterioration Correction, dB(A) [h]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Facade Correction, dB(A) [i]		NA	NA	NA	NA	2.50	2.50	2.50	2.50	2.50	NA	NA	NA	NA	2.50	
Correction for Wind Screen in Station, dB(A) [j]		NA	NA	NA	NA	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	NA	0.00	
Speed Correction, dB(A) [k]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Correction for No. of Car, dB(A) [l]		NA	NA	NA	NA	0.51	0.51	0.51	0.51	0.51	NA	NA	NA	NA	0.51	
Other Corrections, dB(A)																
L _{max} ([a] + [b] + [c] + [d] + [e] + [f] + [g] + [h] + [i] + [j] + [k] + [l])		0.00	0.00	0.00	0.00	45.28	47.06	48.79	47.76	45.75	0.00	0.00	0.00	0.00	46.31	
Intensity		0.00	0.00	0.00	0.00	33710.64	50856.63	75652.67	59768.65	3758.34	0.00	0.00	0.00	0.00	42799.98	
AC Noise Overall L _{Aeq}		57.70														
Cumulative Impact																
L _{Aeq(30min)}		80.69	0.69 at 9.9mPD													
Track																
Track		WN1	WN2	WN3	WN4	WN5	WN6	WN7	WN8	WN9	WS1	WS2	WS3	WS4	WS5	
Preset Track Start Point (x)		819032.7	818983.2	818936.1	818888.7	818842.6	818799.3	818758.1	818720.1	818683.4	819072.5	819034.9	818986.2	818942.3	818893.6	
Preset Track Start Point (y)		834655.8	834646.2	834632.9	834615.3	834593.3	834568.2	834539.8	834507.4	834473.5	834647.0	834641.6	834631.1	834617.9	834598.8	
Preset Track End Point (x)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Preset Track End Point (y)		819070.6	818932.7	818888.7	818842.6	818799.3	818758.1	818720.1	818683.4	819034.9	819034.9	818986.2	818942.3	818893.6	818850.9	
Preset Track End Point (z)		834660.3	834655.8	834646.2	834632.9	834615.3	834593.3	834568.2	834539.8	834507.4	834641.6	834631.1	834617.9	834598.8	834577.9	
Track Start Point (x)		819032.7	818983.2	818936.1	818888.7	818842.6	818799.3	818758.1	818720.1	818683.4	819072.5	819034.9	818986.2	818942.3	818893.6	
Track Start Point (y)		834655.8	834646.2	834632.9	834615.3	834593.3	834568.2	834539.8	834507.4	834473.5	834647.0	834641.6	834631.1	834617.9	834598.8	
Track Start Point (z)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Track End Point (x)		819070.6	818932.7	818888.7	818842.6	818799.3	818758.1	818720.1	818683.4	819034.9	819034.9	818986.2	818942.3	818893.6	818850.9	
Track End Point (y)		834660.3	834655.8	834646.2	834632.9	834615.3	834593.3	834568.2	834539.8	834507.4	834641.6	834631.1	834617.9	834598.8	834577.9	
Track End Point (z)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Track Slope (s)		0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.9	0.9	0.1	0.2	0.3	0.4	0.5	
Midpoint																
Midpoint of the Track (x)		819051.6	819007.9	818959.7	818912.4	818862.6	818820.9	818778.7	818739.1	818701.7	819053.7	819010.6	818964.3	818918.0	818853.8	
Midpoint of the Track (y)		834658.1	834615.0	834639.6	834624.1	834602.8	834580.7	834554.0	834523.6	834490.4	834644.3	834				

Project	Project	RNIA for Section 16 Planning Application on Proposed Residential Institution for a period of 7 years in Lots 360 and 377 in D.D. 122, Ping Shan, N.T.
NSR ID	C01	
NSR (x)	818799.4820	
NSR (y)	834510.862	
NSR (z)	12.90	
Scenario	Lmax	
Receptor Type	North	
Noise Criterion, dB(A)	85	

DETAILED CALCULATIONS

Track ID	NA/BNA	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Near Track / Far Track		WS6	WS7	WS8	WS9	LN1	LN2	LN3	LN4	LN5	LN6	LN7	LN8	LN9	LN10
Rolling Noise															
SEL _{Reference} [a]		61.00	61.00	61.00	61.00	73.08	73.08	73.08	75.65	75.65	75.65	75.65	75.65	75.65	75.65
Height of Receiver, mPD		12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90
Height of Notional Noise Source, mPD		23.80	23.80	23.80	23.80	6.80	6.80	7.80	8.80	8.90	9.10	9.30	9.10	8.70	8.50
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		1.30	1.30	1.30	1.30	0.00	0.00	0.00	6.50	6.50	6.50	6.50	6.50	6.50	6.50
Solid Parapet Height, m		1.20	1.20	1.20	1.20	0.00	0.00	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Solid Parapet & Noise Barrier Height, mPD		25.00	25.00	25.00	25.00	0.00	0.00	9.00	9.70	10.10	10.30	10.50	10.30	9.90	9.70
Horizontal Distance Between Notional Noise Source and NSR, m		59.88	29.24	51.28	92.87	278.68	229.43	180.41	131.94	102.21	90.29	78.89	68.24	58.49	48.05
View angle, degree		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Acute angle, degree		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Slant Distance Between Notional Noise Source and Noise Barrier (SB), m		1.77	1.77	1.77	1.77	6.80	7.20	6.61	6.61	6.61	6.61	6.61	6.61	6.61	6.61
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		59.81	30.44	51.42	92.37	278.97	229.80	173.95	125.48	95.76	83.83	72.42	61.80	52.07	41.67
Slant Distance Between Source and Receiver (SR) (d'), m		60.86	31.20	52.42	93.51	278.74	229.50	180.48	132.01	102.29	90.37	78.97	68.35	58.64	48.25
Path Length Difference (P.L.D.), m		0.72	1.01	0.77	0.63	7.03	7.49	0.08	0.08	0.07	0.07	0.07	0.06	0.05	0.03
Angle SB, degree		42.71	42.71	42.71	42.71	#DIV/0!	#DIV/0!	10.46	10.46	10.46	10.46	10.46	10.46	10.46	10.46
Angle SR, degree		-10.32	-20.45	-12.00	-6.69	1.25	1.42	1.62	1.91	2.24	2.61	3.19	3.19	4.11	5.23
Shadow Zone		TRUE	TRUE	TRUE	TRUE	#DIV/0!	#DIV/0!	TRUE							
Barrier Correction, dB(A) [b]		NA													
Distance Correction, dB(A) [c]		-3.86	-0.96	-3.22	-5.73	-10.47	-9.63	-8.58	-7.23	-6.12	-5.58	-5.00	-4.37	-3.70	-2.86
View Angle Correction (CRN), dB(A) [d]		NA													
Deck Reflection Correction, dB(A) [e]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Time Correction (30min), dB(A) [f]		NA													
Crossing Correction, dB(A) [g]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Track Deterioration Correction, dB(A) [h]		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
Facade Correction, dB(A) [i]		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Correction for Wind Screen in Station, dB(A) [j]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed Correction, dB(A) [k]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Correction for No. of Car, dB(A) [l]		0.51	0.51	0.51	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Corrections, dB(A)															
L_{Aeq} ([a] + [b] + [c] + [d] + [e] + [f] + [g] + [h] + [i] + [j] + [k] + [l])		63.14	66.04	63.79	61.28	68.11	68.95	70.00	73.92	75.03	75.57	76.15	76.78	77.44	78.29
Intensity		2061970.61	4021979.43	2393878.78	1342075.59	6468350.02	7856086.99	9989934.68	24658764.39	31822855.07	36020154.90	41222693.73	47628655.02	55515368.46	67466671.00

Rolling Noise Overall L _{Aeq}	AC Noise	WS6	WS7	WS8	WS9	LN1	LN2	LN3	LN4	LN5	LN6	LN7	LN8	LN9	LN10
SEL _{Reference} [a]		48.80	48.80	48.80	48.80	--	--	--	--	--	--	--	--	--	--
Height of Receiver, mPD		12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90
Height of Notional Noise Source, mPD		27.80	27.80	27.80	27.80	10.80	11.20	11.80	12.50	12.90	13.10	13.30	13.10	12.70	12.50
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Solid Parapet Height, mPD		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Solid Parapet & Noise Barrier Height, mPD		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Horizontal Distance Between Notional Noise Source and NSR, m		59.88	29.24	51.28	92.87	278.68	229.43	180.41	131.94	102.21	90.29	78.89	68.24	58.49	48.05
View angle, degree		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Acute angle, degree		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Slant Distance Between Notional Noise Source and Podium/Noise Barrier (SB), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Slant Distance Between Source and Receiver (SR) (d'), m		61.70	32.81	53.40	94.06	278.68	229.44	180.41	131.94	102.21	90.29	78.89	68.24	58.49	48.05
Path Length Difference (P.L.D.), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Angle SB, degree		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Angle SR, degree		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Shadow Zone		FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE
Barrier Correction, dB(A) [b]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Distance Correction, dB(A) [c]		-3.92	-1.18	-3.30	-5.75	-10.47	-9.63	-8.58	-7.22	-6.12	-5.58	-4.99	-4.36	-3.69	-2.84
View Angle Correction (CRN), dB(A) [d]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Deck Reflection Correction, dB(A) [e]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Time Correction (30min), dB(A) [f]		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Crossing Correction, dB(A) [g]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Track Deterioration Correction, dB(A) [h]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Facade Correction, dB(A) [i]		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50
Correction for Wind Screen in Station, dB(A) [j]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed Correction, dB(A) [k]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Correction for No. of Car, dB(A) [l]		0.51	0.51	0.51	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Other Corrections, dB(A)															
L_{Aeq} ([a] + [b] + [c] + [d] + [e] + [f] + [g] + [h] + [i] + [j] + [k] + [l])		47.89	50.63	48.52	46.06	0.00									
Intensity		61486.24	115617.90	71049.31	40335.88	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

AC Noise Overall L _{Aeq}	Cumulative Impact	WS6	WS7	WS8	WS9	LN1	LN2	LN3	LN4	LN5	LN6	LN7	LN8	LN9	LN10
L_{Aeq}(30min)															
Track		WS6	WS7	WS8	WS9	LN1	LN2	LN3	LN4	LN5	LN6	LN7	LN8	LN9	LN10
Preset Track Start Point (x)		818850.9	818803.9	818767.5	818729.1	818719.7	818742.8	818765.2	818788.2	818792.5	818794.2	818793.3	818789.7	818783.1	818763.1
Preset Track Start Point (y)		834577.9	834549.8	834523.6	834490.8	834752.1	834707.7	834663.1	834618.5	834606.9	834595.0	834584.0	834573.2	834562.5	834539.5
Preset Track End Point (x)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Preset Track End Point (y)		818803.9	818767.5	818729.1	8186										

Project	Project	RNIA for Section 16 Planning Application on Proposed Residential Institution for a period of 7 years in Lots 360 and 377 in D.D. 122, Ping Shan, N.T.
NSR ID	CO1	
NSR (x)	818799.4820	
NSR (y)	834510.862	
NSR (z)	12.90	
Scenario	Lmax	
Receptor Type	North	
Noise Criterion, dB(A)	85	

DETAILED CALCULATIONS

Track ID	0	0	0	0	0	0	NA	NA	0	NA	NA	0	0	0
Near Track / Far Track	LN11	LN12	LN13	LN14	LN15	LN16	LN17	LN18	LN19	LN20	LN21	LS1	LS2	LS3
Rolling Noise	Far	Far	Far	Far	Far	Far	Far	Far	Far	Far	Far	Near	Near	Near
SEL _{Reference} [a]	56.91	56.91	56.91	56.91	56.91	68.80	0.00	0.00	65.70	65.70	65.70	79.21	79.21	79.21
Height of Receiver, mPD	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90
Height of Notional Noise Source, mPD	8.10	7.80	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	6.80	7.20	7.80
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m	0.00	0.00	6.50	6.50	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	1.30
Solid Parapet Height, m	0.00	0.00	1.20	1.20	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	1.20
Noise Barrier Height, m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Solid Parapet & Noise Barrier Height, mPD	0.00	0.00	8.80	8.80	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	9.00
Horizontal Distance Between Notional Noise Source and NSR, m	55.18	93.48	138.99	173.49	189.30	212.35	NA	NA	286.35	NA	NA	279.20	226.26	173.85
View angle, degree	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Acute angle, degree	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Slant Distance Between Notional Noise Source and Noise Barrier (SB), m	8.10	7.80	6.61	6.61	7.60	7.60	NA	NA	7.60	NA	NA	6.80	7.20	1.77
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m	56.67	94.37	132.55	167.04	189.74	212.74	NA	NA	286.64	NA	NA	279.50	226.63	172.60
Slant Distance Between Source and Receiver (SR) (d'), m	55.39	93.62	139.09	173.57	189.38	212.41	NA	NA	286.40	NA	NA	279.27	226.33	173.93
Path Length Difference (P.L.D.), m	9.38	8.55	0.07	0.08	7.96	7.93	NA	NA	7.84	NA	NA	7.03	7.50	0.44
Angle SB, degree	#DIV/0!	#DIV/0!	10.46	10.46	#DIV/0!	#DIV/0!	NA	NA	#DIV/0!	NA	NA	#DIV/0!	#DIV/0!	42.71
Angle SR, degree	4.97	3.12	1.75	1.75	1.60	1.43	NA	NA	1.06	NA	NA	1.25	1.44	1.68
Shadow Zone	#DIV/0!	#DIV/0!	TRUE	TRUE	#DIV/0!	#DIV/0!	NA	NA	#DIV/0!	NA	NA	#DIV/0!	#DIV/0!	TRUE
Barrier Correction, dB(A) [b]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Distance Correction, dB(A) [c]	-3.45	-5.73	-7.45	-8.42	-8.79	-9.29	NA	NA	-10.59	NA	NA	-10.48	-9.57	-8.42
View Angle Correction (CRN), dB(A) [d]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Deck Reflection Correction, dB(A) [e]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Time Correction (30min), dB(A) [f]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Crossing Correction, dB(A) [g]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Track Deterioration Correction, dB(A) [h]	3.00	3.00	3.00	3.00	3.00	3.00	NA	NA	3.00	NA	NA	3.00	3.00	3.00
Facade Correction, dB(A) [i]	2.50	2.50	2.50	2.50	2.50	2.50	NA	NA	2.50	NA	NA	2.50	2.50	2.50
Correction for Wind Screen in Station, dB(A) [j]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Speed Correction, dB(A) [k]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Correction for No. of Car, dB(A) [l]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Other Corrections, dB(A)														
L _{Aeq} ([a] + [b] + [c] + [d] + [e] + [f] + [g] + [h] + [i] + [j] + [k] + [l])	58.95	56.68	54.96	53.99	53.62	65.01	0.00	0.00	60.61	0.00	0.00	74.23	75.14	76.28
Intensity	786084.56	465073.38	313027.71	250846.68	229910.27	3166841.99	0.00	0.00	1149592.31	0.00	0.00	26472469.61	32664433.21	42506375.91

Rolling Noise Overall L _{Aeq}	LN11	LN12	LN13	LN14	LN15	LN16	LN17	LN18	LN19	LN20	LN21	LS1	LS2	LS3
SEL _{Reference} [a]	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Height of Receiver, mPD	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90	12.90
Height of Notional Noise Source, mPD	12.10	11.80	11.60	11.60	11.60	11.60	11.60	11.60	11.60	11.60	11.60	10.80	11.20	11.80
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Solid Parapet Height, mPD	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Noise Barrier Height, m	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00
Solid Parapet & Noise Barrier Height, mPD	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00
Horizontal Distance Between Notional Noise Source and NSR, m	55.18	93.48	138.99	173.49	189.30	212.35	NA	NA	286.35	NA	NA	279.20	226.26	173.85
View angle, degree	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Acute angle, degree	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Slant Distance Between Notional Noise Source and Podium/Noise Barrier (SB), m	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00
Slant Distance Between Source and Receiver (SR) (d'), m	55.19	93.49	139.00	173.49	189.31	212.35	NA	NA	286.35	NA	NA	279.21	226.27	173.85
Path Length Difference (P.L.D.), m	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00
Angle SB, degree	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00
Angle SR, degree	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	0.00	#VALUE!	#VALUE!	0.00	0.00	0.00
Shadow Zone	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	NA	NA	FALSE	NA	NA	FALSE	FALSE	FALSE
Barrier Correction, dB(A) [b]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Distance Correction, dB(A) [c]	-3.44	-5.73	-7.45	-8.41	-8.79	-9.29	NA	NA	-10.59	NA	NA	-10.48	-9.57	-8.42
View Angle Correction (CRN), dB(A) [d]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Deck Reflection Correction, dB(A) [e]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Time Correction (30min), dB(A) [f]	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Crossing Correction, dB(A) [g]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Track Deterioration Correction, dB(A) [h]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Facade Correction, dB(A) [i]	2.50	2.50	2.50	2.50	2.50	2.50	NA	NA	2.50	NA	NA	2.50	2.50	2.50
Correction for Wind Screen in Station, dB(A) [j]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Speed Correction, dB(A) [k]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Correction for No. of Car, dB(A) [l]	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	0.00	NA	NA	0.00	0.00	0.00
Other Corrections, dB(A)														
L _{Aeq} ([a] + [b] + [c] + [d] + [e] + [f] + [g] + [h] + [i] + [j] + [k] + [l])	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Intensity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

AC Noise Overall L _{Aeq}	LN11	LN12	LN13	LN14	LN15	LN16	LN17	LN18	LN19	LN20	LN21	LS1	LS2	LS3
Cumulative Impact														
L _{Aeq} (30min)														
Track	LN11	LN12	LN13	LN14	LN15	LN16	LN17	LN18	LN19	LN20	LN21	LS1	LS2	LS3
Preset Track Start Point (x)	818727.2	818693.4	818659.7	818644.7	818637.0	818599.1	818589.7	818576.1	818547.4	818513.1	818495.9	818498.7	818722.2	818750.1
Preset Track Start Point (y)	834501.2	834464.3	834427.5	834410.8	834404.4	834396.6	834390.7	834371.7	834330.8	834294.4	834291.5	834291.5	834753.4	834702.7
Preset Track End Point (x)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Preset Track End Point (y)	818763.1	818727.2	818693.4	818644.7	818637.0	818599.1	818589.7	818576.1	818547.4	818513.1	818495.9	818498.7	818722.2	818773.1
Track Start Point (x)	834539.5	834501.2	834464.3	834427.5	834410.8	834404.4	834396.6	834390.7	834371.7	834330.8	834294.4	834291.5	834753.4	834702.7
Track End Point (x)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Track End Point (y)	818763.1	818727.2	818693.4	818644.7	818637.0	818599.1	818589.7	818576.1	818547.4	818513.1	818495.9	818498.7	818722.2	818773.1
Track Slope (s)	1.1	1.1	1.1	1.1	0.8	0.2	0.6	1.4	1					

Project	RNIA for Section 16 Planning Application on Proposed Residential Institution for a period of 7 years in Lots 360 and 377 in D.D. 122, Ping Shan, N.T.
NSR ID	C11
NSR (x)	818803.0865
NSR (y)	834514.7837
NSR (z)	9.90
Scenario	24 hours
Receptor Type	North_2
Noise Criterion dB(A)	65

DETAILED CALCULATIONS

Track ID	NA/BNA	0					0					0				
		WN1	WN2	WN3	WN4	WN5	WN6	WN7	WN8	WN9	WS1	WS2	WS3	WS4	WS5	
Near Track / Far Track		Far	Far	Far	Far	Far	Far	Far	Far	Far	Near	Near	Near	Near	Near	
Rolling Noise																
SEL _{Reference} [a]		81.40	81.40	81.40	81.40	81.40	81.40	81.40	81.40	81.40	81.40	81.40	81.40	81.40	81.40	
Height of Receiver, mPD		9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	
Height of Notional Noise Source, mPD		23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	23.80	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	1.30	
Solid Parapet Height, m		1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	1.20	
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD		25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	25.00	
Horizontal Distance Between Notional Noise Source and NSR, m		113.32	94.71	77.51	64.42	53.81	48.14	46.13	48.18	50.93	92.74	75.17	58.82	45.18	35.58	
View angle, degree		3.02	4.56	5.49	7.98	12.94	30.76	56.83	34.19	13.96	2.55	3.74	4.12	6.34	2.35	
Acute angle, degree		23.36	22.86	23.09	25.22	31.30	48.61	87.85	52.41	30.69	19.27	18.40	17.79	18.28	25.52	
Slant Distance Between Notional Noise Source and Noise Barrier (SB), m		1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77	1.77	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		113.03	94.62	77.70	64.90	54.64	49.21	47.30	49.25	51.87	92.67	75.40	59.47	46.40	37.45	
Slant Distance Between Source and Receiver (SR) (d'), m		114.16	95.72	78.75	65.90	55.58	50.11	48.17	50.15	52.79	93.77	76.45	60.44	47.27	38.20	
Path Length Difference (P.L.D.), m		0.63	0.67	0.71	0.77	0.83	0.88	0.90	0.88	0.85	0.67	0.72	0.80	0.90	1.03	
Angle SB, degree		42.71	42.71	42.71	42.71	42.71	42.71	42.71	42.71	42.71	42.71	42.71	42.71	42.71	42.71	
Angle SR, degree		-6.99	-8.35	-10.17	-12.18	-14.48	-16.11	-16.77	-16.09	-15.27	-8.52	-10.48	-13.30	-17.10	-21.34	
Shadow Zone		TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	TRUE	
Barrier Correction, dB(A) [b]		#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	#NAME?	
Distance Correction, dB(A) [c]		-6.60	-5.83	-4.98	-4.21	-3.47	-3.02	-2.85	-3.02	-3.25	-5.74	-4.85	-3.83	-2.77	-1.84	
View Angle Correction (CRN), dB(A) [d]		-22.80	-21.19	-20.30	-14.11	-14.11	-7.21	-2.38	-6.30	-13.93	-25.13	-23.85	-23.71	-21.58	-23.18	
Deck Reflection Correction, dB(A) [e]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Time Correction (24hours), dB(A) [f]		-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	
Crossing Correction, dB(A) [g]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Track Deterioration Correction, dB(A) [h]		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	
Facade Correction, dB(A) [i]		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	
Correction for Wind Screen in Station, dB(A) [j]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed Correction, dB(A) [k]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Correction for No. of Car, dB(A) [l]		0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	
Other Corrections, dB(A)																
L _{Aeq} [(a) + (b) + (c) + (d) + (e) + (f) + (g) + (h) + (i) + (j) + (k) + (l)]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Intensity		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rolling Noise Overall L _{Aeq}		41.18														
AC Noise																
SEL _{Reference} [a]		56.23	56.20	56.20	56.20	56.20	56.20	56.20	56.20	56.20	56.20	56.20	56.20	56.20	56.20	
Height of Receiver, mPD		9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	
Height of Notional Noise Source, mPD		27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	27.80	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet Height, mPD		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Horizontal Distance Between Notional Noise Source and NSR, m		113.32	94.71	77.51	64.42	53.81	48.14	46.13	48.18	50.93	92.74	75.17	58.82	45.18	35.58	
View angle, degree		3.02	4.56	5.49	7.98	12.94	30.76	56.83	34.19	13.96	2.55	3.74	4.12	6.34	2.35	
Acute angle, degree		23.36	22.86	23.09	25.22	31.30	48.61	87.85	52.41	30.69	19.27	18.40	17.79	18.28	25.52	
Slant Distance Between Notional Noise Source and Podium/Noise Barrier (SB), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Slant Distance Between Source and Receiver (SR) (d'), m		114.72	96.38	79.55	66.86	56.71	51.36	49.48	51.40	53.98	94.45	77.28	61.48	48.60	39.83	
Path Length Difference (P.L.D.), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Angle SB, degree		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Angle SR, degree		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Shadow Zone		FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
Barrier Correction, dB(A) [b]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Distance Correction, dB(A) [c]		-6.62	-5.86	-5.03	-4.27	-3.56	-3.13	-2.96	-3.13	-3.34	-5.77	-4.90	-3.91	-2.89	-2.02	
View Angle Correction (CRN), dB(A) [d]		-24.51	-24.79	-24.66	-23.52	-20.72	-15.08	-7.72	-14.12	-20.98	-27.00	-27.60	-28.04	-27.69	-23.36	
Deck Reflection Correction, dB(A) [e]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Time Correction (24hours), dB(A) [f]		-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	-25.17	
Crossing Correction, dB(A) [g]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Track Deterioration Correction, dB(A) [h]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Facade Correction, dB(A) [i]		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	
Correction for Wind Screen in Station, dB(A) [j]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed Correction, dB(A) [k]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Correction for No. of Car, dB(A) [l]		0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	0.51	
Other Corrections, dB(A)																
L _{Aeq} [(a) + (b) + (c) + (d) + (e) + (f) + (g) + (h) + (i) + (j) + (k) + (l)]		2.95	3.40	4.36	6.26	9.76	15.84	23.36	16.79	9.72	1.27	1.54	2.09	3.47	8.66	
Intensity		1.97	2.19	2.73	4.22	9.47	38.36	216.62	47.78	9.38	1.34	1.43	1.62	2.23	7.35	
AC Noise Overall L _{Aeq}		28.69														
Cumulative Impact																
L _{Aeq(30min)}		41.42	48.09 at 9.9mPD													
Track																
Presel Track Start Point (x)		819032.7	818983.2	818936.1	818888.7	818842.6	818799.3	818758.1	818720.1	818683.4	819072.5	819034.9	818986.2	818942.3	818893.6	
Presel Track Start Point (y)		834655.8	834646.2	834632.9	834615.3	834593.3	834568.2	834539.8	834507.4	834473.5	834647.0	834641.6	834631.1	834617.9	834598.8	
Presel Track End Point (x)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Presel Track End Point (y)		819070.6	818932.7	818888.7	818842.6	818799.3	818758.1	818720.1	818683.4	819034.9	818986.2	818942.3	818893.6	818850.9		
Presel Track End Point (z)		834660.3	834655.8	834646.												

Project	Project	RNA for Section 16 Planning Application on Proposed Residential Institution for a period of 7 years in Lots 360 and 377 in D.D. 122, Ping Shan, N.T.													
NSR ID	C11														
NSR (x)	818803.0865														
NSR (y)	834514.7837														
NSR (z)	9.90														
Scenario	24 hours														
Receptor Type	North_2														
Noise Criterion, dB(A)	65														

DETAILED CALCULATIONS

Track ID	NA/BNA														
	WS6	WS7	WS8	WS9	LN1	LN2	LN3	LN4	LN5	LN6	LN7	LN8	LN9	LN10	
Near Track / Far Track	Near	Near	Near	Near	Far	Far	Far	Far	Far	Far	Far	Far	Far	Far	
Rolling Noise															
SEL _{Reference} [a]	81.40	81.40	81.40	81.40	77.25	77.25	77.25	76.04	76.04	76.04	76.04	76.04	76.04	76.04	
Height of Receiver, mPD	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	
Height of Notional Noise Source, mPD	23.80	23.80	23.80	23.80	6.80	7.20	7.80	8.50	8.90	9.10	9.30	9.10	8.70	8.50	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m	1.30	1.30	1.30	1.30	0.00	0.00	0.00	6.50	6.50	6.50	6.50	6.50	6.50	6.50	
Solid Parapet Height, m	1.20	1.20	1.20	1.20	0.00	0.00	0.00	1.20	1.20	1.20	1.20	1.20	1.20	1.20	
Noise Barrier Height, m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD	25.00	25.00	25.00	25.00	0.00	0.00	9.00	9.70	10.10	10.30	10.50	10.30	9.90	9.70	
Horizontal Distance Between Notional Noise Source and NSR, m	29.59	27.90	29.75	35.06	43.09	35.30	32.71	34.44	21.85	2.49	15.51	30.88	42.18	46.42	
View angle, degree	35.82	77.48	31.80	9.59	1.63	1.99	3.02	6.19	4.00	2.33	1.74	4.80	9.90	35.55	
Acute angle, degree	39.85	88.36	38.40	22.02	9.05	9.06	10.82	16.09	12.84	1.66	11.95	28.60	49.65	81.56	
Slant Distance Between Notional Noise Source and Noise Barrier (SB), m	1.77	1.77	1.77	1.77	6.80	7.20	6.61	6.61	6.61	6.61	6.61	6.61	6.61	6.61	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m	32.06	30.59	32.20	36.99	44.22	36.66	26.23	27.94	15.35	4.03	9.03	24.39	35.68	39.92	
Slant Distance Between Source and Receiver (SR) (d'), m	32.69	31.17	32.83	37.72	43.20	35.40	32.78	34.47	21.88	2.62	15.52	30.90	42.19	46.44	
Path Length Difference (P.L.D.), m	1.14	1.19	1.14	1.04	7.81	8.46	0.08	0.08	0.09	8.02	0.12	0.10	0.09	0.09	
Angle SB, degree	42.71	42.71	42.71	42.71	#DIV/0!	#DIV/0!	10.46	10.46	10.46	10.46	10.46	10.46	10.46	10.46	
Angle SR, degree	-25.16	-26.48	-25.05	-21.62	4.11	4.37	3.67	2.33	2.62	17.79	2.21	1.48	1.63	1.73	
Shadow Zone	TRUE	TRUE	TRUE	TRUE	#DIV/0!	#DIV/0!	TRUE	TRUE	TRUE	FALSE	TRUE	TRUE	TRUE	TRUE	
Barrier Correction, dB(A) [b]	#NAME?	#NAME?	#NAME?	#NAME?	0.00	0.00	#NAME?								
Distance Correction, dB(A) [c]	-1.16	-0.96	-1.18	-1.79	-2.38	-1.51	-1.18	-1.39	0.58	9.80	2.07	-0.92	-2.27	-2.69	
View Angle Correction (CRN), dB(A) [d]	-7.84	-1.33	-8.62	-18.22	-33.50	-32.62	-29.27	-22.75	-30.59	-56.78	-30.84	-19.15	-11.98	-4.29	
Deck Reflection Correction, dB(A) [e]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Time Correction (24hours), dB(A) [f]	-25.17	-25.17	-25.17	-25.17	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	
Crossing Correction, dB(A) [g]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Track Deterioration Correction, dB(A) [h]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	
Facade Correction, dB(A) [i]	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	
Correction for Wind Screen in Station, dB(A) [j]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed Correction, dB(A) [k]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Correction for No. of Car, dB(A) [l]	0.51	0.51	0.51	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Other Corrections, dB(A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L_{Aeq} [(a) + (b) + (c) + (d) + (e) + (f) + (g) + (h) + (i) + (j) + (k) + (l)]	0.00	0.00	0.00	0.00	23.02	24.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Intensity	0.00	0.00	0.00	0.00	200.57	299.81	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Track ID	AC Noise														
	WS6	WS7	WS8	WS9	LN1	LN2	LN3	LN4	LN5	LN6	LN7	LN8	LN9	LN10	
Near Track / Far Track	Near	Near	Near	Near	Far										
Rolling Noise Overall L_{Aeq}															
SEL _{Reference} [a]	56.20	56.20	56.20	56.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Height of Receiver, mPD	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	
Height of Notional Noise Source, mPD	27.80	27.80	27.80	27.80	10.80	11.20	11.80	12.50	12.90	13.10	13.30	13.10	12.70	12.50	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet Height, mPD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Noise Barrier Height, m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Horizontal Distance Between Notional Noise Source and NSR, m	29.59	27.90	29.75	35.06	43.09	35.30	32.71	34.44	21.85	2.49	15.51	30.88	42.18	46.42	
View angle, degree	35.82	77.48	31.80	9.59	1.63	1.99	3.02	6.19	4.00	2.33	1.74	4.80	9.90	35.55	
Acute angle, degree	39.85	88.36	38.40	22.02	9.05	9.06	10.82	16.09	12.84	1.66	11.95	28.60	49.65	81.56	
Slant Distance Between Notional Noise Source and Podium/Noise Barrier (SB), m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Slant Distance Between Source and Receiver (SR) (d'), m	34.58	33.15	34.72	39.37	43.10	35.32	32.77	34.54	22.06	4.06	15.88	31.05	42.27	46.49	
Path Length Difference (P.L.D.), m	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Angle SB, degree	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Angle SR, degree	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Shadow Zone	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	FALSE	
Barrier Correction, dB(A) [b]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Distance Correction, dB(A) [c]	-1.41	-1.23	-1.43	-1.97	-2.37	-1.50	-1.18	-1.40	0.54	7.90	1.97	-0.94	-2.28	-2.69	
View Angle Correction (CRN), dB(A) [d]	-17.62	-7.66	-18.09	-25.27	-36.83	-36.82	-34.50	-29.34	-32.28	-58.96	-33.22	-21.89	-14.81	-8.62	
Deck Reflection Correction, dB(A) [e]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Time Correction (24hours), dB(A) [f]	-25.17	-25.17	-25.17	-25.17	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	
Crossing Correction, dB(A) [g]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Track Deterioration Correction, dB(A) [h]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Facade Correction, dB(A) [i]	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	
Correction for Wind Screen in Station, dB(A) [j]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Speed Correction, dB(A) [k]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Correction for No. of Car, dB(A) [l]	0.51	0.51	0.51	0.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Other Corrections, dB(A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
L_{Aeq} [(a) + (b) + (c) + (d) + (e) + (f) + (g) + (h) + (i) + (j) + (k) + (l)]	15.02	25.17	14.53	6.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Intensity	31.76	328.50	28.37	4.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Cumulative Impact

L_{Aeq}(30min)

Track	WS6	WS7	WS8	WS9	LN1	LN2	LN3	LN4	LN5	LN6	LN7	LN8	LN9	LN10
Preset Track Start Point (x)	818850.9	818803.9	818767.5	818729.1	818719.7	818742.8	818765.2	818788.2	818792.5	818794.2	818793.3	818789.7	818783.1	818763.1
Preset Track Start Point (y)	834577.9	834549.8	834523.6	834490.8	834752.1	834707.7	834663.1	834618.5	834606.9	834595.0	834584.0	834573.2	834562.5	834539.5
Preset Track End Point (x)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Preset Track End Point (y)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Track Start Point (x)	818850.9	818803.9	818767.5	818729.1	818719.7	818742.8	818765.2	81878						

Project	Project	RNIA for Section 16 Planning Application on Proposed Residential Institution for a period of 7 years in Lots 360 and 377 in D.D. 122, Ping Shan, N.T.
NSR ID	C11	
NSR (x)	818803.0865	
NSR (y)	834514.7837	
NSR (z)	9.90	
Scenario	24 hours	
Receptor Type	North_2	
Noise Criterion, dB(A)	65	

DETAILED CALCULATIONS

Track ID	NA/BNA	LS4	LS5	LS6	LS7	LS8	LS9	LS10	LS11	LS12	LS13	LS14	LS15	LS16	LS17	LS18	LS19	LS20	LS21	
Near Track / Far Track	Near	Near	Near	Near	Near	Near	Near	Near	Near	Near	Near									
Rolling Noise																				
SEL _{Reference} [a]		68.76	68.76	68.76	68.76	68.76	68.76	68.76	59.16	59.16	59.16	59.16	75.94	75.94	75.94	72.63	72.63	72.63	72.63	
Height of Receiver, mPD		9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	
Height of Notional Noise Source, mPD		8.50	8.90	9.10	9.30	9.10	8.70	8.50	8.10	7.80	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	7.60	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		1.30	1.30	1.30	1.30	1.30	1.30	1.30	0.00	0.00	0.00	1.30	1.30	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet Height, m		1.20	1.20	1.20	1.20	1.20	1.20	1.20	0.00	0.00	0.00	1.20	1.20	0.00	0.00	0.00	0.00	0.00	0.00	
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD		9.70	10.10	10.30	10.50	10.30	9.90	9.70	0.00	0.00	0.00	8.80	8.80	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Horizontal Distance Between Notional Noise Source and NSR, m		39.70	29.63	9.79	9.78	26.28	37.36	41.62	41.70	40.79	40.90	43.48	118.38	58.48	64.86	102.10	NA	NA	NA	
View angle, degree		6.22	2.36	0.97	1.25	4.52	11.96	38.55	45.17	13.84	5.97	2.24	5.97	1.00	2.47	1.98	NA	NA	NA	
Acute angle, degree		18.81	17.36	6.51	7.62	24.93	46.49	81.31	57.45	27.08	17.23	14.05	34.55	14.49	14.31	19.88	NA	NA	NA	
Slant Distance Between Notional Noise Source and Noise Barrier (SB), m		1.77	1.77	1.77	1.77	1.77	1.77	1.77	8.10	7.80	7.77	7.77	7.60	7.60	7.60	7.60	NA	NA	NA	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		38.40	28.33	8.50	8.50	24.99	36.06	40.32	42.86	41.98	39.61	42.19	118.79	59.32	65.61	102.58	NA	NA	NA	
Slant Distance Between Source and Receiver (SR) (d'), m		39.73	29.64	9.82	9.80	26.29	37.38	41.64	41.74	40.85	40.96	43.54	118.40	58.53	64.90	102.13	NA	NA	NA	
Path Length Difference (P.L.D.), m		0.45	0.45	0.45	0.47	0.46	0.45	0.45	9.22	8.93	0.42	0.42	7.99	8.39	8.31	8.05	NA	NA	NA	
Angle SB, degree		42.71	42.71	42.71	42.71	42.71	42.71	42.71	#DIV/0!	#DIV/0!	42.71	42.71	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	NA	NA	NA	
Angle SR, degree		2.02	1.93	4.67	3.51	1.74	1.84	1.93	2.47	2.95	3.22	3.03	1.11	2.25	2.03	1.29	NA	NA	NA	
Shadow Zone		TRUE	#DIV/0!	#DIV/0!	TRUE	TRUE	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	NA	NA	NA							
Barrier Correction, dB(A) [b]		#NAME?	0.00	0.00	#NAME?	#NAME?	0.00	0.00	0.00	0.00	NA	NA	NA							
Distance Correction, dB(A) [c]		-2.01	-0.74	4.06	4.07	-0.22	-1.75	-2.22	-2.23	-2.13	-2.14	-2.41	-6.75	-3.69	-4.14	-6.11	NA	NA	NA	
View Angle Correction (CRN), dB(A) [d]		-21.43	-26.35	-38.60	-36.14	-20.51	-11.59	-3.97	-4.64	-14.94	-22.34	-28.36	-16.73	-31.60	-27.78	-25.98	NA	NA	NA	
Deck Reflection Correction, dB(A) [e]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Time Correction (24hours), dB(A) [f]		-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	NA	NA	NA	
Crossing Correction, dB(A) [g]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Track Deterioration Correction, dB(A) [h]		3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	NA	NA	NA	
Facade Correction, dB(A) [i]		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	NA	NA	NA	
Correction for Wind Screen in Station, dB(A) [j]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Speed Correction, dB(A) [k]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Correction for No. of Car, dB(A) [l]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Other Corrections, dB(A)																				
L _{Aeq} [(a) + (b) + (c) + (d) + (e) + (f) + (g) + (h) + (i) + (j) + (k) + (l)]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.95	23.74	0.00	0.00	34.11	22.30	25.67	22.19	0.00	0.00	0.00	
Intensity		0.00	0.00	0.00	0.00	0.00	0.00	0.00	2480.57	236.66	0.00	0.00	2973.69	169.83	368.63	165.52	0.00	0.00	0.00	

Rolling Noise Overall L _{Aeq}	AC Noise	LS4	LS5	LS6	LS7	LS8	LS9	LS10	LS11	LS12	LS13	LS14	LS15	LS16	LS17	LS18	LS19	LS20	LS21	
AC Noise																				
SEL _{Reference} [a]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Height of Receiver, mPD		9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	9.90	
Height of Notional Noise Source, mPD		12.50	12.90	13.10	13.30	13.10	12.70	12.50	12.10	11.80	11.60	11.60	11.60	11.60	11.60	11.60	11.60	11.60	11.60	
Horizontal Distance Between Notional Noise Source and Solid Parapet/Noise Barrier, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Solid Parapet Height, mPD		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Noise Barrier Height, m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Solid Parapet & Noise Barrier Height, mPD		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Horizontal Distance Between Notional Noise Source and NSR, m		39.70	29.63	9.79	9.78	26.28	37.36	41.62	41.70	40.79	40.90	43.48	118.38	58.48	64.86	102.10	NA	NA	NA	
View angle, degree		6.22	2.36	0.97	1.25	4.52	11.96	38.55	45.17	13.84	5.97	2.24	5.97	1.00	2.47	1.98	NA	NA	NA	
Acute angle, degree		18.81	17.36	6.51	7.62	24.93	46.49	81.31	57.45	27.08	17.23	14.05	34.55	14.49	14.31	19.88	NA	NA	NA	
Slant Distance Between Notional Noise Source and Podium/Noise Barrier (SB), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Slant Distance Between Solid Parapet/NoiseBarrier and Receiver (BR), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Slant Distance Between Source and Receiver (SR) (d'), m		39.79	29.78	10.30	10.36	26.48	37.47	41.70	41.76	40.84	40.93	43.51	118.39	58.51	64.88	102.12	NA	NA	NA	
Path Length Difference (P.L.D.), m		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Angle SB, degree		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Angle SR, degree		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	#VALUE!	#VALUE!	#VALUE!	
Shadow Zone		FALSE	NA	NA	NA															
Barrier Correction, dB(A) [b]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Distance Correction, dB(A) [c]		-2.02	-0.76	3.85	3.83	-0.25	-1.76	-2.22	-2.23	-2.13	-2.14	-2.41	-6.75	-3.69	-4.14	-6.11	NA	NA	NA	
View Angle Correction (CRN), dB(A) [d]		-27.31	-28.36	-41.11	-39.07	-23.67	-15.65	-8.66	-12.96	-22.59	-28.45	-31.11	-19.45	-30.71	-30.87	-26.60	NA	NA	NA	
Deck Reflection Correction, dB(A) [e]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Time Correction (24hours), dB(A) [f]		-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	-23.85	NA	NA	NA	
Crossing Correction, dB(A) [g]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	NA	NA	NA	
Track Deterioration Correction, dB(A) [h]		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Facade Correction, dB(A) [i]		2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	2.50	NA	NA	NA	
Correction for Wind Screen in Station, dB(A) [j]																				

Appendix 2.2 Rail Operation Information Provided by MTRC

MTR Corporation Limited
香港鐵路有限公司
www.mtr.com.hk



Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wan Chai,
Hong Kong

Our ref: T&ESD/TS&SE/EnvE/L1033

Date: 17 FEB 2020

Attention: Ms. Katie Yu

By Post and Fax
(Fax no.: 3465 2899)

Dear Ms. Yu,

Re: Proposed Development near Tin Shui Wai MTR Station
Request for West Rail Line and Light Rail Transit Information

We refer to your letter dated 3 January 2020 (ref.: LTBTSWLVEI00_0_0002L.19) requesting operational information regarding West Rail Line (WRL) and Light Rail Transit (LRT).

Operating Hours

For WRL and LRT, the daily operating hours are from approximately 05:00 to 01:30 hours.

Number of Cars per Train

Please note that there will be 8 cars per train for the future operating condition of the Tuen Ma Line. However, according to the Environmental Permit for West Rail available via EPD website, the ultimate maximum train cars would be 9 cars.

For LRT, the arrangement of single or coupled-set vehicles will vary depending on the traffic needs and is subject to change without prior notification. For environmental assessment purposes, you may wish to work on the assumption that all vehicles are in coupled-set where appropriate.

Operational Headway for WRL

- The future ultimate daily peak operating train frequency during the period of 07:00-23:00 hours is about 28 trains per hour per direction.
- For the future ultimate daily peak operating train frequency during the period of 23:00-07:00 hours, please refer to the latest Environmental Permit for West Rail Available via the EPD website.
- The current train frequency at the concerned track section for both directions in one-day operation is about 526 trains, including non-passenger trains.



Our ref: T&ESD/TS&SE/EnvE/L1033

Date : 17 FEB 2020

Operational Frequency for LRT (From Tin Yiu Stop to Tin Tsz Stop & Hang Mei Tsuen Stop to Tin Tsz Stop – Route 705, 706, 751 and 751p)

- The current peak train frequency during the period of 07:00-23:00 hours is about 25 trains per hour per direction.
- The current peak train frequency during the period of 23:00 to 07:00 hours is about 17 trains per hour per direction.
- The current train frequency at the concerned track section for both directions in one-day operation is about 712 trains, including non-passenger trains.

Please note that Light Rail service frequencies are subject to change without prior notification due to future patronage growth. As such, please consider allowing a buffer on the assessment assumptions when estimating future possible environmental impacts.

Speed Profile

For WRL, the current maximum train speed for the section of track between Siu Hong Station and Long Ping Station is 120 km/h for both directions. However, please note that the latest Environmental Permit for WRL has considered a maximum operating speed of 130km/hr (i.e. EP limit) to cater for potential speed increment in the future.

For LRT, the current maximum train speed for the section of track from Tin Yiu Stop to Tin Tsz Stop and Hang Mei Tsuen Stop to Tin Tsz Stop is 70 km/h for both directions.

Please be reminded that any information that may come to your knowledge or come into your possession from MTR Corporation Limited shall only be used solely as reference for this captioned project. Further distribution and/or publication of the above information for purposes not connected with the captioned project are strictly prohibited without the prior consent of MTR Corporation Limited. Please also note that any such information is subject to change without prior notification.

Should you have any additional enquiries, please feel free to contact our Environmental Engineering Manager, Ms. Catherine Leung at 2993 4127.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'HK Chan', written in a cursive style.

HK Chan

Deputy General Manager – Train Services & Systems Engineering



Our Ref. : LT21003632
Job Ref. : HKA-P-01573-PLA
Your Ref. : TPB/A/YL-PS/622 and TPB/A/YL-PS/623

13 August 2021

(By Post)

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

Attn : Mr Raymond Kan

Dear Mr Kan,

Re: *Planning Application No. A/YL-PS/622 (South Site) and A/YL-PS/623 (North and Middle Sites)*
- Further Informaiton

Further to our response to comments dated 12 August 2021, we provide herewith the ground level information as requested by Antiquities and Monuments Office for the Board's consideration.

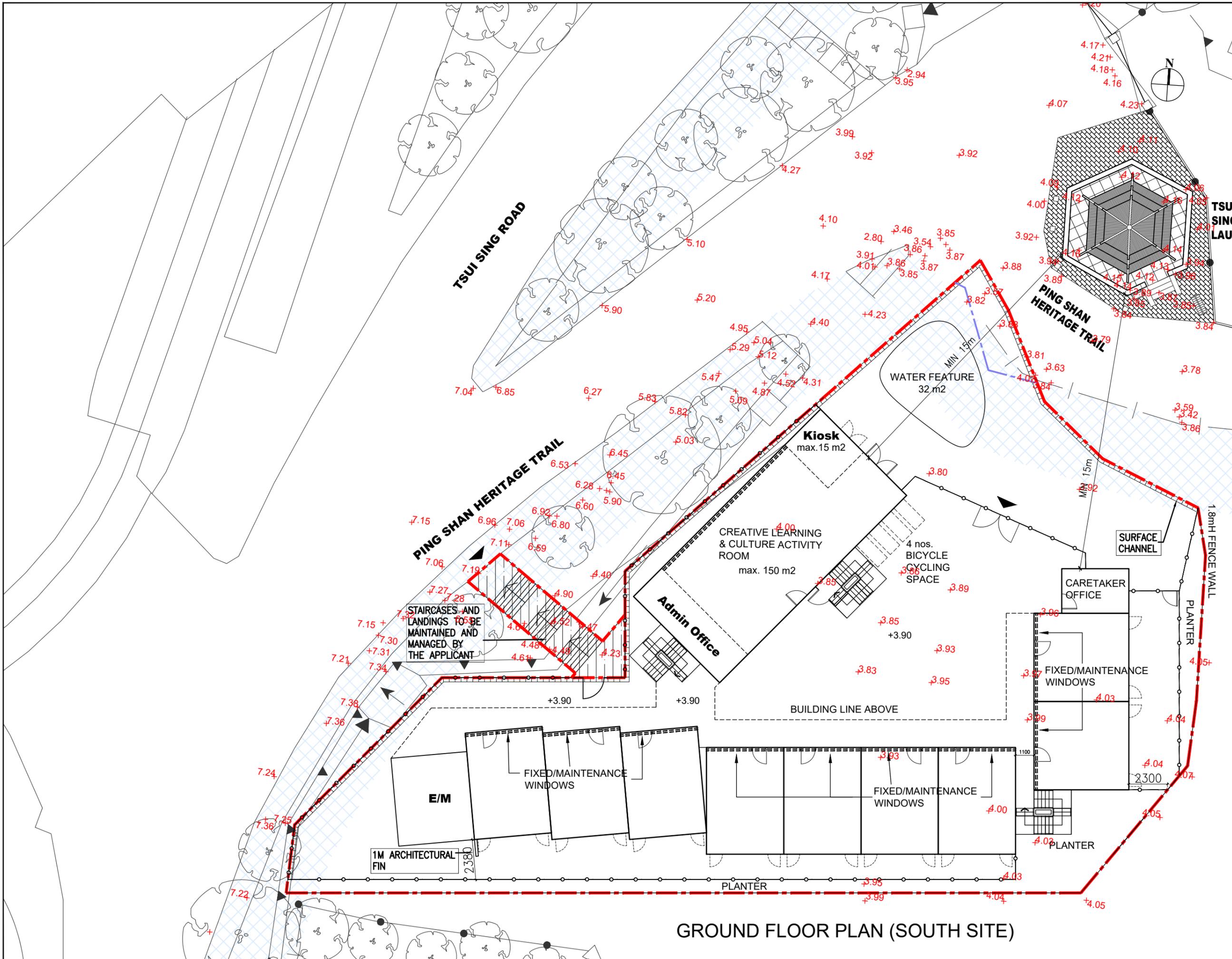
Should you have any queries, please contact the undersigned at 3589 0682 (minaleung@lwkp.com).

Yours faithfully,
For and on behalf of
LWK & PARTNERS (HK) LTD


Mina Leung
Associate Director

GLT/MSW/wwc

cc. Kent Lee (Town Plnr/Tuen Mun1)
Light Be (Mr. Ricky Yu/Ms. Janet Chow)



- 5m AIR BUFFER ZONE
- FENCE WALL
- SITE BOUNDARY
- SHORT TERM WAIVER LOT
- 1.5m WATER MAINS CLEARANCE ZONE
- +1.00 EXISTING SITE LEVEL AT mPD
- +1.00 PROPOSED DESIGN SITE LEVEL AT mPD

NOTE:
FIXED / MAINTENANCE WINDOWS WILL BE INSTALLED AT THE FACADES FACING THE RAIL TRACKS.

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- Do not take measurements directly from this drawing.
- Check and verify all dimensions on site.
- Read this drawing in conjunction with the specifications and all other related drawings.
- Notify the Architect immediately of any discrepancy found herein.

Client
LIGHT BE

Project
LIGHT VILLAGE

Drawing Title
GROUND FLOOR PLAN (SOUTH SITE) - WITH SITE LEVEL

Job No. M3489	Drawing No. GP-02	Revision No. C
Scale 1:200 A3 AUG 2021	Date AUG 2021	CAD Ref.
Drawn DCM	Checked YSC	Approved TC

GROUND FLOOR PLAN (SOUTH SITE)



- 5m AIR BUFFER ZONE
- FENCE WALL
- SITE BOUNDARY
- SHORT TERM TENANCY LOT
- 24-HOUR PEDESTRIAN RIGHT-OF-WAY FOR LOT 357 IN D.D. 122
- +1.00 EXISTING SITE LEVEL AT mPD
- +1.00 PROPOSED DESIGN SITE LEVEL AT mPD



MIDDLE SITE

NORTH SITE

TAT-TAK COMMUNAL HALL

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 • Do not take measurements directly from this drawing.
 • Check and verify all dimensions on site.
 • Read this drawing in conjunction with the specifications and all other related drawings.
 • Notify the Architect immediately of any discrepancy found herein.

Client
LIGHT BE

Project
LIGHT VILLAGE

Drawing Title
**MASTER LAYOUT PLAN
 (MIDDLE SITE & NORTH)
 - WITH SITE LEVEL**

Job No.	Drawing No.	Revision No.
M3489	GP-04A	B
Scale	Date	CAD Ref.
1:400 A3	AUG 2021	
Drawn	Checked	Approved
DCM	YSC	TC

lwk&partners
 architects

15F, North Tower, World Finance Centre, Harbour City, Tsim Sha Tsui, Kowloon,
 T: 852-2574 1633 F: 852-2572 4908 E: lwk@lwk.com
 梁廣福建築師(香港)事務所有限公司
 九龍尖沙咀海濱道環球金融中心北座15樓



Our Ref. : LT21003651
Job Ref. : HKA-P-01573-PLA
Your Ref. : TPB/A/YL-PS/622 and TPB/A/YL-PS/623

17 August 2021

By Post

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

Attn: Mr. Raymond Kan

Dear Mr. Kan,

Re: *Planning Application No. A/YL-PS/623 (North and Middle Sites)*
- Consolidated Further Information

As requested, we provide herewith 30 hard copies of the consolidated further information of the captioned application for the Board's consideration.

Should you have any queries, please contact the undersigned at 3589 0682 (minaleung@lwkp.com).

Yours faithfully,
For and on behalf of
LWK & PARTNERS (HK) LTD

Mina Leung
Associate Director

cc. Kent Lee (Town Plnr/Tuen Mun1)
Light Be (Mr. Ricky Yu/Ms. Janet Chow)

Planning Applications No. A/YL-PS/622 (South Site)

and No. A/YL-PS/623 (North and Middle Sites)

Proposed Transitional Housing (Light Village), Sheung Cheung Wai, Ping Shan

– Response to Comments (5 March 2021)

Comments	Response																																																											
<p>1. District Planning Officer/Tuen Mun and Yuen Long West, Planning Department (Contact Person: Mr. Kent LEE, Tel: 2158 6362)</p>																																																												
<p>i. Please provide a breakdown of GFA calculation for domestic units and common area (e.g. common corridor, staircase, etc.)</p>	<p>i. In response to the comments from the public, the east wing of the South Site has been converted to a Creative Learning & Culture Activity Room for tenant's learning activities as well as open to schools for heritage education purpose. The domestic unit provision in the South Site is thus reduced from 30 units to 25 units (see Attachment 1 for the revised layout of the South Site). The revised development parameters of the South Site is tabulated in the below table.</p> <p>Development Parameters – South Site</p> <table border="1" data-bbox="734 963 1434 1444"> <thead> <tr> <th></th> <th>Original Scheme</th> <th>Improved Scheme</th> </tr> </thead> <tbody> <tr> <td>Site Area</td> <td>1,180m²</td> <td>1,180m²</td> </tr> <tr> <td>Plot Ratio</td> <td>1.55</td> <td>1.48</td> </tr> <tr> <td>Total GFA</td> <td>1830 m²</td> <td>1,750m²</td> </tr> <tr> <td>- Domestic</td> <td>1,817m²</td> <td>1,585m²</td> </tr> <tr> <td>- Non-Dom</td> <td>13m²</td> <td>165m²</td> </tr> <tr> <td>No. of Flats</td> <td>30</td> <td>25</td> </tr> <tr> <td>Average Flat Size</td> <td colspan="2">35 m²</td> </tr> <tr> <td>No. of Block</td> <td colspan="2">1</td> </tr> <tr> <td>No. of Storey</td> <td colspan="2">Not more than 3</td> </tr> <tr> <td>Building Height</td> <td colspan="2">Not more than +16mPD</td> </tr> <tr> <td>Site Coverage</td> <td colspan="2">Not more than 60%</td> </tr> <tr> <td>Bicycle Parking Spaces</td> <td>0</td> <td>4</td> </tr> </tbody> </table> <p>The breakdown of GFA for domestic units and common area is summarized in the table below. Please note the GFA breakdown is for reference only and is subject to further design development.</p> <p>GFA Breakdown</p> <table border="1" data-bbox="734 1680 1442 1995"> <thead> <tr> <th>Site</th> <th>GFA of Dom. Units (m²)</th> <th>GFA of Common Area (m²)</th> <th>Non-Dom GFA (m²)</th> <th>Total GFA (m²)</th> </tr> </thead> <tbody> <tr> <td>South Site</td> <td>25 nos. x 35m² = 875</td> <td>710</td> <td>165*</td> <td>1750</td> </tr> <tr> <td>Middle Site</td> <td>32 nos. x 35m² = 1120</td> <td>780</td> <td>N/A</td> <td>1900</td> </tr> <tr> <td>North Site</td> <td>38 nos. x 35m² = 1330</td> <td>1230</td> <td>N/A</td> <td>2560</td> </tr> </tbody> </table> <p>*Non-dom GFA includes a kiosk (15m²) and a Creative Learning & Culture Activity Room (150m²)</p>		Original Scheme	Improved Scheme	Site Area	1,180m ²	1,180m ²	Plot Ratio	1.55	1.48	Total GFA	1830 m ²	1,750m ²	- Domestic	1,817m ²	1,585m ²	- Non-Dom	13m ²	165m ²	No. of Flats	30	25	Average Flat Size	35 m ²		No. of Block	1		No. of Storey	Not more than 3		Building Height	Not more than +16mPD		Site Coverage	Not more than 60%		Bicycle Parking Spaces	0	4	Site	GFA of Dom. Units (m ²)	GFA of Common Area (m ²)	Non-Dom GFA (m ²)	Total GFA (m ²)	South Site	25 nos. x 35m ² = 875	710	165*	1750	Middle Site	32 nos. x 35m ² = 1120	780	N/A	1900	North Site	38 nos. x 35m ² = 1330	1230	N/A	2560
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Comments	Response
<p>ii. Please advise the expected duration of the operation of transitional housing; the estimated time for population intake; and whether you will submit renewal for planning permission in the future.</p> <p>iii. Please provide a more realistic façade treatment for the photomontages in the visual impact assessment (VIA), for example the building façade from VP-2 in the VIA of the South Site.</p> <p>iv. Please strengthen the illustration of the landscape proposal. Also, please advise whether the existing planters/roadside trees which falls outside the application sites will be maintained by the applicant.</p> <p>v. Besides, for A/YL-PS/622 (South Site), grateful if you could provide cross-section drawings showing the change in building height profile in respond to Tsui Sing Lau Pagoda; a revised artist impression showing the kiosk; and amend the discrepancy of floor level between the floor plan and section.</p>	<p>ii. While the application is on a temporary basis, the applicant anticipates that the operation of the transitional housing will be for a period of 10 years and will submit renewal application if the current application is approved.</p> <p>iii. The relevant photomontages in the VIA ie. VP2, VP3, VP7 of the South Site and VP1, VP2, VP3 of the North & Middle Sites are revised with anticipated façade treatment and attached in Attachment 2.</p> <p>iv. The proposed landscape proposal aims to provide a balance and suitable living environment for the future residents with a series of outdoor courtyard spaces and covered landscape area. The water feature at the South Site entrance and the adjacent newly added front yard would also add softness to the proposed development.</p> <p>The landscape design aims to maximise opportunities to preserve and enhance the existing landscape context. In particular, retain existing trees with integration of new planting mix including native shrub, ground cover and climber species to enhance the greening and screening effect while provide visual connectivity where possible to the surrounding environment.</p> <p>The existing planters/roadside trees which fall outside the application sites will not be maintained by the applicant.</p> <p>v. Relevant section plan, floor plan and revised artist impression for the South Site are enclosed in Attachment 1.</p>

Comments	Response															
2. Commissioner for Transport (Contact Person: Mr. Wilson MAN, Tel: 2399 2422)																
<p>The applicant should provide bicycle parking spaces within the application sites, at a ratio of 1 bicycle parking space per 7.5 flats or more.</p>	<p>Noted. The provision of bicycle parking spaces for the South Site and the North & Middle Sites is summarised in the below table and shown in the Ground Floor Plan of the South, North and Middle Site (Attachment 3).</p> <p>Provision of bicycle parking spaces</p> <table border="1" data-bbox="735 528 1417 736"> <thead> <tr> <th>Site</th> <th>No. of Unit</th> <th>No. of Bicycle Parking Space⁽³⁾</th> </tr> </thead> <tbody> <tr> <td>South Site⁽¹⁾</td> <td>25</td> <td>4</td> </tr> <tr> <td>Middle Site⁽²⁾</td> <td>32</td> <td>5</td> </tr> <tr> <td>North Site⁽²⁾</td> <td>38</td> <td>6</td> </tr> <tr> <td>Total</td> <td>100</td> <td>15</td> </tr> </tbody> </table> <p>Note: (1) TPB No. A/YL-PS/622 (2) TPB No. A/YL-PS/623 (3) at rate of 1 space per 7.5 units</p>	Site	No. of Unit	No. of Bicycle Parking Space ⁽³⁾	South Site ⁽¹⁾	25	4	Middle Site ⁽²⁾	32	5	North Site ⁽²⁾	38	6	Total	100	15
Site	No. of Unit	No. of Bicycle Parking Space ⁽³⁾														
South Site ⁽¹⁾	25	4														
Middle Site ⁽²⁾	32	5														
North Site ⁽²⁾	38	6														
Total	100	15														
3. Chief Engineer/Construction, Water Supplies Department (Contact Person: Ms. Agnes CHIM, Tel: 2152 5759)																
<p>i. No objection to the proposal.</p> <p>ii. For application No. A/YL-PS/622 (South Site), existing water mains will be affected (see attached plan). The cost of any necessary diversion shall be borne by the proposed development.</p> <p>iii. In case it is not feasible to divert the affected water mains, a waterworks reserve within 1.5m from the centerline of the water mains shall be provided to WSD. No structure shall be built or materials stored within this waterworks reserve. Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works.</p> <p>iv. No trees or shrubs with penetrating roots may be planted within the Waterworks Reserve or in the vicinity of the water mains shown on the plan.</p> <p>v. The Government shall not be liable to any damage whatsoever and howsoever caused arising from burst or leakage of the public water mains within and in close vicinity of the Site.</p>	<p>i. Noted.</p> <p>ii. Noted. It is confirmed that no structure is proposed in the northern end of the South Site near the water mains.</p> <p>iii. Noted. A waterworks reserve within 1.5m from the centerline of the water mains will be provided for WSD's future maintenance.</p> <p>iv. Noted.</p> <p>v. Noted.</p>															

Comments	Response																																												
<p>4. Chief Engineer/Railway Development 2-2, Railway Development Office, Highways Department (Contact Person: Mr. Kenneth HO, Tel: 2762 4953)</p>																																													
<p>i. The Site falls within the railway protection boundary of the West Rail Line. As the operation of the existing railway system is not under his jurisdiction, the applicant should consult MTRCL with respect to operation, maintenance, safety and future construction of the existing railway network with reference to the procedures in PNAP APP-24 and DEVB TC(W) No. 1/2019 for private and public works respectively.</p> <p>ii. It is noted that the impact to road traffic due to the proposed temporary transitional housing development has been assessed in the TIA of the submission. As the proposed transitional housing development is aimed for non-car-owning families and they are presumed to take public transport, the applicant should ensure that there will be no adverse impact to the existing transport network (including railway). Also, it is noted that TIA has only catered for the subject application, the applicant should take into account the cumulative effect of the similar planning application (No. A/YL-PS/622 or 623) in close proximity to review the overall impact.</p>	<p>i. Noted. After the planning applications have been approved and during the detailed design stage and construction stage, the Applicant will consult MTRCL on the building works located within the railway protection area.</p> <p>ii. The South Site (A/YL-PS/622) and the North & Middle Sites (A/YL-PS/623) consist only 25 and 70 small-sized transitional housing units, i.e. a total of 95 units. The expected increase in population is around 300 persons.</p> <p>The cumulative traffic generation associated with the South Site and North & Middle Sites (extracts from the Traffic Review reports submitted to TPB on 13th November 2020) are summarized in the below table.</p> <p>Cumulative Traffic Generation</p> <table border="1" data-bbox="735 1176 1444 1406"> <thead> <tr> <th rowspan="3">Site</th> <th rowspan="3">No. of Unit</th> <th colspan="6">Traffic Generation (pcu/hr)</th> </tr> <tr> <th colspan="3">AM Peak Hour</th> <th colspan="3">PM Peak Hour</th> </tr> <tr> <th>IN</th> <th>OUT</th> <th>2-way</th> <th>IN</th> <th>OUT</th> <th>2-way</th> </tr> </thead> <tbody> <tr> <td>South ⁽¹⁾</td> <td>25</td> <td>0.7</td> <td>0.8</td> <td>1.5</td> <td>0.6</td> <td>0.5</td> <td>1.1</td> </tr> <tr> <td>North & Middle ⁽²⁾</td> <td>70</td> <td>1.9</td> <td>2.4</td> <td>4.3</td> <td>1.8</td> <td>1.4</td> <td>3.2</td> </tr> <tr> <td>Total</td> <td>95</td> <td>2.6</td> <td>3.2</td> <td>5.8</td> <td>2.4</td> <td>1.9</td> <td>4.3</td> </tr> </tbody> </table> <p>Note: (1) TPB No. A/YL-PS/622 (2) TPB No. A/YL-PS/623</p> <p>The two transitional housing projects are aimed for non-car-owning families and low-income households. As shown in the above table, the South Site and the North and Middle Sites with a total of 95 flat units, are expected to generate negligible traffic of only 5.8 and 4.3 pcu (2-way) during the AM and PM peak hours.</p> <p>Similar to the findings of the Traffic Impact Review, the cumulative traffic impact on the local road network, resulted from the South Site and the North and Middle Sites, is also negligible.</p> <p>According to the Government Press Release on “Loading of trains of West Rail Line”, the maximum carrying capacity of MTR West Rail Line was around 56,200 persons per hour (pph).</p>	Site	No. of Unit	Traffic Generation (pcu/hr)						AM Peak Hour			PM Peak Hour			IN	OUT	2-way	IN	OUT	2-way	South ⁽¹⁾	25	0.7	0.8	1.5	0.6	0.5	1.1	North & Middle ⁽²⁾	70	1.9	2.4	4.3	1.8	1.4	3.2	Total	95	2.6	3.2	5.8	2.4	1.9	4.3
Site	No. of Unit			Traffic Generation (pcu/hr)																																									
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Total	95	2.6	3.2	5.8	2.4	1.9	4.3																																						

Comments	Response
	<p>Reference is made to the Travel Characteristics Survey (TCS), where each resident makes an average 1.83 mechanised trips daily, and the AM and PM peak hours accounted for some 12% of the daily trips respectively. Assuming that all residents from the South Site and the North and Middle Sites, use the railway, passenger demand during the AM and PM Peak hours is 66 persons/hr (= 300 persons × 1.83 trips/person/day × 12%)</p> <p>The anticipated increase of 66 persons/hr is equivalent to only <u>0.12%</u> of the maximum carrying capacity of the MTR West Rail Line (= 66 ÷ 56,200), which is negligible.</p>
<p>5. District Lands Officer/Yuen Long, Lands Department (Contact Person: Mr. Calvin LEUNG, Tel: 2443 3010)</p>	
<p>A/YL-PS/622 (South Site)</p> <p>i. For Executive Summary, paras. 1.2.3, 2.1.1, 3.1.2 and 3.1.5, etc. the applicant is required to clarify if that piece of Government land at northwest side is included in the application area of 1,180m² as mentioned in the submission, the actual area of the South Site including private lots and Government land concerned will be subject to further verification.</p> <p>ii. The registered owner of the private lots has submitted an application to LandsD for a Short Term Waiver covering the private lots concerned to implement the Light Village project.</p> <p>iii. In order to rationalize the site boundary as to have better management of adjacent unallocated and unleased government land (UUGL) to the South Site (area coloured green in the location plans at Appendix I), the applicant is advised to consider including that part of UUGL to the northwest of the South Site (area coloured green in the location plans at Appendix I) in the application site and apply for a Short Term Tenancy of the Government land concerned for the Light Village project.</p> <p>iv. Tree removal and compensation proposal is noted in para. 3.1.4. As there is no tree preservation clause under the lease(s) which the lots are held, LandsD will</p>	<p>i. The application site area of 1,180m² includes the private lots 387 S.B ss.1 RP, 387 S.B ss.4 and 387 S.B RP in D.D. 122 and the adjoining Government land as shown in the Lot Index Plan attached to the Planning Statement submitted. Noted that the actual site area will be subject to further verification.</p> <p>ii. Noted.</p> <p>iii. Noted. The applicant has no objection for the inclusion of adjacent UUGL to the South Site. This can be proceeded at later stage together with the application of other short term tenancy and short term waiver lots.</p> <p>iv. Noted.</p>

Comments	Response
<p>handle any proposed tree removal/felling proposal within the South Site according to the established procedure.</p> <p>v. To facilitate further processing of the STW applications, the applicant is advised to indicate the temporary vehicular access points for construction vehicles in the subject application and their STW applications.</p>	<p>v. The figure indicating the temporary vehicular access points for construction vehicles is enclosed in Attachment 4.</p>
<p>A/YL-PS/623 (North and Middle Sites)</p> <p>i. For Executive Summary, paras. 2.1.1, 3.1.2 and 3.1.4, etc. the applicant is required to clarify if two pieces of Government land are included in the application area of 2,230m² as mentioned in the submission, the actual area of the application site including private lots and Government land concerned will be subject to further verification.</p> <p>ii. The registered owner of the private lots has submitted an application to LandsD for a Short Term Waiver covering the private lots concerned and a Short Term Tenancy covering Government land to implement the Light Village project.</p> <p>iii. A landscaping proposal is noted in Figure 3.6 with removal and compensation of trees involved. Subject to approval of the said submission, any tree preservation and removal proposal will be handled by this office as per the established procedure.</p> <p>iv. To facilitate this office's further processing of STT and STW application, the applicant is advised to clearly indicate the temporary vehicular access points for the construction vehicles be provided in both North Site and Middle Site in the subject application and STT/STW applications.</p> <p>v. Noting the applicant proposed a 24-hour pedestrian access within the North Site for the adjoining Lot No. 357 in D.D. 122 in Figure 3.2, the applicant is reminded to provide proper maintenance and management for the Pedestrian Access.</p>	<p>i. The application site area of 2,230m² has included the private lots 360 and 377 in D.D. 122 and the adjoining Government Land as shown in the Lot Index Plan attached to the Planning Statement submitted. Noted that the actual site area will be subject to further verification.</p> <p>ii. Noted.</p> <p>iii. Noted.</p> <p>iv. The figure indicating the temporary vehicular access points for construction vehicles is enclosed in Attachment 4.</p> <p>v. Noted.</p>

Comments	Response
<p>6. Chief Town Planner/Urban Design and Landscape (Urban Design Unit), Planning Department (Contact Person: Ms. Elizabeth NG, Tel: 2231 5067)</p>	
<p>A/YL-PS/622 (South Site)</p> <p>(i) VP2 in Figure 3 – The proposed development is quite visible to this VP and the existing openness would be significantly altered by proposed building mass. Please re-examine the result of “slightly adverse”.</p> <p>(ii) VP3 in Figure 4 – Obviously the proposed development would lead to slight changes of the existing sky view. The result of “negligible” should be reassessed to reflect such changes.</p> <p>(iii) Mitigation measures in Para. 6.2 – The effectiveness of proposed mitigation measures such as aesthetic colour scheme in Figure 9, etc. should be illustrated in all photomontages if they are proposed to improve visual quality.</p> <p>(iv) Tsui Sing Lau Pagoda – The applicant should consider to add a viewpoint to assess any visual implications on the pedestrian/visitors near Tsui Sing Lau Pagoda.</p>	<p>i. It is agreed that there is room for improvement. To mitigate the visual impact, building block set back and stepped height design facing the pagoda are proposed. To further minimize the visual impact and improve visual openness, the east wing of the building block is now reduced from 3-storey to 1-storey. The improved scheme allows a more open sky view, a larger water feature and a spacious front yard as compared to the original proposed scheme. With the building setback and water feature at the entrance, as well as the wood and stone colour scheme which echoes the ambience of the pagoda, the visual impact from VP2 would be mitigated to a more acceptable level.</p> <p>ii. As shown in the photomontage of VP3, the proposed development (15.15mPD) is of comparable height to the Thai Restaurant (12.3mPD), the nearby village houses (12.5mPD) and the Pagoda (16.9mPD). It would only bring to slight change to the existing sky view whilst a large portion of the proposed development being screened by the existing vegetation. With the improved scheme, the east wing of the building block has been reduced from 3-storey to 1-storey which the building mass has been further reduced and the village houses at the back could be seen. Hence, very little visual changes would be resulted and there would be no significant visual effects to the VSRs. Considering the transient nature of VP3, the visual impact is considered negligible.</p> <p>iii. Relevant photomontages for VP2, VP3 and VP7 of the South Site are revised and enclosed in Attachment 2.</p> <p>iv. A viewpoint taken from Tsui Sing temporary car park (VP8) is added. VP8, located about 70m from the South Site, is a short distance view overlooking the pagoda and the Thai Restaurant. The lower part of the Thai Restaurant is being blocked by the fence wall of Elle Garden. Further back is the Ping Wu Garden with Tin Shui Wai MTR Station, Tin Yiu Estate and open sky view as the backdrop. There are existing temporary structures that have blocked the lower part of the pagoda. The VSRs are mainly the car park users tended to have short stay, viewer population and visual sensitivity of</p>

Comments	Response
<p>A/YL-PS/623 (North and Middle Sites)</p> <p>(v) VP1 in Figure 2 – Comparing with the existing view, the proposed development will inevitably block the existing green scene. The applicant should re- examine the result of “slightly adverse” to this change and consider to assess whether the spacious view at entrance of Tat Tak Communal Hall would adequately be distorted.</p> <p>(vi) VP2 in Figure 3 – The proposed development is perceivable and will diminish the existing sky view. The result of “negligible” should be reassessed to reflect this change.</p> <p>(vii) Mitigation measures in Para. 6.2 – The effectiveness of proposed mitigation measures such as aesthetic colour scheme in Figure 9, etc. should be illustrated in all photomontages if they are proposed to improve visual quality.</p>	<p>VP8 is considered low.</p> <p>As shown in the photomontage – VP8 (South Site) (Attachment 2), lower portion of the proposed development would be blocked by the existing temporary structure. The pagoda could be viewed from this VP though its lower portion is also blocked by the existing temporary structure. The scale and height of the proposed development is compatible to the Thai Restaurant, the pagoda and the Tin Shui Wai Station. It is considered that there is a slight change to the existing view. The visual impact is thus considered slightly adverse. There will be limited visual impact on the car park users due to their short stay. To minimize the visual impact, the colour scheme to echo the ambience of the pagoda and the nearby village houses would be adopted.</p> <p>v. It is agreed that the existing green scene would be blocked by the proposed development. Considering that the proposed development would not cause to obstruction of the Tat Tak Community Hall and the transient nature of the VSRs, the visual impact is considered moderately adverse.</p> <p>vi. As shown in the photomontage of VP2, the proposed development would only block a small part of the sky view which could be viewed between a narrow gap of Ping Yan Court and the existing trees. The proposed development is of comparable height and in harmony with the surrounding village developments such as Ping Wu Garden. With the Ping Yan Court as the backdrop, no significant visual change would be resulted by the proposed development. Hence the visual impact is considered negligible.</p> <p>vii. Relevant photomontages for VP2, VP3 and VP7 of the North & Middle Sites are revised and enclosed in Attachment 2.</p>

Comments	Response
<p>7. Comments from Director of Environmental Protection: (Contact Person: Mr. Chris KWOK, Tel: 2835 1091)</p>	
<p>1. He has no objection to both applications. Nonetheless, the applicant should provide the following further information on the noise impact assessment in the submitted Environmental Assessment of the applications:</p> <p>A/YL-PS/622 (South Site)</p> <p>2. The applicant should clarify the potential railway noise impact from West Rail and Light Rail is addressed qualitatively in S.6.3 & 6.4 of the planning statement. S.6.3 mentioned that fixed/maintenance windows will be located at the facade Screening provided by the parapet at the curved track segments LN5-LN10 and LS5-LS10 have been considered in the calculations. There is no parapet at the curved track segments LN16-LN18 and LS15-LS17. facing the LRT track. However, such windows are not shown in any of the figures in the planning statement. As we requested in Sep 2020, the applicant should confirm if there is any openable windows for ventilation facing West Rail and Light Rail tracks.</p> <p>3. Any possible squeal noise from LRT, having regard to any squeal noise heard during the on-site measurement, distance from NSRs to curved track and the any screening provided by the parapet of the curved section.</p> <p>A/YL-PS/623 (North and Middle Sites)</p> <p>4. S.2.3.5 - The last sentence regarding the averaged measured Sound Exposure Levels were used as a basis for the West Rail and Light Rail noise measurement is not factually correct. Reference Sound Exposure Levels in “West Rail Operation Noise Assessment Report” prepared by MTRCL in July 2015 have been used for West Rail in the current assessment.</p> <p>5. Table 2-4 - The Sound Exposure Level and Lmax for LRT segments shown in Table 2-4 do not tally with that in the sample calculation shown in its Appendix</p>	<p>1. Noted.</p> <p>2. Fixed/maintenance windows to be installed at the façade facing the rail tracks are indicated in the layout plan in Attachment 1.</p> <p>3. There was no noticeable squeal noise heard on-site. Moreover South Site has no line of sight to the rail tracks.</p> <p>4. Noted. Reference has been taken from previous approved MTR study (AEIAR-203/2016).</p> <p>5. Table 2-4 is revised and enclosed in Attachment 5.</p>

Comments	Response
<p>2.1 and the submitted excel noise prediction files. Please ensure consistency.</p> <p>6. Any possible squeal noise from LRT, having regard to any squeal noise heard during the on-site measurement, distance from NSRs to curved track and the any screening provided by the parapet of the curved section.</p>	<p>6. There was no noticeable squeal noise heard during on-site measurement. If any squeal noise was presence during the measurement, it would be reflected in the measured noise levels.</p>
<p>The following departments have no comment on/no objection to the applications:</p> <ul style="list-style-type: none"> a. Director of Food and Environmental Hygiene b. Director of Leisure and Cultural Services c. Director of Fire Services d. Chief Building Surveyor/New Territories West, Buildings Department e. Commissioner of Police f. Chief Highway Engineer/New Territories West, Highways Department g. Director of Electrical and Mechanical Services 	<p>Noted.</p>

Public Comments	Responses
<p>1. 交通問題</p> <p>a. 增加車輛流量導致交通擠塞問題。</p>	<p>a. Since the application site is in close proximity to the Tin Shui Wai MTR Station and well served by light rail and buses/minibuses and the projects are aimed for non-car owning families. Hence, the proposed development would not induce additional traffic to the local road network.</p>
<p>2. 文化文物保育</p> <p>a. 地盤距離香港現時唯一的古塔、法定古蹟聚星樓只有一路之隔, 距離最多只有 4 至 5 米。</p> <p>b. 古塔能否抵禦在只有 5 米左右距離的地方開展大型工程所帶來的震動。</p> <p>c. 建築群會把現時屏山文物徑上璋圍段大部份範圍屏蔽, 原本從天水圍輕鐵站和西鐵站 E3 出口容易看到的達德公所和聚星樓將會被遮擋起來。</p> <p>d. 文化活動室只有 13 平方米, 只佔整個項目的總樓面面積 0.71% - 實在用途不大。</p>	<p>a. In order to maintain a spacious distance from the pagoda, the proposed development has been set back as far as possible. As shown in Attachment 1, a minimum distance of 15m at ground level are allowed between the pagoda and the proposed development.</p> <p>Apart from the building set back, stepped building height design is also adopted so that the distance between the pagoda and the proposed development's west and east wings could be maximised to 20m and 25m respectively at first floor level and above. The water feature and the newly added front yard are accessible to the general public/visitors of the heritage trail.</p> <p>b. The Applicant concurred that the pagoda is an important heritage, an invaluable asset to the community that need to take specific precautions in particular during construction stage. The Applicant would ensure that any construction works on site would be carried out with special care such that no impact would be imposed on the pagoda. The construction of the proposed development would be undertaken without involving massive piling or site formation works.</p> <p>c. Sensitive viewers or prominent viewing points have been accessed in the Visual Impact Assessment. The pagoda and Tat Tak Communal Hall are not visible from long distance view such as the Tang Ancestral Hall and Yeung Hau Temple. For Tin Shui Wai Station Exit E3, the pagoda is being shielded by existing roadside vegetation and hence is invisible. The upper portion of Tat Tak Communal Hall, barely visible from Exit E3, would be blocked by the proposed development. The visual impact is considered slightly adverse. The proposed development would be largely screened by existing trees. Any likely visual impact would be minimised by softening the building structure using the wood and stone colour tone, which blend in well with the surrounding environment.</p> <p>d. A kiosk of 13m² was originally proposed as a convenience store selling daily necessity goods for the residents' convenience. It was planned to be opened to public visitors too. Under the improved scheme, the kiosk with a slightly enlarged area of 15m² is proposed</p>

e. 在聚星樓的前方設置一個水池是一個很好的構思,但水池的面積必須要夠大,否則就不能與作為「筆」的聚星樓相呼應。

To help promote heritage and cultural activity, the Applicant took the initiative to provide a Creative Learning & Culture Activity Room at the east wing of the South Site. Hence the housing provision in the South Site would be decreased from 30 to 25 units. The provision of a Culture Activity Room of 150m² would be big enough for a gathering of about 50 persons.

To support cultural activities, the Applicant would not only hosting creative learning activities for tenants, but also open the Culture Activity Room to schools so that they could book it and organize cultural educational activities related to the Ping Shan Heritage Trail.

The proposed kiosk (convenience store) would be placed at a convenient location and accessible by the public.

e. To facilitate the appreciation of the pagoda, the Applicant took the initiative to provide a water feature at the entrance of the South Site in order to commemorate the Chinese writing brush and ink as part of the heritage feature. Despite of site constraint and the requirement to provide a 1.5m watermain reserve at the northern part of the South Site, the water feature is enlarged under the improved scheme which is of comparable size to the pagoda.

The enlarged water feature would be more eye pleasing and make people easier to associate it with the brush and ink setting (筆墨互相呼應格局).

The water feature could also serve as a vantage point of the pagoda

By doing the above, the Applicant aims at achieving the following planning gain and minimizing any adverse impact:-

- The newly added front yard with water feature at the entrance of the South Site could serve as an easily accessible gathering point for group visitors.
- The Creative Learning & Culture Activity Room could serve as teaching room for students who visit the heritage trail.
- The water feature could serve as a vantage point of the Pagoda.
- The improved design with kiosk, water feature and activity room, could better serve the user of the heritage trail.

	<ul style="list-style-type: none"> - The improved design with extra open space (front yard) could add distance/buffer between pagoda and the south block ie. at least 15m at ground level and 20m at 1/F level. - The improved design could improve visual permeability and visual openness as shown in the photomontage of VP2, VP3, VP7 and VP8 of the South Site. - The improved design could better balance the social purpose and the planning intention of the zone.
<p>3. 永續臨時批准</p> <ul style="list-style-type: none"> • 即使租約的期限少於 3 年,只要租約的到期日跟臨時申請的批准的到期日不一致,就有很大機會發生此等「永續臨時許可」的可能性。 • 有理由相信 622 的發展年期最少同為七年。 	<p>3. While the application is on a temporary basis, the applicant anticipates that the operation of the transitional housing will be for a period of 10 years and will submit renewal application if the current application is approved.</p>

Planning Applications No. A/YL-PS/622 (South Site)
and No. A/YL-PS/623 (North and Middle Sites)
Proposed Transitional Housing (Light Village), Sheung Cheung Wai, Ping Shan
– Response to Comments (7 April 2021)

Comments	Response
<p>1. Comments from Director of Environmental Protection: (Contact Person: Mr. Chris KWOK, Tel: 2835 1091)</p>	
<p>We have no objection to both applications, subject to the confirmation from the applicant as mentioned in para. 2 that there will be no openable windows for ventilation facing West Rail & Light Rail tracks. Please also ask the applicant to provide revision with respect to our comment in para. 3.</p> <p><u>South Site (A/YL-PS/622)</u></p> <p>a. R-t-C Item 2 - The R-t-C claimed that fixed/maintenance windows to be installed at the facade facing the railway tracks are indicated in the layout plan in Attachment 1. However, there is no such windows indicated in the layout plan in Attachment 1 attached with the R-t-C. Pls revise the layout plan to show the fixed/maintenance windows and confirm if there is any openable windows for ventilation facing WRL & LRT tracks.</p> <p><u>Middle & North Sites (A/YL-PS/623)</u></p> <p>b. R-t-C Item 4 - We previously pointed out that the last sentence of S.2.3.5 regarding the averaged measured SELs were used as a basis for the WRL and LRT noise measurement is not factually correct, as reference SEL in “West Rail Operation Noise Assessment Report” prepared by MTRC in July 2015 have actually been adopted for WRL in the current assessment. While the R-t-C noted our comments, the revised paragraph is not provided.</p>	<p>a. The revised layout plans showing the fixed windows are enclosed.</p> <p>b. The revised paragraph is provided below:-</p> <p>S. 2.3.4 On-site noise measurements have been conducted for rolling noise of LRT while the source term of WRL is referenced from previous approved MTR study (AEIAR-203/2016). The noise measurement locations are presented in Figure 2.1.</p> <p>S.2.3.5 During the noise measurement, background noise was contributed by road traffic of Tsui Sing Road and Tin Fuk Road. The measured noise levels have been adjusted to discount the effect of the background noise. The Leq level recorded during the same period without the LRT are regarded as the background noise level and deducted to</p>

Comments	Response
	<p>determine the noise level due to railway noise only. The noise level of each train has been converted to SEL. The average SEL has been used as a basis for the LRT noise assessment.</p>
<p>2. Comments of CTP/UD&L, PlanD (Contact Person: Ms. Elizabeth NG (Tel: 2231 5067) dated 23.3.2021</p>	
<p><u>A/YL-PS/622</u></p> <p>(a) Comparing with Drawing No. GP – 12, the roof level in mPD in Drawing No. GP – 04 should clearly be annotated.</p> <p>(b) Under the revised scheme, as viewed from the newly added VP8 from the south of the site, although the proposed development would not obstruct the declared monument Tsui Sing Lau Pagoda, it would still dominate the visual composition and overshadow the Pagoda to a certain degree. While viewing from VP2, the proposed development is less massive on the Pagoda as compared to the original scheme. Moreover, viewing from VP3 and VP7, the visibility of some village houses and the Tsui Sing Lau Pagoda and their surrounding visual resources could be improved comparing with the original scheme.</p> <p>(c) Regarding the sensitivity of VP8, although the car park users tend to have short stay, their view towards the declared monument is considered valuable and should be preserved as far as possible. As such, the proposed sensitivity of low should be considered to review.</p> <p>(d) R-to-C Item 6(i) – Despite the new building setback at the east wing is proposed, considering the visual sensitivity of VP2 and the existing openness would still be significantly altered by the proposed building mass, we would reiterate that the result of “slightly adverse” for VP2 in Figure 3 should be re-examined. Alternatively, the applicant should supplement any greenery measures to soften the image of wall effects.</p>	<p>a. Roof level added in the attached Drawing No. GP – 04.</p> <p>b. Noted.</p> <p>c. For VP8, park users have direct views of the pagoda, viewers sensitivity is thus considered as medium. Whilst duration of view is short and viewer population is considered low.</p> <p>d. The visual impact of VP2 (South Site) is re-rated as moderately adverse. With the building setback, water feature and spacious front yard at the entrance, as well as the wood and stone colour scheme which echoes the ambience of the pagoda, it is envisaged that the visual impact from VP2 would be mitigated to an acceptable level.</p>

Comments	Response
<p><u>A/YL-PS/623</u></p> <p>(e) R-to-C item 6(vi) – Upon reviewed the applicant’s justification, we would reiterate our comments that the proposed development would apparently cause visual obstruction to the existing skyview. The applicant should reconsider adjusting the result from “negligible” to “slightly adverse”. In addition, the applicant should also further elaborate how the proposed mitigation measures would address the potential visual impact.</p> <p>(f) R-to-C item 6(vii) – Please provide textual discussion to show the effectiveness of proposed mitigation measures in the photomontages of VP3 of the North & Middle Sites.</p>	<p>e. Though the Proposed Development would only obstruct a thin gap of skyview between Ping Yan Court and the existing trees, the visual impact of VP2 (North & Middle Sites) is re-rated as slightly adverse. To minimize the likely visual impact and soften the proposed building structure, mitigation measures such as adopting the colour scheme ie. light grey and brown etc are proposed. This would echo the ambience of the pagoda and Tat Tak Communal Hall. The scale and building height of the Proposed Development would be visually compatible with the surrounding local village developments.</p> <p>f. To minimize the likely visual impact and soften the proposed building structure, mitigation measures such as adopting the colour scheme ie. light grey and brown etc are proposed. This would not only echo the ambience of the pagoda and Tat Tak Communal Hall but also blend in well with the existing vegetation. Moreover, the scale and building height of the Proposed Development would be visually compatible with the surrounding local village developments.</p>



Our Ref. : LT21001765
Job Ref. : HKA-P-01573-PLA
Your Ref. : TPB/A/YL-PS/622 and PB/A/YL-PS/623

21 April 2021

(By Post)

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

Attn: Mr. Raymond Kan

Dear Mr. Kan,

Re: *Planning Application No. A/YL-PS/622 (South Site) and A/YL-PS/623 (North and Middle Sites)*
- Further Information

We refer to your email dated 9 April 2021 regarding the public comments on the captioned planning applications. We would like to response as below:-

Public Comments

a. 在聚星樓隔鄰興建光村，將會破壞屏山文物徑的整體形象

b. 在聚星樓隔鄰興建光村，選址錯誤

Responses

a. The Pagoda is located in a village housing environment with existing village houses located adjacent to it (Figure 1). The proposed residential use is considered conforms to the surrounding village housing environment.

Comparing to the existing distance of less than 5m between the Pagoda and the Application Site (Figure 2), the Proposed Development will set back to provide a minimum 15m distance from the Pagoda at ground level (Figure 3).

b. The Application Site is preciously located adjacent to the Tin Tsui Wai West Rail & Light Rail Station, the traffic convenience is crucial for vocational development and upward mobility of the tenants.

In view of the latest changes of the layout plan, we submit herewith the revised Landscape Plan for the South Site and North & Middle Sties for the Board's consideration.

Should you have any queries, please contact the undersigned at 3589 0682 (minaleung@lwkp.com).

Yours faithfully,
For and on behalf of
LWK & PARTNERS (HK) LTD



Mina Leung
Associate Director

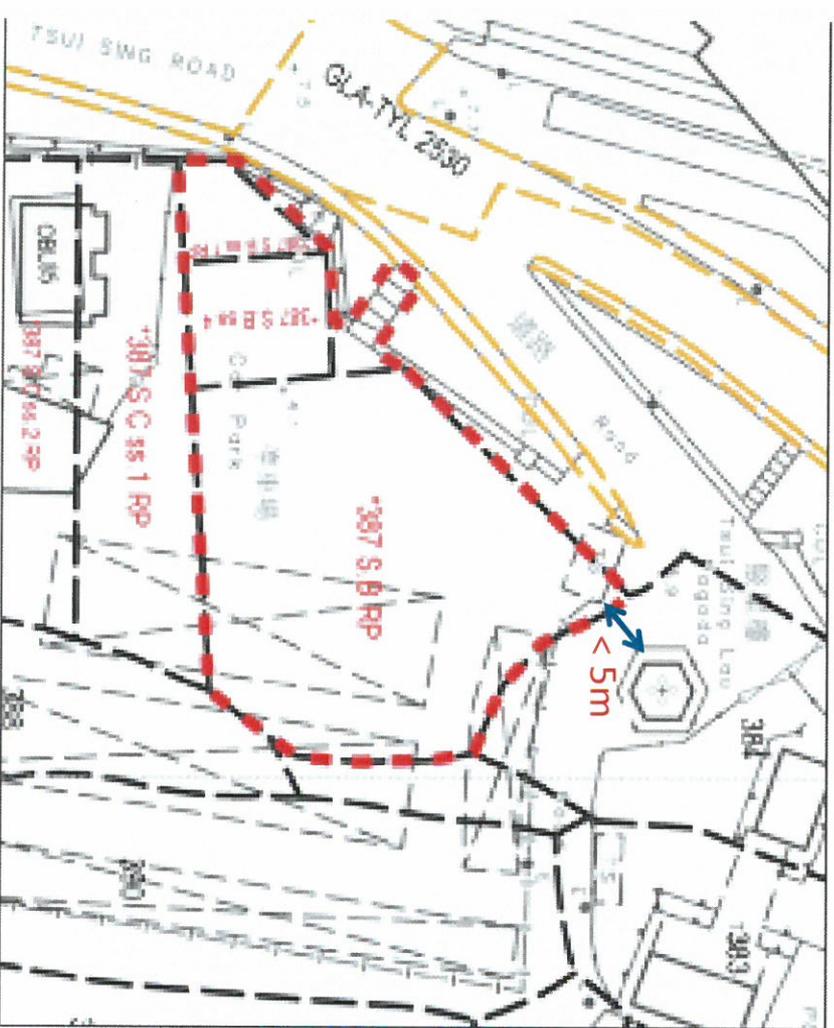
GLT/MSW/wwc

cc. Kent Lee (Town Plnr/Tuen Mun1)
Light Be (Mr. Ricky Yu/Ms. Janet Chow)

Figure 1: Existing village houses adjacent to the Pagoda



Figure 2: Existing road width





Our Ref. : LT21002900
Job Ref. : HKA-P-01573-PLA
Your Ref. : TPB/A/YL-PS/622 and TPB/A/YL-PS/623

29 June 2021

(By Post)

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

Attn : Mr Raymond Kan

Dear Mr Kan,

Re: *Planning Application No. A/YL-PS/622 (South Site) and A/YL-PS/623 (North and Middle Sites)*
- Further Informaiton

We refer to your email dated 22 April 2021 regarding the comments from the Antiquities and Monuments Office (AMO) on the captioned planning applications. Subsequent to meeting and discussion with AMO, the proposed development scheme has been revised with the following changes based on AMO's comments:-

South Site

- a. Location of the Creative Learning & Cultural Activity Room and the housing units on the west wing are swapped so as to minimise the visual impact to the Pagoda.
- b. Dimension of housing units on the south wing are adjusted to maintain separation from the Pagoda. The area of typical units remains unchanged.
- c. Building height is reduced from 15.15mPD to 12.33mPD in order to align with New Territories Exempted Housing height limit.

North & Middle Site

- a. The northern housing units at the Middle Site and the southern housing units at the North Site are rearranged in order to enhance the visual visitation to the Tat Tak Communal Hall.
- b. The total housing provision is reduced from 70 units to 68 units. The revised development schedule is tabulated in Table 1.
- c. Building Height is reduced from 15.75mPD to 13.13mPD for North Site and 15.45mPD to 12.63mPD for Middle Site in order to align with New Territories Exempted Housing height limit.

Based on the above changes, we submit herewith the following further information for the Board's consideration:-

- Appendix 1: Revised Layout Plans, Artist Impressions and Landscape Plans
- Appendix 2: Revised photomontages
- Appendix 3: Revised rail noise impact assessment for the North & Middle Sites
- Appendix 4: Layout changes highlight and comparison

Page No. 2
Ref : LT21002900

Should you have any queries, please contact the undersigned at 3589 0682 (minaleung@lwkp.com).

Yours faithfully,
For and on behalf of
LWK & PARTNERS (HK) LTD



Mina Leung
Associate Director

GLT/MSW/wwc

cc. Kent Lee (Town Plnr/Tuen Mun1)
Light Be (Mr. Ricky Yu/Ms. Janet Chow)

Planning Applications No. A/YL-PS/622 (South Site)
and No. A/YL-PS/623 (North and Middle Sites)
Proposed Transitional Housing (Light Village), Sheung Cheung Wai, Ping Shan
– Response to Comments (2 Aug 2021)

Comments	Response
<p>Antiquities and Monuments Office via email dated 16.7.2021 (Contact Person: Mr. Humphrey YUEN, Tel: 26550832)</p>	
<p>i. We would like to reiterate that the two declared monuments, ie. Tsui Sing Lau Pagoda and Tat Tak Communal Hall, which are in proximity to the proposed development sites that have been prone to flooding, even after light rain. It is noted that only plotting of ground levels near two declared monuments, but not within the monument boundaries are given on the FI. Despite repeated requests, the exact ground levels taken within the monument boundaries are still outstanding, making our assessment of the proposed development on causing potential flooding to the two declared monuments difficult. The applicant should provide the ground level measurements of the two monuments to facilitate our assessment and should take all necessary and appropriate measures, eg. the design of the proposed development, to prevent water flowing into the two adjoining monuments which are at lower levels. High humidity and flooding, if any, will definitely cause undesirable problems to the monuments. The boundaries of the two declared monuments are attached at Appendix A.</p> <p>ii. The applicant is suggested to provide the general ground or formation level of each development sites in Table 1, such that their voluntary compliance with the 8.23 meters building height limitation for the New Territories Exempted House under the Buildings Ordinance (Application to the New Territories) Ordinance, Chapter 121, can be verified easily. A note for such voluntary compliance could be made in Table 1.</p> <p>iii. The building heights in Table 1 do not tally with the drawings on pages 8, 13, 17 and 35 at Appendix B.</p>	<p>i. The applicant has commissioned a consultant to undertake a land survey to obtain the ground levels within the monument boundaries. The information will be submitted to the TPB once available.</p> <p>ii. Building height from ground level has been added to the attached Table 1.</p> <p>iii. The relevant plans have been revised and attached to tally with the building heights as stated in Table 1.</p>

Comments	Response
Environmental Protection Department (Contact Person: Mr. Chris KWOK, Tel: 2835 1091)	
<ol style="list-style-type: none"> 1. The building layout has been revised in response to the comments from AMO. Subsequently, the railway noise assessment is updated in the FI accordingly. 2. The key changes in the building layout are given below: <ol style="list-style-type: none"> i. South Site – swapping of housing units on the west wing with the Creative Learning & Cultural Activity Room; and minor reduction of building height. ii. North & Middle Sites – rearrangement of the housing units, reduction of no. of flats; and minor reduction of building height. 3. We should maintain our no objection stance subject to the clarification by the applicant regarding our comments on the FI below. 4. For South Site – No quantitative railway noise assessment was conducted for South Site in the previous schemes but it adopted a special building design with no ventilation openings facing the railways tracks (with fixed/maintenance window at the front row housing units facing the track) and the 3-storey front row west wing housing units could provide noise screening to the housing units behind. With the placement of the one-storey Creative Learning & Cultural Activity Room in the front row in-lieu of the 3-storey west wing housing block, the original noise screening provided by the 3-storey housing block would be much reduced. Please confirm whether there is still no ventilation openings at the north facing and west facing facades from G/F – 2/F facing the railway tracks (i.e. those facing the outdoor courtyard as clouded in Appendix I). Otherwise, quantitative railway (including LRT) noise assessment is required as in the North & Middle Sites. Please also indicate on the layout plans all the proposed fixed/maintenance windows that are not for ventilation purpose. 	<ol style="list-style-type: none"> 1. Noted. 2. Noted. 3. Noted. 4. It is confirmed that the north facing facades of the residential units at South Site will not have prescribed windows. The location of fixed/maintenance windows is shown in the attached plans.



Our Ref. : LT21003458
Job Ref. : HKA-P-01573-PLA
Your Ref. : TPB/A/YL-PS/622 and
TPB/A/YL-PS/623

3 August 2021

By Post

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

Attn: Mr. Raymond Kan

Dear Mr. Kan,

Re: *Planning Application No. A/YL-PS/622 (South Site) and A/YL-PS/623 (North and Middle Sites)*
- Further Information

We refer to your email dated 3 August 2021 regarding the comments from the Environmental Protection Department on the captioned planning applications. We submit herewith the revised 2/F Plan indicating the fixed/maintenance windows for the Board's consideration.

Should you have any queries, please contact the undersigned at 3589 0682 (minaleung@lwkp.com).

Yours faithfully,
For and on behalf of
LWK & PARTNERS (HK) LTD


Mina Leung
Associate Director

cc. Kent Lee (Town Plnr/Tuen Mun1)
Light Be (Mr. Ricky Yu/Ms. Janet Chow)



Our Ref. : LT21003632
Job Ref. : HKA-P-01573-PLA
Your Ref. : TPB/A/YL-PS/622 and TPB/A/YL-PS/623

13 August 2021

(By Post)

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

Attn : Mr Raymond Kan

Dear Mr Kan,

Re: *Planning Application No. A/YL-PS/622 (South Site) and A/YL-PS/623 (North and Middle Sites)*
- Further Informaiton

Further to our response to comments dated 12 August 2021, we provide herewith the ground level information as requested by Antiquities and Monuments Office for the Board's consideration.

Should you have any queries, please contact the undersigned at 3589 0682 (minaleung@lwkp.com).

Yours faithfully,
For and on behalf of
LWK & PARTNERS (HK) LTD

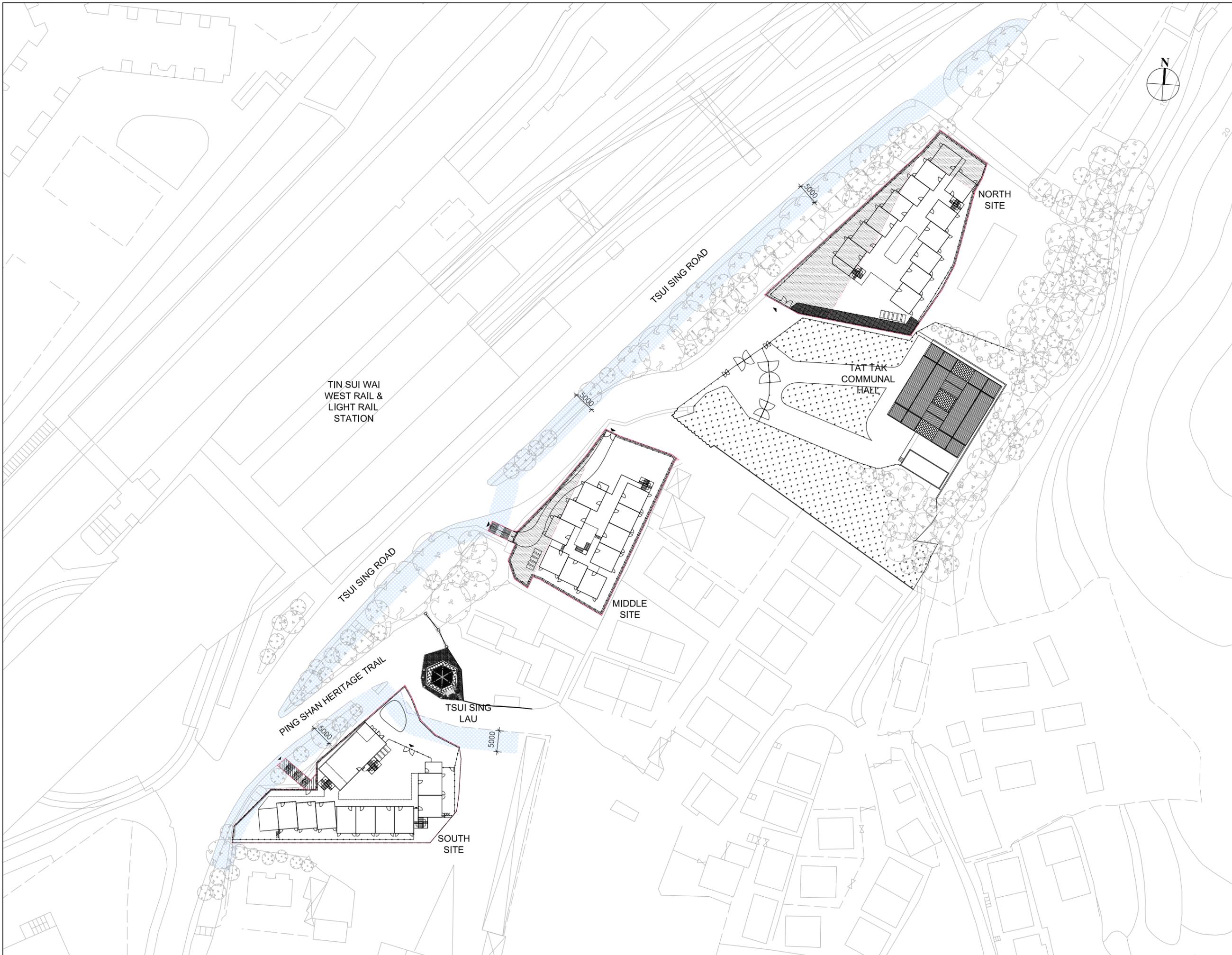

Mina Leung
Associate Director

GLT/MSW/wwc

cc. Kent Lee (Town Plnr/Tuen Mun1)
Light Be (Mr. Ricky Yu/Ms. Janet Chow)

Table 1: Development Schedule Comparison

	Original Scheme			Improved Scheme submitted to TPB on 5 March 2021			Current Scheme		
	South Site	North Site	Middle Site	South Site	North Site	Middle Site	South Site	North Site	Middle Site
Site Area	1,180m ²	1,280m ²	950m ²	1,180m ²	1,280m ²	950m ²	1,180m ²	1,280m ²	950m ²
Plot Ratio	1.55	2	2	1.48	2	2	1.48	2	1.9
Total GFA	1,830m ²	2,560m ²	1,900m ²	1,750m ²	2,560m ²	1,900m ²	1,750m ²	2560m ²	1805m ²
- Domestic	1,817m ²	2,560m ²	1,900m ²	1,585m ²	2,560m ²	1,900m ²	1,585m ²	2560m ²	1805m ²
- Non-Dom	13m ²	--	--	165m ²	--	--	165m ²	--	--
No. of Flats	30	38	32	25	38	32	25	39	29
Average Flat Size	35 m ²			35 m ²			35 m ²		
No. of Block	1			1			1		
No. of Storey	Not more than 3			Not more than 3			Not more than 3		
Building Height	+15.15mPD	+15.75mPD	+15.45mPD	+15.15mPD	+15.75mPD	+15.45mPD	+12.13mPD (8.23m)	+13.13mPD (8.23m)	+12.63mPD (8.23m)
Site Coverage	Not more than 60%			Not more than 60%			Not more than 60%		
Bicycle Parking Spaces (1 space per 7.5 units)	0			4	6	5	4	6	5



- 5m AIR BUFFER ZONE
- FENCE WALL
- SITE BOUNDARY
- SHORT TERM TENANCY LOT
- SHORT TERM WAIVER LOT
- 24-HOUR PEDESTRIAN RIGHT-OF-WAY FOR LOT 357 IN D.D. 122

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Client
LIGHT BE

Project
LIGHT VILLAGE

Drawing Title
MASTER LAYOUT PLAN

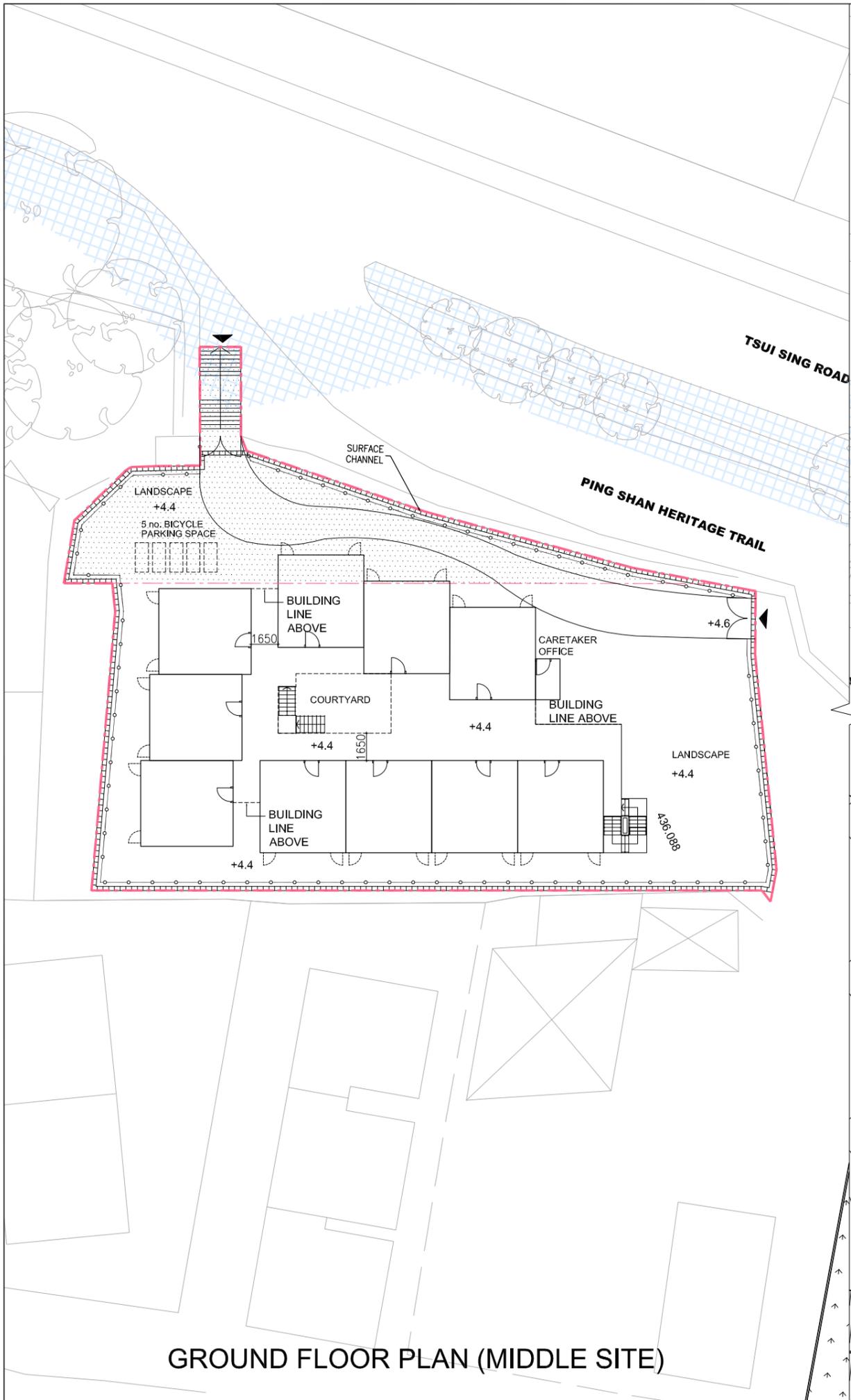
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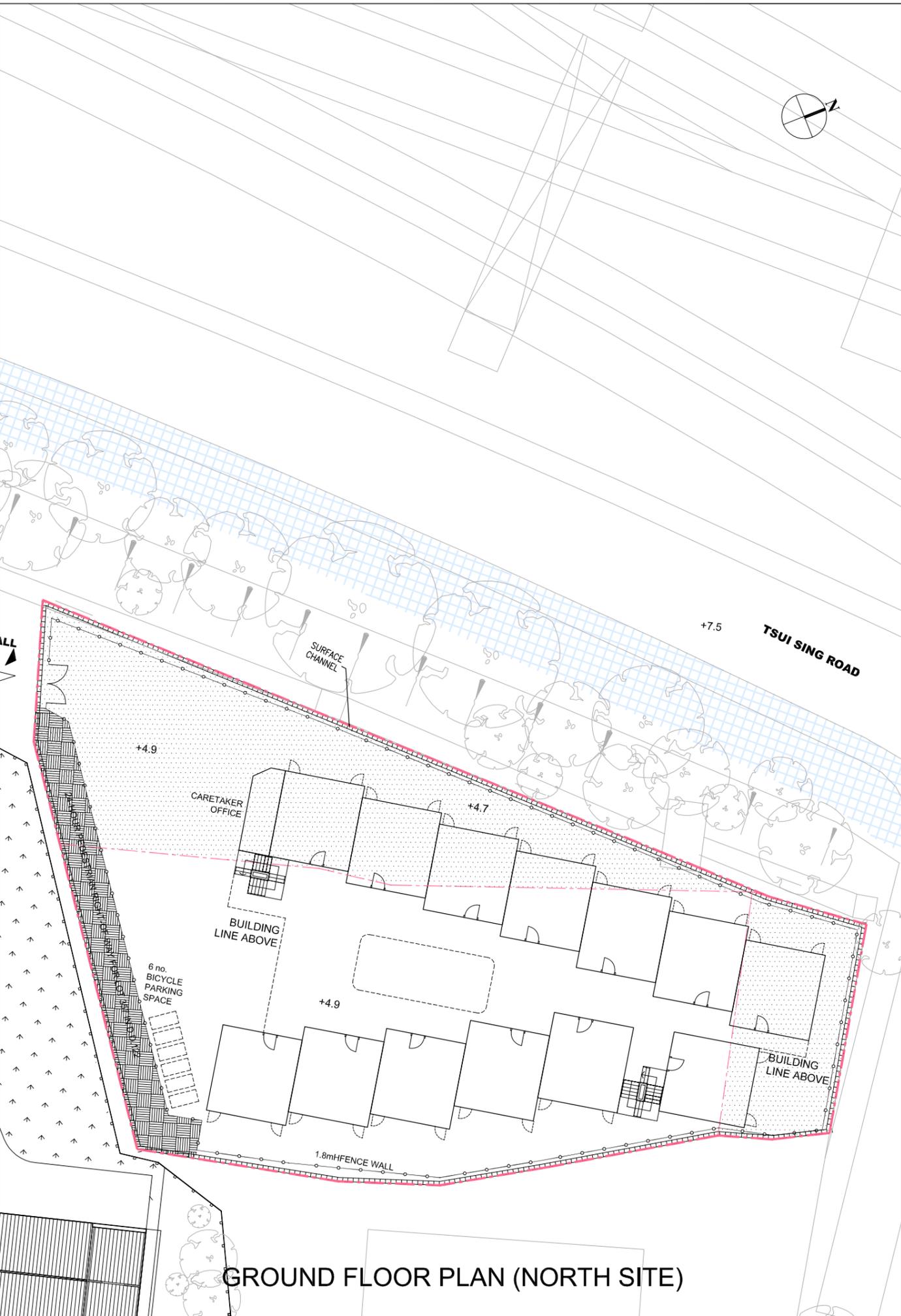
Drawn AW	Checked YSC	Approved TC
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 九龍尖沙咀海濱城環球金融中心北座15樓



GROUND FLOOR PLAN (MIDDLE SITE)



GROUND FLOOR PLAN (NORTH SITE)

- 5m AIR BUFFER ZONE
 - FENCE WALL
 - SITE BOUNDARY
 - SHORT TERM TENANCY LOT
 - 24-HOUR PEDESTRIAN RIGHT-OF-WAY FOR LOT 357 IN D.D. 122
- +1.00 PROPOSED DESIGN SITE LEVEL AT mPD



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Client
LIGHT BE

Project
LIGHT VILLAGE

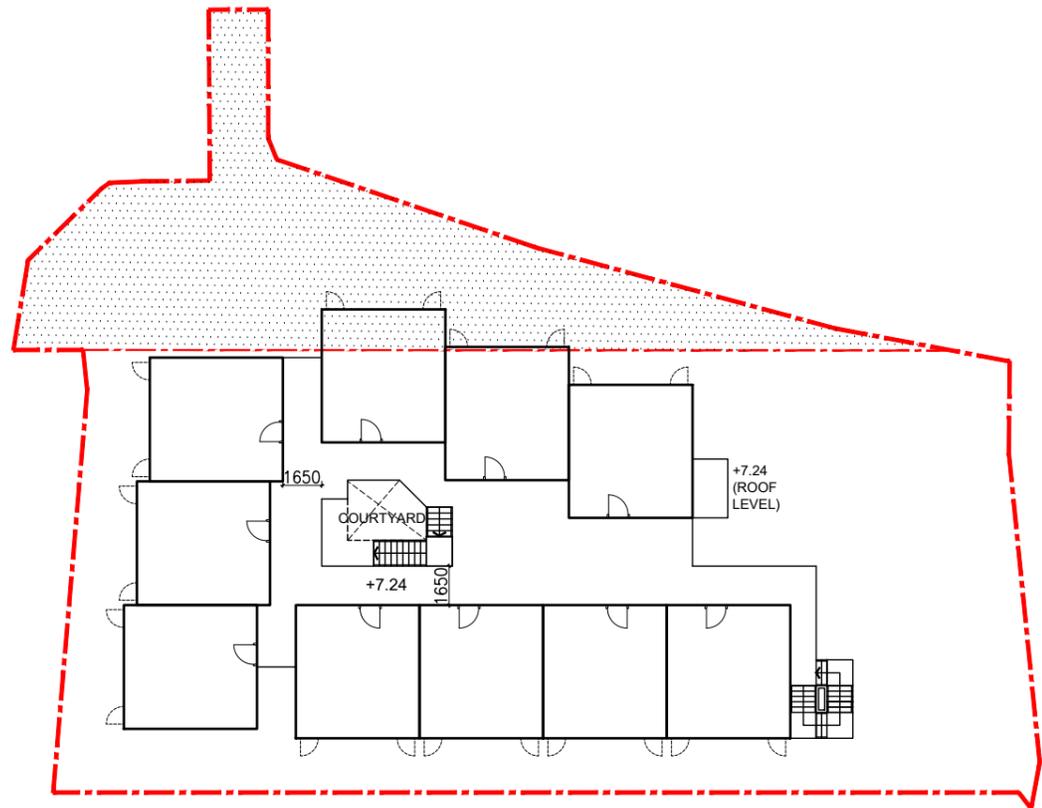
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Scale	Date	CAD Ref.
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Drawn	Checked	Approved
DCM	YSC	TC

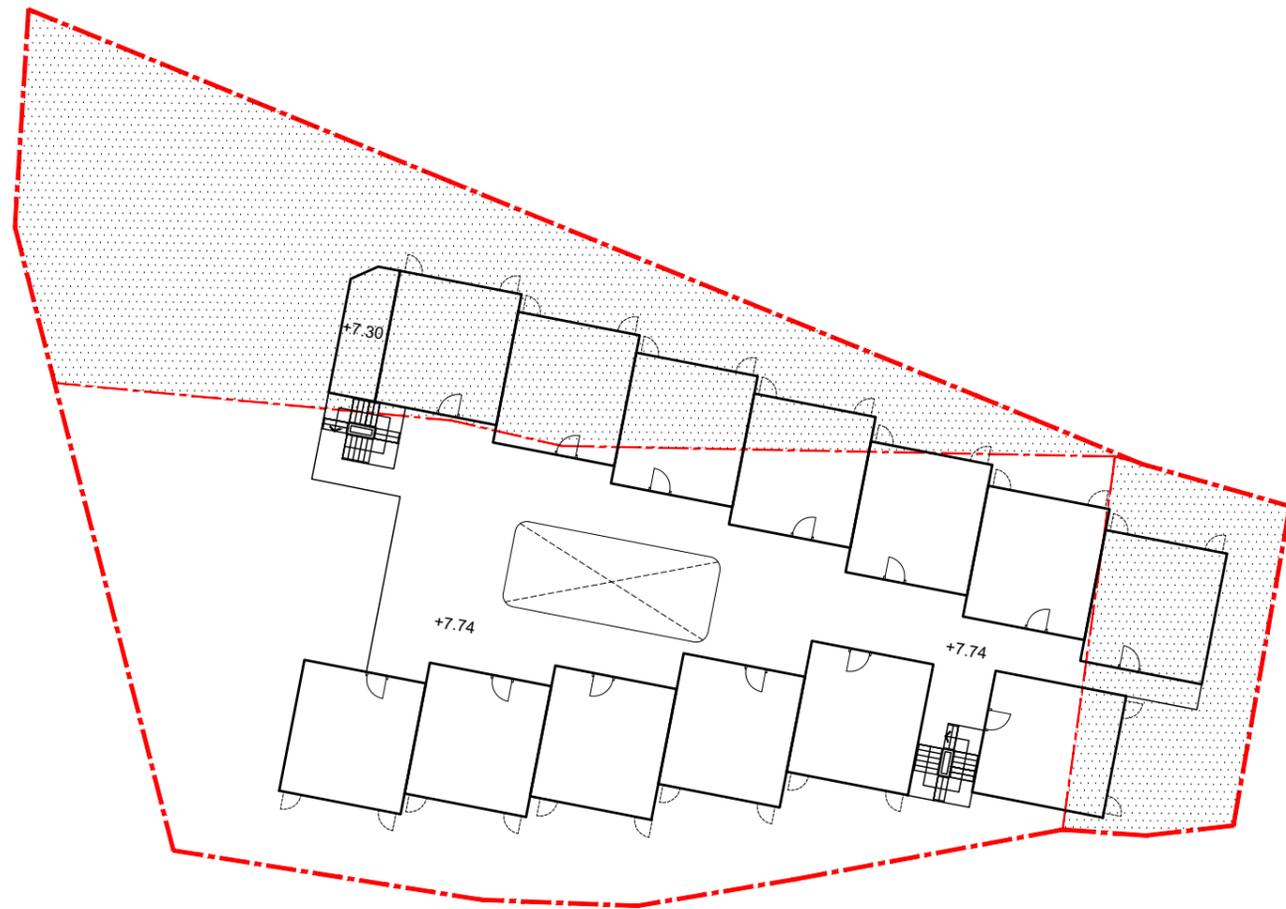


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SITE BOUNDARY
 SHORT TERM
 TENANCY LOT



FIRST FLOOR PLAN (MIDDLE SITE)



FIRST FLOOR PLAN (NORTH SITE)

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Client
LIGHT BE

Project
LIGHT VILLAGE

Drawing Title
FIRST FLOOR PLAN
(MIDDLE SITE & NORTH SITE)

Job No.	Drawing No.	Revision No.
M3489	GP-06	C

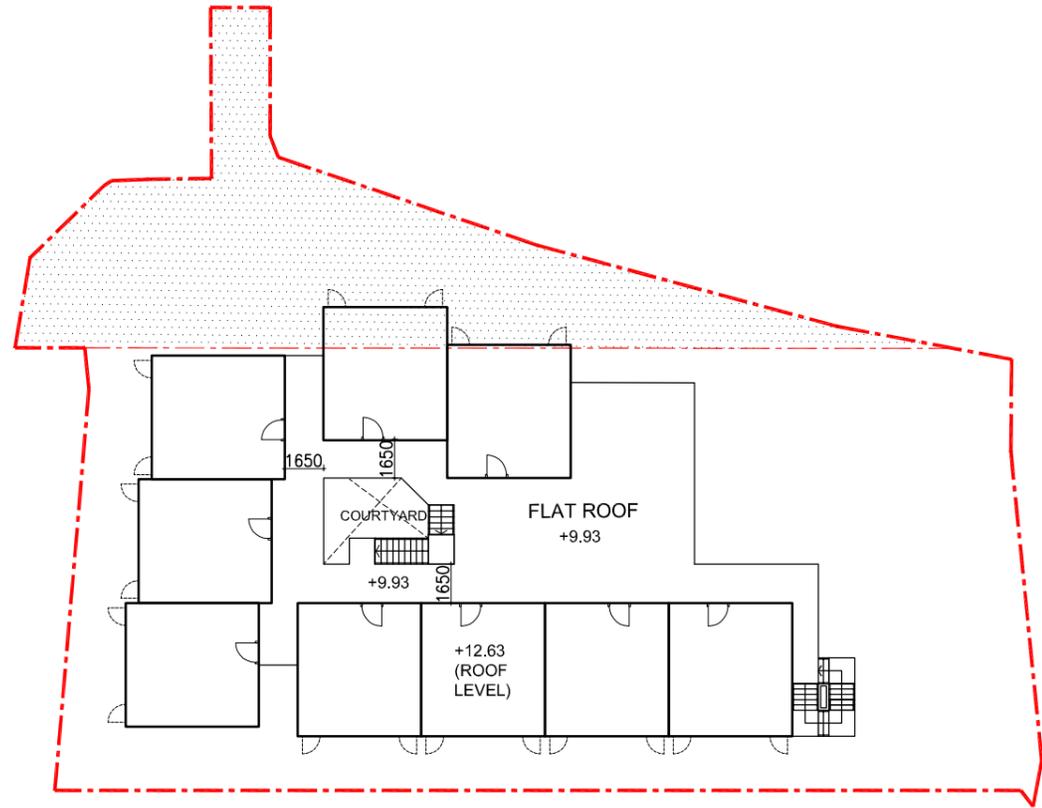
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AW	YSC	TC

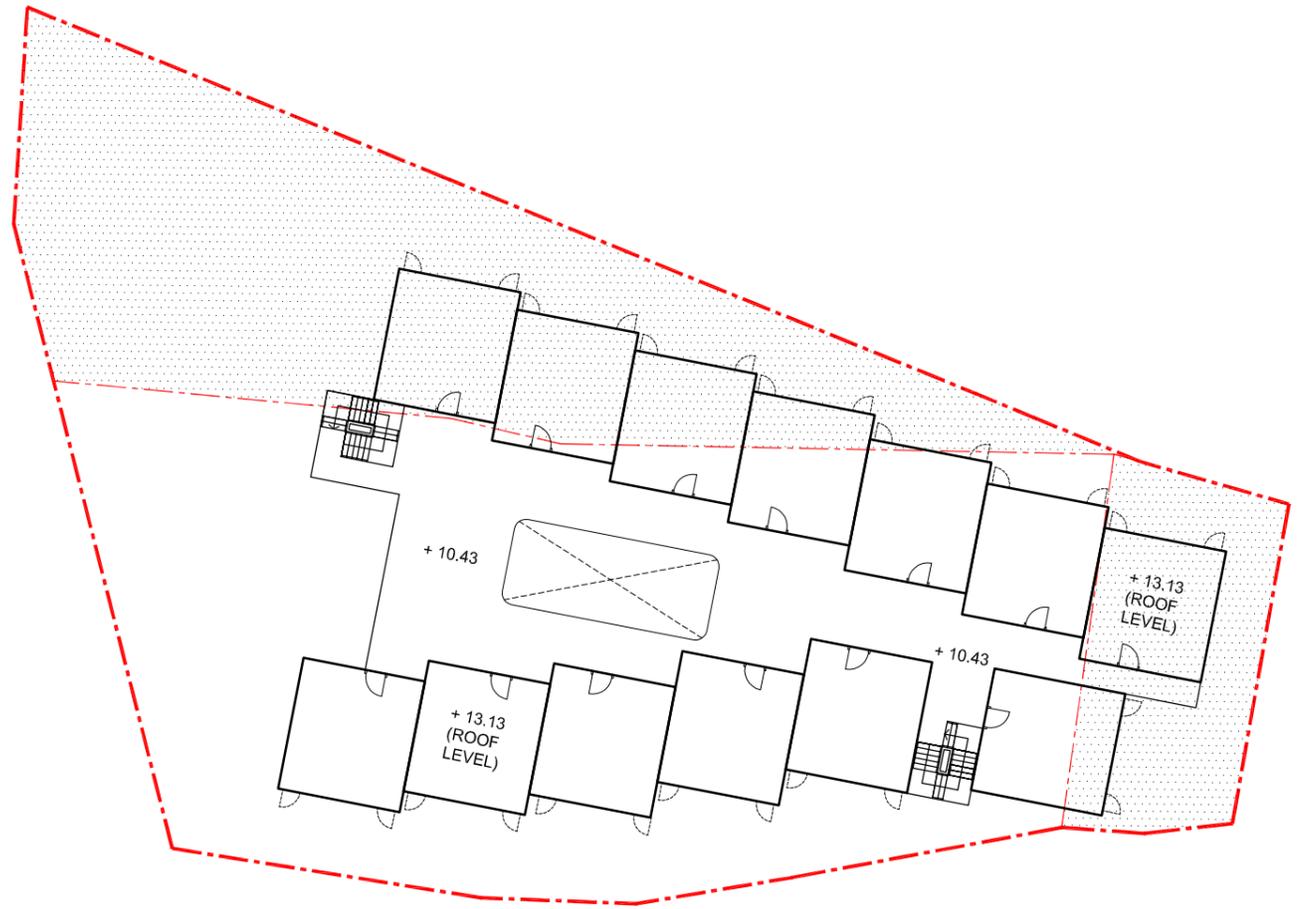
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- SITE BOUNDARY
- SHORT TERM TENANCY LOT



SECOND FLOOR PLAN (MIDDLE SITE)



SECOND FLOOR PLAN (NORTH SITE)

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Client
LIGHT BE

Project
LIGHT VILLAGE

Drawing Title
SECOND FLOOR PLAN (MIDDLE SITE & NORTH SITE)

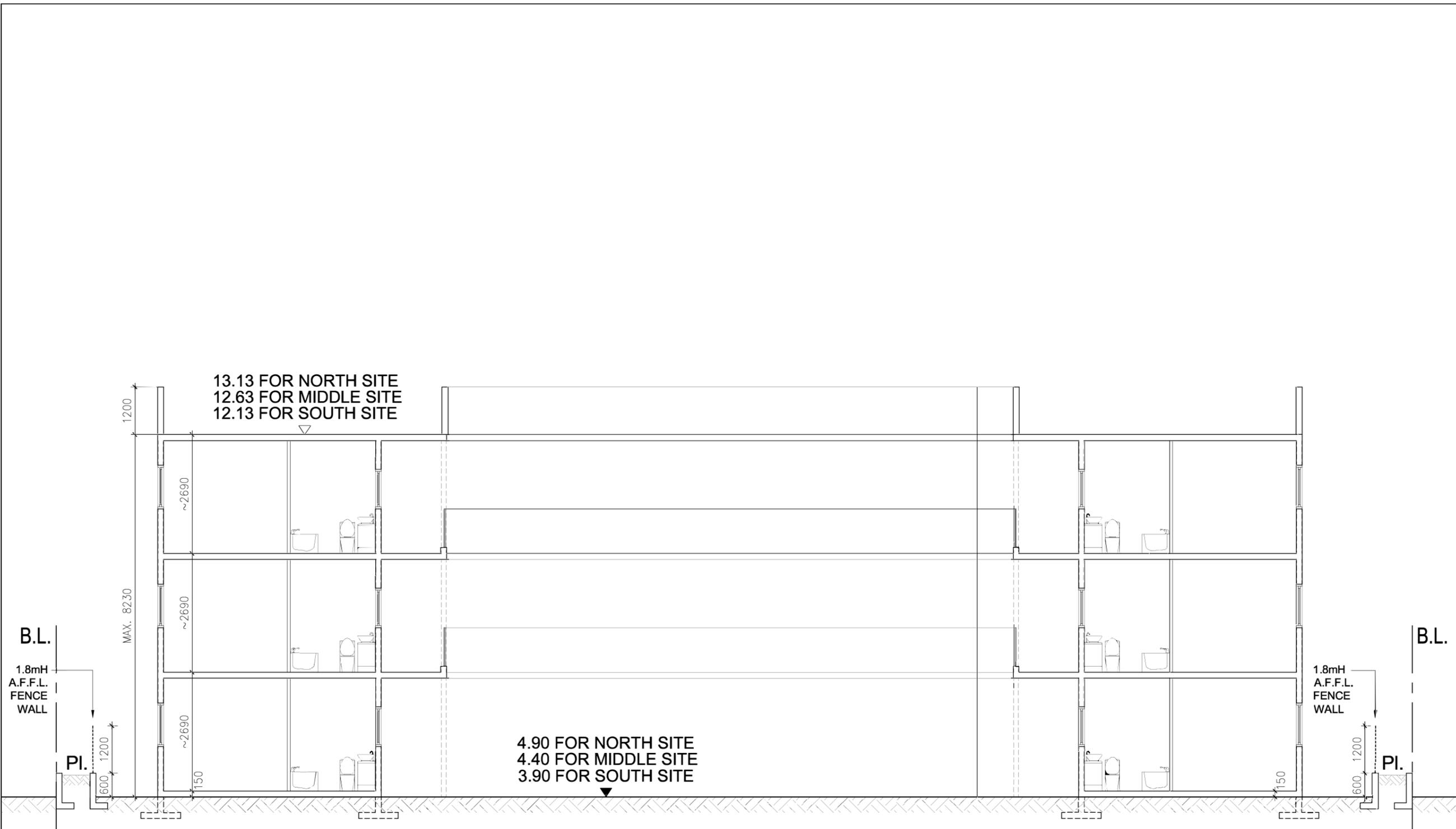
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M3489	GP-07	C

Scale	Date	CAD Ref.
1:300 A3	JUN 2021	

Drawn	Checked	Approved
AW	YSC	TC



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Client
 LIGHT BE

Project
 LIGHT VILLAGE

Drawing Title
 TYPICAL SECTION

Job No.	Drawing No.	Revision No.
M3489	GP-11	A
Scale	Date	CAD Ref.
1:200 A3	AUG 2021	
Drawn	Checked	Approved
AW	YSC	TC

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Artist Impression of the Proposed Development
(For illustration purpose only)

Figure
3.7

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Client

LIGHT BE

Project

LIGHT VILLAGE

Drawing Title

Artist Impression of the Proposed Development

Job No	Drawing No	Revision No
M3489	GP-05	A
Scale	Date	CAD Ref
1:300 A3	OCT 2020	
Drawn	Checked	Approved
AW	YSC	TC

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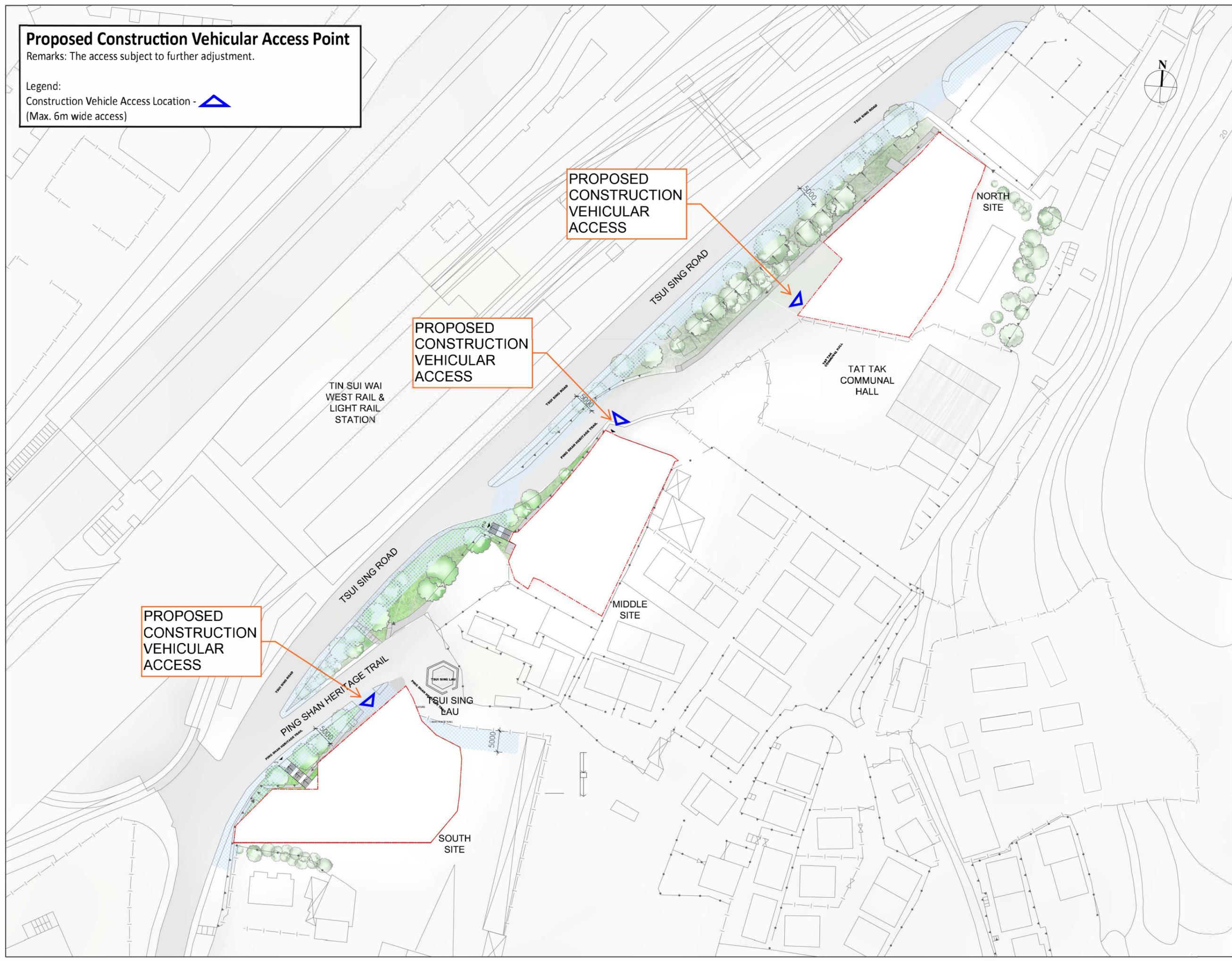
Proposed Construction Vehicular Access Point

Remarks: The access subject to further adjustment.

Legend:

Construction Vehicle Access Location - 
(Max. 6m wide access)

-  5m AIR BUFFER ZONE
-  FENCE WALL
-  SITE BOUNDARY
-  SHORT TERM TENANCY LOT



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Client
LIGHT BE

Project
LIGHT VILLAGE

Drawing Title
MASTER LAYOUT PLAN

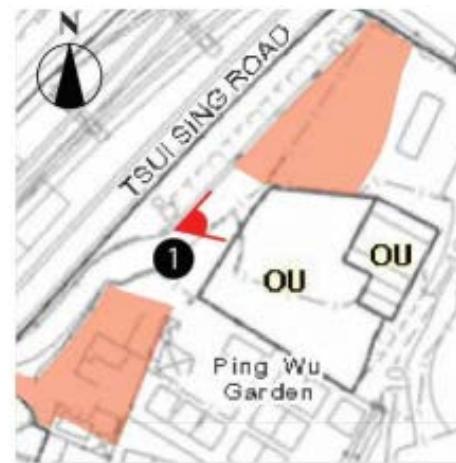
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M3489	GP-01	-
Scale	Date	CAD Ref
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Drawn	Checked	Approved
AW	YSC	TC

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Existing View



Location Plan (not to scale)



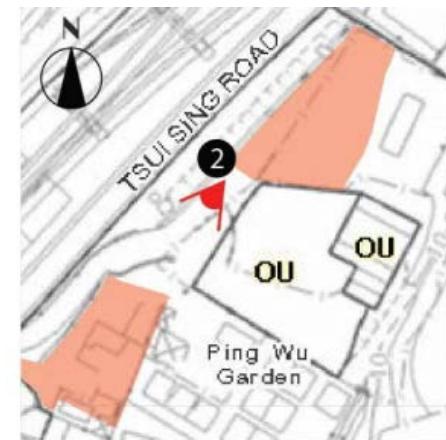
With Original Scheme



With Current Scheme



Existing View



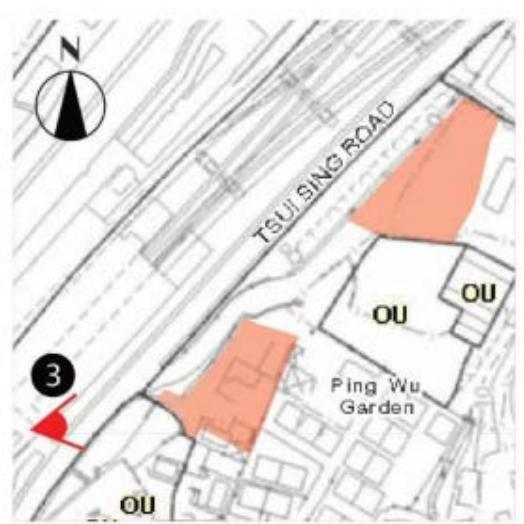
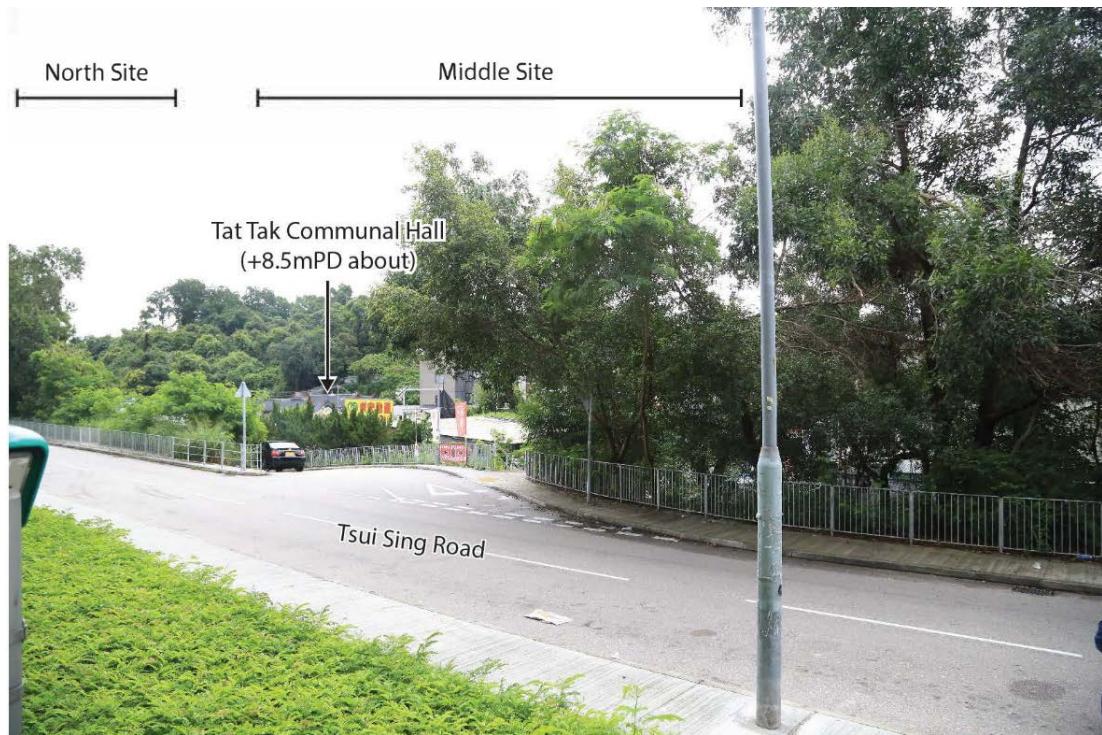
Location Plan (not to scale)



With Original Scheme



With Current Scheme



Location Plan (not to scale)

Existing View



With Original Scheme

With Current Scheme

Table 2-5 Predicted Rail Noise Impact at Representative NSRs (Unmitigated)

NSR	Unit of Criteria	Daytime/ Evening Period (0700-2300)		Night-time Period (2300-0700)		Other	
		Criteria	Impact	Criteria	Impact	Criteria	Impact
B01	Leq (30 min) dB(A)	65	51	55	49	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	48
	Lmax dB(A)	-	-	-	-	85	78
B02	Leq (30 min) dB(A)	65	50	55	49	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	47
	Lmax dB(A)	-	-	-	-	85	78
B03	Leq (30 min) dB(A)	65	50	55	49	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	47
	Lmax dB(A)	-	-	-	-	85	77
C01	Leq (30 min) dB(A)	65	52	55	51	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	49
	Lmax dB(A)	-	-	-	-	85	81
C02	Leq (30 min) dB(A)	65	52	55	51	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	49
	Lmax dB(A)	-	-	-	-	85	81
C03	Leq (30 min) dB(A)	65	52	55	51	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	49
	Lmax dB(A)	-	-	-	-	85	81
C04	Leq (30 min) dB(A)	65	52	55	50	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	48
	Lmax dB(A)	-	-	-	-	85	80
C05	Leq (30 min) dB(A)	65	52	55	51	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	49
	Lmax dB(A)	-	-	-	-	85	80
C06	Leq (30 min) dB(A)	65	52	55	51	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	49
	Lmax dB(A)	-	-	-	-	85	80

NSR	Unit of Criteria	Daytime/ Evening Period (0700-2300)		Night-time Period (2300-0700)		Other	
		Criteria	Impact	Criteria	Impact	Criteria	Impact
C07	Leq (30 min) dB(A)	65	52	55	51	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	49
	Lmax dB(A)	-	-	-	-	85	80
C08	Leq (30 min) dB(A)	65	52	55	50	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	49
	Lmax dB(A)	-	-	-	-	85	80
C09	Leq (30 min) dB(A)	65	52	55	50	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	49
	Lmax dB(A)	-	-	-	-	85	80
C10	Leq (30 min) dB(A)	65	52	55	50	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	49
	Lmax dB(A)	-	-	-	-	85	80
C11	Leq (30 min) dB(A)	65	52	55	50	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	48
	Lmax dB(A)	-	-	-	-	85	81
C12	Leq (30 min) dB(A)	65	52	55	50	-	-
	Leq (24 hrs) dB(A)	-	-	-	-	65	48
	Lmax dB(A)	-	-	-	-	85	80

2.7 Conclusion

2.7.1 The potential railway noise impact on the Proposed Development has been assessed and evaluated. The results confirmed that the predicted noise levels at the nearest NSRs would be able to meet the noise criteria stipulated in the HKPSG.



Figure: 2.2		RAMBOLL
Title:	Location of Representative Noise Sensitive Receivers for Rail Noise Assessment	Drawn by: KL Checked by: KY
Project:	Section 16 Planning Application on Proposed Residential Institution for a Period of 7 Years in Lots 360 and 377 in D.D. 122, Ping Shan, New Territories	Rev.: 3.0 Date: Jun 2021

Predicted Rail Noise Assessment Results at Representative NSRs

Table 1: RNIA Results (Day-time, Unmitigated Scenario)

All Representative NSRs (Middle Site)

NSR	mPD	B01	B02	B03
G/F	6.6	51	50	50
1/F	9.6	51	50	50
2/F	12.6	51	50	50
No. of Exceedances	0	0	0	0
Max, Noise Level	51	50	50	
Criteria		65	65	65

Table 2: RNIA Results (Day-time, Unmitigated Scenario)

All Representative NSRs (North Site)

NSR	mPD	C01	C02	C03	C04	C05	C06	C07	C08	C09	C10	C11	C12
G/F	6.9	51	51	51	51	51	51	51	51	51	51	51	51
1/F	9.9	51	51	51	51	51	51	51	51	51	51	51	51
2/F	12.9	52	52	52	52	52	52	52	52	52	52	52	52
No. of Exceedances	0	0	0	0	0	0	0	0	0	0	0	0	0
Max, Noise Level	52	52	52	52	52	52	52	52	52	52	52	52	52
Criteria		65	65	65	65	65	65	65	65	65	65	65	65

Table 3: RNIA Results (Night-time, Unmitigated Scenario)

All Representative NSRs (Middle Site)

NSR	mPD	B01	B02	B03
G/F	6.6	49	48	48
1/F	9.6	49	48	48
2/F	12.6	49	49	49
No. of Exceedances	0	0	0	0
Max, Noise Level	49	49	49	
Criteria		55	55	55

Table 4: RNIA Results (Night-time, Unmitigated Scenario)

All Representative NSRs (North Site)

NSR	mPD	C01	C02	C03	C04	C05	C06	C07	C08	C09	C10	C11	C12
G/F	6.9	49	49	49	49	49	49	49	49	50	49	49	49
1/F	9.9	50	50	50	50	50	50	50	50	50	50	50	50
2/F	12.9	51	51	51	50	51	51	51	50	50	50	51	50
No. of Exceedances	0	0	0	0	0	0	0	0	0	0	0	0	0
Max, Noise Level	51	51	51	50	51	51	51	51	50	50	50	51	50
Criteria		55	55	55	55	55	55	55	55	55	55	55	55

Table 5: RNIA Results (Lmax, Unmitigated Scenario)

All Representative NSRs (Middle Site)

NSR	mPD	B01	B02	B03
G/F	6.6	78	78	77
1/F	9.6	78	78	77
2/F	12.6	78	78	77
No. of Exceedances	0	0	0	0
Max, Noise Level	78	78	77	
Criteria		85	85	85

Table 6: RNIA Results (Lmax, Unmitigated Scenario)

All Representative NSRs (North Site)

NSR	mPD	C01	C02	C03	C04	C05	C06	C07	C08	C09	C10	C11	C12
G/F	6.9	81	81	81	80	80	80	80	80	80	80	81	80
1/F	9.9	81	81	81	80	80	80	80	80	80	80	81	80
2/F	12.9	81	81	81	80	80	80	80	80	80	80	81	80
No. of Exceedances	0	0	0	0	0	0	0	0	0	0	0	0	0
Max, Noise Level	81	81	81	80	80	80	80	80	80	80	80	81	80
Criteria		85	85	85	85	85	85	85	85	85	85	85	85

Table 7: RNIA Results (24 hours, Unmitigated Scenario)

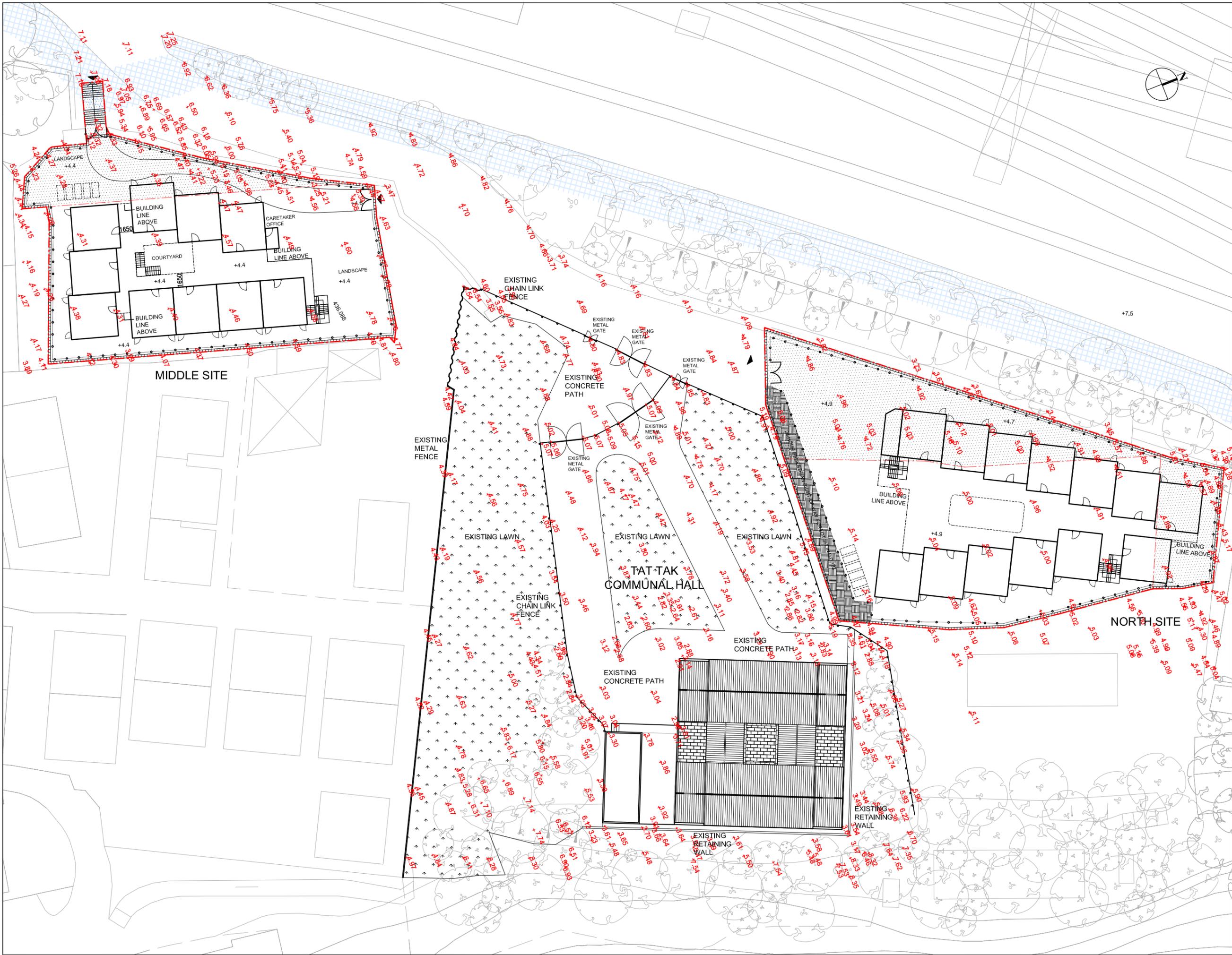
All Representative NSRs (Middle Site)

NSR	mPD	B01	B02	B03
G/F	6.6	48	47	47
1/F	9.6	48	47	47
2/F	12.6	48	47	47
No. of Exceedances	0	0	0	0
Max, Noise Level	48	47	47	
Criteria		65	65	65

Table 8: RNIA Results (24 hours, Unmitigated Scenario)

All Representative NSRs (North Site)

NSR	mPD	C01	C02	C03	C04	C05	C06	C07	C08	C09	C10	C11	C12
G/F	6.9	47	47	48	47	48	48	48	48	48	48	47	48
1/F	9.9	48	48	48	48	48	48	48	48	48	48	48	48
2/F	12.9	49	49	49	48	49	49	49	49	49	49	49	48
No. of Exceedances	0	0	0	0	0	0	0	0	0	0	0	0	0
Max, Noise Level	49	49	49	48	49	49	49	49	49	49	49	49	48
Criteria		65	65	65	65	65	65	65	65	65	65	65	65



- 5m AIR BUFFER ZONE
- FENCE WALL
- SITE BOUNDARY
- SHORT TERM TENANCY LOT
- 24-HOUR PEDESTRIAN RIGHT-OF-WAY FOR LOT 357 IN D.D. 122
- +1.00 EXISTING SITE LEVEL AT mPD
- +1.00 PROPOSED DESIGN SITE LEVEL AT mPD

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 • Check and verify all dimensions on site.
 • Read this drawing in conjunction with the specifications and all other related drawings.
 • Notify the Architect immediately of any discrepancy found herein.

Client
LIGHT BE

Project
LIGHT VILLAGE

Drawing Title
MASTER LAYOUT PLAN (MIDDLE SITE & NORTH) - WITH SITE LEVEL

Job No.	Drawing No.	Revision No.
M3489	GP-04A	B
Scale	Date	CAD Ref.
1:400 A3	AUG 2021	
Drawn	Checked	Approved
DCM	YSC	TC

lwk&partners
architects

15F, North Tower, World Finance Centre, Harbour City, Tsim Sha Tsui, Kowloon,
 T: 852-2574 1633 F: 852-2572 4908 E: lwk@lwk.com
 廣東國際建築師(香港)事務所有限公司
 九龍尖沙咀海濱道環球金融中心北座15樓

Urgent Return receipt Sign Encrypt Mark Subject Restricted Expand personal&public groups



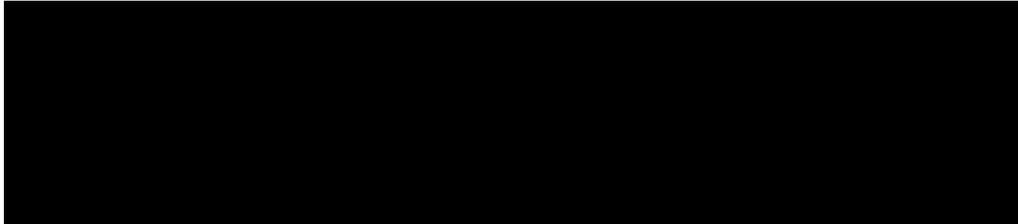
RE: Light Village - Planning Application No. A/YL-PS/622 (South Site) and A/YL-PS/623 (North & Middle Sites)

18/08/2021 09:50

From:

To:

Cc:



Dear Kent,

We confirm that the proposed Light Village development (South Site, North & Middle Sites) will not worsen the potential flooding situation of the two declared monuments during and after the construction of the proposed development. The design and disposal of surface water shall comply with the requirements under the Buildings Ordinance.

Regards

+ MINA LEUNG | ASSOCIATE DIRECTOR
15/F, North Tower, World Finance Centre
Harbour City, TSIM SHA TSUI, Hong Kong
T +852 25741633 | D +852 3589 0682 | F +852 25724908

LWKP.COM | Facebook | WeChat | LinkedIn | INSTAGRAM | TWITTER

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+PARTNERS**

HONG KONG | SHENZHEN | GUANGZHOU | SHANGHAI | CHONGQING | BEIJING | SHENYANG | MACAU | MANILA |

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Our Ref. : LT21005197
Job Ref. : HKA-P-01573-PLA
Your Ref. : TPB/A/YL-PS/622 and TPB/A/YL-PS/623

24 November 2021

(By Post)

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

Attn : Mr Raymond Kan

Dear Mr Kan,

Re: *Planning Application No. A/YL-PS/622 (South Site) and A/YL-PS/623 (North and Middle Sites)*
- Further Informaiton

We refer to the captioned applications.

To further response the comments from the public and government departments regarding the South Site, the residential units at East Wing has been deleted such that an area of about 400m² within the site area can now be allocated as a buffer between the proposed development and the pagoda. That 400m² area will be a fenceless front yard open to the public and, with a less vibrant atmosphere, it would enable visitors or local villagers to better appreciate the pagoda in a spacious and serene environment. This front yard will serve as a meeting point for visitors, as well as those who join the heritage and cultural activities at the proposed Creative Learning & Culture Activity Room.

A small water feature proposed previously will no longer be provided due to hygiene consideration arising from Covid 19 and the likely future maintenance problems especially in controlling mosquito breeding. As an alternative, removable seating benches are proposed with planters added at the back as a green backdrop. The seating benches not only serve as a resting place but also be an excellent place with unobstructed view to appreciate the Pagoda.

As a result, only less than 20% of the site area in the South Site is now proposed for residential institution and a substantial reduction of flat units from the original proposed 30 units to the current 20 units. The applicant has made every effort to respond to Government's initiative in providing transitional housing and to address the local concerns on heritage preservation. The revised scheme for the South Site is the best that the applicant can do to strike a balance between the need for transitional housing provision and heritage preservation.

The completion of the proposed development is anticipated in 2023.

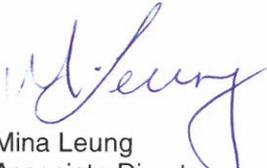
Page No. 2
Our Ref. : LT21005197

The following further information is enclosed for the Board's consideration: -

- Master Layout Plan (South, North and Middle Sites)
- G/F, 1/F, 2/F and Section Plan (South Site)
- Artist Impression (South Site)
- Landscape Plan (South Site)
- Development Schedule Comparison
- Photomontages (South Site)

Should you have any queries, please contact the undersigned at 3589 0682 (minaleung@lwkp.com).

Yours faithfully,
For and on behalf of
LWK & PARTNERS (HK) LTD



Mina Leung
Associate Director

GLT/MSW/wwc

cc. Kent Lee - Town Plnr/Tuen Mun1
Light Be - Mr. Ricky Yu/Ms. Janet Chow

Table 1: Development Schedule Comparison

	Original Scheme			Current Scheme		
	South Site	North Site	Middle Site	South Site	North Site	Middle Site
Site Area	1,180m ²	1,280m ²	950m ²	1,180m ²	1,280m ²	950m ²
Plot Ratio	1.55	2	2	1.14	2	1.9
Total GFA	1,830m ²	2,560m ²	1,900m ²	1,345m ²	2560m ²	1805m ²
- Domestic	1,817m ²	2,560m ²	1,900m ²	1,180m ²	2560m ²	1805m ²
- Non-Dom	13m ²	--	--	165m ²	--	--
No. of Flats	30	38	32	20	39	29
Average Flat Size	35 m ²			35 m ²		
No. of Block	1			1		
No. of Storey	Not more than 3			Not more than 3		
Building Height	+15.15mPD	+15.75mPD	+15.45mPD	+12.13mPD (8.23m)	+13.13mPD (8.23m)	+12.63mPD (8.23m)
Site Coverage	Not more than 60%			Not more than 60%		
Bicycle Parking Spaces (1 space per 7.5 units)	0			3	6	5

- 5m AIR BUFFER ZONE
- FENCE WALL
- SITE BOUNDARY
- SHORT TERM TENANCY LOT
- SHORT TERM WAIVER LOT
- 24-HOUR RESERVATION ROADWAY FOR LOT 357 IN D.D. 122
- EXISTING SITE LEVEL AT MPD
- PROPOSED DESIGN SITE LEVEL AT MPD

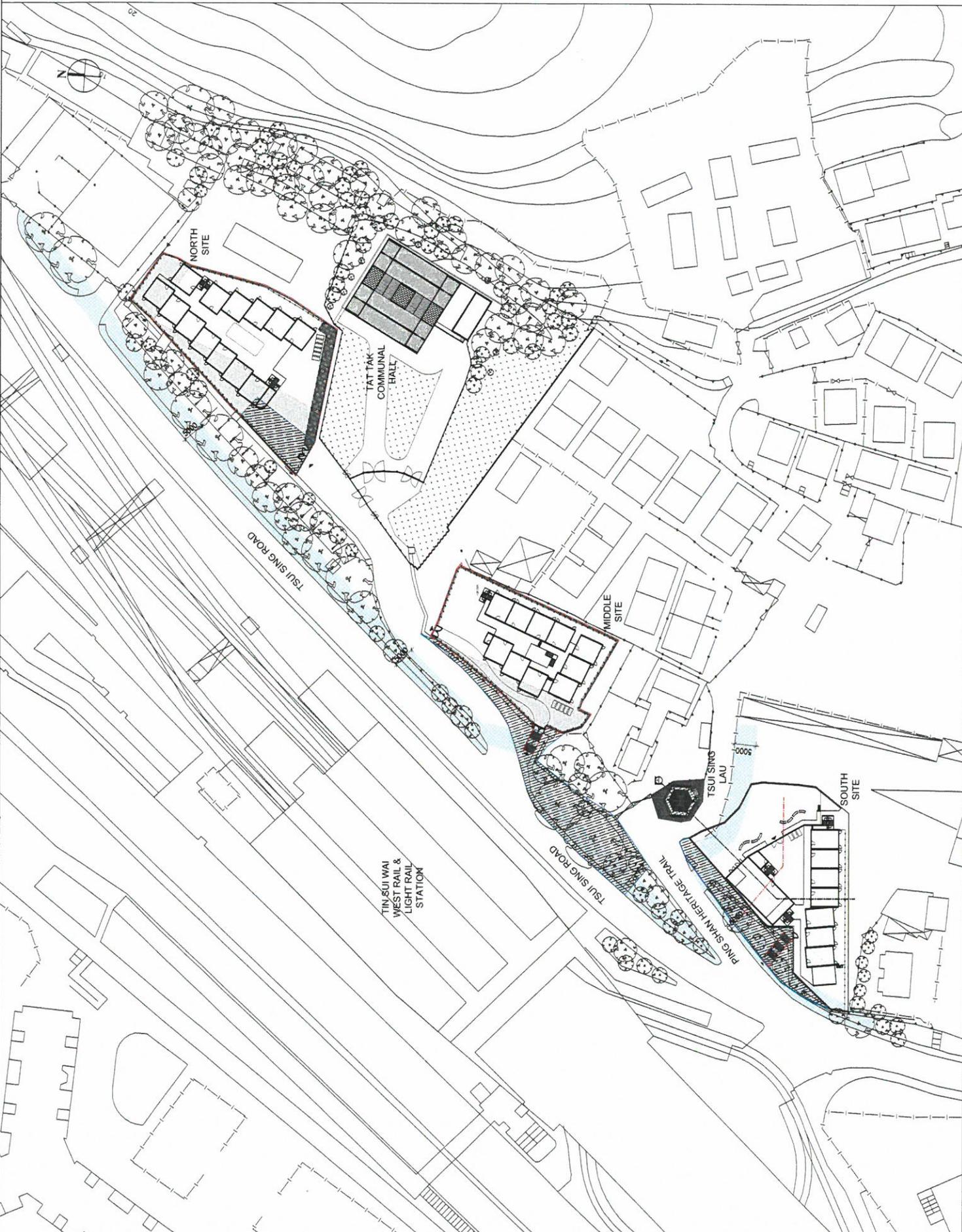
+1.00

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Project No.	1900A3 NOV 2021
Client	DCH
Designer	YSC
Checker	TC
Approver	
Scale	1:100
Date	19/11/2021
Drawn by	D
Checked by	
Reviewed by	
Approved by	

lw&partners
ARCHITECTS

11/F, 118 Des Voeux Road West, Causeway Bay, Hong Kong
 香港灣仔道118號11樓
 九龍彌敦道118號11樓



Project No.
1900A3 NOV 2021

Client
DCH

Designer
YSC

Checker
TC

Approver

Scale
1:100

Date
19/11/2021

Drawn by
D

Checked by

Reviewed by

Approved by

MASTER LAYOUT PLAN

Project No.
1900A3 NOV 2021

Client
DCH

Designer
YSC

Checker
TC

Approver

Scale
1:100

Date
19/11/2021

Drawn by
D

Checked by

Reviewed by

Approved by

- 5m AIR BUFFER ZONE
- FENCE WALL
- SITE BOUNDARY
- SHORT TERM WAIVER LOT
- 1.5m WATER MAINS CLEARANCE ZONE
- EXISTING SITE LEVEL
- PROPOSED DESIGN SITE LEVEL AT RPD
- +1.00
- SURFACE CHANNEL

NOTE:
FIXED / MAINTENANCE WINDOWS WILL BE INSTALLED AT THE FACADES FACING THE RAIL TRACKS.

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Project: LIGHT VILLAGE

Drawing No: GROUND FLOOR PLAN (SOUTH SITE)

Scale: 1:200

Date: 12 NOV 2021

Drawn: YJC

Checked: TC

Approved: TC

Project No: D

Client Ref: CAS P&C

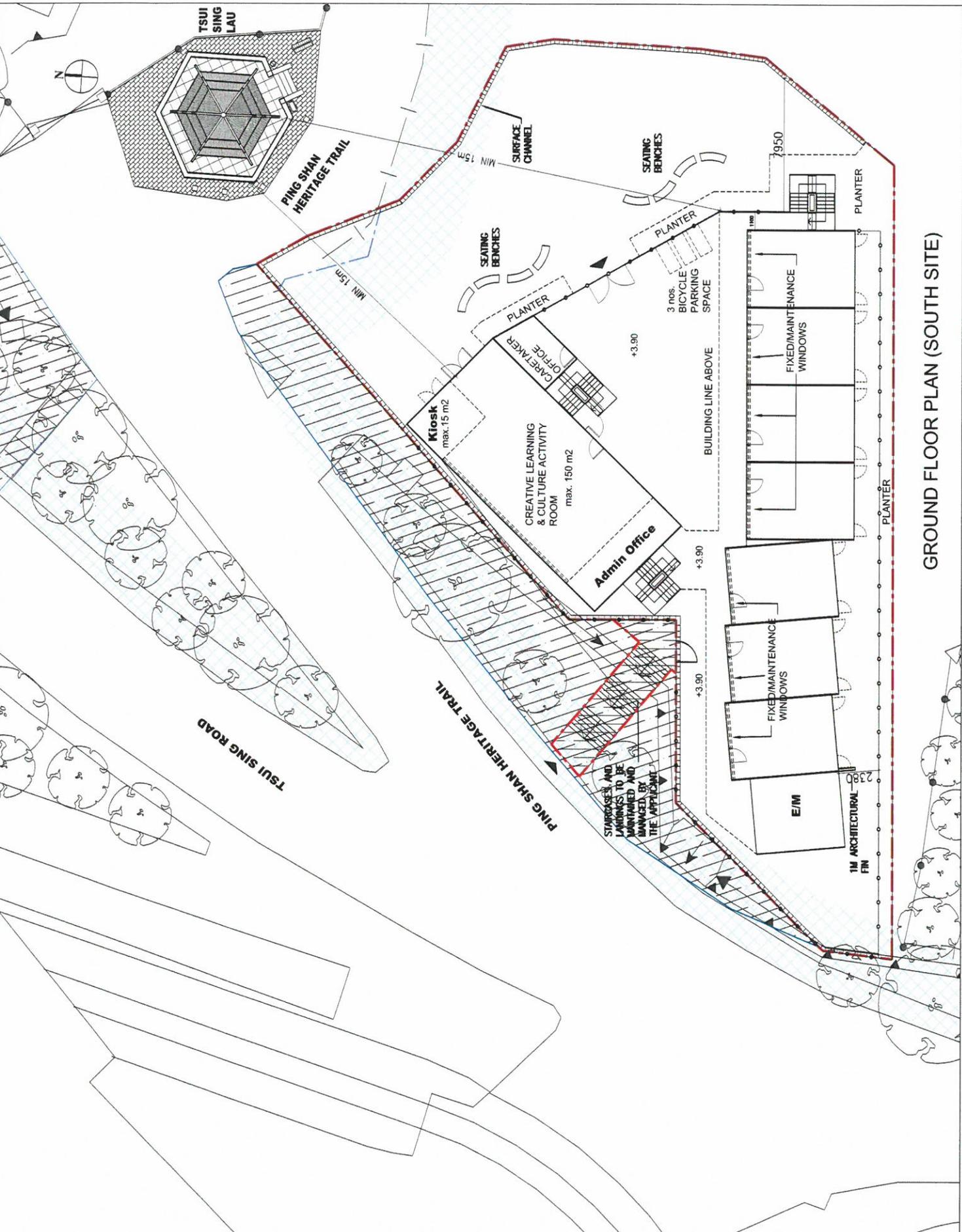
Project Name: LIGHT VILLAGE

Project Address: 1200 ASIA AVENUE, #01-01/02, SINGAPORE 408547

Project Phone: +65 6339 1111

Project Email: info@iwk.com.sg

IWK&PARTNERS
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GROUND FLOOR PLAN (SOUTH SITE)

SITE BOUNDARY
 FENCE WALL
 GOVERNMENT
 PLANNING
 APPLICATION

EXISTING SITE
 LEVEL AT mPD
 PROPOSED DESIGN
 SITE LEVEL AT mPD
 +1.00

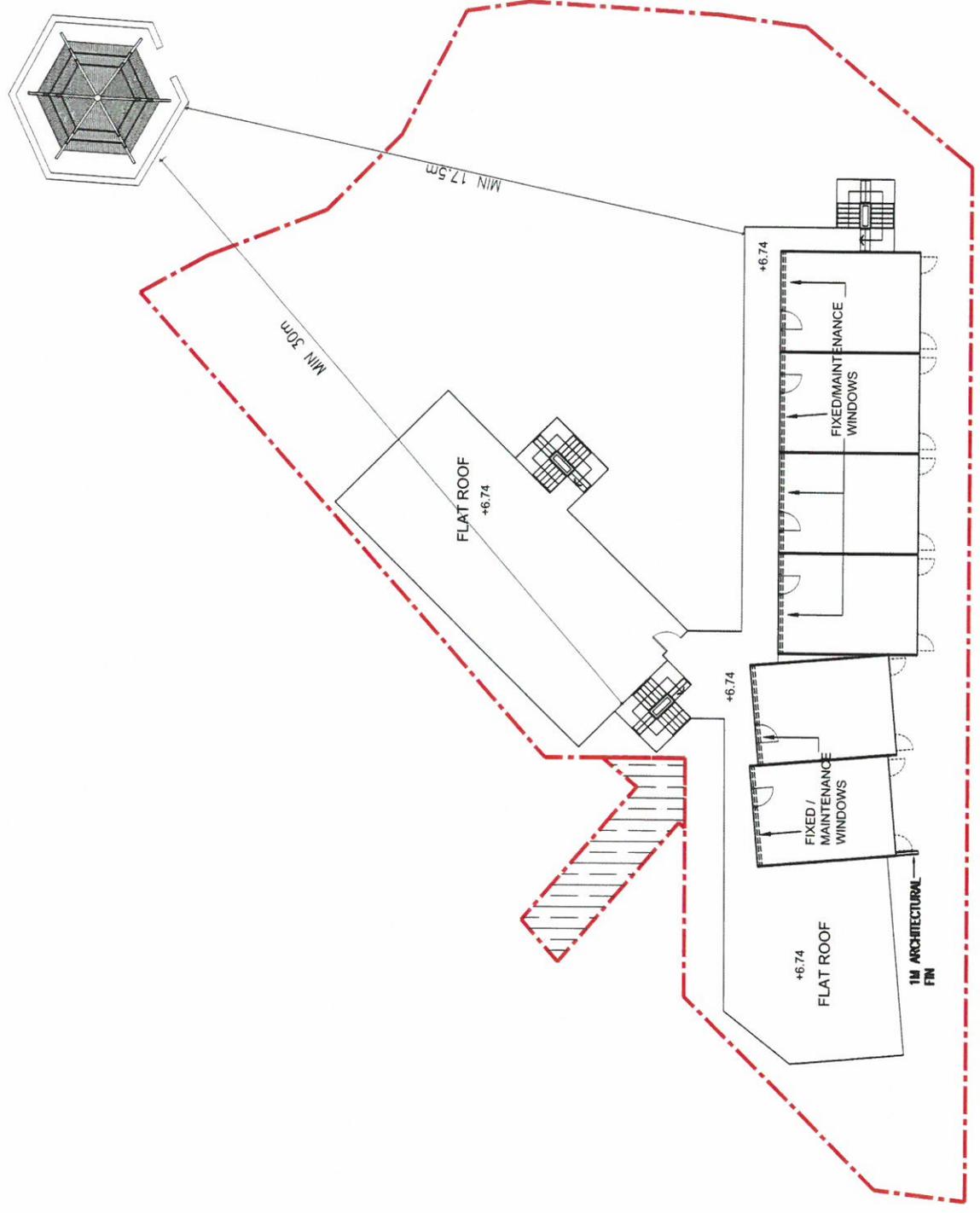
NOTE:
 FIXED / MAINTENANCE WINDOWS
 WILL BE INSTALLED AT THE
 POINT OF FACING THE RAIL
 TRACKS.

LIGHT BE
 LIGHT VILLAGE

FIRST FLOOR PLAN
 (SOUTH SITE)

Job No. Drawing No. Revision No.
 EMBB (P)03 D
 1:200 (A3) NOV 2021 CAD No.
 DCM YSC TC

lwk&partners
 a r c h i t e c t s
 1/F, 4/F, 10/F, 12/F, 13/F, 14/F, 15/F, 16/F, 17/F, 18/F, 19/F, 20/F, 21/F, 22/F, 23/F, 24/F, 25/F, 26/F, 27/F, 28/F, 29/F, 30/F, 31/F, 32/F, 33/F, 34/F, 35/F, 36/F, 37/F, 38/F, 39/F, 40/F, 41/F, 42/F, 43/F, 44/F, 45/F, 46/F, 47/F, 48/F, 49/F, 50/F, 51/F, 52/F, 53/F, 54/F, 55/F, 56/F, 57/F, 58/F, 59/F, 60/F, 61/F, 62/F, 63/F, 64/F, 65/F, 66/F, 67/F, 68/F, 69/F, 70/F, 71/F, 72/F, 73/F, 74/F, 75/F, 76/F, 77/F, 78/F, 79/F, 80/F, 81/F, 82/F, 83/F, 84/F, 85/F, 86/F, 87/F, 88/F, 89/F, 90/F, 91/F, 92/F, 93/F, 94/F, 95/F, 96/F, 97/F, 98/F, 99/F, 100/F

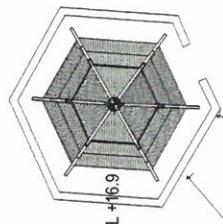


FIRST FLOOR PLAN (SOUTH SITE)

- SITE BOUNDARY
- FENCE WALL
- GOVERNMENT PLANNING APPLICATION

EXISTING SITE LEVEL AT mPD
 PROPOSED DESIGN SITE LEVEL AT mPD

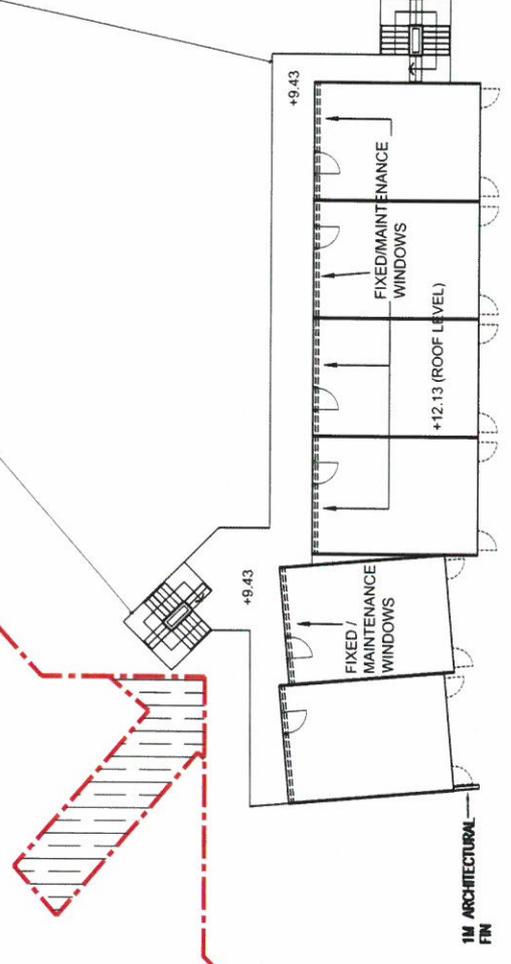
+1.00



TOP LEVEL +16.9

MIN 3.0M

MIN 17.5M



1M ARCHITECTURAL FIN

NOTE:
 FIXED/MAINTENANCE WINDOWS
 TO BE INSTALLED AT THE
 FACIES STAGING THE RAIL
 TRACKS.

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LIGHT BE

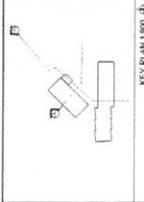
Light Village

SECOND FLOOR PLAN
 (SOUTH SITE)

Project No.	120043	Client	TC
Site No.	OP04	Design No.	D
Issue No.	120043 NOV 2021	Issue Date	
Drawn	YSC	Checked	TC
DCM		Approved	

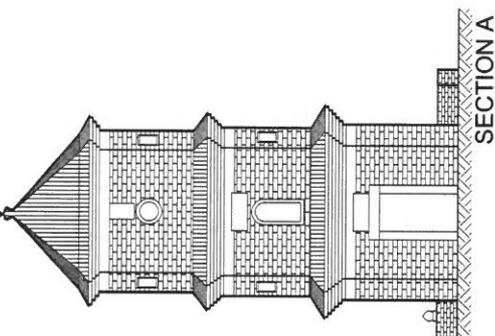


SECOND FLOOR PLAN (SOUTH SITE)



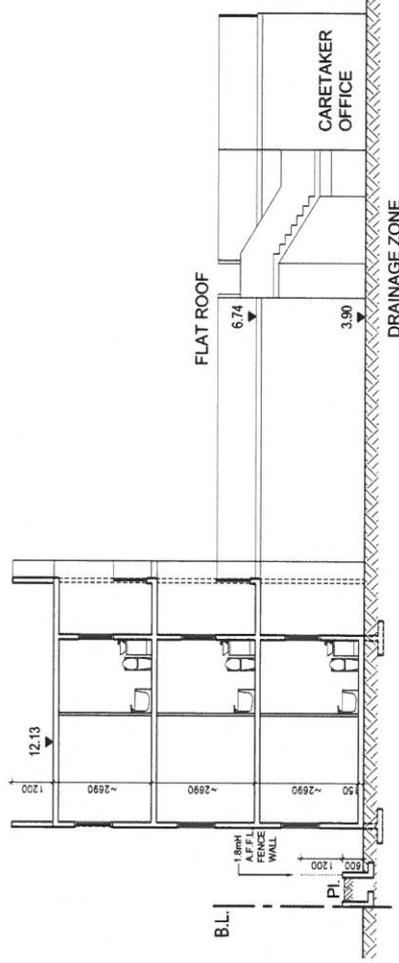
KEY PLAN 1801 (d)

TSUI SING LAU
16.90



SECTION A

B.L.



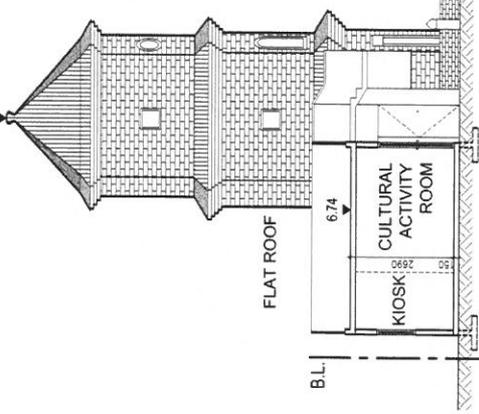
FLAT ROOF

CARETAKER OFFICE

DRAINAGE ZONE

B.L.

TSUI SING LAU
16.90

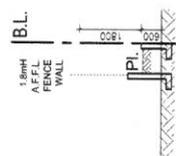


FLAT ROOF

KIOSK
CULTURAL
ACTIVITY
ROOM

DRAINAGE ZONE

B.L.



SECTION B

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Client:
Light BE

Phase:
LIGHT VILLAGE

Drawing Title:
SECTION A AND B - SOUTH SITE

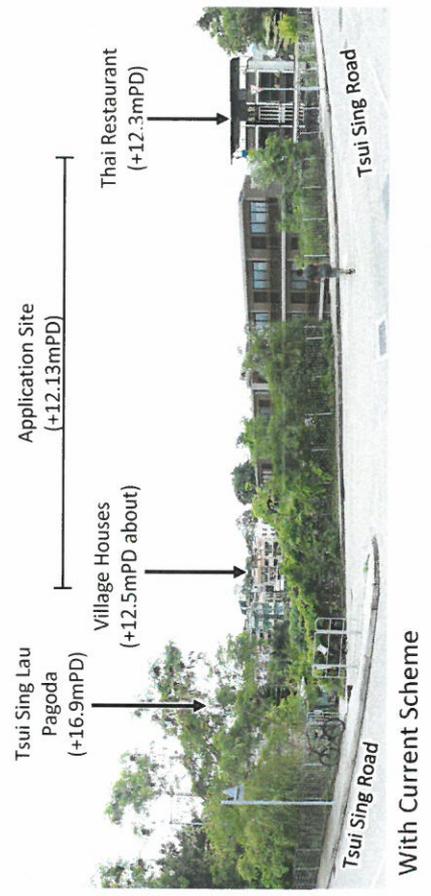
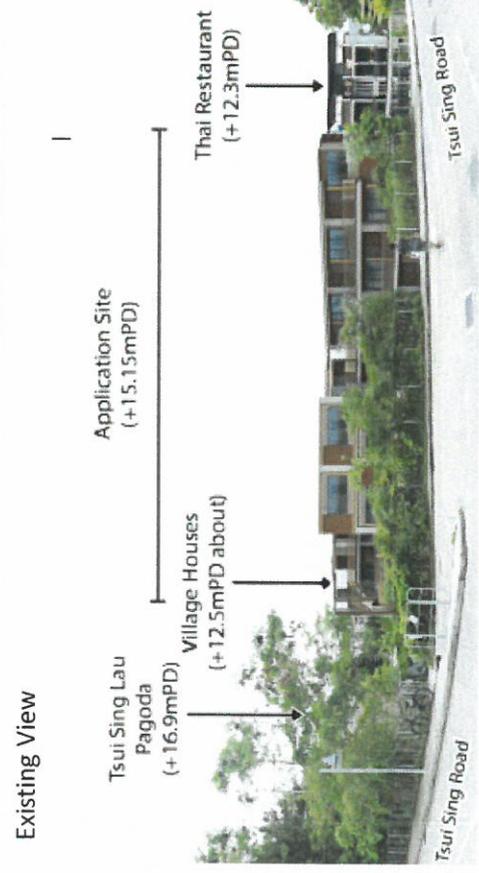
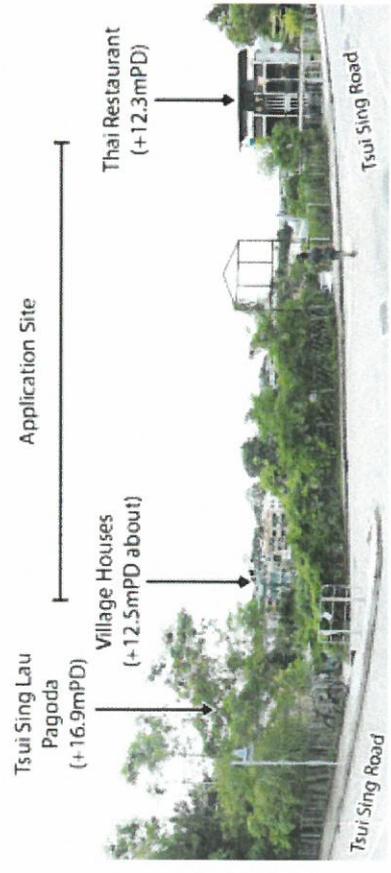
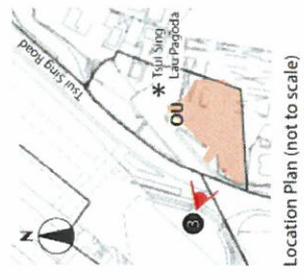
Job No.	Quantity No.	Revision No.
1801B	GR-12	B
Date	Check Date	Appr. Date
17/10/2021	17/10/2021	
Drawn	Checked	Approved
AW	YSC	TC

lwk&partners
ARCHITECTS

107 Avenida de las Americas, Suite 1000, San Jose, Costa Rica
Tel: +506 2252 1111 Fax: +506 2252 1112
www.lwk.com



Artist Impression of the Proposed Development - South Site
(For illustration purpose only)



**LWK
+ PARTNERS**

Title
**Photomontage - VP3 (South Site)
Tsui Sing Road**

Figure
Scale N/A
Date Nov 21

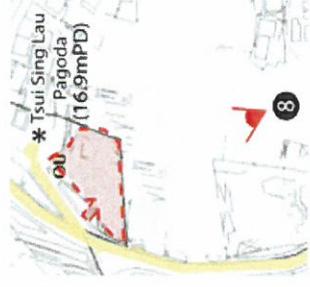




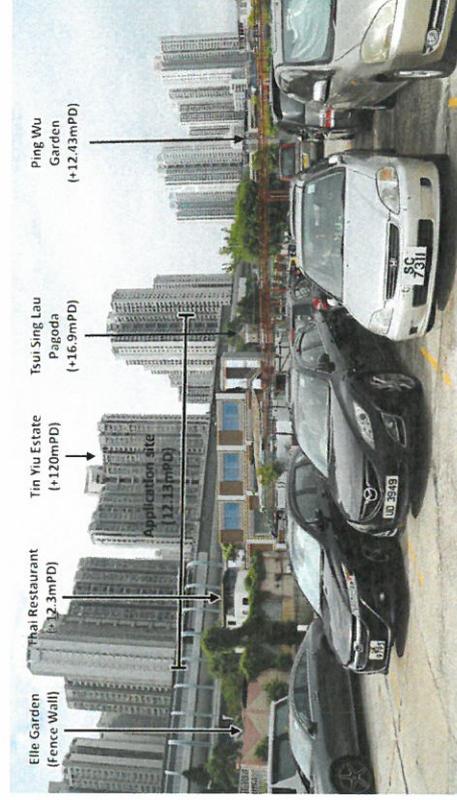
Existing View



With Original Scheme



Location Plan (not to scale)



With Current Scheme



Our Ref. : LT21005395
Job Ref. : HKA-P-01573-PLA
Your Ref. : TPB/A/YL-PS/622 and TPB/A/YL-PS/623

2 December 2021

By Post

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

Attn: Mr. Raymond Kan

Dear Mr. Kan,

Re: *Planning Application No. A/YL-PS/622 (South Site) and A/YL-PS/623 (North and Middle Sites)*
- Further Information

We refer to the captioned applications.

We would like to clarify that the number of flats proposed at South Site should be 19 instead of 20. The revised Development Schedule Comparison is enclosed for the Board's consideration: -

Should you have any queries, please contact the undersigned at 3589 0682 (minaleung@lwkp.com).

Yours faithfully,
For and on behalf of
LWK & PARTNERS (HK) LTD


Mina Leung
Associate Director

Encl.

cc. Kent Lee (Town Plnr/Tuen Mun1)
Light Be (Mr. Ricky Yu/Ms. Janet Chow)

Table 1: Development Schedule Comparison

	Original Scheme			Current Scheme		
	South Site	North Site	Middle Site	South Site	North Site	Middle Site
Site Area	1,180m ²	1,280m ²	950m ²	1,180m ²	1,280m ²	950m ²
Plot Ratio	1.55	2	2	1.14	2	1.9
Total GFA	1,830m ²	2,560m ²	1,900m ²	1,345m ²	2560m ²	1805m ²
- Domestic	1,817m ²	2,560m ²	1,900m ²	1,180m ²	2560m ²	1805m ²
- Non-Dom	13m ²	--	--	165m ²	--	--
No. of Flats	30	38	32	19	39	29
Average Flat Size	35 m ²			35 m ²		
No. of Block	1			1		
No. of Storey	Not more than 3			Not more than 3		
Building Height	+15.15mPD	+15.75mPD	+15.45mPD	+12.13mPD (8.23m)	+13.13mPD (8.23m)	+12.63mPD (8.23m)
Site Coverage	Not more than 60%			Not more than 60%		
Bicycle Parking Spaces (1 space per 7.5 units)	0			3	6	5

Overview of Development Parameters of Proposed Transitional Housing, Ping Shan

(Applications No. A/YL-PS/622 and A/YL-PS/623)

	Application No. A/YL-PS/622	Application No. A/YL-PS/623		Total
	South Site	Middle Site	North Site	
Zonings	“OU(HCTRU)” and “V”	“V”		--
Duration Applied	3 Years	7 Years		--
Site Area	about 1,180m ² (including 30m ² government land)	about 950m ² (including 490m ² government land)	about 1,280m ² (including 204m ² government land)	about 3,410m ² (including 724m ² government land)
Maximum PR	about 1.14	about 1.9	about 2	--
Total GFA - Domestic - Non-domestic (Creative Learning and Culture Activity Centre and kiosk)	about 1,345m ² 1,180m ² 165m ²	about 1,805m ² 1,805m ² ---	about 2,560m ² 2,560m ² ---	About 5,710m ² 5,545m ² 165m ²
No. of Blocks	1	1	1	3
No. of Storeys	Not more than 3 storeys			
Maximum Building Height	Not more than +12.13mPD (8.23m)	Not more than +12.63mPD (8.23m)	Not more than +13.13mPD (8.23m)	--
Total Site Coverage	Not more than 60%			
Average Flat Size	About 35m ²			
No. of Units	19	29	39	87
Estimated Population (about)	60	92	123	275
Bicycle Parking Spaces	3	5	6	14
Parking and Loading/ Unloading Spaces	Nil			
Anticipated Completion Year	2023			

Previous Applications Covering the Application Site (Application No. A/YL-PS/623)

Approved Applications

<u>Application No.</u>	<u>Zoning</u> (at the time of approval)	<u>Development/Use</u>	<u>Date of Consideration</u>	<u>Approval Conditions</u>
A/YL-PS/18	“U”	Temporary Public Car and Lorry Park	21.11.1997	(1) to (3) & (15)
A/YL-PS/561	“V”	Temporary Public Vehicle Park for Private Cars for a Period of 3 Years	6.7.2018 (revoked on 6.4.2020)	(1), (2) to (11), (14) & (15)
A/YL-PS/588	“V” and “OU(Heritage and Cultural Tourism Related Uses)”	Temporary Animal Boarding Establishment, Dog Recreation Centre, Shop and Services (Pet Supplies Retail Shop) for a Period of 3 Years	31.5.2019 (revoked on 31.5.2020)	(3) to (7), (12) to (14)

Approval Conditions

- (1) No parking/storage of vehicles without valid licences issued under the Road Traffic Ordinance
- (2) Submission and implementation of tree preservation and/or landscape proposal
- (3) Submission and implementation of drainage proposal
- (4) Maintenance of implemented drainage facilities
- (5) Submission and implementation of fire services installations
- (6) Restriction on operation hours
- (7) Provision/Maintenance of boundary fencing
- (8) Only private cars (and light goods vehicles) are allowed to enter/be parked
- (9) Posting notice to indicate the types of vehicle allowed to enter/be parked
- (10) No vehicle washing/repairing/dismantling/paint spraying and other workshop activities
- (11) No vehicle is allowed to queue back to or reverse onto/from public road
- (12) All animal shall be kept inside the enclosed animal boarding establishment at night time
- (13) No public announcement system and whistle blowing is allowed
- (14) Revocation Clauses
- (15) Reinstatement Clause



元朗民政事務處
元朗民政事務專員
胡天祐先生 台鑒:

有關社房企「要有光」計劃興建過渡性房屋「光村」事宜
規劃申請編號：A/YL-PS/623 及 A/YL-PS/622
反對意見

就社房企「要有光」計劃在元朗屏山鄉上璋圍興建過渡性房屋「光村」事宜，早前城市規劃委員會就上述規劃申請進行公眾諮詢，屏山鄉鄉事委員會聯同相關村代表及村民曾向城市規劃委員會及相關政府部門多次提出反對意見。現我們謹代表屏山鄉鄉事委員會各委員及村代表向城市規劃委員會提交共 34 封反對意見信及上璋圍村代表及村民共 103 封反對意見信。我們重申反對理由如下：

- (一) 申請更改土地規劃用途，以興建過渡性房屋無疑是飲鴆止渴，擬議「光村」用地並不符合現時規劃用途(現時是「其他指定用途」「OU」)，根據規劃署屏山分區計劃大綱圖，該幅土地規劃意向是提供與文物及文化旅遊有關的設施或用途，而該些設施或用途既配合「聚星樓」及「達德公所」的文物景點特色，視覺上又能與歷史建築互助協調，若將該幅土地改為興建房屋，這完全是違反規劃原意，損害文物及文化保育的發展和權益。因此，我們堅決反對更改土地用途。「要有光」作為社會企業，必需秉持社會良心，不應但求目的不擇手段，明知故犯作出如此不當的侵犯行為。

星島日報的「綠色論壇」於 2021 年 3 月 5 日撰文(見附件)提到天水圍的光村(即上述標題的規劃申請)。綜合各方意見，「光村」一旦落實將對「聚星樓」及「達德公所」該等重要古蹟文物的存在價值造成極具破壞性的影響。

- (二) 規劃原意對周邊土地使用設限，用意是嚴謹保護古蹟的存在價值，而申請人正起了犯禁的示範作用，申請人分別在「聚星樓」(建於明代，香港獨有的古塔)及「達德公所」(建於清代，新界抗英指揮部)毗鄰引入「光村」，用料是輕浮的塑膠物質裝嵌而成的現代建築物，與沉厚穩重的古建築南轅北轍，嚴重影響珍

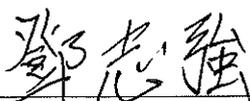
貴歷史古蹟的存在價值，破壞規劃所定的良好願景，令遊客及參觀者意興闌珊。

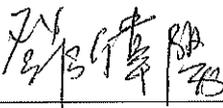
- (三) 擬議「光村」興建位置太接近屏山上璋圍，落成後人口激增，必定會引起交通問題，例如交通擠塞、違例泊車等，令周邊村民的日常生活難以適應，定必經常引起不愉快事件。另外，人口稠密容易造成品流複雜治安欠佳，令周邊村民感到擔憂。
- (四) 政府必須要關注問題，聽取民意，不應一意孤行，若然一旦通過規劃申請，必令村民採取升級行動，誓死保護屏山古蹟文物，最終只會官迫民反，貴委員會務必三思決定。

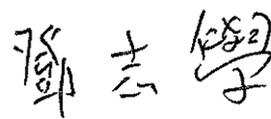
我們並不反對社房企興建過渡性房屋以幫助社會有需要人士，但我們認為該項規劃申請的選址極不合適，不但未能得到當地居民的支持，甚至表示強烈反對。因此，懇請 貴委員會聽取我們的意見，立即終止該項規劃申請。

屏山三圍六村村代表簽署:

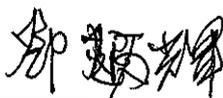
屏山坑尾村村代表：


鄧志強


鄧偉陽


鄧志學

屏山坑頭村村代表：

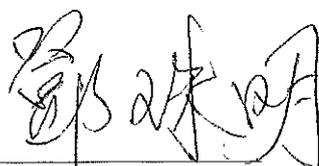

鄧炳輝


鄧則鳴


鄧超雄

屏山塘坊村村代表：

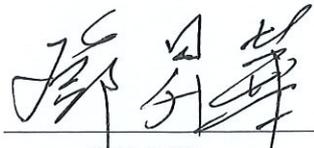

鄧達善


鄧珠明

屏山三圍六村村代表簽署:

屏山洪屋村村代表 :


鄧子光

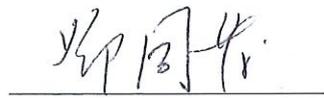

鄧昇華

屏山新村村代表 :


鄧森福

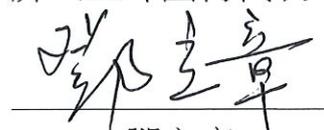

鄧焜強

屏山橋頭圍村代表 :


鄧同發


鄧橋南

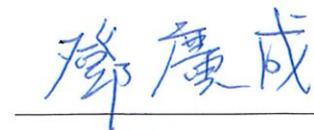
屏山上璋圍村代表 :


鄧立章


鄧自強

屏山灰沙圍村代表 :


鄧積善


鄧廣成

屏山鄉鄉事委員會委員簽署:

陸國才

鄧志強

會務顧問: 鄧康業

周錦明

吳燦輝

鄧自強

張錦福

鄧子光

鄧志學

鄧樹林

陳煥奎

鄧同光

齊煥強

鄧樹村

林權

鄧雲陽

鄧遠善

林如棟

鄧積善

鄧炳輝

張錦超

鄧同光

鄧超雄

陶炳南

2021年4月15日

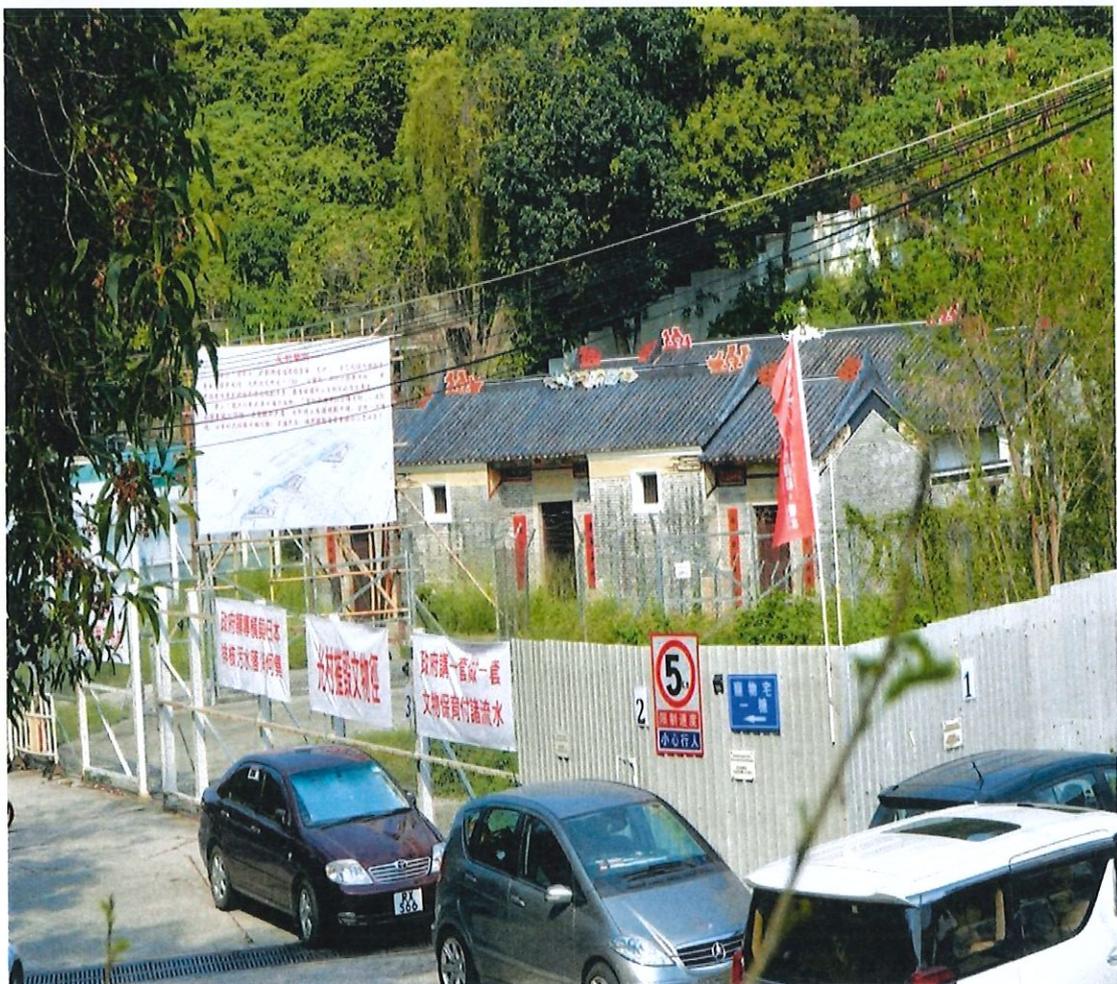
有關社房企「要有光」計劃興建過渡性房屋「光村」事宜
規劃申請編號：A/YL-PS/623 及 A/YL-PS/622
(屏山丈量約份第 122 約地段第 360 號及第 377 號)
(屏山丈量約份第 122 約地段第 387 號 B 分段)

屏山鄉鄉事委員會

日期：2021 年 5 月 3 日







23 NOV 2020

Town Planning
Board

5-2

城市規劃委員會主席
甯漢豪女士, J.P. 台鑒:

有關「要有光」將會為「光村」計劃興建三層高平房事宜
規劃申請編號：A/YL-PS/623 及 A/YL-PS/622
(屏山丈量約份第 122 約地段第 360 號及第 377 號)
(屏山丈量約份第 122 約地段第 387 號 B 分段)
反對意見

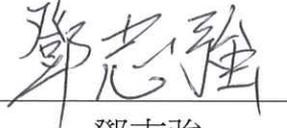
屏山鄉鄉事委員會主席聯同我們屏山三圍六村幾位村代表於 2020 年 6 月 24 日與上述規劃申請機構負責人余偉業先生會面，在會上余先生提出將會在元朗「聚星樓」附近地段 DD122 LOT387BRP, 387BIRP, 387B4(上述標題地段)發展「光村」計劃，興建多棟三層高平房，並介紹有關發展計劃內容，當時我們提出反對意見，反對理由如下：

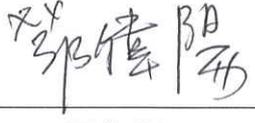
- (一) 擬議「光村」用地並不符合現時規劃用途(現時是「其他指定用途」「OU」)，根據規劃署屏山分區計劃大綱圖，該幅土地規劃意向是提供與文物及文化旅遊有關的設施或用途，而該些設施或用途既配合「聚星樓」和「達德公所」的文物景點特色，視覺上又能與歷史建築互助協調，若將該幅土地改為興建房屋，這是完全違反規劃原意，損害文物及文化保育的發展和權益。因此，我們堅決反對更改土地用途。「要有光」作為社會企業，必需秉持社會良心，不應但求目的不擇手段，明知故犯幹出如此不當的侵犯行為。
- (二) 興建房屋後將會增加人口，容易造成人流治安複雜，令周邊居民感到擔憂，影響日常生活。
- (三) 現時屏山文物徑及「聚星樓」附近一帶的交通道路已負荷嚴重，有關機構有否進行任何交通評估？如何解決因增加車輛流量導致交通擠塞問題？

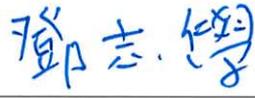
鑒於屏山鄉鄉事委員會收到規劃署就上述規劃申請的諮詢意見書，以及 11 月 9 日有報刊報導有關「要有光」社會地產向城規會申請在上述地段興建「光村」。因此，我們屏山三圍六村特函向 貴委員會提出反對意見，希望 貴委員會聽取意見並再三考慮，暫緩有關發展計劃直至與我們及相關持份者取得共識。有勞之處，不勝感銘。

屏山三圍六村村代表簽署:

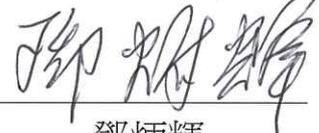
屏山坑尾村村代表 :

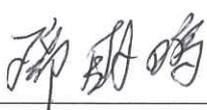

鄧志強


鄧偉陽


鄧志學

屏山坑頭村村代表 :

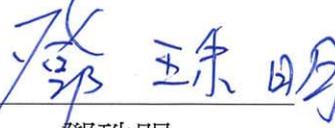

鄧炳輝


鄧則鳴

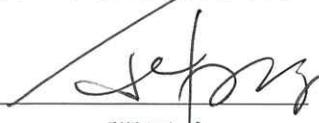

鄧超雄

屏山塘坊村村代表 :


鄧達善

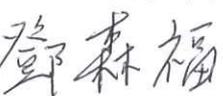

鄧珠明

屏山洪屋村村代表 :


鄧子光


鄧昇華

屏山新村村代表 :

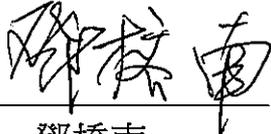

鄧森福


鄧焜強

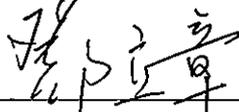
屏山三圍六村村代表簽署:

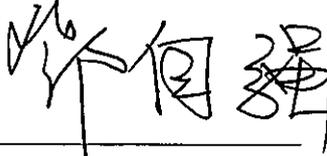
屏山橋頭圍村代表 :


鄧同發


鄧橋南

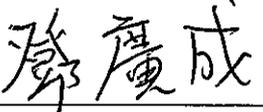
屏山上璋圍村代表 :


鄧立章


鄧自強

屏山灰沙圍村代表 :


鄧積善


鄧廣成

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧德芳	鄧伊堤	鄧偉祥
鄧桂林	鄧浩明	鄧德鏗
鄧志勇	鄧光容	鄧德燒
鄧偉志	鄧勇邦	鄧浩然
鄧景星	鄧勇璋	
鄧穎泉	鄧勇銘	
鄧凱丰		
鄧喬丰		
鄧鈞丰		

副本送: 城市規劃委員會主席甯漢豪女士, JP
規劃署署長李啟榮先生, JP
元朗地政處地政專員陳靜嫻女士
元朗民政事務處專員袁嘉諾先生, JP

2020年11月12日

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧志明

鄧志新

鄧雁鴻

鄧保明

鄧志榮

鄧志祥

副本送: 城市規劃委員會主席甯漢豪女士, JP
規劃署署長李啟榮先生, JP
元朗地政處地政專員陳靜嫻女士
元朗民政事務處專員袁嘉諾先生, JP

2020年11月12日

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧萬和	鄧傑維	鄧東橋
鄧志輝	鄧永賢	鄧子建
鄧協和	鄧子榮	鄧聯生
鄧聰賢	鄧沛清	鄧知德
鄧志興	鄧志來	鄧根穩
張錦福	林建順	
吳傑輝		

副本送: 城市規劃委員會主席甯漢豪女士, JP
規劃署署長李啟榮先生, JP
元朗地政處地政專員陳靜嫻女士
元朗民政事務處專員袁嘉諾先生, JP

2020年11月12日

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧立章

鄧自強

鄧志生

鄧自強

鄧淑嫻

鄧浩翔

鄧婉萍

黃玉麟

黃千益

黃千益

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧韻吟

賴天良

鄧志康

鄧琛妍

鄧嘉樂

楊展韻

鄧澤源

關詠琪

江生妹

蕭惠珍

鄧筱盈

鄧肇熙

馬超興

鄧永傑

鄧德乾

李善妍

副本送: 城市規劃委員會主席甯漢豪女士, JP
規劃署署長李啟榮先生, JP
元朗地政處地政專員陳靜嫻女士
元朗民政事務處專員袁嘉諾先生, JP

2020年11月12日

德哥

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧德和

黃惠英

鄧秀嫻

鄧香慧

鄧志象

鄧院光

鄧浩廷

鄧浩宏

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧藉發

鄧康妮

鄧依妮

鄧苗敏

鄧曉峰

鄧志軒

魏淑英

鄧志峯

王莎莎

鄧以楷

鄧世進

鄧婉芬

鄧婉雯

鄧婉梨

鄧婉芳

鄧以茵

鄧沛新

鄧漢章

Mia Tang

Ashley Tang

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄭會明 陳少珠 侯鳳榮

鄧潔芝 鄧倫生 何永榮

鄭永浩 沈紅萍 何桂濠

張綺婷 Ruby Tang 何鈺光

畢家靚 李慧君 胡惠儀

Colo Cheng Jason Tang 胡蕙芳

鄧振忠 Hugo Tang 黃騰達

鄧潔雲 Rachel Tang 胡惠霞

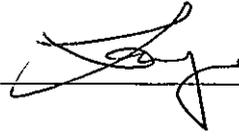
Venus Tang Low Kah 鄭璋心

鄧潔儀 張乾才 胡惠敏

Kent Tang 胡球 鄭家軒

屏山三圍六村族長、父老、叔伯、兄弟簽署:

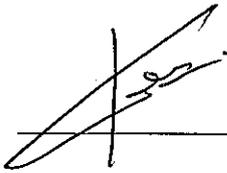
許傳卿



陳景輝

Ivan Li

TANG NGAI KEI



Zhi

鄧志興



鄧志興

鄧志興

鄧志興

屏山三圍六村居民簽署:

國新	雲龍	煒
少明	煜	自強
森福	永祥	彭勝年
穎宗	廣業	國平
水清	鄧藉發	屏志勇
澤昌	鄧青年	鄧德芳
鄧偉堂	偉忠	鄧英揚
作其禮	鄧啟康	偉祥
	廖達文	凱壽

屏山三圍六村居民簽署:

陳真禮

鄧啟康

鄧偉陽

鄧鏡強

鄧慶權

鄧龍

偉祥

凱濤

鄧海裕

陳積槐

黃煥

岑偉

屏山鄉上章圍居民簽署:

 陳大志 

之家倫 李俊傑 陳澳
陳偉新 李俊賢 馮婷婷

周泳彤 劉燕萍 陳嘉禹

周浩民 麥偉康 陳月平

鄧麗群 岑國康 陳偉能

周旭輝 張家文 區基霖

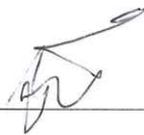
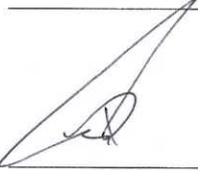
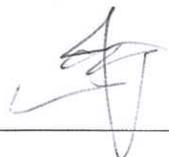
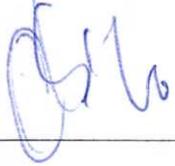
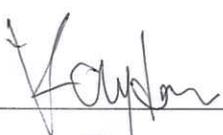
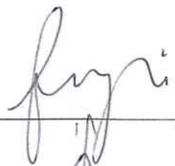
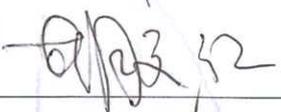
陳宏碩 黃子民 Senky 林成嬌

 陳文杰

王子欣 葉倩怡 陳咏

 鄧照江 陳加鈺

屏山鄉上章圍居民簽署:

	姚球	
	曾居旺	
	陳志強	
		冼
		余露霞
		
		
		
		
		
	吳	

屏山鄉上章圍居民簽署:

孟紀智

黃學傳

梁嘉倫

郭心妍

Theresa To

Hany To

Alan Ng

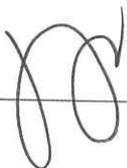
葉非位

My Chan

Stefan

羅偉權

汪春暉



汪鈺丞

蘇俊熙

Michelle Ip

英雄梅

李付

劉振輝

鄭運基

劉秀琛

廖樂琪

蘇志聰

許嘉儀

譚俊偉

蘇俊霖

曾恩軒

王邦勤

莫潔冰

Chen

李石斌

屏山鄉上章圍居民簽署:

謝如平

譚振豪

羅群

劉子昂

李沛豪

黃桂培

陳愛賢

黃文翰

鄧可欣

楊新銓

馮海雲

楊嘉諾

唐志忠

黃群

李耀輝

梁詩敏

余錦濤

李巧悠

李依璇

石國光

陳婉敏

葉祥雄

蔡宝珍

何海海

羅偉叔

李文杰

李銘輝

鄧樂其

譚復情

李以

劉遠華

林耀輝

屏山鄉上章圍居民簽署:

馮卓華
陳慧英
黎潔儀

馮禧衡
陳容光

李玉嫻
王金帶

陳嘉全

陳嘉欣

鄧美珍

Wing

鍾麗英

陸儉添

陳德良

陸俊亮

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧新

鄧平

鄧華

鄧發

鄧法

鄧立

鄧昌

鄧志

鄧清

鄧政

鄧得

鄧東

鄧喬

鄧鈞

鄧凱

鄧文

鄧公

鄧善

鄧偉

鄧更

鄧鯉

鄧榮

鄧是

鄧啟

鄧偉

鄧煥

鄧之

副本送: 城市規劃委員會主席甯漢豪女士, JP
規劃署署長李啟榮先生, JP
元朗地政處地政專員陳靜嫻女士
元朗民政事務處專員袁嘉諾先生, JP

2020年11月12日

回郵地址

屏山上璋圍村代表

鄧立章 鄧自強 收



城市規劃委員會主席
香港北角渣華道 333 號
北角政府合署 15 樓
甯漢豪女士收

郵寄及傳真(2522 8426)

有關屏山上璋圍聚星樓旁邊建立「光村」事宜

申請編號:A/YL-PS/622 申請編號:A/YL-PS/623

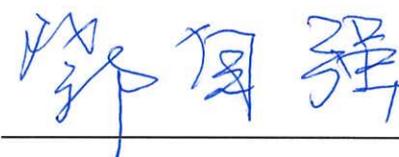
甯女士：

有關村民在本年十一月九日得悉 貴機構擬於新界屏山上璋圍旁邊建立「光村」，村長即召集本村村民及居民於十一月十日晚上召開緊急會議商討此事，會議後大家一致極力反對以上項目。(見附件一會議記錄)

主要反對建立「光村」原因如下：

1. 上璋圍與天水圍西鐵站道路嚴重擠塞，停車場車位又嚴重缺乏，以區內沒有足夠的車位給外來車輛停泊，若增加數百人到以上地段居住，路面交通將不勝負荷，導致馬路更加擠塞及增加交通意外的風險。本村村民現時已經不斷向警署投訴及要求警察來疏導以上地段的交通擠塞情況。
2. 聚星樓為香港首條文物徑，如建立「光村」在聚星樓旁邊，將會嚴重破壞聚星樓及屏山文物徑原有的歷史及觀賞價值。

3. 本村現時的环境衛生配套未能負荷額外之數百人居住，村民更擔心治安方面，若增加數百人居住在此，必定治安複雜及變差。
4. 現時之公共設施配套未能配合增加數百人居住條件。
綜合以上的意見是本村村民反對建立「光村」之原因。
5. 達德公所及聚星樓為政府認可之文物保護建築物，而建立「光村」其旁邊嚴重影響保護文物保育原意及形成不協調之環境。

上璋圍村代表簽署：
 
(鄧立章) (鄧自強)

日期：二零二零年十一月二十五日

附件一：2020年11月10日上璋圍居民協會臨時會議紀錄及反對建立光村簽名名冊錄副本抄送以下部門：

1. 要有光(社會地產) 余偉業先生
香港灣仔皇后大道東 147-149 號 威利商業大廈 14 樓
2. 規劃署署長李啟榮先生, JP
香港北角渣華道 333 號 北角政府合署 17 樓
3. 元朗地政處地政專員陳靜嫻女士
新界元朗橋樂坊 2 號元朗政府合署 7 樓及 9 樓至 11 樓
4. 元朗民政事務處專員袁嘉諾先生, JP
新界元朗青山公路(元朗段)269 號元朗民政事務處大廈
5. 古物古蹟辦事處執行秘書(古物古蹟)蕭麗娟 女士
尖沙咀彌敦道 136 號

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧德芳	鄧伊堤	鄧偉祥
鄧桂林	鄧浩明	鄧德錫
鄧志勇	鄧志容	鄧德曉
鄧偉志	鄧勇邦	鄧浩然
鄧景星	鄧勇璋	
鄧穎泉	鄧勇銘	
鄧凱丰		
鄧喬丰		
鄧鈞丰		

副本送: 城市規劃委員會主席甯漢豪女士, JP
規劃署署長李啟榮先生, JP
元朗地政處地政專員陳靜嫻女士
元朗民政事務處專員袁嘉諾先生, JP

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧志明

鄧志新

鄧志鴻

鄧建明

鄧志榮

鄧志祥

副本送: 城市規劃委員會主席甯漢豪女士, JP
規劃署署長李啟榮先生, JP
元朗地政處地政專員陳靜嫻女士
元朗民政事務處專員袁嘉諾先生, JP

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧萬和	鄧桂維	鄧東橋
鄧志輝	鄧永賢	鄧子建
鄧協永	鄧子榮	鄧聯生
鄧聰賢	鄧沛翁	鄧知德
鄧志興	鄧志來	鄧根穩
張錦福	林建順	
吳標輝		

副本送: 城市規劃委員會主席甯漢豪女士, JP
規劃署署長李啟榮先生, JP
元朗地政處地政專員陳靜嫻女士
元朗民政事務處專員袁嘉諾先生, JP

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧新

國平

燁

藉發

偉志

德立

澤昌

齊志文

鄧清和

鄧改尉

鄧得勝

鄧東生

鄧喬丰

鄧鈞丰

鄧凱丰

鄧文福

鄧公錦

鄧善文

鄧偉強

鄧更丹

鄧鏗

鄧英揚

鄧喜禮

鄧啟康

鄧偉陽

鄧煥強

鄧文貴

副本送: 城市規劃委員會主席甯漢豪女士, JP
規劃署署長李啟榮先生, JP
元朗地政處地政專員陳靜嫻女士
元朗民政事務處專員袁嘉諾先生, JP

屏山三圍六村居民簽署:

國新

雲龍

煒

少明
森福

光傑
永祥

自強
鄧勝年

穎宗

廣業

國平

水清

鄧藉發

澤芳

澤昌

鄧青年

鄧德芳

鄧偉堂

偉忠

鄧英揚

作其禮

鄧啟康

偉祥

廖達文

凱濤

屏山三圍六村居民簽署:

陳真禮

鄧啟康

鄧偉陽

鄧鏡強

鄧德權

鄧能

偉祥

凱濤

鄧海裕

陳積槐

黃煥

岑偉康

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧德和

黃惠英

鄧香嫻

鄧香慧

鄧志象

鄧院光

鄧浩廷

鄧浩宏

屏山鄉上章圍居民簽署:

馮卓華

鍾楚基
黎潔儀

陳嘉全

Wing

馮蒨儀

陳容光

陳嘉欣

鍾麗英

陳德良

李玉嫻

王余帶

鄧美瑤

陸儉添

陸俊亮

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧藉發

鄧康妮

鄧依妮

鄧黃敏

鄧曉峰

鄧志軒

魏淑英

鄧志峯

王莎莎

鄧以楷

鄧世進

鄧婉芬

鄧婉霞

鄧婉梨

鄧婉若

鄧以茵

鄧沛新

鄧漢章

Mia Tang

Ashley Tang

屏山鄉上章圍居民簽署:

謝如平

劉文勇

黃桂培

鄧可欣

楊嘉諾

李耀輝

李巧悠

張婉敏

何滿滿

李銘輝

李

譚振豪

李均豪

陳愛賢

楊新銓

李志忠

梁詩敏

李欣羈

葉祥雄

羅偉叔

鄧樂其

劉浩華

李

黃文翰

馮海雲

黃群

李稀瑾

石國光

蔡定珍

李文杰

譚復儀

林耀輝

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄭會明

陳少珠

何鳳榮

鄧潔芝

鄧倫生

何永榮

鄭永浩

沈紅萍

何桂潔

張綺婷

Ruby Tang

何鉅光

畢家靄

齊慧君

胡惠儀

Colo Cheng

Jason Tang

胡蕙芳

鄧振堂

Hugo Tang

黃騰達

鄧潔雲

Rachel Tang

胡惠霞

Venus Tang

Law Ka Chi

鄭偉昌

鄧潔儀

張乾才

胡惠敏

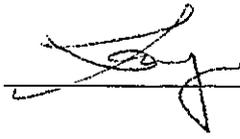
Kent Tang

胡珣

鄭家軒

屏山三圍六村族長、父老、叔伯、兄弟簽署:

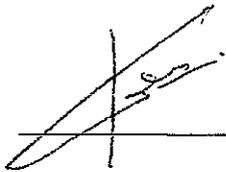
許偉卿



陳輝

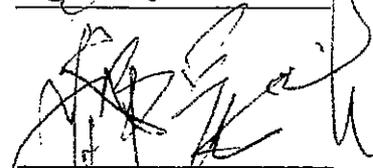
Ivan Li

譚國強



李

鄧國強



鄧國強

鄧志興

鄧志興

屏山鄉上章圍居民簽署:

 陳大志 

劉家倫 李俊傑 陳澳

陳偉強 李俊賢 馮婷婷

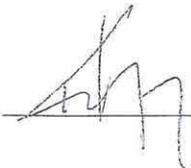
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周浩民 麥偉康 陳月平

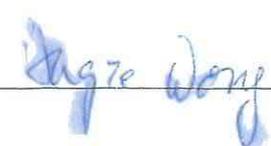
鄧麗群 麥國康 陳偉龍

周旭輝 張家文 陳嘉樂

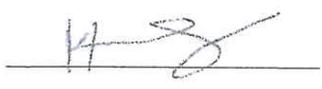
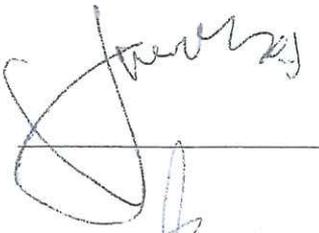
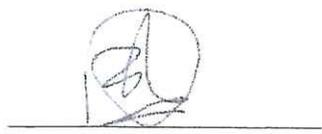
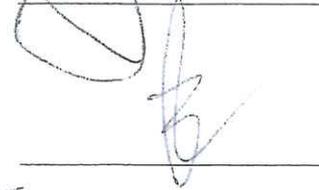
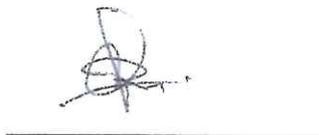
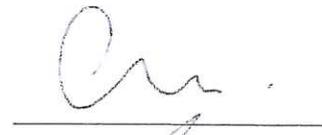
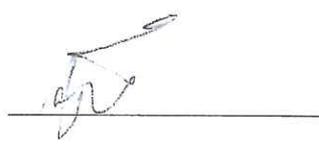
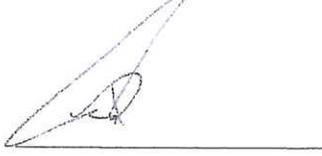
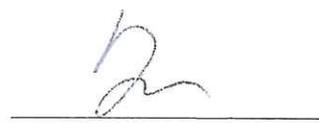
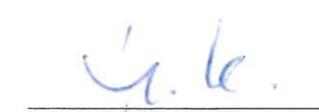
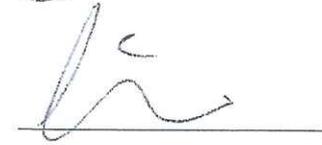
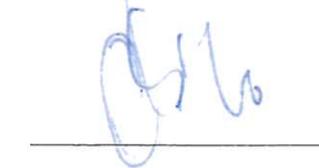
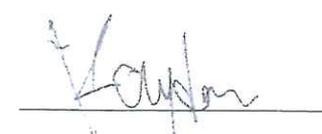
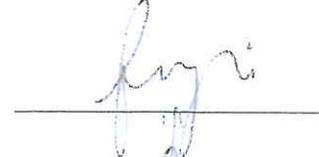
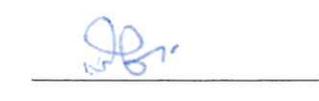
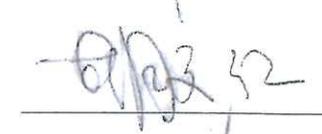
陳宏碩 黃子民 

 陳文杰

王子欣 葉倩怡 陳咏

 鄧照江 陳加鈺

屏山鄉上章圍居民簽署:

	姚球	
	周金旺	
	陳志強	
		安
		余晉霞
		
		
		
		
		
	Ric	

屏山鄉上章圍居民簽署:

孟繁智

葉崇傳

梁新

鄧心妍

Theresa To

Hany To

Alan Ng

葉冰欣

My Ahn

Stefan

羅偉權

汪春暉

Michelle Ing

汪鈺涵

蘇俊熙

Michelle Ing

英雄梅

李付

劉振輝

鄭運基

劉秀霖

蘇樂琪

蘇志聰

許嘉儀

譚俊偉

蘇俊霖

曾宏軒

王邦勤

莫潔冰

Chan

李石斌

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧立章

鄧國強

鄧志生

鄧有發

鄧淑嫻

鄧浩然

鄧婉萍

黃玉麟

黃子良

黃子良

屏山三圍六村族長、父老、叔伯、兄弟簽署:

鄧韻吟

賴天良

翁志康

鄧深妍

潘嘉樂

楊展顏

鄧澤源

關詠琪

江生妹

蕭惠珍

鄧筱盈

鄧肇興

馬超興

鄧永傑

鄧德乾

李善妍

副本送: 城市規劃委員會主席甯漢豪女士, JP
規劃署署長李啟榮先生, JP
元朗地政處地政專員陳靜嫻女士
元朗民政事務處專員袁嘉諾先生, JP



屏山鄉鄉事委員會

Ping Shan Heung Rural Committee

新界元朗安寧路 139-147 號二樓 1/F, No. 139-147, On Ning Road, Yuen Long, N.T.H.K.

☎ 2477 3886 ☎ 2476 2468

城市規劃委員會主席
甯漢豪女士, J.P. 台鑒:

有關社房企「要有光」計劃興建過渡性房屋「光村」
規劃申請編號：A/YL-PS/622 及 A/YL-PS/623
(屏山丈量約份第 122 約地段第 360 號及第 377 號)
(屏山丈量約份第 122 約地段第 387 號 B 分段)
反對意見

本會對於上述標題的兩項規劃申請在屏山鄉地段推行過渡性房屋發展計劃(又稱「光村」)，現提出反對意見如下:

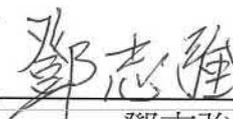
- (一) 擬議「光村」並不符合現時規劃用途(現時是「其他指定用途」
「OU」)，根據規劃署屏山分區計劃大綱圖，指該幅土地的規劃意向是提供與文物及文化旅遊有關的設施或用途，以配合隔鄰「聚星樓」和「達德公所」的文物景點特色，若將該幅土地改劃為鄉村發展用地，這是完全違背規劃原意。
- (二) 屏山文物徑是香港首條文物徑，由多幢具歷史價值的中國傳統建築物貫連而成，是吸引海內外遊客前往遊覽的旅遊景點。屏山文物徑其中兩幢古蹟文物「聚星樓」和「達德公所」有其獨特的歷史故事，「聚星樓」顧名思義是聚星的意思，是古時的一幢建築物周邊沒有其他建築物遮擋，能把晚間星星的精華吸收下來，以庇佑一眾村民平安，而「達德公所」是為紀念在抗日戰爭犧牲的義士而興建。若在「聚星樓」和「達德公所」隔鄰興建「光村」，將會嚴重破壞該處的景觀外貌，同時亦破壞屏山文物徑的整體形象，對推動古蹟文物及歷史文化的保育工作，以及旅遊發展均帶來阻礙。

(三) 興建「光村」令人口劇增，對區內帶來不少問題，例如治安及品流複雜、公共設施如垃圾站、交通等配套超出負荷，這些都影響現有周邊居民的日常生活。另外，人口增加亦令車輛流量增加，導致交通擠塞問題嚴重。

本會對於興建過渡性房屋以幫助社會上有需要人士這理念感到認同，惟本會認為該項規劃申請的選址極不合適，不但未能得到當地居民的支持，甚至表示強烈反對。因此，本會懇請 貴委員會聽取上述意見，並慎重考慮終止該項規劃申請。

屏山鄉鄉事委員會

主席：



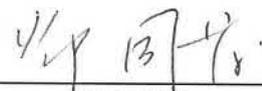
鄧志強

首副主席：



林 權

副主席：



鄧同發



附圖

附件：2021年2月26日會議紀錄

副本抄送 (連附圖)：

發展局局長黃偉綸先生, JP

規劃署署長鍾文傑先生, JP

元朗地政處地政專員陳靜嫻女士

元朗民政事務處專員袁嘉諾先生, JP

2021年3月17日

申請編號 A/YL-PS/622

提出反對新界元朗屏山丈量約份第 122 約地段第 387 號 B 分段餘段和毗連政府土地興建「光村」，嚴重影響「聚星樓」(圖一及圖二)的景觀外貌，破壞屏山文物古蹟和旅遊設施，以及改變現時「其他指定用途」「OU」用地為「鄉村式發展用地」。

圖一



圖二



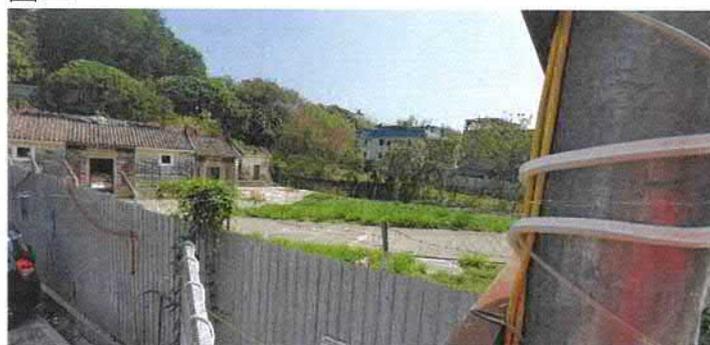
申請編號 A/YL-PS/623

提出反對新界元朗屏山丈量約份第 122 約地段第 360 及 377 號和毗連政府土地興建「光村」，嚴重影響古蹟文物「達德公所」(圖三及圖四)的景觀外貌，以及改變現時「其他指定用途」「OU」用地為「鄉村式發展用地」。

圖三



圖四



屏山鄉鄉事委員會

第二十一屆

有關反對「要有光」興建光村的會議

會議紀錄

日期：二零二一年二月二十六日(星期五)

時間：上午十時正

地點：屏山鄧氏宗祠

會議主持：鄧志強主席

記錄：陳美斯

出席者

三圍六村村代表：鄧志強主席 鄧同發副主席

鄧偉陽	鄧志學	鄧炳輝	鄧則鳴
鄧超雄	鄧子光	鄧昇華	鄧達善
鄧森福	鄧焜強	鄧橋南	鄧積善
鄧立章	鄧自強		

會務顧問：鄧慶業 鄧公諒

會長：鄧錫洪

列席：

郭樹基	吳燦輝	鄧偉健	鄧咬尉	鄧澤昌
鄧國新	鄧萬和	鄧柱維	鄧永賢	鄧聯興
鄧桂林	鄧穎宗	鄧允傑	黃笑霞	鄧志生
鄭會明	鄧永祥	鄧國平	鄧東橋	鄧聰賢
鄧金其	鄧顯揚	鄧俊仁	鄧德芳	鄧福順
鄧福超	鄧藉發	鄧養大	鄧喬丰	鄧凱丰
鄧偉堂	鄧浩明	鄧樹威	李以達	黎俊新
黃勇仁	鄧興楷	鄧德培	鄧潔芝	陳宏碩
鄧家達	鄧志堅	陳志榮	鄧東江	鄧水清
鄧涪渭	鄧兆榮	鄧漢英	鄧文豪	

政府部門代表/嘉賓

姓名	所屬部門	職位
余偉業先生	要有光(社房企)	創辦人及行政總裁
周芷蘭女士	要有光(社房企)	創新項目經理及新界區主管
禰若翰先生	元朗民政事務處	高級聯絡主任(1)
王淑嫻女士	元朗民政事務處	聯絡主任主管(鄉郊二)
顏皓珊女士	元朗民政事務處	聯絡主任(鄉郊2)
沈豪傑先生	元朗區議會	區議員

會議內容：

1. 有關反對「要有光」興建光村的會議

鄧志強主席介紹出席嘉賓。鄧志強主席表示，早前社房企「要有光」向規劃署申請在屏山鄉發展多棟三層式房屋，又稱「光村」，屏山三圍六村於2020年11月12日去信「要有光」負責人提出反對意見，反對理由包括：(一)「光村」的土地用途並不符合現時規劃用途，根據規劃署屏山分區計劃大綱圖，該幅土地用作「其他指定用途」(OU)，規劃意向是提供與文物及文化旅遊有關的設施或用途，以配合「聚星樓」和「達德公所」的文物景點特色。興建「光村」是完全違反規劃原意，損害文物和文化保育的發展和權益。(二)興建房屋後增加人口，容易造成人流治安複雜等問題，影響周邊居民的日常生活。(三)人口增加引致交通負荷，如何解決因增加車輛流量導致交通擠塞問題。今天「要有光」負責人與屏山三圍六村的村代表及村民會面溝通，希望「要有光」負責人聽取我們的意見。

要有光(社房企)創辦人及行政總裁余偉業先生表示，今天很高興有機會與大家見面交流。自上次聽取大家意見後，本社房企已暫緩有關「光村」的規劃申請，並嘗試根據該些意見作出改善及修正，今次會議將修正後之規劃概念介紹給大家，現交由本社房企新界區主管周芷蘭女士講解一下。

要有光(社房企)創新項目經理及新界區主管周芷蘭女士表示，本社房企早前收到意見主要指出三個問題，第一是憂慮「光村」將會影響「聚星樓」及「達德公所」的景觀，經修改圖則後，將減少最接近「聚星樓」的幾個單位，以盡量避免阻擋景觀，同時，在該位置加設一個墨硯形狀的水池，以迎合「聚星樓」的歷史故事，另外，亦會將幾個單

位改為活動室，以租用給予學校團體參觀文物徑時可作為活動室用途。第二是交通問題，現時規定合資格入住「光村」的居民最多只可以居住三年，而且不會提供泊車位，他們大多數是有住屋需要的一般市民，所以大多數會使用公共交通工具。第三是人口增加導致區內品流複雜問題，其實，過往接收租客前必須經社工一輪面試篩選，揀選有向上流能力的租戶，他們都是有能力但有短暫住屋需要，例如生孩子、疫情影響導致失業或者其他家庭因素等，本社房企早前接受多份報刊訪問，提到以往「光村」的租戶未必能夠在三年之內入住公屋，但他們的收入或儲蓄都有明顯上升，而且他們有能力租住私人樓宇，總括來說，租戶並不是要長期依賴社福資源，而是有機會在三年期間有一個安定居所，好好發展所長，然後重新融入社會自力更新。

余偉業先生表示，現時「光村」租戶平均居住兩年多便會搬離，他們都不是要依賴政府長期幫助，而是盡力自力更新，他們都是有學歷及工作經驗的年輕夫婦，只是短期面對困難，現時社會上未有任何機制或機構針對性幫助這一群市民，本社房企「光村」將集中幫助這些市民。本社房企認為屏山鄉是適合地點因為「光村」九成多租戶會外出工作，所以交通便利是主要考慮原因。自上次聽取大家意見後，本社房企修改了圖則，減少最接近「聚星樓」的單位，然後將原本最接近「聚星樓」的單位改為一層高的活動中心，希望將來為租戶家庭的學生作為自修室溫習，或是開放給予學校團體參觀屏山文物徑的時候作為聚腳地。

上璋圍鄧立章村代表表示，現時上璋圍人口只有少於三百人，若興建一百個單位將會人口激增數百人，區內公共設施如垃圾站、交通等配套將會超出負荷，另外，現時區內已嚴重泊車位不足，如何確保租戶不會駕駛私家車。因此，本圍村民必定堅決反對該項規劃申請，必要時會阻止工程展開。

鄧達善委員表示，在舉行今天會議之前，屏山鄧氏三圍六村早前已開會商討有關議題，各村都不認同社房企選擇在鄰近圍村的土地興建房屋，其實可考慮其他地方例如地產商在庸園路擁有數十萬呎土地可供使用。另外，希望社房企選擇遠離圍村的地方興建房屋，不要對圍村居民造成滋擾。

村民一表示，社房企負責人必須要在規劃申請前先諮詢各圍村意見，不能先斬後奏。

上璋圍村民二表示，本人認為最基本問題是工程打樁會影響周邊的房屋結構。

上璋圍村民三表示，本人認為交通及治安問題對村民有切身影響，另外，若在文物徑附近範圍興建「光村」，將會影響文物徑的景觀和形象。因此，建議社房企選擇其他地方甚或考慮到大灣區發展。另外，究竟余偉業先生是否相信存在地產霸權，如相信那為何社房企與地產商合作，那是否存在利益輸送。

劉德顧問表示，其實該項規劃申請是由新世界發展商借出土地，由於地產商明知無法在該地方興建房屋，所以利用社房企以幫助青年人為借口，容讓社房企借用該些土地興建房屋，等待數年之後地產商收回該幅土地便正式發展房屋，所以社房企只是地產商的棋子。

鄧慶業顧問表示，其實村民對於社房企興建「光村」提供過渡性房屋給予有需要的市民感到認同和支持，但由發展商提供閒置土地這做法未必可以點石成金，最大問題是一定要得到當地村民的同意，不可以強加於人，正如鄧立章村代表上述提到「光村」提供一百個單位，人口有三百人，該人數遠遠超出上璋圍常住人口，由於聚星樓位於上璋圍北面，「光村」將對村民造成困擾，亦容易發生磨擦。

鄧慶業顧問表示，一直以來，聚星樓周邊沒有任何建築物，它的作用是為村民擋北煞和賑災辟邪，若周邊興建構築物便會破壞環境風水影響村民的生活健康，這必會引起民憤，三圍六村絕不希望這些事情發生。另外，入住「光村」的居民會當作聚星樓為休憩地方在晚上流連，這會破壞寧靜的環境。但最重要是「光村」必定會矮化聚星樓的形象，因為如此大型房屋將會顯得聚星樓更為渺小，造成極不協調效應。

鄧慶業顧問表示，新世界發展商在庸園路擁有數十萬呎綠化土地，是一處理想地方作興建過渡性房屋，而且較遠離圍村村民，既然今次規劃申請的選址對聚星樓造成極大影響，屏山三圍六村認為現時的選址極不適合發展過渡性房屋，希望社房企與發展商從善如流及聽取意見，積極考慮選擇容苑路的綠化土地，同時撤銷現時選址。

劉 德顧問表示，聚星樓顧名思義是聚星的意思，是古時的一幢建築物周邊沒有其他建築物遮擋，能把晚間星星的精華吸收下來，以庇佑一眾村民平安，所以若在聚星樓旁興建房屋，將會破壞它的原意，屏山鄉居民是絕對反感。還有，達德公所擺放了不少祖先牌位，如同墳墓一般，而且四邊以鐵欄圍封，目的是讓先人靈魂得以安寧，若在周邊興建房屋，恐怕日後祖先不得安寧，亦相信在該處居住的居民日夜也不得安寧，希望社房企負責人尊重新界民間信仰、文化及習俗，避免選擇在該處發展。

鄧錫洪會長表示，屏山文物徑有其歷史背景，是香港歷史文物古蹟的代表者，屏山鄧氏家族擁有超過一千年歷史，屏山文物徑由達德公所、聚星樓、鄧氏宗祠等等的歷史建築物串連而成，是特區政府認可歷史文物，亦是吸引海內外遊客前往遊覽的旅遊景點，藉以宣揚香港新界歷史故事，若興建「光村」將會破壞屏山文物徑的整體形象和理念，不但對屏山三圍六村甚至乎對香港也影響深遠，所以萬萬不可在該處興建房屋。

鄧公諒顧問表示，認同劉 德顧問上述所說，達德公所擺放了不少祖先牌位，不可滋擾。

沈豪傑顧問表示，從兩方角度而論，其實社房企負責人余偉業先生在深井已發展一個房屋項目幫助了不少有需要人士，早前報刊報導有關項目發展，社房企了解到社會上仍有很多貧苦市民居住劏房，因此構想出「光村」項目。今次會議屏山鄉眾村民對於社房企在聚星樓附近範圍土地興建房屋均表達了反對意見，相信余偉業先生已清楚聽取意見，亦相信元朗民政事務處將會向行政長官反映村民意見。本人將會繼續幫助大家，以達致兩方滿意的結果。

余偉業先生表示，本人作以下補充：(一) 本社房企並沒有任何資產，所有房屋發展均由市民個別單位、政府建築物及地產發展商的土地所提供。至於該項規劃申請的土地，是由新世界發展商以一元象徵性租金供本社房企租用至2047年。(二)「光村」租戶的車輛問題，本社房企會管理租戶是否駕駛車輛。(三) 自上一次聽取意見後，本社房企已修改了規劃概念，將聚星樓對面範圍改為一個小型廣場和噴水池，以提供活

動空間給予公眾人士，以及美化環境。另外，亦將幾個單位改為文化活動中心，以供前往參觀屏山文物徑的學校團體作播放影片等用途。

一眾村民表示堅決反對。

鄧志強主席表示，希望余偉業先生在會後認真考慮另覓其他地方並撤銷該項規劃申請，因確實不適合在三圍六村範圍發展過渡性房屋，既會破壞整條屏山文物徑的景觀，也會破壞居民生活安寧，很明白房屋需求非常大，建議考慮在工廠大廈或者庸園路發展。

余偉業先生表示，「要有光」社房企在本港經營幫助短貧戶重建人生項目已有十年時間，經營項目分佈港九新界，周芷蘭女士職責是社工及輔導員，本社房企目的是希望幫助社會上有需要人士。

鄧志強主席表示，恐怕該項規劃申請是好心做壞事，因為選址絕對不合適，屏山三圍六村必定堅守原則，堅決反對該項規劃申請，希望余偉業先生與發展商重新商討考慮其他地方，亦希望元朗民政事務處向行政長官呈交報告以反映屏山三圍六村的意見。

鄧慶業顧問詢問，在座屏山三圍六村眾村民是否一致反對該項規劃申請。

屏山三圍六村眾村民一致表示反對該項規劃申請。

鄧志強主席表示，會議結束並多謝各位出席會議。

與會者無任何討論事項，會議於上午10時43分結束。

主 席： 鄧志強

記 錄： 陳美斯

日 期： 18-3-2021





城市規劃委員會主席
甯漢豪女士, J.P. 台鑒:

有關社房企「要有光」計劃興建過渡性房屋「光村」事宜
規劃申請編號：A/YL-PS/623 及 A/YL-PS/622
(屏山丈量約份第 122 約地段第 360 號及第 377 號)
(屏山丈量約份第 122 約地段第 387 號 B 分段)

反對意見

現謹就上述標題事宜提出反對意見，理由如下：

- (一) 申請更改土地規劃用途，以興建過渡性房屋無疑是飲鴆止渴，擬議「光村」用地並不符合現時規劃用途(現時是「其他指定用途」「OU」)，根據規劃署屏山分區計劃大綱圖，該幅土地規劃意向是提供與文物及文化旅遊有關的設施或用途，而該些設施或用途既配合「聚星樓」及「達德公所」的文物景點特色，視覺上又能與歷史建築互助協調，若將該幅土地改為興建房屋，這是完全違反規劃原意，損害文物及文化保育的發展和權益。因此，我們堅決反對更改土地用途。「要有光」作為社會企業，必需秉持社會良心，不應但求目的不擇手段，明知故犯作出如此不當的侵犯行為。

星島日報的「綠色論壇」於 2021 年 3 月 5 日撰文(見附件)提到天水圍的光村(即上述標題的規劃申請)。綜合各方意見，「光村」一旦落實將對「聚星樓」及「達德公所」該等重要古蹟文物的存在價值造成極具破壞性的影響。

- (二) 規劃原意對周邊土地使用設限，用意是嚴謹保護古蹟的存在價值，而申請人正起了犯禁的示範作用，申請人分別在「聚星樓」(建於明代，香港獨有的古塔)及「達德公所」(建於清代，新界抗英指揮部)毗鄰引入「光村」，用料是輕浮的塑膠物質裝嵌而成的現代建築物，與沉厚穩重的古建築南轅北轍，嚴重影響珍貴歷史古蹟的存在價值，破壞規劃所定的良好願景，令遊客及參觀者意興闌珊。

- (三) 擬議「光村」興建位置太接近屏山上璋圍，落成後人口激增，必定會引起交通問題，例如交通擠塞、違例泊車等，令周邊村民的日常生活難以適應，定必經常引起不愉快事件。另外，人口稠密容易造成品流複雜治安欠佳，令周邊村民感到擔憂。

希望有關政府部門聽取意見並再三考慮，停止有關發展計劃。有勞之處，不勝感銘。

提出反對者簽署:

<u>鄧志強</u>	<u>鄧廣業</u>	<u>鄧錦章</u>
<u>鄧偉陽</u>	<u>林煥雲</u>	<u>鄧南盛</u>
<u>鄧仕林</u>	<u>許子年</u>	<u>鄧志學</u>
<u>陳士傑</u>	<u>葉志仁</u>	<u>李以建</u>
<u>林建順</u>	<u>張錦福</u>	<u>吳燦輝</u>
<u>陸國才</u>	<u>周錦明</u>	<u>鄧積善</u>
<u>鄧偉堂</u>	<u>黎俊新</u>	<u>黃耀</u>

2021年3月26日

提出反對者簽署:

鄧錦昌

鄧志勇

廖駿波

吳文達

黃國榮

黃庆有

張家良

~~陳錫奇~~

陳月梅

鄧子光

潘鏡強

林權

鄧森福

邝同作

2021年3月26日

屏山鄉鄉事委員會
新界元朗安寧路 139-147 號二樓
聯絡電話 : 2477 3886

申請編號 A/YL-PS/622

提出反對新界元朗屏山丈量約份第 122 約地段第 387 號 B 分段餘段和毗連政府土地興建「光村」，嚴重影響「聚星樓」(圖一及圖二)的景觀外貌，破壞屏山文物古蹟和旅遊設施，以及改變現時「其他指定用途」「OU」用地為「鄉村式發展用地」。

圖一



圖二



申請編號 A/YL-PS/623

提出反對新界元朗屏山丈量約份第 122 約地段第 360 及 377 號和毗連政府土地興建「光村」，嚴重影響古蹟文物「達德公所」(圖三及圖四)的景觀外貌，以及改變現時「其他指定用途」「OU」用地為「鄉村式發展用地」。

圖三



圖四



【綠色論壇】一時的過渡房屋 永久環境破壞

2021-03-05 00:00

在現今的香港要安心出行固然難，要安居樂業也殊不易。失業率升至十七年以來新高是否因政府抗疫無力，作為環團我們不置喙；但近年政府推出所謂的安居板斧則經常有意無意把公民社會各自追求的目標對立起來。政府不願意處理發展商囤地問題，又欺善怕惡，不敢收回棕地，唯有向綠化地和郊野公園的附近土地埋手。政府除了自己不斷改劃綠化地外，更變相鼓勵發展商參一腳。政府推動的過渡房屋計畫，正好為發展商手上因保育問題而發展潛力低的土地提供發展機會。

政府早在一七年便提出過渡房屋計畫。根據他們自己的說法，計畫由民間主導，「以紓緩在公共租住房屋輪候冊上的家庭及居住環境欠佳住戶所面對的困境」。政策一出，多個發展商先後表忠獻地，今日五十萬呎，明日百萬呎。這些地皮由發展商借出或以象徵性的租金租給民間或慈善團體，近來已有項目向城規會闖關。

其中一個項目是天水圍的光村，在去年十二月向城規會在三幅農地上申建一百個單位。項目的規模雖然不大，但就夾在達德公所和聚星樓兩個法定古迹之間，其中一塊申建的土地更是「其他指定用途（與文物及文化旅遊有關用途）」，批准在這用途的土地上建屋，是極不良的先例。更甚的是分區計畫大綱圖明文規定這用途的土地如要發展，必須提交文物影響評估，但在申請人最初提交的文件中竟然缺如。

兩個古迹所在的屏山是全港第一條文物徑，達德公所被認為是祭祀英靈的地方，聚星樓和風水有關；提出申請的機構在宗教和文化背景和附近宗族有差異，難怪申請引起村民的強烈反對。諷刺的是，土地的業主是早前以保育前皇都戲院而獲得保育界不少掌聲的新世界。現時申請尚在延期，未有結果。

會德豐就更離奇，在公布借地之初不願意公開地點，但只要略為一查，便可知所在地為大埔黃魚灘。九龍樂善堂近日便向城規會申請興建十一幢四層住宅樓房，共提供一千二百三十六個單位。有關土地的大部分為「綠化地帶」，而且緊貼着劃為「自然保育區」的沼澤而建。申請人提交的生態影響評估聲稱該沼澤附近一帶已有發展，人為干擾早就存在；又指地盤早已平整，生態價值低。回顧一下黃魚灘遭破壞的歷史，沼澤早在一九九六年劃為自然保育區，曾記錄超過一百三十多種雀鳥，但九八年十月底遭發現恒基集團的附屬建築公司裕民建築在興建比華利山別墅時，把泥頭倒進濕地，涉及面積達一點八公頃。規劃署要求違規公司和地主會德豐恢復原狀。自此以後，周邊的確有各種大大小小的破壞和發展。

細心一想，發展商推出的土地都有交通、環境、配套各種問題以至不能發展。把這些土地供慈善和民間團體興建過渡房屋，成功的話不僅可以換得美名，還為土地發展掃除障礙，失敗的話也沒甚麼損失。香港的保育政策軟弱無力，但絕不能因為其他人都這樣做，便不甘後人，為虎作倀，姑息「先破壞後發展」的做法。

李少文（長春社高級公共事務經理）



城市規劃委員會主席
甯漢豪女士, J.P. 台鑒:

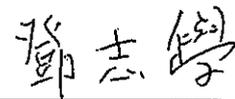
有關社房企「要有光」計劃興建過渡性房屋「光村」
規劃申請編號：A/YL-PS/622 及 A/YL-PS/623
(屏山丈量約份第 122 約地段第 360 號及第 377 號)
(屏山丈量約份第 122 約地段第 387 號 B 分段)
反對意見

本人鄧志學為屏山鄉坑尾村村代表，對於上述標題的兩項規劃申請在屏山鄉地段推行過渡性房屋發展計劃(又稱「光村」)，本人現提出反對意見如下：

- (一) 擬議「光村」並不符合現時規劃用途(現時是「其他指定用途」
「OU」)，根據規劃署屏山分區計劃大綱圖，指該幅土地的規劃意向是提供與文物及文化旅遊有關的設施或用途，以配合隔鄰「聚星樓」和「達德公所」的文物景點特色，若將該幅土地改劃為鄉村發展用地，這是完全違背規劃原意。
- (二) 屏山文物徑是香港首條文物徑，由多幢具歷史價值的中國傳統建築物貫連而成，是吸引海內外遊客前往遊覽的旅遊景點。屏山文物徑其中兩幢古蹟文物「聚星樓」和「達德公所」有其獨特的歷史故事，「聚星樓」顧名思義是聚星的意思，是古時的一幢建築物周邊沒有其他建築物遮擋，能把晚間星星的精華吸收下來，以庇佑一眾村民平安，而「達德公所」是為紀念在抗日戰爭犧牲的義士而興建。若在「聚星樓」和「達德公所」隔鄰興建「光村」，將會嚴重破壞該處的景觀外貌，同時亦破壞屏山文物徑的整體形象，對推動古蹟文物及歷史文化的保育工作，以及旅遊發展均帶來阻礙。
- (三) 興建「光村」令人口劇增，對區內帶來不少問題，例如治安及品流複雜、公共設施如垃圾站、交通等配套超出負荷，這些都影響現有周邊居民的日常生活。另外，人口增加亦令車輛流量增加，導致交通擠塞問題嚴重。

本人對於興建過渡性房屋以幫助社會上有需要人士這理念感到認同，惟本人認為該項規劃申請的選址極不合適，不但未能得到當地居民的支持，甚至表示強烈反對。因此，本人懇請 貴委員會聽取上述意見，並慎重考慮終止該項規劃申請。

屏山鄉坑尾村村代表



鄧志學

副本送：規劃署署長鍾文傑先生, JP

2021年3月17日

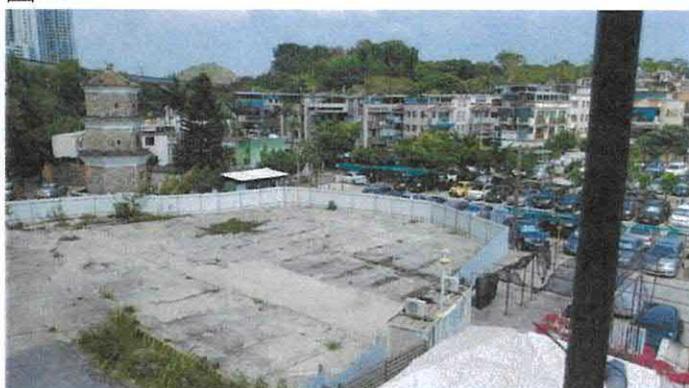
申請編號 A/YL-PS/622

提出反對新界元朗屏山丈量約份第 122 約地段第 387 號 B 分段餘段和毗連政府土地興建「光村」，嚴重影響「聚星樓」(圖一及圖二)的景觀外貌，破壞屏山文物古蹟和旅遊設施，以及改變現時「其他指定用途」「OU」用地為「鄉村式發展用地」。

圖一



圖二



申請編號 A/YL-PS/623

提出反對新界元朗屏山丈量約份第 122 約地段第 360 及 377 號和毗連政府土地興建「光村」，嚴重影響古蹟文物「達德公所」(圖三及圖四)的景觀外貌，以及改變現時「其他指定用途」「OU」用地為「鄉村式發展用地」。

圖三



圖四





城市規劃委員會主席
甯漢豪女士, J.P. 台鑒:

有關社房企「要有光」計劃興建過渡性房屋「光村」
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反對意見

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「OU」)，根據規劃署屏山分區計劃大綱圖，指該幅土地的規劃意向是提供與文物及文化旅遊有關的設施或用途，以配合隔鄰「聚星樓」和「達德公所」的文物景點特色，若將該幅土地改劃為鄉村發展用地，這是完全違背規劃原意。
- (二) 屏山文物徑是香港首條文物徑，由多幢具歷史價值的中國傳統建築物貫連而成，是吸引海內外遊客前往遊覽的旅遊景點。屏山文物徑其中兩幢古蹟文物「聚星樓」和「達德公所」有其獨特的歷史故事，「聚星樓」顧名思義是聚星的意思，是古時的一幢建築物周邊沒有其他建築物遮擋，能把晚間星星的精華吸收下來，以庇佑一眾村民平安，而「達德公所」是為紀念在抗日戰爭犧牲的義士而興建。若在「聚星樓」和「達德公所」隔鄰興建「光村」，將會嚴重破壞該處的景觀外貌，同時亦破壞屏山文物徑的整體形象，對推動古蹟文物及歷史文化的保育工作，以及旅遊發展均帶來阻礙。
- (三) 興建「光村」令人口劇增，對區內帶來不少問題，例如治安及品流複雜、公共設施如垃圾站、交通等配套超出負荷，這些都影響現有周邊居民的日常生活。另外，人口增加亦令車輛流量增加，導致交通擠塞問題嚴重。

本人對於興建過渡性房屋以幫助社會上有需要人士這理念感到認同，惟本人認為該項規劃申請的選址極不合適，不但未能得到當地居民的支持，甚至表示強烈反對。因此，本人懇請 貴委員會聽取上述意見，並慎重考慮終止該項規劃申請。

屏山鄉坑頭村村代表



鄧超雄

副本送：規劃署署長鍾文傑先生, JP |

2021年3月17日

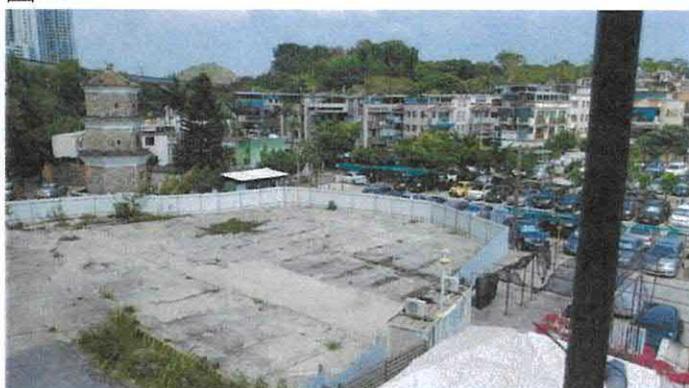
申請編號 A/YL-PS/622

提出反對新界元朗屏山丈量約份第 122 約地段第 387 號 B 分段餘段和毗連政府土地興建「光村」，嚴重影響「聚星樓」(圖一及圖二)的景觀外貌，破壞屏山文物古蹟和旅遊設施，以及改變現時「其他指定用途」「OU」用地為「鄉村式發展用地」。

圖一



圖二



申請編號 A/YL-PS/623

提出反對新界元朗屏山丈量約份第 122 約地段第 360 及 377 號和毗連政府土地興建「光村」，嚴重影響古蹟文物「達德公所」(圖三及圖四)的景觀外貌，以及改變現時「其他指定用途」「OU」用地為「鄉村式發展用地」。

圖三



圖四



城市規劃委員會主席
甯漢豪女士, J.P. 台鑒:



有關社房企「要有光」計劃興建過渡性房屋「光村」
規劃申請編號：A/YL-PS/622 及 A/YL-PS/623
(屏山丈量約份第 122 約地段第 360 號及第 377 號)
(屏山丈量約份第 122 約地段第 387 號 B 分段)
反對意見

本人鄧自強為屏山鄉上璋圍村代表，對於上述標題的兩項規劃申請在屏山鄉地段推行過渡性房屋發展計劃(又稱「光村」)，本人現提出反對意見如下：

- (一) 擬議「光村」並不符合現時規劃用途(現時是「其他指定用途」
「OU」)，根據規劃署屏山分區計劃大綱圖，指該幅土地的規劃意向是提供與文物及文化旅遊有關的設施或用途，以配合隔鄰「聚星樓」和「達德公所」的文物景點特色，若將該幅土地改劃為鄉村發展用地，這是完全違背規劃原意。
- (二) 屏山文物徑是香港首條文物徑，由多幢具歷史價值的中國傳統建築物貫連而成，是吸引海內外遊客前往遊覽的旅遊景點。屏山文物徑其中兩幢古蹟文物「聚星樓」和「達德公所」有其獨特的歷史故事，「聚星樓」顧名思義是聚星的意思，是古時的一幢建築物周邊沒有其他建築物遮擋，能把晚間星星的精華吸收下來，以庇佑一眾村民平安，而「達德公所」是為紀念在抗日戰爭犧牲的義士而興建。若在「聚星樓」和「達德公所」隔鄰興建「光村」，將會嚴重破壞該處的景觀外貌，同時亦破壞屏山文物徑的整體形象，對推動古蹟文物及歷史文化的保育工作，以及旅遊發展均帶來阻礙。
- (三) 興建「光村」令人口劇增，對區內帶來不少問題，例如治安及品流複雜、公共設施如垃圾站、交通等配套超出負荷，這些都影響現有周邊居民的日常生活。另外，人口增加亦令車輛流量增加，導致交通擠塞問題嚴重。

本人對於興建過渡性房屋以幫助社會上有需要人士這理念感到認同，惟本人認為該項規劃申請的選址極不合適，不但未能得到當地居民的支持，甚至表示強烈反對。因此，本人懇請 貴委員會聽取上述意見，並慎重考慮終止該項規劃申請。

屏山鄉上璋圍村代表



鄧自強

副本送：規劃署署長鍾文傑先生, JP |

2021年3月17日

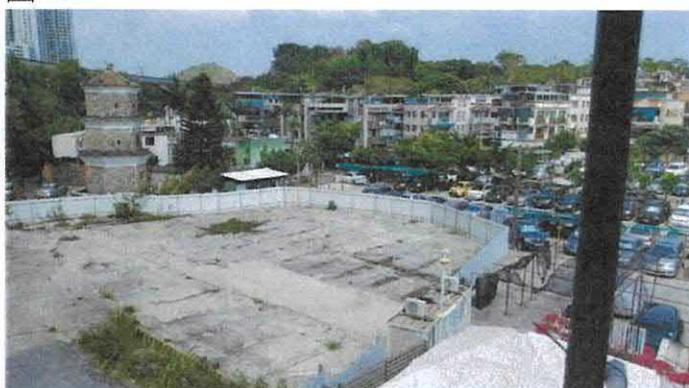
申請編號 A/YL-PS/622

提出反對新界元朗屏山丈量約份第 122 約地段第 387 號 B 分段餘段和毗連政府土地興建「光村」，嚴重影響「聚星樓」(圖一及圖二)的景觀外貌，破壞屏山文物古蹟和旅遊設施，以及改變現時「其他指定用途」「OU」用地為「鄉村式發展用地」。

圖一



圖二



申請編號 A/YL-PS/623

提出反對新界元朗屏山丈量約份第 122 約地段第 360 及 377 號和毗連政府土地興建「光村」，嚴重影響古蹟文物「達德公所」(圖三及圖四)的景觀外貌，以及改變現時「其他指定用途」「OU」用地為「鄉村式發展用地」。

圖三



圖四





城市規劃委員會主席
甯漢豪女士, J.P. 台鑒:

有關社房企「要有光」計劃興建過渡性房屋「光村」
規劃申請編號: A/YL-PS/622 及 A/YL-PS/623
(屏山丈量約份第 122 約地段第 360 號及第 377 號)
(屏山丈量約份第 122 約地段第 387 號 B 分段)
反對意見

本人 鄧國平 為屏山鄉 上璋圍 居民, 對於上述標題的兩項規劃申請在屏山鄉地段推行過渡性房屋發展計劃 (又稱「光村」), 本人現提出反對意見如下:

1. 上璋圍與天水圍西鐵站道路嚴重擠塞, 停車場車位又嚴重缺乏, 以區內沒有足夠的車位給外來車輛停泊, 若增加數百人到以上地段居住, 路面交通將不勝負荷, 導致馬路更加擠塞及增加交通意外的風險。本村村民現時已經不斷向警署投訴及要求警察來疏導以上地段的交通擠塞情況。
2. 本村現時居住人口為二百人左右, 現時的環境衛生配套未能負荷額外之數百人居住, 村民更擔心治安方面, 若增加數百人住在此, 必定治安複雜及變差。
3. 現時之公共設施配套未能配合增加數百人居住條件。
4. 「達德公所」及「聚星樓」為政府認可之文物保護建築物及位於香港首條文物徑, 而建立「光村」在文物徑旁邊嚴重影響保護文物保育原意及形成不協調之環境。

上璋圍居民簽署:

鄧國平
([REDACTED])

日期: 二零二一年三月十九日

5-5

Urgent Return receipt Sign Encrypt Mark Subject Restricted Expand personal&public groups



A/YL-PS/623 (Comments on section 16 application)
09/12/2020 14:34

From:

To: tpbpd@pland.gov.hk

FileRef:

1 attachment



反對規劃申請AYL-PS623.pdf

Dear Sir,

Please find my comments on the application A/YL-PS/623 attached.

Thanks.

Best Regards,

KC Law

致：城市規劃委員會

各位尊敬的城規會委員：

反對編號 A/YL-PS/623 的規劃申請

得知有團體擬在屏山上璋圍一帶興建過渡性房屋，並已向貴會提出申請，規劃申請編號為 A/YL-PS/623 及 A/YL-PS/622。本人作為上璋圍的居民，堅決反對該等申請，並提出以下意見。

回應申請理據

在貴會下載得到的「關乎申請編號 A/YL-PS/623 的擬議用途/發展的概括發展規範」（「發展規範」）中提到是次申請的理據有五點，這五點理據是和 A/YL-PS/622 的申請一模一樣，畢竟 A/YL-PS/622 及 A/YL-PS/623 是同一個項目，理應要一同審視，但申請人卻故意拆為兩個申請，不知背後的真正動機為何。無論如何，本人亦不厭其煩，再次在此對他們的理據提出意見。

理據一：「擬議發展與政府就社區主導的過渡性住房項目的政策一致」

意見： 翻查過去由政府文件及高級官員的施政方針，均找不到有一項所謂的「社區主導」的過渡性住房項目政策，較為近似的應該是由民間團體主導的過渡性住房項目倡議。申請人企圖在此理據上偷換概念，把項目包裝成為由本社區自行發起的申請。本人必須在此指出，就本人所知，本社區並沒有人主導或代表本社區提出是次申請。據知，上璋圍的村長也反對是次申請。另一方面，社區主導的概念是當區的需求和問題先由當區的組織牽頭和以當區的資源解決。很明顯，上璋圍及屏山一帶並沒有對過渡性房屋的需求問題，那何以會是社區主導呢！

住屋問題的確是現今香港的其中一個主要問題，本人亦認同過渡性房屋是有一定需求，唯需求只集中在市區，而偏遠地區的中轉房屋入住率一向偏低。否則政府也不用在幾年前清拆位於是次申請附近的朗邊中轉房屋。而特首剛在 11 月 25 日發表的施政報告中說明會以全幢的方式承租現成的酒店和賓館作為過渡性房屋。此舉會更有效率地立刻舒緩過渡性房屋不足的問題，而且不但不會對新項目附近的居民、環境、衛生和交通帶來影響，更不會待新過渡性房屋建成後，又一次賊過興兵，錯配資源，浪費公帑。

既然申請人此理據中的政策存在性、概念和定義都有問題，因此這申請理據並不能成立。

理據二：「擬議發展將優化棕地的使用，並改善城市環境」

意見： 無容置疑，香港的棕地發展是亟須規範及優化，但有關的優化必須是有系統的、長遠的和富前瞻性的，而不是胡亂作出一些短視又情緒化的發展。擬議興建的過渡性房屋(A/YL-PS/622 及 A/YL-PS/623)屬於區內少有的大型發展，整個項目 3 個地盤全座落在屏山文物徑上，若只計 A/YL-PS/623 申請擬興建的建築物就樓高三層，高達 16.6 米，足足把現時屏山文物徑終點站只有一層的達德公所完全屏蔽。項目一旦建成後，會把屏山文物徑上璋圍段大部份範圍屏蔽，原本從聚星路、天水圍輕鐵站和西鐵站 E3 出口容易看到的達德公所和聚星樓將會被遮擋起來。本來古典優雅的歷史文物被臨時的建築物阻擋著，不單沒有改善環境，實際上是嚴重破壞現時的環境。

有趣的是，是次申請明明位於鄉郊地帶，不明白申請人為甚麼希望改善城市環境，但卻走到去鄉郊地區搞發展，真是百思不得其解。在此問題上，我們必須要認清城市(urban) 和鄉郊(rural) 的分別。當然申請人可以狡辯說當城市的某些功能再配置到棕地上，城市環境就能得以改善。這種說法是永不能被否證 (falsification)的，因為其中空泛非常並且不科學。而且，這說法一但成立的話，不單香港的城市環境能被改善，世界的環境，以致地球暖化的問題都能獲得改善。相信各委員都應該明白此理據中的邏輯繆誤。

再者，在發展規範中的 Figure 3.7 的擬發展示意圖是有誤導公眾之嫌，擬議建築物的附近除了有達德公所外，亦有很多村屋，跟後山的距離亦很近，不是這樣空曠的。因此建議各委員盡可能到實地視察，不要妄信申請人附上的示意圖。

這樣的一個明明是破壞環境的擬議，又怎會是優化棕地呢！

理據三：「擬議發展的設計與當地的文化遺產和村莊環境互相協調」

意見： 申請人在理據二還在說要改善城市環境，但到了此理據又要和村莊環境協調。我質疑申請人到底知不知道是次申請的確實位置是在那裡？

據報章報導，是次申請將會以組裝合成法興建。而此建築方法制肘甚多，所謂與當地文化遺產和村莊環境互相協調的設計充滿局限性，只能透過選擇有限的建築物料和顏色把對當地的文化遺產和村莊環境的負面影響著量減少。明明是一個喧賓奪主的龐然巨物入侵，又怎能夠與一個有一百五十多年歷史和富有特殊歷史意義的古蹟和一向寧靜和諧的村莊互相協調呢！如果單靠建築物料和顏色就能夠輕易地與文化和環境互相協調，難免有點自欺欺人，欠缺說服力。還有，以這樣的一個「臨時」的住宅大型項目把達德公所屏蔽住，是否想把當年村民奮勇抗英的歷史也一同被屏蔽！？難得在1997年回歸後，特區政府從董建華特首起開始重視此段歷史，並花費大量公帑修復古蹟並改善周邊環境，其後更成立屏山文物徑，推廣其中的史蹟。令人意想不到的，在香港回歸祖國二十多年後的今天，這斷可歌可泣的歷史又可能被再次壓下去。

理據四：「擬議發展具文化和社會價值」

意見：跟 A/YL-PS/622 的申請不同，A/YL-PS/623 的申請除了兩個地盤和 70 個住宅單位外，連一點點的非住宅設施也欠奉。純粹的臨時過渡性房屋發展究竟會帶來甚麼文化和社會價值呢！？整個興建過渡性房屋的發展根本就是赤裸裸的文化入侵並企圖摧毀圍村故有的社會價值。申請人提出的這點理據簡直是顛倒是非，指鹿為馬。

理據五：「在交通、工程、環境及視角各方面均可接受」

意見：A/YL-PS/623 的兩個地盤總面積多達 2,230 平方米，長形的橫臥在屏山文物徑上，完全阻檔法定古蹟達德公所，擬議的建設必定會破壞當地環境及風水。加上將來過渡性房屋一旦入伙後，居民達 300 至 400 人之多，好比現時上璋圍西的居民總數的一倍，現有的交通及環衛設施到時必不勝負荷。

再者，現時的屏山文物徑已並不是一條完整易認的單一路徑，而是一條由政府道路、私人道路及棕地交錯拼合出來的「徑」，遊人已經常走錯路。是次申請將來建成後，把大部份本來易於從聚星路、天水圍輕鐵站及西鐵站 E3 出口看見的聚星樓和達德公所等地標遮蔽著，遊人便會像墮入迷宮中，更難辨認文物徑。遊人更會避免走入過渡性房屋，因而卻步，不再走進文物徑。

而在工程進行期間，所造出的嘈音、灰塵、重型車輛的出入，更是

無可避免，根本不可能不會對一向寧靜的村莊造成影響。令人更擔心的是，一棟 150 年歷史的古蹟能否抵禦近在咫尺的大型工程所帶來的震動，又或在工程施工期間有任何人為失誤引致文物古蹟受損，即使到時可以罰款了事，但修復後的文物就不是本來的文物。文物是需要我們共同保護的！

至於環境及視角的方面，我已在以上第二點中指出是次申請是會對本區現有的環境及文物徑帶來衝擊，做成長期負面影響，此處不贅。

本人認為是次申請無論在交通、工程、環境及視角各方面均有問題，總不能但靠申請人說一句可以接受就是可以接受，必須提出更多實證的科學數據支持。

總括而言，申請者提出的五點理據並沒有正確反映事實的全部，而且充滿謬誤和偏頗。因此，這些理據是全站不住腳的。

反對理由

以下是本人反對是次申請的理據：

1) 發揚達德公所的特殊歷史意義

達德公所背後有一段關於發動「抗英揭帖」的歷史，是當年新界成為英國殖民地時少有的反抗歷史，背後意義重大。而在港英時代，這一段史實一直被壓抑著，在 1997 年香港回歸祖國後才得以推廣。如將來的過渡性房屋建成後，建築物遮擋住文物古蹟，更帶來額外的三、四百名住客住在文物旁。景觀的改變、密集的人口勢必摧毀屏山文物徑。到時伴隨著文物徑各古蹟文物背後的歷史又會再一次被忽略。

2) 過長的申請年期

申請人提出 7 年的臨時申請年期是不合理地過長的，要求城規會批出 7 年的臨時許何亦屬罕見的。奇怪的是，與 A/YL-PS/623 相關的 A/YL-PS/622 申請年期卻只有 3 年。同一個項目，涉及三個地盤，南邊的地盤申請年期為 3 年，北面和置中的地盤就要求 7 年的許何，背後的盤算真的是耐人尋味。但可以合理的推斷，申請人是想長期霸佔該等地帶作為住宅，先打開興建住宅的缺口，再伺機發展。如申請人認為過渡性房屋的需求這樣殷切，而在文物徑咫尺內

興建該等房屋的理據又這樣充分，何不理直氣壯地申請更改土地規劃用途，正式興建住宅，而不要屈就以組裝合成法興建臨時的房屋。這樣就不用每 7 年又提出一次申請，永無止境，定期地擾動當地居民的情緒，破壞社會和諧。何況，以組裝合成法興建的臨時房屋，是否可供使用 7 年之久！

3) 堅守用地規劃原則

是次申請位處「鄉村式發展」的地帶，並貼近「其他指定用途」註明「與文物及文化旅遊有關用途」地帶。根據「鄉村式發展」地帶發展的限制，該等地帶的最高建築物不得超過三層和 8.23 米，但 A/YL-PS/623 申請的建築物高度為 16.6 米，比規劃限制超出一倍有多。而且貼近「與文物及文化旅遊有關用途」地帶，審批時必須加倍謹慎，不容有任何豁免的空間，否則城市規劃的條例形同虛設。不用多說，是次的申請是完全違反現有的法規。

4) 配合長遠旅遊發展政策

城市發展規劃當局其實一早已有先見之明，把屏山文物徑一帶劃為「與文物及文化旅遊有關用途」地帶，排除興建住宅。申請人擬在「與文物及文化旅遊有關用途」地帶的毗鄰興建超出規劃限制高度的建築物，必定會破壞屏山文物徑一帶的長遠旅遊發展，更會把政府多年來投入的相關資源和現已成形的屏山一帶旅遊景點群一下子摧毀。

5) 申請理據不足

本函的前部份已經按照申請人提出的五點申請理據每點分析和給予意見。結論是申請人提出的理據牽強，又不能提供實質的支持和論證，更得不當區的居民認同。在申請理據不足的前提下，貴會不應該批准是次申請。

面對一個不符合現有的法規和慣例的申請，希望城規會各委員肩負起為市民把關的責任，能以事實、邏輯和常識作出專業的判斷，依例否決 A/YL-PS/623 的規劃申請。

上璋圍居民

羅先生 謹啟

2020 年 12 月 9 日

tpbpd@pland.gov.hk

寄件者: [REDACTED]
寄件日期: 2021年04月06日星期二 22:44
收件者: tpbpd@pland.gov.hk
主旨: Comments on A/YL-PS/623 additional information
附件: 反對規劃申請AYL-PS623 進一步資料.pdf

Dear Sir,

Attached is my comment on the additional information of the application A/YL-PS/623 for your handling.

Thank you very much.

Best Regards,
KC Law

致：城市規劃委員會

各位尊敬的城規會委員：

反對編號 A/YL-PS/623 的規劃申請

貴會在 2021 年 3 月 5 日收到申請人就規劃申請編號 A/YL-PS/623 提交的進一步資料，本人現亦就申請人的進一步資料提出進一步的反對意見，而之前就 A/YL-PS/623 所提出的反對意見仍然有效。

政府官地佔申請項目的比例

A/YL-PS/623 申請的地盤面積為 2,230 平方米，當中政府土 694 平方米，佔地盤面積的 31%，實屬誇張。該申請地盤的業主以低價把土地租給申請人是他們的事，為甚麼要把政府土地一併納入申請中！他們這樣明目張膽的佔用政府土地，有否需要向政府繳納租金？這樣褫奪了別人對該等政府土地的使用權是十分不公平的，政府如若有心把該 694 平方米政府土地更好運用，應該透過公開招標方式，而不是這樣私相授受。更何況現在政府正審視長遠的棕地發展方案，在這個關鍵時刻，更加不能隨便這樣無償地割讓政府土地，令政府的規劃增加制肘，更會予公眾不好的觀感。

視覺影響評估

申請人一直避重就輕的作出該項目的視覺評估，提供的視角參考圖完全搔不到癢處，看似對週圍環境沒有影響一樣。如果申請人認為項目建成後對該區的視角影響有限，何不老老實實造一幅由天水圍輕鐵站及西鐵站 E3 出口望過去達德公所的視角圖？根本這項目完成後就會形成一系列高樓檔著聚星路以東一帶的視野和通風，這個事實是不容置疑的，否則屏山鄉的居民亦不會群起極力反對是次的申請。

衛生環境設施超出負荷

現時上璋圍西、屏湖花園及屏湖山莊的居民主要使用設在上璋圍 219 號前面的垃圾收集點，該處經常設有 10 個大型垃圾箱給居民使用，過節期間會增加至最多 14 個。這些垃圾箱每天都是爆滿的。如 A/YL-PS/622 及 A/YL-PS/623 兩個申請均獲批的話，上璋圍西一帶的居民會突然倍增，而該垃圾收集點根本就不敷應用，更沒可能再擴張。到時垃圾箱爆滿，居民只能胡亂處置廢物，勢必造成嚴重環境後果。

道路運輸設施超負荷

現時聚星路兩旁經常有車輛違例佔據，聚星路一帶又是一些廠車接送員工的上落客熱點，居民要橫過聚星路到西鐵站或回家的難度越來越高。加上政府亦已正式向貴會申請在緊接天水圍西鐵站的天福路興建大型公共街市，申請編號為A/TSW/75。屆時，聚星路的人流和車流必定又會幾何級數地增加，尤其是上落貨的大貨車。請問申請人提交的交通評估報告有沒有把這個重大因素也作出充分評估？

A/YL-PS/623 加上 A/YL-PS/622 的申請，是一個在當區來說非常大的項目，對當地居民的影響亦非常之大，7年的臨時批准根本同永久批准沒有多大分別。在這個申請中，申請人企圖佔盡政府的便宜，在佔用政府土地，許可年期，以及將來興建房屋的費用亦會向政府申請，他們是有特權的嗎？本人懇請城規會各委員能為市民把關，依例否決 A/YL-PS/623 的規劃申請。

祝 安好

上璋圍居民

羅先生 謹啟

2021年4月6日

5-6

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

參考編號

Reference Number:

201209-074729-35317

提交限期

Deadline for submission:

11/12/2020

提交日期及時間

Date and time of submission:

09/12/2020 07:47:29

有關的規劃申請編號

The application no. to which the comment relates:

A/YL-PS/623

「提意見人」姓名/名稱

Name of person making this comment:

長春社

意見詳情

Details of the Comment :

就城規條例第16條作出的編號 A/YL-PS/622及 623 規劃申請提出的意見

編號 A/YL-PS/622及 A/YL-PS/623雖然是兩個規劃申請，但因申請人為同一機構，申請內容又為同一項目，因此長春社一併提出意見，也希望城規會能一併討論和考慮，

長春社極為反對 A/YL-PS/622的申請及反對 A/YL-PS/623的申請。

兩個申請的三個地點均貼近法定古蹟，622在聚星樓旁，623的兩個地點把達德公所夾在中間。兩個法定古蹟均為屏山文物徑的景點。編號622申請的土地用途在屏山分區計劃大綱圖 S/YL-PS/18中為「其他指定用途(與文物及文化旅遊有關用途)」及「鄉村式發展」，但大部分土地落在「其他指定用途中」，根據分區計劃大綱圖，其規劃意向主要是提供與文物及文化旅遊有關的設施或用途，而這些設施和用途既配合聚星樓和達德公所的文物景點特色，視覺上又能與歷史建築互相協調。根據備註(vii)，申請人必須提供文物影響評估，「說明擬議發展計劃可能造成的文物問題，並須建議紓緩這些問題的措施」。不過我們在供公眾查閱的申請文件中，並未發現有關報告。而編號623所在的土地用途雖然為「鄉村式發展」，但貼近達德公所，因此我們認為申請人同樣應為發展作文物影響評估。

編號622的申請發展為期三年，而623則為期七年。兩者為期不同是因為擬發展的項目為「住宿機構」，並不在「其他指定用途」的第一欄或第二欄的土地用途之中，因此有理由相信622的發展年期最少同為七年，城規會在審批申請時，應以此作考慮。由於兩項申請鄰近的法定古蹟均對附近宗族有重要的文化和歷史意義，而提出申請的機構在宗教和文化背景和附近宗族有差異，我們認為申請人除了要提供文物影響評估報告外，還應作社會影響評估。達德公所被認為是祭祀英靈的地方，而聚星樓又和風水有關，評估應包括這兩方面。

此外，就發展對視覺上的影響，申請人不應主觀地認為提供的設計已達紓目的，而應參考附近宗族和文物徑使用者的實際意見。

寄件日期: 2020年11月25日星期三 9:30
收件者: tpbpd@pland.gov.hk
主旨: 對申請編號A/YL-PS/623的申請

致城市規劃委員會

本人Emily N.為天耀村居民，本人反對申請編號A/YL-PS/623的申請，本人經常同朋友騎單車路經上述地點，一直以來遊人都欣賞聚星樓一帶的文物古跡，原地風貌都被其破壞。本人得知上述有關的申請，相信會助長破壞此區原貌的生態環境。

本人極力反對此申請並希望貴部門慎重考慮其申請會帶來日後的問題。

Emily

5-4

Urgent Return receipt Sign Encrypt Mark Subject Restricted Expand personal&public groups



反對申請編號A/YL-PS/623
09/12/2020 11:56

From:

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

致：規劃署署長

反對申請編號A/YL-PS/623

本人常常喜歡前往上璋圍附近一帶閒逛，得悉早前的寵物樂園已不見了，換來一片爛地並見到正申請過渡性房屋，此舉絕對影響上璋圍一帶文化遺產。

有見及此本人反對上述土地申請興建過渡性房屋，原因如下：

- 1) 附近的民居大部份都只是一、兩層樓的高度，周圍視野廣闊；但申請書建議興建過渡性房屋則是一排三層樓的高度，嚴重阻礙視線及影響視野。這完全有違建議書其中一項改善環境申請的建議。
- 2) 過渡性房屋的設計新穎美觀，但與毗鄰古蹟「達德公所」顯得格格不入，嚴重破壞古蹟整體的觀感；也非建議書上所提到「設計與當地的文化遺產及村莊環境互相協調」。
- 3) 作為一位喜歡參觀古蹟文物的市民，若將來過渡性房屋入伙之後，會對古蹟「達德公所」產生卻步的感覺，因為感到入內參觀會對附近居民造成滋擾；無疑是對市民的一項損失。

本人重申絕對支持政府及鼓勵任何機構興建過渡性房屋以舒緩低收入人士住屋問題，但就上述原因反對選址上璋圍興建過渡性房屋的申請。

希望貴局能閣置處理這項申請！

市民羅詠蘭
聯絡電話：

5-8

Urgent Return receipt Sign Encrypt Mark Subject Restricted Expand personal&public groups



A/YL-PS/623
11/12/2020 14:40

From:

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

FileRef:

致城市規劃委員會

本人李俊樑為天耀村居民，本人反對申請編號A/YL-PS/623的申請，本人經常同朋友騎單車路經上述地點，一直以來遊人都欣賞聚星樓一帶的文物古跡，原地風貌都被其破壞。本人得知上述有關的申請，相信會助長破壞此區原貌的生態環境。本人極力反對此申請並希望貴部門慎重考慮其申請會帶來日後的問題。

聯絡電話：

5-1

tpbpd@pland.gov.hk

寄件者:
寄件日期: 2020年12月11日星期五 17:47
收件者: tpbpd@pland.gov.hk
主旨: 反對規劃申請A/YL-PS/622及A/YL-PS/623

致：城市規劃委員會

反對：申請編號 A/YL-PS/622 & 623 的擬議用途/發展的概括發展規範

我認為這個發展項目極度影響附近環境，生活及交通設施配套、資源公平分配和文化氛圍，尤其是這地段獨有的鄉郊傳統和文物保護等需求。

人口不斷增加，對交通造成某程度上的壓力，配套設施嚴重不足，附近沒有街市及購物中心，現時居民日常購物均需前往其他屋邨的街市及商場；然而過渡性房屋一旦入伙之後，情況將會變得更差，將生活上的問題直接轉嫁到原居民身上，實在不公。

興建過渡性房屋解決低收入人士住屋問題是值得支持及鼓勵，但在社區配套設施嚴重缺乏的情況下，希望貴局暫時閣置這項申請，直到政府能解決配套設施的問題才作重新考慮。

電話：

日期：2020年12月11日

5-150

tpbpd@pland.gov.hk

寄件者: [REDACTED]
寄件日期: 2021年04月06日星期二 3:19
收件者: tpbpd
主旨: Re: A/YL-PS/622 and 623 Ping Shan Monuments

Dear TPB Members,

The images clearly demonstrate the negative impact. It is disgraceful that buildings almost as high as the Pagoda be erected right beside it. There will be similar impact on Tat Tak Hall.

Regrettably the current use as a parking lot is more desirable as it allows this unique heritage monument to be visible from many angles.

People are not fooled. These transitional housing projects are nothing more than collusion between developers, compromised 'charitable' organizations and government departments to smooth the way for developers to apply for rezoning to high rise residential a few years down the track.

The families in need of housing are mere pawns in the game.

Mary Mulvihill

From: [REDACTED]
To: "tpbpd" <tpbpd@pland.gov.hk>
Sent: Friday, December 11, 2020 4:06:12 AM
Subject: A/YL-PS/622 and 623 Ping Shan Monuments

A/YL-PS/622

Lots 387 S.B ss.1 RP, 387 S.B ss.4 and 387 S.B RP in D.D. 122 and adjoining Government land , Ping Shan

Site area : About 1,180sq.m Includes Government Land of about 30sq.m

Zoning : "Other Specified Uses" annotated "Heritage and Cultural Tourism Related Uses" and "VTD"

Applied use : 30 Units Transitional Housing

A/YL-PS/623

Lots 360 and 377 in D.D. 122 and adjoining Government land, Ping Shan .

Site area : About 2,230sq.m Includes Government Land of about 694sq.m

Zoning : "VTD"

Applied use : 70 Units Transitional Housing

Dear TPB Members,

Strongly object to what is clearly a development scam whereby the developer, NGO and government have colluded towards the ultimate aim of allowing developer to build private villas on a very desirable location close to MTR and to encroach on the buffer zone of two important monuments.

The zoning is Heritage and VTD, so how come a developer has purchased the lots? Under the current zoning the only way to develop the sites would be some form of collusion via the Small House policy.

The Tsui Sing Lau Pagoda is the only surviving ancient pagoda in Hong Kong. It is part of the Ping Shan Heritage Trail and a **declared monument**.

The Tat Tak Communal Hall is the only surviving purpose-built communal hall in Hong Kong and also a declared monument.

The purpose of the Heritage zoning is obviously to respect the cultural and heritage importance of both buildings. Any buildings close to them impinge on their visual impact and deprive the community and visitors of the chance to view them in a setting that reflects their importance. It is clear from the images that the proposed units are too close to and would overshadow the monuments.

The heritage area should be cleared of brownfield and opened up. The only buildings allowed should be one storey only and provide services such as Information Centre and a café where visitors could sit and admire the two monuments.

With regard to the transitional housing, these facilities are an excuse for the government to dodge its responsibility to provide adequate public housing. They are very costly to construct, as has been revealed via the Nam Cheong project. A unit costs as much to develop as a public housing unit but a PH unit is permanent, these are temporary. In addition utility services have to be provided. The cost is probably similar to that for a PH development.

The victims are the families who will be provided with homes for a few years and then kicked out once the real purpose can be realized. Used and abused.

Tax payers will have funded the drainage and other infrastructure costs.

This project is like the Emperor's Clothes. Lots of pastel images, reports on the generosity of the developer and heart warming stories about the few lucky families who are housed in the units.

But the public is not fooled. If a developer genuinely wants to help the community then it can donate land not lend it. The NGO is helping the government to procrastinate when it should be developing permanent housing for the grass roots. Government departments these days just take the easy way out.

Hopefully some members of the board can see beyond the hype.

Mary Mulvihill

Advisory Clauses

- (a) to further liaise with the locals and relevant stakeholders on the details of proposed development before the commencement of the works;
- (b) to note the comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD) that:
 - (i) the Site falls within two private lots (i.e. Lot No. 360 for the North Site and Lot No. 377 for the Middle Site in D.D. 122) which are agricultural purpose with two pieces of unleased and unallocated GL adjoining to the Middle and North Sites respectively. The Site is currently vacant and Lot No. 377 is subject to a licence M18520 for agricultural structure (store) purpose. As the Middle Site is no longer used for agricultural purpose, the licence M18520 will be cancelled as to facilitate the implementation of Light Village project accordingly;
 - (ii) the registered owner of the private lots has submitted an application to LandsD for a Short Term Waiver (STW) covering the private lots concerned and a Short Term Tenancy (STT) covering Government land to implement the Light Village project;
 - (iii) a landscaping proposal is noted in the applicant's submission with removal and compensation of trees involved. Subject to approval of the said submission, any tree preservation and removal proposal will be handled by his office as per the established procedure;
 - (iv) to facilitate his office's further processing of STT and STW applications, the applicant is advised to clearly indicate the temporary vehicular access points for the construction vehicles be provided in both the North Site and the Middle Site in the STT/STW applications;
 - (v) noting the applicant proposed a 24-hour pedestrian access within the North Site for the adjoining Lot No. 357 in D.D. 122, the applicant is reminded to provide proper maintenance and management for the Pedestrian Access; and
 - (vi) his office will process STT and STW applications according to the established procedure. However, there is no guarantee that the said STT and STW applications will be approved. Such applications will be dealt with by LandsD acting in the capacity as the landlord at his discretion, and if they are approved, the approval will subject to such terms and conditions including among others, the payment of such appropriate fees as may imposed;
- (c) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD) that adequate drainage measures should be provided at the site access to prevent surface water flowing from the site to nearby public roads/drains. Only a section of Tsui Sing Road of about 120m abutting Ping Ha Road is maintained by HyD. HyD shall not be responsible for the maintenance of any access connecting the Site and the section of Tsui Sing Road being maintained by HyD;

- (d) to note the comments of the Chief Engineer/Railway Development 2-2, Railway Development Office, Highways Department (CE/RD 2-2, RDO, HyD) that the Site falls within the railway protection boundary of the West Rail Line. As the operation of the existing railway system is not under his jurisdiction, the applicant should consult MTRCL with respect to operation, maintenance, safety and future construction of the existing railway network with reference to the procedures in PNAP APP-24 and DEVB TC(W) No. 1/2019 for private and public works respectively;
- (e) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that:
 - (i) the applicant is reminded that a wider planter of not less than 1m with minimum 1.2m soil depth excluding drainage layer should be provided for healthy tree growth; and
 - (ii) the Applicant is advised that approval of the section 16 application by the Board does not imply approval of the trees works such as pruning, transplanting and/or felling under lease. The applicant is reminded to approach relevant authority/government department(s) direct to obtain necessary approval on tree works;
- (f) to note the comments of the Executive Secretary (Antiquities and Monuments), Antiquities and Monuments Office (ES (A&M), AMO) that the applicant should ensure that the surface water drain from the Site would not flow into the declared monuments, i.e. Tsui Sing Lau Pagoda and Tat Tak Communal Hall, during and after the construction of the proposed development and should comply with the requirements under the Buildings Ordinance (BO), i.e. it should not worsen the situation of the potential flooding of the two declared monuments due to the drainage proposals of proposed development as well as the design for the disposal of surface water. The applicant should design according to the Buildings Regulations for disposal of surface water;
- (g) to note the comments of the Director of Fire Services (D of FS) that:
 - (i) detailed fire safety requirements will be formulated upon receipt of formal submission of general building plans; and
 - (ii) the emergency vehicular access (EVA) provision in the Site shall comply with the standard as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation (B(P)R) 41D which is administered by the Buildings Department (BD);
- (h) to note the comments of the Chief Building Surveyor/New Territories West (CBS/NTW), BD that:
 - (i) before any building works (including containers/open sheds as temporary buildings, demolition, land filling and excavation, etc.) are to be carried out on the Site, prior approval and consent of the Building Authority should be obtained, otherwise they are unauthorised building works (UBW) under BO. An Authorised Person (AP) should be appointed as the co-ordinator for the

proposed buildings works in accordance with BO;

- (ii) 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 construed as an acceptance of any existing building works or UBW on the Site under BO;
 - (iii) 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 B(P)R respectively;
 - (iv) 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 building plan submission stage;
 - (v) if the applicant applies for GFA concession under PNAP APP-151, compliance with the Sustainable Building Design Guidelines on building separation, building setback and site coverage of greenery in PNAP APP-152, where applicable, is required;
 - (vi) if the modular construction is adopted for construction of the Site, the applicant's attention is drawn to the PNAP ADV-36 on Modular Integrated Construction;
 - (vii) the Site is located at Schedule Area No. 2 and/or No. 3 where approval and consent to the Ground Investigation Works are required. The applicant's attention is drawn to PNAP APP-24 and APP-61 where applicable; and
 - (viii) detailed checking under BO will be carried out at the building plan submission stage; and
- (i) 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 any activity near the underground cable or overhead line under the mentioned application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation when carrying out works in the vicinity of the electricity supply lines.