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2502020	20.10.2025	By runo

For Official Use Only	Application No. 申請編號	A/YL-PS/702
請勿填寫此欄	Date Received 收到日期	press, menu glan homestropp 3 0-0CT 2023

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

1. Name of Applicant 申請人姓名/名稱

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

Joint Great Properties 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)

DeSPACE (International) Limited

3.	Application Site 申請地點	
(a)	Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及 地段號碼(如適用)	Lot Nos. 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long
(b)	Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面 積	3,300 (Application Site) ☑Site area 地盤面積 2,090 (Development Site) sq.m 平方米☑About 約 ☑Gross floor area 總樓面面積 9,800 sq.m 平方米☑About 約
(c)	Area of Government land included (if any) 所包括的政府土地面積(倘有)	1,365sq.m 平方米 ☑About 約

Parts 1, 2 and 3 第1、第2及第3部分

(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/20		
(e)	Land use zone(s) involved 涉及的土地用途地帶	Government, Institutional or Community		
(f)	Current use(s) 現時用途	Temporary structure for shop, wholesale of construction materials and ancillary office (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)。

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

(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。

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)	
THE REMAINING PORTION OF LOT NO. 258 IN D.D.122	20/10/2023	
	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	

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)

 \checkmark has notified² "current land owner(s)"#

No. of 'Current Land Owner(s)' 「現行土地擁 有人」數目	Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼/處所地址	Date of notification given (DD/MM/YYYY) 通知日期(日/月/年)
1	LOT NO. 257 IN D.D. 122 or Flat D, 6/F, Block 1, Bauhinia Garden, 180 Castle Peak Road Hung Shui Kiu, Yuen Long, N.T.	, 18/10/2023
2	LOT NO. 257 IN D.D. 122 or Flat D, 7/F, Block 5, Castello The Castle, 69 Siu Lek Yuen Road, Shatin, N.T.	26/10/2023

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

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

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

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

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

posted notice in a prominent position on or near application site/premises on (DD/MM/YYYY)&

(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)&

(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 於 處,或有關的鄉事委員會&

Others 其他

於

others (please specify) 其他 (請指明)

Note: May insert more than one $\lceil v \rceil$. Information should be provided on the basis of each and every lot (if applicable) and premises (if any) in respect of the application. 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 註:

Part 5 (Cont'd) 第5部分(續)

) Change of use within existing building or part thereof 更改現有建築物或其部分內的用途 i) Diversion of stream / excavation of land / filling of land / filling of pond as required under Notes of Statutory Plan(s) ii 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 iii) Public utility installation / Utility installation for private project 			
Plan(s) 根據法定圖則《註釋》內所要求的河道改道/挖土/填土/填塘工程 ii) Public utility installation / Utility installation for private project			
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ii) Public utility installation / Utility installation for private project			
頁 公用事業設施裝置/私人發展計劃的公用設施裝置			
 Minor relaxation of stated development restriction(s) as provided under Notes of Statutory Plan(s) 略為放寬於法定圖則《註釋》內列明的發展限制 			
 Use / development other than (i) to (iii) above 上述的(i)至(iii)項以外的用途/發展 			
Note 1: May insert more than one「✓」. 註 1: 可在多於一個方格內加上「✓」號 Note 2: For Development involving columbarium use, please complete the table in the Appendix. 註 2: 如發展涉及靈灰安置所用途,請填妥於附件的表格。			
频 (v頃 in多ev			

(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		
	Domestic part 住用部分 sq.m 平方米 □About 約		
(d) Proposed floor area 擬議樓面面積	Non-domestic part 非住用部分 sq.m 平方米 □About 約		
	Total 總計 sq.m 平方米 口About 約		
(e) Proposed uses of different	Floor(s) 樓層 Current use(s) 現時用途 Proposed use(s) 擬議用途		
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)			

' : ;

(ii) <u>For Type (ii) applic</u>	ation 供第(ii)類申請
	Diversion of stream 河道改道
	 □ Filling of pond 填塘 Area of filling 填塘面積
(a) Operation involved 涉及工程	Area of filling 填土面積
	 □ Excavation of land 挖土 Area of excavation 挖土面積
(b) Intended use/development 有意進行的用途/發展	
(iii) <u>For Type (iii)</u> applic	cation 供第(iii)類申讀
	 Public utility installation 公用事業設施裝置 Utility installation for private project 私人發展計劃的公用設施裝置 Please specify the type and number of utility to be provided as well as the dimensions of each building/structure, where appropriate 請註明有關裝置的性質及數量,包括每座建築物/構築物(倘有)的長度、高度和闊度
(a) Nature and scale 性質及規模	Name/type of installation 裝置名稱/種類 Number of provision 數量 Dimension of each installation /building/structure (m) (LxWxH) 每個裝置/建築物/構築物的尺寸 (米) (長 x 闊 x 高)
	(Please illustrate on plan the layout of the installation 請用圖則顯示裝置的布局)

(iv) <u>F</u>	For Type (iv) application #	<u> </u>		
 (a) Please specify the proposed minor relaxation of stated development restriction(s) and <u>also fill in the</u> 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)			

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(v) For Type (v) application 供第(v)類申請					
(a) ProposedProposed composite "Social Welfare Facility (Residential Care Home for the Elderly)" (RCHE) and "Residential Institution" (Senior Hostel) development 擬議用途/發展					
	(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	<i>長細節表</i>				
Proposed gross floor area (GFA) 擬議總樓面面積 9,800					
Proposed plot ratio 擬議地积	責比率	4.69	☑About 約		
Proposed site coverage 擬議上蓋面積		Not more than 75 %	□About 約		
Proposed no. of blocks 擬議座數		1			
Proposed no. of storeys of ea	Proposed no. of storeys of each block 每座建築物的擬議層數		8 storeys 層		
		□ include 包括storeys of basements 層地庫			
	☑ exclude 不包括 storeys of basements 層地庫				
Proposed building height of	each block 每座建築物的擬議高度	42.65 mPD 米(主水平基準上) 🗹 About 約		
· · · · · · · · · · · · · · · · · · ·					

☑ Domestic part 住用部分					
GFA 總	樓面面積		500 sq. m 平方米	☑About 約	
number	of Units 單位數目		9		
average	unit size 單位平均面	面積	35sq. m 平方米	☑About 約	
8	d number of resident			addinated a	
☑ Non-domestic part 非住用部分			GFA 總樓面面	積	
Second Second	lace 食肆		sq. m 平方米	□About 約	
□ hotel 酒			sq. m 平方米	□About 約	
			(please specify the number of rooms		
			請註明房間數目)		
□ office 勃	前公会		ளாsq. m 平方米	□About 約	
		四个学生	sq. m 平方米	□About 約	
	d services 商店及服装	防1」未			
Governi	nent, institution or co	ommunity facilities	(please specify the use(s) and	concerned land	
	幾構或社區設施	Similarity facilities	area(s)/GFA(s) 請註明用途及有關的	and the second se	
LX AJ · 1	成相或们回过加		樓面面積)	小吃田田頂/ >>>>	
			按回回傾) Social Welfare Facility (Residential Care H	ome for the Elderly)	
			9,300 sq.m		
- other(a)	甘田		(please specify the use(s) and	concerned land	
other(s)	共他		area(s)/GFA(s) 請註明用途及有關的地面面積/總		
			樓面面積)		
🖌 Open space 🕅	木憩用地		(please specify land area(s) 請註明均	也面面積)	
🗹 private o	open space 私人休憩	用地	440 sq. m 平方米 口 Not l	ess than 不少於	
public o	pen space 公眾休憩	用地	sq. m 平方米 🛛 Not l	ess than 不少於	
(c) Use(s) of differ	ent floors (if applica	ble) 各樓層的用途 (如適用	■)		
[Block number]	[Floor(s)]		[Proposed use(s)]		
[Block number] [座數]	[Floor(s)] [層數]		[拆ipposed use(s)] [擬議用途]		
	[]留安(]				
1	B/F	Carparks			
	G/F	Senior Housing (southern part Reception/.TX.Room/.Main Sw) / Rehabilitation Area/ Small Group Activity Room / /itch Room		
	1-6/F	Dormitory / Multi-Purpose/ .Din	ing Area./.Nurse Station /.Isolation &.Sick.Room / Ref	abilitation Room	
	7/F	. Office / Staff Changing Room/	Conference.Room/.Staff Rest & Pantry/ Kitchen/.Gen	eral Ştorage / Laundry	
	R/F	E&M Room			
(d) Duon 1 ()) of up op your d or you (fann) 雷工业士(业士)	的探送田泾		
(d) Proposed use(s) of uncovered area (if any) 露天地方(倘有)的擬議用途					
	Proposed New Vehicular Access, Emergency Vehicular Access, Car Park, Footpath, Landscape Planters				
	•••••••				

 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)
2029

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 Vehicular Access Arrangement of the Development Proposal 擬議發展計劃的行車通道安排 				
Any vehicular access to the site/subject building? 是否有車路通往地盤/有關 建築物?	Yes 是 No 否	 □ There is an existing access. (please indicate the street pappropriate) 有一條現有車路。(請註明車路名稱(如適用)) □ There is a proposed access. (please illustrate on plan and spect有一條擬議車路。(請在圖則顯示,並註明車路的闊度) (NB: Please refer to the Planning Statement) 	ify the width)	
Any provision of parking space for the proposed use(s)? 是否有為擬議用途提供停車 位?	Yes 是 No 否	 ✓ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 車型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) 	18 (including 2 disabled car parking spaces	
Any provision of loading/unloading space for the proposed use(s)? 是否有為擬議用途提供上落客 貨車位?	Yes 是 No 否	 ✓ (Please specify type(s) and number(s) and illustrate on plan) 請註明種類及數目並於圖則上顯示) Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 車型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) Light Bus 	 	

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9. Impacts of De	evelopm	ent Proposal 擬議發展計劃的影響
justifications/reasons for	or not prov	sheets to indicate the proposed measures to minimise possible adverse impacts or give iding such measures. 量减少可能出現不良影響的措施,否則請提供理據/理由。
Does the development proposal involve alteration of existing building? 擬議發展計劃是否 包括現有建築物的 改動?	Yes 是 No 否 Yes 是	 □ Please provide details 請提供詳情
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。)	No 否	 the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線,以及河道改道、填塘、填土及/或挖土的細節及/或範圍) □ Diversion of stream 河道改道 □ Filling of pond 填塘 Area of filling 填塘面積
Would the development proposal cause any adverse impacts? 擬議發展計劃會否 造成不良影響?	On traffic On water On draina On slopes Affected Landscap Tree Fell Visual Im Others (P Please st diameter 請註明盡 直徑及品 Ple	supply 對供水 Yes 會 □ No 不會 ☑ ige 對排水 Yes 會 □ No 不會 ☑ i 對斜坡 Yes 會 □ No 不會 ☑ by slopes 受斜坡影響 Yes 會 □ No 不會 ☑ e Impact 構成景觀影響 Yes 會 □ No 不會 ☑ ng 砍伐樹木 Yes 會 □ No 不會 ☑ pact 構成視覺影響 Yes 會 □ No 不會 ☑ lease Specify) 其他 (請列明) Yes 會 □ No 不會 ☑ ite measure(s) to minimise the impact(s). For tree felling, please state the number, at breast height and species of the affected trees (if possible) No 雨會 ☑ i量減少影響的措施。如涉及砍伐樹木, 請說明受影響樹木的數目、及胸高度的樹幹 Impact 個 Impact I

Part 9 第9部分

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

чç.

11. Declaration 聲明
I hereby declare that the particulars given in this application are correct and true to the best of my knowledge and belief.
本人謹此聲明,本人就這宗申請提交的資料,據本人所知及所信,均屬真實無誤。
I hereby grant a permission to the Board to copy all the materials submitted in this application and/or to upload such materials to the Board's website for browsing and downloading by the public free-of-charge at the Board's discretion.本人現准許委員會酌情將本人就此申請所提交的所有資料複製及/或上載至委員會網站,供公眾免費瀏覽或下載。
Signature 簽署 □ Applicant 申請人 / ☑ Authorised Agent 獲授權代理人
LAM KWOK CHUN Director
Name in Block Letters Position (if applicable)
姓名(請以正楷填寫)
Professional Qualification(s) ✓ Member 會員 / □ Fellow of 資深會員 專業資格 ✓ HKIP 香港規劃師學會 / □ HKIA 香港建築師學會 / □ □ HKIS 香港測量師學會 / □ HKIE 香港工程師學會 / □ □ HKILA 香港園境師學會 / □ HKIUD 香港城市設計學會 ○ RPP 註冊專業規劃師 (No. 267) Others 其他
on behalf of 代表 DeSPACE (International) Limited
代表 DeSPACE (International) Limited ↓ Company 公司 / □ Organisation Name and Chop (if applicable) 機構名稱及蓋章(如適用)
Date 日期
Remark 備註
The materials submitted in this application and the Board's decision on the application would be disclosed to the public. Such materials would also be uploaded to the Board's website for browsing and free downloading by the public where the Board considers appropriate. 委員會會向公眾披露申請人所遞交的申請資料和委員會對申請所作的決定。在委員會認為合適的情況下,有關申請資料亦會上載至委員會網頁供公眾免費瀏覽及下載。
Warning 警告
Any person who knowingly or wilfully makes any statement or furnish any information in connection with this application, which is false in any material particular, shall be liable to an offence under the Crimes Ordinance. 任何人在明知或故意的情況下,就這宗申請提出在任何要項上是虛假的陳述或資料,即屬違反《刑事罪行條例》。
Statement on Personal Data 個人資料的聲明
 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。
 The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above. 申請人就這宗申請提供的個人資料,或亦會向其他人士披露,以作上述第1段提及的用途。
3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong. 根據《個人資料(私隱)條例》(第 486 章)的規定,申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料,應向委員會秘書提出有關要求,其地址為香港北角渣華道 333 號北角政府合署 15 樓。

For Developments involving Columbarium Use, please also complete the 如發展涉及靈灰安置所用途,請另外填妥以下資料:	following:
Ash interment capacity 骨灰安放容量 [@]	
Maximum number of sets of ashes that may be interred in the niches 在龕位內最多可安放骨灰的數量 Maximum number of sets of ashes that may be interred other than in niches 在非龕位的範圍內最多可安放骨灰的數量	
Total number of niches 龕位總數	
Total number of single niches 單人龕位總數	
Number of single niches (sold and occupied) 單人龕位數目 (已售並佔用) Number of single niches (sold but unoccupied) 單人龕位數目 (已售但未佔用) Number of single niches (residual for sale) 單人龕位數目 (待售)	
Total number of double niches 雙人龕位總數	
Number of double niches (sold and fully occupied) 雙人龕位數目 (已售並全部佔用) Number of double niches (sold and partially occupied) 雙人龕位數目 (已售並部分佔用) Number of double niches (sold but unoccupied) 雙人龕位數目 (已售但未佔用) Number of double niches (residual for sale) 雙人龕位數目 (待售)	
Total no. of niches other than single or double niches (please specify type) 除單人及雙人龕位外的其他龕位總數 (請列明類別)	
Number. of niches (sold and fully occupied) 龕位數目 (已售並全部佔用) Number of niches (sold and partially occupied) 龕位數目 (已售並部分佔用) Number of niches (sold but unoccupied) 龕位數目 (已售但未佔用) Number of niches (residual for sale)	
龕位數目 (待售) Proposed operating hours 擬議營運時間	
 @ Ash interment capacity in relation to a columbarium means - 就靈灰安置所而言,骨灰安放容量指: the maximum number of containers of ashes that may be interred in each niche in the columbarium; 每個龕位內可安放的骨灰容器的最高數目; the maximum number of sets of ashes that may be interred other than in niches in any area in the colu 在該靈灰安置所並非龕位的範圍內,總共最多可安放多少份骨灰;以及 the total number of sets of ashes that may be interred in the columbarium. 在該骨灰安置所內,總共最多可安放多少份骨灰。 	mbarium; and

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Gist of Application 申請摘要

(Please provide details in both English and Chinese <u>as far as possible</u>. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.) (請<u>盡量</u>以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及下載及於規劃署規劃資料查詢處供一般參閱。)

Application No. 申請編號	劃員科宣詞處供一般奓風。) (For Official Use Only) (請勿填寫此欄)				
Location/address 位置/地址	Lot Nos. 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long 元朗屏山丈量約份第122 約地段第257號(部分)、第258號餘段(部分)及毗鄰的政府土地				g Shan, Yuen Long 友府土地
Site area 地盤面積	3,300 (Application Site) 2,090 (Development Site) (includes Government land of 包括政府土地 1,365 sq. m 平方米 ☑ About 約				米☑About 約 米☑About 約
Plan 圖則		Approved	Ping Shan Outline Zoning P 計劃大綱核准圖編號 S/YL-PS	lan No. S/YL-PS//	
Zoning 地帶	Government, Institutional or Community 政府丶機構或社區				
Applied use/ development 申請用途/發展	(RCH	IE) and "Residentia	ocial Welfare Facility (Reside al Institution" (Senior Hostel) o そ老院舍)」和「住宿機構」	development	
(i) Gross floor are			9,800 sq.m 平方米	Plot F	atio 地積比率
and/or plot ratio 總樓面面積及/或 地積比率		Domestic 住用	500 sq.m ☑ About 約 □ Not more 不多於		☑About 約 □Not more than 不多於
		Non-domestic 非住用	9,300 sq.m ☑ About 約 □ Not more 不多於	than 4.45	☑About 約 □Not more than 不多於
ii) No. of blocks 幢數		Domestic 住用			
		Non-domestic 非住用			
		Composite 綜合用途	1		

1

 (iii) Building height/No. of storeys 建築物高度/層數 	Domestic 住用		m 米 □ (Not more than 不多於)
			mPD 米(主水平基準上) □ (Not more than 不多於)
			Storeys(s) 層 □ (Not more than 不多於)
			(□Include 包括/□ Exclude 不包括 □ Carport 停車間 □ Basement 地庫 □ Refuge Floor 防火層 □ Podium 平台)
	Non-domestic 非住用		m 米□ (Not more than 不多於)
			mPD 米(主水平基準上) □ (Not more than 不多於)
			Storeys(s) 層 □ (Not more than 不多於)
	Composite 綜合用途		「□Include 包括/□ Exclude 不包括 □ Carport 停車間 □ Basement 地庫 □ Refuge Floor 防火層 □ Podium 平台)
			m 米□ (Not more than 不多於)
		42.65	mPD 米(主水平基準上) ☑ (Not more than 不多於)
		8	Storeys(s) 層 ☑ (Not more than 不多於)
		1	□Include 包括\☑ Exclude 不包括 □ Carport 停車間 ☑ Basement 地庫 □ Refuge Floor 防火層 □ Podium 平台)
(iv) Site coverage 上蓋面積		Not more than 75	% 🗆 About 約
(v) No. of units 單位數目			
(vi) Open space 休憩用地	Private 私人	440 sq.m 平	方米 ☑ Not less than 不少於
	Public 公眾	sq.m 平	方米 🗆 Not less than 不少於

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(vii)	No. of parking spaces and loading /	Total no. of vehicle parking spaces 停車位總數	18
unloading spaces 停車位及上落客貨 車位數目		Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明)	18 (including 2 for the disabled)
		Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位/停車處總數 Taxi Spaces 的士車位	
		Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位	2
		Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) Light Bus	1

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

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- Note: The information in the Gist of Application above is provided by the applicant for easy reference of the general public. Under no circumstances will the Town Planning Board accept any liabilities for the use of the information nor any inaccuracies or discrepancies of the information provided. In case of doubt, reference should always be made to the submission of the applicant.
 註: 上述申請摘要的資料是由申請人提供以方便市民大眾參考。對於所載資料在使用上的問題及文義上的歧異,城市規劃委員
- 會概不負責。若有任何疑問,應查閱申請人提交的文件。

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Max Yuet Lun WONG/PLAND

寄件者:	Mario Li <>
寄件日期:	2023年11月09日星期四 10:51
收件者:	mlkok@pland.gov.hk
副本:	mylwong@pland.gov.hk;
主旨:	A/YL-PS/702 Replacement of application form
附件:	20231109 A_YL-PS_702 replacement pages of application form.pdf;
. 11 נו	BE8702D6BA9E4F6E9F07204F93A27435[1444512].png



Cc: "mylwong@pland.gov.hk" <mylwong@pland.gov.hk>,

Dear Ms. Kok,

I refer to our phone conversation.

Please find the attached replacement pages of application form for your information. Thank you.

For and on behalf of

DeSPACE (International) Limited

Mario Li

Email:

Tel: (852)

Fax:(852) 3

For Official Use Only	Application No. 申請編號	
請勿填寫此欄	Date Received 收到日期	

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

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)

Joint Great Properties 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)

DeSPACE (International) Limited

3.	Application Site 申請地點	
(a)	Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及 地段號碼(如適用)	Lot Nos. 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long
(b)	Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面 積	3,300 (Application Site) ☑Site area 地盤面積 2,090 (Development Site) sq.m 平方米☑About 約 ☑Gross floor area 總樓面面積 Not more than 9,800sq.m 平方米□About 約
(c)	Area of Government land included (if any) 所包括的政府土地面積(倘有)	1,365sq.m 平方米 ☑About 約

(<i>iv</i>) <u>F</u>	or Type (iv) application /#	<u>生第(iv)類申請</u>				
	(a) Please specify the proposed minor relaxation of stated development restriction(s) and <u>also fill in the</u> proposed use/development and development particulars in part (v) below –					
	請列明擬議略為放寬的發展	限制 <u>並填妥於第(v)部分的擬議用途/發展及發展細節</u> –				
	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 供第(v)類申請 Proposed composite "Social Welfare Facility (a) Proposed (Residential Care Home for the Elderly)" (RCHE) use(s)/development and "Residential Institution" (Senior Hostel) development 擬議用途/發展 (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 Not more than 9,800 sq.m 平方米 □About 約 Proposed gross floor area (GFA) 擬議總樓面面積 4.69 ☑About 約 Proposed plot ratio 擬議地積比率 Not more than 75...% Proposed site coverage 擬議上蓋面積 □About 約1 Proposed no. of blocks 擬議座數 …Not more than 8…… storeys 層 Proposed no. of storeys of each block 每座建築物的擬議層數 □ include 包括_____storeys of basements 層地庫 ☑ exclude 不包括__1_storeys of basements 層地庫 Not more than Proposed building height of each block 每座建築物的擬議高度42.65..... mPD 米(主水平基準上) □About 約 □About 約m 米

☑ Domestic par	t 住用部分			
GFA 總7	摟面面積		Not.more.than.500sq. m 平方米	□About 約
number	of Units 單位數目		9	
average	unit size 單位平均面	請	35sq. m 平方米	☑About 約
_	d number of resident			
☑ Non-domestic	c part 非住用部分		GFA 總樓面面	積
eating pl	ace 食肆			□About 約
□ hotel 酒			sq. m 平方米	□About 約
	-		(please specify the number of rooms	
			請註明房間數目)	
□ office 辦	1八字			□About 約
		次行業		□About 約
	l services 商店及服利	第1]未	sq. m 平方米	
Governm	nent, institution or co	ommunity facilities	(please specify the use(s) and	concerned land
	幾構或社區設施		area(s)/GFA(s) 請註明用途及有關	
EX/19 1			樓面面積)	
			安山山頂) Social Welfare Facility (Residential Care H	ome for the Elderly)
			Not more than 9,300 sq.m	
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)	
	トショロセレ		(mlassa smaaifu land smaa(a) 注意当个时间	ゆここを
\bigtriangledown Open space \checkmark			(please specify land area(s) 請註明	
_	ppen space 私人休憩		440 sq. m 平方米 ☑ Not l	
	pen space 公眾休憩		sq. m 平方米 🗆 Not l	ess than 个少於
(c) Use(s) of different	ent floors (if applical	ole) 各樓層的用途(如刻	適用)	
[Block number]	[Floor(s)]		[Proposed use(s)]	
[座數]	[層數]		[擬議用途]	
1	B/F	Carparks		
	G/F		art) / Rehabilitation Area/ Small Group Activity Room /	
•••••	1-6/F	-	Switch Room	
•••••	7/F		Dining Area./.Nurse Station/.Isolation & Sick Room / Re	
•••••			m/.Conference.Room/.Staff Rest & Pantry/ Kitchen/.Ger	ıeral Ştorage / Laundry
•••••	1	E&M Room		
(d) Proposed use(s)	of uncovered area (i	ifany) 露天地方(倘有)的擬議用途	
Proposed New Vehicular Access, Emergency Vehicular Access, Car Park, Footpath, Landscape Planters				

9. Impacts of Development Proposal 擬議發展計劃的影響				
If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話,請另頁註明可盡量減少可能出現不良影響的措施,否則請提供理據/理由。				
	Yes 是	Please provide details 請找	是供詳情	
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?				
レメヨル・	No否	\square		
Does the development proposal involve the operation on the right? 擬議發展是否涉及 右列的工程? (Note: where Type (ii) application is the subject of application, please skip this section. 註: 如申請涉及第 (ii)類申請,請跳至下 一條問題。)	Yes 是 No 否	 ✓ (Please indicate on site plan the bouth extent of filling of land/pond(s) at (請用地盤平面圖顯示有關土地/>) □ Diversion of stream 河道 □ Diversion of stream 河道 □ Filling of pond 填塘 Area of filling 填塘面積 Depth of filling 填塘深度 ☑ Filling of land 填土 Area of filling 填土面積 Depth of filling 填土面積 Depth of filling 填土面積 Depth of filling 填土面積 Depth of filling 填土下度 ☑ Excavation of land 挖土 Area of excavation 校士 	池塘界線,以及河道改道、填塘、填	上及/或挖土的細節及/或範 □About 約 □About 約 ☑About 約 ☑About 約 ☑About 約
Would the development proposal cause any adverse impacts? 擬議發展計劃會否 造成不良影響?	On traffi On water On drain On slope Affected Landscaj Tree Fell Visual Ir Others (I 	onment 對環境 c 對交通 supply 對供水 age 對排水 s 對斜坡 by slopes 受斜坡影響 be Impact 構成景觀影響 ling 砍伐樹木 npact 構成視覺影響 Please Specify) 其他 (請列明) tate measure(s) to minimise the i at breast height and species of the 虚量减少影響的措施。如涉及砍作 品種(倘可)	affected trees (if possible)	
	PI	ease refer to the Planning State		

<u>Part 9 第9部分</u>

Gist of Application 申請摘要

(Please provide details in both English and Chinese <u>as far as possible</u>. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and available at the Planning Enquiry Counters of the Planning Department for general information.) (請盡量以英文及中文填寫。此部分將會發送予相關諮詢人士、上載至城市規劃委員會網頁供公眾免費瀏覽及

下載及於規劃署規	劃資料到	查詢處供一般參閱。	·)			
Application No.	(For O	fficial Use Only) (請	勿填寫此欄)			
申請編號						
Location/address						
位置/地址	1 - 4				D.D. 400. Dia a	
	Lot 元朗	Nos. 257 (Part), 258 R]屛山丈量約份第122 約	P (Part) and adjoinin 地段第257號(部分	ig government land in 、第258號餘段(部分	D.D. 122, Ping }) 及毗鄰的政	Shan, Yuen Long 府土地
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地盤面積			plication Site) velopment Site)	S	q.m 半方疗	₭☑ About 約
	(includ	les Government land	• • •	地 1,365	sa m 平方之	К ☑ About 約)
	(incrue				,q)J /	
Plan I III		A non 400	Ding Chan Out	no Zoning Dian Na		0
圖則			計劃大綱核准圖約	ne Zoning Plan No 氟號 S/YL-PS/20). 5/1L-P3/2	0
				·····		
Zoning 地帶						
地市			nent, Institutional 《構或社區	or Community		
		政府、防	如用以任四			
Applied use/ development						
申請用途/發展	Prop	osed composite "S	ocial Welfare Fa	cility (Residential C	are Home fo	or the Elderly)"
	(RCH	Proposed composite "Social Welfare Facility (Residential Care Home for the Elderly)" (RCHE) and "Residential Institution" (Senior Hostel) development 擬議「社會福利設施(安老院舍)」和「住宿機構」(長者公寓)的綜合發展項目				
	擬議	「社會福利設施(多	安老院舍)」和「	住宿機構」(長者	公禹)的綜合	含發展項目
		1			1	
 Gross floor ar and/or plot rat 			9,800 sq.m	平方米	Plot Ra	atio 地積比率
總樓面面積及		Domestic	500 sq.m	□ About 約	0.24	☑About 約
地積比率		住用	500 sq.m	Not more than $\overrightarrow{A} \stackrel{*}{\leftarrow} A$	0.24	\Box Not more than $\neg \not \Rightarrow \uparrow \land$
		Non domostic		不多於		不多於
		Non-domestic 非住用	9,300 sq.m	□ About 約 ☑ Not more than	4.45	☑About 約 □Not more than
		9112113		不多於		不多於
(ii) No. of blocks		Domestic			I	
幢數		住用				
		NT 1				
		Non-domestic 非住用				
		Composite				
		綜合用途		1		

(iii)	Building height/No. of storeys 建築物高度/層數	Domestic 住用	m 米 □ (Not more than 不多於)
			mPD 米(主水平基準上) □ (Not more than 不多於)
			Storeys(s) 層 □ (Not more than 不多於)
			(□Include 包括/□ Exclude 不包括 □ Carport 停車間 □ Basement 地庫 □ Refuge Floor 防火層 □ Podium 平台)
		Non-domestic 非住用	m 米 □ (Not more than 不多於)
			mPD 米(主水平基準上) □ (Not more than 不多於)
		Composite 综合用途	Storeys(s) 層 □ (Not more than 不多於)
			(□Include 包括/□ Exclude 不包括 □ Carport 停車間 □ Basement 地庫 □ Refuge Floor 防火層 □ Podium 平台)
			m 米□(Not more than 不多於)
			42.65 mPD 米(主水平基準上) ☑ (Not more than 不多於)
			8 Storeys(s) 層 ☑ (Not more than 不多於)
			(□Include 包括/☑ Exclude 不包括 □ Carport 停車間 1
(iv)	Site coverage 上蓋面積		Not more than 75 % 口 About 約
(v)	No. of units 單位數目		9
(vi)	Open space 休憩用地	Private 私人	440 sq.m 平方米 ☑ Not less than 不少於
		Public 公眾	sq.m 平方米 □ Not less than 不少於

(vii)	No. of parking spaces and loading /	Total no. of vehicle parking spaces 停車位總數	18
	unloading spaces 停車位及上落客貨 車位數目	Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明)	18 (including 2 for the disabled
		Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位/停車處總數 Taxi Spaces 的士車位	
		Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明)	2
		Light Bus	1

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

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



Date: 15th April 2024

Secretary, Town Planning Board 15/F, North Point Government Offices 333 Java Road, North Point, Hong Kong Pages: 1 + Attachment BY HAND & BY EMAIL (tpbpd@pland.gov.hk)

Dear Sir/Madam,

SECTION 16 APPLICATION TOWN PLANNING ORDINANCE (CHAPTER 131)

PROPOSED COMPOSITE RESIDENTIAL INSTITUTION (SENIOR HOSTEL) AND SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) DEVELOPMENT IN "GOVERNMENT, INSTITUTION OR COMMUNITY" ZONE AT LOT 257 (PART), 258 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D. 122, PING SHAN, YUEN LONG, NEW TERRITORIES S16 Application No.: A/YL-PS/702 – Consolidated Report

We refer to the captioned application.

We submit herewith a soft copy and hard copies of the Consolidated Report of the captioned Town Planning Application.

Should you have any queries with this submission, please feel free to contact Mr. Mario Li at or the undersigned at **Example**.

Yours faithfully, FOR AND ON BEHALF OF DeSPACE (INTERNATIONAL) LIMITED



Greg Lam



SECTION 16 TOWN PLANNING APPLICATION

For Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP(Part) and adjoining Government Land in D.D.122 CONSOLIDATED REPORT APRIL 2024

LANDSCAPE ARCHITECT





TRAFFIC



BXG











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EXECUTIVE SUMMARY

The Applicant, **Joint Great Properties Limited**, now seeks town planning permission from the Town Planning Board (TPB) for a proposed composite "Social Welfare Facility (Residential Care Home for the Elderly)" (RCHE) and "Residential Institution" (Senior Hostel) development on a site currently zoned as "Government, Institutional or Community" (G/IC) in Lot Nos. 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long (the Application Site/ the Site).

According to the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 (the OZP), the Application Site falls within the G/IC zone. Under the Notes, the RCHE is a Column 1 use which is always permitted and the proposed Residential Institution (Senior Hostel) is a Column 2 use which requires planning permission from the TPB. There is no development restriction under the subject zoning.

The Applicant has a good intention to make way for a new self-financing composite development with elderly accommodation and high-quality RCHE services to better serve the needs of the elderly. The proposed 8-storey composite development as well as 1 basement floor for car parking aims at promoting an ageing-in-place and a one-stop service for the elderly under one roof. The integration of elderly living models with the provisions of living, medical and nursing care, and rehabilitation and wellness services offers ongoing support to the seniors. The Senior Hostel aims at serving the elderly who is aged 60 years old or above can live independently without the need for personal care and attention while the RCHE is to serve the elderly who need long term and day-to-day care services.

The Site, situated in close proximity to Tsui Sing Road to its north, lacks a direct and standard road access connecting it to Tsui Sing Road. At present, it is accessible from Tsui Shing Road via a informal, narrow local track passing through various private land Lots. To facilitate the proposed composite development, a large portion of government land has been included within the Application Site boundary. This portion of government land will be designed, built and maintained by the Applicant to serve as a new vehicular access, linking the Development Site directly to Tsui Sing Road. This new vehicular access is essential to enable the proposed composite development feasible. Without it, the subject "G/IC" zone will remain as temporary open storage use, which could not materialize the planning intention of the subject "G/IC" zone and result in a waste of valuable land resources.

The proposed composite development is fully justified in terms of prevailing elderly policy objectives, land use compatibility and technical considerations. It is anticipated that the proposed composite development would not result in insurmountable impacts to the surroundings on traffic, visual, landscape, environmental, sewerage and drainage aspects. Given the aforementioned justifications, the Applicant respectfully requests the TPB to approve the subject application.

(Disclaimer: This Chinese translation is for reference only. If there is any discrepancy between the Chinese translation and the English original, the English original shall prevail.)

行政摘要

申請人**廣聯置業有限公司**,現尋求城市規劃委員會(下稱城規會)批准,在現位於元朗屏 山丈量約份第 122 約地段第 257 號(部分)、第 258 號餘段(部分)及毗鄰的政府土地, 被劃為「政府、機構或社區」地帶土地上,興建一個結合「社會福利設施(安老院舍)」和 「住宿機構」(長者公寓)的綜合發展項目(下稱申請項目)。

根據屛山分區計劃大綱核准圖編號 S/YL-PS/20(下稱大綱圖),申請地點位於「政府、機構或社區」。根據註釋,安老院舍屬於第一欄用途,為經常准許的用途,而擬議的「住宿機構」(長者公寓)屬於第二欄用途,需要獲得城規會的規劃許可。在此規劃地帶,沒有任何發展限制。

申請人善意興建一幢新自負盈虧的綜合發展項目,提供長者住宿和高質素安老院舍服務, 以更好地滿足長者的需求。擬議的8層綜合發展項目及1層地庫旨在推廣居家安老和一站 式服務。將長者的居住模式與生活、醫療和護理、康復與健康服務相結合,持續照料長者 需要。長者公寓旨在供應予年滿60歲及以上、能夠獨立生活和無需個人護理和照顧的長 者,而安老院舍則為需要長期和日常護理服務的長者提供服務。

申請項目與北邊的聚星路相鄰,但缺乏與聚星路直接連接的道路。目前,經一條非正式、 狹窄的鄉村路,穿過多個私人土地,連接申請項目至聚星路。為了促使擬議綜合發展項 目,部分政府土地已被納入申請地點範圍內。這部分政府土地將由申請人設計、建造和維 護,以建成新的車輛通行道路,連接申請項目至聚星路。這條新的車輛通行道路對於擬議 綜合發展項目是必不可少。如果缺失這條車輛通行道路道路,此「政府、機構或社區」地 帶將只能用作短暫露天貯物用途,無法實現此地帶的規劃意向,同時浪費寶貴的土地資 源。

擬議綜合開發項目在現行長者政策目標、土地兼容性和技術考慮方面均有充分理據。預計 擬議綜合發展項目不會對四周的交通、視覺、景觀、環境、污水及排水方面造成不可克服 的影響。鑑於上述理據,申請人懇請城規會此准該申請。

(聲明:此中文譯本僅供參考,如中文譯本和英文原文有差異時,應以英文原文為準。)

1. INTRODUCTION

1.1 **Project Background**

- 1.1.1 DeSPACE (International) Limited acts on behalf of the Applicant, JOINT GREAT PROPERTIES LIMITED, to submit this Section 16 town planning application to seek planning permission from the Town Planning Board (TPB) for a proposed composite "Social Welfare Facility (Residential Care Home for the Elderly)" (RCHE) and "Residential Institution" (Senior Hostel) development on a site currently zoned as "Government, Institutional or Community" ("G/IC") in Lot Nos. 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long (the Application Site) (See Figure 1 Location Plan).
- 1.1.2 The Application Site falls within the "G/IC" zone under the Approved Ping Shan Outline Zoning Plan No. S/YL-PS/20 (the OZP). The proposed composite development footprint falls entirely within the private land lots (the Development Site) (See Figure 2 Site Plan). The proposed Senior Hostel is regarded as "Residential Institution" and the proposed RCHE is regarded as "Social Welfare Facilities". According to the OZP, the RCHE is a Column 1 use which is always permitted. While the proposed Senior Hostel is a Column 2 use which requires planning permission from the TPB, there is no development restriction under the subject zoning.
- 1.1.3 In view of the social trend of longer life expectancy, decline in the birth rate, the ageing population, and the soaring demand for residential care services for the elderly, the Applicant has a good intention to make way for a new self-financing composite development with elderly accommodation and high-quality RCHE services to better serve the needs of the elderly.
- 1.1.4 The proposed composite development aims at promoting an ageing-in-place and a one-stop service and a concern network for the elderly within a 8-storey building plus 1 basement floor. The Senior Hostel aims at serving the elderly who is aged 60 years old or above and can live independently without the need for personal care and attention. The RCHE is to serve the elderly who need long term and day-to-day care services. The integration of elderly living models with the provisions of living, medical and nursing care, and rehabilitation and wellness services offers ongoing support to the seniors.

1.2 No Objection In-principle from Labour and Welfare Bureau (LWB)

1.2.1 In July 2003, the Government introduced a "Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments" ("Incentive Scheme"). The primary objective of this scheme was to promote the development of quality RCHE premises within new private developments. To achieve this, the scheme exempted the Gross Floor Area (GFA) of eligible private RCHEs from premium payment. In June 2023, the "Incentive Scheme" underwent additional enhancements, including an increase in the GFA of RCHEs that could be exempted from premium GFA for the relevant projects.

These enhancements are made to further encourage the provision of high-quality RCHEs within private projects.

1.2.2 The Applicant intends to apply for the said "Incentive Scheme" to seek premium exemption for the proposed RCHE development. The development proposal of RCHE cum Senior Hostel has been submitted to the LWB in December 2022 to seek their initial comments and support. In comparison to the submitted proposal, minor amendments have been made to the current proposal, including an additional basement floor to provide more car parking spaces, inclusion of government land and private land in the site entrance and a minor amendment on the internal layout of the development. It is worth noting that the LWB has expressed *no objection in-principle* for the proposal to provide RCHE in the subject site on the condition that the proposed RCHE will comply with all relevant statutory and licensing requirements and will not entail/imply any financial implication, both capital and recurrent. Please refer to **Appendix 1** for the reply letter from the LWB dated 10th May 2023.

1.3 **Proposed New Vehicular Access on Government Land**

- 1.3.1 The Development Site has long been accessed from Tsui Shing Road via a local track passing through private land Lots 255 RP, 260 and adjoining government land in D.D.122. It is not a standard road and is unsuitable for the proposed permanent building under the regulations. Upgrading of the existing local track is considered infeasible due to the narrow size and complicated land ownership issues of Tso/Tong lands.
- 1.3.2 To facilitate the proposed composite development in the subject "G/IC" zone, a proposed vehicular access connecting the Development Site to the nearest specific road (i.e. Tsui Sing Road) would be designed, built and maintained by the Applicant on the government land at the west of the Development Site. The subject "G/IC" zone, which was mostly private land except for the Tin Shui Wai West Rail Substation and Light Rail Substation on the government land along Tsui Sing Road, was designated by the TPB on the draft Ping Shan Development Permission Area (DPA) Plan No. DPA/YL-PS/1 since 1993 and no conforming "G/IC" uses had been developed due to the lack of proper access. Without the proposed vehicular access, the subject "G/IC" zone will remain as temporary open storage use, which could not materialize the planning intention of the subject "G/IC" zone and result in a waste of valuable land resources.
- 1.3.3 The proposed vehicular access road has been carefully considered and designed with respect to the surrounding features, including but not limited to the existing local track operation, slope features, permitted burial ground boundary, private land lots, "Green Belt" zoning area and vegetation clearance. It involves minimum associated filling and excavation works and vegetation clearance. It is the shorest and direct alignment proposal and result in least nuisnace to the surrounding neightborhood.
- 1.3.4 The proposed vehicular access road together with the proposed composite development is generally in line with the planning intention of the "G/IC" zone and such geotechnical/road works are always permitted within the "G/IC" zone. Regarding the implementation aspect, it would form part and parcel of the proposed

composite development at the subject "G/IC" site and there is administractive mechanism of land lease control to ensure that it would be completed together with the proposed composite development.

- 1.3.5 There is substantial public gain from the proposed vehicular access road not only to the current development proposal to address the pressing demand for the quality RCHE bedspaces and senior living units, but also encourage and enhance the development potential for the remaining area of the "G/IC" site. The proposed vehicular access road on the government land would not be included in the Development Site and not be granted as private land to the applicant. It would be considered as a access right in terms of "right-of-way" for the proposed composite development, which shall be stipulated in the lease conditions as appropriate.
- 1.3.6 Provision of access road on Government land applied by the private developer serving private residential developments are commonly observed and there were precedent cases for permitting a "right-of-way" to serve private residential developments which were distanced from major road and encroaching Government land. There is a genuine need for provision of the proposed vehicular access road to serve the "G/IC" site, considering that it can contribute to the operation of the quailty RCHE to be completed and approved by the TPB and to materialize the planning intention of the "G/IC" zone.

1.4 **Owner's Consent and Notification**

1.4.1 The Applicant is the prospective purchaser of Lot Nos. 258 RP in D.D.122. The written consent from the current registered land owner of Lot 258 RP has been obtained and the written notifications to the current registered land owners of Lot 257 have been completed by mailing letter to the registered postal address. The relevant documents have been included in the relevant part of the application form. The Town Planning Board Guideline on Satisfying the Owner's Consent/Notification Requirements under Sections 12A and 16 of the Town Planning Ordinance has been duly followed.

1.5 Report Structure

1.5.1 Section 1 is an introduction. Section 2 gives a brief overview of the Application Site context. Section 3 presents the planning context to the Application Site. Section 4 contains a full description of the proposed composite development. Planning and technical justifications for the development are elaborated in Section 5. Section 6 presents the concluding remarks and summarizes the grounds for approval of the Application.

2. SITE CONTEXT

2.1 Local Site Context

- 2.1.1 The Application Site is situated entirely within "G/IC" zone at Lots 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long. It is located to the south of the Tin Shui Wai New Town and north of the Ping Shan (See Figure 1 Location Plan).
- 2.1.2 The Development Site is generally sitting on a flat terrain and is currently occupied by 1-2 storey temporary structure for shop, wholesale of construction materials and ancillary office which is subject to a planning permission A/YL-PS/624 for a period of 3 years from 8.1.2021 to 8.1.2024.
- 2.1.3 The Development Site is accessible from Tsui Shing Road via a local track passing through private land Lots 255 RP, 260 and adjoining government land in D.D.122. The local track has long been used as a vehicular and pedestrian access by local villagers and occupiers. The local track mainly serves the surrounding temporary shops and services activities and the villagers of Hang Tau Tsuen.
- 2.1.4 The Development Site is well served by mass transit railway. It is within 500m walking distance from the West Rail and Light Rail Tin Shui Wai Station.

2.2 Specific Site Features

- 2.2.1 It is proposed to have a new vehicular access to be connected to the Tsui Sing Road on the adjoining government land to the immediate west of the Development Site. The following features have been taken into account of the development proposal (See Figure 2 Site Plan):
 - (a) A narrow strip of slope with the slop feature No. 6NW-B/C 128 and existing unregistered slope are encroached by the proposed new vehicular access.
 - (b) A line of trees and shrubs are affected by the proposed new vehicular access. A detailed Tree Preservation and Removal Proposal and Compensatory Proposal is prepared at **Appendix 5**.
 - (c) A Permitted Burial Ground Boundary with the Application Site No. YL/83 is considered and respected and no construction works will be allowed.
 - (d) An MTR Railway Protection Area with the Drawing No. WR/AP/112 is considered and respected. No building structures will be allowed until a permission is granted.

2.3 Surrounding Land Uses

2.3.1 The immediate nearby area is predominantly occupied by temporary structures and village houses and has the following characteristics:

- (a) to the immediate north are temporary shop and wholesale of construction materials for a period of 3 years covered by valid planning permissions under applications No. A/YL-PS/624, a temporary unauthorized public vehicle park and the Tin Shui Wai Tuen Ma Line Substation within the "G/IC" zone;
- (b) to the immediate east and northeast are temporary shop and wholesale of construction materials for a period of 3 years covered by valid planning permissions under applications No. A/YL-PS/665 and A/YL-PS/639 within the "G/IC" zone;
- (c) to the immediate southeast is temporary public vehicle park covered by valid planning permission under application No. A/YL-PS/592 within the "Village Type Development" ("V") zone.
- (d) to the immediate south are village houses of Hang Tau Tsuen within the "V" zone; and
- (e) to the immediate west are unused land and graves on a mountain within the "Green Belt" ("GB") zone.
- 2.3.2 The outer vicinity of the Application Site has the following characteristics:
 - (a) To the further west and northwest along the Tsui Sing Road are the Tin Shui Wai MTR and Light Rail Stations;
 - (b) To the further northwest and north across the Tin Fuk Road are the high-density public housing namely Tin Tsz Estate and Tin Yau Estate which are zoned "Residential (Group A)" ("R(A)"). They are subject to a maximum plot ratio of 6.9 and a maximum building height of 165mPD; and
 - (c) To the east across the Long Tin Road are the brownfield sites with high possible development potential for public housing development as classified under the "Study on Existing Profile and Operations of Brownfield Sites in the Territories – Feasibility Study".

2.4 Lease

2.4.1 With reference to preliminary land status check, it shows that Lots 258 RP and 257 are Old Schedule Agricultural Lots held under the Block Government Lease. No structures are allowed to be erected without the prior approval of the Government. Lot 258 RP is subject to a valid Short Term Waiver No. 4753 to permit structures erected thereon for the purpose of "Temporary Public Vehicle Park (Private Cars and Light Goods Vehicles) and Shop and Wholesale of Construction Materials". The Applicant is well-noted that in the event that the planning permission is given, it is required to apply to the Lands Department for a land exchange to effect the proposed composite development and the grant of additional Government land to facilitate the access to the Tsui Sing Road.

2.5 Lot Boundary Survey

2.5.1 The boundary of Lot 258 RP and 257 has been surveyed and certified by an authorized land surveyor. Currently, there is a discrepancy between the survey record and the Lot Index Plan, which will be verified during the land grant processing.

3. TOWN PLANNING CONTEXT

3.1 Statutory Planning Requirements

- 3.1.1 The Application Site is currently zoned "G/IC" on the OZP. It is intended primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.
- 3.1.2 The Applicant intends to erect a building for the purpose of RCHE and Senior Hostel mixed use. The RCHE is subsumed under the "Social Welfare Facility" which is a Column 1 use as per the OZP. The Senior Hostel subsumed under the "Residential Institution" falls under Column 2 uses that may be permitted with or without conditions on application to the TPB. There is no development restriction under the subject zoning.

3.2 Non-Statutory Planning Context & Relevant Policy Objectives

3.2.1 Optimal use of scare "G/IC" Site

3.2.1.1 The Government highlighted the intention to expedite the implementation of the "single site, multiple use" model in 2019-2021 Policy Addresses, in optimizing the development potential of the land in the "G/C" zone. The proposed composite development is an echo with the spirit of the policy with the integrated uses to serve the community needs. The composite development proposal as a whole could serve the community by offering different kinds of residential and care facilities for elderly (RCHE and Senior Hostel).

3.2.2 Scheme to Encourage Provision of Residential Care Home for the Elderly premises

- 3.2.2.1 To encourage private market to provide purpose-built RCHE places, the Government introduced a scheme to encourage additional provision of residential care home for the elderly (RCHE) premises in new private developments in July 2003. The eligible RCHE premises would be granted concessions to exempt from payment of land premium in respect of land transactions.
- 3.2.2.2 In the 2023-24 Budget, it was revealed that the Government would not only continue to exempt the GFA of eligible private RCHEs from premium payment but also increase the GFA that can be exempted for each development project. Moreover, this exempted GFA would not be counted towards the calculation of the maximum GFA of the relevant projects. These enhanced measures have been launched by the Lands Department through Practice Note No. 5/2023 and has been implemented for a three-year pilot period from 20 June 2023 to 19 June 2026. The maximum limit of GFA has been revised to 12,000m² or 10% of the total permissible GFA under lease, whichever is the greater.

3.2.3 Surging Demand for RCHE in Private Sector

3.2.3.1 Hong Kong has the highest life expectancy in the world. The foreseeable threat of pressing demand for elderly services and facilities has been a focus of wide range of policy initiatives. With reference to the official statistics from Social Welfare Department (SWD) as at 31 August 2023, there are about 75,000 RCHE beds, of which about 35,000 beds are subsided service places. The 70% of the total RCHE beds are provided by private sector. There are about 17,349 elderlies being waitlisted for subsidized long term care services with normal waiting time at an average of 10-14 months. It is revealed that the supply of private RCHE places is crucial in the RCHE market.

3.2.4 Support Ageing in Place and Residential Care Home

3.2.4.1 The Policy Addresses in the subsequent years have put emphasis on the policy objective of promoting "ageing in place as core, institutional care as back-up". It is also recommended by the Elderly Commission that it would be necessary in the short-to-medium term to explore measures to better utilize the quality places in the private sector to cater for the immediate needs of the elderly. Against this background, the proposed composite development of RCHE and Senior Hostel is served to provide residential care home services by the private sector and alternative elderly housing option.

3.2.5 **TPB PG-NO. 16**

- 3.2.6 With reference to the TPB PG-NO. 16 "Guideline For Application For Development/Redevelopment Within "G/IC" Zone For Uses Other The G/IC Uses", sites zoned "G/IC" are intended to be developed or redeveloped solely for GIC uses unless it can be established that the provision of GIC facilities would not be jeopardized and the concerned Government departments have no objection to releasing a particular "G/IC" site or a certain part of it for non-GIC uses. In general, for sites zoned "G/IC", a major portion of the proposed development should be dedicated to GIC and other public uses.including public open spaces. If the development is for predominantly non-GIC uses (e.g. more than 50% of the total site area or GFA of the development are for non-GIC uses), the Board might consider rezoning the site to an appropriate zoning if the proponent could demonstrate that all the planning criteria have been met. The current development proposal allocates a large portion (over 90%) of the development to RCHE, which aligns with the planning intention of the "G/IC" and does not deviate significantly from it. The proposed Senior Hostel, which accounts for only 5.1% of the total GFA, is compatible in land-use terms with the RCHE on the same site.
- 3.2.7 The relevant assessment criteria are summarized as follows:
 - (a) the proposed development/redevelopment would not adversely affect the provision of GIC facilities in the district on a long-term basis;
 - (b) the-proposed development should not adversely affect the normal operation of the existing GIC facilities nor delay the implementation of the planned GIC facilities, if any, within the "G/IC" site;

- (c) the proposed development should be compatible in land-use terms with GIC uses on the site and with the surrounding areas;
- (d) the scale and intensity of the proposed development should be in keeping with that of the adjacent area;
- (e) the scale and design of the proposed development should have regard to the character and massing of the buildings in the ·surrounding areas and should not cause significant adverse visual impact on the townscape of the area;
- (f) the proposed development should be sustainable in terms of the capacities of existing and planned infrastructure such as drainage, sewerage, roads, water supply and utilities in the locality and its surrounding areas;
- (g) there should be adequate provision of parking and loading/unloading facilities to serve the proposed development. Adequate vehicular access arrangements should also be provided;
- (h) the proposed development should not cause, directly or indirectly, the surrounding areas to be susceptible to adverse environmental impacts and should not be susceptible to adverse environmental impacts from pollution sources nearby including heavily trafficked road;
- (i) the proposed development should not involve extensive clearance of existing natural vegetation, adversely affect the existing natural landscape, or cause adverse visual impact on the natural environment in the surrounding areas;
- (j) the design and layout of the proposed development should have regard to the preservation of any existing buildings of historical or architectural values on or adjoining the application site; and
- (k) all other statutory or non-statutory requirements of relevant Government departments should be met.

3.3 Previous Planning Application

- 3.3.1 The Development Site is a subject of six previous planning applications No. A/YL-PS/8,23,27,530,555,624 for temporary vehicle park, temporary car dismantling workshop and temporary shop and wholesale uses.
- 3.3.2 Applications No. A/YL-PS/530, 555 and 624 for proposed temporary shop and wholesale of construction materials for a period of 3 years were approved with conditions by the Committee on 13.1.2017, 16.3.2018 and 8.1.2021 respectively.

3.4 Similar Planning Application(s)/Composite Development

3.4.1 As shown in the **Table 1** below, those approved planning cases or composite development for RCHE and Senior Hostel are mainly in compliance with a prevailing policy to achieve various good planning and policy objectives.

Application No.	Development	Developer	Proposed Use	Zoning	Senior Hostel (No. of Beds)	RCHE (No. beds)	of
A/H7/165 (Approved on 8/8/2014)	Ventria Residence	Private	Residential Institution (Senior Hostel), RCHE and Church	G/IC (1)	98	172	
A/YL- NSW/303 (Approved on 11/9/2023)	Near Pok Oi Hospital, Yuen Long	Private	Residential Institution (Senior Hostel) and RCHE	U	100	127	
A/TKO/52 (Approved on 20/12/2001)	Jolly Place, Tseung Kwan O	Hong Kong Housing Society	Senior Citizen Residences Scheme and RCHE	G/IC	243	38	
A/K13/175 (Approved on 8/12/2003)	Cheerful Court, Ngau Tau Kok	Hong Kong Housing Society	Senior Citizen Residences Scheme and RCHE	G/IC (3)	333	55	
A/H8/399 (Approved on 29/01/2010)	Tanner Hill Elderly Housing, North Point	Hong Kong Housing Society	Senior Citizen Residences Scheme, RCHE and Elderly Day Care Centre	R(A)	883	117	

Table 1 – Planning Applications/Composite Development for RCHE and Senior Hostel

3.4.2 Similar applications in the site zoned as "G/IC" are approved as presented in the **Table 1**. Also, there is limited provision of elderly housing options initiated by the private sector. The proposed composite development is intended to provide an alternative option and to fully utilize scarce land resources.

3.5 Planning Considerations from Relevant Approved Applications

3.5.1 The board paper and TPB meeting minutes of the two relevant applications are reviewed. The key considerations are outlined as follows.

Table 2 - Planning	Considerations	from Relevant A	Approv	ed Applications
	oonsiderations	nonn Keicvant P	uppio	

Application No.	Planning Considerations from Relevant	Meeting Minutes
	<u> </u>	5
A/H7/165	- The redevelopment proposal as a	- The facilities in the <i>proposed RCHE</i>
(Approved on	whole could meet the church's	would not be open for the use by
8/8/2014)	operational needs and <u>serve the</u>	future residents of the proposed
	community by offering different	senior hostel. As stated by the
	kinds of residential and care facilities	applicant, the proposed senior hostel
	for elderly (RCHE and senior hostel).	was intended for people aged 60 or
	- GIC use (i.e. church facilities and	above who were healthy and without
	RCHE) is the <u>dominant use</u>	the need for personal care and
	accounting for about 62% of the	attention in their daily activities. The
	total GFA and senior hostel accounts	applicant had not provided information
	for about 38%. The proposed	on the rental price and mode of
	redevelopment is thus considered	operation of the senior hostel. In
	generally in compliance with the	response to the Chairman's question,
	planning intention of "G/IC" zone.	Miss Lo said that <u>no recreational</u>
		facilities were provided within the
	- From land-use point of view, the	proposed senior hostel.
	proposed church cum elderly facilities	- Members in general supported the
	and housing is not considered	proposed senior hostel and RCHE
	incompatible with the surroundings of	which could ease the pressing
	the site, which is a <i>predominantly</i>	demand for elderly housing/
	residential neighbourhood with	accommodations in Hong Kong.
	the presence of some GIC uses,	
	including the application site itself.	- Without proper regulation, the
	- All development restrictions on BH,	proposed senior hostel might become
	PR, SC and provision of building gap	a mere residential development not
	as stipulated for the subject "G/IC(I)"	serving the elderly. In response, the
	zone have been met.	Chairman said that lease modification
		was required for the proposed
	- The increase in traffic volume	development and the lease terms
	caused by the proposed development	could specify the restrictions on the
	is insignificant. The <u>provision of</u>	proposed senior hostel, such as the
	<u>internal transport facilities will</u>	target tenants, restriction on sales, etc.
	also alleviate the parking demand	Similar practice was also adopted in
	caused by the proposed	other elderly housing projects
	development, instead of taking up	under the Hong Kong Housing
	the parking facilities along Ventris	Society . In this regard, the Chairman
	Road.	requested the LandsD to note
	- The proposed redevelopment	Members" concerns and to incorporate
	generally <u>complies with the TPB</u>	appropriate lease terms when processing the lease modification so
	<u>PG-No. 16</u> regarding development or	
	redevelopment for uses other than	as to ensure that the proposed senior
	GIC uses within "G/IC" zone.	hostel would serve its original intent.
	(Extracted from the MPC Paper No.	(Extracted from the Minutes of 517th Meeting of the Metro Planning
	A/H7/165A For Consideration by th	Committee held at 9:00 a.m. on
	Metro Planning Committee)	8.8.2014)
	,	,
A/YL-	- The proposed use could provide	- Members had no question on the
		application.
· · ·	•	
11/9/2023)	additional choices of elderly housing	
NSW/303	more RCHE beds to cater for the genuine need in the area and provide additional choices of elderly housing	application.

in the market. DSW has <u>no in-</u> principle objection to the	(Extracted from the Minutes of 726th Meeting of the Rural and New Town
<i>proposed RCHE</i> in view of the increasing demand for residential	Planning Committee held at 9:00 a.m. on 11.9.2023)
care services for the elderly over the territory on a self-financing basis. In light of the above, the proposed use is considered not in conflict with the planning intention of the area.	
- The proposed use for RCHE and senior hostel could be considered as an extension of the adjacent GIC cluster, and is considered <u>not</u> <u>incompatible with the surrounding</u> <u>area.</u> The proposed building height (69.3mPD) does not exceed the corresponding Shek Kong Airfield Height Restriction of 159mPD.	
- The proposed development would be subject to potential noise impact from various noise sources nearby and proper design and measures would be required such that <u>the</u> <u>relevant noise criteria in the</u> <u>HKPSG could be complied with</u> .	
- Relevant technical assessments have been conducted to demonstrate that <u>no significant impacts,</u> <u>including traffic impacts and</u> <u>pedestrian flow and connectivity</u> , would likely be resulted from the proposed development. C for T has no objection to the application.	
(Extracted from the RNTPC Paper No. A/YL-NSW/303 For Consideration by the Rural and New Town Planning Committee)	

- 3.5.2 The subject application is similar to the approved A/H7/165 and approved A/YL-NSW/303, including but not limited to:
 - Serve the Tin Shui Wai community by offering different kinds of residential and care facilities for elderly (RCHE and senior hostel);
 - RCHE as dominant use accounting for about 94.9% of the total GFA and senior hostel accounts for about 5.1%;
 - ✓ Compatible with the surroundings of the site;
 - ✓ Complies with the TPB PG-No. 16;
 - ✓ No in-principle objection to the proposed RCHE by the SWD; and
 - ✓ No technical impacts arising from the proposed development.

4. PROPOSED COMPOSITE DEVELOPMENT

4.1 **Proposed Development Parameters and Floor Uses**

- 4.1.1 The development proposal comprises a 8-storey building for RCHE and Senior Hostel uses plus 1 basement floor. The proposed composite development footprint falls entirely within the Development Site and served by a proposed new vehicular access on government land connecting the Development Site to the Tsui Sing Road.
- 1.5.2 As part of the Development Site, a strip of left-out government land (about 125m²) between the private Lots 256 and 257 has been included and put it into good use for forming the ingress or egress to or from the Development Site. This government land involved is considered to be incapable of reasonable separate alienation or development (See Figure 2 Site Plan). A large portion of government land (about 1,240 m²) included in the Application Site would be designed to serve as a new vehicular access connecting the Development Site to the nearest public road (i.e. Tsui Sing Road). Without the proposed vehicular access, the subject "G/IC" zone will remain as temporary open storage use, which could not materialize the planning intention of the subject "G/IC" zone and result in a waste of valuable land resources.
- 4.1.2 A floor of basement is designed to provide sufficient private vehicle car parking spaces for the user and operation need for the RCHE and Senior Hostel with reference to the provision standard of the Hong Kong Planning Standards and Guidelines (HKPSG). For details, please refer to Appendix 4 Traffic Impact Assessment.
- 4.1.3 The disposition and layout of the composite development are designed with respect to the irregular site configuration and surrounding environment. The proposed Senior Hostel would be provided at the southern portion of G/F, which is completely separated from the RCHE portion. The independent access to and from the portion of Senior Hostel are provided for the convenience of the residents and designed to be structurally and spatially separated from the RCHE. The proposed RCHE would be provided at the remaining portion of the composite development (i.e. portion of G/F and 1/F to 7/F).
- 4.1.4 The location of ingress or egress to or from the Development Site for the passage of motor vehicles are set out between the points X and Y through Z as shown on the development proposal (See Figure 3 Proposed Regrant Plan). It is also served for the main pedestrian access. In addition, the existing vehicular and pedestrian access at the east are presumed to be used as pedestrian access between the points A and B through C as shown on the plan for the proposed RCHE and Senior Hostel development.
- 4.1.5 The provision of greenery of not less than 20% will be provided in accordance with PNAP APP-152. The provision of a minimum standard of 1 sqm. per person of open space is observed as per the HKPSG. The private open space of about 502 sqm. is provided in the current scheme. The key development parameters are set out in the **Table 3** below.

Application Site Area (approx.)	Total: 3,330m ²		
	 Private Land: 1,965m² Government Land to be occupied for Development: 125m² Government Land to be formed for Vehicular Access: 1,240m² 		
Development Site Area (approx.)	2,090 m ² (government land of about 125 m ² is included)		
Total GFA (approx.)	Total: 9,800 m ²		
RCHE	7,500 m ²		
Senior Hostel	500 m ²		
Car Park	1,800 m ²		
Plot Ratio (PR)	4.69		
RCHE	3.59		
Senior Hostel	0.24		
Car Park	0.86		
Site Coverage (approx.)	Not more than 75%		
No. of Building Block	1		
No. of Storeys	Not exceeding 8 storeys (excluding 1 basement floor)		
Building Height	42.65mPD (Absolute Building Height =30.25 m)		
	(NB: The mean street level is +12.40mPD)		
No. of beds of RCHE	400 beds (or within a range of 380-420)		
No. of units of Senior Hostel	9		
No. of Car Parking Spaces for	16 Private Car Parking Spaces (including 3 for the disabled)		
the RCHE	1 Light Goods Vehicle Loading/unloading Space (Share Use for Taxi)		
	1 Light Bus		
No. of Car Parking Spaces of	2 Private Car Parking Spaces (including 1 for the disabled)		
Senior Hostel	1 Light Goods Vehicle Loading/unloading Space		
Proposed Floor use	B/F: Carparks		
	G/F: Senior Housing (southern part) / Rehabilitation Area/ Small Group		
	Activity Room / Reception / TX Room/ Main Switch Room		
	1-6/F: Dormitory / Multi-Purpose/ Dining Area / Nurse Station / Isolation & Sick Room / Rehabilitation Room		
	7/F: Office / Staff Changing Room/ Conference Room/ Staff Rest & Pantry/ Kitchen/ General Storage / Laundry		

R/F: E&M Room

Table 3: Proposed Key Development Parameters

4.2 Proposed RCHE Use

- 4.2.1 The proposed RCHE is provided as a major use in the composite development to fully optimize the development potential according to the policy of the "Incentive Scheme" and in response to the pressing societal need for residential care service for the elderly over the territory.
- 4.2.2 The proposed RCHE would duly comply with the licensing requirements as stipulated in the Residential Care Homes (Elderly Persons) Ordinance, Cap.459, its subsidiary legislation and the Code of Practice of Residential Care Homes (Elderly Persons). It is well noted that all the facilities provided for elderly will be situated at a height of not more than 24m above ground level, measuring vertically from the ground of the building to the floor of the premises. The floor spaces from G/F to 6/F are used for dormitory purpose which situated at a height of 23.05m above the ground floor (i.e. 35.45mPD 12.4mPD). Please refer to the **Appendix 2 Development Scheme**.
- **4.2.3** The proposed Senior Hostel will be located in the southern portion of the G/F, completely separated from the RCHE portion. The remaining portion of the composite development will accommodate the RCHE. The rooftop area will be designated exclusively for the use of the RCHE. Please refer to Attachment 1 for the Development Scheme illustrating the clear demarcation of the two uses. It has been noted that the Incentive Scheme exempts a maximum 12,000 sqm of Gross Floor Area (GFA) from payment of land premium for the RCHE. The Project Architect has advised that the site configuration, Emergency Vehicular Access (EVA), and the prescribed window requirements have been considered to maximize the site coverage. Furthermore, the building height has been maximized to meet the height limit of 24m for dormitory purposes. At present, the total GFA of the scheme is 9,800 sqm, which has been fully optimised.
- **4.2.4** The applicant takes note of the proposed upward adjustment of the statutory minimum area of floor space per resident for different care levels of RCHEs as proposed in the Residential Care Homes Legislation (Miscellaneous Amendments) Bill 2022 (the Bill) (i.e. the proposed statutory minimum floor space per resident for the "High Care Level Homes" will be increased from 6.5 sqm. to at least 9.5 sqm., whereas the proposed statutory minimum floor space per resident for the "Medium and Low Care Level Homes" will be enhanced from 6.5 sqm. to at least 8 sqm. upon passage of the Bill and according to its different implementation stages). In the current scheme, a minimum floor space per resident at 9.5 sqm is observed and well-achieved which is in compliance with the statutory and licensing requirements. Please note that the current scheme can achieve a minimum floor space per resident at not exceeding 14 sqm. for a good design intent for providing a spacious quality RCHE.
- 4.2.5 According to Section 5.3.2a of the latest Code of Practice for Residential Care Homes (Elderly Persons) January 2020 (Revised Edition) (updated in March 2023), the Social Welfare Department (SWD) may approve the ancillary facilities of the RCHE to which the residents normally do not have access (eg. kitchen, laundry room, office, staff resting room) to be situated at a height more than 24m above the

ground. The proposed facilities on 7/F align with the specified ancillary facilities under the latest Code of Practice.

- 4.2.6 All kinds of necessary functions rooms will be provided with reference to the requirement of the Schedule of Accommodation for RCHE, including disabled toilets, laundry room, kitchen, staff rest room, staff toilets, staff changing room, office, interview room, nurse station, sick/isolation/quiet room, multi-functional room, living room and dining room, etc. Natural lighting and ventilation will be provided for habitation area, including but not limited to the dormitory, end-of-life care room and sick/isolation/quiet room etc.
- 4.2.7 The Applicant intends to provide within the Development Site SIXTEEN(16) car parking spaces (including THREE(3) disabled car parking space), ONE(1) light goods vehicle loading/unloading space and ONE(1) light bus for RCHE use. There is no requirement stipulated in the latest Hong Kong Planning Standards and Guidelines (HKPSG). As a reference, the Pok Oi Hospital Yeung Chun Pui Care and Attention Home, which has 2 car parking spaces for 143 beds. For the proposed RCHE development, 16 private cars will be provided for 420 beds. The parking spaces are provided for the convenience of family members visiting the residents and take into account the walking distance between the available public transport services which is outside of 500m.

4.3 **Proposed Senior Hostel Use**

- 4.3.1 The Senior Hostel with not more than 500m² is provided on G/F which aims at serving the elderly who is aged 60 years old or above can live independently without the need for personal care and attention. It offers an alternative option for the elderly to live in a comfortable, safe and elderly-friendly environment with privacy and independence, and to nurture a progressive and engaging retirement life.
- 4.3.2 A relatively larger unit (average unit size of about 35m² GFA) and elderly-friendly design in unit layout have been proposed to cater for their needs. Special design considerations, such as stepless entryways, wider doorways, emergency call bells, handrails in corridors and bathroom, easy-access drawers and ample lighting etc. have been carefully considered to make life convenient and friendly for the elderly. A private garden design is provided in each of the Senior Hostel with the intention to give the residents a sense of ownership and responsibility. The private garden provides them a purposeful activity as they take care of the plants. In addition, the garden can be designed to accommodate various rehabilitation equipment and activities, allowing for a range of exercises and therapies suitable for different health conditions and preferences. The operator will take up the service management of the Senior Hostel. The surplus professional services of physiotherapists, occupational therapists, dieticians, speech therapists, social workers, etc from the RCHE can be arranged at discounted charges for the Senior Hostel residents so as to help them to have better wellbeing. A land use synergy is envisaged between RCHE and Senior Hostel. It is ageing in place. At the end of their physical age, if needed and when their health deteriorates, they can be admitted into the RCHE upstairs smoothly and they will not have great adjustment difficulties as they are basically living in the same location in the same community, while getting familiar with most of the caring and nursing staff in the same Premises.

4.3.3 The Senior Hostel is spatially and structurally separated from the RCHE use. The Applicant intends to provide within the Development Site. TWO(2) car parking spaces (including ONE(1) disabled car parking space) and ONE(1) light goods vehicle loading/unloading space for Senior Hostel use.

4.4 Design Merits

- 4.4.1 To cater for the needs of nowadays elderly, the proposed composite building possesses several design merits to meet their expectations as follows:
- 4.4.2 <u>Good natural ventilation and Sunlight Penetration</u>
- 4.4.2.1 The elderly generally prefers natural airflow over reliance on air conditioning systems. They often find comfort in fresh, natural winds that provide a sense of connection with the environment. The gentle breeze and ventilation not only contribute to their physical comfort but also enhance their overall well-being. Considering the preferences and needs of the elderly, it is beneficial to prioritize designs that facilitate natural ventilation and maximize the utilization of fresh air, creating a pleasant and health-promoting living environment for them.
- 4.4.2.2 The building form places a strong emphasis on promoting good natural ventilation by incorporating internal north-south and east-west wind corridors concept. To achieve this, each dormitory grid is equipped with window either facing the east, south or west directions, while window are positioned at the ends of the corridors facing either north or west. This arrangement facilitates the steady flow of fresh air and enables effective cross-ventilation throughout the building, ensuring a continuous supply of clean and breathable air. As external winds blow from various directions, they permeate the building, creating a gentle breeze that circulates through the interior spaces. This natural ventilation system not only contributes to maintaining a comfortable and pleasant living environment but also reduces the dependence on mechanical ventilation systems. It promotes potential energy savings and environmental sustainability.
- 4.4.2.3 The provision of good natural ventilation enhances the overall comfort and enjoyment of the elderly. The constant supply of fresh air and the ability to open windows in their living spaces allows them to connect with the surrounding environment, experience natural outdoor elements, and enjoy the benefits of natural sunlight and views. It is beneficial for the well-being and respiratory health of the elderly.

4.4.3 Landscaped Terrace

- 4.4.3.1 Regular engagement in outdoor activities in the natural environment enables the elderly to benefit from the fresh air and sunlight, which has a positive impact on their physical and mental well-being. These activities serve as an incentive for increased movement and exercise, leading to improved muscle strength, enhanced flexibility, and better balance. The natural setting provides a conducive environment for physical activity, contributing to overall fitness and health in the elderly.
- 4.4.3.2 The design of a terrace on 1/F provides the elderly with a direct connection to nature, a tranquil space for relaxation, opportunities for physical activity, and an aesthetically pleasing environment. These aspects contribute to their physical and

mental well-being and overall mood, creating a fulfilling and enjoyable living experience for the elderly.

4.4.3.3 It offers a tranquil space where the elderly can relax, unwind, and engage in activities that promote stress reduction. They can take leisurely walks, practice gentle exercises, or simply sit and enjoy the peaceful surroundings, providing a healing and calming experience. It also promotes physical activity among the elderly. They can engage in exercises that contribute to their overall health and fitness. This visually appealing environment with well-designed green spaces and seating areas enhances the ambiance of the premises, creating a pleasant and enjoyable living environment for the elderly.

4.4.4 Private Garden for Senior Hostel

- 4.4.4.1 Space that promotes meaningful activities and supports a fruitful and fulfilling lifestyle is crucial for the elderly in retirement age. A private garden design is provided in each of the Senior Hostel with the intention to give them a sense of ownership and responsibility.
- 4.4.4.2 The private garden provides them a purposeful activity as they take care of the plants and tend to the garden. They can witness the results of their efforts and take pride in nurturing the plants, which brings a sense of accomplishment and fulfillment. Engaging in gardening also requires them to acquire knowledge and skills related to plant care, soil management, and gardening techniques. As they continuously learn and improve their gardening abilities, it provides a sense of personal growth and achievement. Overcoming challenges and mastering new skills in gardening enhances their self-esteem and contributes to their sense of accomplishment.
- 4.4.3 They can also design their gardens to express their creativity. They can choose plants with different colors and textures and arrange them in aesthetically pleasing ways. Transforming an empty space into a vibrant and visually appealing garden brings them a deep sense of pride and fulfillment. Through nurturing activities, witnessing growth and acquiring new skills can greatly enhance their fulfillment, well-being and overall satisfaction with their living environment.

4.5 Proposed New Vehicular Access

- 4.5.1 The Development Site does not abut onto a specified street. The Applicant intends to lay and form a new vehicular access at the western side. The proposed new vehicular access connecting the Development Site to the Tsui Sing Road covers a total area of about 1,240 m² on government land.
- 4.5.2 It is designed as a 6m-wide vehicular access and 1.5m-wide footpath on right-hand side. As part of the new vehicular access is sandwiched between the private land Lot 256 on its east and the permitted burial grounds on its west, that part of vehicular access can only maintain at about 3.4m-wide. It is proposed to have the passing-bays design as a mitigation measure. The proposed ingress or egress to and from the Development Site is proposed between the points X and Y through Z for the passage of motor vehicles. Please note that the proposed vehicular access will not include any area of the permitted burial grounds and adjacent private lots. As shown in Appendix 3 New Vehicular Access Design Proposal, some slopes will be affected. Limited excavation and filling will be involved.

4.6 **Proposed Lease Considerations**

- 4.6.1 It is well-noted that in the event that the planning permission is given, it is required to apply to the Lands Department for a land exchange to effect the proposed composite development and the grant of additional Government land to facilitate the access to the Tsui Sing Road. (Please refer to **Figure 3 Proposed Regrant Plan**):
- 4.6.2 The exact coordinates for the lot boundary, points XYZ and points ABC will be provided and verified with the District Lands Office at the land grant stage.

4.7 Operational Model

4.7.1 Operatior Qualification

- 4.7.1.1 As per the Enhanced Incentive Scheme (LandsD's Practice Note Issue No. 5/2023), developers may apply and LandsD may grant the concessions, given the support of the Social Welfare Department (SWD), to exempt one or more eligible RCHE premises from payment of land premium in land transactions of lease modification, land exchange and private treaty grant for new private developments (excluding industrial developments).
- 4.7.1.2 The RCHE premises shall be managed and operated as licensed RCHE(s) under the Residential Care Homes (Elderly Persons) Ordinance (Cap. 459) and its subsidiary legislation and to the satisfaction of SWD. Developers will be allowed to either lease or sell the completed RCHE premises or operate the required RCHE by themselves. The Applicant is committed to commence the operation of the RCHE premises within the specified Building Covenant period.
- 4.7.1.3 The Applicant has actively looking for and selecting capable and appropriate operators. Upon approval of the subject town planning application, the Applicant will work towards the preparation of the Tenancy Agreement while at the same time applying to the Lands Department. The potential operators will be responsible for the operation and management of both the RCHE and Senior Hostel. The Applicant will ensure the operator will meet the following operation criteria:
 - ✓ Over 20 years of experience on RCHE operation;
 - ✓ Experience of operating more than one RCHE in Hong Kong;
 - ✓ Reasonable respect to Christian faith;
 - Experience of operating a RCHE Home or a group of RCHEs with a total capacity over 800 bedspaces;
 - ✓ Demonstration of a good track record to the satisfaction of SWD;
 - ✓ Having a Steering Committee on Quality Operation and Management in RCHE and Senior Hostel with good performance as per the approved planning scheme and the lease terms to be signed; &
 - Provision of an Audit Report every year to substantiate the financial viability and balanced contribution of financial resources to further improve services quality.

4.7.2 Tenancy Agreement Conditions

- 4.7.2.1 With reference to the executed RCHE lease under the Incentive Scheme, the following tenancy requirements will be duly complied with:
 - ✓ The RCHE premises shall be managed and operated as a RCHE to the satisfaction of SWD;
 - ✓ The term of tenancy or lease shall not exceed 10 years in the aggregate including any right of renewal;
 - \checkmark No premium shall be paid by the tenant;

- ✓ The tenancy or lease shall not commence until after the issue by the Building Authority of an occupation permit or a temporary occupation permit under the-Buildings Ordinance, covering the building to which the tenancy or lease relates;
- The rent payable shall not exceed a rack rent;
- ✓ No rent shall be payable in advance for a period greater than 12 calendar months;
- ✓ The user permitted in the tenancy agreement or lease or agreement for tenancy or lease shall comply with the Conditions stipulated in the Land Lease; and
- ✓ None of the terms and conditions in the tenancy agreement or lease or agreement for tenancy or lease shall contravene the Conditions stipulated in the Land Lease.

4.7.3 Building Management

- 4.7.3.1 The Applicant is obligated to maintain all buildings and proposed new access road in accordance with the approved design or disposition and any approved building plans without variation or modification. The Applicant is required to maintain all buildings and proposed new access road erected in good and substantial repair and condition and in such repair.
- 4.7.3.2 Once the operator is appointed, they shall at his expense uphold, manage, maintain and repair the internal condition of the building, ensuring a quality living environment for the elderly residents. The Applicant, on the other hand, shall at his expense uphold, manage, maintain, and repair the outdoor spaces, such as the landscape areas and proposed new access road, in a safe, clean, neat, tidy, and healthy condition.
- 4.7.3.3 Most importantly, the Applicant will work with the operator to set up a property management plan with all insurance coverages and service quality control well-observed.

4.8 Lease Arrangement for Residents of the Senior Hostel

4.8.1 The proposed Senior Hostel is defined as "Senior Citizen Residential Units" as per the terms specified in the precedent lease. It shall not be used, occupied and enjoyed by any persons other than by elderly persons aged 60 or above (the Selected Tenants). Regarding the lease arrangement, the Applicant will adhere to the market normal practice and offer either lump sum or debenture options to the Selected Tenants.

4.9 Clear Floor Height

4.9.1 As advised by the structural engineer, the headroom of Senior Hostel would be adjusted to 3.3m in order to incorporate a 1.6m thick transfer plate. This design will allow for fewer columns on the upper floors, thereby providing greater flexibility in space utilization. Please refer to revised Schematic Section BB' in the Appendix 2 – Development Scheme.

5. PLANNING AND DEVELOPMENT JUSTIFICATIONS

5.1 In Line with Planning Intention

- 5.1.1 The planning intention of the subject "G/IC" zone is primarily for the provision of Government, institution or community facilities serving the needs of the local residents and/or a wider district, region or the territory. It is also intended to provide land for uses directly related to or in support of the work of the Government, organizations providing social services to meet community needs, and other institutional establishments.
- 5.1.2 The subject "G/IC" zone has long been used as a brownfield site for temporary open storage use. Upon development, the proposed composite RCHE and Senior Hostel development could phase out the existing incompatible and non-conforming uses. GIC facilities are the dominant uses accounting for about 94.9% of the total GFA, with the remaining 5.1% for Senior Hostel. It can also improve environmental quality of the areas in terms of air quality, open space, landscaping and greenery ratio. The proposed development is considered generally in compliance with the planning intention of "G/IC" zone.

5.2 Compatible with Surrounding Area

- 5.2.1 As aforementioned in Section 2, the surroundings of the Development Site are predominantly occupied by temporary structures and village houses in the immediate nearby area and high-rise residential buildings in the outer vicinity. The proposed composite development mainly comprises dormitories and health care services which would not create any incompatibility impacts to the ambiance. It could provide residential care home services and residential units to the elderly and to the local community, and regularize a more orderly development pattern with the surroundings which included mainly villages house.
- 5.2.2 The proposed composite development with landscaping could further phase out the existing non-conforming temporary use and structure, which is not permissible under either Column 1 or Column 2 of the subject OZP. With the prime location of the Development Site where it is easily accessible via public transportation, the proposed composite development could also make the best use of the Development Site to serve the local community.

5.3 Complying with the TPB PG-NO. 16

5.3.1 The proposed composite development follows the guidelines by setting aside a portion of the development for the Senior Hostel, without disrupting the regular operations of the permitted RCHE. The proposed Senior Hostel has been allocated its space in a manner that allows for the smooth coexistence and efficient functioning of both facilities. In terms of land use, it is compatible with the RCHE on the same site and blend well with the surrounding which is predominantly domestic in nature. The development would be integrated orderly into the existing urban landscape without causing any significant conflicts or disturbances.

5.4 In Line with Government Policy

5.4.1 The proposed composite development is not only in line with the planning intention of the subject "G/IC" zone serving the needs, but also in immediate response to the policy intention to provide more bedspaces of purpose-built RCHE by developers in new private developments to meet the pressing demand as well as to promote "ageing in place as core, institutional care as back-up" objective.

5.4.1.1 Provide Elderly Housing Option in New Private Development

5.4.1.1.1 As abovementioned in Section 3.4, there are different planned types of elderly accommodation but lack of a quality elderly accommodation provided by the private sector to support for elderly of different needs and capabilities. The proposed composite development echoes with the policy to strengthen the role of private sector for the provision of wider range of elderly accommodation options with services and support in the market so as to meet the demand for purpose-built elderly accommodation with quality integrated care services.

5.4.1.2 Provide RCHE Premises in New Private Development

5.4.1.2.1 The need to continuously allocate resources to strength and enhance elderly services is highly recognized by the society and the government. As abovementioned in Section 3.2.3, the supply of private RCHE places is crucial in the market which provided 70% of the total RCHE bedspaces. There are about 17,349 elderlies being waitlisted for subsidized long term care services with normal waiting time at an average of 10-14 months. The proposed composite development, providing sufficient bedspaces (a range of 380–420) and quality RCHE environment, could help address the immediate shortfall for elderly facilities.

5.5 Addressing the Demand for Quality Private RCHE in Tin Shui Wai New Town

- 5.5.1 The total population of Yuen Long District (including TSW) was 646,000 as in 2020. The projected population of TSW is anticipated to be about 320,000. There are mainly Public Housing Estates and Home Ownership Scheme flats, as well as some private housing development (eg. Kingswood Villas). It is generally a residential area with limited industrial and commercial activities.
- 5.5.2 Currently, there is no private RCHE in TSW. With reference to the statistics provided by the SWD, there are only three subvented RCHEs operated by Pok Oi Hospital at Tin Shui Estate, Po Leung Kuk at Tin Yan Estate and Tung Wah Groups of Hospitals at Tin Yiu Estate. They are embedded with other residential or social welfare uses within a building. For the nearest district of similar size of population of Yuen Long Town Centre, there are existing 8 subvented RCHEs and 41 private RCHEs. With huge population in TSW, there is an existing demand for and a foreseeable future demand for RCHE services for the local residents. As a matter of fact, the proposed RCHE will be the first standalone, privately funded and initiated RCHE together with the first supply of Senior Hostel in Tin Shui Wai.
- 5.5.3 The proposed RCHE is a purpose-built standalone building. It is anticipated to provide 380-420 bed spaces for the community with quality elderly services and alleviate the pressing local demand.

5.6 Appropriate Road Design Serving the Development Site

5.6.1 <u>Essential to facilitate the permitted RCHE development in "G/IC" zone</u>

- 5.6.1.1 The Application Site is situated closely to Tsui Sing Road to its north, but there is no standard and direct road access connecting it to Tsui Sing Road at present. It is currently only accessible via a local village track through the private lands (i.e., Lot 255 RP and Lot 260 in D.D. 122).
- 5.6.1.2 Without any proper access, the subject site will remain sterilized, which could not materialize the planning intention of the subject "G/IC" zone and result in a waste of valuable land resources that is against the government's land supply policy. The proposed vehicular access is ancillary to and essential to the as-of-right permitted RCHE development within the "G/IC" zone.

5.6.2 Appropriate Scale

- 5.6.2.1 To serve as a vehicular access/emergency vehicular access (EVA) for the always permitted "RCHE" use in the subject site within the "G/IC" zone, a 6m wide hard-paved road with 1.5m wide footpath on right side on the vacant Government Land branched off from Tsui Sing Road is recommended.
- 5.6.2.2 There is at least 4.5m clear headroom over any part of the EVA. The gradient of the EVA would not be steeper than 1:10. It is also the shortest and most direct alignment branching off Tsui Sing Road to fully comply with the current design standard of access road.

5.6.3 Optimal Location

- 5.6.3.1 The Applicant has explored the opportunity of upgrading the existing local village track to a proper road to serve the Development Site, but no access right can be obtained from the private lot owners.
- 5.6.3.2 The proposed alignment has carefully considered to respect the existing site context. It is the optimal location for the proposed vehicular access with the avoidance of interfacing with the surrounding permanent structures, encroaching into the permitted burial grounds area and the "GB" zone on its west, involving extensive clearance of existing natural slope and any private lands as far as practicable. The Applicant intends to lessen the impacts to the minimum to the natural environment and the villagers. It is also designed to occupy the minimum Government Land and to avoid creating the left-over spaces on the Government Land.

5.6.4 <u>Geotechnically Feasible</u>

5.6.4.1 A 6m vehicular access and 1.5m pedestrian footpath are proposed to branch off Tsui Sing Road for the proper access to the Application Site shall comply to the EVA requirement. To establish the access and footpath, the relatively flat terrain adjacent to the Development Site is selected to minimize the effect to the existing geotechnical features. However, some areas will require minor site formation (cut and fill) works and precast mass concrete walls to establish safe access along the way. The tentative approach is to avoid deep excavation works and tends to minimize the disturbance of the in-situ soil. During the formation of the access road, the affected existing slope shall be closed and monitored to avoid any slope failure. The area of the cutting zone shall not encroach onto adjacent lots. The excavated material shall be stored properly within the site area for future backfilling purpose. In the final design of the access road, prohibited areas as demarcated by the government party shall be fully considered. The filling procedure shall fully comply with the code of practice with adequate testing works. The detailed site formation design and the sequence of works of the access road shall be submitted separately upon the approval of this proposed composite development.

5.7 No Insurmountable Traffic Impact

- 5.7.1 A Traffic Impact Assessment (TIA) has been conducted to study the traffic impact of the Proposed Development on the surrounding road networks (Appendix 4 refers).
- 5.7.2 The Site has good accessibility with numerous road-based public transport services provided in the vicinity. Sufficient car parking spaces to meet the operational needs of the RCHE. Besides, for the senior hostel, it complies with the transport provision under the HKPSG requirement and will provided within the Development Site.
- 5.7.3 The TIA concludes both trip generation and attraction from proposed development can be absorbed by the nearby road networks. Yet, no significant traffic impact will be induced.

5.8 No Insurmountable Landscape Impact

- 5.8.1 A detailed tree survey was conducted in October 2022 and then a comprehensive landscape impact assessment was prepared. There is no endangered tree species, "Champion" trees and "Old and Valuable" trees identified in the tree survey. A total of 24 nos. of existing tree are identified which all of them are located outside Development Site at the proposed new vehicular access on government land.
- 5.8.2 All 24 nos. of the trees are in direct conflict with the proposed new vehicular access towards the proposed development are unavoidably to be felled. Majority of the proposed fell trees are located on slope and their rootballs are technically not transplantable. Due to changes in level between the existing and the proposed layout. They are with:
 - (i) Unrecoverable health problem and are in poor condition;
 - (ii) Poor form with severe leaning trunk or imbalanced tree form;
 - (iii) Low amenity value and common species;
 - (iv) Low survival rate after transplanting.
- 5.8.3 To compensate for the loss of greenery, 24 nos. of compensatory trees are proposed for compensation. For details, please refer to **Appendix 5 Tree Preservation and Removal Proposal & Landscape Proposal.**
- 5.8.4 As the proposed composite development in place with the proposed compensatory trees, the visual amenity and greenery would be enhanced and integrated with the surrounding rural context. Adverse landscape impact arising from the proposed composite development is not anticipated.

5.9 No Insurmountable Visual Impact

- 5.9.1 The Application Site is situated in an area mainly characterizing in a rural setting, comprising temporary industrial vehicle workshops, a logistic centre and carparks, and village settlements (about 1 to 3 storeys high). This rural context is transformed to an urbanised town namely Tin Shiu Wai New Town ("TSW") in the north just across Tin Fuk Road, where medium to high density residential developments are commonly found, such as Tin Tsz Estate (about 165mPD high).
- 5.9.2 The Development Site is a low-lying land, currently occupied by a temporary shop and wholesale of construction materials with a valid planning permission (No. A/YL-PS/624) for 3 years until 8.1.2024. To its immediate east and north, three temporary structures for the same applied use are surrounded (about 1 to 2 storeys high). To the immediate west is a green knoll (namely Shan Tsai Tau) for a permitted burial ground (no. YL/83) (about 31mPD). To the further south, it is a Hang Tai Tsuen (up to 3 storeys high). To the further north, it is Tin Shui Wai West Rail Substation (up to about 19mPD high).
- 5.9.3 It is intended to construct a 8-stroey composite RCHE and Senior Hostel development plus 1 basement floor with an absolute BH of 30.25m. It is noted that there is no building height restriction in the OZP. The proposal is purposely designed to commensurate with the village character to avoid a very tall structure on the one hand, and to provide enough bed spaces to alleviate the pressing need of social welfare facilities on the other hand. With such design intention, the proposal has adopted several sensible design measures including a suitably 8-storey building height development to create a stepped height building profile from TSW town in the north and the villages in the south, which can avoid a monotonous built environment. A typical R.C. concrete frame structure with plain and simple façade design similar to the architectural design of the neighboring village houses will also be adopted to protect the existing built character.
- 5.9.4 The proposed 8-storey composite development (at 42.65mPD high) is mostly concealed behind the green knoll (about 30.6mPD high) to its west. Coupled with a row of existing trees planted along Tsui Sing Road, it is basically not visible to the travelers passing by Tin Shai Wai Station on Tsui Sing Road at close range. At a distance crossing Tin Fuk Road at the northwest, the visual impact on the recreational users in Tin Yui Estate is anticipated to be minimal. Only the upper portion of the proposed composite development might be visible, but it would blend with the presence of the West Rail Line and the aforementioned green knoll. In a long-range distance, as the proposed composite development is of small scale, the recreational users of Tin Shui Wai Park and Hong Kong Wetland Park will hardly notice the existence of the proposed composite development upon completion. The sky view enjoyed by these visual sensitive receivers (VSR) will not be affected.
- 5.9.5 As far as the visitors along Ping Shan Nam Pak Road representing mainly the villagers of Hang Tai Tsuen are concerned, only the upper part of the proposed composite development may be visible in some angles along the Road. Tin Tsz Estate (about 165mPD high) will serve as a backdrop and the proposed composite development with 8-storey height in the middle ground will create building height variations in the neighborhood. Although it is expected that a very small amount of

green backdrop in Shan Tsai Tau may be blocked, the rooftop landscape treatment of combination of hedges and shrubs will help to soften the hardiness of the building. Additionally, there are vegetations and trees in front of the Development Site, which can further alleviate the visual impact arising from the proposed composite development.

- 5.9.6 At a greater distance of about 450m southwest of the Application Site, there is a Ping Shan Heritage Trail that spans about 1.6km. The Trail meanders through Hang Mei Tsuen, Hang Tau Tsuen and Sheung Cheung Wai, connecting various traditional Chinese buildings, such as Hung Shing Temple, Kun Ting Study Hall, Tang Ancestral Hall and Yeung Hau Temple etc. The potential VSRs are the village residents and visitors. The Trail is narrow, sandwiched between village houses on both sides. The VSRs primarily focus on the historical buildings, and their visibility is constrained due to the narrowness of the Trail. At the Ping Shan Heritage Trail Car Park, the view offers a broader and more extensive range. While the proposed composite development may have a minor impact on this open sky view, the main visual disruption would come from the Tin Tsz Estate, which stands at around 165 mPD in height.
- 5.9.7 To the east of the Development Site, it is Long Tin Road, a temporary logistic centre and a cycle track in between. The traffic users such as bus passengers along Long Tin Road is transit in nature. Because of its small scale and dense vegetations largely covered along the Road, the magnitude of visual changes to them are insignificant. A Tin Shui Wai Cycling Entry/Exist hub is found in proximity. The cycle track along Long Tin Road is a major route for cyclists riding to/from Yuen Long. However, roadside plantings along the road will screen the view towards the Application Site. In light of the fact that they are kinetic in nature and there are no visual attractions other than greenery to the west of Long Tin Road, cyclists will unlikely make a temporary stop for taking rest or sightseeing along the Road, resulting in negligible visual changes.
- 5.9.8 All in all, the BH and the building bulk of the proposed composite development are visually compatible with the existing rural environment. Based on the existing landscape context and by imposing sensible building designs as descripted above, significant adverse visual impact because of the proposed composite development is not anticipated.

5.10 No Insurmountable Air Quality Impact

5.10.1 Potential Chimney Emission

5.10.1.1 A site visit has been conducted on 14 August 2023 to identify the potential air pollution sources in the vicinity of the Development Site. The proposed composite development is surrounded by temporary open storage operations, where no chimneys are found within 200m distance from the Development Site during the site visit. Hence, no adverse air quality impact from industrial emission is anticipated.

5.10.2 Potential Emission Sources

- 5.10.2.1 The area within a 200m distance from the site boundary is predominantly occupied by temporary shop and wholesale of construction materials. During the site visit, it was observed that these operations mainly involve loading and unloading of construction materials, with no production activities taking place. They are not expected to be a potential air or odour source. In the proposed composite development, the likelihood of generating oily fume emissions from the kitchen of the Senior Hostel is low due to its small scale. Nevertheless, to ensure minimal impact on the nearby Air Sensitive Receivers (ASRs) (i.e. the village houses of Hang Tau Tsuen), several mitigation measures will be implemented.
- 5.10.2.2 The "Pamphlet on Control of Oil Fume and Cooking Odour from Restaurants and Food Business" published by the EPD provides guidelines to control the oil fume emission and odour nuisance from the restaurant and food industry. The Applicant commits to comply with the guidelines as recommended in this EPD's Pamphlet. In this regard, the Applicant would take appropriate measures, including but not limited to:
 - a) Locate the exhaust outlet in a suitable location with good ventilation to facilitate the effective dispersal of emissions without obstruction;
 - b) Position the exhaust away from nearby Air Sensitive Receivers (ASRs) so that the emissions will not cause, or contribute to, an odour nuisance or other type of air pollution to the public;
 - c) Set the exhaust outlet as high as possible for upward discharge; and
 - d) Grease filters will be adopted to trap large droplets.

5.10.3 Potential Vehicular Emission

- 5.10.3.1 For local road traffic, with reference to the Annual Traffic Census 2022 published by the Transport Department (TD), Long Tin Road is classified as a Primary Distributor. There is a sufficient buffer distance of more than 20m from the road kerb of the Long Tin Road, to the boundary of the proposed composite development, which satisfies the recommendation in Chapter 9 of HKPSG. Moreover, the Tsui Sing Road is situated more than 20m away from the airsensitive uses of the proposed composite development. Therefore, no adverse air quality impact from vehicular emission is anticipated.
- 5.10.3.2 The proposed access road only serves the application site, where the traffic flow is very limited. According to the RCHE operation model, the cars that come to and from the site are mainly private vehicles used by the residents' visitors, and heavy vehicles are limited. The on-site parking spaces accommodate a total of 18 private vehicles, 2 light goods vehicles for loading/unloading purposes, and 1 light goods vehicle. In relation to the traffic forecast for the assessment of traffic noise impact, Tsui Sing Road experiences a traffic flow ranging from 50 vehicles per hour to 110 vehicles per hour during the AM and PM Peak. The proposed access road, which branches off from Tsui Sing Road, is expected to have a comparatively limited traffic flow.
- 5.10.3.3 Moreover, the distance covered by the proposed access road is short, spanning only about 100m from the site to the Tsui Sing Road. Therefore, the emission is

very limited. In addition, there is no parking along the proposed access road. No start emission is anticipated. Therefore, 5m buffer distance is allowed for all nearby ASRs.

5.10.3.4 A small portion of the structure for the temporary shop and wholesale of construction materials, situated to the east of the proposed new access road, falls within the buffer zone. A site survey was conducted on 26th March 2024. The photos below show the existing operation condition:



- 5.10.3.5 As confirmed by the operator during the site survey, the internal area of the temporary structure is designated for storage purpose (Viewpoints A and B refers). The workers will transport construction materials to the site, unload them, and promptly leave, or vice versa, they will collect materials and promptly leave. No workers will remain inside the structure for prolonged time. A separate temporary structure, which is far away from the buffer zone (Viewpoints C and D refers), is provided as a temporary resting area for the workers.
- 5.10.3.6 A "access road" to the east of the site is a local track passing through private land Lots 255 RP, 260 and government land. A traffic survey was conducted on 15th March 2024. The recorded traffic flows during AM and PM peak are as follows:

730am-830am: 28 Private Vehicles + 4 Heavy Goods Vehicles; 6pm-7pm: 22 Private Vehicles + 3 Heavy Goods Vehicles

It is observed that the traffic flow is limited, and there are only a few heavy goods vehicles passing through. Nevertheless, a buffer distance of 5m is provided. There is no air-sensitive uses of proposed development located within the buffer zone. Please refer to the Figure 4 showing the buffer zone.

5.10.3.7 The air quality inside basement car park would be duly complied with the concentration limits as set out in the ProPECC PN 2/96 – Control of Air Pollution in Car Parks. Car park ventilation systems should be designed to ensure that the car park air quality guidelines are met under all circumstances. The exhaust (if any) would be discharged to the atmosphere at such a location away from any nearby ASRs as far as possible.

5.10.4 Potential Air Impact During Construction Stage

- 5.10.4.1 During construction stage, construction dust and gas emissions from construction equipment and vehicles are possibly generated. Dust control measures as stipulated under the Air Pollution Control (Construction Dust) Regulation, together with proper site management and good housekeeping, will be implemented to minimize potential air impact during construction stage. The following dust control measures are proposed to be considered to minimize dust nuisance:
 - a) Wet by water spraying on (i) any dusty materials before loading and unloading; (ii) stockpile of dusty materials; (iii) area where demolition work is carried out; (iv) area where excavation or earth moving activities are carried out; and (v) any unpaved main haul road.
 - b) Provide hoarding of not less than 2.4 m high from ground level along the site boundary which is next to a road or other public area.
 - c) Provide effective dust screens, sheeting or netting to enclose any scaffolding built around the perimeter of a building.
 - d) Cover or shelter any stockpile of dusty materials.
 - e) Dispose of any dusty materials collected by fabric filters or other pollution control system in totally enclosed containers.
 - f) Properly treat any exposed earth, such as by compacting or hydro seeding, within 6 months after the last construction activity.

- g) Provide vehicle washing facilities at all site exits to wash away any dusty materials from vehicle body and wheels before they leave the site.
- h) Cover any dusty load on vehicles before they leave the site.
- i) Provide electric power supply for on-site machinery as far as practicable. Diesel generators and machinery as well as exempted machinery shall be avoided to minimize the gaseous and PM emissions.
- 5.10.4.2 With reference to the development scheme and information provided by Project Team, deep foundation excavation and large-scale site formation will not be required. The estimated amount of excavated / backfilling materials to be handled and number of truck trips per day are summarized in Table 5 below.

Construction Stage	Estimated Volume of Excavated /	Estimated			
	Backfill Material	Number of Truck			
		Trips per Day			
Foundation Stage	5,391 m ³ C&D Material	3 trips per day			
(about 12 months)	Inert C&D Material: 5,386 m ³				
	Non-Inert C&D Material: 5 m ³				
Superstructure	980 m ³ C&D Material	1 trip per day			
Stage					
(about 24 months)					
Remarks:					
[1] Assumed that there will be 22 working days per month.					
[2] Assumed that the average dump truck capacity will be 7.5m ³ per trip.					

Table 5 Estimated Amount

Mitigation measures set out under the Air Pollution Control (Construction Dust) Regulation shall be strictly followed during the construction. Considering that deep foundation and large scale of site formation will not be required while the number of truck trips per day throughout the construction stage is minimal, with the proper implementation of dust mitigation measures, no adverse impact associated with the fugitive dust generated from construction is anticipated.

It is anticipated that there would be on average 3 nos. of Powered Mechanical Equipment (PME) operated simultaneously within the Project Site. Gaseous emissions from PMEs are expected to be limited. Provided that the Air Pollution Control (Fuel Restriction) Regulation and Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation shall be followed, no adverse air quality impacts associated with gaseous emission from construction is anticipated.

- 5.10.4.3 The nearest ASRs 1-4 to the application site have been identified. These ASRs refer to the nearby village houses located to the south of the site boundary, as well as the temporary resting area structure located to the north of the site boundary. The separation distance between these houses and the site ranges from 40m to 69m, while the temporary structure is 22m away. Please refer to Figure 4.
- 5.10.4.4 The proposed development is scheduled to commence construction in 2026. Based on the available information, there are no any other concurrent projects within 500m from the project site boundary during the construction stage. It is

noted that the Temporary Residential Institution (Transitional Housing) (S16 Application No. A/YL-PS/623), situated to the west of the Application Site, commenced work in September 2023 and is anticipated to be completed in Q3 2024. Due to its concealed location behind the green knoll and non-overlapping construction periods, no cumulative environmental impact during the construction stage is anticipated.

5.10.5 Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

- 5.10.5.1 This Regulation was implemented on 1 June 2015 to control emissions from Nonroad Mobile Machinery (NRMM). Under the Regulation, NRMMs, except those exempted, are required to comply with the prescribed emission standards. From 1 September 2015, all regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by the EPD. Starting from 1 December 2015, only approved or exempted NRMMs with a proper label are allowed to be used in specified activities and locations including construction sites, container terminals and back up facilities, restricted areas of the airport, designated waste disposal facilities and specified processes.
- 5.10.5.2 This Regulation aims to establish statutory control over the emissions of NRMMs with the goal of reducing their emission of air pollutants and thereby improving air quality. It is confirmed that exempted NRMM will not be used as far as practicable to minimize any gaseous and PM emissions.

5.11 No Insurmountable Noise Impact

- 5.11.1 The existing fixed noise sources are located away from the Proposed Development and predicted fixed noise level at selected Noise Sensitive Receivers (NSRs) will comply with the relevant noise standard. The planned fixed noise sources will be located in indoor area and thus noise impact from fixed plants is expected to be minimized. Ventilation system facing NSRs nearby will be designed with proper noise mitigation measures if required. Hence, adverse fixed noise impact is not anticipated.
- 5.11.2 The Proposed Development will subject to traffic noise impact from the major roads nearby. With the implementation of the proposed noise mitigation (i.e., Acoustic window (baffle type)), the predicted traffic noise level at selected NSRs will comply with the relevant noise standard and adverse traffic noise impact is not anticipated.
- 5.11.3 Noise impact from nearby railway (i.e., Tuen Ma Line and Light Rail transit) also assessed based on best available information from MTR, approved Environmental Impact Assessment and enforced Environmental Permits. The predicted railway noise level at selected NSRs will comply with the relevant noise standard and adverse railway noise impact is not anticipated.
- 5.11.4 For details, please refer to the **Appendix 6 Noise Impact Assessment**.

5.12 No Insurmountable Sewerage Impact

5.12.1 <u>Sewerage Impact Analysis</u>

5.12.1.1 The aim of this Sewerage Impact Analysis is to review the capacity of the existing sewerage network resulting from the proposed composite development. The proposed development is tentatively scheduled to commence operation in 2029.

5.12.2 Sewerage Disposal Network

- 5.12.2.1 According to the drainage record plans, there is no existing municipal sewerage network in the nearby area. The nearest public sewerage network is a 225mm diameter sewer (FWD1028401) to the foul manhole (FMH1025442) located to the north of the Development Site beneath Tsui Sing Road near to the Tin Shui Wai West Rail Substation.
- 5.12.2.2 Sewage generated from the Development Site will be discharged to the proposed sewer manhole N1 as shown in Appendix 7 Figure 1 Sewerage Network and Catchments in the vicinity of the Application Site. New sewage pipes and manholes are proposed to connect sewer manhole N1 to the existing foul manhole (FMH1025442) along the proposed new vehicular access. The sewage generated will be discharged via Tsui Sing Road, Tin Fuk Road, and Ping Ha Road to the Ha Tsuen Sewage Pumping Station, and subsequently directed to the San Wai Sewage Treatment Plant.

5.12.3 Assessment Criteria

- 5.12.3.1 This assessment has been prepared in accordance with the guidelines and reference as follows:
 - A Technical Paper of Environmental Protection Department's (EPD's) Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning, Version 1.0 (GESF): - It outlines the methodology and provides guidance for estimating sewage flows in sewerage infrastructure planning. Sewage flow parameters and peaking factors are adopted.
 - Commercial and Industrial Floor Space Utilization Survey (CIFSUS) conducted by the Planning Department during November 2004 to March 2005:
 It is referred to determine the worker density for different economic activities and planned usage type.
 - Sewerage Manual (SM) published by the Drainage Services Department (DSD) in May 2013: It offers guidance on the planning, design, construction, operation and maintenance of public gravity sewerage system in Hong Kong.
 - Relevant Drainage Record Plans obtained from the Drainage Service Department: It shows the details of existing sewerage record.

5.12.4 Assessment of Sewerage Impact

- 5.12.4.1 For the purpose of this Sewerage Impact Analysis, a total number of 420 RCHE residents, 150 employees and 18 Senior Hostel residents have been assumed to be occupied within the proposed composite development. The wastewater generated will be contributed by the residents and employees.
- 5.12.4.2 Sewage from the proposed composite development will be connected to the proposed sewer manhole N1 and then conveyed to the existing foul manhole (FMH1025442) along the proposed new vehicular access. Discharge from the nearby catchment areas (Tin Shui Wai West Rail Substation, LRT Rectifier Station and North Site of the approved Transitional Housing) are included in the assessment as shown in Appendix 7 Figure 1 Sewerage Network and Catchments in the vicinity of the Application Site.
- 5.12.4.3 Estimated sewage flow generated from the Development Site is shown in **Table 4** below.

	No. of	Unit Flow	Catchment	Flow	Contributing	Peaking	Peak
	persons	Factor	Inflow	Rate	Population ^[2]	Factor ^[3]	Flow
		(m³/person/ day)	Factor ^[1]	(m³/day)	-		(L/s)
RCHE	420	0.19 [4]	1	126.66	469.11	8	11.73
resident							
RCHE	150	0.28 [5]					
employee							
Senior	18	0.27 [6]					
Hostel							
resident							

Table 4 Sewage Flow Estimate

Remarks:

[1] Catchment Inflow Factor=1.00 (Yuen Long) is based on CIFSUS Table-8.

[2] It is based on the equation from GESF: Contributing Population = $\frac{Calculated total average flow}{0.27}$

[3] Peaking Factor=8 for population (including stormwater allowance) as per EPD's GESF Table T-5

[4] Unit flow factor = 0.19 (Institutional and special class) is based on EPD's GESF Table T-1

[5] Unit flow factor = 0.28 (Commercial Employee + J11) is based on EPD's GESF Table T-2

[6] Unit flow factor = 0.27 (Private R2) is based on EPD's GESF Table T-1

5.12.5 Overall Sewer Capacity

5.12.5.1 After calculating the cumulative flow from the Development Site and surrounding catchment areas, there is no adverse impact to the existing sewerage network. The peak flow capacity of each sewer sections is ranging from 13% to 39%. The detailed calculation on the estimated hydraulic capacity of the sewer sections is shown in **Appendix 7 – Table 1 - 4**. All existing sewers have sufficient capacity and no upgrading is required to serve the proposed composite development.

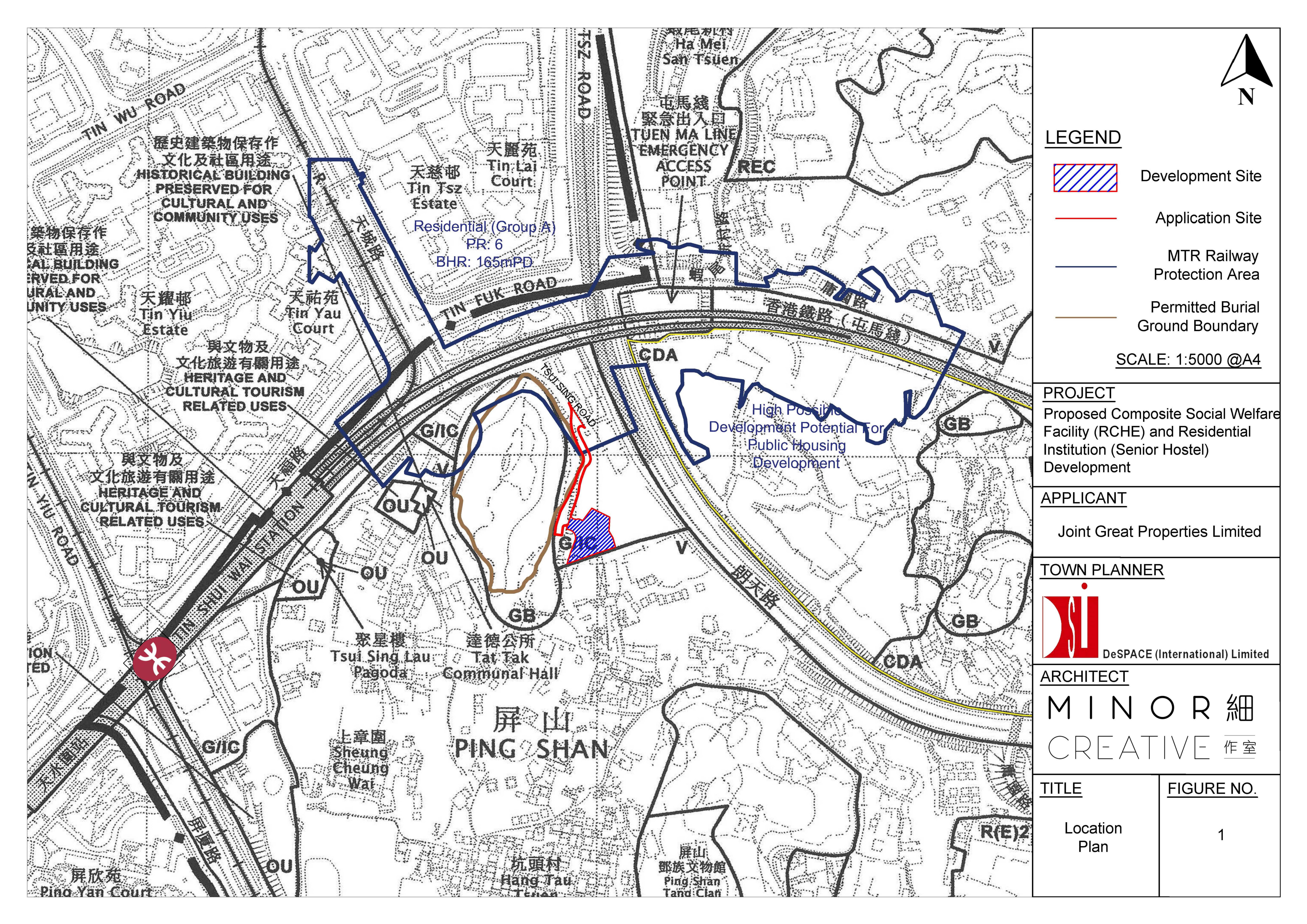
5.13 No Insurmountable Drainage Impact

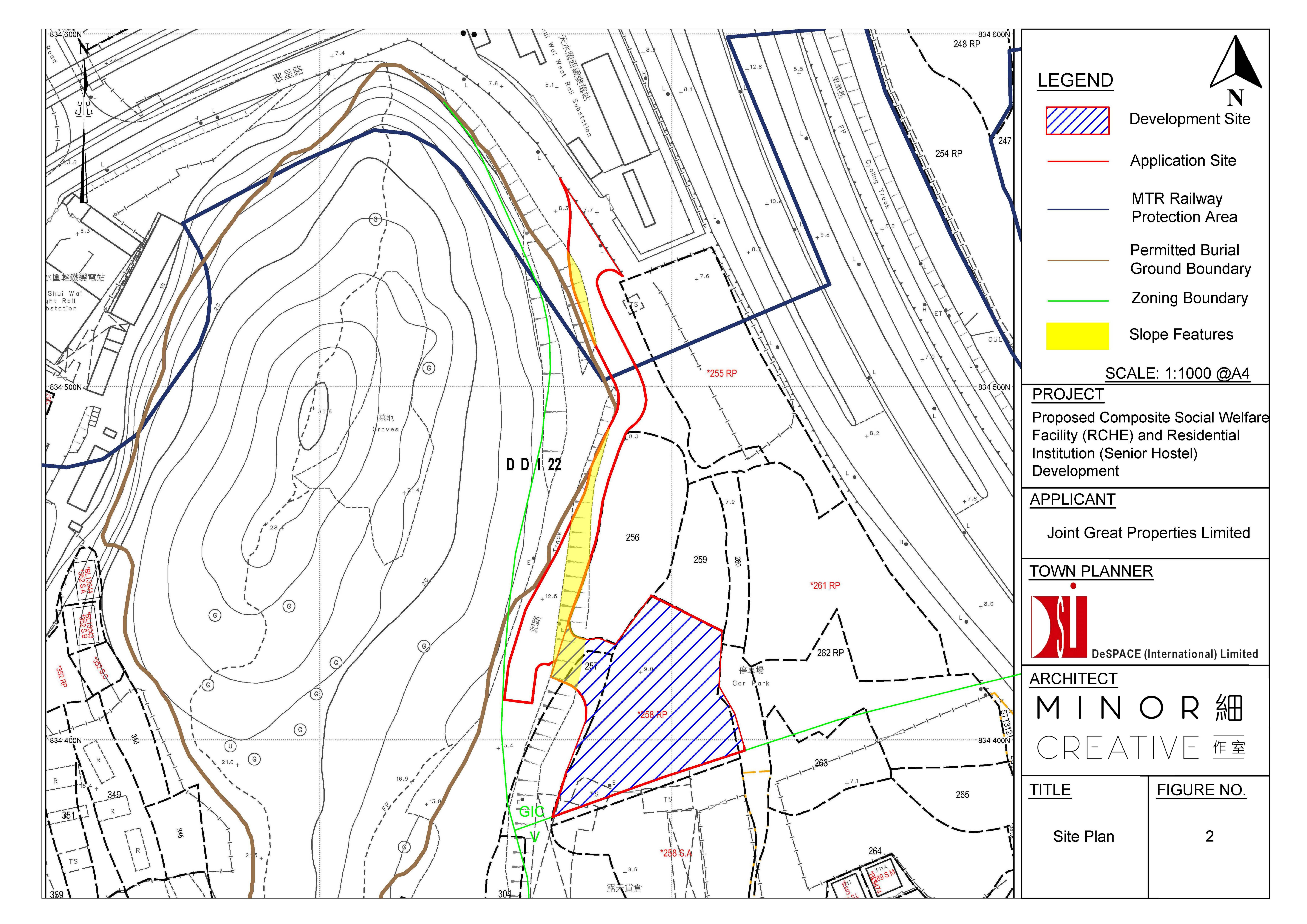
5.13.1 A Drainage Impact Assessment (DIA) is conducted to assess whether the Proposed Development may cause adverse impacts on drainage and flooding or not and to recommend appropriate mitigation measures to alleviate unacceptable drainage impact, if any. Please refer to the **Appendix 8**.

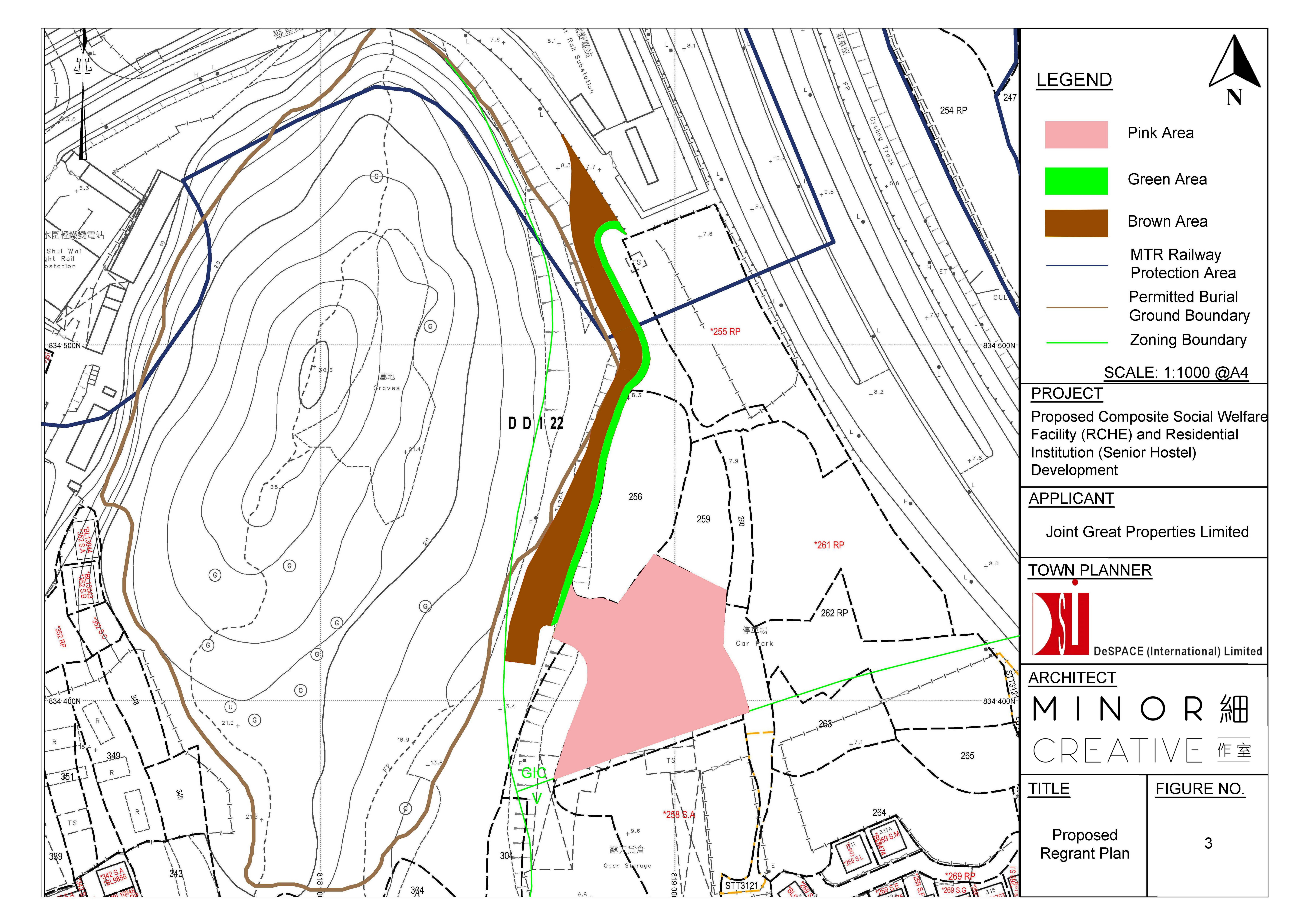
- 5.13.2 Upon the completion of the Proposed Development, the runoff from the Project Site will be collected at the Proposed Terminal Manhole PTM1 and discharged to the Proposed Terminal Manhole PTM4 via the Proposed 375mm circular pipes. The runoff from the access road will be collected by the Proposed 600mm U-channels and discharged to the Proposed Terminal Manhole PTM4. All the runoff from the Application Site will be discharged to the Box Culvert SBP1006180 via the Proposed 400mm circular pipes.
- 5.13.3 It is found that the proposed and existing drainage system serving the area has sufficient capacity to cater for the drainage generation from the Proposed Development and the surrounding catchment areas. Adverse drainage impact is not anticipated, and thus no upgrading or improvement works for existing drainage system are required.

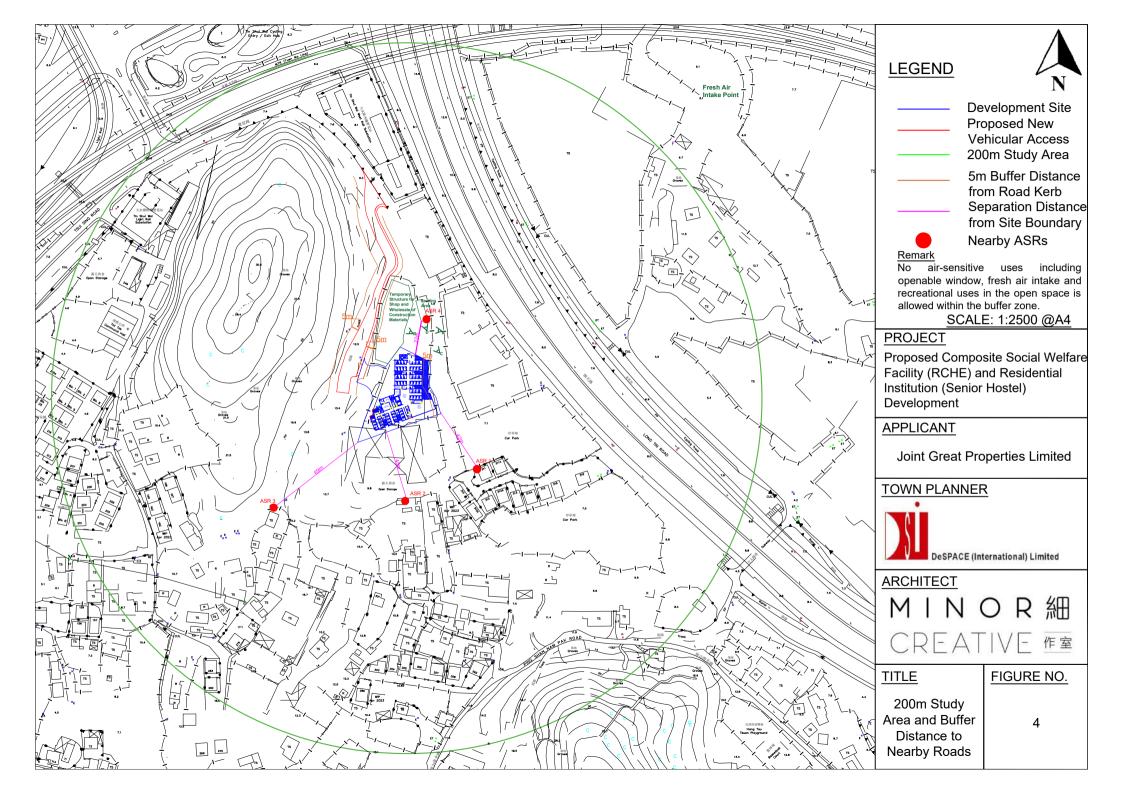
6. CONCLUSION

- **6.1** This section 16 planning application is submitted to seek planning permission for a proposed composite "Social Welfare Facility (Residential Care Home for the Elderly)" (RCHE) and "Residential Institution" (Senior Hostel) development on a site currently zoned as "Government, Institutional or Community" (G/IC) in Lot Nos. 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long. The development proposal comprises a 8-storey building for RCHE and Senior Hostel uses plus 1 basement floor with a proposed new vehicular access on government land connecting the Development Site to the Tsui Sing Road.
- **6.2** This planning statement has demonstrated that the proposed composite development would facilitate redevelopment of the existing incompatible and non-conforming temporary open storage use to meet the soaring demand for residential care services and housing options for the elderly. The development proposal is fully justified on the following grounds:
 - ✓ Make good use of the spade-ready GIC site to meet the societal demand;
 - Echo with the policy to strengthen the role of private sector for the provision of wider range of elderly accommodation options with services and support in the market;
 - ✓ Spacious rehabilitation area and terrace garden design;
 - ✓ In line with the planning intention of G/IC zone;
 - ✓ Not incompatible land use nature, development scale and intensity; and
 - ✓ No adverse visual, landscape, traffic, geotechnical, air, noise, sewerage and drainage impact as a result of the development proposal.
- **6.3** The proposal is comprehensively justified in terms of planning and social welfare merits. It is anticipated that the proposed composite development would not result in insurmountable impacts to the surroundings. Given the aforementioned justifications, the Applicant respectfully requests the TPB to approve the subject application.









Appendix 1

Reply Letter from the LWB dated 10th May 2023

政府總部 勞工及福利局

香港添馬添美道2號 政府總部

本函檔號 Our Ref.:LWB T3 5/47 來函檔號 Your Ref.:



LABOUR AND WELFARE BUREAU GOVERNMENT SECRETARIAT

Central Government Offices 2 Tim Mei Avenue, Tamar Hong Kong

電話號碼 Tel No.: (852) 3655 5858 傳真號碼 Fax No.: (852) 2804 6509

10 May 2023

Mr Greg LAM DeSPACE (International) Limited Suite 1601, 16/F, Tower II, Lippo Centre Admiralty, Hong Kong

Dear Mr LAM,

<u>Proposed Residential Care Home for the Elderly</u> cum Senior Hostel in Tin Shui Wai

Further to our letters on 3 January, 1 February, 2 March and 3 April on the captioned matter, I am authorised to reply as follows.

To help meet the ongoing demand for residential care services for the elderly, we have no objection in-principle for your proposal to provide residential care homes for the elderly (RCHEs), on the condition that the proposed RCHE will comply with all relevant statutory and licensing requirements and will not entail/ imply any financial implication, both capital and recurrent. However, we are not in a position to provide support to the proposed senior hostel.

Regarding your intention to apply for premium concession under the Incentive Scheme to Encourage Provision of Residential Care Home for the Elderly Premises in New Private Developments (the Incentive Scheme) for the proposed RCHEs, you may wish to note that upon your formal application to the Lands Department (LandsD), LandsD will consult the Social Welfare Department (SWD) and other relevant departments in the course of processing the application. For details of the Incentive 4/2003 refer to the Practice Note No. please Scheme, (https://www.landsd.gov.hk/doc/en/practice-note/lpn/2003-4e text.pdf) issued by LandsD and the Guidance Note on Premium Concession Scheme (https://www.swd.gov.hk/storage/asset/section/638/en/Guidance Note (E ng) Jan_2022.pdf) issued by the SWD. Notwithstanding the above, having examined the proposed layout plans in your incoming letter, please find our initial observations and comments to the two proposed RCHEs and RCHD in Annex A.

As announced in the 2023-24 Budget, in addition to continue to exempt the gross floor area (GFA) of eligible private RCHEs from premium payment, the Government will raise the GFA of RCHEs that can be exempted in each development project and exempt such GFA from the calculation of the maximum GFA of the relevant projects. The abovementioned enhanced measures will be launched in June 2023 and reviewed after a three-year trial period. While the Incentive Scheme (and the enhancements) is not applicable to RCHDs at this stage, it was also announced in the 2023-24 Budget that the Government will formulate a similar scheme for RCHDs so as to encourage the market to provide more quality private RCHDs.

SWD will take into account a number of factors when considering giving support to exempt RCHE premises from premium payment in a project. These factors include whether the premises can comply with the RCHE licensing requirements and the demand for residential care services for the elderly in the concerned district. If the developer intends to provide ancillary facilities for the RCHE, SWD will consider the proposal received on a case-by-case basis. Regarding facilities that do not form part of the RCHE, developers may make development decisions to provide such facilities outside the RCHE floor area benefited under the Scheme having regard to their commercial strategy.

Regarding the RCHE height restriction, you may wish to note that if an RCHE has in place facilities for fire safety, evacuation and rescue, and appropriate evacuation, contingency and fire drill plans to the satisfaction of the Director of Social Welfare (DSW), DSW may approve the ancillary facilities of the RCHE to which the residents normally do not have access (e.g. kitchen, laundry room, office, staff resting room) to be situated at a height more than 24 metres above the ground. For parts of the RCHE used for dormitory purpose for residents, DSW may consider and authorise the relaxation of the concerned RCHE's height restriction on the premise that the part of the RCHE complies with the additional fire safety requirements listed in **Annex B**.

Yours sincerely,

(Michael LEUNG) for Permanent Secretary for Labour and Welfare

Annex A

Initial Observations and Comments Regarding the Proposed RCHEs and RCHD

The applicant should ensure that the design and construction of the RCHE shall comply with all relevant licensing and statutory requirements including but not limited to the (i) the Residential Care Homes (Elderly Persons) Ordinance (Cap. 459); (ii) Residential Care Homes (Elderly Persons) Regulation (Cap. 459A); and (iii) Code of Practice for Residential Care Homes (Elderly Persons) CoP(EP). In particular:

• As shown from P.30-36 of the proposal, it appears that not every resident in the dormitories on 2/F to 7/F has a direct view from a window from his/ her bed position. According to para 4.9.2 of CoP, "Every room used for habitation or for the purpose of an office or kitchen in RCHEs shall be provided with adequate natural lighting and ventilation for compliance with sections 29, 30, 31, 32 and 33 of the Building (Planning) Regulations, (Cap. 123 sub. leg. F)...". In other words, provision of openable and prescribed windows for natural lighting and ventilation shall be provided for the above-mentioned facilities, including Dormitory, End-of-life Care Room and Sick/ Isolation/ Quiet Room, etc.

Fire safety requirements for relaxing the height restriction of residential care homes for the elderly (RCHEs) situated at 24m above ground floor and used for dormitory purpose

Bu	ilding fire safety design*	Descriptions
1.	Open balcony approach	 (i) should be provided to all dormitories along the external façade of the building and be connected with the protected lobby/protected corridor for evacuation of residents to a safer place or zone
		(ii) should allow the maneuvering of beds with wheels or wheelchairs
	····	(i) should allow at least two beds with wheels to move in parallel
2.	Widened corridor(s)	(ii) should be connected with escape staircase(s) and fireman's lift(s)
3.	Sufficient size of compartment zone	The size of a compartment zone should be sufficient to accommodate the residents of the adjoining compartment simultaneously to facilitate evacuation to a safer place or zone
		(i) should be provided on every 24 metres
4.	Refuge floor	(ii) height measurement should be made from the ground level of the building or floor level of the refuge floor
		(iii) will serve as a refuge for residents to assemble
5.	Widened escape staircase(s)	should allow the maneuvering of stretchers or wheelchairs.
		(i) should be able to accommodate at least one bed with wheels and two rescuers
6.	Enlarged fireman's lift(s)	(ii) the lobby/lobbies to the fireman's lift(s) should allow the maneuvering of beds with wheels or wheelchairs
7.	Fire-resisting door(s)	should be provided to separate compartment zones for evacuation of residents to a safer place or zone
		(i) dormitories should be fitted with fire-resisting doors
8.	Dormitories be fitted with fire-resisting doors	 (ii) transparent vision-panel/window, if any, on the fire-resisting door should have the same fire-resistance rating as that of the door
9.	Building exterior not be covered by combustible material	the exterior of the building should not be covered by combustible material, such as green walls and combustible claddings, to avoid vertical fire spread along the building exterior
10.	Emergency Vehicular Access	should serve at least 50% of the major façade of the building subject to site condition
11.	Additional fire service installations and equipment (FSI)	may be required by the Fire Services Department subject to the building design

(i) Building fire safety design

(ii) Management requirements for RCHEs

M	anagement requirements for RCHEs	Descriptions		
1.	One operator for the same floor	the RCHE premises located on the same floor should be operated by one single operator to facilitate coordinated and orderly horizontal evacuation		
2.	Training for adequate number of RCHE staff #	Training should be provided for an adequate number of staff, so that there will be enough number of trained staff to assist all residents in affected compartment(s) to evacuate to adjoining compartment zone(s) simultaneously in case of fire or other emergencies		
3.	Formulation of fire safety management plan (FSMP)	The FSMP should cover details of maintenance plan of fire safety provision, staff training plan and fire action plan, etc.		
4.	Total fire safety management	The overall fire safety level should be enhanced by ensuring regular staff training, timely maintenance or inspection of FSI and regular fire safety inspections		

*RCHE operator(s) should observe the design and construction as stipulated by the Code of Practice for Fire Safety in Buildings 2011 issued by the Building Authority and any subsequent revision.

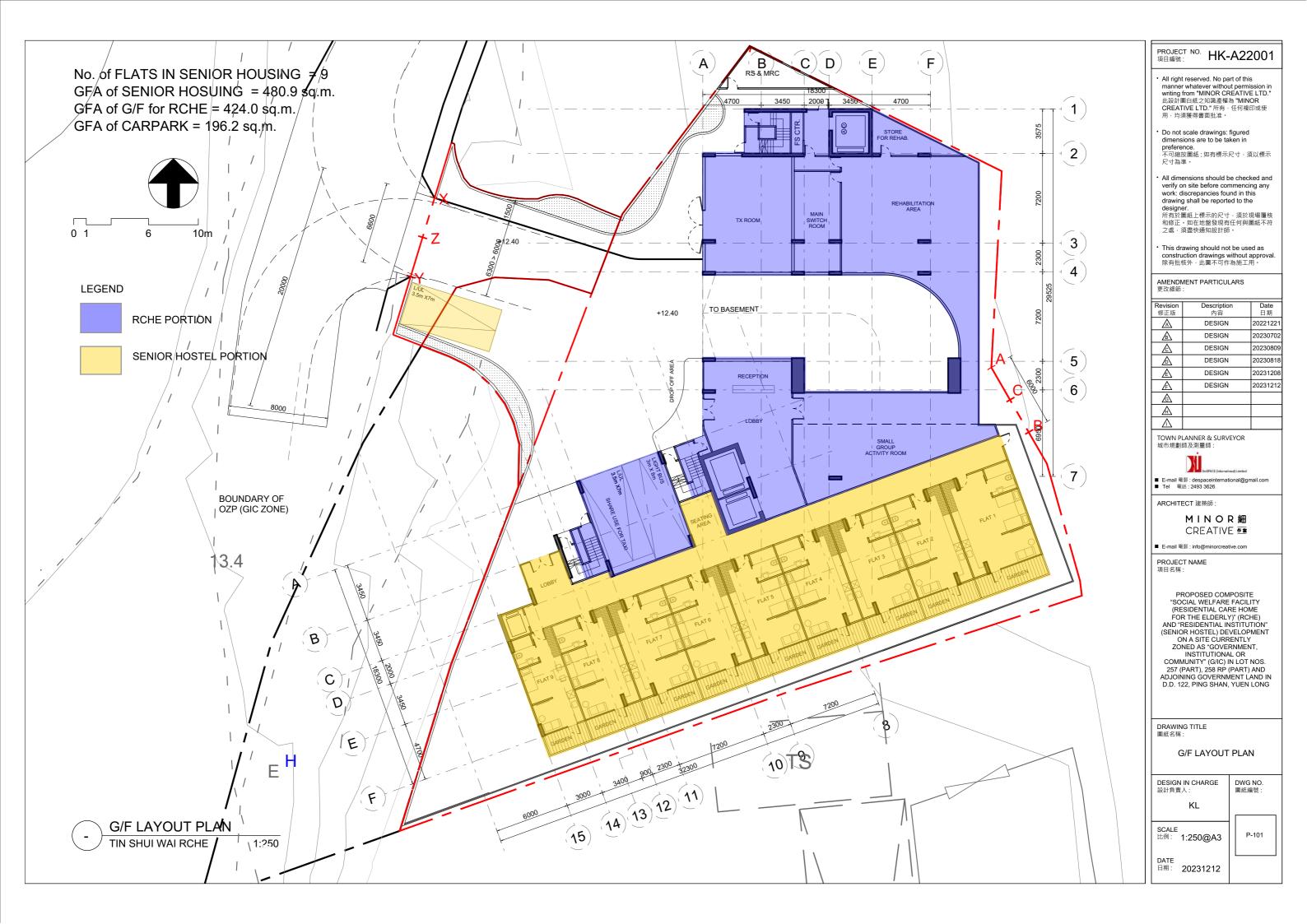
Training refers to the completion of required fire safety training course(s). Staff members who have completed training should be competent in implementing the FSMP including the evacuation procedures. (For arrangement of fire safety training courses for RCHE staff, please contact the Licensing Office of Residential Care Homes for the Elderly of the Social Welfare Department at 3184 0729 / 2834 7414.)

Appendix 2

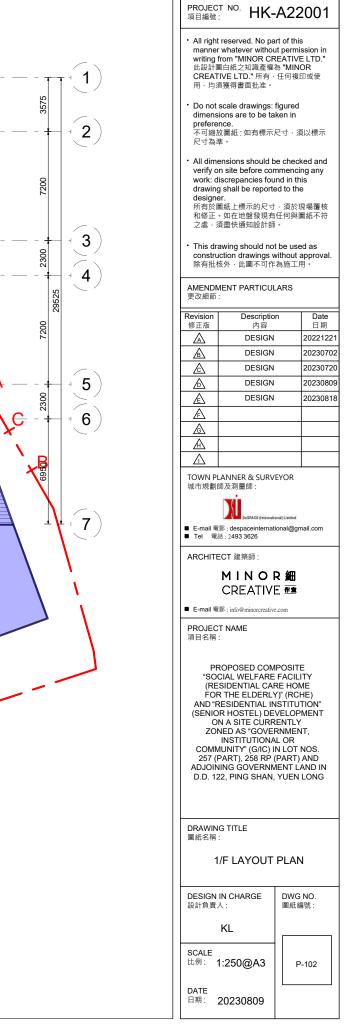
Development Scheme



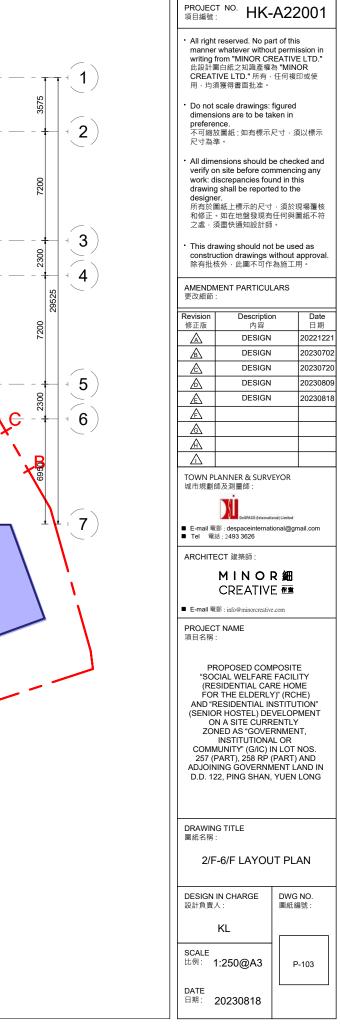




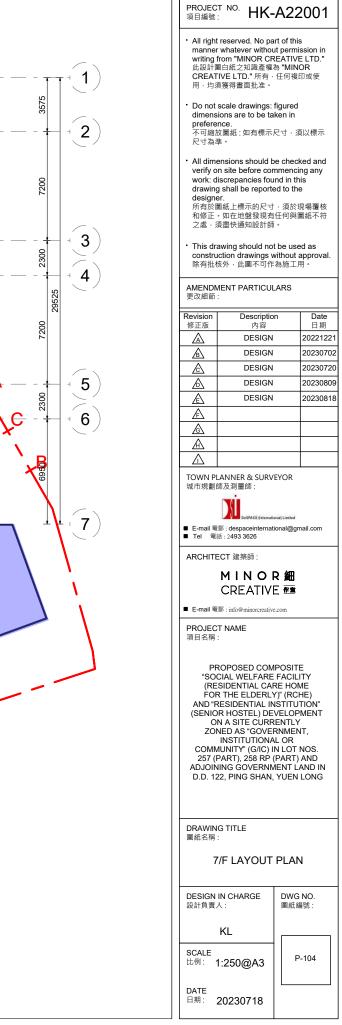


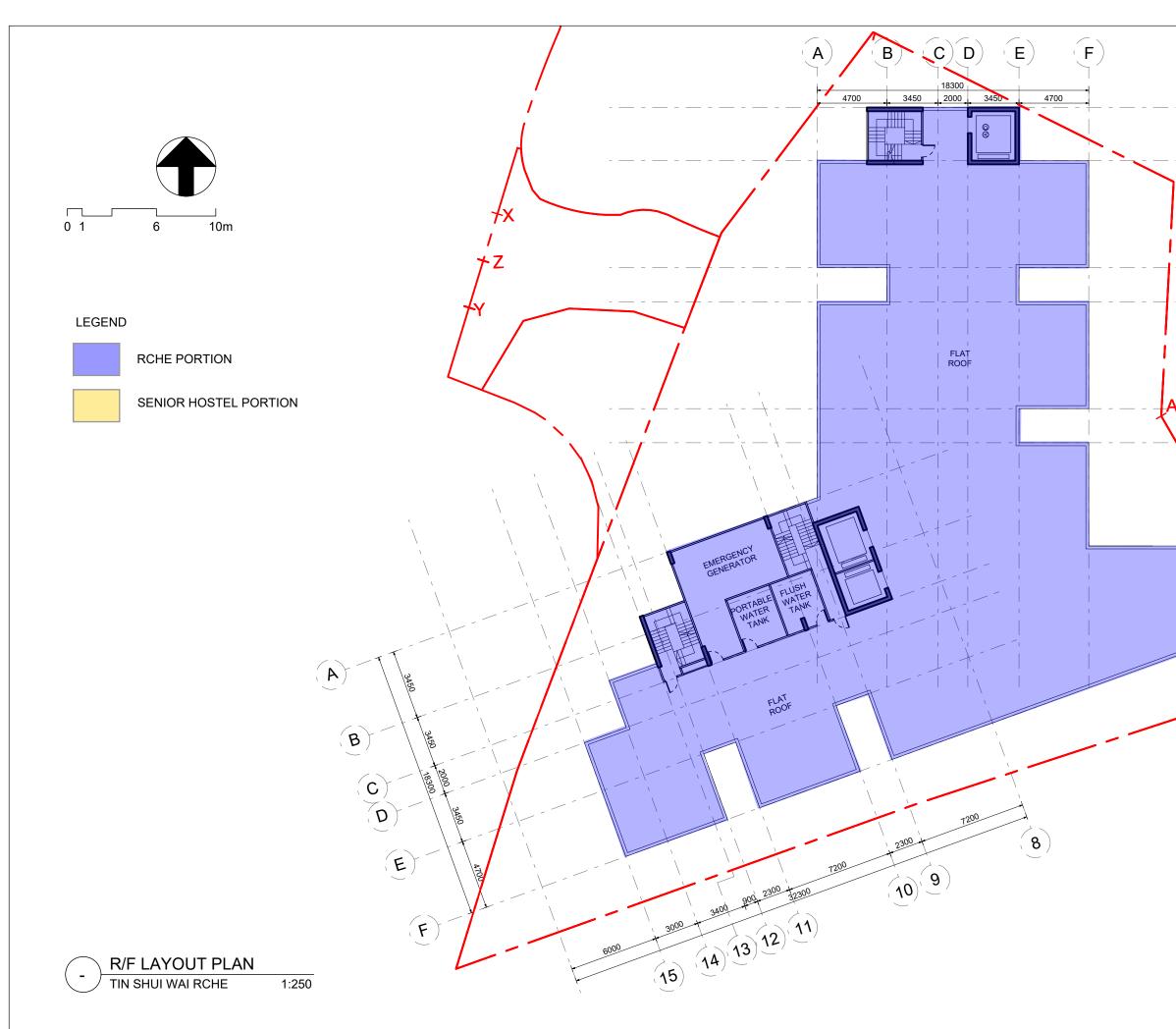


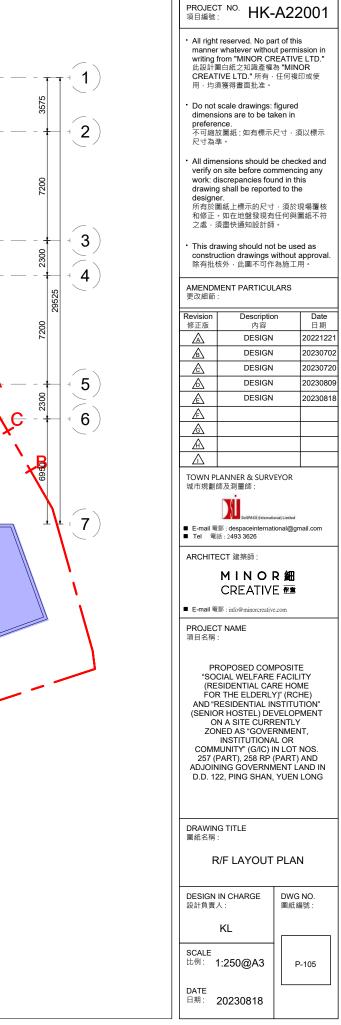


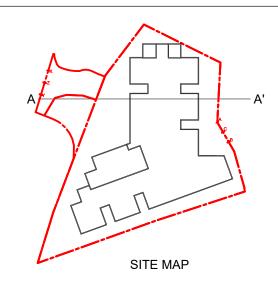










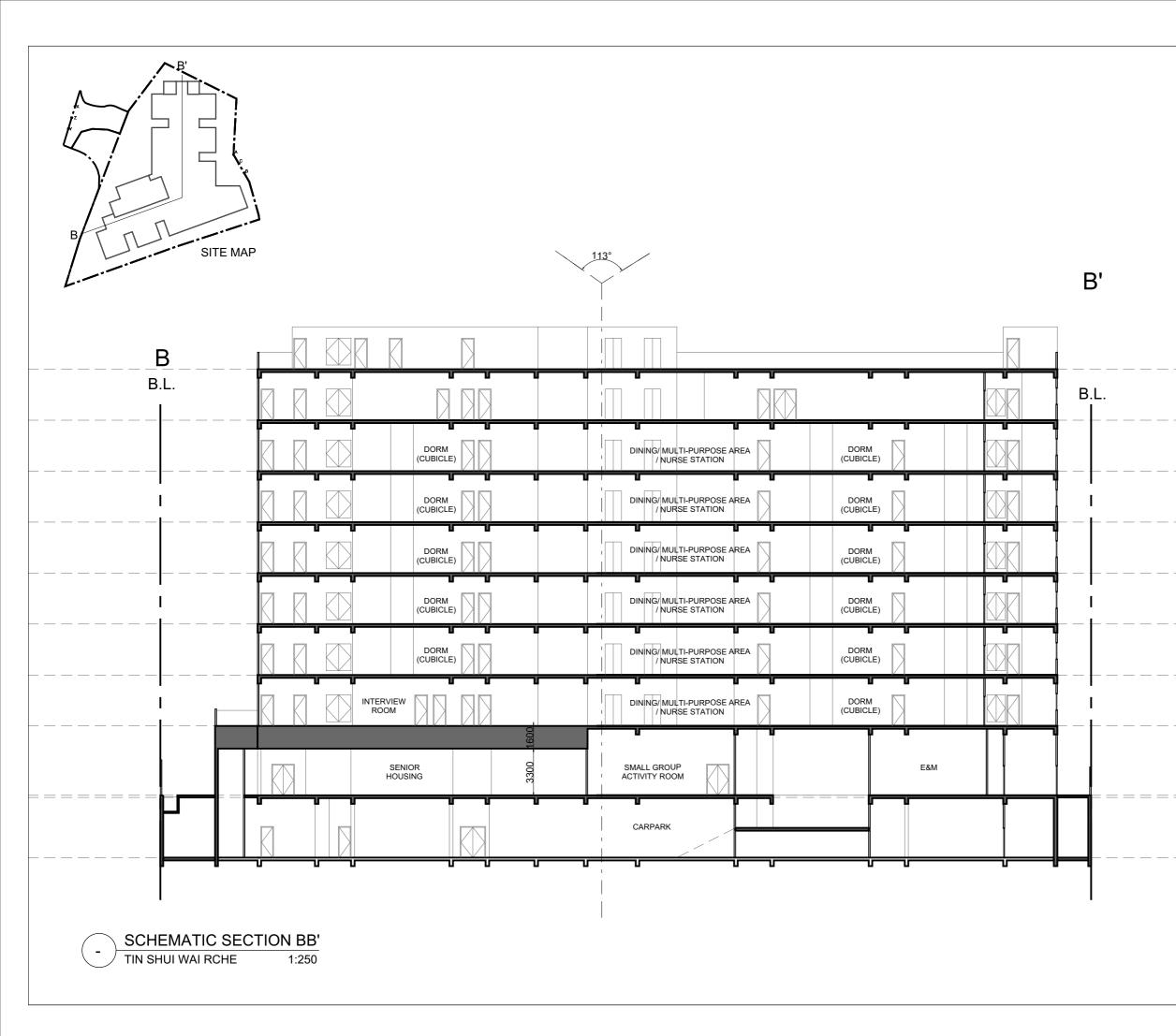


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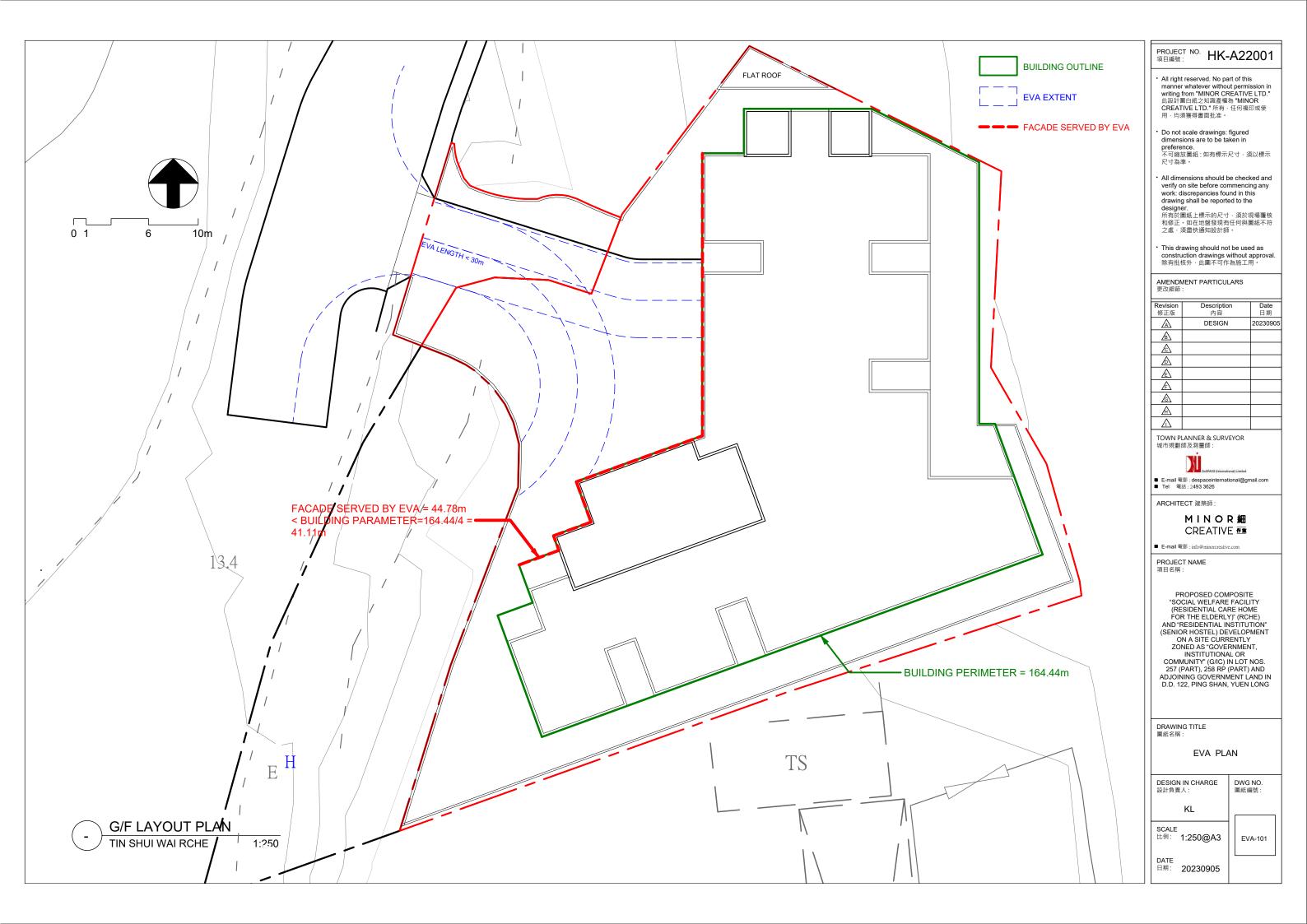
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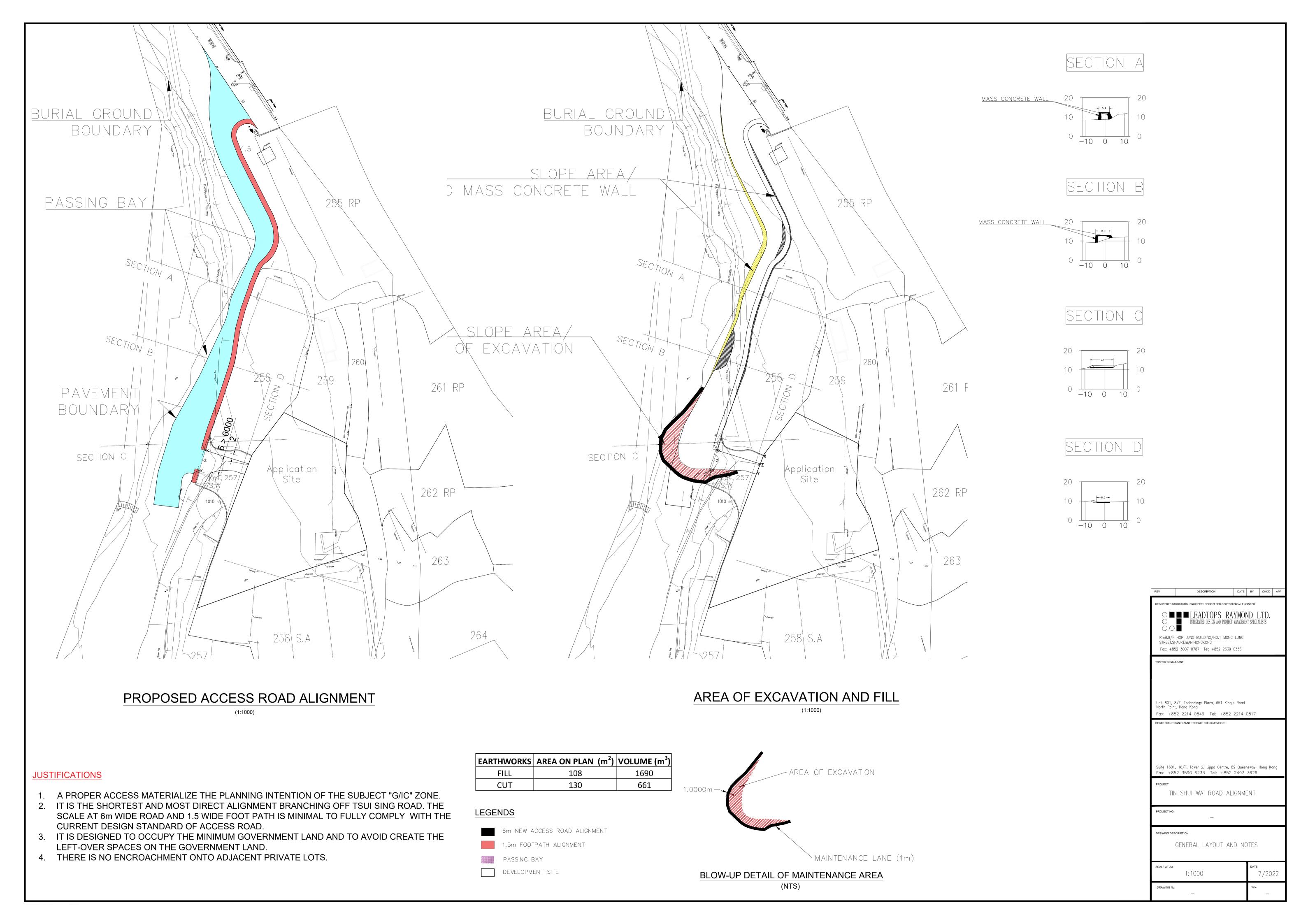


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Appendix 3

New Vehicular Access Design Proposal



Appendix 4

Traffic Impact Assessment

Traffic Impact Assessment Report

April 2024





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1. INTRODUCTION

1.1 Background

- 1.1.1 CTA Consultants Limited ("CTA") is commissioned by the Applicant to prepare a Traffic Impact Assessment Study for a proposed development of Lot Nos 257 (Part), 258RP (Part) and Adjoining government land in D.D. 122, Ping Shan, Yuen Long for RCHE and Senior Hostel Use.
- 1.1.2 The client intends to provide 420 beds for the RCHE purpose and 9 units for the senior hostel (the "Proposed Development").
- 1.1.3 This TIA study aims to examine the impact of the traffic generated by the proposed number of beds in the vicinity. Improvement proposals where needed would be recommended if necessary to resolve any foreseeable traffic issues.

1.2 Study Objectives

- 1.2.1 The main objectives of this study are listed below:
 - To assess the existing traffic condition in the vicinity of the proposed development;
 - To forecast traffic flows on the adjacent road network in the design year 2032;
 - To estimate the likely traffic generated by the proposed development;
 - To appraise the traffic impact induced by the proposed development on the adjacent road network;
 - To recommend traffic improvement measures to alleviate any foreseeable traffic problem to the surrounding road network, if any.

2. THE PROPOSED DEVELOPMENT

2.1 Site Location

2.1.1 The proposed development is located at Lot Nos 257 (Part), 258RP (Part) and Adjoining government land in D.D. 122, Ping Shan, Yuen Long as shown in Figure 2.1.

2.2 Development Proposal

2.2.1 Development parameters of the proposed development are listed in **Table 2.1**.

——————————————————————————————————————	
	Development Parameters
Proposed Use	Residential Use & Residential Care Home for the Elderly (RCHE)
Site Area	$3,330 \text{ m}^2$
Total Accountable GFA	9,800 m ²
No of blocking	1
No of beds & units	420 beds (RCHE) & 9 units (Senior Hostel)
No of storey	Not exceeding 8 storeys (excluding 1 basement floor)
No of staffs	75 staffs per shift (total of 150 staffs)

 Table 2.1
 Development Parameters of the Proposed Development

- 2.2.2 It is anticipated that the proposed development will be commissioned in year 2029. Therefore, design year 2032 (i.e., 3 years after the planned commencement year of the proposed development) is adopted for the Traffic Impact Assessment.
- 2.2.3 The working hour of staff would be in 2 shifts from 7:30 am to 7:30pm and 7:30pm to 7:30am tentatively. They would mainly go to/ leave from the site by the public

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transport. It is understood that Hong Kong workers mainly go to work by public transport. GMB, bus stops, LRT and MTR are provided near the proposed development which are convince for the staff to travel by public transport.

- 2.2.4 Staffs are not allowed to use the parking spaces unless they are authorised by their management team.
- 2.2.5 Therefore, staffs will take the public transport to/ from their work.

2.3 **Provision of Access Arrangement**

2.3.1 No access road connects to the proposed development in the existing condition, and yet, an access road is proposed. The proposed access road connects to the Tsui Sing Road. The detail design of the access road is shown in **Figure 2.2** and the swept path analyses of the access road are shown in the **Figure SP 01-02**.



3. EXISTING TRAFFIC CONDITIONS

3.1 Existing Road Network

- 3.1.1 The proposed development is located in Lot Nos 257 (Part), 258RP (Part) and Adjoining government land in D.D. 122, Ping Shan, Yuen Long as shown in Figure 2.1. There is no road connects to the proposed development site.
- 3.1.2 Tsui Sing Road is a single 2-lane carriageway which connects to a local road and the proposed access road.
- 3.1.3 Tin Fuk Road is a dual 2-lane carriageway which connects to the Tin Shing Road.

3.2 Critical Junctions in Surrounding Area

- 3.2.1 In order to study the existing traffic condition of the area as requested by the Transport Department, a comprehensive traffic survey has been conducted.
- 3.2.2 Based on the location of the Lot and the rad network in the vicinity, three key junctions are identified for this Traffic Impact Assessment (TIA) due to the Proposed Development and listed in Table 2.1. The location of the junctions is shown in Figure 3.1, while the details of each are illustrated in Figures from 3.2 to 3.4 respectively.
- 3.2.3 The traffic count surveys were carried out at the critical junctions in the vicinity of the Proposed Development.

Ref.	Junction	Туре	Figure No.
А	Tin Fuk Road/ Tin Shing Road	Signal	3.2
В	Ping Ha Road/ Tsui Sing Road	Signal	3.3
С	Tsui Sing Road/ Tin Shing Road	Priority	3.4

Table 3.1Identified Key Junctions

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<u>Traffic Survey</u>

3.2.4 In order to appraise the existing traffic conditions of these junctions, a traffic survey in the form of manual classified was conducted on 12 June 2023 during AM and PM peak. The peak hour flows occurred from 7:30am to 8:30am and from 6:00pm to 7:00pm respectively. The 2023 observed traffic flows are presented in **Figure 3.5**.

Junction Assessments

3.2.5 Operation performance of the critical junctions has been examined in accordance with the existing traffic flow and the results are summarised in the **Table 3.2** below. Details of the junction assessment are enclosed in the **Appendix A**.

Ref.	Junction	Method of	Year 2023 RC/RFC ⁽¹⁾		
Kel.	Junction	Control	AM Peak	PM Peak	
А	Tin Fuk Road/ Tin Shing Road	Signal	61%	89%	
В	Ping Ha Road/ Tsui Sing Road	Signal	123%	185%	
С	Tsui Sing Road/ Tin Shing Road	Priority	0.25	0.32	

Table 3.2Existing Operational Performance of Key Junctions in 2023

Notes: (1) RC = Reserve Capacity

RFC = Ratio of Flow to Capacity for Priority Junction

3.2.6 The assessment results in **Table 3.2** indicate that all key junctions are operating with ample capacities during the peak hours in 2023.

3.3 Internal Transport Facilities Provisions

3.3.1 There is no requirements stipulated in the latest Hong Kong Planning Standards and Guidelines (HKPSG). Yet, the parking provision of other existing RCHE have been referenced and summarized in the **Table 3.3**.



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Name of RCHE	Location	No. of beds	No. of Staff	Observed no. of Parking Provision	Parking Facilities ⁽¹⁾⁽²⁾⁽³⁾ (Category 1/2/3)
Assemblies of God Holy Light Church Aged Home	91 Sung Ching Sun Tsuen, Tai Tong Road, Yuen Long	60	19	Nil	Category 1
Chinese Christian Worker's Fellowship Wah Hei Elderly Home (Comet Mansion	G/F & M/F, Shop 27, Comet Mansion, 45-67 Fung Cheung Road, Yuen Long	105	29	Nil	Category 1
Pok Oil Hospital Jockey Club Care and Attention Home	Lot 1392 & 837 R.P. in D.D. 115, Au Tau, Yuen Long	213	124	Nil	Category 2
Po Leung Kuk Tin Yan Home for the Elderly cum Green Joy Day Care Centre for the Elderly	3/F and 4/F, Ancillary Facilities Block, Tin Yan Estate, Tin Shui Wai	106	74	Nil	Category 2
Yan Oi Tong Tin Ka Ping Care and Attention Home	G/F & 1/F, Wah Ping House, Long Ping Estate, Yuen Long	85	51	Nil	Category 2
T.W.G.Hs. Y. C. Liang Memorial Home for the Elderly	G/F & 1/F, Yiu Yat House, Tin Yiu Estate, Tin Shui Wai	88	47	Nil	Category 1
Caritas Ying Shui Home	3/F, Ying Shui House, Shui Pin Wai Estate, Yuen Long	75	47	Nil	Category 2
Salvation Army Kam Tin Residence for Senior Citizens (The)	103 Kam Tin Road, Yuen Long	150	81	1 car parking space + 1 light bus parking spaces	Category 3
Pok Oi Hospital Yeung Chun Pui Care and Attention Home	58 Sha Chau Lei Tsuen, Ha Tsuen, Yuen Long	143	92	2 car parking spaces + 1 light bus parking spaces	Category 3
Pok Oi Hospital Tai Kwan Care & Attention Home	G/F-3/F & KW307, Shui Kwok House, Tin Shui Estate, Tin Shui Wai, Yuen Long	109	75	Nil	Category 2
Ching Chung Taoist Association of Hong Kong Limited Ching Chung Care and Attention Home for the Aged	57 Sha Chau Lei Chuen, Ping Ha Road, Yuen Long	120	61	1 car parking space + 1 light bus parking spaces	Category 3

Table 3.3Examples of Existing RCHE

Note: (1) Category 1 refers to homes with nil provision of car parking spaces within the Site and no public car parking spaces can be found in the close proximity.

- (2) Category 2 refers to homes with nil provision of car parking spaces within the Site but may use the public car parking spaces of nearby car park.
- (3) Category 3 refers to homes with provision of car parking spaces within the Site.



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3.3.2 The proposed internal transport facilities provision for the proposed development is summarized in Table 3.4.

3.3.3

Table 3.4 Car Parking Provision Requirement for RCHE							
Туре	Proposed Dimensions	Proposed Number of Spaces Parameters					
Private Cars	5m(L) x 2.5m(W) x min.2.4m(H)	13					
Private Cars for Disabilities	5m(L) x 3.5m(W) x min.2.4m(H)	3					
L/UL for Light Bus	8m(L) x 3m(W) x min.3.3m(H)	1					

L/UL for LGV

Whilst, for the development of the senior hostel, the transport provision requirements 3.3.4 will be referenced to the Hong Kong Planning Standards and Guidelines (HKPSG). The provision requirement is summarized in the Table 3.5.

7m(L) x 3.5m(W) x min.3.6m(H)



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Table 3.5.	Proposed	Internal	Transportation	Provision	under	the	HKPSG
Requirement	ts						

	Residential Development									
					Loading/Unloadin g Requirement					
Proposed Development			Private Car Parking Space (5m(L) x 2.5m(W) x 2.4m(H))			Motor cycle parking space	Visitors Car parking	Bicycle Parking Space	Loading / Unloading Bay for Goods Vehicles (LGV: 7m(L) x 3.5 m(W) x 3.6m(H)) (HGV: 11m(L) x 3.5 m(W) x 4.7m(H))	
Private Housing (1 towers; P.R= 0.26)	GFA	No. of Flat	GPS	1 space 7 flats R2	R3	GPS x R1 X R2 X R3	1 motorcy cle parking space per 100- 150 flats	More than 75 units per block should provide at 5 visitor space per block in addition in the requiremen t	Outside 2 km radius of rail station 1 per 30 flats with flat size less than 70 m ²	Provision of minimum 1 L/UL bay for goods vehicles within the site for every 800 flats or part thereof, subject to a minimum of 1 bay for each housing block or as determined by the Authority
	40 ≤ FS ≤70	9	1.2	0.75	1.3	2-3	0	0	0	1
		Propos	ed 🛛			2	0	0	0	1

3.3.5 The overall parking provision for the proposed development is summarized in the **Table 3.6**, and the layout of the car park is also shown in **Figure 3.6** (**Revised**) and **Figure 3.7**



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	Tuble 5.6 Cut Furking Frovision Requirement for the Froposed Development						
Trans	Internal Transport Provision						
Туре	RCHE Use	Senior Hostel	Total				
Private Cars	13	1	14				
Disable Private Car Park	3	1	4				
Motorcycle	0	0	0				
L/UL for LGV	1	1	2 (1 L/UL will be shared use with taxi)				
L/UL for Light Bus	1	0	1				

Table 3.6 Car Parking Provision Requirement for the Proposed Development

3.4 Public Transport Services in the Vicinity of the Proposed Development

3.4.1 Numerous road-based public transport services are provided in vicinity of the proposed development. Details of the current services of franchised buses and GMB routes within 500 meters catchment area are listed in **Table 3.7**, and the location of the nearby public transport stations is shown in **Figure 3.8**.

Table 3.8Public Transport Services in the Vicinity of the Proposed
Development

Service	Route	Origin - Destination	Headway (min)
	69M	Tin Shui Wai Town Centre – Kwai Fong Station	6-30
69X		Tin Shui Estate – Jordan (West Kowloon Station)	15-30
265S 269B	265S	Tin Shui Wai Town Centre – Tai Po Industrial Estate	35
	Tin Shui Wai Town Centre – Hung Hom (Hung Luen Road)	20-30	
Franchised	269C	Tin Shui Wai Town Centre – Kwun Tong Ferry	5-20
Buses	269D	Tin Fu – Lek Yuen	5-25
	269S	Tin Shui Wai Town Centre – Kwun Tong Ferry	20
276A		Tin Heung Estate – Sheung Shui (Tai Ping)	6-25
-	276C	Tin Shui Wai Station – Fanling (Cheung Wah)	10-30
	969	Tin Shui Wai Town Centre – Causeway Bay (Moreton Terrace)	7-25



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Service	Route	Origin - Destination	Headway (min)
	969N	Tin Shui Wai Town Centre – Causeway Bay (Moreton Terrace)	05:10
	A37	Airport (Ground Transportation Centre) – Long Ping Station	20-30
	B1	Tin Tsz – Lok Ma Station	10-20
	E37	Tin Shui Wai Town Centre – Airport (Ground Transportation Centre)	10-30
	N296	Tin Tsz – Mei Foo	15-25
CMD	$79S^1$	Lok Ma Chau Control Point – A Tin Shui Wai (Grandeur Terrace)	10 - 15
GMB	610S ¹	Tin Shui Wai (Tin Shui Estate) – Tsim Sha Tsui (Haiphong Road)	12 - 15
	706	Tin Shui Wai (Circular)	5-7
	761P	Tin Shui Wai – Tin Yat	7-15
Light Rail	705	Tin Shui Wai (Circular)	56
	751	Yan Oi – Tin Yat	4-0
	751P	Tin Shui Wai – Tin Yat	7-15
MTR	/	Tin Shui Wai MTR Station	2-8

Note: (1) Night service only

3.4.2 It reveals that the proposed development is currently well-served by the comprehensive public transport services in the vicinity.

4. FUTURE TRAFFIC CONDITION & TRAFFIC IMPACT ASSESSMENT

4.1 Design Year

4.1.1 It is anticipated that the proposed development would be completed in 2029 tentatively. In order to assess the possible traffic impacts to the local road network due to the proposed development, year 2032 (i.e., 3 years after construction work completion) has been adopted as the design year for this TIA.

4.2 Traffic Forecast

- 4.2.1 The traffic growth can be estimated by applying growth factor, based on the following information sources:
 - I. Historical traffic growth in Annual Traffic Census (ATC) published by the Transport Department (TD).
 - II. Territorial planning assumptions prepared by the Planning Department.

Historical Trend

4.2.2 Transport Department has traffic count stations in the vicinity of the proposed development. The traffic counts reported in the Annual Traffic Census over a period of seven years, i.e., 2012 to 2018 are summarized in **Table 4.1**.

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								•	
ATC Stn	Road Name		Annual Average Daily Traffic (AADT)				Avg. Annual Growth		
		2012	2013	2014	2015	2016	2017	2018	Rate
5880	Tin Yiu Rd (From Ping Ha Rd to Tin Ho Rd)	15,780	15,910*	15,740*	15,610*	16,930	16,960	17,380	1.62%
5886	Tin Wah Rd (From Tin Shui Rd to Tin Shing Rd)	10,010	10,090*	9,980*	9,900*	10,190	10,420	10,680	1.09%
5890	Tin Wu Rd (From Tin Yiu Rd to Tin Shing Rd)	9,090	9,160*	9,060*	8,990*	9,740	8,160	8,360	-1.39%
	Total	34,880	35,160	34,780	34,500	36,860	35,540	36,420	+0.72%

Table 4.1	Historical Traffic Data from Annual Traffic Census (ATC)
	Instorical Traine Data nom Annual Traine Census (ATC)

Note: *AADT estimated by Growth factor

**Due to the social movement in 2019 and COVID in 2020, the traffic flow will not be reliable and hence the growth rate will only take into account from 2016 to 2018

***As the traffic flow listed in the designated ATC stations are predicted, yet the flow will not be reliable and will not take it into the account.

Planning Data

4.2.3 Reference has also been made to the latest 2019-Based Territorial Population Employment Data Matrices (TPEDM) planning data published by the Planning Department for projection of population and employment within the study district from years 2019 to 2031. The average annual growth rates in terms of population and employment from 2019 to 2031 are tabulated in **Table 4.2**.

Tin Shui Wai District							
		Average					
Data	2019	2026	2031	Annual Growth Rate			
Population	279,950	283,250	276,050	-0.14%			
Employment	35,050	33,100	31,950	-0.92%			
Total	315.000	316.350	308,000	-0.22%			

Table 4.22019-Based Planning Data from 2019 to 2031



Adopted Growth Rate

- 4.2.4 A.A.D.T. of ATC indicates that the traffic flow of the local road network has an average annual growth rate of <u>+0.72%</u> from year 2012 to year 2018.
- 4.2.5 Whilst, the planning data indicates that the population and employment data of the study area are expected to grow with an average annual growth rate of -0.14% and -0.92% respectively from 2019 to 2031.
- 4.2.6 Therefore, the annual growth rate <u>+0.72%</u> p.a. has been adopted for projecting traffic forecasts from year 2022 to year 2031.

4.3 Traffic Generations of Planned Adjacent New Developments

4.3.1 To fully reflect the growth traffic, trip generation of the future vicinity developments have been taken into consideration. The planned development is detailed in **Table 4.3**, shows the detailed location in **Figure 4.1**.

1 abit 4.5	I faimeu Auja	icent Deve	supments in the	vienney		
Planning Application No.	Development Site	Site area	Applied use	Use	Total floor area	Development Parameter
A/TSW/64	Tin Shui Wai Planning Area 33 (Tin Shui Wai Town Lot 23)	18,232 m ²	Residential development	Domestic	91,051 m ²	1,938 Flats
A /TOWI/77	Tin Shui Wai Lot	27.000 m ²	Proposed wholesale conversion of an	Domestic	55,668 m ²	1,102 Flats
A/TSW/77 No. 4, New 27,900 m ² Territories	existing hotel for "flat" and permitted commercial use	Non- domestic	52,395 m ²	/		
/	Proposed Public Housing		Dublia Housing	Domestic	403,215 m ²	9,500 Flats
/	Development near Tin Shui Wai		Public Housing	Non- domestic	88,885 m ²	/

Table 4.3Planned Adjacent Developments in the Vicinity

4.3.2 The estimation on trip generations and attractions of the adjacent planned developments is shown in **Table 4.4**.

				Trip F	Rates		
Development	Average Fl	Weekda Pea	•	Weekday PM Peak			
Туре			Gen.	Att.	Gen	Att.	
				pcu/	'nr		
Private Housing	60	m ²	0.0718	0.0425	0.0286	0.0370	
Private Housing	70	m ²	0.0888	0.0515	0.0356	0.048	
Private Housing	100	m ²	0.1887	0.0942	0.0862	0.1214	
Private Housing	120	m ²	0.2246	0.1157	0.1068	0.1468	
Public Housing	40	m ²	0.0432	0.0326	0.0237	0.0301	
Commercial	/		0.2296	0.2434	0.31	0.3563	
Hotel			0.1329	0.1457	0.1290	0.1456	
Kindergarten		2.4444 (1)	3.1111 ⁽¹⁾	2.6667 ⁽¹⁾	0.7778 ⁽¹⁾		
G/IC			15(1)	15(1)	15(1)	15(1)	
			Trip Rates				
Planning Application No.	Development Site	Uses	Weekday AM Peak		Weekday PM Peak		
Application No.			Gen.	Att.	Gen.	Att.	
A/TSW/64	Tin Shui Wai Planning Area 33 (Tin Shui Wai TL 23)	Domestic	139	82	55	72	
	Tin Shui Wai Lot No.	Domestic (Proposed use)	96	56	39	53	
A/TSW/77	4, New Territories Proposed use	Non-domestic (Proposed use)	13	19	23	27	
	Existing use	Hotel (Existing use)	146	161	142	170	
		Net Change	0	0	0	0	
	Proposed Public Housing Development	Domestic	410	310	225	286	
	near Tin Shui Wai	Non-domestic	83	97	94	62	
	Total		632	489	374	420	

Table 4.4	Estimated	Trip	Generations	and	Attractions	of	Adjacent
Development	ts	_					-

Note:

(1) As no specific trip rates lists in the TPEDM for both GIC and kindergarten use, the estimation of the trip related to the proposed development based on in-house surveys and approved planning applications which conducted with reference to other kindergarten and G/IC facilities.



4.3.3 The above-mentioned traffic flows were added to the traffic flows to obtain the reference traffic flows as described in Section 4.4.

4.4 Reference Traffic Flow in Year 2032

4.4.1 The reference traffic flow is estimated by applying the adopted growth rate to the observed traffic flow in the current year, and the 2032 reference traffic flows for Junction A to C can be computed with the following calculation:

2032 Reference	2023		Adopted Growth		Traffic Flows
Traffic Flows	_ (Observed		Factor) +	of Planned
(without proposed	Traffic	X	i.e. +0.72% p.a.) +	Adjacent
development)	Flows		for 9 years		Developments

4.4.2 The 2032 reference traffic flows at surrounding critical junctions are shown in Figure 4.2.

4.5 Traffic Generations of the Proposed Development

- 4.5.1 As the use of RCHE does not specify in the latest Transport Planning & Design Manual (TPDM), the estimation of the traffic trips related to the RCHE is based on the in- house survey.
- 4.5.2 The estimation of the traffic trips related to the proposed development is based on the in-house survey carried out at Tung Wah Group Hospital Wong Cho Social Services Building and summarised in the **Table 4.5**.



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L	*		r		
Use	Units /	Μ	I PM		
Use	Parameters	Gen.	Att.	Gen.	Att.
TWGHs Wong Cho Tong Social Service Building – IN/OUT of Building	(pcu/hr)	14	11	14	11
TWGHs Wong Cho Tong Social Service Building – Loading/Unloading activities of Building	(pcu/hr)	10	8	10	8
Total Trip	(pcu/hr)	24	19	24	19
Adopted Traffic Trip Rates (278beds)	(pcu/hr/bed)	0.08633	0.06835	0.04317	0.05755
Estimated Traffic Trips (420 beds)	(pcu/hr)	37	29	19	25

Table 4.5 Adopted Trip Rates for the Proposed Development

- 4.5.3 While for the traffic generation and attraction of the proposed development of the senior hostel, reference has been made to the trip generation rates as stipulated in Volume 1 Chapter 3 Appendix C Table 1 of the latest T.P.D.M. published by Transport Department. The adopted trip rates are also summarized in below **Table 4.6**.
- 4.5.4 Based on the adopted trip rate listed above and the development parameters in Table2.1, the trip generated and attracted by the proposed development are estimated and summarized in the Table 4.6



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Table 4.6	Adopted Trip Rate and Trips of Proposed Development

Senior Hostel											
				Trips	Rates	es Trips			ips		
Use	Average Flat Size (sq. m.)	No. of Flats	Weekday AM Peak (pcu/hr/flat)		Weekday PM Peak (pcu/hr/flat)		Weekday AM Peak (pcu/hr)		Weekday PM Peak (pcu/hr)		
			Gen.	Att.	Gen.	Att.	Gen.	Att.	Gen.	Att.	
Private Housing: High-Density	$FS \le 60$	9	0.0718	0.0425	0.0286	0.0370	1	1	1	1	
	Tot	al	Sub-Total			1	1	1	1		
	RCHE										
			Trips Rates				Trips				
Use	No of beds		Weekday AM Peak (pcu/hr/bed)		Weekday PM Peak (pcu/hr/bed)		Weekday AM Peak (pcu/hr)		Weekday PM Peak (pcu/hr)		
			Gen.	Att.	Gen.	Att.	Gen.	Att.	Gen.	Att.	
RCHE	420		0.8633	0.6835	0.04317	0.05755	37	29	19	25	
<i>Sub-Total</i> 37 29 19 2							25				
Total 38 30 20 26									26		

4.6 Traffic Forecast for Design Year 2032

4.6.1 The net traffic trips of the proposed development, which is shown in the Figure 4.2, is then superimposed onto the year 2032 reference traffic flow (without the proposed development) as:

2032 Design Traffic Flows (with proposed development) =	2032 Reference Traffic Flows (without proposed development)	+	Proposed Development Traffic Flows
--	--	---	--

用



4.6.2 The 2032 design traffic flows at surrounding critical junctions are shown in Figure 4.3.

4.7 **Operational Assessment**

4.7.1 To assess traffic impacts due to the proposed development, operational assessment of the critical junctions identified in **Chapter 3** are carried out for both the reference (without the proposed development) and the design scenario (with the proposed development) in year 2032. The results are summarized in **Table 4.7**.

-										
		Method of Control ⁽¹⁾	Year 2032 RC/RFC							
Ref.	Junction		Reference (without the develop	e proposed	Design Scenario (with the proposed development)					
			AM Peak	PM Peak	AM Peak	PM Peak				
А	Tin Fuk Road/ Tin Shing Road	Signal	36%	64%	30%	59%				
В	Ping Ha Road/ Tsui Sing Road	Signal	108%	156%	105%	152%				
С	Tsui Sing Road/ Tin Shing Road	Priority	0.27	0.34	0.28	0.35				

Table 4.7Operational Performance of Key Junctions in Year 2032

Notes: (1) RC = Reserve Capacity for Signalized JunctionREC = Residue of Flow to Consist for Driver to Constant for Driver to Consta

RFC = Ratio of Flow to Capacity for Priority Junction

4.7.2 Based on the assessment results given in **Table 4.7**, all key junctions would operate with ample capacities in both reference and design scenarios in year 2032.



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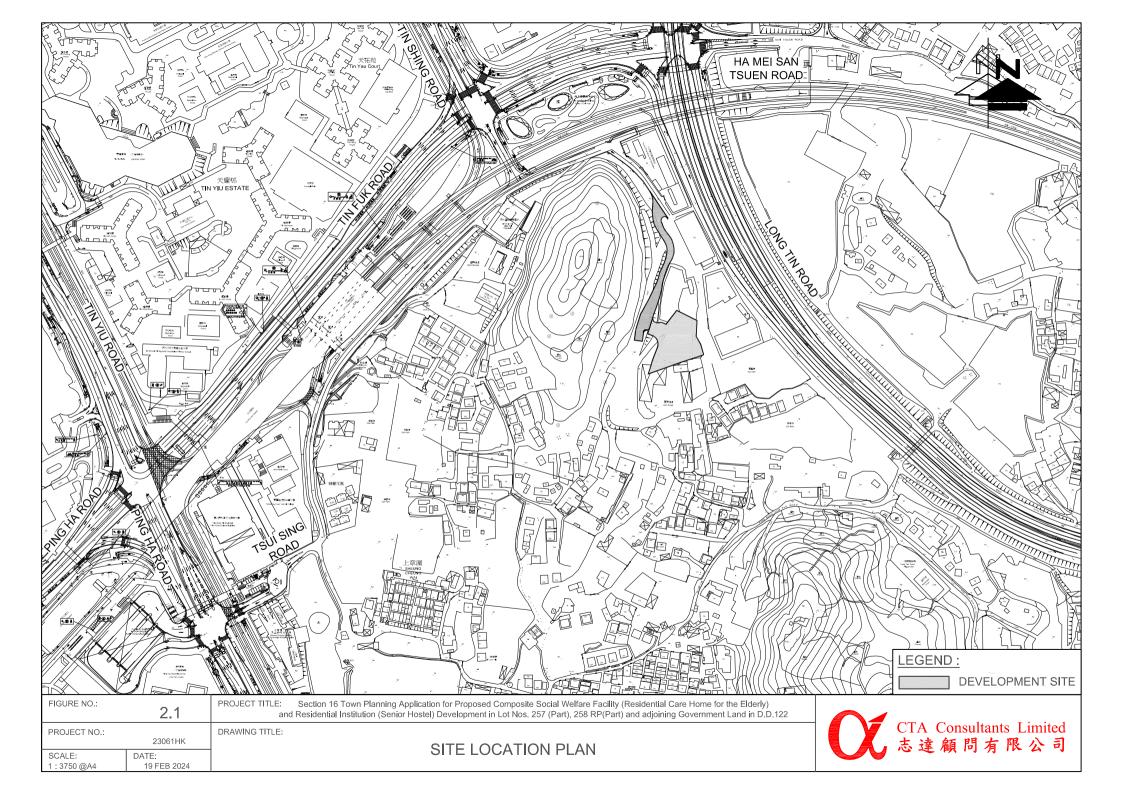
5. SUMMARY AND CONCLUSION

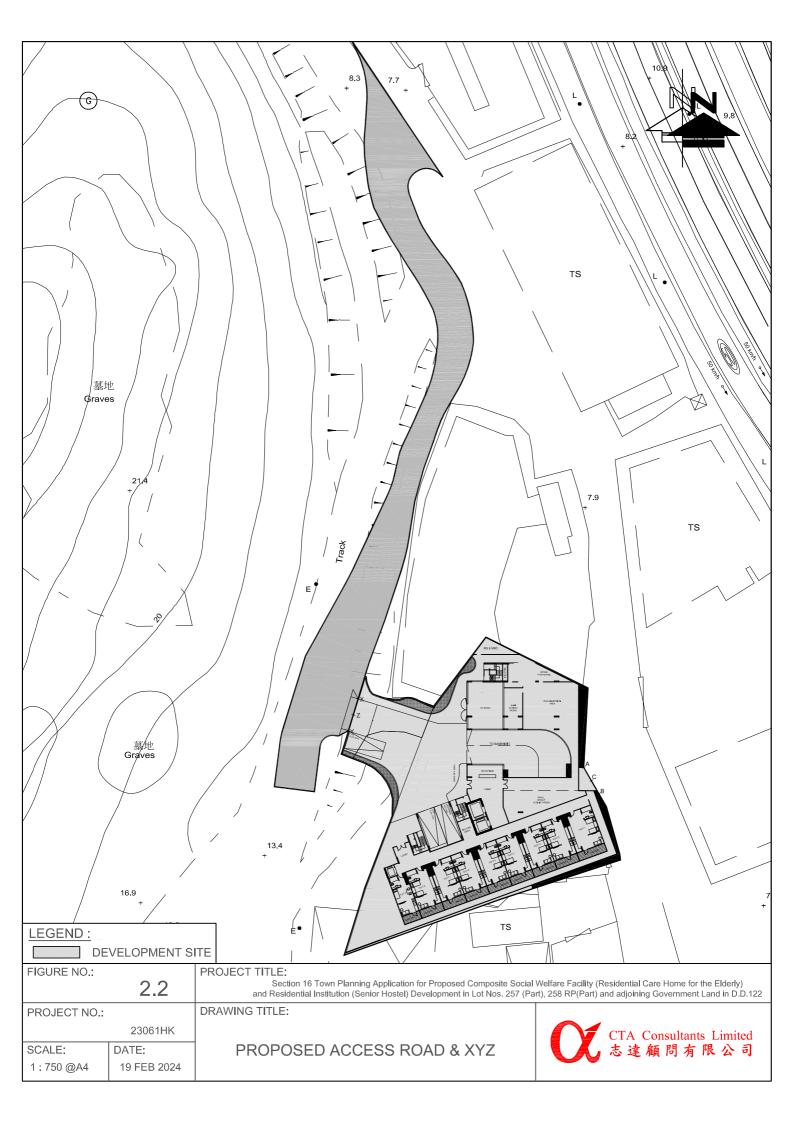
5.1 Summary

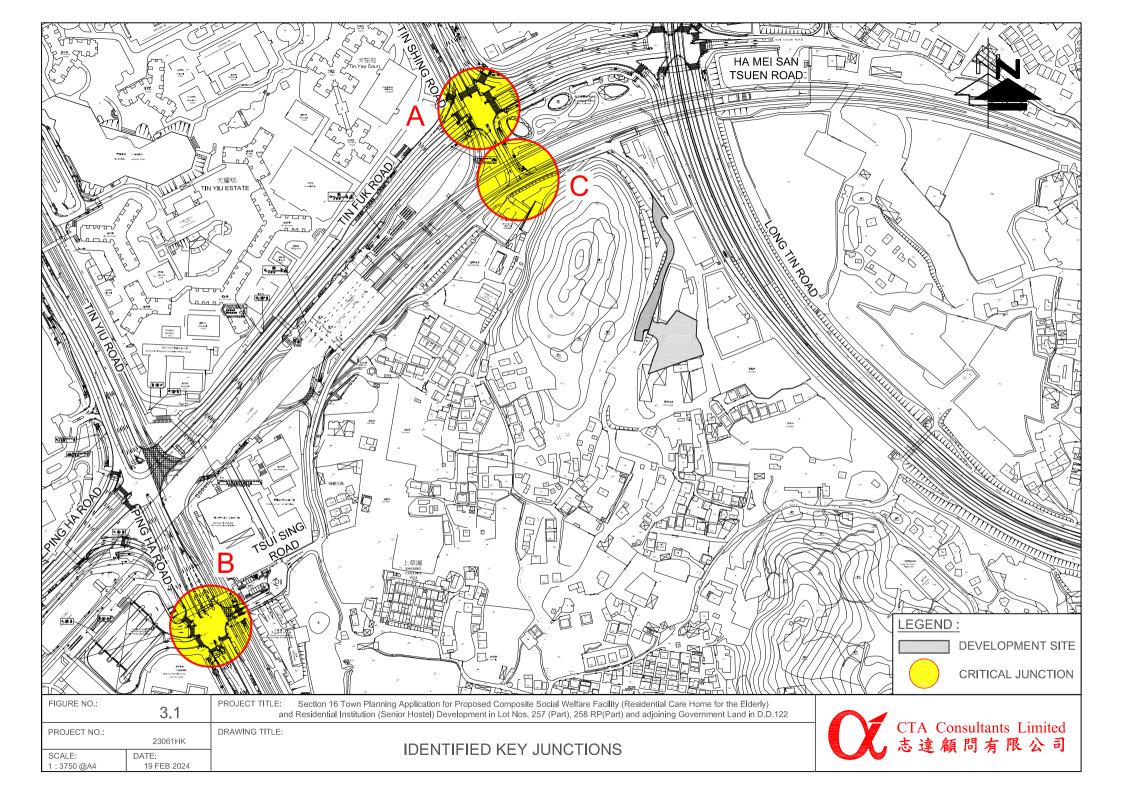
- 5.1.1 CTA Consultants Limited (CTA) is commissioned as the traffic consultant to prepare the Traffic Impact Assessment (TIA) and technical justifications in supporting the S16 Town Planning Application for proposed composite social welfare facility (residential care home for the elderly) and residential institution (senior hostel) development in Lots 257 (part), 258 RP (part) and adjoining government land in DD 122.
- 5.1.2 To appraise the existing traffic condition, a vehicular survey in the form of manual classified count was conducted at the surrounding road network of the proposed development. Current operational performance of the critical junctions has been assessed with the observed traffic flow. The results reveal that all critical junctions are at present operating within its capacities.
- 5.1.3 Assessment of operational performance of the critical junctions indicates that all critical junctions will still operate within their capacities in both reference and design scenarios in year 2032.
- 5.1.4 As the traffic trips of both committed planning and proposed development do not produce significant impact on the surrounding road network. Therefore, the application is supported from the traffic points of view.

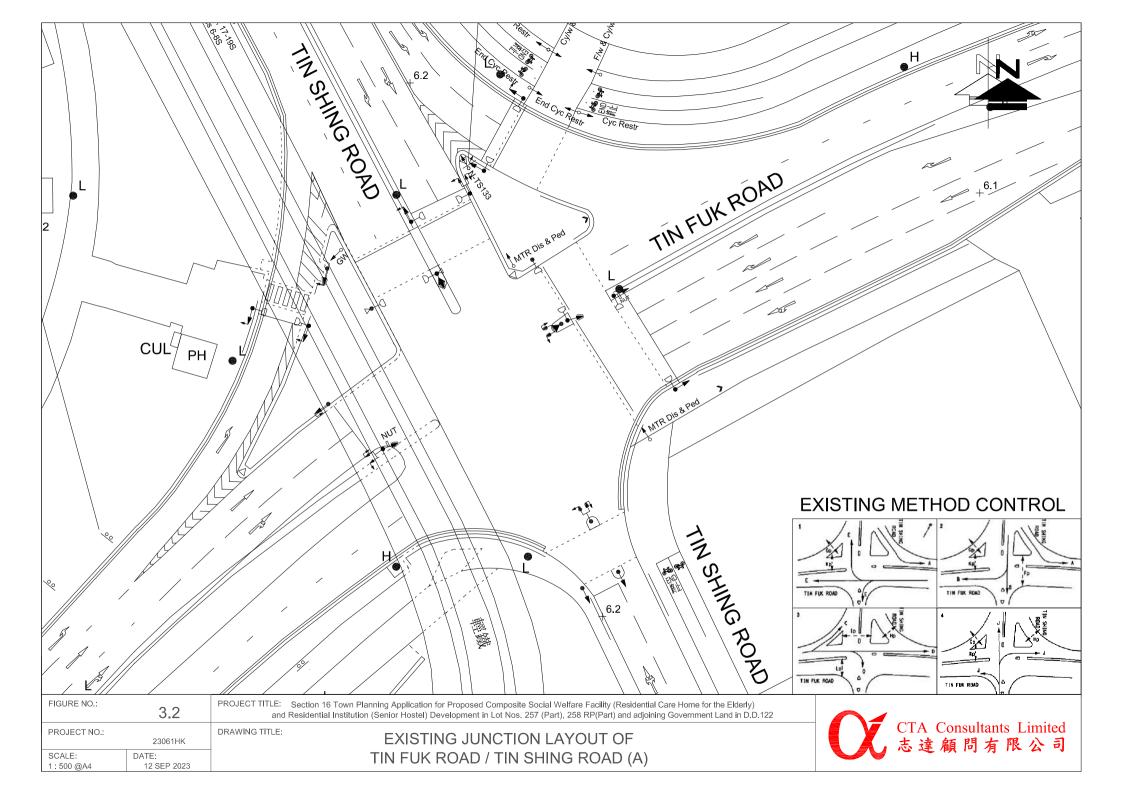
5.2 Conclusion

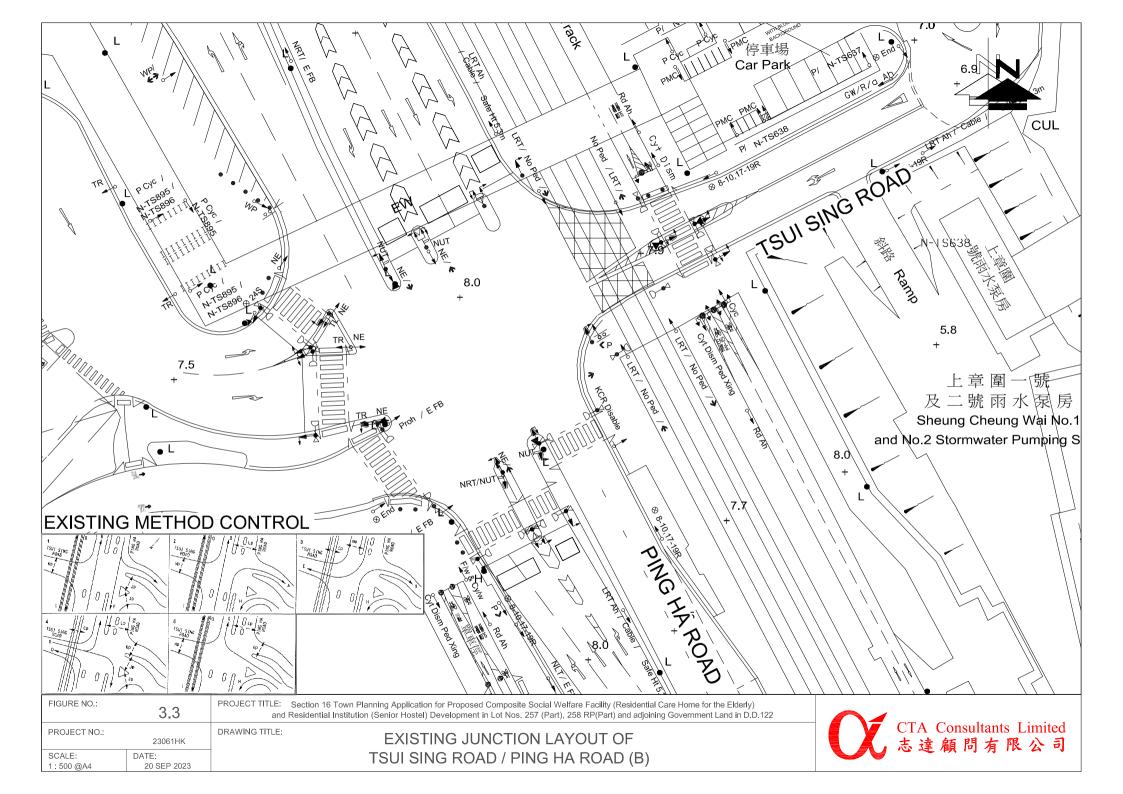
- 5.2.1 Traffic Impact Assessment (TIA) study indicates that no adverse traffic impact will be induced by the proposed development.
- 5.2.2 Therefore, the proposed residential development at Lots 257 (part), 258 RP (part) and adjoining government land in DD 122 is reckoned feasible from traffic engineering point of view.

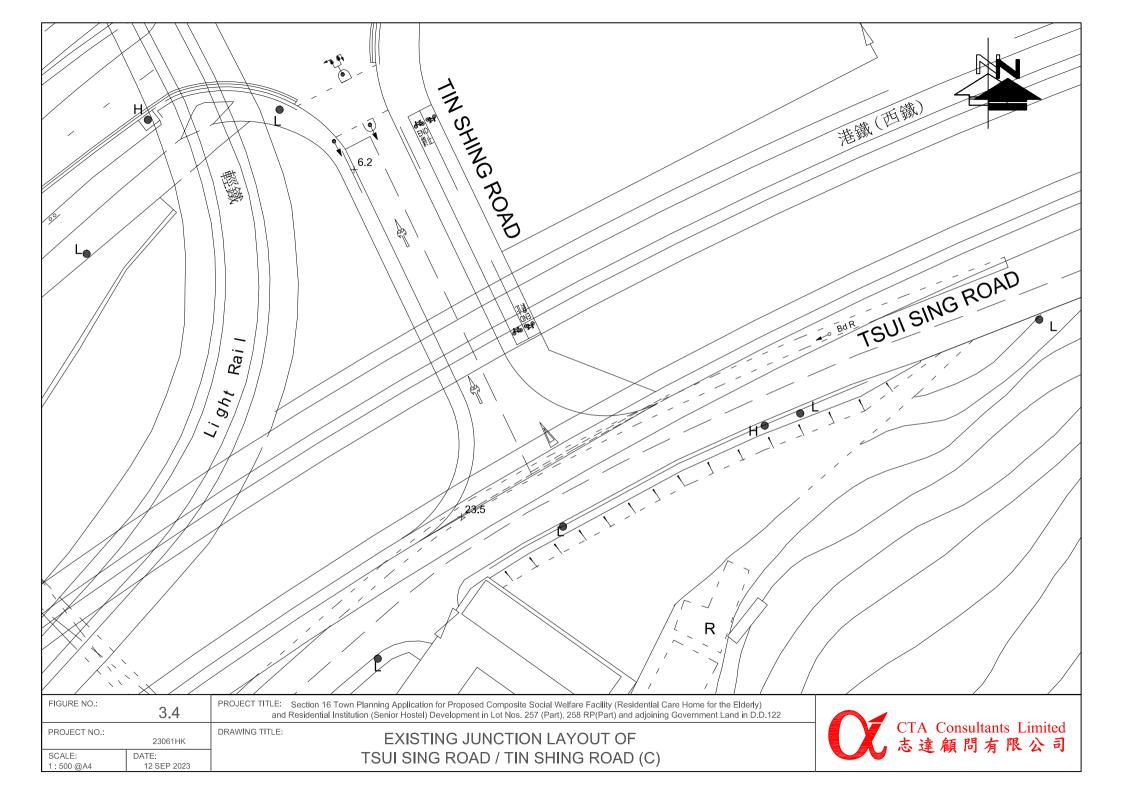




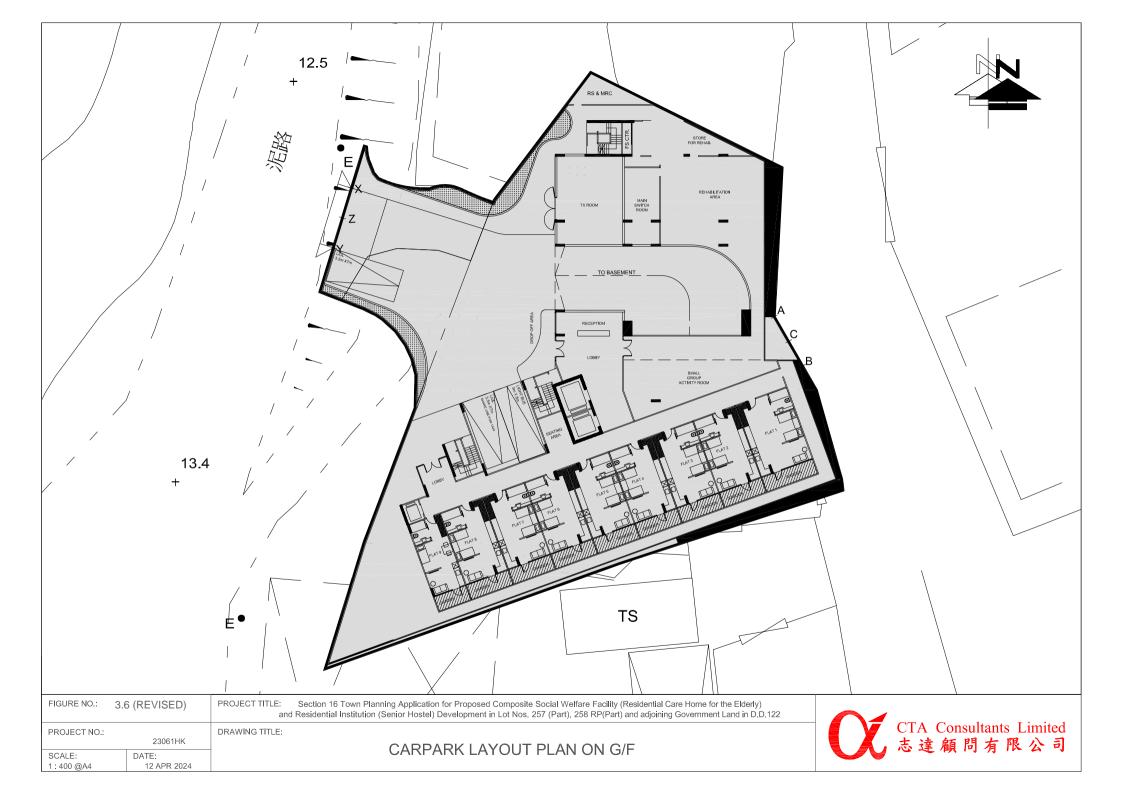


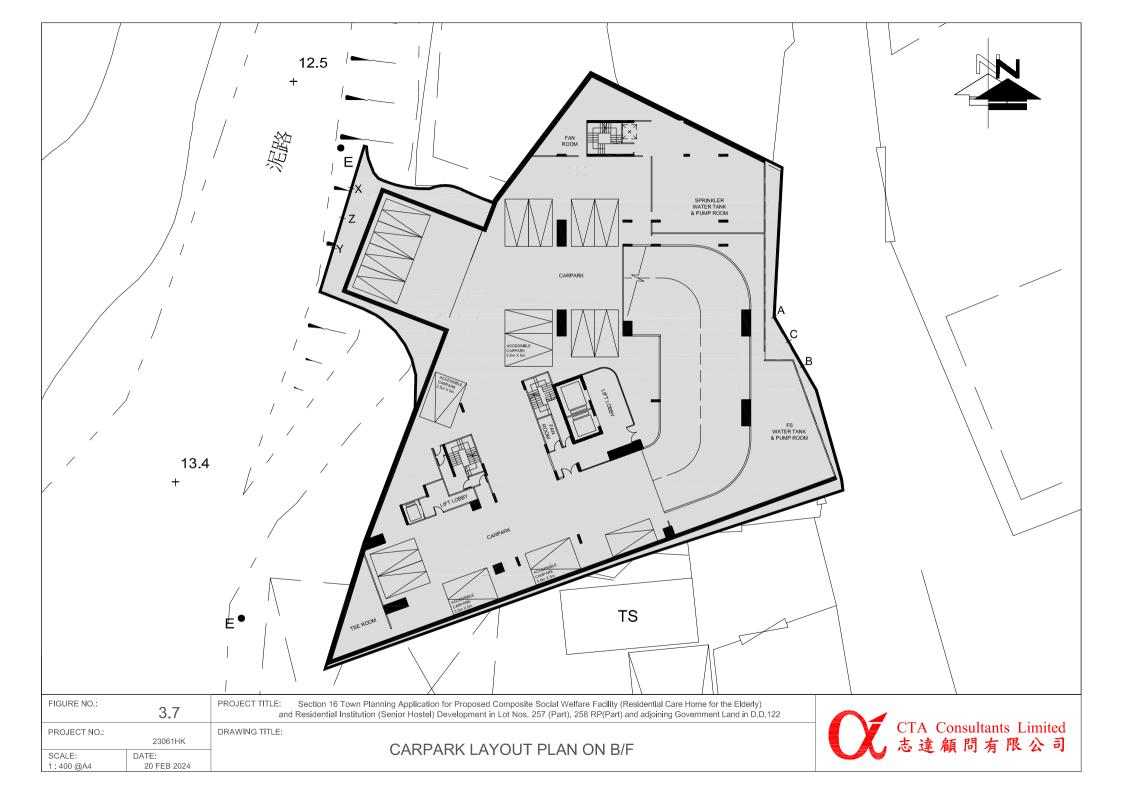


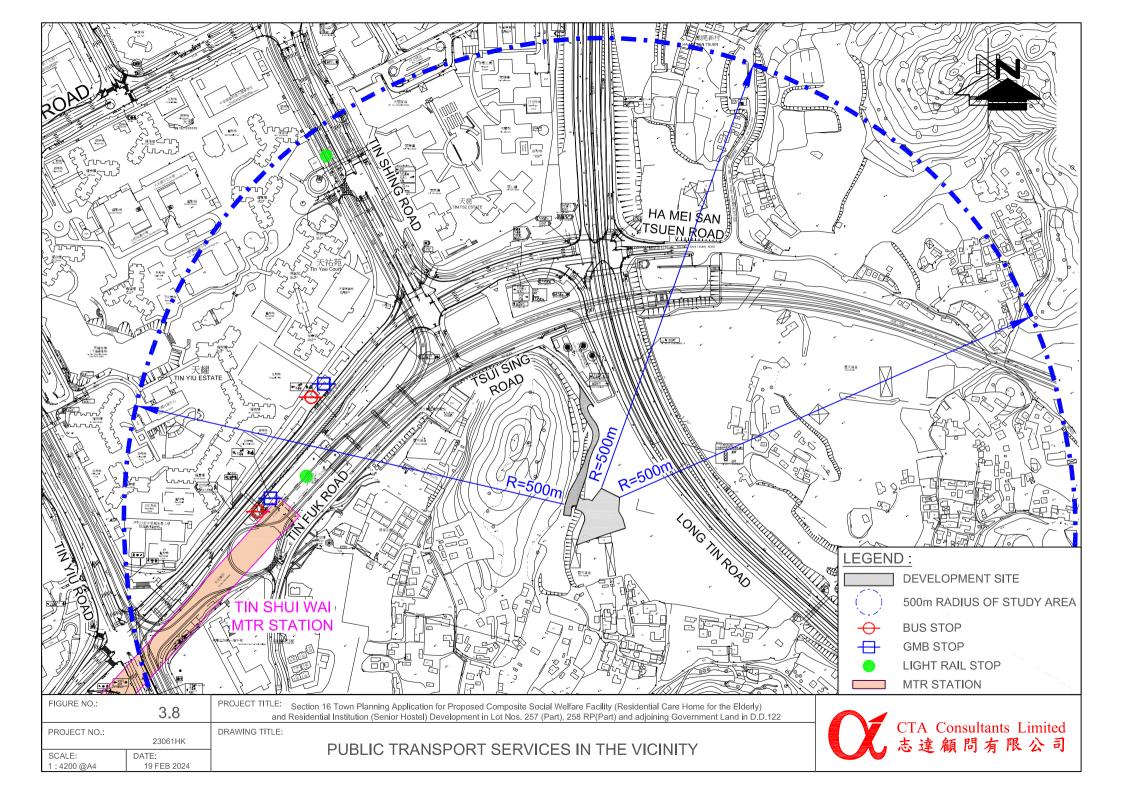


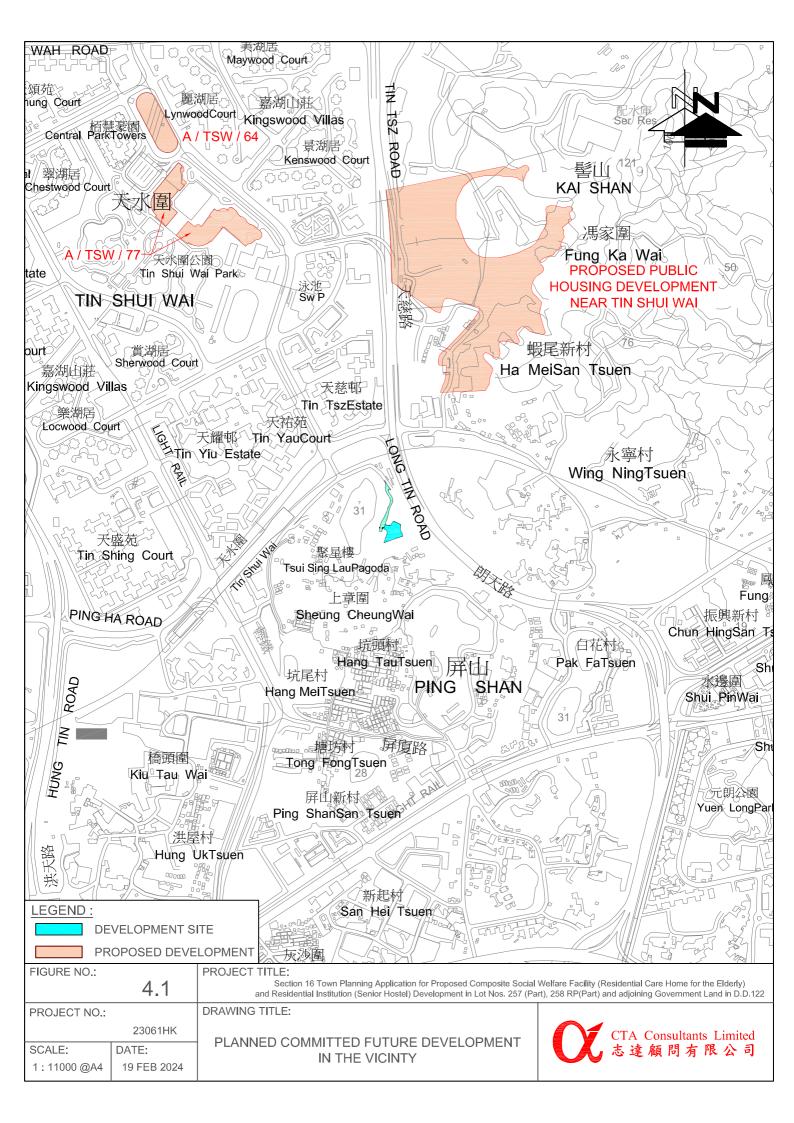


PING HAROAD	PING HA ROAD	Taurone Tauron	
	555		420(390) AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)
FIGURE NO.: PROJECT NO.:	3.5	PROJECT TITLE: Section 16 Town Planning Application for Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP(Part) and adjoining Government Land in D.D.122 DRAWING TITLE:	CTA Consultants Limited
SCALE: N.T.S. @A4	23061HK DATE: 19 FEB 2024	2023 OBSERVED TRAFFIC FLOW	CTA Consultants Limited 志達顧問有限公司



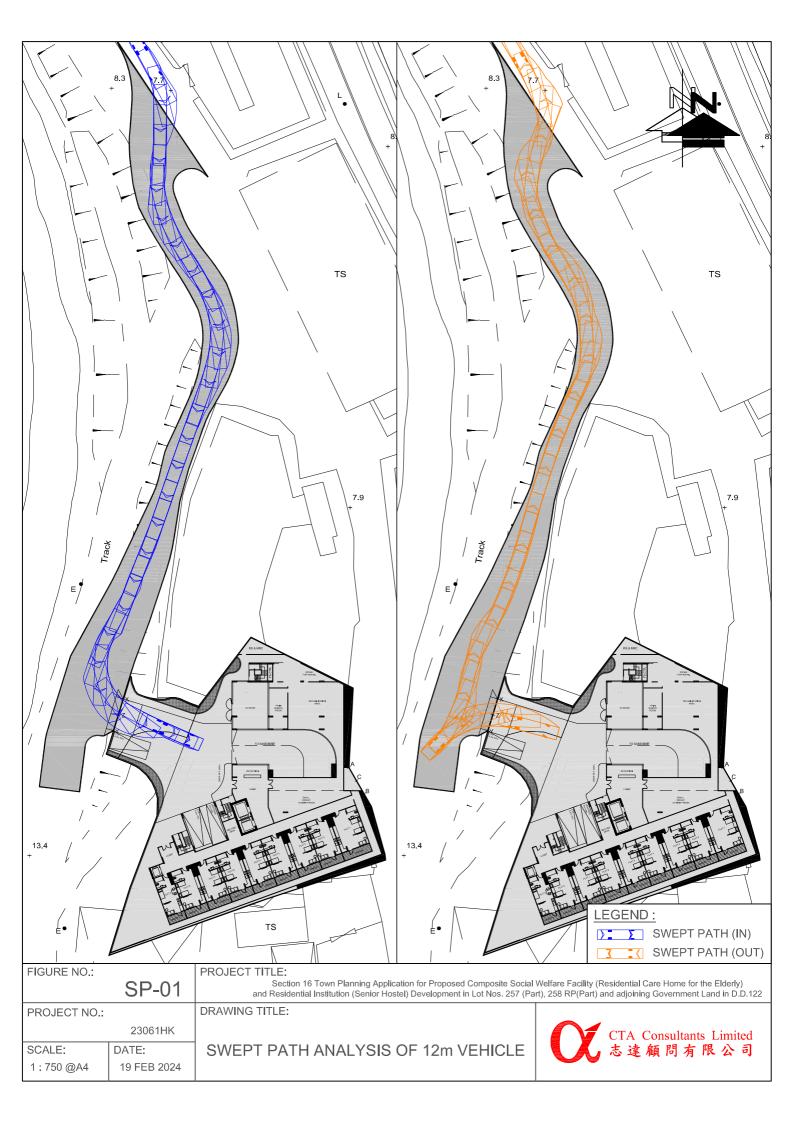


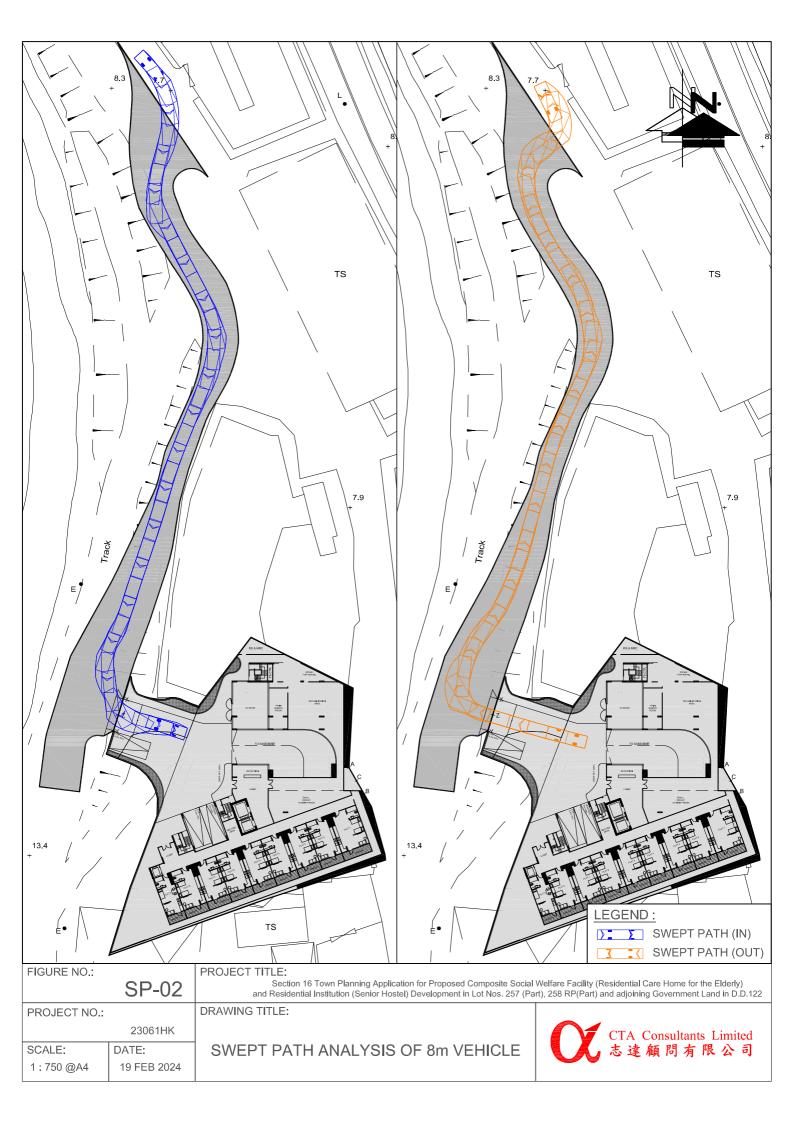




	PING-HA ROAD 00.000	TOUL SING	LEGEND : DEVELOPMENT SITE
	<u>`</u> िंग्रु	S S S S S S S S S S S S S S S S S S S	420(390) AM(PM) PEAK HOUR TRAFFIC FLOW (IN PCU / HR)
FIGURE NO.:	4.2	PROJECT TITLE: Section 16 Town Planning Application for Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP(Part) and adjoining Government Land in D.D.122	
PROJECT NO.: SCALE: N.T.S. @A4	23061HK DATE: 19 FEB 2024	DRAWING TITLE: 2032 REFERENCE TRAFFIC FLOW	CTA Consultants Limited 志達顧問有限公司

PINO HAROAD	P	Tell Sing	
			420(390) TRAFFIC FLOW (IN PCU / HR)
FIGURE NO.:	4.3	PROJECT TITLE: Section 16 Town Planning Application for Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP(Part) and adjoining Government Land in D.D.122	
PROJECT NO.: SCALE: N.T.S. @A4	23061HK DATE: 19 FEB 2024	DRAWING TITLE: 2032 DESIGN TRAFFIC FLOW	CTA Consultants Limited 志達顧問有限公司







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APPENDIX 1

JUNCTION CALCULATION SHEETS

TRAFFIC SIGNALS CAL	CULATION								Job No:	23061HK								(СТА	Consu	ltants	s Ltd.
Junction:	(A) Tin Fuk Road 2023 Observed Flo	Tin Shing	Road											-								
Description	2025 Observed Fit													-								
	R.	oution			(ii	Rad	ius (m)	1/0	Pro. Tu	rning (%)	Flow (pcu/hr)	on Flow		aturation Flow cu/hr)	Satura	Revised tion Flow zu/hr)		AM Peak			PM Peak	
Approach	Direction	Movement notati	Phase	Stage	Width (m)	Left	Right	Nearside 0/1	АМ	РМ	Saturation Flov	Total Saturation (pcu/hr)	AM	РМ	AM	РМ	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tin Fuk Road	Е	_^	с	3	3.5	20.0	0	1	100%	100%	1965	1965	1830	1830	1830	1830	115	0.063		110	0.060	
	E	\rightarrow \overrightarrow{v}	D D	3 3	3.5 3.5	0.0	0 20	0	0% 7%	0% 13%	2105 2105	4210 0	2105 2095	2105 2085	4200 0	4190 0	211 209	0.100	0.100	158 157	0.075	0.075
Tsui Sing Road	N	⇔	1	4	3.5	20.0	30	1	17%/61%	20% / 60%	1965	1965	1885	1880	1885	1880	230		0.122	150	0.080	0.080
Tin Fuk Road	w	<u>د</u>	E	1	3.5 3.5	0.0	25 25	0	100% 100%	100% 100%	2105 2105	4210 0	1985 1985	1985 1985	3970 0	3970 0	210 210	0.106		208 208	0.105	
	w	\leftarrow	E	1	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	325	0.154	0.154	387	0.184	0.184
	w	ς. Υ	E	1	3.5	20.0	0	1	39%	53%	1965	4070	1910	1890	4015	3995	295	0.154		348	0.184	
Tin Shing Road	s	L	А	1,2	3.5	20.0	0	1	100%	100%	1965	4070	1830	1830	3790	3790	232	0.127		155	0.084	
	s	Ĺ	А	1,2	3.5	20.0	0	0	100%	100%	2105	0	1960	1960	0	0	248	0.127		165	0.084	
	s	Ą	в	2	3.5	0.0	25	0	65%	64%	2105	4210	2025	2025	4010	4010	141	0.070	0.070	83	0.041	0.041
	s	►	в	2	3.5	0.0	25	0	100%	100%	2105	0	1985	1985	0	0	139	0.070		82	0.041	
Pedestrian crossing			Fp Gp Hp Ip Kp Lp		Min. Min. Min.	Crossing T Crossing T Crossing Ti Crossing T	ne = 14Gm + ime = 5Gm + ime = 5Gm + me = 8Gm + ime = 5Gm + me = 5Gm +	5FGm =10 8FGm =13 10FGm =13 7FGm =12	is is 8s													
Notes: (Nil)									Traffic Flow ((pcu / hr)	115(11 <u>0)</u> 405(295) — 15(20)	\geq	20(20) 50(30)	530(325)	420((415) 505(550) 115(185)		δy L (sec) C (sec)	Peak Check 0.446 24 120 0.720 61%	Phase	PM Ey L (sec) C (sec) y pract. R.C. (%)	Peak Check 0.380 24 120 0.720 89%	Phase
Stage / Phase Diagrams	REAL STATE	2 	ROAD		The Selling		IIN FUK ROAD				TIN FUK ROAL	1	E ZONDA									

TRAFFIC SIGNALS CAI	CULATION								Job No:	23061HK								(СТА	Consi	Iltants	s Ltd.
Junction:	(A) Tin Fuk Road 2032 Reference F	/ Tin Shing	Road											_								
Description.	2052 Reference F													-								
	я	otation			(i	Rad	lius (m)	1/0	Pro. Tur	ning (%)	v (pcu/hr)	on Flow t)		aturation Flow ocu/hr)	Satura	Revised tion Flow cu/hr)		AM Peak			PM Peak	
Approach	Direction	Movement notati	Phase	Stage	Width (m)	Left	Right	Nearside 0/1	АМ	РМ	Saturation Flow (pcu/hr)	Total Saturation (pcu/hr)	AM	РМ	AM	РМ	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tin Fuk Road	Е	_^	С	3	3.5	20.0	0	1	100%	100%	1965	1965	1830	1830	1830	1830	125	0.068		115	0.063	
	E	\rightarrow	D D	3 3	3.5 3.5	0.0	0 20	0	0% 6%	0% 10%	2105 2105	4210 0	2105 2095	2105 2090	4200 0	4195 0	258 257	0.123	0.123	208 207	0.099	0.099
Tsui Sing Road	N	\Leftrightarrow	I	4	3.5	20.0	30	1	16%/64%	17%/67%	1965	1965	1880	1880	1880	1880	275	0.146	0.146	180	0.096	0.096
-																						
Tin Fuk Road	w w	<u>^</u>	E	1	3.5	0.0	25 25	0	100% 100%	100% 100%	2105	4210	1985	1985 1985	3970 0	3970	248	0.125		228 228	0.115	
	w	∟ ←	E	1	3.5 3.5	0.0	0	0	0%	0%	2105	0	1985 2105	2105	0	0	248 388	0.125	0.184	424	0.115	0.202
	w	ς.	E	1	3.5	20.0	0	1	40%	53%	1965	4070	1910	1890	4015	3995	388	0.184	0.184	381	0.201	0.202
Tin Shing Road	s	1	А	1,2	3.5	20.0	0	1	100%	100%	1965	4070	1830	1830	3790	3790	285	0.156		208	0.113	
Thi Shing Road	s	جا ا	A	1,2	3.5	20.0	0	0	100%	100%	2105	4070	1850	1960	0	0	305	0.156		208	0.113	
	s	4 €	в	2	3.5	0.0	25	0	64%	66%	2105	4210	2025	2025	4010	4010	152	0.075	0.075	88	0.044	0.044
1	s	`↓ 	в	2	3.5	0.0	25	0	100%	100%	2105	0	1985	1985	0	0	148	0.075	0.075	87	0.044	0.011
Pedestrian crossing			Fp		Min.	Crossing Ti	me = 14Gm +	- 13FGm =2	7s													
			Gp		Min	Crossing T	ime = 5Gm +	5FGm=10	Is													
			Нр		Min.	Crossing T	ime = 5Gm +	- 8FGm =13	s													
			Ip		Min.	Crossing T	ime = 8Gm +	10FGm=1	8s													
			Kp Lp				ime = 5Gm + ime = 5Gm +															
Notes:									Traffic Flow (pcu / hr)							АМІ	Peak Check	Phase	PM	Peak Check	Phase
(Nil)										. /		245(145)	55930)	590(430)				0.528		εу	0.440	
												جـ	\checkmark	L.			L (sec)	24		L (sec)	24	
											125(115)			1	495(455)		C (sec)	120		C (sec)	120	
											500(395 <u>)</u>	\rightarrow		\leftarrow	600(605)		y pract.	0.720		y pract.	0.720	
											15(20)			√	140(200)		R.C. (%)	36%		R.C. (%)	64%	
												Ύ,	\uparrow	È								
												45(30)	55(30)	175(120)								
Stage / Phase Diagrams		_							L			(.00)	22(23)	. / / (143)			I			I		
	TIN SHINE	2	he for		TIN SHING	3			ROUDOX 2		1		ROND &									
TIN FUK ROAD		TIN FU		0		- -	TIN FUK ROAD				TIN FUK ROA	-										
I/G = 5s		I/G = 6s					/G = 11s				I/G = 6s			-								

TRAFFIC SIGNALS CAL	CULATION								Job No:	23061HK								(СТА	Consi	iltants	s Ltd.
Junction: Description:	(A) Tin Fuk Road / 2032 Design Flow	Tin Shing	Road																			
						1			1				1	-			-					
	ю	notation	9		(ii)	Rad	ius (m)	1/0 -	Pro. Tur	ning (%)	Flow (pcu/hr)	ion Flow		aturation Flow ocu/hr)	Satura	Revised tion Flow zu/hr)		AM Peak			PM Peak	
Approach	Direction	Movement notati	Phase	Stage	Width (m)	Left	Right	Nearside 0/1	AM	РМ	Saturation Flo	Total Saturation (pcu/hr)	АМ	РМ	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical y
Tin Fuk Road	Е	_^	С	3	3.5	20.0	0	1	100%	100%	1965	1965	1830	1830	1830	1830	125	0.068		115	0.063	
	E	→ ず	D D	3 3	3.5 3.5	0.0	0 20	0	0% 6%	0% 10%	2105 2105	4210 0	2105 2095	2105 2090	4200 0	4195 0	258 257	0.123	0.123	208 207	0.099	0.099
Tsui Sing Road	N	⇔	J	4	3.5	20.0	30	1	16%/63%	18% / 65%	1965	1965	1885	1880	1885	1880	315	0.167	0.167	200	0.106	0.106
Tin Fuk Road	w	€ €	E	1	3.5 3.5	0.0	25 25	0	100% 100%	100% 100%	2105 2105	4210 0	1985 1985	1985 1985	3970 0	3970 0	248 248	0.125		228 228	0.115	
	w	\leftarrow	E	1	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	394	0.125	0.187	430	0.204	0.204
	w	÷	E	1	3.5	20.0	0	1	42%	54%	1965	4070	1905	1890	4010	3995	356	0.187	0.107	385	0.204	0.204
Tin Shing Road	S	I	А	1,2	3.5	20.0	0	1	100%	100%	1965	4070	1830	1830	3790	3790	285	0.156		208	0.113	
The Shing Road	s	.	A	1,2	3.5	20.0	0	0	100%	100%	2105	0	1960	1960	0	0	305	0.156		200	0.113	
	s	÷	в	2	3.5	0.0	25	0	61%	66%	2105	4210	2030	2025	4015	4010	154	0.076	0.076	88	0.044	0.044
	S	Ļ	в	2	3.5	0.0	25	0	100%	100%	2105	0	1985	1985	0	0	151	0.076		87	0.044	
Pedestrian crossing			Fp Gp Hp Ip Kp Lp		Min. Min. Min.	Crossing T Crossing T Crossing T Crossing T	me = 14Gm + ime = 5Gm + ime = 5Gm + ime = 8Gm + ime = 5Gm + ime = 5Gm +	5FGm =10 8FGm =13 10FGm =11 7FGm =12	is is 8s													
Notes: (Nil)									Traffic Flow (pcu / hr)		245(145)	55930)	590(430)				Peak Check 0.553	Phase		Peak Check 0.453	Phase
												۷	\downarrow	L			cy	24		Ey L (sec)	24	
											125(115)	\wedge			495(455)		C (sec)	120		C (sec)	120	
											500(395)	\rightarrow		\leftarrow	600(605)		y pract.	0.720		y pract.	0.720	
											15(20)		\uparrow		140(200)		R.C. (%)	30%		R.C. (%)	59%	
												45(30)	55(30)	175(120)								
Stage / Phase Diagrams	TIN SNING	2	-		TIN SHING	3			TIN SNING	• 0		1-	TIN SHING									
TIN FUK ROAD		TIN FU	١	0			TIN FUK ROAD	101	(TIN FUK ROA	• //:	2									
/G = 5s		I/G = 6s					/G = 11s				I/G = 6s											

RAFFIC SIGNALS CAI									Job No:	23061HK								(CTA	Consu	iltants	s Ltd
	(B) Ping Ha Road/ 2023 Observed Flo		Road											-								
		notation				Ra	lius (m)	V	Pro. Tu	ming (%)	(pcu/hr)	n Flow	Revised Sa (p	aturation Flow cu/hr)	Satura	Revised tion Flow :u/hr)		AM Peak			PM Peak	
Approach	Direction	Movement no	Phase	Stage	Width (m)	Left	Right	Nearside 0/1	АМ	РМ	Saturation Flow	Total Saturation I (pcu/hr)	АМ	РМ	AM	PM	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical
Tsui Sing Road	w	₽	D	4	3.5	10.0	12	1	32% / 68%	36% / 64%	1461	1461	1290	1290	1290	1290	220	0.171	0.171	140	0.109	0.109
Tsui Sing Road	Е	_^	н	2,3,5	7.0	20.0	0	1	100%	100%	2315	2315	2155	2155	2155	2155	95	0.044		95	0.044	
	Е		G	5	9.5	0.0	15	0	100%	100%	2705	2705	2460	2460	2460	2460	5	0.002		5	0.002	
Ping Ha Road	Ν	┢	Е	3	3.5	0.0	15	0	100%	100%	2105	2105	1915	1915	1915	1915	20	0.010		40	0.021	
	Ν	\uparrow	F	1	3.5	20.0	0	1	3%	3%	1965	4070	1960	1960	4065	4065	174	0.089	0.089	154	0.079	0.07
	Ν	€	F	1	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	186	0.089		166	0.079	
Ping Ha Road	S	Ļ	А	2,3	4.1	0.0	12.5	0	100%	100%	2165	2165	1935	1935	1935	1935	115	0.059	0.059	120	0.062	0.06
	S	¥	В	1,2	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	87	0.044		111	0.057	
	S	\downarrow	В	1,2	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	93	0.044		119	0.057	
	S	ل ہ	D	4	4.0	15.0	0	1	100%	100%	2015	2015	1830	1830	1830	1830	100	0.055		85	0.046	
Pedestrian crossing			Np		Mir	n. Crossing	Time = 5Gm -	+ 8FGm =13	5													
			Jp		Mir	n. Crossing	Time = 5Gm -	+ 6FGm = 11:	s													
			Lp		Min	. Crossing	Γime = 5Gm +	- 10FGm =15	s													
			Ср Мр Кр		Mir	n. Crossing	Time = 7Gm - Time = 5Gm - Time = 5Gm -	+ 7FGm =12	5													
iotes: Nilj									Traffic Flow (pcu / hr)	95(9 <u>5)</u> 5(5)		180(230) ↓)15(120)	150(90) 70(50)		бу L (sec) C (sec)	Peak Check 0.319 21 100 0.711 123%		PM εy L (sec) C (sec) y pract. R.C. (%)	Peak Check 0.249 21 100 0.711 185%	Phase
		2 35 80		10 U A	LORDH	1 75111 5110 1 1						5(5)	355(315)		The main and the							

Junction																						s Ltd
	(B) Ping Ha Road 2023 Reference F		Road											-								
Description	2023 Reference F	ow												-								
	g	otation			(î	Ra	dius (m)	1/0	Pro. Tu	ming (%)	v (pcu/hr)	on Flow		aturation Flow xcu/hr)	Satura	Revised tion Flow zu/hr)		AM Peak			PM Peak	
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Left	Right	Nearside 0/I	AM	РМ	Saturation Flow (pcw/hr)	Total Saturation (pcu/hr)	AM	РМ	AM	РМ	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical
Tsui Sing Road	w	È	D	4	3.5	10.0	12	1	32% / 68%	37% / 63%	1461	1461	1290	1290	1290	1290	235	0.182	0.182	150	0.116	0.116
Tsui Sing Road	Е	^	Н	2,3,5	7.0	20.0	0	1	100%	100%	2315	2315	2155	2155	2155	2155	100	0.046		100	0.046	
	Е	Ţ	G	5	9.5	0.0	15	0	100%	100%	2705	2705	2460	2460	2460	2460	5	0.002		5	0.002	
Ping Ha Road	Ν	ſ	Е	3	3.5	0.0	15	0	100%	100%	2105	2105	1915	1915	1915	1915	20	0.010		45	0.023	
	Ν	\uparrow	F	1	3.5	20.0	0	1	3%	3%	1965	4070	1960	1960	4065	4065	186	0.095	0.095	164	0.084	0.084
	Ν	Ą	F	1	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	199	0.095		176	0.084	
Ping Ha Road	s	Ļ	А	2,3	4.1	0.0	12.5	0	100%	100%	2165	2165	1935	1935	1935	1935	125	0.065	0.065	150	0.078	0.078
	S	\downarrow	в	1,2	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	92	0.047		118	0.060	
	s	\downarrow	в	1,2	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	98	0.047		127	0.060	
	s	ے	D	4	4.0	15.0	0	1	100%	100%	2015	2015	1830	1830	1830	1830	105	0.057		90	0.049	
Pedestrian crossing			Np		Min	1. Crossing	Time = 5Gm +	8FGm =13														
			Jp		Min	1. Crossing	Time = 5Gm +	- 6FGm =11:	5													
			Lp		Min	Crossing	Time = 5Gm +	10FGm =15	s													
			Ср		Min	1. Crossing	Time = 7Gm +	8FGm =15	ŝ													
			Мр Кр				Time = 5Gm + Time = 5Gm +															
tes:									Traffic Flow (pcu / hr)							AM	Peak Check	c Phase	PM	Peak Check	Phase
1)												105(90)	190(245)	125(150)			εу	0.342		εу	0.277	
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											100(100)	<u> </u>		Ľ	160(95)		1 ° '	100		C (sec)	100	
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											5(5)	4 /	\uparrow	_≻ _>	75(55)		R.C. (%)	108%		R.C. (%)	156%	
												5(5)	380(335)	20(40)								
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	CULATION								Job No:	23061HK										Consu	iltants	<u>Lta</u>
	(B) Ping Ha Road/ 2023 Design Flow	Tsui Sing H	Road											-								
Description	2025 Design Flow													-								
	ц	otation			(ii	Ra	dius (m)	1/0	Pro. Tu	ming (%)	v (pcu/hr)	on Flow		aturation Flow xcu/hr)	Satura	Revised tion Flow zu/hr)		AM Peak			PM Peak	
Approach	Direction	Movement notation	Phase	Stage	Width (m)	Left	Right	Nearside 0/1	AM	РМ	Saturation Flow (pcu/hr)	Total Saturation (pcu/hr)	AM	РМ	AM	РМ	Flow (pcu/hr)	y Value	Critical y	Flow (pcu/hr)	y Value	Critical
Tsui Sing Road	w	È	D	4	3.5	10.0	12	1	32% / 68%	37% / 63%	1461	1461	1290	1290	1290	1290	235	0.182	0.182	150	0.116	0.116
Tsui Sing Road	Е	_^	н	2,3,5	7.0	20.0	0	1	100%	100%	2315	2315	2155	2155	2155	2155	100	0.046		100	0.046	
	E		G	5	9.5	0.0	15	0	100%	100%	2705	2705	2460	2460	2460	2460	5	0.002		5	0.002	
	-	•	ŭ	5	7.5	0.0	15	Ŭ	10070	10070	2705	2705	2400	2400	2100	2400	5	0.002		5	0.002	
Ping Ha Road	Ν	虏	Е	3	3.5	0.0	15	0	100%	100%	2105	2105	1915	1915	1915	1915	20	0.010		45	0.023	
	N	\uparrow	F	1	3.5	20.0	0	1	3%	3%	1965	4070	1960	1960	4065	4065	186	0.095	0.095	164	0.084	0.084
	N	Ą	F	1	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	199	0.095		176	0.084	
	.,	۲	·		515	0.0	0	Ŭ	0,0	0,0	2105	0	2105	2105	0	0	.,,,	0.075		170	0.001	
Ping Ha Road	s	Ļ	А	2,3	4.1	0.0	12.5	0	100%	100%	2165	2165	1935	1935	1935	1935	135	0.070	0.070	160	0.083	0.083
	s	\downarrow	в	1,2	3.5	0.0	0	1	0%	0%	1965	4070	1965	1965	4070	4070	92	0.047		118	0.060	
	s	Ť	в	1,2	3.5	0.0	0	0	0%	0%	2105	0	2105	2105	0	0	98	0.047		127	0.060	
	s	Ĵ	D	4	4.0	15.0	0	1	100%	100%	2015	2015	1830	1830	1830	1830	105	0.057		90	0.049	
			Np Jp Lp Cp Mp Kp		Min Mir Mir	. Crossing n. Crossing n. Crossing	Time = 5Gm + Time = 5Gm + Time = 7Gm + Time = 5Gm + Time = 5Gm +	10FGm =15 + 8FGm =15 + 7FGm =12	s s													
otes:									Traffic Flow (ncu / hr)							AM	Peak Check	Phase	PM	Peak Check	Phase
iil)										. ,		105(90)	190(245)	135(160)			εy	0.347		εv	0.283	
												2	\checkmark	4				21		L (sec)	21	
											100(100)	\uparrow	•	1	160(95)		C (sec)	100		C (sec)	100	
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											5(5)		\uparrow		75(55)		R.C. (%)	105%		R.C. (%)	152%	
tage / Phase Diagrams												5(5)	380(335)	20(40)								
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Junctions 8

PICADY 8 - Priority Intersection Module

Version: 8.0.5.523 [19102,19/06/2015]

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Filename: JunC.arc8

Path: \\CTA_NAS01\Project\CTA Consultants Limited\CTA - Project\23061HK (mwy) - RCHE and Senior Hostel in GIC in Ping Shan Tin Shui Wai Yuen Long\Cal\2023.09.19 Report generation date: 19/9/2023 16:24:37

- « (Default Analysis Set) 2032 Des Flow, PM
- **» Junction Network**
- » Arms
- **» Traffic Flows**
- » Entry Flows
- **» Turning Proportions**
- » Vehicle Mix
- » Results



Summary of junction performance

		AM				PM		Í
	Queue (PCU)	Delay (s)	RFC	LOS	Queue (PCU)	Delay (s)	RFC	LOS
		A1	- 20	23 Ok	served Flow			
Stream B-C	0.09	5.71	0.08	A	0.13	6.04	0.11	А
Stream B-A	0.33	8.99	0.25	А	0.47	9.75	0.32	А
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.13	7.50	0.11	А	0.06	7.00	0.06	А
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-
			A1 -	2032	des Flow			
Stream B-C	0.15	6.11	0.13	Α				
Stream B-A	0.38	9.68	0.28	А				
Stream C-A	-	-	-	-				
Stream C-B	0.24	8.32	0.19	А				
Stream A-B	-	-	-	-				
Stream A-C	-	-	-	-				
			A1 -	2032	Des Flow			
Stream B-C					0.20	6.47	0.17	Α
Stream B-A					0.53	10.32	0.35	В
Stream C-A					-	-	-	-
Stream C-B					0.11	7.35	0.10	Α
Stream A-B					-	-	-	-
Stream A-C					-	-	-	-
	-	:	A1 -	2032	Ref Flow			
Stream B-C	0.10	5.81	0.09	Α	0.15	6.20	0.13	Α
Stream B-A	0.36	9.22	0.27	Α	0.52	10.06	0.34	В
Stream C-A	-	-	-	-	-	-	-	-
Stream C-B	0.11	7.45	0.10	А	0.06	7.02	0.06	А
Stream A-B	-	-	-	-	-	-	-	-
Stream A-C	-	-	-	-	-	-	-	-

Values shown are the maximum values over all time segments. Delay is the maximum value of average delay per arriving vehicle.

- "D1 2023 Observed Flow, AM" model duration: 8:00 9:30 "D2 2023 Observed Flow, PM" model duration: 8:00 9:30
- "D3 2032 Ref Flow, AM" model duration: 8:00 9:30
- "D4 2032 Ref Flow, PM" model duration: 8:00 9:30
- "D5 2032 des Flow, AM" model duration: 8:00 9:30
- "D6 2032 Des Flow, PM " model duration: 8:00 9:30

Run using Junctions 8.0.5.523 at 19/9/2023 16:24:36



File summary

Title	23061HK
Location	
Site Number	
Date	19/9/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	user
Description	

Analysis Options

Vehicle Length	Do Queue	Calculate Residual	Residual Capacity Criteria	RFC	Average Delay Threshold	Queue Threshold
(m)	Variations	Capacity	Type	Threshold	(s)	(PCU)
5.75			N/A	0.85	36.00	20.00

Units

Distance	Units	Speed Units	Traffic Units Input	Traffic Units Results	Flow Units	Average Delay Units	Total Delay Units	Rate Of Delay Units
m		kph	PCU	PCU	perHour	s	-Min	perMin

(Default Analysis Set) - 2032 Des Flow, PM

Data Errors and Warnings

No errors or warnings

Analysis Set Details

Name	Roundabout Capacity Model	Description	Locked	Network Flow Scaling Factor (%)	Reason For Scaling Factors
(Default Analysis Set)	N/A			100.000	

Demand Set Details

Name	Scenario Name	Time Period Name	Description	Traffic Profile Type	Model Start Time (HH:mm)	Model Finish Time (HH:mm)	Model Time Period Length (min)	Time Segment Length (min)	Single Time Segment Only	Locked
2032 Des Flow, PM	2032 Des Flow	PM		ONE HOUR	08:00	09:30	90	15		

Junction Network

Junctions

Junction	Name	Junction Type	Major Road Direction	Arm Order	Junction Delay (s)	Junction LOS
1	(untitled)	T-Junction	Two-way	A,B,C	8.65	А

Junction Network Options

Driving Side	Lighting
Left	Normal/unknown



Arms

Arms

Arm	Arm	Name	Description	Arm Type	
Α	А	(untitled)		Major	
В	В	(untitled)		Minor	
С	С	(untitled)		Major	

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Width of kerbed central reserve (m)	Has right turn bay	Width For Right Turn (m)	Visibility For Right Turn (m)	Blocks?	Blocking Queue (PCU)
С	8.00		0.00		2.20	0.00		

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor Arm Type	Lane Width (m)	Lane Width (Left) (m)	Lane Width (Right) (m)	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate Flare Length	Flare Length (PCU)	Visibility To Left (m)	Visibility To Right (m)
в	Two lanes		5.00	5.00								0	0

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Junction	Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
1	B-A	573.534	0.095	0.241	0.152	0.344
1	B-C	748.870	0.105	0.265	-	-
1	C-B	573.963	0.203	0.203	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Flows

Demand Set Data Options

Default Vehicle Mix	Vehicle Mix Varies Over Time			Vehicle Mix Source	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts	Turning Proportions Vary Over Time	Turning Proportions Vary Over Turn	Turning Proportions Vary Over Entry
		~	~	HV Percentages	2.00				~	✓

Entry Flows

General Flows Data

Arm	Profile Type	Use Turning Counts	Average Demand Flow (PCU/hr)	Flow Scaling Factor (%)
Α	ONE HOUR	~	130.00	100.000
В	ONE HOUR	~	270.00	100.000
С	ONE HOUR	~	65.00	100.000



Turning Proportions

Turning Counts / Proportions (PCU/hr) - Junction 1 (for whole period)

		То								
		Α	В	С						
From	Α	0.000	115.000	15.000						
FIOIN	в	170.000	0.000	100.000						
	С	15.000	50.000	0.000						

Turning Proportions (PCU) - Junction 1 (for whole period)

	То				
		Α	В	С	
From	Α	0.00	0.88	0.12	
FIOI	В	0.63	0.00	0.37	
	С	0.23	0.77	0.00	

Vehicle Mix

Average PCU Per Vehicle - Junction 1 (for whole period)

	То				
		Α	В	С	
F	Α	1.000	1.000	1.000	
From	в	1.000	1.000	1.000	
	С	1.000	1.000	1.000	

Heavy Vehicle Percentages - Junction 1 (for whole period)

		То				
		Α	В	С		
Erom	Α	0.0	0.0	0.0		
From	в	0.0	0.0	0.0		
	С	0.0	0.0	0.0		

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.17	6.47	0.20	А
B-A	0.35	10.32	0.53	В
C-A	-	-	-	-
C-B	0.10	7.35	0.11	А
A-B	-	-	-	-
A-C	-	-	-	-



Main Results for each time segment

Main results: (08:00-08:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	75.29	74.80	0.00	693.78	0.109	0.12	5.816	Α
B-A	127.98	126.78	0.00	547.88	0.234	0.30	8.526	А
C-A	11.29	11.29	0.00	-	-	-	-	-
С-В	37.64	37.35	0.00	554.09	0.068	0.07	6.964	Α
A-B	86.58	86.58	0.00	-	-	-	-	-
A-C	11.29	11.29	0.00	-	-	-	-	-

Main results: (08:15-08:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	89.90	89.78	0.00	682.36	0.132	0.15	6.073	Α
B-A	152.83	152.48	0.00	542.80	0.282	0.39	9.214	Α
C-A	13.48	13.48	0.00	-	-	-	-	-
С-В	44.95	44.89	0.00	550.24	0.082	0.09	7.123	Α
A-B	103.38	103.38	0.00	-	-	-	-	-
A-C	13.48	13.48	0.00	-	-	-	-	-

Main results: (08:30-08:45)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.10	109.92	0.00	666.85	0.165	0.20	6.462	А
B-A	187.17	186.61	0.00	535.89	0.349	0.53	10.290	В
C-A	16.52	16.52	0.00	-	-	-	-	-
С-В	55.05	54.96	0.00	544.90	0.101	0.11	7.348	Α
A-B	126.62	126.62	0.00	-	-	-	-	-
A-C	16.52	16.52	0.00	-	-	-	-	-

Main results: (08:45-09:00)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	110.10	110.10	0.00	666.65	0.165	0.20	6.467	А
B-A	187.17	187.16	0.00	535.86	0.349	0.53	10.321	В
C-A	16.52	16.52	0.00	-	-	-	-	-
С-В	55.05	55.05	0.00	544.90	0.101	0.11	7.348	А
A-B	126.62	126.62	0.00	-	-	-	-	-
A-C	16.52	16.52	0.00	-	-	-	-	-

Main results: (09:00-09:15)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	89.90	90.07	0.00	682.04	0.132	0.15	6.082	А
B-A	152.83	153.37	0.00	542.75	0.282	0.40	9.258	А
C-A	13.48	13.48	0.00	-	-	-	-	-
С-В	44.95	45.04	0.00	550.24	0.082	0.09	7.126	А
A-B	103.38	103.38	0.00	-	-	-	-	-
A-C	13.48	13.48	0.00	-	-	-	-	-



Main results: (09:15-09:30)

Stream	Total Demand (PCU/hr)	Entry Flow (PCU/hr)	Pedestrian Demand (Ped/hr)	Capacity (PCU/hr)	RFC	End Queue (PCU)	Delay (s)	LOS
B-C	75.29	75.41	0.00	693.23	0.109	0.12	5.827	Α
B-A	127.98	128.34	0.00	547.76	0.234	0.31	8.592	Α
C-A	11.29	11.29	0.00	-	-	-	-	-
С-В	37.64	37.71	0.00	554.09	0.068	0.07	6.974	А
А-В	86.58	86.58	0.00	-	-	-	-	-
A-C	11.29	11.29	0.00	-	-	-	-	-

Appendix 5

Tree Preservation and Removal Proposal & Landscape Proposal The Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP (Part) and Adjoining Government Land in D.D. 122, Ping Shan, Yuen Long

TREE PRESERVATION AND REMOVAL PROPOSAL & LANDSCAPE PROPOSAL (RESUBMISSION)

APRIL 2024

Landscape Consultant Registered Landscape Architect H Plus Limited Ms. Hung Yee Man (R095) The Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP (Part) and Adjoining Government Land in D.D. 122, Ping Shan, Yuen Long

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1.0 Introduction

2.0 Survey Methods and Assessment Criteria

3.0 General Description of Existing Trees

4.0 Tree Treatment Proposal (TPRP)

- 4.1 Tree Felling Proposal
- 4.2 Tree Compensatory Proposal
- 4.3 Summary of Tree Felling and Compensatory Proposal

5.0 Landscape Objectives

6.0 Landscape Proposal

- 6.1 Development Schedule
- 6.2 Proposed Development
- 6.3 General Landscape Area
- 6.4 EVA/ Access Roads

7.0 Hard Landscape (Paving Materials / Finishes)

- 7.1 Hard Landscape Materials
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- 7.3 Design Codes, Technical Standards & Safety Provision

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- 8.3 Greening
- 8.4 Soil Depth and Drainage Provision for the Planted Area
- 8.5 Irrigation and Proposed Source of Water Supply
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APPENDIX

Appendix A Master Layout Plan Appendix B Tree Assessment Schedule Appendix C Photographic Record of Existing Trees Appendix D **Tree Survey Plan** Appendix E Compensatory Tree Planting Plan Appendix F Landscape Master Plan Appendix G Landscape Section Appendix H Open Space Demarcation Plan Appendix J Greenery Demarcation Plan

1.0 INTRODUCTION

- 1.1 This Tree Preservation and Removal Proposal and Landscape Proposal, based on the latest Master Layout Plan (**Appendix A**), is submitted in support of the Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP (Part) and Adjoining Government Land in D.D. 122, Ping Shan, Yuen Long.
- 1.2 The Development Site is currently an open storage / rural industrial area. The site is located southeast of Long Tin Road, extending north; clusters of temporary structures with open parking to its south; a lush earth mount located to its immediate west while public infrastructure Tin Shui Wai Light Rail Substation, Tat Tak Communal Hall and low-density residential developments including Ping Wu Garden and Ping Wu Villas to its far west beyond the earth mount and Tin Shui Wai West Rail Substation to its north.
- 1.3 Currently, there is no standard and direct road access connecting to the site. It is currently accessible via a local village track through the adjacent private land; therefore, a new driveway is proposed to connect the development site with the existing Tsui Sing Road.
- 1.4 The application site area is approx.1,965m² (private land) and approx. 1,365m² is the government land (including approx. 125m² to be occupied for development and 1,240m² to form for the new access). The government land is designed to form a new access road connecting to Tsui Sing Road. The Assessment Area for this application includes the development site and the new proposed driveway with a total area of approx. 3,330m².
- 1.5 For the location of the development site and the assessment area, please refer to **Figure 1**.



Figure 1 Development Site & Assessment Area Location Plan

2.0 SURVEY METHODS AND ASSESSMENT CRITERIA

- 2.1 All living trees of 300mm girth (= 95mm diameter) or over (measured at 1.3m above ground level), within the Lot were studied. Each tree was identified to species level, and its girth, height and spread measured. The condition of each tree was then evaluated according to the following criteria (Webb 1991):
 - Trees of good form, moderate to large size (for their species type) and in good health are classified as <u>Good</u>.
 - Trees of reasonable form, with few or no visible defects or health problems are classified as *Fair*.
 - Tees which are of poor form, badly damaged or clearly suffering from decay, die back, or the effects of very heavy vine growth are classified as <u>Poor</u>.

A general description of the trees on the Site follows in **Section 3**. Webb, R(ed.) 1991 Tree Planting & Maintenance in Hong Kong, Government Printer

3.0 GENERAL DESCRIPTION OF EXISTING TREES

A tree survey was conducted in October 2022. **24** nos. of existing trees are identified, all of which are located outside the lot at the new proposed driveway Assessment Area. The dominant species is *Macaranga tanarius* (血桐), accounting for 13 nos. The next dominant species is *Dimocarpus longan* (龍眼), with 5 nos. are surveyed. More than half of all surveyed trees are in poor form and structure, and the majority of them are in poor health condition.

There is <u>**no**</u> endangered tree species identified in the tree survey under the listing in 'Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586)'. Additionally, there are <u>**no**</u> "Champion" trees or "Old and Valuable" trees (OVT) observed within the Surveyed Area or its periphery during the undertaking of this survey.

Please refer to the supporting information as follows:

- A schedule of all the trees surveyed, together with their size and condition assessment is presented in Tree Assessment Schedule in **Appendix B**.
- Photographic record of existing trees is shown in Appendix C.
- The Location of existing trees overlaid onto the Master Layout Plan showing those affected by the proposed development and proposed for tree felling are shown on the Tree Survey Plan in **Appendix D**.
- Compensatory Tree Planting Plan showing the locations of compensatory trees overlaid onto the Master Layout Plan in **Appendix E.**

4.0 TREE TREATMENT PROPOSAL (TPRP)

4.1 Trees Felling Proposal (24 nos.)

Upon reviewing the conditions of all the affected trees within and around the Site, felling is considered only as a last resort after retention in-situ, and transplanting has been precluded as no other alternate means can be found as viable to save them.

A total of **24** nos. of existing trees were identified, and all of them are proposed to be felled based on the following principles:

- Trees in *direct conflict with the proposed new vehicular access towards the proposed development* Currently, there is no public access directly connected to the site therefore, a new vehicular access is necessary, and trees along the new proposed vehicular access are unavoidably to be felled.
- Trees on slopes With reference to the Guidelines on Tree Transplanting by DEVB GLTMS that
 trees growing on slopes or areas where the formation of a rootball of reasonable size is not practicable
 are considered not transplantable. The majority of the proposed fell trees are located on a slope, and
 their rootballs are technically not transplantable. It is impossible to find a similar condition onsite within
 the proposed development layout to replicate the existing root zone conditions. It will also pose
 potential safety problem to the users and surrounding properties if structurally unsound leaning trees
 are to be transplanted on the slope.
- Trees of *unrecoverable health problem and are in poor condition* The trees possess <u>Poor</u> Form and share common defects such as leaning and imbalanced form. These symptoms cause their structural integrity / stability of these trees and present a potential hazard in the long term.
- Low survival rate after transplanting All trees proposed to be felled are exceptionally low in survival rate after transplanting due to their age, species and intrinsic physiological limitation such as

deep root system, inability to easily regenerate new feeder roots and lower resistance to adapt easily to transplanting shock.

Trees of *low amenity value and very common species* – The trees proposed to be felled are of very common species with low amenity value.

The justifications are summarized in the **Table 2** below (to read in conjunction with the Tree Assessment Schedule in **Appendix B**, Photographic Record of Existing Trees in **Appendix C** and Tree Survey Plan in **Appendix D**).

	Proposed Tree Felling Schedule
Tree No.	Justifications for proposed felling of existing trees
Please refer to Tree Assessment Schedule in Appendix B for Tree	A total of 24 nos. of trees are recommended for <u><i>Fell</i></u> in-situ for the following justifications:
Nos.	 All 24 nos. of the trees are in <i>direct conflict with the proposed new</i> vehicular access towards the proposed development are unavoidably to be felled.
	Majority of the proposed fell trees are located on slope and their rootballs are technically not transplantable.
	 Due to changes in level between the existing and the proposed layout. They are with: (i) Unrecoverable health problem and are in poor condition; (ii) Poor form with severe leaning trunk or imbalanced tree form; (iii) Low amenity value and common species; (iv) Low survival rate after transplanting.

Table 2: Proposed Tree Felling Schedule

In summary, please find the following **Table 3** showing the Tree Felling Proposal: **Table 3: Summary of Tree Felling Proposal**

Description	Current Scheme
Total Nos. of Trees Surveyed	24
Nos. of Trees Proposed to be Felled	24
Aggregated DBH Loss	4.65m

4.3 TREE COMPENSATORY PROPOSAL

Major objectives of this current Tree Compensatory Proposal are listed below:

- To enhance greenery within the Site through planting compensatory trees;
- To compensate for the loss of greenery by felling of existing trees;
- To increase the species diversity to enhance greenery within the Site.

To compensate for the loss of greenery, **24 nos**. of compensatory trees are proposed for compensation (Aggregated DBH Compensated is **4.65**m). The compensation ratio is 1:1 in terms of quantity and 1:0.40 in terms of quality. Please refer to **Table 4** and read in conjunction with **Appendix E** - Compensatory Tree Planting Plan.

Table 4: Proposed Compensatory	Tree Planting Schedule
--------------------------------	------------------------

Qty	Botanical Name	Chinese Name	Height (m)	Spread (m)	DBH (m)	Total DBH (m)
Comper	nsatory Trees			• • •		•
7	* Cinnamomum burmannii	陰香	4.5	2.5	0.10	0.7
5	* Sterculia lanceolata	假蘋婆	4.5	2.5	0.09	0.45
Comper	nsatory Trees in Hedge Forn	1				•
12	Ficus microcarpa var. crassifolia	圓葉榕	1.8	0.80	0.06	0.72
24		•				1.87

Remarks: * Native Tree Species – 2 of the proposed species are native species.

Considerations that govern the provision of planting area are explained as follows:

- Adequate space is allowed between trees to ensure penetration of sunlight for their viable growth.
- All compensatory trees will be planted at-grade or on planter with not less than 1.2m soil depth excluding drainage layer (refer to **Appendix F**).

4.4 SUMMARTY OF TREE FELLING AND COMPENSATORY PROPOSAL

A summary of Tree Felling and Compensatory Proposal in the Current Scheme is shown in Table 5:

Table 5: Tree Felling and Compensation Proposal

Description	Current Scheme
Total Nos. of Trees Surveyed	24
Nos. of Trees Proposed to be Retained	0
Nos. of Trees Proposed to be Felled	24
Aggregated DBH Loss	4.65m
Nos. of Compensatory Trees	24
Aggregated DBH Compensated	1.87m
Compensation Ratio - In terms of Quantity - In terms of Quality	1 : 1 1 : 0.40

5.0 LANDSCAPE OBJECTIVES

- 5.1 The Primary landscape objectives are:
 - 5.1.1 To integrate the proposed development from a landscape and visual perspective with the existing and planned landscape context;
 - 5.1.2 To use landscape measures to soften the form of the proposed architectural scheme;
 - 5.1.3 To provide visual integration, screening and softening effects of the built-form;
 - 5.1.4 To provide a high quality living environment and adequate open space for future residents and visitors;
 - 5.1.5 To create a high degree of visual interest and continuity through effective design;

- 5.1.6 To utilize a variety of tree species to alleviate visual impact to the surroundings, delineate the landscape character of the area and emphasize the individuality afforded by the environmental qualities of the Site;
- 5.1.7 To provide compensation for the proposed felling of trees required to accommodate the new development;
- 5.1.8 To maximize opportunities for the planting of new trees, shrubs and other vegetation mix.

6.0 LANDSCAPE PROPOSAL

This section provides a broad description of the design, function and amenity provisions for the landscape components. Refer to **Appendix F** and **G** for details.

6.1 **Development Schedule**

The proposed development components of the LP are categorized and listed in the Development Schedule. Refer to **Table 6** below:

able 6 Development Parameters						
Items	Proposed Scheme					
Development Site Area	Approx. 2,090 m ²					
Total Plot Ratio	4.69					
- Domestic	0.24 (for Senior Hostel)					
- Non-Domestic	3.59 (for RCHE)					
- Car Park	0.86					
Maximum GFA	Approx. 9,800 m ²					
- RCHE	7,500m ²					
- Senior Hostel	500 m ²					
- Car Park	1,800 m ²					
Site Coverage	Not more than 65%					
Maximum Building Height	42.65mPD (Absolute Building Height = 30.25m)					
No. of Storeys	Not exceeding 8 storeys (exclude 1 basement floor)					
Total no. of Tower Blocks	1					
Total no. of Senior Hostel	9					
Total no. of Beds (RCHE)	400 (or within a range of 380-420)					
Estimated Population	440					
Private Open Space	Not less 440 m ²					
Ancillary Parking Spaces						
 Private Car Parking (RCHE) 	16 (including 1 for the disabled)					
 Private Car Parking (Hostel) 	2 (including 1 for the disabled)					
- Light Goods Vehicle (RCHE)	1					
- Light Bus (RCHE)	1					
- Loading/ Unloading Space (Senior Hostel)	1					

Table 6 Development Parameters

6.2 **Proposed Development**

6.2.1 The proposed development consists of not exceeding 8-storeys tower (excluding 1 basement floor) for the Residential Care Home for the Elderly (RCHE) and Residential Institution (Senior Hostel) development with associated facilities, car parking and loading/unloading. The tower is proposed 9 of units of senior hostel and 400 of beds of RCHE (or within a range of 380-420). Also, the greenery ratio and open space are not less than 20% and 440m² respectively.

6.3 General Landscape Area

- 6.3.1 The landscape proposal within the Site is summarized as follows (refer to **Appendix F**, **Appendix G** and **Appendix J**):
 - Landscape Area:

G/F:

It is a drop-off area. It contains both hard and soft landscaped area. The planting incorporates a varied planting palette to yield changing variety and seasonal interest. Durable paving materials will be used to create an inviting environment upon which users will feel safe and comfortable. These measures are intended for leisure, relaxation, amenity, breathing space and safety of the proposed for the elderly and the visitors.

1/F:

Landscape terrace to be paved by timber deck for the elderly to relax or exercise.

Roof:

It is designed to plant with combination of hedges and shrubs to soften the hardiness of the building and can improve the aesthetic quality of the proposed development.

6.4 EVA/ Access Road

- 6.4.1 There is no standard and public access direct connects to the proposed development site.
- 6.4.2 A new vehicular access is proposed to connect via Tsui Sing Road from the north to the Site.

7.0 HARD LANDSCAPE (PAVING MATERIALS / FINISHES)

This section provides a description of the hardscape design together with general information on hardscape related aspects of the design which relate to all phases, including lighting, levels and technical standards. Hardscape elements of the landscape include: paving; walls; site structures; site furniture and lighting.

7.1 Hard Landscape Materials

- 7.1.1 Hardscape materials and design are chosen to compliment the building finishes, add character to the development and provide variety to the circulation areas.
- 7.1.2 Natural stone materials and/ or artificial granite tiles, all suitable for outdoor uses are proposed for outdoor paving materials and wall finishes.
- 7.1.3 The use of varied finishes to granite and/ or artificial granite tiles provide for safe application through varied textures in the paving pattern design, including ripple texture, brush and hammered finishes.
- 7.1.4 Natural material textures exhibit a natural variation in material colour, adding interest to the patterns and helping to highlight entrances to different functional zones.
- 7.1.5 A summary of the hardscape materials is listed in the Preliminary Finishes Schedule for Hardscape. Please refer to **Table 7** below:

Preliminary Finishes Schedule for Hardscape					
Pedestrian walkway	Artificial granite and concrete block punctuated by natural granite banding and accents				
Internal roads	Artificial granite tiles / homogeneous tiles / grasscrete				
Landscape gardens and open spaces	Natural granite / artificial granite paving				
Planter walls	Natural granite stones / artificial granite tiles				
Deck	Artificial timber				

Table 7 Preliminary Finishes Schedule for Hardscape

7.2 Landscape Lighting

- 7.2.1 The landscape lighting design for all areas will follow an aesthetic and functional approach. Generally, lighting will be provided for the safety and security of pedestrian circulation as well as highlighting specific landscape features. Lighting will be designed in accordance to the intended use of an area, such as seating areas or play areas.
- 7.2.2 The desired effect for general landscape lighting in amenity areas is indirect, non-glaring and subtle, with occasional accent lighting to highlight points of interest.
- 7.2.3 Accent landscape lighting will be soil-recessed up-lights for trees. Signage and feature walls will be spot lit to give prominence. Surface mounted fixtures and burial up-lighters will be employed to highlight the entrance areas.

7.3 Design Codes, Technical Standards & Safety Provision

- 7.3.1 Hard landscape design works shall be in compliance with, or better than, government ordinances, codes and regulations, and relevant international standards. Criteria for the selection of hard landscape materials include: durability, sustainability, low maintenance, reasonable cost, contemporary theme and specific criteria for themed areas as necessary.
- 7.3.2 Criteria for the selection of soft landscape materials include: salinity tolerance, low maintenance, seasonal interest and appropriately selected plant stock in good health.
- 7.3.3 All paved areas will have adequate gradient falls for proper drainage and positive fall to drain inlets, gullies or covered channels, in accordance with accepted surface water run-off drainage practices.
- 7.3.4 Design of disabled access shall be in compliance with the Barrier Free Access 2008.

8.0 SOFT LANDSCAPE (PLANTING DESIGN / MATERIALS)

This section provides a description of greening, soft landscape design and softscape elements together with general information on softscape related aspects of design, including irrigation and maintenance. Softscape elements of the landscape include plantings, planting soil and sub-surface drainage materials. The hierarchy of landscape planting within the development is summarized as follows:

8.1 Soft Landscape Materials

- 8.1.1 The design incorporates a varied planting palette to yield changing variety and seasonal interest. Evergreen trees, flowering trees and shrubs, variegated foliage plants and groundcover are selected.
- 8.1.2 In general, shrubs and groundcovers will be mass planted in specific colour groupings, and designed to provide an engaging flowering under-storey layer beneath trees. Integral to any good landscape planting design, colour, texture and contrast of foliage will be articulated to best showcase the planting design. Flowers and fragrance are important elements to enhance the planting design for this area. Fragrant species will be utilized alongside pathways and adjacent to seating areas to tease and raise the human sensory awareness.
- 8.1.3 Carefully selected species will ensure maximum greening effect with minimum maintenance requirements. Specimen trees of various sizes will be used in combination with ornamental shrub planting to create a year-round display.
- 8.1.4 A summary of softscape materials (categories of planting, species list, and size) is provided in section **8.2**.

8.2 Plant Materials Table

- 8.2.1 The following list indicates the proposed combination of native and exotic tree species along with suitable ornamental evergreen and flowering species to strengthen the greening/ conservation.
- 8.2.2 The summary schedule of key plant material listed below is subject to further refinement and plant availability upon detail design stage. Please refer to **Table 4** and **8** below:

Botanical Name	Chinese Name	Height x Spread (mm)	Spacing (mm)
Shrub Species			
Aglaia odorata	米仔蘭	600 x 500	400
Bougainvillea spectabilis	簕杜鵑	600 x 600	500
Codiaeum variegatum	灑金榕	400 x 400	300
Cordyline australis	朱蕉	800 x 600	500
Duranta repens 'golden leaves'	金連翹	300 x 300	250
Ixora coccinea 'Lutea'	黃花龍船花	400 x 300	200
Melastoma candidum	野牡丹	400 x 300	300
Murraya paniculata	九里香	800 x 600	500
Rhaphiolepis indica	車輪梅	800 x 600	500
Rhododendron mucronatum	白花杜鵑	600 x 500	400
Rhododendron periclymenoides	粉紅杜鵑	600 x 500	400
Rhodomyrtus tomentosa	桃金娘	500 x 500	400
Schefflera arboricola 'variegatum'	花葉八葉	600 x 500	400
Ground Cover Species			
Cuphea hyssopifolia	細葉雪茄花	300 x 300	200
Lantana montevidensis	小葉馬纓丹	300 x 300	200
Nephrolepsis exaltata "Bostoniensis"	波斯頓腎蕨	350 x 400	300
Ophiopogon japonicus	沿階草	100 x 150	100
Rhoeo discolour dwarf	矮種蚌花	200 x 250	200

Table 8 Proposed Shrub, Groundcover and Vertical Green Wall Species

The Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP (Part) and Adjoining Government Land in D.D. 122, Ping Shan, Yuen Long

Vertical Green Wall Species		
Botanical Name	Chinese Name	Height x Spread (mm)
Coleus blumei	洋紫蘇	250 x 250
Duranta repens 'golden'	金連翹	250 x 250
Neottopteris nidus	雀巢芒	300 x 300
Platycerium willinckii	爪哇鹿角蕨	300 x 300
Schefflera arboricola var.	斑葉鵝掌藤	300 x 300
Fatsia japonica	八角金盤	250 x 250
Spathiphyllum floribundum	白鶴芋	300 x 300
Liriodendron chinense	鵝掌楸	300 x 300
Rhoeo spp.	蚌花	250 x 250

8.3 Greenery

The proposed development site has an approx. 2,090m2 where there are approx. of 329.73 m² open green area and approx. 188 m² vertical green is proposed in this scheme. Compensatory trees are proposed to compensate for the loss of the existing trees that are proposed to be felled. To maximize the greenery and increase visual amenity, new shrubs and mix plantings are proposed at the roof to help integrate the development with rural industrial surroundings. (Refer to **Appendix J**).

8.4 **Open Space Provision**

8.4.1 Not less than 1m² private open space per person will be provided in accordance with HKPSG. Therefore, not less than 440m² communal open space will be provided for a design population of 440. (Refer to **Appendix H**).

8.5 **Soil Depth and Drainage Provision for the Planted Area**

- 8.5.1 The need for adequate soil depths to ensure proper plant growth is taken into account for all planting areas. The appropriate soil depths (approximate and excluding drainage layers) are:
 - Trees: 1200mm
 - Shrub / groundcover: 600mm
 - Grass / vines: 300mm
- 8.5.2 Structural engineers have made sufficient allowances to accommodate the necessary planting components, i.e., plant stock, soil volume and sub-surface drainage materials loading.
- 8.5.3 Closed bottom planters will have proper and adequate subsoil drainage system and drain outlets to the storm water drainage system.
- 8.5.4 The landscape works are designed to avoid obstruction of the maintenance of drainage works. Adequate clearance between drainage works and landscape works will be maintained so as to prevent any potential damage to drainage works.

8.6 Irrigation and Proposed Source of Water Supply

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

8.7 FUTURE MAINTENANCE AND MANAGEMENT

Maintenance and establishment works to soft landscape areas within Site shall be undertaken by the softworks contractor for an Establishment Period of a minimum of 12 months following Practical Completion. This will ensure the proper establishment of the planted material. Tree risk assessment

will be conducted by future property management at appropriate time for appropriate tree as instructed by the owner in accordance with the Handbook of Tree Management by DEVB.

Soft Landscape Maintenance Schedule

- Watering: Water all plants as necessary, adjusted to rainfall, to ensure adequate water supply for plant consumption during the establishment period.
- Pruning: Cut back annuals after flowering period. Healthy cuttings may be used for propagation. Prune shrubs and groundcover in early March to encourage flowering. Prune woody shrubs and trees selectively according to species (annually). Remove dead fronds from palm trees. Utilise established and approved tree surgery techniques as necessary and seal all sharp cut wounds with approved material to resist decease attack.
- Fertilizing: Two to three times annually, emphasis shall be in the March application. Test soil in January to analyse quality ameliorates as necessary.
- Fungicide / Insecticide: Spray only as necessary with approved chemical.
- Weeding: Manually or use selective non-toxic, biodegradable herbicide to keep the weed growth and its establishment under control.
- Securing: Adjust tree stakes in spring and as necessary to taut up the staking. Care shall be applied to avoid chaffing of tree bark.
- Mulching: Top up the mulching inside all planting beds twice a year and as necessary.

Thinning: Reduce overcrowding and transplant as necessary at selected periods:

- Evergreens: Spring
- Deciduous: Winter
- Palms: June to August

Table 10:	wainte											
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	ОСТ	NOV	DEC
Watering	•	•	•	•	•	•	•	•	•	•	•	•
Pruning		D	GC									
Fertilizing	soil test		X								X	
Fungicide / Insecticide			X						X			X
Weeding		X	X	Х	X	Х	X	Х		X		Х
Securing			X									
Thinning			EG								D	

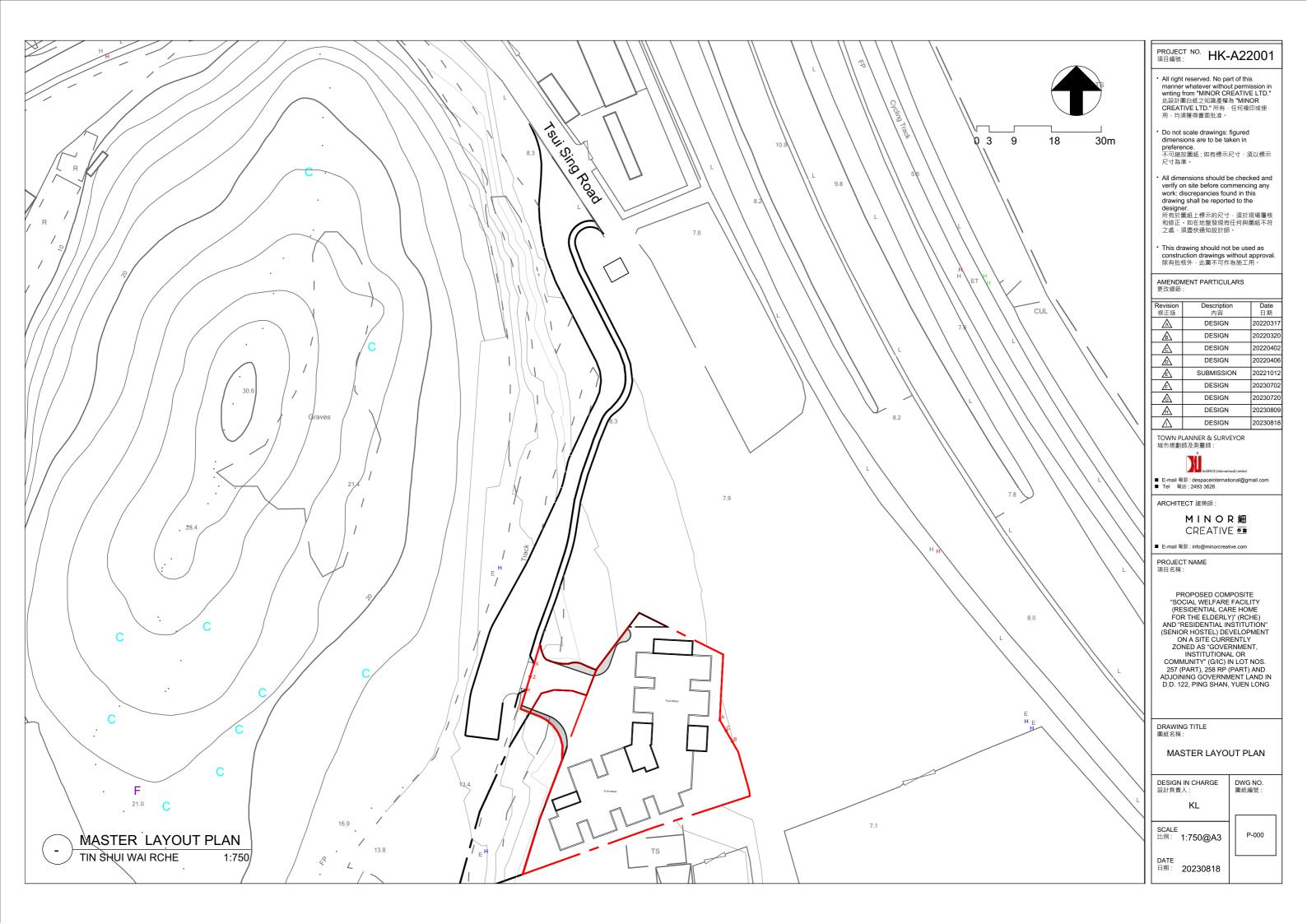
Table 10:	Maintenance Schedule

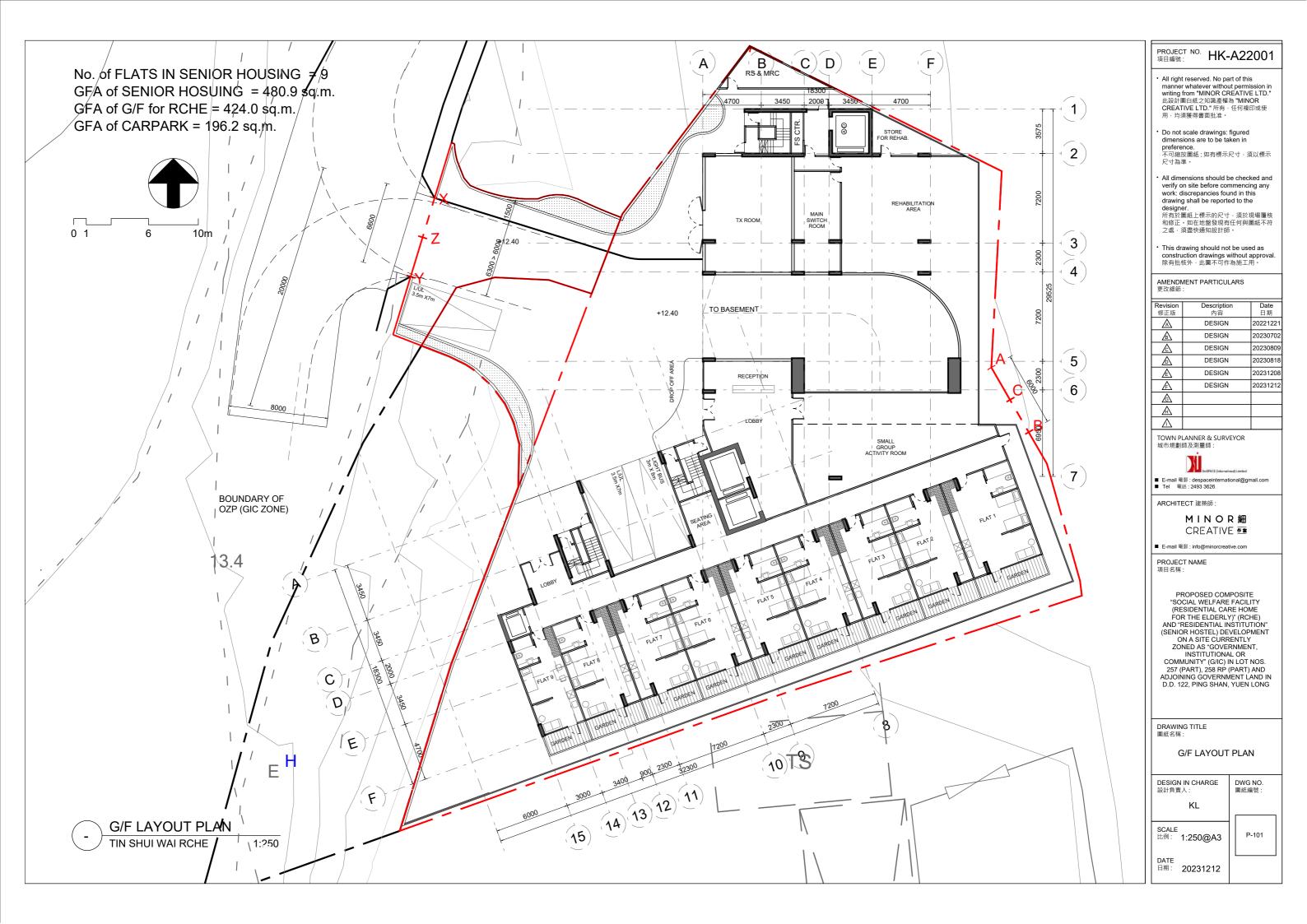
Remarks: Tree risk assessment will be conducted by future property management at appropriate time for appropriate tree as instructed by the owner in accordance with the Handbook of Tree Management by DEVB.

Schedule Legend:

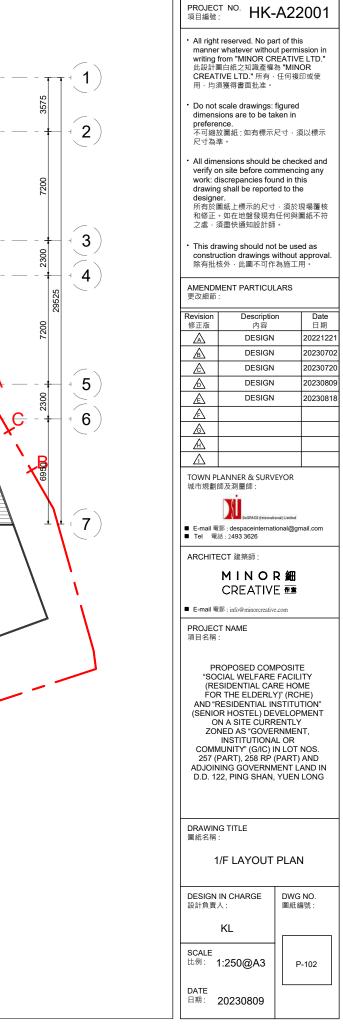
GC	Groundcover	EG	Evergreen	D	Deciduous
•	Size proportional to quantity	Х	Application		

Appendix A Master Layout Plan











APPENDIX B

Tree Assessment Schedule

Tree Assessment Schedule

 Address:
 Tin Shui Wai Lot No. 258 RP (Portion) in D.D. 122 and Adjoining Government Land, Yuen Long

 Lot:
 258 RP (portion) in D.D. 122

 Prepared by:
 Chan Ka Yin Celeste (CA No. HK-1464A) on 9 Oct 2022

 Field Survey was conducted / updated on :
 8 Oct 2022

 To be read in conjunction with Drawing Nos.:
 TSP-01 rev.B

					Tree Size							Proposed	Treatment	Γ
Tree ID number	Tree Species (in Scientific names)	Tree Species (in Chinese names)	Original Location (Lot/ GA/ YA/ GHBA, etc.)	Overall Height (m)	DBH (mm)	Average Crown Spread (m)	Form (Good/ Average/ Poor)	Health Condition (Good/ Average/ Poor)	Structural Condition (Good/ Average Poor)	Anticipated Survival Rate after Transplanting (High/ Medium/ Low)	Level	in initial/ approved application (Retain/ Transplant/ Fell)	in this revision, if applicable (Retain/ Transplant/ Fell)	(
T12	Macaranga tanarius	血桐	Outside Lot	7	110	4	Poor	Poor	Poor	Low	10.67	Fell	-	a
T13	Macaranga tanarius	血桐	Outside Lot	5.5	170	6	Poor	Poor	Poor	Low	11.01	Fell	-	a b
T14	Macaranga tanarius	血桐	Outside Lot	8	116	5	Poor	Poor	Poor	Low	11.27	Fell	-	a c
T15	Macaranga tanarius	血桐	Outside Lot	7	105	4	Poor	Poor	Poor	Low	11.26	Fell	-	a
T16	Melia azedarach	苦楝	Outside Lot	9	150	7	Poor	Poor	Poor	Low	11.27	Fell	-	a
T17	Bridelia insulana	禾串樹	Outside Lot	7	650	6	Poor	Average	Poor	Low	10.79	Fell	-	a
T18	Ficus variegata	青果榕	Outside Lot	4	100	3	Poor	Average	Poor	Low	11.11	Fell	-	a
T19	Ficus variegata	青果榕	Outside Lot	5	130	4	Poor	Average	Poor	Low	10.68	Fell	-	a
T20	Macaranga tanarius	血桐	Outside Lot	8	270	8	Poor	Average	Poor	Low	11.61	Fell	-	a
T21	Macaranga tanarius	血桐	Outside Lot	5	140	4	Poor	Poor	Poor	Low	10.95	Fell	-	a c
T22	Macaranga tanarius	血桐	Outside Lot	5	170	7	Poor	Average	Poor	Low	10.84	Fell	-	a s
T23	Ficus variegata	青果榕	Outside Lot	7	220	5	Poor	Average	Poor	Low	11.11	Fell	-	a
T24	Ficus variegata	青果榕	Outside Lot	7	420	5	Poor	Poor	Poor	Low	11.78	Fell	-	a le
T25	Dimocarpus longan	龍眼	Outside Lot	6	140	4	Poor	Poor	Poor	Low	10.37	Fell	-	a b
T26	Macaranga tanarius	血桐	Outside Lot	5	180	6	Poor	Poor	Poor	Low	11.36	Fell	-	a b
T27	Dimocarpus longan	龍眼	Outside Lot	7	180	7	Poor	Poor	Poor	Low	12.03	Fell	-	a c
T28	Macaranga tanarius	血桐	Outside Lot	7	140	5	Poor	Poor	Poor	Low	11.53	Fell	-	a b
Т29	Macaranga tanarius	血桐	Outside Lot	6	150	4	Poor	Poor	Poor	Low	11.59	Fell	-	a c
Т30	Dimocarpus longan	龍眼	Outside Lot	7	150	5	Poor	Poor	Poor	Low	11.87	Fell	-	a c
T31	Macaranga tanarius	血桐	Outside Lot	8	150	6	Poor	Poor	Poor	Low	11.53	Fell	-	a b
Т32	Macaranga tanarius	血桐	Outside Lot	7	130	4	Poor	Poor	Poor	Low	12.03	Fell	-	a c
Т33	Macaranga tanarius	血桐	Outside Lot	8	440	7	Poor	Poor	Poor	Low	12.25	Fell	-	a c
Т34	Dimocarpus longan	龍眼	Outside Lot	6	130	4	Poor	Poor	Poor	Low	12.02	Fell	-	a c
Т35	Dimocarpus longan	龍眼	Outside Lot	6	110	4	Poor	Poor	Poor	Low	12.02	Fell	-	a b

* Note f	or Justification							
а	Conflict with proposed layout/ site formation works/ vehicular access/ EVA/ boundary fence/ hoarding							
b	Poor condition/ poor form							
с	Low survival rate after transplanting							
d	Located on steep slope and inaccessible for transplanting							
е	Overpruned/ topped after transplanting							
f	Dead tree							

Summary:

Total Nos. of Trees Surveyed	24
Trees Proposed to be Retained	0
Trees Proposed to be Transplanted	0
Trees Proposed to be Felled (incl. DEAD trees)	24
Total DBH Loss (m)	4.65

Remarks

(including justification for proposed tree removal; precious or rare or endangered species; conservation status; amenity or ecological value; anticipated root-ball size to be preserved (with \emptyset , x depth in mm), and any other on-site conditions, etc.)

a, b, c Exposed roots, crossed branches, epiphytes, on slope

a, b, c, e Codominant branches, restricted root by concrete, crossed branches, epicormics, epiphytes, on slope

a, b, c, e Multi-trunks, restricted root by concrete,exposed root, crossed branches, on slope

a, b, c Exposed root, crossed branches, on slope

a, b, c, e Exposed root, crossed branches, on slope

a, b, c, e Codominant trunks, crossed branches, on slope

a, b, c, e Exposed root, crossed branches, on slope

a, b, c, e Codominant branches, leaning >15°, epiphytes, on slope

a, b, c, e Exposed root, codominant branches, on slope

a, b, c, e Exposed root, codominant branches, leaning >30°, low live crown ratio, on slope

a, b, c, e Exposed root, crossed branches, low live crown ratio, on slope

a, b, c, e Codominant branches, epicormics, crooked trunk, on slope

a, b, c, e Exposed root, codominant trunk, imbalanced crown, leaning >30°, crooked trunk, crossed branches, on slope

a, b, c, e Restricted root by concrete, leaning >15°, crossed branches, imbanced crown, on slope

a, b, c, e Exposed root, codominant trunks, imbalanced crown, broken branches, on slope

a, b, c, e Exposed root, multi-trunks, crossed branches, low live crown ratio, on slope

a, b, c, e Exposed root,leaning >15°, codominant branches, crossed branches, low live crown ratio, on slope

a, b, c, e Exposed root, epicormics, crossed branches, low live crown ratio, on slope

a, b, c, e Exposed root, epicormics, crossed branches, low live crown ratio, on slope

a, b, c, e Exposed root, epicormics, crooked trunk, hanger, crossed branches, low live crown ratio, on slope

a, b, c, e Exposed root,leaning >15°, crossed branches, low live crown ratio, on slope

a, b, c, e Codominant trunks, codominant branches, included bark, crossed branches, on slope

a, b, c, e Codominant branches, included bark, imbalanced crown, crossed branches, on slope

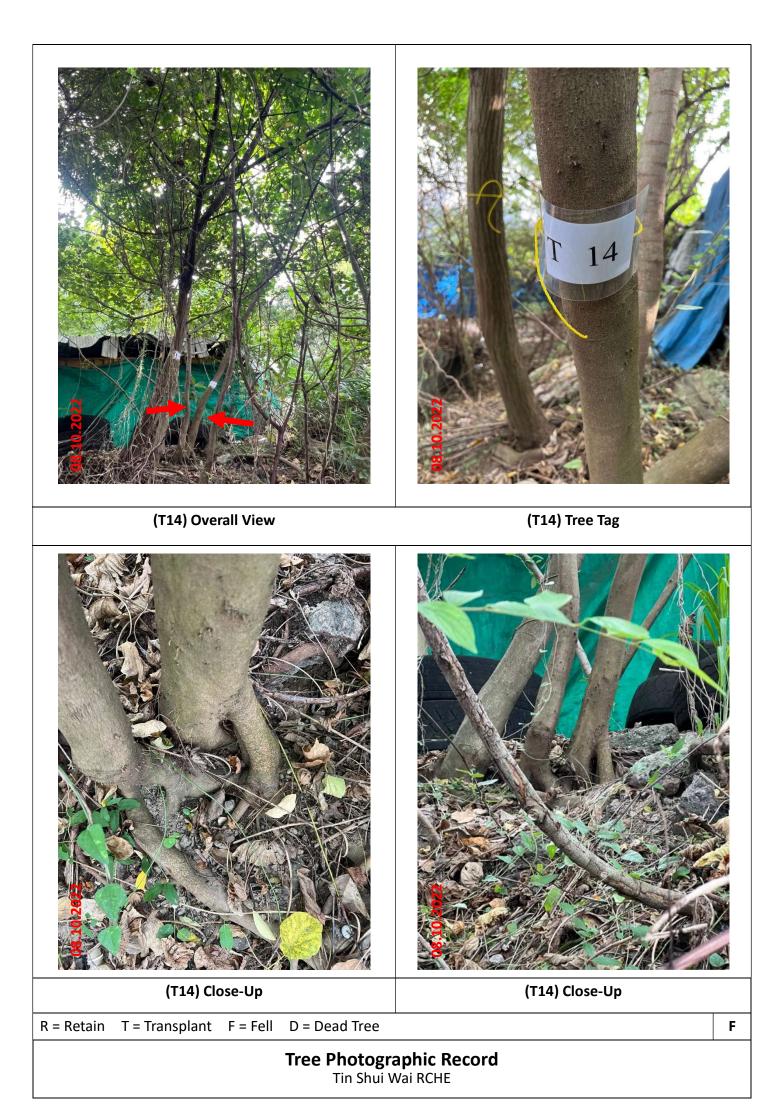
a, b, c, e Leaning >15°, crooked trunk, broken branches, crossed branches, on slope

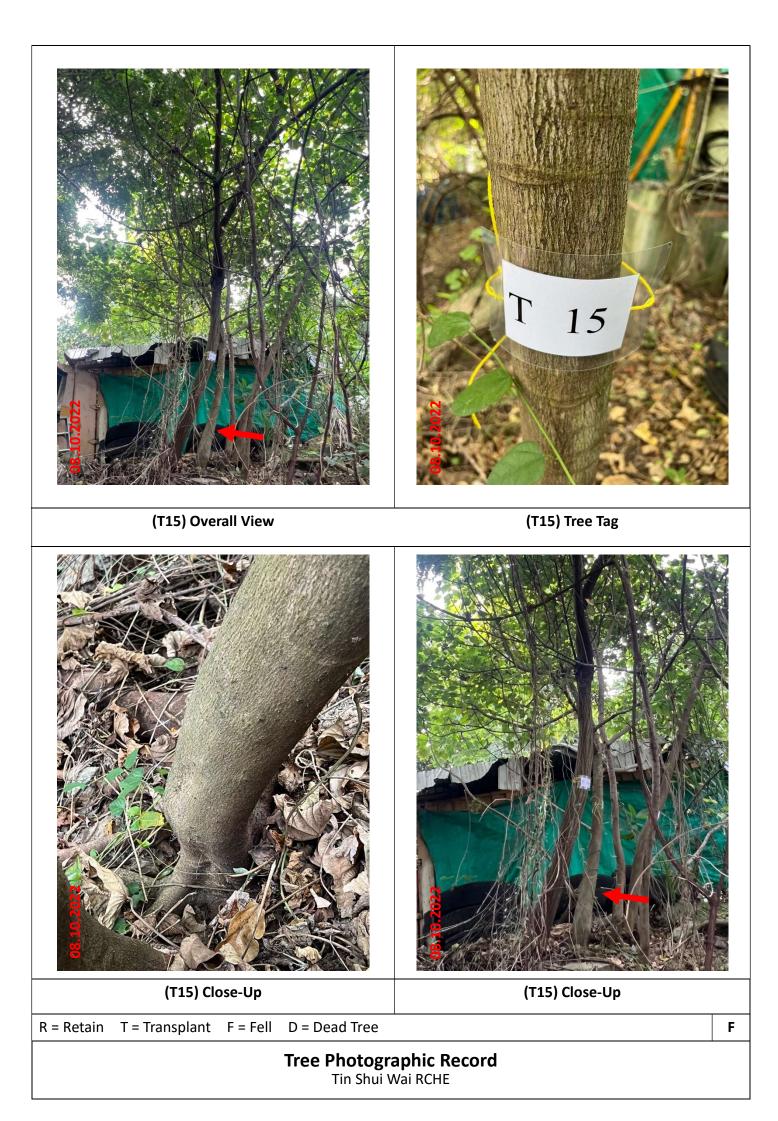
APPENDIX C

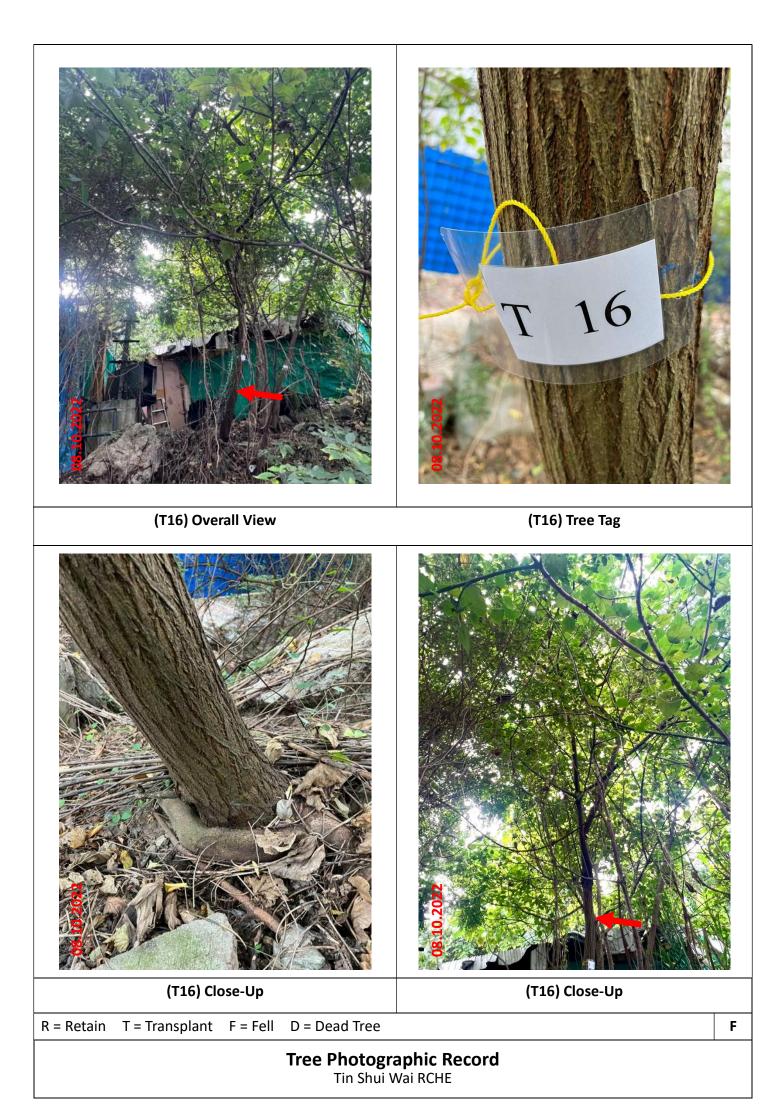
Photographic Record of Existing Trees



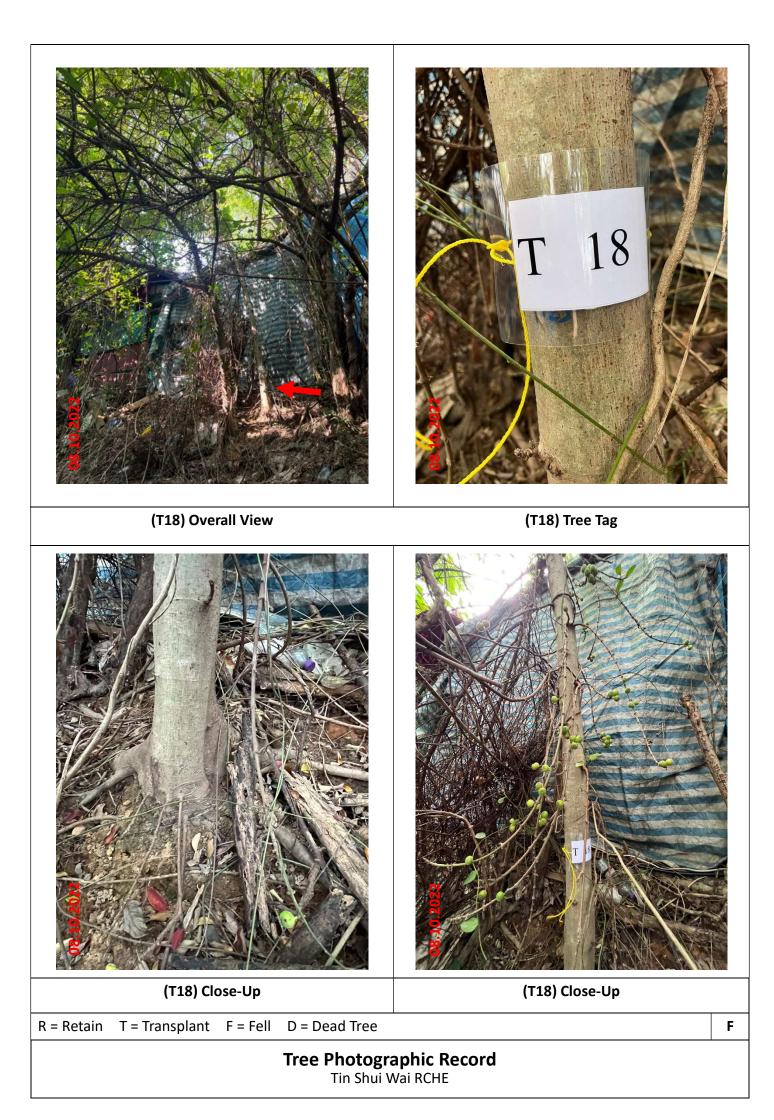


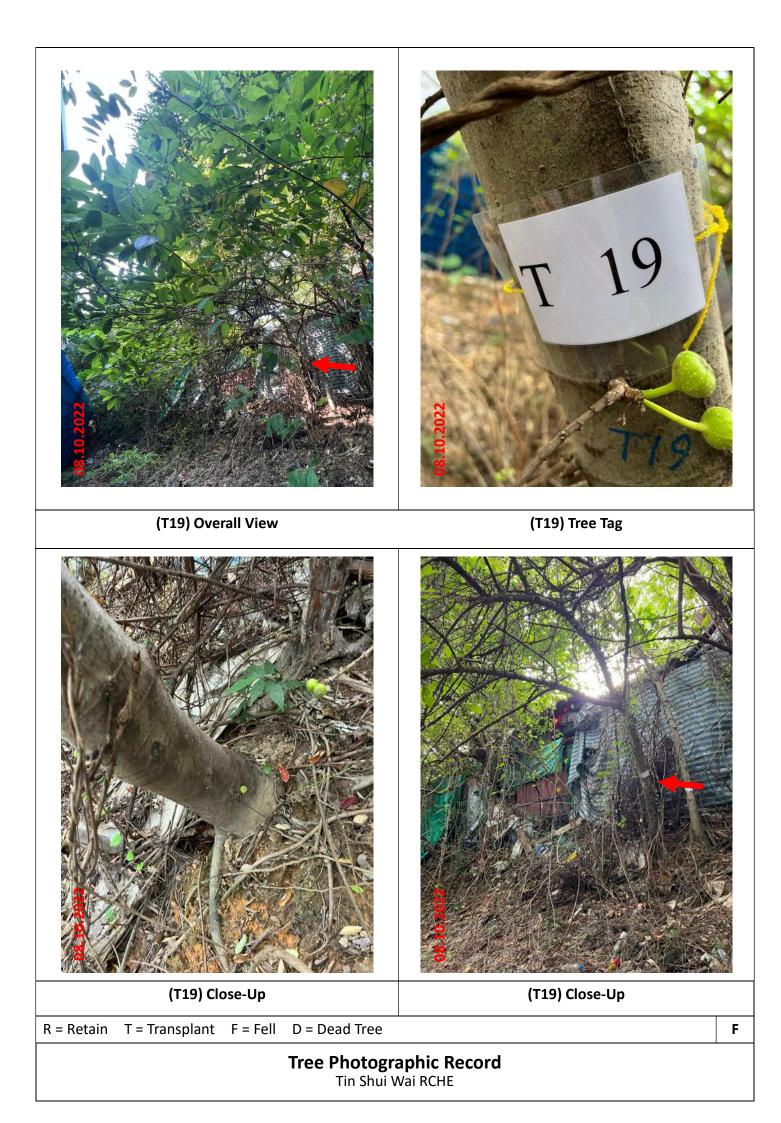


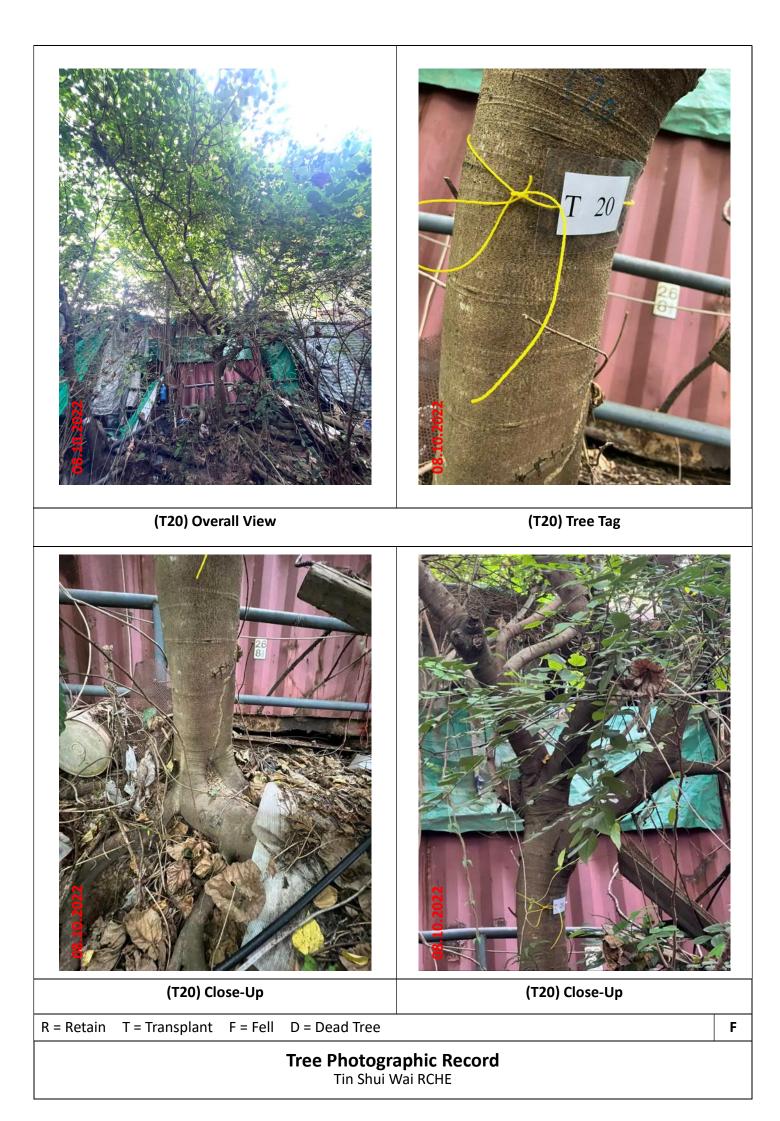










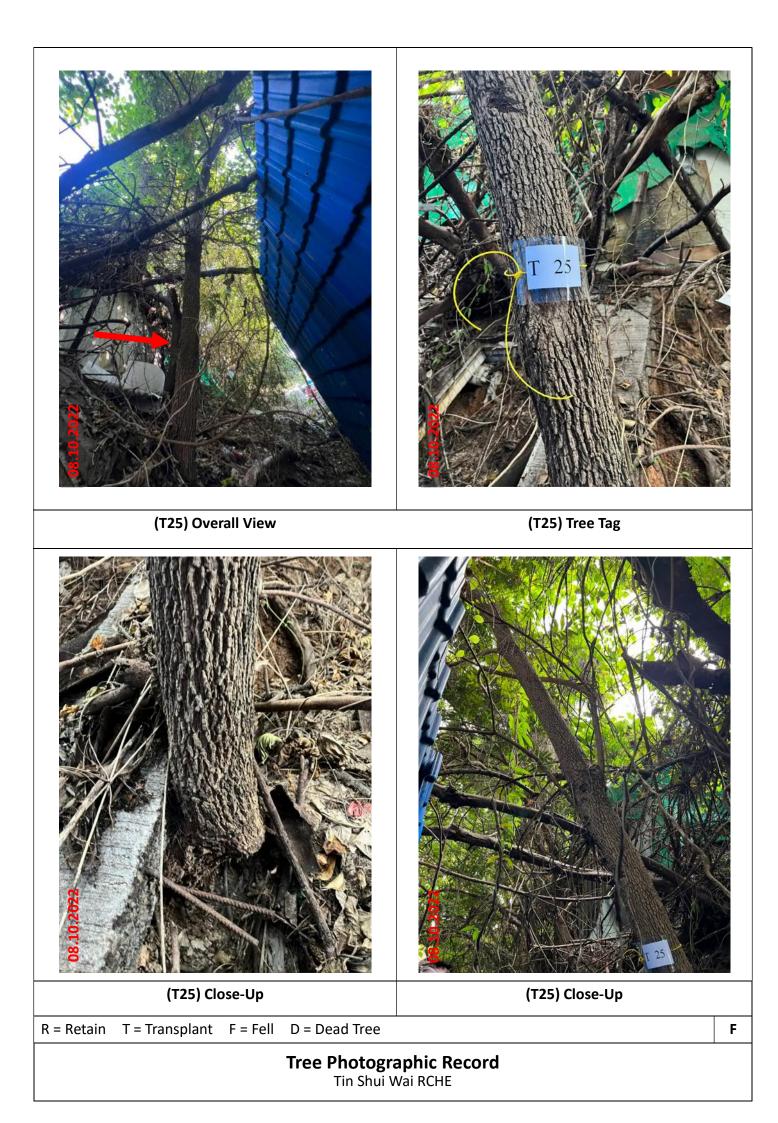




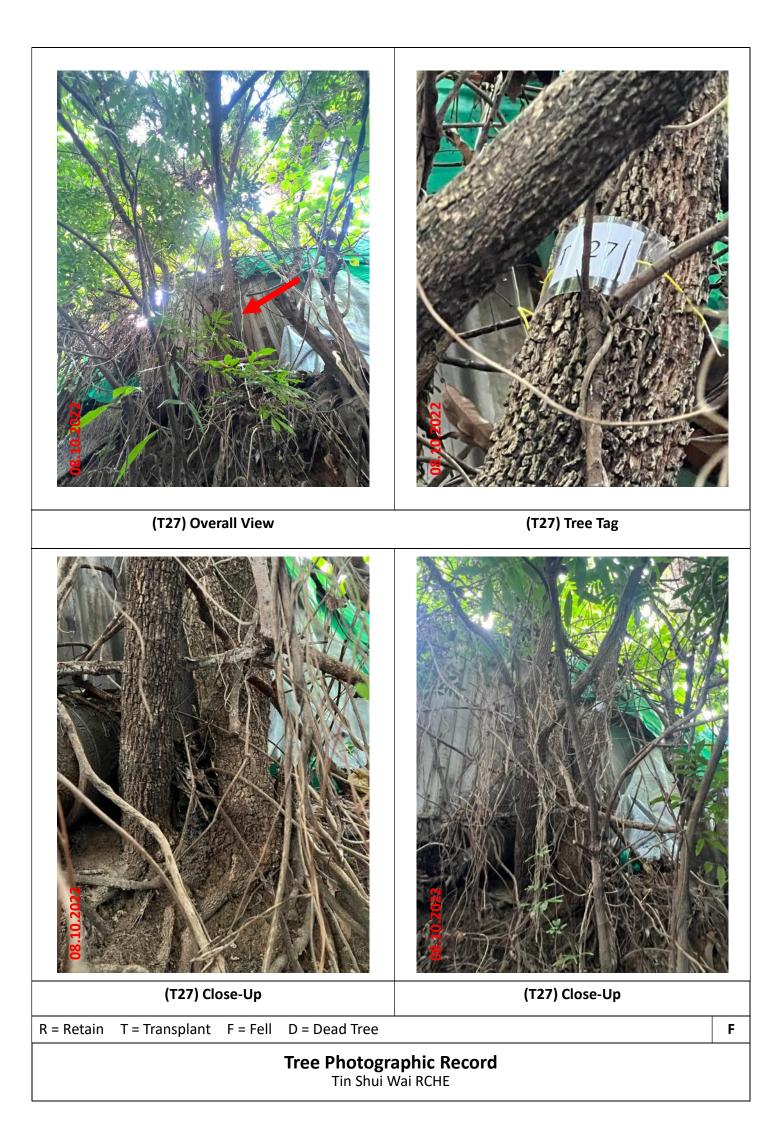


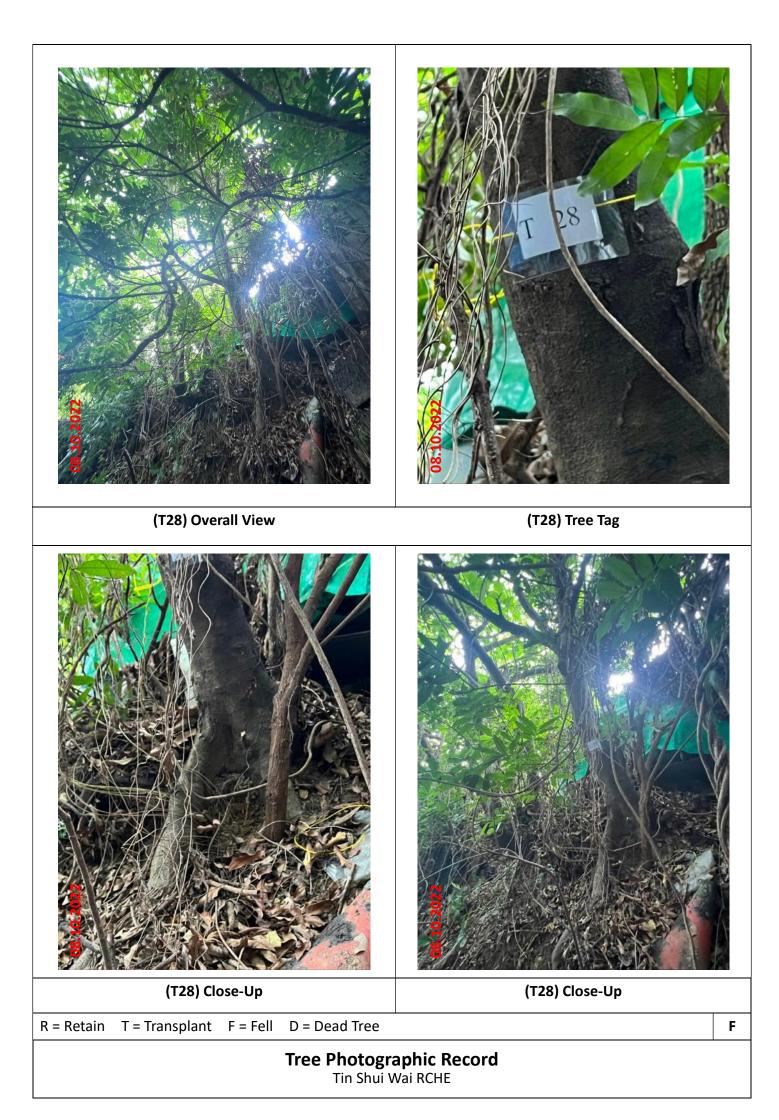


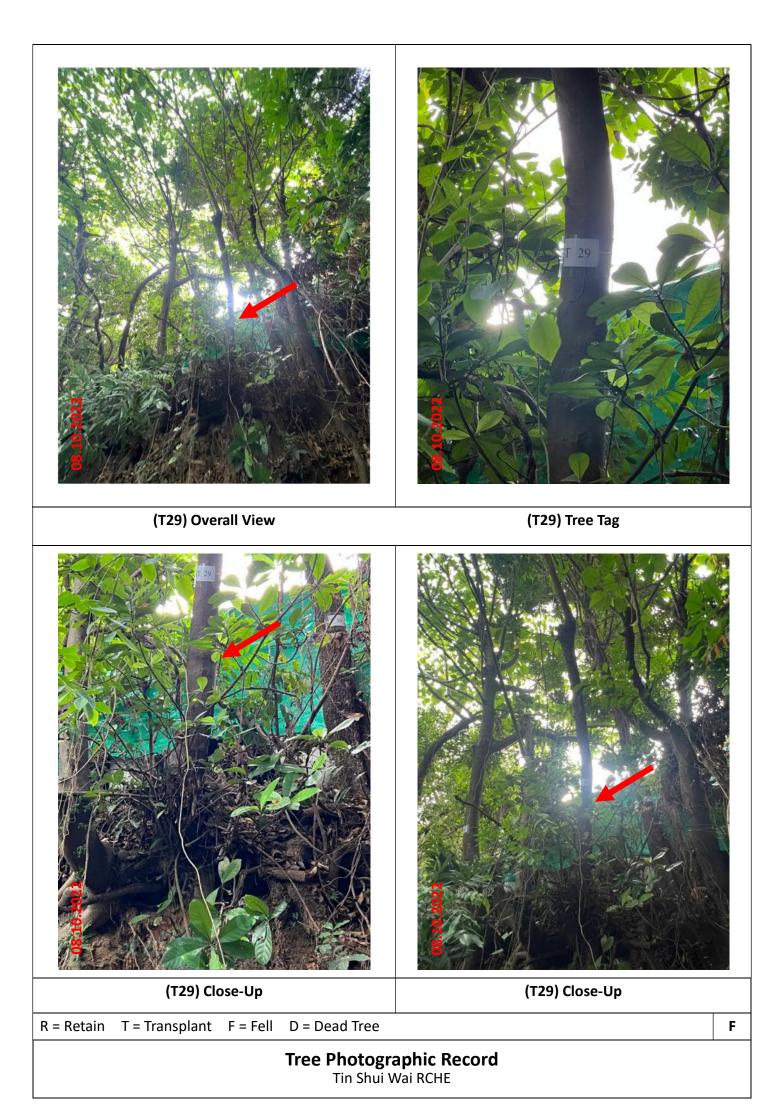






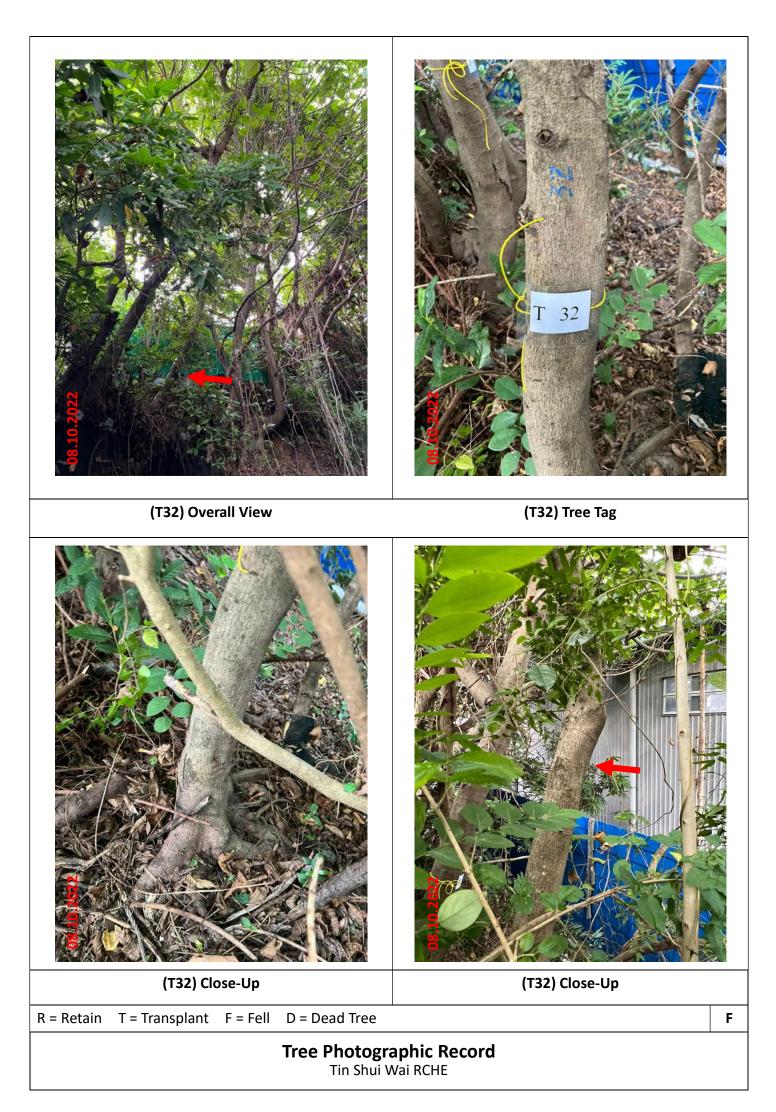




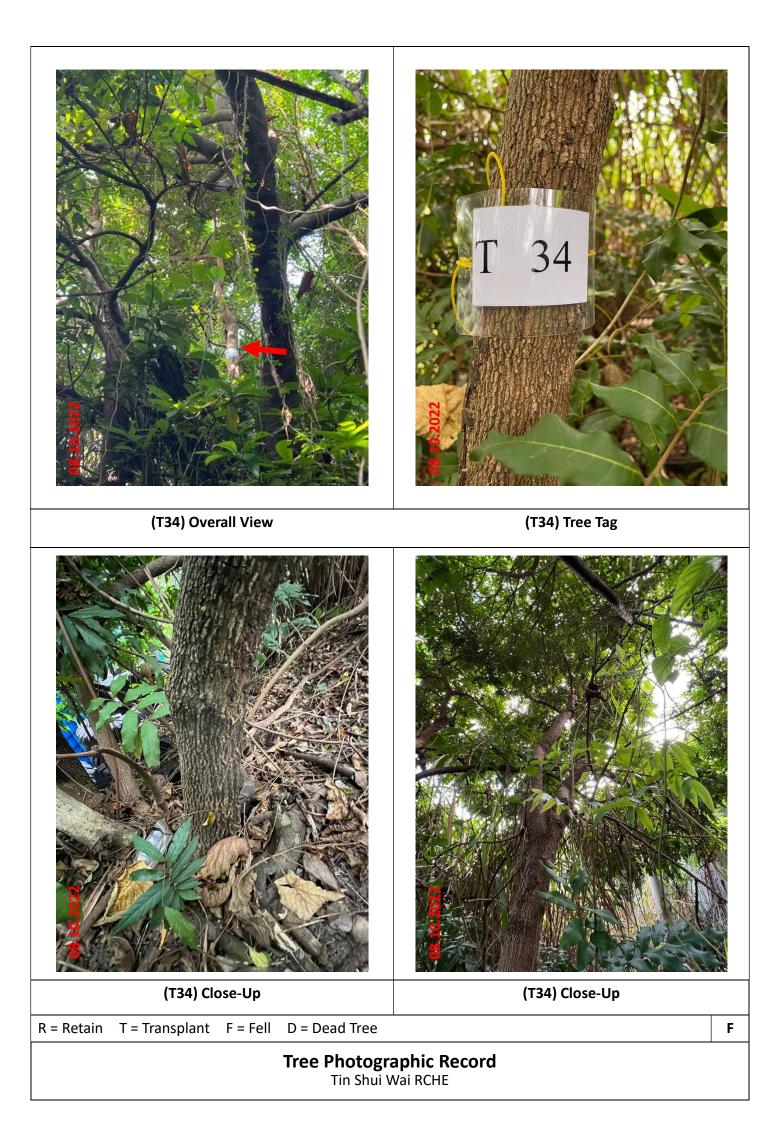








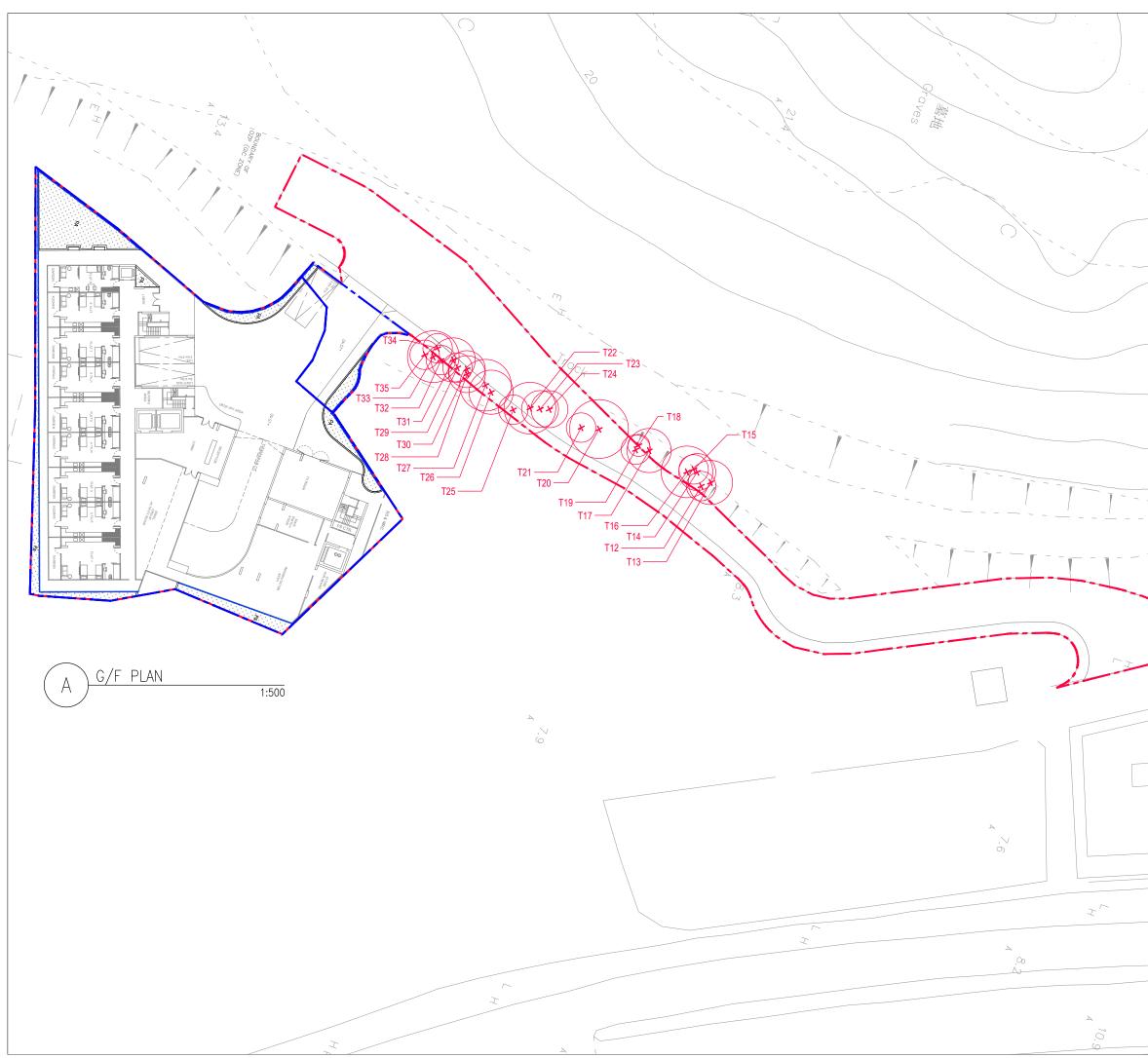






APPENDIX D

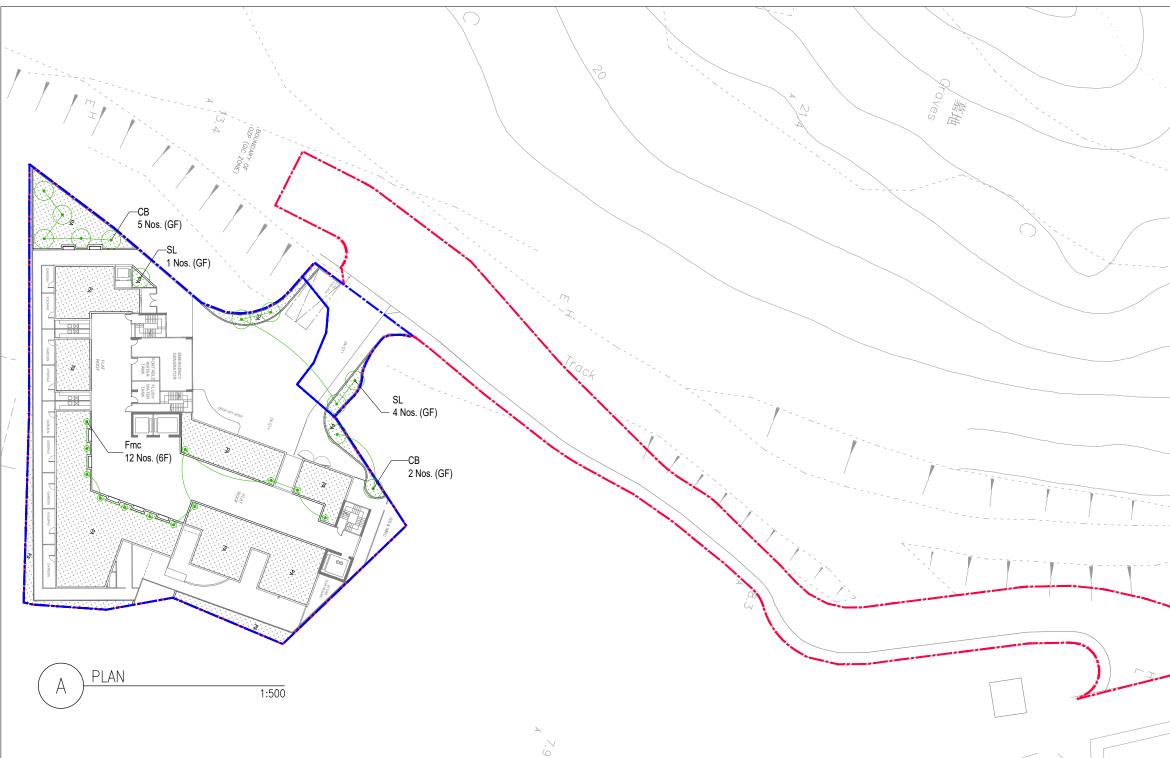
Tree Survey Plan



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	TREE SURVEY PLAN	
	Scale: AS SHOWN Date: OCT 2022	Drawing No.:
	Design: SH	TSP-01
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APPENDIX E

Compensatory Tree Planting Plan



COMPENSATORY TREE PLANTING LIST

頃目 しんしょう しょうしょう	數量	植物幽名 / 植物俗名	植物中名	高度	河湾		補註
Item	Qty.	Botanical Name / Common Name	Chinese Name	Height	Spread	DBH	Remarks
				(mm)	(mm)	(mm)	
СВ	7	Cinnamomum burmannii	陰香	4500	2500	100	4000 spacing
SL	5	Sterculia lanceolata	假蘋婆	4500	2500	90	4000 spacing

I

COMPENSATORY HEDGE PLANTING LIST

項目 Item		植物學名 / 植物俗名 Botanical Name / Common Name	棺吻中名 Chinese Name	高度 Height (mm)	冠寬 Spread (mm)	DBH (mm)	備註 Remarks	یم م ک
Fmc	12	Ficus microcarpa var. crassifolia	圓葉榕	1800	800	60	1500 spacing	

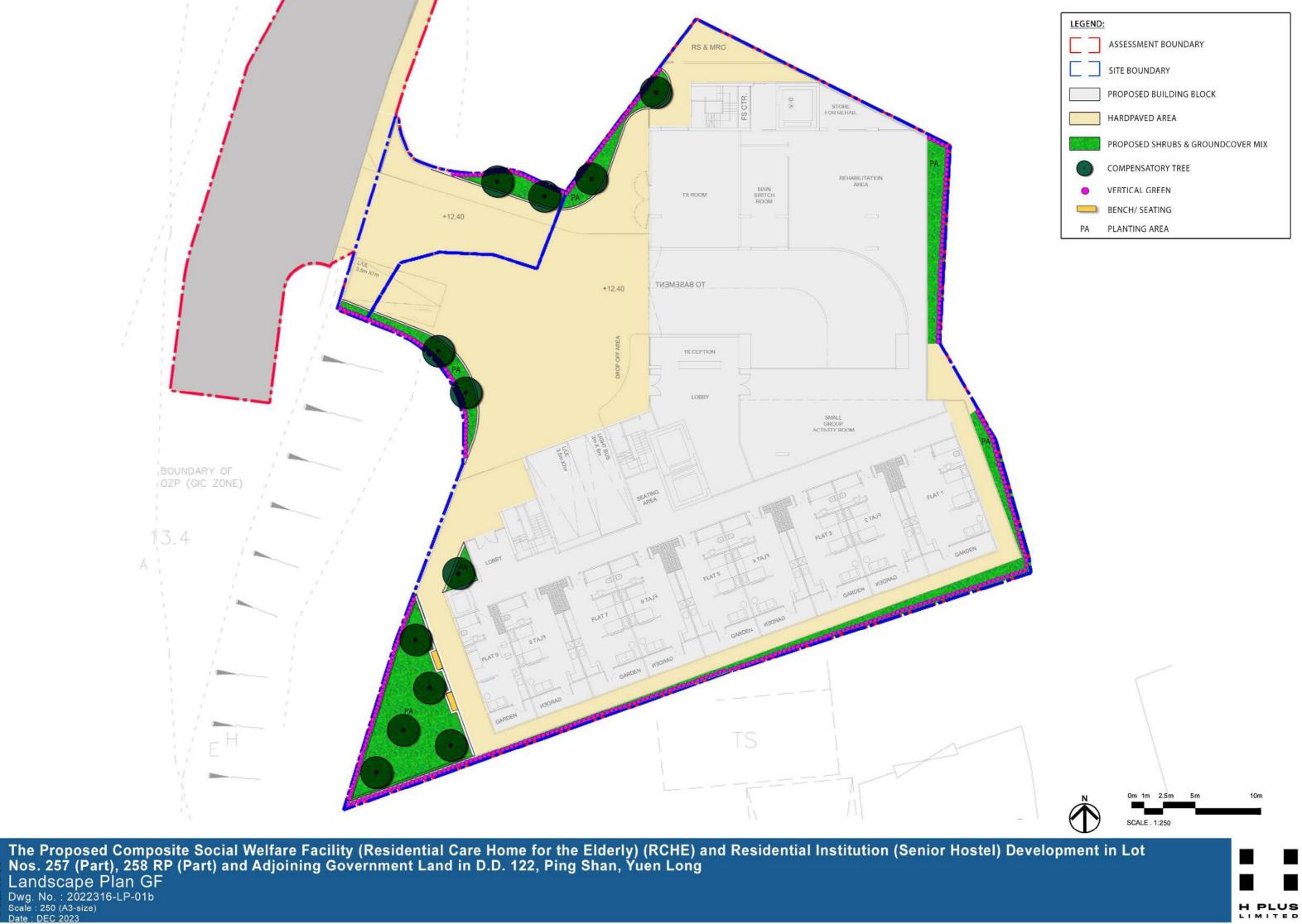
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	Date: OCT 2022	

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APPENDIX F

Landscape Master Plan



LEGEND	2
	ASSESSMENT BOUNDARY
	SITE BOUNDARY
	PROPOSED BUILDING BLOCK
	HARDPAVED AREA
	PROPOSED SHRUBS & GROUNDCOVER MIX
\odot	COMPENSATORY TREE
•	VERTICAL GREEN
	BENCH/ SEATING
PA	PLANTING AREA



The Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP (Part) and Adjoining Government Land in D.D. 122, Ping Shan, Yuen Long Landscape Plan 1F Dwg. No. : 2022316-LP-02a Scale : 250 (A3-size) Date : SEP 2023

LEGEND	:
	ASSESSMENT BOUNDARY
	SITE BOUNDARY
	PROPOSED BUILDING BLOCK
	PROPOSED SHRUBS & GROUNDCOVER MIX
	TIMBER DECK
PA	PLANTING AREA

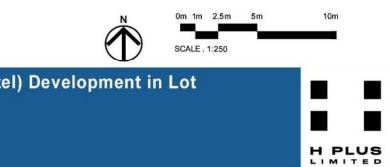


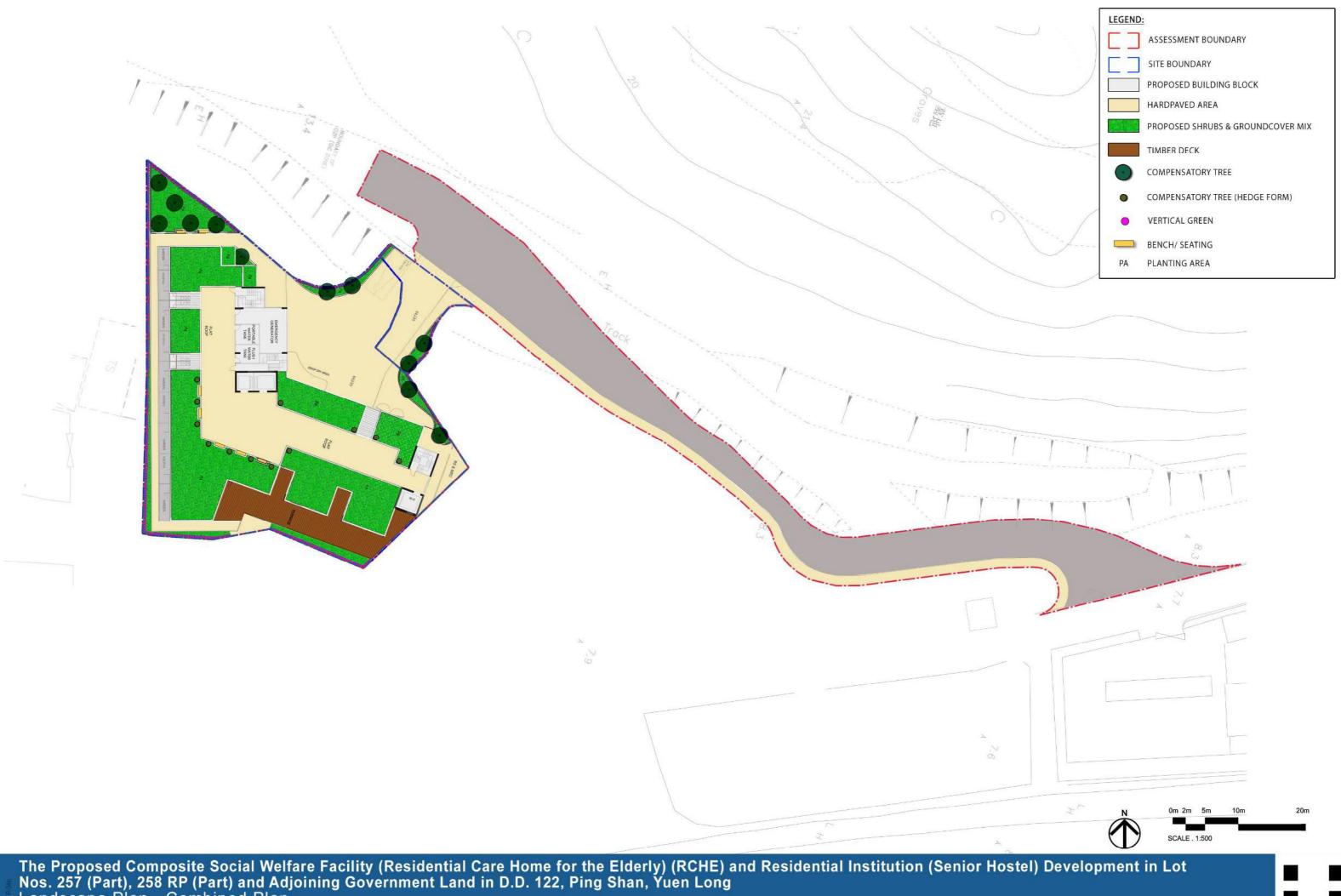


The Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP (Part) and Adjoining Government Land in D.D. 122, Ping Shan, Yuen Long Landscape Plan Roof Floor Dwg. No. : 2022316-LP-03b Scale : 250 (A3-size) Date : DEC 2023

LEGEN	<u>D:</u>
	ASSESSMENT BOUNDARY
	SITE BOUNDARY
	PROPOSED BUILDING BLOCK
S	HARDPAVED AREA
	BENCH/ SEATING
	PROPOSED SHRUBS & GROUNDCOVER MIX
•	COMPENSATORY TREE (HEDGE FORM)
PA	PLANTING AREA





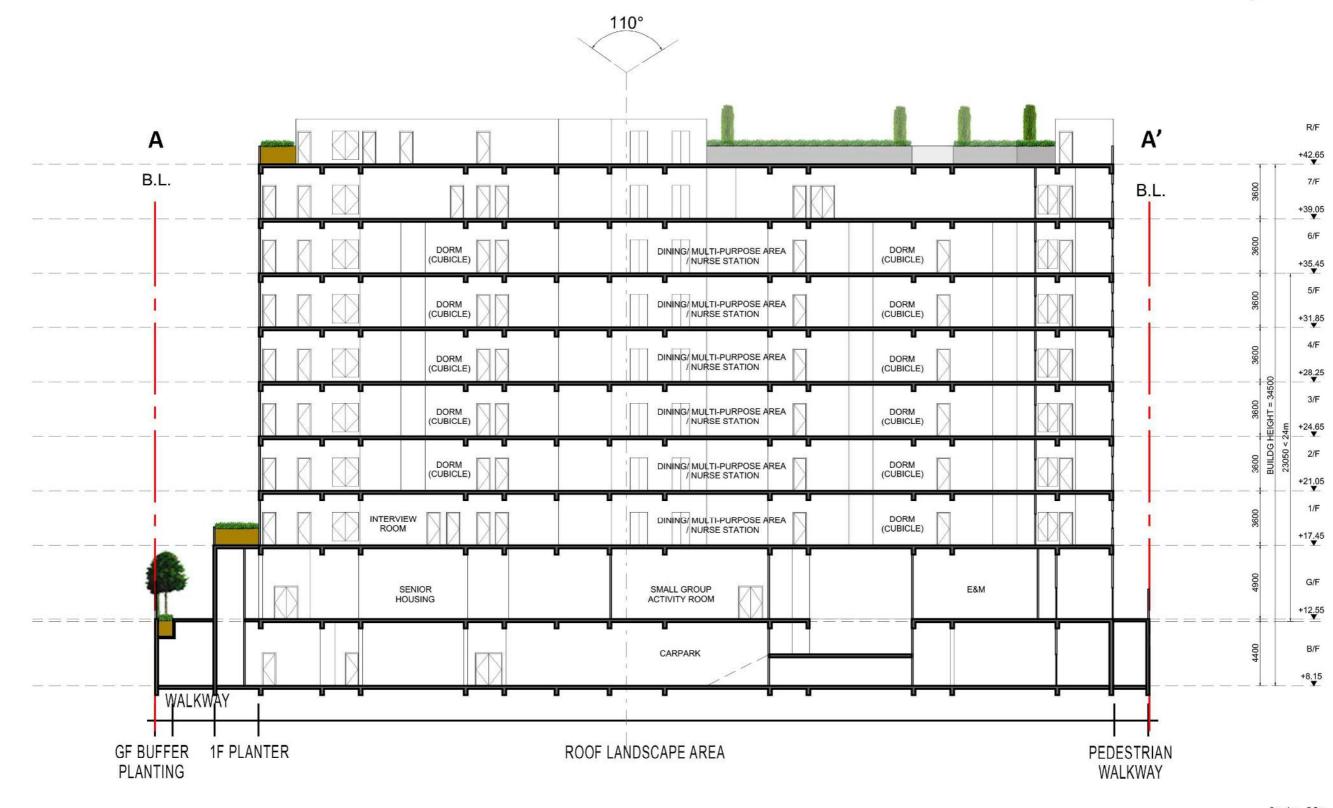


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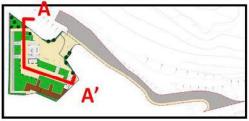
The Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP (Part) and Adjoining Government Land in D.D. 122, Ping Shan, Yuen Long Landscape Plan - Combined Plan Dwg. No. : 2022316-LP-04b Scale : 500 (A3-size) Date : DEC 2023

APPENDIX G

Landscape Section



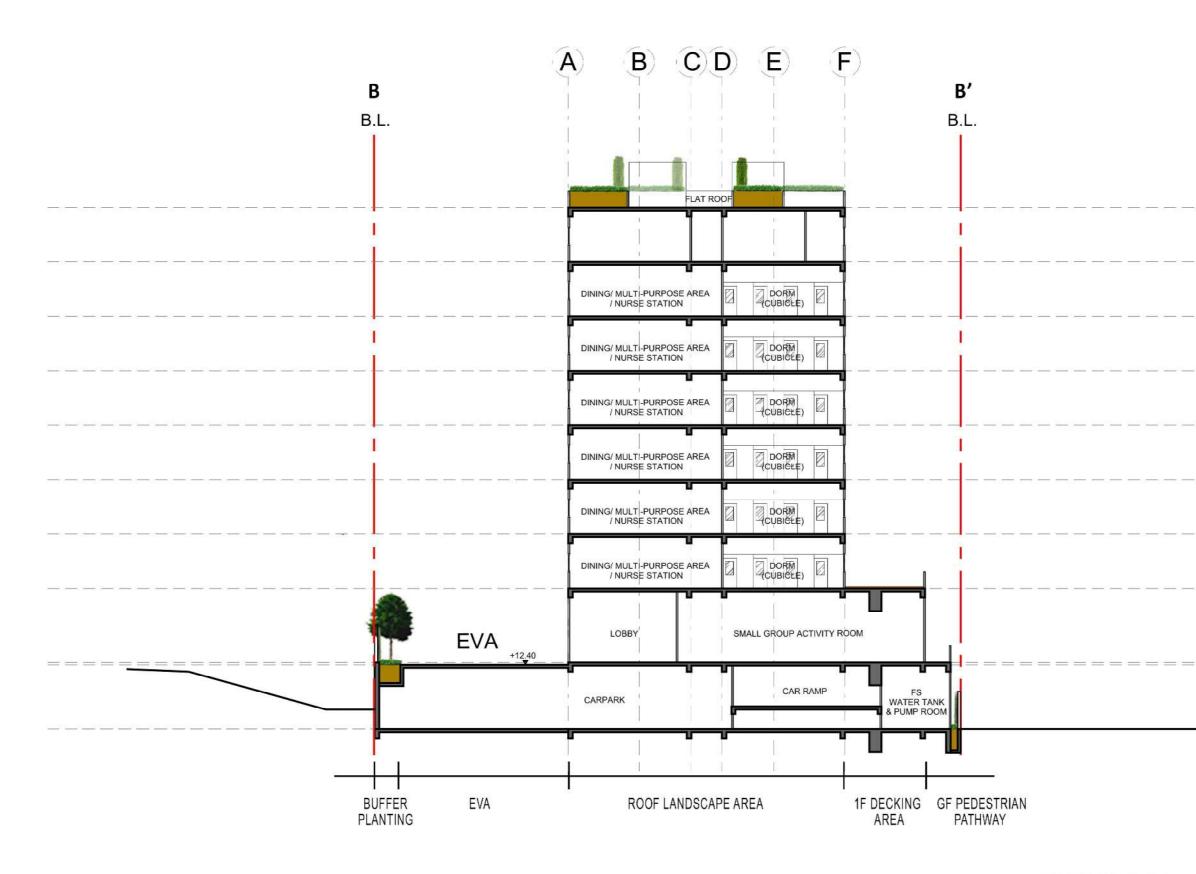
The Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP (Part) and Adjoining Government Land in D.D. 122, Ping Shan, Yuen Long Landscape Section 01 Dwg. No. : 2022316-SEC-01b Scale : 250 (A3-size) Date : DEC 2023



Key Plan



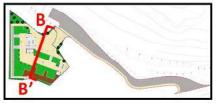
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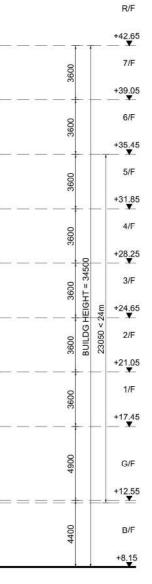
SECTION B-B'

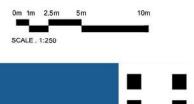
The Proposed Residential Care Home for the Elderly (RCHE) at Lot No. 258 RP (Portion) in D.D. 122 and Adjoining Government Land, Yuen Long Landscape Section 02 Dwg. No. : 2022316-SEC-02b Scale : 1:250 Date : DEC 2023

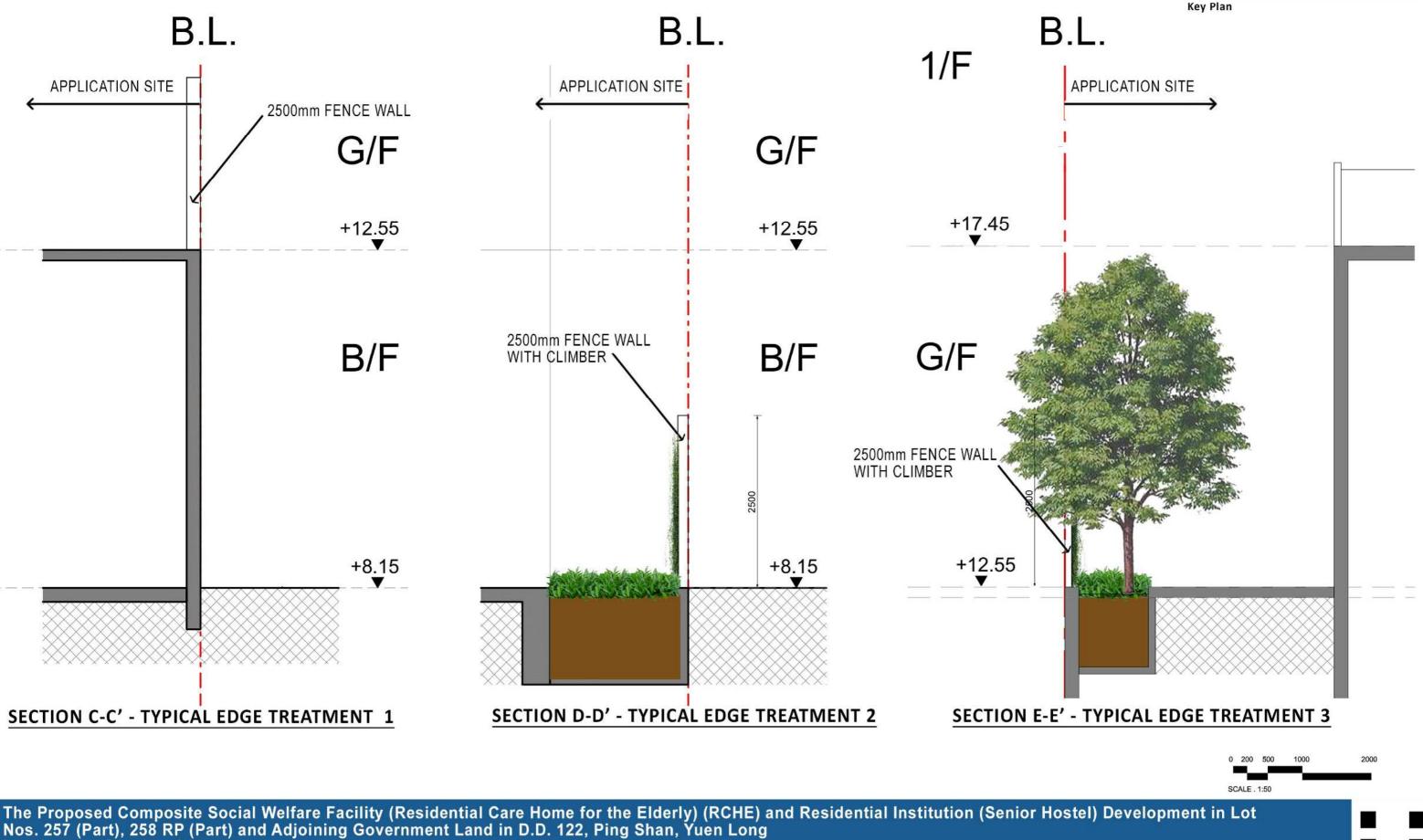
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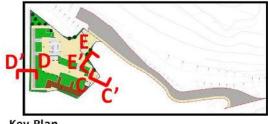
Key Plan

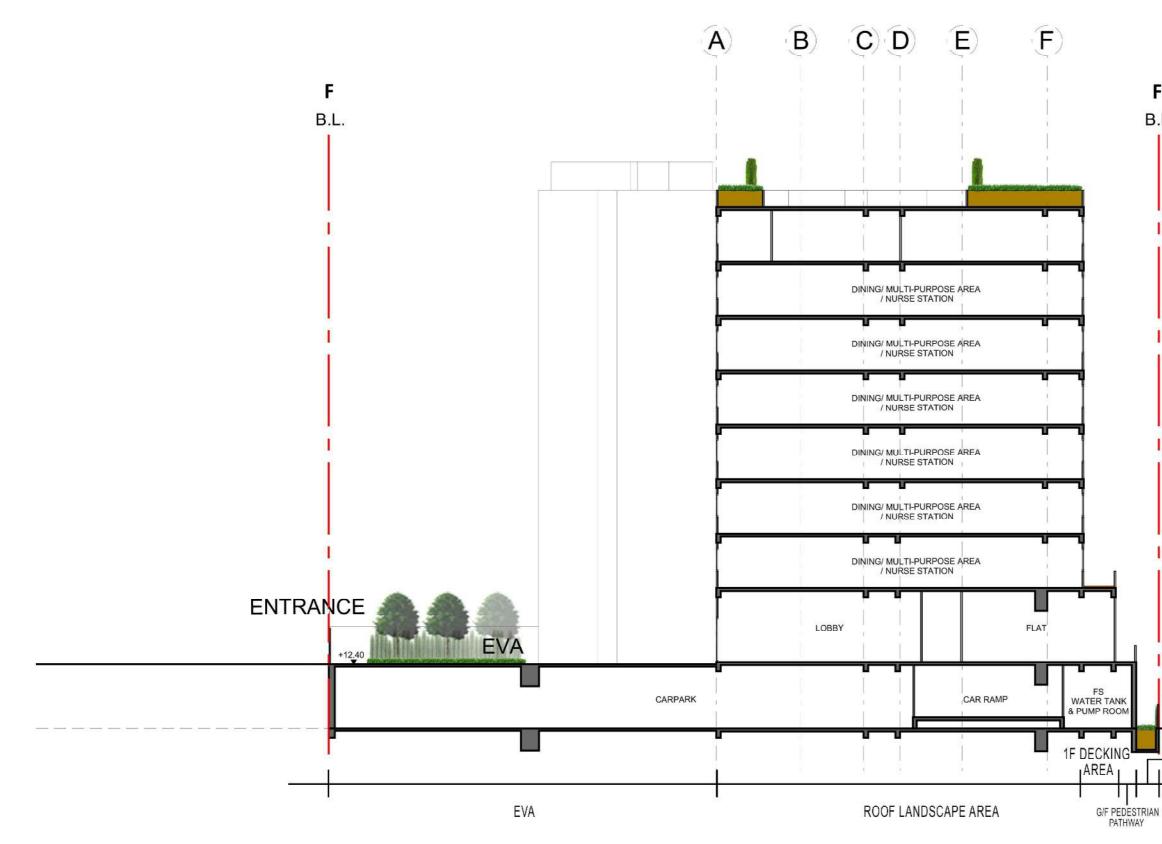






The Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP (Part) and Adjoining Government Land in D.D. 122, Ping Shan, Yuen Long Landscape Section 03 Dwg. No. : 2022316-SEC-03b Scale : 50 (A3-size) Date : DEC 2022

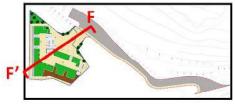




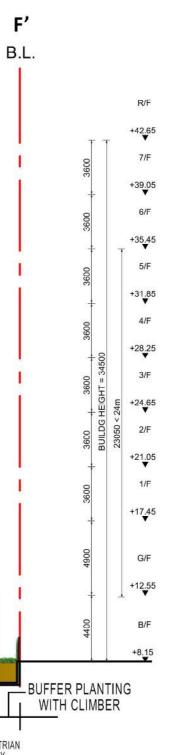
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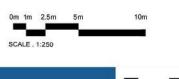
The Proposed Residential Care Home for the Elderly (RCHE) at Lot No. 258 RP (Portion) in D.D. 122 and Adjoining Government Land, Yuen Long Landscape Section 04 Dwg. No. : 2022316-SEC-04 Scale : 1:250 Date : DEC 2023

(A3-size)



Key Plan





APPENDIX H

Open Space Demarcation Plan



The Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP (Part) and Adjoining Government Land in D.D. 122, Ping Shan, Yuen Long Open Space Demacation Plan Dwg. No. : 2022316-OS-01c Scale : 250 (A3-size) Date : APR 2024

LEGEND:			
	TOTAL OPEN SPACE:	502 SQM	

APPENDIX J

Greenery Demarcation Plan



The Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) and Residential Institution (Senior Hostel) Development in Lot Nos. 257 (Part), 258 RP (Part) and Adjoining Government Land in D.D. 122, Ping Shan, Yuen Long Landscape Plan - Greenery Demarcation Plan Dwg. No. : 2022316-GDP-01b Scale : 250 (A3-size) Date : DEC 2023

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Appendix 6

Noise Impact Assessment

PROPOSED COMPOSITE "SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)" (RCHE) AND "RESIDENTIAL INSTITUTION" (SENIOR HOSTEL) DEVELOPMENT ON A SITE CURRENTLY ZONED AS "GOVERNMENT, INSTITUTIONAL OR COMMUNITY" (G/IC) IN LOT NOS. 257 (PART), 258 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D. 122, PING SHAN, YUEN LONG

NOISE IMPACT ASSESSMENT

Mar 2024

Ref No: RT23042-NIA-01_v2

Submitted to: DeSPACE (International) Limited Suite 1601, 16/F, Tower 2, Lippo Centre, Admiralty Hong Kong

Prepared By:



BeeXergy Consulting Limited (BXG)

Phone:(852) 3568-4701Address:Units 2501, 2503 & 2504,
25/F., AIA Financial Centre,
712 Prince Edward Road East,
Kowloon, Hong KongEmail:info@beexergy.com





Project:	HOME FOR (SENIOR H "GOVERNMI (PART), 258 PING SHAN,	Composite "Social Welfar The Elderly)" (RCHE) AN Ostel) Development on A Ent, Institutional or Comm RP (Part) and Adjoining G Yuen Long Ctassessment	ND "RESID A SITE CU MUNITY" (G	ENTIAL INS RRENTLY 2 6/IC) IN LOT	STITUTION" ZONED AS NOS. 257
Report No.:	RT23042-NI	4-01_v2			
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Revision	Issue Date	Description	Author	Checker	Approver
0	22/09/2023	Issued for Comment	KCC	ZC	HM
1	02/02/2024	Issued for Comment	KCC	ZC	HM
2	22/03/2024	Issued for Comment	KCC	ZC	HM

Prepared By:

Checked by

Kalhun

KC Chan Senior Consultant

Approved by:

Henry Mak

Director

Zelhan

Zoe Chan Technical Manager

Disclaimer:

- This report is prepared and submitted by Beexergy Consulting Limited with all reasonable skill to the best of our knowledge, incorporating our Terms and Conditions and taking account of the resources devoted to it by agreement with the client.
- We disclaim any responsibility to the client and others in respect of any matters outside the project scope.
- This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk



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1. INTRODUCTION

1.1. BACKGROUND

- 1.1.1. The Joint Great Properties Limited (the Project Proponent) is proposed to develop a composite social welfare facility for residential care home for the elderly (RCHE) and residential institution for senior hostel at Lot Nos. 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long (hereafter refer to the Proposed Development).
- 1.1.2. BeeXergy Consulting Limited (BXG) was commissioned by DeSpace (International) Limited (Project's Planner) to conduct a Noise Impact Assessment for the Proposed Development to support the application under Section 16 of the Town Planning Ordinance. Latest architectural drawings of the Proposed Development and technical information of the Project Site were largely provided by the Project's Planner.

1.2. PROJECT SITE AND ITS ENVIRONS

- 1.2.1. The Application Site is approximately 3,300m² while the Project Site is approximately 2114m². The Project Site is located at Ping Shan North, bounded by warehouse to the North, East, South and natural terrain approximately +30mPD to the West. Figure 1.1 shows the location of Application Site, Project Site and its environs. 300m Assessment Area for noise impact assessment is also shown in Figure 1.1.
- 1.2.2. The Project Site is currently zoned as "Government, Institution or Community" and surrounded by "Green Belt" and "Village Type Development" under the Approved Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/20.
- 1.2.3. The Proposed Development is an 8-storey building consists of senior hostel, dormitory, rehabilitation area, activity rooms, offices, kitchen, laundry and carpark.
- 1.2.4. The construction of Proposed Development is targeted to commence in 2026 and tentatively to operate in 2029. Based on the latest development scheme, maximum 420 bed spaces of RCHE and 9 units of Senior Hostel can be provided in the Proposed Development. The Master Layout Plan provided by Project's Planner is enclosed in Appendix 1.1.

1.3. STRUCTURE OF THE REPORT

- 1.3.1. The scope of works for this assessment will cover the following:
 - Section 2 Fixed Plant Noise Assessment
 - Section 3 Road Traffic Noise Assessment
 - Section 4 Railway Noise Assessment
 - Section 5 Conclusion

2. FIXED NOISE ASSESSMENT

2.1. INTRODUCTION

2.1.1. This section identifies potential fixed noise impact from existing fixed noise sources nearby and planned fixed noise sources during operation of the Proposed Development. Practicable noise mitigation measures would be recommended to ensure the noise level would comply with relevant noise standard.

2.2. LEGISLATION AND STANDARDS

Noise Control Ordinance (NCO)

2.2.1. Fixed noise is controlled under the NCO and shall comply with the Acceptable Noise Levels (ANLs) as stated in Table 1 and 2 of the *Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites* (IND-TM). The Area Sensitive Ratings and ANLs stated in IND-TM are listed in **Table 2.1** and **Table 2.2**.

	Not Affected	Indirectly Affected	Directly Affected
Rural area, including country parks or village type developments	A	В	В
Low density residential area consisting of low-rise or isolated high-rise developments	А	В	С
Urban Area	В	С	С
Area other than those above	В	В	С

Table 2.1 Area Sensitivity Ratings stated in IND-TM

Table 2.2 ANLs stated in IND-TM

Area Sensitivity Rating	А	В	С
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)	00	65	70
Night (2300 to 0700 hours)	50	55	60

2.2.2. The Project Site is located at rural area with Long Tin Road (Primary Distributor with daily traffic flow over 30,000 vehicles according to the Annual Traffic Census 2022 published by Transportation Department) at approximately 60m to the East. In view of the Proposed Development will be directly affected by the Influencing Factors (IFs), Area Sensitivity Rating of "B" will be adopted for the existing and future NSRs. The ANLs adopted for the existing and future NSRs are listed in **Table 2.3** below.

Time Period	L _{Aeq, 30min}
Day and Evening Time (0700-2300)	65dB(A)
Night Time (2300-0700)	55dB(A)

Table 2.3 ANLs Adopted for Existing and Future NSRs

Hong Kong Planning Standards and Guidelines (HKPSG)

- 2.2.3. As mentioned in Section 4.2.13 in HKPSG Chapter 9, in order to plan for a better environment, the noise level of planned fixed noise source(s) at the façade of the nearby noise sensitive receiver(s) should be at least 5 dB(A) below the appropriate ANLs shown in **Table 2.3** or, in the case of the background being 5 dB(A) lower than the ANL, should not be higher than the background.
- 2.2.4. Background noise monitoring at BGN1 was conducted on 7 and 14 September 2023, covering both daytime, evening and night-time period. The location of background noise monitoring is shown in Figure 2.1. The background noise level is summarized in Table 2.4 and noise standard established for fixed noise impact assessment is shown in Table 2.5 below. Detail of background noise monitoring results is enclosed in Appendix 2.1.

Table 2.4 Background Noise Monitoring Results at BGN1

Location ID	Description	Background Noise Level (L ₉₀)		
Location ID	Description	Daytime	Evening Time	Night Time
BGN1	Ping Shan No. 310 to 318	49.9dB(A)	49.7dB(A)	46.9dB(A)

Table 2.5 Noise Standard Established for Fixed Plant Noise Impact Assessment

Time Period	Noise Standard (L _{Aeq, 30min})		
	Existing Fixed Noise Source	Planned Noise Source	
Day and Evening Time (0700-2300)	65dB(A)	<mark>46.9dB(A)</mark>	
Night Time (2300-0700)	55dB(A)	46.9dB(A)	

Notes:

- [i] The above standards apply to uses which rely on opened windows for ventilation.
- [ii] The above standards shall be viewed as the maximum permissible noise levels assessed at 1m from the external facade.
- [iii] Noise standards for planned noise source are established based on ANL-5 or background noise level whichever is lower.

[iv] As a conservative approach, the background noise monitoring results at BGN1 conducted on 14 September 2023 during the nigh time period will be adopted for the establishment of noise standard for planned noise source(s) for both daytime, evening time, and night time period to demonstrate the worst-case scenario.



2.3. IDENTIFICATION OF FIXED NOISE SOURCES

Existing Fixed Noise Sources

- 2.3.1. Site Survey on existing potential fixed noise sources has been conducted on 15 August 2023 during daytime and nighttime period. The Project Site is currently occupied by a warehouse (VANPAC Group Asia) for shop and wholesale of building material. As advised by Project Proponent, the warehouse located within the Project Site will be partially demolished and remain in operation. Based on the site observation, all the wholesale and loading/unloading activities are located inside the building structures (Photo 1 of Appendix 2.2 refers). The building structures are enclosed and direct line of sight from the Project Site to fixed noise sources are not identified. No audible noise from the wholesale and loading/unloading activities is observed during the daytime period and night-time period. The only audible noise from the warehouse is the fixed noise generated from ventilation fans and emitted from louvers installed at 2/F of the warehouse (Photo 2 of Appendix 2.2 refers). As such, quantitative fixed noised impact assessment will be conducted for the above-mentioned fixed noise sources. Noise measurement has been conducted during the operation of the concerned louvers and the results are summarized in Table 2.6.
- 2.3.2. Another warehouse (Hung Kit Transportation Limited, Lai Sun Warehousing & Logistics Limited and Dongguan Xuhong International Logistics Co. Ltd) for shop and wholesale of building material is located approximately 13m to the East of the Project Site. Based on the site observation, all the wholesale and loading/unloading activities are located inside the building structures (Photo 3 of Appendix 2.2 refers). The building structures are enclosed and direct line of sight from the Project Site to fixed noise sources are not identified. No audible noise from the wholesale and loading/unloading activities is observed during the daytime period and night-time period. Louvers are observed at 2/F of the warehouse but ventilation fans are not in operation during the site survey period (Photo 4 of Appendix 2.2 refers). However, as a conservative approach, quantitative fixed noise sources. In view of the similar business nature, the noise measurement results from the warehouse (VANPAC Group Asia) will be adopted for quantitative fixed noise impact assessment.
- 2.3.3. An auto retail store (AUTOBEE ASM & VOLTEX HK DEALER) is located approximately 2m to the South of the Project Site. As advised by Project Proponent, the auto retail store located within the Project Site will be partially demolished and remain in operation. Based on site observation, no fixed noise source (i.e., transformer, louvers, chiller and ventilation system) is identified. All the retail activities are observed located inside the building structures (**Photo 5** of **Appendix 2.2** refers).

The building structures are enclosed and direct line of sight from the Project Site to fixed noise sources are not identified. No audible noise from the auto retail store is observed during the daytime period and night-time period. In this connection, fixed noise impact assessment is considered not necessary for the auto retail store retail activities.

- 2.3.4. An auto trading store (KOBE Motors Trading Ltd.) is located approximately 12m to the North East of the Project Site. Based on site observation, vehicle cleaning operating with the use of vacuum cleaner is observed and conducted at outdoor area during daytime period (Photo 6 of Appendix 2.2 refers). No cleaning operation is observed during night-time period. As such, quantitative fixed noised impact assessment will be conducted for the above-mentioned fixed noise source. Noise measurement is conducted during the cleaning operation and the results are summarized in Table 2.6.
- 2.3.5. Tin Shui Wai West Rail Substation is located approximately 100m to the North of the Project Site (**Photo 7** of **Appendix 2.2** refers). It was observed that transformers and its associated equipment are operating within the substation with audible noise during daytime and night-time period. As such, quantitative fixed noise impact assessment will be conducted for the above-mentioned fixed noise sources. Noise measurement is conducted during the operation of transformers and its associated equipment. The results are summarized in **Table 2.6**.
- 2.3.6. Tin Shui Wai Light Rail Substation is located approximately 170m to the North East of the Project Site (Photo 8 of Appendix 2.2 refers). The fixed noise impact for the substation has been assessed and presented in the approved Environmental Impact Assessment (EIA) AEIAR-026/1999 Tin Shui Wai Phase 4 Rail Extension. According to Appendix 9 Fixed Plant Noise Assessment in the approved AEIAR-026/1999, the predicted noise impact at noise sensitive receiver (N18 Village House) located at 120m away from the substation will be within the specified noise limit without any screening correction and noise mitigation measures. In view of the Project Site is located at 170m away from the Tin Shui Wai Light Rail Substation, fixed noise impact from the substation is not anticipated and fixed noise impact assessment is considered not necessary. Extracted page of Appendix 9 of approved AEIAR-026/1999 is enclosed in Appendix 2.3.
- 2.3.7. Feiliks Logistic (Asia) Limited, A Hartrodt Hong Kong Limited and Bandai Logipal (H.K.) Ltd warehouses are located approximately 142m, 283m, and 292m to the North East of the Project Site respectively while Dextra Group warehouse is located approximately 227m to the East of the Project Site. Access to the above-mentioned warehouses is restricted due to private ownership of the site (Photo 9 of Appendix 2.2 refers). Based on the site observation outside of the warehouses, any fixed noise sources will be blocked and screened by the building structures (Photo 10 and Photo

11 of Appendix 2.2 refers). No audible noise from the operation of warehouses is observed during daytime and night time period. In this connection, fixed noise impact assessment is considered not necessary for the above-mentioned warehouses.

- 2.3.8. An auto detailing workshop (Tsui Sing Auto Detailing) is located approximately 252m to the South West of the Project Site. The auto detailing activity is observed located inside the building structures and enclosed (Photo 12 of Appendix 2.2 refers). The direct line of sight from the auto detailing activity is blocked by natural terrain to the South West of the Project Site. In this connection, fixed noise impact assessment is considered not necessary for the auto detailing workshop.
- 2.3.9. The above-mentioned fixed noise sources are shown in **Figure 2.2**. Detail site survey record of the surrounding area is enclosed in Appendix 2.2. Detail of fixed noise monitoring results is enclosed in Appendix 2.4.

Identified Fixed Noise Source	SWL		
Louvers operation noise from Warehouse (VANPAC Group Asia)	82dB(A)		
Louvers operation noise from Warehouse (Hung Kit Transportation Limited, Lai Sun Warehousing & Logistics Limited and Dongguan Xuhong International Logistics Co Ltd)			
Vehicle cleaning operation noise from Auto trading store (KOBE Motors Trading LTD)	85dB(A)		
Transformers and its associated equipment from Tin Shu Wai West Rail Substation	ⁱⁱ 84dB(A)		
Notes:			
 SWLs are calculated based on on-site measured sound pressure level of fixed noise sources. Louvers are observed at 2/F of warehouse (Hung Kit Transportation Limited, Lai Sun Warehousing & Logistics Limited and Dongguan Xuhong International Logistics Co. Ltd) but not in operation during the site surgery period. However, as a conservative approach, the SWI from the lawyer of warehouse. 			

Table 2.6 SWL of Fixed Noise Sources Identified

site survey period. However, as a conservative approach, the SWL from the louvers of warehouse (VANPAC Group Asia) will be adopted for quantitative fixed noise impact assessment.

Planned Fixed Noise Sources

- 2.3.10. Based on the latest development scheme, the Electrical and Mechanical (E&M) equipment such as transformers, emergency generators and water pumps will be enclosed and / or installed within the building structure. It is anticipated that the noise impacts from these noise sources will be insignificant.
- 2.3.11. Split-type air conditioners and / or window-type air conditioners will be installed at the Proposed Development as far as practicable. The noise from the above-mentioned types of air conditioners is considered to be minimal.
- 2.3.12. Quieter equipment should be selected during procurement. Should any E&M



equipment, cooling tower or any other fixed noise sources required to be installed at open space, the noise standard summarized in **Table 2.5** shall be followed to meet the HKPSG and NCO recommendation. Noise mitigation measures (e.g., acoustic louver and noise enclosure) shall be implemented to the fixed noise sources if deem to be necessary.

2.4. IDENTIFICATION OF NOISE SENSITIVE RECEIVERS

- 2.4.1. Noise Sensitive Receivers (NSRs) likely to be subject to the highest fixed noise impacts within the Proposed Development are selected for the fixed noise impact assessment.
- 2.4.2. The selected NSRs for fixed noise impact assessment is summarized in **Table 2.7** and shown in **Figure 2.3**.

NSR ID	Description	Assessment Floor
FNIA_1F_01	Dormitory	1/F
FNIA_1F_02	Dormitory	1/F

Table 2.7 List of Selected NSRs for Fixed Noise Impact Assessment



2.5. ASSESSMENT METHODOLOGY

- 2.5.1. The methodology used for the quantitative fixed noise impact assessment is in accordance with the procedures outlined in the IND-TM and is presented below:
 - Identify the types of fixed noise source;
 - Assign SWLs to the identified fixed noise sources;
 - Identify representative NSR that may be affected by fixed noise sources;
 - Calculate the distance correction factors, using a conservative approach, based on the horizontal distance between the NSR and the noise sources;
 - Calculate the corrected noise levels after taking into account other corrections such as potential screening effects, if any, by adopting standard acoustics principles;
 - A 6dB(A) correction for tonality has been applied to all equipment as a conservative approach; and
 - Present the results in terms of L_{Aeq, 30min} dB(A), as specified in the IND-TM.
- 2.5.2. The SWLs in **Table 2.6** will be adopted in the quantitative fixed noise impact assessment. However, to demonstrate the worst-case scenario, SWL of 94dB(A) will be adopted for vehicle cleaning operation at the Auto trading store (KOBE Motors Trading LTD) with reference to the similar fixed noise source (Car washing workshop) in Appendix 5.5 of approved AEIAR-227/202 Development at San Hing Road and Hong Po Road, Tuen Mun¹.

2.6. ASSESSMENT RESULTS

2.6.1. Assessment results for each NSRs at day & evening-time and night-time periods are summarized in **Table 2.8**. Detailed calculations are shown in **Appendix 2.3**.

NSR ID	Daytime & Evening-time		Nighttime	
NSKID	Predicted Noise Level	Noise Standard	Predicted Noise Level	Noise Standard
FNIA_1F_01	60dB(A)	65dB(A)	45dB(A)	55dB(A)
FNIA_1F_02	60dB(A)	65dB(A)	45dB(A)	55dB(A)

Table 2.8 Fixed Noise Impact Assessment Results

¹ Appendix 5.5 of AEIAR-227/202:

https://www.epd.gov.hk/eia/register/report/eiareport/eia_2632020/EIA/04%20APPENDICES/App5.5_0 .pdf



2.6.2. Based on the results of fixed noise impact assessment, the predicted L_{Aeq, 30min} are below the ANL under NCO and HKPSG for all representative NSRs. Hence, adverse fixed noise impact is not anticipated.

3. TRAFFIC NOISE ASSESSMENT

3.1. INTRODUCTION

3.1.1. This section presents the results of traffic noise impact assessment during operation of the Proposed Development. Practicable noise mitigation measures would be recommended to ensure the noise level would comply with relevant noise standard.

3.2. LEGISLATION AND STANDARDS

3.2.1. Table 4.1 in HKPSG Chapter 9 listed the road traffic noise standard for planned developments and summarized in **Table 3.1** below:

Landuse	L _{10 (1hr)} , dB(A)		
All domestic premises including temporary housing accommodation			
Hotels and hostels	70		
Office			
Educational institutions including kindergartens, child care centres and all others where unaided voice communication is required	65		
Places of public worship and courts of law			
Hospitals, clinics, convalescences and residential care homes for the elderly (diagnostic rooms and wards)	55		
Notes:			
[i] The above standards apply to uses which rely on opened windows for ventilation.			
[ii] The above standards shall be viewed as the maximum permissible noise levels assessed at 1m from the external facade.			

Table 3.1 Road Traffic Noise Standard in HKPSG

3.2.2. The main purpose of the Proposed Development will be residential care home for the elderly for residential purpose. Rooms including dormitory, rehabilitation area, small group activities room, dinning/multi-purpose area, sick room/isolation room, end of life care room, and sleep-in room are used as domestic purpose while nurse station, conference room, general office, superintendent's office, and assistant

superintendent's office are used as office purpose. In addition, room with same/similar nature to diagnostic room and ward are not provided. As such, the noise standard of $L_{10 (1hr)}$ 70dB(A) will be adopted for traffic noise impact assessment.

3.3. IDENTIFICATION OF NOISE SENSITIVE RECEIVERS

3.3.1. NSRs likely to be subject to highest traffic noise impacts within the Proposed Development are selected for the traffic noise impact assessment. As confirmed with Project Planner, all assessment points were taken at 1.2m above the floor and 1m away from the facade of openable windows for ventilation purpose. A total of 119 NSRs are selected for traffic noise impact assessment. The selected NSRs for traffic noise impact assessment are shown in **Figure 3.1**.

3.4. ASSESSMENT METHODOLOGY

- 3.4.1. The Proposed Development will subject to noise impact from the surrounding traffic. Road traffic noise prediction is carried out, following the procedures stipulated in the "Calculation of Road Traffic Noise (CRTN)" published by Department of Transport, UK and with reference to "Road Traffic Noise Impact Assessment under the Environmental Impact Assessment Ordinance EIAO Guidance Note No. 12/2010 (GN12)".
- 3.4.2. Traffic noise is predicted based on the maximum traffic flow within 15 years upon commencement of operation of the Proposed Development. Road segments within 300m Assessment Area, road surfacing and all relevant structures / features that could have noise screening or reflective effects have been taken into consideration in the traffic noise impact assessment. The characteristics of the road segments including the road width, surface type and traffic flow have also been considered in the assessment.
- 3.4.3. The Proposed Development will tentatively operate in 2029 and as confirmed by the Traffic Consultant, Year 2044 has the maximum traffic projection within 15 years (from Year 2029 to 2044) upon commencement of operation of the Proposed Development. The peak hour traffic flow data and endorsement from Transport Department in Year 2044 is enclosed in **Appendix 3.1**.

3.5. ASSESSMENT RESULTS

3.5.1. Based on the traffic noise impact assessment results for un-mitigated scenario, the predicted traffic noise levels ranged from 44dB(A) to 72dB(A) during AM period and 43dB(A) to 72dB(A) during PM period. Summary of traffic noise impact assessment results for un-mitigated scenario is shown in Table 3.2 and detail is enclosed in Appendix 3.2.



	AM Period	PM Period
Total number of NSRs	119	119
Number of NSRs exceed the limit level	12	9
Compliance Rate	90%	92%

Table 3.2 Summary of Predicted Traffic Noise Impact (Un-mitigated Scenario)

- 3.5.2. In view of the predicted traffic noise level exceeded noise standard, mitigation measures are required to ensure the noise level would be comply with relevant noise standard.
- 3.5.3. With reference to two precedent cases on adoption of acoustic window (baffle type), three types of acoustic window (baffle type) with sound absorptive materials (SAM) are proposed to be installed at the affected NSRs. The locations of the proposed acoustic window (baffle type) are shown in **Figure 3.2**.
- 3.5.4. The proposed reference cases can provide noise reduction from 4.0dB(A) to 8.1dB(A) based on their corresponding room size. The noise reductions in the reference cases are adjusted to Relative Noise Reduction based on the actual room size of the affected NSRs.
- 3.5.5. With the room size correction, the Relative Noise Reduction for Type 1 Acoustic Windows (Baffle Type) will be 3.3dB(A) and proposed to adopt as noise reduction level.
- 3.5.6. Despite the Relative Noise Reductions can achieve maximum 7.7dB(A) for Type 2 Acoustic Windows (Baffle Type) and 8.1dB(A) for Type 3 Acoustic Windows (Baffle Type) after room size correction, the noise reduction for above-mentioned acoustic windows (baffle type) will be proposed as 3.3dB(A) as conservative approach.
- 3.5.7. Schedule of traffic noise mitigation measures is shown in **Table 3.3** and detail of proposed acoustic window (baffle type) is enclosed in **Appendix 3.3**.

Proposed Noise Mitigation Measures	Floor Level	Room	Location
Type 1 Acoustic Windows (Baffle Type)	4/F	Dormitory	TNIA_4F_01 TNIA_4F_02
Type 1 Acoustic Windows (Baffle Type)	5/F	Dormitory	TNIA_5F_01 TNIA_5F_02 TNIA_5F_03

Table 3.3 Schedule of Traffic Noise Mitigation Measures



Type 1 Acoustic Windows (Baffle Type)	6/F	Dormitory	TNIA_6F_01 TNIA_6F_02 TNIA_6F_03
Type 2 Acoustic	7/F	Conference Room (1)	TNIA_7F_01
Windows (Baffle Type)		Conference Room (2)	TNIA_7F_02
Type 3 Acoustic	7/F	Superintendent's Office	TNIA_7F_03
Windows (Baffle Type)		Assistant Superintendent's Office	TNIA_7F_04
Notes: [i] Detail of Proposed Acoustic Window (Baffle Type) refer to Appendix 3.3 .			

3.5.8. With the implementation of proposed types of acoustic window (baffle type), the predicted traffic noise level at all NSRs will comply with the noise standard of L_{10 (1hr)} 70dB(A) and adverse traffic noise impact is not anticipated. Detail of traffic noise impact assessment results for mitigated scenario is enclosed in **Appendix 3.4**.

4. RAILWAY NOISE IMPACT ASSESSMENT

4.1. INTRODUCTION

- 4.1.1. This section identifies potential noise impact from railway during operation of the Proposed Development.
- 4.1.2. Tuen Ma Line (TML, previously known as West Rail Line) and Light Rail Transit (LRT) are located within 300m noise impact Assessment Area of the Proposed Development. The location of concerned TML and LRT is shown in Figure 4.1.
- 4.1.3. TML with a twin viaduct (TML_NB_1 to 5 and TML_SB_1 to 5 in **Figure 4.1**) is located approximately 185m to the North of the Project Site. The length of twin viaduct within the Assessment Area is approximately 580m with average elevation of +24.0mPD (Ranged from +23.5mPD to +24.4mPD). The twin viaduct is connected from / to the elevated Tin Shui Wai Station.
- 4.1.4. LRT is located approximately 220m to the Northwest of the Project Site. The LRT within in the Assessment Area are comprised of a section of viaduct (LRT_NB_1 to 2 and LRT_SB_1 to 2 in **Figure 4.1**) approximately 130m with average elevation of +11.9mPD (Ranged from +9.8mPD to +13.0mPD) crossing over Tin Fuk Road and a section of at-grade track (LRT_NB_3 and LRT_SB_3 in **Figure 4.1**) approximately 100m with elevation of +7.9mPD connected from / to Tin Shui Wai Stop underneath the Tin Shui Wai Station.

4.2. LEGISLATION AND STANDARDS

<u>NCO</u>

4.2.1. The operation of railway is subject to control under NCO and the ANLs as stated in Table 1 and 2 IND-TM shall be followed. As mentioned in Section 2.2.2, the Project Site is located at rural area and will be directly affected by the IFs, Area Sensitivity Rating of "B" will be adopted for the railway noise impact assessment. The ANLs adopted with reference to IND-TM are listed in Table 4.1 below.

Time Period	L _{Aeq} , 30min
Day and Evening Time (0700-2300)	65dB(A)
Night Time (2300-0700)	55dB(A)

 Table 4.1 ANLs for Railway Noise Impact Assessment under NCO

<u>HKPSG</u>

4.2.2. Table 4.1 in HKPSG Chapter 9 listed the railway noise standard for planned developments. The railway noise standard for in terms of L_{Max} and L_{Aeq, 24hr} are

summarized in **Table 4.2** below:

Parameter		Noise Standard	
	L _{Max, 2300-0700}	85dB(A)	
LAeq, 24hr		65dB(A)	
Notes:	Notes:		
[i]	The above standards apply to uses which rely on opened windows for ventilation.		
[ii]	[ii] The above standards shall be viewed as the maximum permissible noise levels assessed at 1m from the external facade.		

Table 4.2 Noise Standard for Railway Noise Impact Assessment under HKPSG

EIA-149/BC - West Rail

- 4.2.3. The railway noise impact associated with the operation of concerned TML is documented in approved EIA-149/BC – West Rail² and governed by Further Environmental Permit FEP-24/004/1998/K - West Rail, Phase I ³.
- 4.2.4. Under FEP-24/004/1998/K General Condition 2.21 (e) and 3.14 (e), the train length of TML shall reduce from 12 cars to 9 cars with increase in train frequency from 30 to 40 trains per hour during 0600 to 0700.
- 4.2.5. Under FEP-24/004/1998/K General Condition 5.3, the Permit Holder shall illustrate that the 9-car disc braked Electric Multiple Unit would meet the specification of maximum level (L_{Max}) not exceeding 82.5dB(A) at 130kph measured at 25m from the at-grade ballasted tracks prior to the operation of the Project.
- 4.2.6. Under FEP-24/004/1998/K General Condition 5.14 and Table A of Schedule 1, a serious of alternative noise mitigation measures shall be implemented. For the concerned TML, trackside panels and windshields (Figure 7 of FEP-24/004/1998/K) shall be installed along the parapet walls along viaducts while cranked noise barrier and plenum enhancement (Figure 9 and 10 of FEP-24/004/1998/K) shall be installed at the area of Tin Shui Wai Station.
- 4.2.7. Under FEP-24/004/1998/K General Condition 2.21 (f), 3.14 (f) and 6.1, the maximum train speed of TML shall be 130km/hr except for train speed between Tin Shui Wai and Siu Hong which shall reduce to 100km/h.
- 4.2.8. Extracted pages of FEP-24/004/1998/K are enclosed in Appendix 4.1.

² EIA-149/BC: <u>https://www.epd.gov.hk/eia/register/report-bc/eia149/eiar.pdf</u>

³ FEP-24/004/1998/K: <u>https://www.epd.gov.hk/eia/register/permit/latest/vep6222022.htm</u>



AEIAR-026/1999 - Tin Shui Wai Phase 4 Rail Extension

- 4.2.9. The railway noise impact associated with the operation of concerned LRT is documented in approved AEIAR-026/1999 Tin Shui Wai Phase 4 Rail Extension ⁴ and governed by Further Environmental Permit FEP-02/041/2000/B ⁵.
- 4.2.10. Under FEP-02/041/2000/B General Condition 2.3 (a), the re-radiated noise from viaduct structure shall at least 10dB(A) below the noise criteria of 65dB(A) L_{max} at 25m, at 50km/h during operation.
- 4.2.11. Extracted pages of FEP-02/041/2000/B are enclosed in Appendix 4.2.

4.3. IDENTIFICATION OF NOISE SENSITIVE RECEIVERS

- 4.3.1. NSRs likely to be subject to the highest railway noise impacts within the Proposed Development are selected for the railway noise impact assessment.
- 4.3.2. In general, the façade facing South will not selected as NSRs for railway noise impact assessment as they will not have direct line of sight to the concerned TML and LRT.
- 4.3.3. All assessment points are taken at 1.2m above the floor and 1m away from the facade of openable windows for ventilation purpose.
- 4.3.4. Railway noise impact from TML will be assessed for all NSRs while railway noise impact from LRT will not assessed for NSRs to the at the East Side of Proposed Development as they will not have direct line to the LRT.
- 4.3.5. The selected NSRs are shown in **Figure 4.2** and scope of assessment is summarized in **Table 4.3**.

NSR ID	Description	Assessment Floor	Scope of Assessment
RNIA_1F_01	Dormitory		
RNIA_1F_02	Dormitory		TML only
RNIA_1F_03	Dormitory	1/F	
RNIA_1F_04	End of Life Care Room	176	
RNIA_1F_05	Dormitory		TML and LRT
RNIA_1F_06	Dormitory		

Table 4.3 List of Selected NSRs for Railway Noise Impact Assessment

⁴ AEIAR-026/1999: <u>https://www.epd.gov.hk/eia/register/report/eiareport/eia_03099/index1.htm</u>

⁵ FEP-02/041/2000/B: <u>https://www.epd.gov.hk/eia/register/permit/latest/fep0842007.htm</u>

RNIA_1F_07	Dormitory		
RNIA_2F-6F_01	Dormitory		
RNIA_2F-6F_02	Dormitory		TML only
RNIA_2F-6F_03	Dormitory		
RNIA_2F-6F_04	Dormitory		
RNIA_2F-6F_05	Dormitory		
RNIA_2F-6F_06	Dormitory	2/F-6/F	
RNIA_2F-6F_07	Dormitory		TML and LRT
RNIA_2F-6F_08	Dormitory		
RNIA_2F-6F_09	Dormitory		
RNIA_2F-6F_10	Dormitory		
RNIA_7F_01	Conference Room (1)		
RNIA_7F_02	Conference Room (2)		
RNIA_7F_03	Superintendent's Office	7/F	TML only
RNIA_7F_04	Assistant Superintendent's Office		

4.4. ASSESSMENT METHODOLOGY, ASSUMPTIONS AND APPROACH

Assessment Methodology

4.4.1. The railway noise impact is predicted using the equations in "*Calculation of Railway Noise (1995)*" (CRN) and "*Transportation Noise Reference Book*" (TNRB). The reference Sound Exposures Level (SEL_{Ref}) for TML and LRT are referenced from approved EIA AEIAR-203/2016 - Hung Shui Kiu New Development Area and AEIAR-026/1999 - Tin Shui Wai Phase 4 Rail Extension. The railway noise impact assessment methodologies are summarized in **Table 4.4** below.

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	mary of Railway Noise Assessment Methodology Assessment Methodology			
Parameter	TML LRT			
	Northbound: 81.4dB(A)	Both Northbound and Southbound:		
SEL	Southbound: 80.7dB(A)	70.9dB(A) ⁽²⁾		
	Measured at 25m for 8 cars, 130km/hr ⁽¹⁾	Calculated from L _{Max}		
L _{Max}	Not exceed 82.5dB(A) measured at 25m for train speed at 130km/hr ⁽³⁾	65dB(A) measured at 25m for 2-car trains (40m) at 50km/hr with ballast track in well maintained condition ⁽⁴⁾		
Correction for number of cars ⁽⁵⁾	$10 log \frac{n_{Act}}{n_{Ref}}$ Where n_{Act} = Actual number of cars, n_{ref} = Reference number of cars			
	during measurement			
	20	$llog rac{V_{Act}}{V_{Ref}}$		
Correction for train speed ⁽⁵⁾				
	Where V_{Act} = Actual Speed	, V_{ref} = Reference speed during		
	measurement			
Distance	$10log \frac{D_{Act}}{D_{Ref}}$			
Distance Correction ⁽⁵⁾	Where D_{Act} = Actual Distance, D_{ref} = Reference distance during measurement			
Correction for	10 <i>log</i> (<i>N</i>)			
train frequency ⁽⁵⁾	Where N = Number of trains in 30 minutes			
Time Correction ⁽⁵⁾	$10 log \frac{1}{T}$			
	Where $T =$ Seconds in 30 minutes (1800s)			
Barrier Correction ⁽⁵⁾	Refer to equation in Chart 6 CRTN			
View angle Correction ⁽⁵⁾	$10\log\left[\frac{(\pi\theta)}{180} - \cos 2\alpha \sin \theta\right] - 5$			
	Where θ = View angle, α = Acute angle			
Track Deterioration Correction ⁽⁵⁾	+3.0			

Table 4.4 Summary of Railway Noise Assessment Methodology

Façade Correction ⁽⁵⁾	+2.5	
Air	0.2 - 0.008d'	
Absorption ⁽⁵⁾	Where <i>d</i> ' = distance (m)	
Remark:		
	n Table 4.35 of AEIAR-203/2016 - Hung Shui Kiu New Development Area. g equation in TNRB:	
$SEL = L_{Max} + 10\log\left(\frac{L}{V}\right) + 10.5 - 10\log\left\{\left(\frac{4D}{4D^2 + 1}\right) + 2\tan^{-1}\left(\frac{1}{2D}\right)\right\}$		
Where <i>L</i> = Train	Length (m), $V =$ Train Speed (km/hr), $d =$ Distance from track (m) and $D = d/L$	
 L_{Max} of TML is governed by General Condition 5.3 of FEP-24/004/1998/K. Referenced from Table 6.6 of AEIAR-026/1999 - Tin Shui Wai Phase 4 Rail Extension. Referenced from equation in CRN. 		

Assessment Assumptions

BXG

4.4.2. To demonstrate there will be no adverse railway noise impact during future operation of Proposed Development, the worst-case scenario with reference to approved EIAs, FEP conditions and latest information provided by Mass Transit Railway (MTR) as attached in Appendix 4.1 is assumed to predict the railway noise impacts to the selected NSRs. The assumptions for worst-case scenario is summarized in Table 4.5 below.

Parameter	Worst-case Scenario ⁽¹⁾		
Farameter	TML	LRT	
Number of cars	9 ⁽²⁾	2 ⁽³⁾	
Train Frequency	40 trains per hour ⁽⁴⁾	19 trains per hour ⁽⁵⁾	
Train requeriey	(20 trains per 30 minutes)	(10 trains per 30 minutes)	
Train Speed ⁽⁵⁾	130km/hr ⁽⁶⁾	70km/hr ⁽⁷⁾	
Barrier Correction	Viaduct Section 1.2m height parapets located 1.2m away from the track at both sides of viaduct At-grade Section (For LRT only) No Parapet		

Table 4.5 Summary of Assumption for Worst-case Scenario

Remark:

- 1. The worst-case scenario will be adopted during both day time and night time period.
- 2. According to General Condition 2.21 (e), 3.14 (e) of FEP-24/004/1998/K, maximum 9 number of cars will be adopted to demonstrate the worst-case scenario.
- 3. According to information provided by MTR, maximum 2 number of cars will be adopted to demonstrate the worst-case scenario.
- 4. Despite information provided by MTR suggested that the future ultimate daily peak operation frequency of 0700-2300 is about 28 trans per hour, Condition 2.21 (e) and 3.14 (e) of FEP-24/004/1998/K allowed the train frequency increase from 30 to 40 trains per hour during 0600 to 0700. In view of the above, maximum train frequency of 40 trains per hour (20 trains per 30 minutes) will be adopted to demonstrate the worst-case scenario.
- 5. According to information provided by MTR, maximum train frequency of 19 trains per hour (10 trains per 30 minutes) will be adopted to demonstrate the worst-case scenario.
- 6. To demonstrate the worst-case scenario, the train speed will be assumed to be consistent at maximum speed (130km/hr for TML and 70km/hr for LRT) across the concerned railway section.
- 7. To demonstrate the worst-case scenario, it is assumed that the parapets along viaduct section of TML and LRT will be the only barriers screening the rolling noise from the concerned railways while no parapets will be considered for at-grade section of LRT.

Assessment Approach

- 4.4.3. The predicted rail noise level L_{Aeq, 30min} will be compare with the most stringent standard of L_{Aeq, 30min, 2300-0700} 55dB(A) to demonstrate the Proposed Development will not be affected by the railway noise generated from TML and LRT.
- 4.4.4. In view of the worst-case scenario will be adopted both day time and night time period to compare the most stringent standard of L_{Aeq, 30min}, quantitative assessment for L_{Aeq, 24hr} will not be required in this railway noise impact assessment.
- 4.4.5. The L_{Max} of TML is governed by FEP-24/004/1998/K which limited the L_{Max} shall not exceed 82.5dB(A) at 130km/hr from 25m away while the measured L_{Max} of LRT is 65dB(A) at 50km/hr from 25m away according to AEIAR-026/1999. Given that the buffer distance of approximate 220m and 185m to the TML and LRT are allowed, the L_{Max} at the selected NSRs are expected to be lower than L_{Max, 2300-0700} standard, 85dB(A) established under HKPSG. Hence, no quantitative assessment will be required for L_{Max} in this railway noise impact assessment.

4.5. ASSESSMENT RESULTS

- 4.5.1. Based on the detail of predicted railway noise level in **Appendix 4.4**, the predicted L_{Aeq, 30min} under the worst-case scenario is ranged from 44dB(A) to 46dB(A) which are well below the most stringent standard of ANL for Railway Noise under NCO and HKPSG (i.e., 55dB(A)).
- 4.5.2. Nonetheless, factors likely to further minimize the railway noise impact below are not taken into consideration in the prediction of railway noise level:
 - Alternative noise mitigation measures as mentioned in Section 4.2.6 for TML;



- Reduction of speed when trains approaching station / stop; and
- Natural terrain located at West of Project Site which will block the line of sight of at-grade section of LRT.

In view of the above, the railway noise level from TML and LRT in actual condition is expected to be lower than the predicted railway noise level. Hence, adverse railway noise impact is not anticipated.



5. CONCLUSION

- 5.1.1. The Project Proponent is proposed to develop a composite social welfare facility for RCHE and residential institution for senior hostel has been proposed at Lot Nos. 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long.
- 5.1.2. Fixed noise impact has been identified and assessed in this noise impact assessment. No adverse fixed noise impact is anticipated.
- 5.1.3. Traffic noise impact has been identified and assessed based on the maximum traffic flow within 15 years upon commencement of operation of the Proposed Development. With the implementation of noise mitigation measures (i.e., Acoustic Windows (Baffle Type)), no adverse traffic noise impact is anticipated.
- 5.1.4. Railway noise impact has been identified and assessed based on the information in approved EIA, enforced EP and information provided by MTR. No adverse railway noise impact is anticipated.



FIGURE 1.1 LOCATION OF PROJECT SITE AND ITS ENVIRONS WITH 300M ASSESSMENT AREA

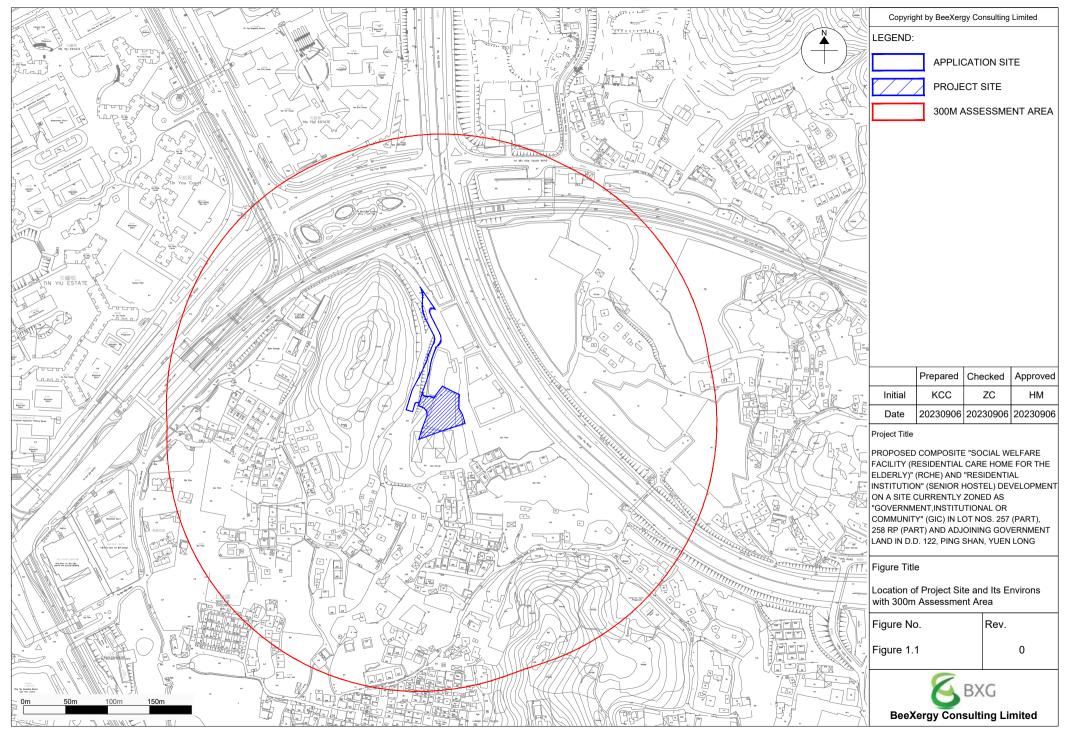




FIGURE 2.1 LOCATION OF BACKGROUND NOISE MONITORING STATION

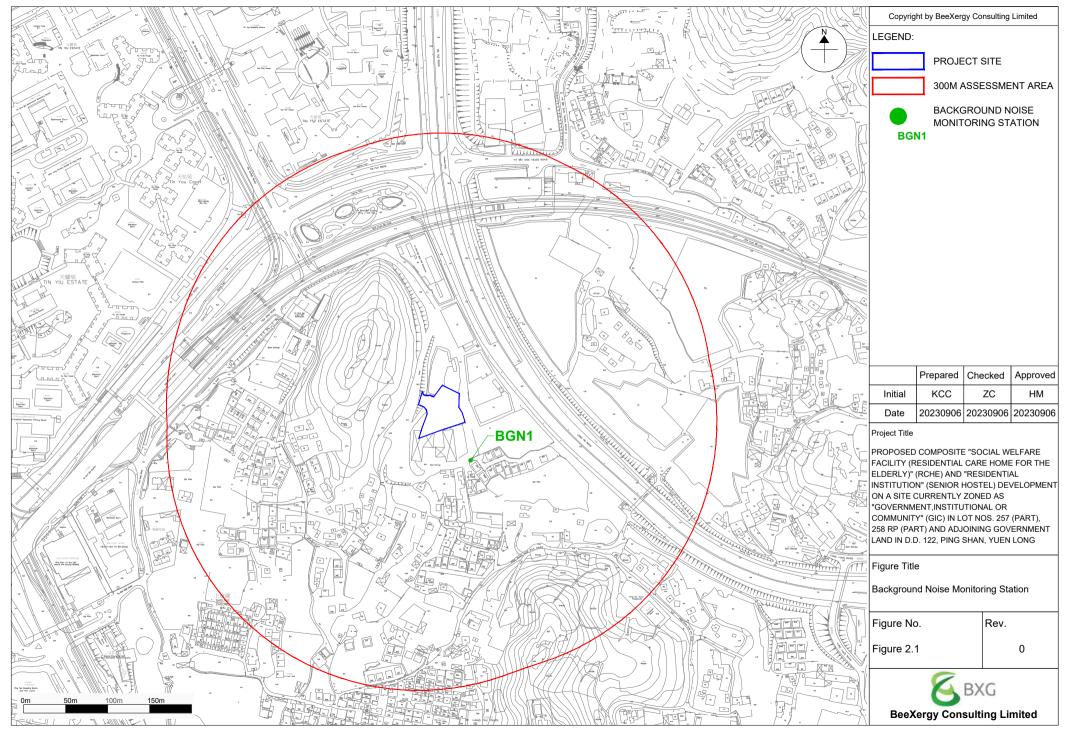




FIGURE 2.2 LOCATION OF IDENTIFIED FIXED NOISE SOURCES

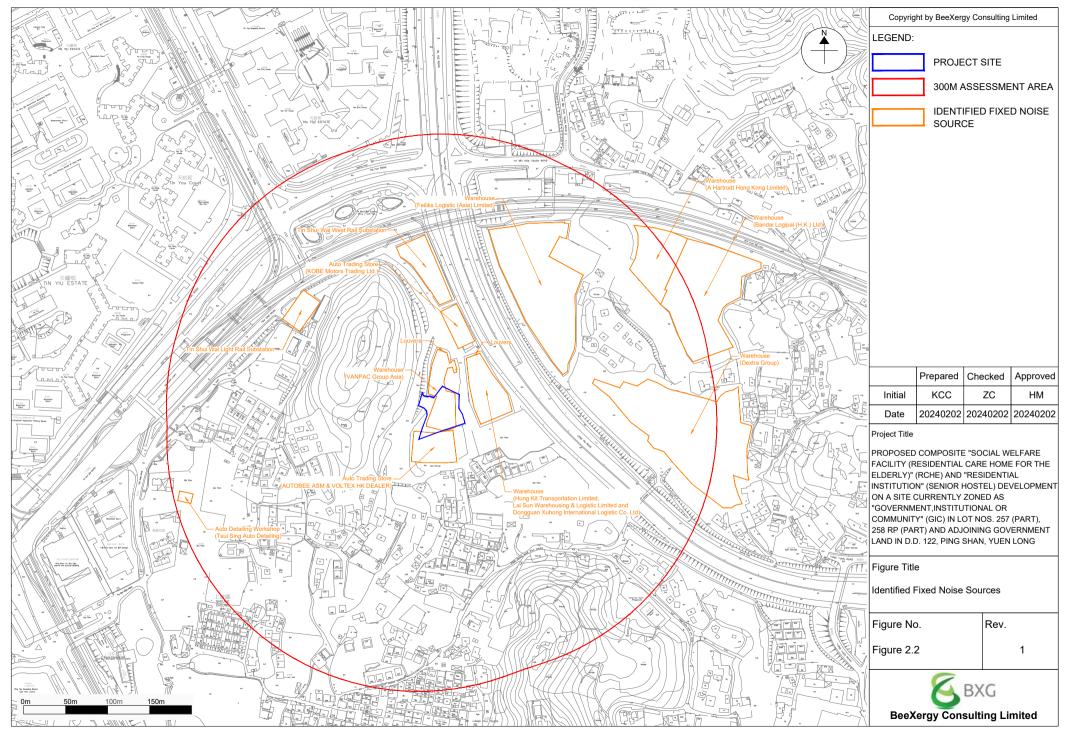




FIGURE 2.3 SELECTED NSRS FOR FIXED NOISE IMPACT ASSESSMENT





FIGURE 3.1 SELECTED NSRS FOR TRAFFIC NOISE IMPACT ASSESSMENT



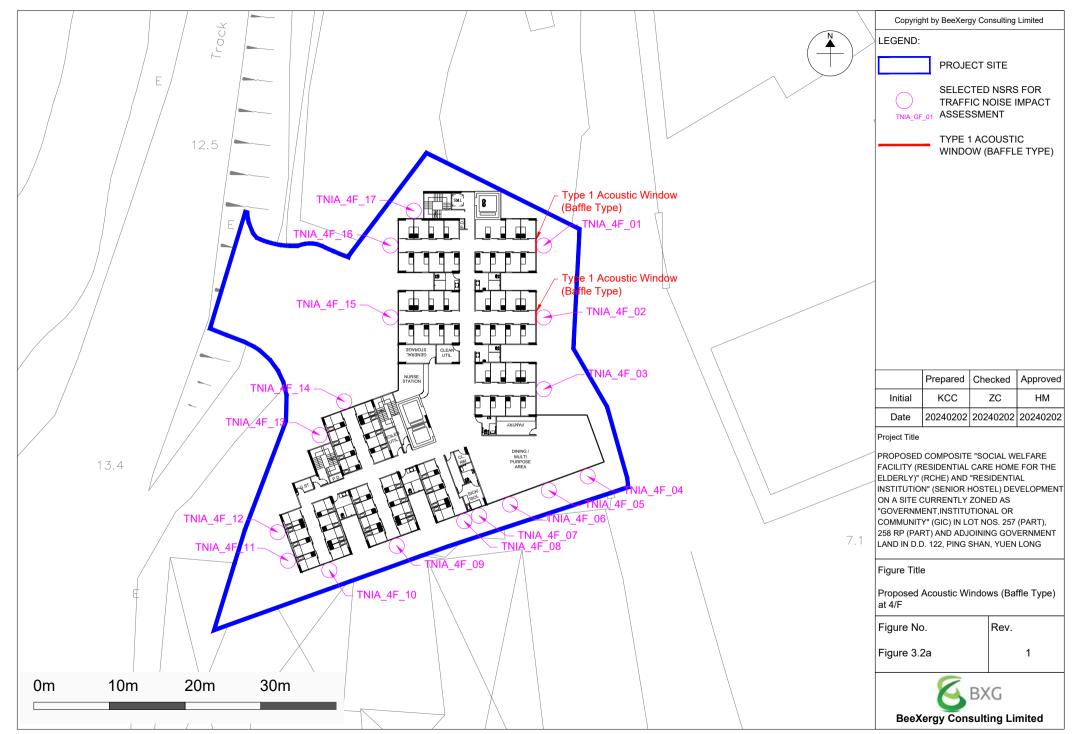


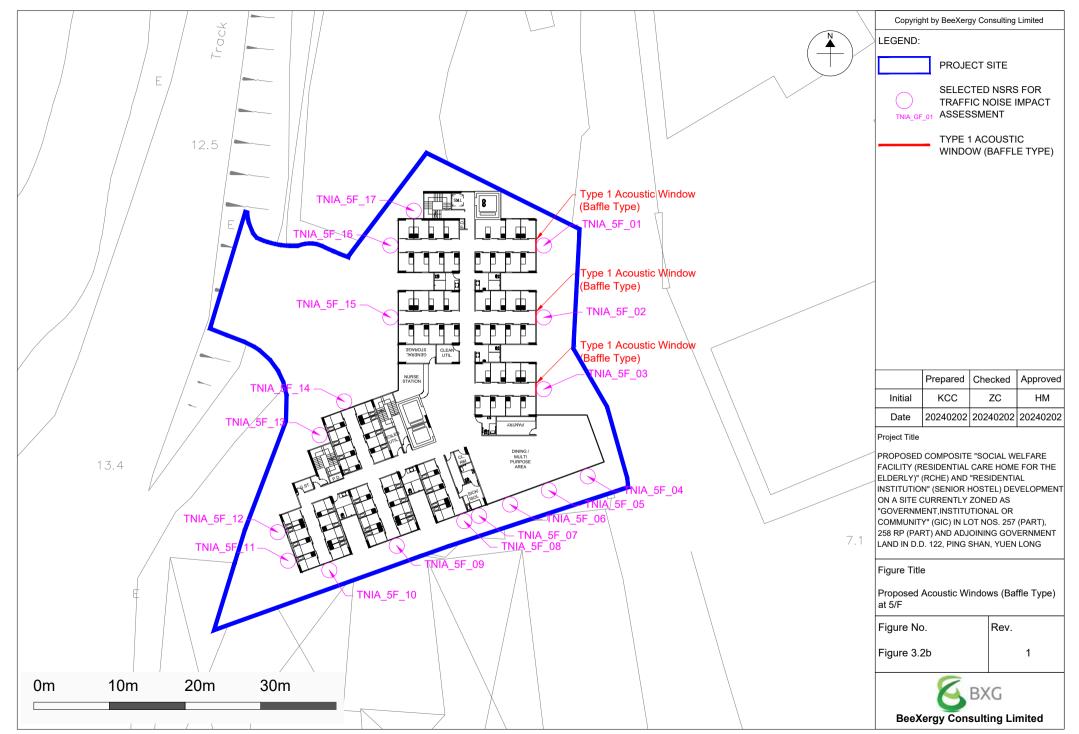






FIGURE 3.2 PROPOSED ACOUSTIC WINDOW (BAFFLE TYPE)





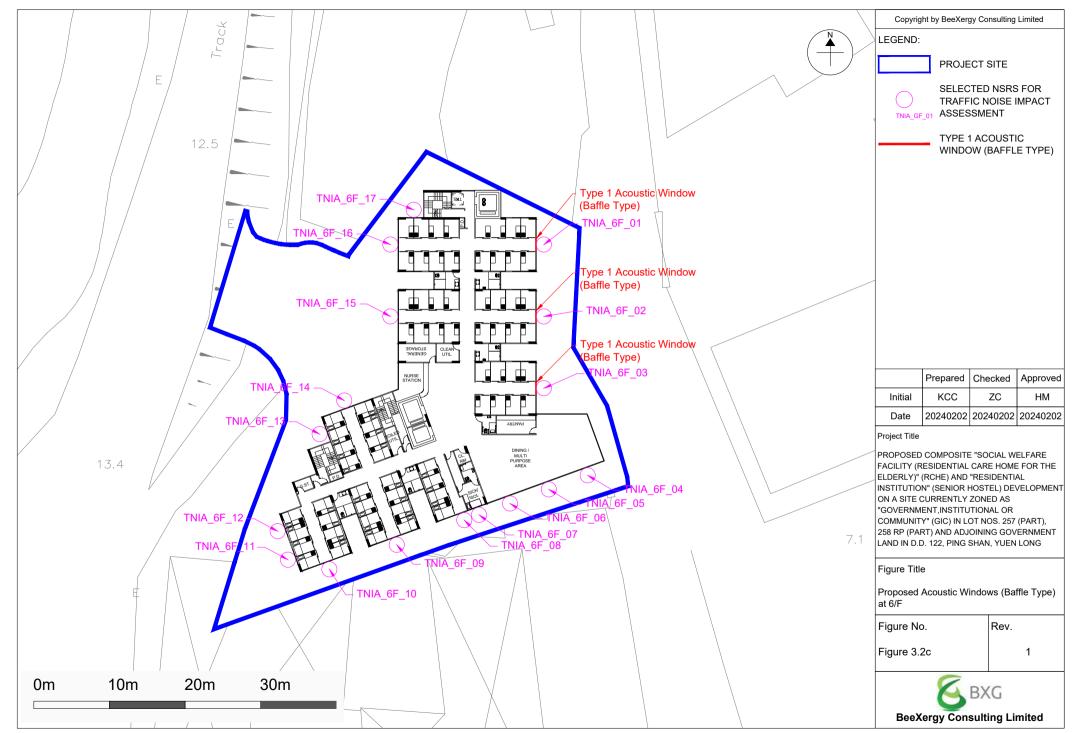






FIGURE 4.1 LOCATION OF CONCERNED TML AND LRT

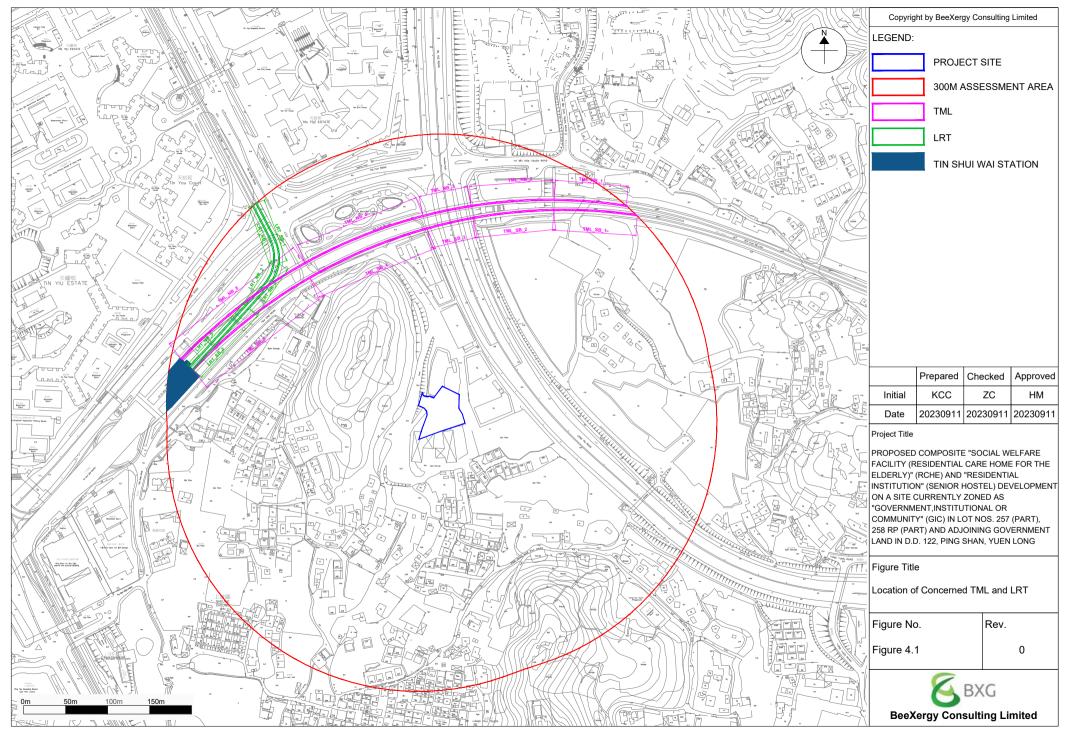




FIGURE 4.2 LOCATION OF SELECTED NSRS FOR RAILWAY NOISE IMPACT ASSESSMENT



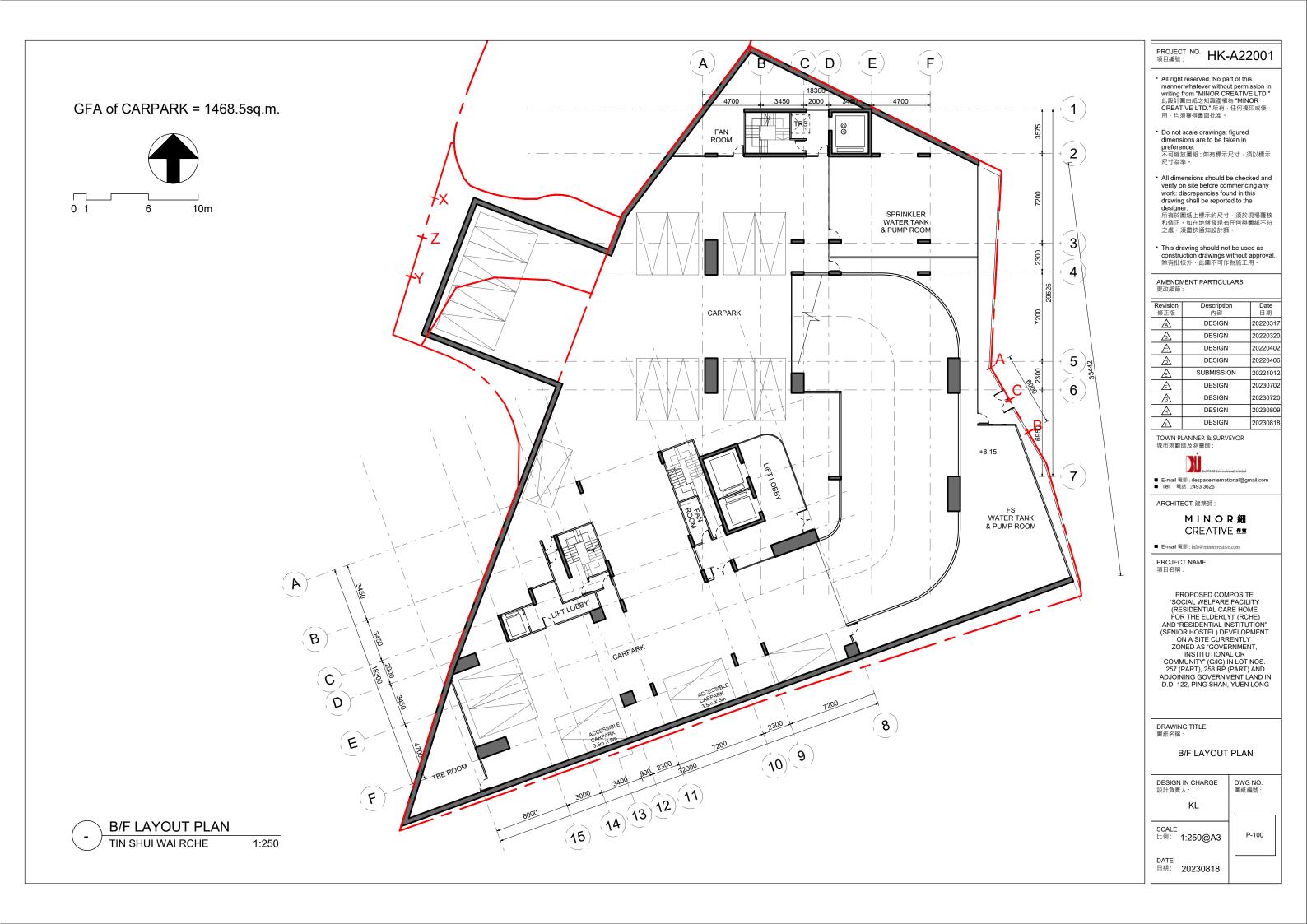


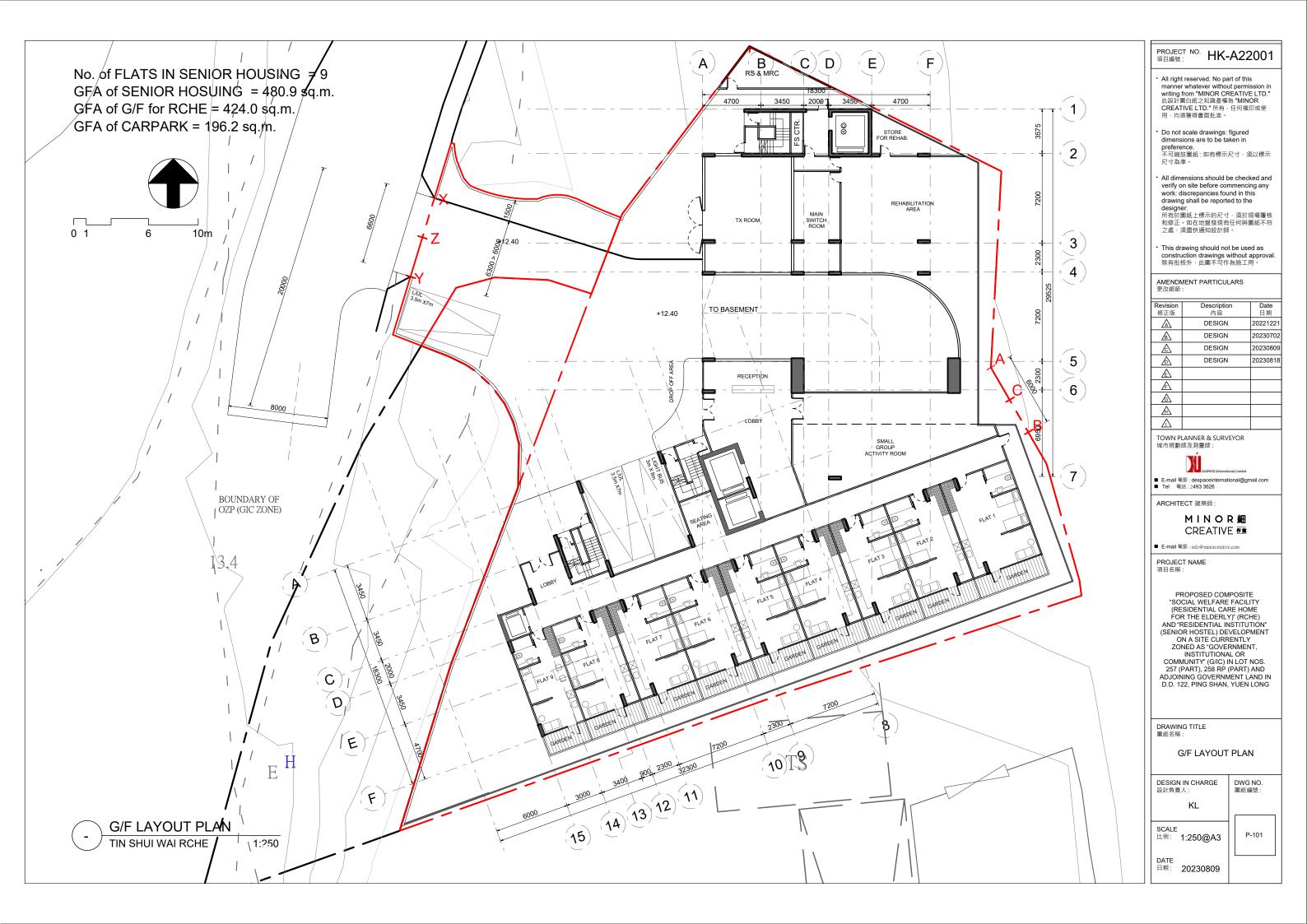




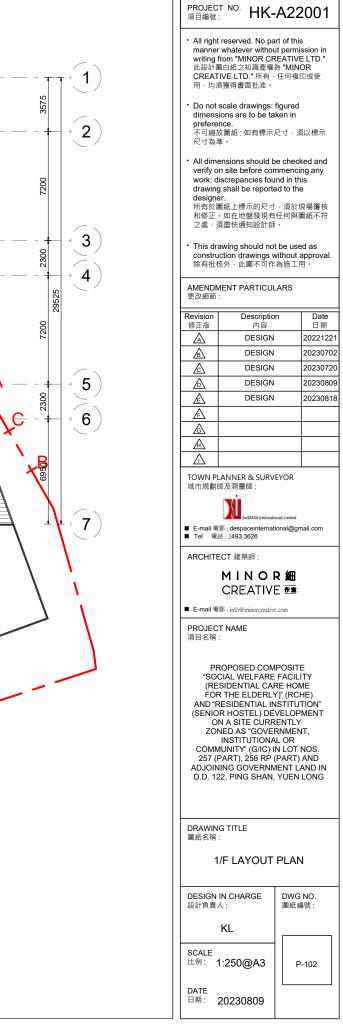
APPENDIX 1.1 MASTER LAYOUT PLAN



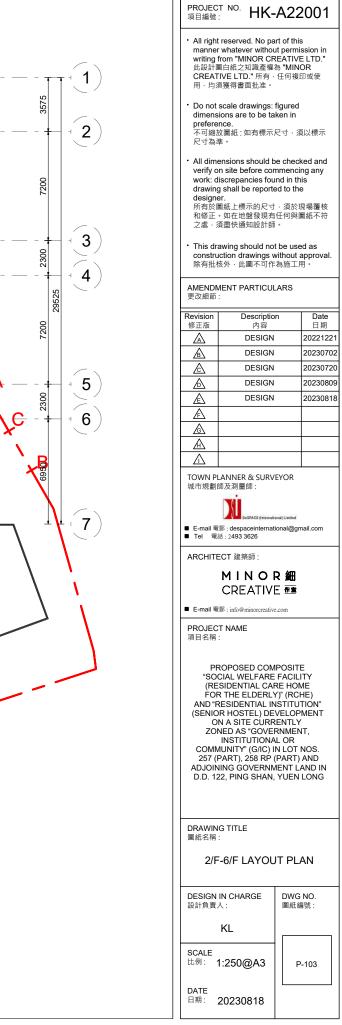




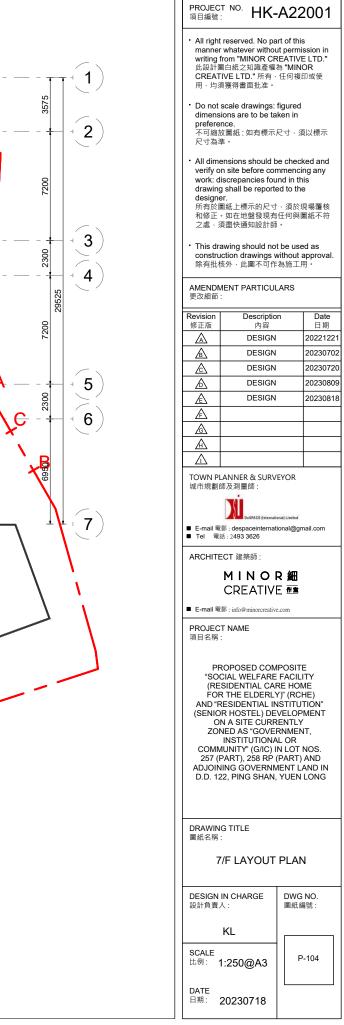




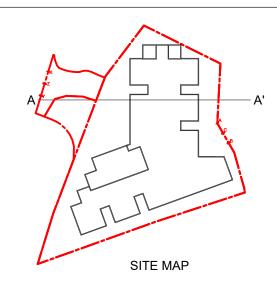












A B.L.		EMERGENCY GENERATOR / WATER TANK	l	A' B.L.	R +42
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		DORMITORY (SINGL DINING/ MULTI-PURPOSE AR / PANTRY / S	REA / NURSE STATION	000	+35
+		DORMITORY (SINGL DINING/ MULTI-PURPOSE AR / PANTRY / S	REA / NURSE STATION	900 98	+31
		DORMITORY (SINGL DINING/ MULTI-PURPOSE AR / PANTRY / S	REA / NURSE STATION	3900	+28
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EAN RMATION VEL .15		CARPARK / FS WATER TAI SPRINKLER WATER TANI TBE ROOM / FLUSH WATER & PORTAI	K & PUMP ROOM	4400	+;

SCHEMATIC SECTION AA' TIN SHUI WAI RCHE 1:250

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PROJECT NO. 項目編號: HK-A22001						
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ARCHITE	ECT 建築師 :					
. .	MINO CREATIV					
	郵:info@minorcreativ	e.com				
PROJEC 項目名稱						
PROPOSED COMPOSITE "SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)" (RCHE) AND "RESIDENTIAL INSTITUTION" (SENIOR HOSTEL) DEVELOPMENT ON A SITE CURRENTLY						
ZONED AS "GOVERNMENT, INSTITUTIONAL OR COMMUNITY" (G/IC) IN LOT NOS. 257 (PART), 258 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D. 122, PING SHAN, YUEN LONG						
DRAWIN 圖紙名稱 SC		ECTI	ON			
DESIGN 設計負責,	IN CHARGE 人:	DWG 圖紙編				
	KL					
SCALE 比例: ·	1:250@A3	s	-101			
DATE 日期:	DATE					



APPENDIX 2.1 DETAIL OF BACKGROUND NOISE MONITORING RESULTS



BACKGROUND NOISE MONITORING RESULTS

Location ID BGN1 Description Ping Shan No. 310 to 318 Monitoring Date 7 September 2023 Monitoring Period Daytime Monitoring Condition 16:40 – 17:10 Monitoring Condition 10:40 – 17:10 Monitoring Condition Cloudy Weather Condition Cloudy Equipment 24 February 2023 Calibration Date 24 February 2023 Calibrator 24 February 2023 Calibrator Before After 94:0dB(A) 94:1dB(A) 49:0 Monitoring Results 94:0dB(A) 49:0 Monitoring Results 61:4 66:1 49:7 Photo Record Glibration Supervision 49:7 Site Observation Cloudy Fourter Supervision Supervision							
Monitoring Date 7 September 2023 Monitoring Period Daytime Monitoring Time 16:40 – 17:10 Monitoring Condition 1m away from the façade Weather Condition Cloudy Equipment Cloudy Calibration Date 24 February 2023 Calibrator Date Svantek SV35A / 58708 Calibration Date 13 June 2023 Calibration Results 94.0dB(A) 94.1dB(A) Monitoring Results LAeq L10 L90 (Sound Power Level) 61.4 66.1 49.7 Photo Record Image: Superior Super	Location ID	BGN1					
Monitoring Period Daytime Monitoring Time 16:40 – 17:10 Monitoring Condition 1m away from the façade Weather Condition Cloudy Equipment Cloudy Calibration Date 24 February 2023 Calibrator Svantek SV35A / 58708 Calibrator Date 13 June 2023 Calibration Date 94.0dB(A) Gound Power Level) 61.4 66.1 Photo Record Image: State Stat	Description	Ping Shan No. 310 to 318					
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Monitoring Condition 1m away from the façade Weather Condition Cloudy Equipment Clirrus CR171B / 188216 Calibration Date 24 February 2023 Calibrator Svantek SV35A / 58708 Calibration Date 13 June 2023 Calibration Results Before 94.0dB(A) 94.1dB(A) Monitoring Results LAeq (Sound Power Level) 61.4 61.4 66.1 Photo Record Image: State	Monitoring Period		Day	time			
Weather Condition Cloudy Equipment Cloudy Equipment Cloudy Calibration Date 24 February 2023 Calibrator Svantek SV35A / 58708 Calibration Date After Calibration Results Before After Onitoring Results LAeq Lao Monitoring Results Calibration Results Photo Record Gail 49.7	Monitoring Time		16:40 -	- 17:10			
Equipment Cirrus CR171B / 188216 Calibration Date 24 February 2023 Calibrator Svantek SV35A / 58708 Calibration Date 13 June 2023 Calibration Results Before After 94.0dB(A) 94.1dB(A) Monitoring Results LAeq L10 L90 (Sound Power Level) 61.4 66.1 49.7 Photo Record Image: State	Monitoring Condition		1m away fro	m the façade	9		
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Calibration Date 13 June 2023 Calibration Results Before After 94.0dB(A) 94.1dB(A) Monitoring Results Laeq (Sound Power Level) 61.4 66.1 Photo Record Image: Color of the second o	Calibration Date		24 Febru	ary 2023			
Calibration Results Before After 94.0dB(A) 94.1dB(A) Monitoring Results (Sound Power Level) 61.4 66.1 49.7 Photo Record Image: Contract of the second of the sec	Calibrator		Svantek SV	35A / 58708			
Calibration Results 94.0dB(A) 94.1dB(A) Monitoring Results (Sound Power Level) Laeq L10 L90 Photo Record 61.4 66.1 49.7	Calibration Date		13 Jun	e 2023			
Monitoring (Sound Power Level)LAeqL10L9061.466.149.7Photo RecordImage: Image:		Before		After			
(Sound Power Level) 61.4 66.1 49.7 Photo Record Image: Contract of the second of the se	Calibration Results	94.0dB(A)		94.1dB(A)			
Photo Record	Monitoring Results	L _{Aeq}	L	10	0 L90		
	(Sound Power Level)	61.4	66	6.1	49.7		
Site Observation N/A	Photo Record						
	Site Observation	N/A					
Remark Noise monitoring was conducted during the period without rainfa	Remark	Noise monitoring wa	s conducted	during the p	eriod without rainfall.		
Measured By: Hins Wong Date: 7 September 202	Measured By:	Hins Wong		Date:	7 September 2023		
Checked By: KC Chan Date: 8 September 202	Checked By:	KC Chan		Date:	8 September 2023		



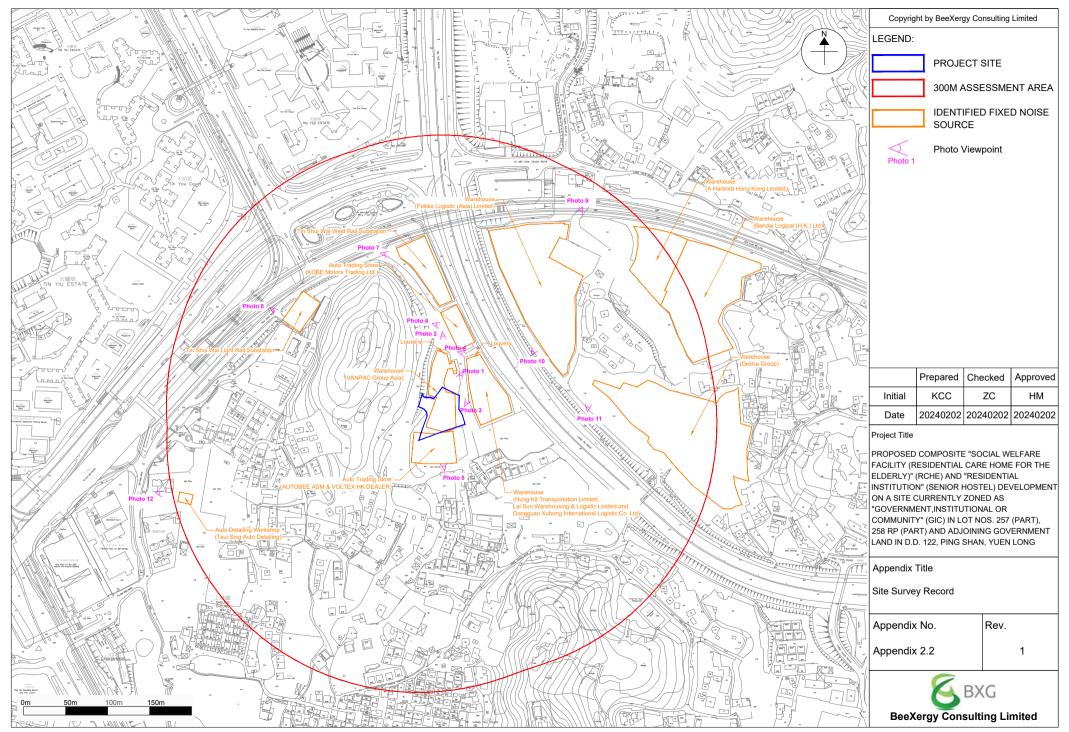
Description Ping Shan No. 310 to 318 Monitoring Date 7 September 2023 Monitoring Period Evening Time Monitoring Time 20.45 – 21:15 Monitoring Condition 1m away from the façade Weather Condition Cloudy Sound Level Meter Clrus CR171B / 188216 Calibration Date 24 February 2023 Calibrator Svantek SV35A / 58708 Calibration Date 13 June 2023 Calibration Results Before After 94.0dB(A) 94.0dB(A) 94.0dB(A) Monitoring Results Lacq Lo Loo (Sound Power Level) 59.7 61.7 49.9 Photo Record Site Observation N/A Site Observation N/A Remark Noise monitoring was conducted during the period without rainfal						
Monitoring Date 7 September 2023 Monitoring Period Evening Time Monitoring Time 20:45 – 21:15 Monitoring Condition 1m away from the façade Weather Condition Cloudy Sound Level Meter Cloudy Calibration Date 24 February 2023 Calibrator Svantek SV35A / 58708 Calibration Date 13 June 2023 Calibration Results 94.0dB(A) 94.0dB(A) 94.0dB(A) Monitoring Results Laeq Lto (Sound Power Level) 59.7 61.7 49.9 Photo Record Site Observation N/A Noise monitoring was conducted during the period without rainfal Keenark Noise monitoring was conducted during the period zo 7 September 202	Location ID	BGN1				
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Monitoring Time 20:45 - 21:15 Monitoring Condition 1m away from the façade Weather Condition Cloudy Sound Level Meter Cirrus CR171B / 188216 Calibration Date 24 February 2023 Calibrator Svantek SV35A / 58708 Calibration Date 13 June 2023 Calibration Results Before 94.0dB(A) 94.0dB(A) Monitoring Results Lawq L10 (Sound Power Level) 59.7 61.7 49.9 Photo Record Image: Ste Observation N/A Ste Observation Mose monitoring was conducted during the period without rainfall Noise monitoring was conducted during the period without rainfall Measured By: Hins Wong Date: 7 September 202	Monitoring Date		7 Septerr	ber 2023		
Monitoring Condition 1m away from the façade Weather Condition Cloudy Sound Level Meter Cirrus CR171B / 188216 Calibration Date 24 February 2023 Calibrator Svantek SV35A / 58708 Calibration Date 13 June 2023 Calibration Results Before After 94.0dB(A) 94.0dB(A) Monitoring Results Laoq (Sound Power Level) 59.7 61.7 49.9 Photo Record Image: Ste Observation N/A Remark Noise monitoring was conducted during the period without rainfall Measured By: Hins Wong Date: 7 September 202	Monitoring Period		Evenin	g Time		
Weather Condition Cloudy Sound Level Meter Cirrus CR171B / 188216 Calibration Date 24 February 2023 Calibrator Svantek SV35A / 58708 Calibrator Svantek SV35A / 58708 Calibrator Svantek SV35A / 58708 Calibration Date 13 June 2023 Calibration Results Before After 94.0dB(A) 94.0dB(A) 94.0dB(A) Monitoring Results Laeq L10 L90 (Sound Power Level) 59.7 61.7 49.9 Photo Record Site Observation N/A Remark Noise monitoring was conducted during the period without rainfal Measured By: Hins Wong Date: 7 September 202	Monitoring Time		20:45 -	- 21:15		
Sound Level Meter Cirrus CR171B / 188216 Calibration Date 24 February 2023 Calibrator Svantek SV35A / 58708 Calibration Date 13 June 2023 Calibration Results Before After 94.0dB(A) 94.0dB(A) Monitoring Results Laoq Lao (Sound Power Level) 59.7 61.7 49.9 Photo Record Image: Calibration Second N/A Site Observation N/A Noise monitoring was conducted during the period without rainfal Measured By: Hins Wong Date: 7 September 202	Monitoring Condition	1r	n away fro	m the façade	9	
Calibration Date 24 February 2023 Calibrator Svantek SV35A / 58708 Calibration Date 13 June 2023 Calibration Results Before After 94.0dB(A) 94.0dB(A) Monitoring Results Laeq L10 L90 (Sound Power Level) 59.7 61.7 49.9 Photo Record Ste Observation N/A N/A Site Observation Noise monitoring was conducted during the period without rainfal Measured By: Hins Wong Date: 7 September 202	Weather Condition		Clo	udy		
Calibrator Svantek SV35A / 58708 Calibration Date 13 June 2023 Calibration Results Before After 94.0dB(A) 94.0dB(A) Monitoring Results Laeq L10 (Sound Power Level) 59.7 61.7 49.9 Photo Record Image: Calibration State Stat	Sound Level Meter	C	irrus CR17	1B / 188216	;	
Calibration Date 13 June 2023 Calibration Results After 94.0dB(A) 94.0dB(A) 94.0dB(A) Monitoring Results Laeq L10 Lso (Sound Power Level) 59.7 61.7 49.9 Photo Record Image: Colspan="2">Image: Colspan="2">Site Observation Site Observation N/A Remark Noise monitoring was conducted during the period without rainfal Measured By: Hins Wong Date: 7 September 202	Calibration Date		24 Febru	ary 2023		
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Remark Noise monitoring was conducted during the period without rainfal Measured By: Hins Wong Date: 7 September 202	Photo Record					
Measured By: Hins Wong Date: 7 September 202	Site Observation	N/A				
	Remark	Noise monitoring was	conducted	during the p	eriod without rainfall.	
Checked Buy KC Chen Date: 9 Sentember 202	Measured By:	Hins Wong		Date:	7 September 2023	
Checked by: KC Chan Date: 6 September 202	Checked By:	KC Chan		Date:	8 September 2023	



Location ID		BGN1		
Description	Ping Shan No. 310 to 318			
Monitoring Date	14	September 2023		
Monitoring Period		Night Time		
Monitoring Time		23:05 - 23:35		
Monitoring Condition	1m a	way from the façad	e	
Weather Condition		Cloudy		
Sound Level Meter	Cirru	us CR171B / 18821	6	
Calibration Date		4 February 2023	.	
Calibrator		ntek SV35A / 58708		
	Sval		3	
Calibration Date		13 June 2023		
Calibration Results	Before		After	
	94.0dB(A)		94.0dB(A)	
Monitoring Results	L _{Aeq}	L ₁₀	L ₉₀	
(Sound Power Level)	50.3	51.4	46.9	
Photo Record				
Site Observation		N/A		
Site Observation Remark		N/A N/A		
	Hins Wong		14 September 2023	



APPENDIX 2.2 SITE SURVEY RECORD ON FIXED NOISE SOURCES



\BEEXERGY_NAS\Proj.Work\23_Work\DeSpace - NIA for RCHE Development at Tin Shui Wai (W23042)\PREP\NIA Report\RT23042-NIA-01_v1\Figure\All Figures.dwg

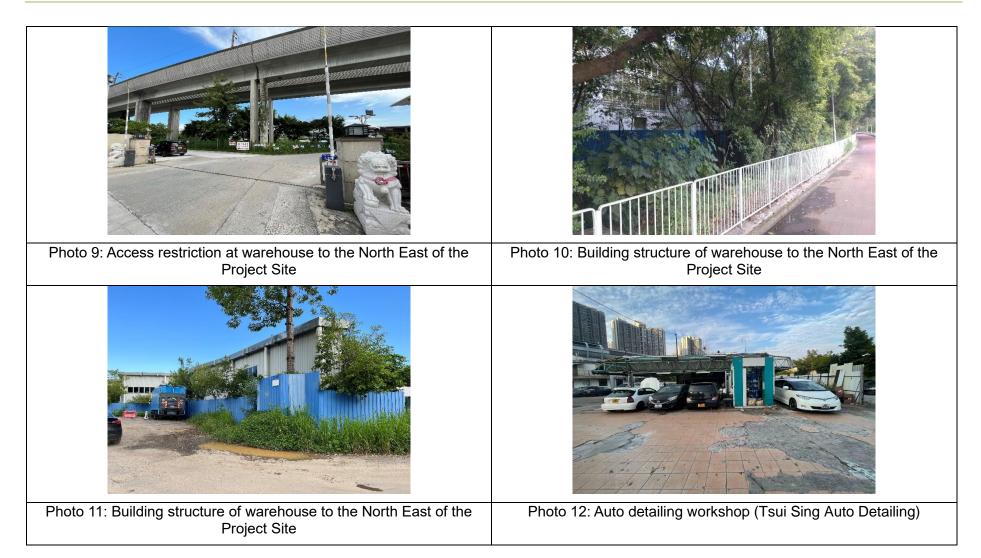














APPENDIX 2.3 EXTRACTED PAGES OF AEIAR-026/1999 APPENDIX 9

APPENDIX 9 – Fixed Plant Noise Assessment

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Project : LRT Alteration EIA

Title : Assessment of Fixed Plant Noise Impacts

Date : 09-Sep-99

Prediction of Transformer Noise Impacts - LRT Phase 4 Extensions

	Measured Dat	8						Correction			
SPL	Dist	No of TX	NSR	Dist	No of TX	Dist	No of TX	Tonality	Screening	Façade	SPL
dB(A)	m			m		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)
66	2	2	N10	140	4	-37	3	3	0	3	38
66	2	2	N18	120	4	-36	3 ~	3	0	3	39

.

Noise source - Recetifier Station R14

N10 - Yau Hong House (see dwg GSA021/03/D02/002)

N18 - Village house (see dwg GSA021/03/D01/002)

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APPENDIX 2.4 DETAIL OF FIXED NOISE MONITORING RESULTS



FIXED NOISE MONITORING RESULTS

Fixed Noise Source	Louvers operation of Warehouse (VANPAC Group Asia)				
Monitoring Date		15 Augu	ist 2023		
Monitoring Time		16:	45		
Monitoring Condition		Free	-field		
Weather Condition		Clo	udy		
Sound Level Meter	C	Cirrus CR171	B / G304235	5	
Calibration Date		14 Febru	ary 2023		
Calibrator		Svantek SV	35A / 58708		
Calibration Date		13 Jun	e 2023		
Calibration Results	Before		After		
	94.0dB(A)		94.1dB(A)		
Monitoring Results	L _{Aeq}	L	10	L ₉₀	
(Sound Pressure Level)	58.5	60	.1	57.6	
Photo Record			Annac na anna anna anna anna anna anna a	ent Specia oppsia.com ossiertenet	
Site Observation	Two louvers are operate	ed simultane	eously.		
Remark	Sound Pressure Level i the fixed noise sources	s monitored	at approxima	ately 6m away from	

+3dB(A) has been made to the monitoring results for the free-field condition.

Measured By:	Leo Yu	Date:	15 August 2023
Checked By:	KC Chan	Date:	15 August 2023



Fixed Noise Source	Vehicle cleaning operation from the auto trading store (KOBE Motors					
	Trading Ltd.)					
Monitoring Date		15 Augu	ıst 2023			
Monitoring Time		15:	:50			
Monitoring Condition		Free	-field			
Weather Condition		Clo	udy			
Sound Level Meter	(Cirrus CR171	B / G30423	5		
Calibration Date		14 Febru	ary 2023			
Calibrator		Svantek SV	35A / 58708			
Calibration Date		13 Jun	e 2023			
	Before		After			
Calibration Results	94.0dB(A)		94.1dB(A)			
Monitoring Results	L _{Aeq}	L	10	L ₉₀		
(Sound Pressure Level)	58.3	61	.5	56.3		
Photo Record						
Site Observation	-					
Remark	Sound Pressure Level i the fixed noise sources		at approxim	ately 8m away from		

*+3dB(A) has been made to the monitoring results for the free-field condition.

Measured By:	Leo Yu	Date:	15 August 2023
Checked By:	KC Chan	Date:	15 August 2023



Fixed Noise Source	Transformers and its associated equipment from Tin Shui Wai West					
	Rail Substation					
Monitoring Date	15 August 2023					
Monitoring Time		16	:15			
Monitoring Condition		Free	-field			
Weather Condition		Clo	udy			
Sound Level Meter	C	Cirrus CR171	B / G304235	5		
Calibration Date		14 Febru	ary 2023			
Calibrator		Svantek SV	35A / 58708			
Calibration Date		13 Jun	e 2023			
Calibration Results	Before		After			
	94.0dB(A)		94.1dB(A)			
Monitoring Results	L _{Aeq}	L	10	L ₉₀		
(Sound Pressure Level)	58.3	63	3.2	56.8		
Photo Record						
Site Observation	-					
Remark	Sound Pressure Level i the fixed noise sources		at approxima	ately 8m away from		

*+3dB(A) has been made to the monitoring results for the free-field condition.

Measured By:	Leo Yu	Date:	15 August 2023
Checked By:	KC Chan	Date:	15 August 2023



APPENDIX 2.5 DETAILED CALCULATION FOR FIXED NOISE IMPACT ASSESSMENT

Appendix 2.5 - Detailed Calculation for Fixed Noise Impact Assessment

Title:	Assessment of Existing Fixed Plant Noise Impacts							
NSR ID:	FNIA_1F_01							
NSR floor (/F)	1							
ASR	В							

Noise Source ID	Description	Ope	ration	SWL, dB(A)	Horizontal	Correction, dB(A)			Predicted Daytime SPL,	Predicted Night-time SPL,	Remark	
Noise Source ID	Description	Scription SWL, dB(A) Distance, m Distance Directivity Tonality F		Façade	dB(A)	dB(A)	Remark					
1	Warehouse (VANPAC Group Asia)	Y	N	82	54	-43	-10	6	3	38	-	Louver facing opposite to NSR
	Warehouse (Hung Kit Transportation Limited, Lai Sun Warehousing & Logistics Limited and Dongguan Xuhong International Logistics Co. Ltd)	Y	Ν	82	55	-43	-10	6	3	38	-	1. Louver facing opposite to NSR 2. SWL reference to Warehouse (VANPAC Group Asia)
3	3 Auto trading store (KOBE Motors Trading LTD)		Ν	94	56	-43	-	6	3	60	-	To demonstrate the worst-case scenario, SWL of 94dB(A) will be adopted with reference to the similar fixed noise source in Appendix 5.5 of approved AEIAR- 227/202 - Development at San Hing Road and Hong Po Road, Tuen Mun.
4	Tin Shui Wai West Rail Substation	Y	Y	84	102	-48	-	6	3	45	45	
										60	45	
								Criteria ANL		65	55	
								Exceedance		-	-	

Remarks:

[1] SWLs are calculated based on on-site measured sound pressure level of fixed noise sources using Type 1 sound level meter. Measurement equipment used: Cirrus CR171B Sound Level Meter.

[2] The maximum measured SPL was adopted for conservative assessment and no correction for background noise level was conducted.

[3] For conservative approach, distance correction was calculated based on the shortest horizontal distance between the NSR and the noise sources.

[4] To demonstrate the worst-case scenario, SWL of 94dB(A) will be adopted for vehicle cleaning operation at the Auto trading store (KOBE Motors Trading LTD) with reference to the similar fixed noise source in Appendix 5.5 of approved AEIAR-227/202 - Development at San Hing Road and Hong Po Road, Tuen Mun.

[5] A -10dB directivity correction has been applied to NSR with no direct line of sight to the source/opening which is located on the other side of the building or completely blocked by other building(s).

[6] A +6dB(A) correction for tonality has been applied to all equipment as a conservative approach.

Appendix 2.5 - Detailed Calculation for Fixed Noise Impact Assessment

Title:	Assessment of Existing Fixed Plant Noise Impacts
NSR ID:	FNIA_1F_02
NSR floor (/F)	1
ASR	В

Noise Source ID	Description	Ope	ration	SWL, dB(A)	Horizontal	Correction, dB(A)			Predicted Daytime SPL,	Predicted Night-time SPL,	Remark	
Noise Source ID	Description	Description SWL, dB(A) Distance,		Distance, m	Distance	Directivity Tonality Façade		dB(A)	dB(A)	Remark		
1	Warehouse (VANPAC Group Asia)	Y	N	82	53	-42	-10	6	3	39	-	Louver facing opposite to NSR
	Warehouse (Hung Kit Transportation Limited, Lai Sun Warehousing & Logistics Limited and Dongguan Xuhong International Logistics Co. Ltd)	Y	N	82	66	-44	-10	6	3	37	-	 Louver facing opposite to NSR SWL reference to Warehouse (VANPAC Group Asia)
3	Auto trading store (KOBE Motors Trading LTD)		Ν	94	57	-43	-	6	3	60	-	To demonstrate the worst-case scenario, SWL of 94dB(A) will be adopted with reference to the similar fixed noise source in Appendx 5.5 of approved AEIAR- 227/202 - Development at San Hing Road and Hong Po Road, Tuen Mun.
4	4 Tin Shui Wai West Rail Substation		Y	84	103	-48	-	6	3	45	45	
Total Si										60	45	
								Criteria ANL		65	55	
								Exceedance		-	-	

Remarks:

[1] SWLs are calculated based on on-site measured sound pressure level of fixed noise sources using Type 1 sound level meter. Measurement equipment used: Cirrus CR171B Sound Level Meter.

[2] The maximum measured SPL was adopted for conservative assessment and no correction for background noise level was conducted.

[3] For conservative approach, distance correction was calculated based on the shortest horizontal distance between the NSR and the noise sources.

[4] To demonstrate the worst-case scenario, SWL of 94dB(A) will be adopted for vehicle cleaning operation at the Auto trading store (KOBE Motors Trading LTD) with reference to the similar fixed noise source in Appendix 5.5 of approved AEIAR-227/202 - Development at San Hing Road and Hong Po Road, Tuen Mun.

[5] A -10dB directivity correction has been applied to NSR with no direct line of sight to the source/opening which is located on the other side of the building or completely blocked by other building(s).

[6] A +6dB(A) correction for tonality has been applied to all equipment as a conservative approach.



APPENDIX 3.1 TRANSPORTATION DEPARTMENT ENDORSED TRAFFIC DATA

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By Fax 2214 0817

Transport Department

本署	檔案	Our Ref.	: (NQ3ZT) in TD NR157/161/YLDD-122
來函	檔號	Your Ref.	: 23061HK/kvl/mwy/01
電	話	Tel,	: 2399 6913
圖文	傳真	Fax	: 2381 3799
電	皷	Email	: szemanfok@td.gov.hk

5 March 2024

CTA Consultants Ltd. Unit 801, 8/F, Technology Plaza, 651 King's Road, North Point, Hong Kong

Attn: Kelvin LEUNG

Dear Mr LEUNG,

S16 Town Planning Application for Proposed Composite Social Welfare Facility (Residential Care Home for the Elderly) and Residential Institution (Senior Hostel) Development in Lots 257 (Part), 258 (Part) and Adjoining Government in DD122

<u>Technical Note on Methodology for Estimating Traffic Forecasts for Traffic Noise</u> Impact Assessment (TNIA)

We refer to your above letter dated 5 March 2024. We have no comment on the traffic forecast for the TNIA provided that the traffic forecast matches with the finalised TTIA.

Yours faithfully,

(FOK Sze-man) for Commissioner for Transport

c.c. PlanD

(Attn: Mr Max WONG)

Fax: 2489 9711

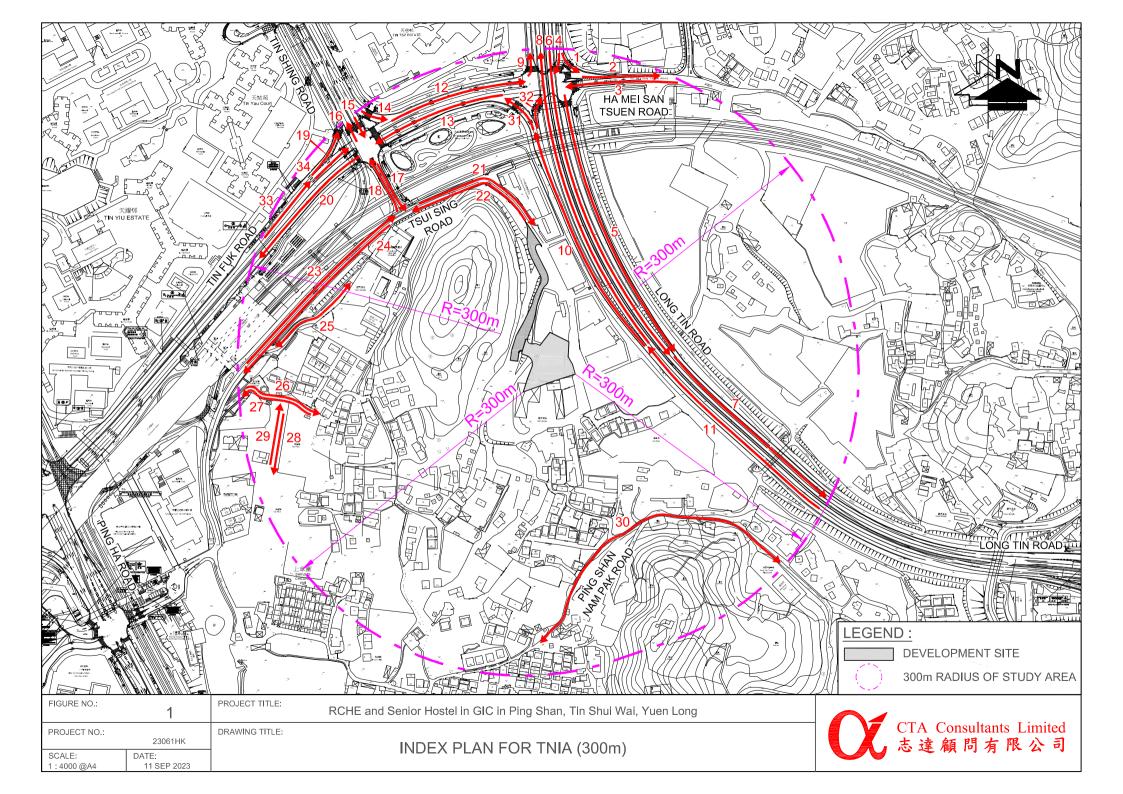
新界分區辦事處 NT Regional Office 九龍聯運街三十號旺角政府合署七樓 7th Floor, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon. 圖文傳真 Fax No.: 2381 3799 (新界區) (NTRO) 網玩 Web Site: http://www.td.gov.hk

<u>23061HK</u>

RCHE Scenior Hostel in GIC in Ping Shan Tin Shui Wai Yuen Long TRAFFIC FORECAST FOR TRAFFIC NOISE IMPACT ASSESSMENT



				Year 2044					
Link No.	Road Name	Speed	Direction	AM Pea	ık	PM Pe	ak		
	Koau Ivaine	Speed		Traffic Flow (veh/hr)	HV%	Traffic Flow (veh/hr)	HV%		
1	Tin Tsz Road	50	EB	80	12%	30	23%		
2	Ha Mei San Tsuen Road	50	EB	420	17%	360	23%		
3	Ha Mei San Tsuen Road	50	WB	180	30%	120	12%		
4	Tin Tsz Road	50	SB	520	10%	220	11%		
5	Long Tin Road	70	SB	860	30%	580	19%		
6	Long Tin Road	70	SB	1130	16%	770	10%		
7	Long Tin Road	70	SB	1990	22%	1350	10%		
8	Long Tin Road	70	NB	690	17%	1160	10%		
9	Tin Tsz Road	70	NB	140	10%	80	10%		
10	Long Tin Road	70	NB	920	20%	1120	23%		
11	Long Tin Road	70	NB	1610	18%	2280	15%		
12	Tin Fuk Road	50	EB	1000	28%	670	18%		
13	Tin Fuk Road	50	WB	1280	18%	1140	21%		
14	Tin Shing Road	50	EB	490	24%	350	19%		
15	Tin Shing Road	50	SB	740	25%	490	18%		
16	Tin Shing Road	50	NB	640	14%	510	15%		
17	Tin Shing Road	50	SB	160	11%	240	14%		
18	Tin Shing Road	50	NB	250	15%	160	10%		
19	Tin Fuk Road	50	EB	420	36%	340	27%		
20	Tin Fuk Road	50	WB	850	11%	690	14%		
21	Tsui Sing Road	50	SB	50	30%	90	30%		
22	Tsui Sing Road	50	WB	110	22%	50	10%		
23	Tsui Sing Road	50	EB	140	13%	110	10%		
24	Tsui Sing Road	50	WB	110	27%	150	10%		
25	Ping Shan Heritage Trial	50	2-way	50	10%	50	10%		
26	Tsui Sing Road	50	EB	50	10%	50	10%		
27	Tsui Sing Road	50	WB	50	10%	50	10%		
28	Ping Shan Heritage Trial	50	SB	50	10%	50	10%		
29	Ping Shan Heritage Trial	50	NB	50	10%	50	10%		
30	Ping Shan Nam Pak Road	50	2-way	50	10%	50	10%		
31	Long Tin Road	70	WB	710	21%	880	23%		
32	Long Tin Road	70	EB	210	12%	240	29%		
33	Tin Fuk Road	50	EB	520	36%	430	27%		
34	Tin Fuk Road	50	EB	100	27%	90	30%		





APPENDIX 3.2 DETAIL OF TRAFFIC NOISE IMPACT ASSESSMENT RESULTS (UN-MITIGATED SCENARIO)

Appendix 3.2 - Detail of Traffic Noise Impact Assessment Results (Un-mitigated Scenario)

	Coord	linates	Assessment Level			Limit Level			ed Scenario		
NSR ID		v	Absessment Level	Assessment Floor	Description			Period		reriod	
	x	Y	mPD			L10, 1hr dB(A)	L10, 1hr dB(A)	Noise Mitigation Required	L10, 1hr dB(A)	Noise Mitigation Required	
TNIA GF 01	819016.4	834398.2	13.8	G/F	Senior Housing Flat 1	70	62	No	61	No	
TNIA_GF_02	819010.2	834395.9	13.8	G/F	Senior Housing Flat 2	70	62	No	61	No	
TNIA_GF_03	819007.0	834394.7	13.8	G/F	Senior Housing Flat 3	70	62	No	61	No	
TNIA_GF_04	819001.3	834392.7	13.8	G/F	Senior Housing Flat 4	70	62	No	61	No	
TNIA_GF_05 TNIA GF 06	818998.0 818992.3	834391.5 834389.4	13.8 13.8	G/F	Senior Housing Flat 5	70 70	62 61	No No	61 60	No	
TNIA_GF_06 TNIA_GF_07	818992.3	834389.4	13.8	G/F G/F	Senior Housing Flat 6 Senior Housing Flat 7	70	61	NO	60	No	
TNIA GF 08	818983.4	834386.2	13.8	G/F	Senior Housing Flat 8	70	61	No	60	No	
TNIA_GF_09	818980.1	834385.0	13.8	G/F	Senior Housing Flat 9	70	61	No	60	No	
TNIA_1F_01	819010.1	834428.5	18.6	1/F	Dormitory	70	67	No	66	No	
TNIA_1F_02 TNIA_1F_03	819010.2 819010.2	834419.0 834409.5	18.6 18.6	1/F 1/F	Dormitory Dormitory	70 70	66 66	No	65 65	No No	
TNIA_1F_03	819016.0	834398.0	18.6	1/F	Dining/Multi-purpose Area	70	65	No	64	NO	
TNIA_1F_05	819010.8	834396.2	18.6	1/F	Dining/Multi-purpose Area	70	64	No	63	No	
TNIA_1F_06	819005.7	834394.3	18.6	1/F	Dining/Multi-purpose Area	70	64	No	63	No	
TNIA_1F_07	819001.6	834392.8	18.6	1/F	Sick/Isolation Room	70	63	No	63	No	
TNIA_1F_08 TNIA_1F_09	818999.6 818990.7	834392.1 834388.8	18.6 18.6	1/F 1/F	Dormitory Dormitory	70 70	63	No	62	No No	
TNIA_1F_09 TNIA 1F 10	818990.7	834388.8	18.6	1/F 1/F	Dormitory	70	62	N0 N0	61	NO	
TNIA_1F_10	818976.3	834386.9	18.6	1/F 1/F	Dormitory	70	48	No	48	No	
TNIA_1F_12	818974.9	834390.6	18.6	1/F	Dormitory	70	55	No	55	No	
TNIA_1F_13	818985.0	834408.3	18.6	1/F	End of Life Care Room	70	58	No	57	No	
TNIA_1F_14	818989.9	834419.0	18.6	1/F	Dormitory	70	58	No	57	No	
TNIA_1F_15 TNIA 1F 16	818989.9 818992.9	834428.5 834433.1	18.6 18.6	1/F 1/F	Dormitory Dormitory	70 70	60 61	No No	59 60	No	
TNIA_2F_01	819010.2	834428.5	22.2	2/F	Dormitory	70	69	No	68	No	
TNIA_2F_02	819010.2	834419.0	22.2	2/F	Dormitory	70	69	No	68	No	
TNIA_2F_03	819010.2	834409.5	22.2	2/F	Dormitory	70	68	No	67	No	
TNIA_2F_04	819016.0	834398.0	22.2	2/F	Dining/Multi-purpose Area	70	67	No	66	No	
TNIA_2F_05 TNIA_2F_06	819010.8 819005.7	834396.2 834394.3	22.2 22.2	2/F 2/F	Dining/Multi-purpose Area Dining/Multi-purpose Area	70 70	66 65	No No	65 64	No	
TNIA_2F_08	819005.7	834394.5	22.2	2/F	Sick/Isolation Room	70	65	No	64	No	
TNIA_2F_08	818999.6	834392.1	22.2	2/F	Dormitory	70	65	No	64	No	
TNIA_2F_09	818990.7	834388.8	22.2	2/F	Dormitory	70	64	No	63	No	
TNIA_2F_10	818981.8	834385.6	22.2	2/F	Dormitory	70	63	No	62	No	
TNIA_2F_11	818976.3 818974.9	834386.9 834390.6	22.2 22.2	2/F	Dormitory	70	49	No	48	No	
TNIA_2F_12 TNIA_2F_13	818980.5	834403.4	22.2	2/F 2/F	Dormitory Dormitory	70 70	56 56	No No	56	No	
TNIA_2F_14	818983.8	834407.9	22.2	2/F	Dormitory	70	60	No	59	No	
TNIA_2F_15	818989.9	834419.0	22.2	2/F	Dormitory	70	60	No	59	No	
TNIA_2F_16	818989.9	834428.5	22.2	2/F	Dormitory	70	62	No	61	No	
TNIA_2F_17	818992.9 819010.2	834433.1 834428.5	22.2 25.8	2/F	Dormitory	70 70	63	No	62	No	
TNIA_3F_01 TNIA_3F_02	819010.2	834428.5	25.8	3/F 3/F	Dormitory Dormitory	70	70 70	NO NO	/0	No	
TNIA_3F_02	819010.2	834409.5	25.8	3/F 3/F	Dormitory	70	69	No	69	No	
TNIA_3F_04	819016.0	834398.0	25.8	3/F	Dining/Multi-purpose Area	70	68	No	67	No	
TNIA_3F_05	819010.8	834396.2	25.8	3/F	Dining/Multi-purpose Area	70	67	No	66	No	
TNIA_3F_06	819005.7	834394.3	25.8	3/F	Dining/Multi-purpose Area	70	66	No	65	No	
TNIA_3F_07 TNIA_3F_08	819001.6 818999.6	834392.8 834392.1	25.8 25.8	3/F 3/F	Sick/Isolation Room Dormitory	70 70	66 66	No No	65 65	No	
TNIA_3F_08 TNIA_3F_09	818999.6	834392.1 834388.8	25.8	3/F 3/F	Dormitory Dormitory	70	65	No No	65	No	
TNIA_3F_09	818981.8	834385.6	25.8	3/F 3/F	Dormitory	70	64	No	63	No	
TNIA_3F_11	818976.3	834386.9	25.8	3/F	Dormitory	70	50	No	49	No	
TNIA_3F_12	818974.9	834390.6	25.8	3/F	Dormitory	70	58	No	57	No	
TNIA_3F_13	818980.5	834403.4 834407.9	25.8	3/F	Dormitory	70	58	No	57	No	
TNIA_3F_14 TNIA_3F_15	818983.8 818989.9	834407.9 834419.0	25.8 25.8	3/F 3/F	Dormitory Dormitory	70 70	61 61	No No	61 60	No No	
TNIA_3F_15 TNIA_3F_16	818989.9	834419.0	25.8	3/F 3/F	Dormitory	70	63	No	62	No	
TNIA_3F_17	818992.9	834433.1	25.8	3/F	Dormitory	70	64	No	63	No	
TNIA_4F_01	819010.2	834428.5	29.4	4/F	Dormitory	70	71	Yes	71	Yes	
TNIA_4F_02	819010.2	834419.0	29.4	4/F	Dormitory	70	71	Yes	70	No	
TNIA_4F_03 TNIA_4F_04	819010.2 819016.0	834409.5 834398.0	29.4 29.4	4/F 4/F	Dormitory	70 70	70 69	No No	69 68	No	
TNIA_4F_04 TNIA_4F_05	819016.0	834398.0	29.4	4/F 4/F	Dining/Multi-purpose Area Dining/Multi-purpose Area	70	68	NO	67	NO	
TNIA_4F_06	819005.7	834394.3	29.4	4/F	Dining/Multi-purpose Area	70	67	No	66	No	
TNIA_4F_07	819001.6	834392.8	29.4	4/F	Sick/Isolation Room	70	67	No	66	No	
TNIA_4F_08	818999.6	834392.1	29.4	4/F	Dormitory	70	67	No	66	No	
TNIA_4F_09 TNIA_4F_10	818990.7 818981.8	834388.8 834385.6	29.4 29.4	4/F 4/F	Dormitory Dormitory	70 70	66 65	No	65 64	No	
TNIA_4F_10 TNIA_4F_11	818981.8 818976.3	834385.6 834386.9	29.4	4/F 4/F	Dormitory Dormitory	70	51	No	50	No	
1NIA_4F_11	010570.5	034300.3	23.4	4/r	Domitory	70	10	NU	50	INU	

Appendix 3.2 - Detail of Traffic Noise Impact Assessment Results (Un-mitigated Scenario)

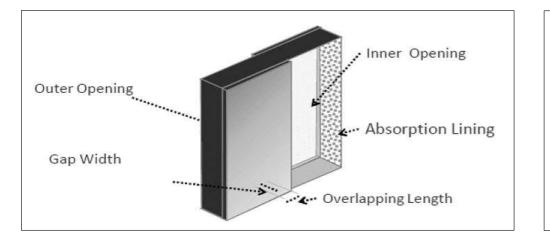
NSR ID TNIA 4F 12 TNIA 4F 13 TNIA 4F 14 TNIA 4F 15	X 818974.9	Ŷ	Assessment Level	Assessment Floor		Limit Level		Devie d	044	
TNIA_4F_12 TNIA_4F_13 TNIA_4F_14	818974.9	Y			sessment Floor AM Period		PIN	Period		
TNIA_4F_13 TNIA_4F_14				Assessment noor	Description	L10, 1hr	L10, 1hr	Noise Mitigation Required	L10, 1hr	Noise Mitigation Required
TNIA_4F_13 TNIA_4F_14			mPD			dB(A)	dB(A)	Noise Mitigation Required	dB(A)	Noise Mitigation Required
TNIA_4F_14		834390.6	29.4	4/F	Dormitory	70	59	No	58	No
	818980.5	834403.4	29.4	4/F	Dormitory	70	59	No	58	No
TNIA_4F_15	818983.8	834407.9	29.4	4/F	Dormitory	70	62	No	62	No
	818989.9	834419.0	29.4	4/F	Dormitory	70	61	No	61	No
TNIA_4F_16	818989.9	834428.5	29.4	4/F	Dormitory	70	64	No	63	No
TNIA_4F_17	818992.9	834433.1	29.4	4/F	Dormitory	70	65	No	64	No
TNIA_5F_01	819010.2	834428.5	33.0	5/F	Dormitory	70	72	Yes	71	Yes
TNIA_5F_02	819010.2	834419.0	33.0	5/F	Dormitory	70	71	Yes	71	Yes
TNIA_5F_03	819010.2	834409.5	33.0	5/F	Dormitory	70	71	Yes	70	No
TNIA_5F_04	819016.0	834398.0	33.0	5/F	Dining/Multi-purpose Area	70	69	No	68	No
TNIA_5F_05	819010.8	834396.2	33.0	5/F	Dining/Multi-purpose Area	70	68	No	67	No
TNIA_5F_06	819005.7	834394.3	33.0	5/F	Dining/Multi-purpose Area	70	67	No	67	No
TNIA_5F_07	819001.6	834392.8	33.0	5/F	Sick/Isolation Room	70	67	No	66	No
TNIA_5F_08	818999.6	834392.1	33.0	5/F	Dormitory	70	67	No	66	No
TNIA_5F_09	818990.7	834388.8	33.0	5/F	Dormitory	70	66	No	65	No
TNIA_5F_10	818981.8	834385.6	33.0	5/F	Dormitory	70	66	No	65	No
TNIA_5F_11	818976.3	834386.9	33.0	5/F	Dormitory	70	51	No	50	No
TNIA_5F_12	818974.9	834390.6	33.0	5/F	Dormitory	70	59	No	59	No
TNIA_5F_13	818980.5	834403.4	33.0	5/F	Dormitory	70	59	No	59	No
TNIA_5F_14	818983.8	834407.9	33.0	5/F	Dormitory	70	63	No	62	No
TNIA_5F_15	818989.9	834419.0	33.0	5/F	Dormitory	70	62	No	61	No
TNIA_5F_16	818989.9	834428.5	33.0	5/F	Dormitory	70	64	No	64	No
TNIA_5F_17	818992.9	834433.1	33.0	5/F	Dormitory	70	65	No	65	No
TNIA_6F_01	819010.2	834428.5	36.6	6/F	Dormitory	70	72	Yes	72	Yes
TNIA_6F_02	819010.2	834419.0	36.6	6/F	Dormitory	70	72	Yes	71	Yes
TNIA_6F_03	819010.2	834409.5	36.6	6/F	Dormitory	70	71	Yes	71	Yes
TNIA_6F_04	819016.0	834398.0	36.6	6/F	Dining/Multi-purpose Area	70	69	No	68	No
TNIA_6F_05	819010.8	834396.2	36.6	6/F	Dining/Multi-purpose Area	70	68	No	67	No
TNIA_6F_06	819005.7	834394.3	36.6	6/F	Dining/Multi-purpose Area	70	68	No	67	No
TNIA_6F_07	819001.6	834392.8	36.6	6/F	Sick/Isolation Room	70	67	No	66	No
TNIA_6F_08 TNIA_6F_09	818999.6 818990.7	834392.1 834388.8	36.6 36.6	6/F 6/F	Dormitory	70	67	No	66	No
TNIA_6F_09 TNIA 6F 10	818990.7	834385.6	36.6	6/F	Dormitory	70 70	67 66	No	66 65	No
TNIA_6F_10 TNIA 6F 11	818976.3	834386.9	36.6	6/F	Dormitory Dormitory	70	53	No	51	No
TNIA_6F_11 TNIA 6F 12	818974.9	834390.6	36.6	6/F	Dormitory	70	60	No	59	No
TNIA_6F_12	818980.5	834403.4	36.6	6/F	Dormitory	70	60	No	60	NO
TNIA_6F_13	818983.8	834403.4	36.6	6/F	Dormitory	70	63	No	63	NO
TNIA_6F_14 TNIA 6F 15	818989.9	834407.9	36.6	6/F	Dormitory	70	62	NO	62	No
TNIA_6F_15	818989.9	834419.0	36.6	6/F	Dormitory	70	65	No	64	No
TNIA_6F_16 TNIA_6F_17	818992.9	834433.1	36.6	6/F	Dormitory	70	66	NO	65	NO
TNIA_6F_17 TNIA_7F_1	819010.2	834421.1	40.2	6/F 7/F	Conference Room (1)	70	72	Yes	72	Yes
TNIA_7F_1 TNIA_7F_2	819010.2	834416.9	40.2	7/F	Conference Room (2)	70	72	Yes	72	Yes
TNIA_7F_2	819010.2	834411.6	40.2	7/F	Superintendent's Office	70	72	Yes	71	Yes
TNIA_7F_3	819010.2	834407.4	40.2	7/F	Assistant Superintendent's Office	70	71	Yes	70	No
TNIA_7F_4 TNIA_7F_5	819016.0	834398.0	40.2	7/F	General Office	70	70	No	69	NO
TNIA_7F_5	819010.8	834396.2	40.2	7/F 7/F	General Office	70	69	NO	68	NO
TNIA_7F_6 TNIA_7F_7	819010.8	834396.2	40.2	7/F 7/F	General Office General Office	70	68	NO	67	No
TNIA_7F_7 TNIA_7F_8	818983.7	834386.3	40.2	7/F 7/F	Sleep-in Room	70	67	NO	66	NO
TNIA_7F_8	818979.8	834384.9	40.2	7/F	Sleep-in Room	70	66	NO	65	NO

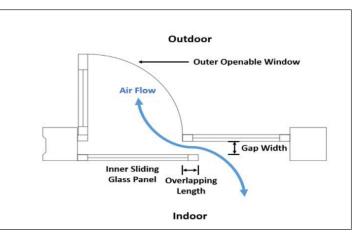
Summary of Overall Results	Un-mitigated Scenario			
Summary of Overan Results	AM Period	PM Period		
Total Number of NSRs	119	119		
Number of NSRs exceed Limit Level	12	9		
Compliance Rate	90%	92%		



APPENDIX 3.3 DETAIL OF PROPOSED ACOUSTIC WINDOW (BAFFLE TYPE)

Appendix 3.3 - Detail of Proposed Acoustic Window (Baffle Type)





Proposed Noise Mitigation Measures ^{(a), (b), (c)}	Reference Case Room Size ^(c)	Outer Opening	Gap Width	Overlapping Length	With SAM Lining	Reference Case Noise Reduction ³	NSR ID	Room Size	Relative Noise Reduction	Proposed Noise Reduction ^(d)
	m²	m²	mm	mm	-	dB(A)		m²	dB(A)	dB(A)
Type 1 Acoustic Windows (Baffle Type)	60.1 to 68.2	5.3	100	250	Yes	4.0	TNIA_4F_01	57.7	3.3	3.3
Type 1 Acoustic Windows (Baffle Type)	60.1 to 68.2	5.3	100	250	Yes	4.0	TNIA_4F_02	57.7	3.3	3.3
Type 1 Acoustic Windows (Baffle Type)	60.1 to 68.2	5.3	100	250	Yes	4.0	TNIA_5F_01	57.7	3.3	3.3
Type 1 Acoustic Windows (Baffle Type)	60.1 to 68.2	5.3	100	250	Yes	4.0	TNIA_5F_02	57.7	3.3	3.3
Type 1 Acoustic Windows (Baffle Type)	60.1 to 68.2	5.3	100	250	Yes	4.0	TNIA_5F_03	57.7	3.3	3.3
Type 1 Acoustic Windows (Baffle Type)	60.1 to 68.2	5.3	100	250	Yes	4.0	TNIA_6F_01	57.7	3.3	3.3
Type 1 Acoustic Windows (Baffle Type)	60.1 to 68.2	5.3	100	250	Yes	4.0	TNIA_6F_02	57.7	3.3	3.3
Type 1 Acoustic Windows (Baffle Type)	60.1 to 68.2	5.3	100	250	Yes	4.0	TNIA_6F_03	57.7	3.3	3.3
Type 2 Acoustic Windows (Baffle Type)	23.3	1.4	175	340	Yes	8.1	TNIA_7F_1	29.3	8.1	3.3
Type 2 Acoustic Windows (Baffle Type)	23.3	1.4	175	340	Yes	8.1	TNIA_7F_2	29.3	8.1	3.3
Type 3 Acoustic Windows (Baffle Type)	9.8	1.2	175	340	Yes	7.1	TNIA_7F_3	9.5	7.0	3.3
Type 3 Acoustic Windows (Baffle Type)	9.8	1.2	175	340	Yes	7.1	TNIA_7F_4	9.5	7.0	3.3

Note:

(a) Type 1 Acoustic Window (Baffle Type) refers to precedent case of residential development at Lung Kui Road, Beacon Hill.

(b) Type 2 and 3 Acoustic Window (Baffle Type) refers to precedent case of San Po Kong Public Housing.

(c) For conservative approach, Maximun Room Size in Reference Case will be adopted to calulcate the Relative Noise Reduction.

(d) For conservative approach, the proposed noise reduction for all acoustic window (baffle type) will be 3.3dB(A) only.



APPENDIX 3.4 DETAIL OF TRAFFIC NOISE IMPACT ASSESSMENT RESULTS (MITIGATED SCENARIO)

Appendix 3.4 - Detail of Traffic Noise Impact Assessment Results (Mitigated Scenario)

Coordinates		Assessment Level			Limit Level		Mitigated Scenario AM Period PM Period					
NSR ID	x	Y	Assessment Level	Assessment Floor	Description		Acoustic Windows 110 1br					
	x	Ŷ	mPD			L10, 1hr dB(A)	Acoustic Windows (Baffle Type)	L10, 1hr dB(A)	Exceedance of Limit Level	Acoustic Windows (Baffle Type)	L10, 1hr dB(A)	Exceedance of Limit Level
TNIA_GF_01	819016.4	834398.2	13.8	G/F	Senior Housing Flat 1	70	-	62	No	-	61	No
TNIA_GF_02	819010.2	834395.9	13.8	G/F	Senior Housing Flat 2	70	-	62	No	-	61	No
TNIA_GF_03	819007.0	834394.7	13.8	G/F	Senior Housing Flat 3	70		62	No		61	No
TNIA_GF_04	819001.3 818998.0	834392.7 834391.5	13.8 13.8	G/F	Senior Housing Flat 4	70 70	-	62	No		61	No
TNIA_GF_05 TNIA_GF_06	818998.0	834391.5	13.8	G/F G/F	Senior Housing Flat 5 Senior Housing Flat 6	70		61	NO	-	61	No
TNIA GF 07	818989.1	834388.2	13.8	G/F	Senior Housing Flat 7	70		61	No		60	No
TNIA_GF_08	818983.4	834386.2	13.8	G/F	Senior Housing Flat 8	70	-	61	No		60	No
TNIA_GF_09	818980.1	834385.0	13.8	G/F	Senior Housing Flat 9	70	-	61	No		60	No
TNIA_1F_01	819010.1	834428.5	18.6	1/F	Dormitory	70	-	67	No		66	No
TNIA_1F_02	819010.2 819010.2	834419.0 834409.5	18.6	1/F	Dormitory	70	-	66	No		65	No
TNIA_1F_03 TNIA_1F_04	819010.2	834398.0	18.6	1/F 1/F	Dormitory Dining/Multi-purpose Area	70 70	-	66 65	No		65 64	No
TNIA_1F_05	819010.8	834396.2	18.6	1/F	Dining/Multi-purpose Area	70		64	No		63	No
TNIA_1F_06	819005.7	834394.3	18.6	1/F	Dining/Multi-purpose Area	70	-	64	No		63	No
TNIA_1F_07	819001.6	834392.8	18.6	1/F	Sick/Isolation Room	70	-	63	No		63	No
TNIA_1F_08	818999.6 818990.7	834392.1 834388.8	18.6 18.6	1/F	Dormitory	70	-	63	No		62	No
TNIA_1F_09 TNIA_1F_10	818990.7 818981.8	834388.8	18.6	1/F 1/F	Dormitory Dormitory	70 70	-	63 62	No	-	62 61	No
TNIA_1F_10 TNIA_1F_11	818976.3	834386.9	18.6	1/F	Dormitory	70		48	NO		48	No
TNIA_1F_12	818974.9	834390.6	18.6	1/F	Dormitory	70		55	No	-	55	No
TNIA_1F_13	818985.0	834408.3	18.6	1/F	End of Life Care Room	70		58	No	-	57	No
TNIA_1F_14	818989.9	834419.0	18.6	1/F	Dormitory	70	-	58	No	-	57	No
TNIA_1F_15	818989.9 818992.9	834428.5 834433.1	18.6 18.6	1/F 1/F	Dormitory	70 70	-	60 61	No	-	59 60	No
TNIA_1F_16 TNIA_2F_01	818992.9	834433.1 834428.5	18.6	1/F 2/F	Dormitory	70	-	61	No	-	60	No
TNIA_2F_01 TNIA_2F_02	819010.2	834419.0	22.2	2/F	Dormitory	70	-	69	No		68	No
TNIA_2F_02	819010.2	834409.5	22.2	2/F	Dormitory	70	-	68	No	-	67	No
TNIA_2F_04	819016.0	834398.0	22.2	2/F	Dining/Multi-purpose Area	70	-	67	No		66	No
TNIA_2F_05	819010.8	834396.2	22.2	2/F	Dining/Multi-purpose Area	70	-	66	No		65	No
TNIA_2F_06 TNIA_2F_07	819005.7 819001.6	834394.3 834392.8	22.2	2/F 2/F	Dining/Multi-purpose Area	70	-	65	No	-	64	No
TNIA_2F_07 TNIA_2F_08	818999.6	834392.1	22.2	2/F 2/F	Sick/Isolation Room Dormitory	70	-	65	NO		64	NO
TNIA_2F_08	818990.7	834388.8	22.2	2/F	Dormitory	70		64	No		63	No
TNIA_2F_10	818981.8	834385.6	22.2	2/F	Dormitory	70	-	63	No		62	No
TNIA_2F_11	818976.3	834386.9	22.2	2/F	Dormitory	70		49	No		48	No
TNIA_2F_12	818974.9	834390.6	22.2	2/F	Dormitory	70		56	No		56	No
TNIA_2F_13 TNIA_2F_14	818980.5 818983.8	834403.4 834407.9	22.2 22.2	2/F 2/F	Dormitory	70 70		56 60	No	-	56	No
TNIA_2F_14 TNIA_2F_15	818989.9	834407.5	22.2	2/F	Dormitory Dormitory	70		60	NO		59	No
TNIA_2F_16	818989.9	834428.5	22.2	2/F	Dormitory	70	-	62	No		61	No
TNIA_2F_17	818992.9	834433.1	22.2	2/F	Dormitory	70	-	63	No	-	62	No
TNIA_3F_01	819010.2	834428.5	25.8	3/F	Dormitory	70		70	No		70	No
TNIA_3F_02	819010.2 819010.2	834419.0 834409.5	25.8	3/F	Dormitory	70	-	70	No		69	No
TNIA_3F_03 TNIA_3F_04	819010.2	834398.0	25.8 25.8	3/F 3/F	Dormitory Dining/Multi-purpose Area	70 70	-	69 68	No	-	69 67	No
TNIA_3F_05	819010.8	834396.2	25.8	3/F	Dining/Multi-purpose Area	70		67	No		66	No
TNIA 3F 06	819005.7	834394.3	25.8	3/F	Dining/Multi-purpose Area	70	-	66	No		65	No
TNIA_3F_07	819001.6	834392.8	25.8	3/F	Sick/Isolation Room	70	-	66	No		65	No
TNIA_3F_08	818999.6	834392.1	25.8	3/F	Dormitory	70	-	66	No		65	No
TNIA_3F_09	818990.7	834388.8	25.8	3/F	Dormitory	70	-	65	No		64	No
TNIA_3F_10 TNIA_3F_11	818981.8 818976.3	834385.6 834386.9	25.8 25.8	3/F 3/F	Dormitory Dormitory	70 70		64 50	No		63 49	No
TNIA_3F_11 TNIA_3F_12	818974.9	834390.6	25.8	3/F 3/F	Dormitory	70		58	NO		49	NO
TNIA_3F_13	818980.5	834403.4	25.8	3/F	Dormitory	70	-	58	No	-	57	No
TNIA_3F_14	818983.8	834407.9	25.8	3/F	Dormitory	70		61	No		61	No
TNIA_3F_15	818989.9	834419.0	25.8	3/F	Dormitory	70	-	61	No		60	No
TNIA_3F_16 TNIA_3F_17	818989.9 818992.9	834428.5 834433.1	25.8 25.8	3/F 3/F	Dormitory Dormitory	70 70	-	63 64	No	-	62 63	No
TNIA_3F_17 TNIA 4F 01	818992.9 819010.2	834433.1	25.8	3/F 4/F	Dormitory Dormitory	70	- Type 1	68	No	- Type 1	63	NO
TNIA_4F_01 TNIA_4F_02	819010.2	834419.0	29.4	4/F 4/F	Dormitory	70	Type 1	67	No	Type 1	67	No
TNIA_4F_03	819010.2	834409.5	29.4	4/F	Dormitory	70	-	70	No		69	No
TNIA_4F_04	819016.0	834398.0	29.4	4/F	Dining/Multi-purpose Area	70		69	No		68	No
TNIA_4F_05	819010.8	834396.2	29.4	4/F	Dining/Multi-purpose Area	70	-	68	No	-	67	No
TNIA_4F_06 TNIA_4F_07	819005.7 819001.6	834394.3 834392.8	29.4 29.4	4/F 4/F	Dining/Multi-purpose Area	70	-	67	No	-	66	No
TNIA_4F_07 TNIA_4F_08	819001.6 818999.6	834392.8 834392.1	29.4	4/F 4/F	Sick/Isolation Room Dormitory	70 70		67 67	No		66	No
TNIA_4F_08	818990.7	834388.8	29.4	4/F 4/F	Dormitory	70		66	No		65	No
TNIA_4F_10	818981.8	834385.6	29.4	4/F	Dormitory	70	-	65	No	-	64	No
TNIA_4F_11	818976.3	834386.9	29.4	4/F	Dormitory	70	-	51	No	-	50	No
TNIA_4F_12	818974.9	834390.6	29.4	4/F	Dormitory	70		59	No		58	No
TNIA_4F_13	818980.5 818983.8	834403.4 834407.9	29.4 29.4	4/F	Dormitory	70		59	No	-	58	No
TNIA_4F_14 TNIA_4F_15	818983.8 818989.9	834407.9	29.4	4/F 4/F	Dormitory Dormitory	70 70	-	62 61	No	-	62	No
TNIA_4F_15 TNIA_4F_16	818989.9	834428.5	29.4	4/F 4/F	Dormitory	70		64	NO		63	NO
TNIA_4F_17	818992.9	834433.1	29.4	4/F	Dormitory	70	-	65	No	-	64	No
TNIA_5F_01	819010.2	834428.5	33.0	5/F	Dormitory	70	Type 1	69	No	Type 1	68	No
TNIA_5F_02	819010.2	834419.0	33.0	5/F	Dormitory	70	Type 1	68	No	Type 1	67	No
TNIA_5F_03 TNIA 5F 04	819010.2	834409.5	33.0	5/F	Dormitory	70	Type 1	68	No	Type 1	67	No
	819016.0	834398.0	33.0	5/F	Dining/Multi-purpose Area	70	-	69	No	-	68	No

Appendix 3.4 - Detail of Traffic Noise Impact Assessment Results (Mitigated Scenario)

Coordinates		Assessment Level			Limit Level		Mitigated Scenario					
NSR ID			Assessment Lever	Assessment Floor	Description		AM Period PM Period					
NJKID	х	Y	mPD	Assessment Floor	Description	L10, 1hr	Acoustic Windows	L10, 1hr	Exceedance of Limit Level	Acoustic Windows	L10, 1hr	Exceedance of Limit Level
						dB(A)	(Baffle Type)	dB(A)	Exceedance of Limit Level	(Baffle Type)	dB(A)	Exceedance of Linit Level
TNIA_5F_05	819010.8	834396.2	33.0	5/F	Dining/Multi-purpose Area	70	-	68	No	-	67	No
TNIA_5F_06	819005.7	834394.3	33.0	5/F	Dining/Multi-purpose Area	70	-	67	No	-	67	No
TNIA_5F_07	819001.6	834392.8	33.0	5/F	Sick/Isolation Room	70	-	67	No	-	66	No
TNIA_5F_08	818999.6	834392.1	33.0	5/F	Dormitory	70	-	67	No	-	66	No
FNIA_5F_09	818990.7	834388.8	33.0	5/F	Dormitory	70	-	66	No	-	65	No
TNIA_5F_10	818981.8	834385.6	33.0	5/F	Dormitory	70	-	66	No	-	65	No
TNIA_5F_11	818976.3	834386.9	33.0	5/F	Dormitory	70	-	51	No	-	50	No
TNIA_5F_12	818974.9	834390.6	33.0	5/F	Dormitory	70	-	59	No	-	59	No
TNIA_5F_13	818980.5	834403.4	33.0	5/F	Dormitory	70	-	59	No	-	59	No
TNIA_5F_14	818983.8	834407.9	33.0	5/F	Dormitory	70	-	63	No	-	62	No
TNIA_5F_15	818989.9	834419.0	33.0	5/F	Dormitory	70	-	62	No	-	61	No
TNIA_5F_16	818989.9	834428.5	33.0	5/F	Dormitory	70	-	64	No	-	64	No
TNIA_5F_17	818992.9	834433.1	33.0	5/F	Dormitory	70	-	65	No	-	65	No
TNIA_6F_01	819010.2	834428.5	36.6	6/F	Dormitory	70	Type 1	69	No	Type 1	68	No
TNIA 6F 02	819010.2	834419.0	36.6	6/F	Dormitory	70	Type 1	69	No	Type 1	68	No
TNIA 6F 03	819010.2	834409.5	36.6	6/F	Dormitory	70	Type 1	68	No	Type 1	67	No
TNIA 6F 04	819016.0	834398.0	36.6	6/F	Dining/Multi-purpose Area	70	-	69	No	-	68	No
TNIA 6F 05	819010.8	834396.2	36.6	6/F	Dining/Multi-purpose Area	70	-	68	No	-	67	No
TNIA_6F_06	819005.7	834394.3	36.6	6/F	Dining/Multi-purpose Area	70	-	68	No	-	67	No
TNIA 6F 07	819001.6	834392.8	36.6	6/F	Sick/Isolation Room	70	-	67	No	-	66	No
TNIA 6F 08	818999.6	834392.1	36.6	6/F	Dormitory	70	-	67	No	-	66	No
TNIA 6F 09	818990.7	834388.8	36.6	6/F	Dormitory	70	-	67	No	-	66	No
TNIA 6F 10	818981.8	834385.6	36.6	6/F	Dormitory	70	-	66	No	-	65	No
TNIA 6F 11	818976.3	834386.9	36.6	6/F	Dormitory	70	-	53	No	-	51	No
TNIA 6F 12	818974.9	834390.6	36.6	6/F	Dormitory	70	-	60	No	-	59	No
TNIA 6F 13	818980.5	834403.4	36.6	6/F	Dormitory	70	-	60	No	-	60	No
TNIA 6F 14	818983.8	834407.9	36.6	6/F	Dormitory	70	-	63	No	-	63	No
TNIA 6F 15	818989.9	834419.0	36.6	6/F	Dormitory	70	-	62	No	-	62	No
TNIA 6F 16	818989.9	834428.5	36.6	6/F	Dormitory	70	-	65	No	-	64	No
TNIA 6F 17	818992.9	834433.1	36.6	6/F	Dormitory	70	-	66	No	-	65	No
TNIA 7F 1	819010.2	834421.1	40.2	7/F	Conference Room (1)	70	Type 2	69	No	Type 2	68	No
TNIA 7F 2	819010.2	834416.9	40.2	7/F	Conference Room (2)	70	Type 2	69	No	Type 2	68	No
TNIA 7F 3	819010.2	834411.6	40.2	7/F	Superintendent's Office	70	Type 3	69	No	Type 3	68	No
TNIA 7F 4	819010.2	834407.4	40.2	7/F	Assistant Superintendent's Office	70	Type 3	67	No	Type 3	67	No
TNIA 7F 5	819016.0	834398.0	40.2	7/F	General Office	70	-	70	No		69	No
TNIA 7F 6	819010.8	834396.2	40.2	7/F	General Office	70	-	69	No	-	68	No
TNIA 7F 7	819005.7	834394.3	40.2	7/F	General Office	70	-	68	No	-	67	No
TNIA 7F 8	818983.7	834386.3	40.2	7/F	Sleep-in Room	70	-	67	No	-	66	No
TNIA 7F 9	818979.8	834384.9	40.2	7/F	Sleep-in Room	70		66	No		65	No

Summary of Overall Results	Un-mitigated Scenario			
Summary of Overall Results	AM Period	PM Period		
Total Number of NSRs	119	119		
Number of NSRs exceed Limit Level	0	0		
Compliance Rate	100%	100%		



APPENDIX 4.1 EXTRACTED PAGES OF FEP-24/004/1998/K

ENVIRONMENTAL IMPACT ASSESSMENT ORDINANCE (CHAPTER 499) SECTIONS 10 AND 13 環境影響評估條例 (第499章) 第10條 及13條

FURTHER ENVIRONMENTAL PERMIT TO CONSTRUCT AND OPERATE A DESIGNATED PROJECT

建造及營辦指定工程項目的新的環境許可證

PART A (MAIN PERMIT)

A部(許可證主要部分)

Pursuant to Sections 10 and 12 of the Environmental Impact Assessment Ordinance (EIAO), the Director of Environmental Protection (the Director) granted the Further Environmental Permit (No. FEP-24/004/1998/J) to the MTR Corporation Limited (hereinafter referred to as the "Permit Holder") on 21 October 2013. Pursuant to Section 13 of the EIAO, the Director amends the Further Environmental Permit (No. FEP-24/004/1998/J) based on the Application No. VEP-622/2022. The amendments, described below, are incorporated into this Further Environmental Permit (No. FEP-24/004/1998/K). This Further Environmental Permit as amended is for the construction and operation of the designated project described in <u>Part B</u> subject to the conditions specified in <u>Part C</u>. The issue of this Further Environmental Permit is based on the documents, approvals or permissions described below:

根據《環境影響評估條例》(環評條例)第10條及12條的規定,環境保護署署長(署長)於2013年10月21 日將新的環境許可證(編號:FEP-24/004/1998/J)批予香港鐵路有限公司(下稱"許可證持有人")。根據 環評條例第13條的規定,署長因應更改環境許可證的申請編號:VEP-622/2022修訂環境許可證(編號: FEP-24/004/1998/J)。以下修訂已包含在本新的環境許可證內(編號:FEP-24/004/1998/K)。本經修訂的 新的環境許可證作為建造及營辦<u>B部</u>所說明的指定工程項目,但須遵守<u>C部</u>所列明的條件。本新的環 境許可證的發出,乃以下表所列的文件、批准或許可作為根據:

Application No. 申請書編號:	VEF	P-622/2022
Documents in Register: 登記冊上的文	(a)	West Rail - Final Assessment Report West Kowloon to Tuen Mun Centre - Environmental Impact Assessment, its Technical Annexes, and Final Landscape Design Strategy, Report Vol.1 (Register No. EIA-149/1998) [Hereafter referred to as the EIA report]
	(b)	Application documents submitted by Permit Holder including all attachments on 19 August 1998 (Application No. AEP-004/1998)
	(c)	Environmental Permit issued on 16 September 1998 (Permit No. EP- 004/1998)
	(d)	Application documents for Variation of an Environmental Permit including all attachments by Permit Holder submitted on 21 July 2000. (Application No. VEP-020/2000)
	(e)	Environmental Permit issued on 18 August 2000 (Permit No. VEP- 020/2000/A/EP-004)

(II)The Application for Variation No. VEP-078/2002 with respect to

更改環境許可證申請書編號 VEP-078/2002就

(b) revision of location of noise barriers at West Rail Depot;

更改位於西鐵車廠的隔音屏障的位置;

(III) The Application for Variation No. VEP-067/2002 with respect to

更改環境許可證申請書編號 VEP-067/2002就

(c) revision of the 86m long full noise enclosure at Tuen Mun Station to semi-noise enclosure; and provide additional enclosure on the north of this enclosure;

位於屯門站86米長全密封的隔音罩修改至半密封的隔音罩;及在隔音罩北面 提供額外的隔音罩;

(IV)The Application for Variation No. VEP-062/2002 with respect to

更改環境許可證申請書編號 VEP-062/2002就

- (d) increase in the elevation of viaduct by approximately 8m at Yick Yuen;
 增加位於亦園的高架鐵路的高度約8米;
- (V) The Application for Variation No. VEP-045/2001 with respect to

更改環境許可證申請書編號 VEP-045/2001就

(e) reduction of train length from 12 cars to 9 cars with increase in train frequency from 30 to 40 trains per hour during 0600 to 0700;

時期間增加列車班次,由每小時30班增至每小時40班;

(f) reduction of train speed between Tin Shui Wai and Siu Hong from 130km/h to 100km/h;

减低天水圍至兆康一段的車速,由每小時130公里減至每小時100公里;

(g) revised locations of noise enclosure and additional height noise barriers at the north of Kam Sheung Road Station, near Pok Oi Hospital, the west of Long Ping Station, the west of Tin Shui Wai Station, Tin Sam Tsuen to Lam Tei and Tuen Mun;

在錦上路站北面近博愛醫院、朗屏站西面、天水圍站西面、田心村至藍地和 屯門更改隔音罩的位置,並加高隔音屏障;

(VI) The Application for Variation No. VEP-020/2000

更改環境許可證申請書編號 VEP-020/2000就

(h) the construction method for the Tsing Tsuen Tunnel;

青荃隧道的建造方法;

(i) the revised alignment in Tsuen Wan;

(II) The Application for Variation No. VEP-078/2002 with respect to

更改環境許可證申請書編號 VEP-078/2002就

(b) revision of location of noise barriers at West Rail Depot;

更改位於西鐵車廠的隔音屏障的位置;

(III) The Application for Variation No. VEP-067/2002 with respect to

更改環境許可證申請書編號 VEP-067/2002就

- (c) revision of the 86m long full noise enclosure at Tuen Mun Station to seminoise enclosure; and provide additional enclosure on the north of this enclosure;
 位於屯門站86米長全密封的 隔音罩修改至半 密封的 隔音罩;及在隔音罩 北面提供額外的隔音罩;
- (IV) The Application for Variation No. VEP-062/2002 with respect to

更改環境許可證申請書編號VEP-062/2002就

- (d) increase in the elevation of viaduct by approximately 8m at Yick Yuen;
 增加位於亦園的高架鐵路的高度約8米;
- (V) The Application for Variation No. VEP-045/2001 with respect to

更改環境許可證申請書編號 VEP-045/2001就

(e) reduction of train length from 12 cars to 9 cars with increase in train frequency from 30 to 40 trains per hour during 0600 to 0700;

縮減火車的長度,由12節車廂減至9節車廂,並在上午6時至7時期間增加 列車班次,由每小時30班增至每小時40班;

(f) reduction of train speed between Tin Shui Wai and Siu Hong from 130km/h to 100km/h;

减低天水圍至兆康一段的車速,由每小時130公里減至每小時100公里;

(g) revised locations of noise enclosure and additional height noise barriers at the north of Kam Sheung Road Station, near Pok Oi Hospital, the west of Long Ping Station, the west of Tin Shui Wai Station, Tin Sam Tsuen to Lam Tei and Tuen Mun;

在錦上路站北面近博愛醫院、朗屏站西面、天水圍站西面、田心村至藍地 和屯門更改隔音罩的位置,並加高隔音屏障;

(VI) The Application for Variation No. VEP-020/2000

更改環境許可證申請書編號 VEP-020/2000就

(h) the construction method for the Tsing Tsuen Tunnel;

青荃隧道的建造方法;

按照上述第2及第3條,經批准的提交文件或存放的提交文件內說明的各項設計或營運措施,必須完全執行。

5.2 In accordance with the information and recommendations contained in the EIA Report [ref: register no EIA 149/1998], the information contained in the Application for Variation No. VEP-020/2000, Environmental Permit No. VEP-020/2000/A/EP-004, Application for Variation No. VEP-045/2001, Environmental Permit No. EP-004/1998/B, Application for Variation No. VEP-062/2002, Environmental Permit No. EP-004/1998/C, Application for Variation No. VEP-067/2002, Environmental Permit No. EP-004/1998/D, Application for Variation No. VEP-078/2002, Environmental Permit No. EP- 004/1998/E, Application for Variation No. VEP-084/2003, Environmental Permit No. EP-004/1998/F, Application for Variation No. VEP-122/2003 and any approved supplementary information arising therefrom, the Permit Holder shall submit an Operational Environmental Monitoring and Audit (EM&A) Manual for the approval by the Director prior to the commissioning of the project. The Operational EM&A Manual shall satisfy the requirements as prescribed in section 10, SCHEDULE 4 of the Environmental Impact Assessment Ordinance and Annex 21 of the Technical Memorandum on Environmental Impact Assessment Process. The Operational EM&A Manual shall be certified by the Environmental Manager and verified by the Independent Environmental Checker before submission to the Director. In particular, the requirements on landfill gas hazard monitoring, maintenance, precautionary and emergency measures, with reference to Annex E, shall be included. (See Note 6).

依據環評報告 [登記冊檔案:EIA 149/1998]所載的資料及建議,編號 VEP-020/2000之更改環境許可證申請書,環境許可證編號 VEP-020/2000/A/EP-004,編號 VEP-045/2001之更改環境許可證申請書,環境許可證編號 EP-004/1998/B,編號 VEP-062/2002之更改環境許可證申請書,環境許可證編號 EP-004/1998/C,編號 VEP-067/2002之更改環境許可證申請書,環境許可證編號 EP-004/1998/C,編號 VEP-078/2002之更改環境許可證申請書,環境許可證編號 EP-004/1998/F,編號 VEP-0122/2003 之更改環境許可證申請書,環境許可證編號 EP-004/1998/F,編號 VEP-0122/2003 之更改環境許可證申請書,實境許可證編號 EP-004/1998/F,編號 VEP-0122/2003 之更改環境許可證申請書,實境許可證編號 EP-004/1998/F,編號 VEP-0122/2003 之更改環境許可證申請書的資料和任何已批核的附加資料所載資料及建議,許可證持有人須在工程項目投入運作前,向署長提交營運的環境監察及審核手冊,以待批准。該手冊須符合環境評估條例附表 4第 10條載列的規定,以及環境影響評估程序的技術備忘錄附件 21的規定。該手冊在提交署長前,須由環境經理證明,並由獨立環境查核人核證。該手冊尤須包括參照<u>附件E</u>而就堆填區沼氣危險監測、保養、預防及緊急應變措施所訂定的規定。(見註 6)

5.3 Prior to the operation of the Project, the Permit Holder shall submit to the satisfaction of the Director a proposal for performance test(s) to illustrate that the 9-car disc braked Electric Multiple Unit train would meet the specification of maximum level (Lmax) not exceeding 82.5dB(A) at 130kph measured at 25m from the at-grade ballasted tracks. The performance test proposal shall be certified by the Environmental Manager and verified by the Independent Environmental Checker.

許可證持有人在營辦工程項目前,須向署長提交令其滿意的效能測試建議,以說明當9卡碟形制 動電氣化列車在地面上的鋪道碴路軌上以時速130公里行駛時,在25米距離,測量所得的噪音量 會符合不超逾82.5分貝(A)的最高聲級規格。該效能測試建議須由環境經理證明,並由獨立環境 查核人核證。

5.4 Prior to the operation of the Project, the Permit Holder shall submit to the satisfaction of the Director a report on performance test of the disc braked Electric Multiple Unit train on the basis of condition 5.3. The performance test report shall be certified by the Environmental Manager and verified by the Independent Environmental Checker.

許可證持有人在營辦工程項目前,須向署長提交以第5.3項條件為基礎關於碟形制動電氣化列車效能測試的報告,並令署長滿意。效能測試報告須由環境經理證明,並由獨立環境查核人核證。

5.5 For the Southern Section, the railway shall be fully contained in a box structure and covered by a landscaped earth mound in accordance with the information and recommendations contained in the EIA Report [ref: register no EIA 149/1998].

南段的鐵路須依據環評報告[登記冊檔案:EIA 149/1998]所載的資料及建議,完全藏於箱形構築物內,再以景觀美化的土墩覆蓋。

5.10 Ventilation intakes for Kam Tin Station and the shops and offices there should be located at as high a level as reasonably practicable and should be substantially enclosed.

錦田站及該處店舖和寫字樓的通風入口,應在合理可行的情況下盡量設於較高位置,並應盡量圍封。

5.11 Before operation of the Project, the Permit Holder shall carry out an audit to confirm that all the agreed environmental measures for the Project's operation have been fully implemented. The audit shall cover all measures recommended in the EIA Report [ref: register no EIA 149/1998], described in submissions approved, or deposited with the Director under section 2, section 3, and section 5 of this Permit. The result of the audit shall be documented in an Audit Report and submitted to the Director prior to operation of the Project. The audit Report shall be certified by the Environmental Manager and verified by the Independent Environmental Checker as conforming to the findings and recommendations of the EIA Report [ref: register no EIA 149/1998], the information contained in the Application for Variation No. VEP-020/2000, Environmental Permit No. VEP-020/2000/A/EP-004, Application for Variation No. VEP- 045/2001, Environmental Permit No. EP-004/1998/B, Application for Variation No. VEP-062/2002, Environmental Permit No. EP-004/1998/B, Application for Variation No. VEP-062/2002, Environmental Permit No. EP-004/1998/C, Application for Variation No. VEP-067/2002, Environmental Permit No. EP-004/1998/C, Application for Variation No. VEP-067/2002, Environmental Permit No. EP-004/1998/C, Application for Variation No. VEP-067/2002, Environmental Permit No. EP-004/1998/C, Application for Variation No. VEP-067/2002, Environmental Permit No. EP-004/1998/E, Application for Variation No. VEP-084/2003 and any submissions approved or deposited with the Director. (See Note 6).

許可證持有人須在營辦工程項目前進行審核,以確定已完全執行各項為營辦工程項目而同意的環境措施。審核須包括環評報告[登記冊檔案:EIA 149/1998]建議的各項措施,以及按照本許可證第2、3及5條經批准提交的文件或向署長存放的文件所載明的各項措施。審核結果須記錄於審核報告內,並在營辦工程項目前提交給署長。審核報告須由環境經理證明,並由獨立環境查核人核證,以確定符合環評報告[登記冊檔案:EIA 149/1998],編號VEP-020/2000之更改環境許可證申請書的資料,環境許可證編號VEP-020/2000/A/EP-004,編號VEP-045/2001之更改環境許可證申請書,環境許可證編號 EP-004/1998/B,編號VEP-062/2002之更改環境許可證申請書,環境許可證編號 EP-004/1998/C,編號VEP-067/2002之更改環境許可證申請書,環境許可證編號 EP-004/1998/C,編號VEP-067/2002之更改環境許可證申請書,環境許可證編號 EP-004/1998/C,編號VEP-067/2002之更改環境許可證申請書,環境許可證編號 EP-004/1998/C,編號VEP-084/2003之更改環境許可證申請書的資料和任何已批核的附加資料的結果及建議。

5.12 All finalised submissions, as required under this part of the Permit, shall be released to the public by depositing copies in the Environmental Impact Assessment Ordinance Register Office or any other places or by any other means as specified by the Director for public inspection. For this purpose, the Permit Holder shall provide sufficient copies of submissions.

所有按本許可證本部規定提交的文件定稿,須公開給公眾人士知道,方法是將有關文件副本存放 於環境影響評估條例登記冊辦事處或署長所指定的任何地方或任何方法,以供公眾查閱。因此, 許可證持有人須提交足夠數量的文件副本。

5.13 Five sets of as-built drawings of scale 1 to 1000 with an explanatory statement showing the alignment and mitigation measures covered by this Permit, shall be deposited to the Director within three months after the completion of construction of each of the Southern, Central, Northern and Western sections.

須於南段、中段、北段及西段每項建造工程竣工3個月內,向署長存放5套1:1000比例的竣工圖 連同解釋說明,示明本許可證涵蓋的路線及緩解措施。

5.14 All measures specified in <u>Table A</u> of <u>Schedule 1</u> shall be implemented in accordance with the information contained in the Application for Variation No. VEP-122/2003, and the details and the time frame specified in the <u>Schedule 1</u> of this Permit.

<u>附表1表A</u>列明的各項措施,須按照更改環境許可證申請書編號VEP-122/2003內載的資料及本許可 證<u>附表1</u>列明的詳情及時間表執行。

5.15 All measures specified in <u>Schedule 2</u> shall be implemented in accordance with the information contained in the Application for Variation No. VEP-622/2022, and the details and the time frame specified in the <u>Schedule 2</u> of this Permit.

<u>附表2</u>列明的各項措施,須按照更改環境許可證申請書編號VEP-622/2022內載的資料及本許可證 <u>附表2</u>列明的詳情及時間表執行。

6. <u>Environmental Mitigation Measures during Operation Period</u> 登辦期間的環境緩解措施

6.1 The maximum train speed shall be 130km/hr except for train speed between Tin Shui Wai and Siu Hong which is reduced to 100km/hr. Prior to any increase in train frequency, train length and speed with respect to the initial start-up, a noise assessment report shall be submitted and obtain approval from the Director. The noise assessment is to evaluate the adequacy of noise mitigation measures and develop enhancement programmes. Before its submission to the Director, the noise assessment report shall be certified by the Environmental Manager and verified by the Independent Environmental Checker. All measures recommended in the approved noise assessment report Plan shall be fully implemented in accordance with the requirements and time schedules set out in the report.

列車的最高時速為130公里。如以最初通車的情況作基準擬增加列車班次、列車長度或速度,之 前須向署長提交噪音評估報告,以待批准。噪音評估作用是評估噪音緩解措施是否足夠,並制訂 改善計劃。噪音評估報告提交予署長前,須由環境經理證明,並由獨立環境查核人核證。經批准 的噪音評估報告計劃所列舉的各項建議措施,須完全按報告載列的規定及時間表執行。

6.2 In line with the commitment made by the Permit Holder, the multi-plenum system should be designed to provide the flexibility for future enhancement so that edge wall barrier heights can be incrementally extended for increased noise attenuation from 1.2 m upto full enclosure. This is to provide greater flexibility in the long term land use planning of areas through which the Project passes and will facilitate, as yet uncommitted, developments, to be considered in much closer proximity to the railway than would otherwise be the case.

為符合許可證持有人作出的承諾,多重充氣空間系統的設計應該具備彈性,可供將來增大,使圍 牆屏障的高度可以由1.2米逐步提高,以至全面圍封,從而提高消減噪音的效能。這樣可為工程 項目所經過的地區的長遠土地用途規劃,提供較大的彈性,並使未承諾的發展項目有較大可能獲 考慮在較貼近鐵路的地方興建。

6.3 In accordance with the information and recommendations contained in the EIA Report [ref: register no EIA 149/1998] and <u>Annex F</u>, measures to mitigate the water quality impact during operation shall be implemented.

營辦期間水質影響的緩解措施,須按照環評報告[登記冊檔案:EIA 149/1998]及<u>附件F</u>的資料及建議執行。

6.4 Before public sewerage becomes available in Hung Shui Kiu and Kam Tin, waste water and sewage arising from the proposed HSK Station, Kam Tin Station, KCRC Head Quarter and West Rail Depot (WRD) shall be collected at holding tanks and transported to Yuen Long Sewage Treatment Works or any sewage treatment facilities as agreed with Drainage Services Department by road tanker for off-site treatment. Once public sewerage is available in Hung Shui Kiu and Kam Tin, waste water and sewage arising from the proposed HSK Station, Kam Tin Station, KCRC Head Quarter Building and WRD shall be redirected to discharge directly to the public sewer. Waste water and sewage arising from uses other than the four above, including stations, railway premises, depots and ancillary uses, shall be conveyed to public sewer after any pre-treatment.

在洪水橋及錦田提供公共排污設備前,建議中的洪水橋站、錦田站、九廣鐵路總部及西鐵車廠所 排出的廢水及污水,須收集在貯存池,再以車輛運往元朗污水處理廠或其他渠務署同意的污水處 理設施作場外處理。洪水橋及錦田設有公共排污設備後,建議中的洪水橋站、錦田站、九廣鐵路 總部大樓及西鐵車廠所排出的廢水及污水,須改道直接排入公共污水渠。除上述4處以外,其他 用地(包括車站、鐵路範圍、車廠及輔助用途)所排出的廢水及污水,須經預處理後引入公共污水 渠。

6.5 The Permit Holder shall fully implement the EM&A requirements as set out in the Operational Manual approved under condition 5.2. Any changes to the EM&A arrangement shall be justified by the

設置衛生設備及排水系統時,須參考有關須經由環境保護署評論的排水渠圖則事宜的《專業人士 環保事務諮詢委員會專業守則 5/93》。

Schedule 1. Alternative Noise Mitigation Measures at Different Locations of the Project

附表1.工程項目各處地點的替代消減噪音措施

Table A

The Permit Holder shall complete the measures specified in the following table to a large extent before the operation of the Project. Any outstanding details shall be completed no later than 2 weeks after the operation of the Project.

Locations	Alternatives
Kam Sheung Road Station	 (a) Windshields shall be extended above the top of the parapet walls as shown in <u>Figure 7</u>; and (b) Trackside panels shall be installed above the parapet walls as shown in <u>Figure 7</u>
Yuen Long Station	 Down track (track from Tuen Mun to Kowloon) (a) All rail/track sections within the station to be fully enclosed Up track (track from Kowloon to Tuen Mun) (a) Windshields shall be extended above the top of the parapet walls as shown in Figure 5; (b) Trackside panels shall be installed with the lower part incorporated with the absorptive lining as shown in Figure 5; and (c) Acoustic louvers to be implemented for all openings on the outboard side at the location as shown in Figure 6
Long Ping Station	 (a) Windshields shall be extended above the top of the parapet walls as shown in Figure 7; (b) Trackside panels shall be installed above the parapet walls as shown in Figure 7; (c) Uptrack section to be fully enclosed at the location as shown in Figure 8, except the vertical gap between the enclosure and the plant room at the back of the station; (d) 2m high barrier above the top of the parapet walls extending from the noise enclosure to be implemented at the location as shown in Figure 8; and (e) Plenum enhancement along the up and down tracks to be implemented as shown in Figure 9 and at the location as shown in Figure 8
T <mark>'in Shui Wai Station</mark>	 (a) Windshields shall be extended above the top of the parapet walls as shown in Figure 7; (b) Trackside panels shall be installed above the parapet walls as shown in Figure 7; and (c) Plenum enhancement along the down track to be implemented as shown in Figure 9 and at the location as shown in Figure 10
Siu Hong Station	(a) All rail/track sections within the staiton to be fully enclosed
Tuen Mun Station	(a) All rail/track sections within the station to be fully enclosed

Viaduct Section	(a) Plenum enhancement along the up and down tracks at the locations
	as shown in <u>Figure 11</u> and <u>Figure 12</u>

<u>表A</u>

許可證持有人須在營辦工程項目前,在很大程度上完成下表訂明的措施,並須在營辦工程項目後2個 星期內完成餘下部分。

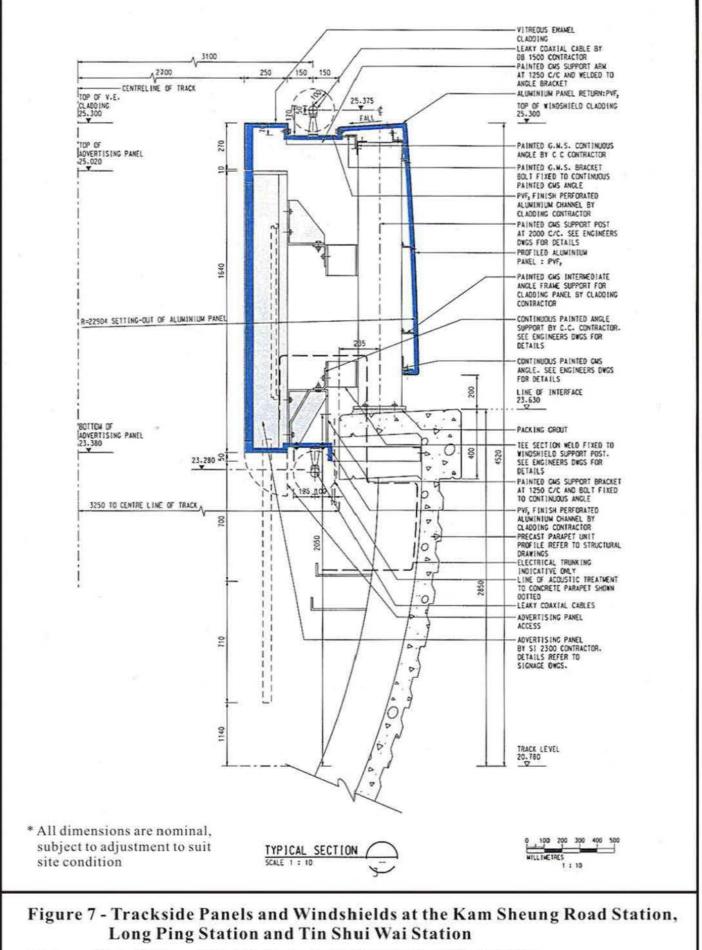
地點	替代措施
<u>地</u> 錦上路站	(a) 風擋須延伸至圖7所示的護牆頂上;以及
╜┺┓┓┓┓┓┓	
	(b) 須在 <u>圖7</u> 所示的護牆上安裝路軌旁板
元朗站	下行路軌 (屯門至九龍)
	(a) 車站內的全部鐵路 / 路軌均須完全密封
	上行路軌 (九龍至屯門)
	(a) 風擋須延伸至圖5所示的護牆頂上;
	(b) 須按圖5所示安裝路軌旁板,而旁板的下部分須設有吸音墊;
	以及
	(c) 須在 <u>圖6</u> 所示位置外側的所有孔口安裝隔音百葉板窗
朗屏站	(a) 風擋須延伸至圖2所示的護牆頂上;
	(b) 須在圖7所示的護牆上安裝路軌旁板;
	(c) 圖8所示位置的上行路段須完全密封,車站後面隔音罩與機房
	之
	間的垂直縫隙則除外;
	(d) 按圖8所示位置,由隔音罩開始在護牆頂上設置2米高的隔音
	屏
	障;以及
	(e) 按 <u>周9</u> 所示及在 <u>圖8</u> 所示位置,沿上下行路軌進行隔音氣室改
	善善
	工程
天水圍站	(a) 風擋須延伸至圖2所示的護牆頂上;
	(b) 須在圖2所示的護牆上安裝路軌旁板;以及
	(c) 按 <u>圖9</u> 所示及在 <u>圖10</u> 所示位置,沿下行路軌進行隔音氣室改善
兆康站	(a) 車站內的全部鐵路/路軌均須完全密封
屯門站	(a) 車站內的全部鐵路/路軌均須完全密封
高架路段	(a) 在圖11及12所示位置,沿上下行路軌進行隔音氣室改善工程

<u>Table B</u>

The Permit Holder shall fully implement the measure specified in the following table within 6 months after the operation of the Project.

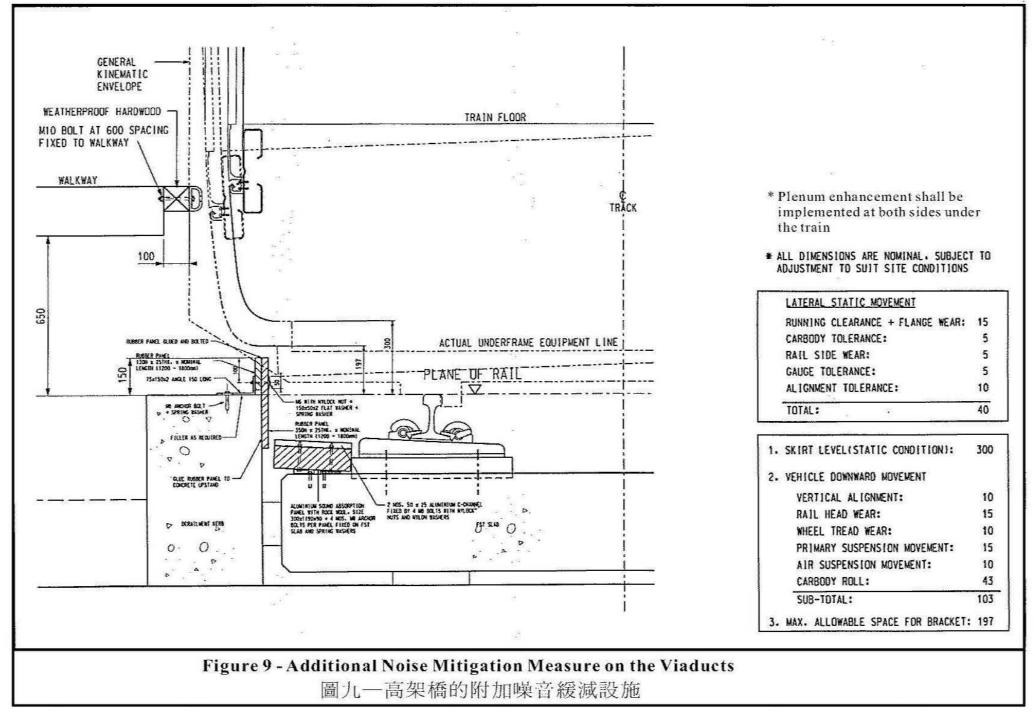
Locations	Alternatives
	2m high cranked noise barrier above the top of the parapet walls at the down track section to be implemented at the location as shown in <u>Figure 10</u> and <u>Figure 15</u>

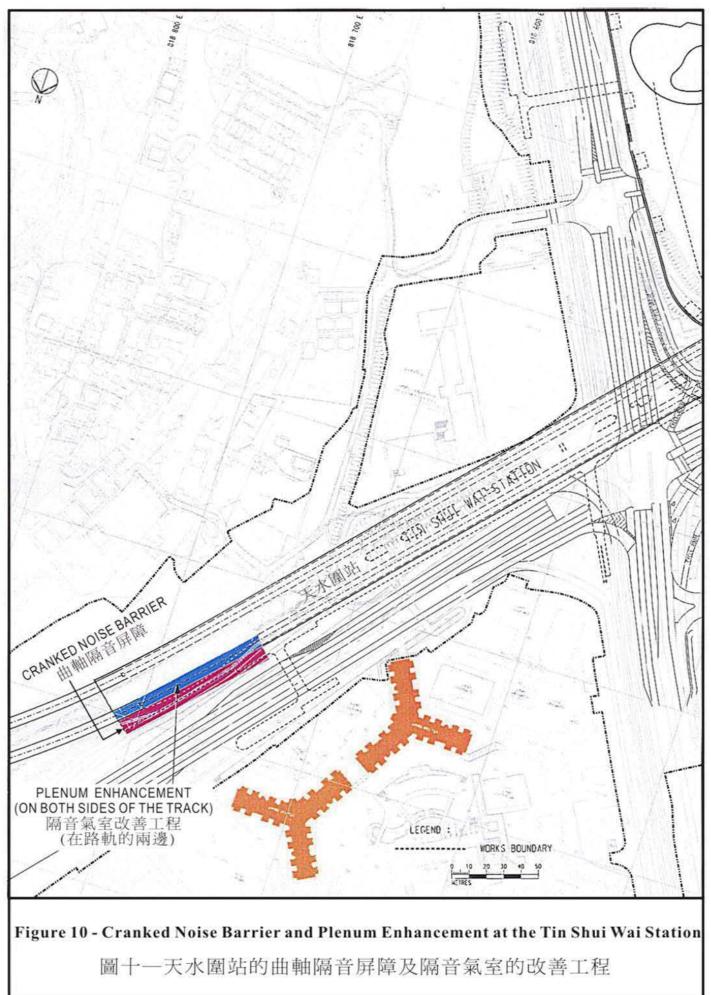
Environmental Permit No. FEP-24/004/1998/K 環境許可證編號 FEP-24/004/1998/K



圖七一錦上路站,朗屏站及天水圍站的路軌旁板及風擋

Environmental Permit No. FEP-24/004/1998/K 環境許可證編號 FEP-24/004/1998/K







APPENDIX 4.2 EXTRACTED PAGES OF FEP-02/041/2000/B

ENVIRONMENTAL IMPACT ASSESSMENT ORDINANCE (CHAPTER 499) SECTION 10 & 12 環境影響評估條例 (第499章) 第10 及12條

ENVIRONMENTAL PERMIT TO OPERATE A DESIGNATED PROJECT 然前生 中了 印西日 的理 接對 可效

營辦指定工程項目的環境許可證

PART A (MAIN PERMIT)

A部(許可證主要部分)

Pursuant to Sections 10 and 12 of the Environmental Impact Assessment Ordinance (EIAO), the Director of Environmental Protection (the Director) grants this environmental permit to the <u>MTR Corporation Limited</u> (hereinafter referred to as the "Permit Holder") to operate the designated project described in <u>Part B</u> subject to the conditions specified in <u>Part C</u>. The issue of this environmental permit is based on the documents, approvals or permissions described below :

根據《環境影響評估條例》(環評條例)第10及12條的規定,環境保護署署長(署長)將 本環境許可證批予<u>香港鐵路有限公司(下稱</u>"許可證持有人")以營辦B部所說明的指 定工程項目,但須遵守C部所列明的條件。本環境許可證是依據下列文件、批准或 許可而簽發:

The issue of this Further Environmental Permit is based on the documents, approvals or permissions described below:

	FEP-084/2007
Application No. 申請書編號	
Document in the	 Tin Shui Wai Phase 4 Rail Extension: Ÿ Final Environmental Impact Assessment Report (November 1999)
Register: 登記冊上的文 件:	Ÿ Final Environmental Impact Assessment Report -
	 The Director's letter of approval of the EIA Report dated 6 January 2000 (ref: (13) in Annex (16) to EP2/N6/A/06 Pt.3)
	(3) Application for Environmental Permit submitted on 23 September 1999 (Application No. AEP-038/1999)

本新的環境許可證的發出,乃以下表所列的文件、批准或許可作為根據:-

I I	1
(4)	Environmental Permit No. EP-041/2000 issued on 21 January 2000.
(5)	Application documents for Variation of Environmental Permit submitted on 9 September 2002 (Application No. VEP- 074/2002)
(6)	Environmental Permit No. EP-041/2000/A issued on 4 October 2002
(7)	Application document for Variation of Environmental Permit submitted on 23 October 2003 (Application No. VEP- 118/2003)
(8)	Environmental Permit No. EP-041/2000/B issued on 3 November 2003
(9)	Application document for Further Environmental Permit submitted on 28 November 2007 (Application No. FEP- 084/2007)
(1)	 天水圍第四期輕鐵支線: Ÿ 最終環境影響評估報告(1999年11月) Ÿ 最終環境影響評估報告 - 附錄(1999年11月) Ÿ 行政摘要(1999年11月)及 Ÿ 最終環境監察及審核手冊(1999年11月) (登記冊編號: AEIAR-026/1999)[下稱"環評報告"]
(2)	署長於2000年1月6日發出該環評報告的批准信 (檔案編號 (13) in Annex (16) to EP2/N6/A/06 Pt.3)
(3)	於1999年9月23日提交的環境許可證申請文件(申請書編號 AEP-038/1999)
(4)	於2000年1月21日簽發的環境許可證編號 EP-041/2000
(5)	於2002年9月9日提交的更改環境許可證申請文件(申請 編號VEP-074/2002)
(6)	於2002年10月4日簽發的環境許可證編號EP-041/2000/A
(7)	於2003年10月23日提交的更改環境許可證申請文件(申請書編號VEP-118/2003)
(8)	於2003年11月3日簽發的環境許可證編號EP-041/2000/B
(9)	於2007年11月18日提交的新的環境許可證申請文件(申 請書編號FEP-084/2007)
1	

21 December 2007

Date ⊢期 (WONG Hon-meng) Principal Environmental Protection Officer (Strategic Assessment) for Director of Environmental Protection 環境保護署署長 (首席環境保護主任(策略評估) 黄漢明 代行)

PART B (DESCRIPTIONS OF DESIGNATED PROJECT)

B部(指定工程項目的說明)

Hereunder is the description of the designated project mentioned in $\underline{Part A}$ of this environmental permit:

下列為本環境許可證A部所提及的指定工程項目的說明:

Title of Designated Project 指定工程項目的名稱	Tin Shui Wai Phase 4 Rail Extension [This designated project is hereinafter referred to as "the Project"]
	天水圍第四期輕鐵支線 [這指定工程項目下稱"工程項目"]
Nature of Designated	Railway and its associated stops
Project	
指定工程項目的性質	鐵路及其相聯車站
Location of Designated	The location of the Project is in Tin Shui Wai as shown in
Project	Figure 1 of this Environmental Permit.
指定工程項目的地點	
	工程項目的地點位於天水圍如環境許可證的圖一所示
Scale and Scope of	Operation of a 1.5km at-grade light rail extension and 5
Designated Project(s)	associated stops
指定工程項目的規模和範 圍	營運1.5公里之地面輕鐵支線及5個相聯車站

PART C (PERMIT CONDITIONS)

C部(許可證條件)

- 1. <u>General Conditions</u> 一般條件
- 1.1 The Permit Holder shall ensure full compliance with all conditions of this environmental permit (the Permit). Any non-compliance may constitute a contravention of the Environmental Impact Assessment Ordinance (Cap.499) and shall be definite ground for enforcement action or permit cancellation where applicable.

許可證持有人必須確保完全符合本環境許可證(下稱許可證)規定的全部 條件。如有不符合本許可證的情況,可能構成違反「環境影響評估條例 (第499章)」的規定,並可按適用情況作為採取執法行動或取銷其許可 證的確切理由。 2.3 The operation of the Project shall meet the following specifications

本工程項目的營辦須滿足下列規定:

- (a) re-radiated noise from viaduct structure is at least 10dB(A) below the noise criteria of 65dB(A) L_{max} at 25m, at 50kph; and
 高架結構的再輻射噪音最少比25m, 50kph條件下65dB(A)L_{max}噪音標準低
 10dB(A);以及
- noise level at 2m from the transformer bays in the rectifier will be less than 66dB(A).
 整流站內距變壓器位2米處的噪音水平少於66dB(A)。
- 2.4 Measures described in <u>Appendix A</u> to mitigate environmental impacts from run-off and drainage shall be implemented throughout the operation period. 許可證持有人須實施附錄A規定的措施,以減輕營運期間,徑流及排水的影響。
- 2.5 Any change to the design or measures relevant to the operation of the Project shall be justified and certified by the IEC with at least 7 years experience in environmental monitoring and auditing or environmental management before submission to the Director for approval. 對於有關工程項目運作期間的設計或措施所作的任何變更應在提交署長申請審

對於有關上程項目運作期間的設計或措施所作的任何變更應在提父署長申請番 批前,須由具有七年環境監察與審核或環境管理經驗的獨立環境查核人提出具 充分理由,並由獨立環境查核人認證。

Notes:

註:

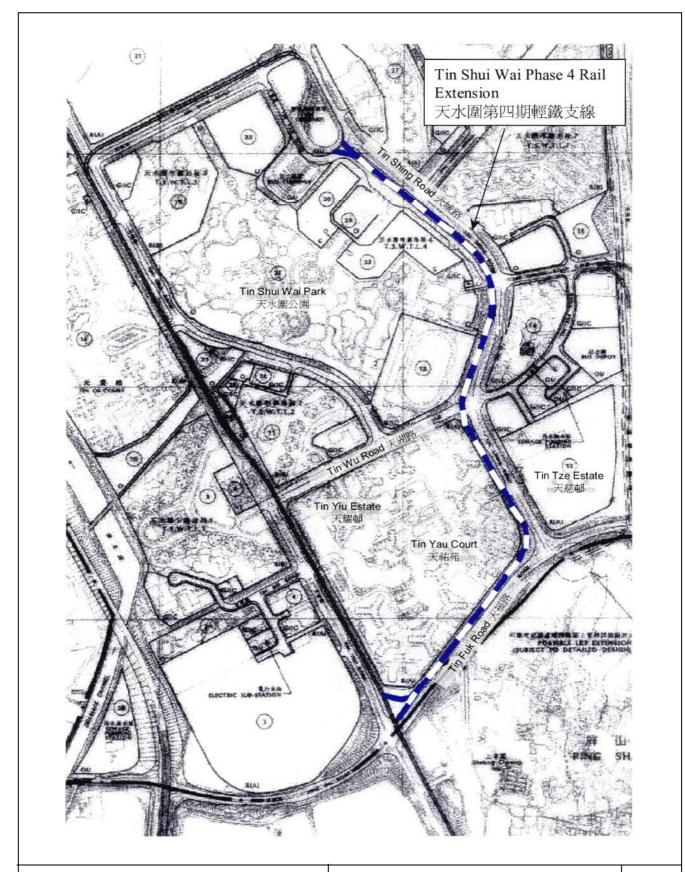
This Permit consists of three parts, namely, <u>Part A</u> (Main Permit), <u>Part B</u> (Description of Designated Project) and <u>Part C</u> (Permit Conditions). Any person relying on this permit should obtain independent legal advice on the legal implications under the Ordinance, and the following notes are for general information only.
 本許可證共有3部,即<u>A部(</u>許可證主要部分); <u>B部(</u>指定工程項目的說明)及<u>C部</u>

本許可證共有5部,即<u>A部(許可證主要部分),B部(</u>指定工程項目的說明)及<u>C部</u> (許可證條件)。任何援引本許可證的人士須就條例的法律含意徵詢獨立法律意 見,下述註解只供一般參考之用。

2. If there is a breach of any conditions of this Permit, the Director or his authorized officer may, with the consent of the Secretary for the Environment, order the cessation of associated work until the remedial action is taken in respect of the resultant environmental damage, and in that case the Permit Holder shall not carry out any associated works without the permission of the Director or his authorized officer.

如違反本許可證的任何條件,署長或獲授權人員在徵得環境局局長的同意後, 可勒令停止相關工程,直至許可證持有人為所造成的環境損害採取補救行動為 止。在此情況下,許可證持有人在未經署長或獲其授權人員同意,不得進行任 何相關工程。

3. The Permit Holder may apply under Section 13 of the Environmental Impact Assessment Ordinance (the "Ordinance") to the Director for a variation of the conditions of this Permit. The Permit Holder shall replace the original permit displayed on the Project site by the amended permit.



 Project Title - Tin Shui Wai Phase 4 Rail Extension

 工程名稱 - 天水圍第四期輕鐵支線

Environmental Permit No. : FEP-02/041/2000/B 環境許可證編號: FEP-02/041/2000/B

Figure 1 - Location Plan 圖 1 - 地點圖





APPENDIX 4.3 INFORMATION PROVIEDED BY MTR



BeeXergy Consulting Limited, Unit 2001-05, APEC Plaza, 49 Hoi Yuen Road, Kwun Tong, Kowloon, Hong Kong

Attention: Ms. Zoe Chan

Our ref: T&ESD/E&IC/ES/EnvE/L1199

Date: 2 1 AUG 2023

By Post and Fax (Fax no.: 3568 4704)

Dear Ms. Chan,

Re: Proposed Composite "Social Welfare Facility (Residential Care Home For The Elderly" (RCHE) And "Residential Institution" (Senior Hostel) Development On A Site Currently Zoned As "Government, Institutional Or Community" (GIC) In Lot Nos. 257 (Part), 258 RP (Part) And Adjoining Government Land In D.D. 122, Ping Shan, Yuen Long

We refer to your letter (ref.: W23042_20230720_L_0001a) dated 20 July 2023 requesting operational information regarding Tuen Ma Line (TML) and Light Rail (LRT).

Operating Hours

The daily operating hours for TML and LRT at the concerned section are from approximately 05:30 to 01:15 hours and 05:11 to 01:30 hours respectively.

Number of Car

There are currently 8 cars per train for the operation condition of TML. However, according to the latest Environmental Permit (EP) for West Rail, 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 couple-set where appropriate.

Operational Information for TML (between Tin Shui Wai Station and Long Ping Station)

- 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 EP for West Rail available via EPD website.
- > There are currently about 260 train trips per direction in one-day operation for TML, including non-passenger trains.

www.mtr.com.hk



Our ref: T&ESD/E&IC/ES/EnvE/L1199 Date : 21 AUG 2023

Operational Information for LRT (between Tin Shui Wai Stop and Tin Tsz Stop - Route 705, 706 and 751)

- The current peak train frequency during the period of 07:00-23:00 and 23:00-07:00 hours is about 19 trains per hour per direction and 16 trains per hour per direction respectively.
- The current train frequency for both directions in one-day operation is about 617 trains, including non-passenger trains.

Please note that the 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 track section between Tin Shui Wai Station (TIS) and Long Ping Station (LOP) of TML, the current maximum train speed is about 95 km/h for up track (i.e. from LOP to TIS) and about 100 km/h for down track (i.e. from TIS to LOP). However, please note that the latest EP for West Rail has considered a maximum operating speed of 130 km/hr to cater for potential speed increment in the future.

For LRT, the current maximum train speed for the track section between Tin Shui Wai Stop and Tin Tsz Stop is about 70 km/h.

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, plcase feel free to contact our Lead Environmental Manager, Ms. Catherine Leung at 2993 4127.

Yours sincerely,

HK Chan Chief of Operations Engineering Service & Innovation

Page 2 of 2



APPENDIX 4.4 DETAIL OF PREDICT RAILWAY NOISE LEVEL

Appendix 4.4 - Detail of Predicted Railway Noise Level (Summary)

NBEL Profix Profix </th <th>Predicted Noise Level Worst Case Scenario 44 44 44 45 45 46 46 44 44 45 46 44 45 46 46 45 46 45 46 45 45 45 45 45 45 45 45 45 45</th> <th>Exceedance of Long String No No</th>	Predicted Noise Level Worst Case Scenario 44 44 44 45 45 46 46 44 44 45 46 44 45 46 46 45 46 45 46 45 45 45 45 45 45 45 45 45 45	Exceedance of Long String No No
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RNIA_5F_05 Dormitory 818974.9 834390.6 5/F +33.05 B 65 55 85 65 85 55	46	No
RNIA_SF_06 Dormitory 818980.5 834403.4 5/F +33.05 B 65 55 85 65 85 55	46	No
RNIA_SF_07 Dormitory 818983.8 834407.9 5/F + 33.05 B 65 55 85 65 85 55	46	No
RNIA_SF_08 Dormitory 818989.9 83413.0 5/F +3.305 B 65 55 85 65 85 55	46	No
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non_u D Domitory 81900.2 94405.3 9/1 9300.3 0 3.3 0.3 0.3 3.3 NNA_6F_04 Domitory 818976.3 83458.6 6/6 8 65 55 85 65 85 55	44	No
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RNIA_6F_07 Dormitory 818983.8 834407.9 6/F +36.65 B 65 55 85 65 85 55	46	No
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RNIA_6F_09 Domitory 818989.9 834428.5 6/F +36.65 B 65 55 85 65 85 55	46	No
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RNIA_7F_01 Conference Room (1) 819010.2 834421.1 7/F +40.25 B 65 55 85 65 85 55	46	No
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RNIA_7F_03 Superintedent's Office 819010.2 834411.6 7/F +40.25 B 65 55 85 65 85 55		No
RNIA_7F_04 Assistant Superintedent's Office 819010.2 834407.4 7/F 440.25 B 65 55 85 65 85 55	45	No No

Remark:
 Location of concerned railway refers to Figure 4.1 of Noise Impact Assessment.
 Location of concerned railway refers to Figure 4.1 of Noise Impact Assessment.
 Assessment for representative KSIs refers to Table 4.3 of Noise Impact Assessment.

Result Summary of Railway Noise Impact Assessment Results

Maximum of Predicted LAeq, 30min	46 dB(A)
Minimum of Predicted LAeq, 30min	44 dB(A)
Total Number of NSRs	61 Number
Number of NSRs exceeded the Adopted LAeq, 30min	0 Number
Compliance Rate	100 %

Appendix 4.4 - Detail of Predicted Railway Noise Level at 1/F

			LRT		
oring Condition	Data	Unit	Monitoring Condition	Data	Unit
ength	8	Cars	Train Length	2	Cars
ipeed	130	km/hr	Train Speed	50	km/hr
oring Distance	25	m	Monitoring Distance	25	m
orth Bound)	81.4	dB(A)	L _{VM}	65	dB(A)
outh Bound)	80.7	dB(A)	SEL	70.9	dB(A)
tion Detail (Worst Case Scenario)	Data	Unit	Operation Detail (Worst Case Scenario)	Data	Unit
ength	9	Cars	Train Length	2	Cars
ipeed	130	km/hr	Train Speed	70	km/hr
requency	40	Train/hour	Train Frequency	19	Train/hour
requency	20	Train/30min	Train Frequency	10	Train/30min
(9 Cars, 130km/hr, measured 25m)	Data	Unit	SEL _{ter} (2 Cars, 70km/hr, measured 25m)	Data	Unit
(North Bound)	81.9	dB(A)	SEL _{fter}	73.8	dB(A)
(South Bound)	81.2	dB(A)			

TML				LRT							
Monitoring Condition	Data	Unit	1	Monitoring Conditi	on				Data	Unit	
Train Length	8	Cars		Train Length					2	Cars	
Train Speed	130	km/hr		Train Speed					50	km/hr	
Monitoring Distance	25	m		Monitoring Distanc	2				25	m	
SEL (North Bound)	81.4	dB(A)		Lus					65	dB(A)	
SEL (South Bound)	80.7	dB(A)]	SEL					70.9	dB(A)	
Operation Detail (Worst Case Scenario)	Data	Unit	1	Operation Detail (V	Vorst Case Scenario	9			Data	Unit	
Train Length	9	Cars	1	Train Length					2	Cars	
Train Speed	130	km/hr	4	Train Speed					70	km/hr	
Train Frequency	40	Train/hour	1	Train Frequency					19	Train/hour	
Train Frequency	20	Train/30min		Train Frequency					10	Train/30min	
SEL _{ear} (North Bound) SEL _{ear} (South Bound)	81.9 81.2	dB(A) dB(A)		SEL _{tef}					73.8	dB(A)	
NSR ID						RNIA 1F 0	1				
Description						Dormitory					
Assessment Floor						1/F					
						1/F TML					
Track Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4		TML_SB_1	TML_SB_2	TML_S8_3	TML_S8_4	TML_SB_5
Track Track ID	Unit dB(A)	TML_NB_1 81.9	TML_NB_2 81.9	TML_NB_3 81.9	TML_NB_4 81.9	TML	TML_SB_1 81.2	TML_SB_2 81.2	TML_58_3 81.2	TML_58_4 81.2	TML_SB_5 81.2
Track Track ID						TML TML_NB_5					
Track Track ID Stl _{nut}	dB(A)	81.9	81.9	81.9	81.9	TML TML_NB_5 81.9	81.2	81.2	81.2	81.2	81.2
Track ID Sta _{but} Train Frequency Correction	dB(A) dB(A)	81.9 +13.0	81.9 +13.0	81.9 +13.0	81.9 +13.0	TML TML_NB_5 81.9 +13.0	81.2 +13.0	81.2 +13.0	81.2 +13.0	81.2 +13.0	81.2 +13.0
Track Track ID SEl _{tad} Train Fraguency Correction Time Correction (30min)	dB(A) dB(A) dB(A)	81.9 +13.0 -32.6	81.9 +13.0 -32.6	81.9 +13.0 -32.6	81.9 +13.0 -32.6	TML_NB_5 81.9 +13.0 -32.6	81.2 +13.0 -32.6	81.2 +13.0 -32.6	81.2 +13.0 -32.6	81.2 +13.0 -32.6	81.2 +13.0 -32.6
Tack D Tack D SH _{col} Tan Frequency Correction Train Frequency Correction Track Detection (Domn) Track Detection (Domn) Track Detection Frequence Correction	dB(A) dB(A) dB(A) dB(A) dB(A)	81.9 +13.0 -32.6 +3.0	81.9 +13.0 -32.6 +3.0	81.9 +13.0 -32.6 +3.0	81.9 +13.0 -32.6 +3.0	TML_NB_5 81.9 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0
Tack D Tack D SH _{col} Tan Frequency Correction Train Frequency Correction Track Detection (Domn) Track Detection (Domn) Track Detection Frequence Correction	dB(A) dB(A) dB(A) dB(A) dB(A)	81.9 +13.0 -32.6 +3.0 +2.5	81.9 +13.0 -32.6 +3.0 +2.5	81.9 +13.0 -32.6 +3.0 +2.5	81.9 +13.0 -32.6 +3.0 +2.5	TML_NB_5 81.9 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5
Teak Desk Desk Desk Desk Desk Desk Desk Des	dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A)	81.9 +13.0 -32.6 +3.0 +2.5 -15.9	81.9 +13.0 -32.6 +3.0 +2.5 -15.9	81.9 +13.0 -32.6 +3.0 +2.5 -15.9	81.9 +13.0 -32.6 +3.0 +2.5 -15.9	TML TML NB 5 81.9 +13.0 -32.6 +3.0 +2.5 -15.9	81.2 +13.0 -32.6 +3.0 +2.5 -15.9	81.2 +13.0 -32.6 +3.0 +2.5 -15.9	81.2 +13.0 -32.6 +3.0 +2.5 -15.9	81.2 +13.0 -32.6 +3.0 +2.5 -15.9	81.2 +13.0 -32.6 +3.0 +2.5 -15.9
Teck Tech Tech Tech Tech Tech Tech Tech Tech	dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A)	81.9 +13.0 -32.6 +3.0 +2.5 -15.9 -10.5	81.9 +13.0 -32.6 +3.0 +2.5 -15.9 -9.8	81.9 +13.0 -32.6 +3.0 +2.5 -15.9 -9.5	81.9 +13.0 -32.6 +3.0 +2.5 -15.9 -9.4	TML TML NB 5 81.9 +13.0 -32.6 +3.0 +2.5 -15.9 -10.4	81.2 +13.0 -32.6 +3.0 +2.5 -15.9 -10.4	81.2 +13.0 -32.6 +3.0 +2.5 -15.9 -9.6	81.2 +13.0 -32.6 +3.0 +2.5 -15.9 -9.2	81.2 +13.0 -32.6 +3.0 +2.5 -15.9 -9.0	81.2 +13.0 -32.6 +3.0 +2.5 -15.9 -10.1
Teck Decomposition of the second seco	dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A)	81.9 +13.0 -32.6 +3.0 +2.5 -15.9 -10.5 -2.0	81.9 +13.0 -32.6 +3.0 +2.5 -15.9 -9.8 -1.7	81.9 +13.0 -32.6 +3.0 +2.5 -15.9 -9.5 -1.6	81.9 +13.0 -32.5 +3.0 +2.5 -15.9 -9.4 -1.5	TML TML NB 5 81.9 +13.0 -32.6 +3.0 +2.5 -15.9 -10.4 -2.0	81.2 +13.0 -32.6 +3.0 +2.5 -15.9 -10.4 -2.0	81.2 +13.0 -32.6 +3.0 +2.5 -15.9 -9.6 -1.6	81.2 +13.0 -32.6 +3.0 +2.5 -15.9 -9.2 -1.5	81.2 +13.0 -32.6 +3.0 +2.5 -15.9 -9.0 -1.4	81.2 +13.0 -32.6 +3.0 +2.5 -15.9 -10.1 -1.9

NSR ID						RNIA_1F_0	2				
Description						Dormitory					
Assessment Floor						1/F					
Track						TML					
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5
SEL _{nel}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9
Distance Correction	dB(A)	-10.6	-10.0	-9.6	-9.5	-10.4	-10.5	-9.8	-9.4	-9.2	-10.2
Air Absorption	dB(A)	-2.1	-1.8	-1.6	-1.6	-2.0	-2.1	-1.7	-1.5	-1.5	-1.9
View Angle Correction	dB(A)	-9.1	-6.8	-8.2	-4.1	-5.3	-8.8	-7.0	-8.0	-3.8	-5.4
Lang, Kimin	dB(A)	30.2	33.4	32.5	36.7	34.3	29.9	32.8	32.3	36.8	33.8
Rolling Noise Overall (Lee, 2011)	dB(A)						4				

NSR ID						RNIA_1F_0	3				
Description						Dormitory					
Assessment Floor						1/F					
Track						TML					
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5
SEL _{net}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9
Distance Correction	dB(A)	-10.7	-10.1	-9.8	-9.7	-10.5	-10.6	-9.9	-9.5	-9.4	-10.2
Air Absorption	dB(A)	-2.2	-1.9	-1.7	-1.7	-2.0	-2.1	-1.8	-1.6	-1.5	-1.9
View Angle Correction	dB(A)	-9.1	-7.0	-8.3	-4.2	-5.2	-8.8	-7.1	-8.2	-3.9	-5.3
Lase, Reen	dB(A)	30.1	33.0	32.1	36.4	34.3	29.8	32.5	31.9	36.4	33.8
Rolling Noise Overall (Ltee, Item)	dB(A)					4	4				_

NSR ID	Rua, 15 G4														(
Description									End of Life Care	Room							
Assessment Floor									1/F								
Track						TML								u	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{net}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.8	-15.9	-15.9	-15.9	-15.9	-15.8	-15.9	-15.9	-15.9	-15.9	-15.5	-15.5	0.0	-15.5	-15.5	0.0
Distance Correction	dB(A)	-11.0	-10.3	-9.8	-9.5	-10.1	-10.9	-10.1	-9.6	-9.2	-9.9	-10.7	-10.1	-10.4	-10.7	-10.1	-10.3
Air Absorption	dB(A)	-2.3	-1.9	-1.7	-1.6	-1.9	-2.2	-1.8	-1.6	-1.5	-1.7	-2.2	-1.9	-2.0	-2.1	-1.8	-2.0
View Angle Correction	dB(A)	-9.8	-7.5	-8.7	-4.0	-4.6	-9.6	-7.8	-8.6	-3.7	-4.7	-19.9	-8.3	-7.5	-20.1	-8.0	-7.5
Lase, man	dB(A)	29.0	32.2	31.7	36.9	35.4	28.6	31.6	31.5	36.9	35.0	8.5	20.9	36.9	8.3	21.3	37.0
Rolling Noise Overall (Ltee, 2011)	dB(A)									45							

Description									Dormitory								
Assessment Floor									1/F								
Track						TML								L	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{not}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.5	-15.5	0.0	-15.5	-15.5	0.0
Distance Correction	dB(A)	-10.8	-10.1	-9.6	-9.4	-10.1	-10.7	-9.9	-9.4	-9.0	-9.9	-10.6	-10.1	-10.4	-10.6	-10.0	-10.3
Air Absorption	dB(A)	-2.2	-1.8	-1.6	-1.5	-1.9	-2.2	-1.8	-1.5	-1.4	-1.7	-2.1	-1.9	-2.0	-2.1	-1.8	-2.0
View Angle Correction	dB(A)	-9.7	-7.3	-8.4	-3.9	-4.8	-9.5	-7.5	-8.3	-3.6	-4.9	-18.8	-8.3	-7.7	-18.9	-8.0	-7.7
Lass, Revin	dB(A)	29.4	32.7	32.3	37.2	35.2	29.0	32.1	32.0	37.3	34.8	9.7	21.0	36.6	9.6	21.4	36.7
Rolling Noise Overall (L _{Ang, XDain})	dB(A)									15							

NSR ID									RNIA 1F 0	6							
Description									Dormitory								
Assessment Floor									1/F								
Track						TML								u	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{nel}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Facade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.5	-15.5	0.0	-15.5	-15.5	0.0
Distance Correction	dB(A)	-10.7	-9.9	-9.5	-9.2	-10.1	-10.6	-9.7	-9.2	-8.8	-9.8	-10.5	-10.0	-10.4	-10.5	-9.9	-10.3
Air Absorption	dB(A)	-2.1	-1.8	-1.6	-1.5	-1.8	-2.1	-1.7	-1.5	-1.3	-1.7	-2.1	-1.8	-2.0	-2.0	-1.8	-1.9
View Angle Correction	dB(A)	-9.7	-7.2	-8.2	-3.7	-4.9	-9.5	-7.5	-8.1	-3.4	-5.1	-18.0	-8.2	-7.9	-18.1	-7.9	-7.9
Las, man	dB(A)	29.5	33.0	32.7	37.6	35.2	29.1	32.4	32.5	37.7	34.7	10.6	21.2	36.5	10.5	21.6	36.6
Rolling Noise Overall (Lneq, 2010)	dB(A)									16							

NSR ID									RNIA_1F_0	7							
Description									Dormitory								
Assessment Floor									1/F								
Track						TML								U	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{tef}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.9	-15.5	-15.5	0.0	-15.5	-15.5	0.0
Distance Correction	dB(A)	-10.6	-9.8	-9.4	-9.1	-10.1	-10.5	-9.6	-9.1	-8.7	-9.8	-10.5	-10.0	-10.4	-10.5	-9.9	-10.3
Air Absorption	dB(A)	-2.1	-1.7	-1.5	-1.4	-1.8	-2.1	-1.6	-1.4	-1.3	-1.7	-2.1	-1.8	-2.0	-2.0	-1.8	-2.0
View Angle Correction	dB(A)	-9.6	-7.1	-8.1	-3.7	-5.1	-9.5	-7.3	-8.0	-3.4	-5.2	-17.5	-8.2	-8.0	-17.6	-7.9	-8.0
Lase, Rosa	dB(A)	29.7	33.3	33.0	37.7	35.0	29.3	32.7	32.8	37.8	34.5	11.1	21.2	36.3	11.0	21.6	36.4
Rolling Noise Overall (L _{Ann. 2010})	dB(A)									16							

Appendix 4.4 - Detail of Predicted Railway Noise Level at 2/F

			LRT		
toring Condition	Data	Unit	Monitoring Condition	Data	Unit
Length	8	Cars	Train Length	2	Cars
Speed	130	km/hr	Train Speed	50	km/hr
toring Distance	25	m	Monitoring Distance	25	m
iorth Bound)	81.4	dB(A)	L _{Ma}	65	dB(A)
outh Bound)	80.7	dB(A)	SEL	70.9	dB(A)
ation Detail (Worst Case Scenario)	Data	Unit	Operation Detail (Worst Case Scenario)	Data	Unit
Length	9	Cars	Train Length	2	Cars
Speed	130	km/hr	Train Speed	70	km/hr
Frequency	40	Train/hour	Train Frequency	19	Train/hour
Frequency	20	Train/30min	Train Frequency	10	Train/30min
(9 Cars, 130km/hr, measured 25m)	Data	Unit	SEL _{net} (2 Cars, 70km/hr, measured 25m)	Data	Unit
(North Bound)	81.9	dB(A)	SEL _{Bef}	73.8	dB(A)
(South Bound)	81.2	dB(A)			
D			RNIA_2F_01		

TML				<u>LRT</u>							
Monitoring Condition	Data	Unit		Monitoring Conditi	ion				Data	Unit	
Train Length	8	Cars		Train Length					2	Cars	
Train Speed	130	km/hr		Train Speed					50	km/hr	
Monitoring Distance	25	m		Monitoring Distance	8				25	m	
SEL (North Bound)	81.4	dB(A)		L _{Max}					65	dB(A)	
SEL (South Bound)	80.7	dB(A)		SEL					70.9	dB(A)	
Operation Detail (Worst Case Scenario)	Data	Unit		Operation Detail (Norst Case Scenario	0			Data	Unit	
Train Length	9	Cars		Train Length					2	Cars	
Train Speed	130	km/hr		Train Speed					70	km/hr	
Train Frequency	40	Train/hour		Train Frequency					19	Train/hour	
Train Frequency	20	Train/30min		Train Frequency					10	Train/30min	
SEL _{sef} (North Bound) SEL _{sef} (South Bound)	81.9 81.2	dB(A) dB(A)		SEL _{Bef}					73.8	dB(A)	
NS8 ID						RNIA 2F 0					
Description						Dormitory					
Assessment Floor						2/F				-	
Track						TML					
	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5
Track ID	Unit dB(A)	TML_NB_1 81.9	TML_NB_2 81.9	TML_NB_3 81.9	TML_NB_4 81.9		TML_SB_1 81.2	TML_SB_2 81.2	TML_58_3 81.2	TML_58_4 81.2	TML_SB_5 81.2
Track ID						TML_NB_5					
Track to Track to Track to Track to Track to Track to Track	dB(A)	81.9	81.9	81.9	81.9	TML_NB_5 81.9	81.2	81.2	81.2	81.2	81.2
Track ID SEL _{auf} Train Frequency Correction	dB(A) dB(A)	81.9 +13.0	81.9 +13.0	81.9 +13.0	81.9 +13.0	TML_NB_5 81.9 +13.0	81.2 +13.0	81.2 +13.0	81.2 +13.0	81.2 +13.0	81.2 +13.0
Track ID SB _{bal} Train Frequency Correction Time Correction (30min)	dB(A) dB(A) dB(A)	81.9 +13.0 -32.6	81.9 +13.0 -32.6	81.9 +13.0 -32.6	81.9 +13.0 -32.6	TML_NB_5 81.9 +13.0 -32.6	81.2 +13.0 -32.6	81.2 +13.0 -32.6	81.2 +13.0 -32.6	81.2 +13.0 -32.6	81.2 +13.0 -32.6
Track 10 Stitus Train Frequency Correction Time Correction Simil Track Deterioration Correction Frack Deterioration Correction Frack Deterioration	dB(A) dB(A) dB(A) dB(A)	81.9 +13.0 -32.6 +3.0	81.9 +13.0 -32.6 +3.0	81.9 +13.0 -32.6 +3.0	81.9 +13.0 -32.6 +3.0	TML_NB_5 81.9 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0
Track 10 Stitus Train Frequency Correction Time Correction Simil Track Deterioration Correction Frack Deterioration Correction Frack Deterioration	dB(A) dB(A) dB(A) dB(A) dB(A)	81.9 +13.0 -32.6 +3.0 +2.5	81.9 +13.0 -32.6 +3.0 +2.5	81.9 +13.0 -32.6 +3.0 +2.5	81.9 +13.0 -32.6 +3.0 +2.5	TML_NB_S 81.9 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5
Track D Sturg Tran Fragmany Cranction Tran Control (Cranction Trac Control (Damo) Track Determination Correction Barrar Control Barrar Contro	dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A)	81.9 +13.0 -32.6 +3.0 +2.5 -15.8	81.9 +13.0 -32.6 +3.0 +2.5 -15.8	81.9 +13.0 -32.6 +3.0 +2.5 -15.8	81.9 +13.0 -32.6 +3.0 +2.5 -15.8	TML_NB_S 81.9 +13.0 -32.6 +3.0 +2.5 -15.8	81.2 +13.0 -32.6 +3.0 +2.5 -15.8	81.2 +13.0 -32.6 +3.0 +2.5 -15.8	81.2 +13.0 -32.6 +3.0 +2.5 -15.8	81.2 +13.0 -32.6 +3.0 +2.5 -15.8	81.2 +13.0 -32.6 +3.0 +2.5 -15.8
Track D Sta _{bl} Train Frequency Correction Train Greecisco (Donin) Train Correction Train Correction Facade Correction F	dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A)	81.9 +13.0 -32.6 +3.0 +2.5 -15.8 -10.5	81.9 +13.0 -32.6 +3.0 +2.5 -15.8 -9.8	81.9 +13.0 -32.6 +3.0 +2.5 -15.8 -9.5	81.9 +13.0 -32.6 +3.0 +2.5 -15.8 -9.4	TML NB 5 81.9 +13.0 -32.6 +3.0 +2.5 -15.8 -10.4	81.2 +13.0 -32.6 +3.0 +2.5 -15.8 -10.4	81.2 +13.0 -32.6 +3.0 +2.5 -15.8 -9.6	81.2 +13.0 -32.6 +3.0 +2.5 -15.8 -9.2	81.2 +13.0 -32.6 +3.0 +2.5 -15.8 -9.0	81.2 +13.0 -32.6 +3.0 +2.5 -15.8 -10.1
Tackin Taca Frequest Connection Time Connection (Monto) Trais Determination Connection Tacabetic Connection Tacabetic Connection Detained Connection Detained Connection Detained Connection Detained Connection Detained Connection An Albergetion	dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A)	81.9 +13.0 -32.6 +3.0 +2.5 -15.8 -10.5 -2.0	81.9 +13.0 -32.6 +3.0 +2.5 -15.8 -9.8 -1.7	81.9 +13.0 -32.6 +3.0 +2.5 -15.8 -9.5 -1.6	81.9 +13.0 -32.6 +3.0 +2.5 -15.8 -9.4 -1.5	TML NB 5 81.9 +13.0 -32.6 +3.0 +2.5 -15.8 -10.4 -2.0	81.2 +13.0 -32.6 +3.0 +2.5 -15.8 -10.4 -2.0	81.2 +13.0 -32.6 +3.0 +2.5 -15.8 -9.6 -1.6	81.2 +13.0 -32.6 +3.0 +2.5 -15.8 -9.2 -1.5	81.2 +13.0 -32.6 +3.0 +2.5 -15.8 -9.0 -1.4	81.2 +13.0 -32.6 +3.0 +2.5 -15.8 -10.1 -1.9

	r										
NSR ID						RNIA_2F_0					
Description						Dormitory					
Assessment Floor						2/F					
Track						TML					
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5
SEL _{nel}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8
Distance Correction	dB(A)	-10.6	-10.0	-9.6	-9.5	-10.4	-10.5	-9.8	-9.4	-9.2	-10.2
Air Absorption	dB(A)	-2.1	-1.8	-1.6	-1.6	-2.0	-2.1	-1.7	-1.5	-1.5	-1.9
View Angle Correction	dB(A)	-9.1	-6.8	-8.2	-4.1	-5.3	-8.8	-7.0	-8.0	-3.8	-5.4
Lang, Kenin	dB(A)	30.3	33.5	32.6	36.9	34.4	30.0	32.9	32.5	36.9	33.9
Rolling Noise Overall (L _{tes, XDmn})	dB(A)						4				

NSR ID						RNIA_2F_0	1				
Description						Dormitory					
Assessment Floor						2/F					
Track						TML					
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5
SEL _{not}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Facade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8
Distance Correction	dB(A)	-10.7	-10.1	-9.8	-9.7	-10.5	-10.6	-9.9	-9.5	-9.4	-10.2
Air Absorption	dB(A)	-2.2	-1.9	-1.7	-1.7	-2.0	-2.1	-1.8	-1.6	-1.5	-1.9
View Angle Correction	dB(A)	-9.1	-7.0	-8.3	-4.2	-5.2	-8.8	-7.1	-8.2	-3.9	-5.3
Lang, Kenin	dB(A)	30.1	33.1	32.2	36.5	34.4	29.9	32.6	32.0	36.6	33.9
Rolling Noise Overall (Lose, 2011)	dB(A)					4	4				

NSR ID									RNIA_2F_0	4							
Description									Dormitory	r							
Assessment Floor									2/F								
Track						TML								U	त		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{tef}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.4	-15.4	0.0	-15.4	-15.4	0.0
Distance Correction	dB(A)	-11.3	-10.7	-10.2	-9.8	-10.2	-11.2	-10.5	-10.0	-9.5	-9.9	-10.9	-10.3	-10.4	-10.8	-10.2	-10.3
Air Absorption	dB(A)	-2.5	-2.1	-1.9	-1.7	-1.9	-2.4	-2.0	-1.8	-1.6	-1.8	-2.2	-1.9	-2.0	-2.2	-1.9	-2.0
View Angle Correction	dB(A)	-9.9	-7.9	-9.1	-4.3	-4.3	-9.7	-8.1	-9.1	-4.0	-4.3	-22.3	-8.5	-7.1	-22.6	-8.2	-7.1
Lang, gran	dB(A)	28.5	31.4	30.8	36.2	35.7	28.1	30.8	30.5	36.2	35.4	5.9	20.6	37.2	5.6	21.0	37.4
Rolling Noise Overall (L _{tels, XDHH})	dB(A)								4	45							

NSR ID									RNIA_2F_0	15							
Description									Dormitory	1							
Assessment Floor									2/F								
Track						TML								L	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{nef}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.4	-15.4	0.0	-15.4	-15.4	0.0
Distance Correction	dB(A)	-11.2	-10.6	-10.2	-9.8	-10.1	-10.4	-10.4	-9.9	-9.4	-9.9	-10.8	-10.2	-10.4	-10.8	-10.1	-10.3
Air Absorption	dB(A)	-2.5	-2.1	-1.9	-1.7	-1.9	-2.0	-2.0	-1.8	-1.6	-1.7	-2.2	-1.9	-2.0	-2.2	-1.9	-1.9
View Angle Correction	dB(A)	-10.0	-7.9	-9.1	-4.2	-4.3	-9.8	-8.2	-9.1	-4.0	-4.3	-22.1	-8.5	-7.1	-22.4	-8.2	-7.1
Lase, gran	dB(A)	28.5	31.5	31.0	36.4	35.8	29.2	30.8	30.6	36.4	35.5	6.2	20.8	37.3	5.9	21.2	37.5

NSR ID									RNIA_2F_0	6							
Description									Dormitory								
Assessment Floor									2/F								
Track						TML								u	ar 🛛		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{nel}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.4	-15.4	0.0	-15.4	-15.4	0.0
Distance Correction	dB(A)	-11.0	-10.4	-9.9	-9.6	-10.1	-11.0	-10.2	-9.7	-9.2	-9.8	-10.4	-10.1	-10.4	-10.7	-10.1	-10.3
Air Absorption	dB(A)	-2.3	-2.0	-1.8	-1.6	-1.9	-2.3	-1.9	-1.7	-1.5	-1.7	-2.0	-1.9	-2.0	-2.1	-1.8	-1.9
View Angle Correction	dB(A)	-9.9	-7.7	-8.8	-4.0	-4.5	-9.7	-7.9	-8.8	-3.8	-4.5	-20.6	-8.3	-7.3	-20.8	-8.0	-7.3
Las, man	dB(A)	28.9	32.0	31.6	36.9	35.6	28.5	31.4	31.3	36.9	35.3	8.4	21.0	37.1	7.7	21.4	37.2
Rolling Noise Overall (Lneq, 2010)	dB(A)								4	15							

NSR ID									RNIA_2F_0	7							
Description									Dormitory	r							
Assessment Floor									2/F								
Track						TML								L	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{tef}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.4	-15.4	0.0	-15.4	-15.4	0.0
Distance Correction	dB(A)	-11.0	-10.3	-9.9	-9.5	-10.1	-10.9	-10.1	-9.6	-9.2	-9.8	-10.7	-10.1	-10.4	-10.7	-10.1	-10.3
Air Absorption	dB(A)	-2.3	-1.9	-1.7	-1.6	-1.9	-2.3	-1.9	-1.6	-1.5	-1.7	-2.1	-1.9	-2.0	-2.1	-1.8	-1.9
View Angle Correction	dB(A)	-9.8	-7.6	-8.7	-4.0	-4.6	-9.6	-7.8	-8.6	-3.7	-4.7	-20.0	-8.3	-7.5	-20.2	-8.0	-7.4
Liteq Binn	dB(A)	29.1	32.3	31.8	37.0	35.5	28.7	31.6	31.5	37.1	35.2	8.5	21.0	36.9	8.3	21.4	37.1
Rolling Noise Overall (L _{Ann. 2010})	dB(A)									45							

Appendix 4.4 - Detail of Predicted Railway Noise Level at 2/F

View Angee Correction L_{deel, 2010} Rolling Noise Overall (L_{deel, 2010})

TML				LRT													
Monitoring Condition	Data	Unit		Monitoring Condit	tion				Data	Unit							
Train Length	8	Cars		Train Length					2	Cars							
Train Speed	130	km/hr		Train Speed					50	km/hr							
Monitoring Distance SEL (North Bound)	25 81.4	m dB(A)		Monitoring Distan	ce				25	m dB(A)							
				Max													
SEL (South Bound)	80.7	dB(A)	1	SEL					70.9	dB(A)	1						
Operation Detail (Worst Case Scenario)	Data	Unit	1	Opporation Datail	Worst Case Scenari	a)			Data	Unit	1						
Train Length	0	Cars		Train Length	Work Care Scenario	<i></i>			2	Cars							
Train Speed	130	km/br		Train Speed					70	km/hr							
Train Erequency	40	Train/hour		Train Frequency					19	Train/hour							
Train Frequency	20	Train/30min		Train Frequency					10	Train/30min							
											-						
			_								_						
SEL _{net} (9 Cars, 130km/hr, measured 25m)	Data	Unit			om/hr, measured 25	m)			Data	Unit							
SEL _{net} (North Bound)	81.9	dB(A)	1	SEL _{nef}					73.8	dB(A)]						
SEL _{ter} (South Bound)	81.2	dB(A)	J														
	1																
NSR ID									RNIA_2F_0								
Description Assessment Floor									Dormitor	Y							
	-					TML			2/F			1			RT		
Track Track ID	Unit	TMI NB 1	TML NB 2	TML NB 3	TMI NR 4	TML NR 5	TML SR 1	TMI SR 2	TMI SR 3	TMI SR 4	TMI SR 5	IRT NR 1	LRT NB 2	LRT NB 3	IRT SR 1	IRT SR 2	LRT SR 3
SE	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.4	-15.4	0.0	-15.4	-15.4	0.0
Distance Correction	dB(A)	-10.8	-10.1	-9.6	-9.4	-10.1	-10.7	-9.9	-9.4	-9.0	-9.9	-10.6	-10.1	-10.4	-10.6	-10.0	-10.4
Air Absorption	dB(A)	-2.2	-1.8	-1.6	-1.5	-1.9	-2.2	-1.8	-1.5	-1.4	-1.7	-2.1	-1.9	-2.0	-2.1	-1.8	-2.0
View Angle Correction	dB(A)	-9.7	-7.3	-8.4	-3.9	-4.8	-9.5	-7.5	-8.3	-3.6	-4.9	-18.8	-8.3	-7.7	-18.9	-8.0	-7.7
Lase, Ress	dB(A)	29.5	32.8	32.4	37.3	35.3	29.1	32.2	32.2	37.4	34.9	9.8	21.1	36.6	9.7	21.5	36.7
Rolling Noise Overall (L _{And, 2014})	dB(A)									46							
NSR ID									RNIA 2F C	10							
Description									Dormitor								
Assessment Floor									2/F								
Track						TML								L	.RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SELast	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.4	-15.4	0.0	-15.4	-15.4	0.0
Distance Correction	dB(A)	-10.7	-9.9	-9.5	-9.2	-10.1	-10.6	-9.7	-9.2	-8.8	-9.8	-10.5	-10.0	-10.4	-10.5	-9.9	-10.3
Air Absorption	dB(A) dB(A)	-2.1	-1.8	-1.6	-1.5	-1.8	-2.1	-1.7	-1.5	-1.3	-1.7	-2.1	-1.8	-2.0	-2.0	-1.8	-1.9
View Angle Correction	dB(A) dB(A)	-9.7 29.6	-7.2 33.1	-8.2 32.8	-3.7 37.7	-4.9 35.3	-9.5 29.2	-7.5 32.5	-8.1 32.6	-3.4 37.8	-5.1 34.8	-18.0	-8.2 21.3	-7.9 36.5	-18.1 10.6	-7.9 21.8	-7.9 36.6
Rolling Noise Overall (Lass main)	dB(A)	A.F.N	1	1 24.9	1 414			1		37.6		1 490.0		1 39.3	1 40.0		1 2000
V · · · · · · · · · · · · · · · · · · ·	2010)									-							
NSR ID									RNIA_2F_1	10							
Description									Dormitor	Y							
Assessment Floor									2/F								
Track						TML									RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{tef}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A) dB(A)	-32.6 +3.0	-32.6 +3.0	-32.6	-32.6 +3.0	-32.6 +3.0	-32.6 +3.0	-32.6 +3.0	-32.6	-32.6 +3.0	-32.6 +3.0	-32.6	-32.6	-32.6 +3.0	-32.6 +3.0	-32.6 +3.0	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction Barrier Correction	dB(A) dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barner Correction Distance Correction	dB(A) dB(A)	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.8	-15.4	-15.4	-10.4	-15.4	-15.4	-10.3
Air Absorption	dB(A)	-2.1	-1.7	-1.5	-1.4	-1.8	-2.1	-1.6	-1.4	-1.3	-9.8	-2.1	-10.0	-2.0	-10.5	-1.8	-2.0
View Angle Correction	dB(A)	-9.6	-7.1	-8.1	-3.7	-5.1	-9.5	-7.3	-8.0	-3.4	-5.2	-17.5	-8.2	-8.0	-17.6	-7.9	-8.0

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dB(A)

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TML				LRT						
Monitoring Condition	Data	Unit	1	Monitoring Condit	ion				Data	Unit
Frain Length	8	Cars		Train Length					2	Cars
Train Speed	130	km/hr	The second se	Train Speed					50	km/hr
Monitoring Distance	25	m		Monitoring Distance	8				25	m
SEL (North Bound)	81.4	dB(A)	The second se	L _{Max}					65	dB(A)
iEL (South Bound)	80.7	dB(A)]	SEL					70.9	dB(A)
Operation Detail (Worst Case Scenario)	Data	Unit]	Operation Detail (Norst Case Scenario	0			Data	Unit
rain Length	9	Cars		Train Length					2	Cars
Train Speed	130	km/hr		Train Speed					70	km/hr
Train Frequency	40	Train/hour		Train Frequency					19	Train/hour
									10	Train/30min
	20	Train/30min	1	Train Frequency	w/br manuard 75	*)				
Train Frequency SEL _{ad} (9 Cars, 1300m/hr, measured 25m) SEL _{ad} (North Bound) SEL _{ad} (South Bound)	20 Data \$1.9 \$1.2	Unit dB(A) dB(A)			m/hr, measured 25	n)			Data 73.8	Unit dB(A)
SBL _{ad} (9 Cars, 130km/hr, measured 25m) SBL _{ad} (North Bound) SBL _{ad} (South Bound)	Data 81.9	Unit dB(A)		SEL _{sef} (2 Cars, 70k	m/hr, measured 25i				Data	Unit
SEL ₂ (B Ger, 130m/hr, massered 25m) SEL ₂ (North Bound) SEL2 (South Bound) SSR ID	Data 81.9	Unit dB(A)]	SEL _{sef} (2 Cars, 70k	m/hr, measured 251	RNIA 3F_0	4		Data	Unit
StL _{er} () Carl, 1396n/V, messured 25m) StL _{er} (harh Band) StLe _e (harh Band) KRB 0 Deciption	Data 81.9	Unit dB(A)		SEL _{sef} (2 Cars, 70k	m/hr, measured 25i	RNIA_3F_0 Dormitory	4		Data	Unit
SEL _{LY} (B Carc. 336km/tr, meanuré 35km) SEL _{LY} (horth Bound) SEL _{LY} (bach Bound) Description Securitori Securitori	Data 81.9	Unit dB(A)		SEL _{sef} (2 Cars, 70k	m/hr, measured 25i	RNIA 3F_0 Dormitory 3/F	L		Data	Unit
El.g. (f Carr. 136/m/hr, measured 26m) El.g. (horth Board) El.g. (bash Board) State (Second Board)	Data 81.9	Unit dB(A)		SEL _{sef} (2 Cars, 70k	m/hr, measured 25i	RNIA_3F_0 Dormitory		TML SB 2	Data 73.8	Unit dB(A)
SBL_pt (9 Cars, 138/m/hr, mesoned 35m) SBL_pt (9 Cars, 138/m/hr, mesoned 35m) SBL_pt (9 Cars, 138/m/hr, mesoned 35m) Max_B	Data 81.9 81.2	Unit dB(A) dB(A)	•	SEL _{tor} (2 Cars, 70ko SEL _{tor}		RNIA 3F 0 Dormitory 3/F TML	TML 58 1 81.2	TML 58 2 81.2	Data	Unit
Sil _{Ly} () Cars, 136m/h, mesored 25m) Sil _{Ly} (both bond) Sil _{Ly} (cath bond) SKR 0 Secretaria Se	Data 819 81.2	Unit dB(A) dB(A) TML_NB_1	TML NB 2	SEL _{asr} (2 Cars, 70ks SEL _{asr} TML_NB_3	TML NB 4	RNA 3F 0 Dormitory 3/F TML TML_NB_5	TML_SB_1		Data 73.8 TML 58 3	Unit dB(A) TML_SB_4
SEL_ (9 Car, 138/m/h, mesonal 35m) SEL_ (9 Car, 138/m/h, mesonal 35m) SEL_ (5 Car) SEL_ (5	Data 81.9 81.2	Unit dB(A) dB(A) TML NB 1 81.9	TML NB 2 81.9	SEL _{ber} (2 Cars, 70ka SEL _{ber} TML_NB_3 81.9	TML_NB_4 81.9	RNA 3F 0 Dormitory 3/F TML TML_NB_5 81.9	TML_58_1 81.2	81.2	Data 73.8 TML 58.3 81.2	Unit d8(A) TML_58_4 81.2
Sti _{er} () Carl, 1396n/V, missured 25m) Sti _{er} (harh Bound) Stier (Jourh Bound) HSR 0 Exclusion	Data 81.0 81.2 Uoit db(A)	Unit dB(A) dB(A) TML NB 1 81.9 +13.0	TML.NB.2 81.9 +13.0	SEL _{duc} (2 Cars, 70ks SEL _{duc} TML_NB_3 81.9 +13.0	TML NB 4 81.9 +13.0	RNA. 3F 0 Dormitory 3/F TML. TML. NB. 5 81.9 +13.0	TML SB_1 81.2 +13.0	81.2 +13.0	Data 73.8 TML SB 3 81.2 +13.0	Unit dB(A) TML_SB_4 81.2 +13.0
BLg: G Cart, 1350m/tr, masured 25m) BLg: (Morth Band) BLg: (Morth Band) BLg: (Morth Band) Brain of Theorem (Morth Band) Tash Tash Cartano (Morth) (Morth Band) Tash Tash Cartano (Dans) (Morth Band)	Data 81.9 81.2	Unit dB(A) dB(A) TML NB 1 81.9 +13.0 -32.6	TML NB 2 81.9 +13.0 -32.6	SEL _{ber} (2 Cars, 70ko SEL _{ber} TIML NB 3 81.9 +13.0 -32.6	TML_NB_4 81.9 +13.0 -32.6	RNA 35 0 Dormitory 3/F TML TML NB 5 81.9 +13.0 -32.6	TML SB.1 81.2 +13.0 -32.6	81.2 +13.0 -32.6	Data 73.8 TML 58.3 81.2 +13.0 -32.6	Unit dB(A) TML 58 4 81.2 +13.0 -32.6
SEL (B Cart, 136m/h, mesored 35m) SEL (B Cart, 136m/h, mesored 35m) SEL (S cart, 136m/h, mesored 35m) Startington	Data 81.9 81.2 Unit dB(A) dB(A) dB(A) dB(A) dB(A)	Unit d8(A) d8(A) TML NB 1 81.9 +13.0 -32.6 +3.0	TML NB 2 81.9 +13.0 -32.6 +3.0	SEL _{Bar} (2 Cars, 70ks SEL _{bar} TML NB 3 81.9 +13.0 -32.6 +3.0	TML NB 4 81.9 +13.0 -32.6 +3.0	RNA 3F 0 Dormitory 3/F TML NB 5 81.9 +13.0 -32.6 +3.0	TML SB 1 81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0	Data 73.8 TML 58.3 81.2 +33.0 -32.6 +3.0	Unit dB(A) TML <u>58.4</u> 81.2 +13.0 -32.6 +3.0
HLur (B Care, 135km/hr, mesured 15m) MLur, Bohn Bound MLur, Bohn Bound Deception Dec	Data 61.9 \$1.2 \$1.2 Unit db(A) db(A) db(A) db(A) db(A)	Unit dB(A) dB(A) dB(A) TIML_NB_1 81.9 +13.0 -32.6 +3.0 +2.5	TML.NB 2 81.9 +13.0 -32.6 +3.0 +2.5	SEL _{art} (2 Cars, 70k SEL _{br} TML NB 3 81.9 +13.0 -32.6 +3.0 +2.5	TML NB 4 81.9 +13.0 -32.6 +3.0 +2.5	RNA 3F 0 Dormitory 3/F TML TML NB 5 81.9 +13.0 -32.6 +3.0 +2.5	TML SB 1 81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5	Data 73.8 TML 58.3 81.2 +13.0 -32.6 +3.0 +2.5	Unit d8(A) TML 58.4 81.2 +13.0 -32.6 +3.0 +2.5
SEL, & G.C., 138m/h, mesure 15m) SEL, (porth Bond) SEL, (porth Bond) Second Second Second Ref Second Ref Second Ref SEL Second Second Second Second Second Second Second Second Second	Date 81.9 81.2 Uset db(A) db(A) db(A) db(A) db(A) db(A)	Unit dB(A) dB(A) TML_N8_1 81.9 +13.0 -32.6 +3.0 +2.5 -15.7	TML NB 2 81.9 +13.0 -32.6 +3.0 +2.5 -15.7	SEL _{art} (2 Cars, 70k SEL _{ber} TML_NB 3 81.9 +13.0 -32.6 +3.0 +2.5 -15.7	TML NB 4 81.9 +13.0 -32.6 +3.0 +2.5 -15.7	RNA 3F 0 Dormitory 3/F TML TML NB 5 81.9 +13.0 -32.6 +3.0 +2.5 -15.7	TML SB 1 81.2 +13.0 -32.6 +3.0 +2.5 -15.7	81.2 +13.0 -32.6 +3.0 +2.5 -15.7	Data 73.8 TML 58.3 81.2 +13.0 -32.6 +3.0 +2.5 -15.7	Unit d8(A) TML 58.4 81.2 +13.0 -32.6 +3.0 +2.5 -15.6
Sil _{La} (B Carl, 138m/h, mesored 25m) Sil _{La} (B Carl, 138m/h, mesored 25m) Sil _{La} (Book Mood) Sil _{La} (Book Mood) Sil _{La} (Book Mood) Sil _{La} (B Carl, 138m/h,	Data £1.9 £1.9 £1.12 1.12 Unit 68(A) 68(A) 68(A) 68(A) 68(A) 68(A) 68(A) 68(A) 68(A) 68(A) 68(A)	Unit db(A) db(A) db(A) TML NB 1 81.9 +13.0 +13.0 +13.0 +2.5 -15.7 -10.5	TML N8 2 81.9 +13.0 -32.6 +3.0 +2.5 -15.7 -0.8	SEL _{auf} (2 Cars, 70ks SEL _{auf} SEL _{auf} TML NB 3 81.9 +13.0 -32.6 +3.0 +2.5 -15.7 -9.5	TML NB 4 81.9 +13.0 -32.6 +3.0 +2.5 -15.7 -9.4	RNA 3F 0 Dormitory 3/F TML TML NB 5 81.9 +13.0 -32.6 +3.0 +2.5 -15.7 -10.4	TML_S8_1 81.2 +13.0 -32.6 +3.0 +2.5 -15.7 -10.4	81.2 +13.0 -32.6 +3.0 +2.5 -15.7 -9.6	Data 73.8 TML SB 3 81.2 +13.0 -32.6 +3.0 +2.5 -15.7 -9.2	Unit dB(A) TML 58.4 81.2 +13.0 -32.6 +3.0 +2.5 -15.6 -9.0
Bits B Gart 1388m/hr, massard 25m) Sing (brin) block) Sing (brin) block) Sing (brin) block) Sing (brin) block	Data 519 \$12 512 \$14 664 664	Unit dB(A) dB(A) ====================================	TML NB 2 81.9 +13.0 -22.6 +2.5 -15.7 -0.8 -1.7	SEL _{aef} (2 Cars, 70k SEL _{aef} TML NB 3 81.9 +13.0 -32.6 +3.0 +2.5 -15.7 -9.5 -1.6	TML NB 4 81.9 +13.0 -32.6 +3.0 +2.5 -45.7 -0.4 -1.5	RNA 3F 0 Dormitory 3/F TML NB 5 81.9 +13.0 -32.6 +3.0 +2.5 -15.7 -10.4 -2.0	TML S8 1 81.2 +13.0 -32.6 +3.0 +2.5 -15.7 -10.4 -2.0	81.2 +13.0 -32.6 +3.0 +2.5 -15.7 -9.6 -1.6	Data 73.8 TML 58.3 81.2 +3.0 -32.6 +3.0 +2.5 -4.5.7 -0.2 -1.5	Unit d8(A) TML 58: 4 81.2 +13.0 -32.6 +3.0 +2.5 -45.6 -9.0 -1.4

SK ID						KNIA_SP_0	1				
escription						Dormitory					
isessment Floor						3/F					
ack						TML					
ack ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5
1. mar	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
ain Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0
me Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
ack Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
içade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
arrier Correction	dB(A)	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.6	-15.7
stance Correction	dB(A)	-10.5	-9.8	-9.5	-9.4	-10.4	-10.4	-9.6	-9.2	-9.0	-10.1
r Absorption	dB(A)	-2.0	-1.7	-1.6	-1.5	-2.0	-2.0	-1.6	-1.5	-1.4	-1.9
ew Angle Correction	dB(A)	-9.1	-6.7	-8.0	-4.0	-5.4	-8.9	-6.9	-7.8	-3.7	-5.6
ej, Dran	dB(A)	30.6	33.9	33.2	37.3	34.4	30.2	33.4	33.1	37.4	33.9
Nine Noice Overall ()	(BIA)						4				

NSR ID						RNIA_3F_0	2				
Description						Dormitory					
Assessment Floor						3/F					
Track						TML					
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5
SELmi	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7
Distance Correction	dB(A)	-10.6	-10.0	-9.6	-9.5	-10.4	-10.5	-9.8	-9.4	-9.2	-10.2
Air Absorption	dB(A)	-2.1	-1.8	-1.6	-1.6	-2.0	-2.1	-1.7	-1.5	-1.5	-1.9
View Angle Correction	dB(A)	-9.1	-6.8	-8.2	-4.1	-5.3	-8.8	-7.0	-8.0	-3.8	-5.4
Las, Enn	dB(A)	30.4	33.6	32.8	37.0	34.5	30.1	33.1	32.6	37.0	34.0
Rolling Noise Overall (L _{teq, 20mi})	dB(A)					4	4				

NSR ID						RNIA_3F_0	3				
Description						Dormitory					
Assessment Floor						3/F					
Track						TML					
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5
SEL _{net}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7
Distance Correction	dB(A)	-10.7	-10.1	-9.8	-9.7	-10.5	-10.6	-9.9	-9.5	-9.4	-10.2
Air Absorption	dB(A)	-2.2	-1.9	-1.7	-1.7	-2.0	-2.1	-1.8	-1.6	-1.5	-1.9
View Angle Correction	dB(A)	-9.1	-7.0	-8.3	-4.2	-5.2	-8.8	-7.1	-8.2	-3.9	-5.3
Lang, IDIA	dB(A)	30.2	33.2	32.3	36.7	34.5	30.0	32.7	32.1	36.7	34.0
Rolling Noise Overall (Long, 2011)	dB(A)					4	4				

								Dormitory										
								3/F										
					TML								U	RT				
Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3		
dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8		
dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0		
dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6		
dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0		
dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5		
dB(A)	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.3	-15.3	0.0	-15.3	-15.3	0.0		
dB(A)	-11.3	-10.7	-10.2	-9.8	-10.2	-11.2	-10.5	-10.0	-9.5	-9.9	-10.9	-10.3	-10.4	-10.8	-10.2	-10.3		
dB(A)	-2.5	-2.1	-1.9	-1.7	-1.9	-2.4	-2.0	-1.8	-1.6	-1.8	-2.2	-1.9	-2.0	-2.2	-1.9	-2.0		
dB(A)	-9.9	-7.9	-9.1	-4.3	-4.3	-9.7	-8.1	-9.1	-4.0	-4.3	-22.3	-8.5	-7.1	-22.6	-8.2	-7.1		
dB(A)	28.5	31.5	30.9	36.4	35.8	28.2	30.9	30.6	36.4	35.5	6.0	20.7	37.2	5.7	21.1	37.4		
dB(A)								4	15									
	dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A)	db(A) 81.9 db(A) +13.0 db(A) -32.6 db(A) +3.0 db(A) +2.5 db(A) -15.7 db(A) -2.5 db(A) -2.5 db(A) -2.5 db(A) -2.5 db(A) -2.5 db(A) -2.5	dB(A) B19 B19 dB(A) +11.0 +13.0 dB(A) -3.2.6 -3.2.6 dB(A) -3.2.6 -3.2.6 dB(A) -3.2.6 -4.1.0 dB(A) -4.2.5 +8.2.5 dB(A) -4.2.5 +8.2.5 dB(A) -4.2.5 -4.2.5 dB(A) -5.2.5 -2.1 dB(A) -2.5 -2.1 dB(A) -3.9 -7.9 dB(A) -3.2.5 3.1.5	ethys 41.9 41.9 41.9 ethys 41.10 41.10 41.10 ethys 41.26 41.26 41.26 ethys 41.26 41.26 41.26 ethys 41.26 41.26 41.26 ethys 41.25 41.25 42.5 ethys 41.57 45.7 45.7 ethys 41.31 41.07 41.02 ethys 41.31 41.07 41.02 ethys 5.5 -2.5 41.02 ethys 4.52 -1.07 10.2 ethys -2.5 -2.5 -1.02 ethys -2.5 -2.5 -1.02 ethys -2.5 -2.5 -1.02 ethys -2.5 -2.5 -2.5 ethys -2.5 -2.5 -2.5 ethys -2.5 -2.5 -2.5 ethys -2.5 -2.5 -2.5 ethys -2.5 -2.5	dHA 11.9 11.9 11.9 11.9 11.9 11.9 dHA -11.0 -11.0 -11.0 -11.0 -11.0 dHA -1.0 -1.0 -11.0 -11.0 -11.0 dHA -1.0 -1.0 -1.0 -1.0 -1.0 dHA -1.5 -1.5 -1.5 -1.5 -1.5 dHA -1.1 -1.0 -1.0 -1.5 -1.5 dHA -1.3 -1.0 -1.0 -1.5 -1.5 dHA -1.3 -1.0 -1.5 -1.5 -1.5 dHA -1.3 -1.0 -1.5 -1.5 -1.5 dHA -1.3 -1.0 -1.5 -1.5 -1.5 dHA -2.5 -1.1 -1.5 -1.7 -1.7 dHA -2.5 -1.1 -1.9 -1.7 -1.7 dHA -3.5 -1.5 -1.5 -1.5 -1.7 dHA -3.5	Unit Nat, Mai Nat, Mai <th< td=""><td>Oriet PRA_WA 1 PRA_WA 2 <t< td=""><td>UNIX DMX, MB.2 DMX, MB.2 DMX, MB.4 <thdmx, mb.4<="" th=""> <thdmx, mb.4<="" th=""> <thdmx, m<="" td=""><td>Decision Sector Decision Decision Decision Decision sector B66,B63 Mod.B62 Mod.B64 Mod.B64 Mod.B64 Mod.B64 Mod.B62 Mod.B62 Mod.B62 Mod.B64 Mod.B64</td></thdmx,></thdmx,></thdmx,></td></t<><td>Description No. No. 2 N</td><td>Subset of the set of</td><td>Description Description Description Description Description Description 000 06.08 Mol.08.2 Mol.08.2 Mol.08.4 Mol.08.2 Mol.0</td><td>Dereministic Not. No. 2 <th co<="" td=""><td>Determine Determine Determine</td><td>UNIX UNIX UNIX</td><td>UNIC VIEWAR UNIC VIEWAR <th colspan<="" td=""></th></td></th></td></td></th<>	Oriet PRA_WA 1 PRA_WA 2 PRA_WA 2 <t< td=""><td>UNIX DMX, MB.2 DMX, MB.2 DMX, MB.4 <thdmx, mb.4<="" th=""> <thdmx, mb.4<="" th=""> <thdmx, m<="" td=""><td>Decision Sector Decision Decision Decision Decision sector B66,B63 Mod.B62 Mod.B64 Mod.B64 Mod.B64 Mod.B64 Mod.B62 Mod.B62 Mod.B62 Mod.B64 Mod.B64</td></thdmx,></thdmx,></thdmx,></td></t<> <td>Description No. No. 2 N</td> <td>Subset of the set of</td> <td>Description Description Description Description Description Description 000 06.08 Mol.08.2 Mol.08.2 Mol.08.4 Mol.08.2 Mol.0</td> <td>Dereministic Not. No. 2 <th co<="" td=""><td>Determine Determine Determine</td><td>UNIX UNIX UNIX</td><td>UNIC VIEWAR UNIC VIEWAR <th colspan<="" td=""></th></td></th></td>	UNIX DMX, MB.2 DMX, MB.2 DMX, MB.4 DMX, MB.4 <thdmx, mb.4<="" th=""> <thdmx, mb.4<="" th=""> <thdmx, m<="" td=""><td>Decision Sector Decision Decision Decision Decision sector B66,B63 Mod.B62 Mod.B64 Mod.B64 Mod.B64 Mod.B64 Mod.B62 Mod.B62 Mod.B62 Mod.B64 Mod.B64</td></thdmx,></thdmx,></thdmx,>	Decision Sector Decision Decision Decision Decision sector B66,B63 Mod.B62 Mod.B64 Mod.B64 Mod.B64 Mod.B64 Mod.B62 Mod.B62 Mod.B62 Mod.B64 Mod.B64	Description No. No. 2 N	Subset of the set of	Description Description Description Description Description Description 000 06.08 Mol.08.2 Mol.08.2 Mol.08.4 Mol.08.2 Mol.0	Dereministic Not. No. 2 Not. No. 2 <th co<="" td=""><td>Determine Determine Determine</td><td>UNIX UNIX UNIX</td><td>UNIC VIEWAR UNIC VIEWAR <th colspan<="" td=""></th></td></th>	<td>Determine Determine Determine</td> <td>UNIX UNIX UNIX</td> <td>UNIC VIEWAR UNIC VIEWAR <th colspan<="" td=""></th></td>	Determine Determine Determine	UNIX UNIX	UNIC VIEWAR UNIC VIEWAR <th colspan<="" td=""></th>	

NSR ID									RNIA_3F_0	5							
Description									Dormitory								
Assessment Floor									3/F								
Track						TML								L	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{not}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	73.8	73.8	73.8	73.8	73.8	73.8				
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0				
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6					
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Facade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.3	-15.3	0.0	-15.3	-15.3	0.0
Distance Correction	dB(A)	-11.2	-10.6	-10.2	-9.8	-10.1	-10.4	-10.4	-9.9	-9.4	-9.9	-10.8	-10.2	-10.4	-10.8	-10.1	-10.3
Air Absorption	dB(A)	-2.5	-2.1	-1.9	-1.7	-1.9	-2.0	-2.0	-1.8	-1.6	-1.7	-2.2	-1.9	-2.0	-2.2	-1.9	-1.9
View Angle Correction	dB(A)	-10.0	-7.9	-9.1	-4.2	-4.3	-9.8	-8.2	-9.1	-4.0	-4.3	-22.1	-8.5	-7.1	-22.4	-8.2	-7.1
Lae, Enn	dB(A)	28.5	31.6	31.1	36.5	35.9	29.3	30.9	30.7	36.6	35.6	6.3	20.9	37.3	6.0	21.3	37.5
Rolling Noise Overall (L _{Ant, XINN})	dB(A)									15							

NSR ID									RNIA_3F_0	6							
Description									Dormitory								
Assessment Floor									3/F								
Track						TML								u	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{tof}	dB(A)	819 819 819 819 812 812 812 812 738 <th>73.8</th>														73.8	
Train Frequency Correction	dB(A)	4110 4110 4110 4110 4110 4110 4110 4110 4100 4000 <th< td=""><td>+10.0</td></th<>														+10.0	
Time Correction (30min)	dB(A)	41.0 41.0 <th< td=""><td>-32.6</td></th<>														-32.6	
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.3	-15.3	0.0	-15.3	-15.3	0.0
Distance Correction	dB(A)	-11.0	-10.4	-9.9	-9.6	-10.1	-11.0	-10.2	-9.7	-9.2	-9.8	-10.4	-10.1	-10.4	-10.7	-10.1	-10.3
Air Absorption	dB(A)	-2.3	-2.0	-1.8	-1.6	-1.9	-2.3	-1.9	-1.7	-1.5	-1.7	-2.0	-1.9	-2.0	-2.1	-1.8	-1.9
View Angle Correction	dB(A)	-9.9	-7.7	-8.8	-4.0	-4.5	-9.7	-7.9	-8.8	-3.8	-4.5	-20.6	-8.3	-7.3	-20.8	-8.0	-7.3
Law, Zhin	dB(A)	28.9	32.1	31.7	37.0	35.8	28.6	31.5	31.4	37.0	35.4	8.5	21.1	37.1	7.8	21.5	37.2
Rolling Noise Overall (L _{Intel, IDINI})	dB(A)								4	15							

NSR ID									RNIA_3F_0	7							
Description									Dormitory	r							
Assessment Floor									3/F								
Track						TML								U	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{net}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	73.8	73.8	73.8	73.8	73.8	73.8				
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6				
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.3	-15.3	0.0	-15.3	-15.3	0.0
Distance Correction	dB(A)	-11.0	-10.3	-9.9	-9.5	-10.1	-10.9	-10.1	-9.6	-9.2	-9.8	-10.7	-10.1	-10.4	-10.7	-10.1	-10.3
Air Absorption	dB(A)	-2.3	-1.9	-1.7	-1.6	-1.9	-2.3	-1.9	-1.6	-1.5	-1.7	-2.2	-1.9	-2.0	-2.1	-1.8	-2.0
View Angle Correction	dB(A)	-9.8	-7.6	-8.7	-4.0	-4.6	-9.6	-7.8	-8.6	-3.7	-4.7	-20.0	-8.3	-7.5	-20.2	-8.0	-7.4
L _{heq, 2010}	dB(A)	29.1	32.4	31.9	37.1	35.6	28.8	31.7	31.7	37.2	35.3	8.6	21.1	36.9	8.4	21.6	37.0
Rolling Noise Overall (L _{test. Minis})	dB(A)									46							

Appendix 4.4 - Detail of Predicted Railway Noise Level at 3/F

View Angoe Correction L_{Ano. 2010} Rolling Noise Overall (L_{Ano. 2010})

TML				LRT													
Monitoring Condition	Data	Unit	1	Monitoring Condit	1				Data	Unit	1						
	Data				lion				Data								
Train Length Train Speed	130	Cars km/hr		Train Length Train Speed					50	Cars km/hr							
Monitorine Distance	25	m		Monitoring Distan					25	m							
SEL (North Bound)	81.4	dB(A)		I NOTITOTINE DISCAR	Le la				65	dB(A)							
SEL (South Bound)	80.7	dB(A)		SEL					70.9	dB(A)							
Jac (Josen Joanna)	00.7	aspo	1	Jac					10.0	cupp)	1						
Operation Detail (Worst Case Scenario)	Data	Unit		Operation Detail (Worst Case Scenari	0)			Data	Unit							
Train Length	9	Cars		Train Length					2	Cars							
Train Speed	130	km/hr		Train Speed					70	km/hr							
Train Frequency	40	Train/hour		Train Frequency					19	Train/hour							
Train Frequency	20	Train/30min		Train Frequency					10	Train/30min							
SEL _{net} (9 Cars, 130km/hr, measured 25m)	Data	Unit	1	CC1 (3 Com 30)	m/hr, measured 25				Data	Unit	1						
SEL (North Bound)	81.9	dB(A)		SEL _{ter}	ingin, intersored 13	,			73.8	dB(A)							
SEL _{ad} (South Bound)	81.2	dB(A)	1	Concepts.						- waini	1						
			,														
NSR ID									RNIA_3F_0	8							
Description									Dormitory								
Assessment Floor									3/F								
Track						TML									RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{aut}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction Barrier Correction	dB(A) dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
			-15.7	-15.7		-15.7	-15.7	-15.7	-15.7	-15.6	-15.7	-15.3			-15.3	-15.3	
Distance Correction Air Absorption	dB(A) dB(A)	-10.8			-9.4	-10.1				-9.0			-10.1	-10.4			-10.4
		-2.2	-1.8	-1.6	-1.5		-2.2	-1.8	-1.5		-1.7	-2.1	-1.9		-2.1	-1.8	-2.0
View Angle Correction	dB(A) dB(A)	-9.7 29.6	-7.3 32.9	-8.4 32.5	-3.9 37.5	-4.8 35.4	-9.5 29.2	-7.5 32.3	-8.3 32.3	-3.6 37.6	-4.9 35.0	-18.8 9.9	-8.3 21.2	-7.7 36.6	-18.9 9.8	-8.0 21.6	-7.7 36.7
Rolling Noise Overall (L _{tels, 2010})	dB(A)		32.9	32.5	37.5	33.4	29.2	32.3		37.6	35.0	9.9	21.2	30.0	2.6	21.6	30.7
considering and the second second second	101.0	1															
NSR ID									RNIA_3F_0								
Description	_								Dormitory	1							
Assessment Floor	_								3/F								
Track	_	1	1	r	r	TML	1	r	ı —	ı —	1		r		RT	1	1
Track ID	Unit dB(A)	TML_NB_1 81.9	TML_NB_2 81.9	TML_NB_3 81.9	TML_NB_4 81.9	TML_NB_5 81.9	TML_SB_1 81.2	TML_SB_2 81.2	TML_58_3 81.2	TML_SB_4 81.2	TML_SB_5 81.2	LRT_NB_1 73.8	LRT_NB_2 73.8	LRT_NB_3 73.8	LRT_SB_1 73.8	LRT_SB_2 73.8	LRT_SB_3 73.8
												10.0			1010		
Train Frequency Correction Time Correction (30min)	dB(A) dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Track Deterioration Correction	dB(A)	-32.6	+3.0	-32.6	-32.6	-32.6	+3.0	-32.6	-32.6	-32.6	+3.0	-32.6	-32.6	-32.6	-32.6	-32.6	+3.0
Facade Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Facade Correction Barrier Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Distance Correction	dB(A)	-10.7	-15.7	-15.7	-9.2	-10.1	-10.6	-15.7	-15.7	-15.0	-13.7	-15.5	-15.5	-10.4	-10.5	.9.9	-10.3
Air Absorption	dB(A)	-2.1	-1.8	-1.6	-1.5	-1.8	-2.1	-1.7	-1.5	-1.3	-1.7	-2.1	-1.8	-2.0	-2.0	-1.8	-1.9
View Angle Correction	dB(A)	-9.7	-7.2	-8.2	-3.7	-4.9	-9.5	-7.5	-8.1	-3.4	-5.1	-18.0	-8.2	-7.9	-18.1	-7.9	-7.9
Lase, min	dB(A)	29.7	33.3	33.0	37.9	35.4	29.3	32.6	32.7	38.0	34.9	10.8	21.4	36.5	10.7	21.9	36.6
Rolling Noise Overall (L _{Ann. IDNI})	dB(A)									46							
	-								RNIA 3F 1								
NSR ID	_																
Description	_								Dormitory 3/F	1							
Assessment Floor						TML			3/F			1			PT		
Track Track ID	Unit	TML NB 1	TML NB 2	TML NB 3	TML NB 4	TML NB 5	TML SB 1	TML SB 2	TML S8 3	TML SB 4	TML SB 5	LRT NB 1	LRT NB 2	LRT NB 3	LRT SB 1	IRT SR 2	LRT SB 3
SELad	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	+13.0	+13.0	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	-32.6	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.7	-15.6	-15.7	-15.3	-15.3	0.0	-15.3	-15.3	0.0
Distance Correction	dB(A)	-10.6	-9.8	-9.4	-9.1	-10.1	-10.5	-9.6	-9.1	-8.7	-9.8	-10.5	-10.0	-10.4	-10.5	-9.9	-10.3
Air Absorption	dB(A)	-2.1	-1.7	-1.5	-1.4	-1.8	-2.1	-1.6	-1.4	-1.3	-1.7	-2.1	-1.8	-2.0	-2.0	-1.8	-2.0
View Angle Correction	dB(A)	-9.6	-7.1	-8.1	-3.7	-5.1	-9.5	-7.3	-8.0	-3.4	-5.2	-17.5	-8.2	-8.0	-17.6	-7.9	-8.0

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dB(A)

RGY_NAS\Proj.Work\23_Work\DeSpace - NIA for RCHE Development at Tin Shui Wai (W23042)/PREP\NIA Report\RT23042-NIA-01_v1\Appendix\App4.4_W23042_RNIA_v1.xixx

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Appendix 4.4 - Detail of Predicted Railway Noise Level at 4/F

			<u>ur</u>		
oring Condition	Data	Unit	Monitoring Condition	Data	Unit
ength	8	Cars	Train Length	2	Cars
peed	130	km/hr	Train Speed	50	km/hr
oring Distance	25	m	Monitoring Distance	25	m
orth Bound)	81.4	dB(A)	L _{MM}	65	dB(A)
outh Bound)	80.7	dB(A)	SEL	70.9	dB(A)
tion Detail (Worst Case Scenario)	Data	Unit	Deeration Detail (Worst Case Scenario)	Data	Unit
	Data	Cars	Train Length	Data	Cars
ength peed	130	Cars km/hr	Train Length Train Soeed	70	cars km/hr
requency	40	Train/hour	Train Speed	19	Train/hour
requercy	20	Train/30min	Train Frequency	10	Train/30min
(9 Cars, 130km/hr, measured 25m)	Data	Unit	SEL _{Bel} (2 Cars, 70km/hr, measured 25m)	Data	Unit
(North Bound)	81.9	dB(A)	SEL _{Bef}	73.8	dB(A)
(South Bound)	81.2	dB(A)			

TML				LRT							
Monitoring Condition	Data	Unit	1	Monitoring Conditio	an .				Data	Unit	
Train Length	8	Cars		Train Length					2	Cars	
Train Speed	130	km/hr		Train Speed					50	km/hr	
Monitoring Distance	25	m		Monitoring Distance					25	m	
SEL (North Bound)	81.4	dB(A)		L _{Max}					65	dB(A)	
SEL (South Bound)	80.7	dB(A)]	SEL					70.9	dB(A)	
			1								
Operation Detail (Worst Case Scenario)	Data	Unit	1	Operation Detail (W	forst Case Scenario	9			Data	Unit	
Train Length Train Speed	9	Cars km/hr	+	Train Length Train Speed					2 70	Cars km/hr	
Train Speed	130	im/hr Train/hour		Train Speed Train Frequency					19	Train/hour	
	40	Train/hour Train/30min	1						19	Train/hour Train/30min	
Train Frequency	20	Train/somin	1	Train Frequency					10	Train/30min	
SEL _{ear} (9 Cars, 130km/hr, measured 25m)	Data	Unit	1	SEL _{Bef} (2 Cars, 70km	n/hr, measured 25	n)			Data	Unit	
SEL _{auf} (North Bound)	81.9	dB(A)		SELmer					73.8	dB(A)	
				APPENDIAL CONTRACTOR OF CONTRACTOR OFONTO OFONTO OFONTO OFONTO OFONTO OFONTO OFONTO OFONTO OFONTO OF							
SEL _{ad} (North Board) SEL _{ad} (South Bound)	81.2	dB(A)	1	ALC: N							
			1	ALM .		RNIA_4F_0	1				
SEL _{suf} (South Bound)]	24.462		RNIA_4F_0	1				
SEL _{tur} (South Bound)]	26.4621			1				
SEL _{Lef} (South Bound) NSR ID Description]			Dormitory	1				
Siliur (South Bound) Siliur (South Bound) Oraciption Oraciption Fork Teak ID			TML_NB_2	TML_NB 3	TML_NB_4	Dormitory 4/F	1 TML_58_1	TML_S8_2	TML S8.3	TML_58_4	TML_SB_5
Siliur (South Bound) Siliur (South Bound) Oraciption Oraciption Fork Teak ID	81.2	dB(A)	TML.NB.2 81.9		TML_NB_4 81.9	Dormitory 4/F TML		TML 5B 2 81.2			TML_58_5 81.2
SEL _{Lef} (South Bound) NSR ID Assessment Floor	81.2	dB(A)		TML_N8_3		Dormitory 4/F TML TML_NB_S	TML_SB_1		TML 58.3	TML_58_4	
Sti _{ter} (Soch Bound) SKR D Description Ansaka Ansaka Ansaka Statu Statu Statu	81.2	dB(A) TML_NB_1 81.9	81.9	TML_N8_3 81.9	81.9	Dormitory 4/F TML TML_NB_5 81.9	TML_58_1 81.2	81.2	TML 58 3 81.2	TML 58.4 81.2	81.2
Stage South Round) Stage South Round Stages South Room Stages South Room Stage South Room S	81.2 Unit dB(A) dB(A)	dB(A) TML_NB_1 81.9 +13.0	81.9 +13.0	TML NB 3 81.9 +13.0	81.9 +13.0	Dormitory 4/F TML TML_NB_5 81.9 +13.0	TML_SB_1 81.2 +13.0	81.2 +13.0	TML 58 3 81.2 +13.0	TML 58.4 81.2 +13.0	81.2 +13.0
Sta _{er} (south Bound) State 0 Secretarian Secretarian Teak 8 Secretarian Teak 9 Secretarian Teak 9 Secretarian S	81.2 Unit dB(A) dB(A)	dB(A) TML_NB 1 81.9 +13.0 -32.6	81.9 +13.0 -32.6	TML_NB_3 81.9 +13.0 -32.6	81.9 +13.0 -32.6	Dormitory 4/F TML TML_NB_5 81.9 +13.0 -32.6	TML_58_1 81.2 +13.0 -32.6	81.2 +13.0 -32.6	TML 58 3 81.2 +13.0 -32.6	TML 58.4 81.2 +13.0 -32.6	81.2 +13.0 -32.6
Nature (Sechel Association) Sector Se	81.2 Unit db(A) db(A) db(A)	dB(A) TML.NB_1 81.9 +13.0 -32.6 +3.0	81.9 +13.0 -32.6 +3.0	TML NB 3 81.9 +13.0 -32.6 +3.0	81.9 +13.0 -32.6 +3.0	Dormitory 4/F TML TML_NB_5 81.9 +13.0 -32.6 +3.0	TML SB.1 81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0	TML 58 3 812 +13.0 -32.6 +3.0	TML 58.4 81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0
Nila, (Sodhilood) KH 0 Chapter of the second seco	81.2 Unit db(A) db(A) db(A) db(A)	(B A) TML NB 1 81.9 +13.0 -32.6 +3.0 +2.5	81.9 +13.0 -32.6 +3.0 +2.5	TML N8 3 81.9 +13.0 -32.6 +3.0 +2.5	81.9 +13.0 -32.6 +3.0 +2.5	Dormitory 4/F TML TML NB 5 81.9 +13.0 -32.6 +3.0 +2.5	TML SB 1 81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5	TML 58 3 81.2 +13.0 -32.6 +3.0 +2.5	TML 58 4 81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5
Nila, (both Boxel) Nila, (both Boxel) Nila, (both Boxel) Basement Box Basement Box Base Test Conceptor Test Fouries Conceptor Test Fouries Conceptor Test Adverses Located Test Conceptor Test Conc	81.2 Unit db(A) db(A) db(A) db(A) db(A)	dB(A) TML NB 1 81.9 +13.0 -32.6 +3.0 +2.5 -15.6	81.9 +13.0 -32.6 +3.0 +2.5 -15.5	TML NB 3 81.9 +13.0 -32.6 +3.0 +2.5 -15.5	81.9 +13.0 -32.6 +3.0 +2.5 -15.5	Dormitory 4/F TML NB 5 81.9 +13.0 -32.6 +3.0 +2.5 -15.6	TML SB 1 81.2 +13.0 -32.6 +3.0 +2.5 -15.6	81.2 +13.0 -32.6 +3.0 +2.5 -15.5	TML SB 3 81.2 +13.0 -32.6 +3.0 +2.5 -15.5	TML 58 4 81.2 +13.0 -32.6 +3.0 +2.5 -15.5	81.2 +13.0 -32.6 +3.0 +2.5 -15.6
Man, Brokhlaval) Steppin Steppin Steppin Steppin Steppin Step Steppin Step Step Steppin Step Steppin S	812 Unit dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A)	dB(A) TML NB 1 81.9 +13.0 -32.6 +3.0 +2.5 -15.6 -10.5	81.9 +13.0 -32.6 +3.0 +2.5 -15.5 -9.8	TML NB 3 81.9 +13.0 -32.6 +3.0 +2.5 -15.5 -0.5	81.9 +13.0 -32.6 +3.0 +2.5 -15.5 -9.4	Dormitory 4/F TML NB.5 81.9 +13.0 -32.6 +3.0 +2.5 -15.6 -10.4	TML_SB_1 81.2 +13.0 -32.6 +3.0 +2.5 -15.6 -10.4	81.2 +13.0 -32.6 +3.0 +2.5 -15.5 -9.6	TML 58.3 81.2 +13.0 -32.6 +3.0 +2.5 -45.5 -9.2	TML 58.4 81.2 +13.0 -32.6 +3.0 +2.5 -15.5 -9.0	81.2 +13.0 -32.6 +3.0 +2.5 -15.6 -10.1
Nila, (Sohh Boxe) Ski D Ski	81.2 Uoit dit,A) dit,A) dit,A) dit,A) dit,A) dit,A) dit,A) dit,A) dit,A) dit,A) dit,A) dit,A) dit,A) dit,A)	dB(A) TML NB 1 81.9 +13.0 -32.6 +3.0 +2.5 -15.6 -10.5 -2.0	81.9 +13.0 -32.6 +3.0 +2.5 -15.5 -15.5 -9.8 -1.7	TML NB 3 81.9 +13.0 -32.6 +3.0 +2.5 -15.5 -15.5 -1.6	81.9 +13.0 -32.6 +3.0 +2.5 -15.5 -9.4 -1.5	Dormitory 4/F TML NB 5 81.9 +13.0 -32.6 +3.0 +2.5 -15.6 -15.6 -10.4 -2.0	TML 58 1 81.2 +13.0 -32.6 +3.0 +2.5 -15.6 -15.6 -10.4 -2.0	81.2 +13.0 -32.6 +3.0 +2.5 -15.5 -9.6 -1.6	TML 58 3 81.2 +13.0 -32.6 +3.0 +2.5 -15.5 -15.5 -1.5	TML 58 4 81.2 +13.0 -32.6 +3.0 +2.5 -45.5 -9.0 -1.4	81.2 +13.0 -32.6 +3.0 +2.5 -15.6 -10.1 -1.9

NSR ID						RNIA_4F_0	2					
Description						Dormitory						
Assessment Floor						4/F						
Track						TML						
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	
SELmi	dB(A) 81.9 81.9 81.9 81.9 81.2 81.2 81.2 81.2 81.2 81.2											
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	
Time Correction (30min)	dB(A) +13.0 <th< td=""></th<>											
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	
Barrier Correction	dB(A)	-15.6	-15.5	-15.5	-15.5	-15.6	-15.6	-15.5	-15.5	-15.5	-15.6	
Distance Correction	dB(A)	-10.6	-10.0	-9.6	-9.5	-10.4	-10.5	-9.8	-9.4	-9.2	-10.2	
Air Absorption	dB(A)	-2.1	-1.8	-1.6	-1.6	-2.0	-2.1	-1.7	-1.5	-1.5	-1.9	
View Angle Correction	dB(A)	-9.1	-6.8	-8.2	-4.1	-5.3	-8.8	-7.0	-8.0	-3.8	-5.4	
Las, Enn	dB(A)	30.5	33.7	32.9	37.1	34.6	30.2	33.2	32.7	37.2	34.1	
Rolling Noise Overall (L _{teq, 20mi})	dB(A)					4	4					

NSR ID						RNIA_4F_0						
Description						Dormitory						
Assessment Floor						4/F						
Track						TML						
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	
SEL _{net}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	
Time Correction (30min)	upp) 1110 <th< td=""></th<>											
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	
Facade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	
Barrier Correction	dB(A)	-15.6	-15.6	-15.5	-15.5	-15.6	-15.6	-15.5	-15.5	-15.5	-15.6	
Distance Correction	dB(A)	-10.7	-10.1	-9.8	-9.7	-10.5	-10.6	-9.9	-9.5	-9.4	-10.2	
Air Absorption	dB(A)	-2.2	-1.9	-1.7	-1.7	-2.0	-2.1	-1.8	-1.6	-1.5	-1.9	
View Angle Correction	dB(A)	-9.1	-7.0	-8.3	-4.2	-5.2	-8.8	-7.1	-8.2	-3.9	-5.3	
Lass, Reso	dB(A)	30.3	33.3	32.4	36.8	34.6	30.1	32.8	32.3	36.8	34.1	
Rolling Noise Overall (Long, 2011)	dB(A)					4	4					

NSR ID									KNIA_4F_0								
Description									Dormitory	r							
Assessment Floor									4/F								
Track						TML								U	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{nef}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.6	-15.6	-15.6	-15.5	-15.6	-15.6	-15.6	-15.5	-15.5	-15.5	-15.3	-15.2	0.0	-15.2	-15.2	0.0
Distance Correction	dB(A)	-11.3	-10.7	-10.2	-9.8	-10.2	-11.2	-10.5	-10.0	-9.5	-9.9	-10.9	-10.3	-10.4	-10.8	-10.2	-10.3
Air Absorption	dB(A)	-2.5	-2.1	-1.9	-1.7	-1.9	-2.4	-2.0	-1.8	-1.6	-1.8	-2.2	-1.9	-2.0	-2.2	-1.9	-2.0
View Angle Correction	dB(A)	-9.9	-7.9	-9.1	-4.3	-4.3	-9.7	-8.1	-9.1	-4.0	-4.3	-22.3	-8.5	-7.1	-22.6	-8.2	-7.1
Lase, main	dB(A)	28.6	31.6	31.0	36.5	35.9	28.3	31.0	30.7	36.5	35.6	6.1	20.8	37.2	5.8	21.2	37.4
Rolling Noise Overall (Lnes, spins)	dB(A)								4	45							

NSR ID									RNIA_4F_0	5							
Description									Dormitory	r							
Assessment Floor									4/F								
Track						TML								L	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{nd}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.6	-15.6	-15.6	-15.5	-15.6	-15.6	-15.6	-15.5	-15.5	-15.5	-15.2	-15.2	0.0	-15.2	-15.2	0.0
Distance Correction	dB(A)	-11.2	-10.6	-10.2	-9.8	-10.1	-10.4	-10.4	-9.9	-9.4	-9.9	-10.8	-10.2	-10.4	-10.8	-10.1	-10.3
Air Absorption	dB(A)	-2.5	-2.1	-1.9	-1.7	-1.9	-2.0	-2.0	-1.8	-1.6	-1.7	-2.2	-1.9	-2.0	-2.2	-1.9	-1.9
View Angle Correction	dB(A)	-10.0	-7.9	-9.1	-4.2	-4.3	-9.8	-8.2	-9.1	-4.0	-4.3	-22.1	-8.5	-7.1	-22.4	-8.2	-7.1
Liteq Brin	dB(A)	28.6	31.7	31.2	36.6	36.0	29.4	31.0	30.8	36.7	35.7	6.4	21.0	37.3	6.1	21.4	37.5

NSR ID									RNIA_4F_0	5							
Description									Dormitory								
Assessment Floor									4/F								
Track						TML								u	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{tof}	dB(A)	819 819 819 819 819 812 812 812 812 738 738 738 738 r120 r120														73.8	
Train Frequency Correction	dB(A)															+10.0	
Time Correction (30min)	dB(A)															-32.6	
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.6	-15.6	-15.5	-15.5	-15.6	-15.6	-15.6	-15.5	-15.5	-15.5	-15.2	-15.2	0.0	-15.2	-15.2	0.0
Distance Correction	dB(A)	-11.0	-10.4	-9.9	-9.6	-10.1	-11.0	-10.2	-9.7	-9.2	-9.8	-10.4	-10.1	-10.4	-10.7	-10.1	-10.3
Air Absorption	dB(A)	-2.3	-2.0	-1.8	-1.6	-1.9	-2.3	-1.9	-1.7	-1.5	-1.7	-2.0	-1.9	-2.0	-2.1	-1.8	-1.9
View Angle Correction	dB(A)	-9.9	-7.7	-8.8	-4.0	-4.5	-9.7	-7.9	-8.8	-3.8	-4.5	-20.6	-8.3	-7.3	-20.8	-8.0	-7.3
Lass, Don	dB(A)	29.0	32.2	31.8	37.1	35.9	28.7	31.6	31.5	37.2	35.5	8.6	21.2	37.1	7.9	21.6	37.2
Rolling Noise Overall (Lnes, mass)	dB(A)									6							

NSR ID									RNIA_4F_0	7							
Description									Dormitory								
Assessment Floor									4/F								
Track						TML								U	त		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{nel}	dB(A)													73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	A) -32.6 -32												-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.6	-15.6	-15.5	-15.5	-15.6	-15.6	-15.6	-15.5	-15.5	-15.5	-15.2	-15.2	0.0	-15.2	-15.2	0.0
Distance Correction	dB(A)	-11.0	-10.3	-9.9	-9.5	-10.1	-10.9	-10.1	-9.6	-9.2	-9.8	-10.7	-10.1	-10.4	-10.7	-10.1	-10.3
Air Absorption	dB(A)	-2.3	-1.9	-1.7	-1.6	-1.9	-2.3	-1.9	-1.6	-1.5	-1.7	-2.2	-1.9	-2.0	-2.1	-1.8	-2.0
View Angle Correction	dB(A)	-9.8	-7.6	-8.7	-4.0	-4.6	-9.6	-7.8	-8.6	-3.7	-4.7	-20.0	-8.3	-7.5	-20.2	-8.0	-7.4
L _{heq, 2010}	dB(A)	29.2	32.5	32.1	37.3	35.7	28.9	31.9	31.8	37.3	35.4	8.7	21.2	36.9	8.5	21.7	37.0
Rolling Noise Overall (L _{Ann. X000})	dB(A)									16							

Appendix 4.4 - Detail of Predicted Railway Noise Level at 4/F

L_{ase. Ross} Rolling Noise Overall (L_A

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| Monitoring Condition | Data | Unit | | Monitoring Condit
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 | Data | Unit | |
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| Train Length | 8 | Cars | | Train Length
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 | 2 | Cars | |
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| Train Speed | 130 | km/hr | | Train Speed
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 | 50 | km/hr | |
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| Monitoring Distance | 25 | m | | Monitoring Distan
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 | 25 | m | |
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| SEL (North Bound) | 81.4 | dB(A) | | Luce .
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 | 65 | dB(A) | |
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| SEL (South Bound) | 80.7 | dB(A) | | SEL
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| Operation Detail (Worst Case Scenario) | Data | Unit | |
 | Worst Case Scenari | io)
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 | Data | Unit | |
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| Train Length | | Cars | | Train Length
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 | |
 | 2 | Cars | |
 | | | |
 | |
| Train Speed | 130 | km/hr
Train/hour | | Train Speed
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 | |
 | 70 | km/hr
Train/hour | |
 | | | |
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| Train Frequency | 40 | | | Train Frequency
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 | |
 | 19 | | |
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 | |
| Train Frequency | 20 | Train/30min | 1 | Train Frequency
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 | 10 | Train/30min | |
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| SEL _{Bef} (9 Cars, 130km/hr, measured 25m) | Data | Unit | 1 | SEL . (2 Carr 70)
 | m/hr, measured 25 | im)
 | |
 | Data | Unit | |
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| SEL _{nd} (North Bound) | 81.9 | dB(A) | | SEL _{nef}
 | ingin, intersored 13 | au)
 | |
 | 73.8 | dB(A) | |
 | | | |
 | |
| SEL _{ter} (North Bound) | 81.9 | dB(A) | | SELect
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 | /3.0 | UB(A) | |
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| Description | 1 | | |
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| Assessment Floor | | | |
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| Track | | | |
 | | TML
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| Track ID | Unit | TML_NB_1 | TML_NB_2 | TML_NB_3
 | TML NB 4 | TML_NB_5
 | TML SB 1 | TML SB 2
 | TML_S8_3 | TML SB 4 | TML SB 5 | LRT_NB_1
 | LRT NB 2 | LRT_NB_3 | LRT_SB_1 | LRT_SB_2
 | LRT_SB_3 |
| SEL _{ad} | dB(A) | 81.9 | 81.9 | 81.9
 | 81.9 | 81.9
 | 81.2 | 81.2
 | 81.2 | 81.2 | 81.2 | 73.8
 | 73.8 | 73.8 | 73.8 | 73.8
 | 73.8 |
| Train Frequency Correction | dB(A) | +13.0 | +13.0 | +13.0
 | +13.0 | +13.0
 | +13.0 | +13.0
 | +13.0 | +13.0 | +13.0 | +10.0
 | +10.0 | +10.0 | +10.0 | +10.0
 | +10.0 |
| Time Correction (30min) | dB(A) | -32.6 | -32.6 | -32.6
 | -32.6 | -32.6
 | -32.6 | -32.6
 | -32.6 | -32.6 | -32.6 | -32.6
 | -32.6 | -32.6 | -32.6 | -32.6
 | -32.6 |
| Track Deterioration Correction | dB(A) | +3.0 | +3.0 | +3.0
 | +3.0 | +3.0
 | +3.0 | +3.0
 | +3.0 | +3.0 | +3.0 | +3.0
 | +3.0 | +3.0 | +3.0 | +3.0
 | +3.0 |
| Façade Correction | dB(A) | +2.5 | +2.5 | +2.5
 | +2.5 | +2.5
 | +2.5 | +2.5
 | +2.5 | +2.5 | +2.5 | +2.5
 | +2.5 | +2.5 | +2.5 | +2.5
 | +2.5 |
| Barrier Correction | dB(A) | -15.6 | -15.5 | -15.5
 | -15.5 | -15.6
 | -15.6 | -15.5
 | -15.5 | -15.5 | -15.5 | -15.2
 | -15.2 | 0.0 | -15.2 | -15.2
 | 0.0 |
| Distance Correction | dB(A) | -10.8 | -10.1 | -9.6
 | -9.4 | -10.1
 | -10.7 | -9.9
 | -9.4 | -9.0 | -9.9 | -10.7
 | -10.1 | -10.4 | -10.6 | -10.0
 | -10.4 |
| Air Absorption | dB(A) | -2.2 | -1.8 | -1.6
 | -1.5 | -1.9
 | -2.2 | -1.8
 | -1.5 | -1.4 | -1.7 | -2.1
 | -1.9 | -2.0 | -2.1 | -1.8
 | -2.0 |
| View Angle Correction | dB(A) | -9.7 | -7.3 | -8.4
 | -3.9 | -4.8
 | -9.5 | -7.5
 | -8.3 | -3.6 | -4.9 | -18.8
 | -8.3 | -7.7 | -18.9 | -8.0
 | -7.7 |
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| Lang, Khuin | dB(A) | 29.7 | 33.1 | 32.6
 | -3.9
37.6 | -4.8
35.5
 | -9.5 | .7.5
32.4
 | -8.3
32.4 | 37.7 | 35.1 | 10.0
 | 21.3 | 36.6 | 9.9 | 21.8
 | 36.7 |
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 | 32.4 | | |
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 | 36.7 |
| Lass, Brun | dB(A) | | |
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 | 32.4 | 37.7 | |
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| Lass, mus
Rolling Noise Overall (Lass, mus) | dB(A) | | |
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 | 32.4 | 37.7 | |
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 | 36.7 |
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Rolling Noise Overall (Lun, tem)
NSR 10 | dB(A) | | |
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 | 32.4
RNIA_4F_0 | 37.7
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| Lun, anno
Batting Noise Oberall (Lung, pour)
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| Lun, man
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NSR D
Description
Assessment Floor | dB(A) | | |
 | | 35.5
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 | 32.4
RNIA_4F_0 | 37.7
16 | |
 | | 36.6 | 9.9 |
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| Lu, sun
hang hois Overal (Lu, sun)
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Despition
Assessed Fair
Teck | dB(A)
dB(A) | 29.7 | 33.1 | 32.6
 | 37.6 | 35.5
TML
 | 29.3 | 32.4
 | 32.4
RNIA_4F_0
Dormitory
4/F | 37.7 | 35.1 | 10.0
 | 21.3 | 36.6 | 9.9
87 | 21.8
 | |
| La, san
Berg Noto Overd R _{Lag, sen}]
SR D
Decototion
Assamment Plane
Taska | dB(A)
dB(A) | 29.7 | 33.1
TML_NB_2 | 32.6
TML_N8_3
 | 37.6
TML_NB_4 | 35.5
TML
TML NB_5
 | 29.3
TML SB 1 | 32.4
TML SB 2
 | 32.4
RNIA.4F.0
Dormitory
4/F
TML_58.3 | 37.7
5
7
7
7
7
7
7
8
8
4 | 35.1
TML SB 5 | 10.0
 | 21.3
LRT_NB_2 | 36.6
LRT. NB 3 | 9.9
RT
LRT 58 1 | 21.8
LRT_SB_2
 | LRT_58_3 |
| La, san
Isaling Noise Overall (Line, san)
Kita 0
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Assessment Rair
Track 0
Star. | dB(A)
dB(A)
Unit
dB(A) | 29.7
TML NB 1
81.9 | 33.1
TML_NB_2
81.9 | 32.6
TML NB_3
81.9
 | 37.6
TML NB_4
81.9 | 35.5
TML
TML NB.5
81.9
 | 29.3
TML 58.1
81.2 | 32.4
TML 58.2
81.2
 | 32.4
RNIA.4F.0
Dormitory
4/F
TML 58.3
81.2 | 37.7
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7
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8
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8
1.2 | 35.1
TML SB 5
81.2 | 10.0
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 | 21.3
LRT_NB_2
73.8 | 36.6 | 9.9
RT
LRT_58_1
73.8 | 21.8
LRT_SB_2
73.8
 | LRT_58_3
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dB(A) | 29.7
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+13.0 | 32.6
TML NB 3
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+13.0 | 37.6
TML_NB_4
81.9
+13.0
 | 35.5
TML
TML.NB_5
81.9
+13.0
 | 29.3
TML_SB_1
81.2
+13.0 | 32.4
TML 58 2
81.2
+13.0 | 32.4
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TML 58 3
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+13.0
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ML 58 4
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+13.0 | 35.1
TML_SB_5
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+13.0 | 10.0
LRT_NB_1
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+10.0 | 21.3
LRT_NB_2
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+10.0
 | 36.6
LRT_NB 3
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+10.0 | 9.9
RT
LRT_58_1
73.8
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TML N8 2
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TML NB 4
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Appendix 4.4 - Detail of Predicted Railway Noise Level at 5/F

		LRT		
Data	Unit	Monitoring Condition	Data	Unit
8	Cars	Train Length	2	Cars
130	km/hr	Train Speed	50	km/hr
25	m	Monitoring Distance	25	m
81.4	dB(A)	L _{Ma}	65	dB(A)
80.7	dB(A)	SEL	70.9	dB(A)
Data	Hait	Describe Datal Mont Pro-Scenica	Data	Unit
9			2	Cars
130	km/hr	Train Speed	70	km/hr
40	Train/hour	Train Frequency	19	Train/hour
20	Train/30min	Train Frequency	10	Train/30min
Data	Unit	SEL _{Bef} (2 Cars, 70km/hr, measured 25m)	Data	Unit
81.9	dB(A)	SEL _{Bef}	73.8	dB(A)
81.2	dB(A)			
	8 130 25 81.4 80.7 Data 9 130 40 20 Data 81.9	B Cars 130 Im/hr/ 25 m 80.7 dS(A) 80.7 dS(A) 9 Cars 130 km/hr 20 Train/hoar 20 Train/hoar 20 Train/bar 81.9 dB(A)	Data Unit Montering Condition 1 Cart Train traph 1.0 Indiv Description Detail (Word Care Science) 0.0 Indiv Description Detail (Word Care Science) 1.0 Indiv Train traph 1.0 Train (State Science) Train traph 1.0 Indiv Train traph 1.0 Indiv Train traph 1.0 Indiv Train traph 1.0	Data Unit Matching Condition Data 1 Cars Train Length 2 1.10 Unit/ Train Length 12 10 1.10 Unit/ Train Length 2 12 1.10 Unit/ Train Length 21 10 1.11 Unit/ Length 21 12 1.12 Unit/ Length 22 12 1.12 Unit/ Length 22 12 1.12 Unit/ Length 22 12 1.13 Unit/ Length 21 12 1.13 Unit/ Length 21 12 1.14 Unit/Length 21 12 1.15 Unit/Length 12 12 1.15 Unit/Length 12 12 1.15 Unit/Length 12 12 1.16 Unit/Length 12 12 1.16 Unit/Length 12 12 1.16 Unit/Length 12 12 1.17

TML				LRT							
Monitoring Condition	Data	Unit	1	Monitoring Conditi	ion				Data	Unit	1
Train Length	8	Cars		Train Length					2	Cars	1
Train Speed	130	km/hr		Train Speed					50	km/hr	1
Monitoring Distance	25	m		Monitoring Distance	ie ie				25	m	1
SEL (North Bound)	81.4	dB(A)		Luca					65	dB(A)	1
SEL (South Bound)	80.7	dB(A)]	SEL					70.9	dB(A)	I
			_								_
Operation Detail (Worst Case Scenario)	Data	Unit	1	Operation Detail (Norst Case Scenario	2			Data	Unit	1
Train Length	9	Cars		Train Length					2	Cars]
Train Speed	130	km/hr	1	Train Speed					70	km/hr	1
Train Frequency	40	Train/hour		Train Frequency					19	Train/hour]
Train Frequency	20	Train/30min		Train Frequency					10	Train/30min	J
SEL _{anf} (9 Cars, 130km/hr, measured 25m) SEL _{bar} (North Bound) SEL _{bar} ((South Bound)	Data 81.9 81.2	Unit dB(A) dB(A)		SEL _{Bef} (2 Cars, 70k SEL _{Bef}	ny ny, measured 25	m)			Data 73.8	Unit dB(A)	I
NSR ID						RNIA SE 0					
Description						Dormitory					
Assessment Floor						5/F					
Track						TML					
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5
SEL _{nef}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.5	-15.4	-15.4	-15.4	-15.5	-15.5	-15.4	-15.4	-15.4	-15.4
Distance Correction	dB(A)	-10.5	-9.8	-9.5	-9.4	-10.4	-10.4	-9.6	-9.2	-9.0	-10.1
Air Absorption	dB(A)	-2.0	-1.7	-1.6	-1.5	-2.0	-2.0	-1.6	-1.5	-1.4	-1.9
View Angle Correction	dB(A)	-9.1	-6.7	-8.0	-4.0	-5.4	-8.9	-6.9	-7.8	-3.7	-5.6
Lass, Ellin	dB(A)	30.8	34.2	33.5	37.6	34.7	30.5	33.7	33.3	37.7	34.2
-dag, Eron											

NSR ID						RNIA_SF_0	2				
Description						Dormitory					
Assessment Floor						5/F					
Track						TML					
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5
SEL _{nd}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.5	-15.4	-15.4	-15.4	-15.5	-15.5	-15.4	-15.4	-15.4	-15.4
Distance Correction	dB(A)	-10.6	-10.0	-9.7	-9.5	-10.4	-10.5	-9.8	-9.4	-9.2	-10.2
Air Absorption	dB(A)	-2.1	-1.8	-1.6	-1.6	-2.0	-2.1	-1.7	-1.5	-1.5	-1.9
View Angle Correction	dB(A)	-9.1	-6.8	-8.2	-4.1	-5.3	-8.8	-7.0	-8.0	-3.8	-5.4
Lang, Kenin	dB(A)	30.6	33.8	33.0	37.2	34.7	30.3	33.3	32.9	37.3	34.2
Rolling Noise Overall (L _{tes, XDmn})	dB(A)					4	4				

NSR ID	RNA_SF_03												
Description						Dormitory							
Assessment Floor						5/F							
Track						TML							
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5		
SEL _{net}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2		
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0		
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6		
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0		
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5		
Barrier Correction	dB(A)	-15.5	-15.4	-15.4	-15.4	-15.5	-15.5	-15.4	-15.4	-15.4	-15.4		
Distance Correction	dB(A)	-10.7	-10.1	-9.8	-9.7	-10.5	-10.6	-9.9	-9.6	-9.4	-10.3		
Air Absorption	dB(A)	-2.2	-1.9	-1.7	-1.7	-2.0	-2.1	-1.8	-1.6	-1.5	-1.9		
View Angle Correction	dB(A)	-9.1	-7.0	-8.3	-4.2	-5.2	-8.8	-7.1	-8.2	-3.9	-5.3		
Lass, Reso	dB(A)	30.4	33.5	32.6	36.9	34.7	30.1	32.9	32.4	36.9	34.3		
Rolling Noise Overall (Long, 2011)	dB(A)					4	4						

NSR ID	RNA_SF_04																
Description									Dormitory	r							
Assessment Floor									5/F								
Track						TML								U	RT		
Track ID	Unit TMLN8.1 TMLN8.2 TMLN8.3 TMLN8.4 TMLN8.5 TMLS8.1 TMLS8.2 TMLS8.3 TMLS8.4 TMLS8.5												LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{tef}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.5	-15.5	-15.4	-15.4	-15.4	-15.5	-15.5	-15.4	-15.4	-15.4	-15.2	-15.1	0.0	-15.1	-15.1	0.0
Distance Correction	dB(A)	-11.3	-10.7	-10.2	-9.8	-10.2	-11.2	-10.5	-10.0	-9.5	-9.9	-10.9	-10.3	-10.4	-10.8	-10.2	-10.3
Air Absorption	dB(A)	-2.5	-2.1	-1.9	-1.7	-1.9	-2.4	-2.0	-1.8	-1.6	-1.8	-2.2	-1.9	-2.0	-2.2	-1.9	-2.0
View Angle Correction	dB(A)	-9.9	-7.9	-9.1	-4.3	-4.3	-9.7	-8.1	-9.1	-4.0	-4.3	-22.3	-8.5	-7.1	-22.6	-8.2	-7.1
Lang, gran	dB(A)	28.7	31.7	31.2	36.6	36.0	28.4	31.1	30.8	36.6	35.7	6.2	20.9	37.2	5.9	21.4	37.4
Rolling Noise Overall (L _{teq. 2010})	dB(A)								4	45							

NSR ID									RNIA_SF_0	5							
Description									Dormitory								
Assessment Floor									5/F								
Track		TML LRT															
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{net}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.5	-15.5	-15.4	-15.4	-15.4	-15.5	-15.5	-15.4	-15.4	-15.4	-15.1	-15.1	0.0	-15.1	-15.0	0.0
Distance Correction	dB(A)	-11.2	-10.6	-10.2	-9.8	-10.1	-10.4	-10.4	-9.9	-9.4	-9.9	-10.8	-10.2	-10.4	-10.8	-10.1	-10.3
Air Absorption	dB(A)	-2.5	-2.1	-1.9	-1.7	-1.9	-2.0	-2.0	-1.8	-1.6	-1.7	-2.2	-1.9	-2.0	-2.2	-1.9	-1.9
View Angle Correction	dB(A)	-10.0	-7.9	-9.1	-4.2	-4.3	-9.8	-8.2	-9.1	-4.0	-4.3	-22.1	-8.5	-7.1	-22.4	-8.2	-7.1
Lass, Revin	dB(A)	28.7	31.8	31.3	36.8	36.1	29.5	31.1	30.9	36.8	35.8	6.5	21.1	37.3	6.2	21.5	37.4
Rolling Noise Overall (L _{Ang, Roma})	dB(A)									16							

NSR ID									RNIA SE O								
Description									Dormitory								
Assessment Floor									5/F								
Track	TAL LET																
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{nef}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.5	-15.5	-15.4	-15.4	-15.4	-15.5	-15.4	-15.4	-15.4	-15.4	-15.1	-15.1	0.0	-15.1	-15.0	0.0
Distance Correction	dB(A)	-11.0	-10.4	-9.9	-9.6	-10.1	-11.0	-10.2	-9.7	-9.2	-9.8	-10.4	-10.2	-10.4	-10.7	-10.1	-10.3
Air Absorption	dB(A)	-2.3	-2.0	-1.8	-1.6	-1.9	-2.3	-1.9	-1.7	-1.5	-1.7	-2.0	-1.9	-2.0	-2.1	-1.8	-1.9
View Angle Correction	dB(A)	-9.9	-7.7	-8.8	-4.0	-4.5	-9.7	-7.9	-8.8	-3.8	-4.5	-20.6	-8.3	-7.3	-20.8	-8.0	-7.3
Lass, Konn	dB(A)	29.1	32.3	31.9	37.2	36.0	28.7	31.7	31.7	37.3	35.7	8.7	21.3	37.0	7.9	21.8	37.2
Rolling Noise Overall (Lnes, stress)	dB(A)								4	6							

NSR ID									RNIA_SF_0	7							
Description									Dormitory	r							
Assessment Floor									5/F								
Track						TML								L	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{tef}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.5	-15.4	-15.4	-15.4	-15.4	-15.5	-15.4	-15.4	-15.4	-15.4	-15.1	-15.0	0.0	-15.1	-15.0	0.0
Distance Correction	dB(A)	-11.0	-10.3	-9.9	-9.5	-10.1	-10.9	-10.1	-9.6	-9.2	-9.9	-10.7	-10.2	-10.4	-10.7	-10.1	-10.3
Air Absorption	dB(A)	-2.3	-1.9	-1.7	-1.6	-1.9	-2.3	-1.9	-1.6	-1.5	-1.7	-2.2	-1.9	-2.0	-2.1	-1.8	-2.0
View Angle Correction	dB(A)	-9.8	-7.6	-8.7	-4.0	-4.6	-9.6	-7.8	-8.6	-3.7	-4.7	-20.0	-8.3	-7.5	-20.2	-8.0	-7.4
Liteq Bran	dB(A)	29.3	32.6	32.2	37.4	35.9	28.9	32.0	31.9	37.5	35.5	8.8	21.4	36.9	8.6	21.8	37.0
Rolling Noise Overall (L _{Ann. 2010})	dB(A)									46							

Appendix 4.4 - Detail of Predicted Railway Noise Level at 5/F

L_{ase. Rom} Rolling Noise Overall (L_{ase},

TML				LRT													
Monitoring Condition	Data	Unit	1	Monitoring Condit			_		Data	Unit							
	Data				laon				Data								
Train Length	130	Cars		Train Length					2	Cars							
Train Speed	25	km/hr		Train Speed					25	km/hr							
Monitoring Distance SEL (North Bound)	81.4	m dB(A)		Monitoring Distan	Ce				65	m dB(A)							
SEL (North Bound) SEL (South Bound)	80.7	dB(A)		SEL					70.9	dB(A)							
SEL (South Bound)	80.7	ds(A)	1	SEL					70.9	dB(A)							
Operation Detail (Worst Case Scenario)	Data	Unit	1	Operation Detail (Worst Case Scenario	2)			Data	Unit							
Train Length	9	Cars		Train Length					2	Cars							
Train Speed	130	km/hr		Train Speed					70	km/hr							
Train Frequency	40	Train/hour		Train Frequency					19	Train/hour							
Train Frequency	20	Train/30min		Train Frequency					10	Train/30min							
SEL _{tef} (9 Cars, 130km/hr, measured 25m)	Data	Unit			m/hr, measured 25	m)			Data	Unit							
SEL _{suf} (North Bound) SEL _{suf} (South Bound)	81.9 81.2	dB(A) dB(A)	4	SELmer					73.8	dB(A)							
SET (20ntu Ronug)	81.2	as(A)	1														
NSR ID	1								RNIA_SF_0	10							
NSK ID Description									Dormitory								
Description Assessment Floor									5/F								
Track						TML									8T		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{auf}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.5	-15.4	-15.4	-15.4	-15.4	-15.5	-15.4	-15.4	-15.4	-15.4	-15.1	-15.0	0.0	-15.1	-15.0	0.0
Distance Correction	dB(A)	-10.8	-10.1	-9.7	-9.4	-10.1	-10.7	-9.9	-9.4	-9.0	-9.9	-10.7	-10.1	-10.4	-10.6	-10.0	-10.4
Air Absorption	dB(A)	-2.2	-1.8	-1.6	-1.5	-1.9	-2.2	-1.8	-1.5	-1.4	-1.7	-2.1	-1.9	-2.0	-2.1	-1.8	-2.0
View Angle Correction	dB(A)	-9.7	-7.3 33.2	-8.4	-3.9 37.7	-4.8 35.6	-9.5 29.4	-7.5	-8.3	-3.6 37.8	-4.9 35.2	-18.8	-8.3 21.4	-7.7 36.6	-18.9	-8.0 21.9	-7.7 36.7
Lang, Zonn Rolling Noise Overall (Long, Zonn)	dB(A) dB(A)	29.7	33.2	32.8	37.7	35.6	29.4	32.b		37.8	35.2	10.1	21.4	36.6	10.0	21.9	3b.7
noning noise Overan (slag Sina)	db(H)																
NSR ID									RNIA_5F_0	19							
Description									Dormitory	(
Assessment Floor	_								5/F								
Track		1				TML	1				1				RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{tof}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6 +3.0	-32.6 +3.0	-32.6 +3.0	-32.6 +3.0	-32.6 +3.0	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A) dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0											
Façade Correction Barrier Correction												+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
		+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
	dB(A)	-15.5	-15.4	-15.4	-15.4	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Distance Correction	dB(A) dB(A)	-15.5 -10.7	-15.4 -9.9	-15.4 -9.5	-15.4 -9.2	+2.5 -15.4 -10.1	+2.5 -15.5 -10.6	+2.5 -15.4 -9.7	+2.5 -15.4 -9.2	+2.5 -15.3 -8.8	+2.5 -15.4 -9.8	+2.5 -15.1 -10.6	+2.5 -15.0 -10.0	+2.5 0.0 -10.4	+2.5 -15.1 -10.5	+2.5 -15.0 -9.9	+2.5 0.0 -10.3
Distance Correction Air Absorption	dB(A) dB(A) dB(A)	-15.5 -10.7 -2.1	-15.4 -9.9 -1.8	-15.4 -9.5 -1.6	-15.4 -9.2 -1.5	+2.5 -15.4 -10.1 -1.8	+2.5 -15.5 -10.6 -2.1	+2.5 -15.4 -9.7 -1.7	+2.5 -15.4 -9.2 -1.5	+2.5 -15.3 -8.8 -1.3	+2.5 -15.4 -9.8 -1.7	+2.5 -15.1 -10.6 -2.1	+2.5 -15.0 -10.0 -1.8	+2.5 0.0 -10.4 -2.0	+2.5 -15.1 -10.5 -2.1	+2.5 -15.0 -9.9 -1.8	+2.5 0.0 -10.3 -2.0
Distance Correction	dB(A) dB(A)	-15.5 -10.7	-15.4 -9.9	-15.4 -9.5	-15.4 -9.2	+2.5 -15.4 -10.1	+2.5 -15.5 -10.6	+2.5 -15.4 -9.7	+2.5 -15.4 -9.2	+2.5 -15.3 -8.8	+2.5 -15.4 -9.8	+2.5 -15.1 -10.6	+2.5 -15.0 -10.0	+2.5 0.0 -10.4	+2.5 -15.1 -10.5	+2.5 -15.0 -9.9	+2.5 0.0 -10.3
Distance Correction Air Absorption View Angle Correction	dB(A) dB(A) dB(A) dB(A)	-15.5 -10.7 -2.1 -9.7	-15.4 -9.9 -1.8 -7.2	-15.4 -9.5 -1.6 -8.2	-15.4 -9.2 -1.5 -3.7	+2.5 -15.4 -10.1 -1.8 -4.9	+2.5 -15.5 -10.6 -2.1 -9.5	+2.5 -15.4 -9.7 -1.7 -7.5	+2.5 -15.4 -9.2 -1.5 -8.1 33.0	+2.5 -15.3 -8.8 -1.3 -3.4	+2.5 -15.4 -9.8 -1.7 -5.1	+2.5 -15.1 -10.6 -2.1 -18.0	+2.5 -15.0 -10.0 -1.8 -8.2	+2.5 0.0 -10.4 -2.0 -7.9	+2.5 -15.1 -10.5 -2.1 -18.1	+2.5 -15.0 -9.9 -1.8 -7.9	+2.5 0.0 -10.3 -2.0 -7.9
Distance Correction Air Absorption View Angle Correction Lea, min	dB(A) dB(A) dB(A) dB(A) dB(A)	-15.5 -10.7 -2.1 -9.7	-15.4 -9.9 -1.8 -7.2	-15.4 -9.5 -1.6 -8.2	-15.4 -9.2 -1.5 -3.7	+2.5 -15.4 -10.1 -1.8 -4.9	+2.5 -15.5 -10.6 -2.1 -9.5	+2.5 -15.4 -9.7 -1.7 -7.5	+2.5 -15.4 -9.2 -1.5 -8.1 33.0	+2.5 -15.3 -8.8 -1.3 -3.4 38.3	+2.5 -15.4 -9.8 -1.7 -5.1	+2.5 -15.1 -10.6 -2.1 -18.0	+2.5 -15.0 -10.0 -1.8 -8.2	+2.5 0.0 -10.4 -2.0 -7.9	+2.5 -15.1 -10.5 -2.1 -18.1	+2.5 -15.0 -9.9 -1.8 -7.9	+2.5 0.0 -10.3 -2.0 -7.9
Estance Connection Air Absorption Verwa Angle Connection Lung mus Reding Robin Overall (Lung mus)	dB(A) dB(A) dB(A) dB(A) dB(A)	-15.5 -10.7 -2.1 -9.7	-15.4 -9.9 -1.8 -7.2	-15.4 -9.5 -1.6 -8.2	-15.4 -9.2 -1.5 -3.7	+2.5 -15.4 -10.1 -1.8 -4.9	+2.5 -15.5 -10.6 -2.1 -9.5	+2.5 -15.4 -9.7 -1.7 -7.5	+2.5 -15.4 -9.2 -1.5 -8.1 	+2.5 -15.3 -8.8 -1.3 -3.4 -3.4 -3.4 -38.3 -46	+2.5 -15.4 -9.8 -1.7 -5.1	+2.5 -15.1 -10.6 -2.1 -18.0	+2.5 -15.0 -10.0 -1.8 -8.2	+2.5 0.0 -10.4 -2.0 -7.9	+2.5 -15.1 -10.5 -2.1 -18.1	+2.5 -15.0 -9.9 -1.8 -7.9	+2.5 0.0 -10.3 -2.0 -7.9
Satara Constan A Alagana Yan Angka Canstan Lua yan Raling Noto Averall I _{Man Man} Naling Noto Averall I _{Man Man}	dB(A) dB(A) dB(A) dB(A) dB(A)	-15.5 -10.7 -2.1 -9.7	-15.4 -9.9 -1.8 -7.2	-15.4 -9.5 -1.6 -8.2	-15.4 -9.2 -1.5 -3.7	+2.5 -15.4 -10.1 -1.8 -4.9	+2.5 -15.5 -10.6 -2.1 -9.5	+2.5 -15.4 -9.7 -1.7 -7.5	+2.5 -15.4 -9.2 -1.5 -8.1 33.0 	+2.5 -15.3 -8.8 -1.3 -3.4 -3.4 -3.4 -38.3 -46	+2.5 -15.4 -9.8 -1.7 -5.1	+2.5 -15.1 -10.6 -2.1 -18.0	+2.5 -15.0 -10.0 -1.8 -8.2	+2.5 0.0 -10.4 -2.0 -7.9	+2.5 -15.1 -10.5 -2.1 -18.1	+2.5 -15.0 -9.9 -1.8 -7.9	+2.5 0.0 -10.3 -2.0 -7.9
Datava Constant. A Mangatan Vien Angle Constant. La near Andre Nano Andre La near Andre Nano Andre La near State Department. State Department.	dB(A) dB(A) dB(A) dB(A) dB(A)	-15.5 -10.7 -2.1 -9.7	-15.4 -9.9 -1.8 -7.2	-15.4 -9.5 -1.6 -8.2	-15.4 -9.2 -1.5 -3.7	+2.5 -15.4 -10.1 -1.8 -4.9	+2.5 -15.5 -10.6 -2.1 -9.5	+2.5 -15.4 -9.7 -1.7 -7.5	+2.5 -15.4 -9.2 -1.5 -8.1 -33.0 	+2.5 -15.3 -8.8 -1.3 -3.4 -3.4 -3.4 -38.3 -46	+2.5 -15.4 -9.8 -1.7 -5.1	+2.5 -15.1 -10.6 -2.1 -18.0	+2.5 -15.0 -10.0 -1.8 -8.2	+2.5 0.0 -10.4 -2.0 -7.9	+2.5 -15.1 -10.5 -2.1 -18.1	+2.5 -15.0 -9.9 -1.8 -7.9	+2.5 0.0 -10.3 -2.0 -7.9
Datasa Conston A Abagatan Van Angle Granctian La Ima Aufing Noise Overall (L _{ina, Ima}) Aufing Noise Overall (L _{ina, Ima}) Nith O Description Agreement Florr	dB(A) dB(A) dB(A) dB(A) dB(A)	-15.5 -10.7 -2.1 -9.7	-15.4 -9.9 -1.8 -7.2	-15.4 -9.5 -1.6 -8.2	-15.4 -9.2 -1.5 -3.7	+2.5 -15.4 -10.1 -1.8 -4.9 35.6	+2.5 -15.5 -10.6 -2.1 -9.5	+2.5 -15.4 -9.7 -1.7 -7.5	+2.5 -15.4 -9.2 -1.5 -8.1 33.0 	+2.5 -15.3 -8.8 -1.3 -3.4 -3.4 -38.3 -46	+2.5 -15.4 -9.8 -1.7 -5.1	+2.5 -15.1 -10.6 -2.1 -18.0	+2.5 -15.0 -10.0 -1.8 -8.2	+2.5 0.0 -10.4 -2.0 -7.9 36.5	+2.5 -15.1 -10.5 -2.1 -18.1 10.9	+2.5 -15.0 -9.9 -1.8 -7.9	+2.5 0.0 -10.3 -2.0 -7.9
Datava Constant Anhangsian Van Anja Chancella La tas Anja Robord La tas Anja Robord La tas Sea Docentino Sea Docentino Assessmen Rear Task	dB(A) dB(A) dB(A) dB(A) dB(A) dB(A)	-45.5 -10.7 -2.1 -9.7 29.9	-15.4 -9.9 -1.8 -7.2 33.5	-15.4 -9.5 -1.6 -8.2 33.2	-15.4 -9.2 -1.5 -3.7 -38.1	+2.5 -15.4 -10.1 -1.8 -4.9 -35.6 TML	+2.5 -15.5 -10.6 -2.1 -8.5 29.5	+2.5 -15.4 -9.7 -1.7 -7.5 -32.9	+2.5 -15.4 -9.2 -1.5 -8.1 -33.0 	+2.5 -15.3 -8.8 -1.3 -3.4 38.3 46	+2.5 -15.4 -9.8 -1.7 -5.1 -35.2	+2.5 -15.1 -10.6 -2.1 -18.0 11.0	+2.5 -15.0 -10.0 -1.8 -8.2 21.7	+2.5 0.0 -10.4 -2.0 -7.9 36.5	+2.5 -15.1 -10.5 -2.1 -18.1 10.9	+2.5 -15.0 -0.9 -1.8 -7.9 -22.1	+25 0.0 -10.3 -2.0 -7.9 36.6
Satara Constron A Abargation Van Angle Constitut La Insue Aufing Noise Overall (Language) Aufing Noise Overall (Language) Still 0 Description Assessment Floar Task 0	dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A)	-15.5 -10.7 -2.1 -9.7 29.9 TML NB 1	-15.4 -9.9 -1.8 -7.2 -33.5 -7.2 -33.5	15.4 9.5 1.6 8.2 3.3.2 TML.NB.3	15.4 -9.2 -1.5 -3.7 -3.8.1 	+2.5 -15.4 -10.1 -1.8 -4.9 -35.6 	+2.5 -15.5 -10.6 -2.1 -9.5 29.5 29.5	+2.5 -15.4 -9.7 -1.7 -7.5 -32.9 	+2.5 -15.4 -9.2 -1.5 -8.1 -33.0 	+2.5 -15.3 -8.8 -1.3 -3.4 -3.4 -3.4 -3.4 -3.4 -3.4 -3.4 -3	+2.5 -15.4 -0.8 -1.7 -5.1 -35.2 	+2.5 -15.1 -10.6 -2.1 -18.0 11.0 11.0	+2.5 -15.0 -10.0 -1.8 -8.2 -21.7 	+2.5 0.0 -10.4 -2.0 -7.9 36.5	#2.5 -15.1 -10.5 -2.1 -18.1 10.9 RT LRT SB_1	+2.5 -15.0 -9.9 -1.8 -7.9 -22.1 -22.1	+25 0.0 -10.3 -2.0 -7.9 36.6
Satura Constant Satura Constant Van Angorian Van Angorian Van Angorian Satura Constant Van Terret Satura Constant Satura Constant	dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A)	-15.5 -10.7 -2.1 -9.7 29.9 	-15.4 -9.9 -1.8 -7.2 -33.5 TML NB 2 -81.9	-15.4 -9.5 -1.6 -8.2 -33.2 	-15.4 -9.2 -1.5 -3.7 -38.1 	+2.5 -15.4 -10.1 -1.8 -4.9 -35.6 	+2.5 -15.5 -10.6 -2.1 -0.5 29.5 29.5 7ML 58 1 81.2	+2.5 -15.4 -9.7 -1.7 -7.5 	+2.5 -15.4 -9.2 -1.5 -8.1 -8.1 -8.1 -8.1 -8.1 -8.1 -7 -7 -7 -7 -7 -7 -7 -7 -7 -7 -7 -7 -7	+2.5 -15.3 -4.8 -4.3 -3.4 -3.4 -3.4 -3.4 -3.4 -3.4 -3.4	+2.5 -15.4 -0.8 -1.7 -5.1 -35.2 	+2.5 -15.1 -10.6 -2.1 -18.0 11.0 11.0 11.0 11.0 11.0 73.8	+2.5 -15.0 -10.0 -1.8 -8.2 21.7 	+2.5 0.0 -10.4 -2.0 -7.9 36.5 	+2.5 -15.1 -10.5 -2.1 -18.1 10.9 87 KT LRT.58 1 73.8	+2.5 -15.0 -0.9 -1.8 -7.9 -22.1 	+2.5 0.0 -1.0.3 -2.0 -7.9 36.6 URT_SB 3 73.8
Saturat Constant A Abaptitan Vien Angle Constant Aller the North Rue and Aller the North Rue and Aller the North Rue and Aller the North Rue and Alastaneem Rue Saturations Ru	dB(A)	-15.5 -10.7 -2.1 -9.7 -29.9 	-15.4 -9.9 -1.8 -7.2 -33.5 -7.2 -7.2 -7.2 -7.2 -7.2 -7.2 -7.2 -7.2	15.4 -9.5 -1.6 -8.2 -33.2 	-15.4 -9.2 -1.5 -3.7 -38.1 	+2.5 -15.4 -10.1 -1.8 -4.9 -35.6 	+2.5 -15.5 -10.6 -2.1 -0.5 29.5 29.5 TML SB 1 81.2 +13.0	+2.5 -15,4 -9,7 -1.7 -7.5 -32.9 	+2.5 -15.4 -9.2 -1.5 -8.1 -33.0 	+2.5 -15.3 -8.8 -1.3 -3.4 -3.4 -3.3 -3.4 -3.3 -3.4 -5 	+2.5 -15.4 -9.8 -1.7 -5.1 -35.2 	+2.5 -15.1 -10.6 -2.1 -18.0 11.0 11.0 11.0 11.0 11.0 	+2.5 -15.0 -10.0 -1.8 -3.2 21.7 	+2.5 0.0 -10.4 -2.0 -7.9 36.5 	+2.5 -15.1 -10.5 -2.1 -18.1 10.9 RT URT 58.1 -73.8 +10.0	+2.5 -15.0 -0.9 -1.8 -7.9 -22.1 	+25 00 -103 -20 -7.9 36.6
Salara Constant Arkangatan Lan Jang Kang Canattan Lan Jang Lang Lang Lang Lang Lang Lang Lang L	dB(A)	-15.5 -10.7 -2.1 -9.7 29.9 TML NB 1 81.9 +13.0 -32.6	-15.4 -9.9 -1.8 -7.2 33.5 TML NB 2 81.9 +13.0 -32.6	-15.4 -9.5 -1.6 -8.2 -33.2 	-15.4 -9.2 -1.5 -3.7 -38.1 	+2.5 -15.4 -10.1 -1.8 -4.9 35.6 TML NB 5 81.9 +13.0 -32.6	+2.5 -15.5 -10.6 -2.1 -0.5 -29.5 	+2.5 -15.4 -9.7 -1.7 -7.5 -32.9 	+2.5 -15.4 -9.2 -1.5 -8.1 -33.0 	+2.5 -15.3 -4.8 -3.4 -3.4 -3.4 -3.8 -45 	+2.5 -15.4 -9.8 -1.7 -5.1 35.2 TML SB 5 -81.2 +13.0 -32.6	+2.5 -15.1 -10.6 -2.1 -18.0 11.0 11.0 11.0 -32.6	+2.5 -15.0 -10.0 -1.8 -1.8 -8.2 21.7 -1.8 -21.7 -1.8 -21.7 -	+2.5 0.0 -10.4 -2.0 -7.9 36.5 	+2.5 -15.1 -10.5 -2.1 -18.1 10.9 RT LRT SB.1 73.8 +10.0 -32.6	+2.5 -15.0 -0.9 -1.8 -7.9 22.1 22.1 LRT 58.2 -73.8 +10.0 -32.6	+2.5 0.0 -10.3 -2.0 -7.9 36.6 36.6 36.6 36.6 36.6 36.6 37.8 *10.0 -32.6
Saland Constant A Mangatan Van Angle Constant La -const Angle Analog Analog Sala Constant Sala Constant	dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A)	-15.5 -10.7 -2.1 -9.7 29.9 TML NB 1 81.9 +13.0 -32.6 +3.0	-15.4 -9.9 -1.8 -7.2 -33.5 -7.2 -33.5 -7.2 -33.5 -7.2 -8.1.9 +13.0 -32.6 +3.0	-15.4 -9.5 -1.6 -8.2 -33.2 	-15.4 -9.2 -1.5 -3.7 -3.8.1 	+2.5 -15.4 -10.1 -1.8 -4.9 35.6 TML N8.5 81.9 +13.0 -32.6 +3.0	+2.5 -15.5 -10.6 -2.1 -0.5 29.5 29.5 7ML 58 1 81.2 +13.0 -32.6 +3.0	+2.5 -155A -9.7 -1.7 -7.5 	+2.5 -15.4 -9.2 -1.5 -8.1 -3.3 - 	+2.5 -15.3 -3.8 -1.3 -3.4 -3.4 -3.8 -3.4 -3.8 -3.4 -3.4 -3.4 -3.4 -3.4 -3.4 -3.4 -3.4	+2.5 -15.4 -9.8 -1.7 -5.1 -35.2 	+2.5 -15.1 -10.6 -2.1 -18.0 11.0 11.0 11.0 73.8 +10.0 -32.6 +3.0	+2.5 -15.0 -10.0 -1.8 -8.2 21.7 21.7 21.7 21.7 23.8 +10.0 -32.6 +3.0	+2.5 0.0 -10.4 -2.0 -7.9 36.5 36.5 LRT NB 3 73.8 +10.0 -32.6 +3.0	+2.5 -15.1 -10.5 -2.1 -18.1 -10.9 10.9 10.9 10.9 10.9 10.9 10.9 10.9	+2.5 -15.0 -0.9 -1.8 -7.9 -22.1 22.1 22.1 22.1 -7.8 -7.8 -7.8 -7.8 -7.8 -7.8 -7.9 -7.9 -7.9 -7.9 -7.9 -7.9 -7.9 -7.9	+2.5 0.0 -1.0.3 -2.0 -7.9 36.6
Satara Constant A Advantan Van Anje Chantlan La pan Adrig Yola Overillinge and Adrig Yola Overillinge and Adrig Yola Overillinge and Advantant Har Advantant Har Advantant Har Advantant Har Advantant Har Advantant Har Advantant Har Advantant Har Advantant Constant Tash Tengen Constant Tash Senation Constant Tash Constant Advantant	dB(A)	-15.5 -10.7 -2.1 -9.7 29.9 	-15.4 -9.9 -1.8 -7.2 -33.5 -7.2 -33.5 -7.2 -33.5 -7.2 -33.5 -7.2 -33.5 -4.1 -4.1 -4.1 -4.1 -4.1 -4.1 -4.1 -4.1	-15.4 -9.5 -1.6 -8.2 -33.2 	-15.4 -0.2 -1.5 -3.7 -3.7 -3.7 -3.1 -3.7 -3.1 -3.7 -3.1 -3.7 -3.1 -3.7 -3.1 -3.7 -3.1 -3.7 	+2.5 -15.4 -10.1 -1.8 -4.9 -35.6 -35.6 -35.6 -37.6 -32.6 +3.0 +2.5	*2.5 -15.5 -10.6 -2.1 -0.5 20.5 20.5 20.5 20.5 20.5 20.5 20.5 2	+2.5 -15.4 -9.7 -1.7 -7.5 	+2.5 -15.4 -9.2 -1.5 -8.1 -8.1 -8.1 -8.1 -8.1 -8.1 -8.1 -7 -7 -7 -7 -7 -7 -7 -7 -7 -7 -7 -7 -7	+2.5 -15.3 -3.8 -3.4 -3.8 -3.4 -3.8 -3.4 -3.8 -5 	+2.5 -15.4 -0.8 -1.7 -5.1 -35.2 	+2.5 -15.1 -10.6 -2.1 -18.0 11.0 11.0 11.0 11.0 -32.6 +3.0 +2.5	+2.5 -15.0 -10.0 -1.8 -2.1.7 21.7 21.7 21.7 21.7 21.7 21.7 21.7	+2.5 0.0 -10.4 -2.0 -7.9 36.5 36.5 LRT NB 3 73.8 +10.0 -32.6 +3.0 +2.5	*2.5 -15.1 -10.5 -2.1 -18.1 10.9 10.9 87 LRT 58 1 -32.6 *3.0 *2.5	+2.5 -15.0 -0.9 -1.8 -7.9 -22.1 -22.5 -22.1 -22.5 -22.	+25 00 -103 -20 -79 366 366 366 366 366 366 366 366 366 36
Saland Constant A Mangatan Van Angle Constant La -const Angle Analog Analog Sala Constant Sala Constant	dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A) dB(A)	-15.5 -10.7 -2.1 -9.7 29.9 TML NB 1 81.9 +13.0 -32.6 +3.0	-15.4 -9.9 -1.8 -7.2 -33.5 -7.2 -33.5 -7.2 -33.5 -7.2 -8.1.9 +13.0 -32.6 +3.0	-15.4 -9.5 -1.6 -8.2 -33.2 	-15.4 -9.2 -1.5 -3.7 -3.8.1 	+2.5 -15.4 -10.1 -1.8 -4.9 35.6 TML N8.5 81.9 +13.0 -32.6 +3.0	+2.5 -15.5 -10.6 -2.1 -0.5 29.5 29.5 7ML 58 1 81.2 +13.0 -32.6 +3.0	+2.5 -155A -9.7 -1.7 -7.5 	+2.5 -15.4 -9.2 -1.5 -8.1 -3.3 - 	+2.5 -15.3 -3.8 -1.3 -3.4 -3.4 -3.8 -3.4 -3.8 -3.4 -3.4 -3.4 -3.4 -3.4 -3.4 -3.4 -3.4	+2.5 -15.4 -9.8 -1.7 -5.1 35.2 TML 58 5 81.2 +13.0 -32.6 +3.0	+2.5 -15.1 -10.6 -2.1 -18.0 11.0 11.0 11.0 73.8 +10.0 -32.6 +3.0	+2.5 -15.0 -10.0 -1.8 -8.2 21.7 21.7 21.7 21.7 23.8 +10.0 -32.6 +3.0	+2.5 0.0 -10.4 -2.0 -7.9 36.5 36.5 LRT NB 3 73.8 +10.0 -32.6 +3.0	+2.5 -15.1 -10.5 -2.1 -18.1 -10.9 10.9 10.9 10.9 10.9 10.9 10.9 10.9	+2.5 -15.0 -0.9 -1.8 -7.9 -22.1 22.1 22.1 22.1 -7.8 -7.8 -7.8 -7.8 -7.8 -7.8 -7.9 -7.9 -7.9 -7.9 -7.9 -7.9 -7.9 -7.9	+2.5 0.0 -1.0.3 -2.0 -7.9 36.6
Satara Constant A Abaquita La Abaquita La Abaquita La Abaquita La Abaquita La Abaquita La Abaquita Satara Sat	dB(A) dB(A)	-15.5 -10.7 -2.1 -9.7 -29.9 	-15.4 -0.9 -1.8 -7.2 33.5 TML NB 2 81.9 +33.0 -32.6 +3.0 +2.5 -1.5.4	-15.4 -0.5 -1.6 -8.2 -33.2 	-15.4 -0.2 -1.5 -3.7 -38.1 TML NB 4 -81.9 +13.0 -32.6 +3.0 +2.5 -15.4	+2.5 -15.4 -10.1 -1.8 -4.9 -35.6 	*2.5 -15.5 -10.6 -2.1 -0.5 29.5 7 ME_SB_1 81.2 *13.0 *13.2 *13.0 *13.2 *13.5	+2.5 -15.4 -9.7 -1.7 -7.5 	+25 -454 -92 -45 -41 -41 -31 -31 -31 -31 -31 -32 -32 -32 -32 -32 -32 -32 -32 -32 -32	+2.5 -15.3 -4.8 -4.3 -3.4 -3.4 -3.4 -3.4 -3.4 -3.4 -3.4	+2.5 -15.4 -9.8 -1.7 -5.1 -35.2 	+2.5 -15.1 -10.6 -2.1 -18.0 11.0 11.0 11.0 11.0 12.1 73.8 +10.0 -32.6 +3.0 +3.0 +2.5 -15.1	+2.5 -15.0 -10.0 -1.8 -8.2 21.7 	+2.5 0.0 -30.4 -2.0 -7.9 36.5 -7.9 36.5 -7.9 36.5 -7.9 -7.9 -7.9 -7.9 -7.9 -7.9 -7.9 -7.9	*2.5 -15.1 -10.5 -2.1 -18.1 10.9 10.9 RT LRT SB 1 73.8 +10.0 -32.6 +3.0 +3.2 +3.0 +3.2 +15.1	+2.5 -15.0 -0.9 -1.8 -7.9 -22.1 -22.1 -22.1 -73.8 +10.0 -32.6 +3.0 +3.0 +2.5 -15.0	+2.5 0.0 -1.0.3 -2.0 -7.9 38.6 38.6 73.8 +10.0 -32.6 +3.0 +2.5 0.0

Appendix 4.4 - Detail of Predicted Railway Noise Level at 6/F

			LRT		
oring Condition	Data	Unit	Monitoring Condition	Data	Unit
ength	8	Cars	Train Length	2	Cars
peed	130	km/hr	Train Speed	50	km/hr
oring Distance	25	m	Monitoring Distance	25	m
orth Bound)	81.4	dB(A)	L _{VM}	65	dB(A)
outh Bound)	80.7	dB(A)	SEL	70.9	dB(A)
tion Detail (Worst Case Scenario)	Data	Unit	Operation Detail (Worst Case Scenario)	Data	Unit
ength	0	Cars	Train Length	2	Cars
peed	130	km/hr	Train Speed	70	km/hr
requency	40	Train/hour	Train Frequency	19	Train/hour
requency	20	Train/30min	Train Frequency	10	Train/30min
(9 Cars, 130km/hr, measured 25m)	Data	Unit	SEL _{ter} (2 Cars, 70km/hr, measured 25m)	Data	Unit
(North Bound)	81.9	dB(A)	SEL _{fact}	73.8	dB(A)
(South Bound)	81.2	dB(A)			
			PNIA CE 01		

TML				LRT									
Monitoring Condition	Data	Unit		Monitoring Conditi	ion				Data	Unit			
Train Length	8	Cars		Train Length					2	Cars			
Train Speed	130	km/hr		Train Speed					50	km/hr			
Monitorine Distance	25	m		Monitoring Distance	8				25	m			
SEL (North Bound)	81.4	dB(A)		Lyna					65	dB(A)			
SEL (South Bound)	80.7	dB(A)		SEL					70.9	dB(A)			
Operation Detail (Worst Case Scenario)	Data	Unit		Operation Detail (V	Norst Case Scenario)			Data	Unit			
Train Length	9	Cars		Train Length		2	Cars						
Train Speed	130	km/hr		Train Speed			70	km/hr					
Train Frequency	40	Train/hour		Train Frequency			19	Train/hour					
Train Frequency	20	Train/30min		Train Frequency			10	Train/30min					
SEL _{euf} (North Bound) SEL _{euf} (South Bound)	81.9 81.2												
NSR ID						RNIA_6F_01	L						
Description						Dormitory							
Assessment Floor						6/F							
Track						TML							
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5		
Track ID	Unit dB(A)	TML_NB_1 81.9	TML_NB_2 81.9	TML_NB_3 81.9	TML_NB_4 81.9		TML_SB_1 81.2	TML_SB_2 81.2	TML_58_3 81.2	TML_SB_4 81.2	TML_SB_5 81.2		
Track ID SEL _{net}						TML_NB_5							
Track ID SRi _{ted} Train Frequency Correction Time Correction (30min)	dB(A)	81.9	81.9	81.9	81.9	TML_NB_5 81.9	81.2	81.2	81.2	81.2	81.2		
Track ID St _{hul} Train Frequency Correction Time Correction (30min)	dB(A) dB(A)	81.9 +13.0	81.9 +13.0	81.9 +13.0	81.9 +13.0	TML_NB_5 81.9 +13.0	81.2 +13.0	81.2 +13.0	81.2 +13.0	81.2 +13.0	81.2 +13.0		
Track ID SEL _{auf} Train Frequency Correction	dB(A) dB(A) dB(A)	81.9 +13.0 -32.6	81.9 +13.0 -32.6	81.9 +13.0 -32.6	81.9 +13.0 -32.6	TML_NB_5 81.9 +13.0 -32.6	81.2 +13.0 -32.6	81.2 +13.0 -32.6	81.2 +13.0 -32.6	81.2 +13.0 -32.6	81.2 +13.0 -32.6		
Track10 Stitus Stitus Tran Frequency Correction Time Correction (3min) Track Detarloration Correction Stagde Correction Stagde Correction	dB(A) dB(A) dB(A) dB(A)	81.9 +13.0 -32.6 +3.0	81.9 +13.0 -32.6 +3.0	81.9 +13.0 -32.6 +3.0	81.9 +13.0 -32.6 +3.0	TML_NB_5 81.9 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0	81.2 +13.0 -32.6 +3.0		
Track ID St _{hut} Train Frequency Correction Time Correction (30min) Track Deterioration Correction	dB(A) dB(A) dB(A) dB(A) dB(A)	81.9 +13.0 -32.6 +3.0 +2.5	81.9 +13.0 -32.6 +3.0 +2.5	81.9 +13.0 -32.6 +3.0 +2.5	81.9 +13.0 -32.6 +3.0 +2.5	TML_NB_5 81.9 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5	81.2 +13.0 -32.6 +3.0 +2.5		
Track ID Stay Train Frequency Correction Time Correction (Donin) Time Correction (Donin) Facebic Correction Barrier Correction Doning Corre	(B)(A) (B)(A) (B)(A) (B)(A) (B)(A) (B)(A) (B)(A)	81.9 +13.0 -32.6 +3.0 +2.5 -15.4	81.9 +13.0 -32.6 +3.0 +2.5 -15.3	81.9 +13.0 -32.6 +3.0 +2.5 -15.3	81.9 +13.0 -32.6 +3.0 +2.5 -15.3	TML_NB_S 81.9 +13.0 -32.6 +3.0 +2.5 -15.3	81.2 +13.0 -32.6 +3.0 +2.5 -15.3	81.2 +13.0 -32.6 +3.0 +2.5 -15.3	81.2 +13.0 -32.6 +3.0 +2.5 -15.2	81.2 +13.0 -32.6 +3.0 +2.5 -15.2	81.2 +13.0 -32.6 +3.0 +2.5 -15.3		
Track D Sta _w Tran Fragmany Correction Tran Contention Track Ordention (Damo) Track Ordention Track Ordention Barrier Correction Barrier Correction Barrier Correction Barrier Correction	(B[A] (B[A] (B[A] (B[A] (B[A] (B[A] (B[A] (B[A]	81.9 +13.0 -32.6 +3.0 +2.5 -15.4 -10.5	81.9 +13.0 +32.6 +3.0 +2.5 -15.3 -9.8	81.9 +13.0 -32.6 +3.0 +2.5 -15.3 -9.5	81.9 +13.0 -32.6 +3.0 +2.5 -15.3 -9.4	TML NB 5 81.9 +13.0 -32.6 +3.0 +2.5 -15.3 -10.4	81.2 +13.0 -32.6 +3.0 +2.5 -15.3 -10.4	81.2 +13.0 -32.6 +3.0 +2.5 -15.3 -9.6	81.2 +13.0 -32.6 +3.0 +2.5 -15.2 -9.2	81.2 +13.0 -32.6 +3.0 +2.5 -15.2 -9.0	81.2 +13.0 -32.6 +3.0 +2.5 -15.3 -10.1		
Track To Tran Frequency Connection Tran Connection (Month) Tran & Desirvation (Month) Track Desirvation (Month) Track Connection Distance Connection Distance Connection Distance Connection	(A)db (A)db (A)db (A)db (A)db (A)db (A)db (A)db (A)db (A)db (A)db	81.9 +13.0 -32.6 +3.0 +2.5 -15.4 -10.5 -2.0	81.9 +13.0 -32.6 +3.0 +2.5 -15.3 -9.8 -1.7	81.9 +13.0 -32.6 +3.0 +2.5 -15.3 -9.5 -1.6	81.9 +13.0 -32.6 +3.0 +2.5 -15.3 -9.4 -1.5	TML NB 5 81.9 +13.0 -32.6 +3.0 +2.5 -15.3 -10.4 -2.0	81.2 +13.0 -32.6 +3.0 +2.5 -15.3 -10.4 -2.0	81.2 +13.0 -32.6 +3.0 +2.5 -15.3 -9.6 -1.6	81.2 +13.0 -32.6 +3.0 +2.5 -15.2 -9.2 -1.5	81.2 +13.0 -32.6 +3.0 +2.5 -15.2 -9.0 -1.4	81.2 +13.0 -32.6 +3.0 +2.5 -15.3 -10.1 -1.9		

NSR ID						RNIA_6F_00	2				
Description						Dormitory					
Assessment Floor						6/F					
Track						TML					
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5
SELmi	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.4	-15.3	-15.3	-15.3	-15.4	-15.4	-15.3	-15.2	-15.2	-15.3
Distance Correction	dB(A)	-10.6	-10.0	-9.7	-9.5	-10.4	-10.5	-9.8	-9.4	-9.2	-10.2
Air Absorption	dB(A)	-2.1	-1.8	-1.6	-1.6	-2.0	-2.1	-1.7	-1.5	-1.5	-1.9
View Angle Correction	dB(A)	-9.1	-6.8	-8.2	-4.1	-5.3	-8.8	-7.0	-8.0	-3.8	-5.4
Las, Enn	dB(A)	30.7	33.9	33.1	37.4	34.8	30.4	33.4	33.0	37.5	34.3
Rolling Noise Overall (L _{teq, XDmin})	dB(A)					4	4				

NSR ID						RNIA_6F_0	3				
Description						Dormitory					
Assessment Floor						6/F					
Track						TML					
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5
SEL _{net}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.4	-15.3	-15.3	-15.3	-15.4	-15.4	-15.3	-15.3	-15.3	-15.3
Distance Correction	dB(A)	-10.7	-10.1	-9.8	-9.7	-10.5	-10.6	-9.9	-9.6	-9.4	-10.3
Air Absorption	dB(A)	-2.2	-1.9	-1.7	-1.7	-2.0	-2.1	-1.8	-1.6	-1.5	-1.9
View Angle Correction	dB(A)	-9.1	-7.0	-8.3	-4.2	-5.2	-8.8	-7.1	-8.2	-3.9	-5.3
Lang, IDIA	dB(A)	30.5	33.6	32.7	37.0	34.8	30.2	33.1	32.5	37.1	34.4
Rolling Noise Overall (Long, 2011)	dB(A)					4	4				

NSR ID									KNIA_6F_0								
Description									Dormitory								
Assessment Floor									6/F								
Track						TML								U	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SELmet	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Facade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.4	-15.4	-15.3	-15.3	-15.3	-15.4	-15.4	-15.3	-15.3	-15.3	-15.1	-15.0	0.0	-15.0	-14.9	0.0
Distance Correction	dB(A)	-11.3	-10.7	-10.2	-9.8	-10.2	-11.2	-10.5	-10.0	-9.5	-9.9	-10.9	-10.3	-10.4	-10.8	-10.2	-10.3
Air Absorption	dB(A)	-2.5	-2.1	-1.9	-1.7	-1.9	-2.4	-2.0	-1.8	-1.6	-1.8	-2.2	-1.9	-2.0	-2.2	-1.9	-2.0
View Angle Correction	dB(A)	-9.9	-7.9	-9.1	-4.3	-4.3	-9.7	-8.1	-9.1	-4.0	-4.3	-22.3	-8.5	-7.1	-22.6	-8.2	-7.1
Lass, main	dB(A)	28.8	31.8	31.3	36.7	36.1	28.5	31.2	30.9	36.8	35.8	6.3	21.0	37.2	6.0	21.5	37.4
Rolling Noise Overall (Long, 2011)	dB(A)								4	15							

NSR ID									RNIA 6F 0	5							
Description									Dormitory	r							
Assessment Floor									6/F								
Track						TML								U	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_58_1	LRT_SB_2	LRT_SB_3
SEL _{auf}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.4	-15.4	-15.3	-15.3	-15.3	-15.4	-15.4	-15.3	-15.3	-15.3	-15.0	-14.9	0.0	-15.0	-14.9	0.0
Distance Correction	dB(A)	-11.2	-10.6	-10.2	-9.8	-10.1	-10.4	-10.4	-9.9	-9.4	-9.9	-10.8	-10.2	-10.4	-10.8	-10.1	-10.3
Air Absorption	dB(A)	-2.5	-2.1	-1.9	-1.7	-1.9	-2.0	-2.0	-1.8	-1.6	-1.7	-2.2	-1.9	-2.0	-2.2	-1.9	-1.9
View Angle Correction	dB(A)	-10.0	-7.9	-9.1	-4.2	-4.3	-9.8	-8.2	-9.1	-4.0	-4.3	-22.1	-8.5	-7.1	-22.4	-8.2	-7.1
Lase, gran	dB(A)	28.8	31.9	31.4	36.9	36.2	29.6	31.2	31.1	36.9	35.9	6.6	21.2	37.3	6.3	21.6	37.4

NSR ID									RNIA_6F_0	5							
Description									Dormitory								
Assessment Floor									6/F								
Track						TML								u	RT		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{tof}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.4	-15.3	-15.3	-15.3	-15.3	-15.4	-15.3	-15.3	-15.2	-15.3	-15.0	-14.9	0.0	-15.0	-14.9	0.0
Distance Correction	dB(A)	-11.0	-10.4	-9.9	-9.6	-10.1	-11.0	-10.2	-9.7	-9.2	-9.8	-10.4	-10.2	-10.4	-10.7	-10.1	-10.3
Air Absorption	dB(A)	-2.3	-2.0	-1.8	-1.6	-1.9	-2.3	-1.9	-1.7	-1.5	-1.7	-2.0	-1.9	-2.0	-2.1	-1.8	-1.9
View Angle Correction	dB(A)	-9.9	-7.7	-8.8	-4.0	-4.5	-9.7	-7.9	-8.8	-3.8	-4.5	-20.6	-8.3	-7.3	-20.8	-8.0	-7.3
Lass, Don	dB(A)	29.2	32.5	32.0	37.4	36.1	28.8	31.8	31.8	37.5	35.8	8.8	21.4	37.0	8.0	21.9	37.2
Rolling Noise Overall (Lnes, mass)	dB(A)									6							

NSR ID									RNIA_6F_0	7							
Description									Dormitory								
Assessment Floor									6/F								
Track						TML								U	त		
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{net}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.4	-15.3	-15.3	-15.3	-15.3	-15.4	-15.3	-15.3	-15.2	-15.3	-15.0	-14.9	0.0	-15.0	-14.9	0.0
Distance Correction	dB(A)	-11.0	-10.3	-9.9	-9.5	-10.1	-10.9	-10.1	-9.6	-9.2	-9.9	-10.7	-10.2	-10.4	-10.7	-10.1	-10.3
Air Absorption	dB(A)	-2.3	-1.9	-1.7	-1.6	-1.9	-2.3	-1.9	-1.6	-1.5	-1.7	-2.2	-1.9	-2.0	-2.1	-1.8	-2.0
View Angle Correction	dB(A)	-9.8	-7.6	-8.7	-4.0	-4.6	-9.6	-7.8	-8.6	-3.7	-4.7	-20.0	-8.3	-7.5	-20.2	-8.0	-7.4
L _{heq, 2010}	dB(A)	29.4	32.7	32.3	37.5	36.0	29.0	32.1	32.0	37.6	35.6	8.9	21.5	36.9	8.7	21.9	37.0
Rolling Noise Overall (L _{test. 2010})	dB(A)									16							

Appendix 4.4 - Detail of Predicted Railway Noise Level at 6/F

View Angle Correction Lase, amon Rolling Noise Overall (Lase

TML				LRT													
Monitoring Condition	Data	Unit	1	Monitoring Condi					Data	Unit	1						
	Data				tion				Data		-						
Train Length Train Speed	130	Cars km/hr		Train Length Train Speed					50	Cars km/hr							
	25								25		-						
Monitoring Distance SEL (North Bound)	81.4	m dB(A)		Monitoring Distan	ce				65	m dB(A)							
SEL (North Bound) SEL (South Bound)	80.7	dB(A)		SEL					70.9	dB(A)							
SEL (South Bound)	80.7	ds(A)	1	SEL					70.9	dB(A)	1						
Operation Detail (Worst Case Scenario)	Data	Unit	1	Operation Detail	Worst Case Scenari	0)			Data	Unit	1						
Train Length	9	Cars		Train Length					2	Cars							
Train Speed	130	km/hr		Train Speed					70	km/hr							
Train Frequency	40	Train/hour		Train Frequency					19	Train/hour							
Train Frequency	20	Train/30min		Train Frequency					10	Train/30min							
SEL _{net} (9 Cars, 130km/hr, measured 25m)	Data	Unit			om/hr, measured 25	m)			Data	Unit							
SEL _{sef} (North Bound)	81.9	dB(A)		SELmer					73.8	dB(A)							
SEL _{suf} (South Bound)	81.2	dB(A)															
NSR ID									RNIA_6F_C								
Description									Dormitor	Y							
Assessment Floor						TML			6/F						RT		
Track Track ID	Unit	TMI NR 1	TML NR 2	TML_NB_3	TML NB 4	TML NR 5	TML SR 1	TML SR 2	TMI SR 3	TMI SR 4	TMI SR 5	IRT NR 1	LRT NB 2	LRT NB 3	IRT SR 1	IRT SR 2	LRT SB 3
SEL _{ad}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	-32.0	+3.0	+3.0	+3.0	-32.6
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.4	+2.5	-15.3	-15.2	-15.3	-15.4	-15.3	-15.3	-15.2	-15.3	+2.5	-14.9	0.0	-15.0	-14.9	0.0
Distance Correction	dB(A)	-10.8	-10.1	-9.7	-9.4	-10.1	-10.7	-9.9	-9.4	-9.0	-9.9	-10.7	-10.1	-10.4	-10.6	-10.0	-10.4
Air Absorption	dB(A)	-2.2	-1.8	-1.6	-4.5	-1.9	-2.2	-1.8	-1.5	-1.4	-1.7	-2.1	-1.9	-2.0	-2.1	-1.8	-2.0
View Angle Correction	dB(A)	-9.7	-7.3	-8.4	-3.9	-4.8	-9.5	-7.5	-8.3	-3.6	-4.9	-18.8	-8.3	-7.7	-18.9	-8.0	-7.7
Line Eren	dB(A)	29.8	33.3	32.9	37.9	35.7	29.5	32.7	32.7	38.0	35.3	10.2	21.6	36.6	10.1	22.0	36.7
Rolling Noise Overall (Lang, 2011)	dB(A)									46							
NSR ID									RNIA_6F_0								
Description									Dormitor	Y							
Assessment Floor									6/F						RT		
Track	Linit		1	TMI NR 3	1	TML TML NB 5				TMI SR 4	1	IRT NR 1	1	LRT NB 3		T	LRT SB 3
Track ID SELau	Unit dB(A)	TML_NB_1 81.9	TML_NB_2 81.9	TML_NB_3 81.9	TML_NB_4 81.9	TML_NB_5 81.9	TML_SB_1 81.2	TML_SB_2 81.2	TML_58_3 81.2	TML_SB_4 81.2	TML_SB_5 81.2	1 173.8 1	LRT_NB_2 73.8	13.8 LRT_NB_3	LRT_58_1 73.8	LRT_SB_2 73.8	LRT_SB_3 73.8
	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Train Frequency Correction Time Correction (30min)	dB(A) dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Frace Detendration Correction	dB(A) dB(A)	+3.0	+3.0	+3.0	+3.0 +2.5	+3.0	+3.0	+3.0	+3.0 +2.5	+3.0	+3.0	+3.0	+3.0 +2.5	+3.0 +2.5	+3.0	+3.0	+3.0 +2.5
Fagade Contection	dB(A)	-15.4	+2.5	+2.5	-15.2	+2.5	+2.5	15.3	+2.5	15.2	+2.5	+2.5	14.9	¥2.5	-15.0	+2.5	12.5
Distance Correction	(B(A)	-13.4	.45.5	.95	-15.2	-15.3	-15.4	-15.5	-15.2	-15.2	-15.3	-15.0	-14.9	-10.4	-10.5	-14.9	-10.3
Air Absorption	dB(A)	-2.1	-1.8	-1.6	-1.5	-1.8	-2.1	-1.7	-1.5	-1.3	-1.7	-2.1	-1.8	-2.0	-2.1	-1.8	-2.0
View Angle Correction	dB(A)	-9.7	-7.2	-8.2	-3.7	-4.9	-9.5	-7.5	-8.1	-3.4	-5.1	-18.0	-8.2	-7.9	-18.1	-7.9	-7.9
Line Eren	dB(A)	30.0	33.6	33.3	38.3	35.7	29.6	33.0	33.2	38.4	35.3	11.1	21.8	36.5	11.0	22.2	36.6
Rolling Noise Overall (L _{ten. Menn})	dB(A)								-	46							
NSR ID									RNIA_6F_1								
Description									Dormitor	Y							
Assessment Floor									6/F			1					
Track				-		TML									RT	-	
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_58_3	TML_SB_4	TML_SB_5	LRT_NB_1	LRT_NB_2	LRT_NB_3	LRT_SB_1	LRT_SB_2	LRT_SB_3
SEL _{tef}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2	73.8	73.8	73.8	73.8	73.8	73.8
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+10.0	+10.0	+10.0	+10.0	+10.0	+10.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.4	-15.3	-15.3	-15.2	-15.3	-15.4	-15.3	-15.2	-15.2	-15.3	-15.0	-14.9	0.0	-15.0	-14.9	0.0
Distance Correction Air Absorption	dB(A)	-10.6	-9.9	-9.4	-9.1	-10.1	-10.5	-9.6	-9.1	-8.8	-9.8	-10.5	-10.0	-10.4	-10.5	-10.0	-10.4
					-1.4	-1.8		-1.6		-1.3	-1.7	-2.1	-1.8	-2.0	-2.0	-1.8	-2.0
Air Absorption View Anale Correction	dB(A) dB(A)	-2.1	-7.1	-8.1	-3.7	-5.1	-9.5	-7.3	-8.0	-3.4	-5.2	-17.5	-8.2	-8.0	-17.6	-7.9	-8.0

Appendix 4.4 - Detail of Predicted Railway Noise Level at 7/F

TML			LRT		
Monitoring Condition	Data	Unit	Monitoring Condition	Data	Unit
Train Length	8	Cars	Train Length	2	Cars
Train Speed	130	km/hr	Train Speed	50	km/hr
Monitoring Distance	25	m	Monitoring Distance	25	m
SEL (North Bound)	81.4	dB(A)	has	65	dB(A)
SEL (South Bound)	80.7	dB(A)	SEL	70.9	dB(A)
Operation Detail (Worst Case Scenario)	Data	Unit	Operation Detail (Worst Case Scenario)	Data	Unit
Train Length	9	Cars	Train Length	2	Cars
Train Speed	130	km/hr	Train Speed	70	km/hr
Train Frequency	40	Train/hour	Train Frequency	19	Train/hour
Train Frequency	20	Train/30min	Train Frequency	10	Train/30min
SEL _{suf} (9 Cars, 130km/hr, measured 25m)	Data	Unit	SEL _{But} (2 Cars, 70km/hr, measured 25m)	Data	Unit
SEL _{nel} (North Bound)	81.9	dB(A)	SEL _{Bef}	73.8	dB(A)
SEL _{ter} (South Bound)	81.2	dB(A)			
NSR ID			RNIA_7F_01		
Description			Conference Room (1)		

Assessment Floor						7/F					
Track						TML					
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5
SEL _{md}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
Train Frequency Correction	dB(A)	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Façade Correction	dB(A)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
Barrier Correction	dB(A)	-15.3	-15.2	-15.1	-15.1	-15.2	-15.3	-15.2	-15.1	-15.1	-15.2
Distance Correction	dB(A)	-10.6	-10.0	-9.6	-9.5	-10.4	-10.5	-9.7	-9.3	-9.2	-10.2
Air Absorption	dB(A)	-2.1	-1.8	-1.6	-1.6	-2.0	-2.0	-1.7	-1.5	-1.5	-1.9
View Angle Correction	dB(A)	-9.1	-6.8	-8.1	-4.1	-5.3	-8.8	-7.0	-8.0	-3.8	-5.5
Lites, Bran	dB(A)	30.9	34.1	33.4	37.6	34.9	30.5	33.6	33.2	37.7	34.4
Rolling Noise Overall (1)	(B(A)						45				

NSR ID						RNIA_7F_0	2				
Description						Conference Roo	m (2)				
Assessment Floor						7/F					
Track						TML					
Track ID	Unit	TML_NB_1	TML_NB_2	TML_NB_3	TML_NB_4	TML_NB_5	TML_SB_1	TML_SB_2	TML_S8_3	TML_SB_4	TML_SB_5
SELmi	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.3	-15.2	-15.2	-15.1	-15.2	-15.3	-15.2	-15.1	-15.1	-15.2
Distance Correction	dB(A)	-10.6	-10.0	-9.7	-9.6	-10.5	-10.6	-9.8	-9.4	-9.3	-10.2
Air Absorption	dB(A)	-2.1	-1.8	-1.7	-1.6	-2.0	-2.1	-1.7	-1.5	-1.5	-1.9
View Angle Correction	dB(A)	-9.1	-6.9	-8.2	-4.1	-5.3	-8.8	-7.0	-8.1	-3.8	-5.4
Las, Enn	dB(A)	30.8	34.0	33.2	37.4	34.9	30.5	33.5	33.0	37.5	34.4
Rolling Noise Overall (L _{teq, XDmin})	dB(A)						14				

NSR ID		RNA_7F_03									
Description						Superintedent's	Office				
Assessment Floor						7/F					
Track						TML					
Track ID	Unit TMLNB.1 TMLNB.2 TMLNB.3 TMLNB.4 TMLNB.5 TMLSB.1 TMLSB.2 TMLSB.3 TMLSB.4						TML_SB_5				
SEL _{nd}	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.3	-15.2	-15.2	-15.1	-15.2	-15.3	-15.2	-15.1	-15.1	-15.2
Distance Correction	dB(A)	-10.7	-10.1	-9.8	-9.7	-10.5	-10.6	-9.9	-9.5	-9.3	-10.2
Air Absorption	dB(A)	-2.2	-1.9	-1.7	-1.7	-2.0	-2.1	-1.8	-1.6	-1.5	-1.9
View Angle Correction	dB(A)	-9.1	-6.9	-8.3	-4.2	-5.2	-8.8	-7.1	-8.2	-3.9	-5.3
L _{Leg, Enn}	dB(A)	30.7	33.8	32.9	37.2	34.9	30.4	33.3	32.7	37.3	34.5
Rolling Noise Overall (Lass. apres)	dB(A)	dB(A) 44									

NSR ID		RNA_7F_04									
Description		Assistant Superintedent's Office									
Assessment Floor						7/F					
Track						TML					
Track ID	Unit	Unit TMLNB1 TMLNB2 TMLNB3 TMLNB4 TMLNB5 TMLSB1 TMLSB2 TMLSB3 TMLSB4 TML						TML_SB_5			
SELnef	dB(A)	81.9	81.9	81.9	81.9	81.9	81.2	81.2	81.2	81.2	81.2
Train Frequency Correction	dB(A)	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0	+13.0
Time Correction (30min)	dB(A)	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6	-32.6
Track Deterioration Correction	dB(A)	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0	+3.0
Façade Correction	dB(A)	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5	+2.5
Barrier Correction	dB(A)	-15.3	-15.2	-15.2	-15.2	-15.3	-15.3	-15.2	-15.1	-15.1	-15.2
Distance Correction	dB(A)	-10.8	-10.2	-9.9	-9.7	-10.5	-10.7	-10.0	-9.6	-9.4	-10.3
Air Absorption	dB(A)	-2.2	-1.9	-1.7	-1.7	-2.1	-2.1	-1.8	-1.6	-1.5	-1.9
View Angle Correction	dB(A)	-9.1	-7.0	-8.4	-4.2	-5.2	-8.8	-7.1	-8.3	-4.0	-5.3
Las, min	dB(A)	30.6	33.6	32.7	37.1	34.9	30.3	33.1	32.5	37.1	34.5
Rolling Noise Overall (Loss, Item)	dB(A)	dB(A) 44									

ERGY_NAS\Proj.Work\23_Work\DeSpace - NIA for RCHE Development at Tin Shui Wai (W23042)\PREP\NIA Report\RT23042-NIA-01_v1\Appendix\App4.4_W23042_RNIA_v1.xiox

Appendix 7

Sewerage Impact Analysis

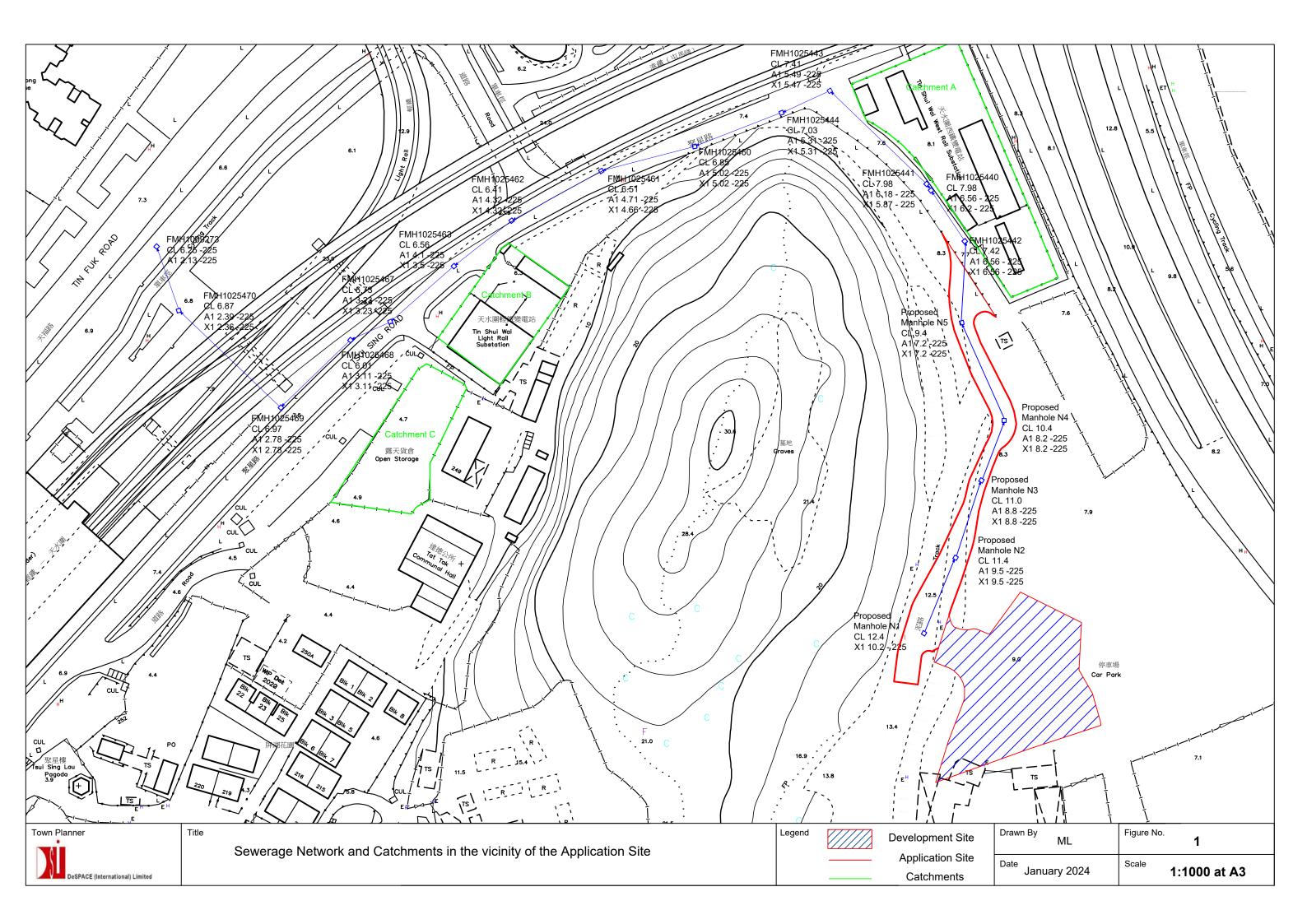


Table 1 Calculation for Sewage Generation Rate of the Proposed Development

Peak Flow

RCHE Use		
Total Number of Residents	420	
Unit Flow Factor	0.19	GESF(Table T-1) - UFF for Domestic Flows 0.190 (Institutional and special class)
Total Number of Employee	150	
Unit Flow Factor	0.28	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.08 (Commercial Employee) + 0.2 (Community, Social & Personal Services)
Estimated Dry Weather Flow	121.80	m ³ /day
Estimated Population	18	
Estimated Population	19	
-	0.07	GESF(Table T-1) - UFF for Domestic Flows
Unit Flow Factor	0.27	0.270 (Private R2)
Estimated Dry Weather Flow	4.86	m ³ /day
Fotal Flow from Proposed Developme	ent	
Flow Rate	126.66	m ³ /day
Catchment Inflow Factor	1.00	Catchment Inflow Factor = 1.00 (Yuen Long) based on EPD's GESF Table T-4
Flow Rate (including catchment inflow	126.66	m ³ /day
Contributing Population	469.11	
Peaking Factor	8	Peaking Factor=8 for population (including stormwater allowance) base on EPD's GESF Table T-5

11.73 L/s

Table 2 Calculation for Sewage Generation

	1a Tin Shui Wai West Rail Substation	Remarks
	Assumed number of employees 5	Reference is made to the SIA of the approved Town Planning Application No.: A/YL-PS/623
А	Unit Flow Factor 0.33 m ³ /person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.25 (J2 Electricity Gas & Water)
	Estimated Dry Weather Flow 1.65 m ³ /person/day	
	2 LRT Rectifier Station	
	Assumed number of employees 5	Reference is made to the SIA of the approved Town Planning Application No.: A/YL-PS/623
В	Unit Flow Factor 0.33 m ³ /person/day	GESF(Table T-2) - UFF for Commercial Flow and Student Flow 0.080 (Commercial Employee) +0.25 (J2 Electricity Gas & Water)
	Estimated Dry Weather Flow $1.65 \text{ m}^3/\text{day}$	
	3 North Site of the approved Transitional Housing	
	Estimated number of residents 114	Reference is made to the SIA of the approved Town Planning Application No.: A/YL-PS/623
С	Unit Flow Factor 0.27	GESF(Table T-1) - UFF for Domestic Flows 0.270 (Private R2)
	Estimated Dry Weather Flow 30.78 m ³ /day	

Table 3 Total Estimated Peak Flow

Catchment		From the Most Upstream	Total Estimated Dry Weather Flow (m ³ /day)	Catchment Inflow Factor ^[1]	Cumulative Average Dry Weather Flow (m ³ /day)	Contributing Population ^[2]	Peaking Factor ^[3]	Total Estimated Peak Flow (m ³ /day)	Total Estimated Peak Flow (L/s)
		Proposed Development	126.66	1	126.66	469.11	8	1013.28	11.73
	А	Tin Shui Wai West Rail Substation	1.65	1	128.31	475.22	8	1026.48	11.88
	A to B	LRT Rectifier Station	1.65	1	129.96	481.33	8	1039.68	12.03
	A to C	North Site of the approved Transitional Housing	30.78	1	160.74	595.33	8	1285.92	14.88

Remarks:

^[1] Catchment Inflow Factor = 1.00 (Yuen Long) based on EPD's GESF Table T-4

 $[2] Based on the equation from GESF: Contributing Population = \frac{Calculated total average flow (m'/day)}{0.27 (m'/person/day)}$

^[3]Peaking Factor=8 for population <1000, and 6 for population 1000-5000 (including stormwater allowance) base on EPD's GESF Table T-5

Table 4 Sewer Capacity Check

Catchment	Pipe Name	Manhole I		Pipe Diameter (m)	Pipe Length (m)	Invert	Level (mPD)	g (m/s ²)	k _s (m)	s	v (m²/s)	V (m/s)	Area (m ²)	Q (m ³ /s)	Sewer Capacity (L/s)	Sewage Flow (L/s)	% of Peak Flow to Sewer Capacity
		Upstream	Downstream			Upstream	Downstream								. ,		
	S1	N1	N2	0.225	25	10.2	9.5	9.81	0.003	0.0280	0.00000114	1.7149	0.040	0.068	68.19	11.73	17.20%
	S2	N2	N3	0.225	25	9.5	8.8	9.81	0.003	0.0280	0.00000114	1.7149	0.040	0.068	68.19	11.73	17.20%
Proposed Development	\$3	N3	N4	0.225	19.4	8.8	8.2	9.81	0.0006	0.0309	0.00000114	2.3071	0.040	0.092	91.73	11.73	12.78%
	S4	N4	N5	0.225	33	8.2	7.2	9.81	0.0006	0.0303	0.00000114	2.2836	0.040	0.091	90.80	11.73	12.92%
	85	N5	FMH1025442	0.225	25	7.2	6.56	9.81	0.0006	0.0256	0.00000114	2.0977	0.040	0.083	83.41	11.73	14.06%
	FWD1028401	FMH1025442	FMH1025440	0.225	18.2	6.56	6.2	9.81	0.0006	0.0198	0.00000114	1.8422	0.040	0.073	73.25	11.88	16.22%
	FWD1028402	FMH1025440	FMH1025441	0.225	1.2	6.2	6.18	9.81	0.003	0.0167	0.00000114	1.3224	0.040	0.053	52.58	11.88	22.60%
	FWD1028403	FMH1025441	FMH1025443	0.225	41.8	5.87	5.49	9.81	0.003	0.0091	0.00000114	0.9759	0.040	0.039	38.80	11.88	30.62%
٨	FWD1028404	FMH1025443	FMH1025444	0.225	15.8	5.47	5.31	9.81	0.003	0.01013	0.00000114	1.0301	0.040	0.041	40.96	11.88	29.01%
А	FWD1028420	FMH1025444	FMH1025460	0.225	28.5	5.31	5.02	9.81	0.003	0.01018	0.00000114	1.0326	0.040	0.041	41.06	11.88	28.94%
	FWD1028421	FMH1025460	FMH1025461	0.225	29.7	5.02	4.71	9.81	0.003	0.01044	0.00000114	1.0459	0.040	0.042	41.59	11.88	28.57%
	FWD1028422	FMH1025461	FMH1025462	0.225	31.5	4.66	4.32	9.81	0.003	0.01079	0.00000114	1.0636	0.040	0.042	42.29	11.88	28.09%
	FWD1028424	FMH1025462	FMH1025463	0.225	22.4	4.32	4.1	9.81	0.003	0.00982	0.00000114	1.0144	0.040	0.040	40.34	11.88	29.45%
A+B	FWD1028427	FMH1025463	FMH1025467	0.225	25.5	3.5	3.23	9.81	0.003	0.011	0.00000114	1.0534	0.040	0.042	41.88	12.03	28.73%
	FWD1028428	FMH1025467	FMH1025468	0.225	12.7	3.23	3.11	9.81	0.003	0.009	0.00000114	0.9950	0.040	0.040	39.56	14.88	37.62%
A D C	FWD1028429	FMH1025468	FMH1025469	0.225	30.3	3.11	2.78	9.81	0.003	0.011	0.00000114	1.0684	0.040	0.042	42.48	14.88	35.04%
A+B+C	FWD1028430	FMH1025469	FMH1025470	0.225	43.6	2.78	2.39	9.81	0.003	0.009	0.00000114	0.9680	0.040	0.038	38.49	14.88	38.67%
	FWD1028432	FMH1025470	FMH1009273	0.225	20	2.36	2.13	9.81	0.003	0.0115	0.00000114	1.0980	0.040	0.044	43.66	14.88	34.09%

Remarks:

(1) g=gravitational acceleration; k_s =equivalent pipeline roughness; s=hydraulic gradient; v=kinematic viscosity of fluid; V=mean velocity (2) The value of k_s = 0.6mm (for velocities greater than 1.2m/s, otherwise 3mm) is adopted for the calculation of slimed clayware sewer, poor condition (based on Table 5: Recommended Roughness Values in Sewerage Manual)

(3) The mean velocity is calculated using the Colebrook-White Equation:

 $V = -\sqrt{(8gDs)}\log(\frac{k_s}{3.7D} + \frac{2.51v}{D\sqrt{(2gDs)}})$

Appendix 8

Drainage Impact Analysis

PROPOSED COMPOSITE "SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)" (RCHE) AND "RESIDENTIAL INSTITUTION" (SENIOR HOSTEL) DEVELOPMENT ON A SITE CURRENTLY ZONED AS "GOVERNMENT, INSTITUTIONAL OR COMMUNITY" (G/IC) IN LOT NOS. 257 (PART), 258 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D. 122, PING SHAN, YUEN LONG

DRAINAGE IMPACT ASSESSMENT

Feb 2024

Report No: RT23042-DIA-01_v1

Submitted to:

DeSPACE (International) Limited

Suite 1601, 16/F, Tower 2, Lippo Centre, Admiralty Hong Kong

Prepared By:



BeeXergy Consulting Limited (BXG)Phone:(852) 3568-4701Address:Unit 2001-05, APEC Plaza49 Hoi Yuen Road, Kwun Tong
Kowloon, Hong KongEmail:info@beexergy.com



Project: Report No.:	PROPOSED COMPOSITE "SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY)" (RCHE) AND "RESIDENTIAL INSTITUTION" (SENIOR HOSTEL) DEVELOPMENT ON A SITE CURRENTLY ZONED AS "GOVERNMENT, INSTITUTIONAL OR COMMUNITY" (G/IC) IN LOT NOS. 257 (PART), 258 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D. 122, PING SHAN, YUEN LONG DRAINAGE IMPACT ASSESSMENT RT23042-DIA-01_v1							
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0	11/01/2024	Issued for Comment	KCC	ZC	HM			
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Prepared By:

Checked by

Felhan

Zoe Chan Technical Manager

Kalhun

KC Chan

Senior Consultant

Approved by:

Henry Mak

Director

Disclaimer:

- This report is prepared and submitted by Beexergy Consulting Limited with all reasonable skill to the best of our knowledge, incorporating our Terms and Conditions and taking account of the resources devoted to it by agreement with the client.
- We disclaim any responsibility to the client and others in respect of any matters outside the project scope.
- This report is confidential to the client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies upon the report at their own risk.

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- APPENDIX C CALCULATION OF RUNOFF FOR RETURN PERIOD OF 50 YEARS
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1 INTRODUCTION

1.1 PROJECT BACKGROUND

- 1.1.1. The Joint Great Properties Limited (the Project Proponent) is proposed to develop a composite social welfare facility for Residential Care Home for the Elderly (RCHE) and residential institution for senior hostel at Lot Nos. 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long (hereafter refer to the Proposed Development).
- 1.1.2. BeeXergy Consulting Limited (BXG) was commissioned by DeSpace (International) Limited (Project Planner) to conduct a Drainage Impact Assessment (DIA) for the Proposed Development to support the application under Section 16 of the Town Planning Ordinance. Latest architectural drawings of the Proposed Development and technical information of the Project Site were largely provided by the Project Planner and Project Architect.

1.2 **PROJECT LOCATION**

1.2.1. The Application Site is located at Ping Shan North in Yuen Long district, bounded by warehouses to the North, East, and South. **Figure 1.1** shows the location of the Application Site, Project Site, and its environs.

1.3 APPLICATION SITE AND PROPOSED DEVELOPMENT

- 1.3.1. The Application Site is approximately 3,300m² while the Project Site is approximately 2,114m² within the Application Site.
- 1.3.2. The Application Site is currently zoned as "Government, Institution or Community" and surrounded by "Green Belt" and "Village Type Development" under the Approved Ping Shan Outline Zoning Plan (OZP) No. S/YL-PS/20.
- 1.3.3. The Proposed Development is an 8-storey building consisting of senior hostel, dormitory, rehabilitation area, activity rooms, offices, kitchen, laundry, and carpark. An access road will be constructed from the Project Site and connected to Tsui Sing Road. The Master Layout Plan provided by the Project Architect is enclosed in Appendix A.

2 DRAINAGE IMPACT ASSESSMENT

2.1 SCOPE OF WORKS

2.1.1. The objectives of this DIA are to assess whether the Proposed Development may cause adverse impacts on drainage and flooding or not and to recommend appropriate mitigation measures to alleviate unacceptable drainage impact, if any.

2.2 SITE LOCATION AND TOPOGRAPHY

2.2.1. The Application Site is located at Ping Shan North with a hill at approximately +30.6mPD to the North West according to topography from Lands Department (LandsD). The Application Site is currently occupied by warehouses with public drainage and village drainage system nearby. The location of the existing drainage system is shown in **Appendix B**.

2.3 DRAINAGE ANALYSIS

- 2.3.1. Peak instantaneous runoff before and after the Proposed Development is calculated based on the Rational Method. The recommended physical parameters, including runoff coefficient (C) and storm constants (a, b, c) for different return periods, are referred to the Drainage Services Department (DSD)'s *Stormwater Drainage Manual Fifth Edition, January 2018* and *Stormwater Drainage Manual Corrigendum No.* 1/2022 (SDM).
- 2.3.2. The Rational Method (Equation 1) has been adopted for hydraulic analysis and the peak runoff is given by the following expression:

$$Q_p = 0.278$$
CiA (Equation 1)

Where:

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

2.3.3. Rainfall intensity is calculated using the following expression (Equation 2):

$$i = \frac{a}{(t_d+b)^c}$$
 (Equation 2)

Where:

i = rainfall intensity in mm/hr

 t_d = duration in minutes ($t_d \le 240$)

a, b, c = storm constants given in Table 3a and Figure 3 of the SDM with return period of 50 years of the HKO Headquarters

2.3.4. For a single catchment, duration (t_d) can be assumed to be the time of concentration (t_c) which is calculated as follows (Equation 3):

 $t_c = t_0 + t_f \qquad (\text{Equation 3})$

Where:

 t_c = time of concentration (time needed for water to flow overland from the most remote point in a catchment to its outlet)

 t_0 = inlet time

t_f = flow time

2.3.5. Generally, t₀ is much smaller than t_f. As shown in Equation 2 above, t_d is the divisor. Therefore, the larger t_d will result in the smaller rain intensity (i) as well as a smaller Q_p. For the worst-case scenario (Equation 4 and Equation 5), t₀ is assumed to be negligible and so:

$$t_d = t_c = t_0$$
 (Equation 4)

$$t_c = \frac{0.14465L}{H^{0.2}A^{0.1}}$$
 (Equation 5)

Where:

A = catchment area (m^2)

H = average slope (m per 100m), measured along the line of natural flow, from the summit of the catchment to the point under consideration

L = distance (on plan) measured on the line of natural flow between the summit and the point under consideration (m)

2.3.6. The capacities of the drainage pipes have been calculated using the Colebrook-White Equation (Equation 6), assuming full bore flow with no surcharge, as follows, incorporate 10% sedimentation in the calculation of drainage flow capacity in accordance with the SDM:

$$V = -\sqrt{32gRs} \times \log\left(\frac{k_s}{14.8R} + \frac{1.25v}{R\sqrt{32gRs}}\right)$$
 (Equation 6)

Where:

g = gravitation acceleration (m/s^2)

- R = hydraulic radius (m)
- k_s = hydraulic pipeline roughness (m)
- V = kinematic viscosity of fluid (m^2/s)
- S = hydraulic gradient (energy loss per unit length due to friction)

2.4 CHANGES IN SURFACE CHARACTERISTICS

2.4.1. The Proposed Development is an 8-storey building consisting of senior hostel, dormitory, rehabilitation area, activity rooms, offices, kitchen, laundry, and carpark. An access road will be constructed from the Project Site and connected to Tsui Sing Road. The changes in surface characteristics of the Application Site are shown in Figure 2.1 and summarized in Table 2.1.

Scenario of Project	Surface Characteristics (Paved)	Surface Characteristics (Unpaved)		
Before Development	89%	11%		
After Development	100%	0%		

Table 2.1 Changes in Surface Characteristics of the Application Site

2.5 CHANGES IN FLOW CHARACTERISTICS

- 2.5.1. Before Development, the runoff from the Project Site will be discharged to the downstream Stormwater Inlet SIH1007504 via the existing village channel. In contrast, the runoff from the remaining area of the Application Site will be discharged to the downstream Box Culvert SBP1006180 via the existing U-channel SUP1009961.
- 2.5.2. Upon the completion of the Proposed Development, the discharge from the Project Site to the existing village channel will be terminated. The runoff from the Project Site will be collected at the Proposed Terminal Manhole PTM1 and discharged to the Proposed Terminal Manhole PTM4 via the Proposed 375mm circular pipes. The runoff from the access road will be collected by the Proposed 600mm U-channels and discharged to the Proposed Terminal Manhole PTM4. All the runoff from the Application Site will be discharged to the Box Culvert SBP1006180 via the Proposed 400mm circular pipes.
- 2.5.3. Part of the existing U-channel SUP1009961 is located within the Application Site. Those sections (~24m) will be reinstated with covers after the construction of the access road.

2.5.4. The locations of proposed manholes, catchpits, and their connections are shown in **Figure 2.2**.

2.6 CUMULATIVE RUNOFF

- 2.6.1. Before Development, the Stormwater Inlet SIH1007504 will collect the runoff from the Project Site and its associated upstream catchments, while the Box Culvert SBP1006180 will collect the runoff from the remaining area of the Application Site and its associated upstream catchments.
- 2.6.2. After Development, the Stormwater Inlet SIH1007504 will no longer collect the runoff from the Project Site. All the runoff from the Application Site will be collected by Box Culvert SBP1006180. The changes in cumulative runoff at the Box Culvert SBP1006180 are summarized in Table 2.2 and the location of catchments after Development is shown in Figure 2.3.

Catchment	Before Dev	elopment [*]	After Deve	elopment	
	Unpaved Area	Paved Area	Unpaved Area	Paved Area	
Catchment S1	-	-	0m ²	2,114m ²	
Catchment S2	atchment S2 20m ²		0m ²	265m ²	
Catchment S3	148m ²	197m ²	0m ²	345m ²	
Catchment S4	56m ²	119m ²	0m ²	175m ²	
Catchment S5	atchment S5 16m ²		0m ²	230m ²	
Catchment S6	122m ²	49m ²	0m ²	171m ²	
Catchment A1	3,274m ²	446m ²	3,274m ²	446m ²	
Catchment A2	atchment A2 2,828m ²		2,828m ²	253m ²	
Catchment A3	1,854m ²	361m ²	1,854m ²	361m ²	
Catchment A4	974 m ²	305m ²	974m ²	305m ²	
Catchment A5	125 m ²	225m ²	125m ²	225m ²	
Catchment B	2,499m ²	8,274m ²	2,499m ²	8,274m ²	
Catchment C	23,853m ²	15,231m ²	23,853m ²	15,231m ² 7,411m ²	
Catchment D	3,638m ²	7,411m ²	3,638m ²		

 Table 2.2 Changes of Cumulative Runoff at Box Culvert SBP1006180

*Note: The runoff from Catchment S1 will be discharged to Stormwater Inlet Stormwater Inlet SIH1007504 via the existing village channel before Development.

2.7 ESTIMATED EXISTING AND FUTURE RUNOFF

Peak Runoff to Box Culvert SBP1006180

- 2.7.1. Based on the changes of cumulative runoff shown in **Table 2.2**, the runoff at the Box Culvert SBP1006180 before and after the development was estimated based on the return periods of 50 years.
- 2.7.2. As shown in **Table 2.3** below, the estimated peak runoff discharged to the Box Culvert SBP1006180 before and after Development will be 2.551m³/s and 2.727m³/s respectively. There will be approximately 1.07 times increase in estimated peak runoff under the assessed return periods of 50 years. The detailed calculations of runoff discharge to Box Culvert SBP1006180 are provided in **Appendix C**.

Return Period	E	ff	
	Before Development	After Development	% of Changes
50 Years	2.551m³/s	2.727m ³ /s	107%

 Table 2.3 Estimated peak runoff discharge to Box Culvert SBP1006180

*Note: The runoff from Catchment S1 will be discharged to Stormwater Inlet SIH1007504 via the existing village channel before Development.

Assessment of Drainage Capacity

2.7.3. As mentioned in **Section 2.5.2**, the runoff from the Project Site (Catchment S1) will be collected at the Proposed Terminal Manhole PTM1 and discharged to the Proposed Terminal Manhole PTM4 via the Proposed 375mm circular pipes. The runoff from the access road (Catchments S2 to S6) will be collected by the Proposed 600mm U-channels and discharged to the Proposed Terminal Manhole PTM4. All the runoff from the Application Site (Catchment S) will be discharged to the Box Culvert SBP1006180 via the Proposed 400mm circular pipes.

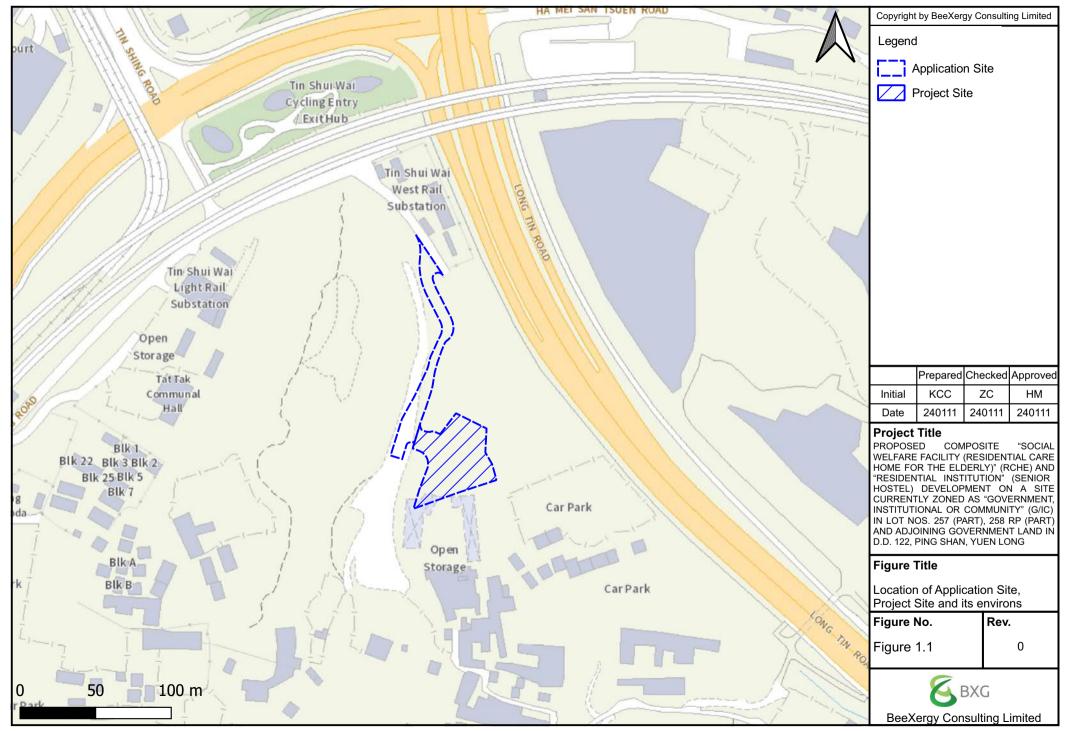
- 2.7.4. Calculation of drainage capacity of the runoff from the Project Site (Catchment S1) is provided in **Appendix D**.
- 2.7.5. Calculation of drainage capacity of the runoff from the access road (Catchments S2 to S6) and its associated upstream catchments (Catchments A1 to A5) is provided in Appendix E.
- 2.7.6. Calculation of drainage capacity of all runoff from the Application Site (Catchment S) and its associated upstream and downstream catchments (Catchments A, B, C, and D) is provided in Appendix F.
- 2.7.7. The results presented in **Appendices D**, **E**, and **F** suggested that the estimated peak runoff will not higher than 70% capacity of the drainage systems, and it is anticipated that the proposed drainage system will have sufficient capacity to cater to the surface runoff from the Proposed Development.
- 2.7.8. Given the runoff from the Application Site will no longer discharge via U-channel SUP1009961 and the existing village channel after Development, no additional runoff will be contributed to the U-channel SUP1009961 and the existing village channel, and adverse drainage impact is not anticipated.

3 CONCLUSION

- 3.1.1. The Project Proponent is proposed to develop a composite social welfare facility for Residential Care Home for the Elderly (RCHE) and residential institution for senior hostel at Lot Nos. 257 (Part), 258 RP (Part) and adjoining government land in D.D. 122, Ping Shan, Yuen Long.
- 3.1.2. Based on this DIA results, it is found that the proposed and existing drainage system serving the area has sufficient capacity to cater for the drainage generation from the Proposed Development and the surrounding catchment areas. Adverse drainage impact is not anticipated, and thus no upgrading or improvement works for existing drainage system are required.



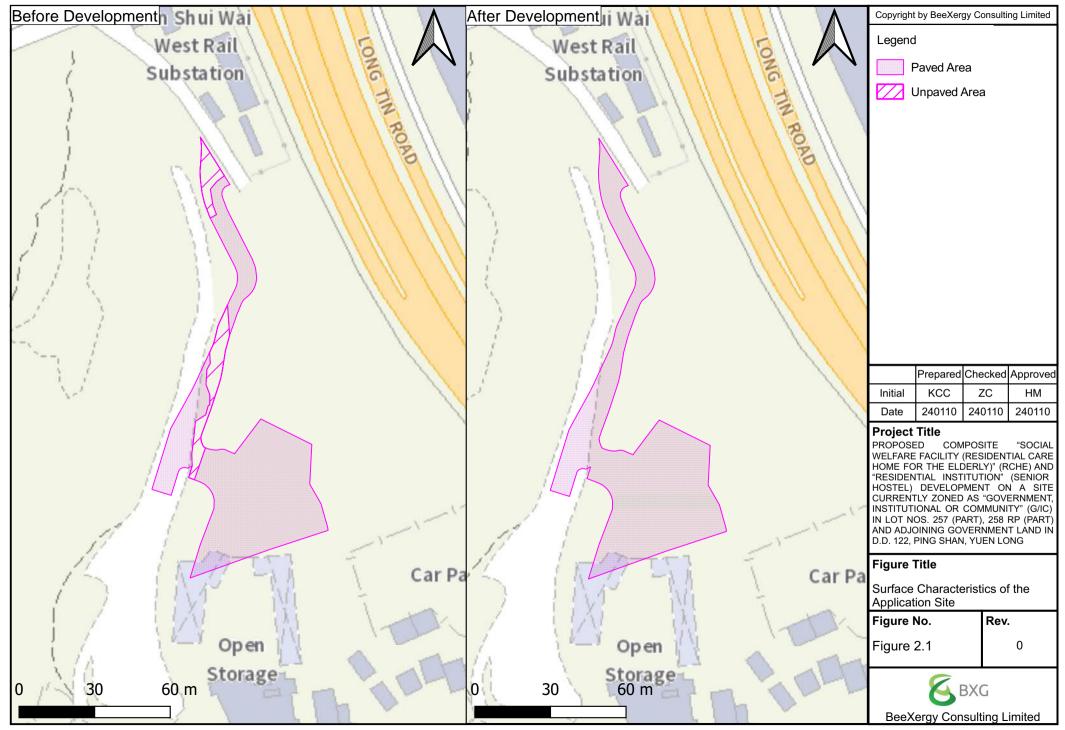
FIGURE 1.1 LOCATION OF APPLICATION SITE, PROJECT SITE AND ITS ENVIRONS



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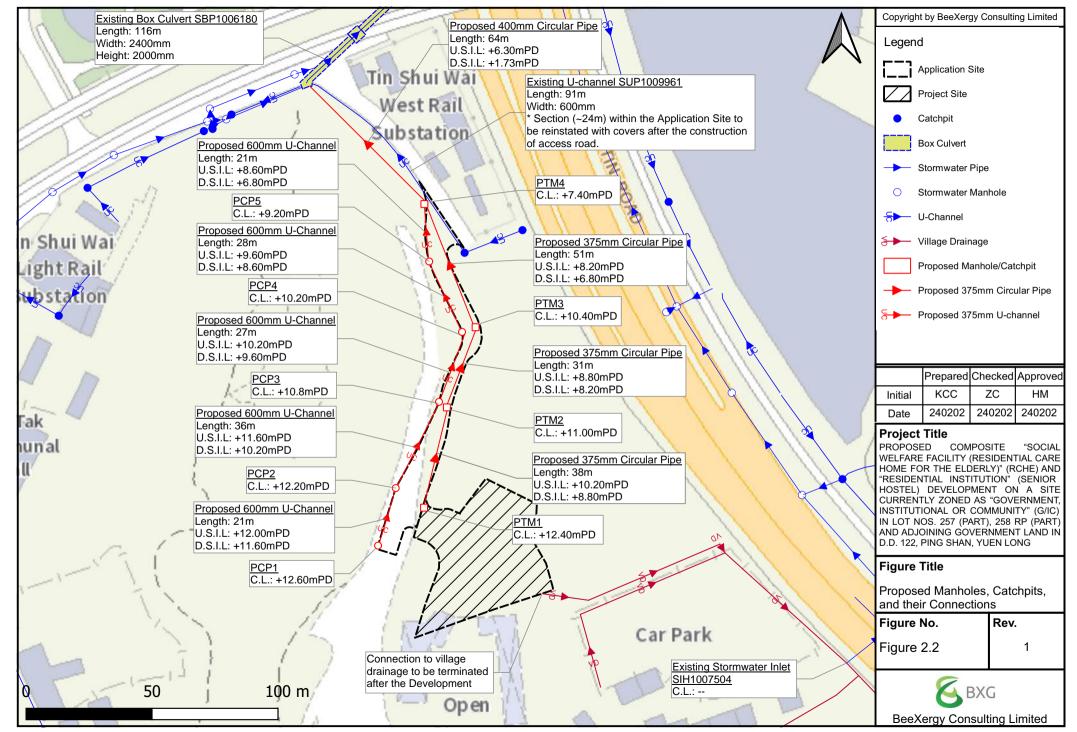
FIGURE 2.1 SURFACE CHARACTERISTICS OF THE APPLICATION SITE



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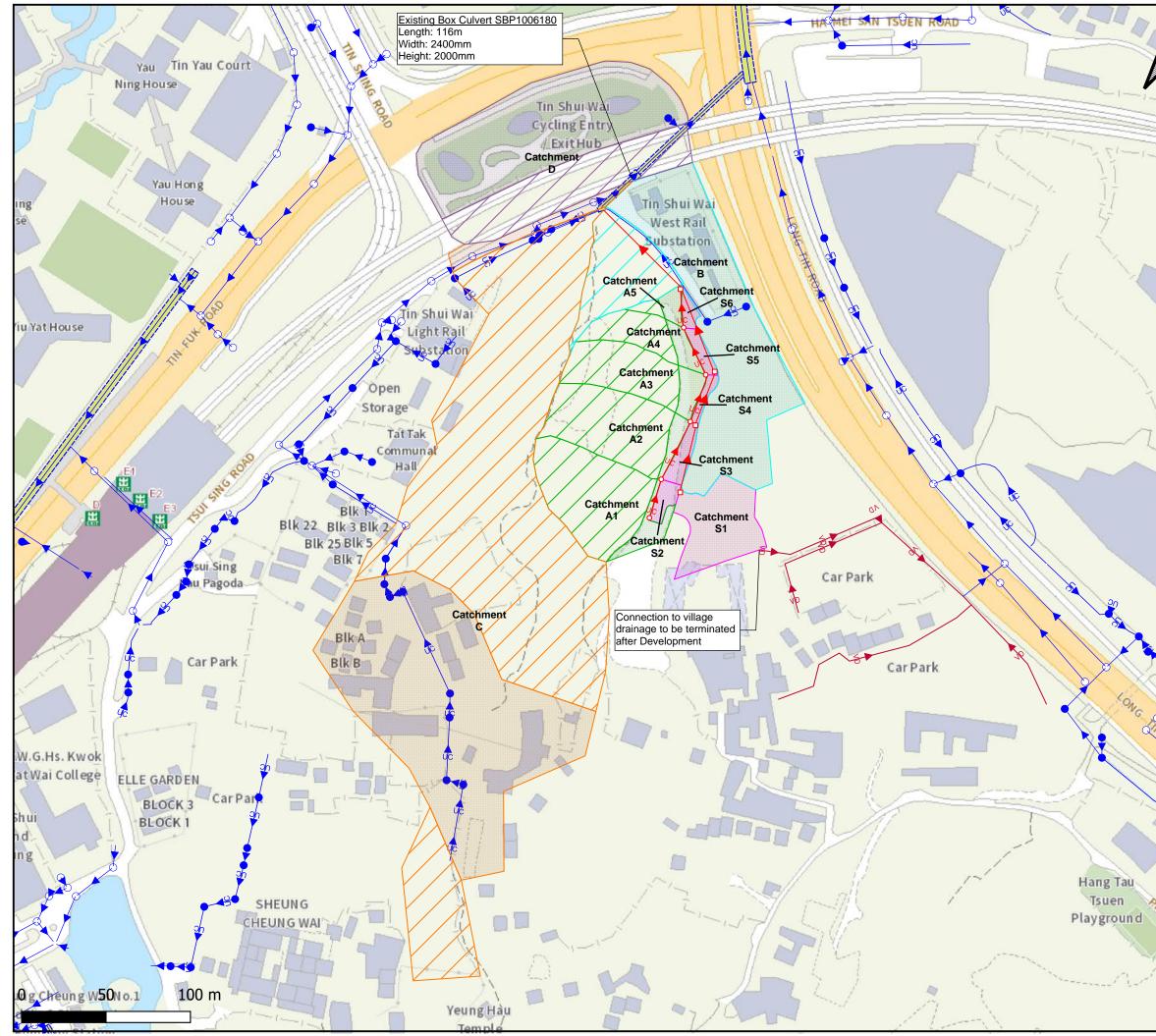
FIGURE 2.2 PROPOSED MANHOLES, CATCHPITS AND ITS CONNECTIONS



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FIGURE 2.3 LOCATION OF CATCHMENTS



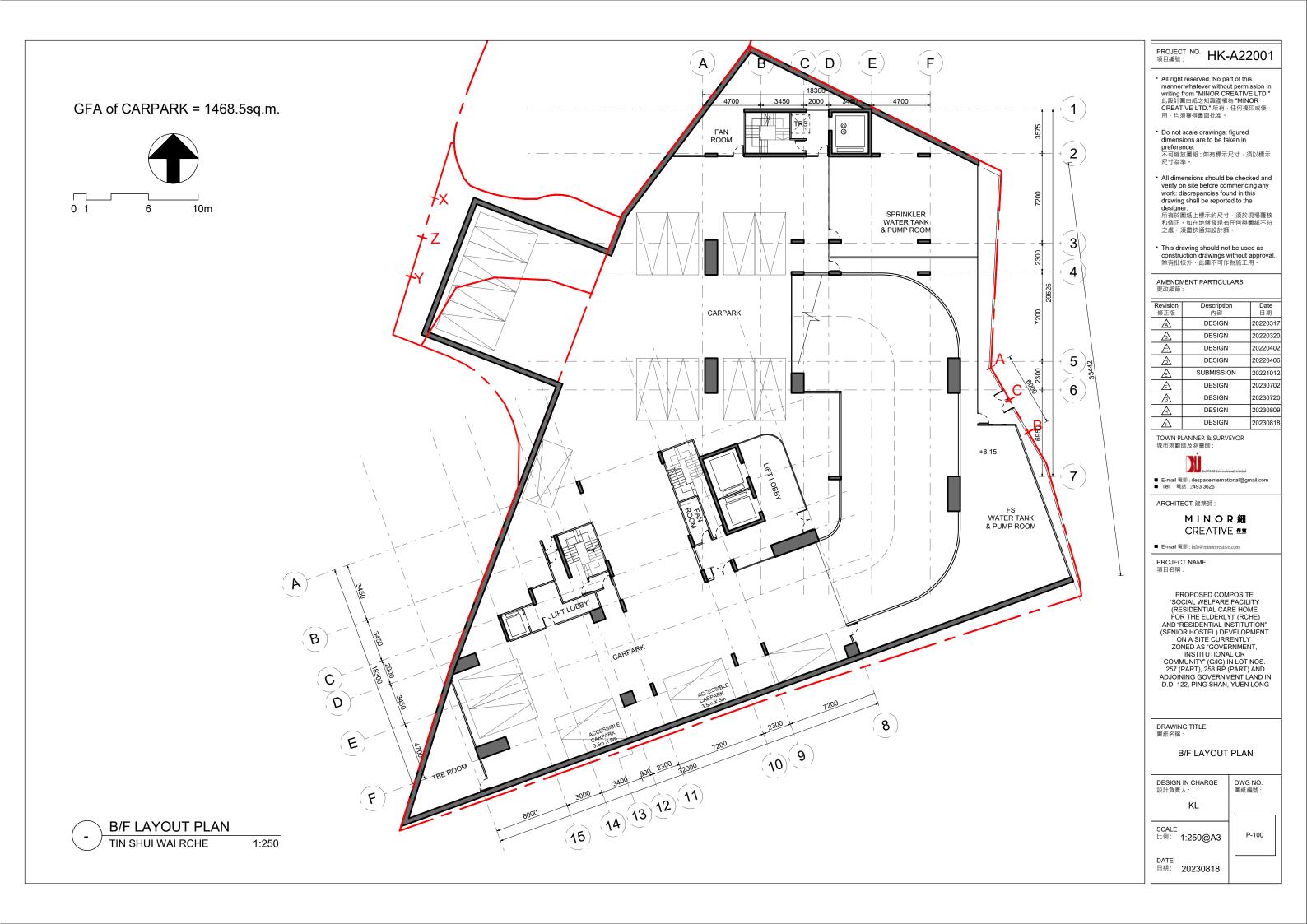
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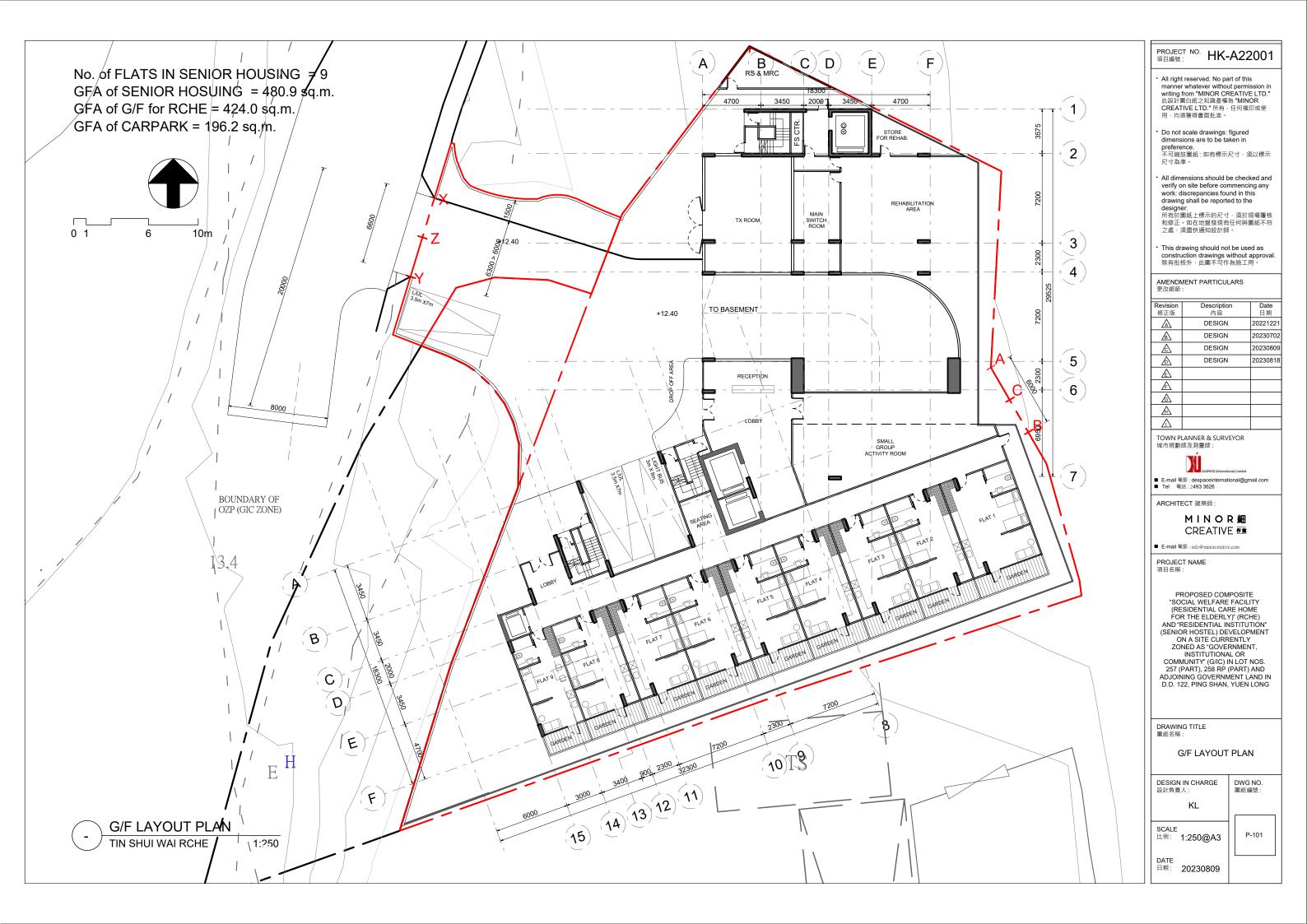
A	Copyright by BeeXergy Consulting Limited					
	Legend					
	Catchpit					
-1	Box Culvert					
	Stormwater Pipe					
	 Stormwater Manhole 					
	S-> Village Drainage					
	Proposed Manhole/Catchpit					
	Proposed 375mm Circular Pipe					
J.	℅ Proposed 375mm U-channel					
E.	Catchment S (Paved)					
	Cato	Catchment A (Paved)				
	Cato	Catchment A (Unpaved)				
	Cato	hment B (P	aved))		
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	Cato	Catchment C (Paved)				
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	Date Project Tit PROPOSE WELFARE HOME FO "RESIDEN HOSTEL) CURRENT INSTITUTI IN LOT NO AND ADJO D.D. 122, F Figure Titl	KCC 240111 Ie D COW FACILITY R THE ELL TIAL INST DEVELOP LY ZONED ONAL OR DS. 257 (P/ DINING GO PING SHAN e Catchment	240 (RES DERL TTUT MEN AS COM ART), VERI I, YUI	DITTE GIDEN (MON) (R GOV) (TON	HM 240111 "SOCIAL TIAL CARE CHE) AND (SENIOR N A SITE ERNMENT, TY" (G/IC) RP (PART) T LAND IN	
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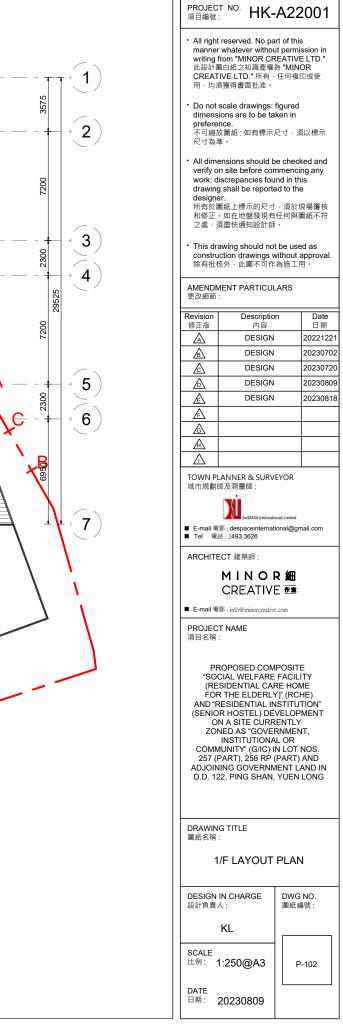
APPENDIX A MASTER LAYOUT PLAN



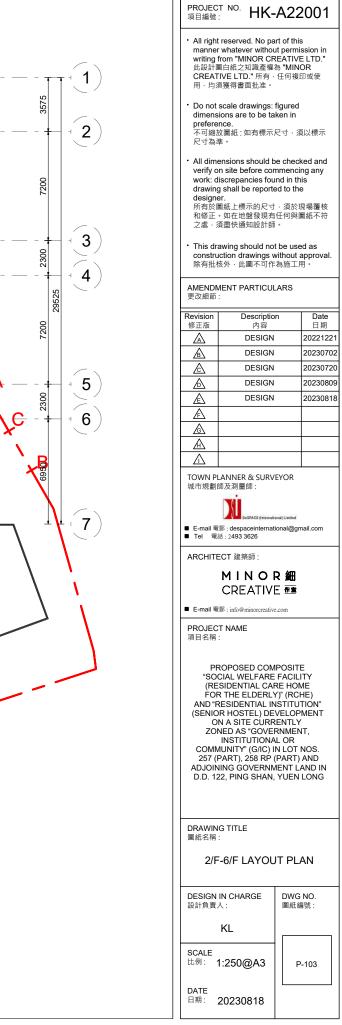




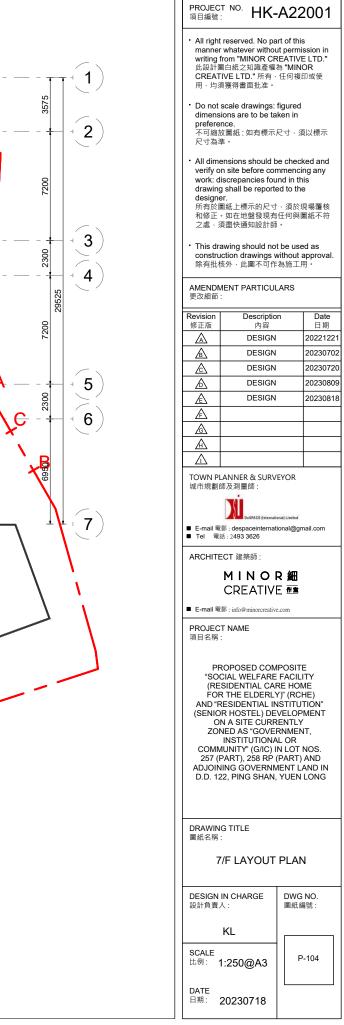




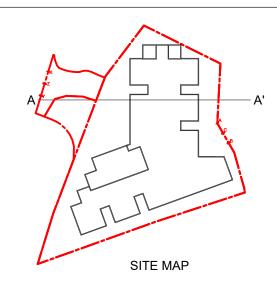












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+		DORMITORY (SINGL DINING/ MULTI-PURPOSE AR / PANTRY / S	REA / NURSE STATION	900 98	+31
		DORMITORY (SINGL DINING/ MULTI-PURPOSE AR / PANTRY / S	REA / NURSE STATION	3900	+28
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		END OF LIFE CARE/ INTER DORMITORY (SINGL DINING/ MULTI-PURPOSE AR / PANTRY / S	LE CUBICLE) / REA / NURSE STATION		+1
MEAN STREET LEVEL +12,40	EVA	LOBBY / SENIOR F REHABILITATION AREA / STO / TX ROOM / MAIN SWITCH	RE FOR REHAB AREA	4900	(
EAN RMATION VEL .15		CARPARK / FS WATER TAI SPRINKLER WATER TANI TBE ROOM / FLUSH WATER & PORTAI	K & PUMP ROOM	4400	+;

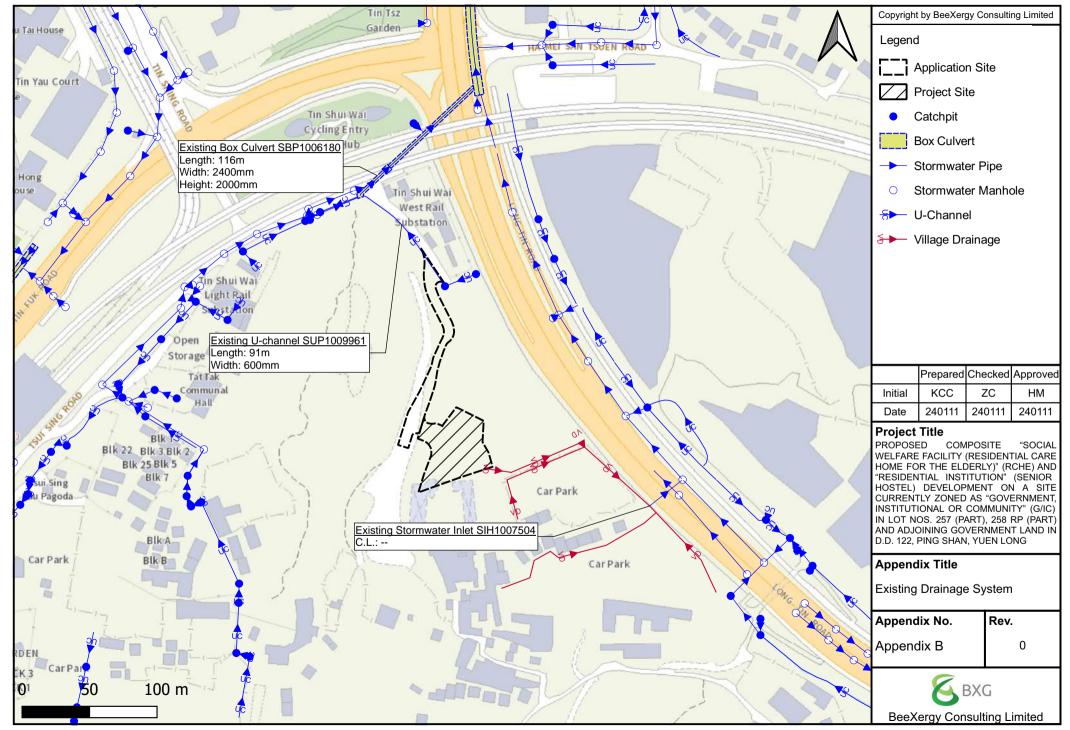
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 Do not scale drawings: figured dimensions are to be taken in preference. 不可縮放圖紙: 如有標示尺寸・須以標示 尺寸為準。 All dimensions should be checked and 								
 All dimensions should be checked and verify on site before commencing any work: discrepancies found in this drawing shall be reported to the designer. 所有於圖紙上標示的尺寸,須於現場覆核 和修正。如在地盤發現有任何與圖紙不符 之處,須盡快通知設計師。 This drawing should not be used as 								
 This drawing should not be used as construction drawings without approval. 除有批核外 · 此圖不可作為施工用。 AMENDMENT PARTICULARS 								
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ON A SITE CURRENTLY ZONED AS "GOVERNMENT, INSTITUTIONAL OR COMMUNITY" (G/IC) IN LOT NOS. 257 (PART), 258 RP (PART) AND ADJOINING GOVERNMENT LAND IN D.D. 122, PING SHAN, YUEN LONG								
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DESIGN 設計負責,	IN CHARGE 人:	DWG 圖紙編						
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APPENDIX B EXISTING DRAINAGE SYSTEM



\\BEEXERGY_NAS\Proj.Work\23_Work\DeSpace - NIA for RCHE Development at Tin Shui Wai (W23042)\PREP\DIA Report\RT23042-DIA-01_v0\GIS\RT23042-DIA-01.qgz



APPENDIX C CALCULATION OF RUNOFF FOR RETURN PERIOD OF 50 YEARS

Appendix C

Calculation of Runoff for the Return Period of 50 Years

	Unpaved	Paved	Catchment Area	Average slope	Flow path	Inlet time (t _o),	Duration (t _d),	Storm	n Consta	ants	Runoff intensity (i) with	Runoff coefficient for	Runoff coefficient for		
Catchment ID	Catchment Area (km ²)	Catchment Area (km ²)	(A), km ²	(H), m/100m	length (L), m	min	min	а	b	c	climate change factor, mm/hr*	unpaved area (C _{up})	paved area (C _p)	CxA	Peak runoff (Q _p) m ³ /
ore the Proposed Development	• •			-	-	-									
Catchment S1	0.000000	0.002114	0.002114	2.90	62	3.37	3.37	451.3	2.46	0.337	289.00	0.25	0.95	0.00201	0.161
Catchment S2	0.000020	0.000245	0.000265	1.15	26	2.09	2.09	451.3	2.46	0.337	314.13	0.25	0.95	0.00024	0.021
Catchment S3	0.000148	0.000197	0.000345	2.63	38	2.53	2.53	451.3	2.46	0.337	304.65	0.25	0.95	0.00022	0.019
Catchment S4	0.000056	0.000119	0.000175	3.55	31	2.08	2.08	451.3	2.46	0.337	314.49	0.25	0.95	0.00013	0.011
Catchment S5	0.000016	0.000214	0.000230	1.94	31	2.28	2.28	451.3	2.46	0.337	309.85	0.25	0.95	0.00021	0.018
Catchment S6	0.000122	0.000049	0.000171	7.41	27	1.56	1.56	451.3	2.46	0.337	327.44	0.25	0.95	0.00008	0.007
Catchment A1	0.003274	0.000446	0.003720	18.19	83	2.95	2.95	451.3	2.46	0.337	296.30	0.25	0.95	0.00124	0.102
Catchment A2	0.002828	0.000253	0.003081	22.32	82	2.85	2.85	451.3	2.46	0.337	298.15	0.25	0.95	0.00095	0.079
Catchment A3	0.001854	0.000361	0.002215	22.22	81	2.92	2.92	451.3	2.46	0.337	296.99	0.25	0.95	0.00081	0.067
Catchment A4	0.000974	0.000305	0.001279	22.41	58	2.20	2.20	451.3	2.46	0.337	311.60	0.25	0.95	0.00053	0.046
Catchment A5	0.000125	0.000225	0.000350	27.78	18	0.75	0.75	451.3	2.46	0.337	353.54	0.25	0.95	0.00025	0.024
Catchment B	0.002499	0.008274	0.010773	0.13	233	20.07	20.07	451.3	2.46	0.337	183.26	0.25	0.95	0.00849	0.432
Catchment C	0.023853	0.015231	0.039084	4.97	294	10.70	10.70	451.3	2.46	0.337	219.65	0.25	0.95	0.02043	1.248
Catchment D	0.003638	0.007411	0.011049	0.26	153	11.38	11.38	451.3	2.46	0.337	215.95	0.25	0.95	0.00795	0.477
						-									2 712
														Total	2.712
														Total	2./12
	Unpaved	Paved	Catchment Area	Average slope	Flow path	Inlet time (t.)	Duration (t.)	Storm	n Consta	ants	Runoff intensity (i) with	Runoff coefficient for	Runoff coefficient for	Total	2.712
Catchment ID	Catchment Area	Catchment Area	Catchment Area (A), km ²	Average slope (H). m/100m	Flow path length (L). m	Inlet time (t _o), min	Duration (t _d), min		T		climate change factor,	Runoff coefficient for unpaved area (C)	Runoff coefficient for paved area (C _n)	Total C x A	
			Catchment Area (A), km ²	Average slope (H), m/100m	Flow path length (L), m	Inlet time (t _o), min	Duration (t _d), min	Storm a	n Consta b	ants [*] c		Runoff coefficient for unpaved area (C _{up})			
Catchment ID ter the Proposed Development	Catchment Area (km ²)	Catchment Area (km ²)	(A), km ²	(H), m/100m	length (L), m	min	min	а	b	с	climate change factor, mm/hr*	unpaved area (C _{up})	paved area (C _p)	CxA	Peak runoff (Q _p) m ³ ,
	Catchment Area (km ²) 0.000000	Catchment Area (km ²) 0.002114	(A), km ²	(H), m/100m 0.97	length (L), m	4.20	min 4.20	a 451.3	b	c 0.337	climate change factor, mm/hr* 276.35	unpaved area (C _{up}) 0.25	paved area (C _p)	C x A 0.00201	Peak runoff (Q _p) m ³ , 0.154
ter the Proposed Development	Catchment Area (km ²) 0.000000 0.000000	Catchment Area (km ²) 0.002114 0.000265	(A), km ² 0.002114 0.000265	(H), m/100m 0.97 1.15	length (L), m 62 26	4.20 2.09	min 4.20 2.09	a 451.3 451.3	b 2.46 2.46	c 0.337 0.337	climate change factor, mm/hr [*] 276.35 314.13	unpaved area (C _{up}) 0.25 0.25	paved area (C _p) 0.95 0.95	CxA	Peak runoff (Q _p) m ³
ter the Proposed Development Catchment S1	Catchment Area (km ²) 0.000000	Catchment Area (km ²) 0.002114	(A), km ²	(H), m/100m 0.97	length (L), m	4.20	min 4.20	a 451.3	b 2.46	c 0.337	climate change factor, mm/hr* 276.35	unpaved area (C _{up}) 0.25	paved area (C _p) 0.95 0.95 0.95	C x A 0.00201	Peak runoff (Q _p) m ³ , 0.154
ter the Proposed Development Catchment S1 Catchment S2	Catchment Area (km ²) 0.000000 0.000000	Catchment Area (km ²) 0.002114 0.000265	(A), km ² 0.002114 0.000265	(H), m/100m 0.97 1.15	length (L), m 62 26	4.20 2.09	min 4.20 2.09	a 451.3 451.3	b 2.46 2.46	c 0.337 0.337	climate change factor, mm/hr [*] 276.35 314.13	unpaved area (C _{up}) 0.25 0.25	paved area (C _p) 0.95 0.95	C x A 0.00201 0.00025	Peak runoff (Q _p) m ³ 0.154 0.022
ter the Proposed Development Catchment S1 Catchment S2 Catchment S3	Catchment Area (km ²) 0.000000 0.000000 0.000000	Catchment Area (km ²) 0.002114 0.000265 0.000345	(A), km ² 0.002114 0.000265 0.000345	(H), m/100m 0.97 1.15 2.63	length (L), m 62 26 38	4.20 2.09 2.53	min 4.20 2.09 2.53	a 451.3 451.3 451.3	b 2.46 2.46 2.46	c 0.337 0.337 0.337	climate change factor, mm/hr* 276.35 314.13 304.65	unpaved area (C _{up}) 0.25 0.25 0.25 0.25	paved area (C _p) 0.95 0.95 0.95	C x A 0.00201 0.00025 0.00033	Peak runoff (Q _p) m ³ 0.154 0.022 0.028
ter the Proposed Development Catchment S1 Catchment S2 Catchment S3 Catchment S4	Catchment Area (km ²) 0.000000 0.000000 0.000000 0.000000	Catchment Area (km ²) 0.002114 0.000265 0.000345 0.000175	(A), km ² 0.002114 0.000265 0.000345 0.000175	(H), m/100m 0.97 1.15 2.63 3.55	length (L), m 62 26 38 31	4.20 2.09 2.53 2.08	min 4.20 2.09 2.53 2.08	a 451.3 451.3 451.3 451.3	b 2.46 2.46 2.46 2.46	c 0.337 0.337 0.337 0.337	climate change factor, mm/hr 276.35 314.13 304.65 314.49	unpaved area (C _{up}) 0.25 0.25 0.25 0.25 0.25 0.25	paved area (C _p)	C x A 0.00201 0.00025 0.00033 0.00017	Peak runoff (Q _p) m ³ 0.154 0.022 0.028 0.015
ter the Proposed Development Catchment 51 Catchment 52 Catchment 53 Catchment 54 Catchment 55	Catchment Area (km ²) 0.000000 0.000000 0.000000 0.000000 0.000000	Catchment Area (km ²) 0.002114 0.000265 0.000345 0.000175 0.000230	(A), km ² 0.002114 0.000265 0.000345 0.000175 0.000230	(H), m/100m 0.97 1.15 2.63 3.55 1.94	length (L), m 62 26 38 31 31	min 4.20 2.09 2.53 2.08 2.28	4.20 2.09 2.53 2.08 2.28	a 451.3 451.3 451.3 451.3 451.3	b 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46	c 0.337 0.337 0.337 0.337 0.337 0.337 0.337	climate change factor, mm/hr 276.35 314.13 304.65 314.49 309.85	unpaved area (C _{up}) 0.25 0.25 0.25 0.25 0.25 0.25	paved area (C _p) 0.95 0.95 0.95 0.95 0.95 0.95 0.95	C x A 0.00201 0.00025 0.00033 0.00017 0.00022	Peak runoff (Q _p) m ³ 0.154 0.022 0.028 0.015 0.019
ter the Proposed Development Catchment S1 Catchment S3 Catchment S3 Catchment S4 Catchment S5 Catchment S6	Catchment Area (km ²) 0.000000 0.000000 0.000000 0.000000 0.000000	Catchment Area (km ²) 0.002114 0.000265 0.000345 0.000175 0.000230 0.000171	(A), km ² 0.002114 0.000265 0.000345 0.000175 0.000230 0.000171	(H), m/100m 0.97 1.15 2.63 3.55 1.94 7.41	length (L), m 62 26 38 31 31 27	min 4.20 2.09 2.53 2.08 2.28 1.56	min 4.20 2.09 2.53 2.08 2.28 1.56	a 451.3 451.3 451.3 451.3 451.3 451.3	b 2.46 2.46 2.46 2.46 2.46 2.46	c 0.337 0.337 0.337 0.337 0.337 0.337 0.337	climate change factor, mm/hr 276.35 314.13 304.65 314.49 309.85 327.44	unpaved area (C _{up}) 0.25 0.25 0.25 0.25 0.25 0.25 0.25	paved area (C _p) 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	C x A 0.00201 0.00025 0.00033 0.00017 0.00022 0.00016	Peak runoff (Q _p) m ³ 0.154 0.022 0.028 0.015 0.019 0.015
ter the Proposed Development Catchment S1 Catchment S2 Catchment S3 Catchment S4 Catchment S5 Catchment S6 Catchment A1	Catchment Area (km ²) 0.000000 0.000000 0.000000 0.000000 0.000000	Catchment Area (km ²) 0.002114 0.000265 0.000345 0.000175 0.000230 0.000171 0.000446	(A), km ² 0.002114 0.000265 0.000345 0.000175 0.000230 0.000171 0.0003720	(H), m/100m 0.97 1.15 2.63 3.55 1.94 7.41 18.19	length (L), m 62 26 38 31 31 27 83	4.20 2.09 2.53 2.08 2.28 1.56 2.95	min 4.20 2.09 2.53 2.08 2.28 1.56 2.95	a 451.3 451.3 451.3 451.3 451.3 451.3 451.3	b 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46	c 0.337 0.337 0.337 0.337 0.337 0.337 0.337	climate change factor, mm/hr 276.35 314.13 304.65 314.49 309.85 327.44 296.30	unpaved area (C _{up}) 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25	paved area (C _p)	C x A 0.00201 0.00025 0.00033 0.00017 0.00022 0.00016 0.00124	Peak runoff (Q _p) m ³ 0.154 0.022 0.028 0.015 0.019 0.015 0.102
ter the Proposed Development Catchment S1 Catchment S2 Catchment S3 Catchment S4 Catchment S5 Catchment S6 Catchment A1 Catchment A2	Catchment Area (km ²) 0.000000 0.000000 0.000000 0.000000 0.000000	Catchment Area (km ²) 0.002114 0.000265 0.000345 0.000175 0.000230 0.000171 0.000446 0.000253	(A), km ² 0.002114 0.000265 0.000345 0.000175 0.000230 0.000171 0.003720 0.003081	(H), m/100m 0.97 1.15 2.63 3.55 1.94 7.41 18.19 22.32	length (L), m 62 26 38 31 31 27 83 82	4.20 2.09 2.53 2.08 2.28 1.56 2.95 2.85	min 4.20 2.09 2.53 2.08 2.28 1.56 2.95 2.85	a 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3	b 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46	c 0.337 0.337 0.337 0.337 0.337 0.337 0.337	climate change factor, mm/hr 276.35 314.13 304.65 314.49 309.85 327.44 296.30 298.15	unpaved area (C _{up}) 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25	paved area (C _p) 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	C x A 0.00201 0.00025 0.00033 0.00017 0.00022 0.00016 0.00124 0.00095	Peak runoff (Q _p) m ³ 0.154 0.022 0.028 0.015 0.019 0.015 0.102 0.079
ter the Proposed Development Catchment S1 Catchment S2 Catchment S3 Catchment S4 Catchment S5 Catchment S6 Catchment A1 Catchment A2 Catchment A3	Catchment Area (km ²) 0.000000 0.000000 0.000000 0.000000 0.000000	Catchment Area (km²) 0.002114 0.000265 0.000345 0.000175 0.000230 0.000171 0.000446 0.000253 0.000361	(A), km ² 0.002114 0.000265 0.000345 0.000175 0.0000171 0.0003720 0.003081 0.002215	(H), m/100m 0.97 1.15 2.63 3.55 1.94 7.41 18.19 22.32 22.22	length (L), m 62 26 38 31 31 27 83 83 82 81	4.20 2.09 2.53 2.08 2.28 1.56 2.95 2.85 2.92	min 4.20 2.09 2.53 2.08 2.28 1.56 2.95 2.85 2.85 2.92	a 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3	b 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46	c 0.337 0.337 0.337 0.337 0.337 0.337 0.337 0.337	climate change factor, mm/hr 276.35 314.13 304.65 314.49 309.85 327.44 296.30 298.15 296.99	unpaved area (C _{up}) 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25	paved area (C _p) 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	C x A 0.00201 0.00025 0.00033 0.00017 0.00022 0.00016 0.00124 0.00095 0.00081	Peak runoff (Q _p) m ³ 0.154 0.022 0.028 0.015 0.019 0.015 0.102 0.079 0.067
ter the Proposed Development Catchment 51 Catchment 52 Catchment 53 Catchment 54 Catchment 55 Catchment A1 Catchment A2 Catchment A3 Catchment A4	Catchment Area (km ²) 0.000000 0.000000 0.000000 0.000000 0.000000	Catchment Area (km²) 0.002114 0.000265 0.000345 0.000175 0.000230 0.000171 0.000446 0.000253 0.000361	(A), km ² 0.002114 0.000265 0.000345 0.000175 0.000230 0.000171 0.0003720 0.000381 0.002215 0.001279	(H), m/100m 0.97 1.15 2.63 3.55 1.94 7.41 18.19 22.32 22.22 22.21	length (L), m 62 26 38 31 31 27 83 82 81 58	4.20 2.09 2.53 2.08 2.28 1.56 2.95 2.85 2.92	min 4.20 2.09 2.53 2.08 2.28 1.56 2.95 2.85 2.95 2.85 2.92 2.20	a 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3	b 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46	c 0.337 0.337 0.337 0.337 0.337 0.337 0.337 0.337 0.337	climate change factor, mm/hr 276.35 314.13 304.65 314.49 309.85 327.44 296.30 298.15 298.99 311.60	unpaved area (C _{up}) 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25	paved area (C _p) 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	C x A 0.00201 0.00025 0.00033 0.00017 0.00022 0.00016 0.00025 0.00095 0.00081 0.00053	Peak runoff (Q _p) m ³ 0.154 0.022 0.028 0.015 0.019 0.015 0.015 0.020 0.079 0.067 0.046
ter the Proposed Development Catchment 51 Catchment 52 Catchment 53 Catchment 54 Catchment 55 Catchment 56 Catchment A1 Catchment A2 Catchment A3 Catchment A4 Catchment A5	Catchment Area (km ²) 0.000000 0.000000 0.000000 0.000000 0.000000	Catchment Area (km²) 0.002114 0.000265 0.000345 0.000345 0.000175 0.000230 0.000171 0.000446 0.000253 0.000361 0.000305 0.000225	(A), km ² 0.002114 0.000265 0.000345 0.000175 0.000230 0.000171 0.003220 0.0003720 0.000215 0.0002215 0.001279 0.000350	(H), m/100m 0.97 1.15 2.63 3.55 1.94 7.41 18.19 22.32 22.22 22.21 22.24 27.78	length (L), m 62 26 38 31 31 27 83 82 82 81 58 18	min 4.20 2.09 2.53 2.08 2.28 1.56 2.95 2.85 2.95 2.85 2.92 2.20 0.75	min 4.20 2.09 2.53 2.08 2.28 1.56 2.95 2.85 2.85 2.92 2.20 0.75	a 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3	b 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46	c 0.337 0.337 0.337 0.337 0.337 0.337 0.337 0.337 0.337 0.337	climate change factor, mm/hr 276.35 314.13 304.65 314.49 309.85 327.44 296.30 298.15 298.99 311.60 353.54	unpaved area (C _{up}) 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25	paved area (C _p) 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	C x A 0.00201 0.00025 0.00033 0.00017 0.00022 0.00016 0.00124 0.00095 0.00095 0.00053	Peak runoff (Q _p) m ³ 0.154 0.022 0.028 0.015 0.019 0.015 0.019 0.015 0.02 0.079 0.067 0.046 0.024
ter the Proposed Development Catchment S1 Catchment S2 Catchment S3 Catchment S4 Catchment S5 Catchment S6 Catchment A1 Catchment A2 Catchment A3 Catchment A4 Catchment A5 Catchment B	Catchment Area (km ²) 0.000000 0.000000 0.000000 0.000000 0.000000	Catchment Area (km²) 0.002114 0.000265 0.000345 0.000175 0.000230 0.000171 0.000446 0.000253 0.000361 0.000305 0.000225	(A), km ² 0.002114 0.000265 0.000345 0.000175 0.000230 0.000171 0.003720 0.00381 0.002215 0.0002215 0.001279 0.000350 0.010773	(H), m/100m 0.97 1.15 2.63 3.55 1.94 7.41 18.19 22.32 22.22 22.22 22.24 22.241 22.78 0.13	length (L), m 62 26 38 31 31 27 83 82 81 58 18 18 233	min 4.20 2.09 2.53 2.08 2.28 1.56 2.95 2.85 2.95 2.85 2.92 2.20 0.75 20.07	min 4.20 2.09 2.53 2.08 2.28 1.56 2.95 2.85 2.95 2.85 2.92 2.20 0.75 20.07	a 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3 451.3	b 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46 2.46	c 0.337 0.337 0.337 0.337 0.337 0.337 0.337 0.337 0.337 0.337	climate change factor, mm/hr 276.35 314.13 304.65 314.49 309.85 327.44 296.30 298.15 296.99 311.60 353.54 183.26	unpaved area (C _{up}) 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25 0.25	paved area (C _p) 0.95 0.95 0.95 0.95 0.95 0.95 0.95 0.95	C x A 0.00201 0.00025 0.00033 0.00017 0.00022 0.00016 0.00124 0.00053 0.00081 0.00053 0.00083	Peak runoff (Q _p) m ³ / 0.154 0.022 0.028 0.015 0.019 0.015 0.102 0.079 0.067 0.046 0.024 0.432

Remark:

The runoff from Catchment S1 will be discharged to Stormwater Inlet Stormwater Inlet SIH1007504 via the existing village channel before the Proposed Development. The runoff from Catchment S2-S6, A1-A5, B, C, and D will be discharged to Box Culvert SBP1002932 via the U-channel SUP1009961 before the Proposed Development. All runoff will be discharged to Box Culvert SBP1002932 via proposed connection after the Proposed Development.

According to SDM Table 3a and Figure 3, the storm constants for the return period of 50 years of the HKO Headquarters will be 451.3 (a), 2.46 (b), and 0.337 (c).

According to Stormwater Drainage Manual CORRIGENDUM No. 1/2022 - Table 28, the rainfall increases due to Climate Change will be 16.0% for end of 21st Century.



APPENDIX D

CALCULATION OF DRAINAGE CAPACITY OF THE RUNOFF FROM THE PROJECT SITE (CATCHMENT S1)

Appendix D

Calculation of drainage capacity of the runoff from the Project Site (Catchment S1)

SEC	TION	Pipe	Catchment	Length	Upstream Invert Level	Downstream Invert Level	d	r	A _w	Pw	R	s	ks	v	Qc	Total Runoff in 50 Years	% of capacity	Remark
From	То			m	mPD	mPD	m	m	m²	m	m	-	mm	m/s	m³/s	m³/s	%	
PTM1	PTM2	1 x 375mm circular pipe	S1	38	+10.20	+8.80	0.375	0.19	0.110	1.178	0.09	0.037	0.06	4.4269	0.489	0.154	32%	ОК
PTM2	PTM3	1 x 375mm circular pipe	S1	31	+8.80	+8.20	0.375	0.19	0.110	1.178	0.09	0.019	0.06	3.1814	0.351	0.154	44%	ОК
РТМЗ	PTM4	1 x 375mm circular pipe	S1	51	+8.20	+6.80	0.375	0.19	0.110	1.178	0.09	0.027	0.06	3.8074	0.421	0.154	37%	ОК

Legend

d = pipe diameter, m

r = pipe radius (m) = 0.5d

 A_w = wetted area (m²) = πr^2 (circular) ; $\pi r^2/2$ (U-channel) ; WH (Box Culvert)

 P_w = wetted perimeter (m) = $2\pi r$ (circular) ; πr (U-channel) ; 2W+2H (Box Culvert)

R = Hydraulic radius (m) = A_w / P_w

s = Slope of the total energy line

k_s = equivalent sand roughness, mm

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

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

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



APPENDIX E

CALCULATION OF DRAINAGE CAPACITY OF THE RUNOFF FROM THE ACCESS ROAD (CATCHMENTS S2 TO S6) AND ITS ASSOCIATED UPSTREAM CATCHMENTS (CATCHMENTS A1 TO A5)

Appendix E

Calculation of drainage capacity of the runoff from the access road (Catchments S2 to S6) and its associated upstream catchments (Catchments A1 to A5)

SEC	TION	Pipe	Catchment	Length	Upstream Invert Level	Downstream Invert Level	d	r	A _w	P _w	R	s	k,	v	Q _c	Total Runoff in 50 Years	% of capacity	Remark
From	То			m	mPD	mPD	m	m	m²	m	m	-	mm	m/s	m³/s	m³/s	%	
PCP1	PCP2	1 x 600mm U-channel	\$2+A1	21	+12.00	+11.60	0.600	0.30	0.141	0.942	0.15	0.019	0.06	4.2104	0.595	0.124	21%	ОК
PCP2	РСРЗ	1 x 600mm U-channel	S2+S3+A1+A2	36	+11.60	+10.20	0.600	0.30	0.141	0.942	0.15	0.039	0.06	6.0611	0.857	0.231	27%	ОК
РСРЗ	PCP4	1 x 600mm U-channel	S2+S3+S4+A1+A2+A3	27	+10.20	+9.60	0.600	0.30	0.141	0.942	0.15	0.022	0.06	4.5559	0.644	0.312	48%	ОК
PCP4	PCP5	1 x 600mm U-channel	S2+S3+S4+S5+A1+A2+ A3+A4	28	+9.60	+8.60	0.600	0.30	0.141	0.942	0.15	0.036	0.06	5.8040	0.821	0.377	46%	ОК
PCP5	PTM4	1 x 600mm U-channel	S2+S3+S4+S5+S6+A1+ A2+A3+A4+A5	21	+8.60	+6.80	0.600	0.30	0.141	0.942	0.15	0.086	0.06	9.0530	1.280	0.416	32%	ОК

Legend

d = pipe diameter, m

r = pipe radius (m) = 0.5d

 A_w = wetted area (m²) = πr^2 (circular) ; $\pi r^2/2$ (U-channel) ; WH (Box Culvert)

 P_w = wetted perimeter (m) = $2\pi r$ (circular) ; πr (U-channel) ; 2W+2H (Box Culvert)

R = Hydraulic radius (m) = A_w / P_w

s = Slope of the total energy line

k_s = equivalent sand roughness, mm

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

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

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



APPENDIX F

CALCULATION OF DRAINAGE CAPACITY OF ALL RUNOFF FROM THE APPLICATION SITE (CATCHMENT S) AND ITS ASSOCIATED UPSTREAM AND DOWNSTREAM CATCHMENTS (CATCHMENTS A, B, C, AND D)

Appendix F

Calculation of drainage capacity of all runoff from the Application Site (Catchment S) and its associated upstream and downstream catchments (Catchments A, B, C, and D)

SEC	τιον	Pipe	Catchment	Length	Upstream Invert Level	Downstream Invert Level	d	r	A _w	P _w	R	5	ks	v	Q,	Total Runoff in 50 Years	% of capacity	Remark
From	То			m	mPD	mPD	m	m	m²	m	m	-	mm	m/s	m³/s	m³/s	%	
PTM4	Box Culvert SBP1006180	1 x 400mm circular pipe	S + A	64	6.30	1.73	0.400	0.20	0.126	1.257	0.10	0.071	0.06	6.4464	0.810	0.570	70%	ОК
Box Culvert SBP1006180	Box Culvert SBP1002932	2400mm x 2000mm Box Culvert	S + A + B + C + D	116	1.73	1.51	2.400	1.20	4.800	8.800	0.55	0.002	0.06	2.8191	13.532	2.727	20%	ОК

Legend

d = pipe diameter, m

r = pipe radius (m) = 0.5d

 A_w = wetted area (m²) = πr^2 (circular) ; $\pi r^2/2$ (U-channel) ; WH (Box Culvert)

 P_w = wetted perimeter (m) = $2\pi r$ (circular) ; πr (U-channel) ; 2W+2H (Box Culvert)

R = Hydraulic radius (m) = A_w / P_w

s = Slope of the total energy line

 \mathbf{k}_{s} = equivalent sand roughness, mm

 ${\sf V}$ = Velocity of flow calculated based on Colebrook White Equation, m/s

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

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

Remark:

(1) The upstream invert level and downstream invert level of Box Culvert are referenced from the downstream invert level of SWD1059683 and SWD1034861 respectively.

Appendix 9

Consolidated Further Information (2 to 5)

Consolidated Further Information (2 to 5)

FI(2) Submitted on 15 December 2023

Dep	partmental Comments	Responses
Ema	ail from PlanD received on 5 December 2023 refers:	[Please refer to the Consolidated Report April 2024 – Appendix 5 Tree
Urb	an Design and Landscape Section:	Preservation and Removal Proposal & Landscape Proposal (Resubmission)
		April 2024]
1	According to the submitted landscape master plan and the	The spacing for the proposed hedge planting is increased to min. 3m and
	compensatory tree plan, we observed that the limited spacing (i.e.	should be adequate for the hedge planting to grow.
	0.8m) provided between trees for the proposed hedge planting, the	
	applicant should consider to provide the adequate spacing for the	New planters are proposed on G/F mainly at the entrance area therefore
	proposed hedge planting.	more compensatory trees are proposed on ground floor accordingly. Please
	Moreover, the applicant should consider more new trees planting at	refer to the Attachment 1 - Tree Preservation and Removal Proposal &
	the entrance area of the development site for public enjoyment.	Landscape Proposal (Resubmission).
2	No information on mitigation measures along the proposed access	To minimize the impact on the natural environment, the design of the
	road to the development site is proposed, the applicant should	proposed access road focuses on occupying the least amount of Government
	consider to provide mitigation measures for the proposed access	Land while adhering to the design requirements. It avoids encroaching into
	road to mitigate the landscape impact caused by the proposed	the permitted burial grounds area and the "GB" zone to the west. The existing
	development.	trees on the western side of the proposed access road remain unaffected,
		providing a natural landscape for public enjoyment.
		With reference to the FS Code 2011 Section D23, an Emergency Vehicular
		Access (EVA) for buildings on redevelopment sites should have a minimum
		width of 6m. The proposed access road has been designed to meet this
		requirement. Additionally, a 1.5m-wide footpath has been incorporated on
		the eastern side of the proposed access road, providing a reasonable
		compromise for better pedestrian environment and the scarce land
		resources. Due to these design considerations, there is no available space for
		landscape treatment without involving more government land.

		A portion of the proposed access road, particularly near the development site entrance, has a width exceeding 6m. This wider portion is specifically designed as turning spaces for fire appliances. The plan extracted from the revised proposal in Appendix A – G/F Floor Layout Plan indicates that the EVA extent (shown by the dotted line) aligns with FS Code 2011 Section Diagram D8. The EVA will take up the entire available space, leaving no room for landscape treatment opportunities on the proposed access road.
3	Landscape Section drawings of Appendix G, please provide the	The section plans in Appendix G are updated and tallied with the landscape
	updated section plans to tally with the information at shown in	master plan.
	landscape master plans.	
	Moreover, please provide the landscape treatment on the "2500mm	Landscape treatment on the "2500mm fence wall" along the development
	fence wall" along the development site boundary.	site boundary is added in Appendix G.
4	The applicant should provide the above-mentioned required	Noted.
	information and mitigate the impact caused by the purpose use. We	
	would reserve our comment upon receipt of the required	
	supporting information for consideration.	

Dep	partmental Comments	Responses
Ema	ail from PlanD received on 5 December 2023 refers:	
Dra	inage Services Department:	
1	Sewerage Impact Analysis (Section 5.12 and Appendix 7 of the	
	planning statement)	
	- The sewerage impact analysis needs to meet the satisfaction of	Noted with thanks.
	EPD, the planning authority of sewerage infrastructure.	
2	- For those proposed sewers and manholes (outside application site	The proposed manholes N1 to N5 along the proposed access road would be
	boundary), which intended to be handed over to DSD, shall be	constructed by the Applicant and re-delivered to the Government.
	constructed within public area instead of private area. DSD would	
	not maintain any proposed features within private lot area. Please	
	request the applicant to revisit the alinement and spell out the	
	intention.	
3	- Please request the applicant to clarify the adoption of ks	The value of ks = 0.6mm is adopted for velocities greater than 1.2m/s for the
	(roughness coefficient) with 0.0006 for pipe ID S3, S4, S5 and	calculation of slimed clayware sewer.
	existing FWD1028401 in the calculation.	
4	Drainage Impact Analysis (Section 5.13 of the planning statement) -	A new drainage proposal has been put forward to prevent encroachment
	The existing 750mm u channel, to which the applicant proposed to	onto private lots. The runoff from the development site would be directed
	discharge the stormwater from the subject site was not maintained	through newly proposed drainage pipes along the proposed access road.
	by this office. This Office had no information of the mentioned	These pipes would then connect to the existing public drainage system
	channel. Please request the applicant to provide hydraulic	located adjacent to the Tin Shui Wai West Rail Substation.
	calculation of the mentioned drainage. Besides, the applicant	[Superseded by FI(3) submitted with Drainage Impact Assessment. Please
	should identify the owner of the existing drainage facilities. In the	refer to the Consolidated Report April 2024 - Appendix 8 Drainage Impact
	case that it is a local village drains, DO/YL should be consulted.	Assessment Feb 2024]

FI(3) Submitted on 20 February 2024

D	epartmental Comments	Responses
19	December 2023 refers:	
Ci	vil Engineering and Development Department:	
1	The Geotechnical Engineering Office has no adverse comment on the	Noted.
	captioned planning application.	
2	An existing man-made slope (feature no. 6NW-B/C128) and the MTR	Noted.
	Protection Zone is located within the boundary of the application site.	
	You are recommended to circulate the subject application to the	
	maintenance parties, Government department(s) and MTRC for	
	comments as appropriate.	
3	Please remind the applicant that they should submit the proposed	Noted.
	building works to the Buildings Department for approval as required	
	under the provisions of the Buildings Ordinance.	
4	Please remind the applicant that the subject site is located within	Noted.
	Schedule Area No. 2 and maybe underlain by cavernous marble.	
	Depending on the nature of foundation, if necessary, of the proposed	
	development at the subject site, extensive geotechnical investigation	
	may be required. Such investigation may require high level	
	involvement of an experienced geotechnical engineer in both the	
	design and supervision of the geotechnical works required at the	
	subject site.	
5	Please ask the applicant to clarify whether geotechnical assessment	The Applicant confirms that a geotechnical assessment would be conducted
	will be conducted at a later stage to assess whether man-made slopes	during a later design/construction stage, if deemed necessary by a qualified
	(feature no. 6NW-B/C128) and an unregistered slope) within the	and experienced geotechnical engineer.
	application site will affect or be affected by the proposed	
	development.	

Dep	partmental Comments	Responses
19	December 2023 refers:	
Env	vironmental Protection Department:	
Air	quality	[Please refer to the Consolidated Report April 2024 – Section 5.10 No
		Insurmountable Air Quality Impact]
1	Section 5.10.1.1 – Please be remined that it should be the	Noted with thanks.
	responsibility of the applicant and their consultants to ensure the	
	validity of the chimney data by their own site surveys. Should the	
	information of industrial chimneys be subsequently found to be	
	incorrect, the assessment result as presented in the report would be	
	invalidated.	
2	Section 5.10.2.1 - The applicant should observe and follow the	The Applicant commits to comply with the guidelines as recommended in
	guidelines recommended by EPD's Control of Oily Fume and Cooking	EPD's "Pamphlet on Control of Oil Fume and Cooking Odour from Restaurants
	Odour from Restaurants and Food Business to avoid causing air and	and Food Business". The exhaust will be located away from nearby ASRs as
	odour nuisance. Other than locating the exhaust of the kitchen at a	far as possible.
	location with good dispersion, the applicant should also position the	
	exhaust away from nearby ASRs as far as possible. Please	It has been supplemented in Section 5.10.2.2 of the revised Planning
	supplement.	Statement in Attachment 1.
3	Section 5.10.3.1 and Figure 4	
	i. Please show the 20m buffer zone from both side of the proposed	10m buffer distance is sufficient for the proposed new access road since it is
	new access road with its road alignment and all nearby ASRs in	not classified by TD and hence it is unlikely to be a Primary Distributor or
	Figure 4 to support that 20m buffer is allowed for all nearby ASRs. If	trunk road (See Attachment 3) . 10m buffer is allowed for all nearby ASRs. The
	there is any ASRs located within 20m from the proposed new access	structure for the temporary shop and wholesale of construction materials,
	road, please seek TD's input for the road type of this road to allow	situated to the east of the proposed new access road, falls within the 10m
	less buffer distance if it is classified as district distributor or local	buffer zone. However, it should be noted that it is not an ASR. Please refer to
	distributor.	the Attachment 2 - revised Figure 4. It has been supplemented in Section

		5.10.3.1 of the revised Planning Statement in Attachment 1.
	ii. Based on our review, it is noted that there is an access road located to the east of project site (which leads to the nearby structures including workshops, godowns and carpark from Tsui Sing Road). Please provide the road type (with TD's endorsement or other justification) of this access road and show its buffer zone in Figure 4 to evaluate if sufficient buffer is allowed for the air-sensitive uses of the proposed development.	The "access road" is a local track passing through private land Lots 255 RP, 260 and government land. As such, the HKPSG buffer distance requirement does not apply to the said "access road". It is considered that the traffic flow of this access road is limited. The TD suggested that they are not in the position to classify the road type of the concerned roads (See Attachment 3).
	iii. Please revise "industrial" as "vehicular" in line 8.	Revised accordingly. Please refer to the Section 5.10.3.1 of the revised Planning Statement in Attachment 1.
	iv. Please address if there is any adverse air quality impact arising from the proposed basement carpark and whether the exhaust (if any) of the carpark will be located away from any nearby ASRs as far as possible.	The air quality inside basement car park would be duly complied with the concentration limits as set out in the ProPECC PN 2/96 – Control of Air Pollution in Car Parks. Car park ventilation systems should be designed to ensure that the car park air quality guidelines are met under all circumstances. The exhaust (if any) would be discharged to the atmosphere at such a location away from any nearby ASRs as far as possible. It has been supplemented in Section 5.10.3.2 of the revised Planning Statement in Attachment 1.
4	Section 5.10.4: Please include the construction air quality impacts associated with the proposed project with more details in Section 5.10.4 in order to demonstrate no adverse construction air quality impact is anticipated. In particular,	
	i. Please provide the scale of the dusty activities including the size of site formation/ excavation/ active workfront areas, amount of excavated materials to be handled and no. of dump trucks and	The estimated amount of excavated / backfilling materials, number of truck trips per day and average number of PME to be operated simultaneously on site have been provided in Section 5.10.4.2 of the revised Planning

	machinery over the site per time, etc. to justify that the dust impact would not be adverse with implementation of control measures.	Statement in Attachment 1.
	ii. Please identify the nearest ASRs in the vicinity of the proposed development and provide their separation distance from the project site boundary.	The nearest ASRs 1 – 3, which refer to the nearby village houses located south of the application site boundary, have been identified. The separation distance between these houses and the site ranges from 40m to 69m. Please refer to the Attachment 2 - revised Figure 4 . It has been supplemented in Section 5.10.4.3 of the revised Planning Statement in Attachment 1 .
	iii. Please clarify whether there are any concurrent projects in the surrounding area and their cumulative air quality impact shall be assessed.	Evaluation on the cumulative air quality impact has been provided in Section 5.10.4.4 of the revised Planning Statement in Attachment 1.
5	Section 5.10.4.1 - It is recommended that electric power supply shall be provided for on-site machinery as far as practicable to minimize aerial emissions. Please supplement.	It has been supplemented in Section 5.10.4.1 of the revised Planning Statement in Attachment 1.
6	Section 5.10.5 - Please clarify the use of this regulation and whether exempted NRMM will not be used as far as practicable to minimize any gaseous and PM emissions.	This Regulation aims to establish statutory control over the emissions of NRMMs with the goal of reducing their emission of air pollutants and thereby improving air quality. It is confirmed that exempted NRMM will not be used as far as practicable to minimize any gaseous and PM emissions. It has been supplemented in Section 5.10.5.2 of the revised Planning Statement in Attachment 1.
7	Figure 4 i. The separation distances should be measured from the site boundary of the proposed development to the road kerb of the surrounding roads unless there is no air-sensitive uses in open area and the closest ASR is the building facade. Please check and revise if necessary.	The separation distance is measured from the building facade (openable window) to the road kerb of the surrounding roads provided that there is no air-sensitive uses in open area.
	ii. Please provide a remark in the figure to state that no air-sensitive	It has been supplemented. Please refer to the Attachment 2 - revised Figure

	uses including openable window, fresh air intake and recreational	4.
	uses in the open space is allowed within the buffer zone.	
Sew	verage impact assessment	[Please refer to the Consolidated Report April 2024 – Section 5.12 No
		Insurmountable Sewerage Impact]
8	Please mention the year of intake of the proposed development.	The proposed development is tentatively scheduled to commence operation
		in 2029. It has been supplemented in Section 5.12.1.1 of the revised Planning
		Statement in Attachment 1.
9	Appendix 7	
	i. Please check the invert level from N2 – FMH1025442. Upstream	The invert level has been updated. Please refer to the Attachment 4 - revised
	invert level of N2 should be A1: 9.5 – 225. N3 should be A1: 8.8 -225.	Sewerage Network and Catchment Figure. The hydraulic capacity of the
	N4 should be A1: 8.2-225. N5 should be A1: 7.2-225. FMH1025442	sewers remains unchanged.
	should be A1: 6.56-225.	
	ii. Please provide cover level of the new sewage manholes.	The cover level has been provided. Please refer to the Attachment 4 - revised
		Sewerage Network and Catchment Figure.
	iii. Please state the downstream STW to which the development will	The sewage generated will be discharged to the San Wai Sewage Treatment
	discharge its sewage to.	Plant. It has been supplemented in Section 5.12.2.2 of the revised Planning
		Statement in Attachment 1.

Dep	partmental Comments	Responses
21 December 2023 refers:		
Environmental Protection Department:		
Noise Impact		[Please refer to the Consolidated Report April 2024 – Appendix 6 Noise
		Impact Assessment Mar 2024]
1	It is noted that the building re-entrant design is incorporated into	Noted. Based on the latest development scheme, openable windows for
	the proposed development. Any additional reverberation within the	ventilation will not be assigned in the re-entrant area for locations likely to be
	re-entrant area would cause the noise levels to increase. As such,	exposed to traffic noise. Maintenance windows however will be assigned to
	the applicant/consultant should carefully review and consider the	such areas.

	double-check that all existing fixed noise sources within the 300m study area have been included in the fixed noise impact assessment.	
	workshops and godowns should also be addressed. Please also	with Annex 1 below].
	circles in the attached file. The fixed noise impact from these	not identified. Please refer to the Attachment 6 – Aerial Photo [Superseded
	workshops at the east and west of the site, as indicated by the green	2.2. Some of the green circled areas are car parks and fixed noise sources are
3	Based on the desktop review, there are isolated godowns and	The identification of existing fixed noise sources has been updated in Figure
		Please refer to the Attachment 5 - revised Noise Impact Assessment.
	window and acoustic window together, e.g. TNIA_2-6F_04 - 06.	
	proposed noise reduction rate. Same goes for the use of regular	d.
	up test results or proper reference cases, is required to justify the	The locations of proposed acoustic window have been updated in Figure 3.2a-
	noise in the dormitory on the 4/F to 6/F. Technical data, e.g. mock-	
2	It is noted that the use of dual acoustic windows mitigates traffic	either maintenance windows or fixed glazing.
	minimize potential reverberation noise within the re-entrant area.	purposes only. Other windows within the Proposed Development are to be
	the re-entrant area, etc., to avoid the use of re-entrant area or	4.2a-c and assigned to the facade of openable windows for ventilation
	as the provision of a sound absorption panel at the outer facade in	Hence, the locations of NSRs have been updated in Figures 2.3, 3.1a-d, and
	design layout as well as proposed noise mitigation measures, such	

		Anex 1 - Aerial PhotoImage: A constrained on the state of the
		sources.
4	S.3.4.3 – Please document TD's agreement on the traffic forecast	The agreement of the TD will be provided upon receipt.
	data in the report once available. In case TD has no comment on the	
	methodology for traffic forecast only, the consultant should provide	
	written confirmation from the respective competent party (e.g.	
	traffic consultant) that TD's endorsed methodology has been strictly	
	adopted in preparing the traffic forecast data, and hence the validity	
	of traffic data can be confirmed.	
5	S.2.2.2 –	
	i. TD has published the latest ATC 2022 on the TD website. Please	S.2.2.2 has been updated. According to the ATC 2022, the AADT will be still
	double-check the AADT of Long Tin Road and update the paragraph	over 30,000. Please refer to the Attachment 6 –The Annual Traffic Census
	accordingly.	2022 [Superseded with Annex 2 below].

		Annex 2 – The Annual Traffic Census 2022
		Transport Department The Annual Traffic Census 2022
		<figure></figure>
	ii. Long Tin Road is located approximately 60m to the east of the site. Please double-check the distance and revise accordingly.	S.2.2.2 has been updated.
	iii. The ANL for the existing NSRs has not been defined. Please supplement.	S.2.2.2 and Table 2.3 have been updated.
6	S.2.2.3 – The term "intruding noise" is confusing here. Please consider the following revision: "the noise level at the facade of the nearby noise sensitive receiver(s) should be"	S.2.2.3 has been updated.
7	S.2.2.4 - According to the HKO record, heavy rainfall was detected	The details of background noise monitoring results and records have been
	on 7 Sep 2023. The background noise measurement shall be carried	included in Appendix 2.1.
	out following the general calibration and measurement procedures,	
	including the weather conditions stipulated in the IND-TM. Please	Please note that the background noise monitoring was conducted during the
	clarify. Full details of background noise monitoring, including date,	period without rainfall on 7 and 14 September 2023.
	time, personnel, site observations, weather conditions, locations,	
	plan, etc., should be included and documented in the report.	
8	Table 2.4 - Please use L90 for the background noise level.	Table 2.4 has been updated based on background noise level L90.

9		
	S.2.3.1 - Further to the above comment, a full description of the site	S.2.3.1 to S.2.3.8, Appendix 2.2, and Appendix 2.4 have been updated.
	visit, including date, time, observations, and photos taken onsite,	
	should be included and documented in the report.	
10	S.2.3.1 to S.2.3.3 - Based on our desktop review, there are large open	
	spaces reserved for outdoor use at the nearby warehouses. Any	
	noisy activities, such as loading/unloading, should be taken into	
	account. Please also clarify if all of the concerned noise sources	
	would be fully enclosed on all sides so that noise would be properly	
	contained during operation. There may be direct line-of-sight into	
	the warehouses from the proposed development if not enclosed.	
	Confirmation of the operation, including the on-site activities and	
	operation hours, is required via site survey or the site operator.	
11	S.2.3.7 - The SWL seems to be leaning on the low-end for car	S.2.5.2, S.2.6, and Appendix 2.5 have been updated.
	washing. Please double-check.	
		SWL of vehicle cleaning is confirmed to be correct. However, to demonstrate
		the worst-case scenario, SWL of 94dB(A) will be adopted for vehicle cleaning
		operation with reference to the similar fixed noise source in Appendix 5.5 of
		approved AEIAR-227/202 - Development at San Hing Road and Hong Po Road,
		Tuen Mun in the quantitative fixed noise impact assessment.
12	S.2.3.10 - Please consider the revised statement, "shall be	S.2.3.12 has been updated.
	followed to meet the HKPSG and NCO".	
13	S.3.2.2 – Please also clarify other noise sensitive uses, e.g.	S.3.2.2 has been updated. All rooms provided in the Development are either
	Rehabilitation Area, Small Group Activity Room, End-of-Lift Care,	used for domestic purposes or office purposes. No diagnostic room or ward
	Nurse Station, Multi-purpose room. Please note that other uses	will be provided. As such, the noise standard of $L_{10\ (1hr)}$ 70dB(A) will be
	subject to 65/55 dB(A) criteria should also be considered. Please	adopted.
	review.	
14	S.3.5.6 - Please confirm that the current design with the use of	As advised by the Project Architect, the current design with the use of
	acoustic window would comply with the relevant ventilation	acoustic window is able to comply with the relevant ventilation requirement
	requirement of the BD.	of the BD.

D	epartmental Comments	Responses
5	December 2023 refers:	
D	rainage Services Department:	
1	Drainage Impact Analysis (Section 5.13 of the planning statement)	Following the FI(2) submission on 15 th December 2023, a fresh Drainage
	The existing 750mm u channel, to which the applicant proposed to	Impact Assessment has been conducted and is attached in Attachment 7 –
	discharge the stormwater from the subject site was not maintained	Drainage Impact Assessment. The planning statement has been revised
	by this office. This Office had no information of the mentioned	accordingly in Section 5.13 and is attached in Attachment 1 - Revised
	channel. Please request the applicant to provide hydraulic calculation	Planning Statement.
	of the mentioned drainage. Besides, the applicant should identify the	
	owner of the existing drainage facilities. In the case that it is a local	[Please refer to the Consolidated Report April 2024 - Appendix 8 Drainage
	village drains, DO/YL should be consulted.	Impact Assessment Feb 2024]

De	partmental Comments	Responses
25	January 2024 refers:	Please refer to the Consolidated Report April 2024 - Appendix 4 Traffic Impact
Tra	ansport Department:	Assessment]
1	Para. 3.2.4: The applicant shall detail the time period at when	The survey was conducted on 12/06/2023 and the survey period was:
	the survey was conducted;	● 7:00am -9:00am
		• 5:30pm -7:30pm
2	Table 3.3:	
	i) There was only 1 no. of disabled parking provided in the	Noted. The applicant will provide in total of 3 disable parking. The detail
	proposal. In view of the nature of the proposed development,	location of the disable parking is provided and is shown in the revised
	i.e., residential care home for elderly, the applicant shall	TIA report Figure 3.7. Please refer to the Attachment 8 – revised
	increase the provision of disabled parking for elderly with	Traffic Impact Assessment.
	wheelchairs;	
		The parking provision of other existing RCHE have been referenced
	ii) The applicant shall provide quantitative substantiation for the	and summarized in the Table 3.3 of the revised TIA report.
	sufficiency of their proposed parking provision;	
		The revised parking layout plan and the swept path analysis are

 iii) The provision in the table did not match with Figure no. 2.2. The applicant shall provide the parking layout plans for our review in the traffic impact assessment with swept path analysis. Please remind the applicant that the disabled parking shall be placed close to major access point, e.g. lift, according to HKPSG; Section 4.5: The applicant shall detail the in-house survey referred quantitatively; In view that the proposed road was leading to the proposed development only, TD would not take up the brown and green area as shown on Figure no. 3 of the attachment "A_YL- PS_702_Plans and Drawings.pdf; The local track leading to the subject site and the road section of Tsui Sing Road at East of Tin Shing Road are not under TDs purview. The applicant shall obtain consent of the owners/ managing parties of the local track for using it as the vehicular access to the subject site; and Sufficient space should be provided within the application, no parking, queuing and reverse movement of vehicles. In addition, no parking, queuing and reverse movement of vehicles on public road are allowed. Comments from Transport Operation (received on 16 Feb 2024 via for managoing attes of the location of setting the development for managoing distance for accessing the mentioned PT services. With reference to the number of staff of the development (senior Hoste/ Residential Care Home for Elderly), please assess the demand for public transport service (with the sapit services. With reference to the number of staff of the development (senior Hoste/ Residential Care Home for Elderly), please assess the demand for public transport service (with the sapit services. With reference to the number of staff of the development (senior Hoste/ Residential Care Home for Elderly), please assess the demand for public transport service (with the sapit at the provision of existing PT service/ netwowith (senior Hoste/ Residential Ca			
referred quantitatively; the revised TIA report Table 4.5. 4 In view that the proposed road was leading to the proposed development only, TD would not take up the brown and green area as shown on Figure no. 3 of the attachment "A_YL-PS_702_Plans and Drawings.pdf"; Noted. 5 The local track leading to the subject site and the road section of Tsui Sing Road at East of Tin Shing Road are not under TD's purview. The applicant shall obtain consent of the owners/managing parties of the local track for using it as the vehicular access to the subject site; and The local track for using it as the vehicular access to the subject site; and 6 Sufficient space should be provided within the application site for maneuvering of vehicles. In addition, no parking, queuing and reverse movement of vehicles on public road are allowed. Noted and agreed. Comments from Transport Operation (received on 16 Feb 2024 via Planning Department) Planing Department) 7 Figure 3.6 Please indicate the pedestrian crossing facilities, footpath and walking distance for accessing the mentioned PT services. Details will be provided during the implementation stages under footpath and walking distance for accessing the mentioned PT services. 8 With reference to the number of staff of the development (senior Hostel/ Residential Care Home for Elderly), please assess the demand for public transport service (with the split of the PT modes e.g Railway, franchised bus, GMB) The staff will work in 2 shifts (7:30am to 7:30 pm and then 7:30 pm to 7:30 am).		The applicant shall provide the parking layout plans for our review in the traffic impact assessment with swept path analysis. Please remind the applicant that the disabled parking shall be placed close to major access point, e.g. lift, according	and Figure 3.7 in the revised TIA report respectively. Whilst, for the disable parking, we have ensured that the location of the disable
development only, TD would not take up the brown and green area as shown on Figure no. 3 of the attachment "A_YL-PS_702_Plans and Drawings.pdf"; The local track leading to the subject site and the road section of Tsui Sing Road at East of Tin Shing Road are not under TD's purview. The applicant shall obtain consent of the owners/managing parties of the local track for using it as the vehicular access to the subject site; and The local track passing through private land Lots 255 RP, 260 and adjoining government land will not be used for vehicular access. 6 Sufficient space should be provided within the application site for maneuvering of vehicles. In addition, no parking, queuing and reverse movement of vehicles on public road are allowed. Noted and agreed. 7 Figure 3.6 Please indicate the pedestrian crossing facilities, footpath and walking distance for accessing the mentioned PT services. Details will be provided during the implementation stages under footpath and walking distance for staff of the development (senior Hostel/ Residential Care Home for Elderly), please assess the demand for public transport service (with the split of the PT modes e.g Railway, franchised bus, GMB) The staff will work in 2 shifts (7:30am to 7:30 pm and then 7:30 pm to 7:30 and the private service is not on peak hours and the splication is not on peak hours and the splication is not on peak hours and the splication is not on peak hours and the private service is not on peak hours and the splication is not on peak hour	3		
of Tsui Sing Road at East of Tin Shing Road are not under TD's purview. The applicant shall obtain consent of the owners/ managing parties of the local track for using it as the vehicular access to the subject site; andadjoining government land will not be used for vehicular access.6Sufficient space should be provided within the application site for maneuvering of vehicles. In addition, no parking, queuing and reverse movement of vehicles on public road are allowed.Noted and agreed.7Figure 3.6 Please indicate the pedestrian crossing facilities, footpath and walking distance for accessing the mentioned PT services.Details will be provided during the implementation stages under planning conditions.8With reference to the number of staff of the development (senior Hostel/ Residential Care Home for Elderly), please assess the demand for public transport service (with the split of the PT modes e.g Railway, franchised bus, GMB)The staff will work in 2 shifts (7:30am to 7:30 pm and then 7:30 pm to 7:30am).	4	development only, TD would not take up the brown and green area as shown on Figure no. 3 of the attachment "A_YL-	Noted.
for maneuvering of vehicles. In addition, no parking, queuing and reverse movement of vehicles on public road are allowed.Comments from Transport Operation (received on 16 Feb 2024 via7Figure 3.6 Please indicate the pedestrian crossing facilities, footpath and walking distance for accessing the mentioned PT services.Details will be provided during the implementation stages under planning conditions.8With reference to the number of staff of the development (senior Hostel/ Residential Care Home for Elderly), please assess the demand for public transport service (with the split of the PT modes e.g Railway, franchised bus, GMB)The refore, the impact on the public transport is not on peak hours and	5	of Tsui Sing Road at East of Tin Shing Road are not under TD's purview. The applicant shall obtain consent of the owners/ managing parties of the local track for using it as the vehicular	
 Figure 3.6 Please indicate the pedestrian crossing facilities, footpath and walking distance for accessing the mentioned PT services. With reference to the number of staff of the development (senior Hostel/ Residential Care Home for Elderly), please assess the demand for public transport service (with the split of the PT modes e.g Railway, franchised bus, GMB) Details will be provided during the implementation stages under planning conditions. Details will be provided during the implementation stages under planning conditions. The staff will work in 2 shifts (7:30am to 7:30 pm and then 7:30 pm to 7:30 pm. 	6	for maneuvering of vehicles. In addition, no parking, queuing	Noted and agreed.
footpath and walking distance for accessing the mentioned PT services.planning conditions.8With reference to the number of staff of the development (senior Hostel/ Residential Care Home for Elderly), please assess the demand for public transport service (with the split of the PT modes e.g Railway, franchised bus, GMB)The staff will work in 2 shifts (7:30am to 7:30 pm and then 7:30 pm to 7:30am).7The staff will work in 2 shifts (7:30am to 7:30 pm and then 7:30 pm to 7:30am).	Со	mments from Transport Operation (received on 16 Feb 2024 via	Planning Department)
(senior Hostel/ Residential Care Home for Elderly), please assess the demand for public transport service (with the split of the PT modes e.g Railway, franchised bus, GMB)7:30am).Therefore, the impact on the public transport is not on peak hours and		Figure 3.6 Please indicate the pedestrian crossing facilities, footpath and walking distance for accessing the mentioned PT	Details will be provided during the implementation stages under
9 Please review if the provision of existing PT service/ network therefore its impact on PT is insignificant.	8	(senior Hostel/ Residential Care Home for Elderly), please assess the demand for public transport service (with the split	7:30am).
	9	Please review if the provision of existing PT service/ network	therefore its impact on PT is insignificant.

	could absorb the additional demand (especially during the	
	respective peak periods of the shifts of the staffs) , and access	Anyway, if considered necessary, detail assessment can be provided
	if any enhancement of service/ facilities (e.g lay-by, passenger	during the
	queuing area) would be required: and	implementation stages under planning conditions.
1	In addition to the PT demand generated from the staff, please	
0	clarify if the residents and visitors of the Senior Hostel/	
	Residential Care Home for Elderly would use public transport?	
	If so, please take them into account in assessing the demand	
	and impact on the PT services.	

D	epartmental Comments	Responses
24	January 2024 refers:	
Sc	cial Welfare Department:	
1	Service Perspective	Noted.
	Subject to consideration by Town Planning Board and relevant	
	government departments, we from service perspective for RCHE, we	
	generally have no objection-in-principle to the proposed RCHE under	
	S.16 planning application at Lots Nos. 257 (Part), 258 RP (Part) in D.D.	
	122 and Adjoining Government Land, Ping Shan, Yuen Long on	
	conditions that -	
	i) the design and construction of the proposed RCHE shall be in full	
	compliance with prevailing statutory and licensing requirements; and	
	ii) the proposed RCHE shall incur no financial implication, both in	
	capital and recurrent, to the Government.	
2	According to the Planning Statement of the subject planning	Noted.
	application, the applicant intends to apply for "Incentive Scheme to	
	encourage Provision of RCHE premises in New Private Developments"	
	(Incentive Scheme) for the development of RCHE. In this light, the	
	applicant is advised to submit a formal application to the concerned	

	district lands Office should he wish to proceed with the application	
	for "Incentive Scheme". Given the Enhanced Scheme with a 3-year	
	pilot period has been put in place since 20.6.2023, the applicant	
	should study the details of the Scheme as set out in the attached	
	Practice Note (PN) No. 5/2023 issued by LandsD on 20.6.2023.	
3	With a view to meeting the objective of providing a quality RCHE, the	Noted.
	applicant should also refer to the following updated version of i)	
	Guidance Note of RGHE; ii) Best Practice in Design and Operation of	
	RCHE; and iii) Best Practices Guidance - Basic Provision Schedule	
	Specific Requirements for RCHE when Designing and Planning for the	
	Proposed RCHE. Furthermore, given the RCHE is a newly planned	
	project, the applicant is reminded to comply with the entire	
	ventilation requirements stipulated in Para. 4.9 "Heating, Lighting	
	and Ventilation" in the latest version of the Code of Practice for	
	Residential Care Homes (Elderly Persons) (CoP) as attached in (iv).	
	Under the prevailing practice, we would consider the support	
	worthiness of the proposed RCHE for the Incentive Scheme upon	
	receipt of Lands Department's formal referral and seek the policy	
	support from Labour and Welfare Bureau on the application as and	
	when appropriate.	
4	As a remark, we note that the applicant has attached the below-	Noted.
	attached Appendix 1 (i.e. copy of the Reply Letter from LWB dated	
	10.5.2023) in the S.16 planning application quoting that LWB has	
	offered no objection in-principle for the proposal to provide RCHE. In	
	fact, LWB's letter as attached is referring to another development	
	project in Tin Shui Wai involving 2 RCHEs and 1 RCHD but not related	
	to the subject RCHE development at Ping Shan, Yuen Long. While	
	SWD will consider the proposal received on a case-by-case basis, the	
	applicant is advised to re-visit the	

	submitted document(s) and confirm that the attached reply letter issued by LWB should not be applied to the current project.	
5	Licensing Perspective	Noted.
	We have no comment on the captioned application for the provision	
	of RCHE at the captioned site from the licensing perspectives. The	
	applicant should note that for the planning and setting up of the	
	proposed RCHE, it should comply with the requirements as stipulated	
	in the Residential Care Homes (Elderly Persons) Ordinance (Cap.459),	
	its subsidiary legislation and the latest version of the Code of Practice	
	for Residential Care Homes (Elderly Persons).	

D	epartmental Comments	Responses
7	February 2024 refers:	
U	rban Design and Landscape Section:	
1	According to the aerial photo of 2022, the Site is situated in area of	Noted.
	miscellaneous rural fringe landscape character predominated by	
	temporary structures, public vehicle parks, village houses, graveyard	
	and woodland. The Site is occupied by temporary structures. The	
	applied use is considered not incompatible to the landscape	
	character of the surrounding area.	
2	Having reviewed the revised landscape proposal, 24 nos. of existing	Noted.
	trees of common species within the Site are proposed to be felled. In	
	Section 4.3 "Tree Compensatory Proposal" and Section 8.0 "Soft	
	Landscape (Planting design/materials), 12 new trees of native	
	species, shrubs & groundcovers planting and vertical greening on the	
	fence wall are proposed at G/F. Shrubs & groundcovers planting are	
	proposed at 1/F. Furthermore, 12 new trees in hedge form and shrubs	
	& groundcovers planting are proposed in roof floor. We have no	
	comment on the application from landscape planning perspective.	

3	Advisory Remarks to the Applicant	Noted.
	The applicant should note that approval of the s.16 application by the	
	TPB does not imply approval of the tree works such as pruning,	
	transplanting and/or felling under lease. Applicant is reminded to	
	approach relevant authority / government department(s) direct to	
	obtain the necessary approval on tree works.	

FI(4) Submitted on 27 March 2024

Departmental Comments		Responses
19 and 20 March 2024 refers:		
En	vironmental Protection Department:	
Air quality		[Please refer to the Consolidated Report April 2024 – Section 5.10 No
		Insurmountable Air Quality Impact]
1	Section 5.10.3.1, Figure 4 and R-t-C 3(i)	
	(a) Please note that the structure for temporary shop and wholesale	According to the comments from Transport Department dated 25 January
	of construction materials should be considered as an ASR unless the	2024, it was indicated that "in view that the proposed road was leading to the
	consultant can justify with support that no people/ staff will stay in	proposed development only, TD would not take up the brown and green area
	the structure for prolonged time. If this structure is confirmed as an	as shown on Figure no. 3 of the attachment "A_YL-PS_702_Plans and
	ASR, please clarify whether any air sensitive use (such as openable	Drawings. pdf". The proposed access road only serves the application site,
	window and fresh air intake) of this structure will be located within	where the traffic flow is very limited.
	the buffer zone from the proposed access road. The consultant may	
	review if the proposed access road could be considered as LD with	The car park within the site is primarily used for private car parking and has a
	justification (e.g. the peak traffic flow of this proposed access road	limited number of parking spaces. According to the RCHE operation model,
	is limited) and allow 5m buffer distance. If the HKPSG buffer distance	the cars that come to and from the site are mainly private vehicles used by
	requirements cannot be fulfilled, a quantitative AQIA shall be	the residents' visitors, and heavy vehicles are limited. Moreover, the distance
	conducted or consider if the road alignment of the proposed access	covered by the proposed access road is short, spanning only about 100m
	road could be adjusted to allow sufficient distance from the ASRs.	from the site to the Tsui Sing Road. Therefore, the emission is very limited. In
		addition, there is no parking along the proposed access road. No start
	(b) Please show the location and photos of the structure for	emission is anticipated. Therefore, 5m buffer distance is allowed for all

	temporary shop and wholesale of construction materials in Figure 4	nearby ASRs. Please refer to the updated Figure 4 showing the buffer area.
	for clear illustration.	
		A small portion of the structure for the temporary shop and wholesale of
		construction materials, situated to the east of the proposed new access road,
		falls within the buffer zone. A site survey was conducted on 26 th March 2024.
		Please refer to the Section 5.10.3.3 and 5.10.3.4 of the Planning Statement
		(Attachment 1).
2	Section 5.10.3.1 and R-t-C 3(ii) - It is noted that the access road to	A "access road" to the east of the site is a local track passing through private
	the east of project site is not under TD's purview but it should not	land Lots 255 RP, 260 and government land. A traffic survey was conducted
	be a reason why the buffer distance shall not be allowed since the	on 15 th March 2024. The recorded traffic flows during AM and PM peak are
	proposed development may subject to the vehicular emission	as follows:
	impact from this access road owing to the close distance (no matter	
	it is considered as a private or public road). As a conservative	730am-830am: 28 Private Vehicles + 4 Heavy Goods Vehicles
	approach, please use 10m buffer distance for this unclassified road	6pm-7pm: 22 Private Vehicles + 3 Heavy Goods Vehicles
	or provide justification (e.g. the peak traffic flow of this access road	
	is limited) to support that it can be considered as a LD and show its	It is observed that the traffic flow is limited, and there are only a few heavy
	buffer zone in Figure 4 as well.	goods vehicles passing through. Nevertheless, a buffer distance of 5m is
		provided. Please refer to the Attachment 2 - updated Figure 4 showing the
		buffer area.
		Please refer to the Section 5.10.3.5 of the updated Planning Statement.
3	Table 5 - Please check if the sum of inert and non-inert C&D	The figure is updated. Please refer to the Section 5.10.4.2 of the updated
	materials is correct in the table.	Planning Statement.
4	Section 5.10.4.3 - Please provide the separation distance between	The structure for the temporary shop and wholesale of construction
	the structure for temporary shop and wholesale of construction	materials, situated to the immediate north of the Site, is not an ASR.
	materials (as mentioned in Section 5.10.3.1) and the project	
	boundary in this section if this structure is considered as an ASR.	

1	It is noted that our previous comments on the SIA have been addressed in the replacement pages to the planning statement and Attachment 4 - Revised Sewerage Network and Catchment Figure. We have no further comment to the FI submitted from sewerage planning perspectives.	Noted.
Noi	se impact	
[Ple	ase refer to the Consolidated Report April 2024 – Appendix 6 Noise In	npact Assessment Mar 2024]
1	S.1.2.4 – Please confirm if the proposed development is to be commenced and completed construction both within 2029.	The proposed development is to be commenced in 2026 and completed construction in 2029. S1.2.4 has been updated.
		Please refer to the Attachment 3 – Replacement Pages of Noise Impact Assessment.
2	S.2.2.3 – Please consider the revised statement, ", the noise level of planned fixed noise sources at".	S.2.2.3 has been updated accordingly.
3	Appendix 2.1 – According to the HKO record, heavy rainfall was detected on 7 September 2023 which may affect the validity of the result of the background noise monitoring on 7 September 2023. Based on the photo provided by the consultant, the nearby ground	It is confirmed that the background noise monitoring was conducted during the period without rainfall on 7 September 2023. Remark in Appendix 2.1 has been updated.
	surface was noted to be wet so the result may not be representative. Please review and reconfirm the validity.	As a conservative approach, the background noise monitoring results at BGN1 conducted on 14 September 2023 during the nigh time period will be adopted for the establishment of noise standard for planned noise source(s) for both daytime, evening time, and night time period to demonstrate the worst-case scenario.
4	S.3.4.3 – TD's agreement on the traffic forecast data is still outstanding. Please supplement once available.	Endorsement from Transport Department on the traffic forecast data is enclosed in Appendix 3.1.

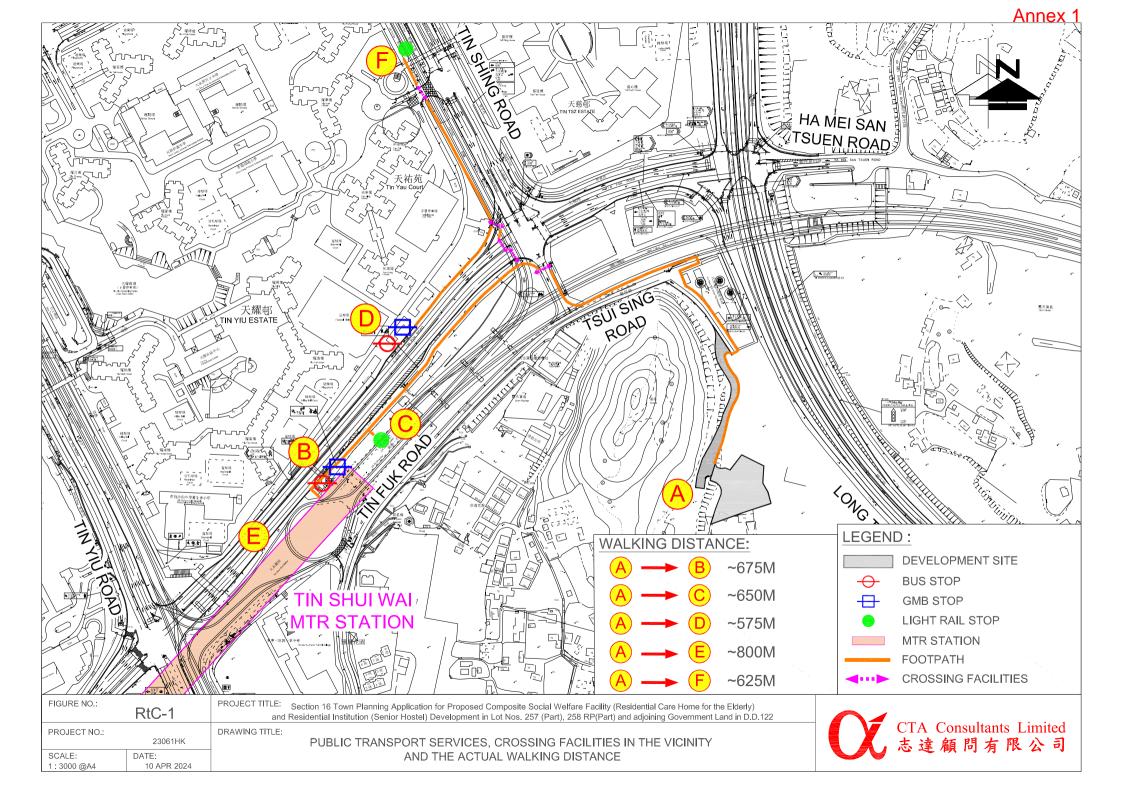
Dep	partmental Comments	Responses
19	March 2024 refers:	
Social Welfare Department:		
1	Having reviewed the R-to-C table in Further Information (FI) No. 3,	Noted.
	the applicant's agent, namely DeSPACE (International) Limited	
	responded that he has taken note of our last comments. In view of	
	the agent's positive responses, we have no further comments at this	
	stage.	
2	On the understanding that the applicant/ agent has an intention to	The Applicant is aware of the supplementary information required, and will
	join the "Incentive Scheme to Encourage Provision of RCHE premises	provide the necessary information to the SWD during the next land grant
	in New Private Developments" (Incentive Scheme) with its	stage.
	Enhanced Scheme put in place since 20.6.2023 for a pilot period of	
	3 years as stipulated in Practice Note No.: 5/2023 issued by Lands	
	Department (LandsD), we would like the applicant/ agent to take	
	note of the following and to provide supplementary information/	
	drawings to SWD for consideration –	
	(i) To be eligible for exemption of land premium for the development	
	of a RCHE, please be advised that the provision of RCHE premises in	
	the development must have the support of the Social Welfare	Noted and will be provided during the next land grant stage.
	Department (SWD). According to the Proposed key Development	
	Parameters in the revised planning statement of FI(3), the proposed	
	RCHE, with its total GFA remains at 7500 sqm, is to provide 400 beds	
	(or within a range of 380-420). While the design of the proposed	
	RCHE shall be to the satisfaction of SWD, the applicant/ agent is	
	advised to provide a detailed layout drawings of the RCHE for SWD	
	for consideration.	
	(ii) It is noted that the proposed RCHE and Senior Hostel are located	

	in the 8-storey building (excluding a basement floor). As the premium concession, if granted, only covers the premises of the eligible RCHE as approved by SWD, to avoid any doubt, the applicant shall provide a clear demarcation of the respective boundary that are exclusively used by RCHE and Senior Hostel.	Noted and will be provided during the next land grant stage.
	(iii) While the current planning application is submitted by the Agent, namely DeSPACE (International) Limited and we have no latest information of the applicant for the subject application, would the agent please provide details of the applicant (e.g. name of the applicant/ company and the nature/ type of the company (if applicable)) for SWD's information and record.	
		The Applicant, Joint Great Properties Limited, is a private company with the intention to invest in the RCHE market. The applicant has consulted with multiple RCHE operators in the current market and has gained a comprehensive understanding of the standard of RCHE services. Any further information that may be required will be provided during the next stage of the land grant process.
2	Should the applicant/ agent would like to proceed with the application for Incentive Scheme for the development of RCHE, he shall submit a formal application to the concerned Lands District Office. Subject to the result of the planning permission and the applicant/ agent's submission of the required supplementary information/ drawings as mentioned in (i) to (iii) above, we stand ready to assess the support-worthiness on the proposed RCHE under Incentive Scheme upon receipt of LandsD's formal referral and to seek the policy support from Labour and Welfare Bureau on the application when it is considered suitable.	Noted.

FI(5) Submitted on 15 April 2024

	Fi(5) Subinitted on 15 April 2024		
De	partmental Comments	Responses	
11	April 2024 refers:		
Tra	insport Department:		
1	It is noted Fig 3.8 only shows the public transport services	Noted. Please refer to the Attachment 3 – Supplementary for TIA.	
	within a theoretical/geographic 500m radius which did not take		
	into account of the actual walking distance. As we have	The pedestrian crossing facilities, footpath and actual walking for	
	requested earlier, the consultants should indicate the	accessing the mentioned PT services are shown in the Figure RtC-1 .	
	pedestrian crossing facilities, footpath and actual walking	[Please refer to the Consolidated Report April 2024 – Annex 1]	
	distance for accessing the mentioned PT services (e.g. MTR,		
	bus and GMB)). Those outside 500m actual walking distance		
	is considered irrelevant to this development.	According to the measurement, the actual walking distance between	
		those mentioned PT services are outside 500m, and hence, one of the	
	It seems that TSW station is around 800m away (by walking),	proposed L/UL for the LGV will be sharely used for taxi. The details and	
	and the consultants may wish to double check if the bus/GMB	the location of the shared use L/UL bay is shown in the revised Figure	
	stop along Tin Fuk Road is within walkable distance, taking into	3.6 (Revised) . [Please refer to the Consolidated Report April 2024 -	
	account of the available crossing facilities. Noting the shifts	Appendix 4 Traffic Impact Assessment]	
	of the workers at the Elderly Home would not overlap with that		
	of the normal AM/PM peak and other private / special purpose		
	vehicle would be used for elderly, I have no strong reservations		
	on the level of the public transport services involved provided		
	that are accessible (i.e. within walkable distance).		
	Alternatively, in view of the above, would the applicant please		
	supplement the L/UL arrangement for taxi, i.e. whether the		
	L/UL bays would be sharely used for taxi, to address the traffic		
	need between Tin Shui Wai Station and the proposed		
	development if there is no public transport services nearby.		

Departmental Comments		Responses
11 April 2024 refers:		[Please refer to the Consolidated Report April 2024 – Section 5.10 No
En	vironmental Protection Department:	Insurmountable Air Quality Impact]
1	Section 5.10.3.2 - Please specify the number of on-site parking	Please refer to Attachment 4
	space and estimate the maximum no. of traffic using the	
	proposed access road at the peak time to justify that the traffic	The on-site parking spaces accommodate a total of 18 private vehicles,
	is very limited.	2 light goods vehicles for loading/unloading purposes, and 1 light goods vehicle. In relation to the traffic forecast for the assessment of traffic noise impact, Tsui Sing Road experiences a traffic flow ranging from 50 vehicles per hour to 110 vehicles per hour during the AM and PM Peak. The proposed access road, which branches off from Tsui Sing Road, is expected to have a comparatively limited traffic flow.
		The Section 5.10.3.2 has been updated. Please refer to the Attachment 4 – Updated Planning Statement.
2	Section 5.10.3.5, 3rd paragraph - Please state clearly if there is no air-sensitive uses of proposed development located within the buffer zone.	It is confirmed that there is no air-sensitive uses of proposed development located within the buffer zone. The Section 5.10.3.5 has been updated.
3	Section 5.10.4.3 and Figure 4 - Please include the resting area as mentioned in Section 5.10.3.4 as ASR and show its separation distance in Figure 4.	The Section 5.10.4.3 and Figure 4 have been updated. Please refer to the Attachment 5 – Updated Figure 4.



Previous Applications Covering the Site

Approved Applications

Application No.	Zoning	Development/Use	Date of Consideration
A/YL-PS/530	"G/IC" & "V"	Proposed Temporary Shop and Wholesale of Construction Materials	13.1.2017
		for a Period of 3 Years	(revoked on 13.4.2018)
A/YL-PS/555	" G/IC" & "V"	Proposed Temporary Shop and Wholesale of Construction Materials for a Period of 3 Years	16.3.2018
A/YL-PS/624	" G/IC" & "V"	Temporary Shop and Wholesale of Construction Materials for a Period of 3 Years	8.1.2021

Rejected Applications

Application No.	Zoning	Development/Use	Date of Consideration	<u>Rejection</u> <u>Reasons</u>
A/YL-PS/8	"G/IC" & "V"	Temporary Private Car/ Container Vehicle Park for a Period of 12 Months	20.6.1997	(1) to (5)
A/YL-PS/23	"G/IC" & "V"	Temporary Public Lorry, Car and Container Trailer Park for a Period of 3 Years	12.6.1998 (TPB)	(1), (2), (4), (5)
A/YL-PS/27	"G/IC" & "V"	Temporary Car Dismantling Workshop for a Period of 3 Years	26.6.1998 (TPB)	(1), (2), (4), (5)
A/YL-PS/226	"GB", "G/IC" & "V"	Temporary Open Storage of Plastic Waste and Waste Metals for a Period of 3 Years	18.11.2005 TPB on Review	(1), (2), (5)

Reasons for Rejection

- (1) Not in line with planning intentions.
- (2) Incompatible with the surrounding environment and/or village settlements.
- (3) Insufficient information to demonstrate that a satisfactory vehicular access will be provided.
- (4) Insufficient information to demonstrate no adverse visual and/or landscape impacts on the surrounding areas.
- (5) Approval of the application will set an undesirable precedent for other similar applications which will lead to general degradation of the area.

Recommended Advisory Clauses

- (a) to resolve any land issues relating to the development with the concerned land owners of the application site (the Site);
- (b) to continue to liaise with relevant Government departments on the implementation of the proposed new vehicular access/emergency vehicular access (EVA), if applicable;
- (c) to note the comments of the District Lands Officer/Yuen Long, Lands Department (DLO/YL, LandsD) that:
 - (i) it is noted that the applicant, Joint Great Properties Limited is not the registered owner of private lots within the Site;
 - (ii) nothing that there is no public road abutted the Site, Building Department (BD)'s comment should first be sought for the development potential of the Site as to implement the proposal;
 - Slope feature (6NW-B/C128) falls within the proposed vehicular access road in the Site. The applicant is required to consult Civil Engineering and Development Department (CEDD) if any stabilization or mitigation works is required;
 - (iv) the Site falls within the West Rail Protection Boundary. MTR Corporation Limited (MTRCL) (agent of the Kowloon–Canton Railway Corporation (KCRC)) should first be consulted from railway protection perspective;
 - (v) the proposed vehicular access is to be on found unleased and unallocated government land (UUGL), with portions of which being served as an existing local track. There is no guarantee that the granting of the additional UUGL for implementing the new development proposal will be acceded to in land exchange stage. In addition, the permitted burial ground No. YL/83 will be affected by the proposed vehicular access, District Officer (Yuen Long)'s comment should be sought;
 - (vi) the applicant is required to seek the required policy support from Labour and Welfare Bureau (LWB) / Social Welfare Department (SWD) on the proposed exemption of certain premium and Gross Floor Area (GFA) from calculation on the particular RCHE use and the proposed premium concession under the relevant policy initiative; and
 - (vii) should the scheme be approved by the Town Planning Board, the applicant, who should with by the registered owner or the prospective purchaser with written consent from the register owners of Lots. 257 and 258RP in D.D. 122, shall apply for a land exchange to implement the proposed development. However, there is no guarantee that the land exchange application will be approved. Such application will be dealt with by LandsD acting in the capacities the landlord at sole discretion, and if the land exchange is approved, it will be subject to such terms and conditions including but not limited to the payment of premium and administrative fee as may be imposed;
- (d) to note the comments of the Secretary for Labour and Welfare (SLW) that:

the applicant should be reminded that approval to the subsequent land exchange application shall be considered as a separate matter and is subject to LandsD's discretion;

- (e) to note the comments of the Director of Social Welfare (DSW) that:
 - (i) on the understanding that the applicant/ agent has an intention to join the "Incentive Scheme to Encourage Provision of RCHE premises in New Private Developments" (Incentive Scheme) with its Enhanced Scheme put in place since 20.6.2023 for a pilot period of 3 years as stipulated in Practice Note No. 5/2023 issued by LandsD, we would like the applicant/ agent to take note of the following and to provide supplementary information/ drawings to SWD for consideration -
 - a detailed layout drawings of the RCHE;
 - a clear demarcation of the respective boundary that are exclusively used by RCHE and senior hostel; and
 - details of the applicant(s) (e.g. name of the applicant/ company and the nature/ type of the company (if applicable) for SWD's consideration/ information;
 - (ii) for items as mentioned in (i) above, the agent replied that the applicant is aware of the supplementary information required and will provide the necessary information to SWD during next land grant stage. As such, SWD would stand ready to offer comments on (i) a detailed layout drawings of the RCHE; and (ii) respective boundary that are used by RCHE and senior hostel submitted by the applicant/ agent under a formal application to the concerned District Lands Office at later stage;
 - (iii) the agent has well stated that the applicant is named **Joint Great Property Limited** which is a private company with an intention to invest in the RCHE market. As the agent replied that further information (of applicant) that may be required will be provided during the next stage of the land grant process, we have no further comments at this stage; and
 - (iv) subject to the result of the planning permission for the proposed development and SWD's satisfaction to the design scheme of the RCHE, policy support from LWB on the application for Incentive scheme on the development of RCHE would be considered when deems suitable;
- (j)(f) to note the comments of the Commissioner for Transport (C for T) that:
 - the local track leading to the subject site and the road section of Tsui Sing Road at East of Tin Shing Road are not under Transport Department (TD)'s purview. The applicant shall obtain consent of the owners/managing parties of the local track fgor using it as the vehicular access to the Site;
 - (ii) sufficient space should be provided within the Site for manoeuvring of vehicles. In addition, no parking, queuing and reverse movement of vehicles on public road are allowed; and
 - (iii) noting that existing public transport services are a bit far away, the site constraints and loading/unloading lay-by would be provided at the Site, it is suggested that the applicant may consider the option of operating non-franchised bus service (e.g. Employee's Service) subject to actual passenger demand. If the applicant wish to operate a nonfranchised bus service, he is reminded to seek TD's prior approval;
- (iv)(g) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD) that:
 - (i) adequate drainage measures shall be provided to prevent surface water running from

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the Site to the nearby public roads and drains; and

- (ii) the access road connecting the Site from the junction of Tsui Sing Road and Road 51978 near Tin Fuk Road is not and will not be maintained by and responsible of HyD;
- (v)(h) to note the comments of the Director of Fire Services (D of FS) that:
 - (i) detailed fire services requirements will be formulated upon receipt of formal submission of general building plans or referral of application via relevant licensing authority; and
 - (ii) the applicant is advised to observe the requirement of emergency vehicular access (EVA) as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Buildings 2011 under the Building (Planning) Regulation 41D which is administrated by the Buildings Department (BD);
- (vi)(i) to note the comments of the Chief Engineer/Construction, Water Supplies Department (CE/C, WSD) that:
 - (i) existing water mains will be affected as shown on the plan. The cost of any necessary diversion shall be borne by the proposed development;
 - (ii) in case it is not feasible to divert the affected water mains, a waterworks reserve within 1.5 metres from the centre line of the water main shall be provided to WSD. No structures 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 Supply or their contractor to carry out construction, inspection, operation, maintenance and repair works;
 - (iii) no trees or shrubs with penetrating roots may be planted within the Waterworks Reserve or in the vicinity of the water main; and
 - (iv) 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;
- (vii)(j) to note the comments of the Chief Building Surveyor/New Territories West, Buildings Department (CBS/NTW, BD) that:
 - the Site shall be provided with means of obtaining access thereto from a street and EVA in accordance with Regulations 5and 41(D) of the Building (Planning) Regulations (B(P)R) respectively;
 - (ii) the Site does not abut on a specified street of not less than 4.5m wide, its permitted development intensity shall be determined under Regulation 19(3) of the B(P)R at the building plan submission stage;
 - (iii) if the existing structures are erected on leased land without approval of Building Authority (BA), they are unauthorized building works (UBW) under the BO and should not be designated for any proposed use under the captioned application;
 - (iv) for UBW erected on leased land, enforcement action may be taken by the BD to effect their removal in accordance with prevailing enforcement policy against UBW as and when necessary. The granting of any planning approval should not be construed as an

- 3 -

acceptance of any existing building works or UBW on the Site under BO;

- (v) before any new building works (including containers / open sheds as temporary buildings, demolition and land filling etc.) are to be carried out on the Site, prior approval and consent of the BA should be obtained, otherwise they are UBW under the BO. An Authorized Person should be appointed as the co-ordinator for the proposed building works in accordance with the BO;
- (vi) any temporary shelters or converted containers for office, storage, washroom or other uses are considered as temporary buildings are subject to the control of Part VII of B(P)R; and
- (vii) detailed checking under BO will be carried out at the building plan submission stage;
- (viii)(k)to note the comments of the Head of Geotechnical Engineering Office, Civil Engineering and Development Department (H(GEO), CEDD) that:
 - (i) the applicant is reminded to submit the proposed building works plans to BD for approval as required under the provisions of the Buildings Ordinance; and
 - (ii) the Site is located within Scheduled Area No. 2 and may be underlain by cavernous marble. Depending on the nature of foundation of the new development proposed at the Site, extensive geotechnical investigation may be required as necessary. This would require a high-level involvement of experienced geotechnical engineer(s), both in the design and supervision of geotechnical aspects of the works to be carried out on the Site; and
- (ix)(l) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that:

Approval of the s.16 application by the Board does not imply approval of the tree works such as pruning, transplanting and/or felling under lease. Applicant is reminded to approach relevant authority/government department(s) direct to obtain the necessary approval on tree works.

仁愛堂有限公司 Yan Oi Tong Limited



第四	四十	四屆(癸卯年)	
	事局	戴凱倫小姐	尊敬的有關部門:
		杜家軒博士 鄭偉康先生 梅偉琛先生	本人代表仁愛堂培訓及項目拓展科,向 貴部門表達對於在天水圍區的 G/IC地段進行老人院(RCHE)開發項目表示支持。我們相信此舉將為社區帶 來深遠的正面影響,並與社區規劃及可持續發展的整體方向高度契合。
		何俊亨先生 陳義霖先生 程俊華先生 張 琛小姐 黃碧君小姐	該提案不僅為社區提供老年人養老服務和住宅單位,同時與周邊主要以村 莊風格為主的房屋互相協調,為社區帶來更為有序的發展格局。這既是對社區 需求的有益回應,也有助於塑造更為可持續的社區環境。
總	理	世 妍芳小姐 歐國倫先生	發展項目所提議的綜合開發符合G/IC區的規劃意圖,滿足對特定RCHE床 位的需求,支持政府政策中「以居家為核心,機構護理為備選」的目標。這一
	-	葉應洲先生 葉醇詩玲小姐 陳楚婷小姐 張冠成先生 温浩然先生	方面彰顯了項目的社會責任感,同時也有助於提升社會福祉水平。 考慮到區內龐大的人口規模,當地居民無論現時或者將來都對護老服務有 極大的需求;所提出的發展項目將成為首個由私人發展的護老院舍,這不僅是 對社區創新的積極貢獻,也為居民提供了更為多元化的選擇。
		蘇志飛先生 吳國勝先生 許劉誠先生 曾啟後先生 高錠輝先生 吳世晴小姐	我們相信該項目的實施將為社區帶來卓越的發展機遇,並為社會、經濟和 環境的可持續發展作出積極貢獻。感謝 貴部門對此項目的認真考慮和支持。 只請政安,
		朱彥菲小姐 龍志濤先生 余俊麒先生 梁穎恒小姐	RECEIVED - 4 DEC 2023 Town Planning Board 30/11/2023

諮議局 主 席

張趙凱渝女士 JP

	1.1-				
一 委	<u>S</u>	關可臨先生 JP 關清偉先生 陳飛龍先生 JBS, MH, JP 李洪森先生 BBS, MH 陳衛傑教授 MH, JP 陳天生先生 BH 周曾鍔先生 黃 樹先生 BH 简松年先生 SBS, BH, JP	楊少偉先生 BH, MH, OSU, JP 何君柱先生 BH 毛志成先生 BH 黃 旌先生 BH 張崔賢愛女士 BH 何君竟先生 BBS, JP 劉業強先生 SBS, MH, JP 鄧楊詠曼女士 BBS, MH, JP 娇松錫博士 MH 陳福榮先生 MH	劉鐵成先生 JP 顏顏寶鈴女士 BBS, JP 蕭楚基先生 BBS, MH, JP 龐維新先生 MH 張心瑜小姐 MH 任德意先生 MH 史立德博士 SBS, MH, JP 陳國超博士 BBS, MH, JP 卓歐靜美女士 MH 莊舜而女士 MH 蔣黃 巧玲女士 MH, JP	黄達東先生 MH, JP 陳鄭玉而博士 MH 吳明珍女士 MH 史朝景連女士 MH 鄧錦維博士 BBS, MH 李愛平博士 MH 羅白秦博士 MH 羅自秦悌先生 楊素梅女士 陳承邦先生 鄭素暫 世十 MH

[鈞溢護老集團]

[陳勇舟先生] [28/11/2023]

城市規劃委員會:

台安

<u>支持 A/YL-PS/702 安老發展項目</u>

我代表鈞溢護老集團,以示支持 A/YL-PS/702 規劃申請。我們相信發展項目能為 安老服務帶來新景象,有效提升整體質素。

我們公司一直在安老市場提供服務,深切體會到由於院舍面積、周邊環境和建築物用途等方面的限制,未能作出更多嘗試。發展項目整幢用作安老服務,設備、環境等更能符合現有長者生活需求,亦定能提供更多彈性,適時配合市場需求。

隨著香港人口老齡化的趨勢,老年人口的增長對安老服務提出了更高的需求。 考慮到當區龐大長者人口,以及較少私營安老院,發展項目能提供服務於當地 居民,符合社區需求和利益。項目亦鄰近天水圍站,方便家人探訪,提升長者 生活快樂感。

這個發展項目充分利用土地資源,提供合適的用途,對社區的發展做出了很大的貢獻。項目與政府的安老政策相呼應,我們相信如果項目成功獲得批准,能 推動和鼓勵更多整幢安老院及相融用途發展,長遠提升整體安老服務質素,打 破固有老人院形象。

作為一個專業的安老服務提供者,我們支持該規劃申請,相信這個項目將有助於提升整體安老服務的質素,為長者提供更好的生活環境。

RECEIVED - 4 DEC 2023 Town Planning Board 【陳勇舟先生】

[董事]

敬啟者:

支持老人院及長者住屋發展

(申請編號: No. A/YL-PS/702)

我十分贊成此老人院發展。我認為此位置發展成老人院取代現有倉房百利而無一弊。 天水圍及屏山地區有不少長者,本區卻沒有私營老人院,此發展項目能提供多床位 應付區內需求,將有助長者及其家庭。亦期望將來有更多有質素的老人院發展惠及 居民。此發展項目應給予支持。

姓名: 陳灏管

身份:__

地址:____

日期: 2-{-11-2023



聯絡電話:____

敬啟者:

支持安老院及長者住屋發展

(申請編號: No. A/YL-PS/702)

本人十分同意申請發展計劃。天水圍和屏山亦有不少長者,對優質安老 服務需求殷切。天水圍沒有任何一間私營安老院,此計劃有助本區家庭。 相信發展計劃不但可有利居民,亦可改善整體環境質素,淘汰現有工業 活動,百利而無一弊。此安老院發展計劃應給予支持。

姓名:	周詩閔
身份:	
e.	6 w.
地址:	
日期:	7.4- [[- 2023
ц м ј •	

聯絡電話:___



敬啟者:

贊成安老院舍及長者住屋發展

(申請編號: No. A/YL-PS/702)

安老院舍發展位置鄰近地鐵站,交通便利。整幢安老院舍設計少見於天水圍和屏山一帶,將十分有利本區長者及家庭。發展亦促使現有倉房搬遷,改善附近環境面貌。期 望將來有更多類似高質素安老院舍成立,惠及本區。本人十分支持該安老院舍發展。

同意 Lot 258RP 老人院及長者住屋發展計劃

(申請編號: No. A/YL-PS/702)

本人十分同意申請計劃,對本區帶來大效益。現時香港人口老化,天水圍和屏山亦有 不少長者,對優質安老服務需求殷切。相信發展計劃不但可有利居民,亦可改善整體 環境質素,淘汰現有工業活動。本人十分支持該老人院發展。

姓名: 陳慧琪

身份:

地址:

日期: 25-11-2023

RECEIVED - 4 DEC 2023 Town Planning Board

聯絡電話:____

日期: 24-(1-2023

身份:

地址:___



支持 No. A/YL-PS/702 申請

發展私營老人院可以提供更多的照護服務·能夠滿足社區中年長者的需求·提供他們 安全、舒適和專業的照料。這對於那些無法在家中照顧自己的老年人來說是一個重要 的福利。同時,這也減輕了家庭成員的照顧壓力,讓他們能夠更好地平衡工作和家庭 生活。

姓名:陳佳佳

身份:

地址:

日期: 28-11-2023

, 聯絡電話:____



RECEIVED - 4 DEC 2023 Town Planning Board

同意 No. A/YL-PS/702 申請

這個發展計劃不僅對居民有利,還能改善整體環境,淘汰現有的工業活動。

姓名: 英軍吴

日期: 76-11-2023

聯絡電話:_

地址:___

支持 No. A/YL-PS/702 申請

天水圍和屏山地區有眾多長者·但缺乏私營老人院·這個發展項目能夠提供更多床位

滿足當地需求·對長者和其家人非常有幫助。

支持 No. A/YL-PS/702 申請

這項申請可以吸引私人投資者的參與,等於促進當地商業發展,例如建築公司、餐飲 , 業、供應鏈等,這樣可以帶動當地經濟,增加商業機會,並吸引更多資源流入社區。

姓名:__________

身份:_

地址:_

日期: 25-1(~2023

聯絡電話:_

地址:

身份

日期: 27-11-2023

姓名: 陳佳床

RECEIVED - 4 DEC 2023 Town Planning Board



支持 No. A/YL-PS/702 申請

私營老人院的存能促進市場的競爭,迫使公私營機構提高服務質量以吸引和保留客 戶,這種競爭可提升照護質量、專業人員的配備、更舒適的設施和更全面的服務。

姓名: **康华**起乎.

身份:

地址

日期: 25-11-2023

聯絡電話:_

敬啟者:

支持老人院及長者住屋發展

(申請編號: No. A/YL-PS/702)

我十分贊成此老人院發展。我認為此位置發展成老人院取代現有倉房百 利而無一弊。該發展有助本區安老服務發展,舒緩床位不足問題,惠及 本區長者及家庭。亦可淘汰現有工業活動,減少噪音滋擾。此老人院發 展計劃應給予支持。

姓名:	黄思雯	
	•	
身份:		
地址:_		
日期:	25-11-2023	





支持 No. A/YL-PS/702 申請

私營老人院通常依靠私人投資和商業模式運營,這可能意味著他們有更多的資源可用 於提供更好的設施、設備和服務。這樣可以改善老人院的照護條件,提供更多的活動 和娛樂選擇,增加老年人的生活質量。

姓名: 计算字

身份:

地址:_

聯絡電話:_

日期: 20-11-2023

支持 No. A/YL-PS/702 申請

天水圍和屏山地區有眾多長者,但缺乏私營老人院,這個發展項目能夠提供更多床位 滿足當地需求,對長者和其家人非常有幫助。

姓名: 張志軒

身份:

地址:

聯絡電話:_

RECEIVED - 4 DEC 2023 Town Planning Board



支持 No. A/YL-PS/702 申請

贊成: No. A/YL-PS/702 申請

發展方案位置鄰近地鐵站,交通便利,方便居民和家人的探問。

私營老人院可以成為社區的一部分,與當地社區建立聯繫和合作,它們可以舉辦各種 社交活動、文化娛樂節目和健康促進活動,這些活動不僅為老年人提供機會交流和社

交,也為社區居民提供參與和支持的機會。

姓名:<u> 吳弥架</u> 身份: 地址:

日期:_____6-11-2023

聯絡電話:___

日期: 2(-11-2023

聯絡電話:__





支持 No. A/YL-PS/702 申請

清潔人員等。這樣可以減少失業率,促進經濟發展。

支持 No. A/YL-PS/702 申請

這個發展計劃不僅對居民有利,還能改善整體環境,淘汰現有的工業活動。

姓名: <u>何</u>萬漢

身份:

地址:

日期: ______1-___2023

聯絡電話:

地址:

身份:

發展私營老人能創造更多就業機會,例如護理人員、醫療專業人士、管理人員、廚師、

日期: 25-11 - 2023

聯絡電話:____

RECEIVED - 4 DEC 2023 Town Planning Board



支持 No. A/YL-PS/702 申請

多長者·但缺乏私營老人院。

現時本港老人人口上升,有必要增加院舍去照顧老人家,尤其天水圍和屏山地區有眾

姓名: 花子子 王之

日期: 29/11/2025

身份

地址

聯絡電話:_

敬啟者:

支持安老院及長者住屋發展

(申請編號: No. A/YL-PS/702)

我十分贊成社福設施安老院發展計劃。天水圍沒有任何一間私營安老院,此計劃有助本區家庭。位置亦十分便利,有助家人探訪。整幢安老院設計亦在香港不常見,相信此計劃能促進長者福祉,百利而無一弊。 此安老院發展計劃應給予支持。

姓名: 陳紫素

蝦尾村村長

地址:

日期: 27-11-2023

RECEIVED - 4 DEC 2023 Town Planning Board



聯絡電話:__

敬啟者:

支持老人院及長者住屋發展

(申請編號: No. A/YL-PS/702)

我十分贊成此老人院發展。我認為此位置發展成老人院取代現有倉房百 利而無一弊。該發展有助本區安老服務發展,舒緩床位不足問題,惠及 本區長者及家庭。亦可淘汰現有工業活動,減少噪音滋擾。此老人院發 展計劃應給予支持。

姓名:黄家使

身份:_

地址:」

日期: 29-11-2023

聯絡電話:



敬啟者:

支持安老院及長者住屋發展

(申請編號: No. A/YL-PS/702)

本人十分同意申請發展計劃。天水圍和屏山亦有不少長者,對優質安老 服務需求殷切。天水圍沒有任何一間私營安老院,此計劃有助本區家庭。 相信發展計劃不但可有利居民,亦可改善整體環境質素,淘汰現有工業 活動,百利而無一弊。此安老院發展計劃應給予支持。

姓名: 御乐选

身份:

地址:

日期: 29-11-23



支持 No. A/YL-PS/702 申請

敬啟者:

同意老人院長者住屋發展申請

(申請編號: No. A/YL-PS/702)

Lot 258 RP 老人院展有利無害,本人十分支持。天水圍有不少長者,但本區沒有任何一間私營安老院舍,十分不便。整幢安老院設計特別少見,相信申請項目可惠及居民,有助本區安老服務發展,舒緩床位不足問題。亦可淘汰現有工業活動,減少噪音滋擾。本人十分支持此申請。

湖園族 姓名:

身份:

地址:

日期: 29/11/2023



聯絡電話:

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發展私營老人院可以提供更多的照護服務,能夠滿足社區中年長者的需求,提供他們 安全、舒適和專業的照料,這對於那些無法在家中照顧自己的老年人來說是一個重要 的福利,同時,這也減輕了家庭成員的照顧壓力,讓他們能夠更好地平衡工作和家庭 生活。

姓名

身份: <u>村民</u>

地址: 日期:

敬啟者:

支持老人院及長者住屋發展

(申請編號: No. A/YL-PS/702)

我十分贊成此老人院發展。我認為此位置發展成老人院取代現有倉房百利而無一弊。 天水圍及屏山地區有不少長者,本區卻沒有私營老人院,此發展項目能提供多床位 應付區內需求,將有助長者及其家庭。亦期望將來有更多有質素的老人院發展惠及 居民。此發展項目應給予支持。

姓名: Wong MZI LAN ZUSZ

ラ ク 身份:

地址:_

日期: 29(11/202)



聯絡電話:__



敬啟者:

同意 Lot 258RP 老人院及長者住屋發展計劃

(申請編號: No. A/YL-PS/702)

本人十分同意申請計劃,對本區帶來大效益。現時香港人口老化,天水圍和屏山亦有 不少長者,對優質安老服務需求殷切。相信發展計劃不但可有利居民,亦可改善整體 環境質素,淘汰現有工業活動。本人十分支持該老人院發展。

姓名: CHAN HON KWUN

身份:

地址:

日期: 29/11/2023

敬啟者:

支持 No. A/YL-PS/702 申請

私營老人院可以成為社區的一部分,與當地社區建立聯繫和合作。它們可以舉辦各種 社交活動、文化娛樂節目和健康促進活動,這些活動不僅為老年人提供機會交流和社 交,也為社區居民提供參與和支持的機會。

姓名: a

身份:

地址:

日期: 21/112~3

聯絡電話:_

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聯絡電話:

身份:

地址:

姓名: CHAN WANG YIP

田期: 29 (11 2023

支持 Lot 258RP 安老院及長者住屋發展

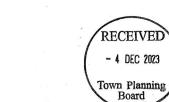
(申請編號: No. A/YL-PS/702)

本人十分贊同申請項目,為安老服務業帶來益處,亦對本區帶來正面效益。現時香港

老年人口日漸增長,天水圍和屏山有不少長者,對優質安老院舍需求殷切,整幢安老

院設計特別少見。相信申請項目可惠及居民,亦可改善整體環境質素,淘汰現有工業

活動。本人十分支持此安老院發展項目。



敬啟者:

支持 Lot 258RP 安老院及長者住屋發展

(申請編號: No. A/YL-PS/702)

本人十分贊同申請項目,為安老服務業帶來益處,亦對本區帶來正面效益。現時香港 老年人口日漸增長,天水圍和屏山有不少長者,對優質安老院舍需求殷切,整幢安老 院設計特別少見。相信申請項目可惠及居民,亦可改善整體環境質素,淘汰現有工業 活動。本人十分支持此安老院發展項目。

姓名: 新春秋

田期: 29/11/202]

支持 No. A/YL-PS/702 申請

天水圍和屏山地區有眾多長者,但缺乏私營老人院,這個發展項目能夠提供更多床位 滿足當地需求,對長者和其家人非常有幫助。

姓名: 季び華

身份

地址

日期: 28/11/2022

聯絡電話:__

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聯絡電調

身份:

地址:



同意 No. A/YL-PS/702 申請

這個發展計劃不僅對居民有利,還能改善整體環境,淘汰現有的工業活動。

姓名: 梁雅聪.

身份

地址

日期: 27/11 (2023

聯絡電話

敬啟者:

支持安老院及長者住屋發展

(申請編號: No. A/YL-PS/702)

本人十分同意申請發展計劃。天水圍和屏山亦有不少長者,對優質安老 服務需求殷切。天水圍沒有任何一間私營安老院,此計劃有助本區家庭。 相信發展計劃不但可有利居民,亦可改善整體環境質素,淘汰現有工業 活動,百利而無一弊。此安老院發展計劃應給予支持。

姓名: 一部文件

身份:_

地址:

日期: 28/11/2023





支持 No. A/YL-PS/702 申請

天水圍和屏山地區有眾多長者,但缺乏私營老人院,這個發展項目能夠提供更多床位

滿足當地需求·對長者和其家人非常有幫助。

姓名:

身份:

地址:

日期: 28/11/2023

聯絡電話:_

這項申請可以吸引私人投資者的參與,等於促進當地商業發展,例如建築公司、餐飲 , 業、供應鏈等。這樣可以帶動當地經濟,增加商業機會,並吸引更多資源流入社區。

姓名: 盧蔚桐

身份

地址

日期:28-11-2023

聯絡電話





支持 No. A/YL-PS/702 申請

_{姓名:}______ 迎後傑

日期: 26/11/2023

身份:

地址:

聯絡電話:

贊成: No. A/YL-PS/702 申請

發展方案位置鄰近地鐵站,交通便利,方便居民和家人的探問。

敬啟者:

贊成安老院舍及長者住屋發展

(申請編號: No. A/YL-PS/702)

安老院舍發展位置鄰近地鐵站,交通便利。整幢安老院舍設計少見於天水圍和屏山一 帶,將十分有利本區長者及家庭。發展亦促使現有倉房搬遷,改善附近環境面貌。期 望將來有更多類似高質素安老院舍成立,惠及本區。本人十分支持該安老院舍發展。

姓名: 時美的人

身份:

地址:

日期: 28/(1/2=23)

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敬啟者:

支持老人院及長者住屋發展

(申請編號: No. A/YL-PS/702)

我十分贊成此老人院發展。我認為此位置發展成老人院取代現有倉房百利而無一弊。 天水圍及屏山地區有不少長者,本區卻沒有私營老人院,此發展項目能提供多床位 應付區內需求,將有助長者及其家庭。亦期望將來有更多有質素的老人院發展惠及 居民。此發展項目應給予支持。

姓名: <u>希尔等</u>礼

日期: 27/11/2023

敬啟者:

同意 Lot 258RP 老人院及長者住屋發展計劃

(申請編號: No. A/YL-PS/702)

本人十分同意申請計劃,對本區帶來大效益。現時香港人口老化,天水圍和屏山亦有 不少長者,對優質安老服務需求殷切。相信發展計劃不但可有利居民,亦可改善整體 環境質素,淘汰現有工業活動。本人十分支持該老人院發展。

姓名: / M & CM

身份:

地址:

田期: 26/11/2023

RECEIVED - 4 DEC 2023 Town Planning Board

聯絡電話:_

身份

地址:



支持 No. A/YL-PS/702 申請

敬啟者:

支持老人院及長者住屋發展

(申請編號: No. A/YL-PS/702)

我十分贊成此老人院發展。我認為此位置發展成老人院取代現有倉房百 利而無一弊。該發展有助本區安老服務發展,舒緩床位不足問題,惠及 本區長者及家庭。亦可淘汰現有工業活動,減少噪音滋擾。此老人院發 展計劃應給予支持。

姓名: 小菜

身份

地址

日期:27/11/2023

聯絡電話:____





發展私營老人能創造更多就業機會、例如護理人員、醫療專業人士、管理人員、廚師、

清潔人員等。這樣可以減少失業率,促進經濟發展。

姓名: 是 法人们是

身份:

地址:

日期: 28/11/2023

支持 No. A/YL-PS/702 申請

這個發展計劃不僅對居民有利,還能改善整體環境,淘汰現有的工業活動

敬啟者:

贊成安老院舍及長者住屋發展

(申請編號: No. A/YL-PS/702)

安老院舍發展位置鄰近地鐵站,交通便利。整幢安老院舍設計少見於天水圍和屏山一帶,將十分有利本區長者及家庭。發展亦促使現有倉房搬遷,改善附近環境面貌。期 望將來有更多類似高質素安老院舍成立,惠及本區。本人十分支持該安老院舍發展。

斑: 读进程

身份:

地址:

聯絡電話:

日期: 25/11/2023

RECEIVED - 4 DEC 2023 Town Planning Board



0042

A 65

日期: 26(11(2023

聯絡電話:_____

姓名:_______

身份:_

地址:_

支持 No. A/YL-PS/702 申請

敬啟者:

支持 Lot 258RP 安老院及長者住屋發展

(申請編號: No. A/YL-PS/702)

本人十分贊同申請項目,為安老服務業帶來益處,亦對本區帶來正面效益。現時香港 老年人口日漸增長,天水圍和屏山有不少長者,對優質安老院舍需求殷切,整幢安老 院設計特別少見。相信申請項目可惠及居民,亦可改善整體環境質素,淘汰現有工業 活動。本人十分支持此安老院發展項目。

姓名: 桥城梯.

身份:

地址:

日期: スナーリー 2025



私營老人院通常依靠私人投資和商業模式運營,這可能意味著他們有更多的資源可用 於提供更好的設施、設備和服務。這樣可以改善老人院的照護條件,提供更多的活動 和娛樂選擇,增加老年人的生活質量。

<u>姓名:王</u>吴

身份:

地址: 日期: 25/11/252}





敬啟者:

同意老人院長者住屋發展申請

(申請編號: No. A/YL-PS/702)

Lot 258 RP 老人院展有利無害,本人十分支持。天水圍有不少長者,但本區沒有任何一間私營安老院舍,十分不便。整幢安老院設計特別少見,相信申請項目可惠及居民,有助本區安老服務發展,舒緩床位不足問題。亦可淘汰現有工業活動,減少噪音滋擾。本人十分支持此申請。

蚶:陳家茵

身份:

地址:

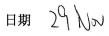
日期: 27-11-2023



聯絡電話:_

贊同項目的申請(編號: A/Y L-P S/702)

安老院舍項目是符合政府政策,又可以提升長者的安老環境, 是做好事。我赞同安老院舍的項目申請。



姓名 国慧

聯絡電話或電郵

身份證號碼



贊同項目的申請 (編號: A/YL-PS/702)

該項目與政府政策方向相符,同時又舒緩了安老院床位供應不 足的壓力,且能與周邊協調發展。因此,我贊同這個項目申請。

0047

這個項目的選址發展成為一個綜合性的安老場所,比原有規劃用 途合理,所以我支持項目的申請。

日期 28-11-2023

聯絡電話或電郵

身份證號碼



田期 25 Nbv 姓名 美子 研艺

聯絡電話或電郵

身份證號碼



很高興,在本區內好快能有這類型的安老院舍,而且是用心設計, 方方面面都想到長者的需要,令長者的養老生活得到尊重,得 到關懷,這個項目我是非常支持。

日期 28-11-2023 姓名 folle 望 て手

聯絡電話或電郵

身份證號碼



A/YL-PS/702

0049

跟據申請人提交資料,本人支持規劃申請。長者住宿需求日益增加,不 論照顧服務或是獨立住宅,申請項目結合兩種用途,將打造一個長者社 區,能為長者福祉出分力。因此,我支持此規劃項目。

日期 26/11/23 姓名 5,2394 139

聯絡電話

電郵

身份證



Endorsement for S16 Application No. A/YL-PS/702

0051

I am pleased to endorse the S16 application, recognizing its significant contribution to property development standards. The proposed composite development, with its careful consideration of architectural design, addresses the unique requirements of the population. This project not only meets the diverse needs of the community but also raises the bar for future property developments, setting a new standard for quality living spaces. I fully support this application.

Name

CHANG CHEE MY PAUL 29/11/2023

Date

Contact

Email Address

HKID

I am pleased to endorse the S16 application, recognizing its enhanced land utilization and provision of public spaces. The proposed composite development not only aligns with the original planning intention but goes further to transcend its sole industrial designation. This thoughtful approach enhances the overall value and functionality of the area, contributing positively to the community's growth and diversification. I support this application wholeheartedly.

LAM LAI 11NG 30-11-2023 Name

Date

Contact

Email Address





Supporting S16 Application No. A/YL-PS/702

I express my support for the S16 application, acknowledging the thoughtful utilization of land resources. The proposed composite development not only aligns with the original planning intention but represents a more effective use of the land. This approach enhances the overall value and functionality of the area, contributing positively to the community's growth and diversification. I fully endorse this application.

Name

Wan Mei Chan 30.11.2023

Date

Contact

Email Address

HKID

Supporting S16 Application No. A/YL-PS/702

I lend my support to the S16 application, acknowledging its ideal location and efficient land use. It is a design promoting mixed land use, ensures accessibility and efficient land resource utilization. This thoughtful approach contributes positively to community development, and I wholeheartedly endorse this application.

Name

Yu Wing Lung Date Dec 1, 2023

Contact

Email Address





支持擬議社福設施 (申請編號 A/YL-PS/702)

就現行的長者政策目標、土地相容性和技術影響考慮而言,這項申請項 目是完全合理和為社會帶來益處。發展項目不會對四周的交通、視覺、 景觀、環境、污水及排水方面造成嚴重影響。我支持該規劃申請。

日期 シロ/11/2023

姓名 惕曼柔

聯絡電

電郵

身份謠



Endorsement for S16 Application No. A/YL-PS/702

I endorse S16 Application No. A/YL-PS/702. The proposed development's design and strategic location directly address the needs of our local elderly community. I request your approval for this crucial initiative.

Name Chan Wan Gi Date 1/12/2023

Contact

Email Addr



Support for S16 Application No. A/YL-PS/702

I'm writing to express my strong support for S16 Application No. A/YL-PS/702. This new development is fantastic for our seniors. As you know Hong Kong is lacking in elderly facilities, and project like these are sure to help better the livelihood of our elderly citizens. Living with two grandparents myself I can somewhat understand the struggles they have in their daily lively hood. In hopes of bettering Hong Kong and my future let's start by make life easier for our seniors – I'm fully in favor of this project.

Name LAI WWG Tal

Date 1-12-2023

Contact

Email Address

HKID

Endorsement for S16 Application No. A/YL-PS/702

I am pleased to endorse the S16 application, recognizing its significant contribution to property development standards. The proposed composite development, with its careful consideration of architectural design, addresses the unique requirements of the population. This project not only meets the diverse needs of the community but also raises the bar for future property developments, setting a new standard for quality living spaces. I fully support this application.

Leung Nga lai 1 Dec 2023 Name Date

Contact

Email Add





Endorsement for S16 Application No. A/YL-PS/702

I am pleased to endorse the S16 application, recognizing its contribution to enhanced community living standards. The proposed composite development, with its ideal location and amenities for the elderly, is a great idea for property development. By promoting mixed land use and efficient land utilization, this project positively impacts the community's growth and diversification. I would like to support this application.

Name Lee Po Hong

Date 1-12-2023

Contact

Email Addr

HKID

Support for S16 Application No. A/YL-PS/702

I express my support for the S16 application, emphasizing its harmonious integration for community well-being. The proposed composite development, with its strategic location and a layout promoting mixed land use, contributes significantly to community growth. This project not only addresses the unique requirements of the elderly but also enhances the overall living environment. I fully endorse this development.

Name So Chur the

Date 01/12/2023

Contact

Email Ade

HKID

Board



Endorsing S16 Application No. A/YL-PS/702

I am pleased to endorse the S16 application, recognizing its commitment to well-being through green spaces and amenities. The proposed composite development also ensures sufficient public spaces and green areas for the elderly. This thoughtful approach enhances the living environment, promoting safety, accessibility, and a comfortable living space. I wholeheartedly support this development.

CHAN NGAI TUNG 30/11/2023 Name

Date

Contact

Email Add

HKID

Support for S16 Application No. A/YL-PS/702

I fully support S16 Application No. A/YL-PS/702. This new building is going to be a better home for older people. It's smartly designed with safety and good living in mind. Plus, it's close to where many seniors live, making it easy for them. This is a great idea, and I'm behind it all the way.

Li Sung Yee 30 - 11 - 2023 Name Date

Contact

Email Addre

HKID





Supporting Senior Home Development No. A/YL-PS/702

I wholeheartedly support S16 Application No. A/YL-PS/702. The project's design and strategic location are crucial for meeting the specific needs of our local elderly community. Your approval will positively impact our community.

Chui Wing Yip 30 Nov 2023 Name

Date

Contact

Email Addr

HKID

Endorsing S16 Application No. A/YL-PS/702

I lend my support to the S16 application, recognizing the inclusion of green living spaces and efficient land use. The proposed composite development, with its thoughtful design, aligns seamlessly with the original planning intention. By transcending its sole industrial designation, this project enhances the overall value of the area and contributes positively to the community's growth and diversification. I fully endorse this application.

Too Ka Leuny 1/12/2023 Name Date

Contact

Email Addres

HKID





我看過該發展項目的規劃,與現有的環境無衝突,反而更合理 地利用了土地資源,我支持該發展項目的申請。 根據項目的申請內容,我看到了有充分照顧到長者的實際需求 之外,也不會影響到周邊環境,反而是融合地處理。因此,我 支持此項目的申請。

日期 1112 1203

始新能兵

聯絡電話或

身份證號碼

田期 1/12/2003 姓名 属花牌

聯絡電話或

身份證號碼



認同編號A/YL-PS/702 的申 請

這個項目的選址很適合發展成為一個綜合性的養老場所,比原有 規劃用途合理,所以我認同這個方案的申請。

<u>支持A/YL-PS/702項目申請</u>

香港老龄化程度不斷加深,已成為社會問題,也是年輕人要面 對的困境,項目的發展有助解決這個問題。我支持這個申請項 目。

日期 I DeC

始董景能

聯絡電話或電郵

身份證號碼

田期 1 Dec 姓名 建始定

聯絡電話或

身份證號碼



老齡化社會現象日益嚴重, 適合安老的地方遠遠跟不上需求, 現在有人願意出來興建宜居的安老院舍, 真是一件造福社會的 好事, 我當然會贊成。 0070

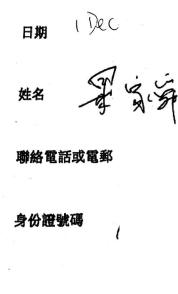
現時有顧意投入建設這類型項目的已十分難得,這是本區長者 的福音,我非常支持。

日期 I Dec

姓名 黄景諾

聯絡電話或

身份證號碼





申請編號 A/YL-PS/702

0071

據我了解,這個申請所在地區屬於 G/IC 用地,而且申請人提出的用途 完全合乎規劃原意,且更有效地善用土地,避免其一直被用於工業用途。我 深感這個發展項目是符合當地發展方向的,值得受到大力支持。

日期: 2023-11-27 姓名: WONG WA GEORGE

聯絡電話

雷郵:

身份證:



Endorsement for S16 Application No. A/YL-PS/702

I hereby officially endorse the S16 application, recognizing its commitment to meeting the diverse needs of our aging community. The proposed composite development, incorporating RCHE and senior hostel, is a testament to a thoughtful and holistic approach to senior care. Situated strategically near Tin Shui Wai and Ping Shan communities, this project is poised to make a significant impact by promoting safety, accessibility, and a comfortable living environment for our seniors.

Name Gong Fei

24 Nov, 2023 Date

Contact

Email Add

HKID



In Full Support of S16 Application No. A/YL-PS/702

I am thrilled to express my full support for the S16 application! The proposed composite development, with its integration of RCHE and senior hostel, is an exciting initiative for our aging community. Located strategically near Tin Shui Wai and Ping Shan communities, this project will bring about positive changes, promoting safety, accessibility, and a comfortable living environment for our seniors.

Name He Chenixi Date 26 Nov 2013

Contact

Email Ac

HKID

有關A/YL-PS/702

天水圍及屏山區域急需有更多私營高質素社福設施,以推動社區綜合發展。這項申請計劃 確立了清晰的發展方向和目標,這樣的計畫有助於提升社區的生活品質,我強烈支持 A/YL-PS/702擬議的發展項目。

日期 2023-12-02 姓名 黎世智 聯絡電話 電郵 身份證





安老院項目 – 申請編號 A/YL-PS/702

對這發展項目贊同。土地利用和老年需求考慮周到.附近房屋發展為計劃成功埋下有潛力 的種子。 支持安老院項目 申請編號 A/YL-PS/702

這項發展計劃的設計看起來相當周全,特別是在應對老年人的需求上。它不僅充分考慮了 土地利用,還應用了一些獨特的概念,讓整體計劃更為引人注目。附近的大型房屋發展也 預示著區域將會更加繁榮,這無疑會增加對長者服務的需求。總的來說,我對這個計劃感 到滿意,期待它能夠為社區帶來一個更好的未來。





日期 2023-11-20

姓名 黎自強

聯絡電話

電郵

身份證

贊成安老院 - S16申請編號 A/YL-PS/702

這項發展計劃看起來真的是用心設計,特別是在應對老年人的居住和照顧需求方面。它善用了土地資源,並且與周邊環境相符,這應該能夠使整個區域變得更加宜居。附近的大型 房屋發展預示著區域人口將會增加,這也意味著對長者服務的需求將會逐漸提升。總體而 言,我對這個計劃充滿期待,相信它將為社區帶來積極的變革。

日期 2023-11-21

姓名 黎曜熙

聯絡電話

電郵

身份證

Support S16 Application No. A/YL-PS/702

So, there's this new development they're talking about, and it's kind of matches what the government is pushing for, you know, to make things better for the elderly. It's like a combo of a home and hostel for seniors. It seems like a good use of space and resources, taking advantage of what we've got around here.

Name: _____ Fok, Chun Man Eric 霍俊文

Date: 4 Dec

Contact:

Email Address

HKID No.:





Support S16 Application No. A/YL-PS/702

The idea for this development fits with what the government is saying about making things better for us seniors. It's helpful for us older folks because it combines a home for us and a hostel in one place. This makes good use of the land and things we have, using everything the best we can.

Name: _____ Goh Pek Yang 吳伯炎

Date:_____()) (C

Contact: ____

Email Address: _____

HKID No.: _____

I Support S16 Application No. A/YL-PS/702

The planned thing goes along with what government says to make better care for old people. It helps old people more by having a home for them and a hostel together. This makes use of land and stuff better, using all the space and things we have.

Name: <u>Goh Zu Ren 吳祖任</u>

Date: 4 Dec 2023

Contact:

Email Address:

HKID No.:





0081 RE: Support S16 Application No. A/YL-PS/702 支持擬議安老院及長者屋 (申請編號 A/YL-PS/702) I like the idea. The new place will help older people by having a spot for. It's designed with safety and easy access for a cozy living space. This project will fill a gap in our community, making sure older folks have a good and comfy place to live. 我支持申請人提出的發展計劃。申請地點長期用作運輸等工業用途,不 _Chen Chun Feng陳春鳳 Name: 符規劃原意。擬議項目符合土地用途,更與周邊丁屋發展相融合。相信 擬議項目會有效改善現有工業活動帶來的噪音問題。 4 Dec 2023 Date: Contact: 26.11. 23 日期 Email Address: 教 姓名 HKID No.: 聯絡電話 電郵 身份證





To whom it may concern:

Support S16 Application No. A/YL-PS/702

I support the application. The proposed composite development aims to cater to the diverse needs of our aging community by providing both RCHE and senior hostel. The design takes into consideration the unique requirements of elderly individuals, incorporating features that promote safety, accessibility, and a comfortable living environment. This development will address a crucial need in our community and ensure that the aging population has access to a quality and comfortable living space.

Name: Young Cun LAZ Kuon Date: NN.21,2023

Contact No .:

Email Address

HKID No .:

Support S16 Application No. A/YL-PS/702

The development benefits from an ideal location, as it is situated in close proximity to both the Tin Shui Wai and Ping Shan communities, where many elderly individuals reside. In addition, it holds the distinction of being the first purpose-built private welfare elderly facility in the area. I highly endorse and support the project proposal.

Name: // C Ma Date: 25/11/2023

Contact No .:

Email Addre

HKID No .:





認同規劃申請 A/YL-PS/702

了解到申請位於 G/IC 用地,申請人提出的用途合符規劃原意,更善用土 地,以免一直用作工業用途。我認同發展項目,值得支持。

<u>支持規劃申請[A/YL-PS/702]</u>

我十分支持申請人提出的綜合發展,推動一地多用,善用土地資源。亦 有足夠公共空間及緣化,應能吸引有需要長者入住。

田期 バー 11- 75 株名 英文佬

聯絡電話

0085

電郵

身份證





聯絡電話

電郵

身份證

支持申請編號 A/YL-PS/702

項目符合政府老年政策目標,提供高質素住院照顧服務及居家安老環 境,有助滿足老齡人口的住宿需求。申請者亦進行技術影響評估,並不 會對周邊環境帶來重大影響。我支持此申請項目。

H期 Nov 26, 2023 姓名 Suen Po King

聯絡電記

雷郵

身份證



同意申請編號 A/YL-PS/702

擬議綜合發展與周邊土地相容,能與周邊的建築融合,綠化設計亦能提 升整體環境。項目符合政府老年政策目標,提供高質素住院照顧服務及 居家安老環境,有助滿足老齡人口的住宿需求。申請者亦進行技術影響 評估,並不會對周邊環境帶來重大影響。我支持此申請項目。

26.11.2023 LEE YING CHI 日期 姓名 聯絡電話 雷郵

身份證



Support S16 Application No. A/YL-PS/702

The proposed development aligns with the government's policy to enhance the quality and quantity of elderly care services, contributing to the overall welfare and support of our aging population. By combining a residential care home and senior hostel, the development optimizes land use and promotes efficient resource allocation, making the most of available space and infrastructure.

Name:

LI WAI KUGN 26/11/2023

Date:

Contact No .:

Email Address:

HKID No .:



贊成擬議發展項目

(申請編號 A/YL-PS/702)

發展項目有不少設計亮點,亦善用土地資源,有效應對老年人口帶來的 住宿及照顧服務需要。附近亦有大型房屋發展,相信此區人口比例會相 應提高,亦會提升對長者服務的需求。此外,發展密度亦與周邊環境相 符合,亦能淘汰現有不相融的工業用途。因此,我贊成此擬議發展項目。

日期 26/11/2023 姓名 CHOR FUNG YEE

聯絡電調

雷郵 身份證



Affirmative Support for S16 Application No. A/YL-PS/702

0091

I hereby officially endorse the S16 application, recognizing its commitment to meeting the diverse needs of our senior community. The proposed composite development is a testament to a thoughtful and holistic approach to senior care. This project is poised to make a significant impact by promoting safety, accessibility, and a comfortable living environment for our seniors.

-

Name

Peter Ng

Date

11/20/23

Contact

Email Address

HKID

Positive Support for S16 Application No. A/YL-PS/702

I am excited to express my support for the S16 application! The proposed composite development, integrating RCHE and senior hostel, is a promising initiative for our senior community. By promoting safety, accessibility, and a comfortable living environment, this project is set to make a positive impact on the independence and quality of life for our seniors.

- Millello

Name Michael Ng Date 11/20/23 Contact

Email Address

HKID

RECEIVED - 4 DEC 2023 Town Planning Board



0092

Supporting S16 Application No. A/YL-PS/702

The applicant has intricately detailed the development's purpose and conducted exhaustive technical impact assessments, indicating inconspicuous effects on various aspects of the area. This meticulous evaluation underscores a considerate and conscientious approach to the project. The primary goal of enhancing the wellbeing of the elderly seamlessly aligns with the community's values and necessities.

0093

It is imperative to advocate for this project, as it not only adheres to prudent development practices but also significantly contributes to the welfare of our senior community. I earnestly encourage your support for the implementation of this initiative, anticipating its potential positive influence on our community and the lives of our elderly residents.

Name: Paul Tam

Date: 22/11

Contact:

Email A

HKID N

Support Application #A/YL-PS/702

I trust this letter finds you well. I am writing to express my strong endorsement of the development proposal presented by the applicant.

The detailed explanations of the development intention and the conducted technical impact assessments, revealing no significant impact on various aspects of the area, reflect a thorough and thoughtful approach to the project. I firmly believe that the primary objective of benefiting the elderly makes this project deserving of support.

The applicant's commitment to the well-being of the elderly aligns with our community's values and priorities. I encourage your consideration and support for the implementation of this project, which holds the potential to contribute positively to our community.

Name: Lin Jing Ran Brendo

Date: 21/11/2023

Contact:

Email A

HKID N



RECEIVED - 4 DEC 2023 Town Planning Board

0094

有關於申請編號:A/YL-PS/702

這是對未來的期許,對提升老年生活品質的激情承諾 ,為社區注 · 提供卓越照顧 · 滿足長者獨立居住的各項要求 · 這獨特的私人老年社 --場熱忱的夢想。透過細緻規劃和全方位技術評估.致力滿足不 ·期望它如火如荼 。我充滿熱情支持此計劃 0 福設施將引領老年服務的全新高峰 更溫馨的老年生活元素 更是一 這計劃不僅是提案 斷增辰的老年需求 1 ₩ 人更豐富

RECEIVED

- 4 DEC 2023

Town Planning Board

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NoV. 22. ~ 3 0 3 田期

Har & Bringh 姓名

聯絡電話/電郵

身份證

3.0/1/2023 姓名 聯絡電話 電郵 身份證

日期



支持規劃申請[A/YL-PS/702]

我十分支持申請人提出的綜合發展,推動一地多用 ,善用土地資源。亦 有足夠公共空間及綠化,應能吸引有需要長者入住。

0096

認同 A/YL-PS/702

0097

這區嚴重不少安老社區設施,長者需到另一區安老院入住,不方便和不 便利家人探訪現。現項目有助解決問題,亦能提供足夠床位,設計符合 長者需要。我支持申請

29/11/2023 Chenng Wing Chun 姓名

聯絡電話

電郵

身份證

Support S16 Application No. A/YL-PS/702

The development demonstrates a thoughtful and holistic approach to senior care, offering a continuum of services from assisted living in the residential care home to independent living in the senior hostel, promoting independence and quality of life for the elderly.

Lai la Ting 30-11-2023

Name

Date

Contact No.

Email Address

HKID No.



支持擬議老人院及長者住屋

0099

(申請編號 A/YL-PS/702)

申請項目已有完善規劃,有不同技術影響評估,衡量發展需求,提供高 質素安老照顧服務及長者獨立住宿要求。整幢私人長者社福設施實屬少 見,有效提升整體安老服務水平。我十分支持此項目。

> 日期 30/11/2023 姓名 林滨冻

聯絡電話

電郵

身份證

To whom it may concern:

Support S16 Application No. A/YL-PS/702

I support the application. The proposed composite development aims to cater to the diverse needs of our aging community by providing both RCHE and senior hostel. The design takes into consideration the unique requirements of elderly individuals, incorporating features that promote safety, accessibility, and a comfortable living environment. This development will address a crucial need in our community and ensure that the aging population has access to a quality and comfortable living space.

Name: Anthony two WG Date: 29/11 (2023

Contact No .:

Email Address:

HKID No .:





同意申請編號 A/YL-PS/702

擬議綜合發展與周邊土地相容, 能與周邊的建築融合, 緣化設計亦能提 升整體環境。項目符合政府老年政策目標, 提供高質素住院照顧服務及 居家安老環境, 有助滿足老齡人口的住宿需求。申請者亦進行技術影響 評估, 並不會對周邊環境帶來重大影響。我支持此申請項目。

日期 2023 - 11-30

姓名 張寶玲

聯絡電話

電郵

身份證

Support S16 Application No. A/YL-PS/702

I strongly recommend the proposed project that integrates a residential care home and senior hostel in a single facility. This composite development promotes a sense of community and encourages social interaction among residents. Also, the technical impact assessment confirms that the project has been thoroughly evaluated.

Name:_____

Date:

Contact No.:

Email:

HKID:





Support Application (A/YL-PS/702)

The applicant has provided detailed explanations of the development intention and conducted technical impact assessments, which revealed no significant impact on various aspects of the area. The project's primary objective is to benefit the elderly, and therefore, it should be supported.

Name LAI WING YIU

Date 30 - 11 - 2023

Contact No

Email Addres

HKID No

支持擬議安老院及長者屋 (申請編號 A/YL-PS/702)

我支持申請人提出的發展計劃。申請地點長期用作運輸等工業用途,不 符規劃原意。擬議項目符合土地用途,更與周邊丁屋發展相融合。相信 擬議項目會有效改善現有工業活動帶來的噪音問題。

日期 30/11/2023

姓名 拿盖庫

聯絡電話

電郵

身份證





贊成擬議發展項目

(申請編號 A/YL-PS/702)

發展項目有不少設計亮點,亦善用土地資源,有效應對老年人口帶來的 住宿及照顧服務需要。附近亦有大型房屋發展,相信此區人口比例會相 應提高,亦會提升對長者服務的需求。此外,發展密度亦與周邊環境相 符合,亦能淘汰現有不相融的工業用途。因此,我贊成此擬議發展項目。

30/11/2023 Long Kackm 日期

姓名

聯絡電話

雷郵

身份證



A/YL-PS/702

跟據申請人提交資料,本人支持規劃申請。長者住宿需求日益增加,不 論照顧服務或是獨立住宅,申請項目結合兩種用途,將打造一個長者社 區,能為長者福祉出分力。因此,我支持此規劃項目。

30 / 11 (2023 Wong Man Wai 日期 姓名 聯絡電話 雷郵 身份證



贊成規劃申請 A/YL-PS/702

天水圍及屏山一帶需要私營高質素社福設施,推動社區發展。申請項目 有明確發展重點及目標,應給予支持。因此,我支持此 A/YL-PS/702 擬 議發展項目。

日期 30-11-2023

姓名 Yick Suft Shan

聯絡電話

電郵

身份證



支持申請編號 A/YL-PS/702

項目符合政府老年政策目標,提供高質素住院照顧服務及居家安老環 境,有助滿足老齡人口的住宿需求。申請者亦進行技術影響評估,並不 會對周邊環境帶來重大影響。我支持此申請項目。

日期

Nov. 30, 2023 Leung Knock Kit 姓名

聯絡電話

電郵

身份證



<u>支持規劃申請:A/YL-PS/702</u>

安老服務為政策重大方向之一,十分樂見市場對此行業的投入,打造整 幢全新專於長者服務的發展項目。這區亦有不少長者人口,但區內仍少 見私人營運商,現有現動力進入社區,我十分支持!

日期 30-11-2023

姓名 Yeung Pui King Nico

聯絡電話

電郵

身份證



Support S16 Application No. A/YL-PS/702

The proposed development aligns with the government's policy to enhance the quality and quantity of elderly care services, contributing to the overall welfare and support of our aging population. By combining a residential care home and senior hostel, the development optimizes land use and promotes efficient resource allocation, making the most of available space and infrastructure.

TONG, SIDNEY PUI KEUNG Name:

Date: 21, 11, 2023

Contact No .:

Email Address:

HKID No .:



支持安老及長者院舍的申請 (編號為: A/YL-PS/702)

0111

老人年輕時,為香港能擁有今日努力過,作為後輩希望他們能 有一個住得舒心的地方,好感謝有人願意為此用心做這件事, 我非常支持此項目。 香港逐漸步入高齡化社會,老去何依也成為許多長者越發急切的需求,安老院舍或許就會成為他們一個真正的"家",申請 人讓我感受到,能建造好這個家,所以我支持這個項目的申請。

H期 WWW 姓名 人名文

聯絡電話或電郵

身份證號碼



日期 22111 姓名 云 茶水 聯絡電話或電郵

身份證號碼



眾所周知香港安老院舍一直是供不應求, 輪侯時間長,人口 高齡化成為趨勢,要扭轉這個局面,就需要有更多機構參與其 中,現在得知申請人將會在此興建新型的安老院舍,令我喜出 望外,我必須支持。

0113

我看過該發展項目的規劃,與現有的環境無衝突,反而更合理 地利用了土地資源,我支持該發展項目的申請。

日期 11/24 / 2023

姓名 赵浩邕

聯絡電話或電郵

身份證號砧



聯絡電話或電郵

姓名

日期 20 Nov

JiaGe



認同編號A/YL-PS/702的申請

0115

這個項目的選址很適合發展成為一個綜合性的養老場所,比原有 規劃用途合理,所以我認同這個方案的申請。 <u>支持A/YL-PS/702項目申請</u>

香港老齡化程度不斷加深,已成為社會問題,也是年輕人要面 對的困境,項目的發展有助解決這個問題。我支持這個申請項 目。

日期 22-11-2073

姓名

聯絡電話或電郵

身份證號碼

日期 27 11 12023 姓名

聯絡電話或電郵

身份證號碼





<u>支持規劃申請A/YL-PS/702</u>

此項目的建設,使本區擁有一個高質素的養老院舍,符合政府 的政策目標,是有需要長者的福音。我支持此專案的申請。

0117

根據項目的申請內容,我看到了有充分照顧到長者的實際需求 之外,也不會影響到周邊環境,反而是融合地處理。因此,我 支持此項目的申請。

日期 22-11-2023 姓名 冯文教

聯絡電話或電郵

身份證號碼

日期 28/11 姓名 しし としか としい

聯絡電話或電郵

身份證號碼



<u>支持項目申請(編號為: A/YL-PS/702)</u>

現時有願意投入建設這類型項目的已十分難得,這是本區長者 的福音,我非常支持。

0119

<u> 支持項目(編號為: A/YL-PS/702)的申請</u>

我非常高興,本區內能有這類型的安老院舍,非常用心地設計, 充分想到長者的需要,使長者的生活得到尊重,得到關懷,這 個項目應當支持。

日期 28/11

姓名 李解

聯絡電話或電郵

身份證號碼



日期 29/11 姓名 茂子坂 聯絡電話或電到

身份證號碼



我非常開心知道這一帶將會有一個高質素的安老院舍落成,長 者可以住得舒服,得到體貼的照顧,家人來探訪也方便。我贊 同這個項目申請。

0121

贊成項目的申請(編號為: A/YL-PS/702)

天水圍居住人口越來越多,需要各種綜合配套,安老院舍的發展也是必不可少,看得出這個項目有用心規划,期待項目早日落成。我贊成這個項目。

日期 29/11

姓名 Lau Yi Hing

聯絡電話或電動

身份證號碼



身份證



老齡化社會現象日益嚴重,適合安老的地方遠遠跟不上需求, 現在有人願意出來興建宜居的安老院舍,真是一件造福社會的 好事,我當然會贊成。

0123

公公婆婆們年輕時辛苦了,年紀大了,能有機會住上安心舒適 的養老院,我願意支持。

支持<u>編號為: A/YL-PS/702</u>的申請

日期 30/11

姓名 Law Man Ting

聯絡電話或電郵

身份證號碼



日期 30/11 姓名 (長守持

聯絡電話或電郵

身份證號碼



規劃申請: A/YL-PS/702

本人支持此規劃申請。將來老年人口知識水平高,對 住宿要求上升,此項目能有一定參考性,有助老人活 得健康、自主,望能提升整體安老市場水平。

日期:27-11-2023 姓名:徐美娟

聯絡電話:

電郵:



我非常高興,本區內能有這類型的安老院舍,非常用心地設計, 充分想到長者的需要,使長者的生活得到尊重,得到關懷,這 個項目應當支持。

4/12/203 日期

黄佰联 姓名

聯絡電話或電

身份證號碼



本人支持此規劃申請。將來老年人口知識水平高,對 住宿要求上升,此項目能有一定參考性,有助老人活 得健康、自主,望能提升整體安老市場水平。

日期: 27-11-2023

姓名:彭玉琼、

聯絡電話:

雷郵:



規劃申請: A/YL-PS/702

本人支持此規劃申請。將來老年人口知識水平高,對 住宿要求上升,此項目能有一定參考性,有助老人活 得健康、自主,望能提升整體安老市場水平。

日期: 27-11-2023 生名: 36.90元

聯絡電話:

雷郵:





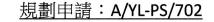
規劃申請: A/YL-PS/702

本人支持此規劃申請。將來老年人口知識水平高,對 住宿要求上升,此項目能有一定參考性,有助老人活 得健康、自主,望能提升整體安老市場水平。

日期: 27-11-2023 姓名: (可麗蘭

聯絡電話:

電郵:



本人支持此規劃申請。將來老年人口知識水平高,對 住宿要求上升,此項目能有一定參考性,有助老人活 得健康、自主,望能提升整體安老市場水平。

日期:11月27日

姓名:丘 润蓬

聯絡電話:





<u> 規劃申請: A/YL-PS/702</u>

本人支持此規劃申請。將來老年人口知識水平高,對 住宿要求上升,此項目能有一定參考性,有助老人活 得健康、自主,望能提升整體安老市場水平(****

日期: 27/11/2023

姓名: TSANG FUNG LW

聯絡電話

電郵:

<u> 規劃申請:A/YL-PS/702</u>

本人支持此規劃申請。將來老年人口知識水平高,對 住宿要求上升,此項目能有一定參考性,有助老人活 得健康、自主,望能提升整體安老市場水平。

日期:27-11-2023 姓名:劉錦珠

聯絡電話:





規劃申請:A/YL-PS/702

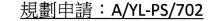
本人支持此規劃申請。將來老年人口知識水平高,對 住宿要求上升,此項目能有一定參考性,有助老人活 得健康、自主,望能提升整體安老市場水平。

日期:27-11-2023

姓名:方四妹

聯絡電話:

電郵:



本人支持此規劃申請。將來老年人口知識水平高,對 住宿要求上升,此項目能有一定參考性,有助老人活 得健康、自主,望能提升整體安老市場水平。

日期:2023年11日27日

姓名:温麗珍

聯絡電話:

電郵





規劃申請: A/YL-PS/702

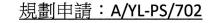
本人支持此規劃申請。將來老年人口知識水平高,對 住宿要求上升,此項目能有一定參考性,有助老人活 得健康、自主,望能提升整體安老市場水平。

日期: 27-11-2023

姓名:

聯絡電話:

電郵:



本人支持此規劃申請。將來老年人口知識水平高,對 住宿要求上升,此項目能有一定參考性,有助老人活 得健康、自主,望能提升整體安老市場水平。

日期: 26/11/23.

姓名: 孫志成

聯絡電話:





規劃申請: A/YL-PS/702

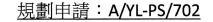
本人支持此規劃申請。將來老年人口知識水平高,對 住宿要求上升,此項目能有一定參考性,有助老人活 得健康、自主,望能提升整體安老市場水平。

日期: 2升/11/2023

姓名: 旗澗券

聯絡電話:

電郵:



本人支持此規劃申請。將來老年人口知識水平高,對 住宿要求上升,此項目能有一定參考性,有助老人活 得健康、自主,望能提升整體安老市場水平。

日期:27-11-2023

姓名:蒙景明

聯絡電話:





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日期: 27/11/2023

姓名: 發美北

聯絡電話:

電郵:

<u> 規劃申請:A/YL-PS/702</u>

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日期: 27、11、2003 姓名: 孝白らり美一

聯絡電話:





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日期: 27 (1-2023

姓名: Kwan Bing Kit

聯絡電話:

電郵:

<u> 規劃申請:A/YL-PS/702</u>

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日期: 27-11-2023

姓名: MAN SPU YIN TERESA

聯絡電話:





規劃申請:A/YL-PS/702

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A CONTRACTOR ANTALIN

日期 2023、11、24 姓名 Humphrey Yeung

聯絡電話

電郵

身份證



0143

<u> 規劃申請:A/YL-PS/702</u>

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日期 223 -11-30

姓名 LATAN CLEUNG - Stong

聯絡電

電郵

身份證



PEMS Comment Submission

0145

Page 1 of 1

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就規劃申請/覆核提出意見 Making Comment on Planning Application / Review
参考編號
231205-231942-43492Reference Number:231205-231942-43492提交限期
Deadline for submission:05/12/2023提交日期及時間05/12/2023

Date and time of submission:

有關的規劃申請編號 The application no. to which the comment relates: A/YL-PS/702

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

先生 Mr. Wong Kwok Yee Michael

05/12/2023 23:19:42

意見詳情

Details of the Comment :

I support this project as elderly homes are lacking in this area.

<u> 規劃申請: A/YL-PS/702</u>

本人支持此規劃申請。將來老年人口知識水平高,對 住宿要求上升,此項目能有一定參考性,有助老人活 得健康、自主,望能提升整體安老市場水平。

日期: 27-11-2023

姓名: 許如梅

聯絡電話:



Urgent Return Receipt Requested Sign Encrypt Mark Subject Restricted Expand personal&publi



A/YL-PS/702 DD 122 Ping Shan GIC 05/12/2023 02:36

From: To: tpbpd <tpbpd@pland.gov.hk> File Ref:

A/YL-PS/702

Lots Nos. 257 (Part), 258 RP (Part) in D.D. 122 and Adjoining Government Land, Ping Shan

Site area: About 3,300sq.m

Application Site: About 2,090sq.m Includes Government Land of about 1,365sq.m

Zoning: "GIC"

Applied development: RCHE and Residential Institution (Senior Hostel) Development

9 Units plus 380 – 420 beds/ PR 4.69 / 8 Stories / OS 440sq.m / 21 Vehicle Parking

Dear TPB Members,

While the development of elderly facilities is most welcome, the project appears to be a first step towards an eventual application for rezoning to accommodate a large residential.

The provision of RCHE is not a very lucrative business so why would a developer splash out on the construction of quite a long and wide access road to serve only the facility? That it incorporates a significant amount of government land outside the applicant's site is also of concern.

The proposed new vehicular access connecting the Development Site to the Tsui Sing Road covers a total area of about 1,240 m2 on government land

1.3.5 There is substantial public gain from the proposed vehicular access road not only to the current development proposal to address the pressing demand for the quality RCHE bedspaces and senior living units, but also encourage and enhance the development potential for the remaining area of the "G/IC" site. The proposed vehicular access road on the government land would not be included in the Development Site and not be granted as private land to the applicant. It would be considered as a access right in terms of "right-of-way" for the proposed composite development, which shall be stipulated in the lease conditions

as appropriate.

146

A line of trees and shrubs are affected by the proposed new vehicular access. A detailed Tree Preservation and Removal Proposal and Compensatory Proposal is prepared at Appendix 5. 24 trees to be felled.

Looking at the location one has to question why it would not open an access to the south via the adjacent brownfield operations, for example the large parking lot, that is much closer and has ingress/egress to Long Tin Road?

While GIC development is compatible with the zoning, the ultimate aim of the project must be considered.

Mary Mulvihill

Soq 2 148

Urgent Receipt Requested Sign Encrypt Mark Subject Restricted Expand personal&publi



Fwd: A/YL-PS/702 DD 122 Ping Shan GIC 18/01/2024 01:39

From: To: Sent by:

File Ref:

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

Dear TPB Members,

It is interesting to note that applicants rarely provide responses to the comments made by members of the public.

They recognize that these views are of no importance, their audience is strictly government depts as they are the decision makers.

Members should question why a long entrance over substantial government land when there could be a more efficient solution to the south where there is already a road system in place.

Mary Mulvihill

From:

To: tpbpd <tpbpd@pland.gov.hk> Date: Tuesday, 5 December 2023 2:36 AM HKT Subject: A/YL-PS/702 DD 122 Ping Shan GIC

A/YL-PS/702

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