

2023年 8月 18日
此文件在 收到・城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
申請的日期。

This document is received on 18 AUG 2023
The Town Planning Board will formally acknowledge
the date of receipt of the application only upon receipt
of all the required information and documents.

Form No. S16-III
表格第 S16-III 號

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

根據《城市規劃條例》(第131章)
第16條遞交的許可申請

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

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

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

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

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

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

General Note and Annotation for the Form

填寫表格的一般指引及註解

"Current land owner" means any person whose name is registered in the Land Registry as that of an owner of the land to which the application relates, as at 6 weeks before the application is made

「現行土地擁有人」指在提出申請前六星期，其姓名或名稱已在土地註冊處註冊為該申請所關乎的土地的擁有人的人

※ Please attach documentary proof 請夾附證明文件

^ Please insert number where appropriate 請在適當地方註明編號

Please fill "NA" for inapplicable item 請在不適用的項目填寫「不適用」

Please use separate sheets if the space provided is insufficient 如所提供的空間不足，請另頁說明

Please insert a "✓" at the appropriate box 請在適當的方格內上加上「✓」號

| | | |
|---------------------------------|-------------------------|-------------|
| For Official Use Only 請勿填寫此欄 | Application No. 申請編號 | A14L-ST/658 |
| | Date Received 收到日期 | 18 AUG 2023 |

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

1. Name of Applicant 申請人姓名/名稱

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

CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

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)

WSP (ASIA) LIMITED

3. Application Site 申請地點

| | |
|---|--|
| (a) Full address / location / demarcation district and lot number (if applicable) 詳細地址/地點/丈量約份及地段號碼(如適用) | LOTS NOS. 661 S.C RP(PORTION), 669 RP, 674 RP(PORTION) AND 733 S.E (PORTION) ALL IN DEMARCATION DISTRICT NO. 99 AND ADJOINING GOVERNMENT LAND IN SAN TIN, YUEN LONG, NEW TERRITORIES |
| (b) Site area and/or gross floor area involved 涉及的地盤面積及/或總樓面面積 | <input checked="" type="checkbox"/> Site area 地盤面積 38,700 sq.m 平方米 <input checked="" type="checkbox"/> About 約 <input checked="" type="checkbox"/> Gross floor area 總樓面面積 15,905 sq.m 平方米 <input checked="" type="checkbox"/> About 約 |
| (c) Area of Government land included (if any) 所包括的政府土地面積(倘有) | 1,870 sq.m 平方米 <input checked="" type="checkbox"/> About 約 |

| | |
|--|--|
| (d) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號 | APPROVED SAN TIN OUTLINE ZONING PLAN No. S/YL-ST/8 |
| (e) Land use zone(s) involved 涉及的土地用途地帶 | "OTHER SPECIFIED USES (SERVICES STATIONS)" |
| (f) Current use(s) 現時用途 | COMMUNITY ISOLATION FACILITY (If there are any Government, institution or community facilities, please illustrate on plan and specify the use and gross floor area) (如有任何政府、機構或社區設施，請在圖則上顯示，並註明用途及總樓面面積) |

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

The applicant 申請人 -

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

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

5. Statement on Owner's Consent/Notification

就土地擁有人的同意/通知土地擁有人的陳述

- (a) According to the record(s) of the Land Registry as at 16 AUGUST 2023 (DD/MM/YYYY), this application involves a total of 1 "current land owner(s)".
根據土地註冊處截至 2023 年 8 月 16 日的記錄，這宗申請共牽涉 1 名「現行土地擁有人」。

(b) The applicant 申請人 -

- ☐ has obtained consent(s) of "current land owner(s)".
已取得 1 名「現行土地擁有人」的同意。

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

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

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

| Details of the "current land owner(s)" notified 已獲通知「現行土地擁有人」的詳細資料 | | |
|--|--|---|
| No. of "Current Land Owner(s)" 「現行土地擁有人」數目 | Lot number/address of premises as shown in the record of the Land Registry where notification(s) has/have been given 根據土地註冊處記錄已發出通知的地段號碼／處所地址 | Date of notification given (DD/MM/YYYY) 通知日期(日/月/年) |
| 1 | LOTS NOS. 661 S.C RP (PORTION), 669 RP, 674 RP (PORTION) AND 733 S.E (PORTION) IN D.D. 99, SAN TIN, YUEN LONG | 16 August 2023 |
| | | |
| | | |

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

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

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

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

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

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

Others 其他

- ☐ others (please specify)
其他（請指明）

Note: May insert more than one 「✓」.

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

註：可在多於一個方格內加上「✓」號
申請人須就申請涉及的每一地段（倘適用）及處所（倘有）分別提供資料

| | |
|--|--|
| 6. Type(s) of Application 申請類別 | |
| (A) Temporary Use/Development of Land and/or Building Not Exceeding 3 Years in Rural Areas 位於鄉郊地區土地上及/或建築物內進行為期不超過三年的臨時用途/發展 (For Renewal of Permission for Temporary Use or Development in Rural Areas, please proceed to Part (B)) (如屬位於鄉郊地區臨時用途/發展的規劃許可續期，請填寫(B)部分) | |
| (a) Proposed use(s)/development 擬議用途/發展 | PROPOSED TEMPORARY TRAINING FACILITIES (Please illustrate the details of the proposal on a layout plan) (請用平面圖說明擬議詳情) |
| (b) Effective period of permission applied for 申請的許可有效期 | <input type="checkbox"/> year(s) 年 31 OCTOBER 2024 <input type="checkbox"/> month(s) 個月 |
| (c) Development Schedule 發展細節表 | |
| Proposed uncovered land area 擬議露天土地面積 | 22,795sq.m <input checked="" type="checkbox"/> About 約 |
| Proposed covered land area 擬議有上蓋土地面積 | 15,905sq.m <input checked="" type="checkbox"/> About 約 |
| Proposed number of buildings/structures 擬議建築物/構築物數目 | 53 |
| Proposed domestic floor area 擬議住用樓面面積 |sq.m <input type="checkbox"/> About 約 |
| Proposed non-domestic floor area 擬議非住用樓面面積 | 15,905sq.m <input checked="" type="checkbox"/> About 約 |
| Proposed gross floor area 擬議總樓面面積 | 15,905sq.m <input checked="" type="checkbox"/> About 約 |
| Proposed height and use(s) of different floors of buildings/structures (if applicable) 建築物/構築物的擬議高度及不同樓層的擬議用途 (如適用) (Please use separate sheets if the space below is insufficient) (如以下空間不足，請另頁說明) PROPOSED HEIGHT FOR THE STRUCTURES ARE APPROX. 3M - 5.7M 37 NOS. OF BUILDING BLOCK FOR CLASSROOM, STUDENT ACTIVITY ROOM AND STAFF OFFICE 16 NOS. OF BUILDING BLOCK FOR BUILDING SERVICES BUILDING, FIRE SERVICES BUILDING AND TOILET UNIT | |
| Proposed number of car parking spaces by types 不同種類停車位的擬議數目 Private Car Parking Spaces 私家車車位 8 NOS. Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) | |
| Proposed number of loading/unloading spaces 上落客貨車位的擬議數目 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) 3 NOS. LOADING / UNLOADING FOR REFUSE COLLECTION VEHICLE | |

| | | | |
|--|--|--|--|
| Proposed operating hours 擬議營運時間 12 HOURS | | | |
| (d) Any vehicular access to the site/subject building? 是否有車路通往地盤/ 有關建築物? | Yes 是 | <input checked="" type="checkbox"/> There is an existing access. (please indicate the street name, where appropriate) 有一條現有車路。(請註明車路名稱(如適用)) TUNG WING ON ROAD | |
| | No 否 | <input type="checkbox"/> There is a proposed access. (please illustrate on plan and specify the width) 有一條擬議車路。(請在圖則顯示, 並註明車路的闊度) <input type="checkbox"/> | |
| (e) Impacts of Development Proposal 擬議發展計劃的影響 (If necessary, please use separate sheets to indicate the proposed measures to minimise possible adverse impacts or give justifications/reasons for not providing such measures. 如需要的話, 請另頁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。) | | | |
| (i) Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動? | Yes 是 | <input checked="" type="checkbox"/> Please provide details 請提供詳情 MINOR ENHANCEMENT WORKS TO EXISTING UNITS | |
| | No 否 | <input type="checkbox"/> | |
| (ii) Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程? | Yes 是 | <input type="checkbox"/> (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地/池塘界線, 以及河道改道、填塘、填土及/或挖土的細節及/或範圍) <input type="checkbox"/> Diversion of stream 河道改道 <input type="checkbox"/> Filling of pond 填塘 Area of filling 填塘面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填塘深度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Filling of land 填土 Area of filling 填土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of filling 填土厚度 m 米 <input type="checkbox"/> About 約 <input type="checkbox"/> Excavation of land 挖土 Area of excavation 挖土面積 sq.m 平方米 <input type="checkbox"/> About 約 Depth of excavation 挖土深度 m 米 <input type="checkbox"/> About 約 | |
| | No 否 | <input checked="" type="checkbox"/> | |
| (iii) Would the development proposal cause any adverse impacts? 擬議發展計劃會否造成不良影響? | On environment 對環境 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On traffic 對交通 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On water supply 對供水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On drainage 對排水 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> On slopes 對斜坡 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Affected by slopes 受斜坡影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Landscape Impact 構成景觀影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Tree Felling 砍伐樹木 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Visual Impact 構成視覺影響 Yes 會 <input type="checkbox"/> No 不會 <input checked="" type="checkbox"/> Others (Please Specify) 其他 (請列明) Yes 會 <input type="checkbox"/> No 不會 <input type="checkbox"/> _____ _____ | | |

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

(B) Renewal of Permission for Temporary Use or Development in Rural Areas

位於鄉郊地區臨時用途/發展的許可續期

| | |
|--|--|
| (a) Application number to which the permission relates 與許可有關的申請編號 | A/ _____ / _____ |
| (b) Date of approval 獲批給許可的日期 | (DD 日/MM 月/YYYY 年) |
| (c) Date of expiry 許可屆滿日期 | (DD 日/MM 月/YYYY 年) |
| (d) Approved use/development 已批給許可的用途/發展 | |
| (e) Approval conditions 附帶條件 | <p><input type="checkbox"/> The permission does not have any approval condition 許可並沒有任何附帶條件</p> <p><input type="checkbox"/> Applicant has complied with all the approval conditions 申請人已履行全部附帶條件</p> <p><input type="checkbox"/> Applicant has not yet complied with the following approval condition(s): 申請人仍未履行下列附帶條件：</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>Reason(s) for non-compliance: 仍未履行的原因：</p> <p>.....</p> <p>.....</p> <p>(Please use separate sheets if the space above is insufficient) (如以上空間不足，請另頁說明)</p> |
| (f) Renewal period sought 要求的續期期間 | <p><input type="checkbox"/> year(s) 年</p> <p><input type="checkbox"/> month(s) 個月</p> |

7. Justifications 理由

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

PLEASE REFER TO THE PLANNING STATEMENT

8. Declaration 聲明

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

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

.....

LIU WAI SHUEN

ASSOCIATE

Name in Block Letters

Position (if applicable)

姓名 (請以正楷填寫)

職位 (如適用)

Professional Qualification(s)
專業資格☐ Member 會員 / ☐ Fellow of 資深會員☐ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /☐ HKILA 香港園境師學會 / ☐ HKIUD 香港城市設計學會☒ RPP 註冊專業規劃師 (Registration No. 419)

Others 其他 MRTPI (52788)

on behalf of

代表

WSP (ASIA) LIMITED

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

Date 日期

17 AUGUST 2023

(DD/MM/YYYY 日/月/年)

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

1. The personal data submitted to the Board in this application will be used by the Secretary of the Board and Government departments for the following purposes:

委員會就這宗申請所收到的個人資料會交給委員會秘書及政府部門，以根據《城市規劃條例》及相關的城市規劃委員會規劃指引的規定作以下用途：

(a) the processing of this application which includes making available the name of the applicant for public inspection when making available this application for public inspection; and
處理這宗申請，包括公布這宗申請供公眾查閱，同時公布申請人的姓名供公眾查閱；以及

(b) facilitating communication between the applicant and the Secretary of the Board/Government departments.
方便申請人與委員會秘書及政府部門之間進行聯絡。

2. The personal data provided by the applicant in this application may also be disclosed to other persons for the purposes mentioned in paragraph 1 above.

申請人就這宗申請提供的個人資料，或亦會向其他人士披露，以作上述第 1 段提及的用途。

3. An applicant has a right of access and correction with respect to his/her personal data as provided under the Personal Data (Privacy) Ordinance (Cap. 486). Request for personal data access and correction should be addressed to the Secretary of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong.

根據《個人資料(私隱)條例》(第 486 章)的規定，申請人有權查閱及更正其個人資料。如欲查閱及更正個人資料，應向委員會秘書提出有關要求，其地址為香港北角渣華道 333 號北角政府合署 15 樓。

| | |
|--|--|
| Gist of Application 申請摘要 (Please provide details in both English and Chinese as far as possible. This part will be circulated to relevant consultees, uploaded to the Town Planning Board's Website for browsing and free downloading by the public and 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查詢處供一般參閱。) | |
| Application No. 申請編號 | (For Official Use Only) (請勿填寫此欄) |
| Location/address 位置／地址 | LOTS NOS. 661 S.C RP(PORTION), 669 RP, 674 RP(PORTION) AND 733 S.E (PORTION) ALL IN DEMARCATION DISTRICT NO. 99 AND ADJOINING GOVERNMENT LAND IN SAN TIN, YUEN LONG, NEW TERRITORIES |
| Site area 地盤面積 | 38,700 sq. m 平方米 <input checked="" type="checkbox"/> About 約 (includes Government land of 包括政府土地 1,870 sq. m 平方米 <input checked="" type="checkbox"/> About 約) |
| Plan 圖則 | APPROVED SAN TIN OUTLINE ZONING PLAN No. S/YL-ST/8 |
| Zoning 地帶 | "OTHER SPECIFIED USES (SERVICES STATIONS)" |
| Type of Application 申請類別 | <input checked="" type="checkbox"/> Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區的臨時用途/發展為期 <input type="checkbox"/> Year(s) 年 31 OCTOBER 2024 <input type="checkbox"/> Month(s) 月 _____ <input type="checkbox"/> Renewal of Planning Approval for Temporary Use/Development in Rural Areas for a Period of 位於鄉郊地區臨時用途/發展的規劃許可續期為期 <input type="checkbox"/> Year(s) 年 _____ <input type="checkbox"/> Month(s) 月 _____ |
| Applied use/ development 申請用途/發展 | PROPOSED TEMPORARY TRAINING FACILITIES |

| | | | |
|--|---|--|---|
| (i) Gross floor area and/or plot ratio 總樓面面積及／或地積比率 | | sq.m 平方米 | Plot Ratio 地積比率 |
| | Domestic 住用 | <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於 | <input type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於 |
| | Non-domestic 非住用 | 15,905 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於 | 0.411 <input checked="" type="checkbox"/> About 約 <input type="checkbox"/> Not more than 不多於 |
| (ii) No. of block 幢數 | Domestic 住用 | | |
| | Non-domestic 非住用 | 53 | |
| (iii) Building height/No. of storeys 建築物高度／層數 | Domestic 住用 | m 米 <input type="checkbox"/> (Not more than 不多於) | |
| | | Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) | |
| | Non-domestic 非住用 | APPROX. 3 - 5.7 m 米 <input type="checkbox"/> (Not more than 不多於) | |
| | | 1 - 2 Storeys(s) 層 <input type="checkbox"/> (Not more than 不多於) | |
| (iv) Site coverage 上蓋面積 | 41.1 % <input checked="" type="checkbox"/> About 約 | | |
| (v) No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目 | Total no. of vehicle parking spaces 停車位總數 Private Car Parking Spaces 私家車車位 Motorcycle Parking Spaces 電單車車位 Light Goods Vehicle Parking Spaces 輕型貨車泊車位 Medium Goods Vehicle Parking Spaces 中型貨車泊車位 Heavy Goods Vehicle Parking Spaces 重型貨車泊車位 Others (Please Specify) 其他 (請列明) _____ _____ | | 8 NOS. PRIVATE CAR PARKING SPACE |
| | Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) _____ _____ | | 3 NOS. LOADING/ UNLOADING FOR REFUSE COLLECTION VEHICLE |

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

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

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



17 August 2023

By Hand
tpbpd@pland.gov.hk

Our ref.

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

Attn: The Secretary

Dear Sir/Madam,

Proposed Temporary Training Facilities in San Tin

Application for Permission under Section 16 of the Town Planning Ordinance

We are pleased to submit the following documents in support of proposed temporary training facilities in San Tin, for consideration of the Town Planning Board under Section 16 of the Town Planning Ordinance (CAP.131):

- (I) 1 signed original copy of the Form No. S16-III;
- (II) 1 copy of Authorisation Letter signed by Civil Engineering and Development Department; and
- (III) 70 Hard copies of the planning application report.

Should you have any queries or require further information, please feel free to contact our Ms Esther LIU at _____ via email at _____. In view of the tight project programme, we would be much obliged for your early processing. Thank you for your kind assistance.

Yours faithfully,
For and on behalf of
WSP (Asia) Limited

Emeric Wan
Project Director

EW/EWSL/RL/kc

2023年 8月 18日
此文件在 _____ 收到。城市規劃委員會
只會在收到所有必要的資料及文件後才正式確認收到
申請的日期。

18 AUG 2023

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

Encl.

cc. CEDD/WDO - Mr. CHIU Chi Ho, Derek

(w/e)

CIVIL ENGINEERING AND DEVELOPMENT DEPARTMENT

**AGREEMENT NO. CE47/2020 (CE) -
TERM CONSULTANCY FOR SITE FORMATION AND
INFRASTRUCTURE WORKS FOR PROPOSED HOUSING
DEVELOPMENTS IN ZONE 2 (2021-2024) – FEASIBILITY STUDY**

TASK ORDER NO. 9 – SAN TIN

**SECTION 16 PLANNING APPLICATION
(Issue 1)**

August 2023



wsp



A/YL-ST/658

Appendix Ib of RNTPC
Paper No. A/YL-ST/658

19 September 2023

Our ref.

By Hand
tpbpd@pland.gov.hkTown Planning Board Secretariat
15/F, North Point Government Offices,
333 Java Road, North Point, Hong Kong.

Attn: The Secretary

Dear Sir/Madam,

Proposed Temporary Training Facilities in San Tin**Application for Permission under Section 16 of the Town Planning Ordinance**

We refer to the comments received for the captioned application. Enclosed please find the responses to comments and the further information for your consideration.

Should you have any queries or require further information, please feel free to contact our Ms. Esther LIU at _____ or via email at _____.
In view of the tight project programme, we would be much obliged for your early processing. Thank you for your kind assistance.

Yours faithfully,
For and on behalf of
WSP (Asia) Limited

Emeric Wan
Project Director

EW/EWSL/RL/kc

Encl.

cc. CEDD/WDO - Mr. CHIU Chi Ho, Derek

(w/e)



Planning Application No. A/YL-ST/658
Agreement No. CE47/2020 (CE) – Term Consultancy for Site Formation and
Infrastructure Works for Proposed Housing Developments in Zone 2 (2021-2024) –
Feasibility Study, Task Order No. 9 – San Tin
(Application for Permission under S.16 of the Town Planning Ordinance)

Submission of Further Information

| | | |
|----------|--|--|
| A | Director of Environmental Protection Department, 15 September 2023 | |
| 1 | Section 4.2.1: “TM on Noise from on Construction Work in Designated Areas (DA-TM)” | Revised Section 4.2.1 |
| 2 | Figure 4.3a – 4.3b: For the horizontal distances shown in these figures, all the “mm” s should be revised to “m”. | Revised Figure 4.3a – 4.3c |
| 3 | Section 4.6.2 – Please amend the first sentence to read as “... served <u>with air conditioning (A/C) units with mechanical ventilation and will not rely on opened openable window/door for will not rely on natural ventilation</u> ”. | Revised Section 4.6.2 |
| 4 | Appendix 4.3 – For Option 1, please consider providing two more PME/QPMEs with SWL ≤95 dB(A) for better reference purposes. | Two more PME/QPMEs with SWL ≤95 dB(A) are added into the revised Appendix 4.3. |
| 5 | Please amend the term “openable window” to “ <u>opened window</u> ” used throughout the noise chapter. | Revised. All “openable window” is replaced by “opened window”. |
| 6 | Section 5.4.3: a typo is observed which should read as “with 47% in 2012 2002”. Please check. | Revised Section 5.4.3. |
| B | Fanling, Sheung Shui and Yuen Long East, District Planning Office, Planning Department, 12 September 2023 | |
| 1 | Target audience (whether the training facilities would only serve imported labour or other local workers who are interested in CIC courses?) | There is no specific limitation for the target audience, both imported labour and local workers would attend courses at the proposed training facilities. |
| 2 | Please elaborate more on trade test (e.g. what are trade tests, whether trade tests would be and could be conducted indoor, any examples of such tests conducted indoor) | Trade test is to conduct skills assessment and award certificate of competence to skilled workers in the construction industry. Example of indoor trade tests are those conducted in CIC’s Hong Kong Construction Industry Trade Testing Centre in Aberdeen, such as Painter and Decorator Skilled Trade Test. However, mobile crane related tests and courses would be conducted outdoor. Other than that, all trade tests and courses would be conducted indoor. |
| 3 | Differences between the classroom and student activity room, and whether those rooms would be formed by removing partition wall between each individual MIC units | Partition wall between the individual MIC units could be removed for different uses including classrooms and student activity rooms. |
| 4 | Usage of student activity rooms (used for what kind of activities?) | Student activity rooms will be used for conducting briefing sessions and group activities for the students. |
| 5 | Total number of students/staff (30 staff/60 students in planning statement vs. not more than 100 people in TIA vs. not more than 200 in NIA) | The total number of people (including staff and students) under normal operation would be approx. 100. For particular occasions / events, which may be held few |

| | | |
|--|---|--|
| | | times throughout the year would be approx. 200. |
| 6 | Operation hours of the proposed development (8am to 10pm in TIA vs. 7am to 7pm (excluding public holidays in NIA) | Operation hours of the training centre will be from 8am to 10pm daily (excluding public holidays). To avoid any noise impacts, the use of mobile crane(s) in the site will be limited to 7am to 7pm (excluding public holidays) to control noise. |
| 8 | Please confirm our understanding that MIC would not be made within the Site. Instead, it would involve training works related to MIC for example assembly, dismantle, etc. | Please be confirmed that no MIC will be made within the Site. Only training works related to the installation of MIC units such as lifting operation would be involved. |
| 9 | Although the planning statement indicates that the mobile crane would be located from residents as far as possible, the training activities for mobile cranes would now be conducted at the southwestern portion of the Site close to some existing residential cluster. Any justification? | Since most of the areas within the Site are occupied by existing structures or EVA, the proposed location for mobile cranes is considered the most suitable area for training activities of mobile cranes with a considerable distance from the residential area. Suitable noise mitigation measures have also been incorporated as stated in the ERR. |
| C Director of Environmental Protection Department, 6 September 2023 | | |
| Water Quality | | |
| 1 | Section 5.3.1 Please check the table should read "Table 5-1" or "Table 5-5.1" | Revised as Table 5-1. |
| 2 | Section 5.4.4 Please check the table should read "Table 5-2" or "Table 5-5.2" | Revised as Table 5-2. |
| 3 | Section 5.4 The Maine / River Water Quality in Hong Kong in 2022 have been released please update the content and data. | Revised Section 5.4 to include 2022 content and data. |
| D Director of Environmental Protection Department, 31 August 2023 | | |
| Air Quality | | |
| 1 | Section 3.2.6 Please revise "or" to "and" in line 3. | Noted, it has been revised accordingly. |
| 2 | Section 3.6.2 (1), (3), (6) Correspondence of TD's agreement on the road type of each concerned road (including Tung Wing On Road, San Tin Tsuen Road and Tun Yu Road) should be provided to justify that sufficient buffer distance will be provided. | See Appendix A of RtC. The relevant enquiry and responses made by CEDD and TD have been highlighted in red boxes for your ease of reference. |
| 3 | Section 3.6.2 (4) Please revise typo in the 2nd sentence to read as "...hence, a 10m buffer similar as a DD is applied..." | Noted, it has been revised accordingly. |
| Noise Impact | | |
| 1 | Table 4.8 We have reservations about "% on-time in 30min" used in the fixed noise assessment for Option 1, 2a, 2b and 2c. Any "% on-time" less than 70% seems impractical and unrealistic for completing the entire training | Noted. The revised assessment are summarised as follows: 1. 70% on-time in 30min will be adopted in the fixed noise assessment and 55dB at NSR would |

| | | |
|---|--|--|
| | <p>process, which may include the warm-up, preparation, demonstration and practicing works of the mobile cranes.</p> <p>Please critically review and re-confirm with the relevant project professional(s) (e.g. Project/Design Engineer) on the validity of the fixed noise sources inventories, including but not limited to the mobile cranes to be used, % on-time in 30 min and their type, number & locations of usage. Such confirmation should be documented in the ERR by stating clearly in the main text that all the relevant assumptions/parameters taken in the assessment have been verified by the Project's professional(s).</p> | <p>be achieved; and</p> <p>2. While flexibility would still be allowed on the crane arrangements, having liaised with the future user, they will only adopt the arrangement included no. of crane(s), crane models and location as set out in Appendix 4.3.</p> <p>Table 4.8 and relevant pages are revised.</p> |
| 2 | <p>Table 4.8</p> <p>Due consideration should be given to the potential degradation caused by the reflections/reverberations of noise between the existing CIF buildings, and sound absorptive materials should be fitted/provided on the buildings' surfaces to minimize the impact. Please review and supplement this consideration in the ERR. The locations of the sound absorptive materials to be used should also be shown in a suitably scaled figure (i.e., Figure 4.3) for easy cross-referencing.</p> | <p>Section 4.5.21 is revised with updated Figures 4.3a to 4.3c.</p> |
| <i>Textual and Presentation Comments</i> | | |
| 1 | <p>Table 4.5</p> <p>The horizontal distance from site boundary to NSR_02 and NSR_03 seems overestimated. Please double-check.</p> | <p>The horizontal distances of NSR_2 and NSR_3 is reviewed and updated.</p> |
| 2 | <p>Section 4.5.2</p> <p>The second sentence mentioned that no coach service will be provided for the proposed development, which do not tally with S.4.2.4 of the TIA. Please review and clarify.</p> | <p>Section 4.5.2 is revised to tally with S4.2.4 of the TIA.</p> |
| 3 | <p>Section 4.5.3</p> <p>It was mentioned that the staff and/or student travelling to/from the site should make use of the entrance at San Tin Tsuen Road via San Ting Highway and avoid using Tung Wing On Road as far as practicable.</p> <p>Please review if the planning statement (e.g. S.2.4.1 and Figure 4) should be updated to properly reflect the possible use of the access on San Tin Tsuen Road for vehicle for better completeness and clarity.</p> | <p>Section 4.5.3 is revised to tally with the planning statement.</p> |
| 4 | <p>Section 4.5.16</p> <p>It is noted that ANL - 5 dB(A) has been adopted as the noise criteria for the planned noise sources, not ANL. Please remove first sentence to avoid confusion.</p> | <p>The first sentence of S4.5.16 is removed.</p> |
| 5 | <p>Section 4.5.17–18</p> <p>These sections mentioned that the actual arrangement of mobile crane will be subject to the future operation of the training centre. The proponent/consultant should</p> | <p>S4.5.17 and 4.5.18 have been revised.</p> |

| | | |
|----|--|--|
| | <p>note that all the mitigation measures and operation requirements, and thus the actual arrangements of the mobile cranes, should be strictly implemented/delivered following those contained in this ERR. Hence, this ERR should either have all possible arrangements for the mobile cranes laid out or have the worst-case scenario assessed to ensure the training centre will fully comply with the relevant fixed noise criteria/requirements during the operation phase. Please review and update the ERR to state clearly the scenario(s) being assessed in the main text and avoid statement like “the actual arrangement of mobile crane will be subject to future operation of the training centre”.</p> | |
| 6 | <p>Section 4.5.19</p> <p>It is noted that some of the QPME labels being quoted are “crawler crane” instead of “mobile crane”. Please consider replacing all the “mobile crane” with “mobile/crawler crane” in the report to avoid confusion or any unnecessary dispute in the future.</p> | S4.5.19 is revised. |
| 7 | <p>Section 4.5.22</p> <p>Please revise the first sentence as follows if applicable “...for non-centralized air conditioning will be adopted for the provision of air conditioning system to all noise sensitive uses. However, these VRVs...”</p> | The first sentence is of S4.5.22 is revised. |
| 8 | <p>Section 4.6.1</p> <p>Please amend to read as “.... thus, no insurmountable construction noise impact is anticipated”.</p> | This statement is revised. |
| 9 | <p>Appendix 4.3</p> <p>It seems that the sizes of the mobile cranes in Option 2b, 2c and 3 have been under-estimated. Please double-check.</p> | The sizes of the mobile cranes in Appendix 4.3 have been revised. |
| 10 | <p>Appendix 4.3</p> <p>It appears that the proposed noise barriers are not long enough to screen MC3 from the NSRs to the further west of the Site (e.g. 63A Tung Chan Wai). Please review and update the proposed noise barrier scheme as necessary.</p> | No noise barrier is adopted for this version of report. |
| 11 | <p>Drawing: Please show the entire route of rising mains for clarity.</p> | Noted, the existing sewerage showing the entire route of the rising mains are now shown in the attached existing sewerage layout plans (Appendix B). |

APPENDIX A

Appendix A - TD's Confirmation on Road Type

☐ Urgent ☒ Return Receipt ☒ Sign ☒ Encrypt ☐ Prevent Copy

Date: 02/08/2023 17:08:11

From: @td.gov.hk>

To: @cedd.gov.hk>

Cc: @cedd.gov.hk>, @td.gov.hk>

Bcc:

Subject: Re: CONFIDENTIAL: San Tin CIF s.16 application - TIA

File Ref:

Dear ,

I refer to the table from your preceding email, I have no comment on the road type of the concerned road sections.

Thank you.

Best Regards,

Transport Department

Tel.

| | |
|--|---------------------|
| CONFIDENTIAL: San Tin CIF s.16 application - TIA | 02/08/2023 14:24:07 |
|--|---------------------|

From: @cedd.gov.hk>

To: @td.gov.hk>

Cc: @cedd.gov.hk>, @td.gov.hk>

Date: 02/08/2023 14:24:07

Subject: CONFIDENTIAL: San Tin CIF s.16 application - TIA

Dear ,

Apart from the TIA, we are also preparing the Environmental Review on for the s.16 application.

One of the EPD's comments is that

"Please seek TD's agreement on the road type of each concerned road, including Tung Wing On Road, Castle Peak Road – San Tin, San Tin Tsuen Road, San Sham Road and Tun Yu Road. Otherwise, please provide further justification to support their road type (e.g. no. of peak traffic per hour on these roads)."

In view of EPD's comments, we have prepared a table showing the road types. Grateful if you could let me know if you have any comments on it by **COP today (2 Aug)**.

Thank you and sorry for the rush.

Proposed road types:

| No. | Road Name | Road Classification | |
|-----|----------------------------|---------------------|------------------------------|
| 1. | Tung Wing On Road | Feeder Road | Based on as: TPDM Vol. 2 |
| 2. | Castle Peak Road - San Tin | Rural Road | With referer Census issue |
| 3. | San Tin Tsuen Road | Feeder Road | Based on as: TPDM Vol. 2 |
| 4. | San Sham Road | Rural Road | With referer Census issue |
| 5. | San Tin Highway | Expressway | With referer Census issue |
| 6. | Tun Yu Road | Feeder Road | Based on as: TPDM Vol. 2 |

Regards,

, CEDD

Tel:

— Forwarded by /CEDD/HKSARG on 02/08/2023 14:19:12 —

| | | |
|--|--|---------------------|
| | CONFIDENTIAL: San Tin CIF s.16 application - TIA | 31/07/2023 23:57:39 |
|--|--|---------------------|

From @td.gov.hk>
To @cedd.gov.hk>
Cc @td.gov.hk>, @cedd.gov.hk>, @cedd.gov.hk>
Date 31/07/2023 23:57:39
Subject CONFIDENTIAL: San Tin CIF s.16 application - TIA

Dear ,

We have the following comments on the TIA report:-

(i) The existing PT shown in drawing no. CE47/T09/TIA/308 (page 33 of the pdf) should cover those regular routes only, those special routes like X43, R41 should be taken out to avoid confusion.

(ii) It is noted that the footpath outside the pedestrian access on San Tin Tsuen Road is blocked by exposed pipelines. Please review the suitability of the proposed access.

APPENDIX B



LEGEND :

SITE BOUNDARY OF PLANNED DEVELOPMENT



EXISTING SEWERAGE



| Rev | Description | By | Date |
|-----|-------------|----|------|
| 1 | Compliant | | |



Project Title
AGREEMENT NO. CE47/2020 (CE)
TERM CONSULTANCY FOR SITE FORMATION
AND INFRASTRUCTURE WORKS FOR PROPOSED
HOUSING DEVELOPMENTS IN ZONE 2
(2021 - 2024) - FEASIBILITY STUDY

Drawing Title
TASK ORDER NO. 9 - SAN TIN
EXISTING SEWERAGE LAYOUT
PLAN

SHEET 1 OF 2

| Drawing No. | Date | Checked | Approved | Rev. |
|------------------|-------------|---------|----------|------|
| CE47/T09/SK/0014 | JUN 2023 | VS | VS | — |
| Scale | 1:1000 (A1) | Sheet | | |

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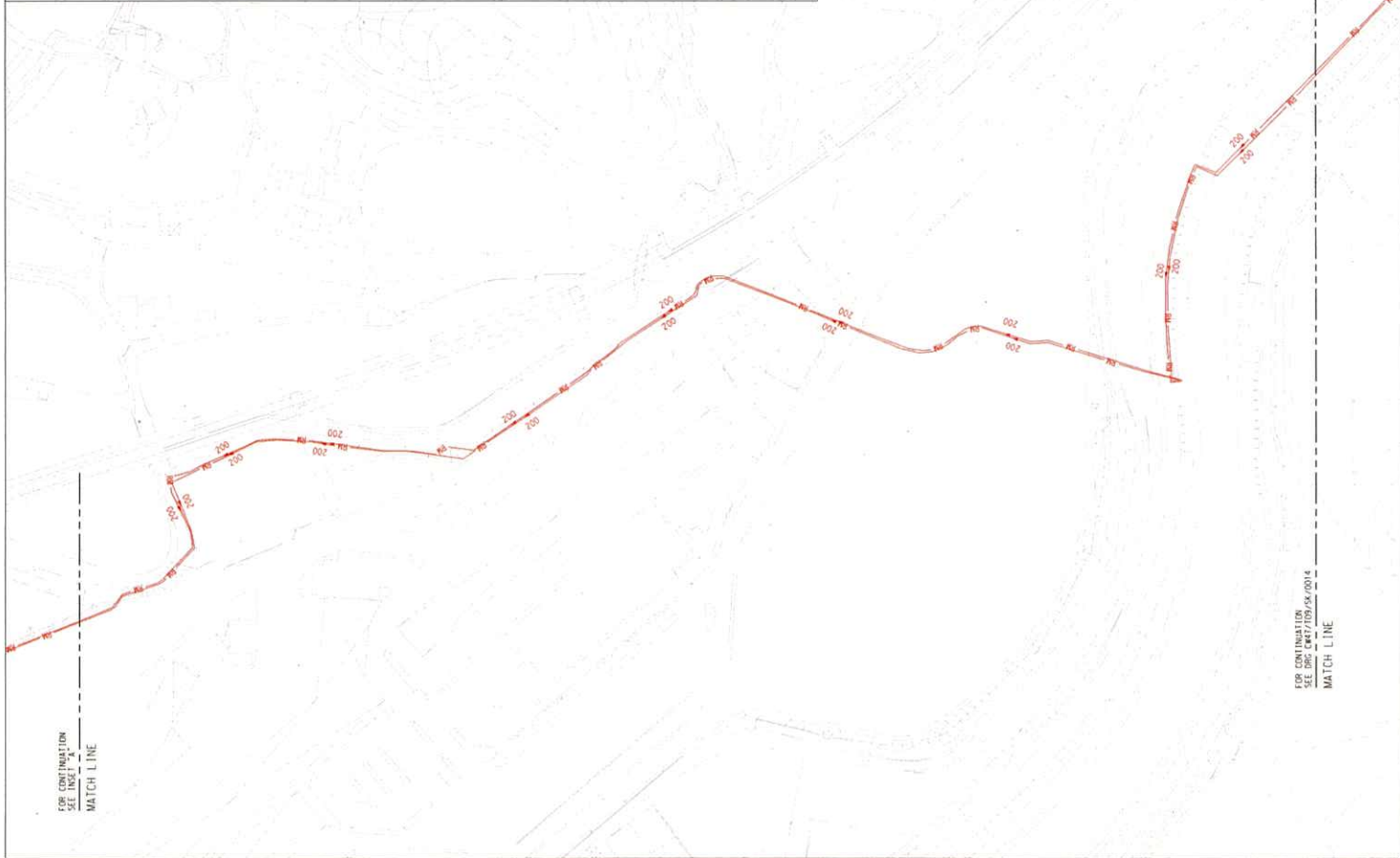
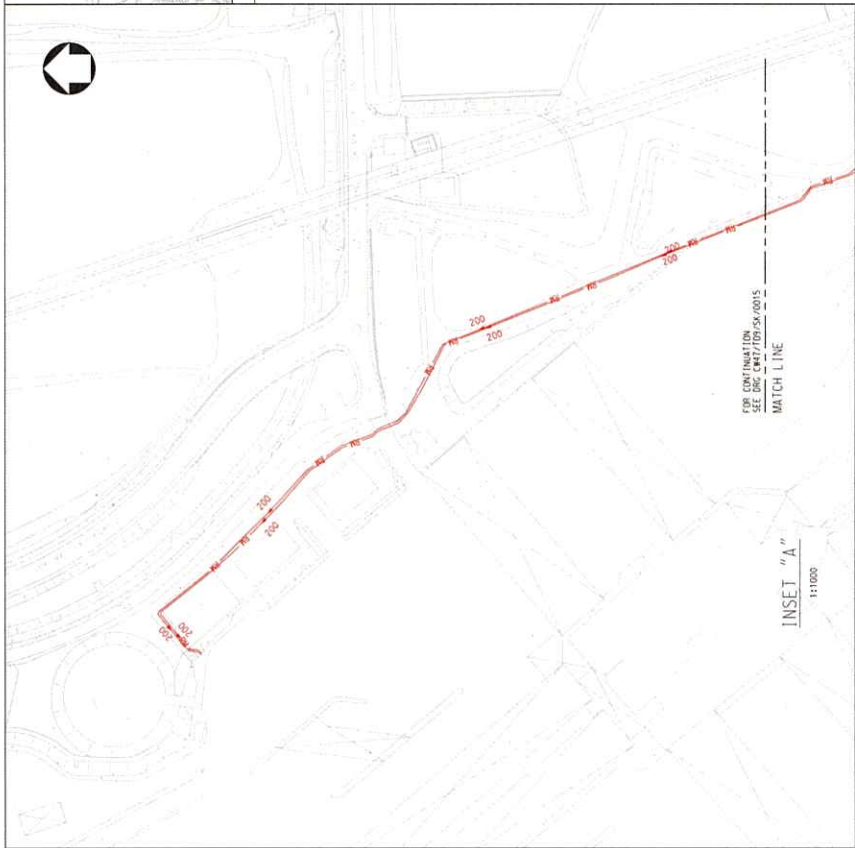


KEY PLAN

LEGEND :

— SITE BOUNDARY OF PLANNED DEVELOPMENT

— EXISTING SEWERAGE



| Rev | Description | By | Date |
|-----|-------------|----|------|
| 1 | As Issued | | |

Project Site

AGREEMENT NO. CE47/2020 (CE)

TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 2 (2021 - 2024) - FEASIBILITY STUDY

Drawing Site

TASK ORDER NO. 9 - SAN TIN

EXISTING SEWERAGE LAYOUT

PLAN

| | | | |
|-------------|------------------|----------|----|
| Drawing No. | CE47/T09/SK/0015 | Rev. | — |
| Drawn | JUN 2023 | Checked | JS |
| CAD | — | Approved | — |
| Scale | 1:1000 (A1) | Status | — |

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CEDD
CIVIL ENGINEERING AND DEVELOPMENT
DESIGN & CONSTRUCTION
WEST DEVELOPMENT OFFICE

APPENDIX C

Air Pollution Control (Fuel Restriction) Regulation

- 3.2.6 To minimize SO₂ emission from construction plants and equipment, requirements stipulated in the Air Pollution Control (Fuel Restriction) Regulation (Amendment) Regulation 2008, using liquid fuel with sulphur content of less than 0.005% by weight and viscosity less than 6 Centistokes at 40°C should be fulfilled.

Hong Kong Planning Standards and Guidelines (HKPSG)

- 3.2.7 In accordance with Chapter 9 Environment of Hong Kong Planning Standards and Guidelines (HKPSG), the minimum buffer distances are recommended between different types of roads and the active open spaces. The buffer distance requirements of HKPSG for different road types are listed in listed in **Table 3-2** below for reference:

Table 3.2 Setback Distances from Roads according to HKSPG Recommendation

| Pollution Source | Type of Road | Buffer Distance | Permitted Uses |
|-------------------|------------------------------------|-----------------|--------------------------------------|
| Road and Highways | Trunk Road and Primary Distributor | > 20m | Active and passive recreation uses |
| | | 3 – 20m | Passive recreational use |
| | | < 3m | Amenity areas |
| | District Distributor | > 10m | Active and passive recreational uses |
| | | < 10m | Passive recreational uses |
| | Local Distributor | > 5m | Active and passive recreational uses |
| | | < 5m | Passive recreational use |
| | Under Flyovers | - | Passive recreational use |

- 3.2.8 Chapter 9 of HKPSG also stipulates the minimum buffer distance between ASRs and industrial chimneys. The buffer distance requirements are shown in **Table 3-3** below.

Table 3.3 Required Minimum Buffer Distances between ASRs and Chimneys

| Difference in Height between Industrial Chimney Exit and ASR (m) | Minimum Buffer Distance (m) | Permitted Uses |
|--|-----------------------------|--------------------------------------|
| <20 | >200 | Active and passive recreational uses |
| | 5 – 200 | Passive recreational use |
| 20 – 30 | >100 | Active and passive recreational uses |
| | 5 – 100 | Passive recreational us |
| 30 – 40 | >50 | Active and passive recreational uses |
| | 5 – 50 | Passive recreational use |
| >40 | >10 | Active and passive recreational uses |

3.3 BACKGROUND AIR QUALITY REVIEW

- 3.3.1 Existing air quality of the Study Area has been reviewed with reference to the EPD's routine air quality monitoring data collected in 2018 – 2022. The nearest EPD air quality monitoring station (AQMS) from the Project Site is the Yuen Long AQMS at Yuen Long District Office Building, 269 Castle Peak Road. Its most recent 5 years of air quality data records (i.e., Sulphur Dioxide, Nitrogen Dioxide, Respirable and Fine Suspended Particulates and Ozone) are summarized in **Table 3-4** to depict the trend of the local air quality.

3.6.2 The proposed development are bounded by a few roads including Tung Wing On Road, Castle Peak Road – San Tin, San Tin Tsuen Road, San Sham Road, San Tin Highway and Tun Yu Road. The road types which have been confirmed by Transport Department (TD) internally and their required buffer distances from the planned ASRs with reference to **Table 3-3** are listed below and are demonstrated in **Figure 3.2**.

- (1) Tung Wing On Road is classified as Feeder Road based on assumption in accordance with Chapter 3.2 of Transport Planning and Design Manual (TPDM) Vol. 2. Hence, a 5m buffer similar as a local distributor is applied as a conservative approach. The shortest separation distance between the nearby planned development and the road kerb of this road could meet 5m buffer zone requirement.
- (2) Castle Peak Road – San Tin is classified as Rural Road with reference to the Annual Traffic Census (ATC) in 2021. As Rural Road could be considered as either District Distributor (DD) or Local Distributor (LD), hence, a 10m buffer similar as a DD is applied as a conservative approach. The shortest separation distance between the nearby planned development and the road kerb of this road could meet 10m buffer zone requirement.
- (3) San Tin Tsuen Road is classified as Feeder Road based on assumption in accordance with Chapter 3.2 of TPDM Vol. 2. A 5m buffer similar as a local distributor is applied as a conservative approach. The shortest separation distance between the nearby planned development and the road kerb of San Tin Tsuen Road could meet 5m buffer zone requirement.
- (4) San Sham Road is classified as Rural Road with reference to the Annual Traffic Census (ATC) in 2021. As Rural Road could be considered as either DD or LD, hence, a 10m buffer similar as a DD is applied as a conservative approach. The shortest separation distance between the nearby planned development and the road kerb of San Sham Road could meet 10m buffer zone requirement.
- (5) San Tin Highway is classified as Expressway with reference to ATC 2021. Hence, a buffer distance of 20m is considered applied. The separation distance between the proposed development and the road kerb of San Tin Highway could meet the 20m buffer zone requirement.
- (6) Tun Yu Road is classified as Feeder Road based on assumption in accordance with Chapter 3.2 of TPDM Vol. 2. A 5m buffer similar as a local distributor is applied as a conservative approach. The shortest separation distance between the nearby planned development and the road kerb of this road could meet 5m buffer zone requirement.

3.6.3 Given separation distances between the nearby road and the proposed development could meet the buffer distance requirement of Table 3.1 in Chapter 9 of HKSPG, therefore no adverse impact arising from the vehicular emission is anticipated.

Industrial Emissions

3.6.4 According to review from survey maps of Lands Department and site visit carried out on 23 June 2023, open storage were found at the northern of the project site. It is observed that the industrial area is used as moto services centre and no chimney is identified within 200m away from the project site boundary. Therefore, no potential air quality impact is anticipated from the industrial emissions.

3.6.5 As no chimney within 200m sway from the project site is confirmed and verified by site visit, and the conditions of the proposed development will remain unchanged as that of the existing San Tin CIF, and thus, no change of existing air quality impact is expected after the operation of the proposed development as compared to the existing condition.

Odour Impact

4 NOISE

4.1 INTRODUCTION

- 4.1.1 The potential noise impacts associated with the construction and operation phases of the project have been assessed.

4.2 RELEVANT LEGISLATION, GUIDELINES AND CRITERIA

Construction Noise

- 4.2.1 Legislation, Standards, Guidelines and Criteria relevant to the consideration of construction noise impact under this Study include the following:

- Noise Control Ordinance (NCO);
- Technical Memoranda (TM) on Noise from Construction Work other than Percussive Piling (GW-TM);
- TM on Noise from Percussive Piling (PP-TM);
- TM on Noise from Construction Work in Designated Areas (DA-TM);
- Chapter 9 of Hong Kong Planning Standards and Guidelines (HKPSG);
- Recommended Pollution Control Clauses for Construction Contracts; and
- ProPECC PN 2/93 Environmental Protection Department Practice Note for Professional Persons: Noise from Construction Activities – Non-statutory Controls.

General Construction Activities during Non-Restricted Hours

- 4.2.2 ProPECC PN 2/93 provides assessment criteria as well as requirements relating to construction noise not currently controlled under the NCO. The Practice Note also provides information on noise abatement measures. Noise impacts arising from general construction activities other than percussive piling during the daytime period (07:00-19:00 hours on any day not being a Sunday or general holiday) would be assessed against the noise standards tabulated in **Table 4.1** below. Practicable direct mitigation measures will be evaluated and exhausted to maximise the protection of NSRs.

Table 4.1 Noise Standards for Daytime Construction Activities

| Noise Sensitive Uses | 0700 to 1900 hours on any day not being a Sunday or general holiday, L_{eq} (30 min), dB(A) |
|----------------------|---|
| Residential | 75 |
| School | 70 65 during examination |

Source: Practice Note for Professional Persons (ProPECC) PN 2/93 "Noise from Construction Activities – Non-Statutory Controls" issued by EPD in 1993.

Note: The above noise standards apply to uses, which rely on opened windows for ventilation. The above standards shall be viewed as the maximum permissible noise levels assessed at 1 m from the external façade.

General Construction Activities during Restricted Hours

- 4.2.3 Noise impacts arising from general construction activities (excluding percussive piling) conducted during the restricted hours (19:00-07:00 hours on any day and anytime on Sunday or general holiday) and percussive piling during anytime are governed by the NCO.
- 4.2.4 For carrying out of any general construction activities involving the use of any Powered Mechanical Equipment (PME) within the restricted hours, a Construction Noise Permit (CNP) issued by the Authority must be obtained under the NCO. The noise criteria and the assessment procedures for issuing a CNP are specified in GW-TM published under the NCO.
- 4.2.5 Regardless of any description or assessment made in this section, in assessing a filed application for a CNP the Authority shall follow the relevant guidelines and requirements according to Technical Memoranda. The Authority will consider all the factors affecting their decision taking contemporary situations/ conditions into account. Nothing in this study shall pre-empt the Authority in making their decisions, and there is no guarantee that a CNP will be issued. If a CNP is to be issued, the Authority may include any conditions they consider appropriate and such conditions are to be followed while the works covered by the CNP are being carried out. Failing to do so may lead to cancellation of the CNP and prosecution action under the NCO.
- 4.2.6 No site formation and infrastructure works would be expected for the proposed development. In case of any construction activities during restricted hours, it is the contractor's responsibility to ensure compliance with the NCO and the relevant TMs. The Contractor will be required to submit CNP application to the Noise Control Authority and abide by any conditions stated in the CNP, should any be issued. No construction works in restricted hours will be required for the Project based on the currently envisaged programme.

Operation Phase

- 4.2.7 The noise criteria for evaluating noise impact of planning development with respect to road traffic noise are based on the HKPSG. The summary of noise criteria is given in **Table 4.2**.

Table 4.2 Relevant Road Traffic Noise Standards for Planning Purposes

| Common Uses | Road Traffic Noise Peak Hour Traffic L ₁₀ (1 Hour), dB(A) |
|---|--|
| All domestic premises including temporary housing accommodation, offices | 70 |
| Educational institutions including kindergartens, childcare centres and all other where unaided voice communication is required | 65 |
| Diagnostic rooms and wards of hospitals, clinics, convalescences and homes for the aged | 55 |

Notes:

- The above standards apply to uses which rely on **opened windows** for ventilation.
- The above standards should be viewed as the maximum permissible noise levels assessed at 1m from the external façade.

Fixed Noise Sources

- 4.2.8 Fixed noise sources are controlled under NCO and the Technical Memorandum for the Assessment of Noise from Places Other Than Domestic Premises, Public Places or Construction Sites (IND-TM). More stringent criteria for assessing noise impacts of fixed plant are recommended in the HKPSG for planning purposes. A noise criterion of 5 dB(A) below the appropriate Acceptable Noise Levels (ANLs) shown in the IND-TM or the prevailing background

noise levels, whichever is the lower has been adopted for the assessment of fixed noise source impact in relation to operation of the Proposed Development. For a given Area Sensitivity Rating (ASR), the ANL, in dB(A), is given by **Table 4.3**.

- 4.2.9 In any event, the ASRs and the ANLs assumed in this report are indicative and are used for assessment only. It should be noted that noise from fixed noise sources is controlled under Section 13 of the NCO. Therefore, the ASRs and ANLs determined in this report shall not prejudice the Noise Control Authority's discretion to determine the noise impact due to fixed noise sources on the basis of prevailing legislation and practices being in force and taking account of contemporary conditions/ situations of adjoining land uses. Nothing in this report shall bind the Noise Control Authority in the context of law enforcement against any of the fixed noise sources being assessed.

Table 4.3 Acceptable Noise Level for Fixed Plant Noise

| Time Period | Area Sensitivity Rating | | |
|---------------------------------|-------------------------|----|----|
| | A | B | C |
| Day-time (0700 to 1900 hours) | 60 | 65 | 70 |
| Evening (1900 to 2300 hours) | 60 | 65 | 70 |
| Night-time (2300 to 0700 hours) | 50 | 55 | 60 |

Note:

- (i) The above standards apply to uses which rely on **opened windows** for ventilation
- (ii) The above standards should be viewed as the maximum permissible noise levels assessed at 1m from the external façade

- 4.2.10 According to Outline Zoning Plan (S/YL-ST/8), the Proposed Development is located at "Other Specified Uses" while the "Village Type Development" ("V" type) is identified within 50m of the Proposed Development. Area Sensitivity Rating of "A" is adopted. The ANL in $L_{eq}(30min)$ dB(A) regarding to the ASR for both daytime and night-time are shown in **Table 4.4** below.

Table 4.4 Noise Criteria for Fixed Noise Impact Assessment

| Area Sensitivity Rating | Time Period | ANL, $L_{eq}(30min)$, dB(A) |
|-------------------------|--|---------------------------------|
| A | Day and evening time (0700 – 2300 hours) | 60 |
| | Night-time (2300 – 0700 hours) | 50 |

- 4.2.11 For planned fixed sources, the noise criteria shall follow the requirements of Table 4.1 of Chapter 9 of HKPSG –

- (a) 5 dB(A) below the appropriate ANLs shown in Table 2 of IND-TM, and
- (b) the prevailing background noise levels

4.3 REPRESENTATIVE NOISE SENSITIVE RECEIVERS

- 4.3.1 The Assessment Area is defined as an area within 300m away of the Project Site boundary for noise impact assessment.
- 4.3.2 In accordance with HKPSG, Noise Sensitive Receivers (NSRs) refers to, but not limited to all domestic premises including temporary housing, education institutions, hospitals, medical clinics, homes for the aged, convalescent homes, places of public worship, libraries, courts of law, performing arts centres, auditoria, amphitheatres, hostels and country parks.

- 4.3.3 For the proposed development, air conditioning system with mechanical ventilation will be provided to all noise sensitive uses (i.e., training centre) where they will not rely on **opened window**/door for ventilation. Thus, adverse noise impact on the proposed development will not be anticipated and the noise standard will not be applicable.
- 4.3.4 A temporary container tractor/trailer park for a period of one year which located at the "V" zone is identified at the immediate southwest of the proposed development. Village houses at Wing Ping Tsuen and Tung Chan Wai have been identified as NSRs. The identified representative NSRs are listed in **Table 4.5** below, and their locations are illustrated in **Figure 4.1**. No planned or committed NSRs are identified within the Assessment Area.

Table 4.5 Representative Noise Sensitive Receivers

| ID | Description | Type of Use | Existing/ Planned | Horizontal Distance from site boundary (m) |
|--------|---------------------|-------------|----------------------|--|
| NSR_01 | 271 Wing Ping Tsuen | Residential | Existing | 37 |
| NSR_02 | 161 Wing Ping Tsuen | Residential | Existing | 35 |
| NSR_03 | 17B Tung Chan Wai | Residential | Existing | 71 |

- 4.3.5 For the proposed development, A/C units will be provided for all noise-sensitive uses in the site and will not rely on **opened windows** / doors for natural ventilation. As such, there is no Noise Assessment Point (NAPs) identified within the Site and no adverse noise impact on the proposed development is anticipated.

4.4 CONSTRUCTION NOISE IMPACT ASSESSMENT

Evaluation of Construction Noise Impact

- 4.4.1 No site formation or infrastructure works would be expected for the proposed development. As mentioned in **Section 2.2.1**, some minor construction works would be carried out. However, the use of PME will be very limited during the construction phase and mitigation measures would be adopted as per established requirements and guidelines. Therefore, construction noise impact is not expected.
- 4.4.2 Current land use within the Site is the San Tin Community Isolation Facility (CIF) which was built for accommodating confirmed patients with mild or no symptoms to reduce the risk of transmission to the community. The San Tin CIF is converting to the proposed training school on a not more than 1-year temporary basis at the San Tin CIF.
- 4.4.3 The Applicant shall prioritize and adopt quieter construction methods/equipment as far as practicable, and incorporate EPD's "Recommended Pollution Control Clauses for Construction Contracts" into the construction works contract(s) to ensure the implementation of the noise mitigation measures for minimizing the potential construction noise impacts.
- 4.4.4 Considering that no site formation or infrastructure works would be expected for the proposed development, and thus, no insurmountable construction noise impact is anticipated.

4.5 OPERATION NOISE IMPACT ASSESSMENT

Road Traffic Noise

Identification and evaluation of Noise Sources

- 4.5.1 Road traffic noise from the nearby road network is anticipated. The nearby road network within the 300m Project Area is identified and showed in **Figure 4.1**. However, all noise sensitive use of the Project will be served with air conditioning (A/C) units and would not rely on **opened window** / door for ventilation. Therefore, no road traffic noise from the nearby road networks to our Project Site is anticipated.
- 4.5.2 The future population of not more 200 people are served for training every day, subject to the capacity of existing public transport. **No coach service is currently planned for the proposed development. The primary means of transportation of staff and students will be the existing public transport at nearby locations of the Project.** No change to the existing traffic (in terms of vehicle/hour for both light and heavy vehicles) due to the Project is anticipated. Hence, no additional traffic flow is anticipated due to the proposed development. Given that there will be only eight private car parking spaces allowed within the site, the potential of road traffic noise from our Project Site to the nearby NSRs will be limited. **In case of coach service is required to be provided within the Site to serve the staff and students to/from the proposed development, the said 3 nos. of the existing loading/unloading bays could be used to accommodate 2 nos. of 60-seater coaches (i.e., 120 seats in total) which shall be sufficient to serve 100 staff and students. Under this scenario, it is anticipated that the majority of staff and students would take coach instead of public transport. Hence, the additional public transport demand generated by the proposed development would be minimal and the utilization of public transport would be very similar to the existing situation.**
- 4.5.3 **According to the Annual Traffic Census 2021, about 6,500 nos. of vehicles were recorded during AM and PM peak hour at San Tin Highway, Castle Peak Road and San Tam Road. The noise climate in San Tin is dominated by traffic noise impacts arising from San Tin Highway, which is next to Castle Peak Road – San Tin. The road traffic noise contributed from the Site shall be minimal. Thus, the potential traffic noise impacts induced from the Site to the nearby NSRs is limited.**

Fixed Plant Noise

- 4.5.4 Based on the site visit conducted on 23 June 2023, the existing major fixed noise source within 300m from the Project Site is identified and tabulated in **Table 4.6**. The site layout plan which shows the exact type and location of the training activities/ demonstration to be carried out on-site is presented in **Appendix 4.1**. The locations and site photos of the fixed noise source are shown in **Figure 4.2**.

Table 4.6 Summary of Fixed Noise Source

| Exiting NSRs | | Distance from the Site Boundary (m) |
|--------------|--|-------------------------------------|
| ID | Details | |
| OS1 | MAN Truck & Bus Hong Kong Limited | 174 |
| OS2 | Dah Chong Motor Service Center Co., Ltd. Isuzu Service Center | 210 |
| OS3 | 中國重汽陳列室及服務中心 | 165 |

- 4.5.5 OS1 is identified as an open storage, which is located at the north of about 174m from the Site. As observed during site visit, it is used for parking of trucks and buses while no evidence of construction activities being carried out in the open storage area.

- Use standard acoustic principle for attenuation and directivity;
- Calculate the noise impacts for worst case scenario; and
- Cumulative impacts will be included.

4.5.12 Noise impact levels due to individual noise sources have been predicted at each NSR after the corrections for distance attenuation and screening effects as the PNL.

$$PNL_i = SWL_i + C_{dist} + C_{barrier}$$

4.5.13 For the mobile crane that will be carried out concurrently, the relevant individual PNLs are then summed logarithmically with correction for façade reflection for the overall impacts ("CNL") at each individual NSR:

$$CNL = \sum PNL_i + C_{façade}$$

where;

- PNL_i = Predicted noise level arising from various individual source after corrections for distance attenuation and screening
- SWL_i = Sound power level of individual noise sources
- C_{dist} = Correction for distance attenuation
- $C_{barrier}$ = Correction [-5 to -10 dB(A)] for barrier effects due to in-situ screening by obstacles, architectural features or purpose-built noise barrier
- $C_{façade}$ = Correction [+3 dB(A)] for façade reflection at NSR
- CNL = Corrected overall noise level being logarithmic sum of individual PNLs occurring at the same time together with correction for façade at the NSR

4.5.14 The distance attenuation was estimated using the standard acoustic equation which was presented in relevant appendices. As a conservative approach, horizontal distances between the Noise assessment points (NAPs) of the representative NSRs and the fixed noise sources were adopted for calculating the distance attenuation. Screening correction offered by buildings or other structures, if any, has been taken into account in calculating the predicted noise levels. A positive 3 dB(A) has been added to predicted noise levels at the NAPs due to the façade effect.

4.5.15 The predicted noise levels at NSRs from the fixed noise sources by adopting standard acoustics principles were compared with the noise criteria to determine whether mitigation measures shall be adopted.

Evaluation of Impact

4.5.16 The locations of the NAPs and distances between the fixed noise sources (planned) and NAPs are illustrated in **Figures 4.3a to 4.3c**. Three scenarios will be presented in this report and are listed below.

Option (1): 3 mobile cranes (SWL no greater than 95 dB(A) for each crane) at the locations of MC1, MC2 and MC3 as shown in **Drawing APP4.3a of Appendix 4.3**;

Option (2): 2 mobile cranes (SWL no greater than 98 dB(A) for each crane) at the locations of MC2 and MC3 as shown in **Drawing APP4.3b of Appendix 4.3**; and

Option (3): 1 mobile crane (SWL no greater than 101 dB(A)) at the location of MC3 as shown in **Drawing APP4.3c of Appendix 4.3**.

4.5.17 The % on-time in 30 minutes as advised by the project proponent, the type/model of the mobile cranes to be used and the SWLs of the mobile crane, are listed in **Table 4.8**. While the flexibility

would still be allowed on the crane arrangements, reference of mobile cranes is set out in **Appendix 4.3**. Details presentation for Options (1), (2) and (3) are shown in **Appendix 4.4**.

Table 4.8 Summary of fixed noise impact assessment for different options

| Option | ID | QPME ref. | Quantity | % on-time in 30 min | PME Sound Power Level, dB(A) |
|--------|-----|------------|----------|---------------------|------------------------------|
| 1 | MC1 | EPD-13835 | 1 | 80% | 95 |
| | MC2 | EPD-13835 | 1 | 90% | 95 |
| | MC3 | EPD-13835 | 1 | 90% | 95 |
| 2 | MC2 | EPD-06829R | 1 | 70% | 98 |
| | MC3 | EPD-06829R | 1 | 70% | 98 |
| 3 | MC3 | EPD-13684 | 1 | 80% | 101 |

Note:

1. Sound Power Level of QPME

(<https://www.epd.gov.hk/epd/english/environmentinhk/noise/qpme/index.html>)

4.5.18 The QPME label, i.e., EPD-13835, EPD-06829R or EPD-13684 for the mobile/crawler crane are adopted in the assessment for reference purposes only, and the future user shall be required to use mobile cranes with SWL equivalent or lower than the QPME reference on-site only and ensure the mobile/crawler crane would be regularly inspected and properly maintained for the controlled level of noise at all times. All the relevant assumptions/parameters taken in the assessment have been coordinated with the future user of the facilities.

4.5.19 In addition to the SWL of the mobile/crawler cranes to be used, noise mitigation measures in terms of operation requirements including:

(1) the % on-time in 30 minutes; and

(2) limiting the mobile cranes to be operated at the fixed locations shown in **Drawings**

APP4.3a to APP4.3c of Appendix 4.3, shall be strictly followed by the future operator(s).

4.5.20 The initial draft assessment of unmitigated noise at the closest sensitive receiver (i.e., Wing Ping Tsuen) are predicted to comply with the noise criteria. However, due consideration should be given to the potential degradation caused by the reflections/reverberations of noise between the existing CIF buildings, and sound absorptive materials should be fitted/provided on the buildings' surfaces to minimize the impact. The mobile crane will be positioned as far away from the NSRs as possible. The locations of the sound absorptive materials are illustrated in **Figure 4.3a, b & c**. The predicted noise levels are summarized in **Table 4.9**. Detailed calculations are shown in **Appendix 4.4**.

4.5.21 Fixed noise sources such as outdoor small-powered VRV for non-centralized air conditioning will be adopted for the provision of air conditioning system to all noise sensitive uses. However, these VRVs are not noise intensive and are of limited provision, and thus, fixed noise impact associated with the operation of VRVs is expected to be minimal.

4.5.22 Since air conditioning system will be provided to all noise sensitive uses (i.e., classrooms of training centre), where they will not rely on opened window/door for natural ventilation. Thus, adverse fixed noise impact on the proposed development is not anticipated.

Table 4.9 Summary of Predicted noise levels

| ID | Description | Noise Criterion ^[1] , dB(A) | Cumulative Noise Level (Option 1), dB(A) | Cumulative Noise Level (Option 2), dB(A) | Cumulative Noise Level (Option 3), dB(A) | Compliance |
|--------|---------------------|--|--|--|--|------------|
| NSR_01 | 271 Wing Ping Tsuen | 55 | 53 | 53 | 53 | Yes |
| NSR_02 | 161 Wing Ping Tsuen | 55 | 55 | 55 | 55 | Yes |
| NSR_03 | 17B Tung Chan Wai | 55 | 53 | 53 | 53 | Yes |

Note[1]: Background noise level is higher than ANL – 5 dB(A). ANL - 5 dB(A) is adopted as noise criteria.

4.6 CONCLUSION

- 4.6.1 No site formation and infrastructure works would be expected for the proposed development, and **thus, no insurmountable construction noise impact is anticipated.**
- 4.6.2 For traffic noise impact and fixed noise impact during operation phase, as all noise sensitive uses (i.e., classrooms of training centre) will be served with **air conditioning (A/C) units with mechanical ventilation and will not rely on opened window/door for ventilation.** Therefore, no potential traffic noise from the nearby road networks and fixed noise impact to the Project Site is anticipated.
- 4.6.3 With the implementation of practical mitigation measures including use of sound absorptive materials, the planned fixed noise impacts at all of the nearby existing residential noise sensitive uses would be controlled to acceptable levels. With the recommended mitigation measures in place, fixed noise impacts of the proposed development on all representative NSRs would comply with the relevant criteria.
- 4.6.4 Based on the above, no adverse noise impact for operation arrangement Options 1, 2 and 3 are therefore anticipated to the proposed development during construction and operation stages.

5 WATER QUALITY

5.1 INTRODUCTION

- 5.1.1 This section reviews the findings and recommendations of the assessment for water quality impacts associated with the construction and operation of the proposed development. Any likely impacts from the implementation of the proposed Project on the water sensitive receivers (WSRs) have been identified and mitigation measures are proposed to avoid or minimise these impacts where necessary.

5.2 RELEVANT LEGISLATION, GUIDELINES AND CRITERIA

- 5.2.1 The relevant legislation, guidelines and criteria on water quality assessment include:
- Water Pollution Control Ordinance (WPCO, Cap 358);
 - Technical Memorandum for Effluents Discharge into Drainage and Sewerage Systems, Inland & Coastal Waters (TM-DSS);
 - Environmental Impact Assessment Ordinance (EIAO, Cap. 499), Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM), Annexes 6 and 14;
 - Practice Note for Professional Persons ProPECC PN 5/93 "Drainage Plans Subject to Comment by the Environmental Protection Department";
 - Professional Persons Environmental Consultative Committee Practice Note 1/94 Construction Site Drainage (ProPECC PN 1/94)
 - Hong Kong Planning Standards and Guidelines (HKPSG); and
 - Environment, Transport and Works Bureau (ETWB) Technical Circular (Works) No. 5/2005: Protection of Natural Streams/Rivers from Adverse Impacts Arising from Construction Works.

5.3 WATER SENSITIVE RECEIVERS

- 5.3.1 The Site is located within the Deep Bay Water Control Zone (WCZ). Water Sensitive Receivers (WSR) within the 500 m assessment area are described below in **Table 5-1**. The Project Site, i.e., the San Tin Community Isolation Facility (CIF) located in the northwest of the San Tin Interchange, 500-m assessment area and identified Water Sensitive Receivers (WSRs) are illustrated in **Figure 5.1**.

Table 5.1 Summary of Water Sensitive Receivers

| ID | Description | Type | Status | Estimated distance from Project Site |
|-------|------------------------------------|---------|--------|--------------------------------------|
| WSR01 | San Tin Wetland | Wetland | Active | 310 m |
| WSR02 | Nullah surrounding San Tin Wetland | Nullah | Active | 310 m |

| ID | Description | Type | Status | Estimated distance from Project Site |
|-------|--|-------------------|--------|--------------------------------------|
| WSR03 | Pond next to San Tin Stormwater Pumping Station | Pond | Active | 180 m |
| WSR04 | San Tin Tsuen Road Nullah | Nullah | Active | Immediate vicinity |
| WSR05 | San Tin Tsuen Road / Tun Yu Road Nullah | Nullah | Active | 35 m |
| WSR06 | Nullah next to Lok Ma Chau Control Point | Nullah | Active | 250 m |
| WSR07 | Pond | Pond | Active | 330 m |
| WSR08 | Nullah Connecting Lok Ma Chau Road and San Sham Road (north) | Nullah | Active | 300 m |
| WSR09 | Nullah Connecting Lok Ma Chau Road and San Sham Road (south) | Nullah | Active | 120 m |
| WSR10 | Nullah | Nullah | Active | 270 m |
| WSR11 | Pond next to Chau Tau Tsuen Stormwater Pumping Station | Pond | Active | 460 m |
| WSR12 | Conservation Area Next to Lok Ma Chau Control Point | Conservation Area | Active | 280 m |
| WSR13 | Conservation Area South of Sam Tin Interchange | Conservation Area | Active | 330 m |
| WSR14 | Watercourses surrounding Chau Tau Tsuen Stormwater Pumping Station | Watercourse | Active | 380 m |
| WSR15 | Watercourse north of Chau Tau West Road | Watercourse | Active | 320 m |

5.4 BASELINE CONDITIONS

- 5.4.1 The Site is situated within the inland waters of Deep Bay WCZ and the Water Quality Objectives (WQOs) designated for the whole zone are thus relevant to this Project. There are no existing EPD marine or river water quality monitoring stations within immediate vicinity or 500 m from the Project boundary. The closest river water quality monitoring stations are located along Kam Tin River and Fairview Park Nullah, marine water quality monitoring stations closest to Project Boundary are DM1 and DM2 of Deep Bay WCZ. Locations of river and marine water quality monitoring stations are shown in **Figure 5.2**.

Baseline River Water Quality

- 5.4.2 Kam Tin River has two monitoring stations (KT1 and KT2), which are 7.13 km and 6.78 km southwest of the Project Site; while the monitoring station on Fairview Park Nullah (FVR1) is 3.88 km southwest of the Project Site.
- 5.4.3 The overall Water Quality Objectives (WQO) compliance rate of Kam Tin River in 2022 was 46%, as compared with 18% in 1992, including Water Quality Index (WQI) gradings of KT1 and KT2 achieved in 2022 were at "Fair" and "Bad" respectively. Whereas at Fairview Park Nullah (FVR1), the overall Water Quality Objectives (WQO) compliance rate in 2022 was 69%, as compared with 47% in 2002, including the WQI grading remained "Fair" in 2022.
- 5.4.4 The latest river water quality data reported in the Annual River Water Quality Report are presented in Table 5-2.

Table 5.2 Summary of River Water Quality Monitoring Data collected by EPD River Water Quality Monitoring Programme for Inland Water in the Deep Bay WCZ (2022)

| Parameter | Kam Tin River | | Fairview Park Nullah |
|--|-------------------------------|---------------------------------|---------------------------------|
| | KT1 | KT2 | FVR1 |
| Dissolved Oxygen (mg/L) | 5.4 (3.1 – 7.0) | 3.7 (1.1 – 6.9) | 6.4 (3.3 – 10.4) |
| pH | 7.4 (7.1 – 7.9) | 7.4 (7.2 – 8.0) | 7.4 (6.9 – 8.6) |
| Suspended Solids (SS) (mg/L) | 8.8 (1.5 – 27.0) | 35.0 (3.8 – 58.0) | 19.0 (1.2 – 83.0) |
| 5-day Biochemical Oxygen Demand (BOD ₅) (mg/L) | 10.0 (5.2 – 14.0) | 21.0 (3.2 – 150.0) | 10.0 (5.5 – 16.0) |
| Chemical Oxygen Demand (mg/L) | 20 (12 – 65) | 52 (9 – 170) | 29 (23 – 66) |
| Oil & Grease (mg/L) | <0.5 (<0.5 – 0.8) | 1.1 (<0.5 – 2.4) | <0.5 (<0.5 – 0.7) |
| <i>E. coli</i> (count/100ml) | 41 000 (5 000 – 340 000) | 110 000 (24 000 – 1 700 000) | 51 000 (5 900 – 1 100 000) |
| Fecal Coliforms (count/100ml) | 150 000 (52 000 – 470 000) | 270 000 (62 000 – 1 900 000) | 120 000 (17 000 – 1 400 000) |
| Ammonia-Nitrogen (mg/L) | 4.100 (0.670 – 10.000) | 7.800 (0.480 – 25.000) | 1.100 (0.320 – 2.900) |
| Nitrate Nitrogen (mg/L) | 0.870 (0.410 – 3.300) | 0.200 (<0.002 – 0.560) | 0.470 (0.095 – 1.500) |
| Total Kjeldahl Nitrogen (mg/L) | 5.45 (1.80 – 12.00) | 9.00 (1.90 – 31.00) | 3.00 (2.00 – 4.50) |
| Orthophosphate Phosphorus (mg/L) | 0.770 (0.260 – 1.300) | 0.830 (0.180 – 2.400) | 0.260 (0.130 – 0.470) |
| Total Phosphorus (mg/L) | 1.20 (0.40 – 1.60) | 1.40 (0.44 – 3.80) | 0.55 (0.35 – 0.71) |
| Sulphide (mg/L) | <0.02 (<0.02 – 0.04) | 0.05 (<0.02 – 0.11) | <0.02 (<0.02 – 0.04) |
| Aluminum (µg/L) | <50 (<50 – <50) | <50 (<50 – 70) | <50 (<50 – <50) |
| Cadmium (µg/L) | <0.1 (<0.1 – <0.1) | <0.1 (<0.1 – <0.1) | <0.1 (<0.1 – <0.1) |
| Chromium (µg/L) | <1 (<1 – <1) | <1 (<1 – <1) | <1 (<1 – 1) |
| Copper (µg/L) | 2 (1 – 7) | <1 (<1 – 4) | 2 (<1 – 2) |
| Lead (µg/L) | <1 (<1 – <1) | <1 (<1 – <1) | <1 (<1 – <1) |

| Parameter | Kam Tin River | | Fairview Park Nullah |
|--------------------------------|---------------------------|---------------------------|----------------------|
| | KT1 | KT2 | FVR1 |
| Zinc ($\mu\text{g/L}$) | 10 ($<10 - 25$) | <10 ($<10 - 25$) | 11 ($<10 - 20$) |
| Flow (m^3/s) | 0.462 (0.244 – 17.587) | 0.414 (0.186 – 15.984) | NM |

Notes:

- Data source: EPD River Water Quality in Hong Kong in 2022.
- Data presented are in annual medians of monthly samples; except those for faecal coliforms and *E. coli* which are in annual geometric means.
- Figures in brackets are annual ranges.
- NM indicate no measurement taken.
- Values at or below laboratory reporting limits are presented as laboratory reporting limits.
- Equal values for annual median (or geometric means) and ranges indicate that all data are the same as or below laboratory reporting limits.

Baseline Marine Water Quality

- 5.4.5 There are **five** marine monitoring station within Deep Bay WCZ. The closest marine water quality monitoring stations in the Deep Bay WCZ are DM1 and DM2, with their marine water quality monitoring data summarised in **Table 5-3**.
- 5.4.6 In **2022**, overall WQO compliance rate of Deep Bay WCZ was **67%**, comparing with the ten-year average of 47% between 2009 – 2018. Through implementation of the Deep Bay Water Pollution Control Joint Implementation Programme overseen by the governments of Hong Kong and Shenzhen, significant improvements in water quality has been observed within the Deep Bay area, predominantly achieving full compliance of $\text{NH}_3\text{-N}$ WQOs in the last seven years.
- 5.4.7 Even though as compared with other WCZs, Deep Bay has recorded higher nutrient levels with annual depth-averaged TIN levels exceeding the respective TIN WQOs, an evident continuous decrease in TIN level since the mid-2000s has been noticed.

Table 5.3 Summary of Marine Water Quality Monitoring Data collected by EPD Marine Water Quality Monitoring Programme in the Deep Bay WCZ (2022)

| Parameter | | Inner Deep Bay | |
|--|----------------|--------------------------|---------------------------|
| | | DM1 | DM2 |
| Temperature (°C) | | 24.8 (17.9 – 32.4) | 25.0 (18.0 – 32.1) |
| Salinity | | 14.9 (0.5 – 23.3) | 17.0 (0.4 – 25.8) |
| Dissolved Oxygen (DO) (mg/L) | Depth-averaged | 6.5 (4.9 – 9.2) | 6.0 (4.9 – 7.8) |
| | Bottom | N/A N/A | N/A N/A |
| Dissolved Oxygen (DO) (%) Saturation) | Depth-averaged | 85 (63 – 123) | 80 (66 – 111) |
| | Bottom | N/A N/A | N/A N/A |
| pH | | 7.4 (7.0 – 8.5) | 7.4 (6.9 – 8.3) |
| Secchi Disc Depth (m) | | 1.1 (0.9 – 1.6) | 1.2 (0.9 – 1.5) |
| Turbidity (NTU) | | 85.9 (9.9 – 288.0) | 90.0 (9.4 – 384.0) |
| Suspended Solids (SS) (mg/L) | | 27.6 (7.0 – 58.0) | 26.2 (4.7 – 65.0) |
| 5-day Biochemical Oxygen Demand (BOD ₅) (mg/L) | | 1.8 (<0.1 – 6.0) | 1.5 (0.4 – 3.2) |
| Ammonia Nitrogen (mg/L) | | 0.538 (0.088 – 1.200) | 0.379 (0.050 – 1.400) |
| Unionised Ammonia (UIA) (mg/L) | | 0.008 (0.002 – 0.024) | 0.007 (<0.001 – 0.043) |
| Nitrite Nitrogen (mg/L) | | 0.161 (0.094 – 0.420) | 0.119 (0.067 – 0.200) |
| Nitrate Nitrogen (mg/L) | | 1.200 (0.840 – 1.800) | 1.120 (0.510 – 2.300) |
| Total Inorganic Nitrogen (TIN) (mg/L) | | 1.90 (1.13 – 2.61) | 1.61 (0.70 – 2.89) |
| Total Kjeldahl Nitrogen (mg/L) | | 0.93 (0.46 – 2.10) | 0.73 (0.37 – 2.10) |
| Total Nitrogen (mg/L) | | 2.29 (1.40 – 3.37) | 1.96 (0.95 – 3.59) |
| Orthophosphate Phosphorus (mg/L) | | 0.120 (0.018 – 0.180) | 0.100 (0.014 – 0.130) |
| Total Phosphorus (mg/L) | | 0.26 (0.16 – 0.41) | 0.22 (0.13 – 0.35) |
| Silica (as SiO ₂) (mg/L) | | 5.74 (1.70 – 8.90) | 5.17 (0.96 – 11.00) |
| Chlorophyll-a (µg/L) | | 8.8 (2.1 – 45.0) | 8.9 (2.1 – 33.0) |
| <i>E. coli</i> (count/100ml) | | 500 (31 – 4900) | 170 (3 – 10000) |
| Fecal Coliforms (count/100ml) | | 1200 (88 – 24000) | 430 (9 – 18000) |

Notes:

- Data source: EPD Marine Water Quality in Hong Kong in 2022.
- Except as specified, data presented are depth-averaged values calculated by taking the means of three depths: surface, mid-depth, bottom.
- Data presented are annual arithmetic means of the depth-averaged results except for *E. coli* and fecal coliforms which are annual geometric means.
- Data in brackets indicate the ranges.

9 CONCLUSION

9.1 AIR QUALITY IMPACT

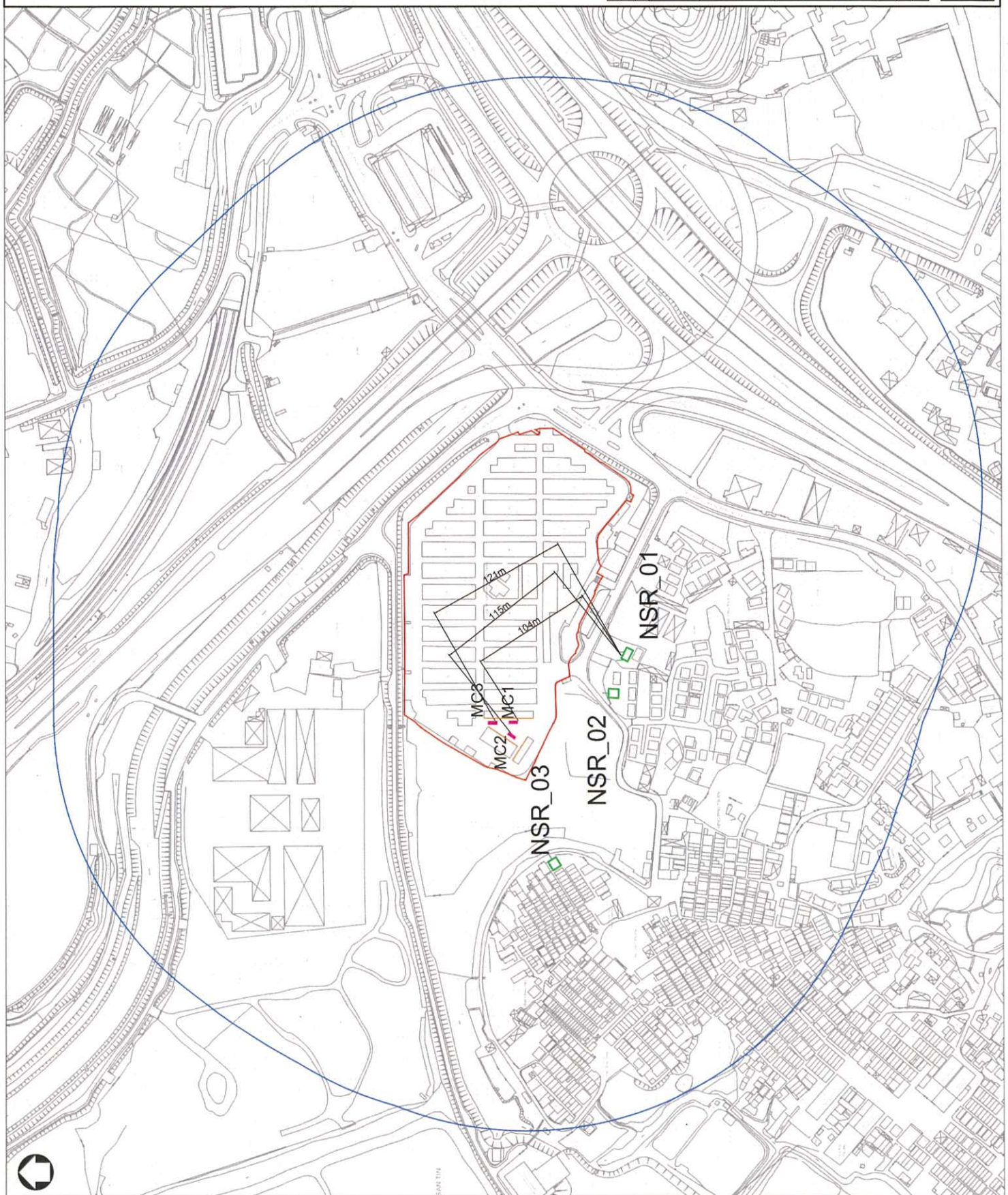
- 9.1.1 No site formation or infrastructure works would be expected for the proposed development. Hence, construction dust impact arising from the construction phase of the proposed development is not anticipated.
 - 9.1.2 During operation phase, separation distances between the nearby road and the proposed development could meet the buffer distance requirement of HKSPG, therefore no adverse impacts arising from the vehicular emission is anticipated. No active and no gaseous emission from these chimneys was identified within the 500m Study Area. In addition, the conditions of the proposed development will remain unchanged as that of the existing Yuen Long San Tin Community Isolation Facility and hence no adverse air quality impact arising from the industrial emission is anticipated.
 - 9.1.3 No adverse air quality impact is therefore anticipated to the proposed development during construction and operation stages.
-

9.2 NOISE IMPACT

- 9.2.1 No site formation and infrastructure works would be expected for the proposed development, and thus, no construction noise impact is anticipated.
 - 9.2.2 For traffic noise impact and fixed noise impact during operation phase, as all noise sensitive uses (i.e., training centre) will be served with air conditioning (A/C) units and **opened window**/door will not rely on natural ventilation. Therefore, no road traffic noise from the nearby road networks and fixed noise impact to the Project Site is anticipated.
 - 9.2.3 With the implementation of practical mitigation measures including use of sound absorptive materials, the planned fixed noise impacts at all of the nearby existing residential noise sensitive uses would be controlled to acceptable levels. With the recommended mitigation measures in place, fixed noise impacts of the proposed development on all representative NSRs would comply with the relevant criteria.
 - 9.2.4 Based on the above, no adverse noise impact for operation arrangement Options 1, 2 and 3 are therefore anticipated to the proposed development during construction and operation stages.
-

9.3 WATER QUALITY IMPACT

- 9.3.1 The key water quality impacts during construction phase associated with the proposed development of the Project include general construction activities, construction site run-off, accidental spillage and sewage effluent, could impact the water bodies.
- 9.3.2 Considering that a drainage and sewerage system have been constructed along the existing Community Isolation Facility (CIF), with proper implementation of the recommended mitigation measures, no adverse water quality impacts would be anticipated.



- LEGEND :
- PROJECT SITE BOUNDARY
 - 300M NOISE ASSESSMENT AREA
 - REPRESENTATIVE MAPs
 - MACHINERY
 - SOUND ABSORPTIVE MATERIALS

| Rev | Description | By | Date |
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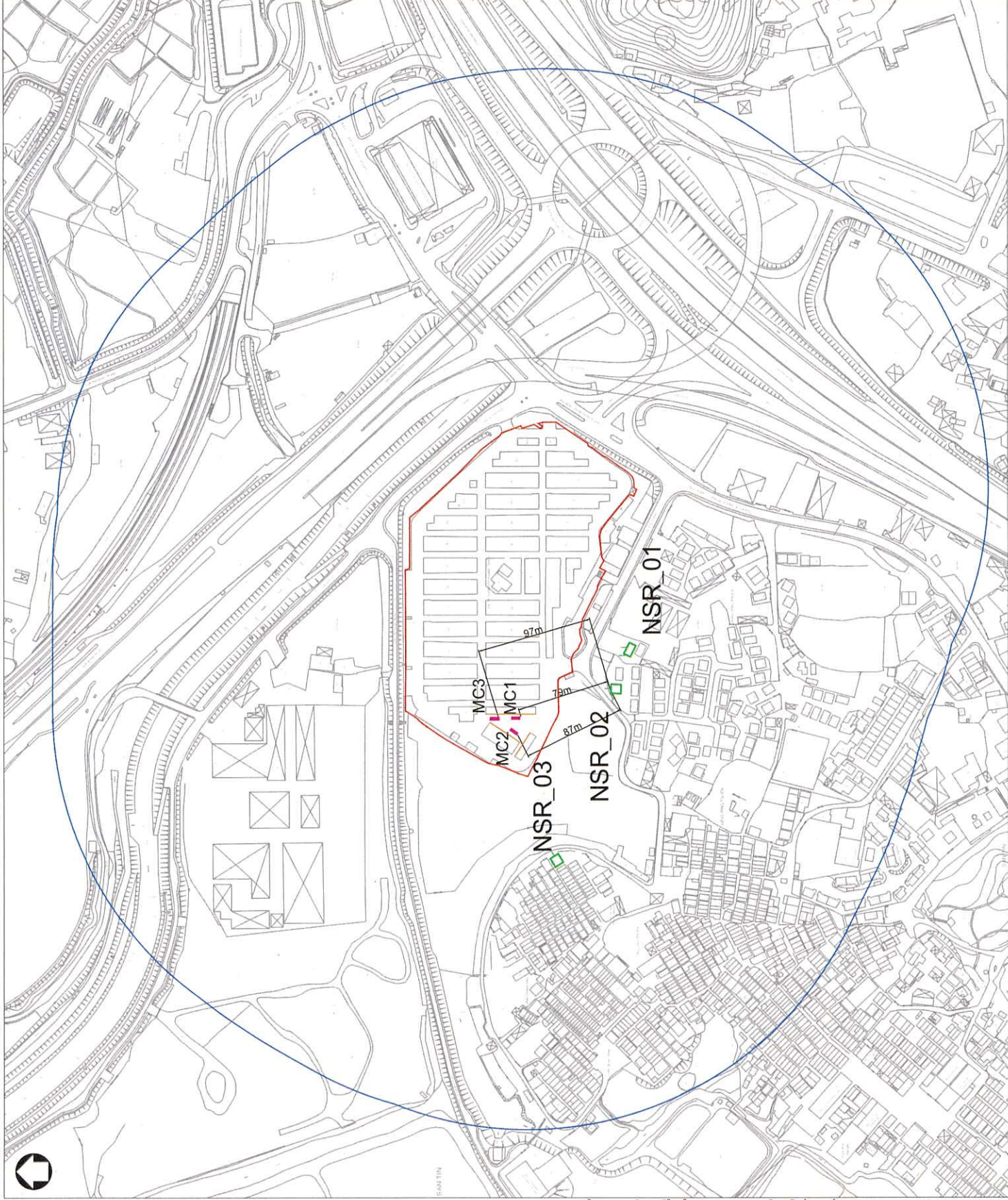
Project Site
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TASK ORDER NO. 9 - SAN TIN OF

Locations of REPRESENTATIVE FIXED NOISE
SOURCES PLANNED AND DISTANCE TO
REPRESENTATIVE MAPs

| | | | |
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| Drawing No. | FIGURE 4.3a | Rev | |
| Drawn | | Checked | |
| Date | 4/5/2023 | Approved | |
| Scale | 1:3000@A3 | | |

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- LEGEND:
- PROJECT SITE BOUNDARY
 - 300M NOISE ASSESSMENT AREA
 - REPRESENTATIVE NPS
 - MACHINERY
 - SOUND ABSORPTIVE MATERIALS

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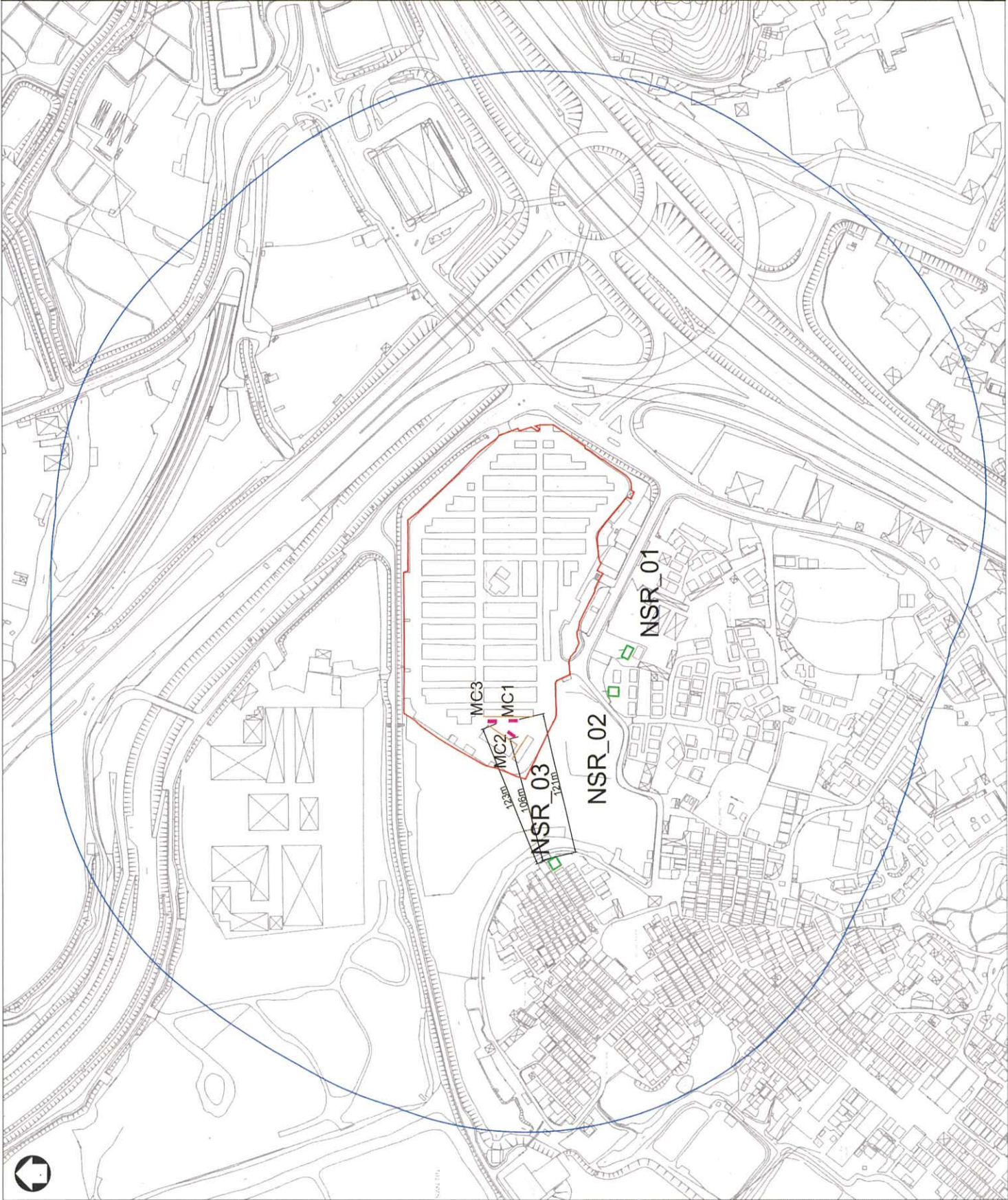
Drawing Title:
LOCATIONS OF REPRESENTATIVE FIXED NOISE
SOURCES PLANNED AND DISTANCE TO
REPRESENTATIVE NPS

Drawing No.: FIGURE 4.3b

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LEGEND:

- PROJECT SITE BOUNDARY
- 300M NOISE ASSESSMENT AREA
- REPRESENTATIVE NPS
- MACHINERY
- SOUND ABSORPTIVE MATERIALS

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Project File:
AGREEMENT NO. CE472020(CE) -
TASK ORDER NO. 9 - SAN TIN OF

Drawings title:
LOCATIONS OF REPRESENTATIVE FIXED NOISE
SOURCES (PLANNED) AND DISTANCE TO
REPRESENTATIVE NPS

| | | | |
|-------------|-------------|----------|--|
| Drawing No. | FIGURE 4.3c | Rev | |
| Scale | 1:30000 | Checked | |
| Date | AUG2022 | Approved | |
| Sheet | 1/30000 | | |

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APPENDIX 4.3

Operation Arrangement

Option 1 3 cranes with @SWL ≤ 95dB(A)

Crane can be used

| QPME ID Code | QPME Type | Manufacturer | Model | SWL, dB(A) |
|--------------|---------------|--------------|-----------|------------|
| EPD-13835 | Crane, mobile | MAEDA | CC1908S-1 | 95 |
| EPD-08588 | Crane, mobile | MAEDA | CC423S-1 | 93 |
| EPD-07647 | Crane, mobile | Kobelco | CK120UR-3 | 92 |

Option 2 2 cranes with @SWL ≤ 98dB(A)

Crane can be used

| QPME ID Code | QPME Type | Manufacturer | Model | SWL, dB(A) |
|--------------|---------------|--------------|-----------|------------|
| EPD-13835 | Crane, mobile | MAEDA | CC1908S-1 | 95 |
| EPD-06829R | Crane, mobile | Jekko | SPK60 | 98 |

Option 3 1 crane with SWL ≤ 101dB(A)

Crane can be used

| QPME ID Code | QPME Type | Manufacturer | Model | SWL, dB(A) |
|--------------|---------------|-------------------|------------|------------|
| EPD-13835 | Crane, mobile | MAEDA | CC1908S-1 | 95 |
| EPD-06829R | Crane, mobile | Jekko | SPK60 | 98 |
| EPD-13330 | Crane, mobile | SANY- WEICHAI | SCC850A-6 | 99 |
| EPD-06876 | Crane, mobile | Jekko | SPX527CDH | 99 |
| EPD-10143 | Crane, mobile | SUNWARD - CUMMINS | SWTC10 | 100 |
| EPD-13684 | Crane, mobile | Kobelco | CKS900 | 101 |
| EPD-13466 | Crane, mobile | SANY | SCC1000A-5 | 101 |
| EPD-13414 | Crane, mobile | Kobelco | CKS800 | 101 |
| EPD-10768 | Crane, mobile | SENNEBOGEN | 653 | 101 |
| EPD-09893 | Crane, mobile | Manitowoc | 8500-1U | 101 |
| EPD-08838 | Crane, mobile | MANITOWOC | 11000-1U | 101 |
| EPD-08250 | Crane, mobile | Kobelco | CKS1100 | 101 |
| EPD-06830 | Crane, mobile | Jekko | SPX424CDH | 101 |



- LEGEND :
- PROJECT SITE BOUNDARY
 - 300M NOISE ASSESSMENT AREA
 - REPRESENTATIVE MAPs
 - MACHINERY

Note: Reference of machinery is EPD-13835.*

MC3
MC2
MC1

San Tin Community Isolation Facility

NSR_03

NSR_02

NSR_01

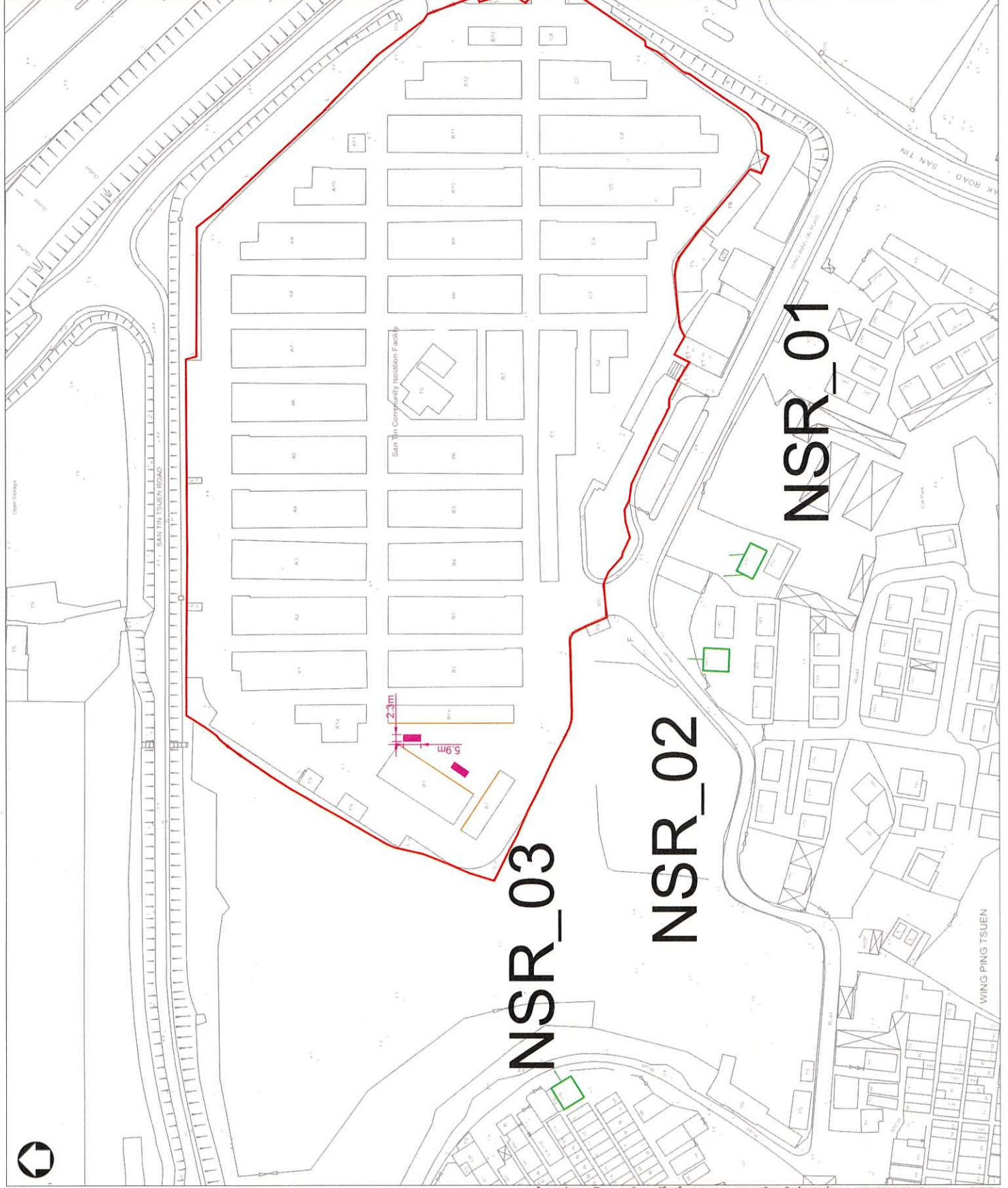
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| Project No: AGREEMENT NO. CE47/2023(CE) - TASK ORDER NO. 9 - SAN TIN CIP | | | |
| Drawing title: LOCATIONS OF REPRESENTATIVE FIXED NOISE SOURCES PLANNED AND DISTANCE TO REPRESENTATIVE MAPs - OPERATION OPTION 1 | | | |
| Drawing no: | APPA_3a | Rev: | |
| Drawn: | ALC/2023 | Checked: | |
| Scale: | 1:3000@A3 | Seals: | |
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LEGEND:

- PROJECT SITE BOUNDARY
- 300M NOISE ASSESSMENT AREA
- REPRESENTATIVE MAPS
- MACHINERY

Note: Reference of machinery is EPD-06829R



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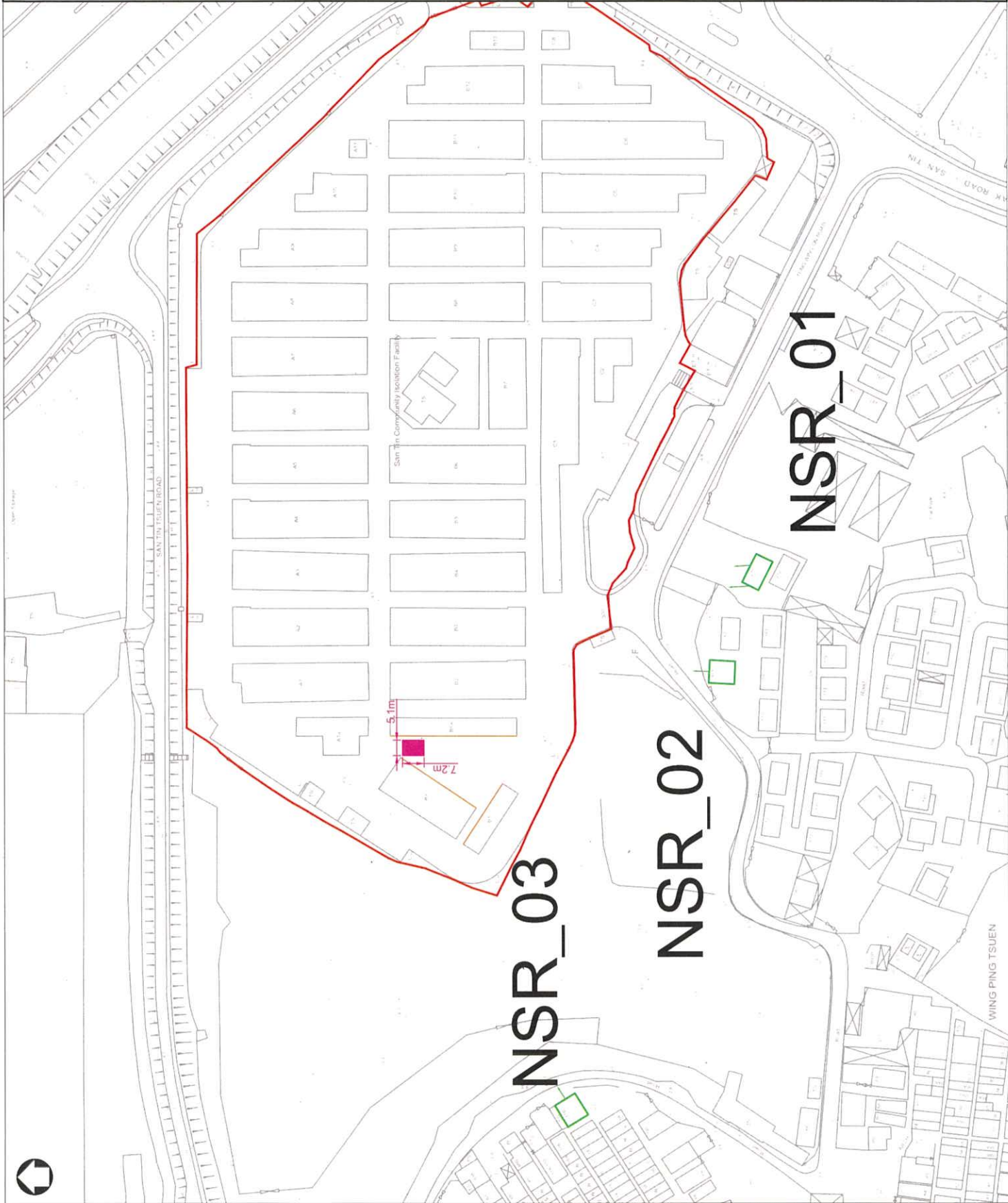
Project Name
AGREEMENT NO. CE47/2020(CE) -
TASK ORDER NO. 9 - SAN TIN C/F

Location of Representative Fixed Noise
Sources (Planned) and Distance to
Representative Maps - Operation Option 2

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| Date | AUG2023 | Checked | |
| Scale | 1:300000 | Drawn | |

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- LEGEND :
- PROJECT SITE BOUNDARY
 - 300M NOISE ASSESSMENT AREA
 - REPRESENTATIVE NMPs
 - MACHINERY

Note: Reference of machinery is EPD-13684.

| Rev | Description | By | Date |
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Project file
AGREEMENT NO. CE47/2020(CEI) -
TASK ORDER NO. 9 - SAN TIN C/F

Drawing file
LOCATIONS OF REPRESENTATIVE FIXED NOISE
SOURCES (PLANNED) AND DISTANCE TO
REPRESENTATIVE NMPs - OPERATION OPTION 3

| | | | |
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| Drawing No. | APP4_3c | Rev. | |
| Drawn | ALC223 | Checked | |
| Scale | 1:3000B/A3 | Released | |

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NSR_03

NSR_02

NSR_01

**Relevant Extract of Town Planning Board Guidelines for
Application for Development within Deep Bay Area
under Section 16 of the Town Planning Ordinance (TPB PG-No. 12C)**

According to TPB PG-No. 12C, the Site falls within the Wetland Buffer Area (WBA) of Deep Bay Area. The relevant assessment criteria are summarised as follows:

WBA

- (a) the intention of the WBA is to protect the ecological integrity of the fish ponds and wetland within the Wetland Conservation Area (WCA) and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds; and
- (b) within the WBA, for development or redevelopment which requires planning permission, an ecological impact assessment (EcoIA) would need to be submitted. Some local and minor uses (including temporary uses) are however exempted from the requirement of EcoIA.

Previous s.16 Applications covering the Application Site

Approved Applications

| No. | Application No. | Proposed Use(s)/Development(s) | Date of Consideration (RNTPC/TPB) |
|-----|-----------------|--|--|
| 1. | A/YL-ST/36 | Cross-border Traffic Service Station (including Canteen, Container Freight Station, Container Repair Workshop, Office and Services Trades) for a Period of 3 Years | 19.9.1997 (RNTPC) (3 years) |
| 2. | A/YL-ST/275* | Temporary Cross-border Traffic Service Station (including Public Car Park, Container Freight Station, Container Storage, Container Tractor/Trailer Park, Tyre Repair Workshop, Office and Services Trades) for a Period of 3 Years | 15.4.2005 (RNTPC) (3 years) [Revoked on 15.6.2007] |
| 3. | A/YL-ST/342* | Temporary Cross-border Traffic Service Station (including Public Car Park, Container Freight Station, Container Storage, Container Tractor/Trailer Park, Tyre Repair Workshop, Office and Services Trades) for a Period of 3 Years | 12.10.2007 (RNTPC) (2 years) [Revoked on 12.4.2009] |
| 4. | A/YL-ST/354 | Temporary Cross-border Traffic Service Station (including Public Car Park, Container Freight Station, Container Storage, Container Tractor/Trailer Park, Office and Services Trades) for a Period of 3 Years | 17.4.2009 (RNTPC) (3 years) |
| 5. | A/YL-ST/424* | Temporary Cross-border Traffic Service Station (including Public Car Park, Container Freight Station, Container Storage, Container Tractor/Trailer Park, Office and Services Trades) for a Period of 3 Years | 5.10.2012 (RNTPC) (3 years) [Revoked on 5.4.2013] |
| 6. | A/YL-ST/445* | Temporary Cross-boundary Traffic Service Station (including Public Car Park, Container Freight Station, Container Storage, Container Tractor/Trailer Park, Vehicle Repair Workshop, Office) with Ancillary Services Trades (including Handling In and Out of Container Freight, Arrival and Departure of Goods Vehicles) and Staff Canteen for a Period of 3 Years | 26.9.2014 (RNTPC) (3 years) [Revoked on 26.12.2015] |
| 7. | A/YL-ST/476 | Temporary Cross-boundary Shopping Centre with Ancillary Car Park, Eating Place, Shop and Services (Fast Food Shop), Office and Storage of Consumer Goods for a Period of 3 Years | 18.9.2015 (RNTPC) (3 years) |
| 8. | A/YL-ST/503 | Proposed Commercial Development (Eating Place, Place of Entertainment, and Shops and Services) with Minor Relaxation of Height Restriction and Excavation of Land | 26.1.2018 (RNTPC) |
| 9. | A/YL-ST/529* | Renewal of Planning Approval for Temporary Cross-Boundary Shopping Centre with Ancillary Car Park, Eating Place, Shop and Services (Fast Food Shop), Office and Storage of Consumer Goods for a Period of 3 Years | 7.9.2018 (RNTPC) (3 years) [Revoked on 19.2.2021] |
| 10. | A/YL-ST/595* | Proposed Temporary Open Storage of Construction Machinery and Materials for a Period of 3 Years | 12.11.2021 (RNTPC) (3 years) [Revoked on 24.12.2021] |

* Denotes permission revoked.

Rejected Applications

| No. | Application No. | Proposed Use(s)/Development(s) | Date of Consideration (RNTPC/TPB) | Rejection Reason(s) |
|-----|-----------------|---|--------------------------------------|------------------------|
| 1. | A/YL-ST/192 | Temporary cross boundary traffic service station (including car park, container freight station, container storage, container tractor/trailer park, tyres repair workshop, office and service trades) for a period of 3 years | 15.3.2002 Rejected by RNTPC | (1) |
| 2. | A/YL-ST/262 | Temporary cross-border traffic service station (including public car park, container tractor/trailer park, container freight station, container storage, tyre repair areas, ancillary site office and service trades) for a period of 3 years | 14.5.2004 Rejected by RNTPC | (1) & (2) |

Rejection Reasons:

- (1) There was insufficient information to demonstrate that the development would not result in adverse impacts including drainage, traffic, sewerage, environment and ecology on the surroundings in particular the Mai Po Nature Reserve and the contiguous fish pond areas, and the nearby residents.
- (2) The proposed development was not in line with both the TPB Guidelines for "Application for Developments within Deep Bay Area" and the TPB Guidelines for "Temporary Open Storage and Port Back-up Uses".

Recommended Advisory Clauses

- (a) The application site (the Site) falls within the boundary of San Tin Technopole. The Site may be resumed by the Government and that the proposed operation at the Site may be terminated at any time during the planning approval period for implementation of government projects;
- (b) to note the comments of the Commissioner for Transport (C for T) that:
 - the Site is connected to the public road network via a section of a local access road which is not managed by Transport Department; and
 - the land status of the local access road should be checked with the Lands Department (LandsD). Moreover, the management and maintenance responsibilities of the local access road should be clarified with the relevant lands and maintenance authorities accordingly;
- (c) to note the comments of the Chief Highway Engineer/New Territories West, Highways Department (CHE/NTW, HyD) that adequate drainage measures shall be provided to prevent surface water running from the Site to the nearby public roads and drains;
- (d) to note the comments of the Chief Engineer/Railway Development 2-2, Highways Department (CE/RD2-2, HyD) that:
 - the Site is in close proximity to the North Island Line (NOL) Spur Line alignment which is under development by MTR Corporation Limited (MTRCL);
 - the applicant is required to consult MTRCL with respect to the design and construction of the proposed works, whether it would affect the NOL Spur Line; and
 - deep foundation such as piling is not permitted at the application site unless MTRCL's agreement is sought;
- (e) to note the comments of the Director of Environmental Protection (DEP) to implement the mitigation measures as per the revised Ecological Review Report and Sewerage Impact Assessment report (paragraphs 10.1.7(a), 10.1.7(a)(i) and 10.1.7(a)(ii) of RNTPC Paper) to ensure that the proposed development will unlikely cause/subject to adverse environmental impacts exceeding the criteria under the Hong Kong Planning Standards and Guidelines;
- (f) to note the comments of the Chief Town Planner/Urban Design and Landscape, Planning Department (CTP/UD&L, PlanD) that:
 - the applicant should observe the DEVB TC(W) No. 4/2020 and the Guidelines for Tree Risk Assessment and Management Arrangement regarding the requirements on removal of dead trees and trees of undesirable species (i.e. *Leucaena leucocephala*) to ensure public safety; and
 - approval of the application does not imply approval of tree works, if any, such as pruning, transplanting and felling. Application for any tree works should be submitted to relevant authority(ies) for approval;

- (g) to note the comments of the Project Manager (North), CEDD that the Site is within the proposed boundary of San Tin Technopole. It is targeted to commence the works in phases tentatively by 2024. Therefore, the Site, within the boundary of San Tin Technopole, will probably be required for timely clearance and construction;
- (h) to note the comments of the Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD) that the Site is located near the Development of Lok Ma Chau Loop: Main Works Package 1 – Site Formation and Infrastructure Works Project. The applicant should take note of the proposed works which are near the Site;
- (i) to note the comments of the Chief Engineer/Mainland North, DSD (CE/MN, DSD) that:
- the Sewerage Impact Assessment (SIA) needs to meet the satisfaction of Environmental Protection Department (EPD), the authority of sewerage infrastructure;
 - the operation and maintenance of the existing sewage system in the San Tin Community Isolation Facility, shall be further discussed with the relevant authorities who are currently operating and maintaining the existing sewage system; and
 - the Temporary Government Land Allocation (TGLA) site of the sewage pumping station which is allocated to DSD will be ended on 4 March 2024. The applicant shall be aware that the sewage disposal by using the existing pumping station is subject to the approval for extension of TGLA from LandsD thereafter;
- (j) to note the comments of the Director of Fire Services (D of FS) that:
- detailed fire service requirements will be formulated upon receipt of formal submission of general building plans; and
 - as no details of the emergency vehicular access (EVA) have been provided, the applicant is advised to observe the requirements of EVA as stipulated in Section 6, Part D of the Code of Practice for Fire Safety in Building 2011, which is administered by the Building Authority; and
- (k) to note the comments of the Director of Food and Environmental Hygiene (DFEH) that:
- no Food and Environmental Hygiene Department's (FEHD) facilities should be affected by the proposed development;
 - proper licence / permit issued by FEHD is required if there is any food business / catering service / activities regulated by the Director of Food and Environmental Hygiene (DFEH) under the Public Health and Municipal Services Ordinance (Cap. 132) and other relevant legislation for the public. The operation of any eating place should be under a food licence issued by FEHD. If the operator intends to operate a restaurant business in the territory, a restaurant licence should be obtained from FEHD in accordance with Cap. 132. For the operation of other types of food business, relevant food licences should also be obtained from FEHD in accordance with Cap. 132. Under the Food Business Regulation, Cap. 132X, a Food Factory Licence

should be obtained from FEHD for food business which involves the preparation of food for sale for human consumption off the premises before commencement of such business. The application for food business licences under Cap.132, if acceptable by FEHD, will be referred to relevant government departments for comment. If there is no objection from the departments concerned, a letter of requirements will be issued to the applicant for compliance and the licence will be issued upon compliance of all the requirements;

- the operation of the eating place must not cause any environmental nuisance to the surrounding. The refuse generated by the proposed eating place are regarded as trade refuse. The management or owner of the Site is responsible for its removal and disposal at their expenses. The operation of any business should not cause any obstruction or environmental nuisance in the vicinity; and
- proper licence issued by FEHD is required if related place of entertainment is involved. Any person who desires to keep or use any place of public entertainment for example a theatre and cinema or a place, building, erection or structure, whether temporary or permanent, on one occasion or more, capable of accommodating the public presenting or carrying on public entertainment within Places of Public entertainment (PPE) Ordinance (Cap. 172) and its subsidiary legislation, such as a concert, opera, ballet, stage performance or other musical, dramatic or theatrical entertainment, cinematograph or laser projection display or an amusement ride and mechanical device which is designed for amusement, a Place of Public Entertainment Licence (or Temporary Place of Public Entertainment Licence) should be obtained from FEHD whatever the general public is admitted with or without payment.

