Form No. S12A
表格第 S12A 號

APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP.131)

根據《城市規劃條例》(第131章)第12A條遞交的修訂圖則申請

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	
	Date Received 收到日期	

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

2. Please read the "Guidance Notes" carefully before you fill in this form. The document can be downloaded from the Board's website at http://www.info.gov.hk/tpb/. It can also be obtained from the Secretariat of the Board at 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong (Tel: 2231 4810 or 2231 4835), and the Planning Enquiry Counters of the Planning Department (Hotline: 2231 5000) (17/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong and 14/F, Sha Tin Government Offices, 1 Sheung Wo Che Road, Sha Tin, New Territories).
請先細閱《申請須知》的資料單張，然後填寫此表格。該份文件可從委員會的網頁下載 (網址：http://www.info.gov.hk/tpb/)，亦可向委員會秘書處 (香港北角渣華道 333 號北角政府合署 15 樓 – 電話：2231 4810 或 2231 4835)及規劃署的規劃資料查詢處(熱線：2231 5000) (香港北角渣華道 333 號北角政府合署 17 樓及新界沙田上禾輋路 1 號沙田政府合署 14 樓)索取。

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

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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)

Bright Strong Ltd.

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)

Llewelyn-Davies Hong Kong Limited

3. Application Site 申請地點

(a) Whether the application directly relates to any specific site? 申請是否直接與某地點有關？	Yes 是 ☑ No 否 ☐ （Please proceed to Part 6 請繼續填寫第 6 部分）
(b) 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 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long
(c) Site Area 申請地點面積	81,550 sq.m 平方米 ☑ About 約

(d) Area of Government land included (if any) 所包括的政府土地面積 (倘有)	15,714 sq.m 平方米 ☑ About 約
(e) Current use(s) 現時用途	The northern part of the Application Site is zoned "I(D)", occupied by an existing soy sauce factory which is in operation, and some unused land and scattered temporary structures. The southern portion of the Application Site falls within the "OS" zone is currently use as open storage yard. (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 24 Feb 2022 (DD/MM/YYYY), this application involves a total of 2 "current land owner(s) "#.
根據土地註冊處截至 …… 年 …… 月 …… 日的記錄，這宗申請共牽涉 …… 名「現行土地擁有人」#。

(b) The applicant 申請人 –

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

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

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

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

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

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

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

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

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

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

☑ published notices in local newspapers& on 25 Feb 2022 (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
24 Feb 2022 (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. Plan Proposed to be Amended 擬議修訂的圖則

(a) Name and number of the related statutory plan(s) 有關法定圖則的名稱及編號	Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8
(b) Land use zone(s) involved (if applicable) 涉及的土地用途地帶(如適用)	"Industrial (Group D)", "Open Storage" and 'Road'

7. Proposed Amendments 擬議修訂

(a) Propose to rezone the application site to the following zone(s)/use(s)
(May insert more than one「✔」) (Please illustrate the details on plan)
建議將申請地點的用途地帶改劃作下列地帶 / 用途
(可在多於一個方格內加上「✔」號) (請在圖則顯示詳情)

☐ Comprehensive Development Area [ ]
綜合發展區 [ ]

☑ Residential (Group ☐A/☐B/☐C/☐D/☑E) [ ]
住宅 (☐甲類 / ☐乙類 / ☐丙類 / ☐丁類 / ☐戊類) [ ]

☐ Agriculture [ ] 農業 [ ]

☐ Industrial (Group D) [ ] 工業（丁類）[ ]

☐ Government, Institution or Community [ ]
政府、機構或社區 [ ]

☐ Recreation [ ] 康樂 [ ]

☐ Country Park [ ] 郊野公園 [ ]

☐ Conservation Area [ ] 自然保育區 [ ]

☐ Commercial [ ] 商業 [ ]

☐ Village Type Development [ ]
鄉村式發展 [ ]

☐ Industrial [ ] 工業 [ ]

☐ Open Storage [ ] 露天貯物 [ ]

☐ Open Space [ ] 休憩用地 [ ]

☐ Green Belt [ ] 綠化地帶 [ ]

☐ Coastal Protection Area [ ]
海岸保護區 [ ]

☐ Site of Special Scientific Interest [ ]
具特殊科學價值地點 [ ]

☐ Other Specified Uses (☐Business/☐Industrial Estate/☐Mixed Use/☐Rural Use/☐Petrol Filling Station/
☐Others (please specify_____)) [ ]
其他指定用途 (☐商貿 / ☐工業邨 / ☐混合用途 / ☐鄉郊用途 / ☐加油站 /
☐ 其他 (請註明：_____)) [ ]

☐ Road 道路

☐ Others (please specify_____)
其他 (請註明：_____)

Please insert subzone in [ ] as appropriate.
請於[ ]內註明支區，如適用。

(b) Propose to amend the Notes of the Plan(s) 建議修訂圖則的《註釋》

☐ Covering Notes 《註釋》說明頁

☑ Notes of the zone applicable to the Site 適用於申請地點土地用途地帶的《註釋》

Details of the proposed amendment(s) to the Notes of the Plan, where appropriate, are as follows:
(Please use separate sheets if the space below is insufficient)
建議修訂圖則的《註釋》的詳情，如適用：
(如下列空間不足，請另頁說明)

Please refer to Appendix A of the attached Planning Statement.

☑ Proposed Notes of Schedule of Uses of the zone attached
夾附對《 註釋 》的擬議修訂

8. Details of Proposed Amendment (if any) 擬議修訂詳情 (倘有)

☑ Particulars of development are included in the **Appendix**.
附錄包括一個擬議發展的細節。

☐ No specific development proposal is included in this application.
這宗申請並不包括任何指定的擬議發展計劃。

9. 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 attached Planning Statement.

10. 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

Llewelyn-Davies Hong Kong Limited
Authorized Signature

Dickson C.H. Hui ..... Director .....
Name in Block Letters 姓名（請以正楷填寫） Position (if applicable) 職位 （如適用）

Professional Qualification(s) 專業資格 ☑ Member 會員 / ☐ Fellow of 資深會員
☑ HKIP 香港規劃師學會 / ☐ HKIA 香港建築師學會 /
☐ HKIS 香港測量師學會 / ☐ HKIE 香港工程師學會 /
☐ HKILA 香港園境師學會/ ☑ HKIUD 香港城市設計學會
☐ RPP 註冊專業規劃師
Others 其他 ..... MRTPI .....

on behalf of 代表 ..... Llewelyn-Davies Hong Kong Limited .....
☑ Company 公司 / ☐ Organisation Name and Chop (if applicable) 機構名稱及蓋章（如適用）

Date 日期 ..... 28 Feb 2022 ..... (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。

APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)
根據城市規劃條例(第 131 章)第 12A 條遞交的修訂圖則申請

(For Residential Portion; based on the Development Site of the Residential Portion of about 46,501sqm.)

Domestic: 115,942;
Commercial uses: 6,000
Covered transport lay-by: 3,000

Development Proposal (only for indicative purpose)
擬議發展的發展計劃（只作指示用途）

Domestic: Not more than 2.5
Commercial: Not more than 0.13
Covered transport lay-by: Not more than 0.07

1. Development Proposal 擬議發展計劃

☑ Proposed Gross floor area (GFA) 擬議總樓面面積	..... sq.m. 平方米	☑ About 約
☑ Proposed plot ratio 擬議地積比率	.....	☐ About 約
☑ Proposed site coverage 擬議上蓋面積	Domestic: <33.33%; Non-domestic: <100 %	☐ About 約
☑ Proposed number of blocks 擬議座數	Towers: 11; Clubhouse: 1	
☑ Proposed number of storeys of each block 每座建築物的擬議層數	Please refer to Sheet 1 storeys 層 ☐ include 包括 ..... storeys of basements 層地庫 ☐ exclude 不包括 ..... storeys of basements 層地庫	
☑ Proposed building height of each block 每座建築物的擬議高度	Please refer to Sheet 1 m 米	☐ About 約
	..... mPD 米(主水平基準上)	☐ About 約
☑ Domestic part 住用部分		
GFA 總樓面面積	115,942 sq.m. 平方米	☑ About 約
number of units 單位數目	3,115	
average unit size 單位平均面積	37.2 sq.m. 平方米	☑ About 約
estimated number of residents 估計住客數目	8,099	
	GFA 總樓面面積	
☑ Non-domestic part 非住用部分	..... sq.m.平方米	☑ About 約
☐ hotel 酒店	..... sq.m.平方米	☐ About 約
	(please specify the number of rooms 請註明房間數目: .....)	
☐ office 辦公室	..... sq.m.平方米	☐ About 約
☐ shop and services/eating place 商店及服務行業/食肆	..... sq.m.平方米	☐ About 約
☐ Government, institution or community facilities 政府、機構或社區設施	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積)	
☑ other(s)其他	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積)	
# Including 'Shop and Services', 'Eating Place', 'School' (nurser / kindergarten / language, computer, commercial or tutorial schools / technical institutes / other types of schools providing interests and hobby related courses for subjects such as arts, ballet and etc.), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture' Uses.	Covered Transport Lay-by - about 3,000 sq.m.	
@ Exempted from plot ratio and GFA calculation	Commercial Uses# - about 6,000 sq.m.	
	Clubhouse Facilities@ - about 3,500 sq.m.	
☑ Open space 休憩用地	(please specify land area(s)) (請註明面積)	
☑ private open space 私人休憩用地	8,099 sq.m.平方米	☑ Not less than 不少於
☐ public open space 公共休憩用地	..... sq.m.平方米	☐ Not less than 不少於

1. Development Proposal (For Residential Portion)

☑ Transport-related facilities 與運輸有關的設施

☑ parking spaces 停車位 (please specify type(s) and number(s)) (請註明種類及數目)

Private Car Parking Spaces 私家車車位	Total: 358* (Residential: 284; Visitors: 55; Commercial: 14, Kindergarten: 5)
Motorcycle Parking Spaces 電單車車位	Total: 27 (Residential: 25; Commercial: 2)
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)	

* Accessible car parking spaces will be reserved for person with disablilities in accordance with the HKPSG

☑ loading/unloading spaces 上落客貨車位 (please specify type(s) and number(s)) (請註明種類及數目)

Taxi Spaces 的士車位	Total: 4
Coach Spaces 旅遊巴車位	
Light Goods Vehicle Spaces 輕型貨車車位	Total Loading/Unloading Bays: 14 (Residential: 11; Commercial: 3)
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)	Small Coach Lay-bys: 15 (7m x3m each) (for kindergarten)

☑ other transport-related facilities 其他與運輸有關的設施 (please specify type(s) and number(s)) (請註明種類及數目)

Covered Transport Lay-by: 1

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

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
Please refer to Sheet 1		

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

Landscaped Areas, Private Gardens, Swimming Pool, L/UL Bays and Driveway.

Any vehicular access to the site? 是否有車路通往地盤?

Yes 是 ☑ There is an existing access. (please indicate the street name, where appropriate)
有一條現有車路。(請註明道路名稱(如適用))
Castle Peak Road - Tam Mi Section

☐ There is a proposed access. (please illustrate on plan and specify the width)
有一條擬議車路。(請在圖則顯示，並註明車路的闊度)

No 否 ☐

For Development involving columbarium use, please complete the table in the Annex to this Appendix.
如發展涉及靈灰安置所用途，請填妥於此附件後附錄的表格。

APPLICATION FOR AMENDMENT OF PLAN UNDER SECTION 12A OF THE TOWN PLANNING ORDINANCE (CAP. 131)

根據城市規劃條例(第 131 章)第 12A 條遞交的修訂圖則申請

(For Relocated Soy Sauce Factory Portion;
Based on the Development Site of the Relocated Soy Sauce Factory Portion of about 27,459sqm.)

Development Proposal (only for indicative purpose)

擬議發展的發展計劃（只作指示用途）

1. Development Proposal 擬議發展計劃

☑ Proposed Gross floor area (GFA) 擬議總樓面面積	13,700 # sq.m. 平方米	☑ About 約
☑ Proposed plot ratio 擬議地積比率	0.5	☑ About 約
☑ Proposed site coverage 擬議上蓋面積	Non-domestic: 100 %	☐ About 約
☑ Proposed number of blocks 擬議座數	1	
☐ Proposed number of storeys of each block 每座建築物的擬議層數	..... storeys 層 ☐ include 包括.....storeys of basements 層地庫 ☐exclude 不包括.....storeys of basements 層地庫	
☑ Proposed building height of each block 每座建築物的擬議高度	Not more than 8m # m 米	☐ About 約
	..... mPD 米(主水平基準上)	☐ About 約
☐ Domestic part 住用部分		
GFA 總樓面面積	..... sq.m. 平方米	☐ About 約
number of units 單位數目	.....	
average unit size 單位平均面積	..... sq.m. 平方米	☐ About 約
estimated number of residents 估計住客數目	.....	
	GFA 總樓面面積	
☑ Non-domestic part 非住用部分	13,700 sq.m.平方米	☑ About 約
☐ hotel 酒店	..... sq.m.平方米	☐ About 約
	(please specify the number of rooms 請註明房間數目: .....)	
☐ office 辦公室	..... sq.m.平方米	☐ About 約
☐ shop and services/eating place 商店及服務行業/食肆	..... sq.m.平方米	☐ About 約
☐ Government, institution or community facilities 政府、機構或社區設施	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積)	
☐ other(s)其他	(please specify the use(s) and concerned land area(s)/GFA(s)) (請註明用途及有關的地面面積/總樓面面積)	
☐ Open space 休憩用地	(please specify land area(s)) (請註明面積)	
☐ private open space 私人休憩用地	..... sq.m.平方米	☐ Not less than 不少於
☐ public open space 公共休憩用地	..... sq.m.平方米	☐ Not less than 不少於

In order to facilitate the future operation of the relocated soy sauce factory, about 7,300sq.m. of the floor area of the future plant room will have a high headroom of about 8m and about 6,400sq.m. of the floor area of the future plant room will have a headroom of about 5m.

Appendix 附錄

1. Development Proposal (For Relocated Soy Sauce Factory Portion)

☑ Transport-related facilities 與運輸有關的設施

☑ parking spaces 停車位 (please specify type(s) and number(s)) (請註明種類及數目)

Private Car Parking Spaces 私家車車位	12
Motorcycle Parking Spaces 電單車車位	1
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)	

☑ loading/unloading spaces 上落客貨車位 (please specify type(s) and number(s)) (請註明種類及數目)

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	16 (Goods Vehicle)
Heavy Goods Vehicle Spaces 重型貨車車位	1 (Container Vehicle)
Others (Please Specify) 其他 (請列明)	

☐ other transport-related facilities 其他與運輸有關的設施 (please specify type(s) and number(s)) (請註明種類及數目)

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

[Block number] [座數]	[Floor(s)] [層數]	[Proposed use(s)] [擬議用途]
N/A		

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

N/A

Any vehicular access to the site? 是否有車路通往地盤?

Yes 是 ☑ There is an existing access. (please indicate the street name, where appropriate)
有一條現有車路。(請註明道路名稱(如適用))
Castle Peak Road - Tam Mi Section

☐ There is a proposed access. (please illustrate on plan and specify the width)
有一條擬議車路。(請在圖則顯示，並註明車路的闊度)

No 否 ☐

For Development involving columbarium use, please complete the table in the Annex to this Appendix.
如發展涉及靈灰安置所用途，請填妥於此附件後附錄的表格。

2. 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。

Does the development proposal involve alteration of existing building? 擬議發展計劃是否包括現有建築物的改動?	Yes 是	☐ Please provide details 請提供詳情 …… …… ……
	No 否	☑
Does the development proposal involve the operation on the right? 擬議發展是否涉及右列的工程?	Yes 是	☑ (Please indicate on site plan the boundary of concerned land/pond(s), and particulars of stream diversion, the extent of filling of land/pond(s) and/or excavation of land) (請用地盤平面圖顯示有關土地／池塘界線，以及河道改道、填塘、填土及／或挖土的細節及/或範圍) ☐ Diversion of stream 河道改道 ☐ Filling of pond 填塘 Area of filling 填塘面積 …… sq.m 平方米 ☐About 約 Depth of filling 填塘深度 …… m 米 ☐About 約 ☐ Filling of land 填土 Area of filling 填土面積 …… sq.m 平方米 ☐About 約 Depth of filling 填土厚度 …… m 米 ☐About 約 ☑ Excavation of land 挖土 Area of excavation 挖土面積 24,400 sq.m 平方米 ☐About 約 Depth of excavation 挖土深度 7.5 m 米 ☑About 約
	No 否	☐

Would the development proposal cause any adverse impacts?
擬議發展計劃會否造成不良影響？

On environment 對環境	Yes 會 ☐	No 不會 ☑
On traffic 對交通	Yes 會 ☐	No 不會 ☑
On water supply 對供水	Yes 會 ☐	No 不會 ☑
On drainage 對排水	Yes 會 ☐	No 不會 ☑
On slopes 對斜坡	Yes 會 ☐	No 不會 ☑
Affected by slopes 受斜坡影響	Yes 會 ☐	No 不會 ☑
Landscape Impact 構成景觀影響	Yes 會 ☐	No 不會 ☑
Tree Felling 砍伐樹木	Yes 會 ☐	No 不會 ☑
Visual Impact 構成視覺影響	Yes 會 ☐	No 不會 ☑
Others (Please Specify) 其他 (請列明)	Yes 會 ☐	No 不會 ☑
Air Ventilation		
Ecology		
Sewerage		

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

Please refer to Appendices of the attached Planning Statement.
……
……
……
……
……

For Developments involving Columbarium Use, please also complete the following:
如發展涉及靈灰安置所用途，請另外填妥以下資料

Ash interment capacity 骨灰安放容量@

Maximum number of sets of ashes that may be interred in the niches
在龕位內最多可安放骨灰的數量 _____

Maximum number of sets of ashes that may be interred other than in niches
在非龕位的範圍內最多可安放骨灰的數量 _____

Total number of niches 龕位總數 _____

Total number of single niches
單人龕位總數 _____

Number of single niches (sold and occupied)
單人龕位數目 (已售並佔用) _____

Number of single niches (sold but unoccupied)
單人龕位數目 (已售但未佔用) _____

Number of single niches (residual for sale)
單人龕位數目 (待售) _____

Total number of double niches
雙人龕位總數 _____

Number of double niches (sold and fully occupied)
雙人龕位數目 (已售並全部佔用) _____

Number of double niches (sold and partially occupied)
雙人龕位數目 (已售並部分佔用) _____

Number of double niches (sold but unoccupied)
雙人龕位數目 (已售但未佔用) _____

Number of double niches (residual for sale)
雙人龕位數目 (待售) _____

Total no. of niches other than single or double niches (please specify type)
除單人及雙人龕位外的其他龕位總數 (請列明類別) _____

Number. of niches (sold and fully occupied)
龕位數目 (已售並全部佔用) _____

Number of niches (sold and partially occupied)
龕位數目 (已售並部分佔用) _____

Number of niches (sold but unoccupied)
龕位數目 (已售但未佔用) _____

Number of niches (residual for sale)
龕位數目 (待售) _____

Proposed operating hours 擬議營運時間 _____

_____

@ Ash interment capacity in relation to a columbarium means –
就靈灰安置所而言，骨灰安放容量指：
- the maximum number of containers of ashes that may be interred in each niche in the columbarium;
每個龕位內可安放的骨灰容器的最高數目;
- the maximum number of sets of ashes that may be interred other than in niches in any area in the columbarium; and
在該靈灰安置所並非龕位的範圍內，總共最多可安放多少份骨灰；以及
- the total number of sets of ashes that may be interred in the columbarium.
在該骨灰安置所內，總共最多可安放多少份骨灰。

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 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long **元朗青山公路 - 潭尾段以西丈量約份第**107**約地段第**1910**號餘段(部分)、第**1743**號C分段餘段(部分)和毗連政府土地**
Site area 地盤面積	81,550 sq. m 平方米 ☑ About 約 (includes Government land of 包括政府土地 15,714 sq. m 平方米 ☑ About 約)
Plan 圖則	Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8 **南生圍分區計劃大綱核准圖編號** S/YL-NSW/8
Zoning 地帶	"Industrial (Group D)", "Open Storage" and 'Road' **「工業 (丁類)」，「露天貯物」及「道路」**
Proposed Amendment(s) 擬議修訂	☐ Amend the Covering Notes of the Plan 修訂圖則《註釋》的說明頁 ☑ Amend the Notes of the zone applicable to the site 修訂適用於申請地點土地用途地帶的《註釋》 ☑ Rezone the application site from "I(D)", "OS" and 'Road' to "R(E)" 把申請地點由 **「工業 (丁類)」，「露天貯物」及「道路」地帶** **改劃為「住宅(戊類)」地帶**

Development Parameters (for indicative purpose only) 發展參數(只作指示用途)

(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	115,942	☑ About 約 ☐ Not more than 不多於	2.5	☐ About 約 ☑ Not more than 不多於
		Non-domestic 非住用	Commercial: 6,000 Covered transport lay-by: 3,000	☑ About 約 ☐ Not more than 不多於	Commercial: 0.13 Covered transport lay-by: 0.07	☐ About 約 ☑ Not more than 不多於
(ii)	No. of block 幢數	Domestic 住用	Residential Towers **住宅樓宇** - 6			
		Non-domestic 非住用	Clubhouse **會所** - 1 Relocated Soy Sauce Factory Portion **重置醬園部分** - 1			
		Composite 綜合用途	Residential Towers above non-domestic podium **座落於非住用平台上的住宅樓宇** - 5			

(iii)	Building height/No. of storeys 建築物高度／層數	Domestic 住用		m 米 ☐ (Not more than 不多於)
			103.5	mPD 米(主水平基準上) ☑ (Not more than 不多於)
			27	Storeys(s) 層 ☑ (Not more than 不多於) *(☐Include 包括/☑ Exclude 不包括* ☐ *Carport 停車間* ☑ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Non-domestic 非住用	Relocated Soy Sauce Factory Portion **重置醬園部分**	8 m 米 ☑ (Not more than 不多於)
			Clubhouse **會所** 18.5	mPD 米(主水平基準上) ☑ (Not more than 不多於)
			Clubhouse **會所** - 2 **；**	Storeys(s) 層 ☑ (Not more than 不多於) *(☐Include 包括/☑ Exclude 不包括* ☐ *Carport 停車間* ☑ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
		Composite 綜合用途		m 米 ☐ (Not more than 不多於)
			115	mPD 米(主水平基準上) ☑ (Not more than 不多於)
			29	Storeys(s) 層 ☑ (Not more than 不多於) *(☐Include 包括/☑ Exclude 不包括* ☐ *Carport 停車間* ☑ *Basement 地庫* ☐ *Refuge Floor 防火層* ☐ *Podium 平台)*
(iv)	Site coverage 上蓋面積	Domestic **住用** - not more than **不多於** 33.33% Non-domestic **非住用** - not more than **不多於** 100%		% ☐ About 約
(v)	No. of units 單位數目	3,115		
(vi)	Open space 休憩用地	Private 私人	8,099	sq.m 平方米 ☑ Not less than 不少於
		Public 公眾		sq.m 平方米 ☐ Not less than 不少於

(vii) No. of parking spaces and loading / 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) _____ _____	 370 28
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數 Taxi Spaces 的士車位 Coach Spaces 旅遊巴車位 Light Goods Vehicle Spaces 輕型貨車車位 Medium Goods Vehicle Spaces 中型貨車位 Heavy Goods Vehicle Spaces 重型貨車車位 Others (Please Specify) 其他 (請列明) Small Coach Lay-bys **小型旅遊巴車位** Covered Transport Lay-by **有蓋交通停車處**	 4 31 15 1

Submitted Plans, Drawings and Documents 提交的圖則、繪圖及文件

	Chinese 中文	**English** 英文
Plans and Drawings 圖則及繪圖		
Master layout plan(s)/Layout plan(s) 總綱發展藍圖／布局設計圖	☐	☑
Block plan(s) 樓宇位置圖	☐	☐
Floor plan(s) 樓宇平面圖	☐	☑
Sectional plan(s) 截視圖	☐	☑
Elevation(s) 立視圖	☐	☐
Photomontage(s) showing the proposed development 顯示擬議發展的合成照片	☐	☑
Master landscape plan(s)/Landscape plan(s) 園境設計總圖／園境設計圖	☐	☑
Others (please specify) 其他（請註明）	☐	☐
_____		
_____		
Reports 報告書		
Planning Statement/Justifications 規劃綱領/理據	☐	☑
Environmental assessment (noise, air and/or water pollutions) 環境評估（噪音、空氣及／或水的污染）	☐	☑
Traffic impact assessment (on vehicles) 就車輛的交通影響評估	☐	☑
Traffic impact assessment (on pedestrians) 就行人的交通影響評估	☐	☐
Visual impact assessment 視覺影響評估	☐	☑
Landscape impact assessment 景觀影響評估	☐	☑
Tree Survey 樹木調查	☐	☑
Geotechnical impact assessment 土力影響評估	☐	☐
Drainage impact assessment 排水影響評估	☐	☑
Sewerage impact assessment 排污影響評估	☐	☑
Risk Assessment 風險評估	☐	☐
Others (please specify) 其他（請註明）	☐	☑
Ecological Impact Assessment **生態影響評估**, Water Supply Impact Assessment **供水影響評估**, Air Ventilation Assessment **空氣流通評估**		

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。

(a) Proposed number of storeys of each block (Residential Portion)

Towers #	No. of Storeys above Ground	Remarks
T1	24	• Exclude 1 storey of basement carpark • Exclude transfer plates
T2, T3	29 (28 domestic storeys above 1-storey podium)	
T5, T6	29 (27 domestic storeys above 2-storey podium)	
T7	27	
T8	24	
T9	19	
T10	14	
T11	14	
T12	19	

 # T4 is omitted under the Proposed Development
 # Excluding a clubhouse block with building height of not more than 2 storeys above ground

(b) Proposed building height of each block (Residential Portion)

Towers #	Building Height in mPD (to the main roof)
T1	not more than 95.2
T2, T3	not more than 112.7
T5, T6	not more than 115.0
T7	not more than 103.5
T8	not more than 93.0
T9	not more than 75.5
T10	not more than 58.0
T11	not more than 60.2
T12	not more than 77.7

 # T4 is omitted under the Proposed Development
 # Excluding a clubhouse block with building height of not more than 18.5mPD

(c) Use(s) of different floors

Towers #	Floors	Proposed Uses
T1	Basement	Car Park
	G/F	Retail / Commercial Uses, Lobby, Clubhouse, Flats
	1/F – 23/F	Flats
T2, T3	Basement	Car Park
	G/F	Retail / Commercial Uses, E&M
	1/F	Lobby, Clubhouse, Flats
	2/F – 28/F	Flats
T5, T6	Basement	Car Park
	G/F	Retail / Commercial Uses, E&M, Lifts, Covered Transport Lay-by
	1/F	E&M, Covered Transport Lay-by
	2/F	Lobby, Clubhouse, Flats
	3/F – 28/F	Flats
T7	Basement	Car Park
	G/F	Lobby, Clubhouse, Flats
	1/F – 26/F	Flats
T8	Basement	Car Park
	G/F	Lobby, Clubhouse, Flats
	1/F – 23/F	Flats
T9	Basement	Car Park
	G/F	Lobby, Clubhouse, Flats
	1/F – 18/F	Flats
T10	Basement	Car Park
	G/F	Lobby, Clubhouse, Flats
	1/F – 13/F	Flats
T11	Basement	Car Park
	G/F	Lobby, Clubhouse, Flats
	1/F – 13/F	Flats
T12	Basement	Car Park
	G/F	Lobby, Clubhouse, Flats
	1/F – 18/F	Flats

 # T4 is omitted under the Proposed Development

 # Excluding a clubhouse block with all floors being clubhouse use

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

(Application No. Y/YL-NSW/9)

Consolidated Planning Statement

February 2025

llewelyn davies
In association with

AECOM Hong Kong Ltd.
ARUP Hong Kong Ltd.
Ecosystems Ltd.
Ramboll Hong Kong Ltd.
Urbis Ltd.

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EXECUTIVE SUMMARY

INTRODUCTION

This rezoning application is submitted to the Town Planning Board (the TPB) for rezoning the "Industrial (Group D)" ("I(D)"), "Open Storage" ("OS") and 'Road' zones to a "Residential (Group E)" ("R(E)") zone or an alternative option with incorporation of tailor-made "Other Specified Use" annotated "Industrial" land-use zoning if deem appropriate by the Town Planning Board on the Draft Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/9, in support of a comprehensive development at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long (hereafter referred to as the "Application Site") under Section 12A (S12A) of the Town Planning Ordinance (the Ordinance) (CAP. 131).

PLANNING CONTEXT

Changing National and Strategic Planning Context in the Territory

Promulgated by the State Council in February 2019, the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) clearly states that the need to develop GBA and a world-class city cluster, and foster closer co-operation between the Mainland, Hong Kong and Macao. The National 14th Five-Year Plan promulgated by the State Council in March 2021 also expressly supports Hong Kong to enhance its competitive advantages and better integrate into the overall development of the country. In particular, the National 14th Five-Year Plan supports the positioning of Hong Kong's development, inter alia, into an international centre for Innovation & Technology (I&T) and states that Hong Kong should develop towards high-end and high value-added service industries.

Based on the above context, the Northern Metropolis Development Strategy is formulated by the Government in October 2021 on the basis of the Hong Kong 2030+. The Northern Metropolis Action Agenda (NMAA) was then issued by the Government on Oct 2023 to outline the key development vision and framework of the Northern Metropolis.

According to the NMAA, the Northern Metropolis is divided into four major development zones. The Applicant Site is situated within the Innovation and Technology Zone in which San Tin Technopole is the major focus of development. The San Tin Technopole contains a balanced and diversified land-uses pattern, which allows it to not only act as the core of industrial development in the Northern Metropolis, but also become a liveable town with comprehensive community facilities.

Taking forward the implementation of San Tin Technopole, the draft OZP in support of the San Tin Technopole (i.e. San Tin and Lok Ma Chau area) was gazetted in January 2024. Subsequently, the plan-making procedures including hearing of representations was completed in September 2024. The approved San Tin Technopole OZP No. S/STT/2 was then gazetted to provide a proper land-use framework, broad principles of development and development control for future developments.

According to the approved San Tin Technopole OZP, it is estimated that the total planned population would be about 165,600 persons. Compared to the planned 54,000 residential units under the San Tin Technopole, it is foreseeable that there will be a huge gap between the housing supply and demand to be generated by the 217,000 families of the working population. As such, supporting residential developments to accommodate the increasing employment population are very much required in order to achieve home-job balance so to reduce the need for people to commute between their homes and working places.

Changing Development Circumstances in Yuen Long

The planning of Yuen Long has been continuously evolving over time. Initially with nodal developments around Yuen Long Kau Hui and Yuen Long San Hui, Yuen Long New Town had then further developed around the transit-oriented, high-rise and high-density mixed-use comprehensive developments at the stations along Tuen Ma Line. In recent years, the periphery of the Yuen Long New Town has been extended northwards and eastwards towards the areas near Castle Peak Road. A completed large-scale residential cluster just to the southeast of the Application Site across San Tin Highway, where Park Yoho is situated, is one example. The area where the Application Site is located can be considered as a logical extension of Yuen Long New Town.

With the implementation of the NOL and Northern Metropolis Highway in full speed, it gives rise to the opportunity of releasing the development potential of valuable land resources at locations close to future stations of the NOL. This is also evident by the Government's action to develop the Sha Po Public Housing Development, which is located to the immediate east of the planned Au Tau Station. The public housing development will have a domestic PR of 6.5 and a BH of 185mPD[1], which optimises the development potential of the site by developing high-density-high-rise development. Since the Application Site is located about 150m to the immediate west of the planned Au Tau Station, the development potential of the Application Site should be reviewed taking into account this changing local planning context.

[1] With reference to TPB Paper No. 10916 for consideration by the Town Planning Board on 1.9.2023.

Changing Considerations for Wetland Buffer Area for Increasing Housing Supply

Located at the fringe of the Wetland Buffer Area (WBA) as set out under the Town Planning Board Guidelines for Application for Developments within Deep Bay Area under Section 16 of the Town Planning Ordinance (TPB PG-No.12C), the Application Site is very far away (at least 3km) from Deep Bay. Also, majority of the Application Site is currently dominated by an existing soy sauce factory and a container storage yard, which is of low to very low ecological value. Due to its disturbed nature (i.e. wasteland and developed area), the existing environment within and near the Application Site has endured a certain level of disturbance from human activities in the vicinity.

In view of the opportunities as given rise by the Northern Metropolis which aims to achieve "Urban-Rural Integration and Co-existence of Development and Conservation", the development of wetlands and wetland buffer areas will be dealt with under the Northern Metropolis Development Strategy as mentioned in the 2021 and 2022 Policy Address. The Government will also review the Planning Guidelines relating to the WBA on the premise of balancing the needs for conservation and increase of housing land supply. The above shows the Government's intention to further optimise the development potential of land resources in WBA with a view to enhancing housing supply.

Optimise Spatial Planning with a Compatible Modernised Industrial Development

According to HK2030+, the community shall contribute to improve urban microclimate and facilitate retrofitting of ageing neighbourhoods in order to refine the built fabric of the city through optimising spatial planning and design. The Government has also been advocating re-industrialisation (also known as Industry 4.0) which aims to revitalise and modernise traditional industries since the initiative was first released in the 2016 Policy Address. Taking into account the latest policy directives, with active coordination with the operator of the existing soy sauce factory on-site, the Applicant now proposes to optimise the spatial planning of the Application Site by relocating the factory to the southern tip with a further distance away from Deep Bay. The soy sauce factory will also be upgraded and modernised into a more environmental-friendly industrial building, which renders an opportunity for the Applicant to re-visit the development potential for the remaining area within the Application Site for development of a compatible residential development.

INDICATIVE DEVELOPMENT SCHEME

The Proposed Development could be divided into 3 portions, namely the Residential Portion, the Relocated Soy Sauce Factory Portion and the Reserved School Site. For the Residential Portion, the development site area is about 46,501m^2, with a total domestic GFA of about 115,942m^2. The Proposed Development consists of 11 residential towers with a building height ranging from 15 to 29 storeys (i.e. 61.5mPD to 115mPD) above a carpark / E&M basement, offering a total of 3,115 residential units.

The Relocated Soy Sauce Factory Portion of about 27,459m^2, located at the southern part of the Application Site, would provide a total non-domestic GFA for Relocated Soy Sauce Factory as 13,700m^2 and a maximum building height of not more than 15mPD for the future operation of a new, modernized soy sauce factory.

To cater for the potential educational needs of the area's future population, a site (of site area of 6,200m^2) has been reserved for school use in the middle portion of the Application Site. In the event that the reserved site is to be developed for educational purposes to be implemented by private sector, the future operator will make required application(s) and registration(s) to relevant Government authorities for approval under the prevailing policy.

DEVELOPMENT JUSTIFICATION AND PLANNING GAINS

The Proposed Development is fully supported by the following justifications and planning merits:

- The subject rezoning application is complementary to the latest strategic planning framework;

- The subject rezoning application can harness the enhanced infrastructural capacity brought by the planned traffic infrastructure and unleash the development potential of the Application Site;

- The subject rezoning application is in line with the Government's endeavours in enhancing housing land supply;

- The Proposed Development can serve as an anchor housing development to alleviate the acute housing shortage;

- The development intensity of the Proposed Development is compatible with the changing land use planning context in the vicinity;

- The subject rezoning application is in line with the government's intention for releasing development potential in WBA;

- The subject rezoning application respects the planning requirements under TPB-PG No. 12C;

- The subject rezoning application echoes with the Government's policy directive of promoting re-industrialization (as known as Industry 4.0) and will great improvement to the existing environment through comprehensive residential development and relocation of the existing soy sauce factory within the Application Site;

- The Proposed Development is carefully formulated with planning gains and design merits;

- Largely secured land holding status with consensus with soy sauce factory owner on the rezoning scheme can warrant timely implementation of the Proposed Development; and

- There is no insurmountable problem due to the Proposed Development from technical aspects.

Based on the above justifications and merits, the TPB is cordially invited to consider this rezoning application favourably.

行政摘要

(聲明：此中文譯本僅供參考，如中文譯文和英文原文有差異，應以英文為準。)

申請簡介

根據城市規劃條例第 12A 條 (第 131 章)，申請人現向城市規劃委員會(下稱「城規會」)遞交改劃申請(下稱「本申請」)，擬議對南生圍分區計劃大綱草圖編號 S/YL-NSW/9 (下稱「大綱圖」)作出修訂，將位於元朗青山公路 – 潭尾段以西丈量約份第 107 約地段第 1910 號餘段(部分)及第 1743 號 C 分段餘段(部分)和毗鄰政府土地(下稱「申請地點」)的土地用途，由「工業 (丁類)」、「露天貯物」及「道路」改劃為「住宅(戊類)」地帶，或採用另一種方案，即在城規會認為合適的情況下，納入特別定制的「其他指定用途」註明「工業」地帶以作綜合發展用途。

規劃背景

<u>國家和策略性規劃情況的轉變</u>

在 2019 年 2 月，國務院發布《粵港澳大灣區發展規劃綱要》，當中明確表明將需要發展大灣區，以促進內地、香港和澳門的緊密合作。其後，在 2021 年 3 月頒布的《中華人民共和國國民經濟和社會發展第十四個五年規劃和 2035 年遠景目標綱要》，文件上也明確支持香港提升競爭優勢，使香港更全面地融入國家發展。其中一個主要的發展重點，則表示香港的發展定位可成為國際創新科技中心，並提出香港需要發展高端、高增值服務。

基於上述背景，香港特別行政區政府於 2021 年 10 月發布以《香港 2030+》為基礎的《北部都會區發展策略》。政府隨後於 2023 年 10 月發布了北部都會區行動綱領以概述北部都會區的主要發展願景和框架。

根據北部都會區行動綱領，北部都會區分為四大發展區。申請地點位於創新科技地帶內，而新田科技城是該地帶內的主要發展重點。新田科技城擁有均衡及多元化的土地用途格局，使其不僅能成為北部都會區的產業發展核心，更能成為一個社區設施完善的宜居小鎮。

為推動新田科技城的落實，支持新田科技城(即新田及落馬洲地區)的

大綱草圖已於 2024 年 1 月刊憲。有關制圖程序(包括就有關申述進行聆聽會)亦於 2024 年 9 月完成。新田科技城分區計劃大綱核准圖編號 S/STT/2 隨後刊憲，並為未來的發展提供適當的土地用途架構、廣泛發展原則和發展監管。

根據已核准的新田科技城分區計劃大綱圖，新田科技城的預計規劃總人口約 165,600 人。與新田科技城規劃的 54,000 個住宅單位相比，其 217,000 個就業人口的住宅需求將與其住宅供應產生巨大差距。因此，我們需要額外的住宅發展以容納不斷增加的就業人口，以實現職住平衡，從而減少人們在居住地與工作地點之間通勤的需要。

元朗及周邊環境的轉變

元朗的規劃隨著時間的推移而不斷演變。元朗新市鎮最初以元朗舊墟和元朗新墟為節點發展，後來進一步沿屯馬線沿線車站發展公共運輸導向、高層及高密度的綜合發展項目。近年來，元朗新市鎮的外圍已經不斷向北面和東面延伸至近青山公路的地區。一個位於申請地點東南，橫跨新田公路，並已竣工的大型住宅群(即 Park Yoho)就是一個好例子。申請地點所在的地區因此可以被視為元朗新市鎮的延伸。

隨著北環綫和北都高路的全面推進，北環綫未來車站附近的珍貴土地將迎來釋放發展潛力的機會。政府位於規劃中的凹頭站以東的沙埔公營房屋發展也證明了這一點。該公營房屋發展的住用地積比為 6.5，建築物高度為不多於主水平基準以上 185 米，此高樓層高密度的發展能夠優化該地塊的發展潛力。由於申請地點位於規劃中的凹頭站以西約 150m，因此申請地點的發展潛力應根據規劃環境的變化重新檢視。

考慮利用「濕地緩衝區」內合適的地方，增加房屋土地供應

根據規劃指引編號 12C，申請地點位於「濕地緩衝區」的邊陲，遠離后海灣至少有 3 公里的距離。此外，大部分的申請地點目前用作醬油廠和貨櫃場，生態價值屬低至極低。由於其受干擾的性質(即荒地和已開發地區)，申請地點及其附近的現有環境已受附近人類活動一定程度的干擾。

《北部都會區發展策略》當中提到實現「城鄉融合、發展與保育並存」的發展理念，而行政長官亦在 2021 及 2022 年施政報告中提到「濕地和濕地緩衝區的發展事宜則會在《北部都會區發展策略》中處理」。政府亦將會在平衡保育與增加房屋土地供應的前提下，檢討有關『濕地緩衝區』的規劃指引。這清楚地表明政府有意進一步善用位於「濕地緩衝區」的土地資源及發展潛力，以增加房屋供應。

藉著「再工業化」的契機，加以配合發展情況

《香港 2030+》提出，香港社會應致力於改善城市微氣候，促進老化社區的改造，並透過優化空間規劃設計，完善城市建築脈絡。政府在《2016年施政報告》中首次提出「再工業化」的政策(亦可稱為「工業4.0」)，目標是復興及現代化傳統工業。透過與現有醬園擁有人的積極協商，並得到其初步同意，申請人現擬議搬遷醬園至申請地點內的南面部分，以優化申請地點的空間規劃。將醬園重置到南端用地後，醬園的廠房將升級及現代化，並採用環保的生產模式以大大改善當地的環境，並有效釋放申請範圍內其它地方的發展潛力以作合適的房屋發展。

擬議發展計劃

擬議發展可分爲三個部分。住宅部分的發展面積約46,501平方米，擬議發展的住用建築面積約為115,942平方米。擬議發展包括11棟住宅樓宇，建築物樓層層高15至29層(建築物高度為不多於主水平基準以上61.5米至115米)，並設有一層地庫，合共提供3,115個住宅單位。

申請地點內的南面部分為重置醬園，面積約27,459平方米，將會提供不多於13,700平方米的非住用總樓面面積及建築物高度為不多於主水平基準以上15米，作全新及現代化的醬園。

為滿足未來區內人口對教育設施的潛在需求，擬議發展已於申請地點預留面積約6,200平方米作小學用途。若預留地塊發展為教育用途並由私人機構實施，則未來營運者須依現行政策向相關政府部門提出所需申請及登記以獲批准。

發展理據及規劃增益

以下為支持是次改劃申請要發展理據及規劃增益：

- 是次改劃申請能配合最新的策略性規劃框架；
- 是次改劃申請可以透過已規劃的基建設施所增強的基建設施能力，釋放申請地點的發展潛力；

- 是次修訂圖則申請與政府現行地盡其用以增加土地房屋供應的政策相符；
- 擬議發展可以紓緩目前房屋嚴重短缺問題；
- 擬議發展的密度與附近改變中的土地規劃互相協調；
- 擬議發展符合政府釋放位於「濕地緩衝區」內的土地發展潛力的相關意向；
- 是次修訂圖則申請符合城市規劃委員會規劃指引編號 12C 的要求；
- 是次修訂圖則申請與政府所推動「再工業化」的政策(亦可稱為「工業 4.0」)相符，亦將會透過綜合住宅發展及重置醬園，大大改善現時申請地點的環境；
- 擬議發展提供設計優點和規劃增益；
- 申請人已獲得申請地點內大部份私人土地的業權，並已取得醬園擁有人的同意，有利項目及時落成；及
- 擬議發展在各個技術方面是可行的。

基於以上發展理據，懇請城規會對本修訂圖則申請予以贊同。

1 INTRODUCTION

1.1 Introduction

1.1.1 This rezoning application is submitted to the Town Planning Board (the Board) for rezoning the "Industrial (Group D)" ("I(D)"), "Open Storage" ("OS") and 'Road' zones to a "Residential (Group E)" ("R(E)") zone or an alternative option with incorporation of a tailor-made "Other Specified Use" annotated "Industrial" zone if deem appropriate by the Town Planning Board on the Draft Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/9, in support of a comprehensive development at Lots 1910 RP (Part) and 1743 S.C RP (Part) and adjoining Government Land, West of Castle Peak Road – Tam Mei, Yuen Long (hereafter referred to as the "Application Site") under Section 12A (S12A) of the Town Planning Ordinance (the Ordinance) (CAP. 131) (see **Figure 1.1**).

1.2 Opportunities Arising from the Changing Planning Context

Changing National and Strategic Planning Context in the Territory

1.2.1 Promulgated by the State Council in February 2019, the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) clearly states that the need to develop GBA and a world-class city cluster, and foster closer co-operation between the Mainland, Hong Kong and Macao. The National 14th Five-Year Plan promulgated by the State Council in March 2021 also expressly supports Hong Kong to enhance its competitive advantages and better integrate into the overall development of the country. In particular, the National 14th Five-Year Plan supports the positioning of Hong Kong's development, inter alia, into an international centre for Innovation & Technology (I&T) and states that Hong Kong should develop towards high-end and high value-added service industries.

1.2.2 Based on the above context, the Northern Metropolis Development Strategy is formulated by the Government in October 2021 on the basis of the Hong Kong 2030+. The Northern Metropolis Action Agenda (NMAA) was then issued by the Government on Oct 2023 to outline the key development vision and framework of the Northern Metropolis.



llewelyn davies	Title: Extract from Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/9	Checked	DH	Drawn PW
		Rev	0	Date Feb 2025
		Scale NA		Figure 1.1

1.2.3 According to the NMAA, the Government aims to develop the Northern Metropolis into a metropolitan area for people to live, work and travel. It is expected that there will be ample opportunities for housing, community facilities, technology development and other industries in the region. As a result, the Northern Metropolis will re-structure the overall spatial development framework of Hong Kong and become the future economic engine and important employment hub serving Hong Kong as well as Shenzhen. It will become a "new International I&T city" that contains unique metropolitan landscape marked with "Urban-Rural Integration and Co-existence of Development and Conservation" and will be comparable to the Harbour Metropolis in the south that positioned as an International Financial Centre (i.e. Hong Kong's traditional business area). The current suburban characteristic of Northern New Territories will be drastically transformed into an urban context in the future.

1.2.4 According to the NMAA, the Northern Metropolis is divided into four major development zones. The Applicant Site is situated within the Innovation and Technology Zone in which San Tin Technopole is the major focus of development. The San Tin Technopole contains balanced and diversified land-uses pattern, which allows it to not only act as the core of industrial development in the Northern Metropolis, but also become a liveable town with comprehensive community facilities.

1.2.5 Taking forward the implementation of San Tin Technopole, the draft OZP in support of the San Tin Technopole (i.e. San Tin and Lok Ma Chau area) was gazetted in January 2024. Subsequently, the plan-making procedures including hearing of representations was completed in September 2024. The approved San Tin Technopole OZP No. S/STT/2 was then gazetted to provide a proper land-use framework, broad principles of development and development control for future developments.

1.2.6 The San Tin Technopole is planned to comprise mainly an I&T Park and a San Tin Town Centre. According to the approved San Tin Technopole OZP, the area will be one of the major land sources for the total of 3,370 ha developable land estimated to be available in 10 years from 2024-2025 to 2033-2034. Together with the HSITP at the Loop, the Technopole will supply about 300 ha of I&T land, which is capable of accommodating a total gross floor area (GFA) of about 7 million m^2. The portion within the San Tin Lok Ma Chau area is planned to have an area of about 210 ha and a total GFA of about 5.7 million m^2 with a view to creating a critical mass to

foster I&T advancement, driving the development of an international I&T hub and deepening the I&T collaboration with Shenzhen and the world.

1.2.7 The planned 217,000 employment opportunities in San Tin Technopole will generate huge demand for housing units. Like other major cities, Hong Kong currently has a heavy vehicular and pedestrian flow commuting back and forth from major employment hubs. The Hong Kong Government is committed to shorten the commuting time for the public between their living and working spaces and so as to reduce the need for daily travels as well as the resultant traffic congestion in the road network. One of the best solutions is to plan the new development areas with balanced living and work opportunities and so that the people do not have to travel across the territory on a daily basis.

1.2.8 According to the approved San Tin Technopole OZP, it is estimated that the total planned population would be about 165,600 persons. Compared to the planned 54,000 residential units under the San Tin Technopole, it is foreseeable that there will be a huge gap between the housing supply and demand to be generated by the 217,000 families of the working population. As such, supporting residential developments to accommodate the increasing employment population are very much required in order to achieve home-job balance so to reduce the need for people to commute between their homes and working places.

Changing Development Circumstances in Yuen Long

1.2.9 The planning of Yuen Long has been continuously evolving over time. Initially with nodal developments around Yuen Long Kau Hui and Yuen Long San Hui, Yuen Long New Town had then further developed around the transit-oriented, high-rise and high-density mixed-use comprehensive developments at the stations along Tuen Ma Line. In recent years, the periphery of the Yuen Long New Town has been extended northwards and eastwards towards the areas near Castle Peak Road. A completed large-scale residential cluster just to the southeast of the Application Site across San Tin Highway, where Park Yoho is situated, is one example. The area where the Application Site is located can be considered as a logical extension of Yuen Long New Town.

1.2.10 In support of the development of Northern Metropolis, the implementation of the planned Northern Link (NOL) which stretches along the majority areas under the Northern Metropolis will be expedited. The implementation of the NOL is in good progress with detailed planning and design in progress. The construction works of NOL Main Line (i.e. the section connecting Kam Sheung Road Station and the Kwu Tung Station with three intermediate stations at San Tin, Ngau Tam Mei and Au Tau) are anticipated to commence in 2025 and is expected to complete in 2034 to support the developments around San Tin Technopole, Ngau Tam Mei and Au Tau. The NOL will offer an enhanced transport choice to the residents in the vicinity, reducing the travelling time for the existing population as well as the additional population arising from the developments along the alignment of the NOL in future.

1.2.11 In regard to road traffic infrastructure, the implementation programme for the Northern Metropolis Highway, the Secretary for Transport and Logistics recently updated that the government will seek funding approval for the investigation works for the NM Highway shortly, whereas the construction works are targeted to commence by 2028. The San Tin Section of this strategic highway, which is in close proximity to the Application Site, is promulgated and scheduled for opening in or before 2036.

1.2.12 With the implementation of the NOL and Northern Metropolis Highway in full speed, it gives rise to the opportunity of releasing the development potential of valuable land resources at locations close to future stations of the NOL. This is also evident by the Government's action to develop the Sha Po Public Housing Development, which is located to the immediate east of the planned Au Tau Station. The public housing development is will have a domestic PR of 6.5 and a BH of 185mPD[2], which optimises the development potential of the site by developing high-density-high-rise development. Since the Application Site is located about 150m to the immediate west of the planned Au Tau Station, the development potential of the Application Site should be reviewed taking into account this changing local planning context.

[2] With reference to TPB Paper No. 10916 for consideration by the Town Planning Board on 1.9.2023.

Changing Considerations for Wetland Buffer Area for Increasing Housing Supply

1.2.13 Located at the fringe of the Wetland Buffer Area (WBA) as set out under the Town Planning Board Guidelines for Application for Developments within Deep Bay Area under Section 16 of the Town Planning Ordinance (TPB PG-No.12C), the Application Site is very far away (at least 3km) from Deep Bay. Also, majority of the Application Site is currently dominated by an existing soy sauce factory and a container storage yard, which is of low to very low ecological value. Due to its disturbed nature (i.e. wasteland and developed area), the existing environment within and near the Application Site has endured a certain level of disturbance from human activities in the vicinity. In fact, the southern part of the Application Site was the subject of a previous S12A rezoning approval (Application No. Y/YL-NSW/3) for a proposed shopping mall cum hotel development, which was approved on 18 March 2016.

1.2.14 Since the last approval in 2016, however, there has been a continuous surge in demand for housing supply and the previously proposed hotel and shopping mall is no longer appropriate. According to the latest Long Term Housing Strategy (LTHS) – Annual Progress Report 2024 published in October 2024, the projected total housing supply target for the 10-year period from Year 2025-26 to 2034-35 is 440,000 units. The supply of spade-ready sites for private housing should also be stabilised in order to provide about 80,000 private housing units in the next five years as mentioned in the 2024 Policy Address.

1.2.15 In view of the opportunities as given rise by the Northern Metropolis which aims to achieve "Urban-Rural Integration and Co-existence of Development and Conservation", the development of wetlands and wetland buffer areas will be dealt with under the Northern Metropolis Development Strategy as mentioned in the 2021 and 2022 Policy Address. The Government will also review the Planning Guidelines relating to the WBA on the premise of balancing the needs for conservation and increase of housing land supply. The above shows the Government's intention to further optimise the development potential of land resources in WBA with a view to enhancing housing supply.

1.2.16 Under the Northern Metropolis Strategy promulgated in 2021, the Government proposed to establish a Wetland Conservation Parks System with a view to conserving the Deep Bay wetlands on one hand and to achieve co-existence of conservation and development in parallel. The development of the system is considered feasible to enhance the wetland ecosystem as well as the Government's intention to provide environmental capacity for supporting development of the Northern Metropolis.

1.2.17 In formulating the subject development proposal under the current rezoning application, one of the primary planning objectives is to contribute to the increase in the housing supply to meet the medium- to long-term land requirements. With a target completion year of 2031, this rezoning application can contribute to improve our housing supply by way of consolidating underutilised land resources for comprehensive urbanisation. The proposed development will not encroach onto any of the proposed Wetland Conservation Parks and will therefore induce no adverse impact to the proposed Wetland Conservation Parks System.

Optimise Spatial Planning with a Compatible Modernised Industrial Development

1.2.18 According to HK2030+, the community shall contribute to improve urban microclimate and facilitate retrofitting of ageing neighbourhoods in order to refine the built fabric of the city through optimising spatial planning and design. The Government has also been advocating re-industrialisation (also known as Industry 4.0) which aims to revitalise and modernise traditional industries since the initiative was first released in the 2016 Policy Address. Taking into account the latest policy directives, with active coordination with the operator of the existing soy sauce factory on-site, the Applicant now proposes to optimise the spatial planning of the Application Site by relocating the factory to the southern tip with a further distance away from Deep Bay. The soy sauce factory will also be upgraded and modernised into a more environmental-friendly industrial building, which renders an opportunity for the Applicant to re-visit the development potential for the remaining area within the Application Site for development of a compatible residential development.

1.2.19 Further elaborations on the rezoning considerations will be detailed in Section 3.

1.3 Purpose of Submission

1.3.1 Taking into account the Northern Metropolis Development Strategy and the rapid changes of planning and development context surrounding the Application Site, the Applicant intends to seize this unique opportunity to rezone the Application Site and unleash its development potential for a medium-density residential use and a new, clean and modernised soy sauce factory use.

1.4 The Rezoning Proposal

1.4.1 The Applicant intends primarily to phase out the existing old industrial / brownfield uses from the Application Site to make way for residential, education and modern factory uses.

1.4.2 Under the redevelopment scheme, there will be 3 major development portions within the Application Site namely:

1. Residential Portion (with a total maximum domestic GFA of about 115,942m^2 and a maximum building height of not more than 115mPD);

2. Relocated Soy Sauce Factory Portion (with a maximum GFA of not more than 13,700m^2 and a maximum building height of not more than 15m); and

3. A site of site area of 6,200m^2 has been reserved for school use in the middle portion of the Application Site. In the event that the reserved site is to be developed for educational purposes to be implemented by private sector, the future operator will make required application(s) and registration(s) to relevant Government authorities for approval under the prevailing policy.

1.4.3 As agreed with the respective land owner, the Applicant proposes to redevelop the existing soy sauce factory site for residential use, which is fully compatible with the proposed private housing development on the adjacent "OU(CDWRA)" site under separate planning application (i.e. Y/YL-NSW/8) and the nearby planned Sha Po public housing development. Under the redevelopment proposal, the existing soy sauce factory will be relocated to the southern tip of the Application Site where a new, clean and modernised factory will be established. The proposed relocation of the key environmental constraint of the Application Site will unleash the development potential of the site and its surrounding area.

1.4.4 Various technical assessments have been prepared to substantiate that the proposed rezoning request would not result in any insurmountable problems in technical terms and are enclosed with this Planning Statement.

1.5 Report Structure

1.5.1 This planning statement includes the following sections:

Section 2:	describes and analyses the Application Site and its surroundings, reports the land status of the Application Site,
Section 3:	describes and analyses the strategic planning context;
Section 4:	depicts the proposed amendment to the concerned OZP, and the indicative rezoning proposal;
Sections 5 to 11:	summarise the key findings of various technical assessments on visual, traffic, environmental, drainage, sewerage, water supply, ecology, air ventilation and risk;
Section 12:	presents the rezoning justifications and merits of the Proposed amendments to the OZP; and
Section 13:	concludes the planning statement.

1.5.2 Detailed technical assessments and other supplementary information are attached in **Appendices A to K**.

Appendix A1	Proposed Amendments to the Plan, Notes and Explanatory Statement of the Draft Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/9 (Original Option)
Appendix A2	Proposed Amendments to the Plan, Notes and Explanatory Statement of the Draft Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/9 (Alternative Option)
Appendix A3	Planning Study on Proposed Land-use Zoning Boundaries (Alternative Option)
Appendix B	Landscape Design Proposal
Appendix C	Visual Impact Assessment
Appendix D	Traffic Impact Assessment
Appendix E	Environmental Assessment
Appendix F	Drainage Impact Assessment
Appendix G	Sewerage Impact Assessment

Appendix H Water Supply Impact Assessment
Appendix I Ecological Impact Assessment
Appendix J Air Ventilation Assessment
Appendix K Quantitative Risk Assessment
Appendix L Previous Responses-to-Comments

2 SITE AND DEVELOPMENT CONTEXT

2.1 Site Context

2.1.1 The Application Site is located to the west of Kam Tin, Yuen Long. It is a roadside site with Castle Peak Road – Tam Mi Section and San Tin Highway to the immediate east. It is also bounded by Pok Wai South Road and Kam Tin River, along with an associated river meander to the west. The Application Site is accessible from the Castle Peak Road – Tam Mi Section.

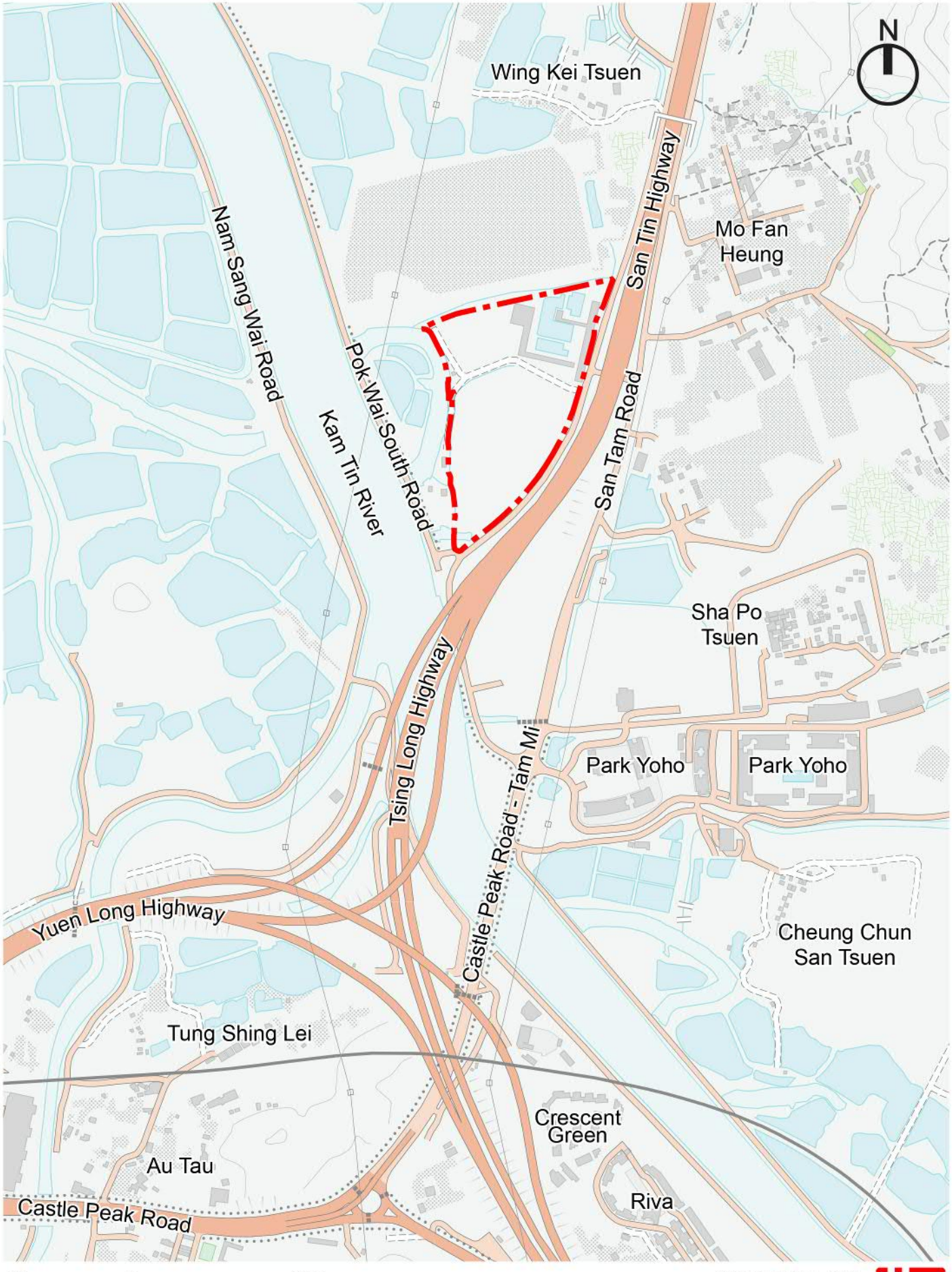
2.1.2 Served by a comprehensive transport network, the Application Site is well connected with other parts of the New Territories and the metro areas in Hong Kong. At present, the Site is within a 15-minute distance from the Tuen Ma Line – Yuen Long Station by mini-bus and will be within a walking distance of about 150m from the planned Au Tau Station of Northern Link (NOL) (see **Figures 2.1 and 2.3**).

Existing Use

2.1.3 Currently, the Application Site falls within the "I(D)" and "OS" zones. The northern part of the Application Site is zoned "I(D)", occupied by an existing soy sauce factory which is in operation, and some unused land and scattered temporary structures. The southern portion of the Application Site which falls within the "OS" zone is currently used as a temporary container storage yard.

2.1.4 The Application Site is located at the fringe of WBA and is very far away (at least 3km) from the Deep Bay. In fact, the Application Site has been paved, developed and currently occupied by the existing soy sauce factory and container storage yard with no wetland / fishpond involved. Only a very small section of narrow channel, planation and wasteland are found on-site and their existing ecological values are considered to be very low to low.

2.1.5 In formulating the Proposed Development at the Application Site, due respect has been paid to the requirements set out in the Town Planning Board Guidelines for Application for Developments within Deep Bay Area under Section 16 of the Town Planning Ordinance (TPB PG-No.12C) to ensure that no adverse ecological impact will be generated on the surrounding area. Details are discussed in the Ecological Impact Assessment enclosed in **Appendix I**.



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Surrounding Context

2.1.6 Situated adjacent to the northeast of Yuen Long New Town, in addition to the high-density and high-rise residential developments around the Yuen Long Station, a cluster of existing development (i.e. Park Yoho), as well as planned and committed developments (including the comprehensive developments in the "Comprehensive Development Area" ("CDA") and "CDA(1)" zones, are situated in close proximity to the southeast of the Application Site. A Land Sharing Pilot Scheme (LSPS) site at Ho Chau Road about 500m southwest to the Application Site was also rezoned recently for a comprehensive public/private housing development project with a PR of about 2.16 for the private housing portion and about 4.45 for public housing portion.

2.1.7 To the east across the San Tin Highway of the Application Site is an area zoned "Other Specified Uses" annotated "Railway Reserve" which is reserved for the future NOL. According to the NOL Project Profile prepared by the MTRCL the planned Au Tau Station will be implemented about 150m to the east of the Application Site.

2.1.8 As identified under the Government's "Study on Existing Profile and Operations of Brownfield Sites in the New Territories" (the Study) released in November 2019, the Sha Po Public Housing site to the east of the Application Site is selected for public housing development. To take forward implementation of the Sha Po Public Housing development and related GIC facilities, the land-use zoning of the concerned approved Kam Tin North Outline Zoning Plan No. S/YL-KTN/11 has been rezoned as "Residential (Group A)" in January 2023. As per the OZP, the public housing development will have a domestic PR of 6.5 on top of a non-domestic PR of 0.2 and a maximum BH of 185mPD. The development will provide about 16,300 units.

2.1.9 The area to the north of the Application Site is zoned "OU(CDWRA)" with an approved planning application for a comprehensive development of an outlet mall with commercial uses (Application No. A/YL-NSW/241). It is also noted that there is another planning application (i.e. Y/YL-NSW/8) submitted to the Town Planning Board for rezoning a piece of land in support of a comprehensive development with a maximum domestic GFA of about 255,708m^2 and maximum building height of not more than 115mPD.

2.1.10 **Figure 2.2** shows the site and surrounding context of the Application Site. **Figures 2.3** and **2.4** summarise the development profile of various existing and planned developments along the alignment of the existing Tuen Ma Line and in the vicinity of the future NOL. It is evident that the area to the east of Yuen Long town where the Application Site is located can be considered as an extension of the new town, the area is gradually transforming from a sub-urban area to an urban township with development intensity and building height gradually descending towards the north across San Tin Highway, then towards the Deep Bay.

2.2 Planning Context

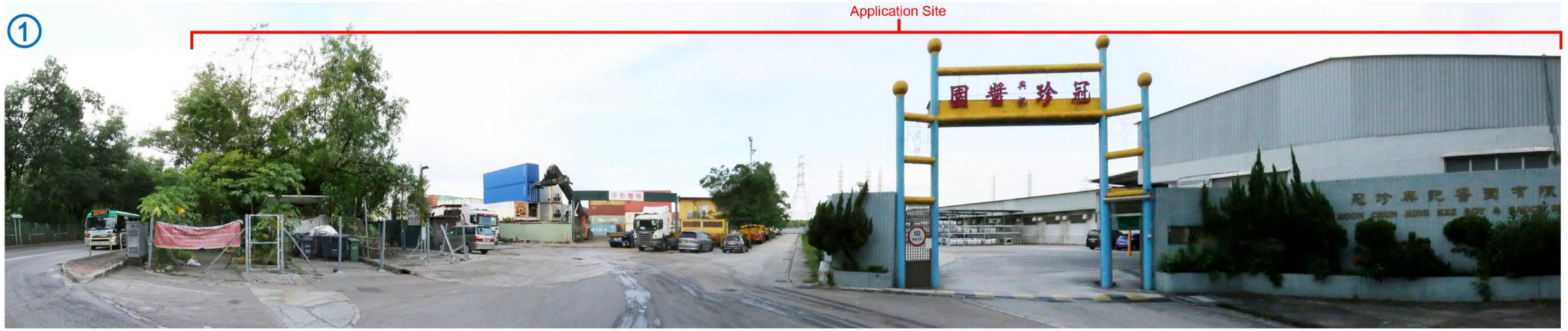
Planning Intention of "I(D)" zone

2.2.1 The Application Site currently falls within "I(D)" zone on the Draft Nam Sang Wai OZP No. S/YL-NSW/9. According to the Notes of the OZP, the planning intention of the "I(D)" zone is intended primarily for industrial uses that cannot be accommodated in conventional flatted factories due to extensive land and/or high ceiling requirements. It is also intended for the redevelopment of existing informal industrial uses, which are operated in workshop premises in rural area, to properly designed permanent industrial buildings.

2.2.2 According to the Notes of the OZP, the subject "I(D)" zone is currently subject to a maximum plot ratio of 1.6, a maximum site coverage of 80% and a maximum building height of 13m.

Planning Intention of "OS" zone

2.2.3 The Application Site currently falls within "OS" zone on the Draft Nam Sang Wai OZP No. S/YL-NSW/9. According to the Notes of the OZP, the planning intention of the "OS" zone is intended primarily for the provision of land for appropriate open storage uses and to regularise the already haphazard proliferation of open storage uses. It provides for the orderly development of land for open storage uses which cannot be accommodated in conventional godown premises.



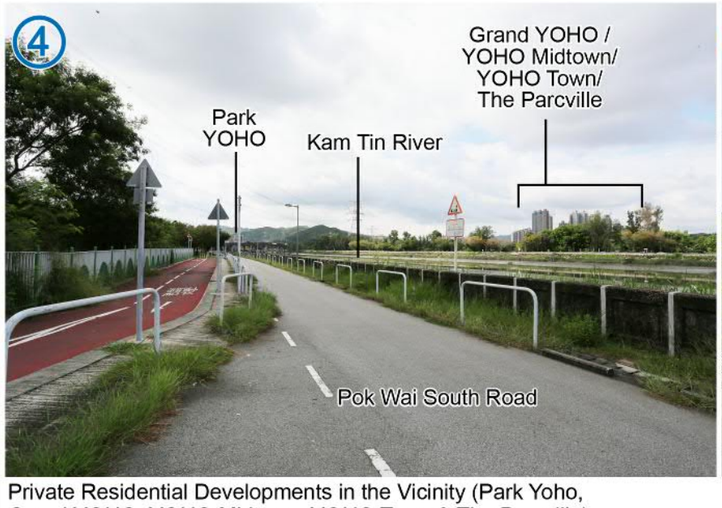
Existing Soy Sauce Factory and Container Storage Yard within the Application Site



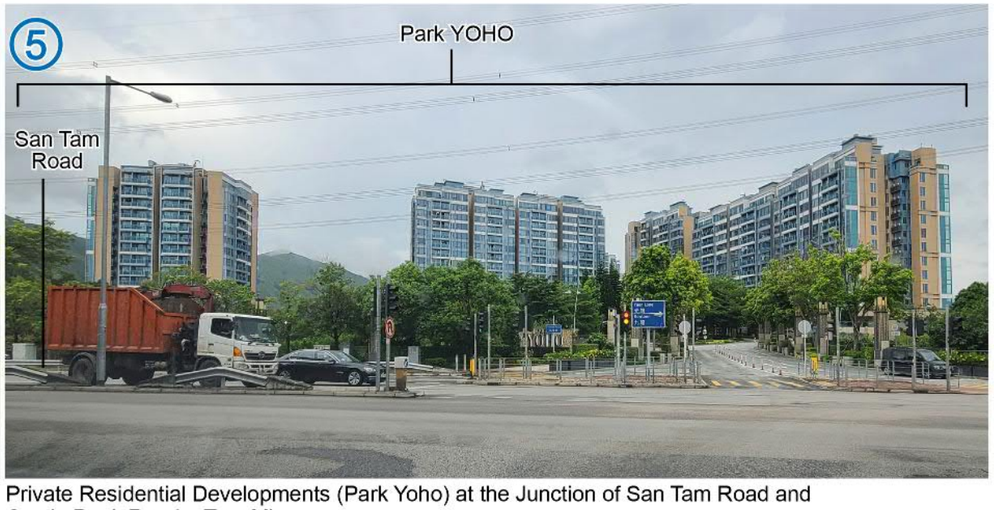
Existing Views towards the West of the Application Site from Pok Wai South Road



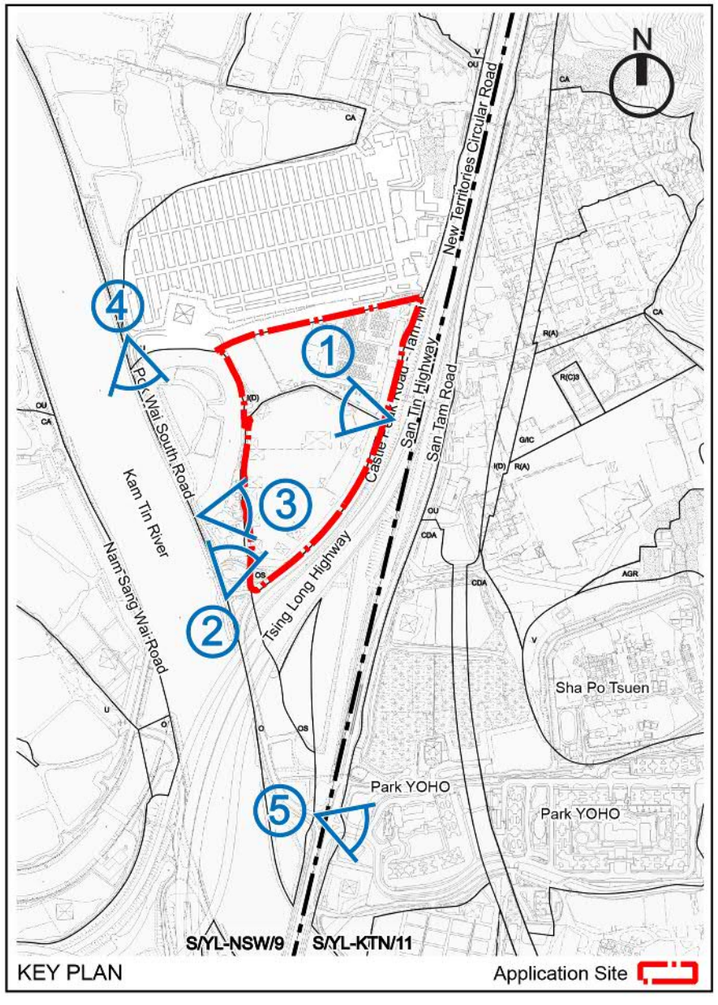
Existing Brownfield Sites at the Southern Portion of the Application Site



Private Residential Developments in the Vicinity (Park Yoho, Grand YOHO, YOHO Midtown, YOHO Town & The Parcville)



Private Residential Developments (Park Yoho) at the Junction of San Tam Road and Castle Peak Road – Tam Mi



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Site and Surrounding Context

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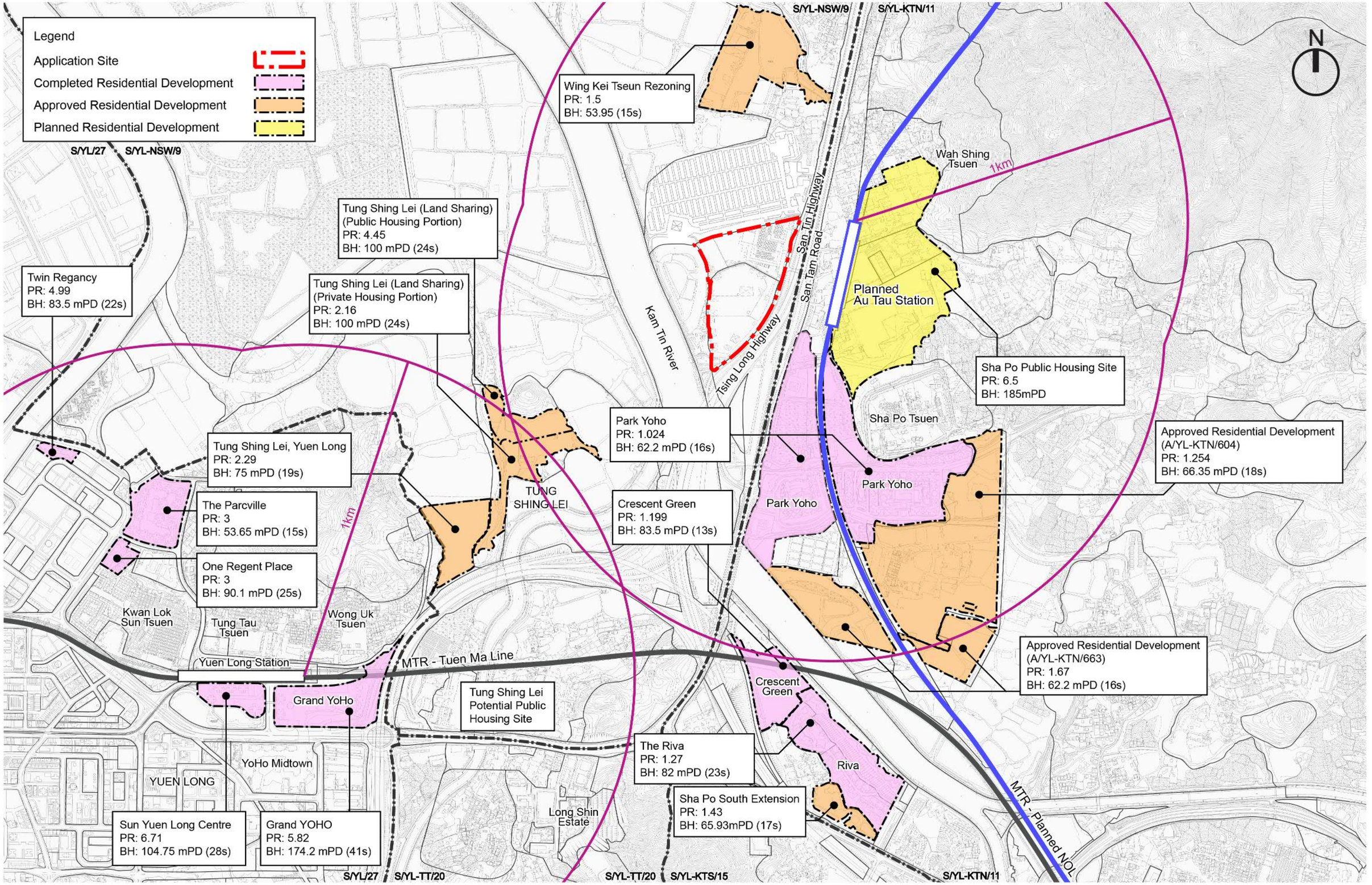

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Completed / Approved / Planned Housing Developments in Close Proximity

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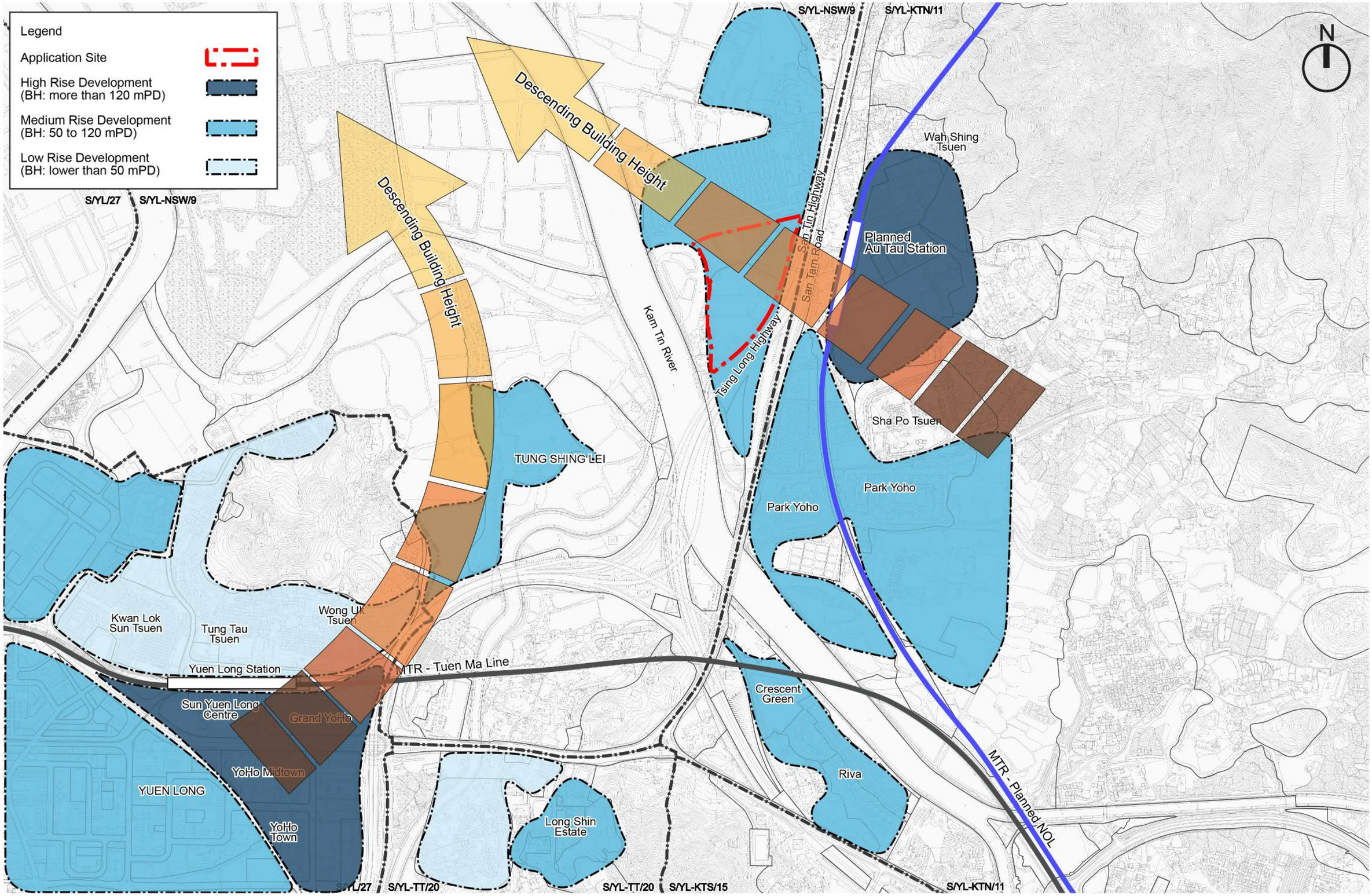

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Building Height Profile

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Town Planning Board Guidelines No. 12C

2.2.4 After the completion of the Study on the Ecological Value of Fish Ponds in the Deep Bay Area (Fish Pond Study) in 1997, the TPB concluded the Fish Pond Study and issued the first version of TPB PG-No.12C in 1999 (latest version May 2014) to facilitate developments within the Deep Bay Area.

2.2.5 The fundamental land-use planning concept for the Deep Bay Area should be the avoidance of fish ponds loss and habitat fragmentation as well as the mitigation of negative impact from undesirable land uses and human disturbance. A two-pronged approach to land use planning control is adopted through the designation of Wetland Conservation Area (WCA) for all existing continuous and adjoining active / abandoned fish ponds and the designation of Wetland Buffer Area (WBA) to prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds. This buffer generally comprises the strip of land of about 500m wide along the landward side of the WCA.

2.2.6 As shown in **Figure 2.5**, the Application Site is located at the fringe of WBA and is very far away from the Deep Bay. However, it should be highlighted that the Application Site has already been paved and currently occupied by a soy sauce factory and container storage yard. The Application Site also does not contain any wetland / fishpond, there is only a small section of narrow channel, plantation and wasteland found on-site with low to very low ecological values.

2.2.7 It is clearly stated in the Guidelines that "as a substantial amount of the fish ponds within the WBA have already been lost over time through filling and certain areas have been degraded by the presence of open storage use, these degraded areas may be considered as target areas to allow an appropriate level of residential / recreational development so as to provide an incentive to remove the open storage use and / or to restore some of the fish ponds lost."

后海灣
（深圳灣）
DEEP BAY
(Shenzhen Wan)

SHENZHEN RIVER
Frontier Closed Area Boundary
邊境禁區界線
米埔自然護理區(禁區)
MAI PO NATURE RESERVE
(RESTRICTED AREA)
米埔
MAI PO
新田
SAN TIN
林村
Lin Barn Tsuen
CASTLE PEAK ROAD
米埔老圍
Mai Po Lo Wai
米埔新村
Mai Po San Tsuen
新田公路
SAN TIN HIGHWAY
杆尾洲
Tam Kon Chau
白鶴洲
Pak Hok Chau
大欖基
TAI LONG KEI
和生圍
Wo Shang Wai
加州花園
Palm Springs
加州豪園
Royal Palms
牧美新村
Yau Mei San Tsuen
錦滙花園
Fairview Park
甩洲
LUT CHAU
牛潭尾
NGAU TAM MEI
沙江村
Sha Kiu Tsuen
南沙角
Nam Sha Po
尖鼻咀
Tsim Bei Tsui
蠔井村
Mong Tseng Tsuen
蠔井圍
Mong Tseng Wai
流浮山
LAU FAU SHAN
香港濕地公園特別地區
HONG KONG WETLAND PARK SPECIAL AREA
豐樂圍
Fung Lok Wai
大生圍
Tai Sang Wai
排水專用範圍
DRAINAGE RESERVE
南生圍
Nam Sang Wai
榮基村
Wing Kei Tsuen
天福圍
Tin Fook Wai
元朗工業邨
Yuen Long Industrial Estate
嘉湖山莊
Kingswood Villas
天瑞邨
Tin Shui Estate
天耀邨
Tin Yiu Estate
KAM TIN RIVER
錦田河
山貝
Shan Pui
山貝涌口村
Shan Pui Chung Hau Tsuen
橫洲
WANG CHAU
屯門工業區
Tung Tau Industrial Area
元朗
YUEN LONG
元朗邨
Yuen Long Estate
元朗青場
YUEN LONG KAU HUI
上輋圍
Sheung Cheung Wai
凹頭
Au Tau
缸瓦甕
KONG A LENG
林村郊野公園
LAM TSUEN COUNTRY PARK
100
200
300
400
600

Legend

Application Site

Boundary of Wetland Conservation Area (WCA)

Boundary of Wetland Buffer Area (WBA)

200 0 400 1000 2000

llewelyn davies

Title

Deep Bay Wetland Buffer Area (WBA) and Wetland Conservation Area (WCA) Boundaries
(An Extract from Town Planning Board Guideline Section 12C)

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Rev	0	Date	Feb 2024
Scale		Figure	2.5

2.2.8 The subject rezoning proposal submitted under Section 12A of the TPO complies with the TPB PG-No. 12C as:-

i. The existing derelict condition renders the Application Site to be qualified as one of the 'target areas' as stated under the TPB PG-No. 12C to allow an appropriate level of residential / recreational development;

ii. The proposed comprehensive development includes a replacement of existing open storage and port back-up uses and hence should be given special consideration subject to satisfactory ecological and other impact assessments as depicted in later sections; and

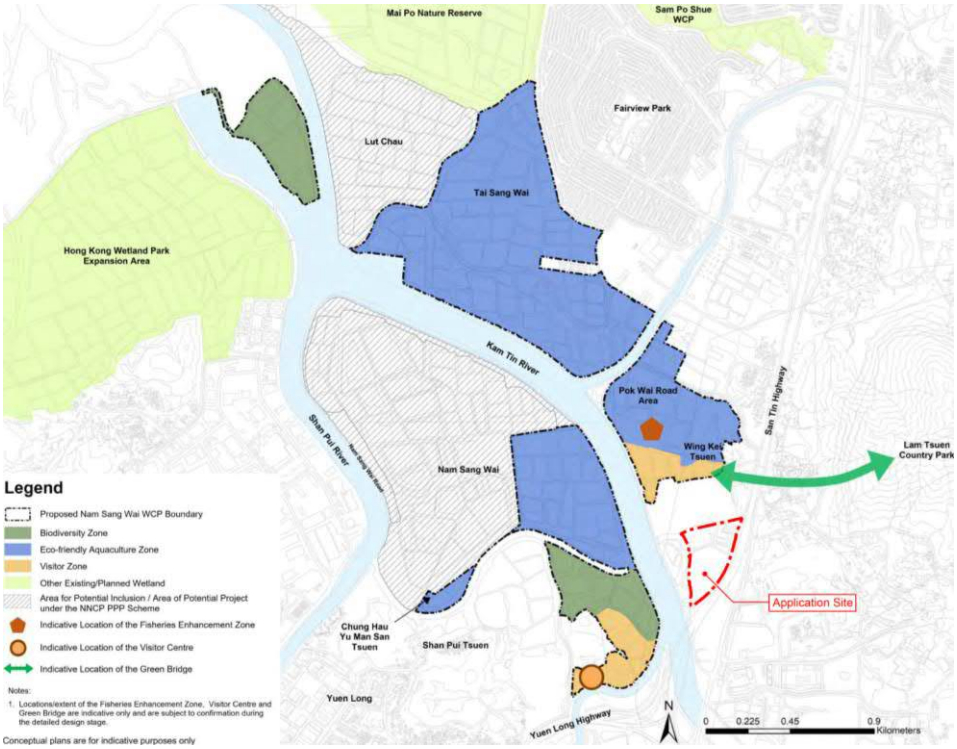
iii. An Ecological Impact Assessment has been prepared in support of the subject planning application. The assessment would demonstrate that the Proposed Development would have no negative off-site disturbance impact on the ecological value of fish ponds and wetland nearby

<u>AFCD Wetland Conservation Parks System (WCPs System)</u>

2.2.9 The development of a WCPs System was promulgated in the Northern Metropolis Development Strategy in 2021, with a view to conserving the Deep Bay wetlands with ecological value, and creating environmental capacity for the Northern Metropolis to achieve co-existence of conservation and development. The Strategic Feasibility Study on the Development of the WCPs System, commissioned by the Agriculture, Fisheries and Conservation Department (AFCD) in August 2022, had reviewed the ecological conditions, land use and planning matters, aquaculture activities, eco-education and recreation facilities, etc, in the proposed areas of the proposed WCPs System. The Feasibility Study also formulated recommendations on the overall implementation strategy for the development of the WCPs System, including the proposed boundaries, positioning and functions, conceptual plans and management options of the proposed Parks under the System. With implementation of the WCPs System, the wetlands in the Deep Bay area could be effectively conserved and their ecological value could also be enhanced. **More importantly, the development of the WCPs System could create environmental capacity for the development of the Northern Metropolis, and achieve co-existence of conservation and development.**

2.2.10 Conceptual plans for each of the Parks under the WCPs System have been developed. The WCPs System areas have been divided into different park areas, which the one most related to the Proposed Development is the Nam Sang Wai WCP. In this Park, the existing framework of fishponds and reedbed habitats would largely be maintained. This Park also aims to provide eco-recreation for public enjoyment through capitalising on the existing popular and iconic tourism attractions to be maintained where possible and adding new visitor facilities and eco-tourism attractions such as bird hides, cycling and walking trails in the ecologically less sensitive southern portion of the Park.

2.2.11 **The subject Application Site is situated outside the NSW WCPs and is located to the further south with low to very low ecological value, the proposal will therefore not induce any adverse impact to the NSW WCP.**



Location of Application Site and Nam Sang Wai Wetland Conservation Park

Previously Approved Planning Applications

2.2.12 Part of the Application Site was subject of a previous S12A rezoning approval (Application No. Y/YL-NSW/3) approved on 18 March 2016, which was in support of a shopping mall cum hotel development with a maximum plot ratio of 1.5 and a maximum building height of 10 storeys (above ground) on the southern portion of the Application Site.

2.2.13 The previous planning approval, together with the existing "I(D)" zone, demonstrate that the Application Site has in fact been suitable and readily available for development.

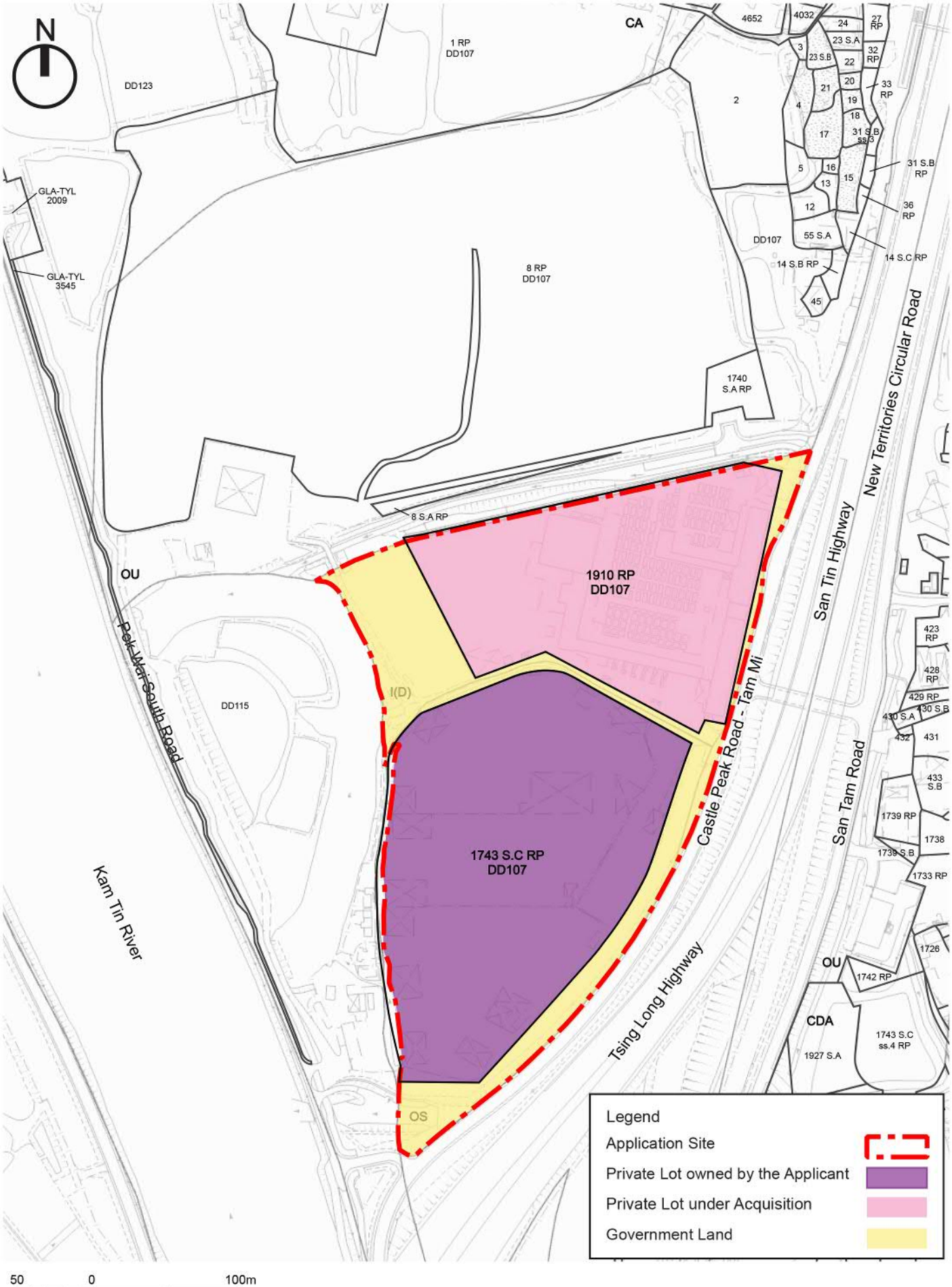
2.3 Land Ownership

2.3.1 The Applicant has largely secured the private lots and reached consensus with the owner of soy sauce factory within the Application Site. The Application Site is ready for development, a timely implementation of the Proposed Development can be warranted. **Figure 2.6** shows the land status of the lots within the Application Site. The land holding schedule is summarised in **Table 2.1**.

Table 2.1 Land Holding Schedule

	Area (m^2)	**Percentage (%)**
Private Land under Applicant's ownership (i.e. 1743 SC RP (Part)) REMARKS	38,980	48%
Private Lots under Acquisition (i.e. 1910 RP (Part))	26,856	33%
Government Land	15,714	19%
Total	**81,550m^2**	**100%**

Remarks
With consensus with the respective land owner, the lot of where the existing soy sauce factory is situated will be proposed for residential use and the existing soy sauce factory will be relocated and modernised at the southern tip of the Application Site.



llewelyn davies	Title	Land Holding Plan	Checked	DH	Drawn	PW
			Rev	0	Date	Feb 2025
			Scale	NA	Figure	2.6

3 REZONING CONSIDERATIONS

3.1 Development Potential offered by the Changing Spatial Planning Framework in the Northern New Territories

3.1.1 The **Hong Kong 2030+**, a strategic study for territorial spatial development, was updated and promulgated in October 2021. It serves as the planning framework for the future planning, land and infrastructures development. Specifically, it seeks to **showcase the potential for Hong Kong to lead by example as a global exemplar of compact high-density sustainable development**.

3.1.2 On the basis of the Hong Kong 2030+, the **Northern Metropolis Development Strategy (NMDS)** has been formulated and published by the Government in October 2021. The suggested development strategy **proposes to expand the Northern Economic Belt to cover new towns in Yuen Long**, Tin Shui Wai and Fanling / Sheung Shui, and various New Development Areas and development nodes in different planning and construction stages **as well as their neighbouring rural areas**.

3.1.3 The **Northern Metropolis Action Agenda** was then issued by the government on October 2023 based on the **NMDS**. According to the action agenda, the Northern Metropolis will be divided into four major development zones given the characteristics and strengths of different areas. The Application Site is situated within one of the four major development zones (i.e. Innovation and Technology Zone). The focus development of this zone is the San Tin Technopole, which not only acts as the core of industrial development in the Northern Metropolis, but also intended to become a liveable town with comprehensive community facilities. It will become an International I&T hub, with unique metropolitan landscape marked with "Urban-Rural Integration and Co-existence of Development and Conservation".



Location of Application Site within Northern Metropolis

3.1.4 The updated spatial planning framework demonstrated that the Northern New Territories, especially for San Tin and its neighbouring areas, will be transformed into a brand-new focal development node of our future Hong Kong. **With a forward planning perspective, developments with higher development intensity should be encouraged in the area to realise the strategic planning directives**.

3.2 Anchor Housing Development to Support San Tin Technopole

3.2.1 To complement the long-term sustainable growth of the Northern Metropolis, it is fundamental to have a balanced and diversified land-use pattern. With focal economic and innovation developments clustered at San Tin Technopole along the frontier area of New Territories North, it would inevitably drive up the demand for more development of domestic uses into the inner parts of the New Territories to serve those commercial and non-domestic developments.

3.2.2 The San Tin Technopole is planned to comprise mainly an I&T Park and a San Tin Town Centre. According to the approved San Tin Technopole OZP, the area will be one of the major land sources for the total of 3,370 ha developable land estimated to be available in 10 years from 2024-2025 to 2033-2034. Together with the HSITP at the Loop, the Technopole will supply about 300 ha of I&T land, which is capable of accommodating a total gross floor area (GFA) of about 7 million m^2. The portion within the San Tin Lok Ma Chau area is planned to have an area of about 210 ha and a total GFA of about 5.7 million m^2 with a view to creating a critical mass to foster I&T advancement, driving the development of an international I&T hub and deepening the I&T collaboration with Shenzhen and the world.

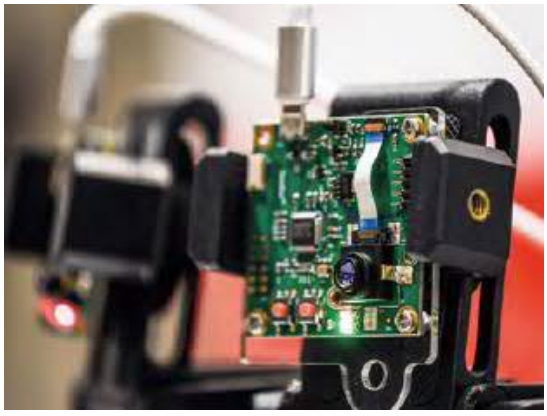
3.2.3 Overall, the San Tin Technopole will accommodate a total of 217,000 employment opportunities. To further reflect on both the present and future urban development outlook brought by (i) the growing I&T industry in San Tin Technopole; (ii) the ample economic opportunities of the Innovation and Technology Zone of the Northern Metropolis; and (iii) the need for talent homes to accommodate students / employees in the technological zone, the Applicant has adopted a forward-looking planning perspective to re-examine the future development prospects of the subject Application Site. **It is therefore important to better harness the development potential of the Application Site to serve as an anchor housing development to complement the region's long-term employment population growth.**

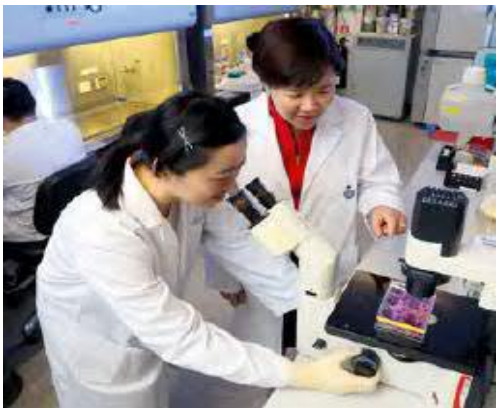
3.2.4 The planned 217,000 employment opportunities in San Tin Technopole will generate huge demand for housing units. Like other major cities, Hong Kong currently has a heavy vehicular and pedestrian flow commuting back and forth from major employment hubs. The Hong Kong Government is committed to shorten the commuting time for the public between their living and working spaces and so as to reduce the need for daily travels as well as the resultant traffic congestion in the road network. One of the best solutions is to plan the new development areas with balanced living and work opportunities and so that the people do not have to travel across on a daily basis.

3.2.5 According to the approved San Tin Technopole OZP, it is estimated that the total planned population would be about 165,600 persons. Comparing to the planned 54,000 residential units as planned under the San Tin Technopole, it is foreseeable that there will be a huge gap between the housing demands likely to be generated by the 217,000 employment opportunities within the San Tin Technopole. **By contributing about 3,115 units with the Proposed Development under this rezoning application, it helps to meet to a significant portion of the expected shortfall in provision of residential units in the area and help creating a balanced and self-contained community as far as possible.**

3.2.6 In parallel, it is noted that there is another planning application for comprehensive development with a maximum domestic GFA of about 255,708m^2 to provide about 6,825 units situated to the immediate north of the Application Site (i.e. Y/YL-NSW/8). Altogether, the overall provision of about 10,000 units can effectively alleviate the shortfall of housing supply brought about by in San Tin Technopole.







Ample Employment Opportunities in San Tin Technopole would Generate Huge Demand on Housing

3.3 Government's Endeavours in Enhancing Housing Land Supply

(i) Policy Directives to Unleash Development Potential of Lands within WBA

3.3.1 In early years, the Government demarcated and designated a strip of land of about 500m in width covering 1,300 hectares along the boundary of the WCA as WBA. To avoid any irreversible adverse impacts on the wetland habitats of the Deep Bay Area, the TPB promulgated the TPB PG-No. 12 in 1993 and subsequently made revisions in 1994, 1999 and 2014. The original intention of the WBA is to only function as a buffer to prevent negative off-site disturbances from developments onto the wetlands in the WCA, but not to prohibit any development in WBA.

3.3.2 However, as the freshwater fish farming industry has declined over time, a significant number of fish ponds in WBA have been left deserted/abandoned degrading into wastelands. In view of the changing planning circumstances and to meet social needs, the Government will review the Planning Guidelines relating to the WBA on the premise of balancing the needs for conservation and increase of housing land supply. To facilitate possible developments within the WBA, the development approval processes for both Government and private projects will also be reviewed comprehensively so as to rationalise the development-related requirements imposed by different bureaux[3]. This recommendation echoes with the intention of the latest TPB PG-No 12C, which states that "degraded areas may be considered as target areas to allow an appropriate level of residential / recreational developments so as to provide an incentive to remove the open storage use and / or to restore some of the fish ponds lost."

3.3.3 **The Application Site with no significant ecological value within WBA is considered suitable for development, subject to a compatible development intensity and technical assessments proving its feasibility. The subject rezoning application would also be in line with the Government's intention to further optimise the development potential of land resources in WBA with a view to enhancing housing supply.**

[3] Written reply by the Secretary for Development, Mr Michael Wong, in response to a question raised by the Hon Lau Kwok-fan in the Legislative Council on 24 March 2021
(Source: https://www.info.gov.hk/gia/general/202103/24/P2021032300585.htm?fontSize=1)

3.3.4 As a matter of fact, in some of the zones inside WBA, some current development are having a plot ratio ranging from 1.5 to 4.45 (see Table 3.1 below).

Table 3.1 Previously Approved Planning Applications for Medium-density Residential Developments in WBA

Location	Zoning	Plot Ratio	Building Height (excluding basement(s))
Wetland Seasons Bay, Tin Shui Wai *(No. A/TSW/70 approved on 8.12.2017)*	"CDA"	1.5	Max. 10 storeys (44.25mPD)
Wetland Seasons Park, Tin Shui Wai *(No. A/TSW/63 approved on 20.11.2015)*	"CDA"	1.5	Max. 10 storeys (41.8mPD)
Wing Kei Tsuen Rezoning *(No. Y/YL-NSW/7 approved on 10.11.2023 and gazette on 12.7.2024)*	"OU(CDWRA)" to "OU(CDWRA) 1"	1.548	Max. 15 storeys (53.95mPD)
Land Sharing Pilot Scheme No. 002 at Ho Chau Road, Yuen Long *(Gazette on 12.7.2024)*	"R(D)" to "R(A)1" and "R(A)2"	4.45 (Public Housing Portion) 2.16 (Private Housing Portion)	Max. 26 storeys (100mPD)

(ii) Unleashed Development Potential from Enhanced Infrastructure Capacity by the Northern Link (NOL)

3.3.5 In order to tackle the unprecedented double ageing of population and building stock as well as the acute shortage of housing supply, a two-pronged approach has been proposed at the strategic spatial planning level, including developing liveable new districts whereby decanting space is provided for redeveloping the dense urban core; and concentrating development along axes and nodes and creating a tight network of complementary function.

3.3.6 The strategic position being enjoyed by the Application Site demonstrates the potential and ability as a buildable housing land. According to the Northern Link (NOL) Project Profile prepared by the MTR Corporation Limited (MTRCL), the NOL will form railway loop in the northern new territories that drives land and economic development along the alignment. The Secretary for Transport and Logistics also recently updated that the government will seek funding approval for the investigation works for the NM Highway shortly, whereas the construction works are targeted to commence by 2028. The San Tin Section of this strategic highway, which is in close proximity to the Application Site, is promulgated and scheduled for opening in or before 2036.

3.3.7 With the construction of the NOL and Northern Metropolis Highway scheduled to commence in 2025 and complete in 2034 and 2036 respectively, **the NOL will not only increase the transport capacity of surrounding planned key government projects, but also incentivise surrounding land owners to advance their private development plans with larger housing yields.**

3.3.8 As the planned Au Tau Station of the NOL will be implemented about 150m away to the immediate east of the Application Site, the development opportunities of the Application Site can be further optimised for higher-density development so to **realise the government's infrastructure-led as well as transit-oriented development (TOD) planning approach.**

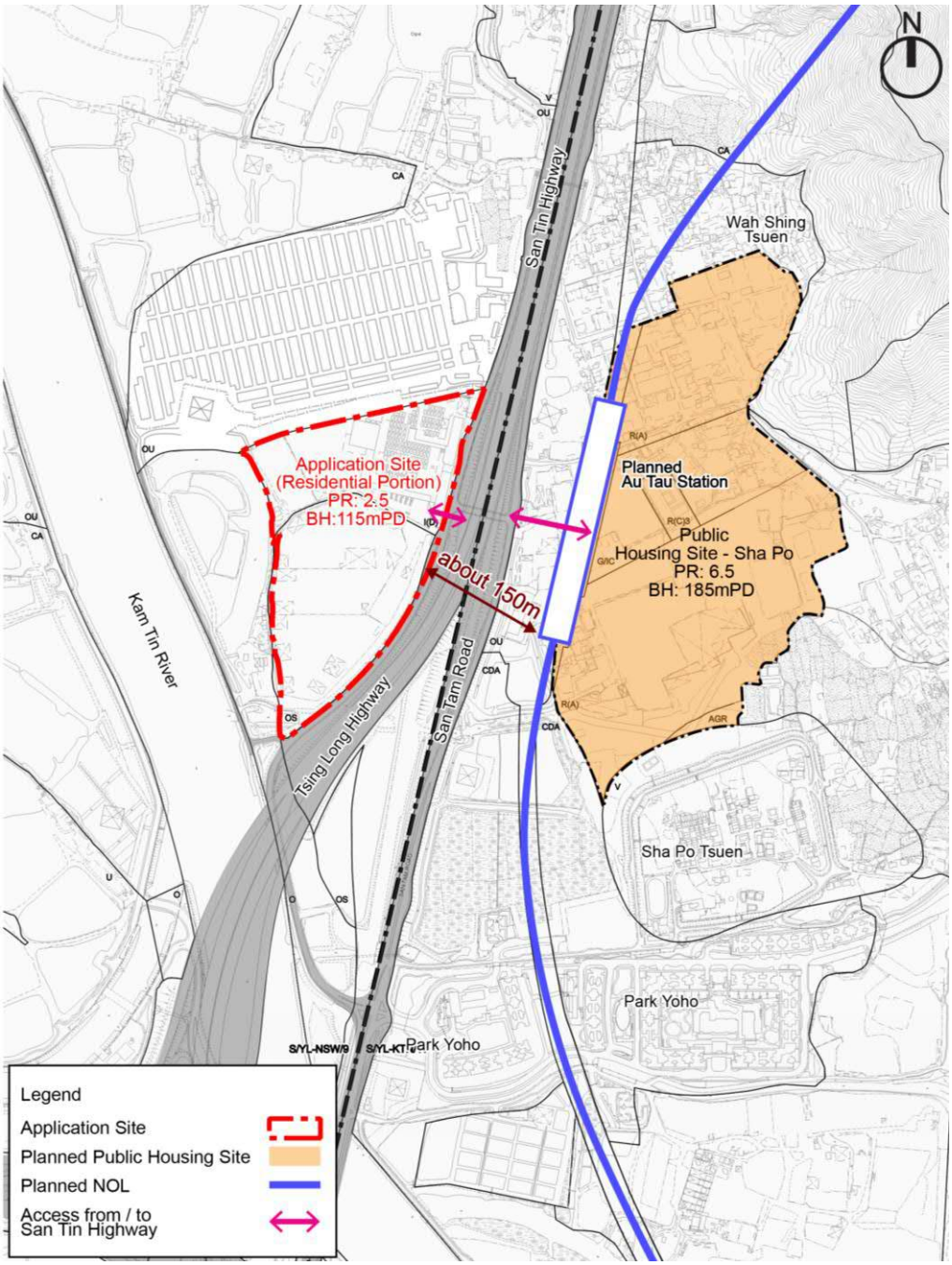
(iii) Contribute to Increasing Land Supply to Address Long Term Housing Need

3.3.9 According to latest 2024 PA, the Government aims to deliver about 3,000 ha of newly formed land in the coming 10 years (2025-26 to 2034-34) for housing supply, which includes about 1,700 ha of land from the Northern Metropolis. The Government also aim to make land available for the production of around 80,000 private housing units in the next five years (2025-26 to 2029-30). According to the 2024 Long Term Housing Strategy, the projected total housing supply target for the coming 10 years (2025-26 to 2034-34) is around 440,000 units. The Application Site, together with the site adjacent under separate planning application (i.e. Y/YL-NSW/8), will be able to provide about 10,000 private housing units, which contribute to the government visions to increase land and housing supply.

3.4 Compatible with the nearby Sha Po Public Housing Development

3.4.1 To expedite housing land supply in Hong Kong, the Government has been continuously carrying out various land use reviews, including the intensification of housing sites, with a view to providing more housing units to Hong Kong citizens.

3.4.2 As identified under the Government's "Study on Existing Profile and Operations of Brownfield Sites in the New Territories" released in November 2019, there is a site situated to the east of the Application Site across San Tam Road and adjacent to the planned Au Tau Station selected for public housing development. To take forward implementation of the Sha Po Public Housing development and related GIC facilities, the land-use zoning of the concerned approved Kam Tin North Outline Zoning Plan No. S/YL-KTN/11 has been rezoned as "Residential (Group A)" in January 2023. This Sha Po Public Housing Development Site shares similar site characteristics as the Application Site including, inter alia, (i) easily accessible to adjacent San Tin Highway, and (ii) close proximity to the planned Au Tau Station. The locations of the Application Site and the Sha Po Public Housing Development Site are illustrated below.



The Application Site is in Close Proximity with the Sha Po Public Housing Development Site and Au Tau Station of the NOL

3.4.3 As per the OZP, the public housing development will have a domestic PR of 6.5 on top of a non-domestic PR of 0.2 and a maximum BH of 185mPD. The development will provide about 16,300 units.

3.4.4 Taking into account the development intensity of the Sha Po Public Housing Development, the proposed domestic GFA of about 115,942m^2 and BH of not more than 115mPD of the Application Site is appropriate and compatible with the surrounding development context (**Figure 2.4** refers). The proposed medium-density development can also serve as an effective visual transition between the public housing development to the east and the existing river, fish ponds / restored wetland to the northwest and west of the Application Site.

3.5 In Line with the Changing of Local Circumstances in Yuen Long

3.5.1 The planning of Yuen Long has been continuously evolving over time. Initially with nodal developments around Yuen Long Kau Hui and Yuen Long San Hui, Yuen Long New Town had then further developed around the transit-oriented, high-rise and high-density mixed-use comprehensive developments at the Yuen Long Station and Long Ping Station along Tuen Ma Line. In recent years, the periphery of the New Town can be seen extending towards northeast along Castle Peak Road. Large-scale residential clusters just to the southeast of the Application Site across San Tin Highway, where Park Yoho is situated, are emerging (see **Table 3.2** below).

3.5.2 Considering the measures / actions promoted by the Government, coupled with the current medium to high-density development setting in the surrounding areas of the Application Site (e.g. Park Yoho and Sha Po Public Housing Development), **the Proposed Development is fully compatible with the changing local development context in Yuen Long** (**Figure 2.3** refers)**.**

Table 3.2 Completed, Approved and Planned Residential Developments in Close Proximity of the Application Site

Location	Zoning	Plot Ratio	Max. Building Height (excluding basement(s))
Completed Developments			
Sun Yuen Long Centre, Yuen Long	"OU"	6.71	28 storeys (104.75mPD)
Grand YOHO, Yuen Long	"CDA"	5.82	41 storeys (174.2mPD)
Twin Regency, Yuen Long	"R(E)1"	4.99	22 storeys (83.5mPD)
One Regent Place, Yuen Long	"R(B)1"	3	25 storeys (90.1mPD)
The Parcville, Yuen Long	"R(B)2"	3	15 storeys (53.65mPD)
Park Yoho, Yuen Long	"CDA"	1.024	16 storeys (60.2mPD)
Crescent Green, Yuen Long	"R(B)1"	1.199	13 storeys (83.5mPD)
The Riva, Yuen Long	"R(B)"	1.27	23 storeys (82mPD)
Approved Developments			
Sha Po Public Housing Development (Gazette on 15.12.2023)	"R(A)"	6.7	52 storeys (185mPD)
Land Sharing Pilot Scheme No. 002 at Ho Chau Road, Yuen Long (Gazette on 12.7.2024)	"R(A)1" & "R(A)2"	4.45 (Public Housing Portion) 2.16 (Private Housing Portion	26 storeys (100mPD)
Park Yoho (Phase 2), Yuen Long (No. A/YL-KTN/663 approved on 26.5.2020)	"CDA"	1.67	16 storeys (62.2mPD)
Park Yoho (Phase 3), Yuen Long (No. A/YL-KTN/604 approved on 22.3.2019)	"CDA(1)"	1.254	18 storeys (66.35mPD)
Sha Po South Extension (No. A/YL-KTN/964 approved on 15.3.2024)	"R(E)"	1.43	17 storeys (65.93mPD)

4 THE REZONING PROPOSAL

4.1 Proposed Amendments to the Draft Nam Sang Wai OZP

4.1.1 The Applicant intends to seize this unique opportunity to optimise the residential / industrial interface of the Application Site. In parallel, the Applicant seeks to unleash the development potential of the Application Site for a medium-density residential use, which could provide complement the changing spatial development framework of the area. To facilitate this planning intention, it is proposed to rezone the Application Site from "OS", "I(D)" and 'Road' zones to a "R(E)" zone or an alternative option with incorporation of a tailor-made "Other Specified Use" annotated "Industrial" zone if deem appropriate by the Town Planning Board

Original Option

4.1.2 The original option will rezone the Application Site into one "R(E)" zone with 3 development portions namely:

1. Residential Portion (with a total maximum domestic GFA of about 115,942m^2 and a maximum building height of not more than 115mPD);

2. Relocated Soy Sauce Factory Portion (with a maximum GFA of not more than 13,700m^2 and a maximum building height of not more than 15m); and

3. A site of site area of 6,200m^2 has been reserved for school use in the middle portion of the Application Site. In the event that the reserved site is to be developed for educational purposes to be implemented by private sector, the future operator will make required application(s) and registration(s) to relevant Government authorities for approval under the prevailing policy.

4.1.3 Respective proposed development parameters to be reflected in the proposed Notes of the proposed "R(E)" zone on the OZP are provided as follows:

Table 4.1 Proposed Development Restrictions of Schedule I in "R(E)" zone (Original Option)

Schedule I: **For open air development or for building other than industrial building**	
Proposed Development Restrictions	**Proposed "R(E)" Zone**
Maximum PR	Not more than 2.73
Maximum Building Height	Not more than 115mPD

Table 4.2 Proposed Development Restrictions of Schedule II in "R(E)" zone (Original Option)

Schedule II: **For existing industrial development (including relocation of existing industrial development falling within the same "R(E)")**	
Proposed Development Restrictions	**Proposed "R(E)" Zone**
Maximum Non-domestic GFA	Not more than 13,700m^2
Maximum Building Height	Not more than 15mPD

4.1.4 The proposed amendments to the Plan and Notes of the "R(E)" zone are enclosed in **Appendix A1**.

Alternative Option

4.1.5 If it is considered necessary to provide a more certain degree of planning control and land-use framework for the relocated soy sauce factory, the Applicant has come up with another alternative OZP amendment option for consideration. Under the proposed alternative option, a tailor-made "Other Specified Uses" annotated "Industrial Uses" ("OU(I)") zone is proposed for the relocated soy sauce factory. The planning intention, Schedule of Uses and Notes have been formulated taking into account the design of the factory building and the unique operation procedure of the soy sauce factory. In particular, new development or redevelopment of the existing soy sauce factory (i.e. defined as "Industrial" use) will require planning application for permission before development / redevelopment so as to allow more control on the design by the Town Planning Board and Government departments.

4.1.6 Under this alternative option, the development portion other than the relocated soy sauce factory will remain as a "R(E)" zone. The proposed "R(E)" zone will consist of 2 components namely:-

1. Residential Portion (with a total maximum domestic GFA of about 115,942m^2 and a maximum building height of not more than 115mPD); and

2. A site of site area of 6,200m^2 has been reserved for school use in the middle portion of the Application Site. In the event that the reserved site is to be developed for educational purposes to be implemented by private sector, the future operator will make required application(s) and registration(s) to relevant Government authorities for approval under the prevailing policy.

4.1.7 Respective proposed development parameters to be reflected in the proposed Notes of the proposed "OU(I)" zone and "R(E)" zone on the OZP are provided as follows:

Table 4.3 Proposed Development Restrictions of Schedule I in "R(E)" zone (Alternative Option)

Schedule I: **For open air development or for building other than industrial building**	
Proposed Development Restrictions	**Proposed "R(E)" Zone**
Maximum GFA	Not more than 126,242m^2
Maximum Building Height	Not more than 115mPD

Table 4.4 Proposed Development Restrictions of "OU(I)" zone (Alternative Option)

Proposed Development Restrictions	**Proposed "R(E)" Zone**
Maximum Non-domestic GFA	Not more than 13,700m^2
Maximum Building Height	Not more than 15mPD

4.1.8 For details, please refer to the proposed amendments to the Plan and Notes of the "OU(I)" zone and "R(E)" zone in **Appendix A2**.

4.1.9 The Applicant has conducted a planning study on the proposed land-use zoning boundaries for different portions of developments under this alternative option. For details, please see **Appendix A3**.

4.2 Indicative Development Scheme and Development Schedule

4.2.1 By seeking agreement from the operator of the existing soy sauce factory on-site, the Applicant now proposes to optimise the spatial planning of the Application Site by relocating the factory portion to the southern portion of the site which is already a disturbed open storage brownfield site abutting to the San Tin Highway and is further away from Deep Bay. The new soy sauce factory to be provided on the southern portion of the site will be a modernised factory with an environmental-friendly production mode, which will improve the quality of the local environment and hence renders an opportunity for the Applicant to re-visit the development potential for the remaining portion of the Application Site.

4.2.2 In support of the above proposed planning intention, an indicative development proposal has been prepared. According to the indicative scheme, the northern portion of the Application Site will be proposed to be a medium-density comprehensive development with residential and supporting commercial and ancillary uses. The southern portion of the Application Site will be for the future operation of the relocated existing soy sauce factory. To cater for the potential educational needs of the area's future population, a reserved site for primary school has been reserved within the Application Site. In the event that the reserved site is to be developed for educational purposes to be implemented by private sector, the future operator will make required application(s) and registration(s) to relevant Government authorities for approval under the prevailing policy. The Indicative Master Layout Plan, Floor Plans and Indicative Section Plans of the Proposed Development are shown in **Figures 4.1** to **4.8**.

4.2.3 For the proposed development parameters of the indicative development scheme in support of the rezoning application, please refer to **Table 4.5** below.



llewelyn davies

Title

Indicative Demarcation of Development Portions

Checked	DH	Drawn	PW
Rev	0	Date	Feb 2024
Scale NA		Figure 4.1	



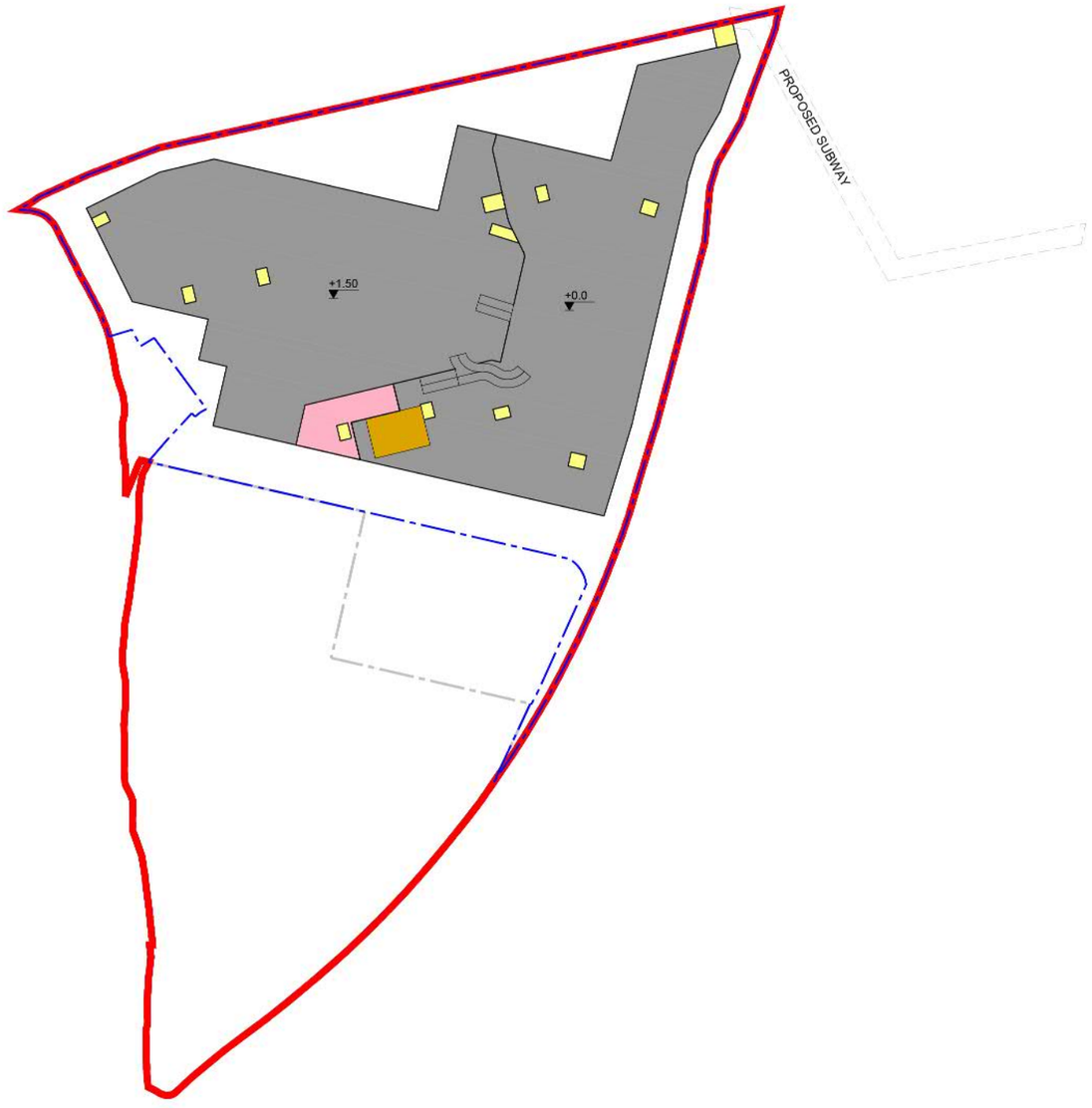
1. All spot levels marked on the building structures (including towers, clubhouse and GIC blocks) refer to the main roof levels.
2. No.of storeys marks on plans show total no.of storeys including towers and podiums, excluding basement(s).
3. "Commercial uses" include 'Eating Place', 'Shop and Services', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, arts school, ballet and other types of schools providing interest/ hobby related courses), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture'

Title

Indicative Master Layout Plan

Checked	DH	Drawn	PW
Rev	0	Date	Feb 2025
Scale		Figure	4.2

N



- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY (RESIDENTIAL PORTION)
- CLUBHOUSE
- RESIDENTIAL LOBBY AREA / LIFTS
- CARPARK / E&M
- REFUSE COLLECTION POINT

VT	Title: Indicative Master Layout Plan – Basement Floor	Checked	DH	Drawn PW
		Rev	0	Date Feb 2025
		Scale		Figure 4.3



1. All spot levels marked on the building structures (including towers, clubhouse and GIC blocks) refer to the main roof levels.
2. No.of storeys marks on plans show total no.of storeys including towers and podiums, excluding basement(s).
3. "Commercial uses" include 'Eating Place', 'Shop and Services', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, arts school, ballet and other types of schools providing interest/ hobby related courses), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture'

Title

Indicative Master Layout Plan – Ground Floor

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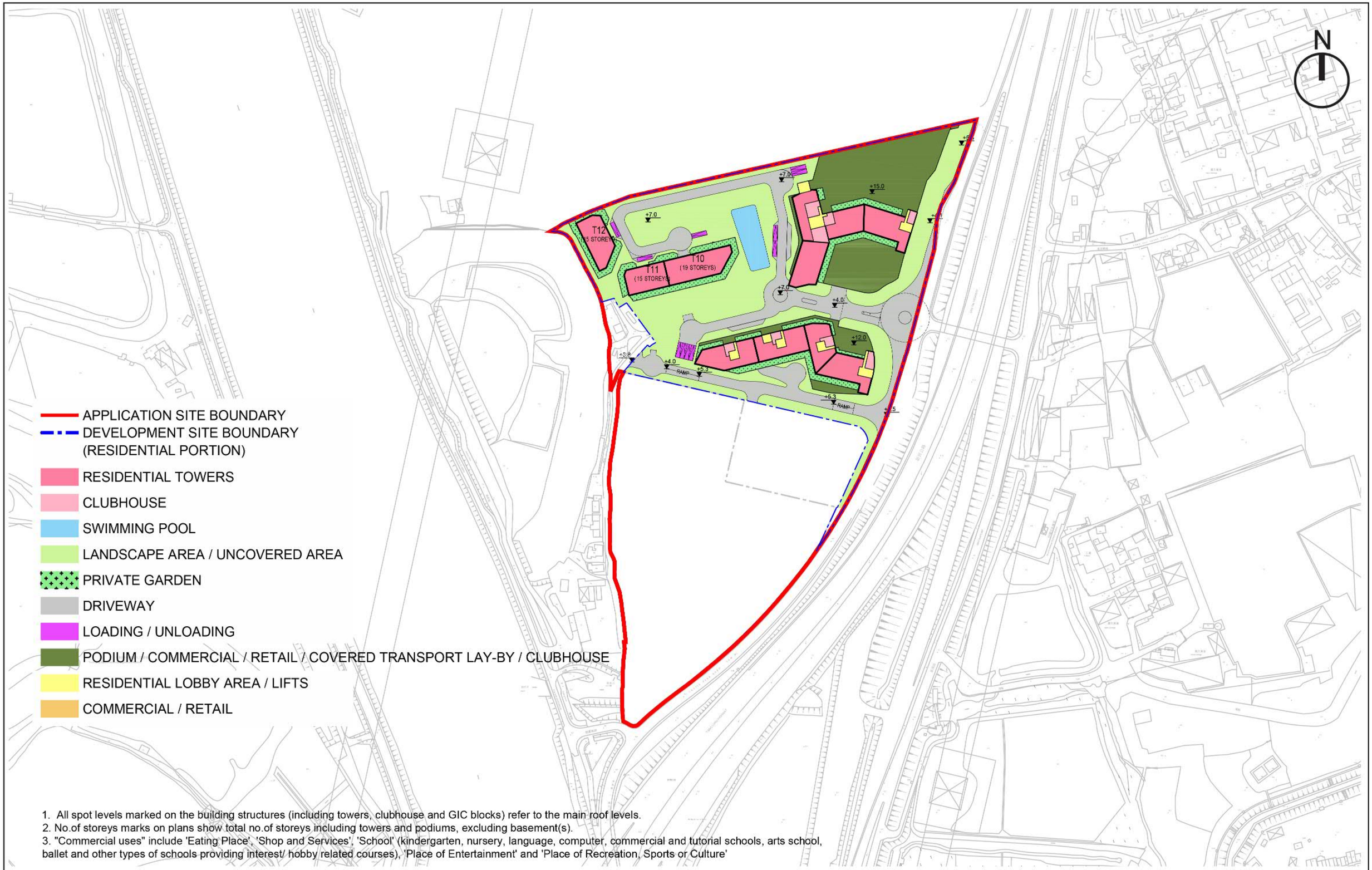
Rev	0	Date	Feb 2025
Scale		Figure	4.4



1. All spot levels marked on the building structures (including towers, clubhouse and GIC blocks) refer to the main roof levels.
2. No.of storeys marks on plans show total no.of storeys including towers and podiums, excluding basement(s).
3. "Commercial uses" include 'Eating Place', 'Shop and Services', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, arts school, ballet and other types of schools providing interest/ hobby related courses), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture'

Title

Indicative Master Layout Plan – First Floor

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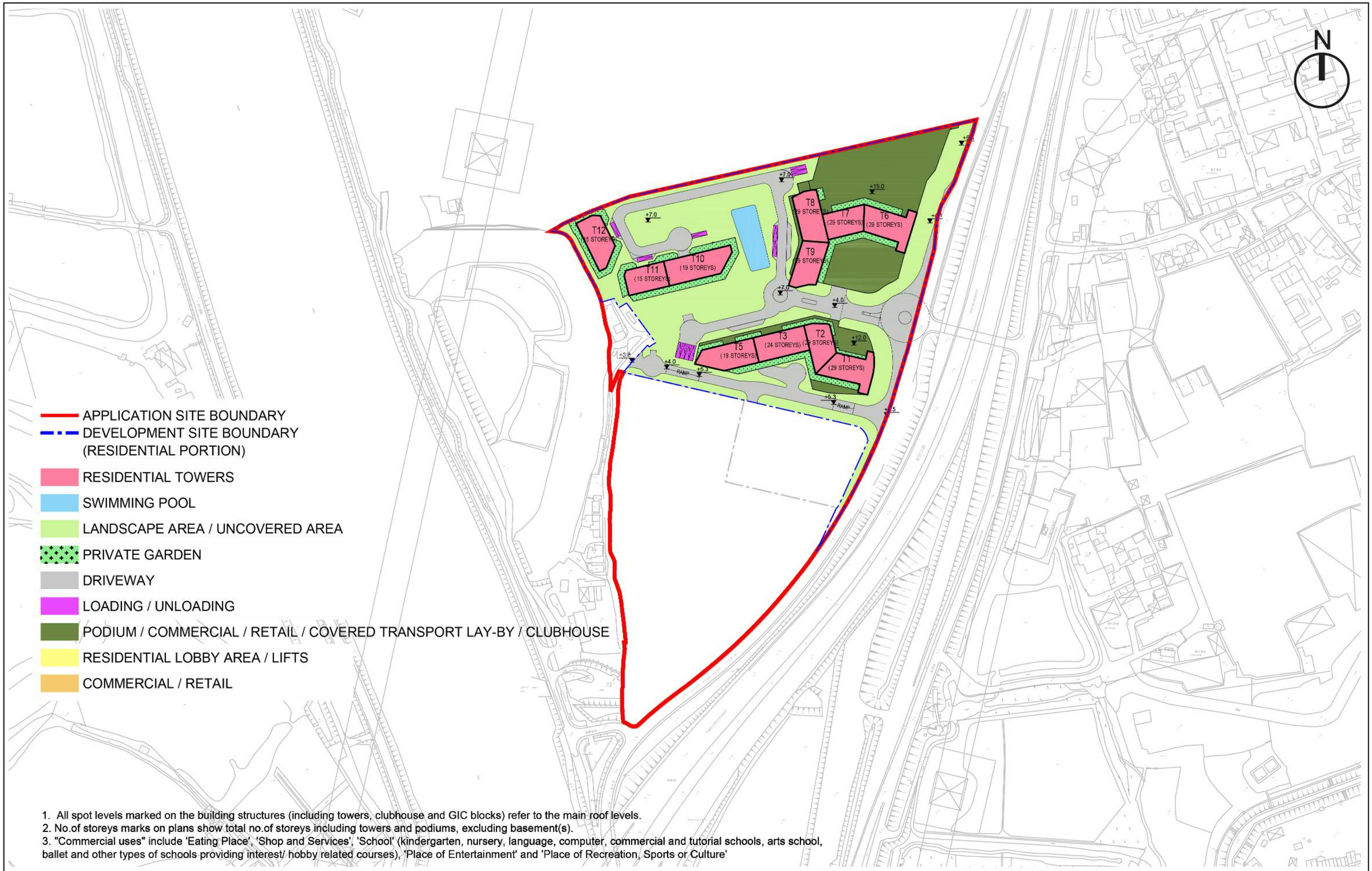
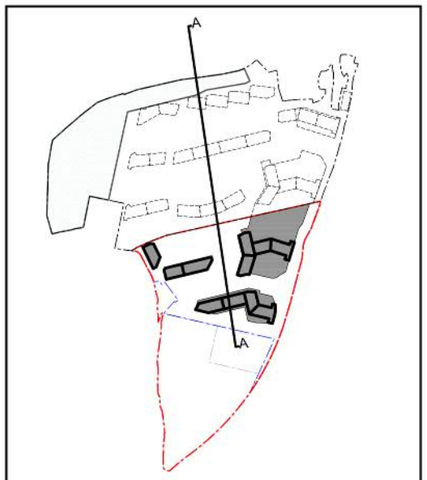
Scale		Figure	4.5



1. All spot levels marked on the building structures (including towers, clubhouse and GIC blocks) refer to the main roof levels.
2. No.of storeys marks on plans show total no.of storeys including towers and podiums, excluding basement(s).
3. "Commercial uses" include 'Eating Place', 'Shop and Services', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, arts school, ballet and other types of schools providing interest/ hobby related courses), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture'

	Title	Indicative Master Layout Plan – Second Floor		
			Checked	DH
			Rev	0
			Scale	
			D rawn	PW
			Date	Feb 2024
			Figure	4.6

RESIDENTIAL TOWERS
CLUBHOUSE
RESIDENTIAL LOBBY AREA / LIFTS
COMMERCIAL / RETAIL
CARPARK / E&M



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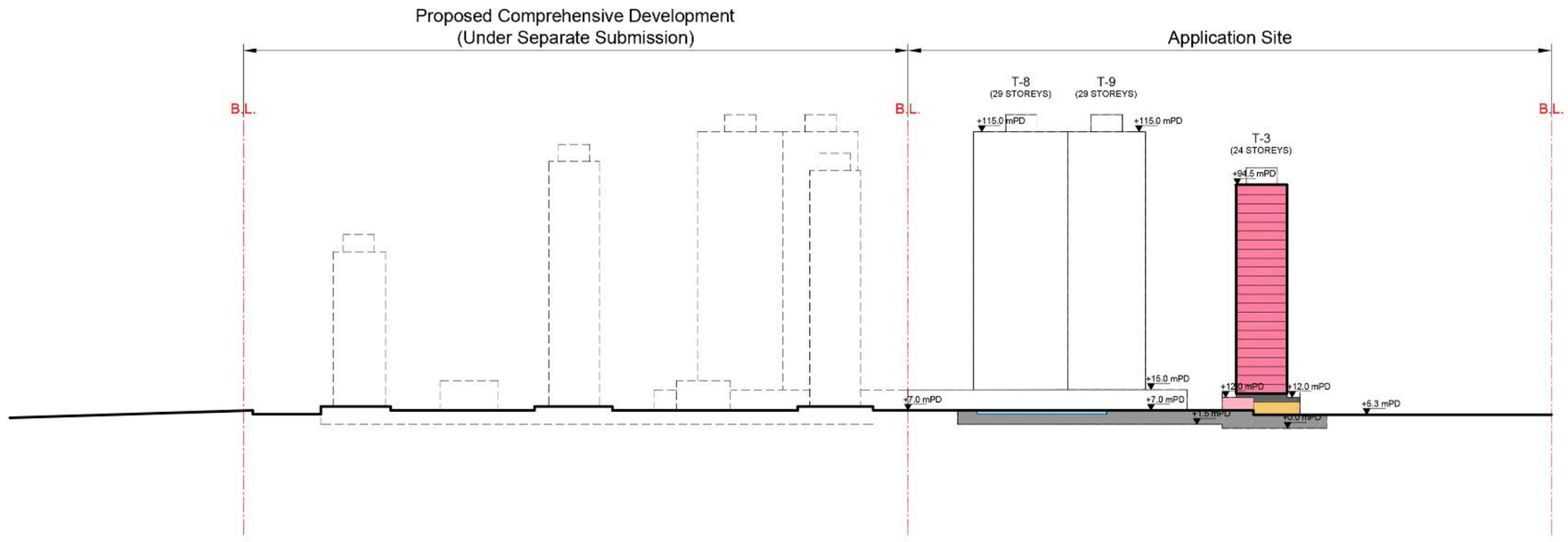
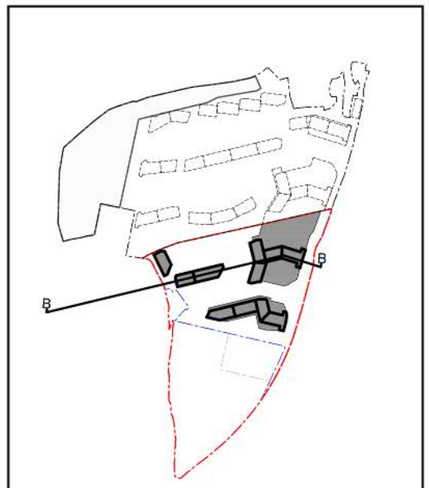


	Title	Indicative Section A-A Plan		
			Checked	DH
			Drawn	PW
			Rev	0
			Date	Feb 2025
			Scale	
			Figure	4.7

- RESIDENTIAL TOWERS
- CLUBHOUSE
- RESIDENTIAL LOBBY AREA / LIFTS
- COMMERCIAL / RETAIL
- CARPARK / E&M
- COVERED TRANSPORT LAY-BY



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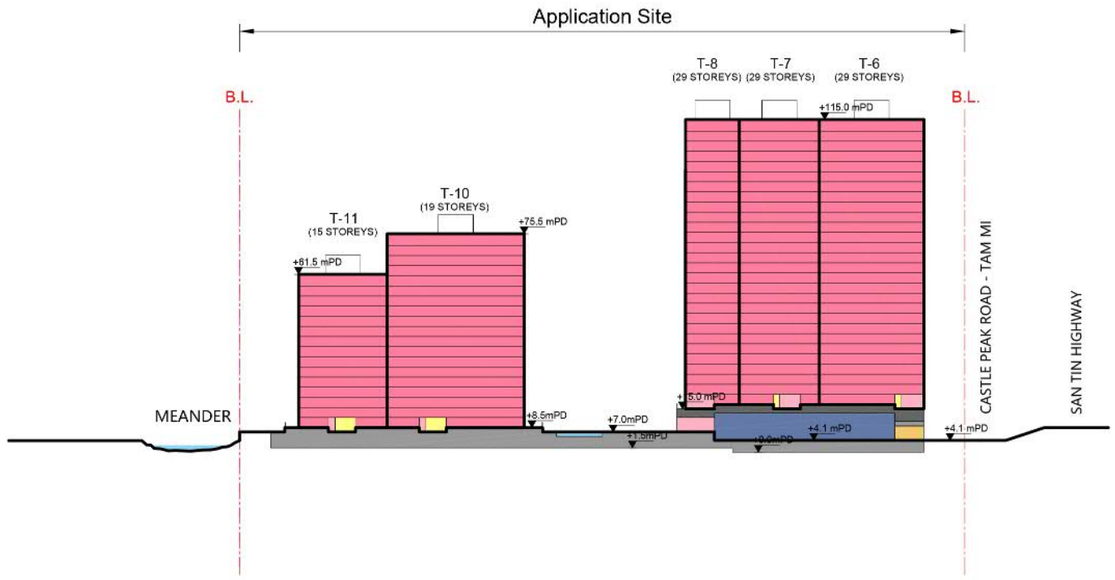


	Title			
	Indicative Section B - B Plan	Checked	DH	Drawn PW
		Rev	0	Date Feb 2025
		Scale		Figure 4.8

Table 4.5 Indicative Development Schedule

Development Parameters	
Application Site Area (m^2) (about)	81,550 (1)
Residential Portion	47,891 (1)
Relocated Soy Sauce Factory Portion	27,459
Reserved School Site	6,200
Development Site Area (m^2) (about)	73,960 (2)
Residential Portion	46,501
Relocated Soy Sauce Factory Portion	27,459
Residential Portion	
Domestic GFA (m^2) (about)	115,942
Non-domestic GFA (m^2)	
Commercial Uses (m^2) (3) (about)	3,900
Covered Transport Lay-by (m^2) (about)	6,400
Maximum Building Height (to the main roof)	Not more than 115mPD
No. of Residential Towers	11
No. of Units	3,115
Average Flat Size (m^2) (about)	37.2
No. of Domestic Storeys (4)	Not more than 28
No. of Non-domestic Storeys	
Non-domestic Podium (5)	Not more than 1
Basement Carpark	1
Anticipated Population (6)	8,099
Communal Private Open Space (m^2) (7)	8,099
Maximum Site Coverage (above ground)	
Domestic	< 33.33%
Non-domestic	< 100%
Clubhouse Facilities (8)	
GFA (m^2) (about) (9)	3,500
No. of Storeys	2
Relocated Soy Sauce Factory Portion (10)	
Non-domestic GFA (m^2)	Not more than 13,700 (11) (12)
Maximum Building Height (to the main roof)	Not more than 15 mPD (11)

Remarks:

(1) Include portion of Government land currently occupied by some temporary structures at the western portion of the Application Site with an area of about 1,390m^2.
(2) Including the proposed public road within the Application Site and the proposed traffic improvement works along Castle Peak Road.
(3) Include commercial GFA for 'Shop and Services', 'Eating Place, 'School' (nursery / kindergarten / language, computer, commercial or tutorial schools / technical institutes / other types of schools providing interests and hobby related courses for subjects such as arts, ballet and etc.), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture' uses at the commercial portion.
(4) Exclude transfer plates.
(5) Including commercial uses and Covered Transport Lay-by.
(6) Assuming a Person-Per-Flat ratio of 2.6 as per the suggestion in HK2030+.
(7) Not less than 1m^2 per person according to HKPSG.
(8) Exempted from plot ratio calculation.
(9) Or such other areas of clubhouse as may be approved by the Buildings Department based on the total permissible domestic GFA for individual land parcel (site under the Buildings Ordinance) at the future GBP.
(10) For the manufacture of soy, sauce, preserved fruits or vegetables or Chinese sweetmeats and no domestic buildings shall be erected thereon except ancillary premises that the District Commissioner, New Territories (Lands Department) may consider reasonable for accommodating staff and workers employed on the premises.
(11) In order to facilitate the future operation of the relocated soy sauce factory, about 7,300m^2 of the floor area of the future plant room will have a high headroom of about 8m and about 6,400m^2 of the floor area of the future plant room will have a headroom of about 5m.
(12) The floor space that is constructed for plant rooms (including steam boiler rooms, fan rooms, air compressor room, photo voltaic (PV) panel room, LPG store, DG chemical store, waste water treatment plant and associated plant rooms) for the relocated soy sauce factory is exempted from GFA calculation.

Residential Portion

4.2.4 The Proposed Residential Portion is located at the northern portion of the Application Site. It has a development site area of about 46,501m^2, a domestic GFA of about 115,942m^2 and comprises 11 nos. of residential towers. The maximum building height (to the main roof) is not more than 115mPD, with stepped building heights profile descending from east to west.

4.2.5 The Proposed Development provides about a total 3,115 nos. of flats. Based on a Person-Per-Flat ratio of 2.6 as per the suggestion in HK2030+, the Proposed Development accommodates a population of about 8,099 persons. Clubhouse facilities will also be provided. A non-domestic GFA of about 10,300m² is also proposed to support the needs of the future residents and the wider community, which comprises of commercial GFA of about 3,900m^2 and a covered transport lay-by of GFA of about 6,400m^2.

4.2.6 The commercial facilities will include 'Shop and Services', 'Eating Place, 'School' (nursery / kindergarten / language, computer, commercial or tutorial schools / technical institutes / other types of schools providing interests and hobby related courses for subjects such as arts, ballet and etc.), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture' uses.

4.2.7 The transport lay-by will serve both the future residents and the surrounding neighbourhood to contribute to their daily commute needs, which strengthen the connectivity with Yuen Long Station and Yuen Long New Town, as well as other sub-urban and fringe areas.

4.2.8 Looking at the wider context, another proposed comprehensive development comprising residential, commercial and other ancillary uses within a proposed "OU(CDWRA)1" zone are proposed under separate planning application (i.e. Y/YL-NSW/8). The development will be situated between the Proposed Residential Portion and the existing ponds to the further northwest.

Reserved School Site

4.2.9 To cater for the potential educational needs of the area's future population, a site (of site area of 6,200m^2) has been reserved for school use in the middle portion of the Application Site. In the event that the reserved site is to be developed for educational purposes to be implemented by private sector, the future operator will make required application(s) and registration(s) to relevant Government authorities for approval under the prevailing policy.

Relocated Soy Sauce Factory Portion

4.2.10 The southern portion of the Application Site will be reserved for the relocation of the existing soy sauce factory. A total non-domestic GFA of not more than 13,700m^2 and a maximum building height of not more than 15mPD are allowed for the operation of the relocated soy sauce factory.

4.2.11 Since the existing soy sauce factory within the Application Site has been in operation for years, the existing levels of odour, noise and emissions should have been tolerated. Nevertheless, since there would be a future residential development and the reserved school site close to the relocated soy sauce factory, careful design considerations should be considered to ensure the compatibility amongst different uses. While the detailed layout is subject to detailed design and future operation of the soy sauce factory, the following design considerations should be taken into account:-

(i) A separate vehicular access will be reserved for the relocated soy sauce factory to connect with Castle Peak Road to minimise the any possible interfacing issues with the access of the future residents of the proposed residential development;

(ii) The future relocated soy sauce factory will be designed and powered by electricity to eliminate stack emission.

(iii) Operations that would generate odour will be housed indoor, the exhausts within the building will be centralized and deodorized by deodorization units before emission;

(iv) The exhaust air louver will be located on southern façade of the relocated soy sauce factory which is away from the proposed residential development;

(v) The outdoor sun-drying area for semi-product aging is located to further south away from any air sensitive uses. The concrete tanks for sun-drying will be covered with transparent plastic pane at all-time except during collecting bean paste and not more than 3 concrete tanks will be opened at the same time;

(vi) Any noisy facilities will be designed to meet HKPSG standard; and

(vii) Proper drainage and sewerage system will be constructed with necessary wastewater treatment facilities installed to treat effluent to acceptable standard before discharge to public sewerage system. There will be no direct discharge of wastewater to surrounding water body.

4.2.12 As such, under the subject rezoning planning application stage, there will be no in-principle unacceptable environmental noise, air quality and water quality impact due to the future operation of the soy sauce factory. For details of the design mitigation proposals, please refer to **Appendix E – Environmental Assessment** for consideration.

4.2.13 To provide additional planning control, a tailor-made "OU(I)" land-use zoning has also been proposed under the alterative OZP amendment option. Under this option, the new development / redevelopment of the soy sauce factory will require future S16 planning application for permission. Detailed layout and design of all mitigation measures of the soy sauce factory will be considered and approved by the Town Planning Board and relevant Government departments before implementation.

4.3 Landscape Design Consideration

4.3.1 The Indicative Landscape Master Plan (LMP) and Section Plans are attached as **Figures 4.9** to **4.11** to illustrate the proposed landscape design concept of the proposed development. The details of the Landscape Design Proposal are provided in **Appendix B**.

4.3.2 The design objectives of the LMP are to:-

(i) To create a landscape design that corresponds to the specific site conditions of the Proposed Development;

(ii) To ensure the Proposed Development is sensitively integrated into the neighbouring areas via naturalistic edge treatments;

(iii) To ensure the character of the landscape design that compliments the aesthetic of the architectural elements and is consistent with the overall design language;

(iv) To minimise the visual impact of the Proposed Development through carefully planned landscape treatment;

(v) To create suitable outdoor spaces for active and passive recreational activities; and

(vi) To promote the use of native plant species throughout the landscape area to contribute to the sustainability of the site and the adjacent neighbourhood, and to introduce exotic ornamental species where necessary and to enrich the sense of place of featured areas.

4.3.3 With consideration to achieving urban-rural integration, landscape features to be provided in the Proposed Development include:

- Landscape at main access – Accesses to the Proposed Development will be located along the existing Castle Peak Road. The entry to the residences will be defined by attractive trees and shrubs planting with a feature tree and paving to create a welcoming entrance and signature identity;

LEGEND

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY (RESIDENTIAL PORTION)
- PROPOSED TREES
- BUFFER PLANTING
- ORNAMENTAL PLANTING AND FLOWERING SHRUBS
- PLANTING AREA
- TIMBER DECK
- LAWN
- SWIMMING POOL
- PLAY AREA
- FEATURE PAVING
- EVA
- OUTDOOR SEATING
- PAVILION

1. VEHICULAR ACCESS - RESIDENTIAL PORTION
2. PODIUM GARDEN
3. LANDSCAPE GARDEN
4. SITTING OUT AREA
5. PLAY AREA
6. SWIMMING POOL
7. RAMP TO BASEMENT CARPARK
8. VEHICULAR ACCESS OF CTL
9. VEHICULAR ACCESS - RESERVED SCHOOL SITE AND EXISTING TEMPORARY STRUCTURES

T12 T10 T11 T8 T7 T6 T9 T5 T3 T2 T1

MEANDER

CASTLE PEAK ROAD

PROPOSED SUBW

SAN TIN HIGHWAY

RELOCATED SOY SAUCE FACTORY PORTION

RESERVED SCHOOL SITE

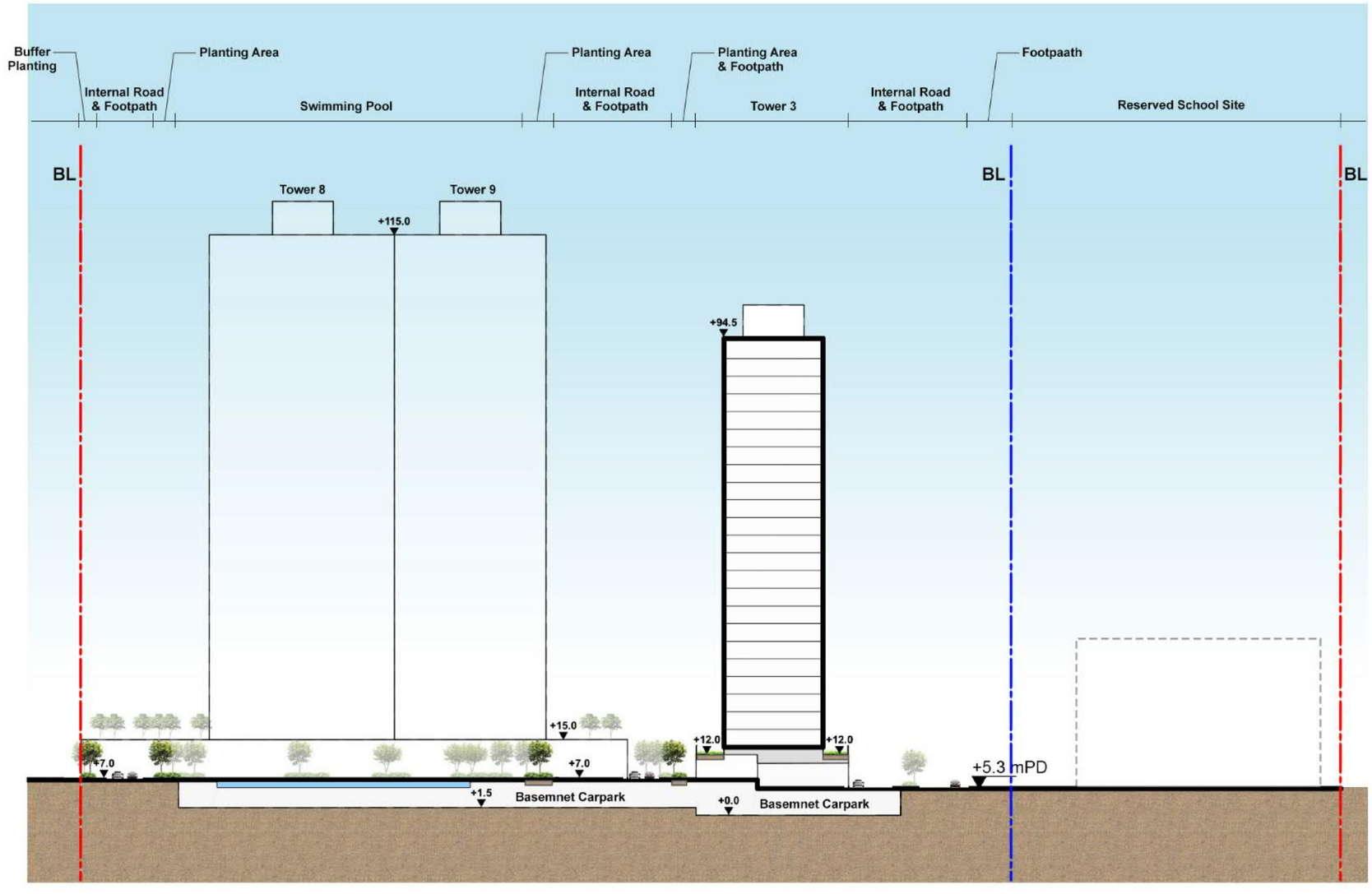
+7.0 +15.0 +5.1 +5.3 +3.9 +4.1 +4.0 +3.8 +12.0 +5.3 +4.5

0 20 40 60 80m

Title	Indicative Landscape Master Plan	Checked	DH	Drawn PW
		Rev	0	Date Feb 2025
		Scale		Figure 4.9



KEY PLAN



SCALE 1:1000

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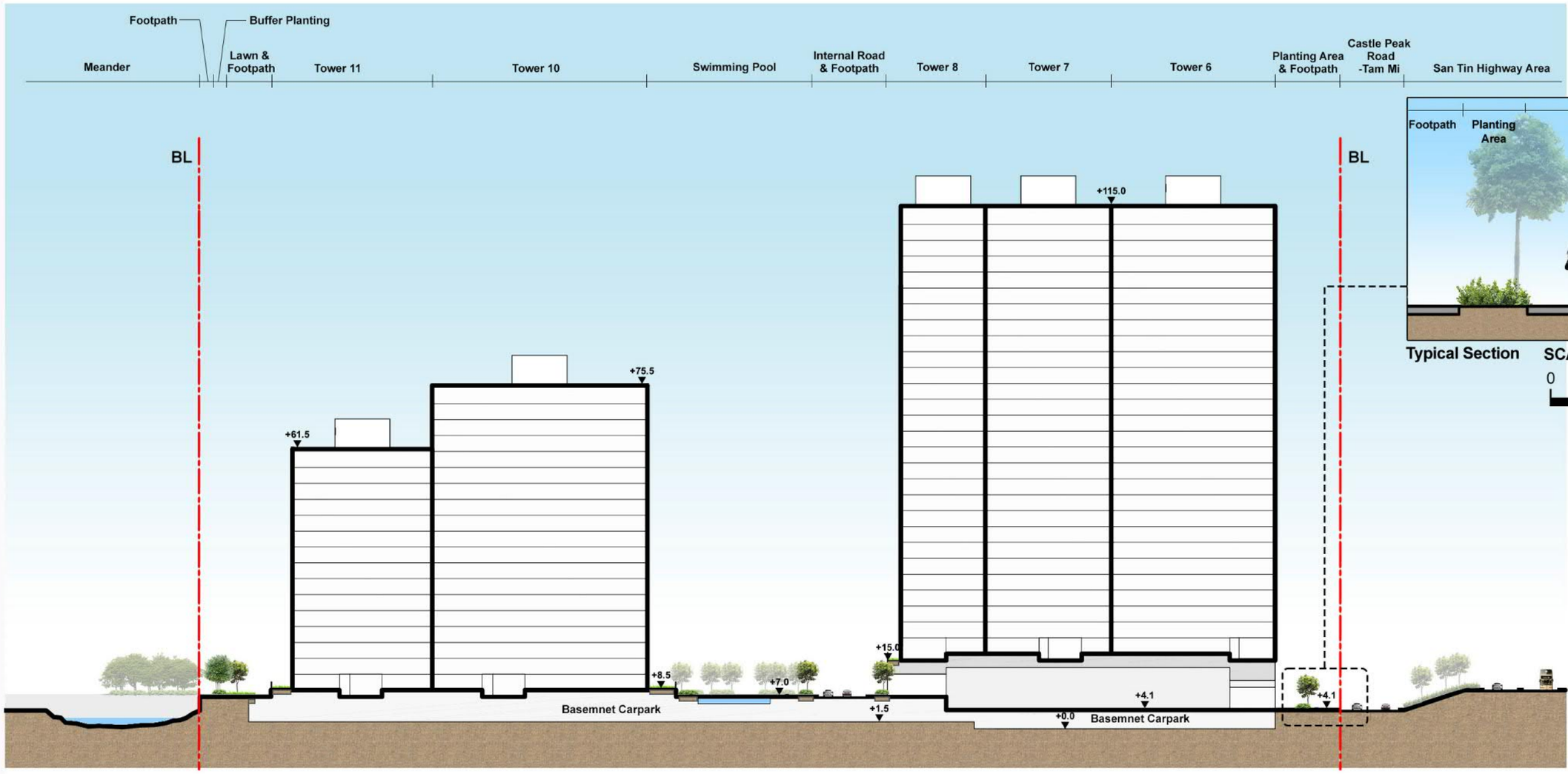
Scale		Figure	4.10

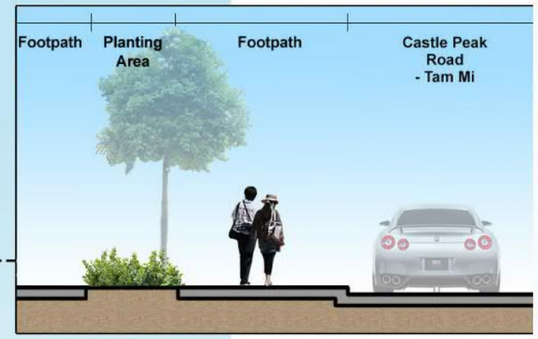
Title

Indicative Landscape Section A-A Plan



KEY PLAN





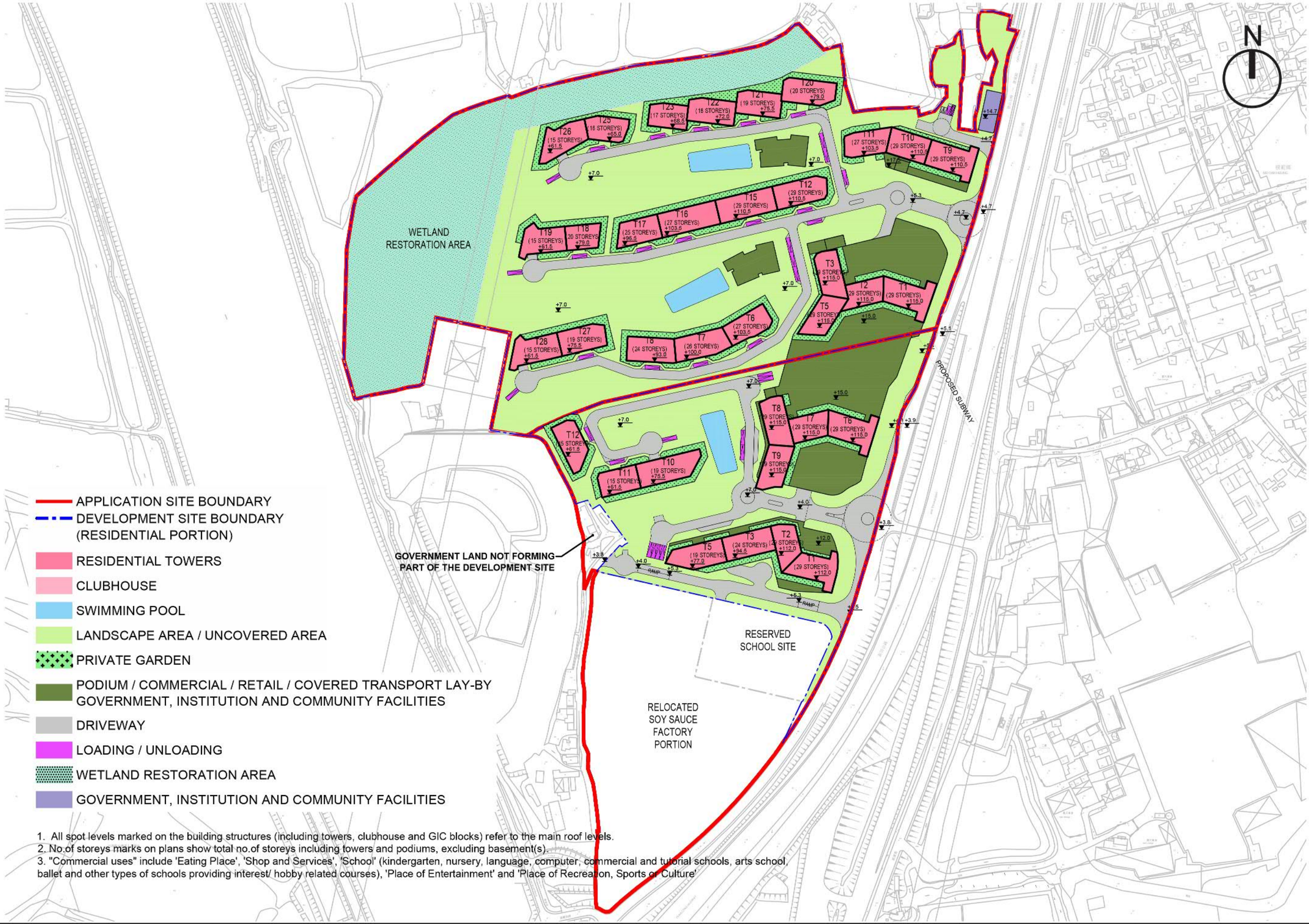
Typical Section SCALE 1:100

0 1 2 3 4 5m

SCALE 1:1000

0 20 80m

Title	Indicative Landscape Section B-B Plan	Checked	DH	Drawn PW
		Rev	0	Date Feb 2025
		Scale		Figure 4.11



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3. "Commercial uses" include 'Eating Place', 'Shop and Services', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, arts school, ballet and other types of schools providing interest/ hobby related courses), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture'

Title

Combined Indicative Master Layout Plan (Proposed Developments under Planning Application No. Y/YL-NSW/8 & Y/YL-NSW/9)

Checked	DH	Drawn	PW
Rev	0	Date	Feb 2025
Scale		Figure	4.12

- Streetscape – Extensive soft landscaping is proposed to create a green interior streetscape. The planting will aim to provide colour and texture to the streetscape throughout the year and generally soften the appearance of the architectural elements. On the north-western and southern sides of the Application Site, trees will be planted as a noise and visual buffer from the adjacent meander of Kam Tin River;

- Residential Area – Hard and soft landscape spaces are proposed around the residential towers to complement the built environment. Planting schemes with themed planting palettes will differentiate different character zones. A selection of natural and contemporary materials will be chosen to produce attractive design solutions; and

- Recreational Facilities and Communal Gardens – A selection of recreational facilities, landscape garden and communal gardens will be integrated into the landscape areas and the upper level of the commercial areas and the covered transport lay-by for all residents and visitors. Outdoor seating will be provided at the gardens, where extensive ornamental shrub planting beds will be created to provide seasonal interest and layers of texture throughout the year. Intergenerational play areas and undulating landscape mounds for play and picnics will also be provided within these spaces.

4.3.4 There are 7 tree groups containing a total of approximately 315 nos. of existing trees affected by the Proposed Development. Trees along the site reserved for the school and soy sauce factory will also be affected by future site works. Since these trees are all found to be in poor form and poor to fair health condition with low amenity value and low survival rate, they are all proposed to be felled. A minimum of 315 nos. of standard trees of enhanced quality will all be planted in the Development Site of the Proposed Residential Portion to compensate for the felled trees within the entire Application Site (including those felled in the School Portion and Soy Sauce Factory Portion) thereby achieving a compensatory planting ratio of 1:1.

4.3.5 With a total greenery area of not less than 13,950m^2, the minimum 30% greenery for the Proposed Residential Portion is achieved in accordance with the requirement of PNAP (APP-152). A total open space of not less than 8,099m^2 is also proposed to achieve a minimum standard of 1m^2 per person as stipulated in Chapter 4 of the HKPSG.

4.4 Access Arrangement & Internal Transport Facilities

Development Access

4.4.1 The Application Site is currently served by Castle Peak Road – Tam Mi Section which runs along the eastern side of the Application Site. To enhance the road capacity, it is proposed to widen the existing Castle Peak Road – Tam Mi adjoining the Application Site to a 10.3m wide single carriageway.

4.4.2 Two vehicular access would be provided at Castle Peak Road – Tam Mi for the residential development, covered transport lay-by, reserved school site and existing temporary structure. A separate vehicular access would also be maintained at Castle Peak Road –Tam Mi for the relocated soy sauce factory.

Internal Transport Facilities

4.4.3 The internal transport facilities of the Proposed Development will be provided in accordance the requirements stipulated under the latest Hong Kong Planning Standards and Guidelines (HKPSG). The respective requirements and provision are summarised in **Table 4.4** below. For detailed breakdown of the parking and servicing facilities, please refer to **Appendix D** for consideration.

Table 4.6 Proposed Car Parking and Servicing Facilities Provision

Parking and Serving Facilities	Total
Private Car Parking Spaces	
• Residential	234 (1)
• Residential (Visitor)	55
• Retail	18 (2)
• Kindergarten	2 (3)
• Relocated Soy Sauce Factory	12
Total	321 (4)
Motorcycle Parking Spaces	
• Residential	25 (5)
• Retail	2
• Relocated Soy Sauce Factory	1
Total	28
Loading and Unloading	
• Residential	11
• Retail	4 (6)
• Relocated Soy Sauce Factory (Goods Vehicle)	16
• Relocated Soy Sauce Factory (Container Vehicle)	1
Total	32
Others	
• Private Car / Taxi Lay-by for Kindergarten	2 (3)
• Small Coach Lay-by for Kindergarten	5 (7m x 3m each)
• Bicycle Parking Spaces for Residential	208 (7)

Note:
(1) Global Parking Standard (GPS) of 1 car space per 5 flats adopted.
(2) A provision of 1 private car parking space per 225m^2 GFA is adopted for retail development based on the requirement in HKPSG (1 car space per 150-300m^2).
(3) High-end provisions of parking and loading/unloading facilities for kindergarten are proposed.
(4) Accessible car parking spaces will be reserved for persons with disabilities in accordance with the HKPSG.
(5) A provision of 1 motorcycle parking space per 125 flats is adopted for residential development based on the requirement in HKPSG (1 motorcycle parking space per 100-150 flats).
(6) A provision of 1 loading / unloading bay per 1,000m2 GFA is adopted for retail development based on the requirement in HKPSG (1 loading / unloading bay per 800-1,200m^2).

4.4.4 In order to cater for the potential demand of public transport services arising from the Proposed Development, a covered transport lay-by with 5 bus bays and 2 general lay-bys is been proposed. Subject to future liaison with the service provider, the covered transport lay-by will allow adequate hardware facility to serve the future public transport demand generated.

4.5 Implementation Programme

4.5.1 The Proposed Development is tentatively scheduled for completion by **Year 2031**.

5 VISUAL CONSIDERATIONS

5.1 A Visual Impact Assessment (VIA) has been conducted to assess the source and magnitude of the impacts of the Proposed Development on existing visual character and amenity in the context of the Application Site and its environs. The details of the VIA are provided in **Appendix C**.

5.2 A number of key public vantage points (VPs) have been selected to assess the overall visual impact of the Proposed Development. With reference to the analysis in preceding sections, and as illustrated on the photomontages taken at the selected VPs, the overall visual impacts of all VPs were mainly negligible / slightly adverse.

5.3 With incorporation of urban design considerations, such as appropriate landscape treatment, careful façade treatment, sensible building disposition and building separations to minimise façade length, it is considered that the Proposed Development would not bring about significant visual impact when assessed against the existing scenario.

5.4 In conclusion, the Proposed Development is fully acceptable in visual terms under the existing condition with the approved / planned developments (i.e. interim scenario), as well as the completion of another planning application for a comprehensive development to the immediate north of the Application Site (i.e. ultimate scenario).

6 TRAFFIC CONSIDERATIONS

6.1 A Traffic Impact Assessment (TIA) had been prepared in support of the Proposed Development. Details of the TIA are provided in **Appendix D**.

Junction and Road link Assessments

6.2 In order to review the existing traffic condition, traffic count surveys were conducted at 11 identified critical junctions to investigate the traffic condition during commuting peak hours. At present, all the critical junctions are operating within capacity.

6.3 The Proposed Development will result in a difference of 2-way traffic, with an increase of 89 pcu/hr and a decrease of 207 pcu/hr during the commuting AM and PM peak.

6.4 The Proposed Development is scheduled for completion in 2031 tentatively. Traffic forecast for design year 2034 was produced to assess the traffic impact arising from Proposed Development. The results of junction capacity assessments revealed that junctions except J10 and J14 would be able to handle the future traffic demand with all planned improvement works implemented.

6.5 Planned improvement measures were proposed to Fairview Park Interchange (J14) under Sha Po Public Housing Development. Additional junction improvement proposal to widen the approaching arms at Fairview Park Interchange (J14) is recommended to increase junction capacity. The performance of J14 would be improved and operating within capacity upon completion of the proposed improvement works.

6.6 The road link assessment results indicated that all the concerned road links are expected to operate within capacity except San Tin Highway (L14) and Tai Lam Tunnel (L15). With opening of future Route 11, it was anticipated that the traffic condition of both San Tin Highway and Tai Lam Tunnel could be significantly improved. Between the year 2031 (completion year of the development) and the opening year of Route 11 (i.e. year 2033), the V/C ratio of both San Tin Highway and Tai Lam Tunnel would reach 1.05 and 1.17 respectively, meaning that the traffic speed would be reduced, but would still be manageable with V/C ratio under 1.2.

Sensitivity Tests

6.7 It is noted that there is another planning application for comprehensive development with a total proposed domestic GFA of about 255,708m^2 to the immediate north of the Application Site. A sensitivity test has been carried out to assess the possible cumulative traffic impact. According to the assessment result, further junction improvement works would be proposed for the junction at Castle Peak Road – Tam Mi / Kam Pok Road East. With all planned / proposed junction improvement schemes to be timely implemented, all assessed junctions would be operated within capacity.

6.8 Another sensitivity analysis has been carried out to assess the traffic condition for the scenario without the aforementioned Sha Po Public Housing development and the corresponding junction improvements. With similar methodology adopted as discussed in the above section, 2034 traffic forecast for this sensitivity test is derived. Operational performances of the critical junctions are reassessed according to the revised traffic forecast and revealed that all the assessed junctions (except Castle Peak Road – Tam Mi / San Tam Road (J7) and Au Tau Interchange (J10)) would be able to handle the future traffic demand with all planned improvement works implemented timely.

6.9 Additional sensitivity tests were carried to assess the traffic impact induced by the potential private residential developments (such as planning applications no. Y/YL-MP/6, Y/YL-MP/7, Y/YL-MP/8, Y/YL-NTM/5 and Y/YL-NTM/6) which are situated in the vicinity of the subject development. The junction assessment results reveal that with all the planned/ proposed junction improvement schemes implemented timely, all the assessed junctions would be able to handle the future traffic demand under Sensitivity Test Scenario.

6.10 In conclusion, the Proposed Development is technically feasible in traffic terms.

7 ENVIRONMENTAL CONSIDERATIONS

7.1 In order to evaluate the acceptability of the Proposed Development in terms of air quality, noise and other related environmental impacts, an Environmental Assessment (EA) Report has been prepared. For details of the report, please refer to **Appendix E** for consideration.

7.2 Potential industrial noise and emission, vehicular emission and railway noise impacts have been evaluated and considered acceptable, due to absence of industrial emission source within 200m from the Application Site, absence of aboveground railway system within 300m from the Application Site, remoteness and insignificance of industrial noise source, adequate separation maintained from carriageways meeting HKPSG requirement.

7.3 With agreement with the existing soy sauce factory operator, the existing soy sauce factory will be relocated to the southern part of the Application Site. Various design measures will be incorporated into the future relocated soy sauce factory, such as:-

1. A separate vehicular access will be reserved for the relocated soy sauce factory to connect with Castle Peak Road to minimise the any possible interfacing issues with the access of the future residents of the proposed residential development;

2. The future relocated soy sauce factory will be designed without any chimney stack to eliminate stack emission.

3. Operations that would generate odour will be housed indoor. Mechanical ventilation with deodorization units will be introduced;

4. The exhaust air louver will be located on southern façade of the relocated soy sauce factory which is away from the proposed residential development;

5. Any noisy facilities will be designed to meet HKPSG standard;

6. Proper drainage system and onsite wastewater treatment plant will be constructed to treat effluent to acceptable standard before discharge;

7. Concrete tanks will be covered with transparent plastic pane at all time except when collecting bean paste and not more than 3 concrete tanks will be opened at a time;

8. Commissioning testing will be conducted before the operation of the relocated Soy Sauce Factory after the deodorization units are installed if necessary;

9. Regular monitoring of the odour removal efficiency during operation stage may also be conducted to ensure the targeted odour removal efficiency could be achievable if necessary; and

10. If odour complaint is received, odour patrol will be conducted at the relevant ASR and the site boundary of the factory. Remedial actions shall be taken to rectify the odour problem if it is confirmed to be related to the operation of the factory.

7.4 The proposed Relocated Soy Sauce Factory will also be under column 2 of the proposed "R(E)" or "OU(I)" zone so that subsequent S16 planning application is required. If relevant Government Departments consider appropriate to review the design of the factory at subsequent detailed design and implementation stages, the Odour Impact Assessment can be further reviewed with further odour samples to be collected under different weather conditions and supplementary information of odour removal efficiency submitted to Government for review (e.g. under S16 planning application).

7.5 With implementation of the above recommended design measures, no insurmountable environmental noise, air quality and water quality due to the future operation of the soy sauce factory is anticipated.

<u>Residential Portion and Reserved School Site</u>

7.6 The proposed residential use itself is generally non-environmental polluting in nature. No chimney stack would be erected. The proposed Covered Transport Lay-by will be designed with the exhaust louver facing road and away from any air sensitive receiver of the proposed residential development. In fact, there is no nearby air sensitive uses close to the tentative exhaust louver location, as such significant air quality impact due to the operation of the covered bus lay-by is not anticipated.

7.7 The potential road traffic noise impact on the Proposed Development has also been assessed quantitatively. Noise mitigation measures in terms of orientation, self-protecting building design (including blank wall), acoustic window / door (baffle type), and fixed glazing (with or without maintenance window) have been proposed. With the recommended noise mitigation measures in place, no significant road traffic noise impact on future residential dwellings is envisaged.

7.8 Regarding the Reserved School Site, the orientation of the future primary school would be carefully designed to avoid facing towards road directly. Air conditioning and better insulation would be recommended as the last resort.

7.9 Fixed noise impact assessment has also been conducted. The assessment result demonstrates that the predicted noise levels at selected NSRs comply with the relevant noise criteria and no at-receiver noise mitigation measure is required. It is understood that there will be potential air conditioner outdoor units proposed for clubhouse, mechanical ventilation for car park and covered transport lay-by, etc. It is noted that the detailed design is subject to fine tuning and after respective contractors engaged. To avoid adverse noise impact on the surrounding NSRs, the future contractor shall ensure that the equipment within the Proposed Development would be designed and installed to meet the HKPSG criteria.

Possible Impacts at Construction Stage

7.10 Potential environmental impacts arising from construction activities of the Proposed Development, including air quality, construction wastewater, noise and waste impacts have been qualitatively assessed. No insurmountable environmental impacts are anticipated with the implementation of environmental mitigation measures.

7.11 Based on the preliminary review at this rezoning stage, it is noted that the Application Site should have been used for soy sauce manufacturing & storage and containers open storage. Compressed gas, construction tools, abandoned wood, generators, oil stains were identified in the open storage area at grade. Potential land contaminating problems were considered possible onsite. The land contamination assessment is required and remediation (if necessary) shall be completed before development works at the Application Site.

7.12 In conclusion, there is no unacceptable environmental noise, air quality, water quality, odour and waste impacts anticipated on or arising from the proposed development with the recommended environmental mitigation measures properly implemented.

8 DRAINAGE, SEWERAGE AND WATER SUPPLY CONSIDERATIONS

8.1 Assessment Methodology

8.1.1 It is noted that there is another planning application for a comprehensive development located to the immediate north of the Application Site with a total domestic GFA of about 255,708m^2. In order to assess the cumulative impact of the two Proposed Developments, the development parameters proposed under the two planning applications have been included in this assessments to present the full picture in a holistic manner for better infrastructural planning.

8.2 Drainage Impact Assessment

8.2.1 To assess the potential drainage impact as a result of the Proposed Development, a Drainage Impact Assessment (DIA) had been carried out. Please refer to **Appendix F** for consideration.

8.2.2 The drainage impact due to the change of drainage characteristics (e.g. change in surface runoff due to increase in the unpaved area) had been assessed. Climate change and sea level rise are also considered in accordance with Stormwater Drainage Manual. Upon completion of the Proposed Development, a reduction in drainage discharge to Kam Tin River is anticipated.

8.2.3 It is proposed that the stormwater surface runoff will be collected by internal drainage pipe network as well as perimeter drains along the site perimeter. The proposed drainage system discharges a portion of surface runoff to the proposed box culvert. The proposed box culvert discharges to Historical Kam Tin River and eventually discharge to Trained Kam Tin River via existing 3x900mm pipes.

8.2.4 The remaining portion of surface runoff will be discharge to the existing outfall structure. The net discharge flow to the outfall structure will be decreased and discharged to the Trained Kam Tin River (i.e. Kam Tin Channel) via the existing twin cells 5.25m(W) × 3.84m(H) box culvert.

8.2.5 The stormwater from the relocated Soy Sauce Factory and the Reserved School Site will be discharged to existing drainage outfall structure at the southern boundary. In addition, the treated effluent from the relocated Soy Sauce Factory will also be discharged through stormwater system. The amount of treated effluent discharge would be the same as the existing soy sauce factory. Hence, no adverse impact to the stormwater system will be expected.

8.2.6 Based on the hydraulic assessment, there is no significant drainage impact on the surrounding drainage system arising from the Proposed Development.

8.3 Sewerage Impact Assessment

8.3.1 To assess the potential sewerage impact as a result of the Proposed Development, a Sewerage Impact Assessment (SIA) had been carried out. Please refer to **Appendix G** for consideration.

8.3.2 The sewage generated from the proposed residential development will be conveyed to the proposed terminal manhole (located at the western edge of the site. It will further drain to the existing gravity sewers along Pok Wai South Road, discharging to existing Nam Sang Wai Sewage Pumping Station (NSWSPS) and ultimately to Yuen Long Sewage Treatment Works (YLSTW).

8.3.3 The sewage generated from the proposed primary school and relocated soy sauce factory will be discharged to proposed sewer manhole (MH01) via rising main, conversion chambers and a series of 225mm dia. gravity sewer.

8.3.4 The sewage generated from the proposed Residential Development will be discharged proposed sewer manhole (MH04) via a 450mm dia. gravity sewer.

8.3.5 A series of 450mm dia. to 600mm dia. gravity sewer will be proposed to convey the sewage upstream from "OU(CDWRA)1" and "R(E)" sites, relocated soy sauce factory and reserved school site to existing manhole FSH1001880 at Pok Wai South Road to NSWSPS and ultimately discharge to YLSTW.

8.3.6 The existing DN1200 downstream gravity sewer connecting existing public manhole FSH1001880 and NSWSPS is considered adequate as there is no significant sewerage impact due to sewage discharge from SPSPS, KTSPS and proposed residential development to the immediate north including GIC facilities under Planning Application No. Y/YL-NSW/8.

8.3.7 The assessment report also shows that the NSWSPS, YLSTW and YLEPP will have adequate capacity to cater for the design sewage flow.

8.4 Water Supply Impact Assessment

8.4.1 To assess the potential impact on water supply as a result of the Proposed Development, a Water Supply Impact Assessment (WSIA) had been carried out. Please refer to **Appendix H** for consideration.

8.4.2 According to Water Supplies Department's record plan, there is an existing 700mm diameter fresh water main underneath San Tam Road and an existing 200mm diameter fresh water main underneath Castle Park Road – Tam Mei while no salt water supply system in the vicinity of the Application Site. The demand for flushing water would be met by using fresh water. Temporary fresh water main for flushing (TMF) is applied for the Proposed Development. It is recommended that connection of salt water supply system is to be provided to the Proposed Development when it is available.

8.4.3 The existing 80mm diameter and 50mm diameter fresh water distribution main inside the Proposed Development would be abandoned and diverted. Such diversion avoids the potential disturbance in water supply to a number of existing temporary sheds.

8.4.4 The existing 700mm diameter fresh water main along San Tam Road is proposed to tee off by a 400mm diameter fresh water main. The proposed 400mm diameter water main will then be separated into a 300mm diameter water main for fresh water supply and a 150mm diameter water main for flush water supply. About 13% capacity of the existing 700mm diameter fresh water main would be utilised.

8.4.5 The existing 200mm diameter fresh water main along Castle Peak Road - Tam Mi will be extended by about 50m towards the access road of the Application Site. The 200mm diameter fresh water main is proposed to tee off to a 80mm diameter water main for the relocated soy sauce factory fresh and flush water supply, while the fresh and flush water supply of the reserve school site will be served by another 80mm diameter water main. About 19% capacity of the existing 200mm diameter fresh water main would be utilised.

8.4.6 Considering the possible cumulative impacts of the two planning applications, the overall estimated water demand is approximately 10,757.54m^3/day in total, which would not exceed the capacity of the existing 700mm diameter fresh water main along San Tam Road, with only up to 41% capacity of the existing 700mm dia. fresh water main would be utilised.

8.4.7 The Proposed Development under this rezoning application is technically feasible from water supply point of view.

9 ECOLOGICAL CONSIDERATIONS

9.1.1 To evaluate the ecological impacts with the Proposed Development in place, an Ecological Impact Assessment (EcoIA) has been conducted. Please refer to **Appendix I** for consideration.

9.1.2 Within the Application Site, developed area, plantation and wasteland will be lost directly. Due to the very low or low ecological values of these habitats, the potential impact due to loss of those habitats is considered insignificant.

9.1.3 This EcoIA demonstrates that the proposed development would not have significant disturbance impacts to the surroundings including wetlands inside WCA, and will not affect the buffer functions of the WBA, and is thus in line with the Town Planning Board Guideline No. 12C (TPB Guideline No. 12C) "Application for Developments within Deep Bay Area".

9.1.4 Fragmentation of habitats may occur during construction phase, resulting in loss of ecological linkages between patches of habitats or habitats assemblages, especially in cases where construction of the development cuts through one habitat or between two areas of similar habitat with significant migration of fauna. The Application Site is currently dominated by habitats with low and very low value, and the areas to its north, northeast, east and south directions are also mostly wastelands, developed areas or roads/highways. Movement of non-volant fauna (e.g. mammal, herpetofauna) through the Application Site is therefore limited under the existing condition due to the low value habitats, fence along the site boundary, as well as roads/highways to the east of the site. Hence, the potential impact due to habitat fragmentation is ranked as insignificant.

9.1.5 For birds, in particular waterbirds, due to the lack of sizable wetland habitat within the Application Site suitable for species that normally occur in significant numbers in Inner Deep Bay (larger ardeids, ducks, waders, Black-faced Spoonbill), the waterbird usage in the Application Site was low as described above. In addition, as the Application Site is at the fringe of the Deep Bay wetland area, with no significant areas of wetland to the north, northeast, east and south directions, it is not likely to have considerable ecological linkages with the Inner Deep Bay wetland area, or to be utilised by waterbirds to access their suitable wetland habitats. Hence, it is considered that indirect impacts (loss of ecological linkage) on the Inner Deep Bay wetland ecosystem as a result of this development would be negligible.

9.1.6 In accordance with the flight observations recorded during the ardeid breeding season in 2019 and 2020, after taking off from Tung Shing Lane Egretry, the majority of ardeids flew along a general northward direction (flying across Yuen Long Highway and the Yuen Long Bypass Channel) with much smaller number flying eastward to Kam Tin River and westward to Yuen Long Town directions. For the breeding ardeids flying towards northern direction, after passing Yuen Long Highway, the majority of flight directions were towards Kam Tin River i.e. 39.22% and 58.33% in 2019 and 2020, respectively. None of the flight-lines passed through the Application Site. Other studies also reported ardeids have the tendency to follow waterways to reach their feeding grounds (see AEIAR-175/2013 & AEIAR-215/2017). In fact, TSL Egretry was abandoned in 2021. Potential impacts to the flight-line of breeding ardeids are therefore not expected.

9.1.7 For other detailed analysis of the direct impacts and indirect impacts induced by the Proposed Development, please refer to **Appendix I** for consideration.

9.1.8 In summary, the Proposed Development under the subject rezoning application is technically feasible in ecological terms.

10 AIR VENTILATION CONSIDERATIONS

10.1.1 An Air Ventilation Assessment has been conducted to assess the potential air ventilation impact of the Proposed Development on future pedestrian wind environment. The details of the AVA are provided in **Appendix J**.

Assessment Methodology

10.1.2 The air ventilation performance has been evaluated by comparing the Proposed Development with the previous approved development proposal (Application No. Y/YL-NSW/3), which was in support of a hotel cum shopping mall development with a maximum plot ratio of 1.5 and a maximum building height of 10 storeys (above ground) on the southern portion of the Application Site. Another previous approved planning application situated to the immediate north of the Application Site in the "OU(CDWRA)" zone (Application No. A/YL-NSW/241), which was for a proposed comprehensive development of an outlet mall with commercial uses n the Application Site, has also been taken into account in the AVA.

10.1.3 It is noted that there is another planning application for comprehensive development with a total domestic GFA of about 255,708m^2 to the immediate north of the Application Site (Application No. Y/YL-NSW/8). Two development scenarios (i.e. with or without this proposed comprehensive development under separate submission) have been assessed in the AVA.

10.1.4 The Assessment Area is determined by the height (H) of the highest building within the Assessment Area (i.e. The Proposed Development with a maximum building height of about 110 m) and usually covers an area of 1H from the site boundary as required in Technical Guide. In order to assess the cumulative impact on the pedestrian wind environment with the presence of the proposed developments of Y/YL-NSW/8 and Y/YL-NSW/9, the Assessment Area and Surrounding Area are extended to 1,000m and 2,000m respectively.

Assessment Results

10.1.5 According to the quantitative assessment result, the modelling results show that the wind performance at the pedestrian level of the area around the Application Site with completion of the Proposed Development together with the proposed comprehensive development situated to the north of the Application Site would be comparable to the approved development scenario under Application Nos. A/YL-NSW/241 and Y/YL-NSW/3.

10.1.6 In particular, the provision of building separations within the building blocks within the Application Site as well as along the northern site boundary would facilitate wind penetration and performance at local areas under annual wind condition. For examples, for the area situated in between of the two proposed developments and areas along San Tin Highway, the air ventilation performance would be enhanced under annual and summer wind conditions when comparing against the approved development scenario under Application Nos. A/YL-NSW/241 and Y/YL-NSW/3.

10.1.7 In conclusion, the Proposed Development with proposed rezoning is considered acceptable from air ventilation perspective.

11 RISK CONSIDERATIONS

11.1.1 A Quantitative Risk Assessment has been prepared to assess the potential risk posed by the high pressure town gas pipeline in the vicinity on the Proposed Development. Mitigation and other protection works, if required, would be proposed to ensure compliance with the risk guidelines as described under Chapter 12 of Hong Kong Planning Standards and Guidelines (HKPSG).

11.1.2 Key study findings are summarised below:

Individual Risk

- The individual risk contours of 1E-08 and 1E-09 per year were identified for the existing high pressure town gas pipeline (HPTGP) and within the proposed study zone. The predicted individual risk level is well below the individual risk criterion as 1E-05 per year from Hong Kong Risk Guidelines.

Societal Risk

- The societal risk for Operational Phase (2031) of the Application Site is within "Acceptable" region based on Hong Kong Risk Guidelines.

11.1.3 It could be concluded that the individual risk and societal risk associated with the existing HPTGP are in compliance with Hong Kong Risk Guidelines. As such, no further mitigation measures are required.

11.1.4 The assessment of the risks posed by the existing high pressure town gas pipeline (HPTGP) running along San Tam Road in the vicinity of the Application Site during operation phase (i.e. Year 2031) are therefore in compliance with Hong Kong Risk Guidelines. For details, please refer to **Appendix K** for consideration.

12 REZONING JUSTIFICATIONS AND MERITS

12.1 Complementary to the Latest Strategic Planning Framework

12.1.1 With an overall vision from the Government to developing the Northern Metropolis into a metropolitan area good for people to live in, work and travel, it is expected that there will be ample opportunities for housing, technology development and other industries in the Northern New Territories.

12.1.2 According to Northern Metropolis Action Agenda issued by the Government in October 2023, the Northern Metropolis will be divided into four major development zones given the characteristics and strengths of different areas. The Application Site is situated within one of the four major development zones (i.e. Innovation and Technology Zone). The focus development of this zone is the San Tin Technopole, which not only acts as the core of industrial development in the Northern Metropolis, but also intended to become a liveable town with comprehensive community facilities. It will become an International I&T hub, with unique metropolitan landscape marked with "Urban-Rural Integration and Co-existence of Development and Conservation".

12.1.3 To act in a forward-planning perspective, the Applicant has proactively review the development potential of the Application Site and formulate a development proposal that integrate residential development within re-industrialization of the Soy Sauce Factory. The subject development proposal is able to not only contribute to housing supply in the short run, but also act as a catalyst to phase out the surrounding open storage and port back-up uses for the development of the Northern Metropolis.

12.2 Harnessing the Enhanced Infrastructure Capacity of the Planned Traffic Infrastructure to Unleash Development Potential

12.2.1 According to the Northern Link (NOL) Project Profile prepared by the MTR Corporation Limited (MTRCL), the NOL will form railway loop in the northern new territories that drives land and economic development along the alignment. With the construction of the NOL scheduled to commence in 2025 and complete in 2034. Since the planned Au Tau Station is located at about 150m away to the immediate east of the Application Site, the development potential of the Application Site can be enhanced by the increased transport capacity brought by the NOL.

12.2.2 In terms of road traffic, the Secretary for Transport and Logistics recently updated that the government will seek funding approval for the investigation works for the NM Highway shortly, whereas the construction works are targeted to commence by 2028. The San Tin Section of this strategic highway, which is in close proximity to the Application Site, is promulgated and scheduled for opening in or before 2036. The subject rezoning application is also well in line with the infrastructure-led approach advocated by the Government.

12.2.3 The Proposed Development would also become a key driver in catalysing the developments along the NOL alignment and within the station catchment of Au Tau Station. With a target completion year of 2031, as demonstrated by the supporting TIA, the Proposed Development would be sustainable in traffic terms prior to the operation of the NOL. A sizeable population within the railway catchment lays the foundation for the viable and sustainable operation of the NOL in its early years of operation, which is expected to be in operation starting from Year 2034. A sizeable population within the railway catchment lays the foundation for the financially viable and sustainable operation of the NOL and Northern Metropolis Highway in its early years of operation, which is expected to be in operation starting from Year 2034 to 2036 onwards.

12.3 An Anchor Housing Development to Alleviate the Acute Housing Shortage

12.3.1 In terms of the demand of residential units in the Northern New Territories, as mentioned in Section 3.2 above, it is estimated that the total planned population would be about 165,600 persons. The planned 217,000 employment opportunities within the San Tin Technopole will likely to generate huge demand on providing the required supporting housing units for themselves and their families. Comparing to the planned 54,000 residential units as planned under the San Tin Technopole, it is foreseeable that there will be a huge gap between demand and supply of the housing units around the San Tin Technopole.

12.3.2 The Application Site is situated in an area, which enjoys good rail network and road link connections with the San Tin Technopole. Not only will the Proposed Development have the capacity to serve the rising needs of Hong Kong people working in the Northern Metropolis who are looking for more convenient and quality living, it will also be able to accommodate a sizeable population serving as an anchor housing development to support the sustainable development of the San Tin Technopole. The Proposed Development under the current application could

play a vital role in the region to achieve home-job balance and reduce the need for daily cross-district commuting.

12.3.3 In terms of provision of the much-need private housing residential units to meet our long-term housing supply target, by echoing with the views as suggested by the Our Hong Kong Foundation, the Government's 10-year housing supply target is too conservative to make up for the cumulative shortfall. Together with the other planning application to the immediate north of the Application Site which proposes about 6,825 private housing units, the two development proposals could effectively contribute to the medium- to long-term housing private housing supply with a target completion year of 2031.

12.4 Compatible with the Changing Land Use Planning Context in the Vicinity

12.4.1 Situated adjacent to the northeast of Yuen Long New Town, in addition to the high-density and high-rise residential developments around the Yuen Long Station, a cluster of existing development as well as planned / committed developments are situated in close proximity to the Application Site:

- Sha Po Public Housing Development with PR of 6.7 and BH of 52 storeys (185mPD);

- Land Sharing pilot Scheme No. 002 at Ho Chau Road for a comprehensive public/ private housing development. The development has a PR of 4.45 and 2.16 for the public housing and private housing portion respectively as well as a BH of 26 storeys (100mPD);

- Low to medium-rise developments to its southeast in Kam Tin (i.e. Park YOHO and Riva) with a PR of below 2 and BH of 16-18 storeys (60-70mPD); and

- Planning application (No. A/YL-KTN/964) for a private residential development about 900m southeast of the Application Site with a PR of below 2 and BH of 17 storeys (65.93mPD) was approved by the Board on 15.3.2024; and

- Another planning application (No. Y/YL-NSW/7) for a private residential development about 100m north of the Application Site within the Wetland Buffer Area and closer to the NSW WCPs System with a PR of 1.548 and building height of 15 storeys (54mPD) was approved by the Board on 10.11.2023

12.4.2 In view of the above recent development context, it is obvious that the area where the Application Site is located is a logical urban extension of the Yuen Long New Town. In terms of development compatibility, the Proposed Development with a total domestic GFA of about 115,942m^2 and a building height of not more than 115mPD is compatible with the surrounding development context. The Application Site is also located in a transitional zone between the Sha Po Public Housing Site to the east and existing ponds to the west and northwest. Upon completion of the Proposed Development, the subject medium-density development can serve as an effective visual transition between the public housing development and the rural context.

12.5 In Line with the Government's Intention for Releasing Development Potential in WBA

12.5.1 As mentioned in Para. 3.3.4, the plot ratio of the some existing developments are already ranging from 1.5 to 4.45 within the WBA. For example, the completed residential developments Wetland Seasons Bays and Wetland Seasons Park are located at the fringe of WBA and adjacent to the Hong Kong Wetland Park. Both developments have a PR of 1.5 and a BH of 10 storeys (>40mPD). Additionally, the Land Sharing Pilot Scheme No. 002 at Ho Chau Road has a PR of 4.45 and 2.16 for public housing and private housing portion respectively as well as a BH of 26 storeys (100mPD). Also, another private residential development located to the further north of the Application Site and closer to the NSW WCPs System was approved by the Board on 10.11.2023. This shows that there are desirable precedent for housing development within WBA, which act as transition from densely populated and built up areas to wetland habitats.

12.5.2 By phasing out the existing container storage uses and relocating the existing soy sauce factory to the southern portion of the Application Site away from existing wetland. The Proposed Development would effectively act as a buffer and minimise any possible ecological nuisances on the wetland to the further northwest of the Application Site. In this sense, the subject rezoning application is considered to adhere to the guiding principle under NMDS by promoting "Urban-Rural Integration and Co-Existence Of Development and Conservation" to meet the overall development needs of Hong Kong.

12.6 Respecting the Planning Requirements of the TPB-PG No. 12C

12.6.1 The Application Site is paved and developed, with a portion of it being occupied by the existing soy sauce factory. It also does not contain any wetland habitat or areas with significant ecological value that has to be retained in its present form or require any compensation for any direct habitat loss.

12.6.2 The existing site condition of the Application Site satisfies the criteria as set out in the TPB PG-No. 12C, which states that the degraded area with presence of open storage use can be considered as target areas to allow an appropriate level of residential development so as to provide an incentive to remove the open storage use and to restore some of the ecological value lost throughout the years.

12.6.3 As a whole, according to the findings of the Ecological Impact Assessment, there will be no net increase of pollution loading to the Deep Bay Area and would not have negative off-site disturbance impact on the ecological value of fish ponds.

12.7 Echo with the Government's Policy Directive to Promote Re-industrialization (also known as Industry 4.0) and Improvement to Existing Environment through Comprehensive Residential Development and Relocation of Existing Soy Sauce Factory

12.7.1 The Government has been advocating re-industrialisation (also known as Industry 4.0) which aims to revitalise and modernise traditional industries since the initiative was first released in the 2016 Policy Address. Within the Application Site, there is an existing factory which is one of the renowned traditional sauce factories in Hong Kong. By actively being a manufacturing factory for years, its existing structures impose limitations of further upgrading certain facilities.

12.7.2 The Applicant now proposes to relocate the existing Soy Sauce Factory to the southern tip with a further distance away from Deep Bay. After relocation, the soy sauce factory will be upgraded and modernised into a more environmental-friendly premise, which renders the opportunity to optimise the development potential for the remaining area within the Application Site for development of a compatible residential development. With active coordination and preliminary agreement with the operator of the existing Soy Sauce Factory owner on-site, the Proposed Development can contribute to rationalise the spatial planning of the ageing neighbourhood to a more integrated community in the area.

12.7.3 Successful case references with compatible residential and industrial development can be found in Hong Kong. Making reference to the developments of Ocean Pointe, Bellagio and The Garden Bakery Factory Buildings in Sham Tseng, it is feasible to have residential developments adjacent to industrial development in both planning and technical perspectives. Please find a short summary as follows.

Case Study:

Bellagio + Ocean Pointe + Garden Bakery's Factory Buildings, Sham Tseng



Year 1930s to 1990s	The site of where Bellagio is situated at was used to be a brewery (i.e. Former San Miguel Factory) The site of where Ocean Pointe is situated at was used to be for chemical storage, warehousing and materials manufacturing (i.e. Former Union Carbide Depot)
Year 1994 to 1995	The former Union Carbide Depot was relocated to Mainland China and the site was sold to a developer. Subsequently, a S16 planning application for comprehensive residential development at then CDA site was approved **with Former San Miguel Factory on the West while the Garden Bakery's Factory in the east which was still in operation at the time of approval**.

Year 1996	The former San Miguel Factory site was sold to a developer and the factory ceased its operation. **A S16 planning application for comprehensive development of commercial and residential uses at the then CDA site was approved with the Garden Bakery's factory in the east is still in operation.**
At present	The Garden Bakery's Factory is still in operation. Respective development sites for Bellagio and Ocean Pointe have been rezoned into "R(A)2" and "R(A)3" respectively.

12.8 Carefully Formulated Development Proposal with Planning Gains and Design Merits

12.8.1 In formulating the rezoning proposal, much efforts have been paid to bring forth planning merits and gains to the area to benefit the local community.

12.8.2 With a tentative completion year of 2031, the Proposed Development would be able to provide of about 3,115 nos. of residential units to support the future growth of the Northern Metropolis and extension of Yuen Long New Town.

12.8.3 In terms of supporting the neighbouring community, the Proposed Development would reserve a site for a potential primary school. Ancillary commercial facilities and covered transport lay-by would also be provided to serve the daily needs to the future population in the area.

12.8.4 A stepped building height profile has been incorporated in the indicative development scheme. The proposed building height profile will be generally descending from 29 storeys (about 115mPD) from the Castle Peak Road and the planned high-rise Sha Po Public Housing Development in the east to 15 storeys (about 61.5mPD) towards the west to respect the Kam Tin River and other water bodies in the west. The stepped building height profile is able to preserve the visual interest while minimising the potential visual impact on the surrounding.

12.8.5 To promote wind penetration and enhance visual permeability, the proposed building blocks are generally arranged in east-west orientation with the development clusters setting back from the boundary abutting the "OU(CDWRA)" zone. Building separations of more than 15m are also allowed in between residential development clusters to promote wind permeability.

12.8.6 In landscape terms, buffer planting will be provided along the northern and eastern site boundaries to serve as planting and amenity strip to uplift the landscape environment. In particular, a landscape and communal garden will be provided along the northern portion of the residential portion to act as a visual and amenity buffer against the "OU(CDWRA)" zone to the north.

12.9 Application Site is Readily Available for Development

12.9.1 With the consensus with the owner of the Soy Sauce Factory, the private lands within the Application Site are largely secured under the Applicant's ownership and the owner of Soy Sauce Factory. As such, the Proposed Development could be implemented in a timely manner in terms of relocating the Soy Sauce Factory and develop the residential portion in the Application Site.

12.10 Proposed Development is Technically Feasible

12.10.1 Various technical aspects such as landscape, visual, traffic, environmental, drainage, sewerage, water supply, ecological, air ventilation and potential risk impacts of the project have been duly considered and it is concluded that there would be no insurmountable problems due to the Proposed Development.

12.10.2 The Application Site is mostly paved and currently used as a Soy Sauce Factory and a Temporary Container Storage Yard. An Ecological Impact Assessment prepared under the subject application and concluded that the Proposed Development is in line with the TPB PG-No. 12C as ecological impacts arising from the Proposed Development would be insignificant.

13 CONCLUSION

13.1 This S.12A rezoning application is submitted to the TPB for rezoning the Application Site covering Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D. 107 and adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long, from the current "I(D)", "OS" and 'Road' zones under the Draft Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/9 to a new "R(E)" zone, in support of a comprehensive development comprising a residential development, a reserved school site and a relocated soy sauce factory.

13.2 In support of the above proposed planning intention, an indicative development proposal has been prepared. Under the proposed indicative scheme, the northern portion of the Application Site will be proposed to be a medium-density comprehensive development with residential and supporting commercial and ancillary uses. With a domestic GFA of about 115,942m^2, this portion of the Proposed Development consists of 11 residential towers ranging from 15 to 29 storeys with building heights of not more than 115mPD, offering a total of 3,115 residential units. There will also be retail and transportation facilities serving the future community.

13.3 The southern portion of the Application Site will be for the future operation of the relocated existing soy sauce factory. To cater for the potential educational need of the future population in the area, a primary school site has been reserved within the Application Site. The reserved school site will be formed by the Applicant and to be handed back to the Government upon site formation as necessary.

13.4 The subject application is supported on the following grounds:

- The subject rezoning application is complementary to the strategic planning framework;
- The subject rezoning application can harness the enhanced infrastructural capacity brought by the planned traffic infrastructures and unleash the development potential of the Application Site;
- The rezoning proposal is in line with the Government's endeavours in enhancing housing land supply;

- The Proposed Development can serve as an anchor housing development to alleviate the acute housing shortage;

- The development intensity of the Proposed Development is compatible with the changing land use planning context in the vicinity;

- The subject rezoning application is in line with the Government's Intention for releasing development potential in WBA;

- The subject rezoning application respects the planning requirements under TPB-PG No. 12C;

- The subject rezoning application echoes with the Government's policy directive of promoting re-industrialization (as known as Industry 4.0) and will greatly improve the quality of the existing environment through comprehensive residential development and relocation of the existing soy sauce factory within the Application Site;

- The Proposed Development is carefully formulated with planning gains and design merits;

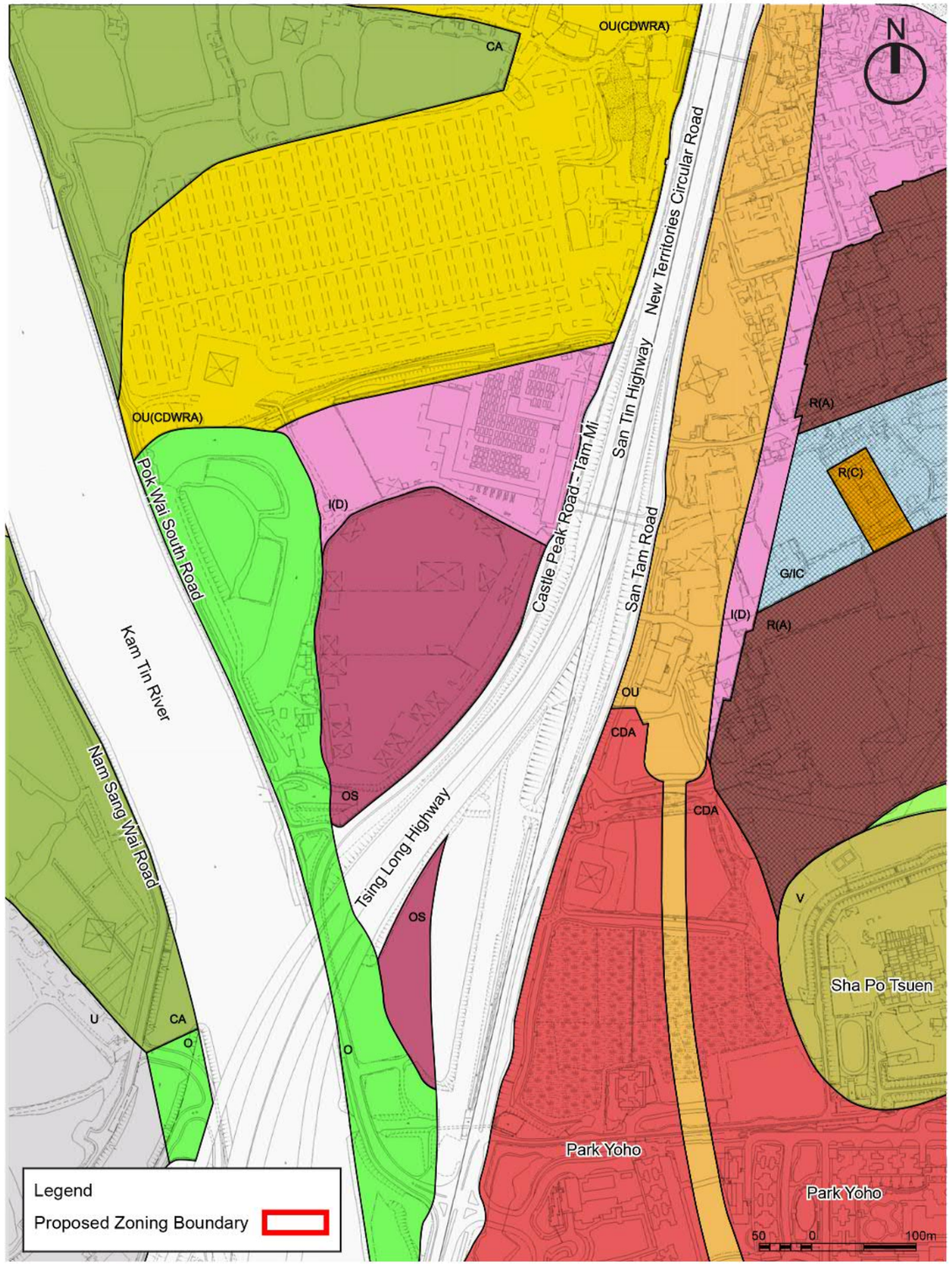
- Largely secured land holding status with consensus with the owner of the soy sauce factory can warrant timely implementation of the Proposed Development; and

- There is no insurmountable problem due to the Proposed Development from technical aspects.

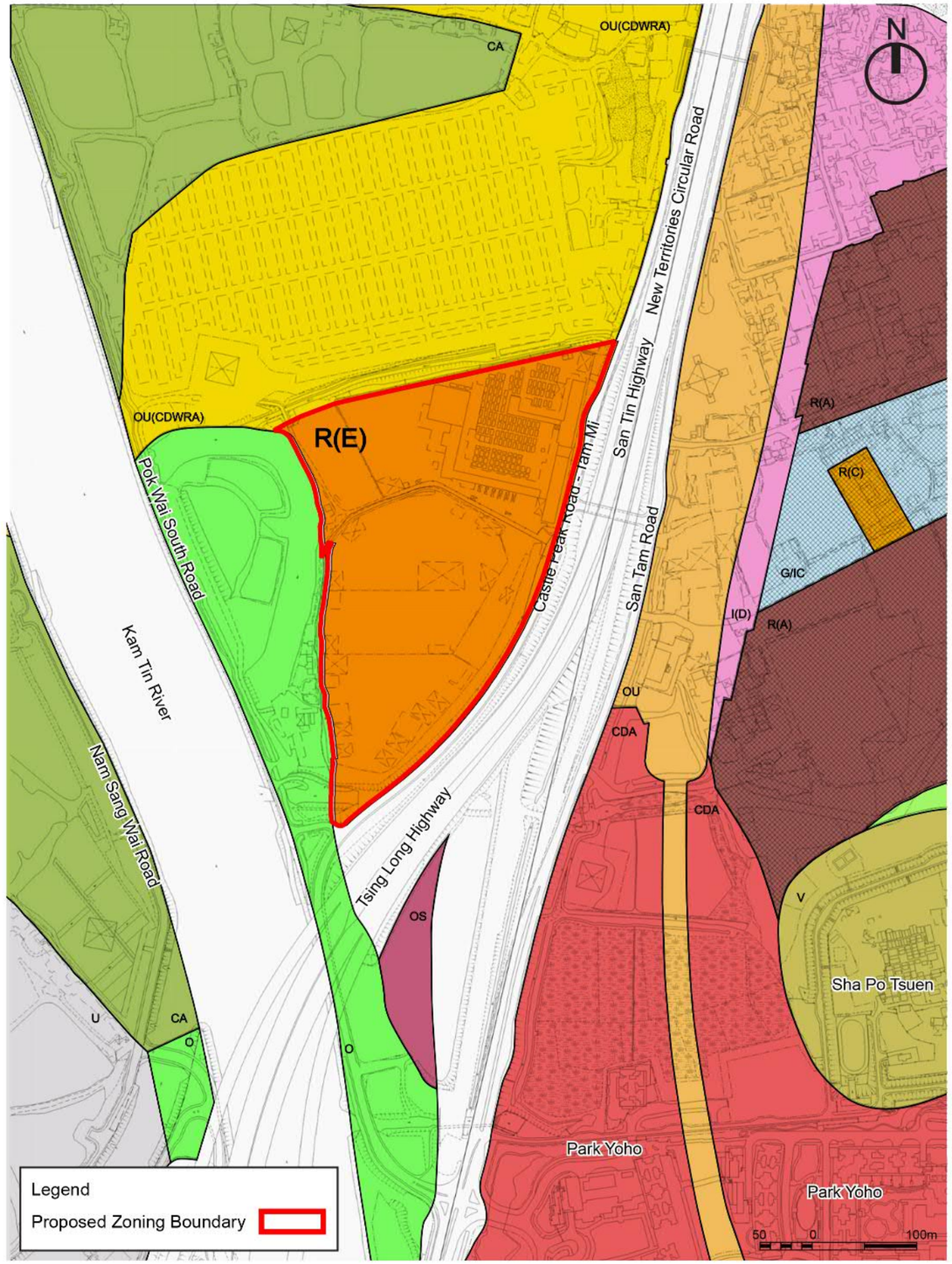
13.5 In light of the justifications presented in this Planning Statement, the TPB is cordially invited to consider this rezoning application favourably.

Appendix A1

Proposed Amendments to the Plan, Notes and Explanatory Statement of the Draft Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/9 (Original Option)



Original Zoning



Proposed Zoning

llewelyn davies

Title

Proposed Amendments to the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/9
(Original Proposal)

Checked	DH	Drawn	PW
Rev	0	Date	Feb 2025
Scale		Figure	A1

Proposed Schedule of Uses for "Residential (Group E)"

RESIDENTIAL (GROUP E)
(for rural areas only)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule I: for open air development or for building other than industrial building	
Ambulance Depot Government Use (Police Reporting Centre, Post Office only) Rural Committee/Village Office Utility Installation for Private Project	Eating Place Educational Institution Flat Government Refuse Collection Point Government Use (not elsewhere specified) ***Hotel*** House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Institutional Use (not elsewhere specified) Library Office Petrol Filling Station Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre

(Please see next page)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

Schedule II: for existing industrial development (including relocation of existing industrial development falling within the same "R(E)")

Eating Place (Canteen only)	***Industrial Use***
Government Refuse Collection Point	Office
Government Use (not elsewhere specified)	Petrol Filling Station
Public Utility Installation	Public Convenience
Recyclable Collection Centre	Public Vehicle Park (excluding container vehicle)
Rural Workshop	Shop and Services (ground floor only)
Utility Installation for Private Project	Vehicle Repair Workshop
Warehouse (excluding Dangerous Goods Godown)	Wholesale Trade

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. Whilst existing industrial uses and relocation of existing industrial development falling within the same "R(E)" zone will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

(Please see next page)

Remarks

(a) In determining the maximum gross floor area and building height for uses under Schedule I above, no new development, or addition, alteration and / or modification to or redevelopment of an existing building (except redevelopment to 'New Territories Exempted House') shall result in a total development and / or redevelopment in excess of the maximum plot ratio of 2.73, and a maximum building height of 115mPD, or the gross floor area and building height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.

(b) In determining the maximum gross floor area and building height for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public vehicle park, public transport facilities or Government, institution or community facilities may also be disregarded.

(c) In determining the maximum non-domestic gross floor area and building height for uses under Schedule II above, no new development, or addition, relocation, alteration and / or modification to or redevelopment of an existing building (except redevelopment to 'New Territories Exempted House') shall result in a total development and / or redevelopment in excess of the maximum non-domestic gross floor area of 13,700m^2 and building height of 15mPD, or the non-domestic gross floor area and building height which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.

(d) In determining the maximum gross floor area for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as car park, loading / unloading bay, plant room (including essential and non-essential plant rooms serving the industrial use) and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and/or building height restrictions stated in paragraphs (a) to (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Proposed Explanatory Statement for "Residential (Group E)"

LAND-USE ZONING

"Residential (Group E)" ("R(E)") (Total Area: 8.16 ha.)

This zone covers the area to the south of Wing Kei Tsuen and the west of Castle Peak Road – Tam Mi. This zone is intended primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. Whilst existing industrial uses and relocation of existing industrial development falling within the same "R(E)" zone will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem. The Applicant(s) will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential interface problem.

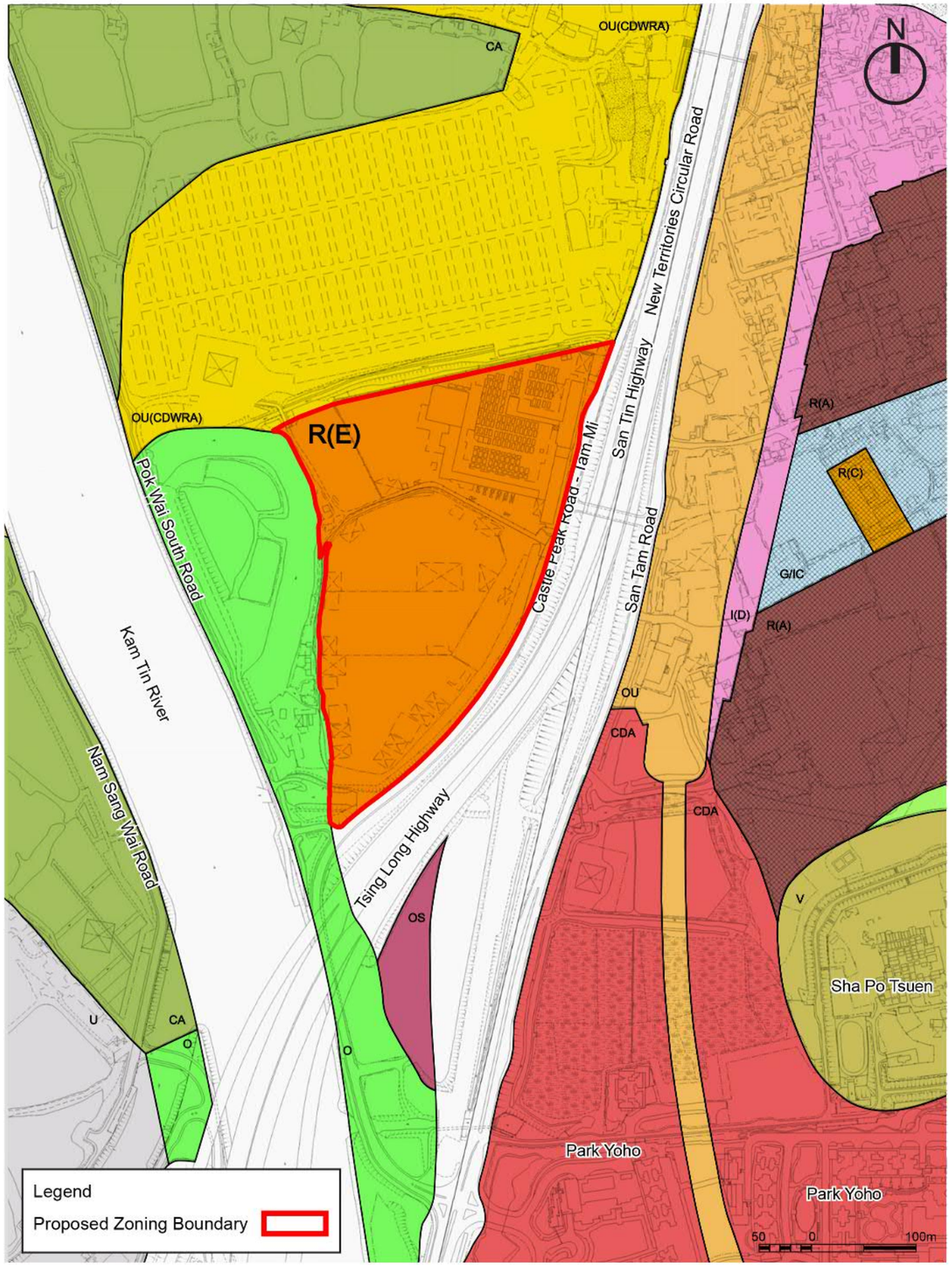
Developments or redevelopment within site zoned "R(E)" under Schedule I for open air development or for building other than industrial building are subject to a maximum plot ratio of 2.73 and a maximum building height of 115mPD. The existing / relocated industrial developments under Schedule II are subject to a maximum non-domestic gross floor area of 13,700m^2 and building height of 15mPD. In order to facilitate operation, the relocated soy sauce factory will have a high ceiling requirements due to its special industrial nature, which about 7,300m^2 of the floor area will have a high headroom of about 8m and about 6,400m^2 of the floor area will have a headroom of about 5m. The industrial use will include manufacturing and food processing factory/workshop of soy, sauce, preserve fruits or vegetables or Chinese sweetmeats. No domestic buildings shall be erected thereon except ancillary premises that the District Commissioner, New Territories (Lands Department) may consider reasonable for accommodating staff and workers employed on the premises.

A primary school shall be provided upon phasing out of the existing industrial uses through redevelopment for residential use. Any floor space that is constructed or intended for use solely as public vehicle park, public transport facilities or Government, institution or community facilities shall be disregarded from GFA calculations.

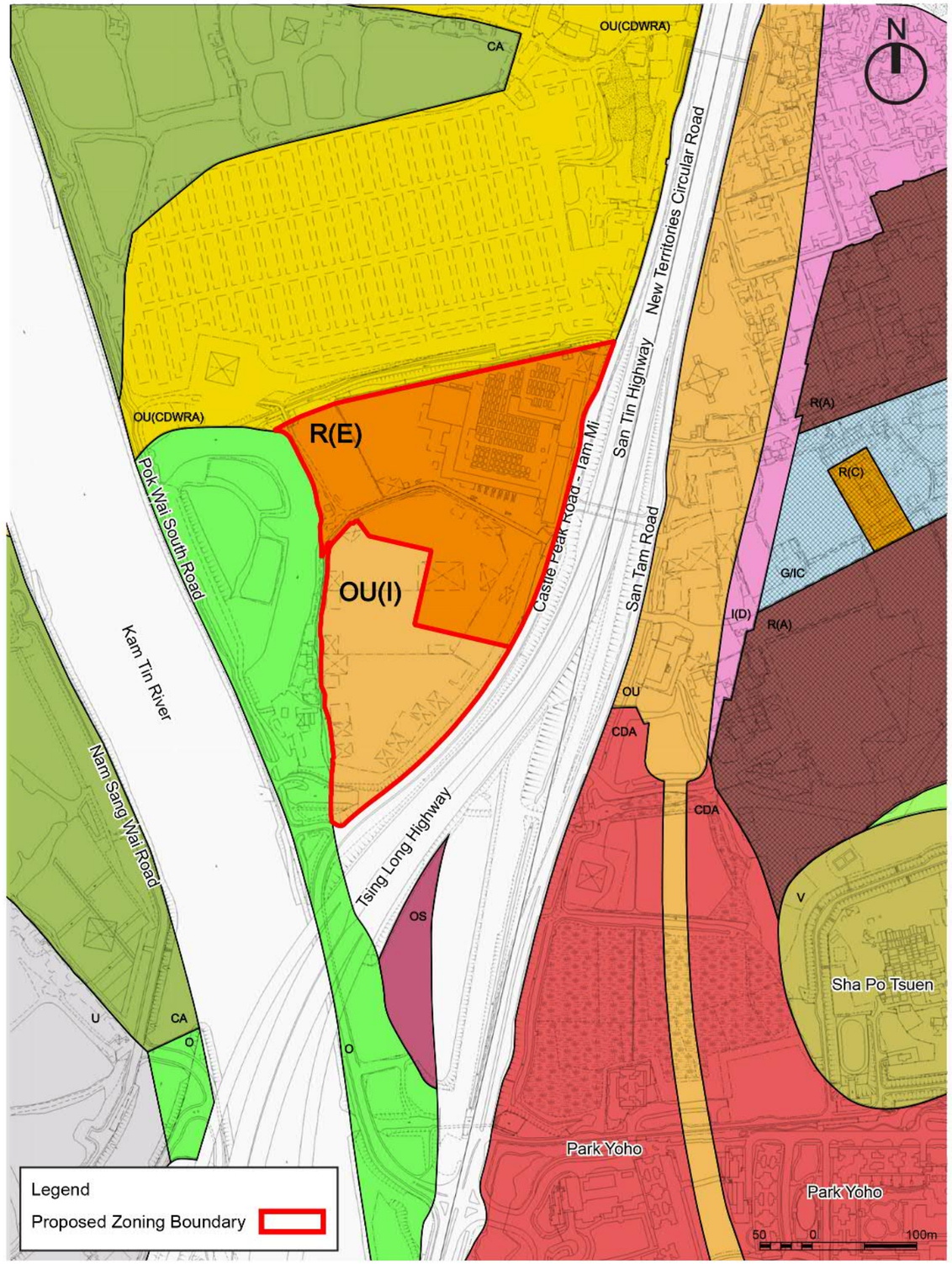
To provide flexibility for innovative design, minor relaxation of the gross floor area, building height and site coverage restrictions may be considered by the Board through the planning permission system. Each application will be considered on its individual planning merits.

Appendix A2

Proposed Amendments to the Plan, Notes and Explanatory Statement of the Draft Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/9 (Alternative Option)



Proposed Zoning



Alternative Scenario (Nov 2024)

llewelyn davies

Title

Proposed Amendments to the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/9
(Alternative Proposal)

Checked	DH	Drawn	PW
Rev	0	Date	Feb 2025
Scale		Figure	A2

Proposed Schedule of Uses for "Residential (Group E)"

RESIDENTIAL (GROUP E)
(for rural areas only)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule I: for open air development or for building other than industrial building	
Ambulance Depot Government Use (Police Reporting Centre, Post Office only) Rural Committee/Village Office Utility Installation for Private Project	Eating Place Educational Institution Flat Government Refuse Collection Point Government Use (not elsewhere specified) Hotel House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Institutional Use (not elsewhere specified) Library Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre

(Please see next page)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

Schedule II: for existing industrial development

Eating Place (Canteen only)	Office
Government Refuse Collection Point	Petrol Filling Station
Government Use (not elsewhere specified)	Public Convenience
Public Utility Installation	Public Vehicle Park (excluding container vehicle)
Recyclable Collection Centre	Shop and Services (ground floor only)
Rural Workshop	Vehicle Repair Workshop
Utility Installation for Private Project	Wholesale Trade
Warehouse (excluding Dangerous Goods Godown)	

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

(Please see next page)

RESIDENTIAL (GROUP E) (Cont'd)
(for rural areas only)

Remarks

(a) In determining the maximum gross floor area (GFA) and building height for uses under Schedule I above, no new development, or addition, alteration and / or modification to or redevelopment of an existing building (except redevelopment to 'New Territories Exempted House') shall result in a total development and / or redevelopment in excess of a maximum GFA of 126,242m^2 and a maximum building height of 115mPD, or the plot ratio and building height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.

(b) In determining the maximum plot ratio and building height for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public vehicle park, public transport facilities or Government, institution or community facilities may also be disregarded.

(c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the GFA and / or building height restrictions stated in paragraphs (a) to (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Proposed Schedule of Uses for "OU (Industrial Use)"

OTHER SPECIFIED USES

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
For "Industrial Use" only	
Government Refuse Collection Point Government Use (not elsewhere specified) Public Convenience Public Utility Installation	Eating Place Government Refuse Collection Point Government Use Industrial use Public Convenience Public Vehicle Park (excluding container vehicle) Public Utility Installation Rural Workshop Shop and Services Utility Installation for Private Project Warehouse (other than Dangerous Goods Godown) Wholesale Trade

Planning Intention

This zone is intended primarily for industrial uses that cannot be accommodated in conventional flatted factories due to extensive land and/or high ceiling requirements. It is also intended for the relocation and redevelopment of existing informal industrial uses, which are operated in workshop premises in rural area, to properly designed permanent industrial buildings.

(Please see next page)

Remarks

(a) No new development, or addition, alteration and / or modification to or redevelopment of an existing building shall result in a total development and / or redevelopment in excess of the maximum non-domestic GFA of 13,700m^2 and a maximum building height of 15mPD, or the non-domestic GFA and building height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.

(b) In determining the maximum GFA for the purposes of paragraphs (a) above, any floor space that is constructed or intended for use solely as car park, loading / unloading bay, plant room (including essential and non-essential plant rooms serving the industrial use) and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(c) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, GFA and / or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Proposed Explanatory Statement

LAND-USE ZONING

"Residential (Group E)" ("R(E)") (Total Area: 5.2 ha.)

This zone covers the area to the south of Wing Kei Tsuen and the west of Castle Peak Road – Tam Mi. This zone is intended primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. Whilst existing industrial uses falling within the same "R(E)" zone will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem. The Applicant(s) will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential interface problem.

Developments or redevelopment within site zoned "R(E)" under Schedule I for open air development or for building other than industrial building are subject to a maximum GFA of 126,242m^2 and a maximum building height of 115mPD. In determining the maximum GFA and building height for uses under Schedule II for existing industrial development, no addition, alteration and / or modification to an existing building shall result in a total development in excess of the maximum GFA of the existing building.

A primary school shall be provided upon phasing out of the existing industrial uses through redevelopment for residential use. Any floor space that is constructed or intended for use solely as public vehicle park, public transport facilities or Government, institution or community facilities shall be disregarded from GFA calculations.

To provide flexibility for innovative design, minor relaxation of the plot ratio and / or building height restrictions may be considered by the Board through the planning permission system. Each application will be considered on its individual planning merits.

Other Specified Uses ("OU")

"OU (Industrial Use)" (Total Area: 3.1 ha.)

The planning intention of this zone is primarily to provide land for industrial uses that cannot be accommodated in conventional flatted factories due to extensive land and/or high ceiling requirements. It is also intended for the relocation and redevelopment of existing informal industrial uses and an existing soy sauce factory at Castle Peak Road – Tam Mi Section to south-west of Mo Fan Heung, which are operated in workshop premises in rural area, to properly design permanent industrial buildings.

The maximum non-domestic GFA of 13,700m^2 and maximum building height of 15mPD are for redevelopment of an existing soy sauce factory at Castle Peak Road – Tam Mi Section to south-west of Mo Fan Heung. In order to facilitate operation, the relocated soy sauce factory will have a high ceiling requirements due to its special industrial nature, which about 7,300m^2 of the floor area will

have a high headroom of about 8m and about 6,400m^2 of the floor area will have a headroom of about 5m. The factory will include manufacturing and food processing factory / workshop of soy, sauce, preserve fruits or vegetables or Chinese sweetmeats. No domestic buildings shall be erected thereon except ancillary premises that the District Commissioner, New Territories (Lands Department) may consider reasonable for accommodating staff and workers employed on the premises.

Appendix A3

Planning Study on Proposed Land-use Zoning Boundaries (Alternative Option)

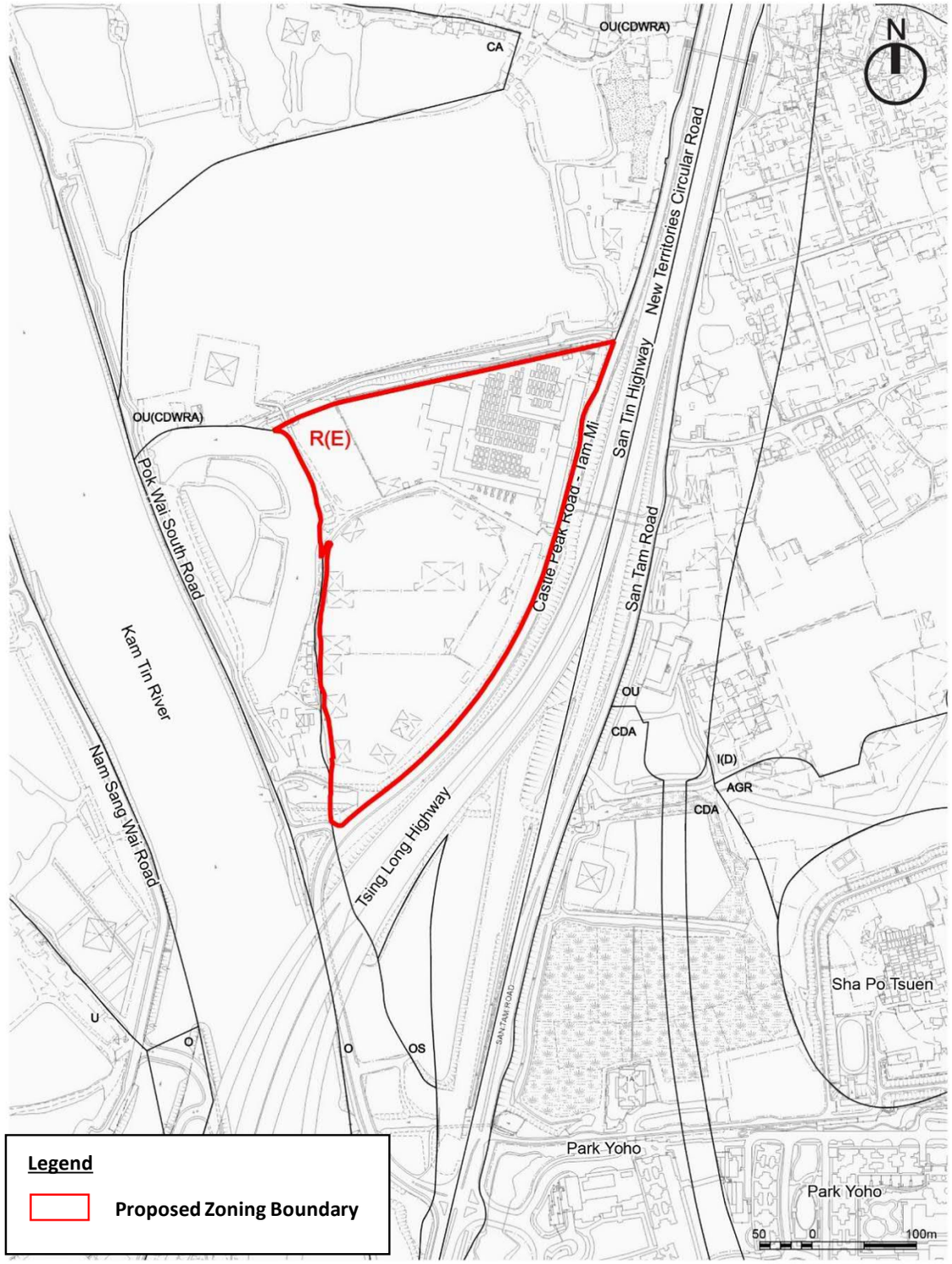
Y/YL-NSW/9

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)”, “OS” and ‘Road’ Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

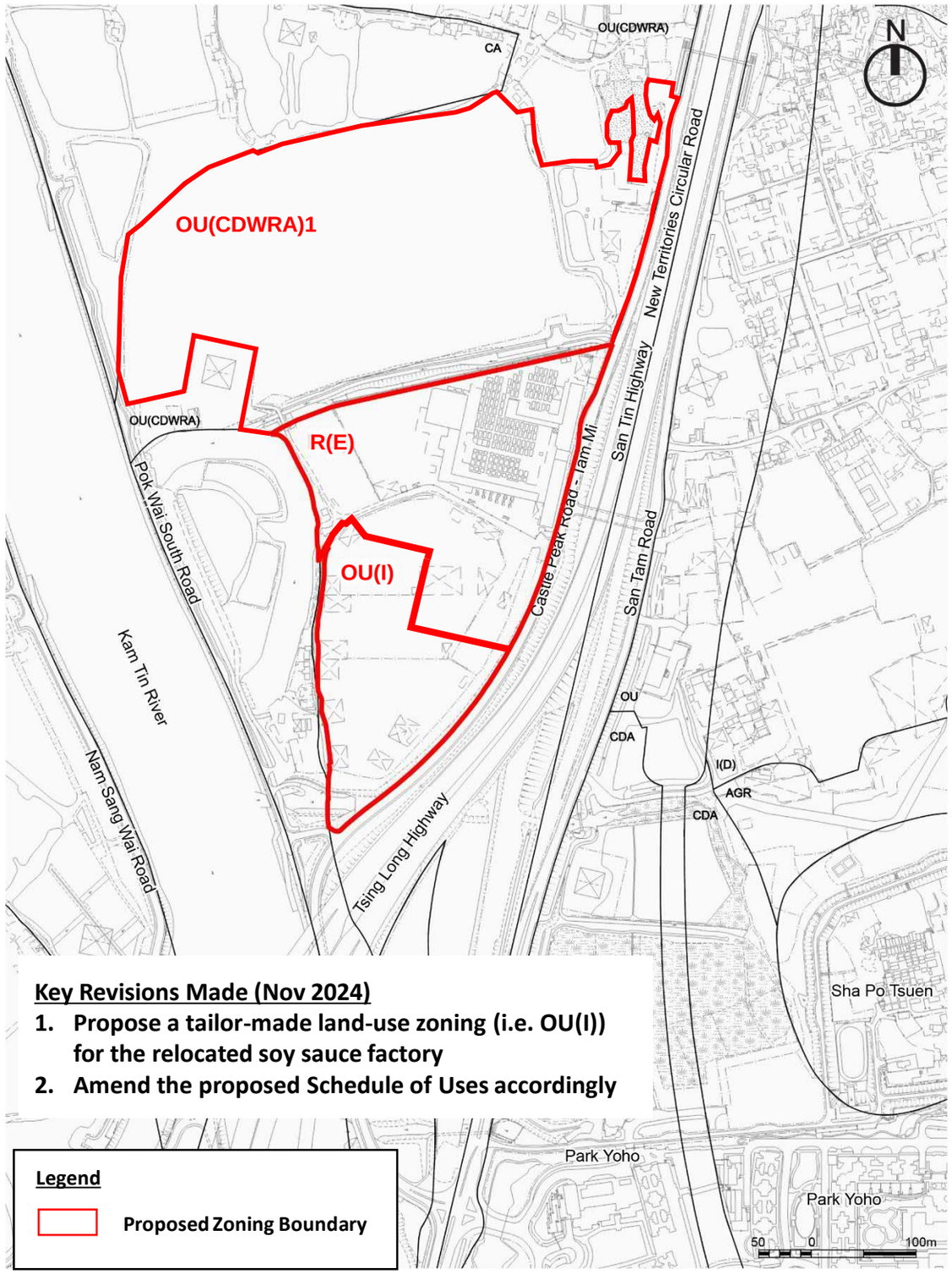
STUDY OF ZONING BOUNDARIES & OZP AMENDMENTS

(NOV 2024)

Possible Alternative Scenario (Nov 2024)



Submitted Proposed OZP Amendment



Key Revisions Made (Nov 2024)

1. **Propose a tailor-made land-use zoning (i.e. OU(I)) for the relocated soy sauce factory**
2. **Amend the proposed Schedule of Uses accordingly**

Alternative Scenario (Nov 2024)

llewelyn davies	Title: Proposed Amendments to the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8	Checked: DH	Drawn: PW
		Rev: 0	Date:
		Scale:	Figure: A1

Proposed OZP Amendments

- **Residential (Group E)**

RESIDENTIAL (GROUP E)
(for rural areas only)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule I: for open air development or for building other than industrial building	
Ambulance Depot Government Use (Police Reporting Centre, Post Office only) Rural Committee/Village Office Utility Installation for Private Project	Eating Place Educational Institution Flat Government Refuse Collection Point Government Use (not elsewhere specified) ***Hotel*** House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Institutional Use (not elsewhere specified) Library Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre

To reflect the previous rezoning approval (No. Y/YL-NSW/3) for the hotel cum shopping mall development at the existing OS zone.

RESIDENTIAL (GROUP E) (Cont'd)
(for rural areas only)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule II: for existing industrial development	
Eating Place (Canteen only) Government Refuse Collection Point Government Use (not elsewhere specified) Public Utility Installation Recyclable Collection Centre Rural Workshop Utility Installation for Private Project Warehouse (excluding Dangerous Goods Godown)	~~***Industrial Use***~~ Office Petrol Filling Station Public Convenience Public Vehicle Park (excluding container vehicle) Shop and Services (ground floor only) Vehicle Repair Workshop Wholesale Trade

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

With reference to previous GBP submission for the relocated soy sauce factory, "soy sauce factory" is defined as "Industrial" use.

Only "minor" alteration and modification of existing soy sauce factory will be allowed in future before relocation as per the Cover Notes of the OZP.

Proposed OZP Amendments

- **Residential (Group E)**

Remarks

a) *In determining the maximum gross floor area (GFA) and building height for uses under Schedule I above, no new development, or addition, alteration and / or modification to or redevelopment of an existing building (except redevelopment to 'New Territories Exempted House') shall result in a total development and / or redevelopment in excess of a* ***maximum GFA of 126,242m² and a maximum building height of 115mPD****, or the plot ratio and building height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.*

Represents the total GFA of the Proposed Development at the Residential Portion of the subject R(E) zone:

1. Domestic GFA: 115,942m²
2. Commercial Uses: 3,900m²
3. Covered Transport Lay-by: 6,400m²

b) *In determining the maximum plot ratio and building height for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.* ***Any floor space that is constructed or intended for use solely as public vehicle park, public transport facilities or Government, institution or community facilities may also be disregarded.***

The floor area of the reserved school site will be disregarded from GFA calculations

c) *Based on the individual merits of a development or redevelopment proposal,* ***minor relaxation of the GFA and / or building height restrictions*** *stated in paragraphs (a) to (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

Should there be any developments / redevelopments of the piece of Government land that is currently occupied by existing temporary settlements at the western portion of the subject R(E) zone, the concerned party is required to submit S16 planning application with minor relaxation of development restrictions for TPB's approval.

Proposed OZP Amendments

- **Residential (Group E)**

"Residential (Group E)" ("R(E)")

This zone covers the area to the south of Wing Kei Tsuen and the west of Castle Peak Road – Tam Mi. This zone is intended primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. Whilst existing industrial uses falling within the same "R(E)" zone will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem. The Applicant(s) will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential interface problem.

Developments or redevelopment within site zoned "R(E)" under Schedule I for open air development or for building other than industrial building are subject to a maximum GFA of 126,242m^2 and a maximum building height of 115mPD. In determining the maximum GFA and building height for uses under Schedule II for existing industrial development, no addition, alteration and / or modification to an existing building shall result in a total development in excess of the maximum GFA of the existing building.

A primary school shall be provided upon phasing out of the existing industrial uses through redevelopment for residential use. Any floor space that is constructed or intended for use solely as public vehicle park, public transport facilities or Government, institution or community facilities shall be disregarded from GFA calculations.

To provide flexibility for innovative design, minor relaxation of the plot ratio and / or building height restrictions may be considered by the Board through the planning permission system. Each application will be considered on its individual planning merits.

Proposed OZP Amendments

- **OU (Industrial Use)**

OTHER SPECIFIED USES

Column 1 *Uses always permitted*	*Column 2* *Uses that may be permitted with or without conditions on application to the Town Planning Board*
For "Industrial Use" only	
Government Refuse Collection Point *Government Use (not elsewhere specified)* *Public Convenience* *Public Utility Installation*	*Eating Place* *Government Refuse Collection Point* *Government Use* *Industrial use* *Public Convenience* *Public Vehicle Park (excluding container vehicle)* *Public Utility Installation* *Rural Workshop* *Shop and Services* *Utility Installation for Private Project* *Warehouse (other than Dangerous Goods Godown)* *Wholesale Trade*

Planning Intention

This zone is intended primarily for industrial uses that cannot be accommodated in conventional flatted factories due to extensive land and/or high ceiling requirements. It is also intended for the relocation and redevelopment of existing informal industrial uses, which are operated in workshop premises in rural area, to properly designed permanent industrial buildings.

Some "special" plant rooms serving the soy sauce factory may be considered as GFA accountable non-essential plant rooms by BD. They include steam boiler rooms, fan rooms, air compressor room, photo voltaic (PV) panel room, LPG store, DG chemical store, waste water treatment plant and associated plant rooms.

Remarks

a) *No new development, or addition, alteration and / or modification to or redevelopment of an existing building shall result in a total development and / or redevelopment in excess of the maximum non-domestic GFA of 13,700m^2 and a maximum building height of 15mPD, or the non-domestic GFA and building height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.*

b) *In determining the maximum GFA for the purposes of paragraphs (a) above, any floor space that is constructed or intended for use solely as car park, loading / unloading bay,* ***plant room (including essential and non-essential plant rooms serving the industrial use)*** *and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.*

c) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, GFA and / or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

Proposed OZP Amendments

- **OU (Industrial Use)**

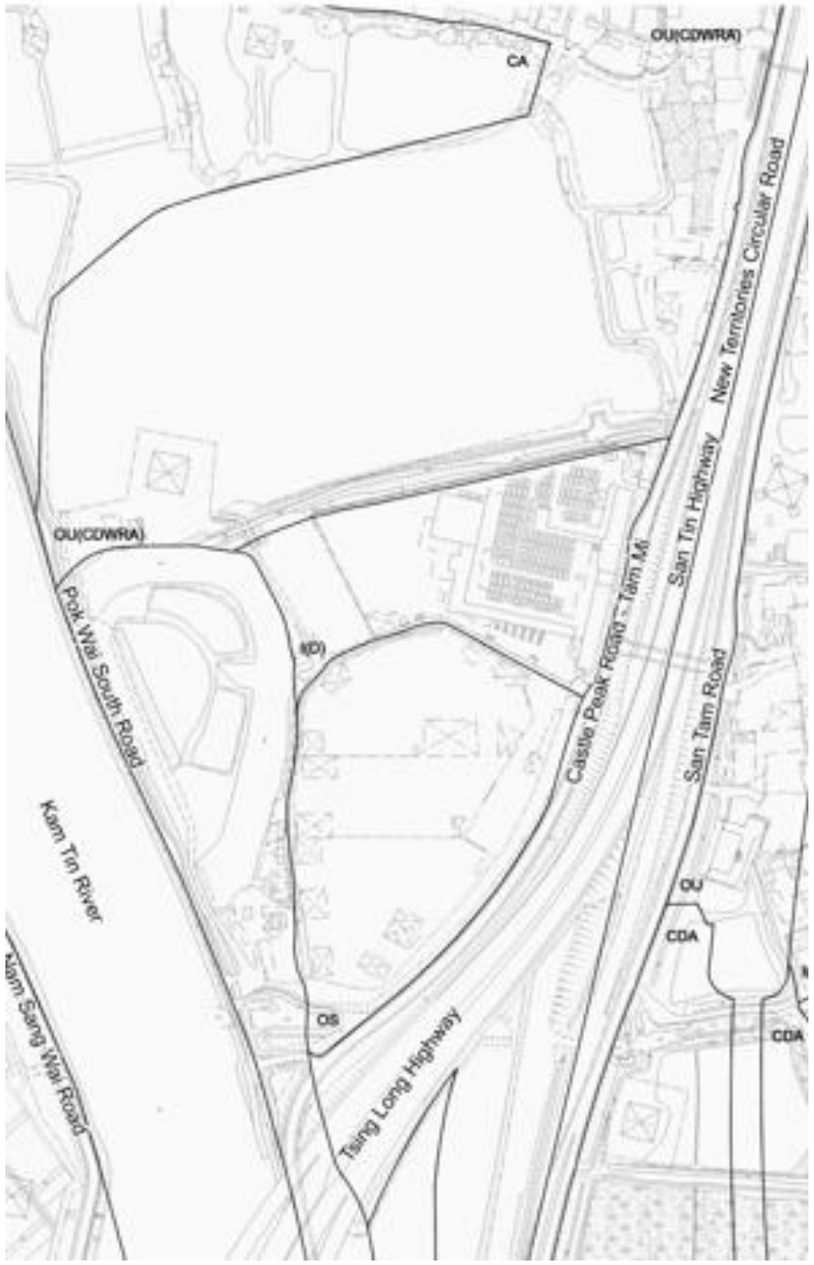
"OU (Industrial Use)" ("OU(I)")

The planning intention of this zone is primarily to provide land for industrial uses that cannot be accommodated in conventional flatted factories due to extensive land and/or high ceiling requirements. It is also intended for the relocation and redevelopment of existing informal industrial uses and an existing soy sauce factory at Castle Peak Road – Tam Mi Section to south-west of Mo Fan Heung, which are operated in workshop premises in rural area, to properly design permanent industrial buildings.

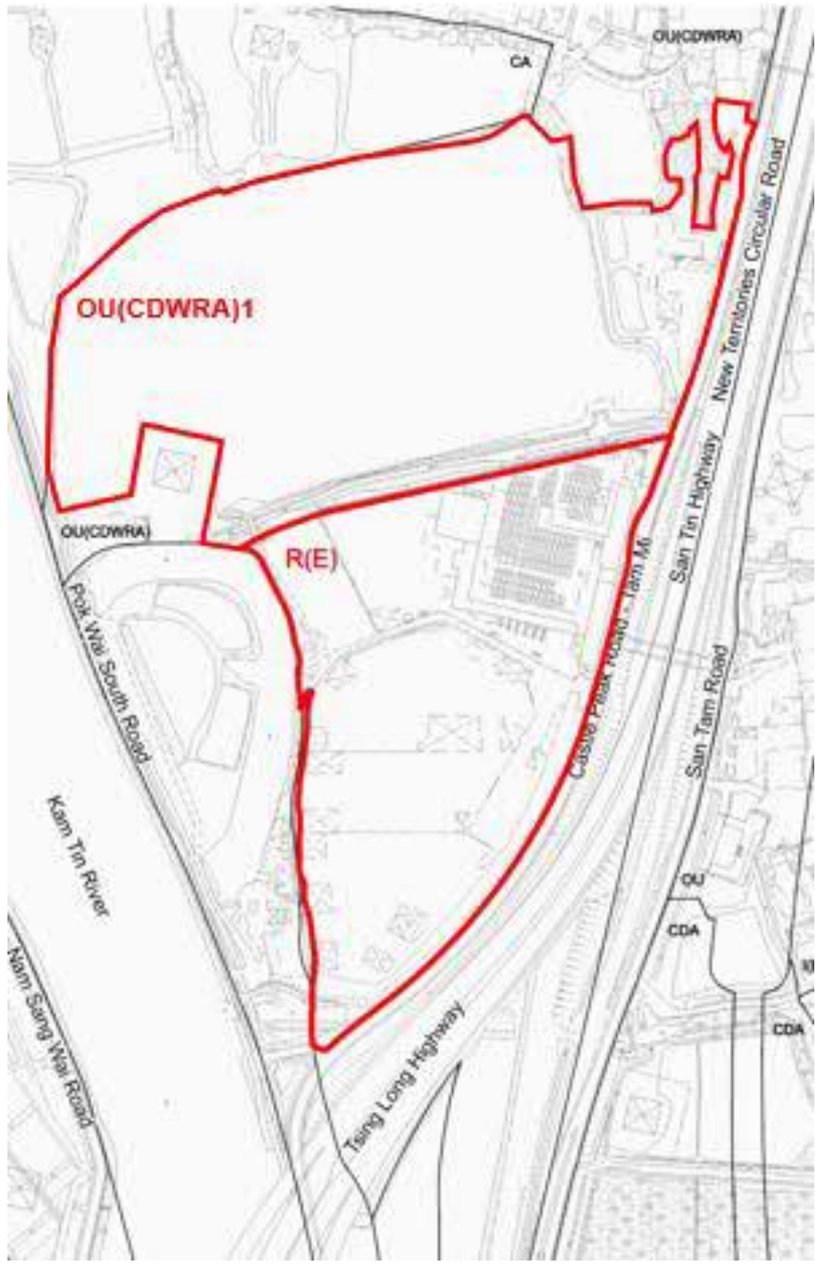
The maximum non-domestic GFA of 13,700m^2 and maximum building height of 15mPD are for redevelopment of an existing soy sauce factory at Castle Peak Road – Tam Mi Section to south-west of Mo Fan Heung. In order to facilitate operation, the relocated soy sauce factory will have a high ceiling requirements due to its special industrial nature, which about 7,300m^2 of the floor area will have a high headroom of about 8m and about 6,400m^2 of the floor area will have a headroom of about 5m. The factory will include manufacturing and food processing factory / workshop of soy, sauce, preserve fruits or vegetables or Chinese sweetmeats. No domestic buildings shall be erected thereon except ancillary premises that the District Commissioner, New Territories (Lands Department) may consider reasonable for accommodating staff and workers employed on the premises.

Summary

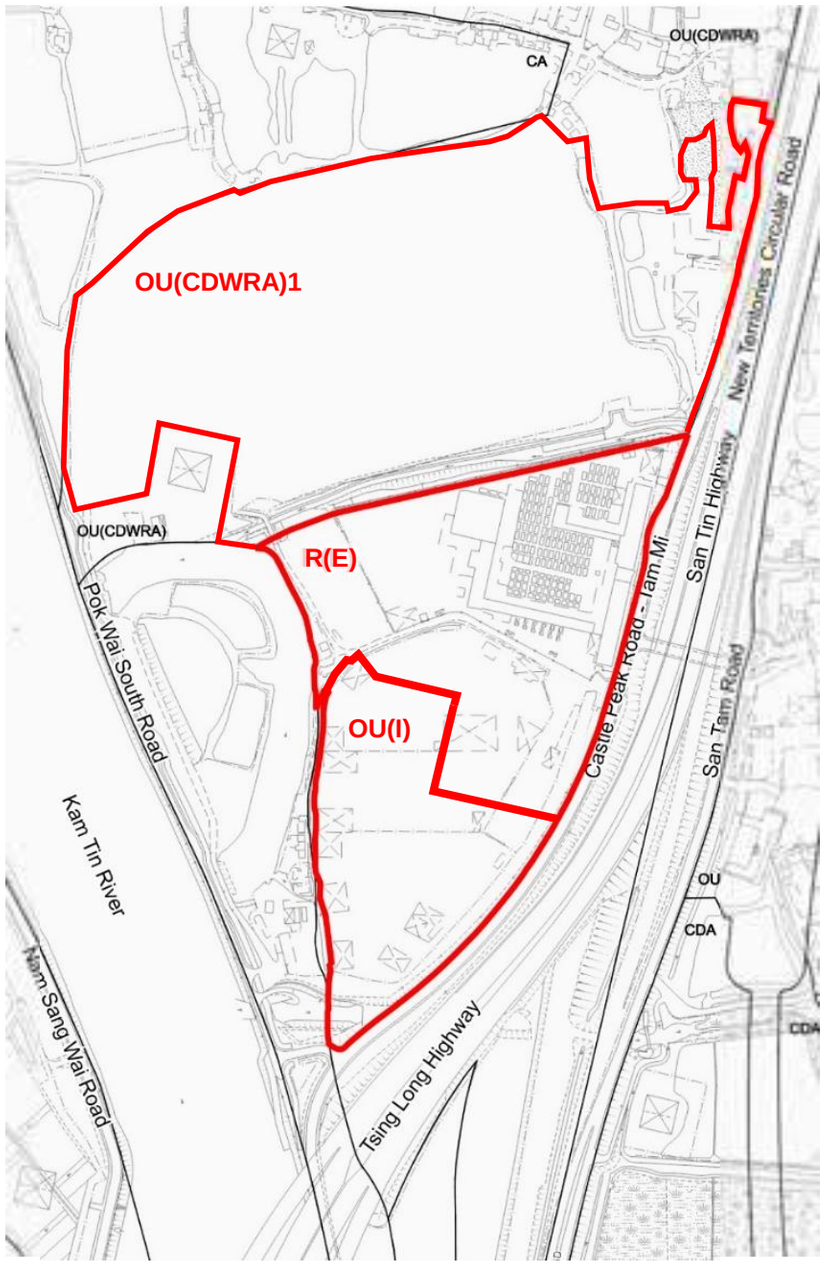
EXISTING OZP



SUBMITTED VERSION



ALTERNATIVE SCENARIO (NOV 2024)



Appendix B

Landscape Design Proposal

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A.1 INTRODUCTION

A.1.1 A Section 12A Planning Application is submitted for Proposed Amendments to the Approved Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone in support of Comprehensive Development, Reserved School Site and Relocated Soy Sauce Factory at Lot 1910 RP and Lot 1743 S.C RP (part) in D.D. 107 and Adjoining Government Land, Yuen Long (hereafter referred as the "Application Site"). This report outlines the landscape design proposal for the Proposed Development at the Application Site.

A.1.2 This landscape design proposal is submitted to demonstrate the effect of the building design of the Proposed Development at the Application Site on landscape and visual aspects. It includes an assessment of existing trees and a landscape layout and proposed planting to establish a coherent character for the future development. The landscape proposal provides a concept to improve the quality of the existing environment and enhance the integration of the Proposed Development with the site context.

A.2 EXISTING SITE CONDITIONS

A.2.1 **Context / General Neighbourhood** – The Application Site is surrounded by Castle Peak Road (Tam Mi) and San Tin Highway to the east and south, a proposed OU(CDWRA)1 site adjacent to the north (under separate submission) and a meander of Kam Tin River to the west. The surrounding land use of the Application Site is predominantly a mixture of ponds, industrial developments and vacant land. There is an electric pylon near the north-western corner of the Application Site.

A.2.2 **The Site** –The site is generally flat and the ground surface is generally paved except for the north-western corner near the electric pylon which is covered by grass and shrubs and a group of existing trees along the boundary. The land is mainly used as a factory and open container storage. As of October 2021, the site consists of the said factory's warehouses and associated storage silos and structures.

A.3 PROPOSED DEVELOPMENT FORM

A.3.1 **Building Layout** – According to the indicative scheme, the northern portion of the Application Site is proposed for a medium-density comprehensive development with residential and supporting commercial and ancillary uses (hereafter referred as the 'Residential Portion'). The southern portion of the Application Site will be for the future operation of the relocated existing soy sauce factory (hereafter referred as 'Soy Sauce Factory Portion'). Furthermore, to cater for the demand on educational facility of the future population in the area, a school site for primary school has been reserved within the Application Site (hereafter referred as 'School Portion').

The Residential Portion, located at the northern part of the Application Site, stretches across an area of approximately 46,501 m^2. The Proposed Development consists of a mixture of private residential and commercial, comprising a covered transport lay-by (hereafter referred as CTL), commercial, shop and services areas along with 11 residential blocks. The height of the 11 residential blocks will vary from 15 to 29 domestic storeys. The residential blocks will be constructed over the commercial, shop and services areas, the covered transport lay-by (CTL) and a basement car park.

A.3.2 **Road and Civil Works** – Due to the development mix (the covered transport lay-by (CTL) , the residential blocks and commercial, shops and services areas) on-site, there will be two site entrances in order to separate different types of

users. Both entrances are located along Castle Peak Road. One access at the eastern side of the site next to the School Portion mainly serves the reserved school site and existing temporary structures (unallocated government Land). Another one will mainly facilitate access for the covered transport lay-by (CTL), residents and visitors of the residential portion. Footpaths are provided along the roadsides for safe pedestrian access.

A.4 TREE SURVEY AND PROPOSAL

A. 4.1 Tree Survey Findings – The tree survey for the Application Site was carried out in August 2021 and in December 2021. Due to the mix of the proposed development and reserved areas of the Application Site, the tree survey was organised with reference to the boundaries of the different development portions. A total of 125 nos. of trees were surveyed at the Residential Portion, 21 nos. of trees at the School Portion and 169 nos. of trees surveyed at the Soy Sauce Factory Portion. A summary of the tree groups is listed in **Table 1** below and the approximate location of the tree groups is provided in **Appendix A – Tree Assessment.**

Table 1 - Summary of Existing Tree Groups

Location	Tree Group	Approximate Number of Trees	Total Number of Trees Surveyed per Location
School Portion	TG1	21	21
Residential Portion	TG2	60	125
	TG3	14	
	TG4	10	
	TG5	41	
Soy Sauce Factory Portion	TG6	95	169
	TG7	74	
GRAND TOTAL		**315 nos.**	

Overall, there are 7 tree groups containing a grand total of approximately 315 nos. of existing trees found within the Application Site boundary. The most frequently occurring species are *Acacia auriculiformis, Leucaena leucocephala* and *Melaleuca cajuputi* subsp. *Cumingiana*. Fruit trees such as *Carica papaya* and *Dimocarpus longan* are also found. The condition of the trees is generally fair to poor, and most are of low amenity value and the survival rate of the trees after transplanting is expected to be generally low. For Tree Survey details, refer to **Appendix A – Tree Assessment**.

None of the surveyed trees are protected species listed under the Forestry Regulations, Forests and Countryside Ordinance (Cap.96 sub. Leg.) or are "Old and Valuable Trees" as defined in DEVB TC (W) No. 5/2020 "Registration and Preservation of Old and Valuable Trees", "Champion Trees" as identified in the book "Champion Trees in Urban Hong Kong" or trees of particular interest as defined in the GLTMS Guidelines on Tree Risk Assessment and Management Arrangement (2019 9th Ed.).

A. 4.2 Proposed Treatment of Existing Trees

A.4.2.1 Retained Tree Groups – No existing tree groups are proposed to be retained.

A.4.2.2 Affected Tree Groups –All 7 nos. of tree groups with a total of 315 nos. of trees will be affected by the Proposed Development. Trees along the site reserved for the School Portion and Soy Sauce Factory Portion will also be affected in future site works and are therefore are proposed to be felled.

Trees in these groups are all found to be in poor form and poor to fair health condition with low amenity value and low survival rate. The most frequently occurring species are *Leucaena leucocephala*, an undesirable invasive exotic species (refer to Development Bureau Technical Circular (Works) No. 4/2020 Clause 8). This self-seeded hostile species will obstruct the natural succession of the indigenous species during the establishment of the newly planted species and should therefore be removed.

A. 4.3 New Planting Proposal

A.4.3.1 A minimum of 315 nos. of standard trees of enhanced quality will be planted at the Residential Portion to compensate for all trees felled within the Application Site, including those felled in the School Portion and Soy Sauce Factory Portion, achieving the compensatory planting ratio of 1:1. A breakdown of proposed tree treatment and tree compensation is shown in **Table 2** below. New trees will form part of the amenity tree planting under the landscape proposal. Indicative tree planting species are provided in **Table 4** under *section A.5.7* below and their indicative locations are indicated on the Landscape Master Plan in **Figure S1-LMP-01**.

Table 2 – Breakdown of Proposed Tree Treatment and Tree Compensation

Location	Existing Trees					Compensatory Trees
	Tree Group	Approximate Number of Trees	Proposed Treatment			Number of Compensatory Trees
			Retain	Transplant	Fell	
School Portion	TG1	21	-	-	21	-
Residential Portion	TG2	60	-	-	60	315
	TG3	14	-	-	14	
	TG4	10	-	-	10	
	TG5	41	-	-	41	
Soy Sauce Factory Portion	TG6	95	-	-	95	-
	TG7	74	-	-	74	
	TOTAL	**315 nos.**	**-**	**-**	**315 nos.**	**315 nos.**

A.5 LANDSCAPE DESIGN PROPOSAL

A.5.1 Landscape Design Principles

A.5.1.1 The Landscape Design adopts the following principles:

(i) Create a landscape design corresponding to the specific site conditions of the Proposed Development;

(ii) Ensure the Proposed Development is sensitively integrated into the neighbouring areas via naturalistic edge treatments;

(iii) Ensure the character of the landscape design compliments the aesthetic of the architectural elements and is consistent with the overall design language;

(iv) Minimise the visual impact of the Proposed Development through carefully planned landscape treatment;

(v) Create suitable outdoor spaces for active and passive leisure activities; and

(vi) Promote the use of native plant species throughout the landscape to contribute to the sustainability of the site and the adjacent neighbourhood, and to introduce exotic ornamental species where necessary to enrich the sense of place of featured areas.

A.5.2 Conceptual Landscape Design

A.5.2.1 The Application Site lies between Castle Peak Road (Tam Mi) to the east and the meander of Kam Tin River to the west. The northern and southern sides of the Application Site are bounded by the adjacent proposed OU(CDWRA)1 site and Pok Wai South Road respectively. Due to the site's geographical location near the riverbank of Kam Tin River, in addition to the development mix of CTL, commercial and the residential development, the general concept of the Proposed Development is to create a nature-oriented suburban communal environment.

The covered transport lay-by (CTL) is proposed to be located along Castle Peak Road at the northern of the Residential Portion Site which is accessed from the main entrance of the Application site.

The Residential Development consists of a Club House and some sitting out areas are proposed to provide communal recreational facilities for future residents. Towers on the eastern side are in two groups of four, whereas the towers on the western side comprise a cluster of 1-tower and 2-tower blocks . All tower groups are separated with adequate spacing to allow breezeway and air paths throughout the Application Site to improve the microclimate at lower levels. An internal access road serves as an efficient connector and EVA for all residential blocks. Basement parking is provided and can be accessed through the ramp on the southern side of the roundabout nearby the second entrance close to the reserved school site. Naturalistic planting is proposed along the site boundaries to blend into the surrounding environment of the neighbourhood, and provide informal landscape areas for residents.

A.5.3 Major Landscape Elements (Refer to Figure A2)

A.5.3.1 **Landscape at Main Access** – As mentioned in the *section A.3.2*, accesses to the Residential Portion will all be located along the existing Castle Peak Road. The entry to the residences will be defined by attractive trees and shrub planting with a feature tree and paving to create a welcoming entrance and signature identity for the Residential Portion.

A.1.1.1 **Streetscape** – Extensive soft landscaping is proposed to create a green interior streetscape. The planting will aim to provide colour and texture to the streetscape throughout the year and generally soften the

appearance of the architectural elements. On the north-western and southern side of the Application Site, trees will be planted as a noise and visual buffer to the natural environment of the adjacent meander of Kam Tin River.

A.1.1.2 Streetscape – Extensive soft landscaping is proposed to create a green interior streetscape. The planting will aim to provide colour and texture to the streetscape throughout the year and generally soften the appearance of the architectural elements. On the north-western and southern side of the Application Site, trees will be planted as a noise and visual buffer to the natural environment of the adjacent meander of Kam Tin River.

A.1.1.3 Residential Area – Hard and soft landscape spaces are proposed around the residential towers to compliment the built environment. Planting schemes with themed planting palettes will differentiate different character zones. A selection of natural and contemporary materials will be chosen to produce attractive design solutions.

A.1.1.4 Recreational Facilities and Outdoor Spaces – A selection of recreational facilities, landscape garden and communal gardens will be integrated into the landscape areas and the upper level of the commercial areas and the covered transport lay-by (CTL) for all residents and visitors. Outdoor seating will be provided at the gardens, where extensive ornamental shrub planting beds will be created to provide seasonal interest and layers of texture throughout the year. Intergenerational play areas and undulating landscape mounds for play and picnics will also be provided within these spaces.

A.1.2 Landscape Hardworks Schedule – General landscape hardworks elements and materials are as follows:

Table 3 - General Landscape Hardworks Elements and Materials

AREA/ LOCATION	LANDSCAPE HARDWORKS
Main Entrance	*Vehicular road surface* – natural granite setts/ tiles or similar; *Pedestrian footpath* – natural granite/ tiles or similar; *Kerb/ Planter* – natural granite/ tiles or similar.
Streetscape	*Vehicular road surface* – precast concrete/ clay pavers; *Pedestrian footpath* – precast concrete/ clay pavers; *Kerb/ Planter* – precast concrete/ stone paving/ tiles or similar; *Street furniture* – proprietary products.
Residential & Clubhouse Landscape	*Footpath* – natural granite/ stone paving/ tiles or similar; *Kerb/ Planter* – natural granite/ stone paving/ tiles or similar; *Swimming pool* – timber deck and tile finish to pool or similar; *Children's Playground* – proprietary play equipment and safety matting; *Shade Structures* – Concrete structure with granite or timber cladding, metal frames, and glass canopy; *Seating Features* – Concrete structure with timber cladding or similar.
Kindergarten & Commercial Peripheral Landscape	*Pedestrian footpath* – natural granite/ tiles/clay pavers or similar; *Kerb/ Planter* – natural granite/ stone paving/ tiles or similar; *Vehicular road surface* – precast concrete/ clay pavers.

A.1.3 **Children's Playground Safety** – The outdoor children's playground will be designed in full compliance with the relevant safety standards and guidelines with sufficient safety zones and impact absorbing matting and will be installed in accordance with the manufacturer's specification or guidelines.

A.1.4 **Peripheral Planting** – A peripheral planting strip along the residential site boundary, except for the entrances, will provide the adjacent land uses a green interface and screening of the Residential Portion at lower levels. The eastern site boundary planting will also screen and mitigate the visual impact of the adjacent Castle Peak Road.

A.1.5 **Planting Palette** – Tree species will be planted at an optimum spacing for establishment and long-term growth. Shrub species will be primarily native species but some ornamental species will be selected to deliver particular effects. An indicative choice of plant materials is indicated in **Table 4**.

Table 4 - Proposed Planting Palette

SPECIES *	CHINESE NAME	SIZE	SPACING (mm)
TREES			
Bauhinia spp.	羊蹄甲属	Heavy Standard	4000
Senna surattensis	黃槐决明	Heavy Standard	4000
Cinnamomum burmannii *	陰香	Heavy Standard	4000
Elaeocarpus chinensis *	中華杜英	Heavy Standard	4000
Ficus benjamina	垂葉榕	Heavy Standard	4000
Grevillea robusta	銀樺	Heavy Standard	4000
Lagerstroemia indica	紫薇	Heavy Standard	4000
Michelia x *alba*	白蘭	Heavy Standard	4000
Podocarpus macrophyllus *	羅漢松	Heavy Standard	4000
Pongamia pinnata *	水黃皮	Heavy Standard	4000
Spathodea campanulata	火焰樹	Heavy Standard	4000
Sterculia lanceolata *	假蘋婆	Heavy Standard	4000
Terminalia mantaly	小葉欖仁	Heavy Standard	4000
SHRUBS			
Aglaia odorata	米仔蘭	Varies	Varies
Bridelia tomentosa *	土蜜樹	Varies	Varies
Codiaeum variegatum	變葉木	Varies	Varies
Duranta repens "Golden Leaves'	金葉假連翹	Varies	Varies
Gardenia jasminoides *	梔子	Varies	Varies
Polyspora axillaris *	大頭茶	Varies	Varies
Ixora chinensis *	龍船花	Varies	Varies
Ligustrum sinense *	山指甲	Varies	Varies
Murraya paniculata	九里香	Varies	Varies
Rhododendron simsii *	紅杜鵑	Varies	Varies
GROUND COVER			
Arachis Duranensis	蔓花生	Varies	Varies
Asparagus desniflorus 'Myersii'	狐尾天門冬	Varies	Varies
Cuphea hyssopifolia	細葉萼距花	Varies	Varies
Dianella ensifolia *	山菅蘭	Varies	Varies
Euphorbia milii 'Dwarf'	花麒麟	Varies	Varies
Lantana montevidensis	小葉馬纓丹	Varies	Varies
Liriope spicata *	山麥冬	Varies	Varies
Nephrolepis exaltata 'Bostoniensis' *	波士頓腎蕨	Varies	Varies
Ophiopogon japonica *	沿階草	Varies	Varies
Tradescantia spathacea	紫背萬年青	Varies	Varies

SPECIES *	CHINESE NAME	SIZE	SPACING (mm)
CLIMBERS			
Bougainvillea spp.	勒杜鵑屬	Varies	Varies
Lonicera japonica	金銀花	Varies	Varies
Quisqualis indica	使君子	Varies	Varies
LAWN			
Zoysia japonica	**結縷草**	300 x 300 squares	n/a

Note: species selection will be subject to detail design development & market availability

**) native species*

A.1.6 Soil Depth – Sufficient soil depth and structural loading capacity will be provided for all planting areas over basement (minimum 1,200mm soil depth will be provided for tree planting, 600mm will be provided for shrubs and 300mm for groundcover and grass areas).

A.1.7 Noise Barriers, Slopes and Retaining Structures – There are no proposed noise barriers, slopes or retaining structures within the development. Tree and climber planting are proposed at the base of the boundary fences for screening to minimise the visual impact of said structures.

A.1.8 Landscape Maintenance – A minimum 12 month Establishment Period will be provided for all planting under the construction contract. Therefore, landscape maintenance will be undertaken by an approved landscape maintenance company. A landscape maintenance manual shall be prepared to specify maintenance procedures required.

A.1.9 Landscape Area Provision

A.1.9.1 Private Open Space – The Development Site Area (Residential Portion) is about 46,501 m^2 with a design population of 8,099. The total open space area requirement of not less than 8,099 m^2 (the minimum standard of 10 ha per 100,000 persons as stipulated in Chapter 4 of the Hong Kong Planning Standards and Guidelines) can be achieved.

A.1.9.2 Greenery Provision – With a total greenery area of not less than 13,950 m^2, the minimum 30% greenery is achieved in accordance with the requirement of PNAP (APP-152).

APPENDIX A – *Tree Assessment*

Appendix A.1	(Rev.0)	Tree Assessment Schedule
Appendix A.2	(Rev.0)	Tree Survey Photographs
Dwg No. SHK62/S1/TT01	(Rev.B)	Tree Treatment Plan 01
Dwg No. SHK62/S1/TT02	(Rev.B)	Tree Treatment Plan 02

Appendix A.1 (Rev.0) Tree Group Survey Schedule

Date of survey: December 2021

LOCATION	TREE GROUP No.	Photo No.	BOTANICAL NAME	CHINESE NAME	APPROX. NOS.	APPROX. SIZE (m)			FORM (G/F/P)	HEALTH (G/F/P)	AMENITY VALUE (H/M/L)	SURVIVAL RATE AFTER TRANSPLANTING (H/M/L)	PROPOSED TREATMENT (RETAIN/ TRANSPLANT/ FELL)	REMARKS
						OVERALL HEIGHT	DBH	CROWN SPREAD						
School Portion	TG1	1-4	*Acacia auriculiformis*	耳果相思	2	4 - 8	0.1 - 0.2	3 - 6	P	F	L	L	FELL : 21	TG1 is a densely planted row of various tree species growing in a narrow area between buildings and the road. The form of these trees is poor owing their close spacing.
			Leucaena leucocephala	銀合歡	4	4 - 13	0.2 - 0.3	3 - 8	F - P	F	L	L		
			Bauhinia spp.	羊蹄甲屬	3	4 - 7	0.1 - 0.3	3 - 6	F - P	F	L	L		
			Eucalyptus spp.	桉屬	3	6 - 8	0.3 - 0.4	4 - 6	F - P	F	L	L		
			Melia azedarach	苦楝	1	6	0.3	4	F - P	F	L	L		
			Celtis sinensis	朴樹	1	6.0	0.2	4	P	F	L	L		
			Macaranga tanarius var. *tomentosa*	血桐	2	3 - 7	0.1 - 0.2	4 - 6	P	F	L	L		
			Hibiscus tiliaceus	黃槿	3	4 - 10	0.1 - 0.4	6 - 10	P	F	L	L		
			Bombax ceiba	木棉	1	10	0.4	8	P	F	L	L		
			Morus alba	桑	1	5	0.2	6	P	F	L	L		
			TG1 SUBTOTAL		***21***									
Residential Portion	TG2	5-8	*Acacia auriculiformis*	耳果相思	10	4 - 10	0.1 - 0.4	3 - 6	P	F	L	L	FELL : 60	TG2 is a densely planted row of various tree species growing in a narrow area between buildings and the road. The form of these trees is poor owing their close spacing. The location of TG2 is behind a tall fence therefore this group of trees could not be viewed in their entirety.
			Melaleuca cajuputi subsp. *cumingiana*	白千層	9	6 - 10	0.2 - 0.5	3 - 4	F - P	F	L	L		
			Acacia confusa	台灣相思	4	6 - 8	0.3 - 0.4	4 - 6	F - P	F	L	L		
			Leucaena leucocephala	銀合歡	10	4 - 13	0.1 - 0.3	3 - 8	F - P	F	L	L		
			Ficus benjamina	垂葉榕	4	6 - 9	0.2 - 0.4	4 - 6	F - P	F	L	L		
			Bauhinia spp.	羊蹄甲屬	6	4 - 7	0.1 - 0.3	3 - 6	F - P	F	L	L		
			Eucalyptus spp.	桉屬	3	6 - 8	0.3 - 0.4	4 - 6	F - P	F	L	L		
			Melia azedarach	苦楝	3	6 - 8	0.3 - 0.4	4 - 6	F - P	F	L	L		
			Celtis sinensis	朴樹	1	6.0	0.2	4	P	F	L	L		
			Macaranga tanarius var. *tomentosa*	血桐	5	3 - 7	0.1 - 0.2	4 - 6	P	F	L	L		
			Broussonetia papyrifera	構樹	1	3.0	0.1	3	P	F	L	L		
			Carica papaya	番木瓜	3	2 - 3	0.1 - 0.2	2 - 3	F	F	L	M		
			Bombax ceiba	木棉	1	8.0	0.2	5	P	F	L	L		
			TG2 SUBTOTAL		***60***									
Residential Portion	TG3	9-11	*Dimocarpus longan*	龍眼	8	8 - 10	0.4 - 0.7	6 - 10	F - P	F	L	L	FELL : 14	TG3 part of this tree group was viewed from a distance due to access constraints. Fruit tree species could be observed.
			Broussonetia papyrifera	構樹	6	6 - 8	0.4 - 0.8	6 - 10	F - P	F	L	L		
			TG3 SUBTOTAL		***14***									
Residential Portion	TG4	12-15	*Acacia auriculiformis*	耳果相思	4	10 - 14	0.5 - 0.7	8 - 12	F - P	F - P	L	L	FELL : 10	In TG4, two *Acacia auriculiformis* trees in this group were observed to be structurally compromised and potentially in a hazardous condition. Several trees severely topped.
			Bombax ceiba	木棉	3	8 - 10	0.4 - 0.7	6 - 10	F - P	F	M - L	L		
			Acacia confusa	台灣相思	1	6	0.3	6	P	P	L	L		
			Albizia lebbeck	大葉合歡	1	6	0.4	7	P	P	L	L		
			Lophostemon confertus	紅膠木	1	6	0.3	6	P	F	L	L		
			TG4 SUBTOTAL		***10***									
Residential Portion	TG5	16-19	*Leucaena leucocephala*	銀合歡	10	3 - 8	0.1 - 0.3	3 - 6	P	F	L	L	FELL : 41	TG5 is a densely planted area of unmanaged trees growing between the road and the Lot boundary. The form of these trees is poor owing their close spacing. However this does create a visual screening and greening effect. Trees in this area are of low individual value. 2 nos. of *Casuarina equisetifolia* are severely leaning.
			Melaleuca cajuputi subsp. *cumingiana*	白千層	8	6 - 8	0.3 - 0.7	4 - 6	F - P	F	L	L		
			Casuarina equisetifolia	木麻黃	6	6 - 10	0.4 - 0.7	4 - 8	P	F - P	L	L		
			Acacia auriculiformis	耳果相思	6	5 - 8	0.3 - 0.6	6 - 10	F - P	F	L	L		
			Macaranga tanarius var. *tomentosa*	血桐	5	3 - 5	0.1 - 0.6	3 - 6	P	F	L	L		
			Ficus microcarpa	細葉榕	3	3 - 8	0.1 - 0.3	3 - 6	P	F	L	L		
			Melia azedarach	苦楝	3	5 - 8	0.3 - 0.6	6 - 10	P	F	L	L		
			TG5 SUBTOTAL		***41***									
Soy Sauce Factory Portion	TG6	20-23	*Leucaena leucocephala*	銀合歡	10	4 - 11	0.1 - 0.3	3 - 8	P	F	L	L	FELL : 95	TG6 is a densely planted area of unmanaged trees growing between the road and the Lot boundary. The form of these trees is poor owing their close spacing.
			Hibiscus tiliaceus	黃槿	12	4 - 11	0.2 - 0.8	6 - 11	P	P	L	L		
			Eucalyptus spp.	桉屬	28	9 - 18	0.2 - 0.8	8 - 10	F	F	M	L		
			Macaranga tanarius var. *tomentosa*	血桐	4	3 - 7	0.1 - 0.6	3 - 6	P	F	L	L		
			Acacia auriculiformis	耳果相思	11	4 - 8	0.2- 0.4	3 - 6	P	F	L	L		
			Corymbia citriodora	檸檬桉	1	15	0.2	6	P	F	L	L		
			Bombax ceiba	木棉	3	8 - 14	0.2- 0.4	5 - 8	P	F	L	L		
			Melia azedarach	苦楝	1	10	0.6	4 - 8	P	F	L	L		
			Celtis sinensis	朴樹	3	4 - 8	0.1 - 0.3	3 - 6	P	F	L	L		
			Peltophorum pterocarpum	盾柱木	19	5 - 10	0.1 - 0.3	3 - 8	F - P	F	L	L		
			Acacia confusa	台灣相思	3	7 - 10	0.1 - 0.3	5 - 8	F - P	F	L	L		
			TG6 SUBTOTAL		***95***									
Soy Sauce Factory Portion	TG7	24-27	*Leucaena leucocephala*	銀合歡	31	3 - 10	0.1 - 0.3	3 - 8	P	F	L	L	FELL : 74	TG7 consists of two parts of area: part one is a densely planted area of unmanaged trees growing between the road and the Lot boundary, another part is private site with storage containers. Some of trees in part one area could be observable due to surrounding storage containers. *Dimocarpus longan, Delonix regia* and *Lagerstroemia speciosa* with fair form are planted in private area, but most of the tree are in poor form owing their close spacing.
			Eucalyptus spp.	桉屬	5	14 - 20	0.1 - 0.4	6 - 8	F - P	F	M	L		
			Casuarina equisetifolia	木麻黃	2	8 - 14	0.2 - 0.4	3 - 7	F - P	F	L	L		
			Broussonetia papyrifera	構樹	7	4 - 7	0.1 - 0.3	3 - 6	P	F - P	L	L		
			Sapindus saponaria	無患子	3	4 - 8	0.1 - 0.3	4 - 6	F - P	F	L	L		
			Dimocarpus longan	龍眼	4	2 - 8	0.1 - 0.3	2 - 7	P	F	L	L		
			Lagerstroemia speciosa	大花紫薇	1	5	0.1 - 0.2	4 - 5	P	F	M	M		
			Bombax ceiba	木棉	7	7 - 12	0.2 - 0.4	5 - 7	F	F	M	L		
			Delonix regia	鳳凰木	1	11	0.2 - 0.4	7	P	F	M	L		
			Bauhinia x blakeana	洋紫荊	2	5 - 7	0.1 - 0.3	5 - 6	P	F	L	L		
			Ficus benjamina	垂葉榕	2	6 - 7	0.1 - 0.2	4 - 6	F - P	F	L	L		
			Melaleuca cajuputi subsp. cumingiana	白千層	1	8	0.3	3	P	F	L	L		
			Macaranga tanarius var. tomentosa	血桐	2	4 - 6	0.1 - 0.2	4 - 6	P	F	L	L		
			Peltophorum pterocarpum	盾柱木	6	6 - 9	0.1 - 0.3	5 - 8	P	F	M	L		
			TG7 SUBTOTAL		***74***									

GRAND TOTAL: 315 nos.

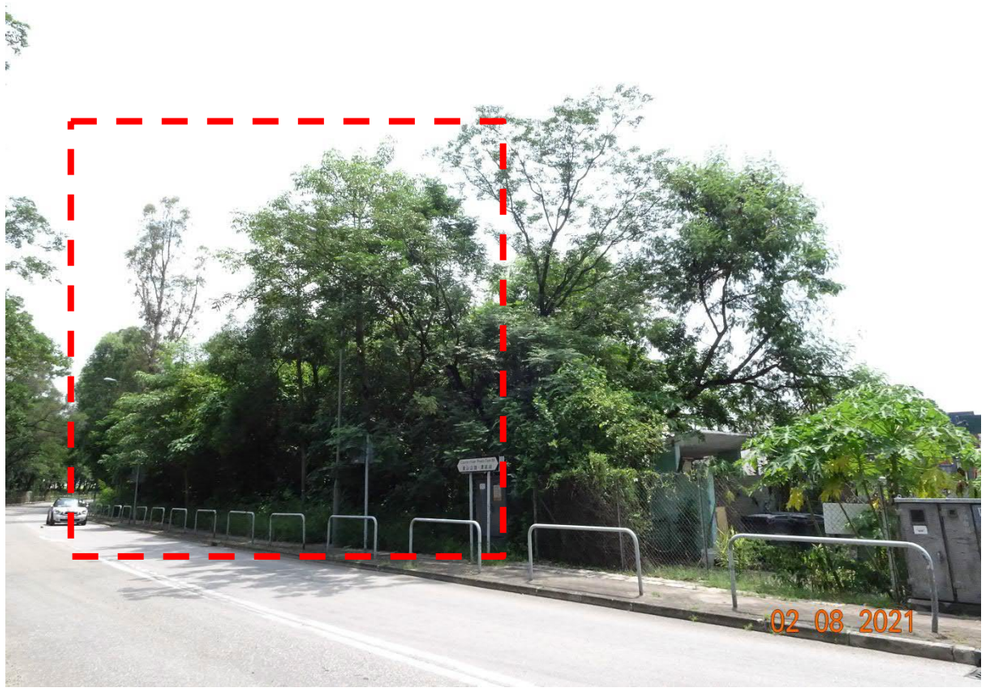


PHOTO No.1 - TREE GROUP TG1



PHOTO No.2 - TREE GROUP TG1



PHOTO No.3 - TREE GROUP TG1



PHOTO No.4 - TREE GROUP TG1



PHOTO No.5 - TREE GROUP TG2



PHOTO No.6 - TREE GROUP TG2



PHOTO No.7 - TREE GROUP TG2



PHOTO No.8 - TREE GROUP TG2

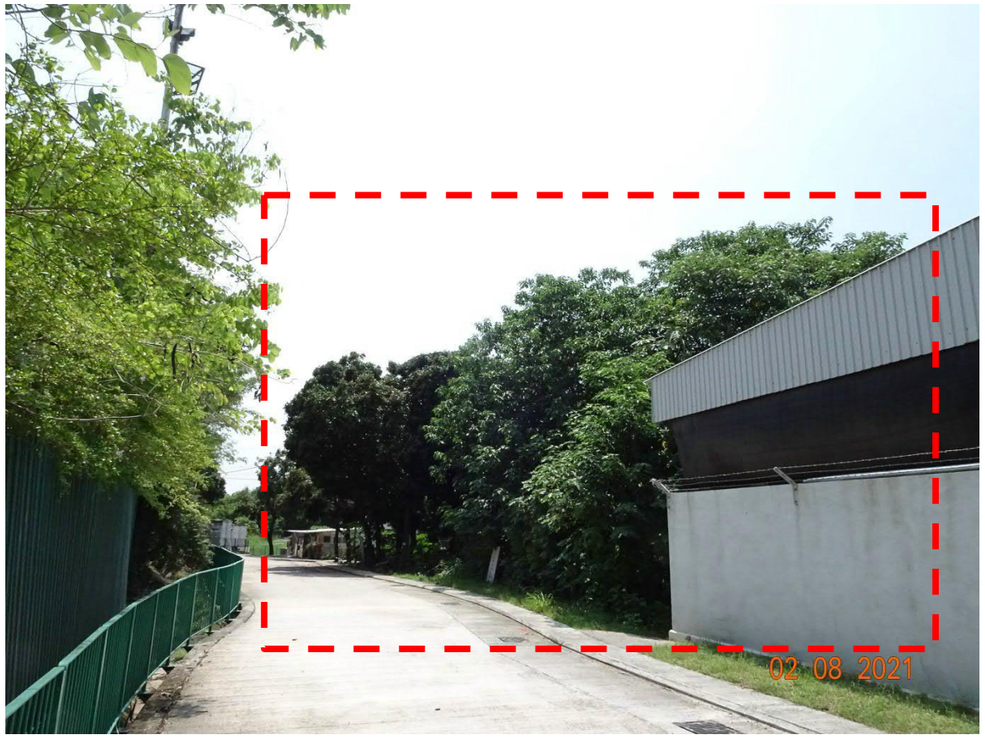


PHOTO No.9 - TREE GROUP TG3



PHOTO No.10 - TREE GROUP TG3



PHOTO No.11 - TREE GROUP TG3



PHOTO No.12 - TREE GROUP TG4

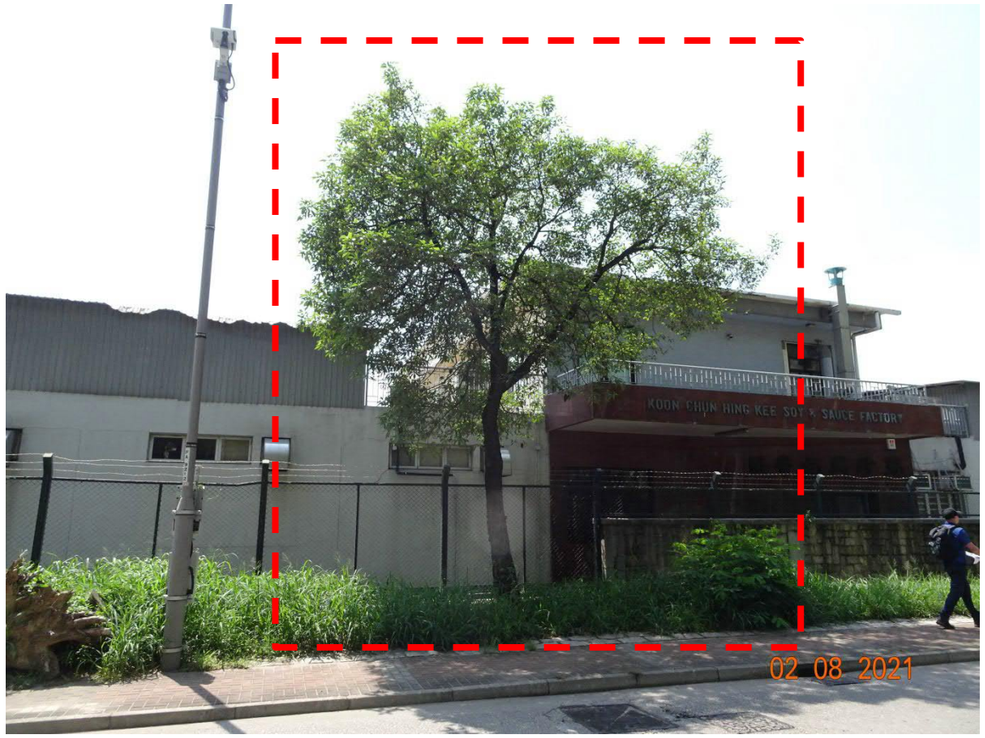


PHOTO No.13 - TREE GROUP TG4

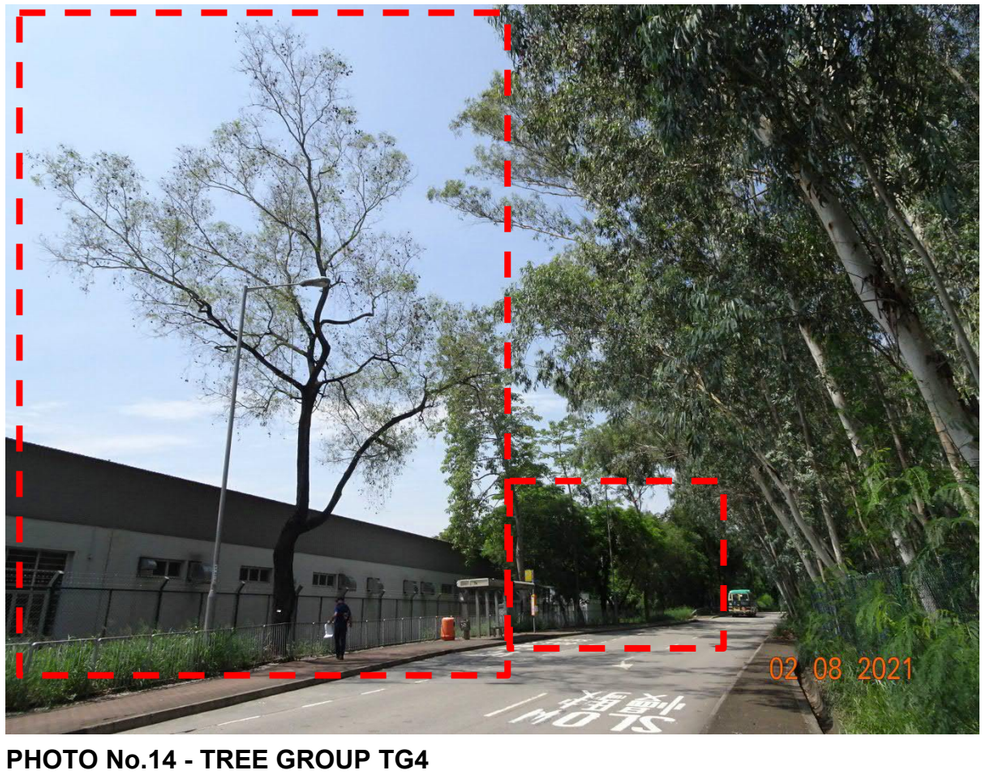


PHOTO No.14 - TREE GROUP TG4

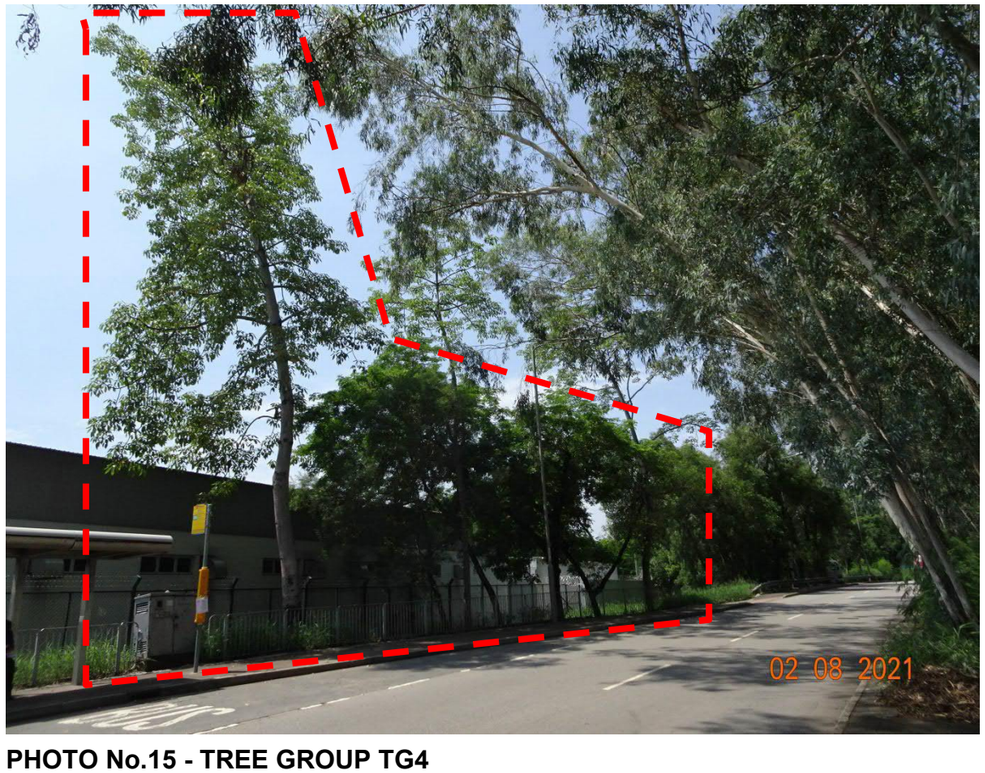


PHOTO No.15 - TREE GROUP TG4



PHOTO No.16 - TREE GROUP TG5



PHOTO No.17 - TREE GROUP TG5



PHOTO No.18 - TREE GROUP TG5

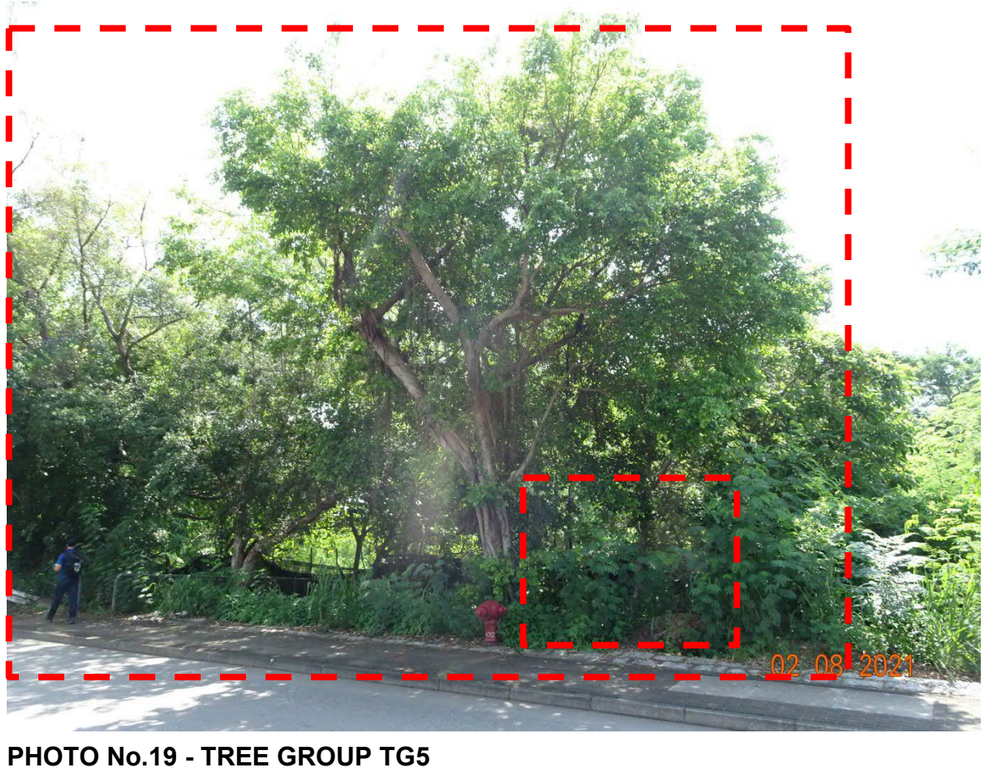


PHOTO No.19 - TREE GROUP TG5

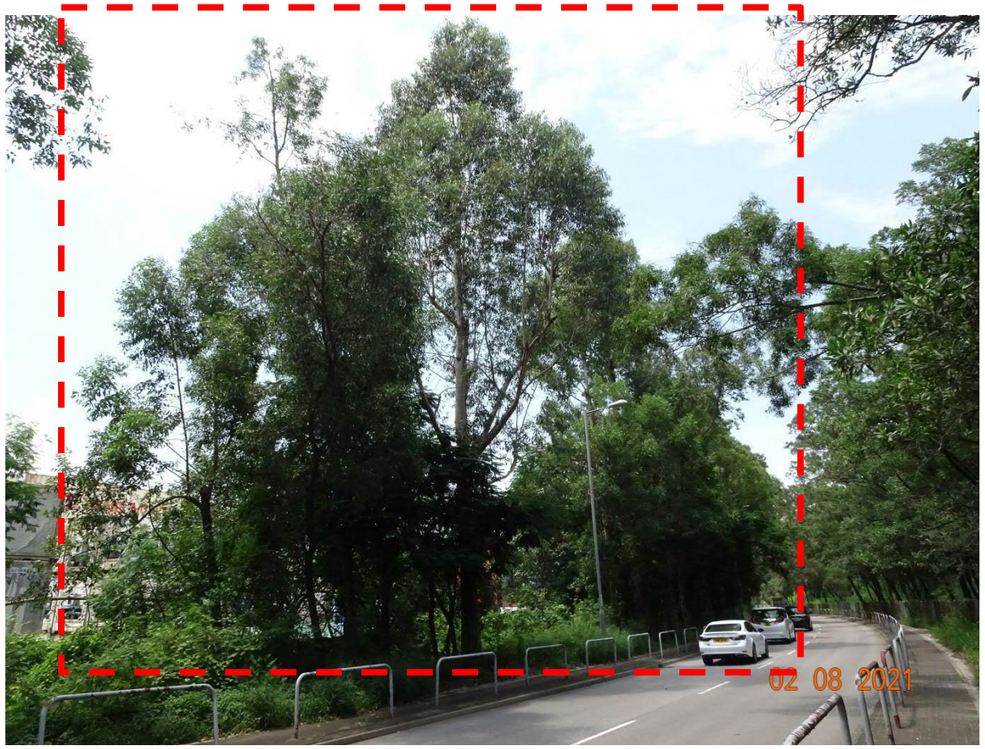


PHOTO No.20 - TREE GROUP TG6



PHOTO No.21 - TREE GROUP TG6



PHOTO No.22 - TREE GROUP TG6



PHOTO No.23 - TREE GROUP TG6



PHOTO No.24 - TREE GROUP TG7



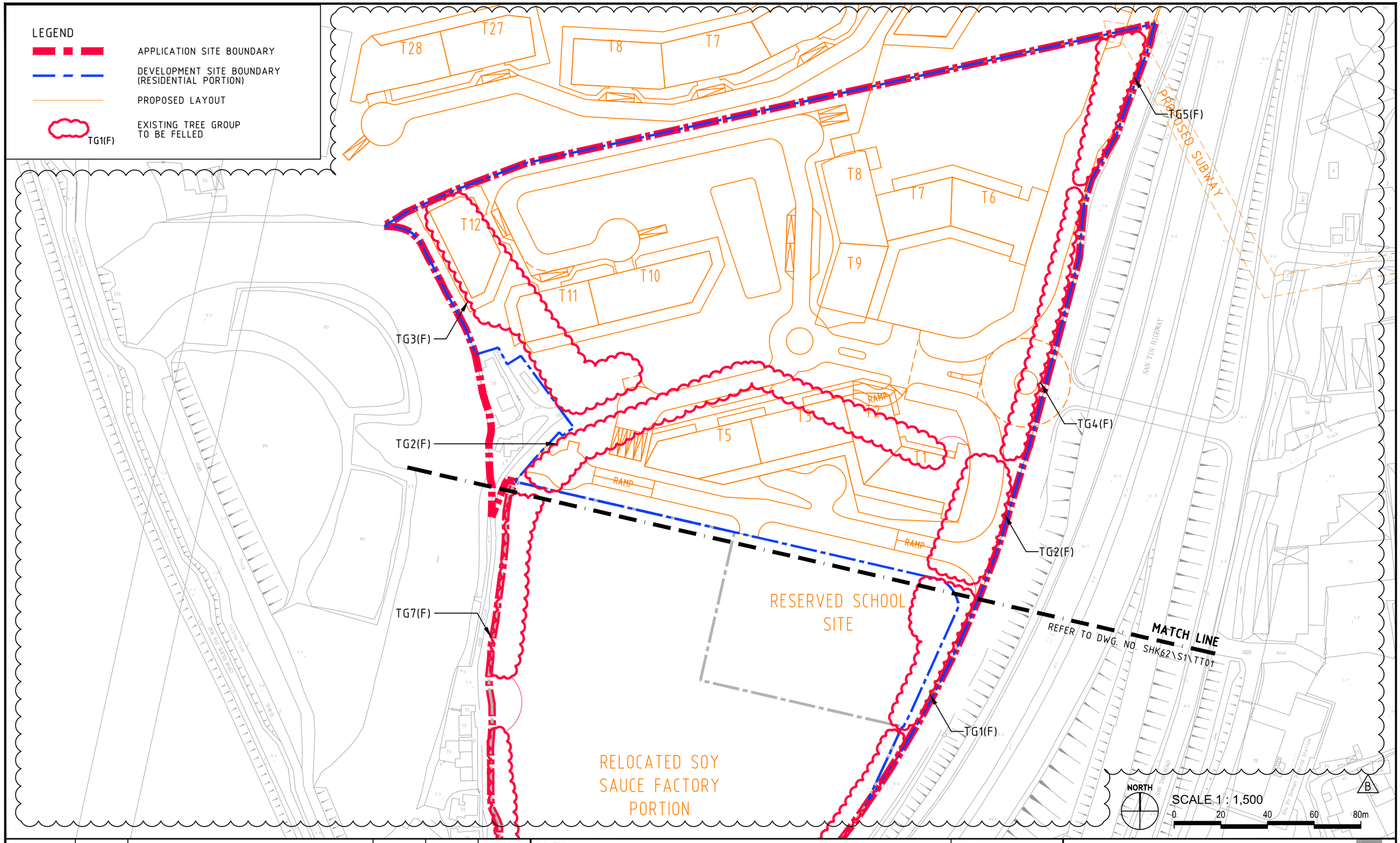
PHOTO No.25 - TREE GROUP TG7



PHOTO No.26 - TREE GROUP TG7



PHOTO No.27 - TREE GROUP TG7



Amendment No.	Date	Description	Drawn by	Checked by	Approved by
B	2025-02-17	UPDATE4D MASTER/BASE LAYOUT PLAN	EI	DK	TO
A	2022-11-17	UPDATE4D MASTER/BASE LAYOUT PLAN	EI	DK	TO

Job Title
SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SAHG WAI OUTLINE ZONING PLAN FROM "I(D)" AND "OS" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

Drawing Title
TREE TREATMENT PLAN 01

Drawing No. SHK62/S1/TT01

Scale 1:1500@A3

Drawn by EI | Checked by DK | Approved by TO | Date 2024-01-04 | Job. No. SHK62

Urbis Limited
Planning, Urban Design, Landscape, Golf & Environmental Consultants
Urbis Limited, 11/F Siu On Centre, 188 Lockhart Road, Wan Chai, Hong Kong. Tel : 2802 3333 Fax : 2802 8662

Y:\SHK62\CAD\DWG-GA\SHK62_S1_TT01.dwg, Layout1, 09/Jan/2024 12:49:10 PM, ellis, 1:1

LEGEND

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY (RESIDENTIAL PORTION)
- PROPOSED LAYOUT
- TG1(F) EXISTING TREE GROUP TO BE FELLED

TG3(F)
TG2(F)
TG7(F)
TG4(F)
TG2(F)
TG1(F)
TG6(F)

T5
T3
T2
T1
RAMP
RAMP
RAMP

RESERVED SCHOOL SITE

RELOCATED SOY SAUCE FACTORY PORTION

REFER TO DWG. NO. SHK62\S1\TT01
MATCH LINE

SAN TIN HIGHWAY
CASTLE PEAK ROAD - TAM MI
YUEN LONG HIGHWAY
SAN TAM ROAD
POK WAI SOUTH ROAD

NORTH

SCALE 1 : 1,500
0 20 40 60 80m

Amendment No.	Date	Description	Drawn by	Checked by	Approved by
B	2025-02-17	UPDATE4D MASTER/BASE LAYOUT PLAN	EI	DK	TO
A	2022-11-17	UPDATE4D MASTER/BASE LAYOUT PLAN	EI	DK	TO

Job Title
SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SAHG WAI OUTLINE ZONING PLAN FROM "I(D)" AND "OS" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

Drawing Title
TREE TREATMENT PLAN 02

Drawing No.
SHK62/S1/TT02

Scale
1:1500@A3

Drawn by	Checked by	Approved by	Date	Job. No.
EI	DK	TO	2024-01-04	SHK62

Urbis Limited
Planning, Urban Design, Landscape, Golf & Environmental Consultants
Urbis Limited, 11/F Siu On Centre, 188 Lockhart Road, Wan Chai, Hong Kong. Tel : 2802 3333 Fax : 2802 8662

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APPENDIX B – *Landscape Design Drawings*

S1-LMP-01	(Rev.G)	Landscape Master Plan
S1-SEC-01	(Rev.D)	Landscape Section A-A
S1-SEC-02	(Rev.E)	Landscape Section B-B
S1-SEC-03	(Rev.D)	Landscape Section C-C
S1-OS-01	(Rev.E)	Private Open Space Provision

LEGEND

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY (RESIDENTIAL PORTION)
- PROPOSED TREES
- BUFFER PLANTING
- ORNAMENTAL PLANTING AND FLOWERING SHRUBS
- PLANTING AREA
- TIMBER DECK
- LAWN
- SWIMMING POOL
- PLAY AREA
- FEATURE PAVING
- EVA
- OUTDOOR SEATING
- PAVILION
- (1) VEHICULAR ACCESS - RESIDENTIAL PORTION
- (2) PODIUM GARDEN
- (3) LANDSCAPE GARDEN
- (4) SITTING OUT AREA
- (5) PLAY AREA
- (6) SWIMMING POOL
- (7) RAMP TO BASEMENT CARPARK
- (8) VEHICULAR ACCESS OF CTL
- (9) VEHICULAR ACCESS - RESERVED SCHOOL SITE AND EXISTING TEMPORARY STRUCTURES

T12 T11 T10 T8 T7 T6 T9 T5 T3 T2 T1

MEANDER

CASTLE PEAK ROAD

PROPOSED SUBWAY

SAN TIN HIGHWAY

RELOCATED SOY SAUCE FACTORY PORTION

RESERVED SCHOOL SITE

+7.0 +15.0 +5.1 +5.3 +3.9 +4.1 +4.0 +3.8 +12.0 +5.3 +4.5

SCALE 1:1000

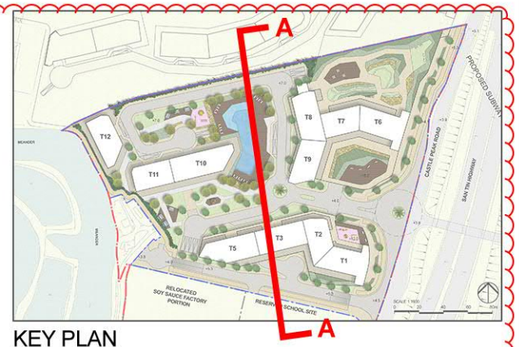
0 20 40 60 80m

TITLE : **LANDSCAPE MASTER PLAN - Lot 1910 RP (Part)**

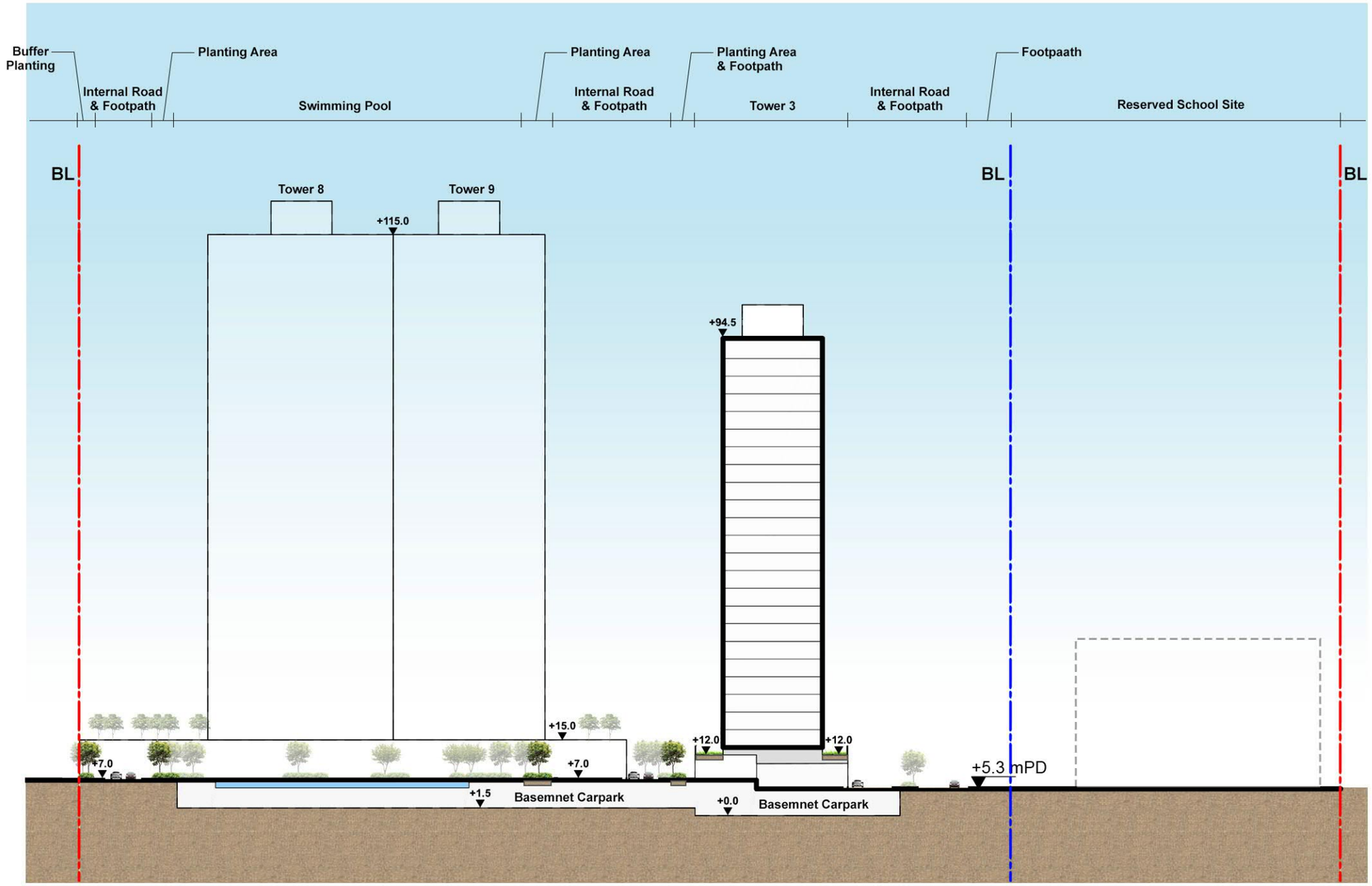
FIGURE: S1-LMP-01(Rev.C)

FEB 2025

PROJECT : Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long



KEY PLAN



SCALE 1:1000

0 20 40 60 80m

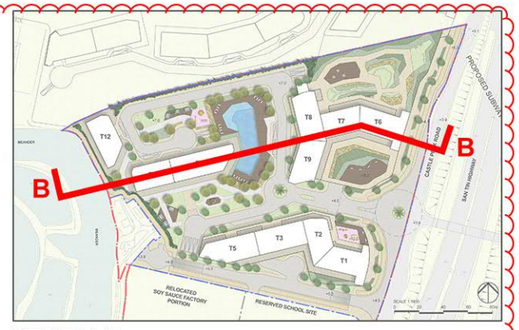
D

TITLE : **SECTION A-A**

FEB 2025

FIGURE: S1-SEC-01(Rev.D)

PROJECT : Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)” and “OS” Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long



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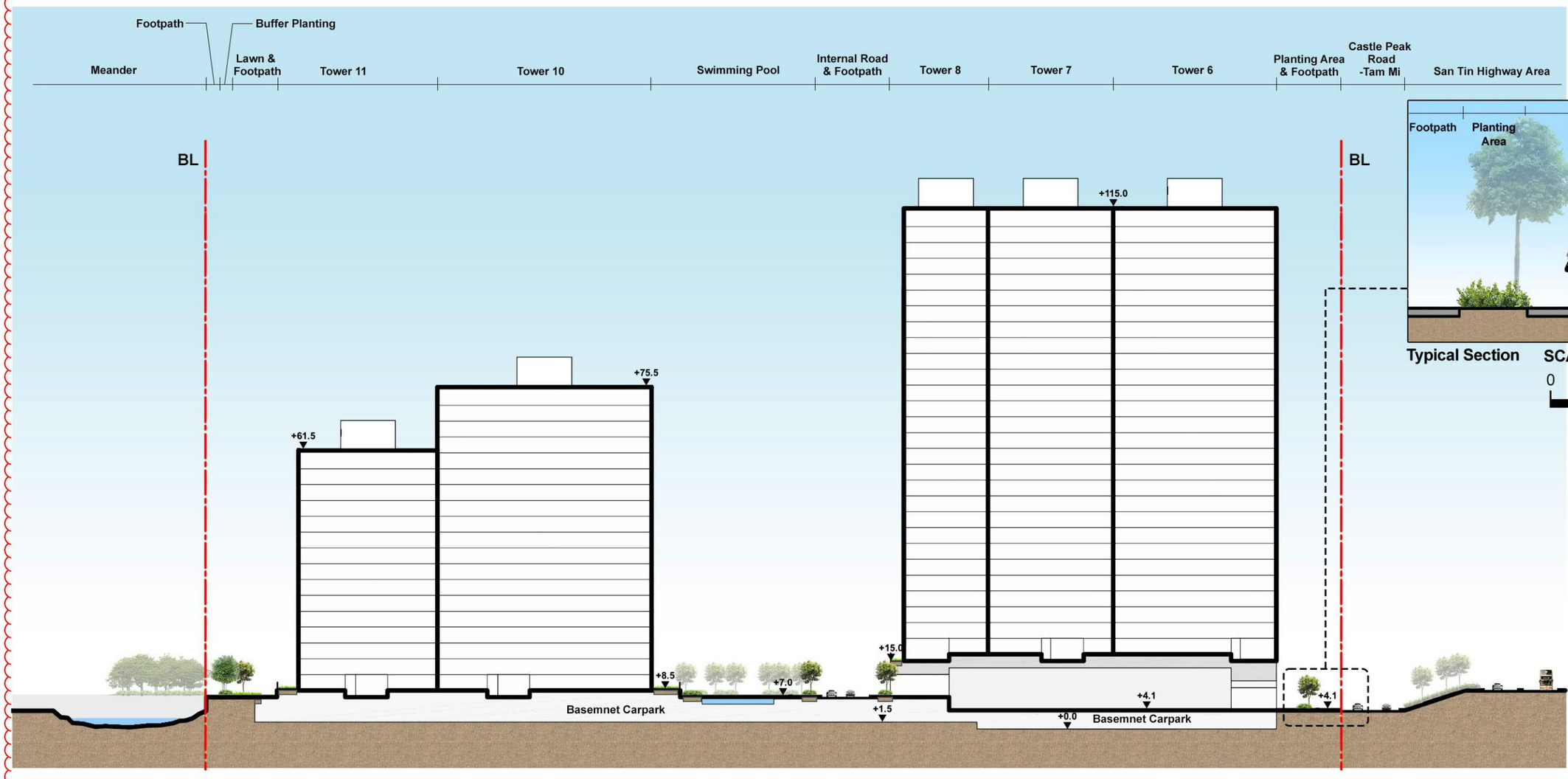
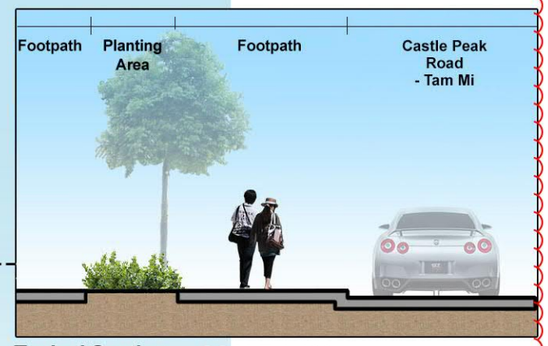




Typical Section SCALE 1:100

0 1 2 3 4 5m

SCALE 1:1000

0 20 40 60 80m

E

TITLE : **SECTION B-B**

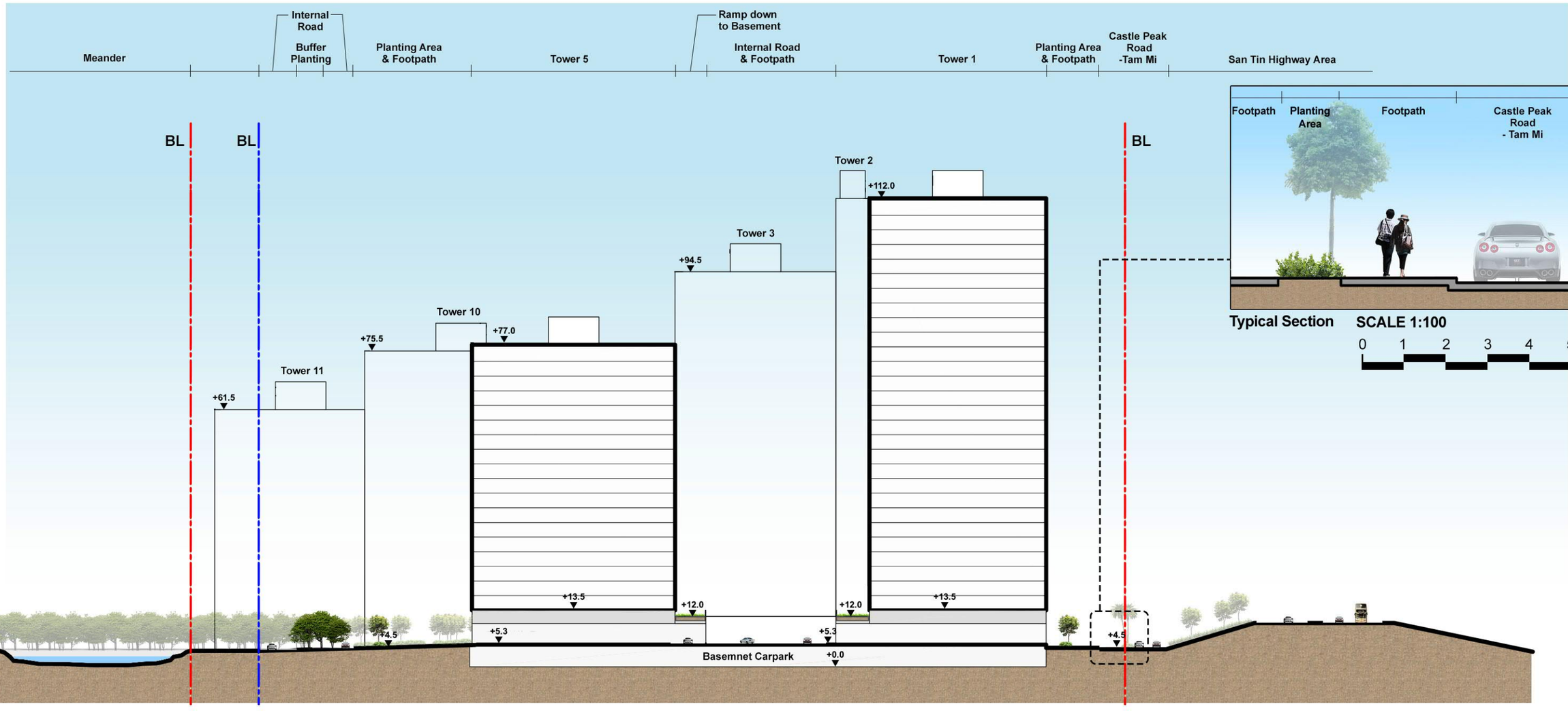
FIGURE: S1-SEC-02(Rev.E)

FEB 2025

PROJECT : Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)” and “OS” Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long



KEY PLAN



Typical Section SCALE 1:100

0 1 2 3 4 5m

SCALE 1:1000

0 20 40 60 80m

D

TITLE : **SECTION C-C**

FEB 2025

FIGURE: S1-SEC-03 (Rev.D)

PROJECT : Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)” and “OS” Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

LEGEND

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY (RESIDENTIAL PORTION)

PRIVATE OPEN SPACE FOR THE EXCLUSIVE USE OF THE ESTATE =NOT LESS THAN 8,099 SQM

T12

T11

T10

T8

T7

T6

T9

T5

T3

T2

T1

MEANDER

CASTLE PEAK ROAD

PROPOSED SUBWAY

SAN TIN HIGHWAY

RELOCATED SOY SAUCE FACTORY PORTION

RESERVED SCHOOL SITE

+7.0

+15.0

+5.1

+3.9

+4.0

+3.8

+12.0

+5.3

+4.5

SCALE 1:1000

0 20 40 60 80m

C

TITLE : **PRIVATE OPEN SPACE PROVISION**

FEB 2025

FIGURE: S2-OS-01 (Rev.C)

PROJECT : Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)” and “OS” Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

Appendix C

Visual Impact Assessment

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1 Introduction

1.1 This Visual Impact Assessment (VIA) is prepared for the planning application submitted to the Town Planning Board (the Board) under Section 12A of the Town Planning Ordinance for rezoning the "Industrial (Group D)" ("I(D)"), "Open Storage" ("OS") and 'Road' zones to "Residential (Group E)" ("R(E)") zone or an alternative option with incorporation of tailor-made "Other Specified Use" annotated "Industrial" land-use zoning if deem appropriate by the Town Planning Board on the Draft Nam Sang Wai Outline Zoning Plan (the OZP) No. S/YL-NSW/9, in support of a comprehensive development at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D. 107 and adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long (i.e. hereafter referred to as the Application Site) (see **Figure 1.1**).

1.2 Served by a comprehensive transport network, the Application Site is well connected with other parts of the New Territories and the metro areas in Hong Kong. Furthermore, according to the Government's publication of the railway scheme for the Northern Link (NOL), the planned Au Tau Station will be implemented about 150m away to the east of the Application Site. The planned station will give rise to the opportunity of releasing the development potential of the Application Site and its surrounding areas.

1.3 According to the Northern Metropolis Development Strategy (NMDS) formulated by the Government in October 2021 and the Northern Metropolis Action Agenda 2023, the Northern New Territories in which the Application Site is situated, will be drastically transformed into an urban context in the future. As a whole, the Northern Metropolis will become an international I&T hub with unique metropolitan landscape marked with "Urban-Rural Integration and Co-existence of Development and Conservation" to serve as a future economic engine and important employment hub between Hong Kong and Shenzhen.

1.4 Considering that the Northern New Territories including the Application Site has undergone and will undergo tremendous changes in the planning and development context, the Applicant intends to seize this unique opportunity to unleash the development potential of the Application Site for a medium-density residential use to complement the changing spatial development framework of the area. Moreover, to align with the policy directives on re-industrialisation (also known as Industry 4.0), the indicative development proposal for the proposed "R(E)" zone would be divided into 3 portions, namely the Residential Portion, the Relocated Soy Sauce



llewelyn davies	Title: Location Plan	Checked	DH	Drawn PW
		Rev	0	Date Feb 2024
		Scale NA		Figure 1.1

Factory Portion and the Reserved School Site. Details of the proposal would be explained in Section 2.

1.5 This VIA was prepared to analyse:

- **Interim Scenario**: The potential visual impact that may be induced by the Proposed Development under the current context with completion of the approved / planned developments, including the approved residential developments (i) Application No. A/YL-KTN/604; (ii) Application No. A/YL-KTN/663; and (iii) Application No. A/YL-NSW/274; (iv) Application No. Y/YL-NSW/7; (v) planned Sha Po Public Housing Development; and (vi) planned residential development in Tung Shing Lei under Land Sharing Pilot Scheme.

- **Ultimate Scenario:** The visual context in the long-run with full implementation of the Proposed Development, approved / planned developments and another planning application to the immediate in support of a comprehensive development to the immediate north of the Application Site in the long run.

1.6 This VIA was prepared in accordance with the 'Town Planning Board Guidelines No. 41 – Guidelines on Submission of Visual Impact Assessment for Planning Applications to the Town Planning Board' ('TPB PG-No. 41') in order to evaluate the degree of visual impacts on visual sensitive receivers (VSRs) from major public viewpoints (VPs) due to the Proposed Development at the Application Site. Latest approved / planned development context and adjacent ongoing planning application will also be taken into account in the VIA.

1.7 This VIA covers the following sections:-

Section 2:	describes the Proposed Development;
Section 3:	identifies the visual context and the baseline visual condition of the Application Site (e.g. visual elements and resources, assessment area, etc.);
Section 4:	identifies the key public viewpoints and visual sensitive receivers;
Section 5:	appraises the potential visual impacts induced by the Proposed Development; and
Section 6:	summarises the findings of the VIA.

2 Indicative Development Scheme

2.1 Major Development Parameters

2.1.1 In support of the above proposed planning intention, an indicative development proposal has been prepared. According to the indicative scheme, the northern portion of the Application Site will be proposed to be a medium-density comprehensive development with residential and supporting commercial and ancillary uses. The southern portion of the Application Site will be for the future operation of the relocated existing soy sauce factory. To cater for the potential educational needs of the area's future population, a site (of site area of 6,200m^2) has been reserved for school use in the middle portion of the Application Site. In the event that the reserved site is to be developed for educational purposes to be implemented by private sector, the future operator will make required application(s) and registration(s) to relevant Government authorities for approval under the prevailing policy.

2.1.2 The Indicative Master Layout Plan (MLP) and Section Plans of the Proposed Development are shown in **Figures 2.1** to **2.3**. For the major development parameters of the Proposed Development, please refer to **Table 2.1**.



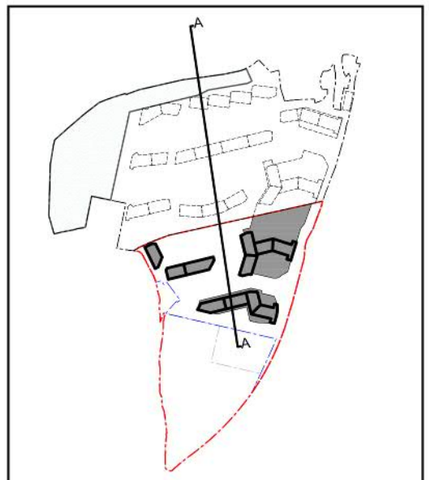
1. All spot levels marked on the building structures (including towers, clubhouse and GIC blocks) refer to the main roof levels.
2. No.of storeys marks on plans show total no.of storeys including towers and podiums, excluding basement(s).
3. "Commercial uses" include 'Eating Place', 'Shop and Services', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, arts school, ballet and other types of schools providing interest/ hobby related courses), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture'

Title

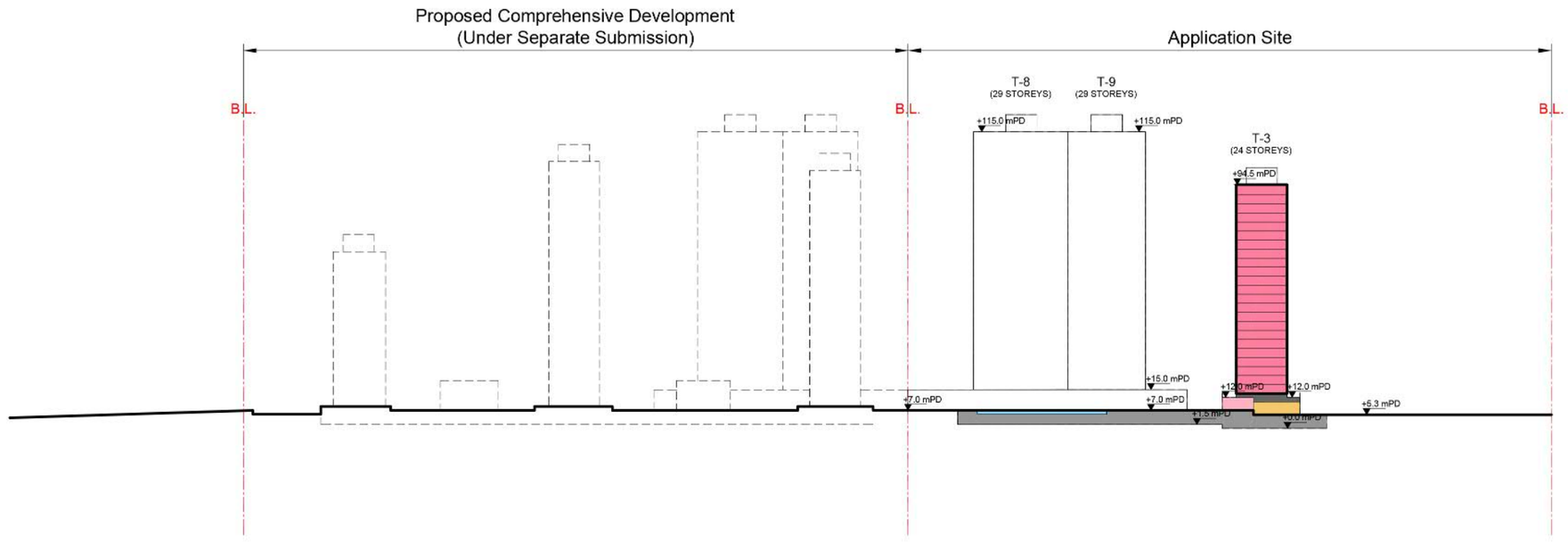
Indicative Master Layout Plan

Checked	DH	Drawn	PW
Rev	0	Date	Feb 2025
Scale		Figure	2.1

RESIDENTIAL TOWERS
CLUBHOUSE
RESIDENTIAL LOBBY AREA / LIFTS
COMMERCIAL / RETAIL
CARPARK / E&M

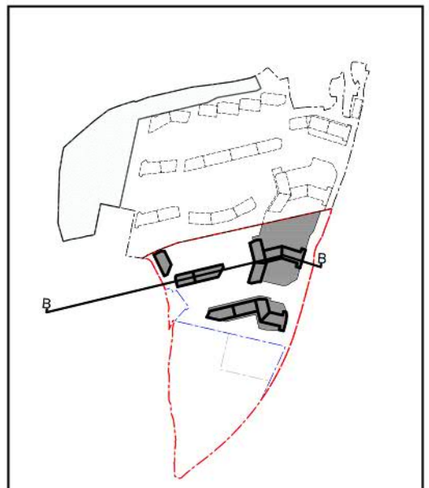


KEY PLAN



	Title	Indicative Section A-A Plan		
			Checked	DH
			Rev	0
			Scale	
			Drawn	PW
			Date	Feb 2025
			Figure	2.2

- RESIDENTIAL TOWERS
- CLUBHOUSE
- RESIDENTIAL LOBBY AREA / LIFTS
- COMMERCIAL / RETAIL
- CARPARK / E&M
- COVERED TRANSPORT LAY-BY



KEY PLAN

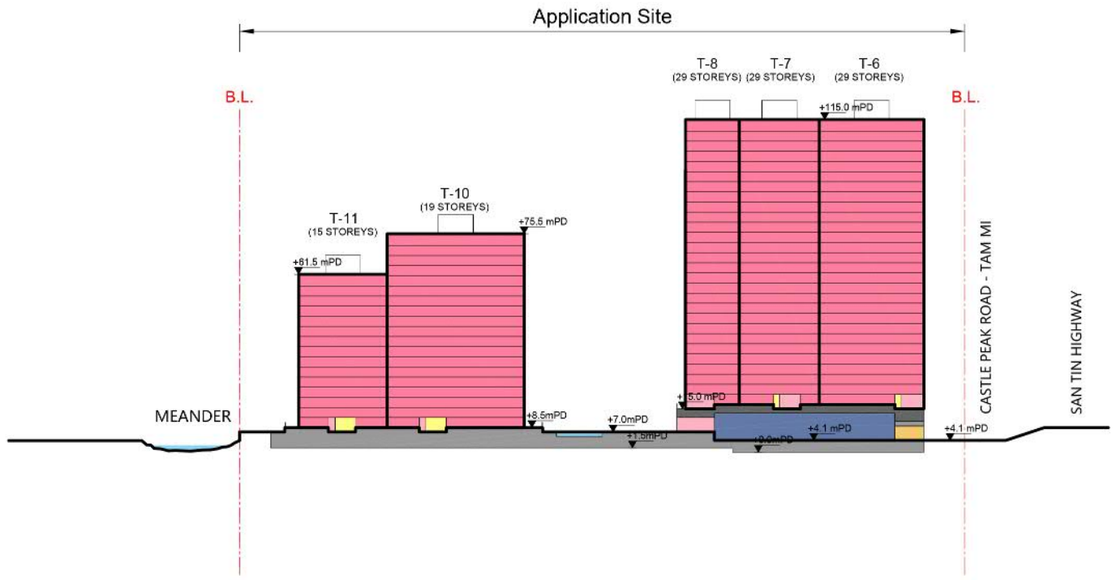


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			Figure	2.3

Table 2.1 Indicative Development Schedule

Development Parameters	
Application Site Area (m^2) (about)	81,550 (1)
Residential Portion	47,891 (1)
Relocated Soy Sauce Factory Portion	27,459
Reserved School Site	6,200
Development Site Area (m^2) (about)	73,960 (2)
Residential Portion	46,501
Relocated Soy Sauce Factory Portion	27,459
Residential Portion	
Domestic GFA (m^2) (about)	115,942
Non-domestic GFA (m^2)	
Commercial Uses (m^2) (3) (about)	3,900
Covered Transport Lay-by (m^2) (about)	6,400
Maximum Building Height (to the main roof)	Not more than 115mPD
No. of Residential Towers	11
No. of Units	3,115
Average Flat Size (m^2) (about)	37.2
No. of Domestic Storeys (4)	Not more than 28
No. of Non-domestic Storeys	
Non-domestic Podium (5)	Not more than 1
Basement Carpark	1
Anticipated Population (6)	8,099
Communal Private Open Space (m^2) (7)	8,099
Maximum Site Coverage (above ground)	
Domestic	< 33.33%
Non-domestic	< 100%
Clubhouse Facilities (8)	
GFA (m^2) (about) (9)	3,500
No. of Storeys	2
Relocated Soy Sauce Factory Portion (10)	
Non-domestic GFA (m^2)	Not more than 13,700 (11) (12)
Maximum Building Height (to the main roof)	Not more than 15 mPD (11)

Remarks:

(1) Include portion of Government land currently occupied by some temporary structures at the western portion of the Application Site with an area of about 1,390m^2.
(2) Including the proposed public road within the Application Site and the proposed traffic improvement works along Castle Peak Road.
(3) Include commercial GFA for 'Shop and Services', 'Eating Place, 'School' (nursery / kindergarten / language, computer, commercial or tutorial schools / technical institutes / other types of schools providing interests and hobby related courses for subjects such as arts, ballet and etc.), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture' uses at the commercial portion.
(4) Exclude transfer plates.
(5) Including commercial uses and Covered Transport Lay-by.
(6) Assuming a Person-Per-Flat ratio of 2.6 as per the suggestion in HK2030+.
(7) Not less than 1m^2 per person according to HKPSG.
(8) Exempted from plot ratio calculation.
(9) Or such other areas of clubhouse as may be approved by the Buildings Department based on the total permissible domestic GFA for individual land parcel (site under the Buildings Ordinance) at the future GBP.
(10) For the manufacture of soy, sauce, preserved fruits or vegetables or Chinese sweetmeats and no domestic buildings shall be erected thereon except ancillary premises that the District Commissioner, New Territories (Lands Department) may consider reasonable for accommodating staff and workers employed on the premises.
(11) In order to facilitate the future operation of the relocated soy sauce factory, about 7,300m^2 of the floor area of the future plant room will have a high headroom of about 8m and about 6,400m^2 of the floor area of the future plant room will have a headroom of about 5m.
(12) The floor space that is constructed for plant rooms (including steam boiler rooms, fan rooms, air compressor room, photo voltaic (PV) panel room, LPG store, DG chemical store, waste water treatment plant and associated plant rooms) for the relocated soy sauce factory is exempted from GFA calculation.

Residential Portion

2.1.3 The Proposed Residential Portion is located at the northern portion of the Application Site. It has a development site area of about 46,501m^2, a domestic GFA of about 115,942m^2 and comprises 11 nos. of residential towers. The maximum building height (to the main roof) is not more than 115mPD, with stepped building heights profile descending from east to west.

2.1.4 The Proposed Development provides about a total 3,115 nos. of flats. Based on a Person-Per-Flat ratio of 2.6 as per the suggestion in HK2030+, the Proposed Development accommodates a population of about 8,099 persons. Clubhouse facilities will also be provided. A non-domestic GFA of about 10,300m² is also proposed to support the needs of the future residents and the wider community, which comprises of commercial GFA of about 3,900m^2 and a covered transport lay-by of GFA of about 6,400m^2.

Reserved School Site

2.1.5 To cater for the potential educational needs of the area's future population, a site (of site area of 6,200m^2) has been reserved for school use in the middle portion of the Application Site. In the event that the reserved site is to be developed for educational purposes to be implemented by private sector, the future operator will make required application(s) and registration(s) to relevant Government authorities for approval under the prevailing policy.

Relocated Soy Sauce Factory Portion

2.1.6 The southern portion of the Application Site will be reserved for the relocation of the existing soy sauce factory. A total non-domestic GFA of not more than 13,700m^2 and a maximum building height of not more than 15mPD are allowed for the operation of the relocated soy sauce factory.

3 Baseline Visual Condition

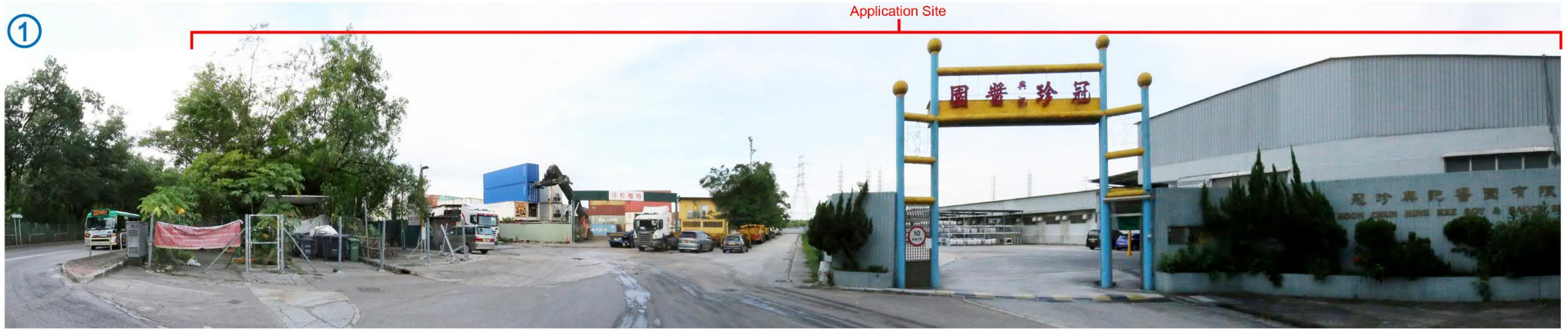
3.1 Visual Context and Character

3.1.1 At present, the Application Site mainly falling within "I(D)" is occupied by an existing soy sauce factory, with the western part of the Application Site being unused land with scattered temporary structures. The portion near the south-eastern periphery of the Application Site which falls within the "OS" zone is currently used as an container storage yard. **Figure 3.1** illustrates the existing site conditions and the surrounding context.

3.1.2 Situated adjacent to the northeast of Yuen Long New Town, in addition to the high-density and high-rise residential developments around the Yuen Long Station, a cluster of existing development (i.e. Park Yoho), as well as approved / planned developments (including the comprehensive developments in the "Comprehensive Development Area" ("CDA") and "CDA(1)" zones), are situated in close proximity to the southeast of the Application Site. In particular, a recent planning application (Application No. A/YL-NSW/274) for development of a residential and community hub to the southwest of about 750m away from the Application Site with a similar maximum plot ratio of not more than 2.29, was approved by the Board in February 2021. In addition, the Land Sharing Pilot Scheme Application No. LSPS/002 for proposed residential development in Tung Shing Lei was recently gazetted for OZP amendment on 12.7.2024, the LSPS development has a plot ratio of about 4.45 (public portion) and about 2.16 (private portion); and building height of not more than 100mPD.

3.1.3 To the north about 360m of the Application Site, a rezoning planning application (Application No. Y/YL-NSW/7) for comprehensive development to include wetland restoration area with maximum plot ratio of 1.548 was approved by the Board in November 2023 and gazetted for OZP amendment on 12.7.2024.

3.1.4 To the east across the San Tin Highway of the Application Site is an area zoned "Other Specified Uses" annotated "Railway Reserve" which is reserved for the future NOL. According to the Government's publication of the railway scheme for the Northern Link (NOL) in the Gazette under the Railways Ordinance in October 2023, the planned Au Tau Station will be implemented about 150m away to the east of the Application Site.



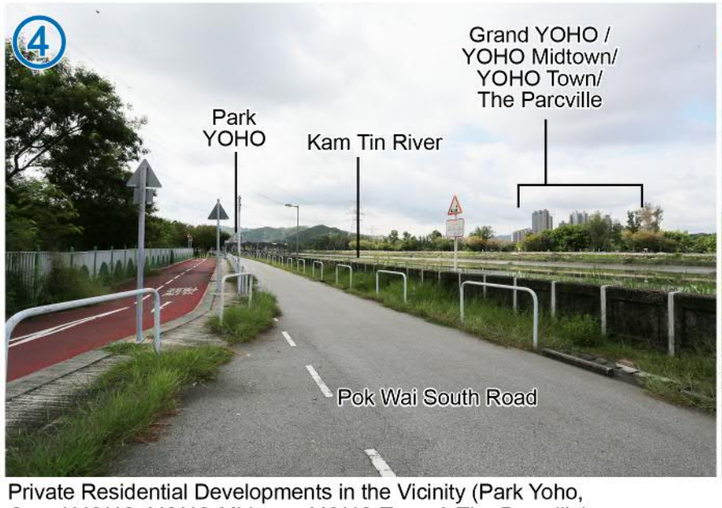
Existing Soy Sauce Factory and Container Storage Yard within the Application Site



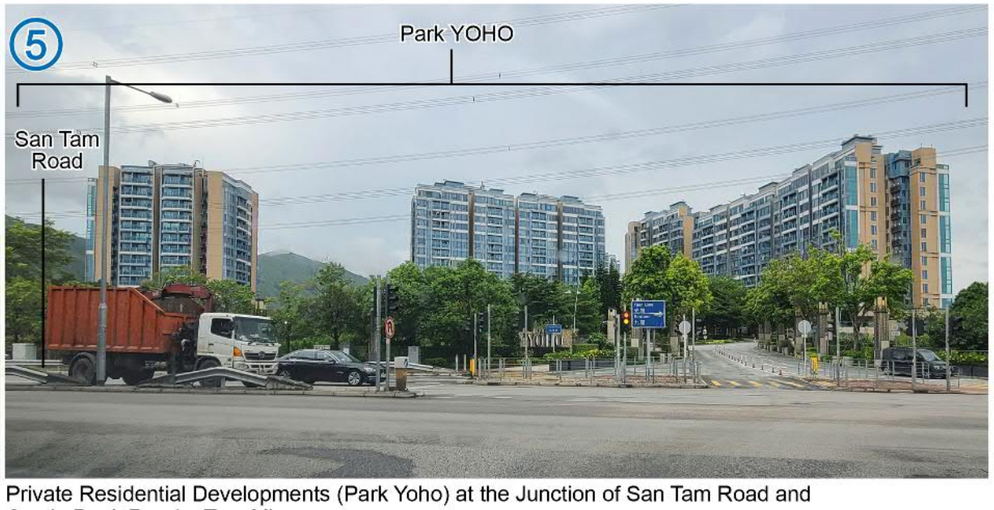
Existing Views towards the West of the Application Site from Pok Wai South Road



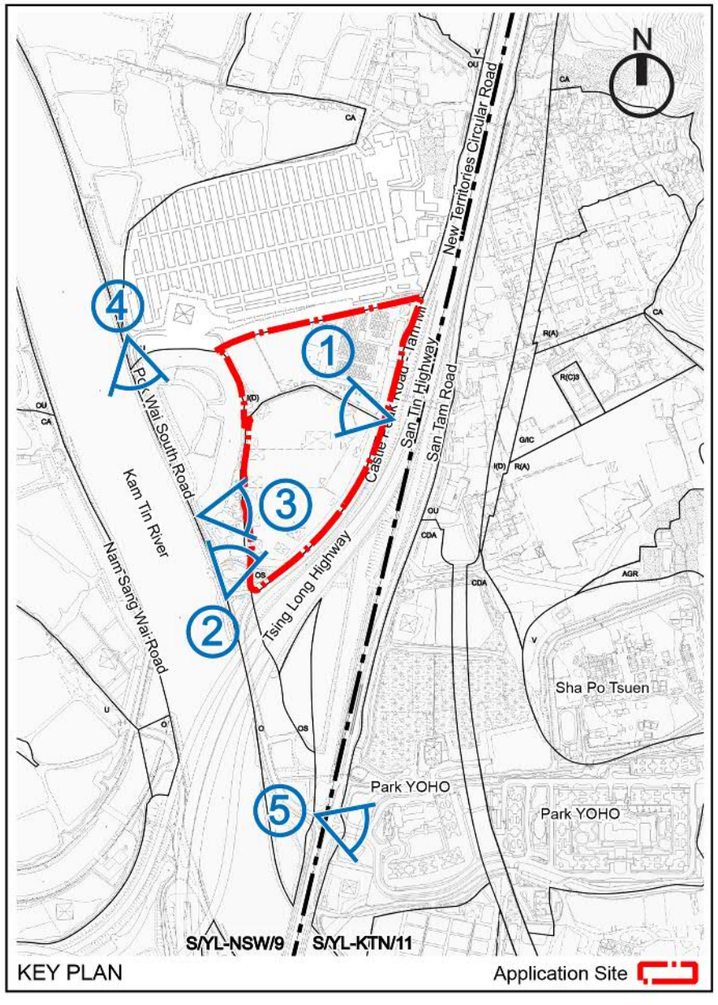
Existing Brownfield Sites at the Southern Portion of the Application Site



Private Residential Developments in the Vicinity (Park Yoho, Grand YOHO, YOHO Midtown, YOHO Town & The Parcville)



Private Residential Developments (Park Yoho) at the Junction of San Tam Road and Castle Peak Road – Tam Mi



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Site and Surrounding Context

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3.1.5 According to the Approved Kam Tin North OZP No. S/YL-KTN/11, the sites (about 11.8 hectares) to the east across the San Tin Highway of the Application Site is planned for high-density and high-rise Sha Po Public Housing Development with total plot ratio up to 6.7 and building height up to 185mPD.

3.1.6 For visual assessment purpose, the abovementioned approved / planned residential developments in close proximity of the Application Site being visible from the potential VPs will be included in both "Interim Scenario" and "Ultimate Scenario" of the subject VIA.

3.1.7 To the immediate north of the Application Site is another planning application submitted to the Town Planning Board (i.e. No. Y/YL-NSW/8) in support of a comprehensive development with a domestic GFA of about 255,708m^2 and a maximum building height of about 115mPD. The proposed residential development to the immediate north of the Application Site will be included in the "Ultimate Scenario" of the subject VIA for visual assessment purpose.

3.1.8 **Figure 3.1** illustrates the existing site conditions and the surrounding context. **Table 3.1** summarises the development intensities of various existing and planned developments along the alignment of the existing Tuen Ma Line and in the vicinity of the future NOL. It is evident that the area is gradually transforming from a sub-urban area to an urban township with development intensity gradually descending towards the north across San Tin Highway, then towards the Deep Bay.

Table 3.1 - Completed, Approved and Planned Residential Developments in Close Proximity of the Application Site

Location	Zoning	Plot Ratio	Max. Building Height (excluding basement(s))
Completed Developments			
Sun Yuen Long Centre, Yuen Long	"OU"	6.71	28 storeys (104.75mPD)
Grand YOHO, Yuen Long	"CDA"	5.82	41 storeys (174.2mPD)
Twin Regency, Yuen Long	"R(E)1"	4.99	22 storeys (83.5mPD)
One Regent Place, Yuen Long	"R(B)1"	3	25 storeys (90.1mPD)
The Parcville, Yuen Long	"R(B)2"	3	15 storeys (53.65mPD)
Park Yoho, Yuen Long	"CDA"	1.024	16 storeys (60.2mPD)
Crescent Green, Yuen Long	"R(B)1"	1.199	13 storeys (83.5mPD)
The Riva, Yuen Long	"R(B)"	1.27	23 storeys (82mPD)
Approved Developments			
Sha Po Public Housing Development (Gazette on 15.12.2023)	"R(A)"	6.7	52 storeys (185mPD)
Land Sharing Pilot Scheme No. 002 at Ho Chau Road, Yuen Long (Gazette on 12.7.2024)	"R(A)1" & "R(A)2"	4.45 (Public Housing Portion) 2.16 (Private Housing Portion	26 storeys (100mPD)
Park Yoho (Phase 2), Yuen Long (No. A/YL-KTN/663 approved on 26.5.2020)	"CDA"	1.67	16 storeys (62.2mPD)
Park Yoho (Phase 3), Yuen Long (No. A/YL-KTN/604 approved on 22.3.2019)	"CDA(1)"	1.254	18 storeys (66.35mPD)
Sha Po South Extension (No. A/YL-KTN/964 approved on 15.3.2024)	"R(E)"	1.43	17 storeys (65.93mPD)

3.2 Visual Elements and Resources

3.2.1 Situated in the sub-urban area of Yuen Long between the high-rise residential development in Yuen Long Town and the medium-rise residential development along Kam Tin River, the visual context of the Application Site is shaped by various visual elements which come into sights of the viewers. All major visual elements, including the visual resources or attractors and visual eyesores or distractors that currently exist or planned are identified below. Different visual elements may enhance, degrade or neutralise the overall visual impact of the Proposed Development being assessed.

Visual Elements and Amenities

3.2.1 **Topography** – The Proposed Development lies on a flat floodplain and is overlooked by steep, vegetated mountain ranges of Lam Tsuen Country Park to the east at a further distance. The terrain to the west and northwest is an area of wetlands and the Deep Bay estuary. Some existing vacant land, scattered village developments, low-density residential estates and industrial sites are located to the north of the Application Site. The contrast between the flat plain and the hilly ridgelines creates a dramatic overall visual context to the locality.

3.2.2 **River and Ponds** – Kam Tin River are located to the west of the Application Site. The area to the north of the Application Site comprises a patchwork of fishponds, riverine and pond water surfaces and have considerable visual amenity.

Visual Eyesores and Distractors

3.2.3 **Major infrastructure** – San Tin Highway and its extensive viaducts running in a north-south direction at the eastern and south-eastern side of the Application Site are highly visible. With high volume of busy traffic flow, San Tin Highway is considered as a visual eyesore as it is incompatible with the sub-urban landscape surrounding the Application Site.

3.2.4 **Open storage yards and soy sauce buildings –** Situated in an area intermixed with urban and sub-urban landscape, the existing soy sauce building in the "I(D)" zone will be relocated to the southern portion of the Application Site. The temporary uses with open storage activities in the "OS" zone located within the Application

Site will also be phased out for development of the relocated soy sauce factory and the Proposed Development.

3.3 Assessment Area

3.3.1 An initial assessment boundary is designated with reference to the TPB PG-No. 41, which covers approximately three times the building height of the Proposed Development. As the building height of the Proposed Development is about 108m (with a site level of about 7mPD), a radius of about 320m of the initial area of visual influence and a radius of about 1.6km of the mid-long range area of visual influence from the closest point of the Proposed Development help define the boundary of the assessment area. **Figure 3.2** shows the extended assessment area which has taken into account views from other prominent viewpoints.

Approved / Planned Developments

3.3.2 The surrounding visual context includes existing and planned developments in the vicinity. In this regard, the approved indicative scheme of the surrounding approved / planned developments being visible from the potential VPs will be included in the visual analysis as well as the photomontages. These developments include:

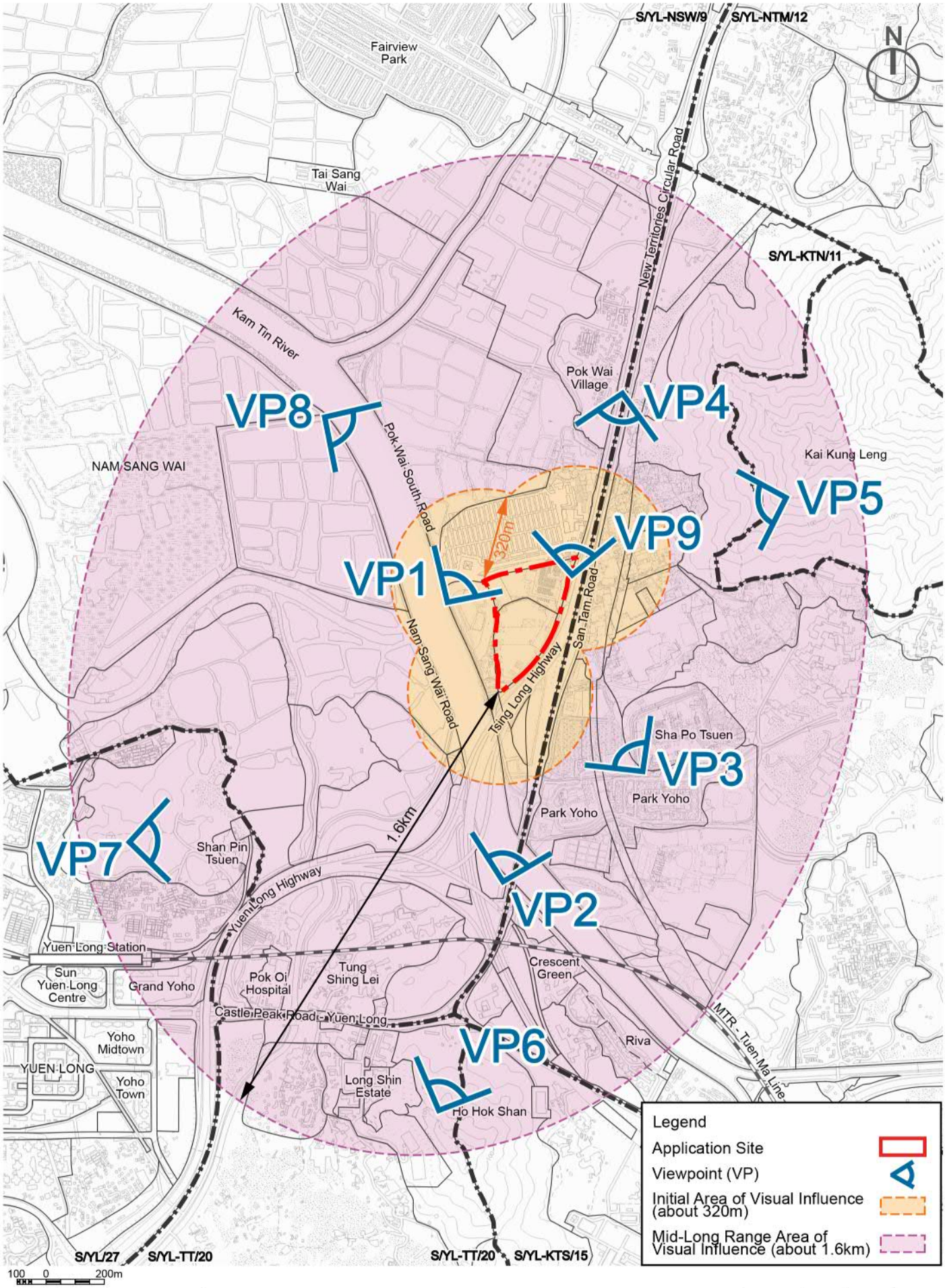
1. The approved residential development under Application No. A/YL-KTN/604 (i.e. the "CDA(1)" zone next to Park Yoho);

2. The approved residential development under Application No. A/YL-KTN/663 (i.e. the "CDA" zone next to Park Yoho);

3. The approved residential development under Application No. A/YL-NSW/274 (i.e. the "U" zone to the southwest of the Application Site);

4. The approved comprehensive development to include wetland restoration area under Application No. Y/YL-NSW/7 (i.e. the "OU(CDWRA)" zone to the north of the Application Site);

5. The gazetted Sha Po Public Housing Development (east of San Tam Road) (i.e. the "R(A)" and 'G/IC" zones to the east of the Application Site);



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Location of Vantage Points

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Scale NA		Figure 3.2	

6. The gazetted residential development at Tung Shing Lei under Land Sharing Pilot Scheme (Application No. LSPS/002) (i.e. the "R(D)" zone to the southwest of the Application Site); and

7. The planning application submitted to the Board (i.e. Y/YL-NSW/8) in support of a comprehensive development with a domestic GFA of about 255,708m^2 and maximum building height of not more than 115mPD situated to the immediate north of the Application Site.

The subject visual analysis will also take into account this ongoing proposed development to present a cumulative effect from visual point of view.

Location of Selected Public Viewpoints

3.3.3 According to the TPB PG-No. 41, the assessment area (i.e. the visual envelope) should cover the area of visual influence within which any part of the Proposed Development is visible from key sensitive viewers. When selecting the location of public viewpoints of the subject VIA, the above visual context and visual resources, the popular public recreational spaces, the distance of the development and its potential visibility from the selected viewing points, and the actual site and surrounding topographical conditions of the Application Site by ground inspection have been taken into account.

3.3.4 On top of the local vantage points, the Applicant is also aware of proposing a long-range strategic vantage point with a view to showcase the potential visual impact of the Proposed Development in a wider context. Therefore, the vantage point from Lam Tsuen Country Park, Ho Hok Shan and hill to the west of Shan Pin Tsuen were identified. In gist, 9 nos. of public viewpoints (VPs) have been identified for the subject VIA (**Figure 3.2** refers). Analysis of the visual sensitivity of the public viewers at these VPs are discussed in the following section.

4 Viewpoints and Visual Sensitive Receivers

4.1 Key VSRs are those people, who have direct views of the Application Site from the most affected public VPs, and are likely to be affected most by the visual change induced by the Proposed Development. As per the requirements of TPB PG-No. 41, the VSRs at public VPs include the public at key pedestrian nodes, popular areas for outdoor activities, recreation, rest, sitting-out, leisure, walking, sight-seeing, and the public at prominent travel routes where travellers' visual attention may be caught by the proposed visual change brought by the Proposed Development.

4.2 VSRs are also categorised based on the characters and what the public are engaged in at the public VPs. The sensitivity of receivers to visual changes will be influenced by:

1) The activities they are engaged in;
2) The duration which the Proposed Development remains visible;
3) View towards the Proposed Development is full or partial;
4) The public perception towards the Proposed Development.

4.3 With consideration to the nature of the people who are mostly affected by the proposed visual changes at the key VPs, the selected VSRs of the subject VIA are categorised into two groups, namely:-

Recreation	General public have sights to the Proposed Development while engaging in recreational facilities.
Traveller	General public have sights to the Proposed Development when commuting.

4.4 The sensitivity of VSRs towards visual changes at the Application Site are categorised into 3 classifications (i.e. "High", "Medium" and "Low"), depends on the activities they are engaged in at a VP, the duration they remain at a VP, the extent of the Proposed Development being visible at a VP, etc. For example, members of the public taking a rest at a sitting-out area for a period of time will be classified as "High Sensitivity Group", while players focusing on ball games within a playground will be classified as "Low Sensitivity Group".

4.5 The sensitivity of VSRs at the selected VPs will be described below:

Table 4.1 – Brief Analysis of Visual Sensitive Receivers at Selected Public VPs

Visually Sensitive Receiver and Type of user (Recreation and/or Traveller)	Approx. Viewing Distance	Quality of Existing View (Good / Fair / Poor)	Degree of Visibility on the Proposed Development (Full / Partial / Glimpsed / Nil) Frequency of View towards the Proposed Development (Frequent / Occasional / Rare)	Sensitivity
VSR1: Travellers along Pok Wai South Road (Figure 5.1 refers) Viewers on this road on the immediate western side of the Application Site will have views to the Proposed Development. **Traveller** – The VSRs are mainly pedestrians and drivers on Pok Wai South Road.	About 250m to the West of the Application Site	**Fair** – At this close-range VP, views towards the Proposed Development are partially available. Existing views are characterized by roadside vegetation and visually disturbing by the road itself, the pylon and handrails.	**Glimpsed** – VSRs at this VP would only have glimpsed view of the Proposed Development. Only the upper floors of the residential towers would likely be visible due to the screening effect of the existing roadside trees along Pok Wai South Road. **Rare view** – Landscape features along the Kam Tin Rive and Pok Wai South Road would attract much of the attention from people. The Proposed Development will blend in well and the views will also be screened by trees in front.	Low
VSR2: Travellers along Nam Sang Wai Road (South) (Figure 5.2 refers) Situated to the southwest of the Application Site, this VP is a crucial point of view as it signifies a visual transition from a much urbanised landscape to the south of the San Tin Highway to a relatively rural area to the north. **Traveller** – The VSRs are mainly pedestrians and drivers on Nam Sang Wai Road.	About 600m to the South of the Application Site	**Fair** – At this medium-range VP, views towards the Proposed Development would be available. Existing views are characterized by San Tin Highway, MTR's railway viaduct, some domestic structures, little vegetation and the mountain ranges from afar.	**Glimpsed** – VSR at this VP would only have glimpsed view of the Proposed Development. Only a tiny part of the upper portion of the Proposed Development would be visible above the trees top. **Occasional view** – Landscape features on along Kam Tin River would attract much of the attention from people. However, the duration for people to stay at this VP is short and hence, the nature of the VSRs is transient only.	Low
VSR3: Travellers along Sha Po Tsuen Road (Figure 5.3 refers) This road lies to the east of the Application Site, and the viewers on it are considered as one of the key public VSR groups as they represent villagers nearby. **Travellers** – The VSRs are mainly villagers from Sha Po Tsuen.	About 400m to the Southeast of the Application Site	**Fair** – At this medium-range VP, views towards the Proposed Development are obstructed by existing tree planting.	**Glimpsed** – A tiny portion of the Proposed Development will be visible in between of the vegetation under both interim and ultimate scenarios. **Rare view –** View of travellers will be largely screened off by the roadside vegetation. Travellers at this VP would also be dominated by the busy traffic such as container vehicles and trucks. The duration for people to stay at this VP is short and hence, the nature of the VSRs is transient only.	Low
VSR4: Travellers on the Footbridge on San Tin Highway near Pok Wai (Figure 5.4 refers) Situated to the east of the Application Site, it is pedestrian connection across San Tin Highway, connecting Pok Wai, Wing Kei Tsuen and Mo Fan Heung in an east-west direction. **Travellers** – The VSRs are mainly villagers from Pok Wai.	About 600m to the Northeast of the Application Site	**Fair** – The view at this VP is mainly dominated and distracted by the major highway and high volume of traffic on it. The view towards the Proposed Development is obstructed by tree planting along San Tin Highway.	**Glimpsed** – Only a very small portion of the Proposed Development will be visible in between of the vegetation under interim scenarios. Under ultimate scenario, the Proposed Development is not visible from this VP as it will be shielded by the proposed comprehensive development (under separate submission). **Rare view –** As the duration for villagers passing by this VP is short and will be concentrated on their ongoing activities. This VP is a transient view. Their views will not be much affected.	Low

Visually Sensitive Receiver and Type of user (Recreation and/or Traveller)	**Approx. Viewing Distance**	**Quality of Existing View (Good / Fair / Poor)**	**Degree of Visibility on the Proposed Development (Full / Partial / Glimpsed / Nil)** **Frequency of View towards the Proposed Development (Frequent / Occasional / Rare)**	**Sensitivity**
VSR5: Hikers at Lam Tsuen Country Park (Figure 5.5 refers) Hikers are one of the most sensitive public VSR groups as they hike specifically to appreciate good views. Hikers in this VSR group have elevated views across the Application Site. **Recreation** – The VSRs are mainly hikers at Lam Tsuen Country Park.	About 1km to the East of the Application Site	**Good** – At this medium-range VP, a distant direct views towards the Proposed Development are available. The existing view at this VP enjoys a panoramic view to Yuen Long, with mountain ranges and Yuen Long town centre as the backdrop. The existing open storage yards and rural industrial workshops at the foreground, however, distract the quality of existing view to a large extent.	**Partial –** Upon full completion of the approved and proposed development nearby, it is anticipated that the planned Sha Po Public Housing Development would appear at the foreground in front of the Application Site at this VP. The Proposed Development would be partially visible at this VP. **Frequent view –** Hikers at Lam Tsuen Country Park will frequently enjoy the panoramic view at this VP. Yet, since hikers would be much concentrated on the natural scenery and their ongoing hiking activities, they would unlikely focus their view towards the Application Site which only constitutes a small part at this view. In addition, the nature of the VSRs is transient only.	Medium
VSR6: Hikers at Ho Hok Shan (Figure 5.6 refers) Situated to the far south of the Application Site, this VSR group have elevated views looking north towards the Application Site. **Recreation** – The VSRs are mainly hikers at Ho Hok Shan.	About 1.5km to the South of the Application Site	**Good** – At this long-range VP, a distant direct views towards the Proposed Development are available. The existing view at this VP enjoys a panoramic view to Yuen Long, with Yuen Long town centre on the left and mountain ranges on the right. The existing highway infrastructure and MTR's railway viaduct, however, distract the quality of existing view of some extent.	**Glimpsed view –** Small portion of the Proposed Development would be visible at the background of this VP. **Rare view –** Due to the long distance of this VP from the Application Site, the hikers' views will not be easily affected by the possible change of visual context at the background.	Low
VSR7: Hikers at a hill to the west of Shan Pin Tsuen (Figure 5.7 refers) Situated to the far southwest of the Application Site, this VSR group have elevated views northeast towards the Application Site. **Recreation** – The VSRs are mainly hikers at the hill to the west of Shan Pin Tsuen.	About 1.2km to the Southwest of the Application Site	**Fair** – At this long-range VP, a distant direct views towards the Proposed Development are available. Existing views comprises mainly existing vegetation on the hill, graves and some existing developments (including Pok Oi Hospital) as the backdrop.	**Glimpsed view –** Other than this location, there are not many spots that have open view along the trail. At this VP, the gazetted residential development in Tung Shing Lei under the Land Sharing Pilot Scheme would appear in front of the Application Site, a tiny portion of the Proposed Development would be visible at the background of this VP. **Rare view –** The duration for traveller passing by this VP is short, hence this VP is a transient view.	Low
VSR8: Travellers along Nam Sang Wai River Education Trail (i.e. Nam Sang Wai Road near Nam Sang Wai Fishpond Education Kiosk) (Figure 5.8 refers) Situated to the northwest of the Application Site, the viewers along the Nam Sang Wai River Education Trail (i.e. Nam Sang Wai Road) will have views to the Proposed Development. **Travellers** – The VSRs are mainly pedestrians and drivers on Nam Sang Wai Road.	About 900m to the Northwest of the Application Site	**Fair** – The views towards the Proposed Development are partially available. Existing views are characterized by some vegetation and trees along Kam Tin River and Nam Sang Wai Road with some open sky view. However, the road itself, lamp posts, pylons, concrete barriers and roadside barriers distracts part of the view.	**Nil** – The Proposed Development will be shielded by the roadside vegetation under interim scenario. Upon completion of the approved and proposed developments, the proposed development is not visible from this VP as it will be blocked by the proposed comprehensive development (under separate submission). **Rare view** – Landscape features along the Kam Tin River and Nam Sang Wai Road would attract much of the attention from people. However, the duration for people to stay at this VP is short and hence, the nature of the VSRs is transient only.	Low

Visually Sensitive Receiver and Type of user (Recreation and/or Traveller)	**Approx. Viewing Distance**	**Quality of Existing View (Good / Fair / Poor)**	**Degree of Visibility on the Proposed Development (Full / Partial / Glimpsed / Nil)** **Frequency of View towards the Proposed Development (Frequent / Occasional / Rare)**	**Sensitivity**
VSR9: Travellers at the Bus and Minibus Stops next to the existing soy sauce factory along Castle Peak Road – Tam Mi (Figure 5.9 refers) Situated to the immediate east of the Application Site, it is one of the major bus and minibus stops to provide services to the villagers in Fung Kat Heung and the workers of existing soy sauce factory. **Travellers** – The VSRs are mainly travellers waiting for bus or minibus services at the Fung Kat Heung Bus and Minibus Stops.	About 5m to the East of the Application Site	**Fair** – At this short-range VP, views towards the Proposed Development are partially available. Existing views are characterized by roadside vegetation with some open sky view. However, the existing soy sauce factory, lamp posts and the road itself distract part of the view.	**Partial** –As this short-ranged VP, the lower floors of the Proposed Development would be visible along Castle Peak Road – Tam Mi. **Rare view** –Travellers at this VP would pay much attention on the traffic and their own activities (i.e. getting on and off the bus). The duration for people to stay at this VP is short and hence, the nature of the VSRs is transient only.	Low

5 Assessment of Visual Impacts

5.1 Methodology for the Appraisal of Visual Impact

5.1.1 With reference to the 'TPB PG-No. 41', the appraisal of overall visual impacts to VSRs can be determined by four aspects:

1) Visual composition (i.e. to assess the visual effects resulted from the change in building forms, bulk and etc.);

2) Visual obstruction (i.e. to assess whether the proposed subject matter may cause any views in the foreground or background to be intercepted);

3) Effects on visual resources (i.e. to assess the change in visual quality and character of the AVI); and

4) Effects on public viewers from key public VPs.

5.1.2 The significance of the overall visual impact to the VSRs is a synthetic analysis between the visual sensitivity of VSRs towards the Application Site and the VSRs' perception of the magnitude of change from the above four aspects. The resultant overall visual impact can be rated as 'Significantly Adverse', 'Moderately Adverse', 'Slightly Adverse' or 'Negligible' (**Table 5.1** refers).

Table 5.1 Matrix for Appraisal of Significance of Overall Visual Impact

		Sensitivity of VSRs		
		Low	**Medium**	**High**
Magnitude of Change	**Negligible**	Negligible	Negligible	Negligible
	Slight	Negligible / Slightly Adverse	Slightly Adverse / Moderately Adverse	Moderately Adverse
	Moderate	Slightly Adverse / Moderately Adverse	Moderately Adverse	Moderately Adverse / Significantly Adverse
	Substantial	Moderately Adverse	Moderately Adverse / Significantly Adverse	Significantly Adverse

Remarks: The resultant overall visual impacts are classified as negligible or negative (i.e. ranging from negligible to significantly adverse) unless the Proposed Development exhibits visual effects that enhance the visual quality.

5.1.3 According to 'TPB PG-No. 41', the classification of the significance of the overall visual impacts and its associated descriptions are set out in **Table 5.2** below.

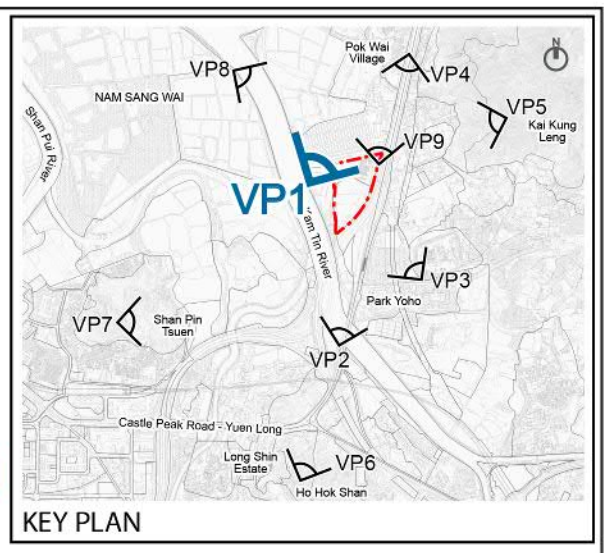
Table 5.2 Classification of Overall Visual Impacts

Classifications	Descriptions
Significantly Adverse	The Proposed Development will in overall terms cause serious and detrimental visual impacts on most of the identified key public VPs even with mitigation measures.
Moderately Adverse	The Proposed Development will, with or without mitigation measures, result in overall terms in negative visual effects to most of the key identified key public VPs.
Slightly Adverse	The Proposed Development will, with or without mitigation measures, result in overall terms in some negative visual effects to most of the identified key public VPs.
Negligible	The Proposed Development will, with or without mitigation measures, in overall terms have insignificant visual impacts on most of the identified key public VPs, or the visual effects would be screened or filtered by other distracting visual elements in the assessment area.
Partly Enhanced / Partly Adverse	The Proposed Development will exhibit enhanced visual effects to some of the identified key public VPs and at the same time, with or without mitigation measures, exhibit adverse visual effects to some other key public VPs.
Enhanced	The Proposed Development in overall terms will improve the visual quality and complement the visual character of its setting from most of the identified key public VPs.

5.2 Appraisal of Visual Impacts on Different VSRs

5.2.1 The appraisal of visual impacts on VSRs at the key VPs induced by the Proposed Development are described below. The corresponding photomontages are attached in **Figures 5.1 to 5.9**. A summary of the appraisal is set out in **Table 5.3** at the end of this section.

5.2.2 Not only assessing the possible visual impact induced by the Proposed Development against the existing scenario, the approved / planned developments visible at various VPs will also be highlighted to demonstrate that the Proposed Development will be fully compatible with the planned development context in both interim and ultimate scenarios. The design interventions to alleviate the potential visual impact from the Proposed Development is summarised in **Figure A**.



KEY PLAN



Existing Condition

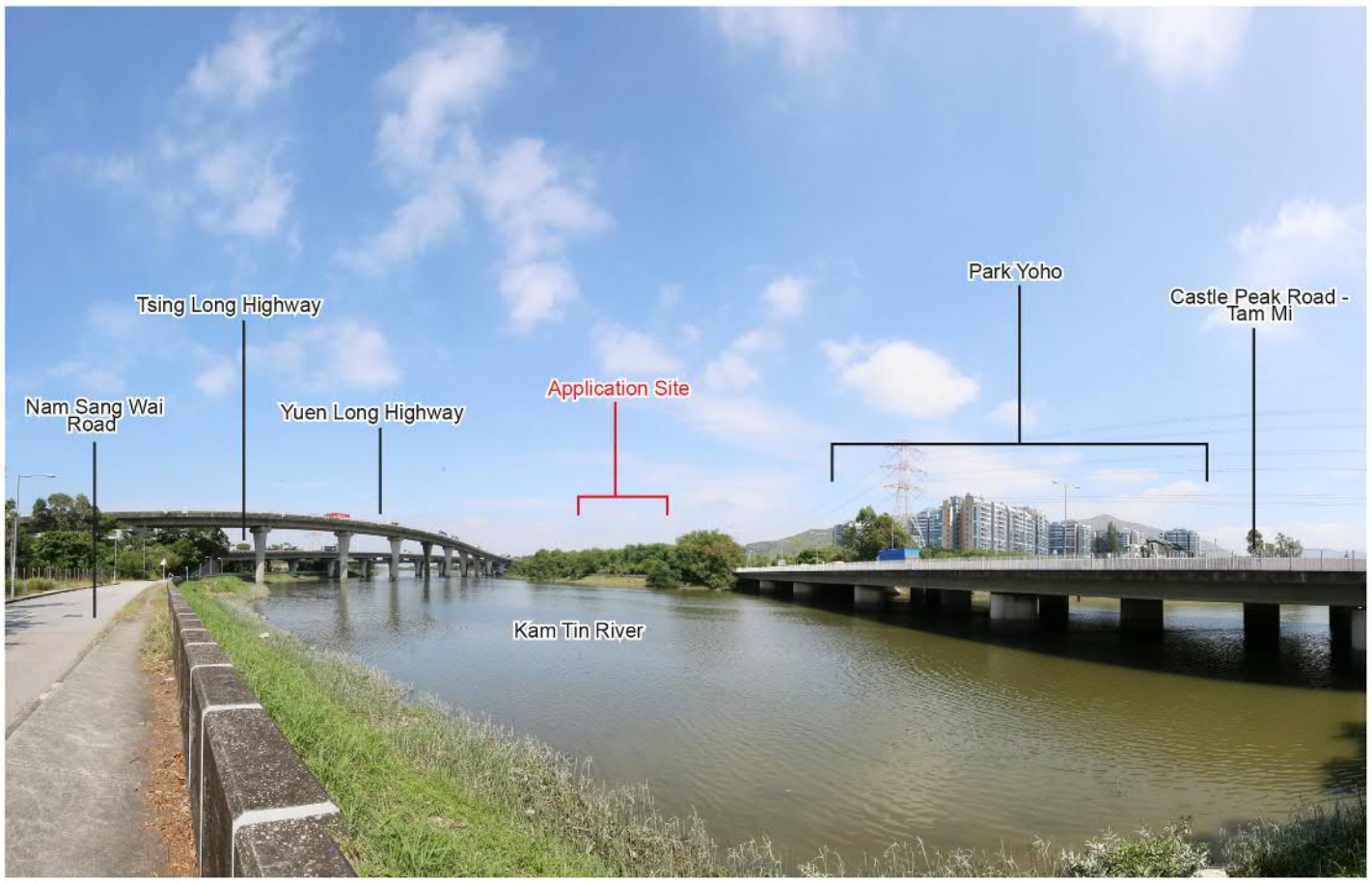


Proposed Scheme - Interim Scenario

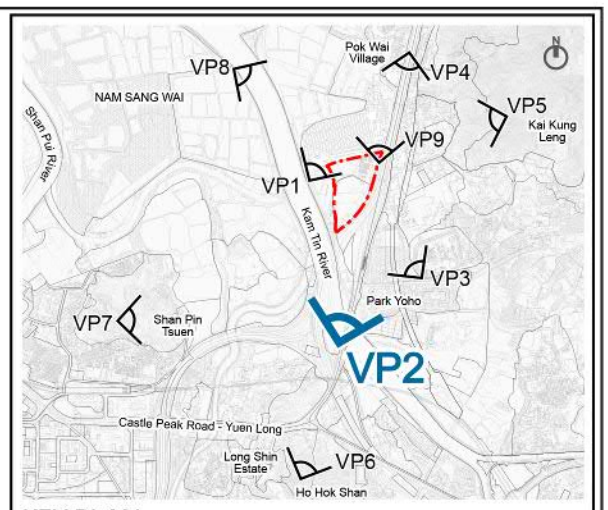


Proposed Scheme - Ultimate Scenario

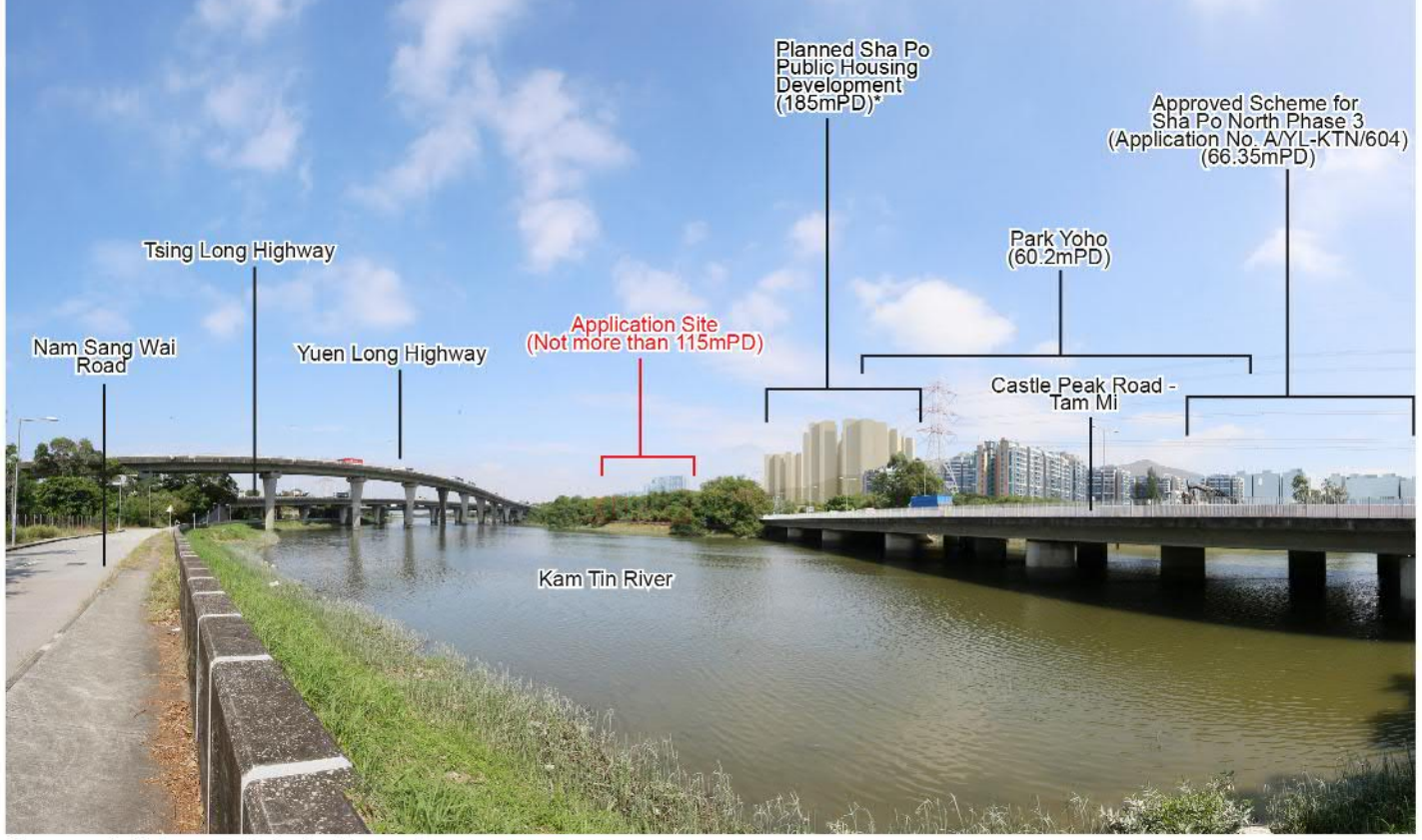
llewelyn davies	Title: Photomontages – Viewing from VP1: Pok Wai South Road	Checked	DH	Drawn PW
		Rev	1	Date Feb 2025
		Scale N / A		Figure 5.1



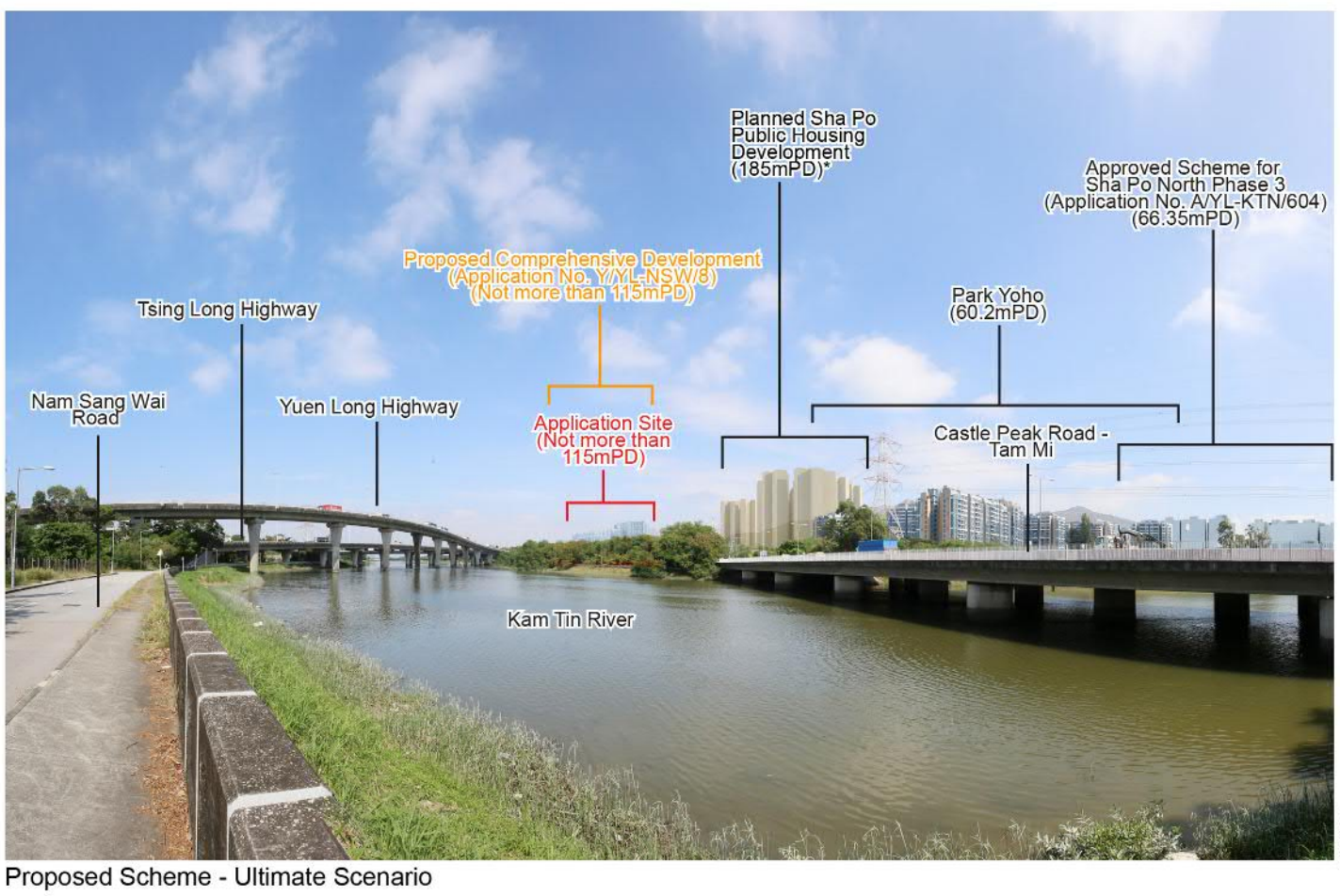
Existing Condition



KEY PLAN



Proposed Scheme - Interim Scenario



Proposed Scheme - Ultimate Scenario

Remarks:
* According to the Approved Kam Tin North OZP No. S/YL-KTN/11 gazetted in December 2023.

llewelyn davies

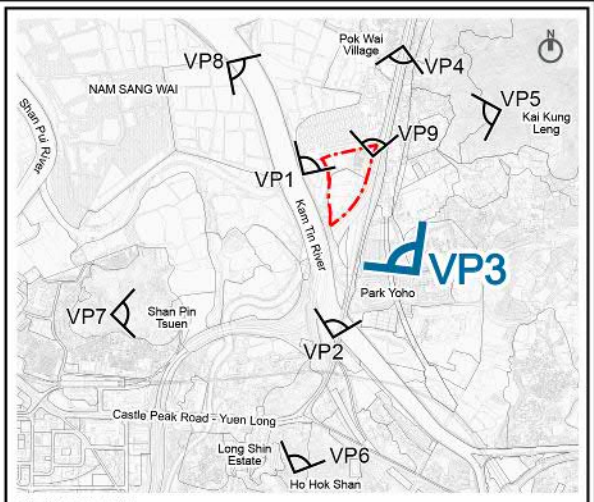
Title

Photomontages – Viewing from VP2: Nam Sang Wai Road (South)

Checked	DH	Drawn	PW
Rev	1	Date	Feb 2025
Scale	N / A	Figure	5.2



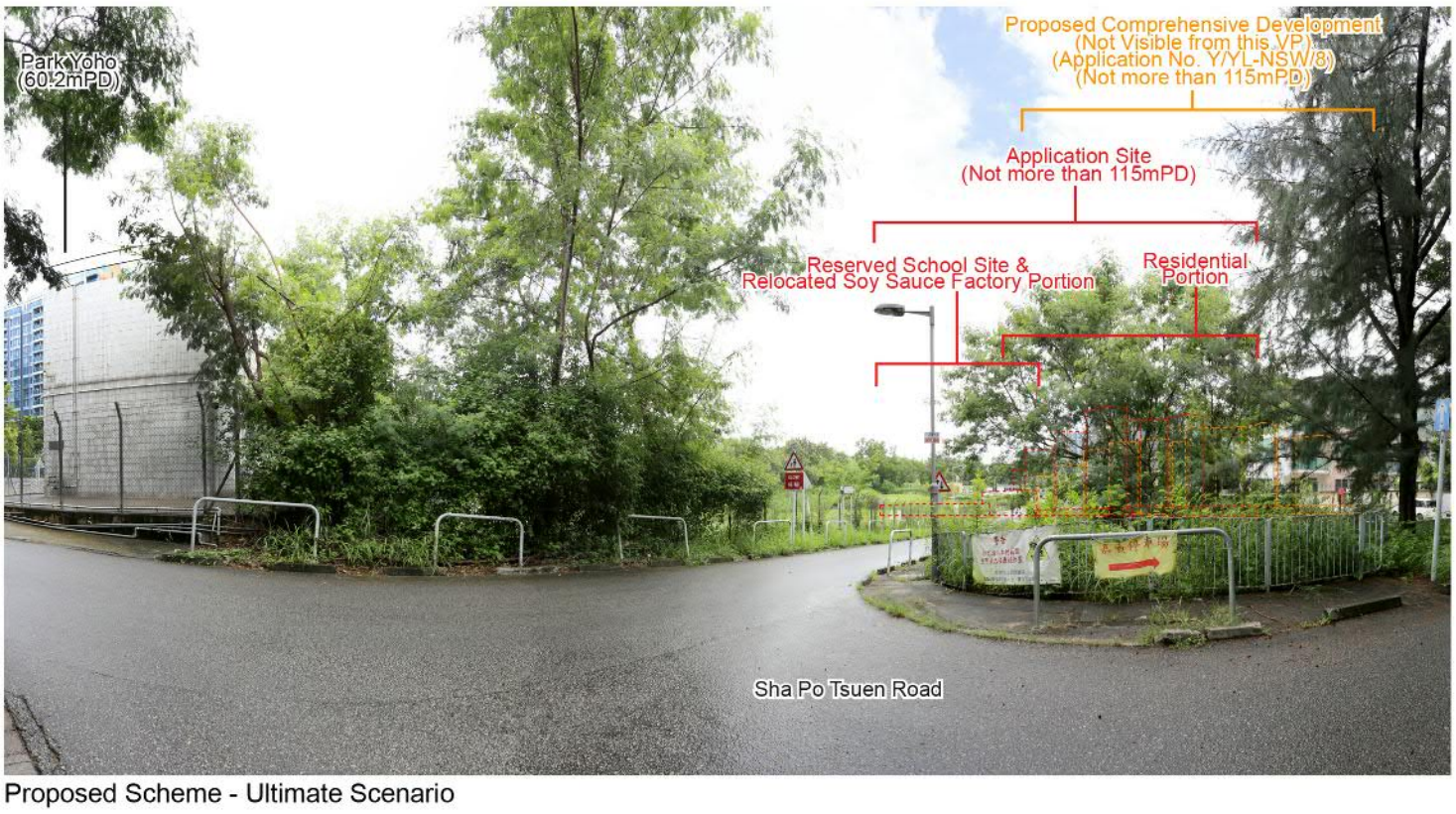
Existing Condition



KEY PLAN

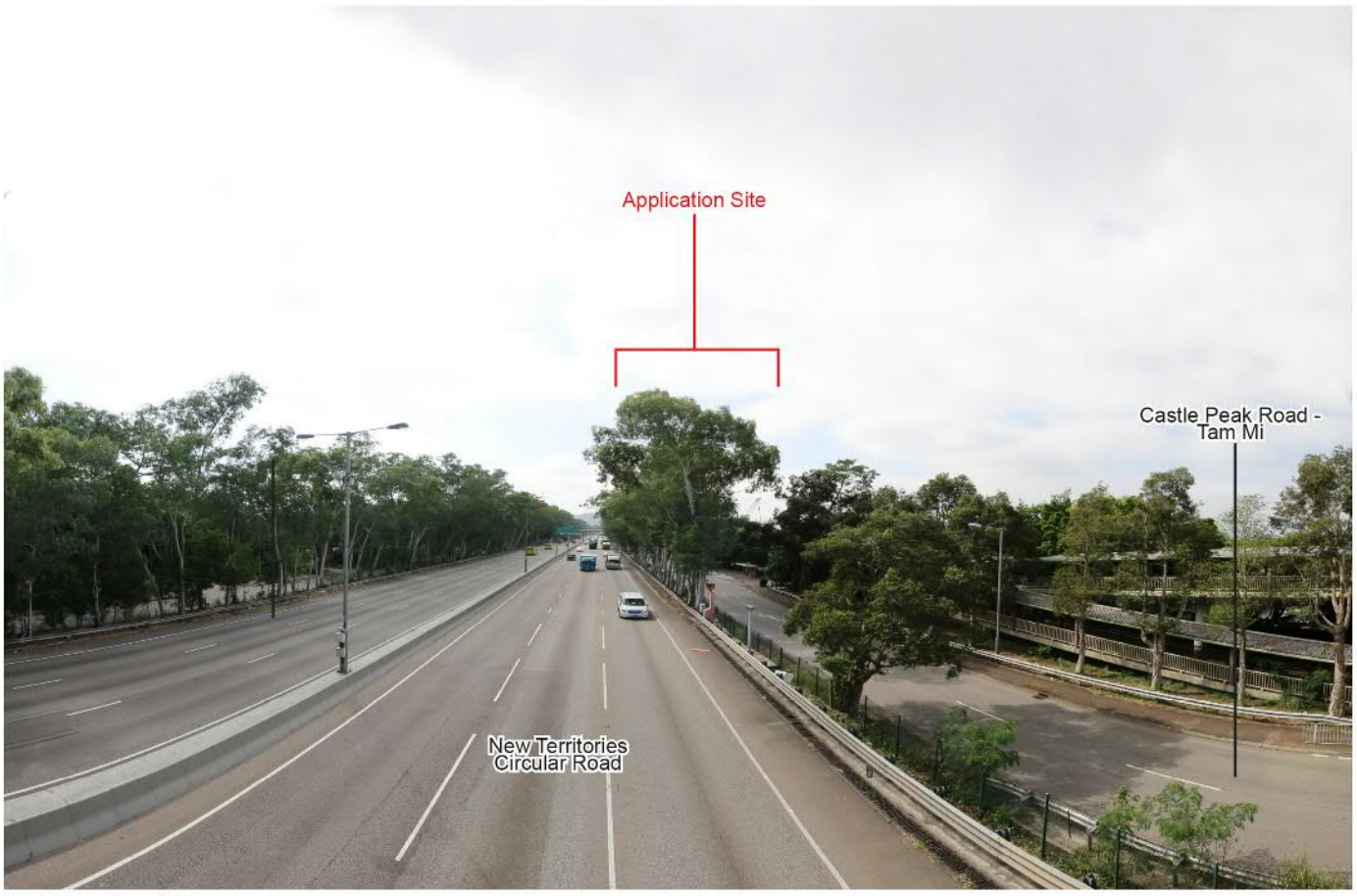


Proposed Scheme - Interim Scenario

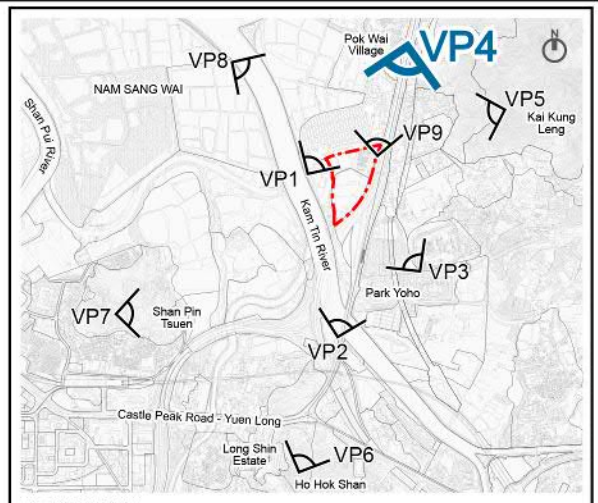


Proposed Scheme - Ultimate Scenario

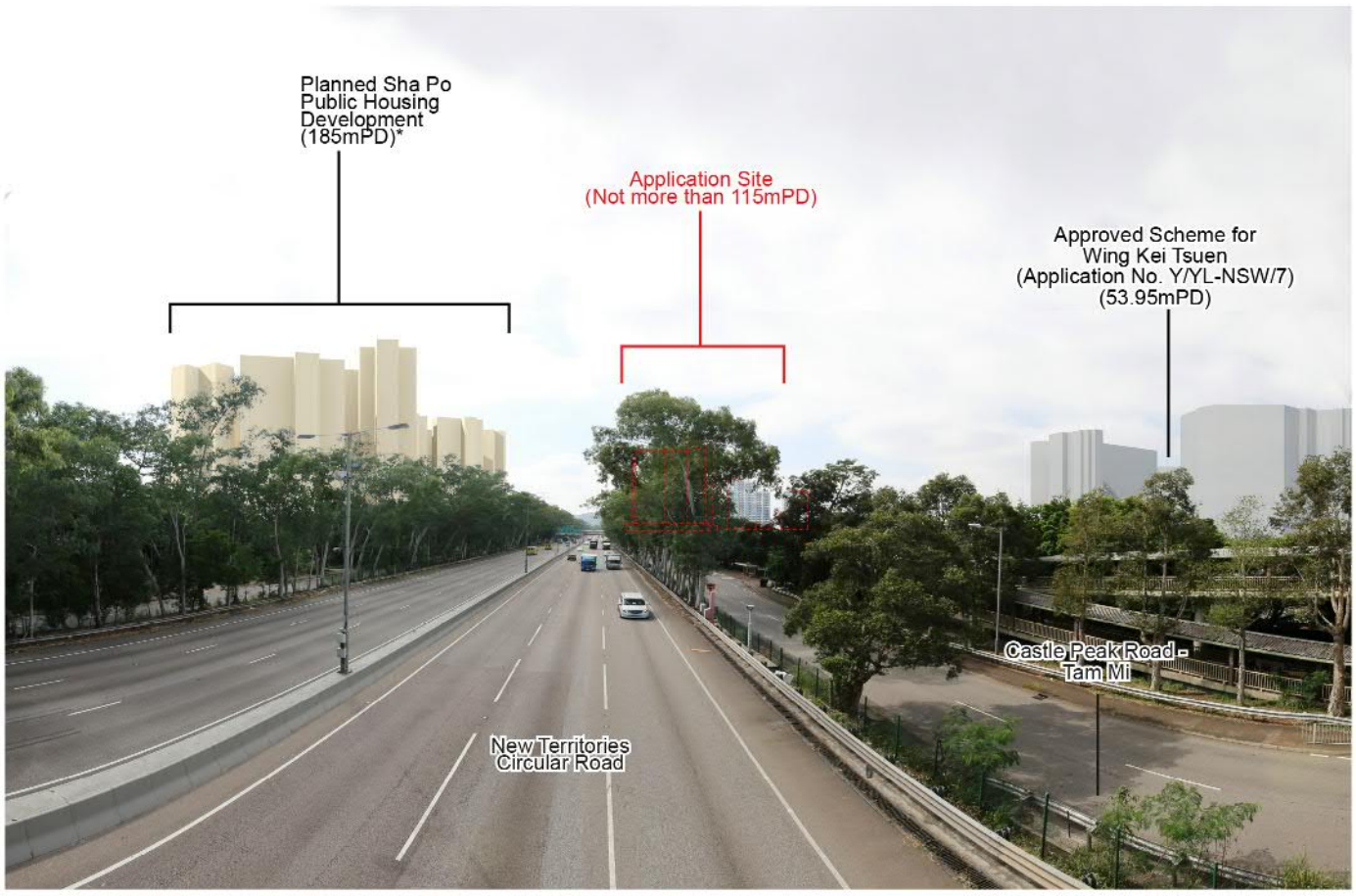
llewelyn davies	Title: Photomontages – Viewing from VP3: Sha Po Tsuen Road	Checked	DH	Drawn PW
		Rev	1	Date Feb 2025
		Scale N / A		Figure 5.3



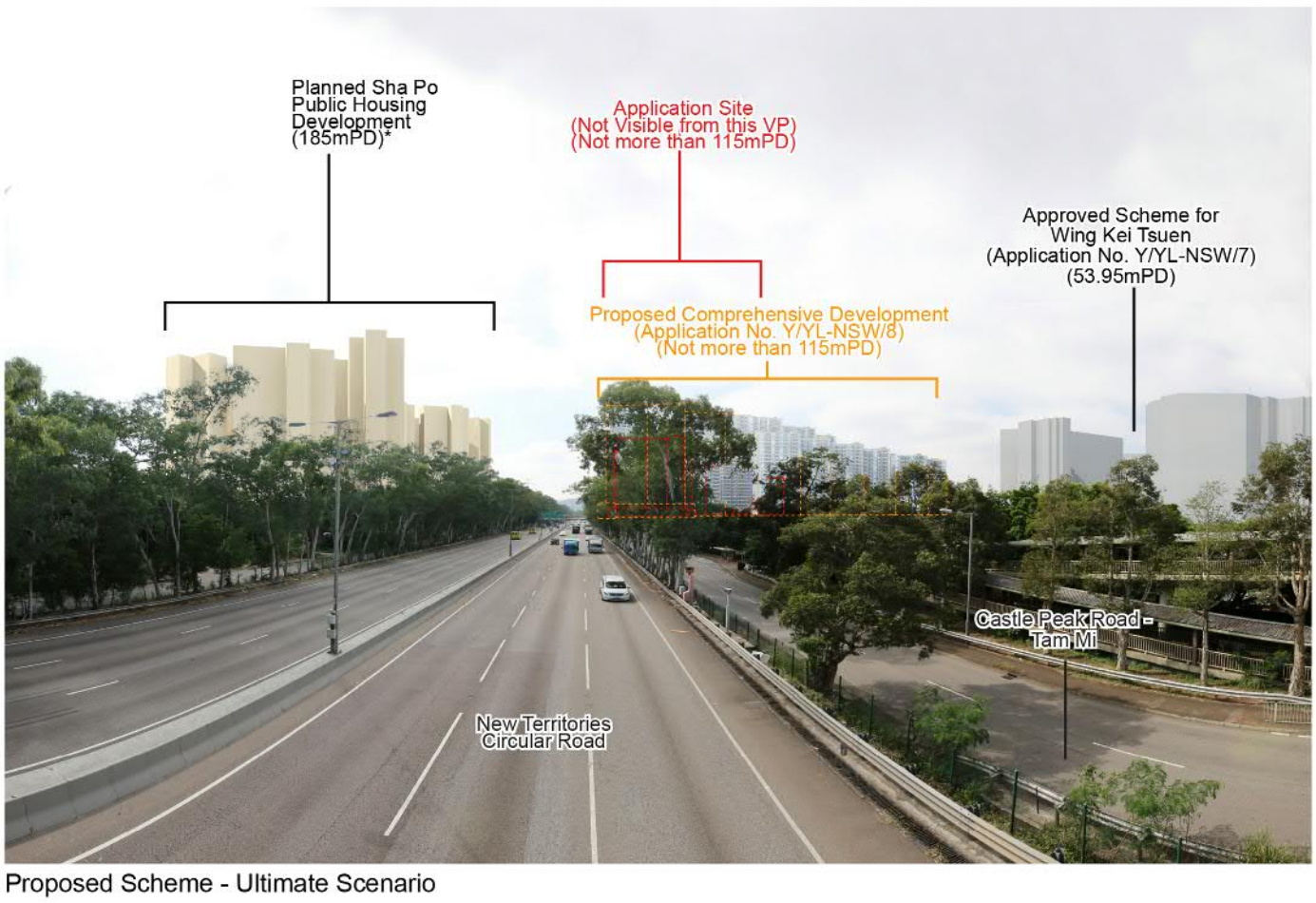
Existing Condition



KEY PLAN



Proposed Scheme - Interim Scenario



Proposed Scheme - Ultimate Scenario

Remarks:
*According to the Approved Kam Tin North OZP No. S/YL-KTN/11 gazetted in December 2023

llewelyn davies

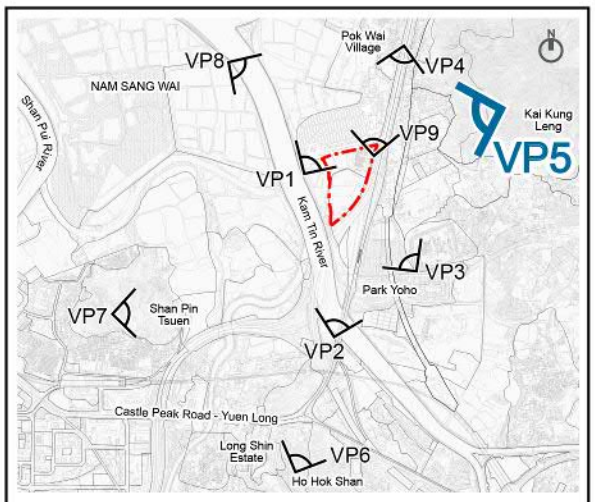
Title

Photomontages – Viewing from VP4: Footbridge on San Tin Highway near Pok Wai

Checked	DH	Drawn	PW
Rev	1	Date	Feb 2025
Scale	N / A	Figure	5.4



Existing Condition



KEY PLAN



Proposed Scheme - Interim Scenario



Proposed Scheme - Ultimate Scenario

Remarks:
* According to the Approved Kam Tin North OZP No. S/YL-KTN/11 gazetted in December 2023.

The Land Sharing Pilot Scheme Application No. LSPS/002 for proposed residential development was gazetted for OZP amendment on 12.7.2024 .

llewelyn davies

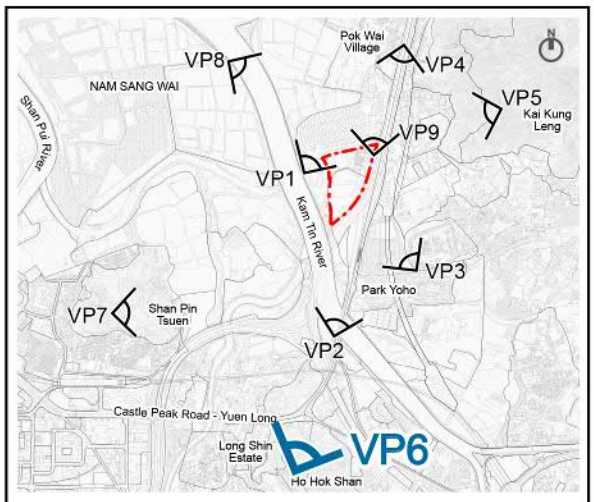
Title

Photomontages – Viewing from VP5: Lam Tsuen Country Park

Checked	DH	Drawn	PW
Rev	1	Date	Feb 2025
Scale N / A		Figure 5.5	



Existing Condition



KEY PLAN



Proposed Scheme - Interim Scenario



Proposed Scheme - Ultimate Scenario

Remarks:
* According to the Approved Kam Tin North OZP No. S/YL-KTN/11 gazetted in December 2023.

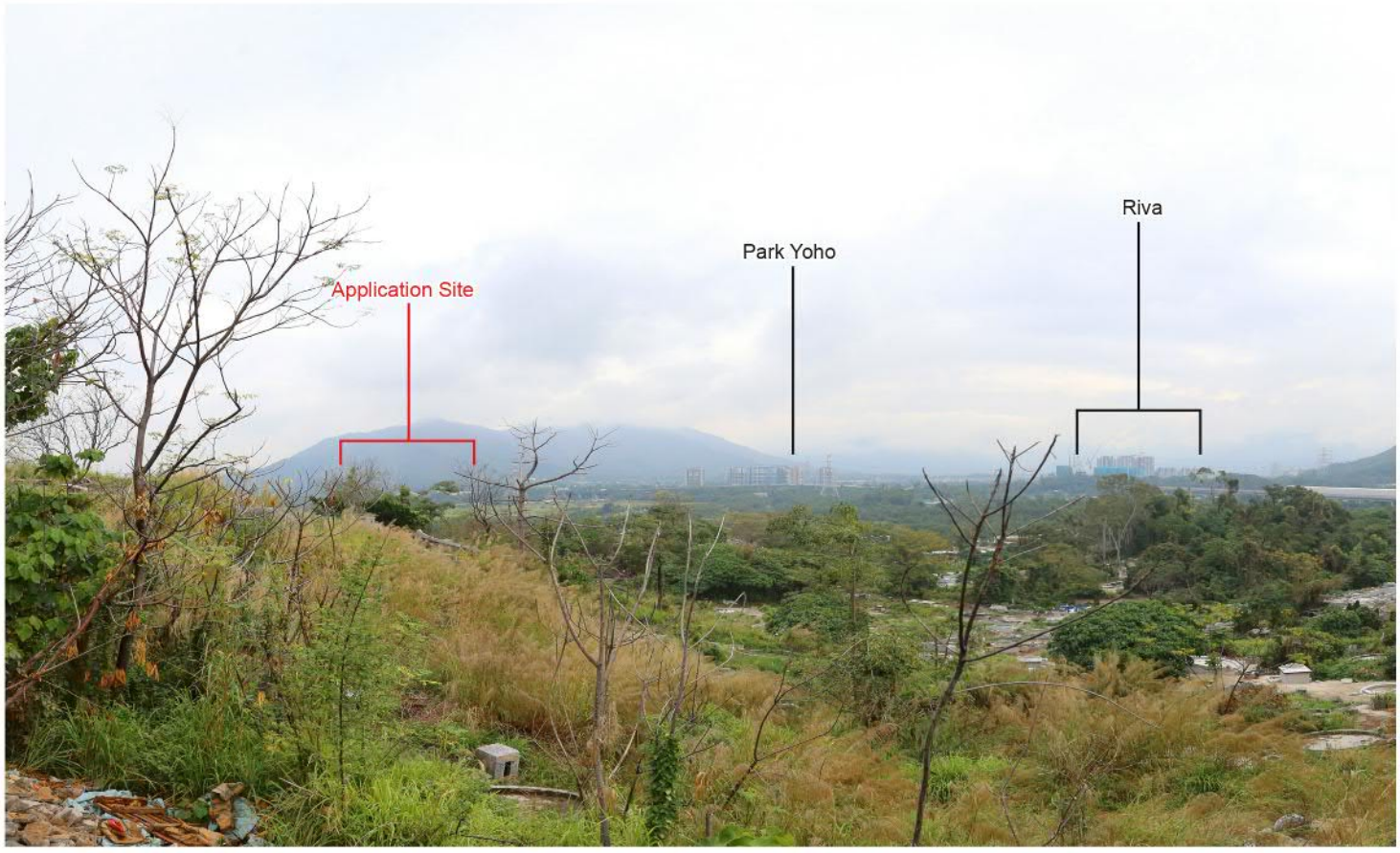
The Land Sharing Pilot Scheme Application No. LSPS/002 for proposed residential development was gazetted for OZP amendment on 12.7.2024 .

llewelyn davies

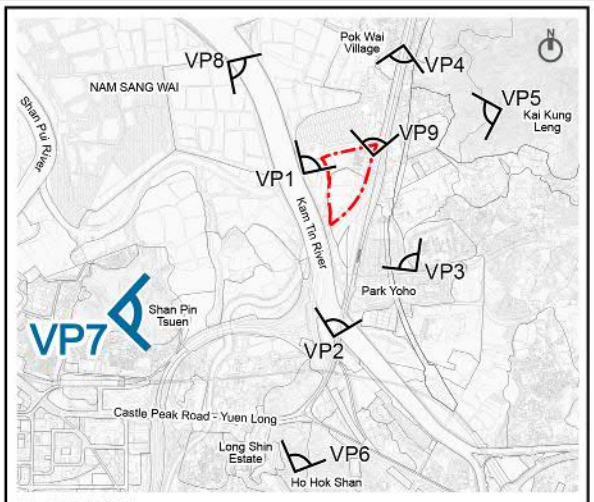
Title

Photomontages – Viewing from VP6: Ho Hok Shan

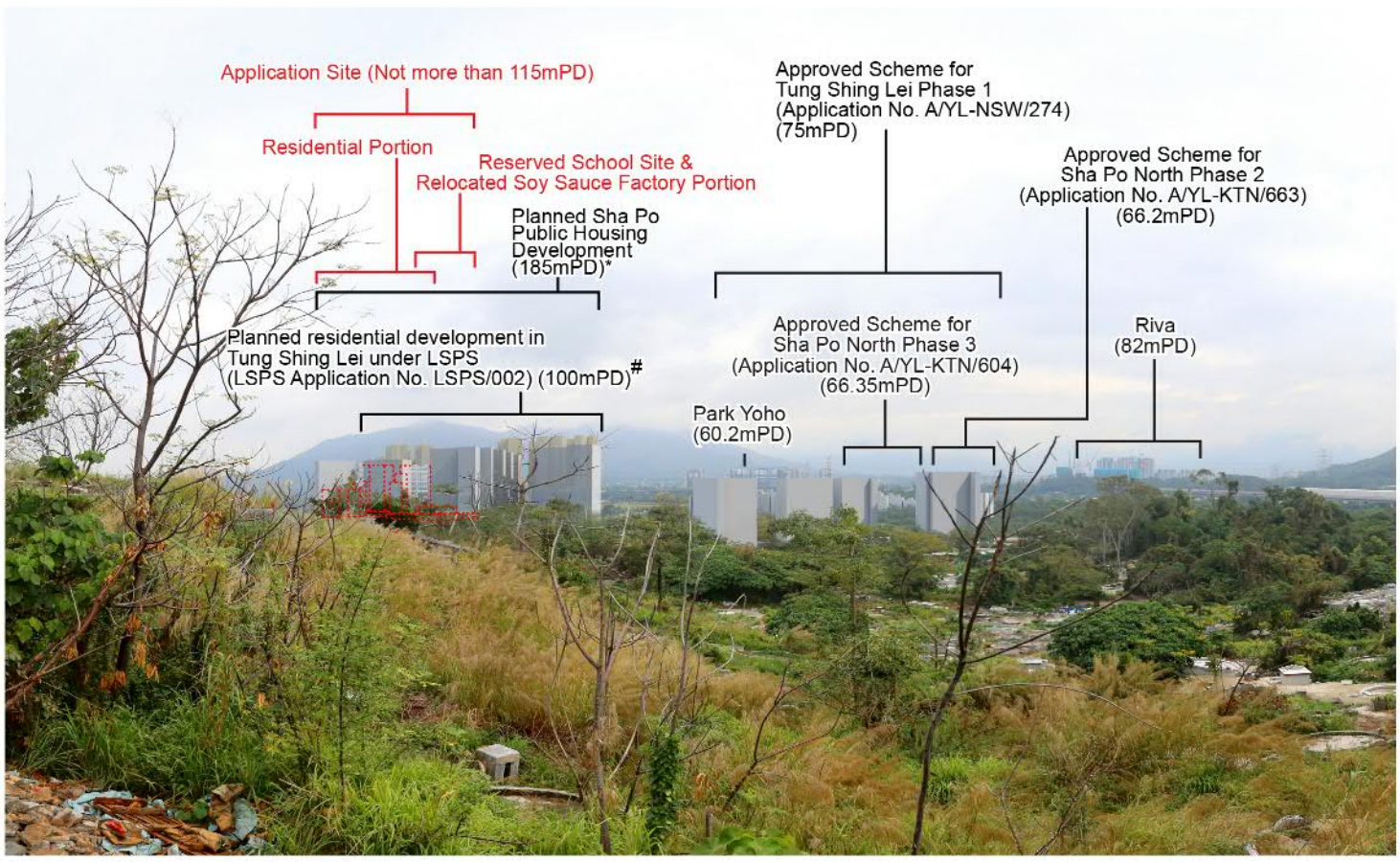
Checked	DH	Drawn	PW
Rev	1	Date	Feb 2025
Scale N / A		Figure 5.6	



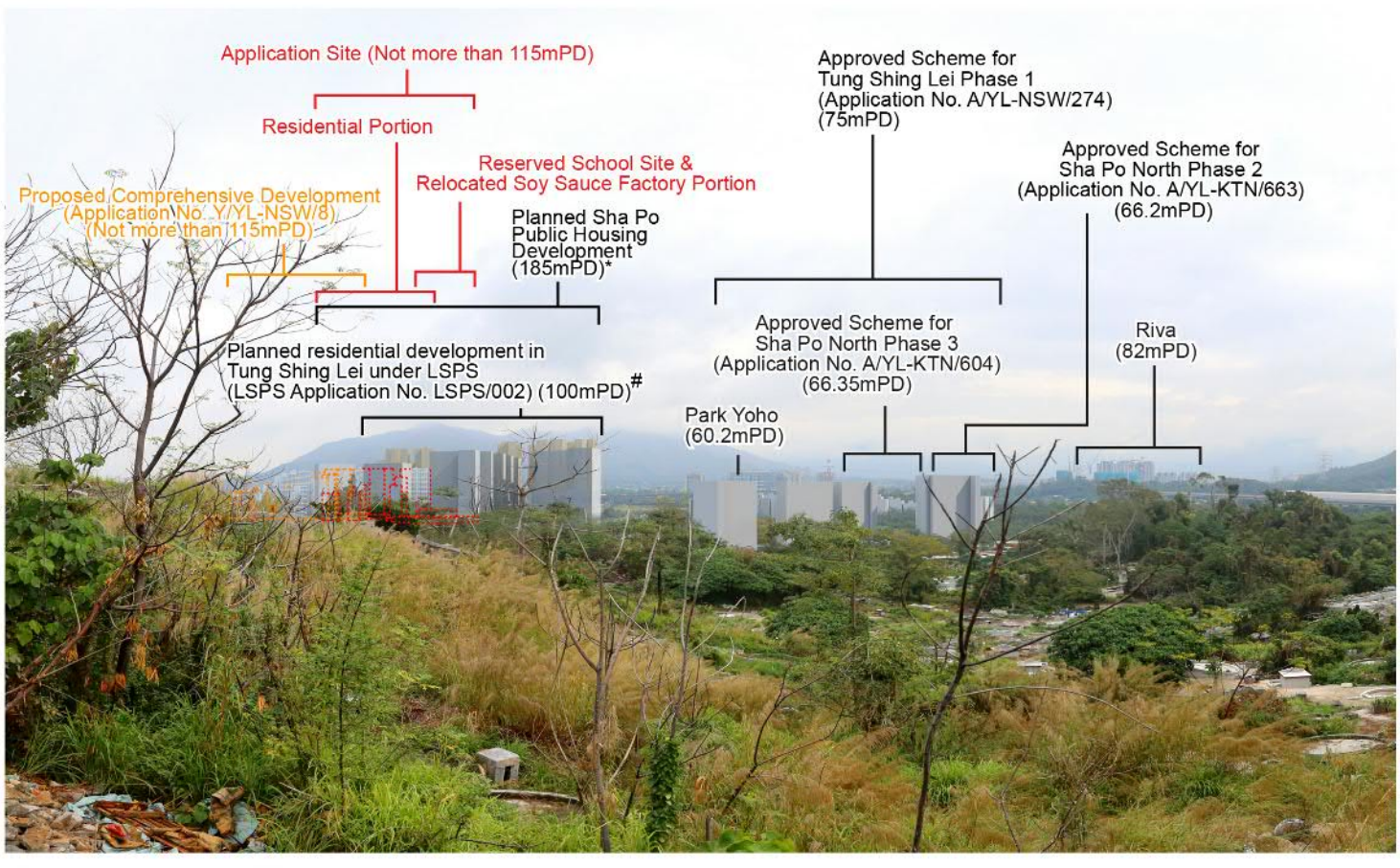
Existing Condition



KEY PLAN



Proposed Scheme - Interim Scenario



Proposed Scheme - Ultimate Scenario

Remarks:
* According to the Approved Kam Tin North OZP No. S/YL-KTN/11 gazetted in December 2023.

The Land Sharing Pilot Scheme Application No. LSPS/002 for proposed residential development was gazetted for OZP amendment on 12.7.2024 .

llewelyn davies

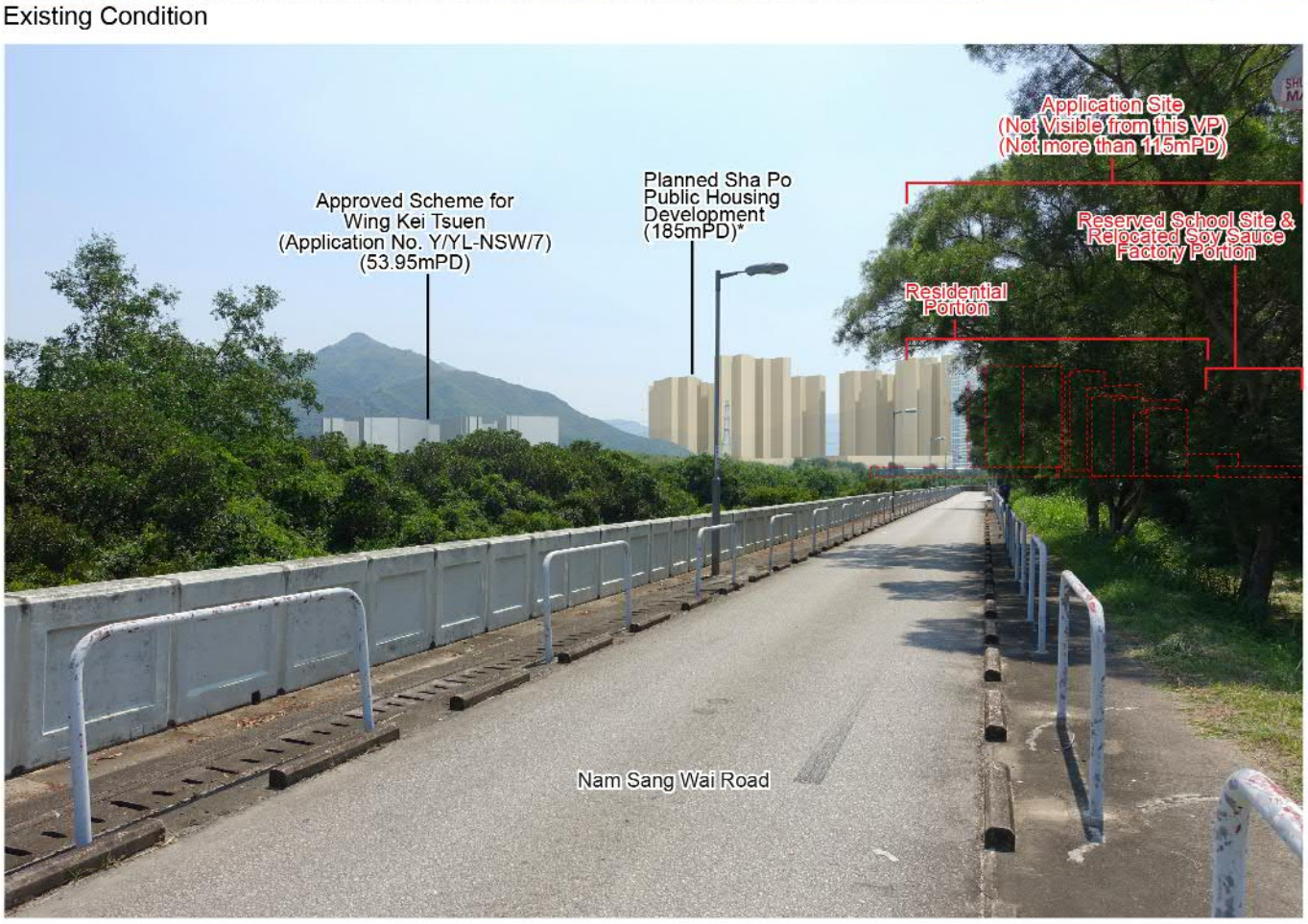
Title

Photomontages – Viewing from VP7: A hill to the west of Shan Pin Tsuen

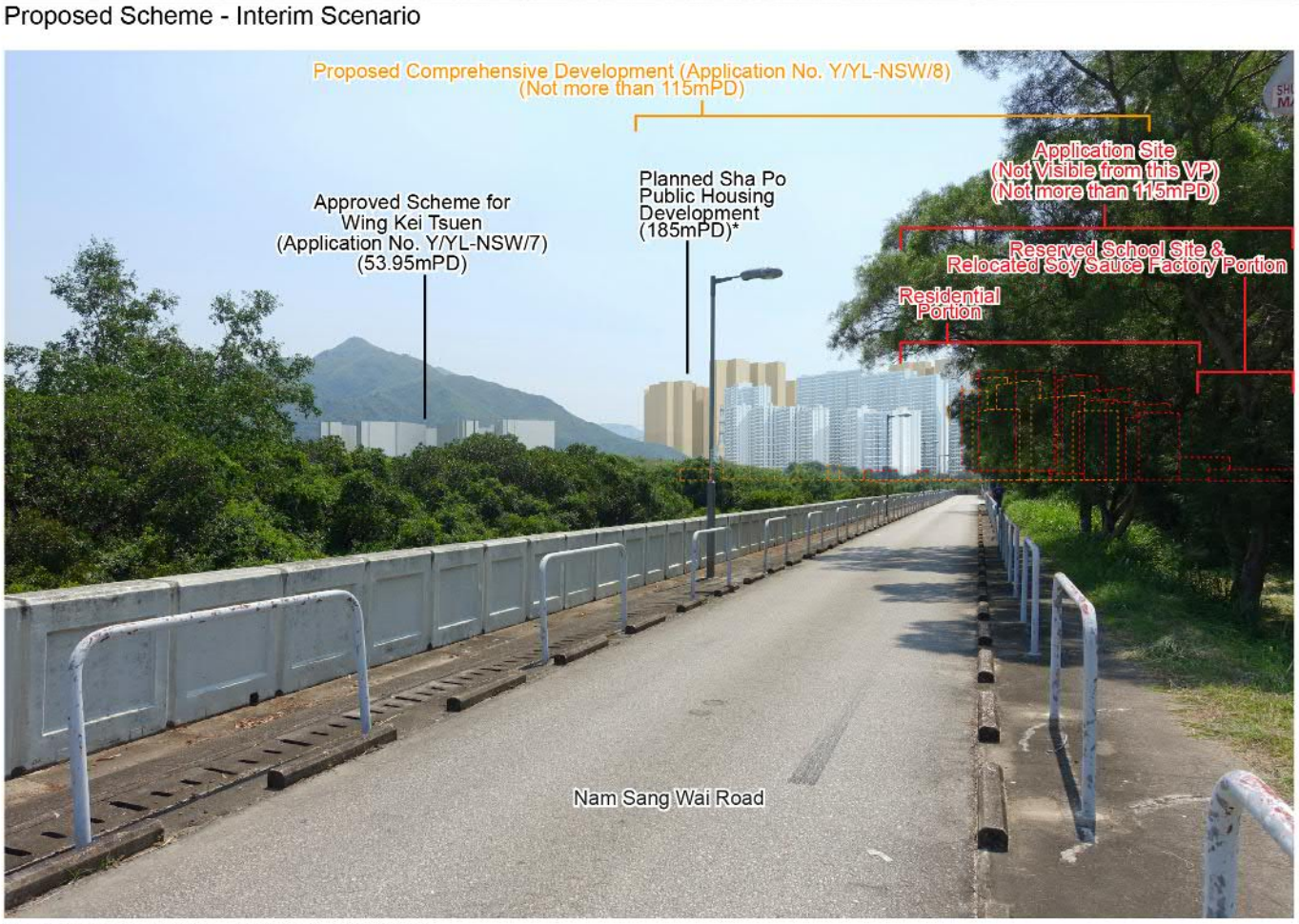
Checked	DH	Drawn	PW
Rev	1	Date	Feb 2025
Scale N / A		Figure 5.7	



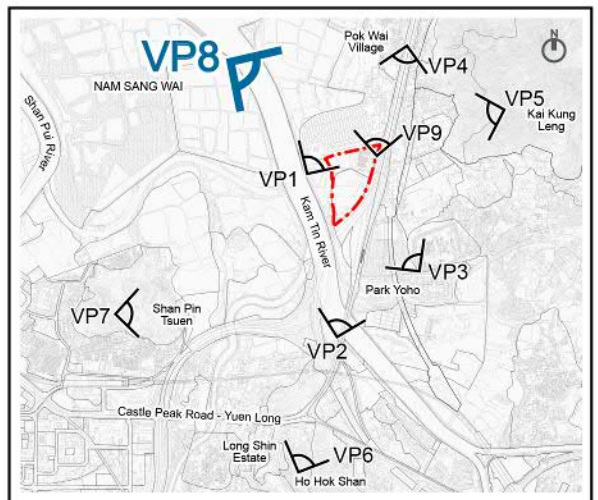
Existing Condition



Proposed Scheme - Interim Scenario



Proposed Scheme - Ultimate Scenario



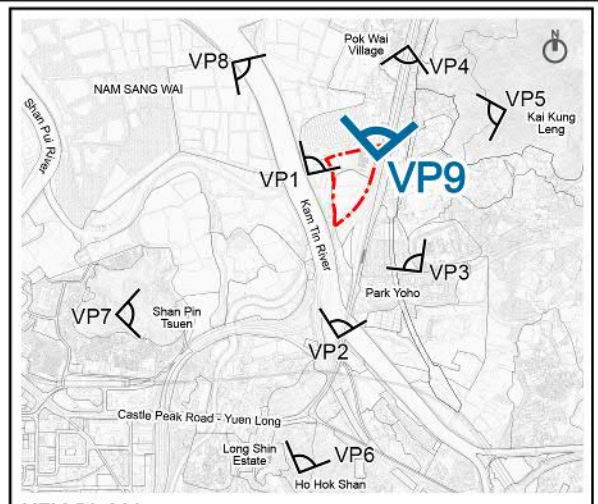
KEY PLAN

Remarks:
*According to the Approved Kam Tin North OZP No. S/YL-KTN/11 gazetted in December 2023

llewelyn davies	Title: Photomontages –Viewing from VP8: Nam Sang Wai River Education Trail (i.e. Nam Sang Wai Road near Nam Sang Wai Fishpond Education Kiosk)	Checked	DH	Drawn PW
		Rev	1	Date Feb 2025
		Scale N / A		Figure 5.8



Existing Condition



KEY PLAN



Proposed Scheme - Interim Scenario



Proposed Scheme - Ultimate Scenario

Legend

Proposed Comprehensive Development under Application Site (Max. BH not more than 115mPD)

Proposed Comprehensive Development (Application No. Y/YL-NSW/8) (Not more than 115mPD)

llewelyn davies

Title

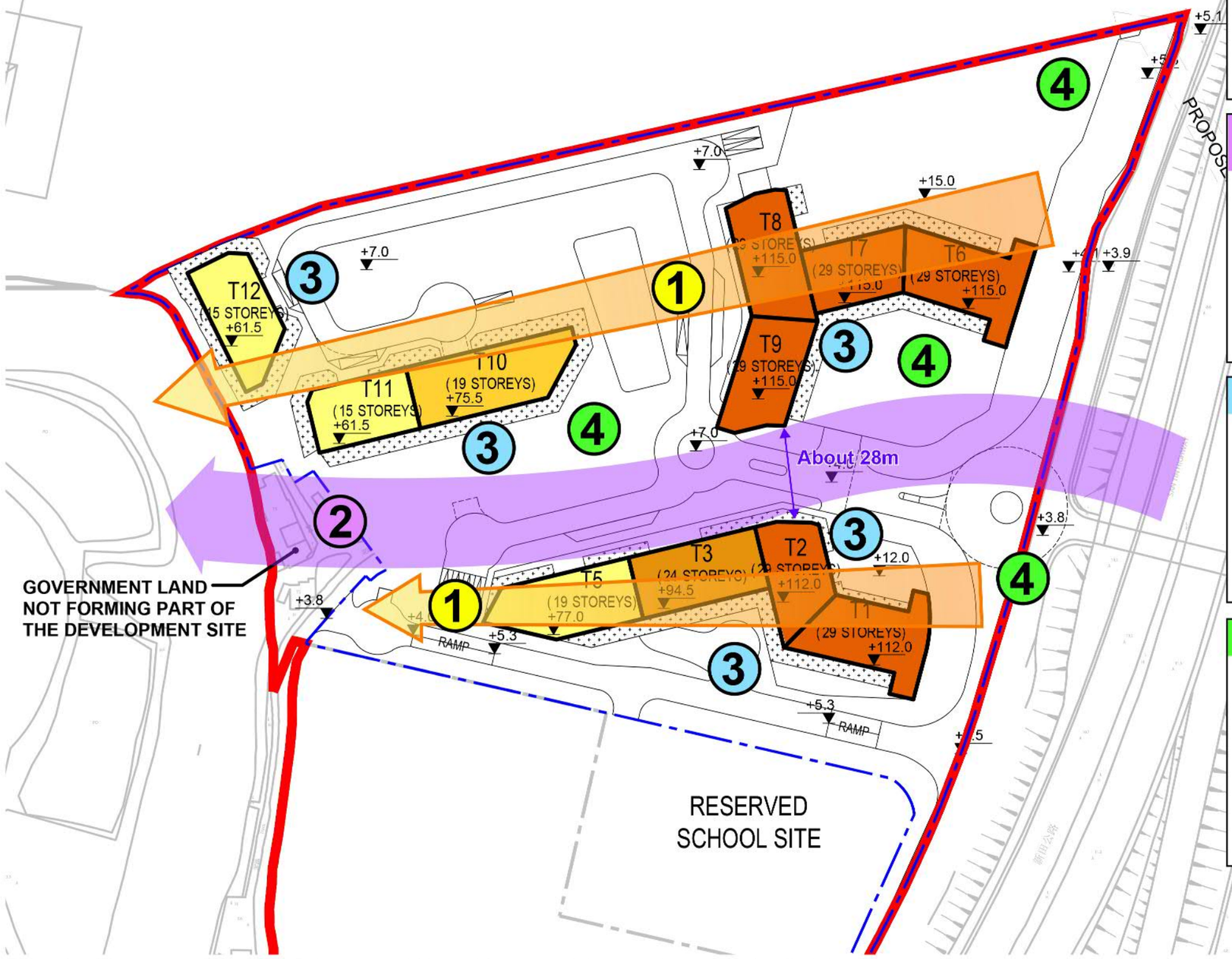
Photomontages – Viewing from VP9: Bus Stop next to the Existing Soy Sauce Factory

Checked	DH	Drawn	PW
Rev	1	Date	Feb 2025
Scale	N / A	Figure	5.9

LEGEND

APPLICATION SITE BOUNDARY

DEVELOPMENT SITE BOUNDARY



① Stepped Building Height Profile

To minimise any potential impact on the existing developments nearby, a stepped building height profile within the Application Site has been proposed. The taller buildings with 29 storeys (not more than 115 mPD) located closer to Castle Peak Road in the east will descend towards the Kam Tin River in the west.



② Sensible Building Disposition with Provisions of Building Separations

Buildings are generally separated into 2 E-W running clusters with the provision of building separation to enhance visual and wind penetration.



③ Careful Façade Treatment

Careful façade treatment will be adopted so as to blend in the Proposed Development with the surroundings. For example, no extensive glass façade will be designed to avoid bird collision.



④ Landscape Treatment

To create a nature-oriented development with landscape features to be provided as below:

- Soft and hard landscape pocket spaces
- Peripheral planting strip along the Proposed Development to screen off the possible visual impact from Castle Peak Road and San Tin Highway



Remarks: The current Proposed Scheme would be subject to revision at subsequent detailed design stage.

llewelyn davies

Title

Planning and Design Merits of the Proposed Development

Checked	DH	Drawn	PW
Rev	0	Date	Feb 2025
Scale		Figure	A

Table 5.3 - Appraisal of Visual Impacts of Selected VSRs

Location of Key Visually Sensitive Receivers (VSRs)	**VSR Type**	**Degree of Visibility of Potential Source of Visual Impact** *(Full, Partial, Glimpsed, Nil)*	**Distance and Direction between the VPs and the Application Site**	**Visual Composition**	**Visual Obstruction and Visual Permeability**	**Effect on Visual Elements and Resources**	**Effect on Public Viewers**	**Magnitude of Visual Change** *(Negligible, Slight, Moderate, Substantial)*	**Visual Sensitivity of VSRs** *(Low, Medium, High)*	**Resultant Overall Visual Impact** *(Negligible, Slightly Adverse, Moderately Adverse, Significantly Adverse)* **Mitigation Measures (if moderately adverse or above)**
VP1: Pok Wai South Road **(Figure 5.1)**	Traveller	Glimpsed	About 250m to the West of the Application Site	The existing visual context is mainly dominated by the roadside greenery, vegetation and a pylon are available at this view. Upon completion of the Proposed Development, the upper portion of the buildings will slightly extrude on top of the roadside greenery. There is not much change of the overall visual composition at this VP for both interim and ultimate scenarios.	For both interim and ultimate scenarios, upon completion the Proposed Development, the upper portion of the buildings will appear on the top of roadside greenery and slightly obstructed the open skyview. There will be no major change to the visual permeability as the sky view remains much open.	For both interim and ultimate scenarios, upon completion of the Proposed Development, the upper portion of the buildings will be visible behind the roadside greenery and slight obstructed the open skyview. There will be no critical change to visual resources as the open sky view as the roadside greenery will still be visible at this VP.	For both interim and ultimate scenarios, no perceptible change to views is predicted. The upper portion of the buildings will slightly extrude on top of the roadside greenery. As such, the effects on public views are minimal.	Slight	Low	Slightly Adverse
VP2: Nam Sang Wai Road (South) **(Figure 5.2)**	Traveller	Glimpsed	About 600m to the South of the Application Site	The overall visual backdrop is composed by a mix of residential developments, San Tin Highway, Kam Tin River, some vegetation and sky view. Upon completion of the Proposed Development, as the existing trees shield the Proposed Development, only a small portion of Proposed Development can be seen at this VP.	For both interim and ultimate scenarios, only a very small portion of the Proposed Development will appear on the vegetation top at the background. The Proposed Development will also be compatible with the building mass of the planned Sha Po Public Housing Development. The open sky view would remain much open.	For both interim and ultimate scenarios, only a portion of the Proposed Development can be visible on top of the trees, there will be no overall negative changes on the condition, quality and character of the visual resources at this VP.	Due to the long distance of the VP from the Application Site, the views of the public will be slightly affected as some buildings may intrude above the tree tops. Overall speaking, the visual condition remains unchanged for both interim and ultimate scenarios.	Slight	Low	Negligible
VP3: Shan Po Tsuen Road **(Figure 5.3)**	Traveller	Glimpsed	About 400m to the Southeast of the Application Site	There will be no significant change of the visual composition as the Proposed Development will be largely screened off by roadside vegetation. For both interim and ultimate	A tiny portion of the Proposed Development will still be visible in between of the vegetation under both interim and ultimate scenarios. The current degree of visual permeability will remain	For both interim and ultimate scenarios, the Proposed Development will not affect the available visual elements. The existing sky view at the backdrop will also be available.	Under the interim scenario, a tiny portion of the Proposed Development will be visible in between of the vegetation, the visual impact is considered to be negligible / slightly	Negligible	Low	Negligible / Slightly Adverse

Location of Key Visually Sensitive Receivers (VSRs)	**VSR Type**	**Degree of Visibility of Potential Source of Visual Impact** *(Full, Partial, Glimpsed, Nil)*	**Distance and Direction between the VPs and the Application Site**	**Visual Composition**	**Visual Obstruction and Visual Permeability**	**Effect on Visual Elements and Resources**	**Effect on Public Viewers**	**Magnitude of Visual Change** *(Negligible, Slight, Moderate, Substantial)*	**Visual Sensitivity of VSRs** *(Low, Medium, High)*	**Resultant Overall Visual Impact** *(Negligible, Slightly Adverse, Moderately Adverse, Significantly Adverse)* **Mitigation Measures (if moderately adverse or above)**
				scenarios, the Proposed Development could barely be seen from this direction and will be shielded by the roadside vegetation.	similar upon completion of the Proposed Development under the Interim Scenario. In particular, under the ultimate scenario, the visual context will be transformed into a more urbanised context. The visual impact induced by the Proposed Development is considered to be insignificant.		adverse. Under the ultimate scenario, the visual context will be transformed into a more urbanised context. The overall visual impact is considered to be insignificant.			
VP4: Footbridge on San Tin Highway near Pok Wai (**Figure 5.4**)	Traveller	Glimpsed	About 600m to the Northeast of the Application Site	The existing visual context is largely dominated by the San Tin Highway and the roadside landscape along San Tin Highway. Under the interim scenario, upon completion of the Proposed Development, a portion of the development will appear at the back of the roadside trees. Under the Ultimate Scenario, the Proposed Development is not visible at this VP, it will be blocked by another on-going application. The planned Sha Po Public Housing Development will be located opposite to the Proposed Development and the Approved Development in Wing Kei Tsuen (No. Y/YL-NSW/7) will also be located next to the Proposed Development. The Proposed Development is considered to be compatible	The major portion of the Proposed Development will be screened off by the roadside vegetation. Upon completion of the Proposed Development, the open sky view may be slightly affected for both the interim and ultimate scenarios.	There are limited visual resources at the VP as the road side vegetation and greenery in between along San Tin Highway. The heavy traffic along San Tin Highway are one of the major visual eyesores at this VP. Although the Proposed Development will be visible on top of the roadside vegetation, the overall visual impact on visual elements are considered acceptable for both the interim and ultimate scenarios.	This VP is mostly pedestrians walking pass the footbridge and hence their duration of stay is extremely short and their eye sight would also be easily distracted by the heavy traffic along San Tin Highway. As a result, the effects on the public viewers are considered acceptable for both the interim and ultimate scenarios. In particular, upon the completion of the nearby Sha Po Public Housing Development and the Approved Development in Wing Kei Tsuen (No. Y/YL-NSW/7), the overall visual context will be transformed into a more urbanised environment. The Proposed Development will not induce any significant	Slight	Low	Slightly Adverse

Location of Key Visually Sensitive Receivers (VSRs)	**VSR Type**	**Degree of Visibility of Potential Source of Visual Impact** *(Full, Partial, Glimpsed, Nil)*	**Distance and Direction between the VPs and the Application Site**	**Visual Composition**	**Visual Obstruction and Visual Permeability**	**Effect on Visual Elements and Resources**	**Effect on Public Viewers**	**Magnitude of Visual Change** *(Negligible, Slight, Moderate, Substantial)*	**Visual Sensitivity of VSRs** *(Low, Medium, High)*	**Resultant Overall Visual Impact** *(Negligible, Slightly Adverse, Moderately Adverse, Significantly Adverse)* **Mitigation Measures (if moderately adverse or above)**
				with the overall visual context.			change to the public viewers at this VP.			
VP5: Lam Tsuen Country Park (**Figure 5.5**)	Recreation	Partial	About 1km to the East of the Application Site	The existing view is an open view towards Nam Sang Wai. Under both interim and ultimate scenarios, upon completion of the planned public and private developments in the area, the Proposed Development will be a minor portion of the urbanised view. The building mass of the Proposed Development will be visually perceived as a logical extension of the existing development in Yuen Long towards the Sha Po area. As such, the Proposed Development will not affect the harmonious visual composition from this VP.	The existing visual linkage at this VP is dominated by the natural resources including the mountain and the sky. Under both interim and ultimate scenarios, the degree of visual permeability will be altered by the by the Approved Development in Wing Kei Tsuen (No. Y/YL-NSW/7) next to the Proposed Development and the planned Sha Po Public Housing Development at the foreground and part of the Proposed Development will be blocked by the Sha Po Public Housing Development. Due to the scale and extent of the Proposed Development, the visual permeability would not be significantly hampered. The Proposed Development will also be compatible with the building mass of the planned public and private developments in the area. The views towards the sky at the backdrop will be largely retained. The impact on visual permeability is considered acceptable.	Fair amount of visual resources including the, extensive vegetation, coupled with the open sky view at the background are available at this VP. Number of open storage sites are also available when viewing from this VP, which are considered to be visual eyesores. For both interim and ultimate scenarios, the sky view and some of the vegetation at the foreground will remain. The degree on effect on visual elements are considered to be insignificant.	Under both interim and ultimate scenarios, the area will be gradually transformed from the existing context to urban high-rise context after the implementation of the planned public and private developments in the area. Only a tiny portion of the Proposed Development will be visible upon the completion of the planned Sha Po Public Housing Development at the foreground. Upon full completion of the planned public and private developments nearby, the Proposed Development would not be visually prominent. The visual effects on the public views will not be significant.	Slight	Medium	Slightly Adverse

Location of Key Visually Sensitive Receivers (VSRs)	**VSR Type**	**Degree of Visibility of Potential Source of Visual Impact** *(Full, Partial, Glimpsed, Nil)*	**Distance and Direction between the VPs and the Application Site**	**Visual Composition**	**Visual Obstruction and Visual Permeability**	**Effect on Visual Elements and Resources**	**Effect on Public Viewers**	**Magnitude of Visual Change** *(Negligible, Slight, Moderate, Substantial)*	**Visual Sensitivity of VSRs** *(Low, Medium, High)*	**Resultant Overall Visual Impact** *(Negligible, Slightly Adverse, Moderately Adverse, Significantly Adverse)* **Mitigation Measures (if moderately adverse or above)**
VP6: Ho Hok Shan (**Figure 5.6**)	Recreation	Glimpsed	About 1.5km to the South of the Application Site	The existing view is an open view towards the Proposed Development across Castle Peak Road, Yuen Long/San Tin Highway, the MTR transport corridor and Kam Tin River and the associated ponds. Only a tiny portion of the building mass would be formed at the background of this view angle. Considering the long distance of this VP from the Application Site and the compatibility, the degree of visual change on visual composition is considered to be negligible for both scenarios.	The existing visual linkage at this VP is dominated by the natural resources at the foreground including the pond, the mountain and the sky. The degree of visual permeability towards the foreground would remain largely open upon the completion of the Proposed Development while views towards the sky at the backdrop will also largely be remained for both scenarios.	Large amount of visual resources including the Kam Tin River and associated ponds, extensive vegetation, coupled with the open sky view at the background will not be affected by the Proposed Development. No effects on visual elements and resources are envisaged for both scenarios.	In the context of the elevated, open, panoramic views experienced by hikers and the more visually prominent features in the foreground (including the Yuen Long/San Tin Highway, river and pond water bodies and tree planting) the magnitude of perceived visual change would be minimal for both scenarios.	Slight	Low	Negligible / Slightly Adverse
VP7: Hill to the west of Shan Pin Tsuen (**Figure 5.7**)	Recreation	Glimpsed	About 1.2km to the Southwest of the Application Site	Existing views comprise abandoned agricultural land, fish pond, rivers, woodland and trees. Upon completion of the Proposed Development, the Proposed Development will be blocked by the gazetted residential development in Tung Shing Lei under the Land Sharing Pilot Scheme, only a tiny portion will appear in between the trees. The Proposed Development will not induce significant change in terms of visual composition for both scenarios.	Only a small portion of the buildings will appear in between the trees and blocked by the residential development in Tung Shing Lei under the Land Sharing Pilot Scheme, the open sky view will be retained for both scenarios.	Large amount of visual resources including the Kam Tin River and associated ponds, extensive vegetation, coupled with the open sky view at the background will not be affected by the Proposed Development. No effects on visual elements and resources are envisaged for both scenarios.	Considering the long distance between the Application Site and the VP, the context of the elevated, open, panoramic views experienced by hikers, and the view is of the short duration and infrequent, the magnitude of perceived visual change would negligible for both scenarios.	Slight	Low	Negligible

Location of Key Visually Sensitive Receivers (VSRs)	**VSR Type**	**Degree of Visibility of Potential Source of Visual Impact** *(Full, Partial, Glimpsed, Nil)*	**Distance and Direction between the VPs and the Application Site**	**Visual Composition**	**Visual Obstruction and Visual Permeability**	**Effect on Visual Elements and Resources**	**Effect on Public Viewers**	**Magnitude of Visual Change** *(Negligible, Slight, Moderate, Substantial)*	**Visual Sensitivity of VSRs** *(Low, Medium, High)*	**Resultant Overall Visual Impact** *(Negligible, Slightly Adverse, Moderately Adverse, Significantly Adverse)* **Mitigation Measures (if moderately adverse or above)**
VP8: Nam Sang Wai River Education Trail (i.e. Nam Sang Wai Road Near Nam Sang Wai Fishpond Education Kiosk) (**Figure 5.8**)	Traveller	Nil	About 900m to the Northwest of the Application Site	The existing visual context is largely dominated by the carriageway, roadside vegetation with an open sky view along Kam Tin River and Nam Sang Wai Road. Under the interim scenario, the Proposed Development will be shielded by the roadside vegetation. Under the ultimate scenario, the Proposed Development is not visible at this VP, it will be blocked by another on-going planning application and roadside vegetation. The planned Sha Po Public Housing Development will form a visual bulk at the background and the Approved Development in Wing Kei Tsuen (No. Y/YL-NSW/7) next to the Proposed Development will form a visual bulk. The visual context will be gradually transformed into a more urbanised context. Therefore, the Proposed Development is considered to be compatible with the overall visual context.	Under the interim scenario, the Proposed Development will be shielded by the roadside vegetation and will not be visible at this VP. The Proposed Development will be blocked by another on-going planning application and the roadside vegetation. Therefore, the visual permeability is considered to be negligible.	Under the interim and ultimate scenarios, the Proposed Development will be blocked by the roadside vegetation and by another on-going application. The Proposed Development will not be visible at the VP. As such, the visual resources such as roadside vegetation as well as the skyview at the background will still be retained.	Upon the completion of the planned Sha Po Public Housing Development at the background, the area will be gradually transformed from the existing context to urban high-rise context. Under the interim scenario, the views of the public will not be affected as the buildings are shielded by the roadside vegetation. Under the ultimate scenario, the Proposed Development is not visible at this VP, it will be blocked by another on-going planning application. As such, the Proposed Development will not induce any significant change to the public viewers.	Negligible	Low	Negligible

Location of Key Visually Sensitive Receivers (VSRs)	**VSR Type**	**Degree of Visibility of Potential Source of Visual Impact** *(Full, Partial, Glimpsed, Nil)*	**Distance and Direction between the VPs and the Application Site**	**Visual Composition**	**Visual Obstruction and Visual Permeability**	**Effect on Visual Elements and Resources**	**Effect on Public Viewers**	**Magnitude of Visual Change** *(Negligible, Slight, Moderate, Substantial)*	**Visual Sensitivity of VSRs** *(Low, Medium, High)*	**Resultant Overall Visual Impact** *(Negligible, Slightly Adverse, Moderately Adverse, Significantly Adverse)* **Mitigation Measures (if moderately adverse or above)**
VP9: Bus and Minibus Stops next to the existing soy sauce factory along Castle Peak Road – Tam Mi (**Figure 5.9**)	Traveller	Partial	About 5m to the East of the Application Site	The existing visual context is largely dominated by the Castle Peak Road – Tam Mi, existing soy sauce factory and the roadside vegetation with an open sky view along Castle Peak Road – Tam Mi. Upon completion of the Proposed Development for both interim and ultimate scenarios, the lower floors of the Proposed Development would be visible along Castle Peak Road – Tam Mi.	For both interim and ultimate scenarios, at this short range VP, the existing soy sauce factory will be relocated under the proposed scheme while the open sky view and the roadside vegetation along Castle Peak Road – Tam Mi would be affected by the lower floors of the Proposed Development.	For both interim and ultimate scenarios, there may be some loss to the open sky views and the roadside vegetation along Castle Peak Road – Tam Mi induced by the Proposed Development. Nonetheless, the roadside vegetation and skyview at the background will still be retained.	This VP is mostly pedestrians walking pass and hence their duration of stay is extremely short and their eye sight would also be easily distracted by the heavy traffic along Castle Peak Road – Tam Mi. Considering the nature of the VSRs are mainly pedestrians passing by, they are mainly transient in nature. The overall impact to the public viewers will only be transient.	Moderate	Low	Slightly Adverse / Moderately Adverse Sensible building disposition with façade treatment and landscape strategy will be adopted to enhance the possible visual impact upon competition of the Proposed Development.

6 Conclusion

6.1 This VIA is submitted to evaluate the degree of visual impacts from major public VPs due to the Proposed Development at the Application Site.

6.2 A number of key public VPs have been selected to assess the overall visual impact of the Proposed Development. With reference to the analysis in preceding sections, and as illustrated on the photomontages taken at the selected VPs, the overall visual impacts of all VPs were mainly negligible / slightly adverse.

6.3 With incorporation of urban design considerations, such as appropriate landscape treatment, careful façade treatment, sensible building disposition and building separations to minimise façade length, it is considered that the Proposed Development would not bring significant visual impact under the existing scenario.

6.4 In conclusion, the Proposed Development is fully acceptable in visual terms under the existing condition with the approved / planned developments (i.e. interim scenario), as well as the completion of another planning application for a comprehensive development to the immediate north of the Application Site (i.e. ultimate scenario).

Appendix D

Traffic Impact Assessment

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)","OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

Traffic Impact Assessment

August 2024

08	August 2024	TCTH	DWTF
Issue	Date	Prepared by	Reviewed by

AECOM

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1 INTRODUCTION

1.1 Background

1.1.1 The Application Site is located to the south of Wing Kei Tsuen, to the east of Pok Wai South Road and Kam Tin River and to the west of Castle Peak Road – Tam Mi as shown in **Figure 1.1**.

1.1.2 The Application Site currently falls within the "Industrial (Group D)" ("I(D)") , "Open Storage" ("OS") and "Road" zones on the Approved Nam Sang Wai Outline Zoning Plan (OZP) No. S/YL-NSW/8.

1.1.3 The Applicant proposes to rezone from "I(D)","OS" and "Road" zones to "Residential (Group E)" ("R(E)") zone for comprehensive development. The northern part of the Application Site is for residential development (hereafter referred as "Proposed R(E) Site Development") with domestic plot ratio of not more than 2.5 and 3,115 flats (with average flat size of 37.2m^2). The Applicant also proposes a Reserved School Site and a Relocated Soy Sauce Factory Portion at the southern part of the Application Site.

1.1.4 It is noted that there is another planning application for rezoning the "Other Specified Uses (Comprehensive Development to include Wetland Restoration Area)" ("OU(CDWRA)") zone to "OU(CDWRA)1" zone in support of a comprehensive development (hereafter referred as "Proposed OU(CDWRA)1 Site Development") with domestic plot ratio of not more than 2.2 and 6,825 flats (with average flat size of 37.5m^2) and is submitted under separate submission.

1.1.5 AECOM was commissioned by the Applicant to prepare a Traffic Impact Assessment (TIA) report in support of the Section 12A Application for the Proposed R(E) Site Development.

1.2 Objectives

1.2.1 The main objectives of this report are as follows:-

- Outline the Proposed Development parameters and internal transport facilities;
- Review the current traffic condition in the vicinity;
- Estimate the future public transport demand of the Proposed Development;
- Estimate the potential traffic generations and attractions of the Proposed Development;
- Produce traffic forecasts on the surrounding road network at the adopted design year;
- Assess traffic impact on the surrounding road network induced from the Proposed Development;
- Provide a sensitivity test to assess the possible cumulative traffic impact if the proposed OU(CDWRA)1 site development is implemented together with the Proposed Development; and
- Develop traffic improvement proposal(s) if necessary.

1.3 Structure of TIA Report

1.3.1 Following this introductory chapter, the TIA is structured as follows:

- **Chapter 2**: Proposed Development, describes the Proposed Development schedule and its internal traffic facilities provisions, access arrangement, etc. In conjunction with the access arrangement, the widening proposal of existing Castle Peak Road would be discussed. The future public transport demand together with the required transport facility and the pedestrians/cyclists access arrangements would be discussed;
- **Chapter 3**: Existing Traffic Condition, reviews the current traffic conditions;
- **Chapter 4**: Traffic Impact Assessment, presents the traffic forecast of the Proposed Development and the results of capacity assessments of the identified critical junctions for scenarios without and with the Proposed Development. The traffic impact on a sensitivity test of both OU(CDWRA)1 and R(E) Sites would be included. In addition, a sensitivity test without the newly planned Sha Po Public Housing Development would be included;
- **Chapter 5**: Summary and Conclusion, summarizes the findings of the study and presents the conclusion of this TIA.

2 PROPOSED DEVELOPMENT

2.1 Master Layout Plan and Development Schedule

2.1.1 The indicative development schedule of the Proposed Development are shown in **Table 2.1.**

Table 2.1 Indicative Development Schedule

Development Parameters	Proposed R(E) Site Development	Proposed OU(CDWRA)1 Site Development (Under Separate Submission)
Application Site Area	81,550 m^2 • Residential Portion – 47,891 m^2 • Relocated Soy Sauce Factory Portion – 27,459 m^2 • Reserved School Site – 6,200 m^2	116,231 m^2
Domestic Portion		
Domestic GFA	115,942 m^2	255,708m^2
Domestic Plot Ratio	2.5	2.2
No. of Residential Towers	11	24
No. of Units	3,115 units	6,825 units
Anticipated Population	About 8,099 persons (1)	About 17,745 persons(1)
Average Flat Size	37.2 m^2	37.5 m^2
Non-Domestic Portion		
Non-Domestic GFA	Residential Portion: 10,300 m^2 • Covered Transport Lay-by – 6,400 m^2 • Retail – 3,900 m^2 Relocated Soy Sauce Factory Portion: 13,700 m^2	• Retail – 4,950 m^2 • Residential Care Homes for the Elderly (RCHE) – 5,400m^2 • Other GIC facilities(2)

Note:
(1) Adopting 2.6 person/ flat
(2) GIC facilities includes a Neighbourhood Elderly Centre (NEC) (NOFA: 328 sqm); proposed to be exempted from PR calculations

2.2 Development Access

2.2.1 The Application Site is currently served by Castle Peak Road – Tam Mi which is along the eastern side of the Application Site.

2.2.2 To enhance the road capacity, it is proposed to widen the existing Castle Peak Road – Tam Mi to a 10.3m wide single carriageway as shown in **Figure 2.2**. 2 vehicular access (one priority junction and one roundabout) would be provided at Castle Peak Road – Tam Mi for the residential development, Covered Transport Lay-by, Reserved School Site and existing temporary structure as illustrated in **Figure 2.2**. The proposed layouts for the two vehicular accesses are shown in **Figure 2.3** and **Figure 2.4.** For the relocated Soy Sauce Factory, the vehicular access would be maintained at Castle Peak Road – Tam Mi.

2.2.3 As shown in **Figure 2.4**, a 4-arm roundabout was proposed at the junction between Castle Peak Road – Tam Mi / Vehicular Access of R(E) Site – Residential Portion, Covered Transport Lay-by / Unnamed Road underneath San Tin Highway.

2.2.4 For Information, under separate submission for Proposed OU(CDWRA)1 Site Development, 2 vehicular accesses (one roundabout and one priority junction) are also proposed at Castle Peak Road – Tam Mi to serve residential development and the GIC facilities respectively, as illustrated in **Figure 2.2**. The proposed layouts for the two vehicular accesses are shown in **Figure 2.6** and **Figure 2.7** for reference**.**

2.3 Internal Transport Facilities

2.3.1 The parking and loading/unloading facilities of the Proposed Development will be provided in accordance with the requirements as stipulated in the latest Hong Kong Planning Standards and Guidelines (HKPSG) to cater for the transport demand. The respective requirements are summarized in **Table 2.2.**

Table 2.2 HKPSG Parking and Servicing Facilities Provisions Requirement

	HKPSG Requirements
Private Car Parking Spaces	
Private Housing – Private Car Parking Spaces	GPS x R1(1) x R2(2) x R3(3) For flat size < 40m^2 = 1 space per 4-7 flats x 0.5 x 0.75 x 1.00 = 0.375 spaces per 4-7 flats
Private Housing – Visitor Private Car Parking Spaces	5 spaces per block of more than 75 residential units
Retail – Private Car Parking spaces	1 car space per 150 – 300m^2 GFA
Kindergarten – Private Car Parking Spaces	0 to 1 car parking space per 4 to 6 classrooms
Industrial – Private Car Parking Spaces	1 space per 1,000-1,200m^2 GFA

Motorcycle Parking Spaces	
Private Housing – Motorcycle Parking Spaces	1 space per 100-150 flats
Retail – Motorcycle Parking Spaces	5% - 10% total provision for private cars
Industrial – Motorcycle Parking Spaces	5% - 10% total provision for private cars
Loading and Unloading Bay	
Private Housing – Loading and Unloading Bay	1 space for every 800 flats subject to min. 1 bay per block
Retail – Loading and Unloading Bay	1 loading/ unloading bay for goods vehicles for every 800 to 1200m^2 or part thereof, GFA
Industrial – Goods Vehicle Loading and Unloading Bay	1 goods vehicle bay per 700-900m^2 GFA, 50% of which for parking
Industrial – Container Vehicle Loading and Unloading Bay	1 container vehicle bay for site with dimensions not less than 45m x 40m
Lay-bys	
Kindergarten – Taxi / private cars lay-by	1 lay-by for taxis and private cars for every 5 to 8 classrooms
Kindergarten – Small Coaches Layby	5 lay-bys for small coaches (each 3m x 7m)
Bicycle Parking Spaces	
Private Housing – Bicycle Parking Spaces	1 space per 15 flats

Notes:
(1) For flat size under 40m^2, a demand adjustment ratio (R1) of 0.5 is adopted.
(2) An accessibility adjustment ratio (R2) of 0.75 has been adopted with the site falling into the 500m^2 radius of future Au Tau MTR Station.
(3) With a domestic plot ratio of 2.5 for the application site, a development intensity adjustment ratio (R3) of 1.0 is adopted.

2.3.2 In light of the HKPSG requirements given in **Table 2.2**, the proposed provision for the Proposed R(E) Site Development according to the development schedules are summarized in **Table 2.3**

Table 2.3 Proposed Internal Transport Facilities Provision for R(E) Site

	Parameters	Required Provision		Proposed Provision
Residential – Private Car Parking Space	3,115 Flats	FS <40m^2	167 – 293 spaces	234 spaces(1)
Residential – Visitor Private Car Parking Spaces	11 Towers	55 spaces		55 spaces
Retail – Private Car Parking Spaces	3,900m^2	13 – 26 spaces		18 spaces(2)
Kindergarten – Private Car Parking Spaces	8 Classrooms (1 Kindergarten)	1 – 2 spaces		2 spaces(3)
Relocated Soy Sauce Factory – Private Car Parking Spaces	13,700m^2	12 – 14 spaces(7)		12 spaces
		Private Car Parking Spaces		**321 spaces(4)**
Residential – Motorcycle Parking Spaces	3,115 Flats	21 – 32 spaces		25 spaces(5)
Retail – Motorcycle Parking Space	3,900m^2	1 – 2 spaces		2 spaces
Relocated Soy Sauce Factory – Motorcycle Parking Spaces	13,700m^2	1 – 2 spaces(7)		1 space
		Motorcycle Parking Spaces		**28 spaces**
Residential – Loading and Unloading Bay	11 Towers	11 bays		11 bays
Retail – Loading and Unloading Bay	3,900m^2	4 – 5 bays		4 bays(6)
Relocated Soy Sauce Factory – Goods Vehicle Loading and Unloading Bay	13,700m^2	16 – 20 bays(7)		16 bays
Relocated Soy Sauce Factory – Container Vehicle Loading and Unloading Bay	13,700m^2	1 bay(7)		1 bay
		Loading and Unloading Bays		**32 bays**
Kindergarten – Private Car / Taxi Lay-by	8 Classrooms (1 Kindergarten)	1-2 lay-bys		2 lay-bys(3)
Kindergarten – Small Coach Lay-by	1 Kindergarten	5 lay-bys (7m x 3m each)		5 lay-bys (7m x 3m each)
Residential – Bicycle Parking Spaces	3,115 Flats	208 spaces		208 spaces(7)

Notes:
(1) Global Parking Standard (GPS) of 1 car space per 5 flats adopted.
(2) A provision of 1 private car parking space per 225m^2 GFA is adopted for retail development based on the requirement in HKPSG (1 car space per 150-300m^2).
(3) High-end provisions of parking and loading/unloading facilities for kindergarten are proposed.
(4) Accessible car parking spaces will be reserved for persons with disabilities in accordance with the HKPSG.
(5) A provision of 1 motorcycle parking space per 125 flats is adopted for residential development based on the requirement in HKPSG (1 motorcycle parking space per 100-150 flats).
(6) A provision of 1 loading / unloading bay per 1,000m^2 GFA is adopted for retail development based on the requirement in HKPSG (1 loading / unloading bay per 800-1,200m^2).

(7) A provision of 1 bicycle parking space for every 15 flats with flat size smaller than 70m2 for development within a 0.5-2km radius of a rail station based on the requirement in HKPSG.
(8) Provision of parking and loading/unloading facilities for Relocated Soy Sauce Factory is adopted based on the requirement on Industrial Use in HKPSG.

2.4 Existing Public Transport Facilities

2.4.1 There are also bus stops and GMB stands along Castle Peak Road – Tam Mi near the Application Site, as summarised in **Table 2.4**.

Table 2.4 Existing Public Transport Services in Vicinity

Route No.	Origin / Destination			Frequency (min.)
Franchised Bus				
76K	Ching Ho Estate Bus Terminus	↔	Long Ping Estate B/T	20 – 30
976	Sai Wan Ho	↔	Lok Ma Chau (San Tin)	To Sai Wan Ho: 4 trips (AM Peak) To Lok Ma Chau (San Tin): 4 trips (PM Peak)
Green Mini-Bus (GMB)				
36	Yuen Long (Fook Hong Street)	↔	Tai San Wai Rural Office	10 - 15
37	Yuen Long (Fook Hong Street)	↔	Yau Tam Mei Village Office	12 - 15
38	Yuen Long (Fook Hong Street)	↔	Yau Tam Mei West (near Ho Sang Farm)	10 - 15

2.5 Transport Demand and Proposed Transport Facilities

2.5.1 MTRCL Tuen Ma Line is one of the most important mass public transport services in the Yuen Long and Kam Tin areas. Currently, the closest MTRCL Tuen Ma Line stations are Yuen Long Station and Kam Sheung Road Station.

2.5.2 Under the proposed scheme, there will be 3,115 units. By assumption of 2.6 persons / flat, the anticipated population in proposed development is about 8,099. In addition, there is another site under the S12A Planning Application No. Y/YL-NSW/8 with a total population of about 17,745 persons. Hence, by taken into consideration of the two sites, a total population of 25,844 persons would be served. Reference has been made to the published "Travel Characteristics Survey (TCS) 2011 Final Report". According to the TCS Final Report, the daily mechanised trip rate per population is 1.83 trips and the morning peak hour accounted for about 12% of the daily trips. The percentage of using public transport is about 73% of the total trips. The resultant estimated additional public transport demand for both development sites in AM peak hour is about 4,143 pax/hr (i.e. 25,844 x 1.83 x 0.12 x 0.73).

2.5.3 Public transport demand of the proposed development is 1298pax/hr (by population ratio between the 2 development sites). By assuming a 90-pax capacity of franchised buses and a 2.5 pcu factor, public bus trips generated / attracted by the proposed development are estimated to be 38pcu.

2.5.4 As stated in **Para 2.5.1**, MTRCL is the key mode of public transport in the area. It is therefore proposed to provide the future bus services to serve the Subject Site to Yuen Long Station or NT North or even the nearby future Station of Northern Link (NOL) Project which is now under detailed planning & design study.

2.5.5 A passenger count survey was conducted at existing Park YOHO, which is considered a comparable reference as the Subject Site. Based on the surveyed results, about 45% are destined to Tuen Ma Line Station, 35% via Long-haul bus service (via 268M) and 20% to Yuen Long Town Centre are identified. In view of the above, one of future bus services would definitely be destined to Tuen Ma Line Station while other long-haul bus services should also be provided. Passengers taking these long-haul bus services can also interchange with other bus routes to various districts via Tai Lam Bus Interchange. Transport lay-by should also be reserved for the provision of GMB service if required in future.

2.5.6 As the major public transport demand would be likely to be destined to Tuen Ma Line Station, circular bus service is proposed between Yuen Long Station PTI and the development site. The proposed new bus service would be a circular route with terminating point at the development site and a bus stop at Yuen Long Station PTI for passenger boarding / alighting. Currently, there are 6 bus bays provided in the Yuen Long Station PTI serving only bus routes B1, B2, K65 and N30. In view of that, one bus bay is proposed to serve for the proposed circular bus service. The proposed bus stop at Yuen Long Station would serve only for passenger boarding / alighting with no bus stacking required, as a result, there should still be capacity to accommodate the said bus stop within Yuen Long Station PTI. Taken into account the potential demand prior to completion of NOL, supplementary peak hour bus service between Kam Sheung Road Station and the development site may also be required. Service to Kam Sheung Road Station would also be a circular route with terminating point at the development site. Nevertheless, the boarding / alighting point for this proposed circular bus service can be further reviewed / discussed with TD in the subsequent detail design stage.

2.5.7 Based on the demand of 1,865 pax/hr (4,143 x 45%) and a capacity of 90 persons/bus, the proposed headway for the circular bus route to Yuen Long Station and Kam Sheung Road Station are about 5 minutes and 8 minutes respectively. The estimated total round trip journey time to Yuen Long Station is about 25 minutes, considering the proposed headway of 5 minutes, a total of 5 buses (25 min / 5 min) would be required during peak hour. For Kam Sheung Road Station, the estimated total round trip journey time is about 30 minutes, considering the proposed headway of 8 minutes, a total of 4 buses (30 min / 8 min) would be required during peak hour.

2.5.8 For long-haul bus services, the overall demand for both development sites is about 1,450 pax/hr (4,143 x 35%). Based on a capacity of 90 persons/bus, this would be equivalent to about 16 bus trips/hour. Hence 16 bus trips of long-haul bus routes to/from urban areas (such as Hong Kong Island, Kowloon East and Kowloon) are proposed during the AM / PM peak hours. Passengers taking these bus services can also interchange with other bus routes to various districts via Tai Lam Bus Interchange. Additionally, one bus route is proposed to serve the passenger demand to / from Yuen Long Area. Based on the demand of 829 pax/hr (4,143 x 20%) and a capacity of 90 persons/bus, 10 more bus trips/hour to / from Yuen Long Area are proposed during AM / PM peak hours.

2.5.9 To cater for the future transport demand, transport lay-by is proposed within the development sites. The indicative layout of proposed Transport Lay-by of RE Site is shown in **Appendix A** and its provisions are summarized in **Table 2.5**.

Table 2.5 Provisions of Transport Lay-by within Development Site

Number of Bay	Function
5 sawtooth bus bays	• Two of the bus bays serve for bus service destinated to Tuen Ma Line Stations • Three of the bus bays serve for long-haul bus services
1 double-width General Layby (~32m)	• For the provision of GMB service if required in future • Serve for taxi services and other vehicles
1 double-width General Layby (~28m)	

2.5.10 Based on a headway of 5-10 minutes and an assumption of occupancy of 90 passengers for 12.8m bus, the proposed Transport Lay-by (5 bus bays) could serve for 30-60 buses/hr and provide capacity of 2,700-5,400 passenger/hr. This would be sufficient to cater for the future public transport demand (i.e. 4,143 pax/hr). In addition, the provision of GMB services can further supplement if required in the future.

2.5.11 Subject to the future planning of public transport services, the provisions of Covered Transport Lay-by within the Application Site will allow adequate hardware facility to serve the future public transport demand generated by the proposed development.

Impact on Tuen Ma Line

2.5.12 Referring to **Section 2.5.15,** the public transport demand for Tuen Ma Line (formerly named as West Rail Line) induced by both development sites would be around 1,865 pax/hr (i.e. 4,143 x 45%) in AM peak.

2.5.13 Referring to Press Releases (2019). LCQ7: Loading of trains of West Rail Line[1], The patronage per direction of the West Rail Link in its critical link (i.e. from Kam Sheung Road to Tsuen Wan West) in year 2018 AM peak hour is 40,400 pax/hr.

2.5.14 To forecast the patronage flow in year 2034, annual growth rate was estimated with reference to 2019-based Territorial Population and Employment Data Matrix (TPEDM) data which is available in Planning Department website. **Table 2.6** below shows the planning data of Tuen Mun, Yuen Long, Tin Shui Wai, and northwest New Territories.

[1] Press Releases (2019). LCQ7: Loading of trains of West Rail Line. Retrieved from HKSAR Government, Web site: https://www.info.gov.hk/gia/general/201905/08/P2019050800304.htm)

Table 2.6 2019-based TPEDM Planning Data

Planning Data District	Year 2019	Year 2026	Year 2031
	Population	Population	Population
Tuen Mun	476,500	538,900	606,850
Yuen Long	175,150	172,350	159,850
Tin Shui Wai	279,950	283,250	276,050
Northwest New Territories	222,800	239,250	353,900
Total	**1,154,400**	**1,233,750**	**1,396,650**
Annual growth rate from year 2019 to 2026 = 0.95%			
Annual growth rate from year 2026 to 2031 = 2.51%			

2.5.15 By adopting the annual growth rate of 0.95% (from year 2018 to 2026) and annual growth rate of 2.51% (from year 2026 to year 2034), the forecasted patronage flow in the critical link (i.e. from Kam Sheung Road to Tsuen Wan West) in year 2034 AM peak hour is 53,133 pax/hr (i.e. 40,400 x $(1.0095)^8$ x $(1.0251)^8$). By adopting the demand generated from the development, the overall patronage flow is 54,998 pax/hr (i.e. 53,133 + 1,865) in year 2034 AM peak.

2.5.16 The maximum capacity of West Rail Link in year 2015 is 49,200 pax/hr. After the commissioning of the Tuen Ma Line, the MTRCL can provide services at a maximum frequency of 24 trains trips per hour by procuring more trains and enhancing signaling system, thus increasing the carrying capacity of WRL by approximately 37%[Note 1] as compared with that in year 2015 (i.e. maximum capacity = 49,200 x 1.37 = 67,404 pax/hr).

2.5.17 Hence, even with the development, the Tuen Ma Line is anticipated to be operated within capacity in year 2034.

2.6 Pedestrian / Cycling Access

2.6.1 As mentioned in **Section 2.2.2**, the existing Castle Peak Road – Tam Mi along the development site would be widened to 10.3m wide. Along this widened road section, a minimum footpath of 2.75m would be provided as shown in **Figure 2.8**. In addition, conceptual subway across Castle Peak Road / San Tin Highway / San Tam Road is proposed as shown in **Figure 2.8** to facilitate pedestrians walking to/from future Au Tau Station.

2.6.2 A 4.0m wide cycle track is also proposed to enhance cycling connectivity between existing cycle track at Pok Wai South Road and future Au Tau Station. As shown in **Figure 2.8**, the tentative cycle track would originate from the connection with Pok Wai South Road, spanning along Castle Peak Road – Tam Mi section, and would finally connect to the proposed subway across San Tin Highway.

2.7 Pedestrian Impact Assessment

2.7.1 With consideration on the various components under the proposed developments, the residential portions and the reserved school site are considered the dominant source of generation for pedestrian flow in the application site.

2.7.2 Taken into consideration the combined impact of residents' work commute trip and students' school commute trip during the AM peak, a pedestrian count survey was conducted at Castle Peak Road – Tam Mi during the AM peak hour from 07:00-09:00 on a typical weekday in September 2023. The existing flow is minimal and is as shown in **Table 2.10**.

2.7.3 To establish the future pedestrian demand at various critical footpaths, different trip rates were adopted for estimating the pedestrian generation induced by the residential portions and reserved school site in the proposed developments as shown in **Table 2.7**.

Table 2.7 Pedestrian Trip Generation Rate (For Public Transport Trips and Walk Trips)

Land Use	AM Peak	
	Generation	Attraction
Private Residential (ppl/ unit)(1)	0.72	0.16
Primary School (ppl/school) (2)	316	950

Note:
(1) Based on data record for Yuen Long Park YOHO development. Such trip generation estimation covers the pedestrian trip to/from public transport and walk trips.
(2) By assuming a standard 30 classrooms primary school. As stated in HKPSG Chapter 3, a 30-classroom primary school would have 765 students in total. With reference to the adopted modal splits in **Table 2.9**, 83% students would go to school on foot or by public transport. For conservative approach, about 50% of the students (who commute on foot or via public transport) would be accompanied by an adult.

2.7.4 Based on trip rates as shown in **Table 2.7**, and the development parameters for the residential portion and the reserved school site of the proposed development, the pedestrian generation and attraction in the morning peak has been derived as shown in **Table 2.8**.

Table 2.8 Pedestrian Trip Generation for Proposed Development (For Public Transport Trips and Walk Trips)

Site	Parameters	AM Peak	
		Generation (pph)	Attraction (pph)
RE Site	3,115 units	2,243	498
OU(CDWRA)1 Site	6,825 units	4,914	1,092
Primary School	1 unit	316	950

2.7.5 With reference the modal split data for work trips in Kam Tin area and school trips in Yuen Long District as reported in 2021 Population By-census published by the Census and Statistics Department, the assumed modal split of these pedestrian generations / attractions are summarized in **Table 2.9** below.

Table 2.9 Adopted Modal Split

Assumed Modal Split	To / From	
	Residential	Primary School
Walk	6%	26%
Public Transport	94%	57%
Private Vehicle / Special Purpose Buses	N/A(1)	17%

Note:
(1) Private vehicle has not been included in the adopted modal split for residential portion as the trip rate for estimating residential trips covers only the pedestrian trip to/from public transport and walk trips.

2.7.6 A nominal growth of 1% per annum is applied to the 2023 observed pedestrian flows to produce the 2034 reference pedestrian flows. By assuming that 80% of the public transport pedestrian trips would be destined to TI in the development, and the remaining 20% would travel to the bus stop at Castle Peak Road – Tam Mi and bus stop at San Tam Road, the additional pedestrian generation / attraction as given in **Table 2.8** were then assigned to the road network resulting in the 2034 design pedestrian flows. The location of the various critical footpath sections along Castle Peak Road are as shown in **Figure 2.9.** Based on the forecasted pedestrian flows, the footpath sections have been assessed and the results are summarized in **Table 2.10**.

Table 2.10 Summary of Pedestrian Flows at Critical Footpath Sections

Critical Footpath Section	2023 AM Peak Observed Pedestrian Flows (ped/hr)	2034 AM Peak Design Pedestrian Flows (ped/hr)	Clear Minimum Width (m)	Effective Minimum Width (m)	Flow Rate (Ped/m/min)	Level of Service (LOS)
F1	8	285	2.75	1.75	2.71	A
F2	8	285	2.75	1.75	2.71	A
F3	8	1555	2.75	1.75	14.81	A
F4	8	1555	2.75	1.75	14.81	A
F5	8	1200	2.75	1.75	11.43	A
F6	8	1310	2.75	1.75	12.48	A
F7	8	1310	2.75	1.75	12.48	A
F8	8	1310	2.75	1.75	12.48	A
F9	8	285	3.50	2.50	1.90	A
F10	8	285	2.00	1.00	4.75	A

2.7.7 As shown in **Table 2.10**, all the critical footpath sections would result in a level of service A under the 2034 design traffic pedestrian flows, which are better than the preferred upper end of LOS C as stated in TPDM and is therefore considered acceptable. The description of LOS from TPDM Volume 6 Chapter 10 is extracted and shown in **Table 2.11** for reference.

Table 2.11 Description of Level-of-Service (LOS)

LOS	Flow Rate (ped/min/m)	Description
A	≤ 16	Pedestrians basically move in desired paths without altering their movements in response to other pedestrians. Walking speeds are freely selected, and conflicts between pedestrians are unlikely.
B	16 - 23	Sufficient space is provided for pedestrians to freely select their walking speeds, to bypass other pedestrians and to avoid crossing conflicts with others. At this level, pedestrians begin to be aware of other pedestrians and to respond to their presence in the selection of walking paths.
C	23 - 33	Sufficient space is available to select normal walking speeds and to bypass other pedestrians primarily in unidirectional stream. Where reverse direction or crossing movement exist, minor conflicts will occur, and speed and volume will be somewhat lower.
D	33 - 49	Freedom to select individual walking speeds and bypass other pedestrians is restricted. Where crossing or reverse-flow movements exist, the probability of conflicts is high and its avoidance requires changes of speeds and position. The LOS provides reasonable fluid flow; however considerable friction and interactions between pedestrians are likely to occur.
E	49 - 75	Virtually, all pedestrians would have their normal walking speeds restricted. At the lower range of this LOS, forward movement is possible only by shuffling. Space is insufficient to pass over slower pedestrians. Cross- and reverse-movement are possible only with extreme difficulties. Design volumes approach the limit of walking capacity with resulting stoppages and interruptions to flow.

3 EXISTING TRAFFIC CONDITION

3.1 Local Road Network

3.1.1 The existing road network in vicinity of the Application Site is shown in **Figure 3.1**.

3.1.2 Castle Peak Road – Tam Mi provides the only access to the Application Site. Castle Peak Road – Tam Mi is a rural local road of single 2-lane carriageway running parallel to San Tin Highway on the western side, it connects Castle Peak Road – Yuen Long and Kam Tin Road at Au Tau Interchange on its southern end.

3.2 Traffic Survey

3.2.1 A total of 11 critical junctions were identified for assessment in this TIA, they are listed in **Table 3.1** and their locations are shown in **Figure 3.1**. Layouts of existing junctions are presented in **Figures 3.2** to **3.11**.

Table 3.1 Critical Junctions

Ref.	Junction	Type	Fig. No.
J4	Castle Peak Road - Tam Mi / Unnamed Road underneath San Tin Highway	Priority	**3.2**
J6	San Tam Road / Unnamed Road underneath San Tin Highway	Priority	**3.2**
J7	Castle Peak Road – Tam Mi / San Tam Road	Signal	**3.3**
J8	Castle Peak Road – Tam Mi / Unnamed Access Road to Cheung Chun San Tsuen	Priority	**3.4**
J9	Castle Peak Road – Tam Mi / Nam Sang Wai Road	Priority	**3.5**
J10	Au Tau Interchange	Roundabout	**3.6**
J11	Pok Oi Interchange	Roundabout	**3.7**
J12	Kam Tin Road / Tsing Long Highway	Signal	**3.8**
J13	Kam Tin Road / Kam Tin Bypass / Kam Ho Road Roundabout	Roundabout	**3.9**
J14	Fairview Park Interchange	Roundabout	**3.10**
J15	Castle Peak Road – Tam Mi / Kam Pok Road East	Signal	**3.11**

3.2.2 Series of manual classified traffic counts surveys were carried out on 25 May 2021 to establish the current traffic condition in the vicinity. The surveys were undertaken during 7:30am – 9:30am and 5:00pm – 7:00pm at the critical junctions as listed in **Table 3.1**.

3.2.3 The identified morning (AM) and evening (PM) peak hours are from 7:45 am to 8:45 am and from 5:45pm to 6:45pm, respectively. The 2021 observed AM and PM peak hour traffic flows are shown in **Figure 3.12 and Figure 3.13**.

3.3 Junction and Road Link Assessment

3.3.1 Junction capacity analysis was carried out for the above surveyed junctions which are located in the vicinity of the Application Site to appraise the existing traffic condition based on the 2021 observed peak hour traffic flows.

3.3.2 Based on the turning flows at the above junctions, capacity assessments were carried out in accordance with the methodology documented in the appendices of Transport Planning and Design Manual (TPDM) Volume 2 Chapter 4 for priority junction / roundabout and Volume 4 for signal junction.

3.3.3 The existing junction performances of the critical junctions are summarized in **Table 3.2**. Capacity calculation sheets are attached in **Appendix B**.

Table 3.2 Existing Junction Performance

Ref.	Junction	Indicator*	2021 Existing	
			AM Peak	PM Peak
J4	Castle Peak Road - Tam Mi / Unnamed Road underneath San Tin Highway	DFC	0.05	0.04
J6	San Tam Road / Unnamed Road underneath San Tin Highway	DFC	0.08	0.07
J7	Castle Peak Road – Tam Mi / San Tam Road	RC	17%	26%
J8	Castle Peak Road – Tam Mi / Unnamed Access Road to Cheung Chun San Tsuen	DFC	0.14	0.10
J9	Castle Peak Road – Tam Mi / Nam Sang Wai Road	DFC	0.05	0.07
J10	Au Tau Interchange	DFC	0.69	0.61
J11	Pok Oi Interchange	DFC	0.81	0.82
J12	Kam Tin Road / Tsing Long Highway	RC	22%	21%
J13	Kam Tin Road / Kam Tin Bypass / Kam Ho Road Roundabout	DFC	0.59	0.54
J14	Fairview Park Interchange	DFC	0.66	0.68
J15	Castle Peak Road – Tam Mi / Kam Pok Road East	RC	56%	90%

* DFC = Design Flow / Capacity ratio for priority junction or roundabout;
RC= Reserved Capacity for signalized junction

3.3.4 At present, all critical junctions are operating within capacity.

3.3.5 The volume to capacity (V/C) ratio of the existing road links are also reviewed and summarized in **Table 3.3**. The locations of critical road links are also illustrated in **Figure 3.1**.

Table 3.3 Existing Road Link Performance

Link Index	Road Link	Dir.	Capacity (pcu/hr)	Observed Traffic Flows			
				Traffic Flows		V/C Ratio	
				AM	PM	AM	PM
L1	San Tam Road	NB	1200(3)	510	400	0.43	0.33
		SB	1200(3)	1040	900	0.86	0.75
L2	Castle Peak Road - Tam Mi (Between San Tam Road and Access Road to Cheung Chun San Tsuen)	NB	3600(1)	960	900	0.27	0.25
		SB	3600(1)	1360	1250	0.38	0.35
L3	Castle Peak Road - Tam Mi (Between Access Road to Cheung Chun San Tsuen and Nam Sang Wai Road)	NB	3600(1)	960	900	0.27	0.25
		SB	3600(1)	1390	1280	0.39	0.36
L4	Castle Peak Road - Tam Mi (Between Nam Sang Wai Road and Au Tau Int')	NB	3600(1)	980	910	0.27	0.25
		SB (Ground Level)	3600(1)	750	630	0.21	0.18
		SB (Flyover)	1280(6)	610	680	0.48	0.53
L5	Castle Peak Road - Yuen Long (Between Au Tau Int' and Pok Oi Int')	EB	5400(2)	2330	1990	0.43	0.37
		WB	5400(2)	2520	3090	0.47	0.57
L6	Kam Tin Road (Between Au Ta Int' and Tsing Long Highway Slip Road)	EB	3600(1)	1920	1580	0.53	0.44
		WB	3600(1)	1730	2280	0.48	0.63
L7	Castle Peak Road – Tam Mi (Between J5 and J7)	NB	1200(3)	210	240	0.18	0.20
		SB	1200(3)	340	330	0.28	0.28
L8	Castle Peak Road – Tam Mi (Between J4 and J5)	NB	1200(3)	310	280	0.26	0.23
		SB	1200(3)	170	160	0.14	0.13
L10	Castle Peak Road – Tam Mi (Between J2 and J4)	NB	1200(3)	290	270	0.24	0.23
		SB	1200(3)	170	160	0.14	0.13
L11	Castle Peak Road – Tam Mi (Between J1 and J2)	NB	1200(3)	290	270	0.24	0.23
		SB	1200(3)	170	160	0.14	0.13
L12	Castle Peak Road – Tam Mi (South of J15)	NB	1200(3)	320	280	0.27	0.23
		SB	1200(3)	150	170	0.13	0.14
L13	Castle Peak Road – Tam Mi (Between J14 and J15)	NB	1200(3)	560	390	0.47	0.33
		SB	1200(3)	340	260	0.28	0.22
L14	San Tin Highway	NB	6100(4)	4290	3460	0.70	0.57
		SB	6100(4)	3830	3820	0.63	0.63
L15	Tai Lam Tunnel	NB	5400(5)	2020	3510	0.37	0.65
		SB	5400(5)	5020	2370	0.93	0.44

Note:
(1) Road capacity for Dual 2-lane carriageway
(2) Road capacity for Dual 3-lane carriageway
(3) Road capacity for 7.3m wide Single 2-Rural Road
(4) Road capacity for Dual 3-Trunk Road
(5) Road capacity for Dual 3-Tunnel
(6) Road capacity for single lane carriageway

4 TRAFFIC IMPACT ASSESSMENT

4.1 Trip Generation of Proposed Development

4.1.1 Estimates of trip generated by the Proposed Development are derived with reference to the trip generation and attraction rates as stipulated in Annex D of Transport Planning and Design Manual (TPDM) Volume 1 Chapter 3 published by Transport Department. The adopted trip rates are presented in **Table 4.1**.

Table 4.1 Adopted Trip Rates

Land Use	Trip Rates				
	Unit	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Private Housing (1) (FS=60m^2 Mean)	pcu/hr/flat	0.0718	0.0425	0.0286	0.0370
Commercial (Retail) (1)	pcu/hr/100 m^2 GFA	0.2296	0.2434	0.3100	0.3563
Kindergarten (2)	pcu/hr/class	3.17	3.17	0.083	0.083
Primary School (3)	pcu/hr/school	7	30	1	1
Hotel (1)	pcu/hr/guest room	0.1329	0.1457	0.1290	0.1546

Notes:
(1) Trip rates adopted from TPDM
(2) Based on observed trip generation rates at Zenith Kindergarten (Yuen Long) and Saint Lorraine Kindergarten (Yuen Long)
(3) Refer to DR439

4.1.2 Under approved planning application Y/YL-NSW/3, the subject site is planned as retail with 38,300m^2 GFA and a hotel with 700 guest rooms.

4.1.3 Based on the planned and proposed development as given in **Table 2.1**, the estimated trip generation of the development are presented in **Table 4.2**.

Table 4.2 Trip Generation and Attraction – Proposed R(E) Site Development

Land Use	Trip Generation/ Attractions (pcu/hr)				
	Parameters	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Proposed R(E) Site Development					
Private Housing	3,115 Flats (Avg. Flat Size = 37.2m^2)	224	133	90	116
Retail	3,900 m^2	9	10	13	14
Reserved School Site (Primary School)	1 school	7	30	1	1
Kindergarten	1 kindergarten (8 classrooms)	25	25	1	1
Relocated Soy Sauce Factory(2)	13,700m^2	0	4	10	2
Total (A)	**-**	**265**	**202**	**115**	**134**
Planned OS Site Development					
Retail	38,300m^2	88	94	119	137
Hotel	700 guest rooms	94	102	91	109
Total (B)	**-**	**182**	**196**	**210**	**246**
Difference (A) – (B)	**-**	**+83**	**+6**	**-95**	**-112**

Note:
(1) Assume 8 classrooms/ kindergarten.
(2) Based on trip generation of the existing Soy Sauce Factory.

4.1.4 As shown in **Table 4.2**, a difference of 2-way traffic generation should be an increase of 89 pcu/hr and a decrease of 207 pcu/hr during the commuting AM and PM peak.

4.2 Design Year

4.2.1 The Proposed Development is tentatively scheduled for completion in 2031. According to Guidelines and Requirements of Traffic Impact Assessment (TIA) Studies, the TIA should assess at least 3 years after the planned completion of the Proposed Development. Hence, 2034 is adopted as the design year for this TIA.

4.3 Planned Junction Improvement Works

J14 – Fairview Park Interchange

4.3.1 As extracted from the feasibility study (CEDD Agreement No. CE10/2020(CE)) for Sha Po Public Housing Development enclosed in RNTPC Paper No. 9/22 for consideration by RNTPC on 9 December 2022, improvement measures were proposed at Fairview Park Interchange (J14). The approach arms of Castle Peak Road – Tam Mi (northbound), San Tin Highway Slip Road (southbound) and San Tam Road (northbound) would be widened. An additional exclusive left-turn lane is also proposed at the approach arm of San Tin Highway Slip Road (northbound) for traffic routing to Castle Peak Road – Tam Mi (southbound). The planned layout is as shown in **Figure 4.1**.

J7 – J/O Castle Peak Road – Tam Mi / San Tam Road

4.3.2 Junction improvement was proposed under approved development of Planning Application No. A/YL-NSW/241. The approaching arm of eastbound Castle Peak Road – Tam Mi would be widened to 2 lanes to enhance the junction capacity.

4.3.3 Under another approved Planning Application No. A/YL-NSW/274, a junction improvement proposal at the J/O Castle Peak Road – Tam Mi / San Tam Road (J7) is recommended as shown in **Figure 4.2** to allow U-turn movement from Castle Peak Road – Tam Mi northbound to southbound.

4.3.4 Under the feasibility study (CEDD Agreement No. CE10/2020(CE)) for Sha Po Public Housing Development, it is proposed to convert the J/O Castle Peak Road – Tam Mi / San Tam Road (J7) from existing signal-controlled junction into a roundabout arrangement. The planned layout of the roundabout is as shown in **Figure 4.3**.

J8 – J/O Castle Peak Road – Tam Mi / Unnamed Access Road to Cheung Chun San Tsuen

4.3.5 A signalising proposal for the junction of Castle Peak Road – Tam Mi / Unnamed Access Road to Cheung Chun San Tsuen (J8) was proposed under approved Planning Applications No. A/YL-KTN/604 and A/YL-KTN/663. In the improvement scheme, right-turning traffic movement from northbound Castle Peak Road – Tam Mi to the unnamed access road to Cheung Chun San Tsuen is allowed. The planned junction improvement for J8 is also shown in **Figure 4.4.**

J9 – J/O Castle Peak Road – Tam Mi / Nam Sang Wai Road

4.3.6 A signalising proposal for the junction of Castle Peak Road – Tam Mi / Nam Sang Wai Road (J9) was proposed under Tung Shing Lei Land Sharing Pilot Scheme Development. With the implementation of such junction improvement scheme, right-turn movement from Nam Sang Wai Road eastbound to Castle Peak Road – Tam Mi southbound would be allowed. The planned improvement scheme for J9 is as shown in **Figure 4.5**.

J10 – Au Tau Interchange

4.3.7 An improvement measure for Au Tau Interchange was proposed under the feasibility study (CEDD Agreement No. CE10/2020(CE)) for Sha Po Public Housing Development, the approach arm at Castle Peak Road – Yuen Long EB direction is proposed to be widened and be provided with one additional entry lane.

4.3.8 Under another approved Planning Application No. A/YL-KTN/604, it is proposed to widen Castle Peak Road SB direction so as to provide an exclusive left turn lane from Castle Peak Road SB into Kam Tin Road EB. The planned layout of Au Tau Interchange is as shown in **Figure 4.6.**

J11 – Pok Oi Interchange

4.3.9 According to the LegCo Paper for Panel on Housing (LC Paper No. CB(1)276/20-21 (01)) dated 2 November 2020, an exclusive left turn lane at Pok Oi Interchange for the left turn from Castle Peak Road to Yuen Long Highway was recommended to improve the junction performance. The planned improvement works was carried out by CEDD and has been completed in 2022. In addition, according to the proposal which was presented to Traffic and Transport Committee of the Yuen Long District Council, there is a planned road improvement works at Pok Oi interchange for providing traffic signals at approaches from Yuen Long Highway. The planned improvement scheme is shown in **Figure 4.7**.

J12 – J/O Kam Tin Road / Tsing Long Highway Slip Road

4.3.10 Local road widening of the 3 approaching arms namely Kam Tin Road eastbound, Kam Tin Road westbound and slip road from Tsing Long Highway were gazetted by the Government in March 2016. The roadworks has been commenced in 2018.

J13 – J/O Kam Tin Road / Kam Tin Bypass / Kam Ho Road

4.3.11 A new segregated left turning lane from Kam Ho Road northbound to Kam Tin Road westbound and local widening of Kam Tin Road westbound were gazetted by the Government in March 2016. The roadworks has been commenced in 2018.

4.4 Traffic Forecast

4.4.1 Apart from the Proposed Development, the other major newly completed and committed/planned developments in the vicinity of the Proposed Development would also be taken into account in the traffic forecast. All these future developments are listed in **Table 4.3.**

Table 4.3 Other Key New Completed and Future Developments in the Vicinity

Ref.	Development	Key Development Parameters	Estimated 2-way Trip Generation (pcu/hr)	
			AM Peak	PM Peak
1	Kam Tin West Outlet Mall (A/YL-NSW/241) (Planned OU(CDWRA) Site Development (under separate submission))(1)	• 37,171m^2 retail GFA	177	249
2	Tung Shing Lei Development (A/YL-NSW/274)	• 1518 private residential units (average flat size = about 46m^2)	174	101
3	Sha Po North Phase 2 Residential Development (A/YL-KTN/663)	• 1,154 private residential units (average flat size = about 42.57m^2)	58(2)	32(2)
4	Yuen Long Station Property Development (A/YL/209)	• 1,876 private residential units (average flat size = about 100m^2) • 9,900m^2 retail GFA	263	191
5	Kam Tin North Residential Development (A/YL-KTN/791)	• 230 flats (average flat size = about 31m^2)	38	22
6	Kam Tin South Priority Sites Development	• 8,100 units of public housing (average flat size = about 50m^2) • 2,200 units of private housing (average flat size = about 70m^2)	1,160	751
7	Sha Po South Residential Development (A/YL-KTN/964)	• 615 private residential units (average flat size = about 38m^2)	70	41
8	Approved comprehensive residential development (A/YL-KTN/604)	• 3,891 private residential units (average flat size = about 49m^2) • 5,500 m^2 retail GFA	558	334
9	Au Tau International School (DD107 Lot 1928)	• International School	250	10
10	YOHO Hotel (A/YL/205)	• 324 hotel rooms • 604 private residential units • Youth Hostel	180	151
11	Sha Po Public Housing Development	• 16,300 Flats(4) • 1 Primary School • 20,668 m^2 retail GFA • 5 Kindergarten • 38,384 m^2 Welfare Facilities • 19,267 m^2 GIC	2,183(5)	1,628(5)
12	Tung Shing Lei Land Sharing Pilot Scheme Development	• 1,261 units of private housing (average flat size = about 40m^2) • 1,868 units of public housing (average flat size = about 50m^2)	342	215
13	Wing Kei Tsuen Development (Y/YL-NSW/7)	• 1,997 private residential units • (average flat size = 48.9 m^2)	230	130
14	Yau Mei San Tsuen Residential Development (A/YL-MP/247)	• 105 private residential units • (average flat size = about 155 m^2)	47	39

Ref.	Development	Key Development Parameters	Estimated 2-way Trip Generation (pcu/hr)	
			AM Peak	PM Peak
15	Mai Po Residential Development (A/YL-MP/287)	• 65 private residential units • (average flat size = about 115 m^2)	24	20
16	Mai Po Residential Development (Y/YL-MP/3)	• 106 private residential units (average flat size = 162.5 m^2)	49	44
17	Mai Po Residential Development (A/YL-MP/205)	• 71 private residential units (average flat size = 186 m^2)	33	29
18	Wo Sang Wai Residential Development (A/YL-MP/344)	789 private residential units (average flat size = about 105 m^2)	243	179

Note:
(1) Estimated trip generation are included only for base case (reference and design) assessment, to be excluded in the sensitivity test assessment where the trip generation of the proposed development at the Proposed OU(CDWRA)1 Site are adopted.
(2) Additional traffic in addition to the development under application no. A/YL-KTN/118-2 (Source: http://www.tpb.gov.hk)
(3) 80% of the development completed.
(4) An assumption of 70% / 30% split for Public Rental Housing (PRH) and Home Ownership Scheme (HOS) is adopted for trip generation calculation.
(5) Trip Generation includes Sha Po PHD public transport trips

Future Traffic Flows

4.4.2 For projection of background traffic flows in Area of Influence, an in-house 2-tier modelling approach (Strategic Transport Model (STM) and Local Area Traffic Model (LATM)) have been adopted. Based on the planning data published on the website of Planning Department (i.e. 2019-based TPEDM Planning Data), together with other information (such as population distribution and employment type from Census) available in public domain, a simplified Strategic Transport Model (STM) was developed for cordoning board vehicle trip matrices for local area traffic modelling.

4.4.3 For the Local Area Traffic Model (LATM), the Base District Traffic Model (BDTM) "NTW1" covering Tuen Mun and Yuen Long Area has been adopted as the base traffic model for this study.

4.4.4 The LATM has been validated against the 2021 traffic data in the area of influence to ensure that the base year LATM could satisfactorily replicate the base year traffic patterns and volumes before the model is used to produce future years traffic forecasts.

4.4.5 The 2018 / 2031 STM cordoned matrices were fed into the LATM for projecting the traffic flows from year 2021 to year 2034. In addition, the trip ends of traffic zones were adjusted and controlled to the estimated trips generated by the future developments in the vicinity as listed in **Table 4.2 (Planned OS Site Development)** and **Table 4.3** to produce the 2034 reference traffic flows as shown in **Figure 4.8 and 4.9.**

4.4.6 The additional trip ends due to proposed development with proposed scheme as estimated in **Table 4.2 (Proposed R(E) Site Development)** are then added to 2031 reference traffic flows to produce 2034 design traffic flows. **Figure 4.10 and 4.11** presents 2034 design traffic flow (with Proposed Scheme). **Figure 4.12 and 4.13** presents the overall development traffic flows for the Proposed Development.

4.5 Junction and Road Link Assessment

4.5.1 The main criteria for assessing the traffic impact of critical junctions is whether the additional traffic generated would affect the capacity of junctions in the vicinity of the Proposed Development.

4.5.2 The operational performances of the 15 critical junctions as identified in **Section 3** were assessed based on the traffic forecast and the planned junction improvement schemes as mentioned in **Sections 4.3**. The results are summarized in **Table 4.4**. The junction calculation sheets are shown in **Appendix B.**

Table 4.4 2034 Junction Performance

Ref.	Junction	Indicator*	Year 2034 RC/DFC*			
			Reference Case		Design Case	
			AM Peak	PM Peak	AM Peak	PM Peak
J1(1)	Castle Peak Road – Tam Mi / Vehicular Access of OU(CDWRA)1 Site - GIC Portion	DFC	n/a	n/a	0.00	0.00
J2(1)	Castle Peak Road – Tam Mi / Vehicular Access of OU(CDWRA)1 Site - Residential Portion	DFC	n/a	n/a	0.30	0.27
J4(1)	Castle Peak Road – Tam Mi / Vehicular Access of R(E) Site – Residential Portion, Covered Transport Lay-by / Unnamed Road underneath San Tin Highway	DFC	0.05	0.05	0.20	0.17
J5(1)	Castle Peak Road - Tam Mi / Vehicular Access of R(E) Site – Reserved School Site & Existing Temporary Structure	DFC	n/a	n/a	0.08	0.02
J6	San Tam Road / Unnamed Road underneath San Tin Highway	DFC	0.16	0.09	0.22	0.11
J7(3)	Castle Peak Road – Tam Mi / San Tam Road	DFC	0.74	0.64	0.75	0.63
J8(4)	Castle Peak Road – Tam Mi / Unnamed Access Road to Cheung Chun San Tsuen	RC	28%	46%	26%	47%
J9	Castle Peak Road – Tam Mi / Nam Sang Wai Road	RC	28%	60%	27%	62%
J10(5)	Au Tau Interchange (with Existing Flyover)	DFC	0.83	0.74	0.86	0.74
	Au Tau Interchange (without Existing Flyover)		1.50	1.08	1.53	1.07
J11(6)	Pok Oi Interchange (Signal NB)	RC	14%	18%	13%	19%
J12	Kam Tin Road / Tsing Long Highway	RC	26%	24%	26%	24%

Ref.	Junction	Indicator*	Year 2034 RC/DFC*			
			Reference Case		Design Case	
			AM Peak	PM Peak	AM Peak	PM Peak
J13	Kam Tin Road / Kam Tin Bypass / Kam Ho Road Roundabout	DFC	0.79	0.62	0.80	0.62
J14(7)	Fairview Park Interchange	DFC	1.10	1.08	1.11	1.08
J15	Castle Peak Road – Tam Mi / Kam Pok Road East	RC	35%	46%	26%	59%

* DFC = Design Flow / Capacity ratio for priority junction or roundabout;
RC= Reserved Capacity for signalized junction
Note:
(1) New junctions formed under proposed widening of Castle Peak Road – Tam Mi.
(2) Existing Junction Layout (refer to **Figure 3.2**)
(3) Planned Junction Layout (refer to **Figure 4.4)**
(4) Planned Junction Layout (refer to **Figure 4.5)**
(5) Planned Junction Layout (refer to **Figure 4.6**)
(6) Planned Junction Layout (refer to **Figure 4.7**)
(7) Planned Junction Layout (refer to **Figure 4.1**)

4.5.3 As shown in **Table 4.4**, all the assessed junctions except Au Tau Interchange (J10) and Fairview Park Interchange (J14) be able to handle the future traffic demand with all planned improvement works implemented timely. Particularly, the roundabout of Castle Peak Road – Tam Mi / Vehicular Access of R(E) Site – Residential Portion, Covered Transport Lay-by / Unnamed Road underneath San Tin Highway (J4) and the junction of San Tam Road / Unnamed Road underneath San Tin Highway (J6) would operate with ample capacity under the future traffic demand, additional analysis were also carried out and have demonstrated that the vehicle queues at these two junctions would not interfere with each other.

Improvement Recommendation –

J7 – Castle Peak Road – Tam Mi / San Tam Road

4.5.4 As mentioned in **Section 4.3**, planned improvement measures were proposed to Castle Peak Road / San Tam Road (J7) under the feasibility study (CEDD Agreement No. CE10/2020(CE)) for Sha Po Public Housing Development. The planned improvement is to convert the existing signalized junction into roundabout. To maximize the junction capacity of J7, as well as facilitating access towards the Proposed OU(CDWRA)1 Site Development and Proposed R(E) Site Development, a segregated left turn lane to/from Castle Peak Road – Tam Mi is introduced. The proposed layout of the segregated left turn lane is as shown in **Figure 4.14**.

4.5.5 In case of programme mismatch between planned improvement measures proposed under CE10/2020(CE), coordination of construction schedule of the proposed segregated left turn lane to/from Castle Peak Road will be liaised to facilitate a comprehensive improvement measures for J7.

J10 – Au Tau Interchange

4.5.6 As mentioned in **Section 4.3**, planned improvement measures were proposed to Au Tau Interchange (J10) under the feasibility study (CEDD Agreement No. CE10/2020(CE)) for Sha Po Public Housing Development and the previous approved planning application A/YL-KTN/604. Additional junction improvement proposal to Au Tau Interchange is recommended to enhance the interchange capacity. The approach arms of Castle Peak Road – Tam Mi (southbound) and Kam Tin Road (westbound) would be widened to extend the segregated left turn lanes. The proposed layout is shown in **Figure 4.15**

J14 – Fairview Park Interchange

4.5.7 As mentioned in **Section 4.3**, planned improvement measures were proposed to Fairview Park Interchange (J14) under the feasibility study (CEDD Agreement No. CE10/2020(CE)) for Sha Po Public Housing Development. Additional junction improvement proposal to Fairview Park Interchange (J14) is recommended to enhance the junction capacity. The proposed improvement measures implement by subject application is shown in red and presented in **Figure 4.16.**

4.5.8 Capacity analysis for the affected junctions due to the improvement works were carried out and the results are presented in **Table 4.5**. The junction calculation sheets are shown in **Appendix B.**

Table 4.5 2034 Junction Performance with Proposed Junction Improvement Works

Ref.	Junction	2034 DFC*	
		Design Case (With Improvement)	
		AM Peak	PM Peak
J7(1)	Castle Peak Road – Tam Mi / San Tam Road	0.69	0.54
J10(2)	Au Tau Interchange	0.83	0.74
J14(3)	Fairview Park Interchange	0.82	0.80

* DFC = Design Flow / Capacity ratio for priority junction or roundabout
Note:
(1) Proposed Junction Layout shown in **Figure 4.14**
(2) Proposed Junction Layout shown in **Figure 4.15**
(3) Proposed Junction Layout shown in **Figure 4.16**

4.5.9 As shown, the performance for J10 and J14 will be improved and operating within capacity upon completion of the proposed improvement works.

4.5.10 Based on the future traffic flows, the critical road links have been assessed and the results are summarized in **Table 4.6**.

Table 4.6 2034 Road Link Assessments

Table 4.6 2034 Road Link Assessments

Link Index	Road Link	Dir.	Capacity (pcu/hr)	Traffic Flows				V/C Ratio			
				Reference Case		Design Case		Reference Case		Design Case	
				AM	PM	AM	PM	AM	PM	AM	PM
L1	San Tam Road	NB	3600(1)	1190	910	1190	910	0.33	0.25	0.33	0.25
		SB	3600(1)	1850	1480	1860	1470	0.51	0.41	0.52	0.41
L2	Castle Peak Road - Tam Mi (Between San Tam Road and Access Road to Cheung Chun San Tsuen)	NB	3600(1)	1860	1600	1890	1570	0.52	0.44	0.53	0.44
		SB	3600(1)	2380	1970	2430	1950	0.66	0.55	0.68	0.54
L3	Castle Peak Road - Tam Mi (Between Access Road to Cheung Chun San Tsuen and Nam Sang Wai Road)	NB	3600(1)	2110	1850	2140	1820	0.59	0.51	0.59	0.51
		SB	3600(1)	2700	2210	2760	2190	0.75	0.61	0.77	0.61
L4	Castle Peak Road - Tam Mi (Between Nam Sang Wai Road and Au Tau Interchange)	NB	3600(1)	2520	2170	2560	2150	0.70	0.60	0.71	0.60
		SB (Ground Level)	3600(1)	2410	1680	2430	1680	0.67	0.47	0.68	0.47
		SB (Flyover)	1280(9)	960	800	990	790	0.75	0.63	0.77	0.62
L5	Castle Peak Road - Yuen Long (Between Au Tau Int' and Pok Oi Int')	EB	5400(2)	3430	2920	3460	2900	0.64	0.54	0.64	0.54
		WB	5400(2)	4020	3860	4070	3850	0.74	0.71	0.75	0.71
L6	Kam Tin Road (Between Au Ta Int' and Tsing Long Highway Slip Road)	EB	3600(1)	2710	2110	2710	2110	0.75	0.59	0.75	0.59
		WB	3600(1)	2450	2740	2460	2740	0.68	0.76	0.68	0.76
L7	Castle Peak Road – Tam Mi (Between J5 and J7)	NB	1200(3)	360	380	420	370	0.30	0.32	0.35	0.31
		SB	1200(3)	520	520	550	490	0.43	0.43	0.46	0.41
L8	Castle Peak Road – Tam Mi (Between J4 and J5)	NB	2400(4)	460	490	480	470	0.38	0.41	0.20	0.20
		SB	2400(4)	330	320	420	300	0.28	0.27	0.18	0.13
L10	Castle Peak Road – Tam Mi (Between J2 and J4)	NB	1350(5)	480	510	520	470	0.40	0.43	0.39	0.35
		SB	1350(5)	380	380	420	340	0.32	0.32	0.31	0.25

Link Index	Road Link	Dir.	Capacity (pcu/hr)	Traffic Flows				V/C Ratio			
				Reference Case		Design Case		Reference Case		Design Case	
				AM	PM	AM	PM	AM	PM	AM	PM
L11	Castle Peak Road – Tam Mi (Between J1 and J2)	NB	1350(5)	490	510	530	480	0.41	0.43	0.39	0.36
		SB	1350(5)	390	400	430	360	0.33	0.33	0.32	0.27
L12	Castle Peak Road – Tam Mi (South of J15)	NB	1200(3)	550	520	590	480	0.46	0.43	0.49	0.40
		SB	1200(3)	370	440	410	400	0.31	0.37	0.34	0.33
L13	Castle Peak Road – Tam Mi (Between J14 and J15)	NB	1200(3)	720	570	780	530	0.60	0.48	0.65	0.44
		SB	1200(3)	520	540	560	500	0.43	0.45	0.47	0.42
L14	San Tin Highway(10)	NB	6100(6)	6410	5880	6420	5850	1.05	0.96	1.05	0.96
		SN	6100(6)	5380	4900	5410	4880	0.88	0.80	0.89	0.80
L15	Tai Lam Tunnel(10)	NB	5400(7)	2800	4800	2810	4770	0.52	0.89	0.52	0.88
		SB	5400(7)	6300	3010	6330	2980	1.17	0.56	1.17	0.55
L16	Access Road between R(E) Site and School Site	EB	960(3)	10	10	40	10	0.01	0.01	0.04	0.01
		WB	960(3)	10	10	60	10	0.01	0.01	0.06	0.01

Note:
(1) Road capacity for Dual 2-lane carriageway
(2) Road capacity for Dual 3-lane carriageway
(3) Road capacity for 7.3m wide Single 2-Rural Road
(4) Road capacity for 15m wide Single 4-Rural Road
(5) Road capacity for 10.3m wide Single 2-Rural Road
(6) Road capacity for Dual 3-Trunk Road
(7) Road capacity for Dual 3-Tunnel
(8) Calculated with road capacity for 7.3m wide Single 2-Rural Road before widening
(9) Road capacity for single lane carriageway
(10) Based on available information and our preliminary evaluation, it is anticipated that Tai Lam Tunnel (L15) would yield a volume-to-capacity ratio (V/C) below 1.0, while San Tin Highway (L14) would be below 1.1 upon completion of Route 11. Yet for conservative approach, the current road link assessment illustrated in the TIA report demonstrates the road link assessments with the worst-case scenario assumption without Route 11.

4.5.10 The assessment results in **Table 4.6** indicated that all the above road links are expected to operate within capacity except San Tin Highway (L14) and Tai Lam Tunnel (L15). With opening of future Route 11, it was anticipated that the traffic condition of both San Tin Highway and Tai Lam Tunnel could be significantly improved. Between the year 2031 (completion year of the development) and the opening year of Route 11, the V/C ratio of both San Tin Highway and Tai Lam Tunnel would reach 1.05 and 1.17 respectively, meaning that the traffic speed would be reduced, but would still be manageable with V/C ratio under 1.2.

4.6 Cumulative Traffic Impact with Proposed Developments at OU and R(E) Site

4.6.1 As mentioned in **Section 1.1.4**, Proposed OU(CDWRA)1 Site Development would be proposed under separate application submission. In order to review the accumulated traffic impact, a sensitivity test has been carried out for the scenario that both developments (i.e. Proposed R(E) Site Development and Proposed OU(CDWRA)1 Site Development) are completed.

4.6.2 The trip generation and attraction for Proposed OU(CDWRA)1 Site Development is derived in **Table 4.7**.

Table 4.7 Trip Generation and Attraction – Proposed OU(CDWRA)1 Site Development

Land Use	Trip Generation/ Attractions (pcu/hr)				
	Parameters	AM Peak		PM Peak	
		Gen.	Att.	Gen.	Att.
Proposed OU(CDWRA)1 Site Development (under separate submission)					
Private Housing	6,825 Flats (Avg. Flat Size = 37.5m^2)	491	291	196	253
Retail	4,950m^2	12	12	16	18
GIC facilities	2 nos.	10	10	10	10
Kindergarten	1 Kindergarten (8 classrooms)	25	25	1	1
Total	**-**	**538**	**338**	**223**	**282**
Planned OU(CDWRA) Site Development					
Retail (B)	37,171m^2	86	91	116	133
Difference (A) – (B)	-	**+452**	**+247**	**+107**	**+149**

4.6.3 With similar methodology adopted as discussed in the above section, 2034 traffic forecast for Sensitivity Test (with both Proposed R(E) Site Development and Proposed OU(CDWRA)1 Site Development) under Design case (With Proposed Scheme) is derived, as shown in **Figure 4.18 and 4.19.** The cumulative development traffic is shown in **Figure 4.25 and Figure 4.26**.

4.6.4 Operational performances of the critical junctions are assessed according to the traffic forecast. The results are summarized in **Table 4.8**. The junction calculation sheets are shown in **Appendix B.**

Table 4.8 2034 Junction Performance- Cumulative Traffic Impact with Proposed Development at OU and R(E) Site

Ref.	Junction	Indicator*	Year 2034 RC/DFC(1)	
			Design Case	
			AM Peak	PM Peak
J1(1)	Castle Peak Road – Tam Mi / Vehicular Access of OU(CDWRA)1 Site - GIC Portion	DFC	0.03	0.03
J2(1)	Castle Peak Road – Tam Mi / Vehicular Access of OU(CDWRA)1 Site - Residential Portion	DFC	0.45	0.35
J4(1)	Castle Peak Road – Tam Mi / Vehicular Access of R(E) Site – Residential Portion, Covered Transport Lay-by / Unnamed Road underneath San Tin Highway	DFC	0.30	0.20
J5(1)	Castle Peak Road - Tam Mi / Vehicular Access of R(E) Site – Reserved School Site & Existing Temporary Structure	DFC	0.09	0.02
J6(2)	San Tam Road / Unnamed Road underneath San Tin Highway	DFC	0.38	0.14
J7(3)	Castle Peak Road – Tam Mi / San Tam Road	DFC	0.76	0.56
J8(4)	Castle Peak Road – Tam Mi / Unnamed Access Road to Cheung Chun San Tsuen	RC	16%	42%
J9(5)	Castle Peak Road – Tam Mi / Nam Sang Wai Road	RC	20%	55%
J10(6)	Au Tau Interchange (with Existing Flyover)	DFC	0.84	0.75
	Au Tau Interchange (without Existing Flyover)		1.83	1.03
J11(7)	Pok Oi Interchange (Signal NB)	RC	10%	16%
J12	Kam Tin Road / Tsing Long Highway	RC	26%	23%
J13	Kam Tin Road / Kam Tin Bypass / Kam Ho Road Roundabout	DFC	0.80	0.62
J14(8)	Fairview Park Interchange	DFC	0.84	0.82
J15	Castle Peak Road – Tam Mi / Kam Pok Road East	RC	-7%	30%

* DFC = Design Flow / Capacity ratio for priority junction or roundabout;
RC= Reserved Capacity for signalized junction

Note:

(1) New junctions formed under proposed widening of Castle Peak Road – Tam Mi.
(2) Existing Junction Layout (refer to **Figure 3.2**)
(3) Planned Junction Layout (refer to **Figure 4.14)**
(4) Planned Junction Layout (refer to **Figure 4.4**)
(5) Planned Junction Layout (refer to **Figure 4.5**)
(6) Proposed Junction Layout (refer to **Figure 4.15**)
(7) Planned Junction Layout (refer to **Figure 4.7**)
(8) Proposed Junction Layout (refer to **Figure 4.16)**

4.6.5 A Microsimulation has been conducted to simulate the microscopic traffic condition under the planned signalising scheme at Pok Oi Interchange (J11) with this future design flow. The result of the simulation is as shown in **Appendix D**.

4.6.6 As shown in **Table 4.8**, with all the planned/ proposed junction improvement schemes implemented timely, all the assessed junctions except Castle Peak Road – Tam Mi / Kam Pok Road East (J15) would be able to handle the future traffic demand under Sensitivity Test Scenario.

Further Improvement Recommendation –

Improvement Recommendation –

J15 – Castle Peak Road – Tam Mi / Kam Pok Road East

4.6.7 A junction improvement proposal to Castle Peak Road – Tam Mi / Kam Pok Road East (J15) is recommended to enhance the junction capacity. Split phases control are proposed at Castle Peak Road – Tam Mi (southbound) and Kam Pok Road East. The proposed method of control is shown in **Figure 4.17.**

4.6.8 Capacity analysis for the affected junctions due to the improvement works were carried out and the results are presented in **Table 4.9**. The junction calculation sheets are shown in **Appendix B**. As shown in **Table 4.9**, the performance for J15 will be improved and operating within capacity.

Table 4.9 2034 Junction Performance with Proposed Junction Improvement Works

Ref.	Junction	2034 RC*	
		Design Case (With Improvement)	
		AM Peak	PM Peak
J15(1)	Castle Peak Road – Tam Mi / Kam Pok Road East	37%	88%

* RC= Reserved Capacity for signalized junction

Note:

(1) Junction improvement scheme shown in **Figure 4.17**

4.6.9 The volume to capacity (V/C) ratio of the road links under Sensitivity Test are also reviewed and summarized in **Table 4.10**.

Table 4.10 2034 Road Link Performance – Cumulative Traffic Impact with Proposed Developments at OU and R(E) Site

Link Index	Road Link	Dir.	Capacity (pcu/hr)	Design Case (Sensitivity Test)			
				Traffic Flows		V/C Ratio	
				AM	PM	AM	PM
L1	San Tam Road	NB	3600(1)	1190	910	0.33	0.25
		SB	3600(1)	1880	1470	0.52	0.41
L2	Castle Peak Road - Tam Mi (Between San Tam Road and Access Road to Cheung Chun San Tsuen)	NB	3600(1)	2040	1670	0.57	0.46
		SB	3600(1)	2680	2030	0.74	0.56
L3	Castle Peak Road - Tam Mi (Between Access Road to Cheung Chun San Tsuen and Nam Sang Wai Road)	NB	3600(1)	2290	1920	0.64	0.53
		SB	3600(1)	2990	2270	0.83	0.63
L4	Castle Peak Road - Tam Mi (Between Nam Sang Wai Road and Au Tau Int')	NB	3600(1)	2700	2250	0.75	0.63
		SB (Ground Level)	3600(1)	2470	1640	0.69	0.46
		SB (Flyover)	1280(8)	1190	910	0.93	0.71
L5	Castle Peak Road - Yuen Long (Between Au Tau Int' and Pok Oi Int')	EB	5400(2)	3570	2980	0.66	0.55
		WB	5400(2)	4260	3910	0.79	0.72
L6	Kam Tin Road (Between Au Ta Int' and Tsing Long Highway Slip Road)	EB	3600(1)	2740	2120	0.76	0.59
		WB	3600(1)	2470	2750	0.69	0.76
L7	Castle Peak Road – Tam Mi (Between J5 and J7)	NB	1200(3)	640	450	0.53	0.38
		SB	1200(3)	700	590	0.58	0.49
L8	Castle Peak Road – Tam Mi (Between J4 and J5)	NB	2400(4)	620	570	0.26	0.24
		SB	2400(4)	640	380	0.27	0.16
L10	Castle Peak Road – Tam Mi (Between J2 and J4)	NB	1350(5)	680	580	0.50	0.43
		SB	1350(5)	720	460	0.53	0.34
L11	Castle Peak Road – Tam Mi (Between J1 and J2)	NB	1350(5)	760	550	0.56	0.41
		SB	1350(5)	610	480	0.45	0.36
L12	Castle Peak Road – Tam Mi (South of J15)	NB	1200(3)	830	570	0.69	0.48
		SB	1200(3)	590	520	0.49	0.43

Link Index	Road Link	Dir.	Capacity (pcu/hr)	Design Case (Sensitivity Test)			
				Traffic Flows		V/C Ratio	
				AM	PM	AM	PM
L13	Castle Peak Road – Tam Mi (Between J14 and J15)	NB	1200(3)	1010	610	0.84	0.51
		SB	1200(3)	740	620	0.62	0.52
L14	San Tin Highway(9)	NB	6100(6)	6480	5890	1.06	0.97
		SB	6100(6)	5520	4910	0.90	0.80
L15	Tai Lam Tunnel(9)	NB	5400(7)	2870	4810	0.53	0.89
		SB	5400(7)	6450	3020	1.19	0.56
L16	Access Road between R(E) site and school site	EB	960(3)	40	10	0.04	0.01
		WB	960(3)	60	10	0.06	0.01

Note:
(1) Road capacity for Dual 2-lane carriageway
(2) Road capacity for Dual 3-lane carriageway
(3) Road capacity for 7.3m wide Single 2-Rural Road
(4) Road capacity for 15m wide Single 4-Rural Road
(5) Road capacity for 10.3m wide Single 2-Rural Road
(6) Road capacity for Dual 3-Trunk Road
(7) Road capacity for Dual 3-Tunnel
(8) Road capacity for single lane carriageway
(9) Based on available information and our preliminary evaluation, it is anticipated that Tai Lam Tunnel (L15) would yield a volume-to-capacity ratio (V/C) below 1.0, while San Tin Highway (L14) would be below 1.1 upon completion of Route 11. Yet for conservative approach, the current road link assessment illustrated in the TIA report demonstrates the road link assessments with the worst-case scenario assumption without Route 11.

4.6.10 The assessment results in **Table 4.10** indicated that all the above road links are expected to operate within capacity except San Tin Highway (L14) and Tai Lam Tunnel (L15). With opening of future Route 11, it was anticipated that the traffic condition of both San Tin Highway and Tai Lam Tunnel could be significantly improved. Between the year 2031 (completion year of the development) and the opening year of Route 11, the V/C ratio of both San Tin Highway and Tai Lam Tunnel would reach 1.06 and 1.19 respectively, meaning that the traffic speed would be reduced, but would still be manageable with V/C ratio under 1.2.

4.7 Sensitivity Analysis (I)

With Proposed Developments at OU Site and R(E) Site but deferred of Sha Po Public Housing Site Development Schedule

4.7.1 As mentioned in **Section 4.4.1**, some of the committed developments including Sha Po Public Housing Development in the vicinity of the Proposed Development have been taken into account in the traffic forecast. A sensitivity analysis has been carried out for the scenario when Sha Po Public Housing Development has been deferred, together with the corresponding improvement works. Assessment would be made on the traffic condition if the proposed junction improvement by Sha Po Public Housing Development cannot be implemented timely before completion of the Proposed Developments at OU Site and R(E) Site.

4.7.2 The additional traffic has been added into the 2034 design flow (with both proposed OU and R(E) developments). Traffic forecast of sensitivity analysis (I) is shown in **Figure 4.20** and **Figure 4.21**.

4.7.3 **Figure 4.24** refers to improvement scheme to be adopted for J14 under Sensitivity Analysis (I) which is similar to the improvement scheme under the design case, as presented in **Figure 4.16**. Under sensitivity analysis (I), the proposed improvement measures implement by subject application is shown in red and presented in **Figure 4.24.**

4.7.4 Operational performances of the critical junctions are reassessed according to the revised traffic forecast. The results are summarized in **Table 4.11**.

Table 4.11 2034 Junction Performance – Sensitivity Analysis (I)

Ref.	Junction	Indicator *	Year 2034 RC/DFC[(1)] Design Case (Sensitivity Test)	
			AM Peak	PM Peak
J1[(1)]	Castle Peak Road – Tam Mi / Vehicular Access of OU(CDWRA)1 Site - GIC Portion	DFC	0.03	0.03
J2[(1)]	Castle Peak Road – Tam Mi / Vehicular Access of OU(CDWRA)1 Site - Residential Portion	DFC	0.45	0.35
J4[(1)]	Castle Peak Road – Tam Mi / Vehicular Access of R(E) Site – Residential Portion, Covered Transport Lay-by / Unnamed Road underneath San Tin Highway	DFC	0.30	0.20
J5[(1)]	Castle Peak Road - Tam Mi / Vehicular Access of R(E) Site – Reserved School Site & Existing Temporary Structure	DFC	0.09	0.02
J6[(2)]	San Tam Road / Unnamed Road underneath San Tin Highway	DFC	0.41	0.17
J7[(3)]	Castle Peak Road – Tam Mi / San Tam Road	RC	-12%	8%
J8[(4)]	Castle Peak Road – Tam Mi / Unnamed Access Road to Cheung Chun San Tsuen	RC	47%	67%
J9[(5)]	Castle Peak Road – Tam Mi / Nam Sang Wai Road	RC	45%	92%

Ref.	Junction	Indicator *	Year 2034 RC/DFC(1) Design Case (Sensitivity Test)	
			AM Peak	PM Peak
J8(4)	Castle Peak Road – Tam Mi / Unnamed Access Road to Cheung Chun San Tsuen	RC	47%	67%
J9(5)	Castle Peak Road – Tam Mi / Nam Sang Wai Road	RC	45%	92%
J10(6)	Au Tau Interchange (with Existing Flyover)	DFC	0.90	0.80
	Au Tau Interchange (without Existing Flyover)		1.18	0.83
J11(7)	Pok Oi Interchange (Signal NB)	RC	14%	20%
J12	Kam Tin Road / Tsing Long Highway	RC	26%	25%
J13	Kam Tin Road / Kam Tin Bypass / Kam Ho Road Roundabout	DFC	0.78	0.61
J14(8)	Fairview Park Interchange	DFC	0.62	0.63
J15(9)	Castle Peak Road – Tam Mi / Kam Pok Road East	RC	37%	88%

* DFC = Design Flow / Capacity ratio for priority junction or roundabout;
RC= Reserved Capacity for signalized junction
Note:
(1) New junctions formed under proposed widening of Castle Peak Road – Tam Mi.
(2) Existing Junction Layout (refer to **Figure 3.2**)
(3) Planned Junction Layout (refer to **Figure 4.2)**
(4) Planned Junction Layout (refer to **Figure 4.4**)
(5) Planned Junction Layout (refer to **Figure 4.5**)
(6) Proposed Junction Layout (refer to **Figure 4.15**), excluded the works by Sha Po Public Housing site
(7) Planned Junction Layout (refer to **Figure 4.7**)
(8) Proposed Junction Layout (refer to **Figure 4.24**)
(9) Junction improvement scheme shown in **Figure 4.17**

4.7.5 The assessment results indicate that J7 and J10 (Au Tau Interchange) would experience overload in this scenario. Consequently, it is deemed necessary to implement the following improvement measures proposed under Sha Po Public Housing Development.

- J7 Widening of San Tam Road southbound approach by removing existing hatch marking and setback of existing verge fronting Park Yoho to allow 2 nos. of full lane entering J7 (refer to **Figure 4.22**)
- Widening of Castle Peak Road – Yuen Long eastbound approach at Au Tau Interchange (refer to **Figure 4.23**);

4.7.6 Under sensitivity analysis assuming defer of Sha Po Public Housing Site Development schedule, improvement measures implemented by the subject application at J7 and J10 are presented in **Figure 4.22** and **Figure 4.23**.

4.7.7 Capacity analysis for the affected junctions due to the improvement works were carried out and the results are presented in **Table 4.12**.

Table 4.12 2034 Junction Performance – Sensitivity Analysis (I) with Proposed Junction Improvements

		AM Peak	PM Peak
J7(1)	Castle Peak Road – Tam Mi / San Tam Road	19%	49%
J10(2)	Au Tau Interchange	0.82	0.73

* DFC = Design Flow / Capacity ratio for priority junction or roundabout;
RC= Reserved Capacity for signalized junction
Note:
(4) Proposed Junction Layout shown in **Figure 4.22**
(5) Proposed Junction Layout shown in **Figure 4.23**

4.7.7 As shown, the performance for J7 and J10 will be improved and operating within capacity upon completion of the proposed improvement works.

4.7.8 It is expected that when Sha Po Public Housing Development resumed, corresponding improvement measures will be implemented as mentioned in **Section 4.5**.

4.8 Sensitivity Analysis (II)

With Potential Developments Under Planning Application no. Y/YL/MP-6, Y/YL/MP-7, Y/YL/MP-8, OU Site and R(E) Site

4.8.1 A private residential development has been proposed under planning application no. Y/YL-MP/6. Following the rejection by Town Planning Board in May 2023, it is understood that this planning application is now under review and would be re-submitted in the near future. The latest proposed development parameters (i.e. 2,322 units of flats and an average flat size of 43m^2 and several GIC facilities) is adopted for this assessment. With reference to the standard traffic generation and attraction rates for high-density / R(A) private housing as given in the Annex C of Transport Planning and Design Manual (TPDM) Volume 1 Chapter 3, a two-way traffic generation / attraction of about 393 pcu/hr and 345 pcu/hr is estimated for AM and PM peak period respectively.

4.8.2 A potential private residential development has been proposed under planning application no. Y/YL-MP/7 with 1,228 units of flats and an average flat size of 43m^2 and some GIC & retail facilities. Another potential private residential development under planning application no. Y/YL-MP/8 with 1,249 units of flats and an average flat size of 44m^2 has also been proposed. With reference to the standard traffic generation and attraction rates for high-density / R(A) private housing as given in the Annex C of Transport Planning and Design Manual (TPDM) Volume 1 Chapter 3, a two-way traffic generation / attraction for both potential developments of about 349 pcu/hr and 298 pcu/hr is estimated for AM and PM peak period respectively.

4.8.3 The additional traffic has been added into the 2034 design flow (with both proposed OU and R(E) developments). Operational performances of the critical junctions are reassessed according to the revised traffic forecast. The results are summarized in **Table 4.13**.

Table 4.13 2034 Junction Performance – Sensitivity Analysis (II)

Ref.	Junction	Indicator*	Year 2034 RC/DFC(1) Design Case (Sensitivity Test)	
			AM Peak	PM Peak
J1(1)	Castle Peak Road – Tam Mi / Vehicular Access of OU(CDWRA)1 Site - GIC Portion	DFC	0.03	0.03
J2(1)	Castle Peak Road – Tam Mi / Vehicular Access of OU(CDWRA)1 Site - Residential Portion	DFC	0.45	0.35
J4(1)	Castle Peak Road – Tam Mi / Vehicular Access of R(E) Site – Residential Portion, Covered Transport Lay-by / Unnamed Road underneath San Tin Highway	DFC	0.30	0.20
J5(1)	Castle Peak Road - Tam Mi / Vehicular Access of R(E) Site – Reserved School Site & Existing Temporary Structure	DFC	0.09	0.02
J6(2)	San Tam Road / Unnamed Road underneath San Tin Highway	DFC	0.38	0.14
J7(3)	Castle Peak Road – Tam Mi / San Tam Road	DFC	0.76	0.56
J8(4)	Castle Peak Road – Tam Mi / Unnamed Access Road to Cheung Chun San Tsuen	RC	15%	42%
J9(5)	Castle Peak Road – Tam Mi / Nam Sang Wai Road	RC	20%	54%
J10(6)	Au Tau Interchange (with Existing Flyover)	DFC	0.85	0.75
	Au Tau Interchange (without Existing Flyover)		1.85	1.03
J11(7)	Pok Oi Interchange (Signal NB)	RC	10%	16%
J12	Kam Tin Road / Tsing Long Highway	RC	26%	23%
J13	Kam Tin Road / Kam Tin Bypass / Kam Ho Road Roundabout	DFC	0.81	0.62
J14(8)	Fairview Park Interchange	DFC	0.96	0.89
J15(9)	Castle Peak Road – Tam Mi / Kam Pok Road East	RC	37%	88%

* DFC = Design Flow / Capacity ratio for priority junction or roundabout;
RC= Reserved Capacity for signalized junction

Note:

(1) New junctions formed under proposed widening of Castle Peak Road – Tam Mi.
(2) Existing Junction Layout (refer to **Figure 3.2**)
(3) Planned Junction Layout (refer to **Figure 4.14)**
(4) Planned Junction Layout (refer to **Figure 4.4**)
(5) Planned Junction Layout (refer to **Figure 4.5**)
(6) Proposed Junction Layout (refer to **Figure 4.15**)
(7) Planned Junction Layout (refer to **Figure 4.7**)
(8) Proposed Junction Layout (refer to **Figure 4.16)**.
(9) Junction improvement scheme shown in **Figure 4.17**

4.8.4 As shown in **Table 4.13**, with all the planned/ proposed junction improvement schemes implemented timely, all the assessed junctions would be able to handle the future traffic demand under Sensitivity Test Scenario.

4.9 Sensitivity Analysis (III)

With Potential Developments Under Planning Application no. Y/YL-NTM/5, Y/YL-NTM/6, OU Site and R(E) Site

4.9.1 A potential private residential development has been proposed under planning application no. Y/YL-NTM/5. Based on latest information submitted to Town Planning Board in July 2024, it is understood that this planning application is now under review. For conservation approach, the proposed development parameters (i.e. 1980 units of flats and an average flat size of 57m^2) is adopted for this assessment. With reference to the standard traffic generation and attraction rates for high-density / R(A) private housing as given in the Annex C of Transport Planning and Design Manual (TPDM) Volume 1 Chapter 3, a two-way traffic generation / attraction of about 226 pcu/hr and 130 pcu/hr is estimated for AM and PM peak period respectively.

4.9.2 A potential private residential development has been proposed under planning application no. Y/YL-NTM/6 with 1,990 units of flats and an average flat size of 45m^2. With reference to the standard traffic generation and attraction rates for high-density / R(A) private housing as given in the Annex C of Transport Planning and Design Manual (TPDM) Volume 1 Chapter 3, a two-way traffic generation / attraction for both potential developments of about 150 pcu/hr and 130 pcu/hr is estimated for AM and PM peak period respectively.

4.9.3 The additional traffic has been added into the 2034 design flow (with both proposed OU and R(E) developments). Operational performances of the critical junctions are reassessed according to the revised traffic forecast. The results are summarized in Error! R eference source not found..

Table 4.14 2034 Junction Performance – Sensitivity Analysis (III)

Ref.	Junction	Indicator*	Year 2034 RC/DFC(1) Design Case (Sensitivity Test)	
			AM Peak	PM Peak
J1(1)	Castle Peak Road – Tam Mi / Vehicular Access of OU(CDWRA)1 Site - GIC Portion	DFC	0.03	0.03
J2(1)	Castle Peak Road – Tam Mi / Vehicular Access of OU(CDWRA)1 Site - Residential Portion	DFC	0.45	0.37
J4(1)	Castle Peak Road – Tam Mi / Vehicular Access of R(E) Site – Residential Portion, Covered Transport Lay-by / Unnamed Road underneath San Tin Highway	DFC	0.30	0.22
J5(1)	Castle Peak Road - Tam Mi / Vehicular Access of R(E) Site – Reserved School Site & Existing Temporary Structure	DFC	0.09	0.02
J6(2)	San Tam Road / Unnamed Road underneath San Tin Highway	DFC	0.38	0.14
J7(3)	Castle Peak Road – Tam Mi / San Tam Road	DFC	0.77	0.57
J8(4)	Castle Peak Road – Tam Mi / Unnamed Access	RC	14%	40%

Ref.	Junction	Indicator*	Year 2034 RC/DFC(1) Design Case (Sensitivity Test)	
			AM Peak	PM Peak
	Road to Cheung Chun San Tsuen			
J9(5)	Castle Peak Road – Tam Mi / Nam Sang Wai Road	RC	19%	52%
J10(6)	Au Tau Interchange (with Existing Flyover)	DFC	0.85	0.75
	Au Tau Interchange (without Existing Flyover)		1.92	1.04
J11(7)	Pok Oi Interchange (Signal NB)	RC	10%	16%
J12	Kam Tin Road / Tsing Long Highway	RC	26%	23%
J13	Kam Tin Road / Kam Tin Bypass / Kam Ho Road Roundabout	DFC	0.81	0.63
J14(8)	Fairview Park Interchange	DFC	0.85	0.82
J15(9)	Castle Peak Road – Tam Mi / Kam Pok Road East	RC	32%	83%

* DFC = Design Flow / Capacity ratio for priority junction or roundabout;
RC= Reserved Capacity for signalized junction

Note:

(1) New junctions formed under proposed widening of Castle Peak Road – Tam Mi.
(2) Existing Junction Layout (refer to **Figure 3.2**)
(3) Proposed Junction Layout (refer to **Figure 4.14)**
(4) Planned Junction Layout (refer to **Figure 4.4**)
(5) Planned Junction Layout (refer to **Figure 4.5**)
(6) Proposed Junction Layout (refer to **Figure 4.15**)
(7) Planned Junction Layout (refer to **Figure 4.7**)
(8) Proposed Junction Layout (refer to **Figure 4.16)**.
(9) Junction improvement scheme shown in **Figure 4.17**

4.9.4 As shown in **Table 4.14**, with all the planned/ proposed junction improvement schemes implemented timely, all the assessed junctions would be able to handle the future traffic demand under Sensitivity Test Scenario.

5 SUMMARY AND CONCLUSION

5.1 Summary

5.1.1 The Application Site is located to the south of Wing Kei Tsuen, to the east of Pok Wai South Road and Kam Tin River and to the west of Castle Peak Road – Tam Mi. The Application Site currently falls within the "Industrial (Group D)" ("I(D)"), "Open Storage" ("OS") and "Road" zones on the Approved Nam Sang Wai Outline Zoning Plan (OZP) No. S/YL-NSW/8.

5.1.2 The Applicant proposes to rezone from "I(D)","OS" and "Road" zones to "Residential (Group E)" ("R(E)") zone for comprehensive development. The northern part of the Application Site is for residential development (hereafter referred as "Proposed R(E) Site Development") with domestic plot ratio of not more than 2.5 and 3,115 flats (with average flat size of 37.2m^2). The Applicant also proposes a Reserved School Site and a Relocated Soy Sauce Factory Portion at the southern part of the Application Site.

5.1.3 It is noted that there is another planning application for rezoning the "Other Specified Uses (Comprehensive Development to include Wetland Restoration Area)" ("OU(CDWRA)") zone to "OU(CDWRA)1" zone in support of a comprehensive development (hereafter referred as "Proposed OU(CDWRA)1 Site Development") with domestic plot ratio of not more than 2.2 and 6,825 flats (with average flat size of 37.5m^2) and is submitted under separate submission.

5.1.4 AECOM was commissioned by the Applicant to prepare a Traffic Impact Assessment (TIA) report in support of the Section 12A Application for the Proposed R(E) Site Development.

Development Access

5.1.5 To enhance the road capacity, it is proposed to widen the existing Castle Peak Road – Tam Mi to a 10.3m wide single carriageway as shown in **Figure 2.2**. 2 vehicular access (one priority junction and one roundabout) would be provided at Castle Peak Road – Tam Mi for the residential development, Covered Transport Lay-by, Reserved School Site and existing temporary structure as illustrated in **Figure 2.2**. The proposed layouts for the two vehicular accesses are shown in **Figure 2.3** and **Figure 2.4.** For the relocated Soy Sauce Factory, the vehicular access would be maintained at Castle Peak Road – Tam Mi. As shown in **Figure 2.4**, a 4-arm roundabout was proposed at the junction between Castle Peak Road – Tam Mi / Vehicular Access of R(E) Site – Residential Portion, Covered Transport Lay-by / Unnamed Road underneath San Tin Highway.

5.1.6 For Information, under separate submission for Proposed OU(CDWRA)1 Site Development, 2 vehicular accesses (one roundabout and one priority junction) are also proposed at Castle Peak Road – Tam Mi to serve residential development and the GIC facilities respectively, as illustrated in **Figure 2.2**. The proposed layouts for the two vehicular accesses are shown in **Figure 2.6** and **Figure 2.7** for reference**.**

Internal Transport Facilities

5.1.7 The parking and loading/unloading facilities of the Proposed R(E) Site Development will be provided in accordance with the requirements as stipulated in the latest Hong Kong Planning Standards and Guidelines (HKPSG) to cater for the transport demand, as summarised in **Table 2.3**.

Transport Facilities

5.1.8 In order to cater for the potential demand of public transport services arising from both the Proposed R(E) Site Development and adjacent OU(CDWRA)1 Site Development, a Covered Transport Lay-by with 5 bus bays, 2 General Lay-bys is proposed within the Proposed Development. Subject to the future planning of public transport services, the provision of Covered Transport Lay-by will allow adequate hardware facility to serve the future public transport demand generated by the proposed development.

Traffic Impact

5.1.9 In order to review the existing traffic condition, traffic count surveys were conducted at the following 11 identified critical junctions to investigate the traffic condition during commuting peak hours. At present, all the critical junctions are operating within capacity.

- Castle Peak Road - Tam Mi / Unnamed Road underneath San Tin Highway (J4)
- San Tam Road / Unnamed Road underneath San Tin Highway (J6)
- J/O Castle Peak Road – Tam Mi / San Tam Road (J7)
- J/O Castle Peak Road – Tam Mi / Unnamed Access Road to Cheung Chun San Tsuen (J8)
- J/O Castle Peak Road – Tam Mi / Nam Sang Wai Road (J9)
- Au Tau Interchange (J10)
- Pok Oi Interchange (J11)
- J/O Kam Tin Road / Tsing Long Highway Slip Road (J12)
- J/O Kam Tin Road / Kam Tin Bypass / Kam Ho Road (J13)
- Fairview Park Interchange (J14)
- J/O Castle Peak Road – Tam Mi / Kam Pok Road East (J15)

5.1.10 The Proposed Development will result in a difference of 2-way traffic, with an increase of 89 pcu/hr and a decrease of 207 pcu/hr during the commuting AM and PM peak.

5.1.11 The Proposed Development is scheduled for completion in 2031 tentatively. Traffic forecast for design year 2034 was produced to assess the traffic impact arising from Proposed Development. The results of junction capacity assessments revealed that junctions except J10 and J14 would be able to handle the future traffic demand with all planned improvement works implemented.

5.1.12 As mentioned in **Section 4.3.1**, planned improvement measures were proposed to Fairview Park Interchange (J14) under Sha Po Public Housing Development. Additional junction improvement proposal (**Figure 4.16**) to widen the approaching arms at Fairview Park Interchange (J14) is recommended to increase junction capacity. The performance of J14 would be improved and operating within capacity upon completion of the proposed improvement works.

5.1.13 The road link assessment results in **Table 4.6** indicated that all the above road links are expected to operate within capacity except San Tin Highway (L14) and Tai Lam Tunnel (L15). With opening of future Route 11, it was anticipated that the traffic condition of both San Tin Highway and Tai Lam Tunnel could be significantly improved. Between the year 2031 (completion year of the development) and the opening year of Route 11, the V/C ratio of both San Tin Highway and Tai Lam Tunnel would reach 1.05 and 1.17 respectively, meaning that the traffic speed would be reduced, but would still be manageable with V/C ratio under 1.2.

Cumulative Traffic Impact with Proposed Developments at OU and R(E) Site

5.1.14 A sensitivity test has been carried out for the scenario with the proposed schemes of both Proposed R(E) Site Development and Proposed OU(CDWRA) Site Development. The junction assessment results reveal that with all the planned/ proposed junction improvement schemes implemented timely, all the assessed junctions (except J15) would be able to handle the future traffic demand under Sensitivity Test Scenario.

5.1.15 A junction improvement proposal to Castle Peak Road – Tam Mi / Kam Pok Road East (J15) is recommended to enhance the junction capacity. Split phases control are proposed at Castle Peak Road – Tam Mi (southbound) and Kam Pok Road East. The proposed method of control is shown in **Figure 4.17.**

Sensitivity Test (I) - With Proposed Developments at OU Site and R(E) Site but deferred of Sha Po Public Housing Site Development Schedule

5.1.16 A sensitivity analysis has been carried out to assess the traffic condition for the scenario without the aforementioned Sha Po public housing development and the corresponding junction improvements. With similar methodology adopted as discussed in the above section, 2034 traffic forecast for this sensitivity test is derived. Operational performances of the critical junctions are reassessed according to the revised traffic forecast and revealed that all the assessed junctions (except Castle Peak Road – Tam Mi / San Tam Road (J7) and Au Tau Interchange (J10)) would be able to handle the future traffic demand with all planned improvement works implemented timely.

Sensitivity Test (II) - With Potential Developments Under Planning Application no. Y/YL/MP-6, Y/YL/MP-7, Y/YL/MP-8, OU Site and R(E) Site

5.1.17 An additional sensitivity test was carried to assess the traffic impact induced by the potential private residential development proposed under planning application no. Y/YL/MP-6, Y/YL/MP-7 and Y/YL/MP-8, which is situated in the vicinity of the subject development. The junction assessment results reveal that with all the planned/ proposed junction improvement schemes implemented timely, all the assessed junctions would be able to handle the future traffic demand under Sensitivity Test Scenario.

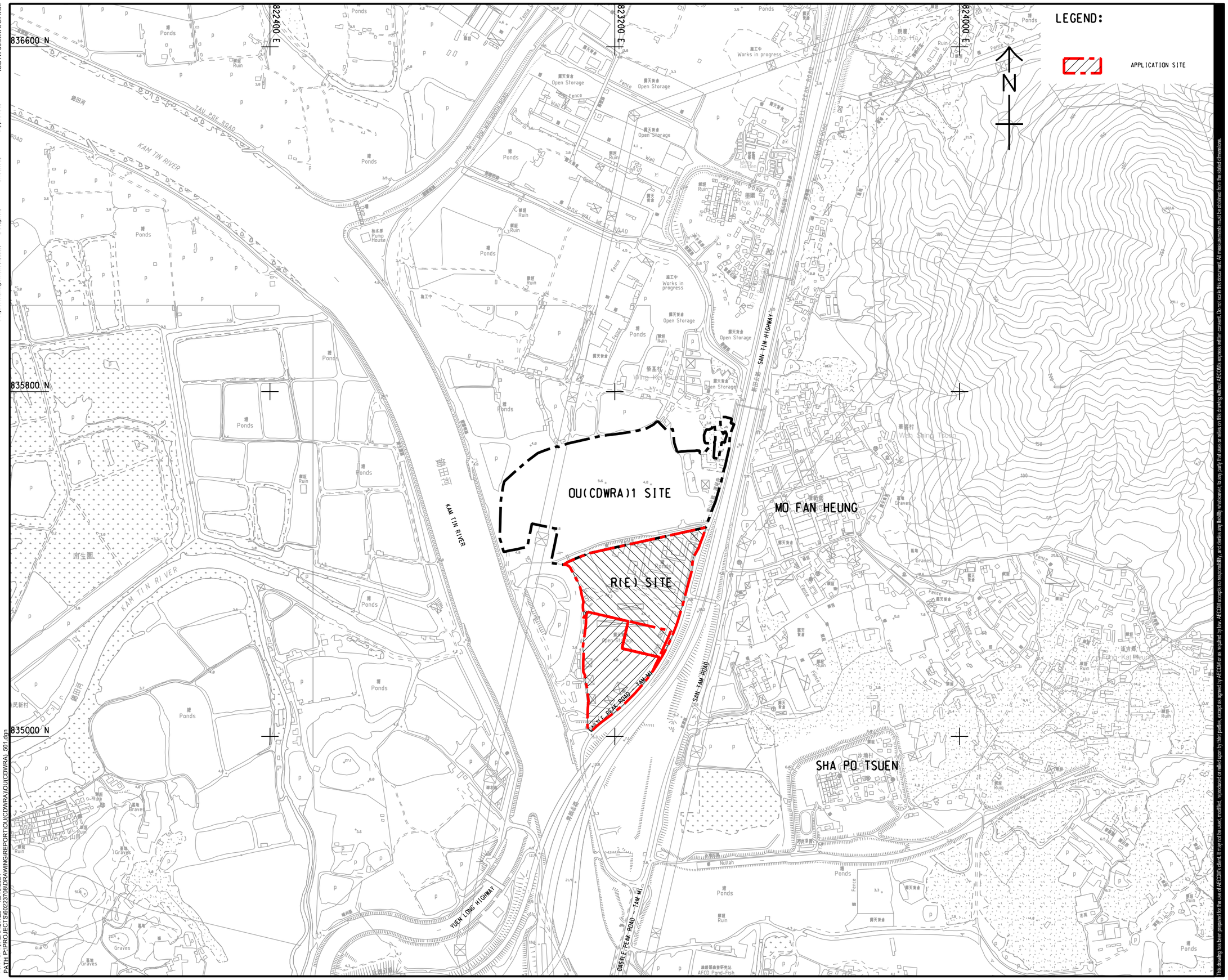
Sensitivity Test (III) - With Potential Developments Under Planning Application no. Y/YL-NTM/5, Y/YL-NTM/6, OU Site and R(E) Site

5.1.18 An additional sensitivity test was carried to assess the traffic impact induced by the potential private residential development proposed under planning application no. Y/YL-NTM/5 and Y/YL-NTM/6, which is situated in the vicinity of the subject development. The junction assessment results reveal that with all the planned/ proposed junction improvement schemes implemented timely, all the assessed junctions would be able to handle the future traffic demand under Sensitivity Test Scenario.

5.2 Conclusion

5.2.1 In light of the findings of this TIA, it is concluded that there is no insurmountable traffic impact imposed onto the local road network due to the Proposed Development. With the proposed mitigation measures in place, the Proposed Development is technically feasible in traffic terms.

Figure



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PROJECT
項目

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)", "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

CLIENT
業主

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ISSUE/REVISION
修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 複核

STATUS
階段

SCALE
比例

A3 1 : 8000

DIMENSION UNIT
尺寸單位

METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號

60223708

CONTRACT NO.
合約編號

SHEET TITLE
圖紙名稱

SITE LOCATION PLAN

SHEET NUMBER
圖紙編號

60223708/OU(CDWRA)/FIGURE 1.1

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NOTE:

1. NO. OF STOREYS MARKED ON PLAN REFERS TO TOTAL NO. OF STOREYS ABOVE GROUND.

LEGEND:

APPLICATION SITE BOUNDARY

N

822900 E

823200 E

823500 E

835500 N

835200 N

PROPOSED OU(CDWRA1) SITE DEVELOPMENT
(FOR REFERENCE ONLY, UNDER SEPARTE SUBMISSION)

PROPOSED RE SITE DEVELOPMENT

RESERVED SCHOOL SITE

RELOCATED SOY SAUCE FACTORY

VEHICULAR ACCESS OF OU(CDWRA)1 SITE - GIC PORTION

VEHICULAR ACCESS OF OU(CDWRA)1 SITE - RESIDENTIAL PORTION

ACCESS ROAD TO BE HANDED OVER TO HYD FOR FUTURE MAINTENCE, SUBJECT TO DEPARTMENTAL COMMENTS

CENTRAL DIVIDER TO BE PROVIDED BETWEEN J4 AND J5

VEHICULAR ACCESS OF R(E) SITE - RESIDENTIAL PORTION & COVERED TRANSPORT LAY-BY

MIN 2M FOOTPATH TO BE PROVIDED TO FACILITATE THE PEDESTRIAN COMING FROM SHA PO SITE

VEHICULAR ACCESS OF R(E) SITE - RESERVED SCHOOL SITE & EXISTING TEMPORARY STRUCTURE

VEHICULAR ACCESS OF R(E) SITE - RELOCATED SOY SAUCE FACTORY

PROPOSED RAILWAY STATION AT AU TAU

Remarks: The alignment of the proposed cycle track and subway are for indicative purpose only. It will be subject to detailed design and engineering review at subsequent stages as the development site boundaries and interfaces between the residential portion, relocated soy sauce factory as well as the reserved school site will be further review upon approval of the subject rezoning application.

KAM TIN RIVER

SAN TIN HIGHWAY

CASTLE PEAK ROAD - TAM MI

SAN TAM ROAD

PO KAT SOUTH ROAD

MO FAN HEUNG

FUNG KAT HEUNG

AECOM

PROJECT
項目

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)", "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

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A	SEP. 22	2ND SUBMISSION	TC

STATUS
階段

SCALE 比例	DIMENSION UNIT 尺寸單位
A3 1 : 3000	METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

PROPOSED ROAD WIDENING AT CASTLE PEAK ROAD - TAM MI

SHEET NUMBER
圖紙編號

60223708/OU(CDWRA)/FIGURE 2.2

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

Plot File by: ZHAOHQ2 7/5/2024
PATH P:\PROJECTS\60223708\DRAWING\REPORT\OU(CDWRA)\OU(CDWRA)_542.dgn

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ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

823300 E

823350 E

835300 N

835250 N

835200 N

F/P C/T

C/T F/P

10.8 m

CASTLE PEAK ROAD - TAM MI

VEHICULAR ACCESS OF R(E) SITE - RESERVED SCHOOL SITE & EXISTING TEMPORARY STRUCTURE

PROPOSED R(E) SITE DEVELOPMENT - RESERVED SCHOOL SITE

N

+10.2

+11.5

+10.7

+4.5

+11.2

+10.2

70 km/h

Exp GIL

CUL

Remarks: The alignment of the proposed cycle track and subway are for indicative purpose only. It will be subject to detailed design and engineering review at subsequent stages as the development site boundaries and interfaces between the residential portion, relocated soy sauce factory as well as the reserved school site will be further review upon approval of the subject rezoning application.

Plot File by: ZHAOHQ2 7/5/2024
PATH P:\PROJECTS\60223708\DRAWING\REPORT\OU(CDWRA)\OU(CDWRA)_521.dgn

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SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)", "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

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STATUS
階段

SCALE 比例 — A3 1 : 500

DIMENSION UNIT 尺寸單位 — METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號 — 60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

PROPOSED LAYOUT OF CASTLE PEAK ROAD - TAM MI / VEHICULAR ACCESS OF R(E) SITE - RESERVED SCHOOL SITE AND EXISTING TEMPORARY STRUCTURE (J5)

SHEET NUMBER
圖紙編號

60223708/OU(CDWRA)/FIGURE 2.3

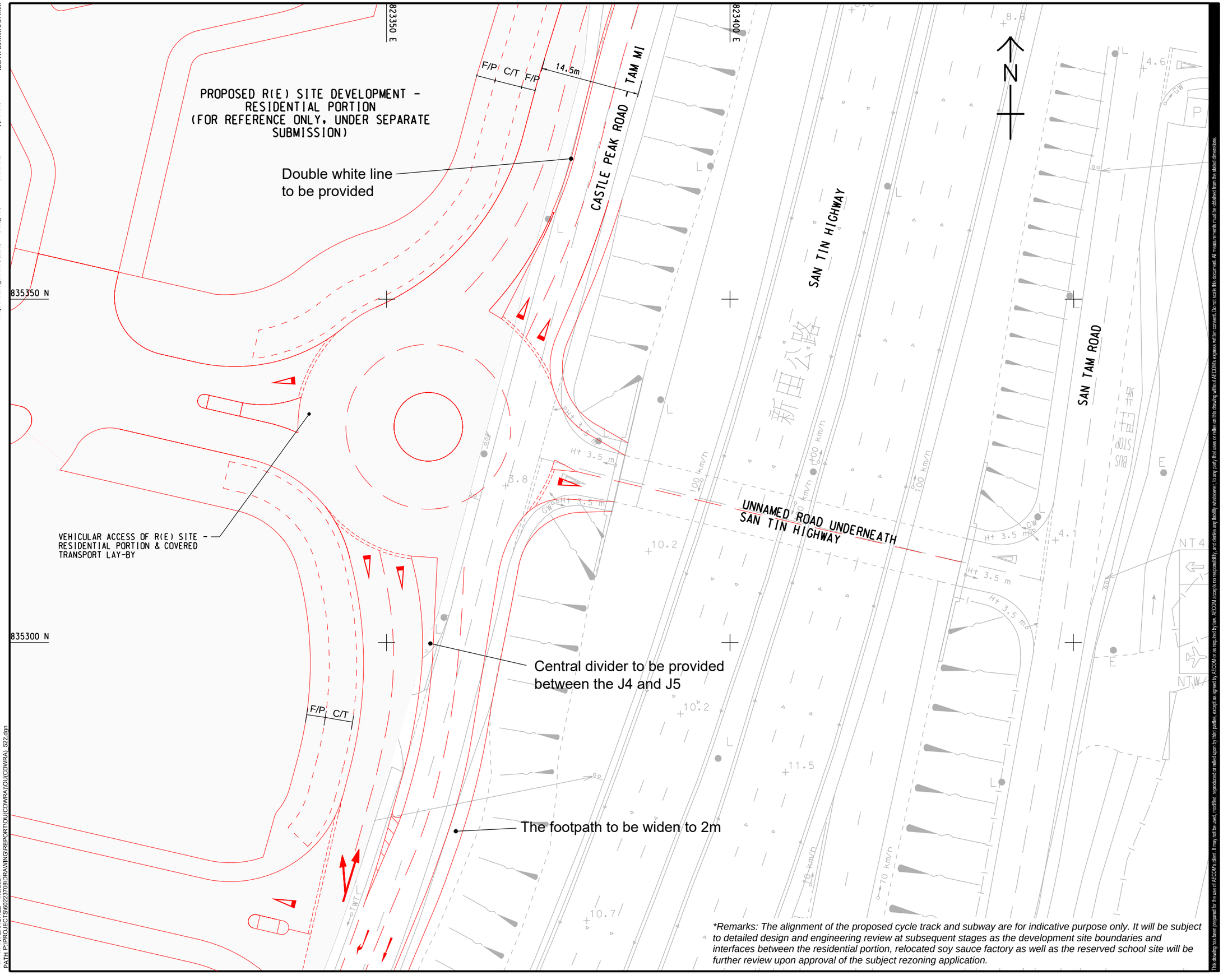
ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:



Remarks: The alignment of the proposed cycle track and subway are for indicative purpose only. It will be subject to detailed design and engineering review at subsequent stages as the development site boundaries and interfaces between the residential portion, relocated soy sauce factory as well as the reserved school site will be further review upon approval of the subject rezoning application.

Plot File by: ZHAOHQ2 , 7/5/2024
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STATUS
階段

SCALE 比例
A3 1 : 500

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

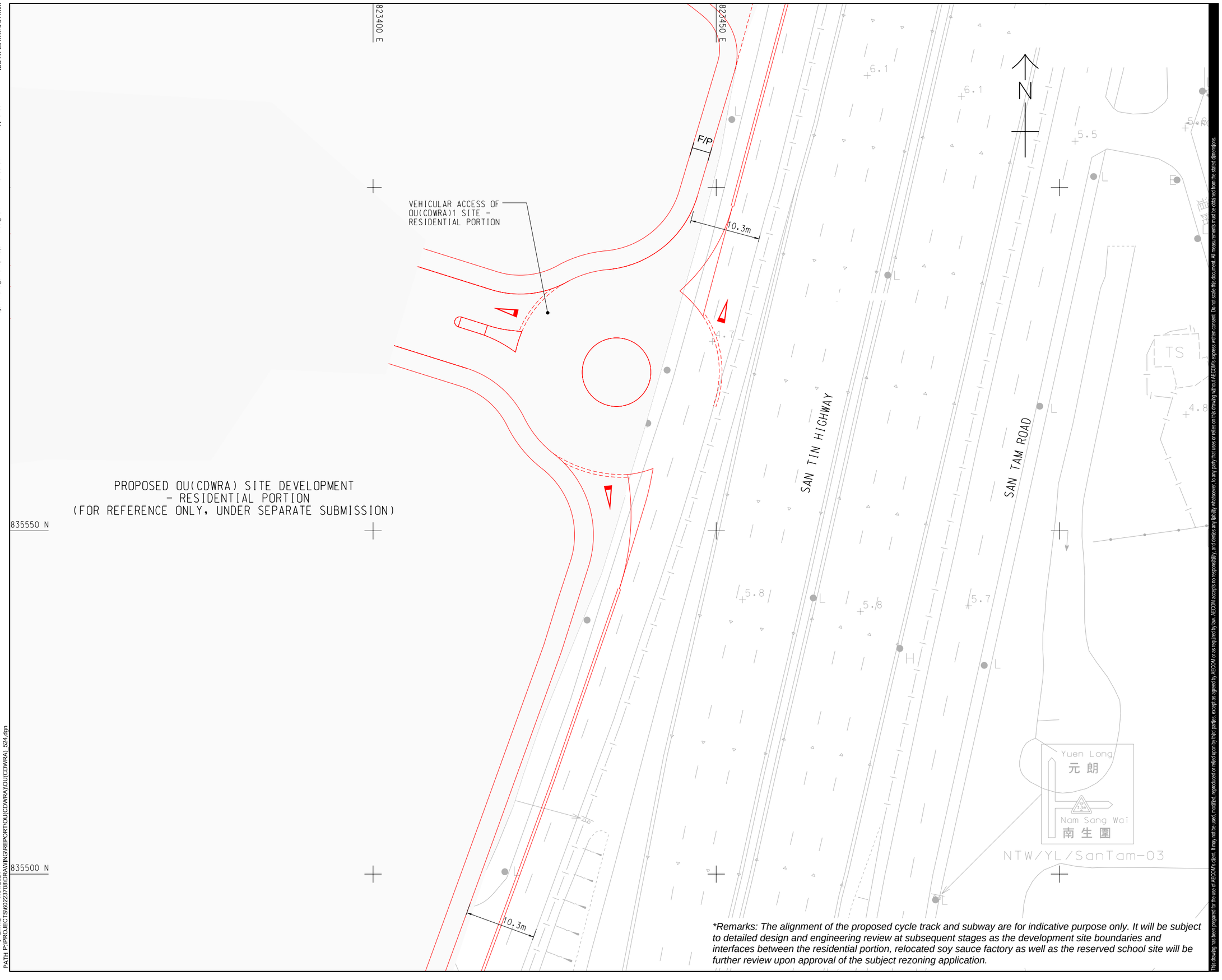
SHEET TITLE
圖紙名稱

PROPOSED LAYOUT OF CASTLE PEAK ROAD - TAM MI / VEHICULAR ACCESS OF R(E) SITE - RESIDENTIAL PORTION & COVERED TRANSPORT LAYBY / UNNAMED ROAD UNDERNEATH SAN TIN HIGHWAY(J4)

SHEET NUMBER
圖紙編號

60223708/OU(CDWRA)/FIGURE 2.4

ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:



Plot File by: LiniW2 7/31/2024
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SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)", "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

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STATUS
階段

SCALE 比例
A3 1 : 500

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱
PROPOSED LAYOUT OF CASTLE PEAK ROAD - TAM MI / VEHICULAR ACCESS OF OU(CDWRA)1 SITE - RESIDENTIAL PORTION (J2)

SHEET NUMBER
圖紙編號
60223708/OU(CDWRA)/FIGURE 2.6

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ISO A1 594mm x 841mm

Project Management Initials: Designer: Checked: Approved:

823400 E

823450 E

823500 E

835500 N

835550 N

+4.7

+3.1

+4.8

+5.0

+5.9

+5.4

+6.1

+6.1

+6.3

+5.5

+5.8

+4.7

CASTLE PEAK ROAD - TAM MI

青山公路 - 潭尾段

SAN TIN HIGHWAY

新田公路

SAN TAM ROAD

新潭路

KLUO

≈100 km/h

VEHICULAR ACCESS OF OU(CDWRA)1 SITE - GIC PORTION

VEHICULAR ACCESS OF OU(CDWRA)1 SITE - RESIDENTIAL PORTION

F/P

10.3m

RCP

FP

TS

113

Road

N

Remarks: The alignment of the proposed cycle track and subway are for indicative purpose only. It will be subject to detailed design and engineering review at subsequent stages as the development site boundaries and interfaces between the residential portion, relocated soy sauce factory as well as the reserved school site will be further review upon approval of the subject rezoning application.

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STATUS
階段

SCALE 比例: A3 1 : 500

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

PROPOSED LAYOUT OF CASTLE PEAK ROAD - TAM MI / VEHICULAR ACCESS OF OU(CDWRA)1 SITE - GIC PORTION (J1)

SHEET NUMBER
圖紙編號

60223708/OU(CDWRA)/FIGURE 2.7

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

822900 E

823200 E

823500 E

835500 N

835200 N

NOTE:

1. NO. OF STOREYS MARKED ON PLAN REFERS TO TOTAL NO. OF STOREYS ABOVE GROUND.

LEGEND:

- APPLICATION SITE BOUNDARY
- PROPOSED CYCLE TRACK
- PROPOSED PEDESTRIAN CUM CYCLE TRACK SUBWAY

N

PROPOSED OU(CDWRA)1 SITE DEVELOPMENT (FOR REFERENCE ONLY, UNDER SEPARATE SUBMISSION)

PROPOSED R(E) SITE DEVELOPMENT

RESERVED SCHOOL SITE

RELOCATED SOY SAUCE FACTORY

VEHICULAR ACCESS OF OU(CDWRA)1 SITE - GIC PORTION

VEHICULAR ACCESS OF OU(CDWRA)1 SITE - RESIDENTIAL PORTION

MINIMUM 2.75m FOOTPATH WOULD BE PROVIDED ALONG THE WIDENED ROAD SECTION AT CASTLE PEAK ROAD - TAM MI

PROPOSED SUBWAY CONNECTION TO FUTURE AU TAU STATION

PROPOSED 4m CYCLE TRACK

VEHICULAR ACCESS OF R(E) SITE - RESIDENTIAL PORTION & COVERED TRANSPORT LAY-BY

VEHICULAR ACCESS OF R(E) SITE - RESERVED SCHOOL SITE & EXISTING TEMPORARY STRUCTURE

PROPOSED 4m CYCLE TRACK

PROPOSED RAILWAY STATION AT AU TAU

KAM TIN RIVER

SAN TIN HIGHWAY

POK WAI SOUTH ROAD

CASTLE PEAK ROAD - TAM MI

MO FAN HEUNG

FUNG KAT HEUNG

Remarks: The alignment of the proposed cycle track and subway are for indicative purpose only. It will be subject to detailed design and engineering review at subsequent stages as the development site boundaries and interfaces between the residential portion, relocated soy sauce factory as well as the reserved school site will be further review upon approval of the subject rezoning application.

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SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)", "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

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STATUS
階段

SCALE 比例: A3 1 : 3000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

PEDESTRIAN / CYLING ACCESS

SHEET NUMBER
圖紙編號

60223708/OU(CDWRA)/FIGURE 2.8

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

NOTE:

1. NO. OF STOREYS MARKED ON PLAN REFERS TO TOTAL NO. OF STOREYS ABOVE GROUND.

LEGEND:

APPLICATION SITE BOUNDARY

N

822900 E

823200 E

823500 E

835500 N

835200 N

PROPOSED OU(CDWRA)1 SITE DEVELOPMENT (FOR REFERENCE ONLY, UNDER SEPARATE SUBMISSION)

PROPOSED R(E) SITE DEVELOPMENT

RESERVED SCHOOL SITE

RELOCATED SOY SAUCE FACTORY

F1 (2.75m)

F2 (2.75m)

F3 (2.75m)

F4 (2.75m)

F5 (2.75m)

F6 (2.75m)

F7 (2.75m)

F8 (2.75m)

F9 (3.5m)

F10 (2m)

VEHICULAR ACCESS OF OU(CDWRA)1 SITE - GIC PORTION

VEHICULAR ACCESS OF OU(CDWRA)1 SITE - RESIDENTIAL PORTION

VEHICULAR ACCESS OF R(E) SITE - RESIDENTIAL PORTION & COVERED TRANSPORT LAY-BY

VEHICULAR ACCESS OF R(E) SITE - RESERVED SCHOOL SITE & EXISTING TEMPORARY STRUCTURES

PROPOSED RAILWAY STATION AT AU TAU

PROPOSED RAILWAY

SAN TIN HIGHWAY

SAN TAM ROAD

CASTLE PEAK ROAD - TAM MI

POK WAI SOUTH ROAD

KAM TIN RIVER

錦田河

MO FAN HEUNG

FUNG KAT HEUNG

*Remarks: The alignment of the proposed cycle track and subway are for indicative purpose only. It will be subject to detailed design and engineering review at subsequent stages as the development site boundaries and interfaces between the residential portion, relocated soy sauce factory as well as the reserved school site will be further review upon approval of the subject rezoning application.

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STATUS
現況

SCALE 比例: A3 1 : 3000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

ASSESSED FOOTPATHS ALONG CASTLE PEAK ROAD - TAM MI

SHEET NUMBER
圖紙編號

60223708/OU(CDWRA)/FIGURE 2.9

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

APPLICATION SITE

N

L15 Tai Lam Tunnel

KEY PLAN
SCALE 1 : 7500 (A3)

823200 E

824700 E

821700 E

836400 N

834900 N

833400 N

LEGEND:

APPLICATION SITE

J1 CRITICAL JUNCTION

J1 JUNCTION TO BE FORMED BY PROPOSED DEVELOPMEN

L1 KEY ROAD LINKS

AREA OF INFLUENCE (AOI)

J14 FAIRVIEW PARK INTERCHANGE

J15

J1 CASTLE PEAK ROAD - TAM MI / VEHICULAR ACCESS OF OU(CDWRA)1 SITE - COVERED TRANSPORT LAY-BY & GIC PORTION (J1)

J2 CASTLE PEAK ROAD - TAM MI / VEHICULAR ACCESS OF OU(CDWRA)1 SITE - RESIDENTIAL PORTION (J2)

J4 CASTLE PEAK ROAD - TAM MI / UNNAMED ROAD UNDERNEATH SAN TIN HIGHWAY (J4)

J5 CASTLE PEAK ROAD - TAM MI / VEHICULAR ACCESS OF R(E) SITE - COVERED TRANSPORT LAY-BY, RESERVED SCHOOL SITE & EXISTING TEMPORARY STRUCTURE

J6 SAN TAM ROAD / UNNAMED ROAD UNDERNEATH SAN TIN HIGHWAY (J6)

J7 CASTLE PEAK ROAD - TAM MI / SAN TAM ROAD

J8 CASTLE PEAK ROAD - TAM MI / UNNAMED ACCESS ROAD TO CHEUNG CHUN SAN TSUEN

J9 CASTLE PEAK ROAD - TAM MI / NAM SANG WAI ROAD

J10 AU TAU INTERCHANGE

J11 POK OI INTERCHANGE

J12 KAM TIN ROAD / TSING LONG HIGHWAY

J13 KAM TIN ROAD/KAM TIN BYPASS / KAM HO ROAD ROUNDABOUT

L5 CASTLE PEAK ROAD - YUEN LONG

L6 KAM TIN ROAD

POK WAI

SHA PO

KAM TIN

KAM TIN RIVER

SHAN PUI RIVER

SAN TIN HIGHWAY

TSING LONG HIGHWAY

YUEN LONG HIGHWAY

YUEN LONG STATION

CASTLE PEAK ROAD - TAM MI

SAN TAM ROAD

KAM TIN ROAD

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A	SEP 22	2ND SUBMISSION	TC

STATUS
階段

SCALE 比例: A3 1 : 15000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING ROAD NETWORK, CRITICAL JUNCTIONS AND ROAD LINKS

SHEET NUMBER
圖紙編號

60223708/OU(CDWRA)/FIGURE 3.1

Plot File by: ZHAOHQ2 5/22/2024
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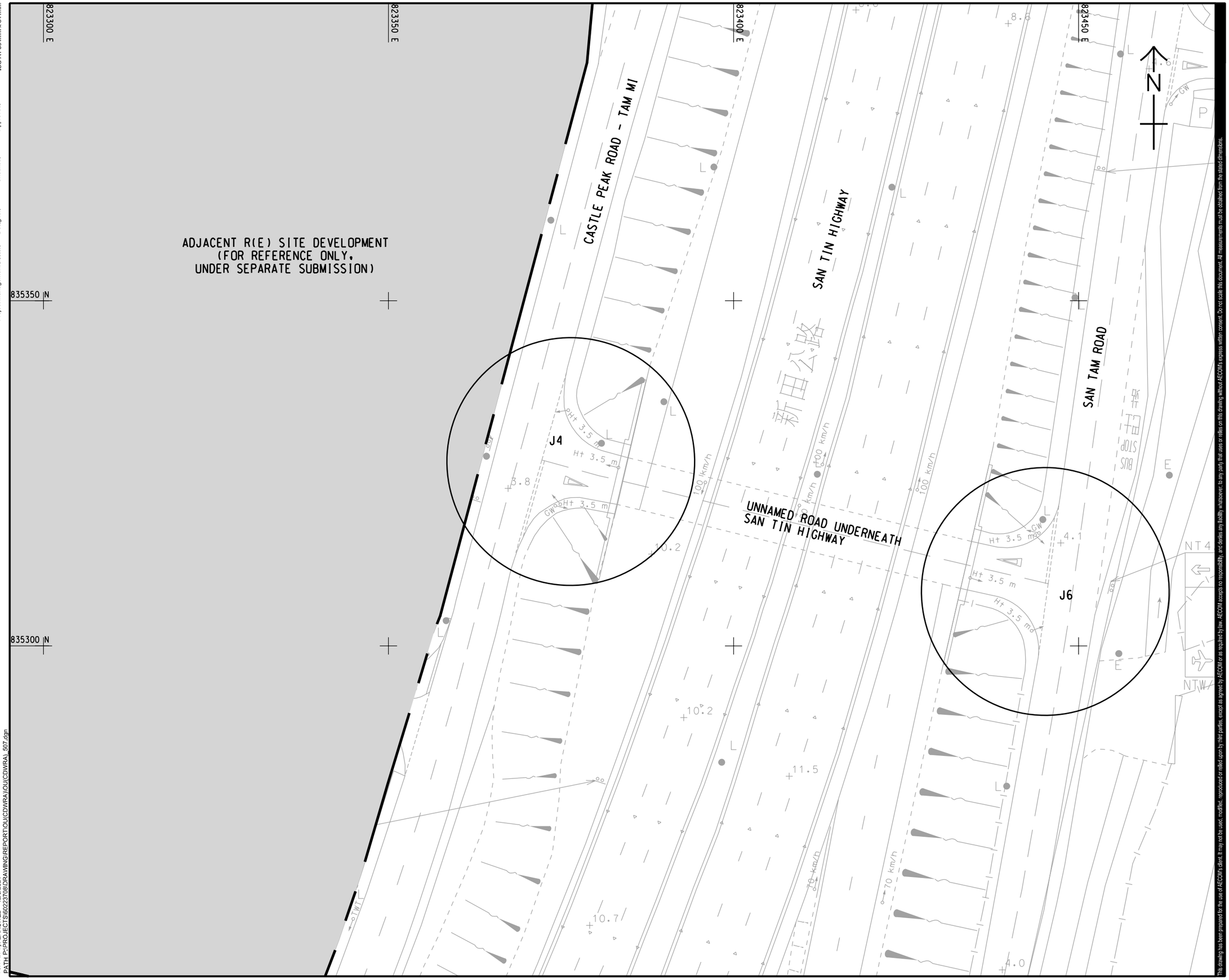

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項目

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)", "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

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階段

SCALE 比例: A3 1 : 500

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR JUNCTION OF CASTLE PEAK ROAD - TAM MI / UNNAMED ROAD UNDERNEATH SAN TIN HIGHWAY (J4) & SAN TAM ROAD / UNNAMED ROAD UNDERNEATH SAN TIN HIGHWAY (J6)

SHEET NUMBER
圖紙編號

60223708/OU(CDWRA)/FIGURE 3.2

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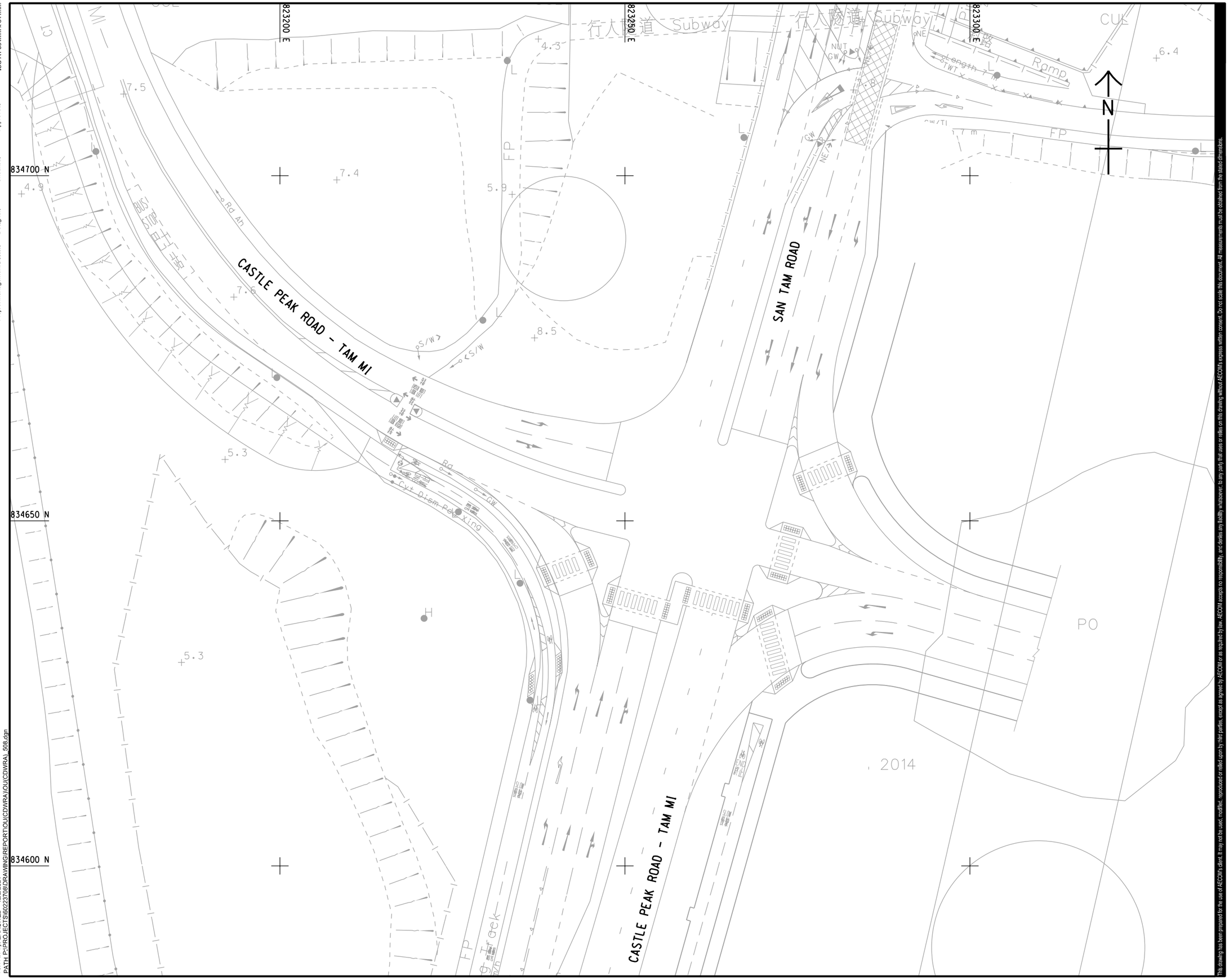
Designer:

Project Management Initials:



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SCALE 比例
A3 1 : 500

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR JUNCTION OF CASTLE PEAK ROAD-TAM MI/SAN TAM ROAD (J7)

SHEET NUMBER
圖紙編號

60223708/OU(CDWRA)/FIGURE 3.3

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

823150 E

823200 E

823250 E

823300 E

834550 N

834500 N

834450 N

Fairview Park 錦綉花園

Sha Po 沙埔

NTW/YL/SanTam-30

Cheung Chun San Tsuen 長春新村

DS 63

ADS63

N

KAM TIN RIVER

CASTLE PEAK ROAD - TAM MI

TAU BRIDGE)

UNNAMED ACCESS ROAD TO CHEUNG CHUN SAN TSUEN

CHI HO ROAD

排水口 Outfall

排水口 Outfall

STOP 停

50 km/h

70 km/h

Ped/Xing

Cyclist Dism

CUL

S-Rd L

Tunnel

PO

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STATUS 階段

SCALE 比例

DIMENSION UNIT 尺寸單位

KEY PLAN 索引圖

PROJECT NO. 項目編號

60223708

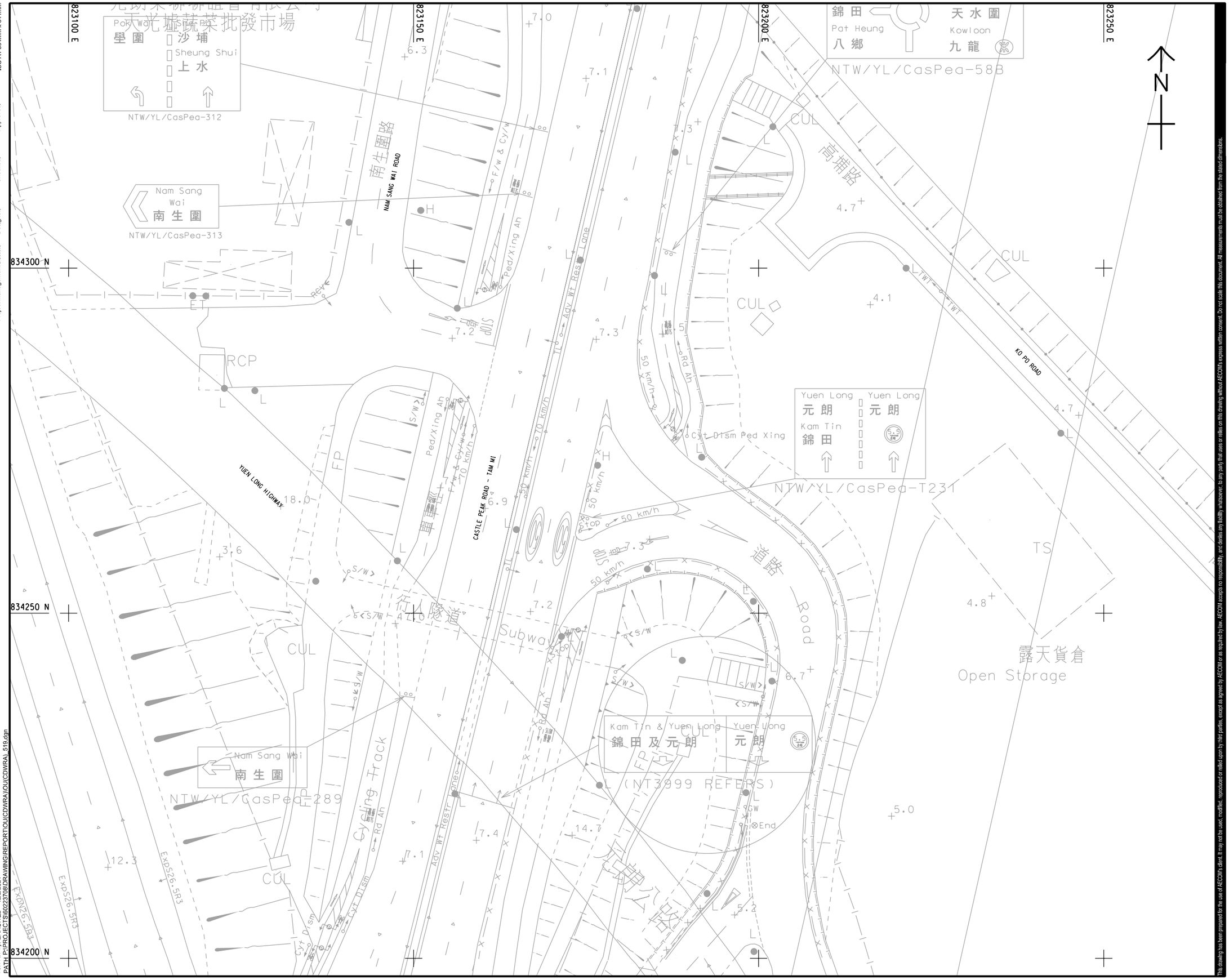
CONTRACT NO. 合約編號

SHEET TITLE 圖紙名稱

EXISTING LAYOUT FOR JUNCTION OF CASTLE PEAK ROAD-TAM MI/ UNNAMED ACCESS ROAD TO CHEUNG CHUN SAN TSUEN (J8)

SHEET NUMBER 圖紙編號

60223708/OU(CDWRA)/FIGURE 3.4



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SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)", "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

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階段

SCALE 比例
A3 1 : 500

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR JUNCTION OF CASTLE PEAK ROAD-TAM MI/NAM SANG WAI ROAD (J9)

SHEET NUMBER
圖紙編號

60223708/OU(CDWRA)/FIGURE 3.5

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ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

822900 E

823000 E

823100 E

834000 N

833900 N

833800 N

墓地
Graves

CASTLE PEAK

CASTLE PEAK RAOD - TAM MI

CASTLE PEAK RAOD - YUEN LONG

Elevated Road

Cycling Track

Subway

行人隧道

Fairview Park
錦繡花園
Sheung Shui
上水

NTW/YL/AuTau!-03

NTW/YL/AuTau!-02

NTW/YL/AuTau!-01A

NTW/YL/KamTin-T01

NTW/YL/KamTin-T05

NTW/YL/KamTin-06

YUEN LONG 元朗
KAM TIN 錦田

Kam Tin
錦田
Pat Heung
八鄉

Kowloon
九龍
Yuen Long
元朗

Pok Oi Hospital
博愛醫院

Tin Shui Wai
天水圍

Kowloon
九龍
Yuen Long
元朗

Fairview Park
錦繡花園
Sheung Shui
上水

Yuen Long
元朗
Fanling
粉嶺

露天貨倉
Open Storage

德園

凹頭青少年中心
Au Tau Youth Centre

香港童軍總會
元朗東區區會中心
HK Boy Scouts Association
Yuen Long East District Centre

麟園

錦田公路 KAM TIN ROAD

泥路

道路
Road

車單程

TS

ET

FP

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階段

SCALE 比例
A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱
EXISTING LAYOUT FOR
AU TAU INTERCHANGE (J10)

SHEET NUMBER
圖紙編號
60223708/OU(CDWRA)/FIGURE 3.6

ISO A1 594mm x 841mm

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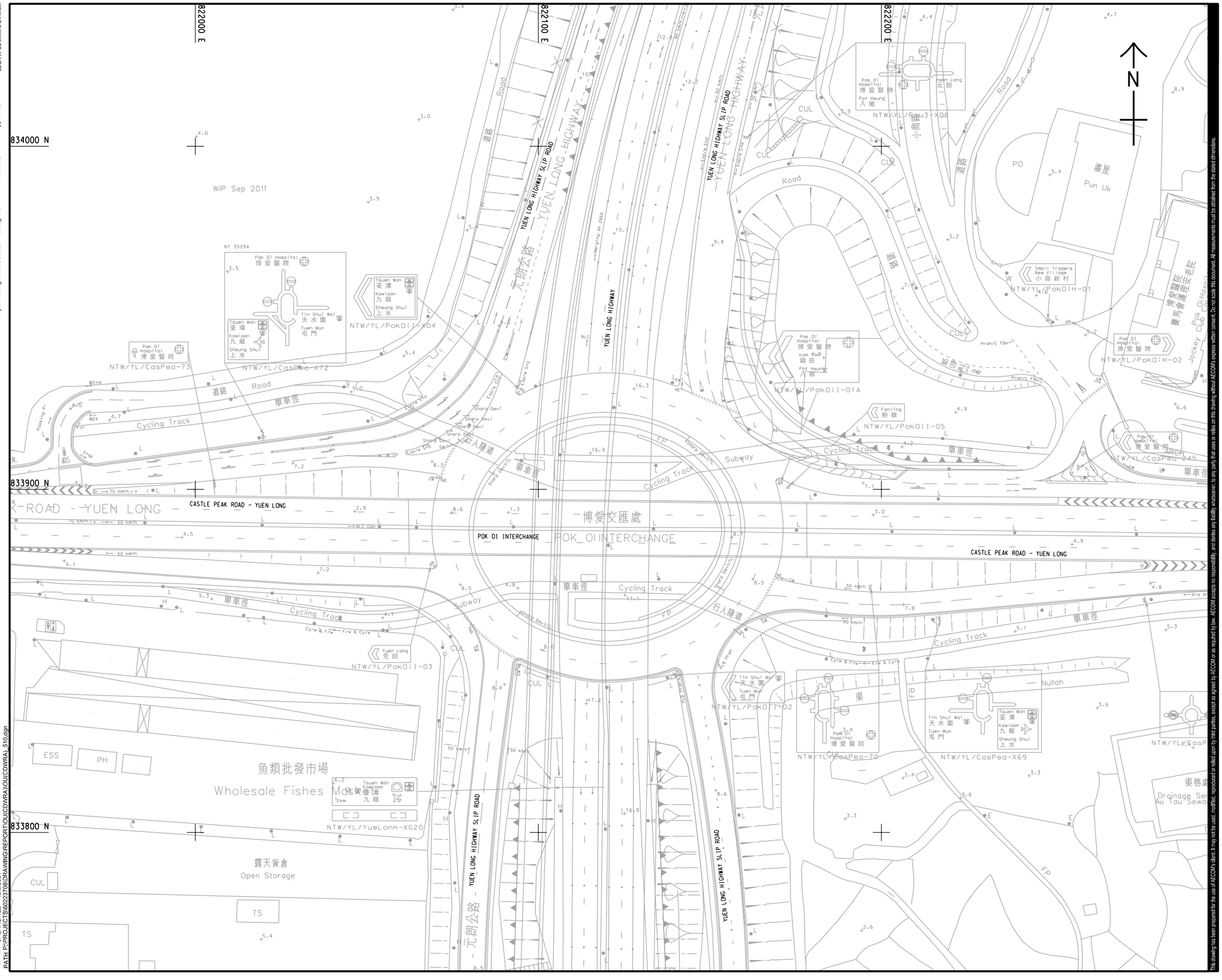

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SCALE 比例
A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱
EXISTING LAYOUT FOR
POK OI INTERCHANGE (J11)

SHEET NUMBER
圖紙編號
60223708/OU(CDWRA)/FIGURE 3.7

ISO A1 594mm x 841mm

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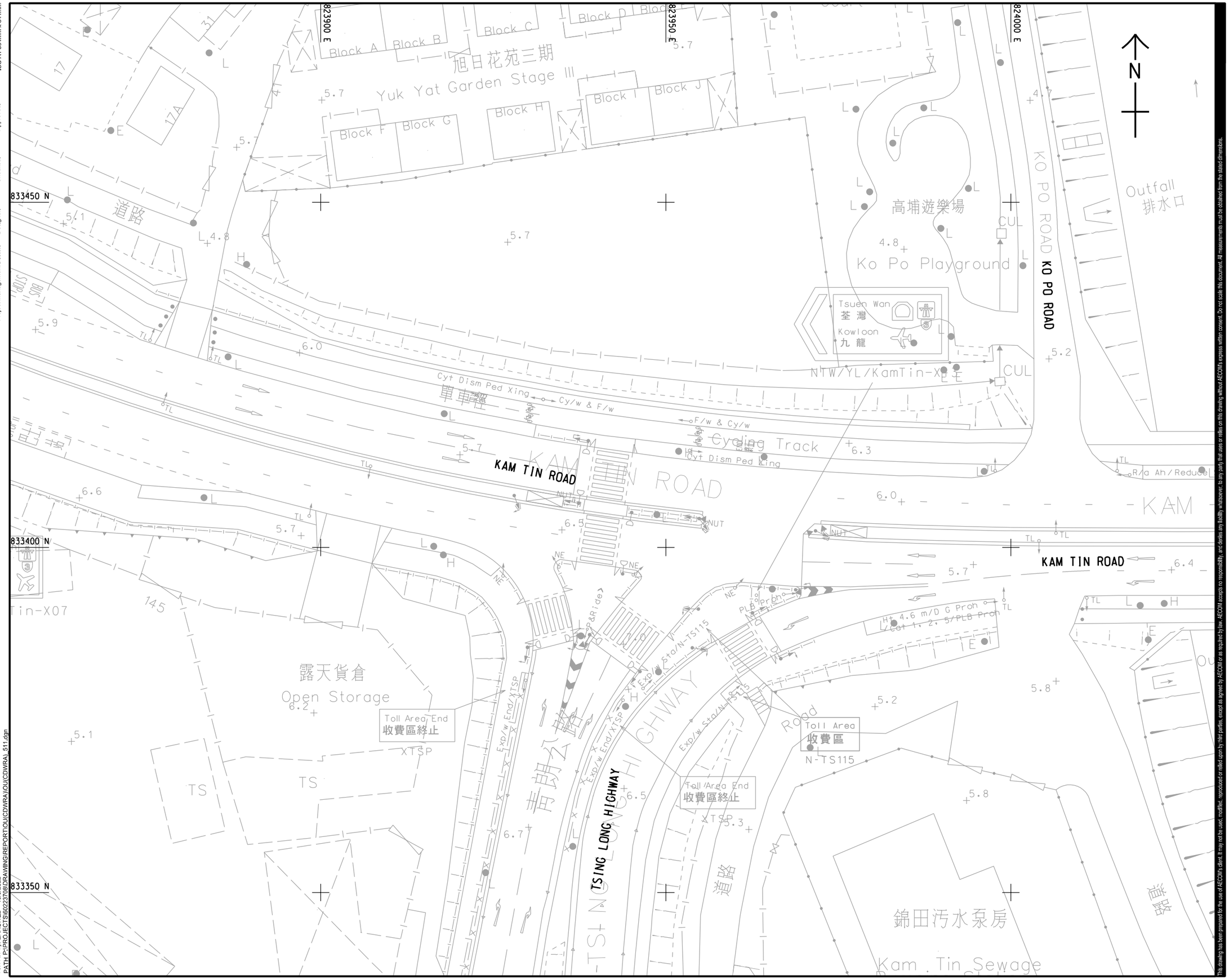
Checked:

Designer:

Project Management Initials:



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SCALE 比例
A3 1 : 500

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR
JUCTION OF KAM TIN ROAD
/TSING LONG HIGHWAY (J12)

SHEET NUMBER
圖紙編號

60223708/OU(CDWRA)/FIGURE 3.8

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

824100 E

824200 E

824300 E

833500 N

833400 N

833300 N

KAM TIN BYPASS

KAM TIN ROAD

KAM TAI ROAD

KAM HO ROAD

KAM TIN SHI STREET

MTR (West Rail Line)

Cycling Track

Sharp Devi/TL

Ped Actuators

Nullah

Outfall 排水口

Ramp

NTW/YL/KamTin-01

NTW/YL/KamTin-02

NTW/YL/KamTin-18

NTW/YL/KamTin-19

NTW/YL/KamTin-20

NTW/YL/KamTin-21

NTW/YL/KamTin-22

NTW/YL/KamTin-X07

NTW/YL/KamHo-05

Pat Heung 八鄉
Sheung Shui 上水
Tai Po 大埔
Shek Kong 石圍
Kam Tin Town 錦田市中心
Tsuen Wan 荃灣
Kowloon 九龍
Yuen Long 元朗
Tsuen Wan 荃灣
Kowloon 九龍
Kam Tin Town 錦田市中心
Shek Kong 石圍

錦田公路 – 錦田繞道

錦田市兒童遊樂場

錦田公立蒙養學校 Kam Tin Mung Yeung Public School

龍圖閣

N

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SCALE 比例
A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱
EXISTING LAYOUT FOR KAM TIN ROAD/KAM TIN BYPASS/KAM HO ROAD ROUNDABOUT (J13)

SHEET NUMBER
圖紙編號
60223708/OU(CDWRA)/FIGURE 3.9

ISO A1 594mm x 841mm

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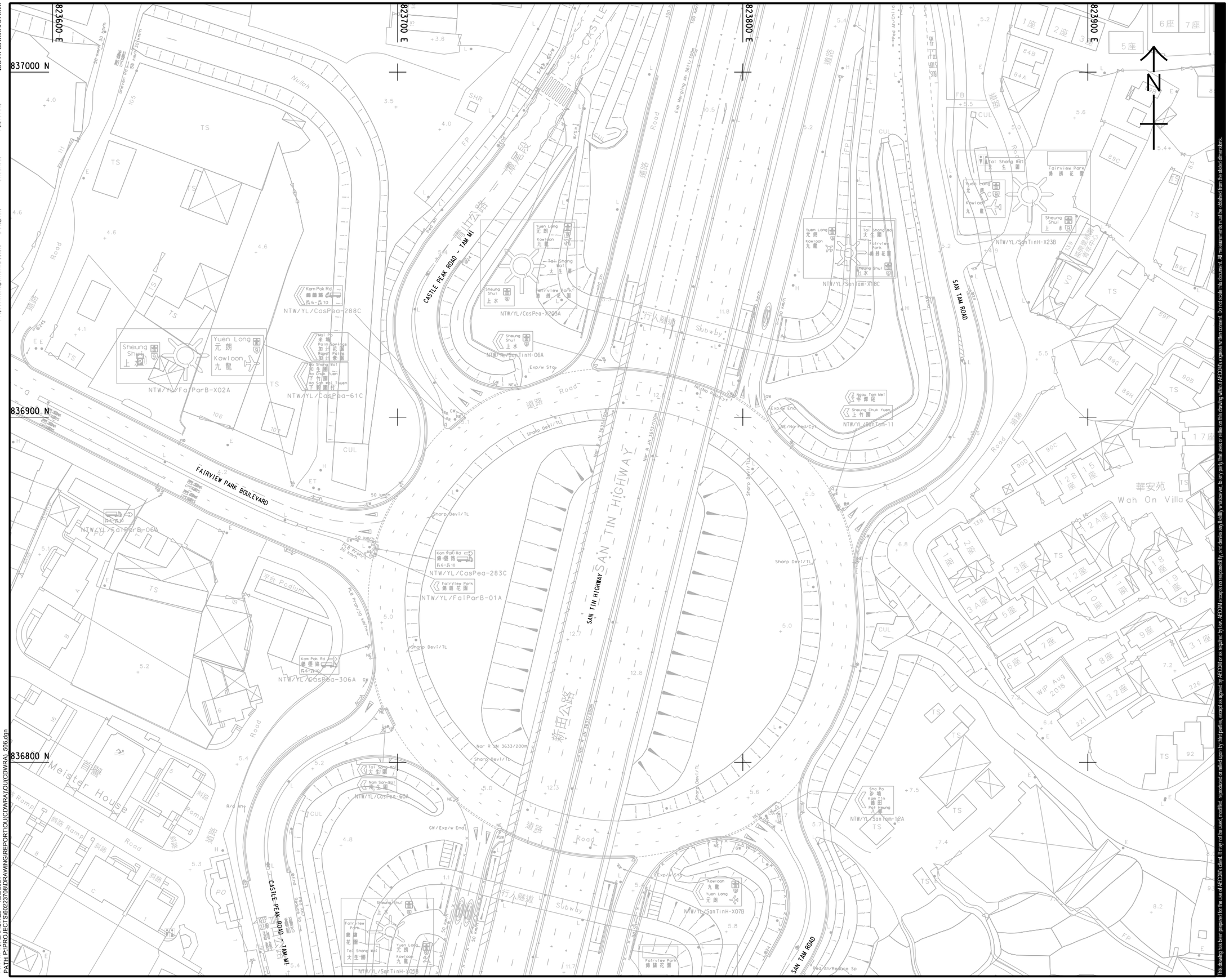

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SCALE 比例
A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱
EXISTING LAYOUT FOIR FAIRVIEW PARK INTERCHANGE (J14)

SHEET NUMBER
圖紙編號
60223708/OU(CDWRA)/FIGURE 3.10

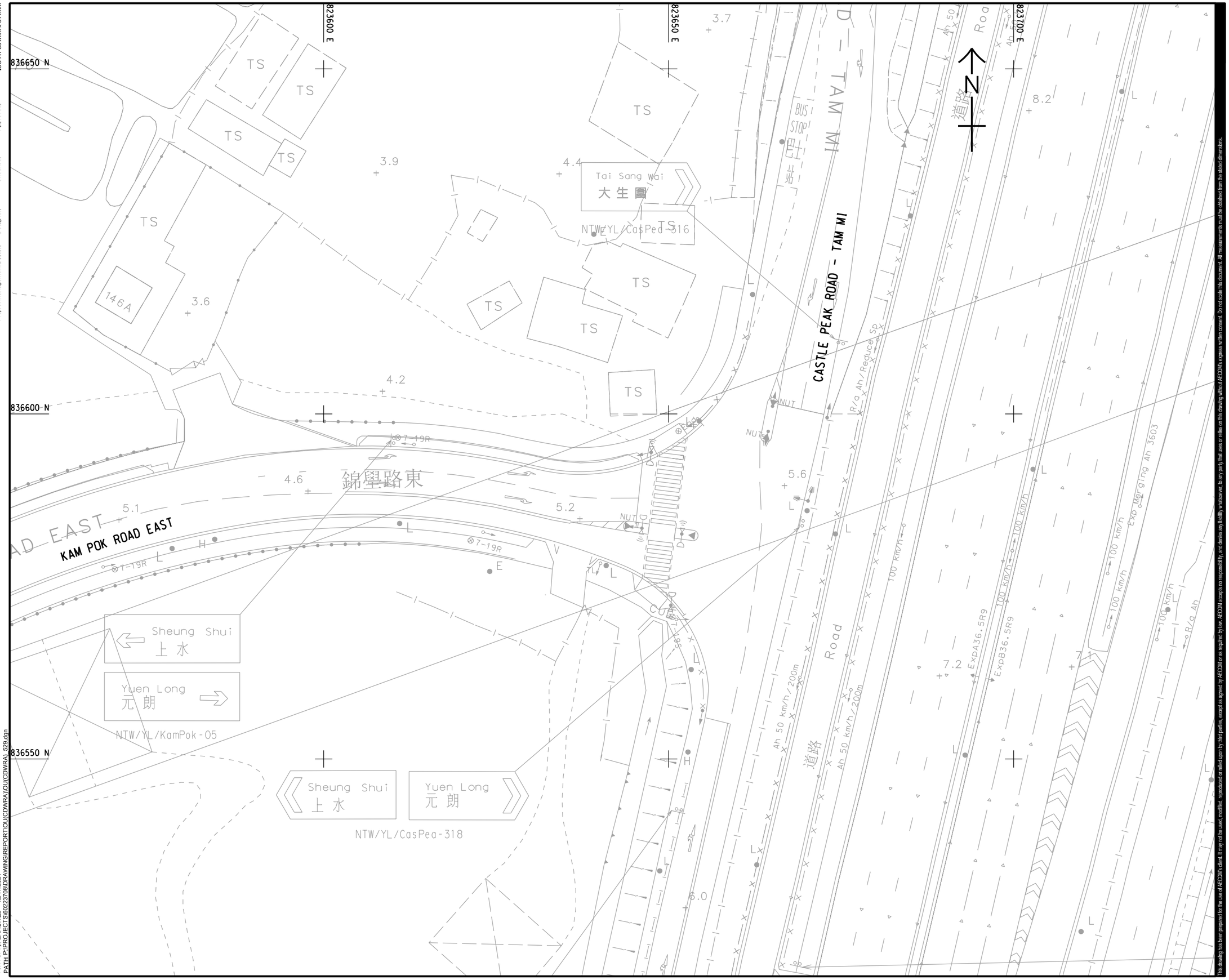
ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:



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SCALE 比例
A3 1 : 500

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

EXISTING LAYOUT FOR JUNCTION OF CASTLE PEAK ROAD - TAM MI / KAM POK ROAD EAST (J15)

SHEET NUMBER
圖紙編號

60223708/OU(CDWRA)/FIGURE 3.11

LEGEND:

CASTLE PEAK ROAD - TAM MI

SAN TIN HIGHWAY

SAN TAM ROAD

J14

J15

J4

J6

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)" , "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

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2021 OBSERVED TRAFFIC FLOWS
(SHEET 1 OF 2)

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LEGEND:

J7

J8

J9

J11*

J10

J12

J13

*Remarks: Observed Flows at Pok Oi Interchange (J11) has been revised with updated survey at September 2023

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SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)" , "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

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2021 OBSERVED TRAFFIC FLOWS
(SHEET 2 OF 2)

ISO A1 594mm x 841mm

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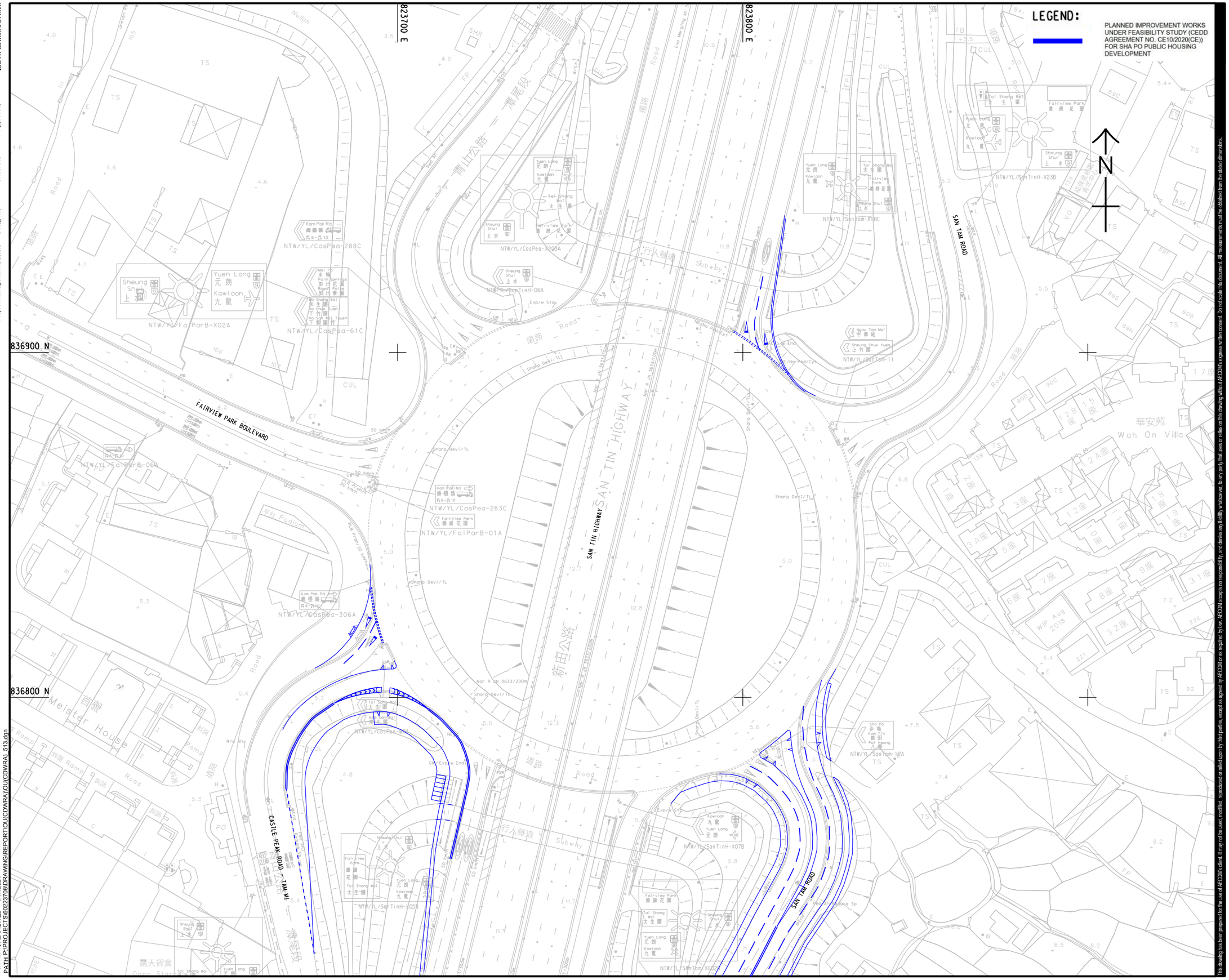

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STATUS
階段

SCALE 比例
A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

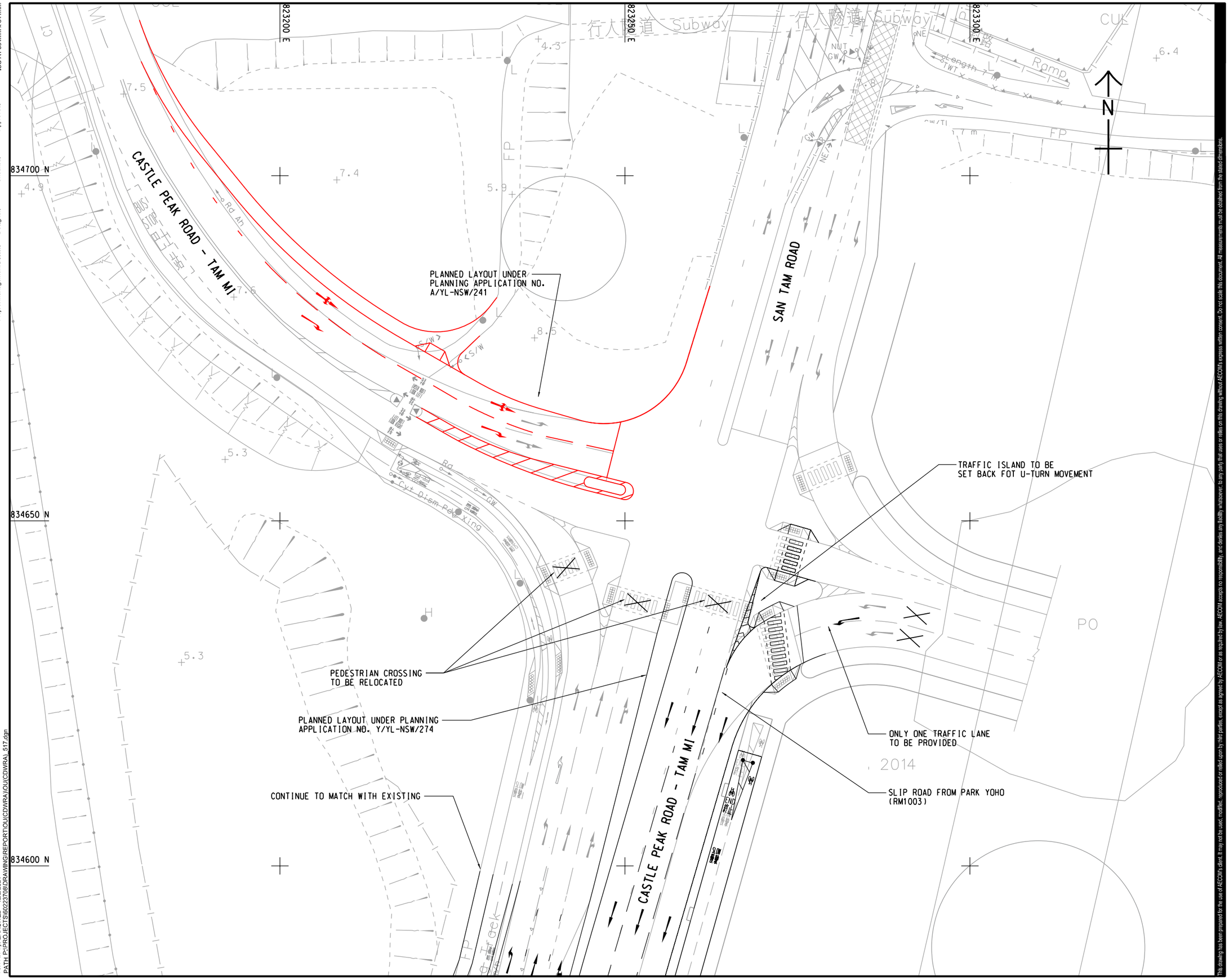
CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

PLANNED IMPROVEMENT LAYOUT FOR FAIRVIEW PARK INTERCHANGE (J14)

SHEET NUMBER
圖紙編號

60223708/OU(CDWRA)/FIGURE 4.1



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PROJECT
項目

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)", "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

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SCALE 比例: A3 1 : 500

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號: 60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

PLANNED IMPROVEMENT LAYOUT FOR JUNCTION OF CASTLE PEAK ROAD - TAM MI / SAN TAM ROAD (J7)

PLANNED IMPROVEMENT LAYOUT FOR JUNCTION OF CASTLE PEAK ROAD - TAM MI / SAN TAM ROAD (J7)
PLANNING APPLICATIONS (J7)

SHEET NUMBER
圖紙編號

FIGURE 4.2 (CDWRA)/FIGURE 4.2

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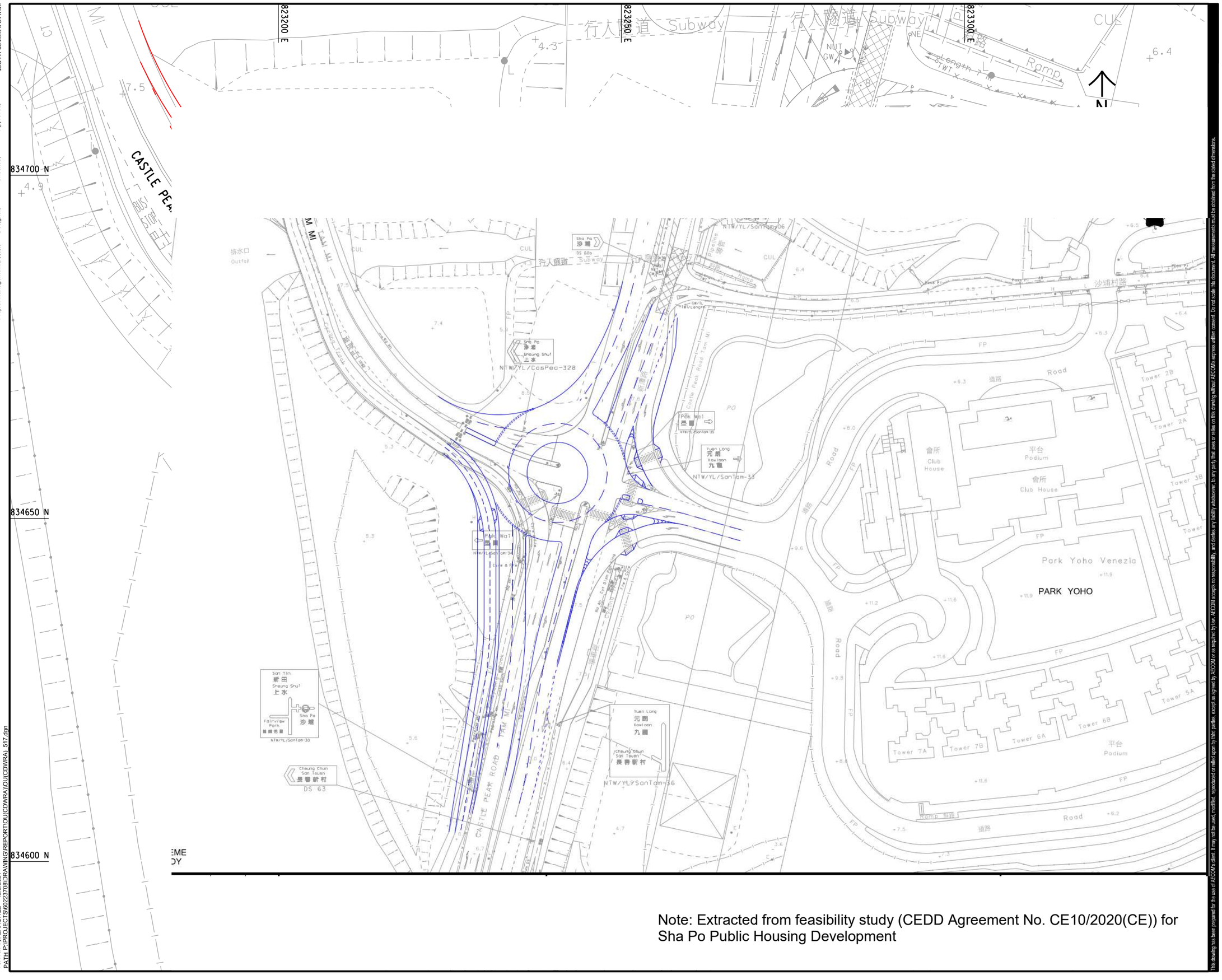
Designer:
Project Management Initials:



Note: Extracted from feasibility study (CEDD Agreement No. CE10/2020(CE)) for Sha Po Public Housing Development

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階段

SCALE 比例
N.T.S

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱
PLANNED IMPROVEMENT LAYOUT FOR JUNCTION OF CASTLE PEAK ROAD - TAM MI AND SHA PO PUBLIC HOUSING DEVELOPMENT (1/7)

SHEET NUMBER
圖紙編號
FIGURE 4.2

Plot File by: ZHAOHQ2 12/2/2021
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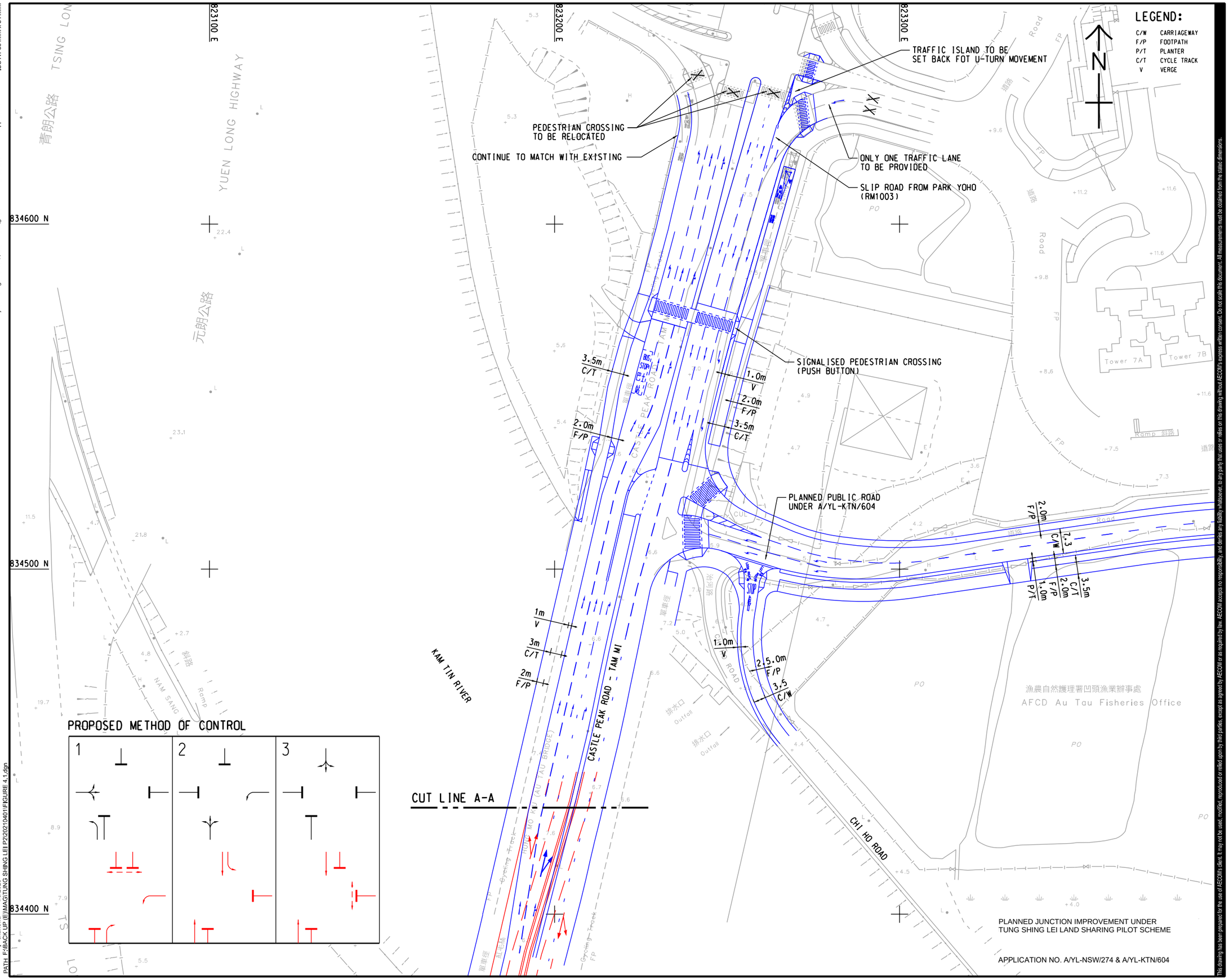

PLANNED JUNCTION IMPROVEMENT UNDER TUNG SHING LEI LAND SHARING PILOT SCHEME

APPLICATION NO. A/YL-NSW/274 & A/YL-KTN/604

AECOM

PROJECT
項目

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)", "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

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STATUS
階段

SCALE 比例: A3 1 : 1000

DIMENSION UNIT 尺寸單位: METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

PLANNED IMPROVEMENT LAYOUT FOR JUNCTION OF CASTLE PEAK ROAD - TAM MI / UNNAMED ACCESS ROAD TO CHEUNG CHUN SAN TSUEN (J8)

SHEET NUMBER
圖紙編號

FIGURE 4.4

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Checked:
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Project Management Initials:
Plot File by: chancwa 4/5/2023
PATH F:\BACK UP (E)\MAG\TUNG SHING LEI P2\20210401\FIGURE 4.1.dgn

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

CUT LINE A-A

TURN-AROUND FACILITY
FOR 7m VEHICLES

GLA-TYL 2957
(VACANT GOVERNMENT LAND)

STT 1723
(EXISTING WHOLESALE MARKET)

NAM SANG WAI ROAD

TSING LONG HIGHWAY

CASTLE PEAK ROAD - TAM MI

YUEN LONG HIGHWAY

KO PO ROAD

LEGEND:

PLANNED JUNCTION IMPROVEMENT UNDER TUNG SHING LEI LAND SHARING PILOT SCHEME

PROPOSED JUNCTION IMPROVEMENT UNDER SUBJECT PLANNING APPLICATION

PROPOSED JUNCTION IMPROVEMENT UNDER PLANNING APPLICATION NO.A/YL-KTN/604

APPLICATION NO. A/YL-NSW/274 & A/YL-KTN/604

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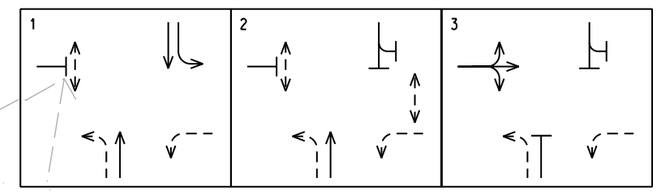
PROPOSED METHOD OF CONTROL:



WIP
Nov 2019

Plot File by: chanxwa 14/11/2023
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STATUS
階段

PRELIMINARY

SCALE 比例
A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號

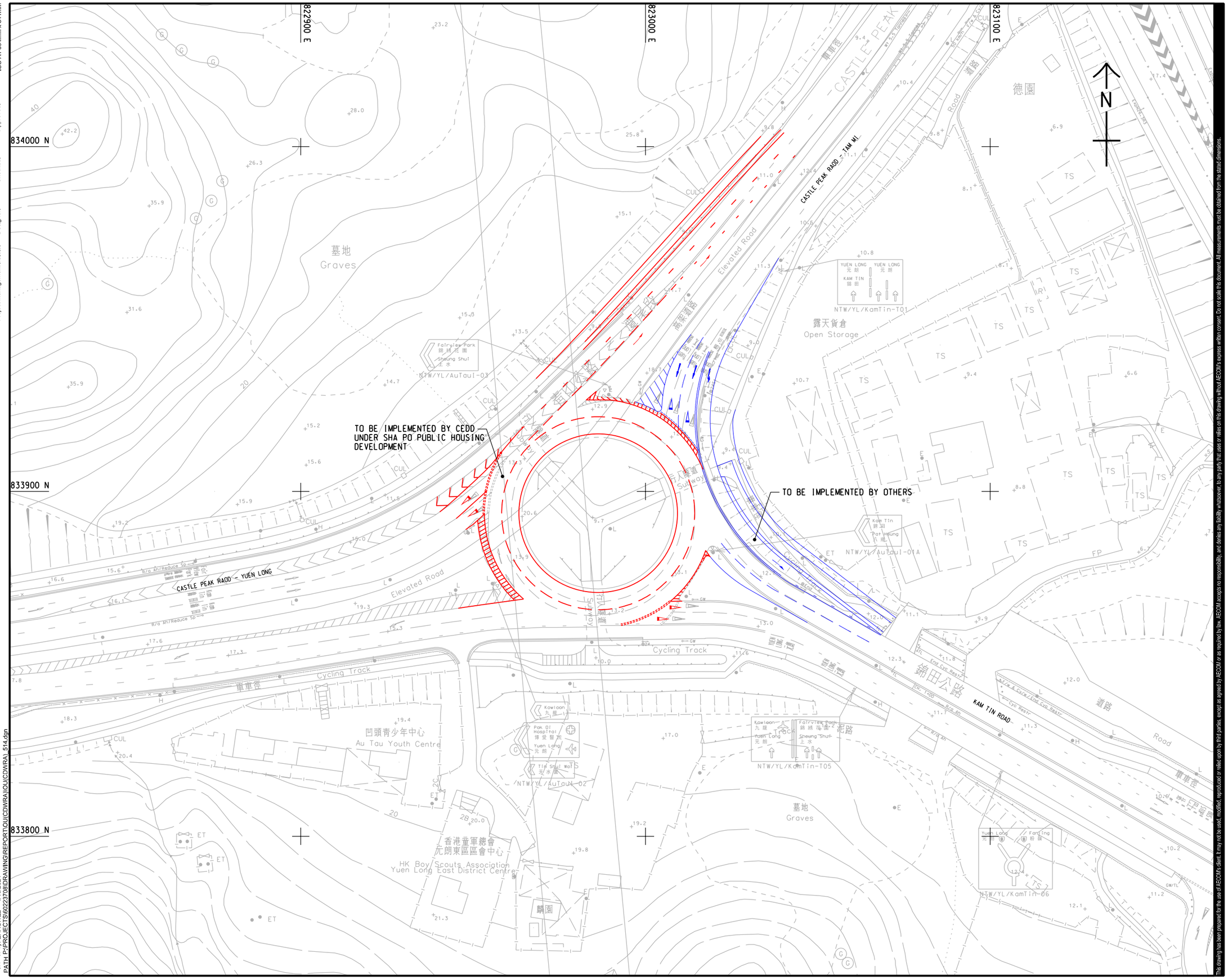
CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

PLANNED IMPROVEMENT LAYOUT FOR JUNCTION OF CASTLE PEAK ROAD - TAM MI / NAM SANG WAI ROAD (J9)

SHEET NUMBER
圖紙編號

FIGURE 4.5



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PROJECT
項目

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)", "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

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階段

SCALE 比例
A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

PLANNED LAYOUT FOR
AU TAU INTERCHANGE (J10)

SHEET NUMBER
圖紙編號

FIGURE 4.6

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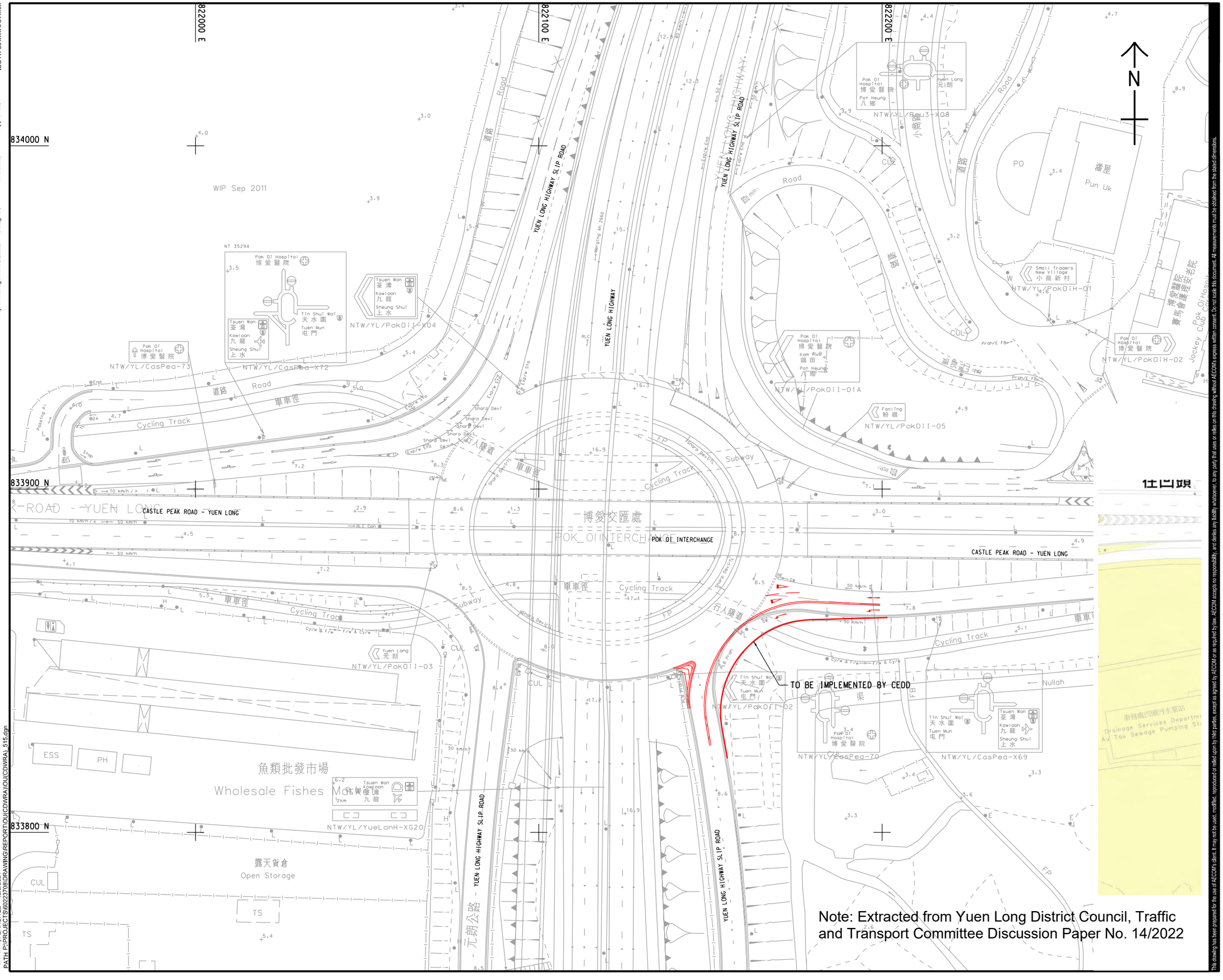
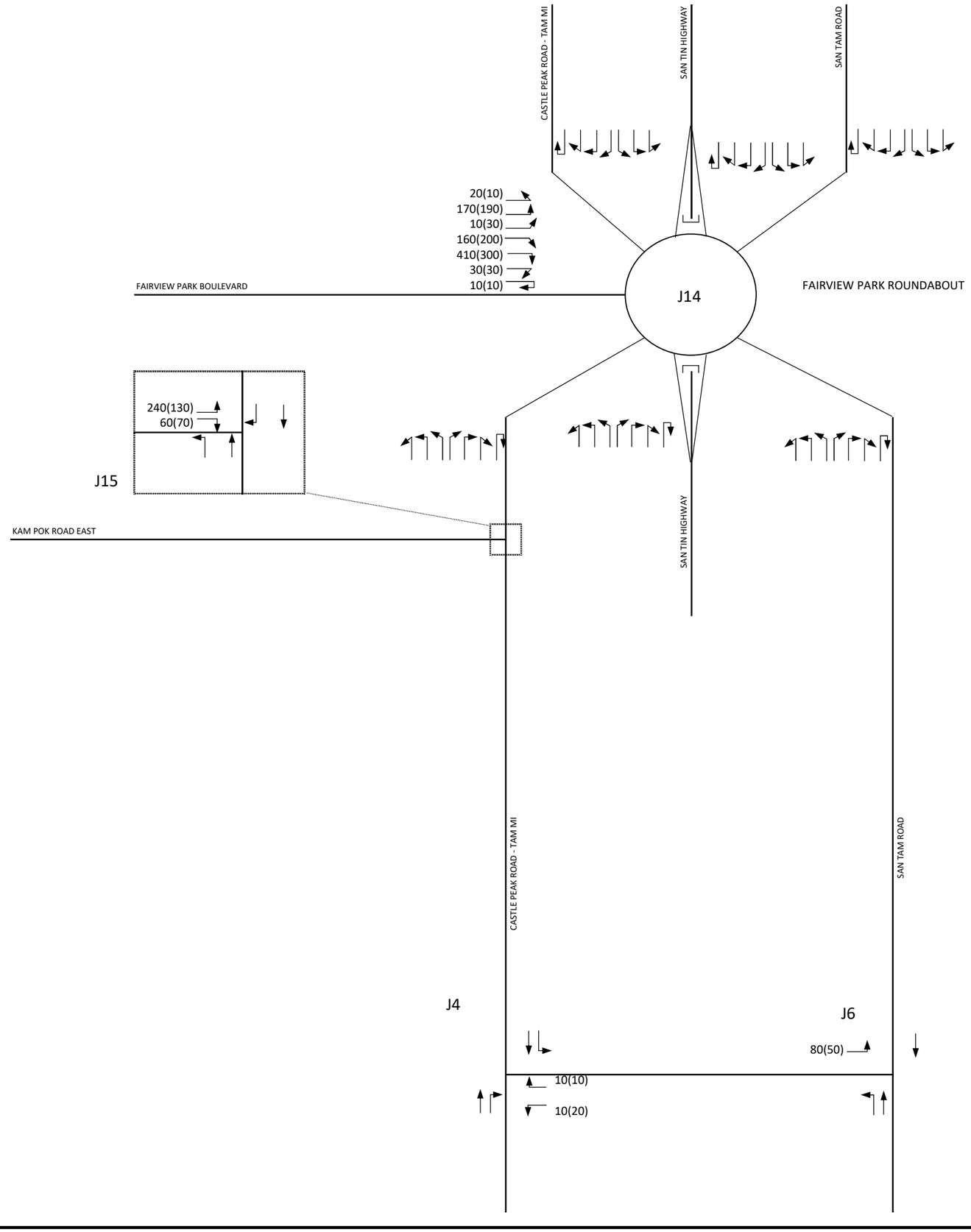

822000 E
822100 E
822200 E
834000 N
833900 N
833800 N
WIP Sep 2011
YUEN LONG HIGHWAY SLIP ROAD
YUEN LONG HIGHWAY
Merging Arr 2660
Exp/w Beg
Exp/w End
Exp/w Sta
Road
道路
Cycling Track
單車徑
Subway
行人隧道
Sharp Dev/FL
Sharp Dev/VIL
Sharp Dev/TC
Sharp Dev/RC
Sharp Dev/PAVE
Sharp Dev/CL
Sharp Dev/EP
Sharp Dev/GL
Sharp Dev/INL
Sharp Dev/TOE
Sharp Dev/TOP
Sharp Dev/VIL
Sharp Dev/INL
Sharp Dev/GL
Sharp Dev/EP
Sharp Dev/CL
Sharp Dev/PAVE
Sharp Dev/RC
Sharp Dev/TC
Sharp Dev/FL
Sharp Dev/TOE
Sharp Dev/TOP
Pok Oi Hospital 博愛醫院
Pat Heung 八鄉
Yuen Long 元朗
Kam Tin 錦田
Fanling 粉嶺
Tsuen Wan 荃灣
Kowloon 九龍
Sheung Shui 上水
Tin Shui Wai 天水圍
Tuen Mun 屯門
Small Traders New Village 小商新村
Pun Uk 潘屋
Jockey Club Pok Oi Hospital 賽馬會博愛醫院
Drainage Services Department Au Tau Sewage Pumping Station 渠務署坳頭污水泵站
NTW/YL/PokOiH-01
NTW/YL/PokOiH-02
NTW/YL/PokOiI-01A
NTW/YL/PokOiI-02
NTW/YL/PokOiI-03
NTW/YL/PokOiI-04
NTW/YL/PokOiI-05
NTW/YL/CasPea-73
NTW/YL/CasPea-X72
NTW/YL/CasPea-70
NTW/YL/CasPea-X69
NTW/YL/YueLonH-XG20
NTW/YL/PokOiH-XO8
NT 3529A
CASTLE PEAK ROAD - YUEN LONG
POK OI INTERCHANGE
博愛交匯處
TO BE IMPLEMENTED BY CEDD
魚類批發市場
Wholesale Fishes Market
露天貨倉
Open Storage
ESS
PH
TS
CUL
FP
Subway
Cycling Track
Pram/E FB
Nullah
Passing Pl
Exp/w Sta
Exp/w End
Merging Arr 2660
RLC
50 km/h
70 km/h
Cyl/w & F/w
F/w & Cyl/w
Cyl/w & F/w
Pram/E FB



LEGEND:

100(100) AM(PM) PEAK HOUR TRAFFIC FLOWS IN PCU/HR

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SCALE **DIMENSION UNIT**

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KEY PLAN

PROJECT NO. **CONTRACT NO.**

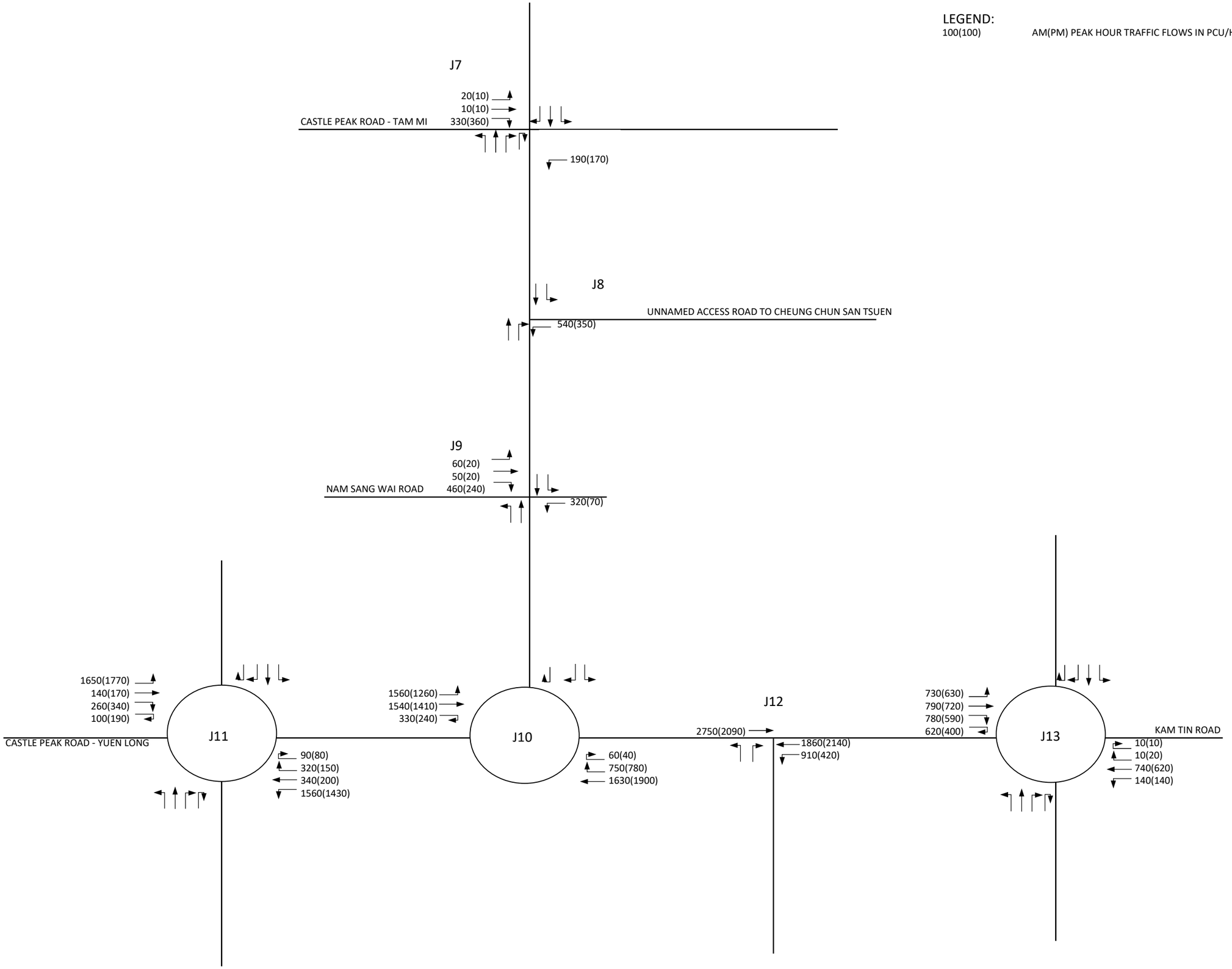
SHEET TITLE

2034 REFERENCE TRAFFIC FLOWS
(SHEET 1 OF 2)

SHEET NUMBER

FIGURE 4.8

LEGEND:
100(100) AM(PM) PEAK HOUR TRAFFIC FLOWS IN PCU/HR



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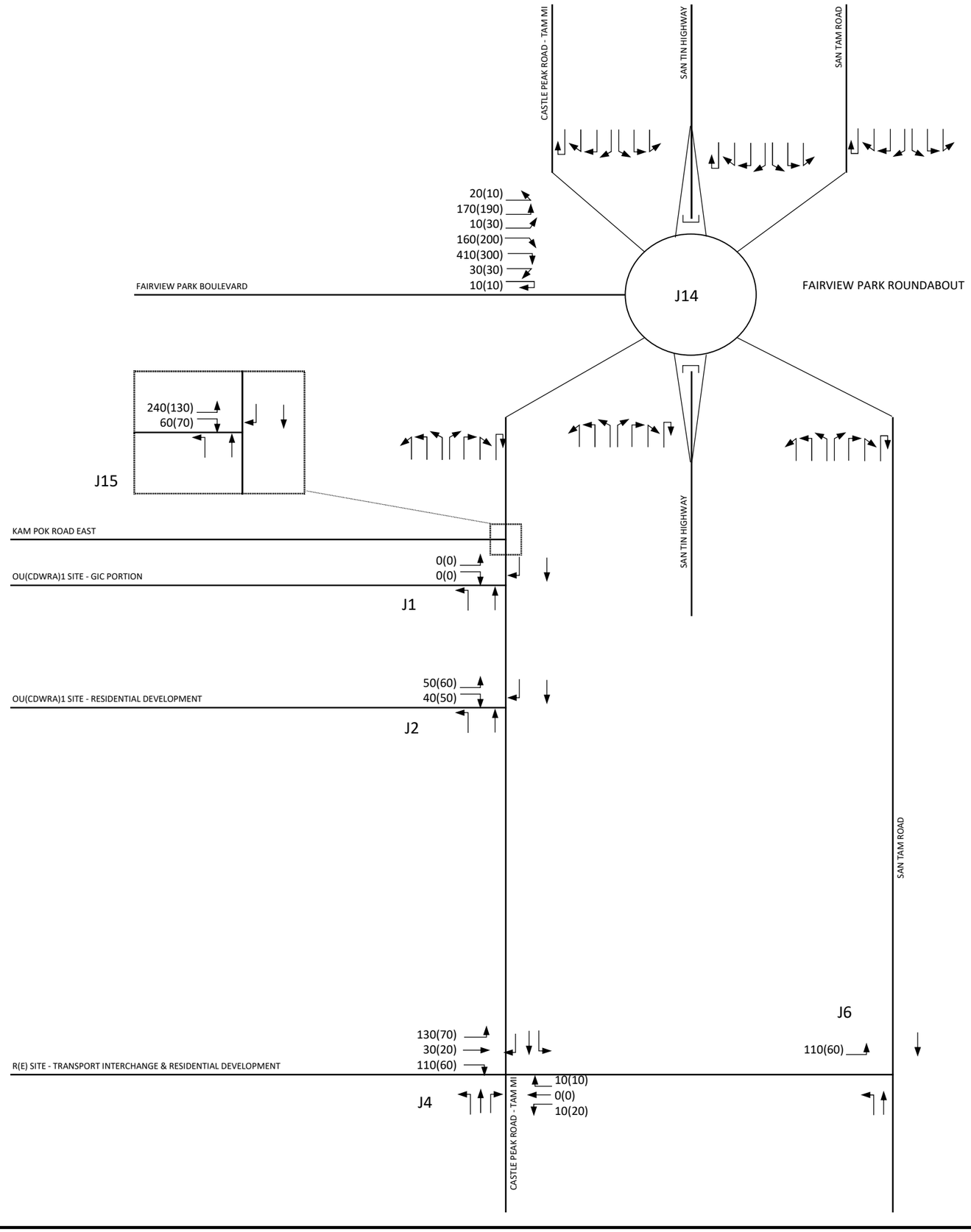
KEY PLAN

PROJECT NO. **CONTRACT NO.**

SHEET TITLE
2034 REFERENCE TRAFFIC FLOWS
(SHEET 2 OF 2)

SHEET NUMBER
FIGURE 4.9



LEGEND:

100(100) AM(PM) PEAK HOUR TRAFFIC FLOWS IN PCU/HR

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KEY PLAN

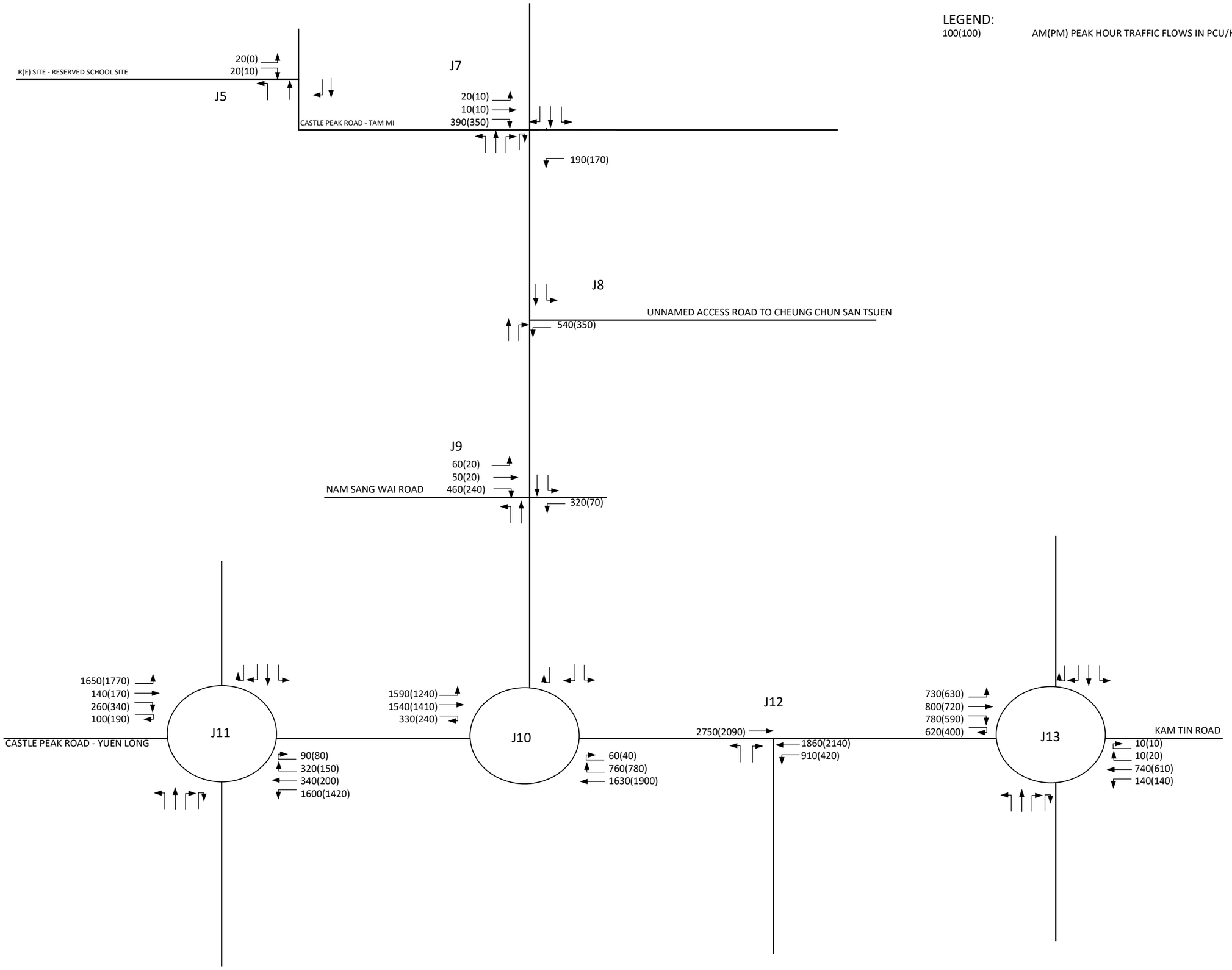
PROJECT NO. **CONTRACT NO.**

SHEET TITLE

2034 DESIGN TRAFFIC FLOWS
(SHEET 1 OF 2)

SHEET NUMBER

FIGURE 4.10



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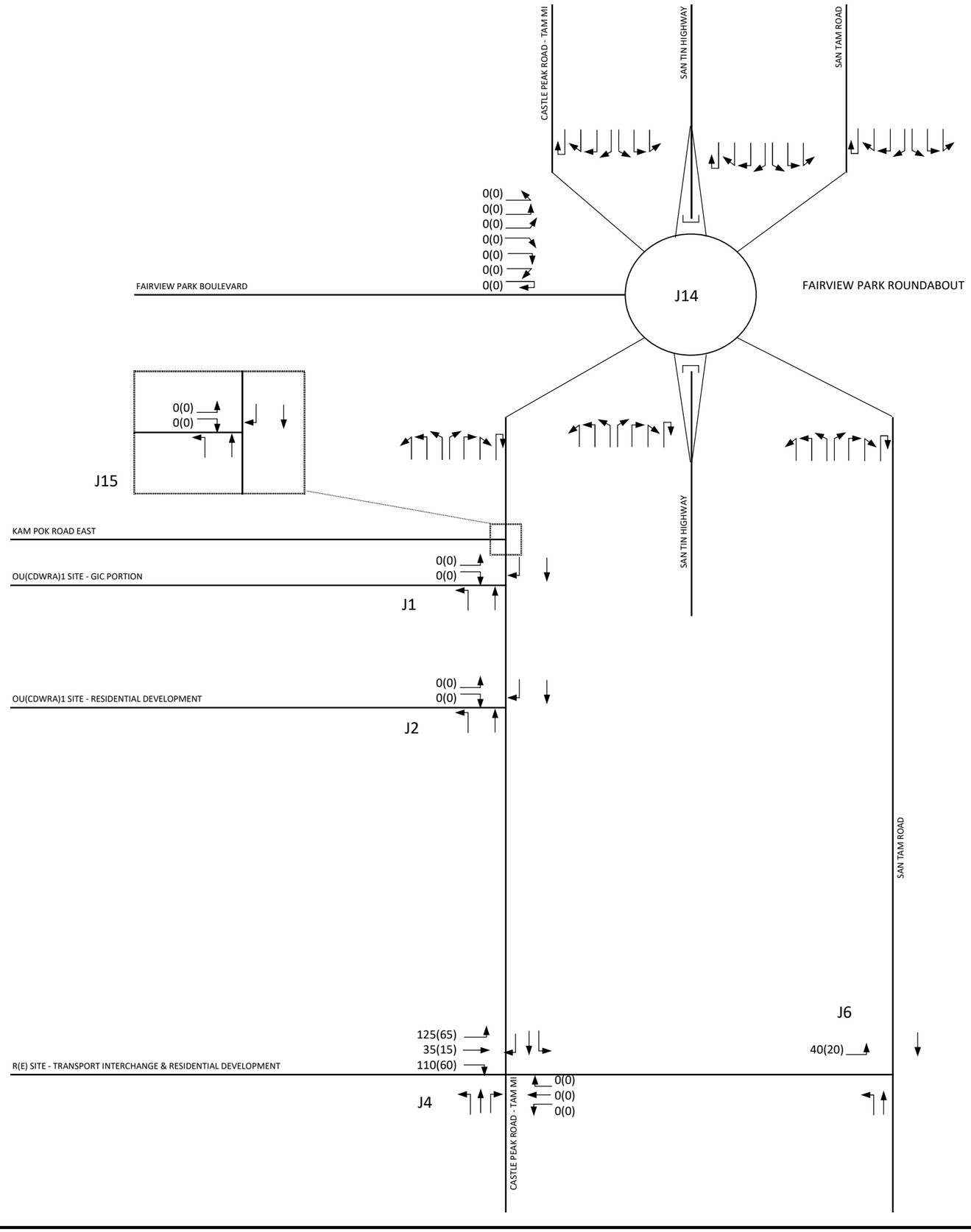
PROJECT NO. **CONTRACT NO.**

SHEET TITLE

2034 DESIGN TRAFFIC FLOWS
(SHEET 2 OF 2)

SHEET NUMBER

FIGURE 4.11



LEGEND:

100(100) AM(PM) PEAK HOUR TRAFFIC FLOWS IN PCU/HR

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KEY PLAN

PROJECT NO. **CONTRACT NO.**

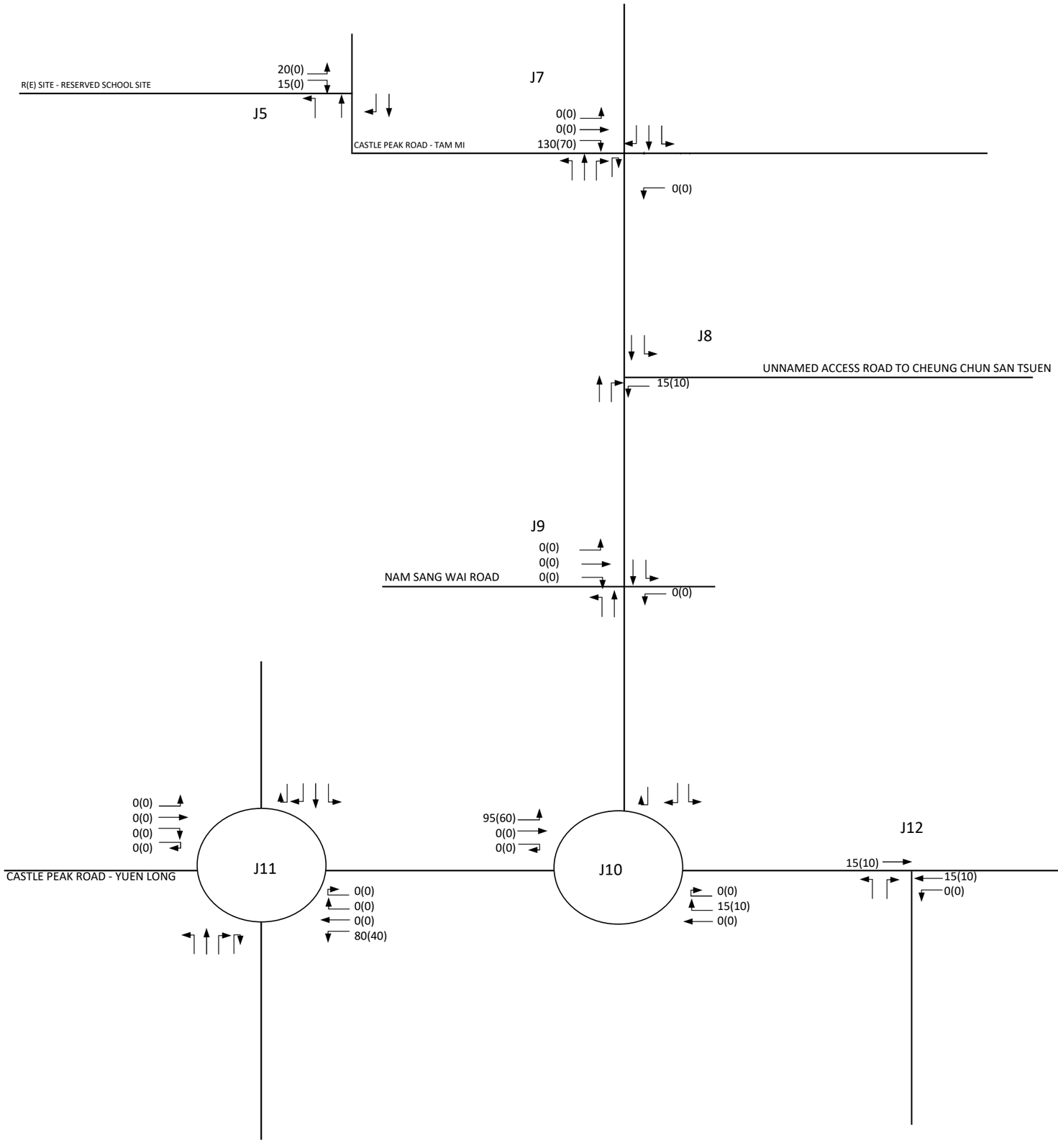
SHEET TITLE

DEVELOPMENT TRAFFIC FLOWS
(SHEET 1 OF 2)

SHEET NUMBER

FIGURE 4.12

LEGEND:
100(100) AM(PM) PEAK HOUR TRAFFIC FLOWS IN PCU/HR



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KEY PLAN

PROJECT NO. **CONTRACT NO.**

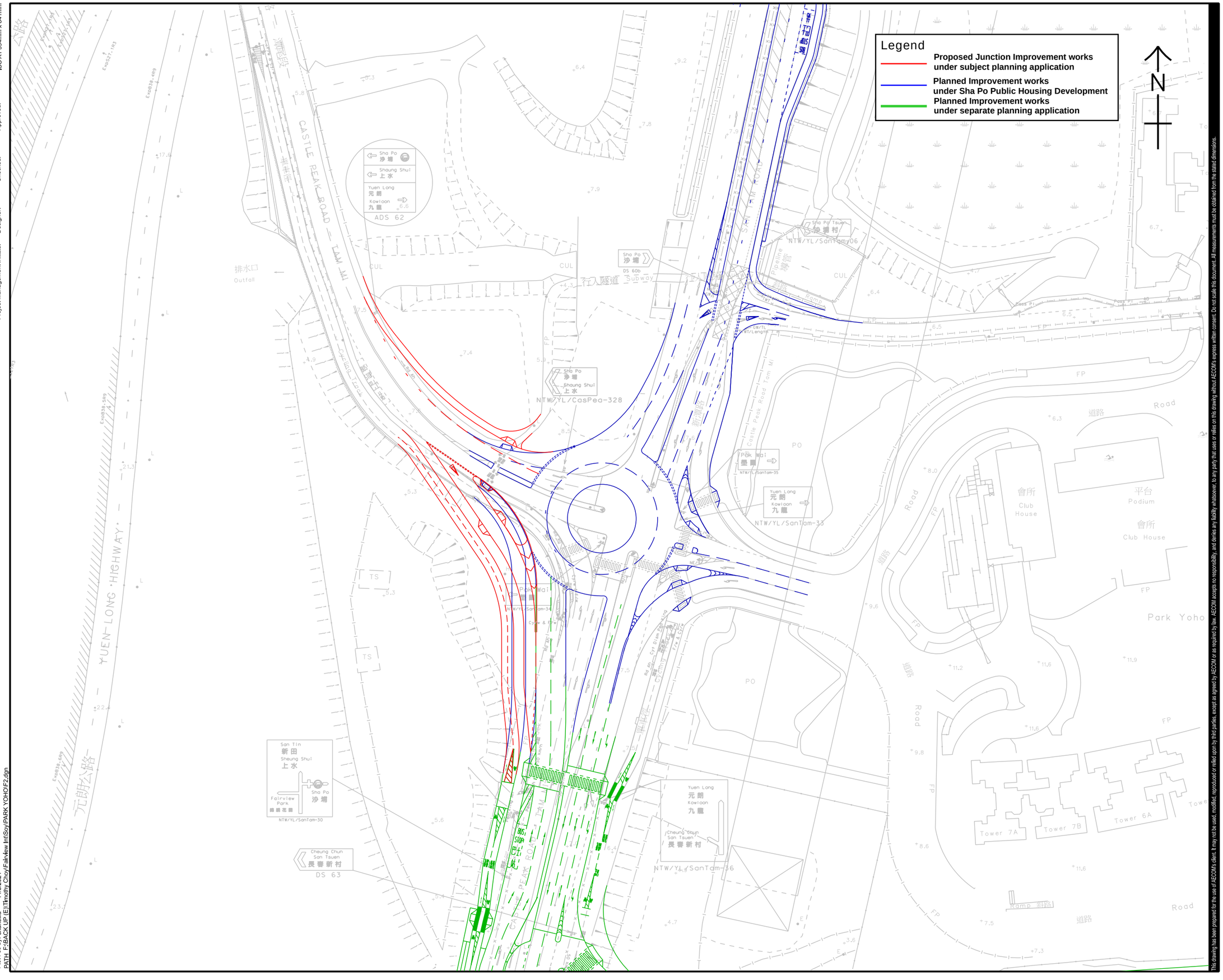
SHEET TITLE

PROPOSED DEVELOPMENT
TRAFFIC FLOWS
(SHEET 2 OF 2)

SHEET NUMBER

FIGURE 4.13

Project Management Initials: Designer: Checked: Approved: ISO A1 594mm x 841mm



Plot File by: chanowa 14/8/2024
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SCALE 比例
A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN 索引圖

PROJECT NO. 項目編號

CONTRACT NO. 合約編號

SHEET TITLE 圖紙名稱

PROPOSED IMPROVEMENT WORKS FOR JUNCTION OF CASTLE PEAK ROAD - TAM MI / SAN TAM ROAD (J7)

SHEET NUMBER 圖紙編號

FIGURE 4.14

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND:

PLANNED JUNCTION IMPROVEMENT UNDER SHA PO PUBLIC HOUSING DEVELOPMENT AND APPROVED PLANNING APPLICATION A/YL-KTN/604

PROPOSED JUNCTION IMPROVEMENT

Local widening of carriageway to 10m

Minimum 2m wide Footpath

Minimum 3m wide Cycle Track

Existing Open Storage

TO BE IMPLEMENTED BY CEDD UNDER SHA PO PUBLIC HOUSING DEVELOPMENT

TO BE IMPLEMENTED BY OTHERS

Local widening of carriageway to 10m

Minimum 2m wide Footpath

823000 E

823100 E

834000 N

833900 N

833800 N

CASTLE PEAK ROAD - TAM MI

CASTLE PEAK ROAD - YUEN LONG

KAM TIN ROAD

Elevated Road

Cycling Track

Graves

墓地

Au Tau Youth Centre

凹頭青少年中心

HK Boy Scouts Association Yuen Long East District Centre

香港童軍總會元朗東區區會中心

NTW/YL/AuTau-01

NTW/YL/AuTau-01A

NTW/YL/AuTau-02

NTW/YL/AuTau-03

NTW/YL/KamTin-T01

NTW/YL/KamTin-T05

NTW/YL/KamTin-T06

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SCALE 比例
A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱
PROPOSED IMPROVEMENT LAYOUT FOR AU TAU INTERCHANGE (J10)

SHEET NUMBER
圖紙編號
FIGURE 4.15

ISO A1 594mm x 841mm

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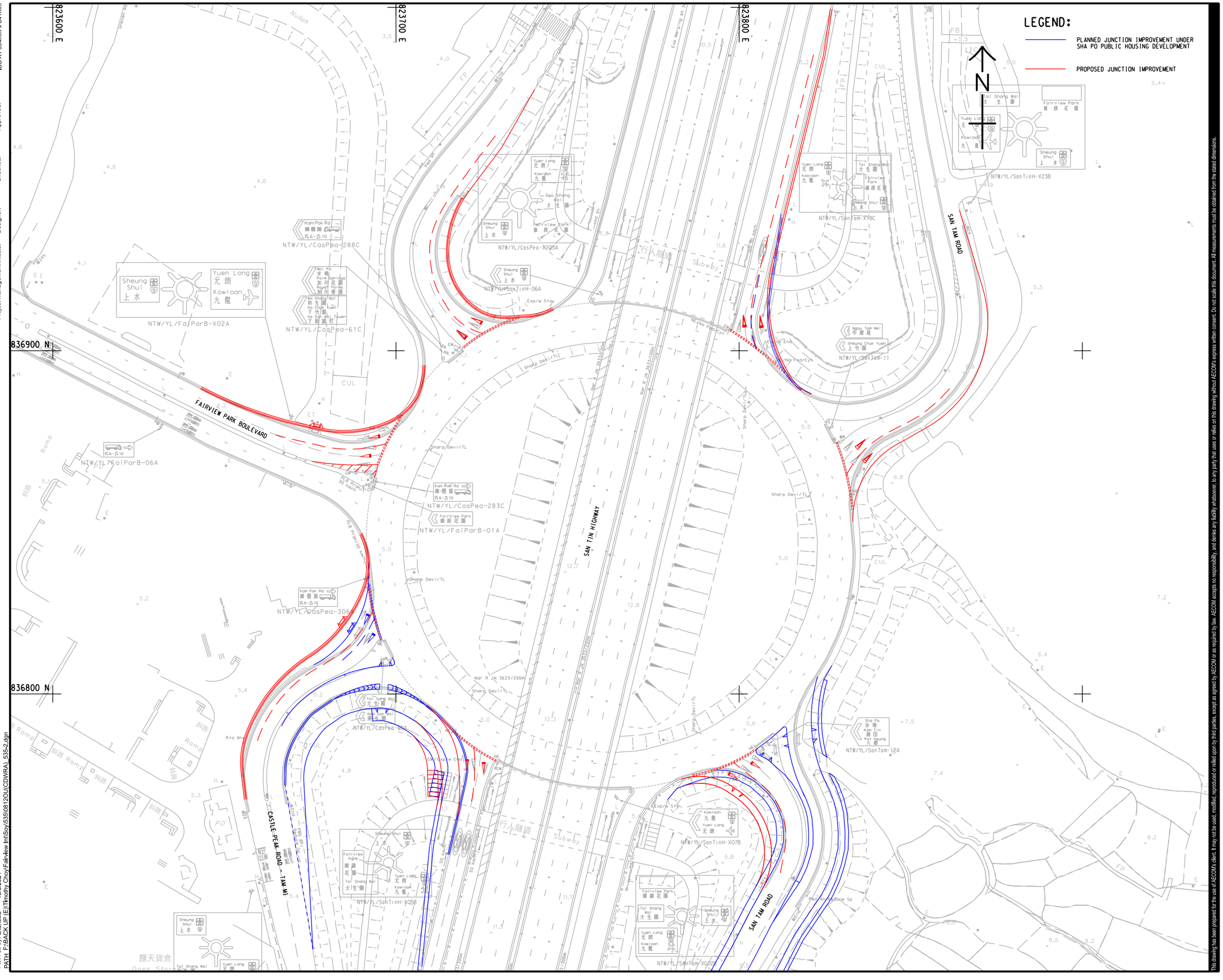
Project Management Initials:



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SCALE 比例
A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱
PROPOSED IMPROVEMENT LAYOUT FOR FAIRVIEW PARK INTERCHANGE (J14)

SHEET NUMBER
圖紙編號
FIGURE 4.16

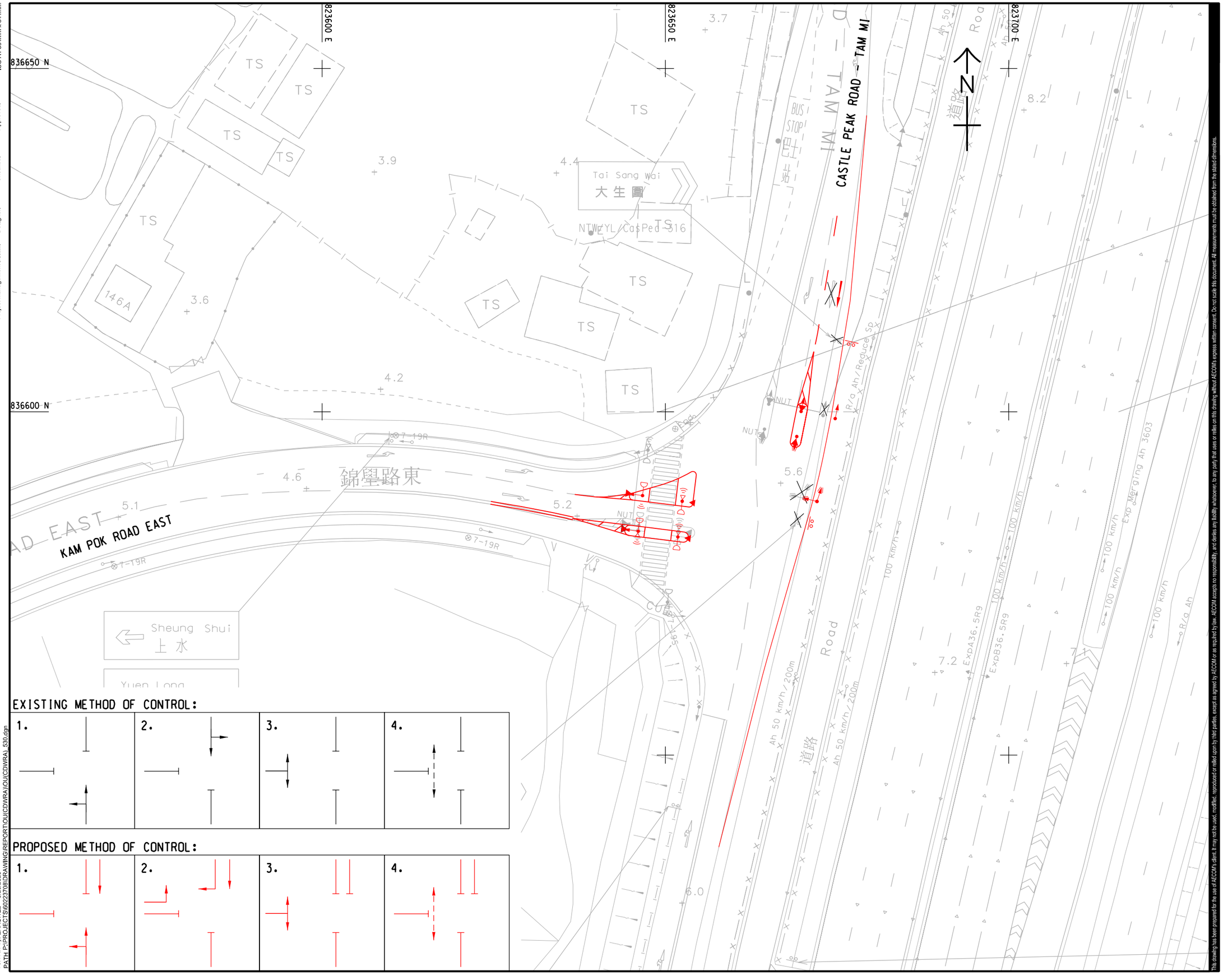
ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:



EXISTING METHOD OF CONTROL:

PROPOSED METHOD OF CONTROL:

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SCALE 比例
A3 1 : 500

DIMENSION UNIT 尺寸單位
METRES

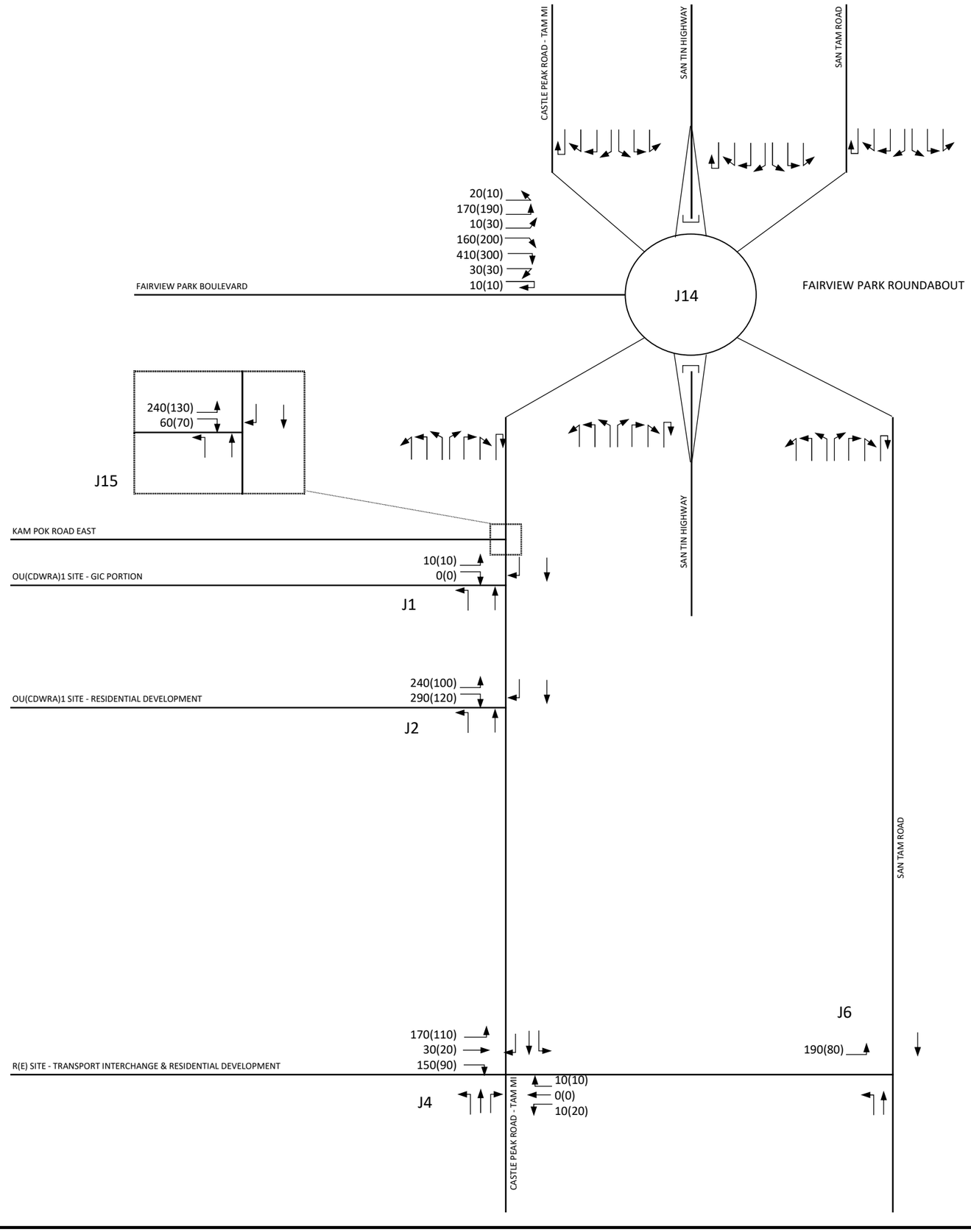
KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱
PROPOSED IMPROVEMENT SCHEME FOR JUNCTION OF CASTLE PEAK ROAD - TAM MI / KAM POK ROAD EAST (J15)

SHEET NUMBER
圖紙編號
FIGURE 4.17



LEGEND:

100(100) AM(PM) PEAK HOUR TRAFFIC FLOWS IN PCU/HR

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KEY PLAN

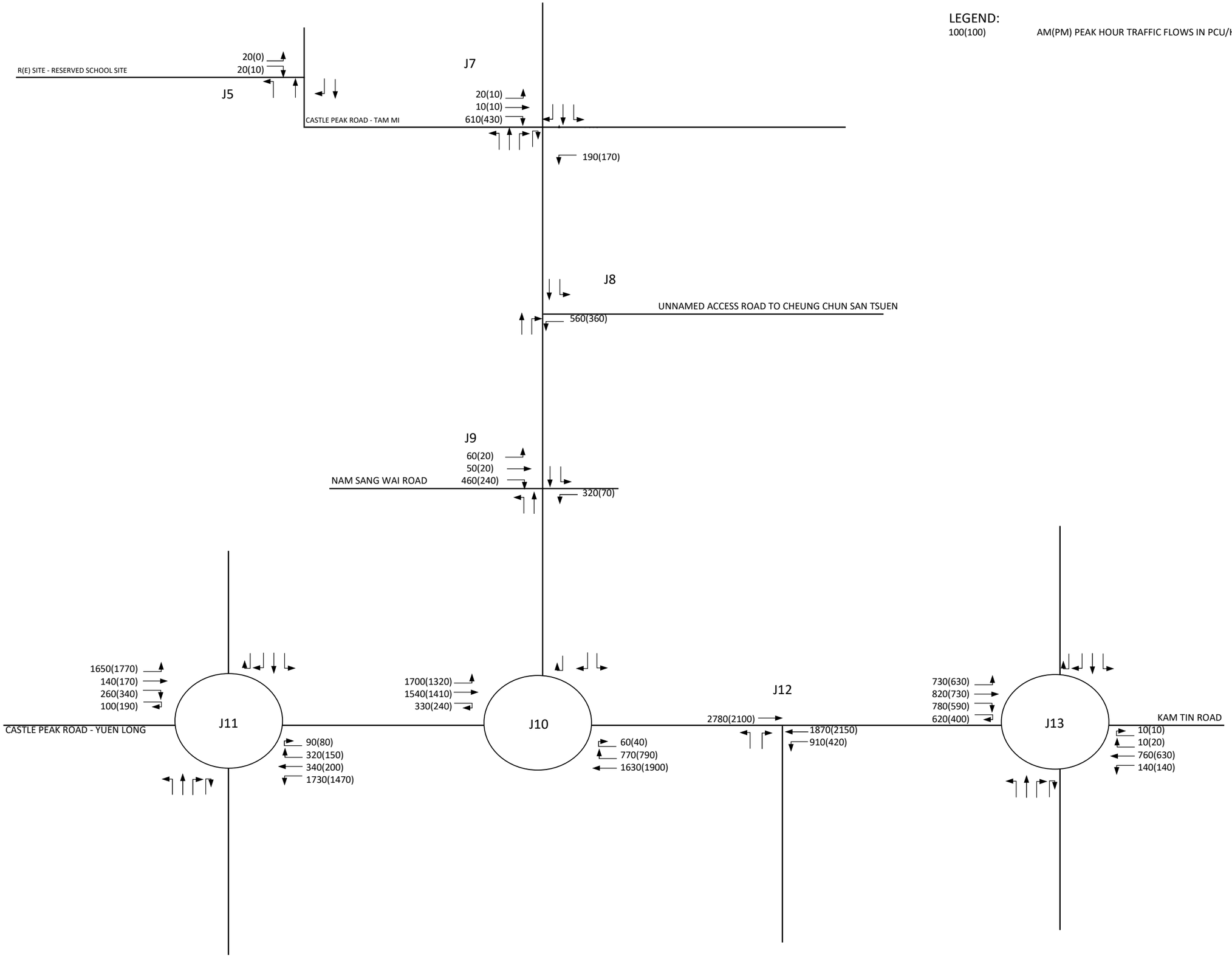
PROJECT NO. **CONTRACT NO.**

SHEET TITLE

2034 DESIGN TRAFFIC FLOWS - CUMULATIVE TRAFFIC IMPACT BOTH OU AND RE SITES (SHEET 1 OF 2)

SHEET NUMBER

FIGURE 4.18



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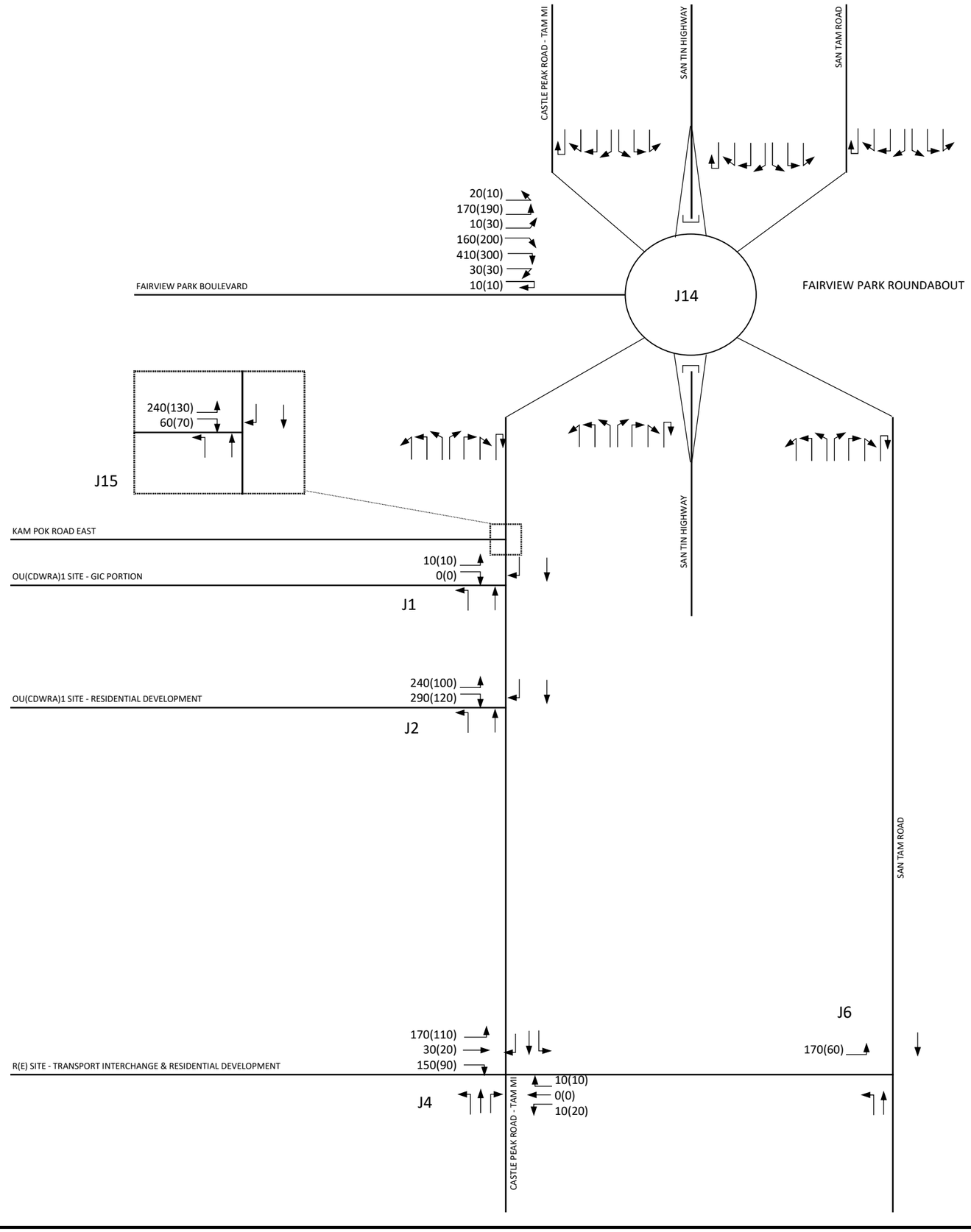
PROJECT NO. **CONTRACT NO.**

SHEET TITLE

2034 DESIGN TRAFFIC FLOWS - CUMULATIVE TRAFFIC IMPACT BOTH OU AND RE SITES (SHEET 2 OF 2)

SHEET NUMBER

FIGURE 4.19



LEGEND:

100(100) AM(PM) PEAK HOUR TRAFFIC FLOWS IN PCU/HR

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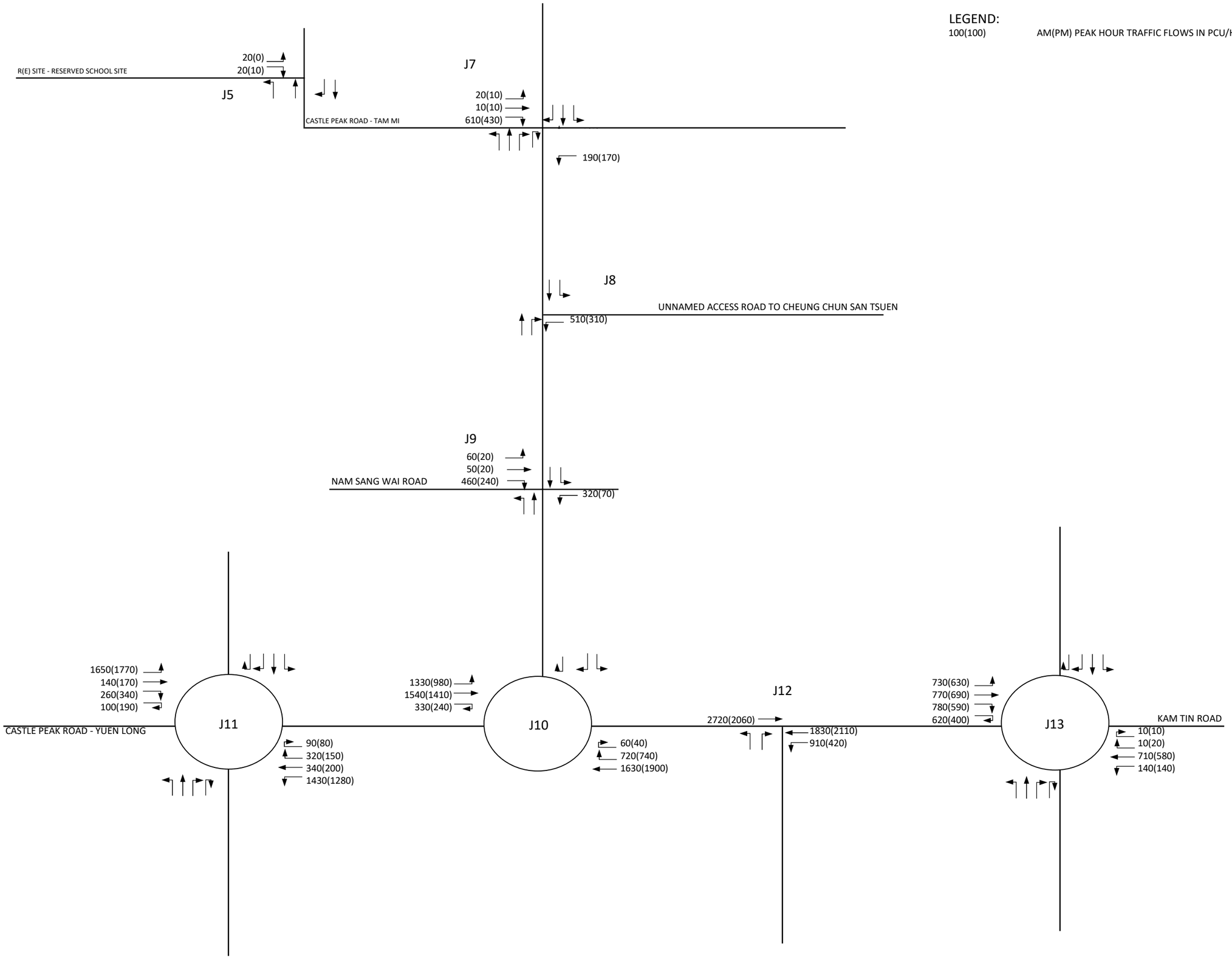
PROJECT NO. **CONTRACT NO.**

SHEET TITLE

2034 DESIGN TRAFFIC FLOWS - SENSITIVITY TEST (SHEET 1 OF 2) (W/O SHA PO PUBLIC HOUSING)

SHEET NUMBER

FIGURE 4.20



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KEY PLAN

PROJECT NO. **CONTRACT NO.**

SHEET TITLE

2034 DESIGN TRAFFIC FLOWS SENSITIVITY TEST (SHEET 2 OF 2) (W/O SHA PO PUBLIC HOUSING)

SHEET NUMBER

FIGURE 4.21

FOR SENSITIVITY TEST (I) WITHOUT SHA PO PUBLIC HOUSING

Proposed Works

823000 E

835100 N

834900 N

834700 N

KAM TIN RIVER

NAM SANG WAI ROAD

POK WAI SOUTH ROAD

TSUNG LONG HIGHWAY

YUEN LONG HIGHWAY

CASTLE PEAK ROAD - TAM MI

SAN TAM ROAD

SHA PO TSUEN ROAD

6.8m

EXISTING HATCH MARKING TO BE REMOVED AND CONVERTED INTO 2ND LANE OF SAN TAM ROAD SOUTHBOUND

PLANNED LAYOUT UNDER PLANNING APPLICATION NO. Y/YL-NSW/271

ONLY ONE TRAFFIC LANE TO BE PROVIDED

TRAFFIC ISLAND TO BE SET BACK FOT U-TURN MOVEMENT

SLIP ROAD FROM PARK YOHO (RM1003)

PLANNED LAYOUT UNDER PLANNING APPLICATION NO. Y/YL-NSW/274

CONTINUE TO MATCH WITH EXISTING

Park Yoho

Park Yoho Venezia

Park Yoho Sicilia

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

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SCALE 比例
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METRES

KEY PLAN
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PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱

PROPOSED IMPROVEMENT SCHEME FOR CASTLE PEAK ROAD - TAM MI / SAN TAM ROAD (J7)
(FOR SENSITIVITY TEST I - WITHOUT SHA PO PUBLIC HOUSING)

SHEET NUMBER
圖紙編號

FIGURE 4.22

ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

LEGEND:

PLANNED JUNCTION IMPROVEMENT UNDER APPROVED PLANNING APPLICATION A/YL-KTN/604

PROPOSED JUNCTION IMPROVEMENT

FOR SENSITIVITY TEST (I) WITHOUT SHA PO PUBLIC HOUSING

Local widening of carriageway to 10m

Minimum 2m wide Footpath

Minimum 3m wide Cycle Track

Existing Open Storage

TO BE IMPLEMENTED BY OTHERS

Local widening of carriageway to 10m

Minimum 2m wide Footpath

NOTES: THE WIDTH OF PROPOSED FOOTPATH AND CYCLE TRACK WOULD BE FURTHER REVIEWED IN DETAILED STAGE

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DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

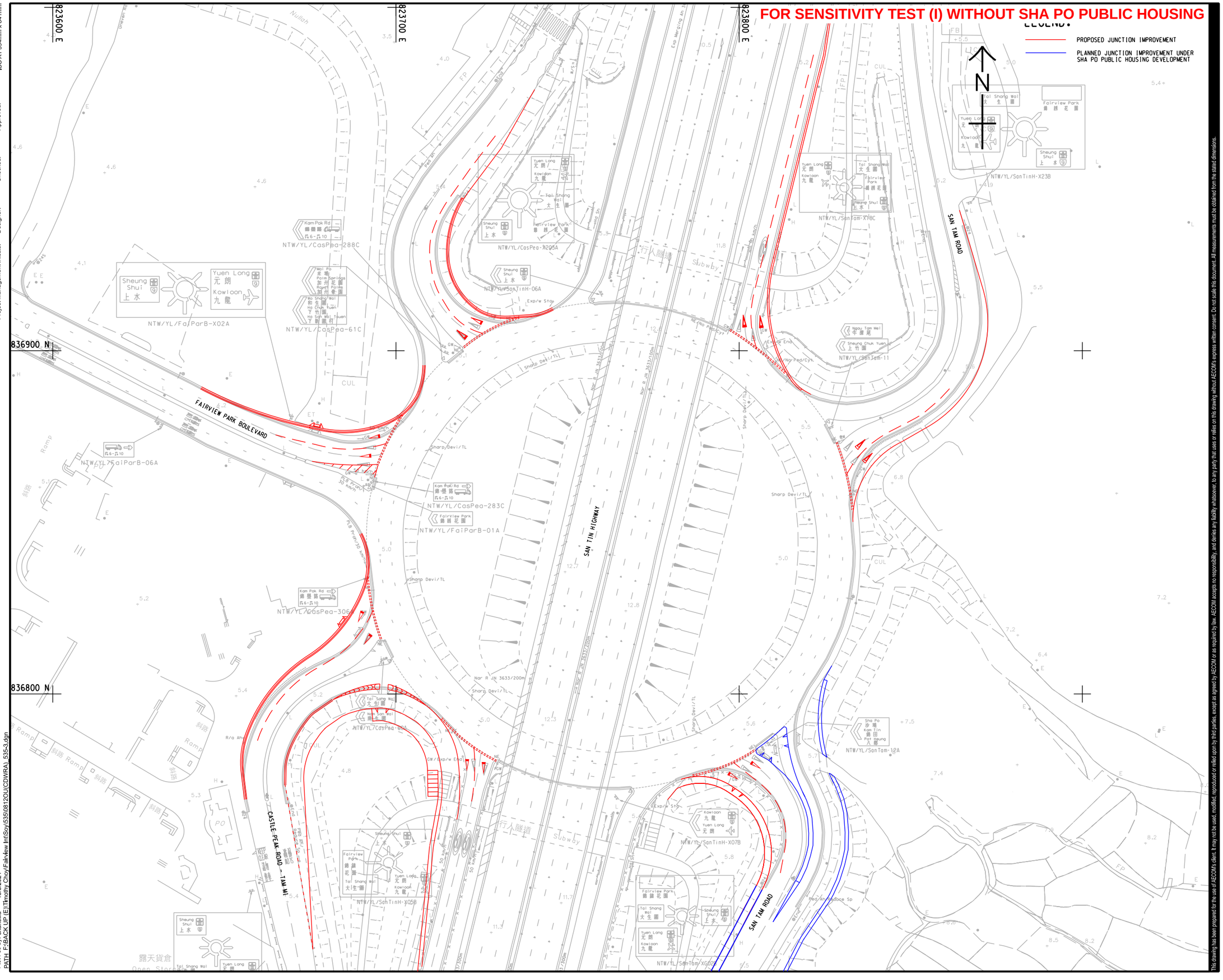
SHEET TITLE
圖紙名稱

PROPOSED IMPROVEMENT LAYOUT FOR AU TAU INTERCHANGE (J10)
(FOR SENSITIVITY TEST I - WITHOUT SHA PO PUBLIC HOUSING)

SHEET NUMBER
圖紙編號

FIGURE 4.23

FOR SENSITIVITY TEST (I) WITHOUT SHA PO PUBLIC HOUSING



ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

Plot File by: chanxwa 13/8/2024
PATH: F:\BACK UP (E)\Timothy Choy\Fairview Int\Soy\535\08120U(CDWRA)_535-3.dgn

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PROJECT 項目

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)", "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

CLIENT 業主

CONSULTANT 工程顧問公司

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ISSUE/REVISION 修訂

I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 複核

STATUS 階段

SCALE 比例
A3 1 : 1000

DIMENSION UNIT 尺寸單位
METRES

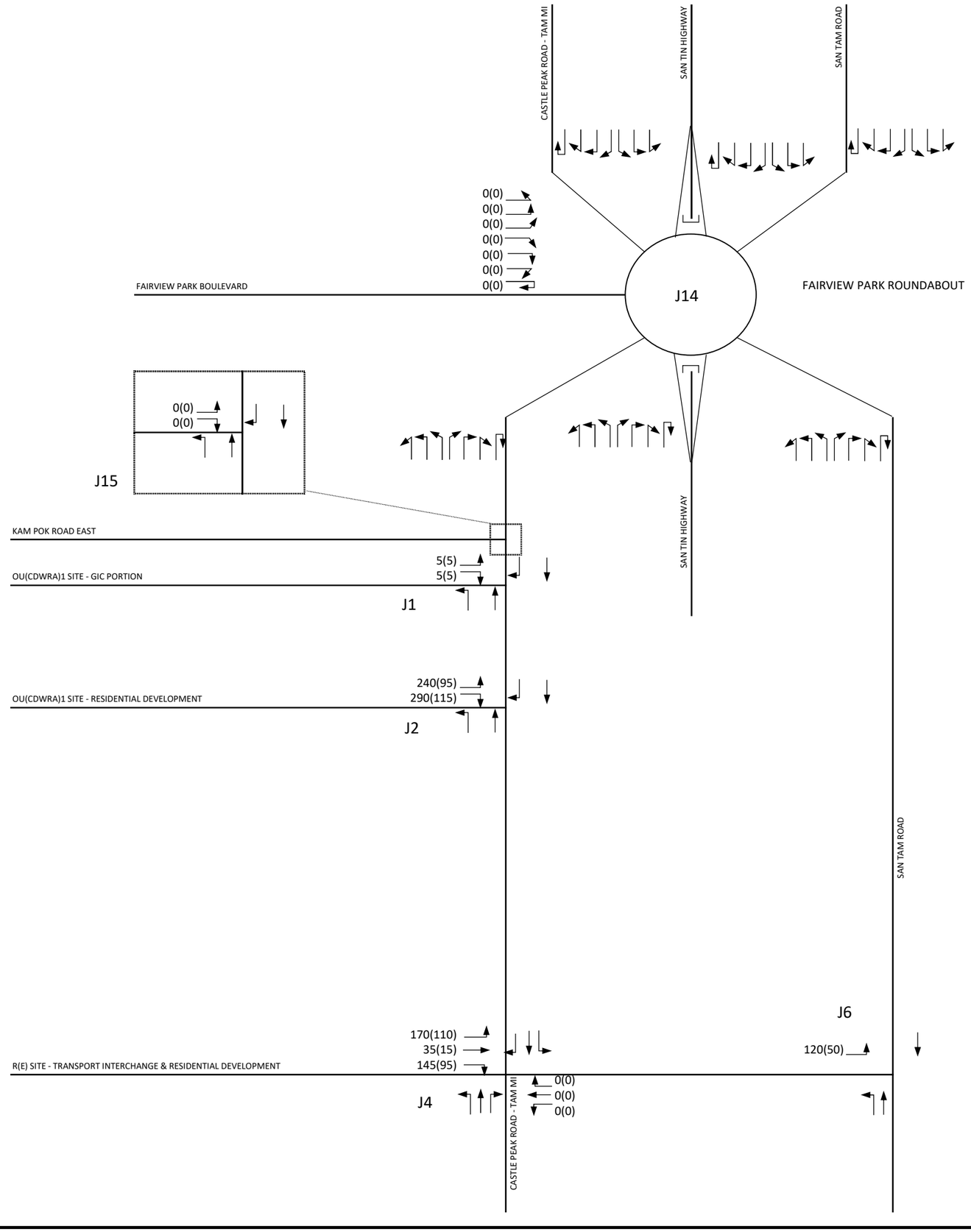
KEY PLAN 索引圖

PROJECT NO. 項目編號
60223708

CONTRACT NO. 合約編號

SHEET TITLE 圖紙名稱
PROPOSED IMPROVEMENT LAYOUT FOR FAIRVIEW PARK INTERCHANGE (J14) - (FOR SENSITIVITY TEST I WITHOUT SHA PO PUBLIC HOUSING)

SHEET NUMBER 圖紙編號
FIGURE 4.24



LEGEND:

100(100) AM(PM) PEAK HOUR TRAFFIC FLOWS IN PCU/HR

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AECOM

PROJECT

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "OU(CDWRA)" ZONE TO "OU(CDWRA)1" ZONE AT VARIOUS LOTS IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

CLIENT

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ISSUE/REVISION

STATUS

SCALE **DIMENSION UNIT**

N.T.S.

KEY PLAN

PROJECT NO. **CONTRACT NO.**

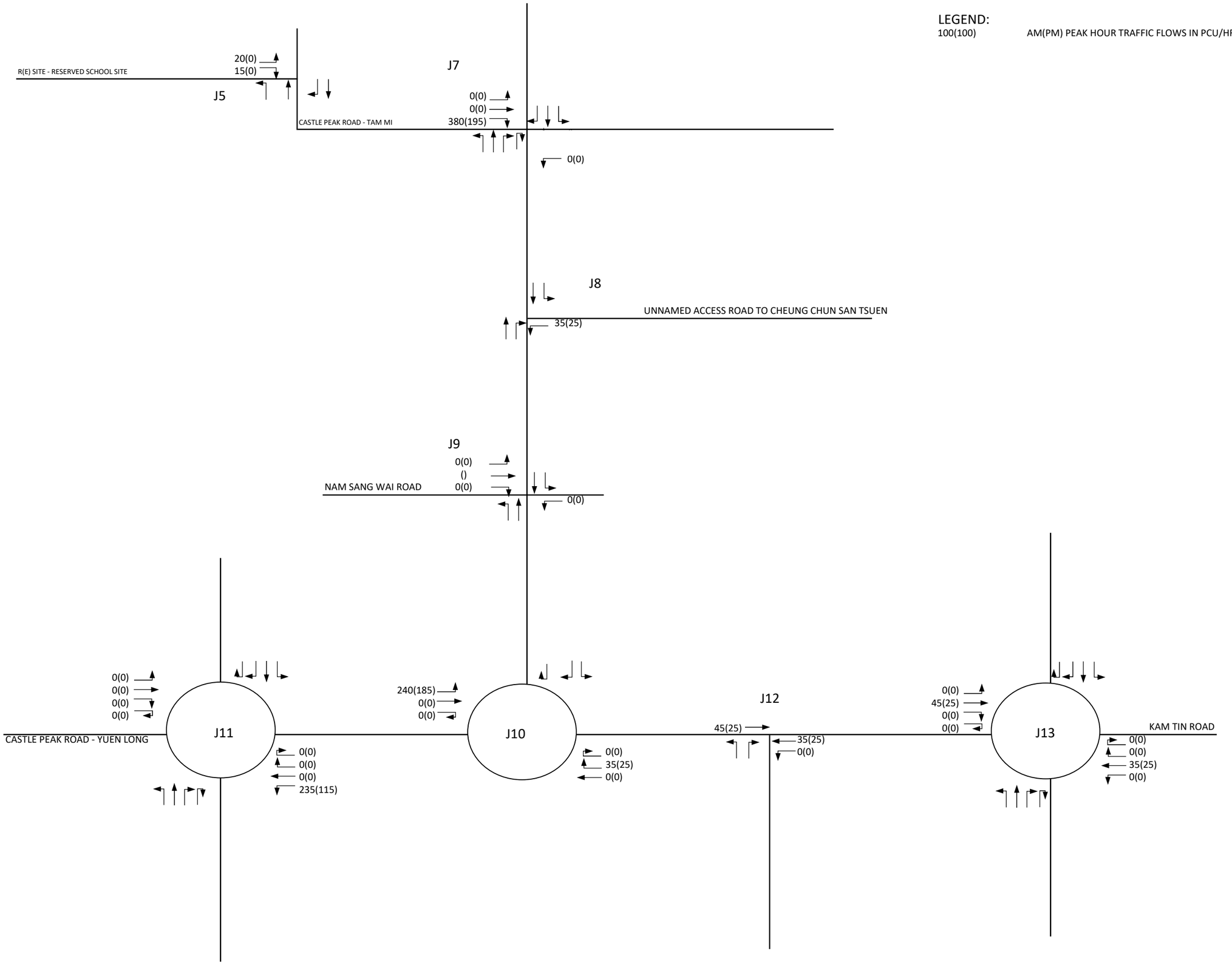
SHEET TITLE

DEVELOPMENT TRAFFIC FLOWS
(SHEET 1 OF 2)
(OU + RE SITE)

SHEET NUMBER

FIGURE **4.25**

LEGEND:
100(100) AM(PM) PEAK HOUR TRAFFIC FLOWS IN PCU/HR



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SCALE **DIMENSION UNIT**
N.T.S.

KEY PLAN

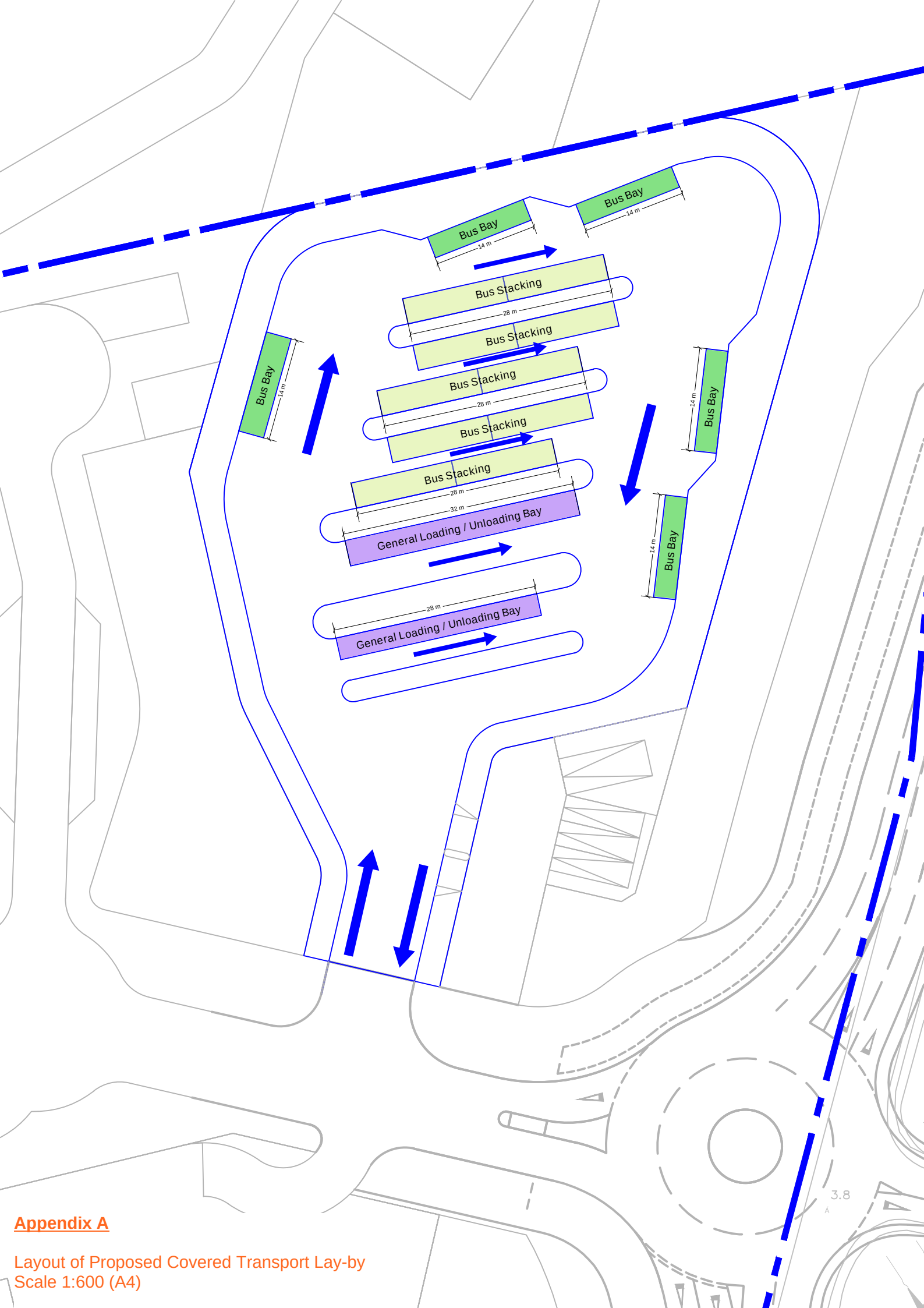
PROJECT NO. **CONTRACT NO.**

SHEET TITLE
DEVELOPMENT TRAFFIC FLOWS
(SHEET 2 OF 2)
(OU + RE SITE)

SHEET NUMBER
FIGURE **4.26**

Appendix A

Proposed Layout of Covered Transport Lay-by



Appendix A

Layout of Proposed Covered Transport Lay-by
Scale 1:600 (A4)

Appendix B

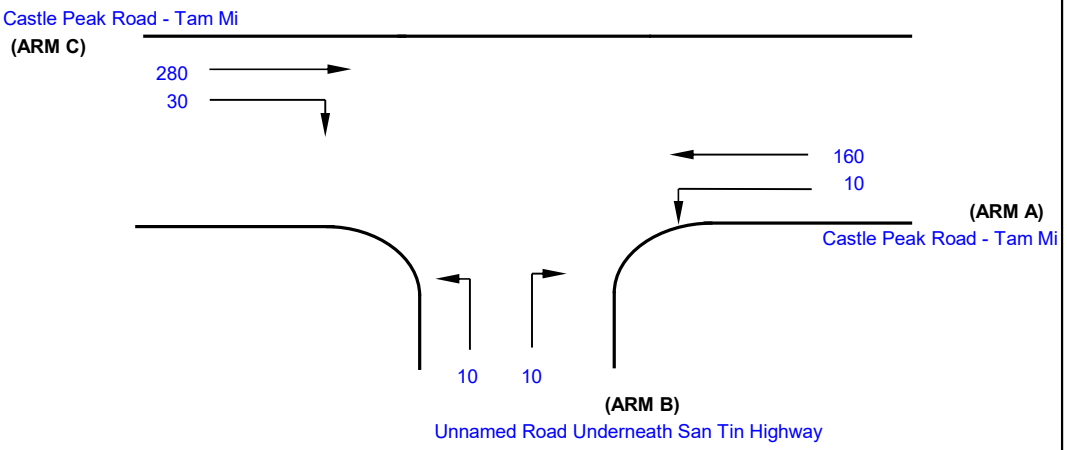
Junction Capacity Calculation Sheets

Observed Flow

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J4 - Unnamed Road Underneath San Tin Highway	2021 AM Observed Traffic Flows	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J4

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7	(metres)
W cr	=	0	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	160	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	50	(metres)
q c-a	=	280	(pcu/hr)
q c-b	=	30	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.880780
E	=	0.937000
F	=	0.923788
Y	=	0.758500

THE CAPACITY OF MOVEMENT :

Q b-a	=	459
Q b-c	=	656
Q c-b	=	645
Q b-ac	=	540

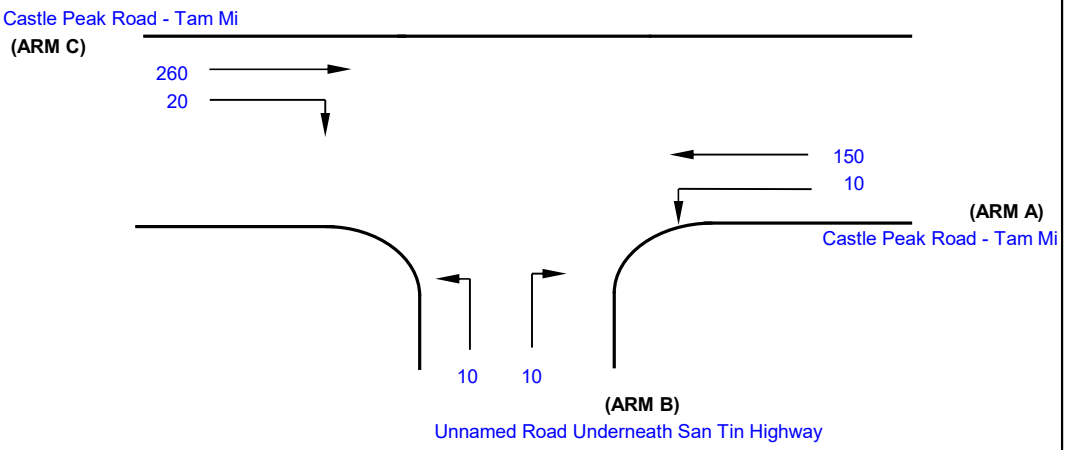
CRITICAL DFC = 0.05

COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.02
DFC b-c	=	0.02
DFC c-b	=	0.05
DFC b-ac	=	0.04

PRIORITY JUNCTION CAPACITY CALCULATION

J4 - Unnamed Road Underneath San Tin Highway	2021 PM Observed Traffic Flows	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J4

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7	(metres)
W cr	=	0	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	150	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	50	(metres)
q c-a	=	260	(pcu/hr)
q c-b	=	20	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.880780
E	=	0.937000
F	=	0.923788
Y	=	0.758500

THE CAPACITY OF MOVEMENT :

Q b-a	=	468
Q b-c	=	658
Q c-b	=	647
Q b-ac	=	547

CRITICAL DFC = 0.04

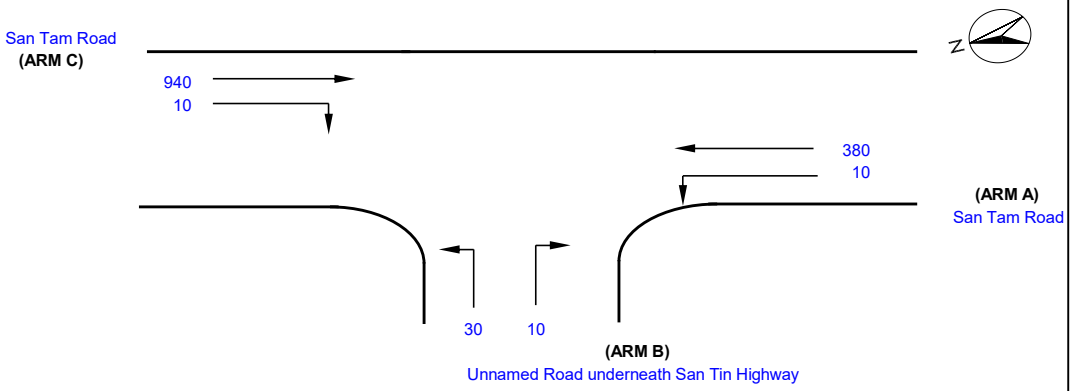
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.02
DFC b-c	=	0.02
DFC c-b	=	0.03
DFC b-ac	=	0.04

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J6 - San Tam Road / Unnamed Rd underneath San Tin Highway	2021 AM Observed Traffic Flows	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J6

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7	(metres)
W cr	=	0	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	380	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	50	(metres)
q c-a	=	940	(pcu/hr)
q c-b	=	10	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.5	(metres)
W b-c	=	3.5	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	30	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.868361
E	=	0.923788
F	=	0.923788
Y	=	0.758500

THE CAPACITY OF MOVEMENT :

Q b-a	=	307
Q b-c	=	590
Q c-b	=	589
Q b-ac	=	480

COMPARISION OF DESIGN FLOW TO CAPACITY :

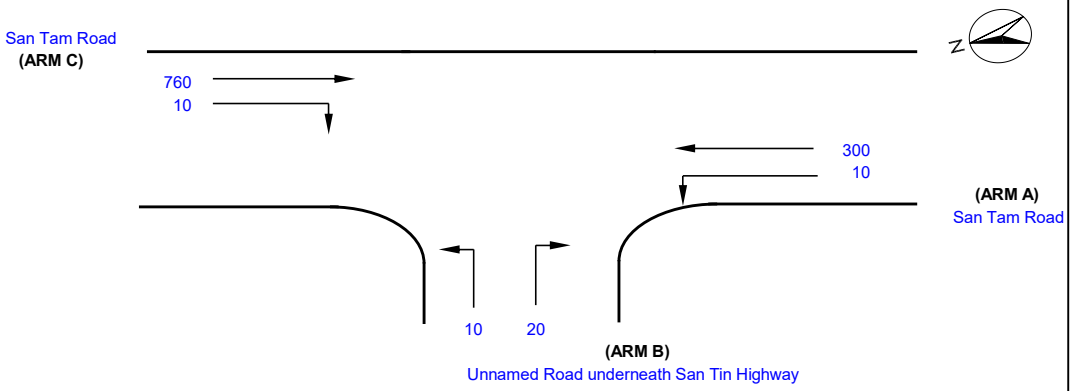
DFC b-a	=	0.03
DFC b-c	=	0.05
DFC c-b	=	0.02
DFC b-ac	=	0.08

CRITICAL DFC = 0.08

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J6 - San Tam Road / Unnamed Rd underneath San Tin Highway	2021 AM Observed Traffic Flows	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J6

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7	(metres)
W cr	=	0	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	300	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	50	(metres)
q c-a	=	760	(pcu/hr)
q c-b	=	10	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.5	(metres)
W b-c	=	3.5	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	20	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.868361
E	=	0.923788
F	=	0.923788
Y	=	0.758500

THE CAPACITY OF MOVEMENT :

Q b-a	=	354
Q b-c	=	611
Q c-b	=	609
Q b-ac	=	411

COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.06
DFC b-c	=	0.02
DFC c-b	=	0.02
DFC b-ac	=	0.07

CRITICAL DFC = 0.07

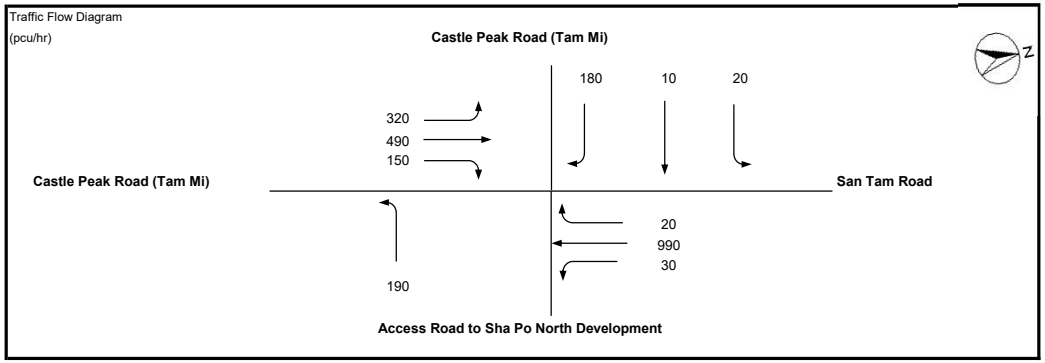
JUNCTION CAPACITY CALCULATION

AECOM

Junction J7 - Castle Peak Road -Tam Mi / San Tam Road	2021 AM Peak Hour Observed Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J7

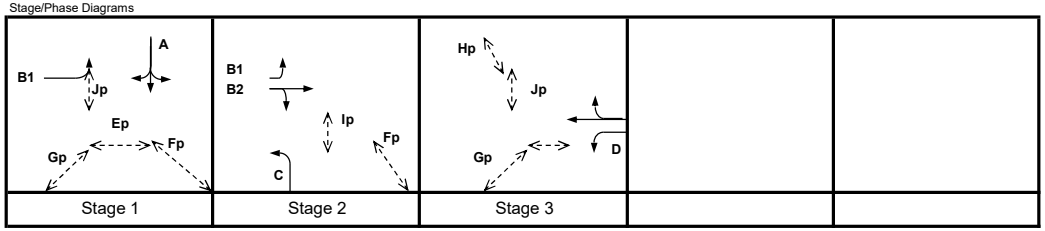
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.684	
Lost time	L =	13	sec
Total Flow	=	18,625	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	78	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	41	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.803	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	17.3	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	54	sec
Y_{max}	= 1-L/C	=	0.892	

Stage/Phase Diagrams



I/G = 5 I/G = 6 I/G = 5

Critical Case : A,B2,D

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 17%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	17.25			1		0		1965	20			20	100%		1808	0.011	
	A	1	3.500	1		20	0	0		0		2105		10	180	190		95%	1965	0.097	0.097
	B1	1,2	3.500	1	30			1		0		1965	320			320	100%		1871	0.171	
	B2	2	3.500	1				0		0		2105		329		329			2105	0.156	0.156
	B2	2	3.500	1		12.5	0	0		0		2105		161	150	311		48%	1990	0.156	
	C	2	3.500	2	22.5			1		0		4070	190			190	100%		3816	0.050	
	D	3	3.500	1	30			1		0		1965	30			30	100%		1871	0.016	
	D	3	3.900	1		25	0	0		0	200	2145		990	20	1010		2%	2342	0.431	0.431

Pedestrian Crossing				GM		FGM				
	Ep	1,3	min.	5	+	5	=	10	sec	
	Fp	1,2	min.	5	+	5	=	10	sec	
	Gp	1,3	min.	7	+	5	=	12	sec	
	Hp	3	min.	5	+	5	=	10	sec	
	Ip	2	min.	6	+	5	=	11	sec	
	Jp	1,3	min.	6	+	5	=	11	sec	

JUNCTION CAPACITY CALCULATION

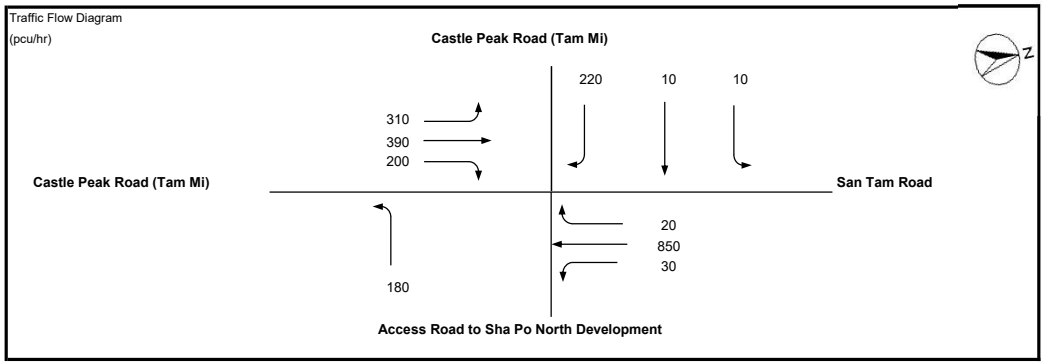
AECOM

Junction J7 - Castle Peak Road -Tam Mi / San Tam Road	2021 PM Peak Hour Observed Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J7

Traffic Flow Diagram

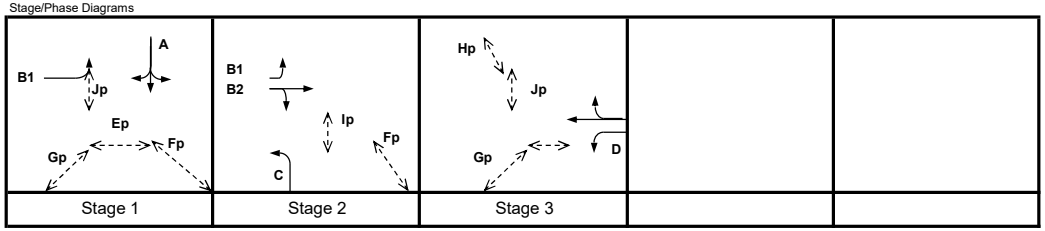
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.634	
Lost time	L =	13	sec
Total Flow	=	18,625	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	67	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	36	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.803	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	26.5	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	44	sec
Y_{max}	= 1-L/C	=	0.892	

Stage/Phase Diagrams



I/G = 5 I/G = 6 I/G = 5

Critical Case : A,B2,D

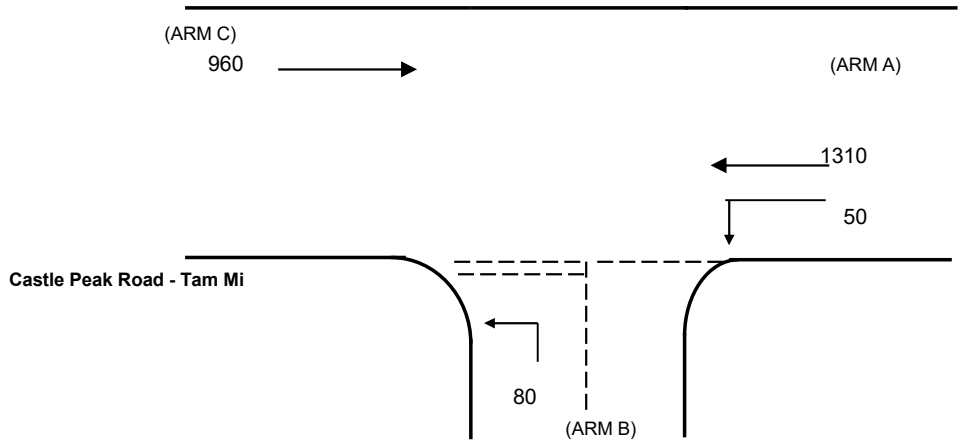
R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 26%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	17.25			1		0		1965	10			10	100%		1808	0.006	
	A	1	3.500	1		20	0	0		0		2105		10	220	230		96%	1964	0.117	0.117
	B1	1,2	3.500	1	30			1		0		1965	310			310	100%		1871	0.166	
	B2	2	3.500	1				0		0		2105		307		307			2105	0.146	0.146
	B2	2	3.500	1		12.5	0	0		0		2105		83	200	283		71%	1940	0.146	
	C	2	3.500	2	22.5			1		0		4070	180			180	100%		3816	0.047	
	D	3	3.500	1	30			1		0		1965	30			30	100%		1871	0.016	
	D	3	3.900	1		25	0	0		0	200	2145		850	20	870		2%	2342	0.372	0.372

#DIV/0!

Pedestrian Crossing				GM		FGM				
	Ep	1,3	min.	5	+	5	=	10	sec	
	Fp	1,2	min.	5	+	5	=	10	sec	
	Gp	1,3	min.	7	+	5	=	12	sec	
	Hp	3	min.	5	+	5	=	10	sec	
	Ip	2	min.	6	+	5	=	11	sec	
	Jp	1,3	min.	6	+	5	=	11	sec	

Junction	J8 - Castle Peak Road / Unnamed Access Road to Cheung Chun San Tsuen	Scenario	2021 AM Peak Hour Observed Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr-24



Existing Unnamed Access Road to Cheung Chun San Tsuen

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W =	14.6	(metres)
W cr =	2	(metres)
q a-b =	50	(pcu/hr)
q a-c =	1310	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0	(metres)
Vr c-b =	0	(metres)
q c-a =	960	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a = 0	(metres)
W b-c = 5	(metres)
Vl b-a = 0	(metres)
Vr b-a = 150	(metres)
Vr b-c = 150	(metres)
q b-a = 0	(pcu/hr)
q b-c = 80	(pcu/hr)

GEOMETRIC FACTORS :

D =	0.613919
E =	1.157326
F =	0.585955
Y =	0.496300

THE CAPACITY OF MOVEMENT :

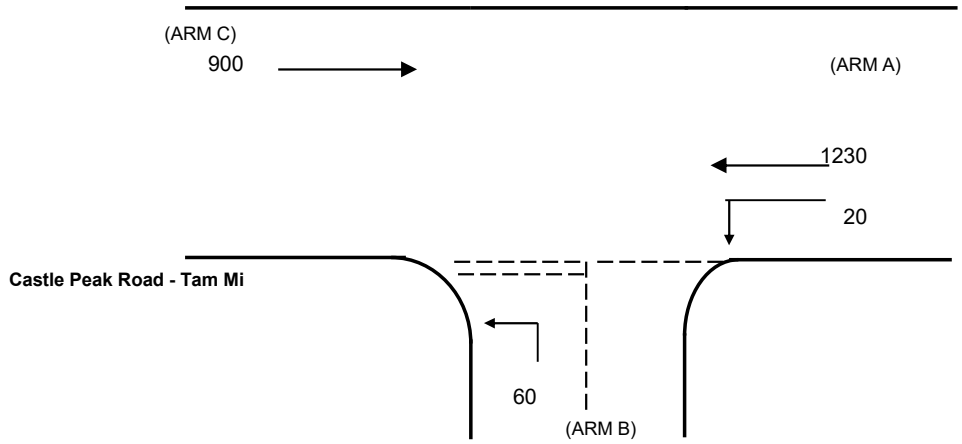
Q b-a =	188
Q b-c =	584
Q c-b =	293
Q b-ac =	584

CRITICAL DFC = 0.14

COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a =	0.00
DFC b-c =	0.14
DFC c-b =	0.00
DFC b-ac =	0.00

Junction	J8 - Castle Peak Road / Unnamed Access Road to Cheung Chun San Tsuen	Scenario	2021 PM Peak Hour Observed Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr-24



Existing Unnamed Access Road to Cheung Chun San Tsuen

NOTES : (GEOMETRIC INPUT DATA)

W = MAJOR ROAD WIDTH
W cr = CENTRAL RESERVE WIDTH
W b-a = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-a
W b-c = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM b-c
W c-b = LANE WIDTH AVAILABLE TO VEHICLE WAITING IN STREAM c-b
Vl b-a = VISIBILITY TO THE LEFT FOR VEHICLES WAITING IN STREAM b-a
Vr b-a = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-a
Vr b-c = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM b-c
Vr c-b = VISIBILITY TO THE RIGHT FOR VEHICLES WAITING IN STREAM c-b

D = STREAM-SPECIFIC B-A
E = STREAM-SPECIFIC B-C
F = STREAM-SPECIFIC C-B
Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W =	14.6	(metres)
W cr =	2	(metres)
q a-b =	20	(pcu/hr)
q a-c =	1230	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b =	0	(metres)
Vr c-b =	0	(metres)
q c-a =	900	(pcu/hr)
q c-b =	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a = 0	(metres)
W b-c = 5	(metres)
Vl b-a = 0	(metres)
Vr b-a = 150	(metres)
Vr b-c = 150	(metres)
q b-a = 0	(pcu/hr)
q b-c = 60	(pcu/hr)

GEOMETRIC FACTORS :

D =	0.613919
E =	1.157326
F =	0.585955
Y =	0.496300

THE CAPACITY OF MOVEMENT :

Q b-a =	202
Q b-c =	603
Q c-b =	304
Q b-ac =	603

CRITICAL DFC = 0.10

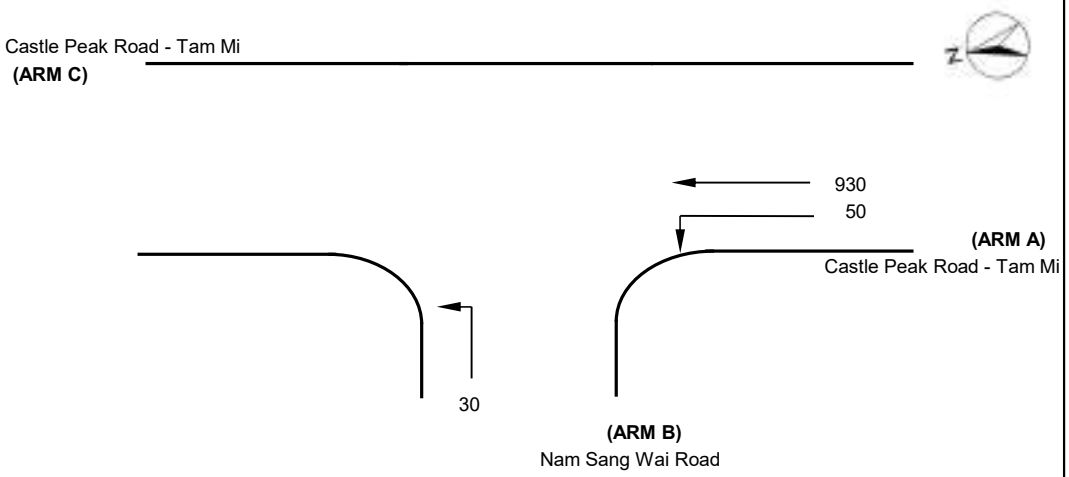
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a =	0.00
DFC b-c =	0.10
DFC c-b =	0.00
DFC b-ac =	0.00

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J9 - Castle Peak Road - Tam Mi / Nam Sang Wai Road	2021 AM Peak Hour Observed Traffic Flows	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA) J9

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	16	(metres)
W cr	=	0	(metres)
q a-b	=	50	(pcu/hr)
q a-c	=	930	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	4.07	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	35	(metres)
Vr b-c	=	40	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	30	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.566608
E	=	0.964637
F	=	0.585955
Y	=	0.448000

THE CAPACITY OF MOVEMENT :

Q b-a	=	268
Q b-c	=	569
Q c-b	=	343
Q b-ac	=	569

CRITICAL DFC = 0.05

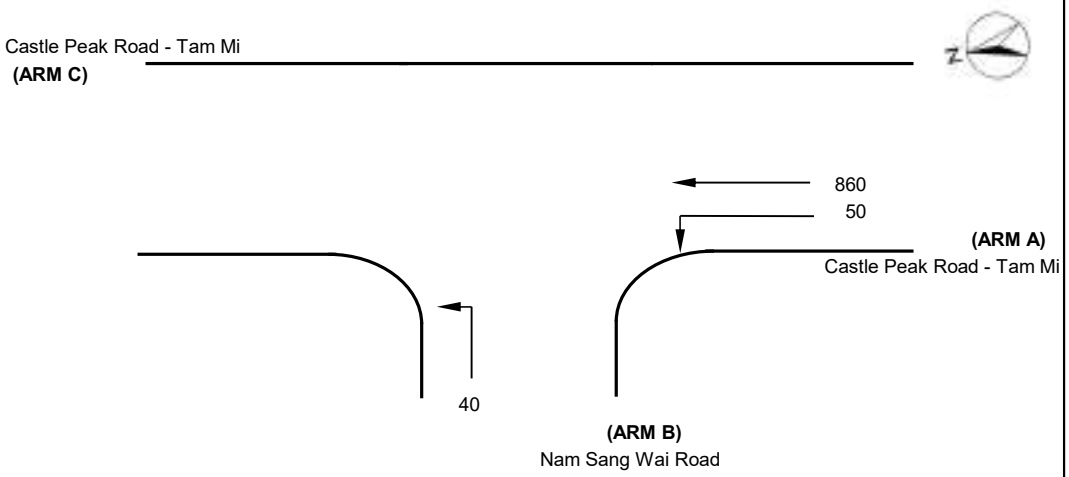
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.05
DFC c-b	=	0.00
DFC b-ac	=	0.05

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

Junction J9 - Castle Peak Road - Tam Mi / Nam Sang Wai Road	2021 PM Peak Hour Observed Traffic Flows	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA) J9

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	16	(metres)
W cr	=	0	(metres)
q a-b	=	50	(pcu/hr)
q a-c	=	860	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	0	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	4.07	(metres)
Vl b-a	=	40	(metres)
Vr b-a	=	35	(metres)
Vr b-c	=	40	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	40	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.566608
E	=	0.964637
F	=	0.585955
Y	=	0.448000

THE CAPACITY OF MOVEMENT :

Q b-a	=	274
Q b-c	=	580
Q c-b	=	350
Q b-ac	=	580

CRITICAL DFC = 0.07

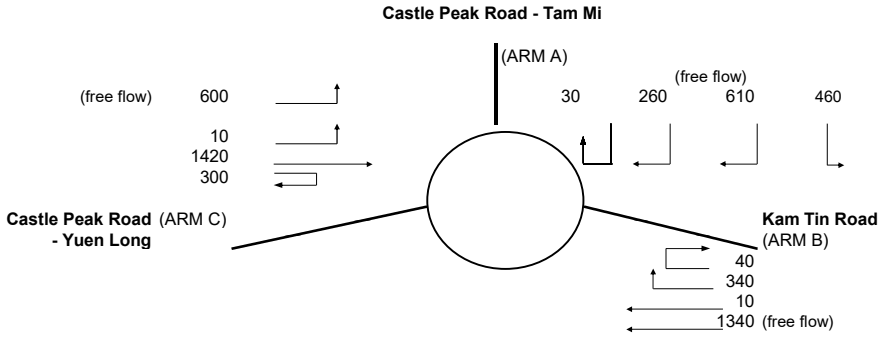
COMPARISION OF DESIGN FLOW TO CAPACITY :

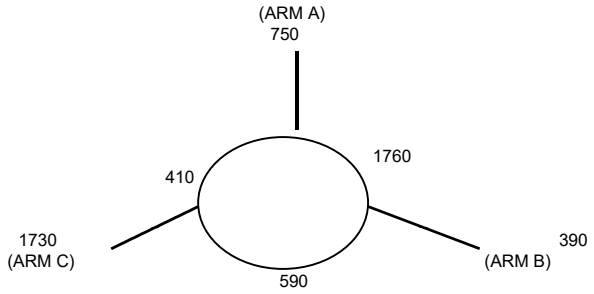
DFC b-a	=	0.00
DFC b-c	=	0.07
DFC c-b	=	0.00
DFC b-ac	=	0.07

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2021 AM Peak Hour Observed Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.00	7.00	7.30
E = Entry width (m)	10.00	7.00	8.80
L = Effective length of flare (m)	13.00	1.00	30.00
R = Entry radius (m)	50.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	45.00	30.00	20.00
Q = Entry flow (pcu/h)	750	390	1730
Qc= Circulating flow across entry (pcu/h)	1760	590	410
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.98	1.04	1.07
X2= V + ((E-V)/(1+2S))	8.73	7.00	8.59
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2644	2121	2604
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.69	0.60	0.68
Qe= K(F-Fc*Qc)	1405	1837	2497
DFC = Design flow/Capacity = Q/Qe	0.53	0.21	0.69

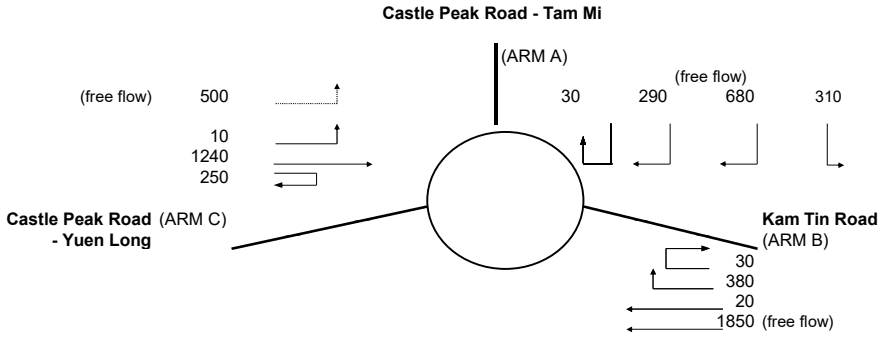
TOTAL ENTRY FLOWS = 4750 PCU

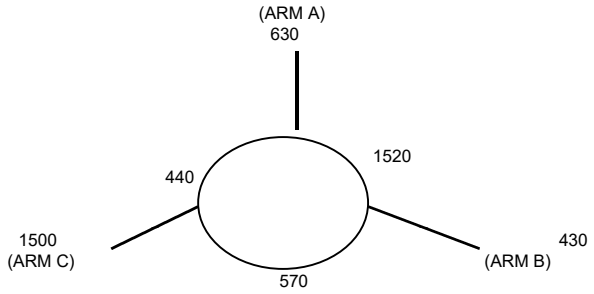
CRITICAL DFC = 0.69

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2021 PM Peak Hour Observed Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.00	7.00	7.30
E = Entry width (m)	10.00	7.00	8.80
L = Effective length of flare (m)	13.00	1.00	30.00
R = Entry radius (m)	50.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	45.00	30.00	20.00
Q = Entry flow (pcu/h)	630	430	1500
Qc= Circulating flow across entry (pcu/h)	1520	570	440
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.37	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.98	1.04	1.07
X2= V + ((E-V)/(1+2S))	8.73	7.00	8.59
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2644	2121	2604
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.69	0.60	0.68
Qe= K(F-Fc*Qc)	1566	1849	2475
DFC = Design flow/Capacity = Q/Qe	0.40	0.23	0.61

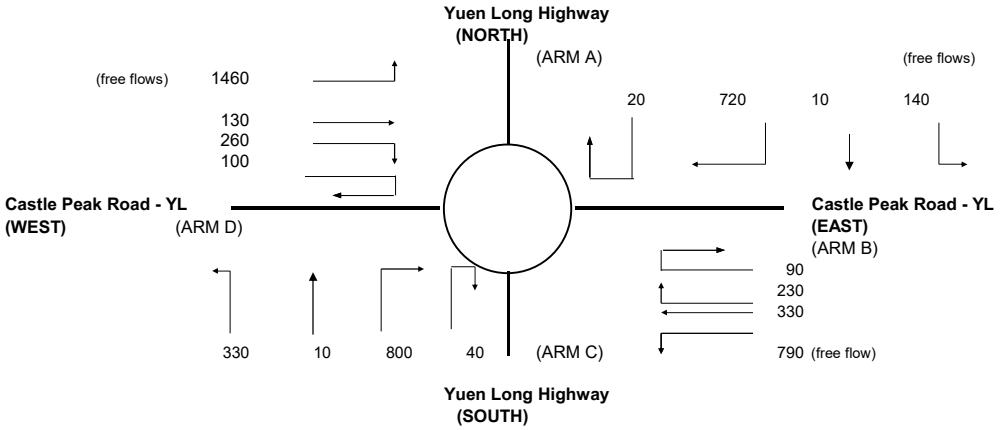
TOTAL ENTRY FLOWS = 5030 PCU

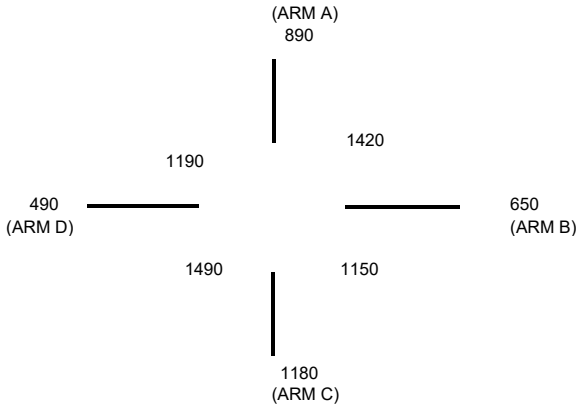
CRITICAL DFC = 0.61

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J11 - Pok Oi Interchange	Scenario	2021 AM Peak Hour Observed Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.00	3.70	9.00	3.50
E = Entry width (m)	7.00	7.40	12.00	7.00
L = Effective length of flare (m)	2.00	7.00	9.00	10.00
R = Entry radius (m)	21.00	25.00	25.00	25.00
D = Inscribed circle diameter (m)	110.00	80.00	110.00	80.00
A = Entry angle (degree)	65.00	40.00	30.00	40.00
Q = Entry flow (pcu/h)	890	650	1180	490
Qc= Circulating flow across entry (pcu/h)	1420	1150	1490	1190
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.80	0.85	0.53	0.56
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.88	0.98	1.01	0.98
X2= V + ((E-V)/(1+2S))	6.38	5.07	10.45	5.15
M = EXP((D-60)/10)	148.41	7.39	148.41	7.39
F = 303*X2	1935	1538	3167	1561
Td= 1+(0.5/(1+M))	1.00	1.06	1.00	1.06
Fc= 0.21*Td(1+0.2*X2)	0.48	0.45	0.65	0.45
Qe= K(F-Fc*Qc)	1104	997	2218	998
DFC = Design flow/Capacity = Q/Qe	0.81	0.65	0.53	0.49

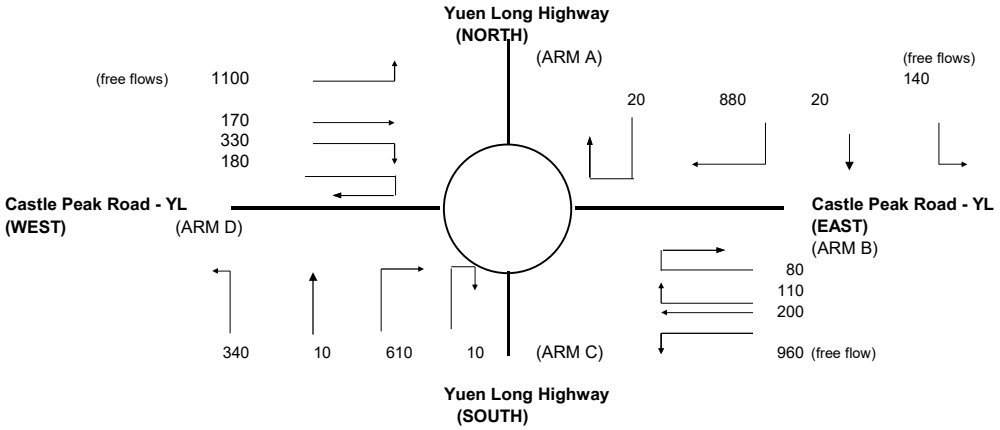
TOTAL ENTRY FLOWS = 5460 PCU

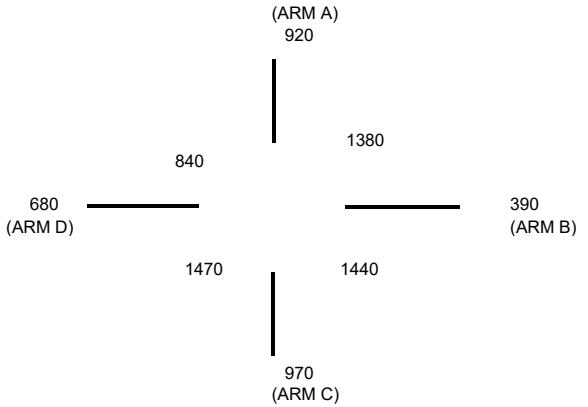
CRITICAL DFC = 0.81

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J11 - Pok Oi Interchange	Scenario	2021 PM Peak Hour Observed Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.00	3.70	9.00	3.50
E = Entry width (m)	7.00	7.40	12.00	7.00
L = Effective length of flare (m)	2.00	7.00	9.00	10.00
R = Entry radius (m)	21.00	25.00	25.00	25.00
D = Inscribed circle diameter (m)	110.00	80.00	110.00	80.00
A = Entry angle (degree)	65.00	40.00	30.00	40.00
Q = Entry flow (pcu/h)	920	390	970	680
Qc= Circulating flow across entry (pcu/h)	1380	1440	1470	840
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.80	0.85	0.53	0.56
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.88	0.98	1.01	0.98
X2= V + ((E-V)/(1+2S))	6.38	5.07	10.45	5.15
M = EXP((D-60)/10)	148.41	7.39	148.41	7.39
F = 303*X2	1935	1538	3167	1561
Td= 1+(0.5/(1+M))	1.00	1.06	1.00	1.06
Fc= 0.21*Td(1+0.2*X2)	0.48	0.45	0.65	0.45
Qe= K(F-Fc*Qc)	1121	870	2231	1152
DFC = Design flow/Capacity = Q/Qe	0.82	0.45	0.43	0.59

TOTAL ENTRY FLOWS = 5160 PCU

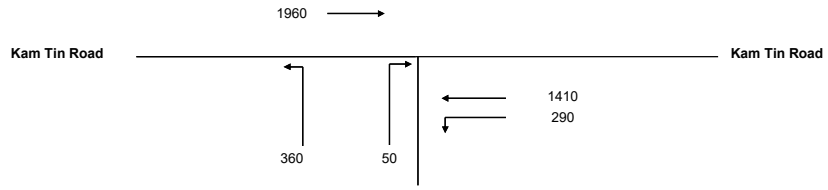
CRITICAL DFC = 0.82

JUNCTION CAPACITY CALCULATION

Junction J12 - Kam Tin Road / Tsing Long Highway Slip Road	2021 AM Peak Hour Observed Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

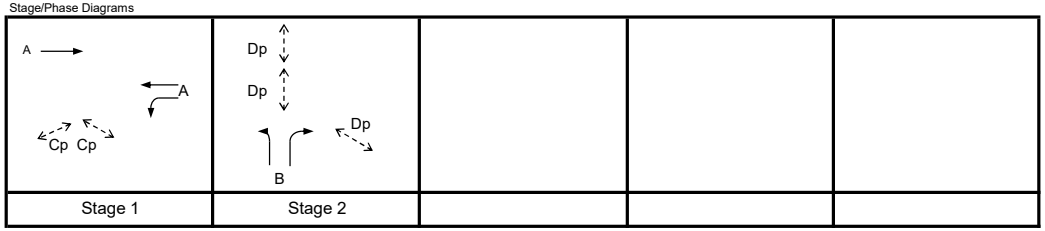
J12

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.670	
Lost time		L =	11	sec
Total Flow		=	16,755	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y)	=	65	sec
Min. Cycle Time C_m	= L/(1-Y)	=	33	sec
Y_{ult}	= 0.9-0.0075×L	=	0.818	
$R.C._{ult}$	= $(Y_{ult}-Y)/Yx100\%$	=	22.0	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y)	=	43	sec
Y_{max}	= 1-L/C	=	0.908	

Stage/Phase Diagrams



I/G = 8 I/G = 5

Critical Case : A,B

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 22%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	A	1	3.650	2				1		0		4100		1960		1960			4100	0.478	0.478
←	A	1	3.600	2				0		0	190	4230		1410		1410			4420	0.319	
↰	A	1	3.650	1	50			1		0		1980	290			290	100%		1922	0.151	
↰	B	2	4.000	1	20			1		0		2015	360			360	100%		1874	0.192	0.192
↱	B	2	3.650	2		35	0	0		0		4240			50	50		100%	4066	0.012	

Pedestrian Crossing				GM		FGM			
	Cp	1	min.	5	+	7	=	12	sec
	Dp	2	min.	5	+	10	=	15	sec

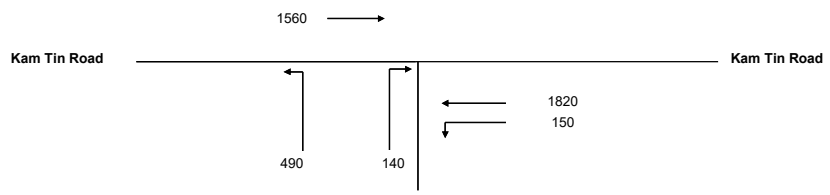
JUNCTION CAPACITY CALCULATION

AECOM

Junction J12 - Kam Tin Road / Tsing Long Highway Slip Road	2021 PM Peak Hour Observed Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

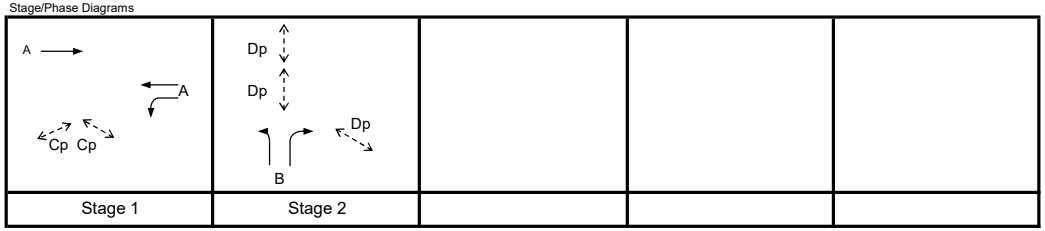
J12

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.673	
Lost time		L =	11	sec
Total Flow		=	16,755	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y)	=	66	sec
Min. Cycle Time C_m	= L/(1-Y)	=	34	sec
Y_{ult}	= 0.9-0.0075×L	=	0.818	
$R.C._{ult}$	= $(Y_{ult}-Y)/Yx100\%$	=	21.4	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y)	=	44	sec
Y_{max}	= 1-L/C	=	0.908	

Stage/Phase Diagrams



I/G = 8 I/G = 5

Critical Case : A,B

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 21%

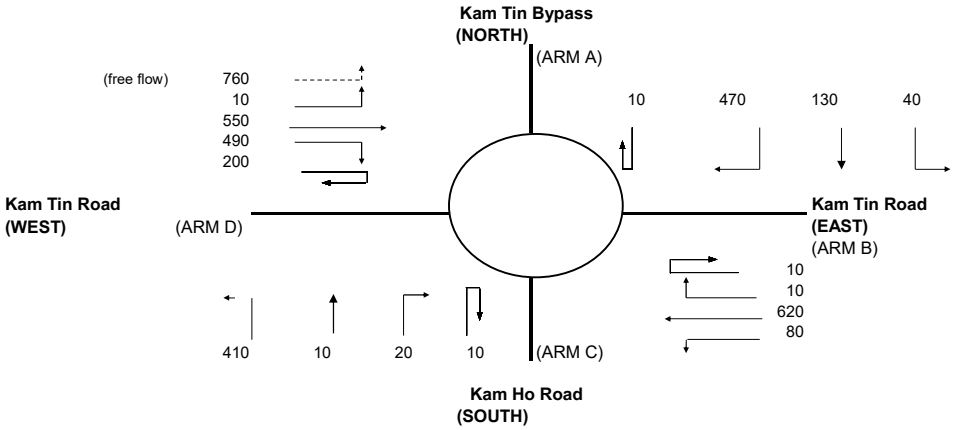
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	A	1	3.650	2				1		0		4100		1560		1560			4100	0.380	
←	A	1	3.600	2				0		0	190	4230		1820		1820			4420	0.412	0.412
↰	A	1	3.650	1	50			1		0		1980	150			150	100%		1922	0.078	
↰	B	2	4.000	1	20			1		0		2015	490			490	100%		1874	0.261	0.261
↱	B	2	3.650	2		35	0	0		0		4240			140	140		100%	4066	0.034	

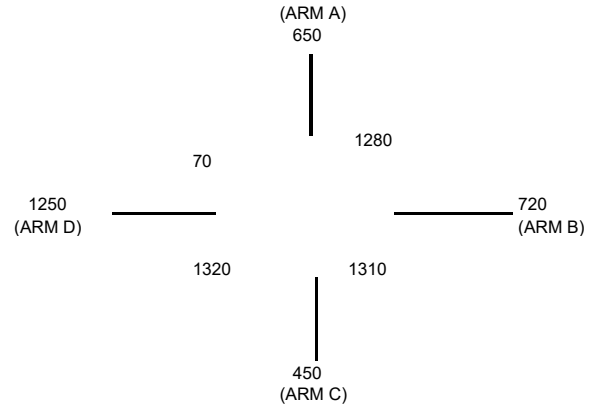
Pedestrian Crossing				GM		FGM			
	Cp	1	min.	5	+	7	=	12	sec
	Dp	2	min.	5	+	10	=	15	sec

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J13 - Kam Tin Road / Kam Tin Bypass / Kam Ho Road	Scenario	2021 AM Peak Hour Observed Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.50	3.50	5.00	7.30
E = Entry width (m)	11.00	11.50	10.00	11.00
L = Effective length of flare (m)	15.00	10.50	9.50	13.00
R = Entry radius (m)	42.50	100.00	20.00	42.50
D = Inscribed circle diameter (m)	88.00	88.00	88.00	88.00
A = Entry angle (degree)	39.00	23.00	37.50	29.00
Q = Entry flow (pcu/h)	650	720	450	1250
Qc= Circulating flow across entry (pcu/h)	1280	1310	1320	70
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.48	1.22	0.84	0.46
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.06	0.97	1.03
X2= V + ((E-V)/(1+2S))	8.80	5.83	6.86	9.24
M = EXP((D-60)/10)	16.44	16.44	16.44	16.44
F = 303*X2	2665	1766	2079	2799
Td= 1+(0.5/(1+M))	1.03	1.03	1.03	1.03
Fc= 0.21*Td(1+0.2*X2)	0.60	0.47	0.51	0.62
Qe= K(F-Fc*Qc)	1892	1226	1366	2836
DFC = Design flow/Capacity = Q/Qe	0.34	0.59	0.33	0.44

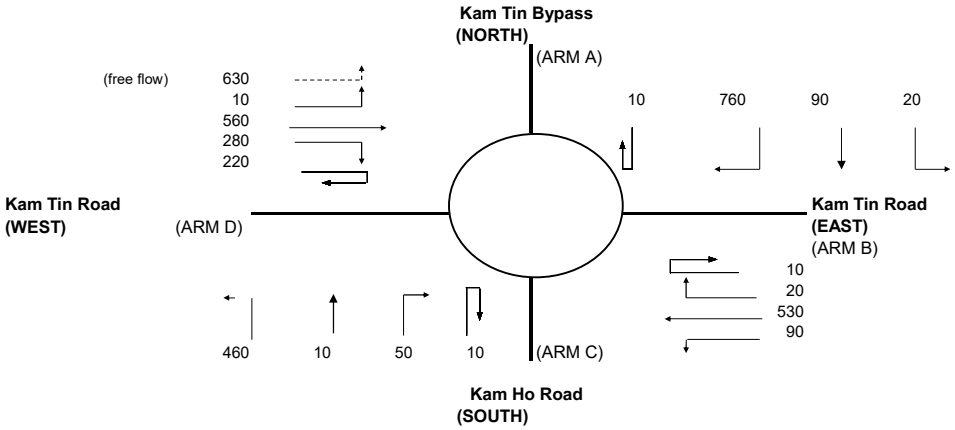
TOTAL ENTRY FLOWS = 3830 PCU

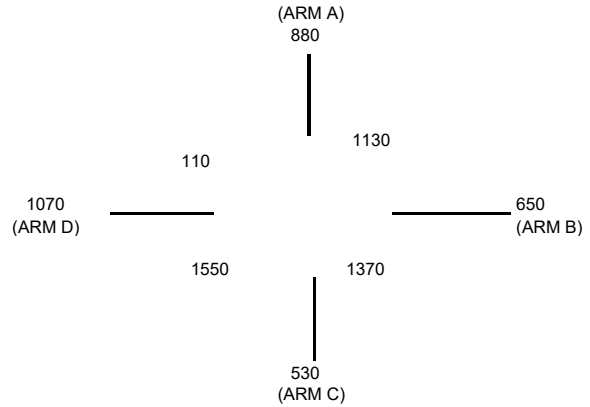
CRITICAL DFC = 0.59

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J13 - Kam Tin Road / Kam Tin Bypass / Kam Ho Road	Scenario	2021 PM Peak Hour Observed Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.50	3.50	5.00	7.30
E = Entry width (m)	11.00	11.50	10.00	11.00
L = Effective length of flare (m)	15.00	10.50	9.50	13.00
R = Entry radius (m)	42.50	100.00	20.00	42.50
D = Inscribed circle diameter (m)	88.00	88.00	88.00	88.00
A = Entry angle (degree)	39.00	23.00	37.50	29.00
Q = Entry flow (pcu/h)	880	650	530	1070
Qc= Circulating flow across entry (pcu/h)	1130	1370	1550	110
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.48	1.22	0.84	0.46
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.06	0.97	1.03
X2= V + ((E-V)/(1+2S))	8.80	5.83	6.86	9.24
M = EXP((D-60)/10)	16.44	16.44	16.44	16.44
F = 303*X2	2665	1766	2079	2799
Td= 1+(0.5/(1+M))	1.03	1.03	1.03	1.03
Fc= 0.21*Td(1+0.2*X2)	0.60	0.47	0.51	0.62
Qe= K(F-Fc*Qc)	1981	1196	1252	2811
DFC = Design flow/Capacity = Q/Qe	0.44	0.54	0.42	0.38

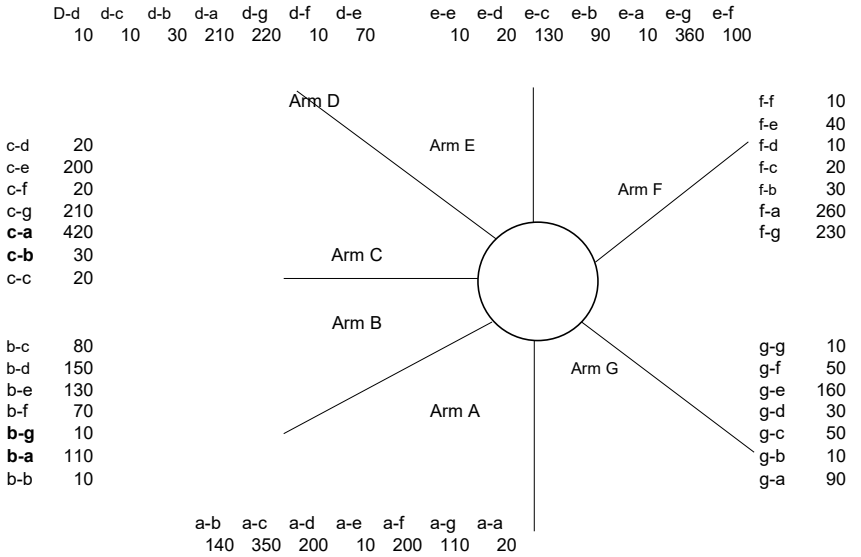
TOTAL ENTRY FLOWS = 3760 PCU

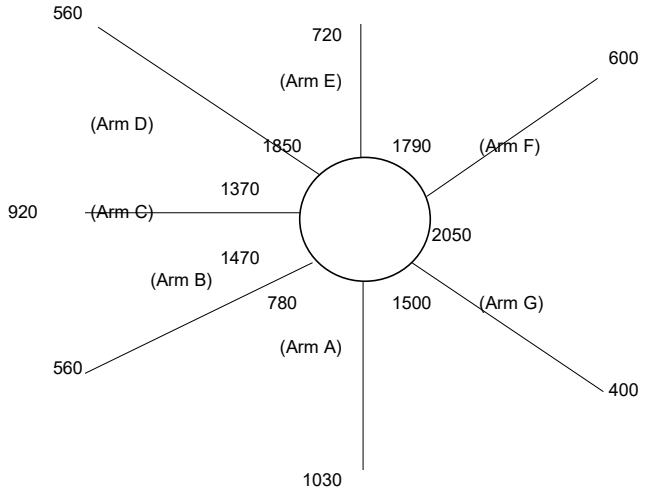
CRITICAL DFC = 0.54

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2021 AM Observed Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	5.00	7.00	5.50	6.30	5.90	5.50
E = Entry width (m)	8.00	5.80	10.00	10.00	7.30	8.50	7.80
L = Effective length of flare (m)	10.00	5.00	10.00	16.00	4.50	10.00	5.00
R = Entry radius (m)	20.00	25.00	22.00	20.00	18.00	20.00	20.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	65.00	50.00	40.00	45.00	41.00	60.00	50.00
Q = Entry flow (pcu/h)	1030	560	920	560	720	600	400
Qc= Circulating flow across entry (pcu/h)	780	1470	1370	1850	1790	2050	1500
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.32	0.26	0.48	0.45	0.36	0.42	0.74
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.88	0.94	0.97	0.95	0.96	0.90	0.93
X2= V + ((E-V)/(1+2S))	7.22	5.53	8.53	7.87	6.88	7.32	6.43
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2188	1675	2585	2384	2086	2218	1948
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.51	0.44	0.57	0.54	0.50	0.52	0.48
Qe= K(F-Fc*Qc)	1570	964	1751	1312	1140	1036	1143
DFC = Design flow/Capacity = Q/Qe	0.66	0.58	0.53	0.43	0.63	0.58	0.35

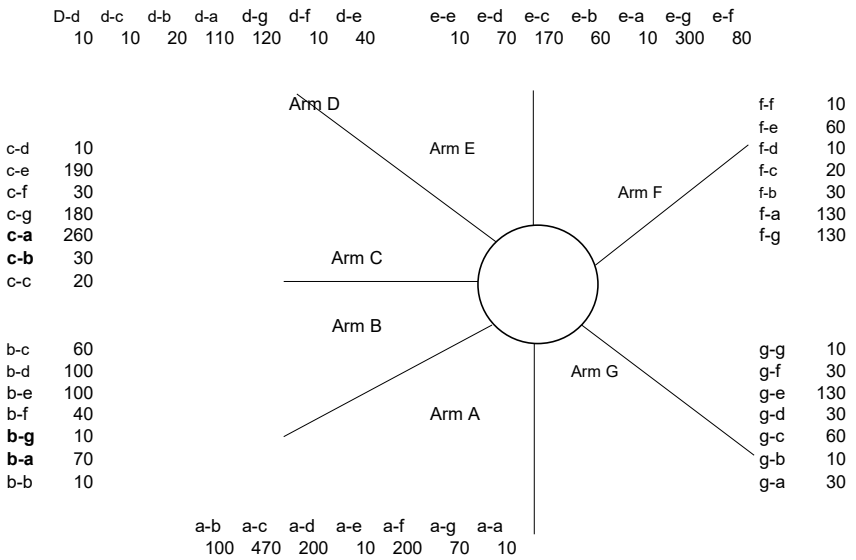
TOTAL ENTRY FLOWS = 4790 PCU

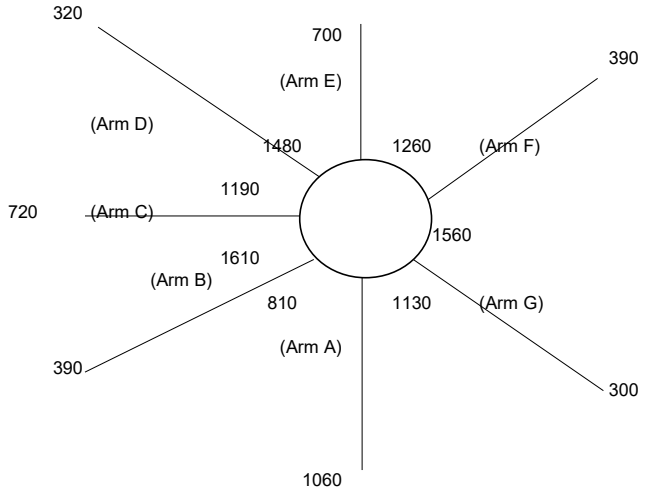
CRITICAL DFC = 0.66

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2021 PM Observed Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	5.00	7.00	5.50	6.30	5.90	5.50
E = Entry width (m)	8.00	5.80	10.00	10.00	7.30	8.50	7.80
L = Effective length of flare (m)	10.00	5.00	10.00	16.00	4.50	10.00	5.00
R = Entry radius (m)	20.00	25.00	22.00	20.00	18.00	20.00	20.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	65.00	50.00	40.00	45.00	41.00	60.00	50.00
Q = Entry flow (pcu/h)	1060	390	720	320	700	390	300
Qc= Circulating flow across entry (pcu/h)	810	1610	1190	1480	1260	1560	1130
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.32	0.26	0.48	0.45	0.36	0.42	0.74
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.88	0.94	0.97	0.95	0.96	0.90	0.93
X2= V + ((E-V)/(1+2S))	7.22	5.53	8.53	7.87	6.88	7.32	6.43
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2188	1675	2585	2384	2086	2218	1948
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.51	0.44	0.57	0.54	0.50	0.52	0.48
Qe= K(F-Fc*Qc)	1557	906	1851	1502	1393	1264	1308
DFC = Design flow/Capacity = Q/Qe	0.68	0.43	0.39	0.21	0.50	0.31	0.23

TOTAL ENTRY FLOWS = 3880 PCU

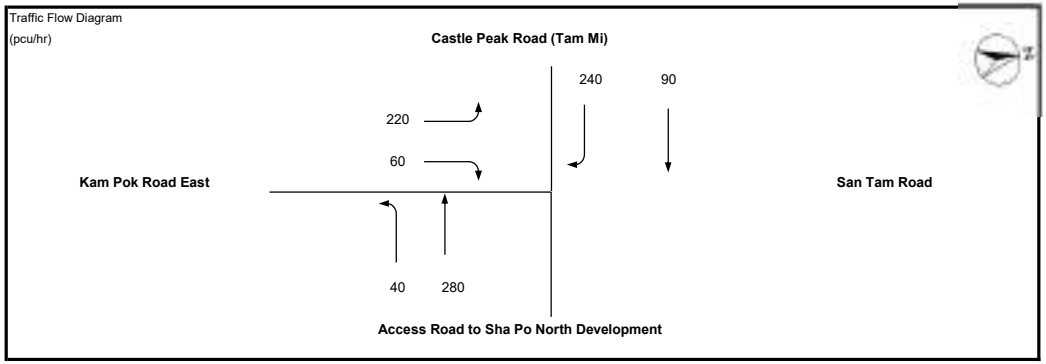
CRITICAL DFC = 0.68

JUNCTION CAPACITY CALCULATION

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2021 AM Peak Hour Observed Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

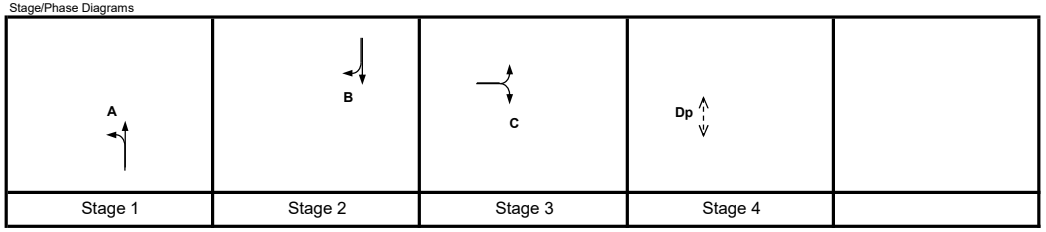
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	4	
Cycle time	C =	90	sec
Sum(y)	Y =	0.403	
Lost time	L =	27	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	76	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	45	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.698	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	73.0	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	49	sec
Y_{max}	$= 1-L/C$	=	0.700	

Stage/Phase Diagrams



I/G = 6 I/G = 5 I/G = 5 G = 13 I/G = 14

Critical Case : A,B,C,Dp

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 56%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	25			1		0		1965	40	280		320	13%		1950	0.164	0.164
	B	2	3.400	1				1		0		1955		90		90			1955	0.046	
	B	2	3.500	1		30	0	0		0		2105			240	240		100%	2005	0.120	0.120
	C	3	3.400	1	25			1		0		1955	220			220	100%		1844	0.119	0.119
	C	3	3.400	1		30	0	0		0		2095			60	60		100%	1995	0.030	

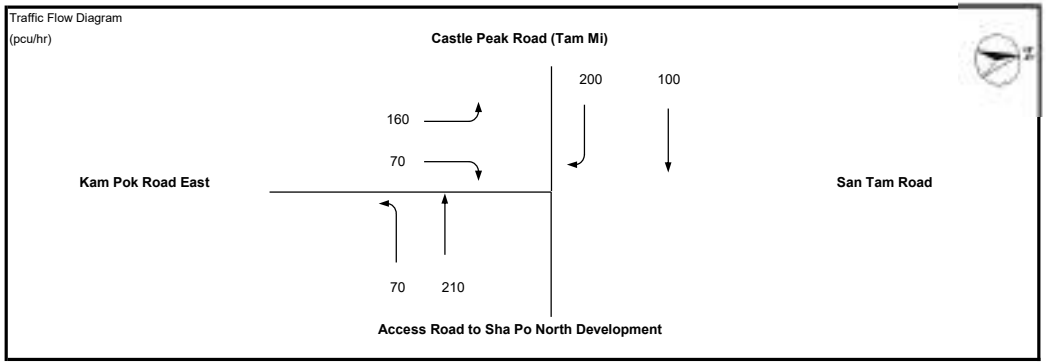
Pedestrian Crossing GM FGM

	Dp	4	min.	13	+	12	=	25	sec

JUNCTION CAPACITY CALCULATION

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2021 PM Peak Hour Observed Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

Traffic Flow Diagram
(pcu/hr)

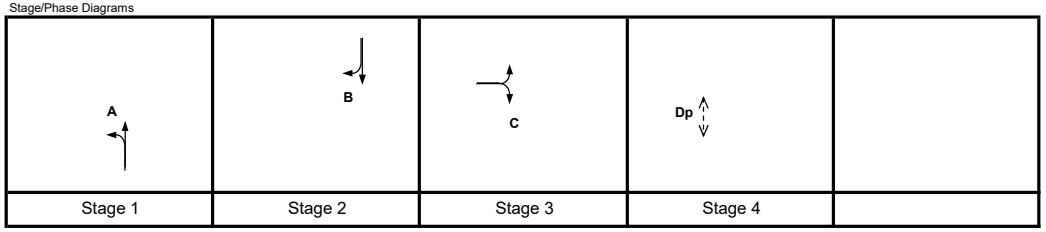


J15

No. of stages per cycle	N =	4	
Cycle time	C =	90	sec
Sum(y)	Y =	0.331	
Lost time	L =	27	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	68	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	40	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.698	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	110.6	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	43	sec
Y_{max}	$= 1-L/C$	=	0.700	

Stage/Phase Diagrams



I/G = 6 I/G = 5 I/G = 5 G = 13 I/G = 14

Critical Case : A,B,C,Dp

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 90%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	25			1		0		1965	70	210		280	25%		1936	0.145	0.145
	B	2	3.400	1				1		0		1955		100		100			1955	0.051	
	B	2	3.500	1		30	0	0		0		2105			200	200		100%	2005	0.100	0.100
	C	3	3.400	1	25			1		0		1955	160			160	100%		1844	0.087	0.087
	C	3	3.400	1		30	0	0		0		2095			70	70		100%	1995	0.035	

Pedestrian Crossing GM FGM

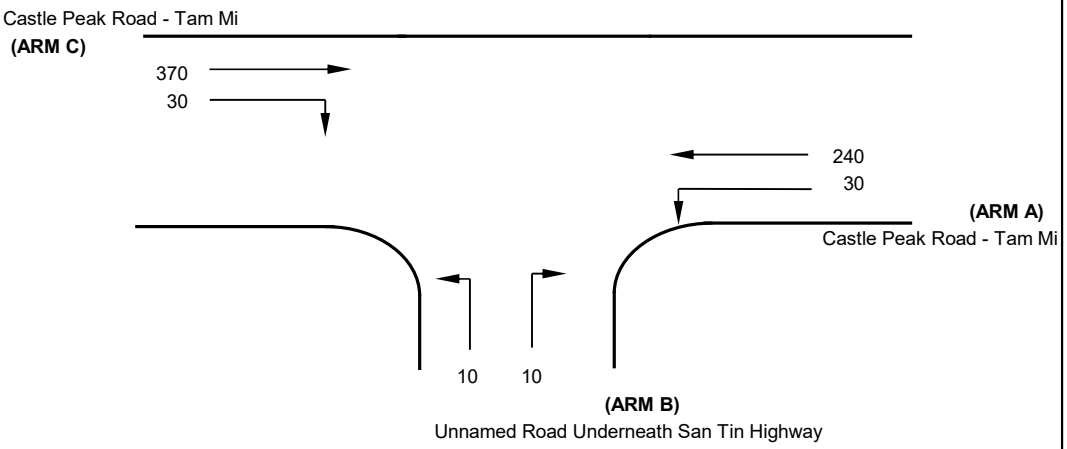
Dp	4	min.	13	+	12	=	25	sec	

Reference Flow

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J4 - Unnamed Road Underneath San Tin Highway	2021 AM Reference Traffic Flows	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA) J4

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
- Vl b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7	(metres)
W cr	=	0	(metres)
q a-b	=	30	(pcu/hr)
q a-c	=	240	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	50	(metres)
q c-a	=	370	(pcu/hr)
q c-b	=	30	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	10	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.880780
E	=	0.937000
F	=	0.923788
Y	=	0.758500

THE CAPACITY OF MOVEMENT :

Q b-a	=	424
Q b-c	=	633
Q c-b	=	619
Q b-ac	=	508

CRITICAL DFC = 0.05

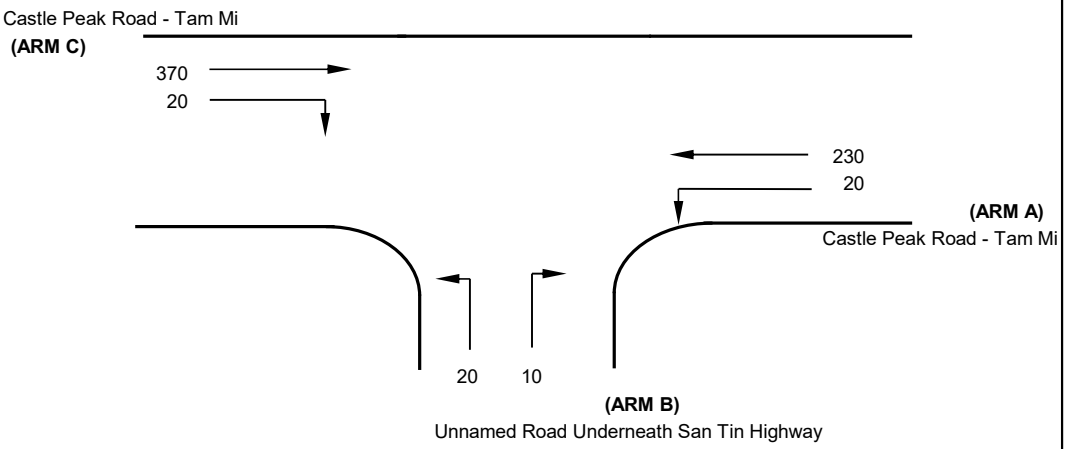
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.02
DFC b-c	=	0.02
DFC c-b	=	0.05
DFC b-ac	=	0.04

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J4 - Unnamed Road Underneath San Tin Highway	2021 PM Reference Traffic Flows	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA) J4

- W = Major Road Width (6.4 - 20.0)
- W cr = Central Reserve width (1.2 - 9.0, kerbed central reserve only)
- W b-a = Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
- W b-c = Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
- W c-b = Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
- Vl b-a = Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
- Vr b-a = Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
- Vr b-c = Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
- Vr c-b = Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)

- D = Stream-specific B-A
- E = Stream-specific B-C
- F = Stream-specific C-B
- Y = (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7	(metres)
W cr	=	0	(metres)
q a-b	=	20	(pcu/hr)
q a-c	=	230	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5	(metres)
Vr c-b	=	50	(metres)
q c-a	=	370	(pcu/hr)
q c-b	=	20	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.65	(metres)
W b-c	=	3.65	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	20	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.880780
E	=	0.937000
F	=	0.923788
Y	=	0.758500

THE CAPACITY OF MOVEMENT :

Q b-a	=	431
Q b-c	=	637
Q c-b	=	624
Q b-ac	=	549

CRITICAL DFC = 0.05

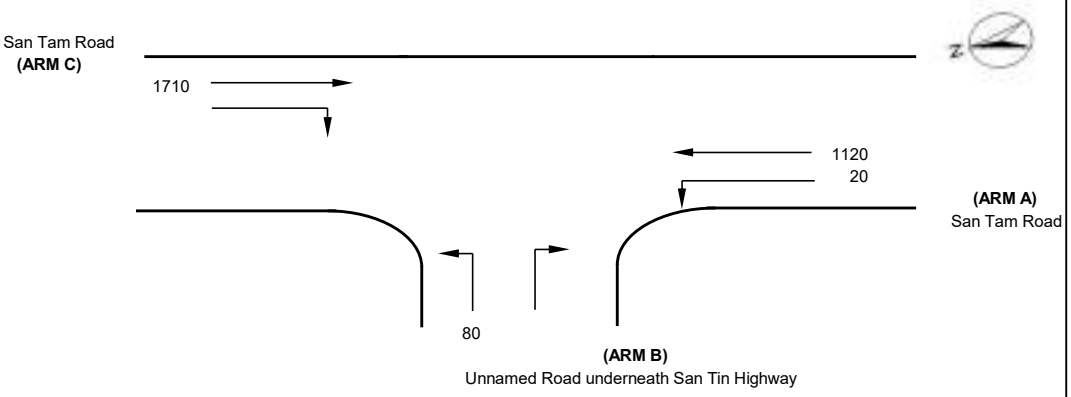
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.02
DFC b-c	=	0.03
DFC c-b	=	0.03
DFC b-ac	=	0.05

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J6 - San Tam Road / Unnamed Rd underneath San Tin Highway	2034 AM Reference Traffic Flows	Designed By : MKCN	Checked By : SHSN	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J6

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.6	(metres)
W cr	=	0	(metres)
q a-b	=	20	(pcu/hr)
q a-c	=	1120	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	1710	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	3.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	80	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.560119
E	=	0.923788
F	=	0.585955
Y	=	0.496300

THE CAPACITY OF MOVEMENT :

Q b-a	=	128
Q b-c	=	500
Q c-b	=	316
Q b-ac	=	500

CRITICAL DFC = 0.16

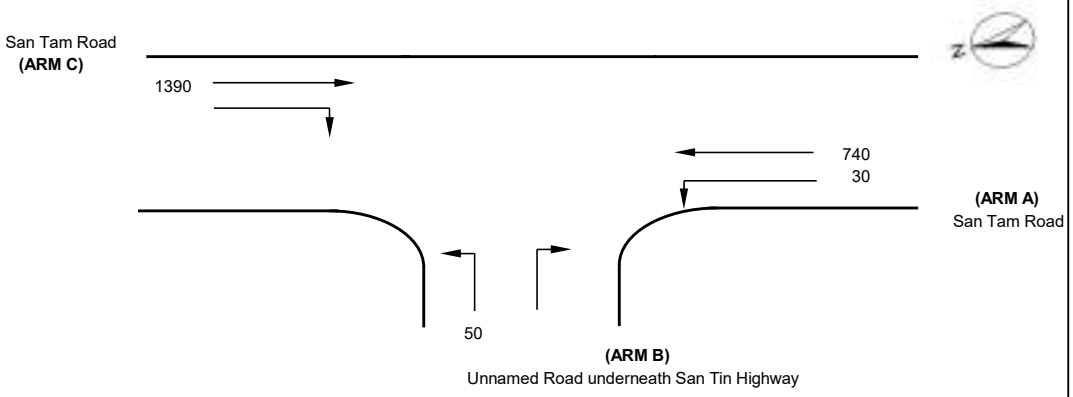
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.16
DFC c-b	=	0.00
DFC b-ac	=	0.16

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J6 - San Tam Road / Unnamed Rd underneath San Tin Highway	2034 PM Reference Traffic Flows	Designed By : MKCN	Checked By : SHSN	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J6

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.6 (metres)
W cr	=	0 (metres)
q a-b	=	30 (pcu/hr)
q a-c	=	740 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	0 (metres)
q c-a	=	1390 (pcu/hr)
q c-b	=	0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0 (metres)
W b-c	=	3.5 (metres)
Vl b-a	=	0 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	50 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.560119
E	=	0.923788
F	=	0.585955
Y	=	0.496300

THE CAPACITY OF MOVEMENT :

Q b-a	=	187
Q b-c	=	563
Q c-b	=	355
Q b-ac	=	563

CRITICAL DFC = 0.09

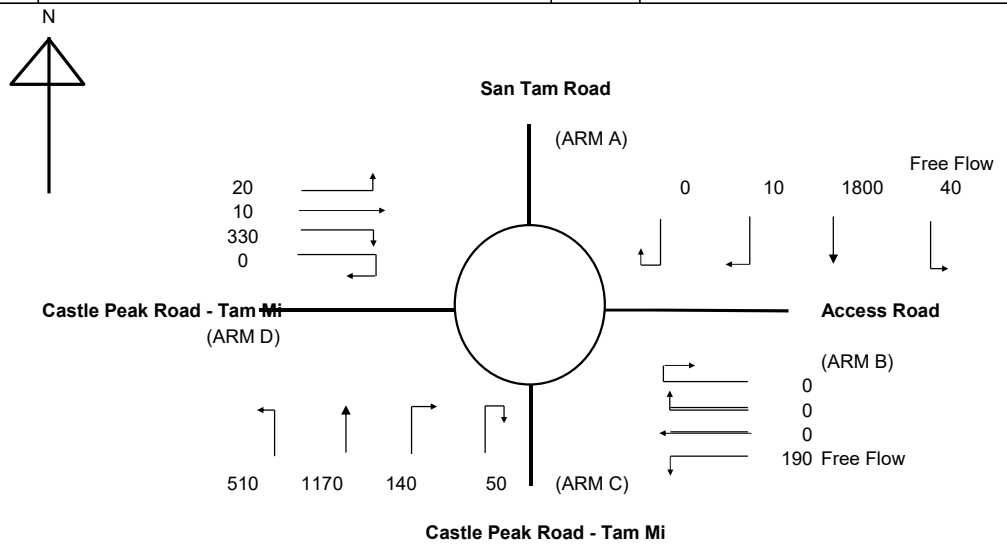
COMPARISION OF DESIGN FLOW TO CAPACITY :

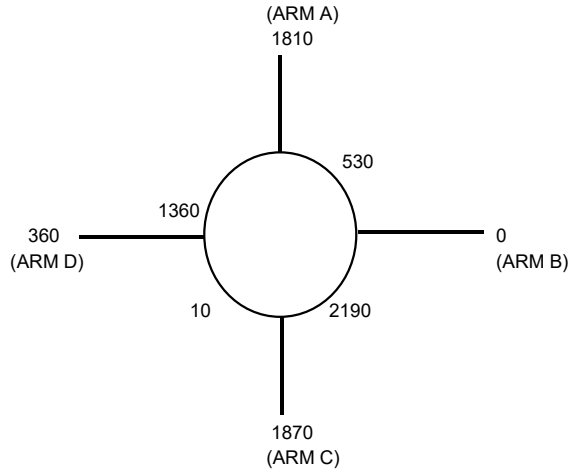
DFC b-a	=	0.00
DFC b-c	=	0.09
DFC c-b	=	0.00
DFC b-ac	=	0.09

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J7 - Castle Peak Road - Tam Mi / San Tam Road	Scenario	2034 AM Reference Traffic Flows (Planned Layout)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	13/Aug/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	10.30	4.00	8.70	4.10	
E = Entry width (m)	10.60	6.50	9.00	8.00	
L = Effective length of flare (m)	13.00	12.00	10.00	16.00	
R = Entry radius (m)	25.00	22.00	21.00	20.00	
D = Inscribed circle diameter (m)	44.00	44.00	44.00	44.00	
A = Entry angle (degree)	35.00	30.00	50.00	30.00	
Q = Entry flow (pcu/h)	1810	0	1870	360	*
Qc= Circulating flow across entry (pcu/h)	530	2190	10	1360	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.04	0.33	0.05	0.39	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.00	0.93	1.00	
X2= V + ((E-V)/(1+2S))	10.58	5.50	8.97	6.29	
M = EXP((D-60)/10)	0.20	0.20	0.20	0.20	
F = 303*X2	3206	1667	2719	1906	
Td= 1+(0.5/(1+M))	1.42	1.42	1.42	1.42	
Fc= 0.21*Td(1+0.2*X2)	0.93	0.62	0.83	0.67	
Qe= K(F-Fc*Qc)	2694	300	2529	993	
DFC = Design flow/Capacity = Q/Qe	0.67	0.00	0.74	0.36	

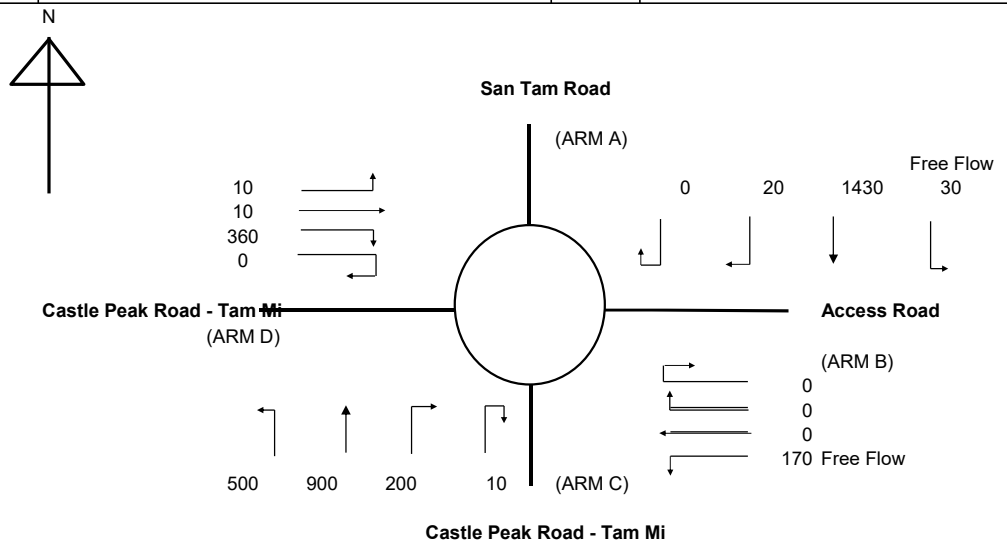
TOTAL ENTRY FLOWS 4270 PCU

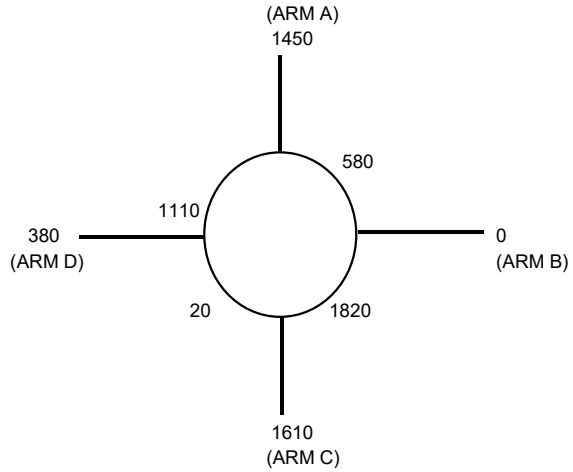
CRITICAL DFC 0.74

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J7 - Castle Peak Road - Tam Mi / San Tam Road	Scenario	2034 AM Reference Traffic Flows (Planned Layout)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	13/Aug/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	10.30	4.00	8.70	4.10	
E = Entry width (m)	10.60	6.50	9.00	8.00	
L = Effective length of flare (m)	13.00	12.00	10.00	16.00	
R = Entry radius (m)	25.00	22.00	21.00	20.00	
D = Inscribed circle diameter (m)	44.00	44.00	44.00	44.00	
A = Entry angle (degree)	35.00	30.00	50.00	30.00	
Q = Entry flow (pcu/h)	1450	0	1610	380	*
Qc= Circulating flow across entry (pcu/h)	580	1820	20	1110	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.04	0.33	0.05	0.39	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.00	0.93	1.00	
X2= V + ((E-V)/(1+2S))	10.58	5.50	8.97	6.29	
M = EXP((D-60)/10)	0.20	0.20	0.20	0.20	
F = 303*X2	3206	1667	2719	1906	
Td= 1+(0.5/(1+M))	1.42	1.42	1.42	1.42	
Fc= 0.21*Td(1+0.2*X2)	0.93	0.62	0.83	0.67	
Qe= K(F-Fc*Qc)	2648	532	2521	1161	
DFC = Design flow/Capacity = Q/Qe	0.55	0.00	0.64	0.33	

TOTAL ENTRY FLOWS 3640 PCU

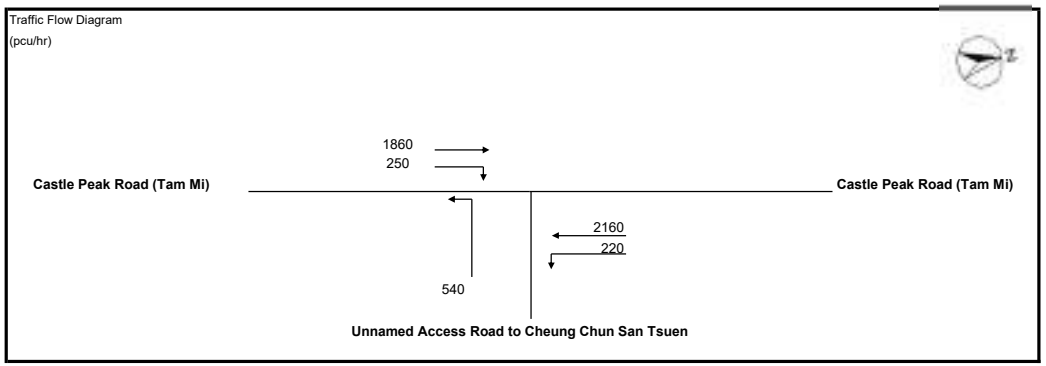
CRITICAL DFC 0.64

JUNCTION CAPACITY CALCULATION

Junction J8 - Castle Peak Road / Unnamed Access Road to Cheung Chun San Tsu	2034 AM Peak Hour Reference Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J8

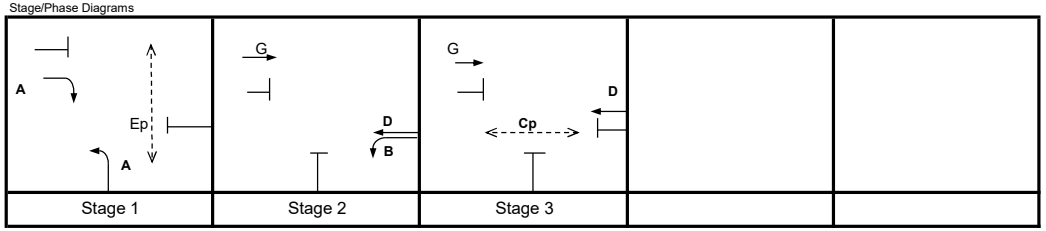
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.651	
Lost time	L =	9	sec
Total Flow	=	16,495	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	53	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	26	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.833	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	27.9	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	33	sec
Y_{max}	$= 1-L/C$	=	0.925	

Stage/Phase Diagrams



I/G = 5 I/G = 6 I/G =

Critical Case : A,D

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 28%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↓	A	1	3.500	1		12.5	0	0		0		2105			250	250		100%	1879	0.133	
→	G	2,3	3.500	2				1		0		4070		1860		1860			4070	0.457	
↰	A	1	3.650	2	20			1		0		4100	540			540	100%		3814	0.142	0.142
↰	B	2	3.650	1	15			1		0		1980	220			220	100%		1800	0.122	
←	D	2,3	3.650	2				0		0		4240		2160		2160			4240	0.509	0.509

Pedestrian Crossing			GM		FGM				
	Cp	3	min.	11	+	21	=	32	sec
	Ep	1	min.	11	+	10	=	21	sec

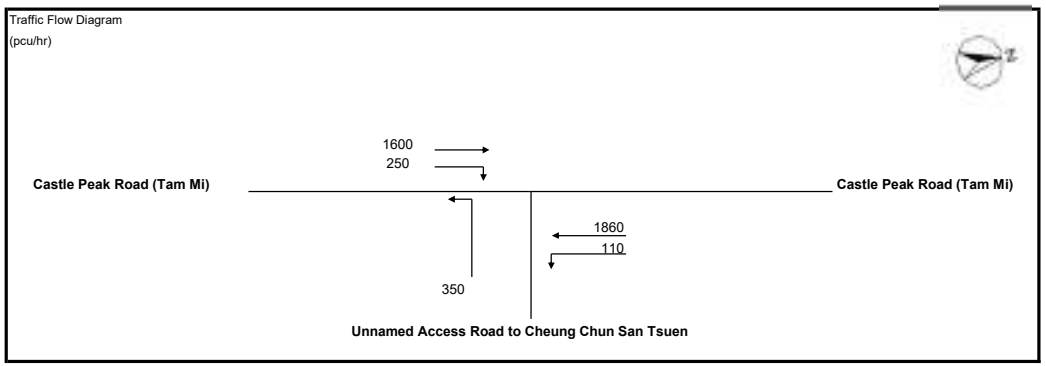
JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Castle Peak Road / Unnamed Access Road to Cheung Chun San Tsu	2034 AM Peak Hour Reference Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J8

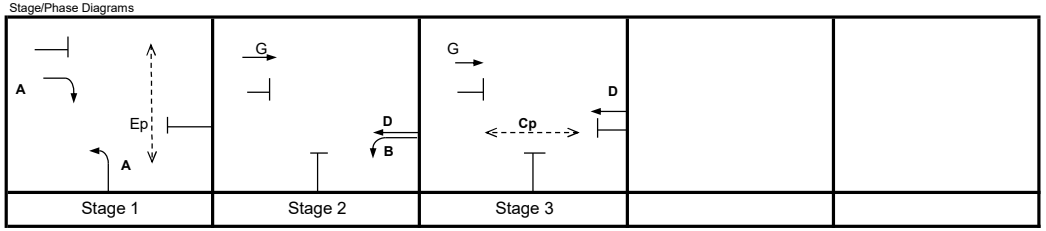
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.572	
Lost time	L =	9	sec
Total Flow	=	16,495	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	43	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	21	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.833	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	45.6	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	25	sec
Y_{max}	$= 1-L/C$	=	0.925	

Stage/Phase Diagrams



I/G = 5 I/G = 6 I/G =

Critical Case : A,D

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 46%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↓	A	1	3.500	1		12.5	0	0		0		2105			250	250		100%	1879	0.133	0.133
→	G	2,3	3.500	2				1		0		4070		1600		1600			4070	0.393	
↰	A	1	3.650	2	20			1		0		4100	350			350	100%		3814	0.092	
↰	B	2	3.650	1	15			1		0		1980	110			110	100%		1800	0.061	
←	D	2,3	3.650	2				0		0		4240		1860		1860			4240	0.439	0.439

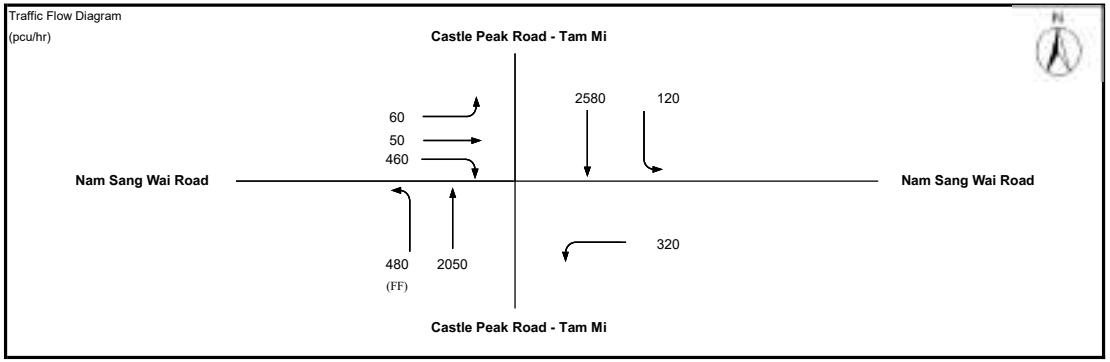
Pedestrian Crossing			GM		FGM				
	Cp	3	min.	11	+	21	=	32	sec
	Ep	1	min.	11	+	10	=	21	sec

JUNCTION CAPACITY CALCULATION

Junction J9 - Castle Peak Road - Tam Mi / Nam Sang Wai Road	2034 AM Reference Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 23

J9

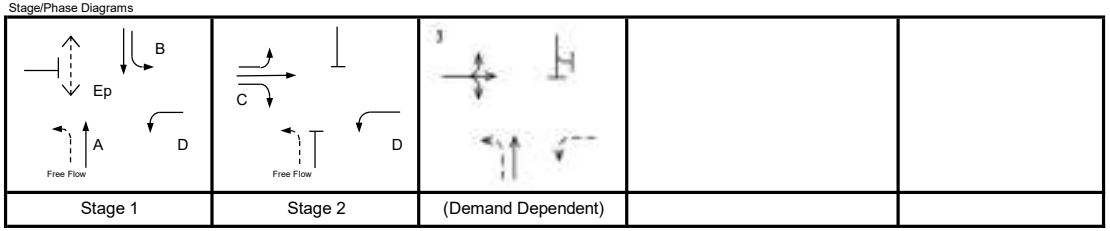
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.643	
Lost time	L =	10	sec
Total Flow	=	16,420	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	56	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	28	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.825	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	28.4	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	35	sec
Y_{max}	$= 1-L/C$	=	0.917	

Stage/Phase Diagrams



Stage 1	Stage 2	(Demand Dependent)		
I/G = 6	I/G = 6			

Critical Case : A,C

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\% =$ 28%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	ADJ. SAT. FLOW	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↑	A	1	3.750	2				1		0		4120	4120		2050		2050			4120	0.498	0.498
↓	B	1	3.400	1	35			1		0	-300	1955	1655	120	641		761	16%		1644	0.463	
↓	B	1	3.400	2				0		0		4190	4190		1939		1939			4190	0.463	
↰	D	1,2	6.300	1	18			1		0		2245	2245	320			320	100%		2072	0.154	
↓	C	2	4.200	1	10	25	0	1		0		2035	2035	60	50	166	276	22%	60%	1904	0.145	0.145
↓	C	2	4.200	1		20	0	0		0		2175	2175			294	294		100%	2023	0.145	
Pedestrian Crossing				GM		FGM																
	Ep	1	min.	7	+	14	=	21	sec													

JUNCTION CAPACITY CALCULATION

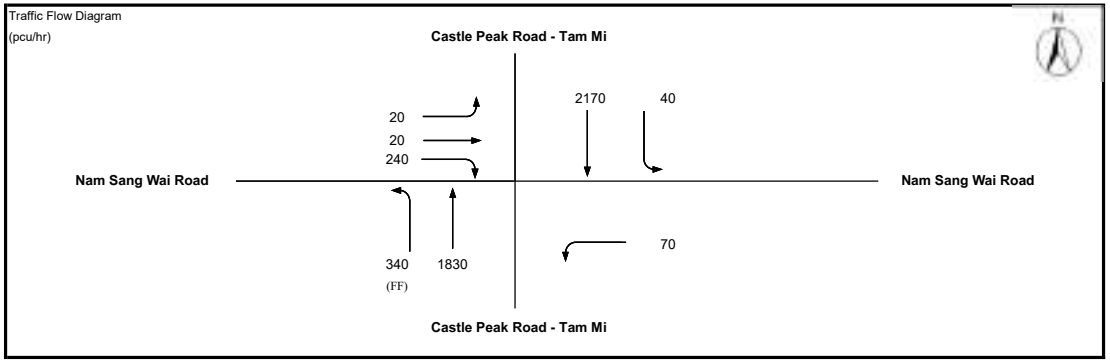
ACCOM

Junction J9 - Castle Peak Road - Tam Mi / Nam Sang Wai Road	2034 PM Reference Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 23

J9

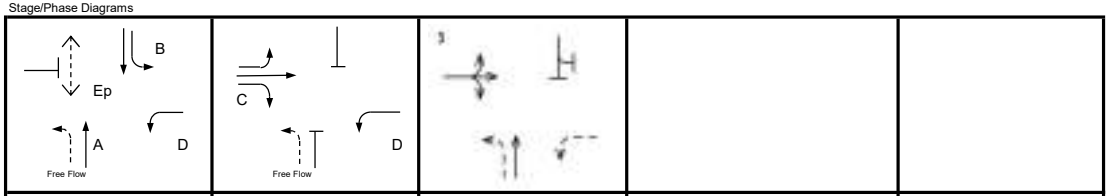
Traffic Flow Diagram

(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.515	
Lost time	L =	10	sec
Total Flow	=	16,420	pcu
Optimum Cycle C_o = (1.5×L+5)/(1-Y)	=	41	sec
Min. Cycle Time C_m = L/(1-Y)	=	21	sec
Y_{ult} = 0.9-0.0075×L	=	0.825	
$R.C._{ult}$ = $(Y_{ult}-Y)/Yx100\%$	=	60.1	%
Practical Cycle Time C_p = 0.9×L/(0.9-Y)	=	23	sec
Y_{max} = 1-L/C	=	0.917	

Stage/Phase Diagrams



Stage 1	Stage 2	(Demand Dependent)		
I/G = 6	I/G = 6			

Critical Case : A,C

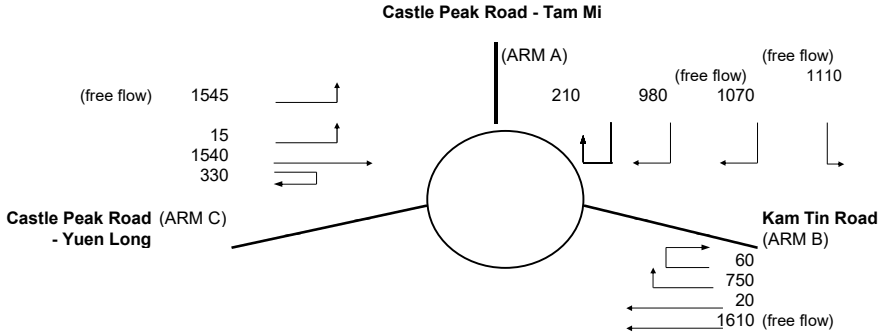
R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 60%

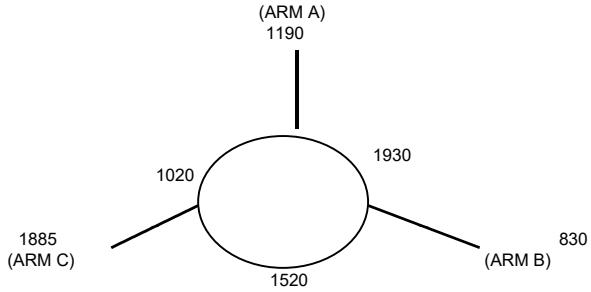
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	ADJ. SAT. FLOW	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↑	A	1	3.750	2				1		0		4120	4120		1830		1830			4120	0.444	0.444
↓	B	1	3.400	1	35			1		0	-300	1955	1655	40	585		625	6%		1650	0.378	
↓	B	1	3.400	2				0		0		4190	4190		1585		1585			4190	0.378	
↰	D	1,2	6.300	1	18			1		0		2245	2245	70			70	100%		2072	0.034	
↕	C	2	4.200	1	10	25	0	1		0		2035	2035	20	20	96	136	15%	71%	1912	0.071	0.071
↳	C	2	4.200	1		20	0	0		0		2175	2175			144	144		100%	2023	0.071	
Pedestrian Crossing				GM		FGM																
	Ep	1	min.	7	+	14	=	21	sec													

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 AM Peak Hour Reference Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	6.50	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	24.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	1190	830	1885
Qc= Circulating flow across entry (pcu/h)	1930	1520	1020
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.30	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.31	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2822	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.71	0.60	0.72
Qe= K(F-Fc*Qc)	1532	1363	2266
DFC = Design flow/Capacity = Q/Qe	0.78	0.61	0.83

TOTAL ENTRY FLOWS = 6315 PCU

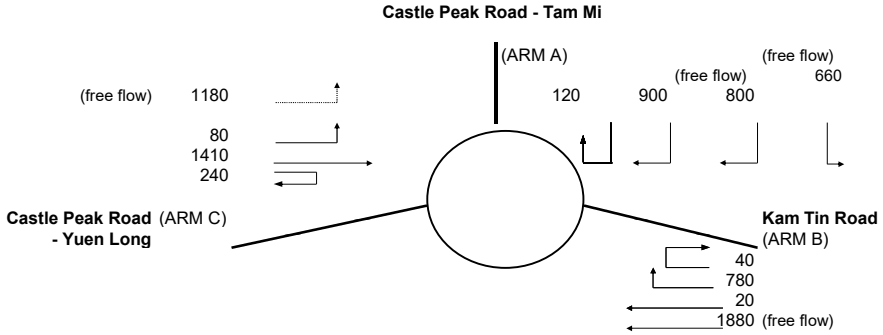
CRITICAL DFC = 0.83

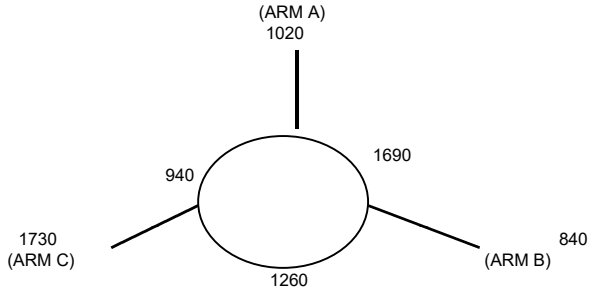
Filename : J10 - Au Tau Interchange.xlsx / RefA_AM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 PM Peak Hour Reference Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	6.50	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	24.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	1020	840	1730
Qc= Circulating flow across entry (pcu/h)	1690	1260	940
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.30	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.31	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2822	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.71	0.60	0.72
Qe= K(F-Fc*Qc)	1714	1538	2327
DFC = Design flow/Capacity = Q/Qe	0.60	0.55	0.74

TOTAL ENTRY FLOWS = 6110 PCU

CRITICAL DFC = 0.74

Filename : J10 - Au Tau Interchange.xlsx / RefA_PM

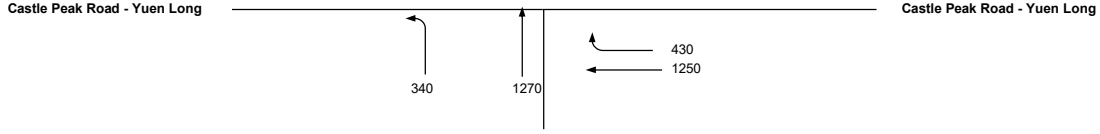
JUNCTION CAPACITY CALCULATION

ACCOM

Junction J11 - Pok Oi Interchange (Yuen Long Highway NB Slip Road)	2034 AM Reference Trafic Flows	DESIGN: 0	CHECK: 0	JOB NO:	DATE: Nov 20

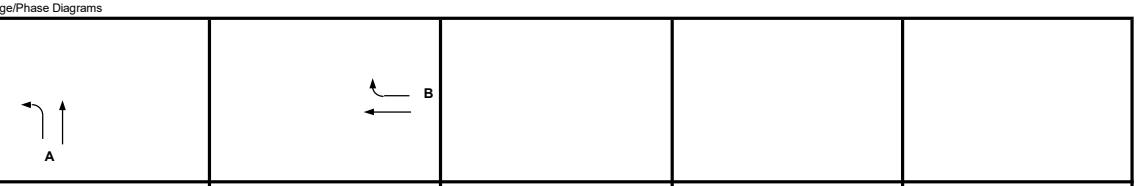
J11

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.740	
Lost time		L =	8	sec
Total Flow		=	9,020	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	65	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	31	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.840	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	13.6	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	45	sec
Y_{max}	$= 1-L/C$	=	0.933	

Stage/Phase Diagrams



Critical Case : A,B

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\% =$ 14%

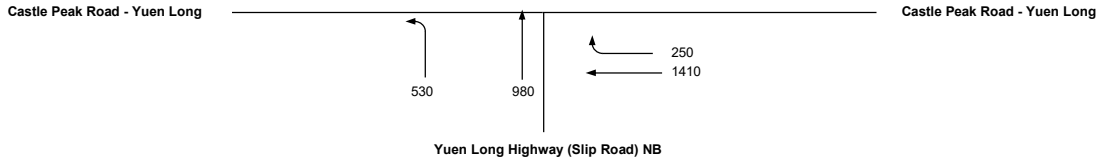
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↰	A	1	5.000	1	25			0		0		2255	340	455		795	43%		2199	0.362	0.362
↑	A	1	5.000	1				0		0		2255		815		815			2255	0.362	
↑	B	2	5.000	1				0		0		2255		853		853			2255	0.378	
↱	B	2	5.000	1		25	0	0		0		2255		397	430	827		52%	2187	0.378	0.378

JUNCTION CAPACITY CALCULATION

Junction J11 - Pok Oi Interchange (Yuen Long Highway NB Slip Road)	2034 PM Reference Trafic Flows	DESIGN: 0	CHECK: 0	JOB NO:	DATE: Nov 20

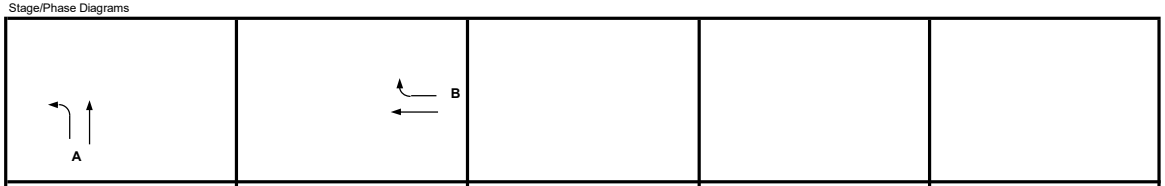
J11

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.713	
Lost time		L =	8	sec
Total Flow		=	9,020	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	59	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	28	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.840	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	17.8	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	39	sec
Y_{max}	$= 1-L/C$	=	0.933	

Stage/Phase Diagrams



Critical Case : A,B

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 18%

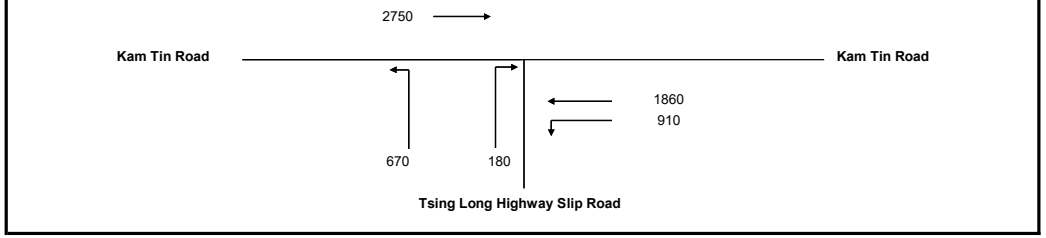
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↰	A	1	5.000	1	25			0		0		2255	530	209		739	72%		2162	0.342	0.342
↑	A	1	5.000	1				0		0		2255		771		771			2255	0.342	
↑	B	2	5.000	1				0		0		2255		838		838			2255	0.371	0.371
↱	B	2	5.000	1		25	0	0		0		2255		573	250	823		30%	2215	0.371	

JUNCTION CAPACITY CALCULATION

Junction J12 - Kam Tin Road / Tsing Long Highway Slip Road	2034 AM Peak Hour Reference Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

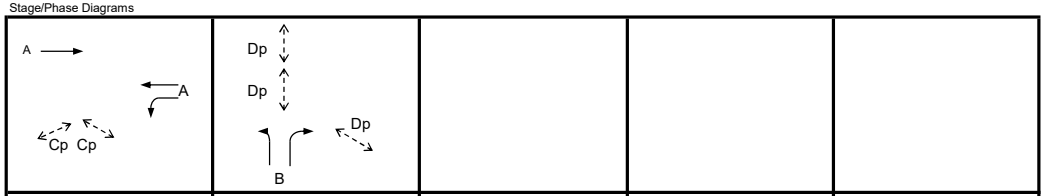
J12

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.647	
Lost time		L =	11	sec
Total Flow		=	20,960	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	61	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	31	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.818	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	26.4	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	39	sec
Y_{max}	$= 1-L/C$	=	0.908	

Stage/Phase Diagrams



I/G = 8 I/G = 5

Critical Case : A,B

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 26%

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MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	A	1	3.650	3				1		0		6220		2750		2750			6220	0.442	
←	A	1	3.600	2				0		0	190	4230		1860		1860			4420	0.421	
↰	A	1	3.650	1	50			1		0		1980	910			910	100%		1922	0.473	0.473
↰	B	2	3.650	2	25			1		0		4100	670			670	100%		3868	0.173	0.173
↱	B	2	3.650	2		40	0	0		0		4240			180	180		100%	4087	0.044	

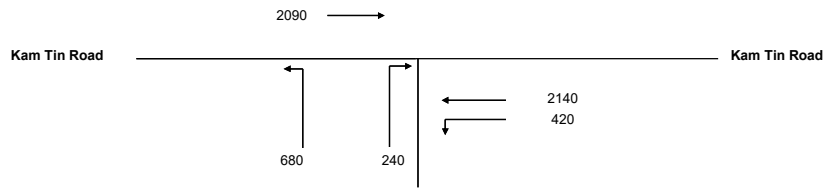
Pedestrian Crossing			GM		FGM				
	Cp	1	min.	5	+	7	=	12	sec
	Dp	2	min.	5	+	10	=	15	sec

JUNCTION CAPACITY CALCULATION

Junction J12 - Kam Tin Road / Tsing Long Highway Slip Road	2034 PM Peak Hour Reference Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

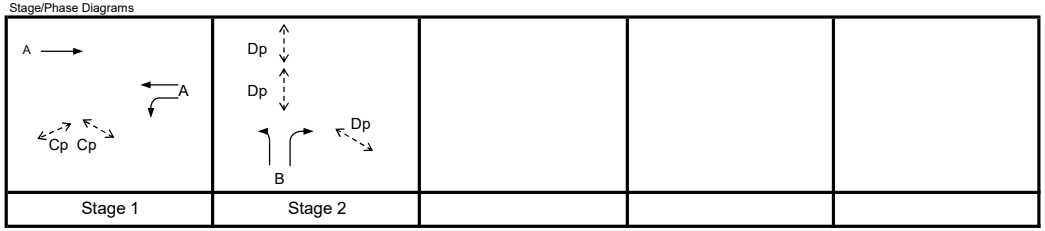
J12

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.660	
Lost time		L =	11	sec
Total Flow		=	20,960	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y)	=	63	sec
Min. Cycle Time C_m	= L/(1-Y)	=	32	sec
Y_{ult}	= 0.9-0.0075×L	=	0.818	
$R.C._{ult}$	= $(Y_{ult}-Y)/Yx100\%$	=	23.9	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y)	=	41	sec
Y_{max}	= 1-L/C	=	0.908	

Stage/Phase Diagrams



I/G = 8 I/G = 5

Critical Case : A,B

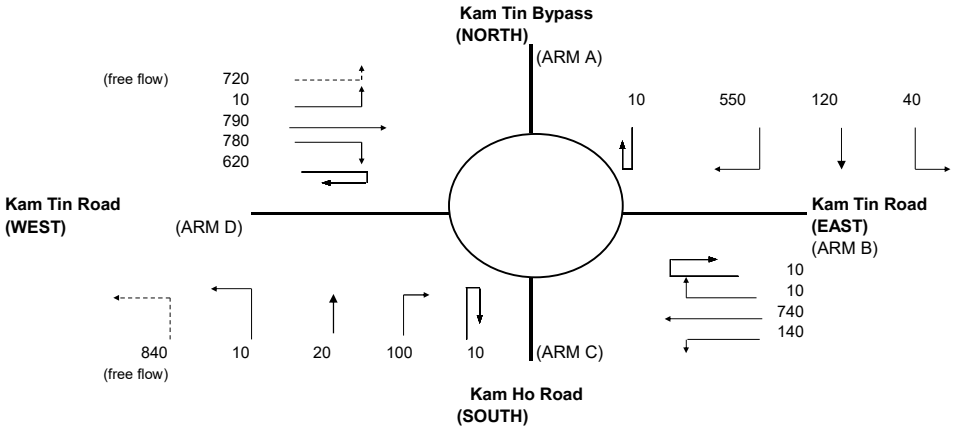
R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 24%

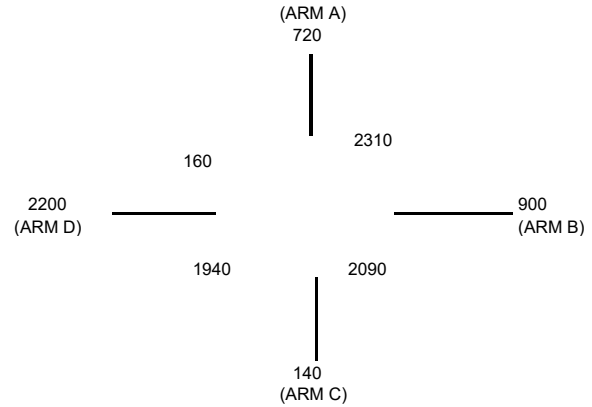
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	A	1	3.650	3				1		0		6220		2090		2090			6220	0.336	
←	A	1	3.600	2				0		0	190	4230		2140		2140			4420	0.484	0.484
↰	A	1	3.650	1	50			1		0		1980	420			420	100%		1922	0.218	
↰	B	2	3.650	2	25			1		0		4100	680			680	100%		3868	0.176	0.176
↱	B	2	3.650	2		40	0	0		0		4240			240	240		100%	4087	0.059	
Pedestrian Crossing				GM		FGM															
	Cp	1	min.	5	+	7	=	12	sec												
	Dp	2	min.	5	+	10	=	15	sec												

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J13 - Kam Tin Road / Kam Tin Bypass / Kam Ho Road	Scenario	2034 AM Peak Hour Reference Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.50	7.30	9.00	7.30
E = Entry width (m)	11.00	10.00	10.00	11.00
L = Effective length of flare (m)	15.00	12.00	1.00	13.00
R = Entry radius (m)	42.50	70.00	20.00	42.50
D = Inscribed circle diameter (m)	88.00	88.00	88.00	88.00
A = Entry angle (degree)	39.00	30.00	37.50	29.00
Q = Entry flow (pcu/h)	720	900	140	2200
Qc= Circulating flow across entry (pcu/h)	2310	2090	1940	160
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.36	1.60	0.46
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.03	0.97	1.03
X2= V + ((E-V)/(1+2S))	8.80	8.87	9.24	9.24
M = EXP((D-60)/10)	16.44	16.44	16.44	16.44
F = 303*X2	2665	2688	2799	2799
Td= 1+(0.5/(1+M))	1.03	1.03	1.03	1.03
Fc= 0.21*Td(1+0.2*X2)	0.60	0.60	0.62	0.62
Qe= K(F-Fc*Qc)	1281	1485	1564	2779
DFC = Design flow/Capacity = Q/Qe	0.56	0.61	0.09	0.79

TOTAL ENTRY FLOWS = 4680 PCU

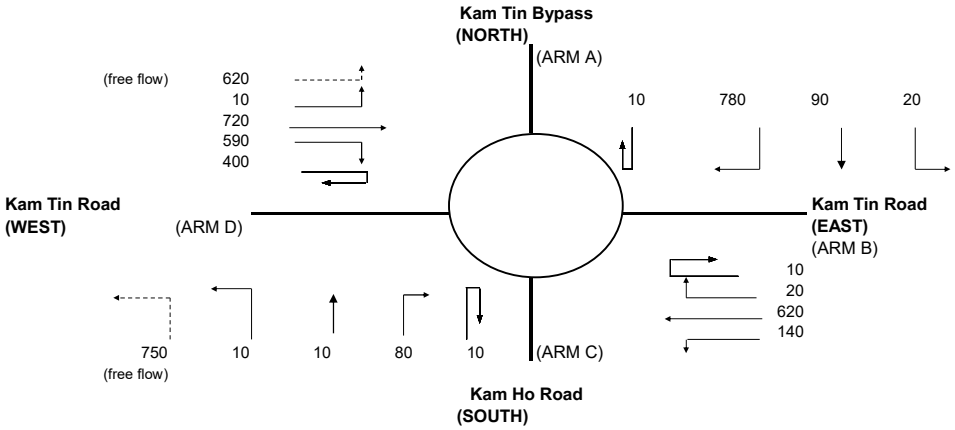
CRITICAL DFC = 0.79

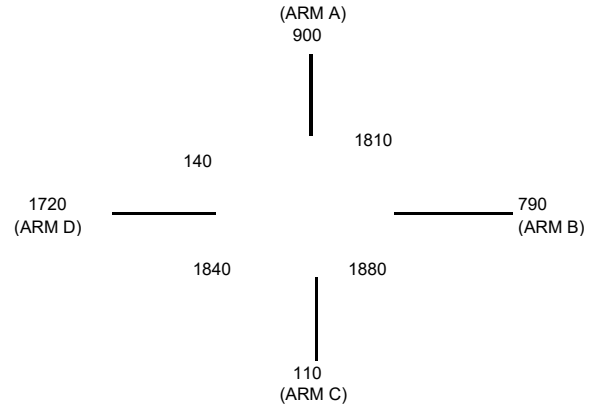
Filename : J13 - Kam Tin Road-Kam Tin Bypass-Kam Ho Road.xlsx / RefA_AM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J13 - Kam Tin Road / Kam Tin Bypass / Kam Ho Road	Scenario	2034 PM Peak Hour Reference Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.50	7.30	9.00	7.30
E = Entry width (m)	11.00	10.00	10.00	11.00
L = Effective length of flare (m)	15.00	12.00	1.00	13.00
R = Entry radius (m)	42.50	70.00	20.00	42.50
D = Inscribed circle diameter (m)	88.00	88.00	88.00	88.00
A = Entry angle (degree)	39.00	30.00	37.50	29.00
Q = Entry flow (pcu/h)	900	790	110	1720
Qc= Circulating flow across entry (pcu/h)	1810	1880	1840	140
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.36	1.60	0.46
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.03	0.97	1.03
X2= V + ((E-V)/(1+2S))	8.80	8.87	9.24	9.24
M = EXP((D-60)/10)	16.44	16.44	16.44	16.44
F = 303*X2	2665	2688	2799	2799
Td= 1+(0.5/(1+M))	1.03	1.03	1.03	1.03
Fc= 0.21*Td(1+0.2*X2)	0.60	0.60	0.62	0.62
Qe= K(F-Fc*Qc)	1578	1616	1624	2792
DFC = Design flow/Capacity = Q/Qe	0.57	0.49	0.07	0.62

TOTAL ENTRY FLOWS = 4140 PCU

CRITICAL DFC = 0.62

Filename : J13 - Kam Tin Road-Kam Tin Bypass-Kam Ho Road.xlsx / RefA_PM

ROUNDABOUT CAPACITY CALCULATION

AECOM

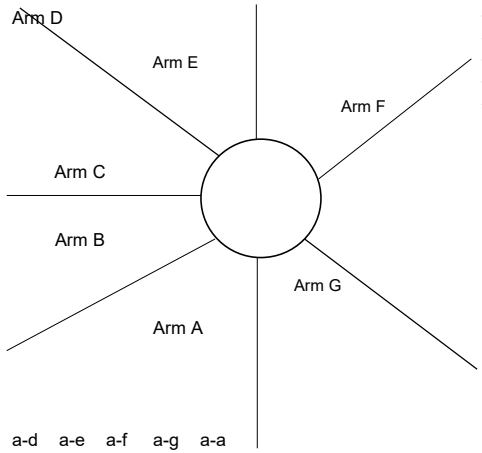
Junction	Junction J14 - Fairview Roundabout	cenar	2034 AM Reference Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024

D-d d-c d-b d-a d-g d-f d-e
10 10 30 300 230 10 90

e-e e-d e-c e-b e-a e-g e-f
10 50 110 150 10 490 100

c-d 20
c-e 170
c-f 10
c-g 160
c-a 410
c-b 30
c-c 10

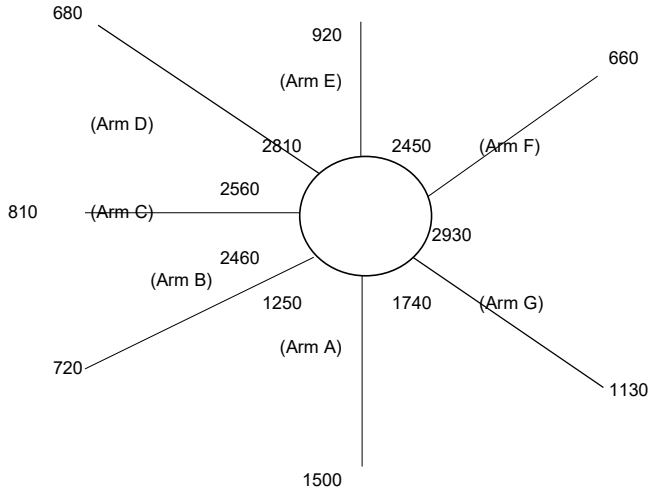
f-f 10
f-e 50
f-d 20
f-c 30
f-b 60
f-a 250
f-g 240



b-c 110
b-d 150
b-e 200
b-f 70
b-g 10
b-a 180
b-b 0

g-g 10
g-f 60
g-e 510
g-d 30
g-c 40
g-b 20
g-a 460

a-b a-c a-d a-e a-f a-g a-a
(FF) 310 280 10 180 710 10
230



ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	5.00	7.00	5.50	6.30	5.90	6.75
E = Entry width (m)	8.00	8.00	10.00	10.00	10.00	8.50	8.50
L = Effective length of flare (m)	10.00	25.00	10.00	16.00	30.00	10.00	20.00
R = Entry radius (m)	20.00	22.00	22.00	20.00	23.00	20.00	20.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	65.00	30.00	40.00	45.00	30.00	60.00	35.00
Q = Entry flow (pcu/h)	1500	720	810	680	920	660	1130
Qc= Circulating flow across entry (pcu/h)	1250	2460	2560	2810	2450	2930	1740
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.32	0.19	0.48	0.45	0.20	0.42	0.14
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.88	1.00	0.97	0.95	1.01	0.90	0.98
X2= V + ((E-V)/(1+2S))	7.22	7.17	8.53	7.87	8.95	7.32	8.12
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2188	2172	2585	2384	2713	2218	2460
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.51	0.51	0.57	0.54	0.59	0.52	0.55
Qe= K(F-Fc*Qc)	1358	918	1096	820	1285	628	1475
DFC = Design flow/Capacity = Q/Qe	1.10	0.78	0.74	0.83	0.72	1.05	0.77

TOTAL ENTRY FLOWS = 6420 PCU

CRITICAL DFC = 1.10

Filename : J14 - Fairview Roundabout (Arm B Adjusted)_V1.xls / RefA_AM_r1

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2034 PM Reference Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024

D-d 10 | d-c 10 | d-b 30 | d-a 160 | d-g 150 | d-f 10 | d-e 70

e-e 20 | e-d 90 | e-c 130 | e-b 170 | e-a 20 | e-g 430 | e-f 80

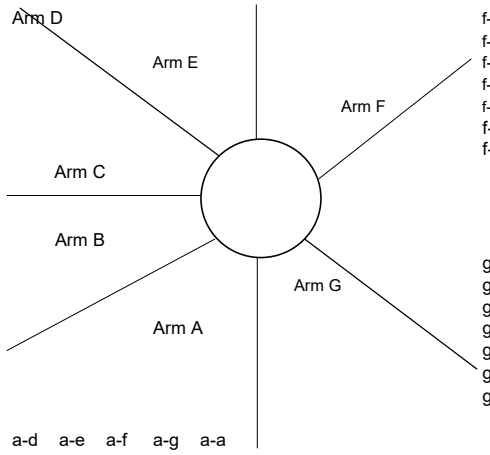
c-d 10
c-e 190
c-f 30
c-g 200
c-a 300
c-b 30
c-c 10

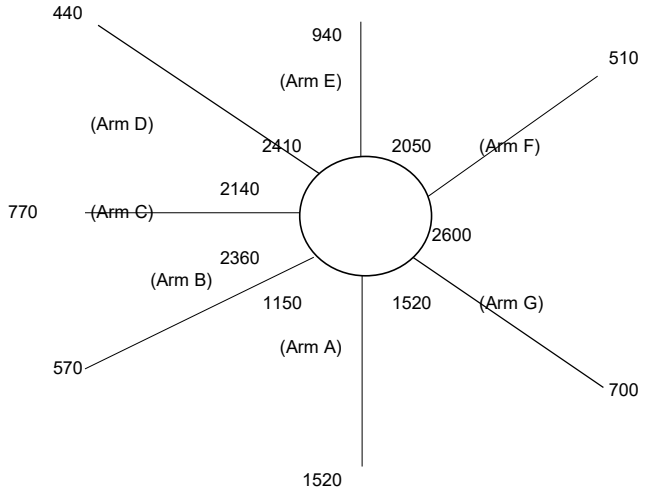
b-c 60
b-d 90
b-e 170
b-f 40
b-g 10
b-a 190
b-b 10

f-f 20
f-e 60
f-d 20
f-c 30
f-b 50
f-a 140
f-g 190

g-g 10
g-f 60
g-e 280
g-d 20
g-c 70
g-b 20
g-a 240

a-b (FF) 230 | a-c 480 | a-d 260 | a-e 10 | a-f 150 | a-g 600 | a-a 20





ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	5.00	7.00	5.50	6.30	5.90	6.75
E = Entry width (m)	8.00	8.00	10.00	10.00	10.00	8.50	8.50
L = Effective length of flare (m)	10.00	25.00	10.00	16.00	30.00	10.00	20.00
R = Entry radius (m)	20.00	22.00	22.00	20.00	23.00	20.00	20.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	65.00	30.00	40.00	45.00	30.00	60.00	35.00
Q = Entry flow (pcu/h)	1520	570	770	440	940	510	700
Qc= Circulating flow across entry (pcu/h)	1150	2360	2140	2410	2050	2600	1520
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.32	0.19	0.48	0.45	0.20	0.42	0.14
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.88	1.00	0.97	0.95	1.01	0.90	0.98
X2= V + ((E-V)/(1+2S))	7.22	7.17	8.53	7.87	8.95	7.32	8.12
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2188	2172	2585	2384	2713	2218	2460
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.51	0.51	0.57	0.54	0.59	0.52	0.55
Qe= K(F-Fc*Qc)	1403	970	1327	1025	1521	781	1594
DFC = Design flow/Capacity = Q/Qe	1.08	0.59	0.58	0.43	0.62	0.65	0.44

TOTAL ENTRY FLOWS = 5450 PCU

CRITICAL DFC = 1.08

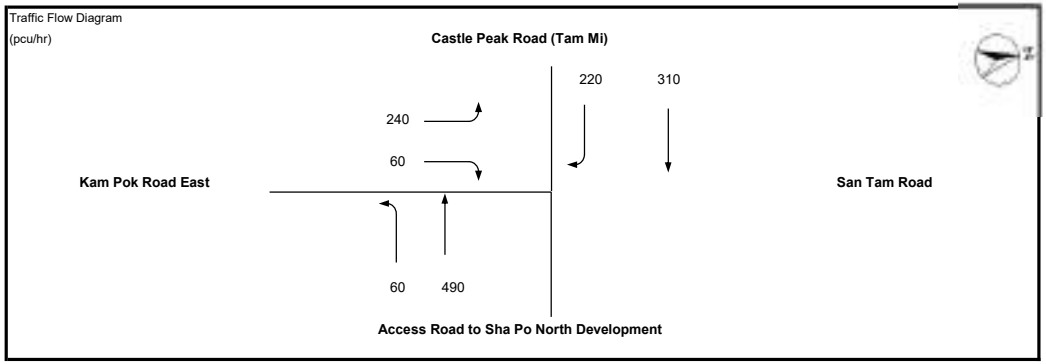
Filename : J14 - Fairview Roundabout (Arm B Adjusted)_V1.xls / RefA_PM_r1

JUNCTION CAPACITY CALCULATION

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2034 AM Peak Hour Reference Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

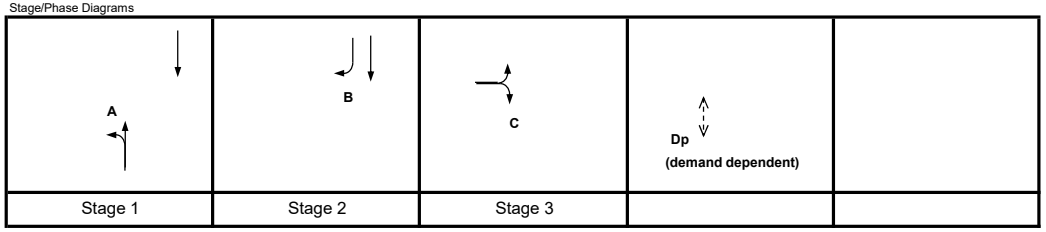
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	90	sec
Sum(y)	Y =	0.570	
Lost time	L =	13	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	57	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	30	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.803	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	40.7	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	36	sec
Y_{max}	$= 1-L/C$	=	0.856	

Stage/Phase Diagrams



I/G = 6 I/G = 5 I/G = 5

Critical Case : A,B,C

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 35%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↰	A	1	3.500	1	25			1		0		1965	60	490		550	11%		1952	0.282	0.282
↓	B	2	3.400	1				1		0		1955		310		310			1955	0.159	0.159
↳	B	2	3.500	1		30	0	0		0		2105			220	220		100%	2005	0.110	
↱	C	3	3.400	1	25			1		0		1955	240			240	100%		1844	0.130	0.130
↓	C	3	3.400	1		30	0	0		0		2095			60	60		100%	1995	0.030	

Pedestrian Crossing			GM		FGM					
	Dp	4	min.	13	+	12	=	25	sec	

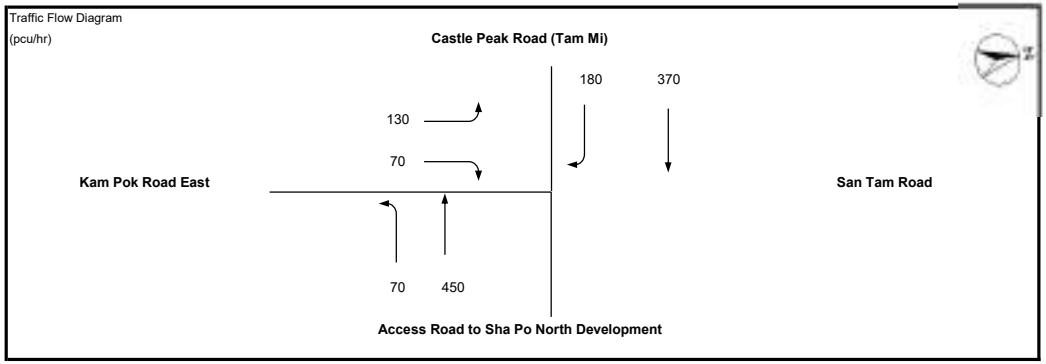
JUNCTION CAPACITY CALCULATION

AECOM

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2034 PM Peak Hour Reference Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

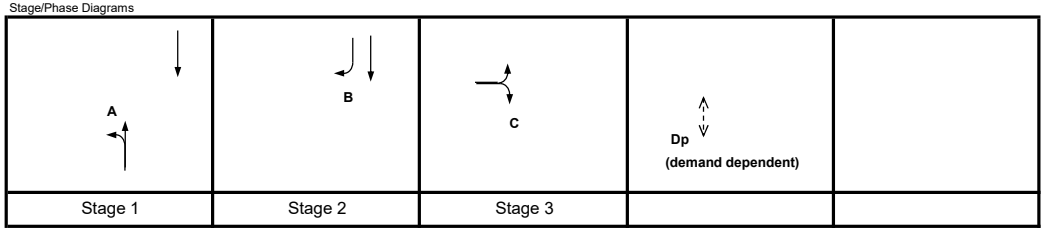
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	90	sec
Sum(y)	Y =	0.527	
Lost time	L =	13	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	52	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	27	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.803	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	52.4	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	31	sec
Y_{max}	$= 1-L/C$	=	0.856	

Stage/Phase Diagrams



Critical Case : A,B,C

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 46%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↰	A	1	3.500	1	25			1		0		1965	70	450		520	13%		1949	0.267	0.267
↓	B	2	3.400	1				1		0		1955		370		370			1955	0.189	0.189
↳	B	2	3.500	1		30	0	0		0		2105			180	180		100%	2005	0.090	
↱	C	3	3.400	1	25			1		0		1955	130			130	100%		1844	0.070	0.070
↳	C	3	3.400	1		30	0	0		0		2095			70	70		100%	1995	0.035	

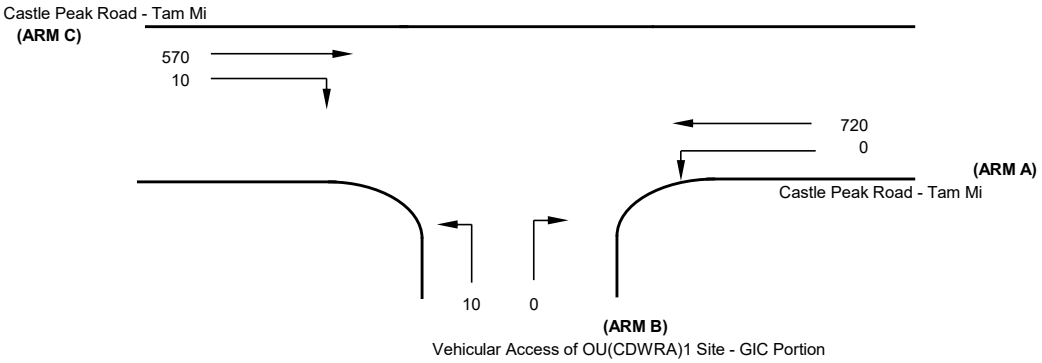
Pedestrian Crossing			GM		FGM				
	Dp	4	min.	13	+	12	=	25	sec

Design Flow

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J1 - Vehicular Access of OU(CDWRA) Site - GIC Portion	2034 AM Design Traffic Flows	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J1

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	0 (metres)
q a-b	=	0 (pcu/hr)
q a-c	=	720 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	50 (metres)
q c-a	=	570 (pcu/hr)
q c-b	=	10 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.2 (metres)
W b-c	=	3.2 (metres)
Vl b-a	=	50 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	10 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.843523
E	=	0.897365
F	=	0.615515
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	298
Q b-c	=	506
Q c-b	=	347
Q b-ac	=	506

CRITICAL DFC = 0.03

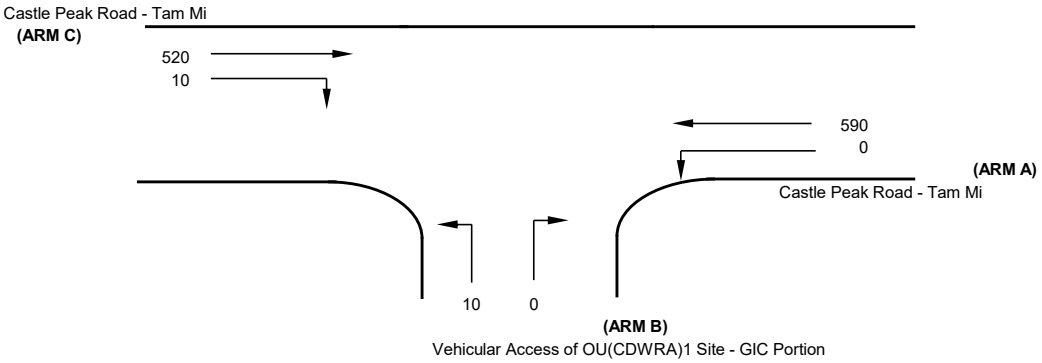
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.02
DFC c-b	=	0.03
DFC b-ac	=	0.02

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J1 - Vehicular Access of OU(CDWRA) Site - GIC Portion	2034 PM Design Traffic Flows	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J1

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	0 (metres)
q a-b	=	0 (pcu/hr)
q a-c	=	590 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	50 (metres)
q c-a	=	520 (pcu/hr)
q c-b	=	10 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.2 (metres)
W b-c	=	3.2 (metres)
Vl b-a	=	50 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	10 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.843523
E	=	0.897365
F	=	0.615515
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	332
Q b-c	=	536
Q c-b	=	367
Q b-ac	=	536

CRITICAL DFC = 0.03

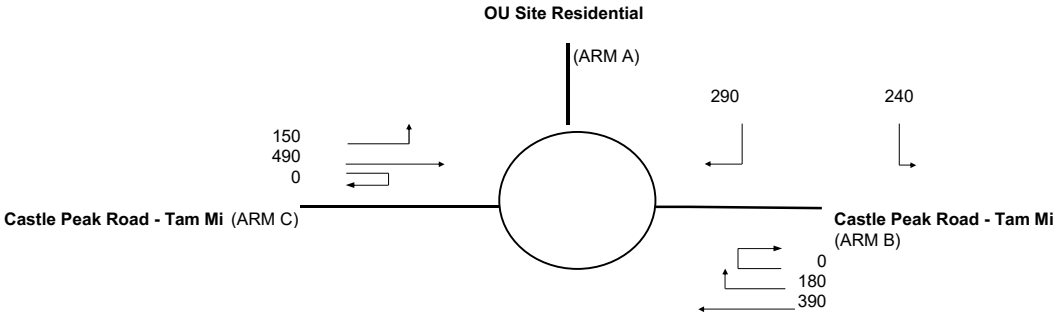
COMPARISION OF DESIGN FLOW TO CAPACITY :

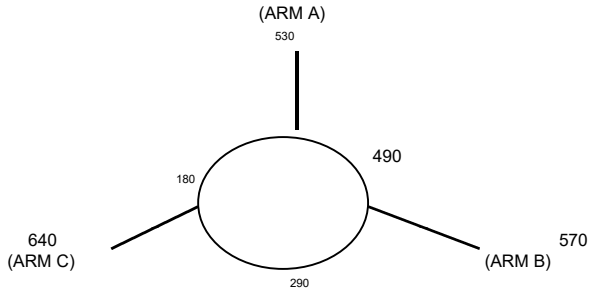
DFC b-a	=	0.00
DFC b-c	=	0.02
DFC c-b	=	0.03
DFC b-ac	=	0.02

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J2 - Vehicular Access of OU(CDWRA) Site - Residential Portion	Scenario	2034 AM Peak Hour Design Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	5.50	5.00	5.50
E = Entry width (m)	5.50	5.20	6.80
L = Effective length of flare (m)	5.00	5.00	5.00
R = Entry radius (m)	50.00	100.00	18.00
D = Inscribed circle diameter (m)	30.00	30.00	30.00
A = Entry angle (degree)	55.00	45.00	45.00
Q = Entry flow (pcu/h)	530	570	640
Qc= Circulating flow across entry (pcu/h)	490	290	180
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.00	0.06	0.42
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.94	0.99	0.94
X2= V + ((E-V)/(1+2S))	5.50	5.18	6.21
M = EXP((D-60)/10)	0.05	0.05	0.05
F = 303*X2	1667	1569	1882
Td= 1+(0.5/(1+M))	1.48	1.48	1.48
Fc= 0.21*Td(1+0.2*X2)	0.65	0.63	0.70
Qe= K(F-Fc*Qc)	1270	1368	1655
DFC = Design flow/Capacity = Q/Qe	0.42	0.42	0.39

TOTAL ENTRY FLOWS = 1740 PCU

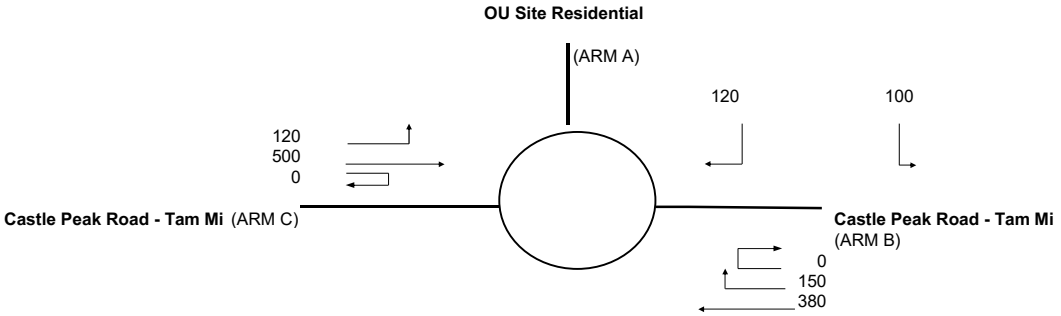
CRITICAL DFC = 0.42

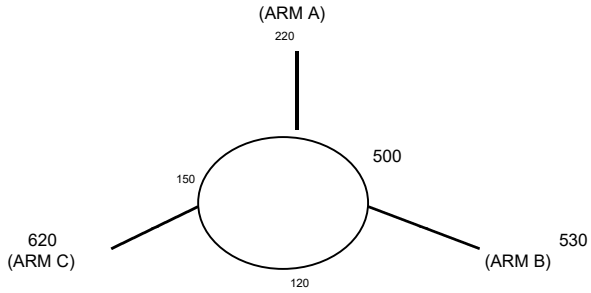
Filename : J2 - Roundabout Scheme.xlsx / DesA_AM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J2 - Vehicular Access of OU(CDWRA) Site - Residential Portion	Scenario	2034 PM Peak Hour Design Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	5.50	5.00	5.50
E = Entry width (m)	5.50	5.20	6.80
L = Effective length of flare (m)	5.00	5.00	5.00
R = Entry radius (m)	50.00	100.00	18.00
D = Inscribed circle diameter (m)	30.00	30.00	30.00
A = Entry angle (degree)	55.00	45.00	45.00
Q = Entry flow (pcu/h)	220	530	620
Qc= Circulating flow across entry (pcu/h)	500	120	150
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.00	0.06	0.42
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.94	0.99	0.94
X2= V + ((E-V)/(1+2S))	5.50	5.18	6.21
M = EXP((D-60)/10)	0.05	0.05	0.05
F = 303*X2	1667	1569	1882
Td= 1+(0.5/(1+M))	1.48	1.48	1.48
Fc= 0.21*Td(1+0.2*X2)	0.65	0.63	0.70
Qe= K(F-Fc*Qc)	1264	1474	1675
DFC = Design flow/Capacity = Q/Qe	0.17	0.36	0.37

TOTAL ENTRY FLOWS = 1370 PCU

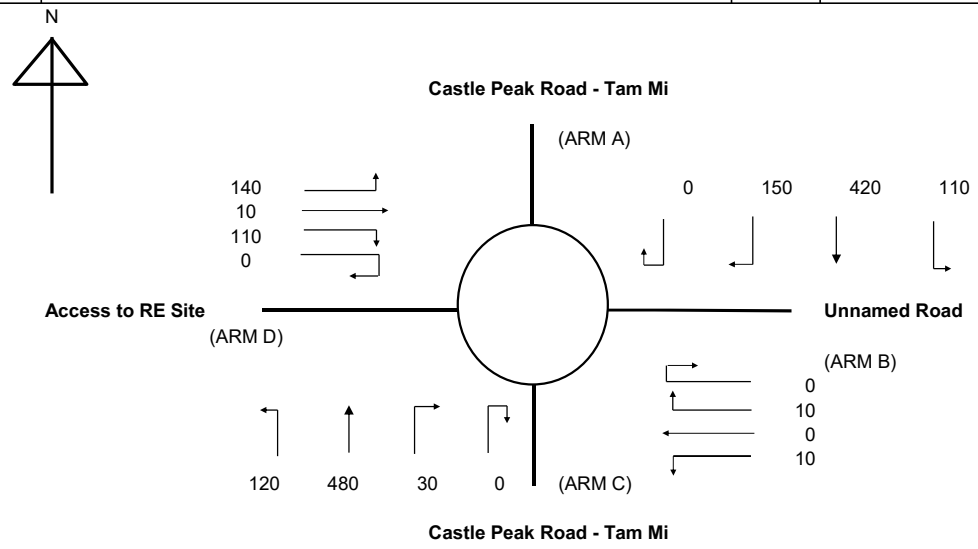
CRITICAL DFC = 0.37

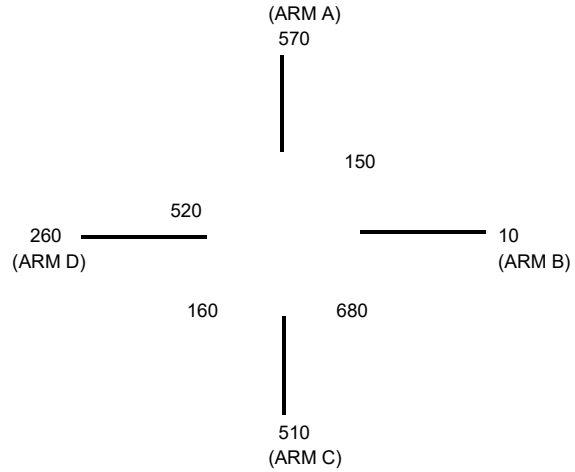
Filename : J2 - Roundabout Scheme.xlsx / DesA_PM

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	Scenario		Project No.	Prepared By	Checked By	Date
J3 - Vehicular Access or R(E) Site Residential Portion, Covered Transport Lay-by / Castle Peak Road - Tam Mi / Unnamed Road underneath San Tam Road	2034 AM Design Traffic Flows		-	MKCN	SHSN	25/Apr/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	7.00	3.50	7.30	5.00	
E = Entry width (m)	8.50	4.70	8.80	6.30	
L = Effective length of flare (m)	5.00	5.00	10.00	5.00	
R = Entry radius (m)	10.00	10.00	25.00	35.00	
D = Inscribed circle diameter (m)	38.00	38.00	38.00	38.00	
A = Entry angle (degree)	35.00	35.00	40.00	55.00	
Q = Entry flow (pcu/h)	570	10	510	260	*
Qc= Circulating flow across entry (pcu/h)	150	680	160	520	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.38	0.24	0.42	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.93	0.93	0.98	0.93	
X2= V + ((E-V)/(1+2S))	7.77	4.18	8.31	5.71	
M = EXP((D-60)/10)	0.11	0.11	0.11	0.11	
F = 303*X2	2353	1266	2519	1730	
Td= 1+(0.5/(1+M))	1.45	1.45	1.45	1.45	
Fc= 0.21*Td(1+0.2*X2)	0.78	0.56	0.81	0.65	
Qe= K(F-Fc*Qc)	2088	827	2330	1299	
DFC = Design flow/Capacity = Q/Qe	0.27	0.01	0.22	0.20	

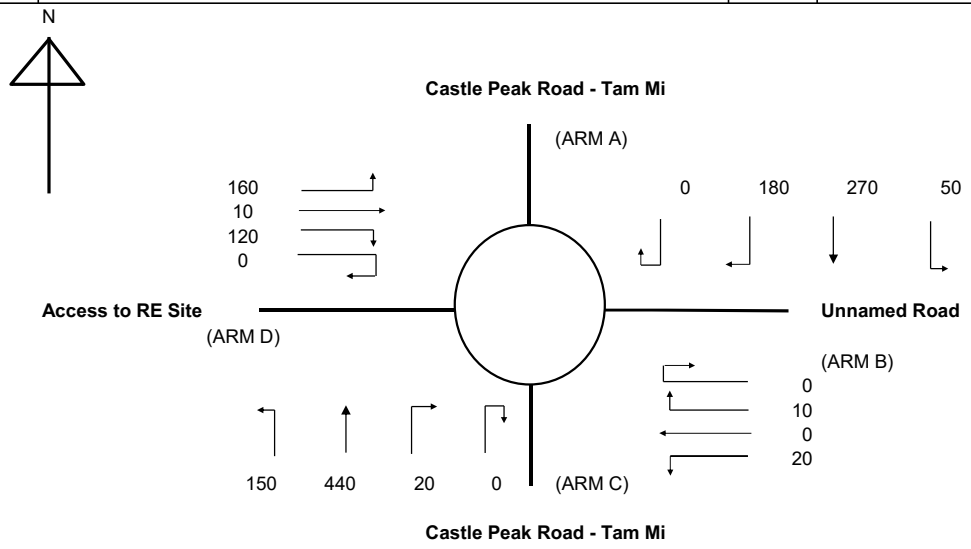
TOTAL ENTRY FLOWS 1590 PCU

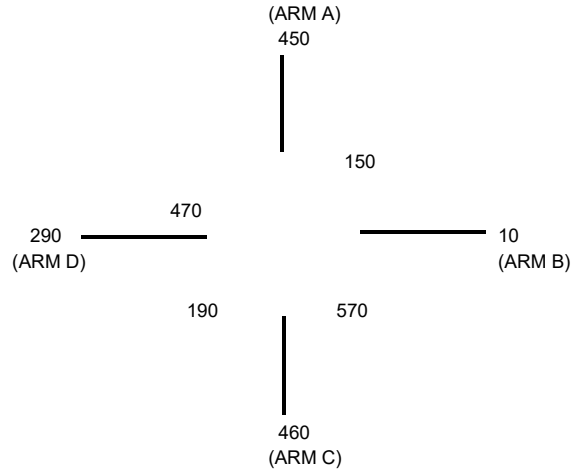
CRITICAL DFC 0.27

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	Scenario		Project No.	Prepared By	Checked By	Date
J3 - Vehicular Access or R(E) Site Residential Portion, Covered Transport Lay-by / Castle Peak Road - Tam Mi / Unnamed Road underneath San Tam Road	2034 PM Design Traffic Flows		-	MKCN	SHSN	25/Apr/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	7.00	3.50	7.30	5.00	
E = Entry width (m)	8.50	4.70	8.80	6.30	
L = Effective length of flare (m)	5.00	5.00	10.00	5.00	
R = Entry radius (m)	10.00	10.00	25.00	35.00	
D = Inscribed circle diameter (m)	38.00	38.00	38.00	38.00	
A = Entry angle (degree)	35.00	35.00	40.00	55.00	
Q = Entry flow (pcu/h)	450	10	460	290	*
Qc= Circulating flow across entry (pcu/h)	150	570	190	470	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.38	0.24	0.42	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.93	0.93	0.98	0.93	
X2= V + ((E-V)/(1+2S))	7.77	4.18	8.31	5.71	
M = EXP((D-60)/10)	0.11	0.11	0.11	0.11	
F = 303*X2	2353	1266	2519	1730	
Td= 1+(0.5/(1+M))	1.45	1.45	1.45	1.45	
Fc= 0.21*Td(1+0.2*X2)	0.78	0.56	0.81	0.65	
Qe= K(F-Fc*Qc)	2088	885	2306	1330	
DFC = Design flow/Capacity = Q/Qe	0.22	0.01	0.20	0.22	

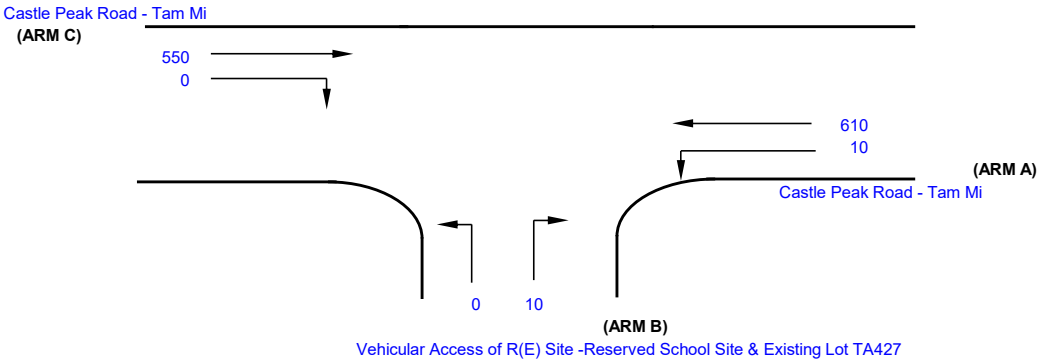
TOTAL ENTRY FLOWS 1430 PCU

CRITICAL DFC 0.22

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J5 - Vehicular Access of RE Site - Reserved School Site & Existing Lot TA427	2034 AM Design Traffic Flows	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : May 24



NOTES : (GEOMETRIC INPUT DATA)

J5

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.5	(metres)
W cr	=	3	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	610	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	50	(metres)
q c-a	=	550	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	10.01	(pcu/hr)
q b-c	=	0.01	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.909758
E	=	0.967827
F	=	0.615515
Y	=	0.672250

THE CAPACITY OF MOVEMENT :

Q b-a	=	395
Q b-c	=	576
Q c-b	=	365
Q b-ac	=	395

CRITICAL DFC = 0.03

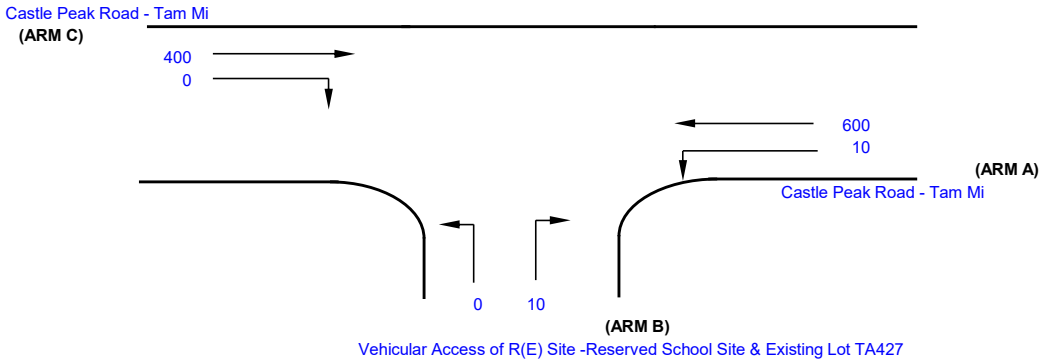
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.03
DFC b-c	=	0.00
DFC c-b	=	0.00
DFC b-ac	=	0.03

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J5 - Vehicular Access of RE Site - Reserved School Site & Existing Lot TA427	2034 PM Design Traffic Flows	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : May 24



NOTES : (GEOMETRIC INPUT DATA)

J5

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.5	(metres)
W cr	=	3	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	600	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	50	(metres)
q c-a	=	400	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	10.01	(pcu/hr)
q b-c	=	0.01	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.909758
E	=	0.967827
F	=	0.615515
Y	=	0.672250

THE CAPACITY OF MOVEMENT :

Q b-a	=	418
Q b-c	=	578
Q c-b	=	367
Q b-ac	=	418

CRITICAL DFC = 0.02

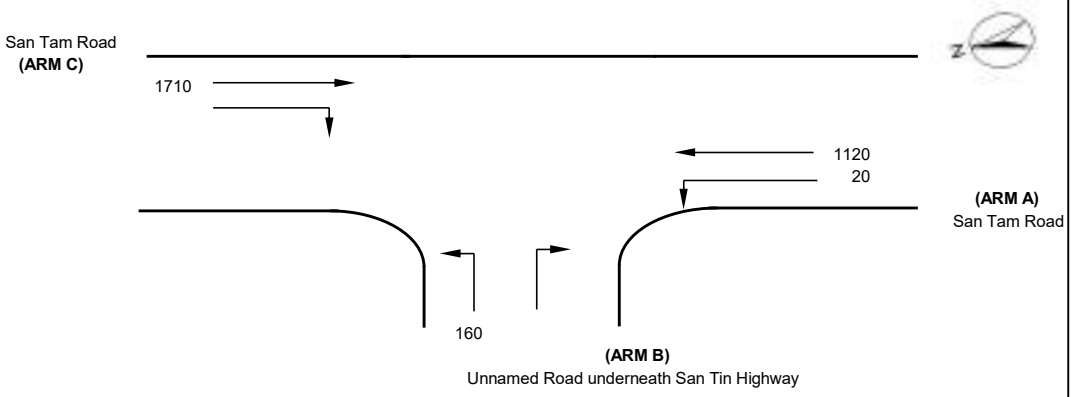
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.02
DFC b-c	=	0.00
DFC c-b	=	0.00
DFC b-ac	=	0.02

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J6 - San Tam Road / Unnamed Rd underneath San Tin Highway	2034 AM Design Traffic Flows	Designed By : MKCN	Checked By : SHSN	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J6

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.6 (metres)
W cr	=	0 (metres)
q a-b	=	20 (pcu/hr)
q a-c	=	1120 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	0 (metres)
q c-a	=	1710 (pcu/hr)
q c-b	=	0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0 (metres)
W b-c	=	3.5 (metres)
Vl b-a	=	0 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	160 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.560119
E	=	0.923788
F	=	0.585955
Y	=	0.496300

THE CAPACITY OF MOVEMENT :

Q b-a	=	128
Q b-c	=	500
Q c-b	=	316
Q b-ac	=	500

CRITICAL DFC = 0.32

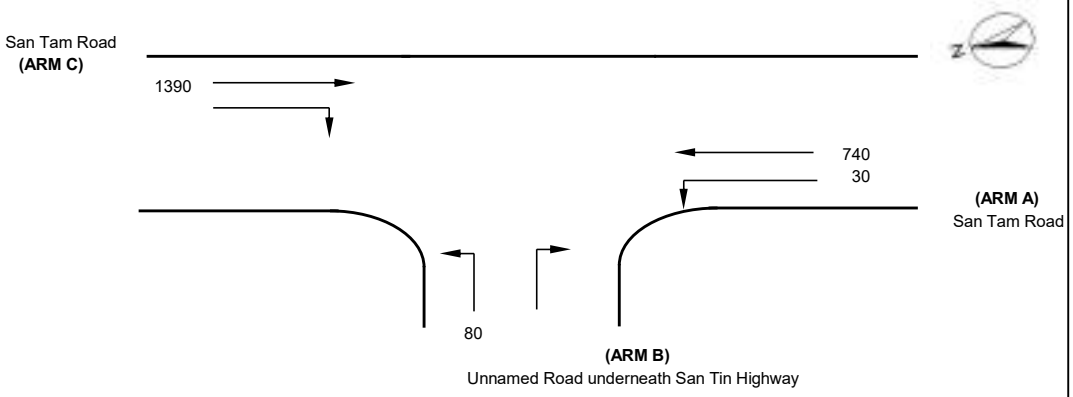
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.32
DFC c-b	=	0.00
DFC b-ac	=	0.32

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J6 - San Tam Road / Unnamed Rd underneath San Tin Highway	2034 PM Design Traffic Flows	Designed By : MKCN	Checked By : SHSN	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J6

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.6 (metres)
W cr	=	0 (metres)
q a-b	=	30 (pcu/hr)
q a-c	=	740 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	0 (metres)
q c-a	=	1390 (pcu/hr)
q c-b	=	0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0 (metres)
W b-c	=	3.5 (metres)
Vl b-a	=	0 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	80 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.560119
E	=	0.923788
F	=	0.585955
Y	=	0.496300

THE CAPACITY OF MOVEMENT :

Q b-a	=	187
Q b-c	=	563
Q c-b	=	355
Q b-ac	=	563

CRITICAL DFC = 0.14

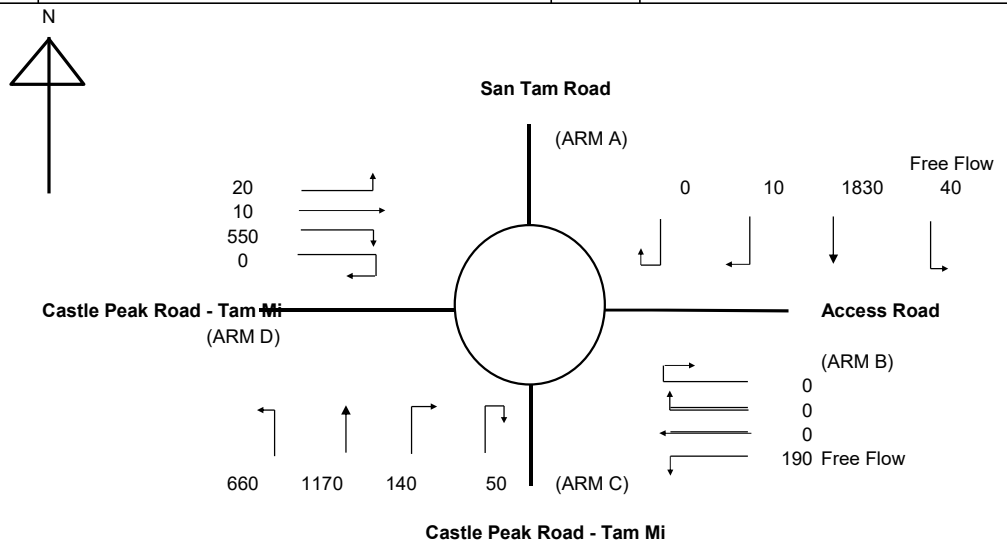
COMPARISION OF DESIGN FLOW TO CAPACITY :

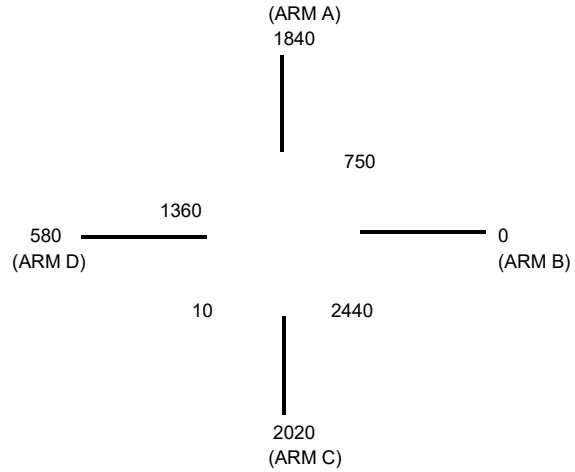
DFC b-a	=	0.00
DFC b-c	=	0.14
DFC c-b	=	0.00
DFC b-ac	=	0.14

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J7 - Castle Peak Road - Tam Mi / San Tam Road	Scenario	2034 AM Design Traffic Flows (Planned Layout)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	13/Aug/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	10.30	4.00	8.70	4.10	
E = Entry width (m)	10.60	6.50	9.00	8.00	
L = Effective length of flare (m)	13.00	12.00	10.00	16.00	
R = Entry radius (m)	25.00	22.00	21.00	20.00	
D = Inscribed circle diameter (m)	44.00	44.00	44.00	44.00	
A = Entry angle (degree)	35.00	30.00	50.00	30.00	
Q = Entry flow (pcu/h)	1840	0	2020	580	*
Qc= Circulating flow across entry (pcu/h)	750	2440	10	1360	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.04	0.33	0.05	0.39	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.00	0.93	1.00	
X2= V + ((E-V)/(1+2S))	10.58	5.50	8.97	6.29	
M = EXP((D-60)/10)	0.20	0.20	0.20	0.20	
F = 303*X2	3206	1667	2719	1906	
Td= 1+(0.5/(1+M))	1.42	1.42	1.42	1.42	
Fc= 0.21*Td(1+0.2*X2)	0.93	0.62	0.83	0.67	
Qe= K(F-Fc*Qc)	2492	143	2529	993	
DFC = Design flow/Capacity = Q/Qe	0.74	0.00	0.80	0.58	

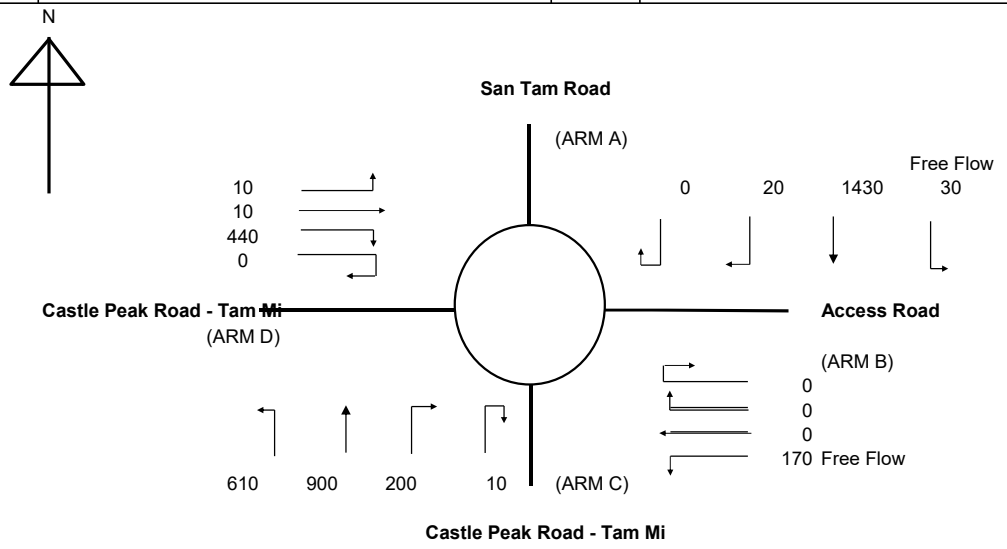
TOTAL ENTRY FLOWS 4670 PCU

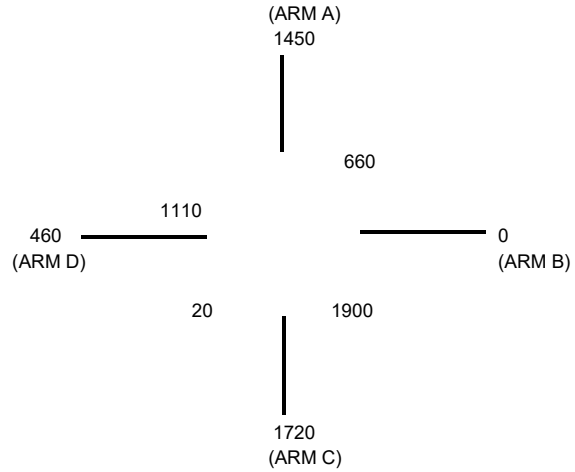
CRITICAL DFC 0.80

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J7 - Castle Peak Road - Tam Mi / San Tam Road	Scenario	2034 AM Design Traffic Flows (Planned Layout)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	13/Aug/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	10.30	4.00	8.70	4.10	
E = Entry width (m)	10.60	6.50	9.00	8.00	
L = Effective length of flare (m)	13.00	12.00	10.00	16.00	
R = Entry radius (m)	25.00	22.00	21.00	20.00	
D = Inscribed circle diameter (m)	44.00	44.00	44.00	44.00	
A = Entry angle (degree)	35.00	30.00	50.00	30.00	
Q = Entry flow (pcu/h)	1450	0	1720	460	*
Qc= Circulating flow across entry (pcu/h)	660	1900	20	1110	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.04	0.33	0.05	0.39	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.00	0.93	1.00	
X2= V + ((E-V)/(1+2S))	10.58	5.50	8.97	6.29	
M = EXP((D-60)/10)	0.20	0.20	0.20	0.20	
F = 303*X2	3206	1667	2719	1906	
Td= 1+(0.5/(1+M))	1.42	1.42	1.42	1.42	
Fc= 0.21*Td(1+0.2*X2)	0.93	0.62	0.83	0.67	
Qe= K(F-Fc*Qc)	2574	482	2521	1161	
DFC = Design flow/Capacity = Q/Qe	0.56	0.00	0.68	0.40	

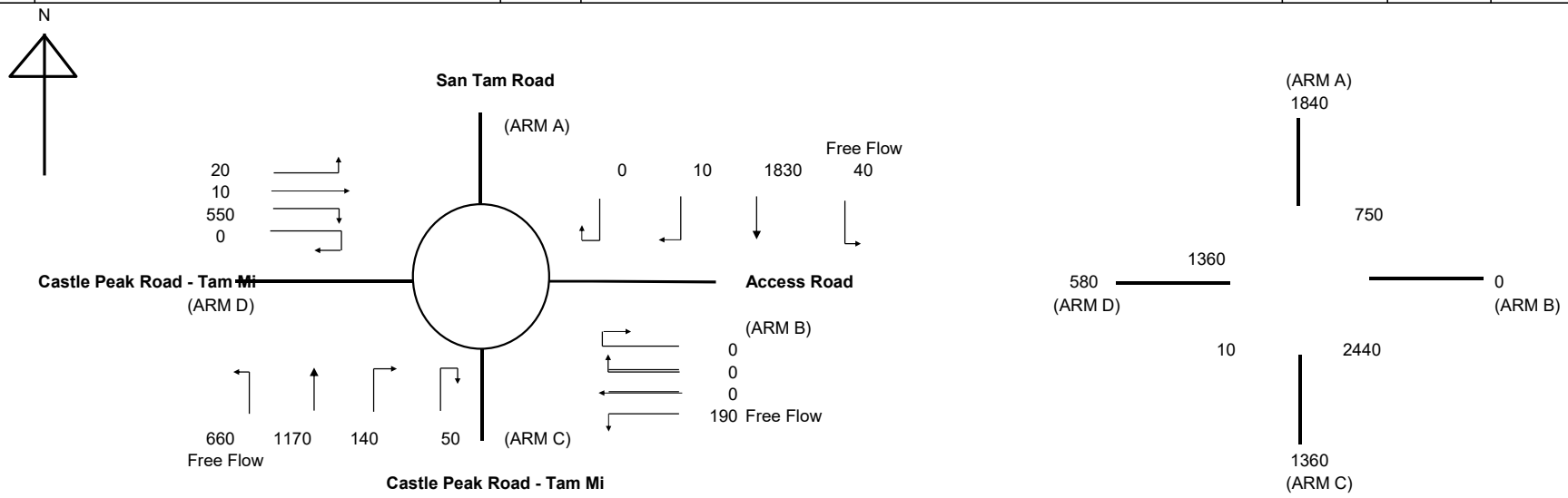
TOTAL ENTRY FLOWS 3830 PCU

CRITICAL DFC 0.68

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J7 - Castle Peak Road - Tam Mi / San Tam Road	Scenario	2034 AM Design Traffic Flows (With Exclusive Left Turn Lane)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	25/Apr/24



ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	10.30	4.00	8.70	4.10	
E = Entry width (m)	10.60	6.50	9.00	8.00	
L = Effective length of flare (m)	13.00	12.00	10.00	16.00	
R = Entry radius (m)	25.00	22.00	21.00	20.00	
D = Inscribed circle diameter (m)	44.00	44.00	44.00	44.00	
A = Entry angle (degree)	35.00	30.00	50.00	30.00	
Q = Entry flow (pcu/h)	1840	0	1360	580	*
Qc= Circulating flow across entry (pcu/h)	750	2440	10	1360	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.04	0.33	0.05	0.39	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.00	0.93	1.00	
X2= V + ((E-V)/(1+2S))	10.58	5.50	8.97	6.29	
M = EXP((D-60)/10)	0.20	0.20	0.20	0.20	
F = 303*X2	3206	1667	2719	1906	
Td= 1+(0.5/(1+M))	1.42	1.42	1.42	1.42	
Fc= 0.21*Td(1+0.2*X2)	0.93	0.62	0.83	0.67	
Qe= K(F-Fc*Qc)	2492	143	2529	993	
DFC = Design flow/Capacity = Q/Qe	0.74	0.00	0.54	0.58	

TOTAL ENTRY FLOWS 4670 PCU

CRITICAL DFC 0.74

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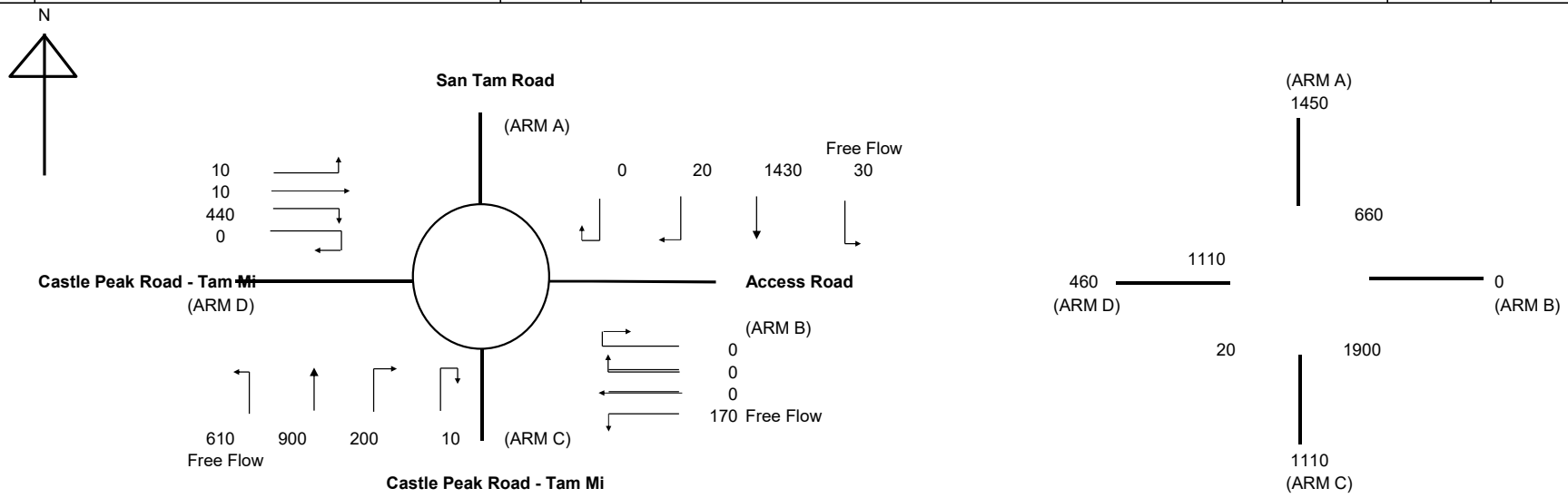
ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J7 - Castle Peak Road - Tam Mi / San Tam Road	Scenario	2034 AM Design Traffic Flows (With Exclusive Left Turn Lane)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	25/Apr/24



ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	10.30	4.00	8.70	4.10	
E = Entry width (m)	10.60	6.50	9.00	8.00	
L = Effective length of flare (m)	13.00	12.00	10.00	16.00	
R = Entry radius (m)	25.00	22.00	21.00	20.00	
D = Inscribed circle diameter (m)	44.00	44.00	44.00	44.00	
A = Entry angle (degree)	35.00	30.00	50.00	30.00	
Q = Entry flow (pcu/h)	1450	0	1110	460	*
Qc= Circulating flow across entry (pcu/h)	660	1900	20	1110	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.04	0.33	0.05	0.39	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.00	0.93	1.00	
X2= V + ((E-V)/(1+2S))	10.58	5.50	8.97	6.29	
M = EXP((D-60)/10)	0.20	0.20	0.20	0.20	
F = 303*X2	3206	1667	2719	1906	
Td= 1+(0.5/(1+M))	1.42	1.42	1.42	1.42	
Fc= 0.21*Td(1+0.2*X2)	0.93	0.62	0.83	0.67	
Qe= K(F-Fc*Qc)	2574	482	2521	1161	
DFC = Design flow/Capacity = Q/Qe	0.56	0.00	0.44	0.40	

TOTAL ENTRY FLOWS 3830 PCU

CRITICAL DFC 0.56

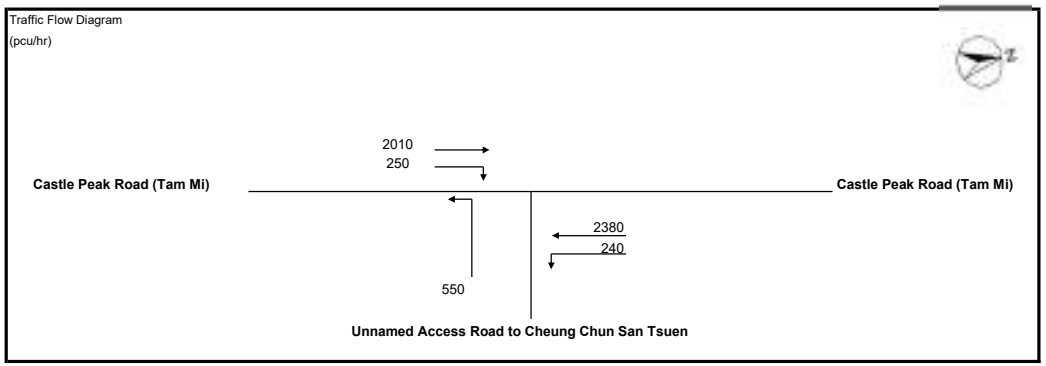
JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Castle Peak Road / Unnamed Access Road to Cheung Chun San Tsu	2034 AM Peak Hour Design Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J8

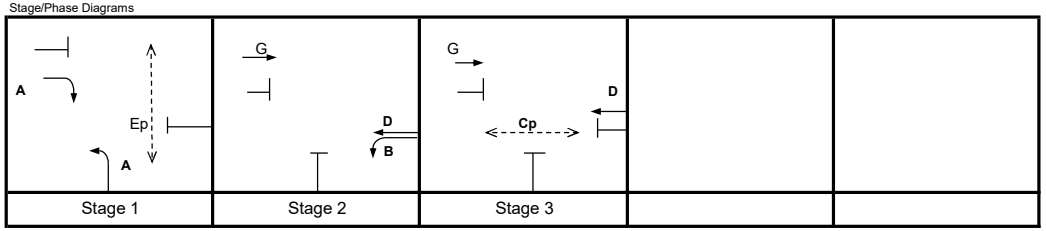
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.706	
Lost time	L =	9	sec
Total Flow	=	16,495	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	63	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	31	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.833	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	18.0	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	42	sec
Y_{max}	$= 1-L/C$	=	0.925	

Stage/Phase Diagrams



I/G = 5 I/G = 6 I/G =

Critical Case : A,D

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 18%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↓	A	1	3.500	1		12.5	0	0		0		2105			250	250		100%	1879	0.133	
→	G	2,3	3.500	2				1		0		4070		2010		2010			4070	0.494	
↰	A	1	3.650	2	20			1		0		4100	550			550	100%		3814	0.144	0.144
↰	B	2	3.650	1	15			1		0		1980	240			240	100%		1800	0.133	
←	D	2,3	3.650	2				0		0		4240		2380		2380			4240	0.561	0.561

Pedestrian Crossing			GM		FGM				
	Cp	3	min.	11	+	21	=	32	sec
	Ep	1	min.	11	+	10	=	21	sec

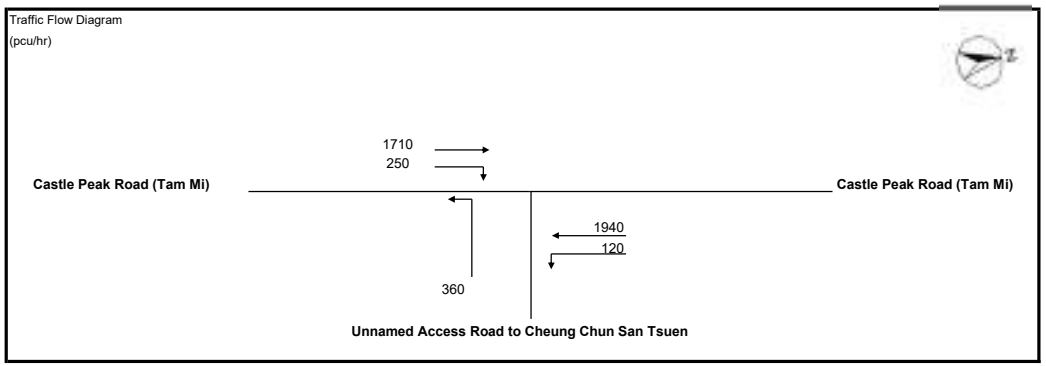
JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Castle Peak Road / Unnamed Access Road to Cheung Chun San Tsu	2034 PM Peak Hour Design Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J8

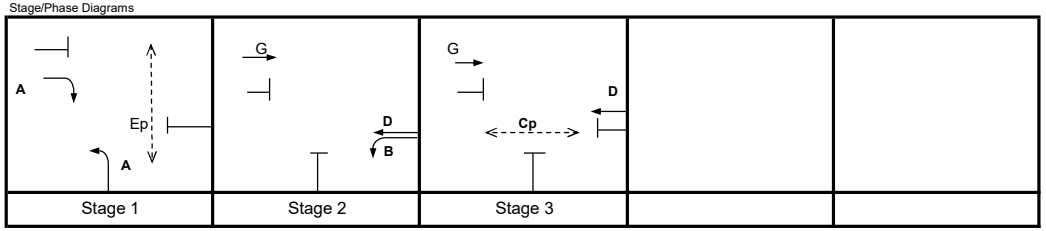
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.591	
Lost time	L =	9	sec
Total Flow	=	16,495	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	45	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	22	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.833	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	41.0	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	26	sec
Y_{max}	$= 1-L/C$	=	0.925	

Stage/Phase Diagrams



I/G = 5 I/G = 6 I/G =

Critical Case : A,D

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 41%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↓	A	1	3.500	1		12.5	0	0		0		2105			250	250		100%	1879	0.133	0.133
→	G	2,3	3.500	2				1		0		4070		1710		1710			4070	0.420	
↰	A	1	3.650	2	20			1		0		4100	360			360	100%		3814	0.094	
↰	B	2	3.650	1	15			1		0		1980	120			120	100%		1800	0.067	
←	D	2,3	3.650	2				0		0		4240		1940		1940			4240	0.458	0.458

Pedestrian Crossing			GM		FGM				
	Cp	3	min.	11	+	21	=	32	sec
	Ep	1	min.	11	+	10	=	21	sec

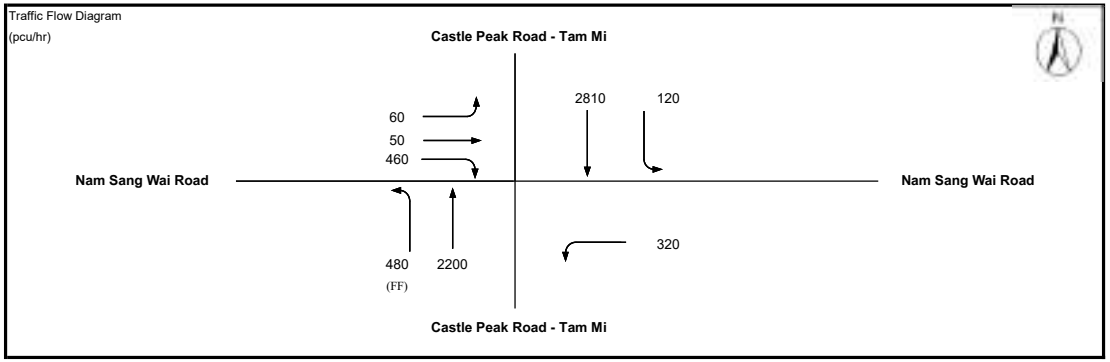
JUNCTION CAPACITY CALCULATION

Junction J9 - Castle Peak Road - Tam Mi / Nam Sang Wai Road	2034 AM Design Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 23

J9

Traffic Flow Diagram

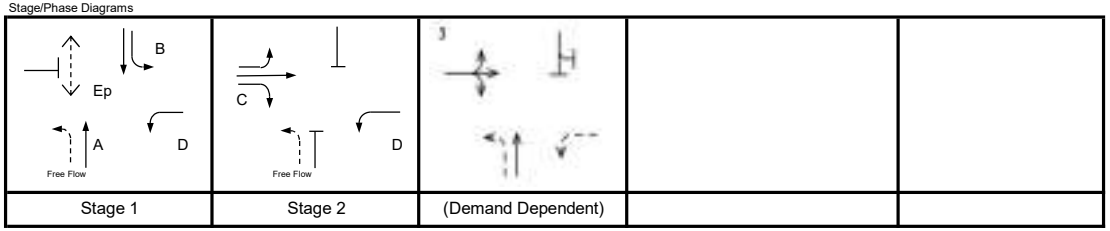
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.679	
Lost time	L =	10	sec
Total Flow	=	16,420	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	62	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	31	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.825	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	21.5	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	41	sec
Y_{max}	$= 1-L/C$	=	0.917	

Stage/Phase Diagrams



Stage 1	Stage 2	(Demand Dependent)		
I/G = 6	I/G = 6			

Critical Case : A,C

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\% =$ 21%

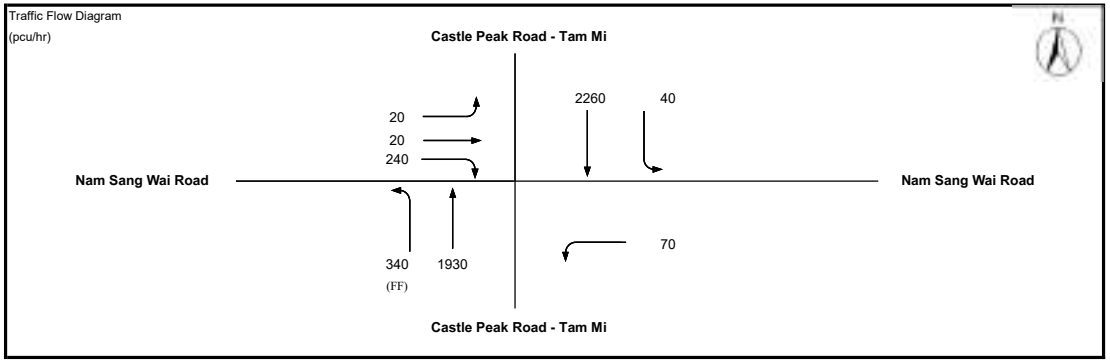
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	ADJ. SAT. FLOW	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↑	A	1	3.750	2				1		0		4120	4120		2200		2200			4120	0.534	0.534
↓	B	1	3.400	1	35			1		0	-300	1955	1655	120	706		826	15%		1645	0.502	
↓	B	1	3.400	2				0		0		4190	4190		2104		2104			4190	0.502	
↰	D	1,2	6.300	1	18			1		0		2245	2245	320			320	100%		2072	0.154	
↑↓	C	2	4.200	1	10	25	0	1		0		2035	2035	60	50	166	276	22%	60%	1904	0.145	0.145
↓	C	2	4.200	1		20	0	0		0		2175	2175			294	294		100%	2023	0.145	
Pedestrian Crossing				GM		FGM																
	Ep	1	min.	7	+	14	=	21	sec													

JUNCTION CAPACITY CALCULATION

Junction J9 - Castle Peak Road - Tam Mi / Nam Sang Wai Road	2034 PM Design Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 23

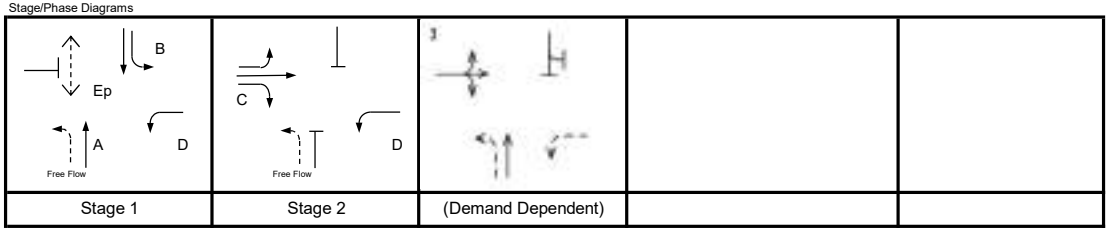
J9

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.540	
Lost time	L =	10	sec
Total Flow	=	16,420	pcu
Optimum Cycle C_o = (1.5×L+5)/(1-Y)	=	43	sec
Min. Cycle Time C_m = L/(1-Y)	=	22	sec
Y_{ult} = 0.9-0.0075×L	=	0.825	
$R.C._{ult}$ = $(Y_{ult}-Y)/Yx100\%$	=	52.9	%
Practical Cycle Time C_p = 0.9×L/(0.9-Y)	=	25	sec
Y_{max} = 1-L/C	=	0.917	

Stage/Phase Diagrams



Stage 1	Stage 2	(Demand Dependent)		
I/G = 6	I/G = 6			

Critical Case : A,C

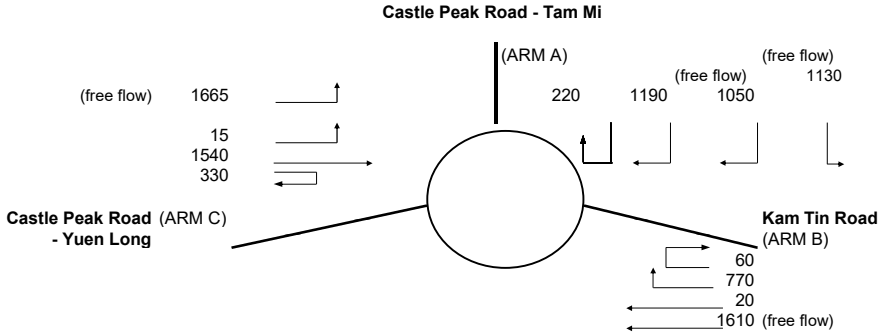
R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 53%

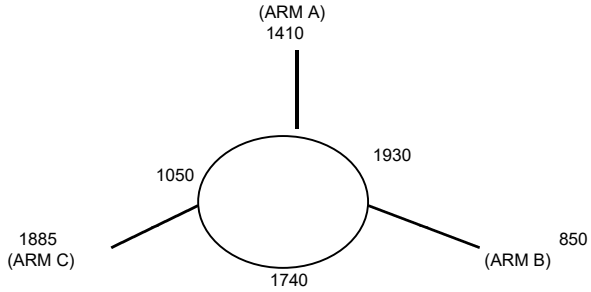
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	ADJ. SAT. FLOW	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↑	A	1	3.750	2				1		0		4120	4120		1930		1930			4120	0.468	0.468
↓	B	1	3.400	1	35			1		0	-300	1955	1655	40	610		650	6%		1651	0.394	
↓	B	1	3.400	2				0		0		4190	4190		1650		1650			4190	0.394	
↰	D	1,2	6.300	1	18			1		0		2245	2245	70			70	100%		2072	0.034	
↕	C	2	4.200	1	10	25	0	1		0		2035	2035	20	20	96	136	15%	71%	1912	0.071	0.071
↳	C	2	4.200	1		20	0	0		0		2175	2175			144	144		100%	2023	0.071	
Pedestrian Crossing				GM		FGM																
	Ep	1	min.	7	+	14	=	21	sec													

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 AM Peak Hour Design Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	6.50	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	24.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	1410	850	1885
Qc= Circulating flow across entry (pcu/h)	1930	1740	1050
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.30	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.31	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2822	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.71	0.60	0.72
Qe= K(F-Fc*Qc)	1532	1214	2243
DFC = Design flow/Capacity = Q/Qe	0.92	0.70	0.84

TOTAL ENTRY FLOWS = 6525 PCU

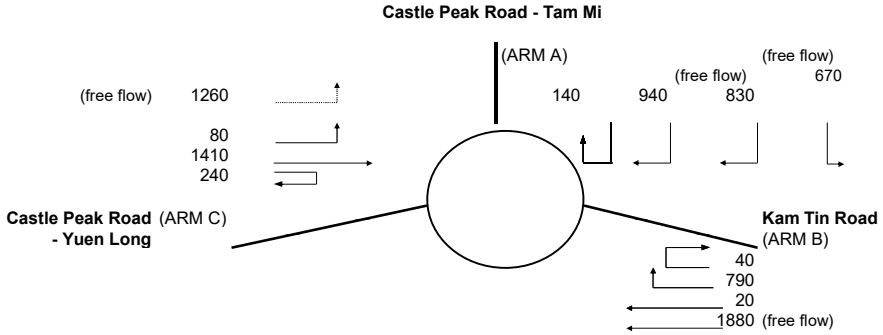
CRITICAL DFC = 0.92

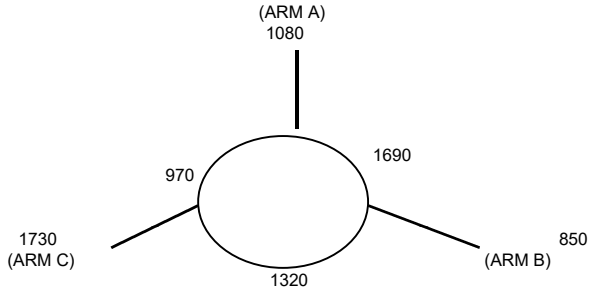
Filename : J10 - Au Tau Interchange.xlsx / DesA_AM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 PM Peak Hour Design Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	6.50	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	24.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	1080	850	1730
Qc= Circulating flow across entry (pcu/h)	1690	1320	970
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.30	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.31	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2822	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.71	0.60	0.72
Qe= K(F-Fc*Qc)	1714	1498	2304
DFC = Design flow/Capacity = Q/Qe	0.63	0.57	0.75

TOTAL ENTRY FLOWS = 6190 PCU

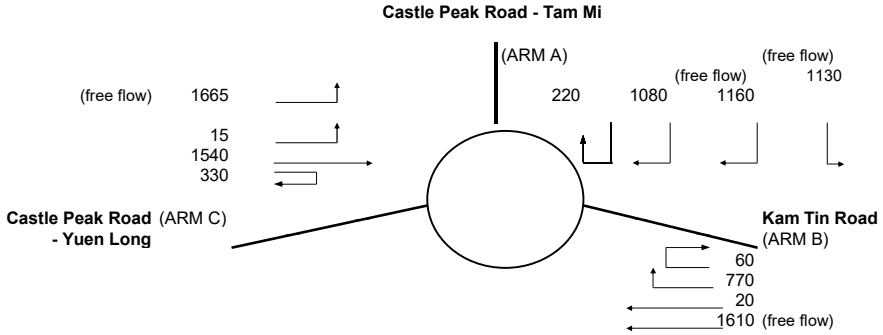
CRITICAL DFC = 0.75

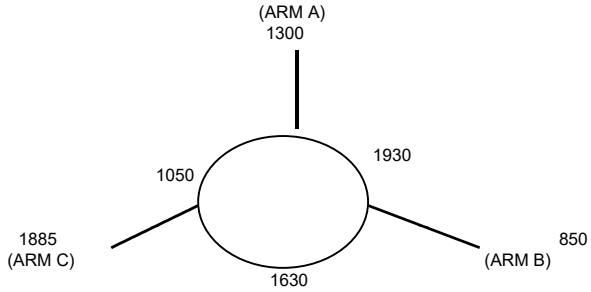
Filename : J10 - Au Tau Interchange.xlsx / DesA_PM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 AM Peak Hour Design Traffic Flows (with Improvement)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	25.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	1300	850	1885
Qc= Circulating flow across entry (pcu/h)	1930	1630	1050
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.72
Qe= K(F-Fc*Qc)	1641	1288	2243
DFC = Design flow/Capacity = Q/Qe	0.79	0.66	0.84

TOTAL ENTRY FLOWS = 6525 PCU

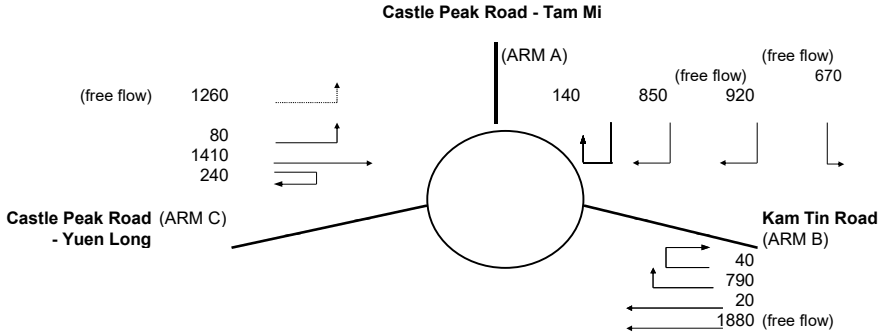
CRITICAL DFC = 0.84

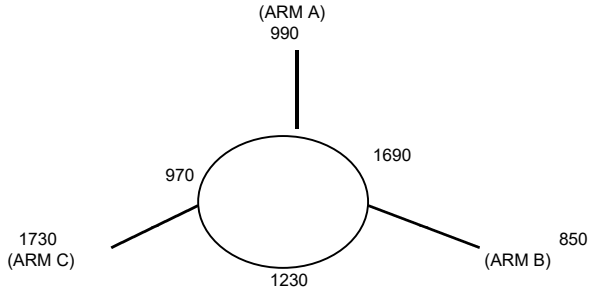
Filename : J10 - Au Tau Interchange.xlsx / DesA_AM_IMP

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 PM Peak Hour Design Traffic Flows (with Improvement)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	25.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	990	850	1730
Qc= Circulating flow across entry (pcu/h)	1690	1230	970
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.72
Qe= K(F-Fc*Qc)	1830	1558	2304
DFC = Design flow/Capacity = Q/Qe	0.54	0.55	0.75

TOTAL ENTRY FLOWS = 6190 PCU

CRITICAL DFC = 0.75

Filename : J10 - Au Tau Interchange.xlsx / DesA_PM_IMP

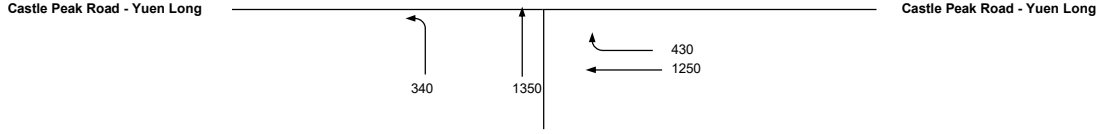
JUNCTION CAPACITY CALCULATION

ACCOM

Junction J11 - Pok Oi Interchange (Yuen Long Highway NB Slip Road)	2034 AM Design Trafic Flows	DESIGN: 0	CHECK: 0	JOB NO:	DATE: Nov 20

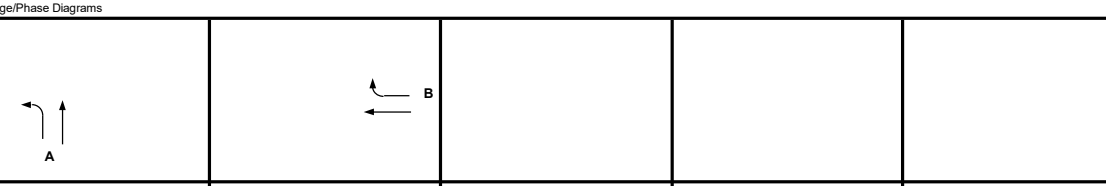
J11

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.757	
Lost time		L =	8	sec
Total Flow		=	9,020	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	70	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	33	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.840	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	10.9	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	51	sec
Y_{max}	$= 1-L/C$	=	0.933	

Stage/Phase Diagrams



Critical Case : A,B

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\% =$ 11%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↰	A	1	5.000	1	25			0		0		2255	340	495		835	41%		2201	0.379	
↑	A	1	5.000	1				0		0		2255		855		855			2255	0.379	0.379
↑	B	2	5.000	1				0		0		2255		853		853			2255	0.378	
↱	B	2	5.000	1		25	0	0		0		2255		397	430	827		52%	2187	0.378	0.378

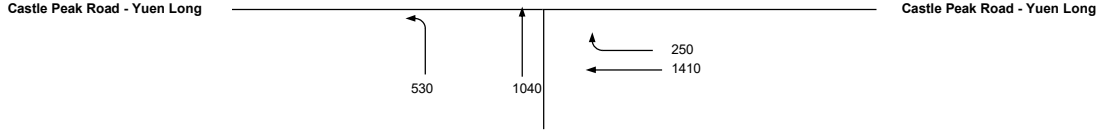
JUNCTION CAPACITY CALCULATION

ACCOM

Junction J11 - Pok Oi Interchange (Yuen Long Highway NB Slip Road)	2034 PM Design Trafic Flows	DESIGN: 0	CHECK: 0	JOB NO:	DATE: Nov 20

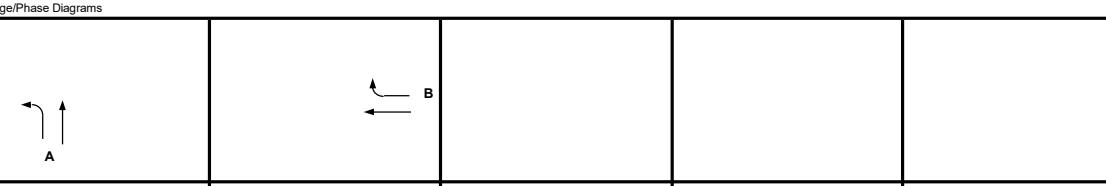
J11

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.727	
Lost time		L =	8	sec
Total Flow		=	9,020	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	62	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	29	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.840	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	15.6	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	42	sec
Y_{max}	$= 1-L/C$	=	0.933	

Stage/Phase Diagrams



Critical Case : A,B

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\% =$ 16%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↰	A	1	5.000	1	25			0		0		2255	530	239		769	69%		2165	0.355	0.355
↑	A	1	5.000	1				0		0		2255		801		801			2255	0.355	
↑	B	2	5.000	1				0		0		2255		838		838			2255	0.371	0.371
↱	B	2	5.000	1		25	0	0		0		2255		573	250	823		30%	2215	0.371	

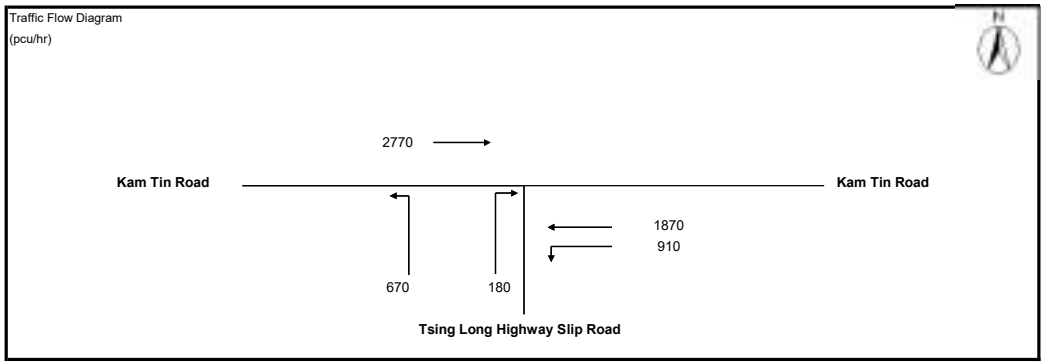
JUNCTION CAPACITY CALCULATION

AECOM

Junction J12 - Kam Tin Road / Tsing Long Highway Slip Road	2034 AM Peak Hour Design Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

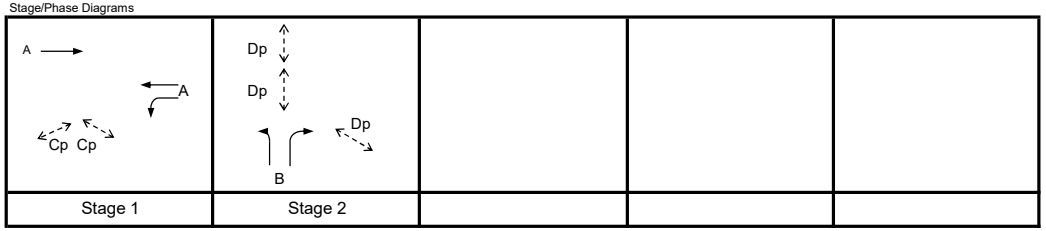
J12

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.647	
Lost time		L =	11	sec
Total Flow		=	20,960	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y)	=	61	sec
Min. Cycle Time C_m	= L/(1-Y)	=	31	sec
Y_{ult}	= 0.9-0.0075×L	=	0.818	
$R.C._{ult}$	= $(Y_{ult}-Y)/Yx100\%$	=	26.4	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y)	=	39	sec
Y_{max}	= 1-L/C	=	0.908	

Stage/Phase Diagrams



Critical Case : A,B

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 26%

).xlsm]

I/G = 8 I/G = 5

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	A	1	3.650	3				1		0		6220		2770		2770			6220	0.445	
←	A	1	3.600	2				0		0	190	4230		1870		1870			4420	0.423	
↰	A	1	3.650	1	50			1		0		1980	910			910	100%		1922	0.473	0.473
↰	B	2	3.650	2	25			1		0		4100	670			670	100%		3868	0.173	0.173
↱	B	2	3.650	2		40	0	0		0		4240			180	180		100%	4087	0.044	

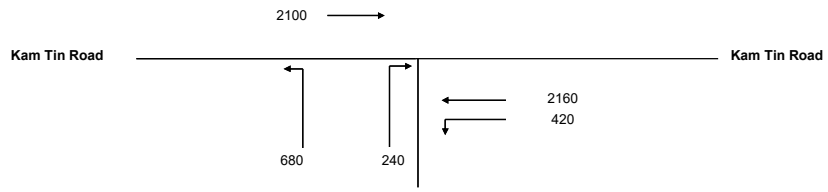
Pedestrian Crossing			GM		FGM				
	Cp	1	min.	5	+	7	=	12	sec
	Dp	2	min.	5	+	10	=	15	sec

JUNCTION CAPACITY CALCULATION

Junction J12 - Kam Tin Road / Tsing Long Highway Slip Road	2034 PM Peak Hour Design Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J12

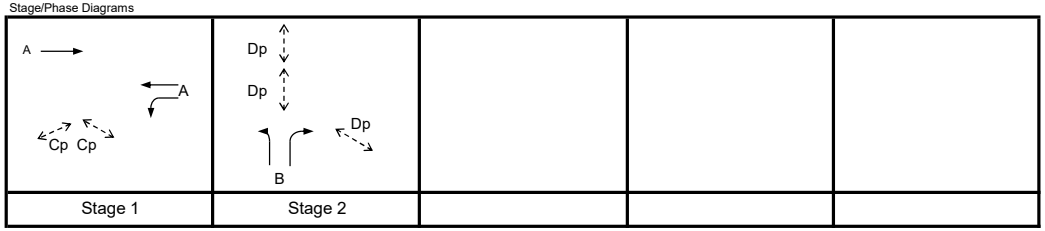
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.664	
Lost time	L =	11	sec
Total Flow	=	20,960	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	64	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	33	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.818	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	23.0	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	42	sec
Y_{max}	$= 1-L/C$	=	0.908	

Stage/Phase Diagrams



I/G = 8 I/G = 5

Critical Case : A,B

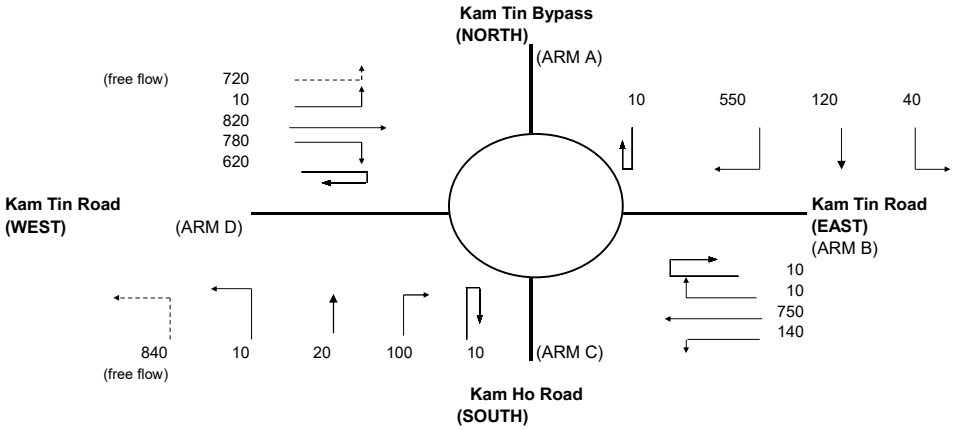
R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 23%

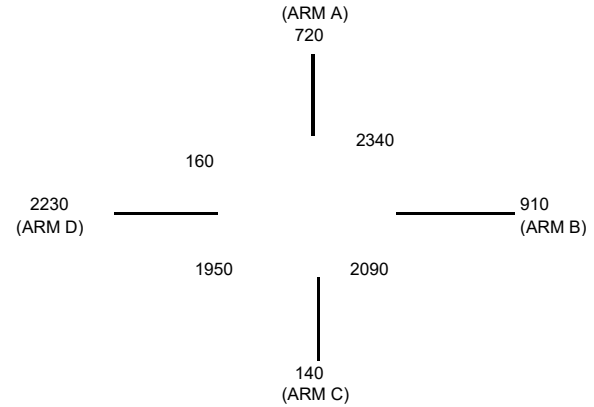
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	A	1	3.650	3				1		0		6220		2100		2100			6220	0.338	
←	A	1	3.600	2				0		0	190	4230		2160		2160			4420	0.489	0.489
↰	A	1	3.650	1	50			1		0		1980	420			420	100%		1922	0.218	
↰	B	2	3.650	2	25			1		0		4100	680			680	100%		3868	0.176	0.176
↱	B	2	3.650	2		40	0	0		0		4240			240	240		100%	4087	0.059	
Pedestrian Crossing				GM		FGM															
	Cp	1	min.	5	+	7	=	12	sec												
	Dp	2	min.	5	+	10	=	15	sec												

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J13 - Kam Tin Road / Kam Tin Bypass / Kam Ho Road	Scenario	2034 AM Peak Hour Design Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.50	7.30	9.00	7.30
E = Entry width (m)	11.00	10.00	10.00	11.00
L = Effective length of flare (m)	15.00	12.00	1.00	13.00
R = Entry radius (m)	42.50	70.00	20.00	42.50
D = Inscribed circle diameter (m)	88.00	88.00	88.00	88.00
A = Entry angle (degree)	39.00	30.00	37.50	29.00
Q = Entry flow (pcu/h)	720	910	140	2230
Qc= Circulating flow across entry (pcu/h)	2340	2090	1950	160
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.36	1.60	0.46
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.03	0.97	1.03
X2= V + ((E-V)/(1+2S))	8.80	8.87	9.24	9.24
M = EXP((D-60)/10)	16.44	16.44	16.44	16.44
F = 303*X2	2665	2688	2799	2799
Td= 1+(0.5/(1+M))	1.03	1.03	1.03	1.03
Fc= 0.21*Td(1+0.2*X2)	0.60	0.60	0.62	0.62
Qe= K(F-Fc*Qc)	1264	1485	1558	2779
DFC = Design flow/Capacity = Q/Qe	0.57	0.61	0.09	0.80

TOTAL ENTRY FLOWS = 4720 PCU

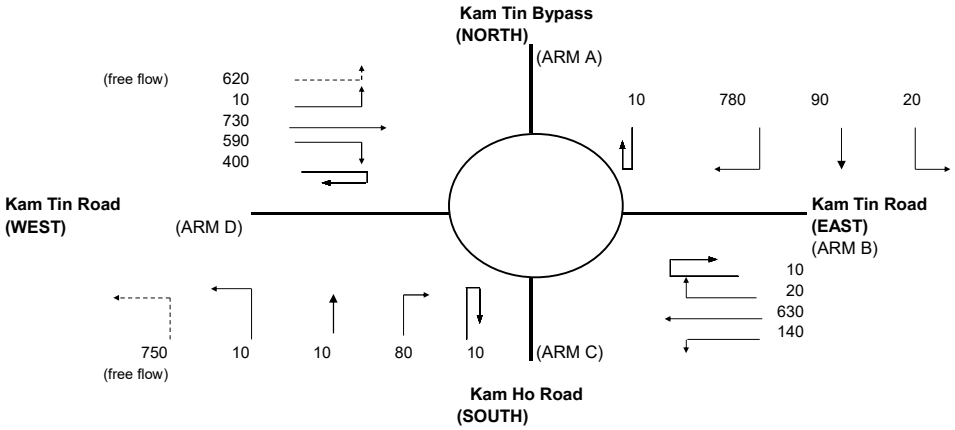
CRITICAL DFC = 0.80

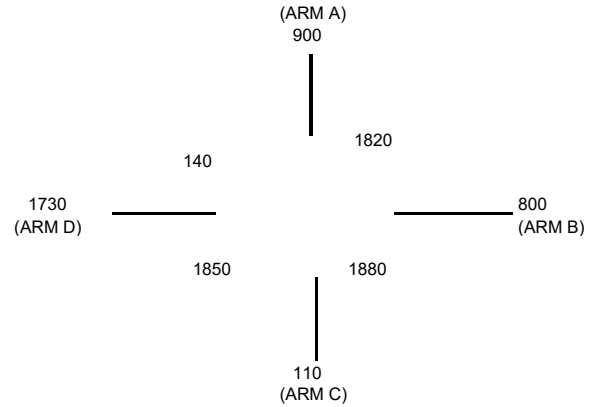
Filename : J13 - Kam Tin Road-Kam Tin Bypass-Kam Ho Road.xlsx / DesA_AM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J13 - Kam Tin Road / Kam Tin Bypass / Kam Ho Road	Scenario	2034 PM Peak Hour Design Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.50	7.30	9.00	7.30
E = Entry width (m)	11.00	10.00	10.00	11.00
L = Effective length of flare (m)	15.00	12.00	1.00	13.00
R = Entry radius (m)	42.50	70.00	20.00	42.50
D = Inscribed circle diameter (m)	88.00	88.00	88.00	88.00
A = Entry angle (degree)	39.00	30.00	37.50	29.00
Q = Entry flow (pcu/h)	900	800	110	1730
Qc= Circulating flow across entry (pcu/h)	1820	1880	1850	140
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.36	1.60	0.46
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.03	0.97	1.03
X2= V + ((E-V)/(1+2S))	8.80	8.87	9.24	9.24
M = EXP((D-60)/10)	16.44	16.44	16.44	16.44
F = 303*X2	2665	2688	2799	2799
Td= 1+(0.5/(1+M))	1.03	1.03	1.03	1.03
Fc= 0.21*Td(1+0.2*X2)	0.60	0.60	0.62	0.62
Qe= K(F-Fc*Qc)	1572	1616	1618	2792
DFC = Design flow/Capacity = Q/Qe	0.57	0.50	0.07	0.62

TOTAL ENTRY FLOWS = 4160 PCU

CRITICAL DFC = 0.62

Filename : J13 - Kam Tin Road-Kam Tin Bypass-Kam Ho Road.xlsx / DesA_PM

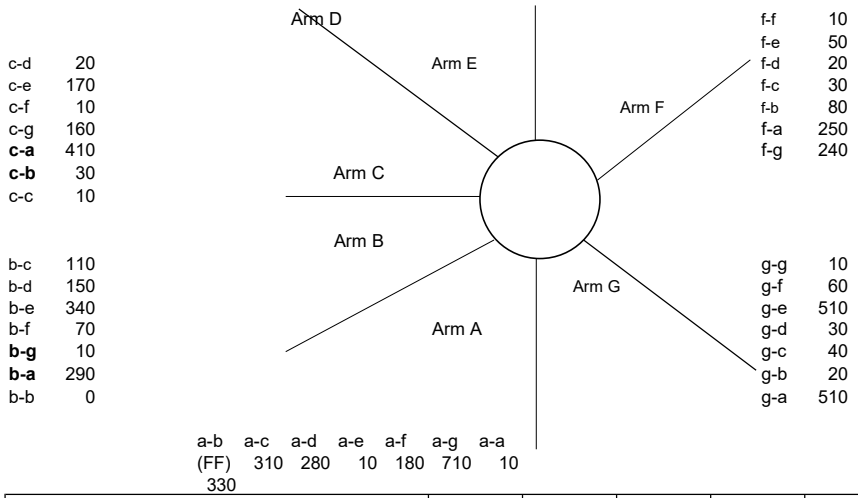
ROUNDABOUT CAPACITY CALCULATION

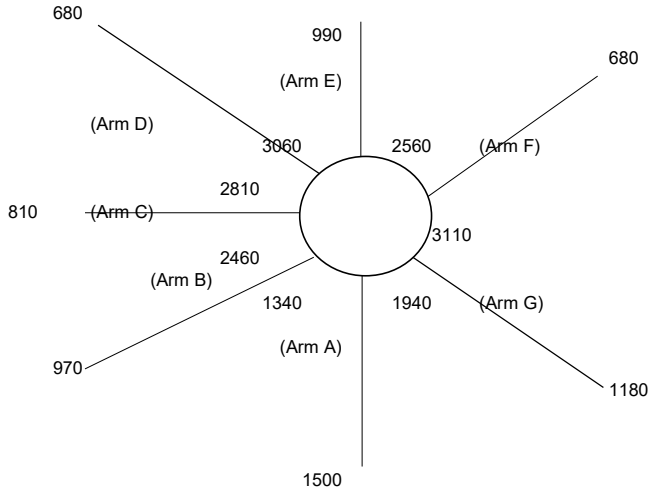
AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2034 AM Design Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024

D-d d-c d-b d-a d-g d-f d-e
10 10 30 300 230 10 90

e-e e-d e-c e-b e-a e-g e-f
10 50 110 220 10 490 100





ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	5.00	7.00	5.50	6.30	5.90	6.75
E = Entry width (m)	8.00	8.00	10.00	10.00	10.00	8.50	8.50
L = Effective length of flare (m)	10.00	25.00	10.00	16.00	30.00	10.00	20.00
R = Entry radius (m)	20.00	22.00	22.00	20.00	23.00	20.00	20.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	65.00	30.00	40.00	45.00	30.00	60.00	35.00
Q = Entry flow (pcu/h)	1500	970	810	680	990	680	1180
Qc= Circulating flow across entry (pcu/h)	1340	2460	2810	3060	2560	3110	1940
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.32	0.19	0.48	0.45	0.20	0.42	0.14
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.88	1.00	0.97	0.95	1.01	0.90	0.98
X2= V + ((E-V)/(1+2S))	7.22	7.17	8.53	7.87	8.95	7.32	8.12
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2188	2172	2585	2384	2713	2218	2460
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.51	0.51	0.57	0.54	0.59	0.52	0.55
Qe= K(F-Fc*Qc)	1318	918	958	692	1220	545	1366
DFC = Design flow/Capacity = Q/Qe	1.14	1.06	0.85	0.98	0.81	1.25	0.86

TOTAL ENTRY FLOWS = 6810 PCU

CRITICAL DFC = 1.25

Filename : J14 - Fairview Roundabout (Arm B Adjusted)_V1.xls / DesA_AM_r1

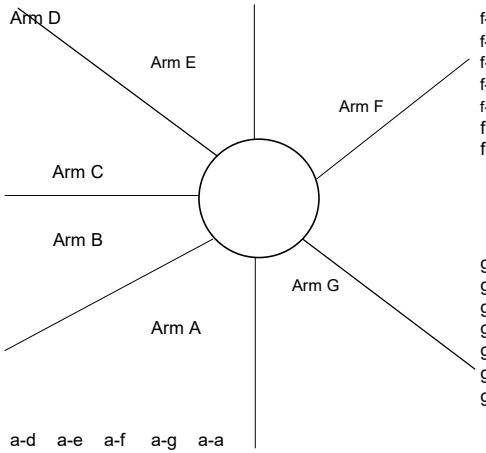
ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2034 PM Design Traffic Flows	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024

D-d d-c d-b d-a d-g d-f d-e
10 10 30 160 150 10 70

e-e e-d e-c e-b e-a e-g e-f
20 90 130 220 20 430 80



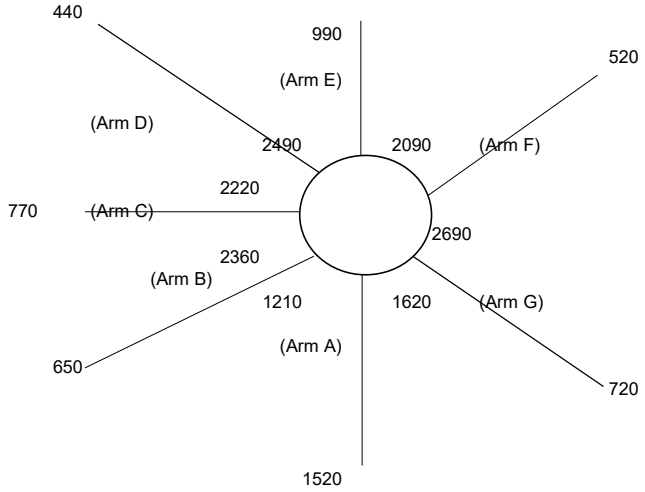
c-d 10
c-e 190
c-f 30
c-g 200
c-a 300
c-b 30
c-c 10

f-f 20
f-e 60
f-d 20
f-c 30
f-b 60
f-a 140
f-g 190

b-c 60
b-d 90
b-e 210
b-f 40
b-g 10
b-a 230
b-b 10

g-g 10
g-f 60
g-e 280
g-d 20
g-c 70
g-b 20
g-a 260

a-b a-c a-d a-e a-f a-g a-a
(FF) 480 260 10 150 600 20
290



ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	5.00	7.00	5.50	6.30	5.90	6.75
E = Entry width (m)	8.00	8.00	10.00	10.00	10.00	8.50	8.50
L = Effective length of flare (m)	10.00	25.00	10.00	16.00	30.00	10.00	20.00
R = Entry radius (m)	20.00	22.00	22.00	20.00	23.00	20.00	20.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	65.00	30.00	40.00	45.00	30.00	60.00	35.00
Q = Entry flow (pcu/h)	1520	650	770	440	990	520	720
Qc= Circulating flow across entry (pcu/h)	1210	2360	2220	2490	2090	2690	1620
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.32	0.19	0.48	0.45	0.20	0.42	0.14
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.88	1.00	0.97	0.95	1.01	0.90	0.98
X2= V + ((E-V)/(1+2S))	7.22	7.17	8.53	7.87	8.95	7.32	8.12
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2188	2172	2585	2384	2713	2218	2460
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.51	0.51	0.57	0.54	0.59	0.52	0.55
Qe= K(F-Fc*Qc)	1376	970	1283	984	1497	740	1540
DFC = Design flow/Capacity = Q/Qe	1.10	0.67	0.60	0.45	0.66	0.70	0.47

TOTAL ENTRY FLOWS = 5610 PCU

CRITICAL DFC = 1.10

Filename : J14 - Fairview Roundabout (Arm B Adjusted)_V1.xls / DesA_PM_r1

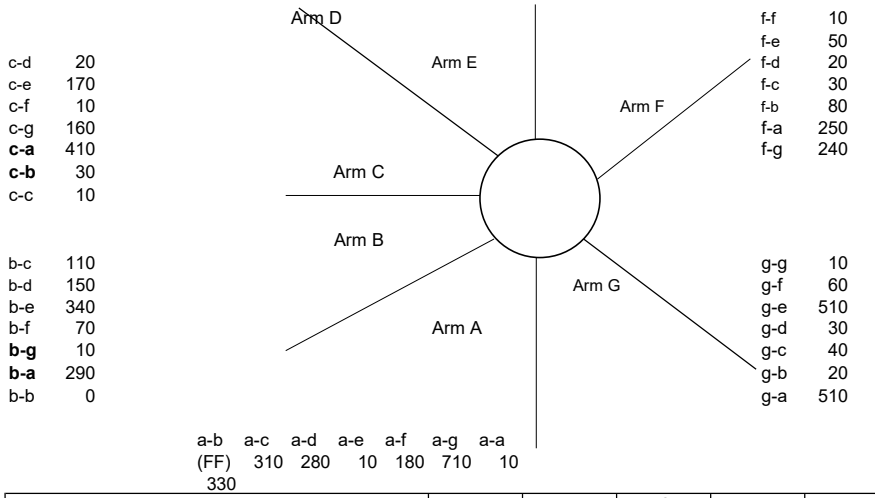
ROUNDABOUT CAPACITY CALCULATION

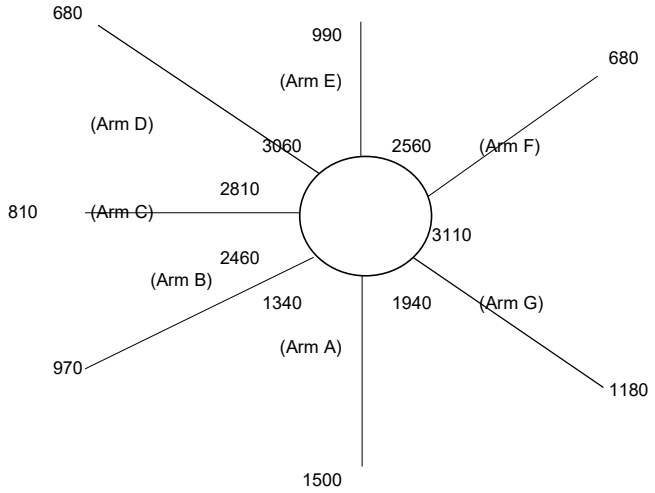
AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2034 AM Design Traffic Flows with Improvement	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024

D-d d-c d-b d-a d-g d-f d-e
10 10 30 300 230 10 90

e-e e-d e-c e-b e-a e-g e-f
10 50 110 220 10 490 100





ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	6.50	7.00	7.30	7.30	7.30	7.30
E = Entry width (m)	10.30	11.00	11.00	12.00	12.00	11.00	12.00
L = Effective length of flare (m)	20.00	22.00	17.00	36.00	18.00	23.00	27.00
R = Entry radius (m)	25.00	25.00	25.00	30.00	45.00	25.00	25.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	40.00	35.00	35.00	25.00	30.00	35.00	45.00
Q = Entry flow (pcu/h)	1500	970	810	680	990	680	1180
Qc= Circulating flow across entry (pcu/h)	1340	2460	2810	3060	2560	3110	1940
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.34	0.33	0.38	0.21	0.42	0.26	0.28
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.98	0.99	0.99	1.03	1.03	0.99	0.96
X2= V + ((E-V)/(1+2S))	8.55	9.22	9.28	10.62	9.86	9.74	10.32
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2590	2794	2812	3216	2988	2952	3127
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.57	0.60	0.60	0.66	0.62	0.62	0.64
Qe= K(F-Fc*Qc)	1782	1314	1118	1250	1427	1018	1799
DFC = Design flow/Capacity = Q/Qe	0.84	0.74	0.72	0.54	0.69	0.67	0.66

TOTAL ENTRY FLOWS = 6810 PCU

CRITICAL DFC = 0.84

Filename : J14 - Fairview Roundabout (Arm B Adjusted)_V1.xls / DesA_AM_r2

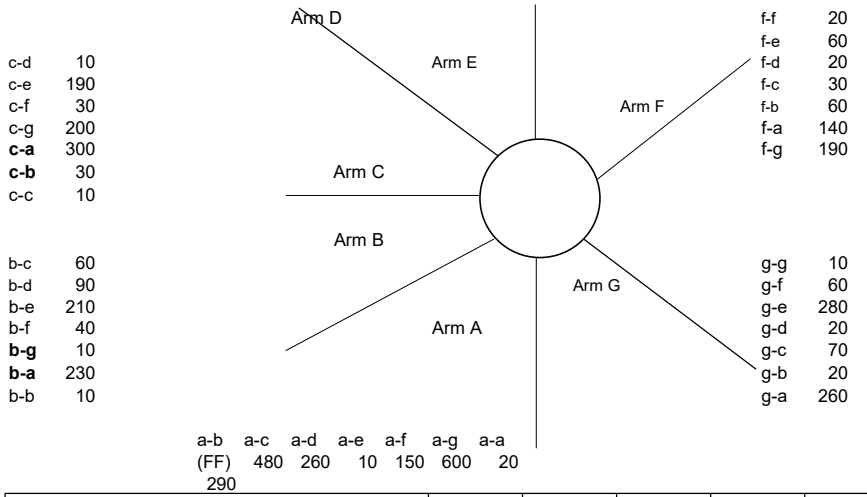
ROUNDABOUT CAPACITY CALCULATION

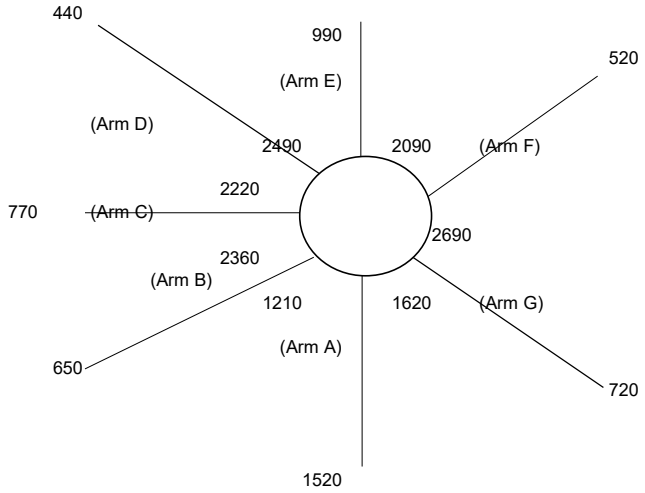
AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2034 PM Design Traffic Flows with Improvement	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024

D-d d-c d-b d-a d-g d-f d-e
10 10 30 160 150 10 70

e-e e-d e-c e-b e-a e-g e-f
20 90 130 220 20 430 80





ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	6.50	7.00	7.30	7.30	7.30	7.30
E = Entry width (m)	10.30	11.00	11.00	12.00	12.00	11.00	12.00
L = Effective length of flare (m)	20.00	22.00	17.00	36.00	18.00	23.00	27.00
R = Entry radius (m)	25.00	25.00	25.00	30.00	45.00	25.00	25.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	40.00	35.00	35.00	25.00	30.00	35.00	45.00
Q = Entry flow (pcu/h)	1520	650	770	440	990	520	720
Qc= Circulating flow across entry (pcu/h)	1210	2360	2220	2490	2090	2690	1620
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.34	0.33	0.38	0.21	0.42	0.26	0.28
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.98	0.99	0.99	1.03	1.03	0.99	0.96
X2= V + ((E-V)/(1+2S))	8.55	9.22	9.28	10.62	9.86	9.74	10.32
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2590	2794	2812	3216	2988	2952	3127
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.57	0.60	0.60	0.66	0.62	0.62	0.64
Qe= K(F-Fc*Qc)	1854	1373	1469	1636	1729	1276	1996
DFC = Design flow/Capacity = Q/Qe	0.82	0.47	0.52	0.27	0.57	0.41	0.36

TOTAL ENTRY FLOWS = 5610 PCU

CRITICAL DFC = 0.82

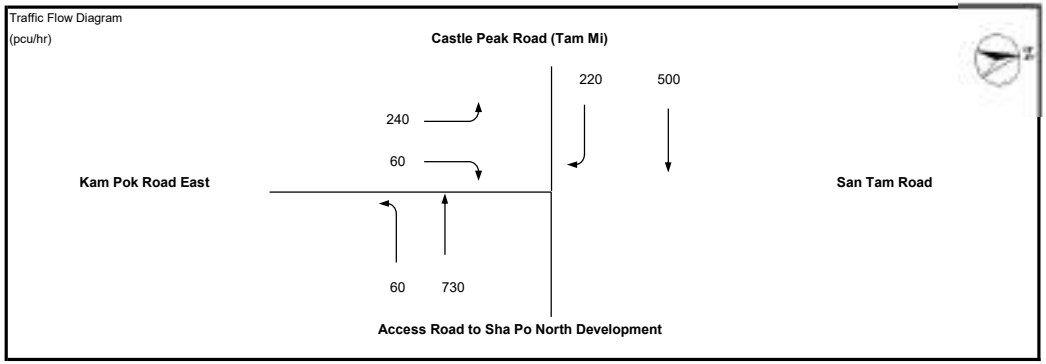
Filename : J14 - Fairview Roundabout (Arm B Adjusted)_V1.xls / DesA_PM_r2

JUNCTION CAPACITY CALCULATION

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2021 AM Peak Hour Design Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

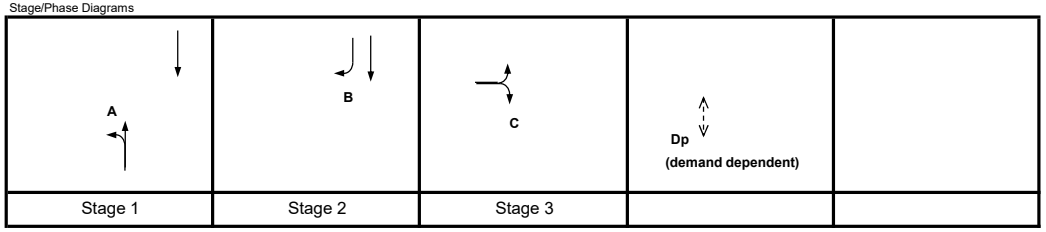
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	90	sec
Sum(y)	Y =	0.790	
Lost time	L =	13	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	117	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	62	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.803	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	1.6	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	106	sec
Y_{max}	$= 1-L/C$	=	0.856	

Stage/Phase Diagrams



I/G = 6 I/G = 5 I/G = 5

Critical Case : A,B,C

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = -3%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	25			1		0		1965	60	730		790	8%		1956	0.404	0.404
	B	2	3.400	1				1		0		1955		500		500			1955	0.256	0.256
	B	2	3.500	1		30	0	0		0		2105			220	220		100%	2005	0.110	
	C	3	3.400	1	25			1		0		1955	240			240	100%		1844	0.130	0.130
	C	3	3.400	1		30	0	0		0		2095			60	60		100%	1995	0.030	

Pedestrian Crossing			GM		FGM				
	Dp	4	min.	13	+	12	=	25	sec

DesA_woP_AM

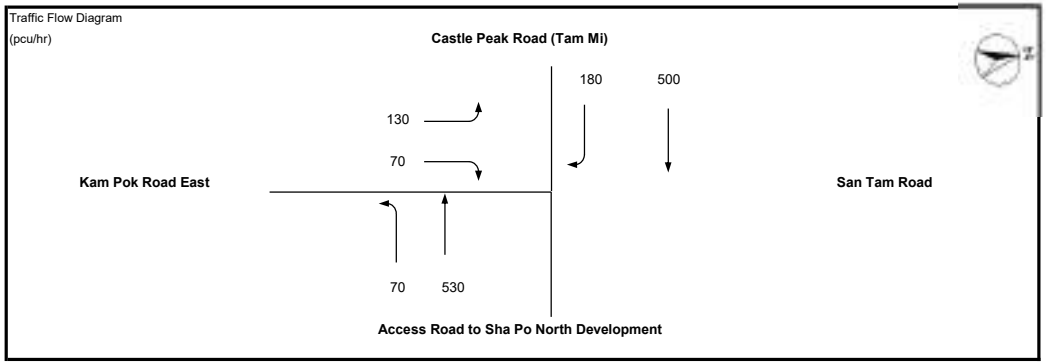
JUNCTION CAPACITY CALCULATION

AECOM

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2034 PM Peak Hour Design Traffic Flows	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

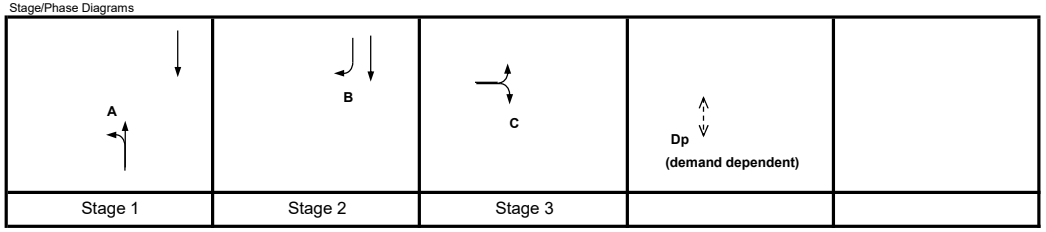
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	90	sec
Sum(y)	Y =	0.634	
Lost time	L =	13	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	67	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	35	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.803	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	26.6	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	44	sec
Y_{max}	$= 1-L/C$	=	0.856	

Stage/Phase Diagrams



Critical Case : A,B,C

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 22%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	25			1		0		1965	70	530		600	12%		1951	0.307	0.307
	B	2	3.400	1				1		0		1955		500		500			1955	0.256	0.256
	B	2	3.500	1		30	0	0		0		2105			180	180		100%	2005	0.090	
	C	3	3.400	1	25			1		0		1955	130			130	100%		1844	0.070	0.070
	C	3	3.400	1		30	0	0		0		2095			70	70		100%	1995	0.035	

Pedestrian Crossing			GM		FGM					
Dp	4	min.	13	+	12	=	25	sec		

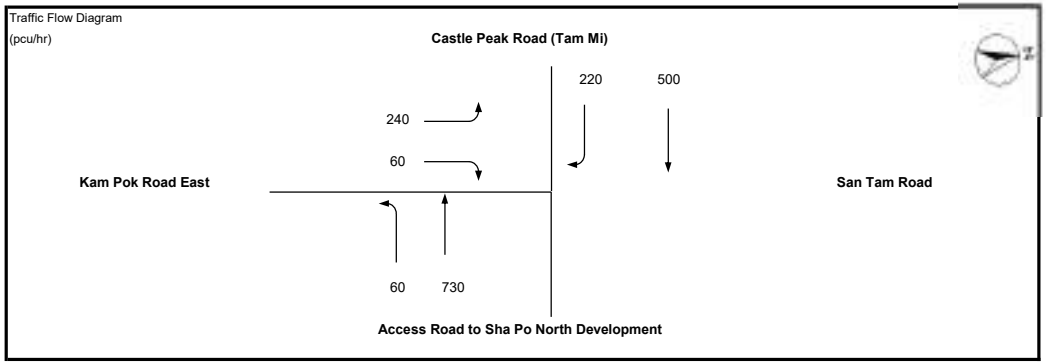
JUNCTION CAPACITY CALCULATION

AECOM

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2034 AM Peak Hour Design Traffic Flows with improvement	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

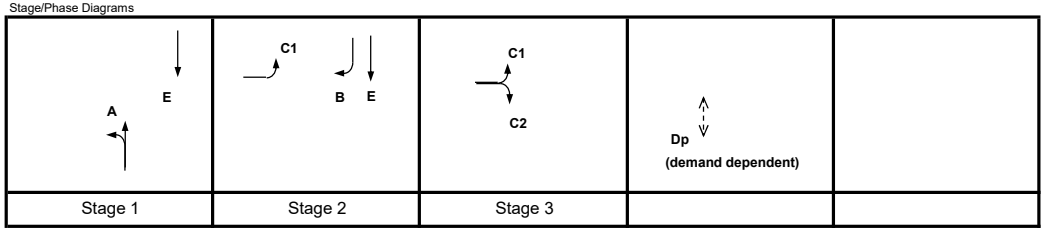
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	100	sec
Sum(y)	Y =	0.514	
Lost time	L =	19	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	69	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	39	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.758	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	47.5	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	44	sec
Y_{max}	$= 1-L/C$	=	0.810	

Stage/Phase Diagrams



I/G = 6 I/G = 5 G = 5 I/G = 5

Critical Case : A,B,C2

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 42%

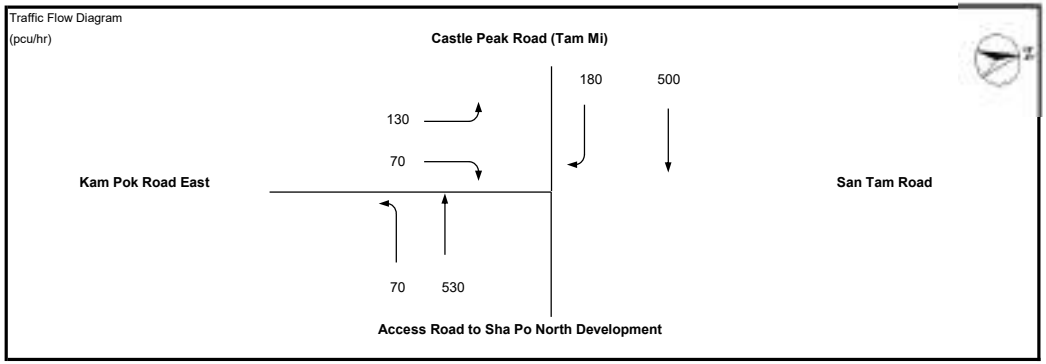
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	25			1		0		1965	60	730		790	8%		1956	0.404	0.404
	E	1,2	3.400	1				1		0		1955		500		500			1955	0.256	
	B	2	3.500	1		30	0	0		0		2105			220	220		100%	2005	0.110	0.110
	C1	2,3	3.400	1	25			1		0		1955	240			240	100%		1844	0.130	
	C2	3	3.400	1		30	0	0		0		2095			60	60		100%	1995	0.030	
Pedestrian Crossing				GM		FGM															
	Dp	4	min.	13	+	12	=	25	sec												

JUNCTION CAPACITY CALCULATION

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2034 PM Peak Hour Design Traffic Flows with improvement	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

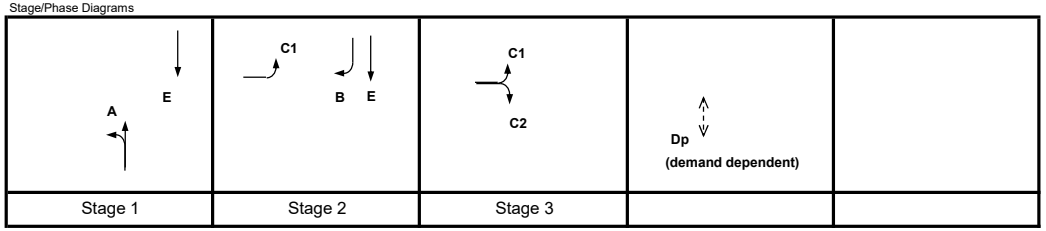
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	100	sec
Sum(y)	Y =	0.432	
Lost time	L =	13	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	43	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	23	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.803	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	85.6	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	25	sec
Y_{max}	$= 1-L/C$	=	0.870	

Stage/Phase Diagrams



I/G = 6 I/G = 5 I/G = 5

Critical Case : A,B,C2

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 81%

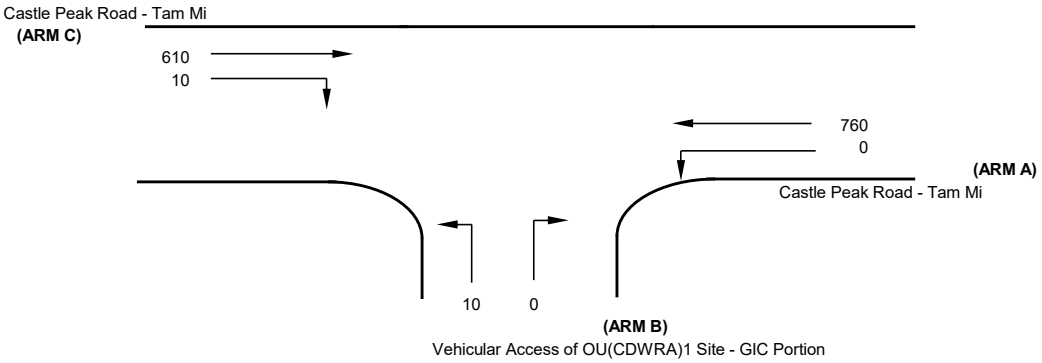
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	25			1		0		1965	70	530		600	12%		1951	0.307	0.307
	E	1,2	3.400	1				1		0		1955		500		500			1955	0.256	
	B	2	3.500	1		30	0	0		0		2105			180	180		100%	2005	0.090	0.090
	C1	2,3	3.400	1	25			1		0		1955	130			130	100%		1844	0.070	
	C2	3	3.400	1		30	0	0		0		2095			70	70		100%	1995	0.035	0.035
Pedestrian Crossing				GM		FGM															
	Dp	4	min.	13	+	12	=	25	sec												

Design Flow
(Cumulative Traffic Impact with Both OU and RE Sites)

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J1 - Vehicular Access of OU(CDWRA)1 Site - GIC Portion	2034 AM Design Traffic Flows - cumulative OU and RE	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J1

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	0 (metres)
q a-b	=	0 (pcu/hr)
q a-c	=	760 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	50 (metres)
q c-a	=	610 (pcu/hr)
q c-b	=	10 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.2 (metres)
W b-c	=	3.2 (metres)
Vl b-a	=	50 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	10 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.843523
E	=	0.897365
F	=	0.615515
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	284
Q b-c	=	497
Q c-b	=	341
Q b-ac	=	497

CRITICAL DFC = 0.03

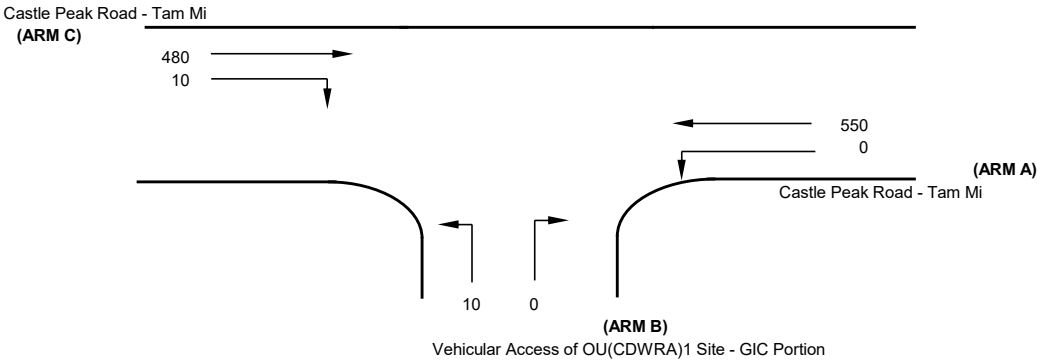
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.02
DFC c-b	=	0.03
DFC b-ac	=	0.02

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J1 - Vehicular Access of OU(CDWRA) Site - GIC Portion	2034 PM Design Traffic Flows - cumulative OU and RE	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J1

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	0 (metres)
q a-b	=	0 (pcu/hr)
q a-c	=	550 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	50 (metres)
q c-a	=	480 (pcu/hr)
q c-b	=	10 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.2 (metres)
W b-c	=	3.2 (metres)
Vl b-a	=	50 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	10 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.843523
E	=	0.897365
F	=	0.615515
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	345
Q b-c	=	545
Q c-b	=	374
Q b-ac	=	545

CRITICAL DFC = 0.03

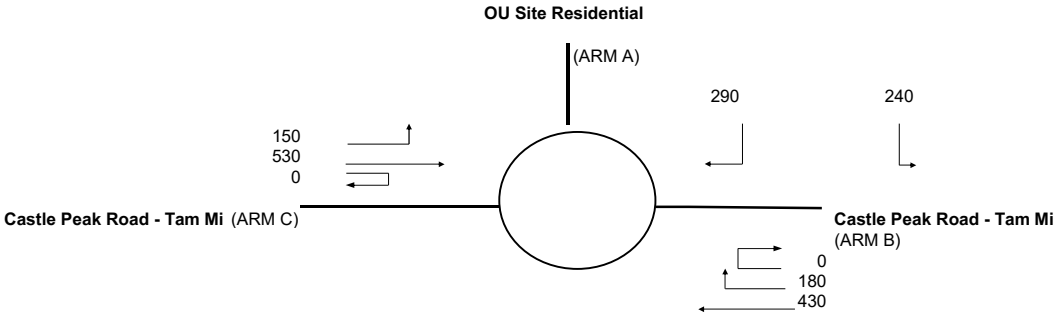
COMPARISION OF DESIGN FLOW TO CAPACITY :

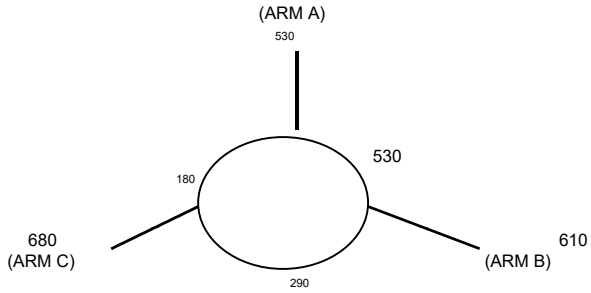
DFC b-a	=	0.00
DFC b-c	=	0.02
DFC c-b	=	0.03
DFC b-ac	=	0.02

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J2 - Vehicular Access of OU(CDWRA) Site - Residential Portion	Scenario	2034 AM Peak Hour Design Traffic Flows - cumulative OU and RE	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	5.50	5.00	5.50
E = Entry width (m)	5.50	5.20	6.80
L = Effective length of flare (m)	5.00	5.00	5.00
R = Entry radius (m)	50.00	100.00	18.00
D = Inscribed circle diameter (m)	30.00	30.00	30.00
A = Entry angle (degree)	55.00	45.00	45.00
Q = Entry flow (pcu/h)	530	610	680
Qc= Circulating flow across entry (pcu/h)	530	290	180
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.00	0.06	0.42
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.94	0.99	0.94
X2= V + ((E-V)/(1+2S))	5.50	5.18	6.21
M = EXP((D-60)/10)	0.05	0.05	0.05
F = 303*X2	1667	1569	1882
Td= 1+(0.5/(1+M))	1.48	1.48	1.48
Fc= 0.21*Td(1+0.2*X2)	0.65	0.63	0.70
Qe= K(F-Fc*Qc)	1246	1368	1655
DFC = Design flow/Capacity = Q/Qe	0.43	0.45	0.41

TOTAL ENTRY FLOWS = 1820 PCU

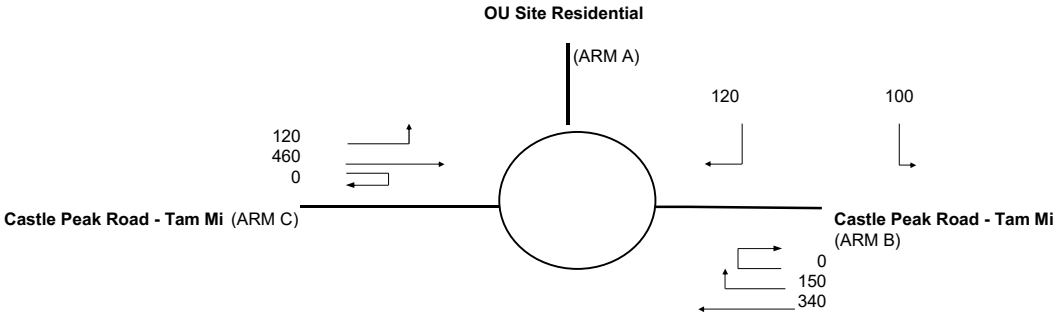
CRITICAL DFC = 0.45

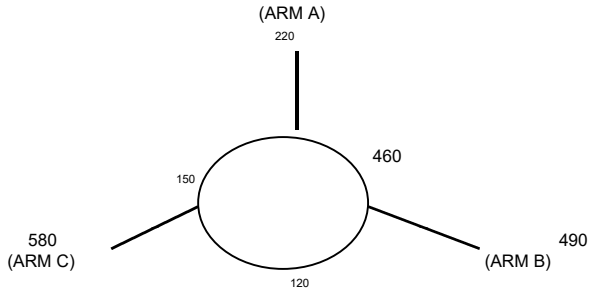
Filename : J2 - Roundabout Scheme.xlsx / DesAB_Sen_AM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J2 - Vehicular Access of OU(CDWRA) Site - Residential Portion	Scenario	2034 PM Peak Hour Design Traffic Flows - cumulative OU and RE	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	5.50	5.00	5.50
E = Entry width (m)	5.50	5.20	6.80
L = Effective length of flare (m)	5.00	5.00	5.00
R = Entry radius (m)	50.00	100.00	18.00
D = Inscribed circle diameter (m)	30.00	30.00	30.00
A = Entry angle (degree)	55.00	45.00	45.00
Q = Entry flow (pcu/h)	220	490	580
Qc= Circulating flow across entry (pcu/h)	460	120	150
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.00	0.06	0.42
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.94	0.99	0.94
X2= V + ((E-V)/(1+2S))	5.50	5.18	6.21
M = EXP((D-60)/10)	0.05	0.05	0.05
F = 303*X2	1667	1569	1882
Td= 1+(0.5/(1+M))	1.48	1.48	1.48
Fc= 0.21*Td(1+0.2*X2)	0.65	0.63	0.70
Qe= K(F-Fc*Qc)	1289	1474	1675
DFC = Design flow/Capacity = Q/Qe	0.17	0.33	0.35

TOTAL ENTRY FLOWS = 1290 PCU

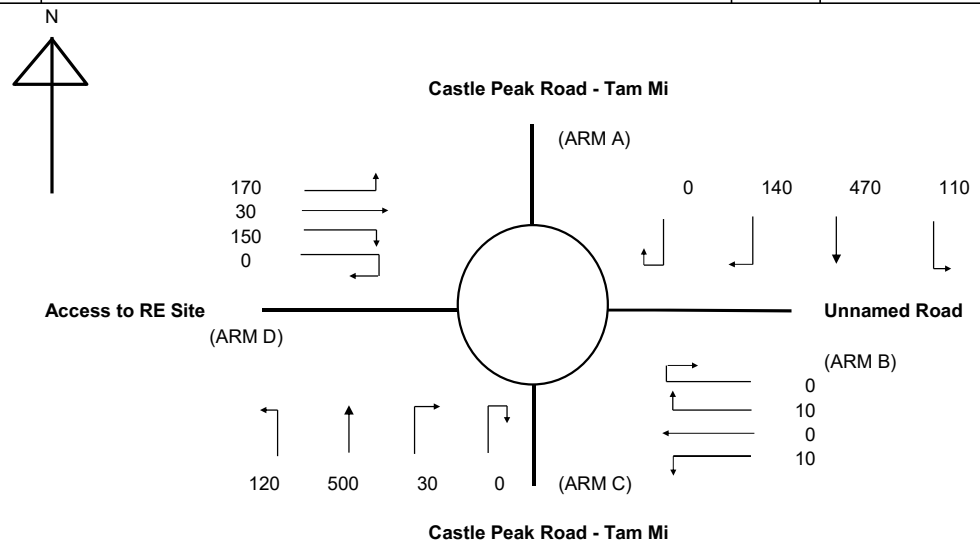
CRITICAL DFC = 0.35

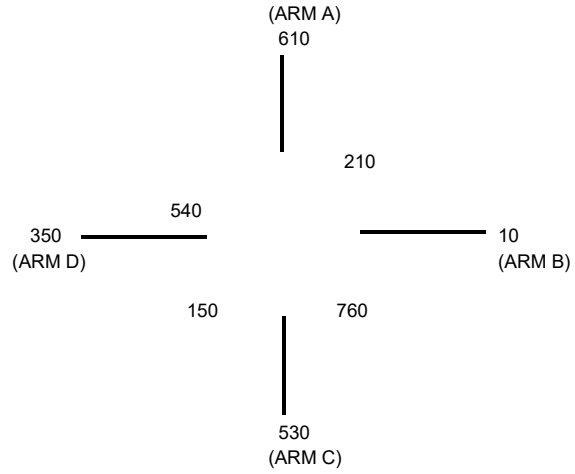
Filename : J2 - Roundabout Scheme.xlsx / DesAB_Sen_PM

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	Scenario	Project No.	Prepared By	Checked By	Date
J3 - Vehicular Access or R(E) Site Residential Portion, Covered Transport Lay-by / Castle Peak Road - Tam Mi / Unnamed Road underneath San Tam Road	**2034 AM Design Traffic Flows -** cumulative OU and RE	-	MKCN	SHSN	25/Apr/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	7.00	3.50	7.30	5.00	
E = Entry width (m)	8.50	4.70	8.80	6.30	
L = Effective length of flare (m)	5.00	5.00	10.00	5.00	
R = Entry radius (m)	10.00	10.00	25.00	35.00	
D = Inscribed circle diameter (m)	38.00	38.00	38.00	38.00	
A = Entry angle (degree)	35.00	35.00	40.00	55.00	
Q = Entry flow (pcu/h)	610	10	530	350	*
Qc= Circulating flow across entry (pcu/h)	210	760	150	540	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.38	0.24	0.42	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.93	0.93	0.98	0.93	
X2= V + ((E-V)/(1+2S))	7.77	4.18	8.31	5.71	
M = EXP((D-60)/10)	0.11	0.11	0.11	0.11	
F = 303*X2	2353	1266	2519	1730	
Td= 1+(0.5/(1+M))	1.45	1.45	1.45	1.45	
Fc= 0.21*Td(1+0.2*X2)	0.78	0.56	0.81	0.65	
Qe= K(F-Fc*Qc)	2045	786	2338	1287	
DFC = Design flow/Capacity = Q/Qe	0.30	0.01	0.23	0.27	

TOTAL ENTRY FLOWS 1740 PCU

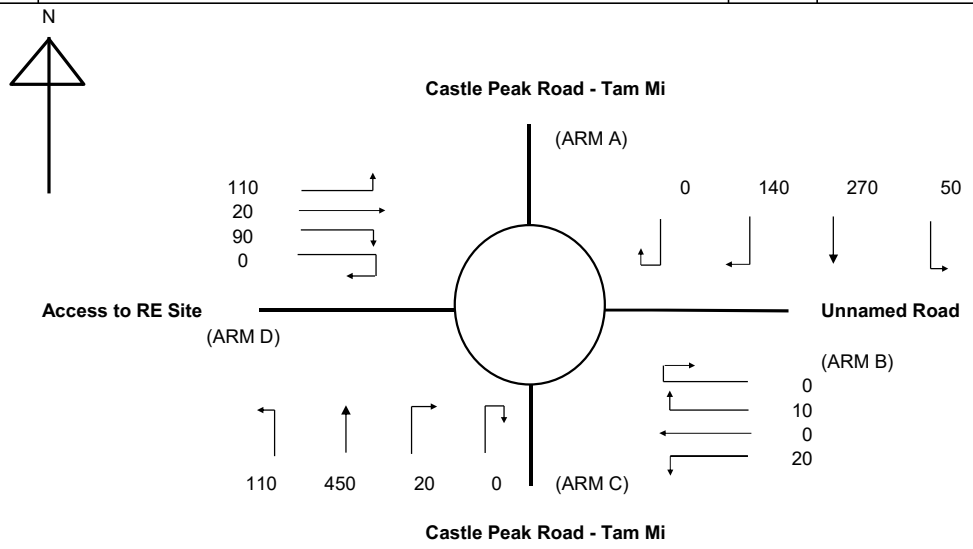
CRITICAL DFC 0.30

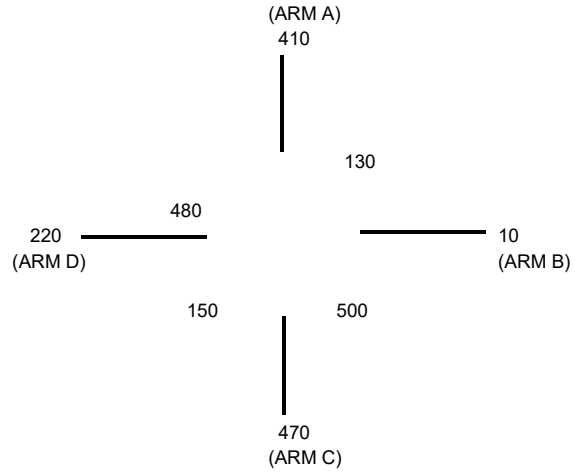
Filename : https://aecom-my.sharepoint.com/personal/timothy_choy_aecom_com/D

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	Scenario	Project No.	Prepared By	Checked By	Date
J3 - Vehicular Access or R(E) Site Residential Portion, Covered Transport Lay-by / Castle Peak Road - Tam Mi / Unnamed Road underneath San Tam Road	**2034 PM Design Traffic Flows -** cumulative OU and RE	-	MKCN	SHSN	25/Apr/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	7.00	3.50	7.30	5.00	
E = Entry width (m)	8.50	4.70	8.80	6.30	
L = Effective length of flare (m)	5.00	5.00	10.00	5.00	
R = Entry radius (m)	10.00	10.00	25.00	35.00	
D = Inscribed circle diameter (m)	38.00	38.00	38.00	38.00	
A = Entry angle (degree)	35.00	35.00	40.00	55.00	
Q = Entry flow (pcu/h)	410	10	470	220	*
Qc= Circulating flow across entry (pcu/h)	130	500	150	480	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.38	0.24	0.42	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.93	0.93	0.98	0.93	
X2= V + ((E-V)/(1+2S))	7.77	4.18	8.31	5.71	
M = EXP((D-60)/10)	0.11	0.11	0.11	0.11	
F = 303*X2	2353	1266	2519	1730	
Td= 1+(0.5/(1+M))	1.45	1.45	1.45	1.45	
Fc= 0.21*Td(1+0.2*X2)	0.78	0.56	0.81	0.65	
Qe= K(F-Fc*Qc)	2103	921	2338	1324	
DFC = Design flow/Capacity = Q/Qe	0.19	0.01	0.20	0.17	

TOTAL ENTRY FLOWS 1290 PCU

CRITICAL DFC 0.20

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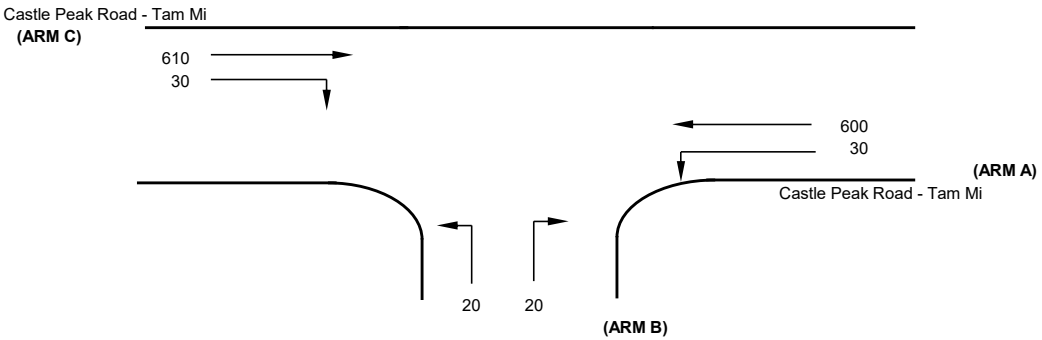
PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J5 - Vehicular Access of RE Site - Reserved School Site & Existing Lot TA427		2034 AM Design Traffic Flows - cumulative OU and RE	Designed By : MKCN	Checked By : SHSN	Date : May 24



Vehicular Access of R(E) Site -Reserved School Site & Existing Lot TA427

NOTES : (GEOMETRIC INPUT DATA)

J5

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.5	(metres)
W cr	=	3	(metres)
q a-b	=	30	(pcu/hr)
q a-c	=	600	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	50	(metres)
q c-a	=	610	(pcu/hr)
q c-b	=	30	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	20	(pcu/hr)
q b-c	=	20	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.909758
E	=	0.967827
F	=	0.615515
Y	=	0.672250

THE CAPACITY OF MOVEMENT :

Q b-a	=	377
Q b-c	=	576
Q c-b	=	364
Q b-ac	=	456

CRITICAL DFC = 0.09

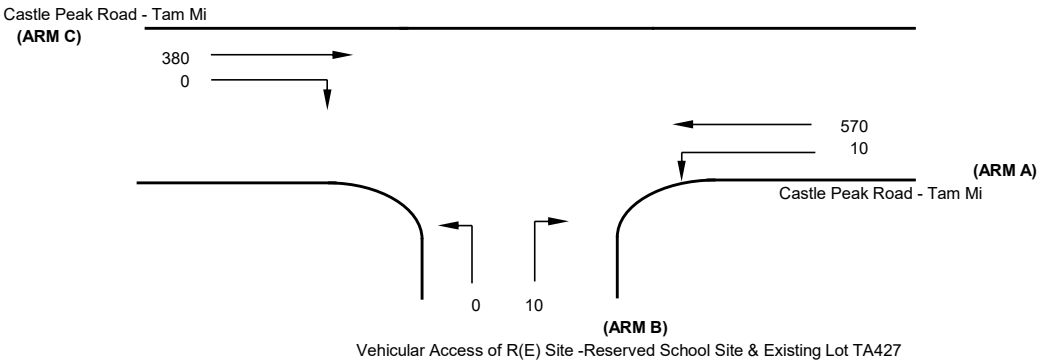
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.05
DFC b-c	=	0.03
DFC c-b	=	0.08
DFC b-ac	=	0.09

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J5 - Vehicular Access of RE Site - Reserved School Site & Existing Lot TA427		2034 PM Design Traffic Flows - cumulative OU and RE	Designed By : MKCN	Checked By : SHSN	Date : May 24



Vehicular Access of R(E) Site -Reserved School Site & Existing Lot TA427

NOTES : (GEOMETRIC INPUT DATA)

J5

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.5	(metres)
W cr	=	3	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	570	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	50	(metres)
q c-a	=	380	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.909758
E	=	0.967827
F	=	0.615515
Y	=	0.672250

THE CAPACITY OF MOVEMENT :

Q b-a	=	428
Q b-c	=	585
Q c-b	=	371
Q b-ac	=	428

CRITICAL DFC = 0.02

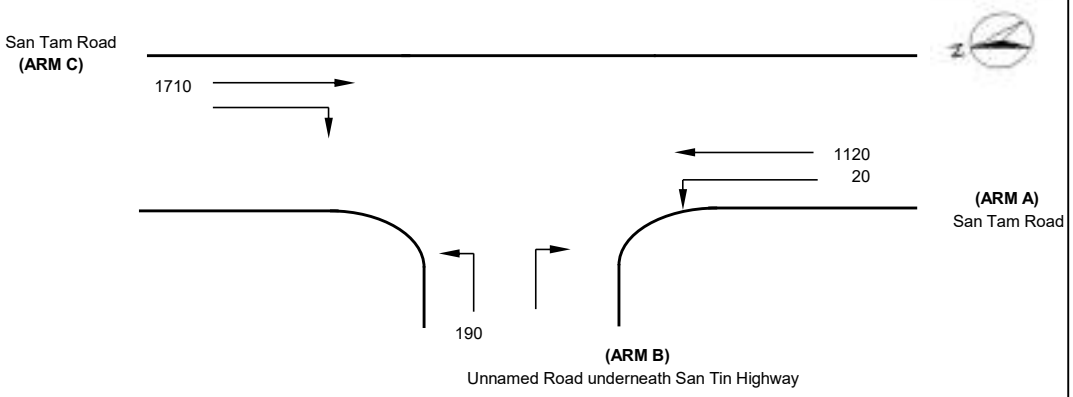
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.02
DFC b-c	=	0.00
DFC c-b	=	0.00
DFC b-ac	=	0.02

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J6 - San Tam Road / Unnamed Rd underneath San Tin Highway	2034 AM Design Traffic Flows - cumulative OU and RE	Designed By : MKCN	Checked By : SHSN	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J6

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.6 (metres)
W cr	=	0 (metres)
q a-b	=	20 (pcu/hr)
q a-c	=	1120 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	0 (metres)
q c-a	=	1710 (pcu/hr)
q c-b	=	0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0 (metres)
W b-c	=	3.5 (metres)
Vl b-a	=	0 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	190 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.560119
E	=	0.923788
F	=	0.585955
Y	=	0.496300

THE CAPACITY OF MOVEMENT :

Q b-a	=	128
Q b-c	=	500
Q c-b	=	316
Q b-ac	=	500

CRITICAL DFC = 0.38

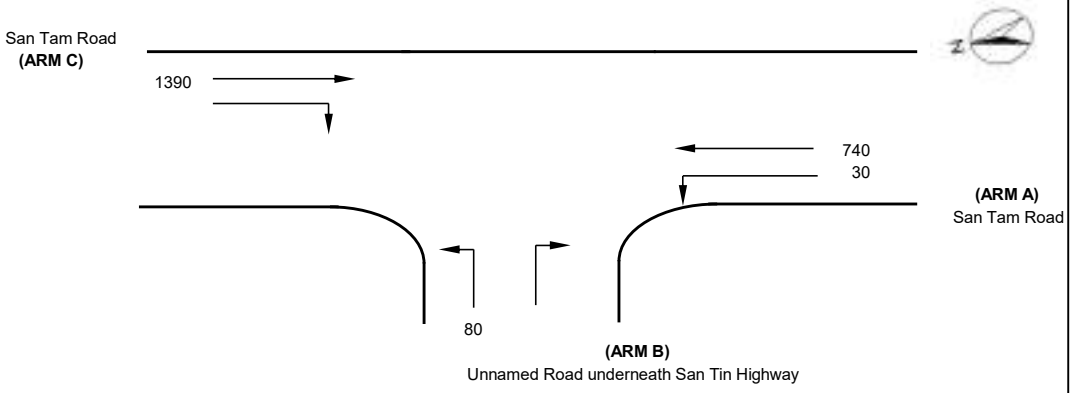
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.38
DFC c-b	=	0.00
DFC b-ac	=	0.38

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J6 - San Tam Road / Unnamed Rd underneath San Tin Highway	2034 PM Design Traffic Flows - cumulative OU and RE	Designed By : MKCN	Checked By : SHSN	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J6

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.6	(metres)
W cr	=	0	(metres)
q a-b	=	30	(pcu/hr)
q a-c	=	740	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	1390	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	3.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	80	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.560119
E	=	0.923788
F	=	0.585955
Y	=	0.496300

THE CAPACITY OF MOVEMENT :

Q b-a	=	187
Q b-c	=	563
Q c-b	=	355
Q b-ac	=	563

CRITICAL DFC = 0.14

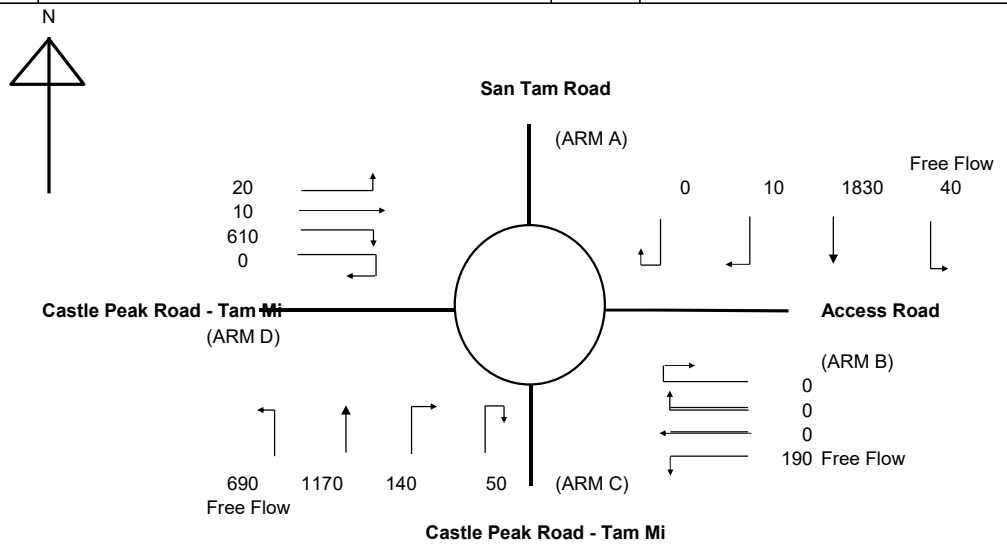
COMPARISION OF DESIGN FLOW TO CAPACITY :

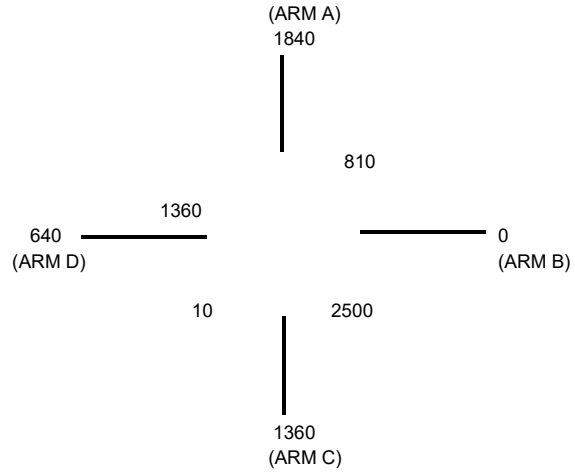
DFC b-a	=	0.00
DFC b-c	=	0.14
DFC c-b	=	0.00
DFC b-ac	=	0.14

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J7 - Castle Peak Road - Tam Mi / San Tam Road	Scenario	2034 AM Design Traffic Flows (With Exclusive Left Turn Lane) - Cumulative OU and RE	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	25/Apr/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	10.30	4.00	8.70	4.10	
E = Entry width (m)	10.60	6.50	9.00	8.00	
L = Effective length of flare (m)	13.00	12.00	10.00	16.00	
R = Entry radius (m)	25.00	22.00	21.00	20.00	
D = Inscribed circle diameter (m)	44.00	44.00	44.00	44.00	
A = Entry angle (degree)	35.00	30.00	50.00	30.00	
Q = Entry flow (pcu/h)	1840	0	1360	640	*
Qc= Circulating flow across entry (pcu/h)	810	2500	10	1360	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.04	0.33	0.05	0.39	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.00	0.93	1.00	
X2= V + ((E-V)/(1+2S))	10.58	5.50	8.97	6.29	
M = EXP((D-60)/10)	0.20	0.20	0.20	0.20	
F = 303*X2	3206	1667	2719	1906	
Td= 1+(0.5/(1+M))	1.42	1.42	1.42	1.42	
Fc= 0.21*Td(1+0.2*X2)	0.93	0.62	0.83	0.67	
Qe= K(F-Fc*Qc)	2436	106	2529	993	
DFC = Design flow/Capacity = Q/Qe	0.76	0.00	0.54	0.64	

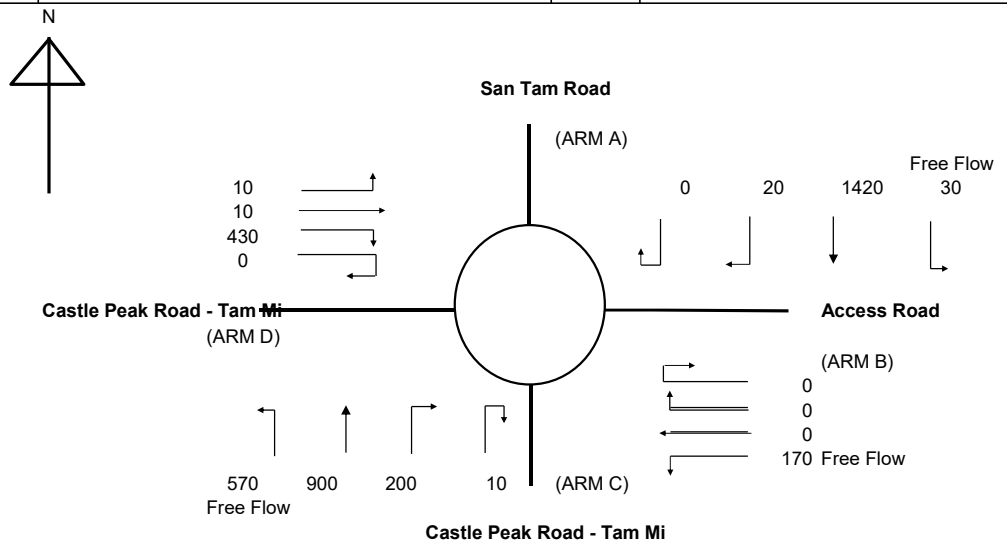
TOTAL ENTRY FLOWS 4760 PCU

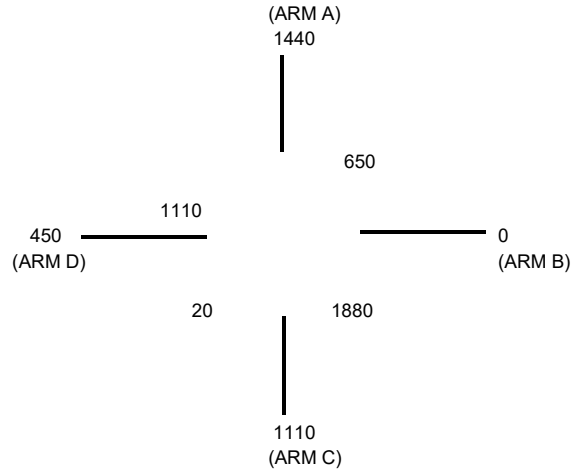
CRITICAL DFC 0.76

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J7 - Castle Peak Road - Tam Mi / San Tam Road	Scenario	2034 PM Design Traffic Flows (With Exclusive Left Turn Lane) - Cumulative OU and RE	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	25/Apr/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	10.30	4.00	8.70	4.10	
E = Entry width (m)	10.60	6.50	9.00	8.00	
L = Effective length of flare (m)	13.00	12.00	10.00	16.00	
R = Entry radius (m)	25.00	22.00	21.00	20.00	
D = Inscribed circle diameter (m)	44.00	44.00	44.00	44.00	
A = Entry angle (degree)	35.00	30.00	50.00	30.00	
Q = Entry flow (pcu/h)	1440	0	1110	450	*
Qc= Circulating flow across entry (pcu/h)	650	1880	20	1110	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.04	0.33	0.05	0.39	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.00	0.93	1.00	
X2= V + ((E-V)/(1+2S))	10.58	5.50	8.97	6.29	
M = EXP((D-60)/10)	0.20	0.20	0.20	0.20	
F = 303*X2	3206	1667	2719	1906	
Td= 1+(0.5/(1+M))	1.42	1.42	1.42	1.42	
Fc= 0.21*Td(1+0.2*X2)	0.93	0.62	0.83	0.67	
Qe= K(F-Fc*Qc)	2584	495	2521	1161	
DFC = Design flow/Capacity = Q/Qe	0.56	0.00	0.44	0.39	

TOTAL ENTRY FLOWS 3770 PCU

CRITICAL DFC 0.56

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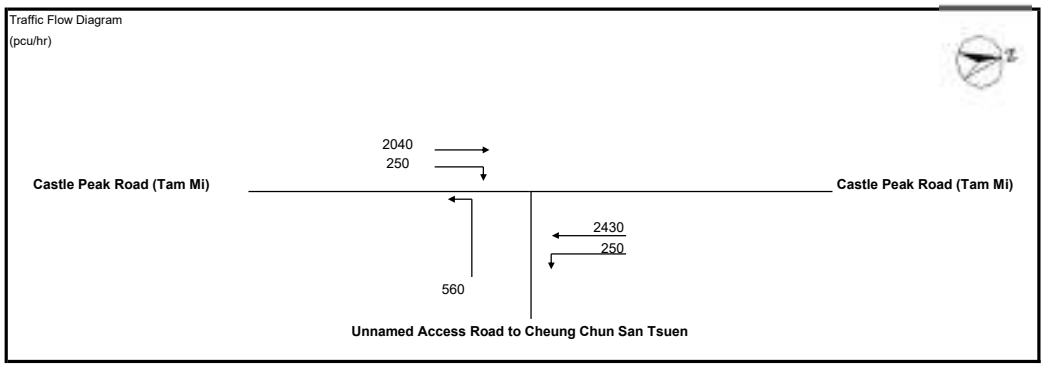
JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Castle Peak Road / Unnamed Access Road to Cheung Chun San Tsu	2034 AM Peak Hour Design Traffic Flows - cumulative OU and RE	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J8

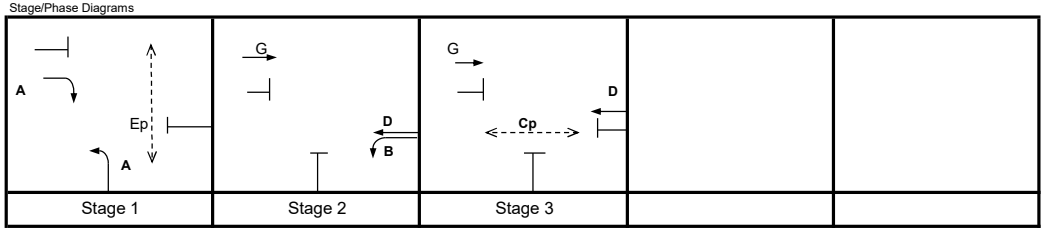
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.720	
Lost time	L =	9	sec
Total Flow	=	16,495	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	66	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	32	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.833	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	15.6	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	45	sec
Y_{max}	$= 1-L/C$	=	0.925	

Stage/Phase Diagrams



I/G = 5 I/G = 6 I/G =

Critical Case : A,D

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 16%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↓	A	1	3.500	1		12.5	0	0		0		2105			250	250		100%	1879	0.133	
→	G	2,3	3.500	2				1		0		4070		2040		2040			4070	0.501	
↰	A	1	3.650	2	20			1		0		4100	560			560	100%		3814	0.147	0.147
↰	B	2	3.650	1	15			1		0		1980	250			250	100%		1800	0.139	
←	D	2,3	3.650	2				0		0		4240		2430		2430			4240	0.573	0.573

Pedestrian Crossing			GM		FGM				
	Cp	3	min.	11	+	21	=	32	sec
	Ep	1	min.	11	+	10	=	21	sec

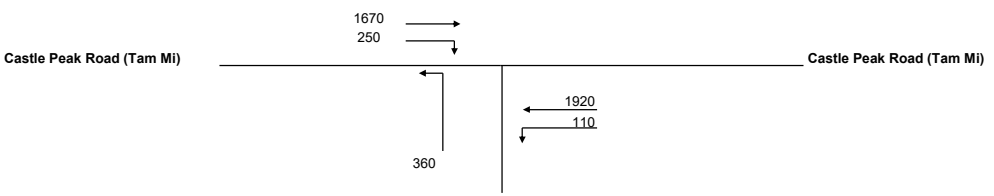
JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Castle Peak Road / Unnamed Access Road to Cheung Chun San Tsu	2034 PM Peak Hour Design Traffic Flows - cumulative OU and RE	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

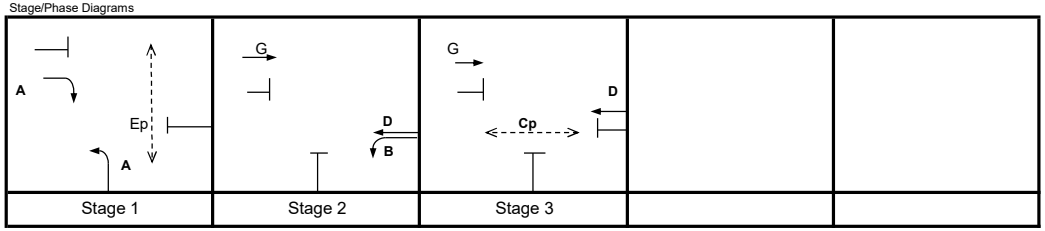
J8

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.586	
Lost time	L =	9	sec
Total Flow	=	16,495	pcu
Optimum Cycle C_o = (1.5×L+5)/(1-Y)	=	45	sec
Min. Cycle Time C_m = L/(1-Y)	=	22	sec
Y_{ult} = 0.9-0.0075×L	=	0.833	
$R.C._{ult}$ = $(Y_{ult}-Y)/Yx100\%$	=	42.1	%
Practical Cycle Time C_p = 0.9×L/(0.9-Y)	=	26	sec
Y_{max} = 1-L/C	=	0.925	

Stage/Phase Diagrams



Critical Case : A,D

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 42%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↓	A	1	3.500	1		12.5	0	0		0		2105			250	250		100%	1879	0.133	0.133
→	G	2,3	3.500	2				1		0		4070		1670		1670			4070	0.410	
↰	A	1	3.650	2	20			1		0		4100	360			360	100%		3814	0.094	
↰	B	2	3.650	1	15			1		0		1980	110			110	100%		1800	0.061	
←	D	2,3	3.650	2				0		0		4240		1920		1920			4240	0.453	0.453

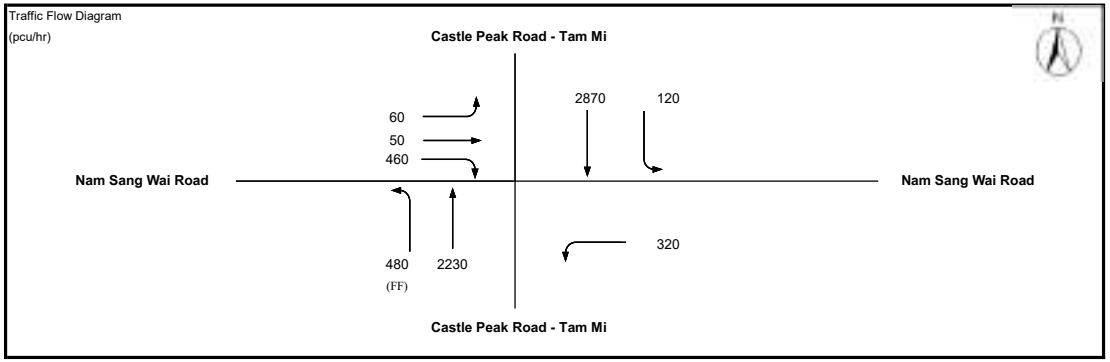
Pedestrian Crossing			GM		FGM				
	Cp	3	min.	11	+	21	=	32	sec
	Ep	1	min.	11	+	10	=	21	sec

JUNCTION CAPACITY CALCULATION

Junction J9 - Castle Peak Road - Tam Mi / Nam Sang Wai Road	2034 AM Design Traffic Flows - cumulative OU and RE	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 23

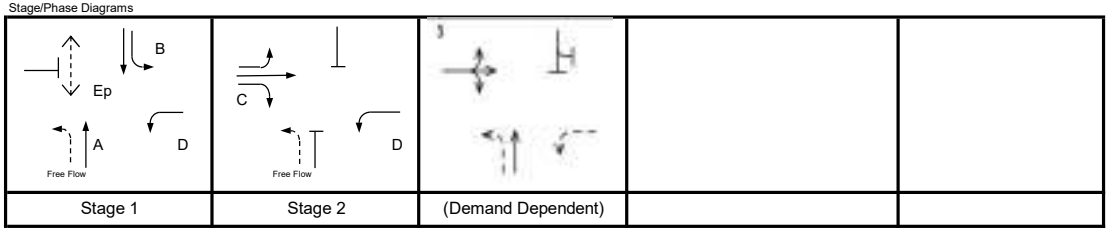
J9

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.686	
Lost time		L =	10	sec
Total Flow		=	16,420	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	64	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	32	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.825	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	20.2	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	42	sec
Y_{max}	$= 1-L/C$	=	0.917	

Stage/Phase Diagrams



Stage 1	Stage 2	(Demand Dependent)		
I/G = 6	I/G = 6			

Critical Case : A,C

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\% =$ 20%

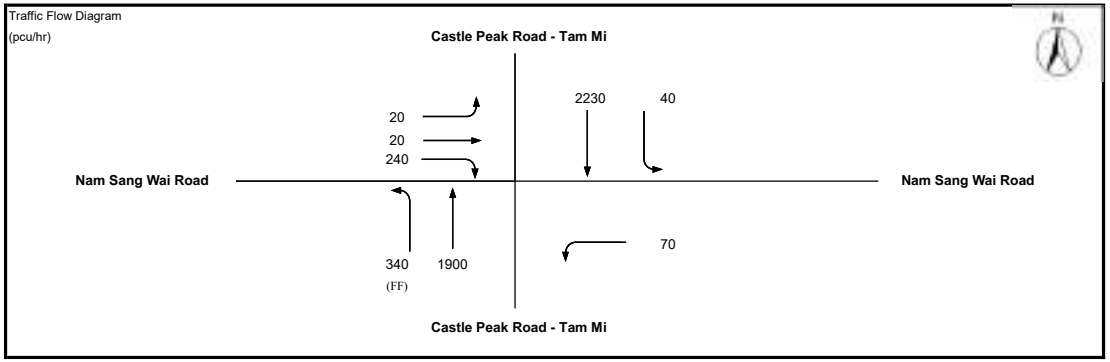
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	ADJ. SAT. FLOW	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↑	A	1	3.750	2				1		0		4120	4120		2230		2230			4120	0.541	0.541
↓	B	1	3.400	1	35			1		0	-300	1955	1655	120	723		843	14%		1645	0.512	
↓	B	1	3.400	2				0		0		4190	4190		2147		2147			4190	0.512	
↰	D	1,2	6.300	1	18			1		0		2245	2245	320			320	100%		2072	0.154	
↓	C	2	4.200	1	10	25	0	1		0		2035	2035	60	50	166	276	22%	60%	1904	0.145	0.145
↓	C	2	4.200	1		20	0	0		0		2175	2175			294	294		100%	2023	0.145	
Pedestrian Crossing				GM		FGM																
	Ep	1	min.	7	+	14	=	21	sec													

JUNCTION CAPACITY CALCULATION

Junction J9 - Castle Peak Road - Tam Mi / Nam Sang Wai Road	2034 PM Design Traffic Flows - cumulative OU and RE	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 23

J9

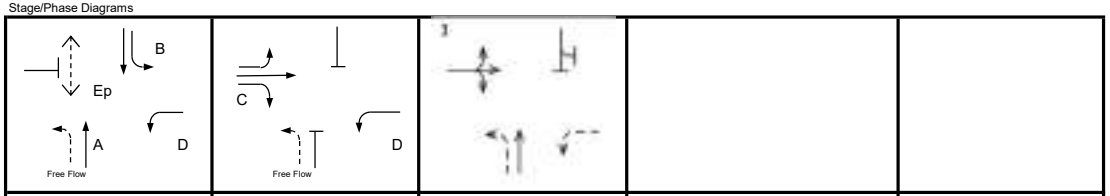
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.532	
Lost time	L =	10	sec
Total Flow	=	16,420	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	43	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	21	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.825	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	55.0	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	24	sec
Y_{max}	$= 1-L/C$	=	0.917	

Stage/Phase Diagrams



Stage 1	Stage 2	(Demand Dependent)		
I/G = 6	I/G = 6			

Critical Case : A,C

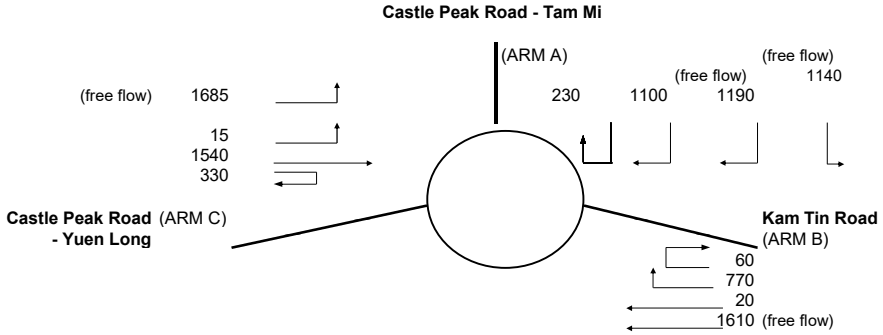
R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 55%

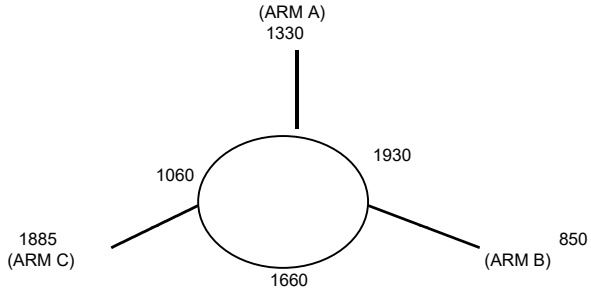
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	ADJ. SAT. FLOW	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↑	A	1	3.750	2				1		0		4120	4120		1900		1900			4120	0.461	0.461
↓	B	1	3.400	1	35			1		0	-300	1955	1655	40	602		642	6%		1651	0.389	
↓	B	1	3.400	2				0		0		4190	4190		1628		1628			4190	0.389	
↰	D	1,2	6.300	1	18			1		0		2245	2245	70			70	100%		2072	0.034	
↕	C	2	4.200	1	10	25	0	1		0		2035	2035	20	20	96	136	15%	71%	1912	0.071	0.071
↳	C	2	4.200	1		20	0	0		0		2175	2175			144	144		100%	2023	0.071	
Pedestrian Crossing				GM		FGM																
	Ep	1	min.	7	+	14	=	21	sec													

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	**2034 AM Peak Hour Design Traffic Flows -** cumulative OU and RE	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	25.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	1330	850	1885
Qc= Circulating flow across entry (pcu/h)	1930	1660	1060
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.72
Qe= K(F-Fc*Qc)	1641	1268	2235
DFC = Design flow/Capacity = Q/Qe	0.81	0.67	0.84

TOTAL ENTRY FLOWS = 6575 PCU

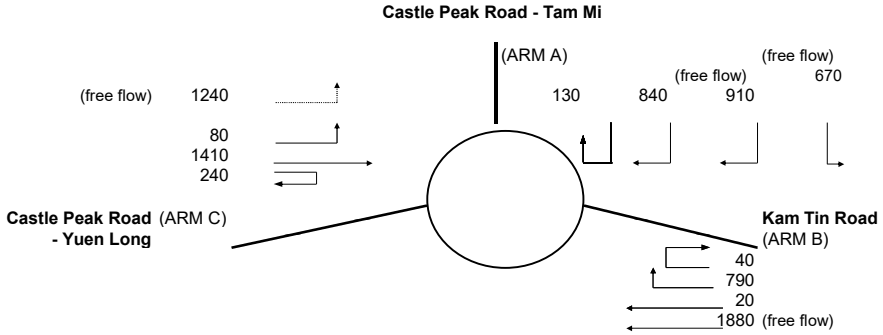
CRITICAL DFC = 0.84

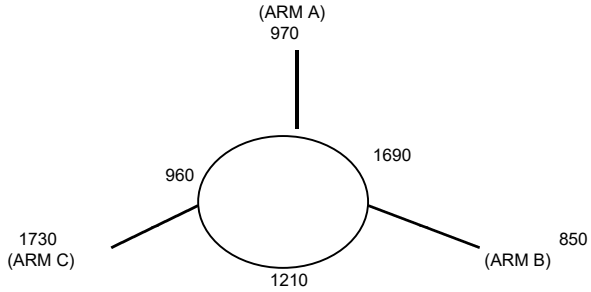
Filename : J10 - Au Tau Interchange.xlsx / DesAB_Sen_AM_IMP

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	**2034 PM Peak Hour Design Traffic Flows -** cumulative OU and RE	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	25.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	970	850	1730
Qc= Circulating flow across entry (pcu/h)	1690	1210	960
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.72
Qe= K(F-Fc*Qc)	1830	1572	2312
DFC = Design flow/Capacity = Q/Qe	0.53	0.54	0.75

TOTAL ENTRY FLOWS = 6170 PCU

CRITICAL DFC = 0.75

Filename : J10 - Au Tau Interchange.xlsx / DesAB_Sen_PM_IMP

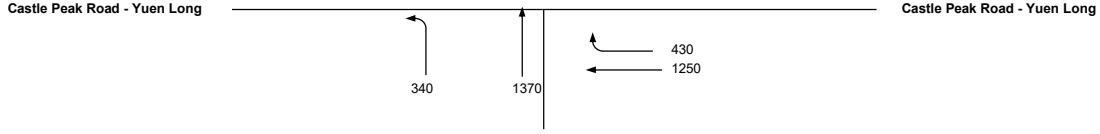
JUNCTION CAPACITY CALCULATION

ACCOM

Junction J11 - Pok Oi Interchange (Yuen Long Highway NB Slip Road)	2034 AM Design Trafic Flows - cumulative OU and RE	DESIGN: 0	CHECK: 0	JOB NO:	DATE: Nov 20

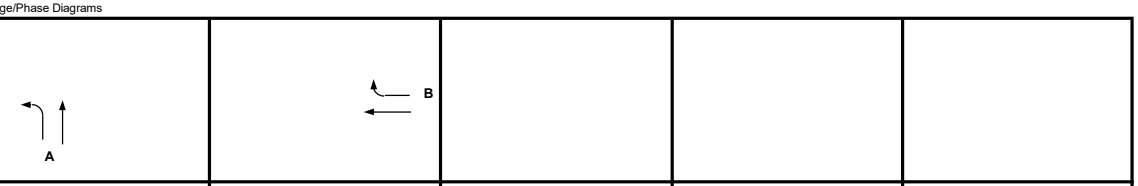
J11

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.762	
Lost time		L =	8	sec
Total Flow		=	9,020	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	71	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	34	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.840	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	10.2	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	52	sec
Y_{max}	$= 1-L/C$	=	0.933	

Stage/Phase Diagrams



I/G = 5 I/G = 5

Critical Case : A,B

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\% =$ 10%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↰	A	1	5.000	1	25			0		0		2255	340	505		845	40%		2202	0.384	
↑	A	1	5.000	1				0		0		2255		865		865			2255	0.384	0.384
↑	B	2	5.000	1				0		0		2255		853		853			2255	0.378	
↱	B	2	5.000	1		25	0	0		0		2255		397	430	827		52%	2187	0.378	0.378

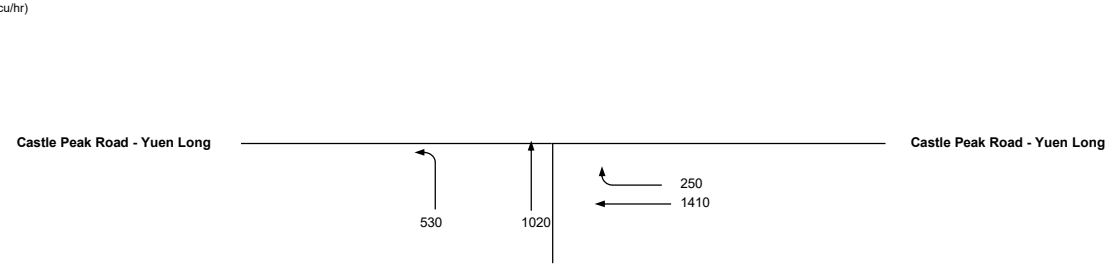
JUNCTION CAPACITY CALCULATION

ACCOM

Junction J11 - Pok Oi Interchange (Yuen Long Highway NB Slip Road)	2034 PM Design Trafic Flows - cumulative OU and RE	DESIGN: 0	CHECK: 0	JOB NO:	DATE: Nov 20

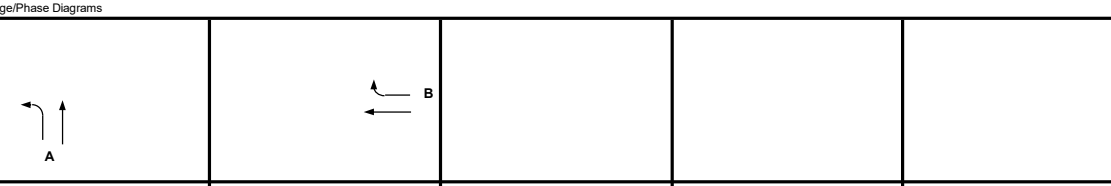
J11

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.722	
Lost time		L =	8	sec
Total Flow		=	9,020	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	61	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	29	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.840	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	16.3	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	40	sec
Y_{max}	$= 1-L/C$	=	0.933	

Stage/Phase Diagrams



I/G = 5 I/G = 5

Critical Case : A,B

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 16%

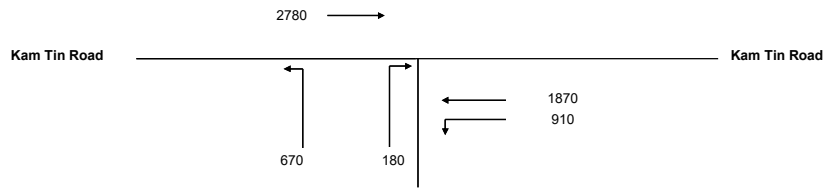
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↰	A	1	5.000	1	25			0		0		2255	530	229		759	70%		2164	0.351	0.351
↑	A	1	5.000	1				0		0		2255		791		791			2255	0.351	
↑	B	2	5.000	1				0		0		2255		838		838			2255	0.371	0.371
↱	B	2	5.000	1		25	0	0		0		2255		573	250	823		30%	2215	0.371	

JUNCTION CAPACITY CALCULATION

Junction J12 - Kam Tin Road / Tsing Long Highway Slip Road	2034 AM Peak Hour Design Traffic Flows - cumulative OU and RE	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

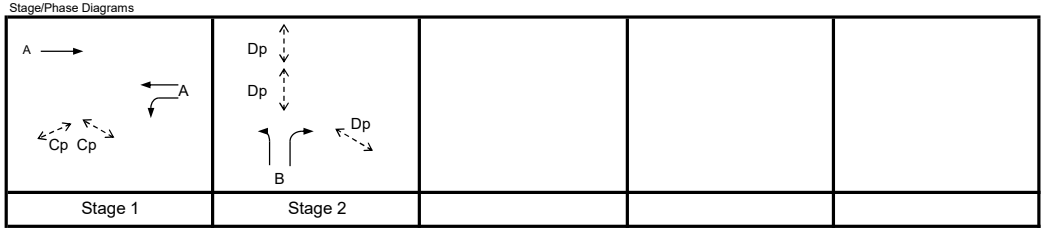
J12

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.647	
Lost time		L =	11	sec
Total Flow		=	20,960	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y)	=	61	sec
Min. Cycle Time C_m	= L/(1-Y)	=	31	sec
Y_{ult}	= 0.9-0.0075×L	=	0.818	
$R.C._{ult}$	= $(Y_{ult}-Y)/Yx100\%$	=	26.4	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y)	=	39	sec
Y_{max}	= 1-L/C	=	0.908	

Stage/Phase Diagrams



I/G = 8 I/G = 5

Critical Case : A,B

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 26%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	A	1	3.650	3				1		0		6220		2780		2780			6220	0.447	
←	A	1	3.600	2				0		0	190	4230		1870		1870			4420	0.423	
↰	A	1	3.650	1	50			1		0		1980	910			910	100%		1922	0.473	0.473
↰	B	2	3.650	2	25			1		0		4100	670			670	100%		3868	0.173	0.173
↱	B	2	3.650	2		40	0	0		0		4240			180	180		100%	4087	0.044	

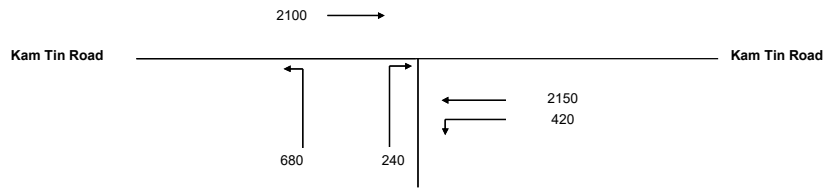
Pedestrian Crossing			GM		FGM				
	Cp	1	min.	5	+	7	=	12	sec
	Dp	2	min.	5	+	10	=	15	sec

JUNCTION CAPACITY CALCULATION

Junction J12 - Kam Tin Road / Tsing Long Highway Slip Road	2034 PM Peak Hour Design Traffic Flows - cumulative OU and RE	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J12

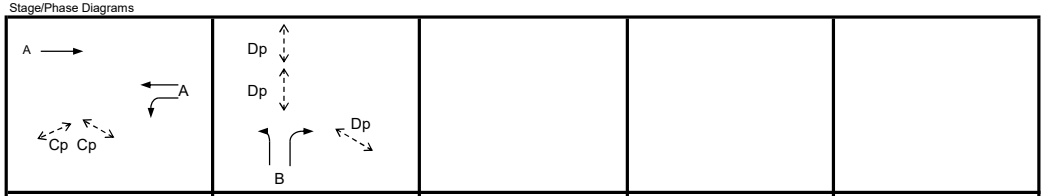
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.662	
Lost time	L =	11	sec
Total Flow	=	20,960	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	64	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	33	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.818	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	23.4	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	42	sec
Y_{max}	$= 1-L/C$	=	0.908	

Stage/Phase Diagrams



I/G = 8 I/G = 5

Critical Case : A,B

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 23%

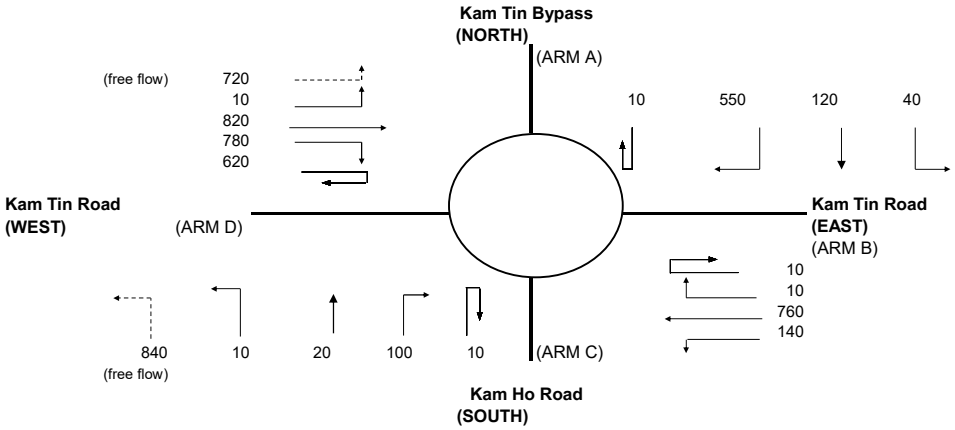
).xlsm]

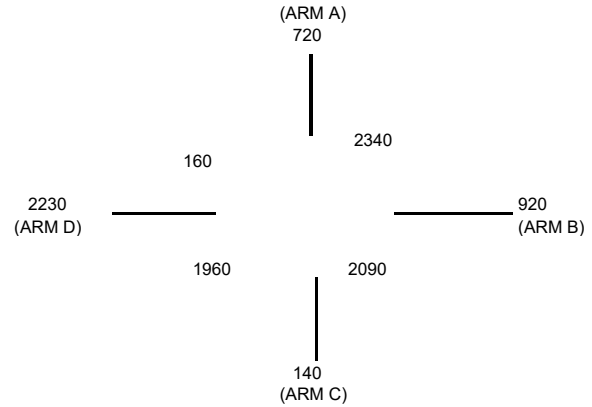
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	A	1	3.650	3				1		0		6220		2100		2100			6220	0.338	
←	A	1	3.600	2				0		0	190	4230		2150		2150			4420	0.486	0.486
↰	A	1	3.650	1	50			1		0		1980	420			420	100%		1922	0.218	
↰	B	2	3.650	2	25			1		0		4100	680			680	100%		3868	0.176	0.176
↱	B	2	3.650	2		40	0	0		0		4240			240	240		100%	4087	0.059	
Pedestrian Crossing				GM		FGM															
	Cp	1	min.	5	+	7	=	12	sec												
	Dp	2	min.	5	+	10	=	15	sec												

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J13 - Kam Tin Road / Kam Tin Bypass / Kam Ho Road	Scenario	2034 AM Peak Hour Design Traffic Flows - cumulative OU and RE	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.50	7.30	9.00	7.30
E = Entry width (m)	11.00	10.00	10.00	11.00
L = Effective length of flare (m)	15.00	12.00	1.00	13.00
R = Entry radius (m)	42.50	70.00	20.00	42.50
D = Inscribed circle diameter (m)	88.00	88.00	88.00	88.00
A = Entry angle (degree)	39.00	30.00	37.50	29.00
Q = Entry flow (pcu/h)	720	920	140	2230
Qc= Circulating flow across entry (pcu/h)	2340	2090	1960	160
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.36	1.60	0.46
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.03	0.97	1.03
X2= V + ((E-V)/(1+2S))	8.80	8.87	9.24	9.24
M = EXP((D-60)/10)	16.44	16.44	16.44	16.44
F = 303*X2	2665	2688	2799	2799
Td= 1+(0.5/(1+M))	1.03	1.03	1.03	1.03
Fc= 0.21*Td(1+0.2*X2)	0.60	0.60	0.62	0.62
Qe= K(F-Fc*Qc)	1264	1485	1552	2779
DFC = Design flow/Capacity = Q/Qe	0.57	0.62	0.09	0.80

TOTAL ENTRY FLOWS = 4730 PCU

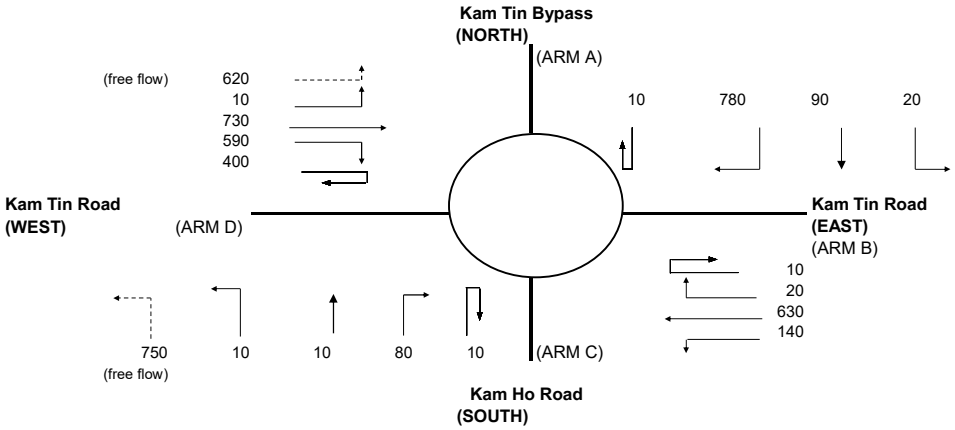
CRITICAL DFC = 0.80

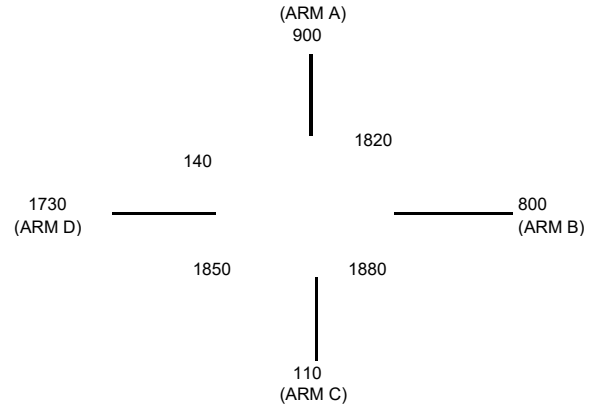
Filename : J13 - Kam Tin Road-Kam Tin Bypass-Kam Ho Road.xlsx / DesAB_Sen_AM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J13 - Kam Tin Road / Kam Tin Bypass / Kam Ho Road	Scenario	2034 PM Peak Hour Design Traffic Flows - cumulative OU and RE	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.50	7.30	9.00	7.30
E = Entry width (m)	11.00	10.00	10.00	11.00
L = Effective length of flare (m)	15.00	12.00	1.00	13.00
R = Entry radius (m)	42.50	70.00	20.00	42.50
D = Inscribed circle diameter (m)	88.00	88.00	88.00	88.00
A = Entry angle (degree)	39.00	30.00	37.50	29.00
Q = Entry flow (pcu/h)	900	800	110	1730
Qc= Circulating flow across entry (pcu/h)	1820	1880	1850	140
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.36	1.60	0.46
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.03	0.97	1.03
X2= V + ((E-V)/(1+2S))	8.80	8.87	9.24	9.24
M = EXP((D-60)/10)	16.44	16.44	16.44	16.44
F = 303*X2	2665	2688	2799	2799
Td= 1+(0.5/(1+M))	1.03	1.03	1.03	1.03
Fc= 0.21*Td(1+0.2*X2)	0.60	0.60	0.62	0.62
Qe= K(F-Fc*Qc)	1572	1616	1618	2792
DFC = Design flow/Capacity = Q/Qe	0.57	0.50	0.07	0.62

TOTAL ENTRY FLOWS = 4160 PCU

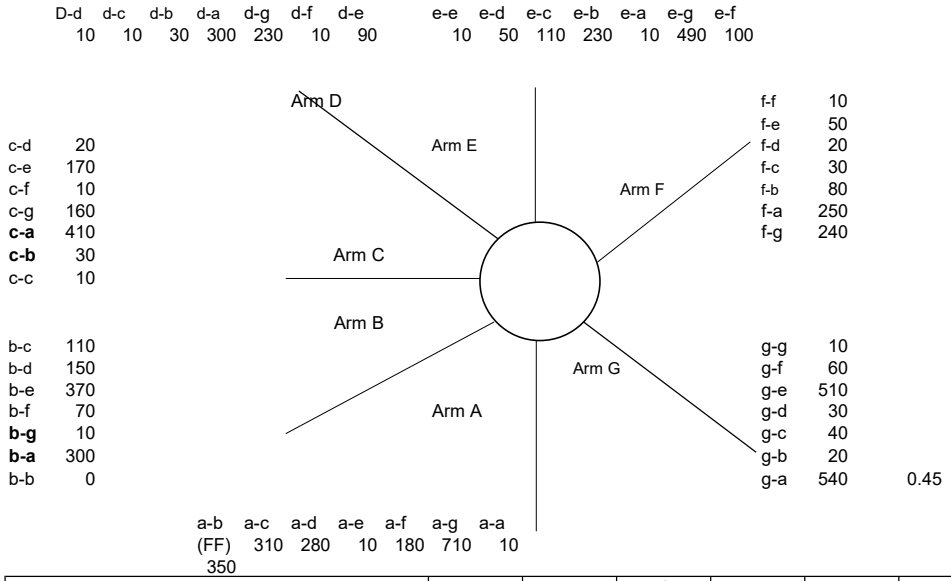
CRITICAL DFC = 0.62

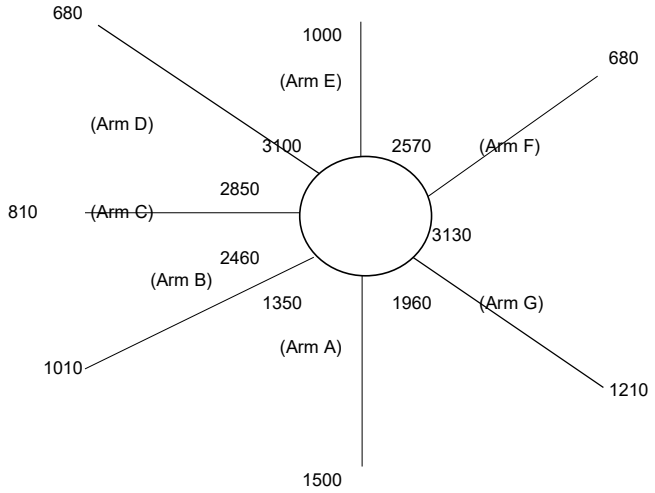
Filename : J13 - Kam Tin Road-Kam Tin Bypass-Kam Ho Road.xlsx / DesAB_Sen_PM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2034 AM Design Traffic Flows - Sensitivity Test with Improvement	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	6.50	7.00	7.30	7.30	7.30	7.30
E = Entry width (m)	10.30	11.00	11.00	12.00	12.00	11.00	12.00
L = Effective length of flare (m)	20.00	22.00	17.00	36.00	18.00	23.00	27.00
R = Entry radius (m)	25.00	25.00	25.00	30.00	45.00	25.00	25.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	40.00	35.00	35.00	25.00	30.00	35.00	45.00
Q = Entry flow (pcu/h)	1500	1010	810	680	1000	680	1210
Qc= Circulating flow across entry (pcu/h)	1350	2460	2850	3100	2570	3130	1960
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.34	0.33	0.38	0.21	0.42	0.26	0.28
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.98	0.99	0.99	1.03	1.03	0.99	0.96
X2= V + ((E-V)/(1+2S))	8.55	9.22	9.28	10.62	9.86	9.74	10.32
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2590	2794	2812	3216	2988	2952	3127
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.57	0.60	0.60	0.66	0.62	0.62	0.64
Qe= K(F-Fc*Qc)	1776	1314	1094	1223	1421	1006	1786
DFC = Design flow/Capacity = Q/Qe	0.84	0.77	0.74	0.56	0.70	0.68	0.68

TOTAL ENTRY FLOWS = 6890 PCU

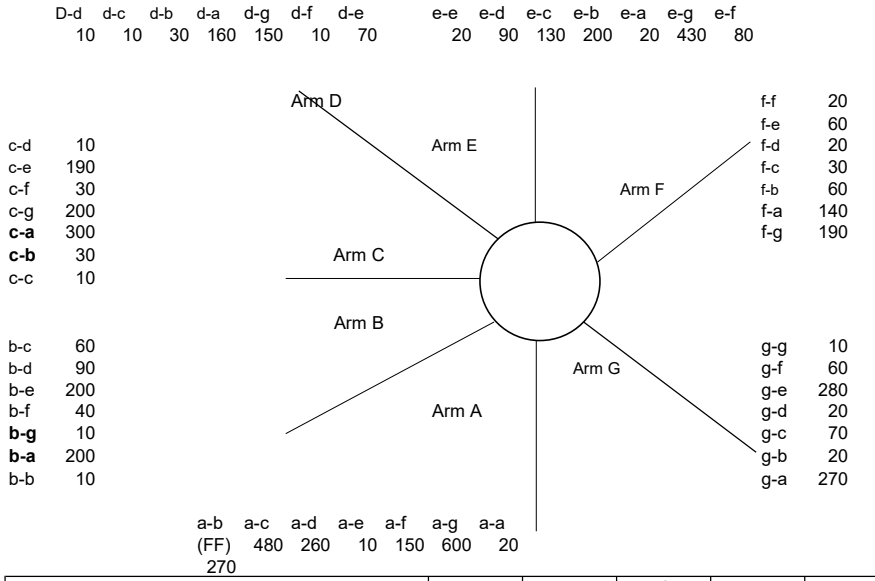
CRITICAL DFC = 0.84

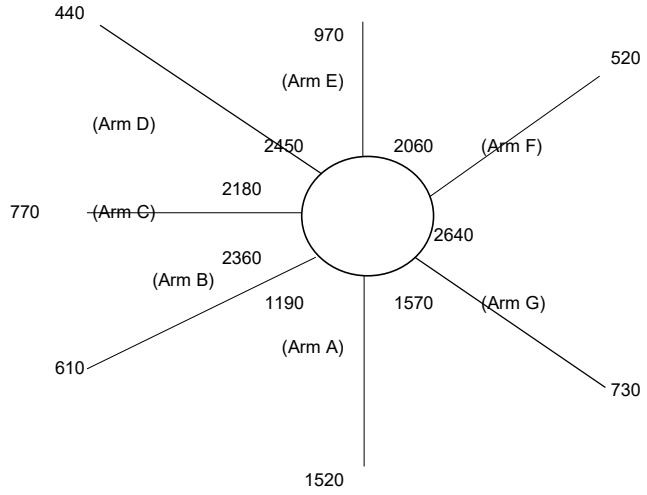
Filename : J14 - Fairview Roundabout (Arm B Adjusted)_V1.xls / DesAB_Sen_AM_r2_

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2034 PM Design Traffic Flows - Sensitivity Test with Improvement	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	6.50	7.00	7.30	7.30	7.30	7.30
E = Entry width (m)	10.30	11.00	11.00	12.00	12.00	11.00	12.00
L = Effective length of flare (m)	20.00	22.00	17.00	36.00	18.00	23.00	27.00
R = Entry radius (m)	25.00	25.00	25.00	30.00	45.00	25.00	25.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	40.00	35.00	35.00	25.00	30.00	35.00	45.00
Q = Entry flow (pcu/h)	1520	610	770	440	970	520	730
Qc= Circulating flow across entry (pcu/h)	1190	2360	2180	2450	2060	2640	1570
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.34	0.33	0.38	0.21	0.42	0.26	0.28
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.98	0.99	0.99	1.03	1.03	0.99	0.96
X2= V + ((E-V)/(1+2S))	8.55	9.22	9.28	10.62	9.86	9.74	10.32
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2590	2794	2812	3216	2988	2952	3127
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.57	0.60	0.60	0.66	0.62	0.62	0.64
Qe= K(F-Fc*Qc)	1865	1373	1493	1663	1748	1307	2027
DFC = Design flow/Capacity = Q/Qe	0.82	0.44	0.52	0.26	0.55	0.40	0.36

TOTAL ENTRY FLOWS = 5560 PCU

CRITICAL DFC = 0.82

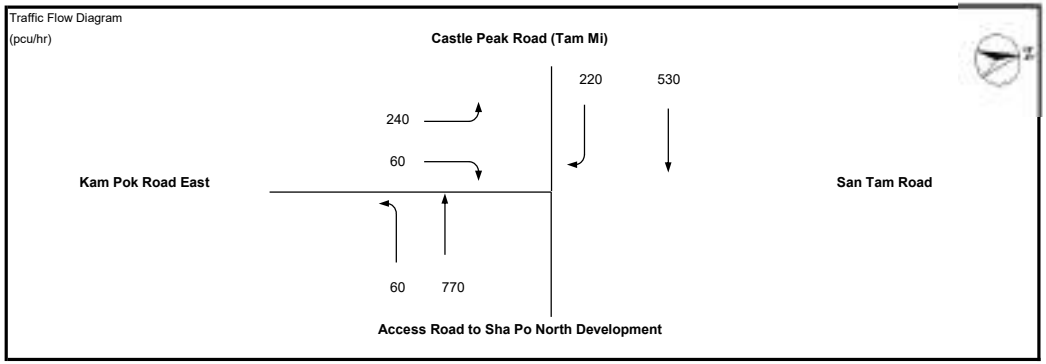
Filename : J14 - Fairview Roundabout (Arm B Adjusted)_V1.xls / DesAB_Sen_PM_r2_

JUNCTION CAPACITY CALCULATION

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2034 AM Peak Hour Design Traffic Flows - cumulative OU and RE with IMP)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

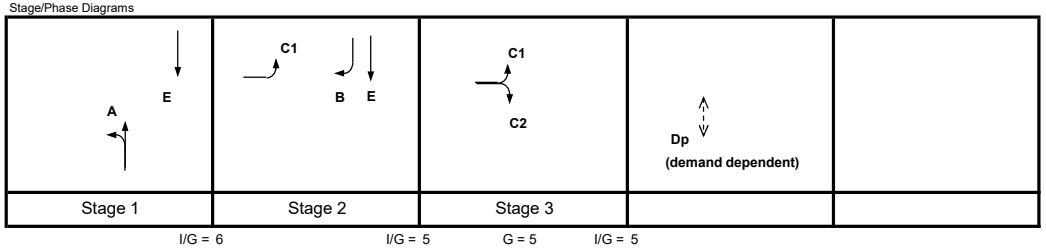
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	100	sec
Sum(y)	Y =	0.534	
Lost time	L =	19	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	72	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	41	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.758	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	41.9	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	47	sec
Y_{max}	= 1-L/C	=	0.810	

Stage/Phase Diagrams



I/G = 6 I/G = 5 G = 5 I/G = 5

Critical Case : A,B,C2

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 37%

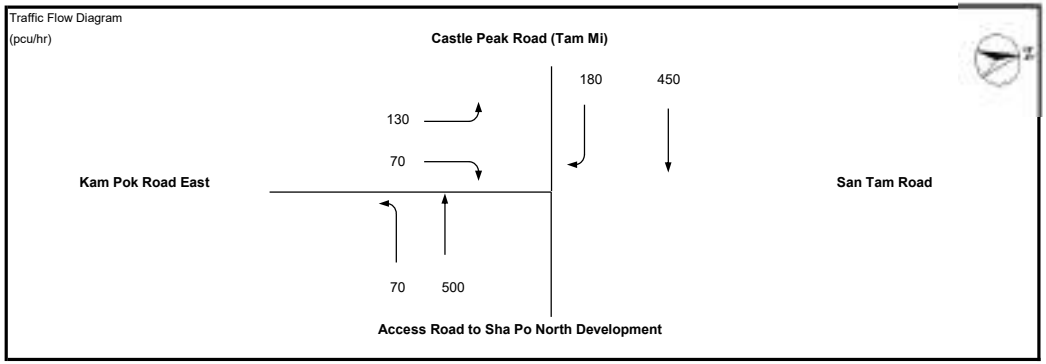
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	25			1		0		1965	60	770		830	7%		1957	0.424	0.424
	E	1,2	3.400	1				1		0		1955		530		530			1955	0.271	
	B	2	3.500	1		30	0	0		0		2105			220	220		100%	2005	0.110	0.110
	C1	2,3	3.400	1	25			1		0		1955	240			240	100%		1844	0.130	
	C2	3	3.400	1		30	0	0		0		2095			60	60		100%	1995	0.030	
Pedestrian Crossing				GM		FGM															
	Dp	4	min.	13	+	12	=	25	sec												

JUNCTION CAPACITY CALCULATION

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2034 PM Peak Hour Design Traffic Flows - cumulative OU and RE with IMP)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

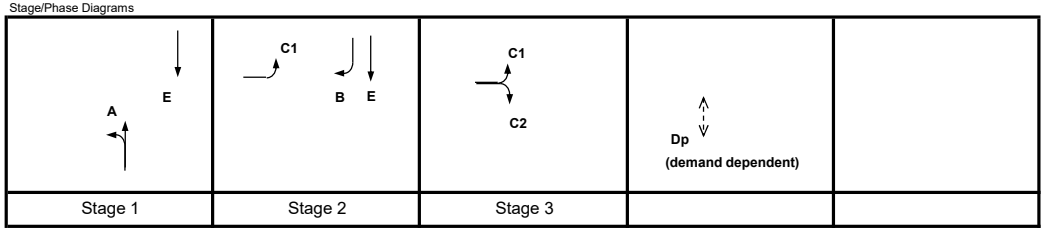
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	100	sec
Sum(y)	Y =	0.417	
Lost time	L =	13	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	42	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	22	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.803	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	92.4	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	24	sec
Y_{max}	$= 1-L/C$	=	0.870	

Stage/Phase Diagrams



I/G = 6 I/G = 5 I/G = 5

Critical Case : A,B,C2

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 88%

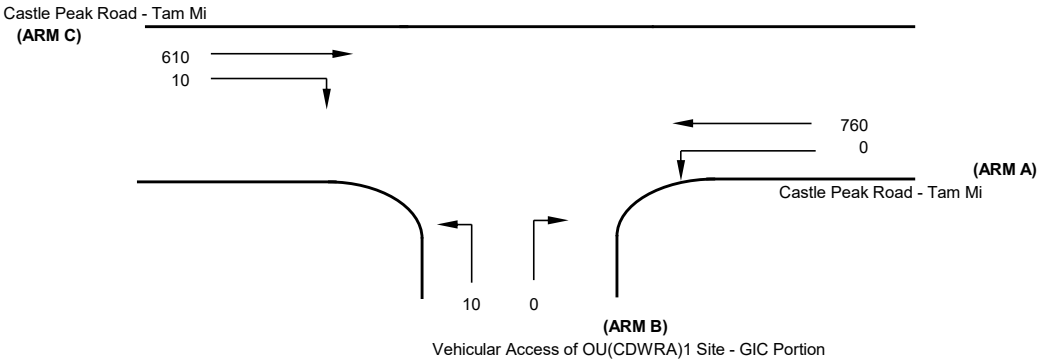
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	25			1		0		1965	70	500		570	12%		1951	0.292	0.292
	E	1,2	3.400	1				1		0		1955		450		450			1955	0.230	
	B	2	3.500	1		30	0	0		0		2105			180	180		100%	2005	0.090	0.090
	C1	2,3	3.400	1	25			1		0		1955	130			130	100%		1844	0.070	
	C2	3	3.400	1		30	0	0		0		2095			70	70		100%	1995	0.035	0.035
Pedestrian Crossing				GM		FGM															
	Dp	4	min.	13	+	12	=	25	sec												

Design Flow
(Without Sha Po Public Housing)

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J1 - Vehicular Access of OU(CDWRA)1 Site - GIC Portion	2034 AM Sensitivity Test w/o Sha Po Public Housing	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J1

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	0 (metres)
q a-b	=	0 (pcu/hr)
q a-c	=	760 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	50 (metres)
q c-a	=	610 (pcu/hr)
q c-b	=	10 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.2 (metres)
W b-c	=	3.2 (metres)
Vl b-a	=	50 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	10 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.843523
E	=	0.897365
F	=	0.615515
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	284
Q b-c	=	497
Q c-b	=	341
Q b-ac	=	497

CRITICAL DFC = 0.03

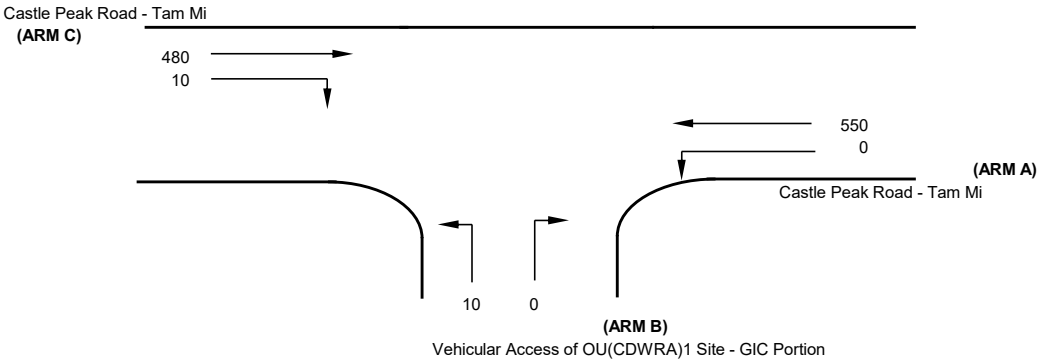
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.02
DFC c-b	=	0.03
DFC b-ac	=	0.02

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J1 - Vehicular Access of OU(CDWRA) Site - GIC Portion	2034 PM Sensitivity Test w/o Sha Po Public Housing	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Apr 24



J1

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	0 (metres)
q a-b	=	0 (pcu/hr)
q a-c	=	550 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	50 (metres)
q c-a	=	480 (pcu/hr)
q c-b	=	10 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.2 (metres)
W b-c	=	3.2 (metres)
Vl b-a	=	50 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	10 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.843523
E	=	0.897365
F	=	0.615515
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	345
Q b-c	=	545
Q c-b	=	374
Q b-ac	=	545

CRITICAL DFC = 0.03

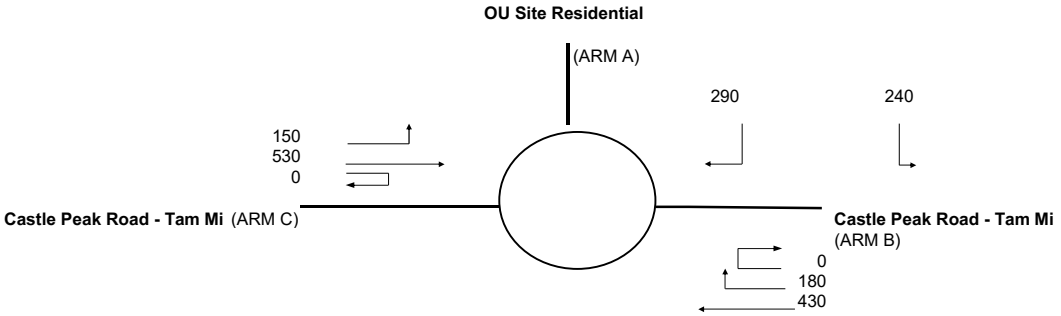
COMPARISION OF DESIGN FLOW TO CAPACITY :

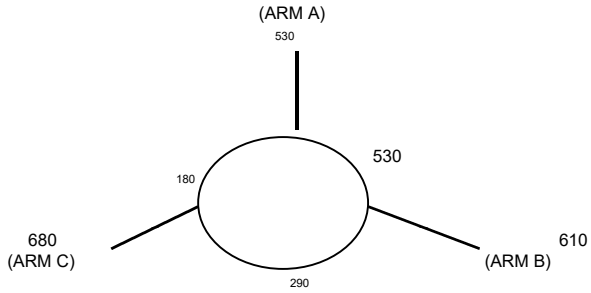
DFC b-a	=	0.00
DFC b-c	=	0.02
DFC c-b	=	0.03
DFC b-ac	=	0.02

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J2 - Vehicular Access of OU(CDWRA) Site - Residential Portion	Scenario	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (w/o Sha Po Housing)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	5.50	5.00	5.50
E = Entry width (m)	5.50	5.20	6.80
L = Effective length of flare (m)	5.00	5.00	5.00
R = Entry radius (m)	50.00	100.00	18.00
D = Inscribed circle diameter (m)	30.00	30.00	30.00
A = Entry angle (degree)	55.00	45.00	45.00
Q = Entry flow (pcu/h)	530	610	680
Qc= Circulating flow across entry (pcu/h)	530	290	180
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.00	0.06	0.42
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.94	0.99	0.94
X2= V + ((E-V)/(1+2S))	5.50	5.18	6.21
M = EXP((D-60)/10)	0.05	0.05	0.05
F = 303*X2	1667	1569	1882
Td= 1+(0.5/(1+M))	1.48	1.48	1.48
Fc= 0.21*Td(1+0.2*X2)	0.65	0.63	0.70
Qe= K(F-Fc*Qc)	1246	1368	1655
DFC = Design flow/Capacity = Q/Qe	0.43	0.45	0.41

TOTAL ENTRY FLOWS = 1820 PCU

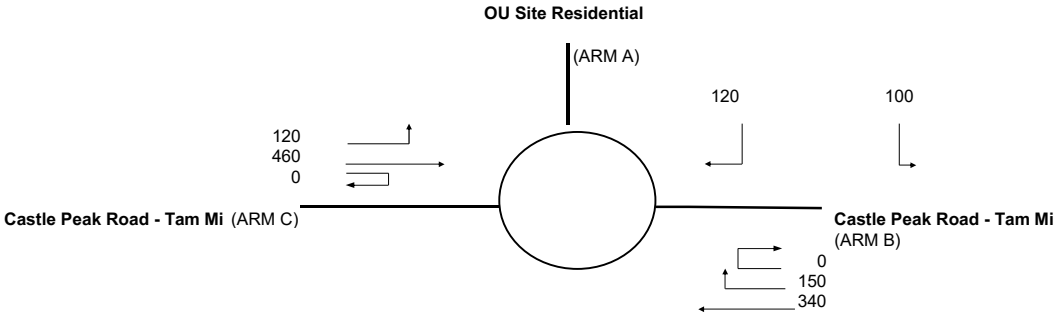
CRITICAL DFC = 0.45

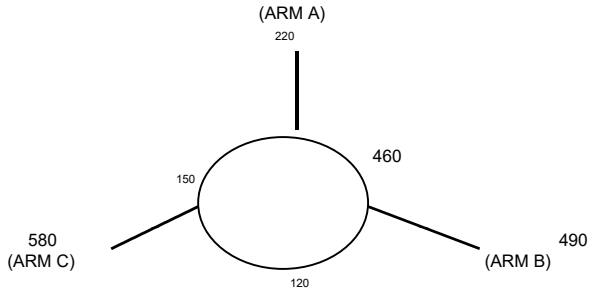
Filename : J2 - Roundabout Scheme.xlsx / DesAB_Sen_No SPH_AM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J2 - Vehicular Access of OU(CDWRA) Site - Residential Portion	Scenario	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (w/o Sha Po Housing)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	5.50	5.00	5.50
E = Entry width (m)	5.50	5.20	6.80
L = Effective length of flare (m)	5.00	5.00	5.00
R = Entry radius (m)	50.00	100.00	18.00
D = Inscribed circle diameter (m)	30.00	30.00	30.00
A = Entry angle (degree)	55.00	45.00	45.00
Q = Entry flow (pcu/h)	220	490	580
Qc= Circulating flow across entry (pcu/h)	460	120	150
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.00	0.06	0.42
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.94	0.99	0.94
X2= V + ((E-V)/(1+2S))	5.50	5.18	6.21
M = EXP((D-60)/10)	0.05	0.05	0.05
F = 303*X2	1667	1569	1882
Td= 1+(0.5/(1+M))	1.48	1.48	1.48
Fc= 0.21*Td(1+0.2*X2)	0.65	0.63	0.70
Qe= K(F-Fc*Qc)	1289	1474	1675
DFC = Design flow/Capacity = Q/Qe	0.17	0.33	0.35

TOTAL ENTRY FLOWS = 1290 PCU

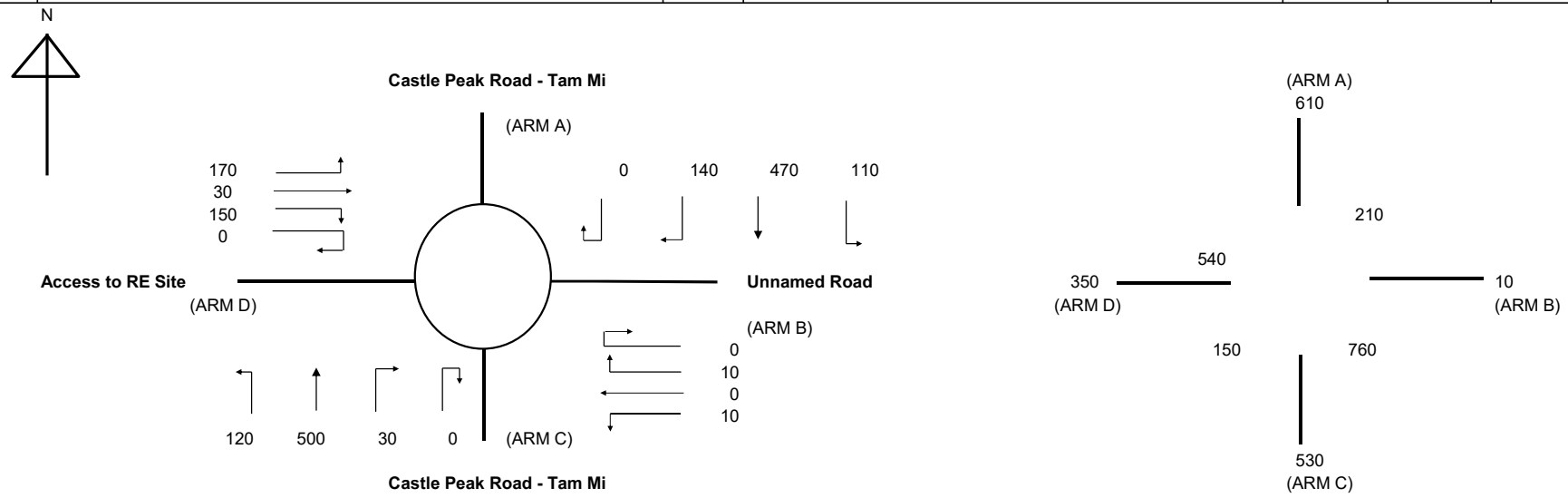
CRITICAL DFC = 0.35

Filename : J2 - Roundabout Scheme.xlsx / DesAB_Sen_No SPH_PM

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J3 - Vehicular Access or R(E) Site Residential Portion, Covered Transport Lay-by / Castle Peak Road - Tam Mi / Unnamed Road underneath San Tam Road	Scenario	2034 AM Design Traffic Flows - Sensitivity Test (No SPH)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	25/Apr/24



ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	7.00	3.50	7.30	5.00	
E = Entry width (m)	8.50	4.70	8.80	6.30	
L = Effective length of flare (m)	5.00	5.00	10.00	5.00	
R = Entry radius (m)	10.00	10.00	25.00	35.00	
D = Inscribed circle diameter (m)	38.00	38.00	38.00	38.00	
A = Entry angle (degree)	35.00	35.00	40.00	55.00	
Q = Entry flow (pcu/h)	610	10	530	350	*
Qc= Circulating flow across entry (pcu/h)	210	760	150	540	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.38	0.24	0.42	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.93	0.93	0.98	0.93	
X2= V + ((E-V)/(1+2S))	7.77	4.18	8.31	5.71	
M = EXP((D-60)/10)	0.11	0.11	0.11	0.11	
F = 303*X2	2353	1266	2519	1730	
Td= 1+(0.5/(1+M))	1.45	1.45	1.45	1.45	
Fc= 0.21*Td(1+0.2*X2)	0.78	0.56	0.81	0.65	
Qe= K(F-Fc*Qc)	2045	786	2338	1287	
DFC = Design flow/Capacity = Q/Qe	0.30	0.01	0.23	0.27	

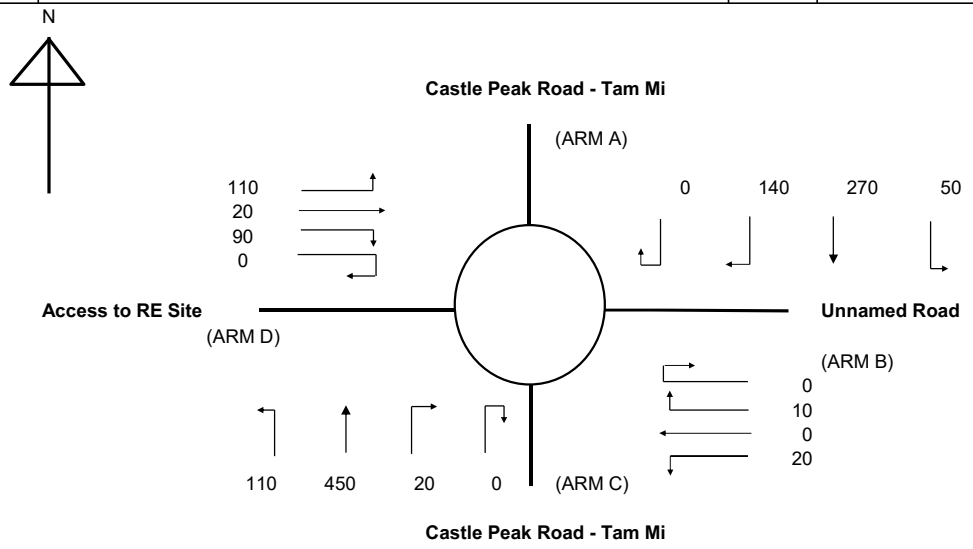
TOTAL ENTRY FLOWS 1740 PCU

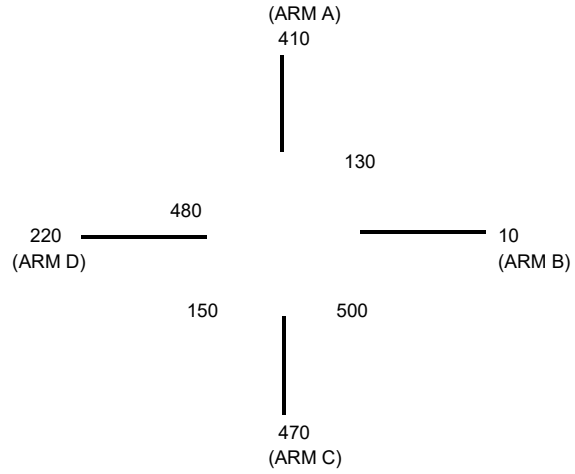
CRITICAL DFC 0.30

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J3 - Vehicular Access or R(E) Site Residential Portion, Covered Transport Lay-by / Castle Peak Road - Tam Mi / Unnamed Road underneath San Tam Road	Scenario	2034 PM Design Traffic Flows - Sensitivity Test (No SPH)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	25/Apr/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	7.00	3.50	7.30	5.00	
E = Entry width (m)	8.50	4.70	8.80	6.30	
L = Effective length of flare (m)	5.00	5.00	10.00	5.00	
R = Entry radius (m)	10.00	10.00	25.00	35.00	
D = Inscribed circle diameter (m)	38.00	38.00	38.00	38.00	
A = Entry angle (degree)	35.00	35.00	40.00	55.00	
Q = Entry flow (pcu/h)	410	10	470	220	*
Qc= Circulating flow across entry (pcu/h)	130	500	150	480	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.38	0.24	0.42	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.93	0.93	0.98	0.93	
X2= V + ((E-V)/(1+2S))	7.77	4.18	8.31	5.71	
M = EXP((D-60)/10)	0.11	0.11	0.11	0.11	
F = 303*X2	2353	1266	2519	1730	
Td= 1+(0.5/(1+M))	1.45	1.45	1.45	1.45	
Fc= 0.21*Td(1+0.2*X2)	0.78	0.56	0.81	0.65	
Qe= K(F-Fc*Qc)	2103	921	2338	1324	
DFC = Design flow/Capacity = Q/Qe	0.19	0.01	0.20	0.17	

TOTAL ENTRY FLOWS 1290 PCU

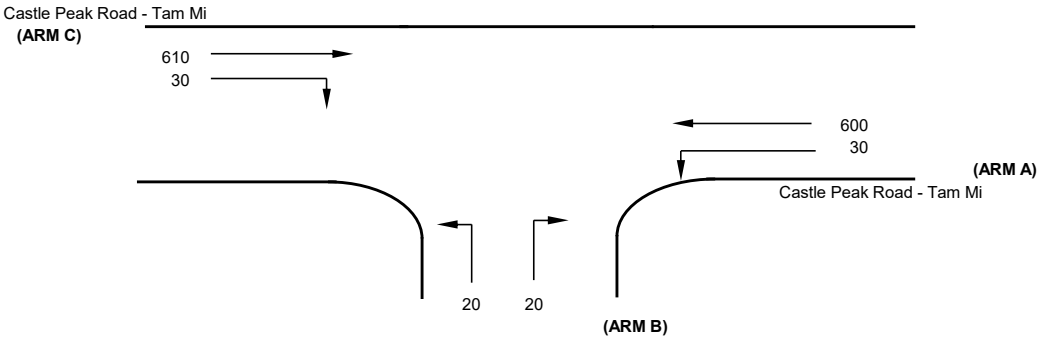
CRITICAL DFC 0.20

Filename : https://aecom-my.sharepoint.com/personal/timothy_choy_aecom_com/D

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J5 - Vehicular Access of RE Site - Reserved School Site & Existing Lot TA427		2034 AM Design Traffic Flows - Sensitivity Test (No SPH)	Designed By : MKCN	Checked By : SHSN	Date : May 24



Vehicular Access of R(E) Site -Reserved School Site & Existing Lot TA427

NOTES : (GEOMETRIC INPUT DATA)

J5

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.5	(metres)
W cr	=	3	(metres)
q a-b	=	30	(pcu/hr)
q a-c	=	600	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	50	(metres)
q c-a	=	610	(pcu/hr)
q c-b	=	30	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	20	(pcu/hr)
q b-c	=	20	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.909758
E	=	0.967827
F	=	0.615515
Y	=	0.672250

THE CAPACITY OF MOVEMENT :

Q b-a	=	377
Q b-c	=	576
Q c-b	=	364
Q b-ac	=	456

COMPARISION OF DESIGN FLOW TO CAPACITY :

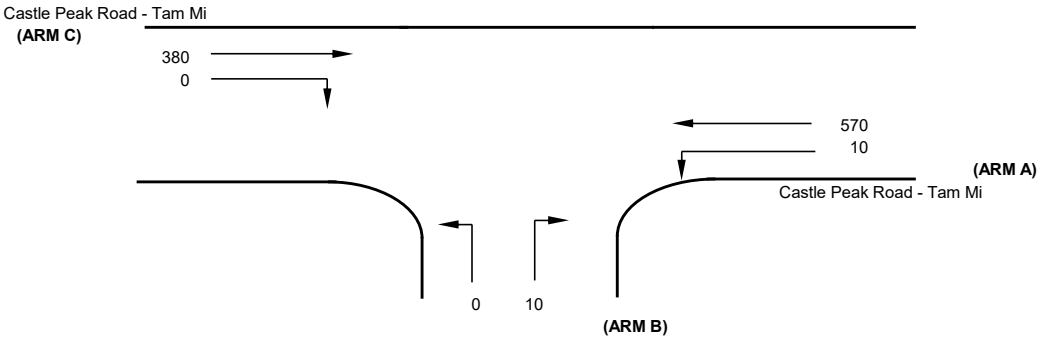
DFC b-a	=	0.05
DFC b-c	=	0.03
DFC c-b	=	0.08
DFC b-ac	=	0.09

CRITICAL DFC = 0.09

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J5 - Vehicular Access of RE Site - Reserved School Site & Existing Lot TA427		2034 PM Design Traffic Flows - Sensitivity Test (No SPH)	Designed By : MKCN	Checked By : SHSN	Date : May 24



Vehicular Access of R(E) Site -Reserved School Site & Existing Lot TA427

NOTES : (GEOMETRIC INPUT DATA)

J5

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.5 (metres)
W cr	=	3 (metres)
q a-b	=	10 (pcu/hr)
q a-c	=	570 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	50 (metres)
q c-a	=	380 (pcu/hr)
q c-b	=	0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4 (metres)
W b-c	=	4 (metres)
Vl b-a	=	50 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	10 (pcu/hr)
q b-c	=	0 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.909758
E	=	0.967827
F	=	0.615515
Y	=	0.672250

THE CAPACITY OF MOVEMENT :

Q b-a	=	428
Q b-c	=	585
Q c-b	=	371
Q b-ac	=	428

CRITICAL DFC = 0.02

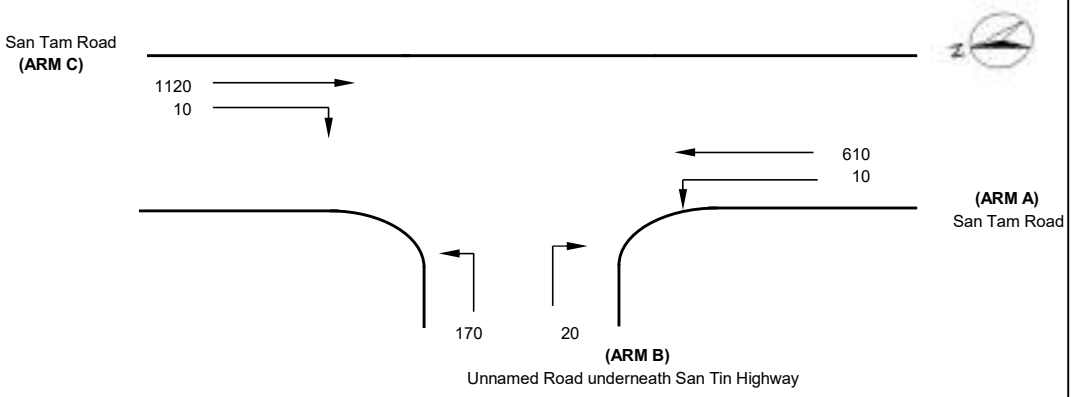
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.02
DFC b-c	=	0.00
DFC c-b	=	0.00
DFC b-ac	=	0.02

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J6 - San Tam Road / Unnamed Rd underneath San Tin Highway	2034 AM Design Traffic Flows - Sensitivity Test (wo SPH)	Designed By : MKCN	Checked By : SHSN	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J6

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7 (metres)
W cr	=	0 (metres)
q a-b	=	10 (pcu/hr)
q a-c	=	610 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5 (metres)
Vr c-b	=	50 (metres)
q c-a	=	1120 (pcu/hr)
q c-b	=	10 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.5 (metres)
W b-c	=	3.5 (metres)
Vl b-a	=	50 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	20 (pcu/hr)
q b-c	=	170 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.868361
E	=	0.923788
F	=	0.923788
Y	=	0.758500

THE CAPACITY OF MOVEMENT :

Q b-a	=	225
Q b-c	=	532
Q c-b	=	530
Q b-ac	=	465

CRITICAL DFC = 0.41

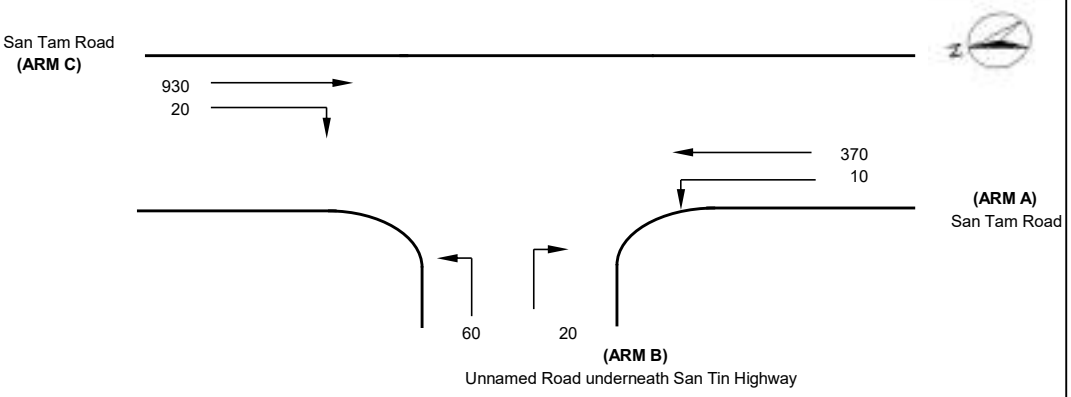
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.09
DFC b-c	=	0.32
DFC c-b	=	0.02
DFC b-ac	=	0.41

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J6 - San Tam Road / Unnamed Rd underneath San Tin Highway	2034 PM Design Traffic Flows - Sensitivity Test (wo SPH)	Designed By : MKCN	Checked By : SHSN	Date : Apr 24



NOTES : (GEOMETRIC INPUT DATA)

J6

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	7 (metres)
W cr	=	0 (metres)
q a-b	=	10 (pcu/hr)
q a-c	=	370 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	3.5 (metres)
Vr c-b	=	50 (metres)
q c-a	=	930 (pcu/hr)
q c-b	=	20 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.5 (metres)
W b-c	=	3.5 (metres)
Vl b-a	=	50 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	20 (pcu/hr)
q b-c	=	60 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.868361
E	=	0.923788
F	=	0.923788
Y	=	0.758500

THE CAPACITY OF MOVEMENT :

Q b-a	=	308
Q b-c	=	593
Q c-b	=	591
Q b-ac	=	481

CRITICAL DFC = 0.17

COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.07
DFC b-c	=	0.10
DFC c-b	=	0.03
DFC b-ac	=	0.17

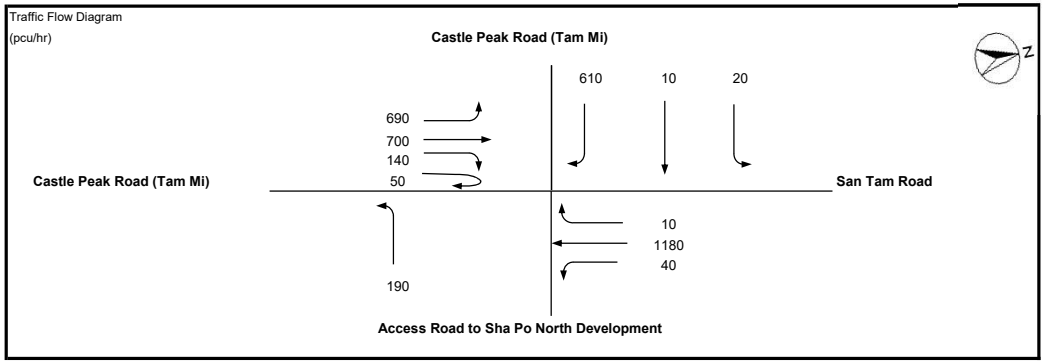
JUNCTION CAPACITY CALCULATION

AECOM

Junction J7 - Castle Peak Road -Tam Mi / San Tam Road	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (Without Sha Po PRH)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: Oct 21

J7

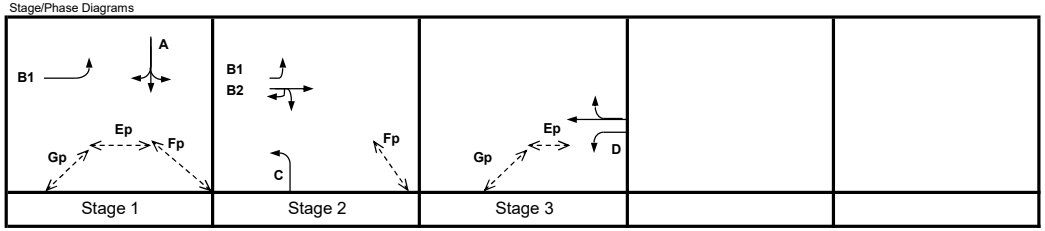
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.893	
Lost time	L =	15	sec
Total Flow	=	16,520	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	258	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	141	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.788	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	-11.9	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	2062	sec
Y_{max}	$= 1-L/C$	=	0.875	

Stage/Phase Diagrams



I/G = 5 I/G = 8 I/G = 5

Critical Case : A,B2,D

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = -12%

_AM

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	17.25	20	0	1		0		1965	20	10	279	309	6%	90%	1831	0.169	0.169
	A	1	3.500	1		20	0	0		0		2105			331	331		100%	1958	0.169	
	B1	1,2	3.500	1	30			1		0		1965	690			690	100%		1871	0.369	
	B2	2	3.500	1				0		0		2105		456		456			2105	0.217	
	B2	2	3.500	1		12.5	0	0		0		2105		244	190	434		44%	2000	0.217	0.217
	C	2	3.500	1	22.5			1		0		1965	190			190	100%		1842	0.103	
	D	3	3.500	1	30			1		0		1965	40			40	100%		1871	0.021	
	D	3	3.900	1		25	0	0		0	200	2145		1180	10	1190		1%	2344	0.508	0.508

#DIV/0!

Pedestrian Crossing				GM		FGM			
Ep	1,3	min.	7	+	7	=	14	sec	
Fp	1,2	min.	5	+	5	=	10	sec	
Gp	1,3	min.	7	+	5	=	12	sec	

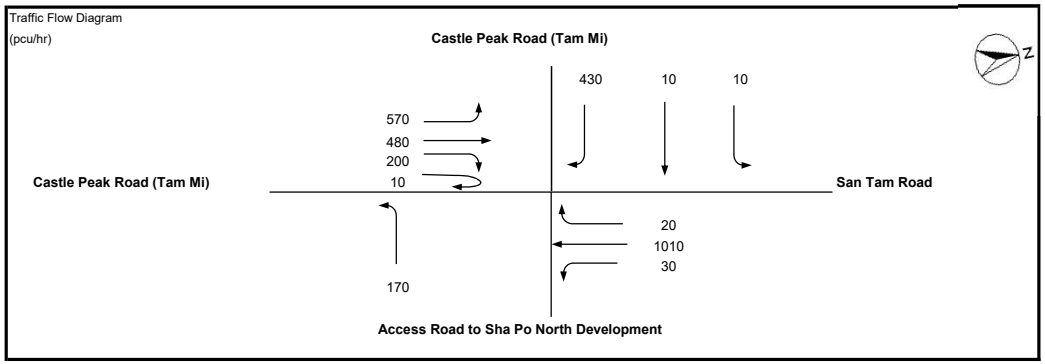
JUNCTION CAPACITY CALCULATION

AECOM

Junction J7 - Castle Peak Road -Tam Mi / San Tam Road	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Without Sha Po PRH)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: Oct 21

J7

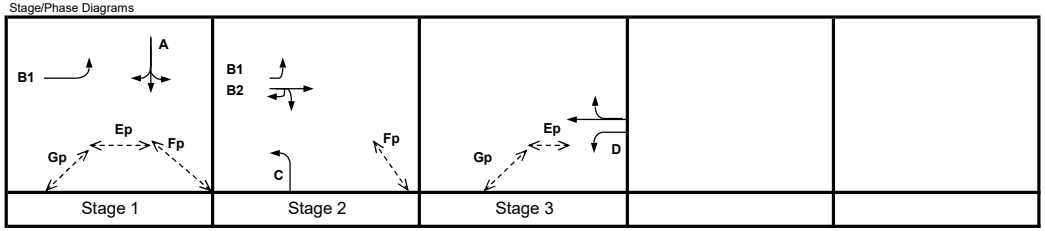
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.728	
Lost time	L =	15	sec
Total Flow	=	16,520	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	101	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	55	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.788	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	8.1	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	79	sec
Y_{max}	= 1-L/C	=	0.875	

Stage/Phase Diagrams



I/G = 5 I/G = 8 I/G = 5

Critical Case : A,B2,D

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 8%

_PM

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	17.25	20	0	1		0		1965	10	10	198	218	5%	91%	1833	0.119	0.119
	A	1	3.500	1		20	0	0		0		2105			232	232		100%	1958	0.119	
	B1	1,2	3.500	1	30			1		0		1965	570			570	100%		1871	0.305	
	B2	2	3.500	1				0		0		2105		358		358			2105	0.170	
	B2	2	3.500	1		12.5	0	0		0		2105		122	210	332		63%	1957	0.170	0.170
	C	2	3.500	1	22.5			1		0		1965	170			170	100%		1842	0.092	
	D	3	3.500	1	30			1		0		1965	30			30	100%		1871	0.016	
	D	3	3.900	1		25	0	0		0	200	2145		1010	20	1030		2%	2342	0.440	0.440

#DIV/0!

Pedestrian Crossing				GM		FGM			
Ep	1,3	min.	7	+	7	=	14	sec	
Fp	1,2	min.	5	+	5	=	10	sec	
Gp	1,3	min.	7	+	5	=	12	sec	

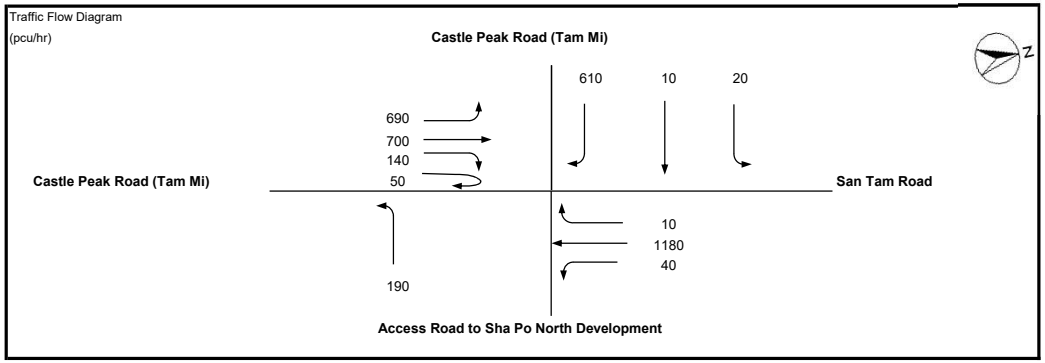
JUNCTION CAPACITY CALCULATION

AECOM

Junction J7 - Castle Peak Road -Tam Mi / San Tam Road	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (Without Sha Po PRH)_With Improvement	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: Oct 21

J7

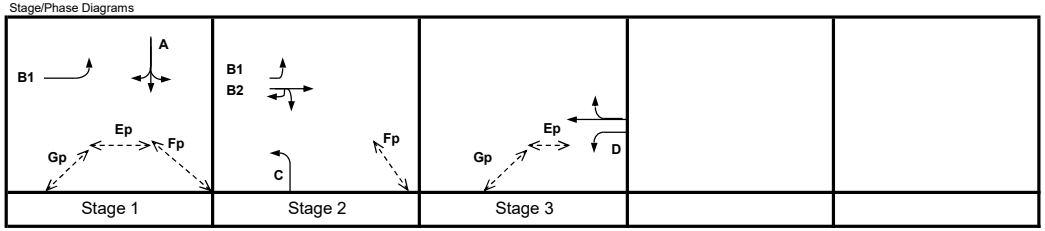
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.663	
Lost time	L =	15	sec
Total Flow	=	18,465	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	82	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	45	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.788	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	18.7	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	57	sec
Y_{max}	= 1-L/C	=	0.875	

Stage/Phase Diagrams



I/G = 5 I/G = 8 I/G = 5

Critical Case : A,B2,D

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 19%

_AM

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	17.25	20	0	1		0		1965	20	10	279	309	6%	90%	1831	0.169	0.169
	A	1	3.500	1		20	0	0		0		2105			331	331		100%	1958	0.169	
	B1	1,2	3.500	1	30			1		0		1965	690			690	100%		1871	0.369	
	B2	2	3.500	1				0		0		2105		456		456			2105	0.217	
	B2	2	3.500	1		12.5	0	0		0		2105		244	190	434		44%	2000	0.217	0.217
	C	2	3.500	1	22.5			1		0		1965	190			190	100%		1842	0.103	
	D	3	3.500	1	30			1		0		1965	40			40	100%		1871	0.021	
	D	3	3.900	1				0		0		2145		595		595			2145	0.278	0.278
	D	3	3.900	1		20	0	0		0		2145		585	10	595		2%	2142	0.278	

Pedestrian Crossing				GM		FGM			
	Ep	1,3	min.	7	+	7	=	14	sec
	Fp	1,2	min.	5	+	5	=	10	sec
	Gp	1,3	min.	7	+	5	=	12	sec

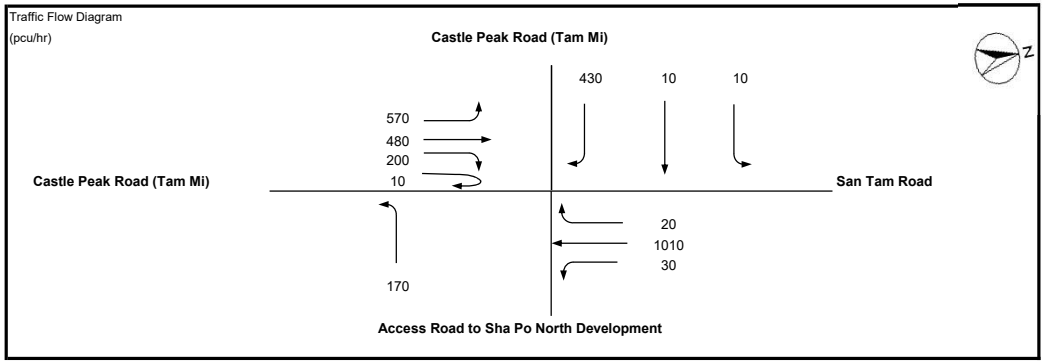
JUNCTION CAPACITY CALCULATION

AECOM

Junction J7 - Castle Peak Road -Tam Mi / San Tam Road	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Without Sha Po PRH)_With Improvement	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: Oct 21

J7

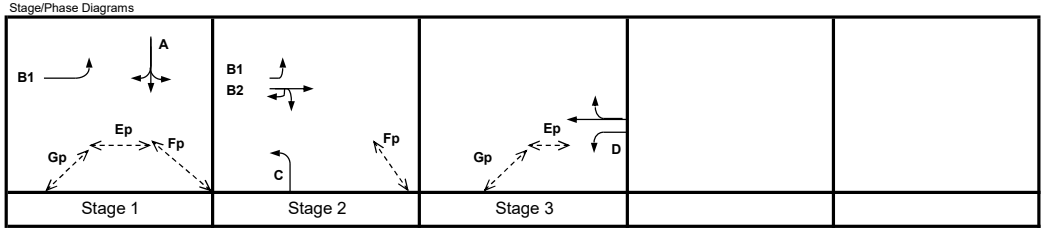
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.529	
Lost time	L =	15	sec
Total Flow	=	18,465	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	58	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	32	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.788	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	48.9	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	36	sec
Y_{max}	= 1-L/C	=	0.875	

Stage/Phase Diagrams



I/G = 5 I/G = 8 I/G = 5

Critical Case : A,B2,D

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 49%

_PM

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	17.25	20	0	1		0		1965	10	10	198	218	5%	91%	1833	0.119	0.119
	A	1	3.500	1		20	0	0		0		2105			232	232		100%	1958	0.119	
	B1	1,2	3.500	1	30			1		0		1965	570			570	100%		1871	0.305	
	B2	2	3.500	1				0		0		2105		358		358			2105	0.170	
	B2	2	3.500	1		12.5	0	0		0		2105		122	210	332		63%	1957	0.170	0.170
	C	2	3.500	1	22.5			1		0		1965	170			170	100%		1842	0.092	
	D	3	3.500	1	30			1		0		1965	30			30	100%		1871	0.016	
	D	3	3.900	1				0		0		2145		516		516			2145	0.240	0.240
	D	3	3.900	1		20	0	0		0		2145		494	20	514		4%	2139	0.240	

Pedestrian Crossing				GM		FGM			
Ep	1,3	min.	7	+	7	=	14	sec	
Fp	1,2	min.	5	+	5	=	10	sec	
Gp	1,3	min.	7	+	5	=	12	sec	

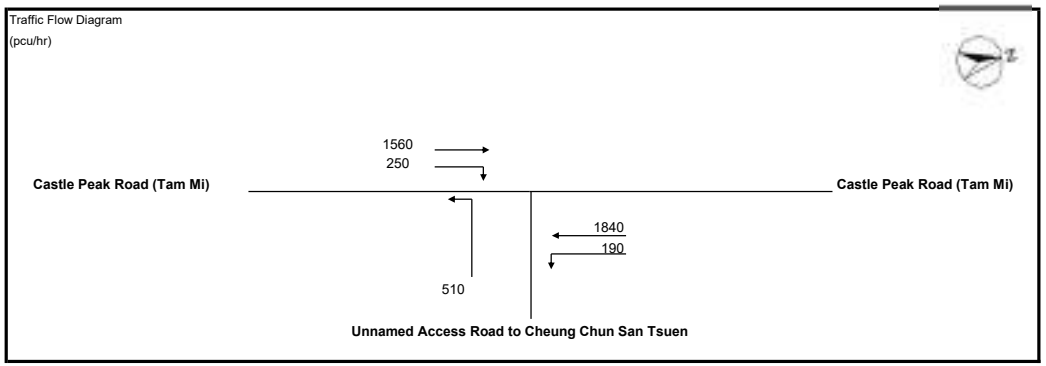
JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Castle Peak Road / Unnamed Access Road to Cheung Chun San Tsu	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (wo SPH)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J8

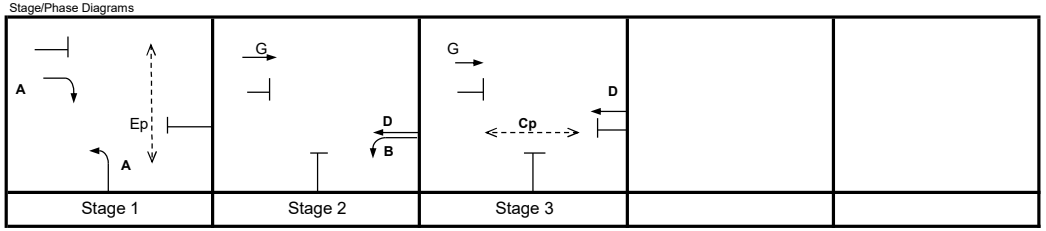
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.568	
Lost time	L =	9	sec
Total Flow	=	16,495	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	43	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	21	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.833	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	46.6	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	24	sec
Y_{max}	$= 1-L/C$	=	0.925	

Stage/Phase Diagrams



I/G = 5 I/G = 6 I/G =

Critical Case : A,D

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 47%

_AM

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↓	A	1	3.500	1		12.5	0	0		0		2105			250	250		100%	1879	0.133	
→	G	2,3	3.500	2				1		0		4070		1560		1560			4070	0.383	
↰	A	1	3.650	2	20			1		0		4100	510			510	100%		3814	0.134	0.134
↰	B	2	3.650	1	15			1		0		1980	190			190	100%		1800	0.106	
←	D	2,3	3.650	2				0		0		4240		1840		1840			4240	0.434	0.434

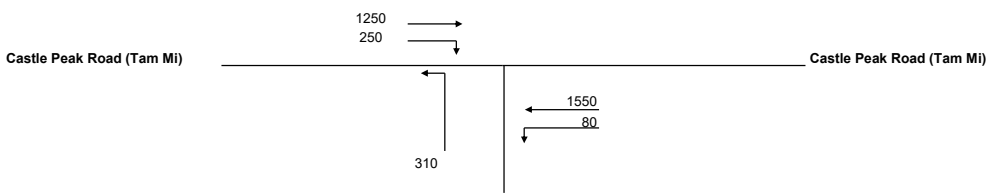
Pedestrian Crossing			GM		FGM				
	Cp	3	min.	11	+	21	=	32	sec
	Ep	1	min.	11	+	10	=	21	sec

JUNCTION CAPACITY CALCULATION

Junction J8 - Castle Peak Road / Unnamed Access Road to Cheung Chun San Tsu	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (wo SPH)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J8

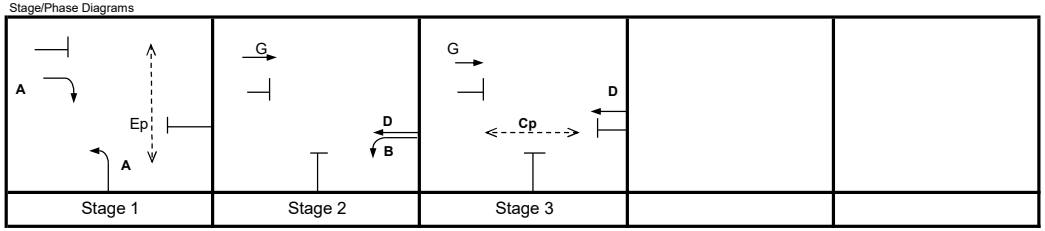
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.499	
Lost time	L =	9	sec
Total Flow	=	16,495	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	37	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	18	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.833	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	67.0	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	20	sec
Y_{max}	$= 1-L/C$	=	0.925	

Stage/Phase Diagrams



I/G = 5 I/G = 6 I/G =

Critical Case : A,D

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 67%

_PM

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↓	A	1	3.500	1		12.5	0	0		0		2105			250	250		100%	1879	0.133	0.133
→	G	2,3	3.500	2				1		0		4070		1250		1250			4070	0.307	
↰	A	1	3.650	2	20			1		0		4100	310			310	100%		3814	0.081	
↰	B	2	3.650	1	15			1		0		1980	80			80	100%		1800	0.044	
←	D	2,3	3.650	2				0		0		4240		1550		1550			4240	0.366	0.366

Pedestrian Crossing			GM		FGM				
	Cp	3	min.	11	+	21	=	32	sec
	Ep	1	min.	11	+	10	=	21	sec

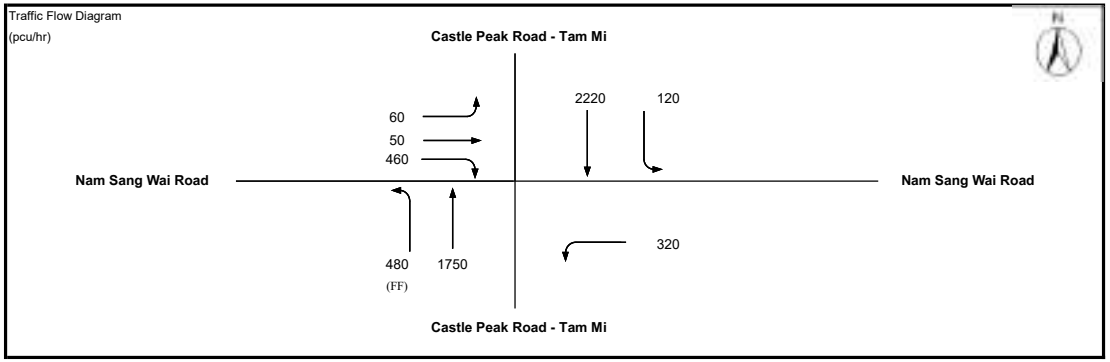
JUNCTION CAPACITY CALCULATION

Junction J9 - Castle Peak Road - Tam Mi / Nam Sang Wai Road	2034 AM Design Traffic Flows - Sensitivity Test (wo Sha Po Housing)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 23

J9

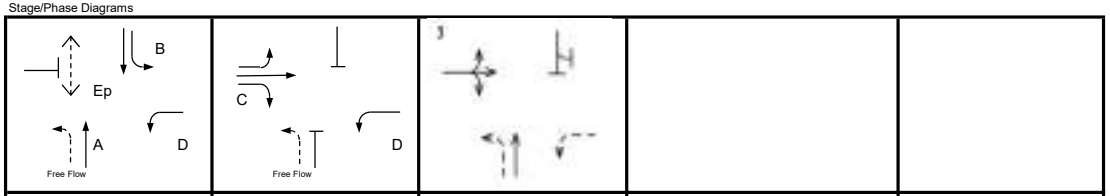
Traffic Flow Diagram

(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.570	
Lost time		L =	10	sec
Total Flow		=	16,420	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	46	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	23	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.825	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	44.8	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	27	sec
Y_{max}	$= 1-L/C$	=	0.917	

Stage/Phase Diagrams



Stage 1	Stage 2	(Demand Dependent)		
I/G = 6	I/G = 6			

Critical Case : A,C

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\% =$ 45%

_AM

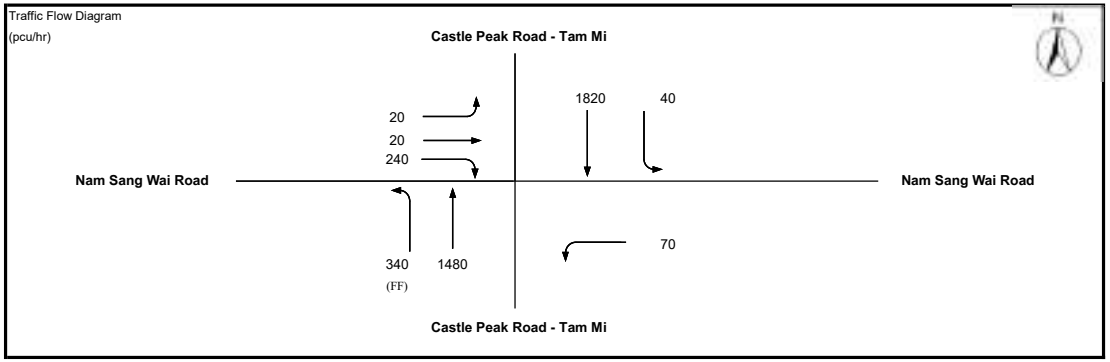
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	ADJ. SAT. FLOW	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↑	A	1	3.750	2				1		0		4120	4120		1750		1750			4120	0.425	0.425
↓	B	1	3.400	1	35			1		0	-300	1955	1655	120	539		659	18%		1642	0.401	
↓	B	1	3.400	2				0		0		4190	4190		1681		1681			4190	0.401	
↰	D	1,2	6.300	1	18			1		0		2245	2245	320			320	100%		2072	0.154	
↕	C	2	4.200	1	10	25	0	1		0		2035	2035	60	50	166	276	22%	60%	1904	0.145	0.145
↳	C	2	4.200	1		20	0	0		0		2175	2175			294	294		100%	2023	0.145	
Pedestrian Crossing				GM		FGM																
	Ep	1	min.	7	+	14	=	21	sec													

JUNCTION CAPACITY CALCULATION

Junction J9 - Castle Peak Road - Tam Mi / Nam Sang Wai Road	2034 PM Design Traffic Flows - Sensitivity Test (wo Sha Po Housing)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 23

Traffic Flow Diagram

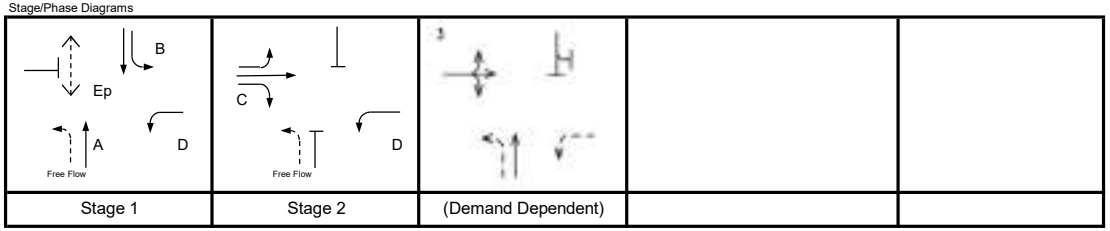
(pcu/hr)



J9

No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.430	
Lost time		L =	10	sec
Total Flow		=	16,420	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	35	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	18	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.825	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	91.7	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	19	sec
Y_{max}	$= 1-L/C$	=	0.917	

Stage/Phase Diagrams



Stage 1	Stage 2	(Demand Dependent)		
I/G = 6	I/G = 6			

Critical Case : A,C

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\% =$ 92%

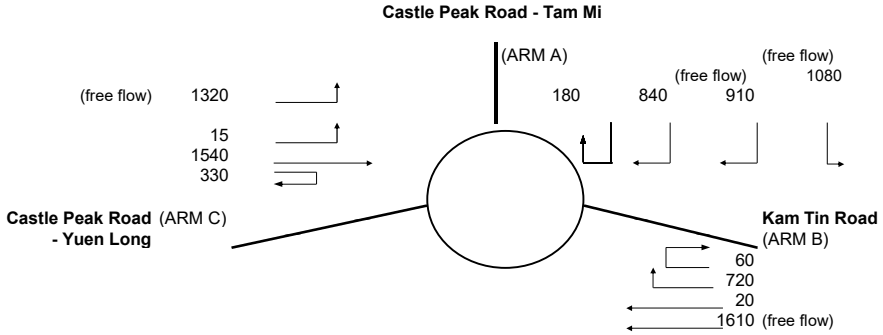
_PM

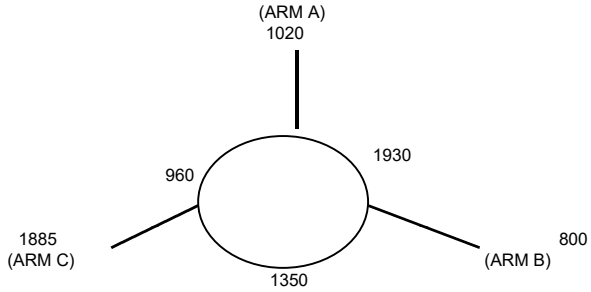
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	ADJ. SAT. FLOW	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↑	A	1	3.750	2				1		0		4120	4120		1480		1480			4120	0.359	0.359
↓	B	1	3.400	1	35			1		0	-300	1955	1655	40	485		525	8%		1650	0.319	
↓	B	1	3.400	2				0		0		4190	4190		1335		1335			4190	0.319	
↰	D	1,2	6.300	1	18			1		0		2245	2245	70			70	100%		2072	0.034	
↑↓	C	2	4.200	1	10	25	0	1		0		2035	2035	20	20	96	136	15%	71%	1912	0.071	0.071
↓	C	2	4.200	1		20	0	0		0		2175	2175			144	144		100%	2023	0.071	
Pedestrian Crossing				GM		FGM																
	Ep	1	min.	7	+	14	=	21	sec													

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (wo Sha Po Housing)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	8.80
L = Effective length of flare (m)	25.00	1.00	30.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	30.00	20.00
Q = Entry flow (pcu/h)	1020	800	1885
Qc= Circulating flow across entry (pcu/h)	1930	1350	960
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.04	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	8.59
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2604
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.68
Qe= K(F-Fc*Qc)	1641	1363	2096
DFC = Design flow/Capacity = Q/Qe	0.62	0.59	0.90

TOTAL ENTRY FLOWS = 5985 PCU

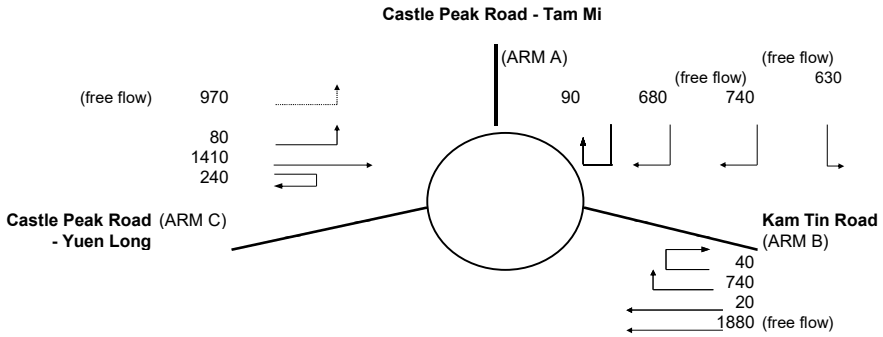
CRITICAL DFC = 0.90

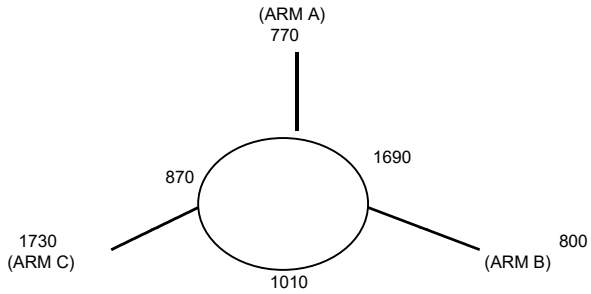
Filename : J10 - Au Tau Interchange.xlsx / DesAB_Sen_No SPH_AM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (wo Sha Po Housing)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	8.80
L = Effective length of flare (m)	25.00	1.00	30.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	30.00	20.00
Q = Entry flow (pcu/h)	770	800	1730
Qc= Circulating flow across entry (pcu/h)	1690	1010	870
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.04	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	8.59
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2604
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.68
Qe= K(F-Fc*Qc)	1830	1575	2162
DFC = Design flow/Capacity = Q/Qe	0.42	0.51	0.80

TOTAL ENTRY FLOWS = 5790 PCU

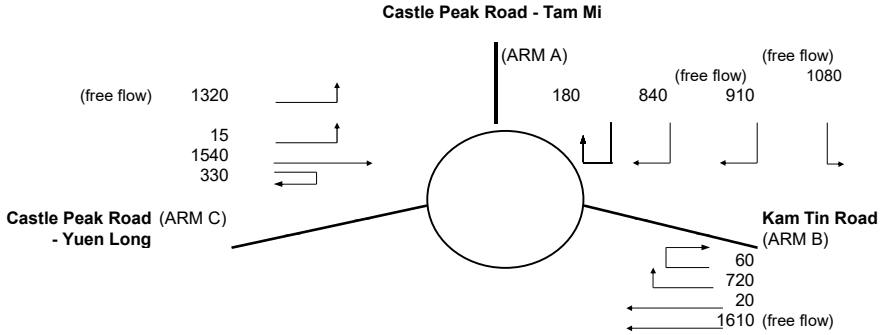
CRITICAL DFC = 0.80

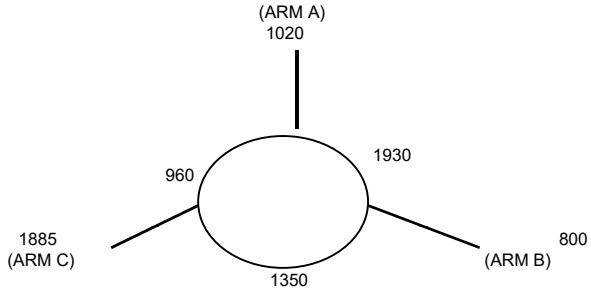
Filename : J10 - Au Tau Interchange.xlsx / DesAB_Sen_No SPH_PM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (wo Sha Po Housing) w IMP	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Jul 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	25.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	30.00	20.00
Q = Entry flow (pcu/h)	1020	800	1885
Qc= Circulating flow across entry (pcu/h)	1930	1350	960
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.04	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.72
Qe= K(F-Fc*Qc)	1641	1363	2312
DFC = Design flow/Capacity = Q/Qe	0.62	0.59	0.82

TOTAL ENTRY FLOWS = 5985 PCU

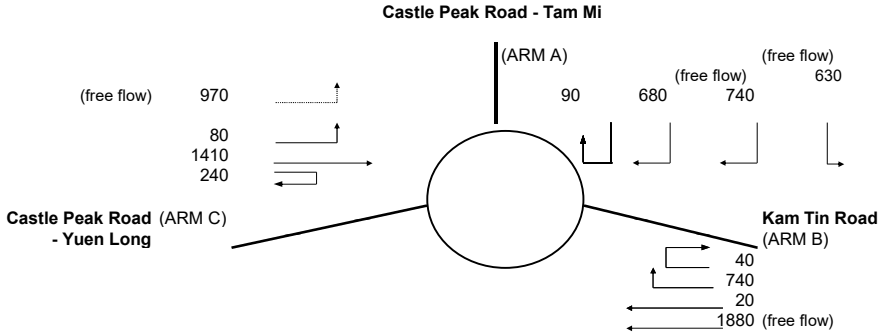
CRITICAL DFC = 0.82

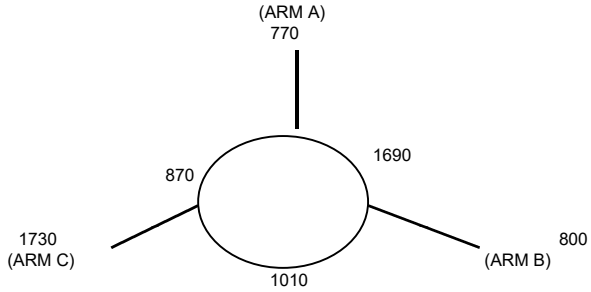
Filename : J10 - Au Tau Interchange.xlsx / DesAB_Sen_No SPH_AM_IMP

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (wo Sha Po Housing) w IMP	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Jul 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	25.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	30.00	20.00
Q = Entry flow (pcu/h)	770	800	1730
Qc= Circulating flow across entry (pcu/h)	1690	1010	870
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.04	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.72
Qe= K(F-Fc*Qc)	1830	1575	2381
DFC = Design flow/Capacity = Q/Qe	0.42	0.51	0.73

TOTAL ENTRY FLOWS = 5790 PCU

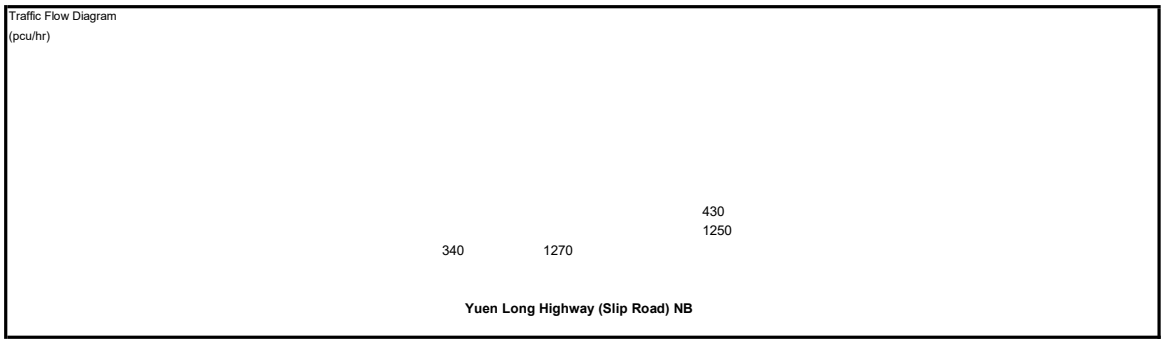
CRITICAL DFC = 0.73

Filename : J10 - Au Tau Interchange.xlsx / DesAB_Sen_No SPH_PM_IMP

JUNCTION CAPACITY CALCULATION

Junction J11 - Pok Oi Interchange (Yuen Long Highway NB Slip Road)	2034 AM Design Trafic Flows - Sensitivity Test (I)	DESIGN: 0	CHECK: 0	JOB NO:	DATE: Nov 20

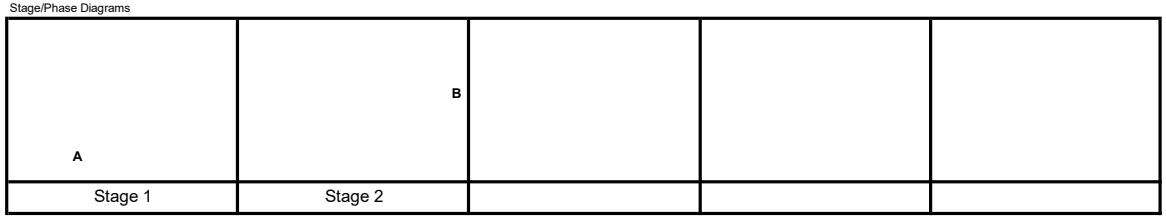
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.740	
Lost time	L =	8	sec
Total Flow	=	9,020	pcu

Optimum Cycle C	= (1.5×L+5)/(1-Y)	=	65	sec
Min. Cycle Time C	= L/(1-Y)	=	31	sec
Y	= 0.9-0.0075×L	=	0.840	
R.C.	= (Y -Y)/Yx100%	=	13.6	%
Practical Cycle Time C	= 0.9×L/(0.9-Y)	=	45	sec
Y	= 1-L/C	=	0.933	

Stage/Phase Diagrams



Critical Case : A,B

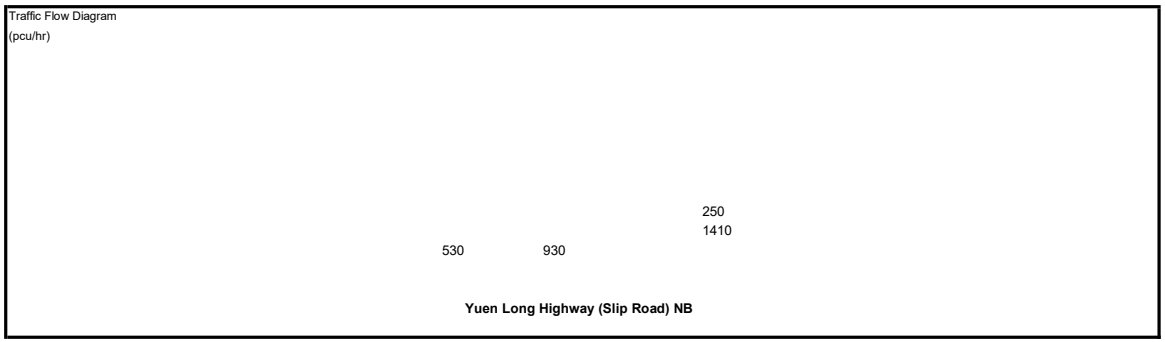
R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 14%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m)		OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr)			TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%)		REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
					LEFT	RIGHT							LEFT	STRAIGHT AHEAD	RIGHT		LEFT	RIGHT			
	A	1	5.000	1	25			0		0		2255	340	455		795	43%		2199	0.362	0.362
	A	1	5.000	1				0		0		2255		815		815			2255	0.362	
	B	2	5.000	1				0		0		2255		853		853			2255	0.378	
	B	2	5.000	1		25	0	0		0		2255		397	430	827		52%	2187	0.378	0.378

JUNCTION CAPACITY CALCULATION

Junction J11 - Pok Oi Interchange (Yuen Long Highway NB Slip Road)	2034 PM Design Trafic Flows - Sensitivity Test (I)	DESIGN: 0	CHECK: 0	JOB NO:	DATE: Nov 20

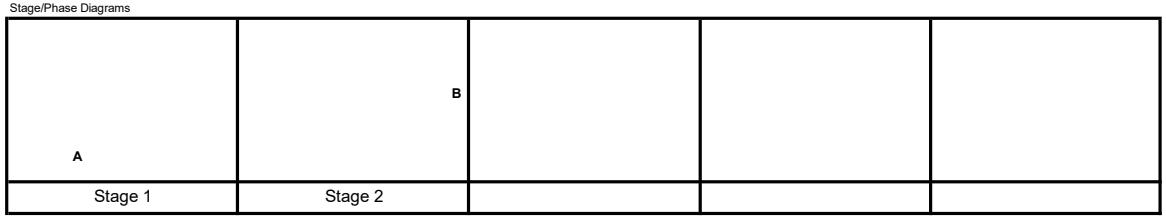
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.702	
Lost time	L =	8	sec
Total Flow	=	9,020	pcu

Optimum Cycle C	= (1.5×L+5)/(1-Y)	=	57	sec
Min. Cycle Time C	= L/(1-Y)	=	27	sec
Y	= 0.9-0.0075×L	=	0.840	
R.C.	= (Y -Y)/Yx100%	=	19.6	%
Practical Cycle Time C	= 0.9×L/(0.9-Y)	=	36	sec
Y	= 1-L/C	=	0.933	

Stage/Phase Diagrams



Critical Case : A,B

R.C.(C) = (0.9xY_{max}-Y)/Yx100% = 20%

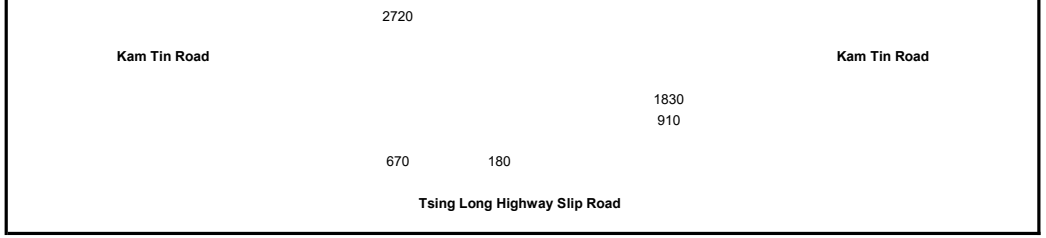
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	5.000	1	25			0		0		2255	530	184		714	74%		2159	0.331	0.331
	A	1	5.000	1				0		0		2255		746		746			2255	0.331	
	B	2	5.000	1				0		0		2255		838		838			2255	0.371	0.371
	B	2	5.000	1		25	0	0		0		2255		573	250	823		30%	2215	0.371	

JUNCTION CAPACITY CALCULATION

Junction J12 - Kam Tin Road / Tsing Long Highway Slip Road	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (wo Sha Po Housing)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

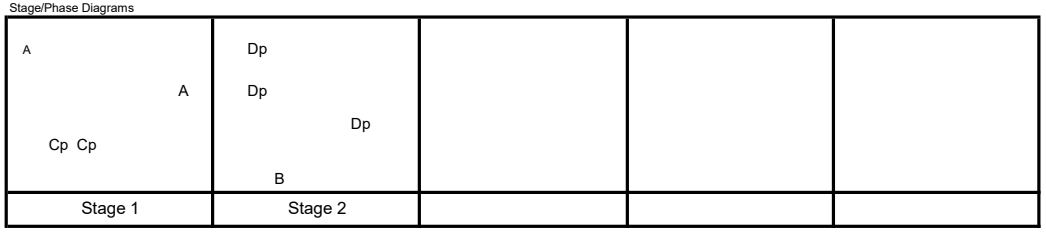
J5

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.647	
Lost time		L =	11	sec
Total Flow		=	20,960	pcu
Optimum Cycle C	= (1.5×L+5)/(1-Y)	=	61	sec
Min. Cycle Time C	= L/(1-Y)	=	31	sec
Y	= 0.9-0.0075×L	=	0.818	
R.C.	= (Y -Y)/Yx100%	=	26.4	%
Practical Cycle Time C	= 0.9×L/(0.9-Y)	=	39	sec
Y	= 1-L/C	=	0.908	

Stage/Phase Diagrams



I/G = 8 I/G = 5

Critical Case : A,B

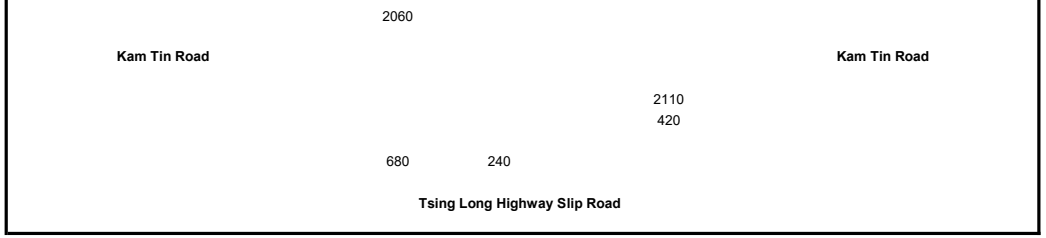
R.C.(C) = (0.9xY$_{max}$-Y)/Yx100% = 26%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.650	3				1		0		6220		2720		2720			6220	0.437	
	A	1	3.600	2				0		0	190	4230		1830		1830			4420	0.414	
	A	1	3.650	1	50			1		0		1980	910			910	100%		1922	0.473	0.473
	B	2	3.650	2	25			1		0		4100	670			670	100%		3868	0.173	0.173
	B	2	3.650	2		40	0	0		0		4240			180	180		100%	4087	0.044	
Pedestrian Crossing				GM		FGM															
	Cp	1	min.	5	+	7	=	12	sec												
	Dp	2	min.	5	+	10	=	15	sec												

JUNCTION CAPACITY CALCULATION

Junction J12 - Kam Tin Road / Tsing Long Highway Slip Road	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (wo Sha Po Housing)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

Traffic Flow Diagram
(pcu/hr)

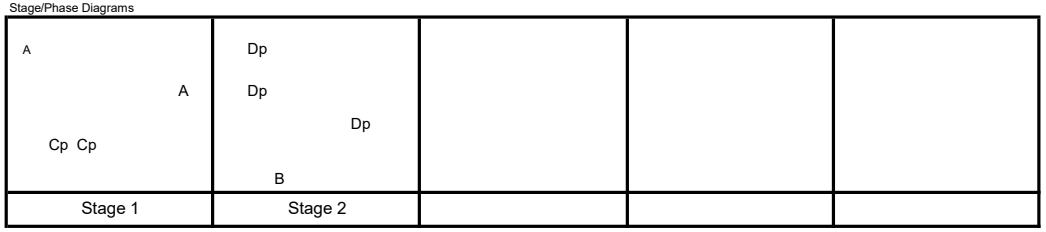


J5

No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.653	
Lost time	L =	11	sec
Total Flow	=	20,960	pcu

Optimum Cycle C	= (1.5×L+5)/(1-Y)	=	62	sec
Min. Cycle Time C	= L/(1-Y)	=	32	sec
Y	= 0.9-0.0075×L	=	0.818	
R.C.	= (Y -Y)/Yx100%	=	25.2	%
Practical Cycle Time C	= 0.9×L/(0.9-Y)	=	40	sec
Y	= 1-L/C	=	0.908	

Stage/Phase Diagrams



I/G = 8 I/G = 5

Critical Case : A,B

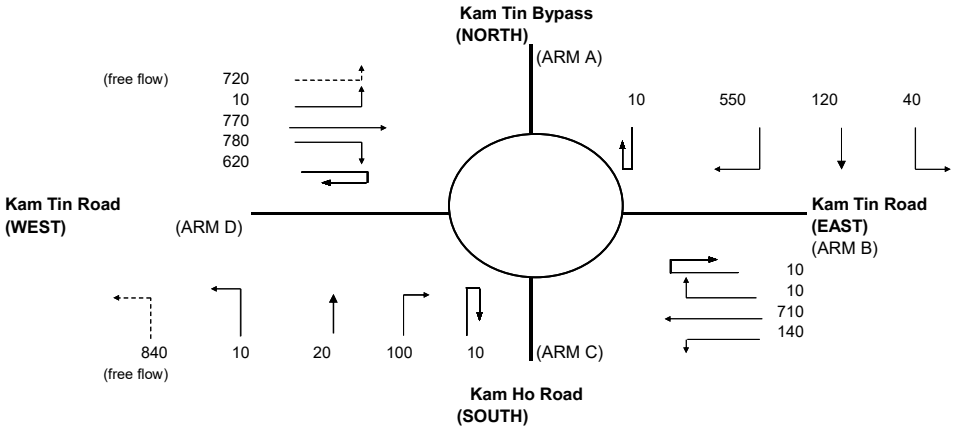
R.C.(C) = (0.9xY$_{max}$-Y)/Yx100% = 25%

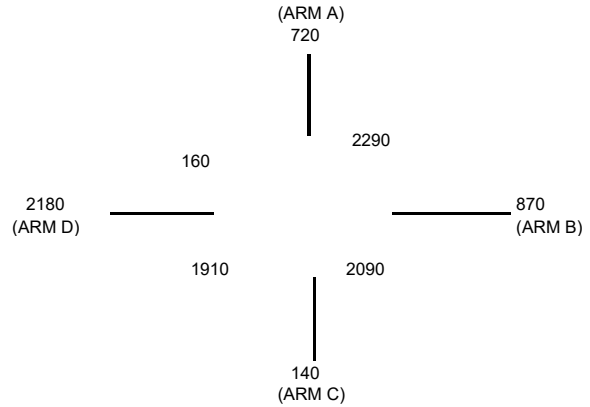
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.650	3				1		0		6220		2060		2060			6220	0.331	
	A	1	3.600	2				0		0	190	4230		2110		2110			4420	0.477	0.477
	A	1	3.650	1	50			1		0		1980	420			420	100%		1922	0.218	
	B	2	3.650	2	25			1		0		4100	680			680	100%		3868	0.176	0.176
	B	2	3.650	2		40	0	0		0		4240			240	240		100%	4087	0.059	
Pedestrian Crossing				GM		FGM															
	Cp	1	min.	5	+	7	=	12	sec												
	Dp	2	min.	5	+	10	=	15	sec												

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J13 - Kam Tin Road / Kam Tin Bypass / Kam Ho Road	Scenario	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (wo Sha Po Public Housing)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.50	7.30	9.00	7.30
E = Entry width (m)	11.00	10.00	10.00	11.00
L = Effective length of flare (m)	15.00	12.00	1.00	13.00
R = Entry radius (m)	42.50	70.00	20.00	42.50
D = Inscribed circle diameter (m)	88.00	88.00	88.00	88.00
A = Entry angle (degree)	39.00	30.00	37.50	29.00
Q = Entry flow (pcu/h)	720	870	140	2180
Qc= Circulating flow across entry (pcu/h)	2290	2090	1910	160
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.36	1.60	0.46
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.03	0.97	1.03
X2= V + ((E-V)/(1+2S))	8.80	8.87	9.24	9.24
M = EXP((D-60)/10)	16.44	16.44	16.44	16.44
F = 303*X2	2665	2688	2799	2799
Td= 1+(0.5/(1+M))	1.03	1.03	1.03	1.03
Fc= 0.21*Td(1+0.2*X2)	0.60	0.60	0.62	0.62
Qe= K(F-Fc*Qc)	1293	1485	1582	2779
DFC = Design flow/Capacity = Q/Qe	0.56	0.59	0.09	0.78

TOTAL ENTRY FLOWS = 4630 PCU

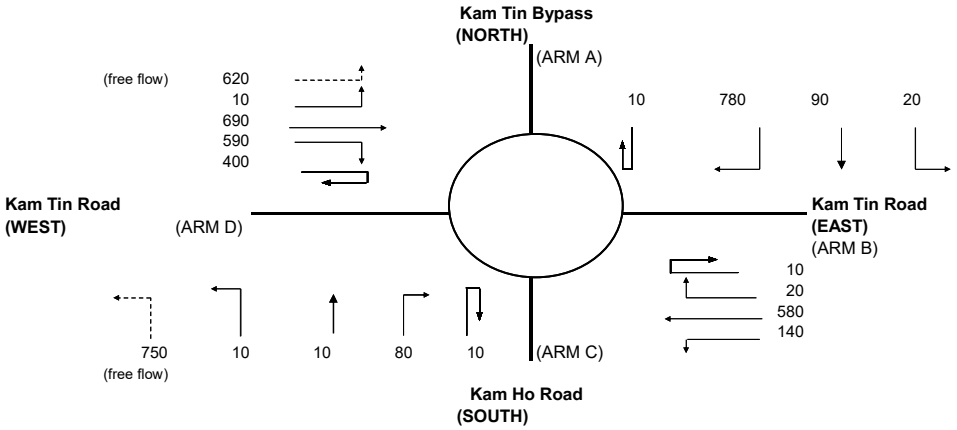
CRITICAL DFC = 0.78

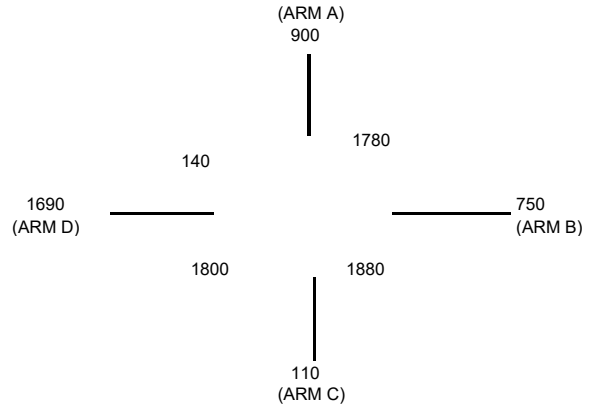
Filename : J13 - Kam Tin Road-Kam Tin Bypass-Kam Ho Road.xlsx / DesAB_Sen_No SPH_AM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J13 - Kam Tin Road / Kam Tin Bypass / Kam Ho Road	Scenario	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (wo Sha Po Public Housing)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Apr 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.50	7.30	9.00	7.30
E = Entry width (m)	11.00	10.00	10.00	11.00
L = Effective length of flare (m)	15.00	12.00	1.00	13.00
R = Entry radius (m)	42.50	70.00	20.00	42.50
D = Inscribed circle diameter (m)	88.00	88.00	88.00	88.00
A = Entry angle (degree)	39.00	30.00	37.50	29.00
Q = Entry flow (pcu/h)	900	750	110	1690
Qc= Circulating flow across entry (pcu/h)	1780	1880	1800	140
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.36	1.60	0.46
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.03	0.97	1.03
X2= V + ((E-V)/(1+2S))	8.80	8.87	9.24	9.24
M = EXP((D-60)/10)	16.44	16.44	16.44	16.44
F = 303*X2	2665	2688	2799	2799
Td= 1+(0.5/(1+M))	1.03	1.03	1.03	1.03
Fc= 0.21*Td(1+0.2*X2)	0.60	0.60	0.62	0.62
Qe= K(F-Fc*Qc)	1596	1616	1648	2792
DFC = Design flow/Capacity = Q/Qe	0.56	0.46	0.07	0.61

TOTAL ENTRY FLOWS = 4070 PCU

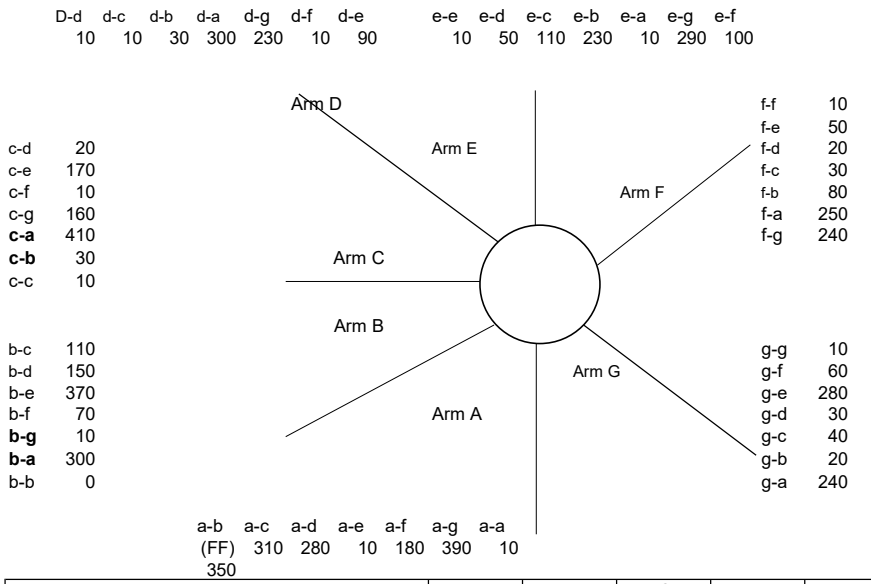
CRITICAL DFC = 0.61

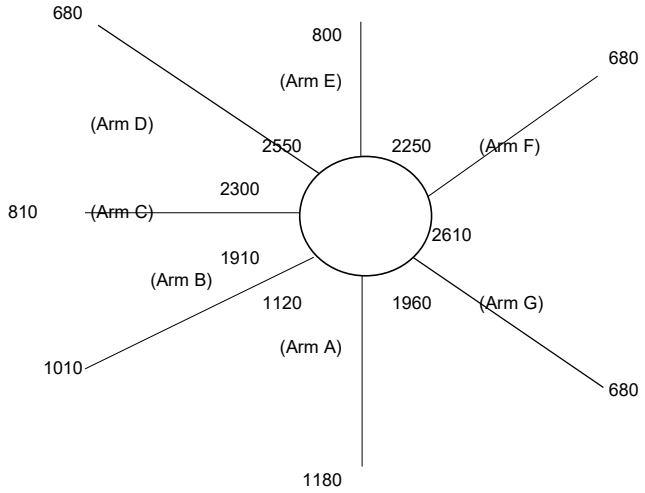
Filename : J13 - Kam Tin Road-Kam Tin Bypass-Kam Ho Road.xlsx / DesAB_Sen_No SPH_PM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2034 AM Design Traffic Flows (Without Sha Po Housing)(with IMP)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	6.50	7.00	7.30	7.30	7.30	5.50
E = Entry width (m)	10.30	11.00	11.00	12.00	12.00	11.00	12.00
L = Effective length of flare (m)	20.00	22.00	17.00	36.00	18.00	23.00	27.00
R = Entry radius (m)	25.00	25.00	25.00	30.00	45.00	25.00	25.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	40.00	35.00	35.00	25.00	30.00	35.00	45.00
Q = Entry flow (pcu/h)	1180	1010	810	680	800	680	680
Qc= Circulating flow across entry (pcu/h)	1120	1910	2300	2550	2250	2610	1960
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.34	0.33	0.38	0.21	0.42	0.26	0.39
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.98	0.99	0.99	1.03	1.03	0.99	0.96
X2= V + ((E-V)/(1+2S))	8.55	9.22	9.28	10.62	9.86	9.74	9.17
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2590	2794	2812	3216	2988	2952	2779
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.57	0.60	0.60	0.66	0.62	0.62	0.60
Qe= K(F-Fc*Qc)	1904	1640	1422	1596	1626	1326	1544
DFC = Design flow/Capacity = Q/Qe	0.62	0.62	0.57	0.43	0.49	0.51	0.44

TOTAL ENTRY FLOWS = 5840 PCU

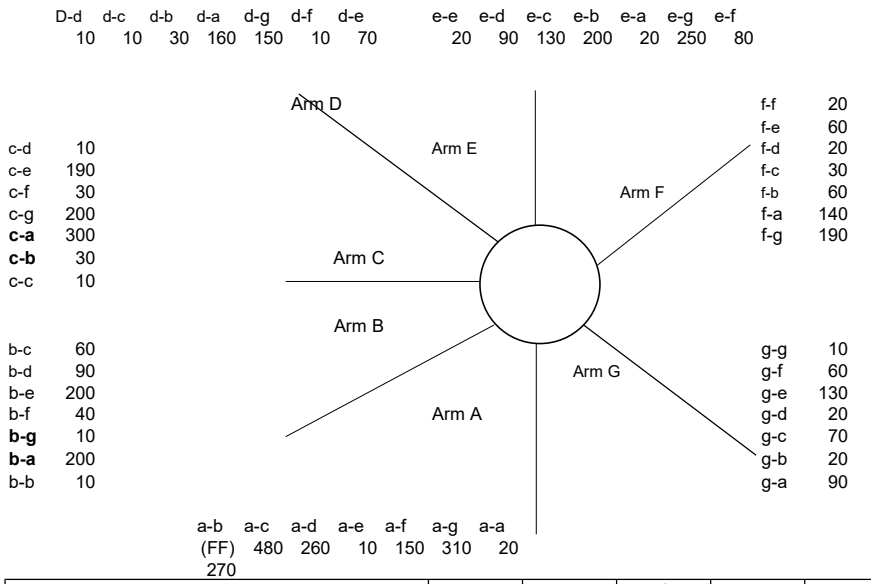
CRITICAL DFC = 0.62

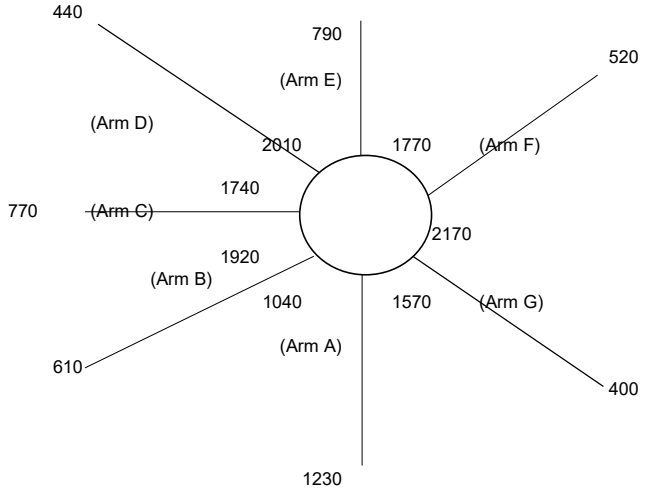
Filename : J14 - Fairview Roundabout (Arm B Adjusted)_V1.xls / DesAB_Sen_No SPH_AM_IMP

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2034 PM Design Traffic Flows (Without Sha Po Housing)(with IMP)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	6.50	7.00	7.30	7.30	7.30	5.50
E = Entry width (m)	10.30	11.00	11.00	12.00	12.00	11.00	12.00
L = Effective length of flare (m)	20.00	22.00	17.00	36.00	18.00	23.00	27.00
R = Entry radius (m)	25.00	25.00	25.00	30.00	45.00	25.00	25.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	40.00	35.00	35.00	25.00	30.00	35.00	45.00
Q = Entry flow (pcu/h)	1230	610	770	440	790	520	400
Qc= Circulating flow across entry (pcu/h)	1040	1920	1740	2010	1770	2170	1570
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.34	0.33	0.38	0.21	0.42	0.26	0.39
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.98	0.99	0.99	1.03	1.03	0.99	0.96
X2= V + ((E-V)/(1+2S))	8.55	9.22	9.28	10.62	9.86	9.74	9.17
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2590	2794	2812	3216	2988	2952	2779
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.57	0.60	0.60	0.66	0.62	0.62	0.60
Qe= K(F-Fc*Qc)	1948	1634	1755	1962	1934	1596	1766
DFC = Design flow/Capacity = Q/Qe	0.63	0.37	0.44	0.22	0.41	0.33	0.23

TOTAL ENTRY FLOWS = 4760 PCU

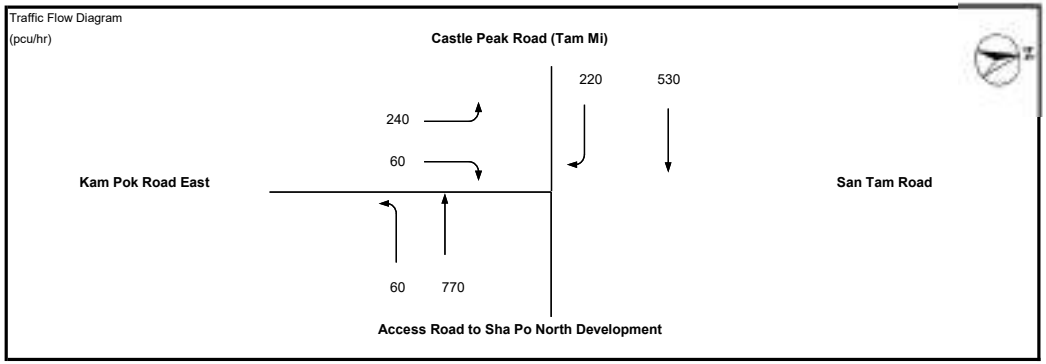
CRITICAL DFC = 0.63

JUNCTION CAPACITY CALCULATION

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test with improvement (without Sha Po PRH)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

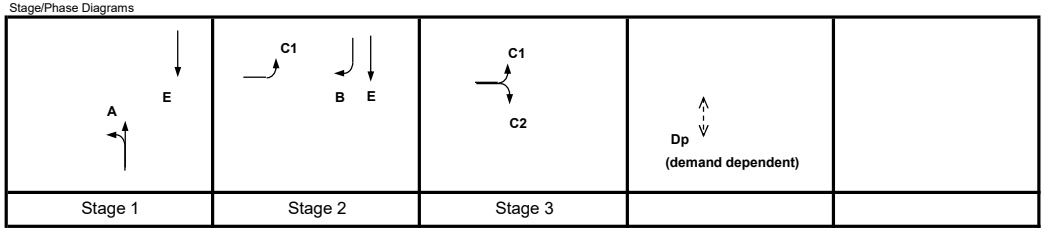
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	100	sec
Sum(y)	Y =	0.534	
Lost time	L =	19	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	72	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	41	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.758	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	41.9	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	47	sec
Y_{max}	$= 1-L/C$	=	0.810	

Stage/Phase Diagrams



I/G = 6 I/G = 5 G = 5 I/G = 5

Critical Case : A,B,C2

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 37%

_AM

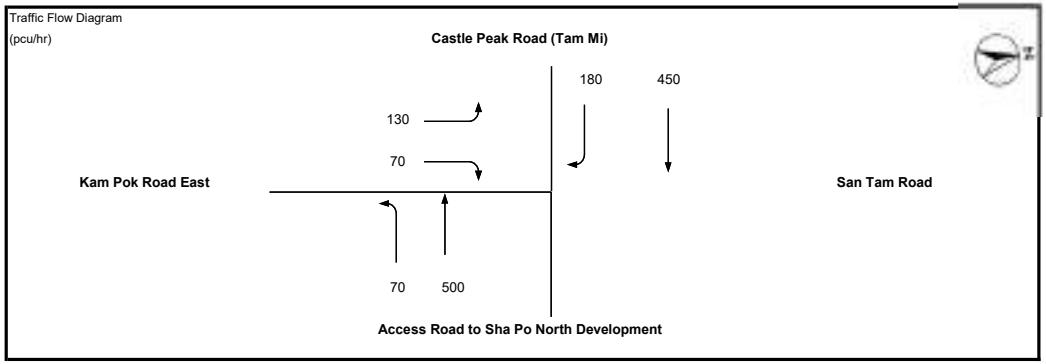
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	25			1		0		1965	60	770		830	7%		1957	0.424	0.424
	E	1,2	3.400	1				1		0		1955		530		530			1955	0.271	
	B	2	3.500	1		30	0	0		0		2105			220	220		100%	2005	0.110	0.110
	C1	2,3	3.400	1	25			1		0		1955	240			240	100%		1844	0.130	
	C2	3	3.400	1		30	0	0		0		2095			60	60		100%	1995	0.030	
Pedestrian Crossing				GM		FGM															
	Dp	4	min.	13	+	12	=	25	sec												

JUNCTION CAPACITY CALCULATION

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test with improvement (without Sha Po PRH)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

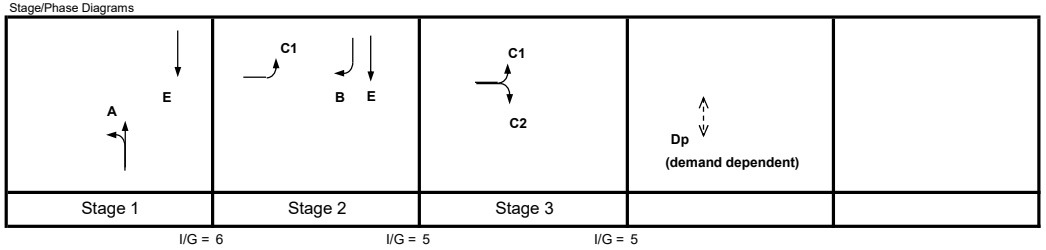
Traffic Flow Diagram (pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	100	sec
Sum(y)	Y =	0.417	
Lost time	L =	13	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	42	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	22	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.803	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	92.4	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	24	sec
Y_{max}	= 1-L/C	=	0.870	

Stage/Phase Diagrams



Critical Case : A,B,C2

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 88%

_PM

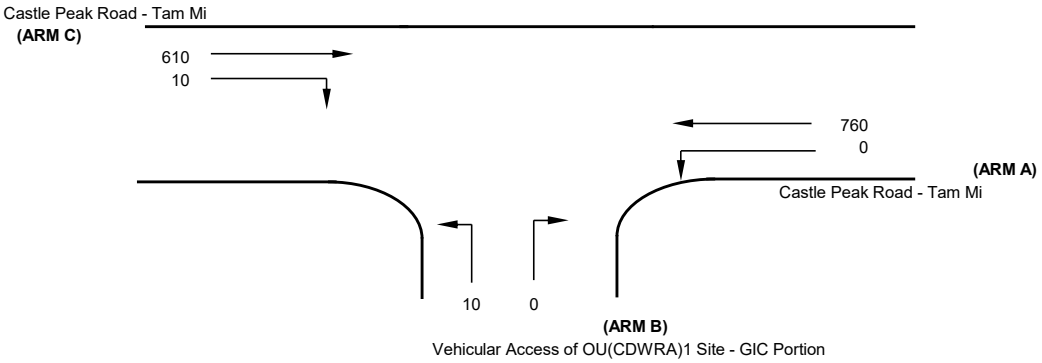
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	25			1		0		1965	70	500		570	12%		1951	0.292	0.292
	E	1,2	3.400	1				1		0		1955		450		450			1955	0.230	
	B	2	3.500	1		30	0	0		0		2105			180	180		100%	2005	0.090	0.090
	C1	2,3	3.400	1	25			1		0		1955	130			130	100%		1844	0.070	
	C2	3	3.400	1		30	0	0		0		2095			70	70		100%	1995	0.035	0.035
Pedestrian Crossing				GM		FGM															
	Dp	4	min.	13	+	12	=	25	sec												

Design Flow
(With Y/YL/MP-6, Y/YL/MP-7 and Y/YL/MP-8)

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J1 - Vehicular Access of OU(CDWRA)1 Site - GIC Portion	2034 AM Sensitivity Test (Fairview)	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Aug 24



NOTES : (GEOMETRIC INPUT DATA)

J1

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	0 (metres)
q a-b	=	0 (pcu/hr)
q a-c	=	760 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	50 (metres)
q c-a	=	610 (pcu/hr)
q c-b	=	10 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.2 (metres)
W b-c	=	3.2 (metres)
Vl b-a	=	50 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	10 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.843523
E	=	0.897365
F	=	0.615515
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	284
Q b-c	=	497
Q c-b	=	341
Q b-ac	=	497

CRITICAL DFC = 0.03

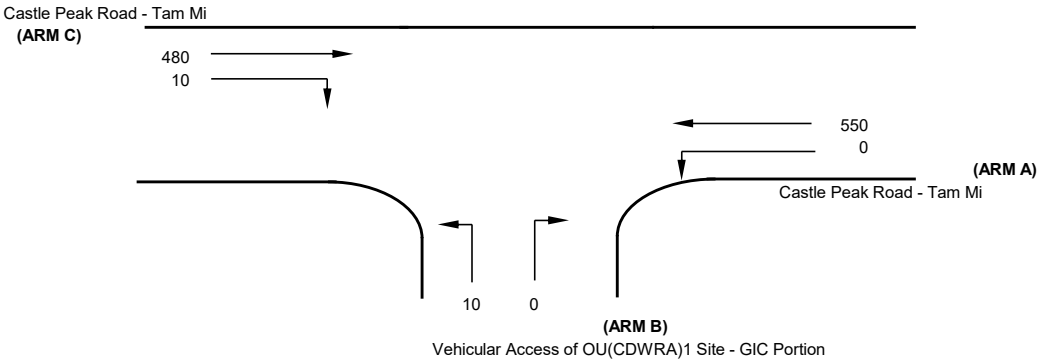
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.02
DFC c-b	=	0.03
DFC b-ac	=	0.02

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J1 - Vehicular Access of OU(CDWRA) Site - GIC Portion	2034 PM Sensitivity Test (Fairview)	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Aug 24



NOTES : (GEOMETRIC INPUT DATA) J1

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	0 (metres)
q a-b	=	0 (pcu/hr)
q a-c	=	550 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	50 (metres)
q c-a	=	480 (pcu/hr)
q c-b	=	10 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.2 (metres)
W b-c	=	3.2 (metres)
Vl b-a	=	50 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	10 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.843523
E	=	0.897365
F	=	0.615515
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	345
Q b-c	=	545
Q c-b	=	374
Q b-ac	=	545

CRITICAL DFC = 0.03

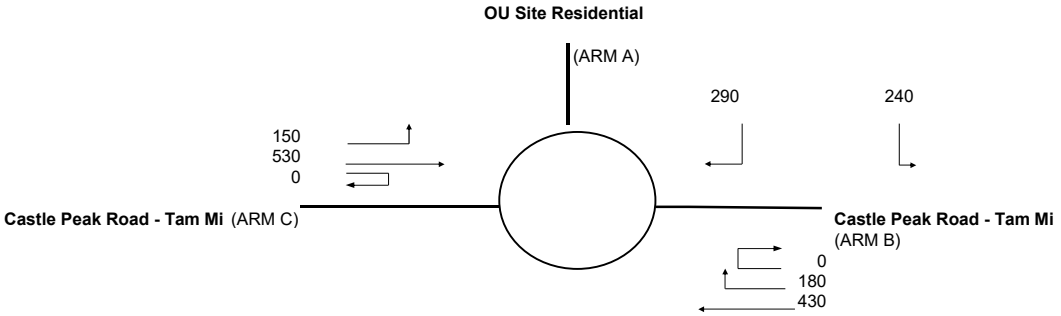
COMPARISION OF DESIGN FLOW TO CAPACITY :

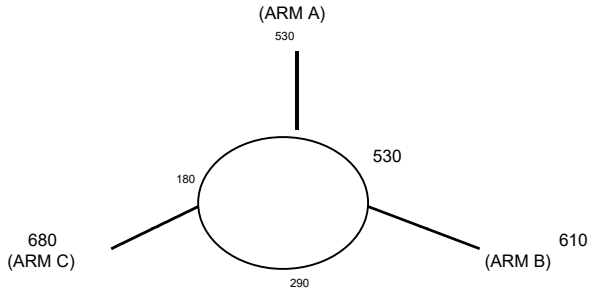
DFC b-a	=	0.00
DFC b-c	=	0.02
DFC c-b	=	0.03
DFC b-ac	=	0.02

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J2 - Vehicular Access of OU(CDWRA) Site - Residential Portion	Scenario	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (Fairview)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	5.50	5.00	5.50
E = Entry width (m)	5.50	5.20	6.80
L = Effective length of flare (m)	5.00	5.00	5.00
R = Entry radius (m)	50.00	100.00	18.00
D = Inscribed circle diameter (m)	30.00	30.00	30.00
A = Entry angle (degree)	55.00	45.00	45.00
Q = Entry flow (pcu/h)	530	610	680
Qc= Circulating flow across entry (pcu/h)	530	290	180
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.00	0.06	0.42
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.94	0.99	0.94
X2= V + ((E-V)/(1+2S))	5.50	5.18	6.21
M = EXP((D-60)/10)	0.05	0.05	0.05
F = 303*X2	1667	1569	1882
Td= 1+(0.5/(1+M))	1.48	1.48	1.48
Fc= 0.21*Td(1+0.2*X2)	0.65	0.63	0.70
Qe= K(F-Fc*Qc)	1246	1368	1655
DFC = Design flow/Capacity = Q/Qe	0.43	0.45	0.41

TOTAL ENTRY FLOWS = 1820 PCU

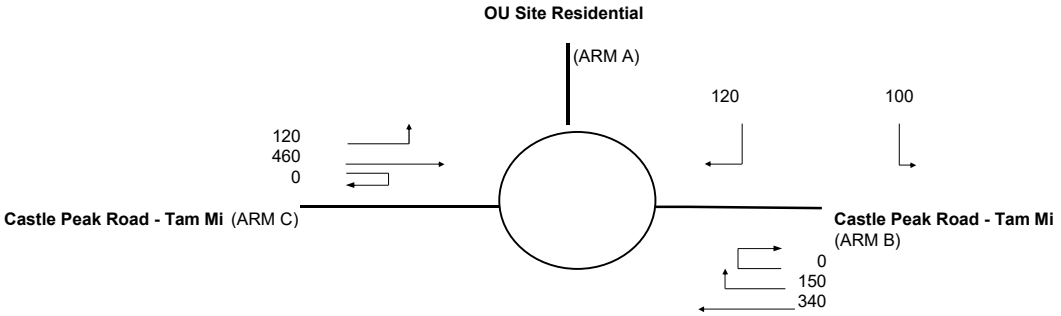
CRITICAL DFC = 0.45

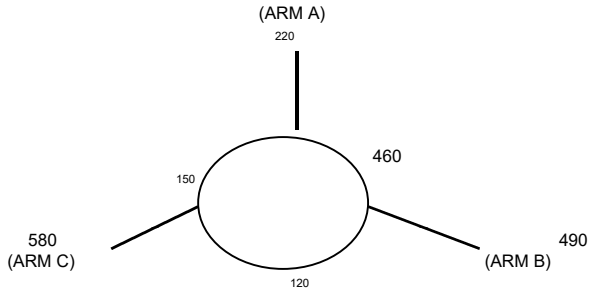
Filename : J2 - Roundabout Scheme.xlsx / DesAB_Sen_AM_Fairview

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J2 - Vehicular Access of OU(CDWRA) Site - Residential Portion	Scenario	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Fairview)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	5.50	5.00	5.50
E = Entry width (m)	5.50	5.20	6.80
L = Effective length of flare (m)	5.00	5.00	5.00
R = Entry radius (m)	50.00	100.00	18.00
D = Inscribed circle diameter (m)	30.00	30.00	30.00
A = Entry angle (degree)	55.00	45.00	45.00
Q = Entry flow (pcu/h)	220	490	580
Qc= Circulating flow across entry (pcu/h)	460	120	150
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.00	0.06	0.42
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.94	0.99	0.94
X2= V + ((E-V)/(1+2S))	5.50	5.18	6.21
M = EXP((D-60)/10)	0.05	0.05	0.05
F = 303*X2	1667	1569	1882
Td= 1+(0.5/(1+M))	1.48	1.48	1.48
Fc= 0.21*Td(1+0.2*X2)	0.65	0.63	0.70
Qe= K(F-Fc*Qc)	1289	1474	1675
DFC = Design flow/Capacity = Q/Qe	0.17	0.33	0.35

TOTAL ENTRY FLOWS = 1290 PCU

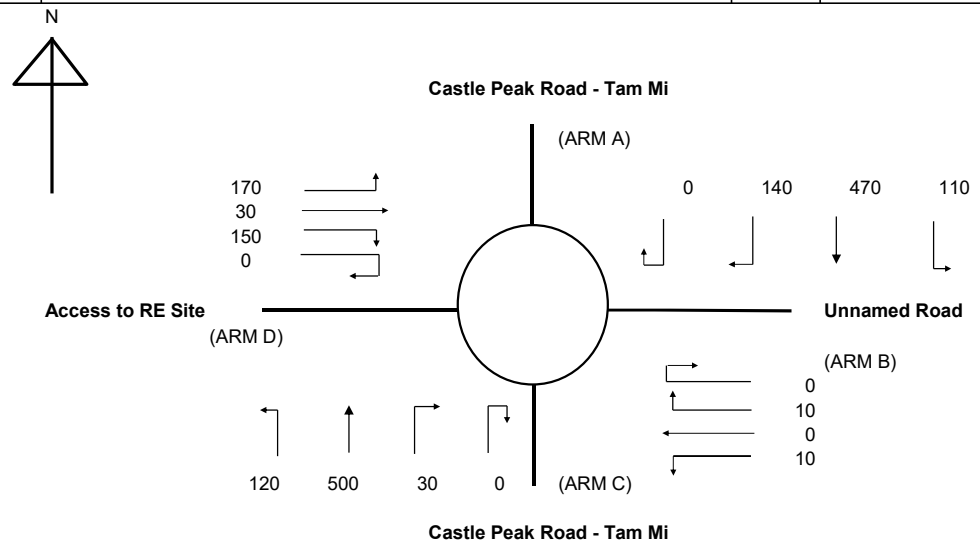
CRITICAL DFC = 0.35

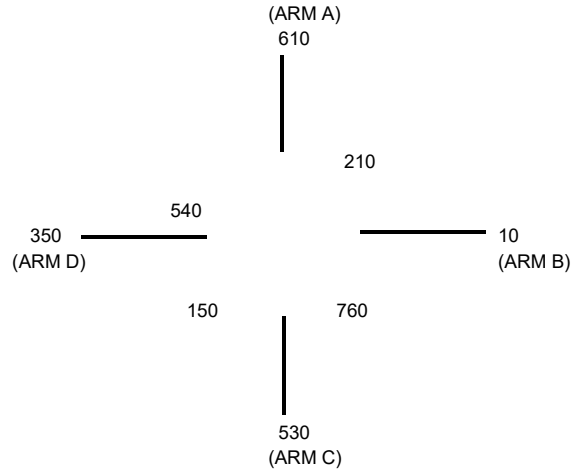
Filename : J2 - Roundabout Scheme.xlsx / DesAB_Sen_PM_Fairview

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J3 - Vehicular Access or R(E) Site Residential Portion, Covered Transport Lay-by / Castle Peak Road - Tam Mi / Unnamed Road underneath San Tam Road	Scenario	2034 AM Design Traffic Flows - Sensitivity Test (Fairview)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	29/Aug/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	7.00	3.50	7.30	5.00	
E = Entry width (m)	8.50	4.70	8.80	6.30	
L = Effective length of flare (m)	5.00	5.00	10.00	5.00	
R = Entry radius (m)	10.00	10.00	25.00	35.00	
D = Inscribed circle diameter (m)	38.00	38.00	38.00	38.00	
A = Entry angle (degree)	35.00	35.00	40.00	55.00	
Q = Entry flow (pcu/h)	610	10	530	350	*
Qc= Circulating flow across entry (pcu/h)	210	760	150	540	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.38	0.24	0.42	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.93	0.93	0.98	0.93	
X2= V + ((E-V)/(1+2S))	7.77	4.18	8.31	5.71	
M = EXP((D-60)/10)	0.11	0.11	0.11	0.11	
F = 303*X2	2353	1266	2519	1730	
Td= 1+(0.5/(1+M))	1.45	1.45	1.45	1.45	
Fc= 0.21*Td(1+0.2*X2)	0.78	0.56	0.81	0.65	
Qe= K(F-Fc*Qc)	2045	786	2338	1287	
DFC = Design flow/Capacity = Q/Qe	0.30	0.01	0.23	0.27	

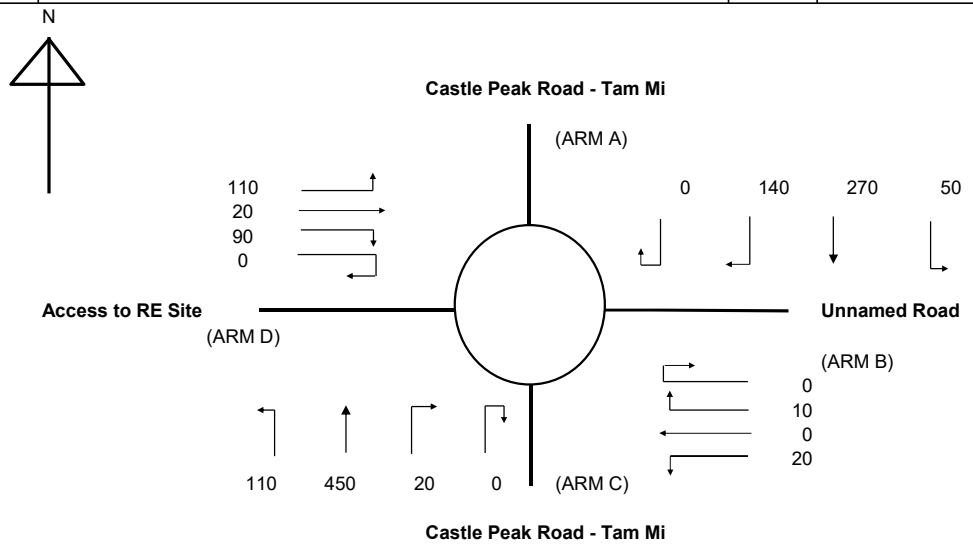
TOTAL ENTRY FLOWS 1740 PCU

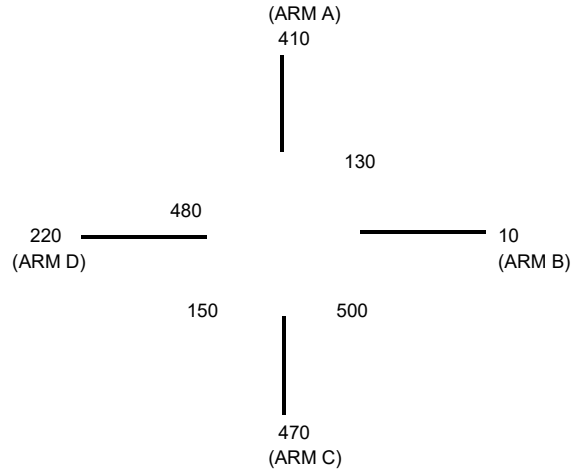
CRITICAL DFC 0.30

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J3 - Vehicular Access or R(E) Site Residential Portion, Covered Transport Lay-by / Castle Peak Road - Tam Mi / Unnamed Road underneath San Tam Road	Scenario	2034 PM Design Traffic Flows - Sensitivity Test (Fairview)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	29/Aug/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	7.00	3.50	7.30	5.00	
E = Entry width (m)	8.50	4.70	8.80	6.30	
L = Effective length of flare (m)	5.00	5.00	10.00	5.00	
R = Entry radius (m)	10.00	10.00	25.00	35.00	
D = Inscribed circle diameter (m)	38.00	38.00	38.00	38.00	
A = Entry angle (degree)	35.00	35.00	40.00	55.00	
Q = Entry flow (pcu/h)	410	10	470	220	*
Qc= Circulating flow across entry (pcu/h)	130	500	150	480	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.38	0.24	0.42	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.93	0.93	0.98	0.93	
X2= V + ((E-V)/(1+2S))	7.77	4.18	8.31	5.71	
M = EXP((D-60)/10)	0.11	0.11	0.11	0.11	
F = 303*X2	2353	1266	2519	1730	
Td= 1+(0.5/(1+M))	1.45	1.45	1.45	1.45	
Fc= 0.21*Td(1+0.2*X2)	0.78	0.56	0.81	0.65	
Qe= K(F-Fc*Qc)	2103	921	2338	1324	
DFC = Design flow/Capacity = Q/Qe	0.19	0.01	0.20	0.17	

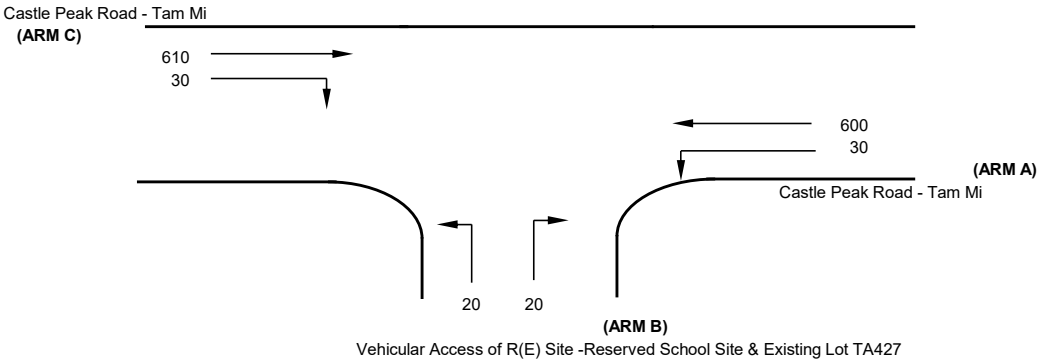
TOTAL ENTRY FLOWS 1290 PCU

CRITICAL DFC 0.20

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J5 - Vehicular Access of RE Site - Reserved School Site & Existing Lot TA427		2034 AM Design Traffic Flows - Sensitivity Test (Fairview)	Designed By : MKCN	Checked By : SHSN	Date : Aug 24



Vehicular Access of R(E) Site -Reserved School Site & Existing Lot TA427

J5

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.5	(metres)
W cr	=	3	(metres)
q a-b	=	30	(pcu/hr)
q a-c	=	600	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	50	(metres)
q c-a	=	610	(pcu/hr)
q c-b	=	30	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	20	(pcu/hr)
q b-c	=	20	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.909758
E	=	0.967827
F	=	0.615515
Y	=	0.672250

THE CAPACITY OF MOVEMENT :

Q b-a	=	377
Q b-c	=	576
Q c-b	=	364
Q b-ac	=	456

COMPARISION OF DESIGN FLOW TO CAPACITY :

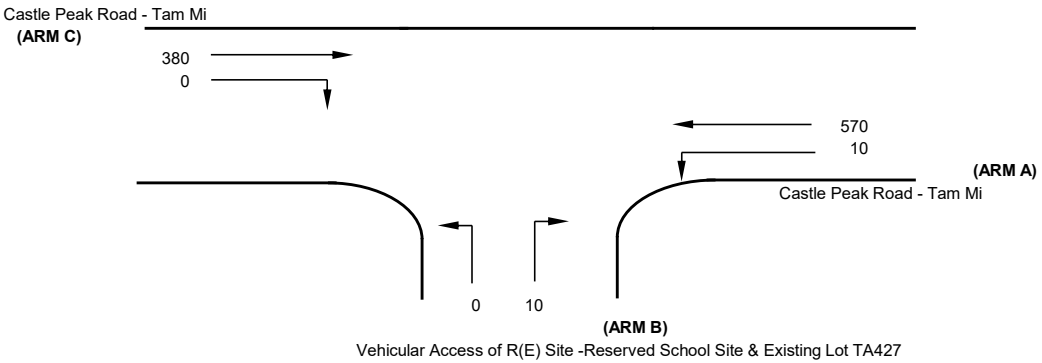
DFC b-a	=	0.05
DFC b-c	=	0.03
DFC c-b	=	0.08
DFC b-ac	=	0.09

CRITICAL DFC = 0.09

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J5 - Vehicular Access of RE Site - Reserved School Site & Existing Lot TA427		2034 PM Design Traffic Flows - Sensitivity Test (Fairview)	Designed By : MKCN	Checked By : SHSN	Date : Aug 24



Vehicular Access of R(E) Site -Reserved School Site & Existing Lot TA427

NOTES : (GEOMETRIC INPUT DATA)

J5

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.5	(metres)
W cr	=	3	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	570	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	50	(metres)
q c-a	=	380	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.909758
E	=	0.967827
F	=	0.615515
Y	=	0.672250

THE CAPACITY OF MOVEMENT :

Q b-a	=	428
Q b-c	=	585
Q c-b	=	371
Q b-ac	=	428

CRITICAL DFC = 0.02

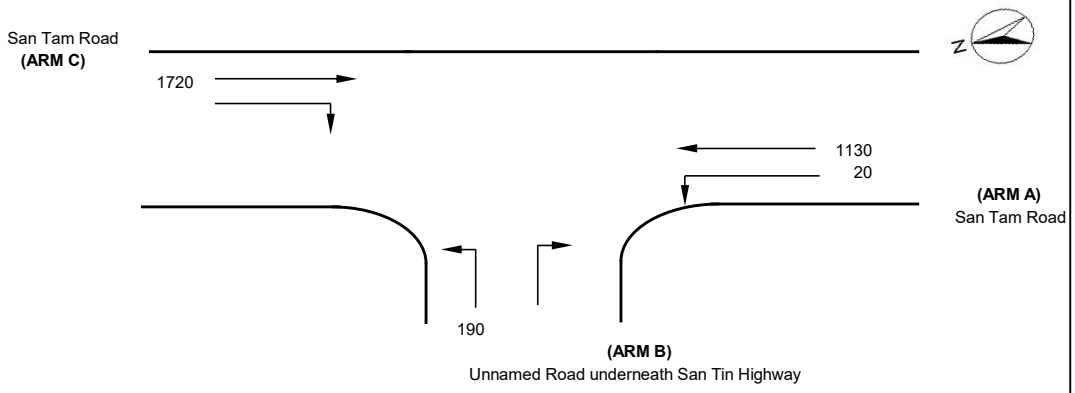
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.02
DFC b-c	=	0.00
DFC c-b	=	0.00
DFC b-ac	=	0.02

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J6 - San Tam Road / Unnamed Rd underneath San Tin Highway	2034 AM Design Traffic Flows - Sensitivity Test (Fairview)	Designed By : MKCN	Checked By : SHSN	Date : Aug 24



NOTES : (GEOMETRIC INPUT DATA)

J6

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.6	(metres)
W cr	=	0	(metres)
q a-b	=	20	(pcu/hr)
q a-c	=	1130	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	1720	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	3.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	190	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.560119
E	=	0.923788
F	=	0.585955
Y	=	0.496300

THE CAPACITY OF MOVEMENT :

Q b-a	=	127
Q b-c	=	498
Q c-b	=	315
Q b-ac	=	498

CRITICAL DFC = 0.38

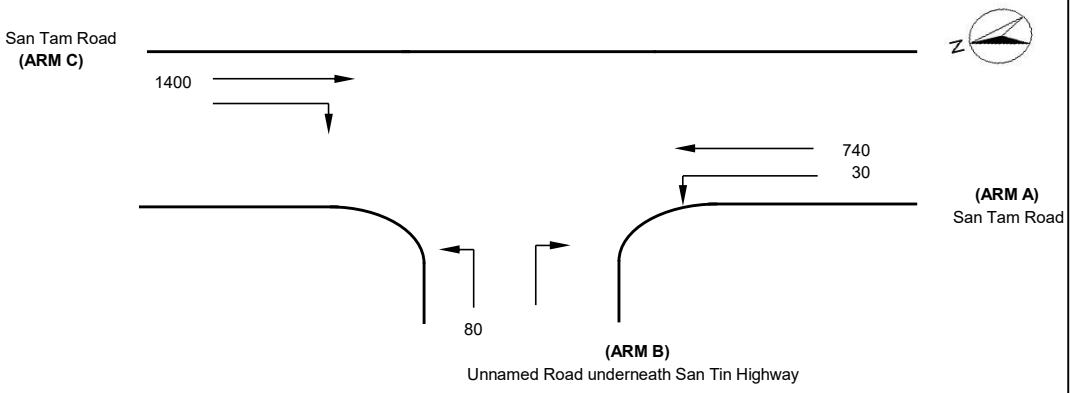
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.38
DFC c-b	=	0.00
DFC b-ac	=	0.38

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J6 - San Tam Road / Unnamed Rd underneath San Tin Highway	2034 PM Design Traffic Flows - Sensitivity Test (Fairview)	Designed By : MKCN	Checked By : SHSN	Date : Aug 24



NOTES : (GEOMETRIC INPUT DATA)

J6

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.6 (metres)
W cr	=	0 (metres)
q a-b	=	30 (pcu/hr)
q a-c	=	740 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	0 (metres)
q c-a	=	1400 (pcu/hr)
q c-b	=	0 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0 (metres)
W b-c	=	3.5 (metres)
Vl b-a	=	0 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	80 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.560119
E	=	0.923788
F	=	0.585955
Y	=	0.496300

THE CAPACITY OF MOVEMENT :

Q b-a	=	186
Q b-c	=	563
Q c-b	=	355
Q b-ac	=	563

CRITICAL DFC = 0.14

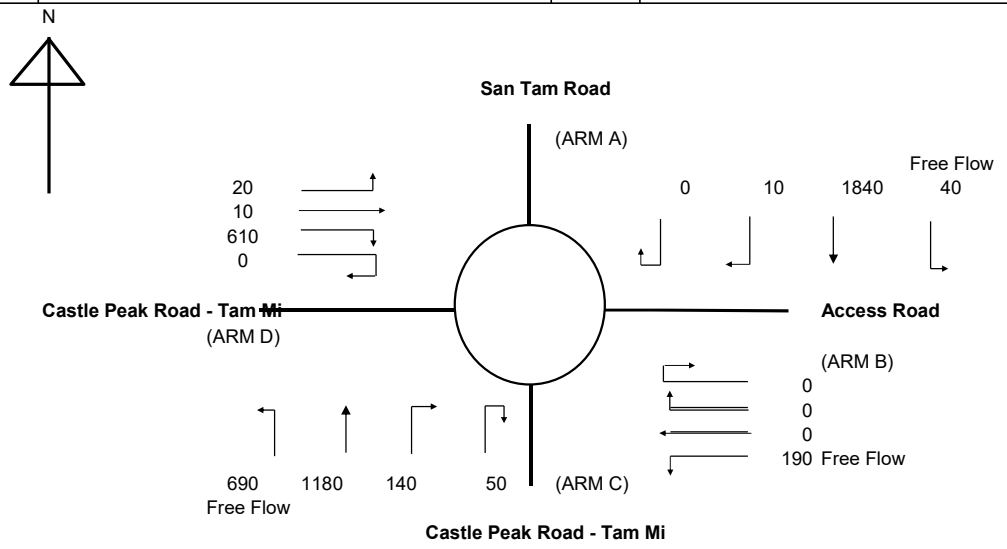
COMPARISION OF DESIGN FLOW TO CAPACITY :

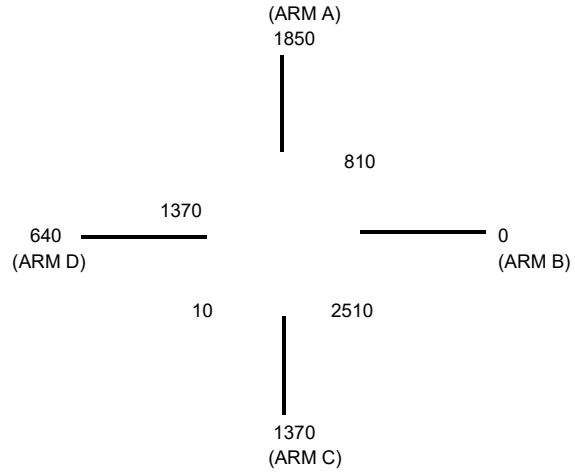
DFC b-a	=	0.00
DFC b-c	=	0.14
DFC c-b	=	0.00
DFC b-ac	=	0.14

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J7 - Castle Peak Road - Tam Mi / San Tam Road	Scenario	2034 AM Design Traffic Flows (Planned Layout) - Sensitivity Test (Fairview)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	29/Aug/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	10.30	4.00	8.70	4.10	
E = Entry width (m)	10.60	6.50	9.00	8.00	
L = Effective length of flare (m)	13.00	12.00	10.00	16.00	
R = Entry radius (m)	25.00	22.00	21.00	20.00	
D = Inscribed circle diameter (m)	44.00	44.00	44.00	44.00	
A = Entry angle (degree)	35.00	30.00	50.00	30.00	
Q = Entry flow (pcu/h)	1850	0	1370	640	*
Qc= Circulating flow across entry (pcu/h)	810	2510	10	1370	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.04	0.33	0.05	0.39	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.00	0.93	1.00	
X2= V + ((E-V)/(1+2S))	10.58	5.50	8.97	6.29	
M = EXP((D-60)/10)	0.20	0.20	0.20	0.20	
F = 303*X2	3206	1667	2719	1906	
Td= 1+(0.5/(1+M))	1.42	1.42	1.42	1.42	
Fc= 0.21*Td(1+0.2*X2)	0.93	0.62	0.83	0.67	
Qe= K(F-Fc*Qc)	2436	100	2529	986	
DFC = Design flow/Capacity = Q/Qe	0.76	0.00	0.54	0.65	

TOTAL ENTRY FLOWS 4780 PCU

CRITICAL DFC 0.76

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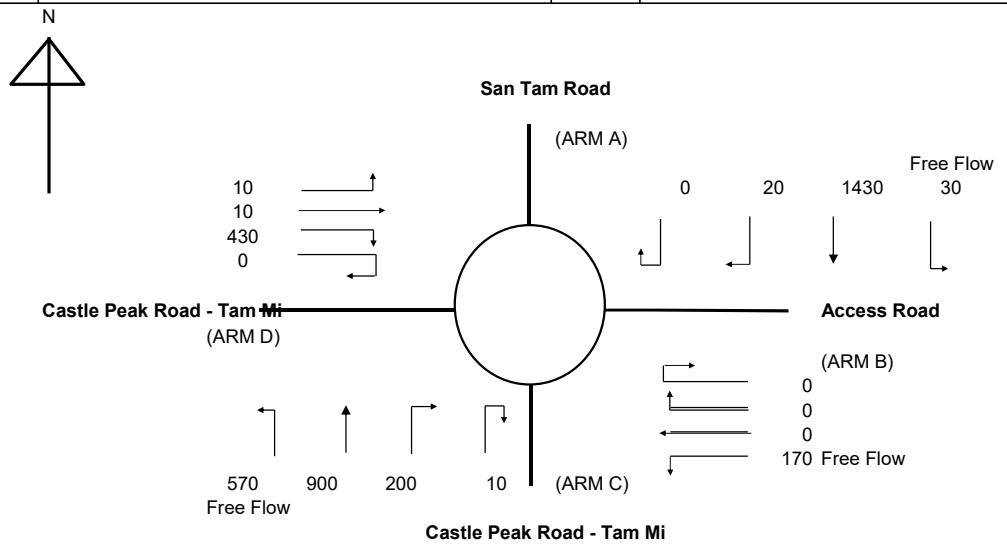
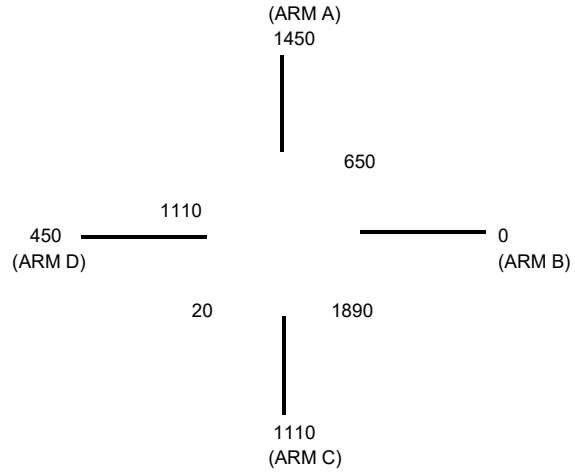
ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J7 - Castle Peak Road - Tam Mi / San Tam Road	Scenario	2034 PM Design Traffic Flows (Planned Layout) - Sensitivity Test (Fairview)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	29/Aug/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	10.30	4.00	8.70	4.10	
E = Entry width (m)	10.60	6.50	9.00	8.00	
L = Effective length of flare (m)	13.00	12.00	10.00	16.00	
R = Entry radius (m)	25.00	22.00	21.00	20.00	
D = Inscribed circle diameter (m)	44.00	44.00	44.00	44.00	
A = Entry angle (degree)	35.00	30.00	50.00	30.00	
Q = Entry flow (pcu/h)	1450	0	1110	450	*
Qc= Circulating flow across entry (pcu/h)	650	1890	20	1110	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.04	0.33	0.05	0.39	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.00	0.93	1.00	
X2= V + ((E-V)/(1+2S))	10.58	5.50	8.97	6.29	
M = EXP((D-60)/10)	0.20	0.20	0.20	0.20	
F = 303*X2	3206	1667	2719	1906	
Td= 1+(0.5/(1+M))	1.42	1.42	1.42	1.42	
Fc= 0.21*Td(1+0.2*X2)	0.93	0.62	0.83	0.67	
Qe= K(F-Fc*Qc)	2584	488	2521	1161	
DFC = Design flow/Capacity = Q/Qe	0.56	0.00	0.44	0.39	

TOTAL ENTRY FLOWS 3780 PCU

CRITICAL DFC 0.56

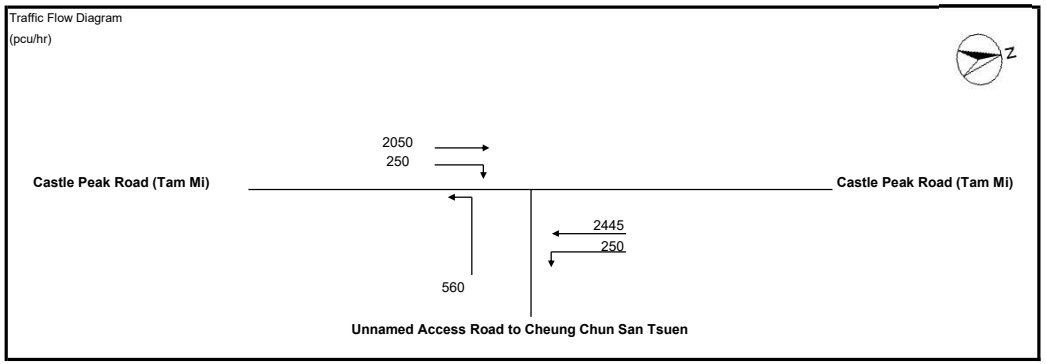
JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Castle Peak Road / Unnamed Access Road to Cheung Chun San Tsu	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (Fairview)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

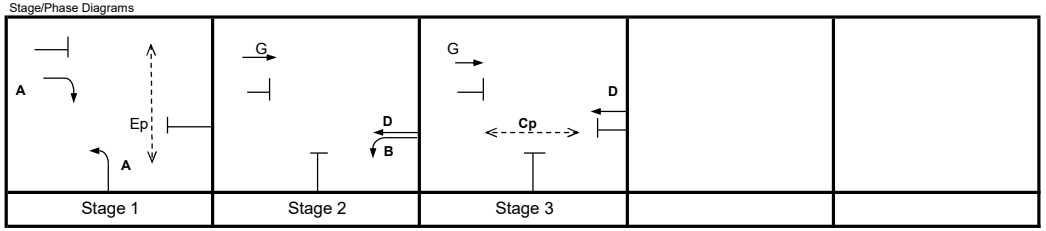
J8

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	3	
Cycle time		C =	120	sec
Sum(y)		Y =	0.723	
Lost time		L =	9	sec
Total Flow		=	16,495	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	67	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	33	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.833	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	15.1	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	46	sec
Y_{max}	$= 1-L/C$	=	0.925	

Stage/Phase Diagrams



I/G = 5 I/G = 6 I/G =

Critical Case : A,D

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 15%

irview

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↓	A	1	3.500	1		12.5	0	0		0		2105			250	250		100%	1879	0.133	
→	G	2,3	3.500	2				1		0		4070		2050		2050			4070	0.504	
↰	A	1	3.650	2	20			1		0		4100	560			560	100%		3814	0.147	0.147
↰	B	2	3.650	1	15			1		0		1980	250			250	100%		1800	0.139	
←	D	2,3	3.650	2				0		0		4240		2445		2445			4240	0.577	0.577

Pedestrian Crossing			GM		FGM				
	Cp	3	min.	11	+	21	=	32	sec
	Ep	1	min.	11	+	10	=	21	sec

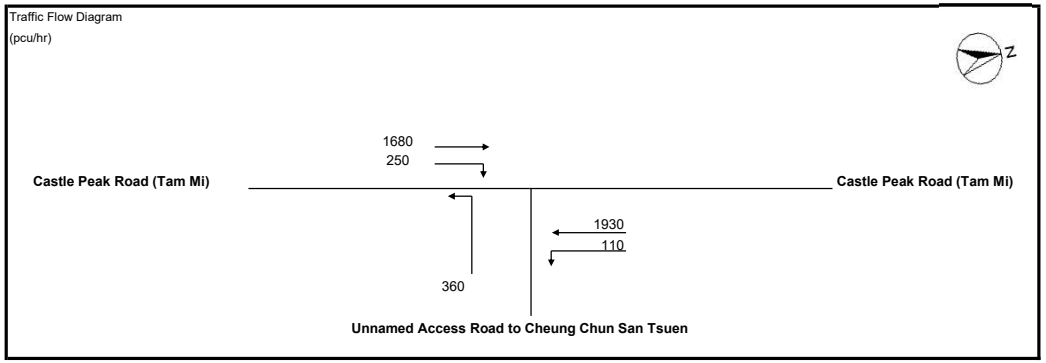
JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Castle Peak Road / Unnamed Access Road to Cheung Chun San Tsu	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Fairview)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J8

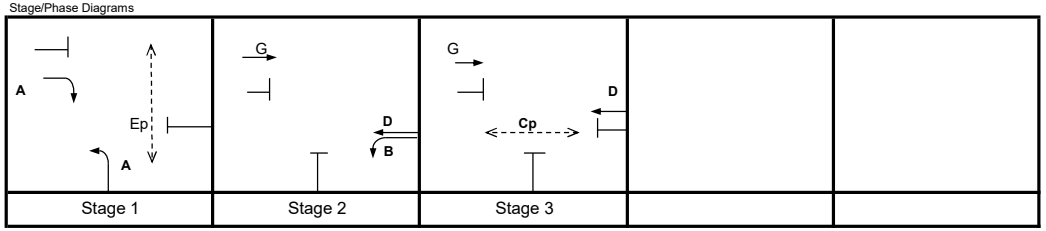
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	120	sec
Sum(y)	Y =	0.588	
Lost time	L =	9	sec
Total Flow	=	16,495	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	45	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	22	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.833	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	41.5	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	26	sec
Y_{max}	$= 1-L/C$	=	0.925	

Stage/Phase Diagrams



I/G = 5 I/G = 6 I/G =

Critical Case : A,D

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 42%

rview

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↓	A	1	3.500	1		12.5	0	0		0		2105			250	250		100%	1879	0.133	0.133
→	G	2,3	3.500	2				1		0		4070		1680		1680			4070	0.413	
↰	A	1	3.650	2	20			1		0		4100	360			360	100%		3814	0.094	
↰	B	2	3.650	1	15			1		0		1980	110			110	100%		1800	0.061	
←	D	2,3	3.650	2				0		0		4240		1930		1930			4240	0.455	0.455

Pedestrian Crossing			GM		FGM				
	Cp	3	min.	11	+	21	=	32	sec
	Ep	1	min.	11	+	10	=	21	sec

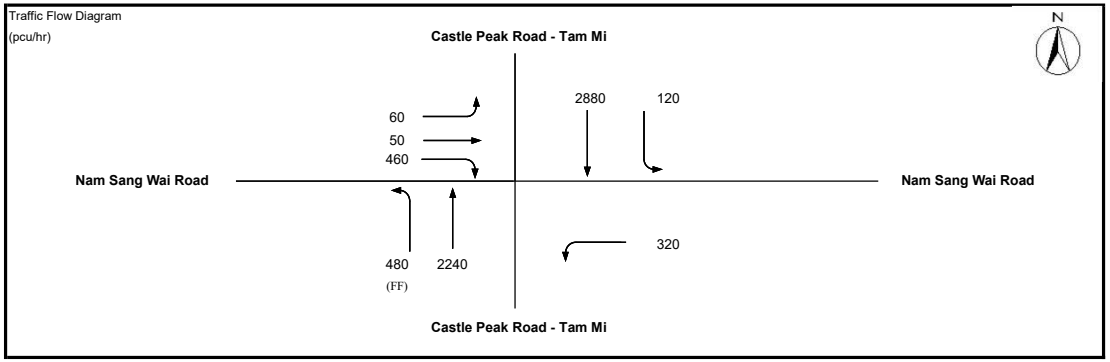
JUNCTION CAPACITY CALCULATION

AECOM

Junction J9 - Castle Peak Road - Tam Mi / Nam Sang Wai Road	2034 AM Design Traffic Flows - Sensitivity Test (Fairview)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 23

J9

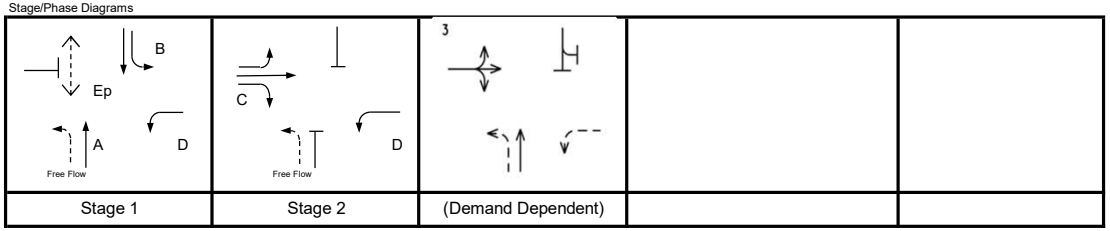
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.689	
Lost time	L =	10	sec
Total Flow	=	16,420	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	64	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	32	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.825	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	19.8	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	43	sec
Y_{max}	$= 1-L/C$	=	0.917	

Stage/Phase Diagrams



Stage 1	Stage 2	(Demand Dependent)		
I/G = 6	I/G = 6			

Critical Case : A,C

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\% =$ 20%

rview

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	ADJ. SAT. FLOW	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*	EFFECTIVE GREEN g=y/Yx(C-L) (sec)	ACTUAL GREEN G (sec)	DEGREE OF SATURATION X	Average Queue N
↑	A	1	3.750	2				1		0		4120	4120		2240		2240			4120	0.544	0.544	87	86	0.000	10
↓	B	1	3.400	1	35			1		0	-300	1955	1655	120	726		846	14%		1645	0.514		82	86	0.000	8
↓	B	1	3.400	2				0		0		4190	4190		2154		2154			4190	0.514		82	86	0.000	10
↰	D	1,2	6.300	1	18			1		0		2245	2245	320			320	100%		2072	0.154		25	120	0.000	0
↕	C	2	4.200	1	10	25	0	1		0		2035	2035	60	50	166	276	22%	60%	1904	0.145	0.145	23	22	0.000	7
↳	C	2	4.200	1		20	0	0		0		2175	2175			294	294		100%	2023	0.145		23	22	0.000	8
Pedestrian Crossing				GM		FGM																				
	Ep	1	min.	7	+	14	=	21	sec																	

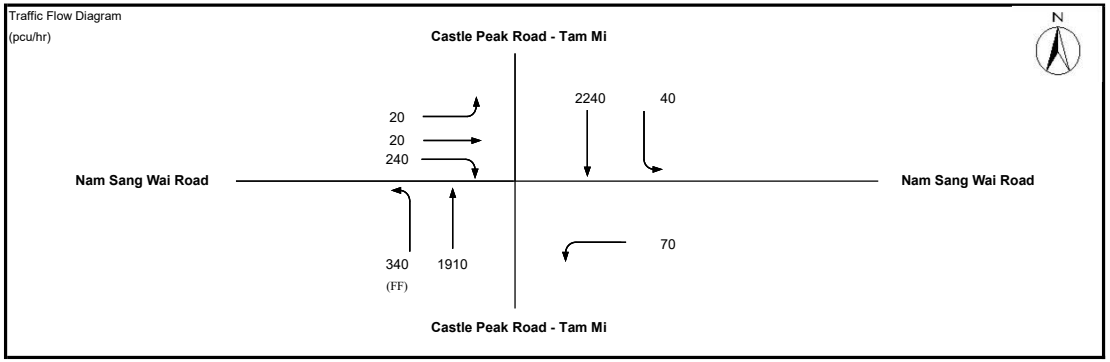
JUNCTION CAPACITY CALCULATION

AECOM

Junction J9 - Castle Peak Road - Tam Mi / Nam Sang Wai Road	2034 PM Design Traffic Flows - Sensitivity Test (Fairview)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 23

J9

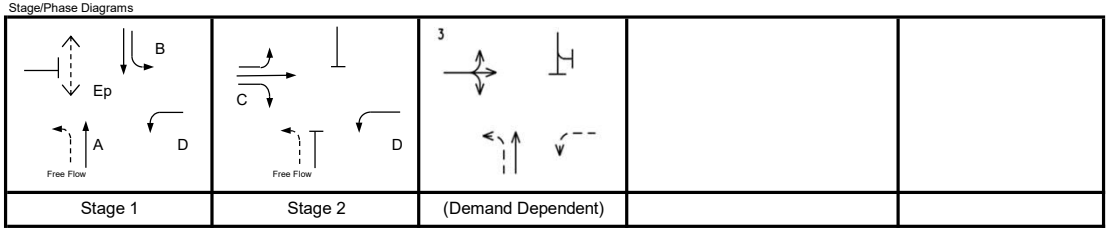
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.535	
Lost time	L =	10	sec
Total Flow	=	16,420	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	43	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	21	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.825	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	54.3	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	25	sec
Y_{max}	$= 1-L/C$	=	0.917	

Stage/Phase Diagrams



Stage 1	Stage 2	(Demand Dependent)		
I/G = 6	I/G = 6			

Critical Case : A,C

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\% =$ 54%

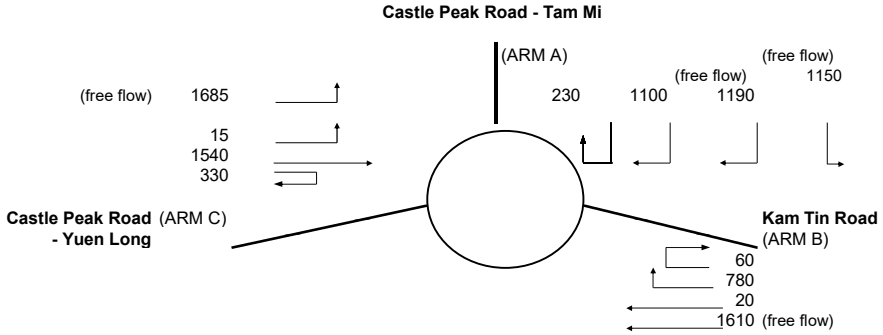
rview

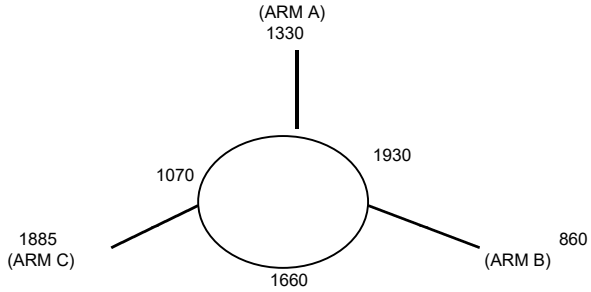
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	ADJ. SAT. FLOW	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*	EFFECTIVE GREEN g=y/Yx(C-L) (sec)	ACTUAL GREEN G (sec)	DEGREE OF SATURATION X	Average Queue N
↑	A	1	3.750	2				1		0		4120	4120		1910		1910			4120	0.464	0.464	95	94	0.000	7
↓	B	1	3.400	1	35			1		0	-300	1955	1655	40	604		644	6%		1651	0.390		80	94	0.000	4
↓	B	1	3.400	2				0		0		4190	4190		1636		1636			4190	0.390		80	94	0.000	6
↰	D	1,2	6.300	1	18			1		0		2245	2245	70			70	100%		2072	0.034		7	120	0.000	0
↕	C	2	4.200	1	10	25	0	1		0		2035	2035	20	20	96	136	15%	71%	1912	0.071	0.071	15	14	0.000	4
↳	C	2	4.200	1		20	0	0		0		2175	2175			144	144		100%	2023	0.071		15	14	0.000	4
Pedestrian Crossing				GM		FGM																				
	Ep	1	min.	7	+	14	=	21	sec																	

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (Fairview)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	25.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	1330	860	1885
Qc= Circulating flow across entry (pcu/h)	1930	1660	1070
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.72
Qe= K(F-Fc*Qc)	1641	1268	2227
DFC = Design flow/Capacity = Q/Qe	0.81	0.68	0.85

TOTAL ENTRY FLOWS = 6585 PCU

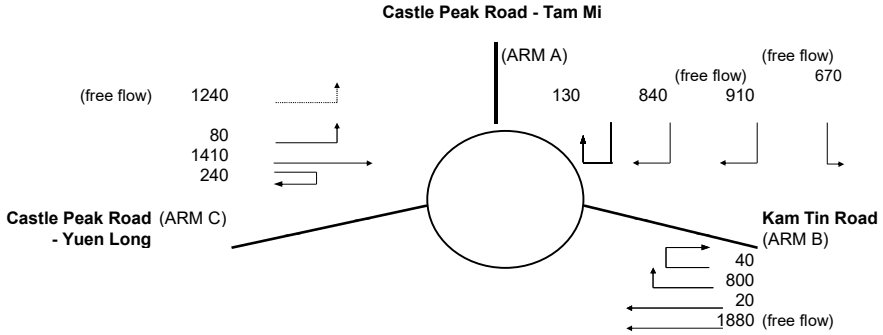
CRITICAL DFC = 0.85

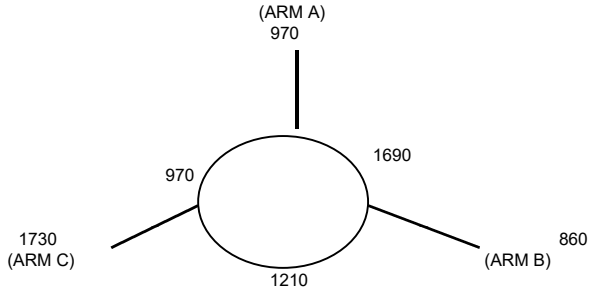
Filename : J10 - Au Tau Interchange.xlsx / DesAB_Sen_AM_Fairview_IMP

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Fairview)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	25.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	970	860	1730
Qc= Circulating flow across entry (pcu/h)	1690	1210	970
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.72
Qe= K(F-Fc*Qc)	1830	1572	2304
DFC = Design flow/Capacity = Q/Qe	0.53	0.55	0.75

TOTAL ENTRY FLOWS = 6180 PCU

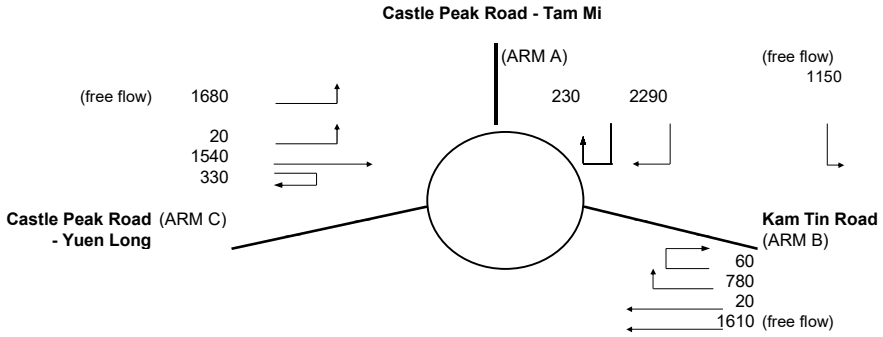
CRITICAL DFC = 0.75

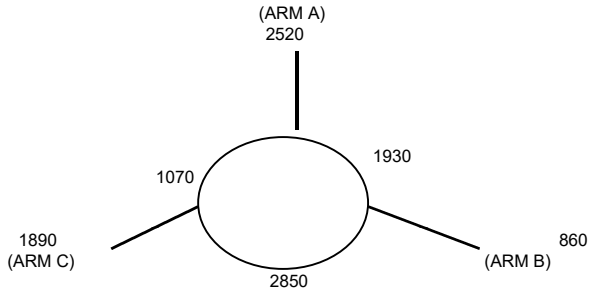
Filename : J10 - Au Tau Interchange.xlsx / DesAB_Sen_PM_Fairview_IMP

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Fairview)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	25.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	2520	860	1890
Qc= Circulating flow across entry (pcu/h)	1930	2850	1070
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.72
Qe= K(F-Fc*Qc)	1641	465	2227
DFC = Design flow/Capacity = Q/Qe	1.54	1.85	0.85

TOTAL ENTRY FLOWS = 6590 PCU

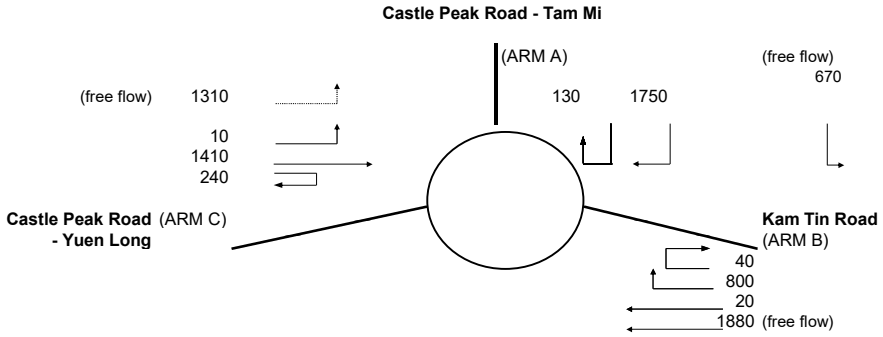
CRITICAL DFC = 1.85

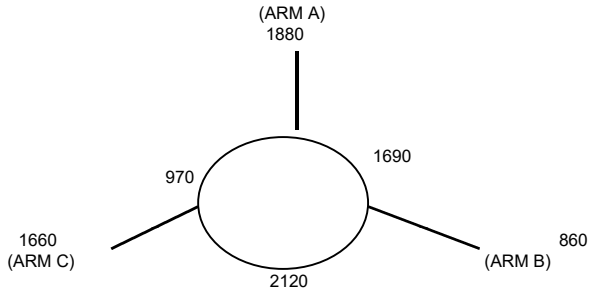
Filename : J10 - Au Tau Interchange.xlsx / DesAB_Sen_AM_Fairview (wo FO)

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Fairview)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	25.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	1880	860	1660
Qc= Circulating flow across entry (pcu/h)	1690	2120	970
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.72
Qe= K(F-Fc*Qc)	1830	958	2304
DFC = Design flow/Capacity = Q/Qe	1.03	0.90	0.72

TOTAL ENTRY FLOWS = 6110 PCU

CRITICAL DFC = 1.03

Filename : J10 - Au Tau Interchange.xlsx / DesAB_Sen_PM_Fairview (wo FO)

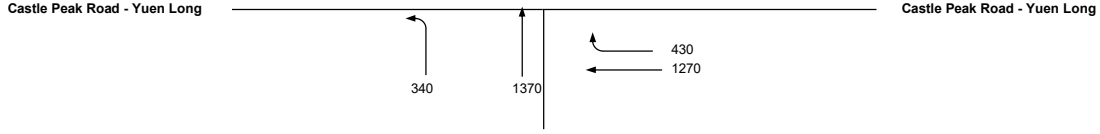
JUNCTION CAPACITY CALCULATION

AECOM

Junction J11 - Pok Oi Interchange (Yuen Long Highway NB Slip Road)	2034 AM Design Trafic Flows - Sensitivity Test (NSW/7)	DESIGN: 0	CHECK: 0	JOB NO:	DATE: Nov 20

J11

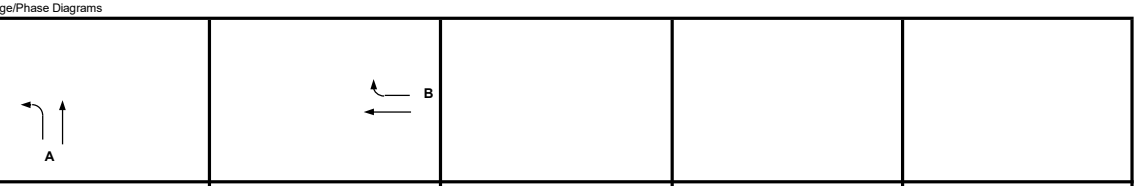
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.766	
Lost time	L =	8	sec
Total Flow	=	9,020	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	73	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	34	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.840	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	9.6	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	54	sec
Y_{max}	$= 1-L/C$	=	0.933	

Stage/Phase Diagrams



Critical Case : A,B

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\% =$ 10%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↰	A	1	5.000	1	25			0		0		2255	340	505		845	40%		2202	0.384	
↑	A	1	5.000	1				0		0		2255		865		865			2255	0.384	0.384
↑	B	2	5.000	1				0		0		2255		863		863			2255	0.383	0.383
↱	B	2	5.000	1		25	0	0		0		2255		407	430	837		51%	2188	0.383	

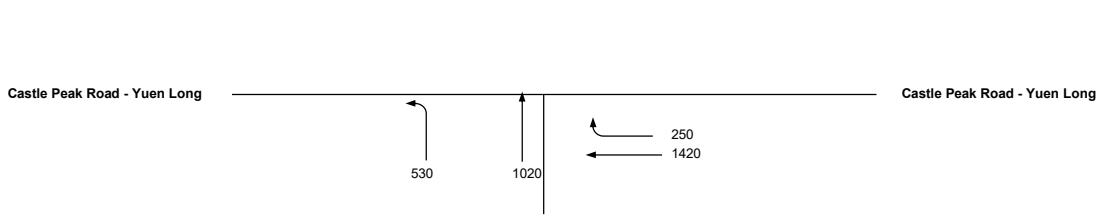
JUNCTION CAPACITY CALCULATION

AECOM

Junction J11 - Pok Oi Interchange (Yuen Long Highway NB Slip Road)	2034 PM Design Trafic Flows - Sensitivity Test (NSW/7)	DESIGN: 0	CHECK: 0	JOB NO:	DATE: Nov 20

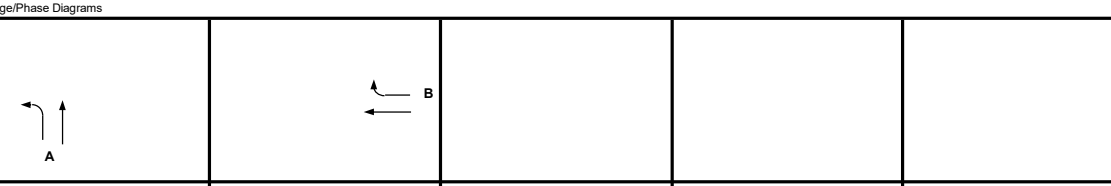
J11

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.724	
Lost time		L =	8	sec
Total Flow		=	9,020	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	62	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	29	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.840	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	16.0	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	41	sec
Y_{max}	$= 1-L/C$	=	0.933	

Stage/Phase Diagrams



Critical Case : A,B

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 16%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↰	A	1	5.000	1	25			0		0		2255	530	229		759	70%		2164	0.351	0.351
↑	A	1	5.000	1				0		0		2255		791		791			2255	0.351	
↑	B	2	5.000	1				0		0		2255		843		843			2255	0.374	0.374
↱	B	2	5.000	1		25	0	0		0		2255		578	250	828		30%	2215	0.374	

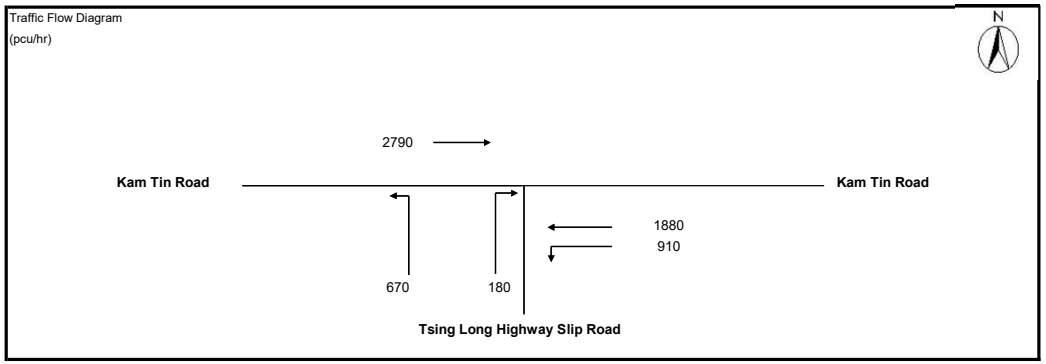
JUNCTION CAPACITY CALCULATION

AECOM

Junction J12 - Kam Tin Road / Tsing Long Highway Slip Road	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (Fairview)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J12

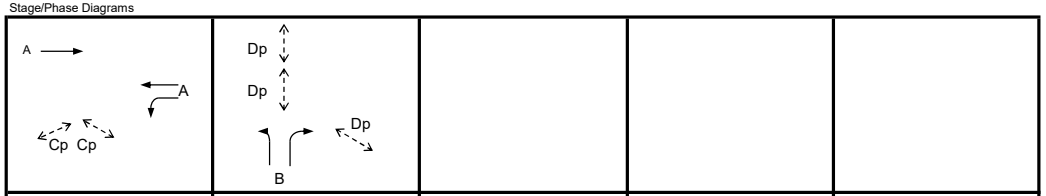
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.647	
Lost time	L =	11	sec
Total Flow	=	20,960	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	61	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	31	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.818	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	26.4	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	39	sec
Y_{max}	$= 1-L/C$	=	0.908	

Stage/Phase Diagrams



I/G = 8 I/G = 5

Critical Case : A,B

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 26%

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MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	A	1	3.650	3				1		0		6220		2790		2790			6220	0.449	
←	A	1	3.600	2				0		0	190	4230		1880		1880			4420	0.425	
↰	A	1	3.650	1	50			1		0		1980	910			910	100%		1922	0.473	0.473
↰	B	2	3.650	2	25			1		0		4100	670			670	100%		3868	0.173	0.173
↱	B	2	3.650	2		40	0	0		0		4240			180	180		100%	4087	0.044	

Pedestrian Crossing			GM		FGM				
	Cp	1	min.	5	+	7	=	12	sec
	Dp	2	min.	5	+	10	=	15	sec

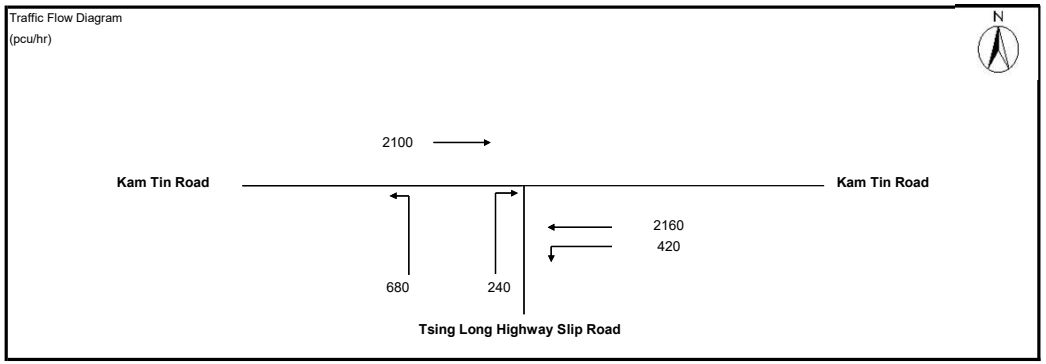
JUNCTION CAPACITY CALCULATION

AECOM

Junction J12 - Kam Tin Road / Tsing Long Highway Slip Road	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Fairview)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J12

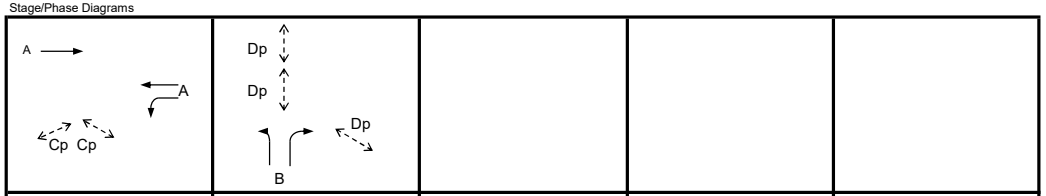
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.664	
Lost time	L =	11	sec
Total Flow	=	20,960	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	64	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	33	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.818	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	23.0	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	42	sec
Y_{max}	$= 1-L/C$	=	0.908	

Stage/Phase Diagrams



I/G = 8 I/G = 5

Critical Case : A,B

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 23%

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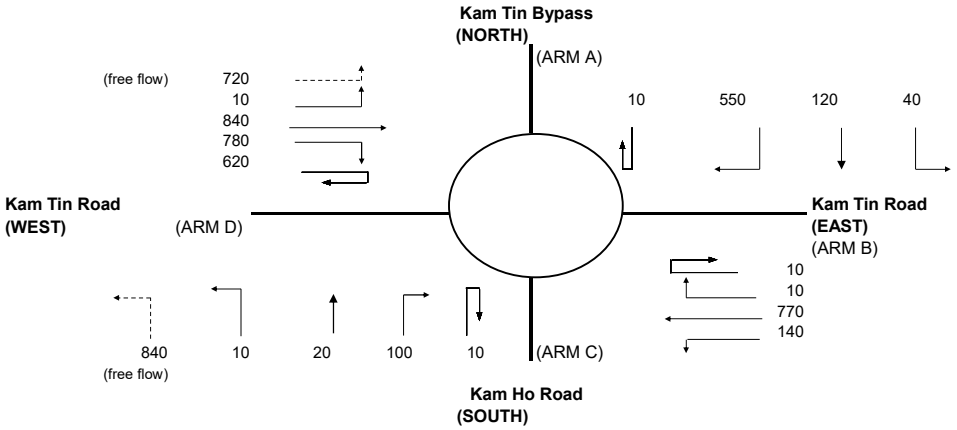
rview

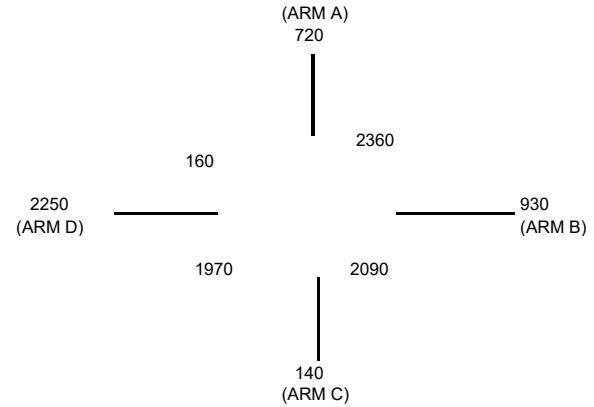
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	A	1	3.650	3				1		0		6220		2100		2100			6220	0.338	
←	A	1	3.600	2				0		0	190	4230		2160		2160			4420	0.489	0.489
↰	A	1	3.650	1	50			1		0		1980	420			420	100%		1922	0.218	
↰	B	2	3.650	2	25			1		0		4100	680			680	100%		3868	0.176	0.176
↱	B	2	3.650	2		40	0	0		0		4240			240	240		100%	4087	0.059	
Pedestrian Crossing				GM		FGM															
	Cp	1	min.	5	+	7	=	12	sec												
	Dp	2	min.	5	+	10	=	15	sec												

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J13 - Kam Tin Road / Kam Tin Bypass / Kam Ho Road	Scenario	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (Fairview)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.50	7.30	9.00	7.30
E = Entry width (m)	11.00	10.00	10.00	11.00
L = Effective length of flare (m)	15.00	12.00	1.00	13.00
R = Entry radius (m)	42.50	70.00	20.00	42.50
D = Inscribed circle diameter (m)	88.00	88.00	88.00	88.00
A = Entry angle (degree)	39.00	30.00	37.50	29.00
Q = Entry flow (pcu/h)	720	930	140	2250
Qc= Circulating flow across entry (pcu/h)	2360	2090	1970	160
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.36	1.60	0.46
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.03	0.97	1.03
X2= V + ((E-V)/(1+2S))	8.80	8.87	9.24	9.24
M = EXP((D-60)/10)	16.44	16.44	16.44	16.44
F = 303*X2	2665	2688	2799	2799
Td= 1+(0.5/(1+M))	1.03	1.03	1.03	1.03
Fc= 0.21*Td(1+0.2*X2)	0.60	0.60	0.62	0.62
Qe= K(F-Fc*Qc)	1252	1485	1546	2779
DFC = Design flow/Capacity = Q/Qe	0.58	0.63	0.09	0.81

TOTAL ENTRY FLOWS = 4760 PCU

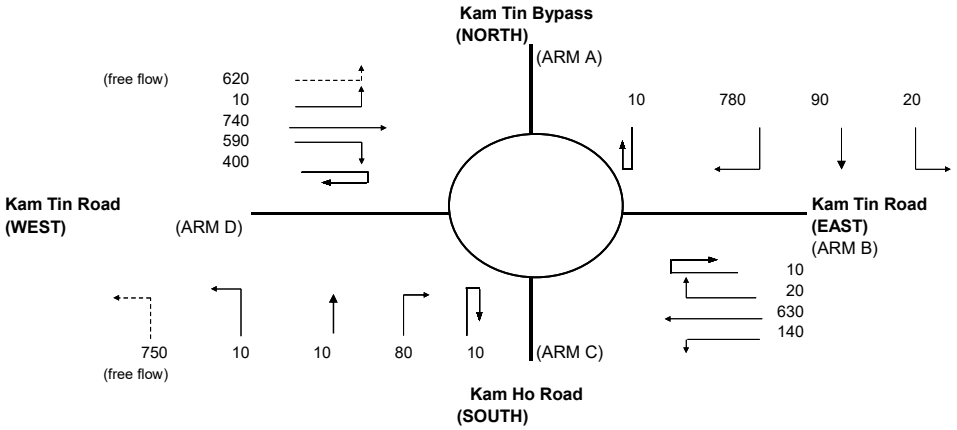
CRITICAL DFC = 0.81

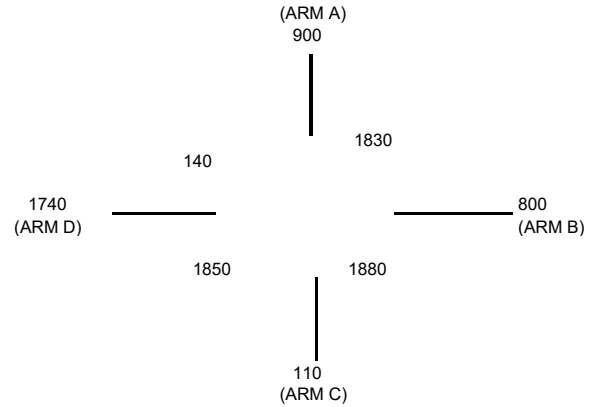
Filename : J13 - Kam Tin Road-Kam Tin Bypass-Kam Ho Road.xlsx / DesAB_Sen_AM_Fairvie

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J13 - Kam Tin Road / Kam Tin Bypass / Kam Ho Road	Scenario	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Fairview)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.50	7.30	9.00	7.30
E = Entry width (m)	11.00	10.00	10.00	11.00
L = Effective length of flare (m)	15.00	12.00	1.00	13.00
R = Entry radius (m)	42.50	70.00	20.00	42.50
D = Inscribed circle diameter (m)	88.00	88.00	88.00	88.00
A = Entry angle (degree)	39.00	30.00	37.50	29.00
Q = Entry flow (pcu/h)	900	800	110	1740
Qc= Circulating flow across entry (pcu/h)	1830	1880	1850	140
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.36	1.60	0.46
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.03	0.97	1.03
X2= V + ((E-V)/(1+2S))	8.80	8.87	9.24	9.24
M = EXP((D-60)/10)	16.44	16.44	16.44	16.44
F = 303*X2	2665	2688	2799	2799
Td= 1+(0.5/(1+M))	1.03	1.03	1.03	1.03
Fc= 0.21*Td(1+0.2*X2)	0.60	0.60	0.62	0.62
Qe= K(F-Fc*Qc)	1566	1616	1618	2792
DFC = Design flow/Capacity = Q/Qe	0.57	0.50	0.07	0.62

TOTAL ENTRY FLOWS = 4170 PCU

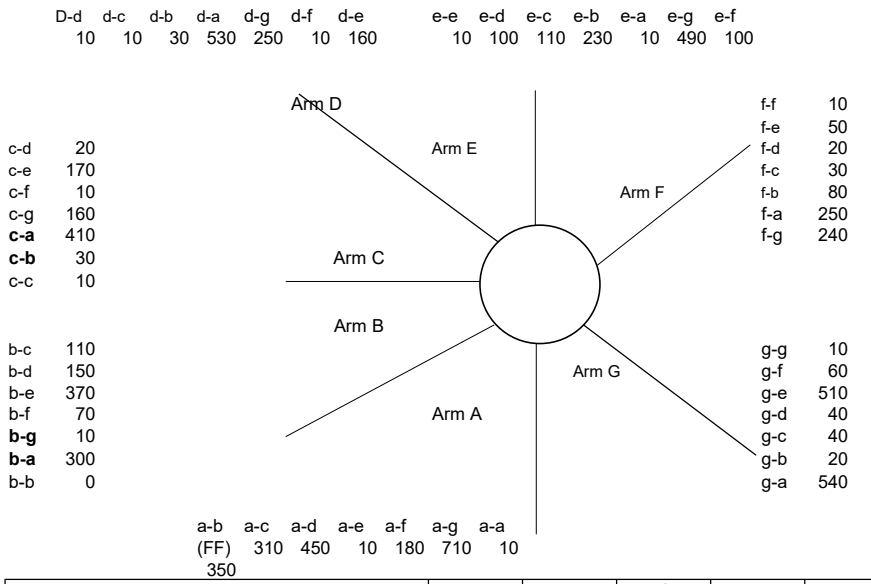
CRITICAL DFC = 0.62

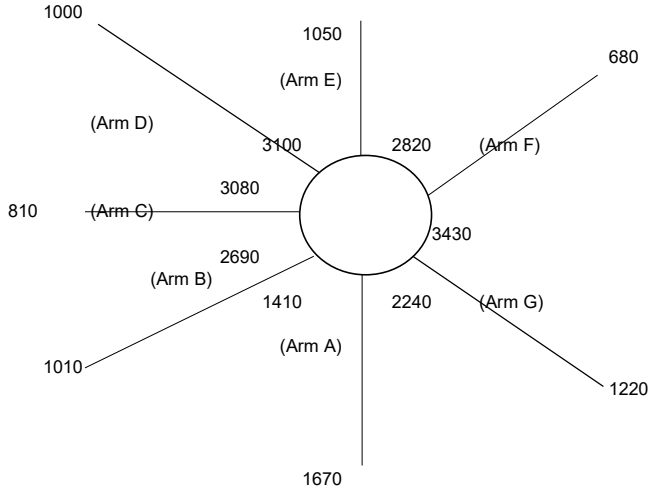
Filename : J13 - Kam Tin Road-Kam Tin Bypass-Kam Ho Road.xlsx / DesAB_Sen_PM_Fairvie

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2034 AM Design Traffic Flows - Sensitivity Test with Improvement (Fairview)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	6.50	7.00	7.30	7.30	7.30	7.30
E = Entry width (m)	10.30	11.00	11.00	12.00	12.00	11.00	12.00
L = Effective length of flare (m)	20.00	22.00	17.00	36.00	18.00	23.00	27.00
R = Entry radius (m)	25.00	25.00	25.00	30.00	45.00	25.00	25.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	40.00	35.00	35.00	25.00	30.00	35.00	45.00
Q = Entry flow (pcu/h)	1670	1010	810	1000	1050	680	1220
Qc= Circulating flow across entry (pcu/h)	1410	2690	3080	3100	2820	3430	2240
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.34	0.33	0.38	0.21	0.42	0.26	0.28
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.98	0.99	0.99	1.03	1.03	0.99	0.96
X2= V + ((E-V)/(1+2S))	8.55	9.22	9.28	10.62	9.86	9.74	10.32
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2590	2794	2812	3216	2988	2952	3127
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.57	0.60	0.60	0.66	0.62	0.62	0.64
Qe= K(F-Fc*Qc)	1743	1178	957	1223	1261	822	1614
DFC = Design flow/Capacity = Q/Qe	0.96	0.86	0.85	0.82	0.83	0.83	0.76

TOTAL ENTRY FLOWS = 7440 PCU

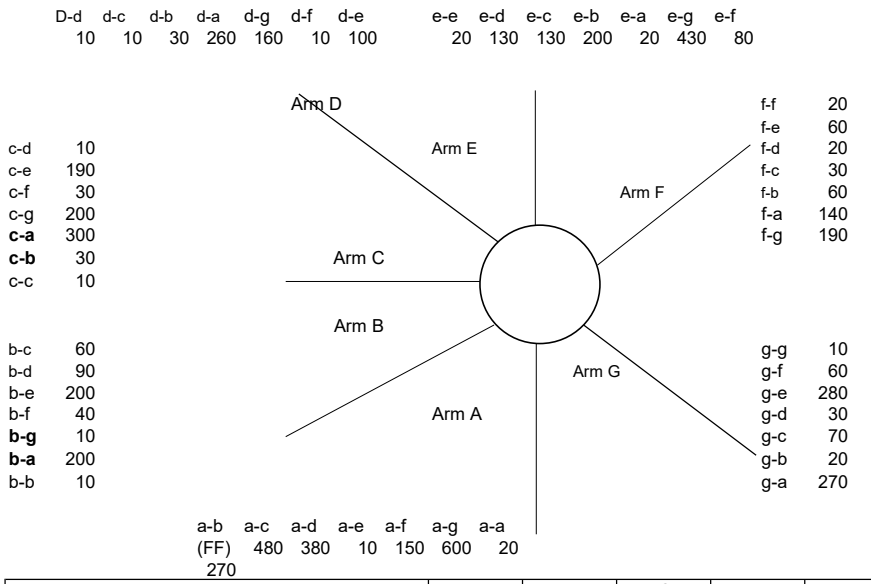
CRITICAL DFC = 0.96

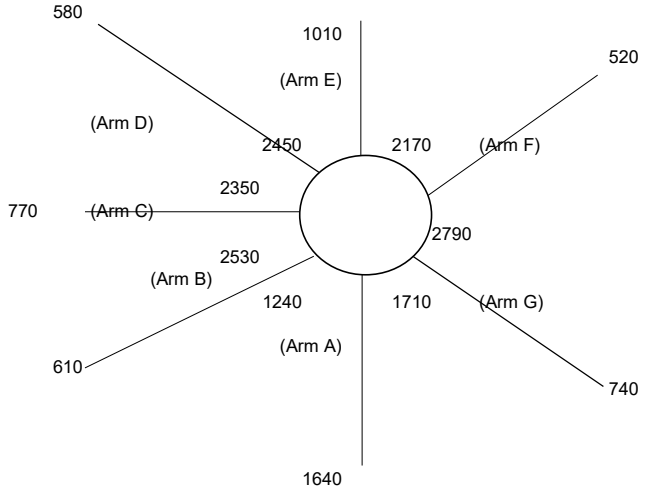
Filename : J14 - Fairview Roundabout (Arm B Adjusted)_V1.xls / DesAB_Sen_AM_Fairview_r2

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2034 PM Design Traffic Flows - Sensitivity Test with Improvement (Fairview)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	6.50	7.00	7.30	7.30	7.30	7.30
E = Entry width (m)	10.30	11.00	11.00	12.00	12.00	11.00	12.00
L = Effective length of flare (m)	20.00	22.00	17.00	36.00	18.00	23.00	27.00
R = Entry radius (m)	25.00	25.00	25.00	30.00	45.00	25.00	25.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	40.00	35.00	35.00	25.00	30.00	35.00	45.00
Q = Entry flow (pcu/h)	1640	610	770	580	1010	520	740
Qc= Circulating flow across entry (pcu/h)	1240	2530	2350	2450	2170	2790	1710
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.34	0.33	0.38	0.21	0.42	0.26	0.28
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.98	0.99	0.99	1.03	1.03	0.99	0.96
X2= V + ((E-V)/(1+2S))	8.55	9.22	9.28	10.62	9.86	9.74	10.32
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2590	2794	2812	3216	2988	2952	3127
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.57	0.60	0.60	0.66	0.62	0.62	0.64
Qe= K(F-Fc*Qc)	1837	1273	1392	1663	1677	1215	1941
DFC = Design flow/Capacity = Q/Qe	0.89	0.48	0.55	0.35	0.60	0.43	0.38

TOTAL ENTRY FLOWS = 5870 PCU

CRITICAL DFC = 0.89

Filename : J14 - Fairview Roundabout (Arm B Adjusted)_V1.xls / DesAB_Sen_PM_Fairview_r2

JUNCTION CAPACITY CALCULATION

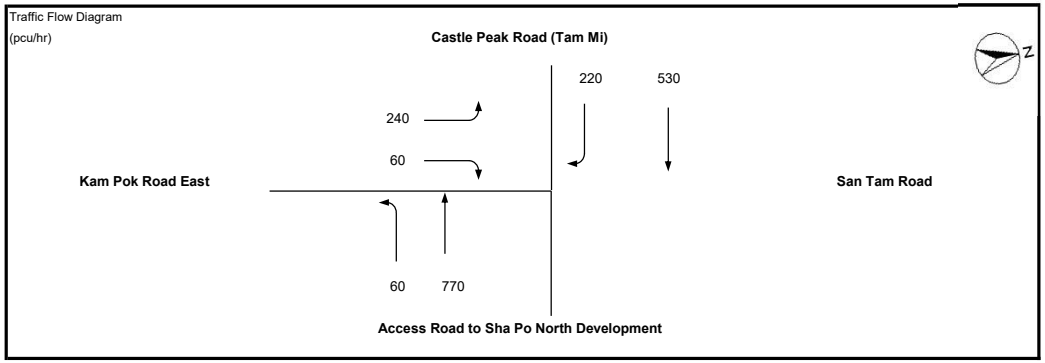
AECOM

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test with improvement (Fairview)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

Traffic Flow Diagram

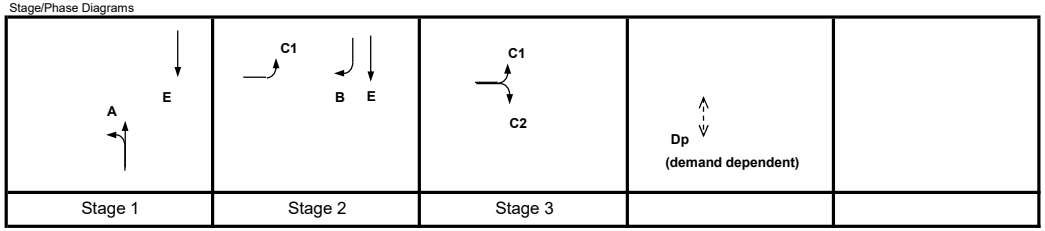
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	100	sec
Sum(y)	Y =	0.534	
Lost time	L =	19	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	72	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	41	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.758	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	41.9	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	47	sec
Y_{max}	= 1-L/C	=	0.810	

Stage/Phase Diagrams



I/G = 6 I/G = 5 G = 5 I/G = 5

Critical Case : A,B,C2

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 37%

irview

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	25			1		0		1965	60	770		830	7%		1957	0.424	0.424
	E	1,2	3.400	1				1		0		1955		530		530			1955	0.271	
	B	2	3.500	1		30	0	0		0		2105			220	220		100%	2005	0.110	0.110
	C1	2,3	3.400	1	25			1		0		1955	240			240	100%		1844	0.130	
	C2	3	3.400	1		30	0	0		0		2095			60	60		100%	1995	0.030	
Pedestrian Crossing				GM		FGM															
	Dp	4	min.	13	+	12	=	25	sec												

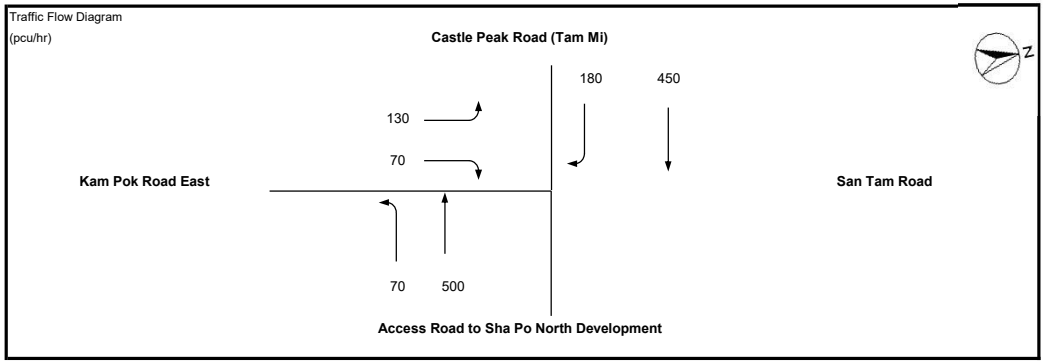
JUNCTION CAPACITY CALCULATION

AECOM

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test with improvement (Fairview)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

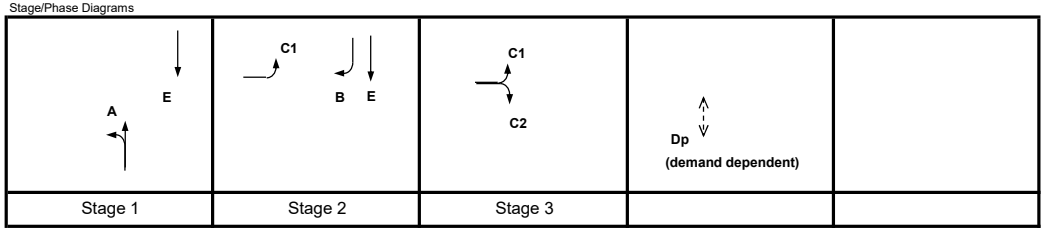
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	100	sec
Sum(y)	Y =	0.417	
Lost time	L =	13	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	42	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	22	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.803	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	92.4	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	24	sec
Y_{max}	= 1-L/C	=	0.870	

Stage/Phase Diagrams



Critical Case : A,B,C2

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 88%

rview

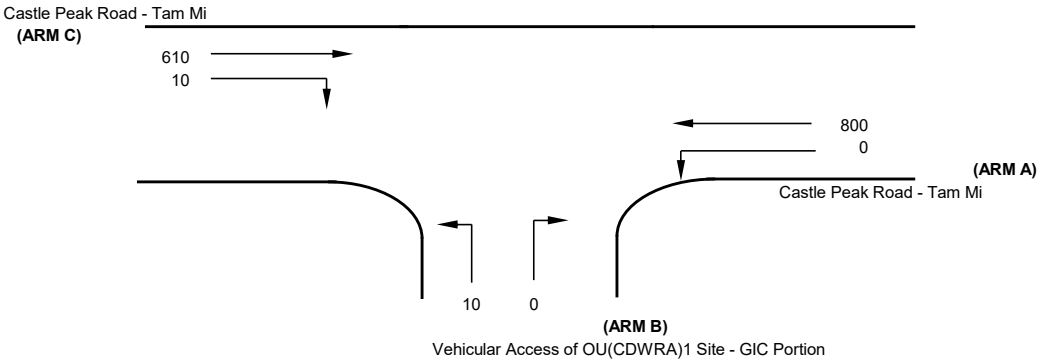
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	25			1		0		1965	70	500		570	12%		1951	0.292	0.292
	E	1,2	3.400	1				1		0		1955		450		450			1955	0.230	
	B	2	3.500	1		30	0	0		0		2105			180	180		100%	2005	0.090	0.090
	C1	2,3	3.400	1	25			1		0		1955	130			130	100%		1844	0.070	
	C2	3	3.400	1		30	0	0		0		2095			70	70		100%	1995	0.035	0.035
Pedestrian Crossing				GM		FGM															
	Dp	4	min.	13	+	12	=	25	sec												

Design Flow
(With Y/YL/NTM-5 and Y/YL/MP-6)

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J1 - Vehicular Access of OU(CDWRA)1 Site - GIC Portion	2034 AM Sensitivity Test (Ngau Tam Mei 5, 6)	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Aug 24



NOTES : (GEOMETRIC INPUT DATA)

J1

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	0 (metres)
q a-b	=	0 (pcu/hr)
q a-c	=	800 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	50 (metres)
q c-a	=	610 (pcu/hr)
q c-b	=	10 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.2 (metres)
W b-c	=	3.2 (metres)
Vl b-a	=	50 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	10 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.843523
E	=	0.897365
F	=	0.615515
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	275
Q b-c	=	488
Q c-b	=	335
Q b-ac	=	488

CRITICAL DFC = 0.03

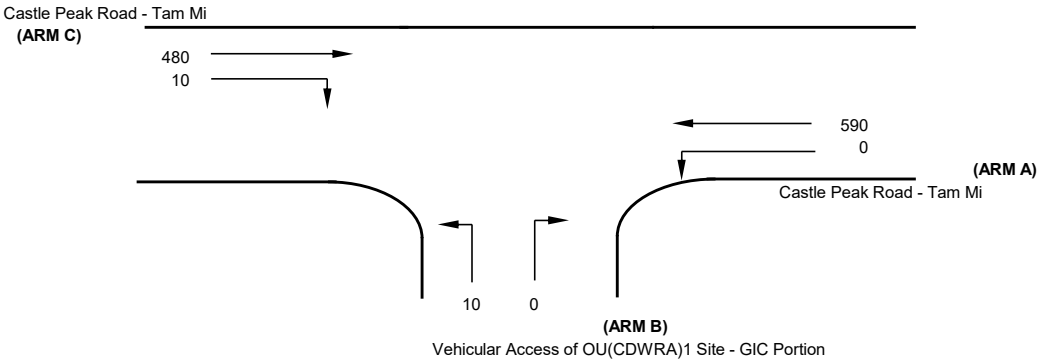
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.02
DFC c-b	=	0.03
DFC b-ac	=	0.02

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J1 - Vehicular Access of OU(CDWRA)1 Site - GIC Portion	2034 PM Sensitivity Test (Ngau Tam Mei 5, 6)	Designed By : MKCN	Checked By : SHSN	Job No. : -	Date : Aug 24



NOTES : (GEOMETRIC INPUT DATA)

J1

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9 (metres)
W cr	=	0 (metres)
q a-b	=	0 (pcu/hr)
q a-c	=	590 (pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0 (metres)
Vr c-b	=	50 (metres)
q c-a	=	480 (pcu/hr)
q c-b	=	10 (pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	3.2 (metres)
W b-c	=	3.2 (metres)
Vl b-a	=	50 (metres)
Vr b-a	=	50 (metres)
Vr b-c	=	50 (metres)
q b-a	=	0 (pcu/hr)
q b-c	=	10 (pcu/hr)

GEOMETRIC FACTORS :

D	=	0.843523
E	=	0.897365
F	=	0.615515
Y	=	0.689500

THE CAPACITY OF MOVEMENT :

Q b-a	=	337
Q b-c	=	536
Q c-b	=	367
Q b-ac	=	536

CRITICAL DFC = 0.03

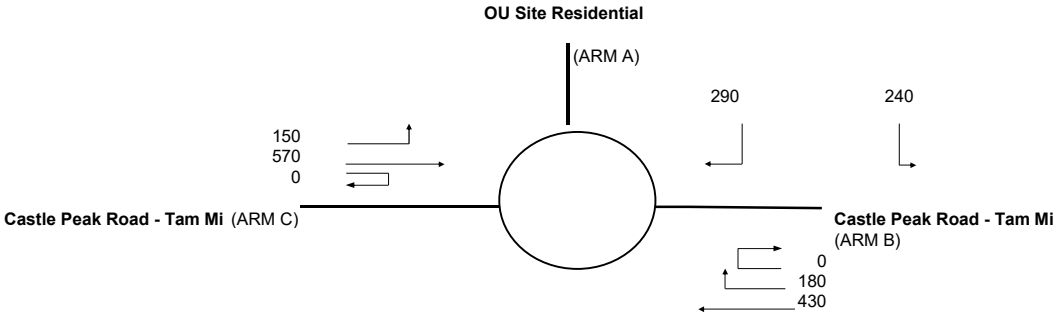
COMPARISION OF DESIGN FLOW TO CAPACITY :

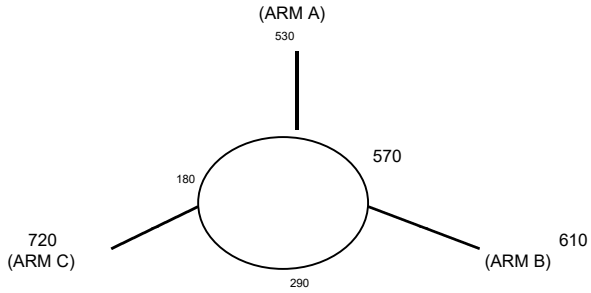
DFC b-a	=	0.00
DFC b-c	=	0.02
DFC c-b	=	0.03
DFC b-ac	=	0.02

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J2 - Vehicular Access of OU(CDWRA) Site - Residential Portion	Scenario	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	5.50	5.00	5.50
E = Entry width (m)	5.50	5.20	6.80
L = Effective length of flare (m)	5.00	5.00	5.00
R = Entry radius (m)	50.00	100.00	18.00
D = Inscribed circle diameter (m)	30.00	30.00	30.00
A = Entry angle (degree)	55.00	45.00	45.00
Q = Entry flow (pcu/h)	530	610	720
Qc= Circulating flow across entry (pcu/h)	570	290	180
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.00	0.06	0.42
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.94	0.99	0.94
X2= V + ((E-V)/(1+2S))	5.50	5.18	6.21
M = EXP((D-60)/10)	0.05	0.05	0.05
F = 303*X2	1667	1569	1882
Td= 1+(0.5/(1+M))	1.48	1.48	1.48
Fc= 0.21*Td(1+0.2*X2)	0.65	0.63	0.70
Qe= K(F-Fc*Qc)	1221	1368	1655
DFC = Design flow/Capacity = Q/Qe	0.43	0.45	0.43

TOTAL ENTRY FLOWS = 1860 PCU

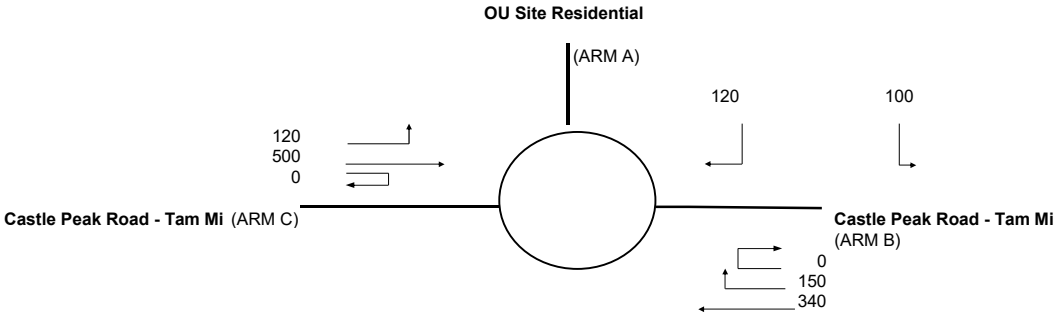
CRITICAL DFC = 0.45

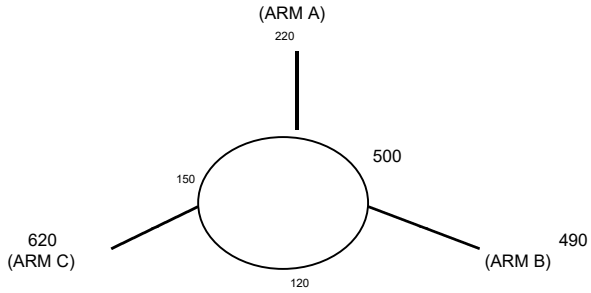
Filename : J2 - Roundabout Scheme.xlsx / DesAB_Sen_AM_NTM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J2 - Vehicular Access of OU(CDWRA) Site - Residential Portion	Scenario	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	5.50	5.00	5.50
E = Entry width (m)	5.50	5.20	6.80
L = Effective length of flare (m)	5.00	5.00	5.00
R = Entry radius (m)	50.00	100.00	18.00
D = Inscribed circle diameter (m)	30.00	30.00	30.00
A = Entry angle (degree)	55.00	45.00	45.00
Q = Entry flow (pcu/h)	220	490	620
Qc= Circulating flow across entry (pcu/h)	500	120	150
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.00	0.06	0.42
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.94	0.99	0.94
X2= V + ((E-V)/(1+2S))	5.50	5.18	6.21
M = EXP((D-60)/10)	0.05	0.05	0.05
F = 303*X2	1667	1569	1882
Td= 1+(0.5/(1+M))	1.48	1.48	1.48
Fc= 0.21*Td(1+0.2*X2)	0.65	0.63	0.70
Qe= K(F-Fc*Qc)	1264	1474	1675
DFC = Design flow/Capacity = Q/Qe	0.17	0.33	0.37

TOTAL ENTRY FLOWS = 1330 PCU

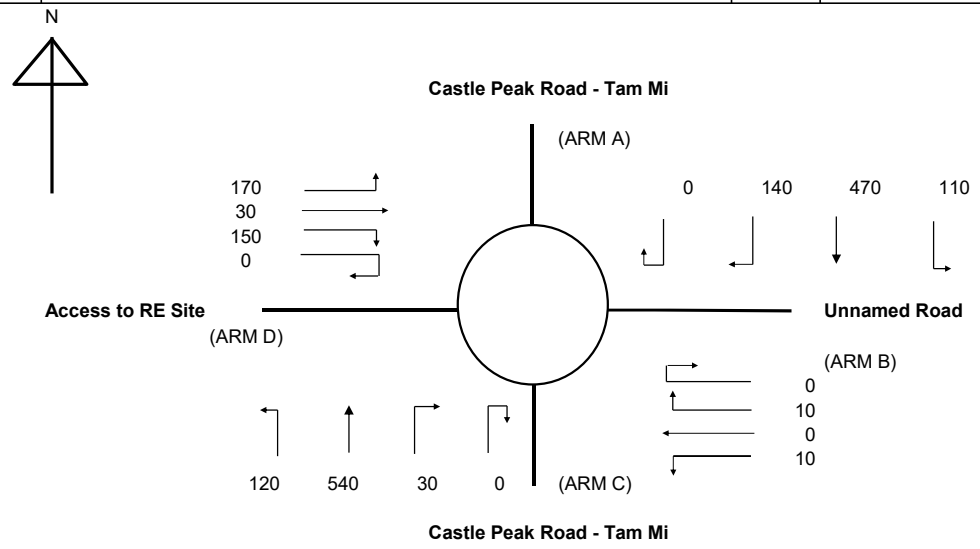
CRITICAL DFC = 0.37

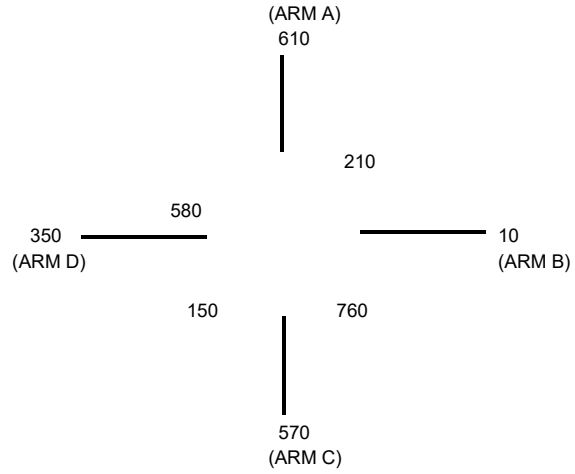
Filename : J2 - Roundabout Scheme.xlsx / DesAB_Sen_PM_NTM

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J3 - Vehicular Access or R(E) Site Residential Portion, Covered Transport Lay-by / Castle Peak Road - Tam Mi / Unnamed Road underneath San Tam Road	Scenario	2034 AM Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	13/Aug/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	7.00	3.50	7.30	5.00	
E = Entry width (m)	8.50	4.70	8.80	6.30	
L = Effective length of flare (m)	5.00	5.00	10.00	5.00	
R = Entry radius (m)	10.00	10.00	25.00	35.00	
D = Inscribed circle diameter (m)	38.00	38.00	38.00	38.00	
A = Entry angle (degree)	35.00	35.00	40.00	55.00	
Q = Entry flow (pcu/h)	610	10	570	350	*
Qc= Circulating flow across entry (pcu/h)	210	760	150	580	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.38	0.24	0.42	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.93	0.93	0.98	0.93	
X2= V + ((E-V)/(1+2S))	7.77	4.18	8.31	5.71	
M = EXP((D-60)/10)	0.11	0.11	0.11	0.11	
F = 303*X2	2353	1266	2519	1730	
Td= 1+(0.5/(1+M))	1.45	1.45	1.45	1.45	
Fc= 0.21*Td(1+0.2*X2)	0.78	0.56	0.81	0.65	
Qe= K(F-Fc*Qc)	2045	786	2338	1263	
DFC = Design flow/Capacity = Q/Qe	0.30	0.01	0.24	0.28	

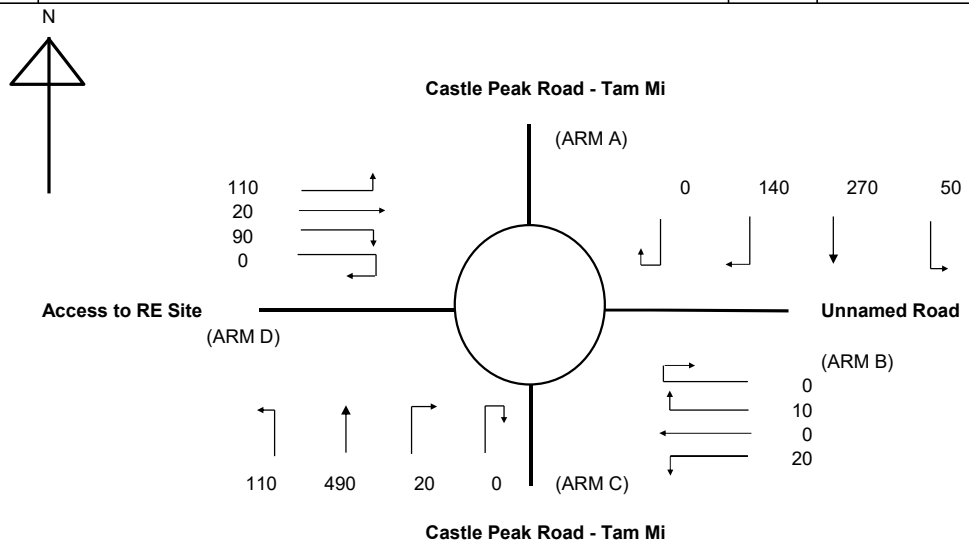
TOTAL ENTRY FLOWS 1780 PCU

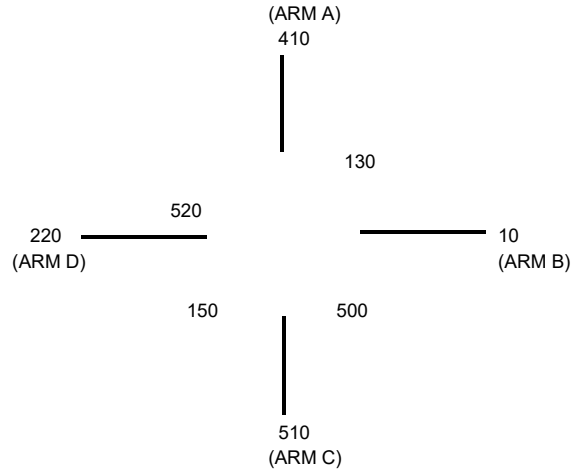
CRITICAL DFC 0.30

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J3 - Vehicular Access or R(E) Site Residential Portion, Covered Transport Lay-by / Castle Peak Road - Tam Mi / Unnamed Road underneath San Tam Road	Scenario	2034 AM Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	13/Aug/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	7.00	3.50	7.30	5.00	
E = Entry width (m)	8.50	4.70	8.80	6.30	
L = Effective length of flare (m)	5.00	5.00	10.00	5.00	
R = Entry radius (m)	10.00	10.00	25.00	35.00	
D = Inscribed circle diameter (m)	38.00	38.00	38.00	38.00	
A = Entry angle (degree)	35.00	35.00	40.00	55.00	
Q = Entry flow (pcu/h)	410	10	510	220	*
Qc= Circulating flow across entry (pcu/h)	130	500	150	520	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.38	0.24	0.42	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.93	0.93	0.98	0.93	
X2= V + ((E-V)/(1+2S))	7.77	4.18	8.31	5.71	
M = EXP((D-60)/10)	0.11	0.11	0.11	0.11	
F = 303*X2	2353	1266	2519	1730	
Td= 1+(0.5/(1+M))	1.45	1.45	1.45	1.45	
Fc= 0.21*Td(1+0.2*X2)	0.78	0.56	0.81	0.65	
Qe= K(F-Fc*Qc)	2103	921	2338	1299	
DFC = Design flow/Capacity = Q/Qe	0.19	0.01	0.22	0.17	

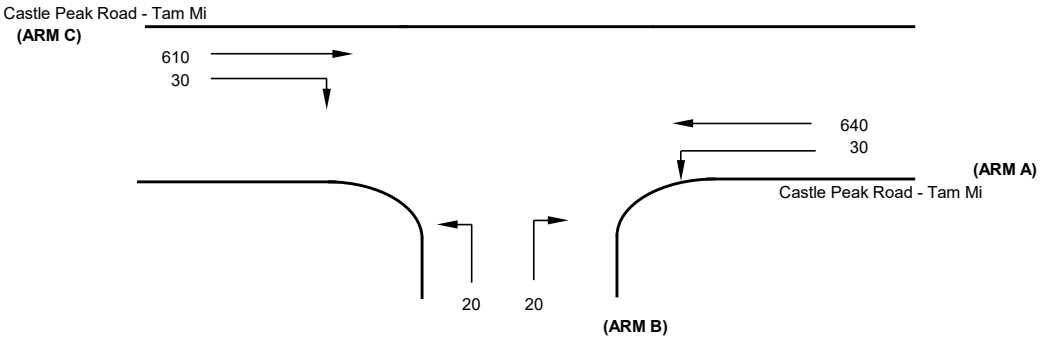
TOTAL ENTRY FLOWS 1330 PCU

CRITICAL DFC 0.22

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J5 - Vehicular Access of RE Site - Reserved School Site & Existing Lot TA427		2034 AM Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	Designed By : MKCN	Checked By : SHSN	Date : Aug 24



Vehicular Access of R(E) Site -Reserved School Site & Existing Lot TA427

J5

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.5	(metres)
W cr	=	3	(metres)
q a-b	=	30	(pcu/hr)
q a-c	=	640	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	50	(metres)
q c-a	=	610	(pcu/hr)
q c-b	=	30	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	20	(pcu/hr)
q b-c	=	20	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.909758
E	=	0.967827
F	=	0.615515
Y	=	0.672250

THE CAPACITY OF MOVEMENT :

Q b-a	=	369
Q b-c	=	567
Q c-b	=	358
Q b-ac	=	447

COMPARISION OF DESIGN FLOW TO CAPACITY :

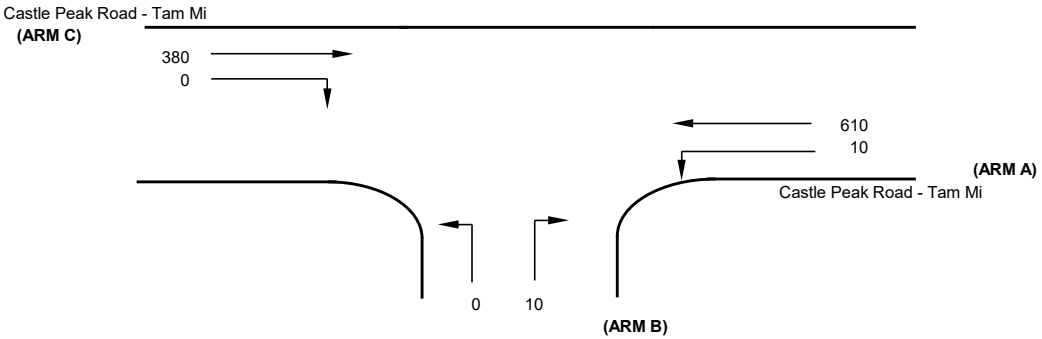
DFC b-a	=	0.05
DFC b-c	=	0.04
DFC c-b	=	0.08
DFC b-ac	=	0.09

CRITICAL DFC = 0.09

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J5 - Vehicular Access of RE Site - Reserved School Site & Existing Lot TA427		2034 PM Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	Designed By : MKCN	Checked By : SHSN	Date : Aug 24



Vehicular Access of R(E) Site -Reserved School Site & Existing Lot TA427

J5

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	9.5	(metres)
W cr	=	3	(metres)
q a-b	=	10	(pcu/hr)
q a-c	=	610	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	50	(metres)
q c-a	=	380	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	4	(metres)
W b-c	=	4	(metres)
Vl b-a	=	50	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	10	(pcu/hr)
q b-c	=	0	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.909758
E	=	0.967827
F	=	0.615515
Y	=	0.672250

THE CAPACITY OF MOVEMENT :

Q b-a	=	419
Q b-c	=	576
Q c-b	=	365
Q b-ac	=	419

CRITICAL DFC = 0.02

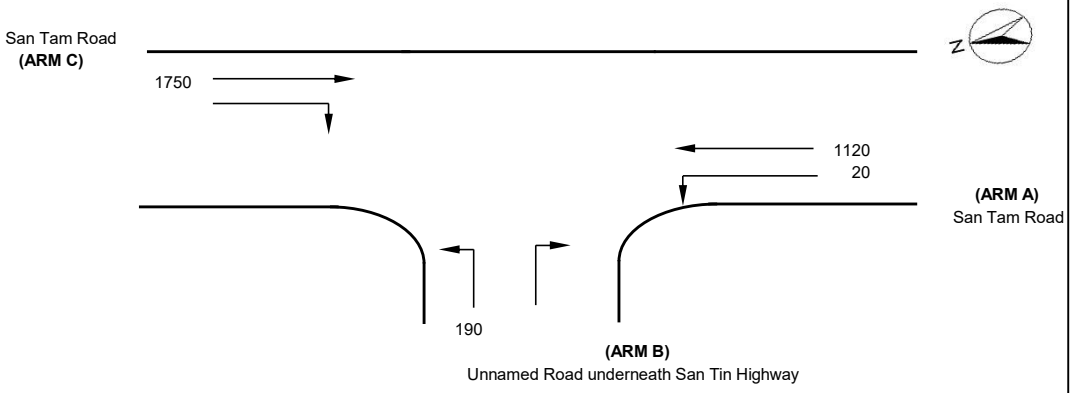
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.02
DFC b-c	=	0.00
DFC c-b	=	0.00
DFC b-ac	=	0.02

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J6 - San Tam Road / Unnamed Rd underneath San Tin Highway	2034 AM Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	Designed By : MKCN	Checked By : SHSN	Date : Aug 24



J6

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.6	(metres)
W cr	=	0	(metres)
q a-b	=	20	(pcu/hr)
q a-c	=	1120	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	1750	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	3.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	190	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.560119
E	=	0.923788
F	=	0.585955
Y	=	0.496300

THE CAPACITY OF MOVEMENT :

Q b-a	=	126
Q b-c	=	500
Q c-b	=	316
Q b-ac	=	500

CRITICAL DFC = 0.38

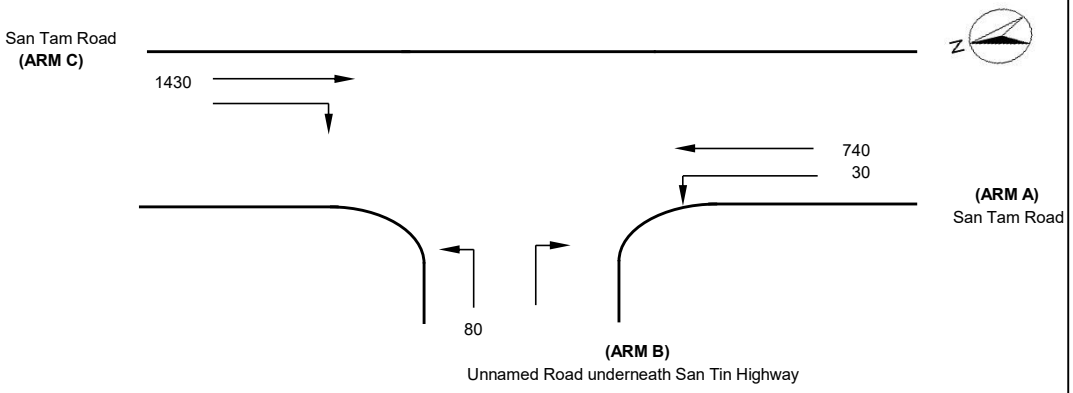
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.38
DFC c-b	=	0.00
DFC b-ac	=	0.38

PRIORITY JUNCTION CAPACITY CALCULATION

AECOM

J6 - San Tam Road / Unnamed Rd underneath San Tin Highway	2034 PM Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	Designed By : MKCN	Checked By : SHSN	Date : Aug 24



J6

NOTES : (GEOMETRIC INPUT DATA)

W	= Major Road Width (6.4 - 20.0)
W cr	= Central Reserve width (1.2 - 9.0, kerbed central reserve only)
W b-a	= Lane width available to vehicle waiting in stream b-a (2.05 - 4.7)
W b-c	= Lane width available to vehicle waiting in stream b-c (2.05 - 4.7)
W c-b	= Lane width available to vehicle waiting in stream c-b (2.05 - 4.7)
Vl b-a	= Visibility to the left for vehicles waiting in stream b-a (22.0 - 250.0)
Vr b-a	= Visibility to the right for vehicles waiting in stream b-a (17.0 - 250.0)
Vr b-c	= Visibilitu to the right for vehicles waiting in stream b-c (17.0 - 250.0)
Vr c-b	= Visibility to the right for vehicles waiting in stream c-b (17.0 - 250.0)
D	= Stream-specific B-A
E	= Stream-specific B-C
F	= Stream-specific C-B
Y	= (1-0.0345W)

GEOMETRIC DETAILS:

MAJOR ROAD (ARM A)

W	=	14.6	(metres)
W cr	=	0	(metres)
q a-b	=	30	(pcu/hr)
q a-c	=	740	(pcu/hr)

MAJOR ROAD (ARM C)

W c-b	=	0	(metres)
Vr c-b	=	0	(metres)
q c-a	=	1430	(pcu/hr)
q c-b	=	0	(pcu/hr)

MINOR ROAD (ARM B)

W b-a	=	0	(metres)
W b-c	=	3.5	(metres)
Vl b-a	=	0	(metres)
Vr b-a	=	50	(metres)
Vr b-c	=	50	(metres)
q b-a	=	0	(pcu/hr)
q b-c	=	80	(pcu/hr)

GEOMETRIC FACTORS :

D	=	0.560119
E	=	0.923788
F	=	0.585955
Y	=	0.496300

THE CAPACITY OF MOVEMENT :

Q b-a	=	184
Q b-c	=	563
Q c-b	=	355
Q b-ac	=	563

CRITICAL DFC = 0.14

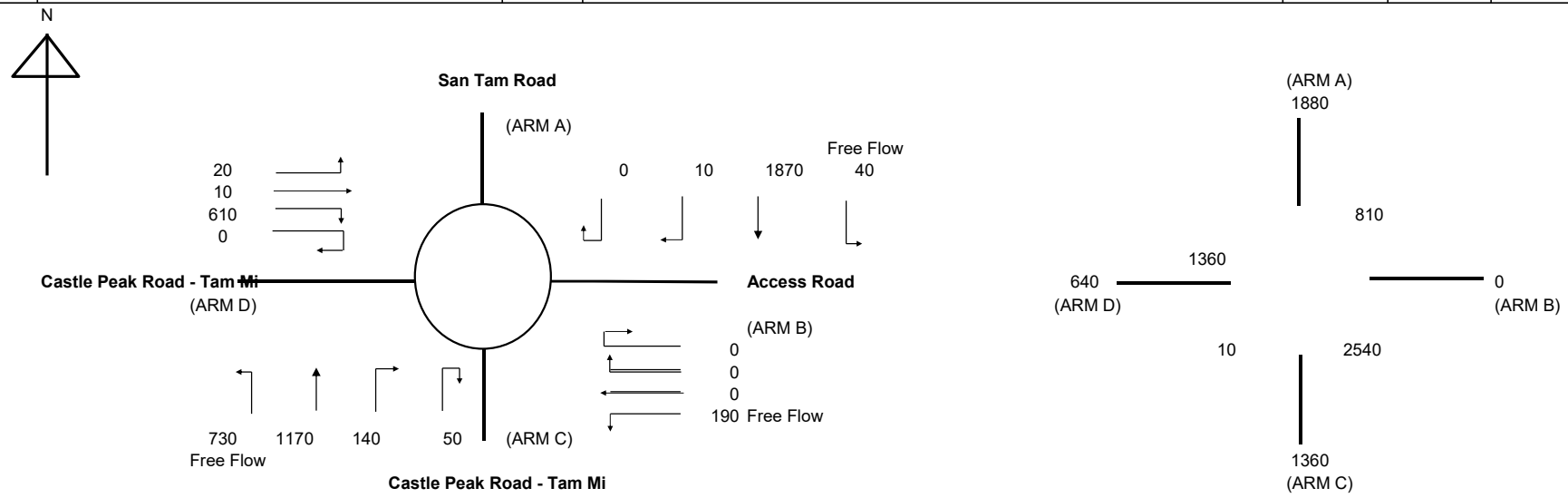
COMPARISION OF DESIGN FLOW TO CAPACITY :

DFC b-a	=	0.00
DFC b-c	=	0.14
DFC c-b	=	0.00
DFC b-ac	=	0.14

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J7 - Castle Peak Road - Tam Mi / San Tam Road	Scenario	2034 AM Design Traffic Flows (With Exclusive LT Lane) - Sensitivity Test (Ngau Tam Mei 5, 6)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	14/Aug/24



ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	10.30	4.00	8.70	4.10	
E = Entry width (m)	10.60	6.50	9.00	8.00	
L = Effective length of flare (m)	13.00	12.00	10.00	16.00	
R = Entry radius (m)	25.00	22.00	21.00	20.00	
D = Inscribed circle diameter (m)	44.00	44.00	44.00	44.00	
A = Entry angle (degree)	35.00	30.00	50.00	30.00	
Q = Entry flow (pcu/h)	1880	0	1360	640	*
Qc= Circulating flow across entry (pcu/h)	810	2540	10	1360	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.04	0.33	0.05	0.39	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.00	0.93	1.00	
X2= V + ((E-V)/(1+2S))	10.58	5.50	8.97	6.29	
M = EXP((D-60)/10)	0.20	0.20	0.20	0.20	
F = 303*X2	3206	1667	2719	1906	
Td= 1+(0.5/(1+M))	1.42	1.42	1.42	1.42	
Fc= 0.21*Td(1+0.2*X2)	0.93	0.62	0.83	0.67	
Qe= K(F-Fc*Qc)	2436	81	2529	993	
DFC = Design flow/Capacity = Q/Qe	0.77	0.00	0.54	0.64	

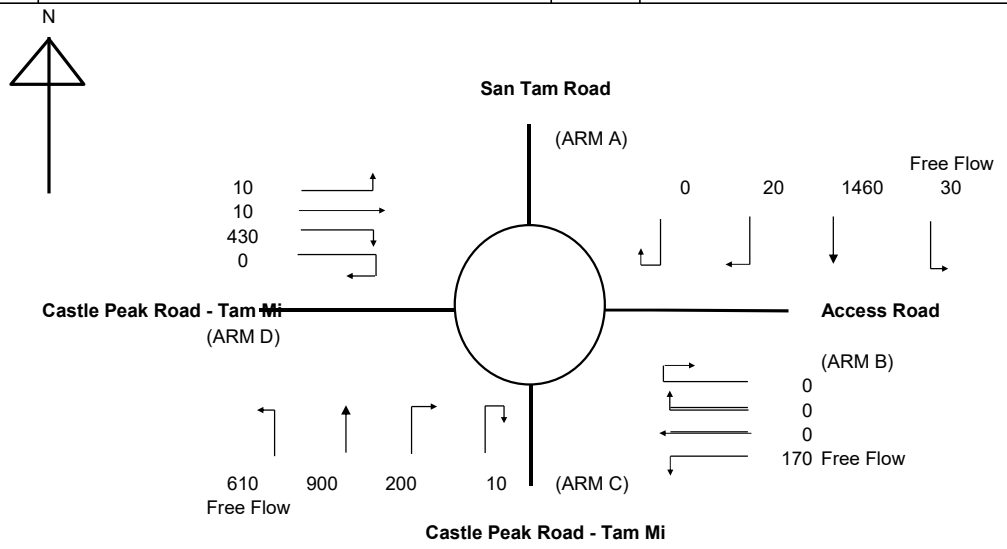
TOTAL ENTRY FLOWS 4840 PCU

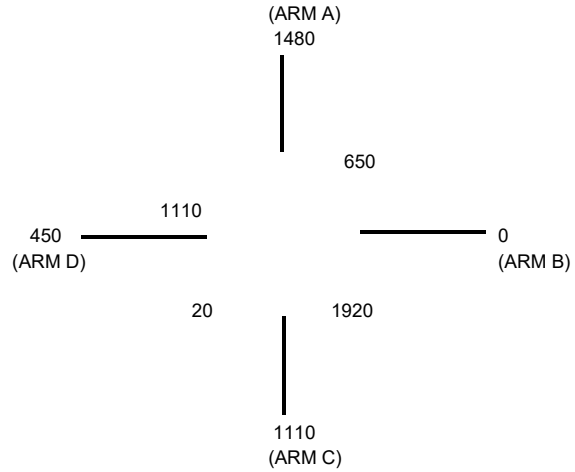
CRITICAL DFC 0.77

ROUNDABOUT CAPACITY CALCULATIO

AECOM

Junction	J7 - Castle Peak Road - Tam Mi / San Tam Road	Scenario	2034 PM Design Traffic Flows (With Exclusive LT Lane) - Sensitivity Test (Ngau Tam Mei 5, 6)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	14/Aug/24





ARM	A	B	C	D	
INPUT PARAMETERS:					
V = Approach half width (m)	10.30	4.00	8.70	4.10	
E = Entry width (m)	10.60	6.50	9.00	8.00	
L = Effective length of flare (m)	13.00	12.00	10.00	16.00	
R = Entry radius (m)	25.00	22.00	21.00	20.00	
D = Inscribed circle diameter (m)	44.00	44.00	44.00	44.00	
A = Entry angle (degree)	35.00	30.00	50.00	30.00	
Q = Entry flow (pcu/h)	1480	0	1110	450	*
Qc= Circulating flow across entry (pcu/h)	650	1920	20	1110	*
OUTPUT PARAMETERS:					
S = Sharpness of flare = 1.6(E-V)/L	0.04	0.33	0.05	0.39	
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.00	0.93	1.00	
X2= V + ((E-V)/(1+2S))	10.58	5.50	8.97	6.29	
M = EXP((D-60)/10)	0.20	0.20	0.20	0.20	
F = 303*X2	3206	1667	2719	1906	
Td= 1+(0.5/(1+M))	1.42	1.42	1.42	1.42	
Fc= 0.21*Td(1+0.2*X2)	0.93	0.62	0.83	0.67	
Qe= K(F-Fc*Qc)	2584	470	2521	1161	
DFC = Design flow/Capacity = Q/Qe	0.57	0.00	0.44	0.39	

TOTAL ENTRY FLOWS 3850 PCU

CRITICAL DFC 0.57

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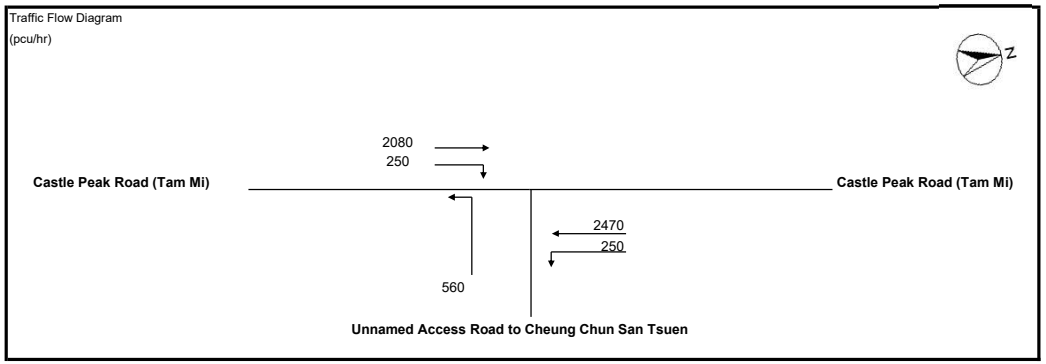
JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Castle Peak Road / Unnamed Access Road to Cheung Chun San Tsu	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

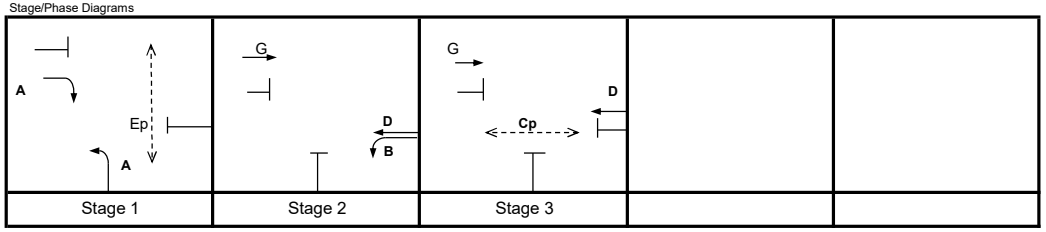
J8

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	3	
Cycle time		C =	120	sec
Sum(y)		Y =	0.729	
Lost time		L =	9	sec
Total Flow		=	16,495	pcu
Optimum Cycle C_o	= (1.5×L+5)/(1-Y)	=	68	sec
Min. Cycle Time C_m	= L/(1-Y)	=	33	sec
Y_{ult}	= 0.9-0.0075×L	=	0.833	
$R.C._{ult}$	= $(Y_{ult}-Y)/Yx100\%$	=	14.1	%
Practical Cycle Time C_p	= 0.9×L/(0.9-Y)	=	47	sec
Y_{max}	= 1-L/C	=	0.925	

Stage/Phase Diagrams



I/G = 5 I/G = 6 I/G =

Critical Case : A,D

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 14%

'M

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↓	A	1	3.500	1		12.5	0	0		0		2105			250	250		100%	1879	0.133	
→	G	2,3	3.500	2				1		0		4070		2080		2080			4070	0.511	
↰	A	1	3.650	2	20			1		0		4100	560			560	100%		3814	0.147	0.147
↰	B	2	3.650	1	15			1		0		1980	250			250	100%		1800	0.139	
←	D	2,3	3.650	2				0		0		4240		2470		2470			4240	0.583	0.583

Pedestrian Crossing			GM		FGM				
	Cp	3	min.	11	+	21	=	32	sec
	Ep	1	min.	11	+	10	=	21	sec

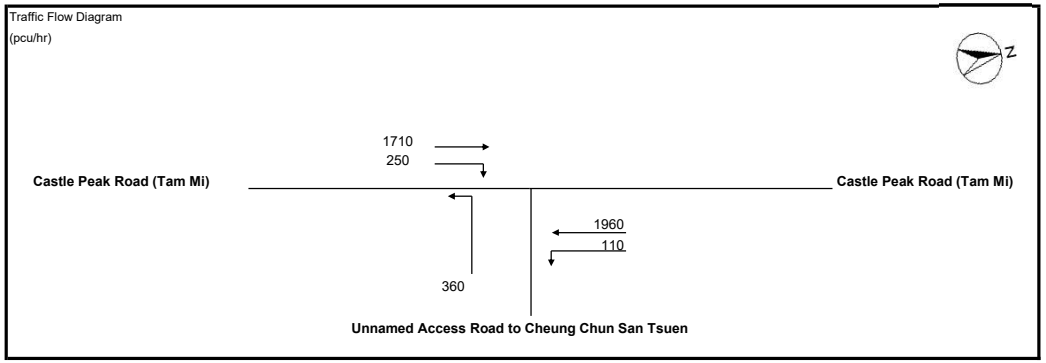
JUNCTION CAPACITY CALCULATION

AECOM

Junction J8 - Castle Peak Road / Unnamed Access Road to Cheung Chun San Tsu	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

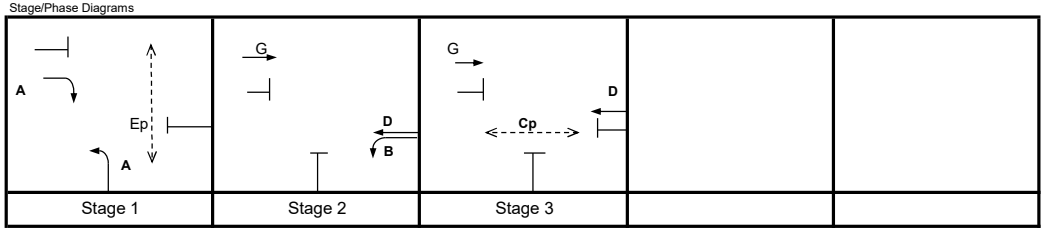
J8

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	3	
Cycle time		C =	120	sec
Sum(y)		Y =	0.595	
Lost time		L =	9	sec
Total Flow		=	16,495	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	46	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	22	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.833	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	39.8	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	27	sec
Y_{max}	$= 1-L/C$	=	0.925	

Stage/Phase Diagrams



I/G = 5 I/G = 6 I/G =

Critical Case : A,D

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 40%

M

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↓	A	1	3.500	1		12.5	0	0		0		2105			250	250		100%	1879	0.133	0.133
→	G	2,3	3.500	2				1		0		4070		1710		1710			4070	0.420	
↰	A	1	3.650	2	20			1		0		4100	360			360	100%		3814	0.094	
↰	B	2	3.650	1	15			1		0		1980	110			110	100%		1800	0.061	
←	D	2,3	3.650	2				0		0		4240		1960		1960			4240	0.462	0.462

Pedestrian Crossing			GM		FGM				
	Cp	3	min.	11	+	21	=	32	sec
	Ep	1	min.	11	+	10	=	21	sec

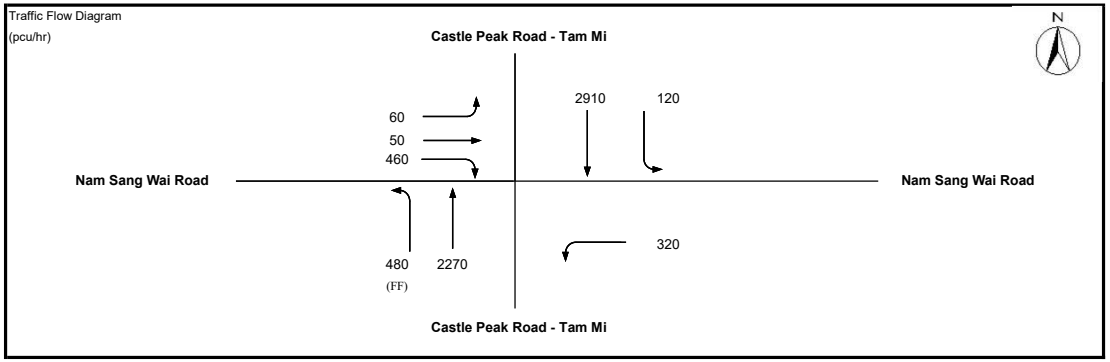
JUNCTION CAPACITY CALCULATION

AECOM

Junction J9 - Castle Peak Road - Tam Mi / Nam Sang Wai Road	2034 AM Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 23

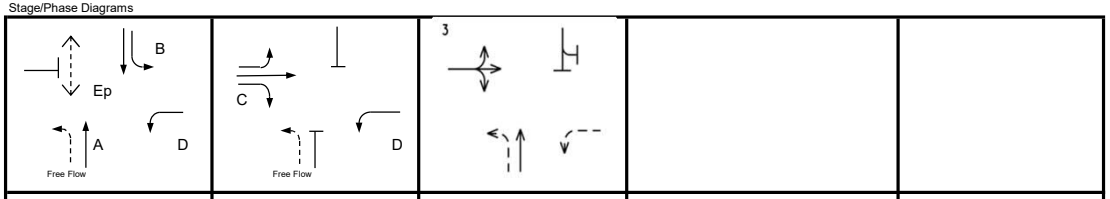
J9

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.696	
Lost time		L =	10	sec
Total Flow		=	16,420	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	66	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	33	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.825	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	18.5	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	44	sec
Y_{max}	$= 1-L/C$	=	0.917	

Stage/Phase Diagrams



Stage 1	Stage 2	(Demand Dependent)		
I/G = 6	I/G = 6			

Critical Case : A,C

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\% =$ 19%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	ADJ. SAT. FLOW	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*	EFFECTIVE GREEN g=y/Yx(C-L) (sec)	ACTUAL GREEN G (sec)	DEGREE OF SATURATION X	Average Queue N
↑	A	1	3.750	2				1		0		4120	4120		2270		2270			4120	0.551	0.551	87	86	0.000	10
↓	B	1	3.400	1	35			1		0	-300	1955	1655	120	734		854	14%		1645	0.519		82	86	0.000	8
↓	B	1	3.400	2				0		0		4190	4190		2176		2176			4190	0.519		82	86	0.000	10
↰	D	1,2	6.300	1	18			1		0		2245	2245	320			320	100%		2072	0.154		24	120	0.000	0
↕	C	2	4.200	1	10	25	0	1		0		2035	2035	60	50	166	276	22%	60%	1904	0.145	0.145	23	22	0.000	7
↳	C	2	4.200	1		20	0	0		0		2175	2175			294	294		100%	2023	0.145		23	22	0.000	8
Pedestrian Crossing				GM		FGM																				
	Ep	1	min.	7	+	14	=	21	sec																	

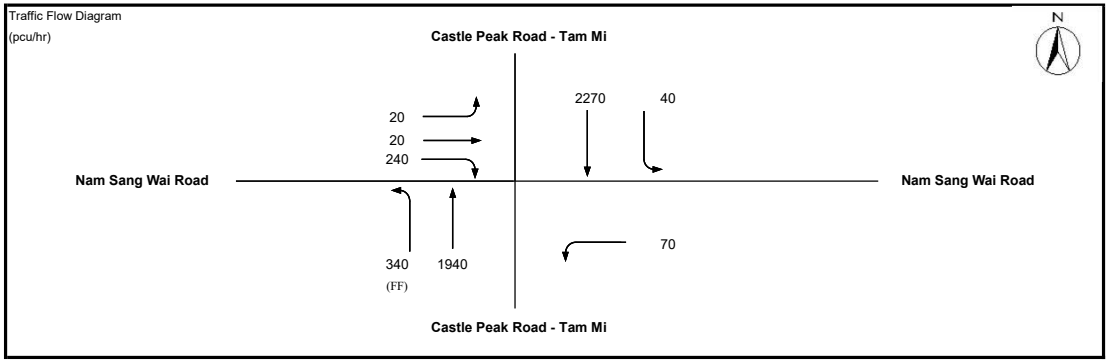
JUNCTION CAPACITY CALCULATION

AECOM

Junction J9 - Castle Peak Road - Tam Mi / Nam Sang Wai Road	2034 PM Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 23

J9

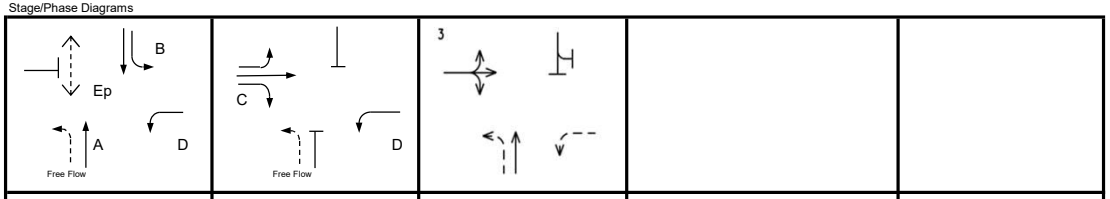
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	2	
Cycle time	C =	120	sec
Sum(y)	Y =	0.542	
Lost time	L =	10	sec
Total Flow	=	16,420	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	44	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	22	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.825	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	52.2	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	25	sec
Y_{max}	$= 1-L/C$	=	0.917	

Stage/Phase Diagrams



Stage 1	Stage 2	(Demand Dependent)		
I/G = 6	I/G = 6			

Critical Case : A,C

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 52%

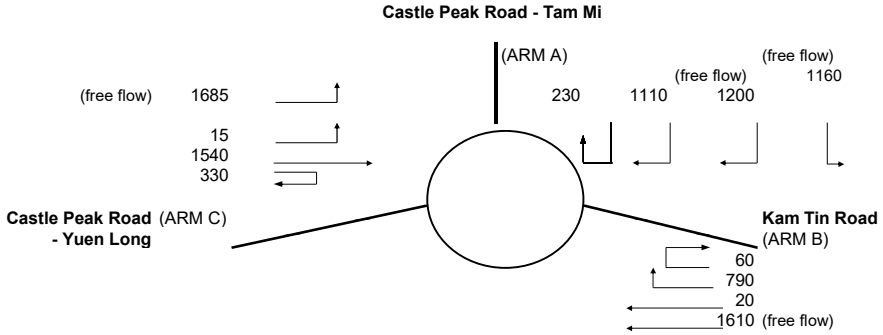
M

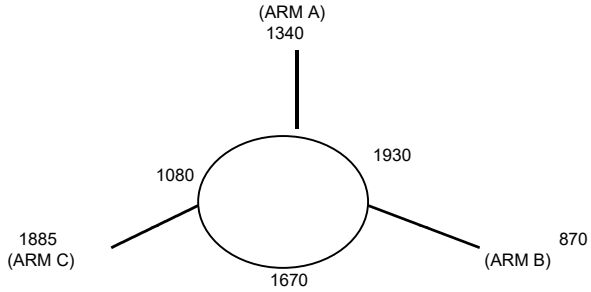
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	ADJ. SAT. FLOW	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*	EFFECTIVE GREEN g=y/Yx(C-L) (sec)	ACTUAL GREEN G (sec)	DEGREE OF SATURATION X	Average Queue N
↑	A	1	3.750	2				1		0		4120	4120		1940		1940			4120	0.471	0.471	96	95	0.000	7
↓	B	1	3.400	1	35			1		0	-300	1955	1655	40	613		653	6%		1651	0.396		80	95	0.000	4
↓	B	1	3.400	2				0		0		4190	4190		1657		1657			4190	0.396		80	95	0.000	6
↰	D	1,2	6.300	1	18			1		0		2245	2245	70			70	100%		2072	0.034		7	120	0.000	0
↕	C	2	4.200	1	10	25	0	1		0		2035	2035	20	20	96	136	15%	71%	1912	0.071	0.071	14	13	0.000	4
↓	C	2	4.200	1		20	0	0		0		2175	2175			144	144		100%	2023	0.071		14	13	0.000	4
Pedestrian Crossing				GM		FGM																				
	Ep	1	min.	7	+	14	=	21	sec																	

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	25.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	1340	870	1885
Qc= Circulating flow across entry (pcu/h)	1930	1670	1080
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.72
Qe= K(F-Fc*Qc)	1641	1261	2219
DFC = Design flow/Capacity = Q/Qe	0.82	0.69	0.85

TOTAL ENTRY FLOWS = 6615 PCU

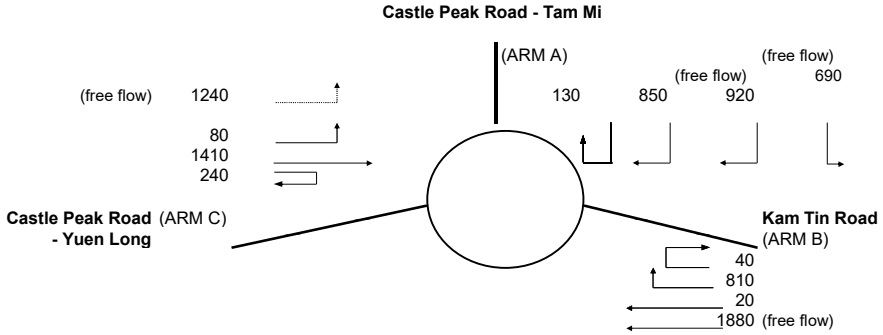
CRITICAL DFC = 0.85

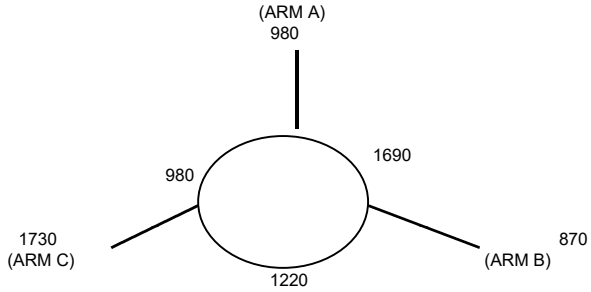
Filename : J10 - Au Tau Interchange.xlsx / DesAB_Sen_AM_NTM_IMP

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	25.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	980	870	1730
Qc= Circulating flow across entry (pcu/h)	1690	1220	980
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.72
Qe= K(F-Fc*Qc)	1830	1565	2297
DFC = Design flow/Capacity = Q/Qe	0.54	0.56	0.75

TOTAL ENTRY FLOWS = 6210 PCU

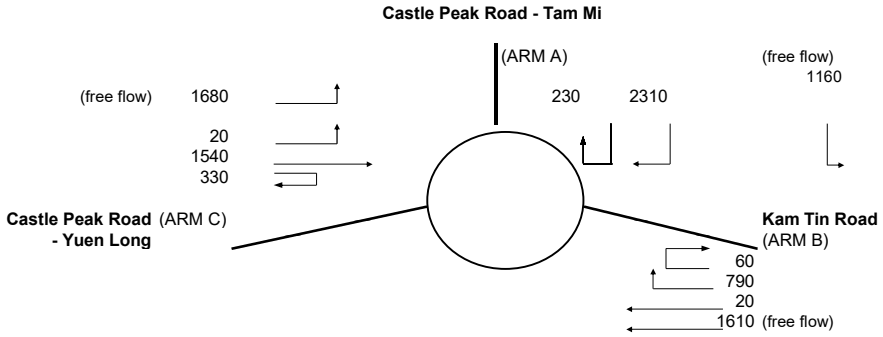
CRITICAL DFC = 0.75

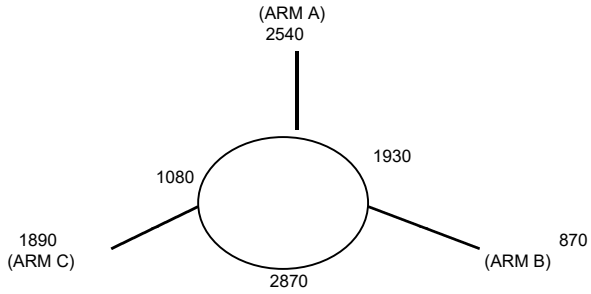
Filename : J10 - Au Tau Interchange.xlsx / DesAB_Sen_PM_NTM_IMP

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	25.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	2540	870	1890
Qc= Circulating flow across entry (pcu/h)	1930	2870	1080
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.72
Qe= K(F-Fc*Qc)	1641	452	2219
DFC = Design flow/Capacity = Q/Qe	1.55	1.92	0.85

TOTAL ENTRY FLOWS = 6620 PCU

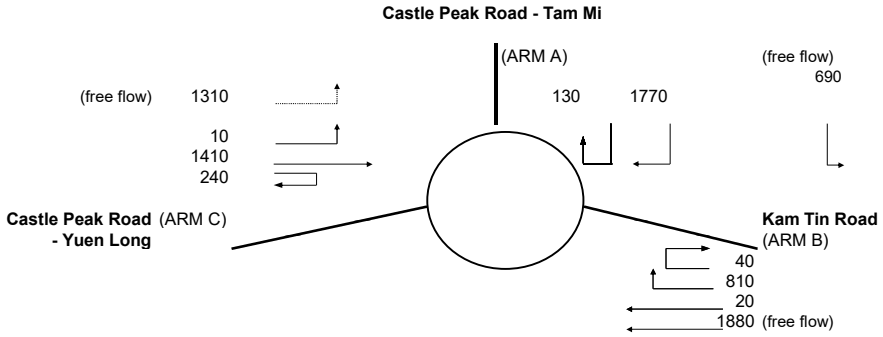
CRITICAL DFC = 1.92

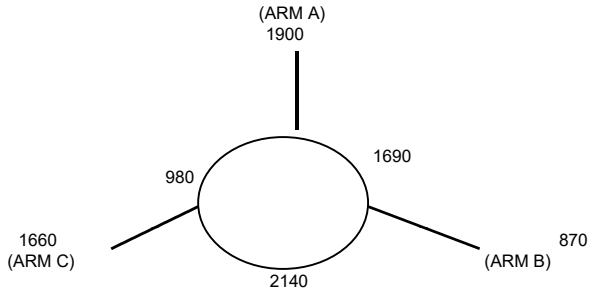
Filename : J10 - Au Tau Interchange.xlsx / DesAB_Sen_AM_NTM (wo FO)

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J10 - Au Tau Interchange	Scenario	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C
INPUT PARAMETERS:			
V = Approach half width (m)	7.30	7.00	7.30
E = Entry width (m)	11.00	7.00	9.70
L = Effective length of flare (m)	25.00	1.00	50.00
R = Entry radius (m)	45.00	100.00	100.00
D = Inscribed circle diameter (m)	65.00	65.00	65.00
A = Entry angle (degree)	20.00	5.00	20.00
Q = Entry flow (pcu/h)	1900	870	1660
Qc= Circulating flow across entry (pcu/h)	1690	2140	980
OUTPUT PARAMETERS:			
S = Sharpness of flare = 1.6(E-V)/L	0.24	0.00	0.08
K = 1-0.00347(A-30)-0.978(1/R-0.05)	1.06	1.13	1.07
X2= V + ((E-V)/(1+2S))	9.81	7.00	9.38
M = EXP((D-60)/10)	1.65	1.65	1.65
F = 303*X2	2973	2121	2842
Td= 1+(0.5/(1+M))	1.19	1.19	1.19
Fc= 0.21*Td(1+0.2*X2)	0.74	0.60	0.72
Qe= K(F-Fc*Qc)	1830	944	2297
DFC = Design flow/Capacity = Q/Qe	1.04	0.92	0.72

TOTAL ENTRY FLOWS = 6140 PCU

CRITICAL DFC = 1.04

Filename : J10 - Au Tau Interchange.xlsx / DesAB_Sen_PM_NTM (wo FO)

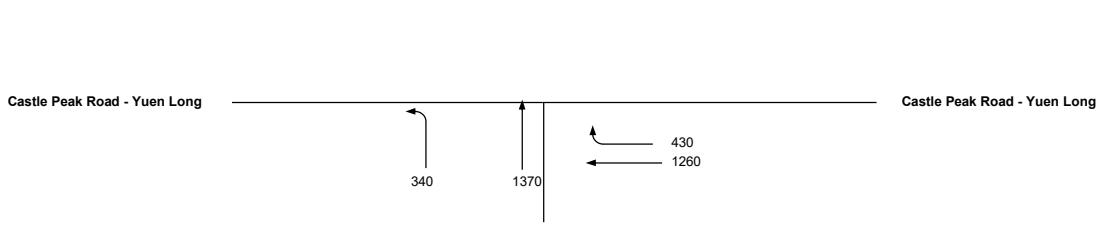
JUNCTION CAPACITY CALCULATION

AECOM

Junction J11 - Pok Oi Interchange (Yuen Long Highway NB Slip Road)	2034 AM Design Trafic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	DESIGN: 0	CHECK: 0	JOB NO:	DATE: Nov 20

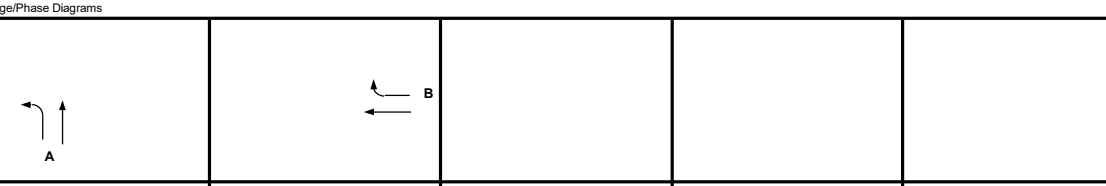
J11

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.764	
Lost time		L =	8	sec
Total Flow		=	9,020	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	72	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	34	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.840	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	9.9	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	53	sec
Y_{max}	$= 1-L/C$	=	0.933	

Stage/Phase Diagrams



Critical Case : A,B

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\% =$ 10%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↰	A	1	5.000	1	25			0		0		2255	340	505		845	40%		2202	0.384	
↑	A	1	5.000	1				0		0		2255		865		865			2255	0.384	0.384
↑	B	2	5.000	1				0		0		2255		858		858			2255	0.380	0.380
↱	B	2	5.000	1		25	0	0		0		2255		402	430	832		52%	2187	0.380	

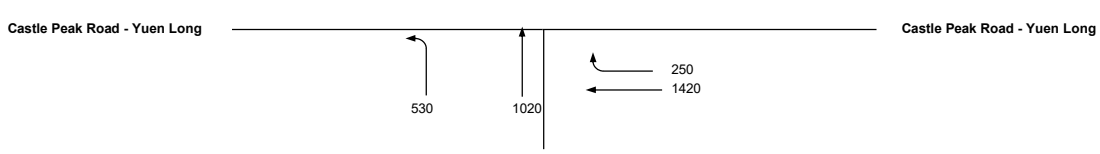
JUNCTION CAPACITY CALCULATION

AECOM

Junction J11 - Pok Oi Interchange (Yuen Long Highway NB Slip Road)	2034 PM Design Trafic Flows - Sensitivity Test (NSW/7)	DESIGN: 0	CHECK: 0	JOB NO:	DATE: Nov 20

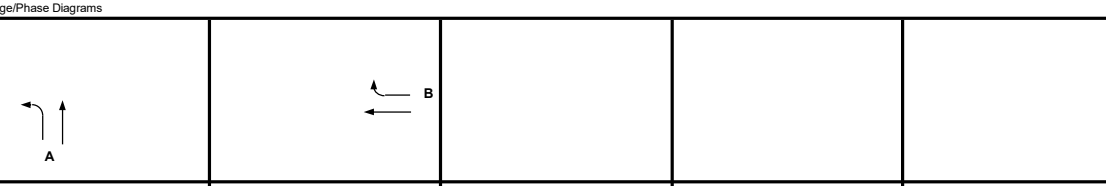
J11

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.724	
Lost time		L =	8	sec
Total Flow		=	9,020	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	62	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	29	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.840	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	16.0	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	41	sec
Y_{max}	$= 1-L/C$	=	0.933	

Stage/Phase Diagrams



Critical Case : A,B

R.C.(C) $= (0.9xY_{max}-Y)/Yx100\%$ = 16%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
↰	A	1	5.000	1	25			0		0		2255	530	229		759	70%		2164	0.351	0.351
↑	A	1	5.000	1				0		0		2255		791		791			2255	0.351	
↑	B	2	5.000	1				0		0		2255		843		843			2255	0.374	0.374
↱	B	2	5.000	1		25	0	0		0		2255		578	250	828		30%	2215	0.374	

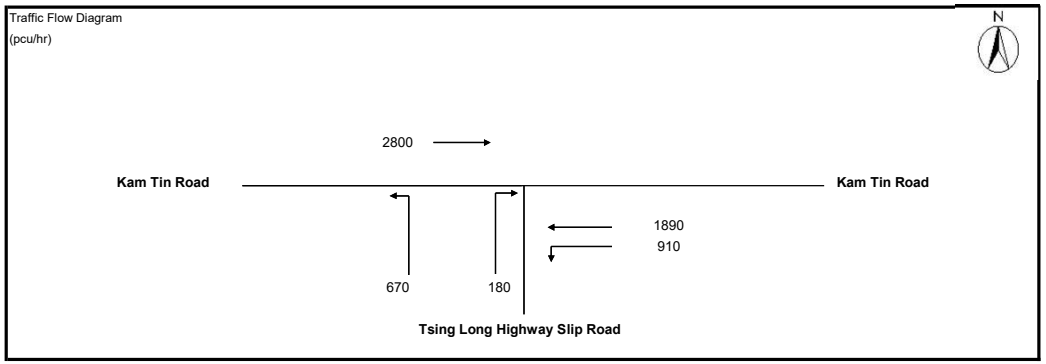
JUNCTION CAPACITY CALCULATION

AECOM

Junction J12 - Kam Tin Road / Tsing Long Highway Slip Road	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

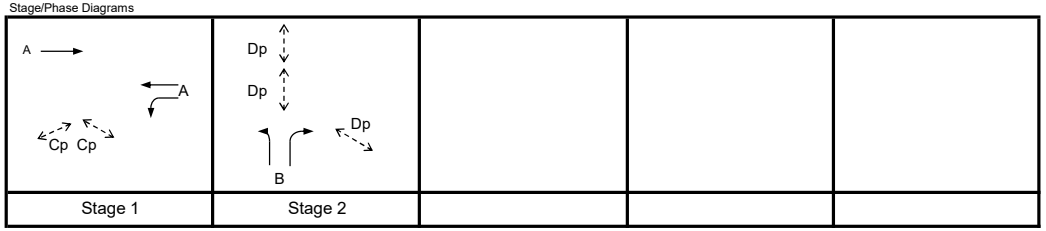
J12

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.647	
Lost time		L =	11	sec
Total Flow		=	20,960	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	61	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	31	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.818	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	26.4	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	39	sec
Y_{max}	$= 1-L/C$	=	0.908	

Stage/Phase Diagrams



I/G = 8 I/G = 5

Critical Case : A,B

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 26%

).xlsm]

'M

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	A	1	3.650	3				1		0		6220		2800		2800			6220	0.450	
←	A	1	3.600	2				0		0	190	4230		1890		1890			4420	0.428	
↰	A	1	3.650	1	50			1		0		1980	910			910	100%		1922	0.473	0.473
↰	B	2	3.650	2	25			1		0		4100	670			670	100%		3868	0.173	0.173
↱	B	2	3.650	2		40	0	0		0		4240			180	180		100%	4087	0.044	
Pedestrian Crossing				GM		FGM															
	Cp	1	min.	5	+	7	=	12	sec												
	Dp	2	min.	5	+	10	=	15	sec												

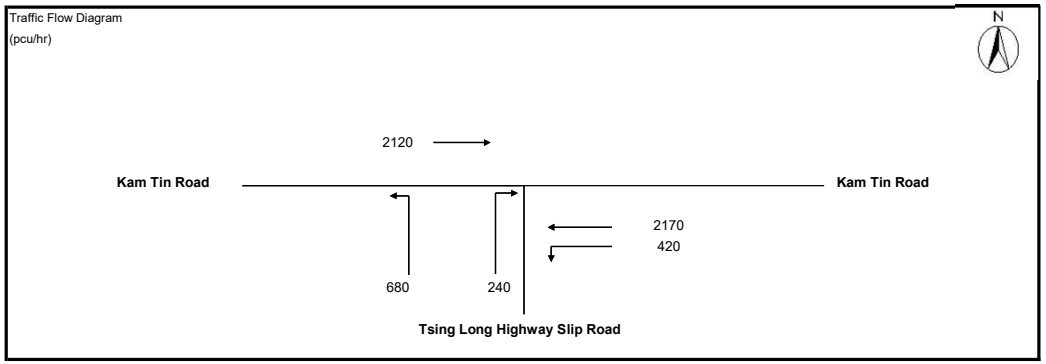
JUNCTION CAPACITY CALCULATION

AECOM

Junction J12 - Kam Tin Road / Tsing Long Highway Slip Road	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

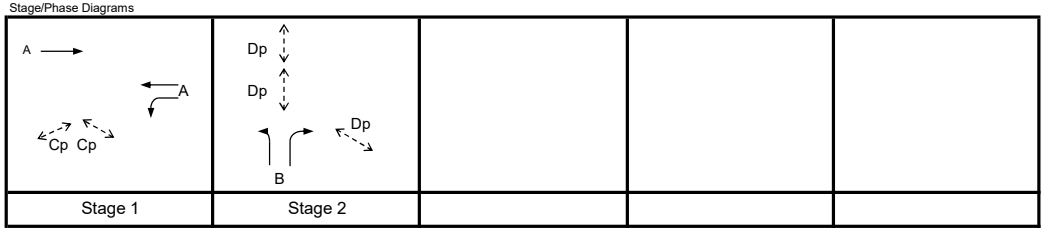
J12

Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle		N =	2	
Cycle time		C =	120	sec
Sum(y)		Y =	0.667	
Lost time		L =	11	sec
Total Flow		=	20,960	pcu
Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	65	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	33	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.818	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	22.6	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	42	sec
Y_{max}	$= 1-L/C$	=	0.908	

Stage/Phase Diagrams



I/G = 8 I/G = 5

Critical Case : A,B

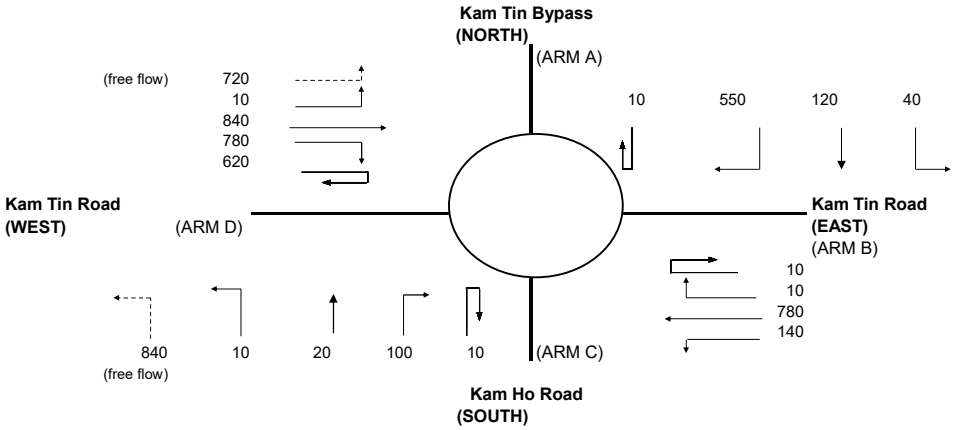
R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 23%

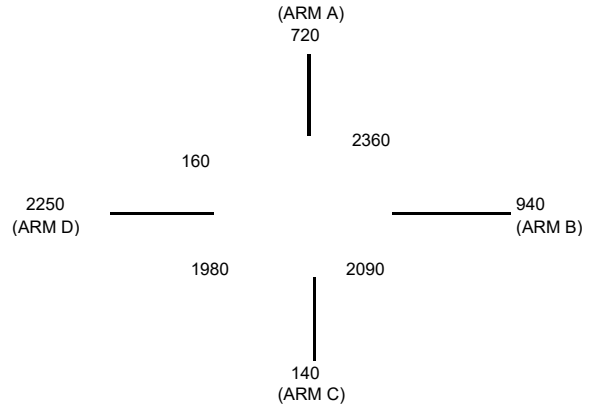
MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
→	A	1	3.650	3				1		0		6220		2120		2120			6220	0.341	
←	A	1	3.600	2				0		0	190	4230		2170		2170			4420	0.491	0.491
↰	A	1	3.650	1	50			1		0		1980	420			420	100%		1922	0.218	
↰	B	2	3.650	2	25			1		0		4100	680			680	100%		3868	0.176	0.176
↱	B	2	3.650	2		40	0	0		0		4240			240	240		100%	4087	0.059	
Pedestrian Crossing				GM		FGM															
	Cp	1	min.	5	+	7	=	12	sec												
	Dp	2	min.	5	+	10	=	15	sec												

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J13 - Kam Tin Road / Kam Tin Bypass / Kam Ho Road	Scenario	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.50	7.30	9.00	7.30
E = Entry width (m)	11.00	10.00	10.00	11.00
L = Effective length of flare (m)	15.00	12.00	1.00	13.00
R = Entry radius (m)	42.50	70.00	20.00	42.50
D = Inscribed circle diameter (m)	88.00	88.00	88.00	88.00
A = Entry angle (degree)	39.00	30.00	37.50	29.00
Q = Entry flow (pcu/h)	720	940	140	2250
Qc= Circulating flow across entry (pcu/h)	2360	2090	1980	160
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.36	1.60	0.46
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.03	0.97	1.03
X2= V + ((E-V)/(1+2S))	8.80	8.87	9.24	9.24
M = EXP((D-60)/10)	16.44	16.44	16.44	16.44
F = 303*X2	2665	2688	2799	2799
Td= 1+(0.5/(1+M))	1.03	1.03	1.03	1.03
Fc= 0.21*Td(1+0.2*X2)	0.60	0.60	0.62	0.62
Qe= K(F-Fc*Qc)	1252	1485	1540	2779
DFC = Design flow/Capacity = Q/Qe	0.58	0.63	0.09	0.81

TOTAL ENTRY FLOWS = 4770 PCU

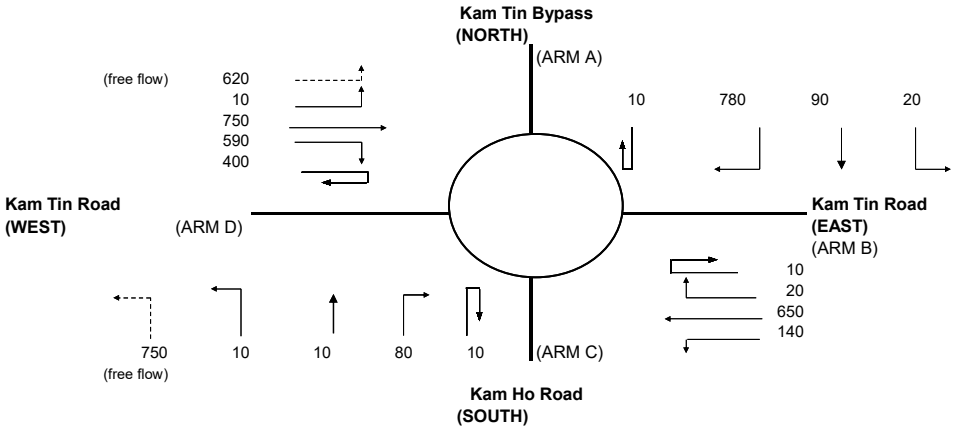
CRITICAL DFC = 0.81

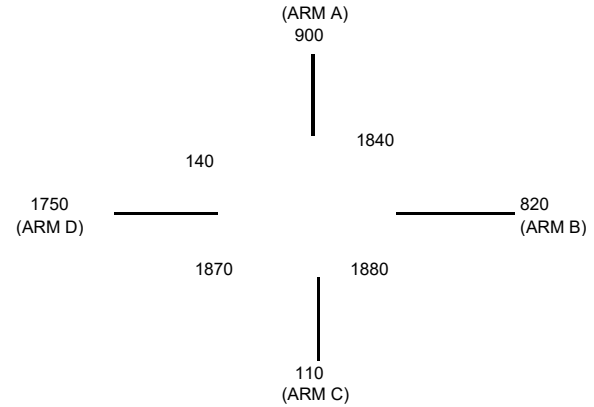
Filename : J13 - Kam Tin Road-Kam Tin Bypass-Kam Ho Road.xlsx / DesAB_Sen_AM_NTM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	J13 - Kam Tin Road / Kam Tin Bypass / Kam Ho Road	Scenario	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test (Ngau Tam Mei 5, 6)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C	D
INPUT PARAMETERS:				
V = Approach half width (m)	6.50	7.30	9.00	7.30
E = Entry width (m)	11.00	10.00	10.00	11.00
L = Effective length of flare (m)	15.00	12.00	1.00	13.00
R = Entry radius (m)	42.50	70.00	20.00	42.50
D = Inscribed circle diameter (m)	88.00	88.00	88.00	88.00
A = Entry angle (degree)	39.00	30.00	37.50	29.00
Q = Entry flow (pcu/h)	900	820	110	1750
Qc= Circulating flow across entry (pcu/h)	1840	1880	1870	140
OUTPUT PARAMETERS:				
S = Sharpness of flare = 1.6(E-V)/L	0.48	0.36	1.60	0.46
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.99	1.03	0.97	1.03
X2= V + ((E-V)/(1+2S))	8.80	8.87	9.24	9.24
M = EXP((D-60)/10)	16.44	16.44	16.44	16.44
F = 303*X2	2665	2688	2799	2799
Td= 1+(0.5/(1+M))	1.03	1.03	1.03	1.03
Fc= 0.21*Td(1+0.2*X2)	0.60	0.60	0.62	0.62
Qe= K(F-Fc*Qc)	1560	1616	1606	2792
DFC = Design flow/Capacity = Q/Qe	0.58	0.51	0.07	0.63

TOTAL ENTRY FLOWS = 4200 PCU

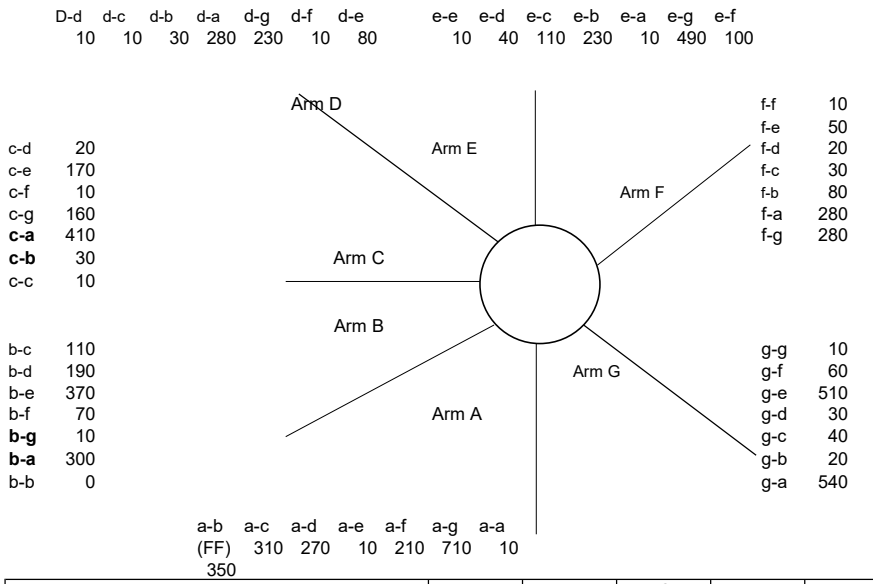
CRITICAL DFC = 0.63

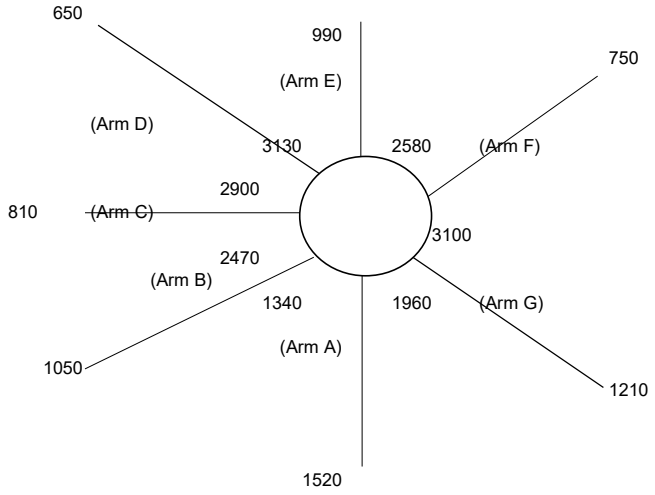
Filename : J13 - Kam Tin Road-Kam Tin Bypass-Kam Ho Road.xlsx / DesAB_Sen_PM_NTM

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2034 AM Design Traffic Flows - Sensitivity Test with Improvement (Ngau Tam Mei 5, 6)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	6.50	7.00	7.30	7.30	7.30	7.30
E = Entry width (m)	10.30	11.00	11.00	12.00	12.00	11.00	12.00
L = Effective length of flare (m)	20.00	22.00	17.00	36.00	18.00	23.00	27.00
R = Entry radius (m)	25.00	25.00	25.00	30.00	45.00	25.00	25.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	40.00	35.00	35.00	25.00	30.00	35.00	45.00
Q = Entry flow (pcu/h)	1520	1050	810	650	990	750	1210
Qc= Circulating flow across entry (pcu/h)	1340	2470	2900	3130	2580	3100	1960
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.34	0.33	0.38	0.21	0.42	0.26	0.28
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.98	0.99	0.99	1.03	1.03	0.99	0.96
X2= V + ((E-V)/(1+2S))	8.55	9.22	9.28	10.62	9.86	9.74	10.32
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2590	2794	2812	3216	2988	2952	3127
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.57	0.60	0.60	0.66	0.62	0.62	0.64
Qe= K(F-Fc*Qc)	1782	1308	1064	1202	1415	1024	1786
DFC = Design flow/Capacity = Q/Qe	0.85	0.80	0.76	0.54	0.70	0.73	0.68

TOTAL ENTRY FLOWS = 6980 PCU

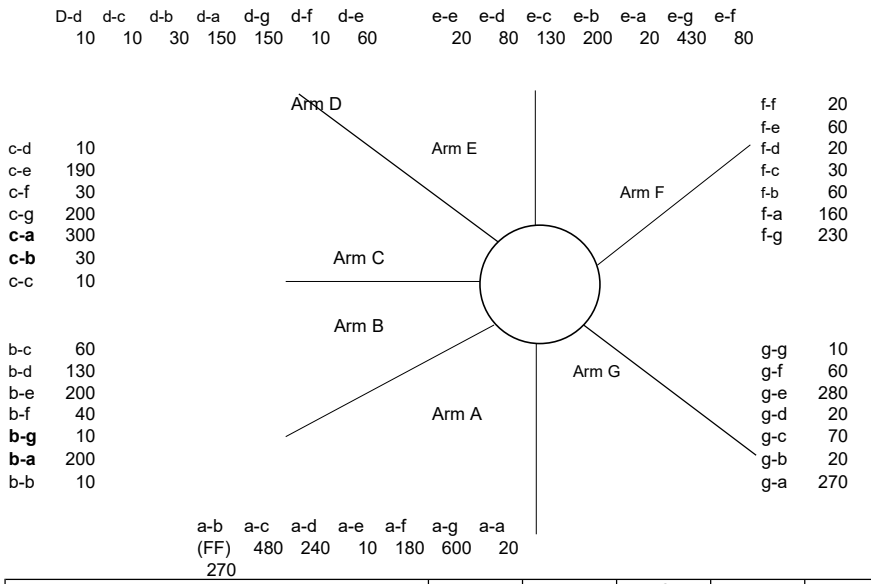
CRITICAL DFC = 0.85

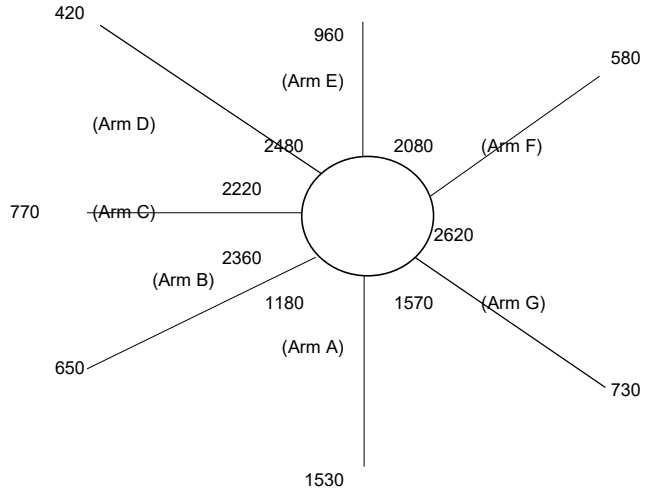
Filename : J14 - Fairview Roundabout (Arm B Adjusted)_V1.xls / DesAB_Sen_AM_NTM_r2

ROUNDABOUT CAPACITY CALCULATION

AECOM

Junction	Junction J14 - Fairview Roundabout	cenar	2034 PM Design Traffic Flows - Sensitivity Test with Improvement (Ngau Tam Mei 5, 6)	Project No.	Prepared By	Checked By	Date
				-	MKCN	SHSN	Aug 2024





ARM	A	B	C	D	E	F	G
INPUT PARAMETERS:							
V = Approach half width (m)	6.00	6.50	7.00	7.30	7.30	7.30	7.30
E = Entry width (m)	10.30	11.00	11.00	12.00	12.00	11.00	12.00
L = Effective length of flare (m)	20.00	22.00	17.00	36.00	18.00	23.00	27.00
R = Entry radius (m)	25.00	25.00	25.00	30.00	45.00	25.00	25.00
D = Inscribed circle diameter (m)	140.00	140.00	140.00	140.00	140.00	140.00	140.00
A = Entry angle (degree)	40.00	35.00	35.00	25.00	30.00	35.00	45.00
Q = Entry flow (pcu/h)	1530	650	770	420	960	580	730
Qc= Circulating flow across entry (pcu/h)	1180	2360	2220	2480	2080	2620	1570
OUTPUT PARAMETERS:							
S = Sharpness of flare = 1.6(E-V)/L	0.34	0.33	0.38	0.21	0.42	0.26	0.28
K = 1-0.00347(A-30)-0.978(1/R-0.05)	0.98	0.99	0.99	1.03	1.03	0.99	0.96
X2= V + ((E-V)/(1+2S))	8.55	9.22	9.28	10.62	9.86	9.74	10.32
M = EXP((D-60)/10)	2981	2981	2981	2981	2981	2981	2981
F = 303*X2	2590	2794	2812	3216	2988	2952	3127
Td= 1+(0.5/(1+M))	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fc= 0.21*Td(1+0.2*X2)	0.57	0.60	0.60	0.66	0.62	0.62	0.64
Qe= K(F-Fc*Qc)	1871	1373	1469	1643	1735	1319	2027
DFC = Design flow/Capacity = Q/Qe	0.82	0.47	0.52	0.26	0.55	0.44	0.36

TOTAL ENTRY FLOWS = 5640 PCU

CRITICAL DFC = 0.82

Filename : J14 - Fairview Roundabout (Arm B Adjusted)_V1.xls / DesAB_Sen_PM_NTM_r2

JUNCTION CAPACITY CALCULATION

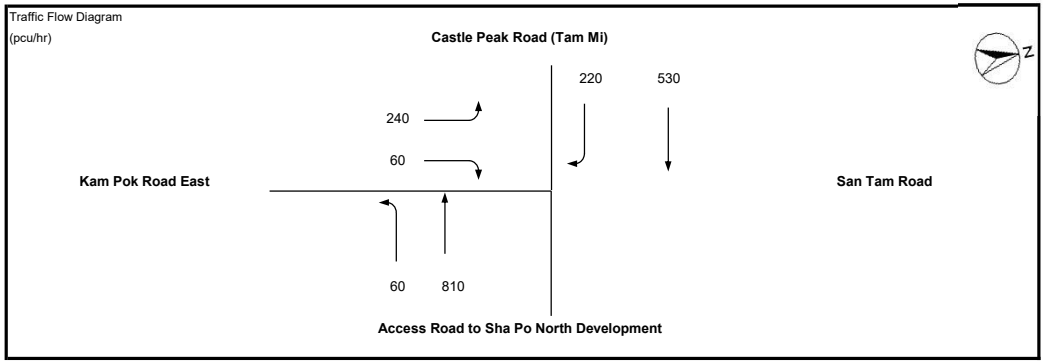
AECOM

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2034 AM Peak Hour Design Traffic Flows - Sensitivity Test with improvement (Ngau Tam Mei 5, 6)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

Traffic Flow Diagram

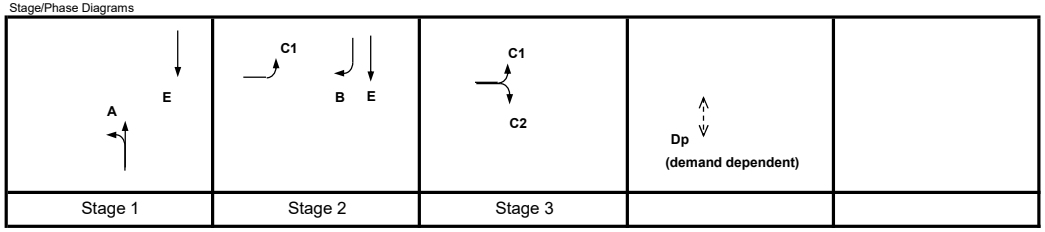
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	100	sec
Sum(y)	Y =	0.554	
Lost time	L =	19	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	75	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	43	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.758	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	36.7	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	49	sec
Y_{max}	= 1-L/C	=	0.810	

Stage/Phase Diagrams



Critical Case : A,B,C2

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 32%

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	25			1		0		1965	60	810		870	7%		1957	0.445	0.445
	E	1,2	3.400	1				1		0		1955		530		530			1955	0.271	
	B	2	3.500	1		30	0	0		0		2105			220	220		100%	2005	0.110	0.110
	C1	2,3	3.400	1	25			1		0		1955	240			240	100%		1844	0.130	
	C2	3	3.400	1		30	0	0		0		2095			60	60		100%	1995	0.030	
Pedestrian Crossing				GM		FGM															
	Dp	4	min.	13	+	12	=	25	sec												

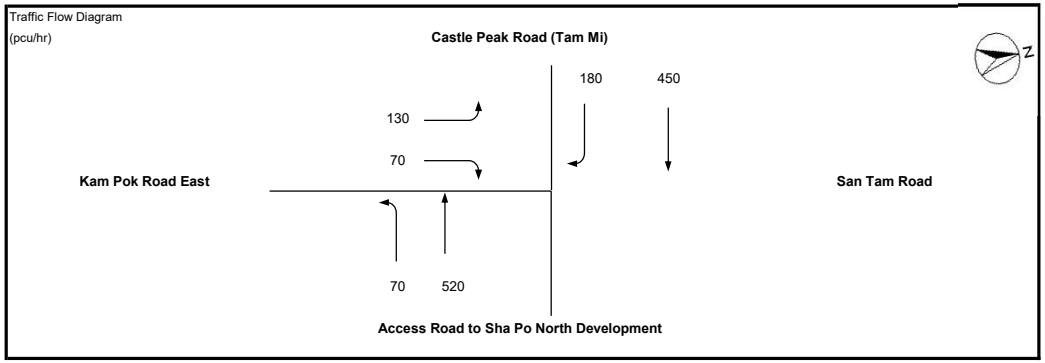
JUNCTION CAPACITY CALCULATION

AECOM

Junction J15 - Castle Peak Road -Tam Mi / Kam Pok Road East	2034 PM Peak Hour Design Traffic Flows - Sensitivity Test with improvement (Ngau Tam Mei 5, 6)	DESIGN: MKCN	CHECK: SHSN	JOB NO: -	DATE: May 21

J15

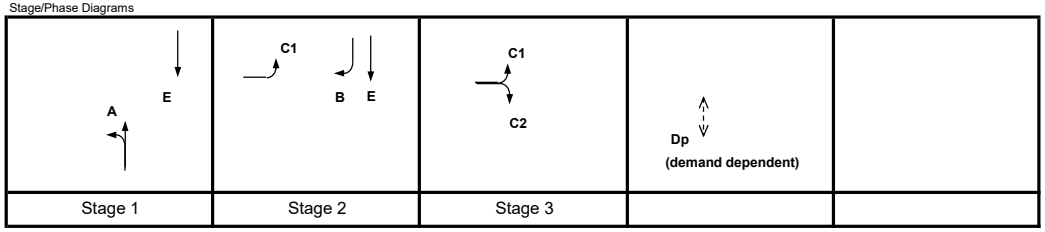
Traffic Flow Diagram
(pcu/hr)



No. of stages per cycle	N =	3	
Cycle time	C =	100	sec
Sum(y)	Y =	0.427	
Lost time	L =	13	sec
Total Flow	=	10,075	pcu

Optimum Cycle C_o	$= (1.5 \times L+5)/(1-Y)$	=	43	sec
Min. Cycle Time C_m	$= L/(1-Y)$	=	23	sec
Y_{ult}	$= 0.9-0.0075 \times L$	=	0.803	
$R.C._{ult}$	$= (Y_{ult}-Y)/Yx100\%$	=	87.8	%
Practical Cycle Time C_p	$= 0.9 \times L/(0.9-Y)$	=	25	sec
Y_{max}	= 1-L/C	=	0.870	

Stage/Phase Diagrams



I/G = 6 I/G = 5 I/G = 5

Critical Case : A,B,C2

R.C.(C) = $(0.9xY_{max}-Y)/Yx100\%$ = 83%

M

MOVEMENT	PHASE	STAGE	LANE WIDTH (m)	NO. OF LANES	RADIUS (m) LEFT	RADIUS (m) RIGHT	OPPOSING TRAFFIC	NEAR SIDE LANE	UPHILL GRADIENT (%)	GRADIENT EFFECT (pcu/hr)	ADDITIONAL CAPACITY (pcu/hr)	STRAIGHT-AHEAD SAT. FLOW (pcu/hr)	FLOW (pcu/hr) LEFT	FLOW (pcu/hr) STRAIGHT AHEAD	FLOW (pcu/hr) RIGHT	TOTAL FLOW (pcu/hr)	PROPORTION OF TURNING VEHICLES (%) LEFT	PROPORTION OF TURNING VEHICLES (%) RIGHT	REVISED SAT. FLOW (pcu/hr)	FLOW FACTOR *y*	CRITICAL *y*
	A	1	3.500	1	25			1		0		1965	70	520		590	12%		1951	0.302	0.302
	E	1,2	3.400	1				1		0		1955		450		450			1955	0.230	
	B	2	3.500	1		30	0	0		0		2105			180	180		100%	2005	0.090	0.090
	C1	2,3	3.400	1	25			1		0		1955	130			130	100%		1844	0.070	
	C2	3	3.400	1		30	0	0		0		2095			70	70		100%	1995	0.035	0.035
Pedestrian Crossing				GM		FGM															
	Dp	4	min.	13	+	12	=	25	sec												

Appendix C

Swept Path Analysis at Vehicular Access

Appendix C1

Swept Path Analysis at Transport Layby (12.8m Bus)
Scale 1:600 (A3)

Appendix C2

Swept Path Analysis at Transport Layby (12.8m Bus)
Scale 1:600 (A3)

Appendix C3

Swept Path Analysis at Transport Layby (12.8m Bus)
Scale 1:600 (A3)

Appendix C4

Swept Path Analysis at Transport Layby (12.8m Bus)
Scale 1:600 (A3)

Appendix C5

Swept Path Analysis at Transport Layby (12.8m Bus)
Scale 1:600 (A3)

Appendix C6

Swept Path Analysis at Transport Layby (12m HGV)
Scale 1:600 (A3)

Appendix C7

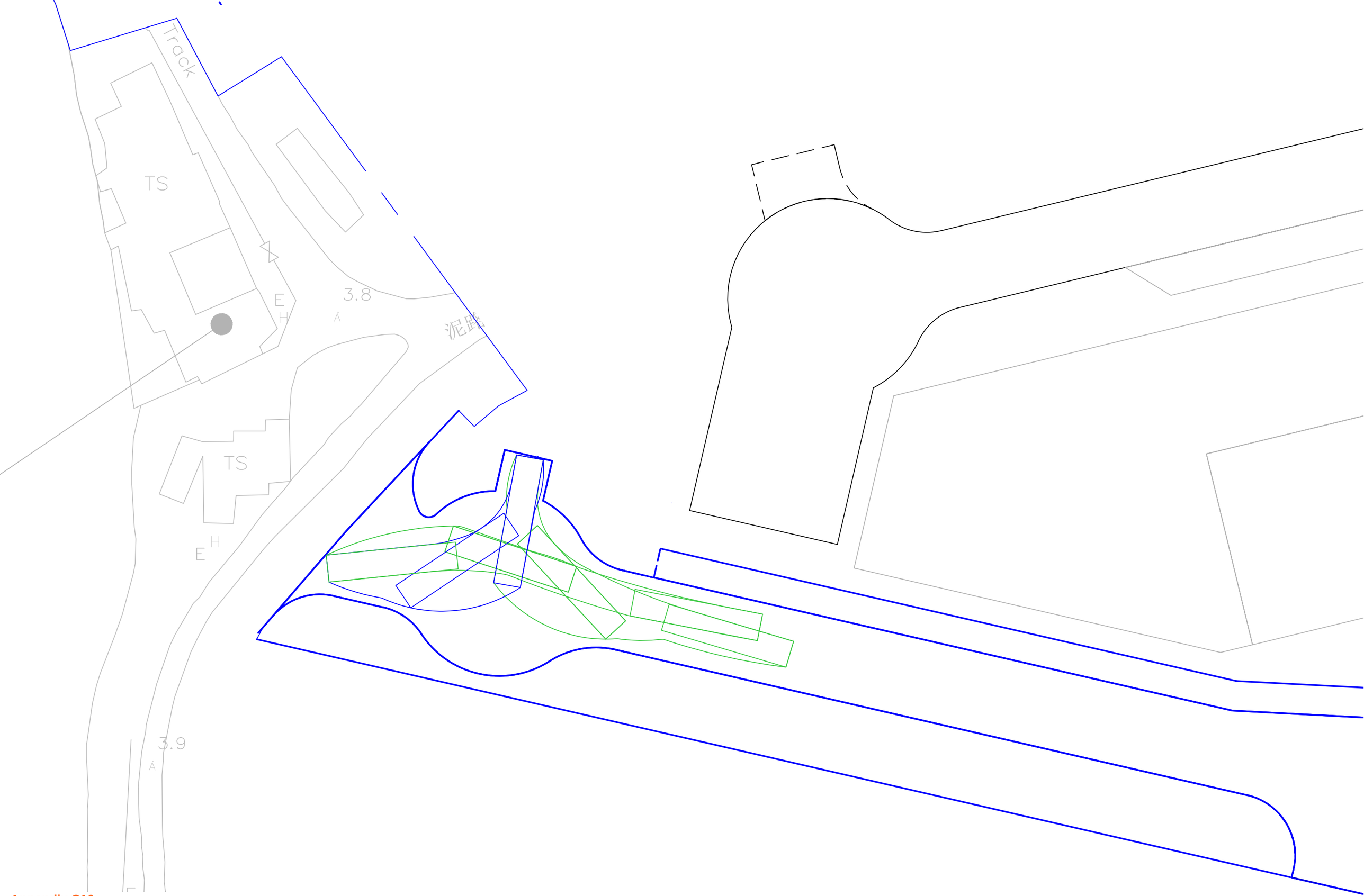
Swept Path Analysis at Transport Layby (PV)
Scale 1:600 (A3)

Appendix C8

Swept Path Analysis at J4 (12.8m Bus Ingress)
Scale 1:600 (A3)

Appendix C9

Swept Path Analysis at J4 (12.8m Bus Egress)
Scale 1:600 (A3)



Appendix C10

Swept Path Analysis at EVA (12m Fire Engine)
Scale 1:600 (A3)

Appendix C11

Swept Path Analysis at J5 (12m HGV)
Scale 1:300 (A3)

Appendix C12

Swept Path Analysis at J5 (12m HGV)
Scale 1:300 (A3)

Appendix D

Vissim Microsimulation for Pok Oi Interchange

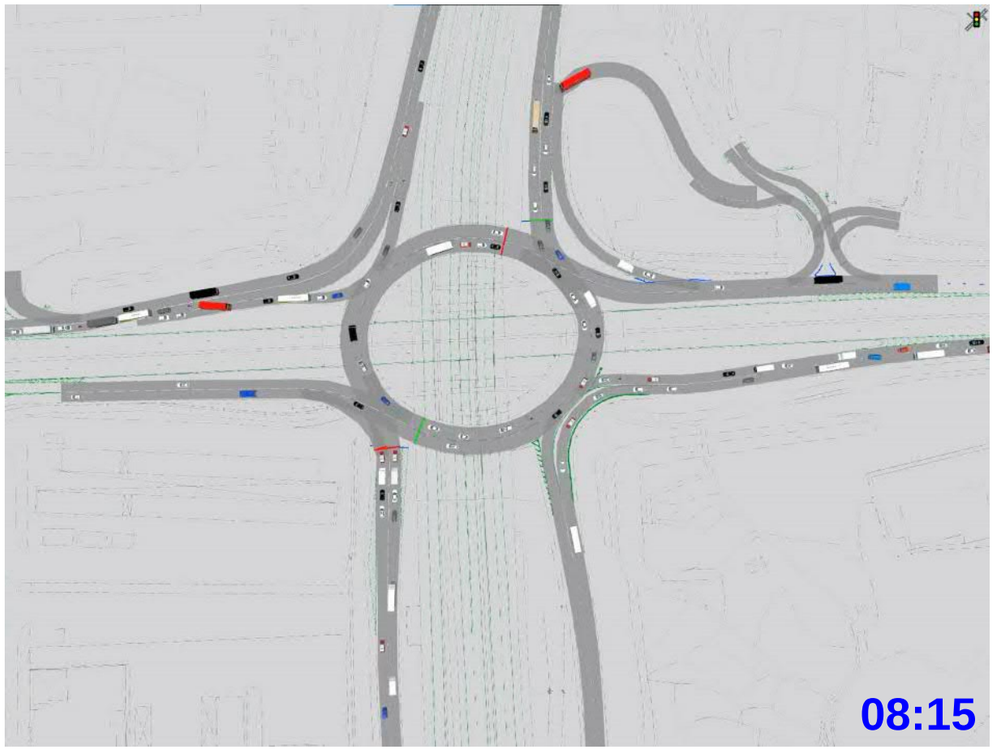
Scenario		Average Queue Length (m)				Video File
		Yuen Long Highway (SB)	Castle Peak Road (WB)	Yuen Long Highway (NB)	Castle Peak Road (EB)	
Existing Scenario (Without Signalized Roundabout)	2023 AM Peak	>200	155	>200	20	PokOi_2023_Existing_AM.mp4
	2023 PM Peak	>200	15	25	35	PokOi_2023_Existing_PM.mp4
Reference Scenario (With Signalized Roundabout)	2034 AM Peak	35	120	55	95	PokOi_2034_Reference_AM.mp4
	2034 PM Peak	50	40	50	115	PokOi_2034_Reference_PM.mp4
Design Scenario (With Signalized Roundabout)	2034 AM Peak	40	120	60	115	PokOi_2034_Design_AM.mp4
	2034 PM Peak	60	45	55	115	PokOi_2034_Design_PM.mp4

VISSIM Microsimulation with 2034 Design Flow (Sensitivity Test with OU and RE Site Development)

Snapshot 1 taken at first quarter of AM peak hour



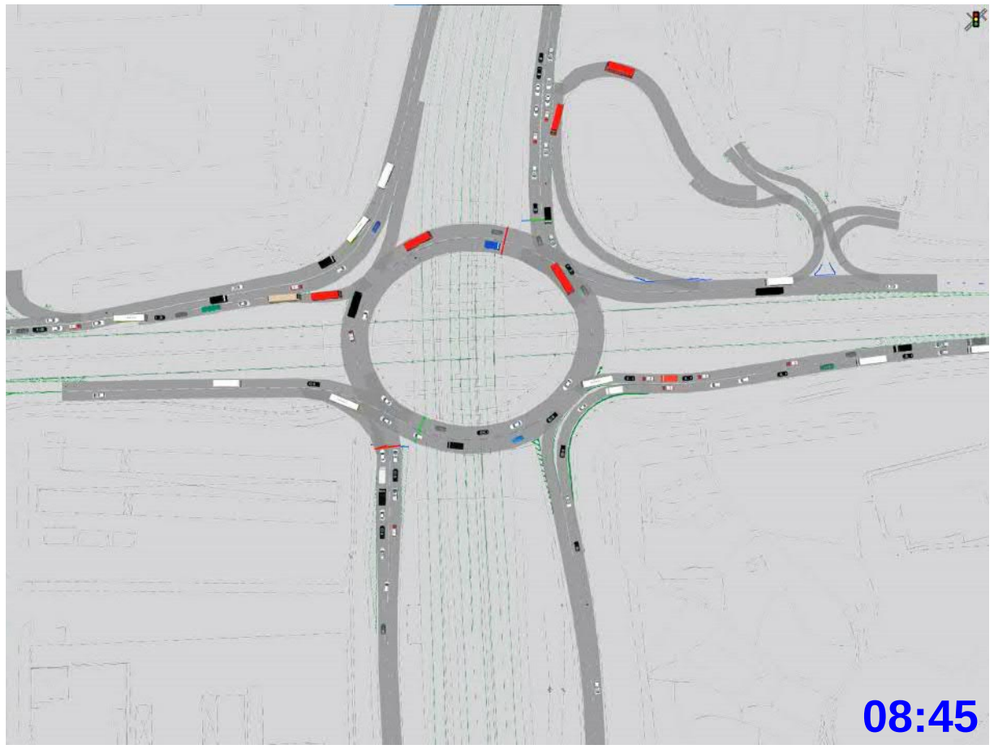
Snapshot 2 taken at second quarter of AM peak hour



Snapshot 3 taken at third quarter of AM peak hour



Snapshot 4 taken at fourth quarter of AM peak hour



ISO A1 594mm x 841mm
Approved:
Checked:
Designer:
Project Management Initials:

Plot File by: ZHAOHQ2 9/28/2023
PATH: P:\PROJECTS\60223708\DRAWING\REPORT\OU(CDWRA)\OU(CDWRA)_520.dgn

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分判工程顧問公司

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I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 複核
A	SEP. 22	2ND SUBMISSION	TC

STATUS
階段

SCALE 比例
A3 1 : 3000

DIMENSION UNIT 尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO. 項目編號
60223708

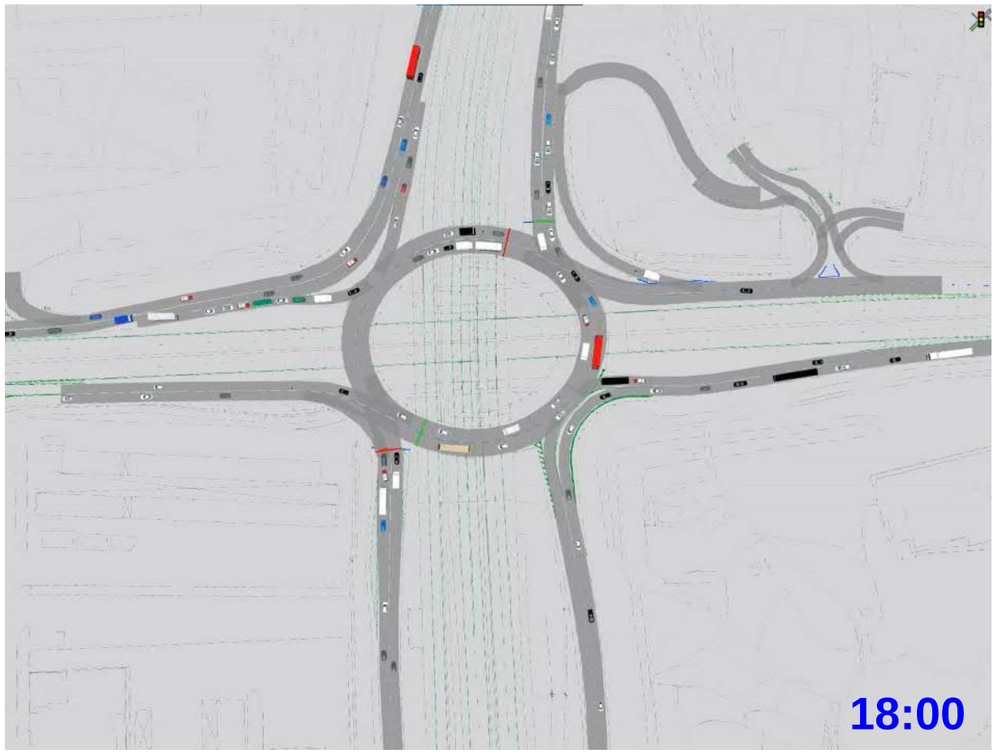
CONTRACT NO. 合約編號

SHEET TITLE
圖紙名稱
VISSIM Microsimulation with 2034 AM Peak Hour Design Flow (Sensitivity Test with OU and RE Site Development)

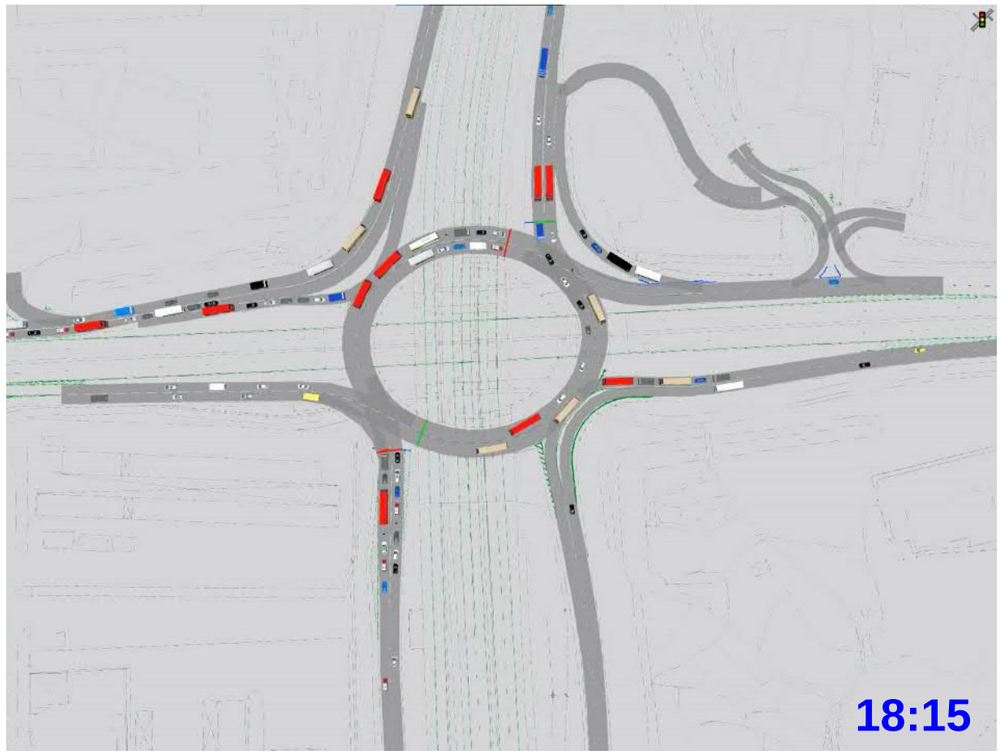
SHEET NUMBER
圖紙編號
Appendix D1

VISSIM Microsimulation with 2034 Design Flow (Sensitivity Test with OU and RE Site Development)

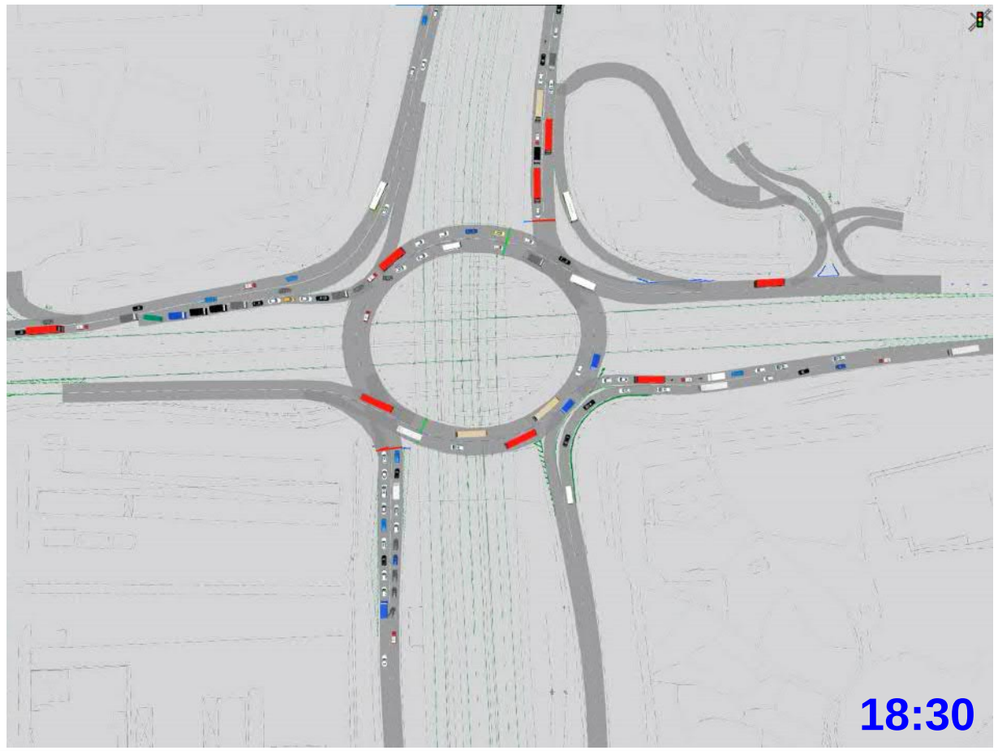
Snapshot 1 taken at first quarter of PM peak hour



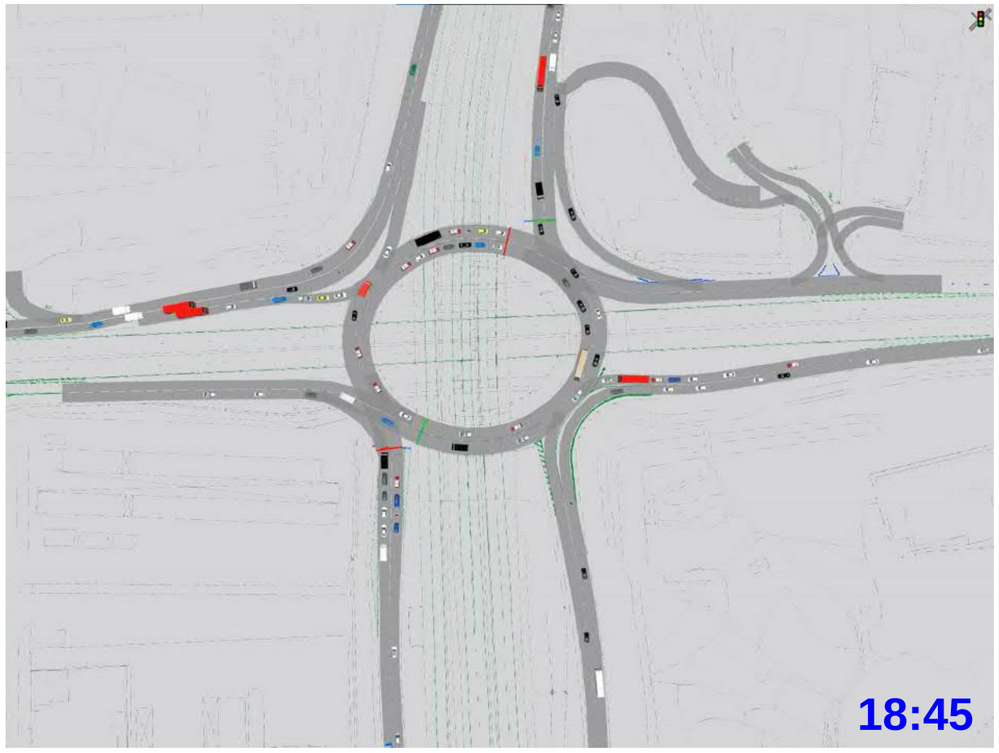
Snapshot 2 taken at second quarter of PM peak hour



Snapshot 3 taken at third quarter of PM peak hour



Snapshot 4 taken at fourth quarter of PM peak hour



ISO A1 594mm x 841mm

Approved:

Checked:

Designer:

Project Management Initials:

Plot File by: ZHAOHQ2 9/28/2023
PATH: P:\PROJECTS\60223708\DRAWING\REPORT\OU(CDWRA)\OU(CDWRA)_520.dgn

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I/R 修訂	DATE 日期	DESCRIPTION 內容摘要	CHK. 複核
A	SEP. 22	2ND SUBMISSION	TC

STATUS
階段

SCALE
比例
A3 1 : 3000

DIMENSION UNIT
尺寸單位
METRES

KEY PLAN
索引圖

PROJECT NO.
項目編號
60223708

CONTRACT NO.
合約編號

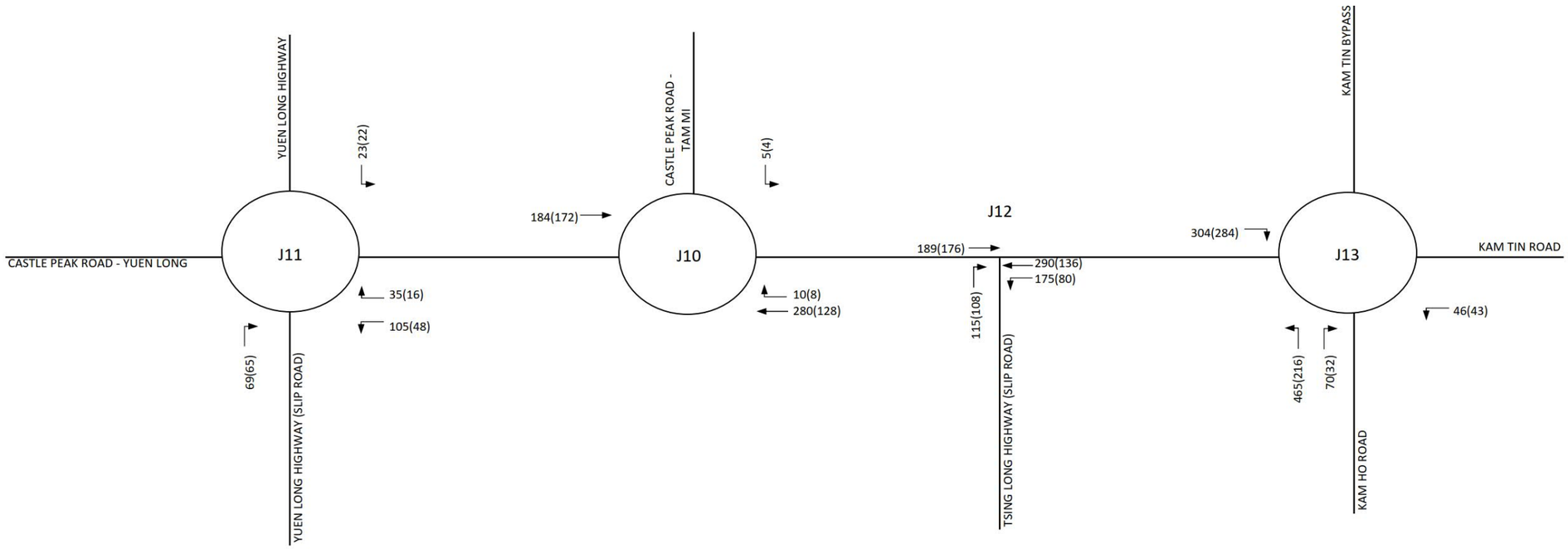
SHEET TITLE
圖紙名稱
VISSIM Microsimulation with 2034 PM Peak Hour Design Flow (Sensitivity Test with OU and RE Site Development)

SHEET NUMBER
圖紙編號
Appendix D2

Appendix E

Flow Diagram of Committed Development Traffic at Kam Tin Sought

LEGEND:
100(100) AM(PM) PEAK HOUR TRAFFIC FLOWS IN PCU/HR



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PROJECT

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "OU(CDWRA)" ZONE TO "OU(CDWRA)1" ZONE AT VARIOUS LOTS IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

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ISSUE/REVISION

STATUS

SCALE **DIMENSION UNIT**

N.T.S.

KEY PLAN

PROJECT NO. **CONTRACT NO.**

SHEET TITLE

2034 COMMITTED DEVELOPMENT TRAFFIC FLOWS

FROM KAM TIN SOUTH

SHEET NUMBER

APPENDIX E

Appendix F

Dimension of Road Improvements Along Castle Peak Road

60m

30 m

60m

3.9

3.8

10.2

10.2

10.7

11.5

SAN TIN HIGHWAY

PEAK ROAD TAM MI

Appendix F - SK1
Scale 1:500 (A3)

GIC

45m

青山公路 – 潭

新田公路

新潭路

SAN

Appendix F - SK2
Scale 1:500 (A3)

Appendix G

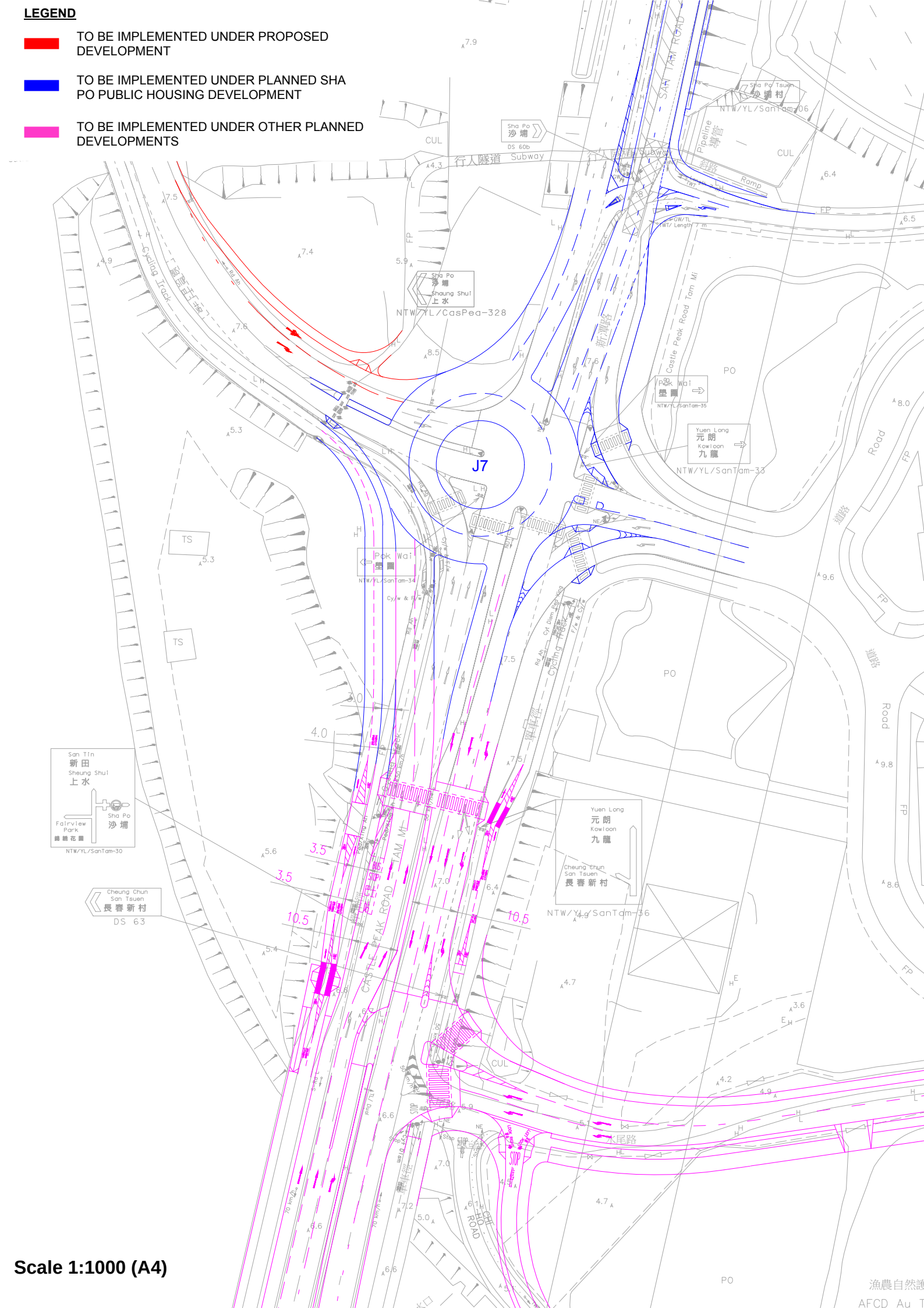
Junction Improvements Coordination at J7

LEGEND

TO BE IMPLEMENTED UNDER PROPOSED DEVELOPMENT

TO BE IMPLEMENTED UNDER PLANNED SHA PO PUBLIC HOUSING DEVELOPMENT

TO BE IMPLEMENTED UNDER OTHER PLANNED DEVELOPMENTS



Scale 1:1000 (A4)

Appendix E

Environmental Assessment

Prepared by

Ramboll Hong Kong Limited

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)", "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG

ENVIRONMENTAL ASSESSMENT

Date	**February 2025**
Prepared by	**Peter LEUNG** **Senior Environmental Consultant**
Signed	
Approved by	**Calvin CHIU** **Technical Director**
Signed	
Project Reference	**SHKOUIOSEI00**
Document No.	**R8308_V1.5**

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Ramboll Hong Kong Limited

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

Tel: (852) 3465 2888
Fax: (852) 3465 2899
Email: hkinfo@ramboll.com

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1. INTRODUCTION

1.1 Background

1.1.1 The Application Site currently falls within the "Industrial (Group D) ("I(D)"), "Open Storage" ("OS") and "Road" zones in Yuen Long. The Applicant proposed to rezone from "I(D)", "OS" and "Road" zones to "Residential (Group E)" ("R(E)") zone in support of a comprehensive development, reserved school site and relocated soy sauce factory (name "R(E)" Site).

1.1.2 There is another planning application for rezoning the "Other Specified Uses (Comprehensive Development to Include Wetland Restoration Area)" zone ("OU(CDWRA)") to "OU(CDWRA)1" zone for comprehensive development to the north of the Application Site and is submitted under separate submission (name "OU(CDWRA)1 Site").

1.1.3 Both the proposed developments at the R(E) Site and OU(CDWRA)1 Site are tentatively completed at the same time so that both developments are considered together for planning of the infrastructure.

1.1.4 Ramboll Hong Kong Limited is commissioned by the Applicant to prepare the Environmental Assessment based on the MLP. Potential environmental noise, air quality, water quality impacts and waste implication have been discussed in this context.

1.2 The Application Site and Its Environs

1.2.1 The Application Site of about 81,550 m^2 currently zoned as "I(D)" (currently occupied by a soy sauce factory), "OS" (currently occupied for open storage yard) and area shown as "Road" under the Approved Nam Sang Wai Outline Zoning Plan (No. S/YL-NSW/8).

1.2.2 The Application Site is bounded by Caste Peak Road – Tam Mi section, San Tin Highway, Tsing Long Highway to the east and Pok Wai South Road to the west. To the immediate west is an existing meander zoned "Open Space" ("O"). OU(CDWRA)1 Site is to the immediate north.

1.2.3 The northern portion of the Application Site is currently occupied by a soy sauce factory whereas the southern portion for open storage purpose with containers, trucks and some temporary structures such as shelter and container office. It is noted that the existing soy sauce factory onsite will be relocated to the southern side of the Application Site in future.

1.2.4 The surrounding area to the west is mainly ponds, river and meander. To the further north (north of OU(CDWRA)1 Site) situates some village type developments and open storage yard. The area to the east separated by heavy trafficked road includes Mo Fan Heung and Fung Kat Heung (with factory and open storage uses and some scattered village houses), Sha Po Sewage Pumping Station, Sha Po Tsuen and new residential development (Park Yoho).

1.2.5 **Figure 1.1** shows the location of the Application Site and its environment.

1.3 Proposed Scheme

1.3.1 The proposed development comprises 3 portions: (1) residential portion on northern side including 11 numbers (T1 to T12, T4 omitted) of residential towers (15 to 29 storeys) and associated facilities (e.g. clubhouses, carpark), a commercial podium and a covered transport lay-by; (2) a reserved school site for primary school located at the middle and nearby road carriageway on east side to enable access; and (3) the soy

sauce factory to be relocated from north to south side. There are altogether 3115 residential flats provided. The clubhouse and commercial uses are central air conditioned and will not rely on openable window for ventilation. Regarding the reserved school site, the applicant will be responsible for site formation and hand over to relevant government department for design and construction. For assessment purpose, a standard primary school layout has been adopted. For the relocated soy sauce factory, the Applicant will be responsible for construction as well.

1.3.2 Since the major noise source is identified to be road traffic along carriageways to the east, the master layout plan is designed so that the major sensitive façade of residential towers would have prescribed ventilation window that are north/south facing. For towers close to the carriageway, self-protecting building design will be adopted to avoid any ventilation opening of habitable room facing or with large view angle to carriageways which will be discussed in later section.

1.3.3 Another proposed development at OU(CDWRA)1 Site will consist of residential and GIC uses so that no major environmental impact due to operation of the proposed development at OU(CDWRA)1 Site is expected.

1.3.4 Both the Proposed Developments at the Application Site (R(E) Site) and OU(CDWRA)1 Site are tentatively completed for occupation by 2031.

1.3.5 The indicative Master Layout Plan (MLP) and Section Plan of the Proposed Scheme are shown in **Appendix 1.1**.

1.4 Appraisal of Environmental Impacts

Road Traffic Noise Impact

1.4.1 The major road traffic noise source with respect to the Application Site is arising from road carriageways to the east. Due to proximity to these carriageways and heavy traffic flow, road traffic noise impact assessment has been conducted to address the potential noise impact that would be generated from the road traffic with necessary noise mitigation measures proposed (detailed in **Section 2**).

Industrial / Fixed Noise Impact

1.4.2 Site survey was conducted on 23 & 25 October 2021 and 07 November 2023 to identify any environmental nuisance and focus on area within 300m from the Application Site.

1.4.3 There is an area for vehicle repair use to the northeast of the Application Site. There are also a number of temporary structures (mainly for storage purpose) and open storage use among Mo Fan Heung to the east on opposite side of road carriageways over 100m apart. The business is related to open parking of container truck, and other heavy trucks, open storage of containers, construction materials, etc. No active manufacturing premises and operations can be observed onsite. In addition, it is observed that there is a garage situated inside Mo Fan Heung, which involves using hand-held pneumatic tools. Although the separation distance between the garage and the Proposed Development is far, such garage is included in industrial noise impact assessment in later section.

1.4.4 It is also understood that Northern Link (NOL) is proposed at the opposite side of San Tin Highway (Approved EIA Report No.: AEIAR-259/2024). The proposed Au Tau Station is situated within the 300m assessment area with a number of potential fixed noise sources. The potential industrial noise impact has been addressed in this context (detailed in **Section 3**).

1.4.5 The Proposed Development (other than the relocated soy sauce factory) is not environmental polluting in nature. On the other hand, the covered transport lay-by will be decked over to minimise noise nuisance to the proposed development during its

operation. Potentially noisy equipment will likely be provided onsite such as AC system for central air conditioned area (e.g. clubhouse), mechanical ventilation for car park and covered transport lay-by, etc. As this is in early planning stage of the project, there is lack of detail such as type of equipment, location, orientation, etc. Nevertheless, the requirement to meet HKPSG fixed noise standard (as aforementioned) is well noted and will be followed. Potential impact arising from future operation of the relocated soy sauce factory has been discussed in this context.

Industrial and Vehicular Emission Impact

1.4.6 Site survey was conducted to identity any environmental nuisance and focus on area within 200m from the Application Site (see **Figure 1.2**). The potential industrial and vehicular emission impact has been addressed in **Section 3**. Covered transport lay-bys will be designed to have exhaust louver facing road and away from other proposed air sensitive uses within the Application Site. Potential impact arising from future operation of the relocated soy sauce factory has been discussed in this context.

Railway Noise Impact

1.4.7 There is no existing railway system within 300m from the Application Site (see **Figure 1.2**). Besides, it is understood that the proposed NOL is situated within the 300m assessment area but the proposed alignment would be located underground in the vicinity and isolated from the proposed development. Therefore, railway noise impact on the Proposed Development is unlikely a concern.

Water Quality Impact

1.4.8 There are waterbodies identified to the west of the Application Site including meander, Kam Tin River and ponds further apart (see **Figure 1.3**). Wastewater from the relocated soy sauce factory will be treated onsite before conveying to the Nam Sang Wai Sewage Pumping Station (NSWSPS). Future wastewater generation of new development (other than the relocated soy sauce factory) will be discharged to public sewerage system whereas surface runoff will be collected by onsite drainage system with facilities such as sand trap/oil interceptor to properly screen/filter surface runoff before discharge to public drainage system. The design of the drainage system will make reference to the ProPECC PN 1/23 "Drainage Plans Subject to Comment by the Environmental Protection Department". For example, drainage outlets provided in open areas and in covered areas are respectively connected/discharged to stormwater drains and foul sewers. Silt removal facilities should be provided where necessary. A separate drainage system that connects to foul sewers should be provided to collect wastewater from basements, subways and similar area. Swimming pool main drain, footbath main drain and make-up tank drain should be connected to stormwater drains while filtration plant backwash should be discharged to foul sewers. The aforementioned connection/discharge will be implemented before operation of the proposed development. There will not be any wastewater or untreated surface runoff discharge or any increased pollution load to water sensitive receivers nearby during its operation. Gravity sewer would be constructed to connect the Proposed Development to Nam San Wai Sewage Pumping Station. The wastewater from the relocated soy sauce factory will be treated by new onsite wastewater treatment plant (WWTP) before discharge to public sewerage system to ensure that relevant standards as stipulated under Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters (TM-DSS) can be complied with. Details please refer to the separate DIA and SIA Reports under this planning application. No insurmountable water quality impact is anticipated during its operation.

Land Contamination

1.4.9 The northern portion of the Application Site is currently occupied by a soy sauce factory since 1967. There are chimney stacks and fuel burning onsite. The manufacturing process of soy itself does not suggest any potential contamination problem. Storage of fuel or any other material that may lead to contamination problem will be subject to further investigation in later stage. Historic land uses and aerial photos discussion are detailed in **Section 6**.

1.4.10 The southern portion of the Application Site is occupied for open storage purpose with temporary structure such as shelter and container office. Compressed gas, construction tools, abandoned wood, generators, oil stains were observed onsite. It is therefore considered that there is potential land contamination problem. However, as the open storage site is still in operation, most areas are already occupied and covered. A more detailed review will be provided in later stage for substantiation.

1.4.11 In case suspected land contamination is found, the relevant requirement to conduct investigation and remediation work (if necessary) will be included in future tender and necessary submissions such as contamination assessment plan/report, remediation action plan and remediation report (if necessary) will be submitted for approval before construction work.

Construction Phase Environmental Impact

1.4.12 The major air quality impact during construction should be fugitive dust impact in relation to dusty activity and emission from dusty materials while there are other emissions as well such as SO_2/NO_2 due to use of diesel-powered equipment. Best management practice and practical mitigation measures will be adopted where appropriate.

1.4.13 Construction noise will be controlled with reference to relevant technical memorandum. ProPECC PN 1/24 on minimizing noise from construction activities will be observed and followed.

1.4.14 As for water quality aspect, during construction of the Proposed Development, water pollution is likely due to sediments, construction runoff and drainage, sewage effluent and liquid spillage if not mitigated. Best management practice will be adopted. No sewage effluent discharge will be allowed. ProPECC PN2/23 on Construction Site Drainage will be observed and followed.

1.4.15 Waste generation during construction will be sorted and handled in compliance with the Waste Disposal Ordinance and regulations.

1.4.16 With adequate mitigation measures incorporated during construction of the project, no significant construction phase environmental impact is anticipated.

1.4.17 Discussion on construction phase environmental impact is included in **Section 6**.

1.5 Organization of this Report

1.5.1 Based on the discussions above, it is considered that both industrial noise/emission, vehicular emission, railway noise are unlikely concerns given the absence of industrial emission source within 200m from the Application Site, insignificant fixed noise source, adequate separation from road carriageways and absence of railway system within 300m from the Application Site. Covered transport lay-bys will be designed to have exhaust louver facing road and away from other proposed air sensitive uses within the Application Site.

1.5.2 Therefore, road traffic noise, industrial noise and environmental impact arising from future operation of the relocated soy sauce factory (e.g. odour, fixed noise) are of major concern with respect to the Application Site. In addition, construction phase environmental impact will be more thoroughly discussed in this report.

1.5.3 The organization of remaining section of this report is:

- Section 2 is a road traffic noise impact assessment;
- Section 3 is an industrial noise impact assessment;
- Section 4 is an air quality impact assessment;
- Section 5 includes discussion of environmental mitigation measures for the relocated soy sauce factory within the Application Site;
- Section 6 includes discussion of construction phase air quality, noise, water quality and waste management issues; and
- Section 7 is a concluding summary.

2. TRAFFIC NOISE IMPACT ASSESSMENT

2.1 Introduction

2.1.1 In this assessment, potential noise impact arising from nearby existing and future road carriageways on the proposed residential development and reserved school site has been assessed using mathematical modelling. While the Applicant is responsible for site formation work of the reserved school site only, a standard primary school layout is adopted for the assessment purpose. Practicable environmental mitigation measures have been recommended, where necessary. It is noted that the scheme adopted in this rezoning application is indicative only and subject to future refinement. The assessment aims to demonstrate the feasibility to meet relevant assessment standards. It is anticipated that the traffic noise impact assessment will be updated with respect to future revision of the scheme.

2.2 Assessment Criteria

2.2.1 Regarding the proposed development, only the residential dwellings and reserved school site will have habitable room that rely on openable window for ventilation purpose. Other uses such as clubhouse, commercial use, etc. are either non-sensitive in nature or not rely on openable window for ventilation.

2.2.2 Noise standards are recommended in the HKPSG for planning against noise impact. According to the guidelines, the maximum noise level from road traffic, measured in terms of L_{10} (1-hr) is recommended to be 70dB(A) at typical façades of new dwellings; 65dB(A) for primary school.

2.3 Assessment Methodology

2.3.1 The methodology involved the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows on existing and future road carriageways situated in the vicinity of the Application Site.

2.3.2 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" was used to predict the hourly L_{10} noise levels generated from road traffic at selected representative NSRs. The predicted noise levels were then compared with the relevant HKPSG noise standards. Noise mitigation measures are recommended to attenuate the noise impact from road traffic.

2.3.3 The tentative completion year of the proposed development is 2031. In addition, it is noted that another proposed development to the immediate north of the Application Site (i.e. at OU(CDWRA)1 Site) with same tentative completion year has been proposed and its planning submission has been separately submitted at the same time. Both proposed developments will be in place in 2031. For the purpose of assessment, the proposed scheme to the north of the Application Site (i.e. at OU(CDWRA)1 Site) has also been incorporated into the model.

2.3.4 Based on the completion year of the development, peak hourly traffic forecast for the year 2046 on the road carriageways situated in the vicinity of the Application Site provided by the Project Traffic Consultant (AECOM), which is considered representative of the worst case situation within 15 years from the completion of the proposed development. The traffic forecast has accounted both proposed developments (at the Application Site and to its north). The traffic flows and percentage of heavy vehicles of the set of data are shown in **Appendix 2.1**. Endorsement of the methodology adopted for the traffic forecast data from Transport Department and confirmation letter from the Project Traffic Consultant are provided in **Appendix 2.1**.

2.4 Building Design to Reduce Noise Impact

2.4.1 According to the traffic forecast, Tsing Long Highway, Castle Peak Road – Tam Mi and San Tam Road would be the dominant traffic noise sources. Therefore, noise-mitigated design would be adopted in the first hand in the Development Scheme as described below and shown in **Figure 2.3**.

Building Orientation

Major noise sources are aligned all along eastern site boundary. If the major façade of building block is east/west facing, about half of the dwelling would be subject to significant noise impact. In the development scheme, the building blocks are oriented so that major façade is north/south facing. While there will still be view to the major noise sources, the impact will be reduced.

It is noted that in order to allow wind penetration (e.g. annual prevailing East wind), sufficient building separation should be retained between blocks so that a wall design to shield up all noise from east side is not practicably possible and would not be in compliance with Sustainable Building Design Guidelines under APP-152.

Similarly, for the primary school development, the major sensitive façade (with windows of classrooms) is oriented (facing south) to avoid directly facing road.

Self-Protecting Building Design

Arranging non-noise sensitive facade of a building instead of window façade of living room and bedroom at east end of the block to face the dominant traffic noise sources to minimise the noise impact. The non-noise sensitive uses could also act as a noise shielding structure to protect the residents at the back.

- All prescribed window openings of towers nearer to dominant traffic noise sources on east side are arranged to avoid facing the dominant traffic noise source directly. On the other hand, non-noise sensitive uses (e.g. bathrooms, staircase and corridor), blank wall, maintenance balcony with auto door closing system and fixed glazing (with or without maintenance window) which are not for prescribed ventilation purpose (to be discussed below) will be arranged for the façade directly facing the dominant traffic noise sources at first layer of residential towers nearest to road carriageway (e.g. Tower 1 and 6).
- Blocks with extended wing will be provided at the first layer residential towers (e.g. Tower 1 and 6) to maximize the screening effect to the residential units at the back.

Door with Auto-Closing Mechanism

To shield road traffic noise, some door openings directly facing the dominant traffic noise sources will be designed with auto-closing mechanism. These door openings will not be relied on for ventilation and will not be deployed as prescribed opening for fulfilling the ventilation requirements under (B(P)R). The door with auto-closing mechanism would remain closed except accessing to the balcony/ utility platform.

Fixed Glazing (with or without Maintenance Window)

To shield road traffic noise, window of noise sensitive uses (e.g. bedroom and living room) directly facing the dominant traffic noise sources will be designed as fixed glazing (with or without maintenance window) which is not for ventilation purpose. The fixed glazing with maintenance window will be equipped with a removable handle or key lock system to ensure the maintenance window remains locked except for cleaning and maintenance purposes.

2.5 Noise Sensitive Receivers

2.5.1 According to the Development Scheme, the Application Site includes the residential buildings and future primary school which would rely on openable window for ventilation and are considered noise sensitive according to the HKPSG.

2.5.2 As mentioned in **Section 2.4**, primary school will be oriented so that the façade adjacent to the dominant traffic noise source would not have any openable window of habitable area. Only southern and western façades of the primary school would be considered as noise sensitive façade (with prescribed ventilation window) in this assessment.

2.5.3 All NSRs will be provided with prescribed ventilation windows for natural ventilation complying with the Building (Planning) Regulations, Cap 123. Thus, assessment points are assigned to these prescribed ventilation windows of the residential units.

2.5.4 The locations of representative noise sensitive receivers are shown in **Figure 2.1.** The assessment points have been taken to be situated at 1.2m above floor slabs and at 1m away from the external façade.

2.6 Predicted Road Traffic Noise Level under Base Case Scenario

2.6.1 Under base case scenario, the building design to reduce noise impact is accounted. No additional noise mitigation measures are assumed other than the disposition and orientation with blank wall, façade of non-noise sensitive uses and fixed glazing (may be provided with maintenance window which is not for ventilation purpose) as described in **Section 2.4**.

Primary School

2.6.2 Based on the noise assessment results, the noise levels of the representative NSRs range from 59dB(A) to 81dB(A) (i.e. maximum exceedance is 16dB(A), see **Appendix 2.2**).

2.6.3 Scenario for AM peak flow is considered to be the worse case scenario. Noise mitigation measures are recommended based on the AM scenario to attenuate the road traffic noise impact.

Residential Units

2.6.4 As this assessment serves to support the planning application instead of a detailed noise impact assessment with respect to a detailed design, representative NSRs are distributed among different residential towers to obtain the general noise levels of individual towers. The locations of representative NSRs are shown in **Figure 2.1**. Detailed assessment would be further conducted for residential towers with noise level exceeding the noise standard of 70dB(A).

2.6.5 Based on the noise assessment results, the maximum noise levels of Tower 1 to Tower 9 exceeded the noise standard of 70dB(A). The NSRs with noise exceedance are summarised in **Table 2.1** and indicated in **Figure 2.1** Detailed are presented in **Appendix 2.3**. Same as the primary school portion, scenario for AM peak flow is considered to be the worse case scenario. Noise mitigation measures are recommended based on the AM scenario to attenuate the road traffic noise impact.

Table 2.1 Summary Table of Representative NSRs at Residential Towers

Tower Cluster	NSRs ID		Tower	Floors	No. of Floors	Max. Noise Level of Tower Cluster, dB(A)	Exceedance at Specific Tower (*)
	From	To					
Residential Units							
T1-T2	S1_T1-T2-1	S1_T1-T2-7	T2	G/F to 32/F	29	78	Y
	S1_T1-T2-8	S1_T1-T2-13	T1	G/F to 32/F	29		Y
T3–T5	S1_T3–T5-1	S1_T3–T5-9	T5	G/F to 21/F	19	75	Y
	S1_T3–T5-10	S1_T3–T5-15	T3	G/F to 27/F	24		Y
T6-T7	S1_T7-T8-1	S1_T7-T8-8	T8	G/F to 32/F	29	77	Y
	S1_T7-T8-9	S1_T7-T8-14	T7	G/F to 32/F	29		Y
T8-T9	S1_T8-T9-1	S1_T8-T9-5	T8	G/F to 32/F	29	75	Y
	S1_T8-T9-6	S1_T8-T9-12	T9	G/F to 32/F	29		Y
T10-T11	S1_T10-T11-1	S1_T10-T11-6	T11	G/F to 17/F	15	69	N
	S1_T10-T11-7	S1_T10-T11-16	T10	G/F to 21/F	19		N
T12	S1_T12-1	S1_T12-10	T12	G/F to 17/F	15	64	N

Remark – 4/F, 13/F, 14/F, 24/F are omitted.

Note (*) – Tower with Noise Exceedance is referred to any NAP at specific tower or immediately adjacent to specific tower as indicated in Figure 2.1 are found to exceed the 70dB(A) noise level.

Detailed Assessment Points – Residential Units

2.6.6 With reference to the **Table 2.1**, exceedances were observed at Tower 1 to Tower 9. Therefore, detailed noise assessment with assessment points assigned to prescribed ventilation window of each habitable room is further conducted for designing noise mitigation measures for corresponding units. The locations of the detailed NSRs are shown in **Figure 2.2**.

2.6.7 Based on the noise assessment results as shown in **Table 2.2**, the noise exceedances range from 2dB(A) to 8dB(A) under AM peak scenario. Detailed results are presented in **Appendix 2.3.** The proposed mitigation measures would be further discussed in **Section 2.7**.

Table 2.2 Summary Table of Detailed NSRs at Noise Exceedance Residential Towers

Tower	Floors	No. of Floors	Max. Noise Levels, dB(A)	Noise Exceedance, dB(A)
T1	G/F to 32/F	29	78	8
T2	GF to 32/F	29	76	6
T3	G/F to 27/F	24	75	5
T5	G/F to 21/F	19	75	5
T6	G/F to 32/F	29	77	7
T7	G/F to 32/F	29	75	5
T8	G/F to 32/F	29	72	2
T9	G/F to 32/F	29	75	5

2.7 Proposed Noise Mitigation Measures under Mitigated Scenario

Vertical Acoustic Fin

2.7.1 In order to further reduce the noise impact, a 1.5m long vertical architectural fin is proposed. Sound absorptive material (SAM) is proposed at the surface and tip of all vertical fins to minimise noise reflection or reverberation. Noise reduction due to use of vertical fin is determined based on approach of CRTN but capped to not more than 3dB(A).

Acoustic Window (Baffle Type) / Acoustic Door (Baffle Type)

2.7.2 An acoustic window comprising outer window system and inner sliding panel (referred as baffle type acoustic window) is designed and applied in precedent cases for both public and private housing developments. The setting of the system is that while the outer window is opened, the sliding panel should be shifted to behind the outer opening. The outer opening and inner opening (aside the sliding panel) are then on the opposite sides so that noise outdoors cannot penetrate directly into indoor area while air can pass through the gap between outer and inner glass pane so that natural ventilation is possible.

Reference Project 1 – Residential Development at North Point Inland Lot No. 9027

2.7.3 Acoustic window/door (window/door) opening with sliding panel behind has been adopted in North Point Inland Lot No. 9027 project (also by the Applicant of this application). The use of windows/doors with sliding panel behind will enable natural ventilation through the gap between the outer façade and inner sliding panel on one hand and prevent most noise from penetrating to indoor environment on the other hand. On-site field test has been conducted for verifying the performance of the door with sliding panel (without micro-perforated absorber (MPA)) and windows with sliding panel behind (with and without MPA). According to the test result, 1 window opening with sliding panel and outer façade with overlap of 253mm and gap of 100mm can achieve sound attenuation of 4.6dB(A) for the case without MPA and 6.9dB(A) for the case with MPA applied in front of the sliding panel for a 6.8m2 bedroom. 2 windows opening with sliding panel and outer façade with overlap of 255mm/268mm and gap of 100mm can achieve sound attenuation of 5.1dB(A) for the case without MPA and 6.7dB(A) for the case with MPA applied in front of the sliding panel for a 14.6m^2 bedroom. Door with sliding panel and outer façade with overlap of 275mm and gap of 100mm can achieve sound attenuation of 8.8dB(A) for the case without MPA in front of the sliding panel for a 38.3m^2 living room.

Reference Project 2 – King Tai Court

2.7.4 For acoustic door without MPA, other project experiences of acoustic window system (e.g. King Tai Court) indicate that the use of MPA could provide more than 1dB(A) extra reduction. As a conservative assessment approach, it is assumed that 1.0dB(A) will be additionally provided for acoustic door.

Reference Practice Note - PN 5/23 Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact

2.7.5 With reference to the captioned Practice Note (AW(BT)) issued by EPD, additional Sound Absorptive Material (SAM) of thickness ≥30mm and Noise Reduction Coefficient ≥ 0.7 at top and both side of window frame can offer an additional 1.5dB(A) reduction. SAM is recommended to be applied to the acoustic door and acoustic window in this project.

2.7.6 To summarize based on these reference projects above, the sound attenuation of acoustic window/door system of similar configuration can achieve the following sound attenuation.

Acoustic Window/ Door System	MPA applied?	SAM applied?	Overlapping length	Sound Attenuation
Acoustic Door for living room	No	No	275mm	8.8dB(A)
Acoustic Door for living room	No	Yes	275mm	8.8+1.5=10.3dB(A)
Acoustic Door for living room #	*Yes*	*Yes*	*275mm*	*8.8+1.5+1=11.3dB(A)*
Acoustic Window (1 window opening) for bedroom	Yes	No	253mm	6.9dB(A)
Acoustic Window (1 window opening) for bedroom) #	Yes	Yes	253mm	6.9+1.5=8.4dB(A)

Note (#) - measures adopted in this study

2.7.7 The sketches of acoustic window/door (baffle type) are shown in **Figure 2.4**

2.7.8 It is understood that apart from the overlapping length and gap between outer window/façade and inner sliding panel, the size of the outer opening would also affect the sound attenuation performance. In general, the smaller the outer opening, less noise can penetrate to indoor area. In addition, the outer opening usually correlates to the room size according to Building (Planning) Regulations which requires a minimum opening equivalent to 1/16 of the room size. The base case using conventional window should have the opening size meeting such requirement. In the proposed development, the outer opening is designed to be equal to or smaller than the reference cases so that the transmission loss of the acoustic window/door (baffle type) of the Proposed Scheme should be better or at least the same as the reference case. Yet, as the room size may be different, the corresponding base case transmission loss may vary so that the sound attenuation of the reference cases cannot be adopted directly. A conservative approach is adopted by adjusting the sound attenuation based on the relative room size of the proposed case and reference case. The sound attenuation is adjusted (downward only) based on the ratio of the room size of the Proposed Scheme and the reference cases in order to reflect the difference in the base case (using conventional window/door). On the other hand, in case the room size of the proposed case is larger than the reference case or opening size of the conventional window in the proposed case is larger than the reference case, no adjustment is made as a conservative approach.

2.7.9 With reference to the Project Scheme, the smallest size of the living room and bedroom is 12.3m^2 and 4.5m^2, respectively. **Appendix 2.5** shows the adjustment and claimed maximum sound attenuation with respect to the aforementioned habitable rooms.

2.7.10 It is also noted that the mitigated noise level predicted based on application of acoustic window/door is not the actual noise level at the external façade. It is the equivalent noise level at 1m from the external façade after accounting the reduction in noise levels inside the room offered by the proposed noise mitigation measures.

2.7.11 The locations of the noise mitigation measures are shown in **Figure 2.3** and **Appendix 2.6**. With implementation of the aforementioned noise mitigation measures, there is no exceedance of relevant road traffic noise standard.

2.8 Predicted Road Traffic Noise Level under Mitigated Scenario

2.8.1 With the proposed mitigation measures in place, the noise impacts on residential dwelling are attenuated. According to the result in **Appendix 2.4**, no dwelling would have the predicted noise level exceeding the HKPSG standard. Full compliance can be achieved.

2.8.2 Regarding the Primary School, the locations with exceedances would be provided with air-conditioning and window system with noise insulation equivalent or better than *Window Type III in Appendix 4.4, Chapter 9 of the HKPSG* as shown in **Figure 2.3c** to achieve a silent indoor environment as last resort.

2.9 Conclusion

2.9.1 The assessment result for residential units indicated that with the mitigation measures in place, the HKPSG traffic noise standards can be met at all NSRs of the residential dwellings. The proposed mitigation measures include orientation, self-protecting building design (coupled with Door with Auto-Closing Mechanism, Fixed Glazing (with or without Maintenance Window)), acoustic window/door (baffle type), vertical acoustic fin and fixed glazing (with or without maintenance window). The environmental feasibility from road traffic noise perspective is considered acceptable.

2.9.2 Regarding the Primary School, the locations with exceedances would be provided with air-conditioning and window system with noise insulation equivalent or better than *Window Type III in Appendix 4.4, Chapter 9 of the HKPSG* to achieve a silent indoor environment as last resort.

3. INDUSTRIAL NOISE IMPACT ASSESSMENT

3.1 Introduction

3.1.1 In this assessment, potential noise impact due to identified industrial noise sources nearby on the proposed residential development has been assessed based on standard acoustical principle. Practicable environmental mitigation measures have been recommended, where necessary.

3.2 Industrial/Fixed Noise Impact Assessment Criteria

3.2.1 Impacts of fixed noise sources on sensitive uses of the Proposed Development are controlled under the *Noise Control Ordinance* ("*NCO*"), which requires that the impacts must comply with the *Acceptable Noise Levels* ("*ANL*") laid down in Table 2 of the *Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites* ("*IND-TM*").

3.2.2 In setting the *ANL*, reference has to be made to the *Area Sensitive Rating* ("*ASR*") in Table 1 of *IND-TM* reflecting the type of area where the noise sensitive receivers ("NSRs") are situated. The proposed development consists of 11 residential towers with maximum 29 storeys. Despite that the surrounding existing residential developments are low density residential use, the proposed development is not considered a rural village type development, low density residential area with isolated high-rise development or urban area. Most future noise sensitive uses of the proposed development (facing north, east and south) are expected to be directly affected by San Tin Highway with Annual Average Daily Traffic ("AADT") in excess of 30,000 (i.e. influencing factor, IF). An *ASR* of "C" is considered representative of most noise sensitive uses. On the other hand, for noise sensitive use facing west (away from IF), it is not considered affected by IF so that ASR "B" is considered representative. The respective standards for day and evening time (0700-2300) and night time (2300-0700) are:

- Leq(30min) 70 dB(A) and 60dB(A) for noise sensitive uses directly affected by IF; and
- Leq(30min) 65 dB(A) and 55dB(A) for noise sensitive uses indirectly affected or not affected by IF.

3.2.3 **Figure 3.1** presents the applicable area sensitivity rating for individual facades.

3.3 Identification of Industrial/Fixed Noise

3.3.1 Desktop survey has been conducted to identify any presence of industrial/fixed noisy facilities/activities. Onsite surveys have been conducted on 23 & 25 October 2021 and 07 November 2023 to identify any presence of industrial/fixed noisy facilities/activities and evaluate the strength. The potential industrial / fixed noise sources are listed below and shown in **Figure 3.2.** Detailed descriptions are shown in below paragraphs.

Table 3.1 Identification of Industrial Noise Sources during Site Visits

Source ID	Name	Location	Usage	Notional Distance to Site Boundary	Accounted as Fixed Noise Sources?
PFN4	No Name	Opposite to Wing Kei Tsuen	Vehicle Repair	280m	No
PFN6	潤澤汽車服務公司	Mo Fan Heung	Vehicle Repair	155m	Yes
PFN7	Sha Po Sewage Pumping Station	At San Tam Road	Pumping Station	130m	No

3.3.2 PFN4 (Vehicle Repair) is located to the north of the Site about 23m apart. According to the site visits, there is no powered equipment such as pneumatic/hydraulic powered water jet, pump, etc. The vehicle repair is immediately adjacent (about 20m) to the village houses of Wing Kei Tsuen. Given that there is not heavy or powered mechanical equipment used for the vehicle repair activities and the scale of the vehicle repair is small, adverse noise impact from PFN4 is not anticipated and thus not considered as a fixed noise source.

3.3.3 PFN6 (Vehicle Repair) is located to the east of the Site about 155m. PFN6 and the Application Site is separated by San Tin Highway. According to the site surveys, this garage opens during daytime & evening time only. No nighttime operation (2300 – 0700) was observed. The operation activities involve using vehicle lifting machines and hand-held pneumatic tools, hammering, car washing & grinding works and tyre replacement. The noise level based on findings in previous environmental assessment studies have been referenced and adopted in this assessment.

3.3.4 PFN7 (Sewage Pumping Station) is located to the southeast of the Site about 290m. The powered mechanical equipment of the pumping station is enclosed. According to the site surveys, no noticeable noise was found at the surroundings of the pumping station. Thus, PFN7 is thus not considered as a fixed noise source.

3.3.5 Other than those identified during site surveys, it is observed that the proposed Au Tau Station (AUT) under the proposed Northern Link is situated at Mo Fan Heung, opposite side of San Tin Highway. A number of potential fixed noise sources (i.e. ventilation louvre, cooling towers, AC outdoor units) have been proposed at the proposed AUT (see **Appendix 3.1**). These noise sources are included in this fixed noise impact assessment.

3.3.6 Based on the above observations, PFN6 and the proposed AUT are identified as the fixed noise source to be accounted in this assessment. Quantitative noise impact assessment has been conducted and presented in following section.

3.4 Industrial/Fixed Noise Impact Assessment Methodology

3.4.1 Assessment of noise impact arising from industrial/fixed noise sources has been based on standard acoustic principles and procedures given in the Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites ("IND-TM") issued under the NCO.

3.4.2 Noise impacts due to individual noise sources are calculated and logarithmically summed at each NSR to represent the overall impacts:

$$\sum PNL_i = \sum [SWL_i + C_{distance} + C_{impulse} + C_{intermittency} + C_{tonality} + C_{barrier} + C_{facade}]$$

where

PNL_i	=	Predicted noise level, i.e. the overall sound pressure level arising from individual noise sources after various corrections
SWL_i	=	Sound power level of individual noise sources from measured noise levels / reference catalogue / relevant TM and study
$C_{distance}$	=	Correction for distance attenuation (for simplicity, only horizontal distance is considered in this study)
$C_{impulse}$	=	Correction (+3 dB(A)) for impulsive noise in IND-TM, if applicable
$C_{intermittency}$	=	Correction (+3 dB(A)) for intermittency noise in IND-TM, if applicable

$C_{tonality}$ = Correction for tonality as in IND-TM, if applicable

C_{facade} = Correction (+3 dB(A)) for façade reflection at receiver

3.4.3 As a conservative approach, barrier correction is not applied even there is no direct line of sight between NSRs and identified noise sources.

3.4.4 The SWLs for the proposed fixed noise sources under the proposed AUT are referred from the NOL EIA report (see **Appendix 3.1**).

3.4.5 No tonality, intermittency or impulsiveness generated from the fixed noise sources is expected. Thus, no correction would be adopted to the $C_{impulse}$, $C_{intermittency}$ and $C_{tonality}$.

3.5 Representative Noise Sensitive Receivers (NSRs)

3.5.1 Representative NSRs within the Subject Site have been selected to represent the noise sensitive uses of the proposed development worst affected by industrial/fixed noise in this assessment. Locations of the representative NSRs are shown in **Figure 3.3.**

3.6 Predicted Fixed Noise Level under Base Case Scenario

3.6.1 The predicted fixed noise level (Leq(30min)) under base case scenario for the Proposed Development (without any noise mitigation measures) is presented below. Detailed calculation is included in **Appendix 3.2**. According to the result, no adverse fixed noise impact is anticipated.

Table 3.2 Predicted Fixed Noise Level at Selected NSRs

NSR	Representative Building	Daytime (0700-2300)		Night-time (2300-0700)	
		Predicted Noise Level, Leq(30min)	Applicable Standard	Predicted Noise Level, Leq(30min)	Applicable Standard
NSR1	Residential Tower T6	53 dB(A)	70 dB(A)	43 dB(A)	60 dB(A)
NSR2	Residential Tower T1	53 dB(A)	70 dB(A)	43 dB(A)	60 dB(A)

3.7 Conclusion

3.7.1 The assessment result indicated that relevant standards can be met at all representative NSRs of the proposed development under Base Case Scenario (i.e. no noise mitigation measure).

4. AIR QUALITY IMPACT ASSESSMENT

4.1 Introduction

4.1.1 This section evaluates the air quality impact during operation of the project. Table 3.1 in Chapter 9 of the HKPSG has been referenced for provision of buffer separation from identified air pollution sources in the surrounding.

4.2 Industrial Emission Impact

4.2.1 Site surveys were conducted on 23 & 25 October 2021 and 07 November 2023 to identify any environmental nuisance and focus on area within 200m from the Application Site (see **Figure 1.2**).

4.2.2 Regarding the Proposed Development, the residential and school portions are not considered environmental polluting in nature. There is no chimney stack other than those for emergency use (i.e. emergency generator). The exhaust (if any) of the proposed car park shall be located away from any nearby ASRs including the air sensitive uses of the Proposed Development as far as possible. EPD's ProPECC PN2/96 on Control of Air Pollution in Car Parks will be observed and followed for the design and operation of the proposed carpark such that the air quality guidelines set out in the PN are met under all conditions.

4.2.3 It is noted that the existing soy sauce factory has been identified to generate odour nuisance, and the source of odour will mainly be the fermentation process and cooking process of soybeans. The semi-product will be put into concrete tanks and covered with transparent plastic pane during the fermentation process. As observed onsite, odour from container in open area is less significant and the existing factory is equipped with chimney stacks (the factory normally utilises Towngas and diesel would only be used occasionally) that would result in air quality impact. In addition, the existing factory has wastewater treatment plant (WWTP) and open tank for oil interceptor installed which are considered odour sources as well. It is however noted that WWTP of the relocated factory will be enclosed and equipped with odour removal system at the ventilation exhaust of the WWTP. In addition, there will be no longer any open tank for oil interceptor in the relocated factory. The potential odour emission source of the relocated factory has been identified and accounted in the assessment to be discussed in later sections. In the rezoning application, it is proposed that the existing soy sauce factory will be demolished before population intake of the Proposed Development and the relocated soy sauce factory will be constructed among southern portion of the Application Site. Since the existing soy sauce factory will be relocated to the southern side of the Application Site, opportunity would allow so that necessary environmental mitigation measures will be incorporated into the future soy sauce factory and detailed in **Section 5**.

4.2.4 Other than the soy sauce factory onsite, no chimney emission can be identified within 200m from the Application Site. Besides, Sha Po Sewage Pumping Station (SPS) is located over 130m to the east of the Application Site on the opposite side of highway. The SPS is fenced off. Louver of the SPS is found on east façade which is away from the Application Site. As observed when walking around the SPS, no odour can be detected. Similarly, no odour can be observed at the Application Site which is well apart from the SPS. There is no other fluff, odour, smoke or any other criteria pollutant emission observed at the Application Site and adjacent areas as well.

4.3 Vehicular Emission Impact

4.3.1 The Application Site is bounded by Castle Peak Road – Tam Mi, San Tin Highway, Tsing Long Highway, San Tam Road to the east and Pok Wai South Road to the west.

4.3.2 San Tin Highway, and Tsing Long Highway are considered primary distributor or equivalent according to Annual Traffic Census 2022. Thus, 20m buffer distance from San Tin Highway, San Tam Road and Tsing Long Highway should be provided.

4.3.3 Castle Peak Road – Tam Mi and San Tam Road are classified as rural road while Pok Wai South Road is classified as feeder road as confirmed by TD (see **Appendix 4.1**). It is understood that for urban area, the road classification hierarchy comprises trunk road, primary distributor, district distributor and local distributor roads. For rural area however, the classification includes trunk road, rural road, feeder road and single track access road. Rural road is generally equivalent to either local distributor or district distributor by considering its function and traffic volume. As a conservative approach, it is assumed that these roads are district distributor equivalent. Pok Wai South Road is considered equivalent to local distributor Thus, 10m buffer distance from the Castle Peak Road – Tam Mi and San Tam Road should be provided. 5m buffer distance from Pok Wai South Road should be provided.

4.3.4 **Figure 4.1** shows the separation distance provided. Tsing Long Highway and San Tam Road is far away from the Site (i.e. more than 20m). The minimum separation distances of Pok Wai South Road, San Tin Highway and Castle Peak Road – Tam Mi comply with the required buffer distance as stipulated in the HKPSG. No adverse vehicular emission impact is anticipated. All internal roads are EVA so that the buffer distance requirement is not considered applicable.

4.3.5 EPD's ProPECC PN 2/96 on Control of Air Pollution in Car Parks will be followed for the design and operation of the proposed carpark such that the air quality guidelines set out in the PN are met under all conditions. The exhaust location of the proposed car park will be designed to locate away from the existing and planned ASRs.

4.3.6 Covered transport lay-bys are proposed at the Application Site (R(E) Site). The covered transport lay-bys will be immediate to road carriageways to the east. The covered transport lay-bys will be decked over and mechanical ventilation system will be provided to extract air from the covered transport lay-bys. The exhaust of the proposed transport lay-bys shall be located away from any air-sensitive uses (not limited to the proposed development) as far as possible. In this case, the exhaust will be located on the eastern façade of the covered transport lay-bys fronting road so that it would unlikely result in any adverse air quality impact on the nearby air sensitive uses. EPD's latest released ProPECC PN1/22 on Control of Air Pollution in Semi-Confined Public Transport Interchanges will be followed for the design and operation of the proposed transport lay-by (which will be decked and provided with mechanical ventilation) such that the air quality guidelines set out in PN1/22 are met under all conditions. Adverse air quality impact due to operation of the covered transport lay-bys is not anticipated.

4.3.7 The relocated soy sauce factory would have the same scale as the existing soy sauce factory. The induced traffic is therefore considered to be similar before and after relocation. Adverse air quality impacts due to the induced traffic by the relocated soy sauce factory during operational phase is not anticipated.

4.4 Conclusion

4.4.1 As confirmed in site survey, there is no chimney identified within 200m from the Application Site except the existing soy sauce. The existing soy sauce factory would be relocated to the southern portion of the R(E) Site.

4.4.2 The relocated soy sauce factory is proposed with mechanical ventilation with deodorization units in order to minimise odour impact to the acceptable level. The details of the odour impact assessment (OIA) are provided in **Appendix 5.1**.

4.4.3 There will be no air sensitive uses, including fresh air intake of ventilation system or openable windows of residential towers, recreational uses in open space located within the buffer zones for roads and chimneys as stipulated in the HKPSG. Carpark and covered transport lay-by are proposed at the Application Site. EPD's ProPECC PN 2/96 and 1/22 will be observed and followed for the design and operation of carpark and covered transport lay-by. No adverse vehicular emission impact is anticipated.

4.4.4 With the recommended provisions, it is envisaged that the proposed development at the Application Site would not be subject to adverse air quality and odour impact. As the project is in preliminary stage, design details may be updated during scheme and system design evolvement for the relocated soy sauce factory. Updated OIA will be submitted in later stage to investigate the odour impact from the relocated soy sauce factory based on revision of design information, if any.

5. ENVIRONMENTAL MITIGATION MEASSURES FOR RELOCATED SOY SAUCE FACTORY

5.1 Introduction

5.1.1 As discussed in **Section 1**, environmental impacts from the operation of the existing soy sauce factory onsite have been identified in site survey, the major impact should be odour arising from soy manufacturing. In addition, chimney stack emissions were identified. During the survey, noise generation from soy sauce factory was considered minor and most manufacturing activities were carried out indoors.

5.1.2 In view of the proposal to relocate the soy sauce factory to southern side of the Application Site, this Section includes discussion of recommended environmental mitigation measures which will be implemented by the Applicant in order to avoid any significant impact to the existing and planned environmental sensitive uses in the surroundings.

5.2 Air Quality

Odour

5.2.1 The major air quality impact as observed should be odour emission. Chinese soy manufacturing would involve process like screening and steaming of soybeans, fermentation of soybeans (1st fermentation), 2nd fermentation of the fermented soybeans mixed with brine under sunshine for about 3 to 6 months (2nd fermentation) and the cooking and food processing of soy sauce, bean-based products and other related products. As advised by the operator, most processes excluding ageing under sunshine are carried out within the manufacturing factory. The source of odour will mainly be the fermentation process and cooking process of soybeans. In addition, odour from ventilation exhaust of the WWTP of the relocated factory has also been accounted (while the open tank for oil interceptor of existing factory will no longer be provided in the relocated factory).

5.2.2 The existing building has openable window and mechanical fan installed. There is absence of any odour removal system. While the odorous operations are carried out indoors, there is odour emission from openable window and mechanical ventilation exhaust.

5.2.3 On the other hand, rectangular concrete tanks are found in open area of the factory for 2nd fermentation. The container is covered with transparent plastic pane. Odour emission from the concrete tanks is less significant when compared to the situation when the tank is opened with soy bean loading/unloading operation.

5.2.4 In order to minimise odour impact from manufacturing process, practical and effective mitigation measures (such as mechanical ventilation with deodorization units) will be installed in the relocated factory building.

5.2.5 The location for the relocated soy sauce factory is separated from the nearest surrounding air sensitive uses by 10m to the village houses at west and more than 360m to Park Yoho and Sha Po Tsuen on southeast side. In order to assess the odour impact due to the relocated soy sauce factory, an odour impact assessment (OIA) has been conducted and provided in **Appendix 5.1**. Adequate mitigation measures have been recommended in the OIA report and are summarised below.

Proposed Mitigation Measures for the Relocated Soy Sauce Factory

- All odorous operation and facilities including wastewater treatment plant, the fermentation room, kitchen, etc. (except tanks for ageing under sunlight) will be housed indoors and provided with mechanical ventilation (window will not

be opened for ventilation to ensure that odour from within the building will be discharged through mechanical ventilation only).

- Deodorization units consisting of Electrostatic Precipitator and Nano-Confined Catalytic Oxidation (NCCO) unit with targeted 87.5% odour removal efficiency are proposed for oil and odour removal from the exhaust(s). They will be installed at location farthest away from proposed residential development which is air sensitive in nature. The exhaust will be facing away from the air sensitive uses as well to minimise the impact.
- It is also committed that the concrete tanks will be covered at all time except during collecting bean paste and not more than 3 concrete tanks will be opened at the same time.
- Commissioning test will be conducted to verify the deodorization efficiency before soy sauce factory operation. If the target odour removal efficiency could not be achieved during commissioning test, a revised odour impact assessment shall be updated to evaluate the impact. Further mitigation measures will be incorporated to demonstrate that there is no adverse odour impact on the nearby ASRs;
- Regular monitoring on odour removal efficiency during operation stage will be carried out. Odour samples shall be collected monthly at the inlet and outlet of the odour removal systems. If that the target odour removal efficiency could not be achieved is found during regular monitoring, remedial/rectification actions shall be taken until the odour removal system is resumed normal; and
- In case odour complaint is received, odour patrol will be conducted at relevant ASR(s) and the site boundary of the relocated factory. Remedial actions shall be taken for rectification if it is confirmed to be related to the operation of the soy sauce factory.

With proper implementation of mitigation measures recommended in the OIA, adverse odour impact on existing uses and planned uses is not anticipated. The cumulative odour impacts associated with planned and existing odour emission sources, identified within 500m assessment area of the site boundary of the relocated soy sauce factory on the nearby ASRs (including the existing air sensitive uses and the air sensitive uses of the Proposed Development) have been assessed and adverse odour impact would not be anticipated.

Industrial Stack Emission

5.2.6 The existing soy sauce factory would make use of Towngas or diesel for some of the manufacturing process (cooking of beans). For the relocated soy sauce factory, it would rely on electricity. There will be no chimney stack required in future and stack emission will be eliminated.

5.3 Noise

5.3.1 For the relocated soy sauce factory, most manufacturing process (except ageing of semi-product which does not involve and mechanical equipment) will be carried out indoors as the existing soy sauce factory does. Mechanical ventilation exhaust will be located on southern façade of the building so that it is away and has no direct line of sight with the proposed noise sensitive uses in the Application Site and to the north of the factory. The nearest existing noise sensitive uses (village houses to the immediate west) is separated from the factory site by 10m.

5.3.2 As this is in early planning stage of the project, there is lack of further detail such as full list of equipment, location, etc. Nevertheless, the requirement to meet HKPSG

standard (Acceptable Noise Level – 5 dB(A) or prevailing background whichever is lower) for both existing and future noise sensitive uses is well noted and will be specified in future document for detailed design and tender so that engineers and contractors need to strictly follow.

5.4 Water Quality Impact

5.4.1 Internal drainage system will be constructed to collect surface runoff. All surface runoff collected will be discharged to public drainage system. A drainage impact assessment is prepared separately with the drainage connection proposal included.

5.4.2 All wastewater of development (other than the relocated soy sauce factory) will be collected and discharged to public sewerage system. A sewerage impact assessment is prepared separately with the sewerage connection proposed included. The standards for effluents discharged into foul sewers leading into government sewage treatment plants as stipulated under Water Pollution Control Ordinance is observed and will be complied with by installing necessary onsite wastewater treatment facilities before discharge. On the other hand, future operator will be responsible to apply for the discharge arrangement and apply necessary license for operation of the soy sauce factory.

5.4.3 Requirement specified under EPD's practice note ProPECC PN 1/23 "Drainage Plans subject to Comments by the Environmental Protection Department" will be observed and complied with for drainage and sewerage system design, and will be clearly specified in future tender document so that contractor needs to follow.

5.4.4 The Application Site is current unsewered. The soy sauce factory currently in operation adopted sequencing batch reactor (SBR), treatment technology to process the wastewater, with a valid discharge license from EPD allowing discharge of treated effluent to the nearest stormwater outlet of Kam Tin River. The sewage from the relocated Soy Sauce Factory is to be discharged according to existing discharge license. The wastewater from the relocated Soy Sauce Factory will be treated by new onsite WWTP, based on latest treatment technology designed for soy sauce production process (i.e. tertiary treatment level). The treated effluent will be discharged into public sewerage system. The operator will operate the factory with a valid wastewater discharge license under the Water Pollution Control Ordinance (WPCO) to ensure that the pollutant loading is control within the acceptable limit. As the project is in preliminary stage, detailed design for the onsite WWTP would be provided later.

5.4.5 The operator will be responsible to re-apply necessary license such as variation of discharge license under Section 15 of Water Pollution Control Ordinance for effluent discharge and will equip necessary wastewater treatment facility.

5.4.6 There will be no direct discharge of untreated surface runoff and effluent to surrounding water sensitive receiver. No unacceptable water quality impact would be resulted due to future operation of the soy sauce factory.

5.5 Conclusion

5.5.1 Potential environmental air quality, noise and water quality impacts arising from future operation of the relocated soy sauce factory have been assessed. Environmental mitigation measures have been proposed to eliminate or minimise the potential impact.

5.5.2 A odour impact assessment regarding the relocated soy sauce factory has been conducted. No adverse odour impact is expected based on the assessment result. Updated assessment would be carried out in later detailed design stage in case of any change of design information to investigate the odour impact to the nearby air sensitive

receivers. Adequate mitigation measures would be recommended so that no adverse odour impact is envisaged.

5.5.3 With the recommended mitigation measures in place, no insurmountable environmental impacts arising from the operation of the relocated soy sauce factory are anticipated.

6. CONSTRUCTION PHASE IMPACTS

6.1 Introduction

6.1.1 During the construction phase of the proposed development, there may be potential air quality, noise and water quality impacts upon the nearby sensitive receivers such as villages. Waste generation is another consideration. Practicable environmental mitigation measures are recommended to reduce these impacts to acceptable ranges.

6.2 Fugitive Dust and Gaseous Emission

6.2.1 The major air quality impact of concern during the construction phase will be the potential fugitive dust emission. The major dust emission sources during the construction phase of the Proposed Development are expected to arise from construction activities during site formation stage such as:

- Excavation resulting in exposed ground vulnerable to air erosion;
- Earth moving, loading and unloading of excavated material;
- Wind effect on material stockpiling; and
- Vehicle movements on haul roads and over the construction site.

6.2.2 There will be potential impacts from the criteria pollutants (e.g. nitrogen dioxide (NO_2), sulphur dioxide (SO_2), and carbon monoxide (CO)). Emission from diesel trucks for the haulage of materials and construction plants will contain high percentage of smoke particulate and unburned hydrocarbons in comparison with petrol driven vehicles. Ultra-low sulphur diesel (ULSD) with sulphur content not exceeding 0.005% by weight will be used as fuel to minimize SO_2 emission. In all circumstances, the contractor will be required to observe all relevant regulations and maintain all equipment in good condition to avoid any excessive emission. Under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, excavator, crawler crane, bulldozer and etc.) with a proper label are allowed to be used in the construction site. In addition, availability of electricity supply during construction of the project will be explored and such requirement will be specified in future contract. If available, contractor should maximise use of electricity and with least reliance of diesel fuelled equipment (e.g. for electricity powered stationary equipment such as pump instead of using generator).

6.2.3 There are some villages located within 500m from the Application Site and considered as Air Sensitive Receivers (ASRs). **Figure 6.1** shows the separation distance between the Application Site and the nearby ASRs. Separation distance between the Application Site and the OU(CDWRA)1 Site and the nearby air/noise sensitive receivers is shown in **Table 6.1**.

Table 6.1 Separation Distance between the Application Site and Nearby Air/Noise Sensitive Receivers

ID	Identified ASR/NSR	Separation Distance from Application Site	Separation Distance from OU(CDWRA)1 Site
ASR1 / NSR1	Village House of Wing Kei Tsuen B6A	~330m to the north	~80m to the north
ASR2 / NSR2	Village House of Mo Fan Heung 1	~130m to the east	~134m to the east
ASR3 / NSR3	Village House of Sha Po Tsuen 8	~450m to the southeast	~630m to the south
ASR4 / NSR4	Village House	~10m to the west	~220 to the south

6.2.4 The proposed development is designed so that relocated soy sauce factory and reserved school site is located on southern portion and built area (where site formation and excavation take place) at the northern portion. It is estimated that about 180,000m^3 of excavated material will be generated. Assuming a period of 2 years for site formation and excavation, it will generate around 40 truckload per day, and average of about 4 truckload per hour. On the other hand, another planning application (Application No.: Y/YL-NSW/8) for OU(CDWRA)1 site to the immediate north have been submitted. It is assumed that the tentative completion years of the proposed development at the application site and at this adjacent site are both 2031. It is likely that site formation and excavation work will be carried out concurrently at these 2 sites. It is estimated that about 430,000m^3 of excavated material will be generated. Assuming a period of 2 years for site formation and excavation, about 10 truckload per hour will be generated for OU(CDWRA)1 site. Cumulative fugitive dust impact during concurrent construction of these two projects is anticipated. In addition, a newly proposed public housing development has been committed to the east across San Tin Highway of the subject Application Site at Sha Po (RNTPC Paper No. 9/22). The proposed public housing development in Sha Po will be finished by Year 2031 tentatively. Since the proposed development and another project for OU(CDWRA)1 site are tentatively completed by 2031, it is possible that there are concurrent construction activities of the public housing development as well. Yet, since the location of the public housing site is separated from the proposed development by the San Tin Highway (around or more than 200m apart), the contribution of cumulative impact on sensitive receivers nearby the proposed development is insignificant.

6.2.5 Besides, there is an approved planning application at Wing Kei Tsuen (Application No.: Y/YL-NSW/7) located at the further north of the Proposed Development. The site will be developed as a comprehensive development with wetland restoration area and tentatively to be completed by 2028. In addition, it is noted that the proposed Northern Link (Approved EIA Report No.: AEIAR-259/2024) is tentatively completed by 2034, which is 3 years later than the Proposed Development. It is possible that there are concurrent construction activities of the proposed development, the proposed Wing Kei Tsuen development and the proposed NOL. Yet, the Wing Kei Tsuen development and the proposed NOL are separated with the Proposed Development by 350m and 150m respectively. The contribution of cumulative impact on sensitive receivers nearby the Proposed Development is considered to be insignificant. Therefore, the contribution of cumulative impact on sensitive receivers nearby the proposed development is insignificant. The location of the concurrent projects is shown in **Figure 6.2**. In all circumstances, it is believed that best management practice will be implemented for all concurrent projects. Further, due to the proximity of the Proposed Development and the project for OU(CDWRA)1 site, it is recommended that the contractors of all

the concurrent projects in the vicinity should have close liaison to avoid any dusty activities to be taken place at the same time or at locations nearby to minimise the cumulative dust impact.

6.2.6 The proposed development includes relocation of soy sauce factory, formation of site reserved for school, excavation of basement for car parking facilities. erection of residential towers and associated facilities. The site topography is generally flat so that no extensive site formation work is required. Excavation, piling and superstructure works are typical of many residential developments in Hong Kong. There are well established practices (e.g. paving of main haul road, water spraying, wheel washing, speed limit, high hoarding, stockpile covered and located away from ASR) to suppress dust emission. Since the Project is at the early stage, relevant information is not available yet. However, any phasing of the construction works for the excavation / site formation areas will be considered during the detailed design stage. It is considered that the potential fugitive dust impact can be practicably mitigated.

6.2.7 Fugitive dust emission arising from construction activities can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses with reference to EPD's Recommended Pollution Control Clauses for Construction Contracts, where applicable, good site management, and close monitoring by the resident engineers. The contractor shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulations. With the adaptation of good practices, it is expected that emission of construction dust can be kept at an acceptable level. Environmental monitoring and audit (EM&A) programme will be planned and implemented during the construction phase of the proposed development.

Mitigation Measures

6.2.8 The recommended dust mitigation measures are described below.

General Site Management

6.2.9 As discussed, the contractor would establish communication channel with the contractor of the nearby concurrent projects (i.e. OU(CDWRA)1 Site, proposed public housing development in Sha Po, proposed Wing Kei Tsuen development, proposed NOL). In particular, there would be close liaison to avoid dusty activities be taken in place at the same time or at locations neat to each other to minimise the fugitive dust impact.

6.2.10 Appropriate working methods should be devised and arranged to minimise dust emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. Electric power supply to the on-site machinery shall be provided as far as practicable in order to minimize any air emissions. No free falling of construction debris should be allowed, which should be let down by hoist or enclosed tunnel to the ground.

6.2.11 Higher hoarding shall be erected along the site boundary of the project where there is ASR in close proximity" as control measures. A high standard of housekeeping shall be maintained. Any piles of materials accumulated on or around the work areas shall be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas shall be carried out in a manner that does not generate fugitive dust emissions. Prior to cleaning, the materials should be handled properly to prevent fugitive dust emission. Any exposed earth shall be properly treated by compacting or hydro seeding, within 6 months after the last construction activity.

6.2.12 Frequent mist/ water spraying should be applied on dusty areas. The frequency of spraying will depend upon local conditions such as rainfall, temperature, wind speed

and humidity. The amount of water spraying should be just enough to dampen the material without over-watering which could result in surface water runoff.

Vehicles and Unpaved Site Roads

6.2.13 Dust emission from unpaved roads comes predominantly from travelling of vehicles. Areas within the site where there are regular vehicle movements should have an approved hard surface. Speed controls at an upper limit of 10km/hr should be imposed and their movements should be confined to designed roadways within the site. All dusty vehicle loads should have side and tail boards covered by tarpaulin extending at least 300mm over the edges of the side and tail boards. Wheel-wash troughs and hoses should be provided at exit points of the site.

Material Stockpiling and Handling

6.2.14 The amount of stockpiling should be minimised where possible. Construction material or debris should be covered and stored inside enclosed areas. Other control measures such as enclosed or semi-enclosed windboard should be used, where applicable, to minimise dust emission. Regular watering is needed at areas such as storage piles, where there could be potential dust emission.

6.3 Construction Noise Impact

6.3.1 During the construction phase of the proposed development, major noise impacts would arise from piling works, operation of Powered Mechanical Equipment (PME), and construction-related traffic.

Construction Noise Criteria

6.3.2 Construction noise is controlled under the Noise Control Ordinance (NCO) which prohibits the use of powered mechanical equipment (PME) during the restricted hours (7 p.m. to 7 a.m. on normal weekdays and any time on a public holiday, including Sunday) without a valid Construction Noise Permit (CNP) from the Authority. The criteria and procedures for issuing such a permit are specified in the "Technical Memorandum on Noise From Construction Works Other than Percussive Piling" (TM1). While there is no planned construction works to be carried out during the restricted hours, TM1 should be followed in case there is any need to carry out works in such time period in future.

6.3.3 With effect from 1 November 96, the use of specified powered mechanical equipment (SPME) for carrying out construction work other than percussive piling and/ or the carrying out of prescribed construction work (PCW) within a designated area are also brought under control. The relevant technical details are provided in the "Technical Memorandum on Noise from Construction Work in Designated Areas" (TM2).

6.3.4 Percussive pilling is controlled similarly by a construction noise permit system and described in the NCO and the "Technical Memorandum On Noise From Percussive Piling" (TM3) which restrict the number of hours during which piling can be conducted. Percussive piling is prohibited between 7 p.m. and 7 a.m. and on holidays (including Sundays). Percussive piling during the daytime (i.e. between 7 a.m. and 7 p.m. on any day not being a holiday) may be carried out in accordance with the permitted hours and other conditions under a valid construction noise permit.

6.3.5 For construction works other than percussive piling, although TM1 does not provide control over daytime construction activities, noise limits as shown in below table are set out in the "Practice Note for Professional Persons Environmental Consultative Committee" (ProPECC) PN/2 issued in 1993.

Table 6.2 Noise Limit for Daytime Construction Activities

NSR	0700 to 1900 Hours on Any Day Not Being a Sunday or General Holiday, Leq (30 min), dB(A)
Dwelling	75
School	70 (65 during examinations)

Notes:

(i) The above standards apply to uses which rely on opened windows for ventilation;

(ii) The above standards shall be viewed as the maximum permissible noise levels assessed at 1 m from the external façade.

6.3.6 As tabulated in **Table 6.1**, the nearest NSR is over 130m apart. With long separation distance maintained, significant construction noise impact is not anticipated. In all circumstances, future contractor will be required to exercise adequate mitigation measures to minimise potential construction noise impact on the surrounding noise sensitive uses.

Mitigation Measures

6.3.7 Sufficient noise mitigation measures should be introduced in the development to alleviate potential noise impacts on nearby NSRs. The Contractor(s) will be required under the contract to ensure regular maintenance of all plant and equipment, and that noise generation at source would be minimized and practicable noise mitigation measures would be in use. The Contractor(s) will be required to adopt quiet type construction plants (e.g. EPD's quality powered mechanical equipment (QPME) inventory), wherever practicable. Similarly, quieter method other than percussive piling will be adopted as far as practicable for any piling works subject to ground investigation result (which usually dictates the piling method). Movable noise barriers will also be erected around noisy plants in order to minimize noise generation at source. With these measures in place noise generation due to construction activities would be minimized.

6.3.8 The following general noise mitigation measures are recommended for implementation:

- Application of properly designed silencers, mufflers, acoustically dampened panels and acoustic sheds or shields, etc.;
- Use of electric-powered equipment where applicable instead of diesel-powered or pneumatic-powered equipment;
- Erecting noise enclosures/ movable noise barriers around noisy plants;
- Only well-maintained plants should be operated on-site;
- Plants should be serviced regularly during the construction programme;
- Noisy activities can be scheduled to minimize exposure of nearby NSRs to high levels of construction noise. For example, noisy activities can be scheduled for midday or at times coinciding with periods of high background noise;
- Noisy equipment such as emergency generators shall always be sited as far away as possible from noise sensitive receivers;
- Location of noise emitting plants at maximum possible distances from sensitive receivers;
- Contractual clauses for construction works; and

- Schedule of noisy operations during non-restricted hours where possible.

6.3.9 The above-mentioned noise mitigation measures will be included in the contractual clauses for implementation by the contractor(s) during the construction stage. With these measures in place, construction noise due to the Proposed Development can be minimized, and no significant noise impact is anticipated.

6.4 Water Quality and Construction Wastewater Impact

Source of Construction Wastewater

6.4.1 Construction activities would inevitably have the potential to generate wastewater and affect the nearby water quality. Works should be carried out in such a manner so as to minimise significant impacts on local water bodies. Activities that are likely to cause water pollution include:

- Construction runoff and drainage;
- Sewage effluent from the site; and
- Liquid spillage, e.g. oil, diesel, solvents etc.

6.4.2 Construction runoff contains increased loads of sediments, other suspended solids and contaminants. Potential sources of pollution include runoff and erosion from the site surfaces, drainage channels; bentonite slurries and other grouting materials and drainage from dust suppression sprays, fuel, oil and lubricants from construction vehicles and other equipment.

6.4.3 Water sensitive receivers exist in the immediate surrounding of the Application Site (see **Figure 1.3**). Precautionary measures should be incorporated to avoid and minimise potential water quality impact on the water sensitive receivers.

Mitigation Measures

6.4.4 The good practice given in the Practice Notes for Professional Persons on "Construction Site Drainage" (ProPECC PN 2/23) in controlling water pollution at construction site shall be implemented during the construction phase of the Proposed Development. Soil erosion from the construction site can be minimised through good on-site management practices by implementing viable erosion control measures which should be incorporated in contract clauses. The main practices provided in the above-mentioned document (i.e. ProPECC PN 2/23) are also summarized in the following paragraphs which should be enforced to prevent unacceptable construction stage impacts and for compliance with the statutory criteria.

Construction Site Runoff

- Exposed soil surfaces should be protected from rainfall through, for example, by covering temporarily exposed slope surfaces or stockpiles with tarpaulin and protect temporary access roads by crushed stone or gravel;
- Exposed soil areas should be minimised to reduce the potential for increased siltation and contamination of runoff;
- Minimise the time that soil surfaces are exposed;
- Slow down water run-off flowing across exposed soil surfaces;
- Channels, earth bunds or sand bag barriers should be provided on site to properly direct surface runoff through drainage systems;
- Oil interceptors are also recommended to be provided for stormwater drains near plant maintenance/ repair areas, where necessary.

- Manholes (including newly constructed ones) should be adequately covered or temporarily sealed so as to prevent slit, construction materials or debris from getting into the drainage system;
- Construction works should be programmed to minimise soil excavation works where practicable during rainy conditions (in particular works nearby water body such as offsite sewer pipe laying work alongside river and near meander);
- Drainage facilities must be adequate for the controlled release of storm flows;
- Sedimentation basins and sand traps designed in accordance with the requirements of ProPECC Note PN 2/23 should be installed at the construction site for collecting surface runoff. Perimeter channels at site boundaries should be provided where necessary to intercept surface runoff from outside the site. Silt removal facilities, channels and manholes should be maintained and deposited silt and grit should be removed regularly;
- There should be no direct discharge without treatment of construction site runoff into the nearby streams and public drains;
- The Contractor shall prepare a construction site drainage management plan with details of the construction phase drainage system proposed to be constructed; discharge location(s); and screening facilities;
- The Contractor(s) shall apply for a discharge licence under the WPCO and the discharge shall comply with the terms and conditions of the licence throughout the construction phase;
- Construction works should be arranged so that there should be no disturbance to water quality at the nearby stream. Construction site runoff should be intercepted by drains so that there will be no direct discharge without treatment into the nearby stream and other sensitive areas; and
- Apart from works within the Application Site, there will be offsite construction work for laying of sewer pipeline. A section of pipeline serving the proposed development and another being planned development to the immediate north will be constructed alongside river and near meander. In addition, there will be site formation work. Sand bag will be berthed alongside the water body to minimise any construction material/excavated soil/debris from getting into water body.

Wastewater from Construction Site

- Sewage generated from the construction workforce should be contained by chemical toilets before connection to public foul sewer can be provided. The number of chemical toilets required would be subject to the capacity of the chemical toilets, and contractor's practices/ work programme. The Contractor(s) will be required to provide an estimation on the amount of sewage to be generated and to provide sufficient number of chemical toilets for construction workers. The chemical toilets should be serviced and cleaned by a specialist contractor at regular intervals. No discharge of sewage into nearby environment will be allowed during construction stage. Such requirements will be incorporated into relevant contractual clauses of this Proposed Development for proper implementation;
- Foul water from canteens on-site, if any, should also be contained by chemical toilets before connection to public foul sewer can be provided;

- Vehicle wheel washing facilities should be provided at every site exit such that mud, debris, etc. deposited onto the vehicle wheels or body can be washed off before leaving the site area;
- Section of construction road between the wheel washing bay and the public road should be paved with backfill to reduce vehicle tracking of soil and to prevent site run-off from entering public road drains; and
- If bentonite is used, bentonite slurry should be reconditioned and reused as far as practicable. Spent bentonite should be kept in a separate slurry collection system for disposal at a marine spoil grounds subject to obtaining a marine dumping licence from EPD. If used bentonite slurry is to be disposed of through public drainage system, it should be treated to the respective effluent standards applicable to foul sewers, storm drains or the receiving waters as set out in the WPCO Technical Memorandum on Effluent Standards in accordance with ProPECC PN 2/23.

Oils and Solvents

- Spillage of fuel oils or other polluting fluids should be prevented at source. It is recommended that all stocks should be stored inside proper containers and sited on sealed areas, preferably surrounded by berms;
- Regular site inspections to ensure the proper implementation of the above measures shall be carried out.

6.5 Construction Waste Disposal

Legislation and Construction Waste Impact

6.5.1 The principal legislation controlling waste materials in Hong Kong is the Waste Disposal Ordinance (WDO) (Cap. 354) and its subsidiary regulations.

6.5.2 Construction activities for the Proposed Development will generate waste materials requiring appropriate management and disposal. Likely range of waste types includes:

- Excavated C&D materials and site clearance waste;
- Wood from formwork as non-inert C&D materials;
- General refuse generated by the workforce; and
- Chemical and oily wastes due to maintenance of equipment.

6.5.3 The general waste management strategy is to avoid waste generation in the first place. If that is unavoidable, source reduction and segregation should be exercised as far as practicable and at the same time, recycling and reuse should be adopted to salvage as much as possible all the recyclable and reusable materials.

Construction Waste Disposal Measures

6.5.4 Contractor will be required to develop and implement a proper waste management plan (WMP) according to the PNAP ADV-19 to devise proper procedures to segregate, store and delivery/disposal or recyclable/non-recyclable materials.

6.5.5 On-site sorting of construction wastes will be recommended. On-site sorting can be achieved by avoiding the generation of "mixed waste" through good site control.

6.5.6 Waste generated by construction activities should be sorted into inert C&D materials and non-inert C&D materials. The inert C&D materials which comprise soil, rock, concrete, brick, cement plaster/mortar, inert building debris, aggregates and asphalt shall be reused in earth filling, reclamation or site formation works. The non-inert C&D

materials which comprises metal, timber, paper, glass, junk and general garbage shall be reused or recycled and, as the last resort, disposal of at landfills.

6.5.7 It is estimated that about 180,000 m^3 of inert C&D material and 20,000 m^3 of non-inert C&D material will be generated during the course of construction. Adequate areas for sorting and storage of segregated materials should be provided onsite. Construction wastes shall be sorted, with the inert C&D material broken up into small pieces for disposal at public fill reception facility, and the non-inert C&D material should be disposed of at landfill.

6.5.8 To estimate the general refuse generated during construction phase, an assumption of 300 workers per day with 0.65 kg per worker per day has been made. **Table 6.3** presents the estimation of waste generated during construction phase.

Table 6.3 Summary Table of Estimated Waste during Construction Phase

Waste Material	Total Quantity Generated	Handling	Disposed offsite/reused and quantity
Inert C&D Material	~180,000 m^3	Sorted into inert C&D material and delivered to public fill reception facilities	~180,000 m^3 to be delivered to public fill reception facility (minimal for reuse onsite)
Non-Inert C&D Material	~20,000 m^3	Collected and segregated where practicable, and collected by/delivered to recycler	~1,000 m^3 to be collected by/delivered to recycler ~19,000 m^3 to be disposed of at designated landfill site
General Refuse	~200 kg per day	Collected using adequate containers/bins and provide onsite collection point for collection	Collected by refuse collection vehicle and disposed of at designated landfill site
Chemical Waste	Anticipated to be limited (around some hundred litres at most)	Collected by licensed collectors	Chemical Waste Treatment Centre or equivalent

Note: The above estimated quantities are subject to the detailed design stage.

6.5.9 Construction wastes shall be sorted, with the inert C&D materials broken up into small pieces for disposal at public fill reception facility, and the non-inert C&D materials should be disposed of at landfill.

6.5.10 Chemical and oily wastes generated from the construction activities, vehicle and plant maintenance and oil interceptors should be disposed of as chemical waste in strict compliance with the Waste Disposal (Chemical Waste) (General) Regulations.

6.5.11 Waste disposal from construction site is subject to control under the Waste Disposal Ordinance.

6.6 Land Contamination Review

6.6.1 The Application Site is located to the west of Castle Peak Road – Tam Mi. It is currently occupied by Koon Chun Sauce Factory, open storage and a strip of shrubland.

Historic and Current Land Uses

6.6.2 Historic aerial photos taken in year 1949, 1963, 1975, 1989, 1995, 2004, 2015, 2019, 2021 and 2022 are shown in **Appendix 6.1**. It is generally composed of farmland and ponds in year 1949 to 1963. According to the soy sauce factory website, the factory occupied the northern portion of the Application Site since 1967 and no change of use till now. From year 1975 to 1989, the site mainly consisted of ponds and the soy sauce factory. In year 1995, the pond at east of sauce factory was filled and the southern portion of the site was paved. In year 2004, the pond was paved and the southern portion became container storage area. From year 2015 till now, the paved area east of soy sauce factory left vacant and turned into shrubland. The container storage area is still located on the southern portion of the Application Site and in operation.

Table 6.4 Land Use Summary on the Application Site

Year	Land Use / Description	Owner / Occupier	Source of Information	Off-site Property Affected?
1949	The Application Site was a mix of farmland and ponds with some village houses located at the northwest corner.	No information available	Aerial photos from Lands Department	No
1963	The Application Site was a mix of farmland and ponds. It is observed that construction works for Koon Chun Sauce Factory was in progress at the northeast portion. The houses identified in 1949 were no longer exist.	No information available	Aerial photos from Lands Department	No
1975	Most of the site was ponds and the sauce factory located was already established at the northeast corner.	No information available	Aerial photos from Lands Department	No
1989	There is no change of landuse comparing to year 1975.	No information available	Aerial photos from Lands Department	No
1995	The pond at the northwest corner was filled. Southern portion of the site was paved. No change is observed on the sauce factory.	No information available	Aerial photos from Lands Department	No
2004	The filled pond was further paved and left vacant. The southern paved area became container storage area. No change is observed on the sauce factory.	No information available	Aerial photos from Lands Department	No

2015	The northwest paved area changed into shrubland. No change is observed on the sauce factory and container storage area.	No information available	Aerial photos from Lands Department	No
2019	There is no change of landuse comparing to year 2015.	No information available	Aerial photos from Lands Department	No
2021	There is no change of landuse comparing to year 2019.	• Applicant • Government • Third party	Aerial photos from Lands Department	No
2022	There is no change of landuse comparing to year 2021.	• Applicant • Government • Third party	Aerial photos from Lands Department	No

Information from Government Departments

6.6.3 Apart from the historic aerial photos, the following Hong Kong Special Administration Region (HKSAR) Government Departments have been enquired on the latest update on the availability of land use status and records of land contamination and/or spillage of the Application Site. The summary of correspondence is tabulated in **Table 6.5** below. Copy of letters which the Consultant sent to various Government Departments and relevant replies are shown in **Appendix 6.2**.

6.6.4 Building Records Access and Viewing On-line (BRAVO) of Building Departments (BD) was visited in January 2024 to obtain records for completed private buildings. Several records of building, structure, drainage, alternation & additions, site formation, minor works for the Koon Chun Sauce Factory were found. This finding is in line with the current land use at the Application Site. The captured screen of BRAVO is provided in **Appendix 6.3**.

6.6.5 As advised by Planning Department (PlanD), the Consultant visited the Town Planning Board Statutory Planning Portal 3 to obtain records for land zoning. The website as of 04 January 2024 has confirmed that the Application Site falls within areas zoned "Industrial (Group D) (I(D))" and "Open Storage (OS)"on the Approved Nam Sang Wai OZP (No. S/YL-NSW/8).

6.6.6 As advised by Fire Service Department (FSD), no Dangerous Goods Licence is issued regarding the Application Site. Several incidents are reported in the vicinity but none of them happened within the Application Site.

6.6.7 As advised by Hong Kong Police Force (HKPF), there was no explosive incident in their database at the Application Site.

6.6.8 As advised by Environmental Protection Department (EPD), the Consultant visited the territory-wide register of chemical waste producers (CWPs) maintained at EPD's Territory Control Office. The register record as of 13 October 2023 has recorded two chemical waste producers at the Application Site, namely Ocean World Enterprise Limited (Recycling) and Koon Chun Hing Kee Soy & Sauce FTY Ltd (Sauce product manufacturing).

Table 6.5 Enquires and Responses on Land Contamination Related Records in the Application Site

Consultant's Letter Ref.	Department	Response Letter Ref.	Response Date	Summary
SHKOUIOSEI00_0_0003L.22	Environmental Protection Department	() EP910/E6/1	29/07/2022	There is no record of chemical spillage accident and submission relating to land contamination assessment at the Subject Site in the past 3 years. A visit to the Territorial Control Office for chemical waste producer registry inspection was performed. According to the register record as of 13/10/2023, no record is found at the Application Site.
SHKOUIOSEI00_0_0004L.22	Fire Service Department	(6) in FSD GR 6-5/4 R Pt.42	15/07/2022	Appointment letter from client to be provided for accurate information search in the database.
		(66) and (72) in FSD GR 6-5/4 R Pt.42	02/08/2022	There is no Dangerous Goods Licence issued at the Subject Site. Several incidents are reported in the vicinity but none of them happened within the site.
SHKOUIOSEI00_0_0005L.22	Hong Kong Police Force	(71) in CP OPS EOD 6-20/1 Pt.5	27/07/2022	There was no explosive incident in EOD's database at the subject site.
SHKOUIOSEI00_0_0006L.22	Planning Department	() in Y/YL-NSW/8&9	19/07/2022	The subject site falls within an area zoned "Industrial (Group D)" and "Open Storage" (No. Y/YL-NSW/9) on the approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8 (OZP).
-	Lands Department	Topographic Map available from Lands Department was reviewed. The Application Site was occupied by the Koon Chun Sauce Factory, ponds and a strip of plantation from year 1982 to 1994. The sauce factory remains at the same location since then. From year 1996 to 2004, the southern portion of the site was "Works in Progress". From year 2004 to 2024, the southern portion remains as open storage. The pond was filled and paved later. Topographic Map records generally tally with observations in aerial photos.		

Discussion and Observation

6.6.9 Based on the above, the desktop review of historic information indicated that the Application is characterized by a mixture of rural landscape, ponds and Koon Chun Sauce Factory. Major changes of land use status in the area were observed around year 1963 and 2004. The soy sauce factory started to be erected around year 1963 and open storage at southern portion was established in year 2004 since then.

6.6.10 According to the site survey conducted in Mar 2022 and Nov 2023, Ocean World Enterprise Limited was not identified. Its recorded address on EPD's register refers to the open storage area, where only containers were observed. Therefore, it is confirmed that Koon Chun Sauce Factory is the only current CWP onsite.

6.6.11 Koon Chun Sauce Factory is paved. There was no sign of obvious/ suspected contamination such as oil staining, abnormal odour, distress vegetation, dangerous goods storage. However, as the soy sauce factory holds a CWP licence and involves industrial operations, it is recommended to perform a detailed land contamination assessment in later stage (i.e. after the factory is vacant) to determine the presence and extent of contamination onsite.

6.6.12 It was also observed that the Open Storage was used as temporary storage of containers. Compressed gas, construction tools, abandoned wood, generators, oil stains were identified at grade. It is therefore considered that there is potential land contamination problem within the open storage area. There was CWP existed at the Open Storage area before.

6.6.13 That the potentially contaminating activities might have caused contamination over time cannot be ruled out at this stage. Therefore, a detailed land contamination assessment will be carried out in the later stage to identify the needs of Contamination Assessment Plan (CAP) and/ or Site Investigation (SI), which will be conducted at the identified hot spots to determine the presence and extent of contamination on site.

6.6.14 Subject to the findings of the CAP and SI, a Contamination Assessment Report (CAR) would be prepared to present the findings and evaluate the level and extent of potential contamination. If land contamination is identified and remediation is required, a Remediation Action Plan (RAP) would be prepared to recommend specific remediation measures. All contaminated soil would need to be remediated specific remediation measures and in accordance with Practice Guide with the agreement from EPD.

6.6.15 Upon completion of remediation works, if any, a Remediation Report (RR) would be prepared to demonstrate the clean-up works are adequate. All documents (including CAP, CAR, RAP and RR) would be submitted to EPD for approval prior the commencement of any construction or development works.

6.7 Conclusion

6.7.1 Potential environmental impacts arising from construction activities of the Proposed Development, including air quality, construction wastewater, noise and waste impacts have been assessed. No insurmountable environmental impacts are anticipated from the Proposed Development with the implementation of environmental mitigation measures.

6.7.2 According to the historical and existing use observed in site survey, it is considered that there is potential land contamination problem in the Application Site suggested due to nature of previous and/or current land uses. Further verification including necessary SI which may trigger requirement to prepare CAP, CAR etc. is considered to be required according to the EPD Guidance Note for Contaminated Land Assessment and Remediation as well as the Practice Guide for Investigation and Remediation of Contaminated Land. The land contamination assessment is required and remediation (if necessary) shall be completed before development works among the potentially contaminated area at the Application Site. The Applicant is required to conduct further site re-appraisal to update the land contamination assessment to take into account the latest situation of the Site, in order to assess any change in land usage which might give rise to potential land contamination issues and to ascertain contaminative sources and hot spot of contamination.

7. CONCLUSION

7.1.1 Potential industrial noise and emission, vehicular emission and railway noise impacts have been evaluated and considered acceptable, due to absence of industrial emission source within 200m from the Application Site, absence of aboveground railway system within 300m from the Application Site, remoteness and insignificance of industrial noise source, adequate separation maintained from carriageways meeting HKPSG requirement.

7.1.2 It is noted that the existing soy sauce factory onsite will be relocated to its southern portion. There are various measures to be incorporated into this relocated soy sauce factory which will be implemented by the Applicant, e.g. the relocated soy sauce factory is designed without chimney stack to eliminate stack emission and mechanical ventilation with deodorization units. According to the OIA report provided in **Appendix 5.1**, with proper implementation of mitigation measures recommended in the OIA, adverse odour impact on existing uses and planned uses is not anticipated. Noisy facilities will be designed to meet HKPSG standard (Acceptable Noise Level – 5 dB(A) or prevailing background whichever is lower). Proper drainage system and onsite wastewater treatment plant will be constructed to treat effluent to acceptable standard before discharge. Treated effluent from the onsite wastewater treatment plant will be discharged to public sewerage system. The operator will be responsible to re-apply necessary license such as variation of discharge license under Section 15 of Water Pollution Control Ordinance for effluent discharge and will equip necessary wastewater treatment facility. There is no direct discharge of untreated wastewater to surrounding water body. No unacceptable environmental noise, air quality, odour and water quality impact due to future operation of the soy sauce factory is anticipated.

7.1.3 The Proposed Development (other than the relocated soy sauce factory) is generally non-environmental polluting in nature. There is no chimney stack. However, noisy equipment such as AC system of retail and clubhouse area, fan system of covered transport lay-by will possibly be provided onsite. As this is in early planning stage of the project, there is lack of detail such as type of equipment, location, orientation, etc. Nevertheless, the requirement to meet HKPSG standard is well noted and will be followed. The covered transport lay-by will be designed so that the exhaust louver will be facing road and away from any nearby air sensitive uses (not limited to the proposed development) as far as possible. EPD's ProPECC PN 1/22 on Control of Air Pollution in Semi-Confined Public Transport Interchanges will be followed for the design and operation of the proposed transport lay-by such that the air quality guidelines set out in the PN are met under all conditions. In fact, there is no nearby air sensitive uses close to the tentative exhaust louver location so that adverse air quality impact due to the operation of covered transport lay-by is not anticipated.

7.1.4 The potential road traffic noise impact on the Proposed Development has been assessed quantitatively. Noise mitigation measures in terms of self-protecting building design (including blank wall), vertical acoustic fin, acoustic window/door (baffle type), door with auto-closing mechanism and fixed glazing (with or without maintenance window) are proposed. With the recommended noise mitigation measures in place, no adverse road traffic noise impact on future residential dwellings is anticipated. Regarding the primary school development, the orientation should be carefully designed to avoid facing road directly. Air conditioning and better insulation are recommended as the last resort.

7.1.5 Fixed noise impact assessment has also been conducted. The assessment result demonstrates that the predicted noise levels at selected NSRs comply with the relevant noise criteria and no at-receiver noise mitigation measure is required. It is understood that there will be potential AC outdoor units proposed for clubhouse, mechanical

ventilation for carpark and covered transport lay-by, etc. It is noted that the detailed design is subject to finetuning and after respective contractors engaged. To avoid adverse noise impact on the surrounding NSRs, the future contractor shall ensure that the equipment within the Proposed Development would be designed and installed to meet the HKPSG criteria.

7.1.6 Potential environmental impacts arising from construction activities of the Proposed Development, including air quality, construction wastewater, noise and waste impacts have been qualitatively assessed. No insurmountable environmental impacts are anticipated with the implementation of environmental mitigation measures.

7.1.7 Based on the preliminary review at this rezoning stage, it is noted that the Application Site should have been used for soy sauce manufacturing & storage and containers open storage. Compressed gas, construction tools, abandoned wood, generators, oil stains were identified in the open storage area at grade. Potential land contaminating problems were considered possible onsite. The land contamination assessment is required and remediation (if necessary) shall be completed before development works at the Application Site.

7.1.8 In conclusion, there is no unacceptable environmental noise, air quality, water quality, odour and waste impacts anticipated on or arising from the proposed development with the recommended environmental mitigation measures properly implemented.

Figures

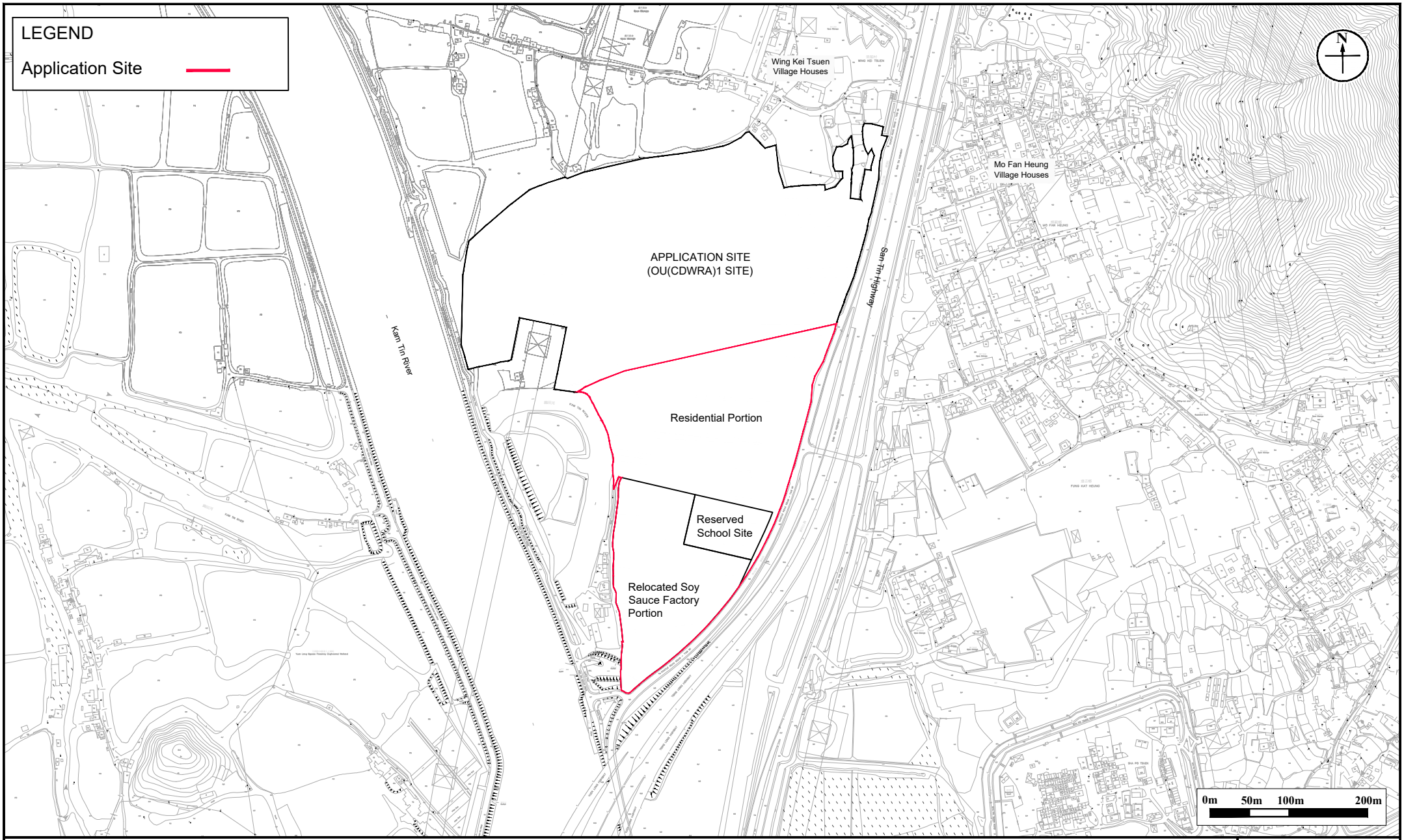

Figure: 1.1 ” ” ”

Title: Location of the Applicaton Site and its Environs

Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D) , “OS and "Road" Zones to “R(E) Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AC
Checked by:	CC
Rev.:	1.0
Date:	Dec 2021

\\aphkfps3\Drive Q\Projects\SHKOUIOSEI00\05 Assessments\02 Noise\01 Industrial\Fig1.1 Site Location_Site1.dwg

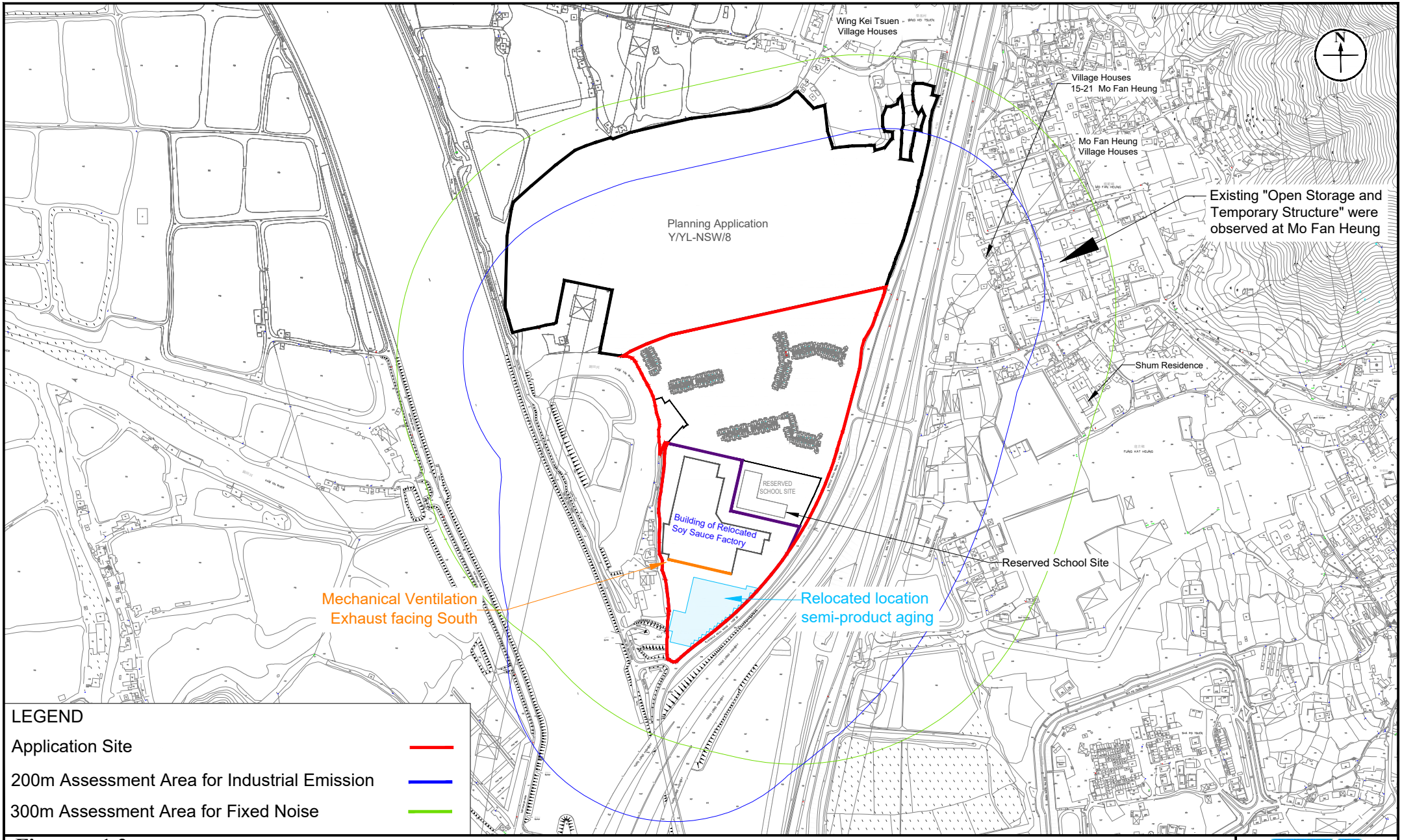

Figure: 1.2

Title: Assessment Area for Industrial Emission and Fixed Noise Sources

Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	PL
Checked by:	CC
Rev.:	1.2
Date:	Jan 2024

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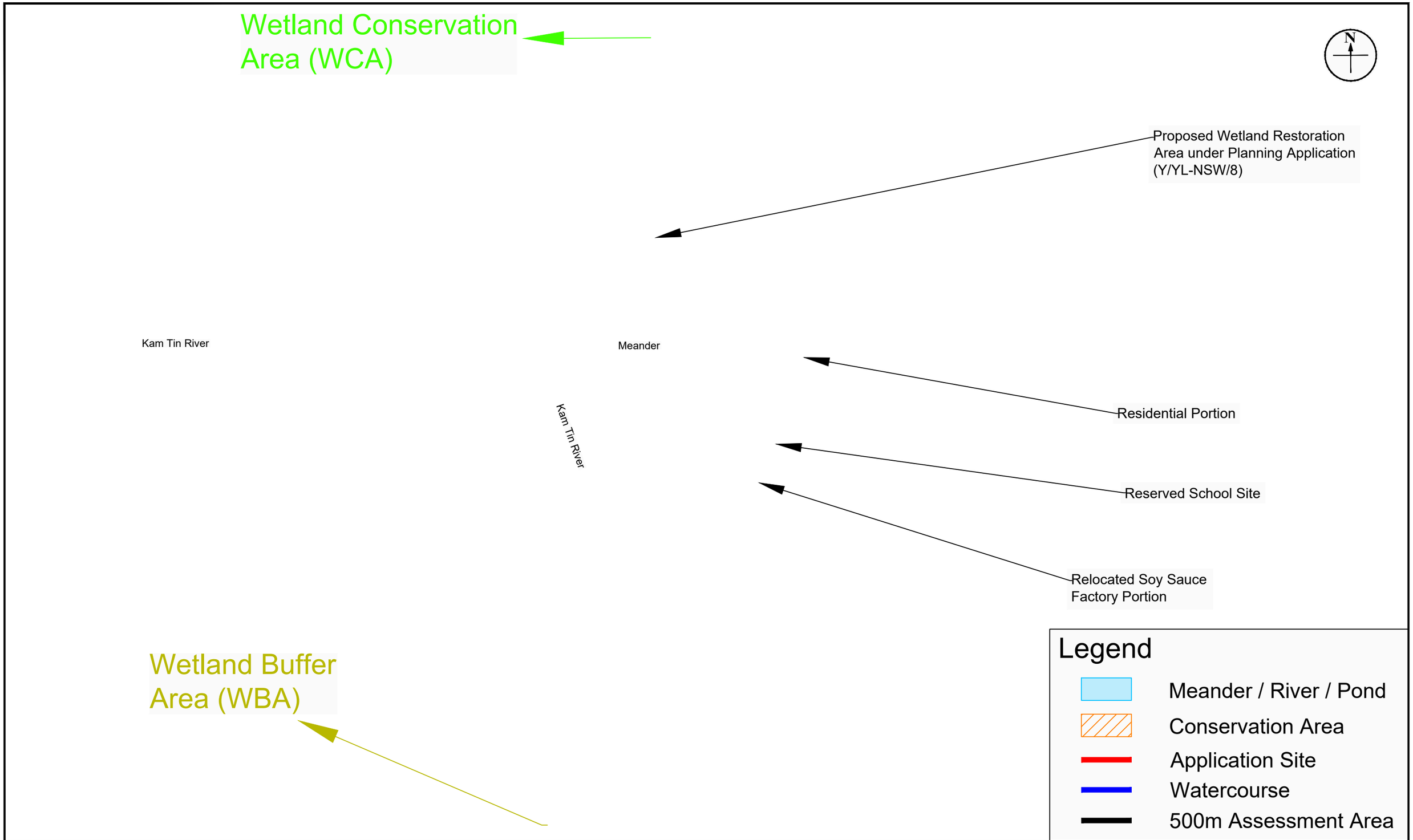


Figure:	1.3	” ” ”	RAMBOLL
Title:	Locations of Water Sensitive Receivers (WSRs)		Drawn by: PL Checked by: CC
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D) , “OS and "Road" Zones to “R(E) Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long		Rev.: 1.1 Date: Oct 2022

N

Legend

Representative Noise Assessment Point (NAPs)

NAPs with Exceedance

Figure: 2.1a

Title: Location of Representative Noise Assessment Point (NAPs) for Road Noise Impact Assessment

Project: Section 12A Planning Application for Proposed Amendments to Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C.R.P. (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi Yuen Long

RAMBOLL

Drawn by: DC

Checked by: CC

Rev.: 2.0

N

Legend

Representative Noise Assessment Point (NAPs)

NAPs with Exceedance

Figure: 2.1b

Title: Location of Representative Noise Assessment Point (NAPs) for Road Noise Impact Assessment (Tower 1 to Tower 5)

Project: Section 12A Planning Application for Proposed Amendments to Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C.R.R. (Part) in D.D. 107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long

RAMBOLL

Drawn by: DC

Checked by: CC

Rev.: 2.0

N

Legend

Representative Noise Assessment Point (NAPs)

NAPs with Exceedance

Figure: 2.1c

Title: Location of Representative Noise Assessment Point (NAPs) for Road Noise Impact Assessment (Tower 6 to Tower 12)

Project: Section 12A Planning Application for Proposed Amendments to Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C.R.R. (Part) in D.D. 107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long

RAMBOLL

Drawn by: DC

Checked by: CC

Rev.: 2.0



Figure:	2.1d	RAMBOLL
Title:	Location of Representative Noise Assessment Point (NAPs) for Road Noise Impact Assessment (Reserved School)	Drawn by: DC Checked by: CC
Project:	Section 12A Planning Application for Proposed Amendments to Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Pesk Road - Tam Mi, Yuen Long	Rev.: 2.0 Date: Jan 2024



Legend

Representative Noise Assessment Point (NAPs)

Figure: 2.2a

Title: Location of Detailed Noise Assessment Point (NAPs) for Road Noise Impact Assessment

Project: Section 12A Planning Application for Proposed Amendments to Nam Sang Wai Outline Zoning Plan from "OU (CDWRA)" Zones to "OU(CDWRA)1" Zone at Various Lots in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long

RAMBOLL

Drawn by: CM

Checked by: CC

Rev.: 2.0

N

Legend

Representative Noise Assessment Point (NAPs)

Figure: 2.2b

Title: Location of Detailed Noise Assessment Point (NAPs) for Road Noise Impact Assessment (Tower 1 to Tower 5)

Project: Section 12A Planning Application for Proposed Amendments to Nam Sang Wai Outline Zoning Plan from "OU (CDWRA)" Zones to "OU(CDWRA)1" Zone at Various Lots in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long

RAMBOLL

Drawn by: CM

Checked by: CC

Rev.: 2.0

N

Legend

Representative Noise Assessment Point (NAPs)

Figure: 2.2c

Title: Location of Detailed Noise Assessment Point (NAPs) for Road Noise Impact Assessment (Tower 6 to Tower 9)

Project: Section 12A Planning Application for Proposed Amendments to Nam Sang Wai Outline Zoning Plan from "OU (CDWRA)" Zones to "OU(CDWRA)1" Zone at Various Lots in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long

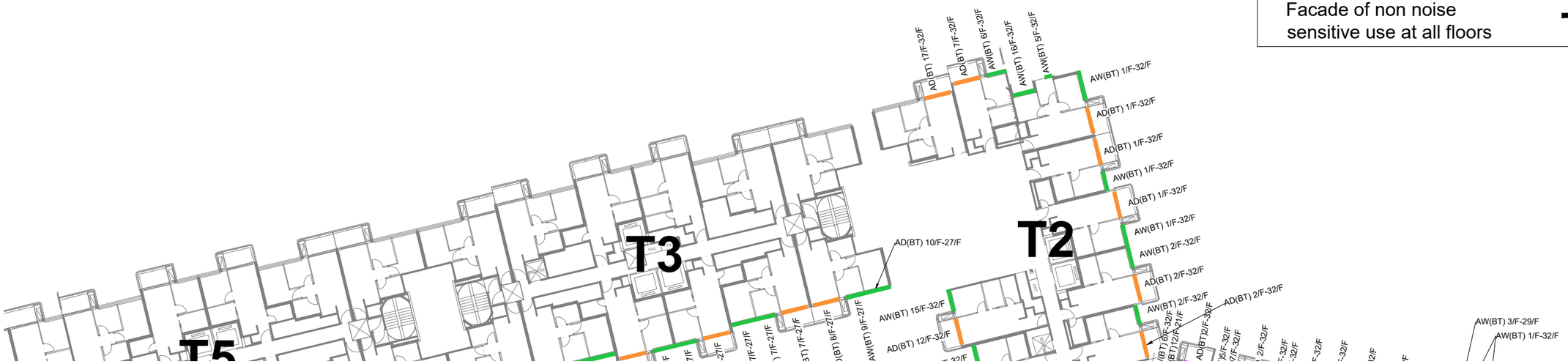
RAMBOLL

Drawn by:	CM
Checked by:	CC
Rev.:	2.0

Remarks
1) Door with Auto-Closing Mechanism shall not for natural ventilation purpose.
2) Fixed Glazing (with / without maintenance window) shall not for natural ventilation purpose.

Legend

- Acoustic Window (Baffle Type)
- Acoustic Door (Baffle Type)
- Door with Auto-Closing Mechanism
- Fixed Glazing (with / without maintenance window) or Blank Wall
- Facade of non noise sensitive use at all floors



Remark: The layout is not finalized yet and will be subject to the design of the General Building Plan.

Figure: 2.3a	RAMBOLL
Title: Location of Noise Mitigation Measures for Road Noise Impact Assessment (Tower 1 to Tower 5)	Drawn by: CM Checked by: CC
Project: Section 12A Planning Application for Proposed Amendments to Nam Sang Wai Outline Zoning Plan from "OU (CDWRA)" Zones to "OU(CDWRA)1" Zone at Various Lots in D.D.107 and Adjoining Government Land, West of Castle Pesk Road - Tam Mi, Yuen Long	Rev.: 2.1 Date: May 2024

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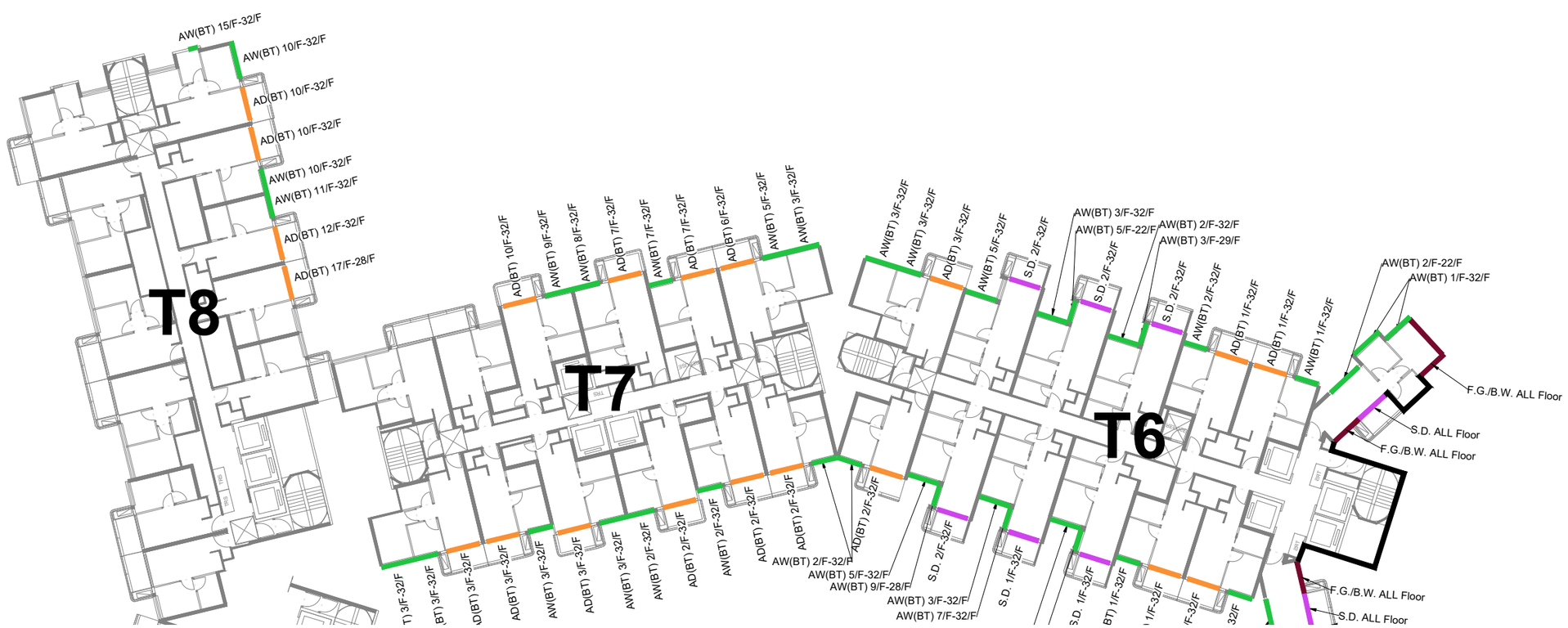

Remarks
1) Door with Auto-Closing Mechanism shall not for natural ventilation purpose.
2) Fixed Glazing (with / without maintenance window) shall not for natural ventilation purpose.

Legend

- Acoustic Window (Baffle Type)
- Acoustic Door (Baffle Type)
- Door with Auto-Closing Mechanism
- Fixed Glazing (with / without maintenance window) or Blank Wall
- Facade of non noise sensitive use at all floors

Remark: The layout is not finalized yet and will be subject to the design of the General Building Plan.

Figure: 2.3b

Title: Location of Noise Mitigation Measures for Road Noise Impact Assessment (Tower 6 to Tower 9)

Project: Section 12A Planning Application for Proposed Amendments to Nam Sang Wai Outline Zoning Plan from "OU (CDWRA)" Zones to "OU(CDWRA)1" Zone at Various Lots in D.D.107 and Adjoining Government Land, West of Castle Pesk Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	CM
Checked by:	CC
Rev.:	2.1
Date:	May 2024

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Remark: The layout is not finalized yet and will be subject to the design of the General Building Plan.

Figure: 2.3c	RAMBOLL
Title: Location of Noise Mitigation Measures for Road Noise Impact Assessment (Reserved School)	Drawn by: CM Checked by: CC
Project: Section 12A Planning Application for Proposed Amendments to Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Pesk Road - Tam Mi, Yuen Long	Rev.: 2.1 Date: May 2024

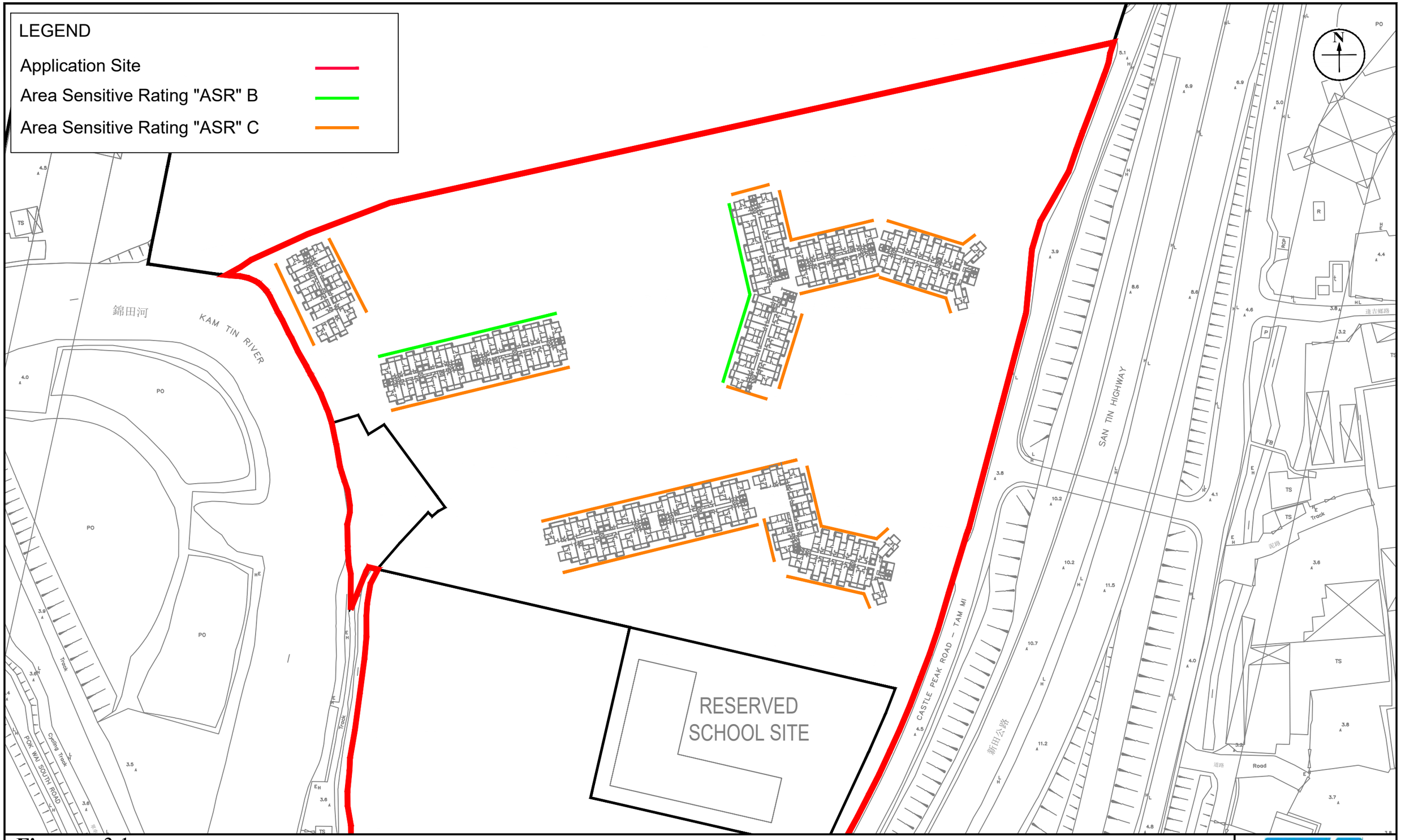

Figure: 3.1

Title: Applicable Area Sensitivity Rating for Individual Facades

Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)”, “OS” and "Road" Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AL
Checked by:	CC
Rev.:	1.0
Date:	Jan 2024

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LEGEND

Application Site

Indicative Locations of Potential Industrial / Fixed Noise Sources

Wing Kei Tsuen Village Houses

PFN4

Mo Fan Heung Village Houses

APPLICATION SITE (OU(CDWRA)1 SITE)

PFN6

Village Houses 15-21 Mo Fan Heung

Shum Residence

AUT

RESERVED SCHOOL SITE

PFN7

N

0m 50m 100m 200m

Figure: 3.2

Title: Locations of Identified Potential Fixed Noise Sources

Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)”, “OS” and "Road" Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by: AL

Checked by: CC

Rev.: 1.0

Date: Jan 2024

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LEGEND

Application Site

Indicative Locations of Identified Industrial / Fixed Noise Sources

Detailed Industrial / Fixed Noise Sources

Representative NSRs

NSR1

NSR2

RESERVED SCHOOL SITE

PFN6

Village Houses 15-21 Mo Fan Heung

Shum Residence

AUT

A01 A02 A03 A03a A04 A04a A05 A05a A05b A05c A06 A07 A08 A09 A10 A11 A12 A12a A13 A13a A14 A14a A15 A15a A15b A15c A15d A16 A16a A16b A17 A17a A19 A20 A21 A22 A23 A24 A25 A26 A26a A27 A28 A28a A28b A29 A30 A31 A32 A33 A34 A35 A36 A37 A37a A37b A37c A37d A37e A38 A39 A40 A41

MO FAN HEUNG

FUNG KAT HEUNG

KAM TIN RIVER

SAN TIN HIGHWAY

E CASTLE PEAK ROAD – TAM MI

SAN TAM ROAD

Figure: 3.3	RAMBOLL
Title: Representative Noise Sensitive Receivers selected for Industrial Noise Impact Assessment	Drawn by: AL Checked by: CC
Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)”, “OS” and "Road" Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long	Rev.: 1.0 Date: Jan 2024

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Remarks

There will be no air sensitive uses, including fresh air intake of ventilation system or openable windows of the buildings, recreational uses would be located within the buffer zones.

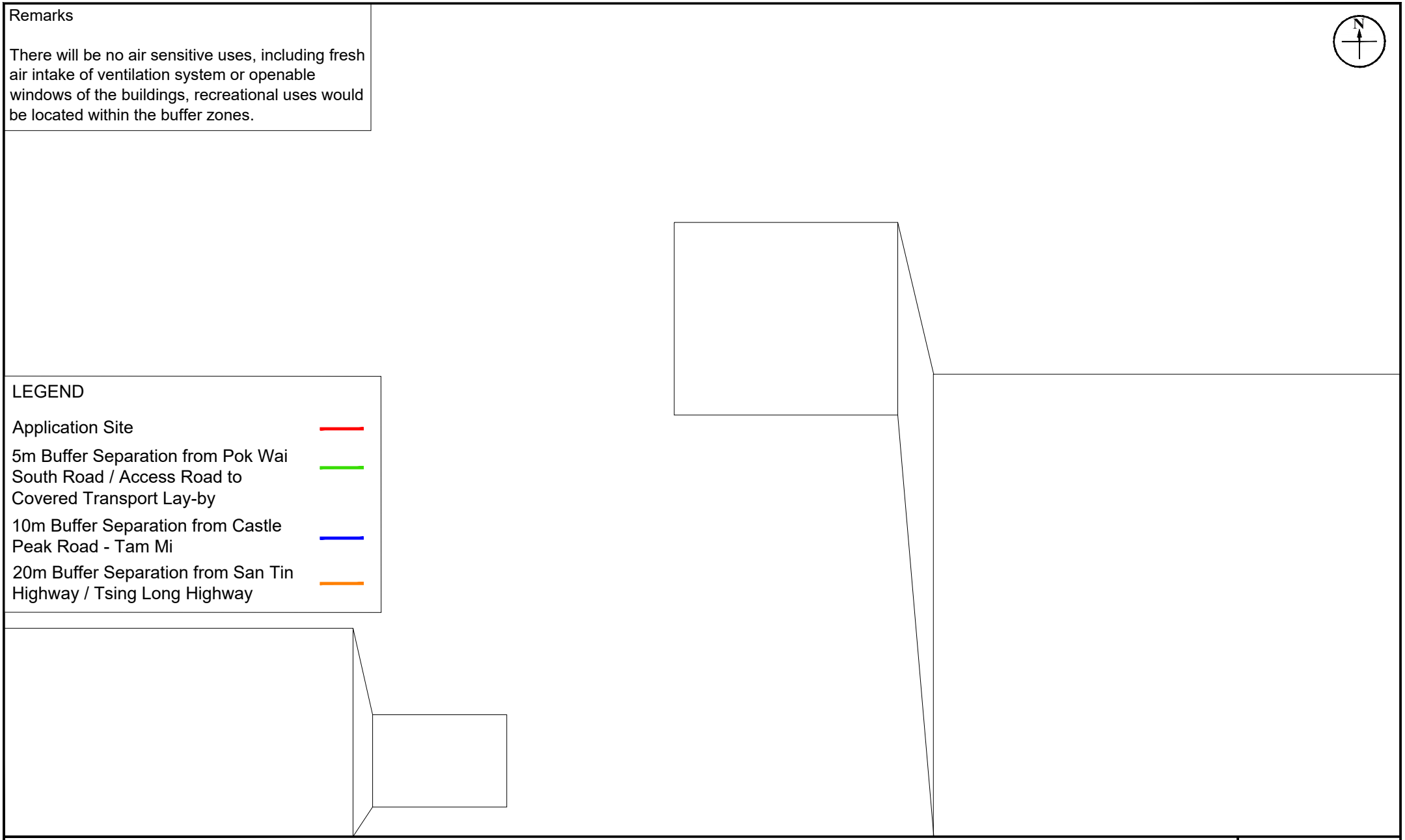


Figure: 4.1

Title: HKPSG Vehicular Emission Buffer Distance for Nearby Road Network

Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS"and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	CM
Checked by:	CC
Rev.:	1.4
Date:	Apr 2024



Figure:	5.1	RAMBOLL
Title:	Location of Mechanical Ventilation Exhaust of Relocated Soy Sauce Factory	Drawn by: PL Checked by: CC
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)”, “OS” and "Road" Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long	Rev.: 1.2 Date: Jan 2024

LEGEND

Application Site

Air / Noise Sensitive Receivers

N

Figure:	6.1	RAMBOLL
Title:	Separation Distance between the Application Site and Nearby Air / Noise Sensitive Receivers	Drawn by: PL Checked by: CC
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)”, “OS” and "Road" Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long	Rev.: 1.1 Date: Jan 2024

N

LEGEND

Application Site

Concurrent Project

500m Assessment Area

Figure: 6.2

Title: Location of Concurrent Projects during Construction Phase

Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)”, “OS” and "Road" Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by: CM

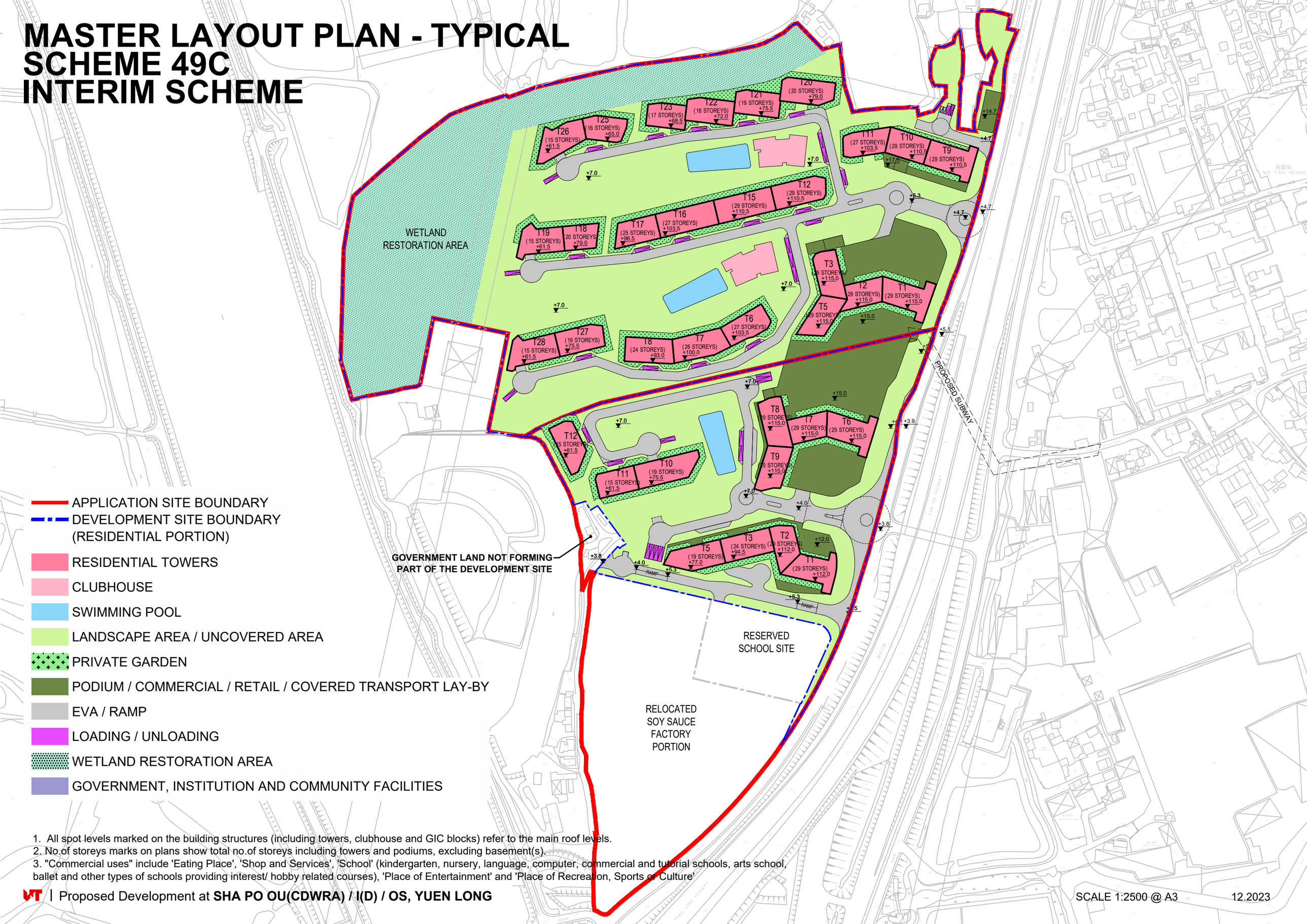
Checked by: CC

Rev.: 1.0

Date: Apr 2024

Appendix 1.1 Indicative Block Plan, Floor Plans and Sections of the Proposed Development

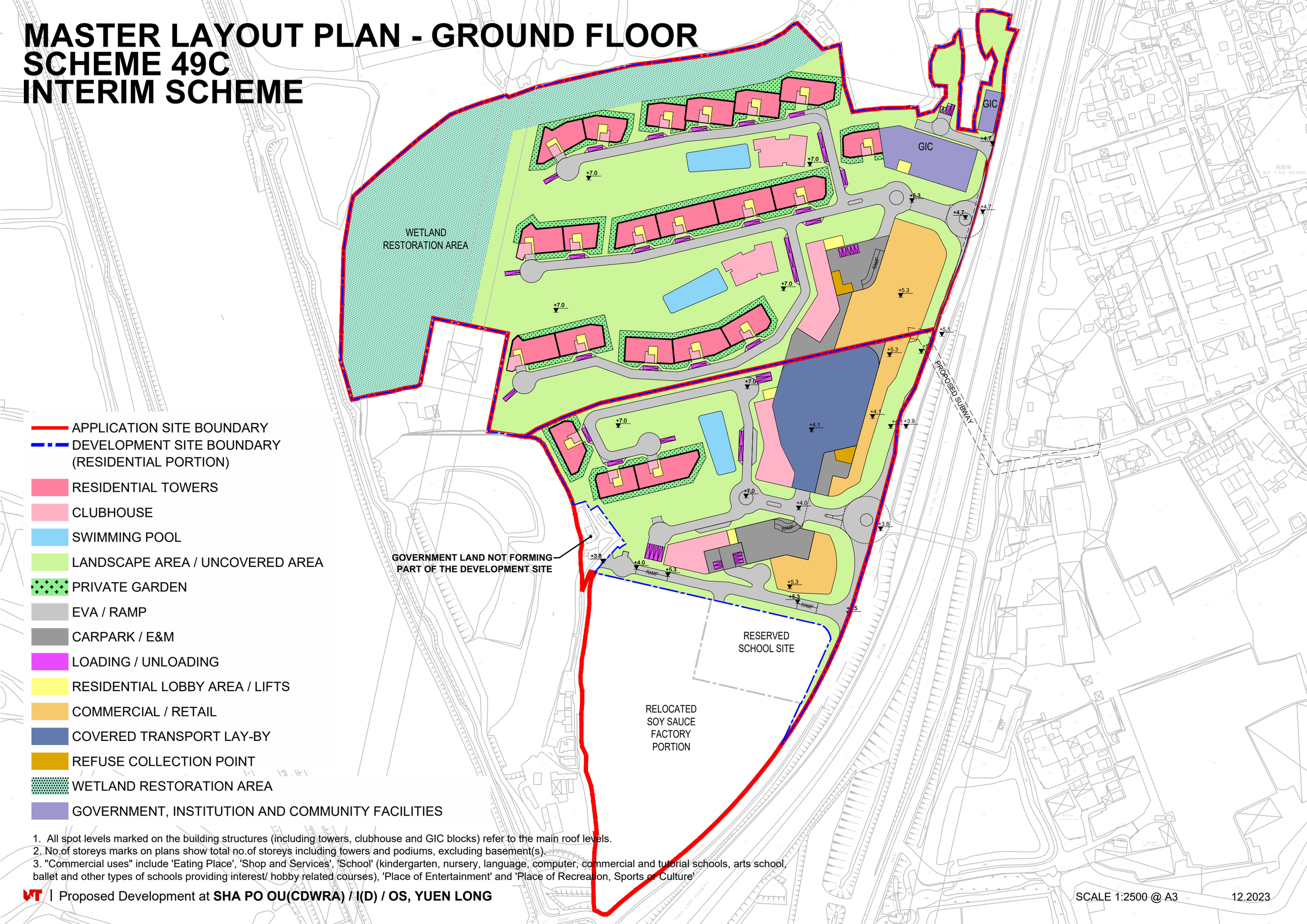
MASTER LAYOUT PLAN - TYPICAL
SCHEME 49C
INTERIM SCHEME



- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY (RESIDENTIAL PORTION)
- RESIDENTIAL TOWERS
- CLUBHOUSE
- SWIMMING POOL
- LANDSCAPE AREA / UNCOVERED AREA
- PRIVATE GARDEN
- PODIUM / COMMERCIAL / RETAIL / COVERED TRANSPORT LAY-BY
- EVA / RAMP
- LOADING / UNLOADING
- WETLAND RESTORATION AREA
- GOVERNMENT, INSTITUTION AND COMMUNITY FACILITIES

1. All spot levels marked on the building structures (including towers, clubhouse and GIC blocks) refer to the main roof levels.
2. No.of storeys marks on plans show total no.of storeys including towers and podiums, excluding basement(s).
3. "Commercial uses" include 'Eating Place', 'Shop and Services', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, arts school, ballet and other types of schools providing interest/ hobby related courses), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture'

MASTER LAYOUT PLAN - GROUND FLOOR
SCHEME 49C
INTERIM SCHEME



- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY (RESIDENTIAL PORTION)
- RESIDENTIAL TOWERS
- CLUBHOUSE
- SWIMMING POOL
- LANDSCAPE AREA / UNCOVERED AREA
- PRIVATE GARDEN
- EVA / RAMP
- CARPARK / E&M
- LOADING / UNLOADING
- RESIDENTIAL LOBBY AREA / LIFTS
- COMMERCIAL / RETAIL
- COVERED TRANSPORT LAY-BY
- REFUSE COLLECTION POINT
- WETLAND RESTORATION AREA
- GOVERNMENT, INSTITUTION AND COMMUNITY FACILITIES

1. All spot levels marked on the building structures (including towers, clubhouse and GIC blocks) refer to the main roof levels.
2. No.of storeys marks on plans show total no.of storeys including towers and podiums, excluding basement(s).
3. "Commercial uses" include 'Eating Place', 'Shop and Services', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, arts school, ballet and other types of schools providing interest/ hobby related courses), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture'

MASTER LAYOUT PLAN - FIRST FLOOR
SCHEME 49C
INTERIM SCHEME



- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY (RESIDENTIAL PORTION)
- RESIDENTIAL TOWERS
- CLUBHOUSE
- SWIMMING POOL
- LANDSCAPE AREA / UNCOVERED AREA
- PRIVATE GARDEN
- EVA / RAMP
- CARPARK / E&M
- LOADING / UNLOADING
- PODIUM / COMMERCIAL / RETAIL
- RESIDENTIAL LOBBY AREA / LIFTS
- COMMERCIAL / RETAIL
- WETLAND RESTORATION AREA
- GOVERNMENT, INSTITUTION AND COMMUNITY FACILITIES

1. All spot levels marked on the building structures (including towers, clubhouse and GIC blocks) refer to the main roof levels.
2. No.of storeys marks on plans show total no.of storeys including towers and podiums, excluding basement(s).
3. "Commercial uses" include 'Eating Place', 'Shop and Services', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, arts school, ballet and other types of schools providing interest/ hobby related courses), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture'

MASTER LAYOUT PLAN - SECOND FLOOR
SCHEME 49C
INTERIM SCHEME



GOVERNMENT LAND NOT FORMING PART OF THE DEVELOPMENT SITE

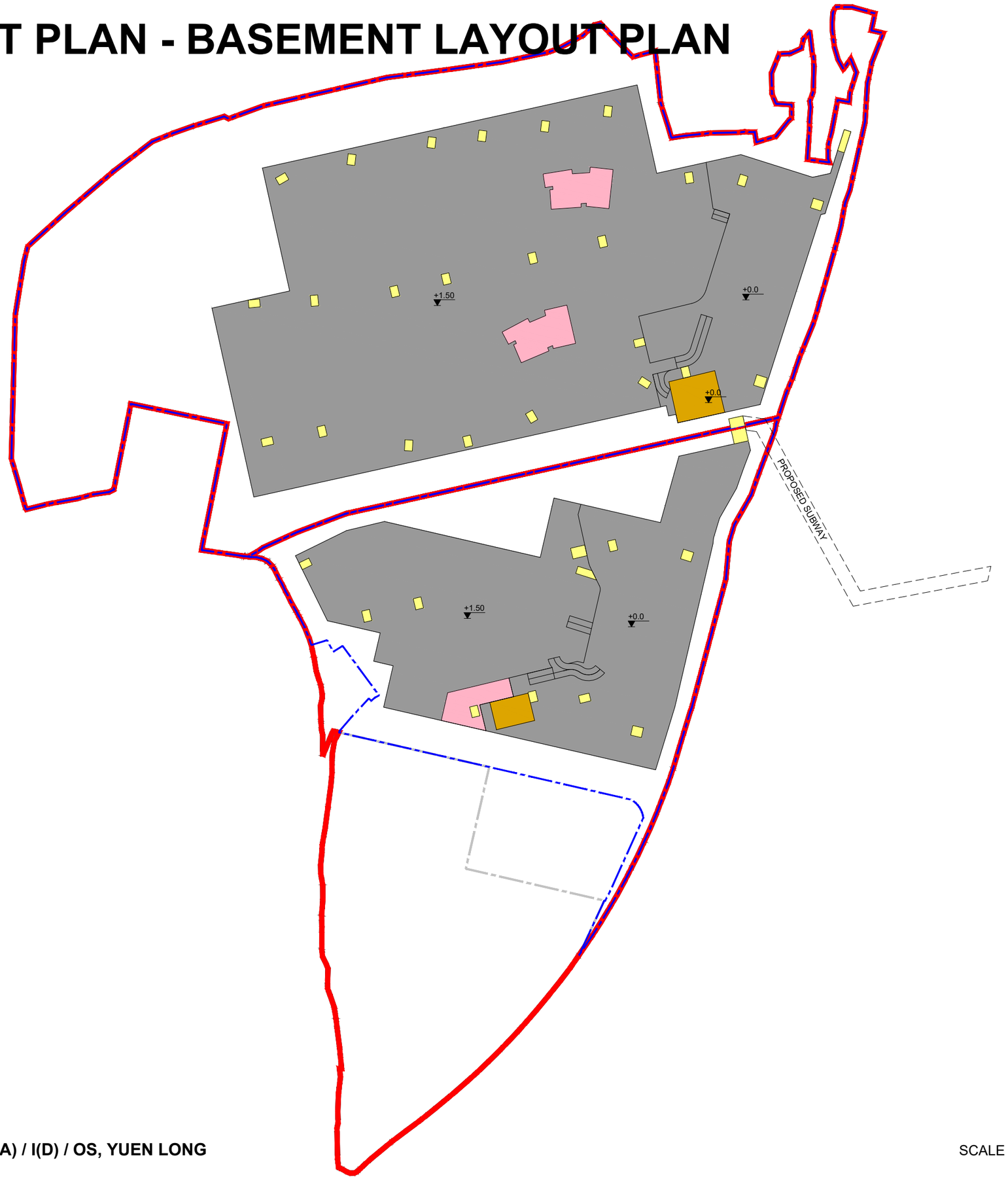
RESERVED SCHOOL SITE

RELOCATED SOY SAUCE FACTORY PORTION

- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY (RESIDENTIAL PORTION)
- RESIDENTIAL TOWERS
- CLUBHOUSE
- SWIMMING POOL
- LANDSCAPE AREA / UNCOVERED AREA
- PRIVATE GARDEN
- EVA / RAMP
- LOADING / UNLOADING
- PODIUM / COMMERCIAL / RETAIL
- RESIDENTIAL LOBBY AREA / LIFTS
- COMMERCIAL / RETAIL
- WETLAND RESTORATION AREA
- GOVERNMENT, INSTITUTION AND COMMUNITY FACILITIES

1. All spot levels marked on the building structures (including towers, clubhouse and GIC blocks) refer to the main roof levels.
2. No.of storeys marks on plans show total no.of storeys including towers and podiums, excluding basement(s).
3. "Commercial uses" include 'Eating Place', 'Shop and Services', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, arts school, ballet and other types of schools providing interest/ hobby related courses), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture'

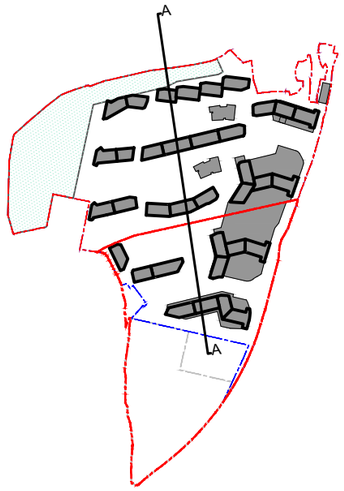
BASEMENT LAYOUT PLAN - BASEMENT LAYOUT PLAN
SCHEME 49C
INTERIM SCHEME

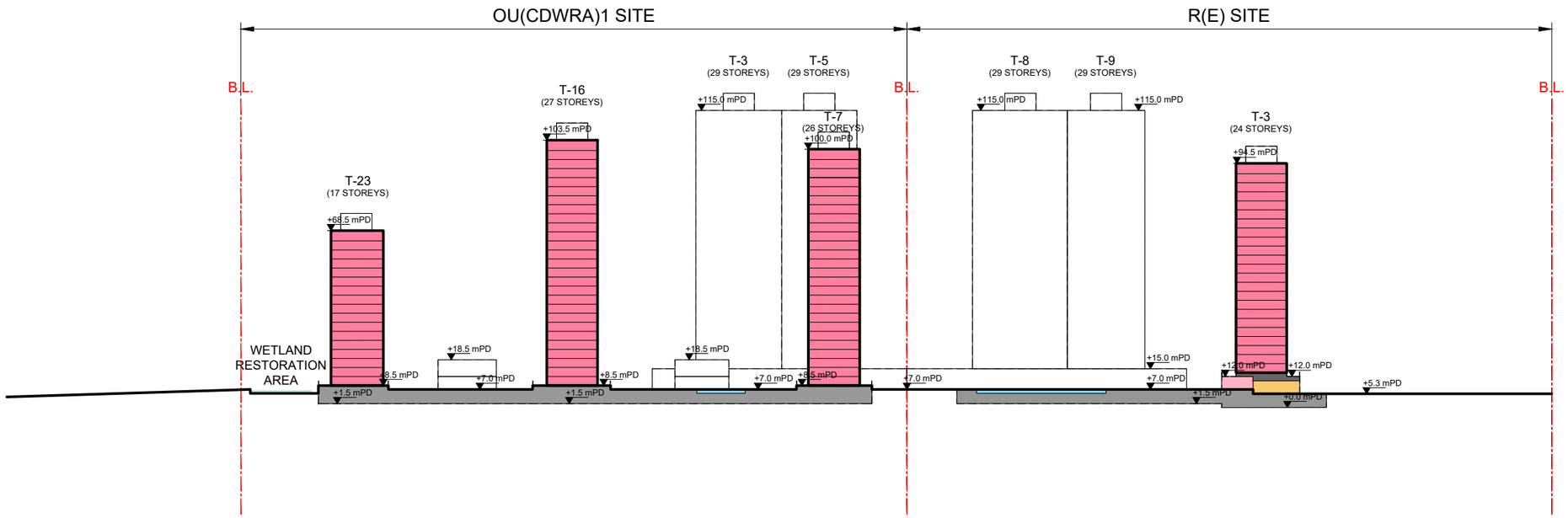


APPLICATION SITE BOUNDARY
DEVELOPMENT SITE BOUNDARY (RESIDENTIAL PORTION)
CLUBHOUSE
RESIDENTIAL LOBBY AREA / LIFTS
CARPARK / E&M
REFUSE COLLECTION POINT

SECTION A-A
SCHEME 49C (INTERIM SCHEME)

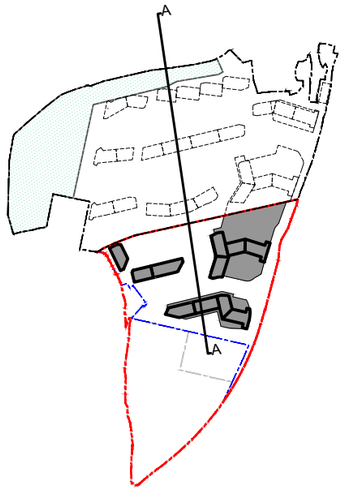
- RESIDENTIAL TOWERS
- CLUBHOUSE
- SWIMMING POOL
- RESIDENTIAL LOBBY AREA / LIFTS
- COMMERCIAL / RETAIL
- CARPARK / E&M

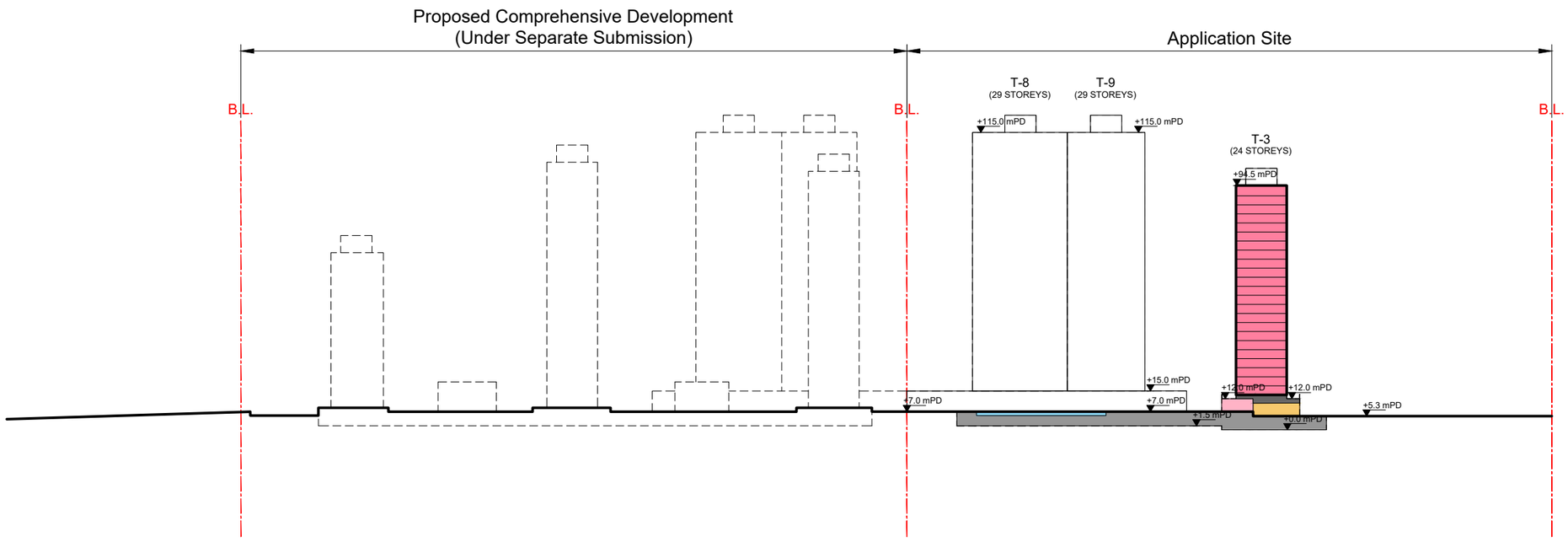




SECTION A-A
SCHEME 49C (INTERIM SCHEME)
R(E) SITE

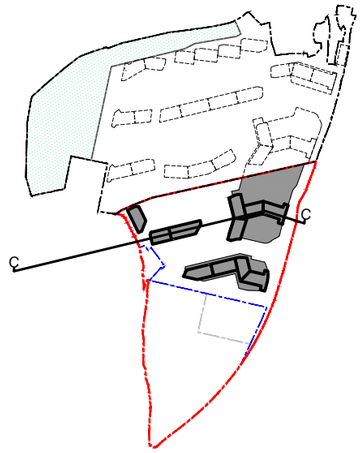
- RESIDENTIAL TOWERS
- CLUBHOUSE
- RESIDENTIAL LOBBY AREA / LIFTS
- COMMERCIAL / RETAIL
- CARPARK / E&M

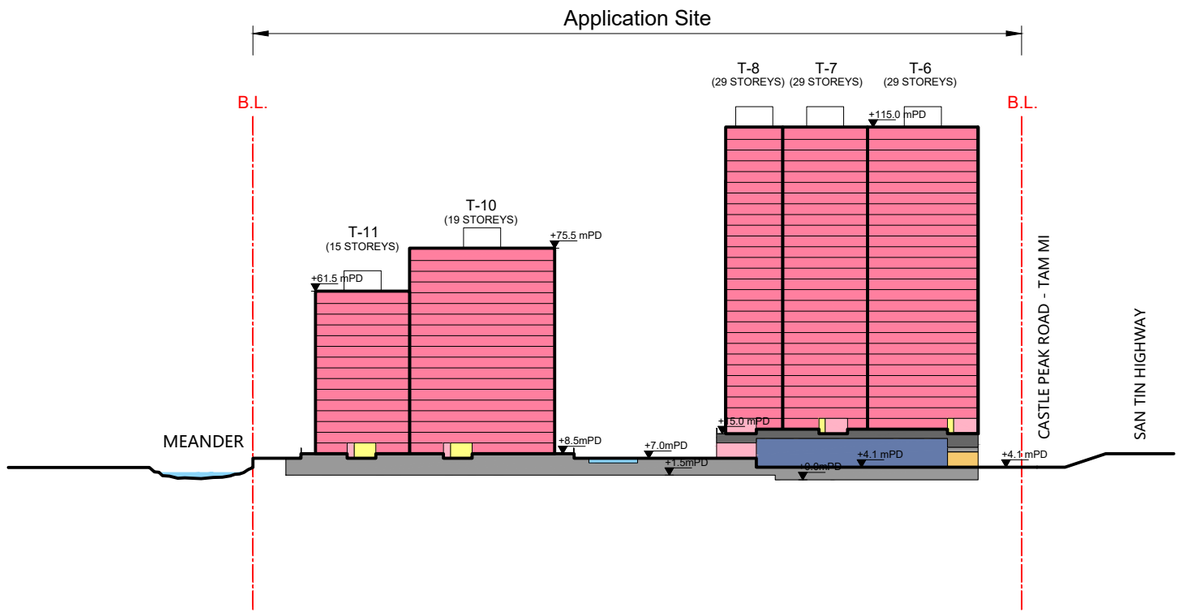




SECTION C-C
SCHEME 49C (INTERIM SCHEME)
R(E) SITE

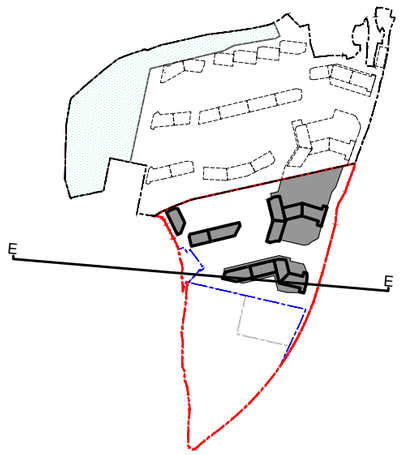
- RESIDENTIAL TOWERS
- CLUBHOUSE
- RESIDENTIAL LOBBY AREA / LIFTS
- COMMERCIAL / RETAIL
- CARPARK / E&M
- COVERED TRANSPORT LAY-BY

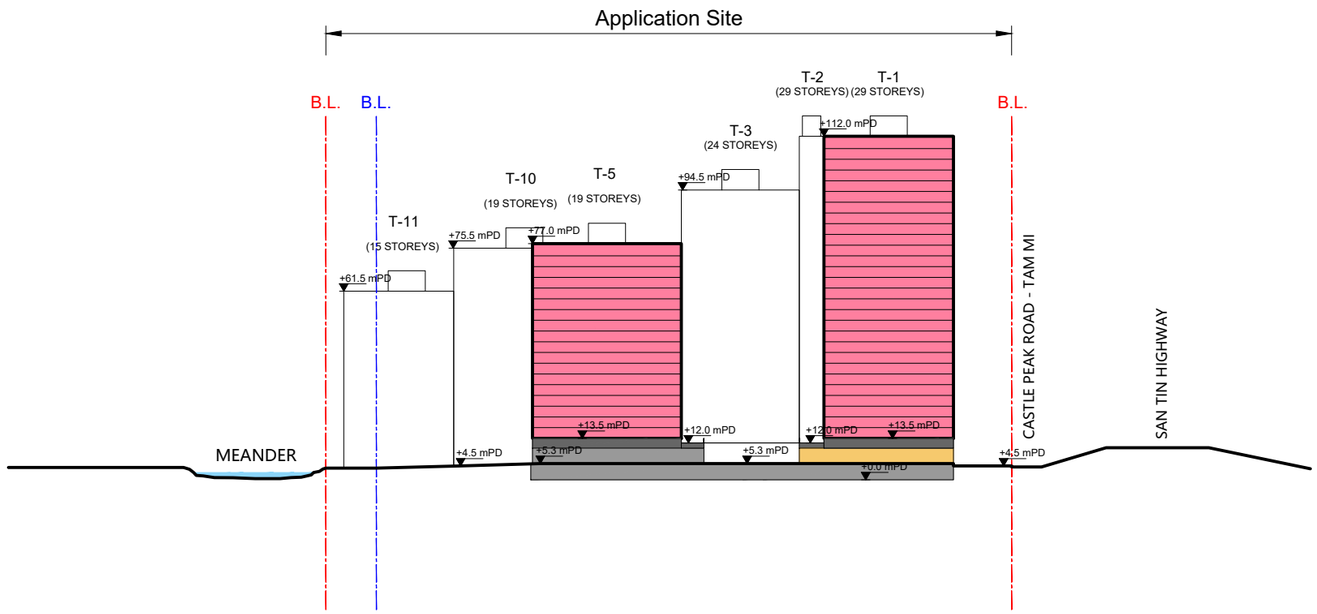




SECTION E-E
SCHEME 49C (INTERIM SCHEME)
R(E) SITE

- RESIDENTIAL TOWERS
- COMMERCIAL / RETAIL
- CARPARK / E&M
- COVERED TRANSPORT LAY-BY
- REFUSE COLLECTION POINT





Appendix 1.2 Photo Record of Identified Industrial Noise Sources

ID	Photo	
PFN4	No Name	--
		Blank
PFN6	潤澤汽車服務公司	--
		Blank
PFN7	Sha Po Sewage Pumping Station	--
		Blank

Appendix 2.1 Traffic Forecast for Year 2046, Endorsement from Transport Department and Confirmation Letter from Project Traffic Consultant

AECOM
12/F, Grand Central Plaza, Tower 2, 138 Shatin Rural Committee Road, Shatin, Hong Kong
香港新界沙田鄉事會路 138 號
新城市中央廣場第 2 座 12 樓
www.aecom.com

+852 3922 9000 tel
+852 3922 9797 fax

Our Ref ： CSY:wtsk:60719834-2025002015L

7 February 2025

By Hand

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

Attn: Mr. Billy Fan

Dear Mr. Fan,

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP(Part) and 1743 S.C RP (Part) in D.D. 107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long
(Planning Application No. Y/YL-NSW/8)

Traffic Forecast for Noise Impact Assessment

We write to confirm that Transport Department's endorsed methodology prepared by us has been strictly adopted in preparing the traffic forecast for the Road Traffic Noise Impact Assessment prepared by Ramboll Hong Kong Ltd.

Thank you for your kind attention.

Yours faithfully,
For and on behalf of
AECOM Asia Co. Ltd.



Sin Yi Chu
Associate, Traffic & Transport Planning
Land Supply / Municipal, Hong Kong

Re: Methodology of Estimating Traffic Forecast for Traffic Noise Impact Assessment (Y/YL-NSW/8 and Y/YL-NSW/9)

HC

Hao CAI <haocai@td.gov.hk>
To Chu, Sin Yi
Cc Raymond Tak Chi LEUNG; Wong, Sam

Reply | Reply All | Forward

Tue 1/21/2025 11:57 AM

If there are problems with how this message is displayed, click here to view it in a web browser.

2024007852L-TD_Traffic Forecast for Noise Impact Assessment.pdf
108 KB

Technical Note EIA Flows Methodology_20240521_r1.pdf
6 MB

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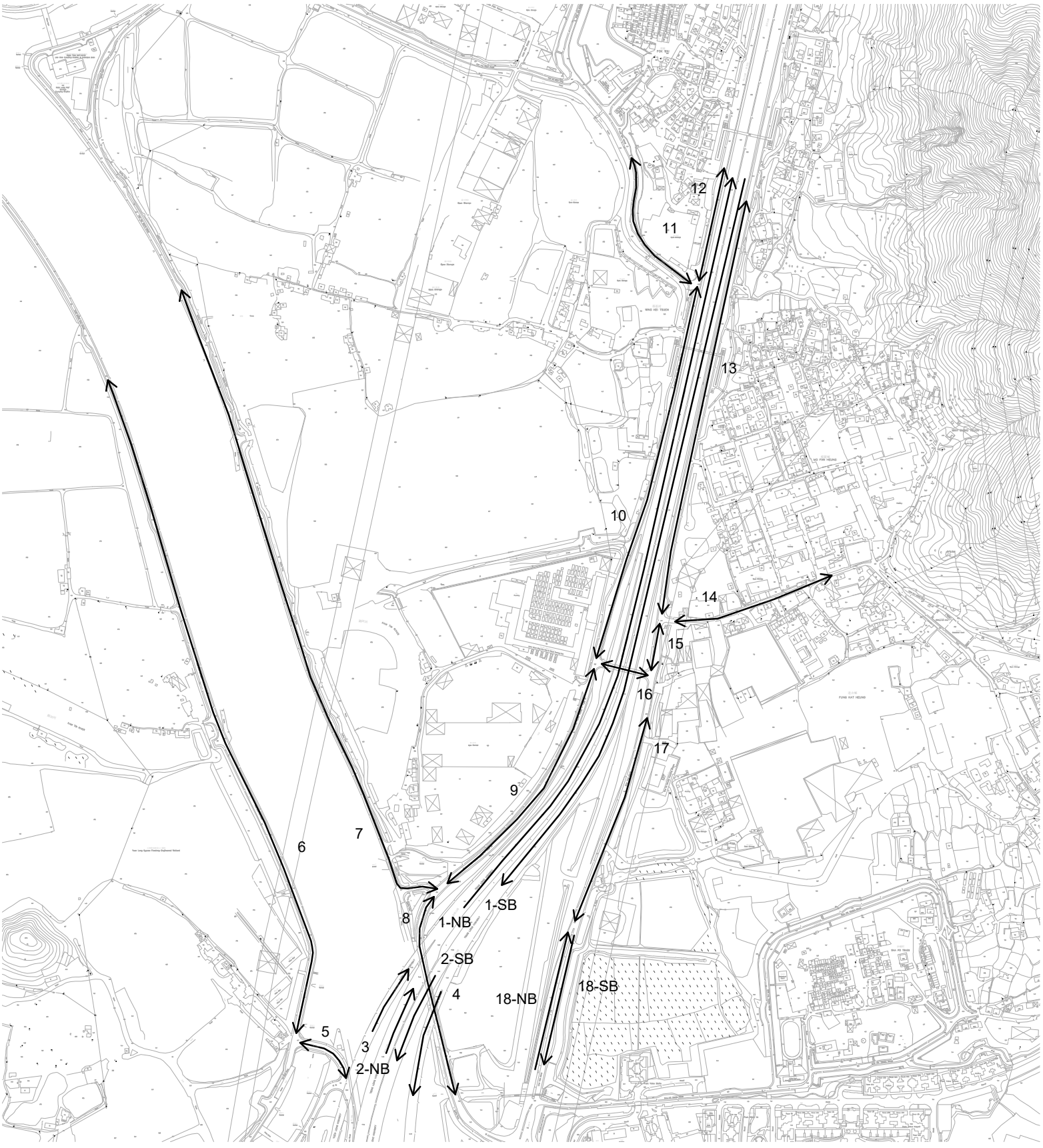
Report Suspicious

Dear SY,

I have no objection in principle to your proposed methodology of traffic forecast for Environmental Assessment Study.

Best regards,
Phil CAI
E/YLE, TE(NTW), TD
Tel. 2399 2421


12
11
13
10
14
15
16
17
9
7
6
8
1-NB
1-SB
2-SB
4
18-NB
18-SB
5
3
2-NB

Proposed Residential Development at Various Lots in D.D. 107 and adjoining Government Land, to the South of Pok Wai and Wing Kei Tsuen, Yuen Long, New Territories

Year 2046 Traffic Forecast

Road No.	Road Name	Direction	Speed Limit	AM Peak Traffic Flows (veh/hr)		PM Peak Traffic Flows (veh/hr)	
				2046	HV %	2046	HV %
1	San Tin Highway	NB	100	4580	36%	4040	32%
		SB	100	4210	36%	3850	38%
2	San Tin Highway	NB	100	1430	29%	1020	28%
		SB	100	750	26%	1260	27%
3	Link Road - Yuen Long Highway to San Tin Highway	NB	80	3150	38%	3030	33%
4	Link Road - San Tin Highway to Yuen Long Highway	SB	80	3460	39%	2590	41%
5	Nam Sang Wai Road	2-way	50	760	13%	430	10%
6	Nam Sang Wai Road	2-way	50	50	46%	60	9%
7	Pok Wai South Road	2-way	50	60	15%	50	20%
8	Castle Peak Road - Tam Mi	2-way	50	1010	22%	790	25%
9	Castle Peak Road - Tam Mi	2-way	50	1070	22%	840	25%
10	Castle Peak Road - Tam Mi	2-way	50	1170	22%	890	26%
11	Pok Wai Road	2-way	50	50	18%	30	21%
12	Castle Peak Road - Tam Mi	2-way	50	1180	22%	900	26%
13	San Tam Road	2-way	50	1960	29%	1500	31%
14	Fung Kat Heung Road	2-way	50	450	14%	340	13%
15	San Tam Road	2-way	50	1980	30%	1530	31%
16	Underpass	2-way	50	100	17%	80	14%
17	San Tam Road	2-way	50	1870	33%	1460	34%
18	San Tam Road	2-way	70	1870	33%	1460	34%

Appendix 2.2 Road Traffic Noise Impact Assessment Result (Representative NSRs of Primary School – Base Case)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (AM Peak Flow)

Site 1 - Reserved School

Floor	*mPD	SCH_1	SCH_2	SCH_3	SCH_4	SCH_5	SCH_6	SCH_7	SCH_8	SCH_9	SCH_10	SCH_11	SCH_12
1/F	7.2	60	60	60	60	61	61	62	63	64	**69**	**71**	**72**
2/F	11.2	60	61	61	61	61	62	63	64	65	**70**	**72**	**72**
3/F	15.2	61	61	61	61	62	62	63	65	**66**	**70**	**73**	**73**
4/F	19.2	61	61	62	62	62	63	64	65	**67**	**71**	**74**	**74**
5/F	23.2	62	62	62	62	63	63	64	**66**	**67**	**72**	**74**	**75**
6/F	27.2	62	62	63	63	63	64	65	**66**	**68**	**72**	**75**	**75**
7/F	27.2	64	64	64	64	65	65	**66**	**67**	**69**	**73**	**75**	**76**

Floor	*mPD	SCH_13	SCH_14	SCH_15	SCH_16	SCH_17	SCH_18	SCH_19	SCH_20	SCH_21	SCH_22	SCH_23
1/F	14.7	**72**	**72**	**72**	**72**	**73**	**73**	**73**	**74**	**74**	**75**	**76**
2/F	18.2	**73**	**73**	**73**	**73**	**74**	**74**	**74**	**75**	**75**	**76**	**77**
3/F	21.7	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**76**	**76**	**77**	**78**
4/F	19.2	**74**	**74**	**75**	**75**	**75**	**76**	**76**	**77**	**77**	**78**	**80**
5/F	25.2	**75**	**75**	**75**	**76**	**76**	**76**	**77**	**77**	**78**	**79**	**80**
6/F	28.7	**75**	**76**	**76**	**76**	**77**	**77**	**78**	**78**	**79**	**79**	**81**
7/F	32.2	**76**	**76**	**77**	**77**	**77**	**78**	**78**	**78**	**79**	**80**	**81**

Notes:

66	Exceeded Hong Kong Planning Standard Guidelines' Standard of 66 dB(A) - Education Insitutions
	Potential Openings for Educational institutions where unaided voice communication is required

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (PM Peak Flow)

Site 1 - Reserved School

Floor	*mPD	SCH_1	SCH_2	SCH_3	SCH_4	SCH_5	SCH_6	SCH_7	SCH_8	SCH_9	SCH_10	SCH_11	SCH_12
1/F	7.2	59	59	60	60	60	61	61	62	64	**68**	**71**	**71**
2/F	11.2	60	60	60	60	61	61	62	63	65	**69**	**72**	**72**
3/F	15.2	60	61	61	61	61	62	63	64	**66**	**70**	**73**	**73**
4/F	19.2	61	61	61	61	62	62	63	65	**66**	**71**	**73**	**73**
5/F	23.2	61	61	61	62	62	63	64	65	**67**	**71**	**74**	**74**
6/F	27.2	62	62	62	62	63	63	64	**66**	**67**	**72**	**74**	**75**
7/F	27.2	63	63	63	64	64	64	65	**67**	**68**	**72**	**75**	**75**

Floor	*mPD	SCH_13	SCH_14	SCH_15	SCH_16	SCH_17	SCH_18	SCH_19	SCH_20	SCH_21	SCH_22	SCH_23
1/F	14.7	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**73**	**73**	**74**	**76**
2/F	18.2	**72**	**72**	**72**	**73**	**73**	**73**	**74**	**74**	**74**	**75**	**77**
3/F	21.7	**73**	**73**	**73**	**74**	**74**	**74**	**75**	**75**	**75**	**76**	**78**
4/F	19.2	**73**	**74**	**74**	**74**	**75**	**75**	**75**	**76**	**76**	**77**	**79**
5/F	25.2	**74**	**75**	**75**	**75**	**75**	**76**	**76**	**77**	**77**	**78**	**80**
6/F	28.7	**75**	**75**	**75**	**76**	**76**	**77**	**77**	**77**	**78**	**79**	**80**
7/F	32.2	**75**	**76**	**76**	**76**	**77**	**77**	**77**	**78**	**78**	**79**	**81**

Notes:

66	Exceeded Hong Kong Planning Standard Guidelines' Standard of 66 dB(A) - Education Insitutions
	Potential Openings for Educational institutions where unaided voice communication is required

Appendix 2.3 Road Traffic Noise Impact Assessment Result (Representative NSRs of Residential Units – Base Case)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (AM Peak Flow)

Site 1-Tower 1 to Tower 2

Floor	*mPD	Repeat	S1_T1-T2-1	S1_T1-T2-2	S1_T1-T2-3	S1_T1-T2-4	S1_T1-T2-5	S1_T1-T2-6	S1_T1-T2-7	S1_T1-T2-8	S1_T1-T2-9	S1_T1-T2-10	S1_T1-T2-11	S1_T1-T2-12	S1_T1-T2-13
G/F	6.5	1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	2	63	67	**71**	**71**	70	64	69	70	**71**	**71**	**72**	**74**	**74**
2/F	18.2	3	64	68	**72**	**72**	**71**	66	70	**71**	**73**	**72**	**73**	**74**	**75**
3/F	21.7	4	66	69	**73**	**73**	**72**	66	**71**	**73**	**73**	**74**	**74**	**75**	**76**
5/F	25.2	5	67	70	**74**	**74**	**74**	67	**71**	**74**	**74**	**74**	**75**	**76**	**77**
6/F	28.7	6	67	70	**74**	**74**	**74**	67	**72**	**74**	**75**	**75**	**76**	**76**	**77**
7/F	32.2	7	68	**71**	**75**	**75**	**75**	68	**73**	**75**	**75**	**75**	**76**	**76**	**77**
8/F	35.7	8	68	**71**	**75**	**75**	**75**	68	**73**	**75**	**76**	**75**	**76**	**77**	**78**
9/F	39.2	9	69	**71**	**75**	**75**	**75**	69	**73**	**75**	**76**	**76**	**76**	**77**	**78**
10/F	42.7	10	69	**72**	**76**	**76**	**75**	69	**74**	**75**	**76**	**76**	**77**	**77**	**78**
11/F	46.2	11	69	**72**	**76**	**76**	**76**	70	**74**	**75**	**77**	**76**	**77**	**77**	**78**
12/F	49.7	12	70	**72**	**76**	**76**	**76**	**71**	**75**	**75**	**77**	**76**	**77**	**77**	**78**
15/F	53.2	13	70	**72**	**76**	**76**	**76**	**71**	**75**	**75**	**77**	**76**	**77**	**77**	**78**
16/F	56.7	14	70	**72**	**76**	**76**	**76**	**71**	**75**	**75**	**77**	**76**	**77**	**77**	**78**
17/F	60.2	15	70	**72**	**76**	**76**	**76**	**72**	**75**	**75**	**77**	**76**	**77**	**77**	**77**
18/F	63.7	16	70	**73**	**76**	**76**	**76**	**72**	**75**	**75**	**77**	**76**	**77**	**76**	**77**
19/F	67.2	17	70	**73**	**76**	**76**	**76**	**72**	**75**	**75**	**77**	**76**	**77**	**76**	**77**
20/F	70.7	18	70	**73**	**76**	**76**	**76**	**72**	**75**	**75**	**77**	**76**	**77**	**76**	**77**
21/F	74.2	19	70	**73**	**76**	**76**	**76**	**72**	**75**	**75**	**77**	**76**	**77**	**76**	**77**
22/F	77.7	20	70	**73**	**76**	**76**	**76**	**72**	**75**	**75**	**77**	**75**	**77**	**76**	**77**
23/F	81.2	21	70	**73**	**76**	**76**	**76**	**72**	**75**	**75**	**77**	**75**	**77**	**76**	**77**
25/F	84.7	22	70	**73**	**76**	**76**	**76**	**72**	**75**	**75**	**76**	**75**	**76**	**76**	**77**
26/F	88.2	23	70	**73**	**76**	**76**	**75**	**72**	**75**	**75**	**76**	**75**	**76**	**76**	**77**
27/F	91.7	24	70	**73**	**76**	**76**	**75**	**72**	**75**	**75**	**76**	**75**	**76**	**76**	**77**
28/F	95.2	25	70	**73**	**76**	**76**	**75**	**72**	**75**	**75**	**76**	**75**	**76**	**76**	**77**
29/F	98.7	26	70	**72**	**76**	**76**	**75**	**72**	**75**	**75**	**76**	**75**	**76**	**75**	**76**
30/F	102.2	27	70	**72**	**76**	**76**	**75**	**72**	**75**	**75**	**76**	**75**	**76**	**75**	**76**
31/F	105.7	28	70	**72**	**76**	**76**	**75**	**72**	**75**	**75**	**76**	**75**	**76**	**75**	**76**
32/F	109.2	29	70	**72**	**76**	**76**	**75**	**72**	**75**	**75**	**76**	**75**	**76**	**75**	**76**
Max Noise Level			70	73	76	76	76	72	75	75	77	76	77	77	78
Exceedance			0	23	28	28	27	18	26	27	28	28	28	28	28

Site 1-Tower 3 to Tower 5

Floor	*mPD	Repeat	S1_T3-T5-1	S1_T3-T5-2	S1_T3-T5-3	S1_T3-T5-4	S1_T3-T5-5	S1_T3-T5-6	S1_T3-T5-7	S1_T3-T5-8	S1_T3-T5-9	S1_T3-T5-10	S1_T3-T5-11	S1_T3-T5-12	S1_T3-T5-13	S1_T3-T5-14	S1_T3-T5-15
G/F	6.5	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	2	57	68	58	68	58	68	58	68	59	68	60	68	61	67	61
2/F	18.2	3	58	68	59	69	59	69	59	69	60	68	61	69	63	68	62
3/F	21.7	4	59	69	59	69	60	69	61	69	61	69	62	69	64	69	64
5/F	25.2	5	60	69	61	70	61	70	62	69	62	69	63	70	65	70	65
6/F	28.7	6	61	69	61	70	62	70	63	70	63	70	64	**71**	66	70	66
7/F	32.2	7	62	70	62	70	63	**71**	63	70	64	**71**	65	**71**	66	**71**	66
8/F	35.7	8	62	70	63	**71**	63	**71**	64	**71**	64	**71**	65	**72**	67	**71**	67
9/F	39.2	9	63	**71**	63	**71**	64	**71**	64	**71**	65	**72**	66	**72**	67	**72**	67
10/F	42.7	10	63	**71**	64	**72**	64	**72**	65	**72**	65	**72**	66	**73**	67	**72**	67
11/F	46.2	11	63	**72**	64	**72**	64	**72**	65	**72**	65	**73**	66	**73**	68	**73**	68
12/F	49.7	12	64	**72**	64	**73**	65	**73**	65	**73**	66	**73**	67	**74**	68	**73**	68
15/F	53.2	13	64	**73**	64	**73**	65	**73**	65	**73**	66	**74**	67	**74**	68	**73**	68
16/F	56.7	14	64	**73**	65	**73**	65	**74**	66	**74**	66	**74**	67	**74**	68	**74**	68
17/F	60.2	15	64	**73**	65	**74**	65	**74**	66	**74**	66	**74**	67	**74**	68	**74**	69
18/F	63.7	16	64	**73**	65	**74**	65	**74**	66	**74**	66	**75**	67	**75**	69	**74**	69
19/F	67.2	17	65	**74**	65	**74**	66	**74**	66	**74**	66	**75**	68	**75**	69	**74**	69
20/F	70.7	18	65	**74**	65	**74**	66	**75**	66	**75**	67	**75**	68	**75**	69	**74**	69
21/F	74.2	19	65	**74**	66	**74**	66	**75**	66	**75**	67	**75**	68	**75**	69	**74**	69
22/F	77.7	20	67	**74**	67	**75**	67	**75**	67	**75**	67	-	-	-	-	-	-
23/F	81.2	21	**71**	**74**	70	**75**	69	**75**	70	**75**	70	-	-	-	-	-	-
25/F	84.7	22	**73**	**74**	**73**	**75**	**73**	**75**	**73**	**75**	**72**	-	-	-	-	-	-
26/F	88.2	23	**74**	**74**	**74**	**75**	**74**	**75**	**74**	**75**	**73**	-	-	-	-	-	-
27/F	91.7	24	**74**	**74**	**74**	**75**	**74**	**75**	**74**	**75**	**73**	-	-	-	-	-	-
Max Noise Level			74	74	74	75	74	75	74	75	73	75	68	75	69	74	69
Exceedance			4	16	3	17	3	18	3	17	3	13	0	14	0	13	0

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (AM Peak Flow)

Site 1-Tower 6 to Tower 7

Floor	*mPD	Repeat	S1_T6-T7-1	S1_T6-T7-2	S1_T6-T7-3	S1_T6-T7-4	S1_T6-T7-5	S1_T6-T7-6	S1_T6-T7-7	S1_T6-T7-8	S1_T6-T7-9	S1_T6-T7-10	S1_T6-T7-11	S1_T6-T7-12	S1_T6-T7-13	S1_T6-T7-14
G/F	6.5	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	2	59	67	61	68	62	69	63	69	69	67	**71**	69	**74**	**75**
2/F	21.2	3	61	70	64	70	65	**71**	67	**71**	**71**	70	**73**	**72**	**75**	**76**
3/F	24.7	4	64	**71**	66	**72**	68	**72**	69	**72**	**73**	**72**	**74**	**73**	**76**	**76**
5/F	28.2	5	65	**72**	68	**72**	69	**73**	70	**73**	**73**	**73**	**74**	**74**	**76**	**76**
6/F	31.7	6	67	**72**	69	**73**	70	**73**	**71**	**74**	**74**	**73**	**75**	**75**	**77**	**77**
7/F	35.2	7	68	**73**	70	**73**	**71**	**74**	**71**	**74**	**74**	**74**	**75**	**75**	**77**	**77**
8/F	38.7	8	68	**73**	70	**74**	**71**	**74**	**72**	**74**	**75**	**74**	**76**	**75**	**77**	**77**
9/F	42.2	9	69	**73**	70	**74**	**71**	**74**	**72**	**75**	**75**	**74**	**76**	**75**	**77**	**77**
10/F	45.7	10	69	**74**	**71**	**74**	**71**	**75**	**72**	**75**	**75**	**74**	**76**	**75**	**77**	**77**
11/F	49.2	11	69	**74**	**71**	**75**	**72**	**75**	**72**	**75**	**75**	**74**	**76**	**75**	**77**	**77**
12/F	52.7	12	69	**74**	**71**	**75**	**72**	**75**	**72**	**75**	**75**	**75**	**76**	**75**	**77**	**77**
15/F	56.2	13	69	**74**	**71**	**75**	**72**	**75**	**72**	**75**	**75**	**75**	**76**	**75**	**77**	**76**
16/F	59.7	14	69	**74**	**71**	**75**	**72**	**75**	**72**	**75**	**75**	**75**	**76**	**75**	**77**	**76**
17/F	63.2	15	69	**74**	**71**	**75**	**72**	**75**	**73**	**75**	**75**	**75**	**76**	**75**	**77**	**76**
18/F	66.7	16	69	**74**	**71**	**75**	**72**	**75**	**72**	**75**	**75**	**74**	**76**	**75**	**77**	**76**
19/F	70.2	17	69	**74**	**71**	**75**	**72**	**75**	**72**	**75**	**75**	**74**	**76**	**75**	**77**	**76**
20/F	73.7	18	69	**74**	**71**	**75**	**72**	**75**	**72**	**75**	**75**	**74**	**76**	**75**	**77**	**76**
21/F	77.2	19	69	**74**	**71**	**75**	**72**	**75**	**72**	**75**	**75**	**74**	**76**	**75**	**76**	**76**
22/F	80.7	20	69	**74**	**71**	**75**	**72**	**75**	**72**	**75**	**75**	**74**	**76**	**75**	**76**	**76**
23/F	84.2	21	69	**74**	**71**	**75**	**72**	**75**	**72**	**75**	**75**	**74**	**76**	**75**	**76**	**76**
25/F	87.7	22	69	**74**	**71**	**75**	**72**	**75**	**72**	**75**	**75**	**74**	**75**	**75**	**76**	**76**
26/F	91.2	23	69	**74**	**71**	**75**	**72**	**75**	**72**	**75**	**75**	**74**	**75**	**75**	**76**	**75**
27/F	94.7	24	69	**74**	**71**	**75**	**72**	**75**	**72**	**75**	**75**	**74**	**75**	**75**	**76**	**75**
28/F	98.2	25	69	**74**	**71**	**75**	**71**	**75**	**72**	**75**	**75**	**74**	**75**	**74**	**76**	**75**
29/F	101.7	26	69	**74**	**71**	**75**	**71**	**75**	**72**	**75**	**75**	**74**	**75**	**74**	**76**	**75**
30/F	105.2	27	69	**74**	**71**	**75**	**71**	**75**	**72**	**74**	**75**	**74**	**75**	**74**	**76**	**75**
31/F	108.7	28	69	**74**	**71**	**74**	**71**	**75**	**72**	**74**	**74**	**74**	**75**	**74**	**76**	**75**
32/F	112.2	29	69	**74**	**71**	**74**	**71**	**74**	**72**	**74**	**74**	**74**	**75**	**74**	**76**	**75**
Max Noise Level			69	74	71	75	72	75	73	75	75	75	76	75	77	77
Exceedance			0	26	20	26	23	27	24	27	27	26	28	27	28	28

Site 1-Tower 8 to Tower 9

Floor	*mPD	Repeat	S1_T8-T9-1	S1_T8-T9-2	S1_T8-T9-3	S1_T8-T9-4	S1_T8-T9-5	S1_T8-T9-6	S1_T8-T9-7	S1_T8-T9-8	S1_T8-T9-9	S1_T8-T9-10	S1_T8-T9-11	S1_T8-T9-12
G/F	6.5	1	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	2	62	47	61	48	48	48	68	48	69	48	70	49
2/F	21.2	3	64	47	63	48	48	48	70	48	**71**	48	**71**	49
3/F	24.7	4	66	47	65	48	48	48	**71**	48	**72**	48	**72**	49
5/F	28.2	5	68	47	67	48	48	48	**72**	48	**72**	48	**73**	49
6/F	31.7	6	69	47	68	48	48	48	**73**	48	**73**	48	**73**	49
7/F	35.2	7	69	47	69	48	48	48	**73**	48	**74**	48	**74**	49
8/F	38.7	8	70	47	70	48	48	48	**74**	48	**74**	48	**74**	49
9/F	42.2	9	70	47	70	48	48	48	**74**	48	**74**	48	**74**	49
10/F	45.7	10	**71**	47	70	47	48	48	**74**	48	**74**	48	**74**	49
11/F	49.2	11	**71**	47	70	47	48	48	**74**	48	**75**	48	**75**	49
12/F	52.7	12	**71**	47	**71**	47	48	48	**75**	48	**75**	48	**75**	49
15/F	56.2	13	**71**	47	**71**	47	48	48	**75**	48	**75**	48	**75**	49
16/F	59.7	14	**71**	47	**71**	47	48	48	**75**	48	**75**	48	**75**	49
17/F	63.2	15	**71**	47	**71**	47	48	48	**75**	48	**75**	48	**75**	49
18/F	66.7	16	**72**	47	**71**	47	47	48	**75**	48	**75**	48	**75**	49
19/F	70.2	17	**72**	47	**71**	47	47	48	**75**	48	**75**	48	**75**	49
20/F	73.7	18	**72**	47	**71**	47	47	48	**75**	48	**75**	48	**75**	49
21/F	77.2	19	**72**	47	**71**	47	47	48	**75**	48	**75**	48	**75**	49
22/F	80.7	20	**72**	47	**71**	47	47	48	**75**	48	**75**	48	**75**	49
23/F	84.2	21	**72**	47	**71**	47	47	48	**75**	48	**75**	48	**75**	49
25/F	87.7	22	**72**	47	**71**	47	47	48	**75**	48	**75**	48	**75**	49
26/F	91.2	23	**72**	47	**71**	47	47	48	**75**	48	**75**	48	**75**	49
27/F	94.7	24	**72**	48	**71**	48	48	48	**75**	48	**75**	48	**75**	50
28/F	98.2	25	**72**	48	**71**	48	48	48	**75**	48	**75**	48	**75**	50
29/F	101.7	26	**72**	48	**71**	48	48	48	**75**	48	**75**	49	**75**	52
30/F	105.2	27	**72**	49	**71**	49	49	48	**75**	49	**75**	50	**75**	54
31/F	108.7	28	**72**	51	**71**	51	51	50	**75**	51	**75**	53	**75**	58
32/F	112.2	29	**72**	53	**71**	54	54	53	**75**	55	**75**	57	**75**	62
Max Noise Level			72	53	71	54	54	53	75	55	75	57	75	62
Exceedance			20	0	18	0	0	0	26	0	27	0	27	0

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (AM Peak Flow)

Site 1-Tower 10 to Tower 11

Floor	*mPD	Repeat	S1_T10-T11-1	S1_T10-T11-2	S1_T10-T11-3	S1_T10-T11-4	S1_T10-T11-5	S1_T10-T11-6	S1_T10-T11-7	S1_T10-T11-8	S1_T10-T11-9	S1_T10-T11-10	S1_T10-T11-11	S1_T10-T11-12	S1_T10-T11-13	S1_T10-T11-14	S1_T10-T11-15	S1_T10-T11-16
G/F	9.7	1	49	64	48	64	47	64	47	64	47	63	47	63	53	61	60	60
1/F	6.5	2	50	65	48	65	47	64	47	64	47	64	47	64	53	62	60	61
2/F	16.7	3	50	65	48	65	47	65	47	65	47	65	47	64	54	63	61	61
3/F	20.2	4	50	65	48	65	47	65	47	65	47	65	47	65	54	63	61	62
5/F	23.7	5	50	66	48	66	47	66	47	66	47	65	47	65	54	63	62	62
6/F	27.2	6	50	66	48	66	47	66	47	66	47	66	47	65	54	64	62	62
7/F	30.7	7	50	66	49	66	47	66	47	66	47	66	47	66	55	64	62	63
8/F	34.2	8	50	66	49	67	48	67	47	67	47	66	47	66	55	64	63	63
9/F	37.7	9	51	67	49	67	48	67	47	67	47	67	47	66	55	65	63	64
10/F	41.2	10	51	67	50	67	48	67	47	67	47	67	47	67	56	65	64	64
11/F	44.7	11	51	67	50	67	48	67	47	67	47	67	47	67	56	66	64	64
12/F	48.2	12	52	68	50	68	49	68	47	68	47	68	47	67	56	66	64	65
15/F	51.7	13	53	68	53	68	50	68	47	68	47	68	47	67	56	66	64	65
16/F	55.2	14	54	68	53	68	51	68	47	68	47	68	47	67	57	66	65	65
17/F	58.7	15	55	68	55	68	53	68	47	68	47	68	47	68	57	66	65	65
18/F	62.2	16	-	-	-	-	-	-	47	68	47	68	47	68	57	66	65	65
19/F	65.7	17	-	-	-	-	-	-	49	68	48	68	48	68	57	67	65	66
20/F	69.2	18	-	-	-	-	-	-	50	69	49	68	49	68	57	67	65	66
21/F	72.7	19	-	-	-	-	-	-	52	69	52	68	51	68	58	67	65	66
Max Noise Level			55	68	55	68	53	68	52	69	52	68	51	68	58	67	65	66
Exceedance			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1-Tower 12

Floor	*mPD	Repeat	S1_T12-1	S1_T12-2	S1_T12-3	S1_T12-4	S1_T12-5	S1_T12-6	S1_T12-7	S1_T12-8	S1_T12-9	S1_T12-10
G/F	9.7	1	45	55	45	56	46	56	47	58	60	60
1/F	6.5	2	46	55	45	56	46	57	47	59	60	61
2/F	16.7	3	46	55	46	57	46	57	47	59	61	61
3/F	20.2	4	47	55	46	57	47	57	48	59	61	61
5/F	23.7	5	47	55	47	57	47	58	48	59	61	61
6/F	27.2	6	48	55	47	58	48	58	48	60	61	62
7/F	30.7	7	48	56	48	58	48	58	49	60	62	62
8/F	34.2	8	49	56	49	58	49	58	49	60	62	62
9/F	37.7	9	50	56	49	58	49	58	50	60	62	62
10/F	41.2	10	50	56	50	58	50	59	50	61	63	63
11/F	44.7	11	51	56	50	59	50	59	51	61	63	63
12/F	48.2	12	52	56	51	59	51	59	51	61	63	63
15/F	51.7	13	53	56	53	59	53	59	53	61	63	63
16/F	55.2	14	53	56	53	59	53	59	53	61	63	63
17/F	58.7	15	54	57	54	59	54	59	54	61	63	64
Max Noise Level			54	57	54	59	54	59	54	61	63	64
Exceedance			0	0	0	0	0	0	0	0	0	0

Notes:

71	Exceeded Hong Kong Planning Standard Guidelines' Standard of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (PM Peak Flow)

Site 1-Tower 1 to Tower 2

Floor	*mPD	Repeat	S1_T1-T2-1	S1_T1-T2-2	S1_T1-T2-3	S1_T1-T2-4	S1_T1-T2-5	S1_T1-T2-6	S1_T1-T2-7	S1_T1-T2-8	S1_T1-T2-9	S1_T1-T2-10	S1_T1-T2-11	S1_T1-T2-12	S1_T1-T2-13
G/F	6.5	1	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	2	63	66	70	70	69	63	68	69	71	70	71	73	74
2/F	18.2	3	64	67	71	71	71	65	70	71	72	72	73	74	74
3/F	21.7	4	65	68	72	72	72	66	70	72	73	73	74	75	75
5/F	25.2	5	66	69	73	73	73	66	71	73	74	74	74	75	76
6/F	28.7	6	67	70	74	74	74	67	72	74	74	74	75	76	76
7/F	32.2	7	68	70	74	74	74	67	72	74	75	75	75	76	77
8/F	35.7	8	68	71	75	75	75	68	73	74	75	75	76	76	77
9/F	39.2	9	68	71	75	75	75	68	73	75	75	75	76	76	77
10/F	42.7	10	69	71	75	75	75	69	73	75	76	75	76	76	77
11/F	46.2	11	69	72	75	75	75	69	74	75	76	75	76	76	77
12/F	49.7	12	69	72	75	75	75	70	74	75	76	75	76	76	77
15/F	53.2	13	69	72	76	76	75	71	74	75	76	75	76	76	77
16/F	56.7	14	70	72	76	76	75	71	74	75	76	75	76	76	77
17/F	60.2	15	70	72	76	76	75	71	74	75	76	75	76	76	77
18/F	63.7	16	70	72	76	76	75	71	75	75	76	75	76	76	77
19/F	67.2	17	70	72	76	76	75	71	75	75	76	75	76	76	77
20/F	70.7	18	70	72	76	76	75	71	75	75	76	75	76	76	77
21/F	74.2	19	70	72	76	76	75	71	75	75	76	75	76	76	77
22/F	77.7	20	70	72	76	76	75	72	74	75	76	75	76	76	76
23/F	81.2	21	70	72	76	75	75	71	74	75	76	75	76	75	76
25/F	84.7	22	70	72	76	75	75	71	74	75	76	75	76	75	76
26/F	88.2	23	70	72	76	75	75	71	74	75	76	75	76	75	76
27/F	91.7	24	70	72	75	75	75	71	74	75	76	75	76	75	76
28/F	95.2	25	70	72	75	75	75	71	74	74	76	75	76	75	76
29/F	98.7	26	70	72	75	75	75	71	74	74	76	74	76	75	76
30/F	102.2	27	70	72	75	75	75	71	74	74	76	74	75	75	76
31/F	105.7	28	70	72	75	75	75	71	74	74	75	74	75	75	76
32/F	109.2	29	70	72	75	75	75	71	74	74	75	74	75	75	76
Max Noise Level			70	72	76	76	75	72	75	75	76	75	76	76	77
Exceedance			0	22	27	27	27	17	25	27	28	27	28	28	28

Site 1-Tower 3 to Tower 5

Floor	*mPD	Repeat	S1_T3-T5-1	S1_T3-T5-2	S1_T3-T5-3	S1_T3-T5-4	S1_T3-T5-5	S1_T3-T5-6	S1_T3-T5-7	S1_T3-T5-8	S1_T3-T5-9	S1_T3-T5-10	S1_T3-T5-11	S1_T3-T5-12	S1_T3-T5-13	S1_T3-T5-14	S1_T3-T5-15
G/F	6.5	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	2	57	67	57	68	58	68	58	67	58	67	59	67	61	67	61
2/F	18.2	3	58	68	58	68	59	68	59	68	59	68	61	68	62	68	62
3/F	21.7	4	59	68	59	69	60	69	60	68	61	68	62	69	63	68	63
5/F	25.2	5	60	69	60	69	61	69	61	69	62	69	63	69	64	69	65
6/F	28.7	6	61	69	61	69	62	70	62	69	63	70	64	70	65	70	65
7/F	32.2	7	61	69	62	70	62	70	63	70	63	70	64	71	66	70	66
8/F	35.7	8	62	70	62	70	63	71	63	70	64	71	65	71	66	71	66
9/F	39.2	9	62	70	63	71	63	71	64	71	64	71	65	72	67	71	67
10/F	42.7	10	63	71	63	71	64	71	64	71	65	72	66	72	67	72	67
11/F	46.2	11	63	71	64	72	64	72	65	72	65	72	66	73	67	72	67
12/F	49.7	12	63	72	64	72	64	72	65	72	65	73	66	73	68	73	68
15/F	53.2	13	64	72	64	72	65	73	65	73	65	73	66	73	68	73	68
16/F	56.7	14	64	72	64	73	65	73	65	73	66	73	67	74	68	73	68
17/F	60.2	15	64	73	64	73	65	73	65	73	66	74	67	74	68	73	68
18/F	63.7	16	64	73	65	73	65	74	66	74	66	74	67	74	68	74	68
19/F	67.2	17	64	73	65	74	65	74	66	74	66	74	67	74	68	74	68
20/F	70.7	18	64	73	65	74	65	74	66	74	66	74	67	74	68	74	68
21/F	74.2	19	65	74	65	74	66	74	66	74	66	74	67	74	68	74	68
22/F	77.7	20	67	74	66	74	66	74	67	74	67	-	-	-	-	-	-
23/F	81.2	21	70	74	69	74	69	74	69	74	69	-	-	-	-	-	-
25/F	84.7	22	72	74	72	74	72	74	72	74	72	-	-	-	-	-	-
26/F	88.2	23	73	74	73	74	73	74	73	74	72	-	-	-	-	-	-
27/F	91.7	24	74	74	74	74	74	74	74	74	72	-	-	-	-	-	-
Max Noise Level			74	74	74	74	74	74	74	74	72	74	67	74	68	74	68
Exceedance			3	15	3	16	3	17	3	16	3	12	0	13	0	12	0

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (PM Peak Flow)

Site 1-Tower 6 to Tower 7

Floor	*mPD	Repeat	S1_T6-T7-1	S1_T6-T7-2	S1_T6-T7-3	S1_T6-T7-4	S1_T6-T7-5	S1_T6-T7-6	S1_T6-T7-7	S1_T6-T7-8	S1_T6-T7-9	S1_T6-T7-10	S1_T6-T7-11	S1_T6-T7-12	S1_T6-T7-13	S1_T6-T7-14
G/F	6.5	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	2	59	67	61	68	62	68	63	68	69	67	70	68	**73**	**74**
2/F	21.2	3	61	69	63	70	65	70	66	**71**	**71**	70	**72**	**72**	**75**	**75**
3/F	24.7	4	63	70	66	**71**	67	**71**	68	**72**	**72**	**72**	**73**	**73**	**75**	**76**
5/F	28.2	5	65	**71**	67	**72**	69	**72**	70	**73**	**73**	**72**	**74**	**74**	**76**	**76**
6/F	31.7	6	66	**72**	69	**73**	70	**73**	**71**	**73**	**73**	**73**	**74**	**74**	**76**	**76**
7/F	35.2	7	67	**72**	69	**73**	70	**73**	**71**	**74**	**74**	**73**	**75**	**75**	**76**	**76**
8/F	38.7	8	68	**73**	70	**73**	**71**	**74**	**71**	**74**	**74**	**74**	**75**	**75**	**76**	**76**
9/F	42.2	9	68	**73**	70	**74**	**71**	**74**	**72**	**74**	**74**	**74**	**75**	**75**	**76**	**76**
10/F	45.7	10	68	**73**	70	**74**	**71**	**74**	**72**	**74**	**74**	**74**	**75**	**75**	**76**	**76**
11/F	49.2	11	69	**73**	70	**74**	**71**	**74**	**72**	**74**	**75**	**74**	**75**	**75**	**76**	**76**
12/F	52.7	12	69	**74**	70	**74**	**71**	**74**	**72**	**74**	**75**	**74**	**75**	**75**	**76**	**76**
15/F	56.2	13	69	**74**	70	**74**	**71**	**74**	**72**	**74**	**75**	**74**	**75**	**75**	**76**	**76**
16/F	59.7	14	69	**74**	70	**74**	**71**	**74**	**72**	**75**	**75**	**74**	**75**	**75**	**76**	**76**
17/F	63.2	15	69	**74**	70	**74**	**71**	**75**	**72**	**75**	**75**	**74**	**75**	**75**	**76**	**76**
18/F	66.7	16	69	**74**	70	**74**	**71**	**75**	**72**	**75**	**75**	**74**	**75**	**75**	**76**	**76**
19/F	70.2	17	69	**74**	70	**74**	**71**	**75**	**72**	**74**	**75**	**74**	**75**	**75**	**76**	**76**
20/F	73.7	18	69	**74**	70	**74**	**71**	**75**	**72**	**74**	**75**	**74**	**75**	**75**	**76**	**75**
21/F	77.2	19	69	**74**	70	**74**	**71**	**74**	**72**	**74**	**75**	**74**	**75**	**74**	**76**	**75**
22/F	80.7	20	69	**74**	70	**74**	**71**	**74**	**72**	**74**	**74**	**74**	**75**	**74**	**76**	**75**
23/F	84.2	21	69	**74**	70	**74**	**71**	**74**	**72**	**74**	**74**	**74**	**75**	**74**	**76**	**75**
25/F	87.7	22	69	**74**	70	**74**	**71**	**74**	**72**	**74**	**74**	**74**	**75**	**74**	**76**	**75**
26/F	91.2	23	69	**74**	70	**74**	**71**	**74**	**72**	**74**	**74**	**74**	**75**	**74**	**76**	**75**
27/F	94.7	24	69	**74**	70	**74**	**71**	**74**	**72**	**74**	**74**	**74**	**75**	**74**	**75**	**75**
28/F	98.2	25	69	**74**	70	**74**	**71**	**74**	**72**	**74**	**74**	**73**	**75**	**74**	**75**	**75**
29/F	101.7	26	69	**74**	70	**74**	**71**	**74**	**72**	**74**	**74**	**73**	**75**	**74**	**75**	**75**
30/F	105.2	27	69	**74**	70	**74**	**71**	**74**	**71**	**74**	**74**	**73**	**75**	**74**	**75**	**74**
31/F	108.7	28	69	**74**	70	**74**	**71**	**74**	**71**	**74**	**74**	**73**	**74**	**74**	**75**	**74**
32/F	112.2	29	69	**74**	70	**74**	**71**	**74**	**71**	**74**	**74**	**73**	**74**	**74**	**75**	**74**
Max Noise Level			69	74	70	74	71	75	72	75	75	74	75	75	76	76
Exceedance			0	25	0	26	22	26	24	27	27	26	27	27	28	28

Site 1-Tower 8 to Tower 9

Floor	*mPD	Repeat	S1_T8-T9-1	S1_T8-T9-2	S1_T8-T9-3	S1_T8-T9-4	S1_T8-T9-5	S1_T8-T9-6	S1_T8-T9-7	S1_T8-T9-8	S1_T8-T9-9	S1_T8-T9-10	S1_T8-T9-11	S1_T8-T9-12
G/F	6.5	1	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	2	61	47	61	47	47	47	68	48	68	48	69	49
2/F	21.2	3	63	47	63	47	47	47	70	48	70	48	70	49
3/F	24.7	4	65	47	65	47	47	47	**71**	48	**71**	48	**71**	49
5/F	28.2	5	67	47	67	47	47	47	**72**	47	**72**	48	**72**	49
6/F	31.7	6	68	47	68	47	47	47	**72**	47	**73**	48	**73**	49
7/F	35.2	7	69	47	69	47	47	47	**73**	47	**73**	48	**73**	49
8/F	38.7	8	70	47	69	47	47	47	**73**	47	**73**	47	**74**	49
9/F	42.2	9	70	47	69	47	47	47	**74**	47	**74**	47	**74**	49
10/F	45.7	10	70	47	70	47	47	47	**74**	47	**74**	47	**74**	49
11/F	49.2	11	70	47	70	47	47	47	**74**	47	**74**	47	**74**	48
12/F	52.7	12	**71**	47	70	47	47	47	**74**	47	**74**	47	**74**	48
15/F	56.2	13	**71**	47	70	47	47	47	**74**	47	**74**	47	**74**	48
16/F	59.7	14	**71**	47	70	47	47	47	**74**	47	**74**	47	**75**	48
17/F	63.2	15	**71**	47	70	47	47	47	**74**	47	**75**	47	**75**	48
18/F	66.7	16	**71**	47	70	47	47	47	**74**	47	**75**	47	**75**	48
19/F	70.2	17	**71**	47	**71**	47	47	47	**74**	47	**75**	47	**75**	48
20/F	73.7	18	**71**	47	**71**	47	47	47	**75**	47	**75**	47	**75**	48
21/F	77.2	19	**71**	47	**71**	47	47	47	**74**	47	**75**	47	**75**	48
22/F	80.7	20	**71**	47	**71**	47	47	47	**74**	47	**75**	47	**75**	48
23/F	84.2	21	**71**	47	**71**	47	47	47	**74**	47	**75**	47	**75**	48
25/F	87.7	22	**71**	47	**71**	47	47	47	**74**	47	**75**	47	**75**	48
26/F	91.2	23	**71**	47	**71**	47	47	47	**74**	47	**75**	47	**75**	49
27/F	94.7	24	**71**	47	**71**	47	47	47	**74**	47	**75**	47	**75**	49
28/F	98.2	25	**71**	47	70	47	47	47	**74**	47	**74**	48	**75**	50
29/F	101.7	26	**71**	48	70	48	47	47	**74**	47	**74**	48	**75**	51
30/F	105.2	27	**71**	49	70	49	48	48	**74**	48	**74**	49	**74**	53
31/F	108.7	28	**71**	50	70	51	50	50	**74**	50	**74**	52	**74**	58
32/F	112.2	29	**71**	53	70	53	53	53	**74**	54	**74**	56	**74**	61
Max Noise Level			71	53	71	53	53	53	75	54	75	56	75	61
Exceedance			18	0	8	0	0	0	26	0	26	0	26	0

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (PM Peak Flow)

Site 1-Tower 10 to Tower 11

Floor	*mPD	Repeat	S1_T10-T11-1	S1_T10-T11-2	S1_T10-T11-3	S1_T10-T11-4	S1_T10-T11-5	S1_T10-T11-6	S1_T10-T11-7	S1_T10-T11-8	S1_T10-T11-9	S1_T10-T11-10	S1_T10-T11-11	S1_T10-T11-12	S1_T10-T11-13	S1_T10-T11-14	S1_T10-T11-15	S1_T10-T11-16
G/F	9.7	1	49	64	47	64	46	64	46	63	46	63	46	62	52	60	59	60
1/F	6.5	2	49	64	47	64	47	64	46	64	46	64	46	63	53	61	60	60
2/F	16.7	3	49	64	48	64	47	64	46	64	46	64	46	64	53	62	60	61
3/F	20.2	4	50	65	48	65	47	65	46	65	46	65	46	64	53	63	61	61
5/F	23.7	5	50	65	48	65	47	65	46	65	46	65	46	65	54	63	61	61
6/F	27.2	6	50	65	48	65	47	65	46	65	46	65	46	65	54	63	61	62
7/F	30.7	7	50	66	48	66	47	66	46	66	46	66	46	65	54	64	62	62
8/F	34.2	8	50	66	48	66	47	66	46	66	46	66	46	66	55	64	62	63
9/F	37.7	9	50	66	49	66	47	66	46	66	46	66	46	66	55	64	63	63
10/F	41.2	10	51	67	49	67	48	67	46	67	46	67	46	66	55	65	63	64
11/F	44.7	11	51	67	50	67	48	67	46	67	46	67	46	66	55	65	63	64
12/F	48.2	12	52	67	50	67	49	67	46	67	46	67	46	67	56	65	64	64
15/F	51.7	13	52	67	52	67	49	67	46	67	46	67	46	67	56	65	64	64
16/F	55.2	14	53	67	53	68	50	68	46	68	46	67	46	67	56	66	64	65
17/F	58.7	15	54	68	54	68	53	68	46	68	46	68	46	67	56	66	64	65
18/F	62.2	16	-	-	-	-	-	-	46	68	46	68	46	67	56	66	64	65
19/F	65.7	17	-	-	-	-	-	-	48	68	47	68	47	67	57	66	64	65
20/F	69.2	18	-	-	-	-	-	-	49	68	49	68	48	67	57	66	65	65
21/F	72.7	19	-	-	-	-	-	-	52	68	51	68	51	67	57	66	65	65
Max Noise Level			54	68	54	68	53	68	52	68	51	68	51	67	57	66	65	65
Exceedance			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Site 1-Tower 12

Floor	*mPD	Repeat	S1_T12-1	S1_T12-2	S1_T12-3	S1_T12-4	S1_T12-5	S1_T12-6	S1_T12-7	S1_T12-8	S1_T12-9	S1_T12-10
G/F	9.7	1	44	54	44	56	45	56	46	58	59	60
1/F	6.5	2	45	54	45	56	45	56	46	58	60	60
2/F	16.7	3	45	54	45	56	46	57	47	58	60	60
3/F	20.2	4	46	54	46	57	46	57	47	59	60	61
5/F	23.7	5	46	55	46	57	46	57	47	59	61	61
6/F	27.2	6	47	55	47	57	47	57	48	59	61	61
7/F	30.7	7	48	55	47	58	47	58	48	60	61	61
8/F	34.2	8	48	55	48	58	48	58	48	60	61	62
9/F	37.7	9	49	55	48	58	48	58	49	60	62	62
10/F	41.2	10	49	55	49	58	49	58	50	60	62	62
11/F	44.7	11	50	55	50	58	50	58	50	60	62	62
12/F	48.2	12	52	56	51	58	50	59	51	60	62	63
15/F	51.7	13	52	56	52	59	52	59	52	61	63	63
16/F	55.2	14	53	56	52	59	52	59	52	61	63	63
17/F	58.7	15	53	56	53	59	53	59	54	61	63	63
Max Noise Level			53	56	53	59	53	59	54	61	63	63
Exceedance			0	0	0	0	0	0	0	0	0	0

Notes:

71 Exceeded Hong Kong Planning Standard Guidelines' Standard of 70 dB(A)

Appendix 2.4 Road Traffic Noise Impact Assessment Result (Detailed NSRs of Residential Units – Base and Mitigated Cases)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (AM Peak Flow)

Site 1-Tower 1

Floor	*mPD	S1_T1-1	S1_T1-2	S1_T1-3	S1_T1-4	S1_T1-5	S1_T1-6	S1_T1-7	S1_T1-8	S1_T1-9	S1_T1-10	S1_T1-11	S1_T1-12	S1_T1-13	S1_T1-14	S1_T1-15	S1_T1-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	66	64	70	67	65	70	68	67	**71**	**71**	**71**	**71**	70	70	**72**	**74**
2/F	18.2	68	66	**71**	69	67	**72**	70	68	**72**	**72**	**72**	**72**	**71**	70	**73**	**74**
3/F	21.7	69	67	**73**	70	69	**73**	**71**	70	**74**	**73**	**73**	**73**	**72**	**71**	**74**	**75**
5/F	25.2	70	68	**74**	**71**	70	**74**	**72**	**71**	**74**	**74**	**74**	**74**	**73**	**71**	**74**	**76**
6/F	28.7	**71**	69	**74**	**72**	70	**75**	**72**	**71**	**75**	**75**	**75**	**74**	**73**	**71**	**74**	**76**
7/F	32.2	**71**	69	**75**	**72**	**71**	**75**	**73**	**71**	**75**	**75**	**75**	**74**	**73**	**71**	**75**	**76**
8/F	35.7	**72**	70	**75**	**72**	**71**	**75**	**73**	**72**	**75**	**75**	**75**	**75**	**73**	**72**	**75**	**77**
9/F	39.2	**72**	70	**75**	**73**	**71**	**75**	**73**	**72**	**76**	**75**	**75**	**75**	**73**	**72**	**75**	**77**
10/F	42.7	**72**	70	**75**	**73**	**71**	**76**	**73**	**72**	**76**	**75**	**75**	**75**	**74**	**72**	**75**	**77**
11/F	46.2	**72**	70	**75**	**73**	**71**	**76**	**73**	**72**	**76**	**75**	**75**	**75**	**74**	**72**	**75**	**77**
12/F	49.7	**72**	70	**75**	**73**	**71**	**76**	**73**	**72**	**76**	**76**	**75**	**75**	**74**	**72**	**75**	**77**
15/F	53.2	**72**	**71**	**75**	**73**	**71**	**76**	**73**	**72**	**76**	**76**	**75**	**75**	**74**	**72**	**75**	**77**
16/F	56.7	**73**	**71**	**75**	**73**	**71**	**76**	**74**	**72**	**76**	**76**	**75**	**75**	**73**	**72**	**75**	**77**
17/F	60.2	**73**	**71**	**75**	**73**	**71**	**76**	**73**	**72**	**76**	**75**	**75**	**75**	**73**	**72**	**75**	**77**
18/F	63.7	**73**	**71**	**75**	**73**	**71**	**76**	**73**	**72**	**76**	**75**	**75**	**75**	**73**	**71**	**75**	**76**
19/F	67.2	**73**	**71**	**75**	**73**	**71**	**76**	**73**	**72**	**76**	**75**	**75**	**75**	**73**	**71**	**75**	**76**
20/F	70.7	**73**	**71**	**75**	**73**	**71**	**76**	**73**	**72**	**76**	**75**	**75**	**74**	**73**	**71**	**75**	**76**
21/F	74.2	**72**	**71**	**75**	**73**	**71**	**76**	**73**	**72**	**76**	**75**	**75**	**74**	**73**	**71**	**75**	**76**
22/F	77.7	**72**	70	**75**	**73**	**71**	**75**	**73**	**72**	**75**	**75**	**75**	**74**	**73**	**71**	**74**	**76**
23/F	81.2	**72**	70	**75**	**73**	**71**	**75**	**73**	**72**	**75**	**75**	**75**	**74**	**73**	**71**	**74**	**76**
25/F	84.7	**72**	70	**75**	**73**	**71**	**75**	**73**	**72**	**75**	**75**	**75**	**74**	**73**	**71**	**74**	**76**
26/F	88.2	**72**	70	**75**	**73**	**71**	**75**	**73**	**72**	**75**	**75**	**75**	**74**	**73**	**71**	**74**	**76**
27/F	91.7	**72**	70	**75**	**73**	**71**	**75**	**73**	**72**	**75**	**75**	**75**	**74**	**73**	**71**	**74**	**76**
28/F	95.2	**72**	70	**75**	**72**	**71**	**75**	**73**	**71**	**75**	**75**	**74**	**74**	**73**	**71**	**74**	**76**
29/F	98.7	**72**	70	**75**	**72**	**71**	**75**	**73**	**71**	**75**	**75**	**74**	**74**	**72**	**71**	**74**	**75**
30/F	102.2	**72**	70	**75**	**72**	**71**	**75**	**73**	**71**	**75**	**75**	**74**	**74**	**72**	70	**74**	**75**
31/F	105.7	**72**	70	**75**	**72**	**71**	**75**	**73**	**71**	**75**	**75**	**74**	**74**	**72**	70	**74**	**75**
32/F	109.2	**72**	70	**75**	**72**	**71**	**75**	**73**	**71**	**75**	**74**	**74**	**74**	**72**	70	**74**	**75**
Max Noise Level		73	71	75	73	71	76	74	72	76	76	75	75	74	72	75	77
Exceedance			27			27			28		28		28			28	

Floor	*mPD	S1_T1-17	S1_T1-18	S1_T1-19	S1_T1-20	S1_T1-21	S1_T1-22	S1_T1-23	S1_T1-24	S1_T1-25	S1_T1-26	S1_T1-27	S1_T1-28	S1_T1-29	S1_T1-30	S1_T1-31	S1_T1-32	S1_T1-33	S1_T1-34	S1_T1-35
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	**74**	**73**	**71**	**72**	**72**	**72**	**72**	**72**	70	70	**72**	69	**71**	**71**	69	70	**71**	**71**	**71**
2/F	18.2	**75**	**74**	**71**	**73**	**73**	**73**	**73**	**73**	**71**	**71**	**73**	70	**72**	**73**	70	**71**	**72**	**72**	**72**
3/F	21.7	**76**	**75**	**72**	**73**	**74**	**74**	**74**	**74**	**72**	**72**	**74**	**71**	**72**	**73**	70	**71**	**73**	**73**	**72**
5/F	25.2	**77**	**75**	**73**	**74**	**75**	**75**	**75**	**75**	**72**	**73**	**75**	**72**	**73**	**74**	**71**	**72**	**74**	**73**	**73**
6/F	28.7	**77**	**76**	**73**	**75**	**75**	**75**	**75**	**76**	**73**	**74**	**75**	**72**	**74**	**75**	**72**	**73**	**74**	**74**	**74**
7/F	32.2	**77**	**76**	**74**	**75**	**76**	**76**	**76**	**76**	**74**	**74**	**76**	**73**	**74**	**75**	**72**	**73**	**75**	**75**	**74**
8/F	35.7	**78**	**76**	**74**	**75**	**76**	**76**	**76**	**76**	**74**	**74**	**76**	**73**	**75**	**76**	**73**	**74**	**75**	**75**	**75**
9/F	39.2	**78**	**76**	**74**	**75**	**76**	**76**	**76**	**76**	**74**	**75**	**76**	**74**	**75**	**76**	**73**	**74**	**75**	**75**	**75**
10/F	42.7	**78**	**77**	**74**	**75**	**76**	**76**	**77**	**77**	**74**	**75**	**77**	**74**	**75**	**76**	**73**	**74**	**76**	**76**	**75**
11/F	46.2	**78**	**77**	**74**	**75**	**76**	**77**	**77**	**77**	**75**	**75**	**77**	**74**	**75**	**77**	**74**	**75**	**76**	**76**	**76**
12/F	49.7	**78**	**77**	**74**	**75**	**76**	**77**	**77**	**77**	**75**	**75**	**77**	**74**	**76**	**77**	**74**	**75**	**76**	**76**	**76**
15/F	53.2	**78**	**77**	**74**	**75**	**76**	**77**	**77**	**77**	**75**	**75**	**77**	**75**	**76**	**77**	**74**	**75**	**76**	**76**	**76**
16/F	56.7	**78**	**76**	**74**	**75**	**76**	**77**	**77**	**77**	**75**	**75**	**77**	**75**	**76**	**77**	**74**	**75**	**76**	**76**	**76**
17/F	60.2	**77**	**76**	**74**	**75**	**76**	**77**	**77**	**77**	**75**	**75**	**77**	**75**	**76**	**77**	**74**	**75**	**76**	**76**	**76**
18/F	63.7	**77**	**76**	**74**	**75**	**76**	**76**	**77**	**77**	**75**	**75**	**77**	**75**	**76**	**77**	**74**	**75**	**77**	**76**	**76**
19/F	67.2	**77**	**76**	**74**	**75**	**76**	**76**	**77**	**77**	**75**	**75**	**77**	**75**	**76**	**77**	**74**	**75**	**76**	**76**	**76**
20/F	70.7	**77**	**76**	**74**	**75**	**76**	**76**	**77**	**77**	**75**	**75**	**77**	**75**	**76**	**77**	**74**	**75**	**76**	**76**	**76**
21/F	74.2	**77**	**76**	**74**	**75**	**76**	**76**	**76**	**77**	**75**	**75**	**77**	**74**	**76**	**77**	**74**	**75**	**76**	**76**	**76**
22/F	77.7	**77**	**76**	**74**	**75**	**76**	**76**	**76**	**77**	**75**	**75**	**77**	**74**	**76**	**77**	**74**	**75**	**76**	**76**	**76**
23/F	81.2	**77**	**76**	**74**	**75**	**76**	**76**	**76**	**77**	**75**	**75**	**77**	**74**	**75**	**77**	**74**	**75**	**76**	**76**	**76**
25/F	84.7	**77**	**76**	**74**	**75**	**76**	**76**	**76**	**76**	**74**	**75**	**77**	**74**	**75**	**76**	**74**	**75**	**76**	**76**	**76**
26/F	88.2	**77**	**76**	**74**	**75**	**76**	**76**	**76**	**76**	**74**	**75**	**76**	**74**	**75**	**76**	**74**	**75**	**76**	**76**	**76**
27/F	91.7	**77**	**76**	**73**	**75**	**75**	**76**	**76**	**76**	**74**	**75**	**76**	**74**	**75**	**76**	**74**	**75**	**76**	**76**	**76**
28/F	95.2	**77**	**75**	**73**	**75**	**75**	**76**	**76**	**76**	**74**	**75**	**76**	**74**	**75**	**76**	**74**	**75**	**76**	**76**	**76**
29/F	98.7	**76**	**75**	**73**	**74**	**75**	**76**	**76**	**76**	**74**	**75**	**76**	**74**	**75**	**76**	**74**	**75**	**76**	**76**	**76**
30/F	102.2	**76**	**75**	**73**	**74**	**75**	**76**	**76**	**76**	**74**	**75**	**76**	**74**	**75**	**76**	**74**	**75**	**76**	**76**	**76**
31/F	105.7	**76**	**75**	**73**	**74**	**75**	**75**	**76**	**76**	**74**	**74**	**76**	**74**	**75**	**76**	**74**	**75**	**76**	**76**	**76**
32/F	109.2	**76**	**75**	**73**	**74**	**75**	**75**	**76**	**76**	**74**	**74**	**76**	**74**	**75**	**76**	**74**	**74**	**76**	**76**	**76**
Max Noise Level		78	77	74	75	76	77	77	77	75	75	77	75	76	77	74	75	77	76	76
Exceedance			28			28		28		28		28			28			28		

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (AM Peak Flow)

Site 1-Tower 2

Floor	*mPD	S1_T2-1	S1_T2-2	S1_T2-3	S1_T2-4	S1_T2-5	S1_T2-6	S1_T2-7	S1_T2-8	S1_T2-9	S1_T2-10	S1_T2-11	S1_T2-12	S1_T2-13	S1_T2-14	S1_T2-15	S1_T2-16	S1_T2-17
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	63	63	64	67	68	64	69	71	71	71	71	71	70	70	70	70	69
2/F	18.2	64	65	65	68	69	65	69	72	72	72	72	72	71	71	71	71	71
3/F	21.7	66	66	66	69	69	66	70	73	73	73	73	73	73	73	72	72	72
5/F	25.2	67	67	67	70	70	67	71	74	74	74	74	74	74	74	74	73	73
6/F	28.7	67	68	68	70	71	68	72	74	74	74	74	74	74	74	74	74	74
7/F	32.2	68	68	69	71	72	69	72	75	75	75	75	75	75	75	75	74	74
8/F	35.7	68	69	69	71	72	69	73	75	75	75	75	75	75	75	75	75	75
9/F	39.2	69	69	69	71	72	69	73	75	75	75	75	75	75	75	75	75	75
10/F	42.7	69	69	70	72	73	70	73	76	76	76	76	76	76	76	75	75	75
11/F	46.2	69	70	70	72	73	70	74	76	76	76	76	76	76	76	76	75	75
12/F	49.7	70	70	70	72	73	70	74	76	76	76	76	76	76	76	76	75	75
15/F	53.2	70	70	70	72	73	70	74	76	76	76	76	76	76	76	76	75	75
16/F	56.7	70	70	70	72	73	71	74	76	76	76	76	76	76	76	76	75	75
17/F	60.2	70	70	71	72	73	71	74	76	76	76	76	76	76	76	76	75	75
18/F	63.7	70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	76	75
19/F	67.2	70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	75	75
20/F	70.7	70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	75	75
21/F	74.2	70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	75	75
22/F	77.7	70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	75	75
23/F	81.2	70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	75	75
25/F	84.7	70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	75	75
26/F	88.2	70	70	71	73	73	71	74	76	76	76	76	76	76	76	75	75	75
27/F	91.7	70	70	71	73	73	71	74	76	76	76	76	76	76	76	75	75	75
28/F	95.2	70	70	71	73	73	71	74	76	76	76	76	76	76	76	75	75	75
29/F	98.7	70	70	71	72	73	71	74	76	76	76	76	76	76	75	75	75	75
30/F	102.2	70	70	71	72	73	71	74	76	76	76	76	76	76	75	75	75	75
31/F	105.7	70	70	71	72	73	71	74	76	76	76	76	76	75	75	75	75	75
32/F	109.2	70	70	71	72	73	71	74	76	76	76	76	76	75	75	75	75	75
Max Noise Level		70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	76	75
Exceedance			15		23		28				28		28		27		27	

Floor	*mPD	S1_T2-18	S1_T2-19	S1_T2-20	S1_T2-21	S1_T2-22	S1_T2-23	S1_T2-24
G/F	6.5	-	-	-	-	-	-	-
1/F	14.7	69	67	65	64	64	64	64
2/F	18.2	70	68	67	66	65	66	65
3/F	21.7	71	68	67	66	66	66	66
5/F	25.2	71	69	68	67	66	67	66
6/F	28.7	72	70	68	67	67	67	67
7/F	32.2	73	70	69	68	67	68	68
8/F	35.7	73	71	69	69	68	68	68
9/F	39.2	73	71	70	69	68	69	68
10/F	42.7	74	72	70	69	69	69	69
11/F	46.2	74	72	71	70	70	70	70
12/F	49.7	75	73	71	71	70	71	70
15/F	53.2	75	73	72	71	71	71	71
16/F	56.7	75	73	72	72	71	71	71
17/F	60.2	75	73	72	72	71	72	71
18/F	63.7	75	73	72	72	72	72	72
19/F	67.2	75	73	73	72	72	72	72
20/F	70.7	75	73	72	72	72	72	72
21/F	74.2	75	73	73	72	72	72	72
22/F	77.7	75	73	72	72	72	72	72
23/F	81.2	75	73	73	72	72	72	72
25/F	84.7	75	73	72	72	72	72	72
26/F	88.2	75	73	72	72	72	72	72
27/F	91.7	75	73	72	72	72	72	72
28/F	95.2	75	73	72	72	72	72	72
29/F	98.7	75	73	72	72	72	72	72
30/F	102.2	75	73	72	72	71	72	72
31/F	105.7	75	73	72	72	71	72	72
32/F	109.2	75	73	72	72	71	72	72
Max Noise Level		75	73	73	72	72	72	72
Exceedance			26		18		18	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (AM Peak Flow)

Site 1-Tower 3

Floor	*mPD	S1_T3-1	S1_T3-2	S1_T3-3	S1_T3-4	S1_T3-5	S1_T3-6	S1_T3-7	S1_T3-8	S1_T3-9	S1_T3-10	S1_T3-11	S1_T3-12	S1_T3-13	S1_T3-14	S1_T3-15	S1_T3-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	59	59	59	60	60	60	60	61	61	61	61	61	61	61	61	61
2/F	18.2	60	60	61	61	61	61	62	62	62	63	62	62	62	63	63	63
3/F	21.7	62	62	62	62	62	63	63	63	63	64	63	63	64	64	64	64
5/F	25.2	63	63	63	63	64	64	64	64	65	65	65	65	65	65	65	65
6/F	28.7	64	64	64	64	64	65	65	65	65	66	65	65	66	66	66	66
7/F	32.2	64	64	64	65	65	65	66	66	66	66	66	66	66	66	66	67
8/F	35.7	65	65	65	65	65	66	66	66	66	67	66	67	67	67	67	67
9/F	39.2	65	65	65	66	66	66	66	67	67	67	67	67	67	67	67	67
10/F	42.7	65	66	66	66	66	66	67	67	67	67	67	67	67	67	68	68
11/F	46.2	66	66	66	66	67	67	67	67	67	68	67	68	68	68	68	68
12/F	49.7	66	66	66	67	67	67	67	67	68	68	68	68	68	68	68	68
15/F	53.2	66	66	66	67	67	67	67	68	68	68	68	68	68	68	68	69
16/F	56.7	66	67	67	67	67	67	68	68	68	68	68	68	68	68	69	69
17/F	60.2	67	67	67	67	67	68	68	68	68	68	68	68	69	69	69	69
18/F	63.7	67	67	67	67	68	68	68	68	68	69	68	68	69	69	69	69
19/F	67.2	67	67	67	68	68	68	68	68	68	69	69	69	69	69	69	69
20/F	70.7	67	67	67	68	68	68	68	68	69	69	69	69	69	69	69	69
21/F	74.2	67	67	67	68	68	68	68	68	69	69	69	69	69	69	69	69
22/F	77.7	67	67	67	68	68	68	68	69	69	69	69	69	69	69	69	69
23/F	81.2	67	67	68	68	68	68	68	69	69	69	69	69	69	69	69	69
25/F	84.7	67	67	68	68	68	68	68	69	69	69	69	69	69	69	69	69
26/F	88.2	67	68	68	68	68	68	68	69	69	69	69	69	69	69	69	69
27/F	91.7	68	68	68	68	68	68	69	69	69	69	69	69	69	69	69	69
Max Noise Level		68	68	68	68	68	68	69	69	69	69	69	69	69	69	69	69
Exceedance			0			0			0		0		0			0	

Floor	*mPD	S1_T3-17	S1_T3-18	S1_T3-19	S1_T3-20	S1_T3-21	S1_T3-22	S1_T3-23	S1_T3-24	S1_T3-25	S1_T3-26	S1_T3-27	S1_T3-28	S1_T3-29	S1_T3-30	S1_T3-31	S1_T3-32
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	66	66	67	67	68	68	68	68	68	68	68	68	68	68	68	68
2/F	18.2	67	68	68	68	68	69	69	69	69	69	69	68	68	68	69	69
3/F	21.7	68	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69
5/F	25.2	68	69	69	70	70	70	70	70	70	70	70	70	69	69	70	70
6/F	28.7	69	69	70	70	70	70	**71**	**71**	**71**	70	70	70	70	70	70	70
7/F	32.2	70	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**
8/F	35.7	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**72**	**71**	**71**	**71**	**71**	**71**	**71**
9/F	39.2	70	**71**	**71**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
10/F	42.7	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**73**	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**
11/F	46.2	**71**	**72**	**72**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
12/F	49.7	**72**	**72**	**73**	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**
15/F	53.2	**72**	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
16/F	56.7	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
17/F	60.2	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
18/F	63.7	**73**	**73**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
19/F	67.2	**73**	**74**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
20/F	70.7	**73**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
21/F	74.2	**73**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
22/F	77.7	**73**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
23/F	81.2	**73**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
25/F	84.7	**73**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
26/F	88.2	**73**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
27/F	91.7	**73**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
Max Noise Level		73	74	74	74	75	75	75	75	75	75	75	75	75	75	75	75
Exceedance			17			18			19		19		18			18	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (AM Peak Flow)

Site 1-Tower 5

Floor	*mPD	S1_T5-1	S1_T5-2	S1_T5-3	S1_T5-4	S1_T5-5	S1_T5-6	S1_T5-7	S1_T5-8	S1_T5-9	S1_T5-10	S1_T5-11	S1_T5-12	S1_T5-13	S1_T5-14	S1_T5-15	S1_T5-16	S1_T5-17	S1_T5-18	S1_T5-19
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	64	64	57	57	57	57	58	58	58	58	58	58	58	58	58	59	59	59	59
2/F	18.2	65	65	58	58	58	59	59	59	59	59	59	59	59	60	60	60	60	60	60
3/F	21.7	65	65	59	59	59	59	59	60	60	60	60	60	61	61	61	61	61	61	61
5/F	25.2	66	66	60	60	60	60	61	61	61	61	61	61	62	62	62	62	62	62	62
6/F	28.7	66	66	61	61	61	61	61	62	62	62	62	62	63	63	63	63	63	63	63
7/F	32.2	66	66	62	62	62	62	62	62	63	63	63	63	63	63	63	64	64	64	64
8/F	35.7	67	67	62	62	62	63	63	63	63	63	63	64	64	64	64	64	64	64	65
9/F	39.2	67	67	63	63	63	63	63	63	63	64	64	64	64	64	64	64	65	65	65
10/F	42.7	67	67	63	63	63	63	64	64	64	64	64	64	65	65	65	65	65	65	65
11/F	46.2	68	68	63	64	64	64	64	64	64	64	65	65	65	65	65	65	65	66	66
12/F	49.7	68	68	64	64	64	64	64	64	64	65	65	65	65	65	65	65	66	66	66
15/F	53.2	69	69	64	64	64	64	64	65	65	65	65	65	65	65	65	66	66	66	66
16/F	56.7	69	69	64	64	64	64	65	65	65	65	65	65	66	66	66	66	66	66	66
17/F	60.2	70	69	64	64	64	65	65	65	65	65	65	66	66	66	66	66	66	66	66
18/F	63.7	70	70	64	65	65	65	65	65	65	65	66	66	66	66	66	66	66	67	67
19/F	67.2	70	70	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	67	67
20/F	70.7	70	70	65	65	65	65	65	65	66	66	66	66	66	66	66	67	67	67	67
21/F	74.2	**71**	70	65	65	65	66	66	66	66	66	66	66	66	67	67	67	67	67	67
Max Noise Level		71	70	65	65	65	66	66	66	66	66	66	66	66	67	67	67	67	67	67
Exceedance		1				0		0			0		0			0			0	

Floor	*mPD	S1_T5-20	S1_T5-21	S1_T5-22	S1_T5-23	S1_T5-24	S1_T5-25	S1_T5-26	S1_T5-27	S1_T5-28	S1_T5-29	S1_T5-30	S1_T5-31	S1_T5-32	S1_T5-33	S1_T5-34	S1_T5-35
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68
2/F	18.2	69	69	69	69	69	69	69	69	69	69	69	69	68	68	68	68
3/F	21.7	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
5/F	25.2	69	69	69	70	70	70	70	70	70	70	69	69	69	69	69	69
6/F	28.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	69
7/F	32.2	**71**	**71**	70	**71**	**71**	**71**	**71**	**71**	**71**	70	70	70	70	70	70	70
8/F	35.7	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	70	70	70
9/F	39.2	**72**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**
10/F	42.7	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**71**	**71**	**71**	**71**	**71**
11/F	46.2	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
12/F	49.7	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**
15/F	53.2	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
16/F	56.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
17/F	60.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**
18/F	63.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**
19/F	67.2	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
20/F	70.7	**75**	**75**	**75**	**75**	**74**	**74**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
21/F	74.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
Max Noise Level		75	75	75	75	75	75	75	75	75	74	74	74	74	74	74	74
Exceedance		13			13			13		13			12			11	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (AM Peak Flow)

Site 1-Tower 6

Floor	*mPD	S1_T6-1	S1_T6-2	S1_T6-3	S1_T6-4	S1_T6-5	S1_T6-6	S1_T6-7	S1_T6-8	S1_T6-9	S1_T6-10	S1_T6-11	S1_T6-12	S1_T6-13	S1_T6-14	S1_T6-15	S1_T6-16	S1_T6-17	S1_T6-18	S1_T6-19
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	66	67	67	64	62	68	66	64	69	68	65	70	70	71	71	71	70	73	75
2/F	21.2	69	70	70	68	66	71	70	68	72	71	69	73	73	73	73	73	72	74	76
3/F	24.7	71	72	72	70	68	73	72	70	73	72	71	74	74	74	74	73	72	75	76
5/F	28.2	72	73	73	71	69	74	72	71	74	73	71	75	75	75	74	74	72	75	76
6/F	31.7	73	73	73	71	70	74	73	71	75	74	72	75	75	75	75	74	72	75	77
7/F	35.2	74	74	74	72	70	75	73	71	75	74	72	75	75	75	75	74	72	75	77
8/F	38.7	74	74	74	72	70	75	73	71	75	74	72	75	75	75	75	74	72	75	77
9/F	42.2	74	74	74	72	70	75	73	71	75	74	72	75	75	75	75	74	72	75	77
10/F	45.7	74	74	74	72	70	75	73	71	75	74	72	75	75	75	75	74	72	75	77
11/F	49.2	74	74	74	72	70	75	73	71	75	74	72	75	75	75	75	73	72	75	77
12/F	52.7	74	74	75	72	70	75	73	71	75	74	72	75	75	75	75	73	71	75	77
15/F	56.2	74	74	75	72	70	75	73	71	75	74	72	75	75	75	74	73	71	75	76
16/F	59.7	74	74	75	72	70	75	73	71	75	74	72	75	75	75	74	73	71	75	76
17/F	63.2	74	74	75	72	70	75	73	71	75	74	72	75	75	75	74	73	71	75	76
18/F	66.7	74	74	74	72	70	75	73	71	75	73	71	75	75	75	74	73	71	75	76
19/F	70.2	74	74	74	72	70	75	73	71	75	73	71	75	75	75	74	73	71	74	76
20/F	73.7	74	74	74	72	70	75	73	71	75	73	71	75	75	75	74	73	71	74	76
21/F	77.2	74	74	74	72	70	75	73	71	75	73	71	75	75	74	74	73	71	74	76
22/F	80.7	74	74	74	71	70	75	73	71	75	73	71	75	75	74	74	73	71	74	76
23/F	84.2	74	74	74	71	69	75	73	70	75	73	71	75	75	74	74	72	70	74	76
25/F	87.7	74	74	74	71	69	75	73	70	75	73	71	75	74	74	74	72	70	74	76
26/F	91.2	74	74	74	71	69	75	73	70	75	73	71	75	74	74	74	72	70	74	75
27/F	94.7	74	74	74	71	69	74	73	70	75	73	71	75	74	74	73	72	70	74	75
28/F	98.2	74	74	74	71	69	74	72	70	74	73	71	74	74	74	73	72	70	74	75
29/F	101.7	74	74	74	71	69	74	72	70	74	73	71	74	74	74	73	72	70	74	75
30/F	105.2	74	74	74	71	69	74	72	70	74	73	70	74	74	74	73	72	70	73	75
31/F	108.7	74	74	74	71	69	74	72	70	74	73	70	74	74	74	73	72	70	73	75
32/F	112.2	74	74	74	71	69	74	72	70	74	72	70	74	74	74	73	72	70	73	75
Max Noise Level		74	74	75	72	70	75	73	71	75	74	72	75	75	75	75	74	72	75	77
Exceedance			26			27			27			27		28		28			28	

Floor	*mPD	S1_T6-20	S1_T6-21	S1_T6-22	S1_T6-23	S1_T6-24	S1_T6-25	S1_T6-26	S1_T6-27	S1_T6-28	S1_T6-29	S1_T6-30	S1_T6-31	S1_T6-32	S1_T6-33	S1_T6-34	S1_T6-35	S1_T6-36	S1_T6-37
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	74	72	67	69	71	71	71	71	67	69	71	66	68	70	65	67	69	69
2/F	21.2	75	73	69	71	73	73	73	73	69	71	73	68	70	72	67	69	71	71
3/F	24.7	76	74	70	72	74	74	74	74	70	72	74	69	71	73	68	70	73	72
5/F	28.2	76	75	70	72	74	75	75	75	71	73	74	70	72	74	69	71	73	73
6/F	31.7	77	75	71	73	74	75	75	75	72	73	75	70	73	75	70	72	74	74
7/F	35.2	77	75	71	73	75	75	75	75	72	74	75	71	73	75	70	72	74	74
8/F	38.7	77	75	71	73	75	75	76	76	72	74	76	71	73	75	70	73	75	74
9/F	42.2	77	75	72	73	75	75	76	76	72	74	76	71	73	75	71	73	75	75
10/F	45.7	77	75	72	74	75	75	76	76	73	74	76	72	73	75	71	73	75	75
11/F	49.2	77	75	72	74	75	76	76	76	73	74	76	72	74	76	71	73	75	75
12/F	52.7	77	75	72	74	75	76	76	76	73	74	76	72	74	76	71	73	75	75
15/F	56.2	77	75	72	74	75	76	76	76	73	74	76	72	74	76	71	73	75	75
16/F	59.7	77	75	72	74	75	76	76	76	73	74	76	72	74	76	71	73	75	75
17/F	63.2	77	75	72	74	75	75	76	76	73	74	76	72	74	76	71	73	75	75
18/F	66.7	77	75	72	73	75	75	76	76	73	74	76	72	74	76	71	73	75	75
19/F	70.2	77	75	72	73	75	75	76	76	73	74	76	72	74	76	71	73	75	75
20/F	73.7	77	75	72	73	75	75	76	76	73	74	76	72	74	76	71	73	75	75
21/F	77.2	76	75	71	73	75	75	75	76	73	74	76	72	73	75	71	73	75	75
22/F	80.7	76	75	71	73	75	75	75	76	72	74	76	72	73	75	71	73	75	75
23/F	84.2	76	75	71	73	75	75	75	76	72	74	76	71	73	75	71	73	75	75
25/F	87.7	76	75	71	73	74	75	75	75	72	74	75	71	73	75	71	73	75	75
26/F	91.2	76	75	71	73	74	75	75	75	72	74	75	71	73	75	71	73	75	75
27/F	94.7	76	75	71	73	74	75	75	75	72	74	75	71	73	75	71	73	75	75
28/F	98.2	76	74	71	73	74	75	75	75	72	73	75	71	73	75	71	73	75	75
29/F	101.7	76	74	71	73	74	75	75	75	72	73	75	71	73	75	70	73	75	75
30/F	105.2	76	74	71	73	74	75	75	75	72	73	75	71	73	75	70	72	75	74
31/F	108.7	76	74	71	73	74	74	75	75	72	73	75	71	73	75	70	72	74	74
32/F	112.2	76	74	71	73	74	74	75	75	72	73	75	71	73	75	70	72	74	74
Max Noise Level		77	75	72	74	75	76	76	76	73	74	76	72	74	76	71	73	75	75
Exceedance			28			28		28		28			28			27			27	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (AM Peak Flow)

Site 1-Tower 7

Floor	*mPD	S1_T7-1	S1_T7-2	S1_T7-3	S1_T7-4	S1_T7-5	S1_T7-6	S1_T7-7	S1_T7-8	S1_T7-9	S1_T7-10	S1_T7-11	S1_T7-12	S1_T7-13	S1_T7-14
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	59	60	59	60	60	61	62	62	62	62	63	63	65	65
2/F	21.2	61	62	62	62	62	64	64	65	65	65	66	67	68	69
3/F	24.7	64	64	64	64	65	66	67	67	68	68	68	69	70	**71**
5/F	28.2	65	66	66	66	66	68	68	69	69	69	70	70	**71**	**72**
6/F	31.7	67	67	67	68	68	69	69	70	70	70	70	**71**	**72**	**72**
7/F	35.2	68	68	68	68	68	70	70	70	**71**	**71**	**71**	**71**	**72**	**73**
8/F	38.7	68	68	69	69	69	70	70	**71**	**71**	**71**	**71**	**72**	**73**	**73**
9/F	42.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**72**	**72**	**73**	**73**
10/F	45.7	69	69	69	69	69	**71**	**71**	**71**	**71**	**71**	**72**	**72**	**73**	**74**
11/F	49.2	69	69	69	69	69	**71**	**71**	**71**	**72**	**71**	**72**	**72**	**73**	**74**
12/F	52.7	69	69	69	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**74**
15/F	56.2	69	69	69	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**74**
16/F	59.7	69	69	70	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**74**
17/F	63.2	69	70	70	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**73**	**74**	**74**
18/F	66.7	69	70	70	70	70	**71**	**71**	**72**	**72**	**72**	**72**	**72**	**73**	**74**
19/F	70.2	69	70	70	70	70	**71**	**71**	**72**	**72**	**72**	**72**	**72**	**73**	**74**
20/F	73.7	69	70	70	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**74**
21/F	77.2	69	70	70	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**74**
22/F	80.7	69	70	70	70	70	**71**	**71**	**71**	**72**	**71**	**72**	**72**	**73**	**74**
23/F	84.2	69	69	70	70	70	**71**	**71**	**71**	**72**	**71**	**72**	**72**	**73**	**74**
25/F	87.7	69	69	69	70	70	**71**	**71**	**71**	**72**	**71**	**72**	**72**	**73**	**74**
26/F	91.2	69	69	69	70	70	**71**	**71**	**71**	**72**	**71**	**72**	**72**	**73**	**74**
27/F	94.7	69	69	69	70	70	**71**	**71**	**71**	**72**	**71**	**72**	**72**	**73**	**74**
28/F	98.2	69	69	69	70	69	**71**	**71**	**71**	**71**	**71**	**72**	**72**	**73**	**73**
29/F	101.7	69	69	69	69	69	**71**	**71**	**71**	**71**	**71**	**72**	**72**	**73**	**73**
30/F	105.2	69	69	69	69	69	**71**	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
31/F	108.7	69	69	69	69	69	**71**	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
32/F	112.2	69	69	69	69	69	**71**	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
Max Noise Level		69	70	70	70	70	71	71	72	72	72	72	73	74	74
Exceedance			0		0		21		23		23		26		

Floor	*mPD	S1_T7-15	S1_T7-16	S1_T7-17	S1_T7-18	S1_T7-19	S1_T7-20	S1_T7-21	S1_T7-22	S1_T7-23	S1_T7-24	S1_T7-25	S1_T7-26	S1_T7-27
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	69	69	69	69	69	68	68	68	68	68	68	68	67
2/F	21.2	**71**	**71**	**71**	**71**	**71**	**71**	70	70	70	70	70	70	70
3/F	24.7	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**71**	**71**	**71**	**71**	**71**
5/F	28.2	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**
6/F	31.7	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**
7/F	35.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**
8/F	38.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**
9/F	42.2	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**
10/F	45.7	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
11/F	49.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**
12/F	52.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**
15/F	56.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**
16/F	59.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
17/F	63.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
18/F	66.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
19/F	70.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
20/F	73.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
21/F	77.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
22/F	80.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
23/F	84.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
25/F	87.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
26/F	91.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
27/F	94.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**
28/F	98.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**
29/F	101.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**
30/F	105.2	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**
31/F	108.7	**74**	**74**	**74**	**74**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
32/F	112.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
Max Noise Level		75	75	75	75	75	75	75	75	75	75	75	74	74
Exceedance			27		27		27		26		26		26	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (AM Peak Flow)

Site 1-Tower 8

Floor	*mPD	S1_T8-1	S1_T8-2	S1_T8-3	S1_T8-4	S1_T8-5	S1_T8-6	S1_T8-7	S1_T8-8	S1_T8-9	S1_T8-10	S1_T8-11	S1_T8-12	S1_T8-13	S1_T8-14	S1_T8-15	S1_T8-16	S1_T8-17
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	47	56	47	47	47	47	48	48	48	48	48	48	48	48	48	48	48
2/F	21.2	47	58	47	47	47	47	47	48	48	48	48	48	48	48	48	48	48
3/F	24.7	47	59	47	47	47	47	47	48	48	48	48	48	48	48	48	48	48
5/F	28.2	47	61	47	47	47	47	47	48	48	48	48	48	48	48	48	48	48
6/F	31.7	47	63	47	47	47	47	47	47	48	48	48	48	48	48	48	48	48
7/F	35.2	47	64	47	47	47	47	47	47	48	48	48	48	48	48	48	48	48
8/F	38.7	47	65	47	47	47	47	47	47	47	48	48	48	48	48	48	48	48
9/F	42.2	47	66	47	47	47	47	47	47	47	48	48	48	48	48	48	48	48
10/F	45.7	47	66	47	47	47	47	47	47	47	47	48	48	48	48	48	48	48
11/F	49.2	47	66	47	47	47	47	47	47	47	47	48	48	48	48	48	48	48
12/F	52.7	47	66	47	47	47	47	47	47	47	47	47	48	48	48	48	48	48
15/F	56.2	47	67	47	47	47	47	47	47	47	47	47	48	48	48	48	48	48
16/F	59.7	47	67	47	47	47	47	47	47	47	47	47	47	47	48	48	48	48
17/F	63.2	47	67	47	47	47	47	47	47	47	47	47	47	47	47	48	48	48
18/F	66.7	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	48	48
19/F	70.2	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	48
20/F	73.7	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	48
21/F	77.2	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	48
22/F	80.7	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
23/F	84.2	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
25/F	87.7	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
26/F	91.2	47	67	48	47	47	47	47	47	47	47	47	47	47	47	47	47	47
27/F	94.7	47	67	48	48	48	48	48	48	48	48	48	48	48	48	48	47	47
28/F	98.2	47	67	49	48	48	48	48	48	48	48	48	48	48	48	48	48	48
29/F	101.7	47	67	50	49	48	48	48	48	48	48	48	48	48	48	48	48	48
30/F	105.2	47	67	51	50	49	49	49	49	49	49	49	49	49	49	49	49	48
31/F	108.7	49	67	52	51	51	51	51	51	51	51	51	51	51	51	51	51	51
32/F	112.2	52	67	54	53	53	53	53	53	53	54	54	54	54	54	54	53	53
Max Noise Level		52	67	54	53	53	53	53	53	53	54	54	54	54	54	54	53	53
Exceedance		0				0			0			0		0			0	

Floor	*mPD	S1_T8-18	S1_T8-19	S1_T8-20	S1_T8-21	S1_T8-22	S1_T8-23	S1_T8-24	S1_T8-25	S1_T8-26	S1_T8-27	S1_T8-28	S1_T8-29
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	48	59	60	61	61	61	62	62	62	62	61	56
2/F	21.2	48	62	62	63	63	64	64	64	64	64	63	58
3/F	24.7	48	64	64	65	65	66	66	66	66	66	65	59
5/F	28.2	48	66	66	67	67	67	67	68	68	67	67	61
6/F	31.7	48	67	67	68	68	68	69	69	69	69	68	63
7/F	35.2	48	68	68	69	69	69	69	69	69	69	69	64
8/F	38.7	48	68	69	69	70	70	70	70	70	70	69	65
9/F	42.2	48	69	69	70	70	70	70	70	70	70	70	66
10/F	45.7	48	69	69	70	70	70	**71**	**71**	**71**	**71**	70	66
11/F	49.2	48	69	70	70	70	**71**	**71**	**71**	**71**	**71**	70	66
12/F	52.7	48	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	70	67
15/F	56.2	48	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	67
16/F	59.7	48	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	67
17/F	63.2	48	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	67
18/F	66.7	48	70	70	**71**	**71**	**71**	**71**	**71**	**72**	**72**	**71**	67
19/F	70.2	48	70	70	**71**	**71**	**71**	**71**	**72**	**72**	**72**	**71**	67
20/F	73.7	48	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
21/F	77.2	48	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
22/F	80.7	48	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
23/F	84.2	48	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
25/F	87.7	48	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
26/F	91.2	48	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
27/F	94.7	47	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
28/F	98.2	47	69	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
29/F	101.7	47	69	70	70	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
30/F	105.2	48	69	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**71**	67
31/F	108.7	50	69	70	70	**71**	**71**	**71**	**71**	**72**	**72**	**71**	67
32/F	112.2	53	69	70	70	**71**	**71**	**71**	**71**	**72**	**72**	**71**	67
Max Noise Level		53	70	70	71	71	71	72	72	72	72	71	67
Exceedance		0		11		19		20		20			

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (AM Peak Flow)

Site 1-Tower 9

Floor	*mPD	S1_T9-1	S1_T9-2	S1_T9-3	S1_T9-4	S1_T9-5	S1_T9-6	S1_T9-7	S1_T9-8	S1_T9-9	S1_T9-10	S1_T9-11	S1_T9-12	S1_T9-13	S1_T9-14	S1_T9-15	S1_T9-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	48	48	48	48	48	48	48	48	48	49	49	49	49	54	67	61
2/F	21.2	48	48	48	48	48	48	48	48	48	49	49	49	49	55	68	61
3/F	24.7	48	48	48	48	48	48	48	48	48	49	49	49	49	56	68	62
5/F	28.2	48	48	48	48	48	48	48	48	48	49	49	49	49	56	69	63
6/F	31.7	48	48	48	48	48	48	48	48	48	49	49	49	49	57	69	64
7/F	35.2	48	48	48	48	48	48	48	48	48	49	49	49	49	57	70	64
8/F	38.7	48	48	48	48	48	48	48	48	48	49	49	49	49	57	70	65
9/F	42.2	48	48	48	48	48	48	48	48	48	49	49	49	49	58	**71**	65
10/F	45.7	48	48	48	48	48	48	48	48	48	49	49	49	49	58	**71**	65
11/F	49.2	48	48	48	48	48	48	48	48	48	49	49	49	49	58	**71**	65
12/F	52.7	48	48	48	48	48	48	48	48	48	49	49	49	49	58	**71**	65
15/F	56.2	48	48	48	48	48	48	48	48	48	49	49	49	49	58	**71**	66
16/F	59.7	48	48	48	48	48	48	48	48	48	49	49	49	49	59	**71**	66
17/F	63.2	48	48	48	48	48	48	48	48	48	49	49	49	49	59	**71**	66
18/F	66.7	48	48	48	48	48	48	48	48	48	49	49	49	49	59	**71**	66
19/F	70.2	48	48	48	48	48	48	48	48	48	49	49	49	49	59	**71**	66
20/F	73.7	48	48	48	48	48	48	48	48	48	48	48	49	49	59	**71**	66
21/F	77.2	48	48	48	48	48	48	48	48	48	48	48	49	49	59	**72**	66
22/F	80.7	48	48	48	48	48	48	48	48	48	48	48	49	49	59	**72**	66
23/F	84.2	48	48	47	48	48	48	48	48	48	48	48	49	49	59	**72**	66
25/F	87.7	48	48	47	48	48	48	48	48	48	48	48	49	49	59	**72**	66
26/F	91.2	48	48	48	48	48	48	48	48	48	49	48	49	49	59	**72**	66
27/F	94.7	48	48	48	48	48	48	48	48	48	49	49	49	50	59	**71**	66
28/F	98.2	48	48	48	48	48	48	48	48	48	49	49	49	50	59	**71**	66
29/F	101.7	48	48	48	48	48	48	48	48	49	49	49	50	52	60	**71**	66
30/F	105.2	48	48	48	48	49	49	49	49	50	51	50	51	54	61	**72**	66
31/F	108.7	50	51	51	51	51	52	52	52	53	54	53	54	58	63	**72**	67
32/F	112.2	53	54	54	54	55	55	56	56	57	58	57	58	62	65	**72**	68
Max Noise Level		53	54	54	54	55	55	56	56	57	58	57	58	62	65	72	68
Exceedance		0		0		0		0		0		0		21			

Floor	*mPD	S1_T9-17	S1_T9-18	S1_T9-19	S1_T9-20	S1_T9-21	S1_T9-22	S1_T9-23	S1_T9-24	S1_T9-25	S1_T9-26	S1_T9-27	S1_T9-28	S1_T9-29	S1_T9-30
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	67	69	70	70	69	69	69	69	69	69	68	68	68	68
2/F	21.2	68	70	**71**	**71**	**71**	**71**	**71**	**71**	70	70	70	70	70	70
3/F	24.7	68	**71**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**71**	**71**	**71**
5/F	28.2	69	**71**	**73**	**73**	**73**	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
6/F	31.7	70	**72**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
7/F	35.2	70	**72**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**
8/F	38.7	70	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
9/F	42.2	**71**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
10/F	45.7	**71**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
11/F	49.2	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
12/F	52.7	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
15/F	56.2	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
16/F	59.7	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
17/F	63.2	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
18/F	66.7	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
19/F	70.2	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
20/F	73.7	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
21/F	77.2	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
22/F	80.7	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
23/F	84.2	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
25/F	87.7	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
26/F	91.2	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
27/F	94.7	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
28/F	98.2	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
29/F	101.7	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
30/F	105.2	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
31/F	108.7	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
32/F	112.2	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
Max Noise Level		72	74	75	75	75	75	75	75	75	75	75	75	75	75
Exceedance		27				27		27		26		26		26	

Notes:

71 Exceeded Hong Kong Planning Standard Guidelines' Standard of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (AM Peak Flow)

Site 1-Tower 1

Floor	*mPD	S1_T1-1	S1_T1-2	S1_T1-3	S1_T1-4	S1_T1-5	S1_T1-6	S1_T1-7	S1_T1-8	S1_T1-9	S1_T1-10	S1_T1-11	S1_T1-12	S1_T1-13	S1_T1-14	S1_T1-15	S1_T1-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	66	64	70	67	65	70	68	67	70.6	71	71	71	70	70	72	74
2/F	18.2	68	66	71	69	67	71.6	70	68	72.2	72	72	72	71	70	73	74
3/F	21.7	69	67	72.5	70	69	73.1	71	70	73.5	73	73	73	72	71	74	75
5/F	25.2	70	68	73.5	71	70	74	72	71	74.3	74	74	74	73	71	74	76
6/F	28.7	71	69	74	72	70	74.5	72	71	74.8	75	75	74	73	71	74	76
7/F	32.2	71	69	74.5	72	71	74.9	73	71	75.1	75	75	74	73	71	75	76
8/F	35.7	72	70	74.8	72	71	75.1	73	72	75.4	75	75	75	73	72	75	77
9/F	39.2	72	70	75	73	71	75.3	73	72	75.5	75	75	75	73	72	75	77
10/F	42.7	72	70	75.1	73	71	75.5	73	72	75.6	75	75	75	74	72	75	77
11/F	46.2	72	70	75.3	73	71	75.5	73	72	75.7	75	75	75	74	72	75	77
12/F	49.7	72	70	75.2	73	71	75.6	73	72	75.7	76	75	75	74	72	75	77
15/F	53.2	72	71	75.3	73	71	75.6	73	72	75.7	76	75	75	74	72	75	77
16/F	56.7	73	71	75.4	73	71	75.6	74	72	75.7	76	75	75	73	72	75	77
17/F	60.2	73	71	75.4	73	71	75.6	73	72	75.7	75	75	75	73	72	75	77
18/F	63.7	73	71	75.4	73	71	75.6	73	72	75.7	75	75	75	73	71	75	76
19/F	67.2	73	71	75.4	73	71	75.5	73	72	75.6	75	75	75	73	71	75	76
20/F	70.7	73	71	75.3	73	71	75.5	73	72	75.5	75	75	74	73	71	75	76
21/F	74.2	72	71	75.3	73	71	75.5	73	72	75.5	75	75	74	73	71	75	76
22/F	77.7	72	70	75.2	73	71	75.4	73	72	75.4	75	75	74	73	71	74	76
23/F	81.2	72	70	75.2	73	71	75.3	73	72	75.4	75	75	74	73	71	74	76
25/F	84.7	72	70	75.1	73	71	75.2	73	72	75.3	75	75	74	73	71	74	76
26/F	88.2	72	70	75	73	71	75.2	73	72	75.2	75	75	74	73	71	74	76
27/F	91.7	72	70	75	73	71	75.1	73	72	75.1	75	75	74	73	71	74	76
28/F	95.2	72	70	74.9	72	71	75	73	71	75	75	74	74	73	71	74	76
29/F	98.7	72	70	74.8	72	71	75	73	71	75	75	74	74	72	71	74	75
30/F	102.2	72	70	74.8	72	71	74.9	73	71	74.9	75	74	74	72	70	74	75
31/F	105.7	72	70	74.7	72	71	74.8	73	71	74.8	75	74	74	72	70	74	75
32/F	109.2	72	70	74.6	72	71	74.7	73	71	74.7	74	74	74	72	70	74	75
Max Noise Level		73	71	75	73	71	76	74	72	76	76	75	75	74	72	75	77
Exceedance			27			27			28			28		28		28	

Floor	*mPD	S1_T1-17	S1_T1-18	S1_T1-19	S1_T1-20	S1_T1-21	S1_T1-22	S1_T1-23	S1_T1-24	S1_T1-25	S1_T1-26	S1_T1-27	S1_T1-28	S1_T1-29	S1_T1-30	S1_T1-31	S1_T1-32	S1_T1-33	S1_T1-34	S1_T1-35
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	71	71	70	71	72	72	72	71.8	70	70	71.7	69	71	71.4	69	70	71	71	70
2/F	18.2	72	72	71	72	73	73	73	72.9	71	71	72.8	70	72	72.4	70	71	72	72	72
3/F	21.7	73	73	71	72	73	74	74	73.8	72	72	73.6	71	72	73.3	70	71	73	72	72
5/F	25.2	74	73	72	73	74	74	75	74.7	72	73	74.5	72	73	74.1	71	72	74	73	73
6/F	28.7	74	74	72	74	75	75	75	75.3	73	74	75.1	72	74	74.8	72	73	74	74	74
7/F	32.2	74	74	73	74	75	75	76	75.7	74	74	75.5	73	74	75.2	72	73	75	75	74
8/F	35.7	75	74	73	74	75	76	76	76	74	74	75.9	73	75	75.6	73	74	75	75	75
9/F	39.2	75	75	73	74	75	76	76	76.2	74	75	76.1	74	75	75.8	73	74	75	75	75
10/F	42.7	75	75	73	74	76	76	76	76.4	74	75	76.3	74	75	76.1	73	74	76	76	75
11/F	46.2	75	75	73	74	76	76	76	76.6	75	75	76.6	74	75	76.4	74	75	76	76	76
12/F	49.7	75	75	73	75	76	76	76	76.6	75	75	76.7	74	76	76.5	74	75	76	76	76
15/F	53.2	75	75	73	75	76	76	77	76.7	75	75	76.7	75	76	76.6	74	75	76	76	76
16/F	56.7	75	75	73	75	76	76	76	76.7	75	75	76.8	75	76	76.7	74	75	76	76	76
17/F	60.2	74	75	73	74	76	76	76	76.7	75	75	76.7	75	76	76.7	74	75	76	76	76
18/F	63.7	74	75	73	74	76	76	76	76.6	75	75	76.7	75	76	76.7	74	75	76	76	76
19/F	67.2	74	74	73	74	75	76	76	76.5	75	75	76.7	75	76	76.6	74	75	76	76	76
20/F	70.7	74	74	73	74	75	76	76	76.5	75	75	76.6	75	76	76.6	74	75	76	76	76
21/F	74.2	74	74	73	74	75	76	76	76.4	75	75	76.5	74	76	76.5	74	75	76	76	76
22/F	77.7	74	74	73	74	75	76	76	76.3	75	75	76.5	74	76	76.5	74	75	76	76	76
23/F	81.2	74	74	73	74	75	76	76	76.3	75	75	76.4	74	75	76.4	74	75	76	76	76
25/F	84.7	74	74	73	74	75	76	76	76.2	74	75	76.3	74	75	76.3	74	75	76	76	76
26/F	88.2	74	74	73	74	75	76	76	76.1	74	75	76.2	74	75	76.3	74	75	76	76	76
27/F	91.7	74	74	73	74	75	75	76	76	74	75	76.2	74	75	76.2	74	75	76	76	76
28/F	95.2	74	74	73	74	75	75	76	75.9	74	75	76.1	74	75	76.1	74	75	76	76	76
29/F	98.7	73	74	72	74	75	75	76	75.8	74	75	76	74	75	76	74	75	76	76	76
30/F	102.2	73	74	72	73	75	75	76	75.8	74	75	75.9	74	75	76	74	75	76	76	76
31/F	105.7	73	74	72	73	75	75	75	75.7	74	74	75.9	74	75	75.9	74	75	76	76	76
32/F	109.2	73	73	72	73	74	75	75	75.6	74	74	75.8	74	75	75.8	74	74	76	76	76
Max Noise Level		75	75	73	75	76	76	77	77	75	75	77	75	76	77	74	75	76	76	76
Exceedance			28			28		28		28			28			28			28	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (AM Peak Flow)

Site 1-Tower 2

Floor	*mPD	S1_T2-1	S1_T2-2	S1_T2-3	S1_T2-4	S1_T2-5	S1_T2-6	S1_T2-7	S1_T2-8	S1_T2-9	S1_T2-10	S1_T2-11	S1_T2-12	S1_T2-13	S1_T2-14	S1_T2-15	S1_T2-16	S1_T2-17
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	63	63	64	67	68	64	69	71	71	71	71	71	70	70	70	70	69
2/F	18.2	64	65	65	68	69	65	69	72	72	72	72	72	71	71	71	71	71
3/F	21.7	66	66	66	69	69	66	70	73	73	73	73	73	73	73	72	72	72
5/F	25.2	67	67	67	70	70	67	71	74	74	74	74	74	74	74	74	73	73
6/F	28.7	67	68	68	70	71	68	72	74	74	74	74	74	74	74	74	74	74
7/F	32.2	68	68	69	71	72	69	72	75	75	75	75	75	75	75	75	74	74
8/F	35.7	68	69	69	71	72	69	73	75	75	75	75	75	75	75	75	75	75
9/F	39.2	69	69	69	71	72	69	73	75	75	75	75	75	75	75	75	75	75
10/F	42.7	69	69	70	72	73	70	73	76	76	76	76	76	76	76	75	75	75
11/F	46.2	69	70	70	72	73	70	74	76	76	76	76	76	76	76	76	75	75
12/F	49.7	70	70	70	72	73	70	74	76	76	76	76	76	76	76	76	75	75
15/F	53.2	70	70	70	72	73	70	74	76	76	76	76	76	76	76	76	75	75
16/F	56.7	70	70	70	72	73	71	74	76	76	76	76	76	76	76	76	75	75
17/F	60.2	70	70	71	72	73	71	74	76	76	76	76	76	76	76	76	75	75
18/F	63.7	70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	76	75
19/F	67.2	70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	75	75
20/F	70.7	70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	75	75
21/F	74.2	70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	75	75
22/F	77.7	70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	75	75
23/F	81.2	70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	75	75
25/F	84.7	70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	75	75
26/F	88.2	70	70	71	73	73	71	74	76	76	76	76	76	76	76	75	75	75
27/F	91.7	70	70	71	73	73	71	74	76	76	76	76	76	76	76	75	75	75
28/F	95.2	70	70	71	73	73	71	74	76	76	76	76	76	76	76	75	75	75
29/F	98.7	70	70	71	72	73	71	74	76	76	76	76	76	76	75	75	75	75
30/F	102.2	70	70	71	72	73	71	74	76	76	76	76	76	76	75	75	75	75
31/F	105.7	70	70	71	72	73	71	74	76	76	76	76	76	75	75	75	75	75
32/F	109.2	70	70	71	72	73	71	74	76	76	76	76	76	75	75	75	75	75
Max Noise Level		70	70	71	73	73	71	74	76	76	76	76	76	76	76	76	76	75
Exceedance			15		23		28				28		28		27		27	

Floor	*mPD	S1_T2-18	S1_T2-19	S1_T2-20	S1_T2-21	S1_T2-22	S1_T2-23	S1_T2-24
G/F	6.5	-	-	-	-	-	-	-
1/F	14.7	69	67	65	64	64	64	64
2/F	18.2	70	68	67	66	65	66	65
3/F	21.7	71	68	67	66	66	66	66
5/F	25.2	71	69	68	67	66	67	66
6/F	28.7	72	70	68	67	67	67	67
7/F	32.2	73	70	69	68	67	68	68
8/F	35.7	73	71	69	69	68	68	68
9/F	39.2	73	71	70	69	68	69	68
10/F	42.7	74	72	70	69	69	69	69
11/F	46.2	74	72	71	70	70	70	70
12/F	49.7	75	73	71	71	70	71	70
15/F	53.2	75	73	72	71	71	71	71
16/F	56.7	75	73	72	72	71	71	71
17/F	60.2	75	73	72	72	71	72	71
18/F	63.7	75	73	72	72	72	72	72
19/F	67.2	75	73	73	72	72	72	72
20/F	70.7	75	73	72	72	72	72	72
21/F	74.2	75	73	73	72	72	72	72
22/F	77.7	75	73	72	72	72	72	72
23/F	81.2	75	73	73	72	72	72	72
25/F	84.7	75	73	72	72	72	72	72
26/F	88.2	75	73	72	72	72	72	72
27/F	91.7	75	73	72	72	72	72	72
28/F	95.2	75	73	72	72	72	72	72
29/F	98.7	75	73	72	72	72	72	72
30/F	102.2	75	73	72	72	71	72	72
31/F	105.7	75	73	72	72	71	72	72
32/F	109.2	75	73	72	72	71	72	72
Max Noise Level		75	73	73	72	72	72	72
Exceedance			26		18		18	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (AM Peak Flow)

Site 1-Tower 3

Floor	*mPD	S1_T3-1	S1_T3-2	S1_T3-3	S1_T3-4	S1_T3-5	S1_T3-6	S1_T3-7	S1_T3-8	S1_T3-9	S1_T3-10	S1_T3-11	S1_T3-12	S1_T3-13	S1_T3-14	S1_T3-15	S1_T3-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	59	59	59	60	60	60	60	61	61	61	61	61	61	61	61	61
2/F	18.2	60	60	61	61	61	61	62	62	62	63	62	62	62	63	63	63
3/F	21.7	62	62	62	62	62	63	63	63	63	64	63	63	64	64	64	64
5/F	25.2	63	63	63	63	64	64	64	64	65	65	65	65	65	65	65	65
6/F	28.7	64	64	64	64	64	65	65	65	65	66	65	65	66	66	66	66
7/F	32.2	64	64	64	65	65	65	66	66	66	66	66	66	66	66	66	67
8/F	35.7	65	65	65	65	65	66	66	66	66	67	66	67	67	67	67	67
9/F	39.2	65	65	65	66	66	66	66	67	67	67	67	67	67	67	67	67
10/F	42.7	65	66	66	66	66	66	67	67	67	67	67	67	67	67	68	68
11/F	46.2	66	66	66	66	67	67	67	67	67	68	67	68	68	68	68	68
12/F	49.7	66	66	66	67	67	67	67	67	68	68	68	68	68	68	68	68
15/F	53.2	66	66	66	67	67	67	67	68	68	68	68	68	68	68	68	69
16/F	56.7	66	67	67	67	67	67	68	68	68	68	68	68	68	68	69	69
17/F	60.2	67	67	67	67	67	68	68	68	68	68	68	68	69	69	69	69
18/F	63.7	67	67	67	67	68	68	68	68	68	69	68	68	69	69	69	69
19/F	67.2	67	67	67	68	68	68	68	68	68	69	69	69	69	69	69	69
20/F	70.7	67	67	67	68	68	68	68	68	69	69	69	69	69	69	69	69
21/F	74.2	67	67	67	68	68	68	68	68	69	69	69	69	69	69	69	69
22/F	77.7	67	67	67	68	68	68	68	69	69	69	69	69	69	69	69	69
23/F	81.2	67	67	68	68	68	68	68	69	69	69	69	69	69	69	69	69
25/F	84.7	67	67	68	68	68	68	68	69	69	69	69	69	69	69	69	69
26/F	88.2	67	68	68	68	68	68	68	69	69	69	69	69	69	69	69	69
27/F	91.7	68	68	68	68	68	68	69	69	69	69	69	69	69	69	69	69
Max Noise Level		68	68	68	68	68	68	69	69	69	69	69	69	69	69	69	69
Exceedance			0			0		0			0		0			0	

Floor	*mPD	S1_T3-17	S1_T3-18	S1_T3-19	S1_T3-20	S1_T3-21	S1_T3-22	S1_T3-23	S1_T3-24	S1_T3-25	S1_T3-26	S1_T3-27	S1_T3-28	S1_T3-29	S1_T3-30	S1_T3-31	S1_T3-32
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	66	66	67	67	68	68	68	68	68	68	68	68	68	68	68	68
2/F	18.2	67	68	68	68	68	69	69	69	69	69	69	68	68	68	69	69
3/F	21.7	68	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69
5/F	25.2	68	69	69	70	70	70	70	70	70	70	70	70	69	69	69	70
6/F	28.7	69	69	70	70	70	70	**71**	**71**	**71**	70	70	70	70	70	70	70
7/F	32.2	70	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**
8/F	35.7	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**72**	**71**	**71**	**71**	**71**	**71**	**71**
9/F	39.2	70	**71**	**71**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
10/F	42.7	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**73**	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**
11/F	46.2	**71**	**72**	**72**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
12/F	49.7	**72**	**72**	**73**	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**
15/F	53.2	**72**	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
16/F	56.7	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
17/F	60.2	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
18/F	63.7	**73**	**73**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
19/F	67.2	**73**	**74**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
20/F	70.7	**73**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
21/F	74.2	**73**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
22/F	77.7	**73**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
23/F	81.2	**73**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
25/F	84.7	**73**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
26/F	88.2	**73**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
27/F	91.7	**73**	**74**	**74**	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
Max Noise Level		73	74	74	74	75	75	75	75	75	75	75	75	75	75	75	75
Exceedance			17			18		19			19		18			18	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (AM Peak Flow)

Site 1-Tower 5

Floor	*mPD	S1_T5-1	S1_T5-2	S1_T5-3	S1_T5-4	S1_T5-5	S1_T5-6	S1_T5-7	S1_T5-8	S1_T5-9	S1_T5-10	S1_T5-11	S1_T5-12	S1_T5-13	S1_T5-14	S1_T5-15	S1_T5-16	S1_T5-17	S1_T5-18	S1_T5-19
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	64	64	57	57	57	57	58	58	58	58	58	58	58	58	58	59	59	59	59
2/F	18.2	65	65	58	58	58	59	59	59	59	59	59	59	59	60	60	60	60	60	60
3/F	21.7	65	65	59	59	59	59	59	60	60	60	60	60	61	61	61	61	61	61	61
5/F	25.2	66	66	60	60	60	60	61	61	61	61	61	61	62	62	62	62	62	62	62
6/F	28.7	66	66	61	61	61	61	61	62	62	62	62	62	63	63	63	63	63	63	63
7/F	32.2	66	66	62	62	62	62	62	62	63	63	63	63	63	63	63	64	64	64	64
8/F	35.7	67	67	62	62	62	63	63	63	63	63	63	64	64	64	64	64	64	64	65
9/F	39.2	67	67	63	63	63	63	63	63	63	64	64	64	64	64	64	64	65	65	65
10/F	42.7	67	67	63	63	63	63	64	64	64	64	64	64	65	65	65	65	65	65	65
11/F	46.2	68	68	63	64	64	64	64	64	64	64	65	65	65	65	65	65	65	66	66
12/F	49.7	68	68	64	64	64	64	64	64	64	65	65	65	65	65	65	65	66	66	66
15/F	53.2	69	69	64	64	64	64	64	65	65	65	65	65	65	65	65	66	66	66	66
16/F	56.7	69	69	64	64	64	64	65	65	65	65	65	65	66	66	66	66	66	66	66
17/F	60.2	70	69	64	64	64	65	65	65	65	65	65	66	66	66	66	66	66	66	66
18/F	63.7	70	70	64	65	65	65	65	65	65	65	66	66	66	66	66	66	66	67	67
19/F	67.2	70	70	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	67	67
20/F	70.7	70	70	65	65	65	65	65	65	66	66	66	66	66	66	66	67	67	67	67
21/F	74.2	**71**	70	65	65	65	66	66	66	66	66	66	66	66	67	67	67	67	67	67
Max Noise Level		71	70	65	65	65	66	66	66	66	66	66	66	66	67	67	67	67	67	67
Exceedance		1				0		0			0		0			0			0	

Floor	*mPD	S1_T5-20	S1_T5-21	S1_T5-22	S1_T5-23	S1_T5-24	S1_T5-25	S1_T5-26	S1_T5-27	S1_T5-28	S1_T5-29	S1_T5-30	S1_T5-31	S1_T5-32	S1_T5-33	S1_T5-34	S1_T5-35
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68
2/F	18.2	69	69	69	69	69	69	69	69	69	69	69	69	68	68	68	68
3/F	21.7	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
5/F	25.2	69	69	69	70	70	70	70	70	70	70	69	69	69	69	69	69
6/F	28.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	69
7/F	32.2	**71**	70	70	**71**	70	70	**71**	**71**	**71**	70	70	70	70	70	70	70
8/F	35.7	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	70	70	70
9/F	39.2	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**
10/F	42.7	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**71**	**71**	**71**	**71**	**71**
11/F	46.2	**73**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
12/F	49.7	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**
15/F	53.2	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**
16/F	56.7	**74**	**74**	**74**	**74**	**74**	**73**	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
17/F	60.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**
18/F	63.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**
19/F	67.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
20/F	70.7	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
21/F	74.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
Max Noise Level		75	75	75	75	75	75	75	75	75	74	74	74	74	74	74	74
Exceedance		13			13			13		13			12			11	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (AM Peak Flow)

Site 1-Tower 6

Floor	*mPD	S1_T6-1	S1_T6-2	S1_T6-3	S1_T6-4	S1_T6-5	S1_T6-6	S1_T6-7	S1_T6-8	S1_T6-9	S1_T6-10	S1_T6-11	S1_T6-12	S1_T6-13	S1_T6-14	S1_T6-15	S1_T6-16	S1_T6-17	S1_T6-18	S1_T6-19
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	66	67	67	64	62	68	66	64	69	68	65	70	70	71	71	71	70	73	75
2/F	21.2	69	70	70	68	66	71.2	70	68	72	71	69	72.7	73	73	73	73	72	74	76
3/F	24.7	71	72	72	70	68	72.8	72	70	73.4	72	71	74	74	74	74	73	72	75	76
5/F	28.2	72	73	73	71	69	73.6	72	71	74.2	73	71	74.7	75	75	74	74	72	75	76
6/F	31.7	73	73	73	71	70	74.2	73	71	74.7	74	72	75	75	75	75	74	72	75	77
7/F	35.2	74	74	74	72	70	74.6	73	71	75	74	72	75.2	75	75	75	74	72	75	77
8/F	38.7	74	74	74	72	70	74.8	73	71	75.1	74	72	75.3	75	75	75	74	72	75	77
9/F	42.2	74	74	74	72	70	74.9	73	71	75.2	74	72	75.4	75	75	75	74	72	75	77
10/F	45.7	74	74	74	72	70	74.9	73	71	75.2	74	72	75.4	75	75	75	74	72	75	77
11/F	49.2	74	74	74	72	70	74.9	73	71	75.2	74	72	75.4	75	75	75	73	72	75	77
12/F	52.7	74	74	75	72	70	75	73	71	75.2	74	72	75.3	75	75	75	73	71	75	77
15/F	56.2	74	74	75	72	70	74.9	73	71	75.2	74	72	75.3	75	75	74	73	71	75	76
16/F	59.7	74	74	75	72	70	74.9	73	71	75.1	74	72	75.2	75	75	74	73	71	75	76
17/F	63.2	74	74	75	72	70	74.9	73	71	75.1	74	72	75.2	75	75	74	73	71	75	76
18/F	66.7	74	74	74	72	70	74.9	73	71	75.1	73	71	75.1	75	75	74	73	71	75	76
19/F	70.2	74	74	74	72	70	74.8	73	71	75	73	71	75.1	75	75	74	73	71	74	76
20/F	73.7	74	74	74	72	70	74.8	73	71	75	73	71	75	75	75	74	73	71	74	76
21/F	77.2	74	74	74	72	70	74.7	73	71	74.9	73	71	74.9	75	74	74	73	71	74	76
22/F	80.7	74	74	74	71	70	74.7	73	71	74.8	73	71	74.8	75	74	74	73	71	74	76
23/F	84.2	74	74	74	71	69	74.6	73	70	74.8	73	71	74.8	75	74	74	72	70	74	76
25/F	87.7	74	74	74	71	69	74.5	73	70	74.7	73	71	74.7	74	74	74	72	70	74	76
26/F	91.2	74	74	74	71	69	74.5	73	70	74.6	73	71	74.6	74	74	74	72	70	74	75
27/F	94.7	74	74	74	71	69	74.4	73	70	74.5	73	71	74.5	74	74	73	72	70	74	75
28/F	98.2	74	74	74	71	69	74.3	72	70	74.4	73	71	74.4	74	74	73	72	70	74	75
29/F	101.7	74	74	74	71	69	74.2	72	70	74.3	73	71	74.3	74	74	73	72	70	74	75
30/F	105.2	74	74	74	71	69	74.1	72	70	74.2	73	70	74.2	74	74	73	72	70	73	75
31/F	108.7	74	74	74	71	69	74	72	70	74.1	73	70	74.1	74	74	73	72	70	73	75
32/F	112.2	74	74	74	71	69	73.9	72	70	74.1	72	70	74	74	74	73	72	70	73	75
Max Noise Level		74	74	75	72	70	75	73	71	75	74	72	75	75	75	75	74	72	75	77
Exceedance			26			27			27			27		28		28			28	

Floor	*mPD	S1_T6-20	S1_T6-21	S1_T6-22	S1_T6-23	S1_T6-24	S1_T6-25	S1_T6-26	S1_T6-27	S1_T6-28	S1_T6-29	S1_T6-30	S1_T6-31	S1_T6-32	S1_T6-33	S1_T6-34	S1_T6-35	S1_T6-36	S1_T6-37
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	74	72	67	69	71	71	71	71	67	69	70.5	66	68	70	65	67	69	69
2/F	21.2	75	73	69	71	73	73	73	72.9	69	71	72.5	68	70	72	67	69	71	71
3/F	24.7	76	74	70	72	74	74	74	74	70	72	73.6	69	71	73.1	68	70	73	72
5/F	28.2	76	75	70	72	74	75	75	74.7	71	73	74.4	70	72	73.9	69	71	73	73
6/F	31.7	77	75	71	73	74	75	75	75.2	72	73	74.9	70	73	74.5	70	72	74	74
7/F	35.2	77	75	71	73	75	75	75	75.4	72	74	75.3	71	73	74.9	70	72	74	74
8/F	38.7	77	75	71	73	75	75	76	75.6	72	74	75.5	71	73	75.1	70	73	75	74
9/F	42.2	77	75	72	73	75	75	76	75.7	72	74	75.6	71	73	75.3	71	73	75	75
10/F	45.7	77	75	72	74	75	75	76	75.8	73	74	75.7	72	73	75.4	71	73	75	75
11/F	49.2	77	75	72	74	75	76	76	75.9	73	74	75.8	72	74	75.5	71	73	75	75
12/F	52.7	77	75	72	74	75	76	76	75.9	73	74	75.8	72	74	75.5	71	73	75	75
15/F	56.2	77	75	72	74	75	76	76	76	73	74	75.9	72	74	75.6	71	73	75	75
16/F	59.7	77	75	72	74	75	76	76	75.9	73	74	75.8	72	74	75.6	71	73	75	75
17/F	63.2	77	75	72	74	75	75	76	75.9	73	74	75.8	72	74	75.6	71	73	75	75
18/F	66.7	77	75	72	73	75	75	76	75.8	73	74	75.8	72	74	75.5	71	73	75	75
19/F	70.2	77	75	72	73	75	75	76	75.8	73	74	75.7	72	74	75.5	71	73	75	75
20/F	73.7	77	75	72	73	75	75	76	75.7	73	74	75.7	72	74	75.5	71	73	75	75
21/F	77.2	76	75	71	73	75	75	75	75.6	73	74	75.6	72	73	75.4	71	73	75	75
22/F	80.7	76	75	71	73	75	75	75	75.6	72	74	75.5	72	73	75.3	71	73	75	75
23/F	84.2	76	75	71	73	75	75	75	75.5	72	74	75.5	71	73	75.3	71	73	75	75
25/F	87.7	76	75	71	73	74	75	75	75.4	72	74	75.4	71	73	75.2	71	73	75	75
26/F	91.2	76	75	71	73	74	75	75	75.3	72	74	75.3	71	73	75.2	71	73	75	75
27/F	94.7	76	75	71	73	74	75	75	75.2	72	74	75.2	71	73	75.1	71	73	75	75
28/F	98.2	76	74	71	73	74	75	75	75.2	72	73	75.2	71	73	75	71	73	75	75
29/F	101.7	76	74	71	73	74	75	75	75.1	72	73	75.1	71	73	74.9	70	73	75	75
30/F	105.2	76	74	71	73	74	75	75	75	72	73	75	71	73	74.8	70	72	75	74
31/F	108.7	76	74	71	73	74	74	75	74.9	72	73	74.9	71	73	74.8	70	72	74	74
32/F	112.2	76	74	71	73	74	74	75	74.9	72	73	74.9	71	73	74.7	70	72	74	74
Max Noise Level		77	75	72	74	75	76	76	76	73	74	76	72	74	76	71	73	75	75
Exceedance			28			28		28		28			28			27			27	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (AM Peak Flow)

Site 1-Tower 7

Floor	*mPD	S1_T7-1	S1_T7-2	S1_T7-3	S1_T7-4	S1_T7-5	S1_T7-6	S1_T7-7	S1_T7-8	S1_T7-9	S1_T7-10	S1_T7-11	S1_T7-12	S1_T7-13	S1_T7-14
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	59	60	59	60	60	61	62	62	62	62	63	63	65	65
2/F	21.2	61	62	62	62	62	64	64	65	65	65	66	67	68	69
3/F	24.7	64	64	64	64	65	66	67	67	68	68	68	69	70	**71**
5/F	28.2	65	66	66	66	66	68	68	69	69	69	70	70	**71**	**72**
6/F	31.7	67	67	67	68	68	69	69	70	70	70	70	**71**	**72**	**72**
7/F	35.2	68	68	68	68	68	70	70	70	**71**	**71**	**71**	**71**	**72**	**73**
8/F	38.7	68	68	69	69	69	70	70	**71**	**71**	**71**	**71**	**72**	**73**	**73**
9/F	42.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**72**	**72**	**73**	**73**
10/F	45.7	69	69	69	69	69	**71**	**71**	**71**	**71**	**71**	**72**	**72**	**73**	**74**
11/F	49.2	69	69	69	69	69	**71**	**71**	**71**	**72**	**71**	**72**	**72**	**73**	**74**
12/F	52.7	69	69	69	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**74**
15/F	56.2	69	69	69	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**74**
16/F	59.7	69	69	70	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**74**
17/F	63.2	69	70	70	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**73**	**74**	**74**
18/F	66.7	69	70	70	70	70	**71**	**71**	**72**	**72**	**72**	**72**	**72**	**73**	**74**
19/F	70.2	69	70	70	70	70	**71**	**71**	**72**	**72**	**72**	**72**	**72**	**73**	**74**
20/F	73.7	69	70	70	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**74**
21/F	77.2	69	70	70	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**74**
22/F	80.7	69	70	70	70	70	**71**	**71**	**71**	**72**	**71**	**72**	**72**	**73**	**74**
23/F	84.2	69	69	70	70	70	**71**	**71**	**71**	**72**	**71**	**72**	**72**	**73**	**74**
25/F	87.7	69	69	69	70	70	**71**	**71**	**71**	**72**	**71**	**72**	**72**	**73**	**74**
26/F	91.2	69	69	69	70	70	**71**	**71**	**71**	**72**	**71**	**72**	**72**	**73**	**74**
27/F	94.7	69	69	69	70	70	**71**	**71**	**71**	**72**	**71**	**72**	**72**	**73**	**74**
28/F	98.2	69	69	69	70	69	**71**	**71**	**71**	**71**	**71**	**72**	**72**	**73**	**73**
29/F	101.7	69	69	69	69	69	**71**	**71**	**71**	**71**	**71**	**72**	**72**	**73**	**73**
30/F	105.2	69	69	69	69	69	**71**	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
31/F	108.7	69	69	69	69	69	**71**	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
32/F	112.2	69	69	69	69	69	**71**	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
Max Noise Level		69	70	70	70	70	71	71	72	72	72	72	73	74	74
Exceedance			0		0		21		23		23		26		

Floor	*mPD	S1_T7-15	S1_T7-16	S1_T7-17	S1_T7-18	S1_T7-19	S1_T7-20	S1_T7-21	S1_T7-22	S1_T7-23	S1_T7-24	S1_T7-25	S1_T7-26	S1_T7-27
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	69	69	69	69	69	68	68	68	68	68	68	68	67
2/F	21.2	**71**	**71**	**71**	**71**	**71**	**71**	70	70	70	70	70	70	70
3/F	24.7	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**71**	**71**	**71**	**71**	**71**
5/F	28.2	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**
6/F	31.7	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**
7/F	35.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**
8/F	38.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**
9/F	42.2	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**
10/F	45.7	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
11/F	49.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**
12/F	52.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**
15/F	56.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**
16/F	59.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
17/F	63.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
18/F	66.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
19/F	70.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
20/F	73.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
21/F	77.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
22/F	80.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
23/F	84.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
25/F	87.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
26/F	91.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
27/F	94.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**
28/F	98.2	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**
29/F	101.7	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**
30/F	105.2	**74**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**
31/F	108.7	**74**	**74**	**74**	**74**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
32/F	112.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
Max Noise Level		75	75	75	75	75	75	75	75	75	75	75	74	74
Exceedance			27		27		27		26		26		26	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (AM Peak Flow)

Site 1-Tower 8

Floor	*mPD	S1_T8-1	S1_T8-2	S1_T8-3	S1_T8-4	S1_T8-5	S1_T8-6	S1_T8-7	S1_T8-8	S1_T8-9	S1_T8-10	S1_T8-11	S1_T8-12	S1_T8-13	S1_T8-14	S1_T8-15	S1_T8-16	S1_T8-17
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	47	56	47	47	47	47	47	48	48	48	48	48	48	48	48	48	48
2/F	21.2	47	58	47	47	47	47	47	48	48	48	48	48	48	48	48	48	48
3/F	24.7	47	59	47	47	47	47	47	48	48	48	48	48	48	48	48	48	48
5/F	28.2	47	61	47	47	47	47	47	48	48	48	48	48	48	48	48	48	48
6/F	31.7	47	63	47	47	47	47	47	47	48	48	48	48	48	48	48	48	48
7/F	35.2	47	64	47	47	47	47	47	47	48	48	48	48	48	48	48	48	48
8/F	38.7	47	65	47	47	47	47	47	47	47	48	48	48	48	48	48	48	48
9/F	42.2	47	66	47	47	47	47	47	47	47	48	48	48	48	48	48	48	48
10/F	45.7	47	66	47	47	47	47	47	47	47	47	48	48	48	48	48	48	48
11/F	49.2	47	66	47	47	47	47	47	47	47	47	48	48	48	48	48	48	48
12/F	52.7	47	66	47	47	47	47	47	47	47	47	47	48	48	48	48	48	48
15/F	56.2	47	67	47	47	47	47	47	47	47	47	47	48	48	48	48	48	48
16/F	59.7	47	67	47	47	47	47	47	47	47	47	47	47	47	48	48	48	48
17/F	63.2	47	67	47	47	47	47	47	47	47	47	47	47	47	47	48	48	48
18/F	66.7	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	48	48
19/F	70.2	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	48
20/F	73.7	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	48
21/F	77.2	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
22/F	80.7	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
23/F	84.2	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
25/F	87.7	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
26/F	91.2	47	67	48	47	47	47	47	47	47	47	47	47	47	47	47	47	47
27/F	94.7	47	67	48	48	48	48	48	48	48	48	48	48	48	48	48	47	47
28/F	98.2	47	67	49	48	48	48	48	48	48	48	48	48	48	48	48	48	48
29/F	101.7	47	67	50	49	48	48	48	48	48	48	48	48	48	48	48	48	48
30/F	105.2	47	67	51	50	49	49	49	49	49	49	49	49	49	49	49	49	48
31/F	108.7	49	67	52	51	51	51	51	51	51	51	51	51	51	51	51	51	51
32/F	112.2	52	67	54	53	53	53	53	53	53	54	54	54	54	54	54	53	53
Max Noise Level		52	67	54	53	53	53	53	53	53	54	54	54	54	54	54	53	53
Exceedance		0				0			0			0		0			0	

Floor	*mPD	S1_T8-18	S1_T8-19	S1_T8-20	S1_T8-21	S1_T8-22	S1_T8-23	S1_T8-24	S1_T8-25	S1_T8-26	S1_T8-27	S1_T8-28	S1_T8-29
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	48	59	60	61	61	61	62	62	62	62	61	56
2/F	21.2	48	62	62	63	63	64	64	64	64	64	63	58
3/F	24.7	48	64	64	65	65	66	66	66	66	66	65	59
5/F	28.2	48	66	66	67	67	67	67	68	68	67	67	61
6/F	31.7	48	67	67	68	68	68	69	69	69	69	68	63
7/F	35.2	48	68	68	69	69	69	69	69	69	69	69	64
8/F	38.7	48	68	69	69	70	70	70	70	70	70	69	65
9/F	42.2	48	69	69	70	70	70	70	70	70	70	70	66
10/F	45.7	48	69	69	70	70	70	**71**	**71**	**71**	**71**	70	66
11/F	49.2	48	69	70	70	70	**71**	**71**	**71**	**71**	**71**	70	66
12/F	52.7	48	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	70	67
15/F	56.2	48	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	67
16/F	59.7	48	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	67
17/F	63.2	48	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	67
18/F	66.7	48	70	70	**71**	**71**	**71**	**71**	**71**	**72**	**72**	**71**	67
19/F	70.2	48	70	70	**71**	**71**	**71**	**71**	**72**	**72**	**72**	**71**	67
20/F	73.7	48	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
21/F	77.2	48	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
22/F	80.7	48	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
23/F	84.2	48	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
25/F	87.7	48	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
26/F	91.2	48	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
27/F	94.7	47	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
28/F	98.2	47	69	70	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
29/F	101.7	47	69	70	70	**71**	**71**	**72**	**72**	**72**	**72**	**71**	67
30/F	105.2	48	69	70	70	**71**	**71**	**71**	**72**	**72**	**72**	**71**	67
31/F	108.7	50	69	70	70	**71**	**71**	**71**	**71**	**72**	**72**	**71**	67
32/F	112.2	53	69	70	70	**71**	**71**	**71**	**71**	**72**	**72**	**71**	67
Max Noise Level		53	70	70	71	71	71	72	72	72	72	71	67
Exceedance		0		11		19		20		20			

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (AM Peak Flow)

Site 1-Tower 9

Floor	*mPD	S1_T9-1	S1_T9-2	S1_T9-3	S1_T9-4	S1_T9-5	S1_T9-6	S1_T9-7	S1_T9-8	S1_T9-9	S1_T9-10	S1_T9-11	S1_T9-12	S1_T9-13	S1_T9-14	S1_T9-15	S1_T9-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	48	48	48	48	48	48	48	48	48	49	49	49	49	54	67	61
2/F	21.2	48	48	48	48	48	48	48	48	48	49	49	49	49	55	68	61
3/F	24.7	48	48	48	48	48	48	48	48	48	49	49	49	49	56	68	62
5/F	28.2	48	48	48	48	48	48	48	48	48	49	49	49	49	56	69	63
6/F	31.7	48	48	48	48	48	48	48	48	48	49	49	49	49	57	69	64
7/F	35.2	48	48	48	48	48	48	48	48	48	49	49	49	49	57	70	64
8/F	38.7	48	48	48	48	48	48	48	48	48	49	49	49	49	57	70	65
9/F	42.2	48	48	48	48	48	48	48	48	48	49	49	49	49	58	**71**	65
10/F	45.7	48	48	48	48	48	48	48	48	48	49	49	49	49	58	**71**	65
11/F	49.2	48	48	48	48	48	48	48	48	48	49	49	49	49	58	**71**	65
12/F	52.7	48	48	48	48	48	48	48	48	48	49	49	49	49	58	**71**	65
15/F	56.2	48	48	48	48	48	48	48	48	48	49	49	49	49	58	**71**	66
16/F	59.7	48	48	48	48	48	48	48	48	48	49	49	49	49	59	**71**	66
17/F	63.2	48	48	48	48	48	48	48	48	48	49	49	49	49	59	**71**	66
18/F	66.7	48	48	48	48	48	48	48	48	48	49	49	49	49	59	**71**	66
19/F	70.2	48	48	48	48	48	48	48	48	48	49	49	49	49	59	**71**	66
20/F	73.7	48	48	48	48	48	48	48	48	48	48	48	49	49	59	**71**	66
21/F	77.2	48	48	48	48	48	48	48	48	48	48	48	49	49	59	**72**	66
22/F	80.7	48	48	48	48	48	48	48	48	48	48	48	49	49	59	**72**	66
23/F	84.2	48	48	47	48	48	48	48	48	48	48	48	49	49	59	**72**	66
25/F	87.7	48	48	47	48	48	48	48	48	48	48	48	49	49	59	**72**	66
26/F	91.2	48	48	48	48	48	48	48	48	48	49	48	49	49	59	**72**	66
27/F	94.7	48	48	48	48	48	48	48	48	48	49	49	49	50	59	**71**	66
28/F	98.2	48	48	48	48	48	48	48	48	48	49	49	49	50	59	**71**	66
29/F	101.7	48	48	48	48	48	48	48	48	49	49	49	50	52	60	**71**	66
30/F	105.2	48	48	48	48	49	49	49	49	50	51	50	51	54	61	**72**	66
31/F	108.7	50	51	51	51	51	52	52	52	53	54	53	54	58	63	**72**	67
32/F	112.2	53	54	54	54	55	55	56	56	57	58	57	58	62	65	**72**	68
Max Noise Level		53	54	54	54	55	55	56	56	57	58	57	58	62	65	72	68
Exceedance		0		0		0		0		0		0		21			

Floor	*mPD	S1_T9-17	S1_T9-18	S1_T9-19	S1_T9-20	S1_T9-21	S1_T9-22	S1_T9-23	S1_T9-24	S1_T9-25	S1_T9-26	S1_T9-27	S1_T9-28	S1_T9-29	S1_T9-30
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	67	69	70	70	69	69	69	69	69	69	68	68	68	68
2/F	21.2	68	70	**71**	**71**	**71**	**71**	**71**	**71**	70	70	70	70	70	70
3/F	24.7	68	**71**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**71**	**71**	**71**
5/F	28.2	69	**71**	**73**	**73**	**73**	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
6/F	31.7	70	**72**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
7/F	35.2	70	**72**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**
8/F	38.7	70	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
9/F	42.2	**71**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
10/F	45.7	**71**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
11/F	49.2	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
12/F	52.7	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
15/F	56.2	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
16/F	59.7	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
17/F	63.2	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
18/F	66.7	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
19/F	70.2	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
20/F	73.7	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
21/F	77.2	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
22/F	80.7	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
23/F	84.2	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
25/F	87.7	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
26/F	91.2	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
27/F	94.7	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
28/F	98.2	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
29/F	101.7	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
30/F	105.2	**71**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
31/F	108.7	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
32/F	112.2	**72**	**74**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
Max Noise Level		72	74	75	75	75	75	75	75	75	75	75	75	75	75
Exceedance		27				27		27		26		26		26	

Notes:

71 Exceeded

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (PM Peak Flow)

Site 1-Tower 1

Floor	*mPD	S1_T1-1	S1_T1-2	S1_T1-3	S1_T1-4	S1_T1-5	S1_T1-6	S1_T1-7	S1_T1-8	S1_T1-9	S1_T1-10	S1_T1-11	S1_T1-12	S1_T1-13	S1_T1-14	S1_T1-15	S1_T1-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	66	63	69	66	64	70	67	66	70	70	70	70	70	69	71	73
2/F	18.2	67	65	71	68	67	71	69	68	72	72	72	72	71	70	72	74
3/F	21.7	69	67	72	70	68	73	71	69	73	73	73	73	72	70	73	75
5/F	25.2	70	68	73	71	69	74	71	70	74	74	74	73	72	70	74	75
6/F	28.7	71	69	74	71	70	74	72	71	74	74	74	74	72	71	74	76
7/F	32.2	71	69	74	72	70	74	72	71	75	75	74	74	73	71	74	76
8/F	35.7	71	69	74	72	70	75	73	71	75	75	75	74	73	71	74	76
9/F	39.2	72	70	75	72	71	75	73	71	75	75	75	74	73	71	74	76
10/F	42.7	72	70	75	72	71	75	73	71	75	75	75	74	73	71	75	76
11/F	46.2	72	70	75	72	71	75	73	72	75	75	75	74	73	71	75	76
12/F	49.7	72	70	75	72	71	75	73	72	75	75	75	74	73	71	75	76
15/F	53.2	72	70	75	72	71	75	73	72	75	75	75	74	73	71	74	76
16/F	56.7	72	70	75	72	71	75	73	72	75	75	75	74	73	71	74	76
17/F	60.2	72	70	75	72	71	75	73	72	75	75	75	74	73	71	74	76
18/F	63.7	72	70	75	72	71	75	73	72	75	75	75	74	73	71	74	76
19/F	67.2	72	70	75	72	71	75	73	72	75	75	75	74	73	71	74	76
20/F	70.7	72	70	75	72	71	75	73	72	75	75	75	74	73	71	74	76
21/F	74.2	72	70	75	72	71	75	73	71	75	75	74	74	73	71	74	76
22/F	77.7	72	70	75	72	71	75	73	71	75	75	74	74	73	71	74	76
23/F	81.2	72	70	75	72	71	75	73	71	75	75	74	74	72	71	74	75
25/F	84.7	72	70	75	72	71	75	73	71	75	75	74	74	72	70	74	75
26/F	88.2	72	70	75	72	71	75	73	71	75	74	74	74	72	70	74	75
27/F	91.7	72	70	75	72	71	75	72	71	75	74	74	73	72	70	74	75
28/F	95.2	72	70	74	72	70	75	72	71	75	74	74	73	72	70	73	75
29/F	98.7	72	70	74	72	70	75	72	71	74	74	74	73	72	70	73	75
30/F	102.2	72	70	74	72	70	74	72	71	74	74	74	73	72	70	73	75
31/F	105.7	71	70	74	72	70	74	72	71	74	74	74	73	72	70	73	75
32/F	109.2	71	70	74	72	70	74	72	71	74	74	74	73	72	70	73	75
Max Noise Level		72	70	75	72	71	75	73	72	75	75	75	74	73	71	75	76
Exceedance			27			27			27			27			28		

Floor	*mPD	S1_T1-17	S1_T1-18	S1_T1-19	S1_T1-20	S1_T1-21	S1_T1-22	S1_T1-23	S1_T1-24	S1_T1-25	S1_T1-26	S1_T1-27	S1_T1-28	S1_T1-29	S1_T1-30	S1_T1-31	S1_T1-32	S1_T1-33	S1_T1-34	S1_T1-35
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	74	72	70	71	72	71	71	71	69	70	71	69	70	71	68	69	70	70	70
2/F	18.2	74	73	71	72	73	73	73	73	70	71	72	70	71	72	69	70	71	71	71
3/F	21.7	75	74	72	73	73	73	74	74	71	72	73	70	72	73	70	71	72	72	72
5/F	25.2	76	75	72	73	74	74	74	74	72	72	74	71	73	74	70	72	73	73	73
6/F	28.7	76	75	73	74	75	75	75	75	73	73	75	72	73	74	71	72	74	74	73
7/F	32.2	77	76	73	74	75	75	75	75	73	73	75	72	74	75	72	73	74	74	74
8/F	35.7	77	76	73	75	75	76	76	76	73	74	76	73	74	75	72	73	75	74	74
9/F	39.2	77	76	73	75	75	76	76	76	74	74	76	73	74	75	72	73	75	75	75
10/F	42.7	77	76	74	75	76	76	76	76	74	74	76	73	75	76	73	74	75	75	75
11/F	46.2	77	76	74	75	76	76	76	76	74	75	76	74	75	76	73	74	75	75	75
12/F	49.7	77	76	74	75	76	76	76	76	74	75	76	74	75	76	73	74	76	76	75
15/F	53.2	77	76	74	75	76	76	76	76	74	75	76	74	75	76	74	74	76	76	76
16/F	56.7	77	76	74	75	76	76	76	76	74	75	76	74	75	76	74	75	76	76	76
17/F	60.2	77	76	74	75	76	76	76	76	74	75	76	74	75	76	74	75	76	76	76
18/F	63.7	77	76	74	75	76	76	76	76	74	75	76	74	75	76	74	75	76	76	76
19/F	67.2	77	76	73	75	75	76	76	76	74	75	76	74	75	76	74	75	76	76	76
20/F	70.7	77	76	73	75	75	76	76	76	74	75	76	74	75	76	74	75	76	76	76
21/F	74.2	77	76	73	74	75	76	76	76	74	75	76	74	75	76	74	75	76	76	76
22/F	77.7	76	75	73	74	75	76	76	76	74	74	76	74	75	76	74	74	76	76	76
23/F	81.2	76	75	73	74	75	76	76	76	74	74	76	74	75	76	73	74	76	76	76
25/F	84.7	76	75	73	74	75	75	76	76	74	74	76	74	75	76	73	74	76	76	76
26/F	88.2	76	75	73	74	75	75	76	76	74	74	76	74	75	76	73	74	76	76	76
27/F	91.7	76	75	73	74	75	75	75	76	74	74	76	74	75	76	73	74	76	75	75
28/F	95.2	76	75	73	74	75	75	75	76	74	74	76	74	75	76	73	74	75	75	75
29/F	98.7	76	75	73	74	75	75	75	76	74	74	76	73	75	76	73	74	75	75	75
30/F	102.2	76	75	73	74	75	75	75	75	74	74	76	73	74	76	73	74	75	75	75
31/F	105.7	76	75	73	74	75	75	75	75	73	74	75	73	74	75	73	74	75	75	75
32/F	109.2	76	75	73	74	74	75	75	75	73	74	75	73	74	75	73	74	75	75	75
Max Noise Level		77	76	74	75	76	76	76	76	74	75	76	74	75	76	74	75	76	76	76
Exceedance			28			28		28		28			28			28			27	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (PM Peak Flow)

Site 1-Tower 2

Floor	*mPD	S1_T2-1	S1_T2-2	S1_T2-3	S1_T2-4	S1_T2-5	S1_T2-6	S1_T2-7	S1_T2-8	S1_T2-9	S1_T2-10	S1_T2-11	S1_T2-12	S1_T2-13	S1_T2-14	S1_T2-15	S1_T2-16	S1_T2-17
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	63	63	63	66	67	63	68	70	70	70	70	70	70	70	69	69	69
2/F	18.2	64	64	65	67	68	65	69	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	70	70
3/F	21.7	65	65	66	68	69	66	70	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
5/F	25.2	66	67	67	69	70	67	**71**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
6/F	28.7	67	67	68	70	**71**	68	**71**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**
7/F	32.2	68	68	68	70	**71**	68	**72**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
8/F	35.7	68	68	69	**71**	**72**	69	**72**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
9/F	39.2	68	69	69	**71**	**72**	69	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
10/F	42.7	69	69	69	**71**	**72**	69	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
11/F	46.2	69	69	70	**72**	**72**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
12/F	49.7	69	69	70	**72**	**73**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
15/F	53.2	69	70	70	**72**	**73**	70	**73**	**76**	**76**	**76**	**75**	**76**	**75**	**75**	**75**	**75**	**75**
16/F	56.7	70	70	70	**72**	**73**	70	**73**	**76**	**76**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**
17/F	60.2	70	70	70	**72**	**73**	70	**73**	**76**	**76**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**
18/F	63.7	70	70	70	**72**	**73**	70	**73**	**76**	**76**	**76**	**76**	**76**	**76**	**75**	**75**	**75**	**75**
19/F	67.2	70	70	70	**72**	**73**	70	**74**	**76**	**76**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**
20/F	70.7	70	70	70	**72**	**73**	70	**74**	**76**	**76**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**
21/F	74.2	70	70	70	**72**	**73**	70	**74**	**76**	**76**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**
22/F	77.7	70	70	70	**72**	**73**	70	**74**	**76**	**76**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**
23/F	81.2	70	70	70	**72**	**73**	70	**73**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
25/F	84.7	70	70	70	**72**	**73**	70	**73**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
26/F	88.2	70	70	70	**72**	**73**	70	**73**	**76**	**76**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
27/F	91.7	70	70	70	**72**	**73**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
28/F	95.2	70	70	70	**72**	**73**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
29/F	98.7	70	70	70	**72**	**73**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
30/F	102.2	70	70	70	**72**	**73**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
31/F	105.7	70	70	70	**72**	**73**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
32/F	109.2	70	70	70	**72**	**73**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
Max Noise Level		70	70	70	72	73	70	74	76	76	76	76	76	76	75	75	75	75
Exceedance			0		22		27				27		27		27		26	

Floor	*mPD	S1_T2-18	S1_T2-19	S1_T2-20	S1_T2-21	S1_T2-22	S1_T2-23	S1_T2-24
G/F	6.5	-	-	-	-	-	-	-
1/F	14.7	68	66	65	64	63	63	63
2/F	18.2	70	67	66	65	65	65	65
3/F	21.7	70	68	66	66	65	66	65
5/F	25.2	**71**	69	67	66	66	66	66
6/F	28.7	**72**	69	68	67	66	67	66
7/F	32.2	**72**	70	68	67	67	67	67
8/F	35.7	**73**	70	69	68	67	68	67
9/F	39.2	**73**	**71**	69	68	68	68	68
10/F	42.7	**73**	**71**	70	69	68	69	68
11/F	46.2	**74**	**72**	70	70	69	69	69
12/F	49.7	**74**	**72**	**71**	70	70	70	70
15/F	53.2	**74**	**72**	**71**	**71**	70	**71**	70
16/F	56.7	**74**	**73**	**72**	**71**	**71**	**71**	**71**
17/F	60.2	**74**	**73**	**72**	**71**	**71**	**71**	**71**
18/F	63.7	**75**	**73**	**72**	**71**	**71**	**71**	**71**
19/F	67.2	**75**	**73**	**72**	**71**	**71**	**71**	**71**
20/F	70.7	**75**	**73**	**72**	**71**	**71**	**71**	**71**
21/F	74.2	**75**	**73**	**72**	**71**	**71**	**71**	**71**
22/F	77.7	**74**	**73**	**72**	**71**	**71**	**72**	**71**
23/F	81.2	**74**	**73**	**72**	**71**	**71**	**71**	**71**
25/F	84.7	**74**	**73**	**72**	**71**	**71**	**71**	**71**
26/F	88.2	**74**	**73**	**72**	**71**	**71**	**71**	**71**
27/F	91.7	**74**	**73**	**72**	**71**	**71**	**71**	**71**
28/F	95.2	**74**	**73**	**72**	**71**	**71**	**71**	**71**
29/F	98.7	**74**	**73**	**72**	**71**	**71**	**71**	**71**
30/F	102.2	**74**	**73**	**72**	**71**	**71**	**71**	**71**
31/F	105.7	**74**	**73**	**72**	**71**	**71**	**71**	**71**
32/F	109.2	**74**	**72**	**72**	**71**	**71**	**71**	**71**
Max Noise Level		75	73	72	71	71	72	71
Exceedance			25		17		17	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (PM Peak Flow)

Site 1-Tower 3

Floor	*mPD	S1_T3-1	S1_T3-2	S1_T3-3	S1_T3-4	S1_T3-5	S1_T3-6	S1_T3-7	S1_T3-8	S1_T3-9	S1_T3-10	S1_T3-11	S1_T3-12	S1_T3-13	S1_T3-14	S1_T3-15	S1_T3-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	59	59	59	59	59	60	60	60	60	61	60	60	61	61	61	61
2/F	18.2	60	60	60	61	61	61	61	62	62	62	62	62	62	62	62	62
3/F	21.7	61	61	61	62	62	62	63	63	63	63	63	63	63	63	64	64
5/F	25.2	62	62	63	63	63	63	64	64	64	64	64	64	65	65	65	65
6/F	28.7	63	63	63	64	64	64	65	65	65	65	65	65	65	65	66	66
7/F	32.2	64	64	64	64	65	65	65	65	66	66	66	66	66	66	66	66
8/F	35.7	64	65	65	65	65	65	66	66	66	66	66	66	66	66	67	67
9/F	39.2	65	65	65	65	66	66	66	66	66	67	66	67	67	67	67	67
10/F	42.7	65	65	65	66	66	66	66	67	67	67	67	67	67	67	67	67
11/F	46.2	65	66	66	66	66	66	67	67	67	67	67	67	67	67	68	68
12/F	49.7	66	66	66	66	66	67	67	67	67	68	67	67	68	68	68	68
15/F	53.2	66	66	66	66	67	67	67	67	67	68	68	68	68	68	68	68
16/F	56.7	66	66	66	67	67	67	67	68	68	68	68	68	68	68	68	68
17/F	60.2	66	66	67	67	67	67	68	68	68	68	68	68	68	68	68	69
18/F	63.7	66	67	67	67	67	67	68	68	68	68	68	68	68	68	69	69
19/F	67.2	67	67	67	67	67	67	68	68	68	68	68	68	68	68	69	69
20/F	70.7	67	67	67	67	67	68	68	68	68	68	68	68	68	68	69	69
21/F	74.2	67	67	67	67	67	68	68	68	68	68	68	68	68	69	69	69
22/F	77.7	67	67	67	67	68	68	68	68	68	68	68	68	68	69	69	69
23/F	81.2	67	67	67	67	68	68	68	68	68	69	68	68	68	69	69	69
25/F	84.7	67	67	67	67	68	68	68	68	68	69	68	68	69	69	69	69
26/F	88.2	67	67	67	68	68	68	68	68	68	69	68	68	69	69	69	69
27/F	91.7	67	67	67	68	68	68	68	68	68	69	68	68	69	69	69	69
Max Noise Level		67	67	67	68	68	68	68	68	68	69	68	68	69	69	69	69
Exceedance			0			0			0		0		0			0	

Floor	*mPD	S1_T3-17	S1_T3-18	S1_T3-19	S1_T3-20	S1_T3-21	S1_T3-22	S1_T3-23	S1_T3-24	S1_T3-25	S1_T3-26	S1_T3-27	S1_T3-28	S1_T3-29	S1_T3-30	S1_T3-31	S1_T3-32
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	65	66	66	67	67	67	67	68	67	67	67	67	67	67	67	67
2/F	18.2	67	67	67	68	68	68	68	68	68	68	68	68	68	68	68	68
3/F	21.7	67	68	68	68	68	69	69	69	69	69	69	68	68	68	68	68
5/F	25.2	68	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69
6/F	28.7	68	69	69	70	70	70	70	70	70	70	70	70	70	69	70	70
7/F	32.2	69	69	70	70	70	70	**71**	**71**	**71**	**71**	70	70	70	70	70	70
8/F	35.7	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**
9/F	39.2	70	70	**71**	**71**	**71**	**71**	**72**	**72**	**72**	**72**	**71**	**71**	**71**	**71**	**71**	**71**
10/F	42.7	70	**71**	**71**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
11/F	46.2	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**73**	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**
12/F	49.7	**71**	**72**	**72**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
15/F	53.2	**72**	**72**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
16/F	56.7	**72**	**72**	**73**	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**
17/F	60.2	**72**	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
18/F	63.7	**72**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
19/F	67.2	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
20/F	70.7	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
21/F	74.2	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
22/F	77.7	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
23/F	81.2	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
25/F	84.7	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
26/F	88.2	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
27/F	91.7	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
Max Noise Level		73	73	73	74	74	74	74	74	74	74	74	74	74	74	74	74
Exceedance			16			17			18		18		17			17	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (PM Peak Flow)

Site 1-Tower 5

Floor	*mPD	S1_T5-1	S1_T5-2	S1_T5-3	S1_T5-4	S1_T5-5	S1_T5-6	S1_T5-7	S1_T5-8	S1_T5-9	S1_T5-10	S1_T5-11	S1_T5-12	S1_T5-13	S1_T5-14	S1_T5-15	S1_T5-16	S1_T5-17	S1_T5-18	S1_T5-19
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	64	64	57	57	57	57	57	57	57	58	58	58	58	58	58	58	58	58	59
2/F	18.2	64	64	58	58	58	58	58	58	58	59	59	59	59	59	59	59	59	60	60
3/F	21.7	65	65	59	59	59	59	59	59	59	60	60	60	60	60	60	60	61	61	61
5/F	25.2	65	65	60	60	60	60	60	60	60	61	61	61	61	61	61	62	62	62	62
6/F	28.7	66	66	61	61	61	61	61	61	61	62	62	62	62	62	62	63	63	63	63
7/F	32.2	66	66	61	61	62	62	62	62	62	62	63	63	63	63	63	63	63	64	64
8/F	35.7	66	66	62	62	62	62	62	63	63	63	63	63	63	63	64	64	64	64	64
9/F	39.2	66	66	62	62	63	63	63	63	63	63	64	64	64	64	64	64	64	65	65
10/F	42.7	67	67	63	63	63	63	63	63	64	64	64	64	64	64	64	65	65	65	65
11/F	46.2	67	67	63	63	63	63	64	64	64	64	64	64	65	65	65	65	65	65	65
12/F	49.7	68	68	63	63	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
15/F	53.2	68	68	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	66	66
16/F	56.7	69	68	64	64	64	64	64	64	64	65	65	65	65	65	65	65	66	66	66
17/F	60.2	69	69	64	64	64	64	64	65	65	65	65	65	65	65	65	66	66	66	66
18/F	63.7	69	69	64	64	64	64	65	65	65	65	65	65	66	66	66	66	66	66	66
19/F	67.2	70	69	64	64	64	65	65	65	65	65	65	66	66	66	66	66	66	66	66
20/F	70.7	70	70	64	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	67
21/F	74.2	70	70	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	67	67
Max Noise Level		70	70	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	67	67
Exceedance		0				0		0			0		0			0			0	

Floor	*mPD	S1_T5-20	S1_T5-21	S1_T5-22	S1_T5-23	S1_T5-24	S1_T5-25	S1_T5-26	S1_T5-27	S1_T5-28	S1_T5-29	S1_T5-30	S1_T5-31	S1_T5-32	S1_T5-33	S1_T5-34	S1_T5-35
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	67	67	67	68	68	68	68	68	68	68	68	67	67	67	67	67
2/F	18.2	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68
3/F	21.7	68	68	68	69	69	69	69	69	69	69	69	68	68	68	68	68
5/F	25.2	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
6/F	28.7	69	69	69	70	70	70	70	70	70	69	69	69	69	69	69	69
7/F	32.2	70	70	70	70	70	70	70	70	70	70	70	70	70	69	69	69
8/F	35.7	**71**	70	70	70	70	70	**71**	70	70	70	70	70	70	70	70	70
9/F	39.2	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	70	70	70	70
10/F	42.7	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**
11/F	46.2	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**71**	**71**	**71**	**71**	**71**	**71**
12/F	49.7	**73**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
15/F	53.2	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
16/F	56.7	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**
17/F	60.2	**74**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
18/F	63.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
19/F	67.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**
20/F	70.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**
21/F	74.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
Max Noise Level		74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74
Exceedance		12			11			12		11			11			10	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (PM Peak Flow)

Site 1-Tower 6

Floor	*mPD	S1_T6-1	S1_T6-2	S1_T6-3	S1_T6-4	S1_T6-5	S1_T6-6	S1_T6-7	S1_T6-8	S1_T6-9	S1_T6-10	S1_T6-11	S1_T6-12	S1_T6-13	S1_T6-14	S1_T6-15	S1_T6-16	S1_T6-17	S1_T6-18	S1_T6-19
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	66	66	67	63	61	68	66	63	68	67	65	69	70	70	70	70	69	72	74
2/F	21.2	69	69	70	67	65	71	69	67	72	71	69	72	72	73	73	72	71	74	75
3/F	24.7	71	71	72	69	68	72	71	69	73	72	70	74	74	74	74	73	71	74	76
5/F	28.2	72	72	72	70	69	73	72	70	74	73	71	74	74	74	74	73	71	75	76
6/F	31.7	73	73	73	71	69	74	72	70	74	73	71	75	74	74	74	73	71	75	76
7/F	35.2	73	73	73	71	69	74	73	71	75	73	71	75	75	75	74	73	71	75	76
8/F	38.7	73	74	74	71	70	74	73	71	75	73	71	75	75	75	74	73	71	75	76
9/F	42.2	74	74	74	71	70	74	73	71	75	73	71	75	75	75	74	73	71	75	76
10/F	45.7	74	74	74	71	70	74	73	71	75	73	71	75	75	75	74	73	71	75	76
11/F	49.2	74	74	74	71	70	74	73	71	75	73	71	75	75	75	74	73	71	75	76
12/F	52.7	74	74	74	71	70	75	73	71	75	73	71	75	75	74	74	73	71	74	76
15/F	56.2	74	74	74	71	70	75	73	70	75	73	71	75	75	74	74	73	71	74	76
16/F	59.7	74	74	74	71	69	75	73	70	75	73	71	75	75	74	74	73	71	74	76
17/F	63.2	74	74	74	71	69	74	73	70	75	73	71	75	75	74	74	72	71	74	76
18/F	66.7	74	74	74	71	69	74	73	70	75	73	71	75	74	74	74	72	70	74	76
19/F	70.2	74	74	74	71	69	74	73	70	75	73	71	75	74	74	74	72	70	74	76
20/F	73.7	74	74	74	71	69	74	72	70	75	73	71	75	74	74	74	72	70	74	75
21/F	77.2	74	74	74	71	69	74	72	70	74	73	71	74	74	74	73	72	70	74	75
22/F	80.7	74	74	74	71	69	74	72	70	74	73	71	74	74	74	73	72	70	74	75
23/F	84.2	74	74	74	71	69	74	72	70	74	73	70	74	74	74	73	72	70	74	75
25/F	87.7	74	74	74	71	69	74	72	70	74	72	70	74	74	74	73	72	70	73	75
26/F	91.2	73	74	74	71	69	74	72	70	74	72	70	74	74	74	73	72	70	73	75
27/F	94.7	73	73	74	71	69	74	72	70	74	72	70	74	74	74	73	72	70	73	75
28/F	98.2	73	73	73	71	69	74	72	70	74	72	70	74	74	73	73	71	69	73	75
29/F	101.7	73	73	73	70	68	74	72	69	74	72	70	74	74	73	73	71	69	73	75
30/F	105.2	73	73	73	70	68	74	72	69	74	72	70	74	74	73	73	71	69	73	74
31/F	108.7	73	73	73	70	68	74	72	69	74	72	70	74	73	73	73	71	69	73	74
32/F	112.2	73	73	73	70	68	74	72	69	74	72	70	74	73	73	72	71	69	73	74
Max Noise Level		74	74	74	71	70	75	73	71	75	73	71	75	75	75	74	73	71	75	76
Exceedance			26			27			27			27		27		27			28	

Floor	*mPD	S1_T6-20	S1_T6-21	S1_T6-22	S1_T6-23	S1_T6-24	S1_T6-25	S1_T6-26	S1_T6-27	S1_T6-28	S1_T6-29	S1_T6-30	S1_T6-31	S1_T6-32	S1_T6-33	S1_T6-34	S1_T6-35	S1_T6-36	S1_T6-37
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	73	71	67	69	70	70	71	71	67	68	70	66	68	70	65	67	69	69
2/F	21.2	75	73	68	71	72	72	72	72	69	70	72	67	70	72	66	69	71	71
3/F	24.7	75	74	69	71	73	73	74	74	70	71	73	69	71	73	68	70	72	72
5/F	28.2	76	74	70	72	73	74	74	74	71	72	74	69	71	73	68	71	73	73
6/F	31.7	76	74	70	72	74	74	75	75	71	73	74	70	72	74	69	71	73	73
7/F	35.2	76	75	71	73	74	75	75	75	71	73	75	70	72	74	69	72	74	74
8/F	38.7	76	75	71	73	74	75	75	75	72	73	75	71	73	75	70	72	74	74
9/F	42.2	76	75	71	73	74	75	75	75	72	73	75	71	73	75	70	72	74	74
10/F	45.7	76	75	71	73	74	75	75	75	72	73	75	71	73	75	70	72	74	74
11/F	49.2	76	75	71	73	75	75	75	75	72	74	75	71	73	75	70	72	75	74
12/F	52.7	76	75	71	73	75	75	75	75	72	74	75	71	73	75	70	73	75	74
15/F	56.2	76	75	71	73	74	75	75	75	72	74	75	71	73	75	70	73	75	75
16/F	59.7	76	75	71	73	74	75	75	75	72	74	75	71	73	75	70	73	75	75
17/F	63.2	76	75	71	73	74	75	75	75	72	74	75	71	73	75	70	73	75	75
18/F	66.7	76	75	71	73	74	75	75	75	72	73	75	71	73	75	70	73	75	75
19/F	70.2	76	75	71	73	74	75	75	75	72	73	75	71	73	75	70	72	75	74
20/F	73.7	76	75	71	73	74	75	75	75	72	73	75	71	73	75	70	72	75	74
21/F	77.2	76	74	71	73	74	75	75	75	72	73	75	71	73	75	70	72	75	74
22/F	80.7	76	74	71	73	74	75	75	75	72	73	75	71	73	75	70	72	74	74
23/F	84.2	76	74	71	73	74	74	75	75	72	73	75	71	73	75	70	72	74	74
25/F	87.7	76	74	71	72	74	74	75	75	72	73	75	71	73	75	70	72	74	74
26/F	91.2	76	74	71	72	74	74	75	75	72	73	75	71	73	75	70	72	74	74
27/F	94.7	75	74	71	72	74	74	75	75	72	73	75	71	73	75	70	72	74	74
28/F	98.2	75	74	70	72	74	74	74	75	72	73	75	71	73	74	70	72	74	74
29/F	101.7	75	74	70	72	74	74	74	75	71	73	75	71	72	74	70	72	74	74
30/F	105.2	75	74	70	72	73	74	74	75	71	73	75	70	72	74	70	72	74	74
31/F	108.7	75	74	70	72	73	74	74	74	71	73	74	70	72	74	70	72	74	74
32/F	112.2	75	74	70	72	73	74	74	74	71	73	74	70	72	74	70	72	74	74
Max Noise Level		76	75	71	73	75	75	75	75	72	74	75	71	73	75	70	73	75	75
Exceedance			28		27		28		28			27			27			27	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (PM Peak Flow)

Site 1-Tower 7

Floor	*mPD	S1_T7-1	S1_T7-2	S1_T7-3	S1_T7-4	S1_T7-5	S1_T7-6	S1_T7-7	S1_T7-8	S1_T7-9	S1_T7-10	S1_T7-11	S1_T7-12	S1_T7-13	S1_T7-14
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	59	59	59	59	59	61	61	62	62	62	62	63	64	65
2/F	21.2	61	61	61	62	62	63	64	64	65	65	65	66	68	68
3/F	24.7	63	63	64	64	64	66	66	67	67	67	68	68	70	70
5/F	28.2	65	65	65	66	66	67	68	68	69	69	69	70	**71**	**71**
6/F	31.7	66	67	67	67	67	69	69	69	70	70	70	**71**	**72**	**72**
7/F	35.2	67	67	68	68	68	69	70	70	70	70	70	**71**	**72**	**72**
8/F	38.7	68	68	68	68	68	70	70	70	**71**	70	**71**	**71**	**72**	**73**
9/F	42.2	68	68	68	69	69	70	70	70	**71**	**71**	**71**	**72**	**73**	**73**
10/F	45.7	68	69	69	69	69	70	70	**71**	**71**	**71**	**71**	**72**	**73**	**73**
11/F	49.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
12/F	52.7	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
15/F	56.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
16/F	59.7	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
17/F	63.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
18/F	66.7	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
19/F	70.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
20/F	73.7	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
21/F	77.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
22/F	80.7	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
23/F	84.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
25/F	87.7	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
26/F	91.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
27/F	94.7	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
28/F	98.2	69	69	69	69	69	70	70	**71**	**71**	**71**	**71**	**72**	**73**	**73**
29/F	101.7	69	69	69	69	69	70	70	**71**	**71**	**71**	**71**	**72**	**73**	**73**
30/F	105.2	69	69	69	69	69	70	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**
31/F	108.7	69	69	69	69	69	70	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**
32/F	112.2	69	69	69	69	69	70	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**
Max Noise Level		69	69	69	69	69	70	71	71	71	71	71	72	73	73
Exceedance		0			0		14		22		22		25		

Floor	*mPD	S1_T7-15	S1_T7-16	S1_T7-17	S1_T7-18	S1_T7-19	S1_T7-20	S1_T7-21	S1_T7-22	S1_T7-23	S1_T7-24	S1_T7-25	S1_T7-26	S1_T7-27
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	69	68	68	68	68	68	68	68	68	67	67	67	67
2/F	21.2	**71**	**71**	70	70	70	70	70	70	70	70	69	69	69
3/F	24.7	**72**	**72**	**72**	**72**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	70	70
5/F	28.2	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**71**	**71**	**71**
6/F	31.7	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**	**72**	**72**	**72**
7/F	35.2	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**
8/F	38.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**
9/F	42.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**
10/F	45.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**
11/F	49.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**
12/F	52.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
15/F	56.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
16/F	59.7	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
17/F	63.2	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
18/F	66.7	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
19/F	70.2	**75**	**74**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
20/F	73.7	**74**	**74**	**74**	**74**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
21/F	77.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
22/F	80.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
23/F	84.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
25/F	87.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
26/F	91.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
27/F	94.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
28/F	98.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
29/F	101.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
30/F	105.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
31/F	108.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
32/F	112.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
Max Noise Level		75	75	75	75	75	74	74	74	74	74	74	74	74
Exceedance		27		26		26		26		26		26		

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (PM Peak Flow)

Site 1-Tower 8

Floor	*mPD	S1_T8-1	S1_T8-2	S1_T8-3	S1_T8-4	S1_T8-5	S1_T8-6	S1_T8-7	S1_T8-8	S1_T8-9	S1_T8-10	S1_T8-11	S1_T8-12	S1_T8-13	S1_T8-14	S1_T8-15	S1_T8-16	S1_T8-17
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	47	56	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
2/F	21.2	47	57	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
3/F	24.7	47	59	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
5/F	28.2	47	60	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
6/F	31.7	47	62	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
7/F	35.2	47	64	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
8/F	38.7	47	64	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
9/F	42.2	47	65	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
10/F	45.7	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
11/F	49.2	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
12/F	52.7	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
15/F	56.2	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
16/F	59.7	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
17/F	63.2	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
18/F	66.7	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
19/F	70.2	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
20/F	73.7	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
21/F	77.2	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
22/F	80.7	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
23/F	84.2	46	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
25/F	87.7	46	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
26/F	91.2	46	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
27/F	94.7	46	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
28/F	98.2	46	66	48	48	47	47	47	47	47	47	47	47	47	47	47	47	47
29/F	101.7	46	66	49	48	48	48	48	48	48	48	48	48	48	48	47	47	47
30/F	105.2	46	66	50	49	49	49	49	49	49	49	49	49	49	49	48	48	48
31/F	108.7	48	66	52	51	50	50	50	51	51	51	51	51	51	51	50	50	50
32/F	112.2	52	66	54	53	53	53	53	53	53	53	53	53	53	53	53	53	53
Max Noise Level		52	66	54	53	53	53	53	53	53	53	53	53	53	53	53	53	53
Exceedance		0				0			0			0		0			0	

Floor	*mPD	S1_T8-18	S1_T8-19	S1_T8-20	S1_T8-21	S1_T8-22	S1_T8-23	S1_T8-24	S1_T8-25	S1_T8-26	S1_T8-27	S1_T8-28	S1_T8-29
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	48	59	60	60	61	61	61	61	61	61	61	56
2/F	21.2	48	61	62	62	63	63	63	63	63	63	63	57
3/F	24.7	48	63	64	65	65	65	65	65	65	65	65	59
5/F	28.2	48	65	66	66	67	67	67	67	67	67	66	61
6/F	31.7	48	67	67	67	68	68	68	68	68	68	67	62
7/F	35.2	48	67	68	68	69	69	69	69	69	69	68	64
8/F	38.7	48	68	68	69	69	69	70	69	70	70	69	65
9/F	42.2	48	68	69	69	69	70	70	70	70	70	69	65
10/F	45.7	47	69	69	69	70	70	70	70	70	70	70	66
11/F	49.2	47	69	69	70	70	70	70	70	70	70	70	66
12/F	52.7	47	69	69	70	70	70	**71**	**71**	**71**	**71**	70	66
15/F	56.2	47	69	69	70	70	**71**	**71**	**71**	**71**	**71**	70	66
16/F	59.7	47	69	70	70	70	**71**	**71**	**71**	**71**	**71**	70	66
17/F	63.2	47	69	70	70	70	**71**	**71**	**71**	**71**	**71**	70	66
18/F	66.7	47	69	70	70	70	**71**	**71**	**71**	**71**	**71**	**71**	66
19/F	70.2	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
20/F	73.7	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
21/F	77.2	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
22/F	80.7	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
23/F	84.2	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
25/F	87.7	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
26/F	91.2	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
27/F	94.7	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
28/F	98.2	47	69	70	70	70	**71**	**71**	**71**	**71**	**71**	**71**	66
29/F	101.7	47	69	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	66
30/F	105.2	47	69	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	66
31/F	108.7	49	69	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	66
32/F	112.2	52	69	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	66
Max Noise Level		52	69	70	70	71	71	71	71	71	71	71	66
Exceedance		0		0		17		18		18			

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - Site 1 (PM Peak Flow)

Site 1-Tower 9

Floor	*mPD	S1_T9-1	S1_T9-2	S1_T9-3	S1_T9-4	S1_T9-5	S1_T9-6	S1_T9-7	S1_T9-8	S1_T9-9	S1_T9-10	S1_T9-11	S1_T9-12	S1_T9-13	S1_T9-14	S1_T9-15	S1_T9-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	47	47	47	47	48	47	48	48	48	48	48	49	49	54	67	60
2/F	21.2	47	47	47	47	48	47	48	48	48	48	48	49	49	55	67	61
3/F	24.7	47	47	47	47	48	47	48	48	48	48	48	49	49	55	68	62
5/F	28.2	47	47	47	47	47	47	48	48	48	48	48	49	49	56	68	63
6/F	31.7	47	47	47	47	47	47	48	48	48	48	48	49	49	56	69	63
7/F	35.2	47	47	47	47	47	47	48	48	48	48	48	49	49	56	69	64
8/F	38.7	47	47	47	47	47	47	48	48	47	48	48	49	49	57	70	64
9/F	42.2	47	47	47	47	47	47	48	48	47	48	48	48	49	57	70	64
10/F	45.7	47	47	47	47	47	47	47	47	47	48	48	48	49	57	70	65
11/F	49.2	47	47	47	47	47	47	47	47	47	48	48	48	48	57	70	65
12/F	52.7	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
15/F	56.2	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
16/F	59.7	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
17/F	63.2	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
18/F	66.7	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
19/F	70.2	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
20/F	73.7	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
21/F	77.2	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
22/F	80.7	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
23/F	84.2	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
25/F	87.7	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
26/F	91.2	47	47	47	47	47	47	47	47	47	48	48	48	49	58	**71**	65
27/F	94.7	47	47	47	47	47	47	47	47	47	48	48	48	49	59	**71**	65
28/F	98.2	47	47	47	47	47	47	47	48	48	48	48	49	50	59	**71**	65
29/F	101.7	47	47	47	47	47	48	48	48	48	49	49	49	51	59	**71**	65
30/F	105.2	48	48	48	48	48	48	49	49	49	50	50	50	53	60	**71**	66
31/F	108.7	50	50	50	50	50	51	51	52	52	53	53	54	58	62	**71**	67
32/F	112.2	53	53	53	53	54	55	55	55	56	57	57	57	61	65	**72**	68
Max Noise Level		53	53	53	53	54	55	55	55	56	57	57	57	61	65	72	68
Exceedance		0		0		0		0		0		0		18			

Floor	*mPD	S1_T9-17	S1_T9-18	S1_T9-19	S1_T9-20	S1_T9-21	S1_T9-22	S1_T9-23	S1_T9-24	S1_T9-25	S1_T9-26	S1_T9-27	S1_T9-28	S1_T9-29	S1_T9-30
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	67	69	69	69	69	69	69	68	68	68	68	68	68	68
2/F	21.2	67	69	70	70	70	70	70	70	70	70	70	70	70	70
3/F	24.7	68	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**
5/F	28.2	69	**71**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
6/F	31.7	69	**72**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**	**72**
7/F	35.2	70	**72**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
8/F	38.7	70	**72**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
9/F	42.2	70	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**
10/F	45.7	70	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
11/F	49.2	70	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
12/F	52.7	**71**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
15/F	56.2	**71**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
16/F	59.7	**71**	**73**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
17/F	63.2	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**
18/F	66.7	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**
19/F	70.2	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**
20/F	73.7	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
21/F	77.2	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
22/F	80.7	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
23/F	84.2	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**
25/F	87.7	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**
26/F	91.2	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**
27/F	94.7	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**
28/F	98.2	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
29/F	101.7	**71**	**73**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
30/F	105.2	**71**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
31/F	108.7	**71**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
32/F	112.2	**71**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
Max Noise Level		71	74	75	75	75	75	75	75	75	75	75	75	74	74
Exceedance		26				26		26		26		26		26	

Notes:

71 Exceeded Hong Kong Planning Standard Guidelines' Standard of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (PM Peak Flow)

Site 1-Tower 1

Floor	*mPD	S1_T1-1	S1_T1-2	S1_T1-3	S1_T1-4	S1_T1-5	S1_T1-6	S1_T1-7	S1_T1-8	S1_T1-9	S1_T1-10	S1_T1-11	S1_T1-12	S1_T1-13	S1_T1-14	S1_T1-15	S1_T1-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	66	63	69	66	64	70	67	66	70	70	70	70	70	69	71	73
2/F	18.2	67	65	71	68	67	71	69	68	72	72	72	72	71	70	72	74
3/F	21.7	69	67	72	70	68	73	71	69	73	73	73	73	72	70	73	75
5/F	25.2	70	68	73	71	69	74	71	70	74	74	74	73	72	70	74	75
6/F	28.7	71	69	74	71	70	74	72	71	74	74	74	74	72	71	74	76
7/F	32.2	71	69	74	72	70	74	72	71	75	75	74	74	73	71	74	76
8/F	35.7	71	69	74	72	70	75	73	71	75	75	75	74	73	71	74	76
9/F	39.2	72	70	75	72	71	75	73	71	75	75	75	74	73	71	74	76
10/F	42.7	72	70	75	72	71	75	73	71	75	75	75	74	73	71	75	76
11/F	46.2	72	70	75	72	71	75	73	72	75	75	75	74	73	71	75	76
12/F	49.7	72	70	75	72	71	75	73	72	75	75	75	74	73	71	75	76
15/F	53.2	72	70	75	72	71	75	73	72	75	75	75	74	73	71	74	76
16/F	56.7	72	70	75	72	71	75	73	72	75	75	75	74	73	71	74	76
17/F	60.2	72	70	75	72	71	75	73	72	75	75	75	74	73	71	74	76
18/F	63.7	72	70	75	72	71	75	73	72	75	75	75	74	73	71	74	76
19/F	67.2	72	70	75	72	71	75	73	72	75	75	75	74	73	71	74	76
20/F	70.7	72	70	75	72	71	75	73	72	75	75	75	74	73	71	74	76
21/F	74.2	72	70	75	72	71	75	73	71	75	75	74	74	73	71	74	76
22/F	77.7	72	70	75	72	71	75	73	71	75	75	74	74	73	71	74	76
23/F	81.2	72	70	75	72	71	75	73	71	75	75	74	74	72	71	74	75
25/F	84.7	72	70	75	72	71	75	73	71	75	75	74	74	72	70	74	75
26/F	88.2	72	70	75	72	71	75	73	71	75	74	74	74	72	70	74	75
27/F	91.7	72	70	75	72	71	75	72	71	75	74	74	73	72	70	74	75
28/F	95.2	72	70	74	72	70	75	72	71	75	74	74	73	72	70	73	75
29/F	98.7	72	70	74	72	70	75	72	71	74	74	74	73	72	70	73	75
30/F	102.2	72	70	74	72	70	74	72	71	74	74	74	73	72	70	73	75
31/F	105.7	71	70	74	72	70	74	72	71	74	74	74	73	72	70	73	75
32/F	109.2	71	70	74	72	70	74	72	71	74	74	74	73	72	70	73	75
Max Noise Level		72	70	75	72	71	75	73	72	75	75	75	74	73	71	75	76
Exceedance			27			27			27			27			28		

Floor	*mPD	S1_T1-17	S1_T1-18	S1_T1-19	S1_T1-20	S1_T1-21	S1_T1-22	S1_T1-23	S1_T1-24	S1_T1-25	S1_T1-26	S1_T1-27	S1_T1-28	S1_T1-29	S1_T1-30	S1_T1-31	S1_T1-32	S1_T1-33	S1_T1-34	S1_T1-35
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	71	71	69	70	71	71	71	71	69	70	71	69	70	71	68	69	70	70	70
2/F	18.2	71	71	70	71	72	72	72	72	70	71	72	70	71	72	69	70	71	71	71
3/F	21.7	72	72	71	72	73	73	73	73	71	72	73	70	72	73	70	71	72	72	72
5/F	25.2	73	73	71	73	74	74	74	74	72	72	74	71	73	74	70	72	73	73	73
6/F	28.7	73	73	72	73	74	74	75	75	73	73	75	72	73	74	71	72	74	73	73
7/F	32.2	74	74	72	73	74	75	75	75	73	73	75	72	74	75	72	73	74	74	74
8/F	35.7	74	74	72	74	75	75	75	75	73	74	75	73	74	75	72	73	75	74	74
9/F	39.2	74	74	73	74	75	75	75	76	74	74	76	73	74	75	72	73	75	75	75
10/F	42.7	74	74	73	74	75	75	76	76	74	74	76	73	75	76	73	74	75	75	75
11/F	46.2	74	74	73	74	75	76	76	76	74	75	76	74	75	76	73	74	75	75	75
12/F	49.7	74	74	73	74	75	76	76	76	74	75	76	74	75	76	73	74	76	75	75
15/F	53.2	74	74	73	74	75	76	76	76	74	75	76	74	75	76	74	74	76	76	76
16/F	56.7	74	74	73	74	75	76	76	76	74	75	76	74	75	76	74	75	76	76	76
17/F	60.2	74	74	73	74	75	76	76	76	74	75	76	74	75	76	74	75	76	76	76
18/F	63.7	74	74	73	74	75	76	76	76	74	75	76	74	75	76	74	75	76	76	76
19/F	67.2	74	74	73	74	75	75	76	76	74	75	76	74	75	76	74	75	76	76	76
20/F	70.7	74	74	73	74	75	75	76	76	74	75	76	74	75	76	74	75	76	76	76
21/F	74.2	74	74	73	74	75	75	76	76	74	75	76	74	75	76	74	75	76	76	76
22/F	77.7	73	74	72	74	75	75	76	76	74	74	76	74	75	76	74	74	76	76	76
23/F	81.2	73	74	72	73	75	75	75	76	74	74	76	74	75	76	73	74	76	76	76
25/F	84.7	73	73	72	73	75	75	75	76	74	74	76	74	75	76	73	74	76	76	76
26/F	88.2	73	73	72	73	74	75	75	76	74	74	76	74	75	76	73	74	76	75	75
27/F	91.7	73	73	72	73	74	75	75	75	74	74	76	74	75	76	73	74	75	75	75
28/F	95.2	73	73	72	73	74	75	75	75	74	74	76	74	75	76	73	74	75	75	75
29/F	98.7	73	73	72	73	74	75	75	75	74	74	75	73	75	76	73	74	75	75	75
30/F	102.2	73	73	72	73	74	75	75	75	74	74	75	73	74	75	73	74	75	75	75
31/F	105.7	73	73	72	73	74	75	75	75	73	74	75	73	74	75	73	74	75	75	75
32/F	109.2	73	73	72	73	74	74	75	75	73	74	75	73	74	75	73	74	75	75	75
Max Noise Level		74	74	73	74	75	76	76	76	74	75	76	74	75	76	74	75	76	76	76
Exceedance			28			27		28		28			28			28			27	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (PM Peak Flow)

Site 1-Tower 2

Floor	*mPD	S1_T2-1	S1_T2-2	S1_T2-3	S1_T2-4	S1_T2-5	S1_T2-6	S1_T2-7	S1_T2-8	S1_T2-9	S1_T2-10	S1_T2-11	S1_T2-12	S1_T2-13	S1_T2-14	S1_T2-15	S1_T2-16	S1_T2-17
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	63	63	63	66	67	63	68	70	70	70	70	70	70	70	69	69	69
2/F	18.2	64	64	65	67	68	65	69	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	70	70
3/F	21.7	65	65	66	68	69	66	70	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
5/F	25.2	66	67	67	69	70	67	**71**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
6/F	28.7	67	67	68	70	**71**	68	**71**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**
7/F	32.2	68	68	68	70	**71**	68	**72**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
8/F	35.7	68	68	69	**71**	**72**	69	**72**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
9/F	39.2	68	69	69	**71**	**72**	69	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
10/F	42.7	69	69	69	**71**	**72**	69	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
11/F	46.2	69	69	70	**72**	**72**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
12/F	49.7	69	69	70	**72**	**73**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
15/F	53.2	69	70	70	**72**	**73**	70	**73**	**76**	**76**	**76**	**75**	**76**	**75**	**75**	**75**	**75**	**75**
16/F	56.7	70	70	70	**72**	**73**	70	**73**	**76**	**76**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**
17/F	60.2	70	70	70	**72**	**73**	70	**73**	**76**	**76**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**
18/F	63.7	70	70	70	**72**	**73**	70	**73**	**76**	**76**	**76**	**76**	**76**	**76**	**75**	**75**	**75**	**75**
19/F	67.2	70	70	70	**72**	**73**	70	**74**	**76**	**76**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**
20/F	70.7	70	70	70	**72**	**73**	70	**74**	**76**	**76**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**
21/F	74.2	70	70	70	**72**	**73**	70	**74**	**76**	**76**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**
22/F	77.7	70	70	70	**72**	**73**	70	**74**	**76**	**76**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**
23/F	81.2	70	70	70	**72**	**73**	70	**73**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
25/F	84.7	70	70	70	**72**	**73**	70	**73**	**76**	**76**	**76**	**75**	**75**	**75**	**75**	**75**	**75**	**75**
26/F	88.2	70	70	70	**72**	**73**	70	**73**	**76**	**76**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
27/F	91.7	70	70	70	**72**	**73**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
28/F	95.2	70	70	70	**72**	**73**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
29/F	98.7	70	70	70	**72**	**73**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**
30/F	102.2	70	70	70	**72**	**73**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
31/F	105.7	70	70	70	**72**	**73**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
32/F	109.2	70	70	70	**72**	**73**	70	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
Max Noise Level		70	70	70	72	73	70	74	76	76	76	76	76	76	75	75	75	75
Exceedance			0		22		27				27		27		27		26	

Floor	*mPD	S1_T2-18	S1_T2-19	S1_T2-20	S1_T2-21	S1_T2-22	S1_T2-23	S1_T2-24
G/F	6.5	-	-	-	-	-	-	-
1/F	14.7	68	66	65	64	63	63	63
2/F	18.2	70	67	66	65	65	65	65
3/F	21.7	70	68	66	66	65	66	65
5/F	25.2	**71**	69	67	66	66	66	66
6/F	28.7	**72**	69	68	67	66	67	66
7/F	32.2	**72**	70	68	67	67	67	67
8/F	35.7	**73**	70	69	68	67	68	67
9/F	39.2	**73**	**71**	69	68	68	68	68
10/F	42.7	**73**	**71**	70	69	68	69	68
11/F	46.2	**74**	**72**	70	70	69	69	69
12/F	49.7	**74**	**72**	**71**	70	70	70	70
15/F	53.2	**74**	**72**	**71**	**71**	70	**71**	70
16/F	56.7	**74**	**73**	**72**	**71**	**71**	**71**	**71**
17/F	60.2	**74**	**73**	**72**	**71**	**71**	**71**	**71**
18/F	63.7	**75**	**73**	**72**	**71**	**71**	**71**	**71**
19/F	67.2	**75**	**73**	**72**	**71**	**71**	**71**	**71**
20/F	70.7	**75**	**73**	**72**	**71**	**71**	**71**	**71**
21/F	74.2	**75**	**73**	**72**	**71**	**71**	**71**	**71**
22/F	77.7	**74**	**73**	**72**	**71**	**71**	**72**	**71**
23/F	81.2	**74**	**73**	**72**	**71**	**71**	**71**	**71**
25/F	84.7	**74**	**73**	**72**	**71**	**71**	**71**	**71**
26/F	88.2	**74**	**73**	**72**	**71**	**71**	**71**	**71**
27/F	91.7	**74**	**73**	**72**	**71**	**71**	**71**	**71**
28/F	95.2	**74**	**73**	**72**	**71**	**71**	**71**	**71**
29/F	98.7	**74**	**73**	**72**	**71**	**71**	**71**	**71**
30/F	102.2	**74**	**73**	**72**	**71**	**71**	**71**	**71**
31/F	105.7	**74**	**73**	**72**	**71**	**71**	**71**	**71**
32/F	109.2	**74**	**72**	**72**	**71**	**71**	**71**	**71**
Max Noise Level		75	73	72	71	71	72	71
Exceedance			25		17		17	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (PM Peak Flow)

Site 1-Tower 3

Floor	*mPD	S1_T3-1	S1_T3-2	S1_T3-3	S1_T3-4	S1_T3-5	S1_T3-6	S1_T3-7	S1_T3-8	S1_T3-9	S1_T3-10	S1_T3-11	S1_T3-12	S1_T3-13	S1_T3-14	S1_T3-15	S1_T3-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	59	59	59	59	59	60	60	60	60	61	60	60	61	61	61	61
2/F	18.2	60	60	60	61	61	61	61	62	62	62	62	62	62	62	62	62
3/F	21.7	61	61	61	62	62	62	63	63	63	63	63	63	63	63	64	64
5/F	25.2	62	62	63	63	63	63	64	64	64	64	64	64	65	65	65	65
6/F	28.7	63	63	63	64	64	64	65	65	65	65	65	65	65	65	66	66
7/F	32.2	64	64	64	64	65	65	65	65	66	66	66	66	66	66	66	66
8/F	35.7	64	65	65	65	65	65	66	66	66	66	66	66	66	66	67	67
9/F	39.2	65	65	65	65	66	66	66	66	66	67	66	67	67	67	67	67
10/F	42.7	65	65	65	66	66	66	66	67	67	67	67	67	67	67	67	67
11/F	46.2	65	66	66	66	66	66	67	67	67	67	67	67	67	67	68	68
12/F	49.7	66	66	66	66	66	67	67	67	67	68	67	67	68	68	68	68
15/F	53.2	66	66	66	66	67	67	67	67	67	68	68	68	68	68	68	68
16/F	56.7	66	66	66	67	67	67	67	68	68	68	68	68	68	68	68	68
17/F	60.2	66	66	67	67	67	67	68	68	68	68	68	68	68	68	68	69
18/F	63.7	66	67	67	67	67	67	68	68	68	68	68	68	68	68	69	69
19/F	67.2	67	67	67	67	67	67	68	68	68	68	68	68	68	68	69	69
20/F	70.7	67	67	67	67	67	68	68	68	68	68	68	68	68	68	69	69
21/F	74.2	67	67	67	67	67	68	68	68	68	68	68	68	68	69	69	69
22/F	77.7	67	67	67	67	68	68	68	68	68	68	68	68	68	69	69	69
23/F	81.2	67	67	67	67	68	68	68	68	68	69	68	68	68	69	69	69
25/F	84.7	67	67	67	67	68	68	68	68	68	69	68	68	69	69	69	69
26/F	88.2	67	67	67	68	68	68	68	68	68	69	68	68	69	69	69	69
27/F	91.7	67	67	67	68	68	68	68	68	68	69	68	68	69	69	69	69
Max Noise Level		67	67	67	68	68	68	68	68	68	69	68	68	69	69	69	69
Exceedance			0			0			0		0		0			0	

Floor	*mPD	S1_T3-17	S1_T3-18	S1_T3-19	S1_T3-20	S1_T3-21	S1_T3-22	S1_T3-23	S1_T3-24	S1_T3-25	S1_T3-26	S1_T3-27	S1_T3-28	S1_T3-29	S1_T3-30	S1_T3-31	S1_T3-32
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	65	66	66	67	67	67	67	67	67	67	67	67	67	67	67	67
2/F	18.2	67	67	67	68	68	68	68	68	68	68	68	68	68	68	68	68
3/F	21.7	67	68	68	68	68	69	69	69	69	69	68	68	68	68	68	68
5/F	25.2	68	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69
6/F	28.7	68	69	69	70	70	70	70	70	70	70	70	70	69	69	69	70
7/F	32.2	69	69	70	70	70	70	**71**	**71**	**71**	70	70	70	70	70	70	70
8/F	35.7	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**
9/F	39.2	70	70	**71**	**71**	**71**	**71**	**72**	**72**	**72**	**71**	**71**	**71**	**71**	**71**	**71**	**71**
10/F	42.7	70	**71**	**71**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**71**
11/F	46.2	**71**	**71**	**72**	**72**	**72**	**72**	**73**	**73**	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**
12/F	49.7	**71**	**72**	**72**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
15/F	53.2	**72**	**72**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
16/F	56.7	**72**	**72**	**73**	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**
17/F	60.2	**72**	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
18/F	63.7	**72**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
19/F	67.2	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
20/F	70.7	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
21/F	74.2	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
22/F	77.7	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
23/F	81.2	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
25/F	84.7	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
26/F	88.2	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
27/F	91.7	**73**	**73**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
Max Noise Level		73	73	73	74	74	74	74	74	74	74	74	74	74	74	74	74
Exceedance			16			17			18		18		17			17	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (PM Peak Flow)

Site 1-Tower 5

Floor	*mPD	S1_T5-1	S1_T5-2	S1_T5-3	S1_T5-4	S1_T5-5	S1_T5-6	S1_T5-7	S1_T5-8	S1_T5-9	S1_T5-10	S1_T5-11	S1_T5-12	S1_T5-13	S1_T5-14	S1_T5-15	S1_T5-16	S1_T5-17	S1_T5-18	S1_T5-19
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	64	64	57	57	57	57	57	57	57	58	58	58	58	58	58	58	58	58	59
2/F	18.2	64	64	58	58	58	58	58	58	58	59	59	59	59	59	59	59	59	60	60
3/F	21.7	65	65	59	59	59	59	59	59	59	60	60	60	60	60	60	60	61	61	61
5/F	25.2	65	65	60	60	60	60	60	60	60	61	61	61	61	61	61	62	62	62	62
6/F	28.7	66	66	61	61	61	61	61	61	61	62	62	62	62	62	62	63	63	63	63
7/F	32.2	66	66	61	61	62	62	62	62	62	62	63	63	63	63	63	63	63	64	64
8/F	35.7	66	66	62	62	62	62	62	63	63	63	63	63	63	63	64	64	64	64	64
9/F	39.2	66	66	62	62	63	63	63	63	63	63	64	64	64	64	64	64	64	65	65
10/F	42.7	67	67	63	63	63	63	63	63	64	64	64	64	64	64	64	65	65	65	65
11/F	46.2	67	67	63	63	63	63	64	64	64	64	64	64	65	65	65	65	65	65	65
12/F	49.7	68	68	63	63	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65
15/F	53.2	68	68	64	64	64	64	64	64	64	65	65	65	65	65	65	65	65	66	66
16/F	56.7	69	68	64	64	64	64	64	64	64	65	65	65	65	65	65	65	66	66	66
17/F	60.2	69	69	64	64	64	64	64	65	65	65	65	65	65	65	65	66	66	66	66
18/F	63.7	69	69	64	64	64	64	65	65	65	65	65	65	66	66	66	66	66	66	66
19/F	67.2	70	69	64	64	64	65	65	65	65	65	65	66	66	66	66	66	66	66	66
20/F	70.7	70	70	64	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	67
21/F	74.2	70	70	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	67	67
Max Noise Level		70	70	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	67	67
Exceedance		0				0		0			0		0			0			0	

Floor	*mPD	S1_T5-20	S1_T5-21	S1_T5-22	S1_T5-23	S1_T5-24	S1_T5-25	S1_T5-26	S1_T5-27	S1_T5-28	S1_T5-29	S1_T5-30	S1_T5-31	S1_T5-32	S1_T5-33	S1_T5-34	S1_T5-35
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	67	67	67	68	68	68	68	68	68	68	68	67	67	67	67	67
2/F	18.2	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68
3/F	21.7	68	68	68	69	69	69	69	69	69	69	69	68	68	68	68	68
5/F	25.2	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
6/F	28.7	69	69	69	69	69	69	70	70	70	69	69	69	69	69	69	69
7/F	32.2	70	70	70	70	70	70	70	70	70	70	70	70	70	69	69	69
8/F	35.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
9/F	39.2	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	70	70	70	70
10/F	42.7	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**
11/F	46.2	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**71**	**71**	**71**	**71**	**71**	**71**
12/F	49.7	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
15/F	53.2	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
16/F	56.7	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**
17/F	60.2	**74**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
18/F	63.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
19/F	67.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**
20/F	70.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**
21/F	74.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
Max Noise Level		74	74	74	74	74	74	74	74	74	74	74	74	74	74	74	74
Exceedance		11			11			11		11			11			10	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (PM Peak Flow)

Site 1-Tower 6

Floor	*mPD	S1_T6-1	S1_T6-2	S1_T6-3	S1_T6-4	S1_T6-5	S1_T6-6	S1_T6-7	S1_T6-8	S1_T6-9	S1_T6-10	S1_T6-11	S1_T6-12	S1_T6-13	S1_T6-14	S1_T6-15	S1_T6-16	S1_T6-17	S1_T6-18	S1_T6-19
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	66	66	67	63	61	68	66	63	68	67	65	69	70	70	70	70	69	72	74
2/F	21.2	69	69	70	67	65	71	69	67	72	71	69	72	72	73	73	72	71	74	75
3/F	24.7	71	71	72	69	68	72	71	69	73	72	70	74	74	74	74	73	71	74	76
5/F	28.2	72	72	72	70	69	73	72	70	74	73	71	74	74	74	74	73	71	75	76
6/F	31.7	73	73	73	71	69	74	72	70	74	73	71	75	74	74	74	73	71	75	76
7/F	35.2	73	73	73	71	69	74	73	71	75	73	71	75	75	75	74	73	71	75	76
8/F	38.7	73	74	74	71	70	74	73	71	75	73	71	75	75	75	74	73	71	75	76
9/F	42.2	74	74	74	71	70	74	73	71	75	73	71	75	75	75	74	73	71	75	76
10/F	45.7	74	74	74	71	70	74	73	71	75	73	71	75	75	75	74	73	71	75	76
11/F	49.2	74	74	74	71	70	74	73	71	75	73	71	75	75	75	74	73	71	75	76
12/F	52.7	74	74	74	71	70	75	73	71	75	73	71	75	75	74	74	73	71	74	76
15/F	56.2	74	74	74	71	70	75	73	70	75	73	71	75	75	74	74	73	71	74	76
16/F	59.7	74	74	74	71	69	75	73	70	75	73	71	75	75	74	74	73	71	74	76
17/F	63.2	74	74	74	71	69	74	73	70	75	73	71	75	75	74	74	72	71	74	76
18/F	66.7	74	74	74	71	69	74	73	70	75	73	71	75	74	74	74	72	70	74	76
19/F	70.2	74	74	74	71	69	74	73	70	75	73	71	75	74	74	74	72	70	74	76
20/F	73.7	74	74	74	71	69	74	72	70	75	73	71	75	74	74	74	72	70	74	75
21/F	77.2	74	74	74	71	69	74	72	70	74	73	71	74	74	74	73	72	70	74	75
22/F	80.7	74	74	74	71	69	74	72	70	74	73	71	74	74	74	73	72	70	74	75
23/F	84.2	74	74	74	71	69	74	72	70	74	73	70	74	74	74	73	72	70	74	75
25/F	87.7	74	74	74	71	69	74	72	70	74	72	70	74	74	74	73	72	70	73	75
26/F	91.2	73	74	74	71	69	74	72	70	74	72	70	74	74	74	73	72	70	73	75
27/F	94.7	73	73	74	71	69	74	72	70	74	72	70	74	74	74	73	72	70	73	75
28/F	98.2	73	73	73	71	69	74	72	70	74	72	70	74	74	73	73	71	69	73	75
29/F	101.7	73	73	73	70	68	74	72	69	74	72	70	74	74	73	73	71	69	73	75
30/F	105.2	73	73	73	70	68	74	72	69	74	72	70	74	74	73	73	71	69	73	74
31/F	108.7	73	73	73	70	68	74	72	69	74	72	70	74	73	73	73	71	69	73	74
32/F	112.2	73	73	73	70	68	74	72	69	74	72	70	74	73	73	72	71	69	73	74
Max Noise Level		74	74	74	71	70	75	73	71	75	73	71	75	75	75	74	73	71	75	76
Exceedance		26			27		27			27			27			28				

Floor	*mPD	S1_T6-20	S1_T6-21	S1_T6-22	S1_T6-23	S1_T6-24	S1_T6-25	S1_T6-26	S1_T6-27	S1_T6-28	S1_T6-29	S1_T6-30	S1_T6-31	S1_T6-32	S1_T6-33	S1_T6-34	S1_T6-35	S1_T6-36	S1_T6-37
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	73	71	67	69	70	70	71	71	67	68	70	66	68	70	65	67	69	69
2/F	21.2	75	73	68	71	72	72	72	72	69	70	72	67	70	72	66	69	71	71
3/F	24.7	75	74	69	71	73	73	74	74	70	71	73	69	71	73	68	70	72	72
5/F	28.2	76	74	70	72	73	74	74	74	71	72	74	69	71	73	68	71	73	73
6/F	31.7	76	74	70	72	74	74	75	75	71	73	74	70	72	74	69	71	73	73
7/F	35.2	76	75	71	73	74	75	75	75	71	73	75	70	72	74	69	72	74	74
8/F	38.7	76	75	71	73	74	75	75	75	72	73	75	71	73	75	70	72	74	74
9/F	42.2	76	75	71	73	74	75	75	75	72	73	75	71	73	75	70	72	74	74
10/F	45.7	76	75	71	73	74	75	75	75	72	73	75	71	73	75	70	72	74	74
11/F	49.2	76	75	71	73	75	75	75	75	72	74	75	71	73	75	70	72	75	74
12/F	52.7	76	75	71	73	75	75	75	75	72	74	75	71	73	75	70	73	75	74
15/F	56.2	76	75	71	73	74	75	75	75	72	74	75	71	73	75	70	73	75	75
16/F	59.7	76	75	71	73	74	75	75	75	72	74	75	71	73	75	70	73	75	75
17/F	63.2	76	75	71	73	74	75	75	75	72	74	75	71	73	75	70	73	75	75
18/F	66.7	76	75	71	73	74	75	75	75	72	73	75	71	73	75	70	73	75	75
19/F	70.2	76	75	71	73	74	75	75	75	72	73	75	71	73	75	70	72	75	74
20/F	73.7	76	75	71	73	74	75	75	75	72	73	75	71	73	75	70	72	75	74
21/F	77.2	76	74	71	73	74	75	75	75	72	73	75	71	73	75	70	72	75	74
22/F	80.7	76	74	71	73	74	75	75	75	72	73	75	71	73	75	70	72	74	74
23/F	84.2	76	74	71	73	74	74	75	75	72	73	75	71	73	75	70	72	74	74
25/F	87.7	76	74	71	72	74	74	75	75	72	73	75	71	73	75	70	72	74	74
26/F	91.2	76	74	71	72	74	74	75	75	72	73	75	71	73	75	70	72	74	74
27/F	94.7	75	74	71	72	74	74	75	75	72	73	75	71	73	75	70	72	74	74
28/F	98.2	75	74	70	72	74	74	74	75	72	73	75	71	73	74	70	72	74	74
29/F	101.7	75	74	70	72	74	74	74	75	71	73	75	71	72	74	70	72	74	74
30/F	105.2	75	74	70	72	73	74	74	75	71	73	75	70	72	74	70	72	74	74
31/F	108.7	75	74	70	72	73	74	74	74	71	73	74	70	72	74	70	72	74	74
32/F	112.2	75	74	70	72	73	74	74	74	71	73	74	70	72	74	70	72	74	74
Max Noise Level		76	75	71	73	75	75	75	75	72	74	75	71	73	75	70	73	75	75
Exceedance		28			27		28		28			27			27			27	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (PM Peak Flow)

Site 1-Tower 7

Floor	*mPD	S1_T7-1	S1_T7-2	S1_T7-3	S1_T7-4	S1_T7-5	S1_T7-6	S1_T7-7	S1_T7-8	S1_T7-9	S1_T7-10	S1_T7-11	S1_T7-12	S1_T7-13	S1_T7-14
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	59	59	59	59	59	61	61	62	62	62	62	63	64	65
2/F	21.2	61	61	61	62	62	63	64	64	65	65	65	66	68	68
3/F	24.7	63	63	64	64	64	66	66	67	67	67	68	68	70	70
5/F	28.2	65	65	65	66	66	67	68	68	69	69	69	70	**71**	**71**
6/F	31.7	66	67	67	67	67	69	69	69	70	70	70	**71**	**72**	**72**
7/F	35.2	67	67	68	68	68	69	70	70	70	70	70	**71**	**72**	**72**
8/F	38.7	68	68	68	68	68	70	70	70	**71**	70	**71**	**71**	**72**	**73**
9/F	42.2	68	68	68	69	69	70	70	70	**71**	**71**	**71**	**72**	**73**	**73**
10/F	45.7	68	69	69	69	69	70	70	**71**	**71**	**71**	**71**	**72**	**73**	**73**
11/F	49.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
12/F	52.7	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
15/F	56.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
16/F	59.7	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
17/F	63.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
18/F	66.7	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
19/F	70.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
20/F	73.7	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
21/F	77.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
22/F	80.7	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
23/F	84.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
25/F	87.7	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
26/F	91.2	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
27/F	94.7	69	69	69	69	69	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**	**73**
28/F	98.2	69	69	69	69	69	70	70	**71**	**71**	**71**	**71**	**72**	**73**	**73**
29/F	101.7	69	69	69	69	69	70	70	**71**	**71**	**71**	**71**	**72**	**73**	**73**
30/F	105.2	69	69	69	69	69	70	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**
31/F	108.7	69	69	69	69	69	70	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**
32/F	112.2	69	69	69	69	69	70	70	**71**	**71**	**71**	**71**	**71**	**72**	**73**
Max Noise Level		69	69	69	69	69	70	71	71	71	71	71	72	73	73
Exceedance		0			0		14		22		22		25		

Floor	*mPD	S1_T7-15	S1_T7-16	S1_T7-17	S1_T7-18	S1_T7-19	S1_T7-20	S1_T7-21	S1_T7-22	S1_T7-23	S1_T7-24	S1_T7-25	S1_T7-26	S1_T7-27
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	69	68	68	68	68	68	68	68	68	67	67	67	67
2/F	21.2	**71**	**71**	70	70	70	70	70	70	70	70	69	69	69
3/F	24.7	**72**	**72**	**72**	**72**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	70	70
5/F	28.2	**73**	**73**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**71**	**71**	**71**
6/F	31.7	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**	**72**	**72**	**72**
7/F	35.2	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**
8/F	38.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**
9/F	42.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**
10/F	45.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**	**73**
11/F	49.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**
12/F	52.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
15/F	56.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
16/F	59.7	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
17/F	63.2	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
18/F	66.7	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
19/F	70.2	**75**	**74**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
20/F	73.7	**74**	**74**	**74**	**74**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
21/F	77.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
22/F	80.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
23/F	84.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
25/F	87.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
26/F	91.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
27/F	94.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
28/F	98.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
29/F	101.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
30/F	105.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
31/F	108.7	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
32/F	112.2	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
Max Noise Level		75	75	75	75	75	74	74	74	74	74	74	74	74
Exceedance		27		26		26		26		26		26		

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (PM Peak Flow)

Site 1-Tower 8

Floor	*mPD	S1_T8-1	S1_T8-2	S1_T8-3	S1_T8-4	S1_T8-5	S1_T8-6	S1_T8-7	S1_T8-8	S1_T8-9	S1_T8-10	S1_T8-11	S1_T8-12	S1_T8-13	S1_T8-14	S1_T8-15	S1_T8-16	S1_T8-17
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	47	56	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
2/F	21.2	47	57	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
3/F	24.7	47	59	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
5/F	28.2	47	60	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
6/F	31.7	47	62	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
7/F	35.2	47	64	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
8/F	38.7	47	64	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
9/F	42.2	47	65	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
10/F	45.7	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
11/F	49.2	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
12/F	52.7	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
15/F	56.2	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
16/F	59.7	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
17/F	63.2	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
18/F	66.7	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
19/F	70.2	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
20/F	73.7	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
21/F	77.2	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
22/F	80.7	47	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
23/F	84.2	46	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
25/F	87.7	46	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
26/F	91.2	46	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
27/F	94.7	46	66	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
28/F	98.2	46	66	48	48	47	47	47	47	47	47	47	47	47	47	47	47	47
29/F	101.7	46	66	49	48	48	48	48	48	48	48	48	48	48	48	47	47	47
30/F	105.2	46	66	50	49	49	49	49	49	49	49	49	49	49	49	48	48	48
31/F	108.7	48	66	52	51	50	50	50	51	51	51	51	51	51	51	50	50	50
32/F	112.2	52	66	54	53	53	53	53	53	53	53	53	53	53	53	53	53	53
Max Noise Level		52	66	54	53	53	53	53	53	53	53	53	53	53	53	53	53	53
Exceedance		0				0			0			0		0			0	

Floor	*mPD	S1_T8-18	S1_T8-19	S1_T8-20	S1_T8-21	S1_T8-22	S1_T8-23	S1_T8-24	S1_T8-25	S1_T8-26	S1_T8-27	S1_T8-28	S1_T8-29
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	48	59	60	60	61	61	61	61	61	61	61	56
2/F	21.2	48	61	62	62	63	63	63	63	63	63	63	57
3/F	24.7	48	63	64	65	65	65	65	65	65	65	65	59
5/F	28.2	48	65	66	66	67	67	67	67	67	67	66	61
6/F	31.7	48	67	67	67	68	68	68	68	68	68	67	62
7/F	35.2	48	67	68	68	69	69	69	69	69	69	68	64
8/F	38.7	48	68	68	69	69	69	70	69	70	70	69	65
9/F	42.2	48	68	69	69	69	70	70	70	70	70	69	65
10/F	45.7	47	69	69	69	70	70	70	70	70	70	70	66
11/F	49.2	47	69	69	70	70	70	70	70	70	70	70	66
12/F	52.7	47	69	69	70	70	70	**71**	**71**	**71**	**71**	70	66
15/F	56.2	47	69	69	70	70	**71**	**71**	**71**	**71**	**71**	70	66
16/F	59.7	47	69	70	70	70	**71**	**71**	**71**	**71**	**71**	70	66
17/F	63.2	47	69	70	70	70	**71**	**71**	**71**	**71**	**71**	70	66
18/F	66.7	47	69	70	70	70	**71**	**71**	**71**	**71**	**71**	**71**	66
19/F	70.2	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
20/F	73.7	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
21/F	77.2	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
22/F	80.7	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
23/F	84.2	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
25/F	87.7	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
26/F	91.2	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
27/F	94.7	47	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	66
28/F	98.2	47	69	70	70	70	**71**	**71**	**71**	**71**	**71**	**71**	66
29/F	101.7	47	69	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	66
30/F	105.2	47	69	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	66
31/F	108.7	49	69	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	66
32/F	112.2	52	69	69	70	70	**71**	**71**	**71**	**71**	**71**	**71**	66
Max Noise Level		52	69	70	70	71	71	71	71	71	71	71	66
Exceedance		0		0		17		18		18			

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Fin) - Site 1 (PM Peak Flow)

Site 1-Tower 9

Floor	*mPD	S1_T9-1	S1_T9-2	S1_T9-3	S1_T9-4	S1_T9-5	S1_T9-6	S1_T9-7	S1_T9-8	S1_T9-9	S1_T9-10	S1_T9-11	S1_T9-12	S1_T9-13	S1_T9-14	S1_T9-15	S1_T9-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	47	47	47	47	48	47	48	48	48	48	48	49	49	54	67	60
2/F	21.2	47	47	47	47	48	47	48	48	48	48	48	49	49	55	67	61
3/F	24.7	47	47	47	47	48	47	48	48	48	48	48	49	49	55	68	62
5/F	28.2	47	47	47	47	47	47	48	48	48	48	48	49	49	56	68	63
6/F	31.7	47	47	47	47	47	47	48	48	48	48	48	49	49	56	69	63
7/F	35.2	47	47	47	47	47	47	48	48	48	48	48	49	49	56	69	64
8/F	38.7	47	47	47	47	47	47	48	48	47	48	48	49	49	57	70	64
9/F	42.2	47	47	47	47	47	47	48	48	47	48	48	48	49	57	70	64
10/F	45.7	47	47	47	47	47	47	47	47	47	48	48	48	49	57	70	65
11/F	49.2	47	47	47	47	47	47	47	47	47	48	48	48	48	57	70	65
12/F	52.7	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
15/F	56.2	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
16/F	59.7	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
17/F	63.2	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
18/F	66.7	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
19/F	70.2	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
20/F	73.7	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
21/F	77.2	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
22/F	80.7	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
23/F	84.2	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
25/F	87.7	47	47	47	47	47	47	47	47	47	48	48	48	48	58	**71**	65
26/F	91.2	47	47	47	47	47	47	47	47	47	48	48	48	49	58	**71**	65
27/F	94.7	47	47	47	47	47	47	47	47	47	48	48	48	49	59	**71**	65
28/F	98.2	47	47	47	47	47	47	47	48	48	48	48	49	50	59	**71**	65
29/F	101.7	47	47	47	47	47	48	48	48	48	49	49	49	51	59	**71**	65
30/F	105.2	48	48	48	48	48	48	49	49	49	50	50	50	53	60	**71**	66
31/F	108.7	50	50	50	50	50	51	51	52	52	53	53	54	58	62	**71**	67
32/F	112.2	53	53	53	53	54	55	55	55	56	57	57	57	61	65	**72**	68
Max Noise Level		53	53	53	53	54	55	55	55	56	57	57	57	61	65	72	68
Exceedance		0		0		0		0		0		0		18			

Floor	*mPD	S1_T9-17	S1_T9-18	S1_T9-19	S1_T9-20	S1_T9-21	S1_T9-22	S1_T9-23	S1_T9-24	S1_T9-25	S1_T9-26	S1_T9-27	S1_T9-28	S1_T9-29	S1_T9-30
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	67	69	69	69	69	69	69	68	68	68	68	68	68	68
2/F	21.2	67	69	70	70	70	70	70	70	70	70	70	70	70	70
3/F	24.7	68	70	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**	**71**
5/F	28.2	69	**71**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**	**72**
6/F	31.7	69	**72**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**72**	**72**	**72**
7/F	35.2	70	**72**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
8/F	38.7	70	**72**	**74**	**74**	**74**	**74**	**73**	**73**	**73**	**73**	**73**	**73**	**73**	**73**
9/F	42.2	70	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**73**	**73**
10/F	45.7	70	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
11/F	49.2	70	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
12/F	52.7	**71**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
15/F	56.2	**71**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
16/F	59.7	**71**	**73**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
17/F	63.2	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**
18/F	66.7	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**
19/F	70.2	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**
20/F	73.7	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**
21/F	77.2	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
22/F	80.7	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**
23/F	84.2	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**
25/F	87.7	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**
26/F	91.2	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**
27/F	94.7	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**
28/F	98.2	**71**	**73**	**75**	**75**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
29/F	101.7	**71**	**73**	**75**	**75**	**75**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
30/F	105.2	**71**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
31/F	108.7	**71**	**73**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
32/F	112.2	**71**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**	**74**
Max Noise Level		71	74	75	75	75	75	75	75	75	75	75	75	74	74
Exceedance		26				26		26		26		26		26	

Notes:

71 Exceeded Hong Kong Planning Standard Guidelines' Standard of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Window (Baffle Type), Acoustic Door (Baffle Type), Door with Auto-Closing Mechanism, Acoustic Fin) - Site 1

Site 1-Tower 1

Floor	*mPD	S1_T1-1	S1_T1-2	S1_T1-3	S1_T1-4	S1_T1-5	S1_T1-6	S1_T1-7	S1_T1-8	S1_T1-9	S1_T1-10	S1_T1-11	S1_T1-12	S1_T1-13	S1_T1-14	S1_T1-15	S1_T1-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	66	64	70	67	65	70	68	67	S.D.	70	70	70	70	70	70	70
2/F	18.2	68	66	S.D.	69	67	S.D.	70	68	S.D.	70	70	70	70	70	70	70
3/F	21.7	69	67	S.D.	70	69	S.D.	70	70	S.D.	70	70	70	70	70	70	70
5/F	25.2	70	68	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
6/F	28.7	70	69	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
7/F	32.2	70	69	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
8/F	35.7	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
9/F	39.2	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
10/F	42.7	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
11/F	46.2	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
12/F	49.7	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
15/F	53.2	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
16/F	56.7	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
17/F	60.2	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
18/F	63.7	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
19/F	67.2	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
20/F	70.7	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
21/F	74.2	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
22/F	77.7	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
23/F	81.2	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
25/F	84.7	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
26/F	88.2	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
27/F	91.7	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
28/F	95.2	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
29/F	98.7	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
30/F	102.2	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
31/F	105.7	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
32/F	109.2	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
Max Noise Level		70	70	70	70	70	70	70	70	S.D.	70	70	70	70	70	70	70
Exceedance			0			0			0			0		0		0	

Floor	*mPD	S1_T1-17	S1_T1-18	S1_T1-19	S1_T1-20	S1_T1-21	S1_T1-22	S1_T1-23	S1_T1-24	S1_T1-25	S1_T1-26	S1_T1-27	S1_T1-28	S1_T1-29	S1_T1-30	S1_T1-31	S1_T1-32	S1_T1-33	S1_T1-34	S1_T1-35
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	69	70	S.D.	69	70	70	70	70
2/F	18.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
3/F	21.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
5/F	25.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
6/F	28.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
7/F	32.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
8/F	35.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
9/F	39.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
10/F	42.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
11/F	46.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
12/F	49.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
15/F	53.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
16/F	56.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
17/F	60.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
18/F	63.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
19/F	67.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
20/F	70.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
21/F	74.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
22/F	77.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
23/F	81.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
25/F	84.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
26/F	88.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
27/F	91.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
28/F	95.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
29/F	98.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
30/F	102.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
31/F	105.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
32/F	109.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
Max Noise Level		70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70
Exceedance			0			0		0		0			0			0			0	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Window (Baffle Type), Acoustic Door (Baffle Type), Door with Auto-Closing Mechanism, Acoustic Fin) - Site 1

Site 1-Tower 2

Floor	*mPD	S1_T2-1	S1_T2-2	S1_T2-3	S1_T2-4	S1_T2-5	S1_T2-6	S1_T2-7	S1_T2-8	S1_T2-9	S1_T2-10	S1_T2-11	S1_T2-12	S1_T2-13	S1_T2-14	S1_T2-15	S1_T2-16	S1_T2-17
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	63	63	64	67	68	64	69	70	70	70	70	70	70	70	70	70	69
2/F	18.2	64	65	65	68	69	65	69	70	70	70	70	70	70	70	70	70	70
3/F	21.7	66	66	66	69	69	66	70	70	70	70	70	70	70	70	70	70	70
5/F	25.2	67	67	67	70	70	67	70	70	70	70	70	70	70	70	70	70	70
6/F	28.7	67	68	68	70	70	68	70	70	70	70	70	70	70	70	70	70	70
7/F	32.2	68	68	69	70	70	69	70	70	70	70	70	70	70	70	70	70	70
8/F	35.7	68	69	69	70	70	69	70	70	70	70	70	70	70	70	70	70	70
9/F	39.2	69	69	69	70	70	69	70	70	70	70	70	70	70	70	70	70	70
10/F	42.7	69	69	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
11/F	46.2	69	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
12/F	49.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
15/F	53.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
16/F	56.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
17/F	60.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
18/F	63.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
19/F	67.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
20/F	70.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
21/F	74.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
22/F	77.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
23/F	81.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
25/F	84.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
26/F	88.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
27/F	91.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
28/F	95.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
29/F	98.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
30/F	102.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
31/F	105.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
32/F	109.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
Max Noise Level		70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
Exceedance			0		0		0				0		0		0		0	

Floor	*mPD	S1_T2-18	S1_T2-19	S1_T2-20	S1_T2-21	S1_T2-22	S1_T2-23	S1_T2-24
G/F	6.5	-	-	-	-	-	-	-
1/F	14.7	69	67	65	64	64	64	64
2/F	18.2	70	68	67	66	65	66	65
3/F	21.7	70	68	67	66	66	66	66
5/F	25.2	70	69	68	67	66	67	66
6/F	28.7	70	70	68	67	67	67	67
7/F	32.2	70	70	69	68	67	68	68
8/F	35.7	70	70	69	69	68	68	68
9/F	39.2	70	70	70	69	68	69	68
10/F	42.7	70	70	70	69	69	69	69
11/F	46.2	70	70	70	70	70	70	70
12/F	49.7	70	70	70	70	70	70	70
15/F	53.2	70	70	70	70	70	70	70
16/F	56.7	70	70	70	70	70	70	70
17/F	60.2	70	70	70	70	70	70	70
18/F	63.7	70	70	70	70	70	70	70
19/F	67.2	70	70	70	70	70	70	70
20/F	70.7	70	70	70	70	70	70	70
21/F	74.2	70	70	70	70	70	70	70
22/F	77.7	70	70	70	70	70	70	70
23/F	81.2	70	70	70	70	70	70	70
25/F	84.7	70	70	70	70	70	70	70
26/F	88.2	70	70	70	70	70	70	70
27/F	91.7	70	70	70	70	70	70	70
28/F	95.2	70	70	70	70	70	70	70
29/F	98.7	70	70	70	70	70	70	70
30/F	102.2	70	70	70	70	70	70	70
31/F	105.7	70	70	70	70	70	70	70
32/F	109.2	70	70	70	70	70	70	70
Max Noise Level		70	70	70	70	70	70	70
Exceedance			0		0		0	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Window (Baffle Type), Acoustic Door (Baffle Type), Door with Auto-Closing Mechanism, Acoustic Fin) - Site 1

Site 1-Tower 3

Floor	*mPD	S1_T3-1	S1_T3-2	S1_T3-3	S1_T3-4	S1_T3-5	S1_T3-6	S1_T3-7	S1_T3-8	S1_T3-9	S1_T3-10	S1_T3-11	S1_T3-12	S1_T3-13	S1_T3-14	S1_T3-15	S1_T3-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	59	59	59	60	60	60	60	61	61	61	61	61	61	61	61	61
2/F	18.2	60	60	61	61	61	61	62	62	62	63	62	62	62	63	63	63
3/F	21.7	62	62	62	62	62	63	63	63	63	64	63	63	64	64	64	64
5/F	25.2	63	63	63	63	64	64	64	64	65	65	65	65	65	65	65	65
6/F	28.7	64	64	64	64	64	65	65	65	65	66	65	65	66	66	66	66
7/F	32.2	64	64	64	65	65	65	66	66	66	66	66	66	66	66	66	67
8/F	35.7	65	65	65	65	65	66	66	66	66	67	66	67	67	67	67	67
9/F	39.2	65	65	65	66	66	66	66	67	67	67	67	67	67	67	67	67
10/F	42.7	65	66	66	66	66	66	67	67	67	67	67	67	67	67	68	68
11/F	46.2	66	66	66	66	67	67	67	67	67	68	67	68	68	68	68	68
12/F	49.7	66	66	66	67	67	67	67	67	68	68	68	68	68	68	68	68
15/F	53.2	66	66	66	67	67	67	67	68	68	68	68	68	68	68	68	69
16/F	56.7	66	67	67	67	67	67	68	68	68	68	68	68	68	68	69	69
17/F	60.2	67	67	67	67	67	68	68	68	68	68	68	68	69	69	69	69
18/F	63.7	67	67	67	67	68	68	68	68	68	69	68	68	69	69	69	69
19/F	67.2	67	67	67	68	68	68	68	68	68	69	69	69	69	69	69	69
20/F	70.7	67	67	67	68	68	68	68	68	69	69	69	69	69	69	69	69
21/F	74.2	67	67	67	68	68	68	68	68	69	69	69	69	69	69	69	69
22/F	77.7	67	67	67	68	68	68	68	69	69	69	69	69	69	69	69	69
23/F	81.2	67	67	68	68	68	68	68	69	69	69	69	69	69	69	69	69
25/F	84.7	67	67	68	68	68	68	68	69	69	69	69	69	69	69	69	69
26/F	88.2	67	68	68	68	68	68	68	69	69	69	69	69	69	69	69	69
27/F	91.7	68	68	68	68	68	68	69	69	69	69	69	69	69	69	69	69
Max Noise Level		68	68	68	68	68	68	69	69	69	69	69	69	69	69	69	69
Exceedance			0			0			0		0		0			0	

Floor	*mPD	S1_T3-17	S1_T3-18	S1_T3-19	S1_T3-20	S1_T3-21	S1_T3-22	S1_T3-23	S1_T3-24	S1_T3-25	S1_T3-26	S1_T3-27	S1_T3-28	S1_T3-29	S1_T3-30	S1_T3-31	S1_T3-32
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	66	66	67	67	68	68	68	68	68	68	68	68	68	68	68	68
2/F	18.2	67	68	68	68	68	69	69	69	69	69	69	68	68	68	69	69
3/F	21.7	68	68	69	69	69	69	69	69	69	69	69	69	69	69	69	69
5/F	25.2	68	69	69	70	70	70	70	70	70	70	70	70	69	69	69	70
6/F	28.7	69	69	70	70	70	70	70	70	70	70	70	70	70	70	70	70
7/F	32.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
8/F	35.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
9/F	39.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
10/F	42.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
11/F	46.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
12/F	49.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
15/F	53.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
16/F	56.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
17/F	60.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
18/F	63.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
19/F	67.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
20/F	70.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
21/F	74.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
22/F	77.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
23/F	81.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
25/F	84.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
26/F	88.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
27/F	91.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
Max Noise Level		70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
Exceedance			0			0			0		0		0			0	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Window (Baffle Type), Acoustic Door (Baffle Type), Door with Auto-Closing Mechanism, Acoustic Fin) - Site 1

Site 1-Tower 5

Floor	*mPD	S1_T5-1	S1_T5-2	S1_T5-3	S1_T5-4	S1_T5-5	S1_T5-6	S1_T5-7	S1_T5-8	S1_T5-9	S1_T5-10	S1_T5-11	S1_T5-12	S1_T5-13	S1_T5-14	S1_T5-15	S1_T5-16	S1_T5-17	S1_T5-18	S1_T5-19
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	64	64	57	57	57	57	58	58	58	58	58	58	58	58	58	59	59	59	59
2/F	18.2	65	65	58	58	58	59	59	59	59	59	59	59	59	60	60	60	60	60	60
3/F	21.7	65	65	59	59	59	59	59	60	60	60	60	60	61	61	61	61	61	61	61
5/F	25.2	66	66	60	60	60	60	61	61	61	61	61	61	62	62	62	62	62	62	62
6/F	28.7	66	66	61	61	61	61	61	62	62	62	62	62	63	63	63	63	63	63	63
7/F	32.2	66	66	62	62	62	62	62	62	63	63	63	63	63	63	63	64	64	64	64
8/F	35.7	67	67	62	62	62	63	63	63	63	63	63	64	64	64	64	64	64	64	65
9/F	39.2	67	67	63	63	63	63	63	63	63	64	64	64	64	64	64	64	65	65	65
10/F	42.7	67	67	63	63	63	63	64	64	64	64	64	64	65	65	65	65	65	65	65
11/F	46.2	68	68	63	64	64	64	64	64	64	64	65	65	65	65	65	65	65	66	66
12/F	49.7	68	68	64	64	64	64	64	64	64	65	65	65	65	65	65	65	66	66	66
15/F	53.2	69	69	64	64	64	64	64	65	65	65	65	65	65	65	65	66	66	66	66
16/F	56.7	69	69	64	64	64	64	65	65	65	65	65	65	66	66	66	66	66	66	66
17/F	60.2	70	69	64	64	64	65	65	65	65	65	65	66	66	66	66	66	66	66	66
18/F	63.7	70	70	64	65	65	65	65	65	65	65	66	66	66	66	66	66	66	67	67
19/F	67.2	70	70	65	65	65	65	65	65	65	66	66	66	66	66	66	66	66	67	67
20/F	70.7	70	70	65	65	65	65	65	65	66	66	66	66	66	66	66	67	67	67	67
21/F	74.2	70	70	65	65	65	66	66	66	66	66	66	66	66	67	67	67	67	67	67
Max Noise Level		70	70	65	65	65	66	66	66	66	66	66	66	66	67	67	67	67	67	67
Exceedance		0				0			0			0				0			0	

Floor	*mPD	S1_T5-20	S1_T5-21	S1_T5-22	S1_T5-23	S1_T5-24	S1_T5-25	S1_T5-26	S1_T5-27	S1_T5-28	S1_T5-29	S1_T5-30	S1_T5-31	S1_T5-32	S1_T5-33	S1_T5-34	S1_T5-35
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	14.7	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68	68
2/F	18.2	69	69	69	69	69	69	69	69	69	69	69	69	68	68	68	68
3/F	21.7	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69	69
5/F	25.2	69	69	69	70	70	70	70	70	70	70	69	69	69	69	69	69
6/F	28.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	69
7/F	32.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
8/F	35.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
9/F	39.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
10/F	42.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
11/F	46.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
12/F	49.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
15/F	53.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
16/F	56.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
17/F	60.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
18/F	63.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
19/F	67.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
20/F	70.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
21/F	74.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
Max Noise Level		70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70
Exceedance		0			0			0		0		0			0		

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Window (Baffle Type), Acoustic Door (Baffle Type), Door with Auto-Closing Mechanism, Acoustic Fin) - Site 1

Site 1-Tower 6

Floor	*mPD	S1_T6-1	S1_T6-2	S1_T6-3	S1_T6-4	S1_T6-5	S1_T6-6	S1_T6-7	S1_T6-8	S1_T6-9	S1_T6-10	S1_T6-11	S1_T6-12	S1_T6-13	S1_T6-14	S1_T6-15	S1_T6-16	S1_T6-17	S1_T6-18	S1_T6-19
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	66	67	67	64	62	68	66	64	69	68	65	70	70	70	70	70	70	70	70
2/F	21.2	69	70	70	68	66	S.D.	70	68	S.D.	70	69	S.D.	70	70	70	70	70	70	70
3/F	24.7	70	70	70	70	68	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
5/F	28.2	70	70	70	70	69	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
6/F	31.7	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
7/F	35.2	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
8/F	38.7	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
9/F	42.2	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
10/F	45.7	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
11/F	49.2	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
12/F	52.7	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
15/F	56.2	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
16/F	59.7	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
17/F	63.2	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
18/F	66.7	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
19/F	70.2	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
20/F	73.7	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
21/F	77.2	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
22/F	80.7	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
23/F	84.2	70	70	70	70	69	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
25/F	87.7	70	70	70	70	69	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
26/F	91.2	70	70	70	70	69	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
27/F	94.7	70	70	70	70	69	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
28/F	98.2	70	70	70	70	69	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
29/F	101.7	70	70	70	70	69	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
30/F	105.2	70	70	70	70	69	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
31/F	108.7	70	70	70	70	69	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
32/F	112.2	70	70	70	70	69	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
Max Noise Level		70	70	70	70	70	68	70	70	69	70	70	70	70	70	70	70	70	70	70
Exceedance			0			0			0			0		0		0			0	

Floor	*mPD	S1_T6-20	S1_T6-21	S1_T6-22	S1_T6-23	S1_T6-24	S1_T6-25	S1_T6-26	S1_T6-27	S1_T6-28	S1_T6-29	S1_T6-30	S1_T6-31	S1_T6-32	S1_T6-33	S1_T6-34	S1_T6-35	S1_T6-36	S1_T6-37
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	70	70	67	69	70	70	70	S.D.	67	69	S.D.	66	68	70	65	67	69	69
2/F	21.2	70	70	69	70	70	70	70	S.D.	69	70	S.D.	68	70	S.D.	67	69	70	70
3/F	24.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	69	70	S.D.	68	70	70	70
5/F	28.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	69	70	70	70
6/F	31.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
7/F	35.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
8/F	38.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
9/F	42.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
10/F	45.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
11/F	49.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
12/F	52.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
15/F	56.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
16/F	59.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
17/F	63.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
18/F	66.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
19/F	70.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
20/F	73.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
21/F	77.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
22/F	80.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
23/F	84.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
25/F	87.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
26/F	91.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
27/F	94.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
28/F	98.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
29/F	101.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
30/F	105.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
31/F	108.7	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
32/F	112.2	70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	S.D.	70	70	70	70
Max Noise Level		70	70	70	70	70	70	70	S.D.	70	70	S.D.	70	70	70	70	70	70	70
Exceedance			0		0		0		0			0			0			0	

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Window (Baffle Type), Acoustic Door (Baffle Type), Door with Auto-Closing Mechanism, Acoustic Fin) - Site 1

Site 1-Tower 7

Floor	*mPD	S1_T7-1	S1_T7-2	S1_T7-3	S1_T7-4	S1_T7-5	S1_T7-6	S1_T7-7	S1_T7-8	S1_T7-9	S1_T7-10	S1_T7-11	S1_T7-12	S1_T7-13	S1_T7-14
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	59	60	59	60	60	61	62	62	62	62	63	63	65	65
2/F	21.2	61	62	62	62	62	64	64	65	65	65	66	67	68	69
3/F	24.7	64	64	64	64	65	66	67	67	68	68	68	69	70	70
5/F	28.2	65	66	66	66	66	68	68	69	69	69	70	70	70	70
6/F	31.7	67	67	67	68	68	69	69	70	70	70	70	70	70	70
7/F	35.2	68	68	68	68	68	70	70	70	70	70	70	70	70	70
8/F	38.7	68	68	69	69	69	70	70	70	70	70	70	70	70	70
9/F	42.2	69	69	69	69	69	70	70	70	70	70	70	70	70	70
10/F	45.7	69	69	69	69	69	70	70	70	70	70	70	70	70	70
11/F	49.2	69	69	69	69	69	70	70	70	70	70	70	70	70	70
12/F	52.7	69	69	69	70	70	70	70	70	70	70	70	70	70	70
15/F	56.2	69	69	69	70	70	70	70	70	70	70	70	70	70	70
16/F	59.7	69	69	70	70	70	70	70	70	70	70	70	70	70	70
17/F	63.2	69	70	70	70	70	70	70	70	70	70	70	70	70	70
18/F	66.7	69	70	70	70	70	70	70	70	70	70	70	70	70	70
19/F	70.2	69	70	70	70	70	70	70	70	70	70	70	70	70	70
20/F	73.7	69	70	70	70	70	70	70	70	70	70	70	70	70	70
21/F	77.2	69	70	70	70	70	70	70	70	70	70	70	70	70	70
22/F	80.7	69	70	70	70	70	70	70	70	70	70	70	70	70	70
23/F	84.2	69	69	70	70	70	70	70	70	70	70	70	70	70	70
25/F	87.7	69	69	69	70	70	70	70	70	70	70	70	70	70	70
26/F	91.2	69	69	69	70	70	70	70	70	70	70	70	70	70	70
27/F	94.7	69	69	69	70	70	70	70	70	70	70	70	70	70	70
28/F	98.2	69	69	69	70	69	70	70	70	70	70	70	70	70	70
29/F	101.7	69	69	69	69	69	70	70	70	70	70	70	70	70	70
30/F	105.2	69	69	69	69	69	70	70	70	70	70	70	70	70	70
31/F	108.7	69	69	69	69	69	70	70	70	70	70	70	70	70	70
32/F	112.2	69	69	69	69	69	70	70	70	70	70	70	70	70	70
Max Noise Level		69	70	70	70	70	70	70	70	70	70	70	70	70	70
Exceedance		0			0		0		0		0		0		

Floor	*mPD	S1_T7-15	S1_T7-16	S1_T7-17	S1_T7-18	S1_T7-19	S1_T7-20	S1_T7-21	S1_T7-22	S1_T7-23	S1_T7-24	S1_T7-25	S1_T7-26	S1_T7-27
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	69	69	69	69	69	68	68	68	68	68	68	68	67
2/F	21.2	70	70	70	70	70	70	70	70	70	70	70	70	70
3/F	24.7	70	70	70	70	70	70	70	70	70	70	70	70	70
5/F	28.2	70	70	70	70	70	70	70	70	70	70	70	70	70
6/F	31.7	70	70	70	70	70	70	70	70	70	70	70	70	70
7/F	35.2	70	70	70	70	70	70	70	70	70	70	70	70	70
8/F	38.7	70	70	70	70	70	70	70	70	70	70	70	70	70
9/F	42.2	70	70	70	70	70	70	70	70	70	70	70	70	70
10/F	45.7	70	70	70	70	70	70	70	70	70	70	70	70	70
11/F	49.2	70	70	70	70	70	70	70	70	70	70	70	70	70
12/F	52.7	70	70	70	70	70	70	70	70	70	70	70	70	70
15/F	56.2	70	70	70	70	70	70	70	70	70	70	70	70	70
16/F	59.7	70	70	70	70	70	70	70	70	70	70	70	70	70
17/F	63.2	70	70	70	70	70	70	70	70	70	70	70	70	70
18/F	66.7	70	70	70	70	70	70	70	70	70	70	70	70	70
19/F	70.2	70	70	70	70	70	70	70	70	70	70	70	70	70
20/F	73.7	70	70	70	70	70	70	70	70	70	70	70	70	70
21/F	77.2	70	70	70	70	70	70	70	70	70	70	70	70	70
22/F	80.7	70	70	70	70	70	70	70	70	70	70	70	70	70
23/F	84.2	70	70	70	70	70	70	70	70	70	70	70	70	70
25/F	87.7	70	70	70	70	70	70	70	70	70	70	70	70	70
26/F	91.2	70	70	70	70	70	70	70	70	70	70	70	70	70
27/F	94.7	70	70	70	70	70	70	70	70	70	70	70	70	70
28/F	98.2	70	70	70	70	70	70	70	70	70	70	70	70	70
29/F	101.7	70	70	70	70	70	70	70	70	70	70	70	70	70
30/F	105.2	70	70	70	70	70	70	70	70	70	70	70	70	70
31/F	108.7	70	70	70	70	70	70	70	70	70	70	70	70	70
32/F	112.2	70	70	70	70	70	70	70	70	70	70	70	70	70
Max Noise Level		70	70	70	70	70	70	70	70	70	70	70	70	70
Exceedance		0		0		0		0		0		0		

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Window (Baffle Type), Acoustic Door (Baffle Type), Door with Auto-Closing Mechanism, Acoustic Fin) - Site 1

Site 1-Tower 8

Floor	*mPD	S1_T8-1	S1_T8-2	S1_T8-3	S1_T8-4	S1_T8-5	S1_T8-6	S1_T8-7	S1_T8-8	S1_T8-9	S1_T8-10	S1_T8-11	S1_T8-12	S1_T8-13	S1_T8-14	S1_T8-15	S1_T8-16	S1_T8-17
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	47	56	47	47	47	47	47	48	48	48	48	48	48	48	48	48	48
2/F	21.2	47	58	47	47	47	47	47	48	48	48	48	48	48	48	48	48	48
3/F	24.7	47	59	47	47	47	47	47	48	48	48	48	48	48	48	48	48	48
5/F	28.2	47	61	47	47	47	47	47	48	48	48	48	48	48	48	48	48	48
6/F	31.7	47	63	47	47	47	47	47	47	48	48	48	48	48	48	48	48	48
7/F	35.2	47	64	47	47	47	47	47	47	48	48	48	48	48	48	48	48	48
8/F	38.7	47	65	47	47	47	47	47	47	47	48	48	48	48	48	48	48	48
9/F	42.2	47	66	47	47	47	47	47	47	47	48	48	48	48	48	48	48	48
10/F	45.7	47	66	47	47	47	47	47	47	47	47	48	48	48	48	48	48	48
11/F	49.2	47	66	47	47	47	47	47	47	47	47	48	48	48	48	48	48	48
12/F	52.7	47	66	47	47	47	47	47	47	47	47	47	48	48	48	48	48	48
15/F	56.2	47	67	47	47	47	47	47	47	47	47	47	48	48	48	48	48	48
16/F	59.7	47	67	47	47	47	47	47	47	47	47	47	47	47	48	48	48	48
17/F	63.2	47	67	47	47	47	47	47	47	47	47	47	47	47	47	48	48	48
18/F	66.7	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	48	48
19/F	70.2	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	48
20/F	73.7	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	48
21/F	77.2	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
22/F	80.7	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
23/F	84.2	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
25/F	87.7	47	67	47	47	47	47	47	47	47	47	47	47	47	47	47	47	47
26/F	91.2	47	67	48	47	47	47	47	47	47	47	47	47	47	47	47	47	47
27/F	94.7	47	67	48	48	48	48	48	48	48	48	48	48	48	48	48	47	47
28/F	98.2	47	67	49	48	48	48	48	48	48	48	48	48	48	48	48	48	48
29/F	101.7	47	67	50	49	48	48	48	48	48	48	48	48	48	48	48	48	48
30/F	105.2	47	67	51	50	49	49	49	49	49	49	49	49	49	49	49	49	48
31/F	108.7	49	67	52	51	51	51	51	51	51	51	51	51	51	51	51	51	51
32/F	112.2	52	67	54	53	53	53	53	53	53	54	54	54	54	54	54	53	53
Max Noise Level		52	67	54	53	53	53	53	53	53	54	54	54	54	54	54	53	53
Exceedance		0				0			0			0		0			0	

Floor	*mPD	S1_T8-18	S1_T8-19	S1_T8-20	S1_T8-21	S1_T8-22	S1_T8-23	S1_T8-24	S1_T8-25	S1_T8-26	S1_T8-27	S1_T8-28	S1_T8-29
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	48	59	60	61	61	61	62	62	62	62	61	56
2/F	21.2	48	62	62	63	63	64	64	64	64	64	63	58
3/F	24.7	48	64	64	65	65	66	66	66	66	66	65	59
5/F	28.2	48	66	66	67	67	67	67	68	68	67	67	61
6/F	31.7	48	67	67	68	68	68	69	69	69	69	68	63
7/F	35.2	48	68	68	69	69	69	69	69	69	69	69	64
8/F	38.7	48	68	69	69	70	70	70	70	70	70	69	65
9/F	42.2	48	69	69	70	70	70	70	70	70	70	70	66
10/F	45.7	48	69	69	70	70	70	70	70	70	70	70	66
11/F	49.2	48	69	70	70	70	70	70	70	70	70	70	66
12/F	52.7	48	69	70	70	70	70	70	70	70	70	70	67
15/F	56.2	48	69	70	70	70	70	70	70	70	70	70	67
16/F	59.7	48	69	70	70	70	70	70	70	70	70	70	67
17/F	63.2	48	70	70	70	70	70	70	70	70	70	70	67
18/F	66.7	48	70	70	70	70	70	70	70	70	70	70	67
19/F	70.2	48	70	70	70	70	70	70	70	70	70	70	67
20/F	73.7	48	70	70	70	70	70	70	70	70	70	70	67
21/F	77.2	48	70	70	70	70	70	70	70	70	70	70	67
22/F	80.7	48	70	70	70	70	70	70	70	70	70	70	67
23/F	84.2	48	70	70	70	70	70	70	70	70	70	70	67
25/F	87.7	48	70	70	70	70	70	70	70	70	70	70	67
26/F	91.2	48	70	70	70	70	70	70	70	70	70	70	67
27/F	94.7	47	70	70	70	70	70	70	70	70	70	70	67
28/F	98.2	47	69	70	70	70	70	70	70	70	70	70	67
29/F	101.7	47	69	70	70	70	70	70	70	70	70	70	67
30/F	105.2	48	69	70	70	70	70	70	70	70	70	70	67
31/F	108.7	50	69	70	70	70	70	70	70	70	70	70	67
32/F	112.2	53	69	70	70	70	70	70	70	70	70	70	67
Max Noise Level		53	70	70	70	70	70	70	70	70	70	70	67
Exceedance		0		0		0		0		0			

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Window (Baffle Type), Acoustic Door (Baffle Type), Door with Auto-Closing Mechanism, Acoustic Fin) - Site 1

Site 1-Tower 9

Floor	*mPD	S1_T9-1	S1_T9-2	S1_T9-3	S1_T9-4	S1_T9-5	S1_T9-6	S1_T9-7	S1_T9-8	S1_T9-9	S1_T9-10	S1_T9-11	S1_T9-12	S1_T9-13	S1_T9-14	S1_T9-15	S1_T9-16
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	48	48	48	48	48	48	48	48	48	49	49	49	49	54	67	61
2/F	21.2	48	48	48	48	48	48	48	48	48	49	49	49	49	55	68	61
3/F	24.7	48	48	48	48	48	48	48	48	48	49	49	49	49	56	68	62
5/F	28.2	48	48	48	48	48	48	48	48	48	49	49	49	49	56	69	63
6/F	31.7	48	48	48	48	48	48	48	48	48	49	49	49	49	57	69	64
7/F	35.2	48	48	48	48	48	48	48	48	48	49	49	49	49	57	70	64
8/F	38.7	48	48	48	48	48	48	48	48	48	49	49	49	49	57	70	65
9/F	42.2	48	48	48	48	48	48	48	48	48	49	49	49	49	58	70	65
10/F	45.7	48	48	48	48	48	48	48	48	48	49	49	49	49	58	70	65
11/F	49.2	48	48	48	48	48	48	48	48	48	49	49	49	49	58	70	65
12/F	52.7	48	48	48	48	48	48	48	48	48	49	49	49	49	58	70	65
15/F	56.2	48	48	48	48	48	48	48	48	48	49	49	49	49	58	70	66
16/F	59.7	48	48	48	48	48	48	48	48	48	49	49	49	49	59	70	66
17/F	63.2	48	48	48	48	48	48	48	48	48	49	49	49	49	59	70	66
18/F	66.7	48	48	48	48	48	48	48	48	48	49	49	49	49	59	70	66
19/F	70.2	48	48	48	48	48	48	48	48	48	49	49	49	49	59	70	66
20/F	73.7	48	48	48	48	48	48	48	48	48	48	48	49	49	59	70	66
21/F	77.2	48	48	48	48	48	48	48	48	48	48	48	49	49	59	70	66
22/F	80.7	48	48	48	48	48	48	48	48	48	48	48	49	49	59	70	66
23/F	84.2	48	48	47	48	48	48	48	48	48	48	48	49	49	59	70	66
25/F	87.7	48	48	47	48	48	48	48	48	48	48	48	49	49	59	70	66
26/F	91.2	48	48	48	48	48	48	48	48	48	49	48	49	49	59	70	66
27/F	94.7	48	48	48	48	48	48	48	48	48	49	49	49	50	59	70	66
28/F	98.2	48	48	48	48	48	48	48	48	48	49	49	49	50	59	70	66
29/F	101.7	48	48	48	48	48	48	48	48	49	49	49	50	52	60	70	66
30/F	105.2	48	48	48	48	49	49	49	49	50	51	50	51	54	61	70	66
31/F	108.7	50	51	51	51	51	52	52	52	53	54	53	54	58	63	70	67
32/F	112.2	53	54	54	54	55	55	56	56	57	58	57	58	62	65	70	68
Max Noise Level		53	54	54	54	55	55	56	56	57	58	57	58	62	65	70	68
Exceedance		0		0		0		0		0		0		0			

Floor	*mPD	S1_T9-17	S1_T9-18	S1_T9-19	S1_T9-20	S1_T9-21	S1_T9-22	S1_T9-23	S1_T9-24	S1_T9-25	S1_T9-26	S1_T9-27	S1_T9-28	S1_T9-29	S1_T9-30
G/F	6.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1/F	17.7	67	69	70	70	69	69	69	69	69	69	68	68	68	68
2/F	21.2	68	70	70	70	70	70	70	70	70	70	70	70	70	70
3/F	24.7	68	70	70	70	70	70	70	70	70	70	70	70	70	70
5/F	28.2	69	70	70	70	70	70	70	70	70	70	70	70	70	70
6/F	31.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70
7/F	35.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70
8/F	38.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70
9/F	42.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70
10/F	45.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70
11/F	49.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70
12/F	52.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70
15/F	56.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70
16/F	59.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70
17/F	63.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70
18/F	66.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70
19/F	70.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70
20/F	73.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70
21/F	77.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70
22/F	80.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70
23/F	84.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70
25/F	87.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70
26/F	91.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70
27/F	94.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70
28/F	98.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70
29/F	101.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70
30/F	105.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70
31/F	108.7	70	70	70	70	70	70	70	70	70	70	70	70	70	70
32/F	112.2	70	70	70	70	70	70	70	70	70	70	70	70	70	70
Max Noise Level		70	70	70	70	70	70	70	70	70	70	70	70	70	70
Exceedance		0				0		0		0		0		0	

Legend	
Acoustic Window (Baffle Type)	AW(BT)
Acoustic Door (Baffle Type)	AD(BT)
Door with Auto-Closing Mechanism	S.D.

-	Non-residential unit

Remark: The predicted noise levels are not the actual noise levels at the external façade after the application of innovative noise mitigation measures (acoustic window/door). These predicted noise levels are the equivalent noise levels at 1m from the external façade after accounting the reduction in noise levels inside the room offered by the proposed noise mitigation measures.

Appendix 2.5 Estimation of Noise Attenuation of Acoustic Window/Door

	Application Site							Reference								Sound Attenuation			
Description	Outer opening width, m	Outer opening height, m	Outer opening area, m^2	Air gap, m	Overlapping length, m	MPA applied?	Room area (RA), m^2	Outer opening width, m	Outer opening height, m	Outer opening area, m^2	Air gap, m	Overlapping length, m	MPA applied?	Room area (RAref), m^2	Ref. sound attenuation, dB(A)	Room Size Adjustment: 10xlog(RA / RAref) (adjust downward only), dB(A)	Additional Sound Attenuatin from MPA, dB(A)	Additional Sound Attenuatin from SAM, dB(A)	**Adjusted Sound Attenuatin, dB(A)**
Acoustic Window	0.600	1.165	**0.7**	0.100	0.253	1mm	4.5	0.600	1.165	**0.7**	0.100	0.253	1mm	6.8	6.9	-1.8	0.0	1.5	6.6
Acoustic Door	1.275	2.535	**3.2**	0.100	0.275	No	12.3	1.275	2.535	**3.2**	0.100	0.275	1mm	38.3	8.8	-4.9	1.0	1.5	6.4

Appendix 2.6 Schedule of Noise Mitigation Measures

Schedule of Noise Mitigation Measures

Tower	NSR	Floor	NMM	Noise Mitigation Measures
Tower 1	S1_T1-1	6/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-2	12/F-21/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-3	2/F-32/F	S.D.	Door with Auto-Closing Mechanism
	S1_T1-4	5/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-5	7/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-6	2/F-32/F	S.D.	Door with Auto-Closing Mechanism
	S1_T1-7	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-8	5/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-9	1/F-32/F	S.D.	Door with Auto-Closing Mechanism
	S1_T1-10	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-11	1/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T1-12	1/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T1-13	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-14	3/F-29/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-15	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-16	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-17	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-18	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-19	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-20	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-21	1/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T1-22	1/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T1-23	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-24	1/F-32/F	S.D.	Door with Auto-Closing Mechanism
	S1_T1-25	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-26	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-27	1/F-32/F	S.D.	Door with Auto-Closing Mechanism
	S1_T1-28	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-29	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-30	1/F-32/F	S.D.	Door with Auto-Closing Mechanism
	S1_T1-31	5/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-32	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-33	1/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T1-34	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T1-35	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)

Schedule of Noise Mitigation Measures

Tower	NSR	Floor	NMM	Noise Mitigation Measures
Tower 2	S1_T2-3	17/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T2-4	7/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T2-5	6/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T2-6	16/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T2-7	5/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T2-8	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T2-9	1/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T2-10	1/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T2-11	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T2-12	1/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T2-13	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T2-14	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T2-15	2/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T2-16	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T2-17	2/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T2-18	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T2-19	8/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T2-20	11/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T2-21	12/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T2-22	15/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T2-23	12/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T2-24	15/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
Tower 3	S1_T3-17	10/F-27/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T3-18	9/F-27/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T3-19	8/F-27/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T3-20	7/F-27/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T3-21	7/F-27/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T3-22	7/F-27/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T3-23	6/F-27/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T3-24	6/F-27/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T3-25	6/F-27/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T3-26	7/F-27/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T3-27	7/F-27/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T3-28	7/F-27/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T3-29	7/F-27/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T3-30	7/F-27/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T3-31	7/F-27/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T3-32	7/F-27/F	AW(BT)	Acoustic Window (Baffle Type)

Schedule of Noise Mitigation Measures

Tower	NSR	Floor	NMM	Noise Mitigation Measures
Tower 5	S1_T5-1	21/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T5-20	7/F-21/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T5-21	8/F-21/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T5-22	8/F-21/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T5-23	7/F-21/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T5-24	8/F-21/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T5-25	8/F-21/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T5-26	7/F-21/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T5-27	7/F-21/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T5-28	7/F-21/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T5-29	8/F-21/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T5-30	8/F-21/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T5-31	8/F-21/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T5-32	8/F-21/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T5-33	9/F-21/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T5-34	9/F-21/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T5-35	9/F-21/F	AW(BT)	Acoustic Window (Baffle Type)

Schedule of Noise Mitigation Measures

Tower	NSR	Floor	NMM	Noise Mitigation Measures
Tower 6	S1_T6-1	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-2	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-3	3/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T6-4	5/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-6	2/F-32/F	S.D.	Door with Auto-Closing Mechanism
	S1_T6-7	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-8	5/F-22/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-9	2/F-32/F	S.D.	Door with Auto-Closing Mechanism
	S1_T6-10	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-11	3/F-29/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-12	2/F-32/F	S.D.	Door with Auto-Closing Mechanism
	S1_T6-13	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-14	1/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T6-15	1/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T6-16	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-17	2/F-22/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-18	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-19	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-20	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-21	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-22	6/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-23	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-24	1/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T6-25	1/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T6-26	1/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-27	1/F-32/F	S.D.	Door with Auto-Closing Mechanism
	S1_T6-28	5/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-29	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-30	1/F-32/F	S.D.	Door with Auto-Closing Mechanism
	S1_T6-31	7/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-32	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-33	2/F-32/F	S.D.	Door with Auto-Closing Mechanism
	S1_T6-34	9/F-28/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-35	5/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T6-36	2/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T6-37	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)

Schedule of Noise Mitigation Measures

Tower	NSR	Floor	NMM	Noise Mitigation Measures
Tower 7	S1_T7-6	10/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T7-7	9/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T7-8	8/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T7-9	7/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T7-10	7/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T7-11	7/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T7-12	6/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T7-13	5/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T7-14	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T7-15	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T7-16	2/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T7-17	2/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T7-18	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T7-19	2/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T7-20	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T7-21	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T7-22	3/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T7-23	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T7-24	3/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T7-25	3/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T7-26	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T7-27	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
Tower 8	S1_T8-21	17/F-28/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T8-22	12/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T8-23	11/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T8-24	10/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T8-25	10/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T8-26	10/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T8-27	10/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T8-28	15/F-32/F	AW(BT)	Acoustic Window (Baffle Type)

Schedule of Noise Mitigation Measures

Tower	NSR	Floor	NMM	Noise Mitigation Measures
Tower 9	S1_T9-15	9/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T9-17	8/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T9-18	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T9-19	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T9-20	2/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T9-21	2/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T9-22	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T9-23	2/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T9-24	2/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T9-25	3/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T9-26	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T9-27	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)
	S1_T9-28	3/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T9-29	3/F-32/F	AD(BT)	Acoustic Door (Baffle Type)
	S1_T9-30	3/F-32/F	AW(BT)	Acoustic Window (Baffle Type)

Appendix 3.1 Extract of Northern Link EIA (Approved EIA Report No.: AEIAR-259/2024)

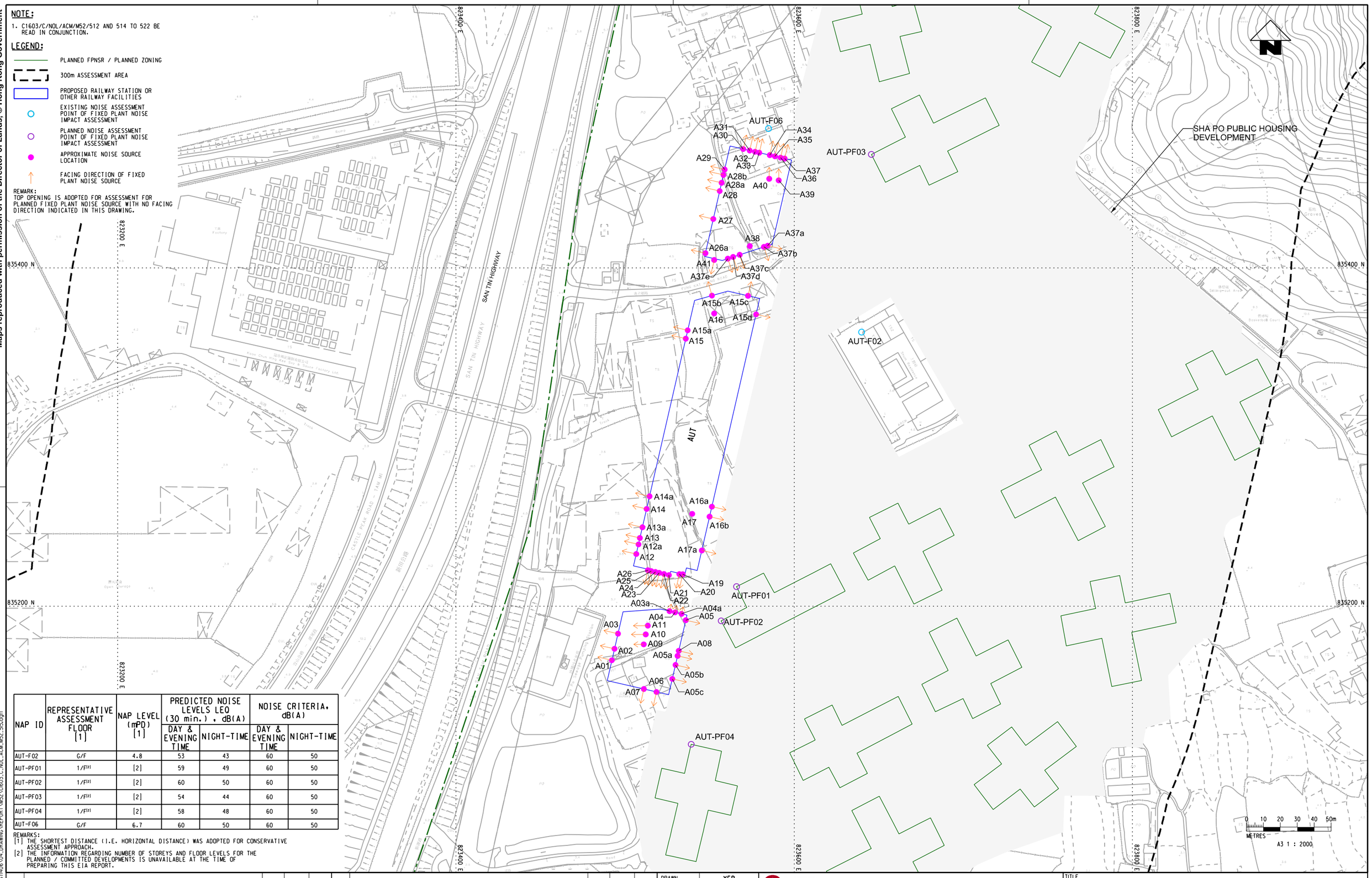
NOTE:

1. C1603/C/NOL/ACM/M52/512 AND 514 TO 522 BE READ IN CONJUNCTION.

LEGEND:

- PLANNED FPNSR / PLANNED ZONING
- 300m ASSESSMENT AREA
- PROPOSED RAILWAY STATION OR OTHER RAILWAY FACILITIES
- EXISTING NOISE ASSESSMENT POINT OF FIXED PLANT NOISE IMPACT ASSESSMENT
- PLANNED NOISE ASSESSMENT POINT OF FIXED PLANT NOISE IMPACT ASSESSMENT
- APPROXIMATE NOISE SOURCE LOCATION
- FACING DIRECTION OF FIXED PLANT NOISE SOURCE

REMARK:
TOP OPENING IS ADOPTED FOR ASSESSMENT FOR PLANNED FIXED PLANT NOISE SOURCE WITH NO FACING DIRECTION INDICATED IN THIS DRAWING.



NAP ID	REPRESENTATIVE ASSESSMENT FLOOR [1]	NAP LEVEL (mPD) [1]	PREDICTED NOISE LEVELS LEQ (30 min.), dB(A)		NOISE CRITERIA, dB(A)	
			DAY & EVENING TIME	NIGHT-TIME	DAY & EVENING TIME	NIGHT-TIME
AUT-F02	G/F	4.8	53	43	60	50
AUT-PF01	1/F[2]	[2]	59	49	60	50
AUT-PF02	1/F[2]	[2]	60	50	60	50
AUT-PF03	1/F[2]	[2]	54	44	60	50
AUT-PF04	1/F[2]	[2]	58	48	60	50
AUT-F06	G/F	6.7	60	50	60	50

REMARKS:
[1] THE SHORTEST DISTANCE (I.E. HORIZONTAL DISTANCE) WAS ADOPTED FOR CONSERVATIVE ASSESSMENT APPROACH.
[2] THE INFORMATION REGARDING NUMBER OF STOREYS AND FLOOR LEVELS FOR THE PLANNED / COMMITTED DEVELOPMENTS IS UNAVAILABLE AT THE TIME OF PREPARING THIS EIA REPORT.

REV	DESCRIPTION	BY	DATE	APPROVED	REV	DESCRIPTION	BY	DATE	APPROVED

DRAWN	YFB
DESIGNED	---
CHECKED	---
APPROVED	---
DATE	11/SEP/2023

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NORTHERN LINK

ORIGINATOR

AECOM

CADD REF. C1603_C_NOL_ACM_M52_515.dgn

TITLE

C1603

ENVIRONMENTAL IMPACT ASSESSMENT STUDY FOR NORTHERN LINK
PREDICTED FIXED PLANT NOISE LEVEL AT REPRESENTATIVE LEVELS
(SHEET 3 OF 10)

SCALE 1 : 2000(A3)

DRAWING NO. C1603/C/NOL/ACM/M52/515

REV. -

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4.6.9 The maximum SWLs of the fixed plant noise sources of the Project are presented in **Table 4.10**. Detailed noise calculations for daytime and evening (i.e. 0700 – 2300 hours) and night-time (i.e. 2300 – 0700 hours) operations are shown in **Appendix 4.11**. The predicted noise impacts at different NAPs with various representative floor levels are presented in **Appendix 4.13**.

Table 4.10 Predicted Maximum Allowable SWL for Planned Noise Source

Location	Fixed Plant Source ID	Fixed Plant Source	Maximum Allowable SWL during Daytime/Evening Period, dB(A)	Maximum Allowable SWL during Night-time Period, dB(A)
Kam Sheung Road Station	K01a	Ventilation Louvre	72	61
	K01b	Ventilation Louvre	73	62
	K01c	Ventilation Louvre	73	62
	K02	Ventilation Louvre at Transformer (Tx) Room	83	72
	K03	Ventilation Louvre at Transformer (Tx) Room	71	60
	K04	Ventilation Louvre at Transformer (Tx) Room	83	72
	K05	Ventilation Louvre at Transformer (Tx) Room	71	60
	K06	Ventilation Louvre at Transformer (Tx) Room	83	72
	K07	Ventilation Louvre at Transformer (Tx) Room	71	60
	K08	Ventilation Louvre at Transformer (Tx) Room	83	72
	K09	Ventilation Louvre at Transformer (Tx) Room	76	65
	K09a	Ventilation Louvre	73	62
	K09b	Ventilation Louvre	73	62
	K09c	Ventilation Louvre	74	63
	K09d	Chiller Plantroom Fresh Air Intake	74	63
	K10	Ventilation Louvre	81	70
	K10a	Ventilation Louvre	69	58
	K10b	Ventilation Louvre	71	60

Location	Fixed Plant Source ID	Fixed Plant Source	Maximum Allowable SWL during Daytime/Evening Period, dB(A)	Maximum Allowable SWL during Night-time Period, dB(A)
	K48a	Ventilation Louvre	81	70
	K48b	Ventilation Louvre	81	70
	K49	Ventilation Louvre	88	77
	K50	Ventilation Louvre	88	77
	K51	Ventilation Louvre	88	77
	K51a	Ventilation Louvre	81	70
	K51b	Ventilation Louvre	81	70
	K52	Ventilation Louvre	88	77
	K53	Ventilation Louvre	85	74
	K54	Ventilation Louvre	85	74
	K55	Ventilation Louvre	85	74
	K56	Ventilation Louvre	85	74
	K57	AC Outdoor Unit	85	74
Au Tau Station	A01	Ventilation Louvre	90	80
	A02	Ventilation Louvre	90	80
	A03	Ventilation Louvre	90	80
	A03a	Ventilation Louvre	80	70
	A04	Ventilation Louvre	84	74
	A04a	Ventilation Louvre	80	70
	A05	Ventilation Louvre	80	70
	A05a	Ventilation Louvre	80	70
	A05b	Ventilation Louvre	85	75
	A05c	Ventilation Louvre	85	75
	A06	Ventilation Louvre	89	79
	A07	Ventilation Louvre	89	79
	A08	Cooling Tower (Intake Louvre)	86	76
	A09	Cooling Tower (Discharge Louvre)	95	85
	A10	Cooling Tower (Discharge Louvre)	95	85
	A11	Cooling Tower (Discharge Louvre)	95	85
	A12	Ventilation Louvre	90	80

Location	Fixed Plant Source ID	Fixed Plant Source	Maximum Allowable SWL during Daytime/Evening Period, dB(A)	Maximum Allowable SWL during Night-time Period, dB(A)
	A12a	Ventilation Louvre	85	75
	A13	Ventilation Louvre	90	80
	A13a	Ventilation Louvre	90	80
	A14	Ventilation Louvre	85	75
	A14a	Ventilation Louvre	90	80
	A15	Ventilation Louvre	85	75
	A15a	Ventilation Louvre	90	80
	A15b	Ventilation Louvre	90	80
	A15c	Ventilation Louvre	85	75
	A15d	Ventilation Louvre	85	75
	A16	AC Outdoor Unit	90	80
	A16a	Ventilation Louvre	85	75
	A16b	Ventilation Louvre	85	75
	A17	AC Outdoor Unit	85	75
	A17a	Ventilation Louvre	85	75
	A19	Ventilation Louvre at Transformer (Tx) Room	82	72
	A20	Ventilation Louvre at Tx Room	82	72
	A21	Ventilation Louvre at Tx Room	82	72
	A22	Ventilation Louvre at Tx Room	80	70
	A23	Ventilation Louvre at Tx Room	80	70
	A24	Ventilation Louvre at Tx Room	82	72
	A25	Ventilation Louvre at Tx Room	80	70
	A26	Ventilation Louvre at Tx Room	82	72
	A26a	Ventilation Louvre	85	75
	A27	Ventilation Louvre	89	79
	A28	Ventilation Louvre	87	77
	A28a	Ventilation Louvre	80	70
	A28b	Ventilation Louvre	80	70
	A29	Ventilation Louvre	87	77

Location	Fixed Plant Source ID	Fixed Plant Source	Maximum Allowable SWL during Daytime/Evening Period, dB(A)	Maximum Allowable SWL during Night-time Period, dB(A)
	A30	Ventilation Louvre at Tx Room	77	67
	A31	Ventilation Louvre at Tx Room	80	70
	A32	Ventilation Louvre at Tx Room	78	68
	A33	Ventilation Louvre at Tx Room	80	70
	A34	Ventilation Louvre at Tx Room	78	68
	A35	Ventilation Louvre at Tx Room	80	70
	A36	Ventilation Louvre at Tx Room	78	68
	A37	Ventilation Louvre at Tx Room	80	70
	A37a	Ventilation Louvre	80	70
	A37b	Ventilation Louvre	80	70
	A37c	Ventilation Louvre	80	70
	A37d	Ventilation Louvre	82	72
	A37e	Ventilation Louvre	82	72
	A38	AC Outdoor Unit	87	77
	A39	Ventilation Louvre	86	76
	A40	Ventilation Louvre	86	76
	A41	Ventilation Louvre	87	77
Ngau Tam Mei Station	N01	Ventilation Louvre	79	74
	N02	Ventilation Louvre	79	74
	N03	Ventilation Louvre	79	74
	N04	Ventilation Louvre at Transformer (Tx) Room	77	72
	N05	Ventilation Louvre at Transformer (Tx) Room	77	72
	N06	Ventilation Louvre at Transformer (Tx) Room	77	72
	N07	Ventilation Louvre at Transformer (Tx) Room	77	72

Appendix 3.2 Detailed Industrial Noise Impact Assessment Result

Detailed Calculations for Fixed Noise Impact Assessment

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)
NSR1	823360.3	835411.1
ASR	**C**	
Day Time ANL	**70**	
NightTime ANL	**60**	

Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Daytime SWL, dB(A)	Nighttime SWL, dB(A)	Horizontal Distance from Noise Source to Receiver(m) (NSR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Daytime SPL, dB(A), $L_{eq\,(30\,min)}$	Nighttime SPL, dB(A), $L_{eq\,(30\,min)}$
A01	Au Tau Station	823492.2	835168.1	90.0	80.0	276.5	-56.8	0	0	3	36.2	26.2
A02	Au Tau Station	823493.8	835174.8	90.0	80.0	271.3	-56.7	0	0	3	36.3	26.3
A03	Au Tau Station	823495.8	835183.8	90.0	80.0	264.6	-56.5	0	0	3	36.5	26.5
A03a	Au Tau Station	823526.3	835197.1	80.0	70.0	270.8	-56.7	0	0	3	26.3	16.3
A04	Au Tau Station	823529.6	835196.4	84.0	74.0	273.4	-56.7	0	0	3	30.3	20.3
A04a	Au Tau Station	823533.4	835195.5	80.0	70.0	276.4	-56.8	0	0	3	26.2	16.2
A05	Au Tau Station	823535.9	835191.8	80.0	70.0	280.9	-57.0	0	0	3	26.0	16.0
A05a	Au Tau Station	823531.0	835170.7	80.0	70.0	294.9	-57.4	0	0	3	25.6	15.6
A05b	Au Tau Station	823529.8	835165.3	85.0	75.0	298.6	-57.5	0	0	3	30.5	20.5
A05c	Au Tau Station	823527.9	835157.0	85.0	75.0	304.4	-57.7	0	0	3	30.3	20.3
A06	Au Tau Station	823518.5	835149.3	89.0	79.0	305.9	-57.7	0	0	3	34.3	24.3
A07	Au Tau Station	823511.1	835151.0	89.0	79.0	300.6	-57.6	0	0	3	34.4	24.4
A08	Au Tau Station	823531.7	835173.6	86.0	76.0	292.8	-57.3	0	0	3	31.7	21.7
A09	Au Tau Station	823511.0	835177.5	95.0	85.0	278.0	-56.9	0	0	3	41.1	31.1
A10	Au Tau Station	823512.2	835183.4	95.0	85.0	273.7	-56.7	0	0	3	41.3	31.3
A11	Au Tau Station	823513.5	835188.6	95.0	85.0	270.1	-56.6	0	0	3	41.4	31.4
A12	Au Tau Station	823506.6	835230.9	90.0	80.0	232.1	-55.3	0	0	3	37.7	27.7
A12a	Au Tau Station	823507.9	835236.6	85.0	75.0	228.6	-55.2	0	0	3	32.8	22.8
A13	Au Tau Station	823508.8	835240.4	90.0	80.0	226.2	-55.1	0	0	3	37.9	27.9
A13a	Au Tau Station	823510.2	835246.7	90.0	80.0	222.5	-54.9	0	0	3	38.1	28.1
A14	Au Tau Station	823512.7	835257.5	85.0	75.0	216.4	-54.7	0	0	3	33.3	23.3
A14a	Au Tau Station	823514.5	835265.0	90.0	80.0	212.4	-54.5	0	0	3	38.5	28.5
A15	Au Tau Station	823535.8	835358.2	85.0	75.0	183.3	-53.3	0	0	3	34.7	24.7
A15a	Au Tau Station	823537.0	835363.2	90.0	80.0	183.1	-53.3	0	0	3	39.7	29.7
A15b	Au Tau Station	823551.3	835383.7	90.0	80.0	193.0	-53.7	0	0	3	39.3	29.3
A15c	Au Tau Station	823572.6	835383.6	85.0	75.0	214.1	-54.6	0	0	3	33.4	23.4
A15d	Au Tau Station	823577.4	835372.6	85.0	75.0	220.5	-54.9	0	0	3	33.1	23.1
A16	Au Tau Station	823552.7	835373.1	90.0	80.0	196.1	-53.9	0	0	3	39.1	29.1
A16a	Au Tau Station	823551.3	835258.9	85.0	75.0	244.2	-55.8	0	0	3	32.2	22.2
A16b	Au Tau Station	823549.9	835253.0	85.0	75.0	246.9	-55.9	0	0	3	32.1	22.1
A17	Au Tau Station	823539.6	835254.6	85.0	75.0	238.0	-55.5	0	0	3	32.5	22.5
A17a	Au Tau Station	823545.3	835233.0	85.0	75.0	256.8	-56.2	0	0	3	31.8	21.8
A19	Au Tau Station	823534.1	835218.9	82.0	72.0	259.1	-56.3	0	0	3	28.7	18.7
A20	Au Tau Station	823532.1	835219.0	82.0	72.0	257.7	-56.2	0	0	3	28.8	18.8
A21	Au Tau Station	823525.9	835218.4	82.0	72.0	254.1	-56.1	0	0	3	28.9	18.9
A22	Au Tau Station	823523.0	835219.1	80.0	70.0	251.7	-56.0	0	0	3	27.0	17.0
A23	Au Tau Station	823520.1	835219.7	80.0	70.0	249.4	-55.9	0	0	3	27.1	17.1
A24	Au Tau Station	823517.9	835220.3	82.0	72.0	247.5	-55.9	0	0	3	29.1	19.1
A25	Au Tau Station	823515.5	835220.8	80.0	70.0	245.5	-55.8	0	0	3	27.2	17.2
A26	Au Tau Station	823513.5	835221.3	82.0	72.0	243.9	-55.7	0	0	3	29.3	19.3
A26a	Au Tau Station	823547.5	835408.8	85.0	75.0	187.2	-53.4	0	0	3	34.6	24.6
A27	Au Tau Station	823552.1	835429.0	89.0	79.0	192.6	-53.7	0	0	3	38.3	28.3
A28	Au Tau Station	823555.9	835445.5	87.0	77.0	198.6	-54.0	0	0	3	36.0	26.0
A28a	Au Tau Station	823557.0	835450.4	80.0	70.0	200.6	-54.0	0	0	3	29.0	19.0
A28b	Au Tau Station	823558.1	835455.1	80.0	70.0	202.6	-54.1	0	0	3	28.9	18.9
A29	Au Tau Station	823558.8	835458.2	87.0	77.0	204.0	-54.2	0	0	3	35.8	25.8
A30	Au Tau Station	823569.8	835470.3	77.0	67.0	217.7	-54.8	0	0	3	25.2	15.2
A31	Au Tau Station	823573.6	835469.5	80.0	70.0	221.2	-54.9	0	0	3	28.1	18.1
A32	Au Tau Station	823576.8	835468.7	78.0	68.0	224.1	-55.0	0	0	3	26.0	16.0
A33	Au Tau Station	823579.3	835468.2	80.0	70.0	226.3	-55.1	0	0	3	27.9	17.9
A34	Au Tau Station	823585.5	835466.8	78.0	68.0	232.0	-55.3	0	0	3	25.7	15.7
A35	Au Tau Station	823588.5	835466.0	80.0	70.0	234.7	-55.4	0	0	3	27.6	17.6
A36	Au Tau Station	823591.9	835465.2	78.0	68.0	237.9	-55.5	0	0	3	25.5	15.5
A37	Au Tau Station	823594.3	835464.7	80.0	70.0	240.1	-55.6	0	0	3	27.4	17.4
A37a	Au Tau Station	823584.3	835413.2	80.0	70.0	224.0	-55.0	0	0	3	28.0	18.0
A37b	Au Tau Station	823582.0	835412.5	80.0	70.0	221.7	-54.9	0	0	3	28.1	18.1
A37c	Au Tau Station	823567.7	835407.8	80.0	70.0	207.4	-54.3	0	0	3	28.7	18.7
A37d	Au Tau Station	823563.9	835406.6	82.0	72.0	203.6	-54.2	0	0	3	30.8	20.8
A37e	Au Tau Station	823560.7	835405.5	82.0	72.0	200.5	-54.0	0	0	3	31.0	21.0
A38	Au Tau Station	823573.7	835413.0	87.0	77.0	213.4	-54.6	0	0	3	35.4	25.4
A39	Au Tau Station	823590.8	835451.8	86.0	76.0	234.0	-55.4	0	0	3	33.6	23.6
A40	Au Tau Station	823585.2	835452.8	86.0	76.0	228.7	-55.2	0	0	3	33.8	23.8
A41	Au Tau Station	823552.6	835404.7	87.0	77.0	192.4	-53.7	0	0	3	36.3	26.3
PFN6	潤運汽車服務公司	823558.4	835539.3	97.0	0.0	236.0	-55.5	0	0	3	44.5	0.0
										Total	**53**	**43**

Note:

1. It is assumed that there is no nighttime operation for PFN6 due to its business nature.

Detailed Calculations for Fixed Noise Impact Assessment

Noise Sensitive Receiver (NSR)	NSR (x)	NSR (y)
NSR2	823322.3	835276.4
ASR	**C**	
Day Time ANL	**70**	
NightTime ANL	**60**	

Noise Source (NS)	Description	Noise Source (x)	Noise Source (y)	Daytime SWL, dB(A)	Nighttime SWL, dB(A)	Horizontal Distance from Noise Source to Receiver(m) (NSR)	Distance Correction, dB(A)	Barrier Correction, dB(A)	Tonality Correction, dB(A)	Façade Correction, dB(A)	Daytime SPL, dB(A), $L_{eq\,(30\,min)}$	Nighttime SPL, dB(A), $L_{eq\,(30\,min)}$
A01	Au Tau Station	823492.2	835168.1	90.0	80.0	201.5	-54.1	0	0	3	38.9	28.9
A02	Au Tau Station	823493.8	835174.8	90.0	80.0	199.3	-54.0	0	0	3	39.0	29.0
A03	Au Tau Station	823495.8	835183.8	90.0	80.0	196.7	-53.9	0	0	3	39.1	29.1
A03a	Au Tau Station	823526.3	835197.1	80.0	70.0	218.9	-54.8	0	0	3	28.2	18.2
A04	Au Tau Station	823529.6	835196.4	84.0	74.0	222.2	-54.9	0	0	3	32.1	22.1
A04a	Au Tau Station	823533.4	835195.5	80.0	70.0	226.1	-55.1	0	0	3	27.9	17.9
A05	Au Tau Station	823535.9	835191.8	80.0	70.0	229.8	-55.2	0	0	3	27.8	17.8
A05a	Au Tau Station	823531.0	835170.7	80.0	70.0	234.0	-55.4	0	0	3	27.6	17.6
A05b	Au Tau Station	823529.8	835165.3	85.0	75.0	235.4	-55.4	0	0	3	32.6	22.6
A05c	Au Tau Station	823527.9	835157.0	85.0	75.0	237.8	-55.5	0	0	3	32.5	22.5
A06	Au Tau Station	823518.5	835149.3	89.0	79.0	233.8	-55.4	0	0	3	36.6	26.6
A07	Au Tau Station	823511.1	835151.0	89.0	79.0	226.7	-55.1	0	0	3	36.9	26.9
A08	Au Tau Station	823531.7	835173.6	86.0	76.0	233.3	-55.4	0	0	3	33.6	23.6
A09	Au Tau Station	823511.0	835177.5	95.0	85.0	213.1	-54.6	0	0	3	43.4	33.4
A10	Au Tau Station	823512.2	835183.4	95.0	85.0	211.5	-54.5	0	0	3	43.5	33.5
A11	Au Tau Station	823513.5	835188.6	95.0	85.0	210.4	-54.5	0	0	3	43.5	33.5
A12	Au Tau Station	823506.6	835230.9	90.0	80.0	189.9	-53.6	0	0	3	39.4	29.4
A12a	Au Tau Station	823507.9	835236.6	85.0	75.0	189.9	-53.6	0	0	3	34.4	24.4
A13	Au Tau Station	823508.8	835240.4	90.0	80.0	190.0	-53.6	0	0	3	39.4	29.4
A13a	Au Tau Station	823510.2	835246.7	90.0	80.0	190.3	-53.6	0	0	3	39.4	29.4
A14	Au Tau Station	823512.7	835257.5	85.0	75.0	191.4	-53.6	0	0	3	34.4	24.4
A14a	Au Tau Station	823514.5	835265.0	90.0	80.0	192.6	-53.7	0	0	3	39.3	29.3
A15	Au Tau Station	823535.8	835358.2	85.0	75.0	228.7	-55.2	0	0	3	32.8	22.8
A15a	Au Tau Station	823537.0	835363.2	90.0	80.0	231.6	-55.3	0	0	3	37.7	27.7
A15b	Au Tau Station	823551.3	835383.7	90.0	80.0	253.0	-56.1	0	0	3	36.9	26.9
A15c	Au Tau Station	823572.6	835383.6	85.0	75.0	272.4	-56.7	0	0	3	31.3	21.3
A15d	Au Tau Station	823577.4	835372.6	85.0	75.0	272.7	-56.7	0	0	3	31.3	21.3
A16	Au Tau Station	823552.7	835373.1	90.0	80.0	249.9	-56.0	0	0	3	37.0	27.0
A16a	Au Tau Station	823551.3	835258.9	85.0	75.0	229.7	-55.2	0	0	3	32.8	22.8
A16b	Au Tau Station	823549.9	835253.0	85.0	75.0	228.9	-55.2	0	0	3	32.8	22.8
A17	Au Tau Station	823539.6	835254.6	85.0	75.0	218.5	-54.8	0	0	3	33.2	23.2
A17a	Au Tau Station	823545.3	835233.0	85.0	75.0	227.3	-55.1	0	0	3	32.9	22.9
A19	Au Tau Station	823534.1	835218.9	82.0	72.0	219.5	-54.8	0	0	3	30.2	20.2
A20	Au Tau Station	823532.1	835219.0	82.0	72.0	217.6	-54.8	0	0	3	30.2	20.2
A21	Au Tau Station	823525.9	835218.4	82.0	72.0	211.7	-54.5	0	0	3	30.5	20.5
A22	Au Tau Station	823523.0	835219.1	80.0	70.0	208.8	-54.4	0	0	3	28.6	18.6
A23	Au Tau Station	823520.1	835219.7	80.0	70.0	205.9	-54.3	0	0	3	28.7	18.7
A24	Au Tau Station	823517.9	835220.3	82.0	72.0	203.6	-54.2	0	0	3	30.8	20.8
A25	Au Tau Station	823515.5	835220.8	80.0	70.0	201.1	-54.1	0	0	3	28.9	18.9
A26	Au Tau Station	823513.5	835221.3	82.0	72.0	199.0	-54.0	0	0	3	31.0	21.0
A26a	Au Tau Station	823547.5	835408.8	85.0	75.0	261.2	-56.3	0	0	3	31.7	21.7
A27	Au Tau Station	823552.1	835429.0	89.0	79.0	275.9	-56.8	0	0	3	35.2	25.2
A28	Au Tau Station	823555.9	835445.5	87.0	77.0	288.4	-57.2	0	0	3	32.8	22.8
A28a	Au Tau Station	823557.0	835450.4	80.0	70.0	292.2	-57.3	0	0	3	25.7	15.7
A28b	Au Tau Station	823558.1	835455.1	80.0	70.0	295.9	-57.4	0	0	3	25.6	15.6
A29	Au Tau Station	823558.8	835458.2	87.0	77.0	298.3	-57.5	0	0	3	32.5	22.5
A30	Au Tau Station	823569.8	835470.3	77.0	67.0	314.5	-58.0	0	0	3	22.0	12.0
A31	Au Tau Station	823573.6	835469.5	80.0	70.0	317.0	-58.0	0	0	3	25.0	15.0
A32	Au Tau Station	823576.8	835468.7	78.0	68.0	319.1	-58.1	0	0	3	22.9	12.9
A33	Au Tau Station	823579.3	835468.2	80.0	70.0	320.7	-58.1	0	0	3	24.9	14.9
A34	Au Tau Station	823585.5	835466.8	78.0	68.0	324.9	-58.2	0	0	3	22.8	12.8
A35	Au Tau Station	823588.5	835466.0	80.0	70.0	326.9	-58.3	0	0	3	24.7	14.7
A36	Au Tau Station	823591.9	835465.2	78.0	68.0	329.2	-58.3	0	0	3	22.7	12.7
A37	Au Tau Station	823594.3	835464.7	80.0	70.0	330.9	-58.4	0	0	3	24.6	14.6
A37a	Au Tau Station	823584.3	835413.2	80.0	70.0	295.6	-57.4	0	0	3	25.6	15.6
A37b	Au Tau Station	823582.0	835412.5	80.0	70.0	293.3	-57.3	0	0	3	25.7	15.7
A37c	Au Tau Station	823567.7	835407.8	80.0	70.0	278.4	-56.9	0	0	3	26.1	16.1
A37d	Au Tau Station	823563.9	835406.6	82.0	72.0	274.4	-56.8	0	0	3	28.2	18.2
A37e	Au Tau Station	823560.7	835405.5	82.0	72.0	271.2	-56.7	0	0	3	28.3	18.3
A38	Au Tau Station	823573.7	835413.0	87.0	77.0	286.1	-57.1	0	0	3	32.9	22.9
A39	Au Tau Station	823590.8	835451.8	86.0	76.0	320.8	-58.1	0	0	3	30.9	20.9
A40	Au Tau Station	823585.2	835452.8	86.0	76.0	316.6	-58.0	0	0	3	31.0	21.0
A41	Au Tau Station	823552.6	835404.7	87.0	77.0	263.7	-56.4	0	0	3	33.6	23.6
PFN6	潤運汽車服務公司	823558.4	835539.3	97.0	0.0	353.4	-59.0	0	0	3	41.0	0.0
										Total	**53**	**43**

Note:

1. It is assumed that there is no nighttime operation for PFN6 due to its business nature.

Appendix 4.1 TD's reply on road classification

Calvin Chiu

From: Hao CAI <haocai@td.gov.hk>
Sent: Thursday, August 10, 2023 6:48 PM
To: Ho, Steven
Cc: Florence Tak Yee KWAN; Ming Yip TSE; Raymond Tak Chi LEUNG; Chi Sing LAM; Choy, Timothy
Subject: RE: "OU(CDWRA)" (Application No. Y/YL-NSW/8) and "I(D)" / "OS" (Application No. Y/YL-NSW/9) (Road Classification)
Attachments: Road Link Plan.pdf

Dear Steven,

I have no adverse comment to your proposed road type.

Best regards,
Phil CAI
E/YLE, TE(NTW), TD
Tel. 2399 2421

From: "Ho, Steven" <Steven.SN.Ho@aecom.com>
To: Hao CAI <haocai@td.gov.hk>
Cc: "Choy, Timothy" <Timothy.Choy@aecom.com>
Date: 04/08/2023 02:10 PM
Subject: RE: "OU(CDWRA)" (Application No. Y/YL-NSW/8) and "I(D)" / "OS" (Application No. Y/YL-NSW/9) (Road Classification)

Dear Mr Hao

Castle Peak Road -Tam Mi (Road Link B- section fronting the development site as shown in the attached sketch), it is a 7.3m wide single 2 lane carriageway. Under the 2021 ATC(Station No 5257) , Castle Peak Road -Tam Mi (section between Fairview Park Boulevard & Lok Ma Chau Road) is classified as Rural Road. Under the 2021 ATC(Station No 5505) , Tam Mi Road (south of Fairview Park Boulevard) is also classified as Rural Road. In view of similar traffic characteristics / road function, the Castle peak Road – Tam Mi fronting the development site (ie Road Link B) should also be classified as Rural Road.

Pok Wai South Road (Road Link A as shown in the attached sketch), it is a single track access road with passing bays. The road serving minimal traffic access to the nearby developments and hence it should be classified as Feeder Road under the hierarchy of Rural Road Types.

See you have any comment on this road classification. Thanks

Steven Ho
Technical Director, Traffic & Transport Planning
Land Supply / Municipal
D +852-3922-9554
steven.sn.ho@aecom.com

AECOM
12/F, Tower 2, Grand Central Plaza,
138 Shatin Rural Committee Road,
Shatin, New Territories, Hong Kong
T +852-3922-9000
aecom.com

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Appendix 5.1 Odour Impact Assessment Report

Prepared by

Ramboll Hong Kong Limited

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)", "OS" AND "ROAD" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG (APPLICATION NO. Y/YL-NSW/9)

ODOUR IMPACT ASSESSMENT REPORT

Date	**February 2025**
Prepared by	**Susan CHAN** **Environmental Consultant**
Signed	
Approved by	**Calvin CHIU** **Senior Manager**
Signed	
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Ramboll Hong Kong Limited

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

Tel: (852) 3465 2888
Fax: (852) 3465 2899
Email: hkinfo@ramboll.com

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1. INTRODUCTION

1.1 Background

1.1.1 The Application Site currently falls within the "Industrial (Group D) ("I(D)"), "Open Storage" ("OS") and "Road" zones in Yuen Long. The Applicant proposes to rezone from "I(D)", "OS" and "Road" zones to "Residential (Group E)" ("R(E)") zone in support of a comprehensive development, reserved school site and Relocated Soy Sauce Factory (name "R(E)" Site).

1.1.2 Ramboll Hong Kong Limited is commissioned by the Applicant to prepare the Odour Impact Assessment arisen from the Relocated Soy Sauce Factory. Potential odour impact assessment has been discussed in this context.

1.2 The Relocated Soy Sauce Factory and Its Environs

1.2.1 The existing soy sauce factory is located at the northern portion of the Application Site and the existing soy sauce factory onsite will be relocated to the southern side of the Application Site in future.

1.2.2 The Relocated Soy Sauce Factory is bounded by Castle Peak Road – Tam Mi section, San Tin Highway, Tsing Long Highway to the east and Pok Wai South Road to the west. To the immediate west is an existing meander zoned "Open Space" ("O"). The proposed comprehensive development and reserved school site are to the immediate north.

1.2.3 The surrounding area to the west is mainly ponds, river and meander. To the further north situates the proposed OU(CDWRA)1 Site under a separate planning application, some village type developments and open storage yard. The area to the east separated by heavy trafficked road includes Mo Fan Heung and Fung Kat Heung (with factory and open storage uses and some scattered village houses), Sha Po Sewage Pumping Station, Sha Po Tsuen and a residential development (Park Yoho).

1.2.4 **Figure 1.1** shows the location of the Relocated Soy Sauce Factory and its environment.

1.3 Relocated Soy Sauce Factory

1.3.1 The Relocated Soy Sauce Factory will comprise indoor areas including warehouse, raw material store room, fermentation room (for 1st fermentation), kitchen (including cooking area), plant room, office, and wastewater treatment plant and outdoor sun-drying area (for 2nd fermentation of the fermented soybean mixed with brine under sunshine), .

1.3.2 The indicative Layout Plans and Sections of the Proposed Relocated Soy Sauce Factory are shown in **Annex 1.1**.

1.4 Appraisal of Environmental Impacts

Odour Impact

1.4.1 The existing soy sauce factory would be relocated to the southern part of the Application Site. The sources of odour from the Relocated Soy Sauce Factory will mainly be the fermentation room (i.e. the 1st fermentation process), the concrete tanks at outdoor sun-drying area (i.e. the 2nd fermentation of the fermented soybean mixed with brine under sunshine), soy sauce extraction, bean paste collection, the kitchen (i.e. cooking process of products) and the wastewater treatment plant. More information is provided in **Section 2.1**.

1.4.2 As advised by the operator of Koon Chun Hing Kee Soy & Sauce Factory, for normal operation, only one concrete tank at the outdoor sun-drying area would be opened at each time for collecting the bean paste for subsequent cooking procedure. For the assessment purpose, a very conservative approach has been adopted which is assuming three concrete tanks to be opened simultaneously for collecting bean paste. Fifteen scenarios for different peripheral locations at outdoor sun-drying area have been identified for the scenarios, in which three concrete tanks are assumed to be opened simultaneously. The scenarios are based on the distribution of nearby proposed ASRs in the Proposed Development and existing & planned ASRs in the surrounding area. In each scenario, 3 opened concrete tanks located nearest to the ASRs are selected to represent the worst-case scenario.

1.5 Organization of this Report

1.5.1 The organization of remaining section of this report is:

- Section 2 is an odour impact assessment; and
- Section 3 is a concluding summary.

2. ODOUR IMPACT ASSESSMENT

2.1 Introduction

2.1.1 The major air quality impact arisen from the production of traditional soy sauce and other related products as observed should be odour emission.

2.1.2 This assessment predicts odour level, informing the provision of air quality mitigation measures of the Relocated Soy Sauce Factory to ensure existing and planned air sensitive receivers are not exposed to unacceptable levels of odour impacts. The odour impacts are predicted at representative air sensitive receivers (ASRs) within the Proposed Development and 500m assessment area through the use of quantitative computer modelling, and are compared with the odour assessment criterion of 5 Odour Unit (OU) based on an averaging time of 5 seconds as stipulated in Annex 4 of EIAO-TM.

2.1.3 The assessment area of 500m from the Relocated Soy Sauce Factory is shown in **Figure 2.1**. The study has also considered nearby identified potential odour source within 500m of the Relocated Soy Sauce Factory, which is Sha Po Sewage Pumping Station. Onsite surveys were conducted to assess the odour impacts at sources.

2.1.4 Odour units are converted to value at averaging period of 5 seconds in order to compare to criteria stated in the Technical Memorandum of Environmental Impact Assessment Ordinance (EIAO-TM). Appropriate mitigation measures will be recommended if exceedances of odour criterion of 5 OU.

Proposed Operation of the Relocated Soy Sauce Factory and Potential Odour Impact

2.1.5 Koon Chun Hing Kee Soy & Sauce Factory (Koon Chun), the operator of the existing soy sauce factory and the proposed Relocated Soy Sauce Factory (the operator), has been interviewed and 5 onsite surveys have been conducted for the existing soy sauce factory on 9 February 2022, 29 July 2022, 14 October 2022, 19 October 2023, 25 October 2023.

Information Provided by Operator

2.1.6 According to the operator, Koon Chun was founded in 1928 and has been established in its current location in Yuen Long since 1967. Due to its long history of making reputable traditional sauces, Koon Chun would continue its traditional sauce making process (i.e. to prepare the sauces in a natural way and bath under the sun for months during the fermentation process) to maintain the product quality in the future.

2.1.7 The Relocated Soy Sauce Factory will follow the same traditional sauce production practices of the existing soy sauce production facilities, including types of manufacturing products, capacities, production process, arrangement for fermentation process, etc.

2.1.8 The procedures of the unique soy sauce, bean-based product and other related products production includes screening and steaming of soybeans, fermentation of soybeans (1st fermentation) in fermentation room, 2nd fermentation of the fermented soybeans mixed with brine under sunshine inside concrete tanks at outdoor sun-drying area and food processing of soy sauce, bean-based products and other related products in the kitchen. Excluding the procedures at the outdoor sun-drying area (i.e. 2nd fermentation, soy sauce extraction and bean paste collection, all the procedures will be carried out within the building of the Relocated Soy Sauce Factory. For a more detailed depiction of the production procedures, please refer to the drawings illustrating the production procedures enclosed in **Annex 2.1**.

Operation Time

2.1.9 As advised by the operator, the Relocated Soy Sauce Factory would be operated from 8:00 a.m. to 6:00 p.m., Monday to Friday. The majority of potential odour emissions process such as soy sauce extraction, bean paste collection, and food processing in the kitchen would be processed during operational hours. The fermentation processes in the fermentation room and outdoor sun-drying area would run 24 hours a day to create an optimal environment for fermentation of the soybean. Additionally, the wastewater treatment plant would also operate around the clock.

Fermentation Room

2.1.10 As advised by the operator, the indoor temperature in the fermentation room will be maintained at around 40°C to 48°C automatically for providing an optimal condition for the fermentation of the soybean. To control the indoor temperature, the heating system will be turned on to increase the indoor temperature when the temperature is too low; while the exhaust fans will be turned on to purge the air and lower the indoor temperature when the temperature is too high as well as ceasing the fermentation process when the fermentation process is completed.

Outdoor Sun-drying Area

2.1.11 According to the information provided by the operator, same as the existing soy sauce factory, the concrete tanks will be adopted and placed at the open outdoor sun-drying area of the Relocated Soy Sauce Factory for 2nd fermentation.

2.1.12 The concrete tanks will be covered with transparent plastic pane for hygiene and weather reasons. As advised by the operator, when the 2nd fermentation process is finished, the soy sauce would be extracted to the storage tanks via pipelines (i.e. the soy sauce would be extracted by a closed system and without need to open the cover). After all the soy sauce is extracted, the concrete tank will only be opened for collecting bean paste when it is necessary to use for food processing. The transparent plastic pane will cover the concrete tank until the bean paste being collected from the concrete tank.

2.1.13 Moreover, only 1 concrete tank with cover removed for collecting bean paste process at the same time was observed during the onsite surveys of the existing soy sauce factory. It is advised that the design capacity of the existing and the Relocated Soy Sauce Factory has been optimized with individual stages of process balanced. Therefore, the amount of products produced does not only depend on the capacity of the kitchen, but also the capacities of the fermentation process and the assembly process (i.e. bottling and packaging process). The scale and the production process of the Relocated Soy Sauce Factory would be same as the existing one, and it is not possible to increase the production rate in one particular stage of process to increase the throughput. In other words, the operational scenario is generally stable. The future operation of the Relocated Soy Sauce Factory will be the same as the existing operation as advised by the operator.

Kitchen

2.1.14 As advised by the operator, there are 13 woks provided in the existing soy sauce factory. For the Relocated Soy Sauce Factory, there will be maximum 11 woks provided. Although the number of woks provided in the Relocated Soy Sauce Factory will be less than those provided in the existing soy sauce factory, but the number of woks provided in the Relocated Soy Sauce Factory will be enough for maintaining the same throughput and the capacity of each wok provided will be same as before.

2.1.15 Moreover, as advised by the operator, only one wok would be used for cooking the soy sauce/bean-based products each time. After one wok of product is being cooked,

the cooked product would be pumped to the bottling and packaging area for further processing which is located within the kitchen. Then another wok would be used for cooking the product (i.e. the above process would be repeated again). The bottling area is a fully enclosed system with no exhaust. Therefore, no odour would be released to the kitchen during the bottling process. Afterwards, the filled bottles/cans are transferred to the nearby packaging area via conveyor belts, which is semi-enclosed. Therefore, small amount of odour would be released during the packaging process (before the bottles/cans are covered/sealed). As the packaging area is located within the kitchen, the odour released during the packaging process would also be extracted by the exhaust fans of the kitchen and hence the odour samples collected at/near the kitchen's exhaust fans should include the odour released during the packaging process. The future bottling and packaging area would also be designed within the kitchen.

2.1.16 During food processing process, odour emissions are expected from the enclosed kitchen (with doors and windows closed), and the mechanical ventilation will be turned on to exhaust the odour emission to the environment. Odour mitigation measures such as odour removal system connected to mechanical ventilation exhaust will be provided in the Relocated Soy Sauce Factory.

Wastewater Treatment Plant

2.1.17 According to the information provided by the operator, aeration treatment is being adopted for the treatment of wastewater generated from the kitchen only. Therefore, fine bubble aeration would ensure the aerobic bacteria and other micro-organisms to decompose the organic contaminants in the wastewater and mixing would also take place that there is no settling of suspended solid. Dissolved oxygen control is also integrated with the aeration as such different amount of oxygen (i.e. air bubble) would be provided by the system automatically such that the wastewater never turns septic and no unpleasant odour will be generated. The Wastewater Treatment Plant consists of two aeration tanks and 1 storage tank connected in series. The untreated wastewater would be pumped into the 1st aeration tank and treated by 1st aeration treatment. After the 1st aeration treatment, the wastewater would be pumped into the 2nd aeration tank and treated by 2nd aeration treatment. After the 2nd aeration treatment, the treated wastewater will be pumped into the 3rd storage tank for storage and discharge.

General Work Processes

2.1.18 Among all processes, fermentation room, 2nd fermentation, collecting bean paste from the concrete tanks, cooking and food processing of soy sauce, bean-based products and other related products (i.e. the kitchen) and wastewater treatment plant would result in odour emission as advised by the operator and also observed in onsite surveys. It is noted that the wastewater treatment plant of the existing soy sauce factory is located in open area (i.e. the odour generated by aeration tanks would be emitted directly to the environment) and the kitchen and the fermentation room (the fermentation room is separated from the kitchen) of the existing soy sauce factory are equipped with exhaust fans only (i.e. the odour generated in the kitchen and fermentation room would be exhausted and emitted to the environment via the exhaust fans directly while the windows/doors are being closed due to hygiene requirement).

2.1.19 The work processes of Relocated Soy Sauce Factory are shown in **Annex 2.1**. The design of the Relocated Soy Sauce Factory will have some enhancements. The wastewater treatment plant will be located within a plant room of the building and the odour sources, including the plant room of the wastewater treatment plant, kitchen and fermentation room will be fully enclosed and will rely on mechanical means for

ventilation. No window will be provided for the plant room of the wastewater treatment plant and its door will be closed. The windows and doors of kitchen and fermentation room will be closed due to hygiene requirement and to avoid any odour released to the environment via the windows and doors. The extracted air of all these odour sources would be treated with deodorization unit at the exhaust before being released to the ambient. The exhaust will be installed at location farthest away from proposed residential development which is air sensitive in nature. The oil interceptor in the Relocated Soy Sauce Factory will be covered and the odour impact arising from the oil interceptor is considered insignificant. Moreover, only wastewater from the oil interceptor will be pumped to the wastewater treatment plant. Therefore, additional odour to the wastewater treatment plant from the oil interceptor would not be expected.

2.2 Assessment Criteria

2.2.1 Annex 4 of EIAO-TM stipulates that the odour level at air sensitive receiver should meet 5 odour units based on an averaging time of 5 seconds for odour prediction assessment.

2.3 Air Sensitive Receivers (ASRs)

2.3.1 Representative ASRs in the proposed development and in the surrounding are selected to assess the odour impact induced by the Relocated Soy Sauce Factory. Their locations and the relevant PATH Grids in the Proposed Development and the surrounding are shown in **Figure 2.2** and **Figure 2.3**. Details of the assessment points are shown in **Table 2.1** and **Table 2.2**. According to the observation during onsite survey, a temporary structure was used for storage. Therefore, this temporary structure would not be identified as ASR. The photo of this temporary structure is shown in **Annex 2.8**. In addition, according to the onsite survey and desktop review, the nearest ASRs identified in the south direction of the Relocated Soy Sauce Factory across Tsing Long Highway would be Park YOHO which is over 300m away from the boundary of the Relocated Soy Sauce Factory. Therefore, no nearby ASR has been identified in this direction.

Table 2.1 Representative ASRs in the Proposed Development for Odour Impact Assessment

ASR Label	No. of Storeys	Local Ground, mPD	Flagpole Height, mAG	Assessment Height, mPD
A1 to A22	29	4.5	1.5 – 110.5	6.0 – 115.0

Table 2.2 Representative ASRs in the Surrounding for Odour Impact Assessment

ASR Label	Description	No. of Storeys	Local Ground, mPD	Flagpole Height, mAG	Assessment Height, mPD	Distance from Boundary of the Relocated Factory, m
S1	Temporary Structure	2	2.9	1.5 – 5.4	4.4 - 8.3	~5
S2	Temporary Structure	2	2.9	1.5 – 5.4	4.4 - 8.3	~7
S3	Temporary Structure	2	2.9	1.5 – 5.4	4.4 - 8.3	~8
S4	Temporary	2	3.5	1.5 – 5.4	5 – 8.9	~9

ASR Label	Description	No. of Storeys	Local Ground, mPD	Flagpole Height, mAG	Assessment Height, mPD	Distance from Boundary of the Relocated Factory, m
	Structure					
S5	Temporary Structure	2	4.4	1.5 – 5.4	5.9 – 9.8	~14
S6	Resting place at Castle Peak Road – Tam Mi	-	4.5	1.5	6.0	~30
S7[1]	CDA Site	14	3	1.5 – 43.5	4.5 - 46.5	~135
S8	Temporary Structure	3	3.2	1.5 – 8.1	4.7 – 11.3	~185
S9	Village House	3	3.8	1.5 – 8.1	5.3 – 11.9	~155

Note:
[1] Planned ASR of a CDA Site with the no. of storeys and the flagpole height assumed based on the information of the OZP (S/YL-KTN/11).

2.4 Odour Impact Assessment Methodology

Meteorological Data

2.4.1 Hourly meteorology data (Grids (27,47), (27,48), (27,49), (28,47), (28,48), (28,49)) for a full year is extracted from the PATH v3.0 released by EPD in January 2024. Hourly wind speeds lower than 0.5m/s (i.e. calm wind condition) are corrected to 0.5m/s. Hourly Pasquill stability classes are extracted from the PATH v3.0 released by EPD in January 2024. Hourly mixing heights are capped between the minimum and maximum value measured at King's Park AWS (2019), i.e. 119m and 2009m.

Computer Modelling for Odour

2.4.2 The dispersion of odour was modelled using AERMOD software released by Lakes Environmental Software. The model is based on the principle of Gaussian dispersion and is widely accepted by EPD and is used in this assessment to predict both concentration and deposition of pollutants from point and area sources.

2.4.3 Land use types surrounding the proposed Relocated Soy Sauce Factory, the albedo, Bowen ratio for the 10km x 10 km area, surface roughness for the 1km area, and the Surface File and Profile File to be used as input in AERMOD are downloaded and extracted from the AERMET tool in the Smart Air Modelling Platform v1.1 (SAMP v1.1) released by EPD in January 2024. The relevant information is provided in **Annex 2.2**.

Derivation of Emission Rates

Odour Sampling

2.4.4 Since the Relocated Soy Sauce Factory is not in place yet, direct odour sampling to determine the odour emission rate is not feasible. Reference has been made to the odour sampling results of the odour sources in the existing soy sauce factory for deriving the odour emission rate of the Relocated Soy Sauce Factory which is the best available information and also considered highly relevant (as discussed, the capacity, product, process, etc. of the existing factory and Relocated Soy Sauce Factory are the same).

2.4.5 The odour samplings have been conducted for the fermentation room, kitchen, outdoor sun-drying area and the wastewater treatment plant in existing soy sauce factory at the weather condition conditions of approximately 30°C. It is also

confirmed that the odour samplings were collected on the days and periods within maximum operation of the factory to avoid underestimation of odour impact.

2.4.6 For the fermentation room, odour samples were collected simultaneously inside the fermentation room and at the exhaust fan of the fermentation room. Only one exhaust fan was being operated and the windows/ doors/ openings were closed (i.e. the air was extracted to the outdoor via the exhaust fan only) while the odour samples were being collected. Therefore, the exhaust fan is the only emission point while the odour sample was being collected. With a conservative approach, the highest measured odour concentration among the samples collected inside the fermentation room and at the exhaust fan of the fermentation room would be adopted for the derivation of the emission rate of the exhaust of the fermentation room of the Relocated Soy Sauce Factory. It is confirmed that the odour samplings were collected for the fermentation room while it was under full capacity/ with maximum operation to avoid underestimation of the odour impact, which could represent the worst-case situation for both existing and proposed Relocated Soy Sauce Factory operation.

2.4.7 Similar to the fermentation room, odour samples were collected simultaneously inside the kitchen and at the exhaust fan of the kitchen while the bean-based product was being cooked. Only one exhaust fan was operating and the windows/ doors/ openings were closed (i.e. the air was extracted to the outdoor via the exhaust fan only) while the odour samples were being collected. Therefore, the exhaust fan is the only emission point while the odour sample was being collected. With a conservative approach, the highest measured odour concentration among the samples collected inside the kitchen and at the exhaust fan of the kitchen would be adopted for the derivation of the emission rate of the exhaust of the kitchen of the Relocated Soy Sauce Factory. It is confirmed by the operator that the odour samplings were collected for the kitchen while it was under full capacity/ with maximum operation and collected for the product with strongest smell generated to avoid underestimation of the odour impact, which could represent the worst-case situation for both existing and proposed Relocated Soy Sauce Factory operation.

2.4.8 Besides, odour samplings at the outdoor sun-drying area during concrete tank closed situation, and during concrete tank opened with collecting bean paste process have been collected. As mentioned in **Sections 2.1.12** to **2.1.13**, only 1 concrete tank will only be opened at each time for collection of bean paste after all the soy sauce is extracted. Therefore, the concrete tanks after extraction of all soy sauce were selected for the odour sampling in order to reflect the real situation of the operation of the existing soy sauce factory.

2.4.9 As mentioned in **Section 2.1.17**, two aeration tanks and 1 storage tank in the wastewater treatment plant are connected in series. The odour was not observable from 3rd storage tank during the onsite survey as 3rd storage tank is used for the storage and discharge of treated water. For the wastewater treatment plant, odour samplings were collected at 1st aeration tank and 2nd aeration tank as the odour impact arisen from 3rd storage tank was insignificant. Therefore, the emission rate of the 3rd storage tank was calculated based on the SOER of the 2nd aeration tank as a conservative approach.

2.4.10 The summary of odour samplings and odour sampling reports of the odour sources in the existing soy sauce factory are shown in **Annex 2.3**. The odour samples collected and adopted for the derivation of the emission rates of the odour sources are summarized in **Annex 2.4**.

2.4.11 The predicted results of the subject Odour Impact Assessment demonstrate that the current rezoning application is technically feasible from odour perspective. If the

Government considers appropriate to review the design of the factory at subsequent implementation stages, the Odour Impact Assessment can be further reviewed with further odour samples to be collected under different weather conditions and submitted to Government for review (e.g. under S16 planning application as submission of S16 planning application is required for the Relocated Soy Sauce Factory after this stage of rezoning application). Relevant proposed mitigation measures can also be reviewed (if necessary) accordingly.

Assumption for odour impact modelling

2.4.12 It is assumed that soy sauce extraction and bean paste collection from the concrete tanks, and food processing in the kitchen of the Relocated Soy Sauce Factory will be processed from 8 a.m. to 6 p.m. (which is maximum number of operation hours).

2.4.13 For assessment purpose, the odour emission from open area of concrete tank is assumed 24 hours a day and with emission rate derived based on corresponding odour sampling result.

2.4.14 Odour emission from wastewater treatment plant is also assumed 24 hours a day and with emission rate derived based on corresponding odour sampling result.

2.4.15 Odour emission from the kitchen is assumed to be made from 8am to 6pm during operating hours of the factory and with emission rates derived based on maximum odour concentration measured by capturing worst emission scenario as advised by the operator and with multiplying with the flowrate of the exhaust fan of the kitchen of the existing soy sauce factory.

2.4.16 Odour emission from the fermentation room is assumed 24 hours a day and with emission rate derived based on maximum odour concentration measured by capturing worst emission scenario as advised by the operator and with multiplying with the flowrate of the exhaust fan of the fermentation room of the existing soy sauce factory.

2.4.17 As mentioned in **Section 2.1.13**, only 1 concrete tank with cover removed was observed during the onsite surveys of the existing soy sauce factory. Moreover, for a very conservative approach, a total of 3 concrete tanks being opened simultaneously would be assumed to represent the worst-case scenario. Therefore, assuming three concrete tanks to be opened simultaneously for ten hours from 8 a.m. to 6 p.m. in the air modelling is considered a very conservative approach.

Scenarios of Different Locations of Concrete Tanks

2.4.18 Fifteen scenarios for different peripheral locations are assumed for the three concrete tanks to be opened simultaneously during collecting bean paste have been defined. The scenarios established are based on distribution of the nearby proposed ASRs and the nearby existing & planned ASRs in the surrounding. For each scenario, 3 opened concrete tanks located nearest to representative ASRs (i.e. the most affected nearby representative ASRs) are selected and therefore considered to represent the worst-case scenario. That is, in each scenario, the three concrete tank locations nearest to ASRs on one particular direction are selected. The representative ASRs with the worst scenario under each scenario and the shortest distance between the ASRs and opened concrete tanks are shown in the **Table 2.3**:

Table 2.3 Most Affected ASRs with the Fifteen Worst Scenarios

Scenario	Most Affected ASR	Shortest Distance Between ASR and Opened Concrete Tank
Scenario 1	S1 – S5	~46m (between S4 and Tank – OU7_1)

Scenario	Most Affected ASR	Shortest Distance Between ASR and Opened Concrete Tank
Scenario 2	S1 – S5	~47m (between S4 and Tank OU7_2)
Scenario 3	S1 – S5	~47m (between S5 and Tank OU7_3)
Scenario 4	S1 – S5	~47m (between S5 and Tank OU9_4)
Scenario 5	S1 – S5	~41m (between S5 and Tank OU8_5)
Scenario 6	S6	~49m (between S6 and Tank OU8_6)
Scenario 7	S6	~52m (between S6 and Tank OU7_7)
Scenario 8	S6	~57m (between S6 and Tank OU7_8)
Scenario 9	S7, A11 – A14	~90m (between A12 and Tank OU8_9)
Scenario 10	A11 – A14	~92m (between A12 and Tank OU8_10)
Scenario 11	A11 – A14	~91m (between A12 and Tank OU9_11)
Scenario 12	A11 – A14	~93m (between A13 and Tank OU9_12)
Scenario 13	A11 – A14	~92m (between A14 and Tank OU8_13)
Scenario 14	A11 – A14	~92m (between A14 and Tank OU9_14)
Scenario 15	A11 – A14	~93m (between A14 and Tank OU9_15)

2.4.19 The locations of the identified odour sources, details of the derivation of emission rates and a summary of the emission inventory are given in **Annex 2.4**.

Proposed Mitigation Measures

2.4.20 First of all, all rooms with potential odour generation will be enclosed and provided with mechanical ventilation. The exhaust will be installed at location farthest away from proposed residential development which is air sensitive in nature. The deodorization units would consist of Electrostatic Precipitator and Nano-Confined Catalytic Oxidation (NCCO) unit for the removal of oil and odour from the exhausted air. The photo of the deodorization unit is shown in **Annex 2.5**. The mitigation efficiency of 87.5% for the removal of odour has been assumed for the odour removal system and accounted in the derivation of emission rates. Supporting information of the removal efficiency will be provided in the detailed design stage as only preliminary design is available at this stage. In this case, two different scenarios (unmitigated scenario and mitigated scenario with 87.5% removal efficiency) would be assessed in the model. In detailed design of the project, the deodorization units will be optimised such as by adding extra filters in series to further improve the odour removal efficiency as practicably achievable to ensure that the odour impact in future can be minimised and within the acceptable limit. In addition, commissioning testing will be conducted before the operation of the Relocated Soy Sauce Factory after the deodorization units are installed. Odour samplings will be collected at the inlet and outlet of the odour removal systems to determine the targeted odour removal efficiency. If it is verified in the commissioning test that the targeted odour removal efficiency could not be achieved, a revised odour impact assessment based on the actual performance of the odour removal systems shall be conducted to support that adverse odour impact is not anticipated on the nearby ASRs. In addition, regular monitoring of the odour removal efficiency during operation stage may also be

conducted to ensure the targeted odour removal efficiency could be achievable if necessary. Odour samples shall be collected in every month at the inlet and outlet of the odor removal systems. If there is a failure of the odour removal systems to achieve the target odour removal efficiency during the regular monitoring, the factory shall investigate the problem, clean the odour removal systems and conduct maintenance/replacement the odour removal systems if necessary and consider if the operation process shall be ceased or the exhaust points shall be closed for the kitchen, fermentation room and wastewater treatment plant until the odour removal systems is resumed normal. Moreover, if odour complaint is received, odour patrol will be conducted at the relevant ASR and the site boundary of the factory. Remedial actions shall be taken to rectify the odour problem if it is confirmed to be related to the operation of the factory.

Sha Po Sewage Pumping Station

2.4.21 Sha Po Sewage Pumping Station (SPSPS) is located close to the Relocated Soy Sauce Factory at the east direction as shown in **Figure 2.1**. According to the onsite surveys conducted in June 2022 and July 2022, no adverse odour impacts were identified at the Sha Po Sewage Pumping Station. However, as a more conservative approach, the cumulative odour impact from SPSPS would be considered. Since the reply from DSD about the parameters of SPSPS for the use of odour impact assessment cannot be obtained, the Preliminary Environmental Review Section of the Final Report for Agreement No. CE 10/2020 (CE) Site Formation and Infrastructure Works for Proposed Public Housing Developments at Sha Po, Shap Pat Heung and Tai Kei Leng, Yuen Long - Feasibility Study (PER Section) and the approved EIA report for Sai O Trunk Sewer Sewage Pumping Station (Register No.: AEIAR-230/2021) (Approved EIA Report) are referred. As refer to the PER Section, the ADWF capacity of the upgraded Sha Po Sewage Pumping Station is 16,750 m^3/day. Therefore, the assumptions of the proposed Sai O Trunk Sewer Sewage Pumping Station (SPS) are adopted as with similar ADWF capacity (20,600m^3/day) by referring to the Approved EIA Report. As the ADWF capacity of Sai O Trunk Sewer SPS is slightly higher than the upgraded Sha Po SPS, underestimation of odour impact would not be anticipated. Moreover, the majority of the sewage collected by the Sha Po SPS and Sai O Trunk Sewer SPS both are from the surrounding residential developments and village houses. Although freshwater is being supplied as flushing water in the area near SPSPS and salted water is being supplied as flushing water in the area near Sai Oi Trunk Sewer SPS, flushing water would only contribute a small portion of the sewage and the majority of the sewage generated should be from kitchen and bathing. Therefore, it is anticipated that the effect on the amount of odour generated from the sewage by using different types of flushing water should not be significant. As such, the usage of the assumptions of the proposed Sai O Trunk Sewer Sewage Pumping Station are considered as appropriate. According to the observations during the additional onsite survey conducted in February 2024, the emission height and the dimension of the exhaust louvre of the SPSPS were assumed. The details of the assumptions of SPSPS are given in **Annex 2.4** and the photo records of the onsite surveys are provided in **Annex 2.9**.

Criteria and Conversion Factor

2.4.22 With the reference to EIAO-TM, the criteria is 5OUs on an averaging time of 5 seconds. Therefore, the modelling result of 1 hour average is converted to 5 seconds average using the below **Table 2.4** in accordance with the EPD's Guidelines on Choice of Models and Model Parameters (revised on 31st January 2024):

Table 2.4 Conversion Factor from 1 Hour to 5 Seconds

Source Type [1]	Stability Category [2]	1-hour to 5-sec Conversion Factor
Area	A, B, C, & D	2.5
	E & F	2.3
Line	A to F	6
Tall wake-free point	A, B & C	17
	D, E & F	35
Wake-affected Point	A to F	2.3
Volume	A to F	2.3

Notes:
[1] Source Types – Area and Waked-affected Point are adopted in the models.
[2] Stability Category are extracted from the PATH v3.0 released by EPD on 31st January 2024.

2.5 Assessment Results

2.5.1 The predicted air quality concentrations from the surrounding odour emissions have been quantitatively assessed for odour.

Odour

2.5.2 The predicted results of odour impact for all selected ASRs at all levels for fifteen scenarios are summarized in **Annex 2.6**.

2.5.3 Under the unmitigated scenarios, the predicted cumulative odour impact of all ASRs under the fifteen scenarios would comply with the criterion. Mitigation measures would be proposed in order to reduce the potential odour impact on the ASRs.

2.5.4 Under the mitigated scenarios, the predicted cumulative odour impact of all the ASRs under the fifteen scenarios would comply with the criterion. According to the predicted results, all predicted results of the ASRs are well below the criterion, with the maximum predicted results of 0.7 OU/m^3 at S4 and S5.

2.5.5 Since some of the emission sources are located at higher level, an additional test has been conducted for some additional test points (T01 to T09) for different levels (1.5mAG to 110.5mAG) in order to capture the worst-hit level for the potential odour impact at the surrounding locations, although no air sensitivity receivers are located at those locations. The locations of the additional test points and the predicted results for the additional test are shown in **Annex 2.10**. As shown by the results, the highest predicted result would be at T2 at 24.7mAG. Therefore, the worst hit level for the contour plots of each scenario is determined as 24.7mAG. The contour plots of the cumulative odour impact of Scenario 1 to Scenario 15 during the mitigated scenario (assessment heights: 1.5m above ground and 24.7m above ground) are shown in **Annex 2.7**.

2.5.6 With the proposed mitigation measures, the predicted cumulative odour impact of all the ASRs under the fifteen scenarios would comply with and well below the criterion (all of the predicted results of the ASRs under each scenario would be below 1 OU/m^3). Hence, adverse odour impact would not be anticipated. It reveals that odour of all mitigated scenarios could comply with the criterion for all representative ASRs.

2.6 A Summary of Air Pollution Control Measures

Air Pollution Control Measures

2.6.1 First of all, all rooms with potential odour generation including fermentation room & kitchen, wastewater treatment plant will be enclosed and provided with mechanical ventilation. The exhaust will be installed at location farthest away from proposed residential development which is air sensitive in nature. Various control measures are proposed. **Table 2.5** below summarizes the identified emission sources and the corresponding air pollution control measures to be implemented at the Relocated Soy Sauce Factory.

Table 2.5 Air Pollution Control Measures to be Implemented at the Relocated Soy Sauce Factory

Emission Sources	Air Pollution Control Measures
Fermentation Room & Kitchen	• 4 sets of odour removal system with 87.5% of removal efficiency will be adopted for removing the odour in the exhausted air.
Outdoor Sun-drying Area	• The concrete tanks will be covered with transparent plastic pane except collecting bean paste. • Under existing and future scenario, only 1 concrete tank at a time will be opened for collecting bean paste. "Not more than 3 concrete tanks at a time" to be opened for collection of bean paste has been adopted in this assessment to present a very conservative scenario.
Wastewater Treatment Plant	• 1 set of odour removal system with 87.5% of removal efficiency will be adopted for removing the odour in the exhausted air.

2.6.2 With proper implementation of mitigation measures recommended, significant odour impact on existing air sensitive uses and the proposed development would not be anticipated. The odour removal system will be optimised in detailed design stage of the project to ensure that the odour impact is minimised and within the acceptable limit.

3. CONCLUSION

3.1.1 The potential odour impact induced by the Relocated Soy Sauce Factory upon the surrounding sensitive receivers is assessed in this report. The odour strength in this assessment under reasonably worst possible scenario has been derived based on odour samples collected at the existing factory and future mechanical ventilation system design with odour removal facilities incorporated. It is understood that some of the soy sauce manufacturing operations might generate odour which include mainly cooking and 1st fermentation operation indoors, and outdoor sun-drying operation from concrete tanks. Besides, emission from future wastewater treatment plant was also accounted for in fifteen scenarios for different locations assumed for the three concrete tanks to be opened simultaneously during collecting bean paste under the mitigated and unmitigated scenarios have been conducted to model the worst scenario for the proposed Air Sensitive Receivers (ASRs) and the existing and planned ASRs within the 500m assessment area from the Relocated Soy Sauce Factory.

3.1.2 According to the assessment result, the maximum predicted odour concentration is 5-second average 0.7 OU/m^3 and is well below the standard of 5-second average 5 OU/m^3. Overall, the potential odour impact is considered acceptable based on the proposed design with some potentially odorous operation housed indoor (such as fermentation room, kitchen and wastewater treatment plant) and ventilated by mechanical ventilation system, and mitigation measures in terms of odour removal system with 87.5% odour removal efficiency connected with the mechanical exhaust for Fermentation Room, Kitchen and Wastewater Treatment Plant to be incorporated into the Relocated Soy Sauce Factory and the concrete tanks covered with transparent plastic pane except collecting bean paste & "not more than 3 concrete tanks at a time" to be opened for collection of bean paste.

3.1.3 It is noted that under rezoning application (No. Y/YL-NSW/9), the Relocated Soy Sauce Factory falls within an area proposed to be zoned "Residential (Group E)" ("R(E)"). The Relocated Soy Sauce Factory which is classified as an industrial use is proposed to be under Column 2 of the proposed R(E) zone. It means that such industrial use is NOT always permitted and a S16 planning application is required to justify the acceptability (including from environmental perspective) of the use after approval of the rezoning application. Moreover, the S16 application can be approved with conditions by the Town Planning Board so that applicant would be required to, say, re-assess and implement any measure to the satisfaction of relevant government departments in later detailed design stage. Further investigation, assessment, testing and commissioning, regular monitoring, etc. can be assured based on these mechanisms under the Town Planning S16 Application process.

3.1.4 In this assessment, the odour samples were collected under weather condition with ambient temperature of around 30°C. Generally, the odour strength would increase with the temperature so that higher odour strength is possible during hotter days. While the predicted maximum odour concentration in this assessment is well below the standard so that odour impact at hotter days may likely be acceptable, the Applicant will conduct another round of odour sampling exercise to capture and assess the odour emission strength under higher temperature conditions and reflect it in S16 application submissions to ensure that adequately worst representative condition can be covered. Moreover, in the Relocated Soy Sauce Factory, all rooms with potential odour generation including fermentation room & kitchen, wastewater treatment plant will be enclosed and provided with mechanical ventilation. The exhaust will be installed at location farthest away from proposed residential development which is air sensitive in nature. The Relocated Soy Sauce Factory is proposed with the odour removal facilities which is expected to achieve 87.5%

removal efficiency. Supporting information of the removal efficiency will be provided in the later stage as only preliminary design is available at this stage. With the recommended provisions, it is envisaged that the proposed ASRs in the proposed development, and existing and planned ASRs in the surrounding would be acceptable in odour terms. In addition, commissioning testing will be conducted before the operation of the Relocated Soy Sauce Factory after the deodorization units are installed if necessary. Odour samplings will be collected at the inlet and outlet of the odour removal systems to determine the targeted odour removal efficiency. If it is verified in the commissioning test that the targeted odour removal efficiency could not be achieved, a revised odour impact assessment based on the actual performance of the odour removal systems shall be conducted to support that adverse odour impact is not anticipated on the nearby ASRs. In addition, regular monitoring of the odour removal efficiency during operation stage may also be conducted to ensure the targeted odour removal efficiency could be achievable as required under the S16 planning approval condition, if imposed. Odour samples shall be collected in every month at the inlet and outlet of the odour removal systems. If there is a failure of the odour removal systems to achieve the target odour removal efficiency during the regular monitoring, the factory shall investigate the problem, clean the odour removal systems and conduct maintenance/replacement the odour removal systems if necessary and consider if the operation process shall be ceased or the exhaust points shall be closed for the kitchen, fermentation room and wastewater treatment plant until the odour removal systems is resumed normal. Moreover, if odour complaint is received, odour patrol will be conducted at the relevant ASR and the site boundary of the factory. Remedial actions shall be taken to rectify the odour problem if it is confirmed to be related to the operation of the factory.

3.1.5 In conclusion, with the recommended environmental mitigation measures implemented, the predicted results demonstrate that the current rezoning application is technically feasible from odour perspective. The proposed Relocated Soy Sauce Factory belongs to industrial use and will be under column 2 of the proposed R(E) zone so that subsequent S16 planning application and the need to fulfil planning approval condition, if any, is required. If relevant Government Departments consider appropriate to review the design of the factory at subsequent detailed design and implementation stages, the Odour Impact Assessment can be further reviewed with further odour samples to be collected under different weather conditions and supplementary information of odour removal efficiency submitted to Government for review (e.g. under S16 planning application). Relevant proposed mitigation measures can also be reviewed (if necessary) accordingly. Therefore, it is considered that this assessment is capable to demonstrate the feasibility to meet the odour requirement in this early planning stage and there is proper mechanism so that more detailed design information and assessment will be submitted to relevant government departments for approval before the proposed Relocated Soy Sauce Factory can be implemented.

Figures

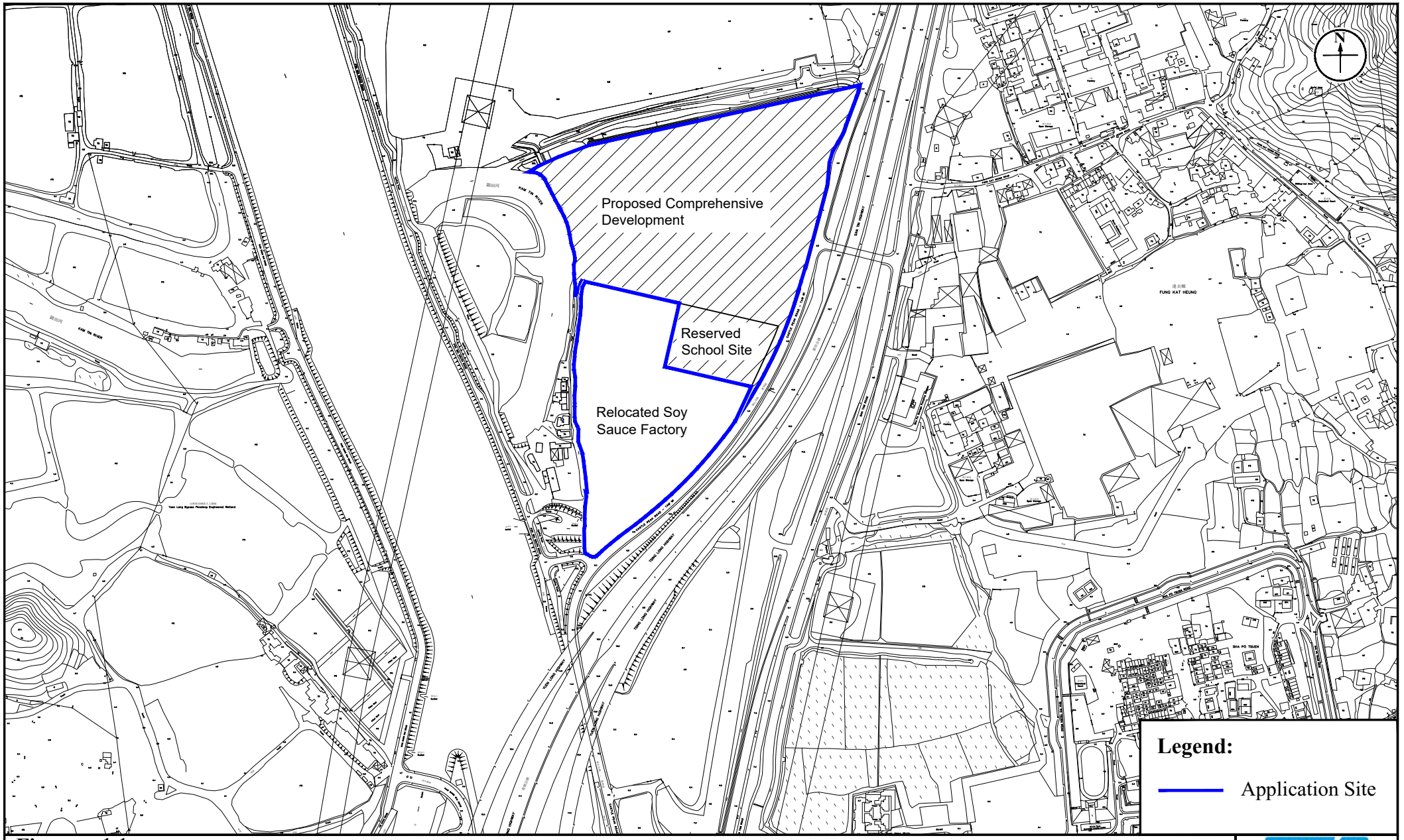


Figure: 1.1 ” ” ” ”

Title: Location of the Relocated Soy Sauce Factory and its Environ

RAMBOLL

Drawn by: SC

Checked by: CC

Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D) , “OS and “Road Zones to “R(E) Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

Rev.: 1.0

Date: Mar 2023

Q:\Projects\SHKOUIOSEI00\05 Assessments\01 Air\01 Stacks\Fig_RE_Soy Factory.dwg


N
Legend:
Application Site


N
Legend:
Application Site



Legend:

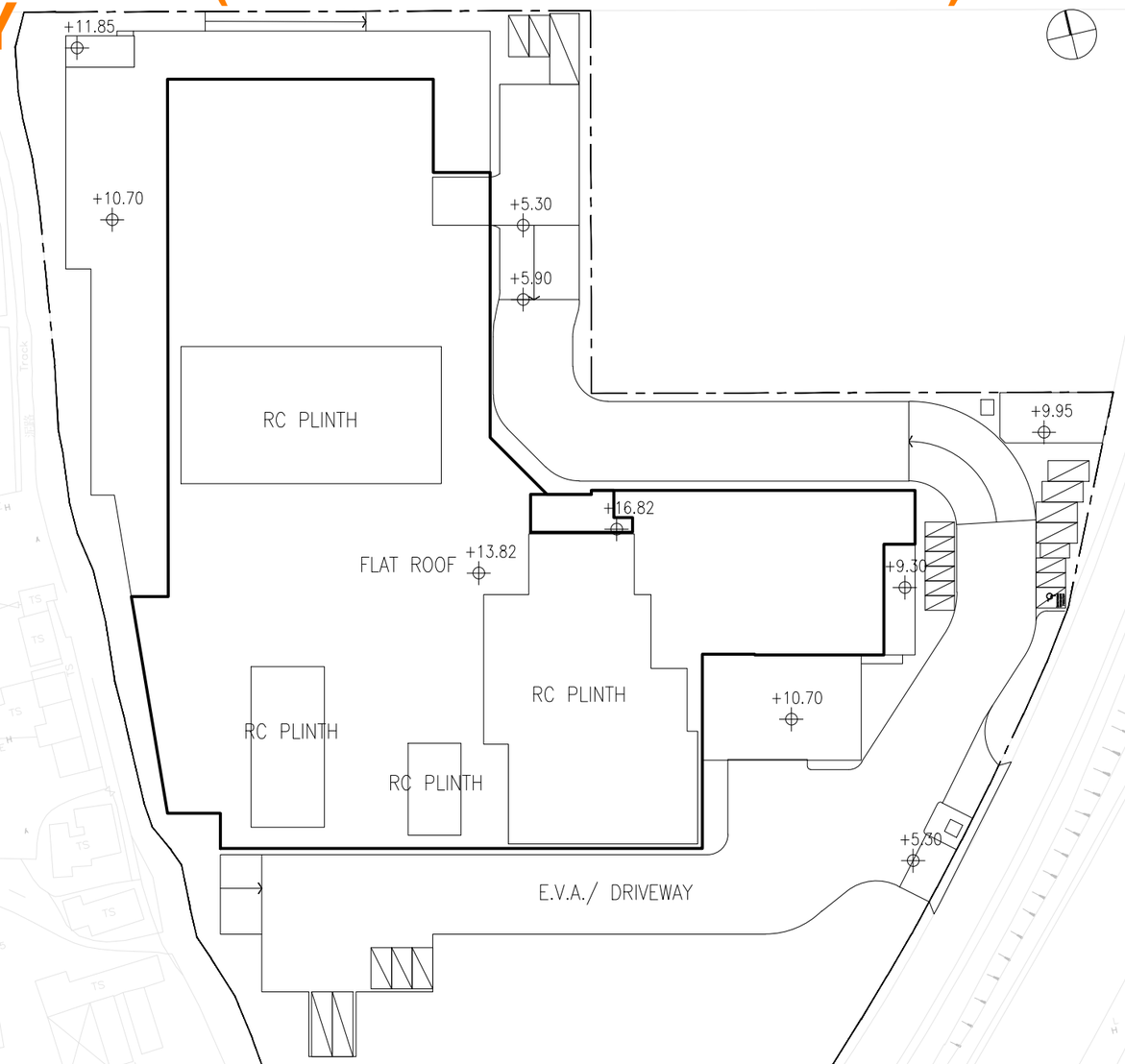
Application Site

Representative ASRs

Figure:	2.3 ” ” ” ”	RAMBOLL
Title:	Representative ASRs in the Surrounding	Drawn by: SC Checked by: CC
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D) , “OS and “Road Zones to “R(E) Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long	Rev.: 1.0 Date: Mar 2023

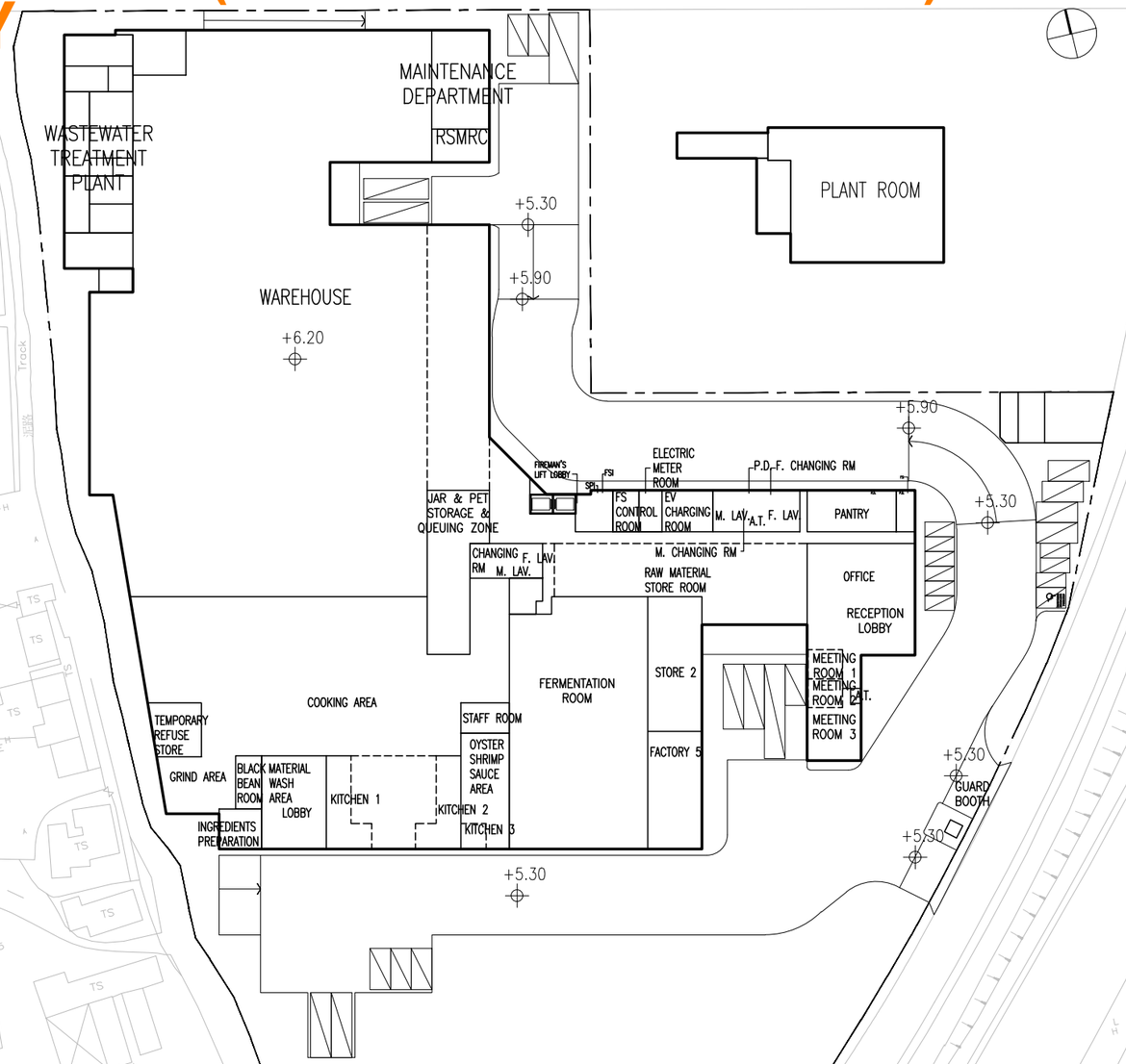
Annex 1.1 Indicative Layout Plans and Sections of the Relocated Soy Sauce Factory

INDICATIVE LAYOUT PLANS (MASTER LAYOUT PLAN) OF THE RELOCATED SOY SAUCE FACTORY



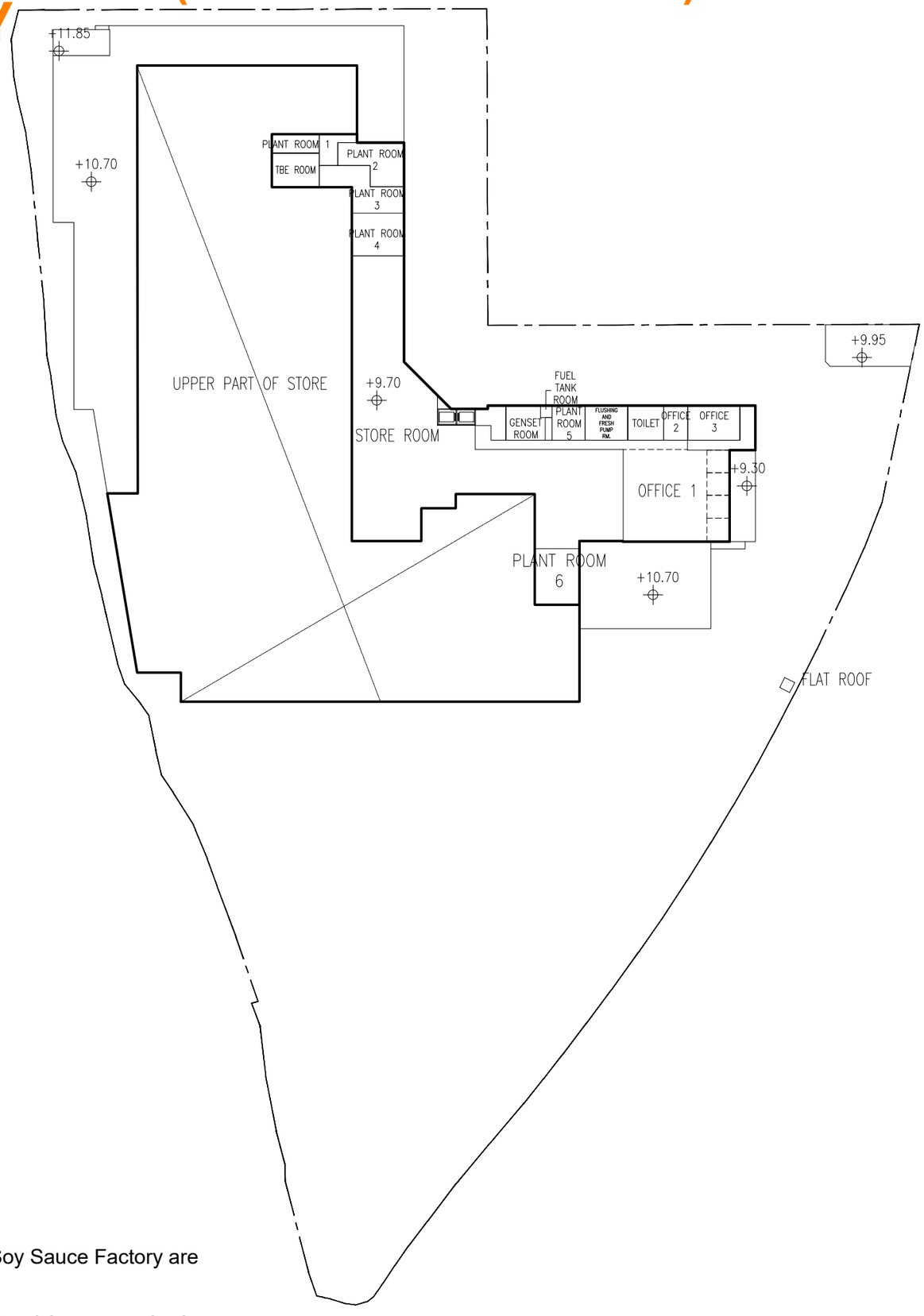
Remarks:
The Indicative Layout Plans and Sections of the Relocated Soy Sauce Factory are for reference only, subject to further detailed design.

INDICATIVE LAYOUT PLANS (GROUND FLOOR PLAN) OF THE RELOCATED SOY SAUCE FACTORY



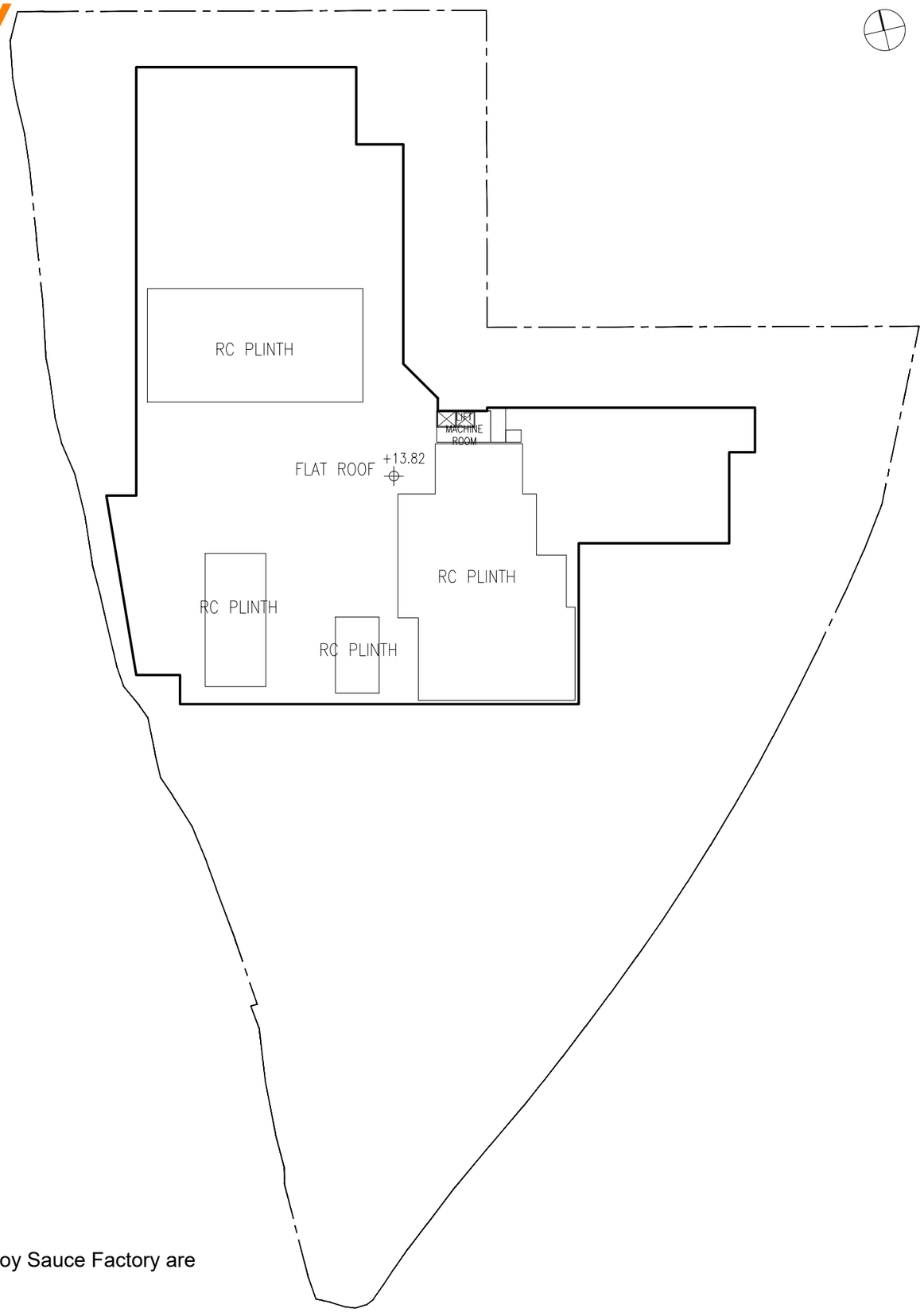
Remarks:
The Indicative Layout Plans and Sections of the Relocated Soy Sauce Factory are for reference only, subject to further detailed design.

INDICATIVE LAYOUT PLANS (FIRST FLOOR PLAN) OF THE RELOCATED SOY SAUCE FACTORY



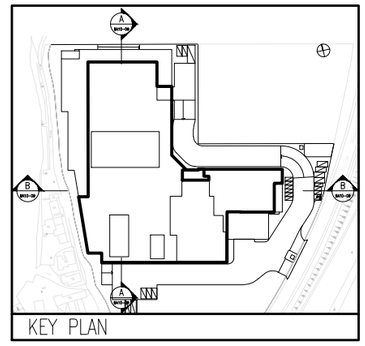
Remarks:
The Indicative Layout Plans and Sections of the Relocated Soy Sauce Factory are for reference only, subject to further detailed design.

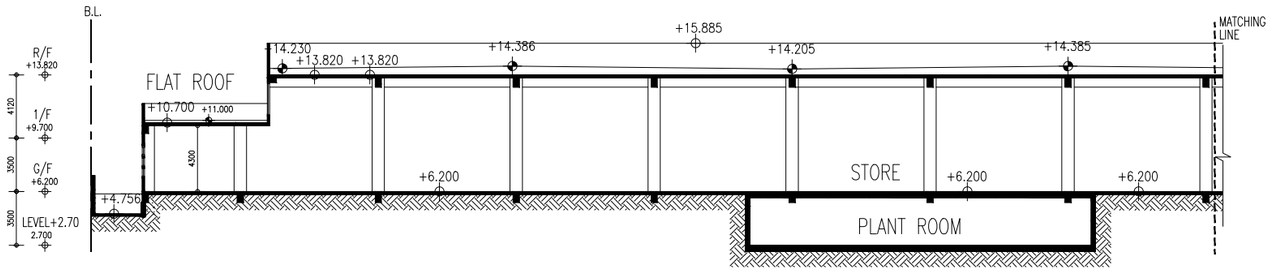
INDICATIVE LAYOUT PLANS OF THE RELOCATED SOY SAUCE FACTORY



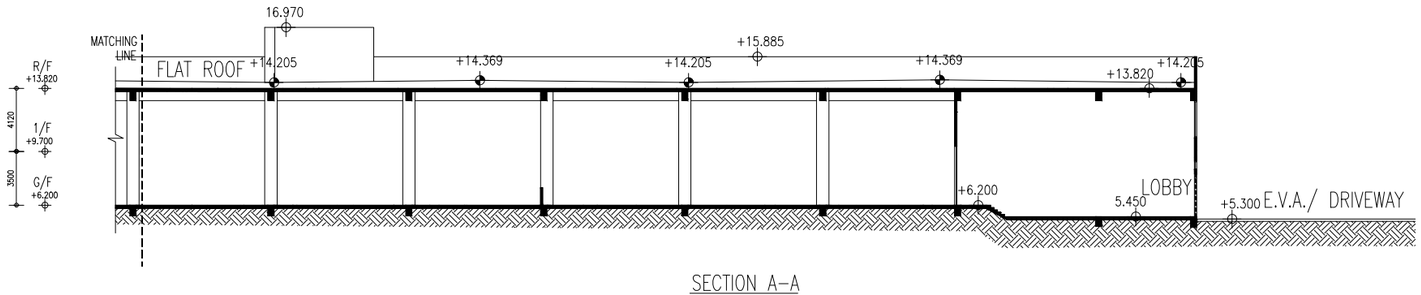
Remarks:
The Indicative Layout Plans and Sections of the Relocated Soy Sauce Factory are for reference only, subject to further detailed design.

INDICATIVE SECTIONS OF THE RELOCATED SOY SAUCE FACTORY

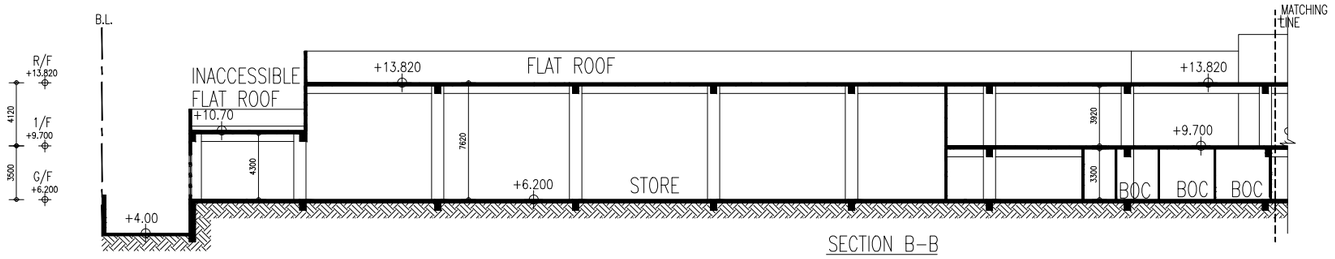




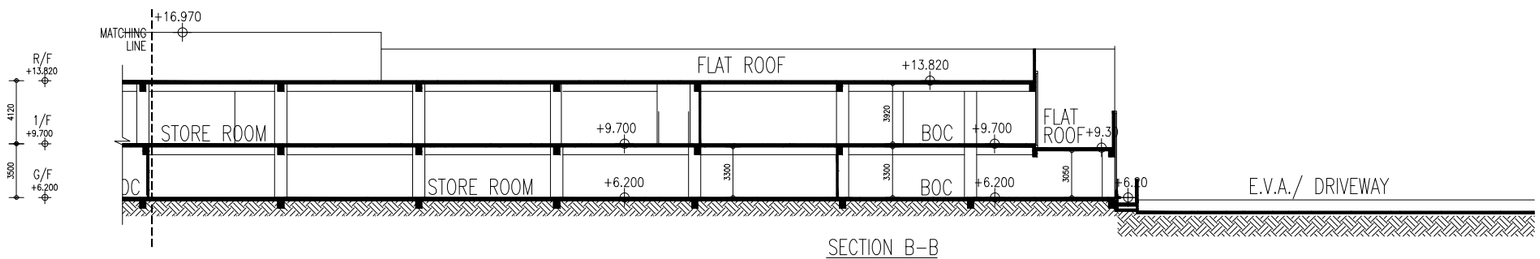
SECTION A–A



SECTION A–A



SECTION B–B



SECTION B–B

Remarks:
The Indicative Layout Plans and Sections of the Relocated Soy Sauce Factory are for reference only, subject to further detailed design.

Annex 2.1 Work Process of the Soy Sauce Factory

The Unique Soy Sauce / Bean-based Products Production Process

LEGEND:
- Procedure **inside** the building
- Procedure **outside** the building (outdoor sun-drying area)

Soy Beans



1. 

Screening & Steaming
(篩選&煮豆)

Steaming

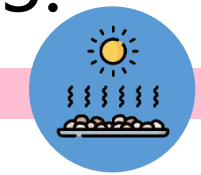
2. 

Making Koji
for 1st fermentation
(撈璜 → 一期發酵)

Fermentation

→Transfer to ***Outdoor Tanks***



3. 

2nd fermentation
(二期發酵, 即生曬)

*All concrete tanks are covered by transparent plastic pane for hygiene and weather reasons.

Fermentation

4. 

Extracting Soy Sauce from Concrete Tanks via pipeline
(抽油)

5. 

Collecting
Bean Paste from Tanks
(提取豆渣)



→Transfer to Kitchen

6. 

Food Processing
(e.g. Cooking Sauce)
(食品加工, 例如煮醬))

7. 

Bottling & Packaging
(入樽&包裝)

8. 

Boxing & Delivery
(出貨)

Soy Sauce & Bean Based Products



The Upgraded / Modernised Relocated Soy Sauce Factory

- The Future Relocated Soy Sauce Factory will follow the same traditional sauce production practices of the Current Soy Sauce Factory with **MORDERNIZED SAUCE PRODUCTION FACILITIES**

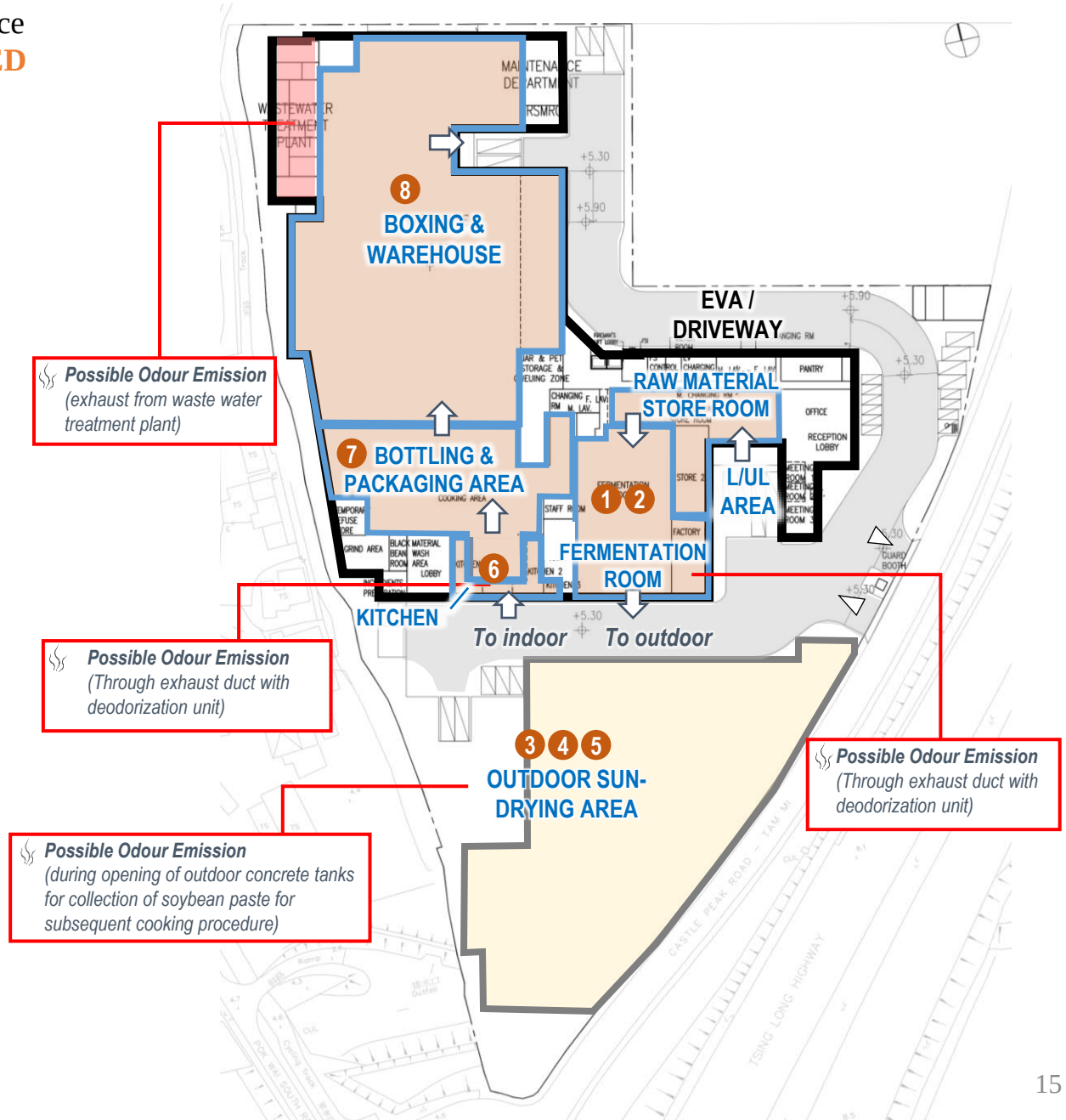
Soy Sauce / Bean Base Products Production Process

1. Screening & Steaming (篩選 & 煮豆)
2. Making Koji for 1st fermentation (撈璜 → 一期發酵)
3. 2nd fermentation (二期發酵; 即生曬)
4. Extracting Soy Sauce from Concrete Tanks (抽油)
5. Collecting Bean Paste from Concrete Tanks (提取豆渣)
6. Food Processing (e.g. Cooking Sauce) (食品加工，例如煮醬)
7. Bottling & Packaging (入樽&包裝)
8. Boxing & Delivery (入箱及出貨)

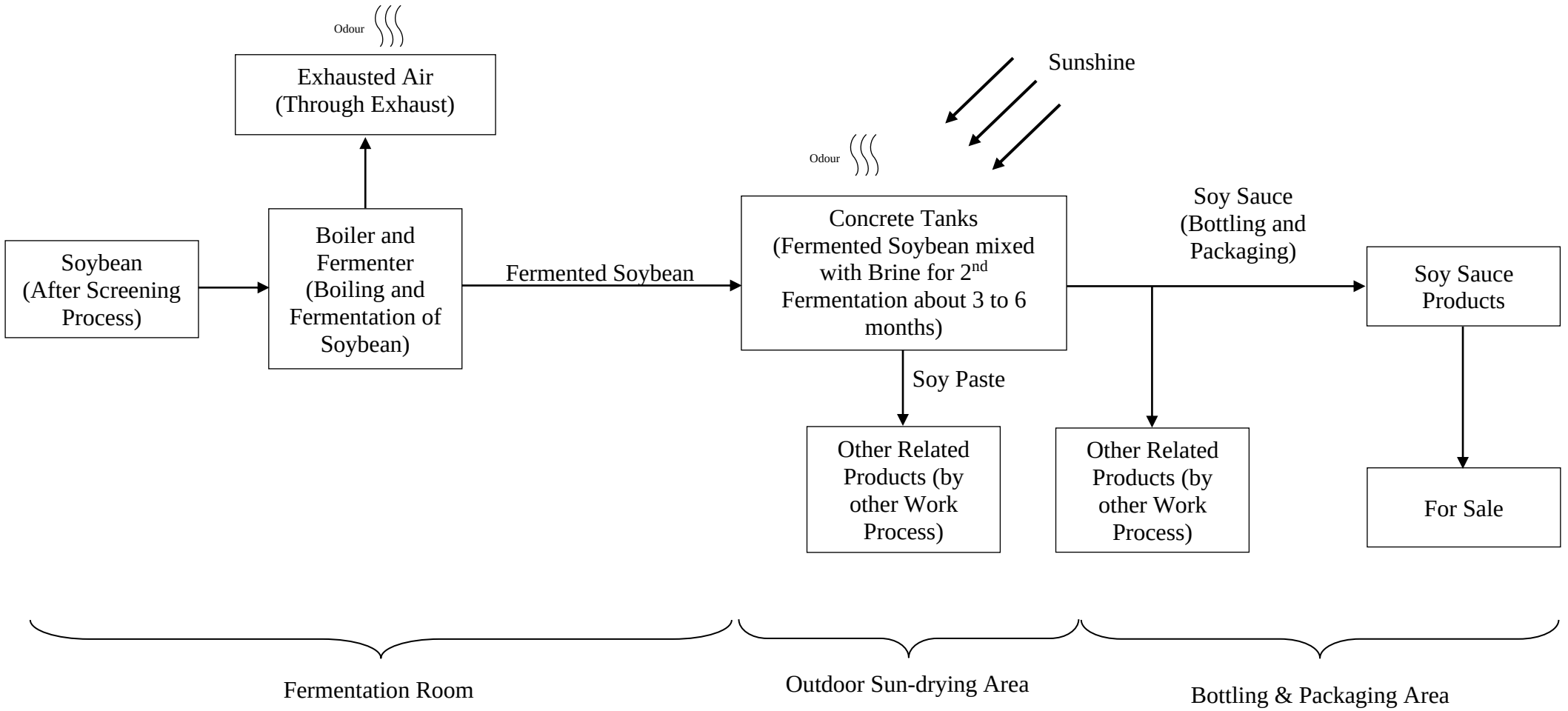
LEGEND:

- Boundary of Relocated Soy Sauce Factory Portion (Under Application No. Y/YL-NSW/9)
- Boundary of main factory building
- EVA / Driveway
- Procedure **inside** the building (G/F)
- Procedure **outside** the building (i.e. outdoor sun-drying area)
- Production Flow

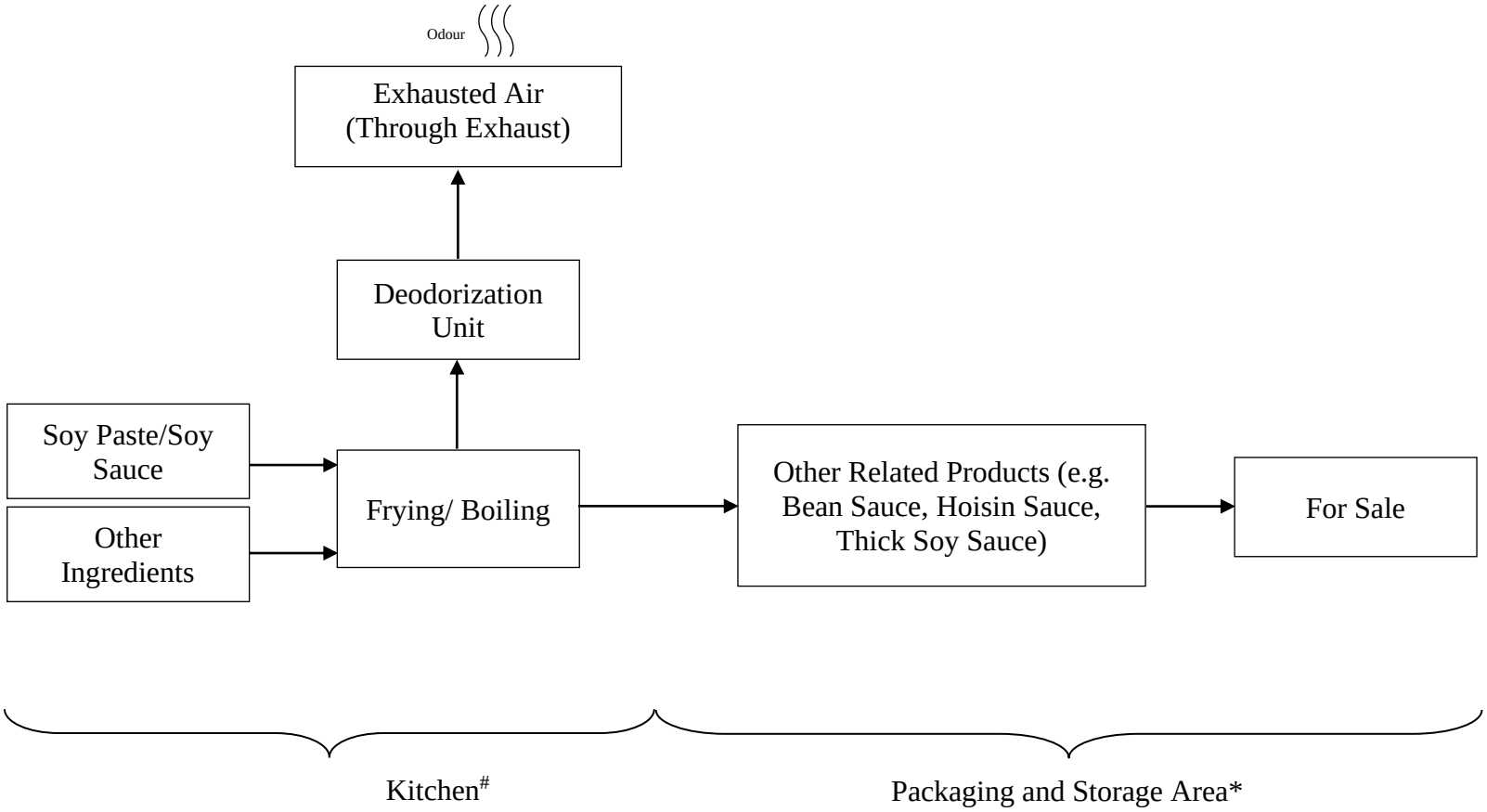
Remarks:
All procedures will be processed on the G/F of the relocated soy sauce factory portion



Work Process of Production of Soy Sauce



Work Process of Production of Other Related Products



Remarks:
According to the design at this stage, electricity will be used for the Relocated Soy Sauce Factory. Therefore, emissions from fuel combustion have not been anticipated. The use of electricity will be further reviewed in the detailed stage. If necessary, impact of emissions from fuel combustion will be assessed in the detailed stage. Please refer to the revised Annex 2.1 accordingly.
* According to the observation during onsite survey, no odour was observed.

Annex 2.2 Land Use Implications on Albedo Value, Bowen Ratio and Surface Roughness

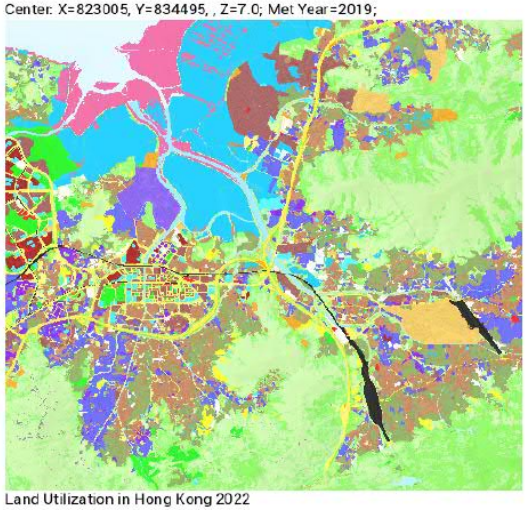
Land Use Implications on Albedo Value, Bowen Ratio and Surface Roughness

PATH v3.0 Grid 27,47

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo x Perce	b^n/Sn
1		Private Residential	1	0.18	1.5	35398	3.54%	0.00637164	1.014456148
2		Public Residential	1	0.18	1.5	7112	0.71%	0.00128016	1.00288783
3		Rural Settlement	0.375	0.165	0.9	99423	9.94%	0.016404795	0.989579416
11		Commercial/Business and Office	1	0.18	1.5	2360	0.24%	0.0004248	1.000957356
21		Industrial Land	0.7	0.18	1.5	10741	1.07%	0.00193338	1.004364598
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	8637	0.86%	0.00155466	1.003508141
23		Warehouse and Open Storage	0.7	0.18	1.5	60558	6.06%	0.01090044	1.024858092
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	10248	1.02%	0.00184464	1.004163851
32		Open Space and Recreation	0.04	0.15	1	20165	2.02%	0.00302475	1
41		Roads and Transport Facilities	0.7	0.18	1.5	49425	4.94%	0.0088965	1.020242264
42		Railways	0.7	0.18	1.5	8363	0.84%	0.00150534	1.00339666
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	0	0.00%	0	1
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	10174	1.02%	0.00183132	1.004133722
52		Utilities	0.7	0.18	1.5	6213	0.62%	0.00111834	1.00252233
53		Vacant Land/Construction in Progress	0.2	0.18	1	15086	1.51%	0.00271548	1
54		Others	0.2	0.18	1	17880	1.79%	0.0032184	1
61		Agricultural Land	0.1575	0.18	0.55	83747	8.37%	0.01507446	0.951165642
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	89499	8.95%	0.0089499	0.813768735
71		Woodland	1.05	0.1625	0.75	118387	11.84%	0.019237888	0.966515621
72		Shrubland	0.3	0.18	1.25	83407	8.34%	0.01501326	1.018786012
73		Grassland	0.065	0.185	0.8	183193	18.32%	0.033890705	0.959945913
74		Mangrove/Swamp	0.065	0.14	0.225	32630	3.26%	0.0045682	0.952492831
81		Badland	0.15	0.1625	0.75	747	0.07%	0.000121388	0.999785125
83		Rocky Shore	0.05	0.2	4.75	15	0.00%	0.000003	1.000023372
91		Reservoirs	0.001	0.1	0.1	956	0.10%	0.0000956	0.99780115
92		Streams and Nullahs	0.001	0.1	0.1	16682	1.67%	0.0016682	0.96231665
99		SZ Residential *	1	0.18	1.5	0	0.00%	0	1
0		Open Sea *	0.001	0.1	0.1	28954	2.90%	0.0028954	0.935504757
				0.164543	0.674181	1000000			

* Outside Hong Kong border, not belong to PlanD categories.

Center: X=823005, Y=834495, , Z=7.0; Met Year=2019;

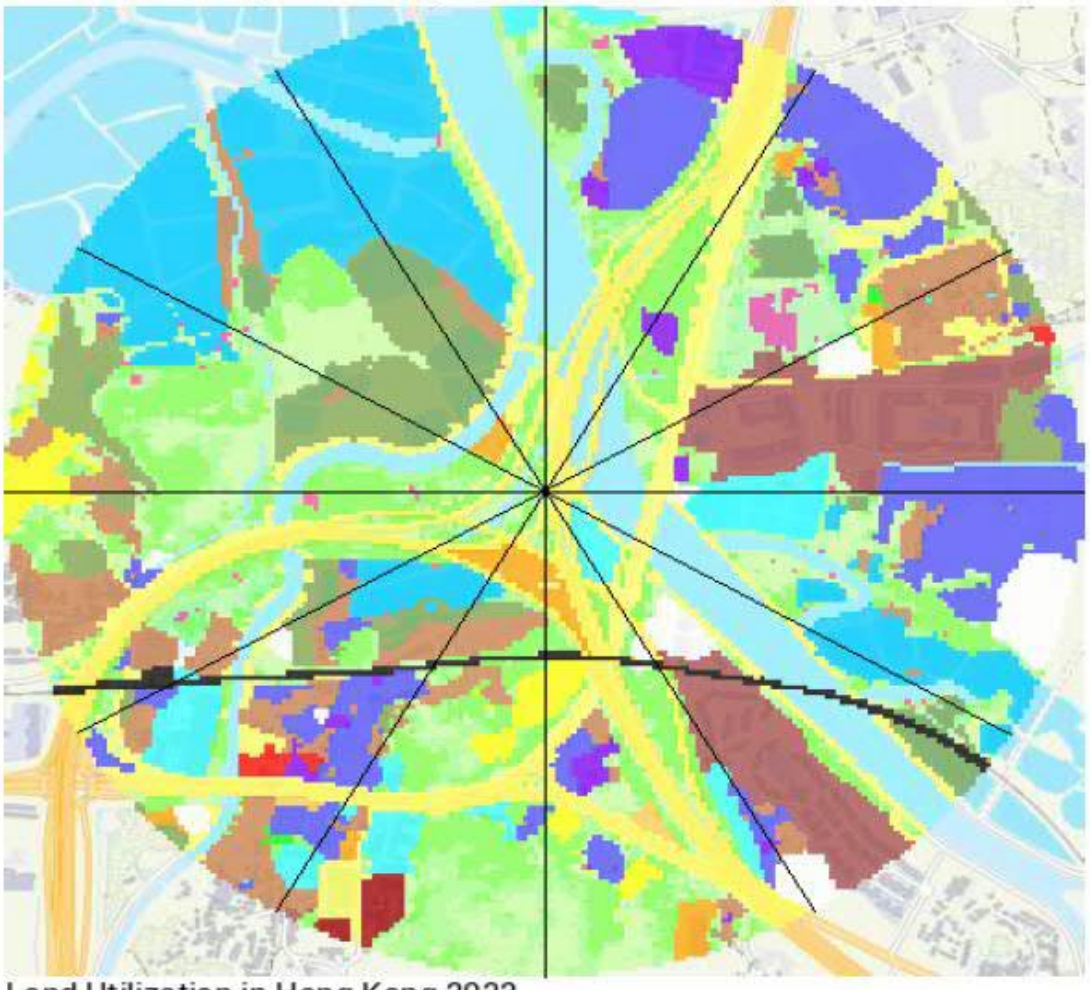


Land Utilization in Hong Kong 2022

PATH v3.0 Grid 27,47

Angle	Group	Inverse-distanc	Roughness
0	0 - 30	5.176452751	0.003254
30	30 - 60	5.31768931	0.004441
60	60 - 90	5.176452751	0.004048
90	90 - 120	5.176452751	0.006864
120	120 - 150	5.31768931	0.009836
150	150 - 180	5.176452751	0.010190
180	180 - 210	5.176452751	0.011628
210	210 - 240	5.31768931	0.008678
240	240 - 270	5.176452751	0.007079
270	270 - 300	5.176452751	0.004243
300	300 - 330	5.31768931	0.003372
330	330 - 360	5.176452751	0.003088

Center: X=823005, Y=834495, , Z=7.0; Met Year=2019;



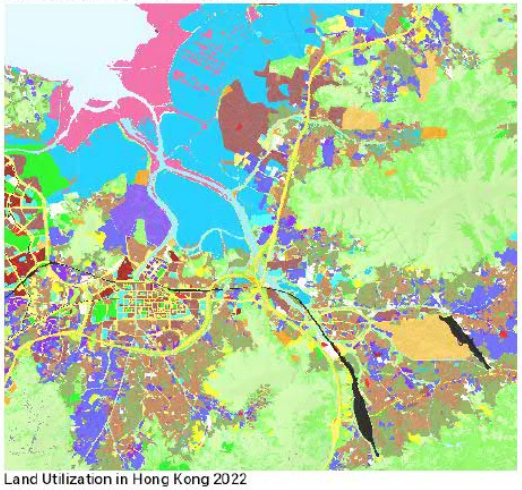
Land Utilization in Hong Kong 2022

PATH v3.0 Grid 27,48

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo x Perce	b^n/Sn
1		Private Residential	1	0.18	1.5	34513	3.45%	0.00621234	1.014092189
2		Public Residential	1	0.18	1.5	5877	0.59%	0.00105786	1.00238576
3		Rural Settlement	0.375	0.165	0.9	104030	10.40%	0.01716495	0.989099195
11		Commercial/Business and Office	1	0.18	1.5	2256	0.23%	0.00040608	1.000915148
21		Industrial Land	0.7	0.18	1.5	10683	1.07%	0.00192294	1.004340979
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	8637	0.86%	0.00155466	1.003508141
23		Warehouse and Open Storage	0.7	0.18	1.5	64210	6.42%	0.0115578	1.026376783
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	10280	1.03%	0.0018504	1.00417688
32		Open Space and Recreation	0.04	0.15	1	16923	1.69%	0.00253845	1
41		Roads and Transport Facilities	0.7	0.18	1.5	51326	5.13%	0.00923868	1.021028959
42		Railways	0.7	0.18	1.5	8243	0.82%	0.00148374	1.00334784
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	0	0.00%	0	1
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	10586	1.06%	0.00190548	1.004301479
52		Utilities	0.7	0.18	1.5	6032	0.60%	0.00108576	1.002448759
53		Vacant Land/Construction in Progress	0.2	0.18	1	15251	1.53%	0.00274518	1
54		Others	0.2	0.18	1	17852	1.79%	0.00321336	1
61		Agricultural Land	0.1575	0.18	0.55	82980	8.30%	0.0149364	0.95160189
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	110876	11.09%	0.0110876	0.774682954
71		Woodland	1.05	0.1625	0.75	98560	9.86%	0.016016	0.972044256
72		Shrubland	0.3	0.18	1.25	69222	6.92%	0.01245996	1.015566356
73		Grassland	0.065	0.185	0.8	165288	16.53%	0.03057828	0.963788939
74		Mangrove/Swamp	0.065	0.14	0.225	39414	3.94%	0.00551796	0.942902792
81		Badland	0.15	0.1625	0.75	639	0.06%	0.000103838	0.999816188
83		Rocky Shore	0.05	0.2	4.75	11	0.00%	0.0000022	1.00001714
91		Reservoirs	0.001	0.1	0.1	326	0.03%	0.0000326	0.999249639
92		Streams and Nullahs	0.001	0.1	0.1	16497	1.65%	0.0016497	0.962726663
99		SZ Residential *	1	0.18	1.5	137	0.01%	0.00002466	1.00005555
0		Open Sea *	0.001	0.1	0.1	49351	4.94%	0.0049351	0.892583799
				0.161282	0.612188	1000000			

* Outside Hong Kong border, not belong to PlanD categories.

Center: X=823125, Y=835235, , Z=4.0; Met Year=2019;

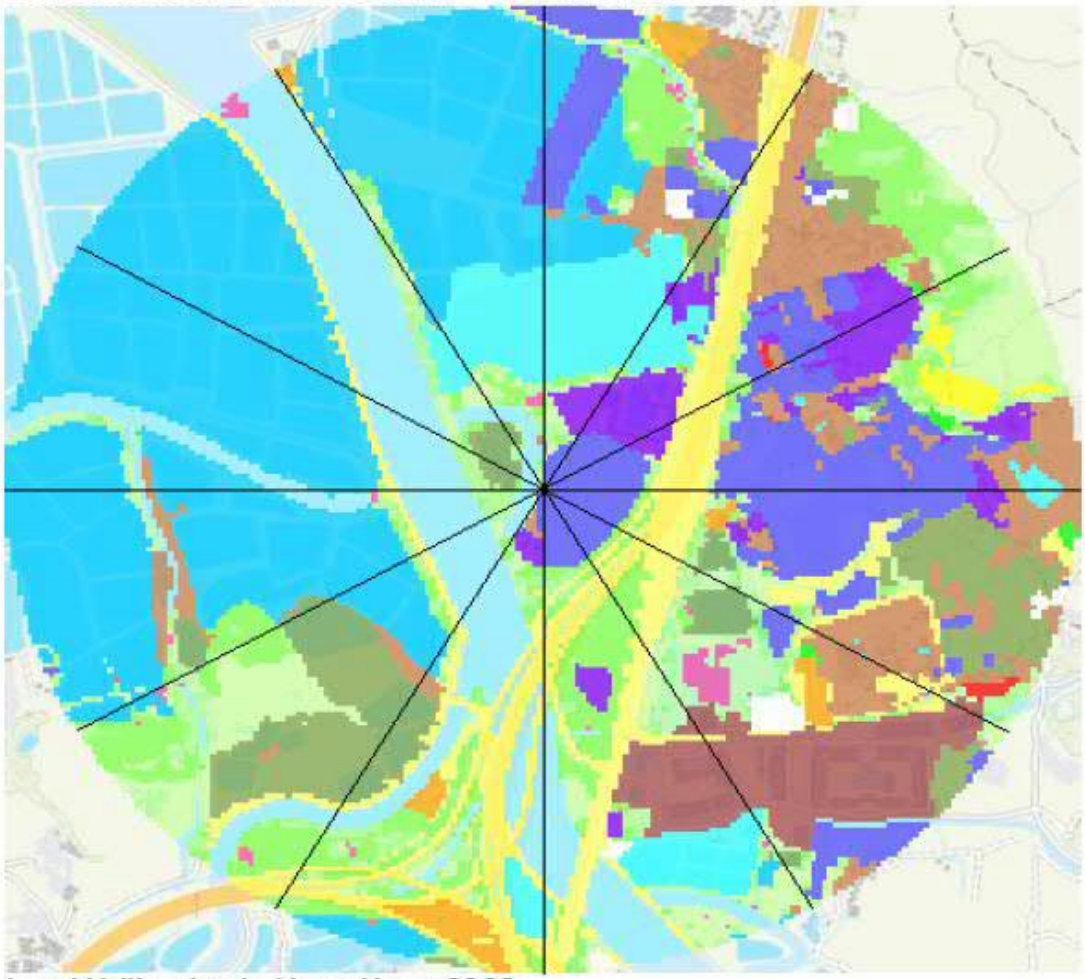


Land Utilization in Hong Kong 2022

PATH v3.0 Grid 27,48

Angle	Group	Inverse-distanc	Roughness
0	0 - 30	5.176452751	**0.003111**
30	30 - 60	5.31768931	**0.003222**
60	60 - 90	5.176452751	**0.003137**
90	90 - 120	5.176452751	**0.004419**
120	120 - 150	5.31768931	**0.005430**
150	150 - 180	5.176452751	**0.005865**
180	180 - 210	5.176452751	**0.005942**
210	210 - 240	5.31768931	**0.006111**
240	240 - 270	5.176452751	**0.005371**
270	270 - 300	5.176452751	**0.003141**
300	300 - 330	5.31768931	**0.002808**
330	330 - 360	5.176452751	**0.002527**

Center: X=823125, Y=835235, , Z=4.0; Met Year=2019;



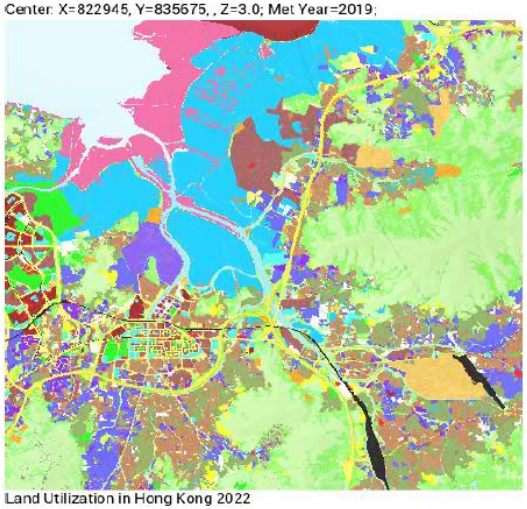
Land Utilization in Hong Kong 2022

PATH v3.0 Grid 27,49

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo x Perce	b^n/Sn
1		Private Residential	1	0.18	1.5	35787	3.58%	0.00644166	1.014616166
2		Public Residential	1	0.18	1.5	7707	0.77%	0.00138726	1.003129807
3		Rural Settlement	0.375	0.165	0.9	101641	10.16%	0.016770765	0.989348188
11		Commercial/Business and Office	1	0.18	1.5	2379	0.24%	0.00042822	1.000965067
21		Industrial Land	0.7	0.18	1.5	10985	1.10%	0.0019773	1.004463968
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	8637	0.86%	0.00155466	1.003508141
23		Warehouse and Open Storage	0.7	0.18	1.5	61755	6.18%	0.0111159	1.025355619
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	11330	1.13%	0.0020394	1.004604488
32		Open Space and Recreation	0.04	0.15	1	16695	1.67%	0.00250425	1
41		Roads and Transport Facilities	0.7	0.18	1.5	55349	5.53%	0.00996282	1.022695806
42		Railways	0.7	0.18	1.5	8480	0.85%	0.0015264	1.003444262
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	0	0.00%	0	1
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	10716	1.07%	0.00192888	1.004354417
52		Utilities	0.7	0.18	1.5	6193	0.62%	0.00111474	1.002514201
53		Vacant Land/Construction in Progress	0.2	0.18	1	15477	1.55%	0.00278586	1
54		Others	0.2	0.18	1	17972	1.80%	0.00323496	1
61		Agricultural Land	0.1575	0.18	0.55	78258	7.83%	0.01408644	0.954292045
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	119609	11.96%	0.0119609	0.759260838
71		Woodland	1.05	0.1625	0.75	86568	8.66%	0.0140673	0.975403486
72		Shrubland	0.3	0.18	1.25	60459	6.05%	0.01088262	1.013582451
73		Grassland	0.065	0.185	0.8	150062	15.01%	0.02776147	0.967069062
74		Mangrove/Swamp	0.065	0.14	0.225	47046	4.70%	0.00658644	0.932229364
81		Badland	0.15	0.1625	0.75	445	0.04%	7.23125E-05	0.99987199
83		Rocky Shore	0.05	0.2	4.75	17	0.00%	0.0000034	1.000026489
91		Reservoirs	0.001	0.1	0.1	213	0.02%	0.0000213	0.99950967
92		Streams and Nullahs	0.001	0.1	0.1	16730	1.67%	0.001673	0.962210297
99		SZ Residential *	1	0.18	1.5	6321	0.63%	0.00113778	1.002566232
0		Open Sea *	0.001	0.1	0.1	63169	6.32%	0.0063169	0.864631393
				0.159343	0.582133	1000000			

* Outside Hong Kong border, not belong to PlanD categories.

Center: X=822945, Y=835675, , Z=3.0; Met Year=2019;

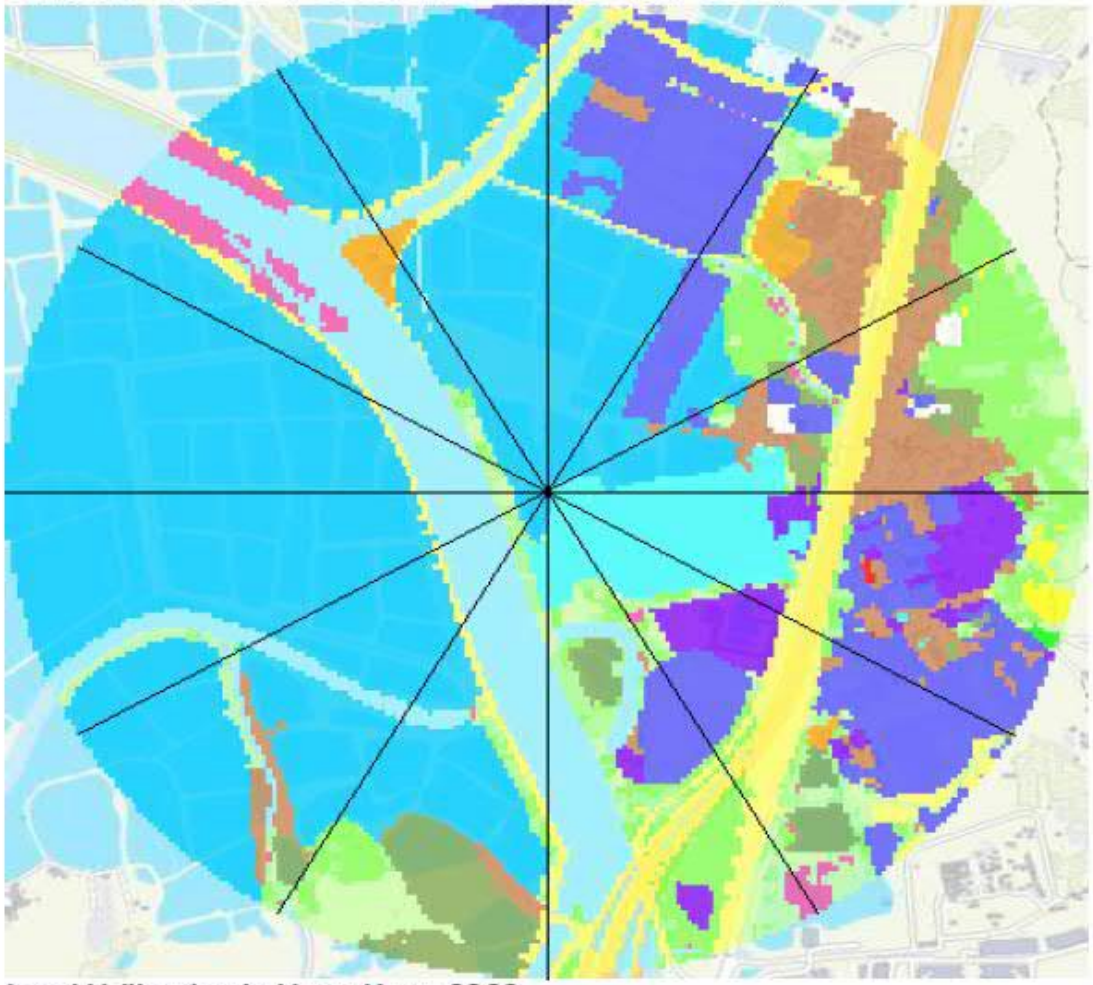


Land Utilization in Hong Kong 2022

PATH v3.0 Grid 27,49

Angle	Group	Inverse-distanc	Roughness
0	0 - 30	5.176452751	**0.003274**
30	30 - 60	5.31768931	**0.003441**
60	60 - 90	5.176452751	**0.003738**
90	90 - 120	5.176452751	**0.004134**
120	120 - 150	5.31768931	**0.003639**
150	150 - 180	5.176452751	**0.003285**
180	180 - 210	5.176452751	**0.003138**
210	210 - 240	5.31768931	**0.002606**
240	240 - 270	5.176452751	**0.004015**
270	270 - 300	5.176452751	**0.003953**
300	300 - 330	5.31768931	**0.003106**
330	330 - 360	5.176452751	**0.003059**

Center: X=822945, Y=835675, , Z=3.0; Met Year=2019;



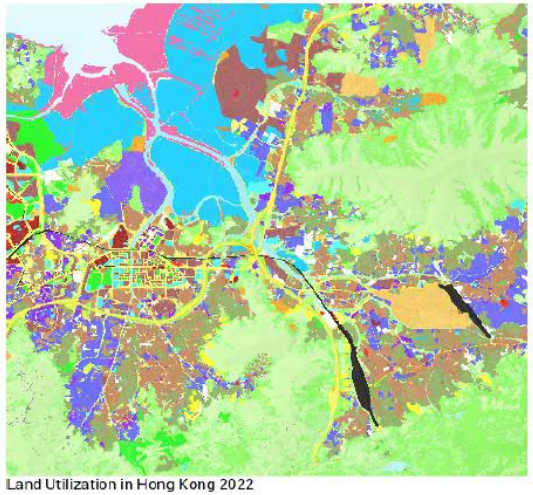
Land Utilization in Hong Kong 2022

PATH v3.0 Grid 28,47

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo x Perce	b^n/Sn
1		Private Residential	1	0.18	1.5	33671	3.37%	0.00606078	1.013746035
2		Public Residential	1	0.18	1.5	4526	0.45%	0.00081468	1.00183682
3		Rural Settlement	0.375	0.165	0.9	101395	10.14%	0.016730175	0.989373831
11		Commercial/Business and Office	1	0.18	1.5	2134	0.21%	0.00038412	1.000865637
21		Industrial Land	0.7	0.18	1.5	10005	1.00%	0.0018009	1.004064918
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	8637	0.86%	0.00155466	1.003508141
23		Warehouse and Open Storage	0.7	0.18	1.5	62211	6.22%	0.01119798	1.025545217
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	9765	0.98%	0.0017577	1.003967215
32		Open Space and Recreation	0.04	0.15	1	18288	1.83%	0.0027432	1
41		Roads and Transport Facilities	0.7	0.18	1.5	47026	4.70%	0.00846468	1.019250346
42		Railways	0.7	0.18	1.5	8036	0.80%	0.00144648	1.003263632
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	0	0.00%	0	1
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	9840	0.98%	0.0017712	1.003997746
52		Utilities	0.7	0.18	1.5	5743	0.57%	0.00103374	1.002331299
53		Vacant Land/Construction in Progress	0.2	0.18	1	14953	1.50%	0.00269154	1
54		Others	0.2	0.18	1	17839	1.78%	0.00321102	1
61		Agricultural Land	0.1575	0.18	0.55	87384	8.74%	0.01572912	0.949099737
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	89072	8.91%	0.0089072	0.814569229
71		Woodland	1.05	0.1625	0.75	123439	12.34%	0.020058838	0.965111937
72		Shrubland	0.3	0.18	1.25	85213	8.52%	0.01533834	1.019196663
73		Grassland	0.065	0.185	0.8	182907	18.29%	0.033837795	0.960007178
74		Mangrove/Swamp	0.065	0.14	0.225	32494	3.25%	0.00454916	0.952686078
81		Badland	0.15	0.1625	0.75	703	0.07%	0.000114238	0.99979778
83		Rocky Shore	0.05	0.2	4.75	7	0.00%	0.0000014	1.000010907
91		Reservoirs	0.001	0.1	0.1	950	0.10%	0.000095	0.997814935
92		Streams and Nullahs	0.001	0.1	0.1	16606	1.66%	0.0016606	0.962485067
99		SZ Residential *	1	0.18	1.5	0	0.00%	0	1
0		Open Sea *	0.001	0.1	0.1	27156	2.72%	0.0027156	0.939385819
				0.164670	0.673541	1000000			

* Outside Hong Kong border, not belong to PlanD categories.

Center: X=823305, Y=834495, , Z=4.0; Met Year=2019;

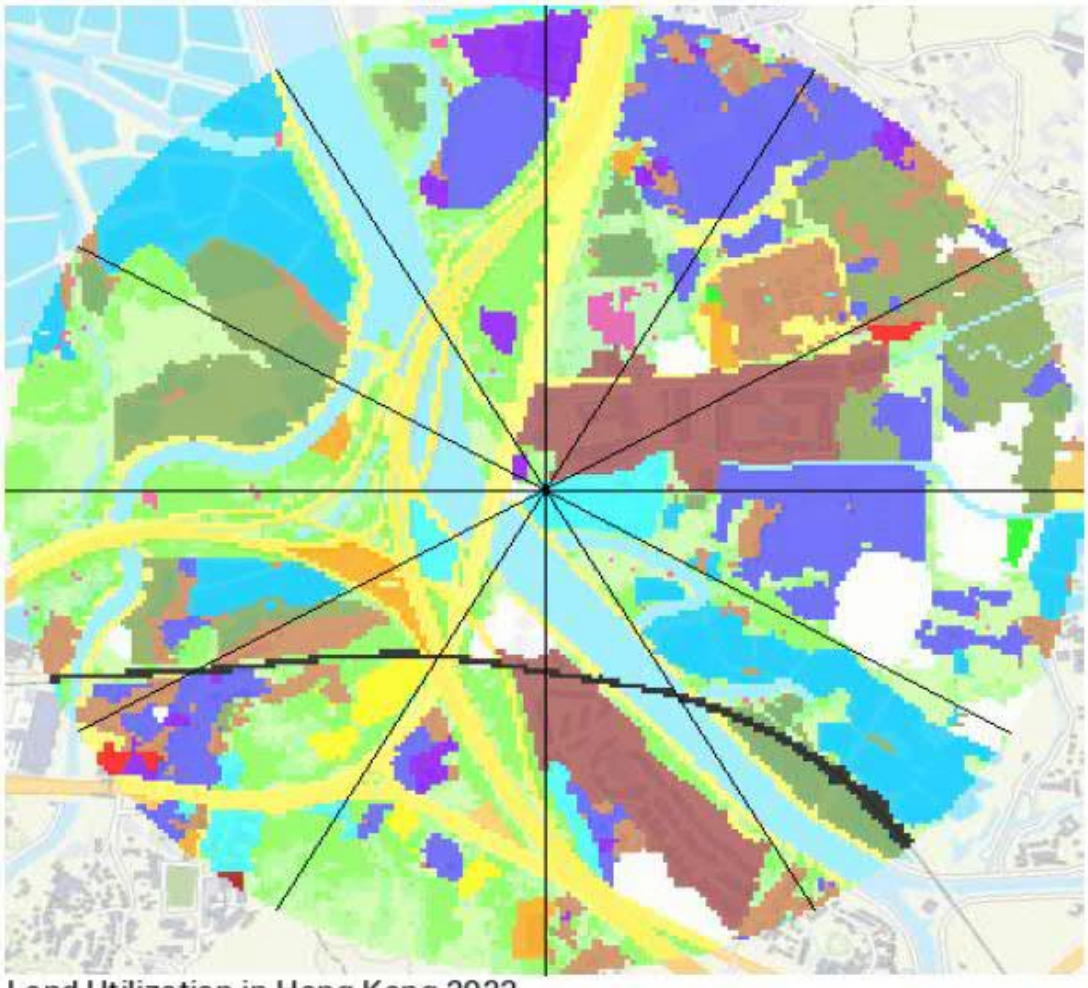


Land Utilization in Hong Kong 2022

PATH v3.0 Grid 28,47

Angle	Group	Inverse-distanc	Roughness
0	0 - 30	5.176452751	0.005199
30	30 - 60	5.31768931	0.006911
60	60 - 90	5.176452751	0.006380
90	90 - 120	5.176452751	0.008733
120	120 - 150	5.31768931	0.012918
150	150 - 180	5.176452751	0.013160
180	180 - 210	5.176452751	0.013234
210	210 - 240	5.31768931	0.010541
240	240 - 270	5.176452751	0.008797
270	270 - 300	5.176452751	0.006470
300	300 - 330	5.31768931	0.005780
330	330 - 360	5.176452751	0.005515

Center: X=823305, Y=834495, , Z=4.0; Met Year=2019;

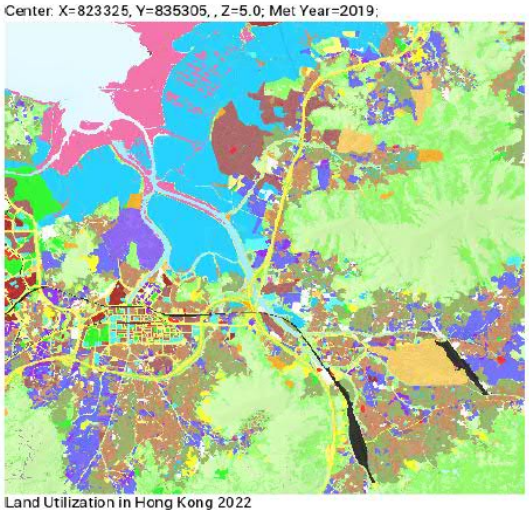


Land Utilization in Hong Kong 2022

PATH v3.0 Grid 28,48

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo x Perce	b^n/Sn
1		Private Residential	1	0.18	1.5	33772	3.38%	0.00607896	1.013787551
2		Public Residential	1	0.18	1.5	4409	0.44%	0.00079362	1.001789295
3		Rural Settlement	0.375	0.165	0.9	105778	10.58%	0.01745337	0.988917049
11		Commercial/Business and Office	1	0.18	1.5	2077	0.21%	0.00037386	1.000842506
21		Industrial Land	0.7	0.18	1.5	10167	1.02%	0.00183006	1.004130872
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	8637	0.86%	0.00155466	1.003508141
23		Warehouse and Open Storage	0.7	0.18	1.5	65184	6.52%	0.01173312	1.026782203
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	10179	1.02%	0.00183222	1.004135758
32		Open Space and Recreation	0.04	0.15	1	15036	1.50%	0.0022554	1
41		Roads and Transport Facilities	0.7	0.18	1.5	49834	4.98%	0.00897012	1.02041147
42		Railways	0.7	0.18	1.5	8000	0.80%	0.00144	1.003248987
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	0	0.00%	0	1
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	10436	1.04%	0.00187848	1.004240399
52		Utilities	0.7	0.18	1.5	5701	0.57%	0.00102618	1.00231423
53		Vacant Land/Construction in Progress	0.2	0.18	1	15153	1.52%	0.00272754	1
54		Others	0.2	0.18	1	17850	1.79%	0.003213	1
61		Agricultural Land	0.1575	0.18	0.55	85466	8.55%	0.01538388	0.950188648
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	112409	11.24%	0.0112409	0.77195325
71		Woodland	1.05	0.1625	0.75	99631	9.96%	0.016190038	0.971744808
72		Shrubland	0.3	0.18	1.25	69579	6.96%	0.01252422	1.015647261
73		Grassland	0.065	0.185	0.8	163987	16.40%	0.030337595	0.964068777
74		Mangrove/Swamp	0.065	0.14	0.225	40482	4.05%	0.00566748	0.941401861
81		Badland	0.15	0.1625	0.75	561	0.06%	9.11625E-05	0.999838623
83		Rocky Shore	0.05	0.2	4.75	7	0.00%	0.0000014	1.000010907
91		Reservoirs	0.001	0.1	0.1	326	0.03%	0.0000326	0.999249639
92		Streams and Nullahs	0.001	0.1	0.1	16563	1.66%	0.0016563	0.962580368
99		SZ Residential *	1	0.18	1.5	567	0.06%	0.00010206	1.000229925
0		Open Sea *	0.001	0.1	0.1	48209	4.82%	0.0048209	0.894933984
				0.161209	0.608656	1000000			

* Outside Hong Kong border, not belong to PlanD categories.

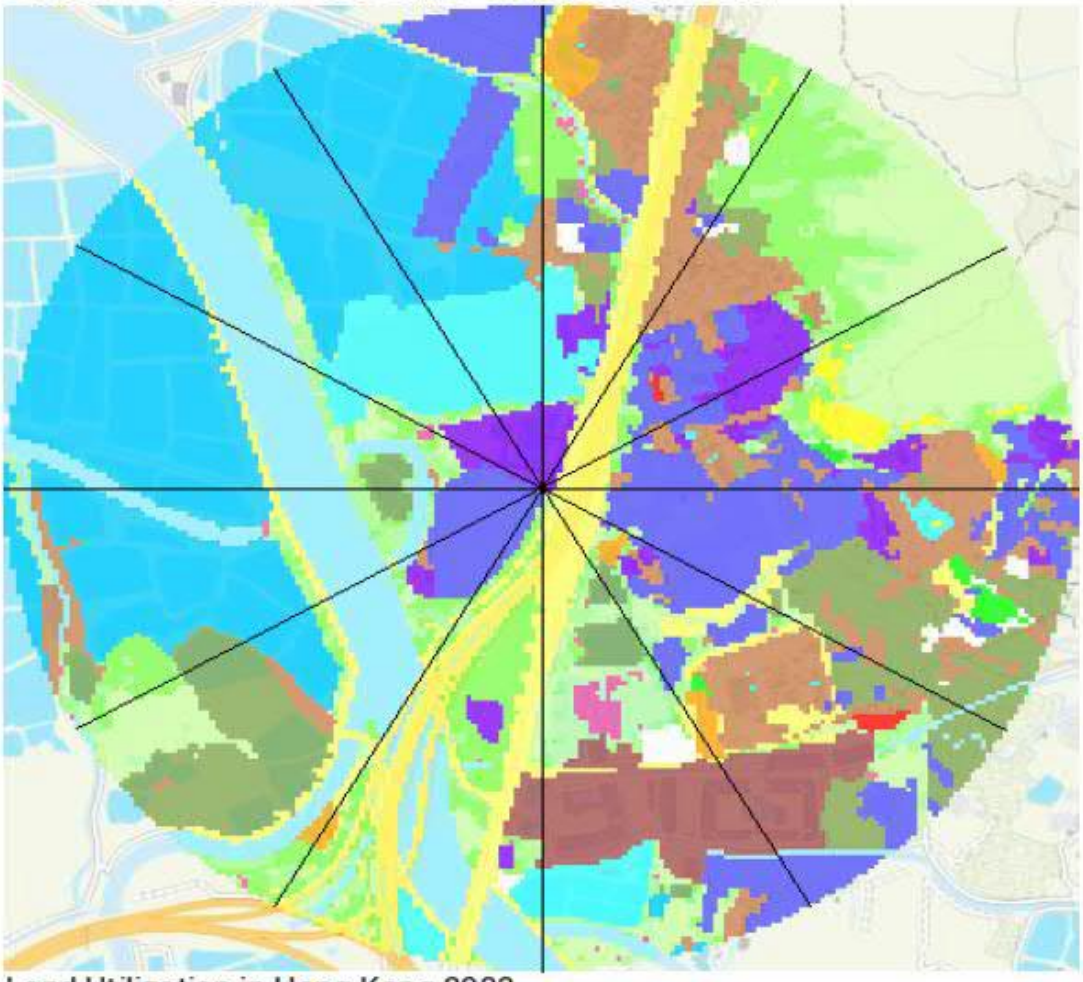


Land Utilization in Hong Kong 2022

PATH v3.0 Grid 28,48

Angle	Group	Inverse-distanc	Roughness
0	0 - 30	5.176452751	0.004164
30	30 - 60	5.31768931	0.004801
60	60 - 90	5.176452751	0.004775
90	90 - 120	5.176452751	0.004848
120	120 - 150	5.31768931	0.005918
150	150 - 180	5.176452751	0.006650
180	180 - 210	5.176452751	0.006678
210	210 - 240	5.31768931	0.005807
240	240 - 270	5.176452751	0.005036
270	270 - 300	5.176452751	0.004970
300	300 - 330	5.31768931	0.004209
330	330 - 360	5.176452751	0.004456

Center: X=823325, Y=835305, , Z=5.0; Met Year=2019;

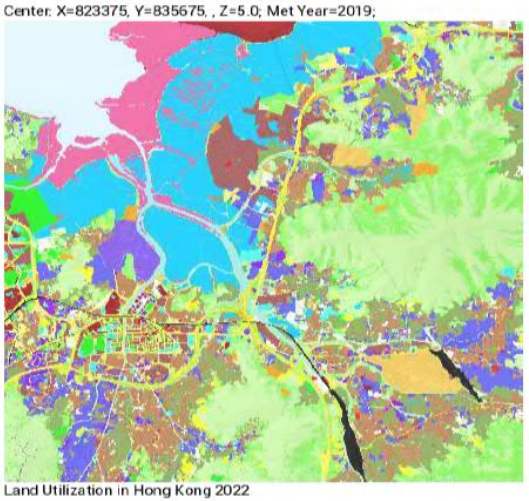


Land Utilization in Hong Kong 2022

PATH v3.0 Grid 28,49

Code	Co	Hong Kong Planning Department Classification	Roughness	Albedo	Bowen Ratio	Grid Count	Percent	Albedo x Perce	b^n/Sn
1		Private Residential	1	0.18	1.5	34211	3.42%	0.00615798	1.013968021
2		Public Residential	1	0.18	1.5	4144	0.41%	0.00074592	1.00168166
3		Rural Settlement	0.375	0.165	0.9	105265	10.53%	0.017368725	0.988970501
11		Commercial/Business and Office	1	0.18	1.5	1961	0.20%	0.00035298	1.000795433
21		Industrial Land	0.7	0.18	1.5	9945	0.99%	0.0017901	1.004040491
22		Industrial Estates/Science and Technology Parks	0.7	0.18	1.5	8637	0.86%	0.00155466	1.003508141
23		Warehouse and Open Storage	0.7	0.18	1.5	64143	6.41%	0.01154574	1.026348901
31		Government, Institutional and Community Facilities	0.7	0.18	1.5	10516	1.05%	0.00189288	1.004272974
32		Open Space and Recreation	0.04	0.15	1	14439	1.44%	0.00216585	1
41		Roads and Transport Facilities	0.7	0.18	1.5	51633	5.16%	0.00929394	1.021156062
42		Railways	0.7	0.18	1.5	7888	0.79%	0.00141984	1.003203429
43		Airport	0.07	0.18	1.5	0	0.00%	0	1
44		Port Facilities	0.7	0.18	1.5	0	0.00%	0	1
51		Cemeteries/Funeral Facilities	0.7	0.18	1.5	10452	1.05%	0.00188136	1.004246914
52		Utilities	0.7	0.18	1.5	5619	0.56%	0.00101142	1.002280906
53		Vacant Land/Construction in Progress	0.2	0.18	1	15864	1.59%	0.00285552	1
54		Others	0.2	0.18	1	17834	1.78%	0.00321012	1
61		Agricultural Land	0.1575	0.18	0.55	83336	8.33%	0.01500048	0.951399382
62		Fish Ponds/Gei Wais	0.001	0.1	0.1	118963	11.90%	0.0118963	0.760391056
71		Woodland	1.05	0.1625	0.75	92262	9.23%	0.014992575	0.973807023
72		Shrubland	0.3	0.18	1.25	62726	6.27%	0.01129068	1.014095318
73		Grassland	0.065	0.185	0.8	154000	15.40%	0.02849	0.966219633
74		Mangrove/Swamp	0.065	0.14	0.225	46880	4.69%	0.0065632	0.932460227
81		Badland	0.15	0.1625	0.75	400	0.04%	0.000065	0.999884934
83		Rocky Shore	0.05	0.2	4.75	7	0.00%	0.0000014	1.000010907
91		Reservoirs	0.001	0.1	0.1	323	0.03%	0.0000323	0.999256542
92		Streams and Nullahs	0.001	0.1	0.1	16730	1.67%	0.001673	0.962210297
99		SZ Residential *	1	0.18	1.5	6321	0.63%	0.00113778	1.002566232
0		Open Sea *	0.001	0.1	0.1	55501	5.55%	0.0055501	0.880033085
				0.159940	0.587739	1000000			

* Outside Hong Kong border, not belong to PlanD categories.

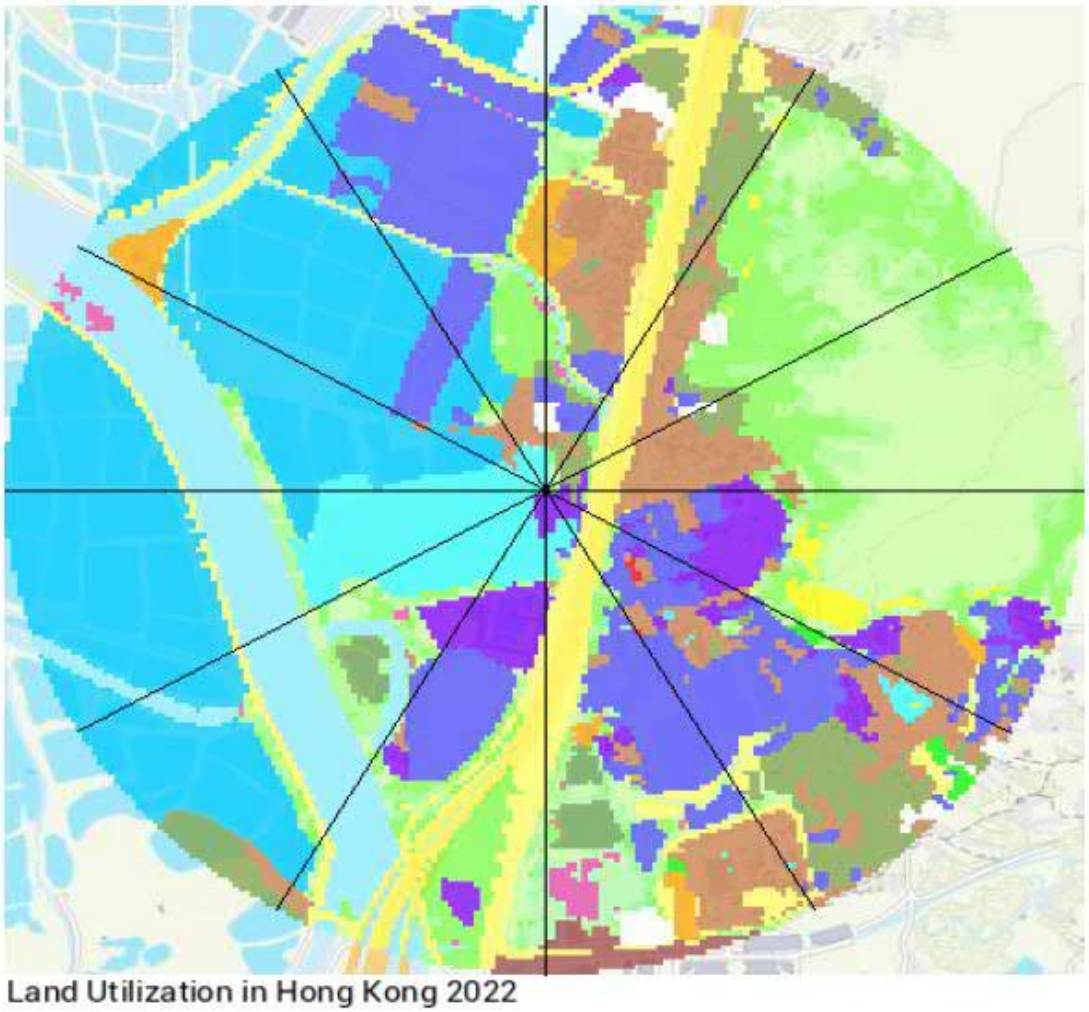


Land Utilization in Hong Kong 2022

PATH v3.0 Grid 28,49

Angle	Group	Inverse-distanc	Roughness
0	0 - 30	5.176452751	**0.005367**
30	30 - 60	5.31768931	**0.007981**
60	60 - 90	5.176452751	**0.008385**
90	90 - 120	5.176452751	**0.005120**
120	120 - 150	5.31768931	**0.006398**
150	150 - 180	5.176452751	**0.005160**
180	180 - 210	5.176452751	**0.005880**
210	210 - 240	5.31768931	**0.005640**
240	240 - 270	5.176452751	**0.007845**
270	270 - 300	5.176452751	**0.008627**
300	300 - 330	5.31768931	**0.006357**
330	330 - 360	5.176452751	**0.004917**

Center: X=823375, Y=835675, , Z=5.0; Met Year=2019;



Land Utilization in Hong Kong 2022

Annex 2.3 Summary of Odour Samplings and Odour Sampling Reports

Summary of Odour Samples Collected

Odour samples within the existing soy sauce factory were collected in three days (14 October 2022, 19 October 2023, 25 October 2023). The locations of those odour samples collected and adopted for the derivation of the emission rates of the odour sources of the odour impact assessment are shown in **Drawing 1** to **Drawing 4**.

For the locations of the odour samples collected for wastewater treatment plant are shown in **Drawing 1**. The odour sample (WS1) and the odour sample (WS2) were collected at the 1st aeration tank and the 2nd aeration tank of the wastewater treatment plant respectively.

For the locations of the odour samples collected at kitchen are shown in **Drawing 2**. Two sets of odour samples were collected. The odour sample (AS11a) and the odour sample (AS11b) were collected simultaneously at the exhaust fan outlet A of the kitchen and near wok A inside the kitchen respectively. During the odour samples were collected, only one wok (i.e. wok A) was used for cooking and only one exhaust fan was being operated and the windows/ doors/ openings were closed. The odour sample (AS12a) and the odour sample (AS12b) were collected simultaneously at the exhaust fan outlet B of the kitchen and near wok B inside the kitchen respectively. During the odour samples were collected, only one wok (i.e. wok B) was used for cooking and only one exhaust fan was being operated and the windows/ doors/ openings were closed.

For the locations of the odour samples collected at fermentation room are shown in **Drawing 3**. Two sets of odour samples were collected. The odour sample (AS13a) and the odour sample (AS13b) were collected simultaneously at the exhaust fan outlet A of the fermentation room and inside the fermentation room respectively. During the odour samples were collected, only one exhaust fan was being operated and the windows/ doors/ openings were closed. The odour sample (AS14a) and the odour sample (AS14b) were collected simultaneously at the exhaust fan outlet A of the fermentation room and inside the fermentation room respectively. During the odour samples were collected, only one exhaust fan was being operated and the windows/ doors/ openings were closed.

For the locations of the odour samples collected at outdoor sun-drying area are shown in **Drawing 4**. Two sets of odour samples were collected. One set (AS23 and AS24) was collected at the eastern outdoor sun-drying aera. The odour sample (AS23) was collected at the cover of one of the concrete tank. The odour sample (AS24) was collected on the bean paste inside the concrete tank after the soy sauce was extracted. One set (AS25 and AS26) was collected at the western outdoor sun-drying area. The odour sample (AS25) was collected at the cover of one of the concrete tank. The odour sample (AS26) was collected on the bean paste inside the concrete tank after the soy sauce was extracted.

The Specific Odour Emission Rates (SOERs) and the measured odour concentration together with other information of the above samples collected are summarized as below. The details information of the odour samples collected can be referred to the odour sampling reports in **Annex 2.3**.

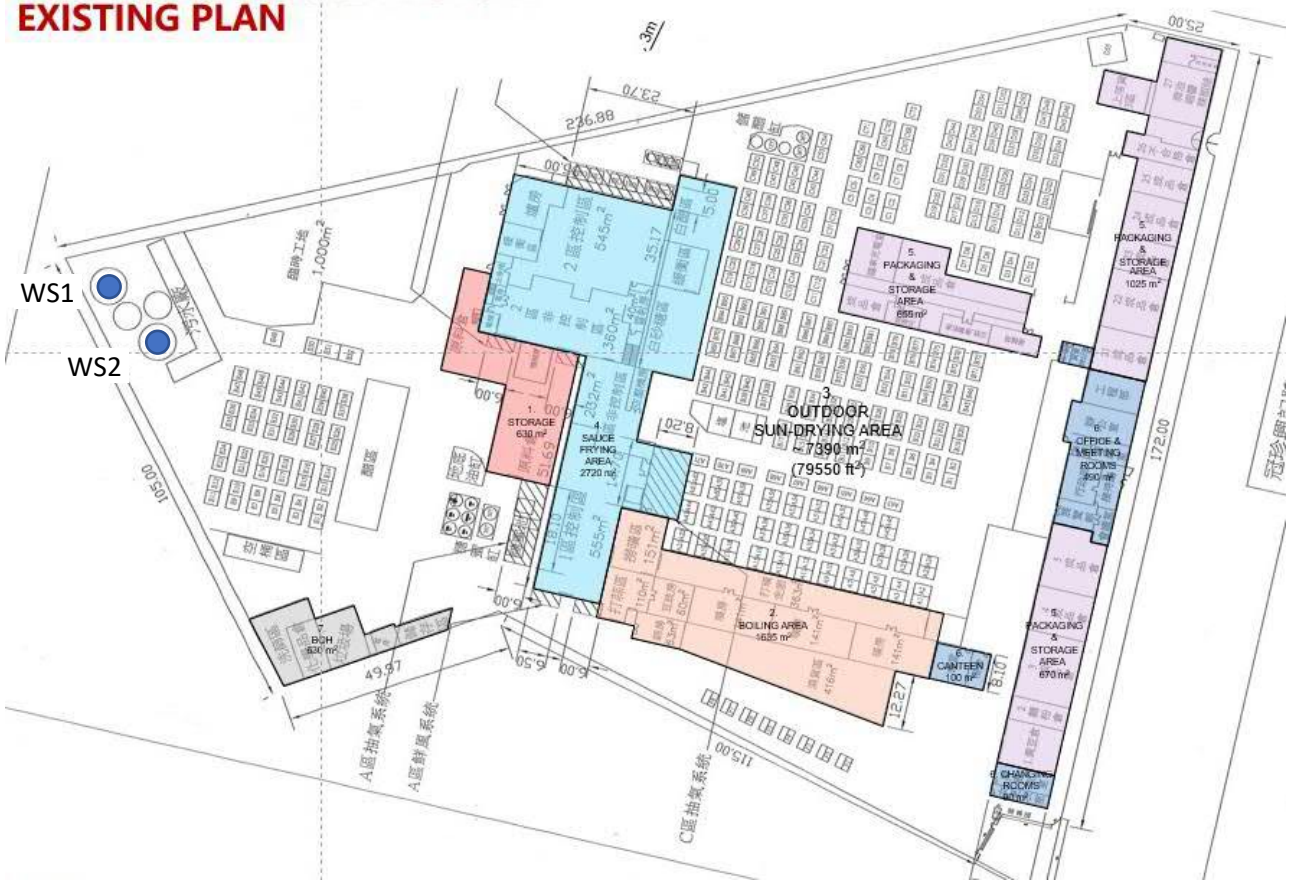
Table 1 Summary of SOERs of Samples Collected

Location ID	Sampling Location	Source	Temperature, ^{o}C	Sampling Device	SOER, $OU/m^2/s$
WS1	1st Aeration Tank of Wastewater Treatment Plant	Wastewater Surface	29.9	Flux Chamber with Vacuum Chamber	0.0139
WS2	2nd Aeration Tank of Wastewater Treatment Plant	Wastewater Surface	29.7	Flux Chamber with Vacuum Chamber	0.0075
AS23	Concrete Tank at Outdoor Sun-drying Area	Concrete Tank's Cover	32.8	Flux Chamber with Vacuum Chamber	0.045
AS24	Concrete Tank at Outdoor Sun-drying Area	Bean Paste inside Concrete Tank	32.3	Flux Chamber with Vacuum Chamber	0.710
AS25	Concrete Tank at Outdoor Sun-drying Area	Concrete Tank's Cover	35.6	Flux Chamber with Vacuum Chamber	0.056
AS26	Concrete Tank at Outdoor Sun-drying Area	Bean Paste inside Concrete Tank	35.7	Flux Chamber with Vacuum Chamber	0.820

Table 2 Summary of Odour Concentrations of Samples Collected

Location ID	Sampling Location	Source	Temperature, ^{o}C	Sampling Device	Odour Concentration, OU/m^3	Remark
AS11a	Exhaust Fan Outlet A of Kitchen	Air Exhausted	30.0	Vacuum Chamber	2060	Samples Collected Simultaneously
AS11b	Near Wok A inside Kitchen	Air inside Kitchen	30.8	Vacuum Chamber	1964	
AS12a	Exhaust Fan Outlet B of Kitchen	Air Exhausted	30.3	Vacuum Chamber	2268	Samples Collected Simultaneously
AS12b	Near Wok B inside Kitchen	Air inside Kitchen	32.2	Vacuum Chamber	2698	
AS13a	Exhaust Fan Outlet A of Fermentation Room (1st Round)	Air Exhausted	30.0	Vacuum Chamber	205	Samples Collected Simultaneously
AS13b	Inside Fermentation Room (1st Round)	Air inside Fermentation Room	30.4	Vacuum Chamber	215	
AS14a	Exhaust Fan Outlet A of Fermentation Room (2nd Round)	Air Exhausted	31.4	Vacuum Chamber	238	Samples Collected Simultaneously
AS14b	Inside Fermentation Room (2nd Round)	Air inside Fermentation Room	30.3	Vacuum Chamber	204	

KOON CHUN SAUCE FACTORY
EXISTING PLAN



Location ID	Sampling Location	Source	Date of Sample Collected	Sampling Device
WS1	1st Aeration Tank of Wastewater Treatment Plant	Wastewater Surface	14 October 2022	Flux Chamber with Vacuum Chamber
WS2	2nd Aeration Tank of Wastewater Treatment Plant	Wastewater Surface	14 October 2022	Flux Chamber with Vacuum Chamber

Drawing: 1

Title: Locations of Odour Sampling Collected Adopted for Assessment (Work Order Amendment of Odour Sampling Report: HK2240544)

RAMBOLL

Drawn by: SC

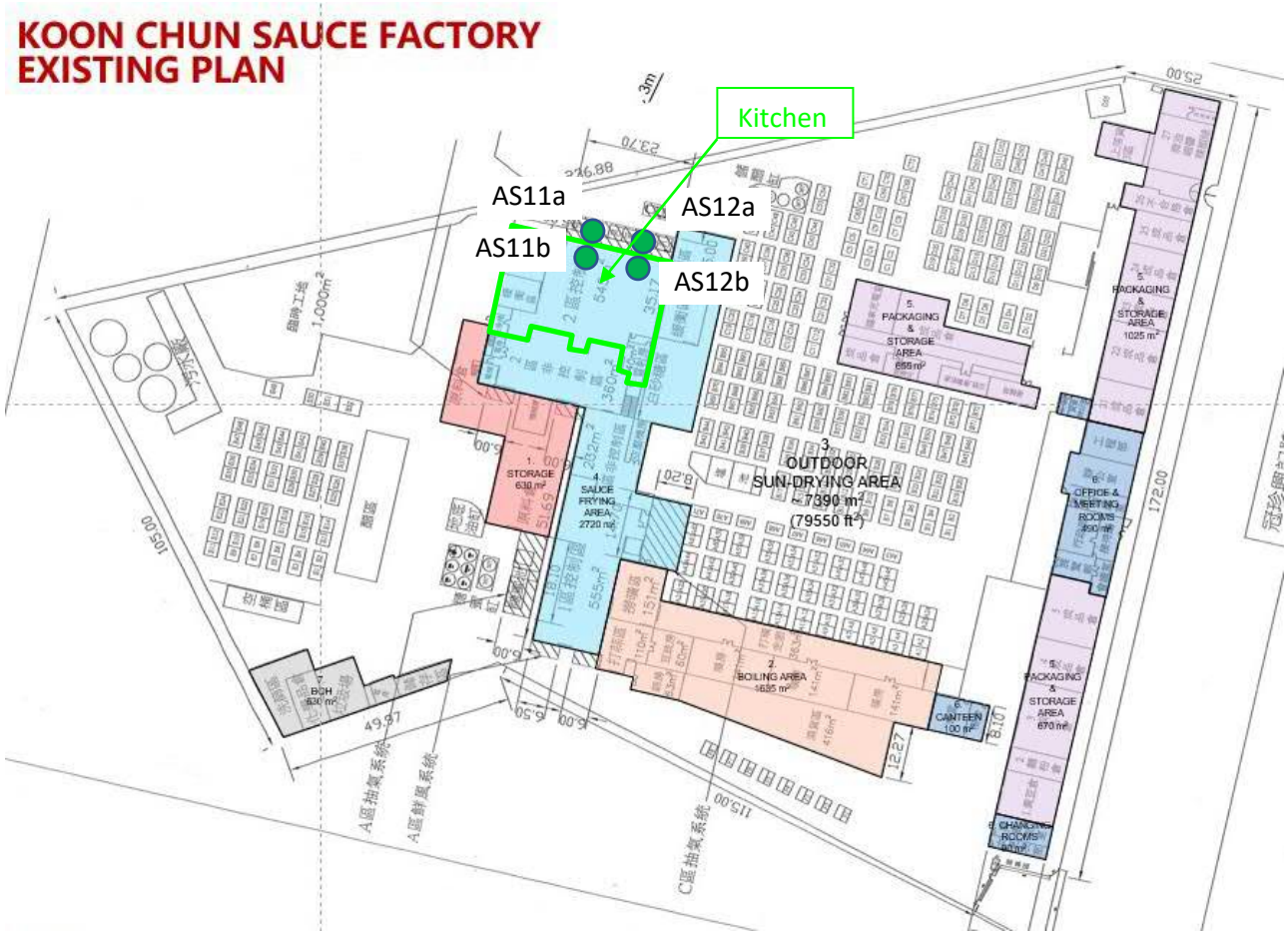
Checked by: BF

Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long

Rev.: 1.0

Date: Feb 2024

KOON CHUN SAUCE FACTORY
EXISTING PLAN



Location ID	Sampling Location	Source	Date of Sample Collected	Sampling Device	Remark
AS11a	Exhaust Fan Outlet A of Kitchen	Air Exhausted	19 October 2023	Vacuum Chamber	Samples Collected Simultaneously
AS11b	Near Wok A inside Kitchen	Air inside Kitchen	19 October 2023	Vacuum Chamber	
AS12a	Exhaust Fan Outlet B of Kitchen	Air Exhausted	19 October 2023	Vacuum Chamber	Samples Collected Simultaneously
AS12b	Near Wok B inside Kitchen	Air inside Kitchen	19 October 2023	Vacuum Chamber	

Note: During each set of odour samplings were collected, only one wok was used for cooking and only one exhaust fan was being operated and the windows/ doors/ openings were closed (i.e. the air was extracted to the outdoor via the exhaust fan only).

Drawing: 2

Title: Locations of Odour Sampling Collected Adopted for Assessment (Work Order Amendment of Odour Sampling Report: HK2341943)

RAMBOLL

Drawn by: SC

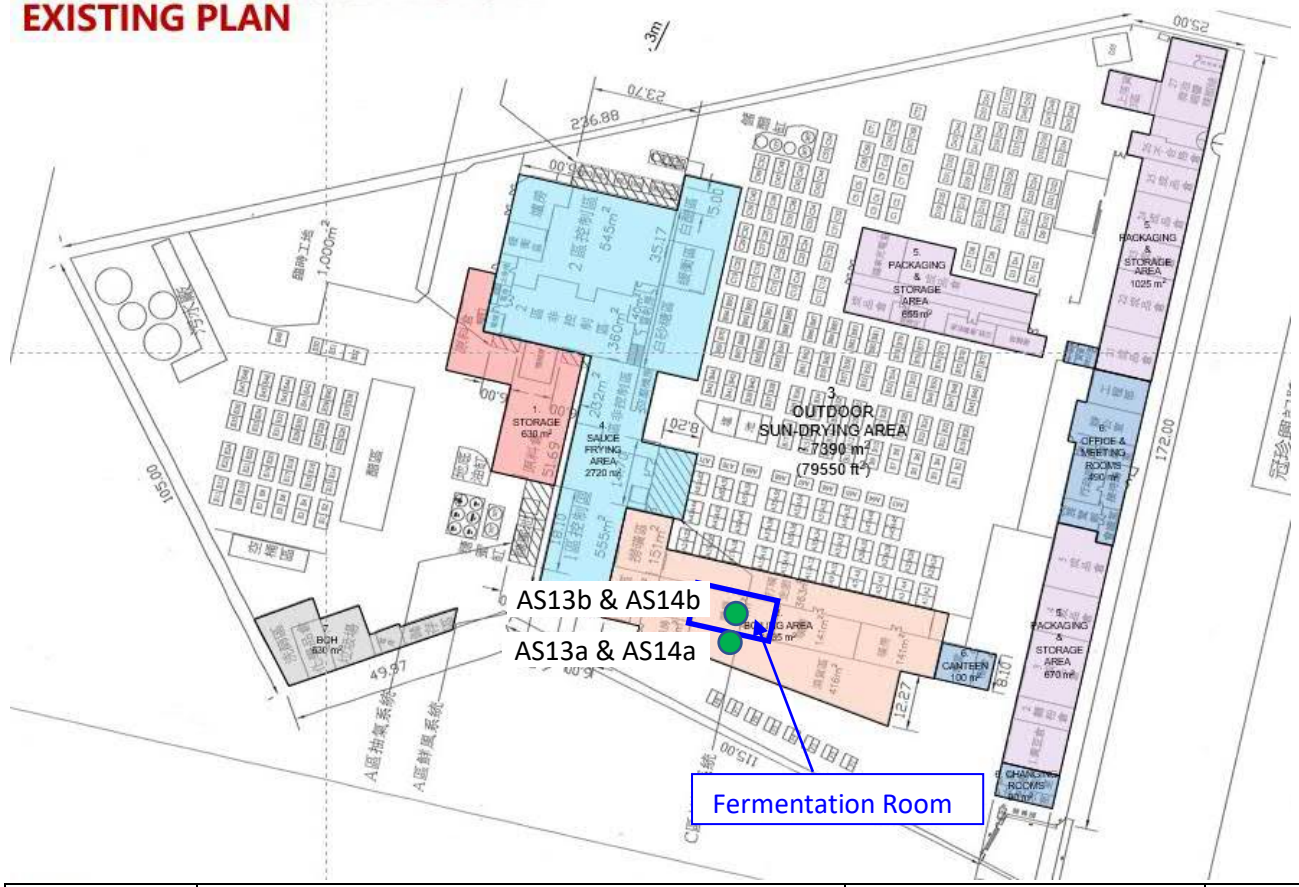
Checked by: BF

Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long

Rev.: 1.0

Date: Feb 2024

KOON CHUN SAUCE FACTORY
EXISTING PLAN



Location ID	Sampling Location	Source	Date of Sample Collected	Sampling Device	Remark
AS13a	Exhaust Fan Outlet A of Fermentation Room (1st Round)	Air Exhausted	19 October 2023	Vacuum Chamber	Samples Collected Simultaneously
AS13b	Inside Fermentation Room (1st Round)	Air inside Fermentation Room	19 October 2023	Vacuum Chamber	
AS14a	Exhaust Fan Outlet A of Fermentation Room (2nd Round)	Air Exhausted	19 October 2023	Vacuum Chamber	Samples Collected Simultaneously
AS14b	Inside Fermentation Room (2nd Round)	Air inside Fermentation Room	19 October 2023	Vacuum Chamber	

Note: During each set of odour samplings were collected, only one exhaust fan was being operated and the windows/ doors/ openings were closed (i.e. the air was extracted to the outdoor via the exhaust fan only).

Drawing: 3

Title: Locations of Odour Sampling Collected Adopted for Assessment (Work Order Amendment of Odour Sampling Report: HK2341943)

RAMBOLL

Drawn by: SC

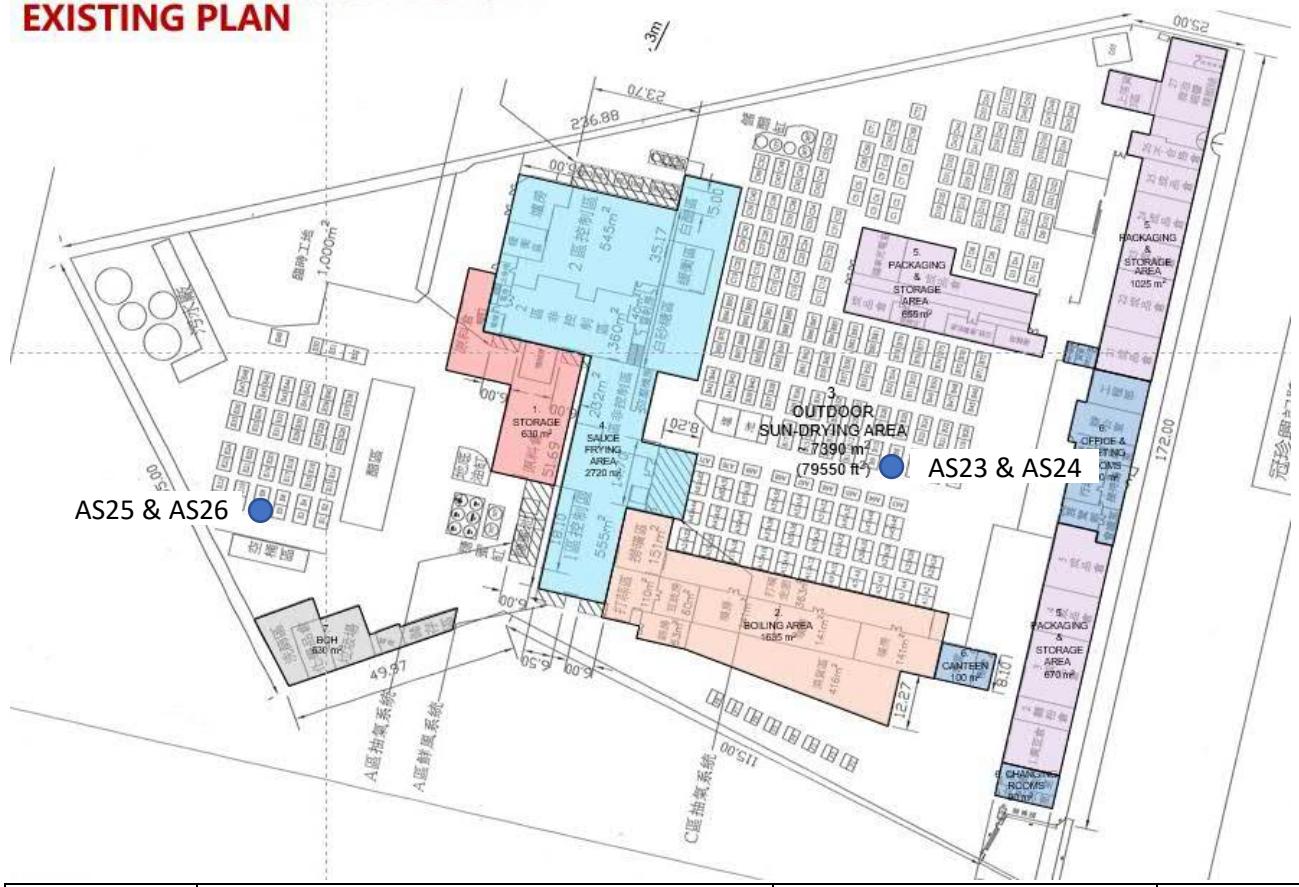
Checked by: BF

Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long

Rev.: 1.0

Date: Feb 2024

KOON CHUN SAUCE FACTORY
EXISTING PLAN



Location ID	Sampling Location	Source	Date of Sample Collected	Sampling Device
AS23	Concrete Tank at Outdoor Sun-drying Area	Concrete Tank's Cover	25 October 2023	Flux Chamber with Vacuum Chamber
AS24	Concrete Tank at Outdoor Sun-drying Area	Bean Paste inside Concrete Tank	25 October 2023	Flux Chamber with Vacuum Chamber
AS25	Concrete Tank at Outdoor Sun-drying Area	Concrete Tank's Cover	25 October 2023	Flux Chamber with Vacuum Chamber
AS26	Concrete Tank at Outdoor Sun-drying Area	Bean Paste inside Concrete Tank	25 October 2023	Flux Chamber with Vacuum Chamber

Drawing: 4

Title: Locations of Odour Sampling Collected Adopted for Assessment (Work Order Amendment of Odour Sampling Report: HK2343104)

RAMBOLL

Drawn by: SC

Checked by: BF

Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long

Rev.: 1.0

Date: Feb 2024

ALS Technichem (HK) Pty Ltd
11/F, Chung Shun Knitting Centre
1-3 Wing Yip Street
Kwai Chung, N.T., Hong Kong
T +852 2610 1044 F +852 2610 2021

CERTIFICATE OF ANALYSIS

CLIENT:	RAMBOLL HONG KONG LIMITED	WORK ORDER:	HK2240544
		AMENDMENT:	0
CONTACT:	MR BILLY FAN		
ADDRESS:	21/F, BEA HARBOUR VIEW CENTRE, 56 GLOUCESTER ROAD, HONG KONG	LABORATORY:	HONG KONG
		SUB-BATCH:	0
		DATE RECEIVED:	14 OCTOBER 2022
		DATE OF ISSUE:	20 OCTOBER 2022
PROJECT:	ODOUR SAMPLING AND ANALYSIS	SAMPLE TYPE:	AIR
SITE:	KOON CHUN SAUCE FACTORY, YUEN LONG	NO. of SAMPLES:	8
PO:	--		

COMMENTS

Eight (8) odour samples were collected by ALS Technichem (HK) staff on 14th October 2022 at a soy sauce plant near Kam Sheung Road. Collected samples were then sent back to ALS odour laboratory for olfactometry analysis.

NOTES

This is the Final Report and supersedes any preliminary report with this batch number.

The results related only to the items tested. All pages of this report have been checked and approved for release.

Fung Lim Chee, Richard
Managing Director

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1. SUMMARY OF WORK

Eight (8) locations were selected by the client for the sampling of odour at a soy sauce plant. Six (6) odour samples were collected from ambient air and exhaust sources. Two (2) were collected from the water surface of two wastewater treatment tanks by using a Flux Chamber device. Odour samples were then delivered to ALS Hong Kong laboratory for Olfactometry Analysis.

2. SAMPLING SUMMARY

2.1 Odour Sampling by using vacuum chamber for ambient air source



Figure 1a: Sampling Bag & Air-tightened Sampler

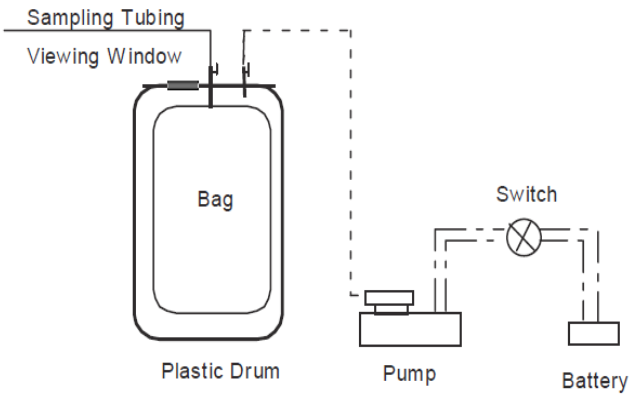


Figure 1b: Schematic Diagram of Sampling Device

Odour gas sample for ambient air was collected by using the passive sampling technique. A Nalophan™ sampling bag was placed inside an air-tight sampler which was drawn to vacuum by using a sampling pump. Approximately 40 litres of gas sample was collected into the sampling bag for testing. Diagram of the passive sampling equipment that was used was shown in Figure 1.

2.2 Odour Sampling by using vacuum chamber / Flux Hood Chamber on water surface source

A flux hood chamber (Figure 2) was placed on the odour emission surface of the sampling location. A stream of odour-free nitrogen gas, at a flow of 6 L/min, was introduced into the flux hood to simulate wind blowing on the surface of the sampling location.

Odour gas sample was collected by using passive sampling technique. A Nalophan bag was placed inside an air-tightened sampler (Figure 1a) and then drawn to vacuum (Figure 1b). Approximately 40 Litres of gas sample was collected into the sampling bag for testing. The *specific odour emission rate* (SOER) was determined by the air flow through the hood and the odour concentration of the exit air.



Figure 2: Dynamic Flux hood used for Odour sampling

2.3 Olfactometry Analysis

Odour concentration was determined by a Forced-choice Dynamic Olfactometer in accordance with the European Standard Method (EN13725:2002).

This European Standard specifies a method for the objective determination of the odour concentration of a gaseous sample using dynamic olfactometry with human assessors.

This European Standard is applicable to the measurement of odour concentration of pure substances, defined mixtures and undefined mixtures of gaseous odorants in air or nitrogen, using dynamic olfactometry with a panel of human assessors being the sensor.

The unit of measurement is the odour unit per cubic metre: ou_E/m^3. The odour concentration was measured by determining the dilution factor required to reach the detection threshold. The odour concentration at the detection threshold was by the definition as 1 OU_E/m^3. The odour concentration was then expressed in terms of multiples of the detection threshold. The range of measurement including pre-dilution prior to the olfactometry analysis is typically from 10^1 ou_E/m^3 to 10^7 ou_E $/m^3$.

Olfactometry analysis was performed by using the Scentroid™ SS6000 Olfactometer. The testing was performed by at least five qualified panellists who have been selected through an n-butanol screening test.

The SOER at each area source is calculated by the following equation:

$$SOER\left(\frac{OU_E}{m^2 s}\right) = \frac{Odour\ Concentration\ (OU_E/m^3) \times Air\ Flow\ Rate\ Inside\ Hood\ (m^3/s)}{Covered\ Water\ Surface\ Area\ (m^2)}$$

where:

Air Sweep Rate Inside Hood for Flux Chamber = 0.0001 m^3/s
Covered Water Surface for Flux Chamber = 0.155 m^2

All samples were analysed within 24 hours after sampling.

During sampling, following items were also recorded:

- ambient temperature;
- relative humidity;
- wind speed; and
- wind direction
- photos showing the sampling locations

3. SAMPLING LOCATION DETAILS

Client's Location ID	Details	Sample Source
AS1	Exhaust Fan Outlet	Exhaust Air
AS2	Exhaust Fan Outlet	Exhaust Air
AS3	Exhaust Fan Outlet	Exhaust Air
AS5	Open Tank for Oil Interceptor	Ambient Air
AS6	Open Area for Tanks of Aging of Soy	Ambient Air
AS7	Open Area for Tanks of Aging of Soy	Ambient Air
WS1	Wastewater Treatment Tank	Water surface
WS2	Wastewater Treatment Tank	Water surface

Remark: Samples AS1 to AS7 are for reference only and have not been used for modelling.

Detailed sampling location photos were shown in Appendix 1.

4. ON SITE WEATHER DATA

Client's Location ID	Time	Temperature (°C)	Relative Humidity (%)	Wind Direction (Degree)	Wind Speed (m/s)	Weather Condition
AS1	9:28	29.4	65.4	116	0.7	Sunny
AS2	9:15	29.5	71.5	119	0.8	Sunny
AS3	9:11	30.7	64.7	12	0.0	Sunny
AS5	10:09	32	58.2	063	0.4	Sunny
AS6	9:47	30.2	61.7	159	0.6	Sunny
AS7	9:55	31.6	58.2	115	0.6	Sunny
WS1	10:44	29.9	55.9	090	1.6	Sunny
WS2	10:30	29.7	55.8	091	1.8	Sunny

Remark:
Samples AS1 to AS7 are for reference only and have not been used for modelling.

5. RESULT

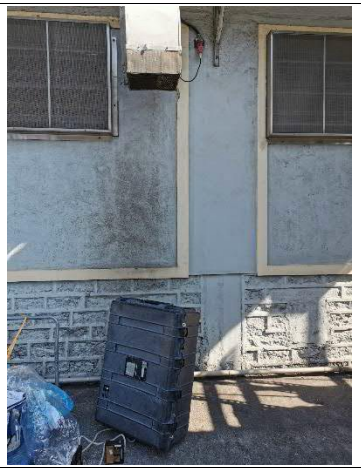
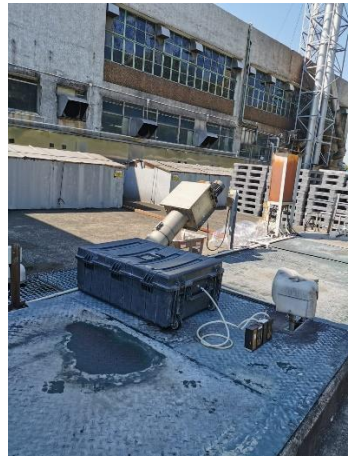
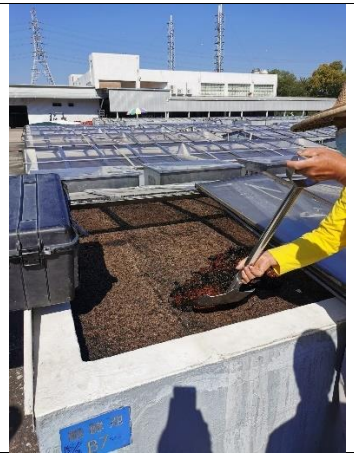
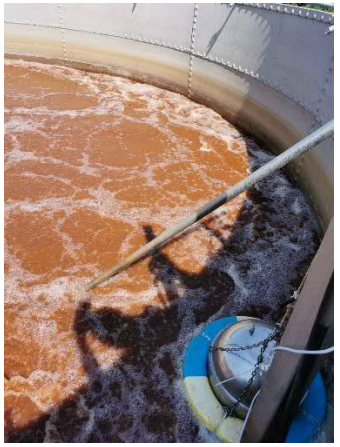
ALS Sample ID No.	Client's Location ID	Sampling Time	LOR (Note 1) (ou_E/m^3)	Odour Concentration (ou_E/m^3)	SOER ($ou_E/m^2/s$)	Sampling Device	Sample Source
HK2240544-01	AS1	9:28 – 9:34	11	111	NA	Vacuum Chamber only	Exhaust Air
HK2240544-02	AS2	9:15 – 9:20		1060	NA	Vacuum Chamber only	Exhaust Air
HK2240544-03	AS3	9:10 – 9:14		2326	NA	Vacuum Chamber only	Exhaust Air
HK2240544-04	AS5	10:09 – 10:14		368	NA	Vacuum Chamber only	Ambient Air
HK2240544-05	AS6	9:47 – 9:53		748	NA	Vacuum Chamber only	Ambient Air
HK2240544-06	AS7	9:55 – 10:01		91	NA	Vacuum Chamber only	Ambient Air
HK2240544-07	WS1	10:45 – 11:00		22	0.0139	Flux Chamber w/vacuum chamber	Water Surface
HK2240544-08	WS2	10:20 – 10:35		12	0.0075	Flux Chamber w/vacuum chamber	Water Surface
HK2240544-09	Blank [Note 2]	9:04		<11	NA	NA	Nitrogen Gas

Remark: Samples AS1 to AS7 are for reference only and have not been used for modelling.

Note:
1. LOR denotes Limit of Reporting
2. Blank sample containing pure nitrogen gas was collected and filled by ALS staff.
3. The collected sample volume of the gas bag is sufficient for olfactometry analysis.
4. NA - Not Applicable

APPENDIX 1

Sampling Location Photos

			
AS1	AS2	AS3	AS5
			
AS6	AS7	WS1	WS2

APPENDIX 2

Performance Checking of the Odour Measurement for Olfactometry Analysis (QA/QC)

Olfactometer ID: HK1231

Calibration Due Date: 15-May-2023

Reference Odorant: 50.0 ppm N-Butanol

Accepted Reference Value: 40 ppbv

Pre-dilution Equipment: No

Presentation Mode: Forced Choice

Parameters	Acceptance Criteria	14-October-2022
Laboratory Temperature (°C)	≤25°C and Fluctuation <3°C	21.0 – 21.5
Laboratory CO_2 (%)	<0.15	0.08 - 0.11
Accuracy, A_{od}	≤0.217	0.095
Repeatability, r	≤0.477	0.259

CERTIFICATE OF ANALYSIS

CLIENT:	RAMBOLL HONG KONG LIMITED	WORK ORDER: AMENDMENT:	HK2341943 0
CONTACT:	MR BILLY FAN		
ADDRESS:	21/F, BEA HARBOUR VIEW CENTRE, 56 GLOUCESTER ROAD, HONG KONG	LABORATORY: SUB-BATCH: DATE RECEIVED: DATE OF ISSUE:	HONG KONG 0 19 OCTOBER 2023 31 OCTOBER 2023
PROJECT:	ODOUR SAMPLING AND ANALYSIS	SAMPLE TYPE:	AIR
SITE:	KOON CHUN SAUCE FACTORY, YUEN LONG	NO. of SAMPLES: (BLANK)	8 (1)
PO:	--		

COMMENTS

Eight (8) odour samples were collected by ALS Technichem (HK) staff on 19th October 2023 at a soy sauce plant in Yuen Long. Collected samples were sent back to ALS odour laboratory for olfactometry analysis.

NOTES

This is the Final Report and supersedes any preliminary report with this batch number.

The results related only to the items tested. All pages of this report have been checked and approved for release.

Chan Wai Hung, Mannix
Laboratory Manager - Project

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1. SUMMARY OF WORK

Eight (8) samples were collected at selected locations for the analysis of odour at a soy sauce plant. Flus chamber method was adopted for four (4) of the samples over the Soybean Aging Tank. Detailed sampling information and conditions were shown in the Table of Section 3. Odour samples were delivered back to ALS Hong Kong laboratory for Olfactometry Analysis within 24 hours.

2. SAMPLING SUMMARY

2.1 Odour Sampling by using vacuum chamber for ambient air source



Figure 1a: Sampling Bag & Air-tightened Sampler

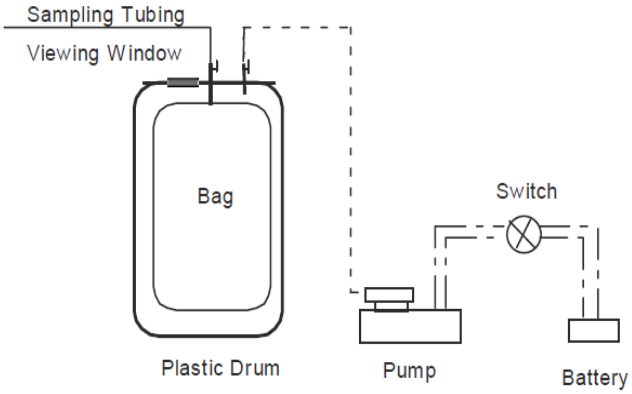

Figure 1b: Schematic Diagram of Sampling Device

Odour gas sample for ambient air source was collected by using the passive sampling technique. A Nalophan™ sampling bag was placed inside an air-tight sampler which was drawn to vacuum by using a sampling pump. Approximately 40 litres of gas sample was collected into the sampling bag for testing. Diagram of the passive sampling equipment that was used was shown in Figure 1.

2.2 Odour Sampling by using vacuum chamber / Flux Hood Chamber from area source

A flux hood chamber (Figure 2) was placed on the odour emission surface of the sampling location. A stream of odour-free nitrogen gas, at a flow of 6 L/min, was introduced into the flux hood to simulate wind blowing on the surface of the sampling location.

Odour gas sample was collected by using passive sampling technique. A Nalophan bag was placed inside an air-tightened sampler (Figure 1a) and then drawn to vacuum (Figure 1b). Approximately 40 Litres of gas sample was collected into the sampling bag for testing. The *specific odour emission rate* (SOER) was determined by the air flow through the hood and the odour concentration of the exit air.



Figure 2: Dynamic Flux hood used for Odour sampling

2.3 Olfactometry Analysis

Odour concentration was determined by a Forced-choice Dynamic Olfactometer in accordance with the European Standard Method (BS EN13725:2022).

This European Standard specifies a method for the objective determination of the odour concentration of a gaseous sample using dynamic olfactometry with human assessors.

This European Standard is applicable to the measurement of odour concentration of pure substances, defined mixtures and undefined mixtures of gaseous odorants in air or nitrogen, using dynamic olfactometry with a panel of human assessors being the sensor.

The unit of measurement is the odour unit per cubic metre: ou_E/m^3. The odour concentration was measured by determining the dilution factor required to reach the detection threshold. The odour concentration at the detection threshold was by the definition as 1 OU_E/m^3. The odour concentration was then expressed in terms of multiples of the detection threshold. The range of measurement including pre-dilution prior to the olfactometry analysis is typically from 10^1 ou_E/m^3 to 10^5 ou_E/m^3.
Olfactometry analysis was performed by using the Olfasense TO9 Olfactometer. The testing was performed by at least five qualified panellists who have been selected through an n-butanol screening test.

The specific odour emission rate (SOER) was determined by the air flow through the hood and the odour concentration of the exit air.

The SOER at each area source is calculated by the following equation:

$$SOER\ \left(\frac{OU_E}{m^2 s}\right) = \frac{Odour\ Concentration\ (OU_E/m^3) \times Air\ Flow\ Rate\ Inside\ Hood\ (m^3/s)}{Covered\ Water\ Surface\ Area\ (m^2)}$$

where:

Air Sweep Rate Inside Hood for Flux Chamber = 0.0001 m^3/s
Covered Water Surface for Flux Chamber = 0.155 m^2

All samples were analysed within 24 hours after sampling.

During sampling, following items were also recorded:

- Ambient temperature;
- Relative humidity;
- Wind speed; and
- Wind direction
- Photos showing the sampling locations

3. SAMPLING LOCATION DETAILS

ALS Sample ID	Client's Location ID	Details	Sample Source
HK2341943-01	AS11a	Exhaust fan outside the kitchen	Exhaust Fan Outlet
HK2341943-02	AS12a	Exhaust fan outside the kitchen	Exhaust Fan Outlet
HK2341943-03	AS13a [1]	Exhaust fan outside the 1st Fermentation Room	Exhaust Fan Outlet
HK2341943-04	AS14a [1]	Exhaust fan outside the 1st Fermentation Room	Exhaust Fan Outlet
HK2341943-05	AS11b	Inside the kitchen	Indoor Air
HK2341943-06	AS12b	Inside the kitchen	Indoor Air
HK2341943-07	AS13b [2]	Inside the 1st Fermentation Room	Indoor Air
HK2341943-08	AS14b [2]	Inside the 1st Fermentation Room	Indoor Air
HK2341943-13	-	Blank	Pure Nitrogen Gas

Notes:

[1] Sampling locations of AS13a and AS14a were the same.

[2] Sampling locations of AS13b and AS14b were the same.

Detailed sampling location photos were shown in Appendix 1.

4. ON SITE WEATHER DATA

Client's Location ID	Time	Temperature (°C)	Relative Humidity (%)	Wind Direction (Degree)	Wind Speed (m/s)	Weather Condition
AS11a	9:31	30.0	79.5	NA	NA	Light Rain
AS12a	9:55	30.3	88.6	NA	NA	Light Rain
AS13a [1]	10:38	30.0	88.3	NA	NA	Light Rain
AS14a [1]	11:00	31.4	90.8	NA	NA	Light Rain
AS11b	9:30	30.8	75.8	NA	NA	NA
AS12b	9:48	32.2	75.0	NA	NA	NA
AS13b [2]	10:32	30.4	88.9	NA	NA	NA
AS14b [2]	10:53	30.3	86.4	NA	NA	NA

Note:
[1] Sampling locations of AS13a and AS14a were the same.
[2] Sampling locations of AS13b and AS14b were the same.
[3] NA – Not Applicable

5. RESULT

ALS Sample ID	Client's Location ID	Sampling Time	LOR (Note 1) (ou_E/m^3)	Odour Concentration (ou_E/m^3)	SOER ($ou_E/m^2/s$)	Sampling Device	Sample Source
HK2341943-01	AS11a	9:24	11	2060	NA	Vacuum Chamber	Exhaust Fan Outlet
HK2341943-02	AS12a	9:48		2268	NA	Vacuum Chamber	Exhaust Fan Outlet
HK2341943-03	AS13a	10:31		205	NA	Vacuum Chamber	Exhaust Fan Outlet
HK2341943-04	AS14a	10:53		238	NA	Vacuum Chamber	Exhaust Fan Outlet
HK2341943-05	AS11b	9:24		1964	NA	Vacuum Chamber	Indoor Air
HK2341943-06	AS12b	9:48		2698	NA	Vacuum Chamber	Indoor Air
HK2341943-07	AS13b	10:31		215	NA	Vacuum Chamber	Indoor Air
HK2341943-08	AS14b	10:53		204	NA	Vacuum Chamber	Indoor Air
HK2341943-13	Blank	-		<11	NA	NA	Pure Nitrogen Gas

Note:
1. LOR denotes Limit of Reporting
2. The collected sample volume of the gas bag is sufficient for olfactometry analysis.
3. NA - Not Applicable

APPENDIX 1

Sampling Location Photos

	
AS11a	AS11b
	
AS12a	AS12b

	
AS13a	AS13b
	
AS14a	AS14b

APPENDIX 2

Performance Checking of the Odour Measurement for Olfactometry Analysis (QA/QC)

Olfactometer ID: HK2147

Calibration Due Date: 26 June 2024

Reference Odorant: 50.0 ppm N-Butanol

Accepted Reference Value: 40 ppbv

Pre-dilution Equipment: No

Presentation Mode: Forced Choice

Parameters	Acceptance Criteria	Testing Room Environmental Conditions / Laboratory Quality Performance
Laboratory Temperature (°C)	>21°C and Fluctuation ±2°C	22.0 – 22.7
Laboratory Relative Humidity (%)	20 – 80%	68 – 70
Carbon Dioxide (CO_2)	<0.15%	0.07 – 0.10
Accuracy, A_{od}	≤0.217	0.078
Repeatability, r	≤0.477	0.249

	AMENDMENT:	0
CENTRE, 56 GLOUCESTER ROAD, HONG KONG	SUB-BATCH:	0
ANALYSIS KOON CHUN SAUCE FACTORY, YUEN LONG	(BLANK)	(1)

Four (4) odour samples were collected by ALS Technichem (HK) staff on 25th October 2023 at a soy sauce plant in Yuen Long. Collected samples were sent back to ALS odour laboratory for olfactometry analysis.

This is the Final Report and supersedes any preliminary report with this batch number.

The results related only to the items tested. All pages of this report have been checked and approved for release.

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1. SUMMARY OF WORK

Four (4) odour samples were collected at selected locations by the client for the sampling of odour at a soy sauce plant. Two (2) odour samples were collected at each location over the soybean aging tank by using a Flux Chamber device with two different sampling conditions. Detailed information was shown in the Table of Section 3. Odour samples were delivered to ALS Hong Kong laboratory for Olfactometry Analysis.

2. SAMPLING SUMMARY

2.1 Odour Sampling by using vacuum chamber for ambient air source



Figure 1a: Sampling Bag & Air-tightened Sampler

Figure 1b: Schematic Diagram of Sampling Device

Odour gas sample for ambient air was collected by using the passive sampling technique. A Nalophan™ sampling bag was placed inside an air-tight sampler which was drawn to vacuum by using a sampling pump. Approximately 40 litres of gas sample was collected into the sampling bag for testing. Diagram of the passive sampling equipment that was used was shown in Figure 1.

2.2 Odour Sampling by using vacuum chamber / Flux Hood Chamber from area source

A flux hood chamber (Figure 2) was placed on the odour emission surface of the sampling location. A stream of odour-free nitrogen gas, at a flow of 6 L/min, was introduced into the flux hood to simulate wind blowing on the surface of the sampling location.

Odour gas sample was collected by using passive sampling technique. A Nalophan bag was placed inside an air-tightened sampler (Figure 1a) and then drawn to vacuum (Figure 1b). Approximately 40 Litres of gas sample was collected into the sampling bag for testing. The *specific odour emission rate* (SOER) was determined by the air flow through the hood and the odour concentration of the exit air.

Figure 2: Dynamic Flux hood used for Odour sampling

2.3 Olfactometry Analysis

Odour concentration was determined by a Forced-choice Dynamic Olfactometer in accordance with the European Standard Method (BS EN13725:2022).

This European Standard specifies a method for the objective determination of the odour concentration of a gaseous sample using dynamic olfactometry with human assessors.

This European Standard is applicable to the measurement of odour concentration of pure substances, defined mixtures and undefined mixtures of gaseous odorants in air or nitrogen, using dynamic olfactometry with a panel of human assessors being the sensor.

The unit of measurement is the odour unit per cubic metre: ou_E/m^3. The odour concentration was measured by determining the dilution factor required to reach the detection threshold. The odour concentration at the detection threshold was by the definition as 1 OU_E/m^3. The odour concentration was then expressed in terms of multiples of the detection threshold. The range of measurement including pre-dilution prior to the olfactometry analysis is typically from 10^1 ou_E/m^3 to 10^5 ou_E/m^3.

Olfactometry analysis was performed by using the Olfasense TO9 Olfactometer. The testing was performed by at least five qualified panellists who have been selected through an n-butanol screening test.

The specific odour emission rate (SOER) was determined by the air flow through the hood and the odour concentration of the exit air.

The SOER at each area source is calculated by the following equation:

$$SOER\left(\frac{OU_E}{m^2 s}\right) = \frac{Odour\ Concentration\ (OU_E/m^3) \times Air\ Flow\ Rate\ Inside\ Hood\ (m^3/s)}{Covered\ Water\ Surface\ Area\ (m^2)}$$

where:

Air Sweep Rate Inside Hood for Flux Chamber = 0.0001 m^3/s
Covered Water Surface for Flux Chamber = 0.155 m^2

All samples were analysed within 24 hours after sampling.

During sampling, following items were also recorded:

- Ambient temperature;
- Relative humidity;
- Wind speed; and
- Wind direction
- Photos showing the sampling locations

3. SAMPLING LOCATION DETAILS

ALS Sample ID	Client's Location ID	Details	Sample Source
HK2343104-01	AS23	Over the Concrete Tank with plastic cover closed	Concrete Tank's Cover
HK2343104-02	AS25	Over the Concrete Tank with plastic cover closed	Concrete Tank's Cover
HK2343104-03	AS24	Over the Bean Paste surface with plastic cover opened	Bean Paste inside Concrete Tank
HK2343104-04	AS26	Over the Bean Paste surface with plastic cover opened	Bean Paste inside Concrete Tank
HK2343104-05	-	Blank	Pure Nitrogen Gas

Detailed sampling location photos were shown in Appendix 1.

4. ON SITE WEATHER DATA

ALS Sample ID	Client's Location ID	Time	Temperature (°C)	Relative Humidity (%)	Wind Direction (Degree)	Wind Speed (m/s)	Weather Condition
HK2343104-01	AS23	13:46	32.8	62.9	122	1.2	Sunny
HK2343104-02	AS25	14:48	32.3	72.3	124	1.8	Sunny
HK2343104-03	AS24	14:16	35.6	67.9	084	0.6	Sunny
HK2343104-04	AS26	15:30	35.7	67.1	072	2.1	Sunny

5. RESULT

ALS Sample ID No.	Client's Location ID	Sampling Time	LOR (Note 1) (ou_E/m^3)	Odour Concentration (ou_E/m^3)	SOER ($ou_E/m^2/s$)	Sampling Device	Sample Source
HK2343104-01	AS23	13:56	11	70	0.045	Flux Hood w/ vacuum Chamber	Concrete Tank's Cover
HK2343104-02	AS25	14:58		87	0.056	Flux Hood w/ vacuum Chamber	Concrete Tank's Cover
HK2343104-03	AS24	14:26		1100	0.710	Flux Hood w/ vacuum Chamber	Bean Paste inside Concrete Tank
HK2343104-04	AS26	15:40		1271	0.820	Flux Hood w/ vacuum Chamber	Bean Paste inside Concrete Tank
HK2343104-05	Blank	-		<11	NA	NA	Pure Nitrogen Gas

Note:
1. LOR denotes Limit of Reporting
2. The collected sample volume of the gas bag is sufficient for olfactometry analysis.
3. NA - Not Applicable

APPENDIX 1

Sampling Location Photos

AS23	AS24

AS25	AS26

APPENDIX 2

Performance Checking of the Odour Measurement for Olfactometry Analysis (QA/QC)

Olfactometer ID: HK2147

Calibration Due Date: 26 June 2024

Reference Odorant: 50.0 ppm N-Butanol

Accepted Reference Value: 40 ppbv

Pre-dilution Equipment: No

Presentation Mode: Forced Choice

Parameters	Acceptance Criteria	Testing Room Environmental Conditions / Laboratory Quality Performance
Laboratory Temperature (°C)	>21°C and Fluctuation ±2°C	21.6 – 22.9
Laboratory Relative Humidity (%)	20 – 80%	61 – 64
Carbon Dioxide (CO_2)	<0.15%	0.08 – 0.10
Accuracy, A_{od}	≤0.217	0.081
Repeatability, r	≤0.477	0.247

Annex 2.4 Locations of Identified Odour Sources, Derivation of Emission Rates and Input Parameters of Odour Source in AERMOD

Summary of Specific Odour Emission Rates (SOERs) of Samples Collected

Locations of Odour Samples Collected	SOER, $OU/m^2/s$		Maximum SOER Adopted
1st Aeration Tank (Wastewater Treatment Plant)	WS1	-	0.0139
	0.0139	-	
2nd Aeration Tank (Wastewater Treatment Plant)	WS2	-	0.0075
	0.0075	-	
Outdoor Sun-drying Area	AS23	AS25	0.056
	0.045	0.056	
Rectangular Fermentation Tank with Cover Removed	AS24	AS26	0.820
	0.710	0.820	

Summary of Odour Concentrations of Samples Collected

Locations of Odour Samples Collected	Odour Concentration, OU/m^3		Maximum Odour Concentration Adopted
Kitchen (at Exhaust Fan) [1]	AS11a	AS12a	2698
	2060	2268	
Kitchen (Inside Kitchen) [1]	AS11b	AS12b	
	1964	2698	
Fermentation Room (at Exhaust Fan) [2]	AS13a	AS14a	238
	205	238	
Fermentation Room (Inside Kitchen) [2]	AS13b	AS14b	
	215	204	

Notes:

[1] Odour samples were collected simultaneously inside the kitchen and at the exhaust fan of the kitchen. Only one exhaust fan was being operated and the windows/ doors/ openings were closed (i.e. the air was extracted to the outdoor via the exhaust fan only) while the odour samples were being collected. Therefore, the exhaust fan is the only emission point while the odour sample was being collected.

[2] Odour samples were collected simultaneously inside the fermentation room and at the exhaust fan of the fermentation room. Only one exhaust fan was being operated and the windows/ doors/ openings were closed (i.e. the air was extracted to the outdoor via the exhaust fan only) while the odour samples were being collected. Therefore, the exhaust fan is the only emission point while the odour sample was being collected.

Calculation of Emission Rates of Odour Sources

Wastewater Treatment Plant (OU5)		
Location ID during Sampling	WS1+WS2	[1]
Odour Concentration during sampling of 1st Aeration Tank	0.0139	$OU/m^2/s$
Odour Concentration during sampling of 2nd Aeration Tank	0.0075	$OU/m^2/s$
Surface Area of 1st Aeration Tank [7]	79	m^2
Surface Area of 2nd Aeration Tank [7]	79	m^2
Surface Area of 3rd Storage Tank [7]	38	m^2
Number of Exhaust (Future)	1	
Total Unmitigated Emission Rate of Each Exhaust	1.969	OU/s

Control Area (OU1_d - OU4_d) (0800-1800)		
Location ID during Sampling	AS12b, AS14a	[2]
Odour Concentration during sampling of Kitchen	2698	OU/m^3
Flowrate of Exhaust Fan of Kitchen (Existing) [4]	10870	m^3/hr
Unmitigated Emission Rate of Kitchen	8146.5	OU/s
Odour Concentration during sampling of 1st Fermentation Room	238	OU/m^3
Flowrate of Exhaust Fan of 1st Fermentation Room (Existing) [5]	7000	m^3/hr
Unmitigated Emission Rate of 1st Fermentation Room	462.8	OU/s
Total Unmitigated Emission Rate of Kitchen + 1st Fermentation Room	8609.2	OU/s
Number of Exhaust (Future)	4	
Total Unmitigated Emission Rate of Each Exhaust [6]	2152.310	OU/s

Control Area (OU1_n - OU4_n) (0800-1800)		
Location ID during Sampling	AS14a	[2]
Odour Concentration during sampling of 1st Fermentation Room	238	OU/m^3
Flowrate of Exhaust Fan of 1st Fermentation Room (Existing) [5]	7000	m^3/hr
Unmitigated Emission Rate of 1st Fermentation Room	462.8	OU/s
Total Unmitigated Emission Rate of 1st Fermentation Room	462.8	OU/s
Number of Exhaust (Future)	4	
Total Unmitigated Emission Rate of Each Exhaust [6]	115.694	OU/s

Outdoor Sun-drying Area/2nd Fermentation under Sunshine (OU6)		
Location ID during Sampling	AS25	[3]
Unmitigated Emission Rate	0.056	$OU/m^2/s$

A Rectangular Fermentation Tank with Cover Removed (OU7 - OU9)		
Location ID during Sampling	AS26	[3]
Unmitigated Emission Rate	0.820	$OU/m^2/s$

Notes:
[1] The Location ID is refered to the Odour Sampling Report (Work Order Amendment: HK2240544).
[2] The Location ID is refered to the Odour Sampling Report (Work Order Amendment: HK2341943).
[3] The Location ID is refered to the Odour Sampling Report (Work Order Amendment: HK2343104).
[4] The Flowate of Exhaust Fan of Kitchen of Existing Soy Sauce Factory is provided by the Operator.
[5] The Flowate of Exhaust Fan of Fermentation Room of Existing Soy Sauce Factory is provided by the Operator.
[6] As advised by the Project E&M Consultant, the exhausted air would be evenly distributed to 4 exhausts (i.e. 25% for each exhaust).
[7] Surface Area is making reference to the existing Wastewater Treatment Plant.

Calculation of Odour Emission - Scenario 1

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height	Exit Temperature[2]	Flowrate[2]	(Equivalent) Internal Diameter[2]	Exit Velocity[2]	Area	Odour Emission Rate	Removal Efficiency	Mitigated Odour Emission Rate	Operation Hours[4]
						(mAG)	(K)	(m^3/hr)	(m)	(m/s)	(m^2)	(ou/s or ou/m^2/s)	%[3]	(ou/s or ou/m^2/s)	
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_1	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823169.5	835117.6	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823170.2	835120.6										
				823173.1	835119.9										
				823172.5	835116.9										
	OU8_1		AREAPOLY	823168.2	835113.0	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823169.0	835116.0										
				823171.8	835115.3										
				823171.2	835112.3										
	OU9_1		AREAPOLY	823167.2	835108.5	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823167.9	835111.5										
				823170.8	835110.8										
				823170.1	835107.8										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Calculation of Odour Emission - Scenario 2

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height	Exit Temperature[2]	Flowrate[2]	(Equivalent) Internal Diameter[2]	Exit Velocity[2]	Area	Odour Emission Rate	Removal Efficiency	Mitigated Odour Emission Rate	Operation Hours[4]
						(mAG)	(K)	(m^3/hr)	(m)	(m/s)	(m^2)	(ou/s or ou/m^2/s)	%[3]	(ou/s or ou/m^2/s)	
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_2	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823166.4	835104.2	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823167.1	835107.1										
				823170.0	835106.4										
				823169.3	835103.5										
	OU8_2		AREAPOLY	823165.2	835099.6	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823165.9	835102.6										
				823168.8	835101.9										
				823168.1	835099.0										
	OU9_2		AREAPOLY	823164.4	835095.1	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823165.1	835098.1										
				823168.0	835097.4										
				823167.3	835094.5										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Calculation of Odour Emission - Scenario 3

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height	Exit Temperature[2]	Flowrate[2]	(Equivalent) Internal Diameter[2]	Exit Velocity[2]	Area	Odour Emission Rate	Removal Efficiency	Mitigated Odour Emission Rate	Operation Hours[4]
						(mAG)	(K)	(m^3/hr)	(m)	(m/s)	(m^2)	(ou/s or ou/m^2/s)	%[3]	(ou/s or ou/m^2/s)	
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_3	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823163.3	835090.7	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823164.0	835093.7										
				823166.9	835093.0										
				823166.2	835090.0										
	OU8_3		AREAPOLY	823162.3	835086.2	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823163.0	835089.2										
				823165.9	835088.5										
				823165.2	835085.5										
	OU9_3		AREAPOLY	823161.2	835081.7	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823162.0	835084.7										
				823164.8	835084.0										
				823164.2	835081.0										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Calculation of Odour Emission - Scenario 4

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height (mAG)	Exit Temperature[2] (K)	Flowrate[2] (m^3/hr)	(Equivalent) Internal Diameter[2] (m)	Exit Velocity[2] (m/s)	Area (m^2)	Odour Emission Rate (ou/s or ou/m^2/s)	Removal Efficiency %[3]	Mitigated Odour Emission Rate (ou/s or ou/m^2/s)	Operation Hours[4]
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_4	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823160.1	835077.2	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823160.8	835080.2										
				823163.7	835079.5										
				823163.0	835076.5										
	OU8_4		AREAPOLY	823156.2	835073.4	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823157.0	835076.4										
				823159.8	835075.7										
				823159.2	835072.7										
	OU9_4		AREAPOLY	823151.5	835074.5	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823152.2	835077.5										
				823155.1	835076.8										
				823154.4	835073.9										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Calculation of Odour Emission - Scenario 5

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height	Exit Temperature[2]	Flowrate[2]	(Equivalent) Internal Diameter[2]	Exit Velocity[2]	Area	Odour Emission Rate	Removal Efficiency	Mitigated Odour Emission Rate	Operation Hours[4]
						(mAG)	(K)	(m^3/hr)	(m)	(m/s)	(m^2)	(ou/s or ou/m^2/s)	%[3]	(ou/s or ou/m^2/s)	
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_5	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823148.5	835075.2	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823149.3	835078.2										
				823152.2	835077.5										
				823151.5	835074.5										
	OU8_5		AREAPOLY	823144.0	835076.4	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823144.7	835079.4										
				823147.6	835078.7										
				823147.0	835075.7										
	OU9_5		AREAPOLY	823142.9	835071.8	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823143.7	835074.8										
				823146.5	835074.1										
				823145.9	835071.1										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Calculation of Odour Emission - Scenario 6

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height	Exit Temperature[2]	Flowrate[2]	(Equivalent) Internal Diameter[2]	Exit Velocity[2]	Area	Odour Emission Rate	Removal Efficiency	Mitigated Odour Emission Rate	Operation Hours[4]
						(mAG)	(K)	(m^3/hr)	(m)	(m/s)	(m^2)	(ou/s or ou/m^2/s)	%[3]	(ou/s or ou/m^2/s)	
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_6	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823141.2	835043.8	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823142.0	835046.8										
				823144.8	835046.1										
				823144.2	835043.2										
	OU8_6		AREAPOLY	823140.2	835039.4	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823141.0	835042.4										
				823143.9	835041.7										
				823143.2	835038.7										
	OU9_6		AREAPOLY	823143.2	835038.7	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823143.9	835041.7										
				823146.8	835041.0										
				823146.1	835038.0										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Calculation of Odour Emission - Scenario 7

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height	Exit Temperature[2]	Flowrate[2]	(Equivalent) Internal Diameter[2]	Exit Velocity[2]	Area	Odour Emission Rate	Removal Efficiency	Mitigated Odour Emission Rate	Operation Hours[4]
						(mAG)	(K)	(m^3/hr)	(m)	(m/s)	(m^2)	(ou/s or ou/m^2/s)	%[3]	(ou/s or ou/m^2/s)	
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_7	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823147.8	835037.6	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823148.5	835040.6										
				823151.4	835039.9										
				823150.8	835036.9										
	OU8_7		AREAPOLY	823150.8	835036.9	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823151.5	835039.9										
				823154.4	835039.2										
				823153.7	835036.2										
	OU9_7		AREAPOLY	823155.4	835035.8	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823156.1	835038.8										
				823159.0	835038.1										
				823158.4	835035.1										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Calculation of Odour Emission - Scenario 8

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height	Exit Temperature[2]	Flowrate[2]	(Equivalent) Internal Diameter[2]	Exit Velocity[2]	Area	Odour Emission Rate	Removal Efficiency	Mitigated Odour Emission Rate	Operation Hours[4]
						(mAG)	(K)	(m^3/hr)	(m)	(m/s)	(m^2)	(ou/s or ou/m^2/s)	%[3]	(ou/s or ou/m^2/s)	
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_8	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823158.4	835035.2	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823159.1	835038.2										
				823162.0	835037.5										
				823161.3	835034.5										
	OU8_8		AREAPOLY	823163.0	835034.1	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823163.8	835037.1										
				823166.6	835036.4										
				823166.0	835033.5										
	OU9_8		AREAPOLY	823164.1	835038.5	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823164.8	835041.5										
				823167.7	835040.8										
				823167.0	835037.9										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Calculation of Odour Emission - Scenario 9

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height (mAG)	Exit Temperature[2] (K)	Flowrate[2] (m^3/hr)	(Equivalent) Internal Diameter[2] (m)	Exit Velocity[2] (m/s)	Area (m^2)	Odour Emission Rate (ou/s or ou/m^2/s)	Removal Efficiency %[3]	Mitigated Odour Emission Rate (ou/s or ou/m^2/s)	Operation Hours[4]
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_9	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823242.6	835100.7	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823243.4	835103.7										
				823246.2	835103.0										
				823245.6	835100.0										
	OU8_9		AREAPOLY	823243.6	835105.2	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823244.3	835108.2										
				823247.2	835107.5										
				823246.6	835104.5										
	OU9_9		AREAPOLY	823246.6	835104.5	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823247.3	835107.5										
				823250.2	835106.8										
				823249.5	835103.8										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Calculation of Odour Emission - Scenario 10

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height	Exit Temperature[2]	Flowrate[2]	(Equivalent) Internal Diameter[2]	Exit Velocity[2]	Area	Odour Emission Rate	Removal Efficiency	Mitigated Odour Emission Rate	Operation Hours[4]
						(mAG)	(K)	(m^3/hr)	(m)	(m/s)	(m^2)	(ou/s or ou/m^2/s)	%[3]	(ou/s or ou/m^2/s)	
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_10	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823230.3	835103.6	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823231.0	835106.5										
				823233.9	835105.8										
				823233.3	835102.9										
	OU8_10		AREAPOLY	823236.1	835107.0	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823236.8	835109.9										
				823239.7	835109.2										
				823239.0	835106.3										
	OU9_10		AREAPOLY	823238.9	835106.3	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823239.7	835109.2										
				823242.5	835108.5										
				823241.9	835105.6										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Calculation of Odour Emission - Scenario 11

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height	Exit Temperature[2]	Flowrate[2]	(Equivalent) Internal Diameter[2]	Exit Velocity[2]	Area	Odour Emission Rate	Removal Efficiency	Mitigated Odour Emission Rate	Operation Hours[4]
						(mAG)	(K)	(m^3/hr)	(m)	(m/s)	(m^2)	(ou/s or ou/m^2/s)	%[3]	(ou/s or ou/m^2/s)	
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_11	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823219.9	835106.0	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823220.6	835109.0										
				823223.5	835108.3										
				823222.8	835105.3										
	OU8_11		AREAPOLY	823222.8	835105.3	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823223.5	835108.3										
				823226.4	835107.6										
				823225.7	835104.6										
	OU9_11		AREAPOLY	823227.4	835104.2	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823228.2	835107.2										
				823231.0	835106.5										
				823230.4	835103.5										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Calculation of Odour Emission - Scenario 12

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height	Exit Temperature[2]	Flowrate[2]	(Equivalent) Internal Diameter[2]	Exit Velocity[2]	Area	Odour Emission Rate	Removal Efficiency	Mitigated Odour Emission Rate	Operation Hours[4]
						(mAG)	(K)	(m^3/hr)	(m)	(m/s)	(m^2)	(ou/s or ou/m^2/s)	%[3]	(ou/s or ou/m^2/s)	
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_12	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823207.5	835108.8	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823208.3	835111.7										
				823211.1	835111.0										
				823210.5	835108.1										
	OU8_12		AREAPOLY	823212.2	835107.7	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823213.0	835110.7										
				823215.8	835110.0										
				823215.2	835107.0										
	OU9_12		AREAPOLY	823215.2	835107.0	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823215.9	835110.0										
				823218.8	835109.3										
				823218.1	835106.3										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Calculation of Odour Emission - Scenario 13

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height	Exit Temperature[2]	Flowrate[2]	(Equivalent) Internal Diameter[2]	Exit Velocity[2]	Area	Odour Emission Rate	Removal Efficiency	Mitigated Odour Emission Rate	Operation Hours[4]
						(mAG)	(K)	(m^3/hr)	(m)	(m/s)	(m^2)	(ou/s or ou/m^2/s)	%[3]	(ou/s or ou/m^2/s)	
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_13	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823197.0	835111.2	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823197.7	835114.2										
				823200.6	835113.5										
				823199.9	835110.5										
	OU8_13		AREAPOLY	823199.9	835110.5	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823200.6	835113.5										
				823203.5	835112.8										
				823202.9	835109.8										
	OU9_13		AREAPOLY	823204.6	835109.4	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823205.3	835112.4										
				823208.2	835111.7										
				823207.5	835108.8										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Calculation of Odour Emission - Scenario 14

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height	Exit Temperature[2]	Flowrate[2]	(Equivalent) Internal Diameter[2]	Exit Velocity[2]	Area	Odour Emission Rate	Removal Efficiency	Mitigated Odour Emission Rate	Operation Hours[4]
						(mAG)	(K)	(m^3/hr)	(m)	(m/s)	(m^2)	(ou/s or ou/m^2/s)	%[3]	(ou/s or ou/m^2/s)	
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_14	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823184.7	835114.1	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823185.4	835117.0										
				823188.3	835116.3										
				823187.7	835113.4										
	OU8_14		AREAPOLY	823189.4	835112.9	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823190.1	835115.9										
				823193.0	835115.2										
				823192.3	835112.3										
	OU9_14		AREAPOLY	823192.3	835112.3	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823193.0	835115.3										
				823195.9	835114.6										
				823195.2	835111.6										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Calculation of Odour Emission - Scenario 15

Company	Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Release Height	Exit Temperature[2]	Flowrate[2]	(Equivalent) Internal Diameter[2]	Exit Velocity[2]	Area	Odour Emission Rate	Removal Efficiency	Mitigated Odour Emission Rate	Operation Hours[4]
						(mAG)	(K)	(m^3/hr)	(m)	(m/s)	(m^2)	(ou/s or ou/m^2/s)	%[3]	(ou/s or ou/m^2/s)	
Koon Chun Hing Kee Soy & Sauce Factory Limited	OU1_d	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU2_d	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU3_d	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU4_d	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	2152.310	87.5%	269.039	10 hours (0800-1800)
	OU1_n	Control Area	Point	823146.7	835144.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU2_n	Control Area	Point	823154.0	835142.8	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU3_n	Control Area	Point	823206.5	835130.5	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU4_n	Control Area	Point	823213.8	835128.9	12.0	323	19155	1.6	2.5	2.1	115.694	87.5%	14.462	14 hours (1800-0800)
	OU5	Waste Water Treatment Plant	Point	823174.2	835138.1	12.0	323	16920	1.6	2.5	1.9	1.969	87.5%	0.246	
	OU6	Outdoor Sun-drying Area (Covered Concrete Tank)	AREAPOLY	823235.7	835105.4	1	298	-	-	-	4638.7	0.056	-	-	24 hours
				823170.2	835120.6										
				823159.8	835075.8										
				823144.7	835079.4										
				823138.7	835053.9										
				823143.4	835052.9										
				823140.2	835039.4										
				823166.0	835033.4										
				823167.0	835037.9										
				823170.0	835037.3										
				823171.0	835041.7										
				823175.6	835040.6										
				823176.7	835045.1										
				823179.6	835044.4										
				823180.7	835048.9										
				823185.3	835047.8										
				823186.4	835052.3										
				823189.3	835051.6										
				823190.4	835056.1										
				823195.0	835054.9										
				823196.0	835059.4										
				823199.0	835058.7										
				823200.0	835063.3										
				823204.6	835062.1										
				823205.7	835066.7										
				823208.7	835065.9										
				823209.7	835070.5										
				823214.4	835069.5										
				823215.4	835073.8										
				823218.5	835073.1										
				823220.4	835082.1										
				823222.2	835081.7										
				823225.1	835081.1										
				823226.2	835085.7										
				823229.1	835085.0										
				823230.1	835089.4										
				823234.8	835088.4										
				823235.8	835092.8										
				823238.8	835092.1										
				823240.9	835101.1										
				823245.5	835100.0										
				823246.6	835104.5										
				823249.5	835103.8										
				823250.2	835106.8										
				823236.8	835109.8										
	OU7_15	Concrete Tank with Cover Removed and Collecting Bean Paste Process	AREAPOLY	823174.2	835116.5	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823174.9	835119.5										
				823177.8	835118.8										
				823177.1	835115.8										
	OU8_15		AREAPOLY	823177.1	835115.8	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823177.9	835118.8										
				823180.7	835118.1										
				823180.1	835115.1										
	OU9_15		AREAPOLY	823181.8	835114.7	1	298	-	-	-	1.2	0.820	-	-	10 hours (0800-1800)
				823182.5	835117.7										
				823185.4	835117.0										
				823184.7	835114.1										

Notes:
[1] "-" means "Not Applicable"
[2] The Release Height, Exit Temperature, Flowrate and Area of the odour sources, OU1 to OU5 are provided by the Project E&M Consultant. The Internal Diameter is calculated by the area of exhaust, which is provided by the Project E&M Consultant. The Exit Velocity is calculated by using the area of exhaust and flowrate which are provided by the Project E&M Consultant.
[3] % of Removal Efficiency is provided by the manufacturer of the deodorisation unit.
[4] Number of operation hours is provided by the representative of the existing soy sauce factory. The odour sources named as OU1_d to OU4_d would include the odour emissions from kitchen and fermentation room. The odour sources named as OU1_n to OU4_n would include the odour emission from fermentation room only as there would be no operation in kitchen during 1800 to 0800.

Odour Emission Source of Sha Po Sewage Pumping Station

Odour Source ID	Description	Source Type	x-coordinate	y-coordinate	Ground Level	Release Height [1]	Exit Temperature [2]	Exhaust Diameter [3]	Exit Velocity [2]	Mitigated Odour Emission Rate (Reference Case) [2]	Removal Efficiency (Reference Case) [2]	Removal Efficiency (Sha Po Sewage Pumping Station) [4]	Mitigated Odour Emission Rate (Correted with 99% Removal Efficiency)
					(mPD)	(mAG)	(K)	(m)	(m/s)	(ou/s)	%	%	(ou/s)
SPS1	Exhaust of Sha Po Sewage Pumping Station	Point	823458.2	835155.7	3.7	5.9	298	1.24	1.67	272.5	90%	99%	27.25

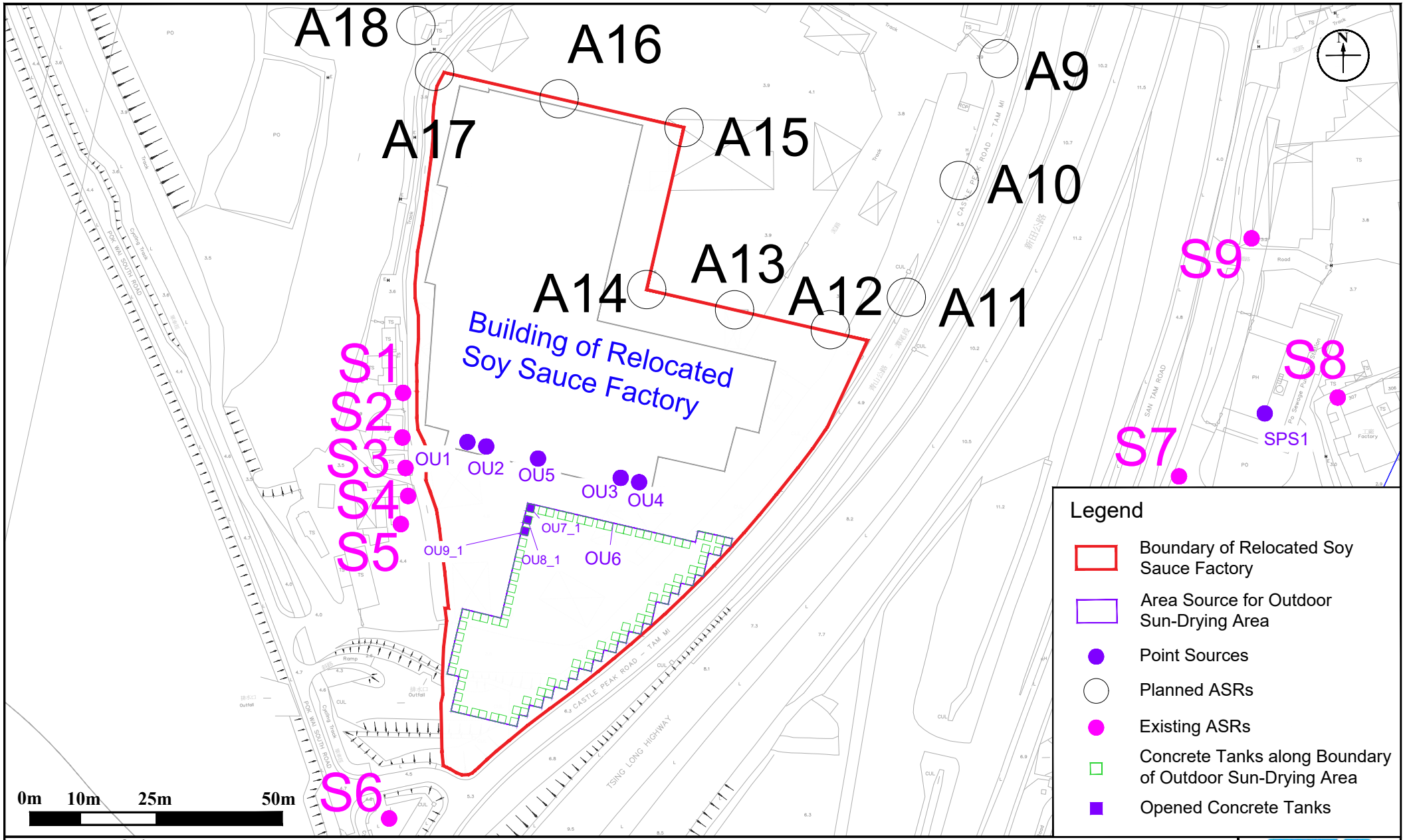
Notes:

[1] According to the observation during onsite survey, the Release Height is assumed as ~9.6mPD (i.e. 5.9mAG).

[2] As refer to the Preliminary Environmental Review Section of the Final Report for Agreement No. CE 10/2020 (CE) Site Formation and Infrastructure Works for Proposed Public Housing Developments at Sha Po, Shap Pat Heung and Tai Kei Leng, Yuen Long - Feasibility Study, the ADWF capacity of the upgraded Sha Po Sewage Pumping Station is 16,750 m^3/day. Therefore, the assumptions of the proposed Sai O Trunk Sewer Sewage Pumping Station are adopted as with similar ADWF capacity (20,600m^3/day) by referring to the approved EIA report for Sai O Trunk Sewer Sewage Pumping Station (Register No.: AEIAR-230/2021). As the ADWF capacity of Sai O Trunk Sewer SPS is slightly higher than the upgraded Sha Po SPS, underestimation of odour impact would not be anticipated. Moreover, the majority of the sewage collected by the Sha Po SPS and Sai O Trunk Sewer SPS both are from the surrounding residential developments and village houses. Although freshwater is being supplied as flushing water in the area near SPSPS and salted water is being supplied as flushing water in the area near Sai Oi Trunk Sewer SPS, flushing water would only contribute a small portion of the sewage and the majority of the sewage generated should be from kitchen and bathing. Therefore, it is anticipated that the effect on the amount of odour generated from the sewage by using different types of flushing water should not be significant. As such, the usage of the assumptions of the proposed Sai O Trunk Sewer Sewage Pumping Station are considered as appropriate.

[3] According to the observation during onsite survey, the dimensions of the exhuast are assumed as 1.1m (width) x 1.1m (length). Therefore, the Exhaust Diameter is calculated by: $(((1.1x1.1)/\pi)^{1/2})x2 = 1.24m$.

[4] As refer to the Preliminary Environmental Review Section of the Final Report for Agreement No. CE 10/2020 (CE) Site Formation and Infrastructure Works for Proposed Public Housing Developments at Sha Po, Shap Pat Heung and Tai Kei Leng, Yuen Long - Feasibility Study, the % of Removal Efficiency is 99% as provided by DSD.



Annex: 2.4	RAMBOLL
Title: Location of Identified Odour Sources - Scenario 1	Drawn by: SC Checked by: CC
Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long	Rev.: 1.0 Date: Feb 2024

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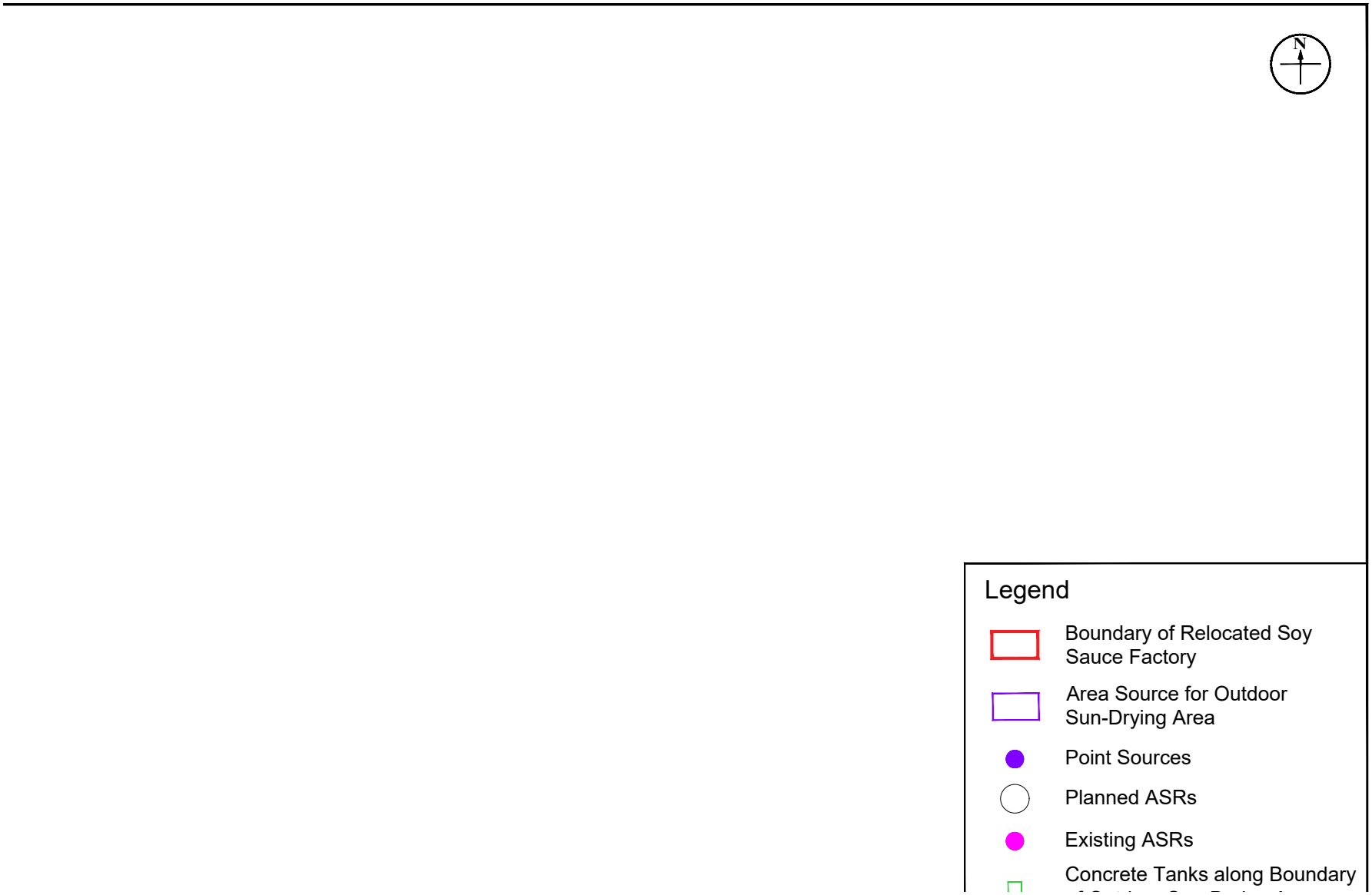
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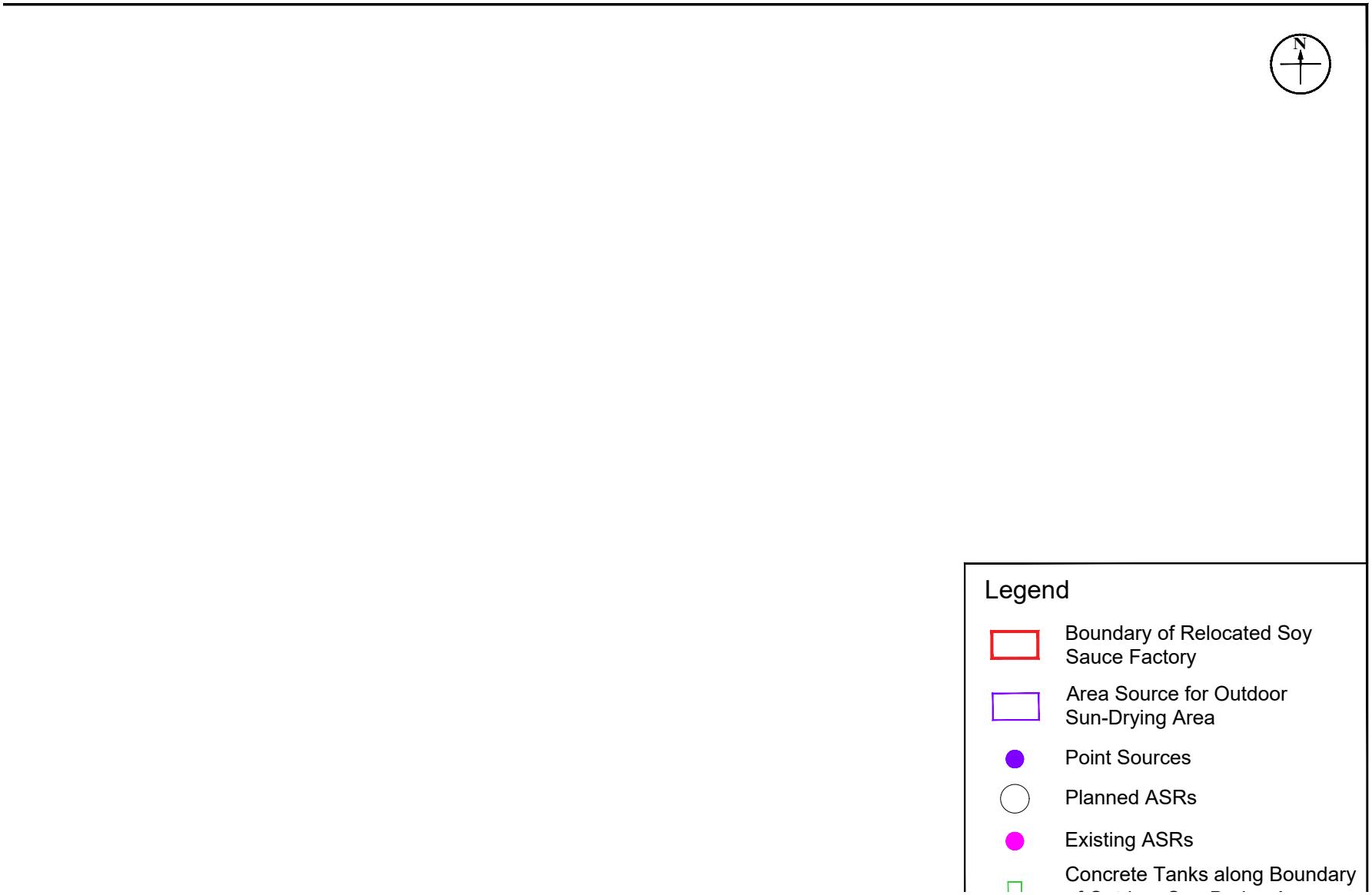
Area Source for Outdoor Sun-Drying Area
Point Sources
Planned ASRs
Existing ASRs
Concrete Tanks along Boundary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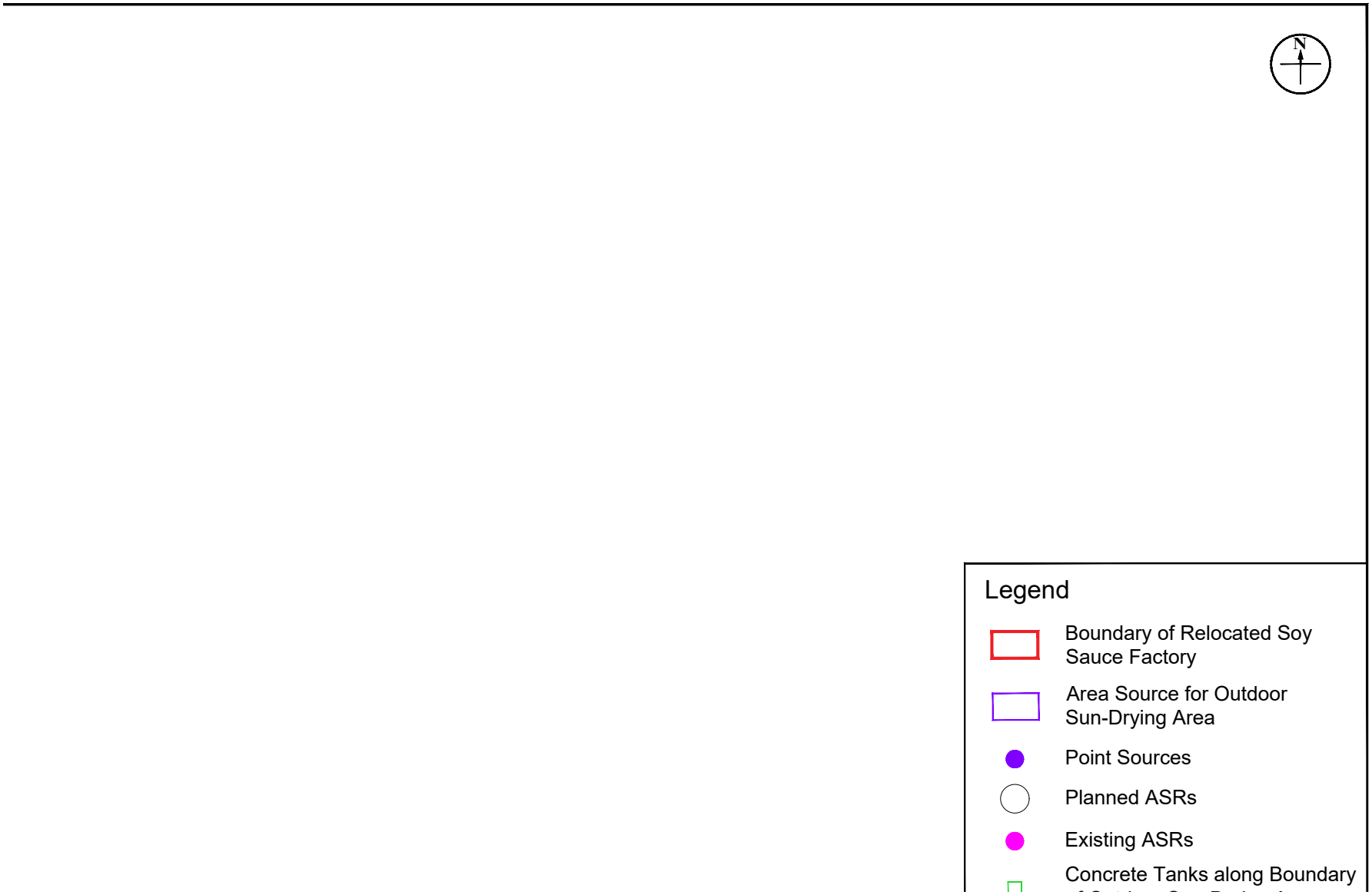
Area Source for Outdoor Sun-Drying Area
Point Sources
Planned ASRs
Existing ASRs
Concrete Tanks along Boundary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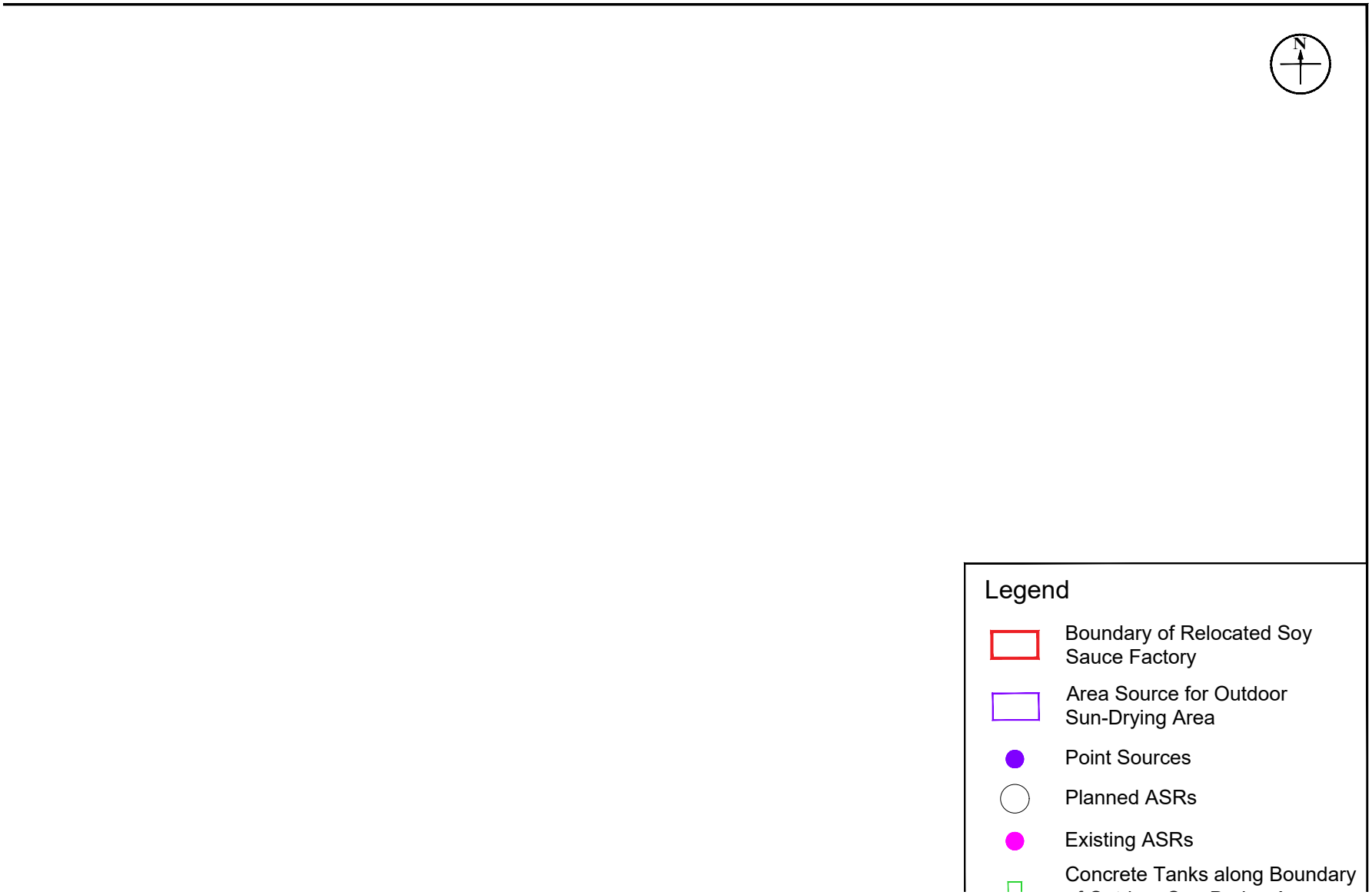
Boundary of Relocated Soy Sauce Factory
Area Source for Outdoor Sun-Drying Area
Point Sources
Planned ASRs
Existing ASRs
Concrete Tanks along Boundary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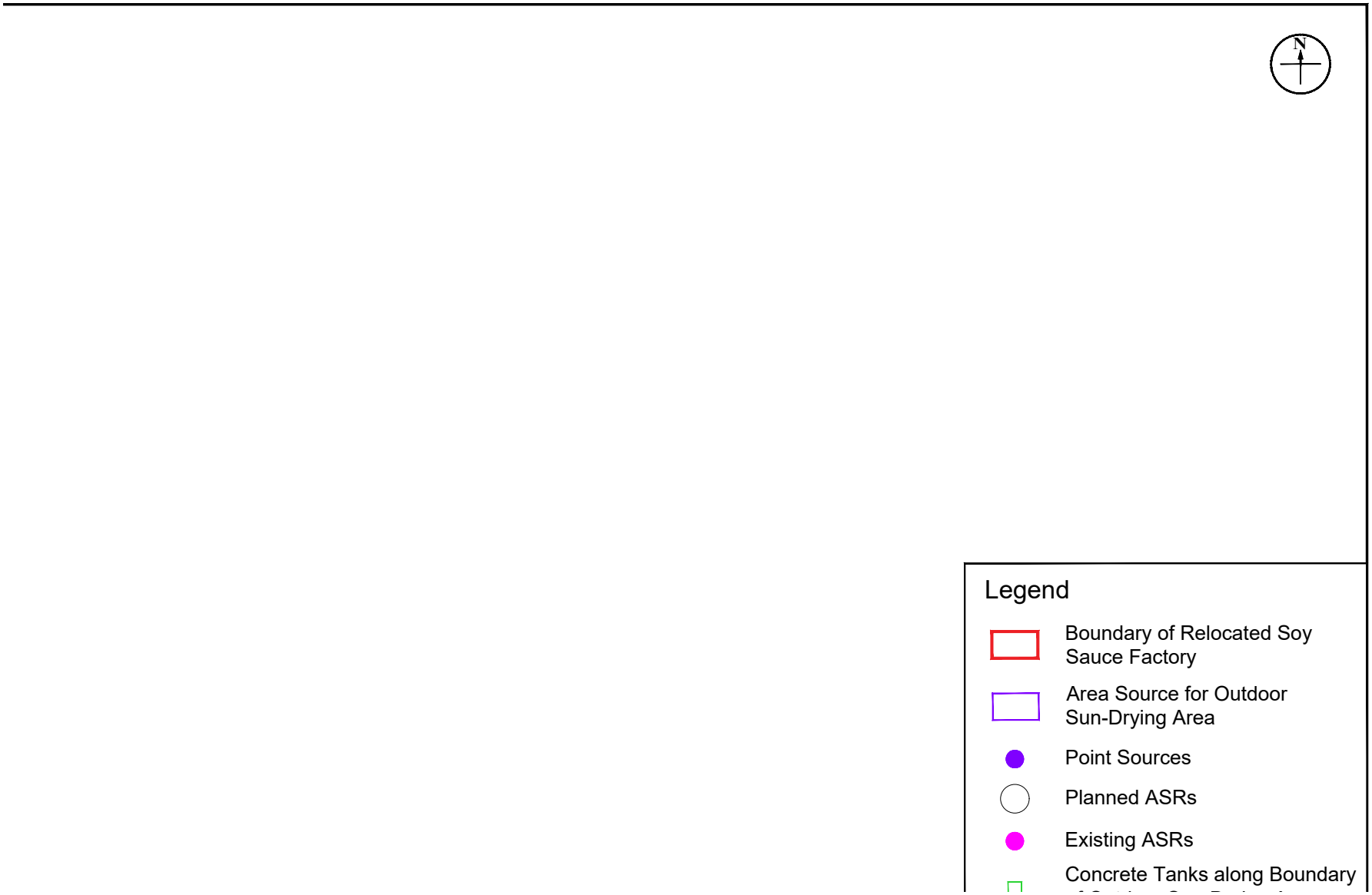
Point Sources
Planned ASRs
Existing ASRs
Concrete Tanks along Boundary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Point Sources
Planned ASRs
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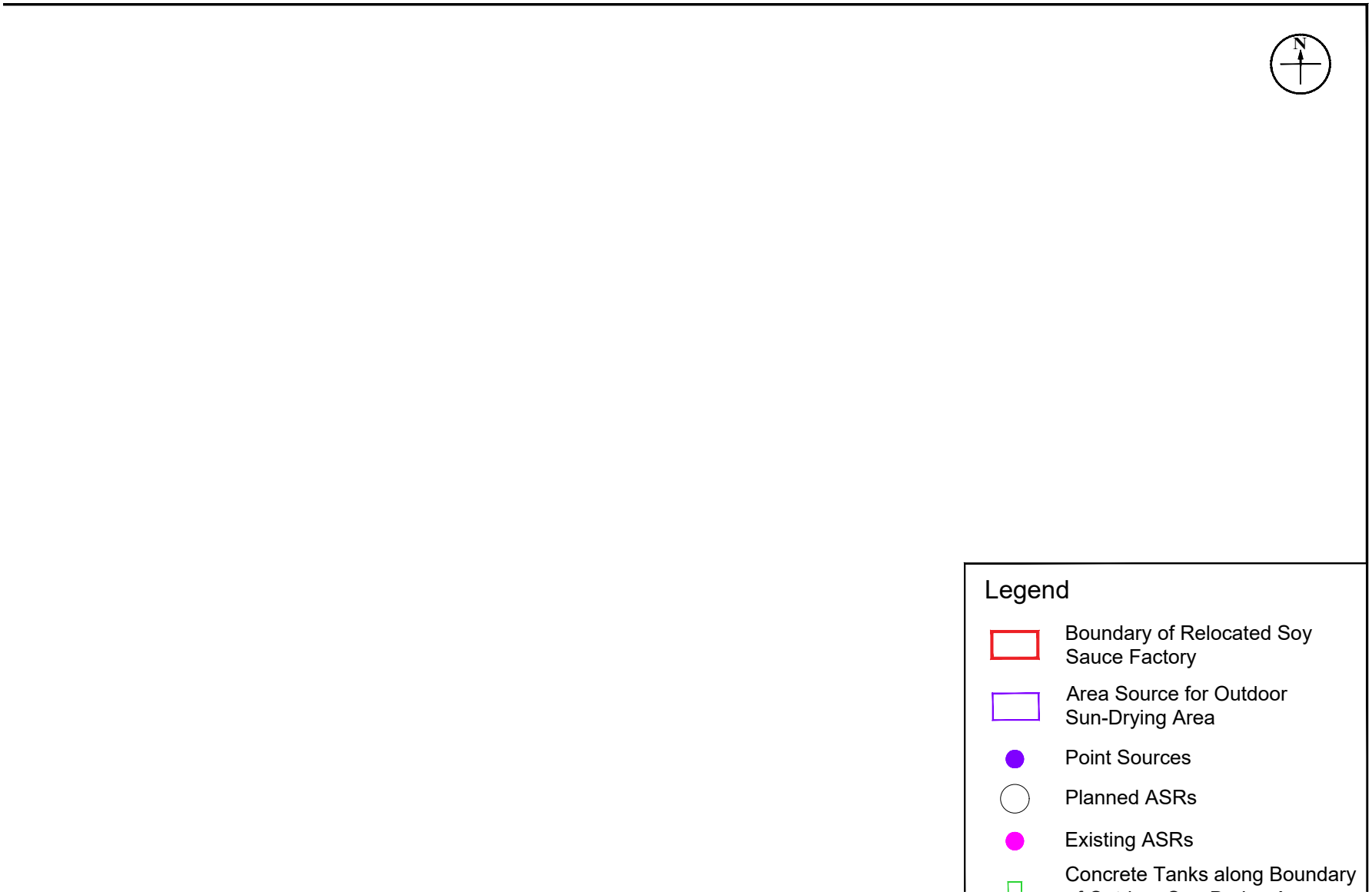
Concrete Tanks along Boundary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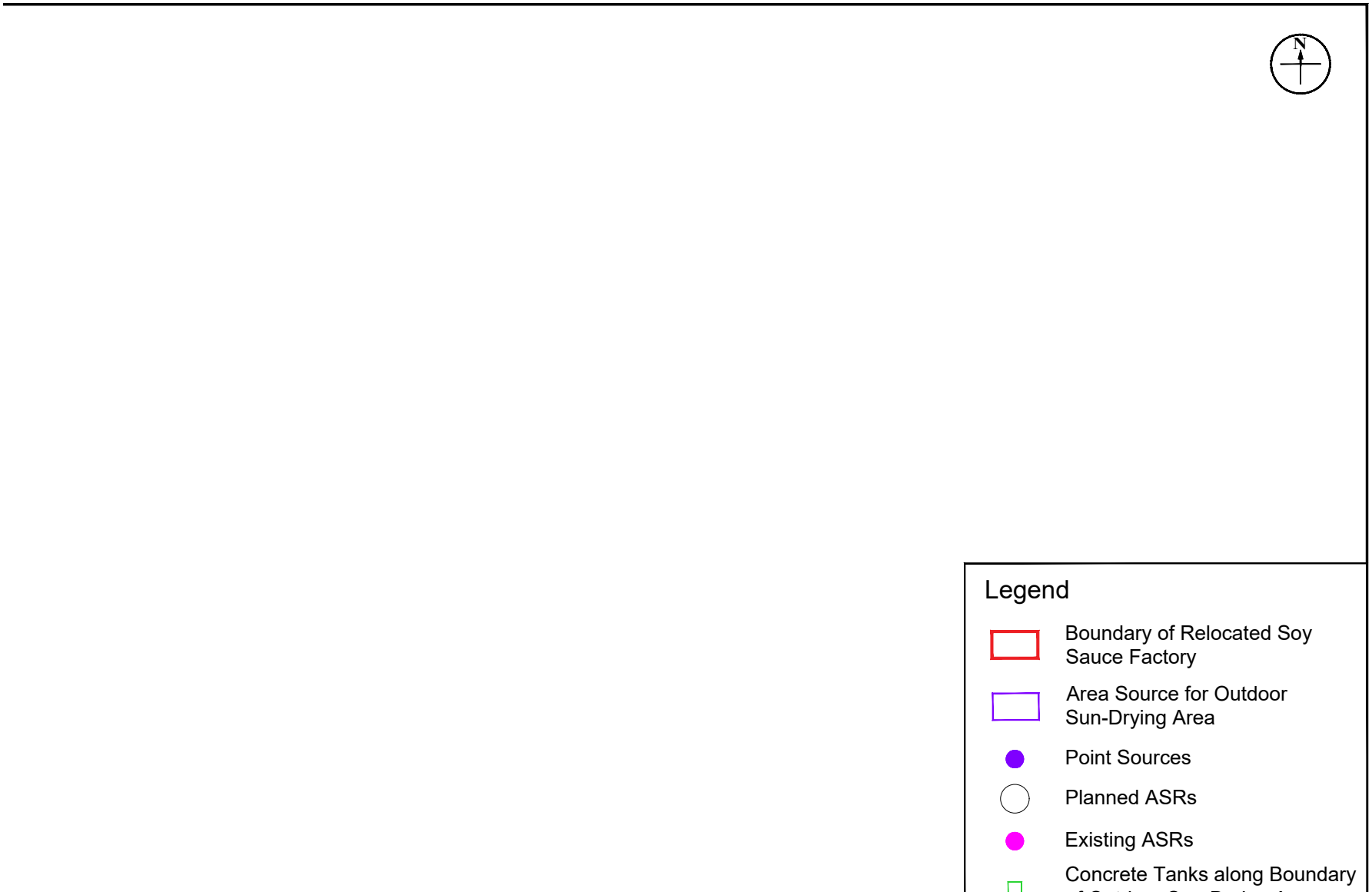
Area Source for Outdoor Sun-Drying Area
Point Sources
Planned ASRs
Existing ASRs
Concrete Tanks along Boundary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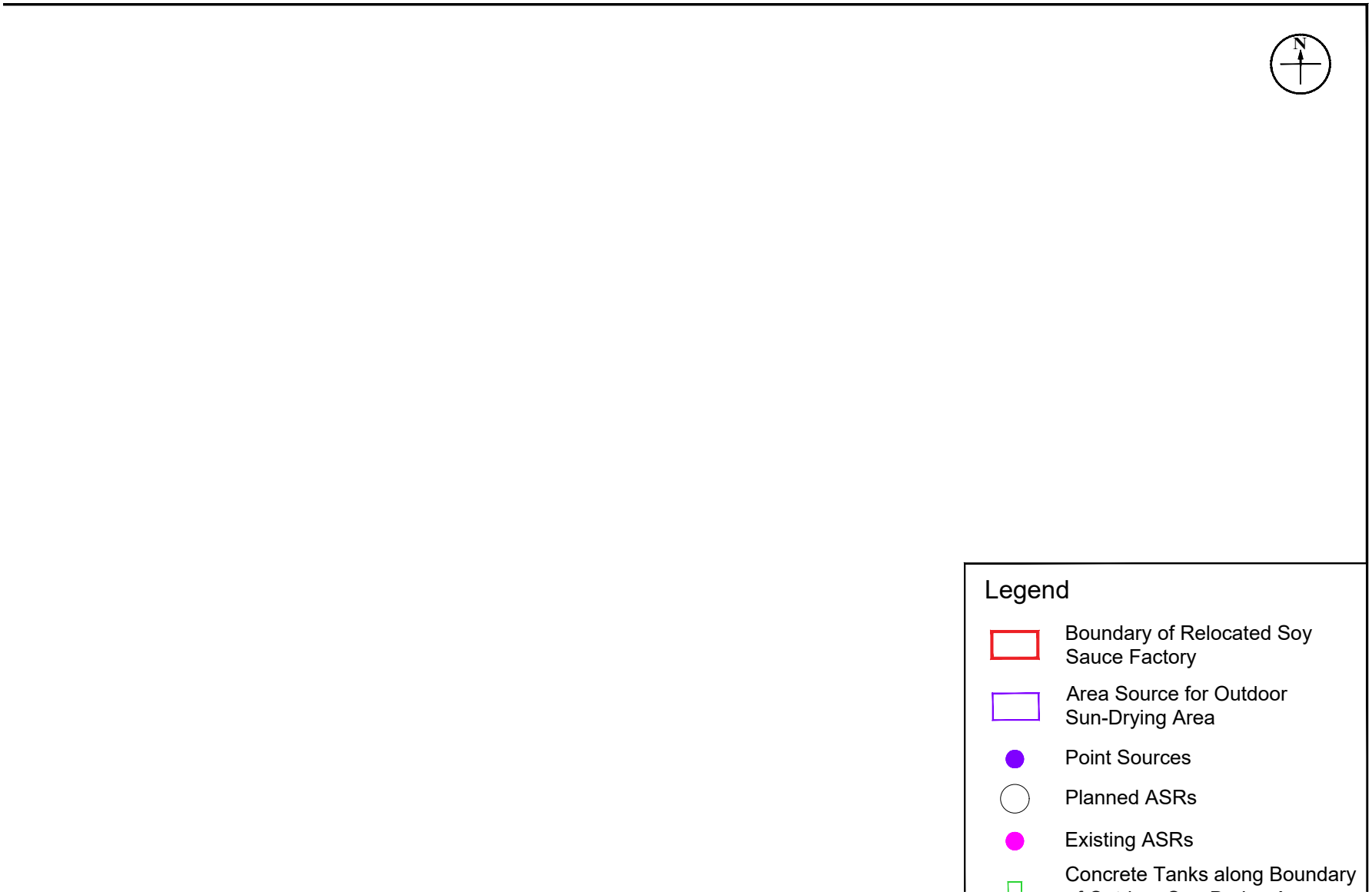
Legend
Boundary of Relocated Soy Sauce Factory
Area Source for Outdoor Sun-Drying Area
Point Sources
Planned ASRs
Existing ASRs
Concrete Tanks along Boundary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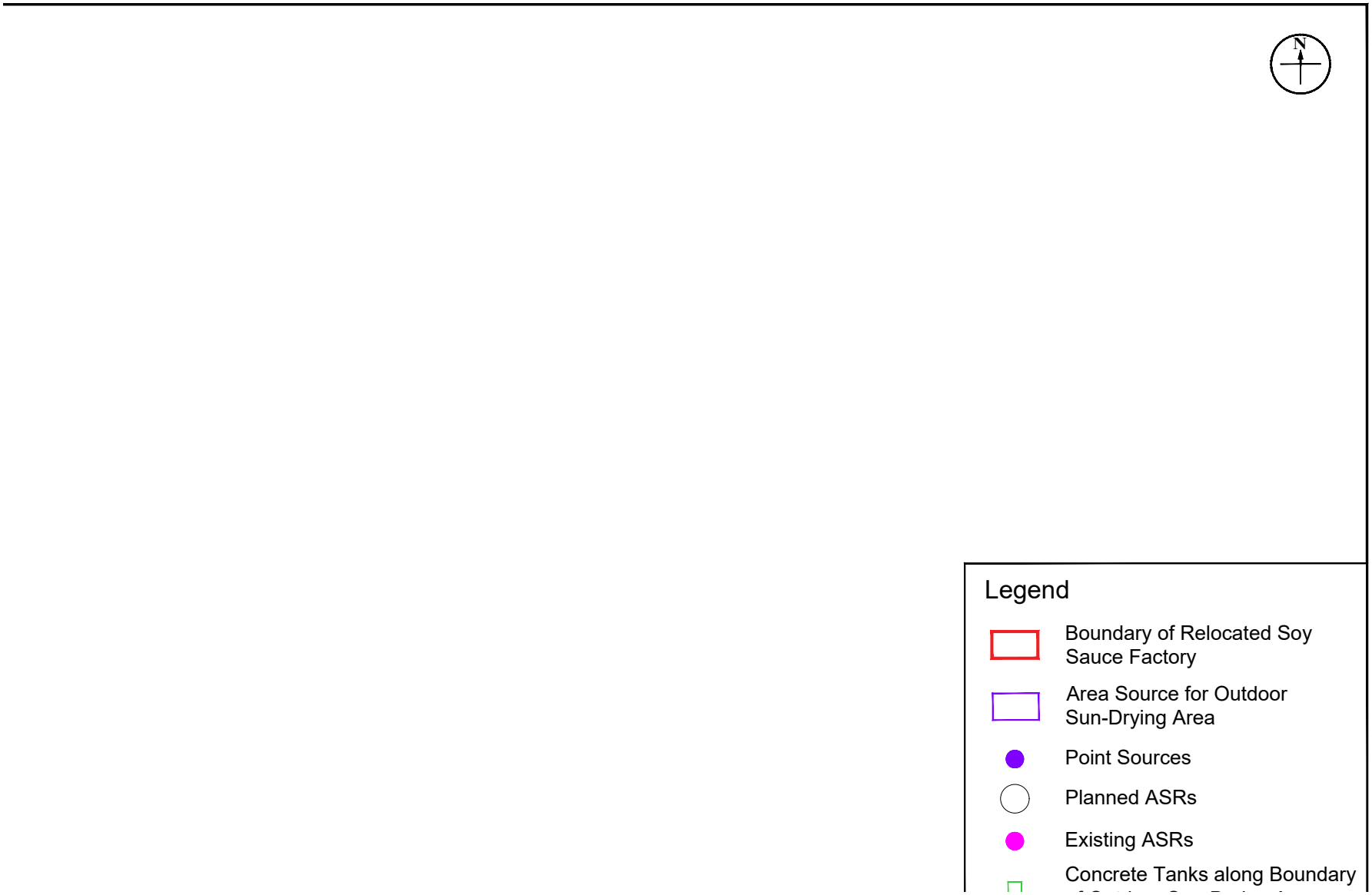
Boundary of Relocated Soy Sauce Factory
Area Source for Outdoor Sun-Drying Area
Point Sources
Planned ASRs
Existing ASRs
Concrete Tanks along Boundary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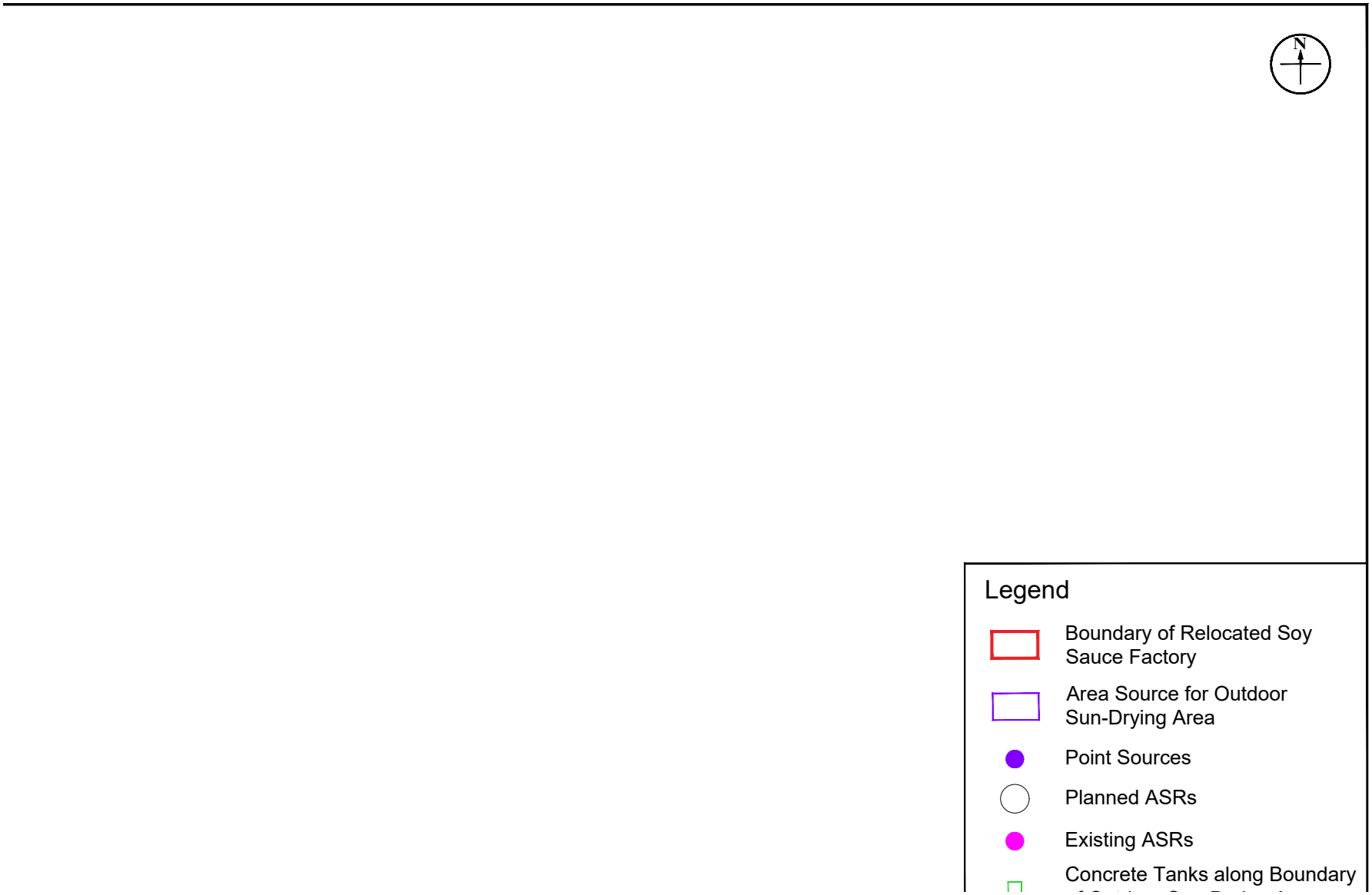
Boundary of Relocated Soy Sauce Factory
Area Source for Outdoor Sun-Drying Area
Point Sources
Planned ASRs
Existing ASRs
Concrete Tanks along Boundary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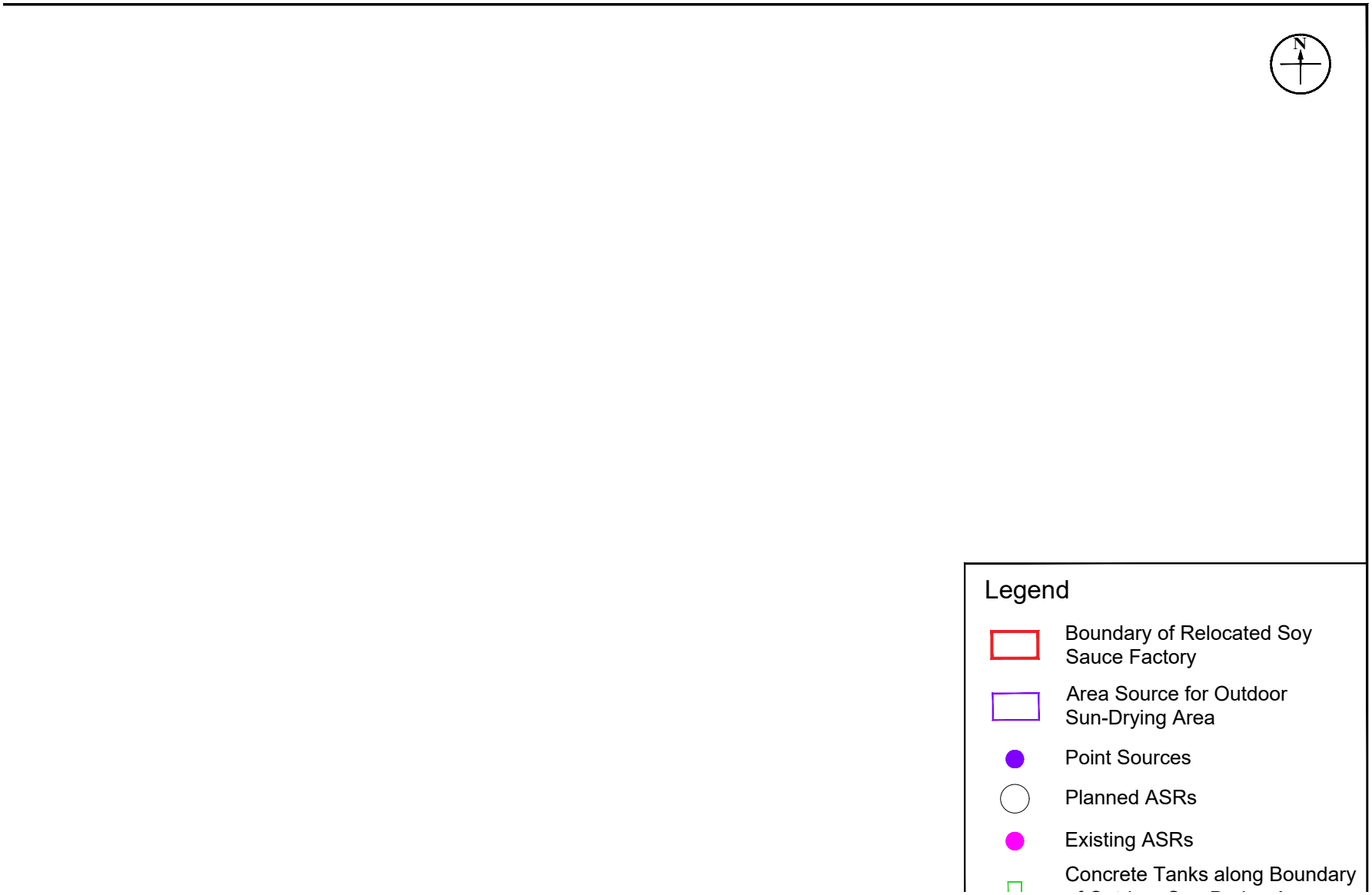
Boundary of Relocated Soy Sauce Factory
Area Source for Outdoor Sun-Drying Area
Point Sources
Planned ASRs
Existing ASRs
Concrete Tanks along Boundary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Boundary of Relocated Soy Sauce Factory
Area Source for Outdoor Sun-Drying Area
Point Sources
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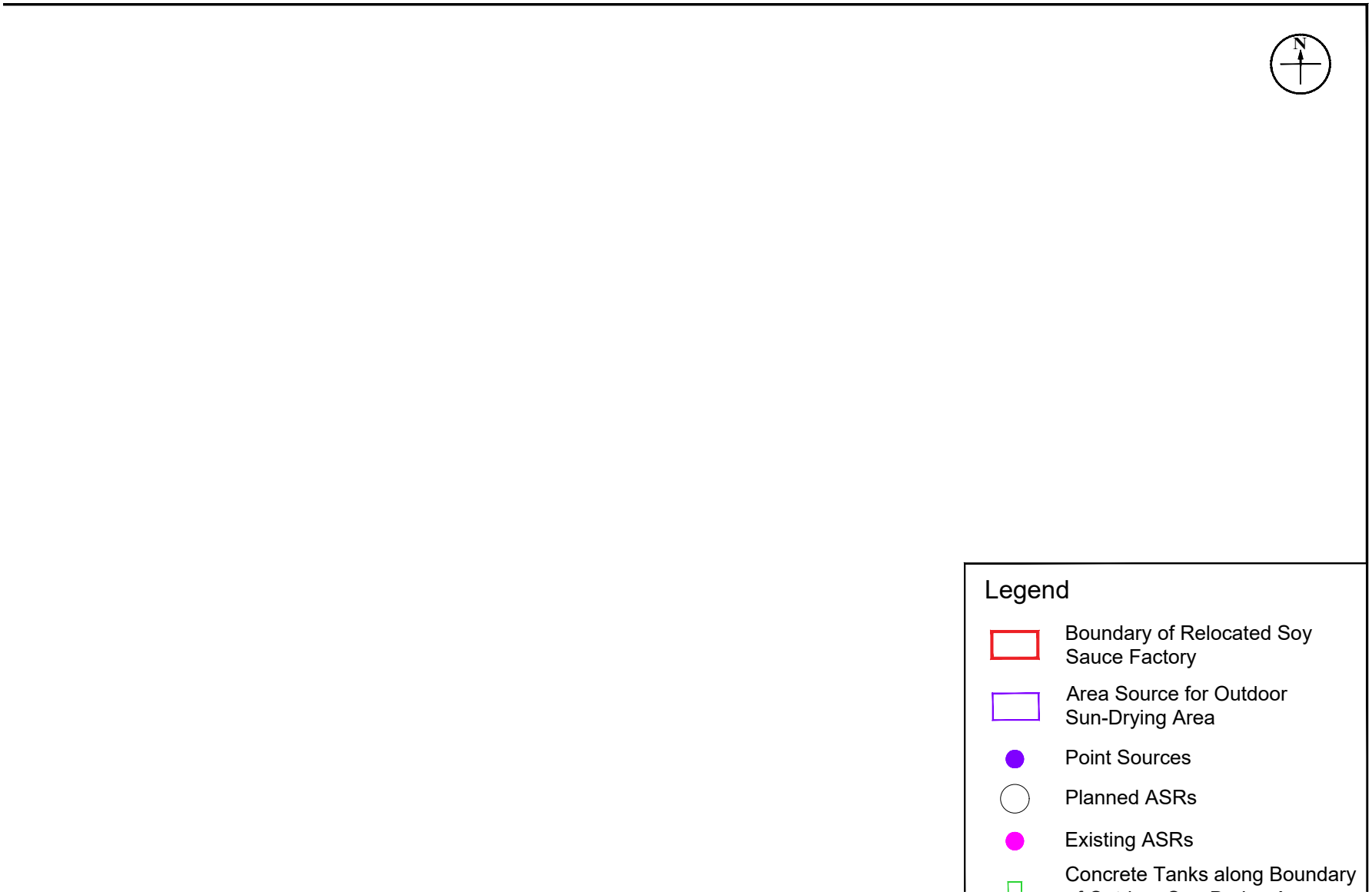
Existing ASRs
Concrete Tanks along Boundary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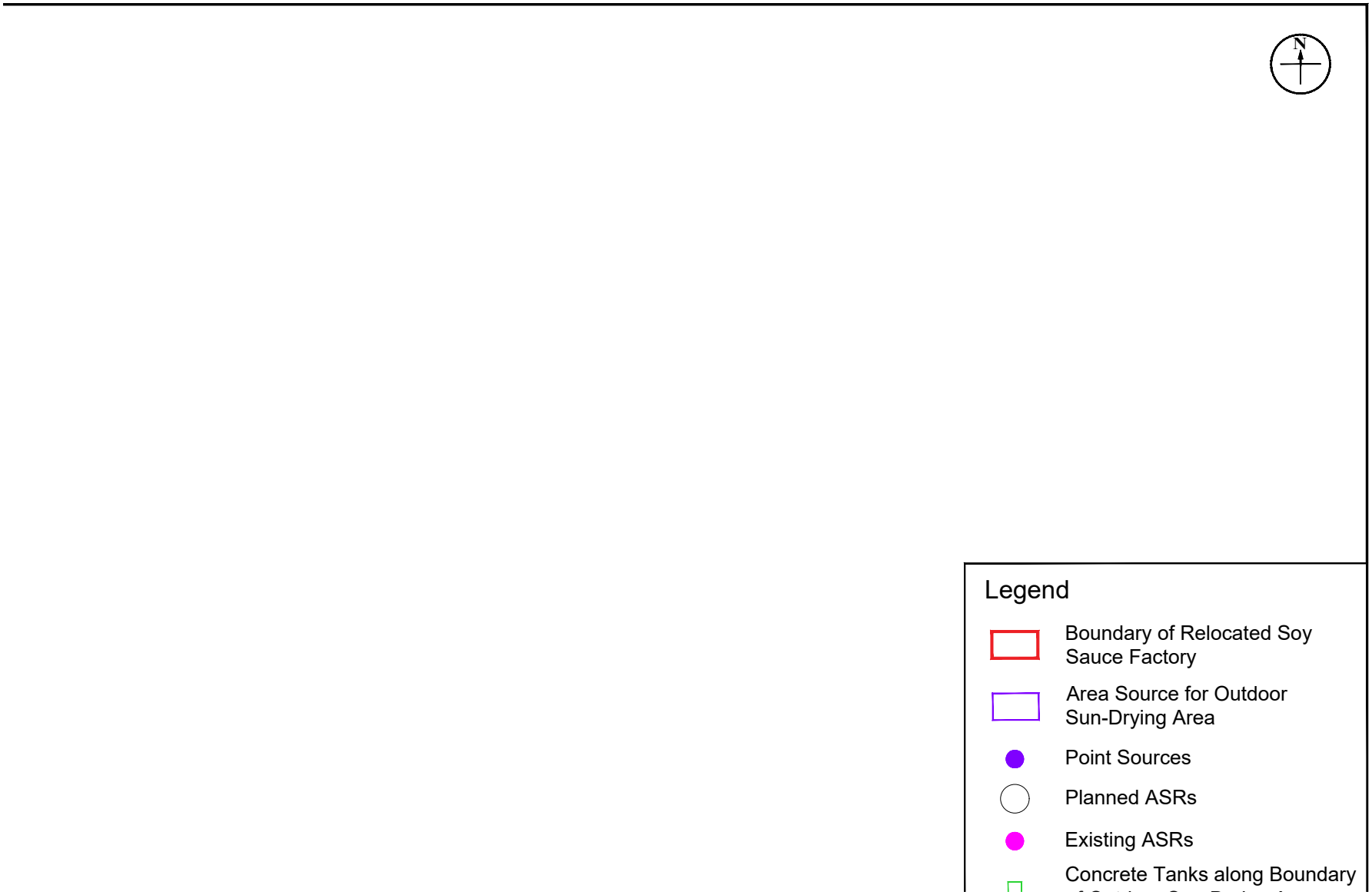
Boundary of Relocated Soy Sauce Factory
Area Source for Outdoor Sun-Drying Area
Point Sources
Planned ASRs
Existing ASRs
Concrete Tanks along Boundary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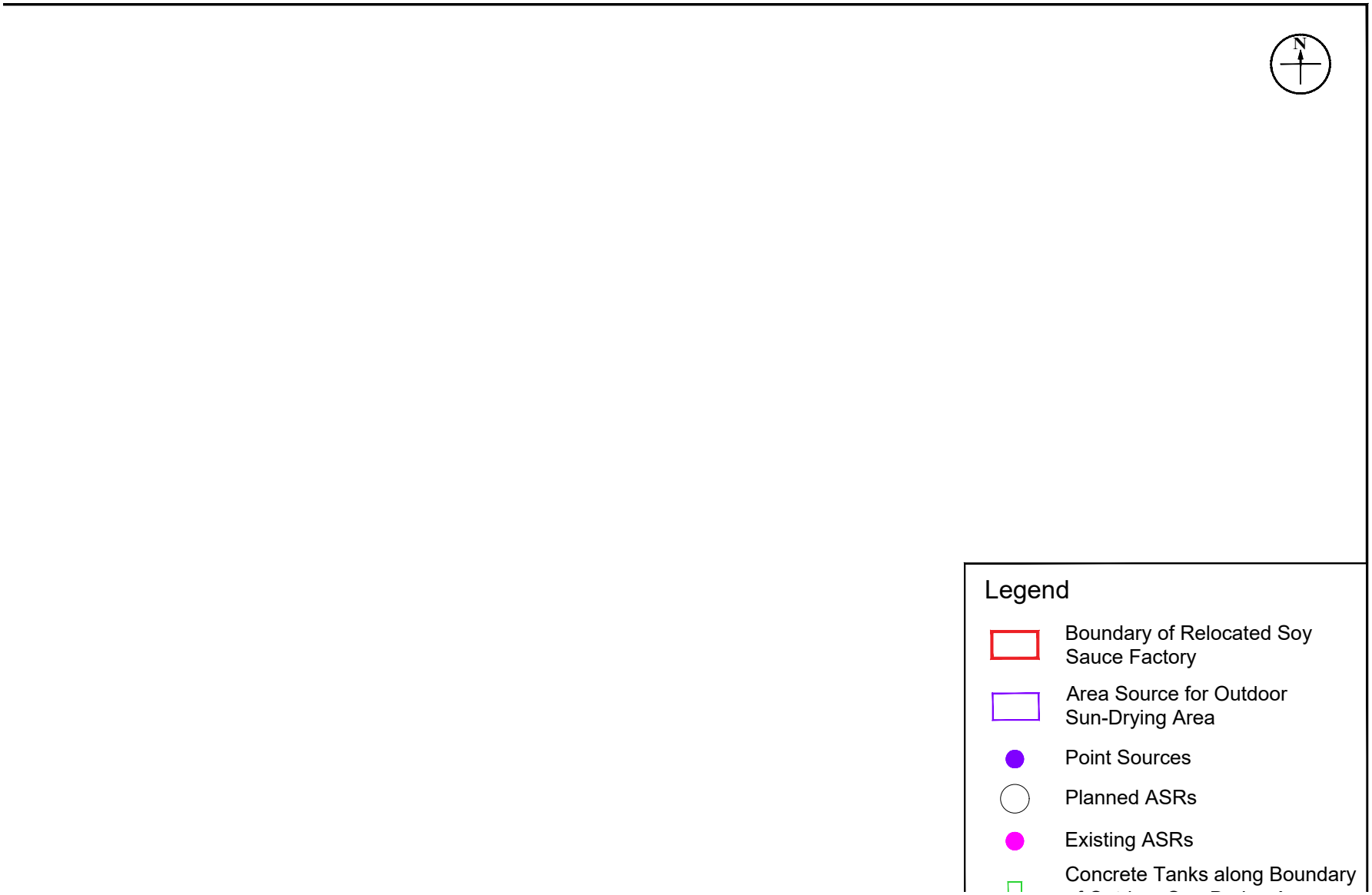
Boundary of Relocated Soy Sauce Factory
Area Source for Outdoor Sun-Drying Area
Point Sources
Planned ASRs
Existing ASRs
Concrete Tanks along Boundary


N
Legend
Boundary of Relocated Soy Sauce Factory
Area Source for Outdoor Sun-Drying Area
Point Sources
Planned ASRs
Existing ASRs
Concrete Tanks along Boundary

Annex 2.5 Photo of Deodorization Unit


Treated Exhausts
NCCO Deodorization Module
Exhausted Air
信山 环保
Heat Exchanger
Electrostatic Precipitator

Annex 2.6 Predicted Odour Impact Assessment Results

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mAG	Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Unmitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
A1-1	28,48	823215	835442	GF	1.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A1-2	28,48	823215	835442	1F	4.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A1-3	28,48	823215	835442	Transfer Plate	12.60	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A1-4	28,48	823215	835442	3F	18.10	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A1-5	28,48	823215	835442	4F	21.40	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A1-6	28,48	823215	835442	5F	24.70	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A1-7	28,48	823215	835442	6F	28.00	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
A1-8	28,48	823215	835442	7F	31.30	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
A1-9	28,48	823215	835442	8F	34.60	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A1-10	28,48	823215	835442	9F	37.90	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A1-11	28,48	823215	835442	12F	47.80	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A1-12	28,48	823215	835442	15F	57.70	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A1-13	28,48	823215	835442	18F	67.60	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A1-14	28,48	823215	835442	21F	77.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A1-15	28,48	823215	835442	24F	87.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A1-16	28,48	823215	835442	27F	97.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A1-17	28,48	823215	835442	Roof	110.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A2-1	28,48	823264	835452	GF	1.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A2-2	28,48	823264	835452	1F	4.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A2-3	28,48	823264	835452	Transfer Plate	12.60	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A2-4	28,48	823264	835452	3F	18.10	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A2-5	28,48	823264	835452	4F	21.40	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A2-6	28,48	823264	835452	5F	24.70	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A2-7	28,48	823264	835452	6F	28.00	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A2-8	28,48	823264	835452	7F	31.30	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A2-9	28,48	823264	835452	8F	34.60	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A2-10	28,48	823264	835452	9F	37.90	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A2-11	28,48	823264	835452	12F	47.80	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A2-12	28,48	823264	835452	15F	57.70	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A2-13	28,48	823264	835452	18F	67.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A2-14	28,48	823264	835452	21F	77.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A2-15	28,48	823264	835452	24F	87.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A2-16	28,48	823264	835452	27F	97.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A2-17	28,48	823264	835452	Roof	110.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A3-1	28,48	823313	835463	GF	1.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A3-2	28,48	823313	835463	1F	4.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A3-3	28,48	823313	835463	Transfer Plate	12.60	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.3	0.3	0.4	0.4	0.4	0.4	0.4
A3-4	28,48	823313	835463	3F	18.10	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A3-5	28,48	823313	835463	4F	21.40	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A3-6	28,48	823313	835463	5F	24.70	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A3-7	28,48	823313	835463	6F	28.00	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A3-8	28,48	823313	835463	7F	31.30	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A3-9	28,48	823313	835463	8F	34.60	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A3-10	28,48	823313	835463	9F	37.90	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A3-11	28,48	823313	835463	12F	47.80	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A3-12	28,48	823313	835463	15F	57.70	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A3-13	28,48	823313	835463	18F	67.60	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A3-14	28,48	823313	835463	21F	77.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A3-15	28,48	823313	835463	24F	87.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A3-16	28,48	823313	835463	27F	97.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A3-17	28,48	823313	835463	Roof	110.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A4-1	28,48	823362	835474	GF	1.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A4-2	28,48	823362	835474	1F	4.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A4-3	28,48	823362	835474	Transfer Plate	12.60	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A4-4	28,48	823362	835474	3F	18.10	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A4-5	28,48	823362	835474	4F	21.40	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A4-6	28,48	823362	835474	5F	24.70	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A4-7	28,48	823362	835474	6F	28.00	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A4-8	28,48	823362	835474	7F	31.30	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A4-9	28,48	823362	835474	8F	34.60	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A4-10	28,48	823362	835474	9F	37.90	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A4-11	28,48	823362	835474	12F	47.80	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A4-12	28,48	823362	835474	15F	57.70	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A4-13	28,48	823362	835474	18F	67.60	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A4-14	28,48	823362	835474	21F	77.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A4-15	28,48	823362	835474	24F	87.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A4-16	28,48	823362	835474	27F	97.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A4-17	28,48	823362	835474	Roof	110.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mAG	Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Unmitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
A5-1	28,48	823411	835485	GF	1.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A5-2	28,48	823411	835485	1F	4.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A5-3	28,48	823411	835485	Transfer Plate	12.60	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A5-4	28,48	823411	835485	3F	18.10	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A5-5	28,48	823411	835485	4F	21.40	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A5-6	28,48	823411	835485	5F	24.70	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.6
A5-7	28,48	823411	835485	6F	28.00	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A5-8	28,48	823411	835485	7F	31.30	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A5-9	28,48	823411	835485	8F	34.60	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A5-10	28,48	823411	835485	9F	37.90	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A5-11	28,48	823411	835485	12F	47.80	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A5-12	28,48	823411	835485	15F	57.70	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A5-13	28,48	823411	835485	18F	67.60	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A5-14	28,48	823411	835485	21F	77.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A5-15	28,48	823411	835485	24F	87.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A5-16	28,48	823411	835485	27F	97.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-17	28,48	823411	835485	Roof	110.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A6-1	28,48	823395	835438	GF	1.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A6-2	28,48	823395	835438	1F	4.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A6-3	28,48	823395	835438	Transfer Plate	12.60	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A6-4	28,48	823395	835438	3F	18.10	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A6-5	28,48	823395	835438	4F	21.40	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A6-6	28,48	823395	835438	5F	24.70	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A6-7	28,48	823395	835438	6F	28.00	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A6-8	28,48	823395	835438	7F	31.30	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A6-9	28,48	823395	835438	8F	34.60	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A6-10	28,48	823395	835438	9F	37.90	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A6-11	28,48	823395	835438	12F	47.80	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
A6-12	28,48	823395	835438	15F	57.70	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A6-13	28,48	823395	835438	18F	67.60	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A6-14	28,48	823395	835438	21F	77.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A6-15	28,48	823395	835438	24F	87.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A6-16	28,48	823395	835438	27F	97.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A6-17	28,48	823395	835438	Roof	110.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A7-1	28,48	823379	835391	GF	1.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A7-2	28,48	823379	835391	1F	4.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A7-3	28,48	823379	835391	Transfer Plate	12.60	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A7-4	28,48	823379	835391	3F	18.10	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A7-5	28,48	823379	835391	4F	21.40	0.7	0.7	0.7	0.7	0.7	0.6	0.6	0.6	0.6	0.6	0.6	0.7	0.7	0.7	0.7
A7-6	28,48	823379	835391	5F	24.70	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A7-7	28,48	823379	835391	6F	28.00	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A7-8	28,48	823379	835391	7F	31.30	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A7-9	28,48	823379	835391	8F	34.60	1.0	1.0	1.0	1.0	1.0	1.0	1.0	0.9	0.9	0.9	0.9	0.9	1.0	1.0	1.0
A7-10	28,48	823379	835391	9F	37.90	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
A7-11	28,48	823379	835391	12F	47.80	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A7-12	28,48	823379	835391	15F	57.70	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
A7-13	28,48	823379	835391	18F	67.60	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A7-14	28,48	823379	835391	21F	77.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A7-15	28,48	823379	835391	24F	87.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A7-16	28,48	823379	835391	27F	97.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A7-17	28,48	823379	835391	Roof	110.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A8-1	28,48	823368	835343	GF	1.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A8-2	28,48	823368	835343	1F	4.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A8-3	28,48	823368	835343	Transfer Plate	12.60	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A8-4	28,48	823368	835343	3F	18.10	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A8-5	28,48	823368	835343	4F	21.40	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A8-6	28,48	823368	835343	5F	24.70	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A8-7	28,48	823368	835343	6F	28.00	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A8-8	28,48	823368	835343	7F	31.30	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
A8-9	28,48	823368	835343	8F	34.60	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
A8-10	28,48	823368	835343	9F	37.90	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A8-11	28,48	823368	835343	12F	47.80	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
A8-12	28,48	823368	835343	15F	57.70	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A8-13	28,48	823368	835343	18F	67.60	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
A8-14	28,48	823368	835343	21F	77.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A8-15	28,48	823368	835343	24F	87.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A8-16	28,48	823368	835343	27F	97.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A8-17	28,48	823368	835343	Roof	110.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mAG	Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Unmitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
A9-1	28,48	823354	835294	GF	1.50	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A9-2	28,48	823354	835294	1F	4.50	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A9-3	28,48	823354	835294	Transfer Plate	12.60	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A9-4	28,48	823354	835294	3F	18.10	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A9-5	28,48	823354	835294	4F	21.40	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A9-6	28,48	823354	835294	5F	24.70	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A9-7	28,48	823354	835294	6F	28.00	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
A9-8	28,48	823354	835294	7F	31.30	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
A9-9	28,48	823354	835294	8F	34.60	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A9-10	28,48	823354	835294	9F	37.90	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A9-11	28,48	823354	835294	12F	47.80	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
A9-12	28,48	823354	835294	15F	57.70	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
A9-13	28,48	823354	835294	18F	67.60	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
A9-14	28,48	823354	835294	21F	77.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A9-15	28,48	823354	835294	24F	87.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A9-16	28,48	823354	835294	27F	97.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A9-17	28,48	823354	835294	Roof	110.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A10-1	28,48	823339	835247	GF	1.50	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A10-2	28,48	823339	835247	1F	4.50	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A10-3	28,48	823339	835247	Transfer Plate	12.60	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A10-4	28,48	823339	835247	3F	18.10	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A10-5	28,48	823339	835247	4F	21.40	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A10-6	28,48	823339	835247	5F	24.70	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A10-7	28,48	823339	835247	6F	28.00	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A10-8	28,48	823339	835247	7F	31.30	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
A10-9	28,48	823339	835247	8F	34.60	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A10-10	28,48	823339	835247	9F	37.90	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A10-11	28,48	823339	835247	12F	47.80	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
A10-12	28,48	823339	835247	15F	57.70	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
A10-13	28,48	823339	835247	18F	67.60	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A10-14	28,48	823339	835247	21F	77.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A10-15	28,48	823339	835247	24F	87.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A10-16	28,48	823339	835247	27F	97.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A10-17	28,48	823339	835247	Roof	110.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A11-1	28,48	823318	835201	GF	1.50	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
A11-2	28,48	823318	835201	1F	4.50	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
A11-3	28,48	823318	835201	Transfer Plate	12.60	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A11-4	28,48	823318	835201	3F	18.10	1.4	1.4	1.4	1.4	1.4	1.4	1.3	1.3	1.3	1.3	1.4	1.4	1.4	1.4	1.4
A11-5	28,48	823318	835201	4F	21.40	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
A11-6	28,48	823318	835201	5F	24.70	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A11-7	28,48	823318	835201	6F	28.00	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A11-8	28,48	823318	835201	7F	31.30	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A11-9	28,48	823318	835201	8F	34.60	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A11-10	28,48	823318	835201	9F	37.90	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
A11-11	28,48	823318	835201	12F	47.80	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
A11-12	28,48	823318	835201	15F	57.70	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A11-13	28,48	823318	835201	18F	67.60	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A11-14	28,48	823318	835201	21F	77.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A11-15	28,48	823318	835201	24F	87.40	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A11-16	28,48	823318	835201	27F	97.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A11-17	28,48	823318	835201	Roof	110.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.3	0.3	0.3
A12-1	28,48	823288	835188	GF	1.50	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A12-2	28,48	823288	835188	1F	4.50	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A12-3	28,48	823288	835188	Transfer Plate	12.60	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
A12-4	28,48	823288	835188	3F	18.10	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
A12-5	28,48	823288	835188	4F	21.40	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
A12-6	28,48	823288	835188	5F	24.70	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
A12-7	28,48	823288	835188	6F	28.00	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
A12-8	28,48	823288	835188	7F	31.30	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
A12-9	28,48	823288	835188	8F	34.60	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
A12-10	28,48	823288	835188	9F	37.90	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
A12-11	28,48	823288	835188	12F	47.80	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
A12-12	28,48	823288	835188	15F	57.70	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A12-13	28,48	823288	835188	18F	67.60	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A12-14	28,48	823288	835188	21F	77.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A12-15	28,48	823288	835188	24F	87.40	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A12-16	28,48	823288	835188	27F	97.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A12-17	28,48	823288	835188	Roof	110.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mAG	Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Unmitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
A13-1	28,48	823300	835185	GF	1.50	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A13-2	28,48	823300	835185	1F	4.50	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.3	1.3	1.2
A13-3	28,48	823300	835185	Transfer Plate	12.60	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
A13-4	28,48	823300	835185	3F	18.10	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.5	2.4	2.4
A13-5	28,48	823300	835185	4F	21.40	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
A13-6	28,48	823300	835185	5F	24.70	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
A13-7	28,48	823300	835185	6F	28.00	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.2	2.2	2.2	2.2	2.3	2.3	2.3
A13-8	28,48	823300	835185	7F	31.30	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
A13-9	28,48	823300	835185	8F	34.60	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
A13-10	28,48	823300	835185	9F	37.90	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
A13-11	28,48	823300	835185	12F	47.80	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
A13-12	28,48	823300	835185	15F	57.70	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6	3.6
A13-13	28,48	823300	835185	18F	67.60	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
A13-14	28,48	823300	835185	21F	77.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A13-15	28,48	823300	835185	24F	87.40	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A13-16	28,48	823300	835185	27F	97.30	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A13-17	28,48	823300	835185	Roof	110.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A14-1	28,48	823251	835196	GF	1.50	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
A14-2	28,48	823251	835196	1F	4.50	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
A14-3	28,48	823251	835196	Transfer Plate	12.60	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.5	1.6	1.6	1.6	1.6	1.6	1.6
A14-4	28,48	823251	835196	3F	18.10	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
A14-5	28,48	823251	835196	4F	21.40	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
A14-6	28,48	823251	835196	5F	24.70	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
A14-7	28,48	823251	835196	6F	28.00	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
A14-8	28,48	823251	835196	7F	31.30	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
A14-9	28,48	823251	835196	8F	34.60	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2	3.2
A14-10	28,48	823251	835196	9F	37.90	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
A14-11	28,48	823251	835196	12F	47.80	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8
A14-12	28,48	823251	835196	15F	57.70	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9	2.9
A14-13	28,48	823251	835196	18F	67.60	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A14-14	28,48	823251	835196	21F	77.50	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A14-15	28,48	823251	835196	24F	87.40	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A14-16	28,48	823251	835196	27F	97.30	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A14-17	28,48	823251	835196	Roof	110.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A15-1	28,48	823220	835219	GF	1.50	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A15-2	28,48	823220	835219	1F	4.50	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A15-3	28,48	823220	835219	Transfer Plate	12.60	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A15-4	28,48	823220	835219	3F	18.10	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A15-5	28,48	823220	835219	4F	21.40	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A15-6	28,48	823220	835219	5F	24.70	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A15-7	28,48	823220	835219	6F	28.00	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A15-8	28,48	823220	835219	7F	31.30	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
A15-9	28,48	823220	835219	8F	34.60	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
A15-10	28,48	823220	835219	9F	37.90	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
A15-11	28,48	823220	835219	12F	47.80	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
A15-12	28,48	823220	835219	15F	57.70	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
A15-13	28,48	823220	835219	18F	67.60	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
A15-14	28,48	823220	835219	21F	77.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A15-15	28,48	823220	835219	24F	87.40	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A15-16	28,48	823220	835219	27F	97.30	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A15-17	28,48	823220	835219	Roof	110.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A16-1	28,48	823231	835267	GF	1.50	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A16-2	28,48	823231	835267	1F	4.50	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A16-3	28,48	823231	835267	Transfer Plate	12.60	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A16-4	28,48	823231	835267	3F	18.10	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
A16-5	28,48	823231	835267	4F	21.40	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
A16-6	28,48	823231	835267	5F	24.70	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
A16-7	28,48	823231	835267	6F	28.00	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
A16-8	28,48	823231	835267	7F	31.30	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
A16-9	28,48	823231	835267	8F	34.60	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
A16-10	28,48	823231	835267	9F	37.90	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
A16-11	28,48	823231	835267	12F	47.80	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
A16-12	28,48	823231	835267	15F	57.70	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A16-13	28,48	823231	835267	18F	67.60	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A16-14	28,48	823231	835267	21F	77.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A16-15	28,48	823231	835267	24F	87.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A16-16	28,48	823231	835267	27F	97.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A16-17	28,48	823231	835267	Roof	110.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mAG	Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Unmitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
S07_1	28,48	823425	835131	GF	1.50	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
S07_2	28,48	823425	835131	1F	4.50	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
S07_3	28,48	823425	835131	2F	7.50	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
S07_4	28,48	823425	835131	3F	10.50	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
S07_5	28,48	823425	835131	4F	13.50	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
S07_6	28,48	823425	835131	5F	16.50	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.1	1.1	1.1	1.1	1.1	1.0	1.0
S07_7	28,48	823425	835131	6F	19.50	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
S07_8	28,48	823425	835131	7F	22.50	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
S07_9	28,48	823425	835131	8F	25.50	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
S07_10	28,48	823425	835131	9F	28.50	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
S07_11	28,48	823425	835131	10F	31.50	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
S07_12	28,48	823425	835131	11F	34.50	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
S07_13	28,48	823425	835131	12F	37.50	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
S07_14	28,48	823425	835131	13F	40.50	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6
S07_15	28,48	823425	835131	Roof	43.50	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
S08_1	28,48	823487	835162	GF	1.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
S08_2	28,48	823487	835162	1F	2.70	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
S08_3	28,48	823487	835162	2F	5.40	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
S08_4	28,48	823487	835162	Roof	8.10	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
S09_1	28,48	823453	835224	GF	1.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
S09_2	28,48	823453	835224	1F	2.70	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
S09_3	28,48	823453	835224	2F	5.40	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
S09_4	28,48	823453	835224	Roof	8.10	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mAG	Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Unmitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
A17-1	27,48	823182	835279	GF	1.50	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A17-2	27,48	823182	835279	1F	4.50	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A17-3	27,48	823182	835279	Transfer Plate	12.60	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A17-4	27,48	823182	835279	3F	18.10	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A17-5	27,48	823182	835279	4F	21.40	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
A17-6	27,48	823182	835279	5F	24.70	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
A17-7	27,48	823182	835279	6F	28.00	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
A17-8	27,48	823182	835279	7F	31.30	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
A17-9	27,48	823182	835279	8F	34.60	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
A17-10	27,48	823182	835279	9F	37.90	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7	2.7
A17-11	27,48	823182	835279	12F	47.80	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
A17-12	27,48	823182	835279	15F	57.70	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
A17-13	27,48	823182	835279	18F	67.60	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A17-14	27,48	823182	835279	21F	77.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A17-15	27,48	823182	835279	24F	87.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A17-16	27,48	823182	835279	27F	97.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A17-17	27,48	823182	835279	Roof	110.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A18-1	27,48	823126	835307	GF	1.50	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A18-2	27,48	823126	835307	1F	4.50	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A18-3	27,48	823126	835307	Transfer Plate	12.60	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A18-4	27,48	823126	835307	3F	18.10	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A18-5	27,48	823126	835307	4F	21.40	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
A18-6	27,48	823126	835307	5F	24.70	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A18-7	27,48	823126	835307	6F	28.00	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
A18-8	27,48	823126	835307	7F	31.30	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
A18-9	27,48	823126	835307	8F	34.60	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
A18-10	27,48	823126	835307	9F	37.90	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4	2.4
A18-11	27,48	823126	835307	12F	47.80	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
A18-12	27,48	823126	835307	15F	57.70	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
A18-13	27,48	823126	835307	18F	67.60	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A18-14	27,48	823126	835307	21F	77.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A18-15	27,48	823126	835307	24F	87.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A18-16	27,48	823126	835307	27F	97.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A18-17	27,48	823126	835307	Roof	110.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A19-1	27,48	823116	835356	GF	1.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A19-2	27,48	823116	835356	1F	4.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A19-3	27,48	823116	835356	Transfer Plate	12.60	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A19-4	27,48	823116	835356	3F	18.10	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A19-5	27,48	823116	835356	4F	21.40	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
A19-6	27,48	823116	835356	5F	24.70	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A19-7	27,48	823116	835356	6F	28.00	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A19-8	27,48	823116	835356	7F	31.30	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
A19-9	27,48	823116	835356	8F	34.60	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
A19-10	27,48	823116	835356	9F	37.90	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
A19-11	27,48	823116	835356	12F	47.80	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
A19-12	27,48	823116	835356	15F	57.70	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
A19-13	27,48	823116	835356	18F	67.60	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A19-14	27,48	823116	835356	21F	77.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A19-15	27,48	823116	835356	24F	87.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A19-16	27,48	823116	835356	27F	97.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A19-17	27,48	823116	835356	Roof	110.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A20-1	27,48	823089	835397	GF	1.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A20-2	27,48	823089	835397	1F	4.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A20-3	27,48	823089	835397	Transfer Plate	12.60	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A20-4	27,48	823089	835397	3F	18.10	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A20-5	27,48	823089	835397	4F	21.40	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A20-6	27,48	823089	835397	5F	24.70	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A20-7	27,48	823089	835397	6F	28.00	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.0	1.0	1.0	1.0	1.0	1.1	1.1
A20-8	27,48	823089	835397	7F	31.30	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A20-9	27,48	823089	835397	8F	34.60	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A20-10	27,48	823089	835397	9F	37.90	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A20-11	27,48	823089	835397	12F	47.80	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
A20-12	27,48	823089	835397	15F	57.70	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A20-13	27,48	823089	835397	18F	67.60	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
A20-14	27,48	823089	835397	21F	77.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A20-15	27,48	823089	835397	24F	87.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A20-16	27,48	823089	835397	27F	97.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A20-17	27,48	823089	835397	Roof	110.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mAG	Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Unmitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
A21-1	27,48	823119	835416	GF	1.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A21-2	27,48	823119	835416	1F	4.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A21-3	27,48	823119	835416	Transfer Plate	12.60	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A21-4	27,48	823119	835416	3F	18.10	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A21-5	27,48	823119	835416	4F	21.40	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A21-6	27,48	823119	835416	5F	24.70	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
A21-7	27,48	823119	835416	6F	28.00	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
A21-8	27,48	823119	835416	7F	31.30	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A21-9	27,48	823119	835416	8F	34.60	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A21-10	27,48	823119	835416	9F	37.90	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
A21-11	27,48	823119	835416	12F	47.80	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
A21-12	27,48	823119	835416	15F	57.70	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A21-13	27,48	823119	835416	18F	67.60	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A21-14	27,48	823119	835416	21F	77.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A21-15	27,48	823119	835416	24F	87.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A21-16	27,48	823119	835416	27F	97.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A21-17	27,48	823119	835416	Roof	110.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A22-1	27,48	823166	835431	GF	1.50	0.6	0.6	0.6	0.6	0.6	0.5	0.5	0.5	0.5	0.6	0.6	0.6	0.6	0.6	0.6
A22-2	27,48	823166	835431	1F	4.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
A22-3	27,48	823166	835431	Transfer Plate	12.60	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A22-4	27,48	823166	835431	3F	18.10	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
A22-5	27,48	823166	835431	4F	21.40	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
A22-6	27,48	823166	835431	5F	24.70	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
A22-7	27,48	823166	835431	6F	28.00	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
A22-8	27,48	823166	835431	7F	31.30	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
A22-9	27,48	823166	835431	8F	34.60	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
A22-10	27,48	823166	835431	9F	37.90	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
A22-11	27,48	823166	835431	12F	47.80	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
A22-12	27,48	823166	835431	15F	57.70	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
A22-13	27,48	823166	835431	18F	67.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A22-14	27,48	823166	835431	21F	77.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A22-15	27,48	823166	835431	24F	87.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A22-16	27,48	823166	835431	27F	97.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A22-17	27,48	823166	835431	Roof	110.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
S01_1	27,48	823121	835164	GF	1.50	1.4	1.4	1.4	1.4	1.3	1.3	1.3	1.3	1.4	1.4	1.4	1.4	1.4	1.4	1.4
S01_2	27,48	823121	835164	1F	2.70	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
S01_3	27,48	823121	835164	Roof	5.40	1.6	1.6	1.6	1.6	1.6	1.5	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
S02_1	27,48	823121	835146	GF	1.50	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
S02_2	27,48	823121	835146	1F	2.70	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
S02_3	27,48	823121	835146	Roof	5.40	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
S03_1	27,48	823122	835134	GF	1.50	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
S03_2	27,48	823122	835134	1F	2.70	1.4	1.4	1.4	1.4	1.3	1.3	1.3	1.3	1.4	1.4	1.4	1.4	1.4	1.4	1.4
S03_3	27,48	823122	835134	Roof	5.40	1.4	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
S04_1	27,48	823123	835123	GF	1.50	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
S04_2	27,48	823123	835123	1F	2.70	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
S04_3	27,48	823123	835123	Roof	5.40	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
S05_1	27,48	823121	835112	GF	1.50	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
S05_2	27,48	823121	835112	1F	2.70	1.4	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.4
S05_3	27,48	823121	835112	Roof	5.40	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
S06_1	27,48	823116	834997	-	1.50	1.0	1.1	1.1	1.1	1.1	1.1	1.1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mAG	Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Mitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
A1-1	28,48	823215	835442	GF	1.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A1-2	28,48	823215	835442	1F	4.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A1-3	28,48	823215	835442	Transfer Plate	12.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A1-4	28,48	823215	835442	3F	18.10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A1-5	28,48	823215	835442	4F	21.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A1-6	28,48	823215	835442	5F	24.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A1-7	28,48	823215	835442	6F	28.00	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A1-8	28,48	823215	835442	7F	31.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A1-9	28,48	823215	835442	8F	34.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A1-10	28,48	823215	835442	9F	37.90	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A1-11	28,48	823215	835442	12F	47.80	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A1-12	28,48	823215	835442	15F	57.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A1-13	28,48	823215	835442	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A1-14	28,48	823215	835442	21F	77.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A1-15	28,48	823215	835442	24F	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A1-16	28,48	823215	835442	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A1-17	28,48	823215	835442	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A2-1	28,48	823264	835452	GF	1.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A2-2	28,48	823264	835452	1F	4.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A2-3	28,48	823264	835452	Transfer Plate	12.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A2-4	28,48	823264	835452	3F	18.10	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A2-5	28,48	823264	835452	4F	21.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.1
A2-6	28,48	823264	835452	5F	24.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A2-7	28,48	823264	835452	6F	28.00	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A2-8	28,48	823264	835452	7F	31.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A2-9	28,48	823264	835452	8F	34.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A2-10	28,48	823264	835452	9F	37.90	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A2-11	28,48	823264	835452	12F	47.80	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A2-12	28,48	823264	835452	15F	57.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A2-13	28,48	823264	835452	18F	67.60	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A2-14	28,48	823264	835452	21F	77.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A2-15	28,48	823264	835452	24F	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A2-16	28,48	823264	835452	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A2-17	28,48	823264	835452	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A3-1	28,48	823313	835463	GF	1.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A3-2	28,48	823313	835463	1F	4.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A3-3	28,48	823313	835463	Transfer Plate	12.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A3-4	28,48	823313	835463	3F	18.10	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A3-5	28,48	823313	835463	4F	21.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A3-6	28,48	823313	835463	5F	24.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A3-7	28,48	823313	835463	6F	28.00	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A3-8	28,48	823313	835463	7F	31.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A3-9	28,48	823313	835463	8F	34.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A3-10	28,48	823313	835463	9F	37.90	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A3-11	28,48	823313	835463	12F	47.80	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A3-12	28,48	823313	835463	15F	57.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A3-13	28,48	823313	835463	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A3-14	28,48	823313	835463	21F	77.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A3-15	28,48	823313	835463	24F	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A3-16	28,48	823313	835463	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A3-17	28,48	823313	835463	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A4-1	28,48	823362	835474	GF	1.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A4-2	28,48	823362	835474	1F	4.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A4-3	28,48	823362	835474	Transfer Plate	12.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A4-4	28,48	823362	835474	3F	18.10	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A4-5	28,48	823362	835474	4F	21.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A4-6	28,48	823362	835474	5F	24.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A4-7	28,48	823362	835474	6F	28.00	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A4-8	28,48	823362	835474	7F	31.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A4-9	28,48	823362	835474	8F	34.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A4-10	28,48	823362	835474	9F	37.90	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A4-11	28,48	823362	835474	12F	47.80	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A4-12	28,48	823362	835474	15F	57.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A4-13	28,48	823362	835474	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A4-14	28,48	823362	835474	21F	77.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A4-15	28,48	823362	835474	24F	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A4-16	28,48	823362	835474	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A4-17	28,48	823362	835474	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mAG	Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Mitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
A5-1	28,48	823411	835485	GF	1.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-2	28,48	823411	835485	1F	4.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-3	28,48	823411	835485	Transfer Plate	12.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-4	28,48	823411	835485	3F	18.10	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-5	28,48	823411	835485	4F	21.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-6	28,48	823411	835485	5F	24.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-7	28,48	823411	835485	6F	28.00	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-8	28,48	823411	835485	7F	31.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-9	28,48	823411	835485	8F	34.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-10	28,48	823411	835485	9F	37.90	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-11	28,48	823411	835485	12F	47.80	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-12	28,48	823411	835485	15F	57.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-13	28,48	823411	835485	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-14	28,48	823411	835485	21F	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A5-15	28,48	823411	835485	24F	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A5-16	28,48	823411	835485	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A5-17	28,48	823411	835485	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A6-1	28,48	823395	835438	GF	1.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A6-2	28,48	823395	835438	1F	4.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A6-3	28,48	823395	835438	Transfer Plate	12.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A6-4	28,48	823395	835438	3F	18.10	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2
A6-5	28,48	823395	835438	4F	21.40	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2
A6-6	28,48	823395	835438	5F	24.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2
A6-7	28,48	823395	835438	6F	28.00	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2
A6-8	28,48	823395	835438	7F	31.30	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2
A6-9	28,48	823395	835438	8F	34.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A6-10	28,48	823395	835438	9F	37.90	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A6-11	28,48	823395	835438	12F	47.80	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A6-12	28,48	823395	835438	15F	57.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A6-13	28,48	823395	835438	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A6-14	28,48	823395	835438	21F	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A6-15	28,48	823395	835438	24F	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A6-16	28,48	823395	835438	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A6-17	28,48	823395	835438	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A7-1	28,48	823379	835391	GF	1.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A7-2	28,48	823379	835391	1F	4.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A7-3	28,48	823379	835391	Transfer Plate	12.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A7-4	28,48	823379	835391	3F	18.10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A7-5	28,48	823379	835391	4F	21.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A7-6	28,48	823379	835391	5F	24.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A7-7	28,48	823379	835391	6F	28.00	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A7-8	28,48	823379	835391	7F	31.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A7-9	28,48	823379	835391	8F	34.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A7-10	28,48	823379	835391	9F	37.90	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A7-11	28,48	823379	835391	12F	47.80	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A7-12	28,48	823379	835391	15F	57.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A7-13	28,48	823379	835391	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A7-14	28,48	823379	835391	21F	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A7-15	28,48	823379	835391	24F	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A7-16	28,48	823379	835391	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A7-17	28,48	823379	835391	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A8-1	28,48	823368	835343	GF	1.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A8-2	28,48	823368	835343	1F	4.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A8-3	28,48	823368	835343	Transfer Plate	12.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A8-4	28,48	823368	835343	3F	18.10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A8-5	28,48	823368	835343	4F	21.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A8-6	28,48	823368	835343	5F	24.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A8-7	28,48	823368	835343	6F	28.00	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A8-8	28,48	823368	835343	7F	31.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A8-9	28,48	823368	835343	8F	34.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A8-10	28,48	823368	835343	9F	37.90	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A8-11	28,48	823368	835343	12F	47.80	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A8-12	28,48	823368	835343	15F	57.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A8-13	28,48	823368	835343	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A8-14	28,48	823368	835343	21F	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A8-15	28,48	823368	835343	24F	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A8-16	28,48	823368	835343	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A8-17	28,48	823368	835343	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mAG	Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Mitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
A9-1	28,48	823354	835294	GF	1.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A9-2	28,48	823354	835294	1F	4.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A9-3	28,48	823354	835294	Transfer Plate	12.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A9-4	28,48	823354	835294	3F	18.10	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A9-5	28,48	823354	835294	4F	21.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A9-6	28,48	823354	835294	5F	24.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.2
A9-7	28,48	823354	835294	6F	28.00	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A9-8	28,48	823354	835294	7F	31.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A9-9	28,48	823354	835294	8F	34.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A9-10	28,48	823354	835294	9F	37.90	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A9-11	28,48	823354	835294	12F	47.80	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A9-12	28,48	823354	835294	15F	57.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A9-13	28,48	823354	835294	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A9-14	28,48	823354	835294	21F	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A9-15	28,48	823354	835294	24F	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A9-16	28,48	823354	835294	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A9-17	28,48	823354	835294	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A10-1	28,48	823339	835247	GF	1.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A10-2	28,48	823339	835247	1F	4.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A10-3	28,48	823339	835247	Transfer Plate	12.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A10-4	28,48	823339	835247	3F	18.10	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A10-5	28,48	823339	835247	4F	21.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A10-6	28,48	823339	835247	5F	24.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.3	0.2	0.2
A10-7	28,48	823339	835247	6F	28.00	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A10-8	28,48	823339	835247	7F	31.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A10-9	28,48	823339	835247	8F	34.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A10-10	28,48	823339	835247	9F	37.90	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A10-11	28,48	823339	835247	12F	47.80	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A10-12	28,48	823339	835247	15F	57.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A10-13	28,48	823339	835247	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A10-14	28,48	823339	835247	21F	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A10-15	28,48	823339	835247	24F	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A10-16	28,48	823339	835247	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A10-17	28,48	823339	835247	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A11-1	28,48	823318	835201	GF	1.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A11-2	28,48	823318	835201	1F	4.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A11-3	28,48	823318	835201	Transfer Plate	12.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A11-4	28,48	823318	835201	3F	18.10	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A11-5	28,48	823318	835201	4F	21.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3	0.3	0.3	0.3	0.2	0.2	0.2
A11-6	28,48	823318	835201	5F	24.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A11-7	28,48	823318	835201	6F	28.00	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A11-8	28,48	823318	835201	7F	31.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A11-9	28,48	823318	835201	8F	34.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A11-10	28,48	823318	835201	9F	37.90	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A11-11	28,48	823318	835201	12F	47.80	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A11-12	28,48	823318	835201	15F	57.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A11-13	28,48	823318	835201	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A11-14	28,48	823318	835201	21F	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A11-15	28,48	823318	835201	24F	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A11-16	28,48	823318	835201	27F	97.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A11-17	28,48	823318	835201	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A12-1	28,48	823288	835188	GF	1.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A12-2	28,48	823288	835188	1F	4.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A12-3	28,48	823288	835188	Transfer Plate	12.60	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A12-4	28,48	823288	835188	3F	18.10	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A12-5	28,48	823288	835188	4F	21.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A12-6	28,48	823288	835188	5F	24.70	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A12-7	28,48	823288	835188	6F	28.00	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A12-8	28,48	823288	835188	7F	31.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A12-9	28,48	823288	835188	8F	34.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A12-10	28,48	823288	835188	9F	37.90	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A12-11	28,48	823288	835188	12F	47.80	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A12-12	28,48	823288	835188	15F	57.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A12-13	28,48	823288	835188	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A12-14	28,48	823288	835188	21F	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A12-15	28,48	823288	835188	24F	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A12-16	28,48	823288	835188	27F	97.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A12-17	28,48	823288	835188	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

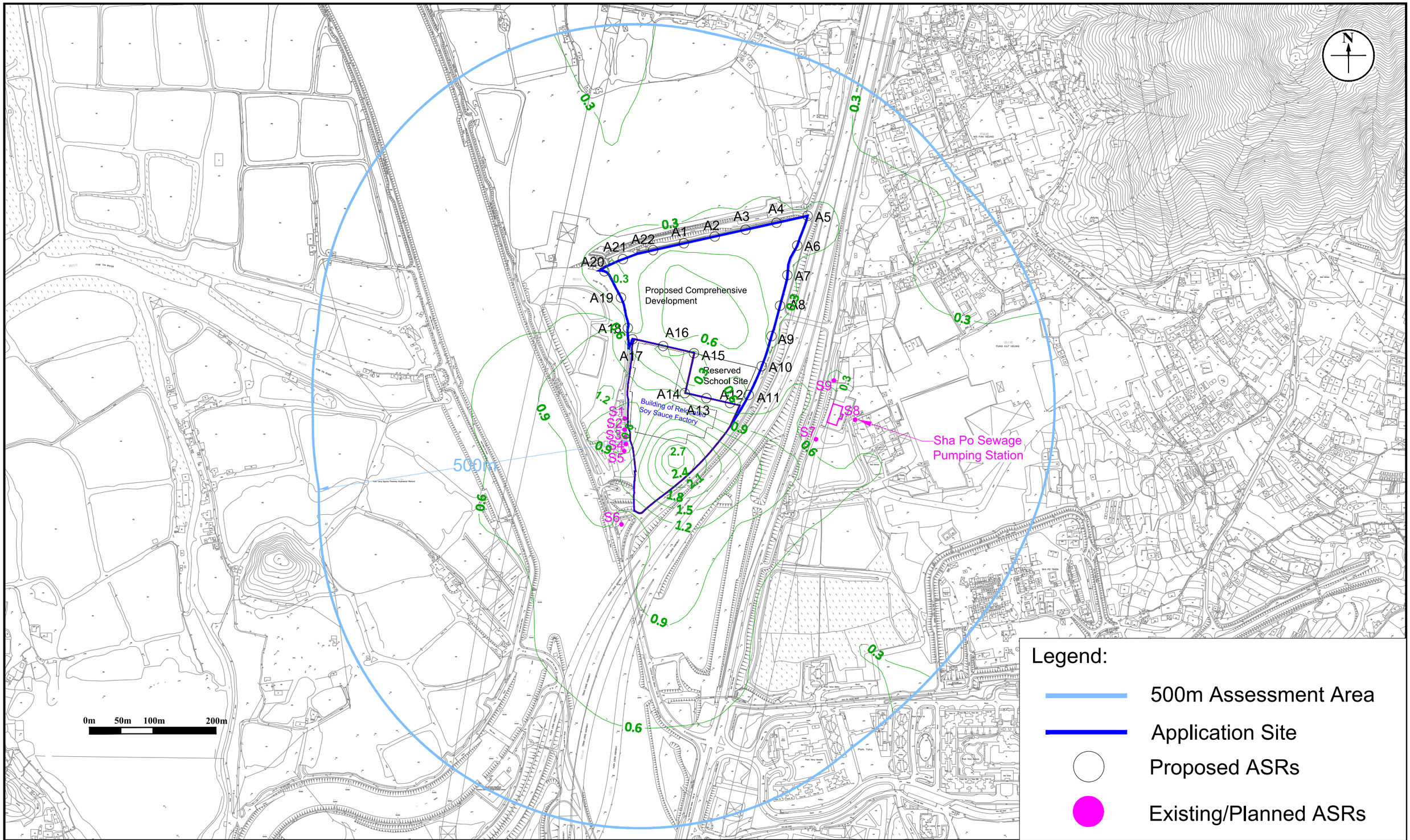
ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mAG	Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Mitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
A13-1	28,48	823300	835185	GF	1.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A13-2	28,48	823300	835185	1F	4.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A13-3	28,48	823300	835185	Transfer Plate	12.60	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A13-4	28,48	823300	835185	3F	18.10	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A13-5	28,48	823300	835185	4F	21.40	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A13-6	28,48	823300	835185	5F	24.70	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A13-7	28,48	823300	835185	6F	28.00	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A13-8	28,48	823300	835185	7F	31.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A13-9	28,48	823300	835185	8F	34.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A13-10	28,48	823300	835185	9F	37.90	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A13-11	28,48	823300	835185	12F	47.80	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A13-12	28,48	823300	835185	15F	57.70	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A13-13	28,48	823300	835185	18F	67.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A13-14	28,48	823300	835185	21F	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A13-15	28,48	823300	835185	24F	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A13-16	28,48	823300	835185	27F	97.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A13-17	28,48	823300	835185	Roof	110.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A14-1	28,48	823251	835196	GF	1.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A14-2	28,48	823251	835196	1F	4.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A14-3	28,48	823251	835196	Transfer Plate	12.60	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A14-4	28,48	823251	835196	3F	18.10	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A14-5	28,48	823251	835196	4F	21.40	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A14-6	28,48	823251	835196	5F	24.70	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A14-7	28,48	823251	835196	6F	28.00	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A14-8	28,48	823251	835196	7F	31.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A14-9	28,48	823251	835196	8F	34.60	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A14-10	28,48	823251	835196	9F	37.90	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A14-11	28,48	823251	835196	12F	47.80	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
A14-12	28,48	823251	835196	15F	57.70	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A14-13	28,48	823251	835196	18F	67.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A14-14	28,48	823251	835196	21F	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A14-15	28,48	823251	835196	24F	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A14-16	28,48	823251	835196	27F	97.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A14-17	28,48	823251	835196	Roof	110.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A15-1	28,48	823220	835219	GF	1.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A15-2	28,48	823220	835219	1F	4.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A15-3	28,48	823220	835219	Transfer Plate	12.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A15-4	28,48	823220	835219	3F	18.10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A15-5	28,48	823220	835219	4F	21.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A15-6	28,48	823220	835219	5F	24.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A15-7	28,48	823220	835219	6F	28.00	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A15-8	28,48	823220	835219	7F	31.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A15-9	28,48	823220	835219	8F	34.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A15-10	28,48	823220	835219	9F	37.90	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A15-11	28,48	823220	835219	12F	47.80	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A15-12	28,48	823220	835219	15F	57.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A15-13	28,48	823220	835219	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A15-14	28,48	823220	835219	21F	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A15-15	28,48	823220	835219	24F	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A15-16	28,48	823220	835219	27F	97.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A15-17	28,48	823220	835219	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A16-1	28,48	823231	835267	GF	1.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A16-2	28,48	823231	835267	1F	4.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A16-3	28,48	823231	835267	Transfer Plate	12.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A16-4	28,48	823231	835267	3F	18.10	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A16-5	28,48	823231	835267	4F	21.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A16-6	28,48	823231	835267	5F	24.70	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A16-7	28,48	823231	835267	6F	28.00	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A16-8	28,48	823231	835267	7F	31.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A16-9	28,48	823231	835267	8F	34.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A16-10	28,48	823231	835267	9F	37.90	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A16-11	28,48	823231	835267	12F	47.80	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A16-12	28,48	823231	835267	15F	57.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A16-13	28,48	823231	835267	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A16-14	28,48	823231	835267	21F	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A16-15	28,48	823231	835267	24F	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1
A16-16	28,48	823231	835267	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A16-17	28,48	823231	835267	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mAG	Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Mitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
S07_1	28,48	823425	835131	GF	1.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S07_2	28,48	823425	835131	1F	4.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S07_3	28,48	823425	835131	2F	7.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S07_4	28,48	823425	835131	3F	10.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S07_5	28,48	823425	835131	4F	13.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S07_6	28,48	823425	835131	5F	16.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S07_7	28,48	823425	835131	6F	19.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S07_8	28,48	823425	835131	7F	22.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S07_9	28,48	823425	835131	8F	25.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S07_10	28,48	823425	835131	9F	28.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S07_11	28,48	823425	835131	10F	31.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S07_12	28,48	823425	835131	11F	34.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S07_13	28,48	823425	835131	12F	37.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S07_14	28,48	823425	835131	13F	40.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S07_15	28,48	823425	835131	Roof	43.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S08_1	28,48	823487	835162	GF	1.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S08_2	28,48	823487	835162	1F	2.70	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
S08_3	28,48	823487	835162	2F	5.40	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
S08_4	28,48	823487	835162	Roof	8.10	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
S09_1	28,48	823453	835224	GF	1.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
S09_2	28,48	823453	835224	1F	2.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
S09_3	28,48	823453	835224	2F	5.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
S09_4	28,48	823453	835224	Roof	8.10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mAG	Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Mitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
A17-1	27,48	823182	835279	GF	1.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A17-2	27,48	823182	835279	1F	4.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A17-3	27,48	823182	835279	Transfer Plate	12.60	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.3
A17-4	27,48	823182	835279	3F	18.10	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A17-5	27,48	823182	835279	4F	21.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A17-6	27,48	823182	835279	5F	24.70	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A17-7	27,48	823182	835279	6F	28.00	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A17-8	27,48	823182	835279	7F	31.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A17-9	27,48	823182	835279	8F	34.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A17-10	27,48	823182	835279	9F	37.90	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
A17-11	27,48	823182	835279	12F	47.80	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A17-12	27,48	823182	835279	15F	57.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A17-13	27,48	823182	835279	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A17-14	27,48	823182	835279	21F	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A17-15	27,48	823182	835279	24F	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A17-16	27,48	823182	835279	27F	97.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A17-17	27,48	823182	835279	Roof	110.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A18-1	27,48	823126	835307	GF	1.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A18-2	27,48	823126	835307	1F	4.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A18-3	27,48	823126	835307	Transfer Plate	12.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A18-4	27,48	823126	835307	3F	18.10	0.3	0.3	0.3	0.3	0.3	0.2	0.3	0.3	0.2	0.2	0.2	0.2	0.3	0.3	0.3
A18-5	27,48	823126	835307	4F	21.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A18-6	27,48	823126	835307	5F	24.70	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A18-7	27,48	823126	835307	6F	28.00	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A18-8	27,48	823126	835307	7F	31.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A18-9	27,48	823126	835307	8F	34.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A18-10	27,48	823126	835307	9F	37.90	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A18-11	27,48	823126	835307	12F	47.80	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
A18-12	27,48	823126	835307	15F	57.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A18-13	27,48	823126	835307	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A18-14	27,48	823126	835307	21F	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A18-15	27,48	823126	835307	24F	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A18-16	27,48	823126	835307	27F	97.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A18-17	27,48	823126	835307	Roof	110.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.1
A19-1	27,48	823116	835356	GF	1.50	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2
A19-2	27,48	823116	835356	1F	4.50	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A19-3	27,48	823116	835356	Transfer Plate	12.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A19-4	27,48	823116	835356	3F	18.10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A19-5	27,48	823116	835356	4F	21.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A19-6	27,48	823116	835356	5F	24.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A19-7	27,48	823116	835356	6F	28.00	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A19-8	27,48	823116	835356	7F	31.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A19-9	27,48	823116	835356	8F	34.60	0.2	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A19-10	27,48	823116	835356	9F	37.90	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.2	0.2	0.2	0.3	0.3
A19-11	27,48	823116	835356	12F	47.80	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A19-12	27,48	823116	835356	15F	57.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A19-13	27,48	823116	835356	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A19-14	27,48	823116	835356	21F	77.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A19-15	27,48	823116	835356	24F	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A19-16	27,48	823116	835356	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A19-17	27,48	823116	835356	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A20-1	27,48	823089	835397	GF	1.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A20-2	27,48	823089	835397	1F	4.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A20-3	27,48	823089	835397	Transfer Plate	12.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A20-4	27,48	823089	835397	3F	18.10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A20-5	27,48	823089	835397	4F	21.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A20-6	27,48	823089	835397	5F	24.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A20-7	27,48	823089	835397	6F	28.00	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A20-8	27,48	823089	835397	7F	31.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A20-9	27,48	823089	835397	8F	34.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A20-10	27,48	823089	835397	9F	37.90	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A20-11	27,48	823089	835397	12F	47.80	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A20-12	27,48	823089	835397	15F	57.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A20-13	27,48	823089	835397	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A20-14	27,48	823089	835397	21F	77.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A20-15	27,48	823089	835397	24F	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A20-16	27,48	823089	835397	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A20-17	27,48	823089	835397	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

ASRs ID	PATH Grid	ASR Coordinates		Floor	Flag Pole Receiver Height, mAG	Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Mitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
A21-1	27,48	823119	835416	GF	1.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A21-2	27,48	823119	835416	1F	4.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A21-3	27,48	823119	835416	Transfer Plate	12.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A21-4	27,48	823119	835416	3F	18.10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A21-5	27,48	823119	835416	4F	21.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A21-6	27,48	823119	835416	5F	24.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A21-7	27,48	823119	835416	6F	28.00	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A21-8	27,48	823119	835416	7F	31.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A21-9	27,48	823119	835416	8F	34.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A21-10	27,48	823119	835416	9F	37.90	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A21-11	27,48	823119	835416	12F	47.80	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A21-12	27,48	823119	835416	15F	57.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A21-13	27,48	823119	835416	18F	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A21-14	27,48	823119	835416	21F	77.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A21-15	27,48	823119	835416	24F	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A21-16	27,48	823119	835416	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A21-17	27,48	823119	835416	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A22-1	27,48	823166	835431	GF	1.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A22-2	27,48	823166	835431	1F	4.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A22-3	27,48	823166	835431	Transfer Plate	12.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A22-4	27,48	823166	835431	3F	18.10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A22-5	27,48	823166	835431	4F	21.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A22-6	27,48	823166	835431	5F	24.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A22-7	27,48	823166	835431	6F	28.00	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A22-8	27,48	823166	835431	7F	31.30	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A22-9	27,48	823166	835431	8F	34.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A22-10	27,48	823166	835431	9F	37.90	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
A22-11	27,48	823166	835431	12F	47.80	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A22-12	27,48	823166	835431	15F	57.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
A22-13	27,48	823166	835431	18F	67.60	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A22-14	27,48	823166	835431	21F	77.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A22-15	27,48	823166	835431	24F	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A22-16	27,48	823166	835431	27F	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
A22-17	27,48	823166	835431	Roof	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
S01_1	27,48	823121	835164	GF	1.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
S01_2	27,48	823121	835164	1F	2.70	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
S01_3	27,48	823121	835164	Roof	5.40	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.5	0.5
S02_1	27,48	823121	835146	GF	1.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
S02_2	27,48	823121	835146	1F	2.70	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
S02_3	27,48	823121	835146	Roof	5.40	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
S03_1	27,48	823122	835134	GF	1.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
S03_2	27,48	823122	835134	1F	2.70	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
S03_3	27,48	823122	835134	Roof	5.40	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
S04_1	27,48	823123	835123	GF	1.50	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
S04_2	27,48	823123	835123	1F	2.70	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
S04_3	27,48	823123	835123	Roof	5.40	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
S05_1	27,48	823121	835112	GF	1.50	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
S05_2	27,48	823121	835112	1F	2.70	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
S05_3	27,48	823121	835112	Roof	5.40	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
S06_1	27,48	823116	834997	-	1.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6

Annex 2.7 Contour Maps of Odour



Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 1) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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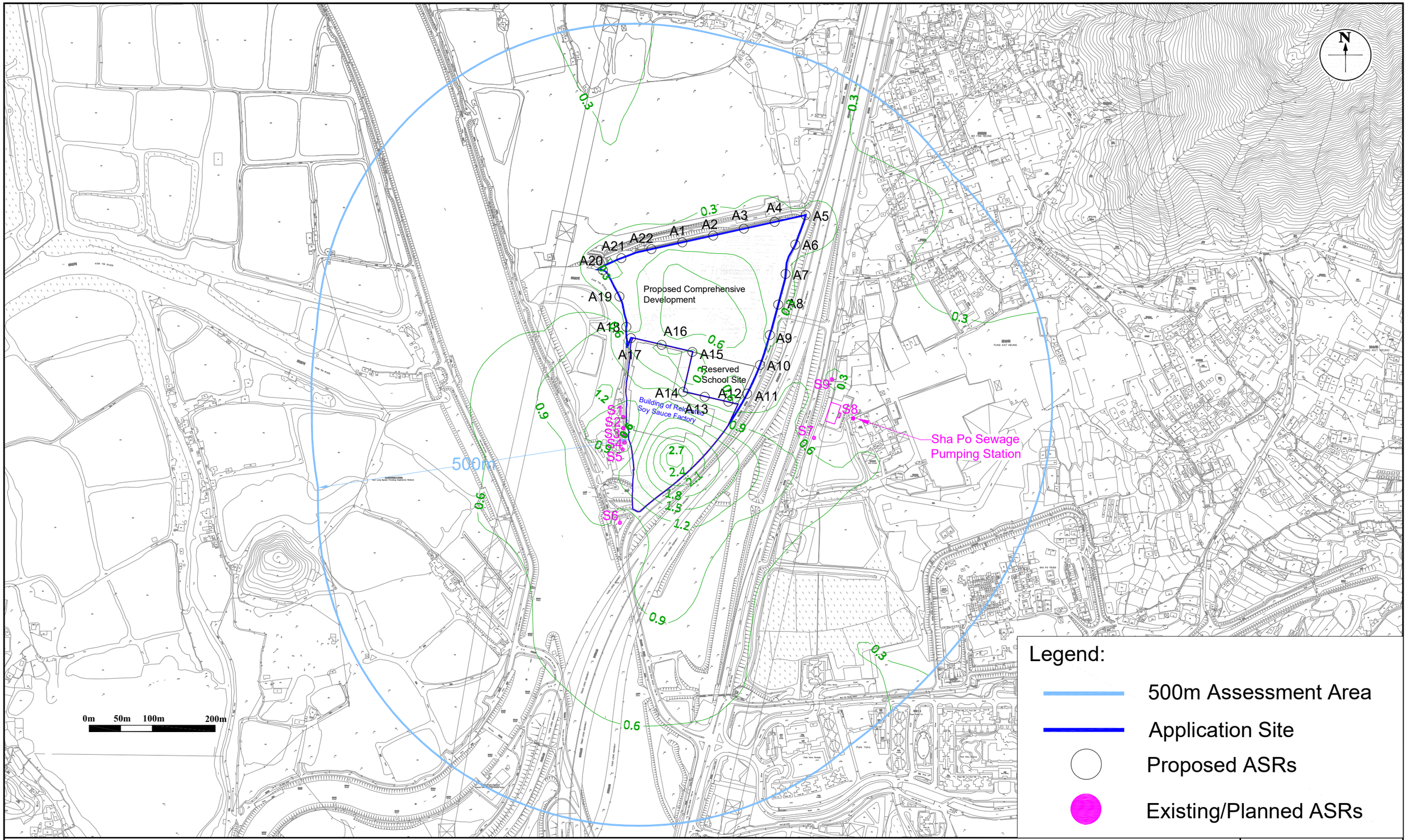

Annex	2.7	RAMBOLL	
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 2) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)	Drawn by:	AW
		Checked by:	BF
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long	Rev.:	1.2
		Date:	Mar 2024

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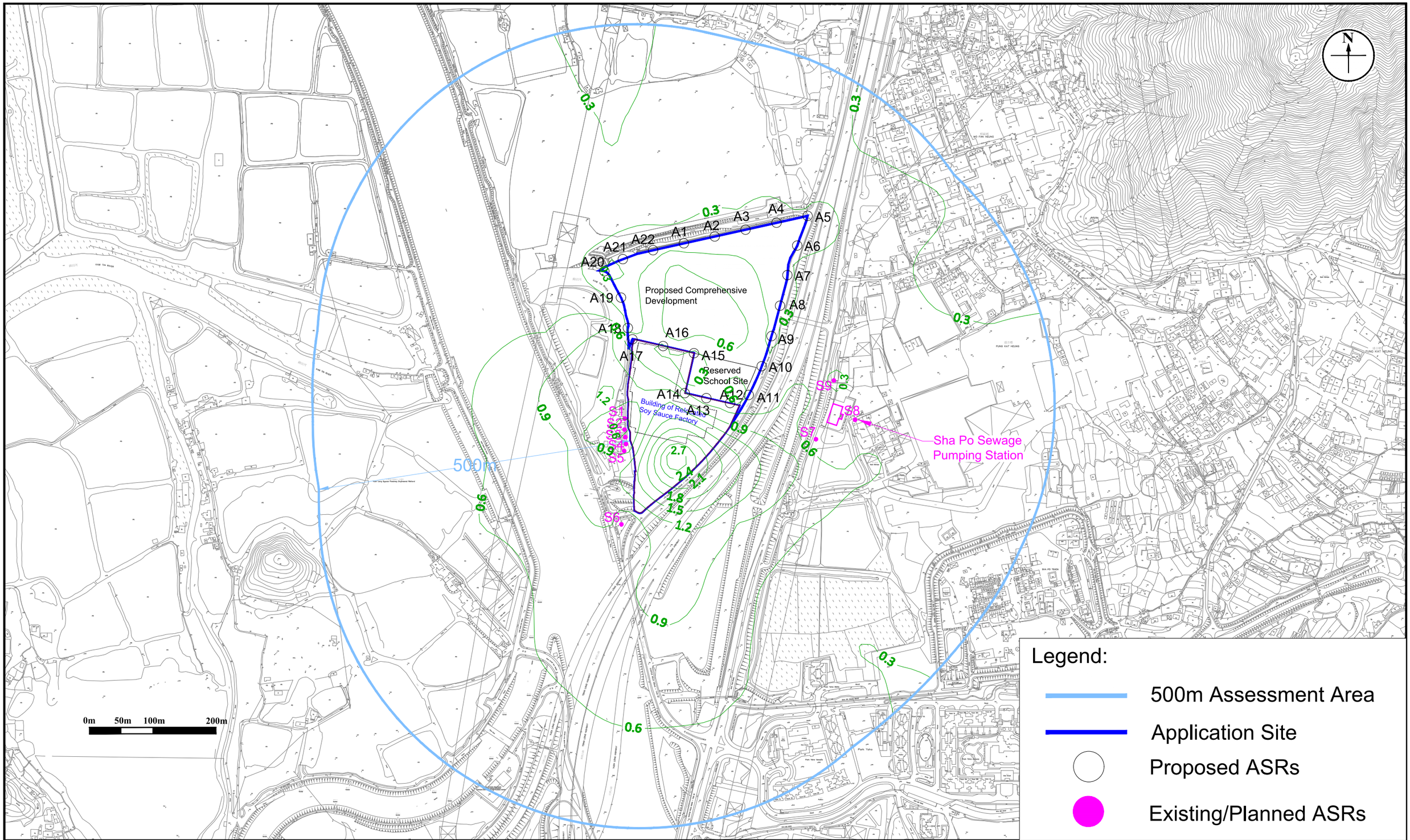

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 3) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

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Rev.:	1.2
Date:	Mar 2024

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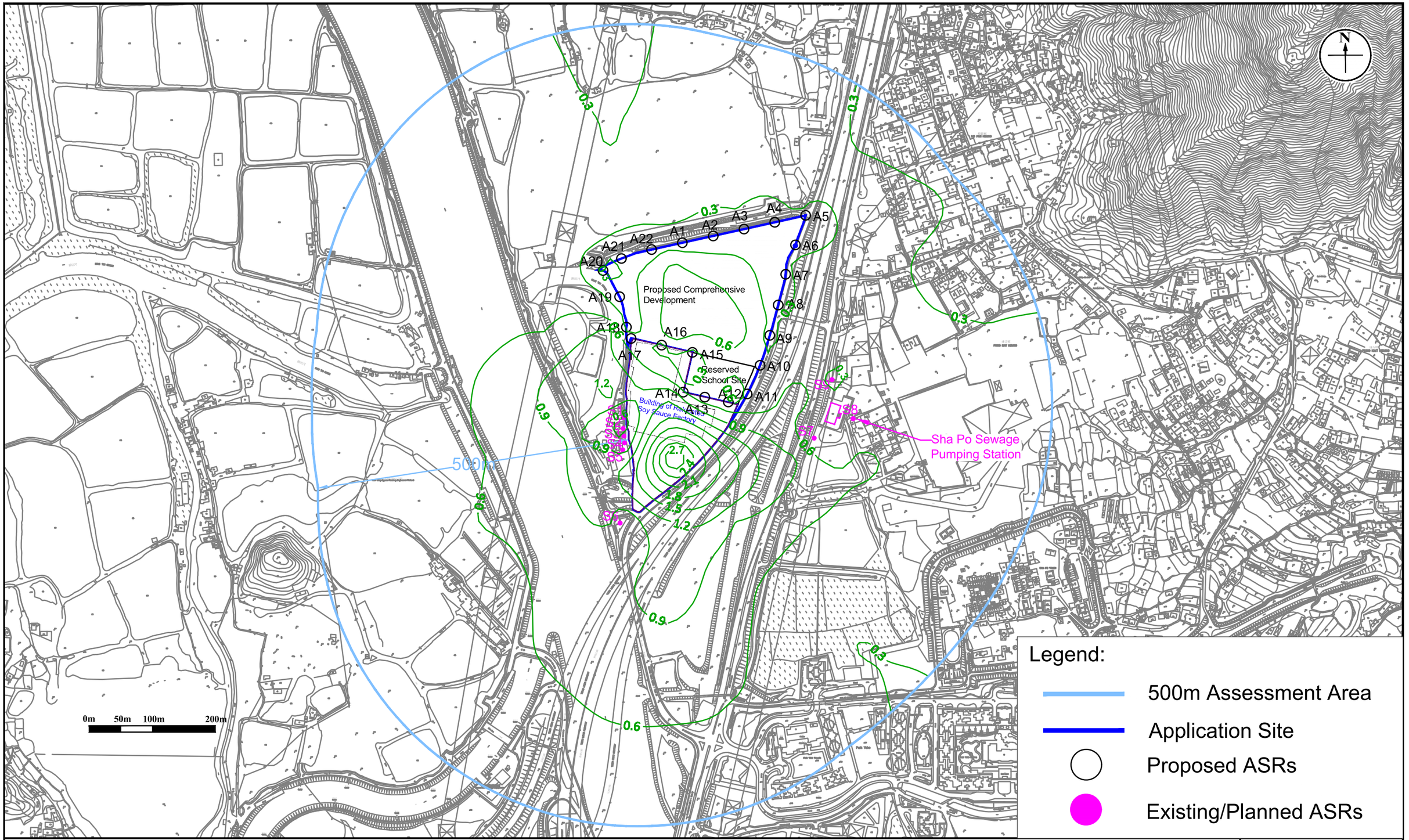

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 4) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

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Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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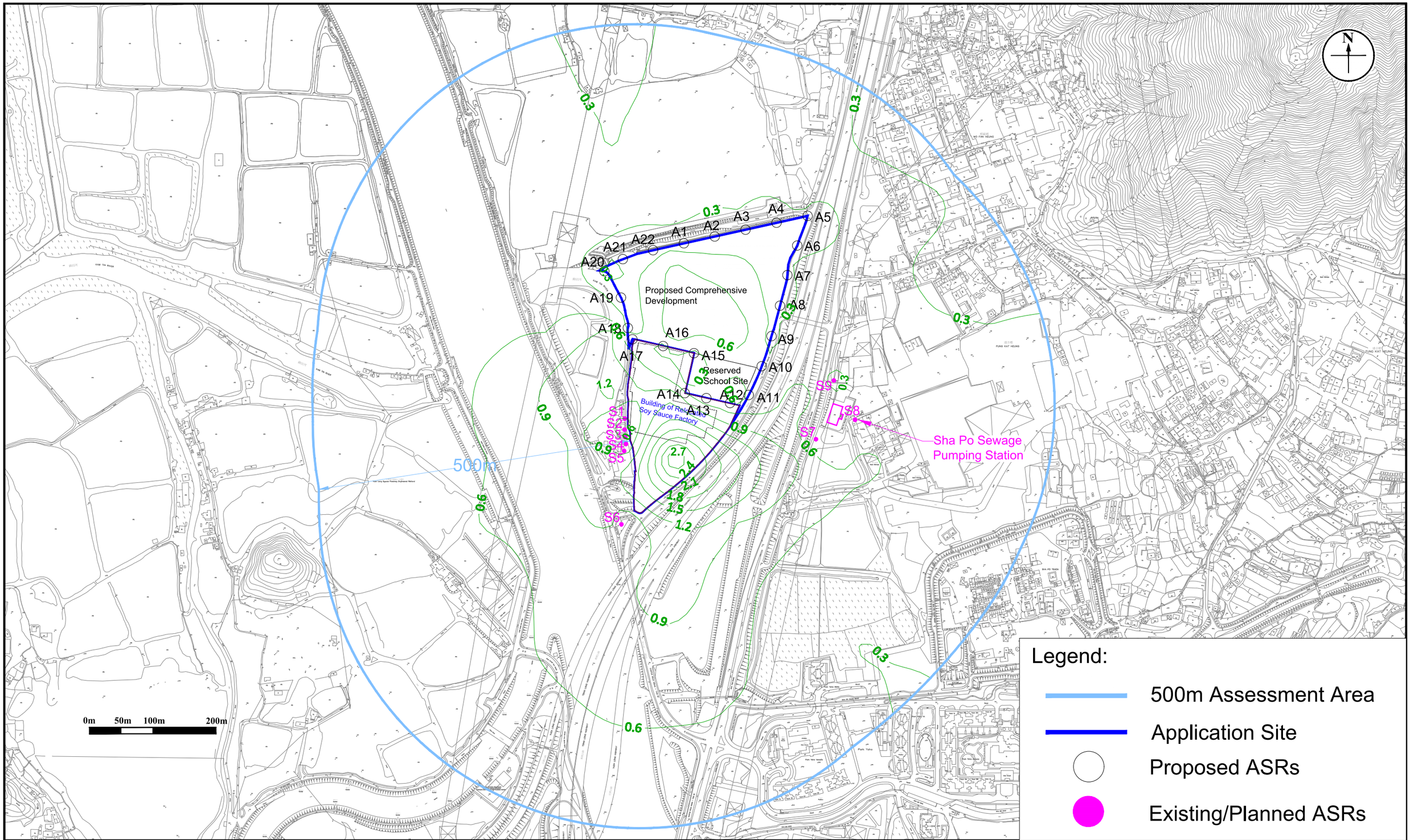

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 5) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

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Rev.:	1.2
Date:	Mar 2024

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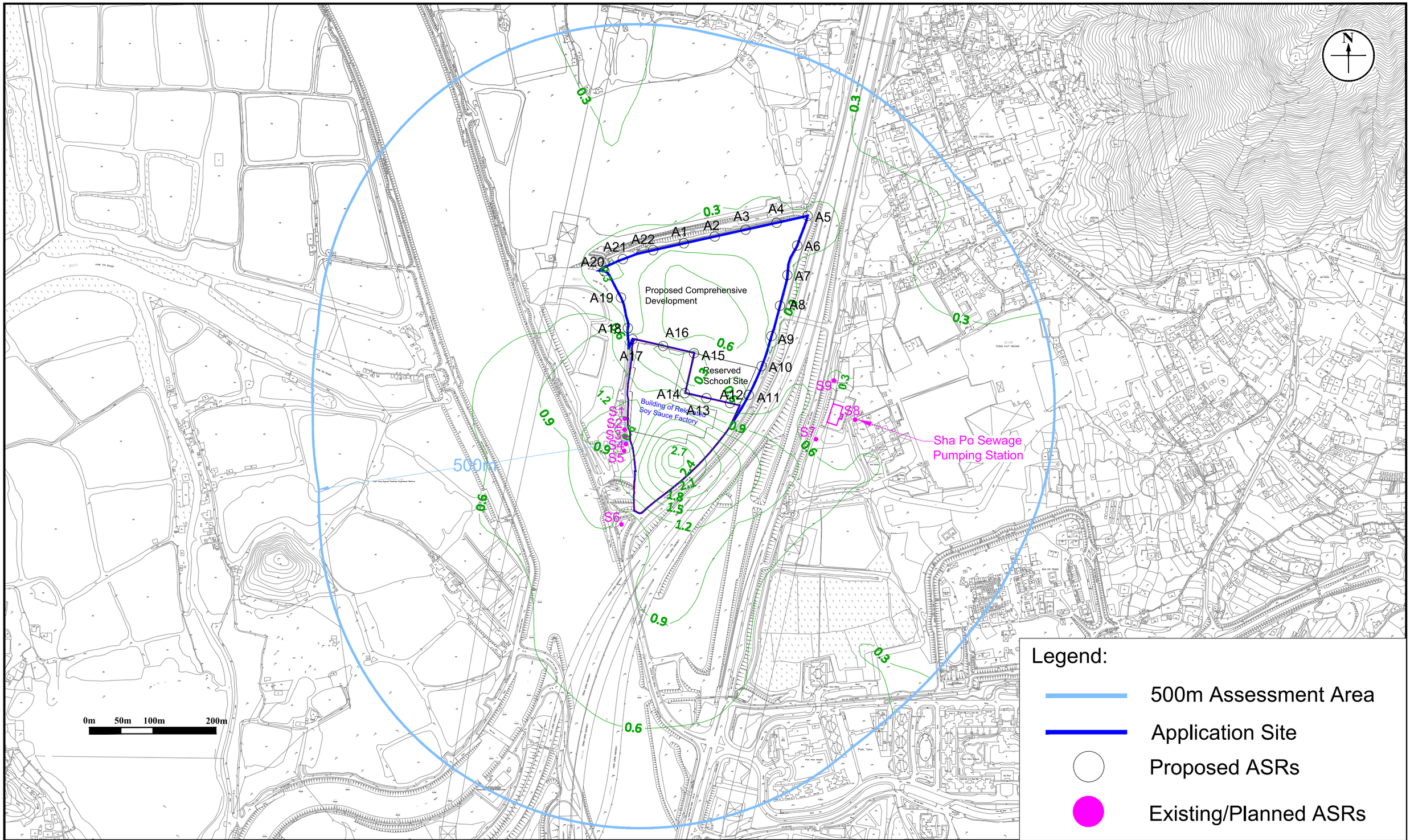

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 6) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

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Date:	Mar 2024

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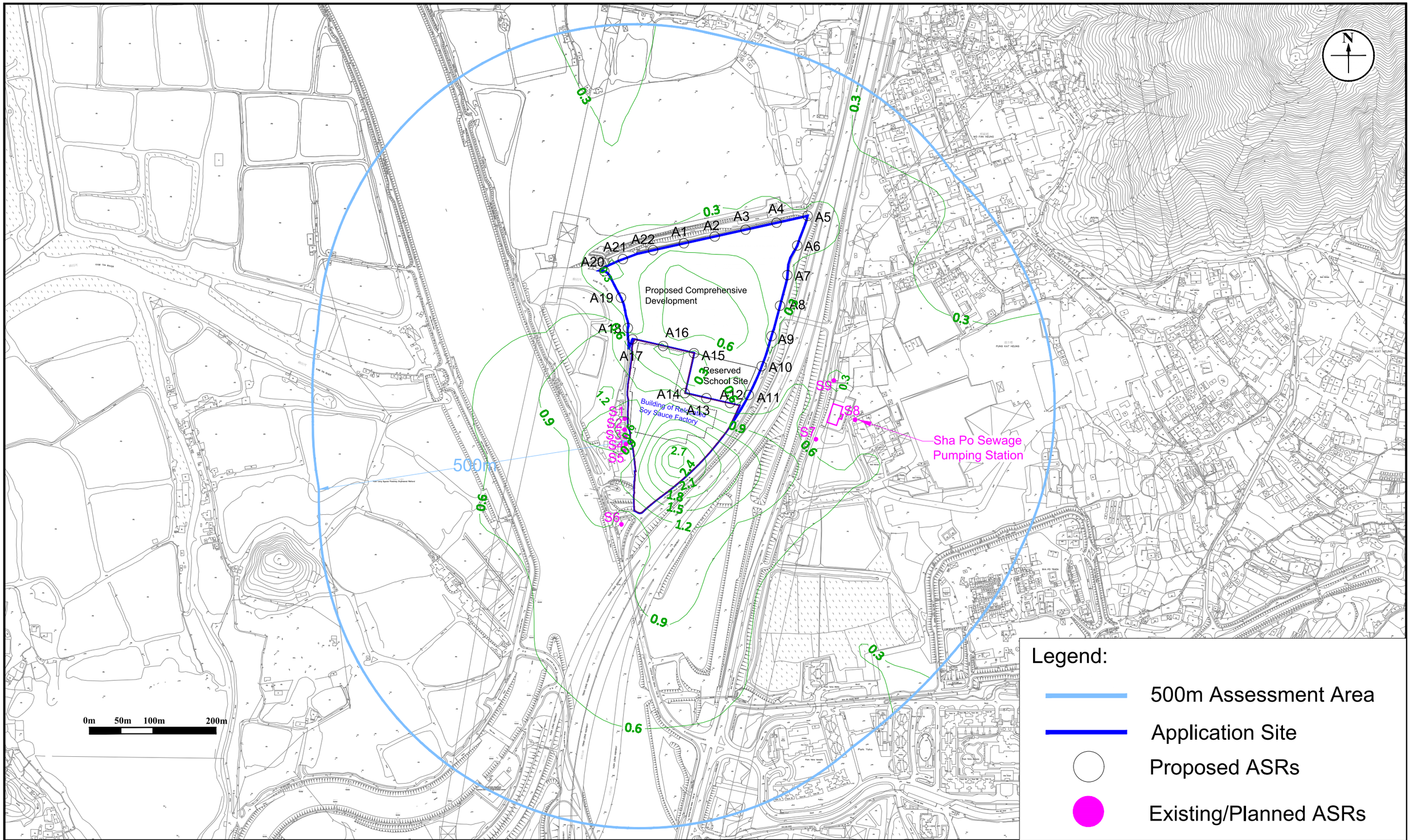

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 7) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

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Rev.:	1.2
Date:	Mar 2024

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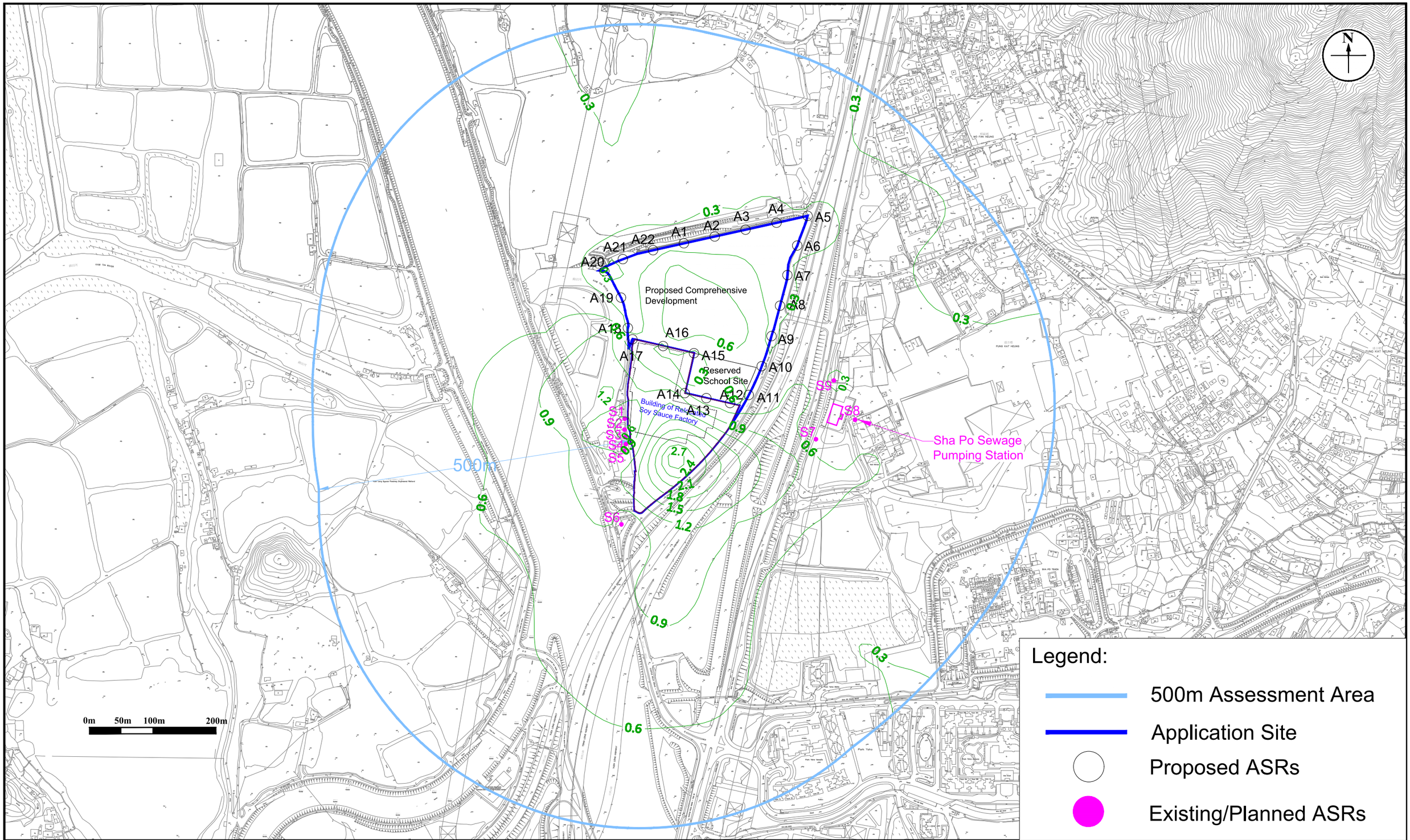

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 8) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

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Rev.:	1.2
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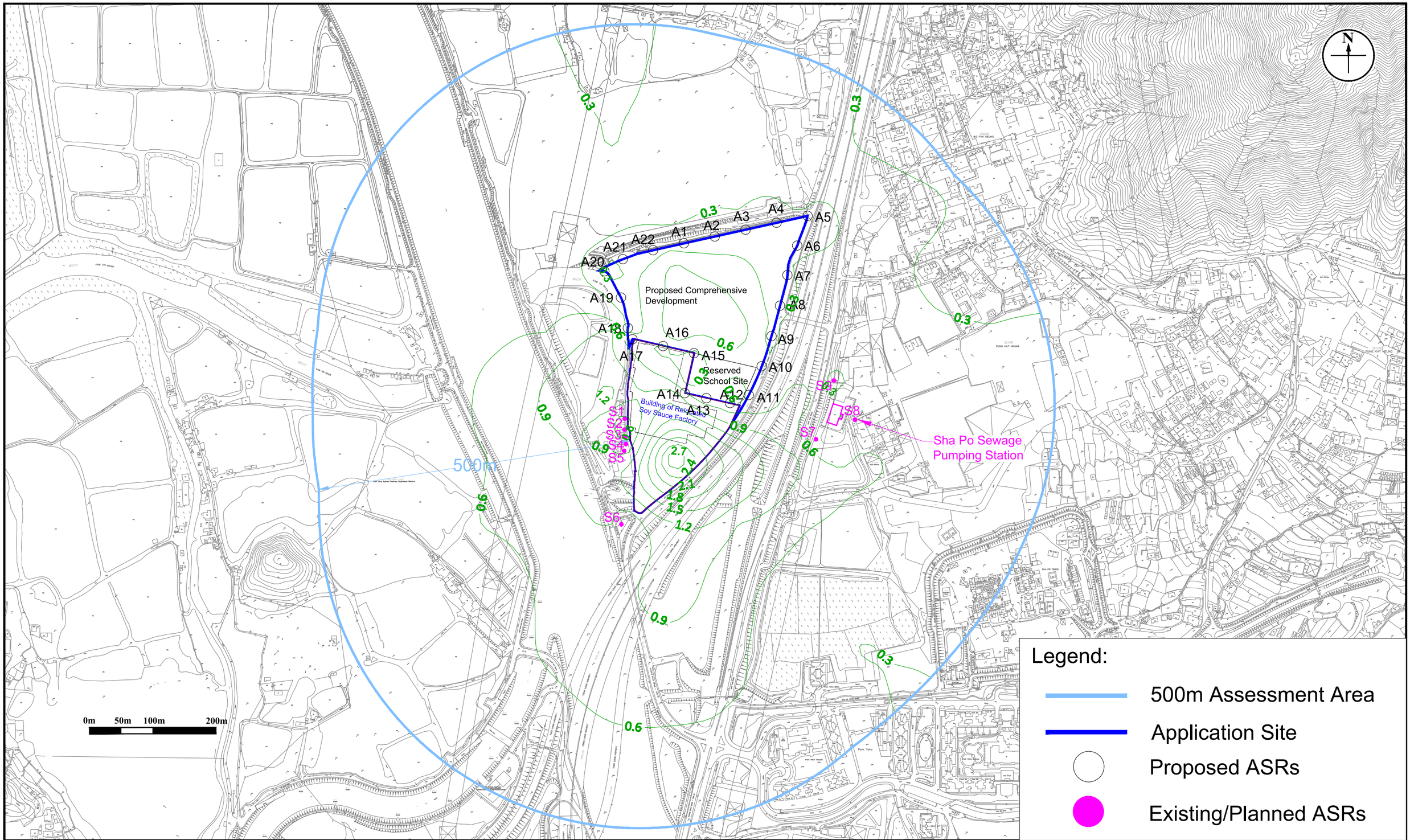

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 9) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

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Rev.:	1.2
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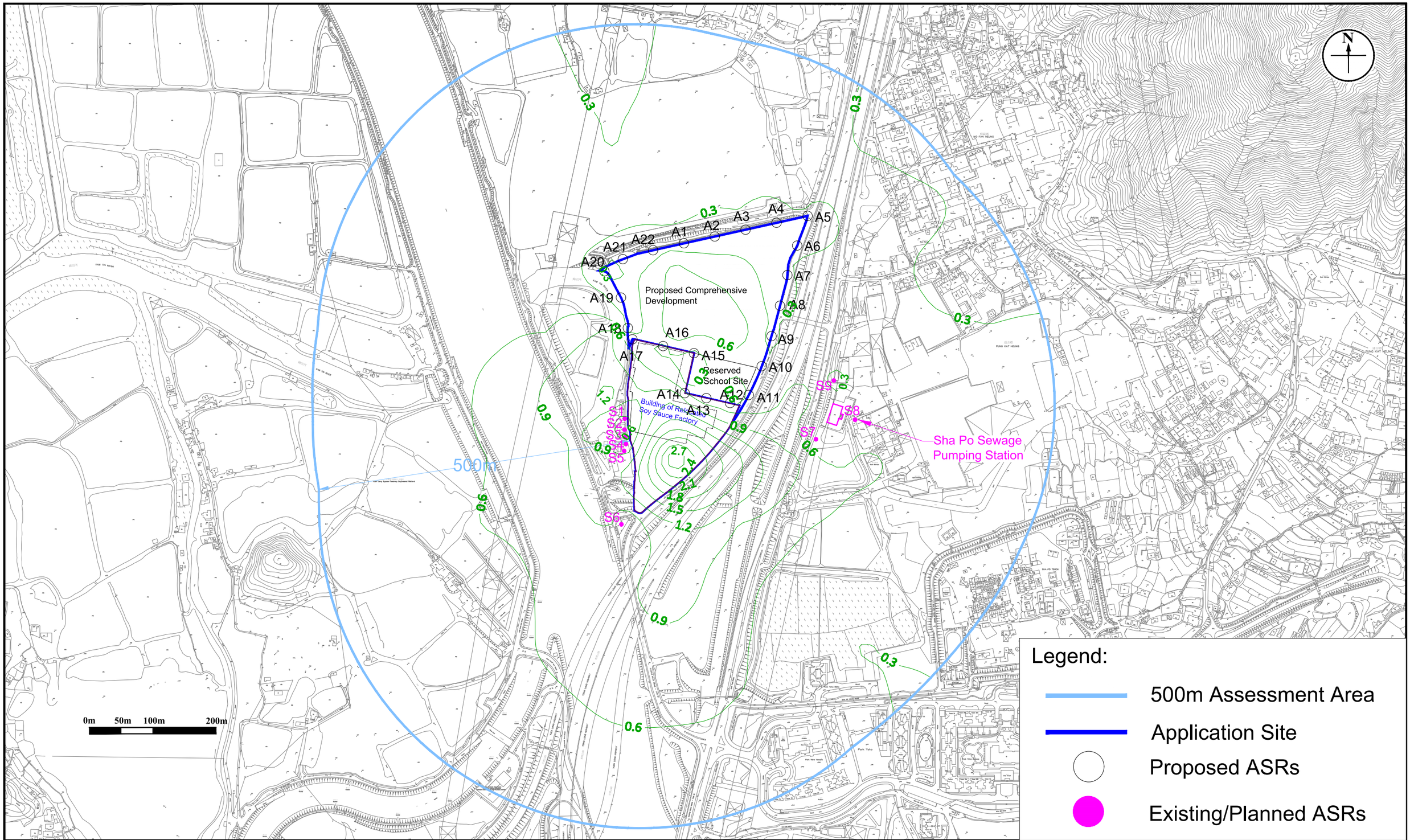

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 10) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

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Rev.:	1.2
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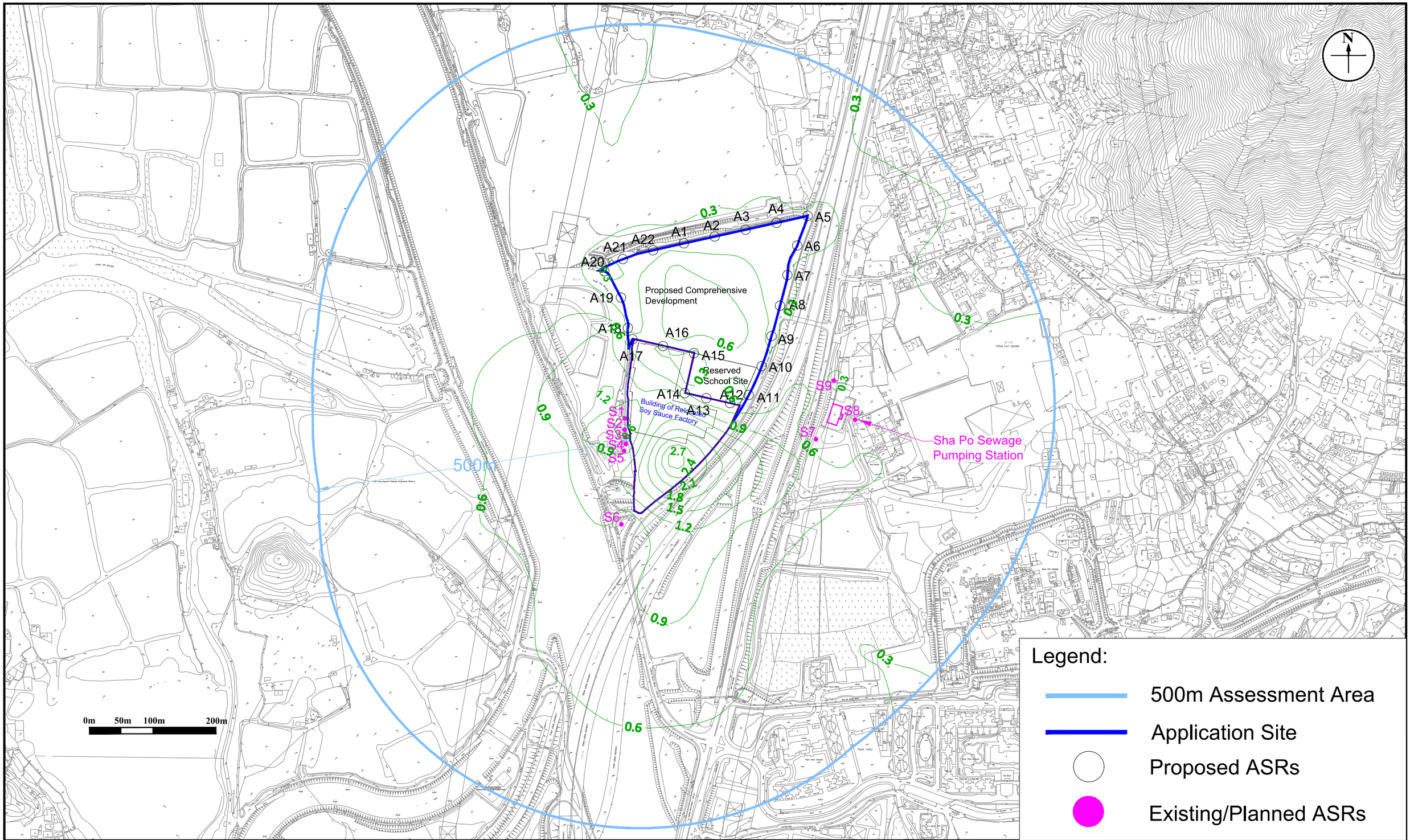

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 11) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

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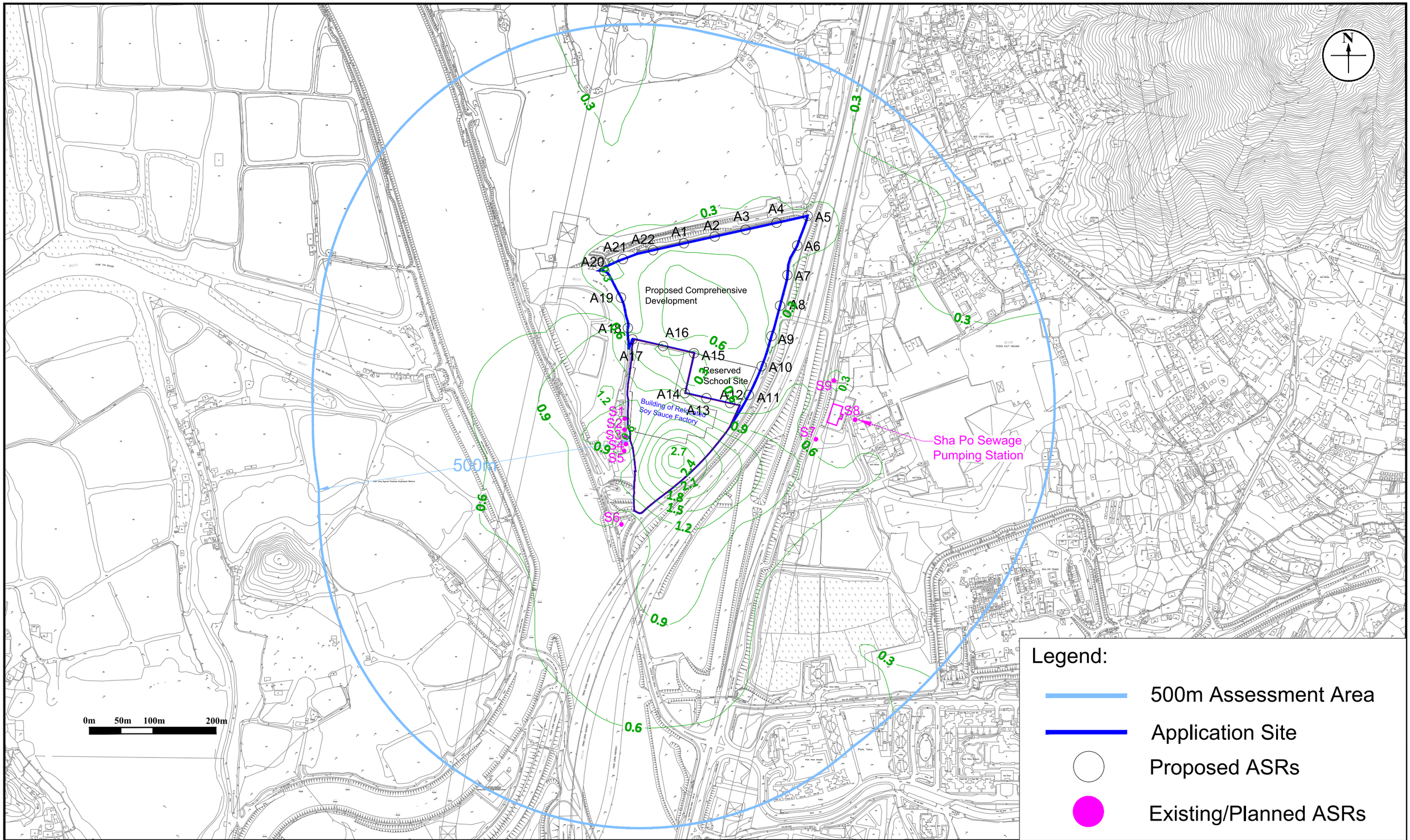

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 12) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

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Rev.:	1.2
Date:	Mar 2024

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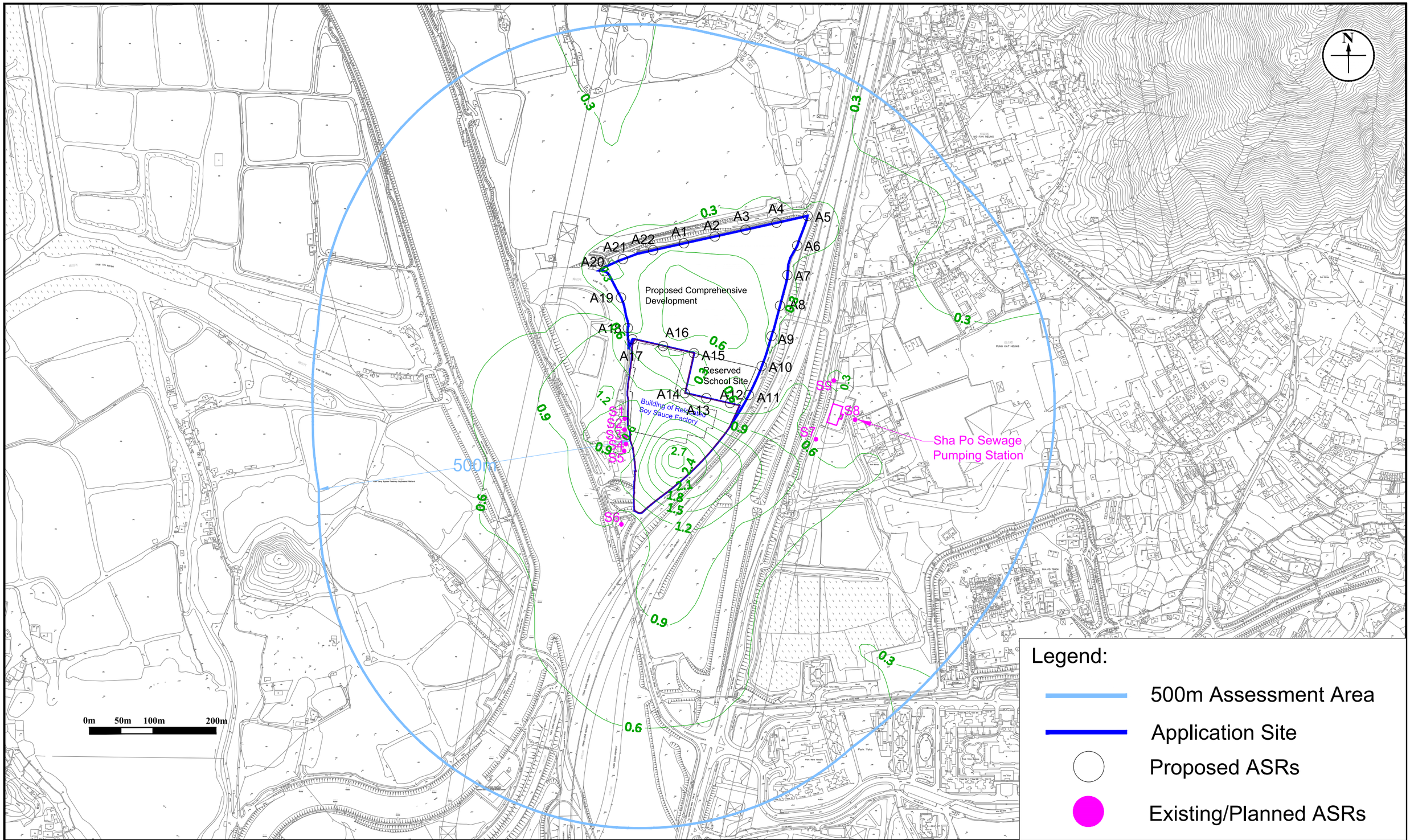

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 13) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

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Rev.:	1.2
Date:	Mar 2024

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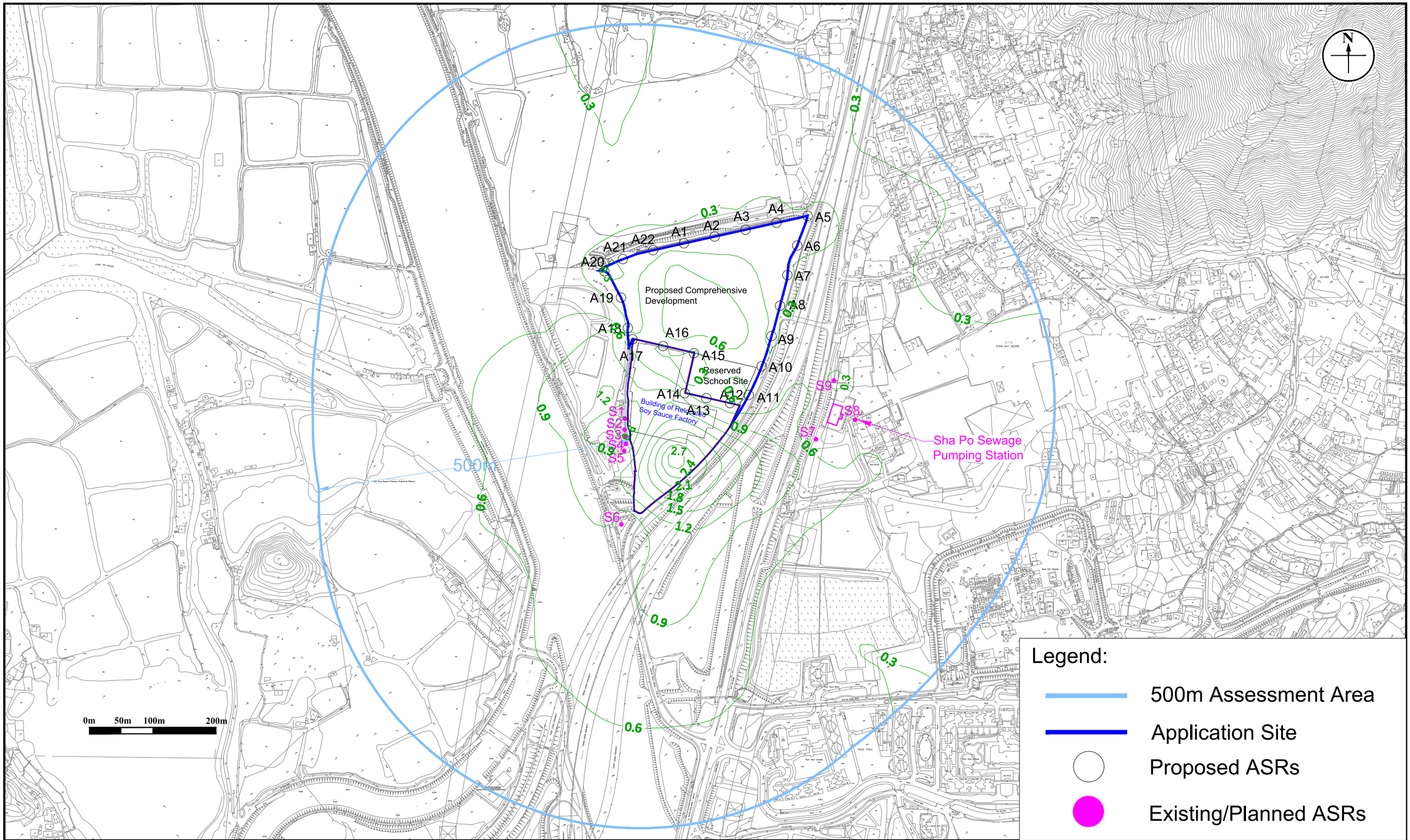

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 14) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

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Checked by:	BF
Rev.:	1.2
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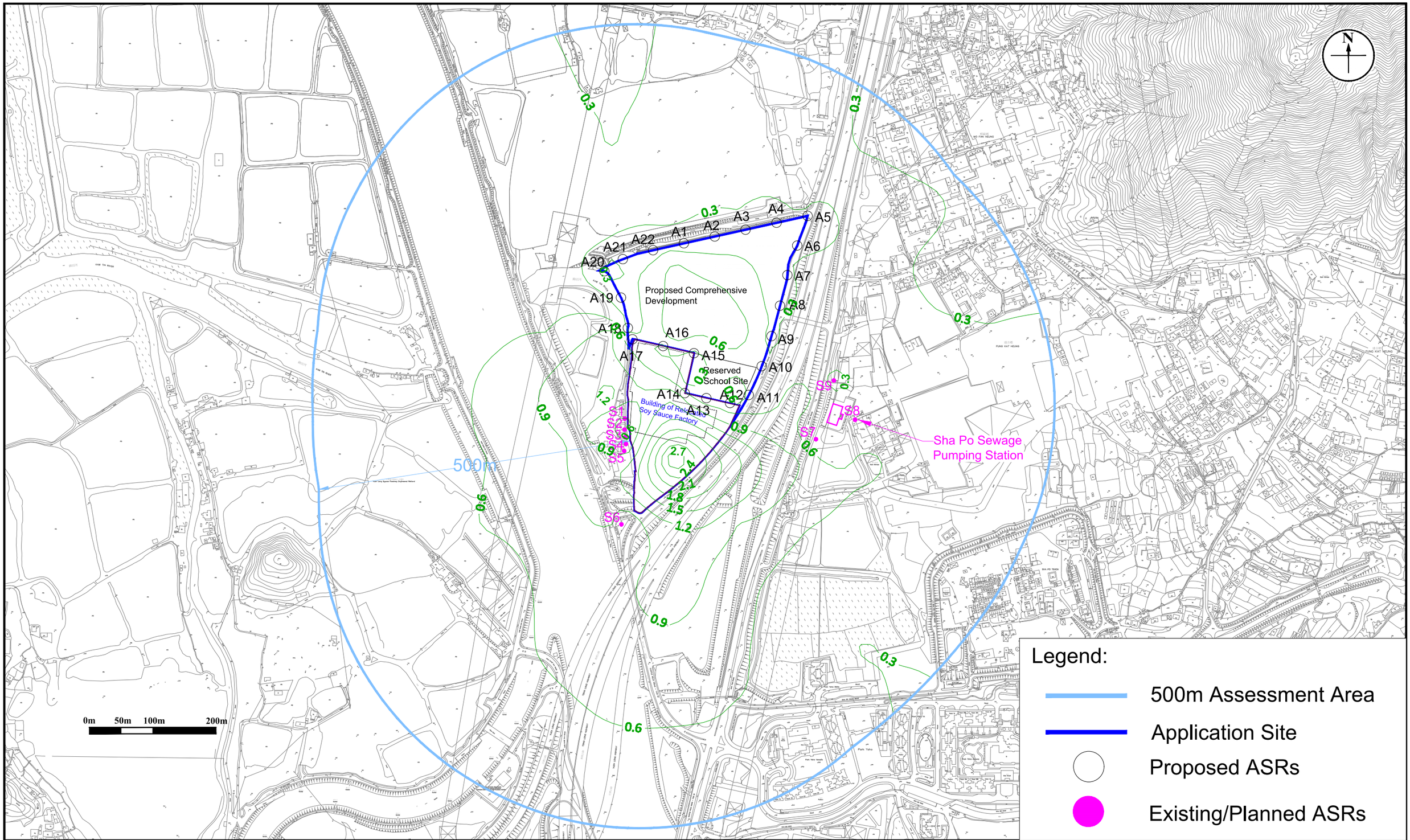

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 15) (Assessment Level: 1.5m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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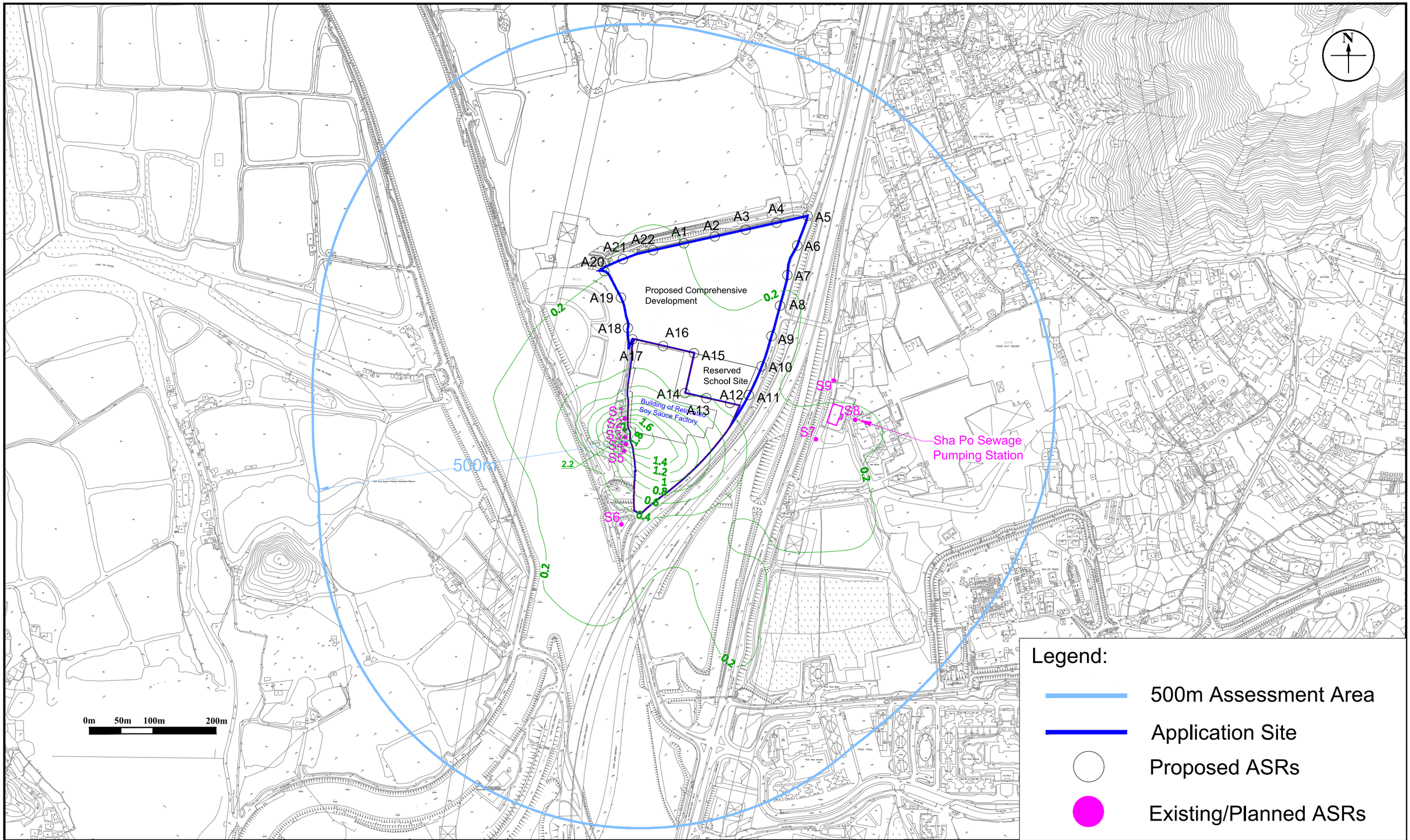

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 1) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

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Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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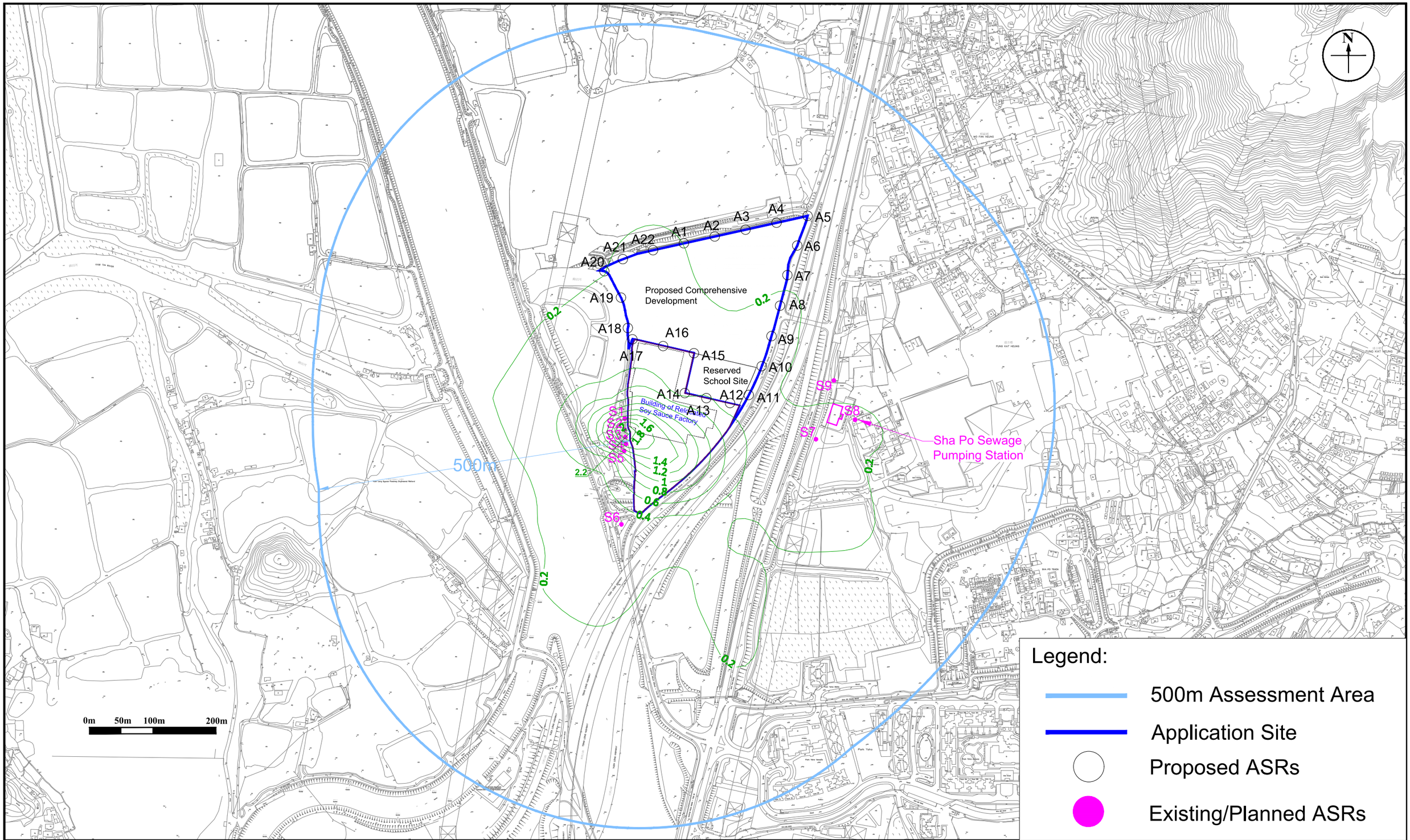

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 2) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

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Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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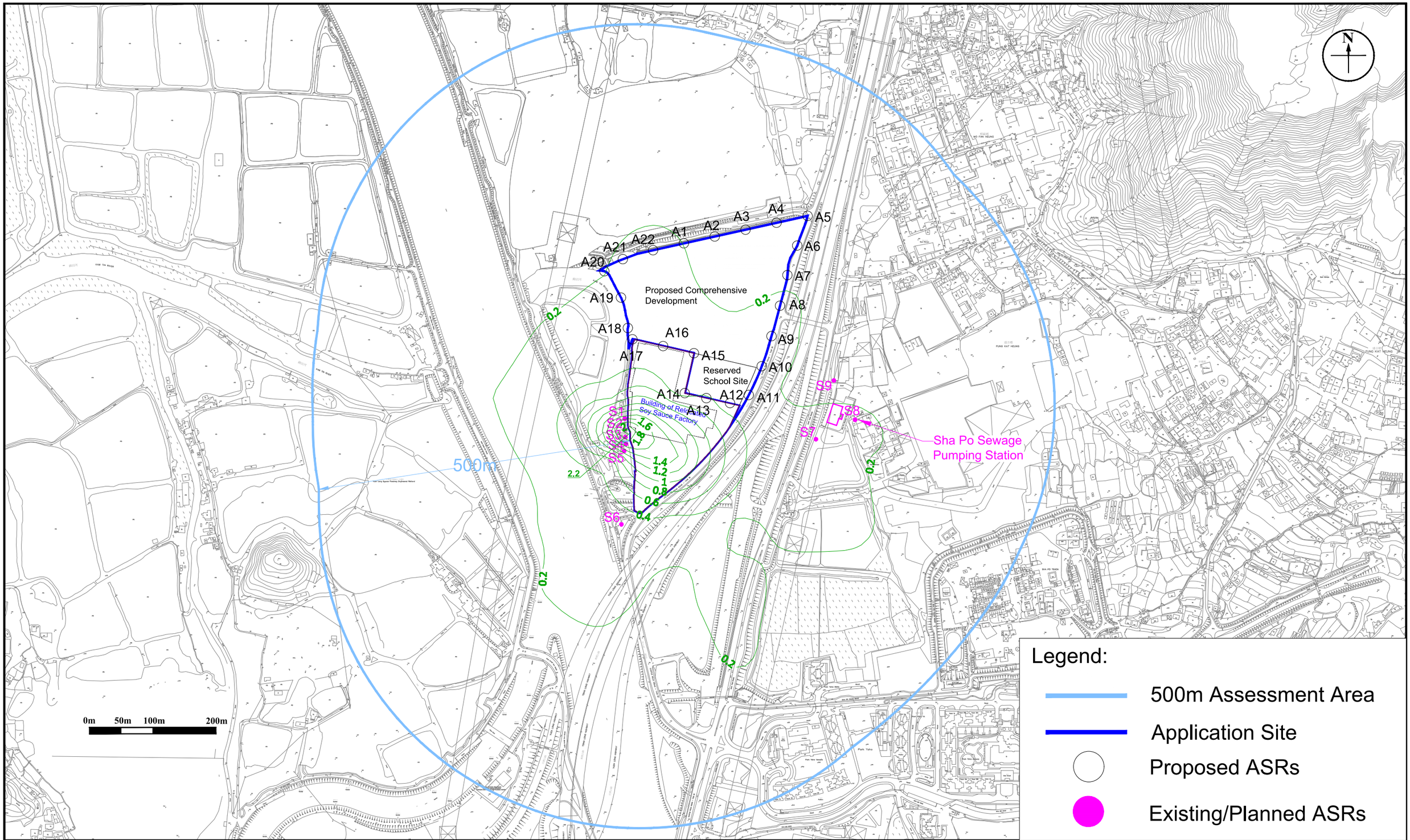

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 3) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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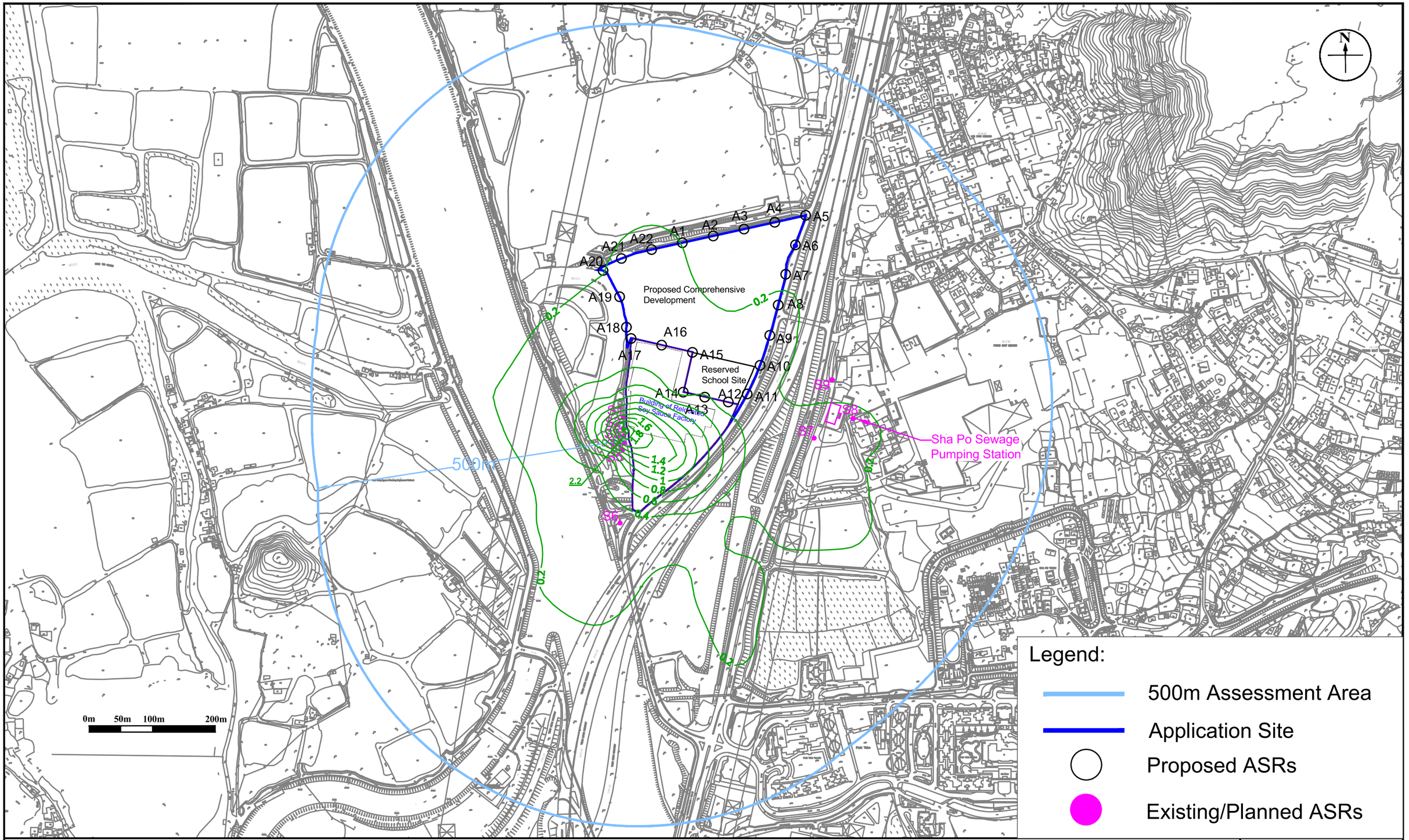

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 4) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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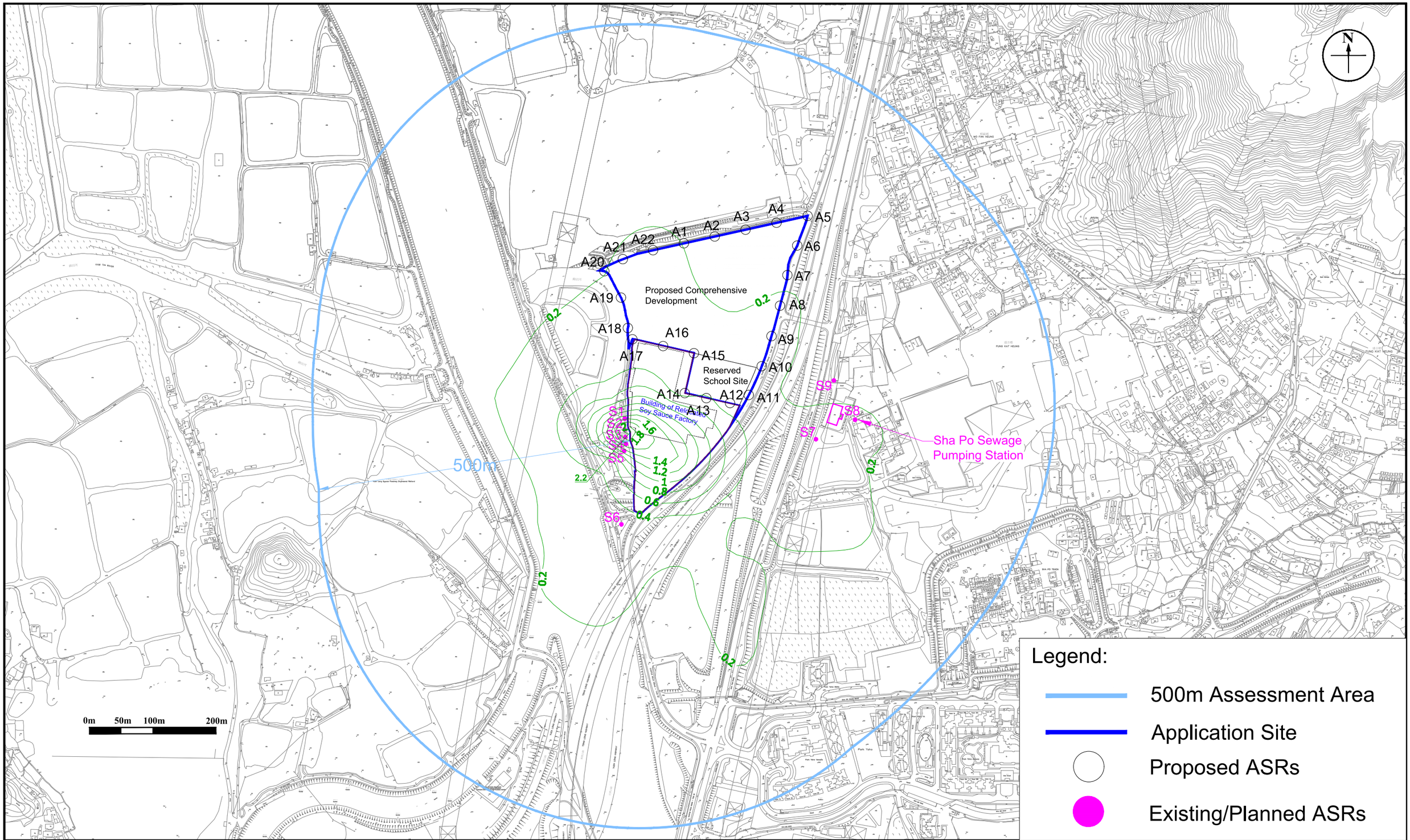

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 5) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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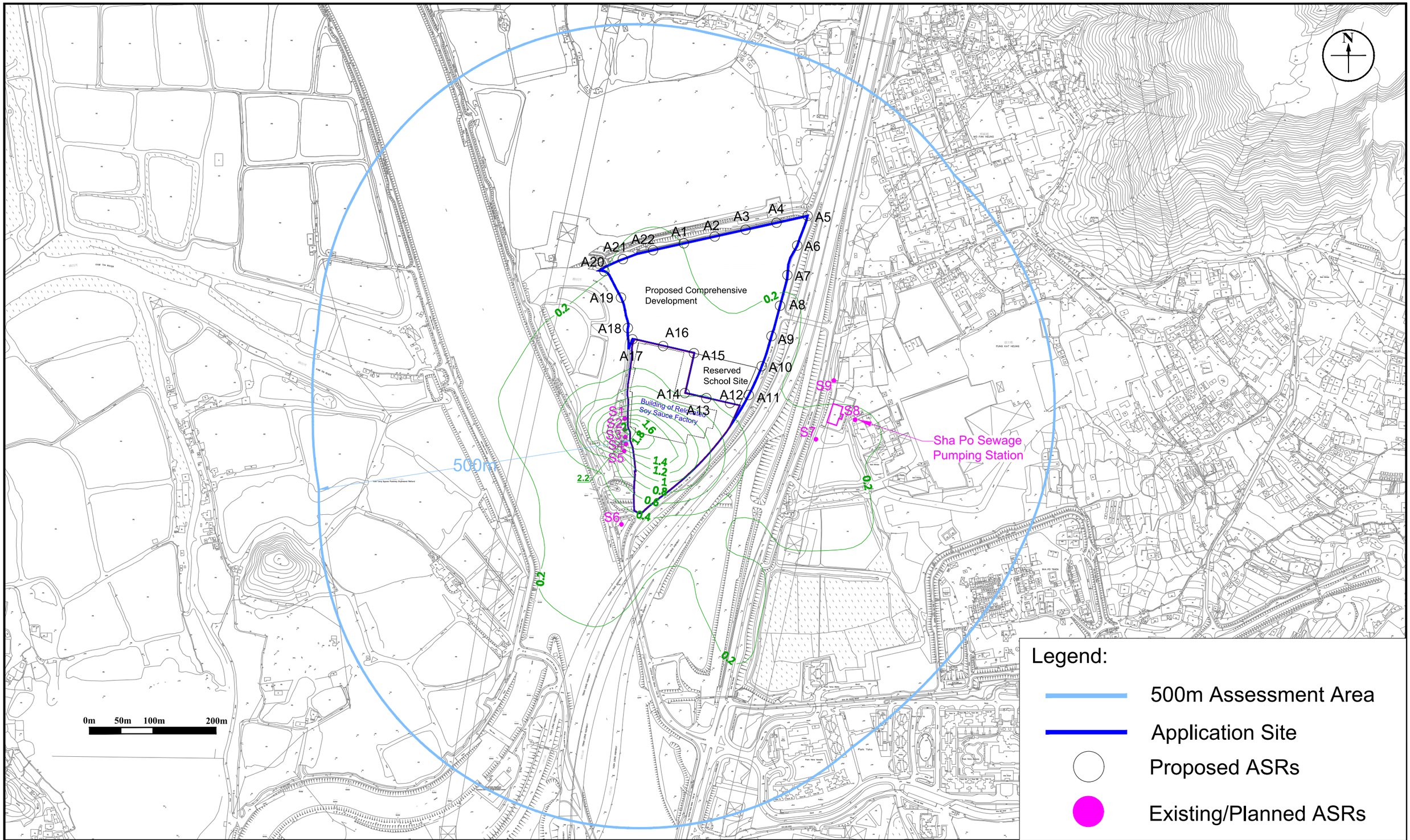

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 6) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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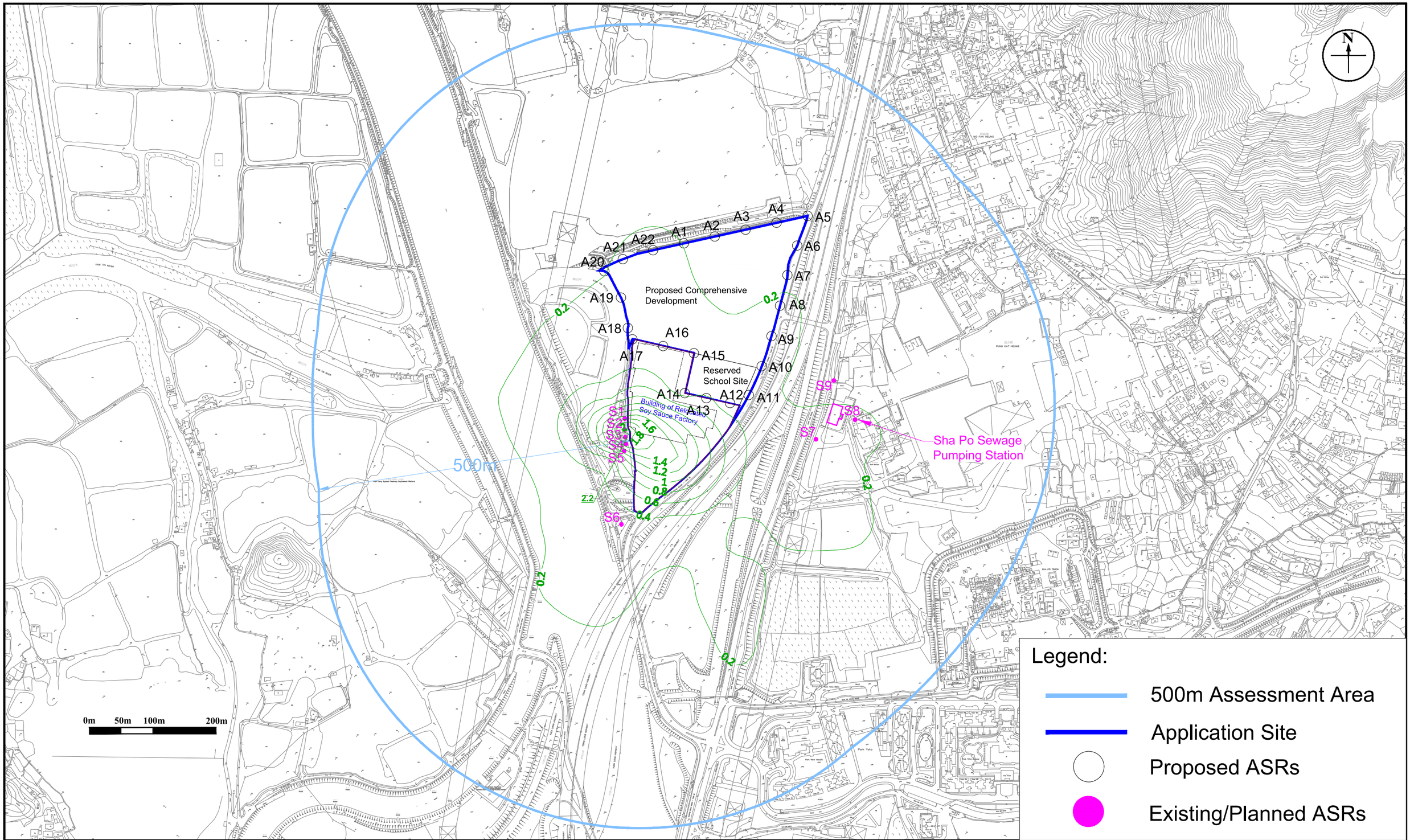

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 7) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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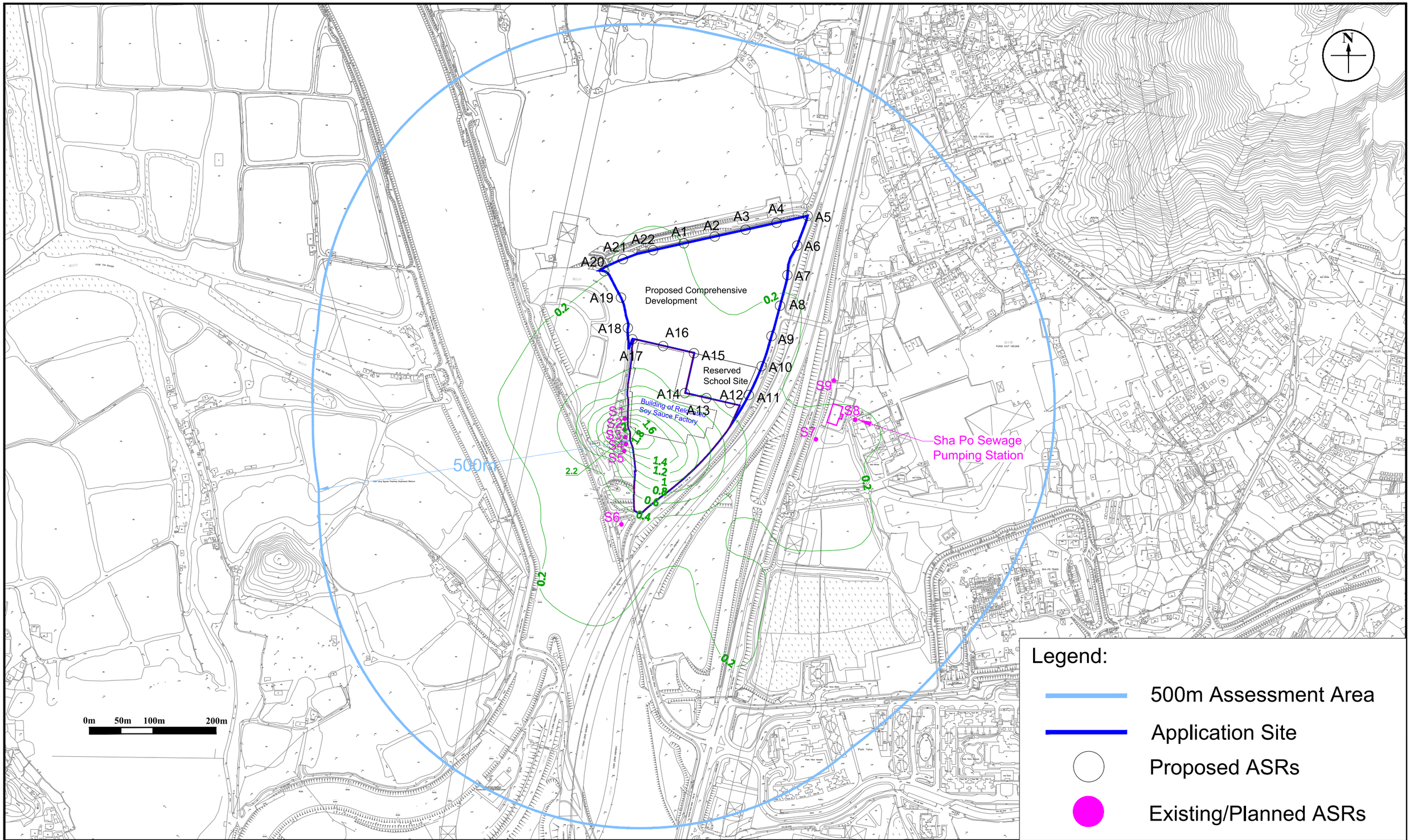

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 8) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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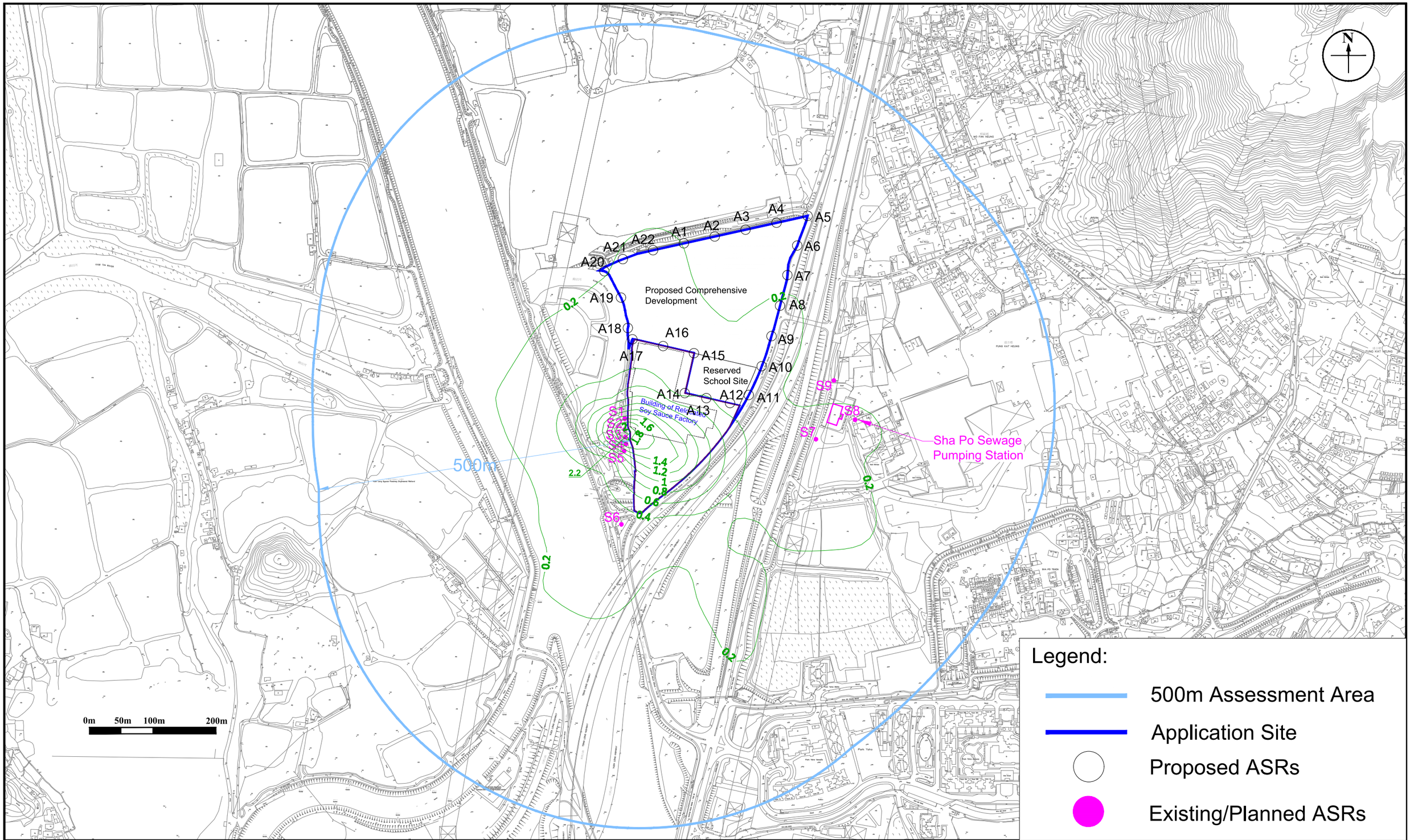

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 9) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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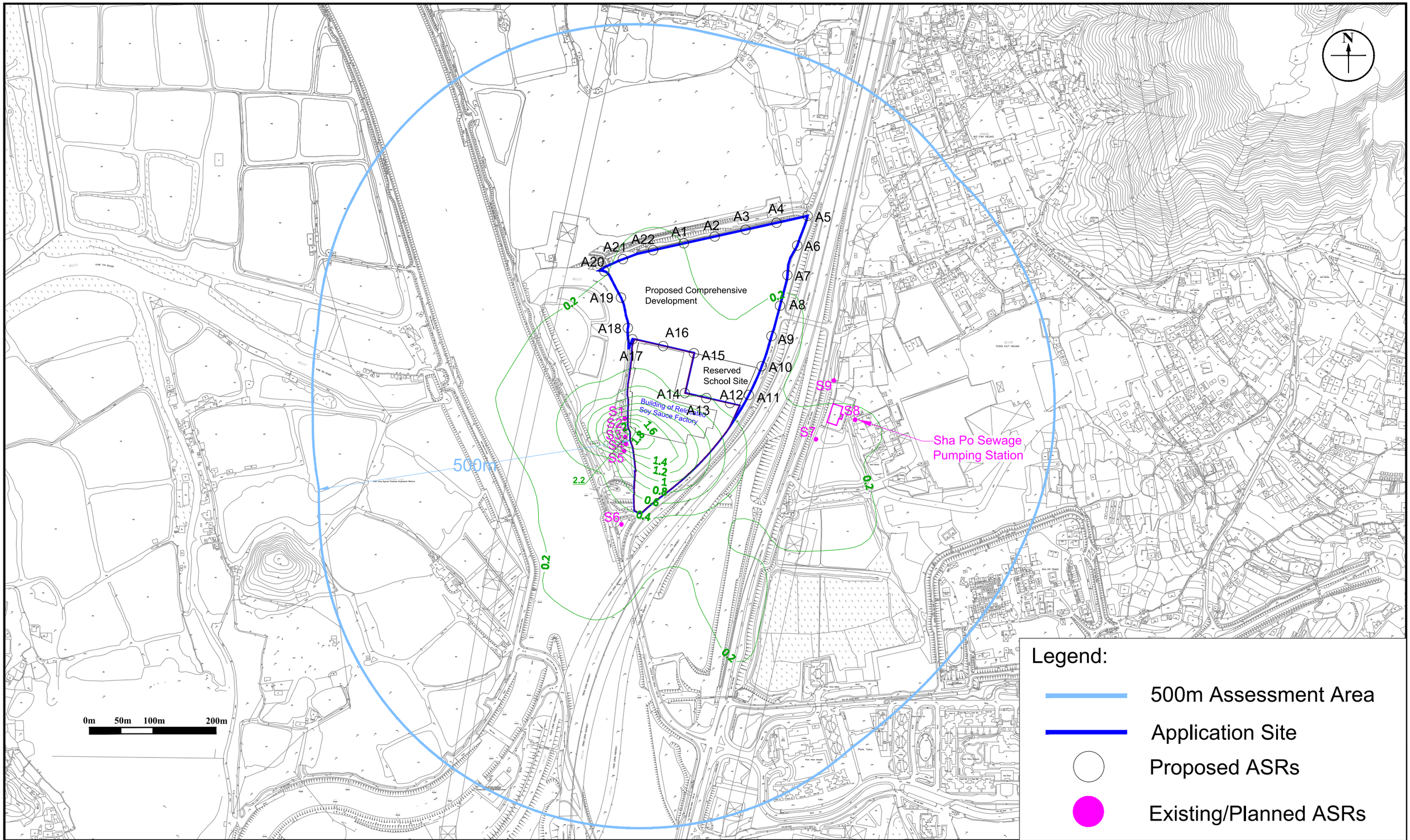

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 10) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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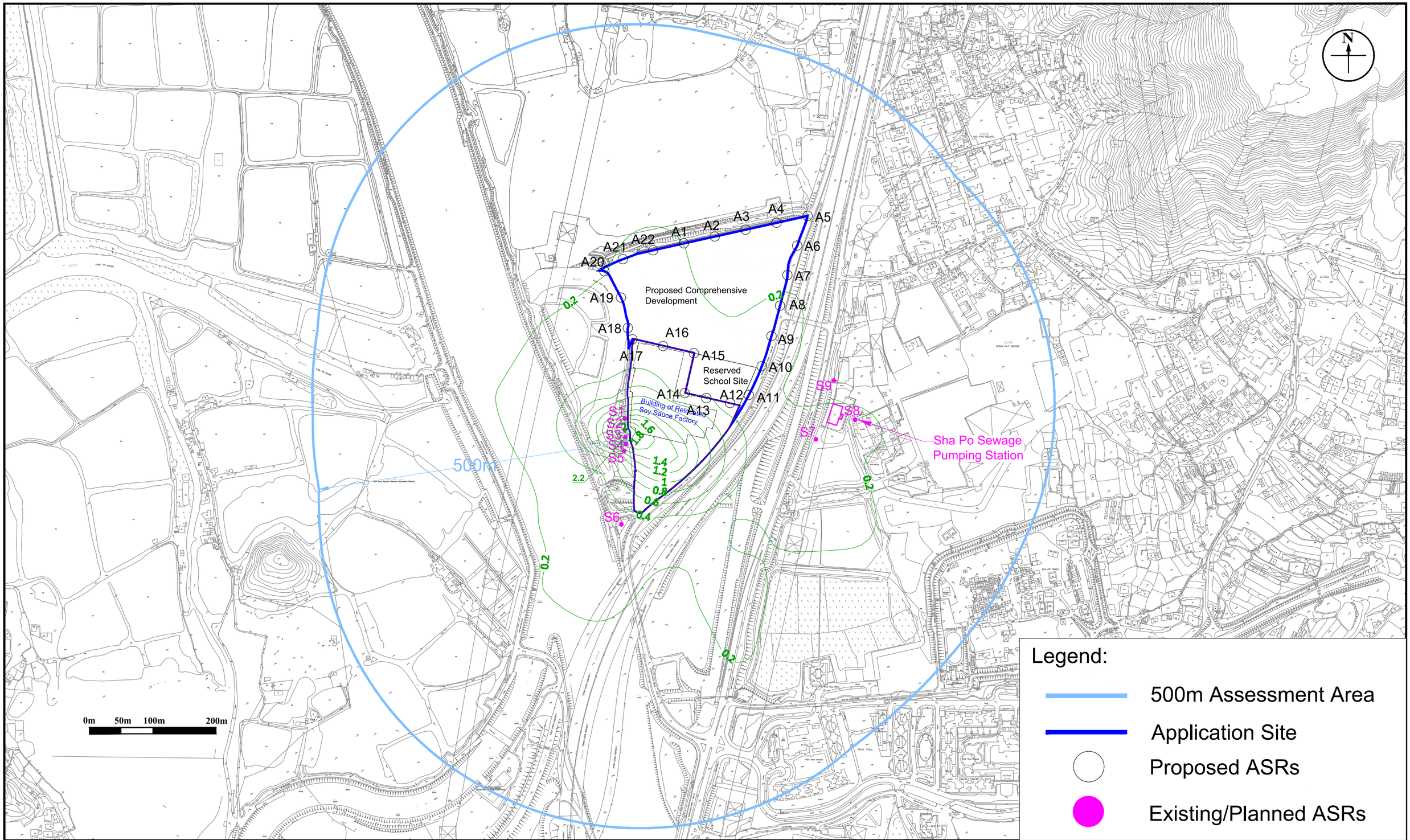

Annex	2.7	RAMBOLL	
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 11) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)	Drawn by:	AW
		Checked by:	BF
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long	Rev.:	1.2
		Date:	Mar 2024

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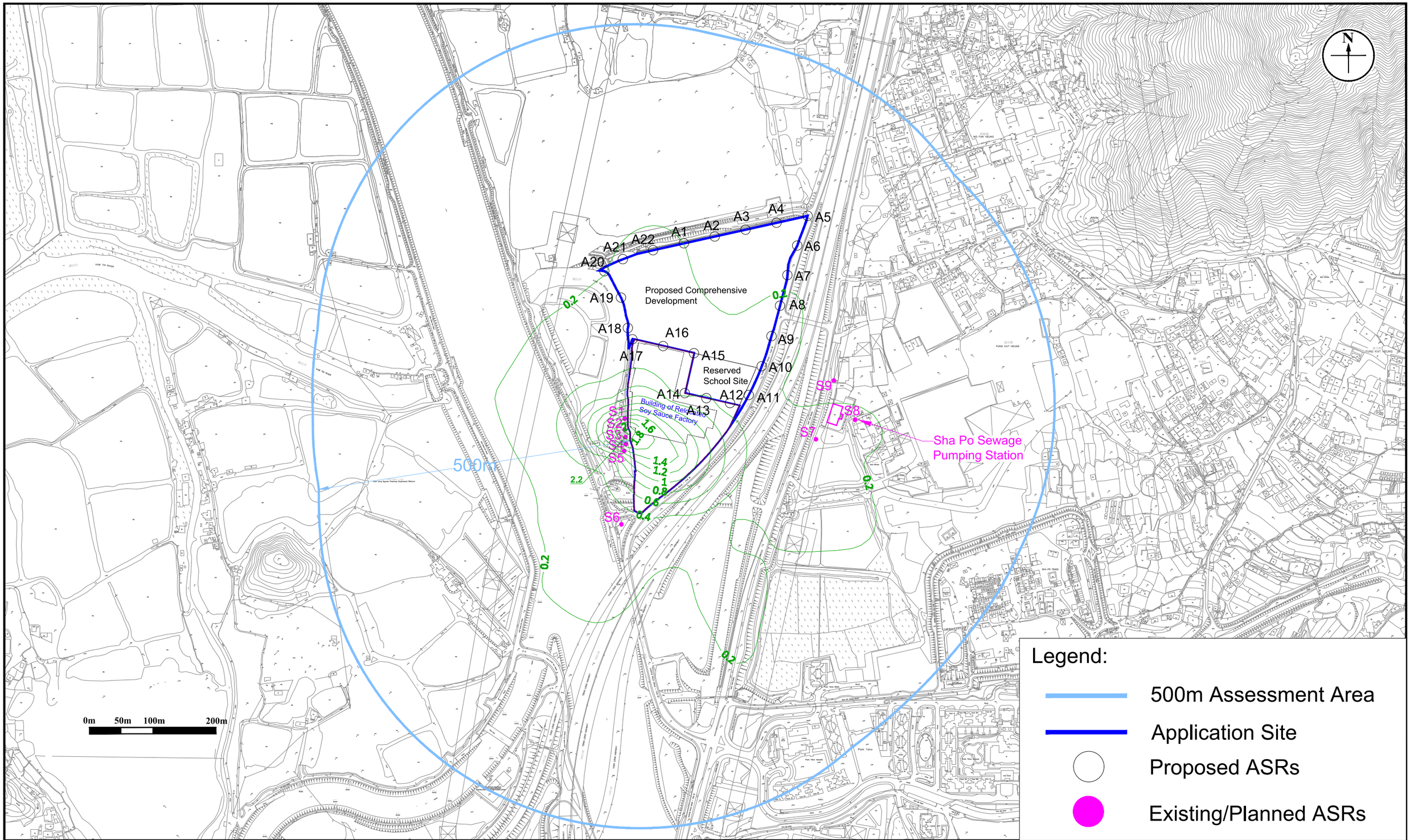

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 12) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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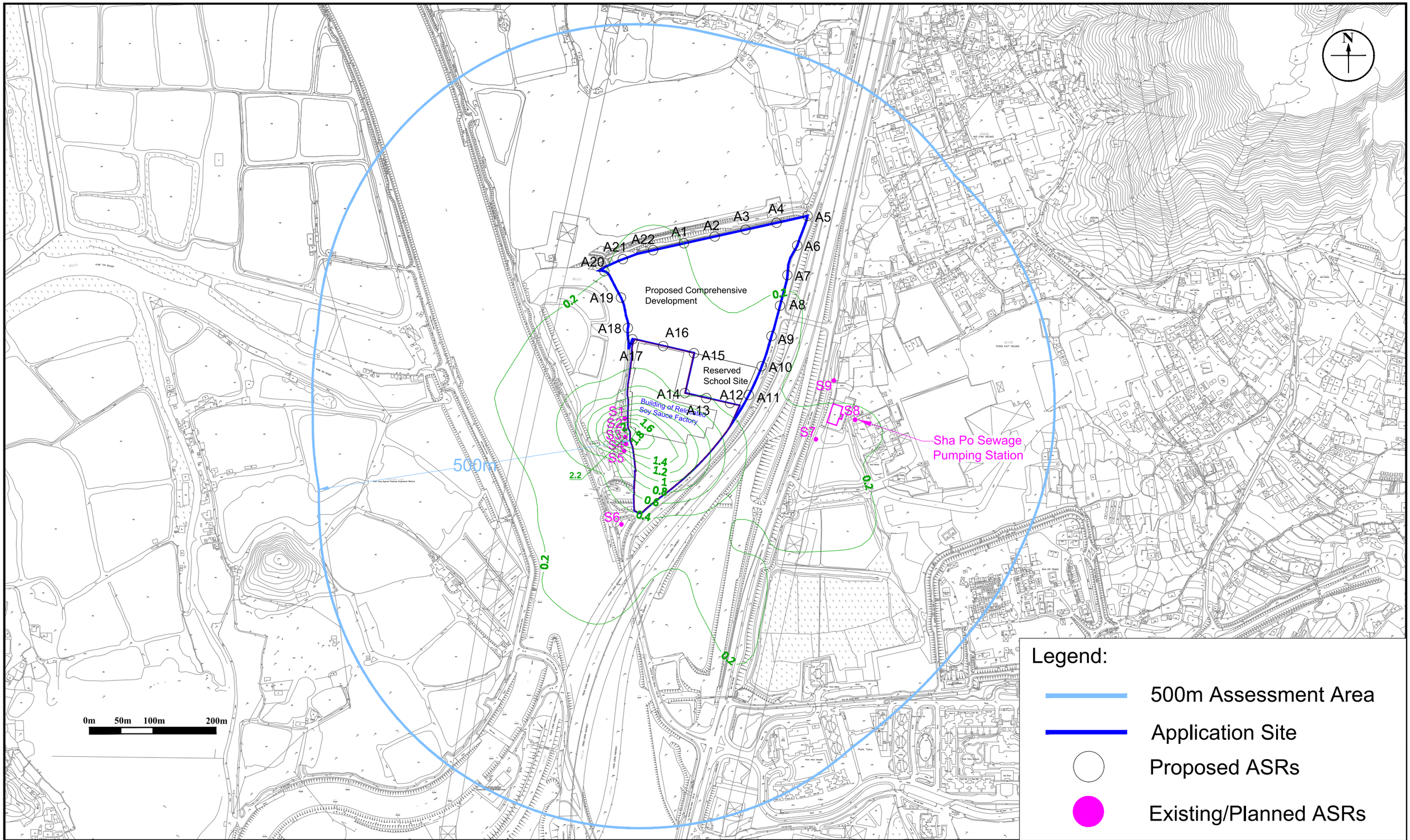

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 13) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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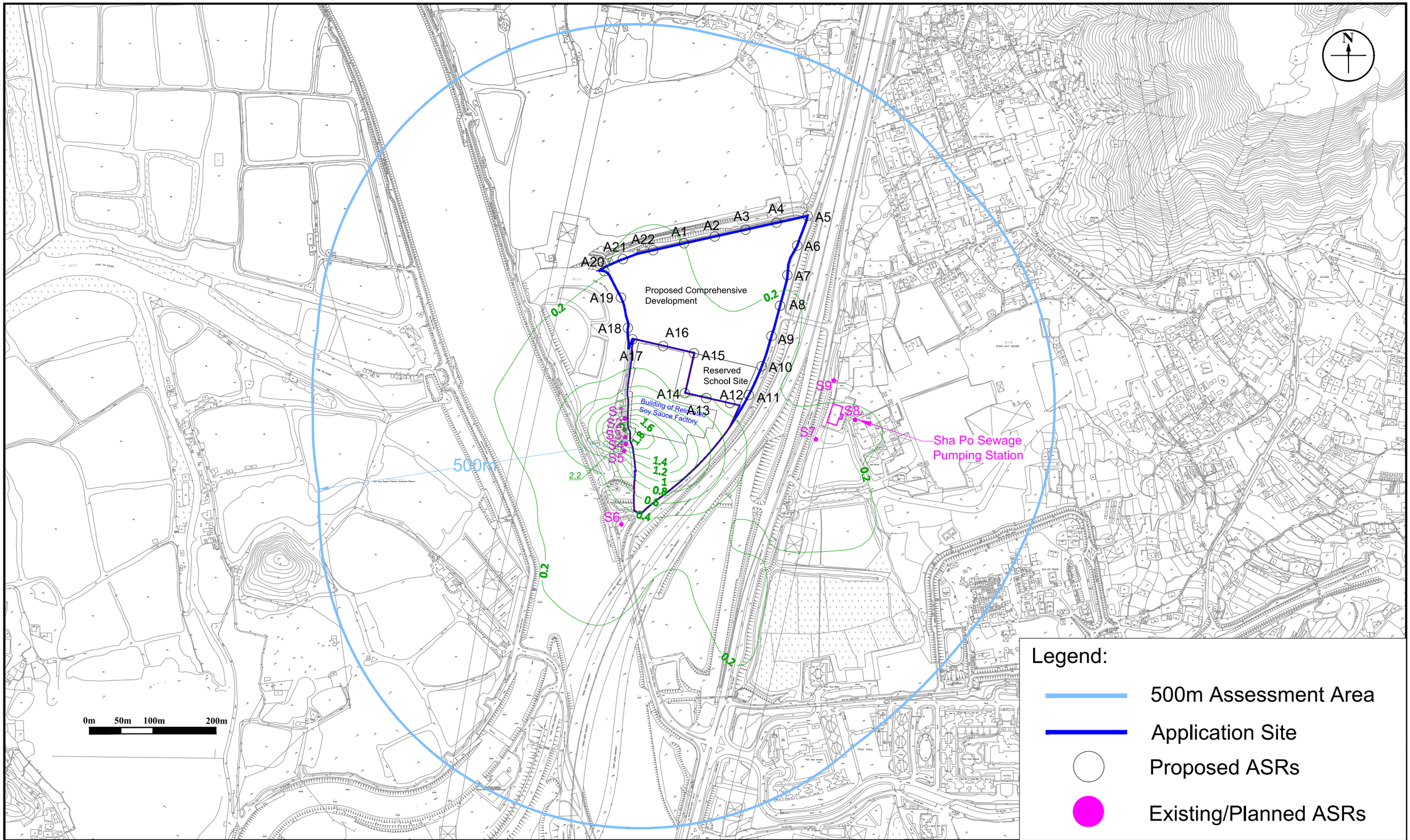

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 14) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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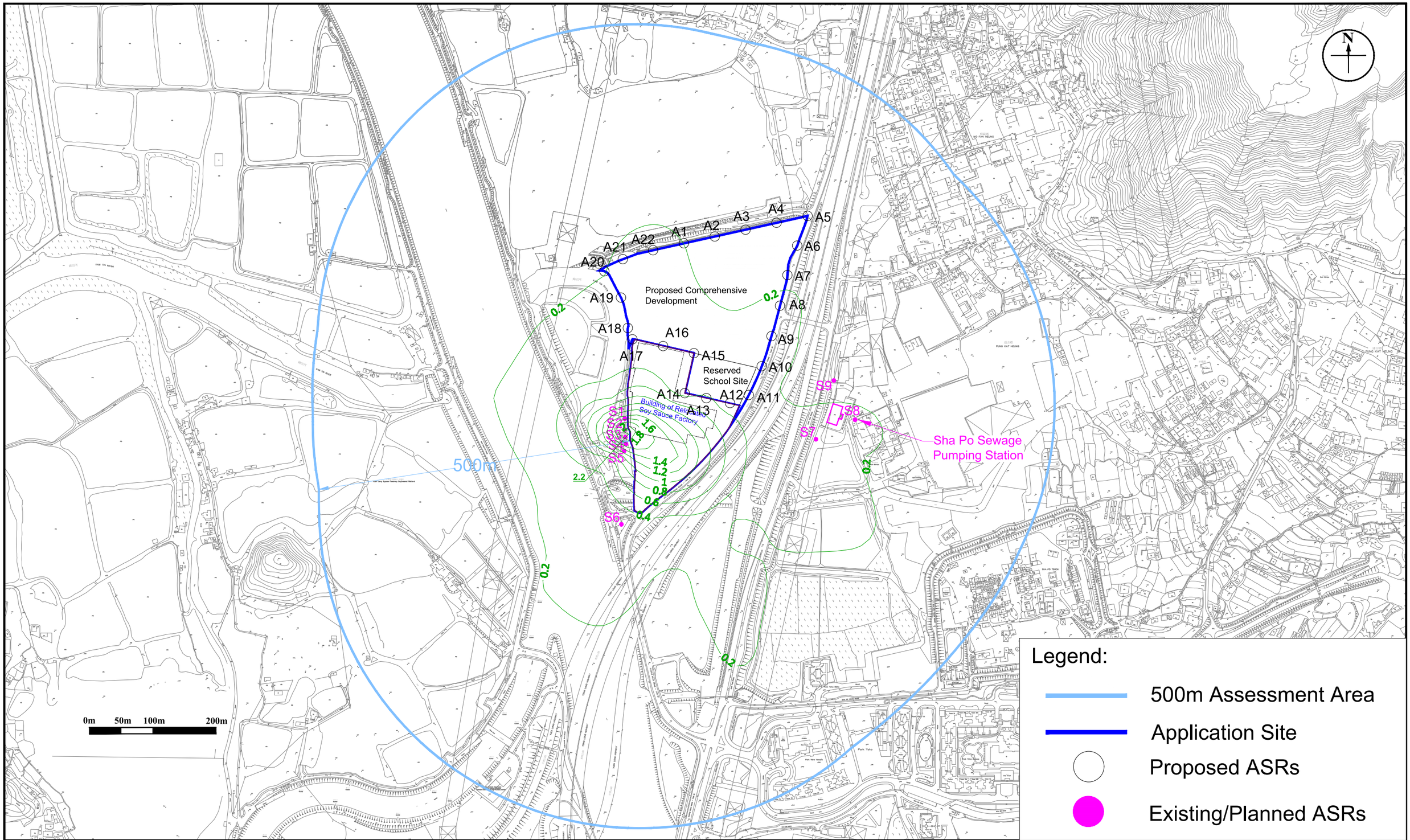

Annex	2.7
Title:	Contour Map of the Highest 5-second Average Concentration of Odour in OU (Mitigated Scenario 15) (Assessment Level: 24.7m Above Ground) (Standard: 5OU)
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	BF
Rev.:	1.2
Date:	Mar 2024

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Annex 2.8 Photo Record of Onsite Survey



Annex 2.8	RAMBOLL
Title: Photo Record of Site Survey	Drawn by: SC Checked by: CC
Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long	Rev.: 1.0 Date: Dec 2023

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Annex 2.9 Photo Records of Onsite Survey for SPSPS

Photo Records of Onsite Survey for SPSPS

Additional onsite survey has been conducted on 28 February 2024. According to the observation during the onsite survey, the emission height of the exhaust louvre identified is about 5.9 mAG and the dimensions of the exhaust louvre is about 1.1m (width) x 1.1m (width). Please refer the details shown in the photos below:

Photo Records

Eastern façade of SPSPS

Photo Records

Exhaust Louvre at Eastern Façade (Close-up View)

Annex 2.10 Predicted Additional Test Results



Legend:

Application Site

Testing Points

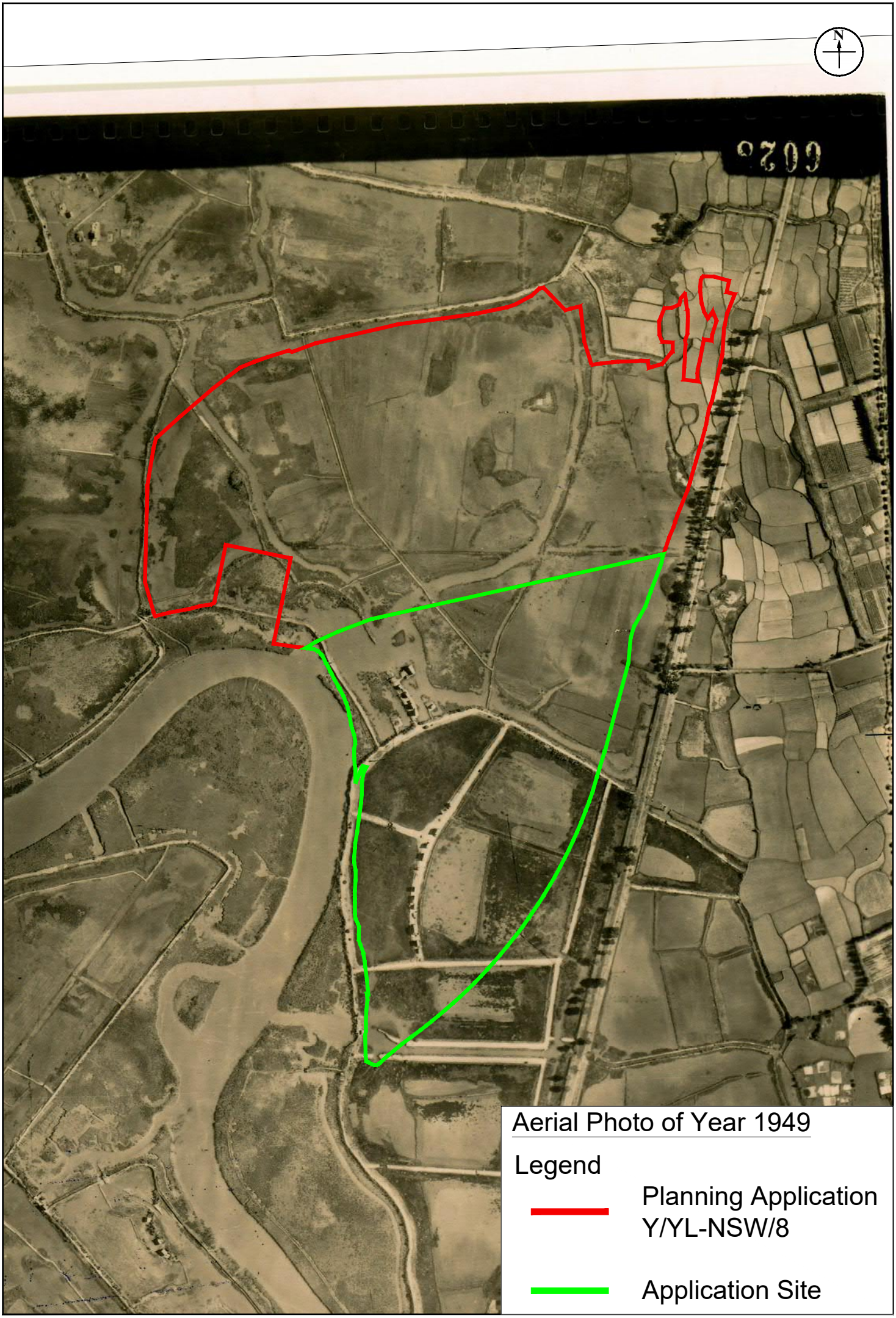
Annex	2.10 ” ” ” ”	RAMBOLL
Title:	Test Points of Sensitivity Test (Determination of Worst-hit Level)	Drawn by: SC Checked by: CC
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D) , “OS and “Road Zones to “R(E) Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long	Rev.: 1.0 Date: Mar 2023

Test Point ID	PATH Grid	Test Point Coordinates		Floor	Flag Pole Receiver Height, mAG	Sensitivity Test for Worst-hit Level - Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Mitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
T7-1	28,48	823425	835131	-	1.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T7-2	28,48	823425	835131	-	4.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T7-3	28,48	823425	835131	-	8.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T7-4	28,48	823425	835131	-	12.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T7-5	28,48	823425	835131	-	18.10	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T7-6	28,48	823425	835131	-	21.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T7-7	28,48	823425	835131	-	24.70	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T7-8	28,48	823425	835131	-	28.00	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T7-9	28,48	823425	835131	-	31.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T7-10	28,48	823425	835131	-	34.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T7-11	28,48	823425	835131	-	37.90	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T7-12	28,48	823425	835131	-	47.80	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T7-13	28,48	823425	835131	-	57.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T7-14	28,48	823425	835131	-	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T7-15	28,48	823425	835131	-	77.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T7-16	28,48	823425	835131	-	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T7-17	28,48	823425	835131	-	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T7-18	28,48	823425	835131	-	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T8-1	28,48	823487	835162	-	1.50	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T8-2	28,48	823487	835162	-	4.50	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
T8-3	28,48	823487	835162	-	8.60	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
T8-4	28,48	823487	835162	-	12.60	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
T8-5	28,48	823487	835162	-	18.10	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T8-6	28,48	823487	835162	-	21.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T8-7	28,48	823487	835162	-	24.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T8-8	28,48	823487	835162	-	28.00	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T8-9	28,48	823487	835162	-	31.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T8-10	28,48	823487	835162	-	34.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T8-11	28,48	823487	835162	-	37.90	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T8-12	28,48	823487	835162	-	47.80	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T8-13	28,48	823487	835162	-	57.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T8-14	28,48	823487	835162	-	67.60	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T8-15	28,48	823487	835162	-	77.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T8-16	28,48	823487	835162	-	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T8-17	28,48	823487	835162	-	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T8-18	28,48	823487	835162	-	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T9-1	28,48	823453	835224	-	1.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T9-2	28,48	823453	835224	-	4.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T9-3	28,48	823453	835224	-	8.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T9-4	28,48	823453	835224	-	12.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T9-5	28,48	823453	835224	-	18.10	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T9-6	28,48	823453	835224	-	21.40	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T9-7	28,48	823453	835224	-	24.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T9-8	28,48	823453	835224	-	28.00	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T9-9	28,48	823453	835224	-	31.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T9-10	28,48	823453	835224	-	34.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T9-11	28,48	823453	835224	-	37.90	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T9-12	28,48	823453	835224	-	47.80	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T9-13	28,48	823453	835224	-	57.70	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T9-14	28,48	823453	835224	-	67.60	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T9-15	28,48	823453	835224	-	77.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T9-16	28,48	823453	835224	-	87.40	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T9-17	28,48	823453	835224	-	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T9-18	28,48	823453	835224	-	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Test Point ID	PATH Grid	Test Point Coordinates		Floor	Flag Pole Receiver Height, mAG	Sensitivity Test for Worst-hit Level - Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Mitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
T1-1	27,48	823121	835164	-	1.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
T1-2	27,48	823121	835164	-	4.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.5	0.5	0.5
T1-3	27,48	823121	835164	-	8.60	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.5	0.5
T1-4	27,48	823121	835164	-	12.60	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
T1-5	27,48	823121	835164	-	18.10	1.6	1.6	1.5	1.5	1.5	1.5	1.5	1.5	1.6	1.6	1.6	1.6	1.6	1.6	1.6
T1-6	27,48	823121	835164	-	21.40	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
T1-7	27,48	823121	835164	-	24.70	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
T1-8	27,48	823121	835164	-	28.00	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
T1-9	27,48	823121	835164	-	31.30	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
T1-10	27,48	823121	835164	-	34.60	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
T1-11	27,48	823121	835164	-	37.90	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
T1-12	27,48	823121	835164	-	47.80	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
T1-13	27,48	823121	835164	-	57.70	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T1-14	27,48	823121	835164	-	67.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T1-15	27,48	823121	835164	-	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T1-16	27,48	823121	835164	-	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T1-17	27,48	823121	835164	-	97.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T1-18	27,48	823121	835164	-	110.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T2-1	27,48	823121	835146	-	1.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
T2-2	27,48	823121	835146	-	4.50	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
T2-3	27,48	823121	835146	-	8.60	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
T2-4	27,48	823121	835146	-	12.60	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
T2-5	27,48	823121	835146	-	18.10	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
T2-6	27,48	823121	835146	-	21.40	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2
T2-7	27,48	823121	835146	-	24.70	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.5
T2-8	27,48	823121	835146	-	28.00	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
T2-9	27,48	823121	835146	-	31.30	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
T2-10	27,48	823121	835146	-	34.60	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
T2-11	27,48	823121	835146	-	37.90	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
T2-12	27,48	823121	835146	-	47.80	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
T2-13	27,48	823121	835146	-	57.70	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T2-14	27,48	823121	835146	-	67.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T2-15	27,48	823121	835146	-	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T2-16	27,48	823121	835146	-	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T2-17	27,48	823121	835146	-	97.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T2-18	27,48	823121	835146	-	110.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T3-1	27,48	823122	835134	-	1.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
T3-2	27,48	823122	835134	-	4.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
T3-3	27,48	823122	835134	-	8.60	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
T3-4	27,48	823122	835134	-	12.60	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
T3-5	27,48	823122	835134	-	18.10	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
T3-6	27,48	823122	835134	-	21.40	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
T3-7	27,48	823122	835134	-	24.70	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
T3-8	27,48	823122	835134	-	28.00	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
T3-9	27,48	823122	835134	-	31.30	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
T3-10	27,48	823122	835134	-	34.60	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
T3-11	27,48	823122	835134	-	37.90	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
T3-12	27,48	823122	835134	-	47.80	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
T3-13	27,48	823122	835134	-	57.70	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
T3-14	27,48	823122	835134	-	67.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T3-15	27,48	823122	835134	-	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T3-16	27,48	823122	835134	-	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T3-17	27,48	823122	835134	-	97.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T3-18	27,48	823122	835134	-	110.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

Test Point ID	PATH Grid	Test Point Coordinates		Floor	Flag Pole Receiver Height, mAG	Sensitivity Test for Worst-hit Level - Predicted Cumulative 5-second Average Odour Concentration (OU/m^3) at Various Heights (Mitigated)														
		x	y			Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5	Scenario 6	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12	Scenario 13	Scenario 14	Scenario 15
		Easting	Northing																	
T4-1	27,48	823123	835123	-	1.50	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
T4-2	27,48	823123	835123	-	4.50	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
T4-3	27,48	823123	835123	-	8.60	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
T4-4	27,48	823123	835123	-	12.60	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
T4-5	27,48	823123	835123	-	18.10	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
T4-6	27,48	823123	835123	-	21.40	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6	1.6
T4-7	27,48	823123	835123	-	24.70	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8	1.8
T4-8	27,48	823123	835123	-	28.00	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4	1.4
T4-9	27,48	823123	835123	-	31.30	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
T4-10	27,48	823123	835123	-	34.60	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1	1.1
T4-11	27,48	823123	835123	-	37.90	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3	1.3
T4-12	27,48	823123	835123	-	47.80	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
T4-13	27,48	823123	835123	-	57.70	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T4-14	27,48	823123	835123	-	67.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T4-15	27,48	823123	835123	-	77.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T4-16	27,48	823123	835123	-	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T4-17	27,48	823123	835123	-	97.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T4-18	27,48	823123	835123	-	110.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T5-1	27,48	823121	835112	-	1.50	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
T5-2	27,48	823121	835112	-	4.50	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
T5-3	27,48	823121	835112	-	8.60	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
T5-4	27,48	823121	835112	-	12.60	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
T5-5	27,48	823121	835112	-	18.10	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
T5-6	27,48	823121	835112	-	21.40	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
T5-7	27,48	823121	835112	-	24.70	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
T5-8	27,48	823121	835112	-	28.00	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2
T5-9	27,48	823121	835112	-	31.30	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
T5-10	27,48	823121	835112	-	34.60	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
T5-11	27,48	823121	835112	-	37.90	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8	0.8
T5-12	27,48	823121	835112	-	47.80	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
T5-13	27,48	823121	835112	-	57.70	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T5-14	27,48	823121	835112	-	67.60	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T5-15	27,48	823121	835112	-	77.50	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T5-16	27,48	823121	835112	-	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T5-17	27,48	823121	835112	-	97.30	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T5-18	27,48	823121	835112	-	110.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T6-1	27,48	823116	834997	-	1.50	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
T6-2	27,48	823116	834997	-	4.50	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
T6-3	27,48	823116	834997	-	8.60	0.5	0.5	0.5	0.5	0.5	0.6	0.6	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
T6-4	27,48	823116	834997	-	12.60	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5	0.5
T6-5	27,48	823116	834997	-	18.10	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4	0.4
T6-6	27,48	823116	834997	-	21.40	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T6-7	27,48	823116	834997	-	24.70	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T6-8	27,48	823116	834997	-	28.00	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T6-9	27,48	823116	834997	-	31.30	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T6-10	27,48	823116	834997	-	34.60	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T6-11	27,48	823116	834997	-	37.90	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
T6-12	27,48	823116	834997	-	47.80	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
T6-13	27,48	823116	834997	-	57.70	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T6-14	27,48	823116	834997	-	67.60	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T6-15	27,48	823116	834997	-	77.50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T6-16	27,48	823116	834997	-	87.40	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
T6-17	27,48	823116	834997	-	97.30	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
T6-18	27,48	823116	834997	-	110.50	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Appendix 6.1 Historic Aerial Photo



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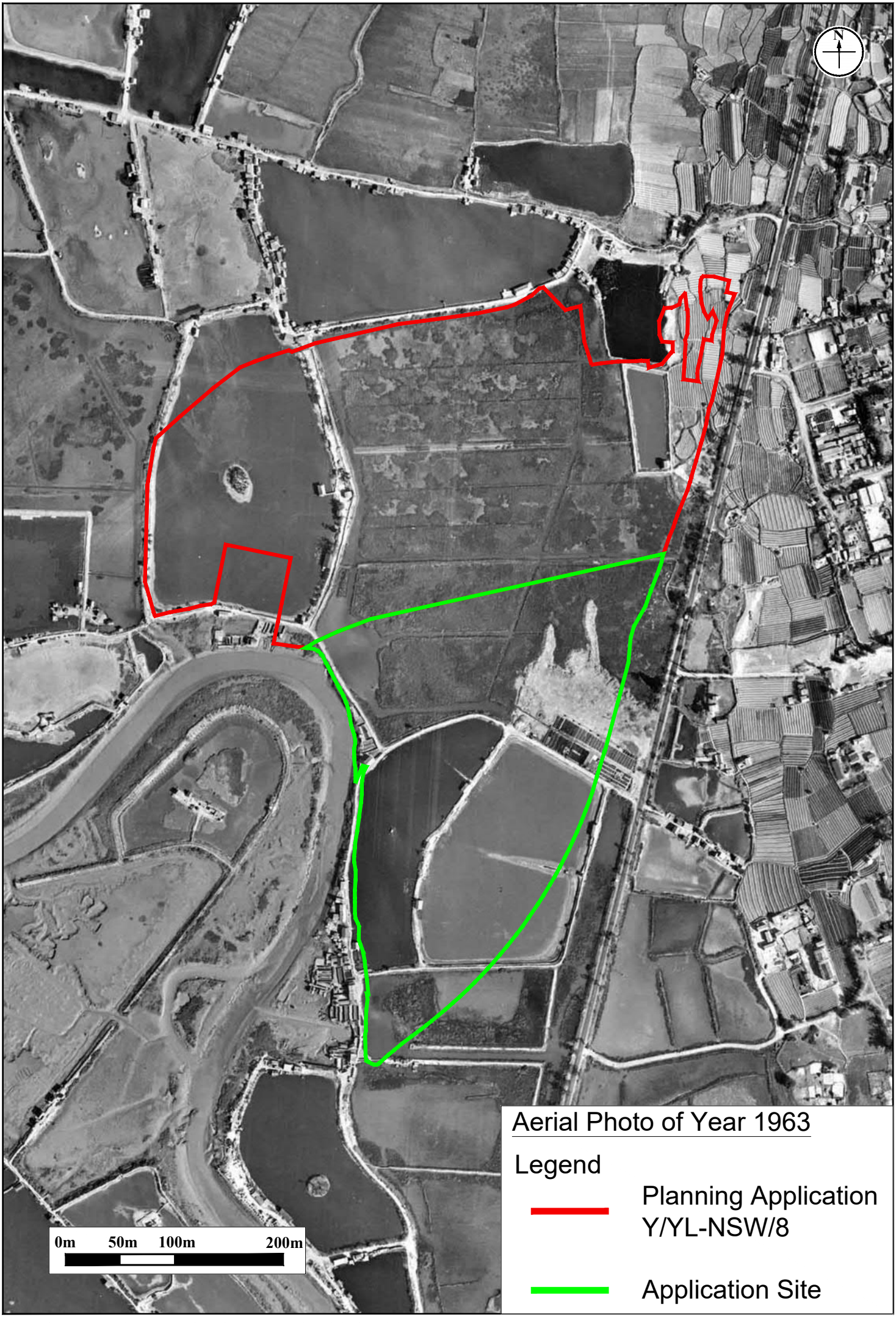

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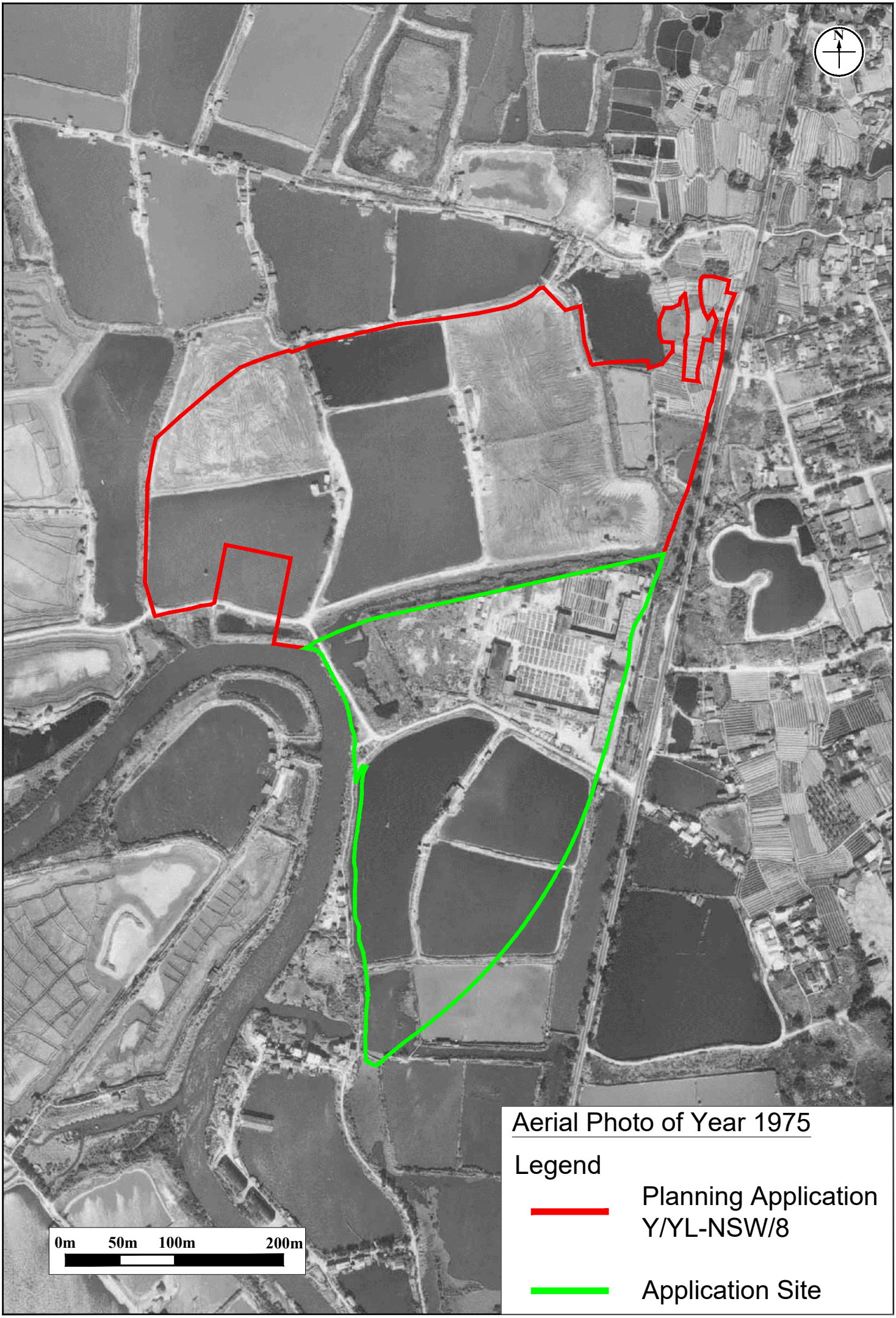

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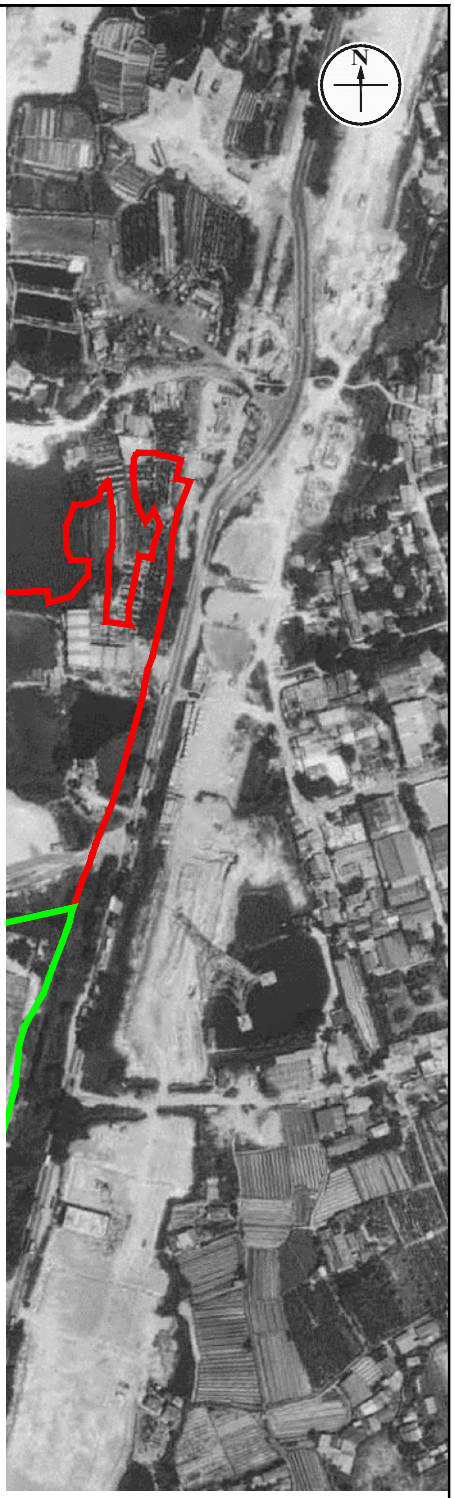
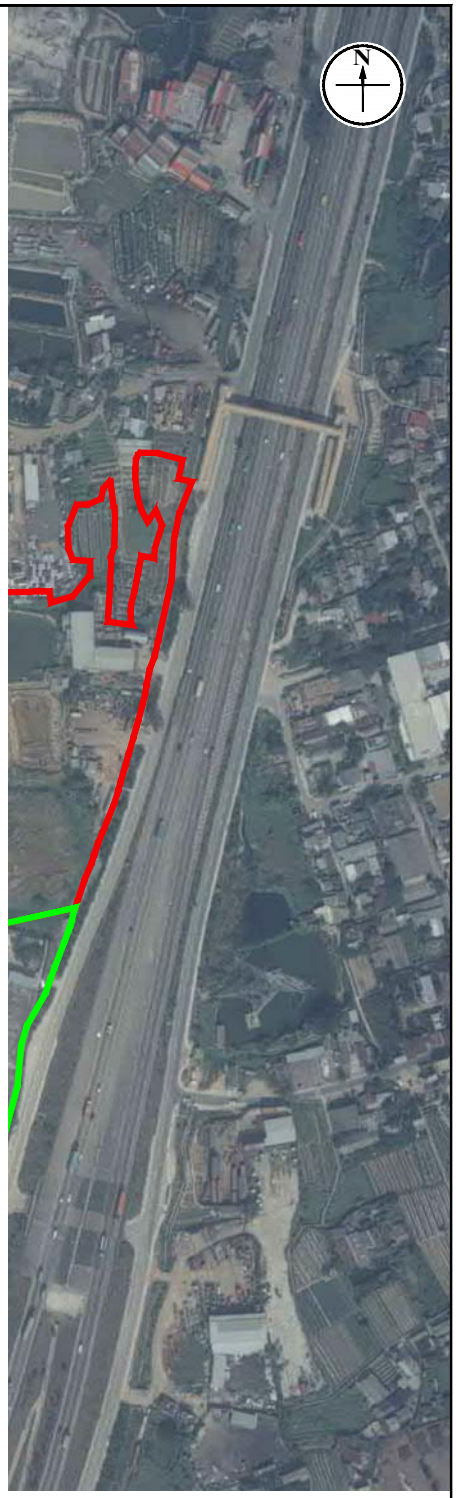


Aerial Photo of Year 1989

Legend

Planning Application Y/YL-NSW/8

Application Site



Aerial Photo of Year 1995

Legend

Planning Application Y/YL-NSW/8

Application Site



Aerial Photo of Year 2004

Legend

Planning Application Y/YL-NSW/8

Application Site



Aerial Photo of Year 2015

Legend

Planning Application Y/YL-NSW/8

Application Site



Aerial Photo of Year 2019

Legend

Planning Application Y/YL-NSW/8

Application Site



Aerial Photo of Year 2021

Legend

Planning Application Y/YL-NSW/8

Application Site



Aerial Photo of Year 2022

Legend

Planning Application Y/YL-NSW/8

Application Site

Appendix 6.2 Correspondence with Various Departments

RAMBOLL

Ref.: SHKOUIOSEI00_0_0003L.22

6 July 2022

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
10th Floor, Sha Tin Government Offices, 1 Sheung Wo Che Road,
Sha Tin, New Territories

By Fax (2685 1155) & Post

Dear Sir / Madam,

Land Contamination Assessment Study for Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long. As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the Application Site are required as part of the vetting process.

Of particular interests is whether there are any registered chemical waste producers under your record in the Application Site, any waste disposal record, any accidental spillage record, any submission relating to land contamination assessment and any information you could provide which might be useful for our study. We enclosed herewith a site map showing the location of the Application Site for your reference.

Due to the urgency of the project, we would be much appreciated if you could provide the requested information by **18 July 2022**.

Should you have any queries, please do not hesitate to contact the undersigned at 3465 2811 (email: cchiu@ramboll.com) or our Mr. Peter Leung at 3465 2831 (email: peterleung@ramboll.com). We sincerely seek your feedback on this matter. Thank you in advance for any assistance you can provide.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited



Calvin Chiu
Senior Manager

Enclosure: Location Plan of the Application Site

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Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

本署檔案
OUR REF : ( ) EP910/E6/1
來函檔案
YOUR REF : SHKOUIOSEI00_0_0003L.22
電 話
TEL NO : 2158 5851
圖文傳真
FAX NO : 2650 1133
網 址
HOMEPAGE : http://www.epd.gov.hk/

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
10/F., Shatin Government Offices,
1 Sheung Wo Che Road,
Shatin, N.T.

環境保護署
環保法規管理科
區域辦事處(北)
新界沙田上禾輋路 1 號
沙田政府合署 10 樓

(By Fax Only: 3465 2899)

29 July 2022

Ramboll Hong Kong Limited
21/F., BEA Harbour View Centre,
56 Gloucester Road,
Wan Chai, Hong Kong
(Attn.: Calvin CHIU)

Dear Calvin CHIU,

Land Contamination Assessment Study for Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" Zone and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D. 107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long - Enquiry for Land Contamination Information

We refer to your above letter under reference requesting for information for Land Contamination Assessment.

Regarding chemical spillage / incident record, this Regional Office has no record of chemical spillage / leakage incident at the captioned locations in the past 3 years. For waste disposal records and submission relating to land contamination, this Regional Office does not keep this information. You may need to check with other relevant parties / departments for such information as appropriate.

For the records of Chemical Waste Producer Registration, a registry of chemical waste producers is available in our Territory Control Office. Should you like to view the records, you may approach Mr. Eric FUNG at 2835 1027 for making an appointment to view the records.

Yours faithfully,

(TSE Yuet-chuen)
for Director of Environmental Protection

RAMBOLL

Ref.: SHKOUIOSEI00_0_0004L.22 6 July 2022

Fire Services Department
Fire Services Headquarters
Management Group (MG)
9th Floor, Fire Services Headquarters Building, 1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon

By Fax (2739 5879) & Post

Dear Sir / Madam,

Land Contamination Assessment Study for Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long- Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long. As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the Application Site are required as part of the vetting process.

Of particular interests are spill and incident reports (including records of fire at the Application Site) that we believe your Department might have record of. Furthermore, we would also like to know whether anywhere of the Application Site had applied or possessed license for dangerous goods storage. We enclosed herewith a site map showing the location of the Application Site for your reference.

Due to the urgency of the project, we would be much appreciated if you could provide the requested information by **18 July 2022**.

Should you have any queries, please do not hesitate to contact the undersigned at 3465 2811 (email: cchiu@ramboll.com) or our Mr. Peter Leung at 3465 2831 (email: peterleung@ramboll.com). We sincerely seek your feedback on this matter. Thank you in advance for any assistance you can provide.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited



Calvin Chiu
Senior Manager

Enclosure: Location Plan of the Application Site

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Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

消 防 處
香港九龍尖沙咀東部麼地道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 OUR REF. : (6) in FSD GR 6-5/4 R Pt. 42
來函檔號 YOUR REF. : SHKOUIOSEI00_0_0004L.22
電子郵件 E-mail : hkfsdenq@hkfsd.gov.hk
圖文傳真 FAX NO. : 2739 5879
電 話 TEL NO. : 2733 7741

15 July 2022

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wanchai, Hong Kong.
(Attn: Mr. Calvin CHIU, Senior Manager)

By fax (3465 2899) only

Dear Mr. CHIU,

Land Contamination Assessment Study for Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long – Enquiry for Land Contamination Information
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 6.7.2022 regarding the captioned subject.

Your case is being handled, and a reply will be furnished to you as soon as possible. Please be advised that due to time lapse, this Department can only provide the following information for your requested information:

(i) Dangerous Goods Licence Record: from the year of 1990 to present moment.

(ii) Incident Record: Past three years of fire and special services incidents.

Please also submit the appointment letter from your client for record.

Should you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(NG Wing-chit)
for Director of Fire Services

Ref. number and date should be quoted in reference to this letter
凡提及本信時請引述編號及日期

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 **OUR REF.** : (66) in FSD GR 6-5/4 R Pt. 42
來函檔號 **YOUR REF.** : SHKOUIOSEI00_0_0004L.22
電子郵件 **E-mail** : hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.** : 2739 5879
電 話 **TEL NO.** : 2733 7741

2 August 2022

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wanchai, Hong Kong.
(Attn: Mr. Calvin CHIU, Senior Manager)

Dear Mr. CHIU,

Land Contamination Assessment Study for Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long – Enquiry for Land Contamination Information
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 6.7.2022 regarding the captioned request and reply below in response to your questions:-

1. No Dangerous Goods Licence was issued in respect of the captioned address.

2. A total of one incident record was found at the subject location. Please refer to **Appendix A** for details.

If you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(NG Wing-chit)
for Director of Fire Services

Appendix A

Land Contamination Assessment Study for Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long – Enquiry for Land Contamination Information

Request for Information of Dangerous Goods & Incident Records

No.	Date	Type of Incident	Address
1.	5.2.2021	Vegetation Fire	LP FA9222, near Castle Peak Road, Tam Mi

消 防 處
香港九龍尖沙咀東部康莊道 1 號
消防處總部大廈

FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 **OUR REF.** : (72) in FSD GR 6-5/4 R Pt. 42
來函檔號 **YOUR REF.** : SHKOUIOSEI00_0_0009L.22
電子郵件 **E-mail** : hkfsdenq@hkfsd.gov.hk
圖文傳真 **FAX NO.** : 2739 5879
電　　話 **TEL NO.** : 2733 7741

2 August 2022

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wanchai, Hong Kong.
(Attn: Mr. Calvin CHIU, Senior Manager)

Dear Mr. CHIU,

Land Contamination Assessment Study for Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "OU(CDWRA)" Zone to "OU"(CDWRA)1" Zone at Various Lots in D.D. 107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long – Enquiry for Land Contamination Information
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 6.7.2022 regarding the captioned request and reply below in response to your questions:-

1. No Dangerous Goods Licence was issued in respect of the captioned address.

2. A total of three incident records were found at the subject location. Please refer to **Appendix A** for details.

If you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(NG Wing-chit)
for Director of Fire Services

Appendix A

Land Contamination Assessment Study for Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "OU(CDWRA)" Zone to "OU"(CDWRA)1" Zone at Various Lots in D.D. 107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long – Enquiry for Land Contamination Information

Request for Information of Dangerous Goods & Incident Records

No.	Date	Type of Incident	Address
1.	5.9.2020	Traffic Accident	LP FB9540, near Castle Peak Road - Tam Mi
2.	20.12.2020	Vegetation Fire	LP FC3644, Pok Wai South Road
3.	4.1.2022	No.1 Alarm	LP FB9541, near Castle Peak Road - Tam Mi

RAMBOLL

Ref.: SHKOUIOSEI00_0_0005L.22

6 July 2022

Hong Kong Police Force
A Department
Operation Wings
Explosive Ordinance Disposal Bureau
150 Mount Butler Road, Jardine's Lookout,
Hong Kong

By Fax (2203 4273) & Post

Dear Sir / Madam,

Land Contamination Assessment Study for Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long. As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the Application Site are required as part of the vetting process.

Of particular interests are current and historical explosive storage locations and records at the Application Site, and any explosive spillage and incident reports that we believe your Department might have record of. We enclosed herewith a site map showing the location of the Application Site for your reference.

Due to the urgency of the project, we would be much appreciated if you could provide the requested information by **18 July 2022**.

Should you have any queries, please do not hesitate to contact the undersigned at 3465 2811 (email: cchiu@ramboll.com) or our Mr. Peter Leung at 3465 2831 (email: peterleung@ramboll.com). We sincerely seek your feedback on this matter. Thank you in advance for any assistance you can provide.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Calvin Chiu
Senior Manager

Enclosure: Location Plan of the Application Site

Q:\Projects\SHKOUIOSEI00\02 Project Management\02 Corr\SHKOUIOSEI00_0_0005L.22.docx

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

Our Ref: (71) in CP OPS EOD 6-20/1 Pt.5
Telefax No. : +852 2203 4273
Telephone No. : +852 2203 4296
Date : 2022-07-25

Explosive Ordnance Disposal Bureau
Hong Kong Police
EOD Depot,
150 Mount Butler Road,
Jardine's Lookout,
Hong Kong.

FACSIMILE TRANSMISSION

To : Ramboll HK Ltd (Attn: Calvin Chiu)
Addressee's Telefax No.: +852 3465 2899
Thro' (SBDO)
Your Ref.: SHKOUOSEI00_0_0005L.22
Total Number of Pages Transmitted: 1 (including this page)
Dated: 2022-07-06
Please notify Ms. TSE, General Registry, EOD (2203 4325) if the message is incom

Dear Sir/Madam,

Re: Land Contamintion Assessment Study for Section 12A Planning Applocation for Propose Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)' and "OS' Zone to "R(E) Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government La West of Castle Peak Road – Tam Mi, Yuen Long -
Enquiry for Land Contamination Information

Your letter was received.

There was no explosive incident in our database at the mentioned site.

We do not hold record and location of explosive storage, as well as explosive spillage reports for the mentioned site. You may wish to approach the Mines Division of the Civil Engineering and Development Department for further advice.

Should you require further information, please contact the undersigned at 2203 4327.

Yours faithfully,

Alfred YEUNG
Bomb Disposal Officer
Explosive Ordnance Disposal Bureau
Hong Kong Police Force

RAMBOLL

Ref.: SHKOUIOSEI00_0_0006L.22

6 July 2022

Planning Department
District Planning Branch
New Territories District Planning Division
Fanling, Sheung Shui & Yuen Long East District Planning Office
Unit 2202, 22/F, CDW Building, 388 Castle Peak Road
Tsuen Wan, New Territories

By Fax (3168 4074) & Post

Dear Sir / Madam,

Land Contamination Assessment Study for Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long - Enquiry for Land Contamination Information

We are conducting a Land Contamination Assessment Study for Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long. As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the Government of HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the Application Site are required as part of the vetting process.

Of particular interests are current and historical site information, any change on the land use, future land use and any information relating to land contamination issues of the Application Site. We enclosed herewith a site map showing the location of the Application Site for your reference.

Due to the urgency of the project, we would be much appreciated if you could provide the requested information by **18 July 2022**.

Should you have any queries, please do not hesitate to contact the undersigned at 3465 2811 (email: cchiu@ramboll.com) or our Mr. Peter Leung at 3465 2831 (email: peterleung@ramboll.com). We sincerely seek your feedback on this matter. Thank you in advance for any assistance you can provide.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Calvin Chiu
Senior Manager

Enclosure: Location Plan of the Application Site

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Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

By Post and Fax (3465 2899)

規劃署

粉嶺、上水及元朗東規劃處
新界荃灣青山公路388號
中染大廈22樓2202室

Planning Department

Fanling, Sheung Shui & Yuen Long East
District Planning Office
Unit 2202, 22/F., CDW Building,
388 Castle Peak Road, Tsuen Wan, N.T.

來函檔號 Your Reference SHKOUIOSEI00_0_0011L.22&0006L.22

本署檔號 Our Reference ( ) in Y/YL-NSW/8&9

電話號碼 Tel. No.: 3168 4043

傳真機號碼 Fax No.: 3168 4074/ 3168 4075

19 July 2022

Ramboll Hong Kong Limited
21/F, BEA Harbour View Centre,
56 Gloucester Road,
Wan Chai, Hong Kong
(Attn.: Calvin Chiu)

Dear Ms. Wong,

Land Contamination Assessment Study for Section 12A Planning Applications at Various Lots in D.D. 107 and Adjoining Government Land and Lots 1910 RP (Part) and 1743 S.C. RP (Part) in D.D. 107 and Adjoining Government Land, Tam Mi, Yuen Long
(Planning Applications No. Y/YL-NSW/8 and 9)

Enquiry for Land Contamination Information

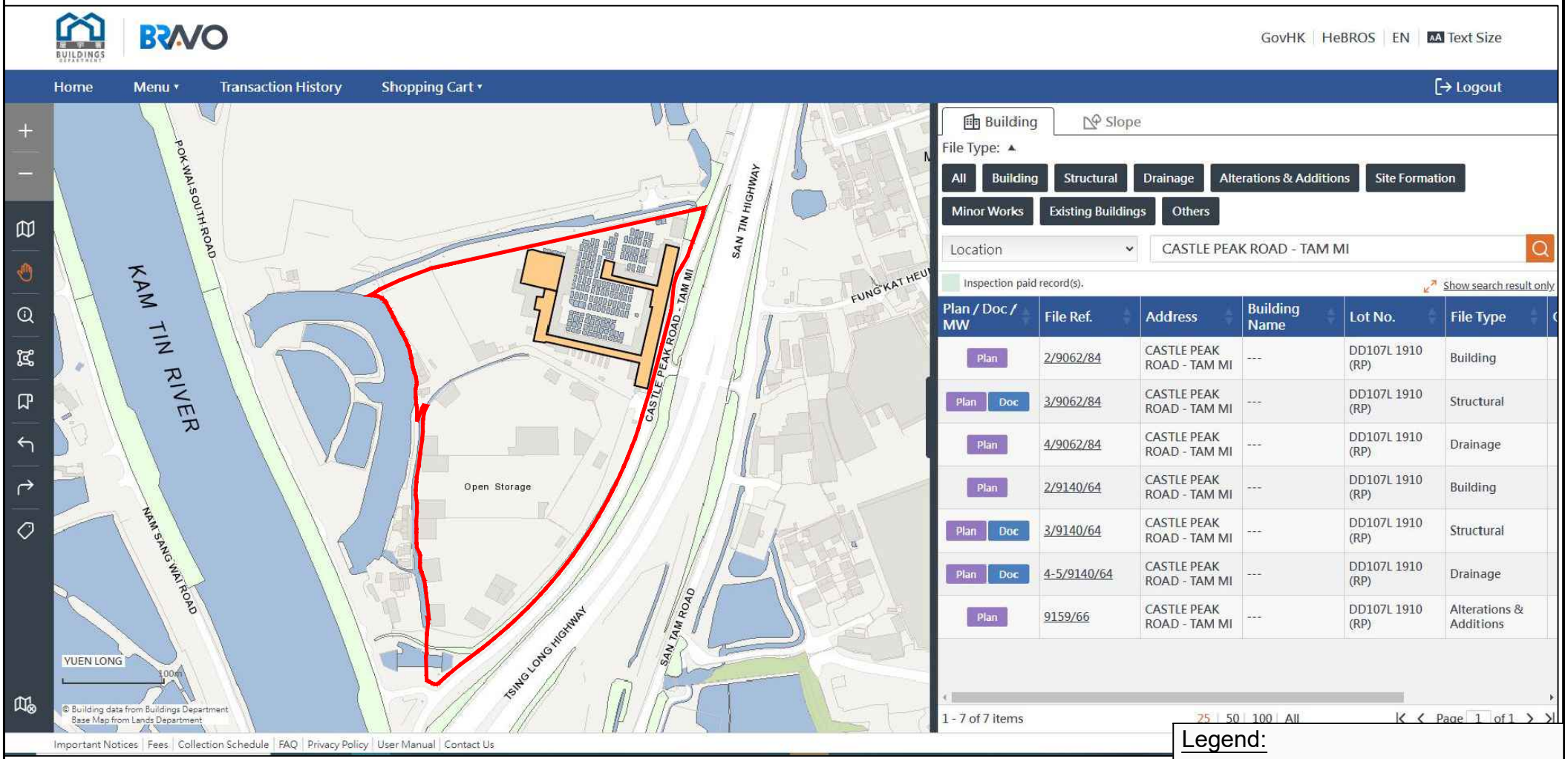
I refer to your letters dated 6.7.2022 regarding the captioned.

2. The subject sites fall within an area zoned "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area" (No. Y/YL-NSW/8) and "Industrial (Group D)" and "Open Storage" (No. Y/YL-NSW/9) on the approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8 (OZP). Please be advised that the current and historical site information and the change in land use related to the OZP could be accessed from the Public Enquiry Counters of the Planning Department. Regarding the development proposals that could be related to the captioned study, including the information on planning applications and the building parameters of approved building plans, this published information can be obtained from the Town Planning Board Secretariat and the Building Information Centre of the Building Department.

Yours faithfully,

(Gary LAM)
for District Planning Officer/
Fanling, Sheung Shui & Yuen Long East

Appendix 6.3 Screen Capture of BRAVO



Legend:

Application Site

Appendix: 6.3

Title: Screen Capture of BRAVO

Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and "Road" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by: PL

Checked by: CC

Rev.: 1.1

Date: Jan 2024

\\aphkfps3\Drive Q\Projects\SHKOUIOSEI00\05 Assessments\01 Air\20240103 EA Opt49C\Fig1.2 Assessment Area_240103.dwg

Appendix F

Drainage Impact Assessment

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)” and “OS” Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

Drainage Impact Assessment

November 2024

Delivering a better world

Prepared by:

AECOM Asia Company Limited
11/F, Tower 2, Grand Central Plaza, 138 Shatin Rural Committee Road, Shatin
Hong Kong
aecom.com

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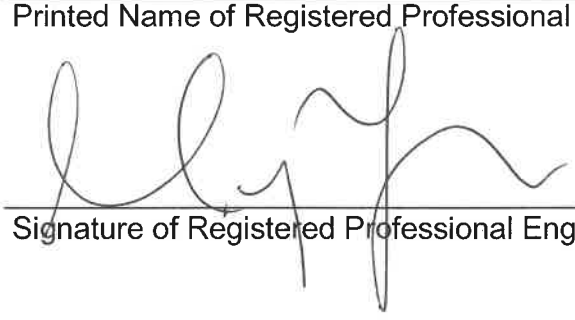
This document has been prepared by AECOM Asia Company Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

YUEN MING CHUNG

Printed Name of Registered Professional Engineer



Signature of Registered Professional Engineer

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1. INTRODUCTION

1.1 Background

1.1.1 AECOM Asia Company Limited (AECOM) has been commissioned to carry out engineering studies to support Section 12A Planning Application for Proposed Amendments to the Approved Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone, Yuen Long, New Territories.

1.1.2 The Application Site occupies an area of approximately 81,550m^2. The Application Site is bounded by Pok Wai South Road and Kam Tin River to the west and Castle Peak Road – Tam Mi Section to the east. The detailed location is shown in **Figure 1**.

1.1.3 The Application Site including area currently zoned as "Industrial (Group D) (I(D))" and part of "open storage (OS)" under the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8, which is proposed to rezone as "Residential (Group E) (R(E))" hereafter "R(E)" Site. The remaining part of "OS" site is proposed to rezone as "R(E)" to use for relocation of soy sauce factory which currently located in "I(D)" hereafter "I(D)" Site.

1.1.4 Another area currently zoned as "Other Specified Uses (Comprehensive Development to include Wetland Restoration Area)" ("OU(CDWRA)") located to the north of the Application Site is proposed to be rezoned into "OU(CDWRA)1" zone for private residential development under separate submission. In order to assess the combined impact of the "R(E)" and "OU(CDWRA)1" sites, the proposed parameters of both sites are included under this assessment to present the holistic picture.

1.1.5 The DIA report serves as a supportive document for application under Section 12A of Town Planning Ordinance (Cap 131).

1.2 Objective of this Submission

1.2.1 This report outlines the assessment results of the potential drainage impacts generated by the Proposed Development of the Application Site. The main objectives of this assessment include the followings:

(i) Review available existing drainage studies in the vicinity of the Application Site.

(ii) Review the existing drainage condition and flooding susceptibility of the Application Site.

(iii) Outline the methodology adopted in this assessment.

(iv) Outline changes to the drainage characteristics and potential drainage impacts which may arise from the Proposed Development, and

(v) Propose drainage mitigation measures where appropriate to mitigate the potential drainage impact.

2. DEVELOPMENT PROPOSAL

2.1 The Proposed Development

2.1.1 The "R(E)" Site has an area of approximately 46,501m^2 for residential use with a domestic Gross Floor Area (GFA) at about 115,942m^2. The development is anticipated to complete with population intake in 2031.

2.1.2 The Master Layout Plan (MLP) of the Application Site is shown in **Figure 2**. The details of the proposed development schedule are summarized in **Table 1** below.

Table 1 Development Schedule for "R(E)" Site (subject application)

"R(E)" Application Site Area	About 81,550 m^2
Primary School Site Area	About 6,200 m^2
Relocated Soy Factory Site Area	About 27,459 m^2
Government land currently occupied by some temporary structures	About 1,390 m^2
"R(E)" Residential Site Area (1)	About 46,501m^2
"R(E)" Domestic GFA	About 115,942 m^2

Note:

(1) Excluding portion of Government land currently occupied by some temporary structures at the western portion of the Application Site with an area of about 1,390m^2

Table 2 Development Schedule for "OU(CDWRA)1" Site (under separate submission)

"OU(CDWRA)1" Site Area	About 116,231 m^2
"OU(CDWRA)1" Site Domestic GFA	About 255,708 m^2
Proposed Wetland Restoration Area (i.e. Detention Pond)	About 28,000 m^2

3. ASSESSMENT METHODOLOGY AND ASSUMPTION

3.1 Overview of Methodology

3.1.1 This DIA is carried out in accordance with the requirements of "Advice Note No. 1 – Application of the Drainage Impact Assessment Process to Private Sector Projects" and Stormwater Drainage Manual (SDM) 5th Edition, the Corrigendum No. 1/2022 and Corrigendum No. 1/2024 promulgated by Drainage Services Department (DSD).

3.1.2 Potential drainage impact of the Proposed Development is assessed quantitatively. Catchments based runoff will be estimated based on Rational Method while the hydraulic performance of the drains shall adopt Colebrook-White equation with appropriate roughness factors correspond to the materials and deteriorating conditions as summarized in **Table 3**.

Table 3 Summary of Design parameters

	Proposed Box Culvert / Detention Pond	Proposed U-channel
Design Standard	1 in 200-year storm event	1 in 50-year storm event
Rainfall Zone	Hong Kong Observatory (HKO) Headquarters	
Design Storm Parameters	a = 508.8; b = 3.46; c = 0.322;	a = 505.5; b = 3.29; c = 0.355;
Rainfall Intensity	$i = \frac{a}{(t_d + b)^c}$	
Peak Runoff Estimation	Rational Method	
Runoff Coefficient	0.95 for paved area and 0.35 for unpaved area	
Pipe Sediment	10% reduction in flow area	
Pipe roughness (ks)	ks = 0.15mm for precast concrete pipes in normal condition n = 0.014 for concrete-lined channel in good condition	
Climate Change	16% 12.1% (Additional Design Allowance)	

4. DRAINAGE SYSTEMS OF THE APPLICATION SITE

4.1 Site Description

4.1.1 The Application Site of R(E) Site area of about 81,550m^2, consists of the residential site (includes the Government land currently occupied by some temporary structures at the western portion), the relocated soy sauce factory and the primary school site.

4.1.2 The existing topography across the Application Site varies in height, ranging from approximately +4.1 to +5.1 mPD.

4.2 Existing Drainage System

4.2.1 According to DSD drainage record plan, available topographic survey, an existing 3m wide open channel is located along the northern edge outside the Application Site. This channel collects surface runoff from "I(D)" Site, "OU(CDWRA)" site, and an external catchment located on the west side of the "I(D)" Site (denoted as "Catchment 1"). The stormwater collected in the concrete open channel flows from east to west, connecting to the north side of the Historical Kam Tin River.

4.2.2 On the north side of the Historical Kam Tin River, an outfall structure discharges towards the Trained Kam Tin River via three 900mm pipes (denoted as "Outfall 1").

4.2.3 On the south side of the Historical Kam Tin River, an outfall structure discharges towards the Trained Kam Tin River via a twin cell 5.25m(W) × 3.84m(H) Box Culvert (denoted as "Outfall 2").

4.2.4 The upstream of the twin cell 5.25m(W) × 3.84m(H) box culvert mentioned in Section 4.2.3 is connected by open drainage channel transitions and another twin cell 5.25m(W) × 3.84m(H) box culvert. Part of the open drainage channel transitions and the twin cell 5.25m(W) × 3.84m(H) Box Culvert are overlapping the "OS" Site.

4.2.5 Other than two main discharge flow, the runoff from a small catchment located between "I(D)" Site and "OS" Site is collected by existing gullies and is directly discharged to Historical Kam Tin River.

4.2.6 The existing drainage network and catchment areas is shown in **Figure 3**.

4.2.7 The current operating Soy Sauce Factory adopted on-site sewage treatment plant to process their wastewater, with a valid discharge license allowing discharge of treated effluent up to 50m^3/day, to the nearest stormwater outlet of Kam Tin River.

4.3 Impact on Existing Drainage System

4.3.1 The existing site is about 86% paved including 90% of "OS" Site, soy sauce factory site and 14% unpaved area including Catchment 1, Government land currently occupied by some temporary structures and 10% of "OS" Site. The application proposed to rezone existing "I(D)/OS" to "Residential (R(E))". Under current master layout plan, approximately 30% of the development area will be converted to unpaved green area, while school site and soy sauce factory site are assumed to be 100% paved.

4.3.2 The Application Site under Planning Application No. Y/YL-NSW/9 and other private development to the north (Planning Application No. Y/YL-NSW/8) have an additional surface runoff discharging to the existing concrete open channel in pre-development scenario. According to DIA report under Planning Application No. Y/YL-NSW/8, the existing open channel would be replaced by a box culvert. The proposed box culvert would provide drainage capacity no less than the existing open channel, while the future discharge from Y/YL-NSW/8 would be reduced after completion of the proposed detention pond. Details are summarized in **Table 4**.The surface runoff estimation for detention pond refers to **Appendix F1**.

4.3.3 The stormwater from relocated soy sauce factory and proposed school site will discharge to Outfall 2 located at the southern part of the site. Due to increase in unpaved area and reduction in catchment area, the peak runoff to Outfall 2 will change from 3.53m^3/s to 3.12m^3/s. As such, the proposed development will discharge less stormwater to Outfall 2 compared to the existing condition. The peak runoff under post development is presented in **Table 5** and hydraulic calculation is provided in **Appendix F2.**

Table 4 Change in Surface Runoff Estimation for Detention Pond

		Paved (m^2)	Unpaved (m^2)	Pond (m^2)	Rainfall Intensity (mm/hr)	Total surface runoff (m^3/s)
Discharge to Proposed Box Culvert Replacing Existing 3m Concrete Open Channel (Outfall 1)						
Pre-Development Catchment	"OU(CDWRA)" (Refer to Figure 3)	6,045	91,514	1,373	99.02	1.08 (a)
	"I(D)"	29,629	-	-	99.02	0.77 (b)
	Catchment 1	190	5,257	-	99.02	0.07 (c)
					Sub-total (a) + (b) + (c)	**1.92 (d)**
Post-Development Catchment	"OU(CDWRA)1" (Refer to Figure 4)	61,762	34,869	19,600	99.02	2.49 (e)
	"R(E)"	29,296	12,555	-	99.02	0.89 (f)
					Runoff stored in proposed detention pond:	1.47 (g)
					Sub-total (e) + (f) – (g)	**1.91 (h)**
					Discharge to Proposed Box Culvert (from "OU(CDWRA)1" Site) (e) – (g):	1.02
					Net Decrease to Proposed Box Culvert (d) – (h):	**0.01**

Note:

Assume 5% paved and 95% unpaved area for "OU(CDWRA)" site (Pre-development)

Assume 100% paved area for "I(D)" site (Pre-development)

Assume 100% unpaved area for Catchment 1 (Pre-development)

Assume 70% paved 30% unpaved area for post development scenario

Assume 100% paved area for primary school and soy sauce factory sites (Post-development)

Assume concrete channel and connected Historical Kam Tin River work as one storage system

16% (due to climate change) +12.1% (additional design allowance) for climate change has been considered

Grey colored area under separate submission

Table 5 Post Development Runoff Discharge

	Paved (m^2)	Unpaved (m^2)	Pond (m^2)	Rainfall Intensity (mm/hr)	Total surface runoff (m^3/s)
Discharge to Detention Pond					
"OU(CDWRA)1" Site Area 2 & Detention Pond (Refer to Appendix F2)	31,874	10,060	19,600	316.13	4.69
Discharge to Proposed Box Culvert Replacing Existing 3m Concrete Open Channel (Outfall 1)					
"OU(CDWRA)1" Site Area 1 & Site Area 3 (Refer to Appendix F2)	29,888	24,809	-	316.13	3.25
"R(E)"	29,296	12,555	-	316.13	2.83
Discharge to 2 Cells 5.25m x 3.84m Box Culvert (Outfall 2)					
"R(E)"	36,914	1,395	-	316.13	**3.12**

Note:
Assume 70% paved 30% unpaved area for post development scenario
Assume 100% paved area for primary school and soy sauce factory sites (Post-development)
Assume concrete channel and connected Historical Kam Tin River work as one storage system
16% (due to climate change) +12.1% (additional design allowance) for climate change has been considered
Grey colored area under separate submission

5. PROPOSED DRAINAGE SYSTEM

5.1 Perimeter Drains

5.1.1 Perimeter drains are proposed to intercept surface runoff generated from the development site. Runoff collected by perimeter drains will be discharged via terminal manholes.

5.1.2 The internal catchments division for u-channel is shown in **Figure 5**. The runoff estimation for u-channel refers to **Appendix F4** and hydraulic calculation refers to **Appendix F5**.

5.2 Discharge to Proposed Box Culvert

5.2.1 90% of the generated runoff from "R(E)" residential site collected by perimeter drains and internal drainage system. Under post-development stage, the peak discharge 2.83m^3/s of stormwater runoff will be collected and conveyed to stormwater terminal manholes, new stormwater discharge pipes proposed at the downstream of terminal manholes to be connected to reserved stormwater connection of the proposed box culvert replacing the existing 3m concrete open channel. The proposed box culvert is located at "OU(CDWRA)1" site. Details of the proposed box culvert refer to "OU(CDWRA)1" site DIA report under Planning Application No. Y/YL-NSW/8. The proposed box culvert discharges to Historical Kam Tin River and eventually discharge to Trained Kam Tin River via existing 3x900mm pipes (Outfall 1).

5.2.2 According to **Appendix F2**, the peak discharge to existing 3m concrete open channel from R(E)" Site under pre-development is 2.65m^3/s. There is an increase of 0.18m^3/s runoff to the proposed box culvert due to "R(E)" Site. To allow the increased runoff from "R(E)" Site to discharge to proposed box culvert and keep the drainage capacity of the proposed box culvert no less than the existing open channel, the future discharge from "OU(CDWRA)1" site would be reduced after completion of the proposed detention pond. The detail of detention pond in "OU(CDWRA)1" site and amount of runoff from "OU(CDWRA)1" site discharge to proposed box culvert are under separate submission.

5.2.3 According to hydraulic checking in **Appendix F2**, the total runoff discharge to the proposed box culvert under post-development is 6.08m^3/s which is reduced by 0.01m^3/s from pre-development condition (6.09m^3/s), therefore no drainage impact is envisaged.

5.3 Discharge to Outfall Structure

5.3.1 It is proposed that the surface runoff from remaining 10% of "R(E)" residential site and school site discharge to the existing channel located west side of the site boundary, eventually to Outfall 2 structure located south of the site boundary. The peak discharge about 0.83m^3/s is further discharged from Outfall 2 structure towards Trained Kam Tin River.

5.3.2 The stormwater from relocated soy sauce factory and proposed school site will be discharge to existing drainage outfall structure at southern boundary. About 2.29m^3/s and 0.52m^3/s surface runoff from relocated soy sauce factory and proposed school site respectively will be collected through perimeter drains and internal drainage system and then deliver to Outfall 2 structure.

5.3.3 The total runoff discharge to Outfall 2 structure after the development will reduce from 3.53m^3/s to 3.12m^3/s. Therefore, no drainage impact is envisaged.

5.3.4 The proposed stormwater drainage arrangement is shown in **Figure 4**. The preliminary hydraulic checking is shown in **Appendix F2**.

5.3.5 The size and detailed arrangement of the internal drainage system and perimeter drain proposed for the development will be further reviewed in detailed design stage, submission will be made to Buildings Department for approval in due course.

5.4 Proposed Extension of Existing Twin Cell Box Culvert

5.4.1 As mentioned in Section 4.2.4, a section of existing open channel is located under the rezoned "RE" Site. To facilitate soy sauce factory operation purpose, the existing twin cell 5.25m(W) × 3.84m(H) Box Culvert be extended to the rezoned "RE" Site boundary, total extension length is about 15m. Proposed maintenance responsibility refers to Section 6. Details will be discussed in detail design stage.

6. MAINTENANCE RESPONSIBILITY

6.1 Proposed Terminal Manhole and Proposed Pipeline

6.1.1 The Applicant will be responsible for the maintenance of the stormwater drainage facilities within the site boundary. The detailed maintenance responsibility of proposed drainage facilities outside the Application Site will require further discussion with relevant government departments for confirmation during detailed design stage.

6.1.2 For the proposed pipeline and connections downstream of the development stormwater terminal manhole, the development is responsible for the cost of construction.

6.2 Proposed Extension of Existing Twin Cell Box Culvert

6.2.1 Extension of existing twin cell box culvert is proposed in Section 5.4.1.The proposed extension work will simplify the maintenance responsibility. Existing upstream box culvert under castle peak road will remain under Highways Department's operation and maintenance, the old and extended section of box culvert within private lot zoned "RE" will be maintained by the private development. Finally, the downstream open channel, which is shortened after the culvert extension, will remain be maintained by Drainage Service Department.

7. CONCLUSIONS

7.1.1 As the "OU(CDWRA)1" and "R(E)" sites are located immediately adjacent to each other, the combined impact of both sites are evaluated under this assessment to present the holistic picture.

7.1.2 The drainage impact due to the change of drainage characteristics (i.e. change in surface runoff due to increase in unpaved area) have been assessed. Climate change is considered in accordance with Stormwater Drainage Manual. Upon completion of the proposed development, reduction in drainage discharge to Kam Tin River is anticipated.

7.1.3 It is proposed that the stormwater surface runoff to be collected by internal drainage pipe network as well as perimeter drains along the site perimeter. The proposed drainage system discharges a portion of surface runoff to the proposed box culvert. The proposed box culvert discharges to Historical Kam Tin River and eventually discharge to Trained Kam Tin River via existing 3x900mm pipes (Outfall 1).

7.1.4 The remaining portion of surface runoff discharge to the existing outfall structure. The net discharge flow to the outfall structure will be decreased and dischagred to the Trained Kam Tin River via existing twin cells 5.25m(W)×3.84m(H) box culvert (Outfall 2).

7.1.5 Based on the hydraulic assessment, there is no adverse drainage impact to the surrounding drainage system arising from the Proposed Development.

FIGURES

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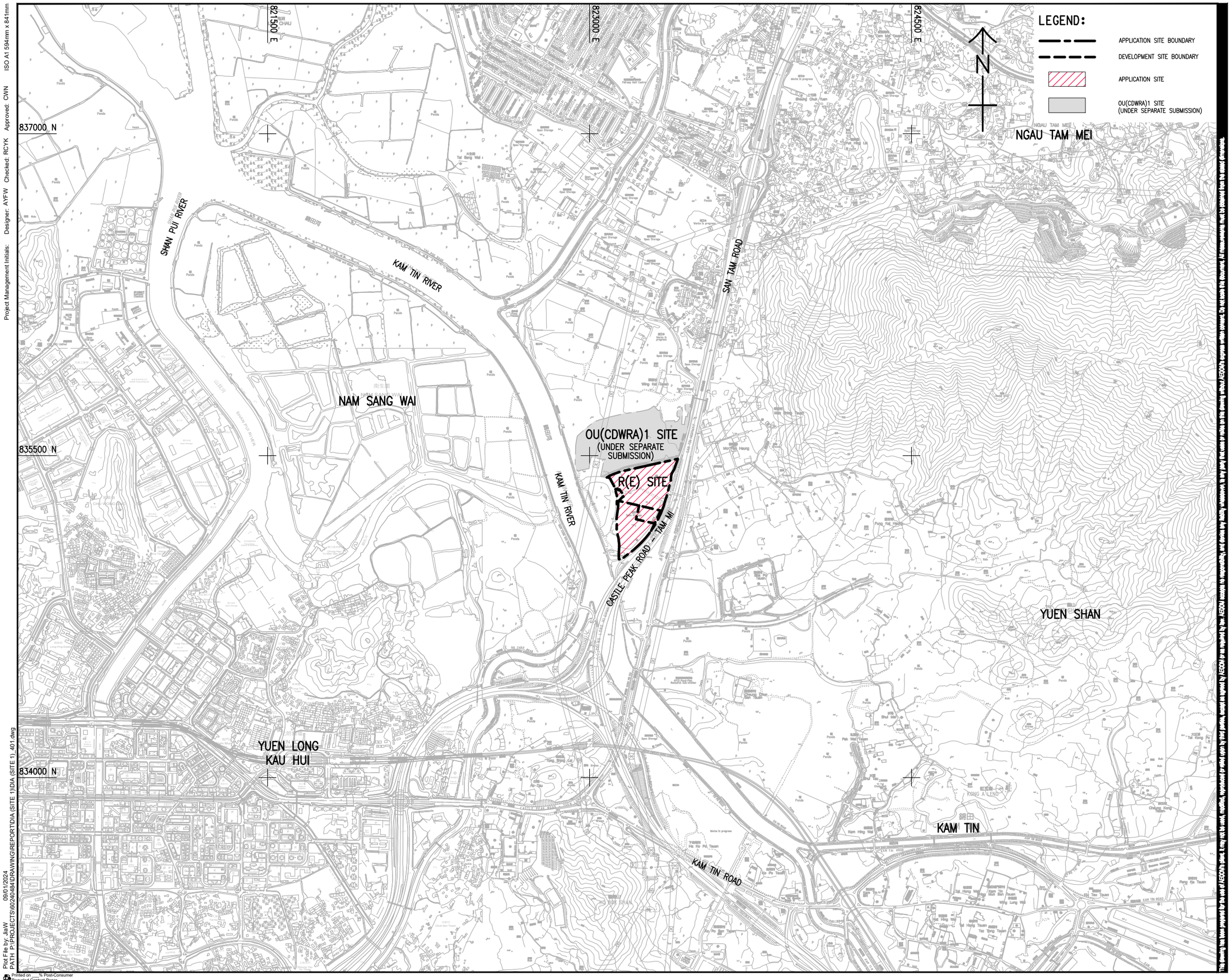

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KEY PLAN

PROJECT NO. | **AGREEMENT NO.**

60240484 | YL/2020/01

SHEET TITLE

LOCATION PLAN

SHEET NUMBER

60240484/DIA/FIGURE 1

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822600 E
823000 E
823400 E
835800 N
835400 N
835000 N

LEGEND:
- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- OU(CDWRA)1 SITE (UNDER SEPARATE SUBMISSION)

N

OU(CDWRA)1 SITE
(UNDER SEPARATE SUBMISSION)

SAN TAM ROAD

MO FAN HEUNG

KAM TIN RIVER

SWIMMING POOL

R(E) SITE

T1 (29 STOREYS) +112.0
T2 (29 STOREYS) +112.0
T3 (24 STOREYS) +89.8
T5 (19 STOREYS) +77.0
T6 (29 STOREYS) +115.0
T7 (29 STOREYS) +115.0
T8 (29 STOREYS) +115.0
T9 (29 STOREYS) +115.0
T10 (19 STOREYS) +75.5
T11 (15 STOREYS) +61.5
T12 (15 STOREYS) +61.5

MEANDER 1

MEANDER 2

HISTORICAL KAM TIN RIVER

PRIMARY SCHOOL

SOY SAUCE FACTORY

TSING LONG HIGHWAY

FUNG KAT HEUNG

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KEY PLAN

PROJECT NO. | **AGREEMENT NO.**

60240484 | YL/2020/01

SHEET TITLE

MASTER LAYOUT PLAN OF THE PROPOSED DEVELOPMENT

SHEET NUMBER

60240484/DIA/FIGURE 2

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822600 E
823000 E
823400 E
835800 N
835400 N
835000 N

LEGEND:
- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY
- EXISTING OVERLAND FLOW
- EXISTING FLOW PATH
- EXISTING CONNECTION TO OPEN CHANNEL
- EXISTING CHANNEL
- KAM TIN RIVER

N

OU(CDWRA)1 SITE
(UNDER SEPARATE SUBMISSION)

I(D) SITE

OS SITE

Unpaved: 5,257m^2
Runoff: 0.16m^3/s

Catchment 1 (Catchment for gullies): 190m^2
Runoff: 0.02m^3/s

DISCHARGING TO 3M WIDE OPEN CHANNEL

EXISTING 3m OPEN CHANNEL

Paved: 29,216m^2
Runoff: 2.44m^3/s

Paved (Catchment for gullies; Pink hatch): 413m^2
Runoff: 0.03m^3/s

3m OPEN CHANNEL DISCHARGING TO HISTORICAL KAM TIN RIVER

EXISTING 3 x 900DIA. PIPE DISCHARGING TO TRAINED KAM TIN RIVER (OUTFALL 1)

900ø
900ø
900ø

CATCHMENT 1

MEANDER 1

MEANDER 2

HISTORICAL KAM TIN RIVER

TRAINED KAM TIN RIVER

EXISTING U-CHANNEL

EXISTING CHANNEL

EXISTING CHANNEL DISCHARGE TO EXISTING BOX CULVERT

Existing 2-Cell 5.25m(W) × 3.84m(H) Box Culvert
(Outfall 2)

Paved: 40,580m^2
Unpaved: 4,504m^2
Runoff: 3,53m^3/s

Existing Twin Cell 5.25m(W) × 3.84m(H) Box Culvert

Existing Open Drainage Channel

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KEY PLAN

PROJECT NO.
60719834

AGREEMENT NO.
YL/2020/01

SHEET TITLE
EXISTING DRAINAGE NETWORK AND CATCHMENT AREAS

SHEET NUMBER
60719834/DIA/FIGURE 3

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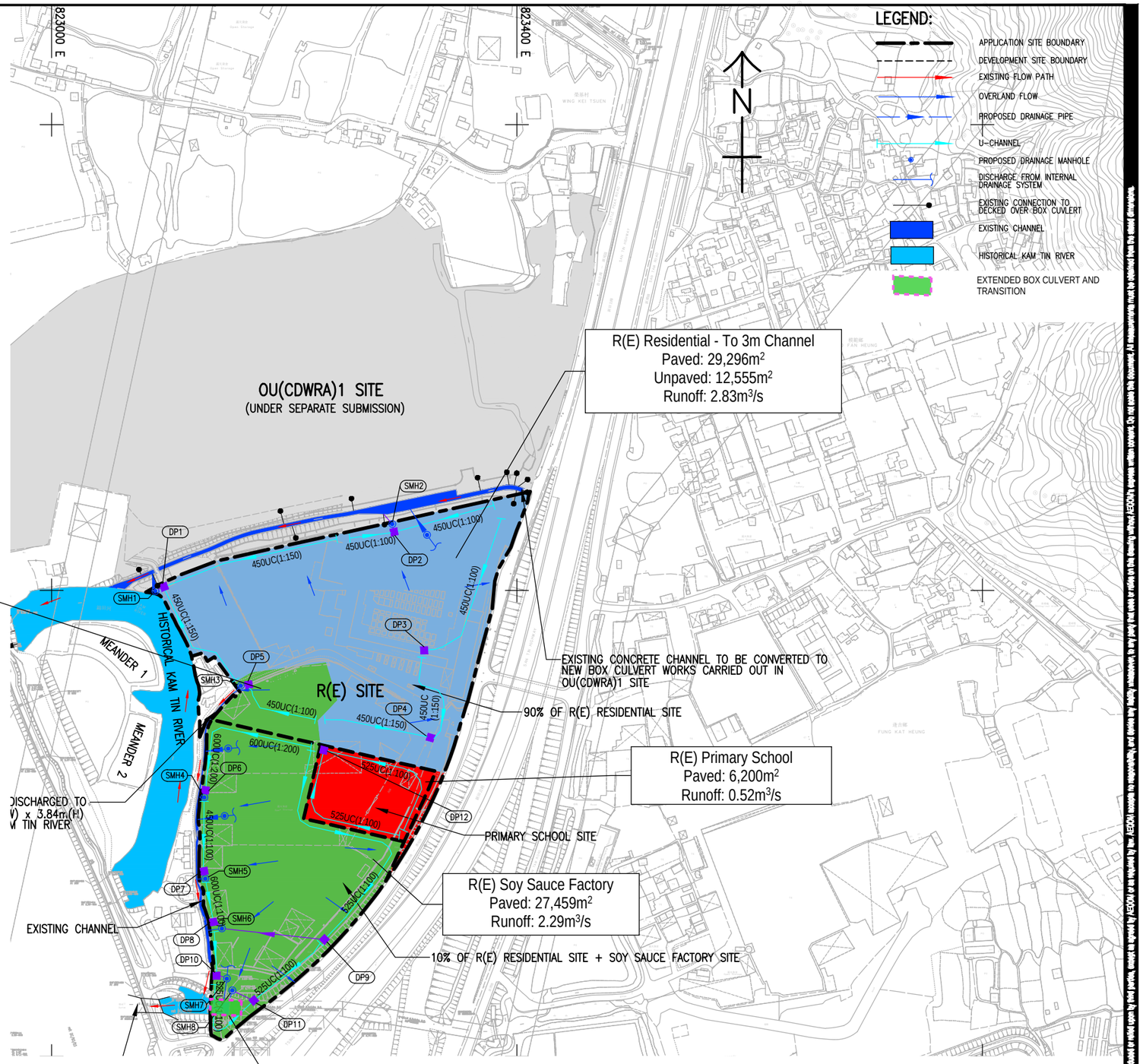

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KEY PLAN

PROJECT NO. 60719834

AGREEMENT NO. YL/2020/01

SHEET TITLE

PROPOSED DRAINAGE NETWORK AND CATCHMENT AREAS

SHEET NUMBER

60719834/DIA/FIGURE 4

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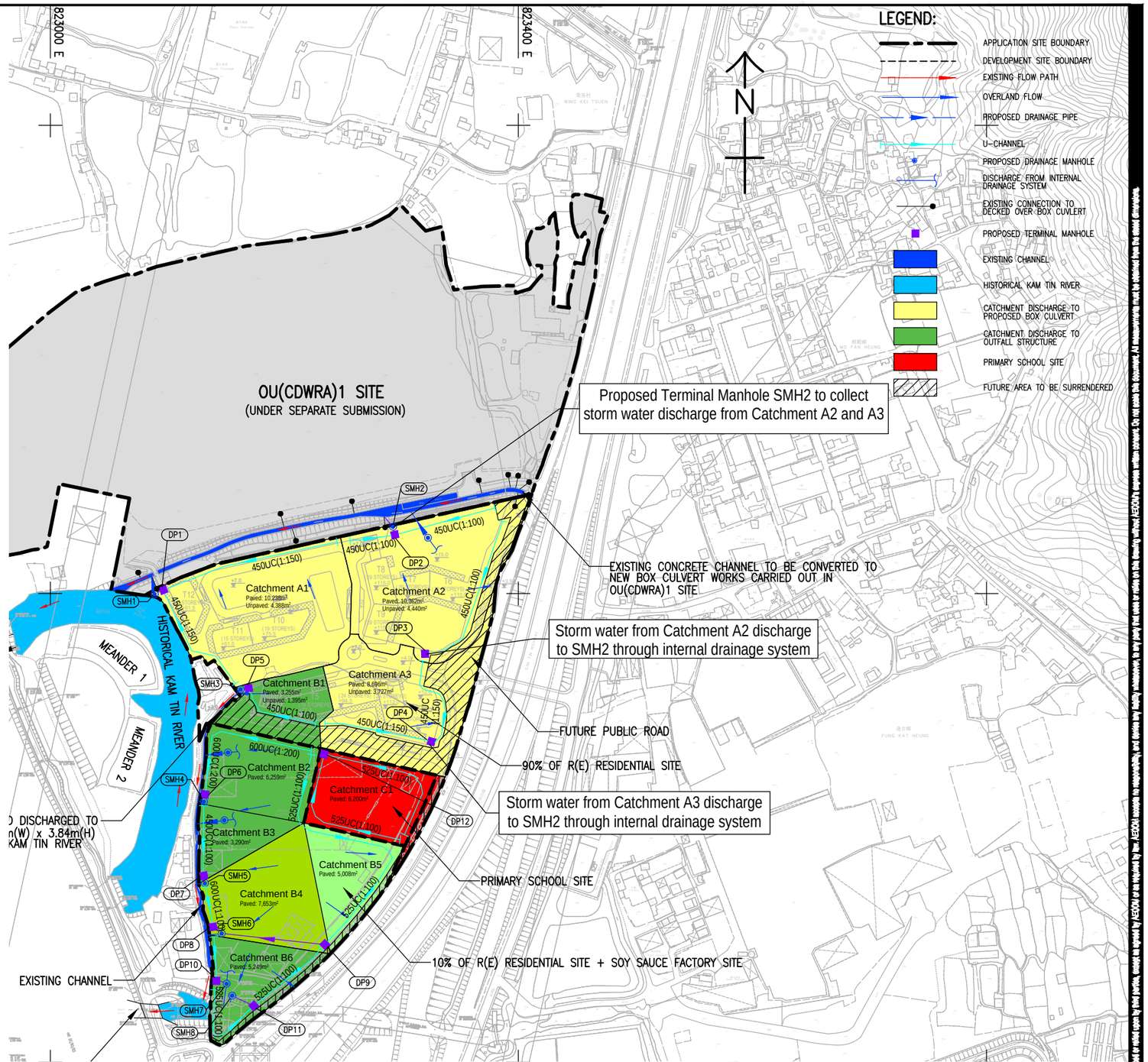

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DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60719834

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SHEET TITLE

CATHMENT PLAN

SHEET NUMBER

60719834/DIA/FIGURE 5

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APPENDIX F1

Appendix F1 10/30/2024

Surface Runoff Estimation for Detention Pond

Rainfall Return Period : 1 in 200

	200-year		
Rainfall Intensity i =	77.30	mm/hr	SDM Table 2a - 4 Hour duration
Rainfall Incrase due to climate change =	0.16		
Design allowance in end of 21st Century =	0.12		
=	99.02	mm/hr	

Existing

Discharge to Existing 3m Concrete Open Channel for Detention Pond Volume Estimation

	"OU(CDWRA)"			"I(D)"		Catchment 1		Total Runoff (m^3/s)
	Paved (1) (2)	Unpaved (1) (2)	Pond	Paved (3)	Paved (catchment for gullies) (3)	Unpaved (4)	Paved (catchment for gullies) (4)	
Site Area (m^2)	6,045	91,514	1,373	29,216	413	5,257	190	
Runoff coefficient (c)	0.95	0.35	1.00	0.95	0.95	0.35	0.95	
Rainfall intensity (i)	77.30	77.30	77.30	77.30	77.30	77.30	77.30	
Rainfall intensity after climate change	99.02	99.02	99.02	99.02	99.02	99.02	99.02	
Runoff (Q)	0.16	0.88	0.04	0.76	0.01	0.06	0.005	
	1.08			**0.77**		**0.07**		**1.92**

Proposed

Discharge to Proposed Box Culvert replacing Existing 3m Concrete Open Channel for Detention Pond Volume Estimation

	OU(CDWRA)1		Pond		R(E)		
	Paved (5)	Unpaved (5)	Pond Paved (6)	Pond (6)	Paved (7)	Unpaved (7)	Total Runoff (m^3/s)
Site Area (m^2)	53,362	34,869	8,400	19,600	29,296	12,555	
Runoff coefficient (c)	0.95	0.35	0.95	1.00	0.95	0.35	
Rainfall intensity (i)	77.30	77.30	77.30	77.30	77.30	77.30	
Rainfall intensity after climate change	99.02	99.02	99.02	99.02	99.02	99.02	
Runoff (Q)	1.40	0.33	0.22	0.54	0.77	0.12	
	1.73		**0.76**		**0.89**		**3.38**

Pre-Development Note:
(1) Assume approximately 85% of pre-development site area (98,932m^2) runoff discharge to the existing open channel.
(2) Assume 5% paved and 95% unpaved area for pre-development runoff discharge to the existing open channel.
(3) Assume 100% paved for I(D) site
(4) Assume 100% unpaved for catchment 1 site

Post-Development Note:
(5) Assume 70% paved 30% unpaved area
(6) Assume 70% pond 30% pond walkway area
(7) Assume 70% paved area and 30% unpaved area

General Note:
(8) Grey colored area under separate submission.

APPENDIX F2

Surface Runoff Estimation for Pre and Post-Development

Rainfall Return Period : 1 in 200

Return Period	200-year		
Rainfall Intensity i =	$\frac{a}{(t_d + b)^c}$		SDM Table 3a
t_d =	6	min	
a =	508.8		
b =	3.46		
c =	0.322		
=	246.78	mm/hr	(HKO Headquarters)
Rainfall Incrase due to climate change =	16.0%		
Design allowance in end of 21st Century =	12.1%		
=	316.13	mm/hr	

Existing (For Information Only)

Discharge to other side

	"OU(CDWRA)"	Total Runoff (m^3/s)
	Unpaved (2) (3)	
Site Area (m^2)	17,299	
Runoff coefficient (c)	0.35	
Rainfall intensity (i)	246.78	
Rainfall intensity after climate change	316.13	
Runoff (Q)	**0.53**	**0.53**

Discharge to Existing 3m Concrete Open Channel

	"OU(CDWRA)"			"I(D)"		Catchment 1		Total Runoff (m^3/s)
	Paved (1) (3)	Unpaved (1) (3)	Pond	Paved (4)	Paved (catchment for gullies) (4)	Unpaved (5)	Paved (catchment for gullies) (5)	
Site Area (m^2)	6,045	91,514	1,373	29,216	413	5,257	190	
Runoff coefficient (c)	0.95	0.35	1.00	0.95	0.95	0.35	0.95	
Rainfall intensity (i)	246.78	246.78	246.78	246.78	246.78	246.78	246.78	
Rainfall intensity after climate change	316.13	316.13	316.13	316.13	316.13	316.13	316.13	
Runoff (Q)	0.50	2.81	0.12	2.44	0.03	0.16	0.02	
	3.44			**2.47**		**0.18**		**6.09**

Discharge to Outfall Structure (Outfall 2)

	"OS"		Total Runoff (m^3/s)
	Paved (6)	Unpaved (6)	
Site Area (m^2)	40,580	4,504	
Runoff coefficient (c)	0.95	0.35	
Rainfall intensity (i)	246.78	246.78	
Rainfall intensity after climate change	316.13	316.13	
Runoff (Q)	**3.39**	**0.14**	**3.53**

Proposed

Discharge to Proposed Box Culvert replacing Existing 3m Concrete Open Channel (Outfall 1)

	OU(CDWRA)1 Site Area 1		OU(CDWRA)1 Site Area 3		R(E)		
	Paved (7)	Unpaved (7)	Paved (10)	Unpaved (10)	Paved (7)	Unpaved (7)	Total Runoff (m^3/s)
Site Area (m^2)	26,023	23,153	3,865	1,656	29,296	12,555	
Runoff coefficient (c)	0.95	0.35	0.95	0.35	0.95	0.35	
Rainfall intensity (i)	246.78	246.78	246.78	246.78	246.78	246.78	
Rainfall intensity after climate change	316.13	316.13	316.13	316.13	316.13	316.13	
Runoff (Q)	2.17	0.71	0.32	0.05	2.45	0.39	
	2.88		**0.37**		**2.83**		**6.08**

Discharge to Detention Pond

	OU(CDWRA)1 Detention Pond		OU(CDWRA)1 Site Area 2		
	Pond Paved (8)	Pond (8)	Paved (7)	Unpaved (7)	Total Runoff (m^3/s)
Site Area (m^2)	8,400	19,600	23,474	10,060	
Runoff coefficient (c)	0.95	1.00	0.95	0.35	
Rainfall intensity (i)	246.78	246.78	246.78	246.78	
Rainfall intensity after climate change	316.13	316.13	316.13	316.13	
Runoff (Q)	0.70	1.72	1.96	0.31	
	2.42		**2.27**		**4.69**

Discharge to Outfall Structure (Outfall 2)

	"R(E)" (Soy Sauce Factory)	"R(E)" (Primary School)	Residential "R(E)"		
	Paved (9)	Paved (9)	Paved (7)	Unpaved (7)	Total Runoff (m^3/s)
Site Area (m^2)	27,459	6,200	3,255	1,395	
Runoff coefficient (c)	0.95	0.95	0.95	0.35	
Rainfall intensity (i)	246.78	246.78	246.78	246.78	
Rainfall intensity after climate change	316.13	316.13	316.13	316.13	
Runoff (Q)	2.29	0.52	0.27	0.04	
	2.29	**0.52**	**0.31**		**3.12**

Pre-Development Note:
(1) Assume approximately 85% of pre-development site area (98,933m^2) runoff discharge to the existing open channel.
(2) Assume approximately 15% of pre-development site area (17,299m^2) runoff discharge to the pond outside site boundary.
(3) Assume 5% paved and 95% unpaved area for pre-development runoff discharge to the existing open channel.
(4) Assume 100% paved for I(D) site
(5) Assume 100% unpaved for cathcment 1 site
(6) Assume 90% paved 10% unpaved area for OS site

General Note:
(12) Grey colored area under separate submission.

Post-Development Note:
(7) Assume 70% paved area and 30% unpaved area
(8) Assume 70% pond 30% pond walkway area
(9) Assume 100% paved area for primary school and soy sauce factory sites.
(10) Measured area direct discharge to Kam Tin River is 5,521m^2; assumed 70% paved area and 30% unpaved area .
(11) The total area of OU site discharge to proposed box culvert refers to Annex F3

APPENDIX F3

Annex F3 10/30/2024

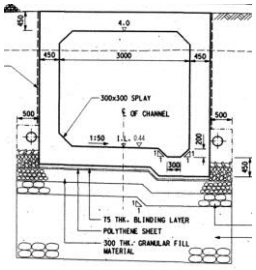
Hydraulic Check for Proposed Box Culvert

Post-development

The capacity of the box culvert is calculated by Manning Equation:

$$V = \frac{R^{1/6}}{n} \times \sqrt{RS_f}$$

where	V =	velocity of the pipe flow	m/s	
	S_f =	Box Culvert gradient	m/m	
	=	0.001		(1 in 1000)
	n =	Manning coefficient		SDM Table 13
	=	0.014	$s/m^{1/3}$	Concrete-lined Channel under good condition
	W =	Width of Box Culvert		
	=	**3000**	mm	
	=	3	m	
	D =	Depth of Box Culvert		
	=	**3560**	mm	DSD As-built Record refers
	=	3.56	m	
	P =	Wetted Parameter		500mm freeboard is included for 3.56m depth box culvert, 3.06m is considered for depth in the wetted parameter calculation
		9.12	m	
	A =	Cross Section Area of Box Culvert after 10% siltation considered		
		9.612	m^2	
	R =	Hydraulic Radius		
	=	$\frac{A}{P}$		
	=	1.05		
	V =	2.33	m/s	
	Available Capacity Q_a =	V x A		
	=	22.43	m^3/s	



Peak runoff discharge from the Proposed Development including "OU(CDWRA)1" Site and "R(E)" Site

$^{\#}Q_p$ =	6.080	m^3/s	200-year

*Max. flow under 200B condition to proposed box culvert just before "OU(CDWRA)1" Site and "R(E)" Site discharge

Q_{exist} =	6.563	m^3/s	200-year
Q_a >	Q_p+Q_{exist}		
	12.643	m^3/s	
=>	**OK**		

Note

$^{\#}$Qp refers to DIA Section 4.3.2

*The max. flow under 200B condition is provided by DSD.

APPENDIX F4

Appendix F4 10/30/2024

Runoff Estimation for U-channel

Rainfall Return Period : 1 in 50

Return Period 50-year

Rainfall Intensity i = $\frac{a}{(t_d + b)^c}$ SDM Corrigendum No.1/2024 Table 3a

a = 505.5
b = 3.29
c = 0.355

t_d = 5
= 238.6 mm/hr (HKO Headquarters)
Climate Change Allowance = 16.0%
Century Plus Design Allowance = 12.1%

Rainfall Intensity with Climate Change= 305.6 mm/hr

50-year

Rainfall Intensity i = 63.9 mm/hr SDM Corrigendum No.1/2024 Table 2a - 4 hr duration

Climate Change Allowance = 16.0%
Century Plus Design Allowance = 12.1%
= 81.9 mm/hr

Proposed

Discharge to Existing 3m Concrete Open Channel

R€ Residential	Catchment A1		Catchment A2		Catchment A3		
	Paved	Unpaved	Paved	Unpaved	Paved	Unpaved	Total Runoff (m^3/s)
Site Area (m^2)	10,238	4,388	10,362	4,440	8,696	3,727	
Runoff coefficient (c)	0.95	0.35	0.95	0.35	0.95	0.35	
Rainfall intensity (i)	63.90	63.90	63.90	63.90	63.90	63.90	
Rainfall intensity after climate change	81.86	81.86	81.86	81.86	81.86	81.86	
Runoff (Q)	0.22	0.03	0.22	0.04	0.19	0.03	
	0.25		0.26		0.22		**0.73**

Discharge to Outfall Structure

	Catchment B1 - Residential R(E)		Catchment B2		Catchment B3		Catchment B4		Catchment B5		Catchment B6		Catchment C1 -R(E) Primary School		
	Paved	Unpaved	Paved	Unpaved	Paved	Unpaved	Paved	Unpaved	Paved	Unpaved	Paved	Unpaved	Paved	Unpaved	Total Runoff (m^3/s)
Site Area (m^2)	3,255	1,395	6,259	0	3,290	0	7,653	0	5,008	0	5,249	0	6,200	0	
Runoff coefficient (c)	0.95	0.35	0.95	0.35	0.95	0.35	0.95	0.35	0.95	0.35	0.95	0.35	0.95	0.35	
Rainfall intensity (i)	238.58	238.58	238.58	238.58	238.58	238.58	238.58	238.58	238.58	238.58	238.58	238.58	238.58	238.58	
Rainfall intensity after climate change	305.62	305.62	305.62	305.62	305.62	305.62	305.62	305.62	305.62	305.62	305.62	305.62	305.62	305.62	
Runoff (Q)	0.27	0.04	0.51	0.00	0.27	0.00	0.62	0.00	0.40	0.00	0.42	0.00	0.50	0.00	
	0.31		0.51		0.27		0.62		0.40		0.42		0.50		**3.03**

Proposed-Development Note:
1. Assume 70% paved 30% unpaved area
2. Assume 100% paved area for primary school and soy sauce factory

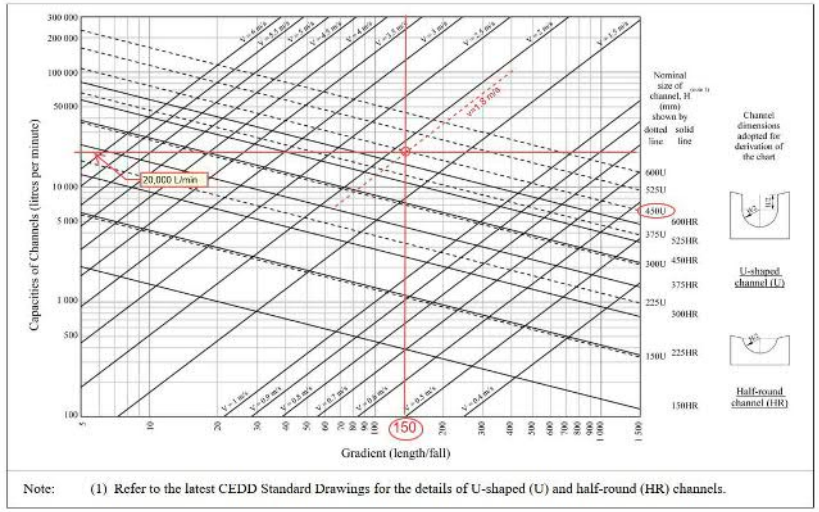
APPENDIX F5

Appendix F5

Hydraulic Checking for U-channel

Proposed U-channel size

U/S	D/S	Length	Base Size	Channel	Grad.	Velocity	Runoff Capacity		Total Flow	Catchment	Ultilization
		m	mm	Type	1 in	m/s	L/min	m^3/s	m^3/s		%
/	DP1	256	450	U	150	1.8	20,000	0.33	0.25	A1	75.76
/	DP2/DP3	283	450	U	100	2.3	24,000	0.40	0.26	A2	65.00
/	DP4	164	450	U	150	1.8	20,000	0.33	0.22	A3	66.67
/	DP5	66	450	U	100	2.3	24,000	0.40	0.31	B1	77.50
/	DP6	137	600	U	200	1.9	39,000	0.65	0.51	B2	78.46
/	DP7	53	450	U	100	2.3	24,000	0.40	0.27	B3	67.50
/	DP8	33	600	U	100	2.7	51,000	0.85	0.62	B4	72.94
/	DP9	242	525	U	100	2.4	38,000	0.63	0.40	B5	63.49
/	DP10/DP11	197	525	U	100	2.4	38,000	0.63	0.42	B6	66.67
/	DP9	259	525	U	100	2.4	38,000	0.63	0.50	C1	79.37



Note: (1) Refer to the latest CEDD Standard Drawings for the details of U-shaped (U) and half-round (HR) channels.

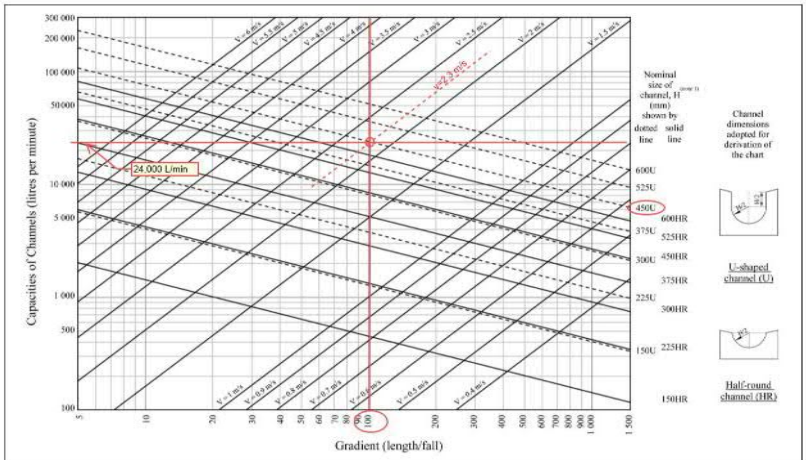
According to rapid design chart for U-shaped (U) and half-round (HR) channel

$$\text{Capacity Ultilization} = \frac{\text{Flow Rate}}{\text{Runoff Capacity}}$$

U-Shape channel design for Catchment A1:

1. Choose channel size =450U
2. Min velocity = 1 m/s
3. Read Gradient = 1 in 150
4. Read Runoff Capacity = 20,000 L/min

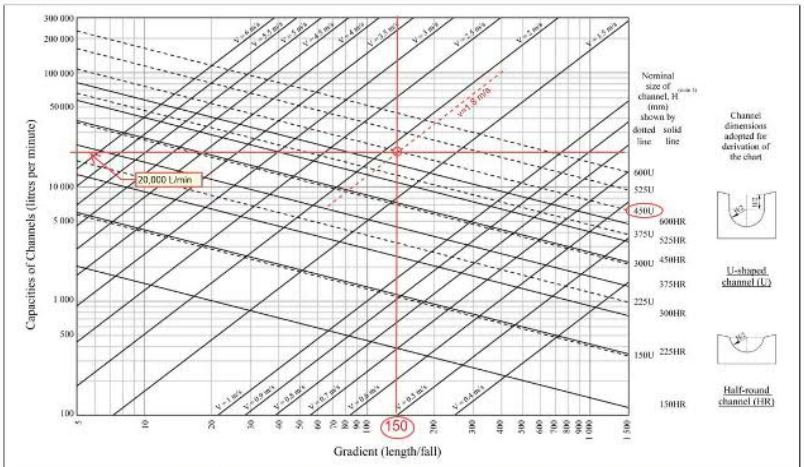
Appendix F5
Hydraulic Checking for U-channel



Note: (1) Refer to the latest CEDD Standard Drawings for the details of U-shaped (U) and half-round (HR) channels.

U-Shape channel design for Catchment A2:

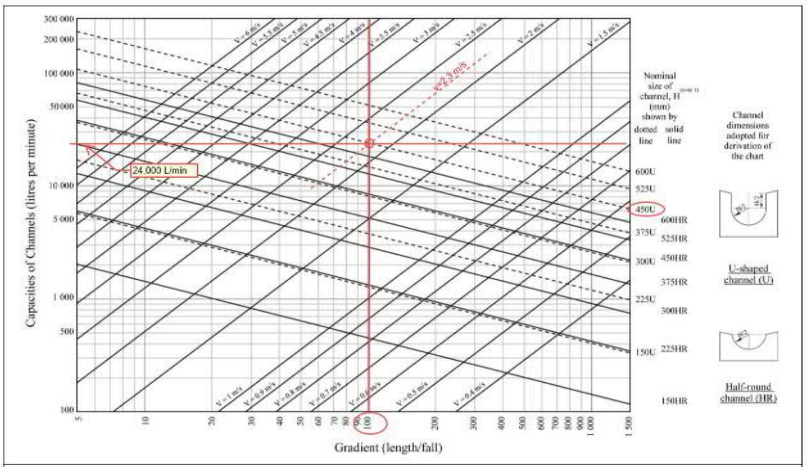
1. Choose channel size =450U
2. Min velocity = 1 m/s
3. Read Gradient = 1 in 100
4. Read Runoff Capacity = 24,000 L/min



Note: (1) Refer to the latest CEDD Standard Drawings for the details of U-shaped (U) and half-round (HR) channels.

U-Shape channel design for Catchment A3:

1. Choose channel size =450U
2. Min velocity = 1 m/s
3. Read Gradient = 1 in 150
4. Read Runoff Capacity = 20,000 L/min

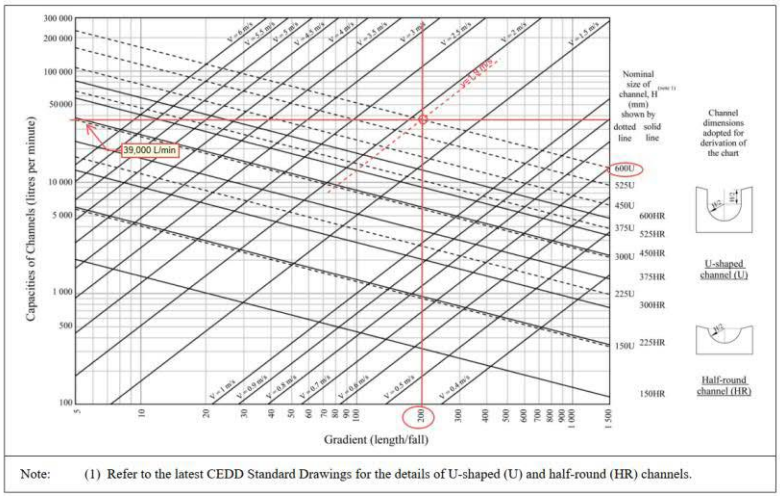


Note: (1) Refer to the latest CEDD Standard Drawings for the details of U-shaped (U) and half-round (HR) channels.

U-Shape channel design for Catchment B1:

1. Choose channel size =450U
2. Min velocity = 1 m/s
3. Read Gradient = 1 in 100
4. Read Runoff Capacity = 24,000 L/min

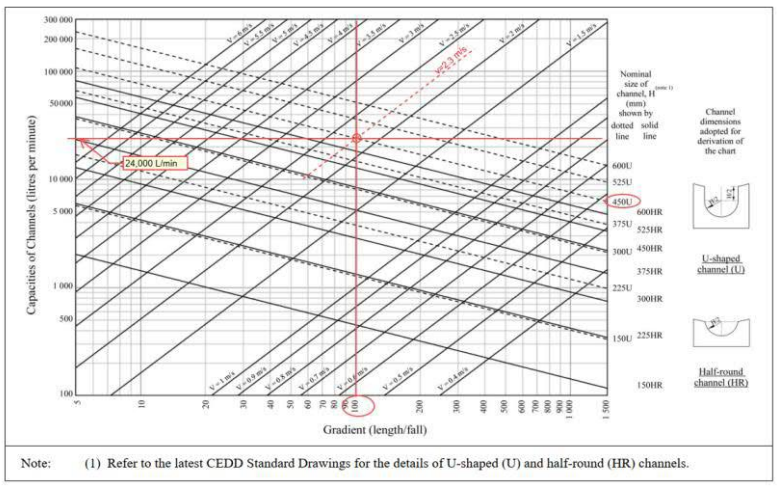
Appendix F5
Hydraulic Checking for U-channel



Note: (1) Refer to the latest CEDD Standard Drawings for the details of U-shaped (U) and half-round (HR) channels.

U-Shape channel design for Catchment B2:

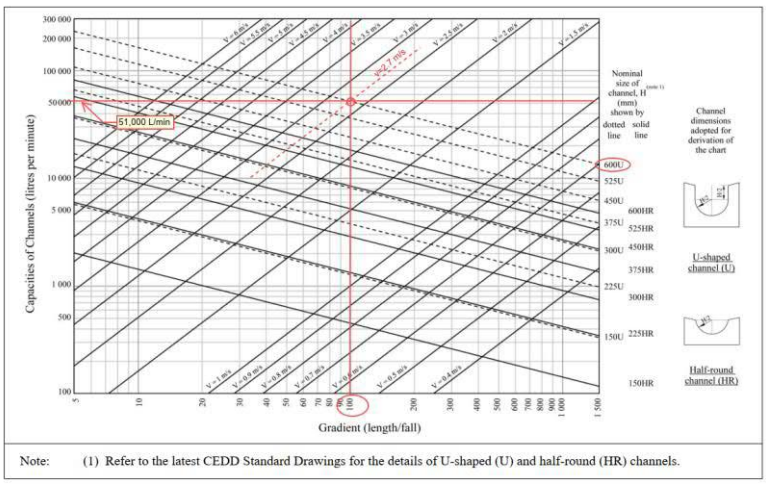
1. Choose channel size =600U
2. Min velocity = 1 m/s
3. Read Gradient = 1 in 200
4. Read Runoff Capacity = 39,000 L/min



Note: (1) Refer to the latest CEDD Standard Drawings for the details of U-shaped (U) and half-round (HR) channels.

U-Shape channel design for Catchment B3:

1. Choose channel size =450U
2. Min velocity = 1 m/s
3. Read Gradient = 1 in 100
4. Read Runoff Capacity = 24,000 L/min

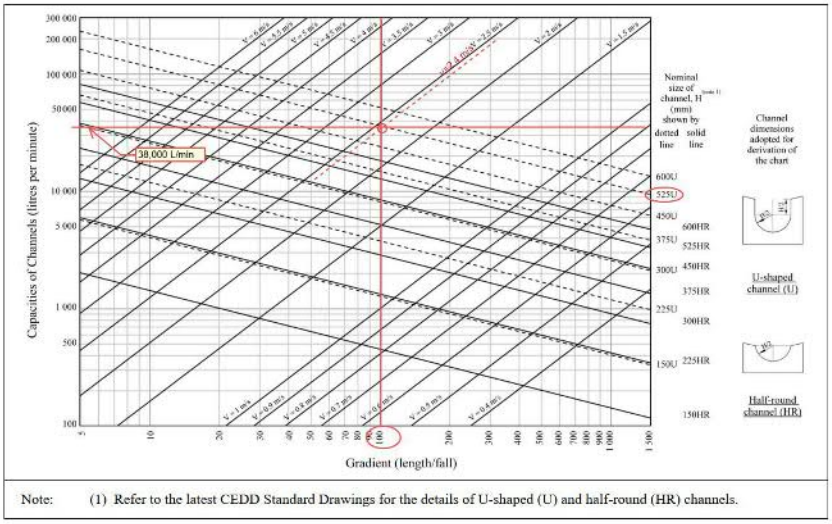


Note: (1) Refer to the latest CEDD Standard Drawings for the details of U-shaped (U) and half-round (HR) channels.

U-Shape channel design for Catchment B4:

1. Choose channel size =600U
2. Min velocity = 1 m/s
3. Read Gradient = 1 in 100
4. Read Runoff Capacity = 51,000 L/min

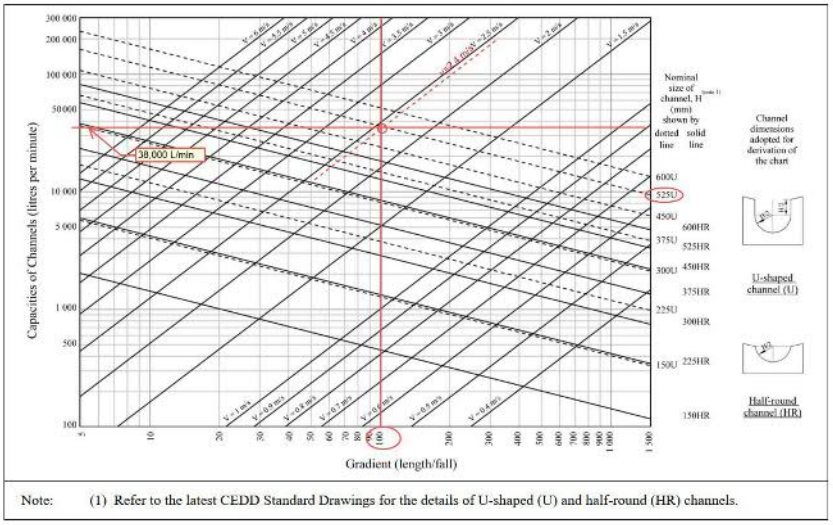
Appendix F5
Hydraulic Checking for U-channel



Note: (1) Refer to the latest CEDD Standard Drawings for the details of U-shaped (U) and half-round (HR) channels.

U-Shape channel design for Catchment B5:

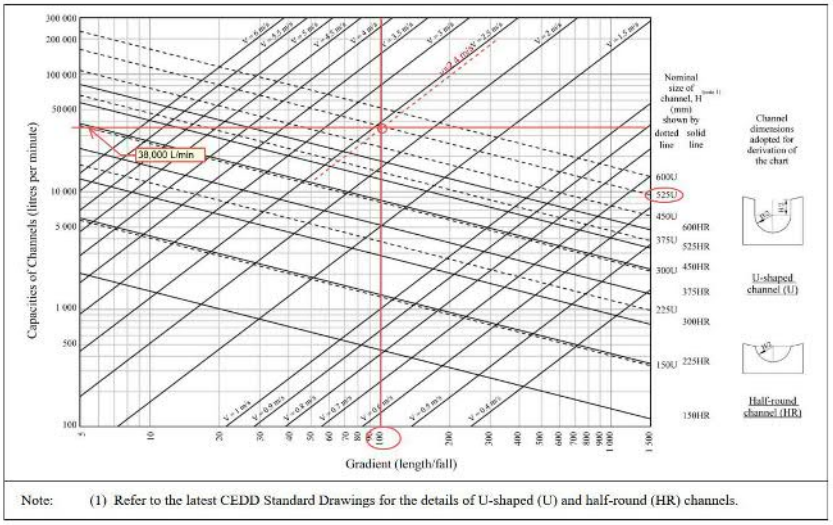
1. Choose channel size =525U
2. Min velocity = 1 m/s
3. Read Gradient = 1 in 100
4. Read Runoff Capacity = 38,000 L/min



Note: (1) Refer to the latest CEDD Standard Drawings for the details of U-shaped (U) and half-round (HR) channels.

U-Shape channel design for Catchment B6:

1. Choose channel size =525U
2. Min velocity = 1 m/s
3. Read Gradient = 1 in 100
4. Read Runoff Capacity = 38,000 L/min



Note: (1) Refer to the latest CEDD Standard Drawings for the details of U-shaped (U) and half-round (HR) channels.

U-Shape channel design for Catchment C1:

1. Choose channel size =525U
2. Min velocity = 1 m/s
3. Read Gradient = 1 in 100
4. Read Runoff Capacity = 38,000 L/min

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Appendix G

Sewerage Impact Assessment

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)” and “OS” Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

Sewerage Impact Assessment

February 2025

Delivering a better world

Prepared by:

AECOM Asia Company Limited
11/F, Tower 2, Grand Central Plaza, 138 Shatin Rural Committee Road, Shatin
Hong Kong
aecom.com

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1. INTRODUCTION

1.1 Background

1.1.1 AECOM Asia Company Limited (AECOM) have been commissioned to carry out engineering studies to support Section 12A Planning Application for Proposed Amendments to the Approved Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone, Yuen Long, New Territories.

1.1.2 The Application Site occupies an area of approximately 81,550m^2. The Application Site is bounded by Pok Wai South Road and Kam Tin River to the west and Castle Peak Road – Tam Mi Section to the east. The detailed location is shown in **Figure 1**.

1.1.3 The Application Site including area currently zoned as "Industrial (Group D) (I(D))" and part of "open storage (OS)" under the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8, which is proposed to rezone as "Residential (Group E) (R(E))" (hereafter "R(E)" Site). The remaining part of "OS" site is proposed to rezone as "R(E)" Site to use for relocation of soy sauce factory which currently located in "I(D)" site.

1.1.4 Another area currently zoned as "Other Specified Uses (Comprehensive Development to include Wetland Restoration Area)" ("OU(CDWRA)") located to the north of the Application Site is proposed to be rezoned into private residential area development and is submitted under separate submission (hereafter "OU(CDWRA)1" Site). In order to assess the combined impact of the "R(E)" sites and "OU(CDWRA)1", the proposed parameters of both sites are included under this assessment to present the holistic picture.

1.1.5 The SIA report serves as a supportive document for application under Section 12A of Town Planning Ordinance (Cap 131).

1.2 Previous Approved Sewerage Impact Assessment

1.2.1 A previous Section 12A application was approved in 2016. The application for amendment to the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8 involved rezoning of an "Open Storage"("OS") to "Commercial" ("C").

1.2.2 The Open Storage was entirely within current application with an area of 38,593m^2. According to previous indicative development proposal, the development consisted of commercial elements including shopping mall and a 700-room hotel development.

1.2.3 In previous approved SIA, discharge to public sewerage system at Sha Po Sewage Pumping Station (SPSPS) was proposed in ultimate disposal scheme. Downstream of SPSPS was connected to Nam Sang Wai Sewerage Pumping Station (NSWSPS). The extract of approved SIA for previous Section 12A application is shown in **Appendix 1**. This approved scheme (hereafter "2016 Scheme") will be referred for comparison to the current application.

1.3 **Objective of this Submission**

1.3.1 This report outlines the assessment results of the potential sewerage impacts generated by the Proposed Development at the Application Site. The main objectives of this assessment include the followings:

(i) Identify any potential impact on the current sewerage system due to the additional sewage discharge from the proposed development and the existing developments/ villages nearby;

(ii) Assessing impact to the existing sewerage conveyance system by the flow generated from the proposed development; and

(iii) Recommend mitigation measures for the identified sewerage impacts.

2. DEVELOPMENT PROPOSAL

2.1 The Proposed Development

2.1.1 The "R(E)" Site residential portion has an area of approximately 46,501m^2 with a domestic Gross Floor Area (GFA) at about 115,942m^2. The development is anticipated to complete with population intake in 2031.

2.1.2 The Master Layout Plan (MLP) of the Application Site is shown in **Figure 2**. The details of the proposed development schedule are summarized in **Table 1** and **2**. The comparison table of development schedule between 2016 Scheme and proposed scheme is shown in **Table 3** below.

Table 1 Development Schedule for the "R(E)" Site

(Application No. Y/YL-NSW/9)

"R(E)" Site Area	
"R(E)" Site Area	About 81,550m^2
Primary School Site Area	About 6,200m^2
Soy Sauce Factory Site Area	About 27,459m^2
"R(E)" Residential Site Area(1)	About 46,501m^2
3rd Parties Lots	About 1,390m^2
"R(E)" Site No. of Units	3,115 units
Person per Flat Ratio (PPoF) (2)	2.6
"R(E)" Site Residential Population	8,099

Table 2 Development Schedule for the "OU(CDWRA)1" Site (under separate application) (Application No. Y/YL-NSW/8)

"OU(CDWRA)1" Site (under separated submission)	
"OU(CDWRA)1" Site Area	About 116,231 m^2
"OU(CDWRA)1" Site Total GFA	About 255,708 m^2
GIC – Neighbourhood Elderly Centre (NEC)	About 722m^2
GIC – 100 places Residential Care Homes for the Elderly (RCHE)	About 5,400m^2
"OU(CDWRA)1" Site No. of Units	6,825 units
Person per Flat Ratio (PPoF) (2)	2.6
"OU(CDWRA)1" Site Residential Population	17,745

Notes:

(1) Excluding portion of Government land (3rd parties Lots) currently occupied by some temporary structures at the western portion of the Application Site with an area of about 1,390m^2

(2) Person-Per-Flat ratio (PPoF) of 2.6 with reference to the recommendation under HK2030+ (Oct 2021)

Table 3 Development Schedule Comparison

	2016 Scheme	Current Proposal
Site Area	About 38,593m^2 (excluding soy sauce factory and school site)	About 81,550m^2 (including residential zone, soy sauce factory and primary school site)
Proposed Usage	Shopping Mall and Hotel	Residential, Primary School and Relocated Soy Sauce Factory
Site Design Population	1,758	8,099

3. EXISTING SEWERAGE SYSTEM

3.1.1 According to DSD drainage record plan and available topographic survey, the upstream incoming flow to the existing public manhole FSH1001880 are rising mains and its downstream connecting to existing 1200mm dia. public sewers which are identified running north along Pok Wai South Road towards Nam Sang Wai Sewage Pumping Station (NSWSPS). The closest sewage connection manhole (FSH1001880) is about 100m away from the "OU(CDWRA)1" site boundary.

3.1.2 The Application Site is currently unsewered. In the vicinity, three nos. of sewage pumping stations, including SPSPS, NSWSPS and Kam Tin Sewage Pumping Station (KTSPS), including the associated gravity sewers / rising mains were completed and in operation serving Au Tau, Pat Heung, Sha Po and Nam Sang Wai area respectively.

3.1.3 The Application Site is currently unsewered. A soy sauce factory currently in operation adopted sequencing batch reactor (SBR) to treat wastewater, with a valid discharge license from EPD allowing discharge of treated effluent up to 50m^3/day, to the nearest stormwater outlet of Kam Tin River. The discharge license from EPD refers to **Appendix 6**.

3.1.4 NSWSPS is located at the northwest of the Application Site. NSWSPS has a design capacity of approximately 42,921m^3/day. Sewage collected by the NSWSPS will be discharged to the Yuen Long Sewage Treatment Works (YLSTW) for treatment and disposal.

3.1.5 A desktop land survey identified an existing twin rising mains (i.e. **Figure 3** refers) from SPSPS designed to convey raw sewage to NSWSPS is partially encroached to a private lot.

4. DESIGN ASSUMPTIONS AND CRITERIA

4.1 Unit Flow Factors

4.1.1 This SIA has been carried out following the assumptions and criteria set out in the "*EPD/TP1/05 Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0*" (GESF) published by Environmental Protection Department.

4.1.2 The unit flow factors adopted in the SIA are based on the unit flow factors in Table T-1 and Table T-2 of the GESF. A summary of the flow factors used for different development types is shown in **Table 4** below.

Table 4 Unit Flow Factors

Abbreviation	Development Type	Unit Flow Factor (m^3/head/day)
R2	Residential R2	0.27
Non F&B	Retail J4	0.28
F&B	Restaurants & Hotel J10	1.58
School	Student	0.04
	Teacher	0.28

4.2 Catchment Inflow Factors

4.2.1 The Catchment Inflow Factors (PCIF): Yuen Long = 1.00 is adopted in the SIA are based on the unit flow factors in Table 4 of the GESF.

4.3 Worker Density by Economic Activity and Planned Usage Type

4.3.1 This SIA has been carried out following the assumptions and criteria set out in the "*Commercial and Industrial Floor Space Utilization Survey*" conducted by the Planning Department in 2004/2005.

4.3.2 A density of 5.1 employees per 100 m^2 (for Restaurants - Private Commercials) GFA is adopted for retail food and beverage activities (F&B) and clubhouse F&B area.

4.3.3 A density of 2.1 employees per 100 m^2 (for Retail and Trade - Private Commercials) GFA is adopted for clubhouse non food and beverage activities (non F&B) area.

4.3.4 Assume 70% of clubhouse area is non-F&B and 30% of clubhouse area is F&B and assume 100% retail area is F&B for this assessment purposes only.

5. FLOW PROJECTION

5.1 Population Estimates

5.1.1 **Table 5** summarizes the population estimation for the Development – "R(E)" Site.

Table 5 Population Estimation for the Development – "R(E)" Site

Development Type	People Per Unit	Population
Residential Towers		
"R(E)" Site Residential Development	2.6	8,099
Commercial - F&B (Assume 100% F&B)		
Restaurants	5.1 employee per 100m²	148
Commercial - Kindergarten x 1		
Student (no.)	Note 4	160
Teacher (no.)	Note 4	20
Clubhouse (Assume 70% Non F&B and 30% F&B)		
Restaurants	5.1 employee per 100m²	54
Retail	2.1 employee per 100m²	52
	Total	**8,533**

Development Type	People Per Unit	Population
Primary School		
Student (no.)	Note 5	750
Teacher (no.)	Note 5	58

Note:

1. Person-Per-Flat ratio (PPoF) of 2.6 with reference to the recommendation under HK2030+ (Oct 2021)
2. Adopt Non F&B = 70% of Clubhouse Area and F&B = 30% of Clubhouse Area for assessment purposes only
3. Adopt F&B = 100% Retail Area for assessment purposes only
4. According to Education Bureau Key Statistics on kindergarten Pupil-Teacher Ratio of 8.1:1. The proposed kindergarten has 8 classrooms with an average class size of 20. One kindergarten is purposed for the Development.
5. According to Education Bureau Key Statistics on Primary School Pupil-Teacher Ratio of 13.0:1. The proposed primary school has 30 classrooms in total with an average class size of 25.
6. According to CIFSUS Table 8, the worker density for private commercials' retail trade is assumed as 2.1 workers per GFA (in 100 m^2)
7. According to CIFSUS Table 8, the worker density for private commercials' restaurants is assumed as 5.1 workers per GFA (in 100 m^2)

5.2 Sewage Estimates

5.2.1 **Table 6** summarizes the sewage flow generated from the Development – "R(E)" Site.

Table 6 Sewage Flow From the Development – "R(E)" Site

Development Type	Population/ Employment	Unit Flow Type (m^3/head/day)	Unit Flow Factor	ADWF (m^3/d)
Residential Towers				
"R(E)" Site Residential Development	8,099	Residential R2	0.27	2,186.73
Commercial - F&B				
Restaurants	148	F&B (J10)	1.58	233.84
Commercial - Kindergarten x 1				
Student (no.)	160	Student	0.04	6.40
Teacher (no.)	20	Employee	0.28	5.60
Clubhouse				
Restaurants	54	F&B (J10)	1.58	85.32
Retail	52	Non F&B (J4)	0.28	14.56

Development Type	Population/ Employment	Unit Flow Type (m^3/head/day)	Unit Flow Factor	ADWF (m^3/d)
Swimming Pool				
Outdoor Swimming Pool	-	-	-	5.13 (0.059L/s)
Indoor Swimming Pool	-	-	-	2.19 (0.025L/s)
Sub Total for "R(E)" Site Residential Development (Including swimming pool backwash)				**2,539.77m^3/d**
Primary School				
Student (no.)	750	School	0.04	30.00
Teacher (no.)	58	Employee	0.28	16.24
Relocated Soy Sauce Factory				
Treated Effluent	-	-	-	118

Note: 1. ADWF from Soy Sauce Factory refers to Appendix 7. Information is provided by Soy Sauce Factory.

2. A WPCO license for operation of the relocated soy sauce factory will be applied and obtained by the operator of relocated soy sauce factory.

5.2.2 **Table 7** summarizes the subtotal sewage flow generated from the Development – "R(E)" Site.

Table 7 Subtotal Sewage Flow from Development – "R(E)" Site (Application No. Y/YL-NSW/9)

Development Type	ADWF (m^3/d)
"R(E)" Site Residential Development (Excluding swimming pool backwash)	2,532.45
Swimming Pools Backwash	7.32
Primary School	46.24
Relocated Soy Sauce Factory	118
Total Sewage Flow of "R(E)" Site, Primary School and Relocated Soy Sauce Factory (under separate submission)	2,704.01

5.2.3 **Table 8** summarizes the subtotal sewage flow generated from the Development – "OU(CDWRA)1" Site.

Table 8 Subtotal Sewage Flow from Development – "OU(CDWRA)1" Site (under separate application)

Development Type	ADWF (m^3/d)
"OU(CDWRA)1" Site Residential Development (Excluding swimming pool backwash) (under separate submission)	5,245.03
Swimming Pools Backwash	14.64
GIC Facilities (under separate submission)	25.72
Sub Total of "OU(CDWRA)1" Site (Including swimming pool backwash) (under separate submission)	5,285.39

5.2.4 **Table 9** summarizes the subtotal sewage flow generated from the entire development.

Table 9 Total Sewage Flow from the Entire Development

Development Type	ADWF (m^3/d)
Discharge to NSW SPS	
Sub Total of "R(E)" Residential Site (Including swimming pool backwash)	2,539.77
Sub Total of "R(E)" Primary School Site	46.24
Sub Total of "R(E)" Relocated Soy Sauce Factory	118
Sub Total for "OU(CDWRA)1" Site (Including swimming pool backwash) (under separate submission)	5,285.39
Catchment Inflow Factor (CIF)	1.00
Combined Total Discharge from the "R(E)" Site and "OU(CDWRA)1" Site	**7,989.40 m^3/d**
Contributing Population	29,591
Peaking Factor	4
Combined Sub Total Peak Flow from "R(E)" Residential Site and "OU(CDWRA)1" Site (l/s) (Including swimming pool backwash)	369.88 l/s

Note and Assumption:

- Number of employees estimated based on 100m² area, which suggests each employee looks after 100 square meters of area within the clubhouse. Referenced form Commercial and Industrial Floor Space Utilization Survey (CIFSUS) conducted by Planning Department.
- Unit flow factors are referenced from EPD guideline – Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning Version 1.0 (GESF), Food and Beverage (F&B) type commercial activities is equivalent to "J10" Restaurant & Hotel category and Non Food and Beverage (Non F&B) type commercial activities is equivalent to "J4" Wholesale & Retail category under GESF Table T-2.
- Catchment Inflow Factors (PCIF): Yuen Long = 1.00 is adopted.
- Worst case scenario has been considered. It is assumed that the sewage from swimming pools will be discharged together during the peak hour.
- Backwash flow of swimming pool will enter a buffer tank designed to contain a full day backwash volume, with controlled flowrate from the buffer tank, no instantaneous spike of flow will occur during backwash, off-peak discharge to public sewer will be controlled and discharge from buffer tank will last for 12 hours.
- Hydraulic calculation refers to **Appendix 2** and **Appendix 3.**
- Total daily discharge from "R(E)" Residential Site, "R(E)" Primary School Site, "R(E)" Relocated Soy Sauce Factory Site and "OU(CDWRA)1" Site is 7,989.40 m^3/d.
  (i.e. 2,539.77 + 46.24 + 118 + 5,285.39 = 7,989.40 m^3/d)

5.2.5 In comparison with 2016 Scheme, the current proposed development has a larger site area with the inclusion of primary school site and relocated soy sauce factory site. However, the increase in estimated sewage flow from the proposed development (2,704.01m^3/day) and the 2016 Scheme (2,185.6m^3/day) is around 518m^3/day which is insubstantial. The breakdown of sewage flow from the proposed development and previous submission is shown in **Table 10**.

Table 10 Sewage Flow Comparison between 2016 Scheme and Current proposal

Description	2016 Scheme Average Dry Weather Flow (m^3/day)	Current Proposal Average Dry Weather Flow (m^3/day)
Residential	-	2,186.73
Commercial	157.9	14.56
F&B	925.9	319.16
Primary School	-	46.24
Kindergarten	-	12.00
Hotel	927.5	-
Swimming Pool	168.4	7.32
Back of House Facilities	5.9	-
Soy Sauce Factory	-	118
Total flow	2,185.6	2,704.01 (518m^3/day increase)

6. PROPOSED SEWERAGE SYSTEM

6.1.1 As the "OU(CDWRA)1" and "R(E)" sites are located immediately adjacent to each other, the combined impact of both sites are evaluated under this assessment to present the holistic picture. New sewerage terminal manholes will be constructed to serve "R(E)" Site and "OU(CDWRA)1" Site, with downstream sewers needed to be constructed in order to reach the closest public sewerage manhole. The proposed sewerage arrangements refer to **Figure 3**. The new sewerage system will be proposed to connect with the existing public manhole FSH1001880. The new sewerage system will be constructed by the Development and handed over to DSD for future maintenance upon completion.

6.1.2 The treated effluent from the relocated soy sauce factory would be conveyed to the proposed Conversion Chamber 2 by pump and associated rising mains. Similarly, the sewage from the proposed primary school would be conveyed to the proposed Conversion Chamber 1 by pump and associated rising mains. The conversion chambers depressurized the sewage collected upstream and release to manhole (MH01) by gravity sewer. The sewage is then conveyed to proposed sewer manhole (MH04) via a series of 225mm dia. gravity sewer before combining with sewage from "OU(CDWRA)1" and "R(E)" sites. The estimated sewage flow from proposed primary school refers to **Appendix 2** while the hydraulic calculations of proposed sewers refer to **Appendix 4**.

6.1.3 The sewage generated from the proposed "R(E)" Site Residential Development will be discharged via proposed terminal manhole (FTMH2) located at the western boundary of the site. It is proposed that a 450mm dia. gravity sewer will connect to the proposed sewer manhole (MH04) and connected to downstream gravity sewer as shown in **Figure 4**. The estimated sewage flow from proposed "R(E)" Site Residential Development may refer to **Appendix 3** while the hydraulic calculations of proposed sewer may refer to **Appendix 4**.

6.1.4 A series of 450mm dia. to 600mm dia. gravity sewer (i.e. MH04 to FSH1001880) will be proposed to convey the sewage upstream from "OU(CDWRA)1" and "R(E)" sites, relocated soy sauce factory and proposed primary school to existing manhole FSH1001880 at Pok Wai South Road to NSWSPS and ultimately discharge to YLSTW as shown in **Figure 3** and **Figure 4**. The detailed calculations refer to **Appendix 4**.

6.1.5 The gravity sewer would be designed with minimum velocity to achieve self-cleansing according to DSD sewerage manual. Where necessary, trenchless option may be considered to minimise impacts to existing carriageways and pumping station, design will be further reviewed in detailed design stage.

7. SEWERAGE IMPACT DUE TO SHA PO PUBLIC HOUSING DEVELOPMENT

7.1 Impact to the Existing Sewerage System

7.1.1 According to the Feasibility Study Report ("FS Report") for Sha Po Public Housing Development (SPPHD) as contained in the RNTPC Paper No. 9/22 for the proposed amendments to the approved Kam Tin North Outline Zoning Plan No. S/YL-KTN/9, SPPHD proposed to discharge sewage towards SPSPS at rate of 0.153m^3/s with 10% contingency (Approximately 13,219m^3/day in ADWF).

7.1.2 According to Table 8.3 of the FS Report for SPPHD, the design capacity of existing SPSPS is 8,795m^3/day, which is less than the future total average daily flow to SPSPS of 16,727m^3/day. According to Section 8.4.4 of the FS Report for SPPHD, the existing SPSPS is proposed to be upgraded to a design capacity of 16,750m^3/day.

7.1.3 According to Feasibility Study Report for Sha Po Public Housing Site, CEDD is responsible for the construction to upgrade SPSPS, while DSD is responsible for the future maintenance (FS Report section 8.6.1).

7.1.4 The sewage from KTSPS, Proposed Development ("R(E)" Site including "R(E)" Site Residential Development, Primary School Site and Relocated Soy Sauce Factory Site), "OU(CDWRA)1" Site Residential Development, GIC facilities (under separate submission) and SPSPS converge at manhole FSH1001880, followed by the existing DN1200 downstream gravity sewer connecting FSH1001880 and NSWSPS.

7.1.5 According to DSD's information provided, the design capacity of KTSPS is 17,133m^3/day and the current average daily flow of KTSPS is 2,478m^3/day with a pump rate of 377 l/s. The current average daily flow of SPSPS is 1,371m^3/day with a pump rate of 201 l/s. The combined peak discharge is shown in **Table 11**.

Table 11 Peak Sewage Discharge via DN1200 sewer to NSWSPS

Places Sewage Flow From	Type	Value
Proposed "OU(CDWRA)1" Site Residential Development, GIC facilities **(under separate submission)**	ADWF	5,285.39m^3/d
Proposed Development ("R(E)" Site Residential Development, Primary School Site and Relocated Soy Sauce Factory Site)		2,704.01m^3/d
Sub-total		7,989.40m^3/d
	Peaking Factor	4
	Peak Discharge	0.370m^3/s
SPSPS	Pump Rate in m^3/s	0.201m^3/s
KTSPS		0.377m^3/s
Total Peak Sewage Discharge via DN1200 sewer =		**0.948m^3/s**

7.1.6 The existing downstream DN1200 sewer would have adequate capacity to cater for the peak discharge such that no adverse sewerage impact is envisaged. Hydraulic calculations have been included under **Appendix 4**.

7.1.7 The sewage from Proposed Development ("R(E)" Site) (i.e. 2,704.01m^3/d) occupies 6% of the design capacity of existing NSWSPS, 3% of the design capacity of existing YLSTW and 3% of the treated capacity of planned Yuen Long Effluent Polishing Plant (YLEPP) in 2031. The detailed calculations refer to **Appendix 3**.

7.1.8 In addition, a light public housing at Yau Pok Road, Yuen Long by Architectural Services Department (ASD) which also utilize the sewage capacity of NSWSPS. According to **Appendix 5,** the sewage flow estimation from the light public housing is about 1,061m^3/day. Detailed calculation refers to **Appendix 5**.

7.1.9 According to DSD's information provided, the current average daily flow of existing SPSPS and KTSPS is 1,371m^3/day and 2,478m^3/day respectively. With the additional sewage generated from the "OU(CDWRA)1" and "R(E)" sites, the remaining capacity of downstream NSW SPS and planned YLEPP is about 30,021m^3/day and 87,100m^3/day respectively. The result shows that NSWSPS has sufficient capacity to cater for the sewage flow at current levels. No adverse sewage impact is anticipated. The calculation is presented in **Table 12.**

Table 12 NSW SPS and Planned YLEPP Capacity Checking (existing case)

Catchment	Average Daily Flow (m^3/day)	Design Capacity (m^3/day)	Remaining Capacity (m^3/day)
Proposed Development ("R(E)" Site Residential Development, Primary School Site and Relocated Soy Sauce Factory Site)	2,704.01	/	/
Proposed "OU(CDWRA)1" Site Residential Development, GIC facilities **(under separate submission)**	5,285.39	/	/
SPSPS	1,371.00	/	/
KTSPS	2,478.00	/	/
Light Public Housing	1,061.28	/	/
Total	**12,899.68 m^3/day**		
NSW SPS		**42,921.00**	**30,021.32**
Planned YLEPP		**100,000.00**	**87,100.32**

7.1.10 To consider the cumulative sewerage impact with other planned developments utilizing SPSPS, KTSPS, NSWSPS and YLEPP, an assessment has been conducted. Due to limited information available for planned developments, a conservative approach with future average daily flow of upgraded SPSPS and design capacity of KTSPS are adopted for NSWSPS and YLEPP capacity checking. The result shows that remaining capacity is reserved under extreme case. Therefore, no adverse is anticipated. Detailed calculation refers to **Appendix 8**.

8. MAINTENANCE RESPONSIBILITY

8.1.1 The terminal manhole (i.e. FTMH2) and the upstream sewer for R(E) private residential development will be constructed and maintained by the residential development.

8.1.2 The terminal manhole (i.e. FTMH3) and the upstream sewer for primary school will be maintained by operating school, which include the proposed sewage pump house, associated rising mains and conversion chamber (i.e. Conversion Chamber 1).

8.1.3 The terminal manhole (i.e. FTMH4) and the upstream sewer for the relocated soy sauce factory will be maintained by the soy sauce factory, which include the proposed sewage pump house, associated rising mains and conversion chamber (i.e. Conversion Chamber 2).

8.1.4 The associated communal sewers downstream of the conversion chambers (i.e. Conversion Chamber 1 to MH01, Conversion Chamber 2 to MH01 and MH01 to MH05), FTMH2 (i.e. FTMH2 to MH04) will be constructed by "R(E)" private residential development. Upon completion of the proposed sewerage works, the proposed public access will be surrendered to government authority as maintenance access. The public access is proposed to hand over to TD and HyD for maintenance, whereas the communal sewer running underneath the public access will be handed over to DSD for maintenance. The maintenance matrix of the proposed communal sewers and the associated public access could be determined at later land exchange stage following the acceptance of this S.12A rezoning application.

8.1.5 In case the surrendered land become unallocated government land with the maintenance responsibility yet to be assigned to any government department, the proposed "R(E)" private residential development may temporarily take up the maintenance responsibility.

8.1.6 Further to Section 3.1.5, the Development is responsible for the diversion of the existing twin rising mains to Government Land upon the Application Site is proceeded to be developed and handed over to DSD for future maintenance.

8.1.7 The maintenance responsibility for "OU(CDWRA)1" Site refers to SIA report under separate submission (Application No. Y/YL-NSW/8).

9. CONCLUSION

9.1.1 This report aims to assess the sewerage impact arising from the proposed residential development against the existing and planned public sewerage network.

9.1.2 The total increase in sewage discharge is around 518m^3/day compared to 2016 Scheme despite the incorporation of the primary school and relocated soy sauce factory.

9.1.3 The sewage generated from the proposed residential development will be conveyed to the proposed terminal manhole (located at the western edge of the site. It will further drain to the existing gravity sewers along Pok Wai South Road, discharging to existing NSWSPS and ultimately to YLSTW.

9.1.4 The sewage generated from the proposed primary school and relocated soy sauce factory will be discharged to proposed sewer manhole (MH01) via rising main, conversion chambers and a series of 225mm dia. gravity sewer.

9.1.5 The sewage generated from the proposed "R(E)" Site Residential Development will be discharged proposed sewer manhole (MH04) via a 450mm dia. gravity sewer.

9.1.6 A series of 450mm dia. to 600mm dia. gravity sewer will be proposed to convey the sewage upstream from "OU(CDWRA)1" and "R(E)" sites, relocated soy sauce factory and proposed primary school to existing manhole FSH1001880 at Pok Wai South Road to NSWSPS and ultimately discharge to YLSTW.

9.1.7 The existing DN1200 downstream gravity sewer connecting existing public manhole FSH1001880 and NSWSPS is considered adequate as there is no significant sewerage impact due to sewage discharge from SPSPS, KTSPS and Proposed Development including "OU(CDWRA)1" Site Residential Development, GIC facilities and the "R(E)" Site.

9.1.8 The NSWSPS has adequate capacity to cater for the design sewage flow.

9.1.9 The YLSTW and planned YLEPP at 2031 have adequate capacity to cater for the design sewage flow.

End of Report

Figures

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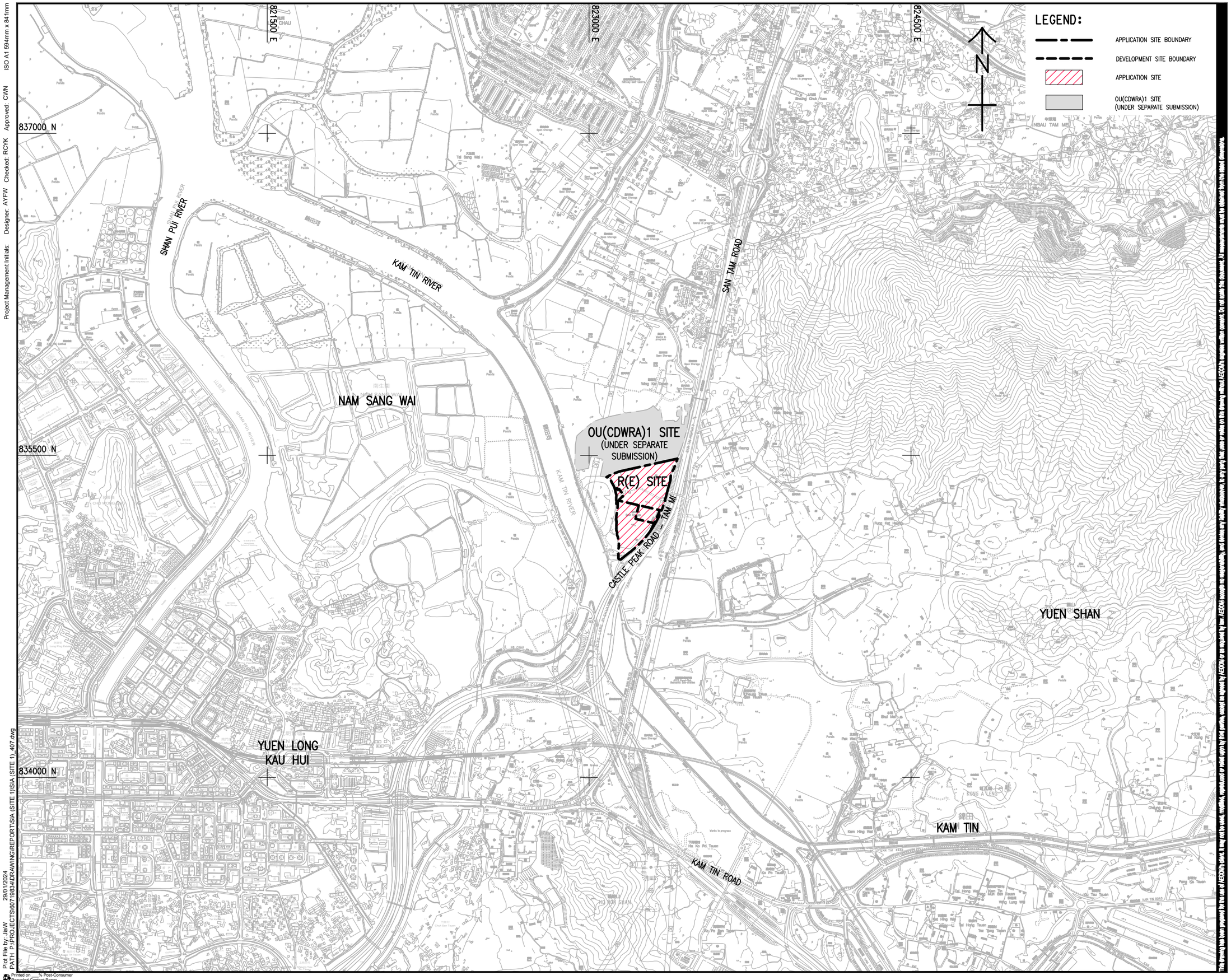

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PROJECT

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)" AND "OS" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG (APPLICATION NO. Y/YL-NSW/9)

CLIENT

CONSULTANT

AECOM Asia Company Ltd.
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ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK

STATUS

SCALE

A3 1 : 16000

DIMENSION UNIT

METRES

KEY PLAN

PROJECT NO.

60240484

AGREEMENT NO.

YL/2020/01

SHEET TITLE

LOCATION PLAN OF SHA PO PUBLIC HOSUING DEVELOPMENT WITH REFERNCE TO THE DEVELOPMENT

SHEET NUMBER

60240484/SIA/FIGURE 5

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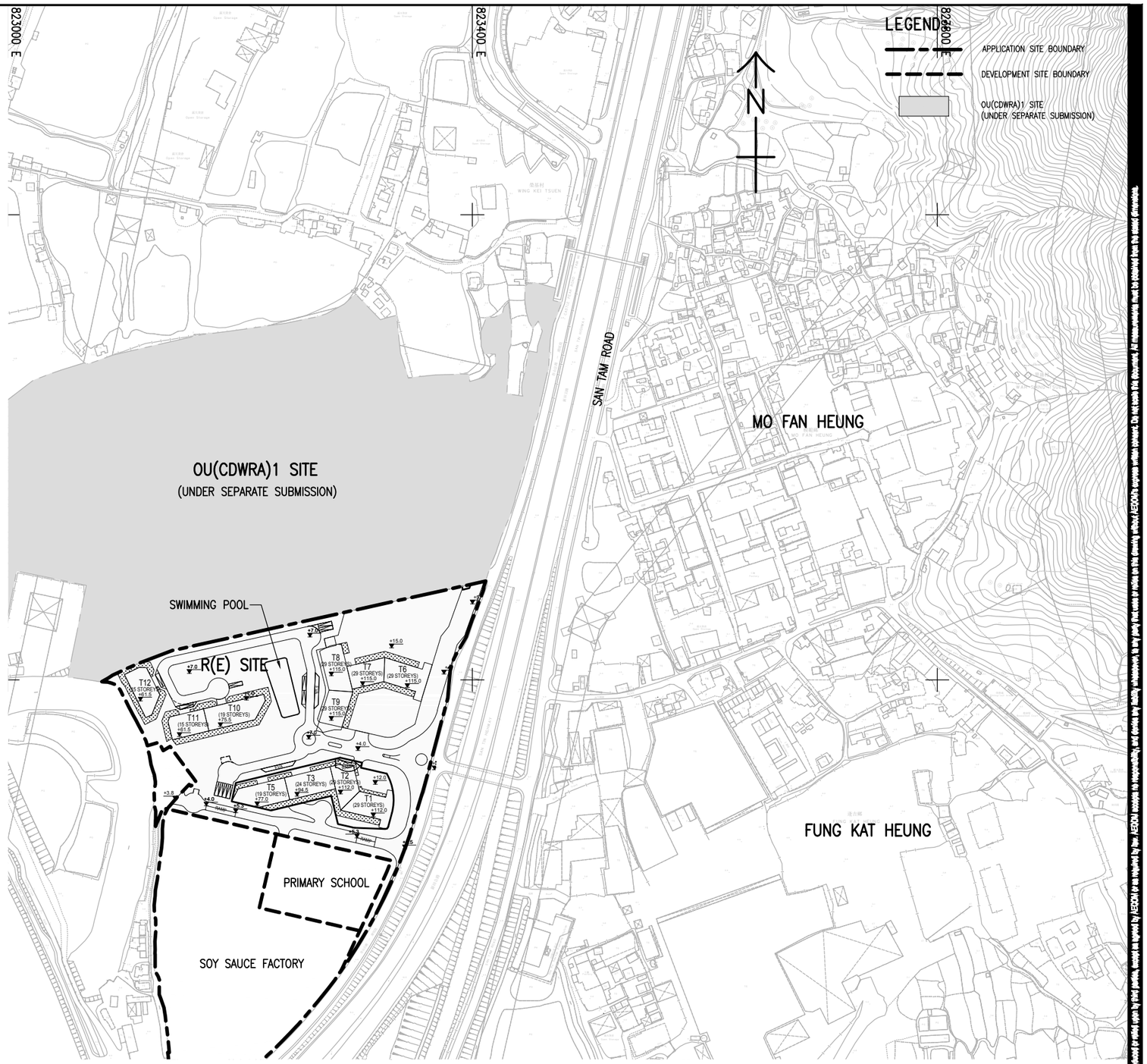

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SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)" AND "OS" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG (APPLICATION NO. Y/YL-NSW/9)

CLIENT

CONSULTANT

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ISSUE/REVISION

I/R	DATE	DESCRIPTION	CHK.

STATUS

SCALE A3 1 : 4000

DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60240484

AGREEMENT NO. YL/2020/01

SHEET TITLE

MASTER LAYOUT PLAN OF THE PROPOSED DEVELOPMENT

SHEET NUMBER

60240484/SIA/FIGURE 2

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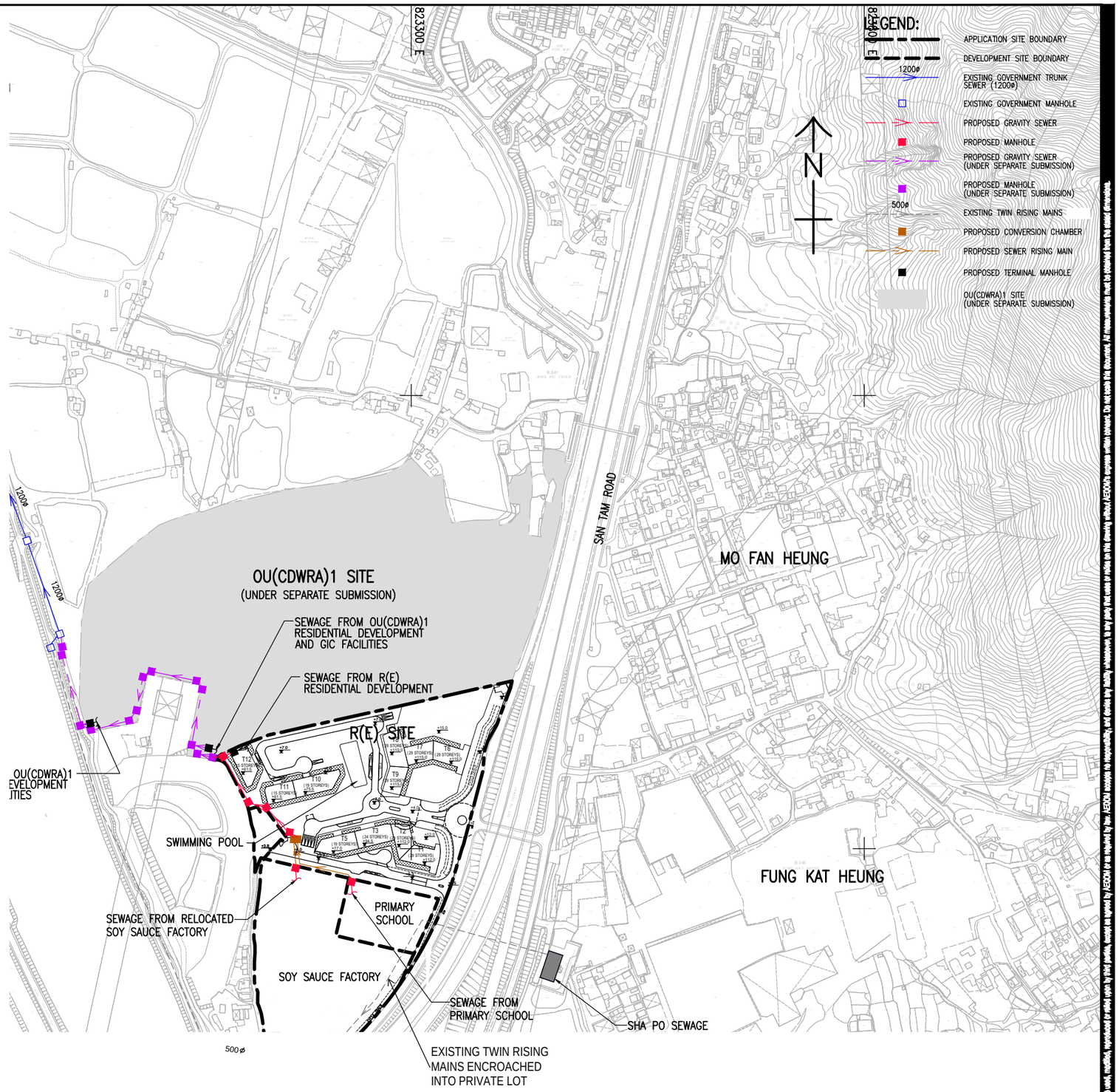

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PROJECT

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)" AND "OS" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG (APPLICATION NO. Y/YL-NSW/9)

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SCALE / **DIMENSION UNIT**

A3 1 : 5000 METRES

KEY PLAN

PROJECT NO. / **AGREEMENT NO.**

60719834 YL/2020/01

SHEET TITLE

PROPOSED SEWER CONNECTION

SHEET 1 OF 2

SHEET NUMBER

60719834/SIA/FIGURE 3

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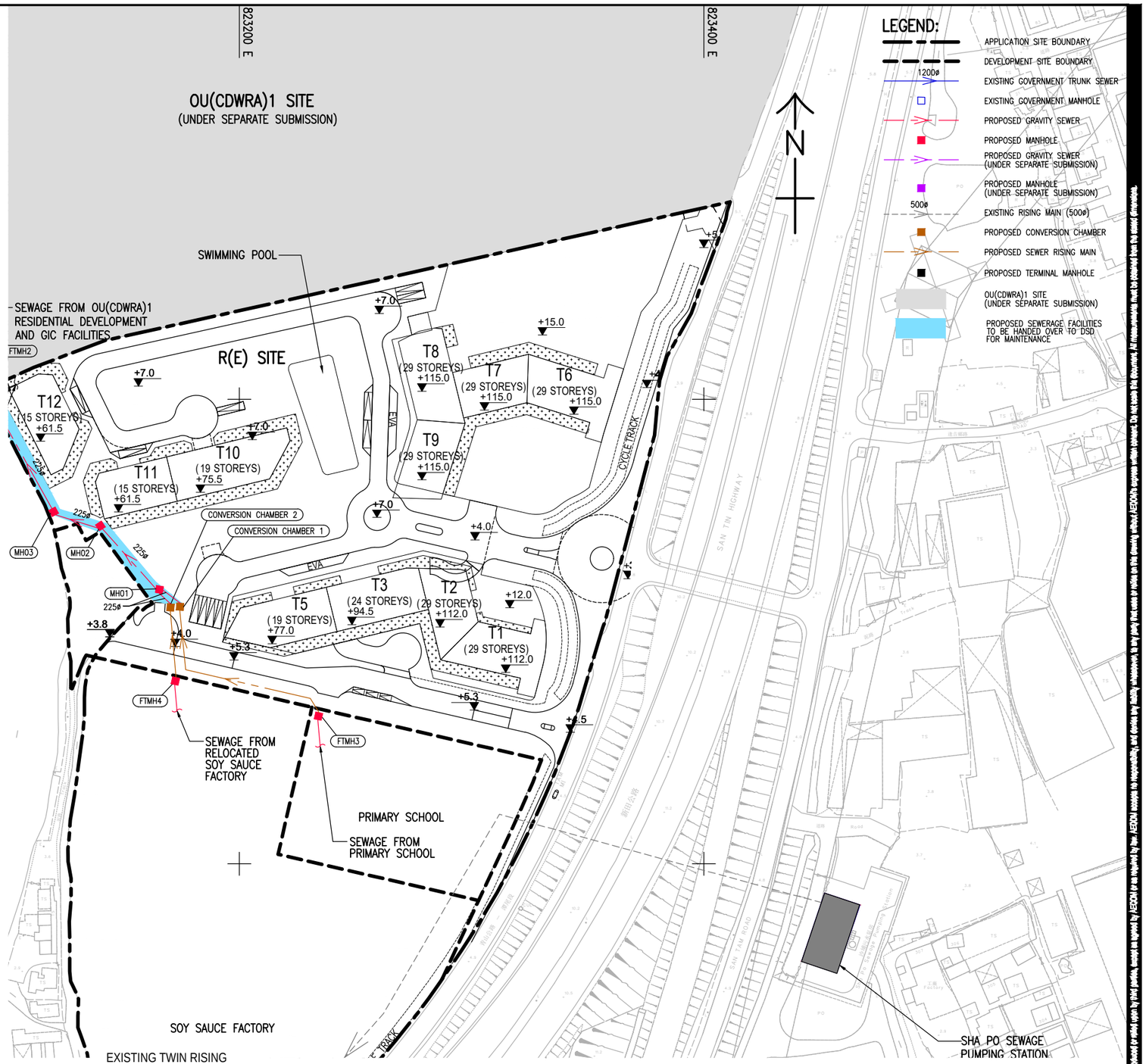

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PROJECT

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)" AND "OS" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG (APPLICATION NO. Y/YL-NSW/9)

CLIENT

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ISSUE/REVISION

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STATUS

SCALE A3 1 : 2000

DIMENSION UNIT METRES

KEY PLAN

PROJECT NO. 60719834

AGREEMENT NO. YL/2020/01

SHEET TITLE

PROPOSED SEWER CONNECTION

SHEET 2 OF 2

SHEET NUMBER

60719834/SIA/FIGURE 4

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Appendix 1

Previous approved SIA under S12A application

Previous approved SIA under S12A application - Reference Only

Section 12A Application for Proposed Amendments to the Approved Nam Sang Wai Outline Zoning Plan in Support of a Shopping Mall Cum Hotel Development at Lot 1743 CRP (Part) in DD 107, to the South of Wing Kei Tsuen, Yuen Long

Appendix H

Sewerage Impact Assessment (Issue 3)

Black & Veatch Hong Kong Limited
25/F Millennium City 6
392 Kwun Tong Road
Kowloon
Hong Kong

Oct 2015

Previous approved SIA under S12A application - Reference Only

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Annex H1 Design Checking of Proposed Sewer

Previous approved SIA under S12A application - Reference Only

1 INTRODUCTION

1.1 Black & Veatch Hong Kong Limited (B&V) have been commissioned to carry out engineering studies to support a Section 12A application for proposed amendments to the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8 in support of a shopping mall cum hotel development at lot 1743 CRP (Part) in DD 107, to the south of Wing Kei Tsuen, Yuen Long (the Application Site).

1.2 The Application Site is located to the south of Wing Kei Tsuen, bounded by Pok Wai South Road and Kam Tin River to the west, Castle Peak Road – Tam Mi Section to the east and Kam Tin River to the south. The Application Site occupies an area of approximately 38,593 m^2 (3.9 hectares). The Application Site is currently zoned as "Open Storage" ("OS"). Please refer to ***Figure H1*** for the location of the Application Site.

1.3 This planning application is proposed to rezone "OS" zone to "Commercial (1)" ("C(1)") zone for the development of shopping mall cum hotel (proposed development).

1.4 The summary of the key information for the proposed development is shown in ***Table H1***.

Table H1 --- Key Information of the Application Site

	Proposed Development
Site Area (m^2)	about 38,593 m^2
Plot Ratio	Not more than 1.5
Total Non-Domestic GFA (m^2)[1] - Commercial Development [2] - Hotel[3]	Not more than 57,890 m^2 Not more than 38,300 m^2 Not more than 19,590 m^2
No. of Hotel Rooms	700

1.5 This report presents the findings of studies on the following assessments to support the Planning Application:

- Examine the existing sewerage facilities in the region;
- estimate the sewage flows generated from the proposed shopping mall cum hotel development; and
- formulate and evaluate sewage disposal scheme.

[1] Excludes back of House facilities of not more than 979.5m^2 (i.e. not more than 5% of the hotel GFA) which is exempted from plot ratio calculation under Building (Planning) Regulation 23A and PNAP 111 (APP-40).
[2] Including shop and services, eating place and place of entertainment.
[3] Including dining facilities, entertainment facilities, business centre, leisure and recreational facilities, function rooms, exhibition and conference facilities.

Previous approved SIA under S12A application - Reference Only

2 EXISTING SEWERGAE FACILITIES IN THE AREA

2.1 The Application Site is presently unsewered. In 2010, three nos. of sewage pumping station, namely Sha Po Sewage Pumping Station (SPSPS), Nam Sang Wai Sewage Pumping Station (NSWSPS) and Kam Tin Sewage Pumping Station, including the associated gravity sewers / rising mains were completed and in operation in Au Tau, Pat Heung, Sha Po and Nam Sang Wai areas respectively.

2.2 The SPSPS is located at San Tam Road, to the east of the proposed development. The SPSPS has a design capacity of approximately 8,795m^3/day. Sewage collected by the SPSPS will be conveyed to NSWSPS and ultimately discharged to the Yuen Long Sewage Treatment Works (YLSTW) for treatment and disposal. The design capacity of NSWSPS is about 35,000 m^3/day.

3 ESITMATED QUANTITY OF SEWAGE TO BE GENERATED

3.1 The estimated sewage to be generated from the proposed development is presented in ***Tables H2:***

Previous approved SIA under S12A application - Reference Only

Table H2 --- Estimated Sewage Flow from the Proposed Shopping Mall cum Hotel Development

- Commercial Development GFA - Hotel GFA - Area for back of house facilities - Swimming pool	38,300 m^2 19,590 m^2 979.5 m^2
By conservative approach for estimating sewage flow, 30% of the commercial development GFA is assumed to be eating place: - Commercial Development (eating place) GFA - Commercial Development (others) GFA The area of potential swimming pool is conservatively assumed to be 1,250m^2: - Hotel GFA - Hotel (swimming pool) GFA	 11,490 m^2 26,810 m^2 18,340 m^2 1,250 m^2
Design Population - Commercial Development (eating place)[4] - Commercial Development (others)[5] - Hotel[6] - Back of house facilities[5]	 586 564 587 21
Global unit flow factor[7] - Commercial Development (eating place) - Commercial Development (others) - Hotel - Back of house facilities	 1.58 m^3/d 0.28 m^3/d 1.58 m^3/d 0.28 m^3/d
Predicted ADWF - Commercial Development (eating place) - Commercial Development (others) - Hotel - Hotel (swimming pool) - Back of house facilities	 925.9 m^3/d 157.9 m^3/d 927.5 m^3/d 168.4 m^3/d[8] 5.9 m^3/d
Total Predicted ADWF	2,185.6 m^3/d
Contributing Population = Total ADWF / 0.27	8,095 persons

[4] A density of 5.1 employees per 100 m^2 GFA (restaurant in Private Commercials) is adopted in accordance with the results of the "Commercial and Industrial Floor Space Utilization Survey" conducted by the Planning Departing in 2004/2005.

[5] A density of 2.1 employees per 100 m^2 GFA (retail trade in Private Commercials) is adopted in accordance with the results of the "Commercial and Industrial Floor Space Utilization Survey" conducted by the Planning Departing in 2004/2005

[6] A density of 3.2 employees per 100 m^2 GFA (hotels) is adopted in accordance with the results of the "Commercial and Industrial Floor Space Utilization Survey" conducted by the Planning Departing in 2004/2005

[7] Refer to Guidelines for Estimating Sewage Flows published by Environmental Protection Department in March 2005.

[8] Average discharge rate for government swimming pool, Annex 1 of Appendix V, Guidelines for Estimating Sewage

Previous approved SIA under S12A application - Reference Only

4 PROPOSED SEWAGE DISPOSAL SCHEME

4.1 Local sewage treatment facilities will be adopted, as an interim measure, for treatment and disposal of the sewage generated from the proposed development. The treated sewage will be discharged to Kam Tin River through the proposed twin 900mm diameter drains as shown in ***Figure G5*** in the ***Drainage Impact Assessment***.

4.2 The local sewage treatment facilities will be constructed and maintained by the owner at his own cost. To achieve the "no net increase in pollution loads to Deep Bay" principle, water in existing 5.3x3.8m twin cells box culvert will be intercepted for treatment by the interim local sewage treatment facilities, so as to compensate the increased pollution loads due to the proposed development. Tertiary level sewage treatment with Membrane Bioreactor (MBR) technology (or other technical feasible technology) will be employed for sewage treatment. Since water sampling results, flow measurement results and detailed site measurement are not available at this planning stage, the Applicant will carry out detailed site survey and water samplings at the existing box culvert at the detailed design stage. Detailed design of the local sewage treatment facilities including the proposed stream water interception of the existing box culvert will be submitted to relevant Authorities for agreement in the detailed design stage. If it is found that the proposed tertiary level sewage treatment is not sufficient to meet the "no net increase in pollution loads to Deep Bay" principle in the detailed design stage, further water purification / disinfection technology such as **Reverse Osmosis** (i.e. equal to no additional pollution load to Kam Tin River) will be adopted for treatment of sewage to meet "no net increase in pollution loads to Deep Bay" principle.

4.3 For ultimate sewage disposal scheme, sewage generated from the proposed development will be discharged to the SPSPS. An approximately 100 m long gravity sewer is proposed to be laid to convey sewage from the proposed development to the SPSPS. The sewer will be laid across Castle Peak Road – Tam Mi and San Tin Highway and then connected to the inlet manhole outside the SPSPS. Sewage at SPSPS will then be conveyed to NSWSPS through existing rising mains and trunk sewer.

4.4 Preliminary alignment of the proposed sewer and the proposed connection for ultimate sewage disposal scheme are shown on ***Figures H2 and H3*** respectively.

Capacity of Existing Sewerage System

4.5 The total estimated sewage generated from the proposed development is 2,185.6 Flows published by Environmental Protection Department in March 2005.m^3/day (ADWF) with a peaking factor of 5 (for sewer design with contributing population range of 5,000~10,000). The design capacity of SPSPS is 8,795 m^3/day, for which is much larger than the sewage generated from the proposed development. At the ultimate sewage discharge stage, subjected to approval of relevant Authorities, sewage from the proposed development will be discharged to SPSPS. The design checking of the proposed sewer at ultimate stage is shown in ***Annex H1***.

Previous approved SIA under S12A application - Reference Only

4.6 The current design capacity of NSWSPS is 35,000 m^3/day. Sewage from the proposed development will be discharged to NSWSPS via SPSPS at the ultimate sewage discharge stage. The time of implementation of the ultimate sewage discharge stage shall be subjected to approval of relevant Authorities.

5 EVALUATION OF THE SEWAGE DISPOSAL SCHEME AND RECOMMENDATIONS

Regional sewerage strategy

5.1 Interim local sewage treatment for sewage and existing stream water interception to achieve "no net increase in pollution loads to Deep Bay" principle is a feasible scheme. Discharge of sewage to public sewerage system at the ultimate sewage disposal scheme is also a feasible option and is in line with Government's sewage treatment and disposal strategies.

Land matters

5.2 The full section of the connection sewer at ultimate stage will run along government land. It is not envisaged that requisition of private lot would be required for construction nor future operation.

Environmental impact

5.3 The proposed interim local sewage treatment facilities and stream water interception will be designed to meet the "no net increase in pollution loads to Deep Bay" principle. The proposed ultimate sewage disposal stage involves discharge to public sewerage system via a new gravity sewer constructed by the developer. Both stages will have insignificant environmental impact.

Construction

5.4 Construction of gravity sewer from the Application Site to the SPSPS at the ultimate stage would mainly involve conventional technology such as cut and cover excavation techniques. However, to minimize disruption to the pedestrian and vehicular traffic, adoption of trenchless construction method will be explored for the portions of sewer crossing San Tin Highway and at other location as appropriate. There is no significant constraint in terms of complexity by a general civil works contractor. Details of the proposed sewer will be submitted to relevant departments for agreement at detailed design stage.

Previous approved SIA under S12A application - Reference Only

6 CONCLUSION

6.1 The estimated sewage generated from the proposed development is 2,185.6 m^3/d. Local sewage treatment facilities will be adopted, as an interim measure, for treatment and disposal of the sewage generated. At the ultimate sewage discharge stage, sewage generated from the proposed development will be discharged to public sewerage system. Time of implementation of ultimate sewage discharge stage shall be subjected to the approval of relevant Authorities.

6.2 The proposed sewage disposal scheme is considered feasible in terms of regional sewerage strategy, land, and environmental impact and construction considerations. The proposed development is considered sustainable in terms of sewerage.

END OF TEXT

Previous approved SIA under S12A application - Reference Only

FIGURES

835 800 N

835 600 N

835 400 N

835 200 N

822 800 E

823 000 E

823 200 E

823 400 E

823 600 E

823 800 E

Previous approved SIA under S12A application - Reference Only

錦田河
KAM TIN RIVER

榮基村
WING KEI TSUEN

模範鄉
MO FAN HEUNG

逢吉鄉
FUNG KAT HEUNG

元朗排水繞道人工濕地
Yuen Long Bypass Floodway Engineered Wetland

ϕ1200

ϕ1200

ϕ900

2xϕ700 RISING MAINS

2xϕ500 RISING MAINS

Trained Kam Tin River

2xϕ500 RISING MAINS

ϕ300

2xϕ500 RISING MAINS

ϕ375

ϕ900

Sha Po Sewage Pumping Station

Legend:

- Application Site
- ϕ300 — Existing Government Trunk Sewer (ϕ300)
- ϕ300 — Proposed Gravity Sewer by the Developer (ϕ300)

Title

PROPOSED CONNECTION TO EXISTING SEWERAGE SYSTEM

Section 12A Application for Proposed Amendments to the Approved Nam Sang Wai Outline Zoning Plan in Support of a Shopping Mall Cum Hotel Development at Lot 1743 CRP (Part) in DD 107, to the South of Wing Kei Tsuen, Yuen Long

Figure no. H-3

Prepared KW

Checked LCH

Scale 1 : 3000

BLACK & VEATCH HONG KONG LIMITED
博威工程顧問有限公司

Plot date : 8/13/2014 Time : 9:04:40 AM User : xu48127

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Appendix 2

Estimated Sewage Flow from the Primary School

Appendix 2 Estimated Sewage Flow from the Primary School

Primary School GFA (m^2)		6,200.00
Student (no.)	=	750
Teacher (no.)	=	58 (1)
Unit Flow Factor for Student (m^3/d/head)	=	0.04
Unit Flow Factor for Teacher (m^3/d/head)	=	0.28
DWF from Student (m^3/day)	=	30.00
DWF from Teacher (m^3/day)	=	16.24
DWF (m^3/day)		46.24
DWF (l/s)	=	0.5352
Catchment Inflow Factor	=	**1.00**
Total DWF (m^3/day)	=	**46.24**
Total DWF (l/s)	=	**0.5352**
Contributing Population	=	172
Peaking Factor	=	8
Peak Flow (m^3/s)	=	**0.0043**
Peak Flow (l/s)	=	**4.28**

Notes:

(1) According to Education Bureau Key Statistics on Primary School Pupil-Teacher Ratio of 13.0:1.
The proposed primary school has 30 classrooms in total with an average class size of 25.

Appendix 3

Hydraulic Assessment of Sewerage System

Appendix 3 Hydraulic Assessment of Sewerage System

Estimated Sewage Flow from "R(E)" Site Private Development			
"R(E)" Site Residential Unit (no.)	=	3,115	
Person per Unit	=	2.6	(1)
Residential Population (person)	=	8,099	
Unit Flow Factor (m^3/d/head)	=	0.27	
DWF (m^3/day)	=	2,186.73	
DWF (l/s)	=	25.309	
Retail GFA (m^2)	=	3,900.00	
Retail F&B GFA (m^2)	=	2,900.00	(4)
Restaurant staff (no.)	=	148	
Unit Flow Factor (m^3/d/head)	=	1.58	
DWF (m^3/day)	=	233.84	
DWF (l/s)	=	2.706	
Kindergarten GFA (m^2)	=	1,000.00	
Student (no.)	=	160	
Teacher (no.)	=	20	(7)
Unit Flow Factor for Student (m3/d/head)	=	0.04	
Unit Flow Factor for Teacher (m^3/d/head)	=	0.28	
DWF (m^3/day)	=	12.00	
DWF (l/s)	=	0.139	
Clubhouse GFA (m^2)	=	3,500.00	
Clubhouse F&B GFA (m^2)	=	1,050.00	(4)(9)
Restaurant staff (no.)	=	54	
Unit Flow Factor (m^3/d/head)	=	1.58	
DWF (m^3/day)	=	85.32	
DWF (l/s)	=	0.988	
Clubhouse non-F&B GFA (m^2)	=	2,450.00	(4)(8)
Non-Restaurant staff (no.)	=	52	
Unit Flow Factor (m^3/d/head)	=	0.28	
DWF (m^3/day)	=	14.56	
DWF (l/s)	=	0.169	
Outdoor Pool Volume (m^3)	=	1,232.00	(5)
Turnover rate (hours)	=	12	
Flow Rate (l/s)	=	28.5	
Duration of Backwash (min/day)	=	3	
Volume of Backwash (m^3/day)	=	5.13	
Volume of Backwash (l/s)	=	0.059	
Indoor Pool Volume (m^3)	=	525.00	(5)
Turnover rate (hours)	=	12	
Flow Rate (l/s)	=	12.2	
Duration of Backwash (min/day)	=	3	
Volume of Backwash (m^3/day)	=	2.19	
Volume of Backwash (l/s)	=	0.025	
Maximum Volume of Backwash "R(E)" Site (m^3/day)	=	7.321	(5)
Maximum Volume of Backwash "OU(CDWRA)1" Site (m^3/day) (under separate submission)	=	14.642	(5)
Sub Total DWF for "R(E)" Site Residential Development (m^3/day)	=	2,532.45	
Sub Total DWF for Swimming Pools Backwash (m^3/day)	=	7.32	
Sub Total DWF for Primary School (m^3/day)	=	46.24	(Refer to Appendix 2)
Sub Total DWF for Soy Sauce Factory (m^3/day)	=	118.00	
Sub Total DWF for "R(E)" Site (m^3/day)	=	2,539.77	
Sub Total DWF for "R(E)" Site + Soy Sauce Factory + Primary School (m^3/day)	=	2,704.01	
Sub Total DWF for OU(CDWRA)1 Residential Development (m^3/day) (under separate submission)	=	5,245.03	
Sub Total DWF for Swimming Pools Backwash (m^3/day) (under separate submission)	=	14.64	
Sub Total DWF for GIC facilities (m^3/day) (under separate submission)	=	25.72	
Sub Total DWF for "OU(CDWRA)1" Site (m^3/day) (under separate submission)	=	5,285.39	
Total Discharge from Proposed Development			
Total Discharge from the Proposed Development (m^3/day)	=	**7,989.40**	
Contributing Population	=	29,591	
Peaking Factor	=	4	
Total Peak Flow from the Proposed Development (m^3/s)	=	0.3699	
Total Peak Flow from the Proposed Development (l/s)	=	**369.88**	

	Design Capacity	Flow from "R(E)" Site Only (ADWF)	Capacity Check
	(m^3/day)	(m^3/day)	%
NSW SPS	42,921	2,704	6
YLSTW (Existing)	100,000	2,704	3
YLEPP (at 2031)	100,000	2,704	3

Notes:

1. Person-Per-Flat ratio (PPoF) of 2.6 with reference to the recommendation under HK2030+ (Oct 2021).
2. Contributing population = Projected Flow (ADWF in m^3/day) / 0.27 (m^3/person/day)
3. Nam Sang Wai Sewerage Pumping Station (NSWSPS), Yuen Long Sewage Treatment Works (YLSTW) and Upgrade the Yuen Long Sewage Treatment Works (YLSTW) to the Yuen Long Effluent Polishing Plant (YLEPP)
4. Adopt Non-F&B = 70% of Clubhouse Area and F&B = 30% of Clubhouse Area, while for Retail Area F&B=100% for assessment purposes only.
5. Worst case scenario (all swimming pools will undergo backwash at the same time) is assumed.
6. Catchment Inflow Factors (PCIF): Yuen Long = 1.00 is adopted.
7. According to Education Bureau Key Statistics on kindergarten Pupil-Teacher Ratio of 8.1:1. The proposed kindergarten has 8 classrooms with an average class size of 20. (One kindergarten with 1000m^2 is proposed for the Development)
8. According to CIFSUS, the worker density for private commericals' Retail Trade is assumed as 2.1 workers per GFA (in 100 m^2)
9. According to CIFSUS, the worker density for private commericals' Restaurants is assumed as 5.1 workers per GFA (in 100 m^2)
10. According to Education Bureau Key Statistics on Primary School Pupil-Teacher Ratio of 13.0:1. The proposed primary school has 30 classrooms in total with an average class size of 25.

Appendix 4

Hydraulic Check of Proposed Sewer

Appendix 4 - Hydraulic Check of Proposed Sewer

R(E) Site

ADWF from proposed development R(E) Residential Development (exclude swimming pools backwash)	2,532.45	m^3/d
	0.0293	m^3/s
ADWF from Primary School	46.24	m^3/d
	0.0005	m^3/s
ADWF from Swimming Pools Backwash	7.32	m^3/d
	0.0001	m^3/s
ADWF from Soy Sauce Factory	118.00	m^3/d (Refer to Appendix 7)
	0.0014	m^3/s

OU(CDWRA)1 Site

ADWF from proposed development "OU(CDWRA)1" Residential Development (exclude swimming pools backwash)	5,245.03	m^3/d (under separate submission)
	0.0607	m^3/s (under separate submission)
ADWF from GIC facilities	25.72	m^3/d (under separate submission)
	0.0003	m^3/s (under separate submission)
ADWF from Swimming Pools Backwash	14.64	m^3/d (under separate submission)
	0.0002	m^3/s (under separate submission)

V of water = 0.000001 **m^2/s** 20˚C

Manhle No.		**Pipe**																		
		Cover Level		Invert Level																
U/S	D/S	U/S	D/S	U/S	D/S	Size (Internal Diameter)	Length	Hydraulic Radius	Flow Area	Pipe Gradient	Pipe Velocity	Capacity	Roughness	Accumulated ADWF	Contributing Population	Peaking Factor	Estimated Peak Discharge	Peak Flow Rate of SPS	Total Peak Discharge	Capacity Check	Remark
		mPD	mPD	mPD	mPD	mm	m	m	m^2	(1 in)	m/s	m^3/s	mm	m^3/d			m^3/s	m^3/s	m^3/s	%	
Discharge to NSW SPS																				
FTMH4	Conversion Chamber 2	Proposed Sewer Rising Main																		Sewage discharge from soy sauce factory
FTMH3	Conversion Chamber 1	Proposed Sewer Rising Main																		Sewage discharge from school
Conversion Chamber 1 / Conversion Chamber 2	MH01	7.00	7.00	5.06	4.93	225	16.0	0.051	0.04	125	0.96	0.04	1.50 (3)	164.24	609	6	0.011	N/A	0.011	30	Sewage discharge from soy sauce factory and school
MH01	MH02	7.00	7.00	4.93	4.65	225	35.0	0.051	0.04	125	0.96	0.04	1.50 (3)	164.24	609	6	0.011	N/A	0.011	30	
MH02	MH03	7.00	7.00	4.65	4.49	225	20.0	0.051	0.04	125	0.96	0.04	1.50 (3)	164.24	609	6	0.011	N/A	0.011	30	
MH03	MH04	7.00	7.00	4.49	4.09	225	50.0	0.051	0.04	125	0.96	0.04	1.50 (3)	164.24	609	6	0.011	N/A	0.011	30	
FTMH2	MH04	7.00	7.00	4.05	4.02	450	5.0	0.101	0.14	200	1.19	0.17	1.50 (3)	2,539.77	9,407	4	0.118	N/A	0.118	69	Sewage discharge from "R(E)" Site Residential Development (Excluding School and Soy Sauce Factory Site)
MH04	MH05	7.00	7.00	4.09	4.02	450	9.0	0.101	0.16	125	1.51	0.24	1.50 (4)	2,704.01	10,015	3	0.094	N/A	0.094	39	Sewage discharge from "R(E)" Site Residential Development (Including School and Soy Sauce Factory Site)
MH05	MH06	7.00	7.00	4.02	3.92	450	21.0	0.101	0.14	200	1.20	0.17	1.50 (4)	2,704.01	10,015	3	0.094	N/A	0.094	55	
MH06	MH07	7.00	7.00	3.92	3.88	450	4.0	0.101	0.14	125	1.51	0.22	1.50 (4)	2,704.01	10,015	3	0.094	N/A	0.094	43	
FTMH1	MH07	7.00	7.00	4.04	4.02	600	4.0	0.135	0.25	199	1.44	0.37	1.50 (4)	5,285.39	19,576	3	0.184	N/A	0.184	50	Sewage discharge from "OU(CDWRA)1" Site
MH07	MH08	7.00	7.00	3.88	3.22	600	66.0	0.135	0.25	100	2.03	0.52	1.50 (4)	7,989.40	29,591	3	0.277	N/A	0.277	54	Sewage discharge from the Development "R(E)" Site (Including School and Soy Sauce Factory Site) and "OU(CDWRA)1" Site
MH08	MH09	7.00	7.00	3.22	3.19	600	3.6	0.135	0.25	100	2.03	0.52	1.50 (4)	7,989.40	29,591	3	0.277	N/A	0.277	54	
MH09	MH10	7.00	7.00	3.19	2.65	600	54.0	0.135	0.25	100	2.03	0.52	1.50 (4)	7,989.40	29,591	3	0.277	N/A	0.277	54	
MH10	MH11	7.00	3.73	2.27	2.22	600	5.0	0.135	0.25	100	2.03	0.52	1.50 (4)	7,989.40	29,591	3	0.277	N/A	0.277	54	
MH11	MH12	3.73	3.73	2.22	1.76	600	46.0	0.135	0.25	100	2.03	0.52	1.50 (4)	7,989.40	29,591	3	0.277	N/A	0.277	54	
MH12	MH13	3.73	3.73	1.76	1.72	600	4.0	0.135	0.25	100	2.03	0.52	1.50 (4)	7,989.40	29,591	3	0.277	N/A	0.277	54	
MH13	MH14	3.73	3.73	1.72	1.28	600	44.0	0.135	0.25	100	2.03	0.52	1.50 (4)	7,989.40	29,591	3	0.277	N/A	0.277	54	
MH14	MH15	3.73	3.73	1.28	1.21	600	6.8	0.135	0.25	100	2.03	0.52	1.50 (4)	7,989.40	29,591	3	0.277	N/A	0.277	54	
MH15	MH16	3.73	3.73	1.21	0.11	600	76.9	0.135	0.25	70	2.43	0.62	1.50 (4)	7,989.40	29,591	3	0.277	N/A	0.277	45	
MH16	MH17	3.73	3.73	0.11	0.02	600	6.4	0.135	0.25	70	2.43	0.62	1.50 (4)	7,989.40	29,591	3	0.277	N/A	0.277	45	
MH17	FSH1001880	3.73	4.40	0.02	-0.14	600	11.0	0.135	0.25	70	2.43	0.62	1.50 (4)	7,989.40	29,591	3	0.277	N/A	0.277	45	
FSH1001880	FMH1039721	4.40	4.61	-0.14	-0.65	1200	92.8	0.270	1.02	182	2.13	2.17	3.00 (5)	7,989.40	29,591	4	0.370	0.578	0.948	44	Pump Rate of SPSs Upstream (from Sha Po SPS (201 l/s = 0.201 m^3/s[8] & Kam Tin SPS (377 l/s = 0.377 m^3/s[9])), Sewage (i.e. ADWF) from the Development "R(E)" Site (Including School and Soy Sauce Factory Site) and "OU(CDWRA)1" Site.
FMH1039721	FMH1039722	4.61	4.30	-0.66	-1.17	1200	101.80	0.270	1.02	200	2.04	2.07	3.00 (5)	7,989.40	29,591	4	0.370	0.578	0.948	46	
FMH1039722	FMH1039723	4.30	4.20	-1.12	-1.42	1200	86.48	0.270	1.02	288	1.69	1.72	3.00 (5)	7,989.40	29,591	4	0.370	0.578	0.948	55	
FMH1039723	FMH1039724	4.20	4.20	-1.47	-1.76	1200	61.56	0.270	1.02	212	1.97	2.01	3.00 (5)	7,989.40	29,591	4	0.370	0.578	0.948	47	
FMH1039724	FSH1001884	4.20	4.20	-1.84	-2.29	1200	153.16	0.270	1.02	340	1.56	1.59	3.00 (5)	7,989.40	29,591	4	0.370	0.578	0.948	60	
FSH1001884	FSH1001886	4.20	5.35	-3.13	-3.70	1200	99.07	0.270	1.02	174	2.18	2.22	3.00 (5)	7,989.40	29,591	4	0.370	0.578	0.948	43	

Notes:
(1) Assume the pipe flows under full-bore capacity.
(2) Adopt Non-F&B = 70% of Clubhouse Area and F&B = 30% of Clubhouse Area, while for Retail Area F&B=100% for assessment purposes only.
(3) Assume the proposed sewerage pipes from Conversion Chamber to MH04, and FTMH2 to MH04 to be slimed concrete sewers to about half depth; velocity, when flowing half full, approximately 1.2 m/s under normal condition.
(4) Assume the proposed sewerage pipes from MH04 to FSH1001880 to be slimed concrete sewers to about half depth; velocity, when flowing half full, approximately 1.2 m/s under normal condition.
(5) Assume the existing sewerage pipes are slimed concrete sewers to about half depth; velocity, when flowing half full, approximately 1.2 m/s under poor condition.
(6) Peaking factor excluding stormwater allowance is adopted for proposed sewer hydraulic checking between proposed sewer manhole MH01 and FSH1001880, FTMH2 and MH04, Conversion Chamber to MH01.
(7) Peaking factor including stormwater allowance is adopted for existing sewer hydraulic checking between existing sewer manhole FSH1001880 to FSH1001886.
(8) According to DSD information provided, the pump rate of Sha Po SPS is 201 l/s = 0.201 m^3/s
(9) According to DSD information provided, the pump rate of Kam Tin SPS is 377 l/s = 0.377 m^3/s

Appendix 5

Estimated Sewage Flow from Light Public Housing

Sewage Flow Estimation of Light Public Housing

Estimated Sewage Flow from Light Public Housing		
Residential Population (person)	=	5,500 (1), (2)
Unit Flow Factor (m^3/d/head)	=	0.19
DWF (m^3/day)	=	1,045.00
DWF (l/s)	=	12.095
Non-domestic GFA (m^2)	=	1,075.00 (1)
Community Facilities GFA (m^2)	=	537.50 (3)
Retail GFA (m^2)	=	537.50 (3)
Community Facilities GFA (m^2)	=	537.50
Assumed Worker Density (workers per GFA (in 100 m^2))	=	3.30 (5)
Staff (no.)	=	18
Unit Flow Factor (m^3/d/head)	=	0.28
DWF (m^3/day)	=	5.04
DWF (l/s)	=	0.058
Retail F&B GFA (m^2)	=	161.25 (4)
Assumed Worker Density (workers per GFA (in 100 m^2))	=	5.10 (6)
Restaurant staff (no.)	=	8
Unit Flow Factor (m^3/d/head)	=	1.58
DWF (m^3/day)	=	12.64
DWF (l/s)	=	0.146
Retail non-F&B GFA (m^2)	=	376.25 (4)
Assumed Worker Density (workers per GFA (in 100 m^2))	=	3.50 (7)
Non-restaurant staff (no.)	=	13
Unit Flow Factor (m^3/d/head)	=	0.28
DWF (m^3/day)	=	3.64
DWF (l/s)	=	0.042
Total DWF (m^3/day)	=	**1,061.28**
Total DWF (l/s)	=	**12.28**

1. Information extracted from "Light Public Housing at Yau Pok Road, Yuen Long - Project Profile".
2. For conservative purpose, maximum 5,500 design population is adopted.
3. The non-domestic GFA is assumed 50% Retail and 50% Community Facilities.
4. The retail GFA is assumed 30% F&B and 70% non-F&B.
5. Worker density refers to Table 8 of Commercial and Industrial Floor Space Utilisation Survey (CIFSUS) for "Community, Social & Personal Services" - All types
6. Worker density refers to Table 8 of Commercial and Industrial Floor Space Utilisation Survey (CIFSUS) for "Restaurants" - All types.
7. Worker density refers to Table 8 of Commercial and Industrial Floor Space Utilisation Survey (CIFSUS) for "Retail Trade" - All types.

Appendix 6

Existing Soy Sauce Factory Discharge License

Licence No.: 牌照編號 :	WT00042212-2022
This Licence is Valid to : 本牌照有效期至 :	30/06/2027

ENVIRONMENTAL PROTECTION DEPARTMENT
環境保護署

WATER POLLUTION CONTROL ORDINANCE (CAP. 358)
水污染管制條例（第358章）

LICENCE PURSUANT TO SECTION 20
按第20條簽發的牌照

The Director of Environmental Protection ("the Authority") grants this licence under the Water Pollution Control Ordinance ("the Ordinance") on the terms and conditions stated below.

環境保護署署長（「監督」）按下列的條款及條件，根據水污染管制條例（「本條例」）批給此牌照。

18 Oct 2022
Date
日期

(LEUNG Man-lung)
For *the Authority*
監督 (梁文龍 代行)

PART A 甲部 : GENERAL TERMS 一般條款

Name of Licensee ("the Licensee") 持牌人名稱（「持牌人」）	Koon Chun Hing Kee Soy & Sauce Factory Limited 冠珍興記醬園有限公司
Discharge Premises ("the premises") 排放處所（「處所」）	DD 107, Lot 1910, Au Tau, Yuen Long, N.T. 新界元朗凹頭第107約第1910號地段
Water Control Zone 水質管制區	Deep Bay Water Control Zone 后海灣水質管制區
Discharge Category 排放種類	Discharge of industrial trade effluent 工業污水排放
Nature of Discharge 排放性質	Trade effluent arising from the premises 源自上址的行業污水
Wastewater Treatment Facilities 廢水處理設施	Screen, Grease trap, Chemical precipitation tank, Equalization tank, Sequencing batch reactor system, Activated carbon filter, pH adjustment, Sludge conditioning tank, Filter press and Sludge holding tank 隔篩、隔油池、化學沉澱池、均衡池、順序分批式反應器系統、活性碳過濾器、酸鹼值調節、淤泥調節缸、壓濾機及淤泥儲存缸
Discharge Point(s) 排放點	Discharge into communal drain (Marked as D.P. in Annex I) 排放入公用雨水渠 (如附件I中D.P. 位所示)
Sampling Point(s) 抽樣點	Sampling point(s) at discharge outlet(s) of the Wastewater Treatment Facilities (Marked as S.P. in Annex II) 抽樣點於廢水處理設施的排水口 (如附件II中S.P. 位所示)

PART B 乙部 : SPECIFIC CONDITIONS 特定條件

B1. Limitations on Discharge 排放限制

The characteristics or constituents of any discharge (including that taken at the Sampling Point(s) specified in Part A of this licence) from the premises shall not exceed the limits stated in the table below[Note (a)]. All figures are upper limits unless otherwise indicated. All units are expressed as concentration in milligramme per litre unless otherwise stated.

任何來自處所的排放（包括在本牌照甲部指明的抽樣點所抽取的排放樣本）的特性或構分不得超過下表所列的限度[附註 (a)]。除另有標示外，所有數字均為上限。除另有註明外，所有單位均以毫克／公升作濃度表示。

Determinand 測量物	Limit 限度
Flow Rate (m^3 / day) 流量（立方米/日）	50
pH (pH units) 酸鹼值 (pH 單位)	6-10
Temperature (°C) 溫度 (攝氏)	30
Colour (Lovibond units)(25mm cell length) 色度(羅維保德色調計)(25 毫米光度管)	1
Suspended Solids 懸浮固體	30
Biochemical Oxygen Demand (5 days, 20 °C) 生化需氧量 (5 天, 20°C)	20
Chemical Oxygen Demand 化學需氧量	80
Oil & Grease 油類及油脂	10
Chloride 氯化物	1000
Surfactants (total) 表面活化劑 (總量)	15
Nitrate + nitrite nitrogen 硝酸鹽+亞硝酸鹽氮	50
E. coli (count/100ml) 大腸桿菌(個／100 毫升)	1000

B2. Self-monitoring and Reporting 自動監察及報告

☐ The Licensee shall perform self-monitoring and make the results of the monitoring available as and when required by the Authority.
持牌人須在監督要求時進行自動監察及呈交監察結果。

☑ The Licensee shall carry out routine self-monitoring and recording of the constituents, by collecting and analyzing sample(s), of the discharge at the Sampling Point(s) at his own expense in accordance with the sampling type and measurement frequency specified for each determinand named below:
持牌人須依照下列每種測量物指定的抽樣類別及頻率，自費收集及分析抽樣點的排放樣本，從而進行例行自動監察及記錄有關構分。

Determinand 測量物	Unit 單位	Sampling Type 抽樣類別	Frequency 頻率
Biochemical Oxygen Demand (5 days, 20 °C) 生化需氧量 (5 天, 20°C)	mg/L 毫克/升	Grab 抓取	Quarterly 每三個月一次
Oil & Grease 油類及油脂	mg/L 毫克/升	Grab 抓取	Quarterly 每三個月一次

Results of these monitoring shall be summarized in a report and shall be made available to the Authority by submitting the report to the Authority on a quarterly basis.
所有監測結果須以摘要形式，每三個月作出報告，並須呈交監督審閱。

PART C 丙部 : STANDARD CONDITIONS 標準條件

C1. The Discharge 排放

The discharge or deposit shall not contain prohibited substances including polychlorinated biphenyls (PCB), polyaromatic hydrocarbon (PAH), fumigant, pesticide, toxicant, radioactive substances, chlorinated hydrocarbons, flammable or toxic solvents, petroleum oil or tar, calcium carbide; any substance likely to damage the sewer or to interfere with any of the treatment processes, or to be harmful to the health and safety of any personnel engaged in the operation or maintenance of a sewerage system; waste liable to form scum or deposits in any part of the drainage or sewerage system, or the waters of Hong Kong; waste liable to form discolouration in any parts of the waters of Hong Kong; sludge, floatable substances or solids larger than 10 mm; and sludge or solid refuse of any kind.

排放或沉積不得含有受禁止物質，包括多氯聯苯、聚芳烴、薰蒸劑、除害劑、毒劑、放射性物質、氯化烴、可燃或有毒溶劑、石油或焦油、碳化鈣；任何可能會損害污水渠或干擾任何處理程序的物質，或有損操作或保養排污系統人員健康及安全的物質；可能在排水或排污系統任何部分或香港水域任何範圍內形成浮渣或沉積的廢物；可能在香港水域任何範圍內形成變色的廢物；污泥、漂浮物質或大於 10 毫米的固體；以及任何種類的污泥或固體垃圾。

C2. Flow Measurement 量度流量

The Licensee shall determine the flow rate of the discharge by providing, operating and maintaining a continuous flow measuring device with an accuracy certified by its manufacturer to be within plus or minus 3 percent of the actual flow, and shall calibrate the flow measuring device regularly according to manufacturer's recommendations. If no such device is provided, the Licensee shall determine the flow rate through using calculation methods agreed by the Authority, by making reference to the amount of water used in the premises being served by mains supply and other sources, less process consumption and any other losses.

持牌人必須提供、操作及保養一個連續性流量計以測量排放的流量率，其準確程度須經其製造商核證為不超逾或低於實際流量的 3%，並須根據製造商建議的方法，定期校準流量計。如沒有提供該設備，持牌人須使用監督同意的計算方法，根據處所由自來水及其他水源供應的用水量減去工序耗水量及任何其他耗水量來測定流量率。

C3. Treatment 處理

C3.1 The Licensee shall provide appropriate wastewater treatment facilities, and engage personnel with adequate qualification and experience to properly operate and maintain all wastewater treatment facilities at all times. No discharge shall bypass the respective wastewater treatment facilities, the Sampling Point(s), or the Discharge Point(s) as stipulated in Part A of this licence unless it is unavoidable to prevent loss of life, personal injury or severe property damage and no feasible alternative exists. Dilution of the discharge to achieve compliance with the limits contained in this licence is prohibited.

持牌人須提供適當的廢水處理設施，並須僱用具備足夠資格及經驗的人士時刻適當操作及保養所有廢水處理設施。除非為避免引致人命傷亡或嚴重財物損失，及無其他可行代替辦法，否則排放不得繞過本牌照甲部訂明的各個廢水處理設施、抽樣點或排放點。不得將排放稀釋，以求符合本牌照內所訂的限度。

C3.2 The Licensee shall provide standby equipment to guard against failure of major treatment equipment. In the event of loss of efficiency of operation, or failure of all or part of the wastewater treatment facilities, the Licensee shall take all reasonable steps, including the use of standby wastewater treatment equipment, to the extent necessary to maintain compliance with this licence. Such steps shall remain until operation of the wastewater treatment facilities is restored or an alternative method of treatment is provided.

持牌人須提供備用設備，以供在主要處理設備發生故障時使用。倘若所有或部分廢水處理設施操作失靈或發生故障，持牌人須採取一切必需的合理措施，包括使用備用廢水處理設備，以求符合本牌照的規定。此等措施須維持至廢水處理設施恢復正常運作或有其他代替的處理方法為止。

C3.3 If appropriate wastewater treatment facilities are not provided, or the wastewater treatment facilities are not properly operated, nor maintained to the satisfaction of the Authority, the Licensee shall take immediate and effective remedial actions as required by the Authority.

倘若沒有提供適當的廢水處理設施，或沒有適當地操作或保養廢水處理設施以令監督滿意，持牌人須按監督要求採取即時及有效的補救行動。

C4. Disposal 處置

Sludge, screenings including solids, oil and grease, screenings generated by filter backwash, or other pollutants removed in the course of treatment shall be disposed of in a proper manner[Notes (b) & (c)].

污泥、隔濾物（包括固體、油類及油脂、過濾器回洗所產生的隔濾物，或處理過程中所移走的其他污染物）均

須以適當方式處置[附註(b)及(c)]。

C5. Monitoring 監察

C5.1 The Licensee shall provide suitable and accessible facilities at each Sampling Point, such as inspection chamber(s), manhole(s) or sampling valve(s), and properly operate and maintain these facilities to enable duly authorized officer(s) of the Authority to take samples of the discharge from the premises at any time.

持牌人須在每個抽樣點提供適當和可取用的設施，例如檢查室、沙井或抽樣閥，並適當地操作和保養這些設施，以便獲監督正式授權的人員可隨時在處所內抽取排放樣本。

C5.2 For self-monitoring, "grab samples" shall be taken during the period when the determinand to be analyzed for is likely to be present in its maximum concentration. "Composite samples" shall include samples taken over daily duration of the discharge.

在自動監察中，「抓取樣本」須在擬分析的測量物可能處於最高濃度的時段內抽取。「綜合樣本」須包含在每日排放期間不同時候所抽取的樣本。

C5.3 For self-monitoring, all samples shall be analyzed in accordance with the most updated analytical methods used by the Government Chemist[Note (d)].

在自動監察中，所有樣本須按照政府化驗師所採用的最新分析方法予以分析[附註(d)]。

C6. Keeping Records and Reporting Incident to Authority 保存紀錄及向監督報告事故

C6.1 The Licensee shall keep the following records in the premises and shall make them available for inspection by duly authorized officer(s) of the Authority:

持牌人須在處所內保存下列紀錄，以備獲監督正式授權的人員查閱：

(i) records of flow rate, characteristics and constituents of the discharge;
排放流量率、特性及構分的紀錄；

(ii) updated records of all monitoring information, including all laboratory analytical results relating to samples taken, all original chart recordings for continuous flow and pH monitoring; and
所有最新監察資料的紀錄，包括所有關於已抽取樣本的檢驗分析結果、所有連續性流量及酸鹼值監察紀錄圖表的正本；及

(iii) records of all desludging and operations which generate screenings including solids, oil and grease, screenings generated by filter backwash, and records of the corresponding disposal operation.
所有清除污泥工作及產生隔濾物（包括固體、油類及油脂、過濾器回洗所產生的隔濾物）的工序的紀錄，以及其處置工序的紀錄。

The Licensee shall submit copies of all such records to the Authority upon request.
持牌人在監督要求時須向監督呈交所有該等紀錄的副本。

C6.2 The Licensee shall notify and explain to the Authority: Director of Environmental Protection, Regional Office (N), by fax (fax no.: 2685 1155) or electronic mail (email address: hotline_n@epd.gov.hk) within 24 hours upon the occurrence of any emergency such as an accidental discharge, an emergency bypass, an overflow of untreated effluent, or an operation upset which places the discharge in a temporary state of non-compliance with this licence. The Licensee shall within 7 days following the incident, submit to the Authority a detailed report in writing on the cause and duration of the non-compliance and steps taken or to be taken to reduce, eliminate, or prevent recurrence of such non-compliance. Reporting in accordance with this Condition does not relieve the Licensee of any obligations imposed by this licence.

遇到任何緊急事故，例如有未經處理的污水意外排放、緊急繞流或溢滿的事件，引至排放出現短暫不符合本牌照規定的情況，持牌人須在事發後24小時內透過傳真（傳真號碼：2685 1155）或電郵（電郵地址：hotline_n@epd.gov.hk）通知監督（致：環境保護署署長，經：區域辦事處（北）），並予以解釋。持牌人須在事故發生後7天內，向監督提交書面報告，詳述事件的起因、違反牌照條件的持續時間，以及為減少、消除或防止類似事件再次發生所採取或將會採取的措施。然而，按照本條件的規定提交報告並不表示持牌人可獲免除承擔本牌照內所載的任何責任。

C7. Operation Manual 操作手冊

For proper operation and maintenance of the wastewater treatment facilities, the Licensee shall prepare an operation manual, which shall include but not limited to operating procedures, inspection programme and repair and maintenance programme for the wastewater treatment facilities. The operation manual shall be

kept at the wastewater treatment facilities and a copy of the manual shall be submitted to the Authority upon request.

為適當操作及保養廢水處理設施，持牌人須擬備一份操作手冊，內容須包括但不限於廢水處理設施的操作程序、檢查、維修及保養工作計劃表。操作手冊須存放於廢水處理設施，而持牌人須在監督要求時，呈交手冊副本乙份。

C8. Notification of Change 更改通知

The Licensee shall notify the Authority: Director of Environmental Protection, Regional Office (N), by fax (fax no.: 2685 1155) or electronic mail (email address: hotline_n@epd.gov.hk) in writing within 14 days of any changes or proposed changes in the wastewater treatment methods or facilities, the processes of manufacture or the nature of the raw materials used or of any other circumstances which may alter the characteristic or constituent of the discharge or deposit, or may result in the permanent cessation of the discharge.

倘若持牌人更改或擬更改其廢水處理方法或設施、生產程序、或所用原料的性質，或有任何其他可改變排放或沉積的特性或構分或可導致永久終止排放的情況，持牌人必須在有關更改或情況發生後 14 天內透過傳真（傳真號碼：2685 1155）或電郵（電郵地址：hotline_n@epd.gov.hk）以書面方式通知監督（致：環境保護署署長，經：區域辦事處（北））。

Notes 附註

(a) For the purposes of determining compliance with the limits stated in Specific Condition B1, duly authorized officer(s) of the Authority shall take samples at the Sampling Point(s) as stipulated in Part A of this licence or any other points from which the samples so taken are regarded by the duly authorized officer(s) as being representative of the quality of the discharge. When any single sample analyzed for a determinand is proved not complying with corresponding limit set out in the table, the discharge is deemed to have failed to comply with Specific Condition B1.
為確定排放是否符合特定條件 B1 項所列的限度，獲監督正式授權的人員須在本牌照甲部訂明的抽樣點或在有關獲正式授權人員認為可以抽取到在排放的素質方面具代表性的樣本的任何其他地點抽取樣本。只要在任何一個經分析的樣本中，證實任何一種測量物不符合表中所列的相應限度時，排放即被視為不符合特定條件 B1 項。

(b) An example of proper disposal method for sludge is sending dewatered sludge to landfill for disposal.
妥善處置污泥方法的一個例子是將脫水後的污泥運往堆填區處置。

(c) Proper disposal of grease trap waste includes but not limited to employing registered grease trap waste collector(s) to conduct the disposal work. All registered collectors should have a Certificate of Registration issued by the Environmental Protection Department. The most updated list of the registered collectors can be obtained from the Environmental Protection Department.
妥善處置隔油池廢物包括但不限於聘用已登記的隔油池廢物收集商進行有關的處置工作。所有已登記的隔油池廢物收集商，均領有由環境保護署發出的登記證明書。已登記隔油池廢物收集商的最新名單，可向環境保護署索取。

(d) The Licensee may make reference to Annex 1 of the <Technical Memorandum - Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters> for analytical methods used by the Government Chemist.
持牌人可參照《技術備忘錄：排放入排水及排污系統、內陸及海岸水域的流出物的標準》附件 1 有關政府化驗師所採用的分析方法。

(e) The Licensee shall keep this licence in the premises and make it available at all times for inspection by duly authorized officer(s) of the Authority.
持牌人須在處所內保存本牌照，以備獲監督正式授權的人員隨時查閱。

(f) (i) The Licensee shall allow duly authorized officer(s) of the Authority to enter the premises for the purposes of inspection, sampling, records examination or any other duties authorized by Section 37 and Section 38 of the Ordinance.
持牌人須准許獲監督正式授權的人員進入處所內進行檢查、抽取樣本、審查紀錄或執行其他根據本條例第 37 及 38 條所授權的職務。

(ii) Where the premises has security measures in force which would require proper identification and clearance before entry, the Licensee shall make necessary arrangements such that upon presentation of evidence of identity and of authorization, duly authorized officer(s) of the Authority will be permitted to enter, without delay, for the purposes of performing duties.
倘若由於處所保安理由而需在進入處所前先行鑑定訪客身份，持牌人必須作出必需的安排，以便獲監督正式授權人員在出示身份證明及授權文件後，即可內進執行其職務而不致受延誤。

(g) For a licence granted under Section 20 of the Ordinance, the Licensee may, not earlier than 4 months and not later than 2 months before the date of expiry of the licence, apply under Section 23 of the Ordinance for renewal of licence. The Authority may renew the licence or otherwise.
對於持有根據本條例第 20 條所批給的牌照，持牌人可於牌照期限屆滿日期前不早於 4 個月以及不遲於 2 個月，根據本條例第 23 條的規定申請牌照續期。監督可將牌照續期或拒絕將牌照續期。

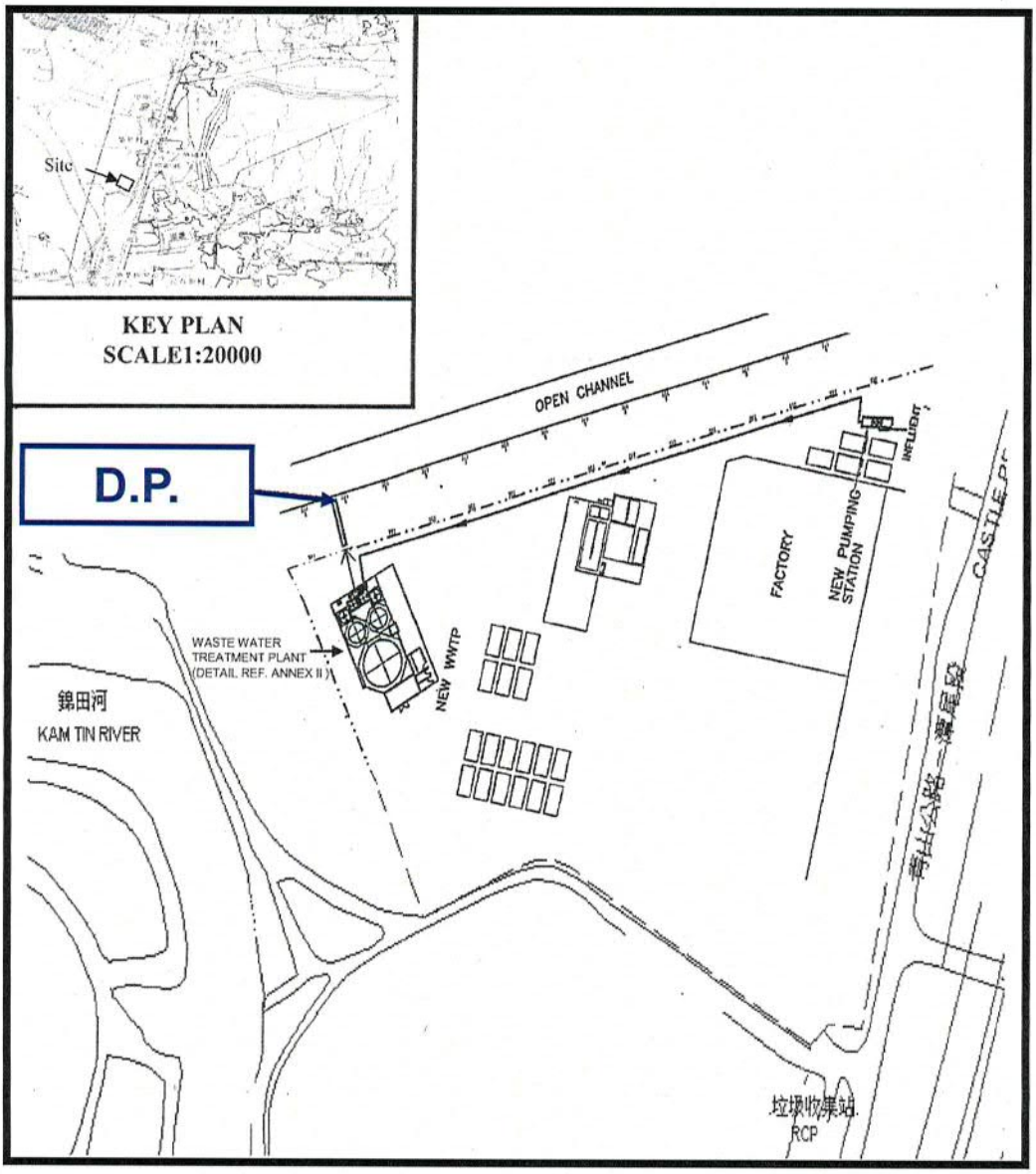
(h) Under Section 24 of the Ordinance, the Authority may by notice in writing, impose new or amended terms and conditions on this licence or cancel this licence. Under Section 25, 26 and 27 of the Ordinance, a Licensee whose licence has been so varied or cancelled may be entitled to compensation.
根據本條例第 24 條的規定，監督可以書面通知，向本牌照施加新訂或經修訂的條款及條件，或取消本牌照。根據本條例第 25、26 及 27 條的規定，被更改或取消牌照的持牌人可能會獲得補償。

(i) Under Section 28 of the Ordinance, the Licensee may apply to the Authority for a variation of this licence.
根據本條例第 28 條的規定，持牌人可向監督申請更改本牌照。

(j) Under Section 49 of the Ordinance, this licence shall not be construed as a dispensation from the requirements of any other Ordinance except where that other Ordinance so provides.
根據本條例第 49 條的規定，本牌照不得解釋為豁免符合任何其他條例的規定，除非該其他條例如此訂定。

Annex I

附件 I



Title: Discharge Point (D.P.)
標題: 排放點 (D.P.)

DD 107, Lot 1910, Au Tau, Yuen Long, N.T.
新界元朗凹頭第107約第1910號地段

Annex to licence No.: **WT00042212-2022**
牌照編號 **WT00042212-2022** 的附件

Date: **September 2022**
日期: **2022年9月**

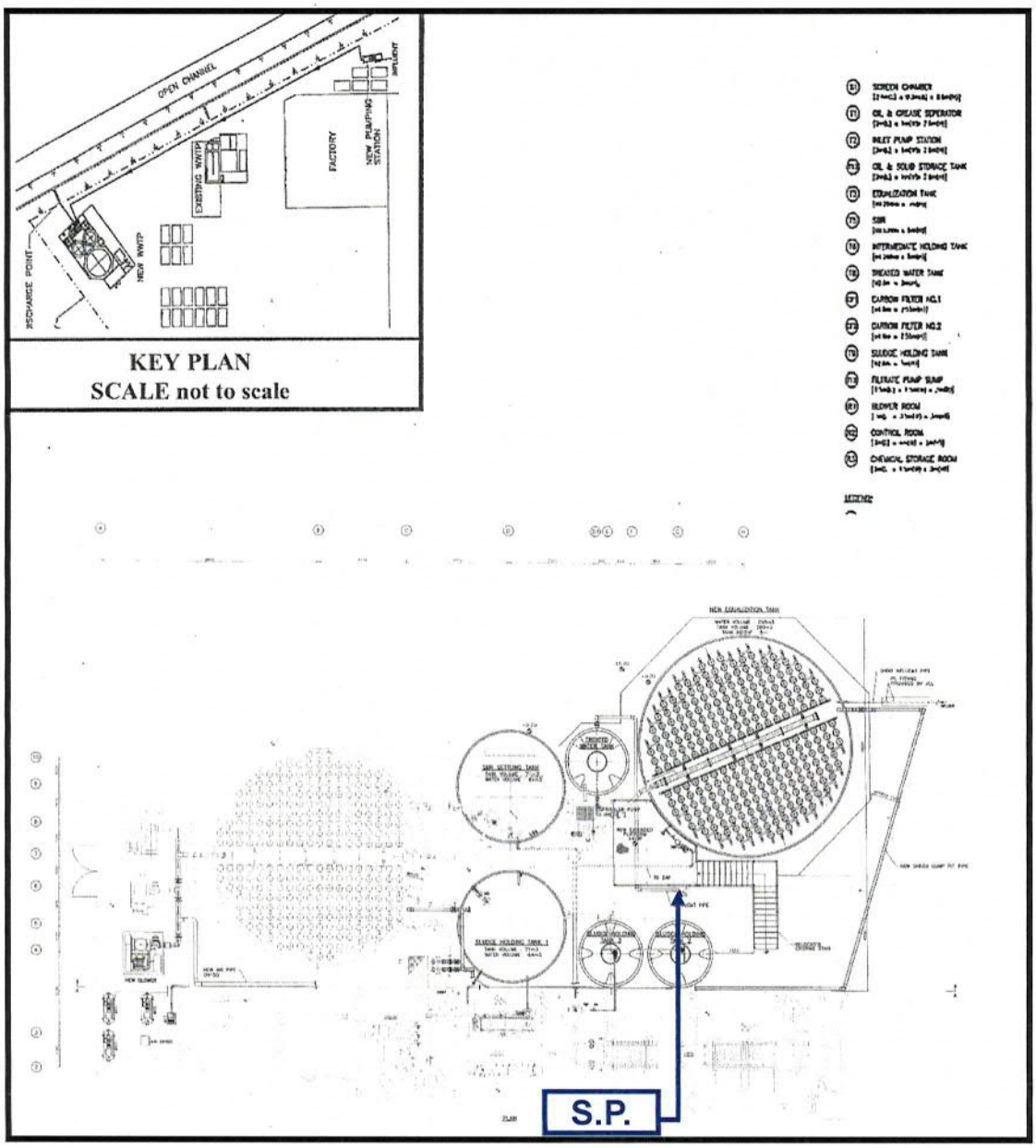
Scale: **Not to scale**
比例: **不按比例**

ENVIRONMENTAL PROTECTION DEPARTMENT, HONG KONG
REGIONAL OFFICE (NORTH)

香港環境保護署
區域辦事處(北)

Annex II

附件 II



Title: Sampling Point (S.P.)
標題: 抽樣點 (S.P.)

DD 107, Lot 1910, Au Tau, Yuen Long, N.T.
新界元朗凹頭第107約第1910號地段

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Date: **September 2022**
日期: **2022年9月**

Scale: **Not to scale**
比例: **不按比例**

ENVIRONMENTAL PROTECTION DEPARTMENT, HONG KONG
REGIONAL OFFICE (NORTH)

香港環境保護署
區域辦事處(北)

Appendix 7

Soy Sauce Factory Sewage Flow Breakdown

Appendix 7: Soy Sauce Factory Sewage Flow Breakdown

名称	総排水量(KL)
丸大豆浸漬缶	80
浸漬缶洗浄	11
蒸煮缶-金網洗浄	7
冷却機-金網洗浄	11
製麹機-空調器	2
製麹機-洗浄	7

Note

1. KL refers kilo litre; 1KL=1m^3
2. Total Sewage Flow = 80+11+7+11+2+7=118KL

Appendix 8

Assessment for NSW SPS and planned YLEPP Capacity with 100% utilization of design capacity of KTSPS and upgraded design sewage flow to SPSPS

Appendix 8

Assessment for NSW SPS and planned YLEPP Capacity with 100% utilization of design capacity of KTSPS and upgraded design sewage flow to SPSPS

Catchment	Average Daily Flow (m^3/day)	Design Capacity (m^3/day)	Remaining Capacity (m^3/day)
Proposed Development ("R(E)" Site Residential Development, Primary School Site and Soy Sauce Factory Site)	2,704.01	/	/
Proposed "OU(CDWRA)1" Site Residential Development, GIC facilities) **(under separate submission)**	5,285.39	/	/
Upgraded SPSPS	16,727.00	16,750.00	23.00
KTSPS	17,133.00	17,133.00	0
Light Public Housing	1,061.28	/	/
Total	**42,910.68 m^3/day**		
NSW SPS		**42,921.00**	**10.32**
Planned YLEPP		**100,000.00**	**57,089.32**

Appendix H

Water Supply Impact Assessment

Section 12A Planning Application For Proposed Amendments To The Nam Sang Wai Outline Zoning Plan From “I(D)” and “OS” Zones To “R(E)” Zone At Lots 1910 RP (Part) and 1743 S.C RP (Part) In D.D. 107 And Adjoining Government Land, West Of Castle Peak Road – Tam Mi, Yuen Long

Water Supply Impact Assessment

April 2024

Delivering a better world

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1. INTRODUCTION

1.1 Background

1.1.1 AECOM Asia Company Limited (AECOM) have been commissioned to carry out engineering studies to support Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long.

1.1.2 The Application Site occupies an area of approximately 81,550m^2. The Application Site is bounded by Pok Wai South Road and Kam Tin River to the west and Castle Peak Road – Tam Mi Section to the east. The detailed location is shown in **Figure 1**.

1.1.3 The Application Site including area currently zoned as "Industrial (Group D) (I(D))" and part of "open storage (OS)" under the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8, which is proposed to rezone as "Residential (Group E) (R(E))" hereafter "R(E)" Site. The remaining part of "OS" site is proposed to rezone as "R(E)" to use for relocation of soy sauce factory which currently located in "I(D)" hereafter "I(D)" Site.

1.1.4 Another area currently zoned as "Other Specified Uses (Comprehensive Development to include Wetland Restoration Area)" ("OU(CDWRA)") located to the north of the Application Site is proposed to be rezoned into "OU(CDWRA)1" zone for private residential development under separate submission.

1.1.5 In order to assess the combined impact of the "R(E)" and "OU(CDWRA)1" sites, the proposed parameters of both sites are included under this assessment to present the holistic picture.

1.1.6 The WSIA report serves as a supportive document for application under Section 12A of Town Planning Ordinance (Cap 131).

1.2 Previous Approved Water Supply Impact Assessment

1.2.1 A previous Section 12A application was approved in 2016. The application for amendment to the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8 involved rezoning of an "Open Storage"("OS") to "Commercial" ("C").

1.2.2 The Open Storage was entirely within current application with an area of 38,593m^2. According to previous indicative development proposal, the development consisted of commercial elements including shopping mall and 700-room hotel development.

1.2.3 In previous approved WSIA, the fresh and flushing water demands were 1712.3 m^3/day. A new 200mm dia. watermain was proposed to be branched off from existing fresh water main running along Castle Peak Road. As no flush water main was provided in the vicinity, flushing water demanded was met by the same existing 200mm dia. water main. The extract of approved WSIA for previous Section 12A application is attached in **Appendix 1**. This approved scheme (hereafter "2016 Scheme") will be referred for comparison to the current application.

1.3 **Objective of this Submission**

1.3.1 This report outlines the assessment results of the potential water supply impacts generated by the Proposed Development at the Application Site. The main objectives of this assessment include the followings:

(i) Determine the water demand arising from the Proposed Development;

(ii) Assess the impact of the water demand arisen from the Proposed Development to the existing water supply system; and

(iii) Propose any appropriate mitigation measures, if required.

2. DEVELOPMENT PROPOSAL

2.1 The Proposed Development

2.1.1 The "R(E)" Site residential portion has an area of approximately 46,501m^2 with a domestic Gross Floor Area (GFA) at about 115,942m^2.

2.1.2 The Master Layout Plan (MLP) of the Application Site is shown in **Figure 2**. The details of the proposed development schedule are summarized in **Table 1 and 2**. The comparison table of development schedule between 2016 Scheme and proposed scheme is shown in **Table 3** below.

Table 1 Development Schedule for the "R(E)" Site (subject application) (Application No. Y/YL-NSW/9)

"R(E)" Site Area	
"R(E)" Site Area	About 81,550 m^2
Primary School Site Area	About 6,200 m^2
Soy Sauce Factory Site Area (1)	About 27,459 m^2
3rd Parties Lots	About 1,390 m^2
"R(E)" Residential Development Site Area	About 46,501 m^2
"R(E)" Site No. of Residential Units	3,115 units
Person per Flat Ratio (PPoF) (2)	2.6
"R(E)" Site Residential Population	8,099

Notes:

(1) Excluding portion of Government land (3rd parties Lots) currently occupied by some temporary structures at the western portion of the Application Site with an area of about 1,390m^2

(2) Person-Per-Flat ratio (PPoF) of 2.6 with reference to the recommendation under HK2030+ (Oct 2021)

Table 2 Development Schedule for the "OU(CDWRA)1" Site (under separate application) (Application No. Y/YL-NSW/8)

"OU(CDWRA)1" Site (under separated submission)	
"OU(CDWRA)1" Site Area	About 116,231 m^2
"OU(CDWRA)1" Site Domestic GFA	About 255,708 m^2
GIC – Neighbourhood Elderly Centre (NEC)	About 722 m^2
GIC – 100 places Residential Care Homes for the Elderly (RCHE)	About 5,400 m^2
"OU(CDWRA)1" Site No. of Residential Units	6,825 units
Person per Flat Ratio (PPoF) (1)	2.6
"OU(CDWRA)1" Site Residential Population	17,745

Notes:

(1) Person-Per-Flat ratio (PPoF) of 2.6 with reference to the recommendation under HK2030+ (Oct 2021)

Table 3 Development Schedule Comparison

	2016 Scheme	Current Proposal
Site Area	About 38,593m^2 (excluding soy sauce factory and school site)	About 81,550m^2 (including residential zone, soy sauce factory and school site)
Proposed Usage	Shopping Mall and Hotel	Residential, School and Soy Sauce Factory
Site Design Population	1,758	8,099

3. FIRE-FIGHTING REQUIREMENTS

3.1.1 Water supply for fire-fighting service has been considered in this WSIA. Fire-fighting requirement for residential zone is 6,000m^3/day with discharge pressure of 17m head. The fire hydrant should be of standard pattern with minimum output pressure not less than 25 psi. With multiple hydrants operating at the same time, total output of not less than 4,000L/min shall last for 60 minutes. The fire-fighting requirements are summarized in **Table 4**.

Table 4 Fire-Fighting Requirements

Requirements	Minimum Values
Minimum Fresh Water Supply	6,000m^3/day
Discharge pressure	17m
Minimum output not less than 25 psi.	4,000L/min (5,760m^3/day) which lasts for an hour (i.e., 4,000×60 = 240,000L/ hour/day or 240m^3/ hour/day)

4. EXISTING WATER SUPPLY

4.1 Fresh Water Supply System

4.1.1 Layout of the existing water supply system in the vicinity of the Application Site is shown on **Figure 3**. The Application Site currently falls within the direct supply zone of Au Tau / Ngau Tam Mei Fresh Water Primary Service Reservoirs (AT/NTM FWPSRs). The application site will later fall within the supply zone of Au Tau Fresh Water Service Reservoirs (AT FWSRs) subject to the operation of shifting supply zone carried out by NTW Region.

4.1.2 A 700mm dia. distribution main is running along San Tam Road Section and a 200mm dia. water main is running along Castle Peak Road - Tam Mi in close vicinity of the Application Site.

4.1.3 An existing 80mm dia. and a 50mm dia. fresh water main were found within the Proposed Residential Development and will be diverted.

4.1.4 An existing 150mm dia. fresh water main tee from Pok Wai South Road, were found within the relocated soy sauce factory area and will be capped.

4.1.5 The existing 150mm dia. water main serving the pedestal fire hydrant PH9099 at Castle Peak Road – Tam Mi will be proposed to be tee off from extended 200mm dia. fresh water main and the fire hydrant will be retained at existing location. The proposed arrangement refer to **Figure 4**.

4.2 Salt Water Supply System

4.2.1 According to WSD record, there is no existing salt water supply system in the vicinity of the Application Site.

5. ASSESSMENT METHODOLOGY

5.1 Assessment Assumptions

5.1.1 The mean daily unit demands for various classes of consumer were assumed and adopted for this assessment. A summary table of the mean daily unit demands used for different development types is shown in **Table 5**.

Table 5 Mean Daily Unit Demands

Development Type	Fresh Water (L/Head/Day)	Flushing Water (L/Head/Day)
Residential R2	300	70
Service Trade Yuen Long	40	-
School	25	25

5.2 Water Demand of Proposed Development

5.2.1 Upon completion of the Proposed Development, the Application Site will accommodate about 3,115 flats with expected average occupancy rate of 2.6 persons / unit. **Table 6** below shows the estimation of the population of the Proposed Development.

Table 6 Summary of the Development - "R(E)" Site

Residential	
No. of Flats	3,115
Person per Flat Ratio	2.6 / unit
Residential Population	8,099
Primary School	
Student (no.)	750
Teacher (no.)	58
Kindergarten x 3	
Student (no.)	480
Teacher (no.)	60

Notes:

1. Person-Per-Flat ratio (PPoF) of 2.6 with reference to the recommendation under HK2030+ (Oct 2021).
2. According to Education Bureau Key Statistics on Primary School Pupil-Teacher Ratio of 13.0:1. The proposed primary school has 30 classrooms in total, assume with an average class size of 25.
3. According to Education Bureau Key Statistics on kindergarten Pupil-Teacher Ratio of 8.1:1. The proposed kindergarten has 8 classrooms, assume with an average class size of 20. It is proposed that there are three kindergartens in the development.
4. According to CIFSUS, the worker density for Flatted Factories' Manufacturing is assumed as 2.5 workers per GFA (in 100 m^2)

5.2.2 Estimated water demands for the Development – "R(E)" Site is summarized in **Table 7**.

Table 7 Estimated Water Demand for the Development – "R(E)" Site

			Remark
"R(E)" Site Residential Population	8,099	-	
Fresh Water Unit Demand (l/head/day)	340	-	Table 1 & 2, DI No. 1309; Included Service Trades
Fresh Water Mean Daily Demand	-	2,753.66	m^3/day
Flush Water Unit Demand (l/head/day)	70	-	Table 1, DI No. 1309
Flush Water Mean Daily Demand	-	566.93	m^3/day
Kindergarten (3 nos.) Population	480	-	Number of Students = 480
Fresh Water Unit Demand (l/head/day)	25	-	Table 1, DI No. 1309
Fresh Water Mean Daily Demand	-	12	m^3/day
Flush Water Unit Demand (l/head/day)	25	-	Table 1, DI No. 1309
Flush Water Mean Daily Demand	-	12	m^3/day
Sub Total for "R(E)" Site Fresh Water	**-**	**2,765.66**	**m^3/day**
Sub Total for "R(E)" Site Flush Water	**-**	**578.93**	**m^3/day**
Sub Total Water Demand for "R(E)" Site	**-**	**3,344.59**	**m^3/day**

			Remark
Primary School Population	750	-	Number of Students = 750
Fresh Water Unit Demand (l/head/day)	25	-	Table 1, DI No. 1309
Fresh Water Mean Daily Demand	-	18.75	m^3/day
Flushing Water Unit Demand (l/head/day)	25	-	Table 1, DI No. 1309
Flushing Water Mean Daily Demand	-	18.75	m^3/day
Total Water Demand for Primary School	**-**	**37.50 0.04**	**m^3/day MLD**
Accommodation Type	**Mean Daily Demand**		**Remark**
Soy Sauce Factory			
Total Water Demand for Soy Sauce Factory	**70.00 0.070**		**m^3/day MLD**

Note: Demand reference to water bill on June 2022

5.2.3 Estimated sub total water demands for the development – "R(E)" Site is summarized in **Table 8**.

Table 8 Sub Total Estimated Water Demand for the Development – "R(E)" Site [subject application (Application No. Y/YL-NSW/9) with comparison to 2016 Scheme]

Accommodation Type	Mean Daily Demand in 2016 Scheme	Mean Daily Demand	Remark
Sub Total Water Demand for Hotel Development	434.5	-	**m^3/day**
Sub Total Water Demand for Non-Domestic Development	1,277.8	-	**m^3/day**
Sub Total Water Demand for "R(E)" Site Residential Development	-	3,344.59	**m^3/day**
Sub Total Water Demand for Primary School	-	37.50	**m^3/day**
Sub Total Water Demand for Soy Sauce Factory	-	70.00	**m^3/day**
Total Water Demand for "R(E)" Site	**1712.3**	**3,452.09**	**m^3/day**

5.2.4 Estimated sub total water demands for the other development – "OU(CDWRA)1" Site is summarized in **Table 9**.

Table 9 Sub Total Estimated Water Demand for the Development – "OU(CDWRA)1" Site (under separate application) (Application No. Y/YL-NSW/8)

Accommodation Type	Mean Daily Demand	Remark
Total Water Demand for "OU(CDWRA)1" Site Residential Development (under separated submission)	7,275.45	**m^3/day**
Total Water Demand for GIC Facilities (under separated submission)	30.00	**m^3/day**
Total Water Demand for "OU(CDWRA)1" Site (under separated submission)	**7,305.45**	**m^3/day**

5.2.5 Estimated the total water demands for the entire in **Table 10**.

Table 10 Total Estimated Water Demand for the Entire Development

Accommodation Type	Mean Daily Demand	Remark
Total Water Demand for "R(E)" Site	**3,452.09**	**m^3/day**
Total Water Demand for "OU(CDWRA)1" Site (under separated submission)	**7,305.45**	**m^3/day**
Total Water Demand for "R(E)" Site and "OU(CDWRA)1" Site	**10,757.54** **10.76**	**m^3/day** **MLD**

Fire-Fighting	
Fire-Fighting	5,760 m^3/day

Note: Daily water demand does not include water demand for fire-fighting.

5.3 Impact on Existing Water Supply System

5.3.1 Refer to **Table 8**, the current proposed development has a larger scale of development then that in approved 2016 Scheme. Consequently, increase in water demand is envisaged for the proposed development (3,452.09m^3/day) compared to the 2016 Scheme water demand (1,712m^3/day).

5.3.2 Since no existing salt water supply system is available in the vicinity of the development, the water supply for flushing would be counted on the fresh water demands.

5.3.3 It is proposed that the existing 80mm dia. and 50mm dia. fresh water distribution main within the Proposed Development "R(E)" Site would be abandoned and diverted. Such diversion avoids the potential disturbance in water supply to a number of existing temporary sheds.

5.3.4 Currently, there is an existing 700mm dia. fresh water main along San Tam Road. The estimated water demand of the entire Proposed Development "R(E)" Site and "OU(CDWRA)1" Site is approximately 10,757.54m^3/day which is 41% of water main capacity. Therefore, the 700mm dia. fresh water main would have adequate capacity for the proposed water demand.

5.3.5 The existing 200mm dia. fresh water main along Castle Peak Road - Tam Mi will be extended by about 50m towards the access road of the "R(E)" Site. The 200mm dia. fresh water main will serve the primary school, the relocated soy sauce factory and the affected temporary sheds. The estimated water demand of the primary school and the relocated soy sauce factory are 37.50m^3/day and 70m^3/day respectively which is merely 9% of water main capacity. Therefore, the 200mm dia. fresh water main would have adequate capacity for the proposed water demand.

6. PROPOSED WATER SUPPLY SYSTEM

6.1.1 According to WSD's record plan, there is an existing 700mm dia. fresh water main underneath San Tam Road and an existing 200mm dia. fresh water main underneath Castle Park Road – Tam Mi while no salt water supply system in the vicinity of the Application Site. The demand for flushing water would be met by using fresh water. Temporary fresh water main for flushing (TMF) is applied for the development. It is recommended that connection of salt water supply system is to be provided to the Development when becomes available.

6.1.2 The existing 700mm dia. fresh water main along San Tam Road is proposed to be tee off by a 400mm dia. water main for water supply to the "R(E)" Site. The 400 mm dia. water main will be further tee of by a 300mm dia. water main for "R(E)" Site fresh water supply and a 150mm dia. water main for flushing water supply to the "R(E)" Site. The proposed arrangement is as shown in **Figure 4**. According to **Appendix 2**, about 13% capacity of the existing 700mm dia. fresh water main would be utilized.

6.1.3 The existing 200mm dia. fresh water main along Castle Peak Road - Tam Mi will be extended by about 50m towards the access road of the "R(E)" Site. The 200mm dia. fresh water main is proposed to tee off to a 80mm dia. water main for the relocated soy sauce factory fresh and flush water supply, while the primary school fresh and flush water supply will be served by another 80mm dia. water main.

According to **Appendix 3**, about 9% capacity of the existing 200mm dia. fresh water main would be utilized.

6.1.4 In order to assess the combined impact of the "R(E)" sites and "OU(CDWRA)1", the proposed parameters of both sites are included under this assessment to present the holistic picture. The estimated water demand of the entire Proposed Development "R(E)" Site and "OU(CDWRA)1" Site is approximately 10,757.54m^3/day in total, which would not exceed the capacity of the existing 700mm dia. fresh water main along San Tam Road. According to **Appendix 4**, up to 34% capacity of the existing 700mm dia. fresh water main would be utilized.

6.1.5 As mentioned in **Section 5**, the existing 80mm dia. and 50mm dia. fresh water distribution main inside the Proposed Development "R(E)" Site would be abandoned and diverted. Such diversion avoids the potential disturbance in water supply to a number of existing temporary sheds.

6.1.6 The proposed alignment of the water mains is presented in **Figure 4**. The hydraulic calculations has confirmed the adequacy of the proposed water mains and the detailed calculations is shown in **Appendix 2, 3 and 4**.

6.1.7 The connection arrangement of the proposed water works will be confirmed with WSD in the detail design stage.

7. PROPOSED FIRE-FIGHTING SYSTEM

7.1.1 The size of the proposed water main for the fire-fighting system and associated fittings will be further developed in the detailed design stage.

7.1.2 The provision of fire hydrants and fire mains is in accordance with the relevant stipulations in "Technical Circular No. 4/2010: Fire Mains and Hydrants on New Trunk Roads and Elevated Highway Structures" published by Highway Department (HyD). The average spacing of fire hydrants to at-grade trunk road shall be at a distance of 100m. The detailed arrangement will be submitted to Fire Services Department (FSD) for approval during detailed design stage.

7.1.3 The provision of fire-fighting requirements are mentioned in **Section 3**. The water supply with discharge pressure of 1.7bar (17m head) and flow of 4,000L/min that lasts for one hour will be provided.

8. CONCLUSIONS

8.1.1 According to WSD’s record plan, there is an existing 700mm dia. fresh water main underneath San Tam Road and an existing 200mm dia. fresh water main underneath Castle Park Road – Tam Mi while no salt water supply system in the vicinity of the Application Site. The demand for flushing water would be met by using fresh water. Temporary fresh water main for flushing (TMF) is required until flushing water supply to the Development becomes available.

8.1.2 The existing 80mm dia. and 50mm dia. fresh water distribution main inside the Proposed Development “R(E)” Site would be abandoned and diverted. Such diversion avoids the potential disturbance in water supply to a number of existing temporary sheds.

8.1.3 The existing 700mm dia. fresh water main along San Tam Road is proposed to be tee off by a 400mm dia. water main for water supply to the "R(E)" Site. The 400 mm dia. water main will be further tee of by a 300mm dia. water main for “R(E)” Site fresh water supply and a 150mm dia. water main for flushing water supply to the “R(E)” Site. The proposed arrangement is as shown in **Figure 4**. According to **Appendix 2**, about 13% capacity of the existing 700mm dia. fresh water main would be utilized.

8.1.4 The existing 200mm dia. fresh water main along Castle Peak Road - Tam Mi will be extended by about 50m towards the access road of “R(E)” Site. The 200mm dia. fresh water main is proposed to tee off to a 80mm dia. water main for the relocated soy sauce factory fresh and flush water supply, while the primary school fresh and flush water supply will be served by another 80mm dia. water main. About 19% capacity of the existing 200mm dia. fresh water main would be utilized.

8.1.5 In order to assess the combined impact of the "R(E)" sites and "OU(CDWRA)1", the proposed parameters of both sites are included under this assessment to present the holistic picture. The estimated water demand of the entire Proposed Development “R(E)” Site and “OU(CDWRA)1” Site is approximately 10,757.54m^3/day in total, which would not exceed the capacity of the existing 700mm dia. fresh water main along San Tam Road. Up to 41% capacity of the existing 700mm dia. fresh water main would be utilized.

8.1.6 With the proposed water supply system outlined in **Section 6**, the Development will not impose significant water supply impact to the existing water supply system.

Figures



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SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)" AND "OS" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG (APPLICATION NO. Y/YL-NSW/9)

CLIENT

CONSULTANT

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PROJECT NO.

60719834

AGREEMENT NO.

YL/2020/01

SHEET TITLE

LOCATION PLAN

SHEET NUMBER

60719834/WSIA/FIGURE 1

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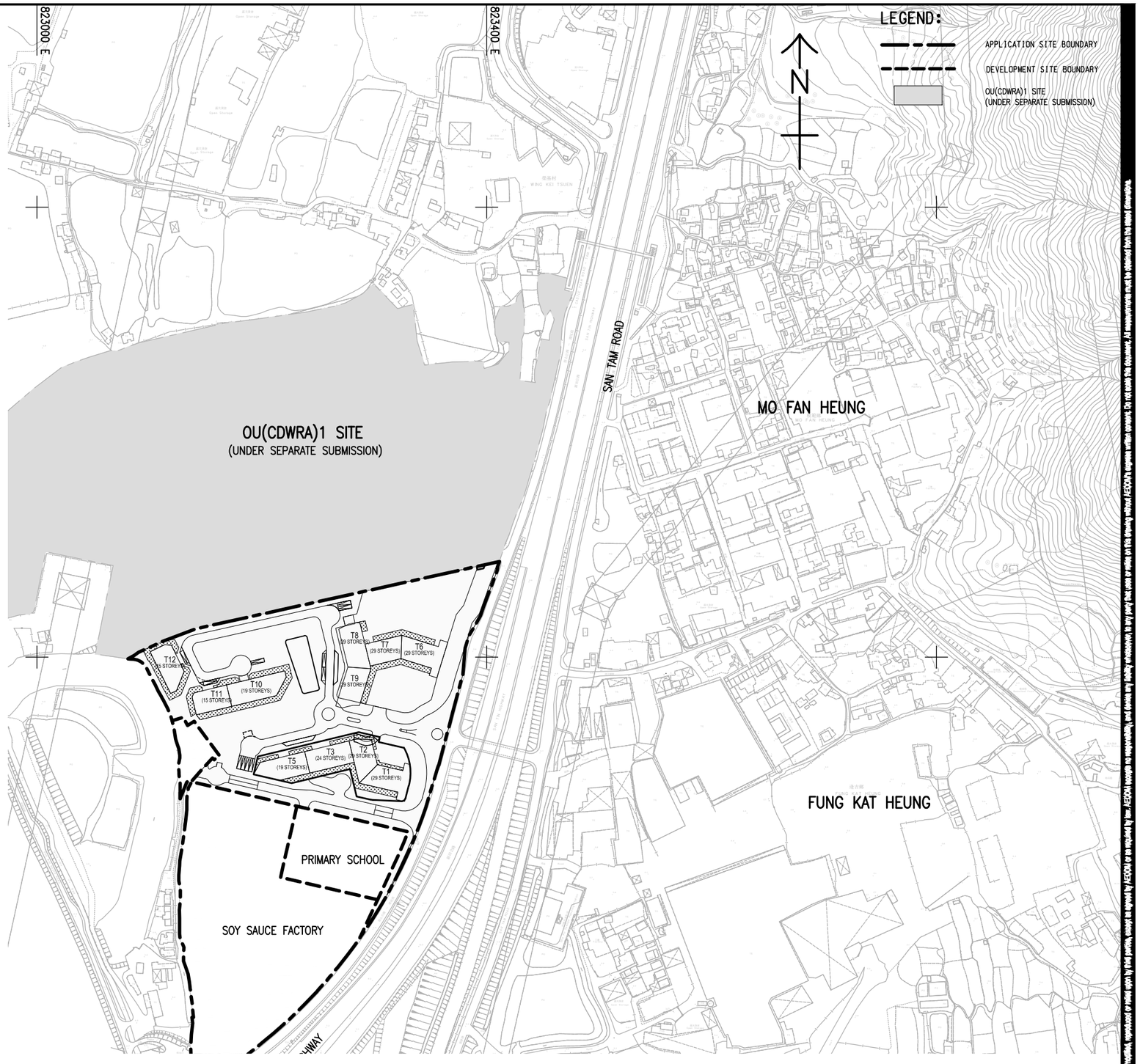

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SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)" AND "OS" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG (APPLICATION NO. Y/YL-NSW/9)

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KEY PLAN

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AGREEMENT NO. YL/2020/01

SHEET TITLE

MASTER LAYOUT PLAN OF THE PROPOSED DEVELOPMENT

SHEET NUMBER

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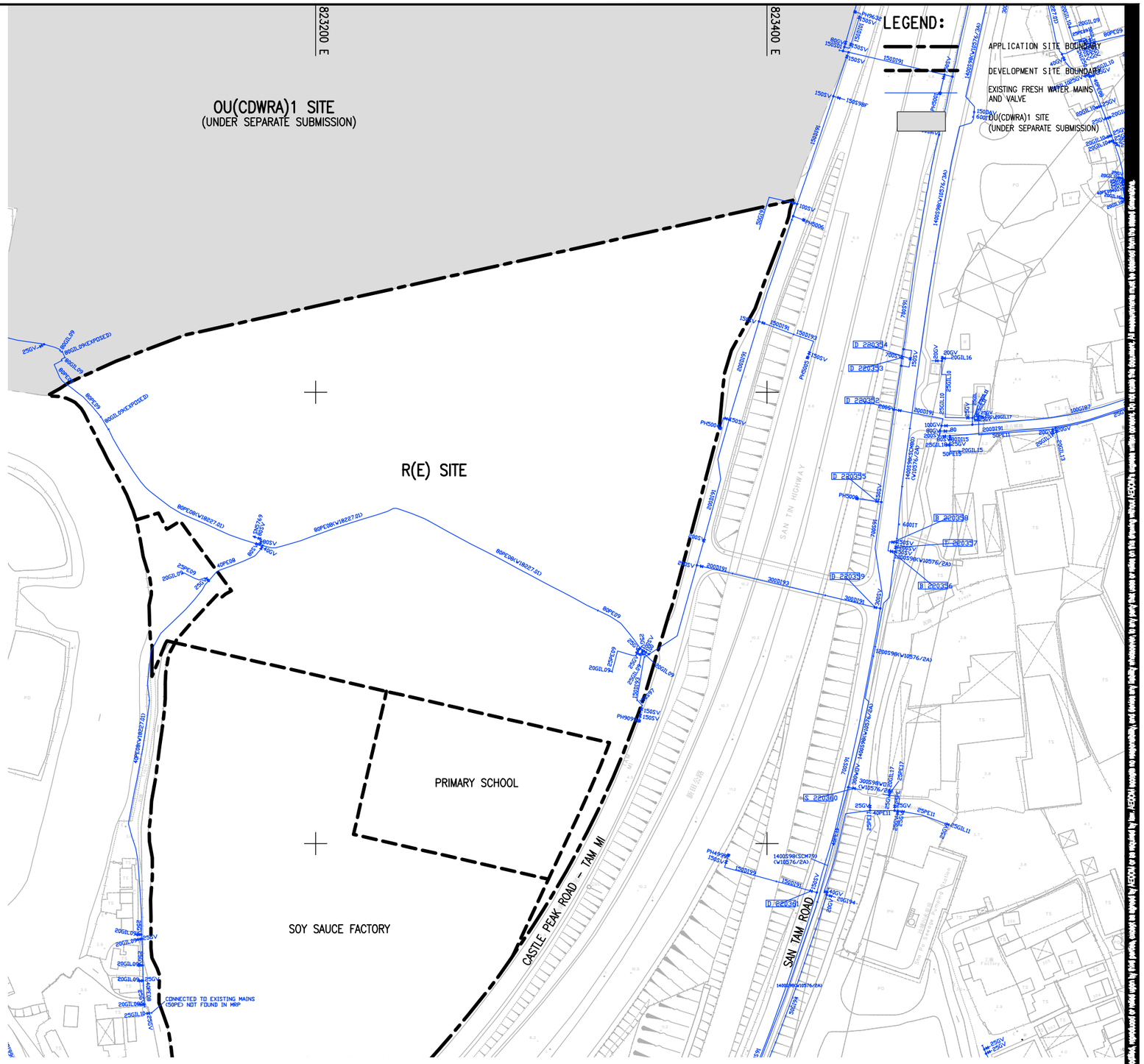

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SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)" AND "OS" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG (APPLICATION NO. Y/YL-NSW/9)

CLIENT

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STATUS

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KEY PLAN

PROJECT NO. 60719834

AGREEMENT NO. YL/2020/01

SHEET TITLE

EXISTING FRESH WATER DISTRIBUTION LAYOUT

SHEET NUMBER

60719834/WSIA/FIGURE 3

Project Management Initials: Designer: AYFW Checked: RCYK Approved: CWN ISO A1 594mm x 841mm

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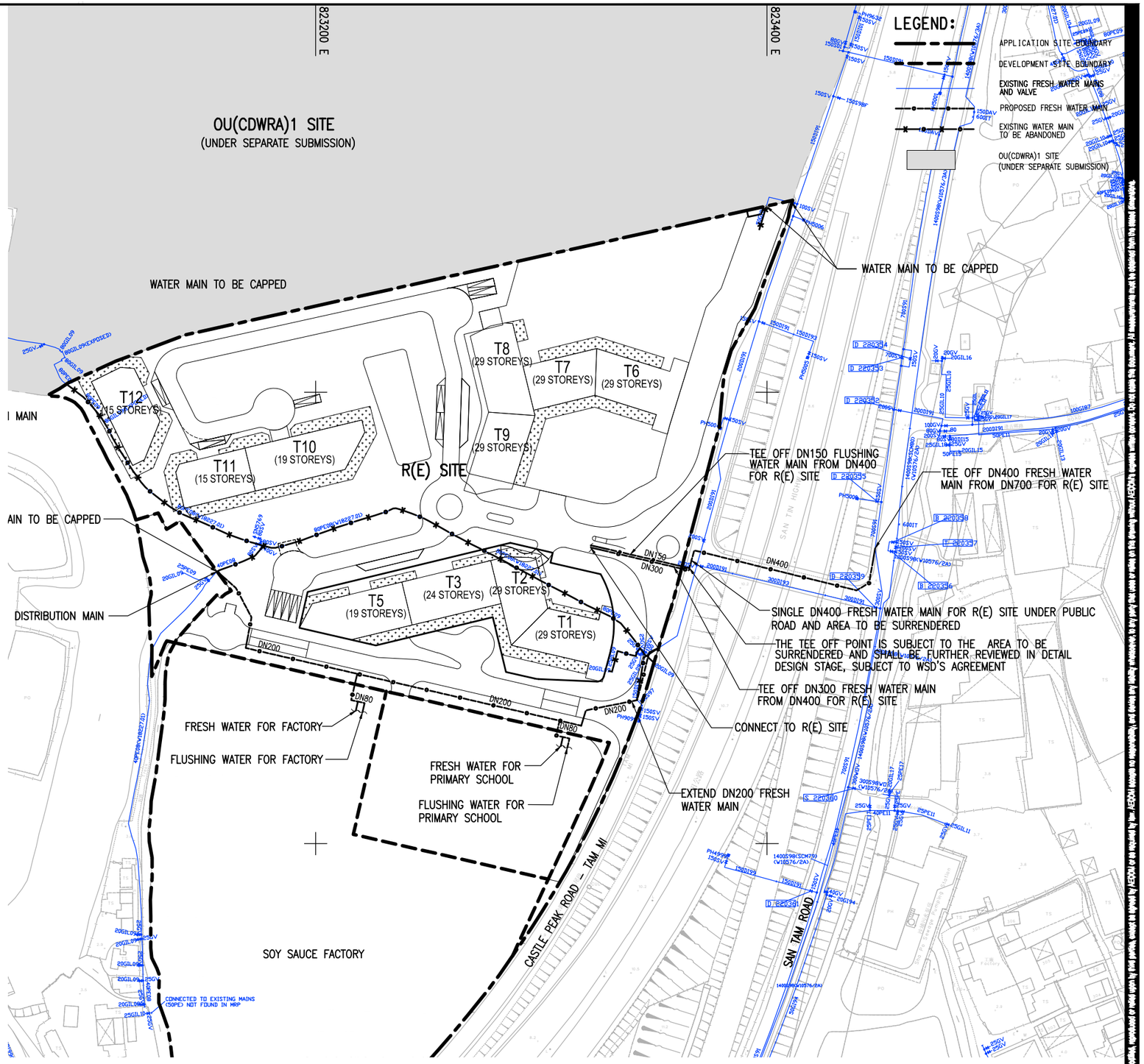

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SHEET TITLE

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Appendix 1

Previous approved WSIA in 2016 Scheme

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	Name	Signature	Date
Prepared :	Ken Wong		September 2014
Checked :	Edwin Lo		September 2014
Reviewed /Approved :	Andy Kwok		September 2014

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1 INTRODUCTION

1.1 Black & Veatch Hong Kong Limited (B&V) have been commissioned to carry out engineering studies to support a Section 12A application for proposed amendments to the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8 in support of a shopping mall cum hotel development at lot 1743 CRP (Part) in DD 107, to the south of Wing Kei Tsuen, Yuen Long (the Application Site).

1.2 The Application Site is located to the south of Wing Kei Tsuen, bounded by Pok Wai South Road and Kam Tin River to the west, Castle Peak Road – Tam Mi Section to the east and Kam Tin River to the south. The Application Site occupies an area of approximately 38,593 m² (3.9 hectares). The Application Site is currently zoned as "Open Storage" ("OS"). Please refer to ***Figure I1*** for the location of the Application Site.

1.3 This planning application is proposed to rezone "OS" zone to "Commercial" ("C") zone for the development of shopping mall cum hotel (proposed shopping mall cum hotel development).

1.4 The summary of the key information for the proposed shopping mall cum hotel development is shown in ***Table I1***.

Table I1 --- Key Information of the Application Site

	Proposed Development
Site Area (m²)	about 38,593 m²
Plot Ratio	Not more than 1.5
Total Non-Domestic GFA (m²)[1] - Commercial Development [2] - Hotel[3]	Not more than 57,890 m² Not more than 38,300 m² Not more than 19,590 m²
No. of Hotel Rooms	700

1.5 This report presents the findings of studies on the following assessments to support the Planning Application:

- Water Supply Assessment
- Site Formation Assessment

[1] Excludes back of House facilities of not more than 979.5m2 (i.e. not more than 5% of the hotel GFA) which is exempted from plot ratio calculation under Building (Planning) Regulation 23A and PNAP 111 (APP-40).
[2] Including shop and services, eating place and place of entertainment.
[3] Including dining facilities, entertainment facilities, business centre, leisure and recreational facilities, function rooms, exhibition and conference facilities.

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2 WATER SUPPLY ASSESSMENT

2.1 Purpose and Methodology

2.1.1 The purpose of this assessment is to assess the feasibility of the proposed shopping mall cum hotel development in terms of fresh and flushing water supply. This assessment also presents the assessment of the capacities of existing and proposed water supply systems needed to cater for the increase of water demands .

2.1.2 The methodology adopted in the assessment is as follows:

- To estimate the increase of water demands.
- To review the existing and planned water supply systems and assess the impact on the capacities of these systems due to the above increase in water demands.
- To recommend necessary waterworks and propose alternative options.

2.2 Existing Water Supply System

2.2.1 Layout of the existing water supply system in vicinity of the Application Site is shown on ***Figure I2***. The area originally fell within the supply zone of Au Tau Water Treatment Works (WTW). After commissioning of the Ngau Tam Mei WTW, fresh water supply to the Application Site is provided by the Ngau Tam Mei WTW via a network of service reservoirs and distribution mains. The Ngau Tam Mei WTW output is 160 MLD, about 70% of the designed capacity. It is understood that provisions have been allowed for expanding the WTW to an ultimate capacity of 450 MLD in future.

2.2.2 The Application Site is located within the supply zone of the Ngau Tam Mei Fresh Water Service Reservoir (NTMWSR). The storage capacity of NTMWSR is about 40,750 cu m. The NTMWSR is located at about 4 km away to the north-east of the Application Site. A 200 mm distribution main is running along Castle Peak Road – Tam Mi in close vicinity of the Application Site. In vicinity of the Application Site, no flushing water main can be identified.

2.3 Water Demands

2.3.1 The fresh and flushing water demands generated from the proposed shopping mall cum hotel development is listed in ***Table I2***. The anticipated completion year for the proposed shopping mall cum hotel development is 2022.

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Table I2 --- Fresh and Flushing Water Demands

	Design Population	Supply	Unit Demand (ℓ/h/d)		Total Demand
			Non-domestic	Hotel	(m^3/day)
Proposed Shopping Mall cum Hotel Development	275	Fresh Water	-	1080	297.0
		Flushing Water	-	500	137.5
	805	Fresh Water	210	-	169.1
		Flushing Water	70	-	56.4
	21	Fresh Water	210	-	4.4
		Flushing Water	70	-	1.5
				Total	665.8

2.3.2 It is understood that NTMWSR will have adequate capacity to cater for an increase in water demand from the proposed shopping mall cum hotel development. Existing watermains are also considered to be adequate to meet the new demand.

2.4 Proposed Waterworks

2.4.1 The proposed connections to effect water supply to the proposed shopping mall and hotel development is shown on ***Figure I2***.

2.4.2 An existing 200 mm diameter distribution main is running along Castle Peak Road – Tam Mi. There is no flushing water main in the vicinity of the Application Site.

2.4.3 To provide water supply to the Application Site, a new 200mm diameter watermain is required to be branched off from the existing fresh water mains for supply of fresh water. As there is no public flushing water mains in the vicinity of the Application Site, it is proposed to adopt Temporary Mains Water for Flushing (TMF).

2.4.4 We recommend that further discussions to be held with WSD regarding the details of water supply connections when connection point for the Application Site is more accurately defined.

2.4.5 Since the Application Site is located at low elevation, no additional pumping facilities will be required for the water supply. However, new reticulation system within the Application Site will be required. There should be separate reticulation system for potable and flushing water supply, and with separate connection points to the existing system. We estimate that the size of the reticulation mains for potable and temporary mains flushing water supply will be about 100 to 200 mm in diameter.

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2.5 Conclusion

2.5.1 We do not foresee any insurmountable difficulties for satisfying the water demands of the proposed shopping mall cum hotel development by 2022 although further investigation and discussion with WSD will be necessary. Given the availability of funds and sufficient advance notice for WSD to organize mainlaying, both potable and flushing water supply inducing constraint on the proposed shopping mall cum hotel development is not envisaged.

3 SITE FORMATION ASSESSMENT

3.1 The Application Site

3.1.1 The Application Site was originally covered with open storage with trees

3.1.2 In general, the ground level of the Application Site ranged from approximately +3.5 mPD to +4.6 mPD.

3.1.3 Based on the results of nearby site investigation works, the subsoil profile of the Application Site comprises a layer (up to about 10 m thick) of alluvial sand and silt with some clay bands (typical Standard Penetration Test N values up to 15 blows per 300 mm), underlain by completely decomposed volcanics (CDV) down to about 45 to 60 m depth from the surface (with typical N values of around 70), where Grade III bedrock was encountered. Grade II bedrock was found at around 50 to 70 m depth.

3.2 Proposed Formation

3.2.1 The Application Site is proposed to be raised up by filling to avoid flooding. Runoff from the Application Site will be drained to the old Kam Tin River course as discussed in **Appendix G**. Taking into account the required freeboard, headloss in the local drains and cover to the drains, the proposed ground level of the proposed shopping mall cum hotel development shall be raised to a level of +7.0 mPD. The drainage impact on the adjacent areas due to the proposed site formation works at the Application Site is discussed in **Appendix G**.

3.2.2 The proposed shopping mall cum hotel development consists of basements of level about +0.5 mPD. As the Application Site is uneven, part of the site will be cut/ filled up for the site formation.

3.2.3 Depth of the excavation and filling will vary. Nonetheless, based on the existing ground levels and subject to detailed topographical survey and engineering studies at subsequent detailed design and implementation stages, the maximum depth of excavation for site formation shall not exceed 5 m and the maximum depth of filling for site formation shall not exceed 4 m.

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Further update
on 22/05/2015

Attachment 2

Table I2 of the Water Impact Assessment

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Table I2 --- Fresh and Flushing Water Demands

	Design Population	Supply	Unit Demand (ℓ/h/d)		Total Demand
			Non-domestic	Hotel	(m^3/day)
Proposed Shopping Mall cum Hotel Development	275	Fresh Water	-	1080	297.0
		Flushing Water	-	500	137.5
	805	Fresh Water	1080	-	869.4
		Flushing Water	500	-	402.5
	21	Fresh Water	210	-	4.4
		Flushing Water	70	-	1.5
				Total	1712.3

Appendix 2

Hydraulic Calculation for Existing Water Mains underneath San Tam Road

Annex 2

Hydraulic Calculation For Existing water mains located underneath San Tam Road

Estimated Fresh and Flush Water Demands for Entire Development (R(E) Site) 3,452.09 m^3/day

Hydraulic Calculation for Existing Fresh Water Supply System to Entire Development (R(E) Site)

The required flow rate, Q_f for the entire development is:	3,452	m^3/day
	0.040	m^3/s
With reference to WSD's Departmental Instruction No. 1309, the peak factor for fresh water distribution mains is 3. Hence, the required peak flow rate for the development Q_{fp} is:	0.120	m^3/s
Diameter of existing water main	700	mm
Cross Section Area (Adopted Internal Diameter 682mm)	0.365	m^2
The velocity limit of the existing water main is:	2.5	m/s
The flow rate of the existing water main is	0.913	m^3/s
Hence, the utilization of the existing water main occupied by the development site is:	13	%

Therefore, the Proposed Development would not post a significent impact to the existing water main which located underneath San Tam Road.

Notes:

1. According to Manual of Mainlaying Practice 2012 Edition, the maximum flow velocity under peak flow for both pumping mains and distribution mains should be less than 3 m/s.
2. The flow limit adopted is referenced from DI1309.
3. Internal diameter of water main is adopted on cross section calculation for hydarulic checking.

Annex 2

Hydraulic Calculation For Proposed water mains located underneath San Tam Road

Estimated Fresh and Flush Water Demands for Entire Development (R(E) Site)	3,452.09	m^3/day

Hydraulic Calculation for Proposed Fresh Water Supply System to R(E) Site

The required flow rate, Q_f for the R(E) Site is:	3,452	m^3/day
	0.040	m^3/s
With reference to WSD's Departmental Instruction No. 1309, the peak factor for fresh water distribution mains is 3.		
Hence, the required peak flow rate for the development Q_{fp} is:	0.120	m^3/s
Pipe size of proposed water main	400	mm
Cross Section Area (Adopted Internal Diameter 360mm)	0.102	m^2
The velocity of the proposed water main is:	1.176	m/s
Therefore, the capacity checking of the proposed pipe size 400 dia. is :	OK	

Notes:

1. According to Manual of Mainlaying Practice 2012 Edition, the maximum flow velocity under peak flow for both pumping mains and distribution mains should be less than 3 m/s.
2. Internal diameter of water main is adopted on cross section calculation for hydarulic checking.

Annex 2

Hydraulic Calculation For Existing water mains located underneath San Tam Road

Estimated Fresh Water Demands for R(E) Site 2,765.66 m^3/day

Hydraulic Calculation for Proposed Fresh Water Supply System to R(E) Site

The required flow rate, Q_f for the R(E) Site is:	2,766	m^3/day
	0.032	m^3/s
With reference to WSD's Departmental Instruction No. 1309, the peak factor for fresh water distribution mains is 3.		
Hence, the required peak flow rate for the development Q_{fp} is:	0.096	m^3/s
Pipe size of proposed water main	300	mm
Cross Section Area (Adopted Internal Diameter 282mm)	0.062	m^2
The velocity of the proposed water main is:	1.548	m/s

Notes:

1. According to Manual of Mainlaying Practice 2012 Edition, the maximum flow velocity under peak flow for both pumping mains and distribution mains should be less than 3 m/s.
2. Internal diameter of water main is adopted on cross section calculation for hydarulic checking.

Annex 2
Hydraulic Calculation For Existing water mains located underneath San Tam Road

Hydraulic Calculation for Proposed Flush Water Supply System to R(E) Site

The required flow rate, Q_f for the R(E) Site is:	578.93	m^3/day
	0.007	m^3/s
With reference to WSD's Departmental Instruction No. 1309, the peak factor for flushing water distribution mains is 2.		
Hence, the required peak flow rate for the development Q_{fp} is:	0.013	m^3/s
Diameter of proposed water main	150	mm
Cross Section Area (Adopted Internal Diameter 138mm)	0.015	m^2
The velocity of the proposed water main is:	0.867	m/s
Therefore, the capacity checking of the proposed pipe size 150 dia. is :	OK	

Notes:

1. According to Manual of Mainlaying Practice 2012 Edition, the maximum flow velocity under peak flow for both pumping mains and distribution mains should be less than 3 m/s.
2. Internal diameter of water main is adopted on cross section calculation for hydarulic checking.

Appendix 3

Hydraulic Calculation for Existing Watermains located underneath Castle Peak Road - Tam Mi

Annex 3

Hydraulic Calculation For Existing water mains located underneath Castle Peak Road - Tam Mi

Estimated Fresh and Flush Water Demands for Soy Sauce Factory and Primary School	107.50	m^3/day

Hydraulic Calculation for Existing Fresh Water Supply System to Soy Sauce Factory and Primary School

The required flow rate, Q_f for Soy Sauce Factory and Primary School is:	108	m^3/day
	0.0012	m^3/s
With reference to WSD's Departmental Instruction No. 1309, the peak factor for fresh water distribution mains is 3.		
Hence, the required peak flow rate for the development Q_{fp} is:	0.0036	m^3/s
Diameter of existing water main	200	mm
Cross Section Area (Adopted Internal Diamter 189mm)	0.028	m^2
It was assumed that the velocity of the existing water main is:	1.5	m/s
The flow rate of the existing water main is	0.042	m^3/s
Hence, the percentage of the existing water main occupied by the development site is:	9	%

Therefore, the Proposed Development would not post a significent impact to the existing water main which located underneath Castle Peak Road - Tam Mi.

Notes:

1. According to Manual of Mainlaying Practice 2012 Edition, the maximum flow velocity under peak flow for both pumping mains and distribution mains should be less than 3 m/s.
2. The peak velocity for pipe size below 300mm dia. under peak flow condition shall be less than 1.5 m/s.
3. Internal diameter of water main is adopted on cross section calculation for hydraulic checking.

Annex 3

Hydraulic Calculation For Existing water mains located underneath Castle Peak Road - Tam Mi

Estimated Fresh and Flush Water Demands for Soy Sauce Factory 70.00 m^3/day

Fresh and Flush Water Demand for Proposed Fresh and Flush Water System to the Soy Sauce Factory

The fresh and flush water demand for existing Soy Sauce Factory is referenced from water bill in May 2022.

The required flow rate, Q_f for the Soy Sauce Factory is:	70	m^3/day
	0.0008	m^3/s
With reference to WSD's Departmental Instruction No. 1309, the peak factor for fresh water distribution mains is 3. Hence, the required peak flow rate for the development Q_{fp} is:	0.0024	m^3/s
Diameter of proposed water main for Soy Sauce Factory	80	mm
Cross Section Area	0.005	m^2
It was assumed that the velocity of the existing water main is:	1	m/s
The flow rate of the existing water main is	0.005	m^3/s
Hence, the percentage of the proposed water main occupied by the soy sauce factory is:	48	%

Hydraulic Calculation for Existing Fresh and Flush Water Supply System to Soy Sauce Factory

The required flow rate, Q_f for the Soy Sauce Factory is:	70	m^3/day
	0.0008	m^3/s
With reference to WSD's Departmental Instruction No. 1309, the peak factor for fresh water distribution mains is 3. Hence, the required peak flow rate for the development Q_{fp} is:	0.0024	m^3/s
Diameter of existing (extend) water main	200	mm
Cross Section Area (Adopted Internal Diamter 189mm)	0.028	m^2
It was assumed that the velocity of the existing (extend) water main is:	1.5	m/s
The flow rate of the existing (extend) water main is	0.042	m^3/s
Hence, the percentage of the existing (extend) water main occupied by the soy sauce factory is:	5.7	%

Therefore, the soy sauce factory would not post a significent impact to the existing water main which located underneath Castle Peak Road - Tam Mi.

Notes:

1. According to Manual of Mainlaying Practice 2012 Edition, the maximum flow velocity under peak flow for both pumping mains and distribution mains should be less than 3 m/s.
2. The peak velocity for pipe size below 300mm dia. under peak flow condition shall be less than 1.5 m/s.
3. The fresh and flush water demand for existing Soy Sauce Factory is referenced from water bill in May 2022.
4. Internal diameter of water main is adopted on cross section calculation for hydraulic checking.

Annex 3

Hydraulic Calculation For Existing water mains located underneath Castle Peak Road - Tam Mi

Estimated Fresh and Flush Water Demands for Primary School	37.50	m^3/day

Hydraulic Calculation for Existing Fresh and Flush Water Supply System to Primary School

The required flow rate, Q_f for the Primary School is:	38	m^3/day
	0.0004	m^3/s
With reference to WSD's Departmental Instruction No. 1309, the peak factor for fresh water distribution mains is 3. Hence, the required peak flow rate for the development Q_{fp} is:	0.0012	m^3/s
Diameter of existing (extend) water main	200	mm
Cross Section Area (Adopted Internal Diamter 189mm)	0.028	m^2
It was assumed that the velocity of the existing (extend) water main is:	1.5	m/s
The flow rate of the existing (extend) water main is	0.042	m^3/s
Hence, the percentage of the existing water main occupied by the primary school is:	2.9	%

Therefore, the primary school would not post a significent impact to the existing water main which located underneath Castle Peak Road - Tam Mi.

Hydraulic Calculation for Proposed Fresh and Flush Water Supply System to Primary School

The required flow rate, Q_f for the Primary School is:	38	m^3/day
	0.00043	m^3/s
With reference to WSD's Departmental Instruction No. 1309, the peak factor for fresh water distribution mains is 3. Hence, the required peak flow rate for the development Q_{fp} is:	0.0013	m^3/s
Diameter of proposed water main	80	mm
Cross Section Area	0.005	m^2
It was assumed that the velocity of the proposed water main is:	1	m/s
The flow rate of the proposed water main is	0.005	m^3/s
Hence, the percentage of the proposed water main occupied by the primary school is:	26	%

Notes:

1. According to Manual of Mainlaying Practice 2012 Edition, the maximum flow velocity under peak flow for both pumping mains and distribution mains should be less than 3 m/s.
2. The peak velocity for pipe size below 300mm dia. under peak flow condition shall be less than 1.5 m/s.
3. Internal diameter of water main is adopted on cross section calculation for hydraulic checking.

Appendix 4

Hydraulic Calculation for Existing Water Mains underneath San Tam Road

Annex 4
Hydraulic Calculation For Existing water mains located underneath San Tam Road

Estimated Fresh Water Demands for R(E) Site, OU(CDWRA)1 Site, primary school, soy sauce factory and GIC facilities	10,757.54	m^3/day

Hydraulic Calculation for Existing Fresh Water Supply System to the Entire Development

The required flow rate, Q_f for the entire development is:	10,757.54	m^3/day
	0.125	m^3/s
With reference to WSD's Departmental Instruction No. 1309, the peak factor for fresh water distribution mains is 3.		
Hence, the required peak flow rate for the development Q_{fp} is:	0.375	m^3/s
Diameter of existing water main	700	mm
Cross Section Area (Adopted Internal Diamter 682m)	0.365	m^2
It was assumed that the velocity of the existing water main is:	2.5	m/s
The flow rate of the existing water main is	0.91	m^3/s
Hence, the percentage of the existing water main occupied by the development site is:	41	%

Therefore, the Proposed Development would not post a significent impact to the existing water main which located underneath San Tam Road.

Notes:
1. According to Manual of Mainlaying Practice 2012 Edition, the maximum flow velocity under peak flow for both pumping mains and distribution mains should be less than 3 m/s.
2. The flow limit adopted is referenced from DI1309.
3. Internal diameter of water main is adopted on cross section calculation for hydraulic checking.

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Appendix I

Ecological Impact Assessment

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long

Ecological Impact Assessment Report

January 2024

Ecosystems Limited
生態系統顧問有限公司

Unit B13, 12/F, Block B2, Yau Tong Industrial City
17 Ko Fai Road
Yau Tong, Kowloon.

Tel. 電話: (852) 25530468
Fax 傳真: (852) 25529191
Email 電郵: info@ecosystems-ltd.com

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1. INTRODUCTION

1.1.1 This Ecological Impact Assessment (EcoIA) is prepared for the planning application of a proposed development to the west of Castle Peak Road - Tam Mi Section, Yuen Long. The Application Site is about 8.15ha and currently falls within “Industrial (Group D)” (“I(D)”) and “Open Storage” (“OS”) zones under the Nam Sang Wai Outline Zoning Plan (OZP) No. S/YL-NSW/8. The Applicant proposed to rezone the Application Site from "I(D)" and "OS" zones to "Residential (Group E)" ("R(E)") zone in support of a comprehensive development, reserved school site and relocated soy sauce factory (name "R(E)" Site).

1.1.2 The Application Site is a developed area and currently occupied by an existing soy sauce factory and open storage fields. The proposed Project includes a residential portion, a reserved school site and a portion for relocated soy sauce factory. The proposed residential development would involve relocation of the existing soy sauce factory in the I(D) zone to the southern part of the proposed R(E) site. There is another planning application for rezoning the "Other Specified Uses (Comprehensive Development to Include Wetland Restoration Area)" zone ("OU(CDWRA)") to "OU(CDWRA)1" zone for comprehensive development to the north of the Application Site and is submitted under a separate submission.

1.1.3 This EcoIA is prepared to support the subject application, and comprises two major components, i.e., ecological baseline information and impact assessment. The ecological baseline information for impact assessment was established by both literature review and ecological surveys. As the Application Site is within the Wetland Buffer Area (WBA), a 12-month ecological survey was conducted between Nov 2019 and Oct 2020, to fulfill the requirements stipulated in the Town Planning Board Planning Guideline No. 12C. Other than the 12-month ecological survey, specific flight-line surveys for breeding ardeids from Tung Shing Lane Egretry were also conducted in 2019 and 2020, while another survey for a new egretry at Kam Po Road was conducted in 2021.

2. LEGISLATION & GUIDELINES

2.1 General

2.1.1 The Hong Kong Special Administrative Region ordinances and associated regulations/guidelines relevant to the present EcoIA include the following:

- Forests and Countryside Ordinance (Cap. 96) and its subsidiary legislation, the Forestry Regulations (Cap. 96A);
- Wild Animals Protection Ordinance (Cap. 170);
- Environmental Impact Assessment Ordinance (Cap. 499) and the associated Technical Memorandum (TM-EIAO); and
- Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586) and its subsidiary legislation;

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2.1.2 The present EcoIA makes reference to the following guidelines and standards:

- Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 10, "Conservation";
- PELB Technical Circular 1/97 / Works Branch Technical Circular 4/97,"Guidelines for Implementing the Policy on Off-site Ecological Mitigation Measures";
- EIAO Guidance Note No. 6/2010 - Some Observations on Ecological Assessment from the Environmental Impact Assessment Ordinance Perspective;
- EIAO Guidance Note No. 7/2010 – Ecological Baseline Survey for Ecological Assessment;
- EIAO Guidance Note No. 10/2010 – Methodologies for Terrestrial and Freshwater Ecological Baseline Surveys; and

2.1.3 This EcoIA also makes reference to the following Mainland legislation:

- List of State Protected Wild Animals, promulgated by the State Council 國家重點保護野生動物名錄;
- List of State Protected Wild Plants, promulgated by the State Council 國家重點保護野生植物名錄;

2.1.4 Other international conventions and guidelines that are relevant to this EcoIA include the followings:

- Convention on International Trade in Endangered Species of Wild Fauna and Flora ("CITES"). This Convention regulates international trade in animal and plant species considered to be at risk from such trade. The main categories of species relevant to Hong Kong are Appendices I and II. Species listed in Appendix I are species threatened with extinction that are or may be affected by trade; species listed in Appendix II are those that, while not necessarily under current threat of extinction, may become threatened unless trade is subject to strict regulation. Hong Kong's obligations under this Convention are enforced via the Protection of Endangered Species of Animals and Plants Ordinance.
- International Union for Conservation of Nature ("IUCN"): the World Conservation Union maintains, through its Species Survival Commission, a Red List of globally threatened species of wild plants and animals (see http://www.redlist.org). The Red List is considered the authoritative publication to classify species as critically endangered, endangered, vulnerable, or lower-risk.

2.2 Criteria of Evaluating Species of Conservation Importance

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2.2.1 Species of flora and fauna with conservation importance were given special attention. In accordance with Table 3, Annex 8 of the TM-EIAO, the ecological value of species was assessed in terms of protection status, distribution, and rarity. Flora or fauna species protected by the following laws/regulations, listed under the following conventions and/or endemic to Hong Kong, were considered to be species of conservation importance. However, this excludes exotic weeds, escaped cultivars or captive species, vagrants and introduced species which have lower ecological value. Species which are classified by IUCN as Near Threatened (NT), Least Concern (LC), Data Deficient (DD), or Not Evaluated (NE), and not covered by any other laws/regulations/conventions are not considered of conservation importance in the present study.

- The International Union for Conservation of Nature and Natural Resources (IUCN) Red List of Threatened Species;
- China Plant Red Data Book;
- China Species Red List;
- China Red Data Book of Endangered Animals;
- Category I or II protected species in mainland China;
- Threatened Species List of China's Higher Plants (Qin *et al*. 2017);
- Red List of China's Vertebrates;
- The Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES);
- Forestry Regulations (Cap. 96A) which are subsidiary legislation of the Forests and Countryside Ordinance (Cap. 96);
- Wild Animals Protection Ordinance (Cap. 170) (except birds as all wild birds are protected under the ordinance but their conservation importance is not equal);
- Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586);
- PRC Wild Animal Protection Law;
- Plant species considered 'Rare' or 'Very Rare' listed by Corlett *et al*. (2000), or regarded as rare by Yip *et al.* (2010) where applicable; and
- Fauna species considered of concern in Fellowes *et al*. (2002).

3. METHODOLOGY

3.1 Application Site and Study Area

3.1.1 The Application Site is situated to the east of Kam Tin River and to the west of Castle Peak Road – Tam Mi, Yuen Long (**Figure 1**). It is located at the periphery of the Wetland Buffer Area (WBA) as defined under Town Planning Board Guideline No. 12C (TPB Guideline No. 12C) "Application for Developments within Deep Bay Area" (**Figure 2a**), which is less ecologically sensitive than Wetland Conservation Area (WCA). It is also located outside the "Priority Site for Enhanced Conservation - Deep Bay Wetland outside Ramsar Site".

3.1.2 The Application Site is a developed area and currently occupied by an

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existing soy sauce factory (still in operation) and open storage area. Due to its close proximity to disturbed habitats (i.e., wasteland and developed area such as highways), the existing environment within and near the Application Site has endured a certain level of disturbance from human activities in the vicinity.

3.1.3 When the ecological survey was planned, a separate ecological study for the area currently zoned as OU(CDWRA) to the north of the Application Site was also being planned. Due to the close proximity of the two studies and avoiding inconsistency on ecological baseline, the ecological surveys of the two studies was combined and conducted together, with the Study Area covering a 500m distance from the two areas (**Figure 1**). The Study Area stated in the present EcoIA includes both the 500m distance from the Application Site and the area within the Application Site unless stated otherwise.

3.2 Literature Review

3.2.1 The following available literature which covers the Study Area and in the vicinity were reviewed:

- EIA-004/1998 Yuen Long Bypass Floodway - Feasibility Study
- EIA-063/2002 – Yuen Long and Kam Tin Sewerage and Sewage Disposal Stage 1 Packages 1A-1T and 1B-1T - Kam Tin Trunk Sewerage Phase I and II
- EIA-159/2008 Construction of Cycle Tracks and the associated Supporting Facilities from Sha Po Tsuen to Shek Sheung River (Mott MacDonald 2013)
- EIA-269/2021 Yuen Long Barrage Scheme
- Planning application No. A/YL-NSW/223 (Withdrawn)
- Planning application No. Y/YL-NSW/4
- Planning application No. A/YL-NSW/224
- Planning application No. A/YL-NSW/233
- Planning application No. A/YL-NSW/274
- Planning application No. A/YL-NSW/241
- Planning application No. Y/YL-NSW/3
- Planning application No. A/YL-NSW/242
- Planning application No. A/YL-KTN/268 (Withdrawn)
- Planning application No. A/YL-NSW/275 (Withdrawn)
- Planning application No. A/YL-NSW/293
- The Terrestrial Biodiversity Survey conducted by HKU

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- Annual reports and other publications of The Hong Kong Bird Watching Society
- Porcupine! – Newsletter of Division of Ecology & Biodiversity of University of Hong Kong
- Hong Kong Biodiversity – Newsletter of the Department of Agriculture, Fisheries and Conservation
- AFCD publications
- A new species of firefly from Hong Kong – *Pteroptyx maipo* Ballantyne, 2011 (Yiu 2011)
- *Pteroptyx maipo* Ballantyne, a new species of bent-winged firefly (*Coleoptera: Lampyridae*) from Hong Kong, and its relevance to firefly biology and conservation (Ballantyne *et al*. 2011)

3.3 Ecological Survey Methodology

3.3.1 The baseline ecological surveys covered a period of 12 months from November 2019 to October 2020, in order to fulfill the requirements stipulated in the Town Planning Board Planning Guideline No. 12C. The surveys included habitat mapping, vegetation, mammal, bird, herpetofauna, butterfly, odonate, firefly, and aquatic fauna.

3.3.2 Besides, specific surveys on flight behavior of breeding ardeids at Tung Shing Lane Egretry were conducted in 2019 and 2020 (between April and July in both years). In 2021, Tung Sing Lane Egretry was abandoned and a new egretry was found at Kam Po Road (over 2.5 km to the southeast of the Application Site), additional surveys were thus conducted between May and August 2021 to record the flight behavior of ardeids at the new egretry. Survey methodology of each survey item is described in the following sections.

Habitat and Vegetation Survey

3.3.3 Habitats within the Study Area were mapped based on aerial photos and ground truthing. Walk-over surveys were conducted at representative areas of each habitat type. Vascular plant species in each habitat type were identified (with the aid of binoculars when necessary) and their relative abundance were recorded, with special attention to rare and protected species. Color photographs were taken of all habitats encountered on site and of ecological features of special importance. Habitat map of the Study Area was produced at suitable scale using GIS software. Nomenclature of vascular plant species follows Hong Kong Plant Database retrieved from website of Hong Kong Herbarium (Hong Kong Herbarium 2021), whilst their rarity in Hong Kong follows Corlett *et al*. (2000) and Yip *et al*. (2010) where applicable.

Mammal Survey

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3.3.4 Mammals within the Study Area were surveyed by active search. All sightings, tracks, and signs of mammals found within the Study Area were recorded. As some mammal species are nocturnal, night surveys were also conducted with spotlight. Nomenclature of mammal followed Agriculture, Fisheries and Conservation Department (AFCD 2021).

Bird and Flight-line Survey

3.3.5 Birds within the Study Area were surveyed quantitatively using transect count method (**Figure 2a**). All birds seen or heard were identified and their abundance recorded by habitat. Birds encountered outside survey transects but within the Study Area were also recorded in order to produce a complete species list. Signs of breeding (e.g. nests, recently fledged juveniles) were also recorded. As some birds (e.g., owls, nightjars) are nocturnal, night surveys were conducted. Nocturnal birds were identified by active searching using spot-light and by their calls. Ornithological nomenclature in this report followed AFCD 2021.

3.3.6 Tung Shing Lane Egretry is located about 850m to the southwest of the Application Site (**Figure 2b**). Flight path surveys were conducted simultaneously at various vantage points (**Figure 2b**) to determine the flight behaviour of breeding ardeid from the egretry within ardeid breeding season (between April and July) in 2019 and 2020. The flight path surveys were undertaken continuously for 1.5 hours before sunset (~17:00 – 18:30) and/or in the morning (8:00 – 9:30). The flight paths of ardeid individuals taking off from Tung Shing Lane Egretry were recorded by making reference to land features. The focus was on birds carrying out long-distance flights to and from the egretry. Flights involving short hops from point to point (such as among different trees) were not considered as flight paths.

3.3.7 Tung Shing Lane Egretry was abandoned in 2021. However, a new egretry at Kam Po Road, which is over 2.5km to the southeast of the Application Site, was reported in 2021 (**Figure 2c**). Flight path surveys for the new egretry were therefore conducted between May and August 2021. Five vantage points including near the new egretry and along Kam Tin River were adopted simultaneously for the survey.

3.3.8 Three dry season flight path surveys were conducted at the vantage points within the Application Site and at Kam Tin River Drainage Channel between December 2019 and February 2020. The flight path surveys were undertaken continuously for 1.5 hours before sunset from the same vantage points for Tung Shing Lane Egretry (except the one to the south of Yuen Long Highway) (**Figure 2b**). Particular attention was paid to large-sized species such as waterbirds and also other species of conservation importance.

3.3.9 The ardeid night roost survey at Kam Tin River near Yuen Long Highway was surveyed at evening in December 2019, February 2020, April 2020, June 2020, August 2020 and October 2020, with number, species, and the time when the ardeids returned to the roost recorded. Survey was commenced one hour before sunset and conducted near the night roost

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(**Figure 2b**).

3.3.10 Evening surveys were conducted to investigate the number and distribution of Great Cormorants roosting at Nam Sang Wai. Surveys were conducted three times in between December 2019 and February 2020. All surveys started approximately one hour before sunset to permit a count of all roosting sites before it became too dark to accurately count the number of birds, although care was taken to avoid underestimating numbers on days when birds were still arriving at the start of the count. During the surveys, all groups of trees providing suitable conditions for roosting cormorants were observed and total number of birds seen in each group of trees was recorded.

Herpetofauna Survey

3.3.11 Herpetofauna within the Study Area were surveyed by active search. All reptiles and amphibians sighted were recorded. As herpetofauna are mostly nocturnal, night surveys were carried out. Potential microhabitats of herpetofauna such as wall, fallen logs, litter, channel/nullah, fishpond margins, underneath of stones or other materials, artificial container (e.g., pots) were searched during surveys to locate cryptic or secretive herpetofauna species. Amphibians were also identified by their calls during night surveys. Nomenclature of amphibian followed AFCD (2021).

Butterfly and Odonata Survey

3.3.12 Dragonflies and butterflies within the Study Area were surveyed quantitatively using transect method (**Figure 2a**). Dragonflies and butterflies observed were identified and their abundance recorded by habitat. Dragonflies and butterflies encountered outside survey transects but within the Study Area were also recorded in order to produce a complete species list. Nomenclature of butterfly and odonate followed AFCD (2021).

Firefly Survey

3.3.13 Firefly surveys were conducted monthly between April and October 2020 mainly following the land-based transects (**Figure 2a**). The firefly surveys were started shortly after sunset and continued until 90 minutes after sunset when the fireflies were the most active. During the surveys, any adult fireflies observed were identified to the species level, where possible. The abundance and distribution of fireflies, in particular Bent-winged Firefly, were recorded.

Aquatic Fauna Survey

3.3.14 Aquatic fauna (such as fishes and invertebrates) at 7 sampling locations (**Figure 2a**) within the Study Area were studied by active searching and direct observation. All aquatic fauna found were identified to the lowest possible taxonomic level with their relative abundance recorded, and the nomenclature for fish followed Lee *et al*. (2004), while those for the macro-invertebrates followed Dudgeon (2003).

3.3.15 Terrestrial fauna survey transects along with aquatic sampling locations (i.e. 1, 2, 3 4, 5, 6, 7), are shown in **Figure 2a**. While the vantage points of flight behavior and roosting of ardeids are shown in **Figure 2b** and **2c**.

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Survey schedule of the 12-month survey programme is shown in **Table 3.1**.

Table 3.1 Ecological Survey Programme

Survey	2019		2020									
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
Habitat and vegetation			D					D				
Bird	D	D/N	D	D/N	D	D/N	D/N	D	D	D/N	D	D/N
Flight-line survey (wintering birds)		D	D	D								
*Flight-line survey (breeding ardeid)						D/E	D	D	D/E			
Great Cormorant Night Roost		E	E	E								
Ardeid Night roost		E		E		E		E		E		E
Mammal		D/N		D/N		D/N	D/N			D/N		D/N
Herpetofauna		D/N		D/N		D/N	D/N			D/N		D/N
Dragonfly and Butterfly			D			D		D		D		D
Firefly						N	N	N	N	N	N	N
Aquatic fauna			D					D				

Note: D: Day time; N: Night Time; D/N: Day time and Night Time; E: Evening

*Flight-line surveys for Tung Shing Lane Egretry were also conducted in the breeding season of 2019 and 2020 (from April to July of both years), and for the new egretry at Kam Po Road were conducted between May and August 2021

3.3.16 Survey data is shown in **Appendix A** to **Appendix H** of this report. Data recorded within the entire Study Area (including Application Site) are presented by habitats, while those recorded within the Application Site are also shown in a separate column for easy reference.

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4. ECOLOGICAL BASELINE CONDITION

4.1 Literature Review

4.1.1 The Application Site is located at the periphery of the Wetland Buffer Area (WBA) and outside the Wetland Conservation Area (WCA) (**Figure 2a**).

4.1.2 WCA comprises the existing and contiguous, active or abandoned fishponds in the Deep Bay Area. According to the Town Planning Board Guidelines for Application for Developments within Deep Bay Area, the planning intention of WCA is to conserve the ecological value of the fishponds which form an integral part of the wetland ecosystem in the Deep Bay Area. A buffer area of about 500 m along the landward boundary of the WCA is designated as WBA. The planning intention of WBA is to protect the ecological integrity of the fishponds and wetlands within the WCA and to prevent development that would have a negative off-site impact on the ecological value of those fishponds.

4.1.3 According to Town Planning Board Guidelines for Application for Developments within Deep Bay Area (TPB PG-NO. 12C), "within the WBA, for development or redevelopment which requires planning permission from the Board, an ecological impact assessment would also need to be submitted. Development/redevelopment which may have negative impacts on the ecological value of the WCA would not be supported by the Board, unless the ecological impact assessment can demonstrate that the negative impacts could be mitigated through positive measures."

4.1.4 **Priority Site for Enhanced Conservation: Deep Bay Wetland outside Ramsar Site** – It covers about 1,011.6 ha in the northwest New Territories. It includes a large number of fishponds around the Ramsar Site in Lin Barn Tsuen and Ma Tso Lung areas, as well as a section of the Kam Tin River. Existing land uses are mainly commercially managed fishponds. The Application Site is outside the Priority Site but part of the Study Area lies within the boundary of Priority Site (**Figure 1**).

4.1.5 **Conservation Area** - Fishponds to the north of the Application Site within WCA are also zoned as "Conservation Area". The zoning is to protect and retain the existing natural landscape, ecological or topographical features of the area for conservation, education and research purposes. According to the planning intention, there is a general presumption against development in this zone. In general, only developments that are needed to support the conservation of the existing natural landscape or scenic quality of the area or the essential infrastructure project with overriding public interest may be permitted (**Figure 1**).

4.1.6 **Tung Shing Lane Egretry** – It is the nearest egretry, which is located at approximately 850m southwest from the Application Site. However, this egretry is abandoned currently. This egretry was first reported in 2001. Tung Shing Lane (TSL) Egretry is located at several trees on fishpond bunds and near village houses in Tung Shing Lei village and was the third

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largest egretry in 2018 census, with 84 nests which accounting for 7.8% of the total number of the nests in Hong Kong in that year (Anon 2019). However, hard pruning of trees within the nesting area in previous years was noted in the egretry in May 2019, while Typhoon Mangkhut resulted in thinning of vegetation in the same egretry (Anon 2020). According to the census data provided by Hong Kong Bird Watching Society (HKBWS), the number of ardeid nests in this egretry decreased by 22.6% from 2018 to 2019 (Anon 2020). Two ardeid species, Little Egret and Chinese Pond Heron, were recorded nesting in this egretry between 2015 and 2020 **(Table 4.1)**. However, this egretry was abandoned in 2021.

Table 4.1 Nesting Populations of Ardeid from Tung Shing Lane Egretry between 2015 and 2020 (data extracted from Anon. 2015, 2016, 2017, 2018, 2020a and 2020b.)

Year	Little Egret	Chinese Pond Heron	Total nests (% of total in HK)
2015	30	47	77 (5.4%)
2016	20	41	61 (4.9%)
2017	21	61	82 (6.6%)
2018	49	35	84 (7.8%)
2019	27	38	65 (4.0%)
2020	16	20	36 (1.9%)

4.1.7 **Flight Behavior of Breeding Ardeids** – Among the relevant studies, the flight paths of the TSL Egretry were studied in detail or mapped in the EcoIA for Planning Application No. Y/YL-NSW/3, Y/YL-NSW/4, A/YL-NSW/241, A/YL-NSW/224, A/YL-NSW/233, A/YL-NSW/242, A/YL-NSW/274 and A/YL-NSW/275.

4.1.8 The EcoIA for Planning Application Y/YL-NSW/3, Y/YL-NSW/4, A/YL-NSW/241 and A/YL-NSW/233 adopted the same set of flight path data, which was conducted between May 2013 and June 2013. According to the EcoIA for the approved Planning Application No. A/YL-NSW/233, approximately 70% of all recorded birds from TSL Egretry flew towards north, whilst 30% flew towards east and west. To the north of Yuen Long Highway, six major flight-lines (a total of 74 individuals of bird) were recorded. However, none of those flew over the present Application Site.

4.1.9 A verification survey was conducted in July and August 2018 for the approved Planning Application No. A/YL-NSW/274, the results showed that the ardeids from TSL Egretry still mainly flew a general northward direction (i.e. flying across the Yuen Long Highway and the Yuen Long Bypass Floodway) with occasional individuals landing at the ponds in front of the egretry or flying westward to Yuen Long Town direction. The findings were consistent with those reported from the previous survey in 2013.

4.1.10 **Great Cormorant Roost** – A number of Great Cormorant Roosts at Nam Sang Wai were identified. The cormorant roosts were mainly in exotic trees such as *Eucalyptus* sp. The proposed development is highly unlikely

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to impose significant impacts on the roosting site, which lies beyond 500m from the Application Site. The Great Cormorant roost is also separated from the Application Site by a section of Kam Tin River Drainage Channel and other habitats.

4.1.11 **Kam Tin River Main Drainage Channel (KTMDC)** – It is located to the west of the Application Site. In order to avoid flooding affecting the development at Yuen Long south, the Government implemented this large river training project along the original Kam Tin River, which included straightening a section of original Kam Tin River lying to the west of Castle Peak Road, breaking and merging fishponds in Nam Sang Wai with Shan Pui River before entering Inner Deep Bay. Kam Tin River meets Shan Pui River at the northern tip of Nam Sang Wai and eventually drains into the Deep Bay which is about 1km further north. The channel has a trapezoidal cross-section, and the further downstream section has a rubble protected embankment. Many mangroves were planted at the margin and the lower course of Kam Tin River Main Drainage Channel. The channel now also provides foraging opportunities for waterbirds. Night roosts of ardeids are located at about 250m to the south and southwest of the Application Site at Kam Tin River Main Drainage Channel **(Figure 2b).**

4.1.12 **Yuen Long Bypass Floodway Mitigation Wetland** – It was created to compensate for the loss of fishponds and agricultural land due to the Yuen Long Bypass Floodway project. A piece of compensation wetland was created from three abandoned fishponds to provide wetland habitat to birds, amphibians and dragonflies. A total of about 260 plant, 159 birds, 110 butterflies, 40 odonates, 31 herpetofauna and 16 mammal species were recorded in the monitoring programme of AFCD since 2006 (AFCD, pers. comm.). Breeding of Little Grebe *Tachybaptus ruficollis* and White-breasted Waterhen *Amaurornis phoenicurus* were observed in the mitigation wetland. This Yuen Long Bypass Floodway Mitigation Wetland is about 200m to the west from the Application Site.

4.1.13 **Firefly Habitat in Nam Sang Wai** – Mai Po Bent-winged Firefly *Pteroptyx maipo* was recorded, together with another area in Lut Chau, in Nam Sang Wai during the ecological survey for the Planning Application "Proposed Comprehensive Development with Wetland Enhancement, Public Park and Residential Development, Nam Sang Wai and Lut Chau" (Planning Application No. A/YL-NSW/242). The species was recorded at the mangroves surrounding Lut Chau and along the Kam Tin River and at the southern end of NSW. Since its first description in 2011, within Hong Kong, this species is currently known only from the Deep Bay area, and appears to be restricted to intertidal grassland and mangrove habitats. The reported location of this species in the southwestern corner of Nam Sang Wai is to the west of the Application Site and lies more than 700m from the Application Site, near the junction of the Kam Tin River Meander and the Shan Pui River Drainage Channel.

4.1.14 Other recognised sites of conservation importance in Northwest New Territories include the Mai Po Inner Deep Bay Ramsar Site, Mai Po Nature

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Reserve, Mai Po Marshes SSSI, Mai Po Village SSSI Egretry, which are all away from the Study Area.

4.1.15 **Species of Conservation Importance** - Species of conservation importance reported from literature were reviewed. Among those studies, the EIA "Construction of Cycle Tracks and the associated Supporting Facilities from Sha Po Tsuen to Shek Sheung River" (AEIAR-133/2009), EcoIA for Planning Application No. A/YL-NSW/275, EcoIA for Planning Application No. Y/YL-NSW/3, EcoIA for Planning Application No. A/YL-NSW/241, EcoIA for Planning Application No. A/YL-NSW/242 (mainly focused on Kam Tin River), EcoIA for Planning Application No. A/YL-KTN/268 and EcoIA for Planning Application No. A/YL-NSW/274 were considered most relevant as their study areas partially overlapped with the Study Area of the present study, and also relatively updated (EcoIA for No. A/YL-NSW/274 has also incorporated survey data from EcoIA for No. Y/YL NSW/4). The ecological surveys of these previous studies were conducted between November 2016 and March 2017, and January 2011, August 2018 and November 2019 and June 2020 respectively.

4.1.16 Among the relevant studies, 108 species of conservation importance were recorded. The species of conservation importance reported by these EcoIA are presented in **Table 4.2**.

Table 4.2 Species of Conservation Importance Previously Recorded in Studies Near the Study Area

Common name/Chinese Name	Scientific name	Source of Information								Protection status / Conservation level [2 3 4 5 6 7 8 9 10 11]	Distribution and Rarity [1]
		EIA-159/ 2008	A/YL-NSW/ 275	A/YL-NSW/ 274	A/YL-NSW/ 242	A/YL-NSW/ 241	Y/YL-NSW/ 4	Y/YL-NSW/ 3	AFCD mitigation wetland monitoring		
Plant											
Prince's Feather 紅蓼	*Persicaria orientalis*			✓						-	Very rare. Found in Sha Po, Yuen Long.
Bird (All birds are protected under Cap. 170)											
Eurasian Wigeon 赤頸鴨	*Mareca Penelope*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al.* (2002): RC	Common winter visitor. Found in Deep Bay area, Tai Lam Chung.
Northern Shoveler 琵嘴鴨	*Spatula clypeata*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al.* (2002): RC	Abundant winter visitor. Found in Deep Bay area.
Northern Pintail 針尾鴨	*Anas acuta*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al.* (2002): RC	Abundant winter visitor. Found in Deep Bay area, Shuen Wan, Long Valley, Kam Tin.
Eurasian Teal 綠翅鴨	*Anas crecca*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al.* (2002): RC	Common winter visitor. Found in Deep Bay area, Shuen Wan, Tai Lam Chung Reservoir, Victoria Harbour, Urban Park.
Common Pochard 紅頭潛鴨	*Aythya ferina*					✓			✓	IUCN Red List Status: Vulnerable	Scarce winter visitor. Found in Deep Bay area, Lo Wu.
Tufted Duck 鳳頭潛鴨	*Aythya fuligula*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al.* (2002): LC	Uncommon winter visitor. Found in Deep Bay area, Nam Chung, Starling Inlet

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Common name/Chinese Name	Scientific name	Source of Information								Protection status / Conservation level [2 3 4 5 6 7 8 9 10 11]	Distribution and Rarity [1]
		EIA-159/2008	A/YL-NSW/275	A/YL-NSW/274	A/YL-NSW/242	A/YL-NSW/241	Y/YL-NSW/4	Y/YL-NSW/3	AFCD mitigation wetland monitoring		
Japanese Quail 鵪鶉	*Coturnix japonica*			✓						Fellowes *et al*. (2002): LC	Scarce passage migrant and winter visitor. Found in Long Valley, Mai Po, Kam Tin, Lam Tsuen, Tin Shui Wai.
Little Grebe 小鸊鷉	*Tachybaptus ruficollis*		✓	✓		✓	✓	✓	✓	Fellowes *et al*. (2002): LC	Common resident. Found in Deep Bay area.
Eurasian Spoonbill 白琵鷺	*Platalea leucorodia*	✓		✓						Cap. 586; Class 2 Protected Animal of China; China Red Data Book Status: Vulnerable, Fellowes *et al*. (2002): LC; Appendix 2 of CITES	Scarce winter visitor. Found in Deep Bay area.
Black-faced Spoonbill 黑臉琵鷺	*Platalea minor*	✓	✓	✓	✓		✓			Class 2 Protected Animal of China; China Red Data Book Status: Endangered; Fellowes *et al*. (2002): PGC; IUCN Red List Status: Endangered; Red List of China's Vertebrates: Endangered	Common winter visitor. Found in Deep Bay area.
Yellow Bittern 黃葦鳽	*Ixobrychus sinensis*		✓	✓			✓			Fellowes *et al*. (2002): (LC)	Uncommon summer visitor and passage migrant. Found in Deep Bay area, Chek Keng, Tai Long Wan.
Cinnamon Bittern 栗葦鳽	*Ixobrychus cinnamomeus*					✓		✓	✓	Fellowes *et al*. (2002): LC	Scarce passage migrant. Found in Deep Bay area, Long Valley, Tai Yuen (Sheung Shui), Pui O.
Black-crowned Night Heron 夜鷺	*Nycticorax nycticorax*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al*. (2002): (LC)	Common resident and winter visitor. Widely distributed in Hong Kong.
Chinese Pond Heron 池鷺	*Ardeola bacchus*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al*. (2002): PRC (RC)	Common resident. Widely distributed in Hong Kong.
Eastern Cattle Egret 牛背鷺	*Bubulcus coromandus*		✓	✓	✓	✓	✓	✓	✓	Fellowes *et al*. (2002): (LC)	Resident and common passage migrant. Widely distributed in Hong Kong.
Grey Heron 蒼鷺	*Ardea cinerea*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al*. (2002): PRC	Common winter visitor. Found in Deep Bay area, Starling Inlet, Kowloon Park, Cape D'Aguilar.
Purple Heron 草鷺	*Ardea purpurea*			✓						Fellowes *et al*. (2002): RC	Uncommon passage migrant. Found in Deep Bay area.
Great Egret 大白鷺	*Ardea alba*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al*. (2002): PRC (RC)	Common resident and winter visitor. Widely distributed in Hong Kong.
Intermediate Egret 中白鷺	*Egretta intermedia*		✓	✓	✓					Fellowes *et al*. (2002): RC	Common passage migrant. Found in Deep Bay area, Tai Long Wan, Starling Inlet, Tai O, Cape D'Aguilar.

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Common name/Chinese Name	Scientific name	Source of Information								Protection status / Conservation level [2 3 4 5 6 7 8 9 10 11]	Distribution and Rarity [1]
		EIA-159/2008	A/YL-NSW/275	A/YL-NSW/274	A/YL-NSW/242	A/YL-NSW/241	Y/YL-NSW/4	Y/YL-NSW/3	AFCD mitigation wetland monitoring		
Little Egret 小白鷺	*Egretta garzetta*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al*. (2002): PRC (RC)	Common resident. Widely distributed in coastal area throughout Hong Kong.
Great Cormorant 普通鸕鷀	*Phalacrocorax carbo*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al*. (2002): PRC	Common winter visitor. Widely distributed in coastal areas throughout Hong Kong.
Crested Serpent Eagle 蛇鵰	*Spilornis cheela*		✓	✓			✓			Cap. 586; China Red Data Book Status: Vulnerable; Fellowes *et al*. (2002): (LC); Appendix 2 of CITES	Uncommon resident. Distributed in woodland, hillside and open area throughout Hong Kong.
Greater Spotted Eagle 烏鵰	*Clanga clanga*	✓								Cap. 586; China Red Data Book Status: Rare; Fellowes *et al*. (2002): GC; IUCN Red List Status: Vulnerable; Appendix 2 of CITES; Red List of China's Vertebrates: Endangered	Scarce winter visitor. Found in Deep Bay area.
Eastern Imperial Eagle 白肩鵰	*Aquila heliaca*			✓						Cap.586; Class 1 Protected Animal of China; China Red Data Book Status: Vulnerable; Fellowes *et al*. (2002): GC; IUCN Red List Status: Vulnerable; Appendix 2 of CITES; Red List of China's Vertebrates: Endangered	Common winter visitor. Found in Deep Bay area, Ma Tso Lung.
Bonelli's Eagle 白腹山鵰	*Aquila fasciata*	✓								Cap.586; China Red Data Book Status: Rare; Fellowes *et al*. (2002): (RC); Appendix 2 of CITES; Red List of China's Vertebrates: Vulnerable	Scarce resident. Found in Deep Bay area, Hong Kong Island, Lamma Island, Lantau Island, Castle Peak, Sha Lo Tung.
Besra 松雀鷹	*Accipiter virgatus*	✓								Cap.586; Class 2 Protected Animal of China; Appendix 2 of CITES	Scarce resident. Found in Tai Po Kau, Deep Bay area, Chek Lap Kok, Cheung Chau, Soko Islands.
Eastern Marsh Harrier 白腹鷓	*Circus spilonotus*	✓								Cap.586; Fellowes *et al*. (2002): LC; Appendix 2 of CITES	Common winter visitor and passage migrant. Found in Deep Bay area, Starling Inlet area, Kadoorie Farm & Botanic Garden, Mount Austin.
Black Kite 黑鳶	*Milvus migrans*	✓	✓	✓	✓	✓	✓	✓	✓	Cap.586; Class 2 Protected Animal of China; Fellowes *et al*. (2002): (RC); Appendix 2 of CITES CSMPS(II)	Common resident and winter visitor. Widely distributed in Hong Kong.
Eastern Buzzard 普通鵟	*Buteo japonicus*	✓	✓	✓			✓			Cap.586; Class 2 Protected Animal of China; Appendix 2 of CITES CSMPS(II)	Common winter visitor. Widely distributed in Hong Kong.
Black-winged Stilt 黑翅長腳鷸	*Himantopus himantopus*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al*. (2002): RC	Common passage migrant. Found in Deep Bay area, Long Valley, Kam Tin.
Pied Avocet 反嘴鷸	*Recurvirostra avosetta*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al*. (2002): RC	Abundant winter visitor. Found in Deep Bay area.

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Common name/Chinese Name	Scientific name	Source of Information								Protection status / Conservation level [2 3 4 5 6 7 8 9 10 11]	Distribution and Rarity [1]
		EIA-159/2008	A/YL-NSW/275	A/YL-NSW/274	A/YL-NSW/242	A/YL-NSW/241	Y/YL-NSW/4	Y/YL-NSW/3	AFCD mitigation wetland monitoring		
Grey-headed Lapwing 灰頭麥雞	*Vanellus cinereus*	✓	✓	✓	✓		✓	✓		Fellowes *et al.* (2002): LC	Scarce winter visitor. Found in Kam Tin, Tsim Bei Tsui, Lo Wu, Tai Long Wan, Shuen Wan, Castle Peak coast, Chek Lap Kok
Pacific Golden Plover 太平洋金斑鴴	*Pluvialis fulva*				✓					Fellowes *et al.* (2002): LC	Common winter visitor. Found in Deep Bay area, Chek Lap Kok, Long Valley.
Little Ringed Plover 金眶鴴	*Charadrius dubius*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al.* (2002): (LC)	Common winter visitor and passage migrant. Widely distributed in freshwater areas throughout Hong Kong.
Swinhoe's Snipe 大沙錐	*Gallinago megala*			✓						Fellowes *et al.* (2002): LC	Uncommon passage migrant. Found in Long Valley.
Spotted Redshank 鶴鷸	*Tringa erythropus*		✓	✓	✓	✓		✓	✓	Fellowes *et al.* (2002): RC	Abundant in winter and spring. Found in Deep Bay area.
Common Redshank 紅腳鷸	*Tringa totanus*			✓	✓					Fellowes *et al.* (2002): RC	Common passage migrant. Found in Deep Bay area.
Marsh Sandpiper 澤鷸	*Tringa stagnatilis*		✓	✓	✓	✓	✓	✓	✓	Fellowes *et al.* (2002): RC	Common winter visitor and passage migrant. Found in Deep Bay area, Shuen Wan, Long Valley, Kam Tin, Sai Kung.
Common Greenshank 青腳鷸	*Tringa nebularia*	✓	✓	✓	✓	✓		✓	✓	Fellowes *et al.* (2002): RC	Abundant passage migrant and winter visitor. Found in Deep Bay area.
Wood Sandpiper 林鷸	*Tringa glareola*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al.* (2002): LC	Common passage migrant and winter visitor. Widely distributed in wetland area throughout Hong Kong.
Temminck's Stint 青腳濱鷸	*Calidris temminckii*				✓					Fellowes *et al.* (2002): LC	Uncommon winter visitor. Widely distributed in Deep Bay area fishponds.
Black-headed Gull 紅嘴鷗	*Chroicocephalus ridibundus*	✓	✓	✓	✓	✓		✓	✓	Fellowes *et al.* (2002): PRC	Common winter visitor. Found in Deep Bay area, Tolo Harbour, Starling Inlet, Victoria Harbour.
Heuglin's Gull 烏灰銀鷗	*Larus fuscus*				✓					Fellowes *et al.* (2002): LC	Common winter visitor and passage migrant. Found in Deep Bay area, Cape D'Aguilar.
Greater Coucal 褐翅鴉鵑	*Centropus sinensis*		✓	✓			✓			Class 2 Protected Animal of China; China Red Data Book Status: Vulnerable	Common resident. Widely distributed in Hong Kong.
Lesser Coucal 小鴉鵑	*Centropus bengalensis*			✓						Class 2 Protected Animal of China; China Red Data Book Status: Vulnerable	Common resident. Widely distributed in Hong Kong.
Asian Barred Owlet 斑頭鴗鶹	*Glaucidium cuculoides*			✓						Cap.586; Class 2 Protected Animal of China; Appendix 2 of CITES	Uncommon resident. Widely distributed in woodland throughout Hong Kong.

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		EIA-159/2008	A/YL-NSW/275	A/YL-NSW/274	A/YL-NSW/242	A/YL-NSW/241	Y/YL-NSW/4	Y/YL-NSW/3	AFCD mitigation wetland monitoring		
Pacific Swift 白腰雨燕	*Apus pacificus*		✓	✓						Fellowes *et al*. (2002): (LC)	Common spring migrant and summer visitor. Widely distributed in Hong Kong.
White-throated Kingfisher 白胸翡翠	*Halcyon smyrnensis*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al*. (2002): (LC)	Common resident. Widely distributed in coastal areas throughout Hong Kong
Pied Kingfisher 斑魚狗	*Ceryle rudis*	✓	✓	✓		✓	✓	✓	✓	Fellowes *et al*. (2002): (LC)	Uncommon resident. Widely distributed in lakes and ponds throughout Hong Kong.
Common Kestrel 紅隼	*Falco tinnunculus*	✓		✓			✓			Cap.586; Class 2 Protected Animal of China; Appendix 2 of CITES	Common autumn migrant and winter visitor. Widely distributed in Hong Kong
Eurasian Hobby 燕隼	*Falco subbuteo*			✓						Cap.586; Class 2 Protected Animal of China; Fellowes *et al*. (2002): (LC); Appendix 2 of CITES	Uncommon passage migrant. Widely distributed in marshes, agricultural land and lightly wooded hills throughout Hong Kong.
Collared Crow 白頸鴉	*Corvus torquatus*	✓	✓	✓	✓	✓	✓	✓	✓	Fellowes *et al*. (2002): LC; IUCN Red List Status: Vulnerable Red List of China's Vertebrates: Near Threatened	Uncommon resident. Found in Inner Deep Bay area, Nam Chung, Kei Ling Ha, Tai Mei Tuk, Pok Fu Lam, Chek lap Kok, Shuen Wan, Lam Tsuen.
Zitting Cisticola 棕扇尾鶯	*Cisticola juncidis*	✓	✓	✓		✓		✓	✓	Fellowes *et al*. (2002): LC	Common passage migrant and winter visitor. Widely distributed in grassland throughout Hong Kong.
Golden-headed Cisticola 金頭扇尾鶯	*Cisticola exilis*			✓		✓		✓	✓	Fellowes *et al*. (2002): LC	Scarce winter visitor. Widely distributed in grassland throughout Hong Kong.
Red-billed Starling 絲光椋鳥	*Spodiopsar sericeus*	✓		✓		✓	✓	✓	✓	Fellowes *et al*. (2002): GC	Common winter visitor. Widely distributed in Hong Kong
White-cheeked Starling 灰椋鳥	*Spodiopsar cineraceus*	✓		✓		✓	✓	✓	✓	Fellowes *et al*. (2002): PRC	Common winter visitor. Found in Deep Bay area, Kam Tin, Long Valley.
White-shouldered Starling 灰背椋鳥	*Sturnia sinensis*	✓	✓	✓		✓	✓	✓	✓	Fellowes *et al*. (2002): (LC)	Common passage migrant. Found in Kam Tin, Deep Bay area, Po Toi Island, Long Valley, Victoria Park, Ho Chung, Ma Tso Lung, Mui Wo, Lam Tsuen Valley.
Bluethroat 藍喉歌鴝	*Luscinia svecica*		✓	✓						Fellowes *et al*. (2002): LC	Common passage migrant and winter visitor. Widely distributed in wet agricultural areas throughout Hong Kong.
Red-throated Pipit 紅喉鷚	*Anthus cervinus*					✓		✓	✓	Fellowes *et al*. (2002): LC	Common passage migrant and winter visitor. Widely distributed in dry agricultural areas throughout Hong Kong.
Chinese Grosbeak 黑尾蠟嘴雀	*Eophona migratoria*			✓			✓			Fellowes *et al*. (2002): LC	Uncommon winter visitor. Found in Kam Tin, Nam Chung, Shek Kong, Deep Bay area. Ho Chung, Lam Tsuen, Hok Tau, Island House, Kowloon Park.
Mammal											

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		EIA-159/ 2008	A/YL-NSW/ 275	A/YL-NSW/ 274	A/YL-NSW/ 242	A/YL-NSW/ 241	Y/YL-NSW/ 4	Y/YL-NSW/ 3	AFCD mitigation wetland monitoring		
Leopard Cat 豹貓	*Prionailurus bengalensis*								✓	Cap. 170; Cap. 586; China Red Data Book Status: Vulnerable; Red List of China's Vertebrate: Vulnerable; Appendix 2 of CITES	Uncommon. Widely distributed in countryside areas throughout Hong Kong, except for Lantau Island.
Small Asian Mongoose 紅頰獴	*Herpestes javanicus*		✓				✓		✓	Cap. 170; Red List of China's Vertebrate: Vulnerable	Uncommon . Fairly widely distributed in countryside areas in the New Territories.
East Asian Porcupine 東亞豪豬	*Hystrix brachyura*								✓	Cap. 170; Fellowes *et al*. (2002): PGC	Very Common. Very widely distributed in countryside areas throughout Hong Kong, except for Lantau Island.
Ryukyu Mouse 田鼷鼠	*Mus caroli*								✓	-	Rare. Found only in Mai Po and the Hong Kong Wetland Park.
Small-toothed Ferret Badger 鼬獾	*Melogale moschata*								✓	Cap. 170	Common. Widely distributed in countryside areas throughout Hong Kong.
Short-nosed Fruit Bat 短吻果蝠	*Cynopterus sphinx*		✓						✓	Cap. 170	Very Common. Widely distributed in urban & forested areas throughout Hong Kong.
Chinese Horseshoe Bat 中華菊頭蝠	*Rhinolophus sinicus*								✓	Cap. 170	Very Common. Widely distributed in forested areas throughout Hong Kong.
Lesser Bent-winged Bat 南長翼蝠	*Miniopterus pusillus*								✓	Cap. 170; Fellowes *et al*. (2002): (LC)	Uncommon. Fairly widely distributed in countryside areas throughout Hong Kong.
Japanese Pipistrelle 東亞家蝠	*Pipistrellus abramus*		✓			✓	✓	✓	✓	Cap. 170	Very Common. Widely distributed throughout Hong Kong.
Lesser Yellow Bat 中黃蝠	*Scotophilus kuhlii*								✓	Cap. 170; Fellowes *et al*. (2002): (LC)	Uncommon. Fairly widely distributed in countryside areas throughout Hong Kong.
Lesser Bamboo Bat 扁顱蝠	*Tylonycteris pachypus*								✓	Cap. 170; China Red Data Book Status: (Rare); Fellowes *et al*. (2002): (LC)	Very Common. Fairly widely distributed in countryside areas throughout Hong Kong.
Small Indian Civet 小靈貓	*Viverricula indica*								✓	Cap. 170; Class 2 Protected Animal of China; Red List of China's Vertebrate: Vulnerable	Very Common. Very widely distributed in countryside areas throughout Hong Kong, except for Lantau Island.
Butterfly											
Grey Scrub Hopper 寬鍔弄蝶	*Aeromachus jhora*								✓	-	Rare. Yung Shue O, Kuk Po, Tai Lam, Sha Lo Tung
Paintbrush Swift 刺脛弄蝶	*Baoris farri farri*								✓	-	Rare. Deep Water Bay, Shing Mun, Lam Tsuen, Fung Yuen, Wu Kau Tang, Lai Chi Wo
Colon Swift 無斑珂弄蝶	*Caltoris bromus*								✓	-	Very Rare
Dark Brown Ace 雙子酣弄蝶	*Halpe porus*								✓	Fellowes *et al*. (2002): LC	Very Rare/Species of Conservation Concern. Lam Tsuen, Tsiu Hang, Lung Kwu Tan, Ho Sheung Heung

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		EIA-159/2008	A/YL-NSW/275	A/YL-NSW/274	A/YL-NSW/242	A/YL-NSW/241	Y/YL-NSW/4	Y/YL-NSW/3	AFCD mitigation wetland monitoring		
Common Awl 三斑趾弄蝶	*Hasora badra*					✓		✓	✓	Fellowes *et al.* (2002): LC	Very Rare. Wu Kau Tan, Lai Chi Wo, Hong Kong Wetland Park
Pale Palm Dart 長標弄蝶	*Telicota colon*					✓		✓	✓	Fellowes *et al.* (2002): LC	Rare. Widely distributed in grassland and shrubland throughout Hong Kong
Grass Demon 薑弄蝶	*Udaspes folus*						✓		✓	-	Rare. Widely distributed in agricultural field throughout Hong Kong
Forget-me-not 咖灰蝶	*Catochrysops strabo*								✓	-	Very Rare/Species of Conservation Concern. Pui O, Tai Po Kau, Fung Yuen, Shing Mun, Sha Lo Wan
Metallic Cerulean 素雅灰蝶	*Jamides alecto*								✓	-	Very Rare. Victoria Peak, Fung Yuen, Chuen Lung, Mui Wo
Tiny Grass Blue 長腹灰蝶	*Zizula hylax*								✓	-	Very Rare/Species of Conservation Concern. Lung Kwu Tan, Fung Yuen, Sha Lo Wan
Danaid Eggfly 金斑蛱蝶	*Hypolimnas misippus*					✓		✓	✓	Fellowes *et al.* (2002): LC	Uncommon. Ngau Ngak Shan, Lung Kwu Tan, Hong Kong Wetland Park, Mount Parker, Cloudy Hill, Lin Ma Hang
Glassy Bluebottle 寬帶青鳳蝶	*Graphium cloanthus*								✓	Fellowes *et al.* (2002): LC	Uncommon. Tai Po Kau, Shing Mun, Cloudy Hill, Kadoorie Farm and Botanic Garden, Lam Tsuen, Lai Chi Hang, Tai Lam Wu
Common Albatross 白翅尖粉蝶	*Appias albina darada*								✓	Fellowes *et al.* (2002): LC	Rare. Shing Mun, Tai Po Kau, Tai Mo Shan, Lung Kwu Tan, Kat O
Tailed Sulphur 檀方粉蝶	*Dercas verhuelli*								✓	-	Rare. Widely distributed throughout Hong Kong
Small Cabbage White 菜粉蝶	*Pieris rapae*								✓	-	Rare. Shep Mun Kap, Fan Lau, Ngong Ping, Kam Tin, Ho Chung, Luk Keng, Tuen Mun Ash Lagoon
Odonate											
Four-spot Midget 廣瀨妹蟌	*Mortonagrion hirosei*								✓	Fellowes *et al.* (2002): GC; IUCN Red List Status: NT	Common. Double Island, Luk Keng, Mai Po Marshes, Nam Chung, Sam A Tsuen and Sha Po.
Blue Sprite 綠斑蟌	*Pseudagrion microcephalum*								✓	Fellowes *et al.* (2002): LC	Common. Kai Kuk Shue Ha, Kau Sai Chau, Lai Chi Wo, Mai Po, Mui Wo, River Jhelum and Tung Ping Chau
Coastal Glider 高翔澀蜻	*Macrodiplax cora*					✓		✓	✓	Fellowes *et al.* (2002): LC	Common. Hong Kong Wetland Park, Kam Tin, Lai Chi Wo, Nim Wan and Luk Keng
Mangrove Skimmer 斑灰蜻	*Orthetrum poecilops*								✓	Fellowes *et al.* (2002): GC; IUCN Red List Status: Vulnerable	Common . Double Island, Lai Chi Wo, Nam Chung, So Lo Pun, Yim Tso Ha (Starling Inlet), Yung Shue Au and Yung Shue O.
Blue Chaser 濕地狹翅蜻	*Potamarcha congener*		✓							Fellowes *et al.* (2002): LC	Common. Widely distribute in marsh throughout Hong Kong

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		EIA-159/2008	A/YL-NSW/275	A/YL-NSW/274	A/YL-NSW/242	A/YL-NSW/241	Y/YL-NSW/4	Y/YL-NSW/3	AFCD mitigation wetland monitoring		
Ruby Darter 紅腘蜻	*Rhodothemis rufa*					✓		✓	✓	Fellowes *et al*. (2002): LC	Common. Widely distribute in ponds and marshes throughout Hong Kong
Sapphire Flutterer 三角麗翅蜻	*Rhyothemis triangularis*								✓	Fellowes *et al*. (2002): LC	Common. Widely distribute in weedy ponds, sluggish rivers and marshes
Scarlet Basker 赤斑曲鈎脈蜻	*Urothemis signata*		✓			✓		✓	✓	Fellowes *et al*. (2002): LC	Common. Common in areas containing abandoned fish ponds throughout Hong Kong
Emerald Cascader 彩虹蜻	*Zygonyx iris*								✓	Fellowes *et al*. (2002): PGC	Abundant. Widely distribute in moderately clean, rapidly flowing forested streams throughout Hong Kong
Reptile											
Reeves' Turtle 烏龜	*Mauremys reevesii*								✓	Cap. 170; Cap. 586; China Red Data Book Status: Conservation Dependent; Fellowes *et al*. (2002): GC; IUCN Red List Status: Endangered; Appendix 2 of CITES	Widespread in the territory. Used to be a common species but sightings have been rare in recent years. Found in most local reservoirs.
Common Rat Snake 滑鼠蛇	*Ptyas mucosus*		✓			✓		✓	✓	Cap. 586; China Red Data Book Status: Endangered; Fellowes *et al*. (2002): PRC; Appendix 2 of CITES; Red List of China's Vertebrates: Endangered	Widely distributed throughout Hong Kong.
Buff-striped Keelback 草游蛇	*Amphiesma stolatum*								✓	Fellowes *et al*. (2002): LC	Distributed in lowland in central and northern New Territories and Lantau Island.
Copperhead Racer 三索錦蛇	*Coelognathus radiatus*					✓				China Red Data Book Status: Endangered; Fellowes *et al*. (2002): PRC; Red List of China's Vertebrates: Endangered	Widely distributed throughout Hong Kong.
Chinese Water Snake 中國水蛇	*Enhydris chinensis*								✓	Red List of China's Vertebrates: Vulnerable	Locally common, mainly occurs in Deep Bay and central New Territories.
Indo-Chinese Rat Snake 灰鼠蛇	*Ptyas korros*								✓	China Red Data Book Status: Endangered; Fellowes *et al*. (2002): PRC; Red List of China's Vertebrates: Vulnerable	Widely distributed throughout Hong Kong.
Many-banded Krait 銀環蛇	*Bungarus multicinctus*								✓	China Red Data Book Status: Vulnerable; Fellowes *et al*. (2002): PRC; Red List of China's Vertebrates: Endangered	Widely distributed throughout Hong Kong.

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		EIA-159/ 2008	A/YL-NSW/ 275	A/YL-NSW/ 274	A/YL-NSW/ 242	A/YL-NSW/ 241	Y/YL-NSW/ 4	Y/YL-NSW/ 3	AFCD mitigation wetland monitoring		
Chinese Cobra 眼鏡蛇	*Naja atra*								✓	Cap. 586; China Red Data Book Status: Vulnerable; Fellowes *et al*. (2002): PRC; Appendix 2 of CITES; China Red Data Book Status: Vulnerable; Red List of China's Vertebrates: Vulnerable	Common and widely distributed in Hong Kong.
Four-clawed Gecko 截趾虎	*Gehyra mutilata*								✓	Red List of China's Vertebrates: Vulnerable	Widely distributed throughout Hong Kong.
Chinese Soft-shelled Turtle 水魚	*Pelodiscus sinensis*					✓				Cap. 170; China Red Data Book Status: Vulnerable; Fellowes *et al*. (2002): GC; IUCN Red List Status: Vulnerable; Red List of China's Vertebrates: Endangered	Locally found in reservoirs and fishponds in Deep Bay area.
Amphibian											
Chinese Bullfrog 虎紋蛙	*Hoplobatrachus rugulosus*								✓	Class 2 Protected Animal of China; Fellowes *et al*. (2002): PRC; Red List of China's Vertebrates: Endangered	Widely distributed in Lantau Island and New Territories.

Notes:
1. AFCD (2020). Hong Kong Biodiversity Database.
2. Cap. 170 Wild Animals Protection Ordinance.
3. Cap. 586 Protection of Endangered Species of Animals and Plants Ordinance.
4. Convention on International Trade in Endangered Species of Wild Flora and Fauna (2020). Appendices I, II and III.
5. Fellowes et al. (2002). Wild animals to watch: Terrestrial and freshwater fauna of conservation concern in Hong Kong.

- For conservation status listed by Fellowes *et al*. (2002), letters in parentheses indicate that the assessment is on the basis of restrictedness in breeding and/or roosting sites rather than in general occurrence.

6. International Union of Conservation for Nature. The IUCN Red List of Threatened Species. Version 2020-1.
7. Jiang, Z. G., Jiang, J. P., Wang, Y. Z., Zhang, E., Zhang, Y. Y., Li, L. L., ... & Dong, L. (2016). Red List of China's Vertebrates.
8. Wang (1998). China Red Data Book of Endangered Animals: Mammalia.
9. Wild Animal Conservation Law of the People's Republic of China
10. Zhao, E. (1998). China red data book of endangered animals: Amphibia and Reptilia.
11. Zheng and Wang (1999). China Red Data Book of Endangered Animals: Aves.

Abbreviations:

• Conservation Status in Fellowes et al. (2002): LC = Local Concern; PRC = Potential Regional Concern; RC = Regional Concern; Letters in parentheses indicate that the assessment is on the basis of restrictedness in breeding and/or roosting sites rather than in general occurrence

4.1.17 Besides the above-listed species of conservation importance, Eurasian Otter *Lutra lutra* is the most significant terrestrial mammal species known to occur in the Deep Bay area. This species occurs in a variety of lowland wetland habitats in the Deep Bay area, but given the human activities in the wetlands and disturbed nature of other habitats in the Study Area, it is very unlikely that this species would occur in the Application Site or the Study Area. The nearest record of the species was at the confluence area of Kam Tin River and Shan Pui River (B&V 2021).

4.1.18 Another species of conservation importance which was not recorded in the

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abovementioned literature, is a fish species of conservation importance, i.e. *Gobiopterus macrolepis*, recorded in the EIA study of Yuen Long Barrage (B&V 2021), which is endemic to China and is restricted to the Pearl River Delta (Cheng 1965). The species was observed in large schools of up to over a thousand individuals, staying near reedbed edges in Nam Sang Wai, and along channel margins at lower section of Yuen Long Nullah (approximately 50-100 individuals sighted), Shan Pui River, Kam Tin River and the lower Yuen Long Bypass Floodway. Therefore, it is rather widespread in suitable habitats e.g. channel within the present Study Area. It is listed as Vulnerable in the context of China (Jiang et al. 2016). Ecology and distribution of this species in Hong Kong and the wider Pearl River Delta region is however unknown.

4.2 Ecological Survey Results

Habitats

4.2.1 There were thirteen types of habitat identified within the Study Area, namely wasteland, developed area, plantation, *Leucaena* colony, nullah, channel, abandoned pond, pond, mitigation wetland, meander, flood storage pond, grassland/shrubland, and woodland.

4.2.2 The habitats within the Application Site and the Study Area are shown in **Table 4.3** and **Figure 4**. Photos of the habitats are presented in **Figure 5**. Plant species and their relative abundance within each habitat are listed in **Appendix A**.

Table 4.3 Habitats recorded within the Application Site and Study Area

Habitat	Application Site	Study Area excluding Application Site (ha)	Study Area (ha)
Wasteland	0.53	18.35	18.88
Developed Area	6.99	72.14	79.13
Plantation	0.58	24.36	24.94
Leucaena Colony	–	1.13	1.13
Nullah	–	1.14	1.14
Channel	0.05	20.84	20.89
Abandoned Pond	–	15.91	15.91
Pond	–	22.79	22.79
Mitigation Wetland	–	13.69	13.69
Meander	–	2.66	2.66
Flood Storage Pond	–	0.66	0.66
Grassland / Shrubland	–	1.98	1.98
Woodland	–	0.25	0.25
Total	**8.15**	**195.9**	**204.05**

*Habitat area sizes are rounding-off figures.

Habitats Inside the Study Area

4.2.3 ***Developed Area*** - Within the Study Area, this habitat type occupies the

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largest area (over one third in proportion) and is composed of villages, areas of open storage and light industry, along with extensive road infrastructure. These habitats were heavily modified and suffered from high levels of disturbance by anthropogenic factors and a low fauna and flora diversity, containing a large number of weedy and exotic plant species.

4.2.4 ***Plantation*** - Patches of roadside plantation were located surrounding and within the southeast of the Application Site, while a patch of plantation occupied the hillside located to the east of the Application Site within the Study Area. These plantations were generally of low ecological value due to the domination of exotic species. Species typically included *Eucalyptus* spp. and *Lophostemon confertus.*

4.2.5 ***Pond*** - Ponds were found to the north (across some wasteland habitat) and west (across Kam Tin River Drainage Channel) of the Application Site within the Study Area. These ponds were under maintenance for fish farming, aerators were observed in this habitat for the provision of oxygen to the cultivated fishes. Vegetation was found at the bund of the ponds.

4.2.6 ***Channel*** - Kam Tin River and Yuen Long Bypass Floodway (YLBF) were the two major channelized watercourses in the Study Area and were located to the west and the southwest of the Application Site respectively. Both YLBF and Kam Tin River Drainage Channel were widened, straightened and deepened to increase water flow capacity and alleviate flood risk. The bed and bank of YLBF were lined with grasscrete and a series of in-channel ponds were built along the dry weather flow channel. Water levels in YLBF were maintained by a fabridam at the confluence between YLBF and Kam Tin River. The regular vegetation management of the channels resulted in low botanical diversity.

4.2.7 ***Wasteland*** - Isolated patches of wasteland scattered within the Study Area with the largest patch to the north of the Application Site. Wasteland was dominated by ruderal vegetation. Plant species in this habitat type were typical of primary stages of vegetative succession, and those colonizing areas of bare or disturbed ground. Vegetation species typically found within this degraded habitat were mostly exotic weed species, including *Ageratum conyzoides, Desmodium tortuosum* and *Mikania micrantha*.

4.2.8 ***Abandoned pond*** - Several isolated abandoned ponds were identified to the north, southwest and west of the Application Site within the Study Area. These abandoned ponds were of various conditions depending on their duration of abandonment. Drying out of water was observed in the abandoned ponds having longer duration of abandonment, such as the one located to the immediate northwest of the Application Site. While for those abandoned ponds with shorter duration of abandonment, water was retained but degradation was observed at the pond bund. Both hydrophilic species (such as *Brachiaria mutica* and *Alternanthera philoxeroides*) and weedy species (such as *Alternanthera sessilis* and *Bidens alba*) were commonly found in these abandoned ponds. There were six aggregated abandoned ponds located near the southwest boundary of the Study Area. As found during the 12-month survey, these abandoned ponds were of very low water level with some parts of the pond bed exposed. During

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recent site visits in 2021, it was observed that weedy vegetation in these ponds was cleared and there was shallow water inside.

4.2.9 ***Mitigation Wetland*** - Several mitigation wetlands were found within the Study Area, including YLBF Mitigation Wetland to the southwest, and Sha Po Marsh to the southeast of the Application Site. These two were actively managed by AFCD and a private developer respectively. Sha Po Marsh is a brackish wetland established mainly to compensate for the habitat loss of the globally Near Threatened damselfly Four-spot Midget *Mortonagrion hirosei*. The Sha Po Marsh also supports other wetland dependent flora and fauna. In addition, two mitigation ponds were created at the entrance of the development for other impacted species.

4.2.10 ***Meander*** - Two meanders were identified within the Study Area. Apart from Kam Tin River meander locating to the west of Kam Tin River Drainage Channel, there was a meander located to the immediate southwest of the Application Site. This meander was subject to tidal influence of Kam Tin River and supported species which were tolerant of tidal fluctuation e.g. *Sonneratia* sp. and *Acanthus ilicifolius*.

4.2.11 ***Leucaena colony*** - *Leucaena* colony was found to the immediate north of the Application Site. *Leucaena leucocephala* and other weedy species including *Eragrostis tenella* and *Wedelia trilobata* colonized this area, *Musa* x *paradisiaca* was also cultivated there.

4.2.12 ***Grassland/Shrubland*** - Some areas of grassland/shrubland were found at the hillside to the east of the Application Site within the Study Area. This habitat was undergoing secondary succession and was dominated by shrub and grass species such as *Baeckea frutescens, Dicranopteris pedata, Lepidosperma chinense* and *Rhodomyrtus tomentosa*, which were highly typical of other grassland/shrubland in Hong Kong.

4.2.13 ***Flood storage pond*** - A flood storage pond was found to the north of the Application Site. This flood storage pond was built for stormwater management for controlling the quantity or quality of stormwater runoff, preventing the downstream catchment from flooding. Sparse vegetation was found at the pond bund.

4.2.14 ***Nullah*** – Several sections of nullah were identified within the Study Area. One was present to the immediate north of the Application Site while a few more were found at the further north of the Study Area. They were concrete-paved covering with sediment and straightened to divert water flow from Kam Tin River. Weedy species such as *Mikania micrantha* and an exotic mangrove species, *Sonneratia* sp. were found at the banks of the nullahs.

4.2.15 ***Woodland*** - A thin belt of woodland was located near the southwest boundary of the Study Area. Trees in this belt of woodland reached 7 to 12 meters, comprising of species including *Macaranga tanarius* var. *tomentosa* and *Melia azedarach*. Shrubs such as *Litsea rotundifolia* var. *oblongifolia* and *Psychotria asiatica* and climbers such as *Hypserpa nitida* and *Phyllanthus reticulatus* were also found in the understorey.

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Habitats Inside the Application Site

4.2.16 The Application Site comprised of mainly developed area (the existing soy sauce factory and open storage field) and minor areas of wasteland, plantation and channel.

4.2.17 ***Developed Area*** - Developed Area within the Application Site comprises an existing soy sauce factory, an open storage area and a small road. This habitat was largely paved with concrete. Vegetation found in this habitat was dominated by weedy species such as *Bidens alba*, *Leucaena leucocephala* and *Wedelia trilobata*.

4.2.18 ***Wasteland*** - Wasteland of minor area was identified within the Application Site at the northwest part. The disturbance nature of the habitat left a bare ground, favouring the colonization of weedy species. This habitat was largely dominated by weedy species such as *Panicum maximum, Brachiaria mutica* and *Bidens alba*. Mowing was also observed during survey.

4.2.19 ***Plantation*** - Patches of roadside plantation were located within and surrounding the southeast of the Application Site. This strip of plantation was of low ecological value due to the domination of exotic species and the narrow belt shape. Species typically included *Eucalyptus* spp. and *Lophostemon confertus*.

4.2.20 ***Channel*** – A small section of channel was located within and at the southern end of the Application Site. It is narrow and lacks open area with shallow water or exposed sediment. It is also dominated by exotic mangrove species *Sonneratia* sp.

Vegetation

4.2.21 A full list of flora species recorded within the Study Area during survey and their relative abundance within each habitat is provided in **Appendix A**.

4.2.22 A total of 317 plant species were recorded within the Study Area. No flora species of conservation importance was recorded within the Application Site while one flora species of conservation importance, *Aquilaria sinensis*, was recorded outside the Application Site but within the Study Area. The overall floral diversity was low.

4.2.23 *Camellia japonica, Casuarina equisetifolia, Cycas revoluta, Dimocarpus longan*, *Lagerstroemia indica*, *Lagerstroemia speciosa, Litchi chinensis, Michelia* x *alba*, *Mimosa diplotricha, Pittosporum tobira*, *Typha angustifolia* and *Rhododendron* sp. are exotic to Hong Kong and not considered of conservation importance, despite being considered rare by Corlett *et al.* (2000), listed as Vulnerable by IUCN (2019), considered as Vulnerable/Endangered in Threatened Species List of China's Higher Plants, considered as Vulnerable in China Plant Red Data Book, listed in Category I/II in State Protection and/or listed under Cap. 96 Forests and Countryside Ordinance.

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4.2.24 *Coccinia grandis* is native and widely cultivated, so they are not considered as species of conservation importance despite being considered very rare by Corlett *et al.* (2000).

4.2.25 Individuals of *Aquilaria sinensis* were found in the plantation outside the Application Site but within the Study Area (**Figure 6a**). *Aquilaria sinensis* is a native tree species common in the lowland forests and fung shui woods of Hong Kong but under the threat of illegal felling and over-exploitation in southern China including Hong Kong. It is scheduled under the Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586) in Hong Kong, included in China Plant Red Data Book (vulnerable in China), Threatened Species List of China's Higher Plants (vulnerable in China) and Illustration of Rare & endangered plant in Guangdong Province, listed as "Vulnerable" in the IUCN Red List (IUCN 2018), listed in Appendix II of CITES, and listed in the book *Rare and Precious Plants of Hong Kong* (Near Threatened in China). In addition, wild individuals of *Aquilaria sinensis* are protected under State protection (Category II).

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Mammals

4.2.26 Five mammal species were recorded within the Study Area, none of which was found within the Application Site (**Appendix B**). Species of conservation importance include Small Asian Mongoose and Japanese Pipistrelle. Locations and evaluation of these species are shown in **Figure 6a** and **Table 5.11**.

4.2.27 Small Asian Mongoose *Herpestes javanicus* was recorded in Abandoned Pond outside the Application Site. It is protected under Cap. 170 Wild Animals Protection Ordinance and is considered as Vulnerable in Red List of China's Vertebrates. It is uncommon and is found in countryside area of the New Territories.

4.2.28 Japanese Pipistrelle *Pipistrellus abramus* was recorded in *Leucaena* Colony, Wasteland, mitigation wetland, abandoned pond, channel, and developed area outside the Application Site. It is protected under Cap. 170 Wild Animals Protection Ordinance. It is very common and is widely distributed throughout Hong Kong.

Avifauna

4.2.29 A total of 103 bird species were recorded within the Study Area, including 41 species of conservation importance. 18 bird species were found within the Application Site but none was of conservation importance (**Table 4.4** and **Appendix C**). Most of the recorded species are common and widespread in Hong Kong. Evaluation of these species is also shown in **Table 5.11**.

4.2.30 Most winter migrants or passage migrants during spring and autumn were recorded along Kam Tin River Drainage Channel, which is located to the west of the Application Site.

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4.2.31 Ponds within the Study Area are potential foraging grounds for Grebes, Ardeidae, Cormorants and Kingfishers, and also contributed to the recorded waterbird over the 12-month survey period (**Table 4.4**).

4.2.32 The Application Site was of very low avifauna or waterbird use. The recorded bird diversity and abundance was much lower than other habitats outside.

4.2.33 Species of conservation importance were all recorded outside the Application Site and included Northern Shoveler, Eurasian Teal, Tufted Duck, Little Grebe, Black-faced Spoonbill, Yellow Bittern, Black-crowned Night Heron, Chinese Pond Heron, Eastern Cattle Egret, Grey Heron, Purple Heron, Great Egret, Intermediate Egret, Little Egret, Great Cormorant, Black-winged Kite, Chinese Sparrowhawk, Black Kite, Eastern Buzzard, Black-winged Stilt, Pied Avocet, Grey-headed Lapwing, Little Ringed Plover, Whimbrel, Spotted Redshank, Common Redshank, Marsh Sandpiper, Common Greenshank, Wood Sandpiper, Greater Coucal, Grey Nightjar, Pacific Swift, White-throated Kingfisher, Pied Kingfisher, Peregrine Falcon, Collared Crow, Chinese Penduline Tit, Zitting Cisticola, Rufous-capped Babbler, White-cheeked Starling and White-shouldered Starling.

4.2.34 A pair of Oriental Magpie was found nesting on an electric pylon outside the Application Site (**Figure 6a**). Other than this, no breeding behavior of birds was recorded within the Study Area (all egretries were outside the 500m Study Area).

4.2.35 Two ardeid night roosts were found within the 500m Study Area and surveyed during the survey period between 2019 and 2020 (**Figure 2b**). The maximum counts of the two ardeid night roosts were both less than 30 individuals of ardeids. Most of the roosting ardeids are Little Egret. However, it was observed that no egrets roosted at the one to the western side of Kam Tin River in 2021.

4.2.36 A winter roost of Great Cormorant was present in plantations more than 500m to the west of the Application Site. Around 4,560 individuals of Great Cormorant (maximum count) were found roosting there (**Figure 6b**). Very few Great Cormorants were recorded flying over the Application Site and adjacent areas.

Table 4.4 Abundance of Bird Species of Conservation Importance Recorded from Application Site and Key Wetland Habitats within the Study Area

Species	Conservation and Protection Status[1]	**Total Count** recorded **over the survey programme**[#]:			
		Application Site	Key Wetland Habitats in Study Area		Study Area (including Application Site)
			Pond	Channel	

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Species	Conservation and Protection Status[1]	Total Count recorded over the survey programme[#]:			
		Application Site	Key Wetland Habitats in Study Area		Study Area (including Application Site)
			Pond	Channel	
Northern Shoveler ***Spatula clypeata***	RC	0	0	467	478
Eurasian Teal ***Anas crecca***	RC	0	0	14	19
Tufted Duck ***Aythya fuligula***	LC	0	0	29	29
Little Grebe ***Tachybaptus ruficollis***	LC	0	4	2	10
Black-faced Spoonbill ***Platalea minor***	PGC; RLCV(EN); IUCN(EN); CSMPS(II); China Red Data Book Status: (EN)	0	0	3	3
Yellow Bittern ***Ixobrychus sinensis***	(LC)	0	2	0	2
Black-crowned Night Heron ***Nycticorax nycticorax***	(LC)	0	0	0	9
Chinese Pond Heron ***Ardeola bacchus***	PRC (RC)	0	13	123	173
Eastern Cattle Egret ***Bubulcus coromandus***	(LC)	0	18	0	68
Grey Heron ***Ardea cinerea***	PRC	0	19	154	222
Purple Heron ***Ardea purpurea***	RC	0	0	0	1
Great Egret ***Ardea alba***	PRC (RC)	0	11	94	124
Intermediate Egret ***Ardea intermedia***	RC	0	2	0	9
Little Egret ***Egretta garzetta***	PRC (RC)	0	20	214	277
Great Cormorant ***Phalacrocorax carbo***	PRC	0	43	31	80
Black Winged Kite *Elanus caeruleus*	China Red Data Book Status: (VU); LC; CITES II; Cap.586	0	1	0	1
Chinese Sparrowhawk *Accipiter soloensis*	CSMPS(II); CITES II; Cap.586	0	0	0	1

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Species	Conservation and Protection Status[1]	Total Count recorded over the survey programme[#]:			
		Application Site	Key Wetland Habitats in Study Area		Study Area (including Application Site)
			Pond	Channel	
Black Kite *Milvus migrans*	(RC); CITES II; Cap.586; CSMPS(II)	0	8	6	32
Eastern Buzzard *Buteo japonicus*	CITES II; Cap.586 CSMPS(II)	0	0	0	3
Black-winged Stilt *Himantopus himantopus*	RC	0	86	296	391
Pied Avocet *Recurvirostra avosetta*	RC	0	0	340	340
Grey-headed Lapwing *Vanellus cinereus*	LC	0	0	22	22
Little Ringed Plover *Charadrius dubius*	(LC)	0	0	1	1
Whimbrel *Numenius phaeopus*	LC	0	0	1	1
Spotted Redshank *Tringa erythropus*	RC	0	0	10	10
Common Redshank *Tringa totanus*	RC	0	12	32	44
Marsh Sandpiper *Tringa stagnatilis*	RC	0	2	56	58
Common Greenshank *Tringa nebularia*	RC	0	16	74	91
Wood Sandpiper *Tringa glareola*	LC	0	0	0	28
Greater Coucal *Centropus sinensis*	CSMPS(II); China Red Data Book Status: (VU)	0	1	0	21
Grey Nightjar *Caprimulgus jotaka*	LC	0	0	0	1
Pacific Swift *Apus pacificus*	(LC)	0	0	0	1
White-throated Kingfisher *Halcyon smyrnensis*	(LC)	0	0	1	10
Pied Kingfisher *Ceryle rudis*	(LC)	0	3	2	7

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Species	Conservation and Protection Status[1]	Total Count recorded over the survey programme[#]:			
		Application Site	Key Wetland Habitats in Study Area		Study Area (including Application Site)
			Pond	Channel	
Peregrine Falcon *Falco peregrinus*	CSMPS(II); (LC); CITES II; Cap. 586	0	0	0	2
Collared Crow *Corvus torquatus*	LC; RLCV(NT); IUCN(VU)	0	5	5	22
Chinese Penduline Tit *Remiz consobrinus*	RC	0	0	0	7
Zitting Cisticola *Cisticola juncidis*	LC	0	0	0	5
Rufous-capped Babbler *Stachyridopsis ruficeps*	LC	0	0	0	1
White-cheeked Starling *Spodiopsar cineraceus*	PRC	0	0	0	10
White-shouldered Starling *Sturnia sinensis*	(LC)	0	0	0	13
Species of Conservation Importance		**0**	**18**	**23**	**41**
Waterbirds of Conservation Importance*		**0**	**13**	**19**	**25**

Notes:

Survey programme covered 12 months

* Waterbirds bolded. Following classification in Waterfowl Counts by HKBWS

1. Conservation and protection status refers to Fellowes *et al.* (2002), Red List of China's Vertebrates (Jiang *et al.* 2016), IUCN (2020), China Red Data Book of Endangered Animals: Aves (Zheng and Wang, 1998), China State Major Protection Status, CITES (2020), Cap. 170 and Cap. 586.
   a. Conservation status by Fellowes *et al.* (2002): LC = Local Concern; PRC = Potential Regional Concern; RC = Regional Concern; PGC = Potential Global Concern; GC = Global Concern. Letters in parentheses indicate that the assessment is on the basis of restrictedness in breeding and/or roosting sites rather than in general occurrence.
   b. Conservation status by Red List of China's Vertebrates (RLCV) (Jiang *et al.* 2016): NT = Near Threatened; EN = Endangered.
   c. Conservation status by China Red Data Book of Endangered Animals: Aves (Zhang and Wang, 1998): EN = Endangered; VU = Vulnerable.
   d. Conservation status by IUCN (2021): NT = Near Threatened; EN = Endangered; VU = Vulnerable

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e. Protection status by China State Major Protection Status (CSMPS): II = Class II Protected Species in China.

f. Protection status by CITES (2020): II = Listed in CITES Appendix II.

g. All wild birds in Hong Kong are protected under Cap. 170 Wild Animals Protection Ordinance.

h. Cap. 586 = Protection of Endangered Species of Animals and Plants Ordinance.

Flight Path Survey

4.2.37 Though TSL Egretry was abandoned in 2021 ardeid breeding season, it was still active in 2019 and 2020, and a total of 306 and 288 flight observations was made in 2019 and 2020, respectively. The observed flight directions of ardeid took off from TSL Egretry were similar in both 2019 and 2020, with the majority flying a general northward direction (flying across Yuen Long Highway and the Yuen Long Bypass Floodway) with much smaller numbers flying eastward to Kam Tin River and westward to Yuen Long Town directions. There were occasional individuals landing at the ponds in front of the Egretry (**Figures 6c and 6d**). These observations were consistent with those reported from the literature reviewed.

4.2.38 For the breeding ardeid towards northern direction, after passing Yuen Long Highway, their flying directions showed some variations. **Figure 6e** and **6f** present the numbers and percentages of the flying directions of the breeding ardeids (**Zone A** to **I**). These zones covered all recorded flight recorded flight directions. Those breeding ardeids showed a strong tendency of flying towards the direction of Kam Tin River. As shown on **Figures 6e** and **6f**, after passing Yuen Long Highway, the largest proportion of flight directions was in the most eastern direction (i.e., Zone I) in both 2019 and 2020 (120 and 168 individuals respectively; or 39.22% and 58.33% respectively). Most of the ardeids flew along Kam Tin River after leaving Zone I and there was no record of breeding ardeids flying across the Application Site.

4.2.39 While no breeding of ardeids was found in TSL Egretry in 2021, a new egretry was recorded in Kam Po Road in 2021, which is over 2.5 km southeast of the Application Site. Flight-line surveys were hence conducted between May and August 2021 for the new egretry. The results showed that the breeding ardeids in Kam Po Road egretry mainly flew towards northwest direction along Kam Tin River for foraging, and some minor flight observations were recorded flying eastern, western and southern directions (**Figure 6g**). Decreasing number of ardeids from the new egretry along Kam Tin River was observed, likely because some ardeids landed in the wetlands in the vicinity of Kam Tin River. There was no record of breeding ardeids which took off from the new egretry and flew through the Application Site.

4.2.40 Regarding the winter flight path survey, a total of 148 flight observations were recorded between December 2019 and February 2020, which are summarized as 5 flight-lines (major, minor and occasional) (**Figure 6h**). Most of the flight-lines were observed along Kam Tin River (about 59 %)

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and along Kam Tin River first then turned to northwest directions (about 38% from three minor flightlines), while only an occasional flight-line (about 3%) was observed further north of the patch of wasteland habitat immediately north of the Application Site (**Figure 6h**). Given the Application Site is being outside the major Deep Bay wetland area, and the paucity of wetland habitat to the east and northeast directions, there was no major bird flight path over the Application Site as expected.

Herpetofauna

4.2.41 Eight reptile species were recorded within the Study Area, including four species of conservation importance (**Appendix D**). Most of the recorded species are common and widespread in Hong Kong. Species of conservation importance included Burmese Python, Indo-Chinese Rat Snake, Common Rat Snake and Four-clawed Gecko. Locations and evaluation of these species are shown in **Figure 6a** and **Table 5.11**. No reptile was recorded within the Application Site.

4.2.42 Eight amphibian species were recorded within the Study Area in total (**Appendix E**). All the recorded species are common and widespread in Hong Kong. No amphibian species was recorded within the Application Site.

Odonata

4.2.43 33 odonata species were recorded within the Study Area in total, including 4 species of conservation importance (**Appendix F**). Most of the recorded species are common and widespread in Hong Kong. Species of conservation importance included Four-spot Midget, Mangrove Skimmer, Ruby Darter and Scarlet Basker. Locations and evaluation of these species are shown in **Figure 6a** and **Table 5.11**. Four dragonfly species were recorded within the Application Site, none of which was of conservation importance.

Butterflies

4.2.44 51 butterfly species were recorded within the Study Area in total, including 5 species of conservation importance (**Appendix G**). Most of the recorded species are common and widespread in Hong Kong. Species of conservation importance included Forget-me-not, Cornelian, Metallic Cerulean, Danaid Eggfly and Swallowtail. Locations and evaluation of these species are shown in **Figure 6a** and **Table 5.11**. Seven butterfly species were recorded within the Application Site, none of which was of conservation importance.

Firefly

4.2.45 No Bent-winged firefly was found within the Study Area during the survey. Reported Bent-winged Firefly locations from literature were near the western end of Kam Tin River meander south of Nam Sang Wai which is far away from the Application Site (**Figure 3**). Only several sporadic sightings of the common *Pyrocoelia analis* were made in meander, channel, plantation and wasteland habitats, including those within the Application Site (**Figure 6i**). *Pyrocoelia analis* is a habitat generalist that

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occurs in a wide range of open lowland areas such as village environs, fishponds and coasts, and occasionally found in urban areas (such as a roadside walkway and a landscaped area in Yuen Long town centre) as attracted by anthropogenic lightings (Cheng *et al*. 2020).

Aquatic Fauna

4.2.46 A total of 16 species were recorded within the Study Area (Aquatic Sampling Location No. 1 – 7, see **Figure 2a**). Among the recorded species, 10 of them were fishes and 6 of them were invertebrates. Most of the recorded species are considered common and widespread in similar habitats in Hong Kong, where *Oreochromis niloticus* was observed to be the dominant species among the Study Area. Two of the recorded fish species, *Gobiopterus macrolepis* and *Channa asiatica*, are considered as conservation importance and were found outside the Application Site. Evaluation of these species are shown in **Table 5.11**.

5. EVALUATION OF HABITATS AND SPECIES

5.1.1 The ecological importance of each habitat type within the Study Area was evaluated in accordance with the criteria stipulated in Annex 8 of TM-EIAO (**Tables 5.1 to 5.9**). The ecological importance of the Application Site was also presented in **Table 5.10**.

5.1.2 In accordance with Table 3, Annex 8 of the TM-EIAO, the ecological value of species recorded within the Study Area were assessed in terms of protection status (e.g. fauna protected under WAPO (except birds), and flora and fauna protected under regional/global legislation/conventions), species distribution (e.g. endemic), and rarity (e.g. rare or restricted).

5.1.3 Flora and fauna species protected by the following laws/regulations, listed under the following conventions and/or endemic to Hong Kong were considered to be of conservation importance are evaluated in **Table 5.11**. However, this excludes exotic weeds, escaped cultivars or captive species, vagrants and introduced species which have lower ecological value. Species which are classified by IUCN as Near Threatened (NT), Least Concern (LC), Data Deficient (DD), or Not Evaluated (NE), and not covered by any other laws/regulations/conventions are not considered of conservation importance in the present EcoIA.

- The International Union for Conservation of Nature and Natural Resources (IUCN) Red List of Threatened Species;
- China Plant Red Data Book;
- China Species Red List;
- China Red Data Book of Endangered Animals;
- Category I or II protected species in mainland China;
- Threatened Species List of China's Higher Plants (Qin *et al*. 2017);

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- The Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES);
- Forestry Regulations (Cap. 96A) which are subsidiary legislation of the Forests and Countryside Ordinance (Cap. 96);
- Wild Animals Protection Ordinance (Cap. 170) (except birds as all wild birds are protected under the ordinance but their conservation importance is not equal);
- Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586);
- PRC Wild Animal Protection Law;
- Plant species considered 'Rare' or 'Very Rare' listed by Corlett *et al*. (2000) or Yip *et al*. (2010) where applicable; and
- Fauna species considered of concern in Fellowes *et al*. (2002).

Table 5.1 Evaluation of Developed Area within the Study Area

Criterion	Description
Naturalness	Entirely man-made
Size	79.13ha
Diversity	Low floral diversity (114) Number of Species of fauna: Mammal (2), Avifauna (34), Reptile (1), Amphibian (4), Odonata (10), Butterfly (20)
Rarity	No flora species of conservation importance, 5 bird species of conservation importance (Collared Crow, White-throated Kingfisher, Black Kite, Little Egret, Great Egret), 1 mammal species (Japanese Pipistrelle), 1 butterfly species (Danaid Eggfly)
Re-creatability	Readily re-created
Fragmentation	N/A
Ecological linkage	No significant linkages with other habitats of ecological importance
Potential value	Low
Nursery/breeding ground	Not known as significant nursery or breeding grounds, but nesting of Oriental Magpie was observed
Age	N/A
Abundance/richness of wildlife	Low faunal abundance
Overall ecological value	Very low

Table 5.2 Evaluation of Plantation within the Study Area

Criterion	Description
Naturalness	Man-made. Dominated by exotic species.
Size	24.94ha
Diversity	Low floral diversity (94)

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Criterion	Description
	Number of faunal Species: Mammal (0), Avifauna (33), Reptile (2) , Amphibian (2) , Odonata (4) , Butterfly (19)
Rarity	Flora species of conservation importance included *Aquilaria sinensis*, 4 bird species of conservation importance (Black Kite, Greater Coucal, Rufous- capped Babbler, White-cheeked Starling), 1 butterfly species (Swallowtail)
Re-creatability	Readily re-created
Fragmentation	Highly fragmented by developed area and roads
Ecological linkage	No significant linkages with habitats of ecological significance
Potential value	Limited potential due to disturbance and high proportion of exotic species
Nursery/breeding ground	Not a nursery or breeding ground of significance
Age	Unknown
Abundance/richness of wildlife	Low faunal abundance
Overall ecological value	Low

Table 5.3 Evaluation of Wasteland within the Study Area

Criterion	Description
Naturalness	Colonising habitat on areas of bare ground or former agricultural land. Land has previously been affected by anthropogenic changes and is now subject to very early-stage vegetative succession
Size	18.88ha
Diversity	Moderate floral diversity (141) Number of faunal Species: Mammal (4), Avifauna (56), Reptile (4), Amphibian (3), Odonata (15), Butterfly (19)
Rarity	No flora species of conservation importance, 1 mammal species (Japanese Pipistrelle), 16 bird species of conservation importance, 1 reptile species (Burmese Python) and 1 odonata species (Scarlet Basker)
Re-creatability	Readily re-created
Fragmentation	Limited fragmentation
Ecological linkage	No significant functional or ecological linkage with other habitats. Ponds occur to the north.
Potential value	Low
Nursery/breeding ground	Not known as significant nursery or breeding ground
Age	Unknown
Abundance/richness of wildlife	Low floral and faunal abundance
Overall ecological value	Low

Table 5.4 Evaluation of Abandoned Ponds, Ponds and Mitigation Wetlands within the Study Area

Criterion	Description		
	Abandoned Ponds	Ponds	Mitigation Wetland

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Criterion	Description		
	Abandoned Ponds	**Ponds**	**Mitigation Wetland**
Naturalness	Man-made origin, some might be semi-natural, dependent on the duration of abandonment	Man-made	Semi-natural. Most are man-made origin
Size	15.91ha	22.79ha	13.69ha
Diversity	Low floral diversity (54) Number of faunal Species: Mammal (2), Avifauna (63), Reptile (1), Amphibian (6), Odonata (23), Butterfly (18)	Low floral diversity (32) Number of faunal Species: Mammal (0), Avifauna (44), Reptile (0), Amphibian (1), Odonata (12), Butterfly (4)	Low floral diversity (103) Number of faunal Species: Mammal (1), Avifauna (59), Reptile (7), Amphibian (7), Odonata (23), Butterfly (35)
Rarity	No flora species of conservation importance, 2 mammal (Small Asian Mongoose, Japanese Pipistrelle), 2 odonata species (Ruby Darter, Scarlet Basker) and 20 bird species of conservation importance	No flora species of conservation importance, 18 bird species of conservation importance	No flora species of conservation importance, 1 mammal species (Japanese Pipistrelle), 3 reptile species (Indo-Chinese Rat Snake, Common Rat Snake, Four-clawed Gecko), 3 odonata species (Four-spot Midget, Mangrove Skimmer, Scarlet Basker), 4 butterfly species (Forget-me-not, Cornelian, Metallic Cerulean, Swallowtail), 2 fish species (*Gobiopterus macrolepis*, *Channa asiatica*) and 19 bird species of conservation importance
Re-creatability	Readily re-created	Readily re-created	Readily re-created
Fragmentation	Some fragmentation, both within Study Area and from other areas of pond	Some fragmentation, both within Study Area and from other areas of pond	Fragmented from other mitigation Wetlands
Ecological linkage	Linkages with other high-value habitats in Deep Bay area for those remaining active and closer to WCA, but not significant for those dry/overgrown, or outside WBA and isolated by developed area such as highways.		
Potential value	Value would be improved if fish farming is resumed or protected and managed for wildlife, especially if habitat linkage with other ponds in area established. Those adjacent to mitigation wetlands or large patch of active ponds	Value would be improved if protected and managed for wildlife, especially if habitat linkage with other ponds in area established. Ponds at the northernmost and northwest of Study Area have higher potential value given location and size.	Some scope for enhancement with habitat management for wildlife.

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Criterion	Description		
	Abandoned Ponds	**Ponds**	**Mitigation Wetland**
	have higher potential value.	Ponds isolated by wasteland and urban area have lower potential value.	
Nursery/breeding ground	No significant nursery or breeding ground known	No significant nursery or breeding ground known	No significant nursery or breeding ground known
Age	Unknown	Unknown	At least a decade
Abundance/richness of wildlife	Low to moderate	Moderate	The YLBF Mitigation Wetland is known to support moderate abundance of wetland fauna
Overall ecological value	Low to medium value for larger and continuous patches, given the conditions of these abandoned ponds, which have either dry up or overgrown by vegetation, and their lower ecological values for waterbirds when compared with traditional fishponds with drain down practices and their potential value if properly managed. Low for small and isolated abandoned ponds including those to the north of the Application Site	Medium value	Medium value

Table 5.5 Evaluation of Channel, Meander and nullah within the Study Area

Criterion	Description		
	Channel	**Meander**	**Nullah**
Naturalness	Entirely man-made habitat, but for the outer section of YLBF under influence of natural tidal flow	Streams subject to human modifications	Streams subject to human modifications
Size	20.89ha	2.66ha	1.14ha
Diversity	Low floral diversity (26) Number of faunal Species: Mammal (2), Avifauna (53), Reptile (0), Amphibian (1), Odonata (11), Butterfly (4)	Low floral diversity (6) Number of faunal Species: Mammal (0), Avifauna (18), Reptile (0), Amphibian (0), Odonata (8), Butterfly (7)	Low floral diversity (14) Number of faunal Species: Mammal (0), Avifauna (16), Reptile (1), Amphibian (0), Odonata (0),

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Criterion	Description		
	Channel	**Meander**	**Nullah**
			Butterfly (0)
Rarity	No flora species of conservation importance, 1 mammal (Japanese Pipistrelle), 1 odonata species and (Scarlet Basker), 23 bird species of conservation importance	No flora species of conservation importance, 2 odonata species (Scarlet Basker and Ruby Darter) and 6 bird species of conservation importance	No flora species of conservation importance, 1 reptile species (Common Rat Snake) and 5 bird species of conservation importance
Re-creatability	Easily recreated	Readily re-created	Readily re-created
Fragmentation	Not fragmented for YLBF	Limited fragmentation	Limited fragmentation
Ecological linkage	Water body linked to Deep Bay area	Directly connected with Kam Tin River	Directly connected with Kam Tin River
Potential value	Limited potential for further increase in value due to constraints imposed by artificial concrete structure and management regime	Very little potential for increase in value without re-engineering	Very little potential for increase in value without re-engineering
Nursery/breeding ground	YLBF not a significant nursery or breeding ground but these major channels are presumed to be a foraging area for breeding ardeids and common smaller waterbirds	Not known	Not known
Age	10 years	Not known	Not known
Abundance/richness of wildlife	For waterbirds, moderate to high during summer, high during winter	Low	Very low
Overall ecological value	Medium for large-sized main drainage channels such as YLBF and KTMDC of which the sediments on bed would be exposed during low tide Low for other channels which are smaller and narrower including the section within the Application Site. Different from the KTMDC or YLBF, this section was much narrow and without an open area with shallow water or exposed sediment, due to the width and exotic mangroves *Sonneratia* sp. along the bank,	Low to Medium for Kam Tin River Meander Low for other meander	Very low

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Table 5.6 Evaluation of Grassland/Shrubland within the Study Area

Criterion	Description
Naturalness	Natural habitat undergone natural succession and developed from hilly terrain
Size	1.98ha
Diversity	Low floral diversity (6); Number of faunal Species: Mammal (0), Avifauna (10), Reptile (0), Amphibian (0), Odonata (0), Butterfly (9)
Rarity	No flora or fauna species of conservation importance
Re-creatability	Readily re-created
Fragmentation	Fragmented from other areas of grassland/shrubland
Ecological linkage	Limited linkages with habitats of ecological significance
Potential value	Limited due to high levels of human influence
Nursery/breeding ground	No known as significant nursery or breeding ground
Age	N/A
Abundance/richness of wildlife	Low
Overall ecological value	Low

Table 5.7 Evaluation of *Leucaena* Colony within the Study Area

Criterion	Description
Naturalness	Colonization of *Leucaena leucocephala* on areas of bare ground that has previously been adapted by anthropogenic changes
Size	1.13ha
Diversity	Very low floral diversity (22) Very low faunal species was reported due to small size and linear shape. Number of faunal Species: Mammal (1), Avifauna (8), Reptile (0), Amphibian (0), Odonata (1), Butterfly (0)
Rarity	No floral species of conservation importance; 2 bird species (Chinese Sparrowhawk, White-cheeked Starling) and 1 mammal (Japanese Pipistrelle) species of conservation importance
Re-creatability	Readily re-created
Fragmentation	Formed thin belt to the north of the Application Site
Ecological linkage	No significant linkages with other habitats of ecological importance
Potential value	Low
Nursery/breeding ground	No significant nursery or breeding ground known
Age	N/A
Abundance/richness of wildlife	Very low
Overall ecological value	Very low

Table 5.8 Evaluation of Flood Storage Pond within the Study Area

Criterion	Description
Naturalness	Man-made

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Criterion	Description
Size	0.66ha
Diversity	Low floral diversity (6) Number of faunal Species: Mammal (0), Avifauna (5), Reptile (0), Amphibian (0), Odonata (0), Butterfly (0)
Rarity	No flora or fauna species of conservation importance
Re-creatability	Readily re-created
Fragmentation	Stand-alone pond
Ecological linkage	No significant linkages with habitats of ecological significance
Potential value	Low
Nursery/breeding ground	Not a nursery or breeding ground of significance
Age	About 10 years
Abundance/richness of wildlife	Low
Overall ecological value	Low

Table 5.9 Evaluation of Woodland within the Study Area

Criterion	Description
Naturalness	Largely natural, some exotic species was found
Size	0.25ha
Diversity	Low floral diversity (17) due to small portion within the Study Area No faunal species was reported due to small size and linear shape
Rarity	No flora nor fauna species of conservation importance
Re-creatability	Readily re-created but trees need time to be mature
Fragmentation	Only a narrow belt within the Study Area
Ecological linkage	No significant linkages with habitats of ecological significance
Potential value	Limited potential for direct increase in habitat value unless more diverse vegetative community can develop
Nursery/breeding ground	No significant nursery/ breeding record
Age	About 10 years
Abundance/richness of wildlife	Low
Overall ecological value	Low

Table 5.10 Evaluation of Habitats within the Application Site

Criterion	Description
Naturalness	Predominated by developed area which is entirely man-made. Other minor habitats are also man-made (plantation) or subject to modification (channel), or being managed (wasteland)
Size	Total 8.15 ha, predominated by developed area (6.99 ha), with minor areas of other habitats (plantation 0.58 ha, wasteland 0.53 ha, channel 0.05 ha)
Diversity	Low floral (58) and faunal diversity Mammal (0), Avifauna (18), Reptile (0), Amphibian (0), Odonata (4), Butterfly (7)
Rarity	No floral or faunal species of conservation importance.
Re-creatability	All are readily re-created
Fragmentation	Plantation highly fragmented by developed area and roads as in narrow belt shape; developed area, channel and wasteland of limited fragmentation
Ecological linkage	No significant linkages with habitats of ecological significance, except channel finally discharge to Kam Tin River Drainage Channel.
Potential value	Either low (Developed Area, Wasteland) or limited potential for direct increase in habitat value due to disturbance and high proportion of exotic species (plantation) or unless with modification (channel)
Nursery/breeding ground	No significant nursery/ breeding record
Age	N/A
Abundance/richness of wildlife	Low
Overall ecological value	**Low** as dominated by developed area. Other minor habitats (plantation, wasteland and channel) are also of low ecological value. This section of channel was of lower ecological value than other channel habitats in the study area due to the narrow width and the overgrown of exotic mangroves *Sonneratia* sp. along the bank. Furthermore, there is no open area with shallow water or exposed sediment.

Table 5.11 Evaluation of Species of Conservation Importance Recorded in the Study Area

No.	Species Name [1]	Conservation Status [2,3,4,5,6,7,8,9,10 , A,B,C,D,E,F,G]	Rarity and Distribution [1]	Locations
	PLANT			
1	Incense Tree *Aquilaria sinensis*	Cap. 586 [3] CITES: Appendix II[4] IUCN Red List: Vulnerable [6] Threatened Species List of China's Higher Plants: Vulnerable [C] China Plant Red Data Book: Vulnerable [D] Included in Illustrations of Rare & Endangered Plant in Guangdong Province [E] Listed in Rare and Precious Plants of Hong Kong [F] State Protection: Category II[G]	Lowland forests and fung shui woods	Outside Application Site (Plantation)
	MAMMAL			
2	Small Asian Mongoose *Herpestes javanicus*	Cap. 170; Red List of China's Vertebrate: Vulnerable	Uncommon. Found in N.T. countryside area	Outside Application Site (Abandoned Pond)
3	Japanese Pipistrelle *Pipistrellus abramus*	Cap. 170	Very Common. Widely distributed throughout Hong Kong.	Outside Application Site (Abandoned Pond, Channel, *Leucaena* Colony, Mitigation Wetland and Developed Area, Wasteland)
	Bird **(Remark: all wild bird species are protected under Cap. 170 Wild Animals Protection Ordinance in Hong Kong [2])**			
4	Northern Shoveler *Spatula clypeata*	Fellowes *et al.* (2002): RC	Abundant winter visitor. Found in Deep Bay area.	Outside Application Site (Channel, Meander)
5	Eurasian Teal *Anas crecca*	Fellowes *et al.* (2002): RC	Common winter visitor. Found in Deep Bay area, Shuen Wan, Tai Lam Chung Reservoir, Victoria Harbour, Urban Park.	Outside Application Site (Abandoned Pond, Channel)
6	Tufted Duck *Aythya fuligula*	Fellowes *et al.* (2002): LC	Uncommon winter visitor. Found in Deep Bay area, Nam Chung, Starling Inlet.	Outside Application Site (Channel)
7	Little Grebe *Tachybaptus ruficollis*	Fellowes *et al.* (2002): LC	Common resident. Found in Deep Bay area.	Outside Application Site (Abandoned Pond, Pond, Channel and Meander)
8	Black-faced Spoonbill *Platalea*	IUCN Red List: Endangered; Class 2 Protected Animal of	Common winter visitor. Found in Deep Bay	Outside Application Site (Channel)

No.	Species Name [1]	Conservation Status [2,3,4,5,6,7,8,9,10 , A,B,C,D,E,F,G]	Rarity and Distribution [1]	Locations
	minor	China; China Red Data Book: Endangered; Fellowes *et al.* (2002): PGC; Red List of China's Vertebrates: Endangered	area.	
9	Yellow Bittern *Ixobrychus sinensis*	Fellowes *et al.* (2002): (LC)	Uncommon summer visitor and passage migrant. Found in Deep Bay area, Chek Keng, Tai Long Wan.	Outside Application Site (Pond)
10	Black-crowned Night Heron *Nycticorax nycticorax*	Fellowes *et al.* (2002): (LC)	Common resident and winter visitor. Widely distributed in Hong Kong.	Outside Application Site (Abandoned Pond, Mitigation Wetland, Nullah, Wasteland)
11	Chinese Pond Heron *Ardeola bacchus*	Fellowes *et al.* (2002): PRC,(RC)	Common resident. Widely distributed in Hong Kong.	Outside Application Site (Abandoned Pond, Pond, Channel, Meander, Mitigation Wetland, Nullah, Wasteland)
12	Eastern Cattle Egret *Bubulcus coromandus*	Fellowes *et al.* (2002): (LC)	Resident and common passage migrant. Widely distributed in Hong Kong.	Outside Application Site (Wasteland, Abandoned Pond, Pond, Mitigation Wetland)
13	Grey Heron *Ardea cinerea*	Fellowes *et al.* (2002): PRC	Common winter visitor. Found in Deep Bay area, Starling Inlet, Kowloon Park, Cape D'Aguilar.	Outside Application Site (Abandoned Pond, Pond, Channel, Mitigation Wetland, Nullah, Wasteland)
14	Purple Heron *Ardea purpurea*	Fellowes *et al.* (2002): RC	Uncommon passage migrant. Found in Deep Bay area.	Outside Application Site (Mitigation Wetland)
15	Great Egret *Ardea alba*	Fellowes *et al.* (2002): PRC,(RC)	Common resident and winter visitor. Widely distributed in Hong Kong.	Outside Application Site (Abandoned Pond, Pond, Channel, Meander, Mitigation Wetland, Nullah, Developed Area, Wasteland)
16	Intermediate Egret *Egretta intermedia*	Fellowes *et al.* (2002): RC	Common passage migrant. Found in Deep Bay area, Tai Long Wan, Starling Inlet, Tai O, Cape D'Aguilar.	Outside Application Site (Abandoned Pond, Pond, Wasteland)
17	Little Egret *Egretta garzetta*	Fellowes *et al.* (2002): PRC,(RC)	Common resident. Widely distributed in coastal area throughout Hong Kong.	Outside Application Site (Abandoned Pond, Pond, Channel, Meander, Mitigation Wetland, Nullah, Developed Area, Wasteland)
18	Great Cormorant *Phalacrocorax carbo*	Fellowes *et al.* (2002): PRC	Common winter visitor. Widely distributed in coastal areas throughout Hong Kong.	Outside Application Site (Abandoned Pond, Pond, Channel, Mitigation Wetland, Wasteland)

No.	Species Name [1]	Conservation Status [2,3,4,5,6,7,8,9,10 , A,B,C,D,E,F,G]	Rarity and Distribution [1]	Locations
19	Black-winged Kite *Elanus caeruleus*	Cap 586; CITES: Appendix II; China Red Data Book: Vulnerable; Fellowes *et al.* (2002): LC	Occasional visitor. Found in Ha Tsuen, Deep Bay area.	Outside Application Site (Pond)
20	Chinese Sparrowhawk *Accipiter soloensis*	Cap 586; CITES: Appendix II; Class 2 Protected Animal of China	Uncommon passage migrant. Found in Tsim Bei Tsui, Kadoorie Farm & Botanic Garden, Tai Po Kau.	Outside Application Site (*Leucaena* Colony)
21	Black Kite *Milvus migrans*	Cap 586; CITES: Appendix II; Class 2 Protected Animal of China; Fellowes *et al.* (2002): (RC)	Common resident and winter visitor. Widely distributed in Hong Kong.	Outside Application Site (Abandoned Pond, Pond, Channel, Mitigation Wetland, Plantation, Developed Area, Wasteland)
22	Eastern Buzzard *Buteo japonicus*	Cap 586; CITES: Appendix II; Class 2 Protected Animal of China	Common winter visitor. Widely distributed in Hong Kong.	Outside Application Site (Mitigation Wetland, Wasteland)
23	Black-winged Stilt *Himantopus himantopus*	Fellowes *et al.* (2002): RC	Common passage migrant. Found in Deep Bay area, Long Valley, Kam Tin.	Outside Application Site (Abandoned Pond, Pond, Channel)
24	Pied Avocet *Recurvirostra avosetta*	Fellowes *et al.* (2002): RC	Abundant winter visitor. Found in Deep Bay area.	Outside Application Site (Channel)
25	Grey-headed Lapwing *Vanellus cinereus*	Fellowes *et al.* (2002): LC	Scarce winter visitor. Found in Kam Tin, Tsim Bei Tsui, Lo Wu, Tai Long Wan, Shuen Wan, Castle Peak coast, Chek Lap Kok	Outside Application Site (Channel)
26	Little Ringed Plover *Charadrius dubius*	Fellowes *et al.* (2002): (LC)	Common winter visitor and passage migrant. Widely distributed in freshwater areas throughout Hong Kong.	Outside Application Site (Channel)
27	Whimbrel *Numenius phaeopus*	Fellowes *et al.* (2002): LC	Common passage migrant. Found in Deep Bay area, Sai Kung, Tung Ping Chau, Ninepins, Cape D'Aguilar, Pok Fu Lam.	Outside Application Site (Channel)
28	Spotted Redshank *Tringa erythropus*	Fellowes *et al.* (2002): RC	Abundant in winter and spring. Found in Deep Bay area.	Outside Application Site (Channel)
29	Common Redshank *Tringa totanus*	Fellowes *et al.* (2002): RC	Common passage migrant. Found in Deep Bay area.	Outside Application Site (Pond, Channel)
30	Marsh Sandpiper *Tringa stagnatilis*	Fellowes *et al.* (2002): RC	Common winter visitor and passage migrant. Found in Deep Bay area, Shuen Wan, Long Valley, Kam Tin, Sai Kung.	Outside Application Site (Pond, Channel)

No.	Species Name [1]	Conservation Status [2,3,4,5,6,7,8,9,10 , A,B,C,D,E,F,G]	Rarity and Distribution [1]	Locations
31	Common Greenshank *Tringa nebularia*	Fellowes *et al.* (2002): RC	Abundant passage migrant and winter visitor. Found in Deep Bay area.	Outside Application Site (Abandoned Pond, Pond, Channel)
32	Wood Sandpiper *Tringa glareola*	Fellowes *et al.* (2002): LC	Common passage migrant and winter visitor. Widely distributed in wetland area throughout Hong Kong.	Outside Application Site (Abandoned Pond)
33	Greater Coucal *Centropus sinensis*	Class 2 Protected Animal of China; China Red Data Book: Vulnerable	Common resident. Widely distributed in Hong Kong.	Outside Application Site (Abandoned Pond, Pond, Meander, Mitigation Wetland, Plantation, Wasteland)
34	Grey Nightjar *Caprimulgus jotaka*	Fellowes *et al.* (2002): LC	Scarce passage migrant and summer visitor. Widely distributed in Hong Kong.	Outside Application Site (Mitigation Wetland)
35	Pacific Swift *Apus pacificus*	Fellowes *et al.* (2002): (LC)	Common spring migrant and summer visitor. Widely distributed in Hong Kong.	Outside Application Site (Mitigation Wetland)
36	White-throated Kingfisher *Halcyon smyrnensis*	Fellowes *et al.* (2002): (LC)	Common resident. Widely distributed in coastal areas throughout Hong Kong.	Outside Application Site (Abandoned Pond, Channel, Mitigation Wetland, Developed Area, Wasteland)
37	Pied Kingfisher *Ceryle rudis*	Fellowes *et al.* (2002): (LC)	Uncommon resident. Widely distributed in lakes and ponds throughout Hong Kong.	Outside Application Site (Abandoned Pond, Pond, Channel, Mitigation Wetland)
38	Peregrine Falcon *Falco peregrinus*	Cap 586; CITES: Appendix II; Class 2 Protected Animal of China; Fellowes *et al.* (2002): (LC);	Scarce resident and winter visitor. Widely distributed in Hong Kong.	Outside Application Site (Mitigation Wetland, Wasteland)
39	Collared Crow *Corvus torquatus*	IUCN Red List: Vulnerable; Red List of China's Vertebrate: NT; Fellowes *et al.* (2002): LC	Uncommon resident. Found in Inner Deep Bay area, Nam Chung, Kei Ling Ha, Tai Mei Tuk, Pok Fu Lam, Chek lap Kok, Shuen Wan, Lam Tsuen.	Outside Application Site (Abandoned Pond, Pond, Channel, Mitigation Wetland, Developed Area)
40	Chinese Penduline Tit *Remiz consobrinus*	Fellowes *et al.* (2002): RC	Common passage migrant and winter visitor. Found in Deep Bay area, Tai O, Mui Wo, Long Valley, Luk Keng, Chek Lap Kok.	Outside Application Site (Mitigation Wetland)
41	Zitting Cisticola *Cisticola juncidis*	Fellowes *et al.* (2002): LC	Common passage migrant and winter visitor. Widely distributed in grassland throughout Hong Kong.	Outside Application Site (Abandoned Pond, Mitigation Wetland, Wasteland)
42	Rufous-capped Babbler	Fellowes *et al.* (2002): LC	Common resident. Found mainly in	Outside Application Site (Plantation)

No.	Species Name [1]	Conservation Status [2,3,4,5,6,7,8,9,10 , A,B,C,D,E,F,G]	Rarity and Distribution [1]	Locations
	Stachyridopsis ruficeps		shrublands and woodlands of New Territories.	
43	White-cheeked Starling *Spodiopsar cineraceus*	Fellowes *et al.* (2002): PRC	Common winter visitor. Found in Deep Bay area, Kam Tin, Long Valley.	Outside Application Site (*Leucaena* Colony, Plantation, Wasteland)
44	White-shouldered Starling *Sturnia sinensis*	Fellowes *et al.* (2002): (LC)	Common passage migrant. Found in Kam Tin, Deep Bay area, Po Toi Island, Long Valley, Victoria Park, Ho Chung, Ma Tso Lung, Mui Wo, Lam Tsuen Valley.	Outside Application Site (Abandoned Pond, Wasteland)
	REPTILE			
45	Burmese Python *Python bivittatus*	Cap. 170; Cap 586; CITES: Appendix II; Class 1 Protected Animal of China; China Red Data Book: Critically Endangered; IUCN Red List: Vulnerable; Fellowes *et al.* (2002): PRC	Widely distributed throughout Hong Kong.	Outside Application Site (Wasteland)
46	Indo-Chinese Rat Snake *Ptyas korros*	China Red Data Book: Endangered; Fellowes *et al.* (2002): PRC; Red List of China's Vertebrates: Vulnerable	Widely distributed throughout Hong Kong.	Outside Application Site (Mitigation Wetland)
47	Common Rat Snake *Ptyas mucosus*	Cap 586; Appendix 2 of CITES; Fellowes *et al.* (2002): PRC; China Red Data Book: Endangered; Red List of China's Vertebrates: Endangered	Widely distributed throughout Hong Kong.	Outside Application Site (Mitigation Wetland, Nullah)
48	Four-clawed Gecko *Gehyra mutilata*	Red List of China's Vertebrates: Vulnerable	Widely but thinly distributed throughout Hong Kong.	Outside Application Site (Mitigation Wetland)
	ODONATE			
49	Four-spot Midget *Mortonagrion hirosei*	IUCN Red List: Near Threatened; Fellowes *et al.* (2002): GC;	Common. Double Island, Luk Keng, Mai Po Marshes, Nam Chung, Sam A Tsuen and Sha Po.	Outside Application Site (Mitigation Wetland)
50	Mangrove Skimmer *Orthetrum poecilops*	IUCN Red List: Vulnerable; Fellowes *et al.* (2002): GC;	Uncommon. Double Island, Lai Chi Wo, Nam Chung, So Lo Pun, Yim Tso Ha (Starling Inlet), Yung Shue au and Yung Shue O.	Outside Application Site (Mitigation Wetland)
51	Ruby Darter *Rhodothemis rufa*	Fellowes *et al.* (2002): LC	Common. Widely distribute in ponds and marshes throughout Hong Kong	Outside Application Site (Abandoned Pond, Meander)

No.	Species Name [1]	Conservation Status [2,3,4,5,6,7,8,9,10 , A,B,C,D,E,F,G]	Rarity and Distribution [1]	Locations
52	Scarlet Basker *Urothemis signata*	Fellowes *et al.* (2002): LC	Common. Common in areas containing abandoned fish ponds throughout Hong Kong	Outside Application Site (Abandoned Pond, Channel, Meander, Mitigation Wetland, Wasteland)
	BUTTERFLY			
53	Forget-me-not *Catochrysops strabo*	-	Very Rare/Species of Conservation Concern. Pui O, Tai Po Kau, Fung Yuen, Shing Mun, Sha Lo Wan	Outside Application Site (Mitigation Wetland)
54	Cornelian *Deudorix epijarbas*	-	Rare. Lam Tsuen, Shan Liu, Wu Kau Tang, Pak Sha O, Fung Yuen	Outside Application Site (Mitigation Wetland)
55	Metallic Cerulean *Jamides alecto*	-	Very Rare. Victoria Peak, Fung Yuen, Chuen Lung, Mui Wo	Outside Application Site (Mitigation Wetland)
56	Danaid Eggfly *Hypolimnas misippus*	Fellowes *et al.* (2002): LC	Uncommon. Ngau Ngak Shan, Lung Kwu Tan, Hong Kong Wetland Park, Mount Parker, Cloudy Hill, Lin Ma Hang	Outside Application Site (Developed Area)
57	Swallowtail *Papilio xuthus*	-	Rare. Kap Lung, Ma On Shan, Tai Tam, Sha Lo Wan, Kat O, Lung Kwu Tan, Wu Kau Tang, Lung Kwu Chau	Outside Application Site (Mitigation Wetland, Plantation)
	AQUATIC FAUNA			
58	*Gobiopterus macrolepis*	China Red Data Book: Endangered; Red List of China's Vertebrate: Vulnerable	Endemic to China; restricted to Pearl River Delta	Outside Application Site (Mitigation Wetland)
59	*Channa asiatica*	Fellowes *et al.* (2002): LC	Uncommon. Records from a few streams in North district and on Lantau Island. This species is also cultivated in some fish farms and are available from fish market.	Outside Application Site (Mitigation Wetland)

Notes:
1. AFCD (2021). Hong Kong Biodiversity Database.
2. Cap. 170 Wild Animals Protection Ordinance.
3. Cap. 586 Protection of Endangered Species of Animals and Plants Ordinance.
4. Convention on International Trade in Endangered Species of Wild Flora and Fauna. Appendices I, II and III.
5. Fellowes et al. (2002). Wild animals to watch: Terrestrial and freshwater fauna of conservation concern in Hong Kong.
- For conservation status listed by Fellowes et al. (2002), letters in parentheses indicate that the assessment is on the basis of restrictedness in breeding and/or roosting sites rather than in general occurrence.
6. International Union of Conservation for Nature. The IUCN Red List of Threatened Species. Version 2021-3.
7. Jiang, Z. G., Jiang, J. P., Wang, Y. Z., Zhang, E., Zhang, Y. Y., Li, L. L., ... & Dong, L. (2016). Red List of China's Vertebrates
8. List of State Protected Wild Animals, promulgated by the State Council
9. Zhao, E. (1998). China Red Data Book of Endangered Animals: Amphibia and Reptilia.
10. Zheng and Wang (1998). China Red Data Book of Endangered Animals: Aves.

Abbreviations:
- Conservation Status in Fellowes et al. (2002): GC = Global Concern; LC = Local Concern; PGC = Potential Global Concern; PRC = Potential Regional Concern; RC = Regional Concern

A. Corlett *et al*. (2000). Hong Kong Vascular Plants: Distribution and Status.
B. Convention on International Trade in Endangered Species of Wild Flora and Fauna (2021). Appendices I, II and III.
C. Qin *et al*. (2017). Threatened Species List of China's Higher Plants.
D. Fu & Chin (1992). China Plant Red Data Book – Rare and Endangered Plants.
E. Wu & Hu (1988). Illustration of Rare & endangered plant in Guangdong Province.
F. Hu *et al*. (2003). Rare and Precious Plants of Hong Kong.
G. State Forestry Administration & Ministry of Agriculture (1999). List of Wild Plants under State Protection (Part 1).

6. IMPACT IDENTIFICATION AND PREDICTION

6.1 General

6.1.1 The project elements of the present application include the below:

- 11 residential buildings in R(E) with not more than 28 domestic storeys;
- Non-domestic portion consists of retail, covered transport lay-by, clubhouse and carpark at basement;
- Other associated landscape areas;
- Demolishment and relocation of the existing soy sauce factory to the south within the Application Site;
- Necessary accesses and EVA.

6.1.2 The potential impacts associated with the proposed development include:

- Direct habitat loss, either permanent or temporary, which may occur on-site and/or off-site, due to site formation and construction works;
- Direct impacts to flora and fauna species of conservation importance arising from mortality/injury;
- Disturbance impacts to surrounding habitats and fauna during construction;
- Water quality impact due to construction site runoff;
- Disturbance impacts to surrounding fauna, habitats and recognized sites of conservation importance during operation;
- Potential disturbance to flight paths of ardeids and other large-sized birds;
- Potential collision of birds;
- Night-time light impacts.

6.2 Impact Evaluation Criteria

6.2.1 The significance of ecological impacts has been evaluated based primarily on the criteria set out in Table 1 of Annex 8 of the Technical Memorandum for EIAO:

- Habitat quality;
- Species affected;
- Size/abundance of habitats/species affected;
- Duration of impacts;
- Reversibility of impacts; and
- Magnitude of environmental changes.

6.2.2 This assessment is based on the Master Layout Plan submitted under the current Application. Estimates of habitat loss and identification of areas to be affected by development have been calculated as accurately as possible.

6.3 Construction Phase

Direct Impact – Permanent Habitat Loss

6.3.1 The habitats within the Application Site under "R(E)" application will be directly impacted. None of these affected habitats is of considerable ecological importance.

6.3.2 The layout of the proposed residential development, reserved school, relocated soy sauce factory and associated facilities is shown in **Figure 7** and would be subject to detailed design. Assuming the whole site would be used, the estimated loss of area of each habitat type is summarized below in **Table 6.1**. The ecological values of the habitats are considered very low or low. It should be noted that the small section open channel at the southern tip of the site would be retained and no works are required.

Table 6.1 Estimated Habitat Loss within the Application Site

Habitat	Estimated Loss (ha)*	Ecological value
Channel	0	Low
Wasteland	0.53	Low
Plantation	0.58	Low
Developed area	6.99	Very low
Total	**8.10**	**Low**

Note: Habitat area are rounding off numbers.
The Channel would be retained, and no works required.

6.3.3 Due to the very low or low ecological values of developed area, plantation, and wasteland, the potential impact due to loss of those habitats is considered **insignificant**. Mitigation for the habitat loss is not required.

Direct Impact – Temporary Habitat Loss

6.3.4 There will be neither off-site works area nor temporary access for the construction works, and thus no temporary habitat loss is anticipated.

Fragmentation (habitats)

6.3.5 Fragmentation is the discontinuation in habitat that renders it a lowered attractiveness to flora or fauna or isolate populations of a species, potentially leading to reduced viability of a population. This is most easily seen in infrastructural links, where roads and rail lines break up habitat into smaller units, but also arises from disturbance impacts, where organisms avoid certain areas due to secondary impacts from nearby development. Where these prevent mobility of organisms, fragmentation has occurred.

6.3.6 Fragmentation of habitats may occur during construction phase, resulting in loss of ecological linkages between patches of habitats or habitats assemblages, especially in cases where construction of the development cuts through one habitat or between two areas of similar habitat with significant migration of fauna. The Application Site are currently dominated by habitats with low and very low value, and the areas to its north, northeast, east and south directions are also

mostly wastelands, developed areas or roads/highways. Movement of non-volant fauna (e.g. mammal, herpetofauna) through the Application Site is therefore limited under the existing condition due to the low value habitats, fence along the site boundary, as well as roads/highways to the east of the site. Hence, the potential impact due to habitat fragmentation is ranked as **insignificant**.

6.3.7 For birds, in particular waterbirds, due to the lack of sizable wetland habitat within the Application Site suitable for species that normally occur in significant numbers in Inner Deep Bay (larger ardeids, ducks, waders, Black-faced Spoonbill), the waterbird usage in the Application Site was low as described above. In addition, as the Application Site under "R(E)" application is at the fringe of the Deep Bay wetland area, with no significant areas of wetland to the north, northeast, east and south directions, it is not likely to have considerable ecological linkages with the Inner Deep Bay wetland area, or to be utilised by waterbirds to access their suitable wetland habitats. Hence, it is considered that indirect impacts (loss of ecological linkage) on the Inner Deep Bay wetland ecosystem as a result of this development would be **negligible**.

Fragmentation (flight-lines)

6.3.8 Typical flight-lines involve routes between feeding and roosting areas or between feeding and breeding areas (such as breeding ardeids at egretries or other roosting waterbirds). Development located on a flight-line may result in a decrease in the suitability of a foraging, breeding or roosting site by increasing the flight distance between sites.

6.3.9 In accordance with the flight observations recorded during the ardeid breeding season in 2019 and 2020, after taking off from TSL Egretry, the majority of ardeids flew along a general northward direction (flying across Yuen Long Highway and the Yuen Long Bypass Channel) with much smaller number flying eastward to Kam Tin River and westward to Yuen Long Town directions (**Figure 6c** and **6d**). For the breeding ardeids flying towards northern direction, after passing Yuen Long Highway, the majority of flight directions were towards Kam Tin River i.e. 39.22% and 58.33% in 2019 and 2020, respectively (**Figure 6e** and **6f**). None of the flight-lines passed through the Application Site. Other studies also reported ardeids have the tendency to follow waterways to reach their feeding grounds (see AEIAR-175/2013 & AEIAR-215/2017). In fact, TSL Egretry was abandoned in 2021. Potential impacts to the flight-line of breeding ardeids are therefore not expected.

6.3.10 Potential impacts to the breeding ardeids from the new egretry at Kam Po Road are not expected neither, as the observed flight-lines towards northwest direction were mostly along Kam Tin River (**Figure 6g**), and no ardeids taking off from the new egretry were observed flying through the Application Site. In addition, as the new egretry is over 2.2km southeast of the Application Site and there are abundant suitable wetland habitats near the egretry, potential impacts to the flight-line of breeding ardeids are not expected.

6.3.11 While the major flight-line of wintering birds was along Kam Tin River, only one occasional flight line was recorded to the north, with a patch of wasteland in between, and none was found within the Application Site. The proposed development within the Application Site is hence not an obstacle to the flight-line of wintering birds. Hence, the potential fragmentation impacts to breeding ardeids

at TSL Egretry, the new egretry, or other waterbirds from the proposed development are considered **insignificant**.

Indirect Impacts – Construction Noise

6.3.12 The construction activities, including excavation and piling during foundation works, demolition, materials loading/unloading, and concreting during superstructure works, have the potential to produce noise and cause disturbance to wildlife. In general, high level of disturbance could cause deterioration of habitat quality and a decrease of bird usage as well as subsequent decrease in wildlife density of the sensitive wetland habitats in the vicinity of the noise sources. Hence, the birds might move away to areas which are less disturbed and within their noise tolerances or reduce the foraging efficiency of birds that remain in the affected area. Wetlands in Deep Bay would have higher waterbird abundance during the wintering season. As such, the noise disturbance from construction activities of the proposed development on waterbirds is expected to be less significant in summer when migratory/overwintering waterbirds are not present.

6.3.13 Among the construction activities, piling is of particular concern. If any traditional percussive piling is performed without appropriate specific mitigation, it might have higher disturbance than other general construction activities, including site clearance/formation, superstructure or other quieter demolition/foundation methods, and might consequently cause a temporary decrease of waterbirds abundance near the works area.

6.3.14 Habitats potentially influenced by the proposed development involve open wetland habitats which include the abandoned ponds and ponds to the north, and the meander and Kam Tin River Drainage Channel to the west. Other wetlands with low potential to be disturbed include ponds in Nam Sang Wai area and YLBF Mitigation Wetland across Kam Tin River Drainage Channel. The mitigation wetland in Sha Po to the southeast of the Application Site is also of low potential to be influenced as separated by San Tin Highway.

6.3.15 Though the relatively higher diversity and abundance of overwintering waterbirds recorded in Kam Tin River Drainage Channel as well as other wetland habitats with higher waterbird diversity in the vicinity (ponds to the north in WCA, the Application Site is buffered from these higher value habitats by other habitats (such as the patch of wastelands to the north or the meander to the west), the impact from higher level of construction noise disturbance is considered **minor to moderate** for migratory/overwintering waterbirds and **minor** for the more tolerant waterbirds that are present all year if unmitigated.

6.3.16 The meander to the west of the Application Site, though have potential for low densities of wetland-dependent birds, had no significant records of waterbird usage and is of low ecological value. Hence, indirect impacts from construction phase are considered to be **minor**.

6.3.17 The Sha Po Wetland to the southeast of the Application Site is separated by highway and plantation. Hence, no indirect disturbance impact is predicted to this habitat. Likewise, the ponds in Nam Sang Wai area, YLBF Mitigation Wetland and YLBF are separated by Kam Tin River Drainage Channel which acts as a buffer against any potential disturbance from the Project. Hence, no indirect

disturbance impact is predicted for these wetland habitats.

6.3.18 For potential disturbance to TSL Egretry due to piling works and demolishing works of the existing soy sauce factory, the egretry is located about 1 km to the south of the Application Site and within this long distance, there are some existing sources of disturbance closer to this egretry including the highways, railways, village houses and other existing development e.g. Pok Oi Hospital and Long Shin Estate. It is therefore considered that the potential piling activities and demolishing works would not be the major source of disturbance comparing to these existing disturbance sources regardless of which piling and demolishing methods to be employed. Furthermore, TSL Egretry was found abandoned in 2021. Disturbance impact to the egretry is not expected.

Indirect Impacts – Dust

6.3.19 Dust will increase during construction phase, and might temporarily reduce the abundance and distribution of fauna in habitats adjacent to the works area.

6.3.20 Unmitigated construction works create significant levels of dust under certain weather conditions due to the construction vehicles and the phenomenon of wind-blown dust from works areas. The dust would be deposited on nearby habitats, which can cause vegetation damage and, as a secondary effect, have an impact on fauna such as insects and birds. Impacts from dust deposition of these types will, however, be temporary and reversible, and standard construction best practices as mitigation measures can be implemented to negate harmful impacts. Dust deposition impacts arising from the Project, therefore, are considered **insignificant**.

Indirect Impacts –Light glare

6.3.21 If the construction site has strong lightings or flood light, there may be night-time light impacts to nocturnal wildlife in the vicinity during any night time construction. However, nocturnal fauna recorded in the surroundings were limited to widespread flying mammal Japanese Pipistrelle and amphibians, and a common firefly species. According to the current construction methodology and programme, there will be no night time construction works for the Project. The construction site would only have limited lighting for security purpose. The impacts due to increased night-time light during construction will therefore be **insignificant**. Implementation of good site practices to maintain the security lighting angle would still be recommended to further minimise the impacts of the artificial lighting/glare as much as possible.

6.3.22 While there are no night-time works under the proposed development and the impacts of construction lighting/glare disturbance are considered insignificant for fauna species of conservation importance in the vicinity of the Application Site, ardeids habitually return to the night roost at every evening at around an hour before sunset and the construction activities (mainly construction noise and lighting for security) would potentially briefly interfere with the night roosts. However, the night roost of the ardeids at Kam Tim River is located at about 250m from the southern tip of the Application Site **(Figure 2b).** Moreover, there are already existing street lights along both the Yuen Long Highway and Castle Peak Road, and the constant traffic which are existing light sources much closer

to this night roost. Hence, the potential impact due to light from the construction of the Project is considered **insignificant**. For the cormorant night roost and the Bent-winged firefly habitat in Nam Sang Wai, given the long distance from the Application Site, impact on them due to light glare is unlikely.

Indirect Impacts – Water Quality and Site Run-off

6.3.23 Construction activities during the construction phase could generate surface run-off containing lubricants, chemicals and pollutants. The water bodies of the most concern include abandoned ponds, ponds, mitigation wetlands, channels and meanders and, ultimately, the Inner Deep Bay area into which all the runoff would discharge to. Construction runoff is potentially destructive to aquatic communities, which could be adversely affected should there be negative impacts on prey species.

6.3.24 Sediments may enter waterbodies via run-off, particularly during periods of heavy rain. This can lead to high turbidity from soil particles (which can block the gills of aquatic organisms) and eutrophication hence affecting the water quality. Aquatic macrophytes may be reduced as a result of reduced light penetration or increased free-floating algae populations following eutrophication. Severe eutrophication can lead to oxygen depletion and the impoverishment of aquatic communities, as well as animals that prey on them (e.g. waterbirds). Such effects would appear in the construction phase of a project, though it could also occur in the operation phase.

6.3.25 Construction site run-off, inappropriate stock piling of construction materials, and incorrect handling of construction chemicals may lead to indirect impact on water quality in the surrounding aquatic habitats (e.g. the channel within the Application Site and the meander in the vicinity) and associated fauna. Site run-off may carry sediments and lead to a temporary increase in local suspended solids for a short period of time. Chemical pollution (especially oil) would have higher impact to aquatic species subject to the quantity. The potential impact is ranked as **minor to moderate** if unmitigated. Potential impact due to site run-off will be minimized and controlled by measures under water quality impact assessment such as implementation of good site practice.

Impacts on recognized sites and species of conservation importance

Recognized sites of conservation importance

6.3.26 The Application Site is located at the periphery of the WBA, and other recognized sites of conservation importance (e.g. Mai Po Inner Deep Bay Ramsar Site, Wetland Conservation Area, Mai Po Nature Reserve, SSSI, Conservation Area, Priority Site and TSL Egretry) are either far away or separated by other land uses and hence and will not be affected.

6.3.27 The wetland habitats in Deep Bay area in particular those inside WCA serve as important feeding/roosting ground for migratory and overwintering waterbirds. The indirect disturbance in particular noise could cause a deterioration of habitat quality and a decrease of bird usage as well as subsequent decrease in wildlife density. The sensitivity of the wetland habitats would generally be considered higher during the peak visiting period of the migratory and overwintering birds i.e. dry season given the greater number of species of conservation importance affected.

6.3.28 Amongst the wetland habitats within the Study Area, of particular the Kam Tin River and WCA are located to the west and to the north of the Application Site. The wetland habitats in these two areas support a relatively greater diversity and abundance of migratory and overwintering waterbirds observed within the Study Area, but are buffered from the Application Site by a meander and some plantation, and also the wasteland to the north. The impacts of construction disturbance on the two areas are thus considered **minor** during dry season and **insignificant** during wet season if unmitigated.

Species of conservation importance

6.3.29 As the plant species of conservation importance i.e. *Aquilaria sinensis* was recorded beyond the Application Site, no direct impacts to this plant species are therefore expected.

6.3.30 No bird species of conservation importance found within the Application Site. The Application Site was of very low bird use. As birds are very mobile and there are more suitable habitats for the recorded bird species in the vicinity as well as in the Deep Bay area, the ecological impacts are considered **insignificant**, taking consideration of the habitat size and quality (i.e. low or very low ecological value) as well as disturbance when compared with the Deep Bay area.

6.3.31 While the indirect disturbance impacts of the construction activities (e.g. construction noise and increase in human activities), if unmitigated, might consequently cause the waterbirds to avoid using the habitats near the works area (including waterbirds feeding in Kam Tin River Drainage Channel and the ponds to the north). However, as these habitats are buffered from the Application Site by a meander and a patch of wasteland habitat, the potential of impacting these waterbirds outside the Application Site would be remote, and is considered **minor** for migratory/overwintering waterbirds and **negligible** for the more tolerant waterbirds that are present all year.

6.3.32 Nam Sang Wai area is an important roosting site for Great Cormorants. During winter, large roosting aggregations of Great Cormorants on the gum trees in the Nam Sang Wai fishpond area were often seen after feeding in Inner Deep Bay. Their roosting site in Nam Sang Wai however is far away and no roosting Great Cormorant was recorded within the Application Site. Hence, no impacts to roosting Great Cormorant are expected.

6.3.33 No mammal species was recorded inside the Application Site, with only one locally common and widespread mammal species i.e. Japanese Pipistrelle was recorded in the vicinity, i.e. in the patch of wasteland habitat to the north. Due to its mobility and commonness in Hong Kong, potential impacts to this species are not expected. Another mammal species of conservation importance i.e. Small Asian Mongoose was also recorded outside the Application Site and potential impacts to this species are also not expected. Eurasian Otter were not recorded within the Study Area. It is a semi-aquatic mammal which forages in water and nest on land. Recent records have only been found in the Mai Po Inner Deep Bay Ramsar Site and nearby region. Wandering individual might be possible but the chance of entering the Application Site would be very low due to the site location, site condition and disturbance. Hence, potential impacts from habitat loss and fragmentation on Eurasian Otter are considered **minor**.

6.3.34 As there will be no night works during construction phase, potential impacts of construction lighting/glare disturbance to the light-sensitive fauna including the ardeid night roosts next to Kam Tin River, the Great Cormorant roosting in Nam Sang Wai and the mammal species of conservation importance in the vicinity are insignificant as addressed in the sections on light glare above.

6.3.35 The other species of conservation importance recorded outside the Application Site including butterflies and dragonflies were recorded away from the proposed development, and hence will not be affected significantly. Besides, the breeding location of Oriental Magpie will not be affected.

6.4 Operational Phase

Direct Impact – Habitat loss

6.4.1 Operational phase direct impacts would be the habitats permanently occupied by project elements during operation, and in this case it will be the same size as the works area during construction phase. It is considered as **insignificant** and no additional habitat loss will occur during operational phase.

Direct Impact – Fragmentation to wetland habitats

6.4.2 The Application Site is dominated by developed area, which is with very limited use by wetland-dependent fauna. The Application Site is located at the edge of the Deep Bay wetland area, with no significant areas of wetland or other habitats of considerable ecological value in the immediate vicinity at most directions (the northeast, east, and southeast). No significant barrier to fauna movement and no breakage of linkage within wetland habitats in the Deep Bay Area are anticipated during the operation phase. The potential indirect impacts of habitat fragmentation during operational phase will be **insignificant**.

Direct Impact – Fragmentation to flight-line of waterbirds

6.4.3 As discussed in the construction phase impact, the flight-line surveys conducted in the breeding seasons of 2019 and 2020 as well as 2021 revealed that no breeding ardeids were observed passing through the Application Site. and only one occasional flight line was found to the north with a patch of wasteland habitat in between during winter flight-line survey. Hence, the potential fragmentation impacts to breeding ardeids from TSL Egretry or the new egretry at Kam Po Road is not expected, and on other waterbirds from the proposed development are considered **insignificant**.

Indirect Impact – Human Disturbance

6.4.4 In a wider context, the immediate vicinity along San Tin Highway including the current Application Site, the soy sauce factory in the south, Wing Kei Tsuen, Mo Fan Heung and Pok Wai Village etc., had mostly been developed or are existing wasteland. The Application Site is adjacent to San Tin Highway; therefore, the current development is considered as compatible with the nearby land use. Although the north and west of the Application Site consists of rural areas, the ecological values of the habitats on the north (abandoned ponds and ponds) and west (Kam Tin River) are rated as low to medium to medium, the proposed residential development within the Application Site would only have low level of

disturbance impact to these habitats during the operational phase, given that residential development has low disturbance in nature. The operation of the soy factory would not produce significant noise nor traffic.

6.4.5 Hence, it is anticipated that any impacts of increased disturbance to these sites will be **minor**.

6.4.6 Fence elements in a form of planting strip/fence walls/any appropriate form will be established at the periphery of the Application Site. The fence elements will form a buffer which is anticipated to reduce potential noise, traffic and other human disturbance. The fence elements will help to act as a buffer between the proposed development and adjacent land uses and is a building set back from the WCA.

Indirect Impact – Water Quality

6.4.7 There could be potential indirect impacts to the water quality of the surrounding waterbodies from surface run-off and pollution events from the development and their associated infrastructure. This nonpoint pollution, such as stormwater washed off from areas of hardstanding, roads and landscape area (which may contain fertilizers and pesticides) may have various impacts to the local aquatic environment. Magnitude of impacts would depend upon the pollution type and quantity of pollutant. Increased stormwater runoff may also lead to increased siltation if there are areas with bare soils.

6.4.8 The proposed development however is a residential development and relocation of soy sauce factory. Pollutants on road surface would be very limited, and significant bare grounds will be unlikely. The built-in structures of the drain system within the Application Site such as sand trap could also help isolate and collect sediment and pollutants. The relocated soy sauce factory is to be discharged according to the existing discharge license possessed by the existing soy sauce factory issued by the EPD. The wastewater from the relocated soy sauce factory will be treated by new on-site sewage treatment plant, based on latest treatment technology designed for soy sauce production process. The treated effluent will be discharged into the new stormwater drainage system. The risk of accidental discharge would be minimal. Point pollution would not be an issue for the proposed development as the sewerage will collect all domestic effluent and organic load. It is anticipated that any impacts of water quality changes will be **insignificant**.

Indirect Impact – Light glare

6.4.9 While the wildlife in the surrounding areas would be tolerant with night-time light given the existing highway viaduct and other roads with overnight traffic lighting, there are concerns on potential light impact on night roost of ardeids at Kam Tin River, the Cormorant Night Roost in Nam Sang Wai, and the Mai Po Bent-winged Firefly habitat at Shan Pui River and Kam Tin River meander. The habitats of Cormorant night roost and Mai Po Bent-winged Firefly are located at over 500m and 1km respectively from the Application Site, and the potential of such an impact would be remote and minor given the long separation distances.

6.4.10 For the night roosts of the ardeids at Kam Tin River, they are located at positions

slightly below the Yuen Long Highway viaduct and about 250m from the Application Site. Since the Yuen Long Highway viaduct is located between these night roosts and the Application Site and is very close to the night roost, the night roosts are largely within the shadow zone of the viaduct such that the viaduct could block most light to these night roosts from the Application Site. Moreover, there are already existing street lights along both the viaduct and Castle Peak Road and the constant traffic which are existing light sources much closer to these night roosts. In addition to the distance and the existing overnight light level caused by the highway viaduct, there are also many known examples of bird night roost/nesting locations located much closer to existing light sources, including the egretries at Mai Po Village and Tai Po, and also the Collared Crow in Shuen Wan Restored Landfill. The potential of light impact on the night roost of the ardeids at Kam Tin River is considered **minor**. As a precaution, avoidance of unnecessary external lighting is recommended.

Direct Impact – Bird Collision

6.4.11 Bird collision risk would be more prominent when the building consists of extensive reflective glass façade such that the birds flying nearby are confused by the reflected image inside the glass which is normally the image of the sky and/or nearby environment. Though usually occur on small-sized birds of higher speed, there might still be an increased risk of collision with structures constructed on or close to major flight-lines. Considering that the current residential development and relocated soy sauce factory would not have extensive glass façade, the relocated soy sauce factory will be not more than 8m high (same as the existing soy sauce factory), and no breeding ardeid flight lines across or near the Application Site, only occasional winter flight lines were observed. The maximum building height of the residential tower is 115.0 mPD. The range of the building height of the residential towers is 58.0 mPD (14 storeys) to 115.0 mPD (29 storeys). The tallest buildings would be located in the eastern most of the Application Site which are farthest from the rural areas in the west. Since there would not be continuous and extensive reflective glass façade for the residential towers, the potential bird collision impact is considered **minor**.

Impact on recognized sites and species of conservation importance

Recognized sites of conservation importance

6.4.12 The Application Site is located at the periphery of the WBA. The proposed development will not affect the ecological integrity of the wetlands within WCA or cause direct habitat loss in WCA. Only small area of low or very low ecological value within WBA will be permanently lost and hence is considered insignificant. While the habitats in WCA is currently separated by a patch of wasteland habitat from the Application Site. The operational phase disturbance (e.g., noise, human disturbance) will be very limited.

Species of conservation importance

6.4.13 The Study Area is already subjected to human disturbance, and the fauna within the Study Area are considerably habituated to human disturbance. No additional ecological impacts are expected further to the evaluation for the construction phase.

7. MITIGATION OF ECOLOGICAL IMPACTS

7.1 General

7.1.1 According to the principles in the TM-EIAO Annex 16 and EIAO Guidance Note 3/2010, ecological impacts on important habitats and the associated wildlife caused by the proposed Project should be avoided, minimized and mitigated where practicable.

7.1.2 The potential impacts arising from the construction and operation of the proposed development have been assessed. Since most of the potential ecological impacts are of low or insignificant levels (except for the disturbance arising from piling and potential site runoff), specific ecological mitigation measures are not required for most impacts.

7.2 Avoidance

7.2.1 The Application Site is located at the periphery of the WBA and is away from the WCA (**Figure 2a**). The Application Site has avoided habitats of higher ecological values, or other natural habitats. Only man-made/disturbed habitats of very low and low ecological value, including developed area, a section of narrow channel, plantation and wasteland will be affected.

7.3 Minimization

Piling Methods and Programme

7.3.1 Although the types of foundation work would be subject to detailed ground investigation in the later stage, piling foundation would likely be required for the current development. While construction noise impact would be minor between Apr – Sep which is outside the sensitive overwintering bird season, as a conservative approach to minimise the noise disturbance to migratory birds using Kam Tin River and sites of conservation importance (i.e., WBA), percussive piling would be avoided between Oct – Mar unless the noise level could be demonstrated to be acceptable. During the detailed design stage, alternative quieter piling method (e.g., bored piling), quieter percussive piling method (e.g., hydraulic hammering), piling period and timing will be investigated. Traditional steel hammer percussive piling would be avoided. Should quieter percussive piling method be required and proposed for certain buildings during Oct – Mar, a piling plan including a trial pile assessment by specialist consultants or contractors would be conducted before commencement of any percussive piling construction works between Oct – Mar to demonstrate the feasibility of adopting such method without significant disturbance to the winter birds. The piling plan will be submitted to AFCD or the TBP for approval prior to the trial pile assessment.

At-source Mitigation and Site Hoarding

7.3.2 Various at-source mitigation measures are available and could be adopted for reducing piling noise, for example custom-made capsule, insulation wrap and noise enclosure, etc. Besides, site hoarding would be erected along the construction site boundary and 3m tall temporary noise barrier would be provided. Together with general good site practices which would be undertaken during the

construction phase, potential disturbance to the wildlife inhabiting nearby areas could be minimized to acceptable levels.

Good Site Practices

7.3.3 To minimise the contamination of wastewater discharge, accidental chemical spillage and construction site run-off, the below general good practices should be adopted:

- The good site practices outlined in ProPECC PN 1/94 "Construction Site Drainage" should be followed to minimize surface runoff;
- Surface run-off from construction sites should be discharged into storm drains via adequately designed sand / silt removal facilities such as sand traps, silt traps and sedimentation basins;
- Open stockpiles of construction materials (e.g. aggregates, sand and fill material) on sites should be covered with tarpaulin or similar fabric during rainstorms;
- Good construction and site management practices should be observed to ensure that litter, fuels and solvents do no enter the storm water drains;
- Chemical toilets should be provided within the construction site and properly maintained. All effluent discharged from the construction site should comply with the standards stipulated in the "Technical Memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters" (TM-DSS)

Fence Elements around the Application Site and the Proposed Developments

7.3.4 The proposed fence elements would be in the form of planting strip/fence walls/any appropriate form. This proposed fence elements would serve as a buffer to shield potential noise, traffic and other human disturbance from the Projects to the surrounding environment during the operational phase.

7.4 Precautionary Measures

Good Practice of Lighting

7.4.1 Although mitigation measures would not be required for the potential light glare impact, it is recommended to maintain the security lighting angle during construction phase and avoid unnecessary external lighting during operational phase to further minimize any potential disturbance.

7.5 Residual Impact

7.5.1 With the abovementioned mitigation measures, no secondary/induced/additional/synergistic impacts, or residual impacts are anticipated. A summary of the impacts in construction and operational phases, with sources, receivers, nature, significance and mitigation required, are provided in **Table 7.1**.

Table 7.1 Summary of Construction Phase and Operational Phase Impacts

Impact	Sources	Receivers	Nature of impacts						Significance of ecological impact	Mitigation required
			Habitat quality	Species affected	Size / abundance	Duration	Reversibility	Magnitude		
Construction Phase										
Habitat loss during construction	Works areas within the Application Site	Habitats within the Application Site: developed area, plantation and wasteland	Low or very low	Low abundance and diversity of wildlife	8.10 ha (The section of narrow channel of 0.05 ha will be retained)	During construction phase	Not reversible	Low	Insignificant	Not required.
Fragmentation (habitats)	Works areas within the Application Site	Adjacent habitats; Wetlands of Deep Bay area	Low for the surrounding habitats; Medium or high for Deep Bay area	Low abundance and diversity of wildlife in the surrounding	Vary	During construction phase	Not reversible	Low	Insignificant for adjacent habitats; negligible for Deep Bay wetlands	No
Fragmentation (flight-lines of waterbirds)	Construction of high-rise buildings in the residential portion	Waterbirds in particular breeding ardeids in TSL Egretry and Kam Po Road Egretry	Vary with habitat types	Waterbirds in particular breeding ardeids	Vary	During construction phase	Not reversible	Low	Not expected for TSL Egretry and Kam Po Road Egretry Insignificant for winter waterbirds	No
Construction noise	Construction works with higher disturbance level such as piling and demolishing of existing soy sauce factory	Sensitive habitats in the area, which are buffered by other habitats of lower ecological value	Vary with habitat types	Mainly waterbirds	Vary	Temporary	Reversible	Moderate	Minor to moderate for migratory/ overwintering waterbirds in Kam Tin River Drainage Channel and ponds to the north; minor for the more tolerant waterbirds; Minor for wetlands with lower waterbird use; Not expected for TSL egretry	- Steel hammer percussive piling would be avoided - Alternative quieter piling method(s). - Percussive piling foundation method would be avoided in the dry season unless the noise level could be demonstrated to be acceptable. - Piling plan and trial assessment by specialist consultants/ contractors to be submitted to AFCD for agreement prior to adopting percussive piling foundation method in the dry season. - 3m tall temporary noise barriers and various at-source mitigation measures.
Dust	Construction works and demolishing of existing soy sauce factory	Sensitive habitats near the works area	Vary with habitat types	Flora and fauna in habitats adjacent to the works area	Vary	Temporary	Reversible	Low	Insignificant	Standard construction best practices
Light glare	Lighting in works area	Sensitive habitats near the works area	Vary	Nocturnal fauna including firefly, night roost of ardeids and Great Cormorant	Vary	Temporary	Reversible	Insignificant	Insignificant for nocturnal fauna and ardeid night roosts. Not expected for the cormorant night roost and Bent-winged firefly habitat	No night time works planned. Maintain security lighting angle

Impact	**Sources**	**Receivers**	**Nature of impacts**						**Significance of ecological impact**	**Mitigation required**
			Habitat quality	**Species affected**	**Size / abundance**	**Duration**	**Reversibility**	**Magnitude**		
Water quality and site run-off	Construction works and demolishing of existing soy sauce factory	Wetland habitats (e.g. meander and channel)	Vary	Aquatic fauna and wetland dependent species	Vary	Temporary	Reversible	Moderate	Minor to moderate	Follow water quality mitigation measures
Impacts on recognized sites of conservation importance	Construction works, demolishing of existing soy sauce factory	Wetland habitats within the Study Area, of particular note is the Kam Tin River and WBA	Vary	Inhabiting wetland species	Vary	During construction	Not reversible	Low	Minor during dry season and insignificant during wet season	Addressed in the above measures.
Species of conservation importance	Construction works, demolishing of existing soy sauce factory	Mobile faunal species of conservation importance	Vary	Bird species of conservation importance and Eurasian Otter	Vary	During construction	Not reversible	Low	Insignificant during dry season and negligible during wet season	No
Operational Phase										
Habitat loss during operation	The proposed development	Area occupied by the development	low or very low	Low abundance and diversity of wildlife	8.10 ha Same as construction phase, no additional habitat loss	Permanent	Not reversible	Low	Insignificant	No
Fragmentation (habitats)	The proposed development	Adjacent habitats; Wetlands of Deep Bay area	Low or low to medium for the surrounding habitats; Medium or high for Deep Bay area	Abundance and diversity of wildlife in the surroundings low except KTRMDC	Vary	Permanent	Not reversible	Low	Insignificant	No
Fragmentation (flight-lines of waterbirds)	High-rise buildings in the residential portion	Waterbirds in particular breeding ardeids in TSL Egretry and Kam Po Road Egretry	Vary with habitat types	Waterbirds in particular breeding ardeids	Vary	Permanent	Not reversible	Low	Not expected for TSL Egretry and Kam Po Road Egretry Insignificant for winter waterbirds	No
Human disturbance	Residents of the proposed development and operation of relocated soy sauce factory	Habitats near the Application Site	Vary with habitat types	Terrestrial fauna including those species of conservation importance	Vary	Long term	Reversible	Low	Insignificant	Appropriate fence elements to screen out any potential noise.
Water quality	The proposed development and operation of relocated soy sauce factory	Wetland habitats (e.g. meander, channel)	Vary	Aquatic fauna and wetland dependent species	Vary	Long term	Reversible	Insignificant	Insignificant	No
Bird collision	The proposed development and operation of relocated soy sauce factory	N/A	N/A	Birds	Vary	Permanent	Not reversible	Low	Minor	No
Light glare	The proposed development and operation of	Night roosts of ardeids and cormorants,	Vary	Roosting ardeids and Great Cormorant, firefly	Vary	Permanent	Reversible	Insignificant	Minor	Precautionarily avoid unnecessary external lighting

Impact	**Sources**	**Receivers**	**Nature of impacts**						**Significance of ecological impact**	**Mitigation required**
			Habitat quality	**Species affected**	**Size / abundance**	**Duration**	**Reversibility**	**Magnitude**		
	relocated soy sauce factory	firefly habitats								
Impacts on recognized sites and species of conservation importance	The proposed development and operation of relocated soy sauce factory	wetland habitats within the Study Area, of particular note is the Kam Tin River, WBA and WCA	Vary	Wetland species	Vary	Permanent	Not reversible	Low	Not expected	Addressed in the above measures.

8. CUMULATIVE IMPACT

8.1.1 It is the general practice for EcoIA to consider confirmed (i.e. approved) concurrent projects that are within the 500m Study Area. For those planning projects which were within the 500m Study Area but withdrawn or no approval status, it is considered not appropriate to include those projects as concurrent projects for the purpose of this cumulative impact assessment.

8.1.2 The combination of various concurrent developments (other planned and committed development projects) in the area may potentially lead to cumulative impacts, particularly on habitat loss, increased road use and disturbance impacts. For planning projects which were within the 500m Study Area, the approved projects will be included for the purpose of assessing the cumulative impacts. The concurrent projects in the area identified in accordance with the best available information include the following:

Residential Development – Approved Planning Application A/YL-NSW/274

8.1.3 This project is located at approximately 800m to the southwest of the current Application Site. It is a residential development with 5 nos. of 19-storey towers and 2 nos. of 6-storey towers. This proposed development would not cause any wetland loss as it is currently wasteland habitat only. A landscape area with natural habitat and water feature is proposed on the northeast corner of this development mainly to retain flight lines for ardeids from TSL Egretry (however the Tung Shing Lane Egretry was found abandoned in 2021). A light assessment conducted for this project showed that the predicted increase in light intensity by this project would be +0.01 Lux at the nearest point of the known Mai Po Bent-winged Firefly habitat is Nam Sang Wai and there would be no significant increase (i.e., +0.00 Lux) in light level for the majority of the firefly habitat extent. In view of the minor increase contributed by this project, no significant cumulative night time light impact to the firefly habitat is anticipated.

Comprehensive Development with Wetland Enhancement at Nam Sang Wai and Lut Chau – Approved Planning Application A/YL-NSW/242

8.1.4 This project is a comprehensive development with residential buildings at the southwest side of Nam Sang Wai, as well as wetland enhancement in the remaining part of the Application Site in Nam Sang Wai and Lut Chau. The residential area would be located at over 800m to the west of the current Application Site. It is a residential development with 2,521 housing units comprising a mixture of three-storey houses and apartment blocks ranging from 19 to 25 residential storeys. In accordance with the EcoIA for A/YL-NSW/242, this proposed development would not cause any loss of "net wetland area". Enhancement plan is proposed on the rest of Application Site in Lut Chau and Nam Sang Wai.

Existing and Planned Developments in Kam Tin North

Residential Development – Approved Planning Application A/YL-KTN/118-2, A/YL-KTN/663, A/YL-KTN/604

8.1.5 An approved comprehensive residential development of approx. 28 ha in total lies to the southeast of the current Project outside the WBA (Application No. A/YL-KTN/118-2). It is a phased development and is now partially completed. One of the potential ecological impacts from the approved project relate to the globally near-threatened dragonfly Four-spot Midget *Mortonagrion hirosei*, the loss of a large area of fish ponds and some loss of grassland/shrubland, and resultant impacts on a number of wetland-dependent fauna and flora of conservation importance. To mitigate for these, a mitigation wetland to include Sha Po Marsh, which is of importance to the damselfly, had been proposed adjacent to the residential portion and successfully implemented by the private developer. In addition, two mitigation ponds were created at the entrance of the development for other impacted species.

Residential Development – Approved Planning Application A/YL-KTN/319-2

8.1.6 An approved residential development project lies to the west of the Kam Tin River (Application No. A/YL-KTN/319-2). This project (now completed as The Riva) involves buildings of up to 23 storeys and is sandwiched between Ko Po Road to the north and Kam Tin Road to the south outside of the Study Area. Habitats impacted comprise largely open storage and patches of waste ground or grassland/shrubland.

8.1.7 No wetland was lost as a result of the Project and no particular ecological mitigation measures are proposed.

Disturbance

8.1.8 Since the Planning Application No. A/YL-NSW/274 has been approved on 26 Feb 2021, the implementation programme of A/YL-NSW/274 will be earlier than this subject application. Concurrent piling works of two developments would be unlikely. Other construction disturbance caused by the development works of A/YL-NSW/274 would be low in magnitude and will be resolved by the mitigation measures recommended under its EcoIA study. Impacts during the construction phase of the subject application will also be mitigated by measures recommended in Section 6 of this report. Hence the cumulative impact from these is not anticipated to be significant.

8.1.9 For the potential cumulative impacts from the operational phase, noise, dust and human activities will not be significant as both applications are residential developments and most activities of residents will be indoors. Also, the Application Site is separated from the Bent-winged Firefly habitat by the channel of Kam Tin River. The firefly habitat and Great Cormorant night roost in Nam Sang Wai are situated to the west of the Application Site outside of the 500m Study Area. The night-time lighting from the approved application No. A/YL-NSW/274 will mainly be the domestic indoor lighting, and hence any spillover light would be insignificant. There would not be external and directional night-time light source pointing toward the firefly habitat. Hence, cumulative night-time lighting from two developments is anticipated to be insignificant.

8.1.10 The proposed low-density development under Approved Application No. A/YL-NSW/274 is situated about 500m to the north of the TSL Egretry. A/YL-NSW/274 would not cause any loss of wetland. Although the current Application would require deck over of a section of narrow channel, the functions of the channel connecting

the Sha Po Marsh would not be affected. No net loss of wetland is anticipated. Currently, both sites are mainly covered by habitat of low ecological value (wasteland and developed area) and to some extent disturbed by human activities. While the layout plan of A/YL-NSW/274 has taken into account the flight lines of breeding ardeids from TSLEgretry by provision of landscape area at the northeast corner of the development site (though the TSL Egretry was found abandoned in 2021), there is no breeding ardeid flying across the Application Site. Hence it is not anticipated to have significant cumulative impacts.

Fragmentation

8.1.11 The potential of cumulative fragmentation caused by the above mentioned concurrent proposed developments on habitats is remote, as these concurrent projects, while outside and far away from the Application Site, are mostly located at existing developed areas or separated from each other. Cumulative fragmentation impact is thus considered to be minor.

Water quality

8.1.12 During the operational phase, the surface water run-off of the above mentioned proposed concurrent developments will pass into respective stormwater drainage systems which will prevent most run-off from entering and affecting nearby streams and ultimately Inner Deep Bay similar to other normally operating stormwater drainage systems in the area. Ecological impact would therefore be minor.

8.1.13 In summary, these concurrent projects are either over 500m distance from the Application Site, or separated by the Yuen Long Highway and Kam Tin River, the potential of cumulative impacts are mostly low. There will be no wetland loss from all these concurrent projects (and wetlands are even created in some projects). For the nearest concurrent project, quieter piling method would be employed for A/YL-NSW/274, and thus unlikely to have cumulative impact. Other impacts from these concurrent projects will be respectively mitigated and reduced to low levels. Cumulative impacts are not predicted.

9. CONCLUSIONS

9.1.1 Within the Application Site, developed area, plantation and wasteland will be lost directly. Due to the very low or low ecological values of these habitats, the potential impact due to loss of those habitats is considered insignificant.

9.1.2 This EcolA demonstrates that the proposed development would not have significant disturbance impacts to the surroundings including wetlands inside WCA, and will not affect the buffer functions of the WBA, and is thus in line with the Town Planning Board Guideline No. 12C (TPB Guideline No. 12C) "Application for Developments within Deep Bay Area".

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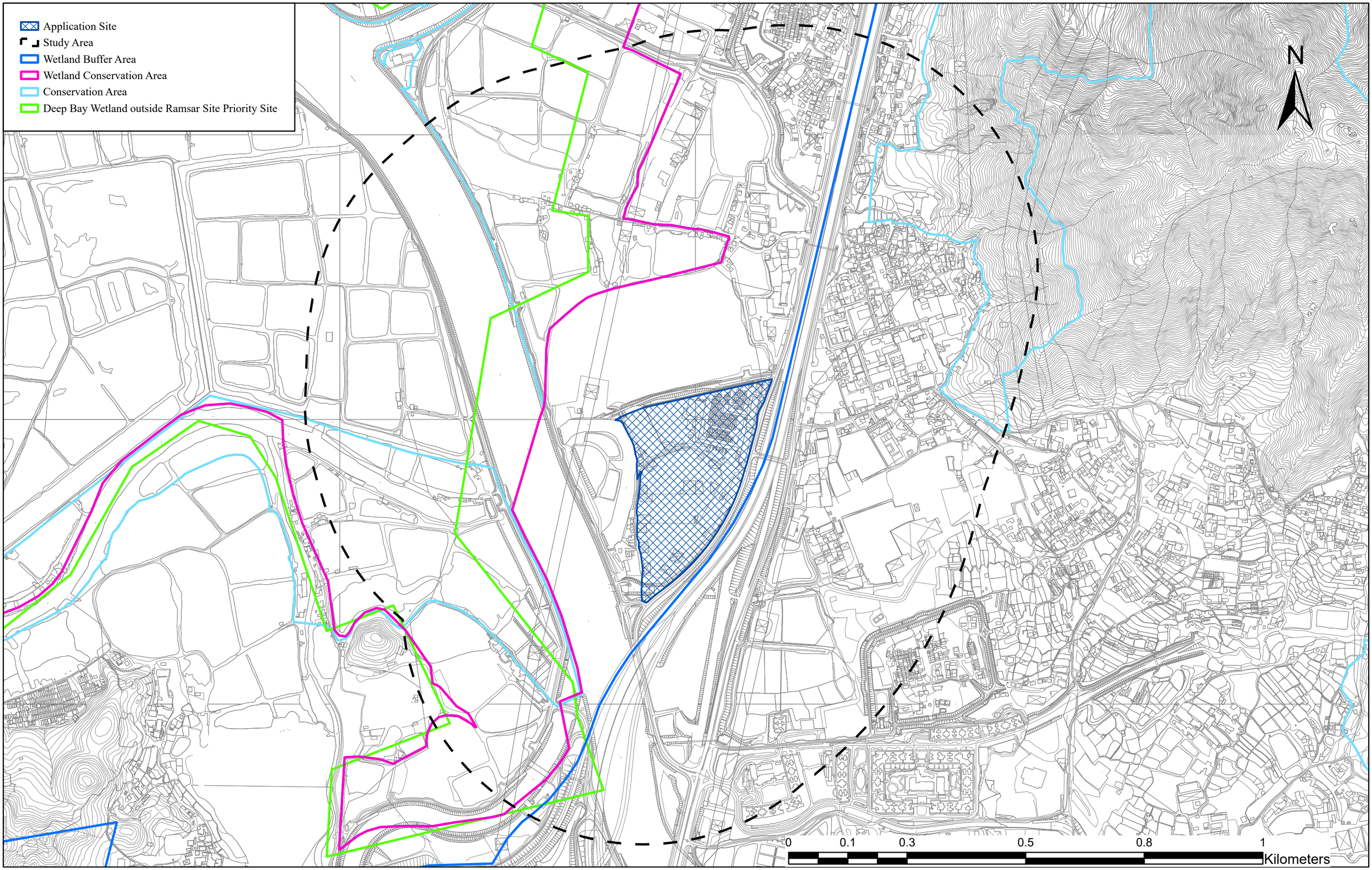

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Figure 1 Application Site, Study Area, and Recognized Sites of Conservation Importance

Application Site
Study Area
Terrestrial Transect
Aquatic Sampling Location

Castle Peak Road

Kam Tin River Meander

Kam Tin River

N

1
2
3
4
5
6
7

0 0.1 0.3 0.5 0.8 1
Kilometers

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Figure 2a Survey Transects and Sampling locations (Flight-line Vantage Points are excluded)

Application Site
Study Area
Tung Shing Lane Egretry
Ardeid Night Roost
On-site flight line survey point
Flight-line Vantage Point 2019-2020

Kam Tin River Meander
Kam Tin River
Castle Peak Road

N

0 0.1 0.3 0.5 0.8 1
Kilometers

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Figure 2b Location of Tung Shing Lane Egretry, Ardeid Night Roost and Flight-line Vantage point

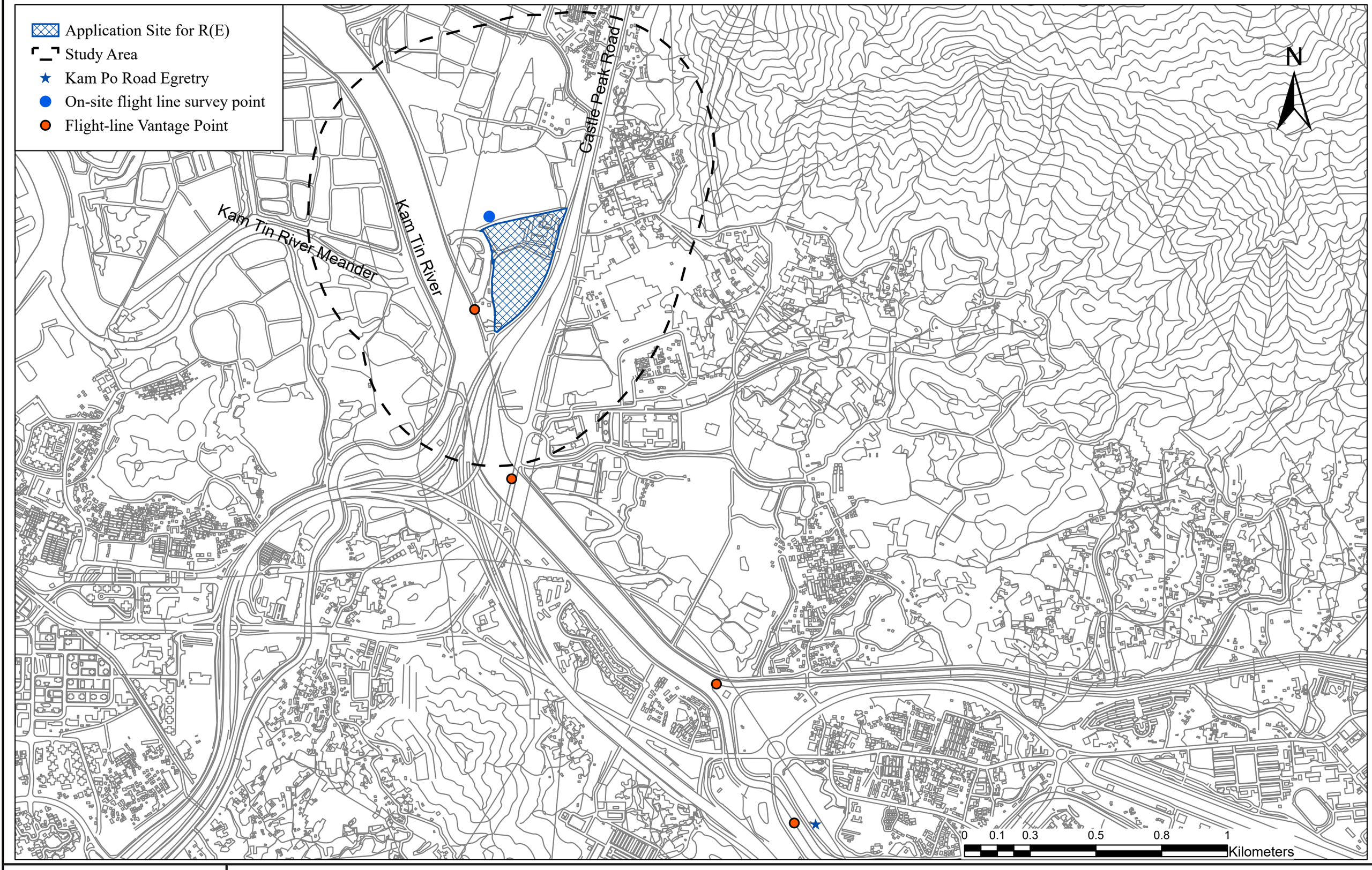

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Figure 2c Location of Kam Po Road Egretry and Flight-line Vantage Point

Application Site
Study Area
Mai Po Bent-winged Firefly Habitat in NSW
Cormorant Night Roost Location

Kam Tin River Meander
Kam Tin River
Castle Peak Road
N
0 0.1 0.3 0.5 0.8 1
Kilometers

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Figure 3 Mai Po Bent-winged Firefly Location in NSW (from reviewed literature)

Application Site
Study Area
Habitats
Abandoned Pond
Channel
Developed Area
Flood Storage Pond
Grassland / Shrubland
Leucaena Colony
Meander
Mitigation Wetland
Nullah
Plantation
Pond
Wasteland
Woodland

Castle Peak Road
Kam Tin River Meander
Kam Tin River
N
0 0.1 0.3 0.5 0.8 1
Kilometers

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Figure 4 Habitat Map



Abandoned Pond



Channel



Developed Area



Flood Storage Pond



Grassland/shrubland



Leucaena Colony



Pond



Meander



Mitigation Wetland



Nullah



Plantation



Wasteland



Woodland



Application Site

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Figure 5 Photos of Habitats within Study Area

Application Site
Study Area

Habitats
- Abandoned Pond
- Channel
- Developed Area
- Flood Storage Pond
- Grassland / Shrubland
- Leucaena Colony
- Meander
- Mitigation Wetland
- Nullah
- Plantation
- Pond
- Wasteland
- Woodland

Species of Conservation Importance
- Aquilaria sinensis
- Japanese Pipistrelle
- Small Asian Mongoose
- Location of Nesting Eurasian Magpie
- Cornelian
- Danaid Eggfly
- Forget-me-not
- Metallic Cerulean
- Swallowtail
- Four-spot Midget
- Mangrove Skimmer
- Ruby Darter
- Scarlet Basker
- Channa asiatica
- Gobiopterus macrolepis
- Burmese Python
- Common Rat Snake
- Indo-Chinese Rat Snake
- Four-clawed Gecko

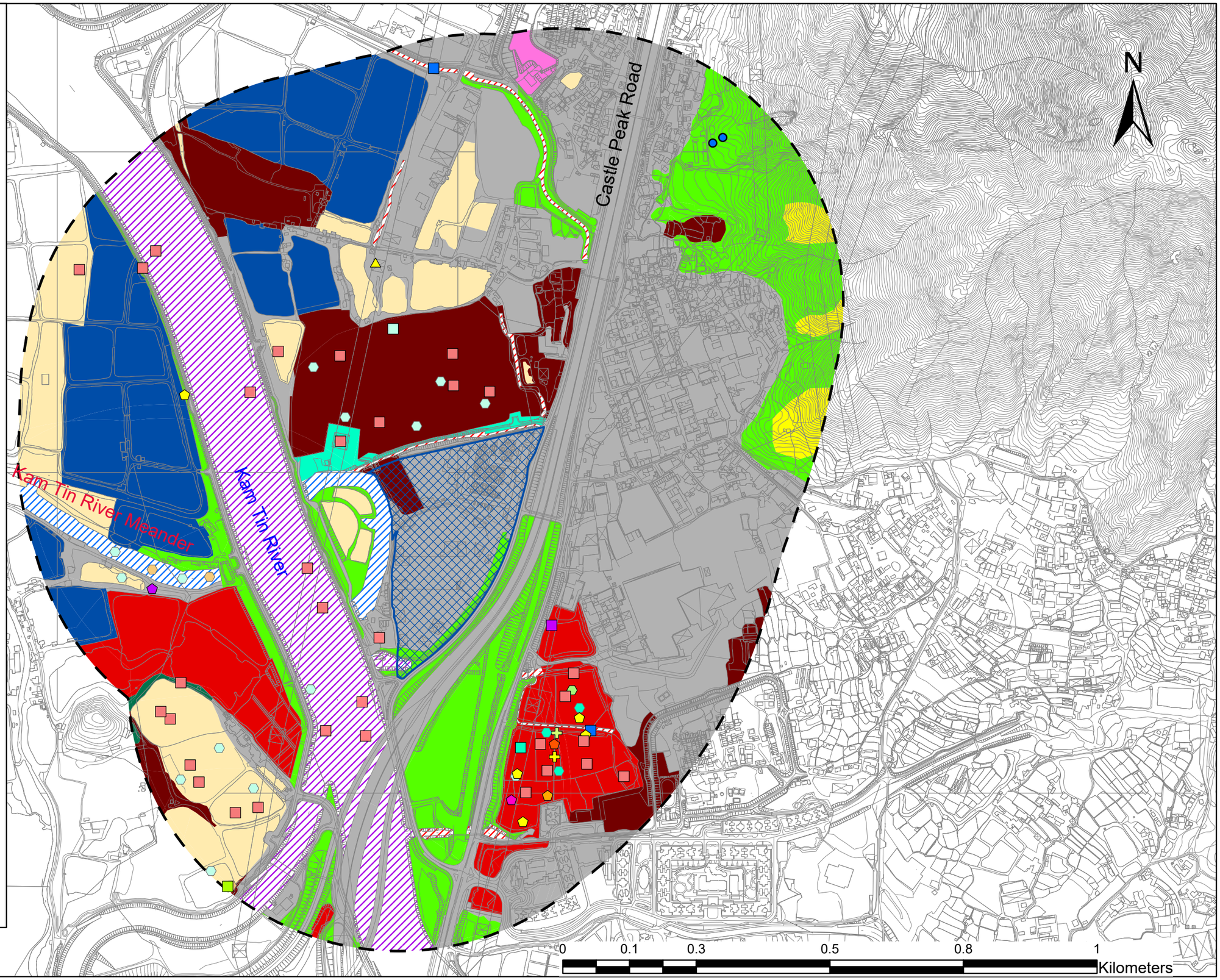

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Figure 6a Locations of Non-avifauna Species of Conservation Importance (except the location of nesting Eurasian Magpie)

Application Site
Study Area
Location of Cormorant Night Roost

Kam Tin River Meander
Kam Tin River
Castle Peak Road

N

0 0.1 0.3 0.5 0.8 1
Kilometers

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Figure 6b Locations of Great Cormorant Night Roost

Application Site
Study Area
Tung Shing Lane Egretry
General Flight Direction 2019

Kam Tin River Meander
Kam Tin River
Castle Peak Road
N
251 ind. (82.03%)
17 ind. (5.56%)
36 ind. 11.76%)
2 ind. (0.65%)
0 0.1 0.3 0.5 0.8 1
Kilometers

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Figure 6c General Ardeid Flight Direction From Tung Shing Lane Egretry in 2019

Application Site
Study Area
Tung Shing Lane Egretry
General Flight Direction 2020

Kam Tin River Meander
Kam Tin River
Castle Peak Road
N
227 ind. (78.82%)
12 ind. (4.17%)
49 ind. (17.01%)
0 0.1 0.3 0.5 0.8 1
Kilometers

生態 Ecosystems Ltd.

Figure 6d General Ardeid Flight Direction From Tung Shing Lane Egretry in 2020

Study Area
Flight Zone 2019
Indicative Flight-line beyond Zone H and I
Application Site

N

2 ind. (0.65%)
11 ind. (3.59%)
4 ind. (0.33%)
26 ind. (8.5%)
22 ind. (7.19%)
32 ind. (10.46%)
28 ind. (9.15%)
9 ind. (2.94%)
120 ind. (39.22%)

A
B
C
D
E
F
G
H
I

0 90 180 360 540 720
Meters

生態 Ecosystems Ltd.

Figure 6e Flight Zone Analysis in 2019
(No breeding ardeids from Tung Shing Lane Egretry were recorded flying across the Application Site)

Study Area
Flight Zone 2020
Indicative Flight-line beyond Zone H and I
Application Site

N

0 ind. (0%)
4 ind. (1.39%)
17 ind. (5.90%)
2 ind. (0.69%)
9 ind. (3.13%)
9 ind. (3.13%
14 ind. (4.86%)
4 ind. (1.39%)
168 ind. (58.33%)

A
B
C
D
E
F
G
H
I

0 90 180 360 540 720
Meters

生態 Ecosystems Ltd.

Figure 6f Flight Zone Analysis in 2020
(No breeding ardeids from Tung Shing Lane Egretry were recorded flying across the Application Site)

Application Site
Study Area
Kam Po Road Egretry
Flight-line 2021

Kam Tin River Meander
Kam Tin River
Castle Peak Road

N

0 0.1 0.3 0.5 0.8 1
Kilometers

Ecosystems Ltd.

Figure 6g Flight Observation from Kam Po Road Egretry in 2021

Application Site
Study Area
Winter Bird Flight-line
1st Major
Minor
Occasional

Kam Tin River Meander

Kam Tin River

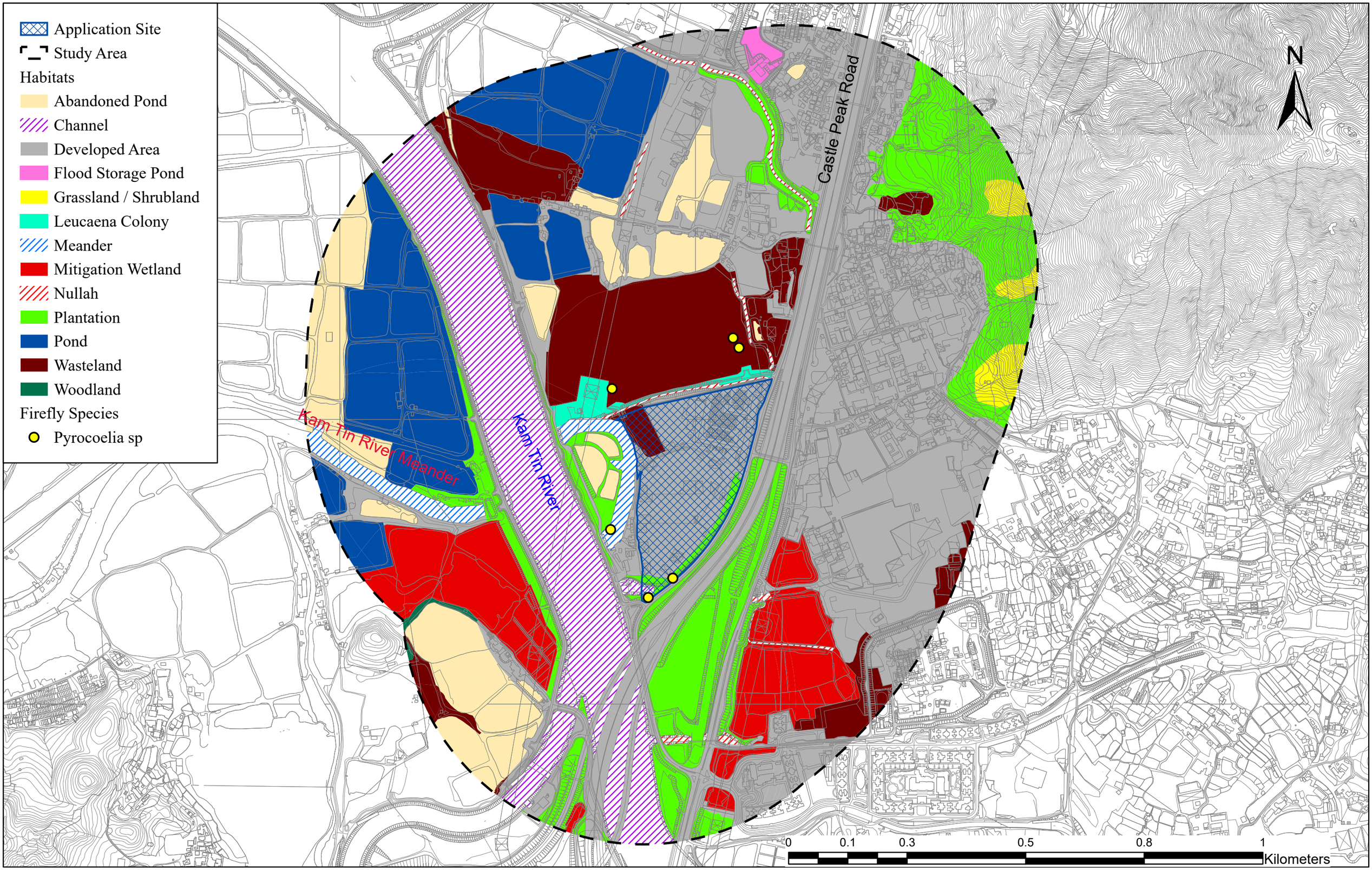
Castle Peak Road

N

0 0.1 0.3 0.5 0.8 1
Kilometers

Ecosystems Ltd.

Figure 6h Winter Flight-line



Ecosystems Ltd.

Figure 6i Locations of Firefly

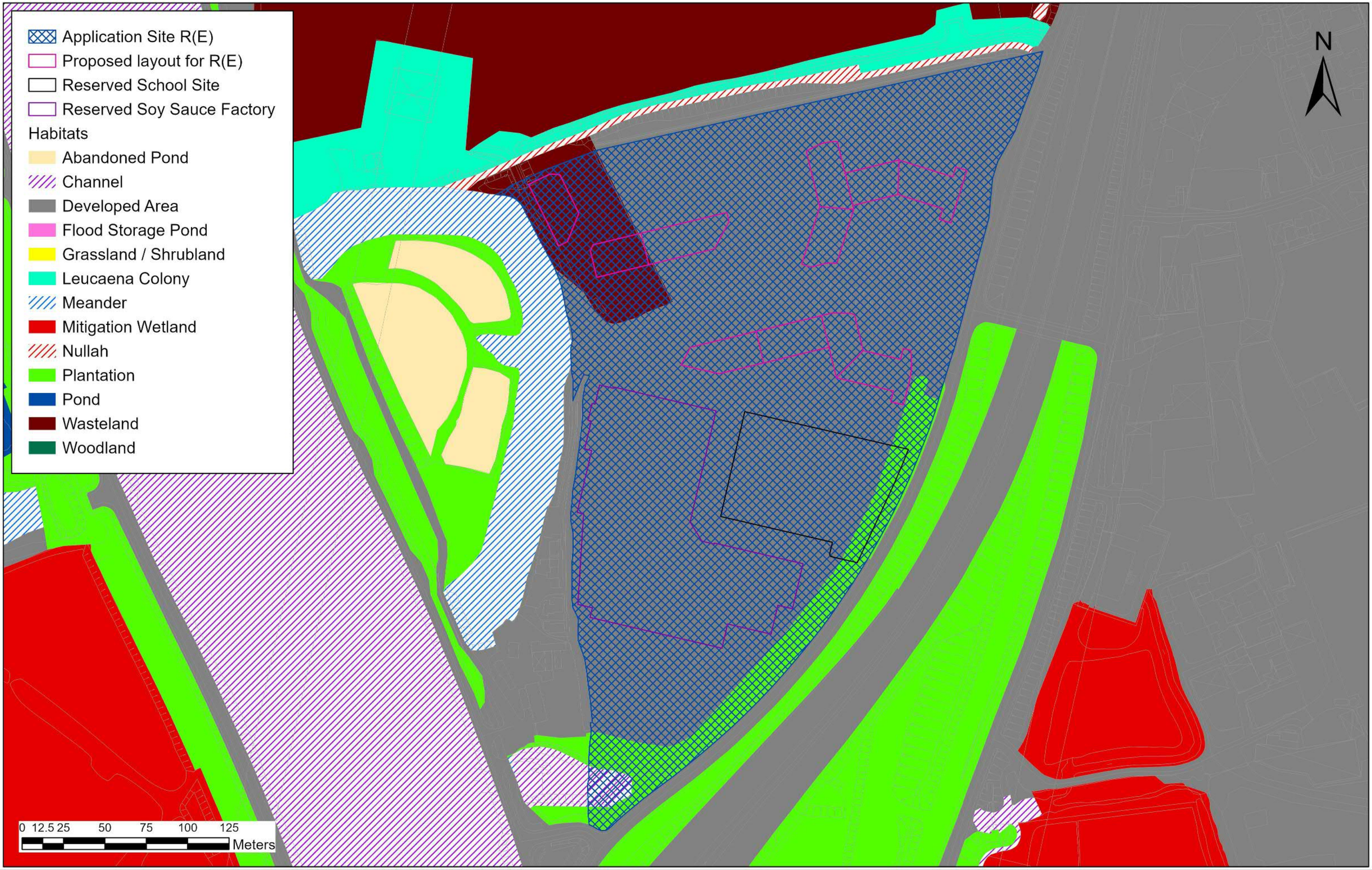


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Figure 7 Proposed Layout

Appendix J

Air Ventilation Assessment

Prepared by

Ramboll Hong Kong Limited

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)", "OS" AND 'ROAD' ZONES TO "R(E)" ZONE AT LOTS 1910 RP AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG (APPLICATION NO. Y/YL-NSW/9)

AIR VENTILATION ASSESSMENT

Date	**11 February 2025**
Prepared by	**Mike Kwan** **Assistant Environmental Consultant**
Signed	
Approved by	**Calvin Chiu** **Technical Director**
Signed	
Project Reference	**SHKOUIOSEI00**
Document No.	**R8329_v1.8**

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Ramboll Hong Kong Limited

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

Tel: (852) 3465 2888
Fax: (852) 3465 2899
Email: hkinfo@ramboll.com

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Appendix 3 Indicative Plan for the Proposed Scenario 2

Appendix 4 Captured CFD Models and Wind Velocity Ratio Contour and Vector Plot Result

Appendix 5 Detailed Wind Velocity Ratio Result for Tested Wind Directions

Appendix 6 Planned and Committed Developments within Surrounding Area

1. INTRODUCTION

1.1 Project Background

1.1.1 The Application Site currently falls within the "Industrial (Group D) ("I(D)"), "Open Storage" ("OS") and 'Road' zones in Yuen Long. The Applicant proposed to rezone from "I(D)", "OS" and 'Road' zones to "Residential (Group E)" ("R(E)") zone in support of a comprehensive development, reserved school site and relocated soy sauce factory (name "R(E) Site") (Application No. Y/YL-NSW/9).

1.1.2 There is another planning application for rezoning the "Other Specified Uses (Comprehensive Development to Include Wetland Restoration Area)" zone ("OU(CDWRA)") to "OU(CDWRA)1" zone for comprehensive development to the north of the Application Site and is submitted under separate submission (name "OU(CDWRA)1 Site") (Application No. Y/YL-NSW/8).

1.1.3 Both the proposed developments at the Application Site and adjacent site are tentatively completed at the same time so that both developments are considered together for planning of the infrastructure.

1.1.4 Ramboll Hong Kong Limited is commissioned to provide quantitative air ventilation assessment (AVA) consultancy services for the proposed development.

1.2 Application Site and its Environs

1.2.1 The Application Site of about 81,550 sq.m is currently zoned "I(D)", "OS" and 'Road' under the Approved Nam Sang Wai Outline Zoning Plan (No. S/YL-NSW/8).

1.2.2 The Application Site is bounded by Castle Peak Road – Tam Mi section, San Tin Highway and Tsing Long Highway to the east. The area to the immediate north is zoned as "OU(CDWRA)".

1.2.3 To the immediate southwest is an existing meander zoned "Open Space" ("O"). Kam Tin River is situated on west side.

1.2.4 Most of the Application Site is vacant except a parcel on east side immediate to Castle Peak Road – Tam Mi which is now occupied as sawmill. Moreover, an existing channel of 3m width is aligned on the southern side of the Application Site which was formed under the project titled Rural Drainage Rehabilitation Scheme, Stage 2 Phase 3 – Mo Fan Heung Stream Rehabilitation. Water ponds and watercourse were observed at the east of the Site.

1.2.5 The surrounding area to the north, west and southwest is mainly wetland, river and meander. To the northeast situates a vehicle repair use, and further northeast with village type developments (Wing Kei Tsuen ~+13.1mPD to +15.3mPD) and open storage. The area to the east and southeast separated by heavy trafficked road includes Mo Fan Heung (~+9.8mPD to +28.9mPD) and Fung Kat Heung (with factory and open storage uses and some scattered houses). To the further southeast is Sha Po Tsuen (~+15.3mPD).

1.2.6 **Figure 1** shows the location of the Application Site and its environment.

1.3 Baseline Scenario

1.3.1 The Baseline Scenario refers to approved Master Layout Plan (MLP) under the Planning Application No. Y/YL-NSW/3. Under the Baseline Scenario, a total non-domestic gross floor area of not more than 57,890m² and a maximum building height (BH) of about +46mPD. The plan of the Baseline Scenario is shown in **Appendix 1**.

1.4 Proposed Scenario of Application Site

1.4.1 The Master Layout Plan (MLP) of the Proposed Scenario is shown in **Appendix 2**. The Application Site comprises 11 towers (T1 to T12, T4 omitted), relocated soy sauce factory portion and reserved school site. Proposed development with maximum building height of not more than +115mPD, and the development site area is about 46,501m^2 (PR not more than 2.73).

1.4.2 The Proposed Scenario fully respects the planning consideration in respect to air ventilation. Various building separations and building setbacks are incorporated in the proposed development.

1.4.3 Under the Proposed Scenario of the Application Site, various building separations and building setbacks which could serve as air corridors are proposed between the tower blocks and along the site boundary. Based on the current scheme, building separations of about 15m between T11/T12, about 47m building separation between T9/T10, and about 28m building separation between T9/T2 are provided. There is about 15m building separation against the soy sauce factory building. These building separations will act as local air paths for wind penetration to the surroundings. The building setback of T6 and T1 away from Application Site eastern site boundary are about 14m and about 17m respectively. Under the current scheme of Proposed Scenario at OU(CDWRA)1 Site, the building separations of about 15m are provided between T23/T25, T17/T18, and T8/T27. There are also building separation are provided between T5/T6 (about 20m), T11/T20 (about 28m), and T3/T12 (about 38m). The building setback are about 30m and about 10m away from OU(CDWRA)1 Site northern and eastern site boundaries respectively.

1.5 Evaluation Scenarios

1.5.1 Overall, three scenarios are evaluated under this AVA. The assumptions of respective scenarios are summarised as below:

- Baseline Scenario: Approved Scheme of Application No. Y/YL-NSW/3 (for hotel) within the Application Site and Approved Scheme of Application No. A/YL-NSW/241 (for outlet mall) within the OU(CDWRA)1 Site

- Proposed Scenario 1 (**Appendix 2**): Under this scenario, only the Proposed Scheme for the proposed "R(E)" zone would be implemented.

- Proposed Scenario 2 (**Appendix 3**): Under this scenario, both of the Proposed Schemes for the proposed "R(E)" zone and the adjacent proposed "OU(CDWRA)1" zone (under separate submission) would be implemented.

2. SITE WIND AVAILABILITY

2.1 Site Wind Availability Data

2.1.1 According to the Planning Department's website, a meso-scale Regional Atmospheric Modeling System (RAMS) was used to produce a simulated 10-year wind climate at the horizontal resolution of 0.5 km x 0.5 km covering the whole territory of Hong Kong. The simulated wind data represent the annual, winter and summer wind condition at various levels, i.e. 200 m, 300 m, and 500 m above terrain.

2.1.2 It is considered as an acceptable starting point to use the simulated RAMS data for site wind availability. Based on the location of the Application Site, the RAMS data of the grid (X: 055, Y: 073) has been extracted from the Site Wind Availability Data of Planning Department's website.

2.1.3 **Figure 2** shows the relevant windrose diagrams (at 500 m) representing the frequency and wind speed distribution of the district concerned for both summer and annual conditions. The simulated windroses have indicated that the local area is dominated by winds from NNE to SSW accounting for approximately 82.3 % of all winds that occur at the Application Site. On the other hand, the summer wind mainly comes from ESE to WSW contributing 76.3% of all winds that occur at the Application Site.

Table 2.1 Summary of RAMS Data and Wind Direction at 500m

Wind Direction	Probability for Annual Condition (%)	Probability for Summer Condition (%)
N	2.7%	1.5%
NNE	**7.9%**	1.8%
NE	**7.8%**	1.4%
ENE	**9.1%**	2.3%
E	**15.4%**	5.6%
ESE	**10.7%**	**8.4%**
SE	**7.9%**	**7.8%**
SSE	**7.6%**	**8.7%**
S	**7.8%**	**14.4%**
SSW	**8.1%**	**17.0%**
SW	5.8%	**14.0%**
WSW	2.8%	**6.0%**
W	2.4%	4.8%
WNW	1.3%	2.4%
NW	1.2%	2.0%
NNW	1.5%	1.7%
Total Selected	**82.3%**	**76.3%**

Note: Bolded characters highlighted in grey represent the selected prevailing wind directions for evaluation.

2.2 Topography and Building Morphology

Topography

2.2.1 The Application Site is located in the inland Yuen Long area. The surrounding is topographically flat. To the further northeast side of the Site is Kai Kung Leng and Tai Lam Country Park. The influence of local topography to the wind flow pattern around the Site is minimal due to long separation.

2.2.2 From north to west of the Application Site is open spaces and Kam Tin River, it is expected that annual and summer NNE to SE and S to SW prevailing winds can penetrate the Application Site and reach its downstream areas. Thus, the existing site wind availability is anticipated to be satisfactory. The influence of local topography to the wind flow pattern around the Application Site is minimal.

Building Morphology

2.2.3 Under the existing condition, the building density of the surrounding is considered as low. The surrounding areas are either abandoned fishpond or erected with low-rise buildings including scattered development such as Mo Fan Heung, Fung Kat Heung, Sha Po Sewage Pumping Station and some temporary building structures located to the east and southeast of the Application Site.

2.2.4 To the immediate north where another proposed development (also named "OU(CDWRA)1 Site") situated. Therefore, potential building blockage effect due to the surrounding developments are considered as low.

2.2.5 It is confirmed that the elevated structures, planned and committed developments have been modelled in the simulation and shown in **Figure 1**.

2.3 Planned and Committed Development

2.3.1 The planned and committed developments are listed in table below and also shown in **Figure 1**. The information of the planned and committed development is provided in **Appendix 6**.

2.3.2 Under the Baseline Scenario, it consists of approved Planning Application No. A/YL-NSW/3 (for hotel) at the Application Site and approved Planning Application No. A/YL-NSW/241 (for outlet mall) at OU(CDWRA)1 Site.

2.3.3 In addition, as mentioned in **Section 1.1.2**, the air ventilation impacts of the Proposed Scenario of the Application Site would be assessed without and with the Proposed Scenario of OU(CDWRA)1 Site (Application Y/YL-NSW/8). The Proposed Scenario 1 consists of the Proposed Development at the Application Site, relocated soy sauce factory, and approved Planning Application No. A/YL-NSW/241 (for outlet mall) at OU(CDWRA)1 Site.

2.3.4 The Proposed Scenario 2, Proposed Development at the Application Site and OU(CDWRA)1 Site would be incorporated. The MLP of the Proposed Scenario at OU(CDWRA)1 Site (Proposed Scenario 2) is shown in **Appendix 3**. The layout of OU(CDWRA)1 Site comprises 24 towers (T1 to T28, T4, T13, T14 and T24 omitted) with building height ranging from +61.5mPD to +115mPD. Two 2-storey clubhouse buildings (+18.5mPD) will be built at the opposite of T2 and T15. A 2-storey building for GIC facilities (+14.7mPD) will be built at the northeastern side of the OU(CDWRA)1 Site.

Table 2.2 Planned and Committed Development within Surrounding Area

Planning and Committed Development
• Approved Planning Application No. A/YL-NSW/241 (for outlet mall) (Baseline Scenario and Proposed Scenario 1) • Planning Application No. Y/YL-NSW/8 (Proposed Scenario 2) • Relocated soy sauce factory portion* • Reserved school site in the current "OS" zone* • Approved Sha Po Public Housing Development under the Approved Kam Tin North OZP no. S/YL-KTN/11 • LSPS application no. LSPS/002 endorsed by CE in C in November 2022 • Approved Planning Application Y/YL-NSW/7 • Approved Planning Application A/YL-NSW/274 • Proposed Au Tau Station of the Northern Link

**No layout is available in public domain; layout is prepared by Project Architect for this study based on the Hong Kong Planning Standards and Guidelines (HKPSG)*

3. QUANTITATIVE ASSESSMENT METHODOLOGY

3.1 Assessment Area

3.1.1 The Assessment Area is determined by the height (H) of the highest building within the Assessment Area (i.e. The Proposed Development with a maximum building height of about 110 m) and usually covers an area of 1H from the site boundary as required in *Technical Guide*. In order to assess the cumulative impact on the pedestrian wind environment with the presence of proposed developments at both OU(CDWRA)1 Site and R(E) Site, the Assessment Area and Surrounding Area are extended. **Figure 1** shows the coverage of the Assessment Area and Surrounding Area.

3.1.2 The Surrounding Area is also extended to include the existing residential development known as Wing Kei Tsuen, Mo Fan Heung, Pok Wai South Road, Tung Shing Lei, Ko Po Road, Fung Kat Heung, Cheung Chun San Tsuen, and OU Site in the CFD model for air ventilation assessment purpose.

3.1.3 It is confirmed that all major elevated structures and planned / committed / existing developments in the model area have been modelled in the simulation. **Appendix 4** indicated the Assessment Area and Surrounding Area of the CFD model.

3.2 Atmospheric Conditions

3.2.1 Simulated wind profile curves are extracted from the Planning Department's website using RAMS site wind availability data and directly adopted for this quantitative AVA. **Figure 3** shows the wind profile curves for Grid X: 055, Y: 073. Wind profile curves 0, 1 and 2 would be utilized for quantitative AVA according to the selected wind directions in **Table 2.1.**

3.3 CFD Code and Major Parameters

3.3.1 A quantitative assessment based on requirement for Initial Study stipulated in the Technical Circular No. 1/06 will be conducted for the purpose to verify the air ventilation performance for the Proposed Scenarios over the Baseline Scenario.

3.3.2 The quantitative assessment will be conducted using a commercial CFD code, FLUENT. FLUENT model has been widely applied for various AVA research and studies worldwide. The accuracy level of the FLUENT model is accepted and recognised by the industry for AVA application.

3.3.3 Realizable K-epsilon turbulence which gives better prediction of separation and vortexes are adopted for air ventilation assessment as recommended in COST action C14.

3.3.4 The domain covers the model area of more than 2000 m from the Application Site's boundary. The domain dimension is about 17000m x 17000m and with an elevation of 1500m. More than 90 million grid cells are defined to simulate the air flow. Given the large domain adopted in this assessment and the physical limitation on the computational resources of the CFD model, the horizontal and vertical grid size employed in the CFD model in the vicinity of the Project Area were taken as a global minimum size of 2 m and were increased for the grid cells further away from the Project Area at a growth ratio of 1.2. The global maximum size of a cell is 32 m and smaller cell size up to 0.5 m was used. Besides, four layers of prism cells (each layer of 0.5 m thick) were employed above the terrain and podium of the Application Site. The blockage ratio is less than 3%. Topography will cover entire domain.

3.3.5 The windward boundary is defined as inflow with the wind profile defined. The leeward boundary is defined as outflow. The sky and lateral boundaries are defined as symmetric boundary condition. It is confirmed that all existing and committed developments in the surrounding area and barrier structure onsite and offsite are included in the CFD model.

3.3.6 The advection terms of the momentum and viscous terms are resolved with the second order numerical schemes. The scaled residuals are converged to an order of magnitude of at least 1×10^{-3}.

3.4 Test Point Location

3.4.1 Test points are proposed including 30 (P01 to P30) numbers of perimeter test points defined along the boundary of the Application Site and 556 numbers of overall test points within the Assessment Area.

3.4.2 Additionally, 23 numbers of special test points are defined within the Application Site.

3.4.3 All these test points are located at 2m above ground level / podium level. 34 focused groups are selected for analysis.

3.4.4 The test points generally represent important pedestrian areas such as sitting out area and pedestrian walkway as well as site boundary. **Figure 4a** shows the overall and perimeter test points selected for this quantitative AVA. **Figure 4b** shows the grouping of the special test points selected in the Application Site for this quantitative AVA.

4. QUANTITATIVE ASSESSMENT RESULT

4.1 Spatial Average Wind Velocity Ratio

4.1.1 The wind velocity ratio (VR) under a specific wind direction at a test point is calculated by dividing the simulated wind speed at the test point under this wind direction with the velocity at gradient height under the same wind direction. All test points were located at 2 m above ground level.

4.1.2 **Table 4.1** and **Table 4.2** showed the Application Site spatial average velocity ratio (SVR), local spatial average velocity ratio (LVR) and average wind velocity ratio along surrounding air sensitive uses area during annual condition and summer condition respectively for the Baseline Scenario, Proposed – Scenario 1 and Proposed – Scenario 2.

4.1.3 Proposed Scenario 1 is with residential development, reserved school site, relocated soy sauce factory site under Proposed R(E) Site (subject matter of this application) and Proposed Scenario 2 is, in addition, with residential development and GIC facilities at Proposed OU(CDWRA)1 Site (under separate submission).

4.1.4 **Appendix 4** shows VR contour plots at pedestrian level. **Appendix 5** shows detailed VR results for tested wind directions.

Table 4.1 Summary of Spatial Average Wind Velocity Ratios (VR) (Annual)

Focused Group	Spatial Average Wind Velocity Ratio (VR)	Baseline Scenario	Proposed Scenario 1	Proposed Scenario 2
	SVR (P01-P30)	0.15	0.15	0.15
	LVR (P01-P30, T001-T563)	0.19	0.19	0.19
1	San Tam Road (T06 – T16, T100 – T108, T140 –T142, T220 – T225, T270, T272 – T274, T364 – T370, T496 – T500)	0.20	**0.21**	**0.21**
2	Castle Peak Road-Tam Mi (T17 – T35, T97 – T99, T144, T146, T275 – T278, T501 – T505)	0.22	0.22	**0.23**
3	Wing Kei Tsuen (T36 – T45, T148 -T168, T290 – T300, T523 – T528, T550-556)	0.19	0.19	0.19
4	Pok Wai South Road (T46 – T51, T90 – T96, T169 – T170, T183 – T184, T217 – T219, T301 – T306, T529 – T536)	0.24	0.24	0.24
5	Area next to Pok Wai South Road (T52 – T68)	**0.15**	0.13	0.14
6	Relocated Soy Sauce Factory portion and School Site (S9-S11, S14- S23)	0.12	0.12	0.12
7	OU(CDWRA)1 Site (T69 – T89)	**0.13**	**0.13**	0.12
8	Mo Fan Heung (T01 – T05, T121, T123 – T125, T127 – T139, T143, T263 – T269, T271)	0.12	0.12	**0.13**
9	Fung Kat Heung Road (T15, T118)	0.21	0.21	0.21
10	Fung Kat Heung (T111 - T112, T114, T116, T440 – T485)	0.15	0.15	0.15
11	Nam Sang Wai Road (T171 - T182, T185 – T187, T205 – T208, T310 – T313, T354 – T358)	0.22	**0.23**	0.22
12	Access Road near Fung Kat Heung (T105, T109 – T110)	0.16	**0.18**	0.17
13	Nam Sang Wai (T188 - T196, T314 – T323)	0.24	0.24	0.24
14	Yuen Long Bypass Floodway Engineered Wetland (T197 - T204, T324 – T353)	0.18	0.18	**0.19**

Focused Group	Spatial Average Wind Velocity Ratio (VR)	Baseline Scenario	Proposed Scenario 1	Proposed Scenario 2
15	Nam Sang Wai Road (T209 – T216, T359 – T363, T396 – T401)	0.23	0.23	0.23
16	Park Yoho Venezia (T231 - T233, T424 – T430)	**0.21**	0.20	**0.21**
17	Sha Po Tsuen Road (T225 - T228, T234 - T237, T431)	0.22	**0.23**	0.22
18	Park Yoho Sicilia (T229 - T230)	**0.17**	0.15	0.16
19	Sha Po Tsuen (T238 - T239, T432 – T439)	0.15	0.15	0.15
20	Sha Po Public Housing Site (T113, T115, T117, T119 – T120, T122, T126, T240 – T262, T486 – T487)	0.17	0.17	0.17
21	Elite Garden (T279 - T285)	0.11	0.11	0.11
22	Pok Wai Road (T144 - T145, T147, T283, T286 - T289)	**0.18**	**0.18**	0.17
23	Tung Shing Lei (T371 – T388)	**0.17**	0.16	0.16
24	Anchors Academy and Crescent Green (T389 - T395)	0.21	0.21	**0.22**
25	Long Ha Tsuen (T488 - T495)	0.22	0.22	0.22
26	Yau Pok Road (T307 – T309, T537 – T543)	0.27	**0.28**	**0.28**
27	Tai Sang Wai South (T544 – T549)	0.26	0.26	0.26
28	Cheung Chun San Tsuen (T402 – T423)	0.25	0.25	0.25
29	Industrial Area at North of Pok Wai Tsuen (T506 – T522)	0.23	0.23	0.23
30	Special test points within building separation between T11/T12 (S01 – S03)	**0.12**	0.11	0.09
31	Special test points within building separation between T9/T10 (S03 – S04, S08 – S10)	0.10	**0.16**	0.15
32	Special test points within building separation between T2/T9 (S07 – S10, S12 – S13)	0.13	**0.18**	0.17
33	Special zone along Eastern building setback (S06, P09 – P17)	0.17	0.20	**0.21**
34	Special zone along Southern building setback (S09, S11, S14 – S15)	**0.12**	**0.12**	0.10

Note: Bold characters highlighted in grey represent higher VR in comparison.

Table 4.2 Summary of Spatial Average Wind Velocity Ratios (VR) (Summer)

Focused Group	Spatial Average Wind Velocity Ratio (VR)	Baseline Scenario	Proposed Scenario 1	Proposed Scenario 2
	SVR (P01-P30)	**0.17**	0.16	0.16
	LVR (P01-P30, T001-T563)	0.18	0.18	0.18
1	San Tam Road (T06 – T16, T100 – T108, T140 –T142, T220 – T225, T270, T272 – T274, T364 – T370, T496 – T500)	**0.22**	**0.22**	0.21
2	Castle Peak Road-Tam Mi (T17 – T35, T97 – T99, T144, T146, T275 – T278, T501 – T505)	0.20	0.20	0.20
3	Wing Kei Tsuen (T36 – T45, T148 -T168, T290 – T300, T523 – T528, T550-556)	0.17	0.17	0.17
4	Pok Wai South Road (T46 – T51, T90 – T96, T169 – T170, T183 – T184, T217 – T219, T301 – T306, T529 – T536)	0.23	**0.25**	0.24
5	Area next to Pok Wai South Road (T52 – T68)	**0.17**	0.16	**0.17**
6	Relocated Soy Sauce Factory portion and School Site (S9-S11, S14- S23)	0.15	**0.16**	0.14

Focused Group	Spatial Average Wind Velocity Ratio (VR)	Baseline Scenario	Proposed Scenario 1	Proposed Scenario 2
7	OU(CDWRA)1 Site (T69 – T89)	0.10	0.10	**0.11**
8	Mo Fan Heung (T01 – T05, T121, T123 – T125, T127 – T139, T143, T263 – T269, T271)	0.11	0.11	0.11
9	Fung Kat Heung Road (T15, T118)	**0.21**	0.20	**0.21**
10	Fung Kat Heung (T111 - T112, T114, T116, T440 – T485)	0.14	0.14	0.14
11	Nam Sang Wai Road (T171 - T182, T185 – T187, T205 – T208, T310 – T313, T354 – T358)	0.23	**0.25**	0.24
12	Access Road near Fung Kat Heung (T105, T109 – T110)	**0.22**	0.21	0.21
13	Nam Sang Wai (T188 - T196, T314 – T323)	0.22	0.22	0.22
14	Yuen Long Bypass Floodway Engineered Wetland (T197 - T204, T324 – T353)	0.16	**0.17**	**0.17**
15	Nam Sang Wai Road (T209 – T216, T359 – T363, T396 – T401)	0.22	**0.23**	**0.23**
16	Park Yoho Venezia (T231 - T233, T424 – T430)	0.20	**0.22**	0.21
17	Sha Po Tsuen Road (T225 - T228, T234 - T237, T431)	0.19	0.19	0.19
18	Park Yoho Sicilia (T229 - T230)	0.14	**0.15**	0.14
19	Sha Po Tsuen (T238 - T239, T432 – T439)	**0.13**	**0.13**	0.12
20	Sha Po Public Housing Site (T113, T115, T117, T119 – T120, T122, T126, T240 – T262, T486 – T487)	0.13	0.13	0.13
21	Elite Garden (T279 - T285)	0.08	**0.09**	0.08
22	Pok Wai Road (T144 - T145, T147, T283, T286 - T289)	**0.15**	**0.15**	0.14
23	Tung Shing Lei (T371 – T388)	0.13	0.13	**0.14**
24	Anchors Academy and Crescent Green (T389 - T395)	0.17	0.17	**0.18**
25	Long Ha Tsuen (T488 - T495)	0.20	0.20	0.20
26	Yau Pok Road (T307 – T309, T537 – T543)	0.25	**0.26**	**0.26**
27	Tai Sang Wai South (T544 – T549)	0.23	0.23	0.23
28	Cheung Chun San Tsuen (T402 – T423)	0.21	0.21	0.21
29	Industrial Area at North of Pok Wai Tsuen (T506 – T522)	0.21	0.21	0.21
30	Special test points within building separation between T11/T12 (S01 – S03)	0.11	**0.12**	0.10
31	Special test points within building separation between T9/T10 (S03 – S04, S08 – S10)	0.09	**0.18**	0.17
32	Special test points within building separation between T2/T9 (S07 – S10, S12 – S13)	0.11	**0.19**	0.17
33	Special zone along Eastern building setback (S06, P09 – P17)	**0.20**	**0.20**	0.19
34	Special zone along Southern building setback (S09, S11, S14 – S15)	0.14	**0.17**	0.16

Note: Bold characters highlighted in grey represent higher VR in comparison.

4.2 Site Air Ventilation Assessment

4.2.1 The SVR indicates how the lower portion of the buildings in the Application Site may affect the wind environment of its immediate vicinity.

4.2.2 According to **Table 4.1** and **Table 4.2**, the annual predicted SVRs for Baseline Scenario, Proposed Scenario 1 and the Proposed Scenario 2 are all 0.15 whereas the summer predicted SVRs are 0.17, 0.16, and 0.16 respectively. This shows that the Baseline Scenario has slightly better air ventilation performance under summer

condition whereas all scenarios have comparable air ventilation performance under annual condition.

4.3 Local Air Ventilation Assessment

4.3.1 The LVR indicates how the wind environment within the local area may be affected due to the differences between the Baseline Scenario and the Proposed Scenario 1 & the Proposed Scenario 2.

4.3.2 The predicted annual LVRs of the Baseline Scenario, Proposed Scenario 1 and Proposed Scenario 2 are all 0.19 whereas predicted summer LVRs are all 0.18. The above results show that both Proposed Scenarios have comparable ventilation performance of the local area under annual and summer wind condition when compared to Baseline Scenario.

4.4 Comparison of Weighted Average VR for Focused Areas

4.4.1 According to the **Table 4.1**, under annual situation, the Proposed Scenario 2 performs slightly better than the Baseline Scenario at spatial average VR for the focused group nos. 1, 2, 8, 14, 24, 26, 31, 32, and 33. The Proposed Scenario 2 performs slightly better than the Proposed Scenario 1 at spatial average VRs focused group nos. 2, 5, 8, 14, 16, 18, 24, and 33. Proposed Scenario 1 performs slightly better than Baseline Scenario at spatial average VR for the focused group nos. 1, 11, 12, 17, 26, 31, 32, and 33. For the focused groups nos. 5, 18, 23, and 30, Baseline Scenario would have slightly better spatial average VR when compared with that of the two Proposed Scenarios. For focused group nos. 3, 4, 6, 9, 10, 13, 15, 19, 20, 21, 25, 27, 28, and 29, the spatial average VRs are comparable among three scenarios.

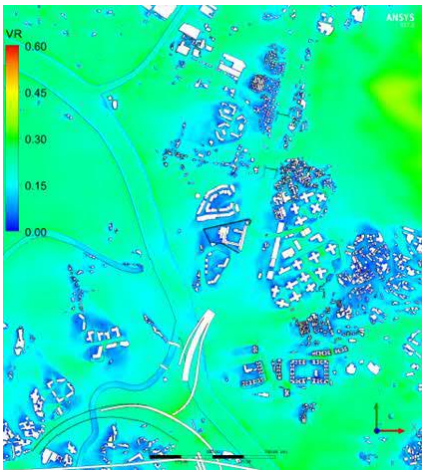
4.4.2 Under the summer situation (**Table 4.2**), the Proposed Scenario 2 performs slightly better than the Baseline Scenario at spatial average VR for the focused group nos. 4, 7, 11, 14, 15, 16, 23, 24, 26, 31, 32, and 34. The Proposed Scenario 2 performs slightly better than the Proposed Scenario 1 at spatial average VRs focused group nos. 5, 7, 9, 23, and 24. Proposed Scenario 1 performs slightly better than Baseline Scenario at spatial average VR for the focused group nos. 4, 6, 11, 14, 15, 16, 18, 21, 26, 30, 31, 32, and 34. For focused group nos. 12, the spatial average VRs of the Baseline Scenario are slightly better than the two Proposed Scenarios. For focused group nos. 2, 3, 8, 10, 13, 17, 20, 25, 27, 28, and 29, the spatial average VRs are comparable among three scenarios.

4.5 Discussion of Overall Performance under Annual and Summer Conditions

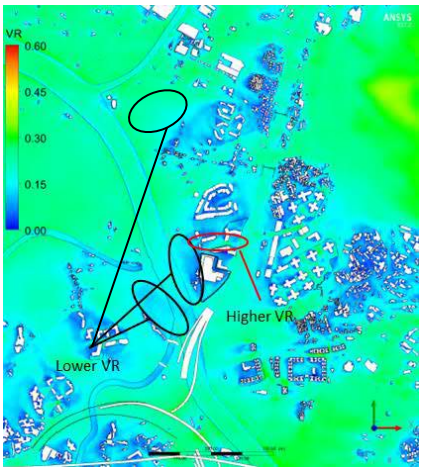
4.5.1 For annual condition, the VR contour plots (see **Appendix 4**) show that the Proposed Scenario 1 and the Proposed Scenario 2 would have lower VR (dark circle) at the western side of the Application Site including Pok Wai South Road, wetland area east of Pok Wai South Road, Kam Tin River, and the Yuen Long Bypass Floodway Engineered Wetland. A slightly worse air ventilation performance at that area under the Proposed Scenario 1 and Proposed Scenario 2 are observed when compared to the Baseline Scenario.

4.5.2 Under the Proposed Scenario 2, lower VRs are observed at the western side of the OU(CDWRA)1 Site, the southeastern side of Wing Kei Tsuen, and the wetland area east of Pok Wai South Road when compared to the Proposed Scenario 1 and Baseline Scenario. However, the VR of the building separation within OU(CDWRA)1 Site would be higher under Proposed Scenario 2 when compared with the Proposed Scenario 1. In addition, slightly higher VR (red circle) along San Tam Road and Castle Peak Road-Tam Mi is observed.

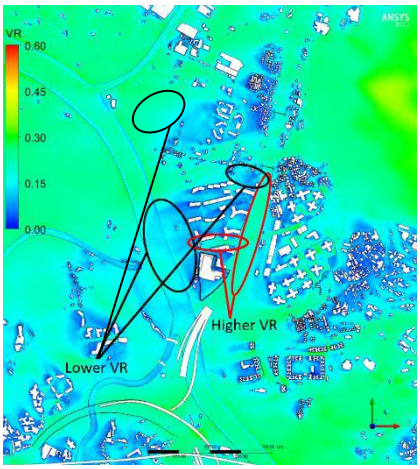
4.5.3 The Baseline Scenario has low building mass and wind can generally flow over the mass and reach pedestrian level gradually under all directions. The building disposition in the Application Site under both Proposed Scenarios would alter the northerly wind flow and slightly reduce the wind availability at the western side of the Application Site. On the other hand, the building disposition and orientation would divert and facilitate more southerly wind flow along road such as San Tam Road and Castle Peak Road-Tam Mi. The air ventilation impact to the western side of the Application Site would be further minimised by the proposed building separation under both Proposed Scenarios, especially under Proposed Scenario 2 when the separation within OU(CDWRA)1 site also allows prevailing easterly wind penetrating across the Application Site. It is observed that the wind availability within the Application Site is comparable for both Proposed Scenarios and the Baseline Scenario under annual wind condition. Therefore, it is anticipated that there would have no significant air ventilation impact at the immediate vicinity of the Application Site and its surroundings under annual wind conditions.



Baseline Scenario



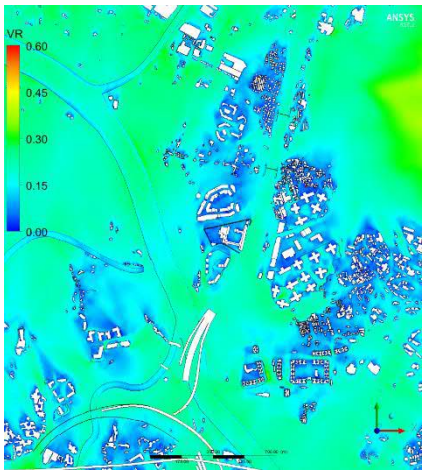
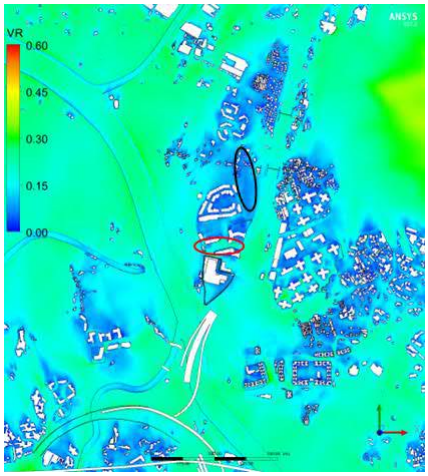
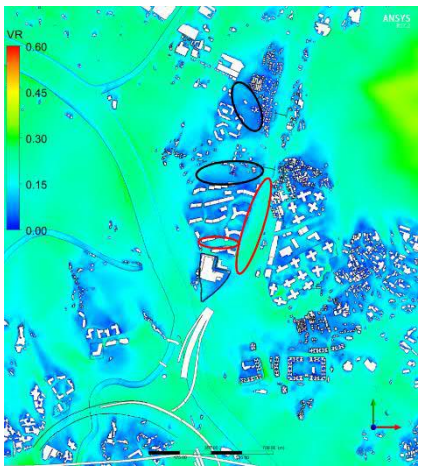
Proposed Scenario 1



Proposed Scenario 2

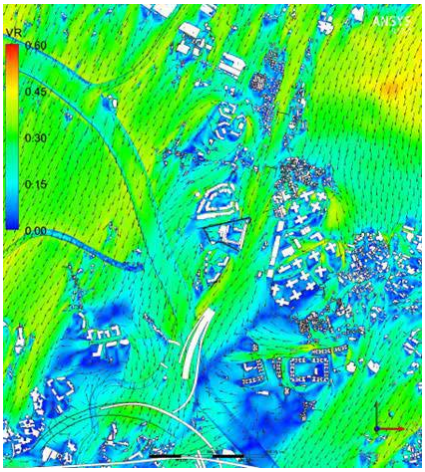
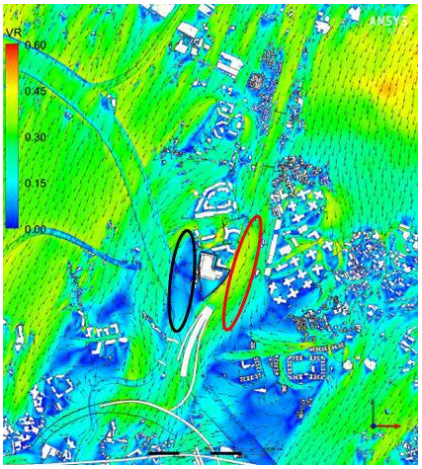
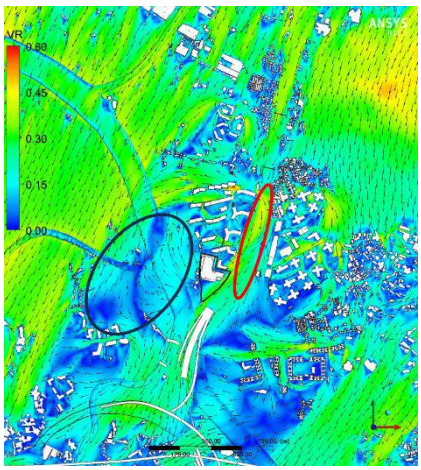
4.5.4 For summer condition, the difference nearby the Application Site is more observable among the three Scenarios. The VRs among the southern side of the Assessment Area are comparable between three Scenarios. The VR contour plots (**Appendix 4**) show that the Proposed Scenario 1 and the Proposed Scenario 2 would have slightly lower VRs at the northern side of the Application Site including the open spaces at the southern portion of Wing Kei Tsuen when compared with the Baseline Scenario.

4.5.5 Both Proposed Scenario 1 and Proposed Scenario 2 would have lower VR (dark circle) at the northern side of the Application Site. The high building blocks in the Application Site are aligned in E/W direction and it would block some portion of summer prevailing wind. Thus, lower VR is observed along the building separation between OU(CDWRA)1 Site & Application Site under both Proposed Scenarios when compared to Baseline Scenario. Moreover, it is observed that wake zone at the southern portion of Wing Kei Tsuen under the Proposed Scenario 2 is slightly larger than that of the Proposed Scenario 1, due to additional blockage by proposed development at OU(CDWRA)1 Site. However, the proposed building separation within the Application Site and building separation within OU(CDWRA)1 Site would facilitate E/W wind penetration to improve the overall ventilation performance at the surrounding area under Proposed Scenario 2. Therefore, the ventilation performance at the major pedestrian accessible area would be comparable between the Proposed Scenario 2 and Baseline Scenario under summer wind condition.

		
Baseline Scenario	Proposed Scenario 1	Proposed Scenario 2

4.6 Directional Analysis

NNE Wind

		
Baseline Scenario	Proposed Scenario 1	Proposed Scenario 2

4.6.1 From the spatial average VR results in **Appendix 5**, the Proposed Scenario 2 have slightly lower SVR and comparable LVR when compared to the Baseline Scenario. For the Proposed Scenario 1, it has slightly higher SVR and comparable LVR when compared to the Baseline Scenario and the Proposed Scenario 2.

4.6.2 Under the Baseline Scenario, NNE wind flow atop the low-rise buildings at the Application Site, the OU(CDWRA)1 Site and further reach the downward areas including Pok Wai South Road, Kam Tin River and Yuen Long Bypass Floodway Engineered Wetland. Thus, a slightly higher VR downwind of the Application Site is observed when compared to the two Proposed Scenarios.

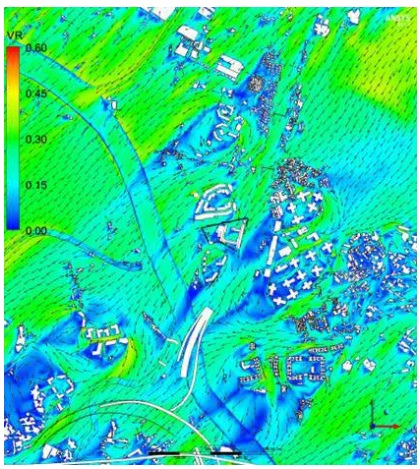
4.6.3 Regarding the Proposed Scenario 1, the building blocks under the Application Site aligned along the E/W direction would block NNE wind flow towards the relocated soy sauce factory, the reserved school site and south-western side of the Application Site which result in a lower VR when compared with the Baseline Scenario. It is observed that the building separation between Application Site & OU(CDWRA)1 Site can facilitate wind penetration as it has relatively higher VR among the area. Moreover, T6 and T1 in the Application Site provide setback from the wind corridor along San Tam Road. It

resulted in air ventilation improvement along that pedestrian road when compared to Baseline Scenario.

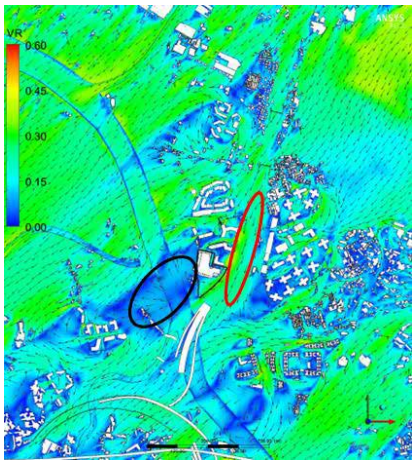
4.6.4 Under the Proposed Scenario 2, the proposed E/W oriented high-rise building blocks at the OU(CDWRA)1 Site would block the NNE wind flow to reach Application Site. Together, the proposed high-rise buildings at Application Site would further block the NNE wind flow towards the downward areas including Nam Sang Wai Road and Yuen Long Bypass Floodway Engineered Wetland. Therefore, a larger wake area is observed at the downward area when compared to the Baseline Scenario and the Proposed Scenario 1. Slightly worse ventilation performance at Application Site is observed when compared to the Baseline Scenario.

4.6.5 On the other hand, the proposed building blocks of the Application Site under the Proposed Scenario 1 and the Proposed Scenario 2 would divert wind penetration to along San Tam Road and Castle Peak Road-Tam Mi, which would result in higher VRs at that area when compared with the Baseline Scenario. In addition, the building separations at T11/T20 and T17/T18 of the OU(CDWRA)1 Site is found with slightly higher VR than Baseline Scenario.

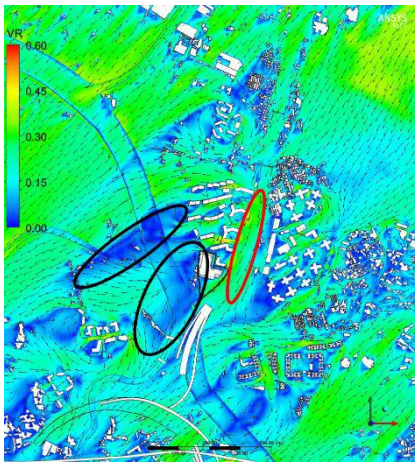
NE Wind



Baseline Scenario



Proposed Scenario 1



Proposed Scenario 2

4.6.6 From the spatial average VR result table in **Appendix 5**, it is observed that the Proposed Scenario 2 has relatively higher SVR and comparable LVR when compared to the Baseline Scenario. For the Proposed Scenario 1, the SVR and LVR are comparable when compared to the Proposed Scenario 2. For both Proposed Scenario, they would have slightly higher SVR and comparable LVR when compared with the Baseline Scenario.

4.6.7 Under NE prevailing wind, wind would pass through the low-rise buildings of the OU(CDWRA)1 Site, the Application Site and its surrounding areas under the Baseline Scenario. Thus, a slightly higher VR is observed at Application Site, the existing soy sauce factory, Pok Wai South Road and Kam Tin River when compared to the two Proposed Scenarios.

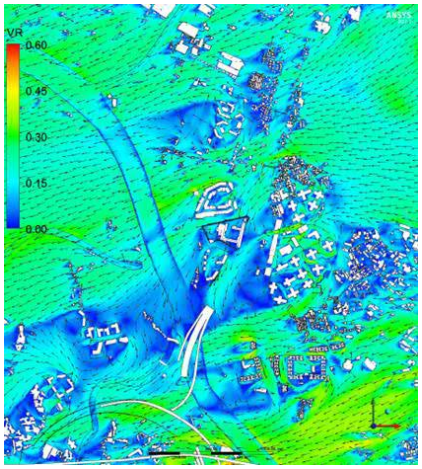
4.6.8 Under the two Proposed Scenarios, high-rise building blocks of the Application Site would block wind flow towards southwest. Thus, lower VRs (dark circle) are observed along Pok Wai South Road, Kam Tin River and Yuen Long Bypass Floodway Engineered Wetland when compared to the Baseline Scenario.

4.6.9 On the other hand, the proposed building blocks of the Application Site under the Proposed Scenarios would divert the wind penetration along San Tam Road and San

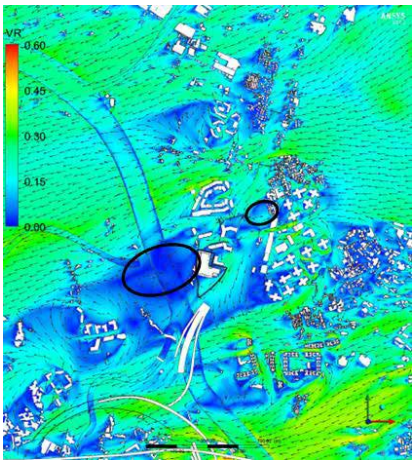
Tin Highway, which would result in higher VR at that area when compared with the Baseline Scenario. In addition, there is more wind flow along the building separation between the OU(CDWRA)1 Site & Application Site towards Kam Tin River when compared with the Baseline Scenario.

4.6.10 Under the Proposed Scenario 2, high-rise buildings proposed at the OU(CDWRA)1 Site and the Application Site would create a larger wake area at the western side of the OU(CDWRA)1 Site when compared with the Baseline Scenario and the Proposed Scenario 1. However, higher VRs can be found to the east of the Application Site. Moreover, the better ventilation performance along the pedestrian roads such as San Tam Road and Castle Peak Road-Tam Mi is found as the NE wind would penetrate through the proposed building separations within the OU(CDWRA)1 Site and within the Application Site and would facilitate air ventilation to the surrounding area. In general, the proposed mitigation measures under the Proposed Scenario 2 would provide better air ventilation along the pedestrian roads at the east of the Application Site when compared to Baseline Scenario and Proposed Scenario 1 despite wake area is observed in the west of the Application Site.

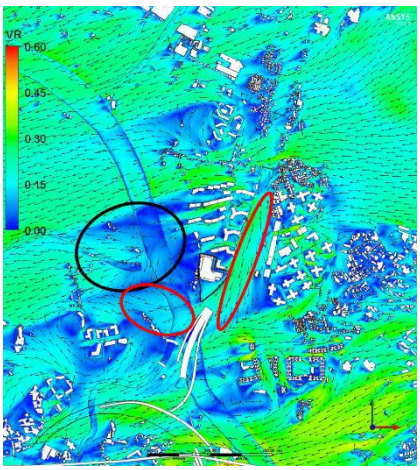
ENE Wind



Baseline Scenario



Proposed Scenario 1



Proposed Scenario 2

4.6.11 From the spatial average VR result table in **Appendix 5**, the Proposed Scenario 1 would have comparable SVR and LVR when compared with the Baseline Scenario under ENE wind, while the Proposed Scenario 2 would have slightly higher SVR and LVR when compared with the Baseline Scenario.

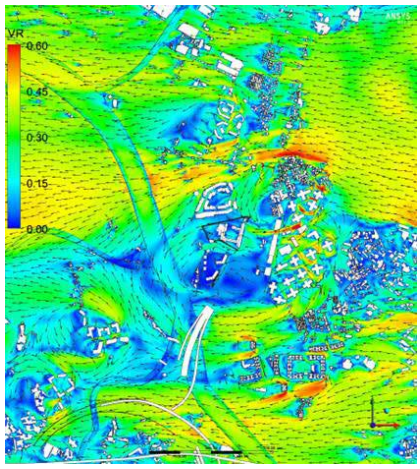
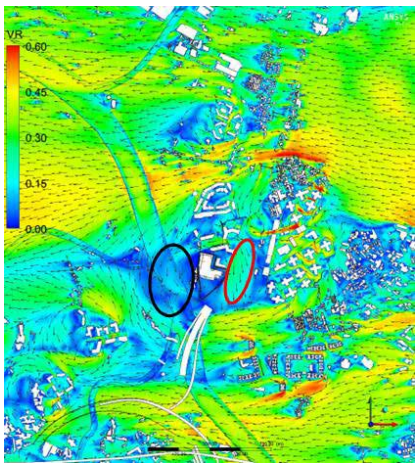
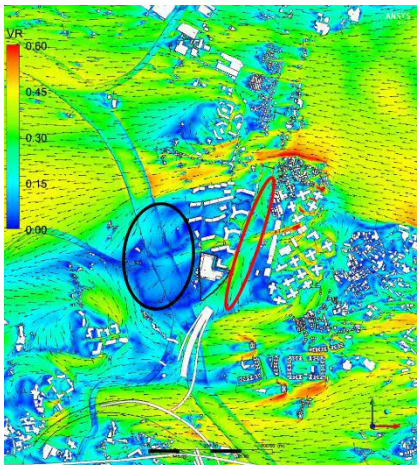
4.6.12 Under ENE prevailing wind, wind would pass through the building separations between the OU(CDWRA)1 Site & the existing soy sauce factory, and between the existing soy sauce factory & the southern part of the Application Site towards the surrounding areas under the Baseline Scenario. Thus, a slightly higher VR is observed at two building separations under the Baseline Scenario. It is also observed that a stagnant zone is located at the southwest of Sha Po Public Housing Site. Moreover, relatively low VR is observed at the southwestern part of the assessment area.

4.6.13 Under the two Proposed Scenarios, high-rise building blocks of the Application Site would block ENE wind flow towards southwest on the downwind side of the relocated soy sauce factory. Thus, a wake area (dark circle) is observed near Kam Tin River and Yuen Long Bypass Floodway Engineered Wetland. On the other hand, more portion of ENE wind is diverted to flow through the building separation between Application Site & OU(CDWRA)1 Site and the building separation within the Application Site in Proposed

Scenario 1. Moreover, it is observed that a section of San Tin Highway to the east of the Application Site is of lower VR as some portion of ENE wind downwash at the pedestrian level disturbs the flow after hitting the building blocks of the Application Site.

4.6.14 Under the Proposed Scenario 2, the proposed high-rise building blocks at the OU(CDWRA)1 Site would further block some portion of ENE reaching Kam Tin River and Yuen Long Bypass Floodway Engineered Wetland. Therefore, some more wake area to the west of OU(CDWRA)1 Site is observed when compared to the Baseline Scenario and the Proposed Scenario 1. On the other hand, high-rise building block at OU(CDWRA)1 Site would divert ENE wind flow through the building separation between the Application Site & OU(CDWRA)1 Site and further towards Pok Wai South Road. On the other hand, with the adjusted building blocks of OU(CDWRA)1 Site and Application Site in Proposed Scenario 2, it would divert more wind flow along San Tam Road and Castle Peak Road. It resulted in higher VR along these pedestrian roads when compared to the Baseline Scenario. Moreover, it is appeared that the VRs at the building separations within the OU(CDWRA)1 Site and within the Application Site are slightly higher to facilitate more ENE wind penetration towards its downwind area. It is expected there is no overall adverse air ventilation issue despite the wake area is observed on downwind side.

E Wind

		
Baseline Scenario	Proposed Scenario 1	Proposed Scenario 2

4.6.15 Under E wind condition, according to the predicted VRs shown in **Appendix 5**, the Proposed Scenario 1 has slightly higher SVR and comparable LVR when compared with the Baseline Scenario. For the Proposed Scenario 2, it would have slightly higher SVR and LVR when compared to the Proposed Scenario 1 and Baseline Scenario.

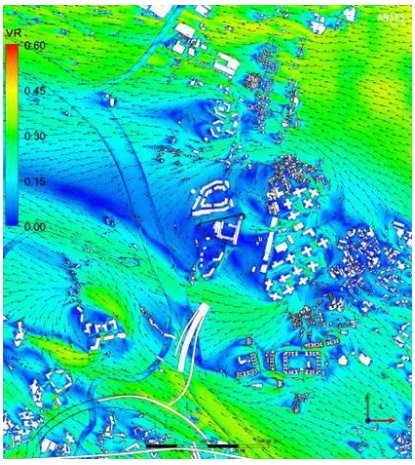
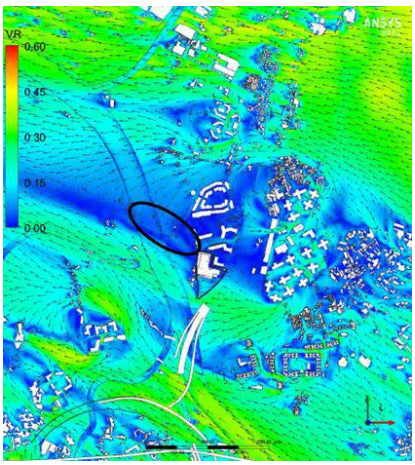
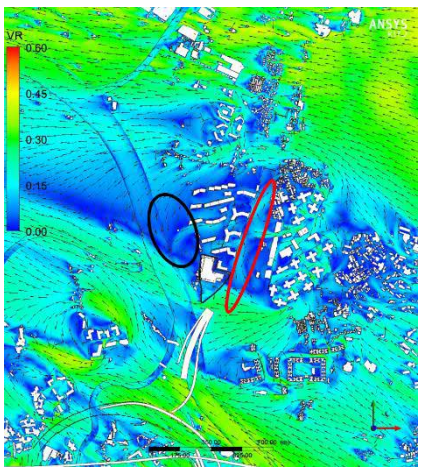
4.6.16 According to the contour plot of prevailing E wind, the VRs are high in three Scenarios along San Tin Highway and northern side of the OU(CDWRA)1 Site including Wing Kei Tsuen. Under the Baseline Scenario, the incoming E wind flow atop the low-rise of building blocks at Mo Fan Heung, the Application Site and the OU(CDWRA)1 Site towards Pok Wai South Road and its surroundings. It is observed that the building separation within the Application Site would facilitate E wind penetration towards the downwind area. It is observed that a wake zone is located at the west side of Sha Po Public Housing Site.

4.6.17 For the two Proposed Scenarios, the building disposition and building blocks with higher building height of the Application Site would block some portion of wind to the western

side of the Application Site despite that building separation is provided. A wake area (dark circle) is found near Kam Tin River, Pok Wai South Road and Yuen Long Bypass Floodway Engineered Wetland. The building blocks of the Application Site aligned along the E/W direction would facilitate some portion of E wind flow from the eastern side to the western side of the Application Site to mitigate the situation to some extent. Especially, there is more portion of E wind flow along the building separation between the Application Site & OU(CDWRA)1 Site. On the other hand, some portion of E wind would be diverted to flow along San Tam Road and Castle Peak Road-Tam Mi to provide ventilation to the southeastern side of the Application Site. Thus, the southern side of San Tam Road and Castle Peak Road-Tam Mi under Proposed Scenario 1 have better ventilation performance when compared to Baseline Scenario.

4.6.18 Under the Proposed Scenario 2, the proposed building blocks at the OU(CDWRA)1 Site would further block some portion of E wind from reaching Kam Tin River and Yuen Long Bypass Floodway Engineered Wetland. Therefore, a larger wake area is observed when compared to the Baseline Scenario and the Proposed Scenario 1. High-rise buildings are proposed at OU(CDWRA)1 Site would create a larger wake area at western side of OU(CDWRA)1 Site under the Proposed Scenario 2 when compared with the Proposed Scenario 1. The building separation within the Application Site under Proposed Scenario 2 is aligned with the direction of E wind. Therefore, the VR at the open space and building separation under Proposed Scenario 2 would be higher. Besides, the VR along San Tam Road and Castle Peak Road-Tam Mi is even better in Proposed Scenario 2 due to diversion of flow. Overall speaking, ventilation performance for Proposed Scenario 2 is comparable with Baseline Scenario and Proposed Scenario 1.

ESE Wind

		
Baseline Scenario	Proposed Scenario 1	Proposed Scenario 2

4.6.19 The Application Site is on downwind side of Sha Po Public Housing Site and is therefore subject to lower wind availability. From the spatial average VR result table in **Appendix 5**, it is observed that Proposed Scenario 2 would have slightly lower SVR and comparable LVR when compared to the Baseline Scenario. For the Proposed Scenario 1, slightly lower SVR and comparable LVR are observed when compared to the Proposed Scenario 2, while Proposed Scenario 1 would have slightly lower SVR and comparable LVR when compared to the Baseline Scenario.

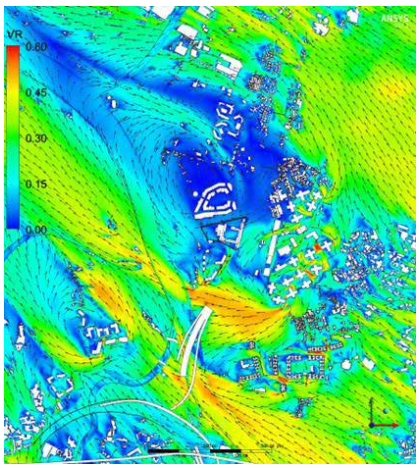
4.6.20 Under the Baseline Scenario, ESE wind would flow towards the Application Site through Mo Fan Heung and Sha Po Public Housing Site. The high rise building of Sha Po Public Housing Site and the proposed Au Tau Station are altering the prevailing ESE wind to

flow towards the Proposed Development. Some portion of ESE wind is diverted towards the northern side of OU(CDWRA)1 Site. Thus, a slightly higher VR is observed at the section of Castle Peak Road-Tam Mi (to the northeast of the Application Site) and the building separation between Application Site & OU(CDWRA)1 Site when compared to the two Proposed Scenarios. Wake area is generally found at the immediate vicinity of the Application Site under the Baseline Scenario as the incoming ESE wind would be diverted by high-rise building towers of the Sha Po Public Housing Site. The wind environment is relatively worse when compared with other prevailing wind condition.

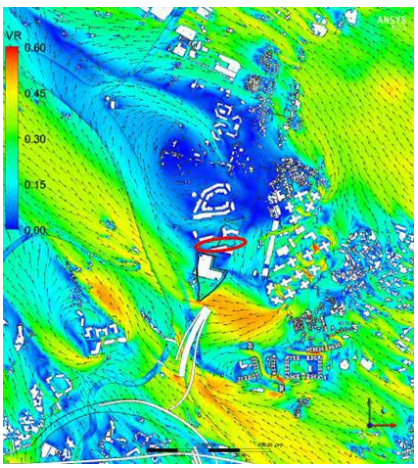
4.6.21 Under Proposed Scenario 1, it appears that the building separation would be able to facilitate some portion of ESE wind to penetrate across the Application Site. However, higher building height of the Application Site would block ESE wind flow to the western side of the Application Site. A wake area (dark circle) is found near Kam Tin River and the west side of the Application Site. In general, the overall wind environment and wind flow pattern are comparable between the Proposed Scenario 1 and Baseline Scenario.

4.6.22 For the Proposed Scenario 2, high-rise buildings are proposed at the OU(CDWRA)1 Site and would block some portion of ESE wind from reaching the downwards areas. A wake area is observed at the western side of the OU(CDWRA)1 Site. The building blocks of T3 and T12 of the OU(CDWRA)1 Site are aligned with E/W wind direction under the Proposed Scenario 2 which would facilitate some ESE wind to flow towards the western side and Kam Tin River. Furthermore, the building separation between the Application Site & OU(CDWRA)1 Site would further facilitate ESE wind flow. Thus, higher VRs along this building separation and west side of the Application Site is observed when compared with the Proposed Scenario 1. It is appeared that the wind availability along San Tam Road and Castle Peak Road-Tam Mi are relatively higher under Proposed Scenario 2 as the building at OU(CDWRA)1 Site would divert more portion of ESE wind towards the north of Castle Peak Road-Tam Mi and San Tam Road. Thus, the VR along the pedestrian road is relatively higher when compared with other two Scenarios. As a result, the wind availability for all three Scenarios is comparable under ESE wind condition, no adverse air ventilation issue is anticipated.

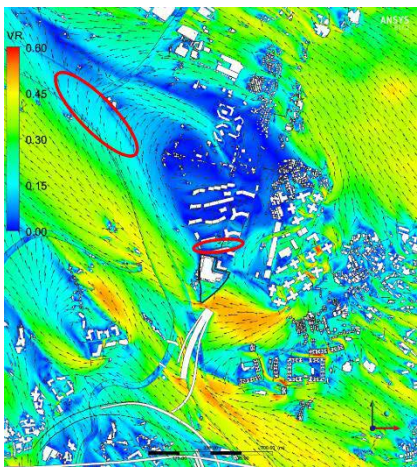
<u>SE Wind</u>



Baseline Scenario



Proposed Scenario 1



Proposed Scenario 2

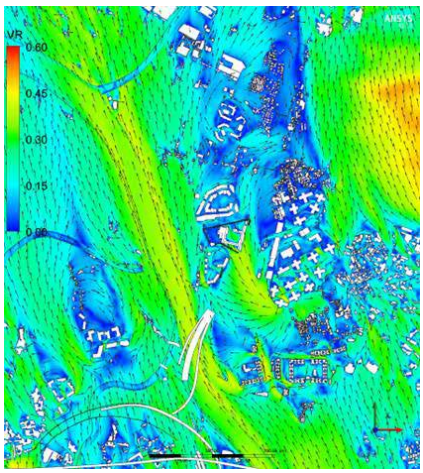
4.6.23 From the spatial average VR result table in **Appendix 5**, it is observed that two Proposed Scenarios have lower predicted SVR when compared to the Baseline Scenario, while the Baseline Scenario has slightly higher LVR and comparable LVR when compared to the Proposed Scenario 1 and 2 respectively.

4.6.24 Under the Baseline Scenario, wake areas (dark circle) are found at the downward side of the Application Site and the OU(CDWRA)1 Site, which would result in lower ventilation performance in Wing Kei Tsuen. On the other hand, wake area also appeared at the area next to Pok Wai South Road and Application Site. It is observed that the building blocks from Sha Po Public Housing Site mainly divert the SE wind towards west. Therefore, the ventilation performance along San Tam Road and Castle Peak Road-Tam Mi behind it are slightly impacted.

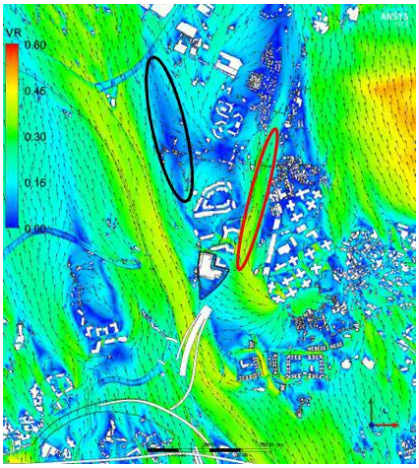
4.6.25 Under the Proposed Scenario 1, stagnant zone is still observed at the northern side of the Application Site due to the wind blockage by the building of Sha Po Public Housing Site and proposed building within the Proposed Development. However, the arrangement of the proposed building blocks would channel some portion of SE wind flow across the Application Site and OU(CDWRA)1 Site. In addition, the proposed building separation within the Application Site would facilitate some portion of SE wind and provide air ventilation at the immediate west of the Application Site and further west of the surrounding area.

4.6.26 Under the Proposed Scenario 2, the less compacted building arrangement allows more SE wind flow through the Application Site. The façade of the proposed development would also channel the incoming wind and thus enhancing wind availability within the Application Site. In addition, some portion of SE wind would flow through the building separation or atop the relocated soy sauce factory within the Application Site and then would reach Pok Wai South Road and Kam Tin River, and Tai Sang Wai South. As such, a slightly better ventilation performance is observed at the western side of the Application Site when compared with the Baseline Scenario.

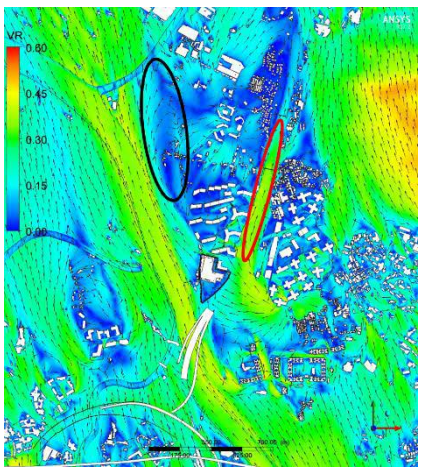
SSE Wind



Baseline Scenario



Proposed Scenario 1



Proposed Scenario 2

4.6.27 From the spatial average VR result table in **Appendix 5**, the Proposed Scenario 2 has comparable SVR and LVR when compared to the Baseline Scenario. For the Proposed Scenario 1, it would have slightly higher SVR and comparable LVR when compared to the Baseline Scenario and the Proposed Scenario 2.

4.6.28 The ventilation performance at the west side of the assessment area including Kam Tin River, Nam Sang Wai Road, and Pok Wai South Road is relatively higher than other prevailing wind direction for all three Scenarios. The overall ventilation performance under Baseline Scenario would be slightly better under prevailing SSE wind condition. Under the Baseline Scenario, similar as the SE wind direction, more SSE wind would flow atop the low-rise buildings of the Application Site and the OU(CDWRA)1 Site when

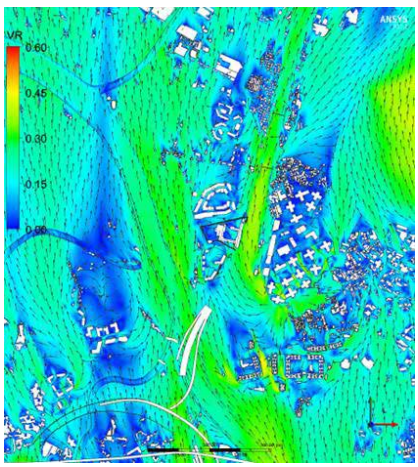
compared to the two Proposed Scenarios. It is observed that there is no significant wake area within the assessment area. However, the ventilation performance at Wing Kei Tsuen is relatively higher than both Proposed Scenarios.

4.6.29 Under the two Proposed Scenarios, a larger wake area (dark circle) is found at the northern side of the assessment area when compared with the Baseline Scenario. Higher building blocks and the building disposition would block SSE wind flow towards the north of the assessment area and its surrounding. However, high-rise building block under the Application Site would divert more SSE wind flow along San Tam Road, San Tin Highway and Castle Peak Road-Tam Mi, which would result in higher VRs at that area when compared with the Baseline Scenario. Besides, the building separation within the Application Site would increase wind permeability and facilitate wind flow towards the west. Thus, area next to Pok Wai South Road has slightly higher VR than Baseline Scenario.

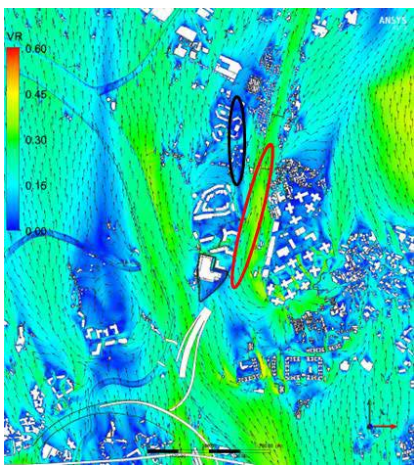
4.6.30 Regarding the Proposed Scenario 2, the building blocks under the Application Site and the OU(CDWRA)1 Site aligned along the E/W direction would facilitate channelled SSE wind to flow towards two sides including Pok Wai South Road and San Tin Highway when compared to the Baseline Scenario. The SSE wind would travel along Kam Tin River instead of flowing towards the north of the assessment area. Thusm relatively ower VR is observed at Wing Kei Tsuen and north of Pok Wai South Road. However, it is appeared that the low VR area is mainly occupied by ponds with low pedestrian access.

4.6.31 In addition, some portion of wind would flow atop the relocated soy sauce factory. On the other hand, more wind would flow through the building separations within Application Site and OU(CDWRA)1 Site to reach its surrounding areas. As such, a slightly better ventilation performance is observed at building separation between the Application Site & OU(CDWRA)1 Site. Moreover, the building disposition in both Proposed Scenarios would divert more wind flow along Castle Peak Road-Tam Mi and San Tam Road than Baseline Scenario. Therefore, the VR along the road is higher under both Proposed Scenarios.

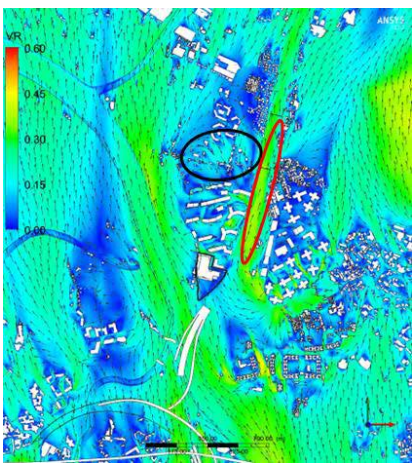
S Wind



Baseline Scenario



Proposed Scenario 1



Proposed Scenario 2

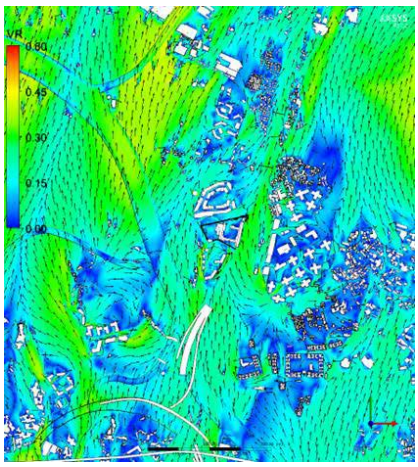
4.6.32 From the spatial average VR result table in **Appendix 5**, Proposed Scenario 2 has comparable SVR and LVR when compared to the Baseline Scenario. For the Proposed Scenario 1, slightly lower SVR and comparable LVR is found when compared to the Baseline Scenario.

4.6.33 Under the Baseline Scenario, S wind flow along Pok Wai South Road, Kam Tin River and San Tin Highway. A wake area is found at the southern side of Wing Kei Tsuen. The building in the Baseline Scenario would allow S wind to circulate through or pass over and continue to facilitate towards the northeastern side and along Castle Peak Road-Tam Mi, and San Tam Road. It is observed that the building blocks in the Baseline Scenario would not alter S wind flow when it is travelling along the major wind corridor such as Pok Wai South Road, Castle Peak Road-Tam Mi, and San Tam Road. The overall wind environment under S wind condition is relatively better among all three Scenarios.

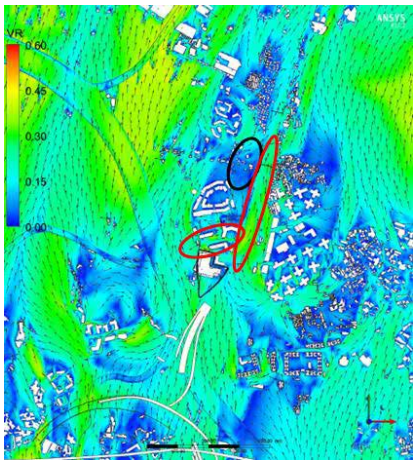
4.6.34 As compared with Baseline Scenario, the VRs along San Tam Road and Castle Peak Road-Tam Mi under two Proposed Scenarios are slightly higher. The building disposition of the building blocks in the Application Site would facilitate more portion of S wind to flow along the roads. On the other hand, higher building height of the building blocks in the Application Site under the two Proposed Scenarios would block some portion of S wind to flow towards the downwind areas including abandoned fishpond or low-rise scattered development at Wing Kei Tsuen. Thus, a slightly lower VR (dark circle) at the north of assessment area is observed in both Proposed Scenarios.

4.6.35 Under the Proposed Scenario 2, the high-rise building blocks of the Application Site and the OU(CDWRA)1 Site would block slightly more S wind from flowing towards the downward areas. Thus, a slightly larger area with lower VR (dark circle) is found under the Proposed Scenario 2 when compared with Proposed Scenario 1. However, the proposed within the Application Site would allow the S wind to circulate through. It is appeared that the VR is relatively higher within the development in Proposed Scenario 2. The ventilation performance of the immediate vicinity and the surrounding of the Application Site is comparable with the Baseline Scenario.

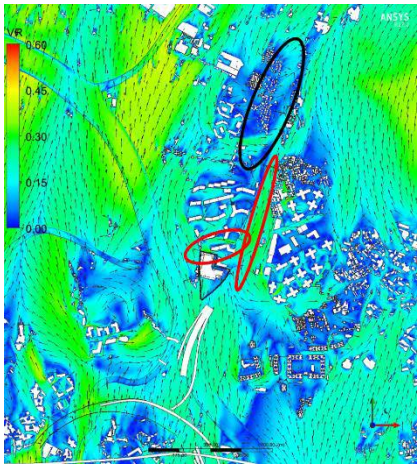
SSW Wind



Baseline Scenario



Proposed Scenario 1



Proposed Scenario 2

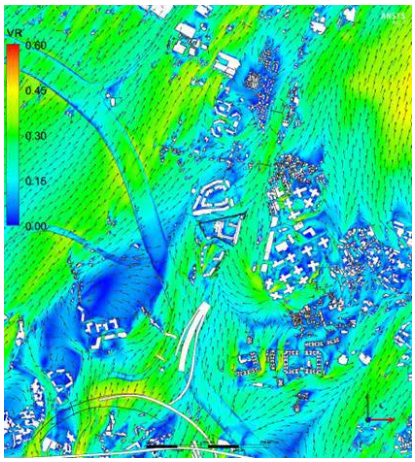
4.6.36 Under SSW wind condition, it is found that there is generally higher wind availability observed near Pok Wai South Road, San Tin Highway and Kam Tin River under three Scenarios. Taking into account the SSW wind results in **Appendix 5**, Proposed Scenario 2 has slightly lower SVR and LVR when compared to Baseline Scenario. For the Proposed Scenario 1, the SVR and LVR are comparable when compared to the Baseline Scenario, while the Proposed Scenario 1 would have slightly higher SVR and LVR when compared to the Proposed Scenario 2.

4.6.37 Under the Baseline Scenario, SSW wind would flow through the building separation within the Application Site & the existing soy sauce factory and then would reach its surroundings. Thus, better ventilation performance is observed especially along the downwind area of Castle Peak Road-Tam Mi. Since more portion of SSW wind would divert along the major wind corridor along San Tam Road and Castle Peak Road, less wind would flow towards the Sha Po Public Housing Site, resulting a wake zone induced at the northern side of the Sha Po Public Housing Site. In addition, the building separations between the Application Site & the existing soy sauce factory would enhance air ventilation at that area when compared to the two Proposed Scenarios. More portion of SSW wind would be facilitated to penetrate from west of the assessment area towards northeast of the Application Site.

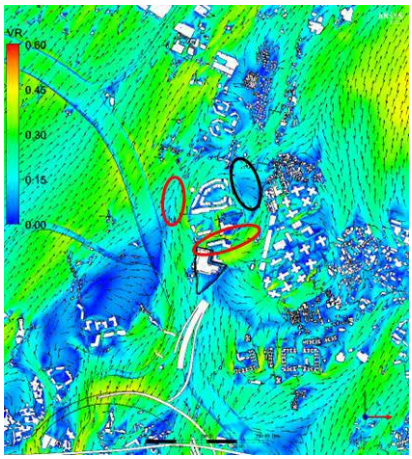
4.6.38 Under the two Proposed Scenarios, wake area (dark circle) is found at the northeastern side of the OU(CDWRA)1 Site when compared with the Baseline Scenario. Higher building blocks and the building disposition of the building blocks of the Application Site would block SSW wind. Thus, a large wake area is found. The higher building blocks of the OU(CDWRA)1 Site under the Proposed Scenario 2 would further block the SSW wind from flowing towards northeast. Therefore, the VRs at the northeast of the Application Site and Mo Fan Heung under the Proposed Scenario 2 are slightly lower when compared to the Proposed Scenario 1.

4.6.39 However, under the Proposed Scenario 2, SSW wind would flow through the building separations between the Application Site & the OU(CDWRA)1 Site and building separation between the T5 of Application Site & adjacent soy sauce factory building to provide wind ventilation to the surroundings. The ventilation performance along San Tam Road and Castle Peak Road-Tam Mi is appeared to be comparable under the Proposed Scenario 2 when compared to the Proposed Scenario 1.

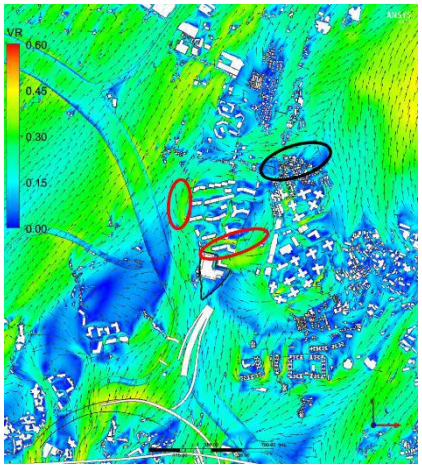
SW Wind



Baseline Scenario



Proposed Scenario 1



Proposed Scenario 2

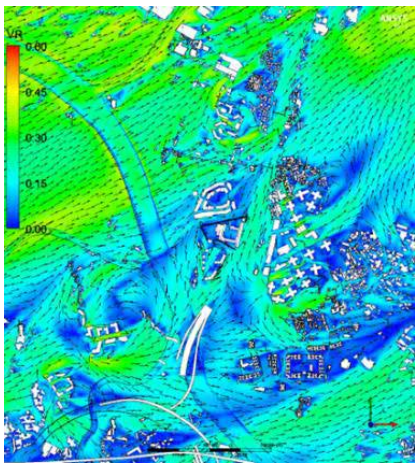
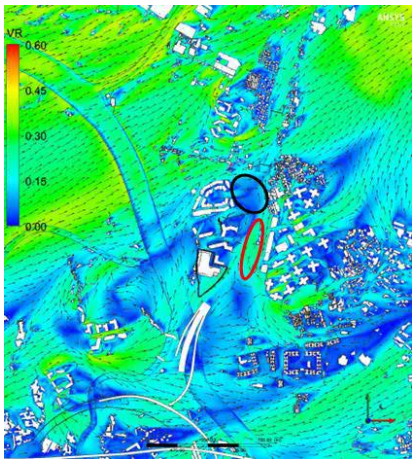
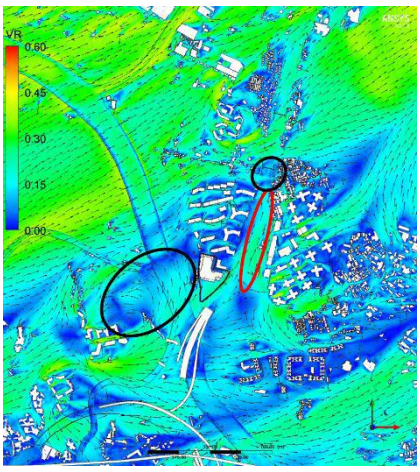
4.6.40 Under SW wind condition, it is found that there is generally higher wind availability observed near Pok Wai South Road and Kam Tin River under three Scenarios. Taking into account the SSW wind results in **Appendix 5**, Baseline Scenario has slightly higher SVR and but slightly lower LVR when compared to the Proposed Scenario 1 and the Proposed Scenario 2. For Proposed Scenario 1, it has comparable SVR and slightly lower LVR is observed.

4.6.41 Under the Baseline Scenario, it is observed that the surrounding development in the southwest of the assessment area is blocking the SW wind to reach the Application

Site. Therefore, large wake area is appeared in the upwind side of the Application Site and OU(CDWRA)1 Site. The SW wind would flow atop the Application Site and the OU(CDWRA)1 Site and reach its surroundings. Better ventilation performance at that area is observed. In addition, more portion of SW wind would flow along the building separation between the Application Site & OU(CDWRA)1 Site when compared to the Proposed Scenario 1 and the Proposed Scenario 2.

4.6.42 Under the two Proposed Scenarios, wake area is found at the northeastern side of the OU(CDWRA)1 Site and Mo Fan Heung when compared with the Baseline Scenario as the higher building blocks and building disposition would alter the incoming SW wind flow. But, extent of impact is lower. Meanwhile, the higher building blocks of the Application Site under the Proposed Scenario 2 would further block the SW wind from flowing towards the downwind area. Therefore, lower VR is observed at Mo Fan Heung under the Proposed Scenario 2. However, the building separation within the Application Site under the Proposed Scenario 2 would effectively facilitate wind penetration. It is observed that the VR within the Application Site and OU(CDWRA)1 Site is relatively higher when compared to Baseline Scenario. In spite of some wake area induced at the northeastern side of the Application Site, the building separation within the Application Site would facilitate SSW wind penetration generally. In addition, under Proposed Scenario 2, it is appeared that the building separation between the residential blocks & proposed school site within the Application Site would facilitate wind penetration towards the major pedestrian roads including San Tam Road and Castle Peak Road-Tam Mi. In comparing with Baseline Scenario, the building orientation in the Application Site would divert the incoming SW wind towards the north, which would improve the ventilation performance along Pok Wai South Road under two Proposed Scenarios.

WSW Wind

		
Baseline Scenario	Proposed Scenario 1	Proposed Scenario 2

4.6.43 From the spatial average VR result in **Appendix 5**, it is observed that Proposed Scenario 2 has slightly higher SVR and comparable LVR when compared with the Baseline Scenario. For the Proposed Scenario 1, it has slightly lower SVR and comparable LVR when compared to the Baseline Scenario and the Proposed Scenario 2.

4.6.44 Similar to the SW wind condition, it is observed that the surrounding development in the southwest of the assessment area is blocking the WSW wind to reach the Application Site and OU(CDWRA)1 Site. Moreover, the WSW wind flow atop the Application Site and the existing soy sauce factory and then would reach its

surroundings. In addition, there is more portion of WSW wind along the building separation between the OU(CDWRA)1 Site & the existing soy sauce factory, and reaching San Tin Highway when compared to the two Proposed Scenarios. Thus, slightly higher VR is observed at the northeastern part of Castle Peak Road – Tam Mi and San Tam Road.

4.6.45 Under the two Proposed Scenarios, wind availability is lower at the northeastern side of the Application Site when compared with the Baseline Scenario. The building separation between the Application Site & OU(CDWRA)1 Site under the Baseline Scenario facilitate more wind penetration along the E/W direction, which allow the WSW wind to later reach the northeastern side of the Application Site. While the building orientation of the development under both Proposed Scenarios can welcome WSW wind to penetrate through, local wake area is observed behind blocks. However, it is observed that the WSW wind would flow through the open space at the south of relocated soy sauce factory to facilitate wind flow along Castle Peak Road – Tam Mi and San Tam Road towards the north of the assessment area. In addition, it is shown that the building separation between the Application Site & OU(CDWRA)1 Site under two Proposed Scenarios would facilitate relatively more wind penetration in the E/W direction than that under Baseline Scenario. It is anticipated that there would be no significant air ventilation issue in the surrounding area under Proposed Scenarios when compared to Baseline Scenario as well.

5. CONCLUSION

5.1.1 The Baseline Scenario, Proposed Scenario 1 (without OU(CDWRA)1 Site) and Proposed Scenario 2 (with OU(CDWRA)1 Site) at the Application Site have been evaluated from an air ventilation standpoint. Scenario 1 is with residential development, reserved school site, relocated soy sauce factory site under Proposed R(E) Site (subject matter of this application). Scenario 2 is, in addition, with residential development and GIC facilities under Proposed OU(CDWRA)1 Site (under separate submission).

5.1.2 According to the Quantitative Assessment results, the annual predicted SVRs for Baseline Scenario, Proposed Scenario 1 and the Proposed Scenario 2 are all 0.15 whereas the summer predicted SVRs are 0.17, 0.16, and 0.16 respectively. This shows that the Baseline Scenario has comparable air ventilation performance at immediate vicinity under annual wind condition when compared to the Proposed Scenario 1 and the Proposed Scenario 2. Under summer wind condition, the Baseline Scenario has slightly better air ventilation performance at immediate vicinity when compared to the Proposed Scenario 1 and Proposed Scenario 2, mainly due to its less building footprint and low-rise nature.

5.1.3 The predicted annual LVRs of the Baseline Scenario, Proposed Scenario 1 and Proposed Scenario 2 are all 0.19 whereas predicted summer LVRs are all 0.18. The above results show that all three Scenarios have comparable ventilation performance of the local area under annual condition and under summer condition.

5.1.4 For annual condition, the VR contour plots (see **Appendix 4**) show that the Proposed Scenario 1 and the Proposed Scenario 2 would have slightly lower VR at the western and northeastern side of the Application Site when compared to Baseline Scenario, including Pok Wai South Road, Pok Wai Road, Kam Tin River, Nam Sang Wai Road, Tung Shing Lei, Yuen Long Bypass Floodway Engineered Wetland, and Wing Kei Tsuen.

5.1.5 Under the Proposed Scenario 1, higher VRs than the Baseline Scenario are observed at San Tam Road, Nam Sang Wai Road, Access Road near Fung Kat Heung, Sha Po Tsuen Road, Yau Pok Road, building separations between T9/T10, T2/T9, and along Eastern building setback.

5.1.6 Under the Proposed Scenario 2, lower VRs are observed at the western side of the OU(CDWRA)1 Site, Wing Kei Tsuen and the wetland when compared to the Baseline Scenario. However, the VR of the building separation within Application Site and building separation between the Application Site & OU(CDWRA)1 Site would be slightly higher under Proposed Scenario 2 when compared with the Baseline Scenario. The Proposed Scenario 2 would have slightly higher VR than Baseline Scenario at San Tam Road, Castle Peak Road-Tam Mi, Mo Fan Heung, Yuen Long Bypass Floodway Engineered Wetland, Anchors Academy and Crescent Green, Yau Pok Road, building separation between T9/T10, T2/T9, and along eastern building setback.

5.1.7 For summer condition, the Proposed Scenario 1 and the Proposed Scenario 2 would have slightly lower VR at the northern side of the Application Site including OU(CDWRA)1 Site and open spaces at southeast of Wing Kei Tsuen when compared with Baseline Scenario.

5.1.8 Under the Proposed Scenario 1, higher VRs than the Baseline Scenario are observed at Pok Wai South Road, Relocated Soy factory portion and School Site, Nam Sang Wai Road, Yuen long Bypass Floodway Engineered Wetland, Park Yoho Venezia, Park Yoho Sicilia, Elite Garden, Yau Pok Road, building separations between T11/T12, T9/T10, T2/T9, and along southern building setback.

5.1.9 Under the Proposed Scenario 2, a slightly lower VR is observed at the western side of the OU(CDWRA)1 Site and Wing Kei Tsuen when compared to the Baseline Scenario.

As observed, improvement is found among the area of the building separation between Application Site & OU(CDWRA)1 Site, and within the Application Site would be higher under Proposed Scenario 2 when compared with the Baseline Scenario. The Proposed Scenario 2 would have slightly higher VR than Baseline Scenario at Pok Wai South Road, OU(CDWRA)1 Site, Nam Sang Wai Road, Yuen Long Bypass Floodway Engineered Wetland, Park Yoho Venezia, Tung Shing Lei, Anchors Academy and Crescent Green, Yau Pok Road, building separation between T9/T10, T2/T9, and along southern building setback.

5.1.10 To conclude, the modelling results show that the Proposed Scenario 1 and Proposed Scenario 2 have generally comparable wind performance at the pedestrian level of the area around the Application Site when compared to the Baseline Scenario. Some portions of wind would flow through the building separation between the Application Site & the OU(CDWRA)1 Site, and the building separations within the Application Site. As such, the ventilation performance within the Application Site and along San Tin Highway would be enhanced under annual and summer wind condition. Overall speaking, there would not have any significant air ventilation impact at the immediate vicinity of the Application Site and its surroundings.

Figures

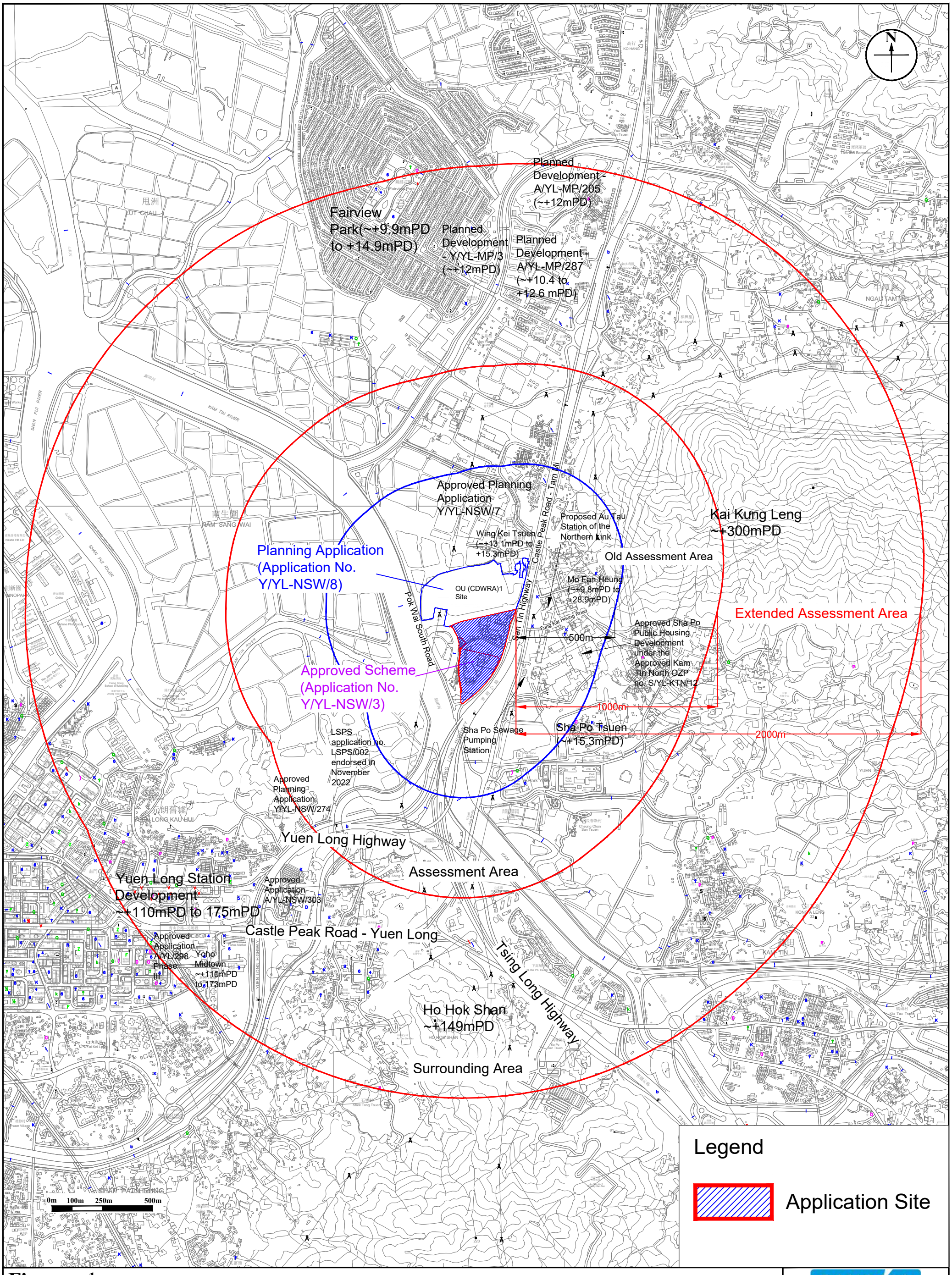
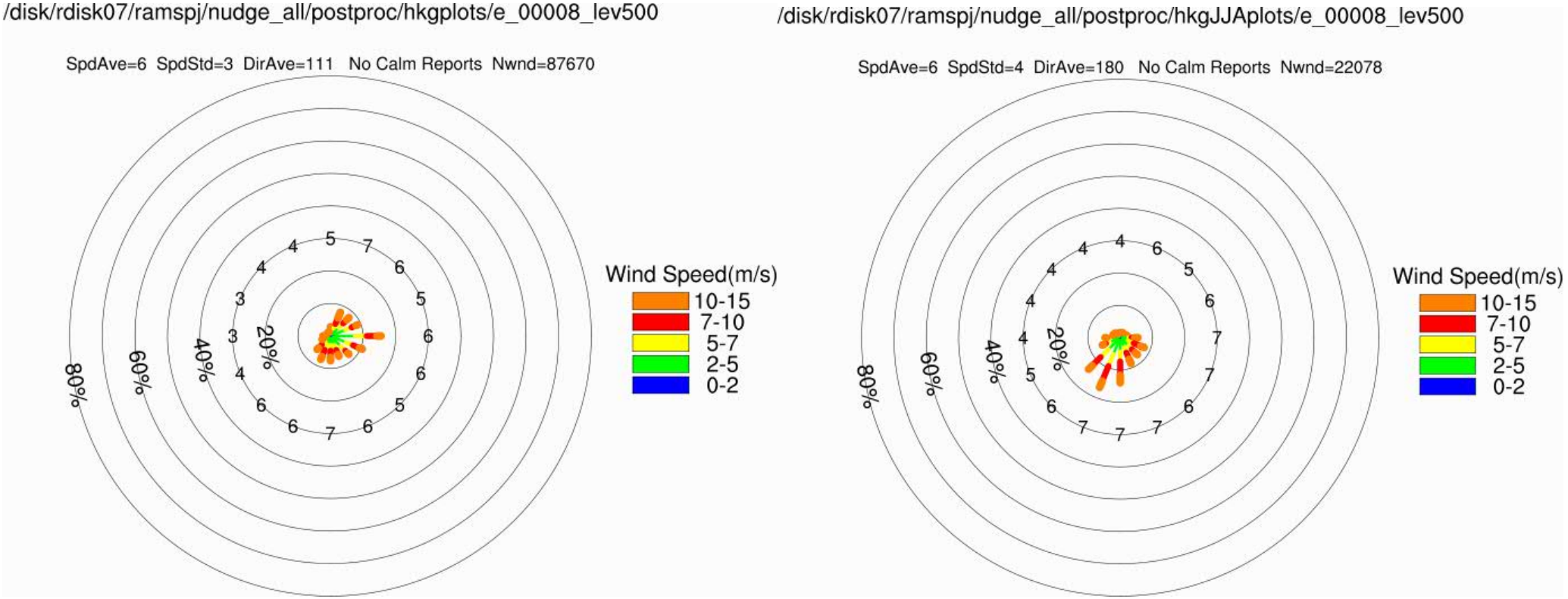


Figure: 1	RAMBOLL
Title: Location of the Application Site and its Environs	Drawn by: AW
Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)”, “OS” and 'Road' Zones to “R(E)” Zone at Lots 1910 RP and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long	Checked by: CC Rev.: 1.7 Date: Aug 2024

Q:\Projects\SHKOUIOSEI00\04 Deliverables\02 AVA Report\01 Figures\R(E) Site\v1.7\Fig 1.dwg



Annual Condition

Summer Condition

Figure: 2	RAMBOLL
Title: Windrose Diagram representing V∞ of the Area under Concern at 500m above ground (X:054, Y:073)	Drawn by: CC Checked by: CC
Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long	Rev.: 1.0 Date: Dec 2021

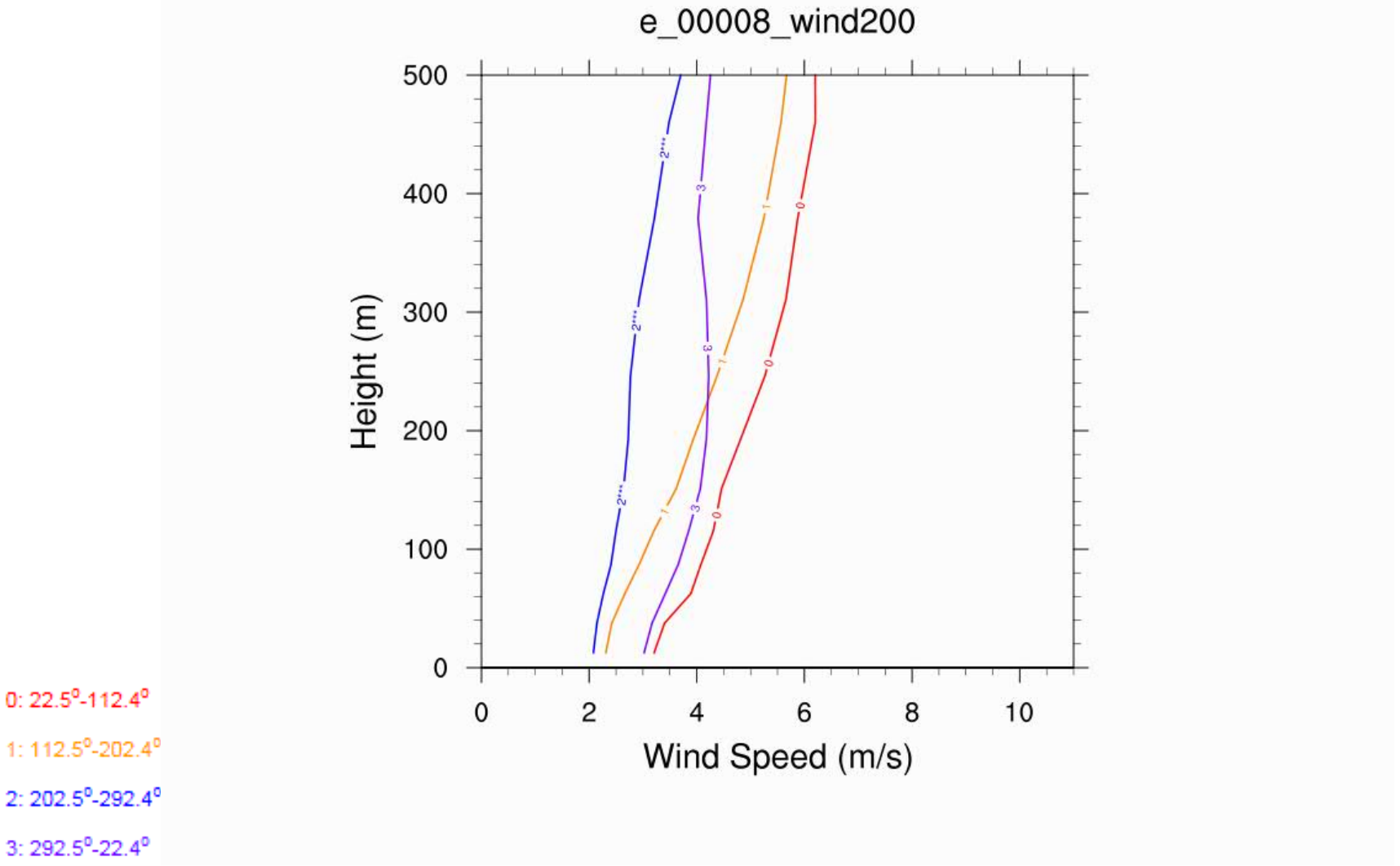


Figure: 3	RAMBOLL
Title: Wind Profile Curve for Grid X:054, Y:073	Drawn by: CC Checked by: CC
Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long	Rev.: 1.0 Date: Dec 2021

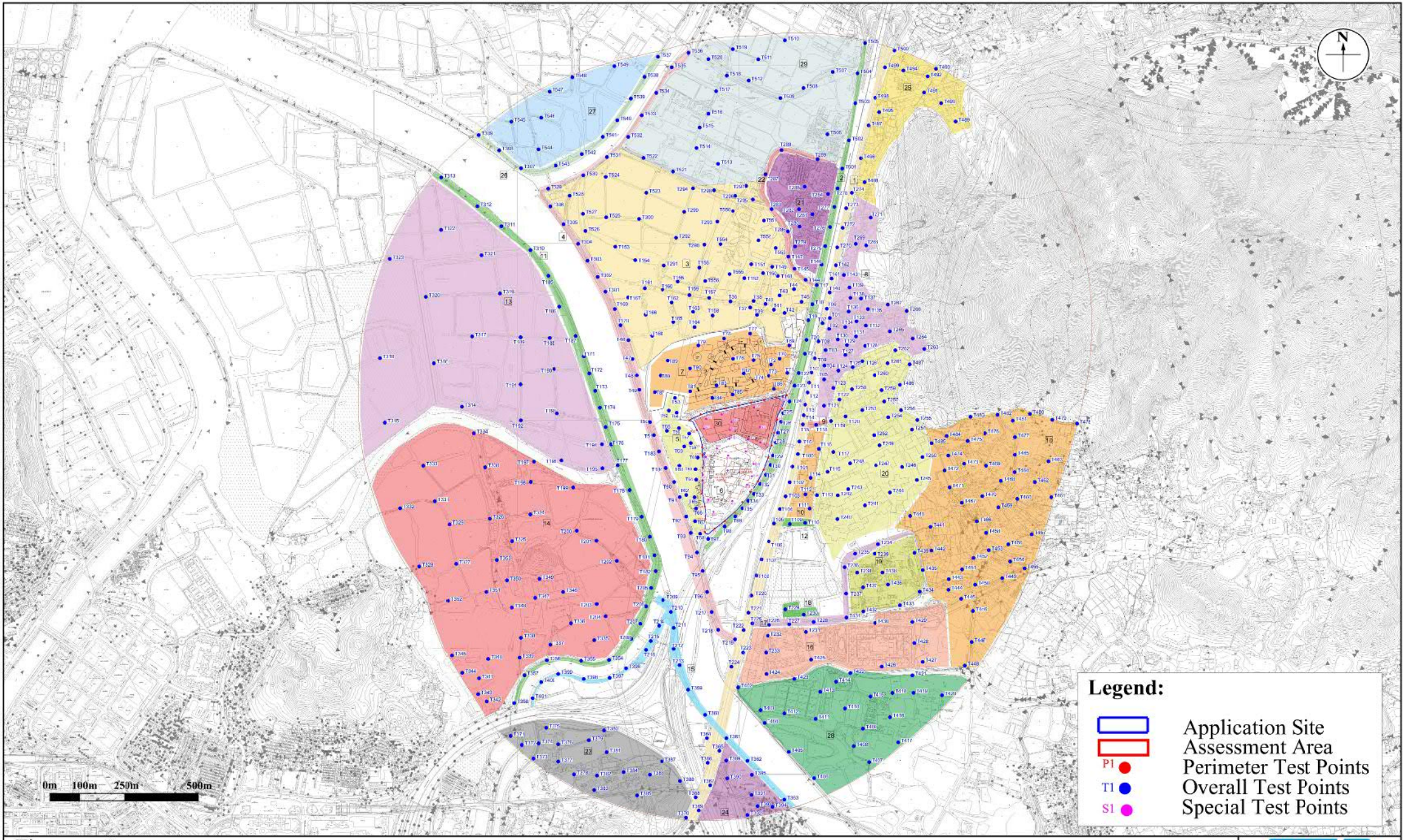


Figure: 4

Title: Test Points Selected for Quantitative Air Ventilation Assessment

Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

RAMBOLL

Drawn by:	AW
Checked by:	CC
Rev.:	1.6
Date:	May 2024

Q:\Projects\SHKOUIOSEI00\04 Deliverables\02 AVA Report\01 Figures\R(E) Site\v1.6\Fig 4_RE.dwg

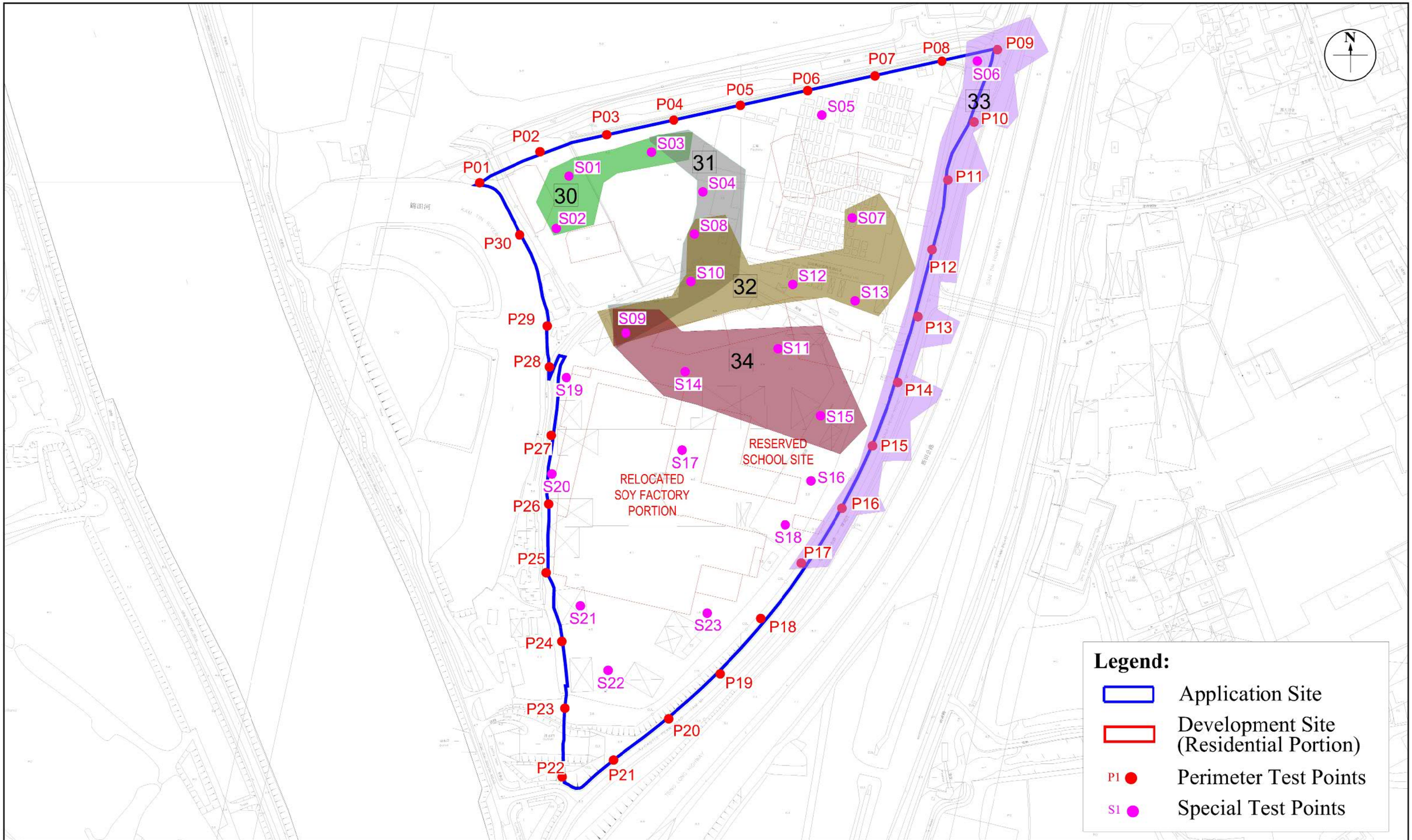
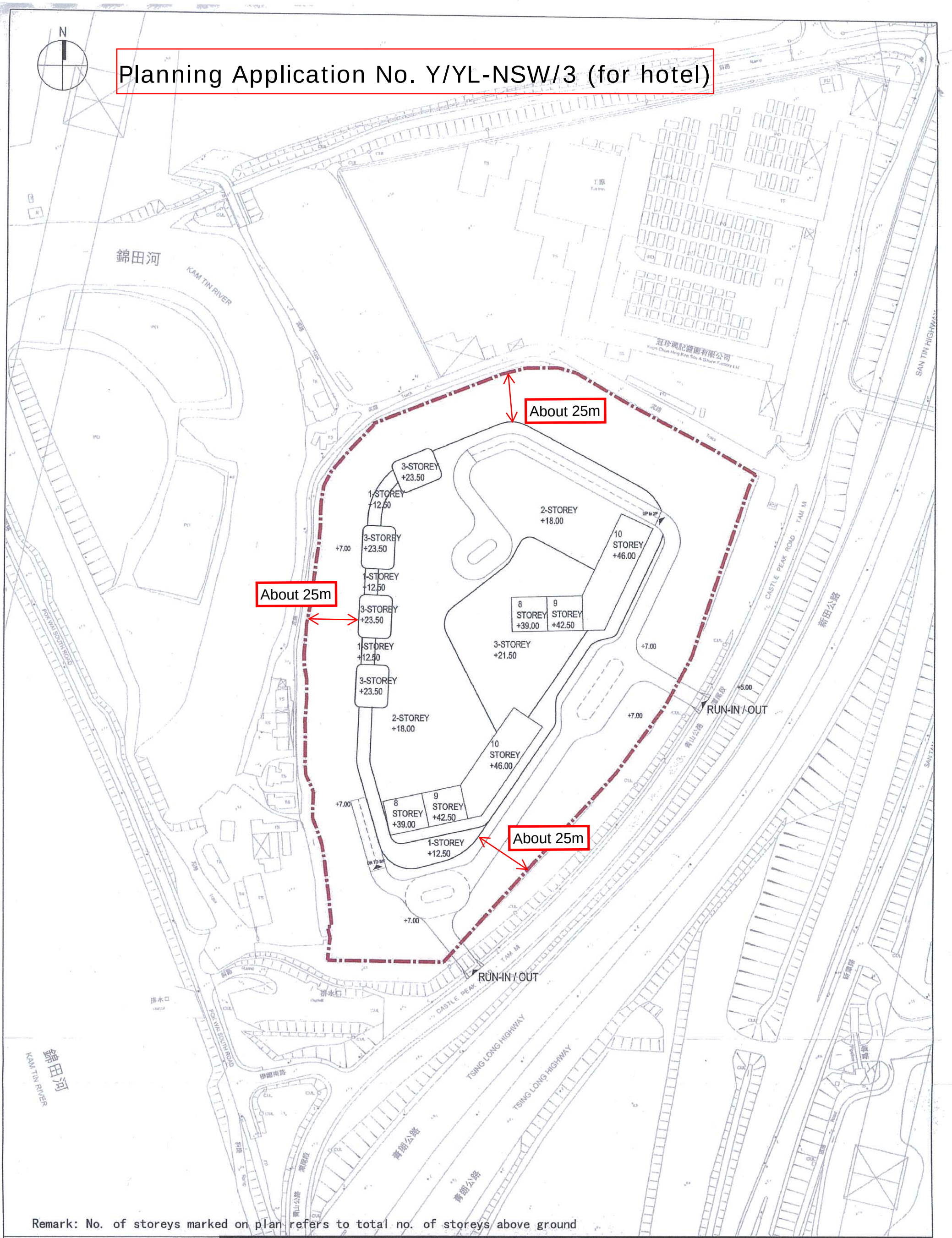


Figure:	4b	RAMBOLL
Title:	Test Points Selected within Application Site	Drawn by: AW Checked by: CC
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long	Rev.: 1.7 Date: Aug 2024

Q:\Projects\SHKOUIOSEI00\04 Deliverables\02 AVA Report\01 Figures\R(E) Site\v1.7\Fig 4_RE_recover.dwg

Appendix 1 Indicative Plan for the Baseline Scenario

Planning Application No. Y/YL-NSW/3 (for hotel)



Remark: No. of storeys marked on plan refers to total no. of storeys above ground

Application Site Boundary

DRAWN BY :	PW
CHECKED BY :	DC
PRINTED DATE :	21/01/2015
SCALE :	1:1500 (A3)

JOB NO.	DRAWING NO.	REV.
J395	MP-01-001	G

DRAWING TITLE

INDICATIVE
MASTER LAYOUT PLAN

PROJECT

Section 12A Application for Proposed Amendments to the Approved Nam Sang Wai Outline Zoning Plan in Support of a Shopping Mall Cum Hotel Development at Lot 1743 CRP (Part) in DD 107, to the South of Wing Kei Tsuen, Yuen Long

AGC DESIGN LTD

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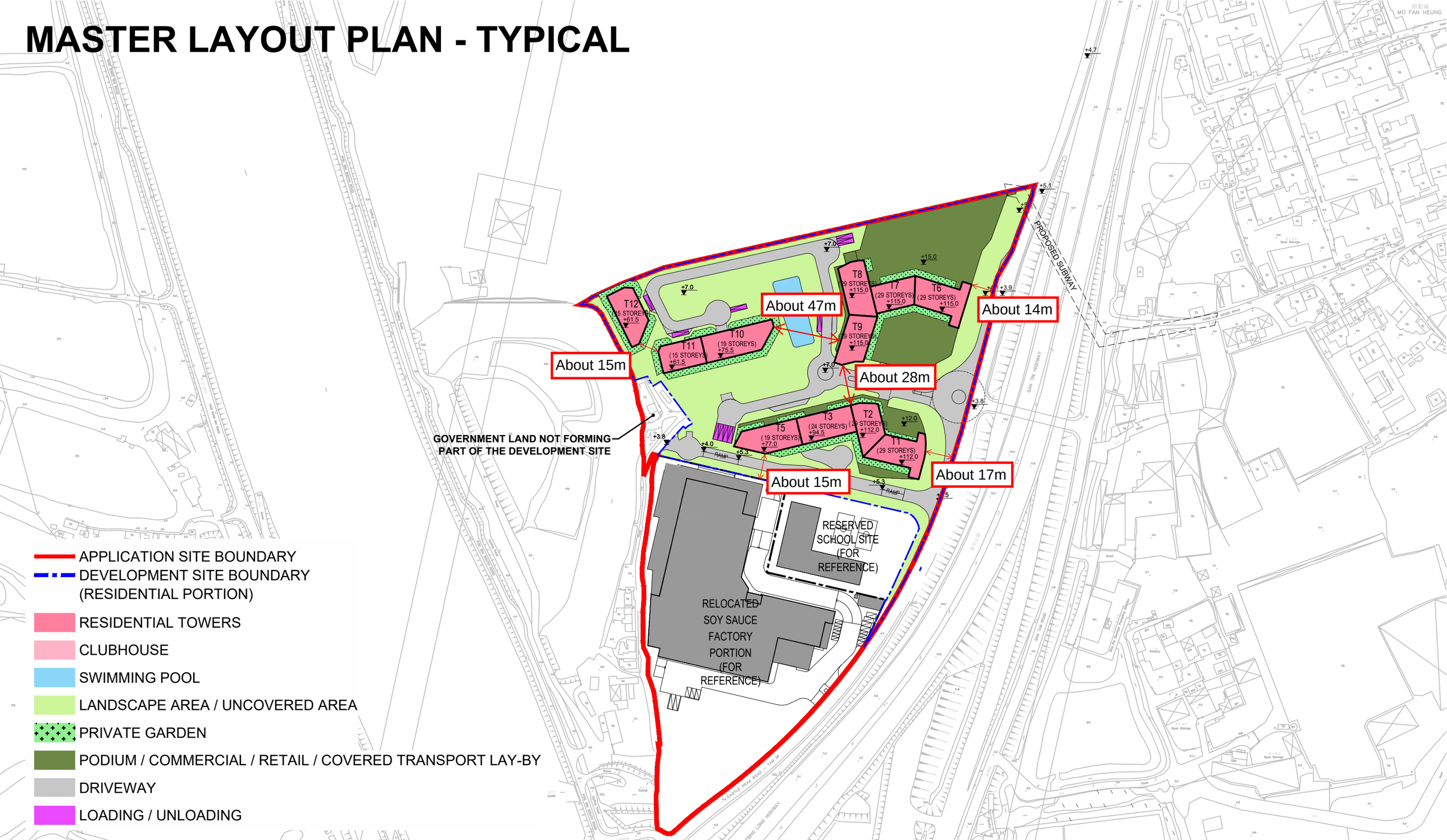
(摘錄自申請人於22.10.2015呈交的進一步資料)
(Extract from Applicant's Further Information Submitted on 22.10.2015)

參考編號 REFERENCE No.	繪圖 DRAWING
Y/YL-NSW/3	Z-1

Appendix 2 Indicative Plan for the Proposed Scenario 1

MASTER LAYOUT PLAN - TYPICAL



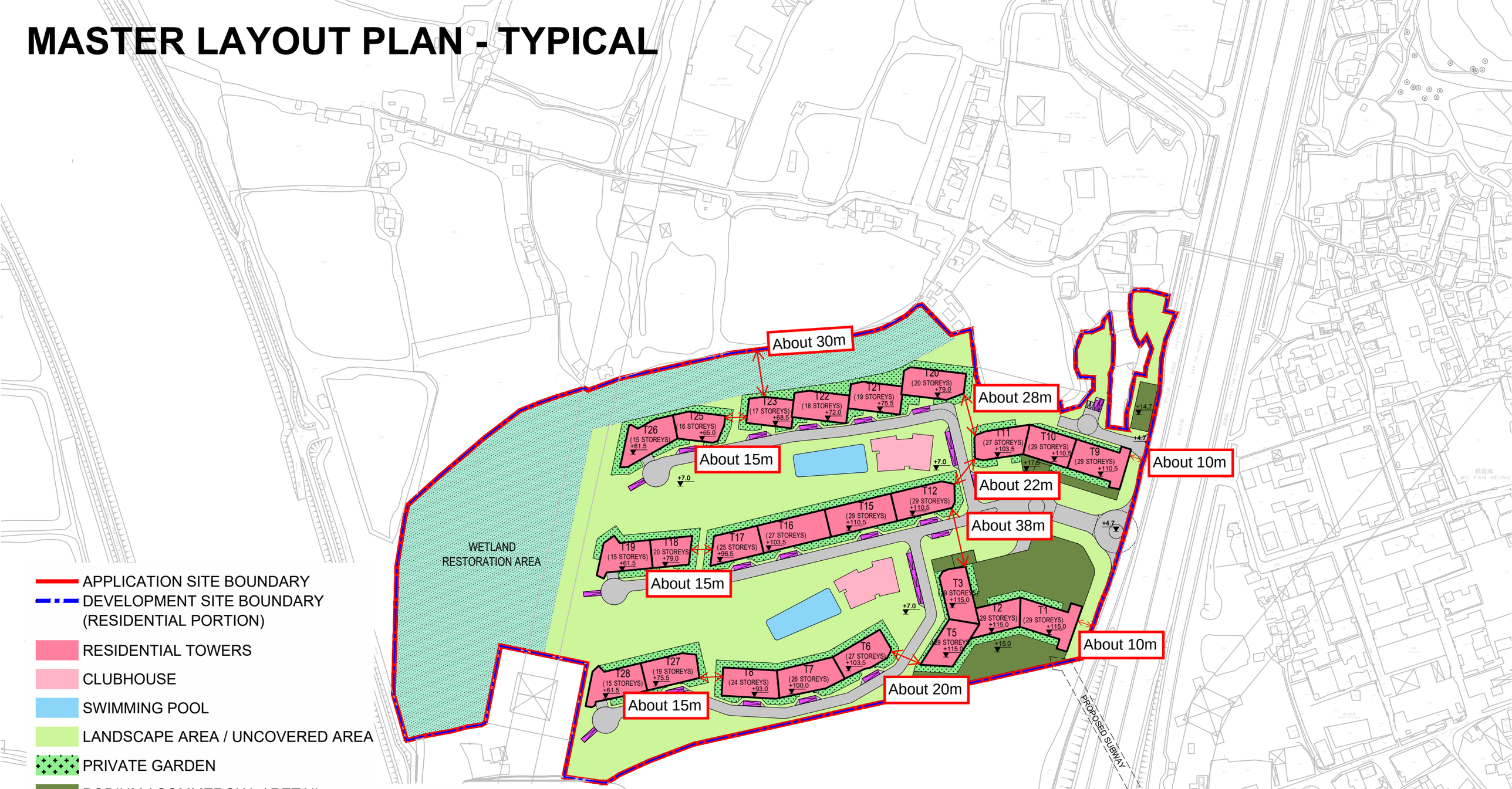
- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY (RESIDENTIAL PORTION)
- RESIDENTIAL TOWERS
- CLUBHOUSE
- SWIMMING POOL
- LANDSCAPE AREA / UNCOVERED AREA
- PRIVATE GARDEN
- PODIUM / COMMERCIAL / RETAIL / COVERED TRANSPORT LAY-BY
- DRIVEWAY
- LOADING / UNLOADING

Remark:
-The proposed building separations and building setbacks are for illustration only.
-The actual building separations and setbacks will be subject to detailed design in later stages after approval of the subject rezoning application

1. All spot levels marked on the building structures (including towers, clubhouse and GIC blocks) refer to the main roof levels.
2. No.of storeys marks on plans show total no.of storeys including towers and podiums, excluding basement(s).
3. "Commercial uses" include 'Eating Place', 'Shop and Services', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, arts school, ballet and other types of schools providing interest/ hobby related courses), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture'

Appendix 3 Indicative Plan for the Proposed Scenario 2

MASTER LAYOUT PLAN - TYPICAL

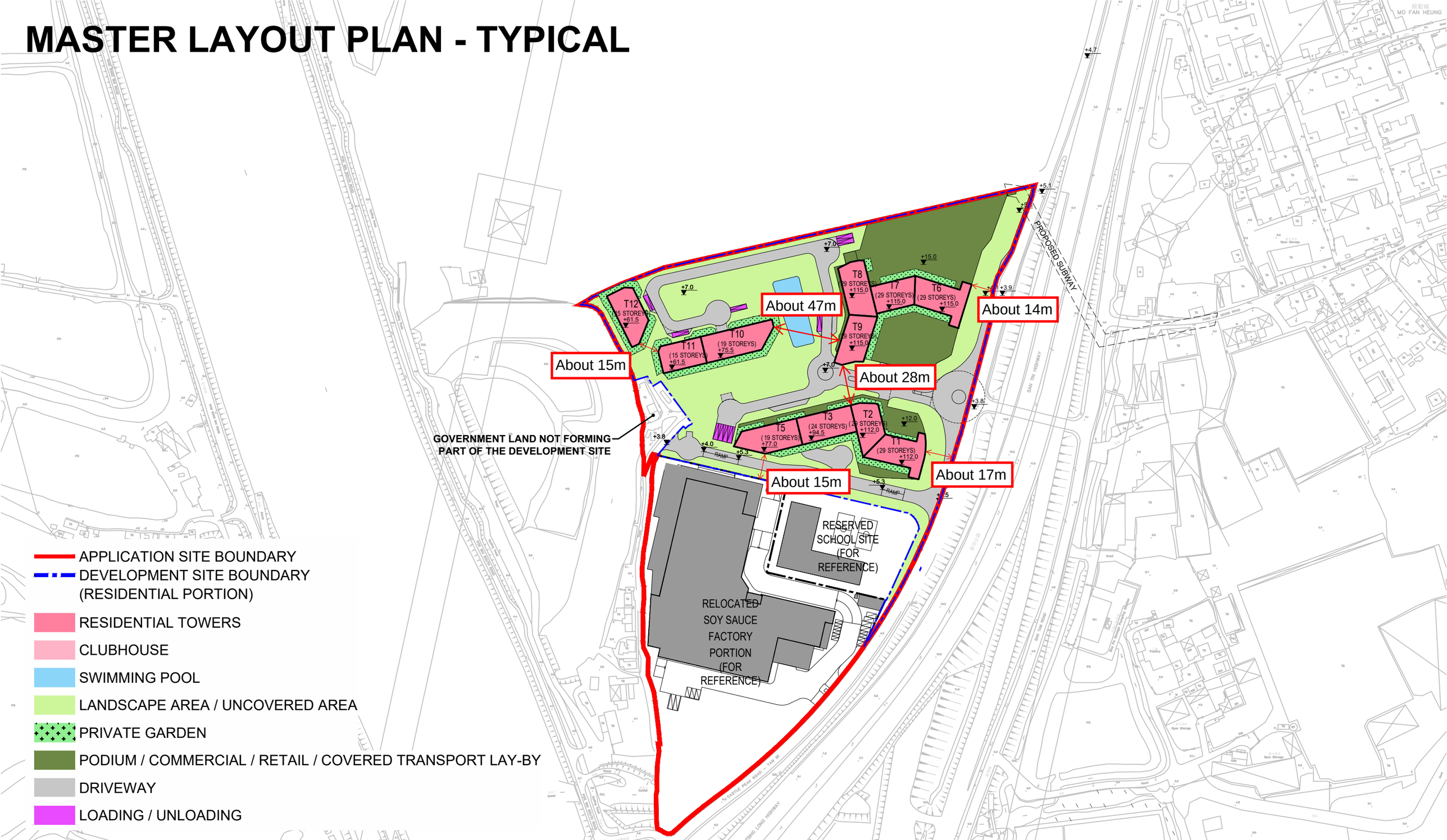


- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY (RESIDENTIAL PORTION)
- RESIDENTIAL TOWERS
- CLUBHOUSE
- SWIMMING POOL
- LANDSCAPE AREA / UNCOVERED AREA
- PRIVATE GARDEN
- PODIUM / COMMERCIAL / RETAIL
- DRIVEWAY
- LOADING / UNLOADING
- WETLAND RESTORATION AREA

Remark:
-The proposed building separations and building setbacks are for illustration only.
-The actual building separations and setbacks will be subject to detailed design in later stages after approval of the subject rezoning application

1. All spot levels marked on the building structures (including towers, clubhouse and GIC blocks) refer to the main roof levels.
2. No.of storeys marks on plans show total no.of storeys including towers and podiums, excluding basement(s).
3. "Commercial uses" include 'Eating Place', 'Shop and Services', 'School' (kindergarten, nursery, language, computer, commercial and tutorial schools, arts school, ballet and other types of schools providing interest/ hobby related courses), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture'

MASTER LAYOUT PLAN - TYPICAL



- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY (RESIDENTIAL PORTION)
- RESIDENTIAL TOWERS
- CLUBHOUSE
- SWIMMING POOL
- LANDSCAPE AREA / UNCOVERED AREA
- PRIVATE GARDEN
- PODIUM / COMMERCIAL / RETAIL / COVERED TRANSPORT LAY-BY
- DRIVEWAY
- LOADING / UNLOADING

Remark:
-The proposed building separations and building setbacks are for illustration only.
-The actual building separations and setbacks will be subject to detailed design in later stages after approval of the subject rezoning application

1. All spot levels marked on the building structures (including towers, clubhouse and GIC blocks) refer to the main roof levels.
2. No.of storeys marks on plans show total no.of storeys including towers and podiums, excluding basement(s).
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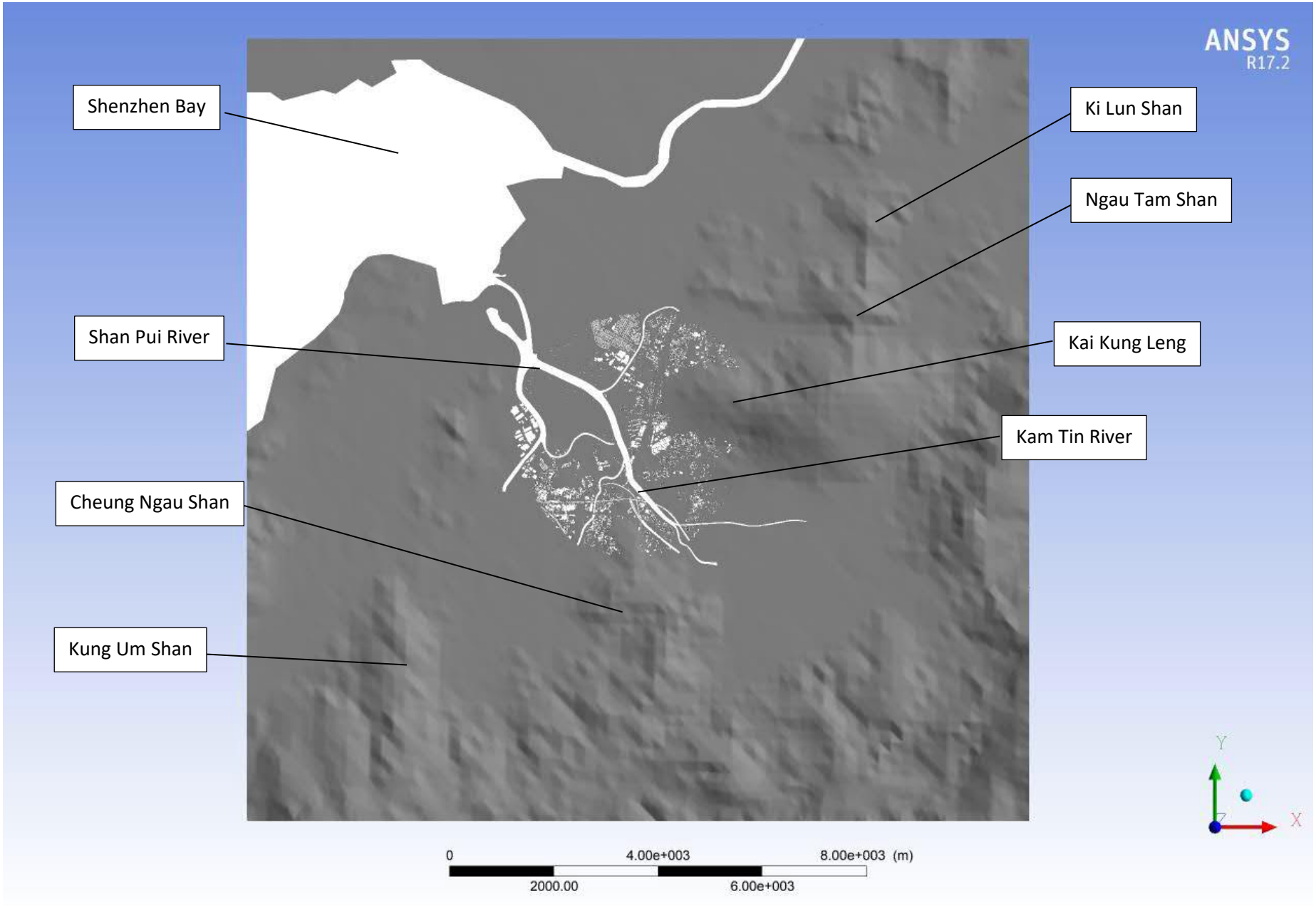
Appendix 4 Captured CFD Models and Wind Velocity Ratio Contour and Vector Plot Result

Appendix 4 – Model views



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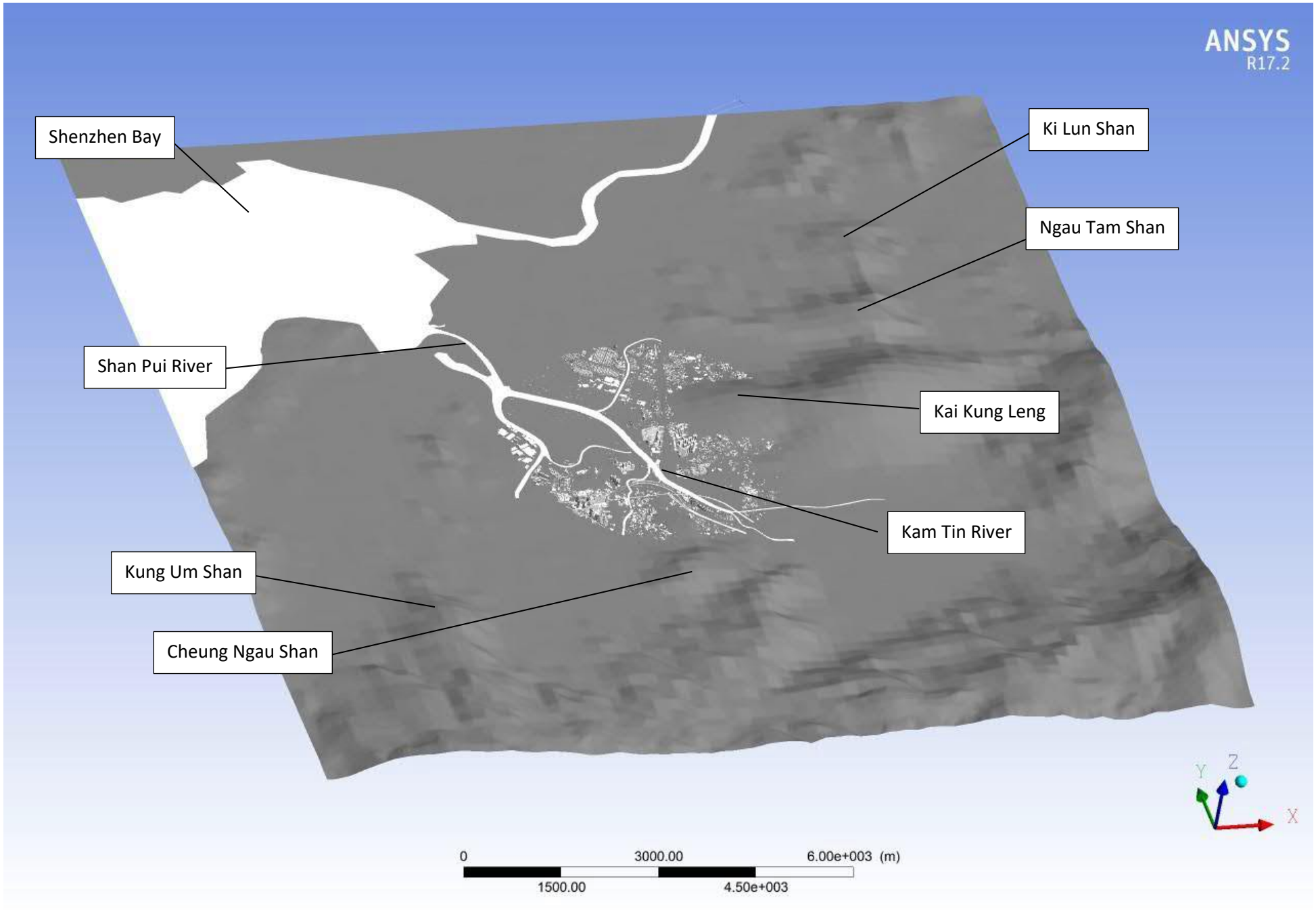
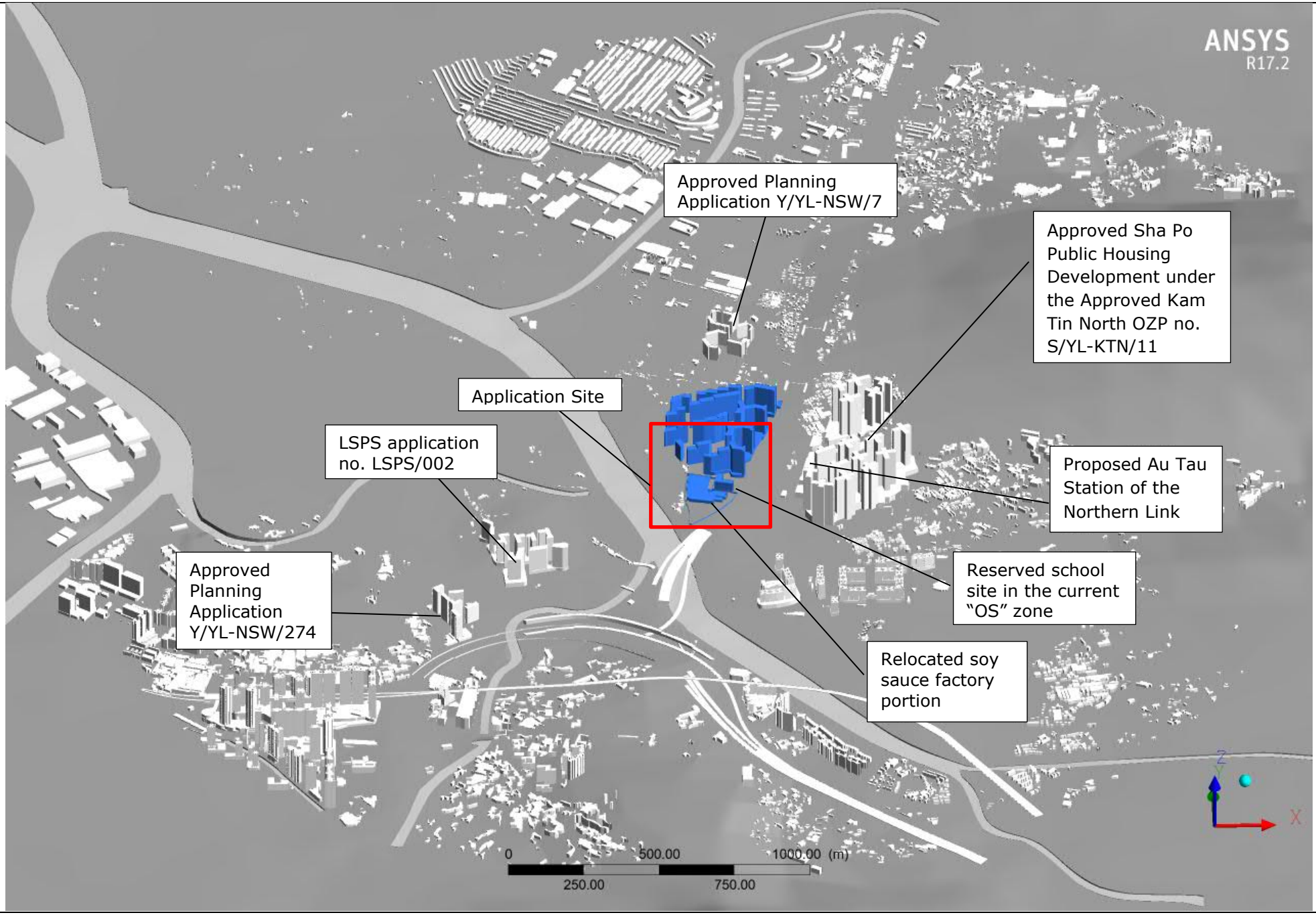
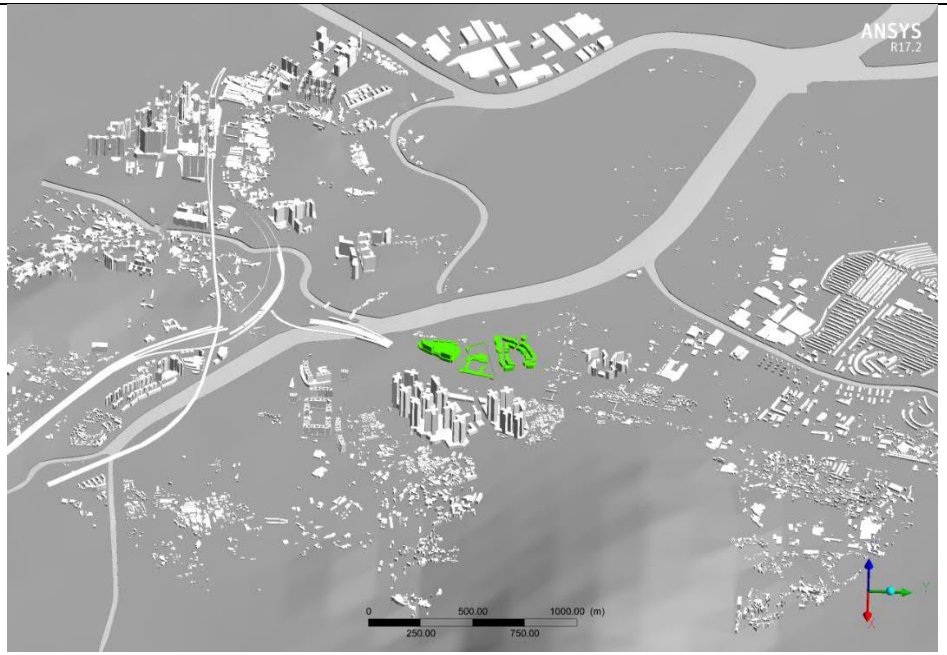

ANSYS
R17.2
Shenzhen Bay
Ki Lun Shan
Ngau Tam Shan
Shan Pui River
Kai Kung Leng
Kam Tin River
Kung Um Shan
Cheung Ngau Shan
Y
Z
X
0
3000.00
6.00e+003 (m)
1500.00
4.50e+003


ANSYS
R17.2
Approved Planning Application Y/YL-NSW/7
Approved Sha Po Public Housing Development under the Approved Kam Tin North OZP no. S/YL-KTN/11
Application Site
LSPS application no. LSPS/002
Proposed Au Tau Station of the Northern Link
Approved Planning Application Y/YL-NSW/274
Reserved school site in the current "OS" zone
Relocated soy sauce factory portion
0
500.00
1000.00 (m)
250.00
750.00



Baseline Scenario – View N



Baseline Scenario – View E



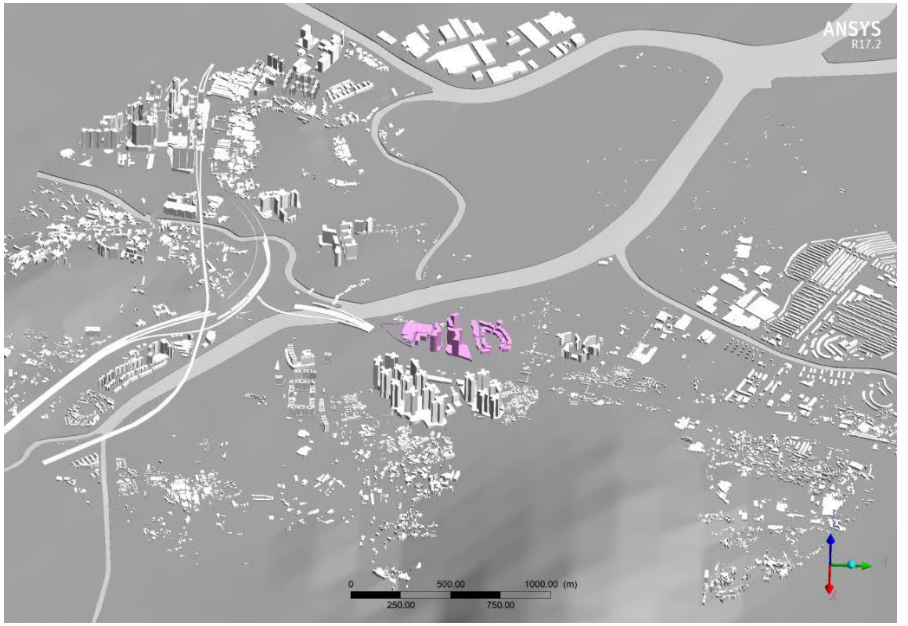
Baseline Scenario – View S



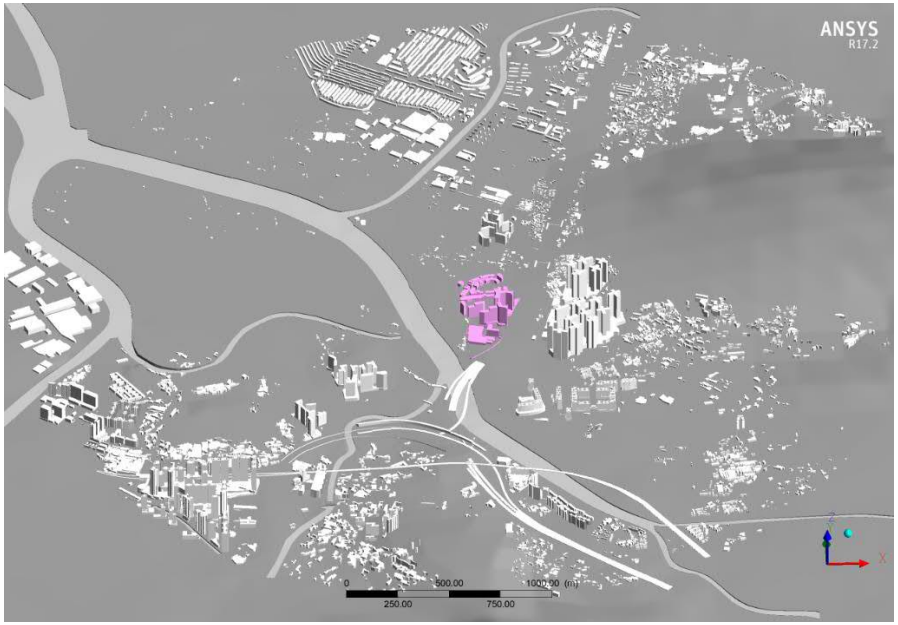
Baseline Scenario – View W



Proposed Scenario 1 – View N



Proposed Scenario 1 – View E



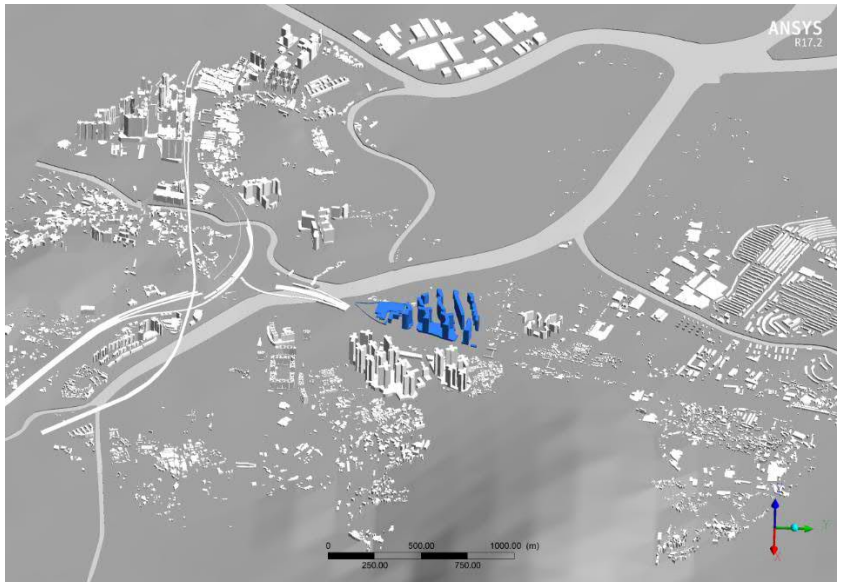
Proposed Scenario 1 – View S



Proposed Scenario 1 – View W



Proposed Scenario 2 – View N



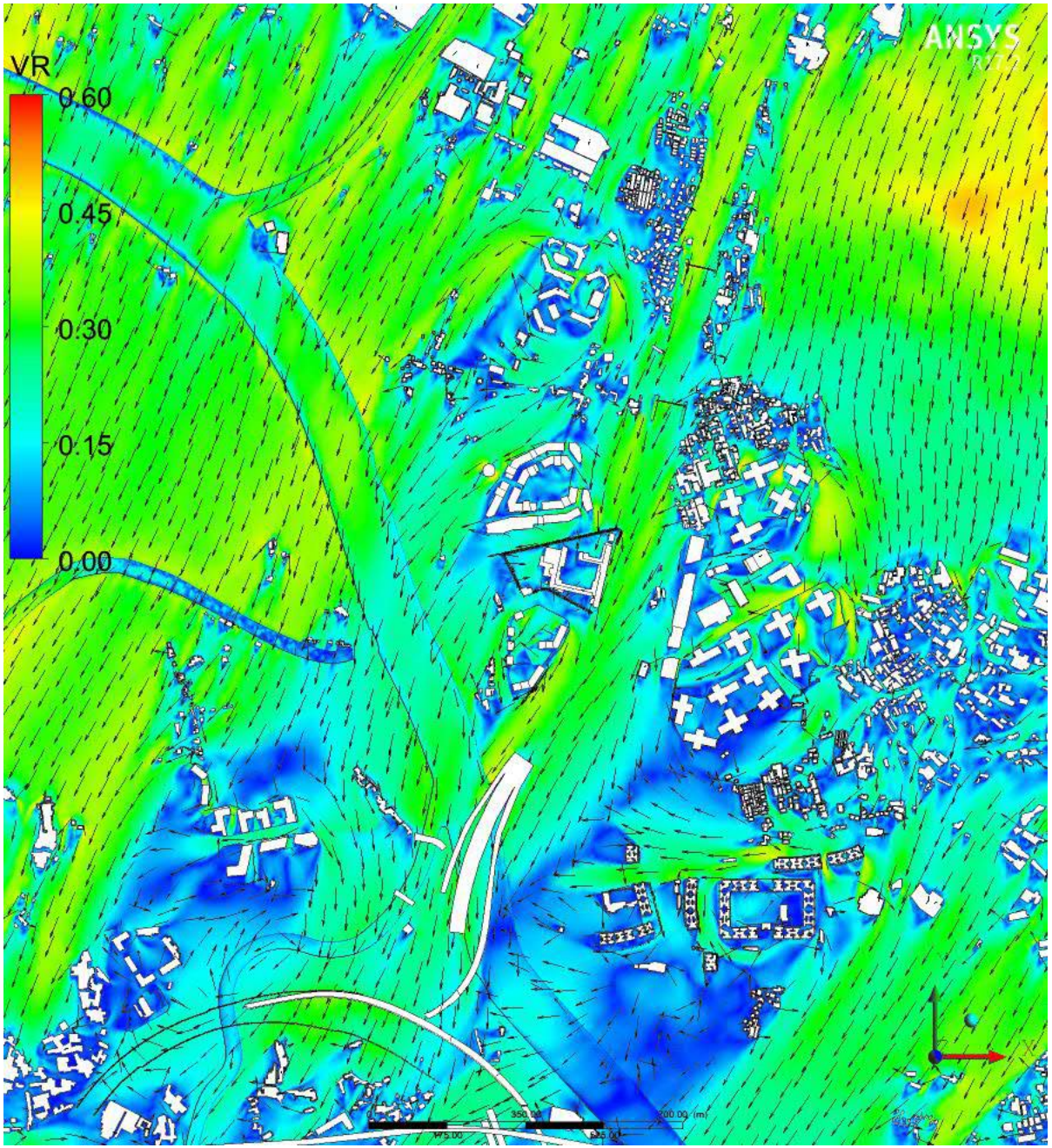
Proposed Scenario 2 – View E



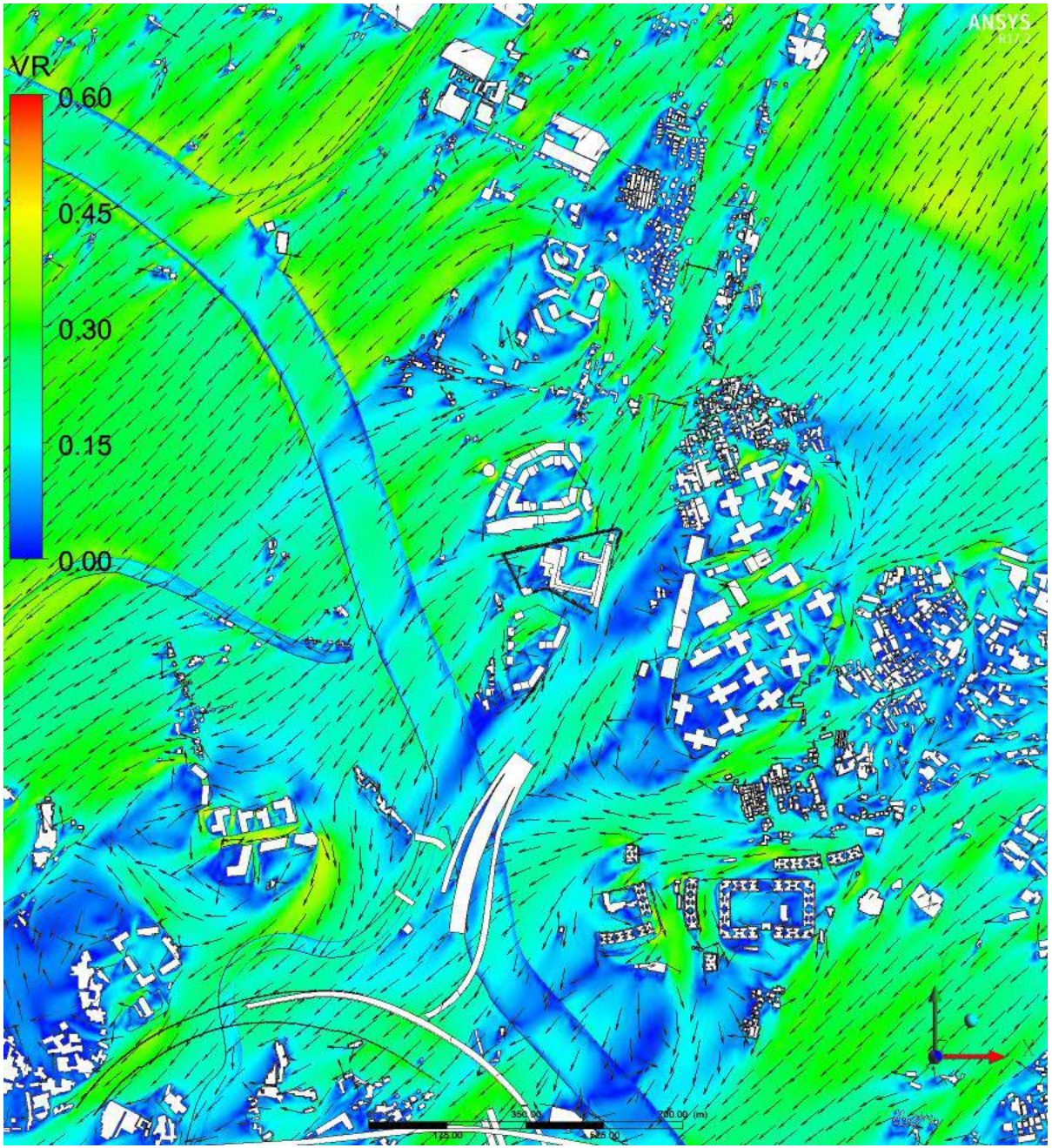
Proposed Scenario 2 – View S



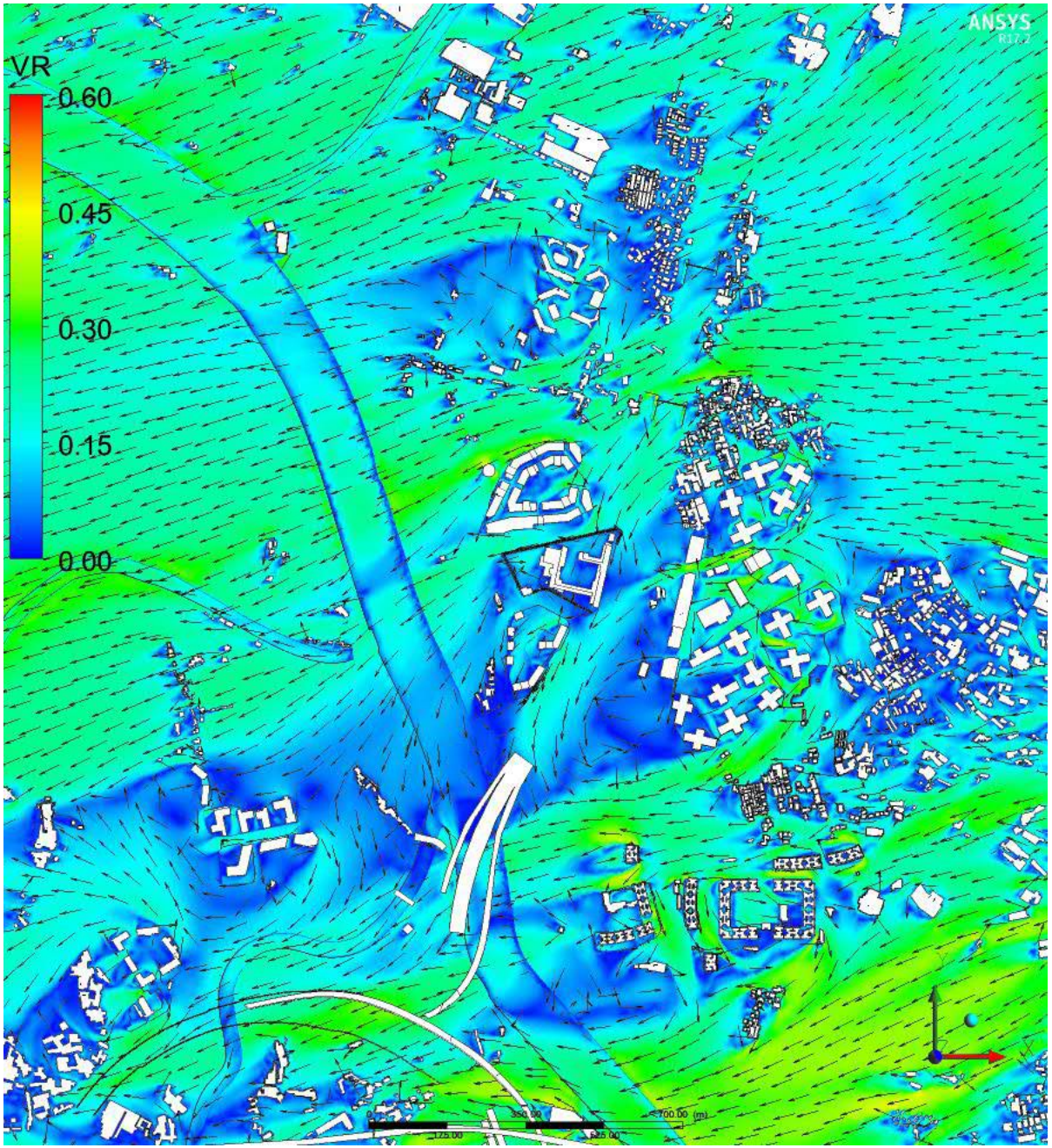
Proposed Scenario 2 – View W



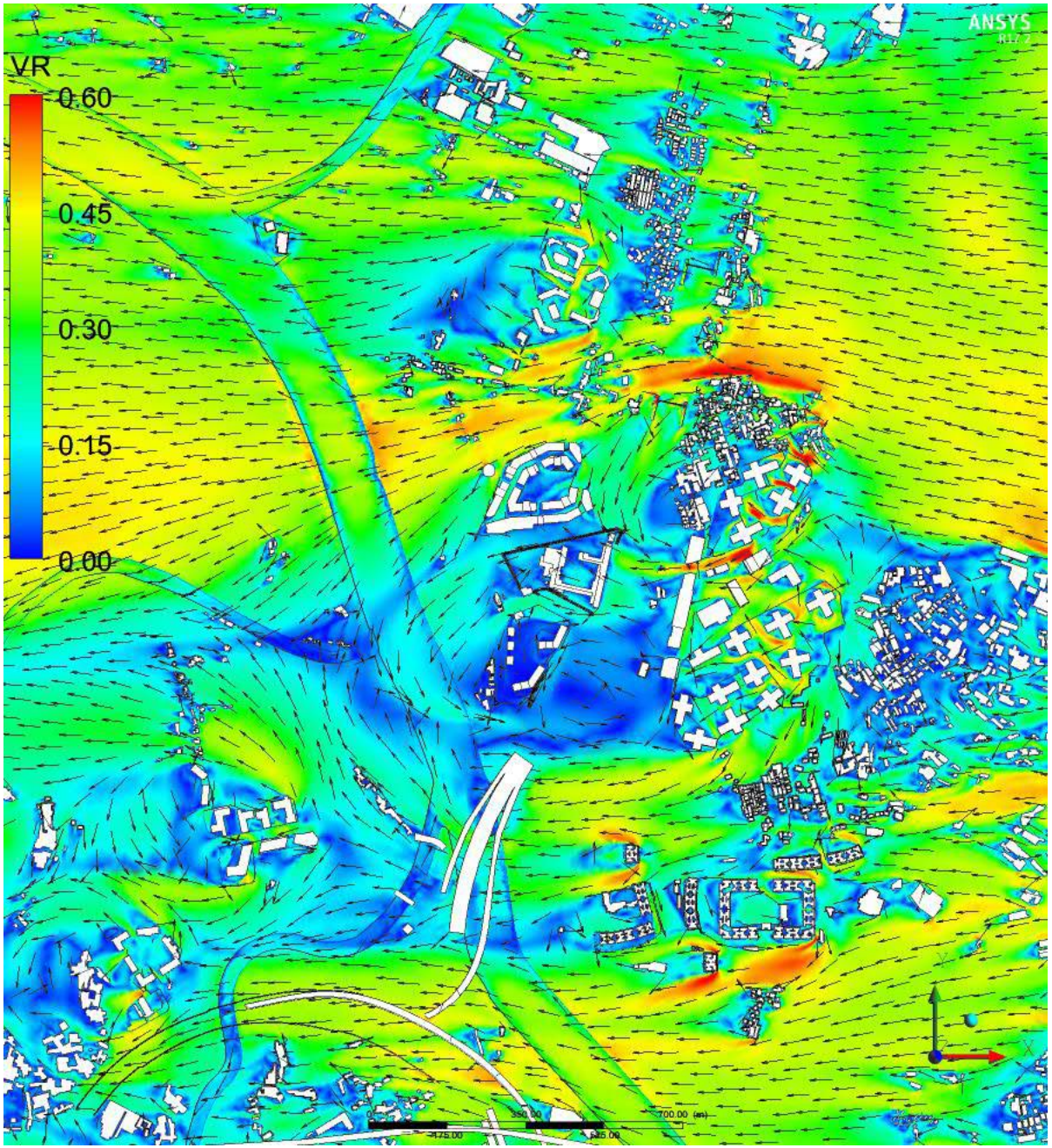
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under NNE Wind



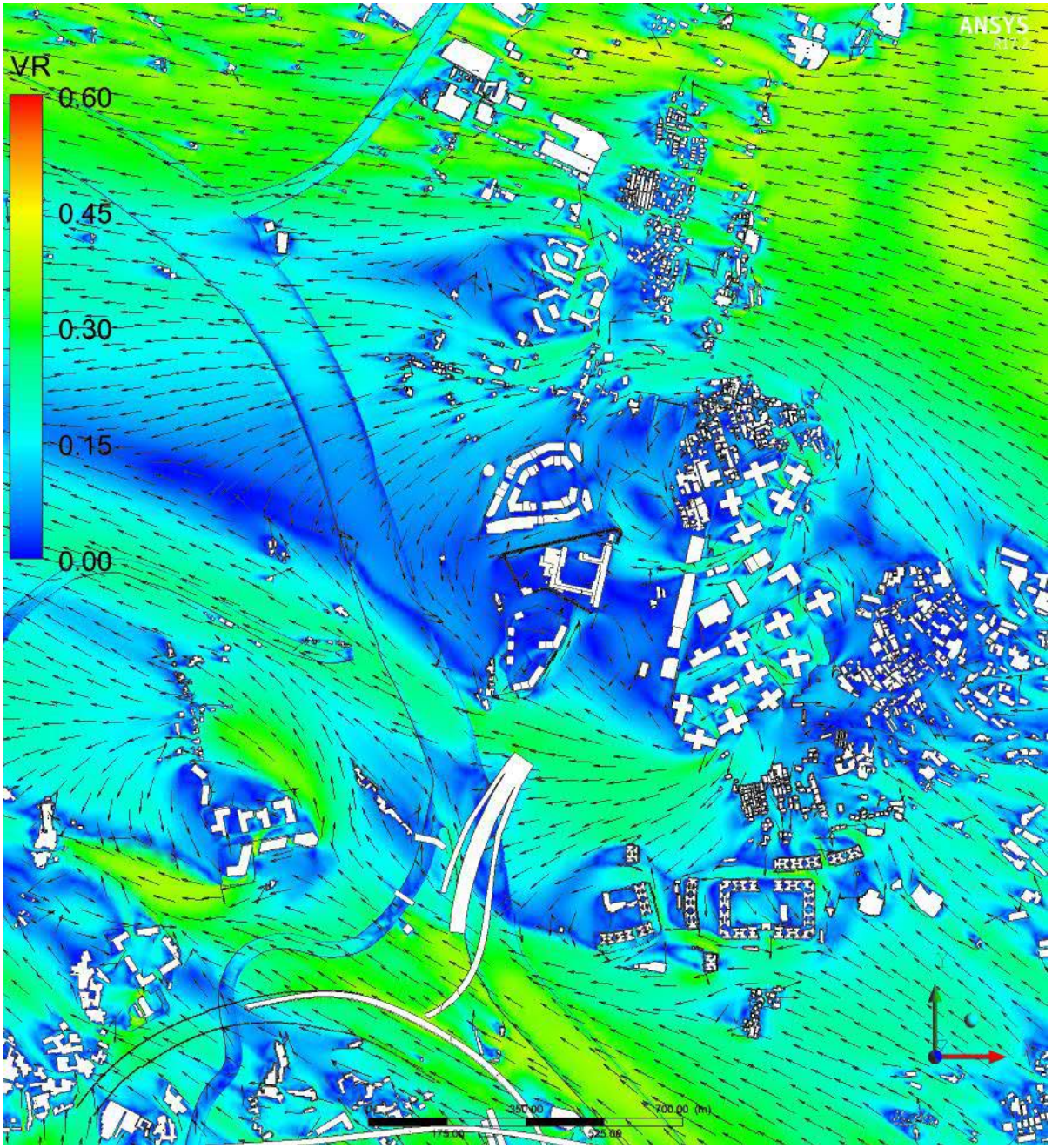
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under NE Wind



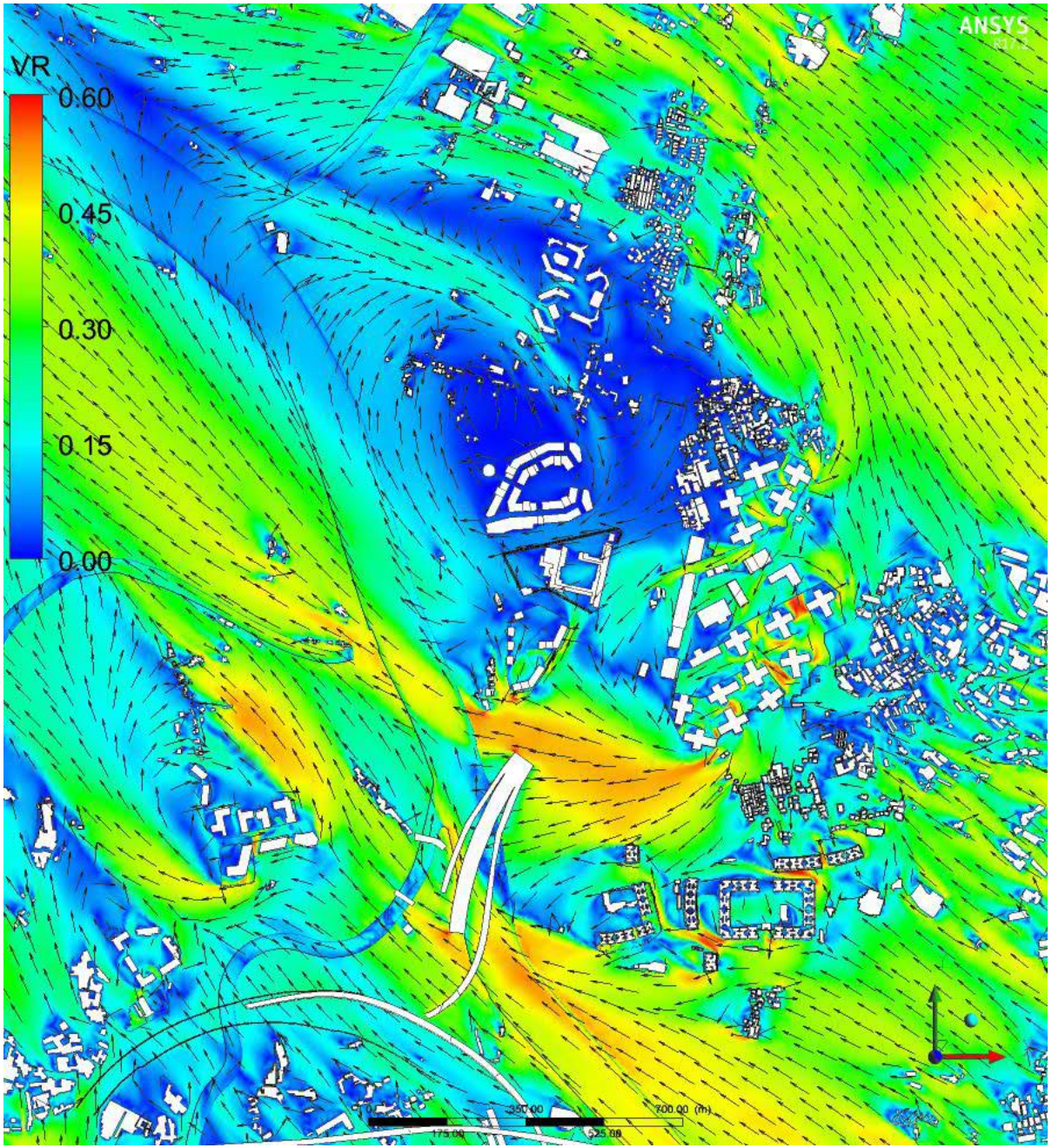
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under ENE Wind



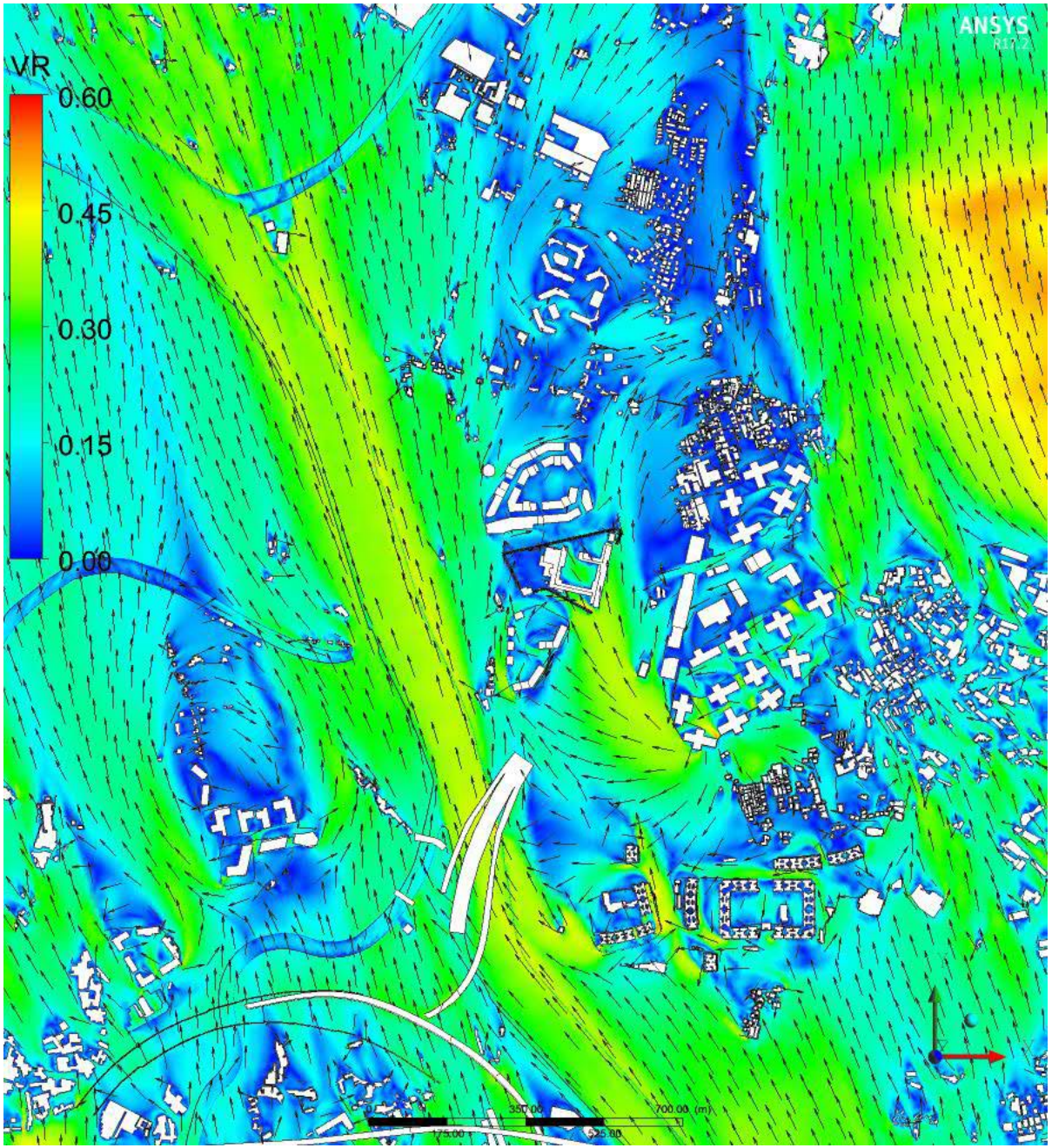
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under E Wind



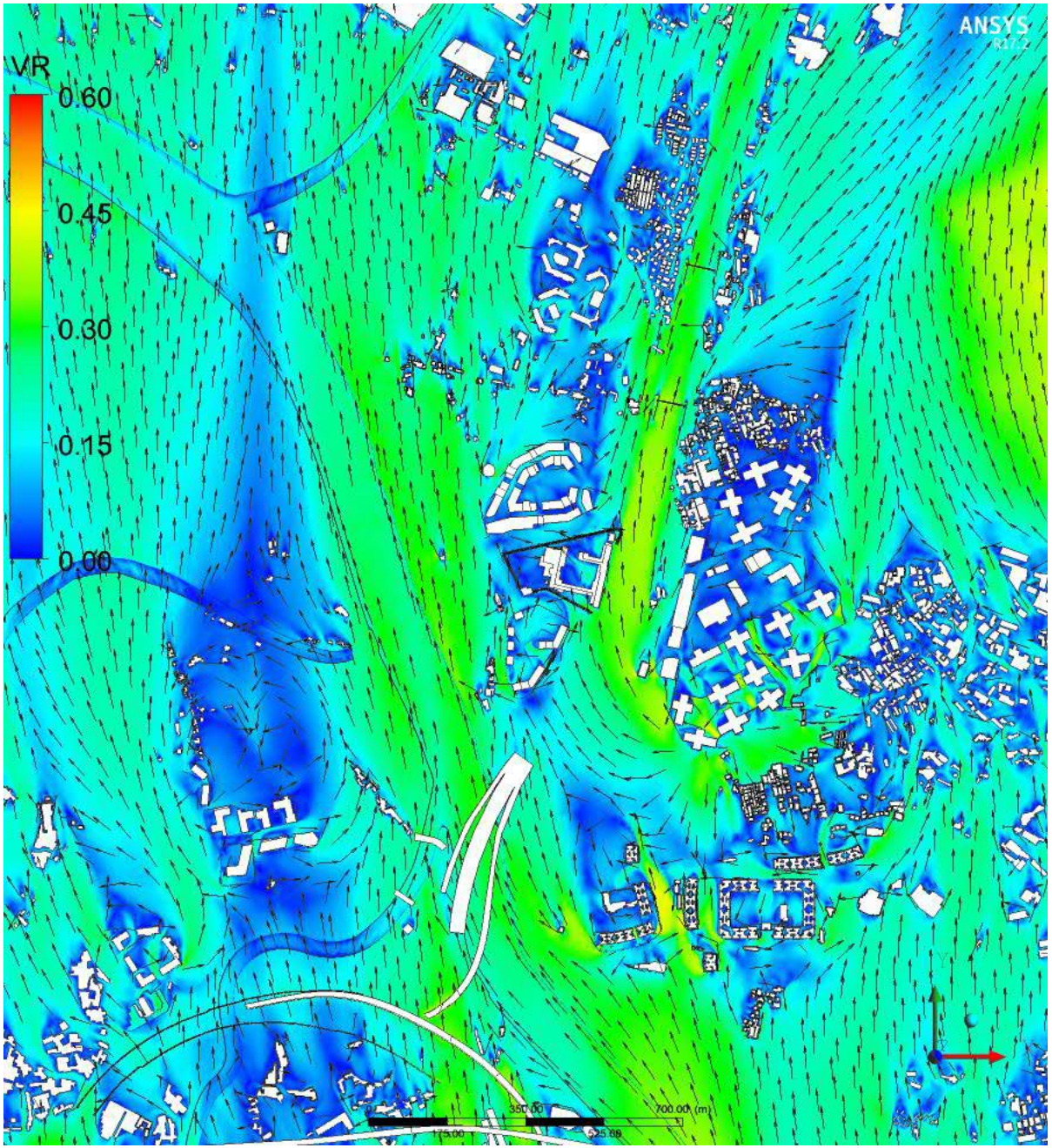
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under ESE Wind



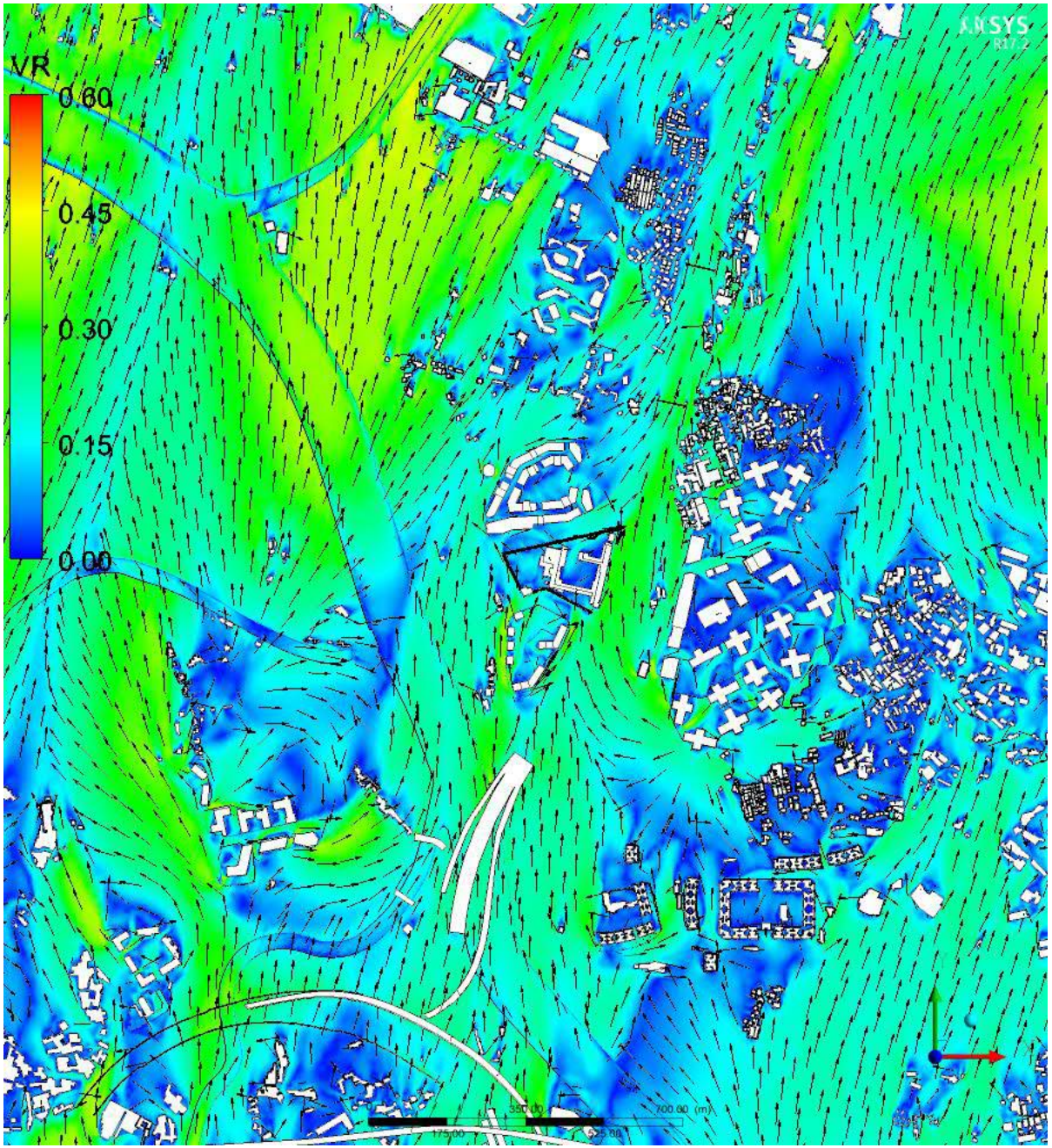
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under SE Wind



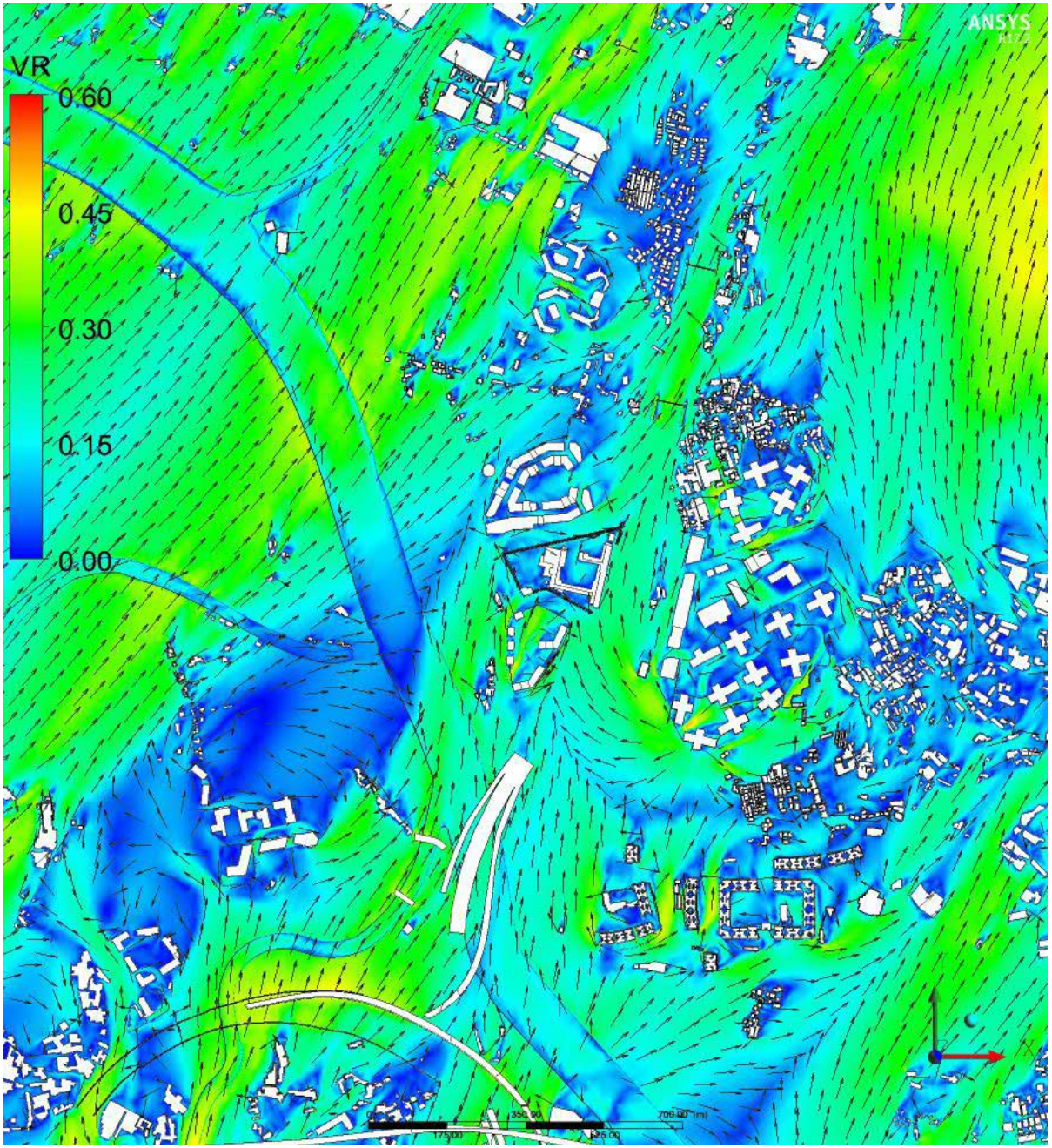
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under SSE Wind



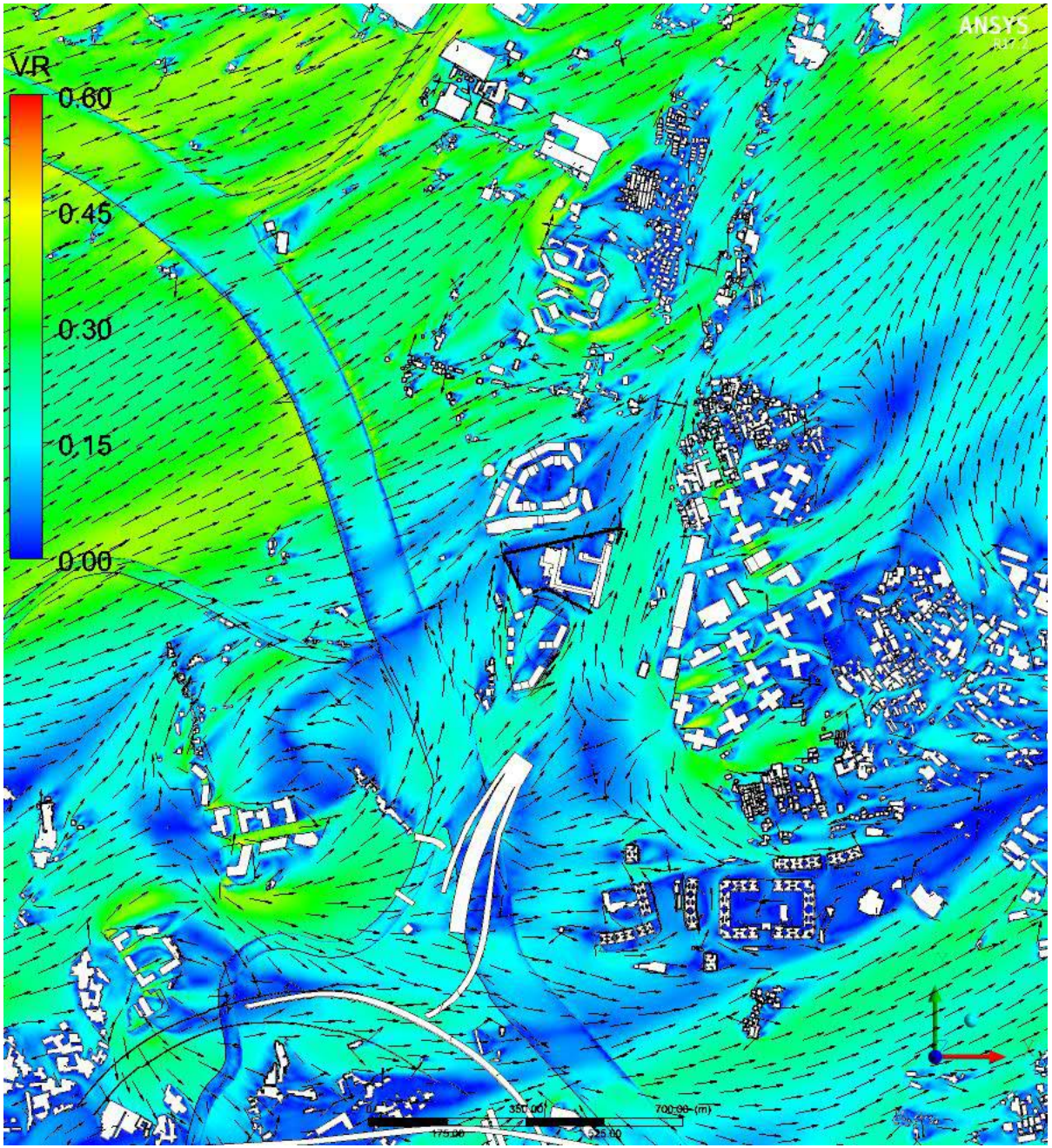
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under S Wind



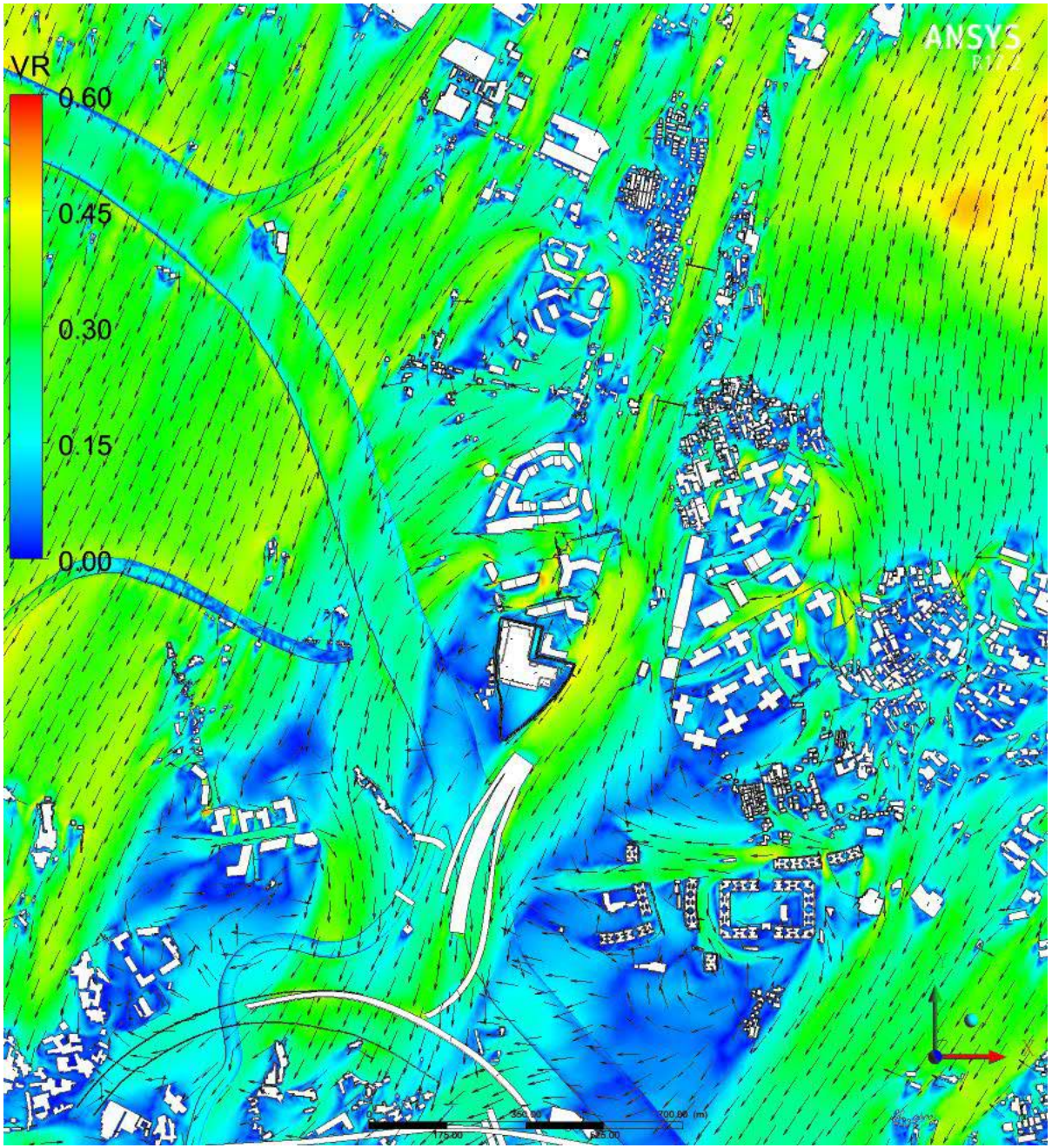
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under SSW Wind



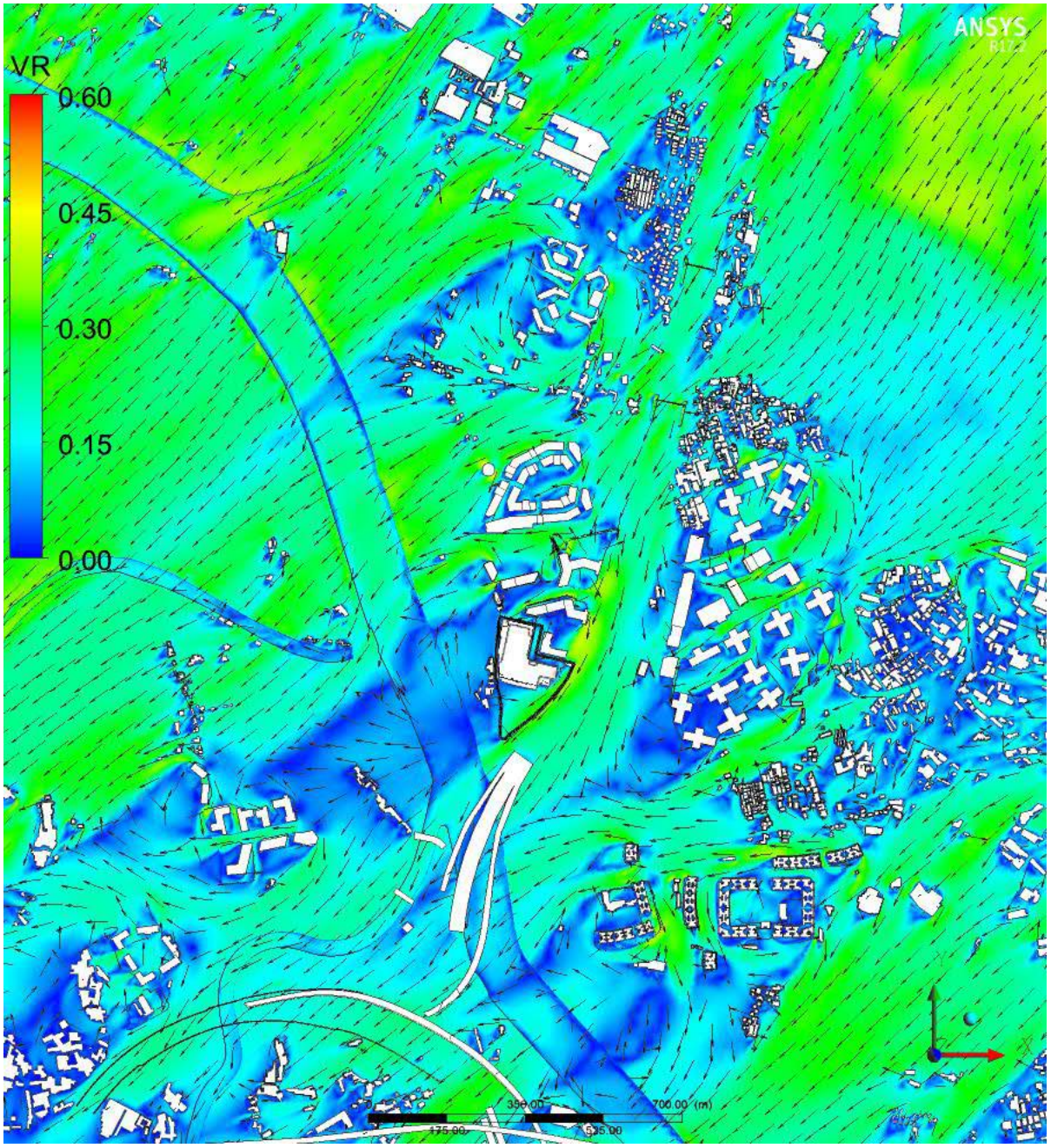
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under SW Wind



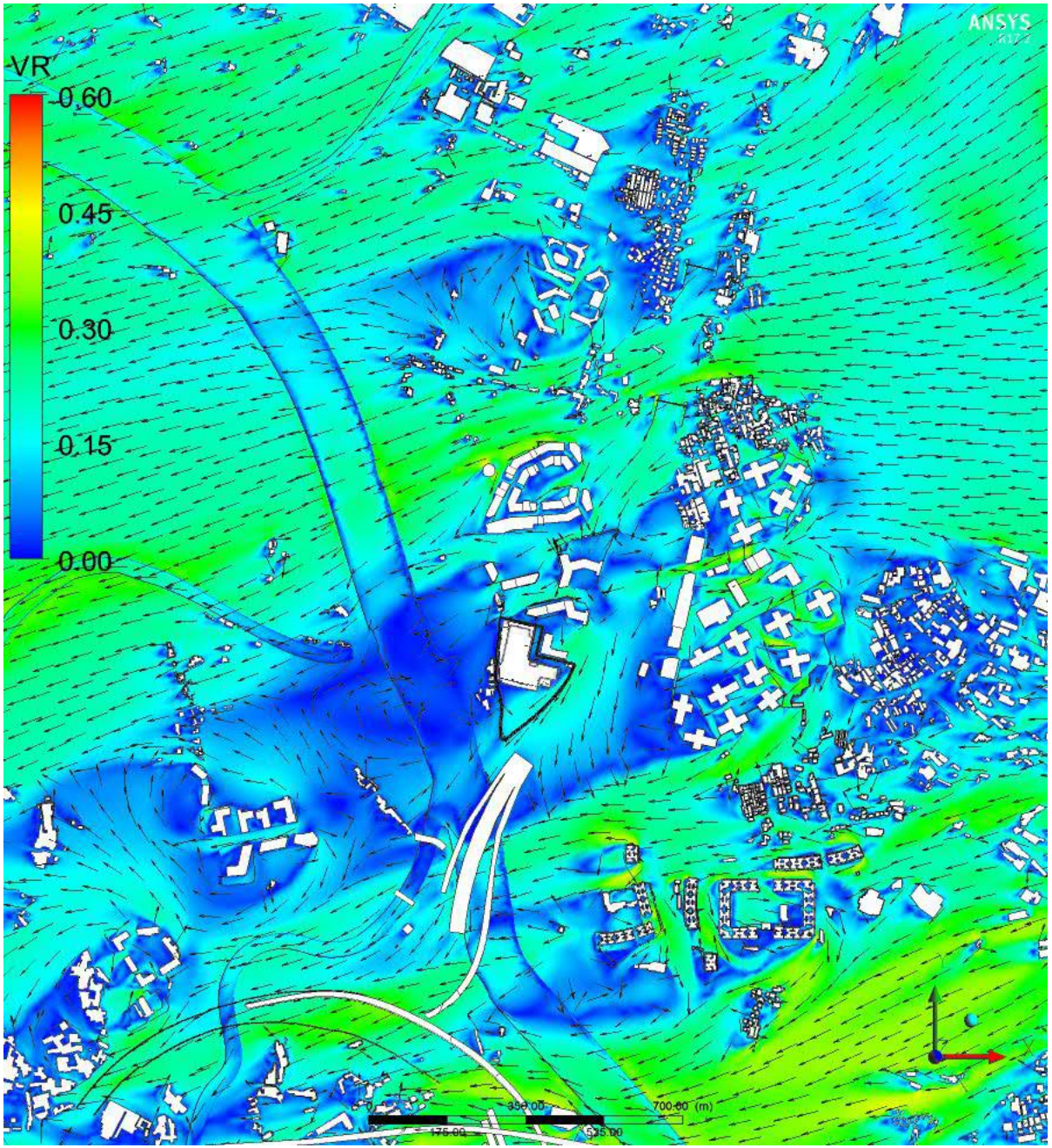
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under WSW Wind



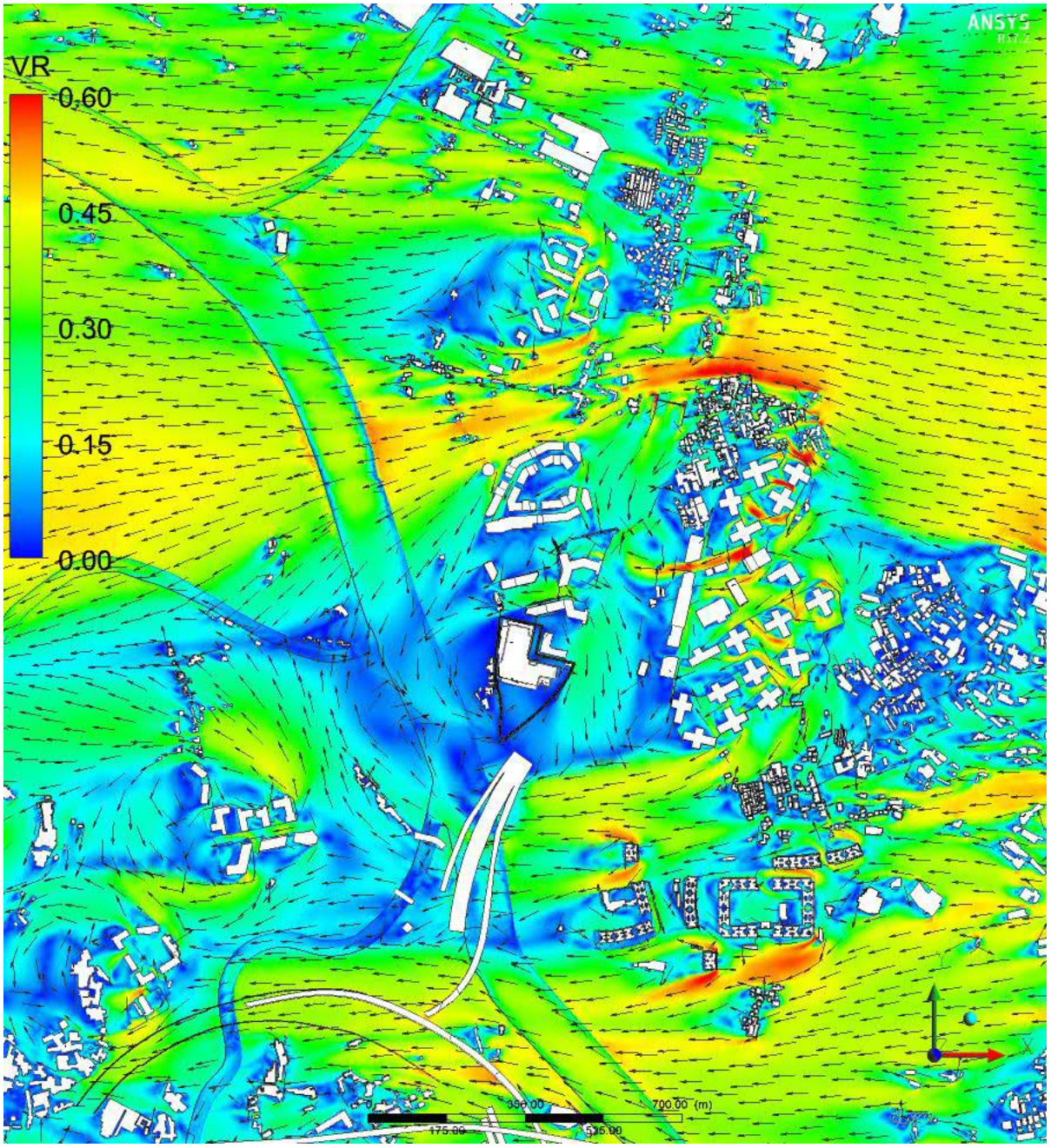
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under NNE Wind



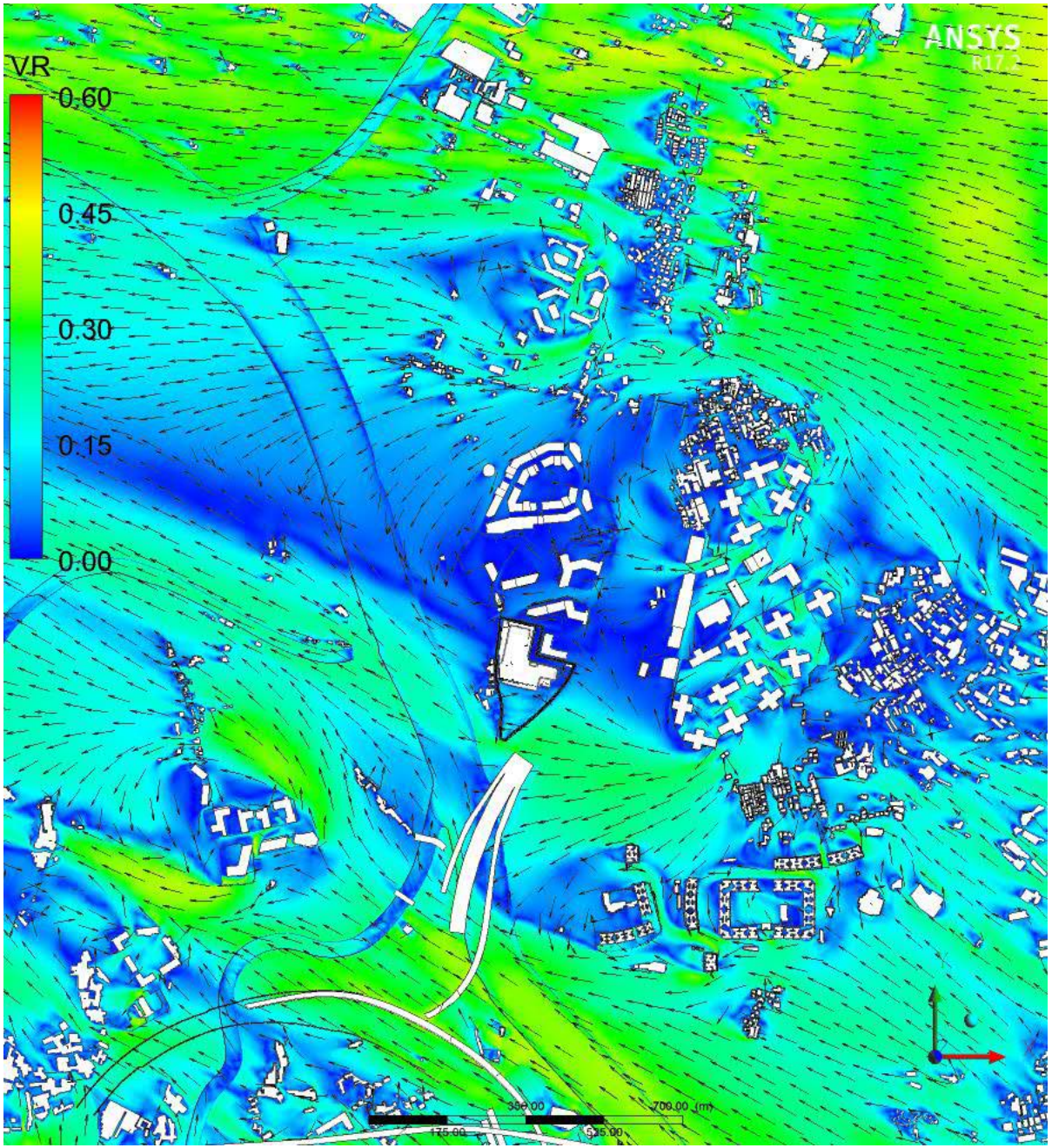
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under NE Wind



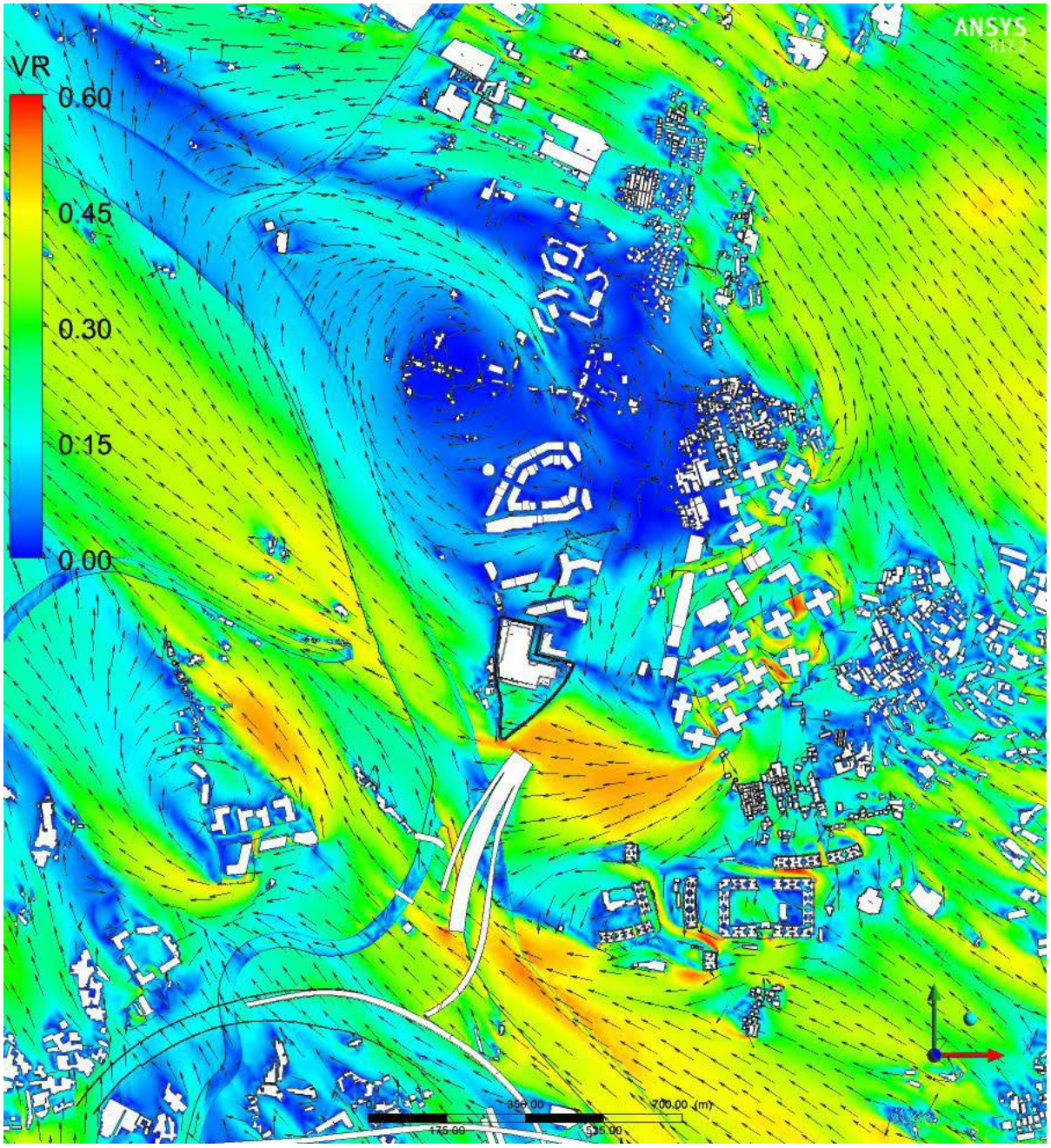
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under ENE Wind



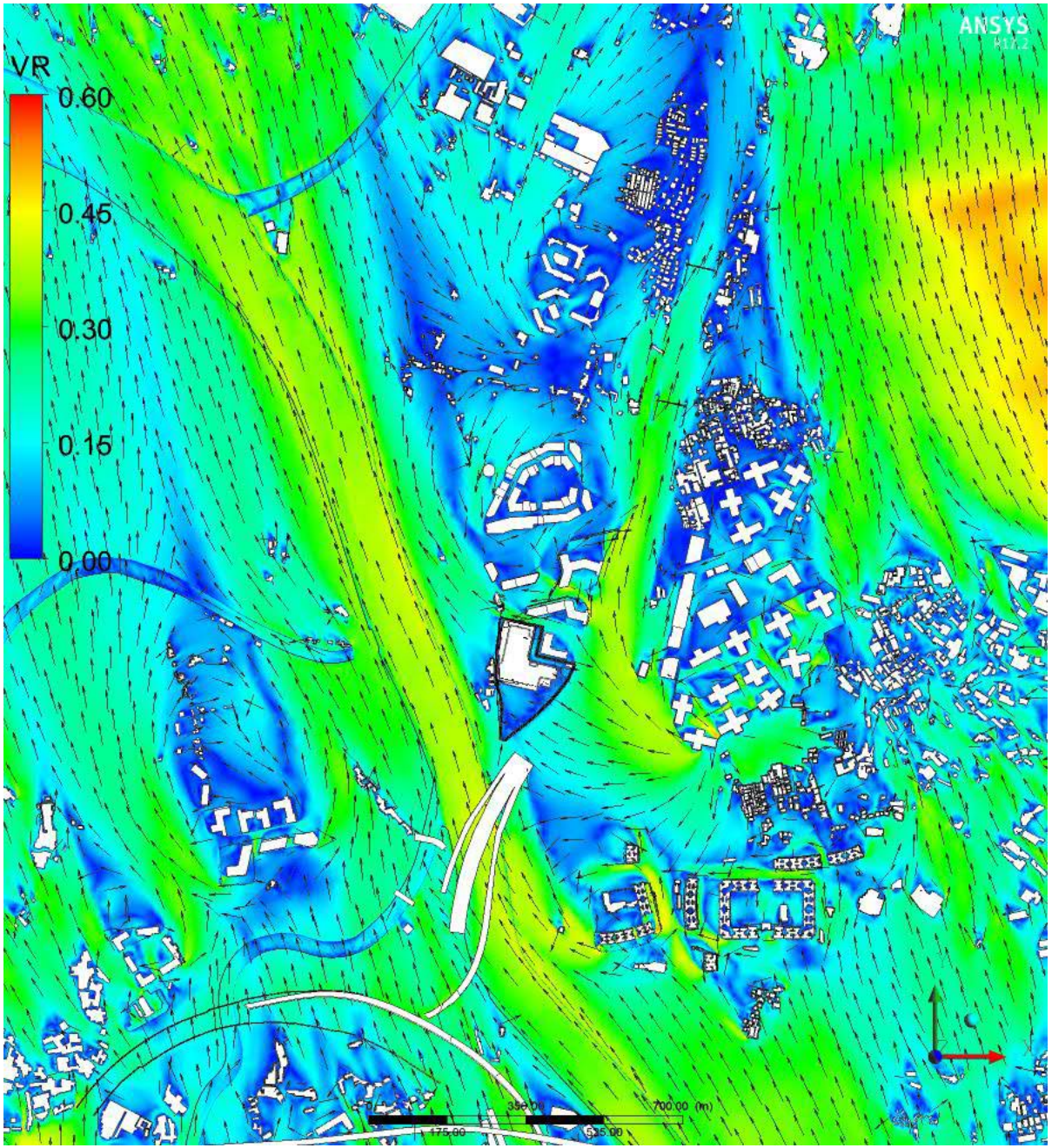
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under E Wind



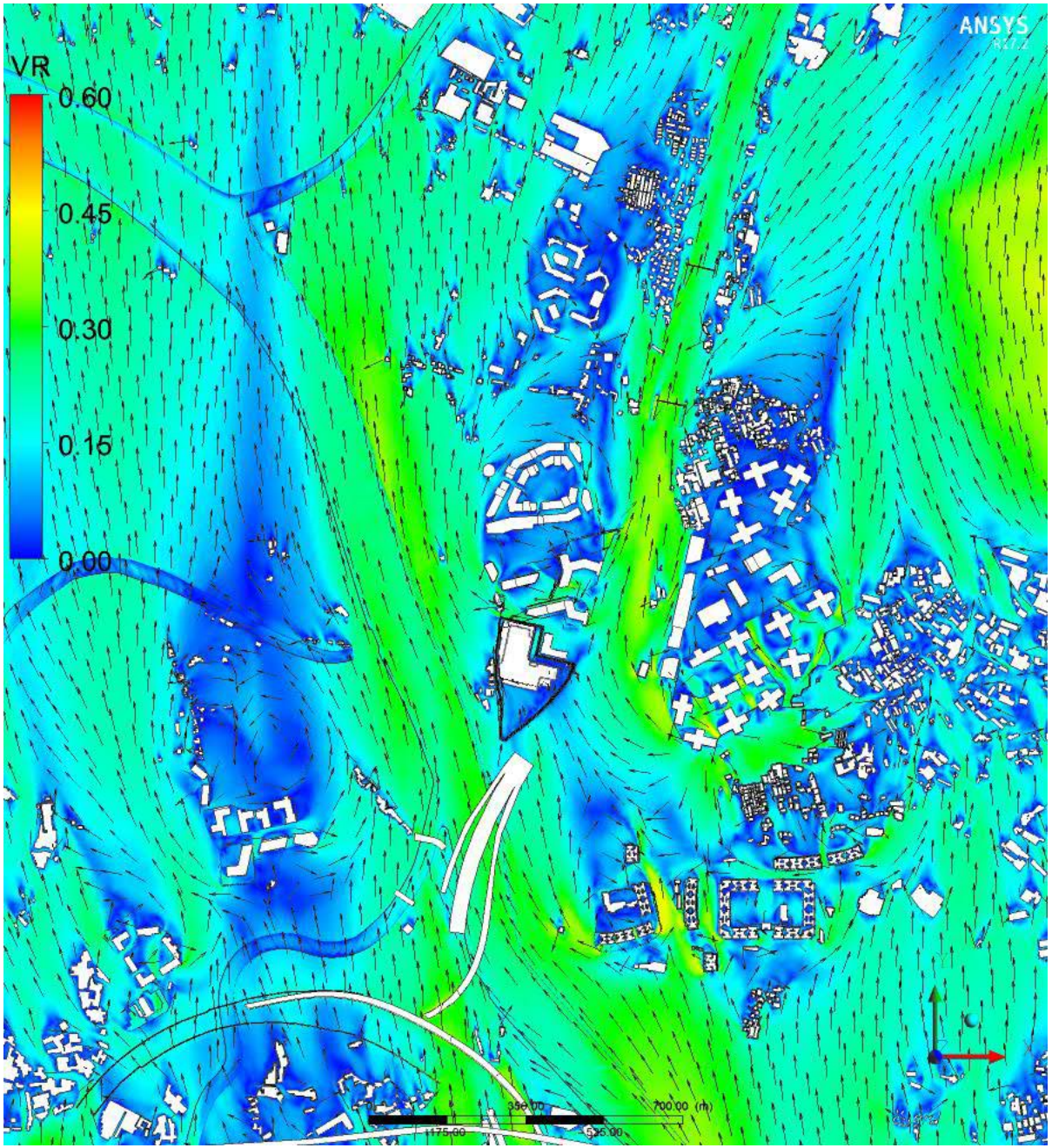
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under ESE Wind



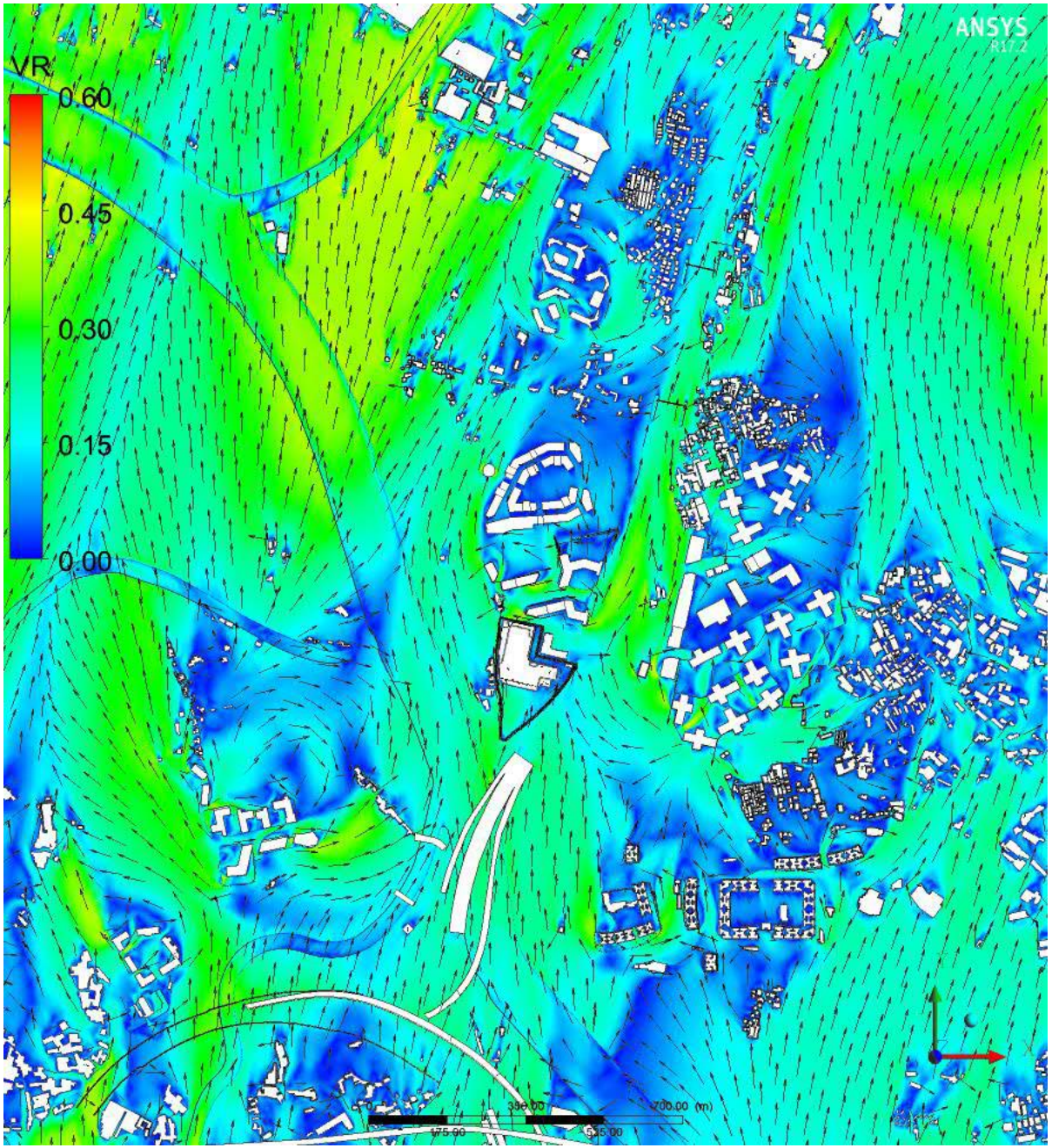
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under SE Wind



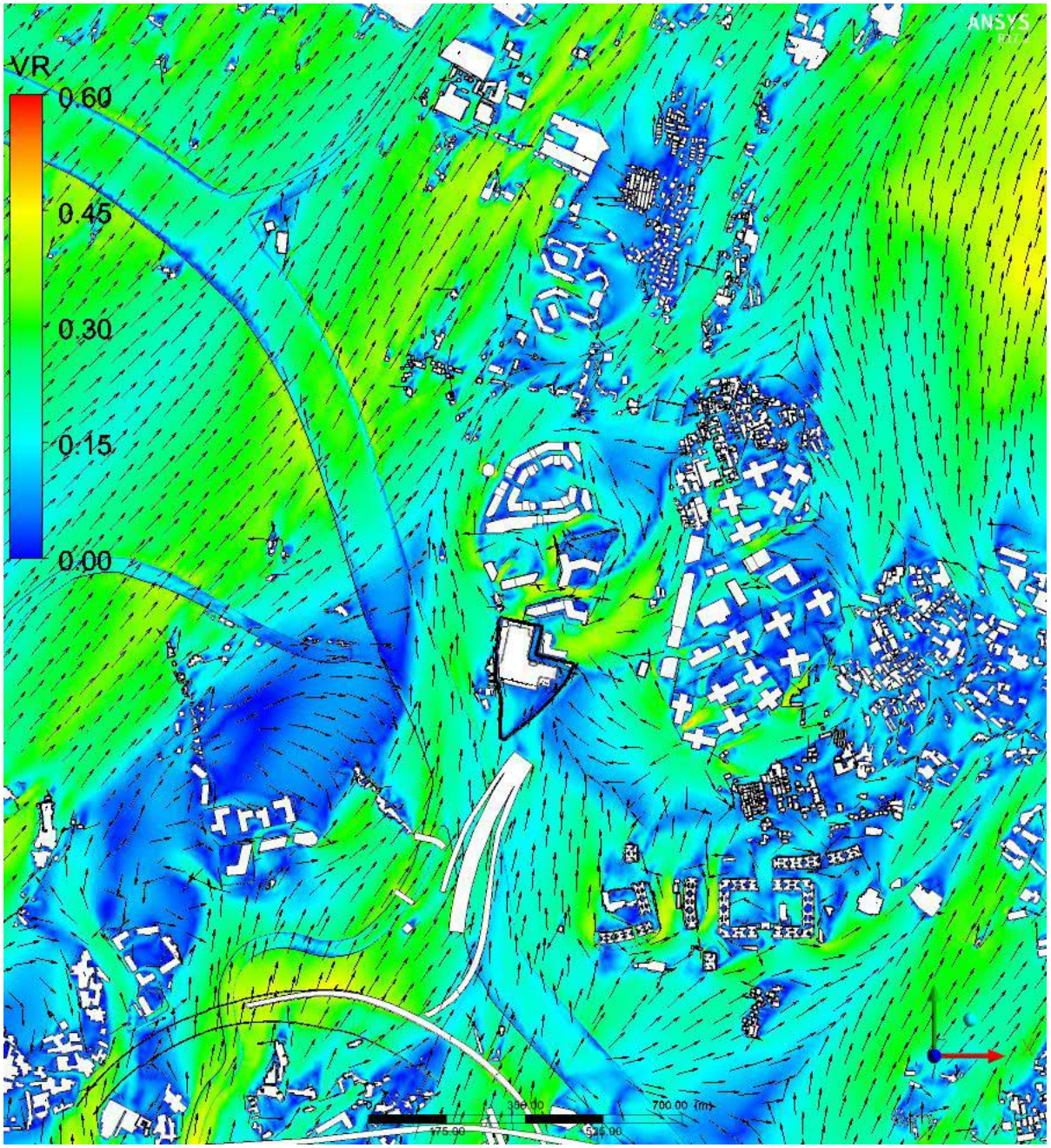
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under SSE Wind



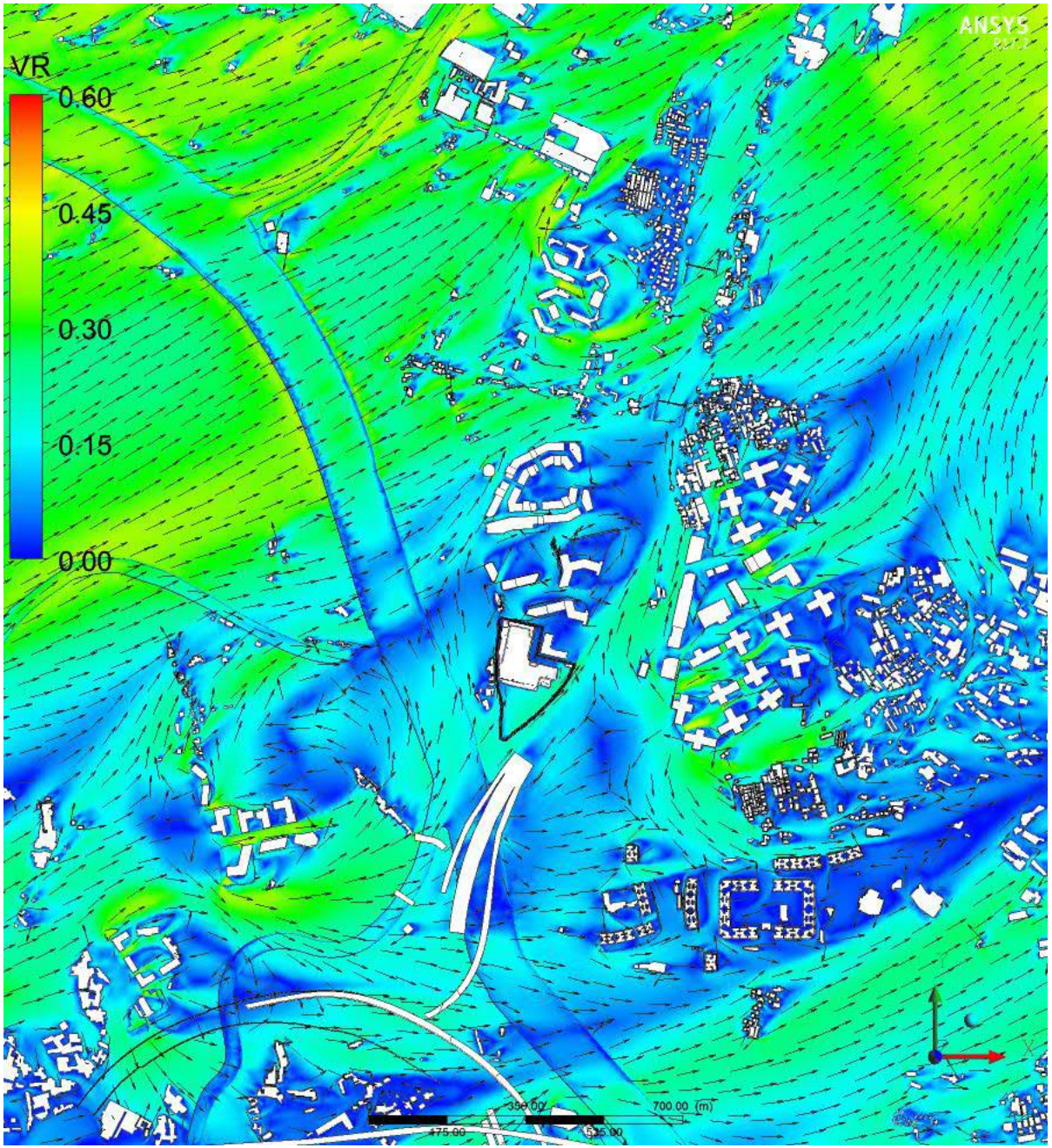
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under S Wind



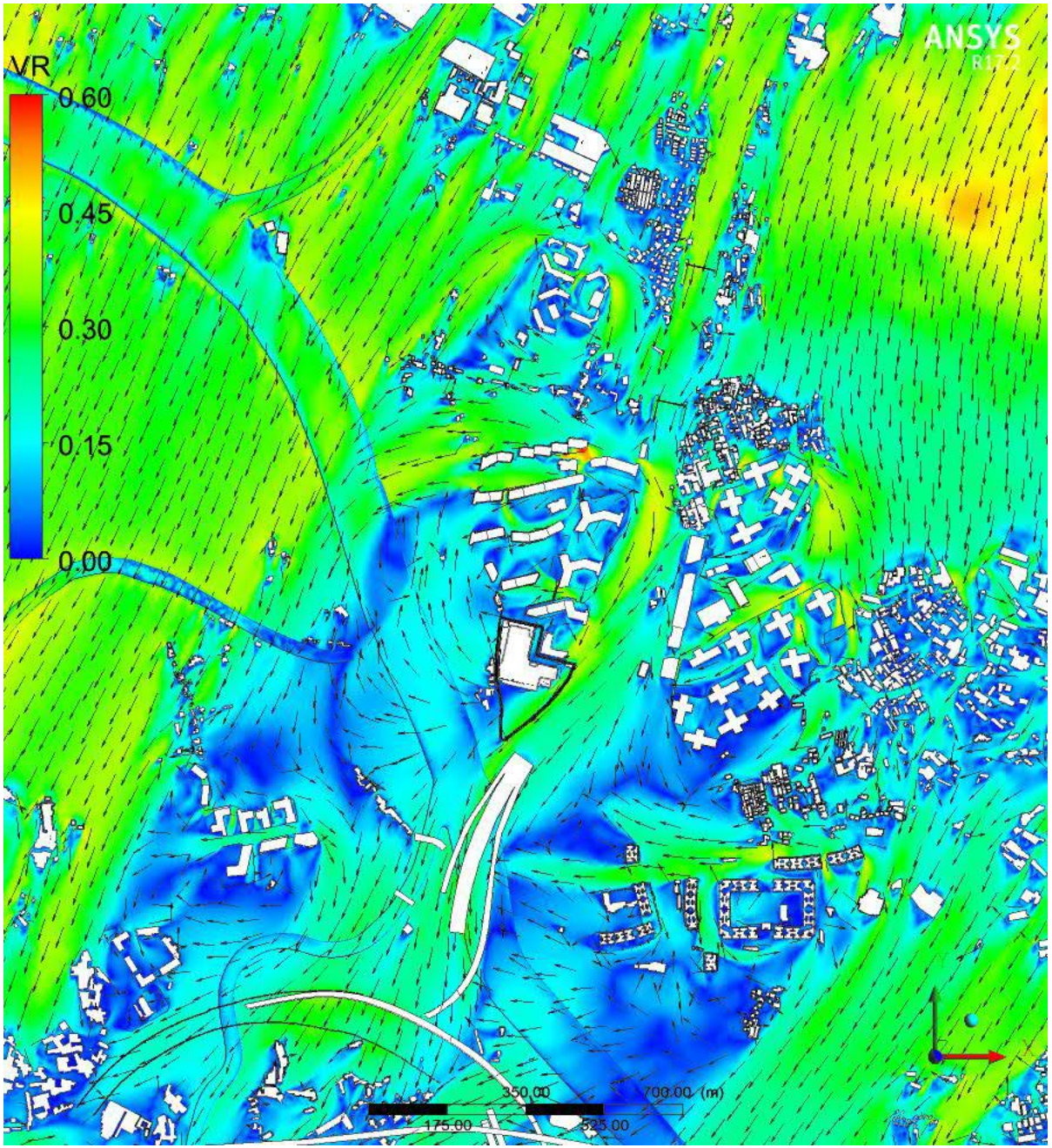
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under SSW Wind



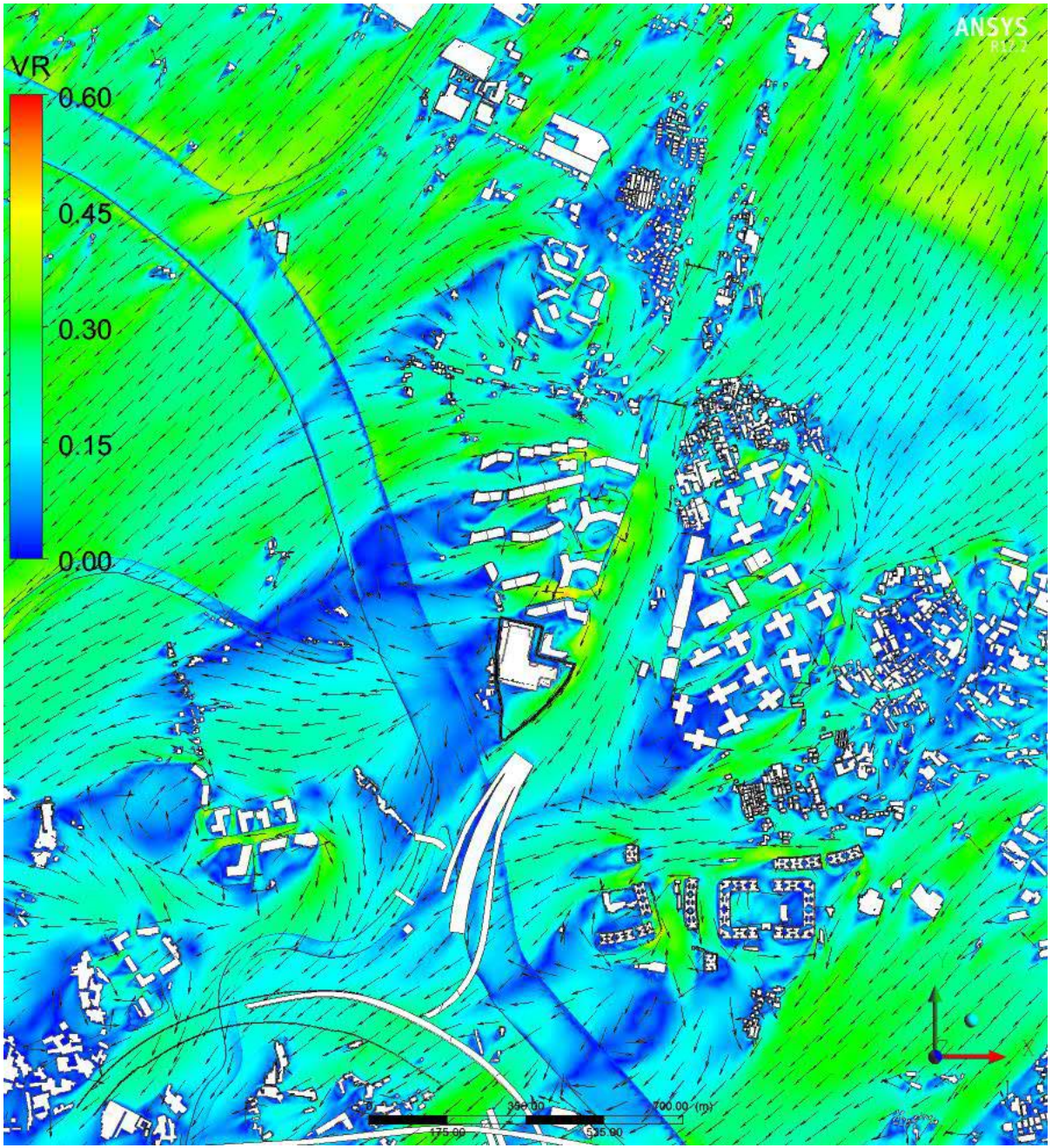
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under SW Wind



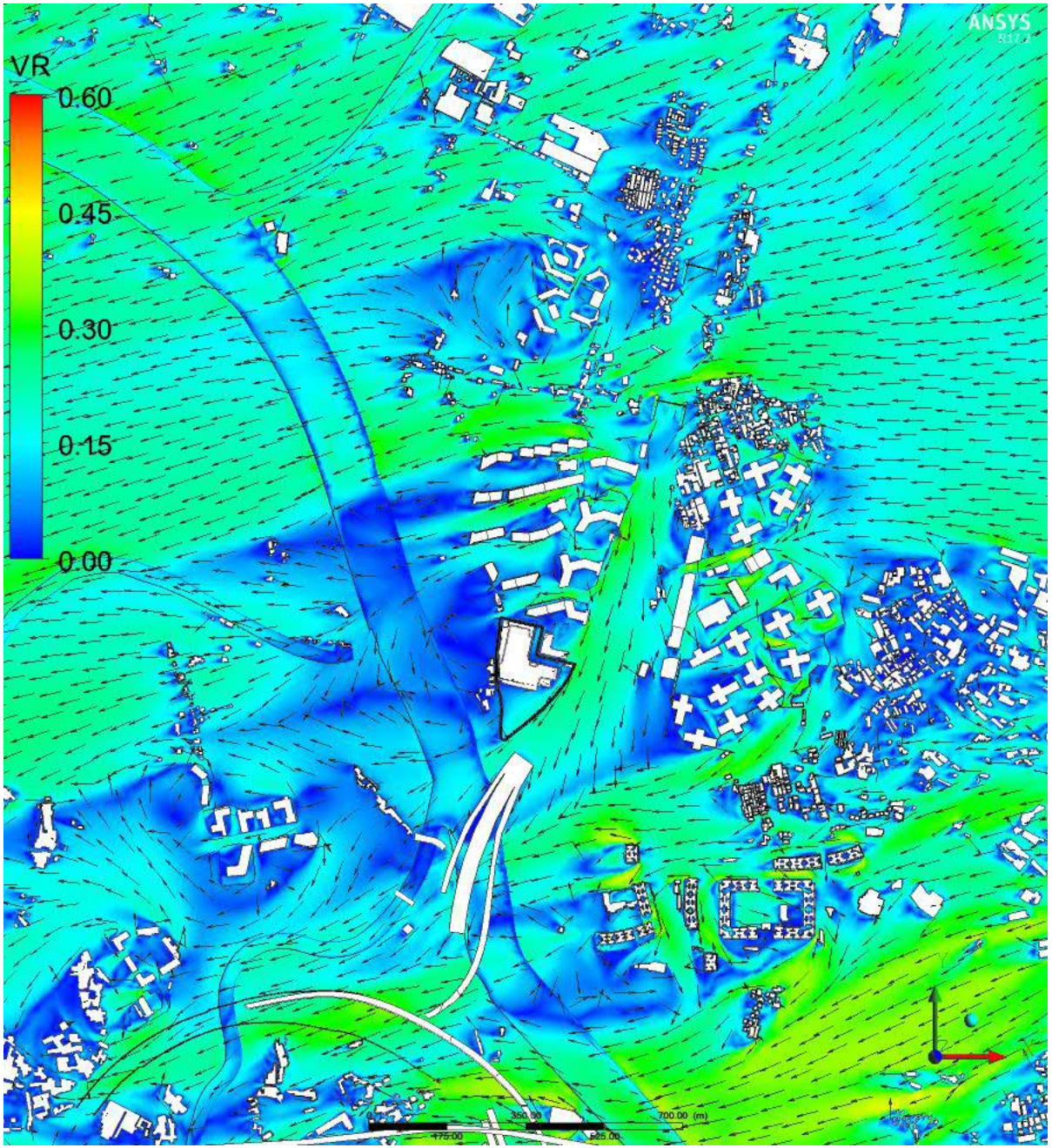
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under WSW Wind



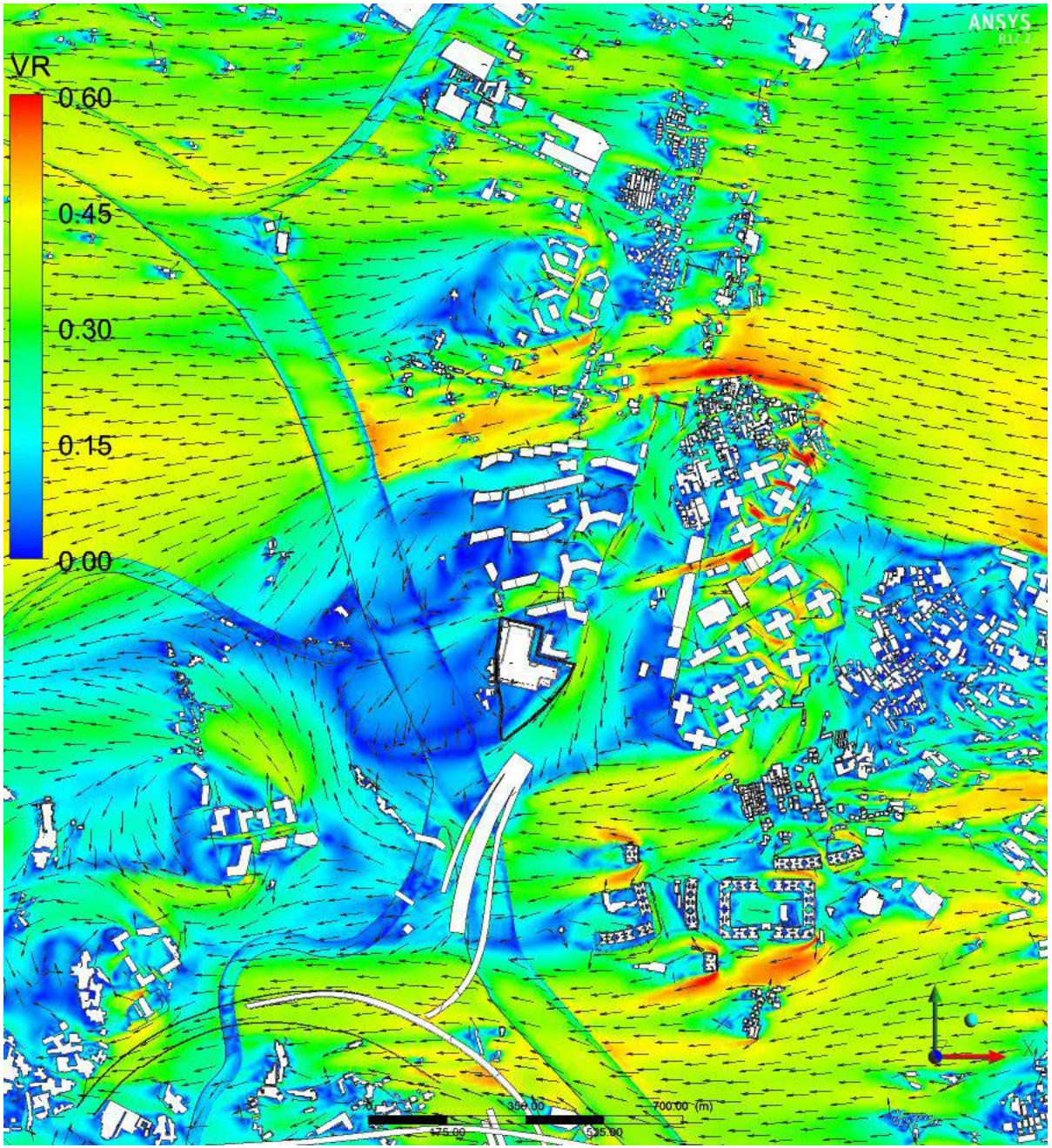
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under NNE Wind



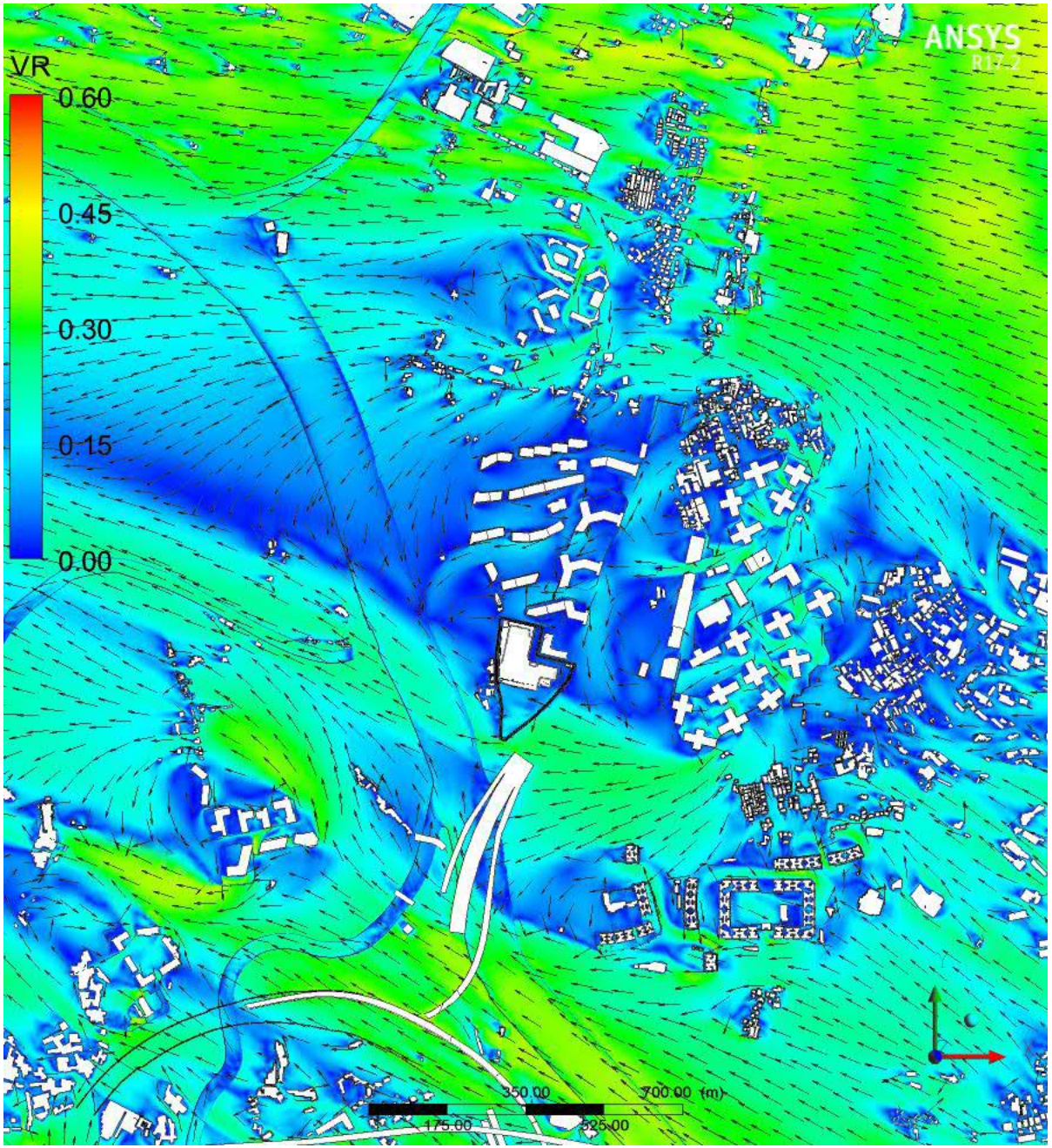
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under NE Wind



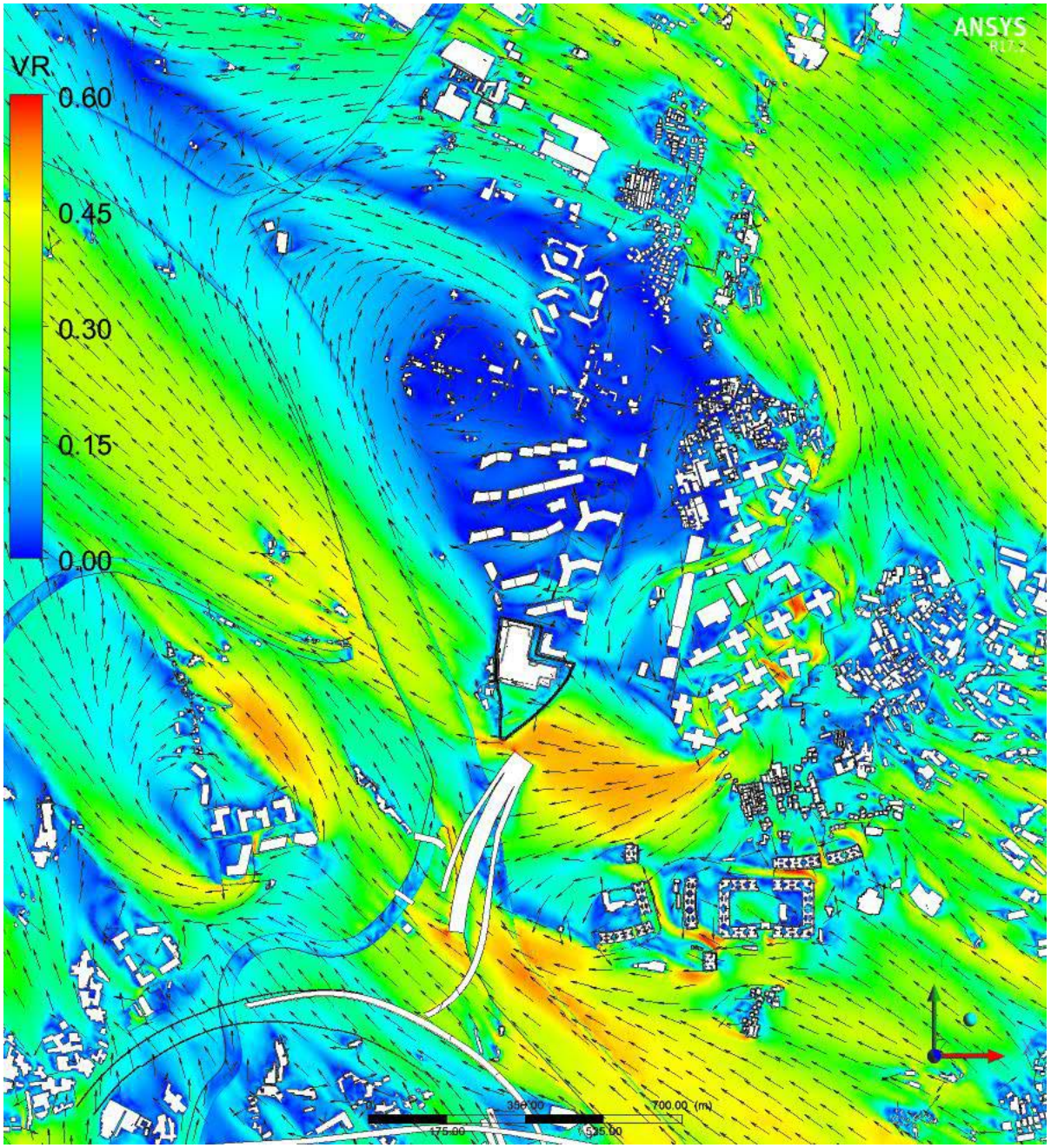
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under ENE Wind



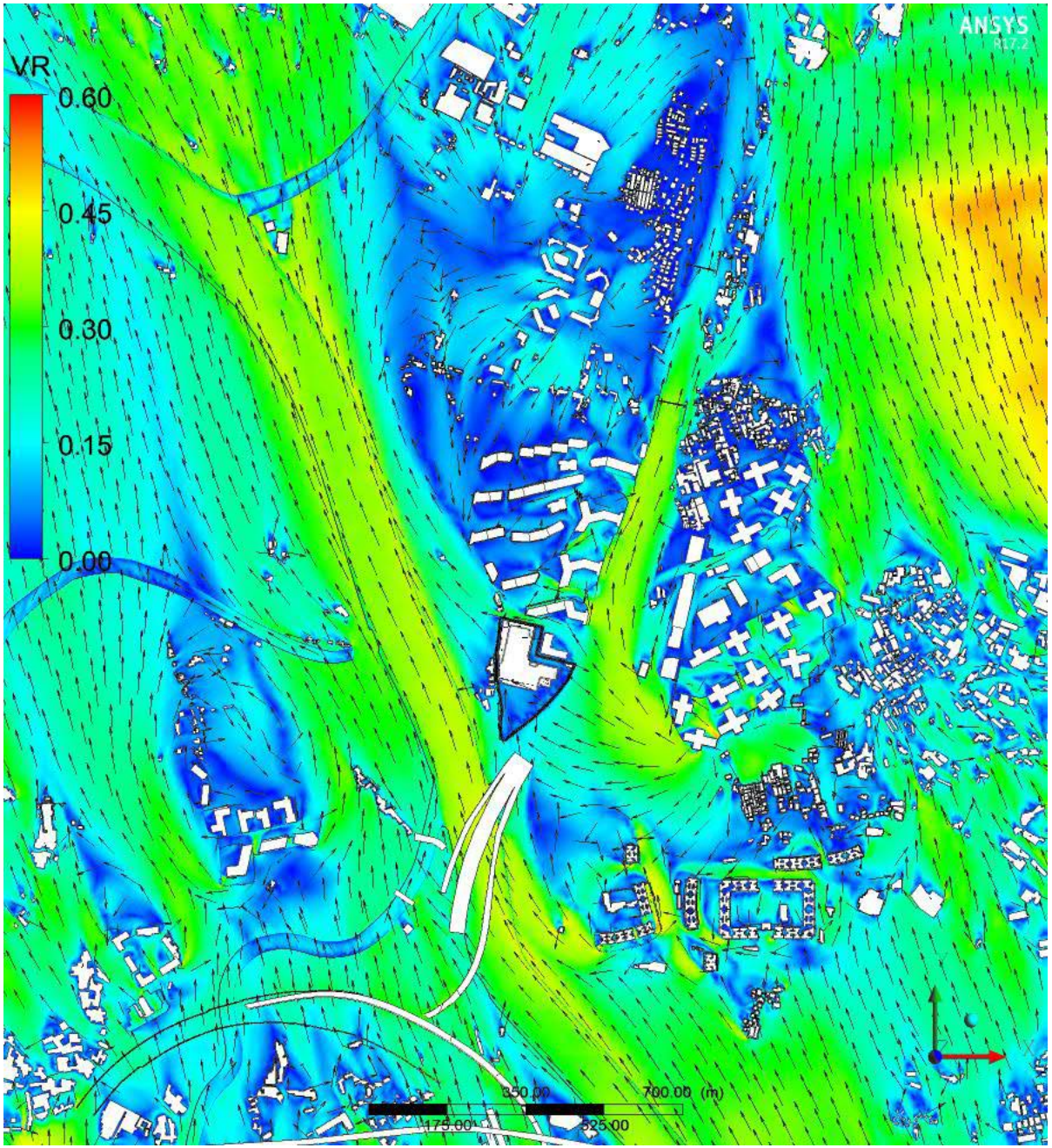
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under E Wind



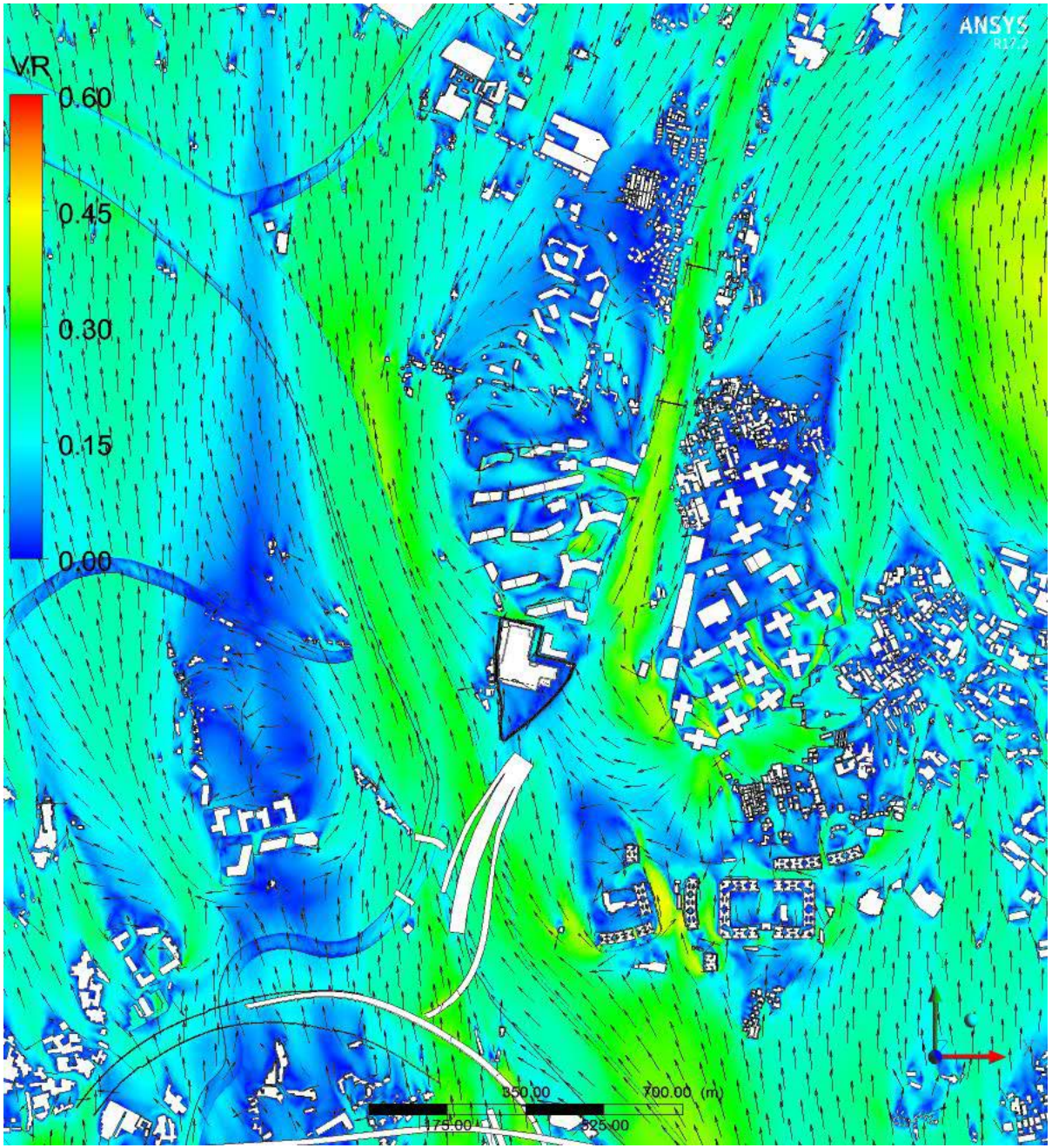
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under ESE Wind



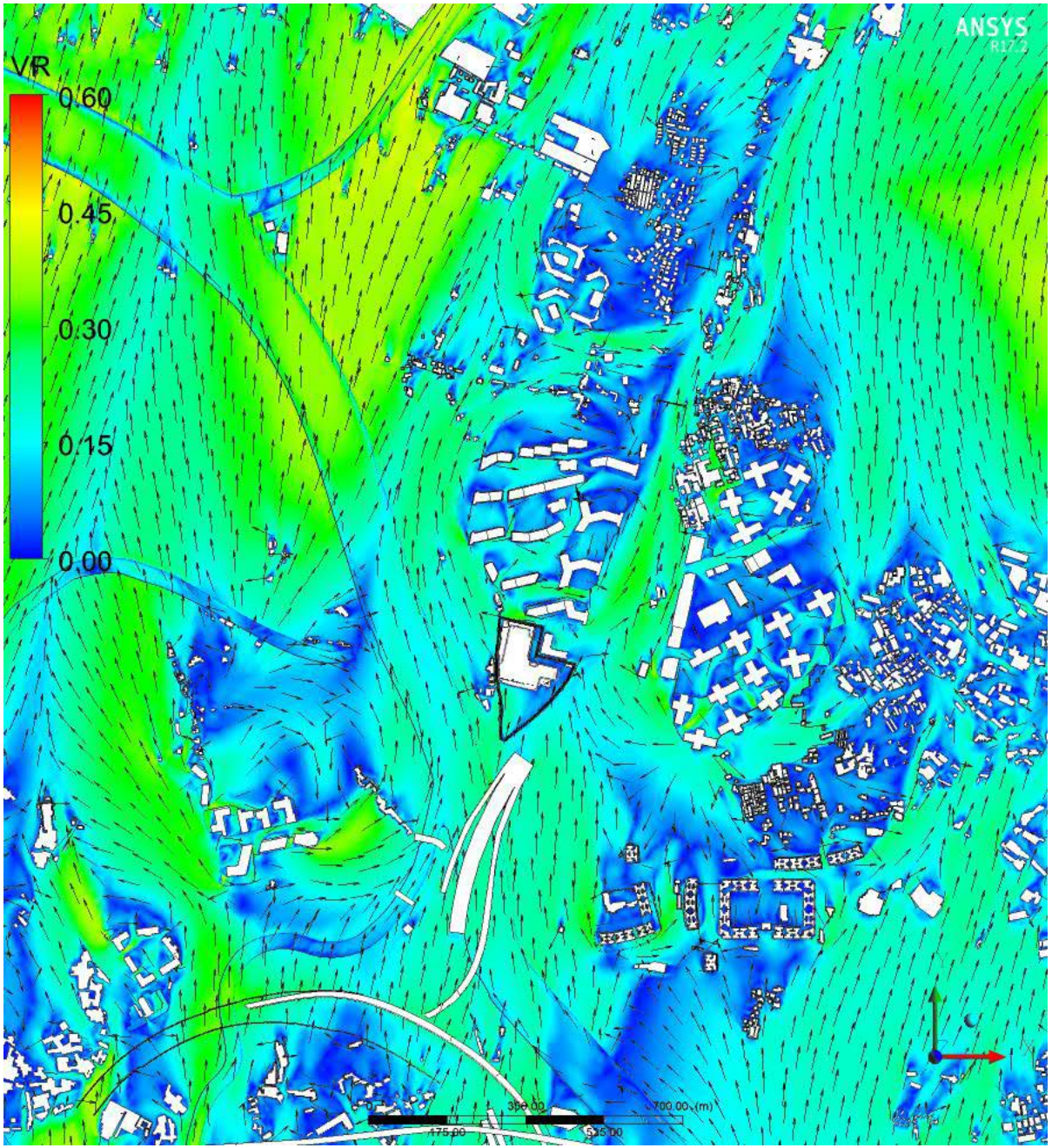
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under SE Wind



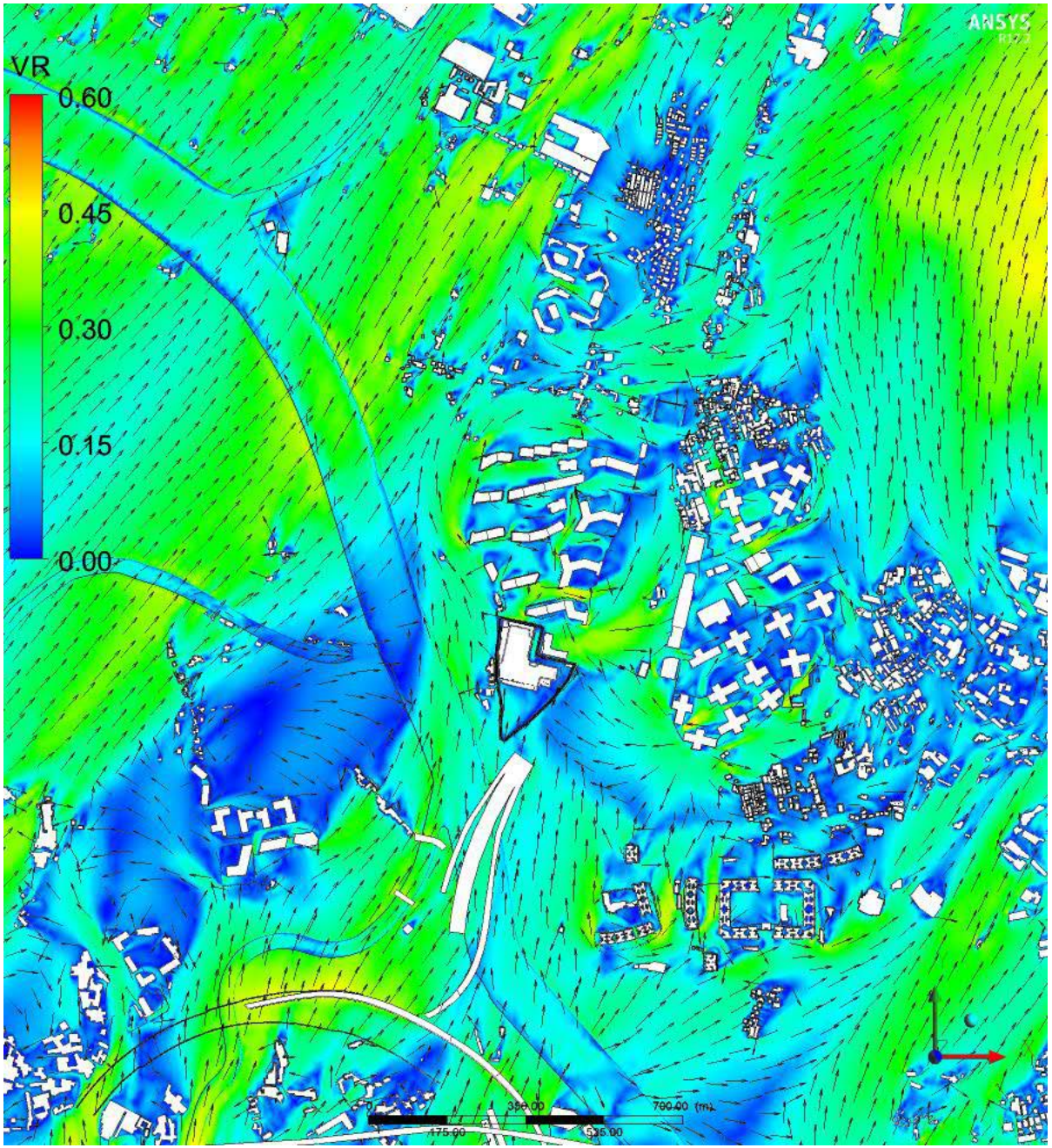
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under SSE Wind



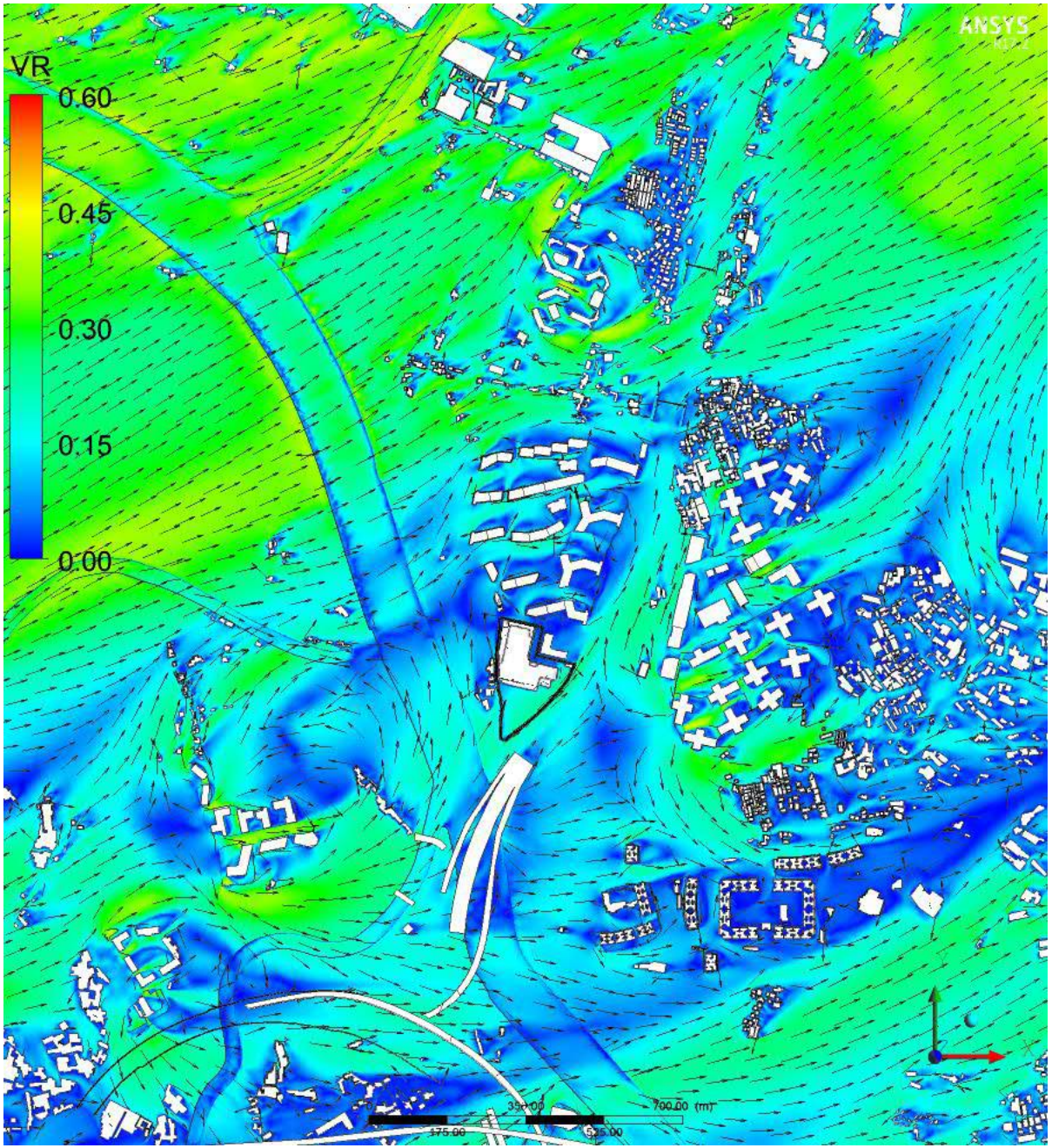
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under S Wind



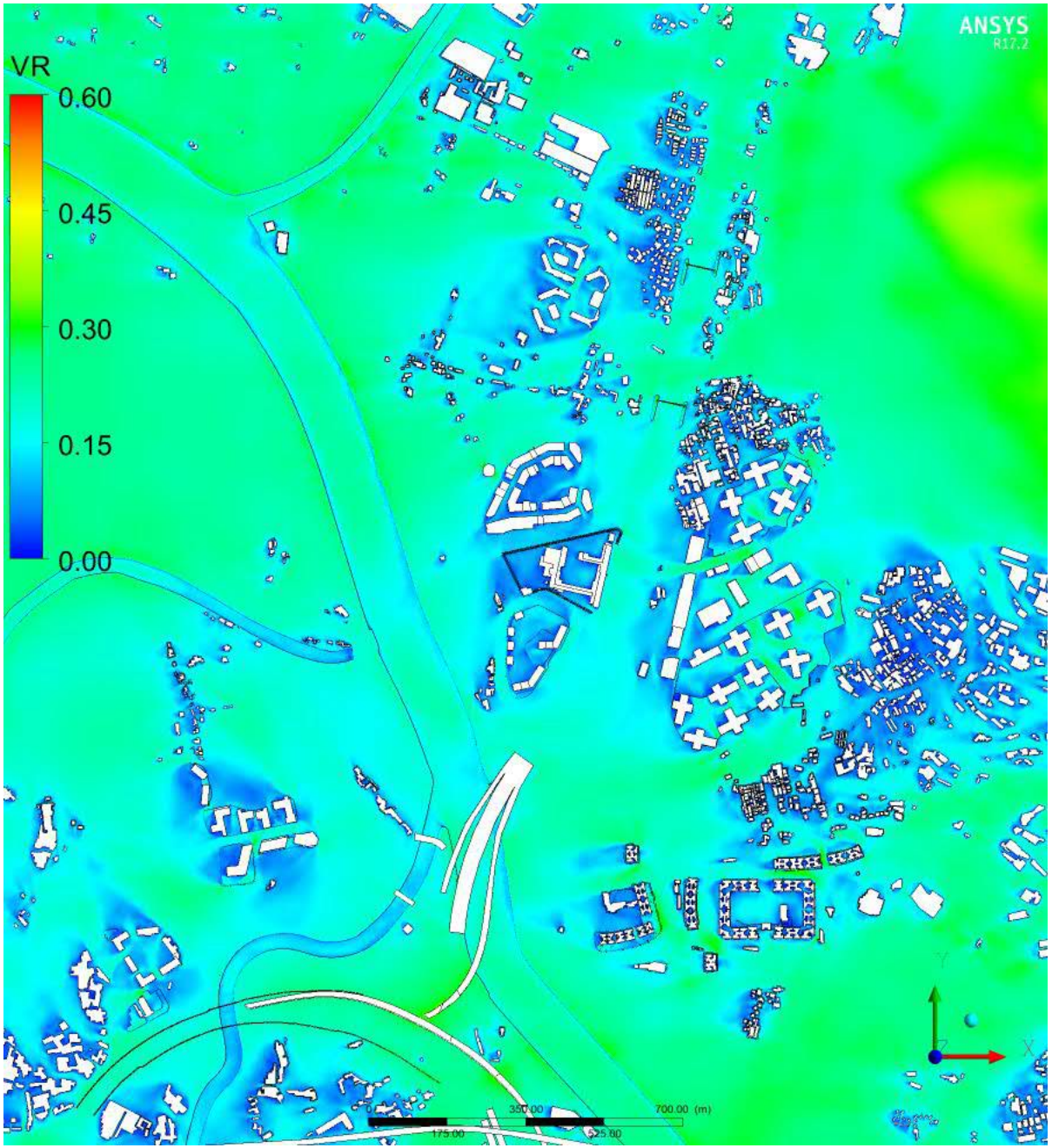
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under SSW Wind



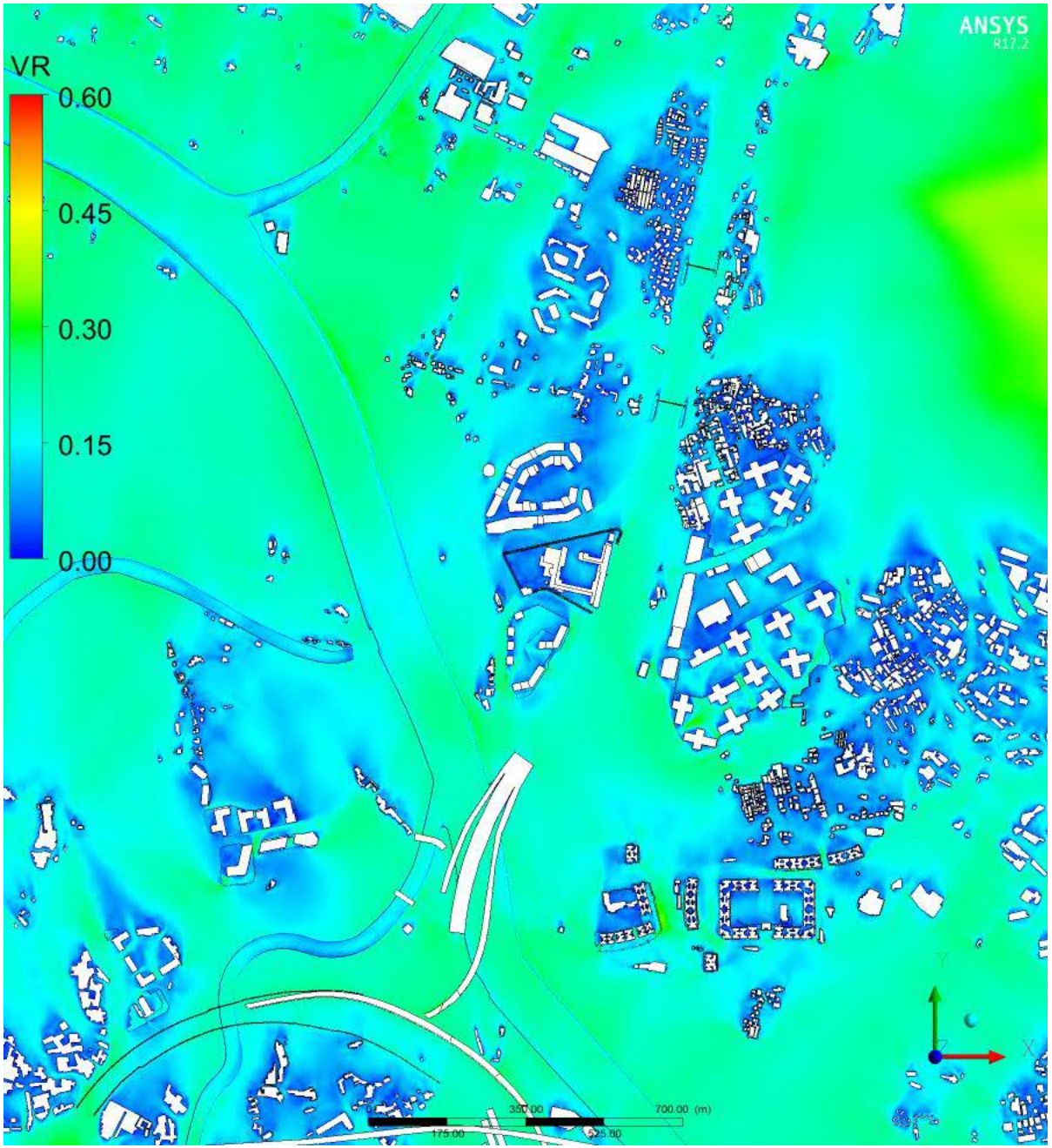
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under SW Wind



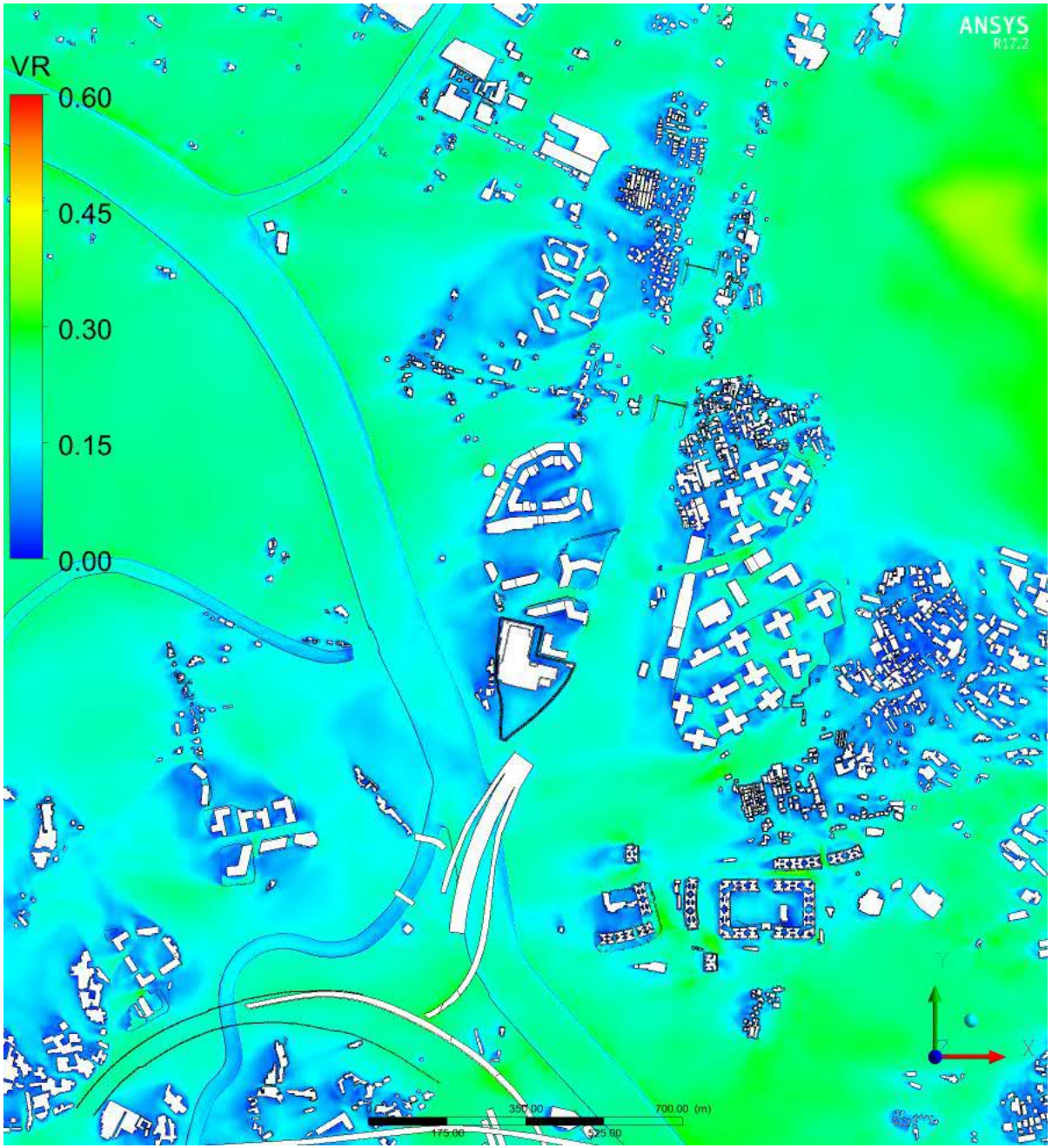
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under WSW Wind



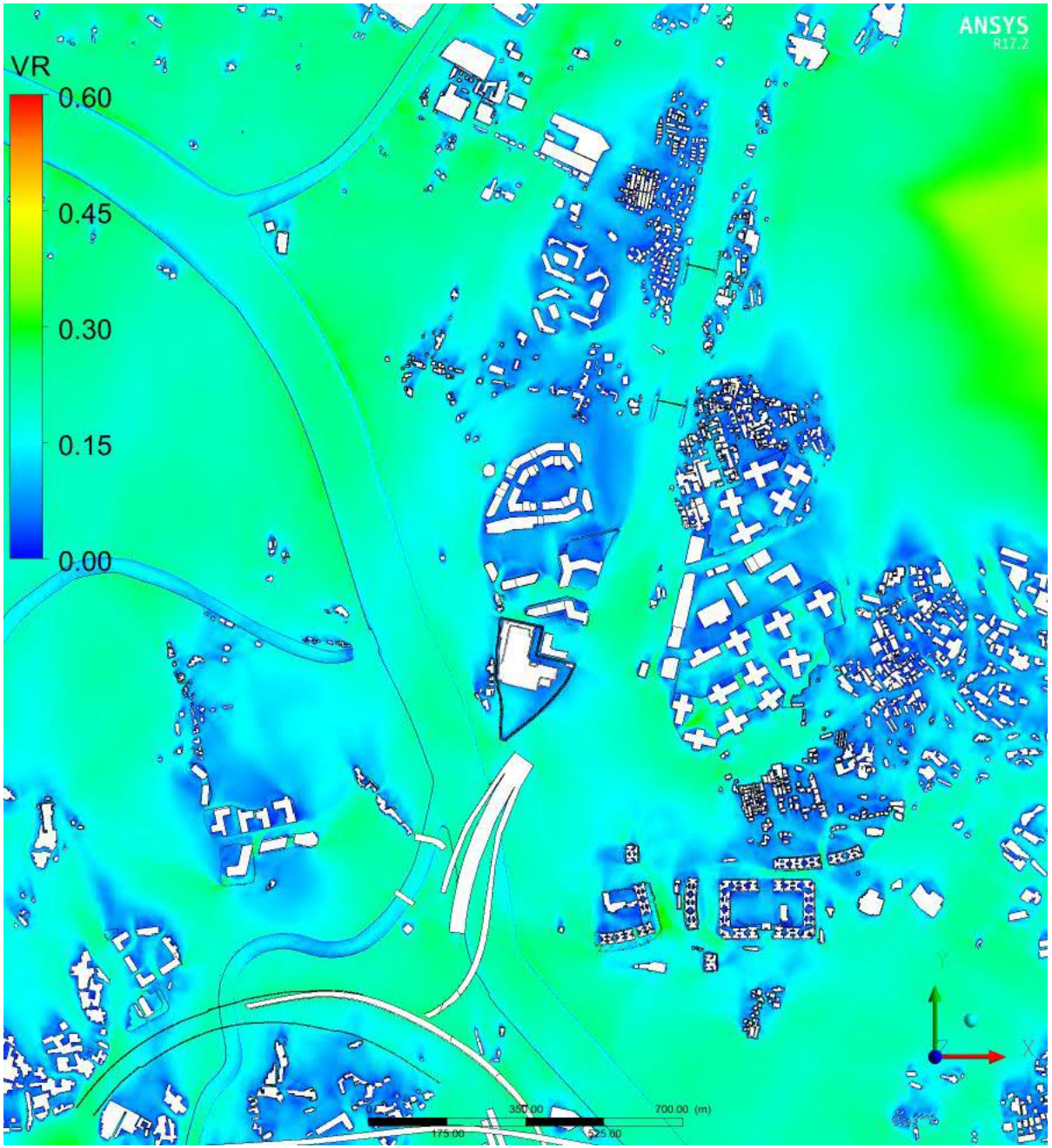
Baseline Scenario – Annual wind VR contour and vector plot at pedestrian level / podium level



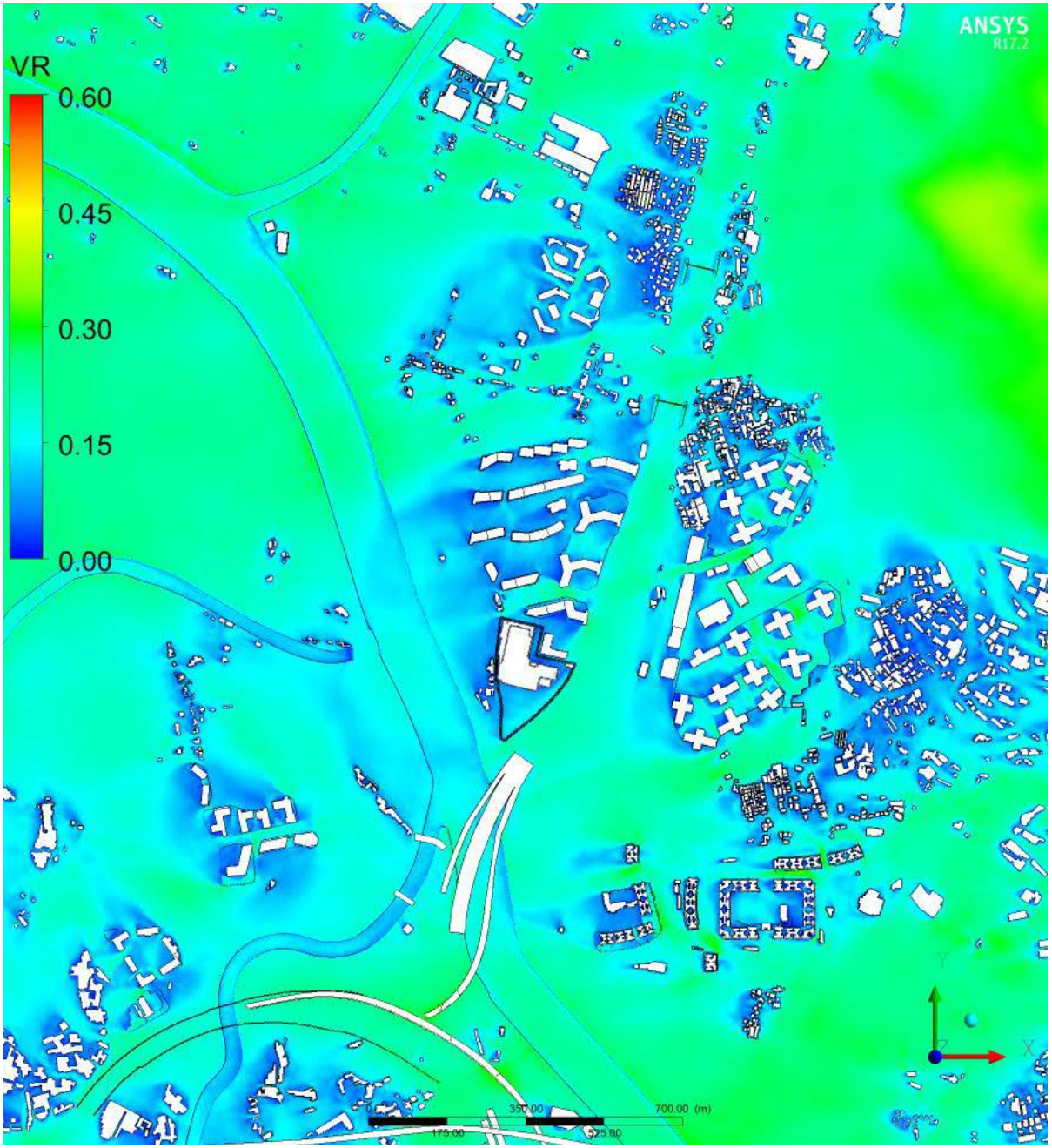
Baseline Scenario – Summer wind VR contour and vector plot at pedestrian level / podium level



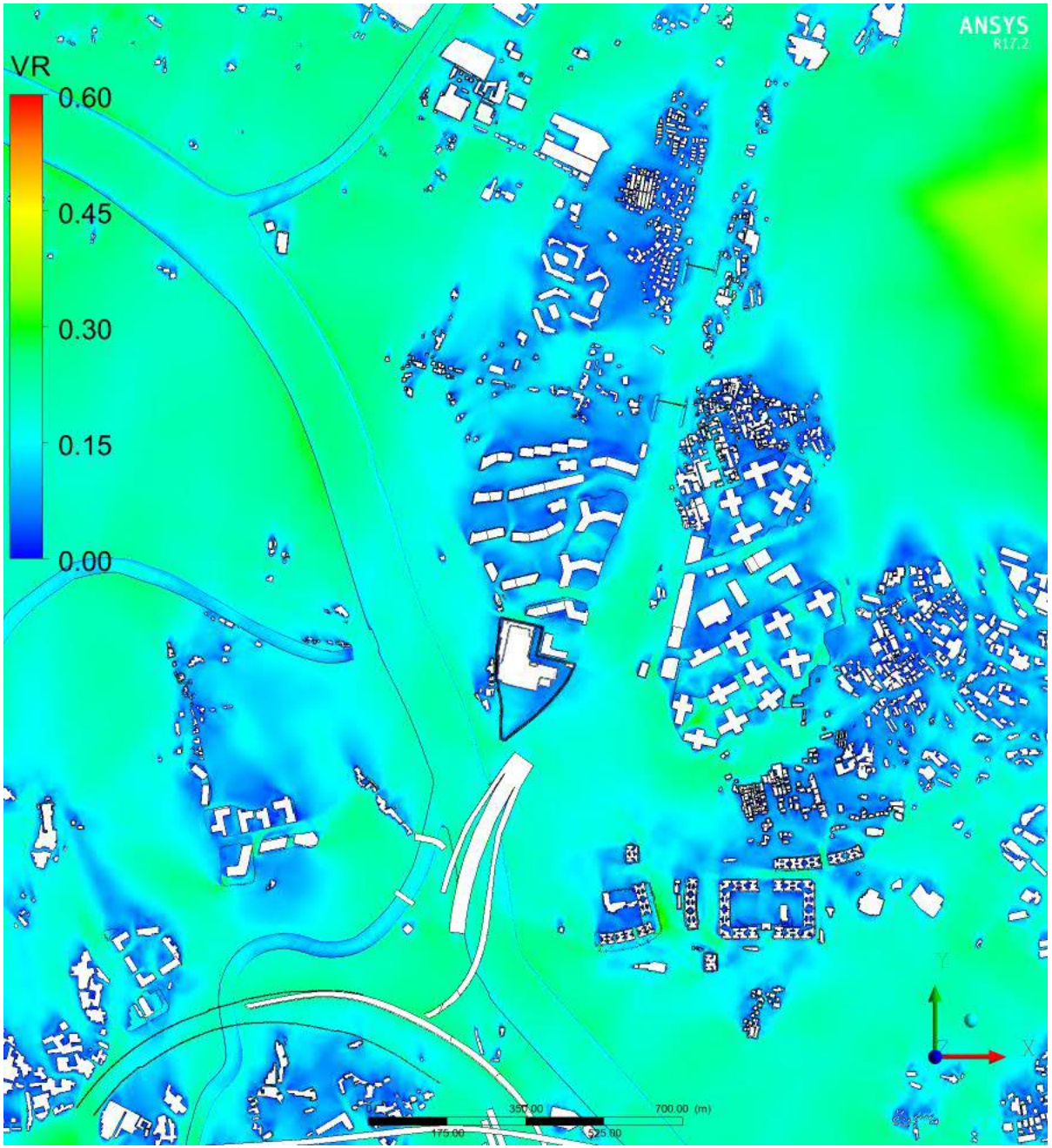
Proposed Scenario 1 - Annual wind VR contour and vector plot at pedestrian level / podium level



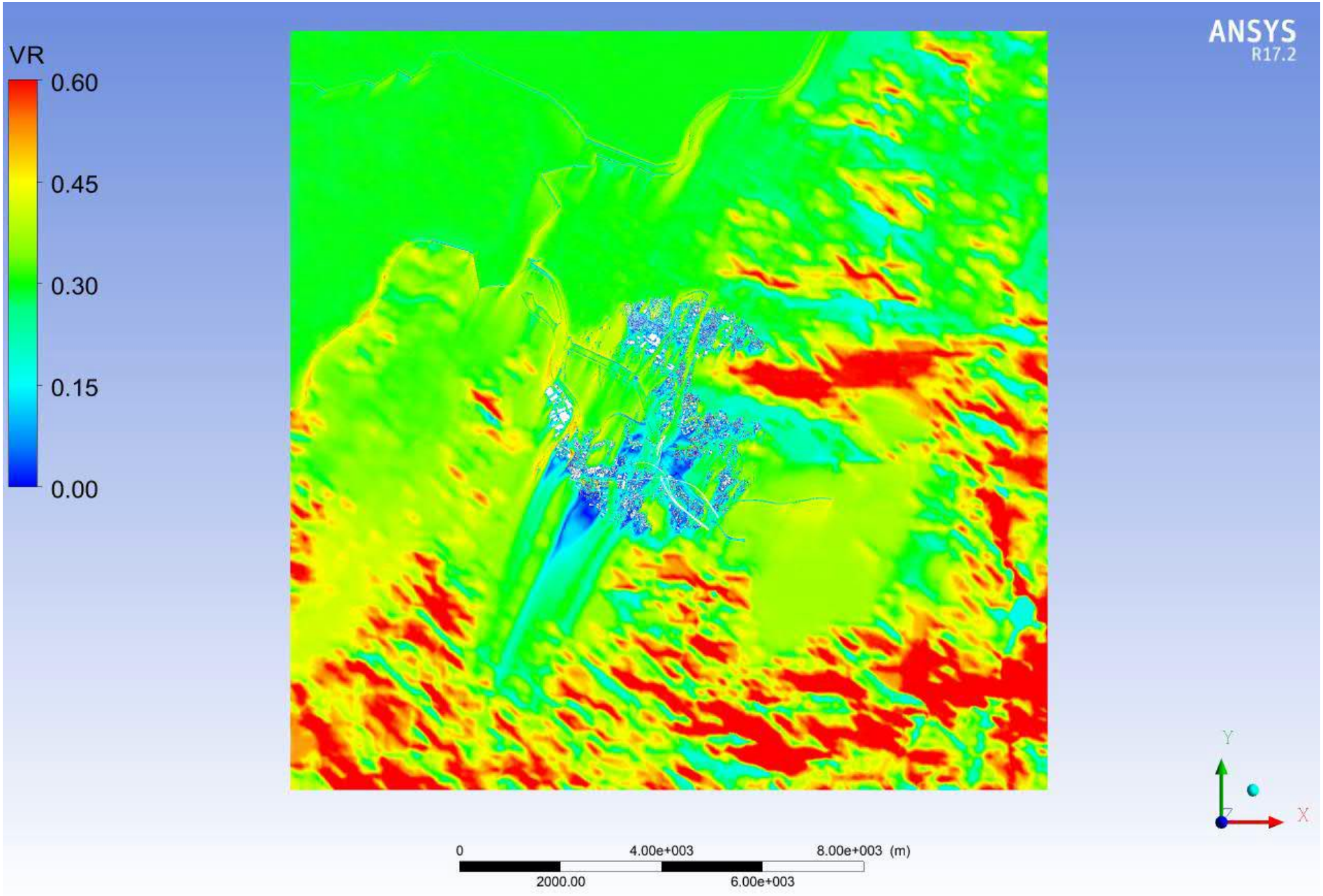
Proposed Scenario 1 - Summer wind VR contour and vector plot at pedestrian level / podium level



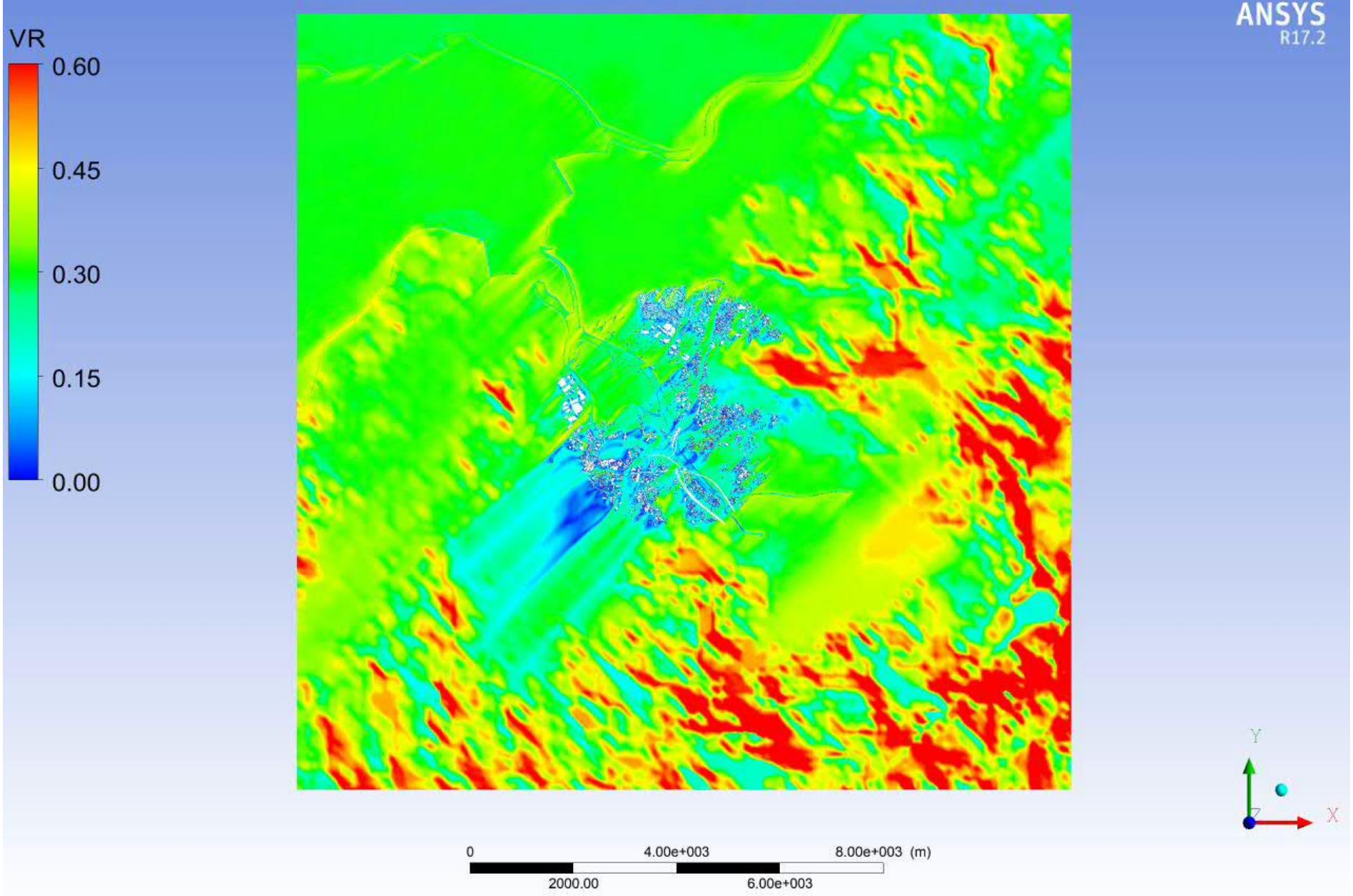
Proposed Scenario 2 - Annual wind VR contour and vector plot at pedestrian level / podium level



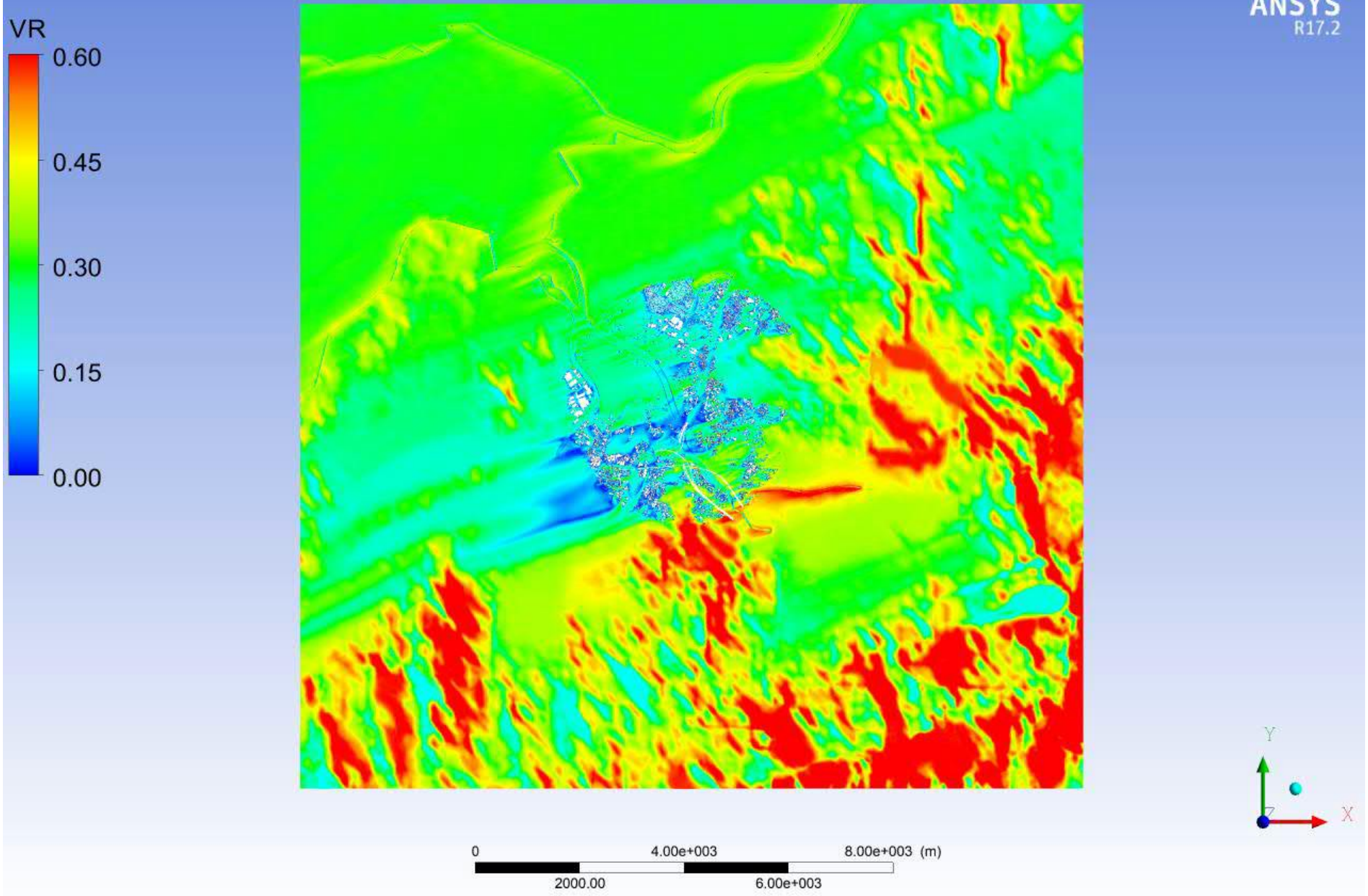
Proposed Scenario 2 - Summer wind VR contour and vector plot at pedestrian level / podium level



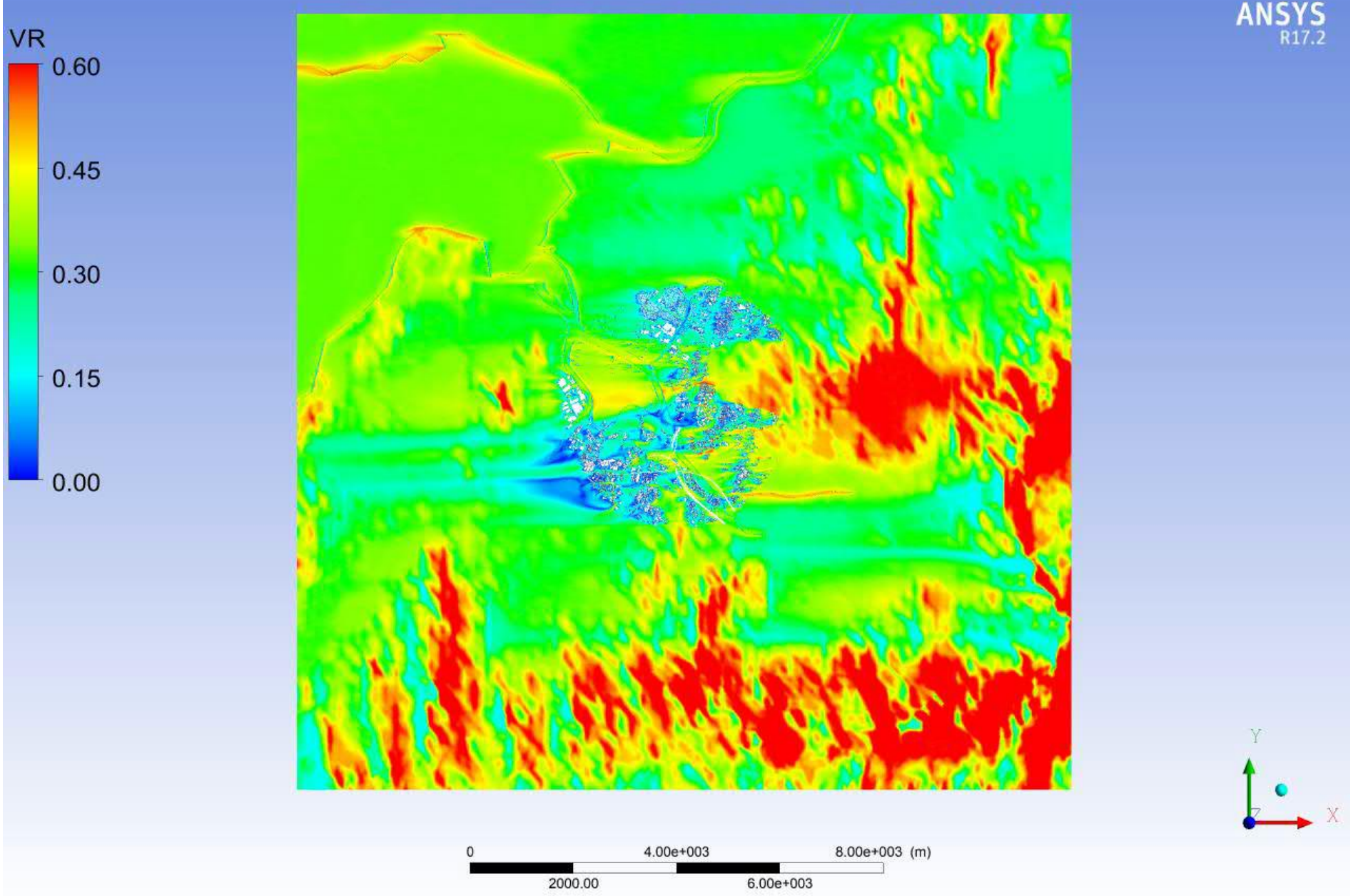
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under NNE Wind



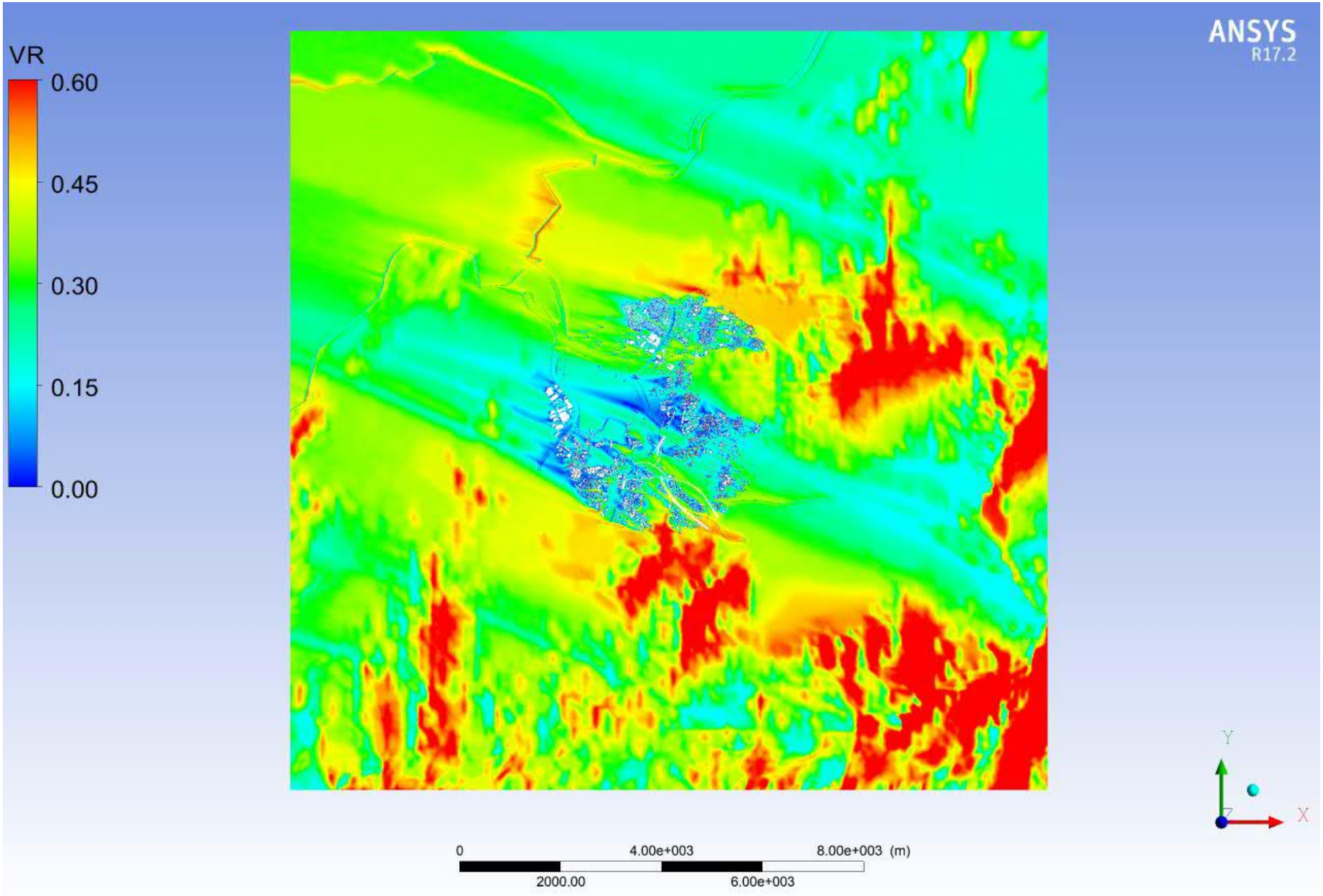
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under NE Wind



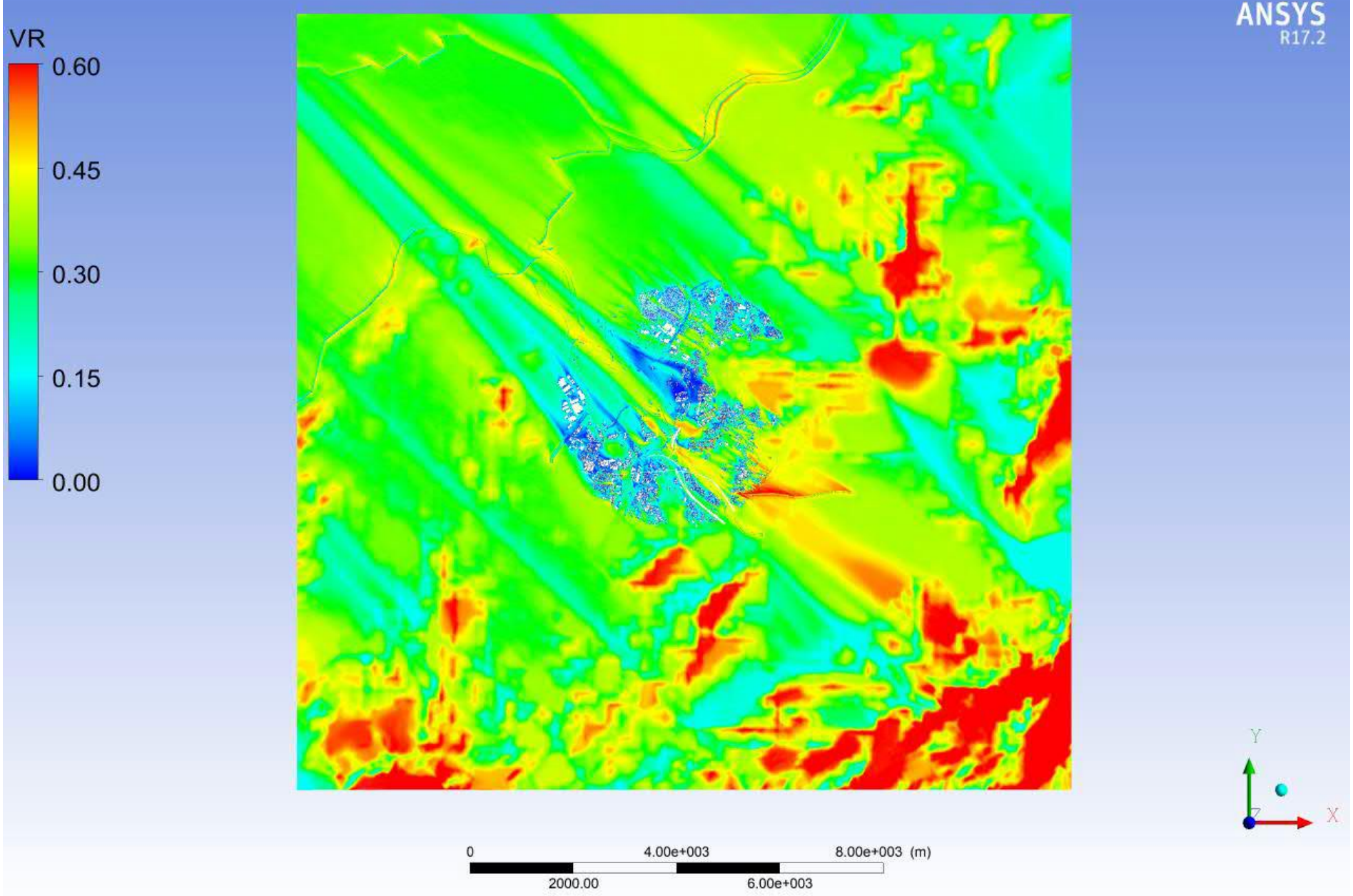
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under ENE Wind



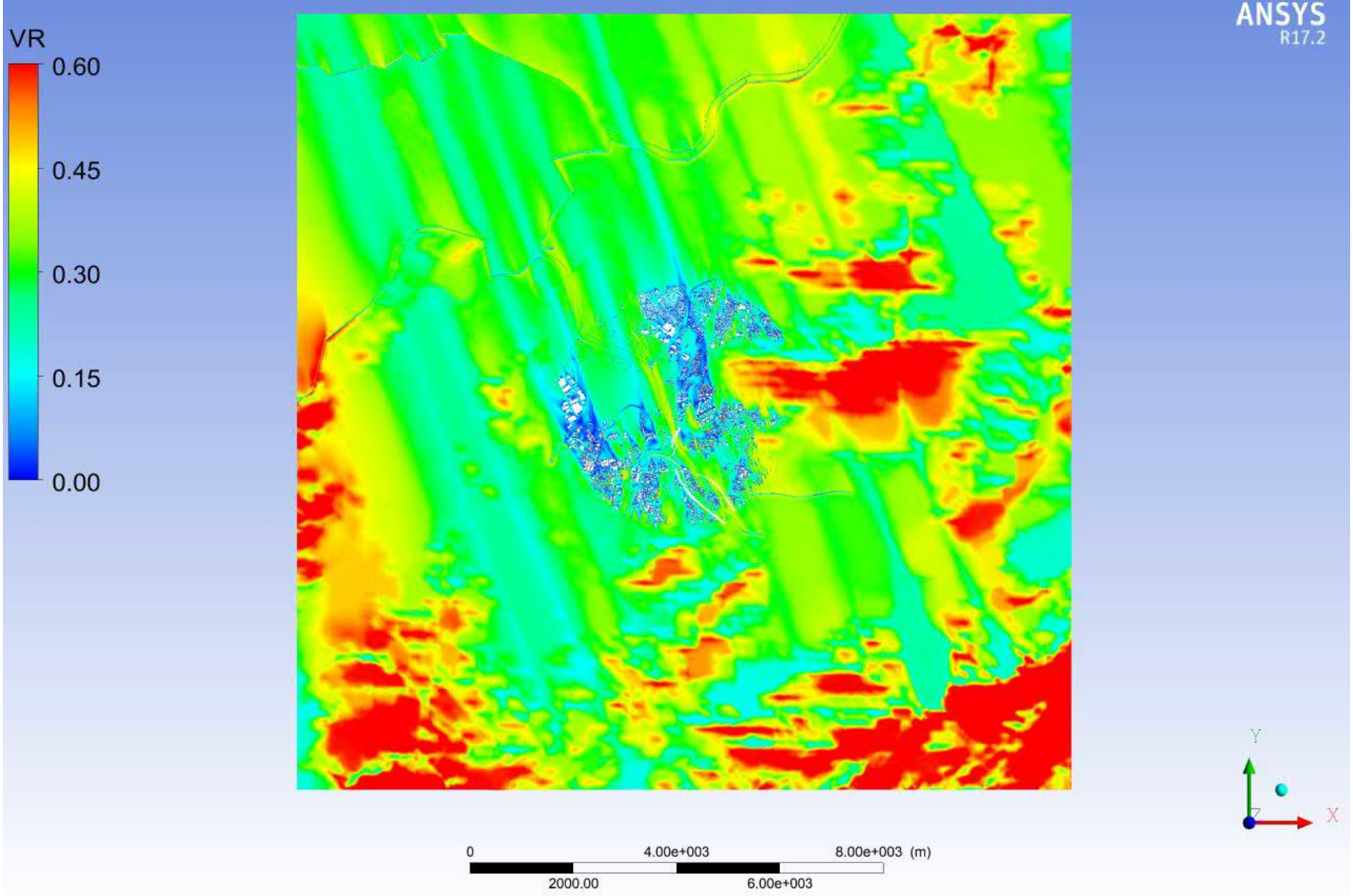
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under E Wind



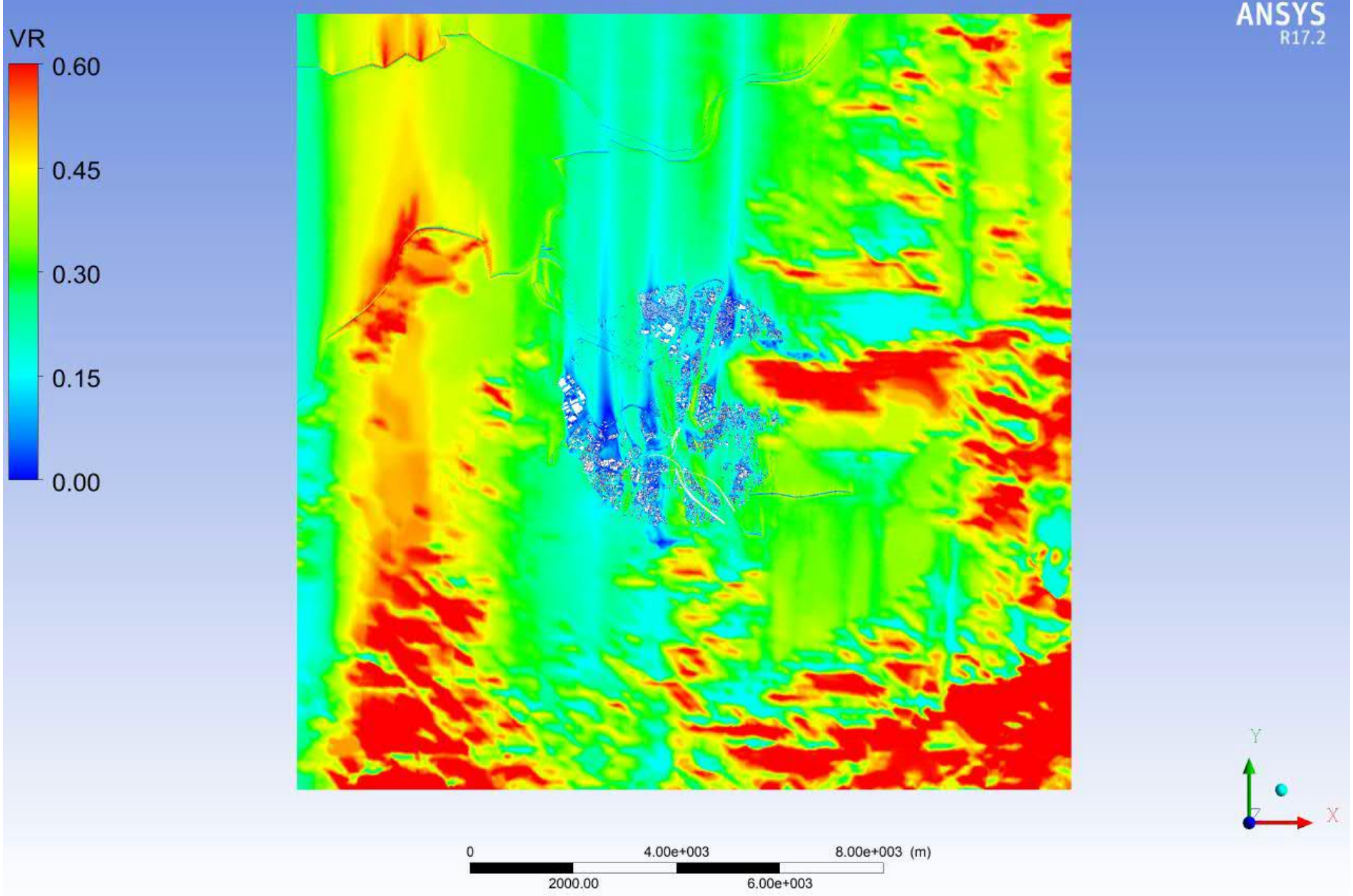
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under ESE Wind



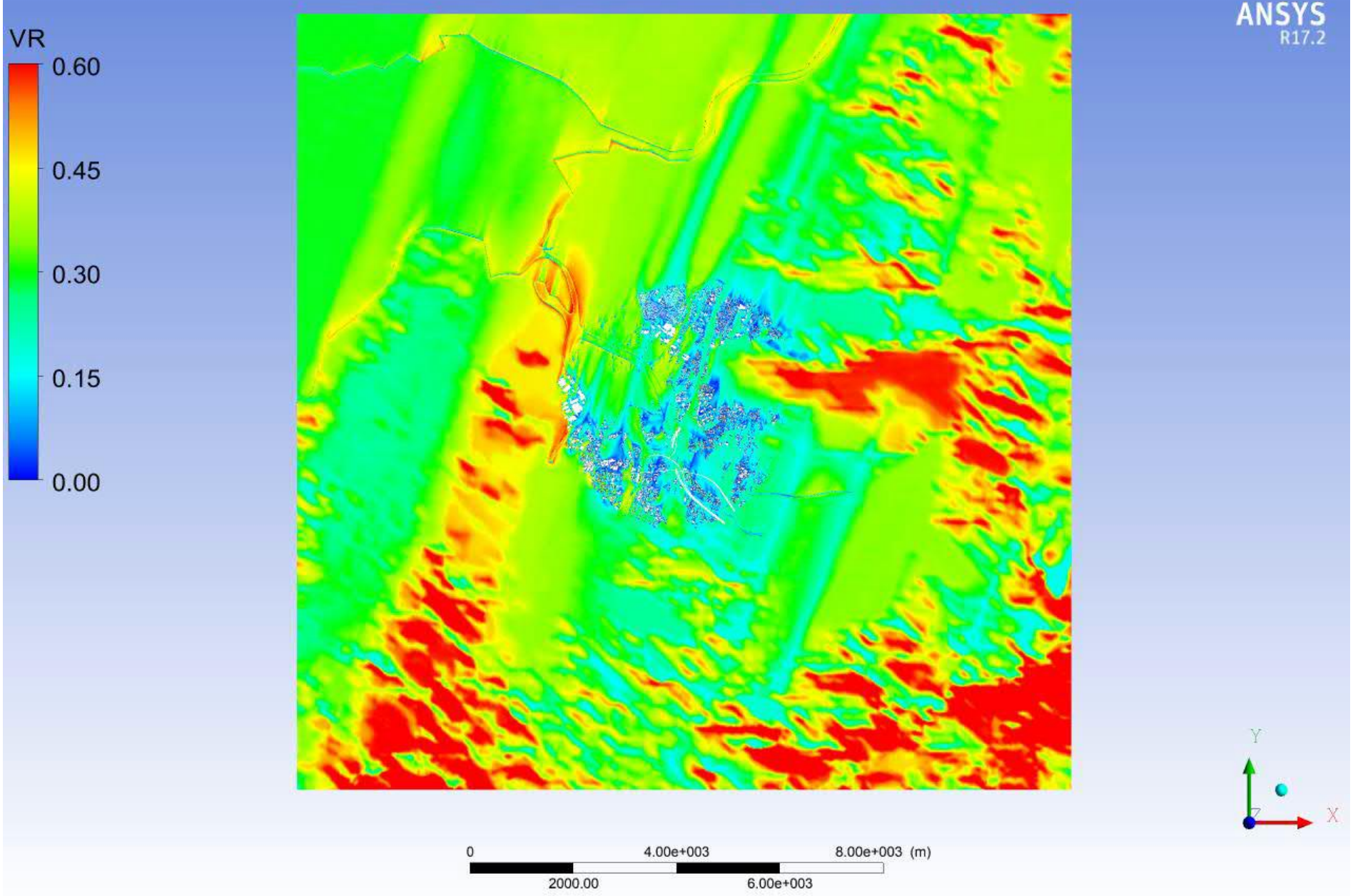
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under SE Wind



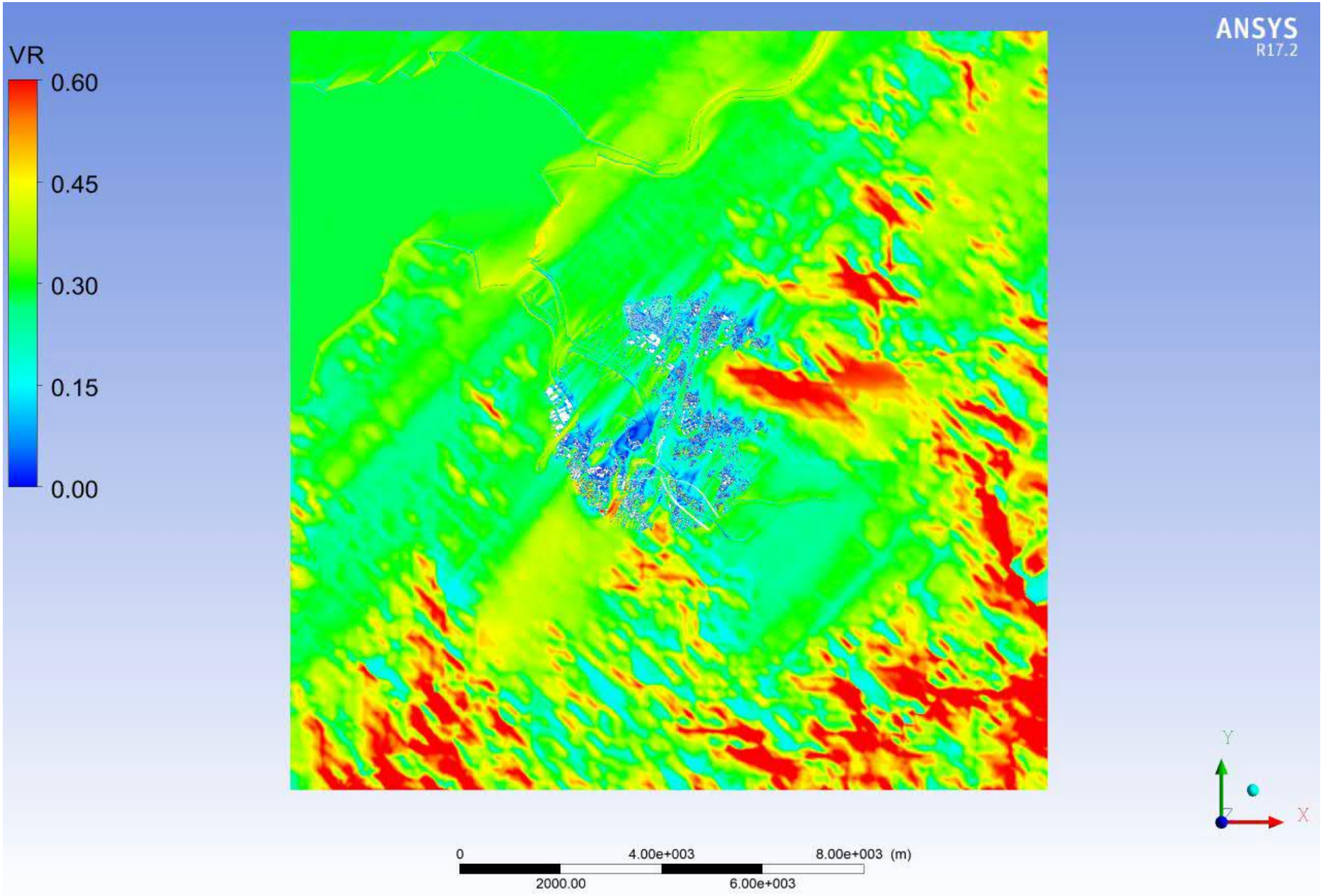
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under SSE Wind



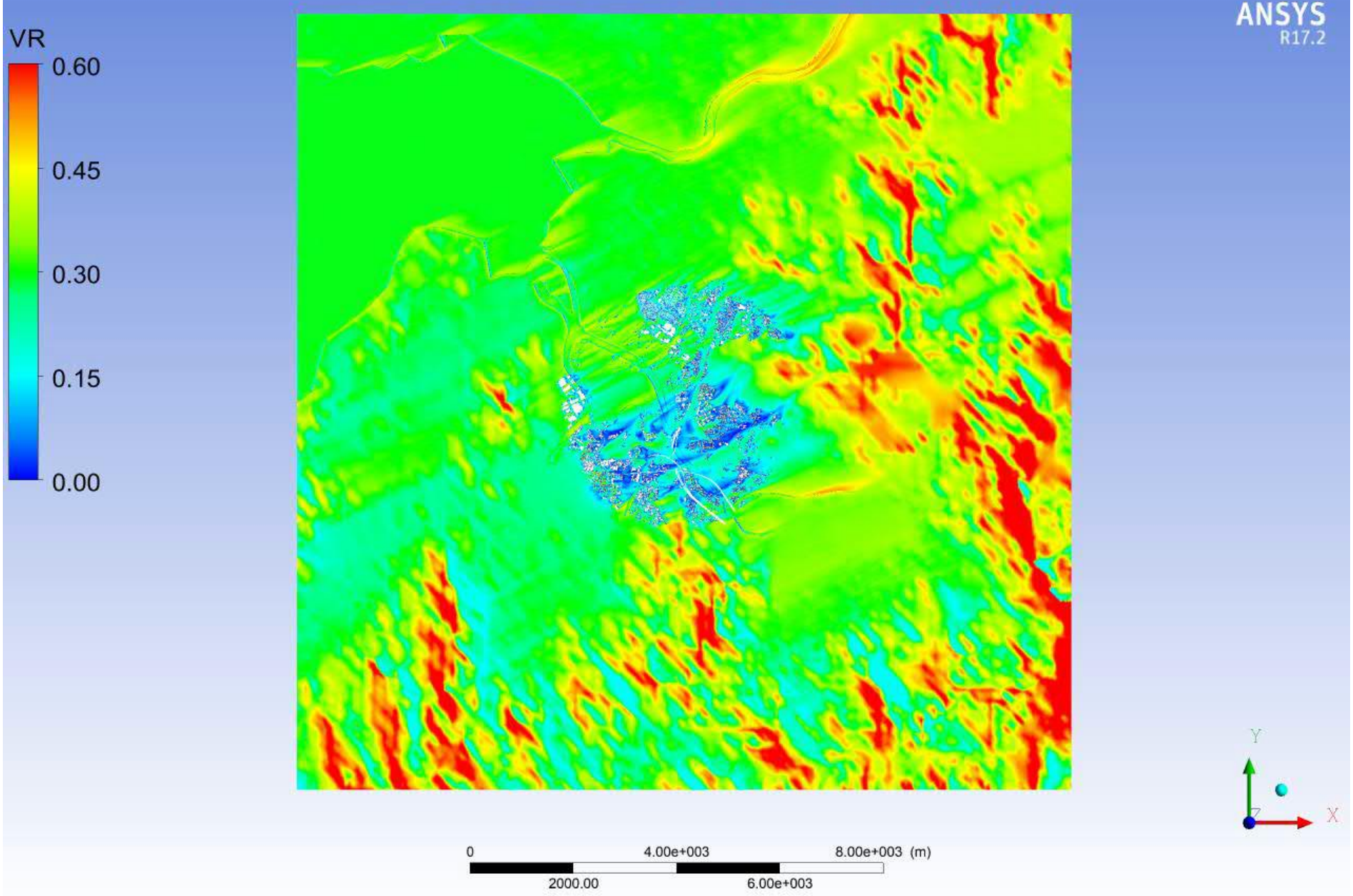
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under S Wind



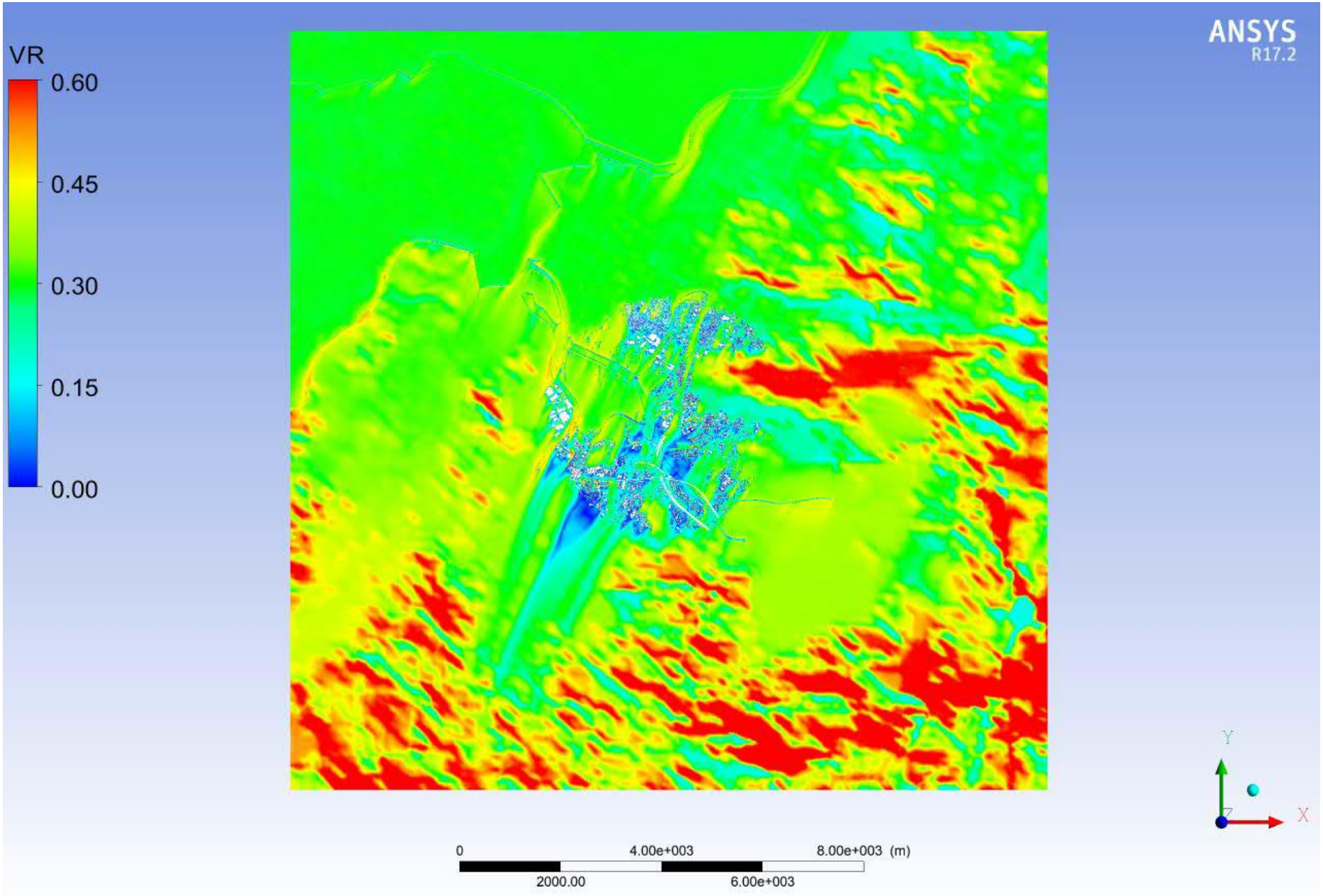
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under SSW Wind



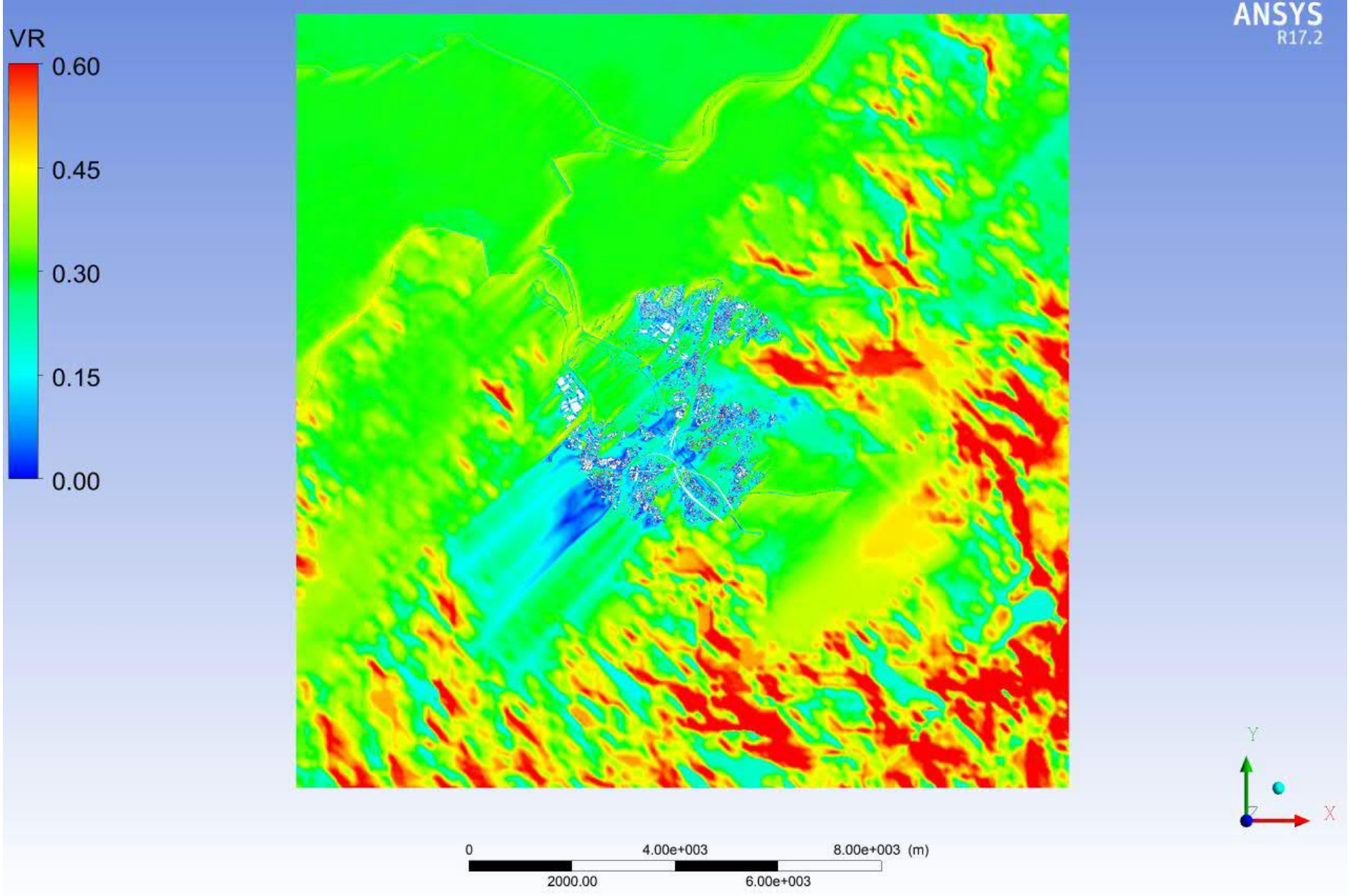
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under SW Wind



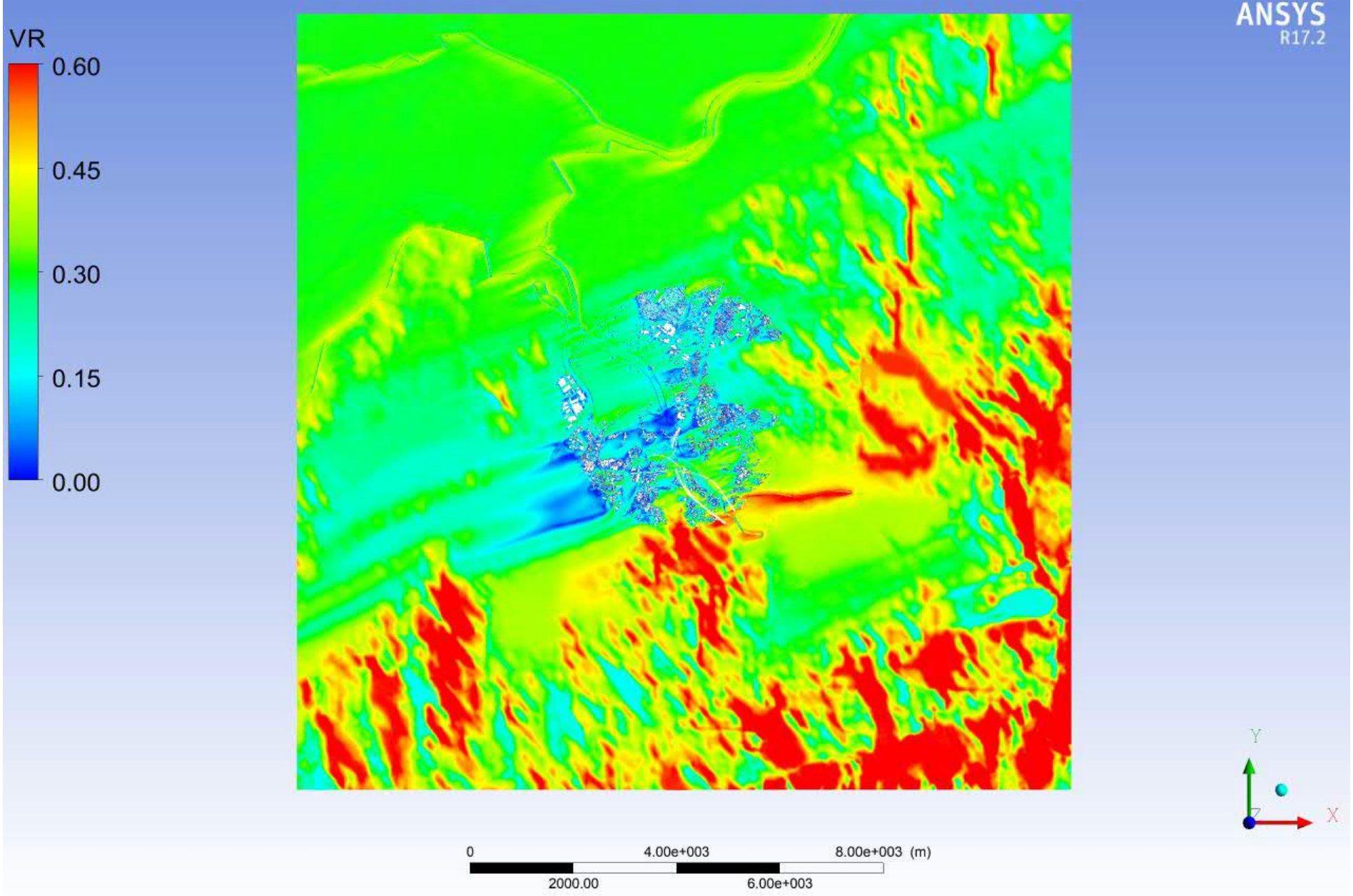
Baseline Scenario - Wind VR contour and vector plot at pedestrian level / podium level under WSW Wind



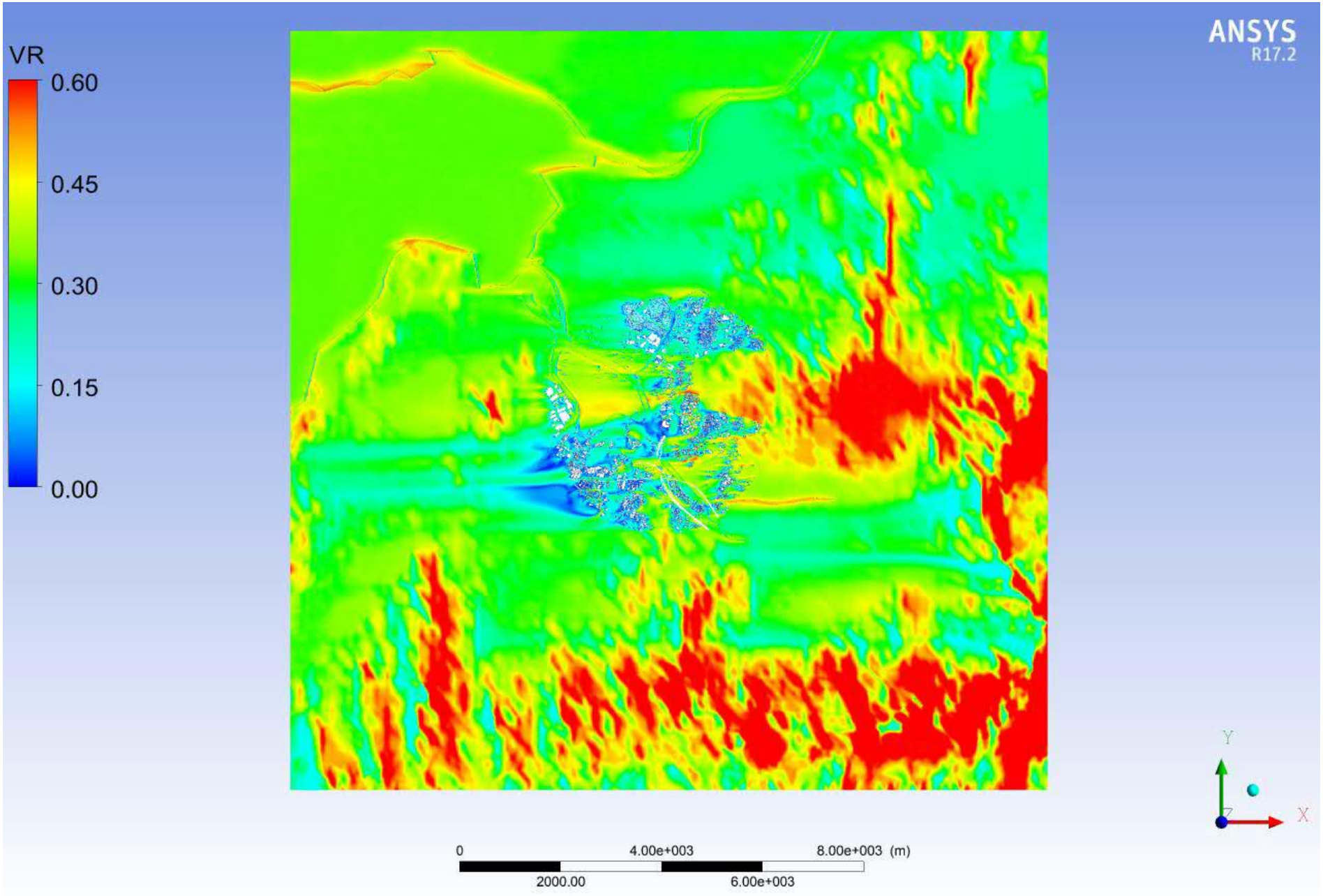
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under NNE Wind



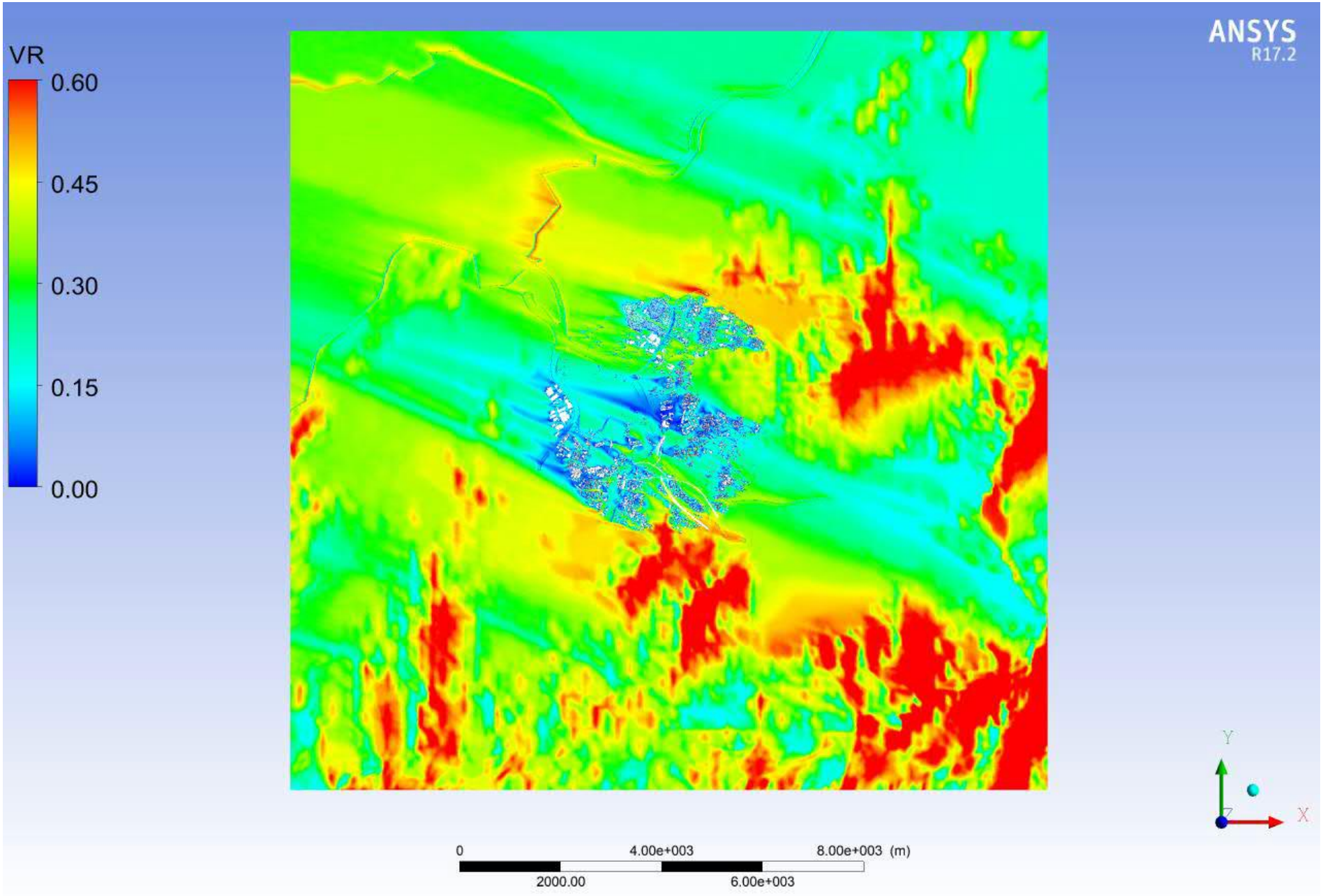
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under NE Wind



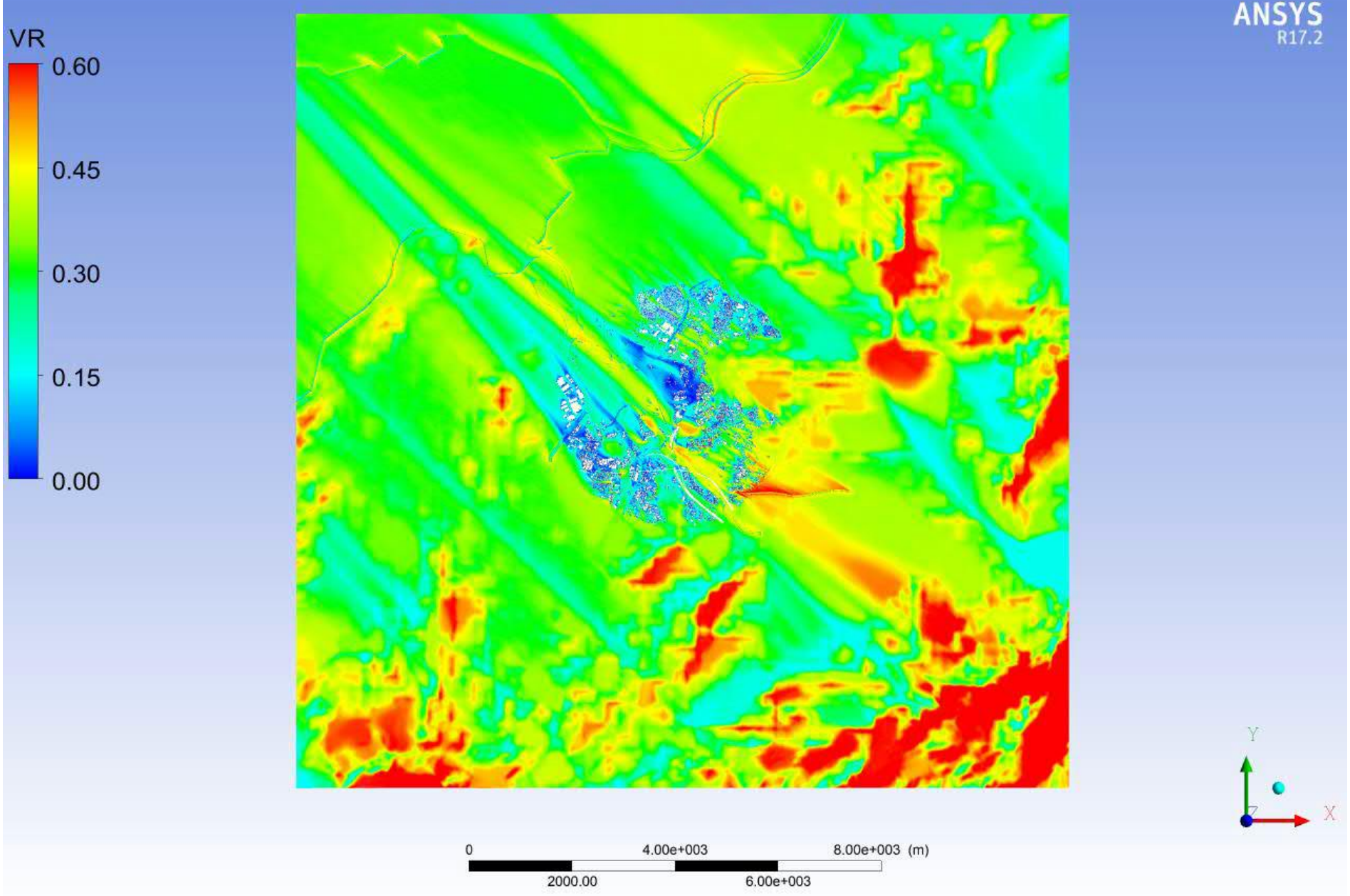
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under ENE Wind



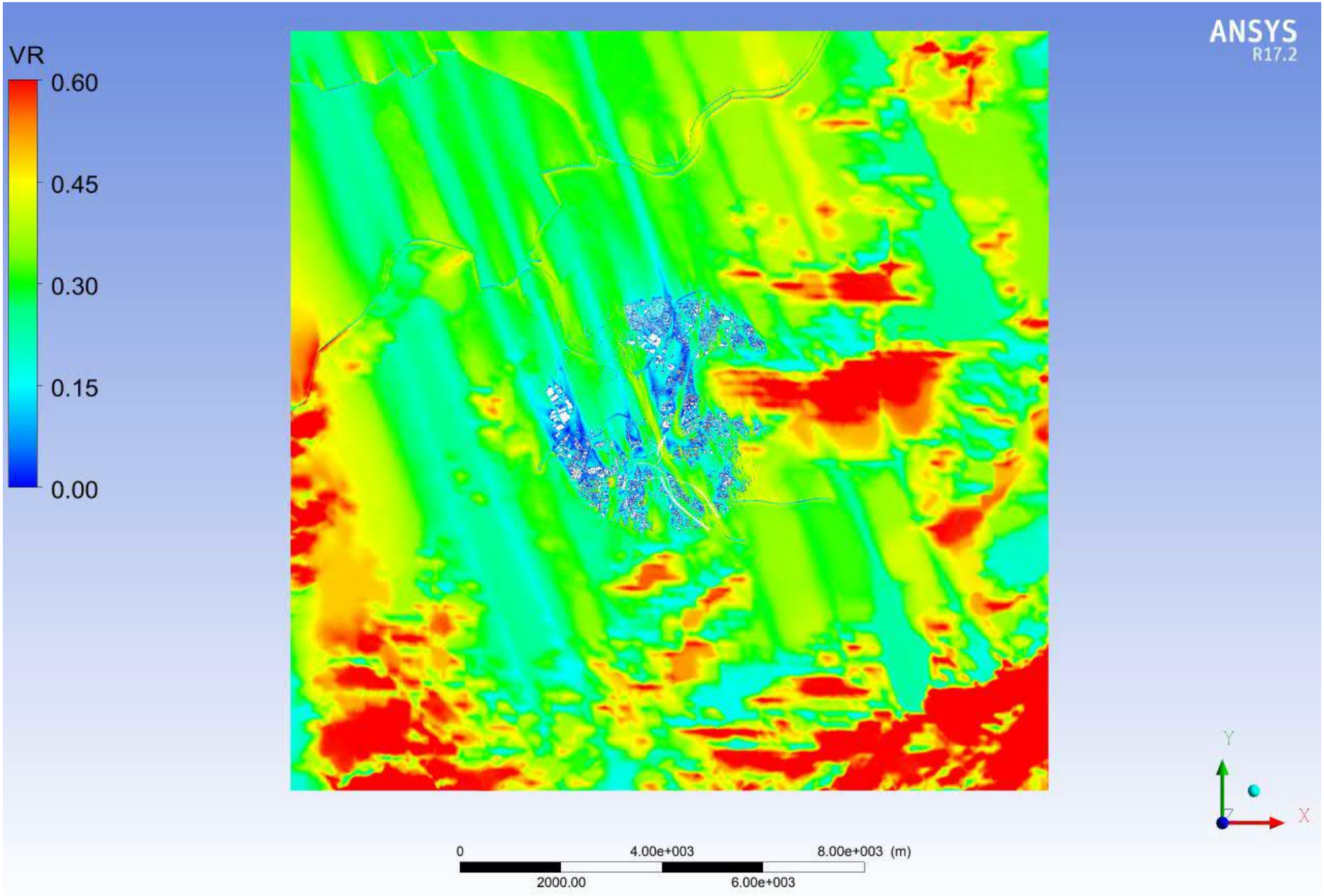
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under E Wind



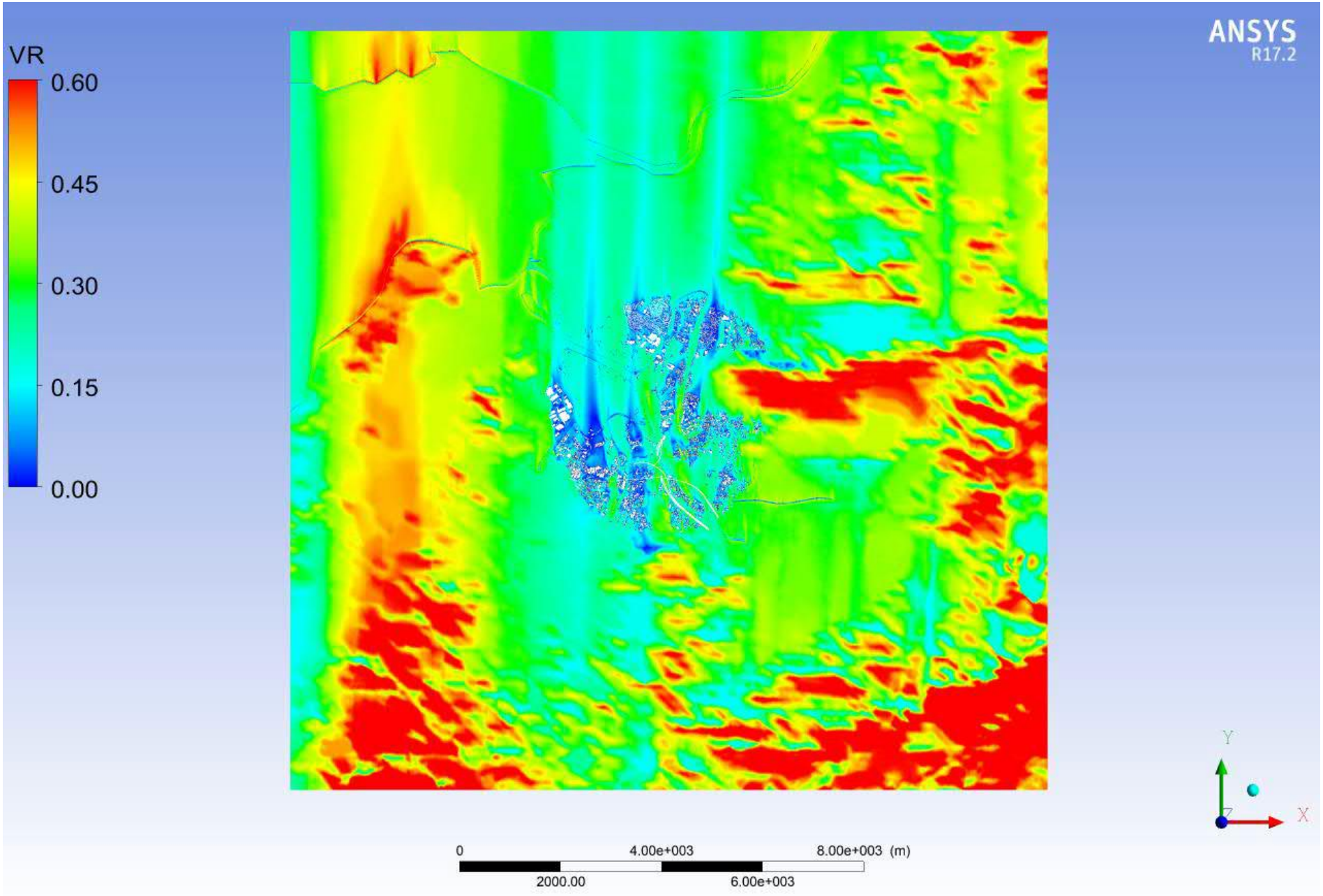
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under ESE Wind



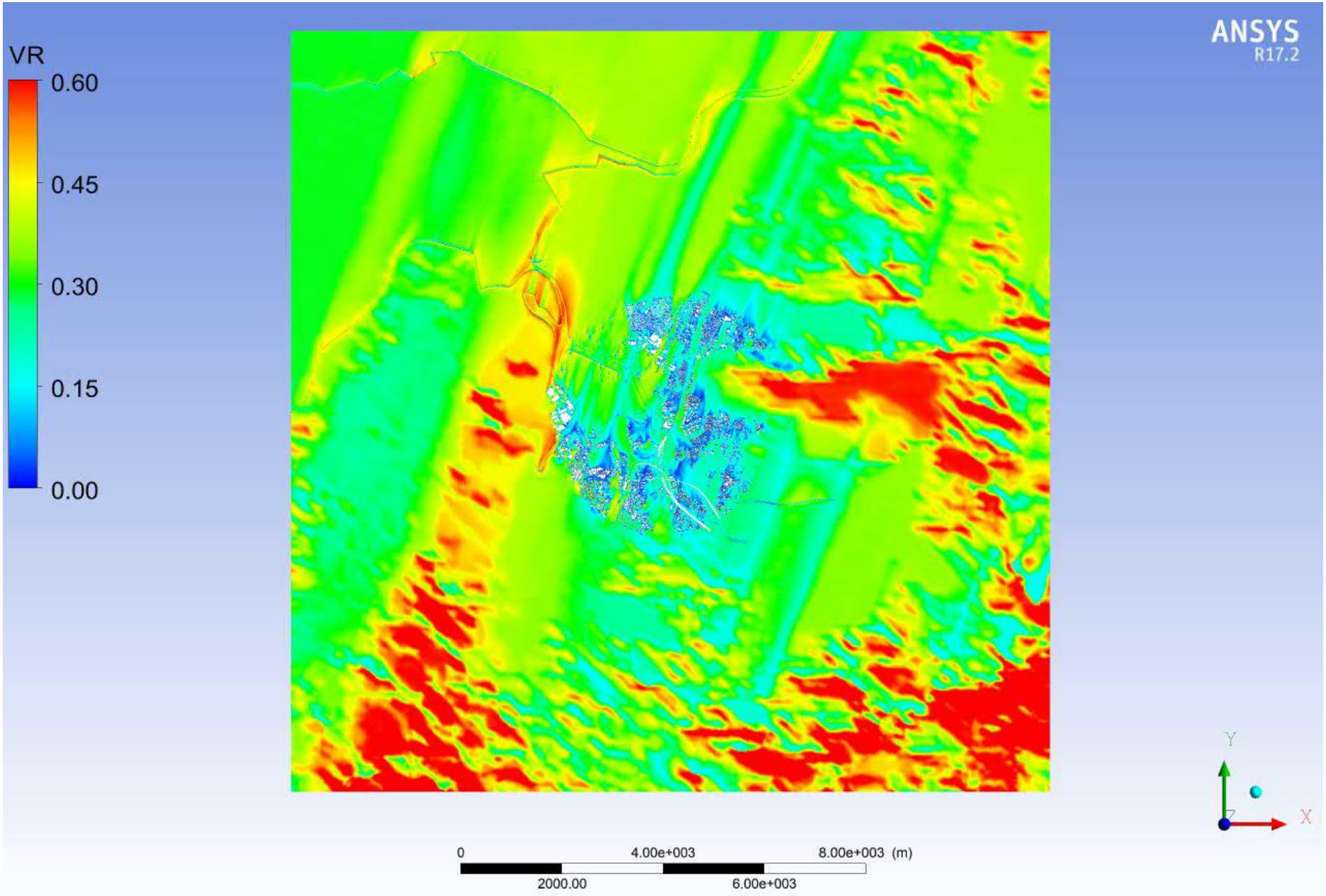
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under SE Wind



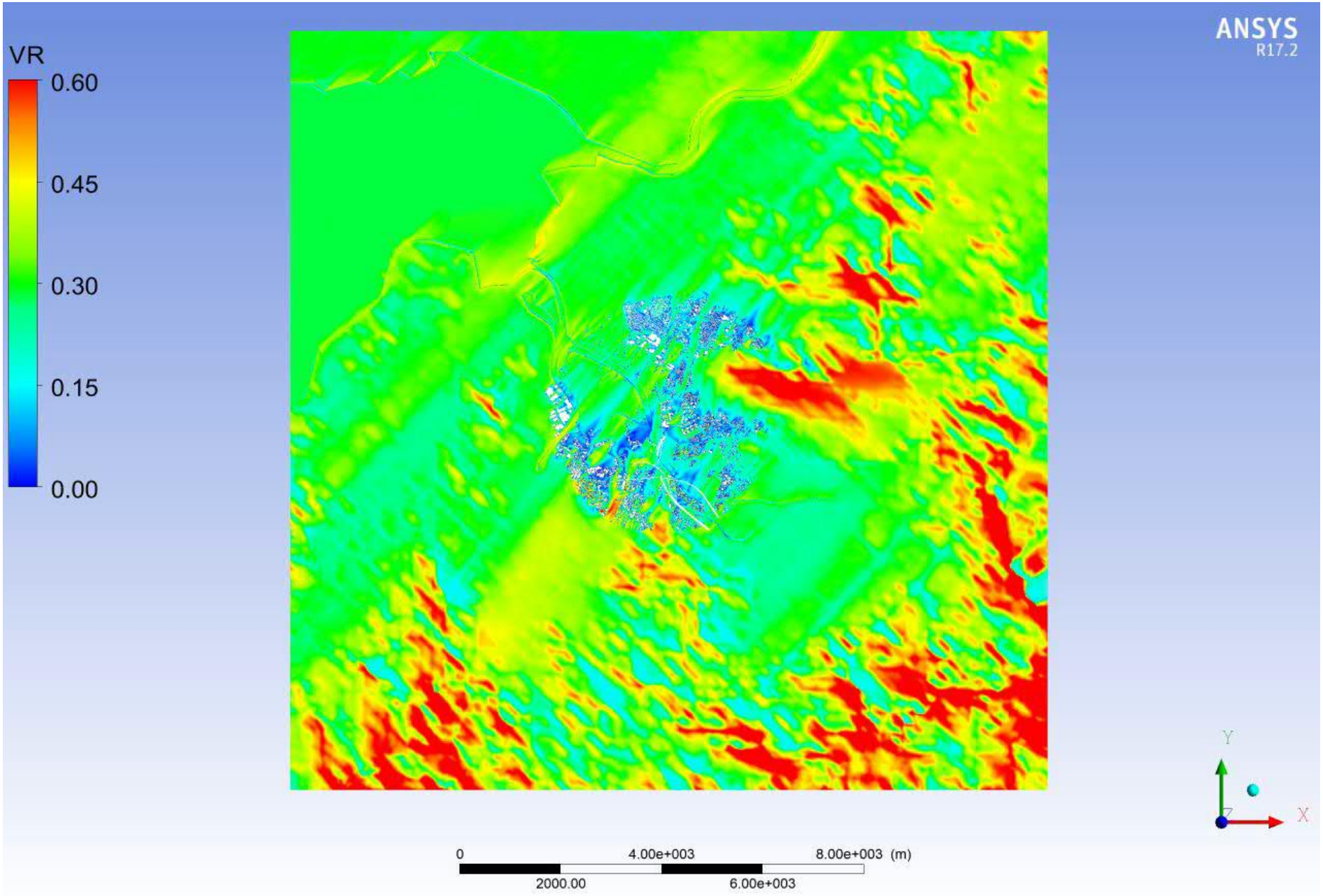
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under SSE Wind



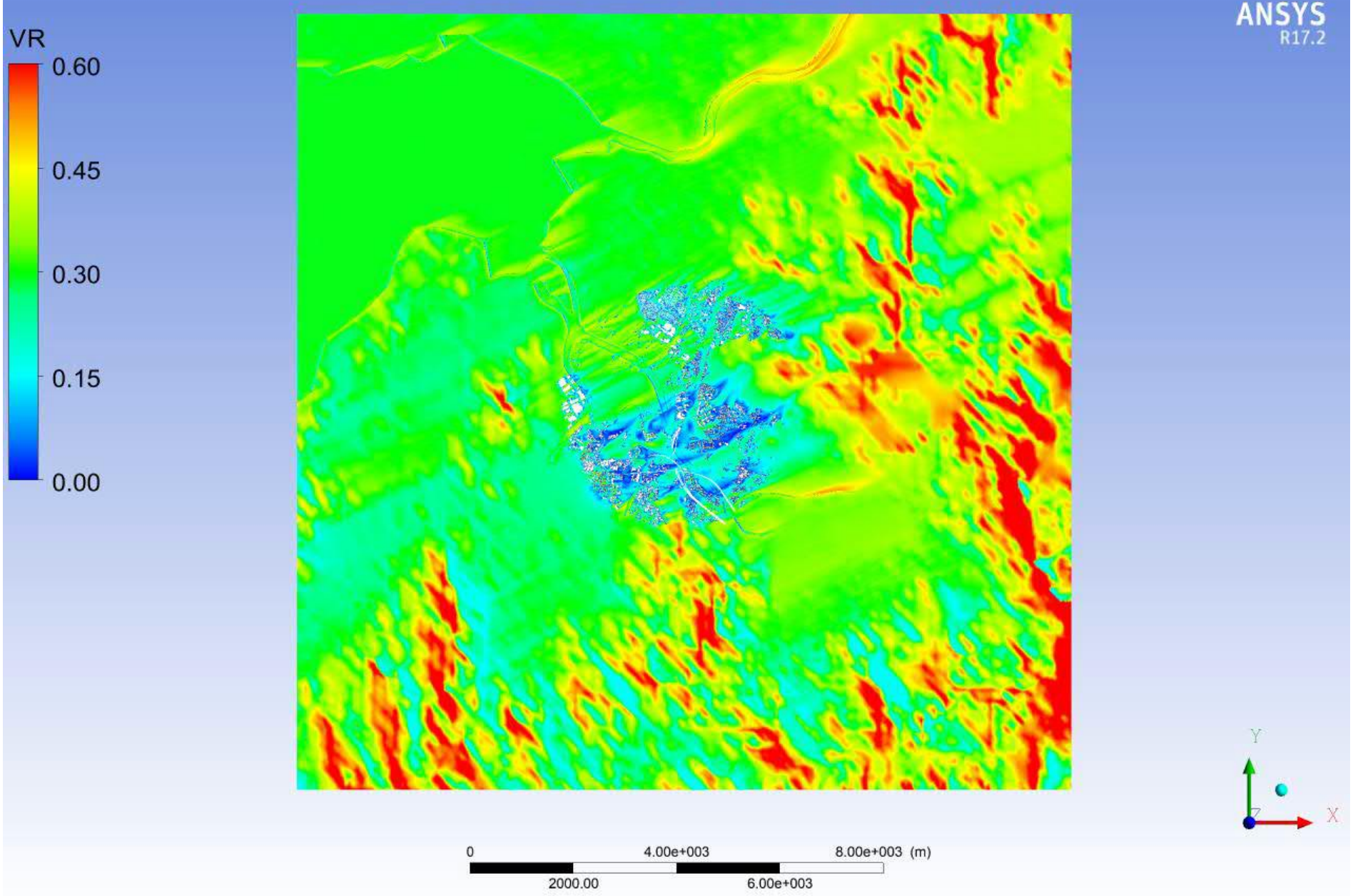
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under S Wind



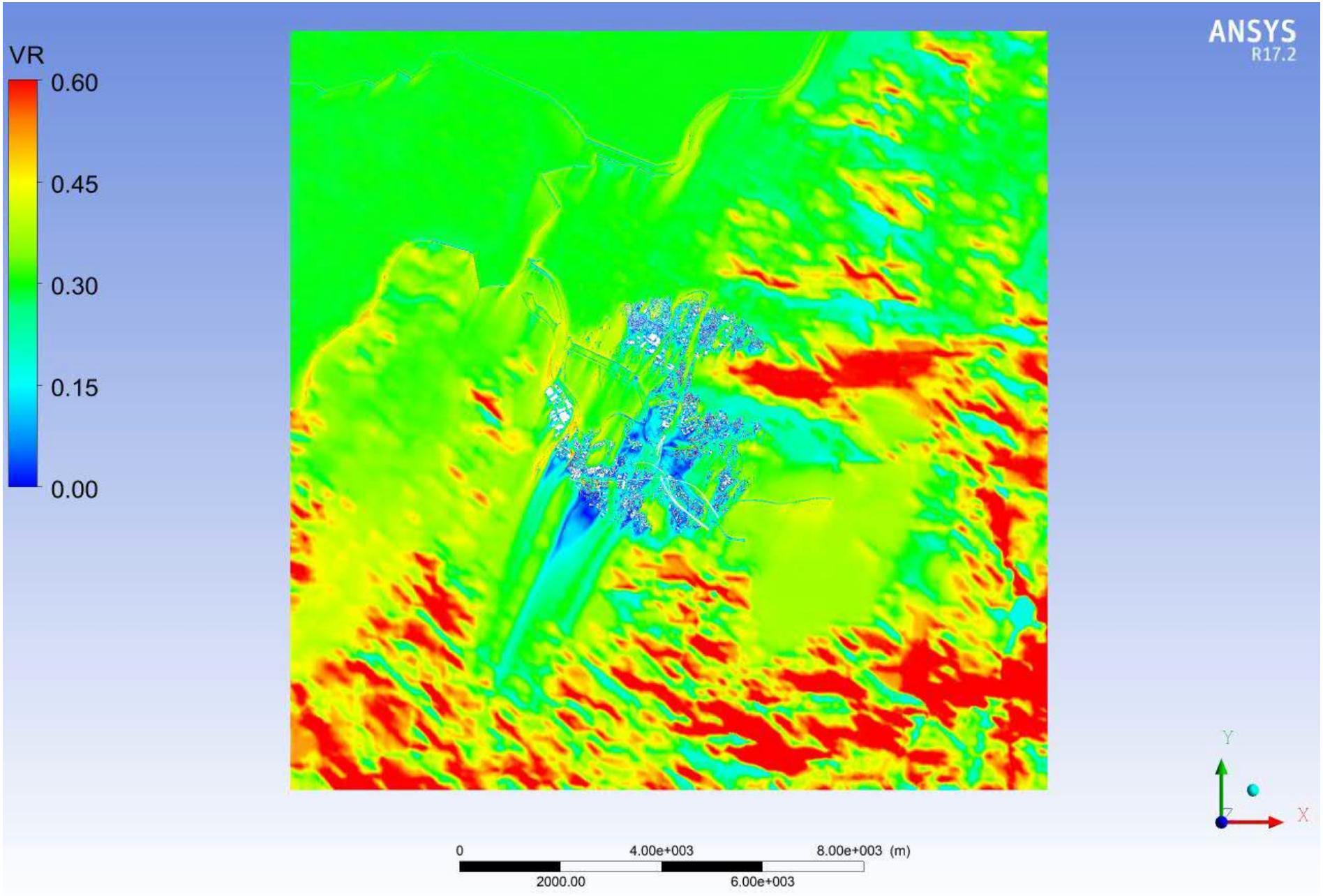
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under SSW Wind



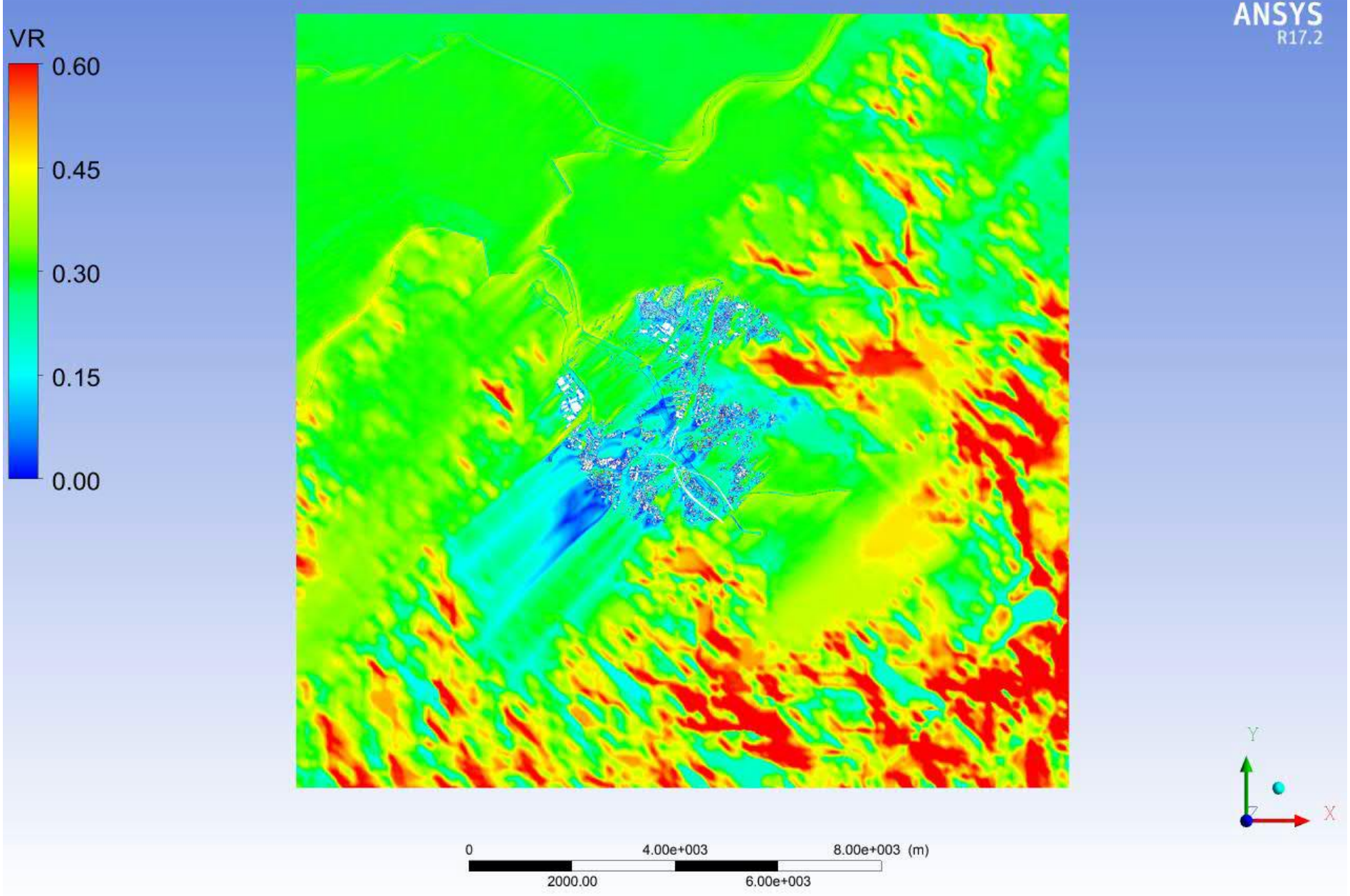
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under SW Wind



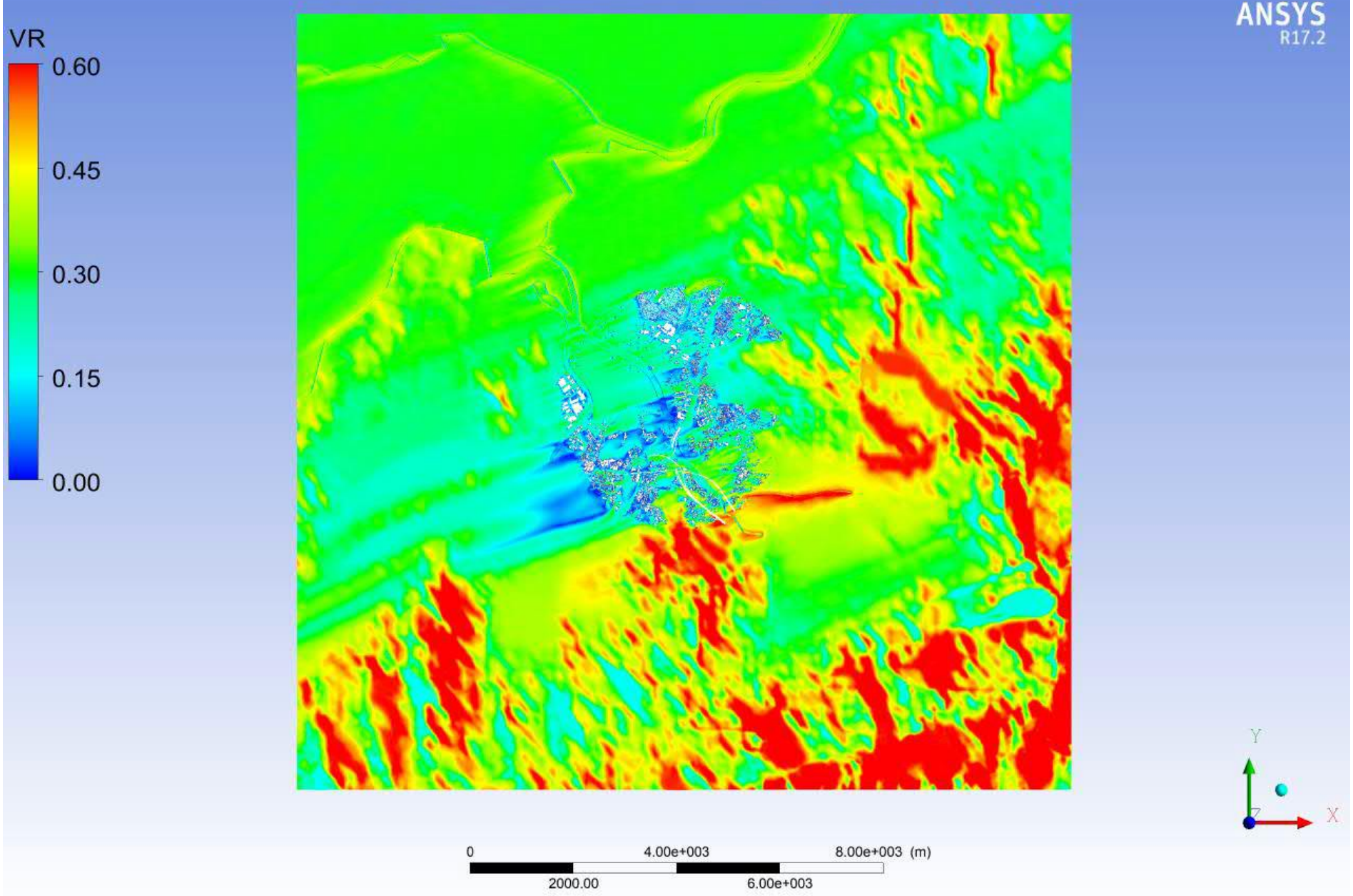
Proposed Scenario 1 - Wind VR contour and vector plot at pedestrian level / podium level under WSW Wind



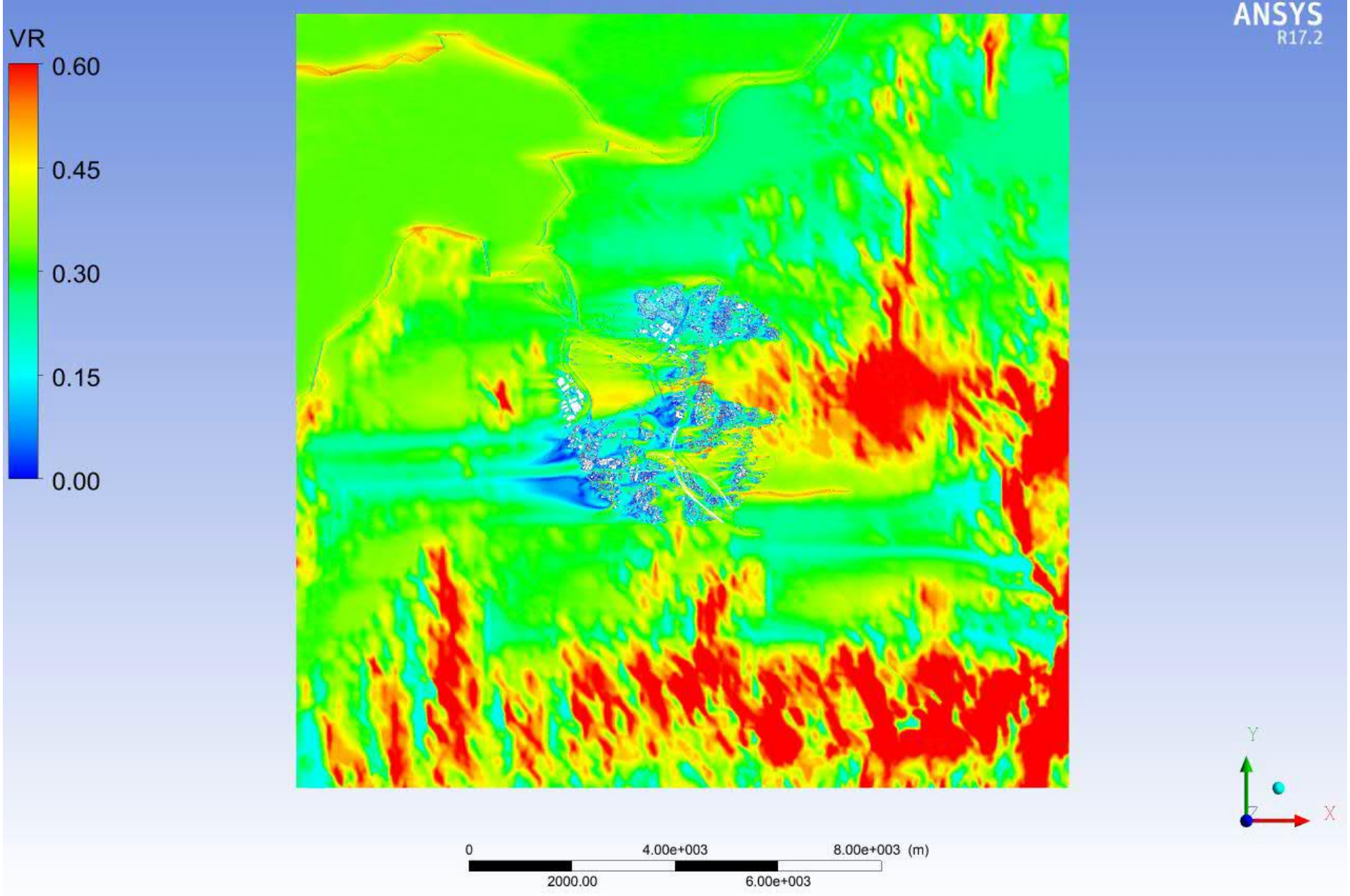
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under NNE Wind



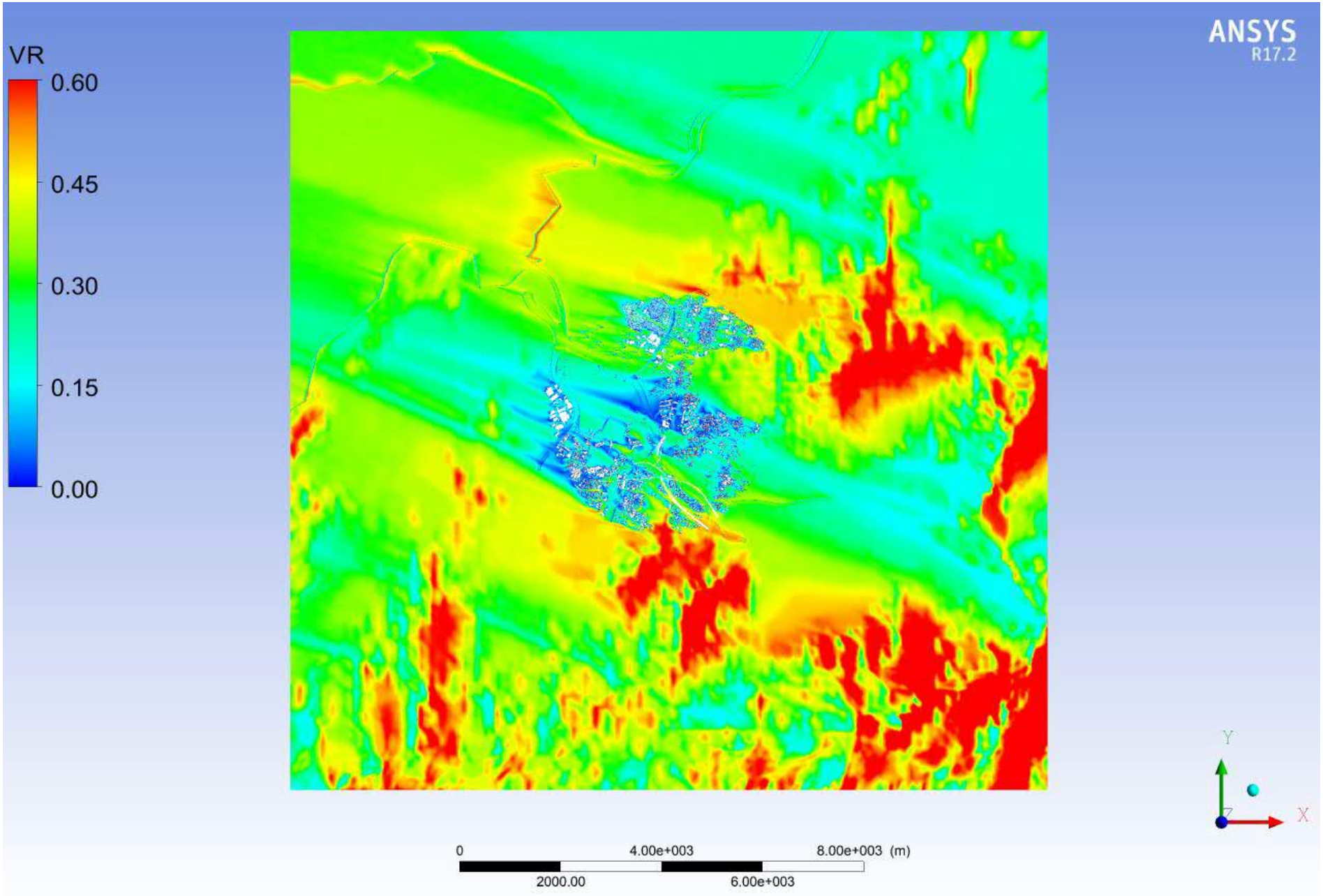
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under NE Wind



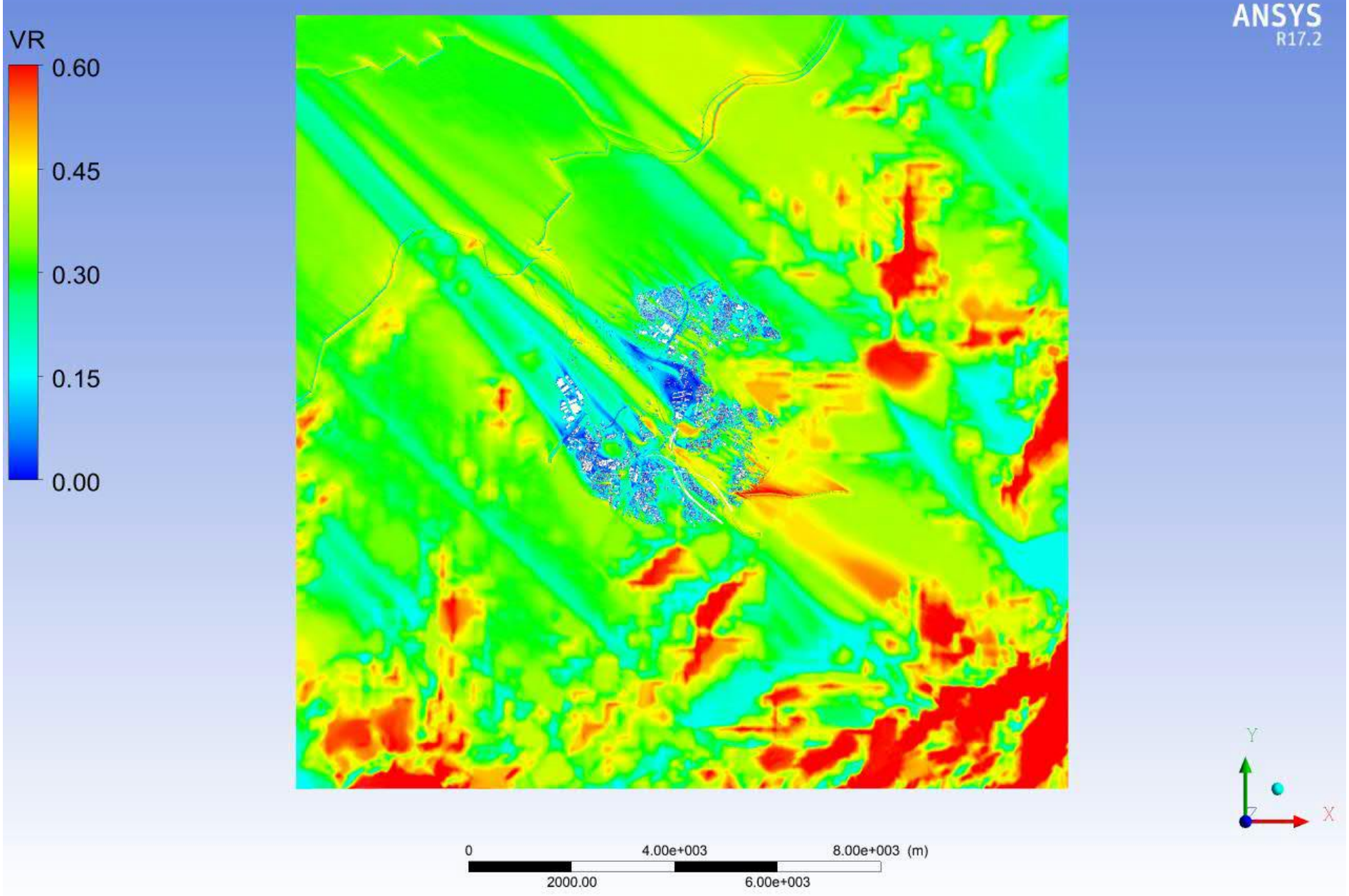
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under ENE Wind



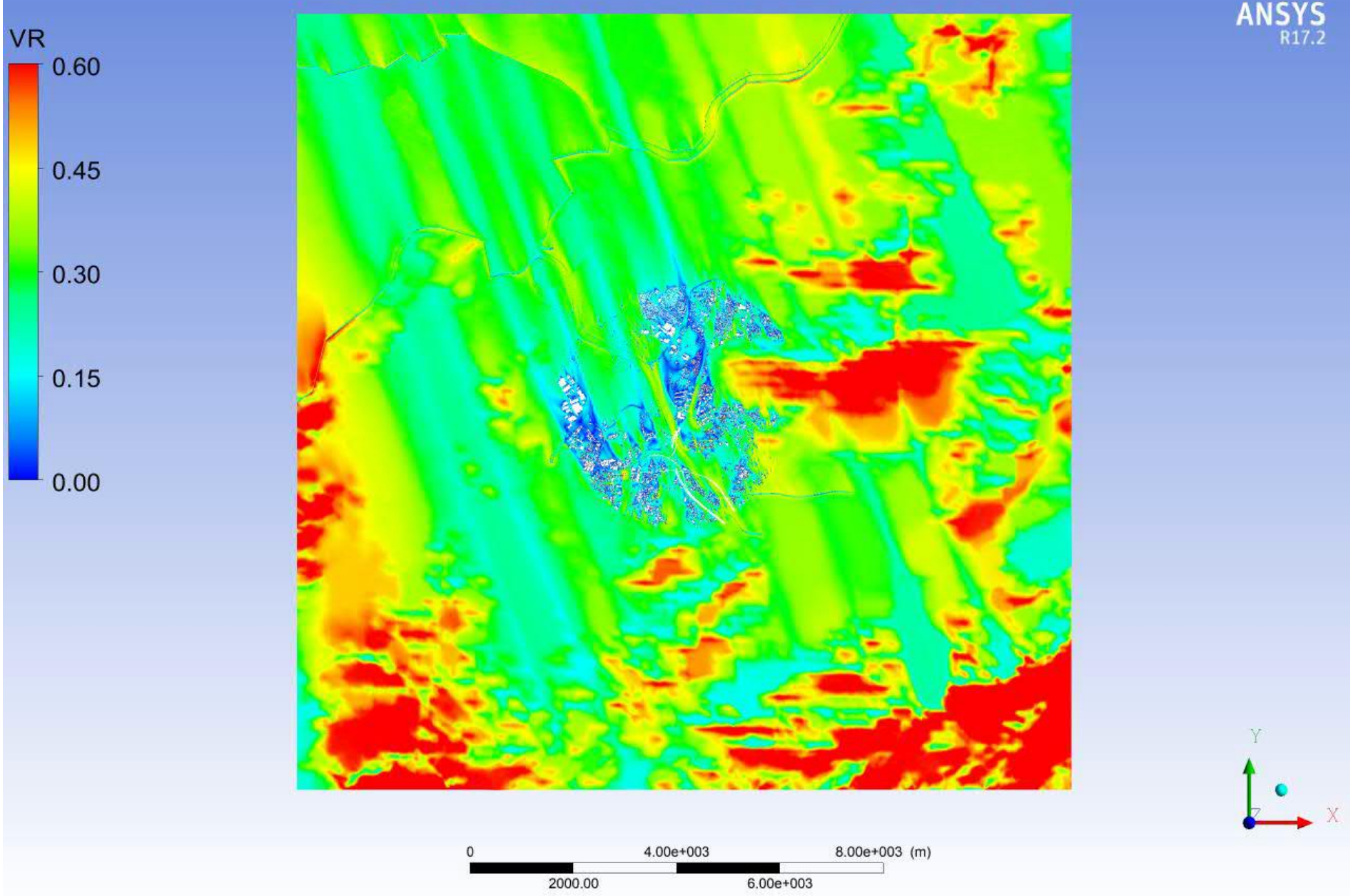
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under E Wind



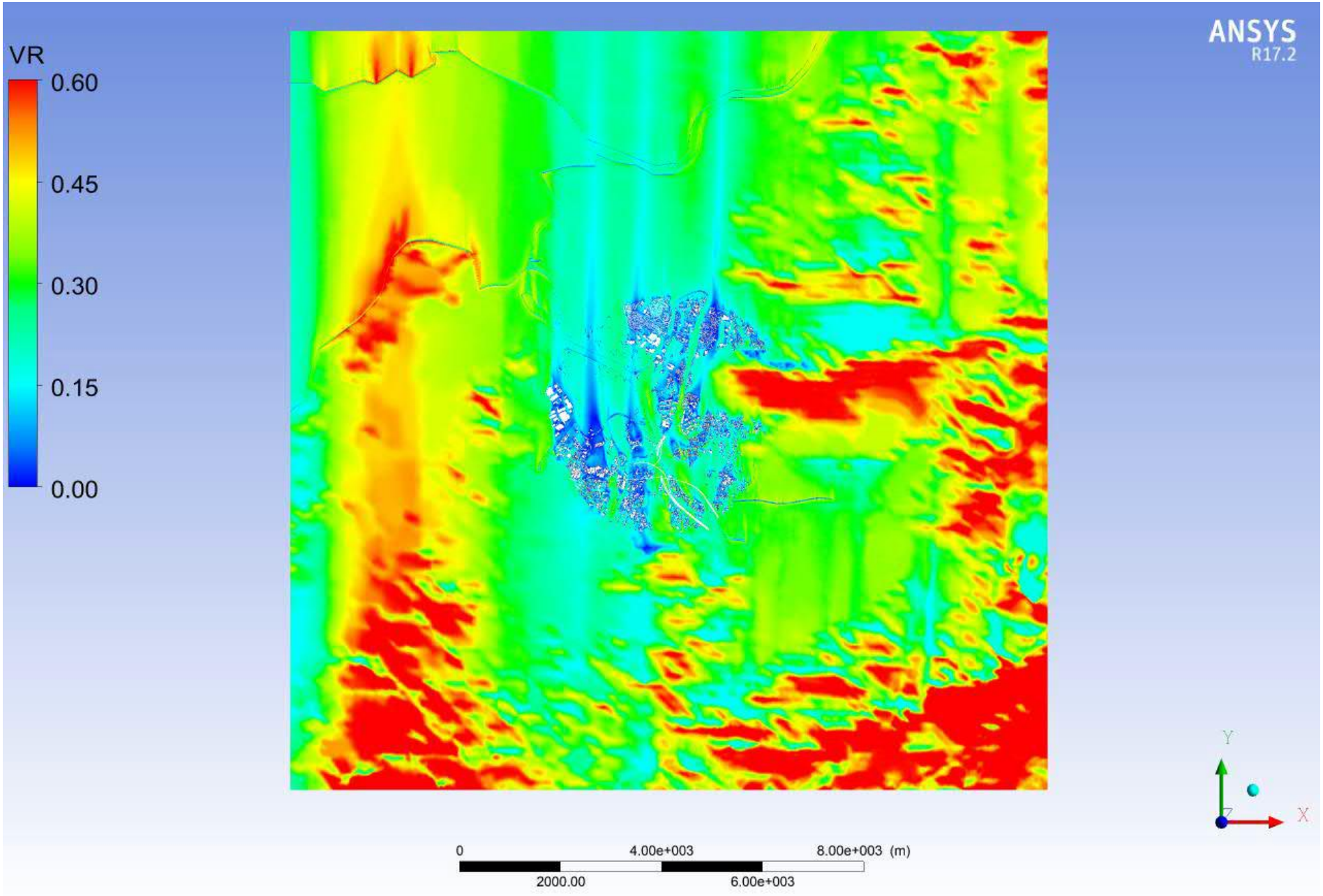
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under ESE Wind



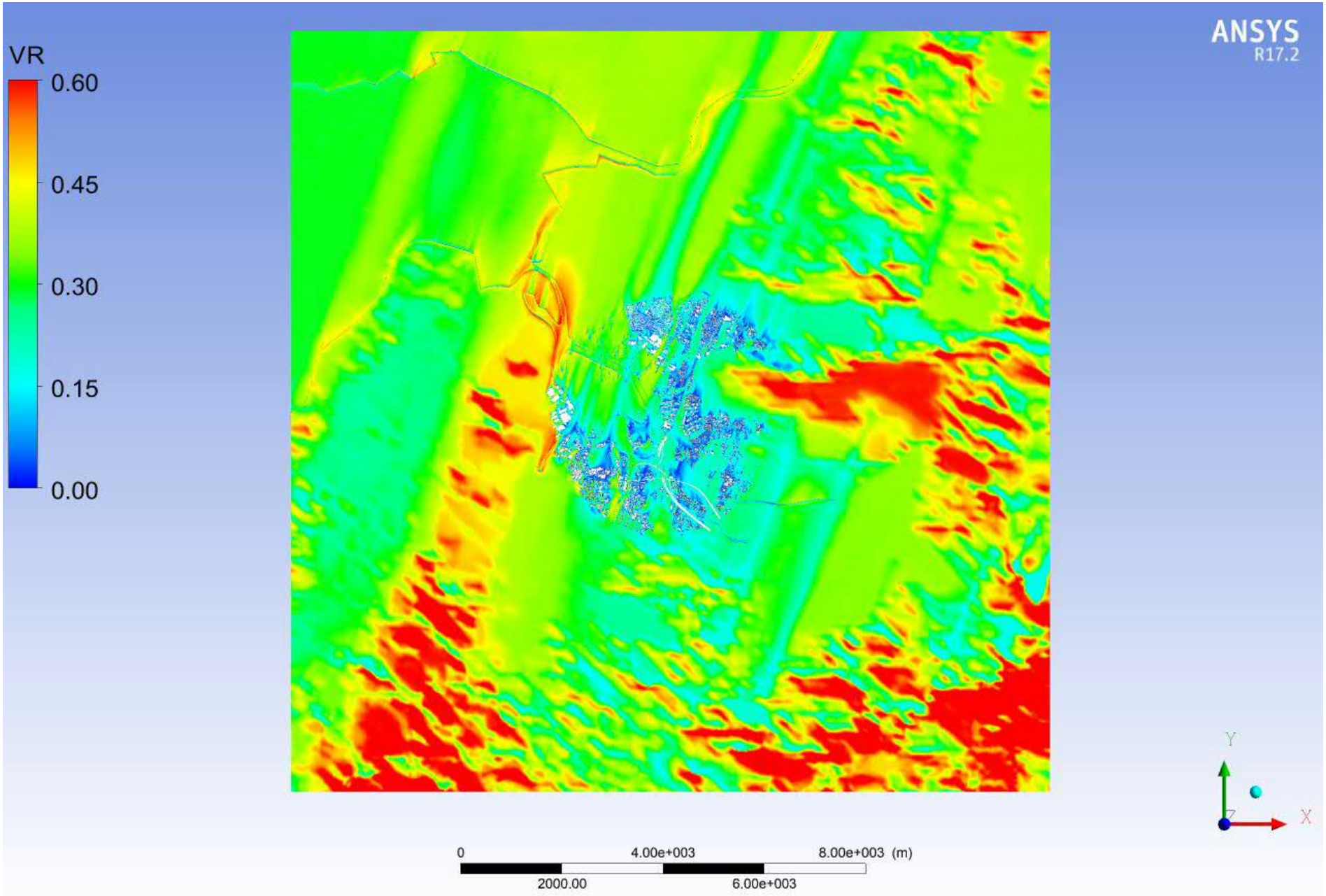
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under SE Wind



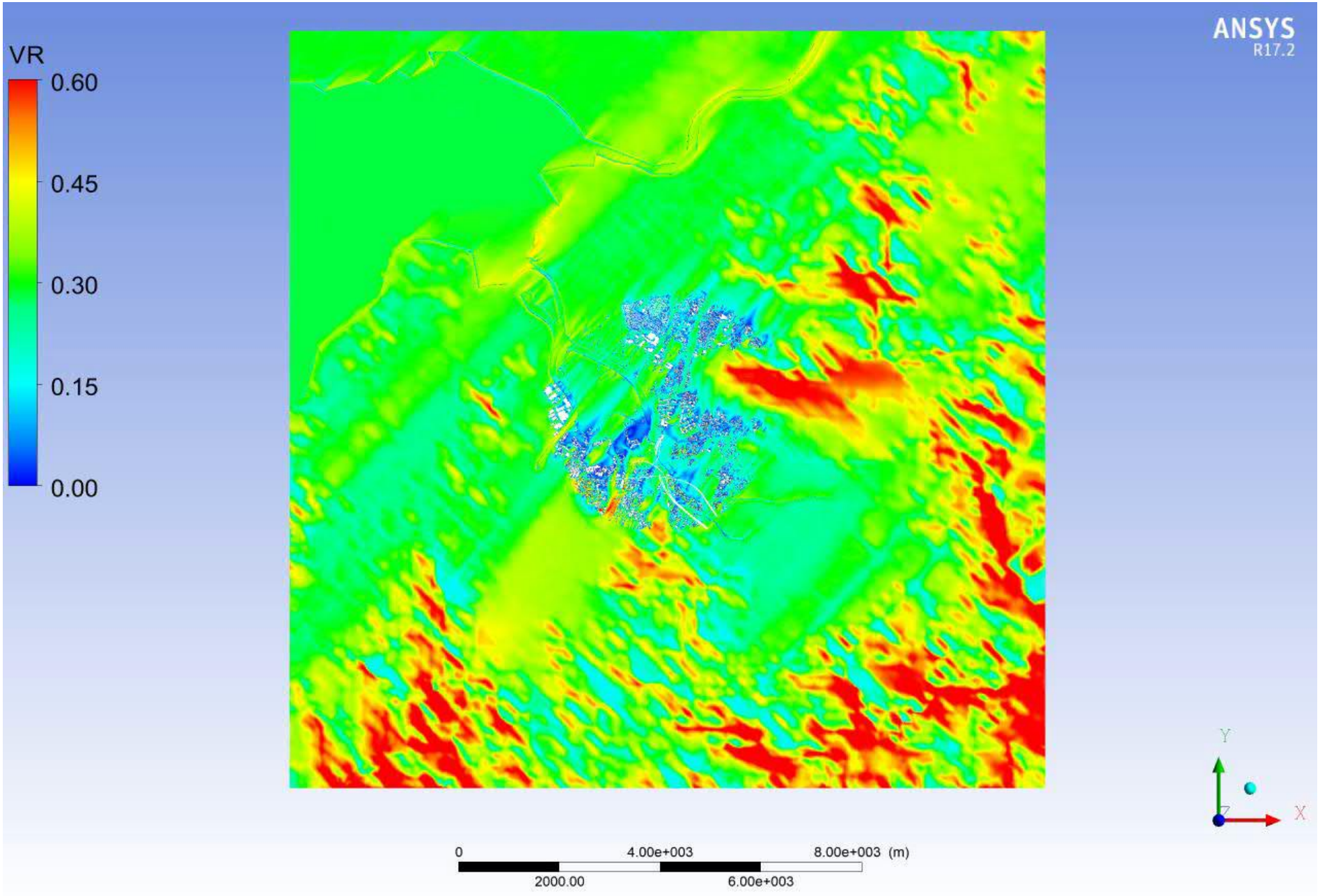
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under SSE Wind



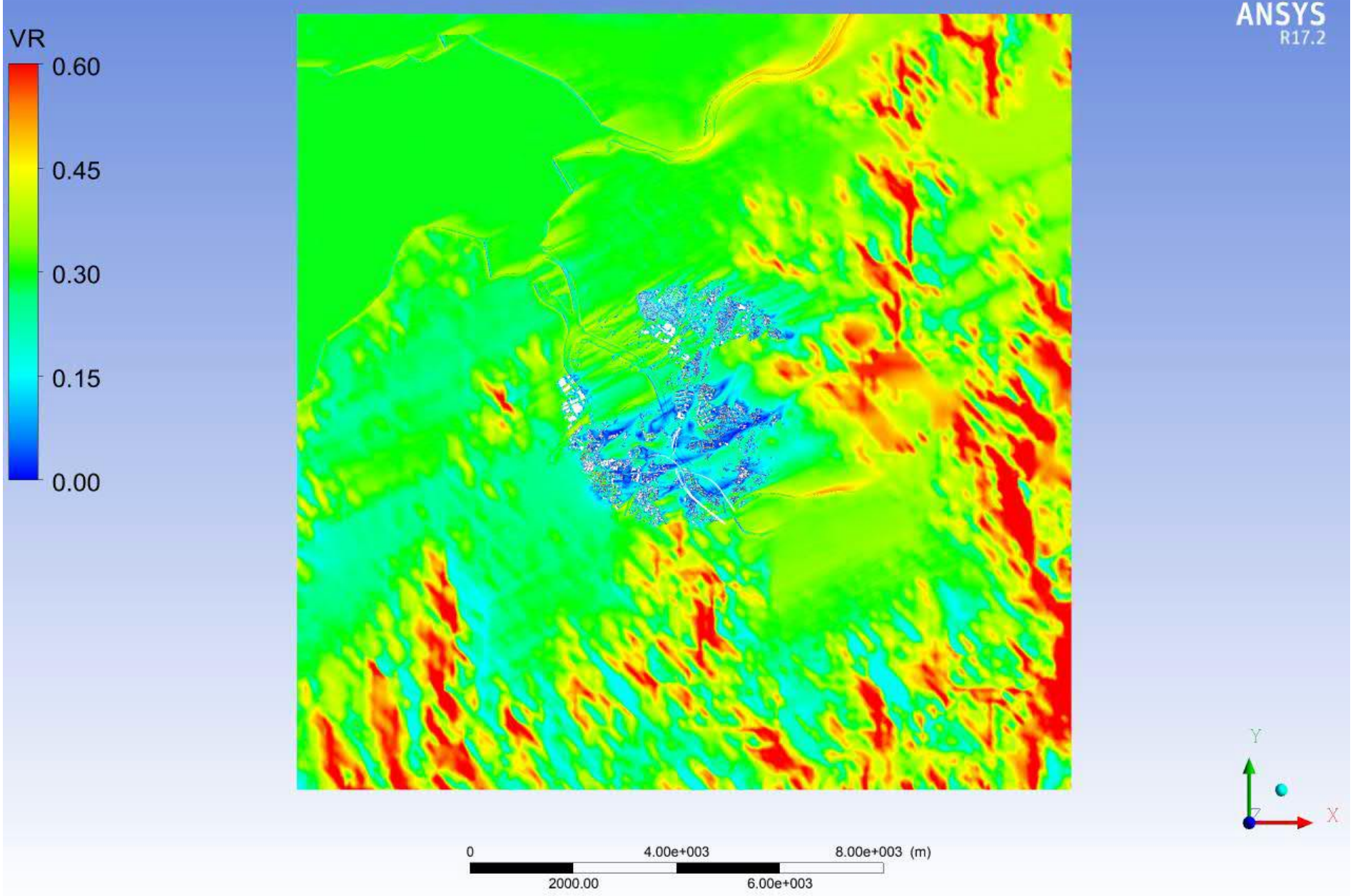
Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under S Wind



Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under SSW Wind



Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under SW Wind



Proposed Scenario 2 - Wind VR contour and vector plot at pedestrian level / podium level under WSW Wind

Appendix 5 Detailed Wind Velocity Ratio Result for Tested Wind Directions

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Baseline Scenario												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
P01	0.14	0.25	0.17	0.20	0.05	0.09	0.20	0.20	0.17	0.20	0.11	0.16	0.16
P02	0.08	0.16	0.10	0.15	0.01	0.08	0.15	0.11	0.14	0.17	0.09	0.11	0.12
P03	0.18	0.29	0.16	0.15	0.07	0.05	0.04	0.05	0.05	0.05	0.02	0.12	0.05
P04	0.24	0.29	0.16	0.11	0.07	0.05	0.04	0.09	0.07	0.08	0.04	0.12	0.07
P05	0.25	0.18	0.17	0.08	0.07	0.05	0.08	0.09	0.06	0.12	0.06	0.11	0.08
P06	0.11	0.23	0.18	0.03	0.06	0.05	0.06	0.09	0.14	0.15	0.09	0.10	0.10
P07	0.20	0.32	0.17	0.12	0.04	0.05	0.10	0.14	0.16	0.17	0.08	0.14	0.12
P08	0.12	0.14	0.08	0.08	0.04	0.05	0.06	0.14	0.18	0.17	0.09	0.09	0.12
P09	0.27	0.30	0.14	0.28	0.13	0.04	0.16	0.30	0.28	0.22	0.23	0.21	0.21
P10	0.28	0.30	0.11	0.26	0.13	0.08	0.20	0.27	0.27	0.23	0.22	0.21	0.21
P11	0.28	0.29	0.07	0.08	0.08	0.10	0.24	0.24	0.25	0.21	0.21	0.17	0.20
P12	0.27	0.25	0.03	0.17	0.01	0.13	0.26	0.24	0.26	0.23	0.20	0.17	0.20
P13	0.26	0.21	0.08	0.20	0.03	0.11	0.28	0.25	0.28	0.24	0.23	0.18	0.22
P14	0.23	0.10	0.13	0.17	0.04	0.06	0.30	0.24	0.25	0.23	0.21	0.16	0.20
P15	0.26	0.12	0.14	0.09	0.01	0.03	0.29	0.22	0.24	0.23	0.19	0.14	0.19
P16	0.26	0.15	0.14	0.08	0.06	0.06	0.26	0.18	0.22	0.23	0.18	0.15	0.18
P17	0.26	0.18	0.14	0.03	0.10	0.20	0.22	0.17	0.19	0.20	0.15	0.15	0.18
P18	0.27	0.20	0.14	0.02	0.14	0.24	0.18	0.14	0.19	0.17	0.16	0.15	0.17
P19	0.29	0.21	0.15	0.07	0.19	0.31	0.14	0.10	0.19	0.15	0.20	0.17	0.17
P20	0.31	0.21	0.15	0.09	0.23	0.37	0.15	0.10	0.18	0.16	0.21	0.19	0.19
P21	0.31	0.18	0.11	0.07	0.24	0.38	0.14	0.12	0.20	0.15	0.21	0.18	0.19
P22	0.29	0.18	0.02	0.03	0.24	0.37	0.17	0.16	0.27	0.20	0.22	0.18	0.23
P23	0.08	0.07	0.03	0.13	0.23	0.36	0.16	0.14	0.25	0.18	0.20	0.16	0.21
P24	0.08	0.03	0.01	0.02	0.14	0.29	0.17	0.14	0.25	0.16	0.14	0.12	0.19
P25	0.25	0.09	0.01	0.03	0.17	0.32	0.22	0.18	0.22	0.19	0.13	0.15	0.20
P26	0.24	0.23	0.08	0.04	0.07	0.21	0.24	0.20	0.23	0.23	0.18	0.16	0.20
P27	0.26	0.25	0.10	0.11	0.04	0.08	0.18	0.16	0.23	0.23	0.19	0.15	0.17
P28	0.19	0.24	0.07	0.23	0.03	0.02	0.18	0.14	0.20	0.23	0.18	0.15	0.15
P29	0.08	0.14	0.05	0.10	0.03	0.05	0.12	0.08	0.14	0.18	0.18	0.09	0.12
P30	0.13	0.20	0.08	0.13	0.04	0.08	0.18	0.16	0.15	0.22	0.13	0.12	0.15
Average SVR	**0.22**	**0.20**	**0.11**	**0.11**	**0.09**	**0.14**	**0.17**	**0.16**	**0.20**	**0.19**	**0.16**	**0.15**	**0.17**

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Baseline Scenario												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T01	0.17	0.17	0.11	0.08	0.03	0.03	0.02	0.25	0.30	0.25	0.22	0.12	0.19
T02	0.21	0.18	0.15	0.25	0.07	0.04	0.11	0.21	0.25	0.24	0.22	0.17	0.18
T03	0.17	0.18	0.17	0.20	0.05	0.04	0.10	0.20	0.27	0.21	0.20	0.15	0.17
T04	0.15	0.02	0.03	0.08	0.06	0.01	0.07	0.17	0.22	0.18	0.18	0.09	0.14
T05	0.13	0.16	0.04	0.03	0.01	0.03	0.01	0.02	0.04	0.06	0.03	0.05	0.03
T06	0.19	0.23	0.22	0.37	0.11	0.03	0.11	0.26	0.28	0.27	0.20	0.21	0.20
T07	0.19	0.21	0.18	0.27	0.04	0.03	0.07	0.28	0.27	0.24	0.21	0.18	0.19
T08	0.18	0.20	0.18	0.28	0.08	0.05	0.10	0.31	0.27	0.24	0.23	0.19	0.21
T09	0.29	0.25	0.23	0.18	0.08	0.04	0.09	0.33	0.30	0.26	0.24	0.19	0.22
T10	0.32	0.25	0.17	0.06	0.11	0.03	0.09	0.33	0.28	0.23	0.22	0.17	0.21
T11	0.32	0.23	0.12	0.05	0.04	0.04	0.07	0.33	0.27	0.22	0.21	0.15	0.20
T12	0.31	0.19	0.08	0.07	0.05	0.04	0.05	0.33	0.26	0.21	0.21	0.14	0.19
T13	0.30	0.11	0.09	0.17	0.10	0.10	0.02	0.34	0.27	0.21	0.21	0.16	0.20
T14	0.27	0.06	0.13	0.26	0.16	0.20	0.03	0.34	0.28	0.22	0.21	0.20	0.22
T15	0.23	0.04	0.11	0.34	0.14	0.19	0.02	0.31	0.25	0.20	0.18	0.19	0.20
T16	0.24	0.07	0.08	0.09	0.01	0.20	0.17	0.35	0.28	0.25	0.21	0.15	0.23
T17	0.31	0.31	0.25	0.50	0.21	0.01	0.14	0.30	0.20	0.23	0.19	0.27	0.20
T18	0.27	0.30	0.26	0.38	0.15	0.03	0.04	0.31	0.23	0.23	0.10	0.23	0.18
T19	0.31	0.31	0.24	0.40	0.09	0.04	0.04	0.32	0.24	0.23	0.09	0.23	0.18
T20	0.27	0.37	0.26	0.41	0.08	0.05	0.10	0.32	0.18	0.23	0.15	0.24	0.18
T21	0.29	0.35	0.28	0.36	0.11	0.03	0.10	0.33	0.21	0.22	0.17	0.24	0.19
T22	0.29	0.34	0.26	0.31	0.02	0.03	0.09	0.33	0.23	0.19	0.18	0.21	0.18
T23	0.29	0.31	0.22	0.28	0.11	0.05	0.12	0.33	0.26	0.20	0.19	0.22	0.20
T24	0.30	0.32	0.17	0.16	0.13	0.07	0.18	0.32	0.27	0.23	0.20	0.20	0.22
T25	0.30	0.30	0.13	0.37	0.14	0.13	0.26	0.31	0.27	0.23	0.19	0.25	0.23
T26	0.28	0.26	0.08	0.22	0.10	0.19	0.29	0.31	0.27	0.23	0.20	0.22	0.24
T27	0.29	0.23	0.04	0.28	0.01	0.20	0.33	0.31	0.28	0.24	0.20	0.21	0.24
T28	0.30	0.14	0.13	0.30	0.03	0.18	0.35	0.30	0.28	0.24	0.19	0.22	0.24
T29	0.31	0.14	0.18	0.19	0.06	0.15	0.38	0.29	0.26	0.23	0.18	0.21	0.23
T30	0.29	0.10	0.18	0.10	0.03	0.16	0.38	0.27	0.26	0.24	0.17	0.18	0.23
T31	0.29	0.12	0.18	0.10	0.02	0.03	0.35	0.23	0.23	0.23	0.15	0.16	0.20
T32	0.29	0.16	0.18	0.08	0.08	0.10	0.33	0.22	0.23	0.22	0.14	0.17	0.20
T33	0.29	0.19	0.19	0.05	0.11	0.26	0.29	0.19	0.20	0.20	0.13	0.18	0.20
T34	0.30	0.20	0.19	0.01	0.14	0.31	0.25	0.17	0.19	0.18	0.13	0.18	0.19
T35	0.31	0.22	0.19	0.05	0.18	0.36	0.20	0.14	0.20	0.15	0.15	0.19	0.19
T36	0.17	0.18	0.17	0.23	0.14	0.05	0.02	0.02	0.02	0.03	0.17	0.12	0.05
T37	0.25	0.11	0.14	0.21	0.10	0.02	0.13	0.11	0.18	0.12	0.23	0.14	0.13
T38	0.22	0.16	0.10	0.12	0.03	0.12	0.04	0.03	0.05	0.04	0.14	0.09	0.05
T39	0.03	0.05	0.05	0.09	0.05	0.01	0.02	0.05	0.05	0.04	0.01	0.05	0.04
T40	0.19	0.12	0.09	0.20	0.07	0.01	0.04	0.04	0.05	0.05	0.19	0.10	0.05
T41	0.01	0.20	0.23	0.36	0.13	0.03	0.07	0.07	0.07	0.10	0.13	0.15	0.08
T42	0.19	0.15	0.21	0.37	0.13	0.01	0.12	0.18	0.12	0.13	0.17	0.18	0.12
T43	0.22	0.29	0.25	0.38	0.17	0.02	0.06	0.11	0.12	0.11	0.21	0.20	0.11
T44	0.30	0.23	0.23	0.42	0.18	0.02	0.08	0.24	0.13	0.14	0.20	0.22	0.15
T45	0.29	0.25	0.23	0.45	0.16	0.03	0.09	0.28	0.18	0.23	0.13	0.24	0.18
T46	0.29	0.21	0.24	0.46	0.11	0.11	0.36	0.25	0.26	0.25	0.23	0.27	0.23
T47	0.29	0.25	0.28	0.45	0.10	0.12	0.37	0.25	0.22	0.18	0.23	0.27	0.21
T48	0.26	0.29	0.30	0.41	0.08	0.13	0.38	0.25	0.19	0.16	0.17	0.26	0.20
T49	0.22	0.26	0.28	0.35	0.07	0.16	0.39	0.26	0.14	0.14	0.16	0.24	0.19
T50	0.27	0.22	0.18	0.17	0.06	0.22	0.40	0.26	0.09	0.09	0.14	0.20	0.17
T51	0.26	0.16	0.25	0.17	0.06	0.23	0.40	0.26	0.16	0.05	0.15	0.21	0.18
T52	0.21	0.16	0.17	0.16	0.04	0.17	0.27	0.21	0.05	0.01	0.05	0.15	0.11
T53	0.27	0.23	0.11	0.22	0.05	0.13	0.28	0.23	0.15	0.08	0.13	0.18	0.15
T54	0.14	0.13	0.21	0.13	0.04	0.15	0.27	0.24	0.20	0.10	0.13	0.16	0.17
T55	0.18	0.21	0.23	0.21	0.06	0.18	0.32	0.24	0.19	0.09	0.13	0.20	0.18
T56	0.17	0.23	0.20	0.21	0.05	0.15	0.25	0.22	0.18	0.15	0.09	0.18	0.17
T57	0.19	0.23	0.15	0.16	0.05	0.12	0.26	0.22	0.18	0.23	0.09	0.17	0.18
T58	0.21	0.19	0.14	0.14	0.05	0.10	0.24	0.21	0.18	0.24	0.12	0.16	0.18
T59	0.23	0.23	0.15	0.16	0.06	0.13	0.25	0.22	0.19	0.23	0.11	0.17	0.18
T60	0.26	0.20	0.12	0.15	0.07	0.09	0.26	0.24	0.20	0.24	0.14	0.17	0.19
T61	0.21	0.21	0.08	0.20	0.04	0.08	0.23	0.16	0.21	0.23	0.14	0.16	0.17
T62	0.25	0.24	0.10	0.06	0.03	0.07	0.24	0.22	0.21	0.27	0.15	0.14	0.19
T63	0.29	0.22	0.11	0.10	0.04	0.10	0.23	0.16	0.23	0.23	0.15	0.15	0.18
T64	0.27	0.20	0.09	0.06	0.05	0.05	0.12	0.10	0.16	0.18	0.11	0.11	0.12
T65	0.22	0.14	0.06	0.02	0.05	0.09	0.11	0.10	0.12	0.05	0.03	0.09	0.08
T66	0.05	0.02	0.01	0.02	0.15	0.26	0.13	0.09	0.04	0.05	0.04	0.08	0.10
T67	0.04	0.01	0.01	0.01	0.26	0.49	0.19	0.15	0.23	0.14	0.16	0.14	0.22
T68	0.28	0.15	0.04	0.04	0.27	0.49	0.24	0.19	0.27	0.19	0.18	0.20	0.25
T69	0.27	0.21	0.14	0.19	0.06	0.02	0.11	0.20	0.11	0.18	0.07	0.15	0.12
T70	0.26	0.21	0.14	0.20	0.06	0.03	0.13	0.19	0.08	0.12	0.06	0.15	0.11
T71	0.25	0.21	0.17	0.21	0.06	0.02	0.13	0.22	0.16	0.19	0.09	0.16	0.14
T72	0.20	0.19	0.10	0.21	0.05	0.04	0.16	0.11	0.05	0.07	0.03	0.13	0.08
T73	0.23	0.16	0.10	0.21	0.08	0.03	0.14	0.11	0.10	0.11	0.02	0.13	0.09
T74	0.21	0.18	0.09	0.15	0.02	0.02	0.08	0.01	0.07	0.03	0.10	0.09	0.04
T75	0.06	0.10	0.20	0.06	0.02	0.02	0.06	0.04	0.13	0.15	0.08	0.07	0.08
T76	0.05	0.06	0.06	0.08	0.02	0.02	0.06	0.07	0.05	0.02	0.03	0.05	0.04
T77	0.02	0.17	0.22	0.36	0.06	0.02	0.08	0.07	0.12	0.07	0.13	0.14	0.08
T78	0.19	0.22	0.26	0.37	0.07	0.01	0.11	0.14	0.16	0.10	0.15	0.19	0.11
T79	0.22	0.21	0.25	0.36	0.08	0.01	0.13	0.10	0.16	0.15	0.17	0.18	0.12
T80	0.22	0.21	0.14	0.17	0.06	0.02	0.21	0.19	0.15	0.11	0.07	0.15	0.13
T81	0.11	0.10	0.11	0.18	0.06	0.06	0.22	0.19	0.18	0.11	0.10	0.14	0.14
T82	0.03	0.06	0.05	0.05	0.02	0.01	0.06	0.02	0.08	0.08	0.04	0.04	0.05
T83	0.05	0.14	0.10	0.05	0.01	0.03	0.02	0.05	0.04	0.03	0.09	0.05	0.04
T84	0.11	0.14	0.12	0.07	0.04	0.03	0.14	0.07	0.11	0.12	0.13	0.09	0.09
T85	0.19	0.18	0.11	0.06	0.08	0.06	0.06	0.09	0.06	0.08	0.07	0.09	0.07
T86	0.22	0.21	0.15	0.20	0.05	0.05	0.08	0.12	0.15	0.17	0.06	0.14	0.11
T87	0.20	0.22	0.18	0.26	0.05	0.10	0.25	0.23	0.10	0.12	0.09	0.18	0.14
T88	0.19	0.19	0.22	0.28	0.06	0.10	0.22	0.22	0.13	0.14	0.12	0.19	0.15
T89	0.18	0.19	0.23	0.34	0.08	0.06	0.23	0.23	0.15	0.16	0.15	0.20	0.16
T90	0.28	0.19	0.11	0.11	0.03	0.09	0.39	0.28	0.20	0.24	0.13	0.17	0.21
T91	0.28	0.26	0.11	0.06	0.10	0.21	0.39	0.28	0.20	0.25	0.14	0.19	0.23
T92	0.26	0.02	0.05	0.12	0.28	0.53	0.36	0.26	0.22	0.22	0.15	0.22	0.28
T93	0.17	0.04	0.04	0.06	0.27	0.49	0.33	0.23	0.25	0.22	0.18	0.19	0.27
T94	0.34	0.17	0.03	0.16	0.13	0.24	0.29	0.20	0.26	0.20	0.15	0.19	0.22
T95	0.21	0.17	0.04	0.19	0.12	0.21	0.20	0.15	0.21	0.20	0.09	0.17	0.18
T96	0.29	0.10	0.11	0.20	0.15	0.25	0.28	0.19	0.22	0.16	0.10	0.20	0.20
T97	0.37	0.22	0.04	0.11	0.27	0.49	0.20	0.18	0.29	0.22	0.20	0.23	0.26

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Baseline Scenario												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T98	0.33	0.22	0.19	0.11	0.27	0.50	0.21	0.15	0.20	0.17	0.19	0.23	0.22
T99	0.32	0.23	0.20	0.08	0.23	0.43	0.18	0.12	0.21	0.17	0.19	0.21	0.21
T100	0.22	0.10	0.05	0.04	0.06	0.13	0.29	0.33	0.27	0.27	0.20	0.15	0.24
T101	0.17	0.04	0.07	0.06	0.04	0.14	0.22	0.32	0.26	0.24	0.21	0.13	0.22
T102	0.26	0.21	0.07	0.05	0.06	0.07	0.36	0.35	0.30	0.32	0.19	0.17	0.26
T103	0.26	0.21	0.05	0.07	0.05	0.12	0.39	0.31	0.26	0.30	0.14	0.17	0.24
T104	0.26	0.21	0.05	0.04	0.10	0.25	0.36	0.27	0.23	0.25	0.10	0.18	0.23
T105	0.24	0.14	0.03	0.01	0.18	0.39	0.30	0.20	0.18	0.19	0.05	0.17	0.21
T106	0.22	0.09	0.08	0.14	0.26	0.49	0.26	0.19	0.17	0.17	0.03	0.20	0.22
T107	0.19	0.10	0.08	0.36	0.26	0.49	0.16	0.11	0.23	0.15	0.03	0.23	0.20
T108	0.17	0.15	0.20	0.37	0.24	0.46	0.15	0.05	0.27	0.21	0.11	0.24	0.21
T109	0.23	0.06	0.03	0.01	0.13	0.31	0.32	0.23	0.19	0.22	0.11	0.15	0.21
T110	0.13	0.04	0.07	0.10	0.09	0.23	0.35	0.31	0.23	0.27	0.17	0.16	0.24
T111	0.13	0.04	0.04	0.05	0.03	0.12	0.35	0.37	0.31	0.35	0.24	0.14	0.28
T112	0.18	0.07	0.06	0.06	0.04	0.03	0.30	0.33	0.31	0.28	0.23	0.14	0.24
T113	0.06	0.03	0.03	0.04	0.04	0.06	0.10	0.15	0.14	0.13	0.13	0.07	0.12
T114	0.22	0.12	0.07	0.09	0.04	0.09	0.17	0.02	0.19	0.24	0.12	0.11	0.13
T115	0.19	0.15	0.19	0.26	0.07	0.15	0.08	0.03	0.02	0.06	0.19	0.14	0.07
T116	0.16	0.11	0.07	0.20	0.04	0.21	0.11	0.17	0.25	0.25	0.17	0.15	0.19
T117	0.12	0.08	0.20	0.29	0.11	0.25	0.11	0.09	0.03	0.16	0.11	0.16	0.11
T118	0.22	0.05	0.24	0.34	0.13	0.33	0.16	0.21	0.26	0.18	0.15	0.22	0.21
T119	0.10	0.15	0.33	0.54	0.24	0.37	0.18	0.05	0.17	0.09	0.13	0.27	0.16
T120	0.19	0.24	0.30	0.52	0.20	0.35	0.19	0.09	0.20	0.11	0.12	0.28	0.17
T121	0.28	0.08	0.09	0.09	0.05	0.11	0.04	0.20	0.28	0.20	0.17	0.13	0.17
T122	0.15	0.07	0.02	0.02	0.03	0.01	0.02	0.03	0.11	0.14	0.17	0.05	0.08
T123	0.03	0.02	0.08	0.05	0.02	0.04	0.04	0.21	0.29	0.21	0.20	0.08	0.17
T124	0.20	0.18	0.09	0.09	0.03	0.02	0.05	0.05	0.16	0.18	0.19	0.09	0.10
T125	0.20	0.13	0.12	0.15	0.07	0.03	0.06	0.06	0.32	0.40	0.36	0.13	0.20
T126	0.48	0.46	0.41	0.30	0.07	0.06	0.20	0.45	0.39	0.50	0.25	0.30	0.32
T127	0.19	0.21	0.16	0.17	0.05	0.05	0.03	0.08	0.26	0.29	0.24	0.13	0.16
T128	0.31	0.30	0.22	0.09	0.05	0.01	0.06	0.04	0.06	0.06	0.15	0.12	0.06
T129	0.18	0.12	0.04	0.19	0.06	0.07	0.03	0.10	0.22	0.25	0.20	0.12	0.15
T130	0.04	0.10	0.06	0.08	0.02	0.01	0.03	0.06	0.16	0.09	0.10	0.06	0.08
T131	0.20	0.17	0.14	0.20	0.08	0.07	0.02	0.04	0.15	0.16	0.12	0.13	0.10
T132	0.10	0.13	0.10	0.16	0.01	0.02	0.01	0.01	0.03	0.05	0.04	0.07	0.03
T133	0.17	0.13	0.05	0.08	0.03	0.02	0.02	0.07	0.08	0.06	0.08	0.07	0.06
T134	0.19	0.13	0.09	0.13	0.04	0.01	0.03	0.08	0.21	0.16	0.16	0.10	0.11
T135	0.15	0.04	0.07	0.15	0.06	0.02	0.02	0.05	0.03	0.05	0.01	0.07	0.04
T136	0.10	0.05	0.11	0.24	0.09	0.01	0.02	0.04	0.05	0.06	0.06	0.09	0.05
T137	0.12	0.15	0.11	0.21	0.10	0.03	0.03	0.04	0.12	0.11	0.14	0.11	0.08
T138	0.16	0.20	0.14	0.13	0.04	0.02	0.05	0.07	0.14	0.10	0.12	0.11	0.08
T139	0.26	0.27	0.31	0.58	0.23	0.07	0.06	0.17	0.24	0.25	0.19	0.28	0.19
T140	0.23	0.21	0.27	0.53	0.21	0.01	0.09	0.27	0.26	0.29	0.15	0.26	0.21
T141	0.20	0.09	0.12	0.05	0.17	0.04	0.12	0.28	0.26	0.30	0.14	0.14	0.21
T142	0.14	0.17	0.11	0.14	0.13	0.07	0.10	0.21	0.23	0.26	0.20	0.14	0.19
T143	0.14	0.16	0.15	0.22	0.09	0.04	0.06	0.08	0.05	0.12	0.07	0.12	0.07
T144	0.28	0.20	0.24	0.31	0.22	0.01	0.12	0.31	0.20	0.22	0.24	0.22	0.20
T145	0.22	0.21	0.18	0.40	0.13	0.01	0.15	0.28	0.22	0.16	0.21	0.22	0.18
T146	0.32	0.34	0.28	0.44	0.12	0.06	0.15	0.26	0.20	0.23	0.27	0.26	0.19
T147	0.33	0.24	0.12	0.28	0.08	0.02	0.16	0.20	0.26	0.26	0.29	0.19	0.20
T148	0.29	0.24	0.17	0.32	0.14	0.03	0.11	0.09	0.13	0.11	0.18	0.18	0.11
T149	0.23	0.29	0.19	0.28	0.19	0.02	0.14	0.16	0.21	0.24	0.35	0.20	0.19
T150	0.23	0.30	0.23	0.42	0.23	0.03	0.09	0.10	0.10	0.16	0.25	0.21	0.13
T151	0.07	0.14	0.15	0.05	0.02	0.03	0.02	0.11	0.06	0.19	0.22	0.07	0.09
T152	0.14	0.04	0.04	0.45	0.22	0.14	0.03	0.10	0.05	0.13	0.21	0.16	0.11
T153	0.30	0.24	0.10	0.23	0.14	0.11	0.24	0.23	0.36	0.28	0.22	0.21	0.25
T154	0.31	0.29	0.13	0.16	0.15	0.11	0.21	0.21	0.35	0.30	0.23	0.20	0.24
T155	0.31	0.13	0.05	0.26	0.14	0.04	0.15	0.18	0.13	0.18	0.16	0.16	0.14
T156	0.29	0.11	0.07	0.08	0.10	0.09	0.16	0.18	0.23	0.22	0.24	0.14	0.18
T157	0.05	0.11	0.16	0.35	0.13	0.01	0.05	0.09	0.06	0.10	0.21	0.13	0.09
T158	0.20	0.23	0.21	0.41	0.12	0.01	0.09	0.17	0.16	0.18	0.23	0.20	0.14
T159	0.13	0.14	0.14	0.40	0.18	0.01	0.19	0.23	0.24	0.22	0.27	0.20	0.20
T160	0.11	0.06	0.05	0.17	0.08	0.06	0.02	0.03	0.28	0.28	0.23	0.10	0.15
T161	0.05	0.05	0.05	0.27	0.13	0.06	0.19	0.13	0.18	0.17	0.25	0.13	0.16
T162	0.18	0.15	0.15	0.40	0.16	0.02	0.05	0.05	0.22	0.24	0.25	0.18	0.15
T163	0.08	0.11	0.17	0.40	0.14	0.01	0.21	0.23	0.17	0.18	0.27	0.19	0.18
T164	0.19	0.23	0.24	0.45	0.12	0.01	0.22	0.22	0.14	0.18	0.23	0.22	0.16
T165	0.15	0.11	0.12	0.14	0.05	0.03	0.28	0.27	0.22	0.21	0.22	0.15	0.19
T166	0.17	0.16	0.17	0.34	0.12	0.08	0.25	0.23	0.28	0.27	0.25	0.21	0.23
T167	0.30	0.10	0.08	0.33	0.14	0.10	0.29	0.25	0.33	0.30	0.23	0.22	0.25
T168	0.26	0.20	0.21	0.41	0.10	0.08	0.25	0.24	0.25	0.23	0.24	0.24	0.21
T169	0.39	0.15	0.12	0.39	0.14	0.11	0.39	0.26	0.32	0.30	0.25	0.26	0.27
T170	0.30	0.16	0.21	0.48	0.13	0.11	0.38	0.26	0.31	0.31	0.23	0.27	0.26
T171	0.39	0.16	0.26	0.42	0.07	0.26	0.35	0.19	0.36	0.35	0.35	0.28	0.28
T172	0.38	0.21	0.27	0.39	0.06	0.29	0.35	0.21	0.35	0.32	0.33	0.28	0.28
T173	0.36	0.24	0.29	0.36	0.03	0.30	0.35	0.23	0.32	0.28	0.28	0.28	0.26
T174	0.34	0.27	0.25	0.27	0.03	0.29	0.34	0.24	0.29	0.22	0.22	0.25	0.24
T175	0.30	0.26	0.17	0.22	0.10	0.33	0.33	0.25	0.24	0.16	0.16	0.24	0.22
T176	0.25	0.22	0.19	0.09	0.16	0.37	0.33	0.25	0.13	0.09	0.17	0.21	0.20
T177	0.15	0.17	0.22	0.05	0.21	0.42	0.32	0.27	0.12	0.10	0.16	0.20	0.21
T178	0.23	0.23	0.15	0.10	0.25	0.45	0.30	0.28	0.08	0.09	0.08	0.22	0.20
T179	0.25	0.23	0.10	0.05	0.23	0.37	0.29	0.29	0.23	0.02	0.12	0.21	0.21
T180	0.29	0.23	0.10	0.11	0.15	0.23	0.27	0.27	0.24	0.25	0.17	0.20	0.23

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Baseline Scenario												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T181	0.29	0.17	0.08	0.15	0.10	0.25	0.25	0.26	0.22	0.26	0.19	0.19	0.22
T182	0.29	0.11	0.07	0.22	0.10	0.25	0.24	0.25	0.22	0.27	0.16	0.19	0.22
T183	0.22	0.26	0.21	0.21	0.07	0.18	0.41	0.26	0.20	0.09	0.04	0.22	0.19
T184	0.26	0.27	0.16	0.17	0.03	0.13	0.40	0.33	0.24	0.20	0.13	0.21	0.22
T185	0.34	0.31	0.16	0.33	0.15	0.12	0.32	0.10	0.33	0.30	0.33	0.25	0.24
T186	0.35	0.30	0.18	0.39	0.10	0.16	0.32	0.11	0.35	0.33	0.32	0.26	0.25
T187	0.34	0.28	0.18	0.44	0.08	0.22	0.34	0.14	0.37	0.38	0.36	0.27	0.28
T188	0.30	0.24	0.15	0.38	0.08	0.30	0.26	0.08	0.32	0.32	0.33	0.24	0.24
T189	0.28	0.24	0.16	0.39	0.07	0.34	0.23	0.13	0.28	0.29	0.30	0.24	0.23
T190	0.30	0.20	0.21	0.37	0.02	0.35	0.22	0.07	0.30	0.33	0.34	0.23	0.23
T191	0.28	0.23	0.22	0.38	0.05	0.38	0.21	0.11	0.26	0.31	0.35	0.24	0.23
T192	0.30	0.20	0.24	0.31	0.20	0.40	0.16	0.07	0.20	0.31	0.29	0.24	0.22
T193	0.32	0.20	0.21	0.29	0.08	0.23	0.15	0.05	0.20	0.29	0.30	0.20	0.18
T194	0.22	0.16	0.13	0.09	0.19	0.41	0.32	0.21	0.13	0.08	0.16	0.19	0.20
T195	0.17	0.14	0.14	0.05	0.26	0.49	0.23	0.11	0.15	0.08	0.17	0.18	0.19
T196	0.32	0.25	0.19	0.12	0.21	0.35	0.28	0.07	0.18	0.12	0.19	0.21	0.18
T197	0.31	0.29	0.21	0.16	0.25	0.23	0.08	0.05	0.16	0.21	0.15	0.19	0.16
T198	0.28	0.23	0.23	0.18	0.18	0.38	0.09	0.05	0.07	0.16	0.22	0.19	0.14
T199	0.19	0.20	0.21	0.15	0.21	0.29	0.28	0.09	0.18	0.05	0.19	0.20	0.17
T200	0.11	0.17	0.12	0.26	0.25	0.44	0.21	0.04	0.11	0.08	0.12	0.20	0.15
T201	0.16	0.20	0.07	0.21	0.18	0.33	0.32	0.13	0.15	0.07	0.10	0.19	0.17
T202	0.22	0.12	0.05	0.19	0.13	0.40	0.27	0.18	0.06	0.15	0.11	0.18	0.17
T203	0.31	0.32	0.13	0.06	0.17	0.23	0.24	0.17	0.36	0.29	0.21	0.20	0.25
T204	0.32	0.27	0.10	0.07	0.18	0.26	0.21	0.12	0.28	0.25	0.27	0.19	0.22
T205	0.28	0.01	0.01	0.23	0.05	0.20	0.22	0.25	0.22	0.28	0.10	0.16	0.20
T206	0.17	0.15	0.04	0.09	0.08	0.34	0.24	0.22	0.21	0.28	0.24	0.16	0.23
T207	0.28	0.19	0.09	0.15	0.16	0.33	0.22	0.19	0.18	0.31	0.24	0.19	0.23
T208	0.32	0.21	0.11	0.07	0.22	0.33	0.24	0.22	0.18	0.30	0.23	0.20	0.24
T209	0.24	0.21	0.18	0.26	0.17	0.34	0.24	0.22	0.18	0.27	0.20	0.23	0.23
T210	0.31	0.17	0.15	0.27	0.19	0.33	0.19	0.15	0.19	0.26	0.14	0.22	0.21
T211	0.36	0.01	0.06	0.05	0.17	0.34	0.24	0.18	0.23	0.22	0.08	0.17	0.21
T212	0.33	0.14	0.20	0.21	0.26	0.46	0.28	0.14	0.22	0.28	0.12	0.24	0.24
T213	0.31	0.19	0.18	0.08	0.31	0.46	0.25	0.20	0.17	0.20	0.18	0.23	0.24
T214	0.28	0.20	0.13	0.08	0.15	0.31	0.24	0.23	0.17	0.23	0.14	0.19	0.21
T215	0.32	0.19	0.14	0.10	0.18	0.33	0.31	0.23	0.16	0.30	0.16	0.20	0.24
T216	0.26	0.17	0.13	0.12	0.32	0.42	0.24	0.09	0.10	0.25	0.14	0.20	0.20
T217	0.22	0.21	0.27	0.31	0.17	0.28	0.39	0.25	0.24	0.14	0.05	0.26	0.22
T218	0.15	0.23	0.17	0.31	0.14	0.18	0.39	0.26	0.20	0.15	0.06	0.23	0.20
T219	0.04	0.19	0.14	0.28	0.08	0.10	0.32	0.23	0.22	0.18	0.12	0.18	0.19
T220	0.14	0.21	0.25	0.35	0.22	0.40	0.07	0.13	0.26	0.21	0.14	0.24	0.21
T221	0.06	0.23	0.17	0.18	0.17	0.22	0.11	0.20	0.26	0.22	0.12	0.18	0.20
T222	0.13	0.18	0.17	0.30	0.09	0.12	0.10	0.28	0.28	0.22	0.14	0.19	0.20
T223	0.08	0.16	0.07	0.05	0.05	0.07	0.16	0.14	0.28	0.24	0.14	0.11	0.17
T224	0.10	0.16	0.18	0.07	0.27	0.49	0.35	0.29	0.26	0.20	0.14	0.22	0.28
T225	0.21	0.16	0.13	0.28	0.08	0.12	0.16	0.19	0.27	0.25	0.14	0.18	0.19
T226	0.25	0.09	0.22	0.41	0.12	0.22	0.24	0.10	0.29	0.30	0.13	0.23	0.21
T227	0.29	0.30	0.38	0.48	0.19	0.32	0.03	0.11	0.10	0.11	0.13	0.27	0.13
T228	0.29	0.22	0.22	0.24	0.04	0.09	0.27	0.11	0.23	0.29	0.13	0.19	0.18
T229	0.05	0.13	0.19	0.17	0.07	0.04	0.07	0.08	0.09	0.15	0.04	0.11	0.09
T230	0.24	0.15	0.19	0.28	0.11	0.21	0.33	0.29	0.14	0.18	0.07	0.22	0.19
T231	0.12	0.14	0.14	0.19	0.19	0.33	0.35	0.35	0.13	0.16	0.04	0.21	0.22
T232	0.04	0.19	0.05	0.14	0.09	0.17	0.17	0.09	0.27	0.28	0.08	0.13	0.18
T233	0.10	0.14	0.08	0.19	0.06	0.09	0.04	0.11	0.31	0.32	0.10	0.13	0.18
T234	0.13	0.25	0.26	0.27	0.14	0.29	0.29	0.29	0.17	0.21	0.28	0.23	0.23
T235	0.05	0.28	0.27	0.39	0.21	0.42	0.13	0.25	0.25	0.31	0.30	0.26	0.26
T236	0.05	0.20	0.18	0.31	0.17	0.33	0.25	0.28	0.18	0.15	0.25	0.22	0.22
T237	0.15	0.19	0.22	0.30	0.15	0.29	0.14	0.17	0.08	0.12	0.19	0.20	0.15
T238	0.07	0.10	0.07	0.11	0.07	0.09	0.12	0.25	0.21	0.11	0.14	0.12	0.16
T239	0.17	0.26	0.22	0.32	0.17	0.33	0.31	0.28	0.15	0.23	0.24	0.25	0.24
T240	0.12	0.04	0.01	0.16	0.18	0.27	0.32	0.29	0.29	0.34	0.23	0.18	0.28
T241	0.10	0.02	0.12	0.10	0.12	0.16	0.19	0.22	0.05	0.06	0.23	0.12	0.13
T242	0.17	0.10	0.04	0.03	0.10	0.21	0.05	0.14	0.17	0.10	0.32	0.10	0.15
T243	0.15	0.11	0.08	0.16	0.13	0.24	0.12	0.04	0.10	0.03	0.22	0.13	0.10
T244	0.26	0.05	0.21	0.43	0.26	0.50	0.17	0.28	0.08	0.04	0.05	0.26	0.18
T245	0.16	0.13	0.10	0.07	0.21	0.42	0.25	0.28	0.16	0.11	0.13	0.18	0.21
T246	0.35	0.05	0.10	0.18	0.08	0.22	0.20	0.10	0.10	0.06	0.05	0.15	0.11
T247	0.19	0.15	0.19	0.37	0.19	0.38	0.22	0.20	0.13	0.10	0.03	0.24	0.17
T248	0.35	0.28	0.19	0.29	0.02	0.03	0.07	0.04	0.04	0.06	0.14	0.15	0.05
T249	0.37	0.30	0.22	0.33	0.10	0.18	0.09	0.07	0.02	0.18	0.19	0.20	0.11
T250	0.10	0.23	0.30	0.38	0.02	0.07	0.10	0.17	0.09	0.11	0.05	0.18	0.10
T251	0.26	0.27	0.20	0.26	0.05	0.08	0.02	0.05	0.05	0.08	0.22	0.14	0.07
T252	0.24	0.24	0.24	0.35	0.14	0.32	0.08	0.04	0.07	0.25	0.18	0.20	0.14
T253	0.15	0.32	0.35	0.58	0.21	0.36	0.16	0.02	0.15	0.17	0.18	0.29	0.16
T254	0.26	0.27	0.08	0.13	0.15	0.20	0.18	0.11	0.04	0.11	0.27	0.15	0.13
T255	0.22	0.16	0.19	0.33	0.15	0.34	0.24	0.14	0.07	0.08	0.16	0.21	0.15
T256	0.25	0.24	0.20	0.23	0.12	0.24	0.07	0.12	0.11	0.13	0.23	0.18	0.13
T257	0.03	0.09	0.10	0.04	0.09	0.17	0.19	0.03	0.14	0.32	0.28	0.09	0.16
T258	0.09	0.14	0.05	0.03	0.01	0.03	0.04	0.08	0.14	0.14	0.05	0.06	0.08
T259	0.04	0.11	0.16	0.43	0.19	0.37	0.07	0.06	0.06	0.01	0.09	0.19	0.10
T260	0.18	0.16	0.14	0.25	0.20	0.33	0.08	0.06	0.13	0.16	0.11	0.18	0.14
T261	0.34	0.26	0.12	0.56	0.03	0.08	0.10	0.04	0.07	0.04	0.05	0.21	0.05
T262	0.19	0.14	0.20	0.23	0.07	0.10	0.05	0.03	0.01	0.06	0.07	0.12	0.05
T263	0.17	0.08	0.07	0.21	0.14	0.34	0.28	0.17	0.08	0.19	0.09	0.17	0.17
T264	0.04	0.03	0.10	0.26	0.07	0.12	0.18	0.05	0.01	0.04	0.01	0.11	0.06
T265	0.09	0.16	0.20	0.33	0.24	0.12	0.05	0.02	0.07	0.08	0.11	0.16	0.09
T266	0.13	0.12	0.17	0.32	0.15	0.07	0.02	0.05	0.04	0.06	0.06	0.14	0.06
T267	0.16	0.20	0.24	0.38	0.23	0.21	0.10	0.07	0.05	0.07	0.11	0.20	0.10
T268	0.10	0.10	0.03	0.07	0.09	0.15	0.03	0.13	0.06	0.04	0.10	0.08	0.08
T269	0.15	0.18	0.13	0.24	0.17	0.35	0.06	0.13	0.25	0.17	0.07	0.19	0.18
T270	0.28	0.22	0.16	0.31	0.22	0.16	0.07	0.25	0.27	0.28	0.28	0.22	0.23
T271	0.05	0.10	0.14	0.27	0.20	0.27	0.02	0.09	0.11	0.10	0.07	0.15	0.12
T272	0.23	0.17	0.10	0.28	0.20	0.36	0.06	0.23	0.26	0.26	0.26	0.22	0.24
T273	0.24	0.25	0.13	0.36	0.15	0.19	0.07	0.25	0.27	0.26	0.20	0.22	0.21
T274	0.29	0.14	0.14	0.22	0.13	0.22	0.09	0.23	0.22	0.24	0.19	0.19	0.20
T275	0.32	0.30	0.17	0.30	0.19	0.11	0.07	0.29	0.20	0.23	0.23	0.22	0.20
T276	0.35	0.28	0.11	0.12	0.03	0.06	0.04	0.28	0.20	0.17	0.12	0.15	0.15

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Baseline Scenario												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T277	0.40	0.34	0.22	0.37	0.11	0.32	0.04	0.27	0.19	0.15	0.09	0.26	0.18
T278	0.37	0.30	0.23	0.30	0.18	0.17	0.06	0.20	0.14	0.08	0.14	0.22	0.14
T279	0.22	0.15	0.08	0.02	0.06	0.02	0.08	0.17	0.19	0.17	0.12	0.10	0.13
T280	0.09	0.10	0.02	0.07	0.06	0.03	0.07	0.13	0.14	0.08	0.06	0.08	0.09
T281	0.10	0.05	0.03	0.06	0.06	0.01	0.02	0.07	0.05	0.01	0.04	0.05	0.04
T282	0.10	0.06	0.05	0.09	0.02	0.06	0.07	0.04	0.06	0.02	0.08	0.06	0.05
T283	0.24	0.09	0.13	0.32	0.18	0.09	0.11	0.02	0.10	0.11	0.08	0.16	0.09
T284	0.29	0.22	0.14	0.21	0.22	0.18	0.03	0.14	0.06	0.05	0.09	0.17	0.10
T285	0.05	0.12	0.06	0.21	0.19	0.14	0.04	0.06	0.12	0.06	0.06	0.12	0.09
T286	0.30	0.21	0.07	0.09	0.07	0.04	0.07	0.19	0.29	0.13	0.17	0.14	0.16
T287	0.28	0.22	0.14	0.25	0.18	0.22	0.10	0.04	0.07	0.08	0.30	0.17	0.12
T288	0.28	0.29	0.15	0.34	0.24	0.19	0.14	0.12	0.09	0.13	0.32	0.22	0.15
T289	0.13	0.11	0.12	0.31	0.24	0.17	0.04	0.08	0.02	0.01	0.06	0.15	0.07
T290	0.34	0.07	0.05	0.07	0.07	0.17	0.16	0.22	0.25	0.27	0.23	0.15	0.21
T291	0.25	0.09	0.10	0.05	0.02	0.02	0.17	0.18	0.10	0.09	0.13	0.10	0.11
T292	0.29	0.23	0.05	0.05	0.03	0.17	0.14	0.18	0.13	0.13	0.13	0.13	0.13
T293	0.32	0.25	0.08	0.05	0.06	0.05	0.12	0.22	0.29	0.28	0.24	0.15	0.20
T294	0.21	0.24	0.20	0.32	0.22	0.04	0.15	0.21	0.31	0.31	0.25	0.22	0.23
T295	0.20	0.19	0.11	0.28	0.22	0.05	0.02	0.05	0.08	0.14	0.12	0.15	0.09
T296	0.24	0.27	0.21	0.34	0.22	0.03	0.12	0.08	0.18	0.30	0.35	0.20	0.18
T297	0.09	0.10	0.07	0.16	0.12	0.05	0.10	0.08	0.11	0.15	0.34	0.10	0.12
T298	0.26	0.28	0.22	0.32	0.22	0.03	0.09	0.21	0.31	0.32	0.27	0.22	0.22
T299	0.28	0.30	0.06	0.16	0.08	0.11	0.18	0.22	0.29	0.29	0.23	0.18	0.22
T300	0.30	0.25	0.16	0.21	0.08	0.16	0.23	0.22	0.35	0.29	0.22	0.21	0.24
T301	0.38	0.35	0.18	0.41	0.18	0.11	0.42	0.25	0.35	0.32	0.30	0.30	0.29
T302	0.36	0.33	0.21	0.30	0.19	0.11	0.41	0.24	0.35	0.31	0.25	0.28	0.28
T303	0.36	0.32	0.16	0.29	0.21	0.11	0.41	0.22	0.34	0.28	0.26	0.27	0.27
T304	0.38	0.35	0.20	0.30	0.21	0.11	0.40	0.20	0.34	0.26	0.27	0.28	0.26
T305	0.38	0.31	0.24	0.36	0.17	0.11	0.37	0.18	0.35	0.22	0.32	0.28	0.25
T306	0.16	0.06	0.17	0.07	0.04	0.09	0.39	0.13	0.29	0.13	0.18	0.14	0.19
T307	0.30	0.30	0.22	0.34	0.23	0.07	0.30	0.14	0.22	0.22	0.26	0.25	0.20
T308	0.17	0.27	0.23	0.34	0.26	0.04	0.29	0.16	0.16	0.23	0.23	0.23	0.19
T309	0.31	0.27	0.23	0.30	0.23	0.03	0.26	0.17	0.19	0.21	0.26	0.23	0.19
T310	0.28	0.25	0.21	0.29	0.17	0.11	0.30	0.15	0.30	0.25	0.32	0.23	0.23
T311	0.33	0.32	0.17	0.33	0.17	0.12	0.26	0.22	0.25	0.27	0.27	0.25	0.23
T312	0.30	0.30	0.24	0.34	0.17	0.10	0.23	0.16	0.25	0.31	0.36	0.24	0.23
T313	0.33	0.31	0.27	0.38	0.20	0.18	0.16	0.23	0.30	0.29	0.33	0.27	0.25
T314	0.31	0.30	0.24	0.40	0.24	0.28	0.17	0.20	0.28	0.29	0.37	0.28	0.26
T315	0.31	0.30	0.26	0.40	0.17	0.21	0.20	0.13	0.33	0.19	0.33	0.27	0.22
T316	0.28	0.26	0.19	0.41	0.13	0.32	0.18	0.19	0.23	0.20	0.29	0.25	0.21
T317	0.26	0.25	0.19	0.40	0.05	0.38	0.16	0.20	0.25	0.23	0.28	0.25	0.22
T318	0.28	0.27	0.21	0.41	0.17	0.24	0.23	0.15	0.32	0.23	0.27	0.26	0.23
T319	0.25	0.24	0.18	0.36	0.13	0.31	0.22	0.18	0.25	0.22	0.27	0.24	0.22
T320	0.28	0.27	0.18	0.37	0.13	0.38	0.20	0.20	0.30	0.25	0.25	0.26	0.25
T321	0.27	0.24	0.20	0.30	0.18	0.26	0.20	0.20	0.20	0.23	0.26	0.23	0.21
T322	0.30	0.25	0.21	0.32	0.20	0.31	0.18	0.24	0.32	0.30	0.31	0.26	0.27
T323	0.27	0.26	0.22	0.32	0.17	0.38	0.21	0.16	0.33	0.29	0.29	0.26	0.26
T324	0.31	0.23	0.23	0.30	0.27	0.49	0.13	0.05	0.07	0.01	0.15	0.24	0.13
T325	0.14	0.15	0.12	0.30	0.17	0.20	0.02	0.07	0.16	0.07	0.08	0.16	0.11
T326	0.22	0.25	0.20	0.25	0.08	0.17	0.11	0.16	0.31	0.18	0.24	0.20	0.19
T327	0.36	0.30	0.08	0.11	0.17	0.21	0.25	0.20	0.30	0.07	0.16	0.21	0.20
T328	0.35	0.28	0.20	0.16	0.19	0.29	0.17	0.13	0.18	0.24	0.09	0.21	0.19
T329	0.36	0.28	0.23	0.28	0.15	0.14	0.23	0.21	0.31	0.28	0.13	0.24	0.23
T330	0.31	0.23	0.24	0.17	0.15	0.32	0.03	0.06	0.15	0.24	0.19	0.18	0.16
T331	0.32	0.25	0.24	0.23	0.17	0.17	0.23	0.21	0.28	0.33	0.14	0.23	0.24
T332	0.33	0.26	0.25	0.25	0.20	0.22	0.18	0.14	0.14	0.28	0.17	0.22	0.19
T333	0.33	0.27	0.26	0.20	0.14	0.19	0.23	0.20	0.24	0.29	0.25	0.22	0.23
T334	0.33	0.24	0.30	0.33	0.23	0.34	0.16	0.21	0.33	0.37	0.31	0.28	0.28
T335	0.34	0.28	0.11	0.13	0.20	0.23	0.15	0.09	0.16	0.19	0.28	0.18	0.17
T336	0.06	0.06	0.10	0.18	0.09	0.16	0.03	0.05	0.17	0.09	0.25	0.11	0.11
T337	0.14	0.11	0.09	0.22	0.20	0.22	0.07	0.04	0.13	0.16	0.34	0.15	0.15
T338	0.19	0.14	0.05	0.34	0.33	0.39	0.20	0.12	0.20	0.18	0.32	0.23	0.22
T339	0.15	0.20	0.09	0.20	0.28	0.21	0.20	0.16	0.30	0.23	0.14	0.20	0.23
T340	0.13	0.24	0.16	0.32	0.26	0.29	0.17	0.08	0.05	0.06	0.22	0.20	0.13
T341	0.09	0.17	0.05	0.15	0.16	0.15	0.08	0.13	0.07	0.01	0.14	0.12	0.10
T342	0.07	0.13	0.02	0.10	0.15	0.06	0.03	0.03	0.19	0.13	0.13	0.09	0.11
T343	0.06	0.17	0.27	0.40	0.28	0.30	0.27	0.16	0.11	0.16	0.16	0.24	0.19
T344	0.06	0.12	0.07	0.15	0.14	0.15	0.14	0.04	0.18	0.02	0.30	0.12	0.12
T345	0.10	0.06	0.16	0.22	0.06	0.08	0.09	0.05	0.08	0.08	0.31	0.11	0.09
T346	0.30	0.36	0.14	0.36	0.13	0.15	0.04	0.05	0.18	0.07	0.33	0.20	0.12
T347	0.34	0.35	0.17	0.25	0.03	0.08	0.05	0.02	0.16	0.05	0.37	0.17	0.09
T348	0.29	0.27	0.10	0.15	0.09	0.06	0.18	0.18	0.30	0.01	0.07	0.17	0.14
T349	0.12	0.10	0.02	0.16	0.08	0.04	0.07	0.07	0.25	0.08	0.20	0.11	0.12
T350	0.09	0.05	0.05	0.11	0.04	0.10	0.08	0.12	0.27	0.04	0.07	0.10	0.12
T351	0.13	0.10	0.07	0.11	0.15	0.16	0.31	0.19	0.31	0.09	0.02	0.16	0.19
T352	0.37	0.05	0.13	0.17	0.24	0.34	0.16	0.14	0.25	0.04	0.18	0.20	0.18
T353	0.07	0.04	0.09	0.02	0.01	0.13	0.05	0.07	0.19	0.08	0.15	0.07	0.10
T354	0.32	0.19	0.16	0.10	0.27	0.29	0.25	0.14	0.18	0.29	0.21	0.20	0.22
T355	0.25	0.28	0.17	0.13	0.25	0.15	0.17	0.08	0.13	0.24	0.25	0.18	0.17
T356	0.06	0.28	0.13	0.18	0.27	0.18	0.14	0.09	0.21	0.25	0.24	0.17	0.19
T357	0.11	0.26	0.15	0.12	0.21	0.15	0.20	0.11	0.30	0.27	0.03	0.18	0.20
T358	0.05	0.25	0.13	0.22	0.08	0.17	0.21	0.14	0.33	0.29	0.15	0.18	0.22
T359	0.32	0.19	0.23	0.35	0.33	0.42	0.19	0.26	0.21	0.12	0.17	0.29	0.23
T360	0.09	0.13	0.09	0.41	0.32	0.35	0.19	0.14	0.14	0.18	0.16	0.23	0.20
T361	0.19	0.21	0.25	0.46	0.38	0.47	0.23	0.19	0.28	0.23	0.11	0.31	0.27
T362	0.14	0.17	0.33	0.45	0.37	0.41	0.22	0.19	0.07	0.23	0.18	0.28	0.22
T363	0.01	0.18	0.34	0.44	0.35	0.37	0.30	0.28	0.09	0.03	0.14	0.28	0.20
T364	0.19	0.22	0.27	0.42	0.33	0.32	0.14	0.19	0.25	0.26	0.10	0.28	0.23
T365	0.24	0.29	0.38	0.45	0.22	0.18	0.33	0.33	0.25	0.29	0.12	0.31	0.26
T366	0.14	0.12	0.18	0.34	0.30	0.30	0.21	0.18	0.22	0.19	0.02	0.23	0.21
T367	0.21	0.23	0.30	0.36	0.26	0.11	0.29	0.30	0.24	0.23	0.18	0.27	0.24
T368	0.21	0.23	0.31	0.32	0.30	0.23	0.14	0.17	0.21	0.23	0.24	0.25	0.21
T369	0.17	0.20	0.29	0.25	0.30	0.25	0.15	0.21	0.26	0.33	0.19	0.24	0.25
T370	0.22	0.23	0.33	0.19	0.30	0.22	0.24	0.31	0.24	0.32	0.23	0.25	0.27
T371	0.11	0.20	0.22	0.25	0.22	0.14	0.14	0.10	0.31	0.30	0.21	0.20	0.21
T372	0.20	0.20	0.23	0.24	0.17	0.11	0.15	0.10	0.29	0.32	0.23	0.19	0.21
T373	0.26	0.13	0.12	0.15	0.17	0.06	0.14	0.05	0.20	0.31	0.15	0.14	0.16
T374	0.30	0.17	0.18	0.20	0.16	0.16	0.14	0.05	0.20	0.32	0.19	0.18	0.18
T375	0.31	0.23	0.29	0.30	0.09	0.14	0.12	0.09	0.21	0.35	0.15	0.21	0.18
T376	0.08	0.02	0.04	0.09	0.06	0.02	0.02	0.01	0.05	0.05	0.11	0.05	0.04

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Baseline Scenario												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T377	0.16	0.13	0.13	0.24	0.14	0.10	0.05	0.07	0.10	0.07	0.09	0.14	0.09
T378	0.17	0.17	0.11	0.20	0.17	0.02	0.09	0.06	0.08	0.15	0.02	0.13	0.09
T379	0.32	0.18	0.21	0.28	0.11	0.10	0.08	0.04	0.11	0.16	0.20	0.17	0.11
T380	0.33	0.26	0.32	0.34	0.10	0.06	0.13	0.08	0.01	0.23	0.19	0.19	0.11
T381	0.23	0.24	0.16	0.32	0.13	0.10	0.11	0.02	0.02	0.16	0.16	0.16	0.09
T382	0.13	0.06	0.15	0.17	0.18	0.10	0.07	0.03	0.05	0.22	0.04	0.11	0.10
T383	0.09	0.09	0.12	0.12	0.15	0.06	0.06	0.02	0.02	0.17	0.03	0.09	0.07
T384	0.17	0.10	0.23	0.21	0.07	0.09	0.18	0.13	0.17	0.17	0.05	0.15	0.13
T385	0.07	0.13	0.26	0.30	0.29	0.14	0.09	0.05	0.03	0.01	0.04	0.17	0.08
T386	0.12	0.18	0.19	0.14	0.04	0.21	0.27	0.21	0.16	0.12	0.02	0.16	0.16
T387	0.26	0.21	0.33	0.41	0.26	0.20	0.26	0.28	0.11	0.07	0.02	0.27	0.17
T388	0.24	0.30	0.27	0.37	0.22	0.21	0.25	0.32	0.21	0.27	0.13	0.27	0.24
T389	0.18	0.22	0.30	0.40	0.24	0.18	0.07	0.15	0.29	0.28	0.16	0.24	0.21
T390	0.19	0.20	0.22	0.24	0.21	0.14	0.22	0.21	0.29	0.32	0.16	0.22	0.24
T391	0.14	0.17	0.29	0.31	0.20	0.20	0.09	0.19	0.21	0.27	0.16	0.21	0.20
T392	0.23	0.28	0.10	0.12	0.03	0.08	0.04	0.24	0.31	0.39	0.14	0.15	0.21
T393	0.18	0.35	0.51	0.45	0.18	0.14	0.04	0.10	0.09	0.01	0.17	0.25	0.09
T394	0.04	0.24	0.39	0.39	0.15	0.12	0.04	0.12	0.05	0.10	0.07	0.19	0.09
T395	0.04	0.03	0.36	0.46	0.34	0.34	0.06	0.15	0.05	0.12	0.17	0.23	0.15
T396	0.29	0.18	0.14	0.11	0.28	0.34	0.29	0.21	0.14	0.31	0.18	0.21	0.24
T397	0.33	0.21	0.14	0.30	0.29	0.21	0.22	0.16	0.18	0.35	0.18	0.23	0.23
T398	0.31	0.22	0.19	0.31	0.30	0.19	0.23	0.12	0.23	0.32	0.17	0.24	0.22
T399	0.09	0.26	0.21	0.22	0.28	0.21	0.20	0.14	0.19	0.31	0.17	0.20	0.21
T400	0.03	0.26	0.21	0.31	0.25	0.18	0.15	0.11	0.27	0.34	0.10	0.21	0.21
T401	0.07	0.22	0.18	0.35	0.16	0.18	0.21	0.14	0.34	0.39	0.02	0.22	0.24
T402	0.14	0.12	0.12	0.30	0.28	0.45	0.37	0.25	0.23	0.19	0.13	0.25	0.26
T403	0.15	0.13	0.08	0.43	0.29	0.48	0.34	0.25	0.19	0.21	0.07	0.27	0.25
T404	0.18	0.18	0.12	0.40	0.32	0.49	0.38	0.25	0.20	0.24	0.06	0.29	0.27
T405	0.02	0.04	0.33	0.46	0.35	0.48	0.37	0.29	0.04	0.13	0.18	0.28	0.23
T406	0.06	0.17	0.38	0.42	0.35	0.43	0.34	0.32	0.11	0.12	0.18	0.30	0.24
T407	0.18	0.27	0.33	0.38	0.26	0.43	0.32	0.24	0.17	0.08	0.19	0.29	0.22
T408	0.05	0.13	0.31	0.41	0.27	0.43	0.31	0.27	0.15	0.14	0.22	0.27	0.24
T409	0.01	0.08	0.10	0.29	0.28	0.50	0.33	0.22	0.15	0.15	0.19	0.22	0.24
T410	0.03	0.11	0.24	0.36	0.14	0.22	0.29	0.23	0.13	0.20	0.12	0.21	0.19
T411	0.04	0.05	0.16	0.34	0.23	0.39	0.28	0.28	0.07	0.17	0.11	0.22	0.21
T412	0.11	0.12	0.03	0.41	0.26	0.43	0.27	0.27	0.17	0.21	0.06	0.24	0.24
T413	0.01	0.25	0.07	0.27	0.26	0.42	0.28	0.26	0.05	0.17	0.09	0.21	0.20
T414	0.09	0.11	0.03	0.24	0.04	0.21	0.26	0.38	0.14	0.12	0.01	0.17	0.18
T415	0.07	0.06	0.32	0.45	0.19	0.30	0.05	0.10	0.04	0.24	0.16	0.20	0.14
T416	0.17	0.29	0.33	0.41	0.21	0.32	0.25	0.16	0.19	0.15	0.19	0.27	0.20
T417	0.29	0.29	0.35	0.39	0.21	0.35	0.30	0.18	0.18	0.09	0.22	0.29	0.20
T418	0.05	0.22	0.32	0.49	0.24	0.41	0.30	0.06	0.05	0.07	0.14	0.26	0.15
T419	0.20	0.29	0.32	0.43	0.20	0.33	0.20	0.12	0.18	0.14	0.14	0.27	0.18
T420	0.30	0.28	0.33	0.40	0.20	0.32	0.19	0.19	0.19	0.15	0.23	0.28	0.20
T421	0.15	0.24	0.29	0.52	0.15	0.23	0.09	0.14	0.14	0.25	0.13	0.24	0.17
T422	0.23	0.26	0.31	0.38	0.23	0.40	0.21	0.24	0.11	0.15	0.07	0.27	0.19
T423	0.11	0.23	0.09	0.35	0.17	0.22	0.16	0.12	0.17	0.21	0.14	0.19	0.17
T424	0.12	0.08	0.11	0.22	0.24	0.44	0.39	0.31	0.22	0.20	0.12	0.23	0.27
T425	0.23	0.40	0.36	0.27	0.12	0.19	0.45	0.40	0.34	0.39	0.08	0.30	0.31
T426	0.05	0.15	0.03	0.27	0.28	0.46	0.28	0.18	0.15	0.14	0.04	0.21	0.21
T427	0.12	0.22	0.24	0.23	0.07	0.11	0.26	0.25	0.26	0.05	0.02	0.20	0.16
T428	0.04	0.09	0.11	0.14	0.18	0.31	0.24	0.16	0.16	0.03	0.03	0.16	0.15
T429	0.09	0.20	0.29	0.46	0.27	0.46	0.24	0.17	0.14	0.11	0.02	0.28	0.19
T430	0.17	0.15	0.24	0.26	0.15	0.17	0.31	0.18	0.10	0.06	0.03	0.20	0.14
T431	0.29	0.26	0.24	0.16	0.11	0.25	0.22	0.08	0.09	0.30	0.06	0.18	0.16
T432	0.29	0.27	0.15	0.11	0.02	0.05	0.08	0.16	0.07	0.08	0.16	0.13	0.09
T433	0.26	0.27	0.25	0.25	0.16	0.21	0.18	0.03	0.05	0.15	0.17	0.19	0.12
T434	0.16	0.12	0.19	0.34	0.06	0.11	0.05	0.24	0.11	0.13	0.13	0.17	0.13
T435	0.14	0.15	0.06	0.15	0.10	0.15	0.15	0.06	0.06	0.03	0.05	0.12	0.08
T436	0.24	0.18	0.18	0.12	0.14	0.27	0.07	0.16	0.11	0.10	0.03	0.16	0.13
T437	0.13	0.18	0.21	0.22	0.06	0.12	0.08	0.16	0.15	0.11	0.21	0.15	0.13
T438	0.14	0.16	0.09	0.11	0.12	0.24	0.06	0.09	0.03	0.04	0.08	0.11	0.08
T439	0.25	0.24	0.12	0.15	0.08	0.08	0.12	0.19	0.07	0.12	0.20	0.14	0.12
T440	0.21	0.21	0.21	0.31	0.05	0.10	0.04	0.03	0.16	0.23	0.13	0.16	0.11
T441	0.18	0.21	0.16	0.17	0.02	0.02	0.07	0.05	0.04	0.07	0.06	0.11	0.05
T442	0.14	0.12	0.15	0.30	0.09	0.16	0.05	0.09	0.09	0.10	0.01	0.15	0.09
T443	0.04	0.07	0.17	0.21	0.07	0.15	0.06	0.04	0.08	0.08	0.03	0.11	0.07
T444	0.10	0.13	0.18	0.30	0.17	0.30	0.13	0.10	0.05	0.06	0.09	0.18	0.11
T445	0.13	0.17	0.28	0.21	0.16	0.27	0.24	0.27	0.29	0.14	0.05	0.22	0.22
T446	0.27	0.25	0.22	0.36	0.16	0.28	0.19	0.18	0.22	0.24	0.05	0.25	0.20
T447	0.27	0.24	0.10	0.10	0.18	0.30	0.25	0.20	0.20	0.24	0.10	0.19	0.21
T448	0.26	0.24	0.27	0.41	0.19	0.31	0.20	0.21	0.22	0.20	0.20	0.27	0.22
T449	0.14	0.23	0.30	0.47	0.19	0.37	0.21	0.22	0.21	0.24	0.06	0.28	0.22
T450	0.19	0.19	0.25	0.42	0.18	0.32	0.23	0.23	0.28	0.19	0.07	0.27	0.22
T451	0.13	0.12	0.18	0.37	0.17	0.29	0.07	0.06	0.07	0.07	0.08	0.18	0.10
T452	0.15	0.15	0.12	0.14	0.17	0.34	0.28	0.21	0.14	0.09	0.10	0.18	0.18
T453	0.06	0.08	0.15	0.23	0.09	0.27	0.20	0.02	0.09	0.06	0.10	0.14	0.10
T454	0.13	0.19	0.23	0.33	0.10	0.21	0.23	0.23	0.22	0.25	0.02	0.22	0.20
T455	0.19	0.20	0.28	0.47	0.15	0.24	0.27	0.20	0.22	0.14	0.07	0.26	0.19
T456	0.09	0.13	0.13	0.20	0.17	0.35	0.22	0.22	0.22	0.10	0.09	0.19	0.20
T457	0.10	0.11	0.11	0.12	0.06	0.16	0.16	0.16	0.21	0.17	0.07	0.13	0.15
T458	0.17	0.11	0.17	0.19	0.12	0.25	0.20	0.11	0.21	0.12	0.16	0.17	0.16
T459	0.21	0.08	0.04	0.15	0.13	0.27	0.21	0.19	0.16	0.08	0.10	0.16	0.16
T460	0.17	0.10	0.04	0.05	0.06	0.17	0.14	0.08	0.05	0.03	0.11	0.09	0.08
T461	0.02	0.05	0.10	0.18	0.14	0.37	0.18	0.12	0.10	0.02	0.13	0.14	0.13
T462	0.18	0.07	0.11	0.12	0.04	0.23	0.17	0.20	0.20	0.04	0.10	0.14	0.14
T463	0.03	0.11	0.12	0.18	0.04	0.01	0.20	0.10	0.08	0.09	0.05	0.10	0.09
T464	0.15	0.13	0.06	0.09	0.05	0.13	0.14	0.15	0.17	0.09	0.08	0.11	0.12
T465	0.20	0.19	0.05	0.06	0.07	0.18	0.22	0.18	0.18	0.10	0.13	0.14	0.15
T466	0.09	0.12	0.08	0.12	0.12	0.26	0.18	0.14	0.04	0.03	0.09	0.13	0.11
T467	0.16	0.18	0.09	0.12	0.07	0.11	0.04	0.03	0.08	0.08	0.12	0.10	0.07
T468	0.04	0.02	0.04	0.08	0.06	0.10	0.11	0.09	0.08	0.09	0.04	0.07	0.08
T469	0.04	0.03	0.05	0.06	0.05	0.12	0.12	0.03	0.07	0.01	0.09	0.06	0.06
T470	0.13	0.13	0.12	0.09	0.08	0.13	0.15	0.13	0.06	0.13	0.05	0.11	0.10
T471	0.12	0.13	0.10	0.17	0.01	0.04	0.15	0.08	0.10	0.10	0.10	0.10	0.09
T472	0.21	0.18	0.12	0.17	0.08	0.21	0.20	0.18	0.12	0.10	0.07	0.16	0.14
T473	0.02	0.05	0.03	0.09	0.03	0.07	0.13	0.09	0.07	0.09	0.07	0.06	0.08
T474	0.13	0.06	0.13	0.26	0.06	0.13	0.15	0.11	0.05	0.09	0.05	0.13	0.09
T475	0.09	0.08	0.06	0.09	0.01	0.10	0.09	0.08	0.07	0.10	0.10	0.07	0.08
T476	0.10	0.04	0.07	0.11	0.04	0.08	0.10	0.08	0.06	0.08	0.06	0.08	0.07

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Baseline Scenario												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T477	0.13	0.21	0.12	0.12	0.12	0.16	0.20	0.19	0.18	0.15	0.12	0.15	0.17
T478	0.03	0.06	0.15	0.28	0.16	0.26	0.17	0.08	0.06	0.12	0.08	0.15	0.12
T479	0.17	0.21	0.14	0.12	0.06	0.13	0.05	0.07	0.13	0.11	0.07	0.12	0.09
T480	0.26	0.10	0.09	0.13	0.16	0.24	0.24	0.25	0.25	0.20	0.19	0.18	0.22
T481	0.26	0.16	0.05	0.11	0.13	0.17	0.26	0.24	0.23	0.20	0.16	0.17	0.21
T482	0.17	0.16	0.15	0.01	0.17	0.26	0.28	0.19	0.16	0.21	0.13	0.16	0.20
T483	0.06	0.22	0.01	0.09	0.02	0.07	0.15	0.03	0.02	0.06	0.06	0.07	0.05
T484	0.24	0.19	0.12	0.21	0.05	0.04	0.05	0.03	0.04	0.04	0.07	0.12	0.04
T485	0.41	0.17	0.02	0.08	0.11	0.32	0.27	0.28	0.19	0.22	0.05	0.19	0.22
T486	0.03	0.13	0.18	0.36	0.12	0.16	0.11	0.07	0.05	0.16	0.05	0.16	0.10
T487	0.29	0.29	0.11	0.10	0.10	0.21	0.18	0.02	0.06	0.16	0.09	0.14	0.11
T488	0.10	0.18	0.12	0.27	0.16	0.19	0.03	0.08	0.03	0.14	0.13	0.14	0.10
T489	0.35	0.29	0.21	0.29	0.31	0.30	0.27	0.15	0.23	0.26	0.28	0.27	0.24
T490	0.29	0.27	0.21	0.31	0.33	0.32	0.26	0.18	0.21	0.27	0.27	0.27	0.25
T491	0.35	0.32	0.16	0.33	0.37	0.39	0.28	0.21	0.31	0.27	0.27	0.31	0.29
T492	0.37	0.29	0.17	0.11	0.04	0.42	0.30	0.21	0.32	0.26	0.23	0.23	0.26
T493	0.32	0.28	0.15	0.13	0.12	0.01	0.01	0.20	0.29	0.26	0.23	0.16	0.18
T494	0.09	0.09	0.09	0.16	0.17	0.40	0.16	0.05	0.06	0.07	0.10	0.14	0.12
T495	0.12	0.16	0.17	0.36	0.38	0.35	0.11	0.05	0.05	0.06	0.05	0.22	0.13
T496	0.34	0.23	0.22	0.39	0.36	0.29	0.02	0.24	0.23	0.18	0.24	0.27	0.22
T497	0.38	0.20	0.04	0.16	0.20	0.38	0.05	0.25	0.21	0.17	0.21	0.20	0.21
T498	0.37	0.30	0.21	0.32	0.31	0.24	0.15	0.27	0.25	0.23	0.22	0.27	0.24
T499	0.35	0.30	0.17	0.19	0.16	0.36	0.21	0.26	0.25	0.27	0.27	0.24	0.25
T500	0.31	0.25	0.22	0.25	0.37	0.31	0.22	0.24	0.23	0.30	0.31	0.27	0.27
T501	0.35	0.29	0.20	0.40	0.29	0.19	0.07	0.22	0.14	0.09	0.18	0.25	0.16
T502	0.36	0.35	0.17	0.36	0.30	0.28	0.08	0.25	0.20	0.12	0.17	0.27	0.20
T503	0.34	0.36	0.20	0.37	0.26	0.36	0.06	0.24	0.16	0.18	0.19	0.27	0.20
T504	0.37	0.35	0.26	0.32	0.38	0.36	0.05	0.20	0.18	0.22	0.29	0.28	0.22
T505	0.37	0.41	0.24	0.28	0.36	0.42	0.17	0.24	0.23	0.23	0.26	0.30	0.26
T506	0.21	0.22	0.18	0.34	0.30	0.13	0.01	0.05	0.08	0.02	0.02	0.19	0.08
T507	0.28	0.25	0.16	0.25	0.32	0.26	0.08	0.20	0.17	0.19	0.28	0.22	0.20
T508	0.18	0.25	0.20	0.33	0.35	0.30	0.14	0.18	0.14	0.23	0.28	0.24	0.22
T509	0.33	0.24	0.21	0.35	0.34	0.28	0.15	0.11	0.20	0.30	0.27	0.26	0.23
T510	0.20	0.27	0.20	0.23	0.29	0.27	0.16	0.16	0.30	0.33	0.29	0.23	0.26
T511	0.30	0.27	0.22	0.28	0.33	0.35	0.18	0.15	0.33	0.32	0.28	0.27	0.28
T512	0.33	0.27	0.13	0.20	0.23	0.26	0.18	0.21	0.34	0.34	0.28	0.23	0.27
T513	0.24	0.24	0.21	0.32	0.28	0.23	0.05	0.13	0.23	0.24	0.30	0.23	0.20
T514	0.24	0.25	0.24	0.37	0.30	0.25	0.12	0.23	0.36	0.33	0.29	0.27	0.28
T515	0.27	0.25	0.15	0.19	0.15	0.10	0.15	0.27	0.10	0.03	0.13	0.18	0.13
T516	0.25	0.21	0.11	0.09	0.10	0.04	0.12	0.16	0.26	0.18	0.08	0.14	0.16
T517	0.07	0.27	0.23	0.35	0.35	0.28	0.05	0.15	0.24	0.11	0.29	0.24	0.20
T518	0.32	0.30	0.22	0.31	0.33	0.28	0.13	0.20	0.30	0.22	0.19	0.27	0.24
T519	0.32	0.24	0.15	0.15	0.20	0.24	0.12	0.25	0.21	0.18	0.09	0.20	0.19
T520	0.11	0.10	0.13	0.14	0.19	0.30	0.05	0.10	0.08	0.04	0.21	0.14	0.12
T521	0.34	0.31	0.25	0.29	0.20	0.07	0.20	0.27	0.40	0.35	0.26	0.26	0.28
T522	0.23	0.25	0.18	0.37	0.29	0.10	0.26	0.26	0.40	0.29	0.29	0.27	0.29
T523	0.28	0.24	0.20	0.31	0.19	0.09	0.23	0.23	0.36	0.29	0.23	0.24	0.25
T524	0.34	0.26	0.23	0.32	0.24	0.09	0.25	0.22	0.36	0.23	0.23	0.26	0.24
T525	0.27	0.27	0.18	0.25	0.12	0.13	0.25	0.23	0.36	0.25	0.21	0.23	0.24
T526	0.32	0.30	0.19	0.27	0.14	0.10	0.35	0.23	0.33	0.23	0.20	0.24	0.24
T527	0.32	0.26	0.20	0.28	0.13	0.09	0.33	0.22	0.34	0.22	0.24	0.24	0.24
T528	0.30	0.21	0.21	0.25	0.17	0.10	0.32	0.19	0.28	0.12	0.06	0.23	0.19
T529	0.34	0.39	0.25	0.32	0.16	0.12	0.15	0.09	0.20	0.21	0.24	0.23	0.17
T530	0.38	0.31	0.21	0.39	0.28	0.13	0.34	0.24	0.38	0.24	0.23	0.30	0.27
T531	0.39	0.26	0.22	0.41	0.30	0.10	0.30	0.26	0.39	0.25	0.31	0.30	0.28
T532	0.37	0.28	0.20	0.39	0.34	0.19	0.25	0.24	0.32	0.17	0.38	0.30	0.26
T533	0.38	0.23	0.17	0.30	0.30	0.16	0.28	0.29	0.45	0.26	0.38	0.29	0.31
T534	0.34	0.23	0.18	0.31	0.22	0.17	0.12	0.20	0.37	0.26	0.37	0.24	0.25
T535	0.34	0.30	0.25	0.32	0.35	0.31	0.09	0.14	0.36	0.28	0.41	0.28	0.27
T536	0.30	0.26	0.09	0.24	0.32	0.36	0.14	0.18	0.31	0.28	0.37	0.24	0.27
T537	0.27	0.26	0.20	0.16	0.19	0.06	0.17	0.22	0.38	0.23	0.28	0.21	0.24
T538	0.31	0.31	0.23	0.33	0.33	0.26	0.23	0.27	0.40	0.23	0.34	0.30	0.30
T539	0.34	0.34	0.25	0.29	0.23	0.22	0.27	0.27	0.41	0.23	0.34	0.29	0.29
T540	0.34	0.34	0.26	0.33	0.32	0.22	0.30	0.28	0.40	0.22	0.34	0.31	0.30
T541	0.34	0.35	0.23	0.39	0.32	0.18	0.31	0.25	0.37	0.20	0.35	0.31	0.28
T542	0.30	0.35	0.23	0.41	0.31	0.12	0.31	0.23	0.36	0.19	0.35	0.30	0.27
T543	0.37	0.37	0.24	0.42	0.29	0.14	0.28	0.10	0.26	0.25	0.36	0.29	0.23
T544	0.32	0.30	0.26	0.37	0.29	0.06	0.30	0.11	0.22	0.25	0.26	0.26	0.21
T545	0.31	0.30	0.25	0.35	0.29	0.06	0.30	0.19	0.18	0.23	0.32	0.26	0.22
T546	0.31	0.29	0.22	0.32	0.31	0.15	0.31	0.12	0.24	0.27	0.29	0.26	0.23
T547	0.29	0.31	0.24	0.29	0.28	0.20	0.29	0.11	0.23	0.29	0.33	0.25	0.24
T548	0.27	0.29	0.24	0.32	0.31	0.26	0.24	0.16	0.24	0.28	0.36	0.27	0.25
T549	0.09	0.14	0.19	0.32	0.38	0.33	0.21	0.17	0.15	0.16	0.18	0.23	0.21
T550	0.18	0.12	0.14	0.18	0.09	0.03	0.08	0.04	0.05	0.07	0.26	0.11	0.07
T551	0.21	0.16	0.17	0.32	0.25	0.04	0.04	0.07	0.04	0.06	0.07	0.16	0.07
T552	0.14	0.19	0.08	0.19	0.11	0.08	0.08	0.11	0.15	0.24	0.34	0.13	0.15
T553	0.12	0.27	0.14	0.15	0.13	0.06	0.03	0.03	0.19	0.10	0.13	0.13	0.10
T554	0.17	0.10	0.16	0.23	0.08	0.12	0.12	0.18	0.22	0.28	0.22	0.16	0.19
T555	0.16	0.16	0.04	0.21	0.18	0.16	0.07	0.05	0.08	0.07	0.15	0.13	0.10
T556	0.09	0.15	0.07	0.32	0.16	0.05	0.07	0.12	0.15	0.19	0.18	0.15	0.14
Average LVR	**0.21**	**0.19**	**0.16**	**0.23**	**0.15**	**0.19**	**0.18**	**0.17**	**0.19**	**0.18**	**0.17**	**0.19**	**0.18**

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Baseline Scenario												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
S01	0.10	0.15	0.14	0.17	0.02	0.11	0.16	0.13	0.20	0.19	0.06	0.13	0.14
S02	0.08	0.06	0.01	0.06	0.02	0.12	0.14	0.12	0.11	0.14	0.07	0.08	0.11
S03	0.21	0.32	0.24	0.20	0.04	0.06	0.05	0.05	0.14	0.13	0.08	0.15	0.09
S04	0.14	0.03	0.06	0.03	0.02	0.04	0.05	0.05	0.12	0.07	0.07	0.05	0.07
S05	0.17	0.31	0.15	0.08	0.11	0.10	0.06	0.02	0.19	0.13	0.12	0.13	0.11
S06	0.11	0.14	0.04	0.14	0.04	0.01	0.22	0.26	0.18	0.18	0.16	0.12	0.17
S07	0.22	0.34	0.10	0.20	0.02	0.14	0.35	0.19	0.08	0.13	0.10	0.18	0.14
S08	0.20	0.11	0.06	0.14	0.02	0.12	0.06	0.04	0.10	0.07	0.04	0.09	0.07
S09	0.18	0.22	0.10	0.19	0.04	0.04	0.18	0.13	0.22	0.10	0.10	0.14	0.13
S10	0.15	0.14	0.09	0.15	0.03	0.04	0.02	0.03	0.16	0.13	0.02	0.09	0.08
S11	0.07	0.03	0.08	0.11	0.02	0.02	0.09	0.07	0.09	0.11	0.05	0.07	0.07
S12	0.08	0.18	0.07	0.21	0.02	0.13	0.29	0.12	0.06	0.07	0.06	0.13	0.10
S13	0.08	0.13	0.03	0.13	0.04	0.04	0.43	0.31	0.13	0.05	0.11	0.14	0.16
S14	0.14	0.21	0.10	0.02	0.02	0.04	0.09	0.13	0.14	0.27	0.15	0.09	0.13
S15	0.26	0.13	0.08	0.06	0.12	0.24	0.23	0.20	0.26	0.22	0.17	0.16	0.21
S16	0.28	0.13	0.15	0.06	0.06	0.16	0.19	0.14	0.21	0.20	0.16	0.14	0.17
S17	0.25	0.10	0.12	0.04	0.01	0.07	0.08	0.02	0.16	0.22	0.11	0.09	0.11
S18	0.27	0.12	0.15	0.06	0.07	0.18	0.19	0.15	0.18	0.18	0.15	0.14	0.16
S19	0.23	0.20	0.10	0.14	0.01	0.05	0.20	0.17	0.26	0.25	0.16	0.15	0.18
S20	0.23	0.18	0.08	0.04	0.05	0.06	0.24	0.21	0.25	0.22	0.14	0.13	0.19
S21	0.21	0.10	0.01	0.02	0.16	0.34	0.29	0.23	0.25	0.18	0.11	0.16	0.23
S22	0.19	0.09	0.04	0.01	0.18	0.36	0.18	0.13	0.11	0.08	0.12	0.13	0.15
S23	0.29	0.14	0.16	0.07	0.06	0.08	0.06	0.06	0.18	0.20	0.18	0.12	0.12

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 1												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
P01	0.23	0.12	0.07	0.10	0.03	0.01	0.17	0.27	0.29	0.32	0.10	0.13	0.21
P02	0.27	0.25	0.13	0.05	0.01	0.08	0.07	0.11	0.04	0.18	0.08	0.10	0.09
P03	0.22	0.25	0.12	0.11	0.01	0.13	0.07	0.06	0.16	0.09	0.07	0.12	0.09
P04	0.25	0.28	0.14	0.06	0.02	0.14	0.12	0.08	0.14	0.16	0.08	0.13	0.11
P05	0.29	0.28	0.17	0.14	0.02	0.10	0.12	0.09	0.23	0.35	0.15	0.15	0.17
P06	0.25	0.25	0.23	0.18	0.05	0.10	0.13	0.09	0.07	0.06	0.17	0.15	0.09
P07	0.14	0.17	0.19	0.07	0.03	0.06	0.05	0.04	0.02	0.06	0.13	0.08	0.05
P08	0.08	0.11	0.08	0.12	0.05	0.03	0.12	0.11	0.07	0.15	0.08	0.09	0.09
P09	0.21	0.19	0.13	0.23	0.12	0.05	0.39	0.34	0.22	0.16	0.08	0.20	0.21
P10	0.21	0.24	0.10	0.26	0.10	0.04	0.38	0.31	0.25	0.21	0.12	0.21	0.22
P11	0.24	0.31	0.03	0.18	0.05	0.06	0.38	0.27	0.21	0.17	0.09	0.18	0.19
P12	0.34	0.36	0.13	0.20	0.08	0.16	0.33	0.17	0.27	0.33	0.06	0.22	0.22
P13	0.34	0.31	0.03	0.19	0.05	0.14	0.37	0.25	0.29	0.29	0.08	0.21	0.23
P14	0.35	0.35	0.12	0.25	0.02	0.18	0.34	0.26	0.33	0.34	0.22	0.24	0.26
P15	0.38	0.36	0.22	0.27	0.02	0.18	0.28	0.12	0.16	0.39	0.22	0.22	0.20
P16	0.38	0.35	0.22	0.26	0.06	0.09	0.27	0.13	0.15	0.33	0.26	0.21	0.18
P17	0.40	0.35	0.23	0.24	0.08	0.17	0.19	0.11	0.15	0.06	0.24	0.21	0.13
P18	0.38	0.34	0.21	0.10	0.12	0.22	0.16	0.07	0.15	0.06	0.23	0.18	0.13
P19	0.37	0.33	0.18	0.03	0.18	0.31	0.12	0.09	0.17	0.09	0.22	0.18	0.16
P20	0.27	0.33	0.16	0.06	0.21	0.35	0.11	0.11	0.14	0.13	0.21	0.18	0.16
P21	0.15	0.29	0.14	0.05	0.21	0.35	0.08	0.08	0.15	0.05	0.21	0.16	0.14
P22	0.02	0.07	0.06	0.02	0.16	0.23	0.24	0.19	0.29	0.20	0.20	0.13	0.22
P23	0.04	0.10	0.08	0.04	0.08	0.15	0.14	0.14	0.27	0.19	0.18	0.11	0.18
P24	0.09	0.07	0.04	0.07	0.09	0.17	0.13	0.12	0.25	0.17	0.17	0.11	0.17
P25	0.08	0.03	0.01	0.04	0.01	0.02	0.17	0.18	0.28	0.20	0.18	0.08	0.17
P26	0.05	0.09	0.02	0.01	0.05	0.05	0.14	0.11	0.28	0.17	0.17	0.08	0.15
P27	0.05	0.08	0.01	0.01	0.01	0.04	0.13	0.15	0.26	0.20	0.14	0.07	0.15
P28	0.18	0.06	0.04	0.03	0.01	0.01	0.07	0.06	0.25	0.12	0.08	0.07	0.10
P29	0.23	0.02	0.11	0.19	0.05	0.08	0.12	0.20	0.20	0.05	0.12	0.13	0.13
P30	0.15	0.05	0.03	0.04	0.02	0.01	0.15	0.22	0.17	0.13	0.05	0.09	0.13
Average SVR	**0.22**	**0.21**	**0.11**	**0.12**	**0.07**	**0.12**	**0.18**	**0.15**	**0.20**	**0.18**	**0.15**	**0.15**	**0.16**

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 1												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T01	0.17	0.19	0.12	0.13	0.03	0.02	0.17	0.26	0.28	0.07	0.15	0.15	0.16
T02	0.22	0.20	0.16	0.27	0.05	0.02	0.14	0.22	0.24	0.17	0.14	0.17	0.16
T03	0.18	0.18	0.19	0.17	0.07	0.01	0.12	0.25	0.27	0.11	0.14	0.16	0.16
T04	0.16	0.08	0.08	0.07	0.10	0.02	0.08	0.23	0.24	0.16	0.13	0.11	0.16
T05	0.13	0.14	0.02	0.07	0.03	0.01	0.03	0.06	0.07	0.06	0.04	0.06	0.05
T06	0.22	0.26	0.22	0.35	0.11	0.02	0.20	0.25	0.26	0.18	0.15	0.22	0.19
T07	0.21	0.23	0.16	0.25	0.04	0.02	0.22	0.29	0.30	0.09	0.10	0.19	0.18
T08	0.21	0.20	0.19	0.29	0.07	0.03	0.22	0.28	0.27	0.11	0.14	0.20	0.18
T09	0.23	0.21	0.24	0.21	0.10	0.02	0.25	0.34	0.30	0.06	0.13	0.21	0.19
T10	0.28	0.25	0.10	0.06	0.04	0.02	0.26	0.36	0.28	0.01	0.09	0.17	0.18
T11	0.29	0.25	0.07	0.14	0.02	0.01	0.26	0.35	0.25	0.02	0.09	0.17	0.17
T12	0.29	0.23	0.09	0.26	0.09	0.02	0.26	0.36	0.25	0.09	0.10	0.20	0.19
T13	0.30	0.21	0.13	0.05	0.09	0.04	0.26	0.36	0.25	0.22	0.16	0.17	0.22
T14	0.30	0.19	0.05	0.25	0.13	0.10	0.25	0.36	0.25	0.29	0.21	0.21	0.25
T15	0.24	0.14	0.15	0.36	0.10	0.11	0.20	0.32	0.25	0.30	0.22	0.22	0.23
T16	0.30	0.16	0.10	0.08	0.04	0.23	0.27	0.37	0.34	0.34	0.25	0.19	0.29
T17	0.31	0.25	0.21	0.47	0.22	0.05	0.24	0.27	0.13	0.24	0.19	0.26	0.20
T18	0.25	0.22	0.24	0.35	0.14	0.04	0.28	0.33	0.19	0.07	0.10	0.23	0.18
T19	0.30	0.24	0.20	0.30	0.08	0.03	0.31	0.31	0.21	0.06	0.06	0.22	0.17
T20	0.26	0.30	0.21	0.31	0.06	0.03	0.31	0.33	0.22	0.12	0.06	0.23	0.18
T21	0.27	0.27	0.23	0.27	0.08	0.02	0.32	0.33	0.23	0.10	0.07	0.22	0.18
T22	0.26	0.25	0.21	0.24	0.08	0.01	0.32	0.33	0.24	0.11	0.06	0.21	0.19
T23	0.23	0.22	0.15	0.21	0.12	0.02	0.35	0.34	0.26	0.14	0.03	0.21	0.21
T24	0.27	0.22	0.09	0.28	0.10	0.04	0.37	0.33	0.30	0.16	0.09	0.22	0.22
T25	0.23	0.26	0.06	0.22	0.08	0.03	0.38	0.30	0.26	0.20	0.10	0.20	0.21
T26	0.31	0.31	0.07	0.14	0.08	0.06	0.38	0.26	0.29	0.10	0.08	0.20	0.20
T27	0.38	0.34	0.15	0.19	0.06	0.14	0.35	0.24	0.32	0.31	0.06	0.23	0.24
T28	0.39	0.31	0.07	0.21	0.05	0.15	0.37	0.27	0.34	0.27	0.13	0.23	0.25
T29	0.39	0.31	0.10	0.24	0.03	0.17	0.37	0.28	0.32	0.32	0.19	0.24	0.26
T30	0.40	0.33	0.17	0.24	0.02	0.18	0.33	0.21	0.25	0.37	0.20	0.23	0.24
T31	0.42	0.35	0.22	0.27	0.01	0.17	0.29	0.10	0.14	0.34	0.20	0.22	0.18
T32	0.41	0.33	0.21	0.26	0.06	0.02	0.28	0.16	0.14	0.25	0.18	0.21	0.16
T33	0.43	0.34	0.22	0.25	0.08	0.17	0.23	0.13	0.14	0.06	0.20	0.22	0.13
T34	0.43	0.35	0.22	0.15	0.09	0.20	0.17	0.07	0.15	0.05	0.21	0.19	0.12
T35	0.42	0.33	0.20	0.05	0.13	0.27	0.15	0.08	0.17	0.06	0.19	0.18	0.14
T36	0.20	0.21	0.25	0.39	0.15	0.07	0.06	0.05	0.06	0.02	0.19	0.18	0.07
T37	0.14	0.20	0.14	0.19	0.08	0.02	0.03	0.06	0.08	0.18	0.23	0.11	0.09
T38	0.22	0.18	0.10	0.05	0.05	0.05	0.03	0.06	0.03	0.07	0.15	0.08	0.05
T39	0.05	0.10	0.09	0.09	0.05	0.01	0.05	0.06	0.03	0.01	0.02	0.06	0.03
T40	0.18	0.12	0.10	0.25	0.07	0.02	0.08	0.06	0.08	0.10	0.22	0.12	0.08
T41	0.04	0.17	0.23	0.33	0.11	0.03	0.10	0.03	0.08	0.13	0.12	0.14	0.08
T42	0.19	0.12	0.22	0.37	0.10	0.03	0.18	0.17	0.08	0.19	0.16	0.18	0.13
T43	0.23	0.27	0.25	0.41	0.17	0.02	0.14	0.10	0.10	0.15	0.23	0.21	0.12
T44	0.30	0.24	0.26	0.43	0.19	0.03	0.23	0.24	0.10	0.17	0.23	0.24	0.17
T45	0.30	0.27	0.25	0.49	0.16	0.03	0.29	0.29	0.08	0.20	0.14	0.26	0.17
T46	0.30	0.25	0.28	0.50	0.09	0.11	0.30	0.32	0.30	0.31	0.26	0.29	0.26
T47	0.30	0.31	0.31	0.48	0.07	0.12	0.32	0.33	0.24	0.25	0.25	0.29	0.24
T48	0.22	0.32	0.31	0.43	0.07	0.11	0.31	0.34	0.19	0.22	0.22	0.27	0.22
T49	0.27	0.31	0.28	0.35	0.06	0.12	0.32	0.34	0.15	0.18	0.17	0.25	0.20
T50	0.30	0.19	0.20	0.22	0.06	0.19	0.34	0.33	0.23	0.07	0.18	0.22	0.21
T51	0.32	0.30	0.10	0.14	0.04	0.24	0.33	0.31	0.24	0.11	0.14	0.21	0.21
T52	0.26	0.28	0.20	0.18	0.03	0.07	0.30	0.28	0.08	0.18	0.06	0.18	0.15
T53	0.26	0.23	0.13	0.24	0.04	0.11	0.22	0.26	0.21	0.26	0.14	0.19	0.20
T54	0.35	0.34	0.22	0.21	0.01	0.06	0.26	0.27	0.25	0.28	0.15	0.21	0.21
T55	0.37	0.26	0.09	0.17	0.06	0.15	0.26	0.29	0.21	0.22	0.10	0.20	0.20
T56	0.31	0.08	0.02	0.14	0.01	0.08	0.27	0.26	0.22	0.26	0.07	0.15	0.19
T57	0.03	0.18	0.04	0.02	0.01	0.07	0.25	0.23	0.25	0.26	0.07	0.11	0.19
T58	0.08	0.15	0.14	0.13	0.02	0.10	0.22	0.21	0.24	0.25	0.08	0.14	0.18
T59	0.11	0.15	0.11	0.15	0.05	0.15	0.23	0.23	0.21	0.24	0.09	0.15	0.19
T60	0.08	0.10	0.07	0.07	0.05	0.27	0.16	0.22	0.17	0.25	0.12	0.12	0.19
T61	0.13	0.07	0.02	0.01	0.02	0.07	0.12	0.09	0.24	0.21	0.10	0.08	0.14
T62	0.06	0.11	0.06	0.06	0.05	0.15	0.12	0.16	0.14	0.25	0.15	0.09	0.15
T63	0.11	0.09	0.04	0.02	0.01	0.14	0.14	0.16	0.20	0.20	0.11	0.09	0.15
T64	0.09	0.08	0.04	0.02	0.01	0.06	0.08	0.08	0.15	0.17	0.09	0.06	0.10
T65	0.02	0.08	0.03	0.02	0.04	0.12	0.03	0.03	0.04	0.08	0.06	0.04	0.05
T66	0.10	0.02	0.02	0.01	0.10	0.20	0.06	0.07	0.03	0.05	0.03	0.06	0.07
T67	0.04	0.03	0.04	0.08	0.04	0.07	0.19	0.14	0.23	0.12	0.16	0.09	0.15
T68	0.04	0.06	0.11	0.04	0.25	0.44	0.23	0.20	0.28	0.18	0.19	0.17	0.25
T69	0.27	0.20	0.15	0.20	0.03	0.01	0.20	0.20	0.01	0.08	0.07	0.14	0.09
T70	0.24	0.20	0.16	0.20	0.03	0.03	0.14	0.14	0.09	0.05	0.07	0.14	0.08
T71	0.23	0.18	0.18	0.19	0.09	0.01	0.20	0.20	0.03	0.10	0.05	0.15	0.10
T72	0.17	0.19	0.15	0.20	0.02	0.02	0.03	0.03	0.09	0.11	0.06	0.11	0.06
T73	0.21	0.14	0.12	0.21	0.01	0.03	0.03	0.16	0.10	0.17	0.02	0.12	0.09
T74	0.18	0.14	0.09	0.15	0.03	0.01	0.05	0.06	0.08	0.09	0.11	0.09	0.06
T75	0.07	0.19	0.23	0.15	0.01	0.03	0.02	0.02	0.04	0.13	0.13	0.09	0.05
T76	0.09	0.07	0.05	0.08	0.03	0.03	0.09	0.08	0.04	0.05	0.06	0.06	0.05
T77	0.08	0.19	0.23	0.38	0.04	0.03	0.09	0.09	0.07	0.15	0.15	0.15	0.09
T78	0.20	0.24	0.29	0.40	0.08	0.03	0.12	0.09	0.03	0.17	0.18	0.19	0.10
T79	0.23	0.24	0.27	0.40	0.08	0.04	0.14	0.13	0.20	0.23	0.18	0.21	0.15
T80	0.22	0.22	0.16	0.20	0.05	0.02	0.19	0.16	0.21	0.24	0.10	0.16	0.16
T81	0.09	0.11	0.11	0.19	0.04	0.03	0.16	0.17	0.23	0.21	0.12	0.13	0.16
T82	0.08	0.08	0.09	0.07	0.02	0.02	0.03	0.03	0.03	0.09	0.04	0.05	0.04
T83	0.09	0.03	0.09	0.01	0.01	0.05	0.07	0.03	0.01	0.07	0.10	0.04	0.04
T84	0.19	0.20	0.09	0.05	0.02	0.05	0.08	0.02	0.14	0.15	0.14	0.09	0.09
T85	0.28	0.23	0.09	0.06	0.01	0.07	0.10	0.08	0.10	0.13	0.07	0.10	0.09
T86	0.14	0.09	0.14	0.18	0.03	0.03	0.05	0.09	0.10	0.15	0.09	0.10	0.09
T87	0.25	0.25	0.20	0.26	0.05	0.09	0.22	0.26	0.19	0.10	0.09	0.20	0.15
T88	0.23	0.23	0.20	0.30	0.06	0.09	0.20	0.22	0.20	0.13	0.11	0.20	0.16
T89	0.21	0.21	0.25	0.37	0.07	0.05	0.08	0.20	0.20	0.15	0.16	0.20	0.15
T90	0.05	0.12	0.02	0.07	0.13	0.30	0.34	0.26	0.20	0.30	0.14	0.15	0.24
T91	0.05	0.09	0.02	0.07	0.15	0.31	0.35	0.25	0.22	0.28	0.16	0.16	0.25
T92	0.10	0.05	0.03	0.08	0.19	0.34	0.35	0.25	0.24	0.26	0.19	0.17	0.26
T93	0.10	0.09	0.11	0.08	0.27	0.48	0.32	0.23	0.27	0.22	0.19	0.20	0.27
T94	0.17	0.27	0.13	0.11	0.13	0.24	0.28	0.22	0.30	0.21	0.19	0.19	0.23
T95	0.19	0.19	0.03	0.21	0.13	0.24	0.22	0.17	0.24	0.21	0.10	0.18	0.20
T96	0.35	0.19	0.09	0.22	0.15	0.25	0.28	0.20	0.26	0.16	0.10	0.22	0.21
T97	0.14	0.31	0.14	0.01	0.29	0.52	0.19	0.15	0.25	0.16	0.20	0.20	0.24

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 1												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T98	0.33	0.30	0.16	0.07	0.24	0.46	0.15	0.17	0.18	0.15	0.19	0.21	0.21
T99	0.41	0.32	0.18	0.05	0.19	0.37	0.14	0.13	0.19	0.11	0.19	0.20	0.18
T100	0.31	0.16	0.12	0.16	0.01	0.17	0.34	0.32	0.30	0.30	0.24	0.20	0.26
T101	0.24	0.13	0.09	0.07	0.04	0.17	0.28	0.35	0.31	0.33	0.25	0.17	0.27
T102	0.33	0.22	0.11	0.15	0.03	0.13	0.37	0.32	0.29	0.18	0.21	0.20	0.23
T103	0.32	0.25	0.11	0.17	0.05	0.08	0.37	0.27	0.24	0.22	0.16	0.20	0.21
T104	0.31	0.26	0.12	0.17	0.09	0.20	0.34	0.24	0.22	0.20	0.11	0.21	0.21
T105	0.25	0.22	0.10	0.13	0.19	0.39	0.29	0.19	0.16	0.15	0.04	0.20	0.20
T106	0.25	0.21	0.09	0.09	0.26	0.48	0.25	0.15	0.15	0.13	0.03	0.20	0.19
T107	0.21	0.15	0.03	0.34	0.27	0.50	0.17	0.10	0.19	0.12	0.08	0.23	0.19
T108	0.18	0.11	0.19	0.35	0.25	0.46	0.11	0.08	0.23	0.19	0.11	0.23	0.20
T109	0.23	0.21	0.08	0.12	0.13	0.32	0.32	0.22	0.18	0.18	0.08	0.19	0.21
T110	0.16	0.06	0.04	0.10	0.07	0.19	0.36	0.29	0.23	0.26	0.17	0.16	0.23
T111	0.17	0.06	0.03	0.04	0.04	0.04	0.35	0.37	0.32	0.31	0.23	0.14	0.26
T112	0.25	0.11	0.03	0.05	0.03	0.05	0.31	0.33	0.31	0.27	0.22	0.15	0.24
T113	0.06	0.05	0.03	0.05	0.03	0.05	0.14	0.13	0.16	0.08	0.15	0.07	0.11
T114	0.24	0.16	0.02	0.07	0.01	0.12	0.26	0.26	0.26	0.27	0.14	0.14	0.21
T115	0.19	0.15	0.19	0.27	0.08	0.16	0.07	0.05	0.06	0.08	0.20	0.15	0.09
T116	0.21	0.08	0.13	0.14	0.03	0.26	0.19	0.28	0.28	0.26	0.22	0.17	0.23
T117	0.10	0.08	0.18	0.28	0.12	0.25	0.13	0.11	0.07	0.23	0.15	0.16	0.14
T118	0.18	0.04	0.22	0.36	0.10	0.25	0.02	0.23	0.23	0.11	0.16	0.20	0.17
T119	0.06	0.13	0.32	0.43	0.20	0.38	0.08	0.03	0.16	0.01	0.13	0.22	0.12
T120	0.18	0.21	0.28	0.39	0.19	0.36	0.13	0.02	0.20	0.06	0.13	0.23	0.14
T121	0.24	0.08	0.11	0.12	0.06	0.09	0.02	0.31	0.31	0.20	0.21	0.14	0.20
T122	0.15	0.05	0.01	0.02	0.01	0.01	0.06	0.03	0.12	0.02	0.12	0.05	0.05
T123	0.07	0.04	0.09	0.09	0.04	0.02	0.05	0.30	0.30	0.24	0.20	0.11	0.20
T124	0.16	0.16	0.13	0.11	0.05	0.03	0.03	0.03	0.15	0.06	0.14	0.10	0.07
T125	0.24	0.14	0.05	0.06	0.06	0.07	0.01	0.06	0.28	0.30	0.33	0.10	0.17
T126	0.44	0.41	0.39	0.28	0.07	0.08	0.34	0.30	0.19	0.39	0.29	0.27	0.25
T127	0.22	0.24	0.16	0.15	0.05	0.04	0.02	0.09	0.26	0.14	0.16	0.14	0.13
T128	0.32	0.30	0.20	0.11	0.04	0.11	0.05	0.04	0.07	0.12	0.17	0.13	0.08
T129	0.15	0.10	0.03	0.15	0.03	0.05	0.06	0.11	0.25	0.17	0.19	0.10	0.14
T130	0.03	0.03	0.05	0.09	0.06	0.01	0.04	0.07	0.13	0.10	0.08	0.06	0.08
T131	0.19	0.16	0.13	0.17	0.05	0.08	0.03	0.06	0.14	0.03	0.10	0.12	0.07
T132	0.09	0.12	0.09	0.15	0.01	0.02	0.01	0.01	0.04	0.05	0.04	0.07	0.03
T133	0.16	0.14	0.07	0.11	0.01	0.04	0.04	0.06	0.08	0.06	0.06	0.08	0.05
T134	0.17	0.20	0.10	0.12	0.02	0.05	0.05	0.12	0.19	0.14	0.15	0.11	0.12
T135	0.12	0.01	0.03	0.10	0.06	0.02	0.04	0.03	0.04	0.01	0.02	0.05	0.03
T136	0.03	0.06	0.12	0.22	0.09	0.01	0.03	0.03	0.04	0.04	0.04	0.09	0.04
T137	0.15	0.17	0.10	0.25	0.07	0.03	0.03	0.04	0.05	0.02	0.10	0.11	0.04
T138	0.18	0.23	0.14	0.13	0.03	0.06	0.04	0.07	0.15	0.06	0.08	0.11	0.08
T139	0.26	0.25	0.30	0.57	0.23	0.10	0.08	0.14	0.21	0.21	0.14	0.27	0.17
T140	0.23	0.22	0.27	0.56	0.20	0.05	0.20	0.26	0.27	0.18	0.15	0.28	0.20
T141	0.19	0.11	0.12	0.03	0.25	0.10	0.21	0.27	0.26	0.19	0.15	0.16	0.22
T142	0.26	0.17	0.13	0.16	0.14	0.07	0.17	0.21	0.22	0.21	0.21	0.17	0.19
T143	0.16	0.14	0.16	0.22	0.11	0.06	0.06	0.03	0.07	0.08	0.07	0.12	0.07
T144	0.27	0.18	0.25	0.32	0.24	0.05	0.27	0.30	0.12	0.26	0.28	0.23	0.22
T145	0.23	0.19	0.19	0.41	0.16	0.02	0.19	0.25	0.17	0.23	0.23	0.22	0.19
T146	0.33	0.28	0.24	0.38	0.14	0.09	0.23	0.28	0.13	0.28	0.29	0.24	0.21
T147	0.33	0.23	0.12	0.25	0.08	0.02	0.14	0.16	0.23	0.24	0.27	0.18	0.17
T148	0.29	0.24	0.18	0.38	0.15	0.03	0.08	0.04	0.12	0.13	0.20	0.19	0.10
T149	0.29	0.30	0.20	0.34	0.21	0.05	0.11	0.14	0.22	0.23	0.36	0.22	0.19
T150	0.27	0.31	0.25	0.48	0.28	0.03	0.08	0.10	0.12	0.14	0.28	0.24	0.14
T151	0.10	0.14	0.15	0.18	0.07	0.02	0.06	0.12	0.12	0.18	0.21	0.11	0.12
T152	0.18	0.02	0.05	0.48	0.27	0.07	0.01	0.10	0.09	0.12	0.23	0.18	0.12
T153	0.31	0.27	0.10	0.23	0.18	0.10	0.17	0.24	0.37	0.32	0.23	0.22	0.25
T154	0.33	0.30	0.10	0.16	0.17	0.09	0.12	0.25	0.36	0.33	0.25	0.20	0.25
T155	0.32	0.14	0.14	0.26	0.14	0.01	0.07	0.13	0.14	0.20	0.20	0.16	0.13
T156	0.25	0.13	0.12	0.11	0.12	0.06	0.10	0.18	0.21	0.26	0.26	0.14	0.18
T157	0.20	0.16	0.20	0.42	0.17	0.03	0.09	0.04	0.07	0.10	0.19	0.18	0.09
T158	0.23	0.24	0.22	0.45	0.10	0.02	0.13	0.12	0.17	0.21	0.25	0.21	0.15
T159	0.07	0.18	0.16	0.37	0.17	0.01	0.09	0.15	0.21	0.24	0.28	0.18	0.17
T160	0.05	0.02	0.10	0.17	0.08	0.01	0.02	0.10	0.28	0.30	0.24	0.10	0.17
T161	0.02	0.10	0.11	0.29	0.11	0.02	0.06	0.07	0.19	0.25	0.28	0.13	0.14
T162	0.17	0.19	0.20	0.42	0.15	0.01	0.06	0.04	0.23	0.29	0.28	0.19	0.16
T163	0.14	0.15	0.21	0.41	0.13	0.02	0.11	0.14	0.18	0.18	0.29	0.19	0.15
T164	0.24	0.25	0.28	0.48	0.10	0.03	0.14	0.16	0.21	0.17	0.25	0.23	0.16
T165	0.10	0.12	0.13	0.10	0.06	0.01	0.09	0.20	0.19	0.23	0.25	0.11	0.16
T166	0.15	0.17	0.20	0.39	0.10	0.03	0.15	0.26	0.28	0.29	0.27	0.21	0.22
T167	0.29	0.09	0.17	0.36	0.13	0.09	0.21	0.29	0.33	0.31	0.24	0.23	0.25
T168	0.22	0.23	0.24	0.43	0.09	0.06	0.16	0.26	0.24	0.26	0.27	0.23	0.20
T169	0.41	0.13	0.20	0.39	0.12	0.11	0.36	0.30	0.36	0.37	0.28	0.27	0.29
T170	0.30	0.20	0.23	0.52	0.10	0.11	0.35	0.30	0.33	0.35	0.31	0.29	0.28
T171	0.41	0.19	0.27	0.44	0.05	0.26	0.40	0.24	0.37	0.39	0.36	0.30	0.31
T172	0.42	0.24	0.30	0.41	0.02	0.30	0.41	0.26	0.36	0.38	0.35	0.30	0.31
T173	0.38	0.29	0.29	0.36	0.04	0.35	0.41	0.27	0.31	0.32	0.29	0.30	0.29
T174	0.36	0.30	0.26	0.28	0.11	0.39	0.41	0.28	0.27	0.29	0.22	0.29	0.28
T175	0.30	0.32	0.18	0.27	0.17	0.43	0.40	0.28	0.21	0.22	0.17	0.28	0.26
T176	0.22	0.25	0.16	0.18	0.21	0.44	0.39	0.29	0.12	0.09	0.19	0.24	0.23
T177	0.19	0.18	0.06	0.06	0.23	0.43	0.36	0.29	0.10	0.10	0.09	0.19	0.21
T178	0.29	0.15	0.02	0.08	0.24	0.41	0.33	0.28	0.10	0.07	0.07	0.20	0.20
T179	0.24	0.09	0.04	0.08	0.24	0.39	0.32	0.29	0.24	0.05	0.11	0.20	0.23
T180	0.11	0.08	0.04	0.06	0.17	0.24	0.28	0.27	0.23	0.25	0.16	0.15	0.24

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 1												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T181	0.05	0.10	0.08	0.11	0.09	0.24	0.27	0.26	0.22	0.28	0.20	0.15	0.23
T182	0.14	0.10	0.11	0.18	0.12	0.25	0.25	0.25	0.22	0.29	0.19	0.18	0.23
T183	0.31	0.15	0.04	0.11	0.05	0.32	0.38	0.31	0.24	0.16	0.03	0.19	0.23
T184	0.14	0.09	0.04	0.14	0.13	0.31	0.35	0.29	0.21	0.26	0.11	0.18	0.24
T185	0.36	0.32	0.15	0.41	0.16	0.16	0.36	0.15	0.35	0.34	0.35	0.28	0.27
T186	0.36	0.31	0.17	0.43	0.10	0.18	0.36	0.16	0.37	0.38	0.36	0.28	0.28
T187	0.36	0.23	0.22	0.41	0.06	0.22	0.38	0.21	0.38	0.41	0.38	0.28	0.30
T188	0.30	0.24	0.19	0.39	0.05	0.28	0.24	0.12	0.29	0.31	0.30	0.24	0.23
T189	0.29	0.25	0.20	0.41	0.01	0.33	0.23	0.10	0.24	0.28	0.28	0.24	0.21
T190	0.32	0.18	0.22	0.36	0.03	0.35	0.22	0.11	0.27	0.31	0.31	0.23	0.22
T191	0.30	0.23	0.23	0.38	0.14	0.37	0.21	0.08	0.22	0.29	0.32	0.25	0.22
T192	0.31	0.23	0.24	0.30	0.19	0.34	0.20	0.04	0.17	0.27	0.25	0.23	0.19
T193	0.34	0.23	0.20	0.26	0.11	0.23	0.13	0.08	0.16	0.28	0.27	0.20	0.17
T194	0.19	0.15	0.09	0.12	0.20	0.41	0.32	0.23	0.10	0.08	0.15	0.19	0.19
T195	0.16	0.13	0.09	0.09	0.23	0.41	0.23	0.11	0.11	0.07	0.12	0.17	0.16
T196	0.32	0.28	0.16	0.17	0.18	0.29	0.27	0.10	0.14	0.16	0.18	0.21	0.17
T197	0.29	0.27	0.20	0.16	0.22	0.21	0.16	0.02	0.11	0.23	0.17	0.18	0.15
T198	0.25	0.26	0.18	0.18	0.18	0.38	0.07	0.06	0.06	0.24	0.23	0.18	0.15
T199	0.18	0.19	0.08	0.14	0.21	0.29	0.30	0.13	0.13	0.09	0.14	0.18	0.17
T200	0.02	0.10	0.08	0.28	0.25	0.44	0.24	0.07	0.11	0.07	0.12	0.19	0.16
T201	0.16	0.08	0.06	0.21	0.19	0.33	0.33	0.14	0.13	0.05	0.09	0.18	0.16
T202	0.23	0.03	0.04	0.19	0.15	0.38	0.28	0.18	0.15	0.14	0.12	0.18	0.19
T203	0.30	0.18	0.11	0.05	0.17	0.24	0.25	0.17	0.36	0.28	0.19	0.19	0.25
T204	0.31	0.17	0.08	0.17	0.19	0.29	0.22	0.12	0.27	0.24	0.27	0.20	0.22
T205	0.16	0.16	0.02	0.21	0.07	0.22	0.23	0.25	0.21	0.29	0.07	0.17	0.21
T206	0.10	0.19	0.03	0.12	0.09	0.36	0.23	0.23	0.21	0.29	0.25	0.16	0.24
T207	0.15	0.20	0.16	0.14	0.19	0.36	0.24	0.20	0.18	0.34	0.27	0.20	0.25
T208	0.20	0.20	0.14	0.07	0.26	0.38	0.24	0.22	0.19	0.34	0.26	0.20	0.26
T209	0.18	0.21	0.14	0.22	0.18	0.33	0.23	0.22	0.19	0.29	0.23	0.21	0.23
T210	0.21	0.15	0.18	0.24	0.18	0.28	0.18	0.16	0.20	0.29	0.15	0.20	0.21
T211	0.25	0.01	0.06	0.16	0.19	0.36	0.25	0.20	0.25	0.25	0.11	0.19	0.23
T212	0.25	0.15	0.20	0.21	0.27	0.48	0.30	0.13	0.25	0.28	0.13	0.25	0.25
T213	0.26	0.19	0.16	0.07	0.32	0.46	0.25	0.20	0.19	0.19	0.21	0.22	0.24
T214	0.19	0.18	0.11	0.11	0.17	0.34	0.25	0.25	0.19	0.28	0.17	0.19	0.24
T215	0.22	0.18	0.12	0.11	0.18	0.33	0.31	0.26	0.17	0.33	0.20	0.20	0.25
T216	0.18	0.16	0.13	0.14	0.32	0.43	0.25	0.09	0.11	0.27	0.19	0.20	0.21
T217	0.25	0.19	0.24	0.24	0.16	0.28	0.39	0.28	0.27	0.14	0.06	0.25	0.23
T218	0.13	0.23	0.14	0.28	0.13	0.17	0.39	0.29	0.24	0.17	0.08	0.22	0.22
T219	0.03	0.16	0.19	0.24	0.10	0.13	0.32	0.26	0.25	0.21	0.12	0.19	0.21
T220	0.11	0.21	0.27	0.33	0.21	0.38	0.09	0.14	0.24	0.20	0.10	0.23	0.20
T221	0.04	0.22	0.14	0.17	0.16	0.24	0.05	0.21	0.24	0.21	0.11	0.16	0.19
T222	0.13	0.17	0.19	0.31	0.11	0.14	0.25	0.28	0.25	0.21	0.12	0.21	0.21
T223	0.06	0.18	0.12	0.07	0.06	0.09	0.18	0.15	0.26	0.24	0.14	0.12	0.18
T224	0.10	0.14	0.15	0.06	0.27	0.48	0.34	0.28	0.24	0.19	0.16	0.21	0.27
T225	0.20	0.16	0.14	0.30	0.10	0.15	0.09	0.21	0.25	0.24	0.12	0.19	0.19
T226	0.25	0.14	0.28	0.39	0.09	0.24	0.23	0.03	0.23	0.29	0.12	0.22	0.18
T227	0.28	0.31	0.37	0.45	0.21	0.36	0.06	0.14	0.02	0.07	0.14	0.26	0.12
T228	0.29	0.22	0.24	0.22	0.11	0.16	0.18	0.08	0.21	0.28	0.14	0.19	0.17
T229	0.05	0.17	0.11	0.09	0.07	0.07	0.13	0.11	0.12	0.15	0.04	0.10	0.11
T230	0.24	0.15	0.17	0.23	0.14	0.13	0.28	0.26	0.16	0.16	0.03	0.20	0.18
T231	0.13	0.15	0.13	0.16	0.03	0.35	0.38	0.38	0.11	0.16	0.01	0.19	0.21
T232	0.02	0.17	0.01	0.21	0.13	0.23	0.09	0.05	0.28	0.26	0.07	0.14	0.17
T233	0.09	0.05	0.05	0.16	0.09	0.06	0.22	0.25	0.34	0.33	0.09	0.14	0.23
T234	0.12	0.27	0.28	0.35	0.15	0.30	0.29	0.27	0.20	0.24	0.29	0.25	0.24
T235	0.08	0.28	0.31	0.46	0.23	0.44	0.17	0.26	0.27	0.32	0.33	0.29	0.28
T236	0.08	0.23	0.23	0.31	0.18	0.36	0.25	0.28	0.20	0.18	0.23	0.24	0.23
T237	0.16	0.20	0.23	0.30	0.18	0.31	0.19	0.19	0.11	0.17	0.20	0.22	0.18
T238	0.05	0.08	0.03	0.07	0.03	0.05	0.09	0.27	0.21	0.13	0.19	0.09	0.16
T239	0.15	0.17	0.20	0.34	0.17	0.33	0.29	0.25	0.17	0.24	0.24	0.24	0.23
T240	0.09	0.05	0.10	0.22	0.14	0.40	0.34	0.29	0.34	0.39	0.33	0.21	0.32
T241	0.02	0.04	0.14	0.20	0.15	0.10	0.20	0.22	0.13	0.08	0.25	0.14	0.15
T242	0.14	0.14	0.06	0.07	0.12	0.09	0.09	0.11	0.20	0.07	0.32	0.11	0.14
T243	0.14	0.15	0.11	0.15	0.15	0.24	0.09	0.05	0.09	0.15	0.24	0.13	0.13
T244	0.22	0.14	0.14	0.40	0.27	0.52	0.24	0.29	0.08	0.08	0.05	0.27	0.20
T245	0.26	0.19	0.05	0.08	0.22	0.44	0.32	0.28	0.14	0.11	0.16	0.20	0.22
T246	0.36	0.16	0.09	0.17	0.06	0.13	0.23	0.12	0.06	0.07	0.05	0.15	0.10
T247	0.17	0.18	0.18	0.38	0.15	0.35	0.24	0.30	0.14	0.15	0.02	0.24	0.20
T248	0.34	0.26	0.23	0.28	0.02	0.05	0.08	0.07	0.04	0.13	0.14	0.16	0.07
T249	0.34	0.28	0.23	0.32	0.10	0.16	0.12	0.08	0.01	0.08	0.17	0.19	0.09
T250	0.09	0.26	0.30	0.35	0.01	0.05	0.14	0.16	0.09	0.06	0.04	0.17	0.09
T251	0.25	0.24	0.18	0.12	0.04	0.08	0.06	0.08	0.06	0.04	0.18	0.12	0.07
T252	0.23	0.22	0.21	0.32	0.14	0.30	0.08	0.02	0.07	0.20	0.20	0.19	0.13
T253	0.14	0.29	0.33	0.55	0.19	0.37	0.11	0.04	0.16	0.16	0.19	0.27	0.16
T254	0.25	0.24	0.11	0.29	0.15	0.21	0.23	0.16	0.01	0.05	0.27	0.19	0.13
T255	0.18	0.14	0.18	0.29	0.15	0.40	0.18	0.02	0.08	0.07	0.12	0.19	0.12
T256	0.23	0.23	0.19	0.21	0.12	0.22	0.07	0.11	0.12	0.10	0.21	0.17	0.13
T257	0.04	0.11	0.11	0.06	0.07	0.17	0.10	0.05	0.17	0.31	0.30	0.09	0.16
T258	0.12	0.14	0.04	0.05	0.02	0.01	0.04	0.12	0.17	0.11	0.10	0.07	0.10
T259	0.06	0.07	0.14	0.41	0.17	0.37	0.15	0.04	0.06	0.03	0.08	0.19	0.11
T260	0.12	0.16	0.13	0.32	0.17	0.32	0.14	0.04	0.13	0.18	0.09	0.18	0.14
T261	0.30	0.24	0.14	0.55	0.05	0.11	0.15	0.04	0.07	0.10	0.03	0.21	0.08
T262	0.17	0.13	0.15	0.14	0.08	0.12	0.06	0.03	0.03	0.09	0.09	0.11	0.06
T263	0.18	0.09	0.06	0.21	0.12	0.35	0.27	0.18	0.10	0.19	0.14	0.17	0.18
T264	0.04	0.03	0.09	0.25	0.07	0.14	0.14	0.05	0.05	0.02	0.01	0.11	0.06
T265	0.05	0.15	0.19	0.36	0.22	0.08	0.07	0.03	0.07	0.06	0.14	0.16	0.08
T266	0.12	0.13	0.16	0.35	0.15	0.04	0.03	0.07	0.04	0.09	0.10	0.14	0.07
T267	0.15	0.20	0.22	0.46	0.22	0.17	0.06	0.07	0.04	0.09	0.09	0.20	0.09
T268	0.07	0.06	0.02	0.12	0.13	0.13	0.06	0.07	0.06	0.16	0.12	0.08	0.10
T269	0.16	0.14	0.14	0.07	0.12	0.36	0.06	0.12	0.26	0.13	0.06	0.15	0.17
T270	0.29	0.25	0.15	0.32	0.27	0.12	0.19	0.23	0.25	0.31	0.26	0.24	0.24
T271	0.06	0.06	0.15	0.27	0.22	0.28	0.03	0.07	0.08	0.13	0.02	0.15	0.11
T272	0.23	0.18	0.10	0.21	0.26	0.35	0.17	0.23	0.21	0.29	0.25	0.22	0.25
T273	0.28	0.27	0.11	0.26	0.24	0.19	0.15	0.24	0.21	0.30	0.18	0.22	0.22
T274	0.29	0.19	0.13	0.24	0.19	0.18	0.10	0.22	0.20	0.30	0.20	0.20	0.21
T275	0.33	0.25	0.14	0.19	0.23	0.11	0.22	0.31	0.14	0.25	0.24	0.21	0.22
T276	0.36	0.22	0.08	0.06	0.03	0.09	0.17	0.30	0.13	0.22	0.09	0.14	0.16

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 1												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T277	0.39	0.24	0.15	0.27	0.16	0.33	0.13	0.29	0.14	0.23	0.12	0.23	0.20
T278	0.37	0.25	0.20	0.27	0.21	0.19	0.07	0.23	0.12	0.19	0.19	0.22	0.17
T279	0.24	0.18	0.08	0.06	0.09	0.03	0.14	0.19	0.20	0.22	0.17	0.13	0.16
T280	0.10	0.10	0.04	0.09	0.07	0.04	0.10	0.14	0.17	0.14	0.11	0.09	0.12
T281	0.14	0.10	0.04	0.05	0.05	0.05	0.02	0.07	0.05	0.07	0.05	0.06	0.05
T282	0.12	0.05	0.03	0.14	0.07	0.05	0.05	0.05	0.04	0.04	0.11	0.07	0.05
T283	0.24	0.09	0.13	0.24	0.17	0.07	0.05	0.02	0.14	0.10	0.01	0.14	0.09
T284	0.33	0.24	0.17	0.23	0.20	0.22	0.03	0.17	0.05	0.05	0.11	0.19	0.11
T285	0.08	0.13	0.08	0.19	0.16	0.14	0.02	0.04	0.11	0.03	0.06	0.11	0.07
T286	0.30	0.21	0.06	0.12	0.08	0.03	0.11	0.12	0.21	0.15	0.18	0.13	0.14
T287	0.28	0.21	0.15	0.23	0.21	0.22	0.11	0.09	0.10	0.09	0.31	0.18	0.14
T288	0.28	0.27	0.16	0.37	0.33	0.19	0.12	0.10	0.12	0.13	0.31	0.23	0.16
T289	0.08	0.12	0.11	0.30	0.18	0.15	0.04	0.07	0.04	0.03	0.04	0.14	0.07
T290	0.33	0.10	0.10	0.13	0.09	0.14	0.12	0.20	0.24	0.28	0.25	0.16	0.20
T291	0.25	0.01	0.04	0.05	0.03	0.01	0.02	0.15	0.11	0.11	0.11	0.07	0.09
T292	0.30	0.20	0.05	0.11	0.09	0.13	0.12	0.16	0.13	0.17	0.14	0.14	0.14
T293	0.34	0.20	0.07	0.07	0.06	0.11	0.16	0.21	0.27	0.29	0.26	0.15	0.21
T294	0.24	0.27	0.22	0.32	0.24	0.04	0.17	0.22	0.30	0.32	0.26	0.23	0.24
T295	0.20	0.17	0.10	0.37	0.29	0.03	0.05	0.07	0.01	0.13	0.12	0.17	0.09
T296	0.26	0.29	0.22	0.37	0.25	0.01	0.14	0.08	0.14	0.32	0.37	0.21	0.18
T297	0.10	0.10	0.08	0.17	0.12	0.04	0.13	0.10	0.08	0.15	0.33	0.11	0.12
T298	0.28	0.29	0.24	0.32	0.22	0.02	0.16	0.20	0.27	0.32	0.28	0.23	0.22
T299	0.29	0.31	0.09	0.11	0.05	0.17	0.14	0.21	0.29	0.31	0.25	0.17	0.22
T300	0.31	0.27	0.19	0.22	0.10	0.12	0.07	0.22	0.37	0.32	0.23	0.20	0.23
T301	0.41	0.35	0.18	0.45	0.17	0.12	0.38	0.30	0.39	0.40	0.34	0.31	0.32
T302	0.39	0.35	0.16	0.37	0.18	0.11	0.38	0.29	0.41	0.39	0.33	0.29	0.32
T303	0.38	0.34	0.13	0.30	0.22	0.11	0.38	0.27	0.40	0.37	0.34	0.28	0.31
T304	0.40	0.37	0.23	0.32	0.22	0.11	0.38	0.27	0.40	0.34	0.30	0.30	0.30
T305	0.39	0.32	0.26	0.37	0.21	0.10	0.37	0.21	0.34	0.24	0.31	0.29	0.26
T306	0.18	0.09	0.07	0.06	0.05	0.07	0.38	0.16	0.28	0.12	0.13	0.14	0.18
T307	0.39	0.38	0.28	0.44	0.30	0.11	0.38	0.14	0.25	0.28	0.34	0.31	0.25
T308	0.24	0.34	0.29	0.44	0.33	0.07	0.37	0.19	0.19	0.27	0.28	0.29	0.24
T309	0.40	0.35	0.29	0.40	0.30	0.07	0.35	0.22	0.30	0.28	0.36	0.31	0.27
T310	0.29	0.24	0.24	0.32	0.19	0.15	0.33	0.13	0.32	0.25	0.33	0.25	0.24
T311	0.35	0.32	0.21	0.34	0.20	0.15	0.29	0.21	0.28	0.27	0.32	0.27	0.25
T312	0.33	0.30	0.25	0.37	0.20	0.11	0.27	0.18	0.26	0.33	0.37	0.26	0.25
T313	0.35	0.31	0.27	0.39	0.20	0.20	0.22	0.25	0.30	0.30	0.33	0.28	0.26
T314	0.32	0.30	0.26	0.40	0.23	0.27	0.16	0.19	0.29	0.30	0.36	0.28	0.25
T315	0.32	0.30	0.27	0.41	0.11	0.21	0.19	0.12	0.34	0.18	0.32	0.26	0.21
T316	0.29	0.26	0.21	0.41	0.19	0.30	0.19	0.20	0.22	0.20	0.30	0.26	0.22
T317	0.28	0.26	0.20	0.41	0.04	0.40	0.14	0.20	0.26	0.23	0.29	0.25	0.22
T318	0.29	0.27	0.21	0.41	0.19	0.24	0.22	0.14	0.32	0.23	0.27	0.27	0.23
T319	0.27	0.24	0.16	0.36	0.11	0.31	0.24	0.18	0.26	0.22	0.27	0.24	0.22
T320	0.28	0.28	0.19	0.38	0.07	0.39	0.21	0.21	0.30	0.25	0.25	0.26	0.24
T321	0.30	0.24	0.21	0.30	0.17	0.26	0.23	0.21	0.22	0.22	0.26	0.24	0.22
T322	0.29	0.26	0.19	0.32	0.19	0.31	0.16	0.24	0.32	0.30	0.31	0.26	0.27
T323	0.28	0.26	0.21	0.33	0.15	0.38	0.21	0.16	0.33	0.30	0.29	0.26	0.26
T324	0.31	0.24	0.07	0.31	0.28	0.49	0.09	0.11	0.05	0.11	0.16	0.23	0.16
T325	0.14	0.11	0.13	0.29	0.19	0.19	0.03	0.03	0.16	0.05	0.17	0.16	0.11
T326	0.23	0.23	0.11	0.10	0.17	0.16	0.10	0.16	0.30	0.28	0.24	0.17	0.21
T327	0.36	0.30	0.07	0.14	0.16	0.22	0.26	0.21	0.30	0.17	0.17	0.21	0.22
T328	0.36	0.29	0.05	0.18	0.16	0.29	0.16	0.16	0.18	0.25	0.09	0.20	0.19
T329	0.37	0.29	0.18	0.28	0.16	0.14	0.23	0.22	0.31	0.29	0.13	0.24	0.23
T330	0.32	0.22	0.24	0.18	0.15	0.34	0.13	0.06	0.14	0.20	0.16	0.20	0.16
T331	0.33	0.25	0.22	0.21	0.18	0.18	0.23	0.21	0.28	0.34	0.14	0.23	0.24
T332	0.35	0.25	0.23	0.22	0.21	0.22	0.17	0.14	0.13	0.29	0.16	0.21	0.19
T333	0.35	0.27	0.26	0.21	0.18	0.20	0.22	0.20	0.25	0.29	0.25	0.23	0.23
T334	0.35	0.25	0.29	0.33	0.19	0.35	0.16	0.21	0.33	0.38	0.31	0.28	0.28
T335	0.33	0.19	0.15	0.14	0.20	0.24	0.17	0.09	0.16	0.20	0.31	0.18	0.18
T336	0.05	0.26	0.11	0.16	0.09	0.16	0.01	0.05	0.16	0.11	0.25	0.12	0.11
T337	0.09	0.23	0.12	0.23	0.19	0.21	0.08	0.04	0.11	0.18	0.35	0.15	0.14
T338	0.21	0.16	0.04	0.36	0.33	0.39	0.21	0.13	0.19	0.16	0.33	0.24	0.22
T339	0.10	0.19	0.11	0.20	0.25	0.21	0.20	0.15	0.30	0.23	0.13	0.19	0.22
T340	0.02	0.16	0.19	0.32	0.24	0.18	0.12	0.08	0.06	0.08	0.22	0.17	0.12
T341	0.11	0.13	0.06	0.15	0.13	0.16	0.05	0.08	0.03	0.04	0.20	0.10	0.08
T342	0.05	0.05	0.08	0.02	0.14	0.08	0.02	0.01	0.18	0.12	0.12	0.07	0.10
T343	0.06	0.17	0.20	0.38	0.25	0.29	0.27	0.15	0.22	0.17	0.15	0.24	0.21
T344	0.12	0.02	0.08	0.15	0.10	0.12	0.13	0.07	0.08	0.08	0.36	0.10	0.11
T345	0.09	0.11	0.20	0.18	0.07	0.04	0.10	0.04	0.08	0.09	0.32	0.11	0.09
T346	0.30	0.23	0.17	0.37	0.12	0.16	0.05	0.04	0.23	0.05	0.33	0.20	0.13
T347	0.35	0.23	0.14	0.25	0.01	0.11	0.06	0.04	0.15	0.05	0.36	0.15	0.10
T348	0.26	0.21	0.07	0.17	0.08	0.06	0.15	0.14	0.29	0.06	0.04	0.16	0.14
T349	0.14	0.16	0.04	0.21	0.12	0.05	0.07	0.04	0.20	0.06	0.16	0.12	0.10
T350	0.16	0.04	0.03	0.18	0.05	0.11	0.02	0.10	0.26	0.08	0.06	0.11	0.12
T351	0.13	0.08	0.06	0.18	0.18	0.16	0.30	0.19	0.30	0.05	0.01	0.17	0.18
T352	0.37	0.05	0.12	0.17	0.24	0.34	0.18	0.18	0.25	0.09	0.18	0.21	0.20
T353	0.06	0.05	0.05	0.03	0.04	0.12	0.04	0.05	0.18	0.00	0.14	0.06	0.08
T354	0.31	0.21	0.17	0.14	0.26	0.29	0.26	0.15	0.17	0.29	0.26	0.21	0.23
T355	0.30	0.22	0.22	0.17	0.25	0.14	0.18	0.09	0.14	0.25	0.27	0.19	0.18
T356	0.01	0.21	0.15	0.20	0.27	0.19	0.13	0.09	0.20	0.25	0.26	0.17	0.19
T357	0.07	0.18	0.19	0.18	0.17	0.15	0.20	0.13	0.33	0.29	0.06	0.18	0.21
T358	0.09	0.19	0.16	0.26	0.09	0.18	0.23	0.15	0.34	0.30	0.16	0.19	0.23
T359	0.30	0.16	0.24	0.36	0.33	0.43	0.20	0.25	0.21	0.12	0.20	0.28	0.23
T360	0.09	0.11	0.11	0.38	0.29	0.34	0.22	0.14	0.14	0.19	0.15	0.22	0.20
T361	0.18	0.18	0.27	0.47	0.37	0.47	0.25	0.18	0.28	0.21	0.09	0.31	0.26
T362	0.12	0.14	0.32	0.45	0.36	0.43	0.24	0.20	0.04	0.28	0.19	0.28	0.22
T363	0.09	0.20	0.34	0.42	0.35	0.38	0.30	0.25	0.10	0.10	0.14	0.29	0.21
T364	0.19	0.21	0.28	0.41	0.28	0.35	0.15	0.21	0.26	0.25	0.08	0.28	0.23
T365	0.24	0.30	0.38	0.46	0.27	0.19	0.34	0.33	0.24	0.28	0.16	0.32	0.27
T366	0.14	0.15	0.19	0.34	0.25	0.31	0.20	0.17	0.23	0.17	0.02	0.23	0.20
T367	0.17	0.24	0.30	0.38	0.26	0.09	0.31	0.32	0.23	0.23	0.18	0.27	0.24
T368	0.19	0.24	0.31	0.31	0.18	0.25	0.14	0.17	0.20	0.21	0.24	0.23	0.20
T369	0.13	0.22	0.27	0.25	0.27	0.25	0.15	0.22	0.24	0.32	0.20	0.23	0.24
T370	0.19	0.25	0.31	0.20	0.32	0.25	0.24	0.30	0.25	0.30	0.24	0.25	0.27
T371	0.15	0.21	0.23	0.26	0.22	0.14	0.17	0.11	0.31	0.31	0.19	0.21	0.22
T372	0.18	0.17	0.22	0.25	0.20	0.12	0.16	0.09	0.28	0.33	0.21	0.19	0.21
T373	0.23	0.13	0.11	0.21	0.16	0.07	0.15	0.03	0.20	0.30	0.08	0.15	0.15
T374	0.28	0.16	0.17	0.16	0.15	0.17	0.12	0.06	0.21	0.33	0.20	0.16	0.18
T375	0.30	0.20	0.30	0.30	0.08	0.12	0.11	0.08	0.21	0.34	0.10	0.20	0.17
T376	0.09	0.01	0.05	0.11	0.04	0.01	0.04	0.01	0.08	0.11	0.10	0.05	0.06

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 1												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T377	0.12	0.13	0.13	0.23	0.16	0.12	0.05	0.07	0.03	0.15	0.07	0.13	0.09
T378	0.13	0.16	0.12	0.15	0.18	0.03	0.05	0.04	0.08	0.06	0.04	0.11	0.07
T379	0.22	0.17	0.19	0.28	0.10	0.10	0.11	0.04	0.11	0.16	0.18	0.16	0.11
T380	0.26	0.23	0.31	0.35	0.12	0.08	0.13	0.07	0.02	0.21	0.18	0.19	0.11
T381	0.21	0.21	0.16	0.36	0.12	0.07	0.11	0.02	0.02	0.11	0.15	0.16	0.07
T382	0.08	0.06	0.16	0.16	0.18	0.09	0.07	0.03	0.04	0.21	0.04	0.11	0.09
T383	0.09	0.06	0.07	0.05	0.11	0.07	0.06	0.03	0.03	0.17	0.03	0.06	0.07
T384	0.18	0.11	0.23	0.21	0.05	0.07	0.17	0.13	0.14	0.13	0.05	0.15	0.12
T385	0.09	0.14	0.25	0.24	0.30	0.15	0.10	0.02	0.03	0.02	0.05	0.16	0.08
T386	0.12	0.20	0.20	0.15	0.08	0.20	0.28	0.21	0.17	0.11	0.03	0.17	0.16
T387	0.23	0.21	0.35	0.41	0.28	0.19	0.27	0.28	0.13	0.08	0.03	0.28	0.18
T388	0.23	0.29	0.28	0.37	0.18	0.24	0.25	0.32	0.21	0.25	0.15	0.27	0.24
T389	0.18	0.22	0.30	0.40	0.21	0.21	0.08	0.17	0.29	0.27	0.18	0.25	0.21
T390	0.06	0.18	0.23	0.24	0.23	0.10	0.24	0.21	0.29	0.31	0.16	0.20	0.24
T391	0.20	0.15	0.28	0.32	0.24	0.20	0.08	0.17	0.21	0.28	0.17	0.22	0.20
T392	0.22	0.29	0.13	0.08	0.03	0.04	0.12	0.23	0.32	0.39	0.16	0.15	0.22
T393	0.22	0.39	0.49	0.44	0.07	0.06	0.07	0.05	0.08	0.08	0.17	0.23	0.08
T394	0.11	0.27	0.38	0.40	0.13	0.10	0.04	0.08	0.03	0.09	0.08	0.19	0.07
T395	0.07	0.12	0.35	0.46	0.33	0.34	0.08	0.21	0.17	0.10	0.21	0.26	0.19
T396	0.18	0.16	0.14	0.19	0.28	0.34	0.28	0.20	0.13	0.33	0.18	0.21	0.24
T397	0.21	0.17	0.14	0.32	0.29	0.19	0.23	0.15	0.19	0.37	0.18	0.22	0.23
T398	0.29	0.21	0.19	0.31	0.25	0.21	0.23	0.12	0.22	0.33	0.15	0.23	0.22
T399	0.14	0.23	0.22	0.25	0.25	0.21	0.18	0.13	0.22	0.32	0.15	0.21	0.21
T400	0.07	0.21	0.22	0.32	0.23	0.19	0.15	0.11	0.27	0.33	0.07	0.21	0.21
T401	0.14	0.23	0.18	0.35	0.13	0.17	0.19	0.13	0.34	0.38	0.05	0.22	0.23
T402	0.13	0.03	0.11	0.31	0.28	0.46	0.36	0.25	0.22	0.19	0.16	0.24	0.26
T403	0.13	0.15	0.03	0.43	0.29	0.47	0.34	0.25	0.19	0.22	0.09	0.27	0.26
T404	0.11	0.17	0.13	0.39	0.32	0.49	0.37	0.25	0.20	0.27	0.05	0.28	0.27
T405	0.06	0.04	0.32	0.46	0.35	0.47	0.36	0.29	0.06	0.13	0.23	0.29	0.24
T406	0.10	0.18	0.37	0.41	0.34	0.42	0.33	0.33	0.13	0.15	0.18	0.30	0.25
T407	0.20	0.27	0.33	0.38	0.25	0.43	0.31	0.25	0.18	0.12	0.21	0.30	0.23
T408	0.02	0.13	0.30	0.40	0.26	0.42	0.30	0.28	0.16	0.16	0.24	0.27	0.24
T409	0.05	0.09	0.06	0.24	0.27	0.47	0.31	0.21	0.16	0.17	0.20	0.21	0.24
T410	0.07	0.13	0.25	0.37	0.14	0.22	0.29	0.23	0.14	0.19	0.14	0.22	0.19
T411	0.06	0.10	0.19	0.35	0.24	0.40	0.27	0.31	0.09	0.19	0.12	0.23	0.22
T412	0.04	0.12	0.02	0.40	0.26	0.43	0.26	0.27	0.14	0.22	0.07	0.23	0.23
T413	0.08	0.26	0.07	0.25	0.25	0.41	0.26	0.28	0.08	0.17	0.11	0.22	0.21
T414	0.05	0.10	0.02	0.24	0.07	0.16	0.21	0.40	0.15	0.12	0.04	0.16	0.18
T415	0.06	0.05	0.32	0.45	0.18	0.30	0.13	0.10	0.07	0.24	0.18	0.21	0.16
T416	0.19	0.29	0.33	0.40	0.20	0.32	0.25	0.17	0.20	0.18	0.21	0.27	0.21
T417	0.28	0.29	0.34	0.39	0.20	0.33	0.29	0.19	0.20	0.14	0.24	0.29	0.22
T418	0.01	0.18	0.31	0.47	0.25	0.42	0.26	0.07	0.03	0.08	0.16	0.25	0.15
T419	0.19	0.29	0.33	0.43	0.19	0.33	0.20	0.14	0.20	0.16	0.16	0.27	0.19
T420	0.29	0.28	0.31	0.38	0.18	0.29	0.18	0.19	0.21	0.17	0.24	0.27	0.21
T421	0.17	0.23	0.28	0.51	0.14	0.22	0.10	0.16	0.16	0.26	0.11	0.24	0.17
T422	0.23	0.23	0.28	0.38	0.23	0.40	0.23	0.19	0.13	0.20	0.11	0.27	0.20
T423	0.06	0.17	0.12	0.38	0.17	0.22	0.13	0.14	0.17	0.21	0.18	0.19	0.17
T424	0.12	0.10	0.07	0.17	0.25	0.45	0.40	0.33	0.24	0.21	0.15	0.23	0.29
T425	0.15	0.40	0.37	0.33	0.06	0.17	0.44	0.45	0.34	0.40	0.10	0.30	0.32
T426	0.06	0.15	0.11	0.27	0.26	0.43	0.29	0.21	0.14	0.15	0.06	0.22	0.21
T427	0.13	0.22	0.26	0.21	0.07	0.08	0.27	0.30	0.29	0.08	0.05	0.20	0.19
T428	0.08	0.09	0.12	0.13	0.17	0.28	0.27	0.20	0.20	0.09	0.03	0.17	0.18
T429	0.15	0.22	0.27	0.43	0.25	0.43	0.25	0.21	0.15	0.12	0.01	0.28	0.20
T430	0.17	0.08	0.22	0.19	0.14	0.10	0.31	0.21	0.15	0.09	0.03	0.17	0.15
T431	0.31	0.28	0.26	0.22	0.19	0.04	0.23	0.07	0.11	0.31	0.04	0.19	0.15
T432	0.30	0.28	0.26	0.13	0.02	0.19	0.09	0.16	0.11	0.10	0.16	0.16	0.12
T433	0.28	0.27	0.25	0.24	0.08	0.21	0.12	0.04	0.02	0.18	0.16	0.17	0.10
T434	0.13	0.12	0.19	0.28	0.11	0.21	0.06	0.26	0.10	0.12	0.12	0.17	0.14
T435	0.13	0.15	0.11	0.18	0.10	0.18	0.13	0.04	0.05	0.03	0.05	0.12	0.07
T436	0.24	0.18	0.20	0.11	0.16	0.29	0.12	0.11	0.11	0.10	0.05	0.16	0.13
T437	0.12	0.18	0.19	0.23	0.09	0.14	0.13	0.20	0.14	0.16	0.20	0.16	0.15
T438	0.08	0.15	0.11	0.07	0.13	0.25	0.04	0.09	0.05	0.03	0.09	0.11	0.09
T439	0.25	0.27	0.17	0.18	0.09	0.14	0.06	0.21	0.12	0.12	0.19	0.16	0.13
T440	0.22	0.21	0.22	0.31	0.01	0.03	0.04	0.01	0.17	0.24	0.14	0.15	0.10
T441	0.16	0.21	0.14	0.16	0.04	0.07	0.06	0.05	0.04	0.07	0.05	0.11	0.05
T442	0.12	0.12	0.15	0.30	0.10	0.16	0.06	0.02	0.06	0.06	0.02	0.14	0.06
T443	0.17	0.08	0.18	0.17	0.06	0.14	0.15	0.04	0.06	0.02	0.02	0.12	0.06
T444	0.10	0.14	0.20	0.31	0.17	0.29	0.17	0.08	0.07	0.03	0.10	0.18	0.11
T445	0.18	0.19	0.21	0.24	0.15	0.26	0.24	0.27	0.30	0.15	0.01	0.23	0.22
T446	0.29	0.24	0.26	0.36	0.16	0.27	0.19	0.19	0.23	0.24	0.04	0.25	0.20
T447	0.28	0.25	0.10	0.11	0.17	0.30	0.25	0.19	0.20	0.24	0.10	0.19	0.21
T448	0.28	0.26	0.27	0.41	0.19	0.31	0.22	0.20	0.22	0.21	0.21	0.27	0.22
T449	0.15	0.22	0.29	0.46	0.20	0.37	0.25	0.23	0.22	0.25	0.05	0.28	0.23
T450	0.21	0.17	0.22	0.41	0.18	0.31	0.24	0.25	0.29	0.21	0.05	0.26	0.23
T451	0.15	0.15	0.15	0.34	0.18	0.30	0.17	0.04	0.07	0.05	0.07	0.19	0.11
T452	0.15	0.15	0.12	0.17	0.17	0.33	0.26	0.24	0.15	0.07	0.12	0.19	0.18
T453	0.05	0.11	0.14	0.23	0.11	0.23	0.22	0.04	0.14	0.08	0.10	0.15	0.12
T454	0.13	0.18	0.23	0.33	0.14	0.26	0.23	0.23	0.22	0.24	0.03	0.22	0.21
T455	0.19	0.22	0.28	0.49	0.14	0.26	0.27	0.22	0.24	0.15	0.05	0.27	0.20
T456	0.14	0.10	0.13	0.19	0.19	0.29	0.23	0.21	0.19	0.08	0.07	0.19	0.18
T457	0.12	0.07	0.08	0.12	0.06	0.14	0.13	0.17	0.18	0.18	0.08	0.12	0.15
T458	0.17	0.10	0.25	0.27	0.13	0.25	0.20	0.07	0.22	0.10	0.15	0.19	0.16
T459	0.22	0.11	0.04	0.12	0.15	0.30	0.21	0.17	0.15	0.08	0.10	0.16	0.16
T460	0.16	0.09	0.04	0.07	0.07	0.15	0.17	0.04	0.07	0.08	0.13	0.09	0.09
T461	0.03	0.04	0.09	0.15	0.10	0.27	0.17	0.13	0.07	0.04	0.13	0.12	0.12
T462	0.19	0.05	0.12	0.03	0.07	0.19	0.21	0.21	0.18	0.04	0.11	0.13	0.15
T463	0.06	0.09	0.12	0.15	0.07	0.13	0.21	0.07	0.07	0.04	0.08	0.11	0.09
T464	0.16	0.14	0.06	0.10	0.06	0.13	0.16	0.17	0.15	0.08	0.09	0.12	0.13
T465	0.16	0.23	0.03	0.05	0.05	0.15	0.18	0.18	0.18	0.11	0.13	0.12	0.15
T466	0.05	0.13	0.07	0.16	0.14	0.27	0.15	0.13	0.03	0.04	0.08	0.13	0.10
T467	0.17	0.19	0.10	0.09	0.07	0.13	0.10	0.04	0.09	0.10	0.14	0.11	0.09
T468	0.03	0.04	0.06	0.04	0.02	0.03	0.09	0.09	0.10	0.11	0.04	0.05	0.08
T469	0.11	0.05	0.04	0.03	0.04	0.12	0.07	0.04	0.06	0.02	0.10	0.06	0.06
T470	0.13	0.09	0.09	0.05	0.13	0.21	0.15	0.11	0.08	0.13	0.05	0.11	0.12
T471	0.17	0.13	0.10	0.16	0.02	0.07	0.15	0.08	0.09	0.09	0.09	0.11	0.09
T472	0.22	0.19	0.12	0.18	0.10	0.21	0.18	0.14	0.15	0.11	0.04	0.16	0.14
T473	0.01	0.06	0.05	0.10	0.02	0.07	0.09	0.08	0.07	0.10	0.07	0.06	0.07
T474	0.13	0.07	0.16	0.18	0.08	0.14	0.18	0.11	0.05	0.07	0.05	0.13	0.09
T475	0.16	0.11	0.07	0.12	0.04	0.10	0.12	0.07	0.07	0.11	0.09	0.10	0.08
T476	0.05	0.07	0.07	0.14	0.05	0.04	0.10	0.08	0.07	0.10	0.07	0.08	0.08

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 1												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T477	0.28	0.16	0.13	0.13	0.04	0.17	0.21	0.18	0.18	0.15	0.12	0.16	0.16
T478	0.06	0.14	0.15	0.27	0.17	0.28	0.16	0.09	0.07	0.12	0.08	0.17	0.13
T479	0.18	0.23	0.13	0.17	0.08	0.13	0.06	0.07	0.11	0.07	0.06	0.13	0.08
T480	0.25	0.09	0.01	0.04	0.14	0.25	0.27	0.25	0.24	0.18	0.19	0.16	0.22
T481	0.28	0.17	0.08	0.13	0.09	0.18	0.24	0.23	0.23	0.21	0.16	0.17	0.20
T482	0.19	0.16	0.18	0.10	0.12	0.28	0.26	0.19	0.17	0.22	0.14	0.17	0.20
T483	0.11	0.21	0.06	0.02	0.01	0.14	0.13	0.08	0.09	0.10	0.08	0.08	0.09
T484	0.22	0.17	0.12	0.18	0.06	0.13	0.04	0.01	0.02	0.07	0.09	0.11	0.05
T485	0.40	0.16	0.07	0.12	0.13	0.32	0.25	0.28	0.18	0.18	0.10	0.20	0.21
T486	0.15	0.23	0.20	0.35	0.11	0.15	0.10	0.07	0.07	0.15	0.05	0.18	0.10
T487	0.33	0.27	0.12	0.11	0.10	0.23	0.15	0.04	0.09	0.16	0.11	0.15	0.12
T488	0.12	0.17	0.12	0.24	0.11	0.15	0.02	0.07	0.04	0.16	0.14	0.13	0.09
T489	0.35	0.29	0.21	0.29	0.31	0.30	0.27	0.13	0.25	0.27	0.31	0.27	0.25
T490	0.30	0.26	0.22	0.30	0.33	0.32	0.25	0.16	0.21	0.30	0.30	0.27	0.25
T491	0.34	0.30	0.17	0.23	0.34	0.34	0.26	0.19	0.26	0.33	0.27	0.27	0.28
T492	0.35	0.29	0.18	0.18	0.07	0.42	0.31	0.20	0.29	0.34	0.25	0.24	0.27
T493	0.32	0.28	0.14	0.15	0.13	0.09	0.25	0.19	0.23	0.33	0.24	0.19	0.22
T494	0.08	0.06	0.08	0.17	0.18	0.41	0.16	0.05	0.05	0.05	0.09	0.14	0.12
T495	0.13	0.11	0.20	0.37	0.39	0.35	0.11	0.03	0.02	0.02	0.08	0.21	0.11
T496	0.34	0.21	0.22	0.40	0.39	0.34	0.09	0.22	0.15	0.27	0.26	0.28	0.23
T497	0.38	0.21	0.05	0.14	0.18	0.39	0.11	0.23	0.17	0.22	0.20	0.20	0.21
T498	0.37	0.29	0.21	0.36	0.35	0.27	0.15	0.24	0.20	0.21	0.24	0.28	0.23
T499	0.33	0.31	0.16	0.17	0.17	0.37	0.21	0.25	0.20	0.22	0.28	0.23	0.23
T500	0.29	0.24	0.21	0.24	0.36	0.21	0.24	0.22	0.20	0.25	0.31	0.25	0.24
T501	0.35	0.27	0.17	0.35	0.28	0.22	0.07	0.23	0.13	0.16	0.21	0.24	0.18
T502	0.35	0.28	0.13	0.31	0.32	0.29	0.10	0.26	0.15	0.14	0.17	0.25	0.20
T503	0.34	0.31	0.18	0.29	0.28	0.38	0.10	0.25	0.16	0.16	0.20	0.26	0.21
T504	0.39	0.29	0.22	0.27	0.40	0.35	0.08	0.20	0.20	0.23	0.32	0.27	0.24
T505	0.38	0.32	0.20	0.23	0.35	0.41	0.20	0.24	0.23	0.24	0.29	0.28	0.27
T506	0.21	0.21	0.18	0.33	0.33	0.10	0.02	0.03	0.01	0.01	0.01	0.18	0.06
T507	0.28	0.24	0.15	0.26	0.33	0.26	0.04	0.14	0.17	0.18	0.27	0.22	0.19
T508	0.17	0.26	0.20	0.33	0.37	0.31	0.11	0.14	0.17	0.22	0.28	0.24	0.21
T509	0.33	0.26	0.21	0.35	0.34	0.27	0.13	0.15	0.12	0.30	0.28	0.25	0.21
T510	0.21	0.29	0.21	0.23	0.30	0.28	0.14	0.20	0.28	0.34	0.29	0.24	0.26
T511	0.29	0.29	0.21	0.28	0.34	0.34	0.19	0.18	0.31	0.34	0.27	0.27	0.28
T512	0.33	0.29	0.12	0.22	0.27	0.25	0.20	0.21	0.33	0.36	0.26	0.24	0.28
T513	0.24	0.23	0.20	0.33	0.28	0.21	0.10	0.10	0.22	0.23	0.31	0.22	0.20
T514	0.25	0.27	0.23	0.39	0.33	0.24	0.15	0.22	0.35	0.36	0.29	0.28	0.29
T515	0.30	0.24	0.15	0.18	0.15	0.10	0.19	0.25	0.12	0.04	0.06	0.19	0.13
T516	0.27	0.14	0.10	0.08	0.09	0.08	0.13	0.13	0.21	0.18	0.11	0.13	0.15
T517	0.05	0.29	0.21	0.35	0.36	0.29	0.10	0.13	0.26	0.10	0.29	0.24	0.20
T518	0.34	0.29	0.22	0.32	0.36	0.29	0.17	0.20	0.29	0.24	0.17	0.28	0.25
T519	0.34	0.24	0.16	0.15	0.18	0.22	0.13	0.24	0.18	0.16	0.09	0.20	0.18
T520	0.10	0.08	0.12	0.16	0.19	0.31	0.07	0.10	0.10	0.04	0.22	0.14	0.13
T521	0.34	0.31	0.24	0.31	0.22	0.06	0.17	0.21	0.38	0.36	0.26	0.25	0.26
T522	0.25	0.26	0.17	0.38	0.30	0.10	0.13	0.24	0.40	0.31	0.27	0.26	0.27
T523	0.29	0.27	0.20	0.30	0.22	0.18	0.09	0.22	0.38	0.31	0.23	0.24	0.25
T524	0.36	0.28	0.23	0.33	0.27	0.18	0.19	0.23	0.38	0.26	0.25	0.28	0.26
T525	0.29	0.29	0.19	0.27	0.13	0.10	0.21	0.24	0.38	0.28	0.21	0.23	0.25
T526	0.34	0.31	0.22	0.30	0.19	0.10	0.34	0.25	0.36	0.26	0.21	0.27	0.26
T527	0.33	0.28	0.21	0.27	0.12	0.09	0.32	0.24	0.36	0.25	0.28	0.24	0.25
T528	0.32	0.22	0.21	0.29	0.19	0.08	0.32	0.21	0.29	0.11	0.04	0.24	0.19
T529	0.32	0.36	0.24	0.25	0.13	0.10	0.10	0.11	0.24	0.19	0.21	0.21	0.16
T530	0.37	0.29	0.21	0.38	0.29	0.16	0.28	0.25	0.37	0.23	0.29	0.29	0.27
T531	0.37	0.26	0.23	0.41	0.31	0.04	0.17	0.26	0.38	0.26	0.33	0.28	0.26
T532	0.34	0.26	0.18	0.37	0.34	0.17	0.12	0.23	0.32	0.18	0.37	0.27	0.25
T533	0.35	0.22	0.17	0.25	0.29	0.23	0.19	0.27	0.43	0.25	0.36	0.26	0.30
T534	0.32	0.21	0.22	0.31	0.27	0.16	0.12	0.15	0.33	0.26	0.36	0.24	0.24
T535	0.30	0.29	0.22	0.30	0.35	0.31	0.11	0.12	0.34	0.27	0.40	0.27	0.26
T536	0.29	0.24	0.12	0.23	0.29	0.34	0.20	0.19	0.31	0.28	0.35	0.25	0.27
T537	0.27	0.27	0.20	0.15	0.19	0.09	0.13	0.21	0.38	0.22	0.29	0.20	0.23
T538	0.29	0.30	0.21	0.33	0.37	0.27	0.17	0.26	0.40	0.23	0.36	0.30	0.30
T539	0.33	0.32	0.24	0.29	0.26	0.22	0.15	0.28	0.42	0.21	0.37	0.28	0.28
T540	0.33	0.32	0.24	0.30	0.34	0.22	0.10	0.28	0.40	0.20	0.34	0.29	0.28
T541	0.33	0.33	0.21	0.37	0.34	0.16	0.17	0.23	0.36	0.18	0.36	0.29	0.26
T542	0.31	0.33	0.19	0.38	0.33	0.05	0.26	0.24	0.35	0.19	0.36	0.28	0.26
T543	0.36	0.35	0.21	0.40	0.29	0.15	0.29	0.15	0.24	0.25	0.35	0.28	0.24
T544	0.33	0.31	0.26	0.37	0.29	0.12	0.30	0.10	0.22	0.26	0.26	0.27	0.22
T545	0.32	0.30	0.25	0.35	0.32	0.07	0.30	0.17	0.19	0.24	0.32	0.26	0.22
T546	0.32	0.29	0.22	0.31	0.32	0.12	0.30	0.11	0.24	0.27	0.30	0.26	0.23
T547	0.29	0.31	0.24	0.30	0.28	0.18	0.27	0.14	0.23	0.30	0.34	0.25	0.24
T548	0.23	0.29	0.24	0.32	0.34	0.25	0.18	0.18	0.25	0.29	0.37	0.26	0.25
T549	0.10	0.16	0.20	0.31	0.39	0.33	0.10	0.15	0.15	0.15	0.17	0.23	0.19
T550	0.18	0.14	0.13	0.16	0.06	0.03	0.06	0.06	0.05	0.07	0.24	0.10	0.07
T551	0.21	0.19	0.17	0.29	0.22	0.05	0.07	0.06	0.05	0.10	0.07	0.16	0.08
T552	0.07	0.13	0.08	0.05	0.14	0.09	0.07	0.03	0.09	0.26	0.31	0.08	0.13
T553	0.19	0.26	0.12	0.18	0.11	0.05	0.07	0.01	0.09	0.06	0.14	0.12	0.07
T554	0.15	0.09	0.10	0.10	0.12	0.12	0.11	0.14	0.20	0.25	0.23	0.12	0.17
T555	0.19	0.10	0.06	0.11	0.16	0.15	0.07	0.08	0.01	0.08	0.16	0.10	0.08
T556	0.08	0.17	0.10	0.29	0.15	0.04	0.07	0.08	0.11	0.19	0.21	0.14	0.12
Average LVR	**0.21**	**0.19**	**0.16**	**0.23**	**0.15**	**0.18**	**0.18**	**0.17**	**0.19**	**0.19**	**0.17**	**0.19**	**0.18**

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 1												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
S01	0.17	0.10	0.04	0.08	0.01	0.07	0.02	0.04	0.25	0.14	0.09	0.08	0.11
S02	0.42	0.29	0.20	0.16	0.02	0.05	0.05	0.05	0.29	0.32	0.15	0.16	0.16
S03	0.15	0.17	0.10	0.10	0.01	0.10	0.09	0.10	0.13	0.13	0.06	0.10	0.10
S04	0.31	0.24	0.12	0.14	0.03	0.03	0.16	0.10	0.08	0.09	0.03	0.13	0.08
S05	0.27	0.28	0.09	0.21	0.03	0.10	0.10	0.07	0.10	0.09	0.04	0.14	0.08
S06	0.09	0.05	0.05	0.21	0.07	0.07	0.33	0.27	0.04	0.06	0.02	0.13	0.12
S07	0.14	0.07	0.08	0.18	0.02	0.07	0.14	0.16	0.10	0.02	0.04	0.11	0.09
S08	0.10	0.05	0.14	0.22	0.03	0.11	0.14	0.11	0.34	0.43	0.17	0.14	0.22
S09	0.32	0.23	0.19	0.15	0.07	0.07	0.10	0.20	0.42	0.42	0.20	0.19	0.25
S10	0.38	0.11	0.19	0.31	0.06	0.16	0.20	0.17	0.34	0.50	0.14	0.22	0.26
S11	0.02	0.01	0.01	0.01	0.00	0.02	0.07	0.05	0.08	0.06	0.03	0.03	0.05
S12	0.35	0.35	0.26	0.35	0.10	0.24	0.26	0.17	0.20	0.31	0.09	0.26	0.20
S13	0.20	0.21	0.14	0.08	0.05	0.07	0.27	0.14	0.12	0.17	0.07	0.13	0.13
S14	0.09	0.06	0.05	0.06	0.01	0.07	0.27	0.23	0.30	0.22	0.08	0.12	0.20
S15	0.18	0.15	0.18	0.14	0.03	0.05	0.16	0.12	0.21	0.39	0.01	0.13	0.17
S16	0.35	0.35	0.25	0.21	0.00	0.10	0.19	0.11	0.16	0.49	0.13	0.19	0.19
S17	0.19	0.13	0.10	0.09	0.04	0.09	0.16	0.17	0.18	0.03	0.10	0.12	0.12
S18	0.12	0.14	0.11	0.08	0.02	0.06	0.06	0.02	0.13	0.10	0.28	0.08	0.09
S19	0.16	0.10	0.05	0.03	0.03	0.07	0.02	0.12	0.27	0.11	0.03	0.09	0.12
S20	0.21	0.10	0.03	0.03	0.05	0.17	0.13	0.13	0.20	0.10	0.10	0.10	0.13
S21	0.10	0.06	0.01	0.06	0.11	0.22	0.12	0.08	0.30	0.15	0.13	0.11	0.17
S22	0.11	0.19	0.16	0.08	0.13	0.27	0.10	0.08	0.31	0.20	0.24	0.15	0.19
S23	0.13	0.18	0.10	0.03	0.07	0.14	0.04	0.01	0.14	0.06	0.24	0.09	0.09

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 2												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
P01	0.14	0.12	0.05	0.04	0.02	0.06	0.14	0.17	0.24	0.33	0.05	0.10	0.17
P02	0.02	0.21	0.10	0.01	0.08	0.04	0.07	0.11	0.07	0.08	0.13	0.07	0.08
P03	0.13	0.29	0.14	0.02	0.12	0.08	0.09	0.17	0.20	0.20	0.23	0.13	0.16
P04	0.18	0.34	0.18	0.06	0.14	0.10	0.08	0.14	0.18	0.10	0.29	0.15	0.14
P05	0.13	0.22	0.13	0.06	0.09	0.07	0.05	0.10	0.21	0.20	0.26	0.11	0.14
P06	0.03	0.05	0.03	0.04	0.02	0.02	0.05	0.04	0.02	0.13	0.04	0.03	0.05
P07	0.15	0.17	0.10	0.15	0.08	0.03	0.25	0.29	0.12	0.04	0.04	0.15	0.13
P08	0.11	0.11	0.09	0.12	0.04	0.01	0.07	0.19	0.11	0.10	0.12	0.09	0.10
P09	0.16	0.36	0.25	0.28	0.10	0.02	0.39	0.26	0.15	0.09	0.12	0.22	0.17
P10	0.24	0.35	0.24	0.25	0.06	0.05	0.34	0.25	0.19	0.05	0.09	0.22	0.16
P11	0.21	0.29	0.21	0.17	0.04	0.05	0.35	0.24	0.21	0.08	0.04	0.19	0.16
P12	0.31	0.34	0.22	0.11	0.12	0.12	0.33	0.26	0.24	0.36	0.08	0.21	0.24
P13	0.29	0.27	0.18	0.13	0.11	0.11	0.36	0.26	0.24	0.26	0.13	0.20	0.23
P14	0.34	0.30	0.20	0.22	0.12	0.16	0.34	0.24	0.30	0.34	0.25	0.24	0.26
P15	0.35	0.34	0.22	0.28	0.11	0.17	0.27	0.11	0.17	0.46	0.26	0.22	0.22
P16	0.36	0.34	0.22	0.29	0.07	0.04	0.27	0.15	0.17	0.36	0.31	0.21	0.20
P17	0.34	0.33	0.22	0.29	0.01	0.19	0.19	0.13	0.17	0.17	0.31	0.21	0.16
P18	0.32	0.32	0.20	0.26	0.06	0.24	0.16	0.10	0.15	0.14	0.30	0.20	0.15
P19	0.31	0.29	0.18	0.22	0.16	0.33	0.13	0.09	0.17	0.12	0.27	0.21	0.16
P20	0.32	0.29	0.17	0.17	0.20	0.39	0.12	0.08	0.13	0.17	0.26	0.20	0.17
P21	0.30	0.26	0.14	0.15	0.19	0.36	0.08	0.09	0.12	0.07	0.25	0.18	0.14
P22	0.10	0.07	0.01	0.02	0.11	0.20	0.22	0.19	0.29	0.26	0.23	0.12	0.22
P23	0.09	0.06	0.05	0.04	0.07	0.19	0.13	0.14	0.28	0.23	0.22	0.11	0.19
P24	0.04	0.06	0.04	0.04	0.07	0.16	0.12	0.11	0.24	0.21	0.20	0.09	0.17
P25	0.13	0.06	0.02	0.01	0.02	0.03	0.15	0.17	0.28	0.22	0.21	0.08	0.17
P26	0.19	0.08	0.02	0.04	0.02	0.09	0.11	0.11	0.24	0.18	0.20	0.09	0.15
P27	0.17	0.04	0.02	0.06	0.05	0.06	0.10	0.14	0.19	0.18	0.01	0.09	0.13
P28	0.12	0.07	0.02	0.06	0.03	0.01	0.01	0.06	0.21	0.13	0.05	0.06	0.09
P29	0.10	0.21	0.08	0.19	0.06	0.06	0.12	0.20	0.17	0.09	0.12	0.13	0.13
P30	0.13	0.01	0.01	0.05	0.04	0.07	0.15	0.17	0.17	0.14	0.16	0.08	0.14
Average SVR	**0.19**	**0.21**	**0.12**	**0.13**	**0.08**	**0.12**	**0.17**	**0.16**	**0.19**	**0.18**	**0.17**	**0.15**	**0.16**

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 2												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T01	0.13	0.19	0.08	0.15	0.06	0.03	0.29	0.30	0.23	0.05	0.06	0.16	0.16
T02	0.15	0.19	0.14	0.28	0.07	0.05	0.25	0.28	0.21	0.14	0.14	0.18	0.18
T03	0.15	0.14	0.15	0.20	0.10	0.05	0.20	0.25	0.25	0.11	0.14	0.17	0.17
T04	0.26	0.19	0.16	0.12	0.06	0.02	0.15	0.20	0.20	0.15	0.13	0.15	0.15
T05	0.19	0.14	0.09	0.02	0.04	0.03	0.02	0.02	0.01	0.02	0.02	0.06	0.02
T06	0.16	0.19	0.23	0.34	0.11	0.03	0.30	0.29	0.21	0.06	0.13	0.22	0.17
T07	0.16	0.19	0.11	0.19	0.02	0.04	0.33	0.31	0.27	0.07	0.04	0.17	0.18
T08	0.21	0.20	0.10	0.27	0.07	0.06	0.34	0.33	0.23	0.01	0.09	0.20	0.18
T09	0.33	0.25	0.18	0.24	0.12	0.06	0.34	0.34	0.27	0.16	0.16	0.23	0.22
T10	0.40	0.28	0.24	0.27	0.11	0.06	0.33	0.33	0.28	0.12	0.15	0.25	0.21
T11	0.41	0.29	0.25	0.26	0.07	0.04	0.33	0.33	0.28	0.12	0.14	0.25	0.21
T12	0.41	0.28	0.25	0.27	0.07	0.05	0.32	0.32	0.28	0.15	0.15	0.25	0.21
T13	0.40	0.28	0.22	0.07	0.10	0.06	0.30	0.31	0.29	0.20	0.17	0.21	0.22
T14	0.36	0.26	0.19	0.11	0.15	0.15	0.29	0.32	0.28	0.23	0.20	0.22	0.25
T15	0.25	0.23	0.16	0.28	0.15	0.16	0.28	0.33	0.27	0.27	0.21	0.23	0.25
T16	0.19	0.18	0.14	0.14	0.01	0.19	0.29	0.34	0.27	0.31	0.24	0.18	0.25
T17	0.27	0.22	0.19	0.52	0.23	0.02	0.25	0.38	0.02	0.30	0.26	0.26	0.21
T18	0.20	0.14	0.21	0.27	0.16	0.04	0.36	0.41	0.03	0.11	0.04	0.21	0.17
T19	0.23	0.17	0.17	0.28	0.10	0.05	0.38	0.40	0.01	0.08	0.06	0.20	0.15
T20	0.18	0.17	0.08	0.23	0.02	0.04	0.46	0.42	0.02	0.12	0.02	0.18	0.17
T21	0.25	0.29	0.17	0.28	0.13	0.02	0.44	0.34	0.12	0.03	0.15	0.23	0.18
T22	0.17	0.32	0.25	0.29	0.16	0.02	0.46	0.36	0.08	0.09	0.10	0.23	0.18
T23	0.21	0.30	0.28	0.09	0.16	0.01	0.47	0.38	0.18	0.08	0.11	0.21	0.21
T24	0.28	0.34	0.30	0.28	0.10	0.05	0.42	0.35	0.22	0.11	0.10	0.26	0.21
T25	0.26	0.32	0.29	0.27	0.06	0.05	0.42	0.34	0.20	0.08	0.07	0.24	0.19
T26	0.30	0.29	0.26	0.14	0.07	0.04	0.44	0.35	0.25	0.02	0.07	0.22	0.19
T27	0.33	0.32	0.26	0.22	0.12	0.13	0.42	0.35	0.29	0.32	0.09	0.26	0.27
T28	0.32	0.28	0.23	0.21	0.11	0.16	0.43	0.34	0.30	0.22	0.17	0.25	0.26
T29	0.31	0.27	0.22	0.24	0.12	0.18	0.44	0.30	0.29	0.30	0.21	0.26	0.27
T30	0.32	0.29	0.25	0.31	0.13	0.20	0.38	0.23	0.23	0.40	0.23	0.26	0.26
T31	0.34	0.32	0.27	0.35	0.13	0.19	0.34	0.13	0.13	0.36	0.25	0.25	0.21
T32	0.34	0.31	0.27	0.35	0.10	0.11	0.34	0.20	0.14	0.25	0.24	0.24	0.20
T33	0.33	0.32	0.27	0.36	0.04	0.24	0.26	0.18	0.14	0.11	0.24	0.24	0.16
T34	0.33	0.32	0.26	0.33	0.01	0.28	0.20	0.13	0.15	0.12	0.25	0.23	0.15
T35	0.31	0.30	0.24	0.30	0.17	0.37	0.18	0.11	0.17	0.10	0.23	0.24	0.17
T36	0.18	0.13	0.14	0.38	0.16	0.04	0.14	0.14	0.15	0.10	0.19	0.18	0.13
T37	0.05	0.08	0.16	0.28	0.10	0.02	0.12	0.03	0.12	0.17	0.24	0.12	0.11
T38	0.04	0.10	0.07	0.05	0.08	0.06	0.16	0.17	0.15	0.10	0.14	0.09	0.13
T39	0.14	0.17	0.20	0.11	0.03	0.01	0.09	0.04	0.02	0.07	0.05	0.09	0.04
T40	0.06	0.14	0.16	0.31	0.09	0.02	0.13	0.11	0.04	0.19	0.25	0.13	0.11
T41	0.07	0.11	0.16	0.34	0.11	0.03	0.03	0.05	0.11	0.26	0.15	0.13	0.11
T42	0.16	0.11	0.17	0.39	0.09	0.02	0.14	0.13	0.06	0.19	0.18	0.16	0.11
T43	0.14	0.17	0.19	0.35	0.17	0.03	0.11	0.16	0.13	0.15	0.20	0.18	0.14
T44	0.23	0.17	0.24	0.49	0.19	0.03	0.06	0.10	0.15	0.22	0.25	0.21	0.14
T45	0.24	0.17	0.26	0.49	0.16	0.03	0.01	0.13	0.06	0.24	0.19	0.20	0.12
T46	0.36	0.37	0.35	0.55	0.11	0.11	0.23	0.34	0.26	0.28	0.27	0.32	0.24
T47	0.44	0.37	0.30	0.42	0.09	0.12	0.24	0.34	0.20	0.21	0.25	0.29	0.22
T48	0.40	0.24	0.06	0.17	0.07	0.14	0.24	0.31	0.20	0.17	0.21	0.19	0.20
T49	0.05	0.06	0.05	0.11	0.06	0.18	0.25	0.31	0.24	0.13	0.15	0.14	0.20
T50	0.20	0.16	0.10	0.14	0.04	0.29	0.26	0.29	0.24	0.08	0.16	0.18	0.20
T51	0.23	0.05	0.11	0.10	0.02	0.32	0.25	0.28	0.21	0.12	0.12	0.16	0.19
T52	0.14	0.30	0.20	0.14	0.03	0.24	0.26	0.25	0.20	0.25	0.06	0.18	0.20
T53	0.27	0.09	0.15	0.17	0.03	0.09	0.15	0.22	0.28	0.35	0.13	0.16	0.21
T54	0.26	0.35	0.23	0.03	0.14	0.17	0.21	0.22	0.24	0.27	0.12	0.18	0.21
T55	0.24	0.12	0.12	0.03	0.12	0.35	0.23	0.24	0.18	0.22	0.11	0.16	0.21
T56	0.23	0.09	0.06	0.12	0.05	0.24	0.24	0.21	0.22	0.26	0.08	0.15	0.20
T57	0.17	0.06	0.06	0.11	0.02	0.20	0.24	0.21	0.24	0.25	0.06	0.13	0.19
T58	0.14	0.17	0.05	0.20	0.05	0.23	0.22	0.18	0.24	0.24	0.06	0.16	0.19
T59	0.18	0.20	0.02	0.17	0.06	0.32	0.21	0.19	0.21	0.24	0.03	0.16	0.19
T60	0.24	0.09	0.05	0.20	0.05	0.45	0.15	0.19	0.17	0.25	0.11	0.17	0.20
T61	0.21	0.11	0.03	0.08	0.08	0.12	0.10	0.10	0.21	0.19	0.01	0.11	0.13
T62	0.26	0.05	0.06	0.09	0.11	0.29	0.13	0.12	0.10	0.21	0.13	0.13	0.15
T63	0.24	0.05	0.05	0.06	0.03	0.29	0.11	0.12	0.18	0.20	0.09	0.11	0.15
T64	0.17	0.14	0.02	0.11	0.05	0.09	0.06	0.05	0.13	0.15	0.08	0.09	0.09
T65	0.18	0.12	0.05	0.11	0.05	0.23	0.02	0.03	0.05	0.09	0.06	0.09	0.07
T66	0.05	0.02	0.03	0.03	0.17	0.33	0.09	0.08	0.03	0.06	0.05	0.09	0.10
T67	0.11	0.14	0.09	0.09	0.17	0.30	0.18	0.14	0.19	0.11	0.18	0.15	0.17
T68	0.18	0.08	0.09	0.03	0.31	0.56	0.22	0.19	0.25	0.18	0.20	0.20	0.26
T69	0.17	0.19	0.14	0.10	0.05	0.04	0.08	0.05	0.09	0.02	0.02	0.10	0.05
T70	0.16	0.25	0.21	0.07	0.01	0.01	0.20	0.35	0.12	0.16	0.04	0.14	0.15
T71	0.07	0.15	0.11	0.04	0.10	0.04	0.28	0.32	0.03	0.02	0.05	0.12	0.12
T72	0.10	0.14	0.20	0.12	0.03	0.01	0.05	0.21	0.11	0.21	0.16	0.11	0.13
T73	0.08	0.23	0.20	0.05	0.01	0.03	0.05	0.08	0.04	0.03	0.02	0.08	0.04
T74	0.15	0.05	0.07	0.08	0.05	0.02	0.03	0.06	0.16	0.25	0.13	0.07	0.11
T75	0.33	0.24	0.22	0.23	0.04	0.03	0.11	0.21	0.10	0.17	0.10	0.17	0.12
T76	0.29	0.16	0.11	0.17	0.06	0.03	0.04	0.12	0.15	0.22	0.05	0.13	0.11
T77	0.21	0.25	0.33	0.46	0.01	0.03	0.05	0.03	0.10	0.25	0.09	0.19	0.09
T78	0.25	0.25	0.24	0.37	0.04	0.05	0.04	0.11	0.04	0.15	0.03	0.17	0.07
T79	0.31	0.26	0.23	0.32	0.03	0.05	0.00	0.04	0.07	0.11	0.10	0.16	0.06
T80	0.36	0.22	0.11	0.19	0.04	0.04	0.04	0.10	0.04	0.27	0.24	0.13	0.11
T81	0.09	0.10	0.22	0.09	0.07	0.01	0.08	0.08	0.13	0.11	0.21	0.10	0.10
T82	0.09	0.27	0.29	0.11	0.05	0.01	0.15	0.17	0.09	0.05	0.13	0.13	0.10
T83	0.06	0.27	0.24	0.09	0.09	0.02	0.04	0.09	0.09	0.06	0.16	0.11	0.08
T84	0.15	0.01	0.10	0.09	0.09	0.01	0.10	0.24	0.27	0.31	0.19	0.11	0.20
T85	0.30	0.10	0.05	0.12	0.02	0.00	0.09	0.08	0.07	0.03	0.11	0.09	0.06
T86	0.04	0.03	0.03	0.02	0.00	0.01	0.04	0.03	0.01	0.02	0.02	0.02	0.02
T87	0.15	0.06	0.11	0.05	0.05	0.12	0.22	0.27	0.24	0.16	0.08	0.13	0.18
T88	0.10	0.10	0.01	0.05	0.06	0.08	0.15	0.23	0.25	0.22	0.11	0.11	0.18
T89	0.30	0.20	0.10	0.15	0.06	0.03	0.08	0.16	0.26	0.26	0.15	0.15	0.17
T90	0.20	0.08	0.06	0.07	0.13	0.34	0.29	0.24	0.18	0.30	0.13	0.16	0.23
T91	0.17	0.07	0.07	0.07	0.13	0.28	0.31	0.23	0.20	0.28	0.16	0.16	0.23
T92	0.14	0.06	0.07	0.04	0.20	0.38	0.31	0.23	0.22	0.25	0.18	0.17	0.25
T93	0.16	0.08	0.13	0.04	0.27	0.49	0.28	0.21	0.24	0.22	0.21	0.20	0.26
T94	0.37	0.24	0.24	0.24	0.13	0.23	0.25	0.21	0.26	0.20	0.20	0.24	0.22
T95	0.20	0.20	0.08	0.22	0.12	0.20	0.22	0.18	0.21	0.20	0.10	0.18	0.18
T96	0.22	0.12	0.11	0.28	0.15	0.24	0.25	0.20	0.22	0.16	0.10	0.20	0.19
T97	0.32	0.26	0.21	0.19	0.28	0.52	0.18	0.20	0.29	0.22	0.27	0.26	0.27

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 2												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T98	0.30	0.25	0.21	0.22	0.25	0.47	0.15	0.18	0.20	0.18	0.25	0.24	0.22
T99	0.30	0.28	0.23	0.26	0.19	0.38	0.14	0.14	0.22	0.12	0.26	0.24	0.19
T100	0.20	0.16	0.20	0.14	0.05	0.12	0.33	0.30	0.27	0.32	0.24	0.19	0.25
T101	0.19	0.13	0.17	0.11	0.04	0.13	0.28	0.32	0.28	0.33	0.25	0.17	0.25
T102	0.25	0.22	0.21	0.09	0.05	0.07	0.37	0.30	0.27	0.19	0.22	0.19	0.22
T103	0.25	0.24	0.20	0.12	0.01	0.06	0.38	0.26	0.22	0.20	0.16	0.18	0.20
T104	0.24	0.25	0.19	0.17	0.03	0.22	0.35	0.22	0.20	0.19	0.11	0.20	0.20
T105	0.18	0.21	0.17	0.13	0.19	0.41	0.25	0.20	0.16	0.16	0.02	0.20	0.20
T106	0.17	0.20	0.16	0.11	0.26	0.50	0.20	0.16	0.14	0.12	0.05	0.20	0.19
T107	0.10	0.13	0.10	0.34	0.27	0.50	0.14	0.10	0.20	0.10	0.10	0.22	0.19
T108	0.08	0.11	0.12	0.35	0.25	0.47	0.09	0.05	0.23	0.18	0.13	0.21	0.19
T109	0.17	0.19	0.15	0.13	0.11	0.31	0.27	0.22	0.18	0.18	0.06	0.18	0.19
T110	0.10	0.05	0.07	0.06	0.05	0.19	0.30	0.31	0.23	0.27	0.13	0.14	0.23
T111	0.11	0.09	0.08	0.02	0.01	0.08	0.34	0.35	0.29	0.30	0.22	0.13	0.25
T112	0.12	0.10	0.08	0.05	0.03	0.08	0.31	0.33	0.28	0.28	0.23	0.14	0.24
T113	0.07	0.07	0.05	0.04	0.04	0.06	0.06	0.14	0.14	0.10	0.13	0.07	0.10
T114	0.21	0.19	0.13	0.05	0.06	0.07	0.24	0.27	0.23	0.25	0.17	0.15	0.20
T115	0.22	0.24	0.22	0.30	0.09	0.11	0.10	0.06	0.03	0.07	0.23	0.16	0.08
T116	0.20	0.14	0.20	0.22	0.04	0.19	0.19	0.28	0.23	0.23	0.23	0.19	0.21
T117	0.12	0.06	0.22	0.32	0.14	0.25	0.14	0.03	0.02	0.24	0.16	0.16	0.12
T118	0.18	0.09	0.08	0.38	0.12	0.22	0.03	0.22	0.19	0.13	0.14	0.19	0.16
T119	0.04	0.16	0.31	0.56	0.26	0.36	0.08	0.08	0.14	0.05	0.14	0.26	0.14
T120	0.14	0.22	0.31	0.55	0.22	0.35	0.15	0.08	0.19	0.03	0.13	0.27	0.15
T121	0.25	0.04	0.03	0.15	0.04	0.08	0.03	0.31	0.26	0.22	0.20	0.13	0.19
T122	0.16	0.03	0.02	0.01	0.03	0.02	0.05	0.07	0.15	0.12	0.15	0.05	0.09
T123	0.10	0.05	0.03	0.06	0.02	0.01	0.02	0.06	0.01	0.02	0.02	0.04	0.02
T124	0.07	0.07	0.05	0.10	0.03	0.01	0.04	0.06	0.18	0.12	0.13	0.07	0.09
T125	0.31	0.15	0.14	0.16	0.01	0.06	0.01	0.09	0.33	0.29	0.32	0.14	0.18
T126	0.20	0.05	0.11	0.11	0.05	0.06	0.01	0.03	0.09	0.08	0.10	0.08	0.06
T127	0.21	0.18	0.17	0.14	0.06	0.06	0.07	0.15	0.28	0.19	0.16	0.14	0.16
T128	0.31	0.29	0.20	0.11	0.06	0.12	0.03	0.02	0.05	0.06	0.13	0.13	0.06
T129	0.18	0.11	0.08	0.14	0.07	0.11	0.10	0.16	0.30	0.12	0.17	0.14	0.16
T130	0.03	0.04	0.04	0.09	0.03	0.05	0.11	0.12	0.15	0.04	0.06	0.07	0.09
T131	0.14	0.14	0.09	0.17	0.06	0.12	0.04	0.09	0.15	0.04	0.07	0.11	0.09
T132	0.06	0.08	0.08	0.15	0.04	0.03	0.01	0.03	0.07	0.06	0.05	0.07	0.04
T133	0.12	0.09	0.04	0.08	0.04	0.02	0.05	0.06	0.11	0.07	0.08	0.07	0.07
T134	0.14	0.13	0.11	0.15	0.03	0.02	0.09	0.21	0.20	0.12	0.12	0.12	0.13
T135	0.09	0.03	0.05	0.12	0.05	0.03	0.05	0.01	0.04	0.01	0.01	0.06	0.03
T136	0.08	0.06	0.11	0.28	0.11	0.00	0.01	0.05	0.05	0.02	0.03	0.10	0.04
T137	0.16	0.12	0.12	0.25	0.09	0.05	0.03	0.08	0.07	0.03	0.11	0.12	0.06
T138	0.20	0.19	0.10	0.10	0.02	0.02	0.08	0.11	0.10	0.02	0.10	0.10	0.07
T139	0.18	0.24	0.30	0.58	0.21	0.04	0.19	0.19	0.19	0.26	0.22	0.27	0.19
T140	0.15	0.12	0.28	0.56	0.18	0.00	0.01	0.28	0.20	0.25	0.16	0.23	0.18
T141	0.21	0.10	0.11	0.08	0.22	0.03	0.28	0.26	0.18	0.24	0.24	0.16	0.21
T142	0.25	0.14	0.11	0.23	0.07	0.06	0.19	0.26	0.14	0.19	0.17	0.16	0.16
T143	0.11	0.09	0.21	0.30	0.15	0.03	0.04	0.11	0.02	0.09	0.08	0.14	0.07
T144	0.28	0.14	0.25	0.35	0.24	0.02	0.01	0.14	0.21	0.30	0.30	0.20	0.18
T145	0.23	0.20	0.24	0.43	0.15	0.04	0.07	0.09	0.28	0.28	0.29	0.21	0.18
T146	0.32	0.24	0.23	0.35	0.08	0.03	0.16	0.43	0.25	0.34	0.36	0.24	0.26
T147	0.33	0.22	0.11	0.29	0.08	0.04	0.10	0.13	0.03	0.23	0.31	0.16	0.12
T148	0.26	0.21	0.17	0.37	0.15	0.04	0.06	0.17	0.21	0.17	0.22	0.20	0.15
T149	0.26	0.28	0.19	0.37	0.21	0.01	0.08	0.15	0.26	0.26	0.36	0.22	0.20
T150	0.23	0.30	0.25	0.51	0.26	0.02	0.11	0.13	0.20	0.16	0.29	0.25	0.16
T151	0.01	0.18	0.17	0.11	0.05	0.04	0.08	0.15	0.19	0.17	0.19	0.11	0.14
T152	0.23	0.18	0.09	0.53	0.24	0.11	0.18	0.18	0.14	0.13	0.24	0.24	0.17
T153	0.03	0.22	0.13	0.31	0.12	0.02	0.11	0.05	0.16	0.08	0.18	0.14	0.10
T154	0.32	0.27	0.13	0.31	0.16	0.11	0.18	0.29	0.37	0.31	0.24	0.24	0.26
T155	0.31	0.18	0.12	0.21	0.16	0.09	0.08	0.26	0.32	0.33	0.27	0.19	0.24
T156	0.01	0.19	0.10	0.13	0.12	0.02	0.12	0.10	0.16	0.21	0.26	0.11	0.14
T157	0.17	0.19	0.20	0.37	0.16	0.01	0.06	0.13	0.12	0.10	0.22	0.18	0.11
T158	0.25	0.23	0.29	0.49	0.13	0.02	0.08	0.11	0.19	0.22	0.27	0.22	0.15
T159	0.24	0.24	0.22	0.43	0.17	0.01	0.08	0.13	0.23	0.15	0.28	0.22	0.15
T160	0.18	0.04	0.06	0.11	0.05	0.01	0.11	0.13	0.15	0.25	0.24	0.09	0.14
T161	0.07	0.17	0.12	0.24	0.09	0.03	0.04	0.08	0.23	0.29	0.26	0.13	0.16
T162	0.25	0.26	0.23	0.45	0.15	0.01	0.05	0.14	0.10	0.25	0.28	0.21	0.14
T163	0.28	0.23	0.19	0.42	0.09	0.02	0.04	0.11	0.20	0.21	0.30	0.20	0.14
T164	0.31	0.27	0.28	0.49	0.10	0.05	0.03	0.07	0.23	0.25	0.25	0.23	0.15
T165	0.06	0.12	0.15	0.16	0.06	0.01	0.07	0.13	0.26	0.21	0.25	0.12	0.16
T166	0.22	0.26	0.24	0.40	0.13	0.04	0.02	0.27	0.25	0.31	0.27	0.22	0.21
T167	0.28	0.17	0.19	0.39	0.13	0.08	0.16	0.32	0.33	0.34	0.27	0.24	0.26
T168	0.32	0.28	0.26	0.43	0.10	0.04	0.01	0.26	0.24	0.22	0.27	0.23	0.18
T169	0.46	0.24	0.28	0.47	0.14	0.12	0.25	0.33	0.34	0.36	0.33	0.30	0.29
T170	0.34	0.34	0.31	0.60	0.13	0.11	0.24	0.34	0.32	0.33	0.27	0.32	0.27
T171	0.40	0.29	0.30	0.41	0.08	0.33	0.39	0.28	0.35	0.37	0.36	0.31	0.31
T172	0.33	0.29	0.21	0.30	0.06	0.36	0.39	0.28	0.34	0.33	0.34	0.28	0.30
T173	0.28	0.25	0.06	0.22	0.04	0.40	0.40	0.29	0.31	0.26	0.28	0.24	0.28
T174	0.27	0.17	0.05	0.20	0.06	0.43	0.39	0.29	0.26	0.21	0.21	0.22	0.26
T175	0.21	0.06	0.10	0.15	0.09	0.44	0.38	0.30	0.19	0.13	0.15	0.20	0.23
T176	0.12	0.04	0.10	0.02	0.18	0.45	0.37	0.30	0.06	0.07	0.20	0.17	0.21
T177	0.06	0.10	0.10	0.06	0.22	0.42	0.35	0.30	0.08	0.08	0.16	0.18	0.21
T178	0.12	0.15	0.10	0.08	0.24	0.44	0.31	0.29	0.14	0.07	0.06	0.20	0.21
T179	0.13	0.16	0.08	0.09	0.23	0.37	0.28	0.28	0.23	0.09	0.11	0.19	0.22
T180	0.15	0.13	0.14	0.06	0.15	0.23	0.25	0.26	0.22	0.26	0.16	0.16	0.23

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 2												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T181	0.14	0.08	0.13	0.07	0.10	0.24	0.23	0.25	0.20	0.28	0.18	0.15	0.22
T182	0.18	0.07	0.14	0.11	0.11	0.25	0.21	0.24	0.20	0.30	0.15	0.16	0.22
T183	0.19	0.14	0.08	0.02	0.04	0.36	0.30	0.27	0.20	0.17	0.09	0.16	0.21
T184	0.18	0.14	0.02	0.22	0.10	0.36	0.29	0.25	0.18	0.26	0.09	0.19	0.22
T185	0.38	0.35	0.18	0.33	0.15	0.21	0.35	0.18	0.35	0.36	0.35	0.27	0.28
T186	0.34	0.30	0.17	0.40	0.10	0.24	0.36	0.19	0.37	0.37	0.35	0.28	0.29
T187	0.38	0.14	0.24	0.45	0.09	0.28	0.35	0.24	0.36	0.38	0.35	0.29	0.30
T188	0.32	0.17	0.20	0.40	0.08	0.35	0.27	0.16	0.31	0.32	0.32	0.26	0.26
T189	0.32	0.25	0.21	0.42	0.08	0.40	0.23	0.11	0.28	0.31	0.30	0.26	0.24
T190	0.35	0.23	0.23	0.36	0.05	0.42	0.23	0.15	0.29	0.33	0.33	0.26	0.25
T191	0.33	0.20	0.23	0.37	0.01	0.40	0.21	0.09	0.25	0.31	0.34	0.24	0.22
T192	0.35	0.28	0.10	0.29	0.19	0.38	0.21	0.06	0.18	0.30	0.27	0.23	0.21
T193	0.37	0.25	0.03	0.25	0.07	0.30	0.17	0.11	0.21	0.29	0.29	0.19	0.20
T194	0.13	0.06	0.10	0.02	0.20	0.44	0.34	0.26	0.07	0.04	0.17	0.16	0.19
T195	0.04	0.10	0.12	0.04	0.25	0.46	0.25	0.14	0.08	0.06	0.16	0.15	0.17
T196	0.25	0.03	0.18	0.10	0.21	0.33	0.27	0.14	0.20	0.11	0.22	0.18	0.20
T197	0.33	0.11	0.20	0.09	0.26	0.25	0.15	0.06	0.19	0.19	0.15	0.18	0.17
T198	0.26	0.09	0.21	0.16	0.20	0.42	0.08	0.09	0.10	0.13	0.23	0.18	0.15
T199	0.11	0.16	0.15	0.09	0.24	0.32	0.31	0.18	0.12	0.05	0.16	0.18	0.18
T200	0.11	0.25	0.11	0.31	0.28	0.50	0.23	0.07	0.15	0.07	0.13	0.23	0.18
T201	0.00	0.23	0.12	0.19	0.20	0.39	0.34	0.19	0.12	0.07	0.09	0.19	0.18
T202	0.02	0.09	0.05	0.19	0.17	0.44	0.29	0.22	0.09	0.16	0.12	0.17	0.20
T203	0.27	0.33	0.15	0.08	0.19	0.26	0.25	0.19	0.37	0.28	0.18	0.22	0.26
T204	0.24	0.26	0.12	0.18	0.20	0.30	0.21	0.17	0.29	0.23	0.24	0.21	0.23
T205	0.19	0.09	0.13	0.18	0.07	0.21	0.21	0.25	0.19	0.32	0.14	0.17	0.21
T206	0.10	0.15	0.06	0.18	0.09	0.29	0.22	0.23	0.20	0.29	0.23	0.17	0.22
T207	0.18	0.18	0.08	0.13	0.19	0.36	0.20	0.21	0.17	0.32	0.26	0.18	0.24
T208	0.25	0.18	0.10	0.12	0.22	0.33	0.24	0.23	0.15	0.33	0.26	0.19	0.24
T209	0.23	0.22	0.17	0.28	0.18	0.33	0.21	0.22	0.18	0.32	0.21	0.23	0.23
T210	0.31	0.13	0.19	0.31	0.18	0.29	0.17	0.16	0.18	0.30	0.16	0.22	0.21
T211	0.35	0.05	0.02	0.10	0.18	0.33	0.23	0.20	0.23	0.26	0.11	0.18	0.23
T212	0.30	0.19	0.23	0.28	0.28	0.48	0.27	0.14	0.22	0.30	0.12	0.27	0.25
T213	0.28	0.22	0.22	0.19	0.29	0.43	0.24	0.21	0.17	0.22	0.21	0.24	0.24
T214	0.25	0.14	0.10	0.05	0.15	0.32	0.22	0.27	0.18	0.28	0.18	0.17	0.23
T215	0.30	0.07	0.13	0.13	0.19	0.34	0.26	0.25	0.17	0.35	0.20	0.20	0.25
T216	0.25	0.10	0.17	0.14	0.32	0.41	0.21	0.08	0.11	0.28	0.20	0.20	0.21
T217	0.13	0.21	0.25	0.22	0.17	0.28	0.37	0.28	0.24	0.15	0.08	0.23	0.23
T218	0.03	0.20	0.19	0.30	0.12	0.18	0.38	0.29	0.22	0.18	0.06	0.22	0.22
T219	0.08	0.15	0.18	0.25	0.07	0.17	0.33	0.27	0.24	0.20	0.13	0.19	0.21
T220	0.02	0.21	0.25	0.24	0.22	0.39	0.05	0.09	0.23	0.20	0.10	0.20	0.18
T221	0.15	0.20	0.18	0.18	0.10	0.21	0.13	0.15	0.22	0.20	0.10	0.17	0.17
T222	0.12	0.14	0.22	0.32	0.07	0.20	0.28	0.25	0.24	0.20	0.11	0.21	0.21
T223	0.10	0.19	0.04	0.02	0.05	0.07	0.15	0.14	0.24	0.23	0.14	0.10	0.16
T224	0.12	0.17	0.12	0.07	0.27	0.48	0.35	0.28	0.23	0.19	0.14	0.22	0.27
T225	0.24	0.11	0.17	0.31	0.05	0.18	0.12	0.15	0.24	0.22	0.11	0.18	0.17
T226	0.25	0.21	0.28	0.38	0.09	0.20	0.17	0.08	0.23	0.26	0.11	0.22	0.17
T227	0.28	0.27	0.35	0.43	0.13	0.32	0.09	0.14	0.03	0.02	0.14	0.24	0.11
T228	0.28	0.21	0.23	0.23	0.06	0.05	0.24	0.17	0.18	0.26	0.13	0.18	0.17
T229	0.04	0.11	0.17	0.14	0.07	0.10	0.10	0.10	0.10	0.16	0.03	0.11	0.10
T230	0.25	0.16	0.17	0.23	0.10	0.16	0.30	0.28	0.11	0.18	0.13	0.20	0.18
T231	0.14	0.12	0.13	0.17	0.23	0.39	0.35	0.35	0.10	0.23	0.02	0.21	0.24
T232	0.03	0.14	0.05	0.19	0.08	0.21	0.09	0.13	0.24	0.25	0.06	0.13	0.17
T233	0.12	0.15	0.09	0.17	0.09	0.07	0.14	0.16	0.29	0.28	0.08	0.14	0.18
T234	0.13	0.24	0.26	0.34	0.16	0.31	0.28	0.27	0.19	0.26	0.29	0.25	0.25
T235	0.05	0.28	0.26	0.43	0.23	0.44	0.14	0.25	0.25	0.34	0.33	0.27	0.28
T236	0.08	0.23	0.23	0.32	0.19	0.39	0.21	0.29	0.19	0.19	0.25	0.24	0.24
T237	0.16	0.18	0.22	0.28	0.18	0.31	0.13	0.19	0.09	0.13	0.20	0.20	0.16
T238	0.04	0.06	0.07	0.05	0.05	0.06	0.17	0.28	0.20	0.14	0.18	0.10	0.17
T239	0.18	0.25	0.22	0.38	0.17	0.34	0.29	0.26	0.17	0.27	0.22	0.26	0.24
T240	0.10	0.02	0.11	0.14	0.06	0.41	0.36	0.28	0.31	0.42	0.35	0.19	0.32
T241	0.07	0.07	0.12	0.21	0.15	0.23	0.22	0.25	0.11	0.07	0.20	0.16	0.17
T242	0.16	0.17	0.02	0.06	0.12	0.09	0.10	0.08	0.16	0.10	0.33	0.10	0.13
T243	0.18	0.19	0.03	0.13	0.15	0.19	0.09	0.02	0.07	0.18	0.25	0.12	0.12
T244	0.24	0.14	0.21	0.46	0.28	0.54	0.21	0.30	0.03	0.07	0.11	0.28	0.19
T245	0.23	0.26	0.15	0.03	0.21	0.44	0.32	0.29	0.16	0.09	0.01	0.21	0.21
T246	0.37	0.17	0.11	0.20	0.13	0.19	0.21	0.14	0.09	0.07	0.04	0.18	0.12
T247	0.05	0.17	0.16	0.43	0.15	0.25	0.19	0.20	0.17	0.17	0.04	0.22	0.17
T248	0.36	0.27	0.24	0.33	0.02	0.03	0.03	0.06	0.05	0.14	0.17	0.17	0.07
T249	0.37	0.29	0.27	0.36	0.11	0.15	0.08	0.08	0.05	0.13	0.17	0.21	0.10
T250	0.05	0.29	0.32	0.39	0.02	0.12	0.16	0.22	0.11	0.04	0.07	0.20	0.11
T251	0.28	0.26	0.21	0.18	0.07	0.11	0.10	0.01	0.01	0.04	0.23	0.14	0.06
T252	0.28	0.24	0.24	0.35	0.14	0.26	0.05	0.05	0.08	0.24	0.24	0.20	0.14
T253	0.15	0.33	0.38	0.61	0.23	0.36	0.15	0.11	0.17	0.12	0.16	0.31	0.17
T254	0.18	0.27	0.12	0.20	0.17	0.17	0.18	0.15	0.03	0.27	0.30	0.17	0.16
T255	0.22	0.15	0.20	0.35	0.15	0.36	0.22	0.18	0.07	0.08	0.12	0.22	0.15
T256	0.25	0.25	0.21	0.21	0.13	0.23	0.07	0.08	0.03	0.19	0.26	0.17	0.12
T257	0.05	0.10	0.11	0.08	0.09	0.01	0.10	0.00	0.21	0.29	0.28	0.08	0.14
T258	0.12	0.16	0.04	0.05	0.05	0.03	0.06	0.12	0.10	0.16	0.06	0.08	0.09
T259	0.01	0.08	0.14	0.40	0.18	0.34	0.16	0.01	0.04	0.07	0.07	0.17	0.10
T260	0.13	0.19	0.14	0.27	0.18	0.31	0.14	0.03	0.17	0.17	0.10	0.18	0.15
T261	0.37	0.27	0.11	0.44	0.02	0.11	0.17	0.05	0.07	0.01	0.04	0.20	0.06
T262	0.16	0.13	0.18	0.24	0.05	0.12	0.05	0.05	0.05	0.09	0.07	0.12	0.07
T263	0.16	0.09	0.05	0.21	0.13	0.33	0.27	0.15	0.14	0.17	0.13	0.17	0.18
T264	0.04	0.04	0.07	0.29	0.06	0.13	0.16	0.01	0.03	0.03	0.04	0.11	0.06
T265	0.09	0.16	0.18	0.33	0.23	0.08	0.06	0.04	0.07	0.08	0.11	0.16	0.09
T266	0.13	0.10	0.16	0.35	0.10	0.02	0.03	0.05	0.06	0.08	0.10	0.13	0.06
T267	0.14	0.18	0.24	0.39	0.21	0.20	0.06	0.03	0.04	0.04	0.08	0.19	0.08
T268	0.08	0.06	0.01	0.12	0.08	0.14	0.03	0.05	0.05	0.09	0.11	0.07	0.07
T269	0.17	0.08	0.15	0.04	0.13	0.29	0.12	0.19	0.15	0.20	0.22	0.14	0.18
T270	0.27	0.22	0.14	0.34	0.24	0.14	0.21	0.25	0.18	0.23	0.27	0.23	0.22
T271	0.11	0.09	0.16	0.31	0.22	0.29	0.10	0.16	0.14	0.01	0.06	0.19	0.13
T272	0.21	0.15	0.10	0.28	0.22	0.35	0.18	0.24	0.13	0.22	0.25	0.21	0.21
T273	0.29	0.26	0.09	0.32	0.14	0.22	0.16	0.25	0.10	0.22	0.21	0.21	0.18
T274	0.32	0.19	0.13	0.23	0.09	0.10	0.13	0.20	0.07	0.24	0.21	0.17	0.15
T275	0.33	0.23	0.13	0.25	0.22	0.08	0.10	0.39	0.08	0.25	0.33	0.20	0.21
T276	0.35	0.22	0.07	0.07	0.02	0.11	0.02	0.33	0.05	0.12	0.14	0.13	0.12

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 2												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T277	0.38	0.23	0.13	0.30	0.13	0.32	0.01	0.31	0.07	0.17	0.16	0.21	0.16
T278	0.35	0.21	0.19	0.25	0.19	0.19	0.04	0.18	0.11	0.18	0.18	0.20	0.15
T279	0.25	0.18	0.08	0.08	0.07	0.02	0.11	0.05	0.04	0.14	0.15	0.09	0.08
T280	0.12	0.09	0.03	0.08	0.04	0.03	0.12	0.01	0.02	0.11	0.14	0.06	0.06
T281	0.14	0.05	0.05	0.10	0.05	0.07	0.01	0.04	0.05	0.04	0.08	0.07	0.05
T282	0.12	0.05	0.03	0.07	0.05	0.05	0.04	0.02	0.05	0.05	0.10	0.05	0.05
T283	0.24	0.08	0.14	0.32	0.17	0.08	0.02	0.07	0.04	0.14	0.04	0.15	0.08
T284	0.36	0.25	0.18	0.25	0.24	0.26	0.04	0.16	0.10	0.08	0.10	0.21	0.13
T285	0.09	0.14	0.10	0.24	0.21	0.15	0.02	0.06	0.12	0.08	0.09	0.14	0.10
T286	0.32	0.20	0.08	0.13	0.06	0.02	0.14	0.06	0.07	0.12	0.22	0.12	0.09
T287	0.31	0.18	0.12	0.23	0.19	0.22	0.09	0.08	0.10	0.11	0.35	0.17	0.14
T288	0.30	0.30	0.17	0.37	0.33	0.21	0.10	0.11	0.14	0.13	0.37	0.24	0.18
T289	0.12	0.10	0.11	0.32	0.23	0.13	0.03	0.01	0.05	0.02	0.05	0.14	0.06
T290	0.29	0.10	0.10	0.18	0.09	0.13	0.11	0.11	0.16	0.29	0.26	0.14	0.17
T291	0.24	0.04	0.02	0.04	0.02	0.02	0.11	0.13	0.17	0.22	0.21	0.08	0.14
T292	0.25	0.06	0.09	0.05	0.04	0.13	0.06	0.06	0.07	0.09	0.08	0.08	0.07
T293	0.35	0.18	0.08	0.10	0.09	0.12	0.02	0.13	0.20	0.31	0.26	0.14	0.17
T294	0.24	0.26	0.22	0.35	0.24	0.03	0.08	0.18	0.28	0.32	0.28	0.22	0.22
T295	0.21	0.16	0.14	0.41	0.30	0.04	0.04	0.04	0.02	0.11	0.06	0.18	0.08
T296	0.26	0.27	0.23	0.37	0.25	0.02	0.08	0.12	0.05	0.32	0.39	0.20	0.16
T297	0.11	0.10	0.07	0.16	0.12	0.05	0.09	0.09	0.10	0.18	0.38	0.10	0.13
T298	0.28	0.29	0.24	0.34	0.23	0.01	0.06	0.14	0.23	0.34	0.29	0.22	0.20
T299	0.29	0.30	0.06	0.16	0.10	0.19	0.04	0.15	0.25	0.31	0.27	0.17	0.20
T300	0.32	0.27	0.16	0.28	0.10	0.13	0.06	0.24	0.36	0.33	0.24	0.22	0.24
T301	0.48	0.19	0.24	0.50	0.15	0.13	0.27	0.31	0.37	0.37	0.33	0.31	0.30
T302	0.46	0.37	0.22	0.34	0.17	0.13	0.28	0.30	0.39	0.36	0.32	0.29	0.30
T303	0.44	0.40	0.19	0.40	0.19	0.13	0.30	0.29	0.40	0.37	0.32	0.31	0.31
T304	0.44	0.42	0.22	0.46	0.19	0.13	0.31	0.28	0.39	0.36	0.32	0.32	0.30
T305	0.38	0.31	0.25	0.39	0.15	0.11	0.30	0.24	0.34	0.25	0.30	0.28	0.25
T306	0.03	0.09	0.12	0.06	0.02	0.06	0.32	0.19	0.28	0.14	0.15	0.12	0.18
T307	0.38	0.37	0.28	0.43	0.29	0.09	0.34	0.13	0.27	0.27	0.35	0.30	0.24
T308	0.22	0.31	0.28	0.43	0.32	0.07	0.34	0.19	0.20	0.26	0.27	0.28	0.23
T309	0.39	0.33	0.29	0.38	0.28	0.08	0.31	0.22	0.20	0.26	0.35	0.29	0.24
T310	0.31	0.22	0.22	0.34	0.16	0.20	0.31	0.14	0.32	0.29	0.33	0.25	0.25
T311	0.35	0.34	0.23	0.40	0.17	0.20	0.27	0.20	0.29	0.26	0.28	0.28	0.24
T312	0.29	0.29	0.23	0.38	0.16	0.17	0.25	0.18	0.23	0.33	0.36	0.25	0.24
T313	0.35	0.30	0.27	0.41	0.20	0.24	0.23	0.24	0.31	0.33	0.32	0.29	0.27
T314	0.36	0.24	0.26	0.40	0.23	0.27	0.16	0.18	0.27	0.32	0.36	0.28	0.25
T315	0.32	0.29	0.28	0.39	0.15	0.19	0.18	0.11	0.28	0.22	0.30	0.25	0.20
T316	0.30	0.28	0.22	0.42	0.10	0.28	0.19	0.19	0.18	0.22	0.28	0.25	0.20
T317	0.29	0.27	0.21	0.42	0.06	0.37	0.13	0.20	0.24	0.26	0.28	0.25	0.22
T318	0.30	0.29	0.22	0.43	0.14	0.24	0.23	0.13	0.30	0.20	0.26	0.27	0.22
T319	0.28	0.25	0.17	0.35	0.12	0.34	0.21	0.15	0.25	0.25	0.27	0.24	0.22
T320	0.30	0.29	0.18	0.38	0.11	0.37	0.20	0.21	0.26	0.23	0.25	0.26	0.23
T321	0.30	0.26	0.21	0.31	0.15	0.29	0.21	0.20	0.21	0.20	0.26	0.24	0.21
T322	0.30	0.26	0.21	0.35	0.16	0.32	0.14	0.23	0.28	0.29	0.29	0.26	0.25
T323	0.29	0.27	0.22	0.34	0.15	0.37	0.22	0.16	0.31	0.29	0.29	0.26	0.26
T324	0.16	0.21	0.18	0.33	0.31	0.52	0.13	0.08	0.07	0.04	0.19	0.23	0.15
T325	0.06	0.26	0.16	0.26	0.19	0.19	0.03	0.08	0.20	0.06	0.15	0.17	0.12
T326	0.21	0.15	0.19	0.24	0.17	0.19	0.17	0.19	0.31	0.13	0.25	0.20	0.20
T327	0.38	0.03	0.06	0.14	0.20	0.22	0.30	0.22	0.32	0.01	0.17	0.20	0.21
T328	0.40	0.18	0.06	0.17	0.19	0.32	0.13	0.17	0.19	0.26	0.08	0.19	0.20
T329	0.40	0.19	0.25	0.25	0.18	0.15	0.29	0.24	0.33	0.30	0.13	0.25	0.25
T330	0.35	0.24	0.25	0.12	0.15	0.34	0.03	0.07	0.14	0.20	0.17	0.18	0.15
T331	0.36	0.27	0.27	0.18	0.20	0.19	0.26	0.23	0.30	0.35	0.14	0.24	0.26
T332	0.37	0.28	0.28	0.18	0.22	0.23	0.18	0.15	0.13	0.32	0.17	0.22	0.20
T333	0.38	0.27	0.24	0.20	0.17	0.21	0.25	0.23	0.26	0.33	0.26	0.24	0.25
T334	0.38	0.28	0.17	0.31	0.24	0.40	0.19	0.23	0.33	0.40	0.32	0.28	0.30
T335	0.26	0.27	0.10	0.19	0.22	0.28	0.15	0.12	0.17	0.25	0.33	0.19	0.20
T336	0.11	0.18	0.03	0.20	0.10	0.18	0.02	0.04	0.19	0.11	0.24	0.12	0.12
T337	0.06	0.21	0.11	0.27	0.21	0.23	0.07	0.04	0.09	0.19	0.37	0.16	0.15
T338	0.02	0.19	0.03	0.41	0.36	0.43	0.21	0.15	0.20	0.17	0.35	0.24	0.24
T339	0.14	0.18	0.12	0.24	0.31	0.22	0.23	0.17	0.31	0.21	0.10	0.22	0.23
T340	0.09	0.17	0.17	0.34	0.31	0.28	0.13	0.12	0.06	0.06	0.24	0.20	0.14
T341	0.10	0.18	0.10	0.16	0.17	0.18	0.09	0.12	0.11	0.02	0.08	0.14	0.10
T342	0.11	0.10	0.02	0.07	0.15	0.08	0.01	0.02	0.07	0.15	0.21	0.07	0.09
T343	0.07	0.25	0.26	0.49	0.29	0.33	0.31	0.17	0.10	0.14	0.18	0.27	0.19
T344	0.07	0.16	0.09	0.19	0.14	0.13	0.17	0.07	0.06	0.09	0.24	0.13	0.11
T345	0.07	0.23	0.20	0.21	0.07	0.01	0.13	0.09	0.11	0.07	0.34	0.13	0.10
T346	0.25	0.37	0.23	0.42	0.13	0.22	0.06	0.06	0.10	0.04	0.35	0.22	0.11
T347	0.25	0.37	0.18	0.25	0.01	0.03	0.08	0.04	0.19	0.07	0.40	0.16	0.11
T348	0.18	0.32	0.07	0.09	0.11	0.07	0.19	0.18	0.32	0.09	0.06	0.16	0.16
T349	0.07	0.07	0.09	0.16	0.11	0.07	0.10	0.03	0.22	0.07	0.22	0.11	0.11
T350	0.05	0.07	0.08	0.15	0.01	0.19	0.09	0.07	0.25	0.04	0.02	0.11	0.11
T351	0.08	0.06	0.05	0.16	0.10	0.18	0.34	0.22	0.33	0.06	0.01	0.16	0.19
T352	0.36	0.15	0.11	0.18	0.29	0.37	0.12	0.18	0.26	0.08	0.19	0.22	0.20
T353	0.07	0.11	0.06	0.10	0.04	0.15	0.12	0.04	0.22	0.07	0.17	0.10	0.12
T354	0.28	0.17	0.18	0.15	0.26	0.29	0.21	0.17	0.15	0.31	0.26	0.20	0.23
T355	0.21	0.23	0.17	0.19	0.25	0.18	0.17	0.10	0.13	0.27	0.27	0.18	0.18
T356	0.11	0.24	0.13	0.23	0.28	0.21	0.08	0.08	0.16	0.25	0.25	0.18	0.18
T357	0.14	0.20	0.15	0.15	0.22	0.15	0.23	0.13	0.30	0.27	0.03	0.18	0.21
T358	0.16	0.20	0.16	0.26	0.08	0.17	0.24	0.15	0.32	0.28	0.13	0.20	0.21
T359	0.20	0.17	0.22	0.36	0.33	0.42	0.18	0.25	0.19	0.12	0.19	0.27	0.23
T360	0.18	0.18	0.12	0.39	0.31	0.34	0.18	0.13	0.13	0.19	0.13	0.24	0.19
T361	0.19	0.20	0.26	0.46	0.37	0.47	0.24	0.17	0.25	0.21	0.10	0.31	0.25
T362	0.13	0.04	0.32	0.43	0.37	0.45	0.24	0.17	0.04	0.20	0.17	0.27	0.21
T363	0.08	0.21	0.36	0.44	0.35	0.37	0.29	0.26	0.09	0.05	0.13	0.29	0.20
T364	0.19	0.22	0.27	0.40	0.32	0.40	0.14	0.19	0.23	0.24	0.08	0.28	0.23
T365	0.25	0.29	0.39	0.45	0.23	0.15	0.30	0.32	0.22	0.27	0.08	0.30	0.24
T366	0.15	0.18	0.20	0.35	0.29	0.34	0.19	0.26	0.22	0.19	0.02	0.25	0.22
T367	0.23	0.19	0.29	0.37	0.27	0.06	0.29	0.28	0.20	0.23	0.18	0.26	0.22
T368	0.23	0.22	0.32	0.32	0.18	0.25	0.11	0.16	0.20	0.21	0.24	0.23	0.19
T369	0.18	0.18	0.25	0.26	0.28	0.26	0.14	0.20	0.25	0.30	0.19	0.23	0.24
T370	0.23	0.21	0.31	0.15	0.31	0.21	0.23	0.30	0.25	0.29	0.23	0.24	0.27
T371	0.16	0.18	0.22	0.26	0.21	0.12	0.15	0.11	0.29	0.31	0.21	0.20	0.21
T372	0.18	0.15	0.23	0.25	0.20	0.10	0.17	0.10	0.25	0.33	0.23	0.19	0.20
T373	0.21	0.15	0.13	0.14	0.15	0.10	0.14	0.05	0.22	0.35	0.17	0.14	0.18
T374	0.25	0.15	0.17	0.17	0.18	0.13	0.17	0.06	0.19	0.36	0.22	0.16	0.19
T375	0.26	0.17	0.30	0.28	0.07	0.13	0.15	0.09	0.19	0.37	0.13	0.19	0.18
T376	0.06	0.07	0.04	0.08	0.02	0.03	0.04	0.02	0.09	0.11	0.10	0.05	0.06

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 2												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T377	0.12	0.14	0.14	0.20	0.15	0.10	0.09	0.07	0.10	0.03	0.12	0.13	0.09
T378	0.15	0.16	0.11	0.24	0.18	0.04	0.03	0.01	0.09	0.10	0.09	0.13	0.07
T379	0.25	0.18	0.19	0.29	0.11	0.09	0.10	0.04	0.02	0.12	0.19	0.15	0.08
T380	0.27	0.25	0.30	0.35	0.14	0.07	0.15	0.10	0.03	0.24	0.19	0.20	0.12
T381	0.18	0.20	0.17	0.34	0.10	0.06	0.08	0.03	0.01	0.14	0.18	0.15	0.07
T382	0.13	0.07	0.17	0.18	0.19	0.10	0.10	0.04	0.04	0.23	0.05	0.12	0.11
T383	0.06	0.08	0.11	0.11	0.17	0.05	0.07	0.04	0.03	0.20	0.05	0.09	0.09
T384	0.09	0.12	0.23	0.23	0.07	0.04	0.17	0.15	0.14	0.14	0.06	0.15	0.12
T385	0.13	0.14	0.26	0.30	0.30	0.13	0.10	0.06	0.01	0.03	0.01	0.18	0.08
T386	0.10	0.20	0.21	0.13	0.05	0.22	0.25	0.23	0.20	0.16	0.03	0.17	0.18
T387	0.12	0.22	0.35	0.42	0.29	0.27	0.26	0.26	0.11	0.09	0.01	0.27	0.18
T388	0.26	0.30	0.28	0.38	0.19	0.25	0.22	0.31	0.20	0.26	0.10	0.27	0.23
T389	0.19	0.18	0.31	0.40	0.24	0.36	0.09	0.18	0.26	0.27	0.13	0.26	0.23
T390	0.12	0.03	0.20	0.21	0.23	0.08	0.18	0.22	0.26	0.31	0.15	0.18	0.22
T391	0.19	0.20	0.29	0.33	0.23	0.18	0.10	0.18	0.19	0.28	0.16	0.22	0.20
T392	0.22	0.26	0.15	0.17	0.06	0.08	0.13	0.23	0.29	0.40	0.16	0.17	0.22
T393	0.23	0.40	0.51	0.47	0.22	0.06	0.06	0.14	0.07	0.07	0.21	0.26	0.11
T394	0.11	0.26	0.38	0.41	0.19	0.07	0.03	0.06	0.03	0.16	0.08	0.20	0.09
T395	0.03	0.15	0.36	0.46	0.35	0.37	0.04	0.20	0.10	0.09	0.19	0.26	0.17
T396	0.21	0.11	0.14	0.13	0.29	0.36	0.26	0.22	0.13	0.33	0.19	0.20	0.24
T397	0.24	0.14	0.15	0.28	0.29	0.27	0.20	0.17	0.14	0.36	0.17	0.22	0.23
T398	0.24	0.17	0.20	0.29	0.31	0.24	0.22	0.13	0.20	0.35	0.15	0.23	0.23
T399	0.16	0.20	0.21	0.20	0.29	0.23	0.19	0.13	0.18	0.34	0.13	0.20	0.21
T400	0.15	0.20	0.21	0.27	0.26	0.18	0.17	0.11	0.24	0.34	0.11	0.21	0.21
T401	0.18	0.18	0.20	0.35	0.19	0.17	0.24	0.14	0.32	0.39	0.04	0.23	0.24
T402	0.14	0.07	0.11	0.28	0.29	0.47	0.35	0.26	0.21	0.18	0.15	0.25	0.26
T403	0.12	0.16	0.04	0.43	0.30	0.49	0.33	0.25	0.19	0.22	0.10	0.27	0.26
T404	0.09	0.14	0.17	0.42	0.33	0.50	0.37	0.25	0.20	0.25	0.03	0.29	0.27
T405	0.06	0.14	0.34	0.47	0.36	0.48	0.36	0.29	0.04	0.09	0.20	0.30	0.23
T406	0.08	0.19	0.37	0.43	0.35	0.42	0.33	0.32	0.10	0.16	0.20	0.30	0.25
T407	0.24	0.27	0.33	0.38	0.26	0.43	0.31	0.25	0.17	0.11	0.20	0.30	0.23
T408	0.09	0.14	0.33	0.40	0.26	0.43	0.30	0.28	0.15	0.14	0.24	0.28	0.24
T409	0.04	0.09	0.07	0.33	0.29	0.48	0.30	0.21	0.15	0.17	0.22	0.23	0.24
T410	0.04	0.13	0.24	0.36	0.14	0.23	0.28	0.23	0.13	0.19	0.10	0.21	0.19
T411	0.04	0.05	0.17	0.36	0.25	0.42	0.27	0.30	0.08	0.16	0.09	0.23	0.21
T412	0.04	0.09	0.02	0.39	0.26	0.44	0.26	0.28	0.12	0.21	0.08	0.23	0.23
T413	0.11	0.21	0.06	0.28	0.27	0.43	0.27	0.26	0.07	0.21	0.11	0.22	0.22
T414	0.10	0.10	0.07	0.25	0.11	0.16	0.17	0.40	0.13	0.08	0.03	0.17	0.17
T415	0.04	0.12	0.32	0.46	0.19	0.31	0.14	0.06	0.05	0.26	0.16	0.21	0.15
T416	0.23	0.30	0.34	0.42	0.22	0.33	0.24	0.17	0.18	0.20	0.22	0.28	0.21
T417	0.28	0.29	0.35	0.40	0.21	0.33	0.28	0.20	0.19	0.14	0.24	0.29	0.21
T418	0.12	0.08	0.32	0.48	0.26	0.43	0.26	0.07	0.03	0.05	0.15	0.25	0.14
T419	0.18	0.29	0.33	0.44	0.20	0.33	0.20	0.16	0.19	0.17	0.15	0.27	0.19
T420	0.28	0.28	0.33	0.39	0.19	0.30	0.19	0.22	0.19	0.20	0.26	0.27	0.21
T421	0.16	0.22	0.28	0.52	0.14	0.22	0.09	0.15	0.15	0.27	0.09	0.24	0.17
T422	0.25	0.23	0.29	0.38	0.23	0.39	0.24	0.24	0.11	0.20	0.08	0.27	0.21
T423	0.07	0.21	0.10	0.34	0.19	0.24	0.13	0.15	0.17	0.19	0.18	0.19	0.18
T424	0.11	0.14	0.11	0.24	0.24	0.45	0.37	0.31	0.22	0.19	0.14	0.24	0.27
T425	0.19	0.39	0.35	0.28	0.15	0.20	0.44	0.44	0.31	0.38	0.10	0.30	0.32
T426	0.09	0.13	0.16	0.21	0.28	0.44	0.28	0.18	0.15	0.16	0.06	0.21	0.21
T427	0.12	0.22	0.26	0.23	0.06	0.09	0.27	0.29	0.26	0.11	0.02	0.20	0.18
T428	0.05	0.08	0.14	0.12	0.18	0.29	0.24	0.22	0.17	0.09	0.04	0.16	0.18
T429	0.11	0.19	0.29	0.43	0.27	0.45	0.26	0.20	0.16	0.14	0.01	0.28	0.21
T430	0.16	0.04	0.24	0.28	0.17	0.26	0.32	0.23	0.14	0.10	0.04	0.21	0.18
T431	0.32	0.28	0.24	0.18	0.09	0.09	0.05	0.13	0.10	0.30	0.08	0.16	0.13
T432	0.31	0.30	0.26	0.12	0.05	0.12	0.09	0.06	0.07	0.12	0.16	0.15	0.09
T433	0.28	0.28	0.31	0.18	0.11	0.24	0.09	0.04	0.01	0.17	0.15	0.17	0.10
T434	0.11	0.09	0.18	0.26	0.07	0.14	0.06	0.24	0.06	0.09	0.14	0.14	0.12
T435	0.16	0.17	0.05	0.19	0.11	0.17	0.15	0.05	0.06	0.04	0.05	0.13	0.08
T436	0.26	0.20	0.19	0.11	0.14	0.25	0.07	0.15	0.07	0.03	0.03	0.16	0.10
T437	0.13	0.16	0.19	0.23	0.10	0.17	0.13	0.21	0.14	0.12	0.20	0.17	0.15
T438	0.08	0.12	0.10	0.14	0.13	0.23	0.02	0.06	0.04	0.05	0.07	0.11	0.08
T439	0.19	0.21	0.16	0.16	0.05	0.10	0.10	0.18	0.07	0.10	0.20	0.14	0.11
T440	0.26	0.20	0.21	0.32	0.06	0.13	0.06	0.03	0.15	0.24	0.17	0.17	0.12
T441	0.18	0.22	0.16	0.17	0.03	0.07	0.09	0.07	0.04	0.05	0.06	0.12	0.06
T442	0.15	0.07	0.16	0.25	0.10	0.16	0.08	0.05	0.09	0.10	0.04	0.13	0.09
T443	0.09	0.09	0.18	0.18	0.06	0.10	0.07	0.04	0.07	0.06	0.02	0.11	0.06
T444	0.08	0.12	0.17	0.25	0.16	0.28	0.11	0.12	0.03	0.06	0.09	0.16	0.11
T445	0.15	0.19	0.30	0.30	0.19	0.29	0.23	0.28	0.26	0.16	0.03	0.25	0.22
T446	0.28	0.26	0.23	0.36	0.15	0.28	0.18	0.20	0.19	0.24	0.05	0.24	0.19
T447	0.27	0.24	0.09	0.13	0.20	0.33	0.25	0.21	0.19	0.24	0.04	0.20	0.21
T448	0.26	0.25	0.28	0.41	0.18	0.31	0.20	0.22	0.20	0.22	0.19	0.27	0.22
T449	0.15	0.23	0.30	0.46	0.19	0.36	0.20	0.24	0.19	0.25	0.04	0.27	0.22
T450	0.20	0.18	0.24	0.41	0.17	0.31	0.25	0.25	0.26	0.20	0.06	0.26	0.23
T451	0.13	0.14	0.16	0.32	0.19	0.31	0.09	0.09	0.06	0.06	0.08	0.18	0.11
T452	0.12	0.14	0.13	0.15	0.15	0.32	0.24	0.24	0.13	0.09	0.12	0.18	0.18
T453	0.07	0.10	0.16	0.24	0.09	0.21	0.23	0.09	0.10	0.09	0.09	0.15	0.12
T454	0.13	0.19	0.24	0.34	0.14	0.28	0.23	0.24	0.21	0.26	0.03	0.23	0.21
T455	0.19	0.22	0.29	0.46	0.15	0.25	0.27	0.21	0.21	0.17	0.05	0.27	0.19
T456	0.13	0.11	0.13	0.21	0.16	0.35	0.23	0.22	0.18	0.09	0.08	0.19	0.18
T457	0.10	0.07	0.10	0.10	0.07	0.19	0.19	0.17	0.17	0.17	0.07	0.12	0.16
T458	0.20	0.13	0.18	0.23	0.12	0.24	0.22	0.08	0.19	0.12	0.15	0.18	0.15
T459	0.21	0.08	0.06	0.15	0.12	0.28	0.22	0.19	0.13	0.09	0.10	0.16	0.16
T460	0.17	0.10	0.03	0.06	0.06	0.16	0.14	0.07	0.04	0.05	0.09	0.09	0.08
T461	0.10	0.07	0.08	0.14	0.15	0.31	0.17	0.14	0.09	0.02	0.13	0.14	0.13
T462	0.18	0.05	0.07	0.04	0.04	0.16	0.26	0.21	0.17	0.14	0.11	0.12	0.16
T463	0.04	0.12	0.13	0.17	0.07	0.18	0.11	0.04	0.07	0.04	0.08	0.11	0.08
T464	0.17	0.12	0.07	0.11	0.05	0.11	0.16	0.13	0.16	0.11	0.09	0.12	0.12
T465	0.19	0.21	0.06	0.08	0.08	0.20	0.21	0.09	0.17	0.11	0.13	0.13	0.14
T466	0.08	0.12	0.09	0.16	0.14	0.27	0.18	0.16	0.03	0.04	0.03	0.14	0.11
T467	0.19	0.19	0.09	0.09	0.06	0.12	0.12	0.04	0.08	0.09	0.15	0.11	0.09
T468	0.02	0.04	0.04	0.05	0.03	0.08	0.09	0.10	0.08	0.09	0.04	0.06	0.08
T469	0.08	0.06	0.04	0.07	0.03	0.07	0.08	0.02	0.06	0.04	0.09	0.06	0.05
T470	0.14	0.12	0.09	0.06	0.08	0.10	0.18	0.12	0.07	0.13	0.06	0.10	0.11
T471	0.11	0.14	0.11	0.15	0.02	0.06	0.16	0.08	0.10	0.10	0.10	0.10	0.09
T472	0.21	0.18	0.14	0.18	0.06	0.16	0.18	0.14	0.11	0.11	0.06	0.15	0.12
T473	0.04	0.03	0.04	0.06	0.03	0.07	0.10	0.09	0.06	0.10	0.07	0.06	0.08
T474	0.14	0.11	0.12	0.23	0.06	0.14	0.15	0.14	0.06	0.05	0.06	0.13	0.09
T475	0.06	0.10	0.10	0.13	0.07	0.06	0.08	0.05	0.06	0.07	0.09	0.08	0.07
T476	0.11	0.03	0.08	0.12	0.08	0.05	0.03	0.07	0.05	0.07	0.08	0.07	0.06

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 2												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
T477	0.18	0.15	0.11	0.13	0.13	0.15	0.24	0.24	0.18	0.16	0.13	0.16	0.18
T478	0.07	0.11	0.15	0.29	0.15	0.29	0.17	0.07	0.07	0.12	0.08	0.16	0.12
T479	0.18	0.20	0.15	0.19	0.08	0.12	0.06	0.09	0.10	0.10	0.08	0.13	0.09
T480	0.26	0.09	0.07	0.15	0.14	0.24	0.26	0.26	0.25	0.23	0.22	0.18	0.23
T481	0.27	0.18	0.04	0.17	0.14	0.20	0.27	0.26	0.21	0.20	0.17	0.19	0.21
T482	0.18	0.16	0.18	0.11	0.17	0.29	0.29	0.21	0.15	0.20	0.13	0.18	0.20
T483	0.09	0.20	0.10	0.08	0.04	0.05	0.02	0.09	0.04	0.02	0.05	0.08	0.05
T484	0.26	0.17	0.07	0.24	0.03	0.07	0.09	0.01	0.02	0.05	0.08	0.12	0.04
T485	0.41	0.16	0.06	0.11	0.09	0.31	0.25	0.30	0.20	0.21	0.07	0.19	0.22
T486	0.18	0.23	0.20	0.38	0.13	0.16	0.14	0.03	0.04	0.10	0.03	0.18	0.08
T487	0.31	0.25	0.11	0.11	0.11	0.23	0.15	0.05	0.05	0.18	0.08	0.15	0.11
T488	0.10	0.19	0.12	0.20	0.12	0.16	0.04	0.03	0.03	0.15	0.14	0.12	0.09
T489	0.37	0.30	0.21	0.30	0.32	0.33	0.28	0.15	0.25	0.33	0.32	0.28	0.27
T490	0.30	0.27	0.17	0.32	0.34	0.34	0.26	0.16	0.21	0.33	0.30	0.27	0.26
T491	0.36	0.32	0.20	0.26	0.37	0.38	0.30	0.19	0.21	0.33	0.30	0.29	0.28
T492	0.38	0.30	0.22	0.15	0.06	0.43	0.33	0.20	0.22	0.33	0.26	0.24	0.26
T493	0.32	0.29	0.19	0.15	0.14	0.03	0.29	0.19	0.19	0.33	0.26	0.19	0.21
T494	0.07	0.05	0.08	0.16	0.17	0.42	0.07	0.08	0.05	0.09	0.13	0.13	0.12
T495	0.15	0.15	0.18	0.38	0.38	0.38	0.05	0.02	0.06	0.01	0.05	0.22	0.11
T496	0.34	0.19	0.21	0.40	0.37	0.33	0.12	0.21	0.13	0.26	0.25	0.27	0.22
T497	0.38	0.22	0.06	0.14	0.18	0.35	0.11	0.22	0.14	0.24	0.22	0.19	0.20
T498	0.37	0.31	0.22	0.34	0.33	0.21	0.11	0.26	0.20	0.25	0.22	0.27	0.23
T499	0.33	0.30	0.14	0.17	0.17	0.36	0.20	0.25	0.21	0.26	0.28	0.23	0.24
T500	0.30	0.23	0.20	0.25	0.35	0.29	0.09	0.22	0.22	0.27	0.32	0.24	0.24
T501	0.35	0.26	0.17	0.37	0.29	0.29	0.03	0.24	0.11	0.19	0.17	0.25	0.18
T502	0.34	0.29	0.09	0.30	0.28	0.28	0.01	0.25	0.10	0.18	0.20	0.22	0.18
T503	0.34	0.29	0.19	0.28	0.26	0.37	0.06	0.21	0.17	0.19	0.20	0.25	0.20
T504	0.38	0.28	0.21	0.28	0.39	0.38	0.04	0.19	0.23	0.24	0.32	0.27	0.24
T505	0.37	0.33	0.20	0.23	0.35	0.41	0.12	0.22	0.25	0.25	0.30	0.27	0.26
T506	0.23	0.21	0.19	0.37	0.33	0.11	0.01	0.05	0.07	0.01	0.01	0.20	0.08
T507	0.27	0.23	0.18	0.27	0.33	0.27	0.03	0.15	0.21	0.19	0.27	0.22	0.20
T508	0.21	0.26	0.23	0.35	0.37	0.33	0.09	0.15	0.20	0.22	0.29	0.26	0.22
T509	0.34	0.24	0.23	0.37	0.36	0.29	0.12	0.15	0.14	0.30	0.28	0.26	0.22
T510	0.20	0.28	0.21	0.22	0.30	0.28	0.12	0.19	0.21	0.34	0.31	0.23	0.24
T511	0.32	0.29	0.21	0.28	0.34	0.36	0.19	0.17	0.28	0.33	0.29	0.27	0.27
T512	0.36	0.29	0.13	0.20	0.24	0.23	0.20	0.18	0.29	0.34	0.26	0.23	0.25
T513	0.25	0.22	0.20	0.34	0.27	0.22	0.09	0.10	0.17	0.24	0.31	0.22	0.19
T514	0.23	0.27	0.25	0.40	0.33	0.25	0.14	0.19	0.34	0.35	0.32	0.28	0.28
T515	0.27	0.23	0.15	0.20	0.16	0.12	0.17	0.22	0.11	0.03	0.14	0.18	0.13
T516	0.26	0.22	0.12	0.12	0.16	0.07	0.17	0.17	0.20	0.20	0.11	0.16	0.17
T517	0.09	0.23	0.23	0.37	0.34	0.30	0.11	0.12	0.25	0.14	0.29	0.24	0.21
T518	0.33	0.31	0.23	0.33	0.36	0.27	0.18	0.15	0.30	0.22	0.18	0.28	0.24
T519	0.34	0.25	0.15	0.18	0.21	0.24	0.15	0.17	0.20	0.19	0.04	0.21	0.18
T520	0.11	0.06	0.13	0.17	0.22	0.35	0.10	0.09	0.08	0.06	0.24	0.15	0.14
T521	0.35	0.32	0.25	0.29	0.20	0.07	0.11	0.20	0.37	0.36	0.29	0.24	0.25
T522	0.25	0.27	0.19	0.39	0.30	0.10	0.04	0.25	0.40	0.32	0.31	0.26	0.27
T523	0.30	0.27	0.21	0.33	0.23	0.19	0.04	0.23	0.37	0.32	0.24	0.25	0.25
T524	0.38	0.27	0.26	0.38	0.27	0.16	0.15	0.25	0.37	0.28	0.26	0.29	0.26
T525	0.30	0.29	0.20	0.31	0.13	0.11	0.17	0.27	0.37	0.29	0.22	0.24	0.25
T526	0.35	0.32	0.20	0.37	0.14	0.12	0.27	0.28	0.36	0.29	0.25	0.27	0.26
T527	0.35	0.30	0.23	0.31	0.14	0.11	0.25	0.27	0.37	0.28	0.29	0.26	0.26
T528	0.33	0.23	0.24	0.31	0.20	0.06	0.25	0.24	0.32	0.15	0.11	0.25	0.21
T529	0.34	0.36	0.25	0.39	0.19	0.10	0.24	0.14	0.30	0.21	0.24	0.27	0.21
T530	0.38	0.29	0.22	0.41	0.28	0.16	0.22	0.27	0.38	0.27	0.27	0.30	0.28
T531	0.38	0.27	0.22	0.41	0.29	0.05	0.14	0.27	0.33	0.27	0.33	0.28	0.25
T532	0.36	0.27	0.21	0.41	0.35	0.17	0.04	0.24	0.30	0.22	0.38	0.28	0.24
T533	0.36	0.22	0.11	0.29	0.30	0.16	0.14	0.27	0.42	0.27	0.38	0.26	0.29
T534	0.34	0.21	0.20	0.28	0.22	0.17	0.14	0.17	0.36	0.26	0.37	0.24	0.25
T535	0.32	0.28	0.25	0.32	0.36	0.34	0.11	0.12	0.36	0.29	0.41	0.28	0.28
T536	0.31	0.24	0.11	0.24	0.30	0.37	0.22	0.18	0.31	0.30	0.37	0.25	0.28
T537	0.27	0.26	0.21	0.17	0.18	0.08	0.10	0.23	0.38	0.23	0.29	0.21	0.23
T538	0.30	0.30	0.23	0.36	0.36	0.29	0.13	0.27	0.41	0.24	0.37	0.30	0.30
T539	0.33	0.32	0.24	0.28	0.21	0.23	0.11	0.28	0.41	0.23	0.38	0.27	0.28
T540	0.34	0.32	0.25	0.34	0.32	0.21	0.09	0.29	0.40	0.23	0.36	0.29	0.28
T541	0.35	0.33	0.21	0.38	0.31	0.17	0.13	0.26	0.39	0.21	0.39	0.29	0.27
T542	0.32	0.33	0.22	0.40	0.30	0.08	0.18	0.25	0.36	0.19	0.37	0.28	0.25
T543	0.35	0.36	0.23	0.42	0.29	0.13	0.25	0.19	0.26	0.25	0.37	0.29	0.24
T544	0.35	0.33	0.27	0.40	0.30	0.11	0.26	0.13	0.26	0.26	0.28	0.28	0.23
T545	0.32	0.29	0.26	0.38	0.32	0.04	0.29	0.16	0.22	0.24	0.33	0.27	0.22
T546	0.32	0.30	0.23	0.35	0.33	0.14	0.26	0.14	0.27	0.28	0.31	0.27	0.24
T547	0.29	0.30	0.25	0.31	0.30	0.20	0.23	0.17	0.26	0.31	0.35	0.26	0.25
T548	0.30	0.29	0.26	0.36	0.34	0.28	0.16	0.19	0.26	0.29	0.38	0.28	0.26
T549	0.11	0.15	0.17	0.31	0.38	0.34	0.06	0.16	0.10	0.14	0.16	0.21	0.17
T550	0.10	0.01	0.04	0.03	0.05	0.03	0.09	0.04	0.09	0.27	0.37	0.05	0.13
T551	0.21	0.17	0.16	0.37	0.22	0.03	0.08	0.04	0.03	0.02	0.10	0.17	0.06
T552	0.16	0.15	0.08	0.19	0.11	0.12	0.11	0.10	0.14	0.22	0.32	0.13	0.15
T553	0.26	0.25	0.12	0.11	0.15	0.04	0.10	0.14	0.02	0.07	0.14	0.13	0.09
T554	0.18	0.09	0.04	0.14	0.12	0.15	0.08	0.08	0.25	0.20	0.19	0.13	0.16
T555	0.23	0.20	0.01	0.31	0.16	0.13	0.15	0.15	0.07	0.10	0.18	0.17	0.12
T556	0.14	0.17	0.08	0.29	0.14	0.02	0.11	0.10	0.05	0.11	0.21	0.14	0.10
Average LVR	**0.21**	**0.19**	**0.17**	**0.24**	**0.15**	**0.19**	**0.18**	**0.17**	**0.18**	**0.19**	**0.17**	**0.19**	**0.18**

Detailed Wind Velocity Ratio under different Wind Directions

Test Point	Proposed Scenario 2												
	NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW	Annual	Summer
S01	0.14	0.18	0.10	0.06	0.07	0.04	0.02	0.09	0.04	0.04	0.09	0.08	0.05
S02	0.11	0.12	0.09	0.06	0.03	0.02	0.04	0.04	0.21	0.20	0.11	0.08	0.11
S03	0.11	0.23	0.15	0.03	0.09	0.07	0.10	0.12	0.21	0.15	0.10	0.11	0.13
S04	0.25	0.17	0.09	0.14	0.04	0.05	0.09	0.11	0.13	0.13	0.05	0.12	0.10
S05	0.13	0.20	0.19	0.04	0.10	0.06	0.24	0.30	0.09	0.06	0.08	0.14	0.14
S06	0.02	0.37	0.31	0.27	0.08	0.08	0.31	0.12	0.12	0.03	0.06	0.19	0.11
S07	0.03	0.15	0.10	0.11	0.01	0.02	0.13	0.17	0.08	0.03	0.04	0.09	0.08
S08	0.19	0.24	0.10	0.23	0.04	0.10	0.12	0.12	0.19	0.30	0.07	0.15	0.16
S09	0.03	0.23	0.16	0.24	0.09	0.04	0.12	0.20	0.31	0.42	0.15	0.16	0.22
S10	0.19	0.34	0.19	0.37	0.10	0.13	0.16	0.08	0.25	0.53	0.18	0.21	0.22
S11	0.05	0.05	0.02	0.01	0.01	0.02	0.03	0.05	0.08	0.08	0.03	0.03	0.05
S12	0.35	0.47	0.32	0.41	0.13	0.20	0.12	0.07	0.26	0.40	0.15	0.27	0.20
S13	0.18	0.18	0.15	0.13	0.05	0.04	0.23	0.10	0.14	0.29	0.11	0.13	0.15
S14	0.10	0.05	0.02	0.05	0.01	0.07	0.25	0.26	0.28	0.18	0.05	0.11	0.18
S15	0.14	0.09	0.09	0.14	0.02	0.06	0.15	0.10	0.17	0.42	0.11	0.11	0.17
S16	0.38	0.33	0.24	0.31	0.04	0.09	0.20	0.07	0.14	0.50	0.11	0.21	0.18
S17	0.15	0.18	0.10	0.16	0.07	0.10	0.17	0.17	0.14	0.09	0.17	0.14	0.13
S18	0.10	0.11	0.08	0.12	0.04	0.03	0.05	0.02	0.05	0.12	0.21	0.07	0.07
S19	0.17	0.09	0.07	0.07	0.05	0.05	0.09	0.10	0.16	0.08	0.02	0.09	0.09
S20	0.21	0.14	0.05	0.06	0.01	0.20	0.04	0.10	0.17	0.05	0.06	0.10	0.10
S21	0.03	0.07	0.05	0.06	0.10	0.25	0.08	0.08	0.25	0.20	0.17	0.10	0.17
S22	0.18	0.18	0.13	0.06	0.11	0.21	0.07	0.06	0.25	0.24	0.27	0.13	0.17
S23	0.15	0.14	0.07	0.05	0.06	0.15	0.03	0.02	0.11	0.11	0.27	0.08	0.09

Appendix 6 Planned and Committed Developments within Surrounding Area

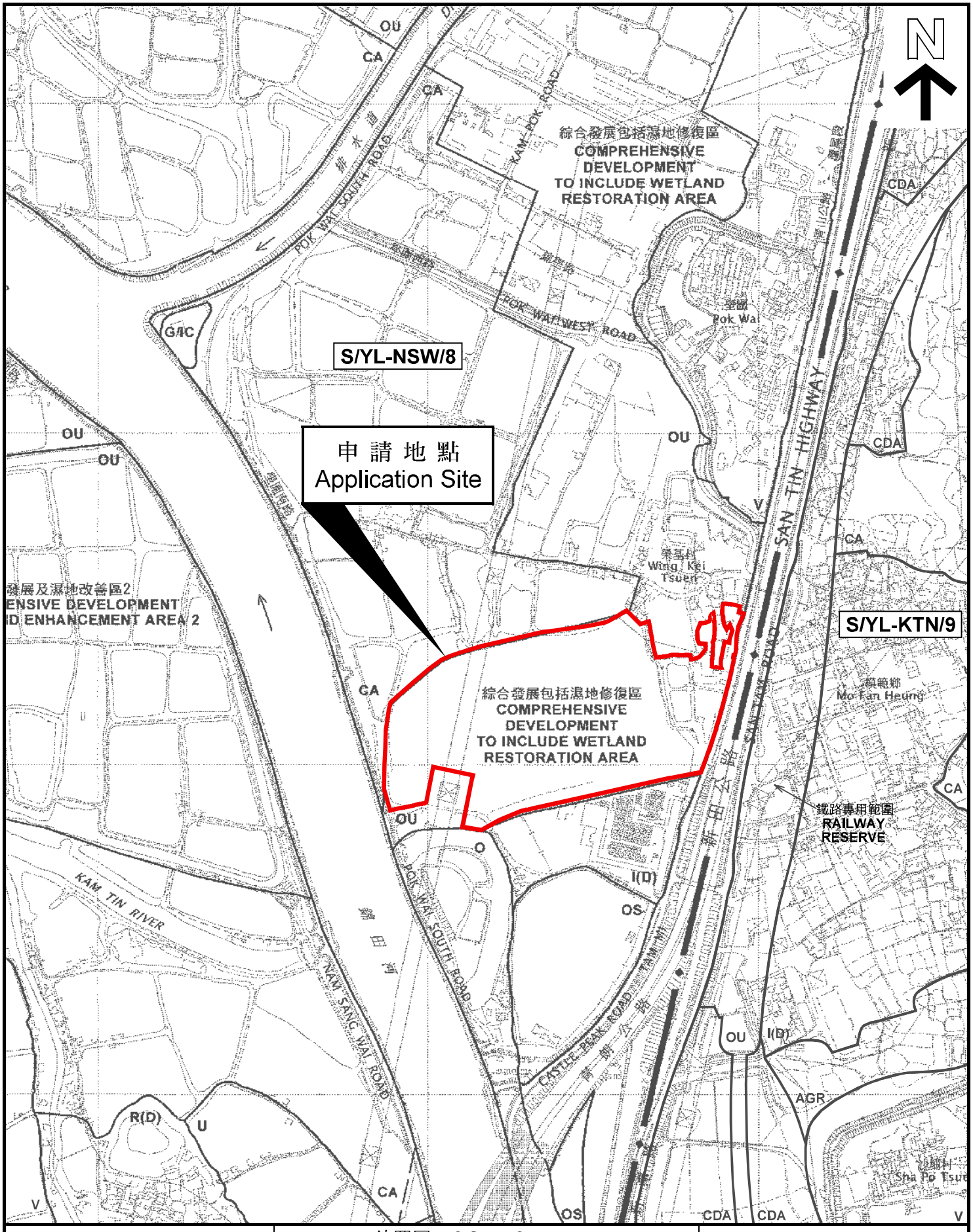
Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/8
關乎申請編號 Y/YL-NSW/8 而只作指示用途的擬議發展計劃的概括發展規範

<table>
<tr><td>Application No.
申請編號</td><td colspan="5">Y/YL-NSW/8</td></tr>
<tr><td>Location/address
位置／地址</td><td colspan="5">Lots 8 RP (Part), 8 S.A RP, 12, 13, 14 S.B ss.2, 14 S.B RP, 14 S.C RP, 16, 17, 31 S.B RP, 33 RP, 36 RP, 45, 55 S.A and 1740 S.A RP in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long
元朗青山公路 – 潭尾段以西丈量約份第 107 約地段第 8 號餘段(部分)、第 8 號 A 分段餘段、第 12 號、第 13 號、第 14 號 B 分段第 2 小分段、第 14 號 B 分段餘段、第 14 號 C 分段餘段、第 16 號、第 17 號、第 31 號 B 分段餘段、第 33 號餘段、第 36 號餘段、第 45 號、第 55 號 A 分段及第 1740 號 A 分段餘段和毗連政府土地</td></tr>
<tr><td>Site area
地盤面積</td><td colspan="5">About 約 116,231 sq. m 平方米 (Includes Government land of about 包括政府土地約 23,864 sq. m 平方米)</td></tr>
<tr><td>Plan
圖則</td><td colspan="5">Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8
南生圍分區計劃大綱核准圖編號 S/YL-NSW/8</td></tr>
<tr><td>Zoning
地帶</td><td colspan="5">“Other Specified Uses” annotated “Comprehensive Development to include Wetland Restoration Area”
「其他指定用途」註明「綜合發展包括濕地修復區」</td></tr>
<tr><td>Proposed Amendment(s)
擬議修訂</td><td colspan="5">To rezone the application site from “Other Specified Uses” annotated “Comprehensive Development to include Wetland Restoration Area” to “Other Specified Uses” annotated “Comprehensive Development to include Wetland Restoration Area 1”
把申請地點由「其他指定用途」註明「綜合發展包括濕地修復區」地帶改劃為「其他指定用途」註明「綜合發展包括濕地修復區 1」地帶</td></tr>
<tr><td rowspan="4">Gross floor area and/or plot ratio
總樓面面積及／或地積比率</td><td></td><td colspan="2">sq. m
平方米</td><td colspan="2">Plot ratio
地積比率</td></tr>
<tr><td>Domestic
住用</td><td colspan="2">About 約
255,708</td><td colspan="2">Not more than 不多於
2.2</td></tr>
<tr><td rowspan="2">Non-domestic(1) (2)
非住用</td><td>Commercial use(1)
商業用途</td><td>About 約
750</td><td>Commercial use
商業用途</td><td>Not more than
不多於
0.01</td></tr>
<tr><td>Covered transport lay-by
有蓋交通停車處</td><td>About 約
4,200</td><td>Covered transport lay-by
有蓋交通停車處</td><td>Not more than
不多於
0.04</td></tr>
<tr><td rowspan="3">No. of block
幢數</td><td>Domestic
住用</td><td colspan="4">22</td></tr>
<tr><td>Non-domestic
非住用</td><td colspan="4">5 (3)</td></tr>
<tr><td>Composite
綜合用途</td><td colspan="4">3 (4)</td></tr>
</table>

Building height/No. of storeys 建築物高度／層數	Domestic 住用	-	m 米
		Not more than 不多於 110.5	mPD 米(主水平基準上)
		Not more than 不多於 29[5]	Storey(s) 層 *Exclude 不包括 Basement 地庫*
	Non-domestic 非住用	-	m 米
		Not more than 不多於 25.8	mPD 米(主水平基準上)
		Not more than 不多於 5	Storey(s) 層
	Composite 綜合用途	-	m 米
		Not more than 不多於 115	mPD 米(主水平基準上)
		Not more than 不多於 29	Storey(s) 層 *Exclude 不包括 Basement 地庫*
Site coverage 上蓋面積	Domestic 住用	Not more than 不多於 33.33 %	
	Non-domestic 非住用	Not more than 不多於 100 %	
No. of units 單位數目	About 約 6,825 Flats 住宅單位		
Open space 休憩用地	Private 私人	Not less than 不少於 17,745	sq. m 平方米
	Public 公眾	-	sq. m 平方米
No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle spaces 停車位總數		810
	Private Car Parking Spaces 私家車車位		750
	Motorcycle Parking Spaces 電單車車位		56
	Private Light Bus Spaces 私家小巴車位		4
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		28
	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		26[6]
	Private Light Bus Spaces/Ambulance Loading/Unloading Bay 私家小巴車位/救護車上落停車處		1
	Covered Transport Lay-by 有蓋交通停車處		1

(1) Including commercial GFA for 'Shop and Services', 'Eating Place', 'School'(nursery/kindergarten/language, computer, commercial or tutorial schools/technical institutes/other types of schools providing interests and hobby related courses for subjects such as arts and ballet etc.), 'Place of Entertainment' and 'Place of Recreation, Sports or Culture' uses 包括商業用途的總樓面面積作商店及服務行業、食肆、學校(幼兒園/幼稚園/語言學校/電腦學校/商科學校/補習學校/工業學院/藝術學校/芭蕾舞學校/開辦興趣班或休閒課程的其他類型學校)、娛樂場所及康體文娛場所

(2) Excluding GFA of GIC facilities (i.e. a neighborhood elderly centre (with NOFA of about 303m^2), a 100-place child care centre (with NOFA of about 530m^2), a 100-place residential care homes for the elderly (with NOFA of about 1,354 m^2) and a 80-place day care centre for the elderly (with NOFA of about 506 m^2) to be provided) from the plot ratio calculation 地積比率不包括總樓面面積作社會福利設施(即社區老人中心(淨作業樓面面積約 303 平方米)、幼兒中心(100 個名額)(淨作業樓面面積約 530 平方米)、安老院



位置圖 LOCATION PLAN

本摘要圖於2022年4月25日擬備，
所根據的資料為於2006年10月17日
核准的分區計劃大綱圖編號 S/YL-NSW/8
EXTRACT PLAN PREPARED ON 25.4.2022
BASED ON OUTLINE ZONING PLAN No.
S/YL-NSW/8 APPROVED ON 17.10.2006

SCALE 1 : 7 500 比例尺

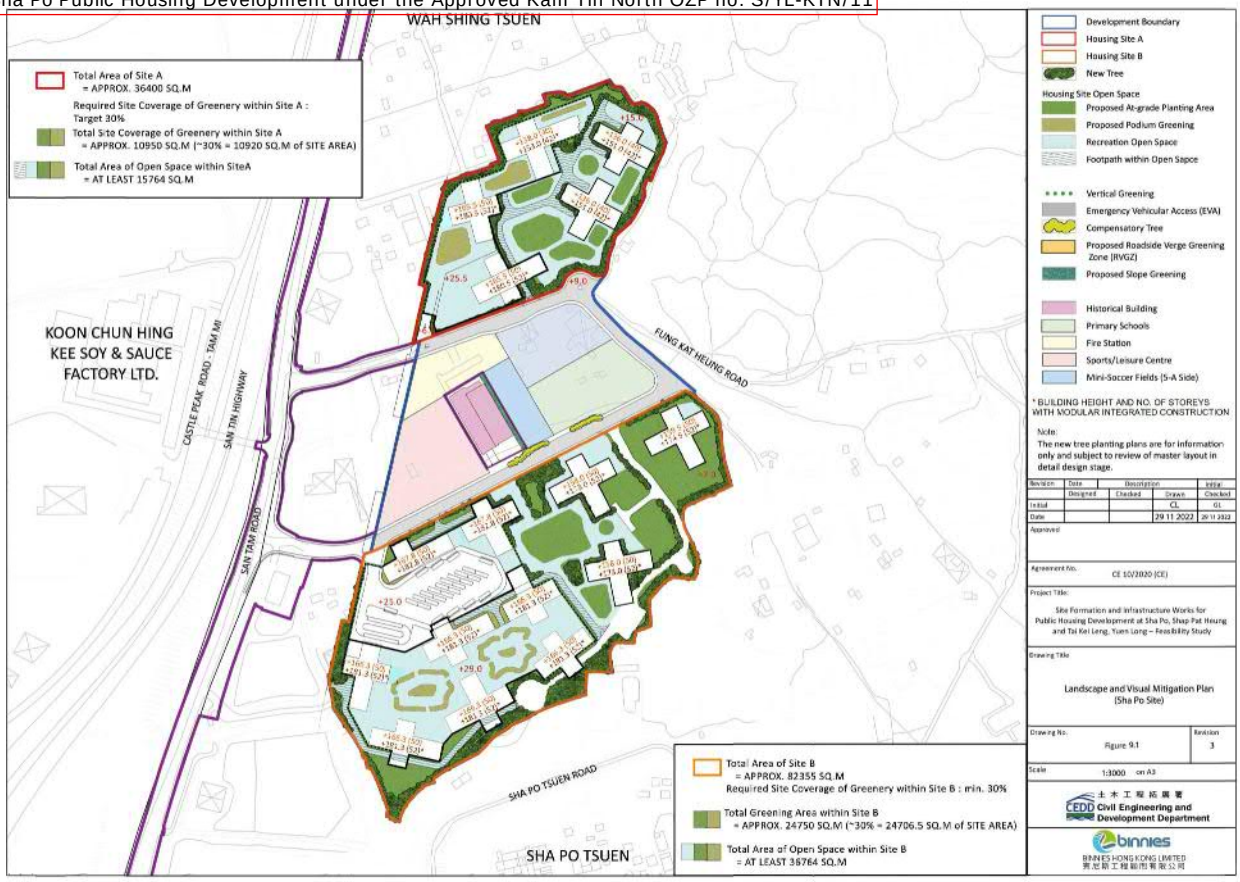
米 METRES 100 0 100 200 300 米 METRES

申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.

Y/YL-NSW/8

Approved Sha Po Public Housing Development under the Approved Kam Tin North OZP no. S/YL-KTN/11



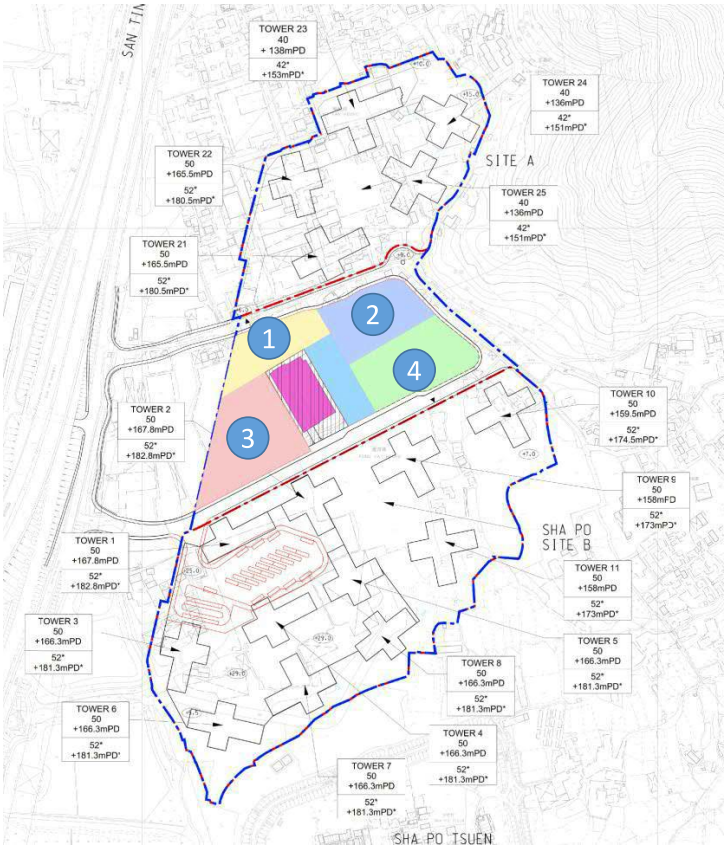
本摘要圖於2022年11月30日擬備
EXTRACT PLAN PREPARED ON 30.11.2022

園境概念圖 LANDSCAPE CONCEPT PLAN

錦田北分區計劃大綱核准圖
編號S/YL-KTN/9的擬議修訂
PROPOSED AMENDMENTS TO
THE APPROVED KAM TIN NORTH
OUTLINE ZONING PLAN No. S/YL-KTN/9

規劃署
PLANNING DEPARTMENT

參考編號 REFERENCE No.	圖 PLAN
M/NT/22/37	8





Proposed GIC facilities in YL-KTN OZP	Site Area
1. Standard Divisional Fire Station	About 4,000m^2
2. Standard Divisional Police Station	About 5,200m^2
3. Sports/Leisure Centre	About 7,700m^2
4. 30-classroom Primary School	About 6,200m^2

Standard Divisional Fire Station (Tin Shui Wai Fire Station)

Requirements under HKPSG - Ch.3 Community Facilities

(18) Fire Stations	Provision depends on graded response time determined by fire risk category system. Generally 1 standard divisional station is provided for 1 fire division. Provision of standard sub-divisional station and non-standard station depends on local needs.	Site allocation for (a) Standard divisional fire station - 2 960m² with a minimum frontage of 47m.	district
		(b) Standard sub-divisional fire station - 1 800m² with a minimum frontage of 37m. For (a) and (b), the frontage of the site will have to be widened if the run-in to the drill yard is not from the back.	local
		(c) Non-standard fire station no set standard for site requirement.	local
(18) Fire Stations (Cont'd)		(d) Joint divisional fire station and ambulance depot - 3 830m² with a minimum frontage of 80m and a drill yard of 1 635m² behind the divisional fire station building block.	district
		(e) Joint sub-divisional fire station and ambulance depot - 2 670m² with a minimum frontage of 70m and a drill yard of 1 225m² behind the sub-divisional fire station building block.	district

Site Area for Standard Divisional Fire Station in YL-KTN OZP	About 4,000m²
Tin Shui Wai Fire Station	
Site Area	About 3,200m²
Zoning	G/IC
BHR under OZP	No BHR
Existing BH *	20.9mPD

https://geodata.gov.hk/gs/view-dataset?uuid=92bc152a-28f0-4aa2-8a93-031eec932a48&sidx=0



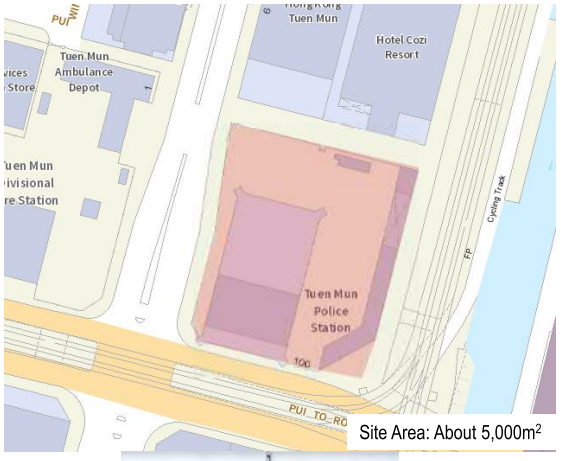
Site Area: About 3,200m²



Standard Divisional Police Station (Tuen Mun Police Station)

Requirements under HKPSG - Ch.3 Community Facilities

(12) District Police Stations	1/200 000 – 500 000 persons. #	About 4 650m² (61m x 76m) fronting onto at least 2 main roads plus similar size married staff quarters.	regional
(13) Divisional Police Stations	1/100 000 – 200 000 persons. #	About 3 000m² (50m x 60m) fronting onto at least 2 main roads.	district
(14) Sub-Divisional Police Stations/Police Posts	No set standard.* To be determined in the light of local factors and other considerations.	Site allocation dependent on building design.	local
(15) Marine Police Stations	No set standard.* To be determined in the light of local factors and other considerations.	Site allocation dependent on building design.	regional



Site Area: About 5,000m²

Site Area for Standard Divisional Police Station in YL-KTN OZP	About 5,200m²
Tuen Mun Police Station	
Site Area	About 5,000m²
Zoning	G/IC
BHR under OZP	60mPD
Existing BH *	58.9mPD

https://geodata.gov.hk/gs/view-dataset?uuid=92bc152a-28f0-4aa2-8a93-031eec932a48&sidx=0



Sports/leisure Centre (Yuen Wo Road Sports Centre)

Requirements under HKPSG - Ch.4 Recreation, Open Space and Greening

Table 8 : Standards of Provision for Recreation Buildings

Built Facility	Provision Standard	Site Area#	Remarks
Sports Centre	1 per 50 000-65 000	0.6 ha (i.e. 100m x 60m)	With*: 8 x badminton, or 2 x basketball, or 2 x volleyball 2 x tennis plus 3 x Squash Courts 1 x Activity/Dance 1 x Fitness Training
Leisure Centre	1 per 50 000	0.6 ha (i.e. 100m x 60m)	May be provided as an alternative to Sports Centre*



Site Area: About 8,200m^2

Site Area for Sports/Leisure Centre in YL-KTN OZP	About 7,700m^2
Yuen Wo Road Sports Centre	
Site Area	About 8,200m^2
Zoning	G/IC
BHR under OZP	No BHR
Existing BH *	18.1mPD

https://geodata.gov.hk/gs/view-dataset?uuid=92bc152a-28f0-4aa2-8a93-031eec932a48&sidx=0



30-classroom Primary School

Requirements under HKPSG - Ch.3 Community Facilities

Primary Schools

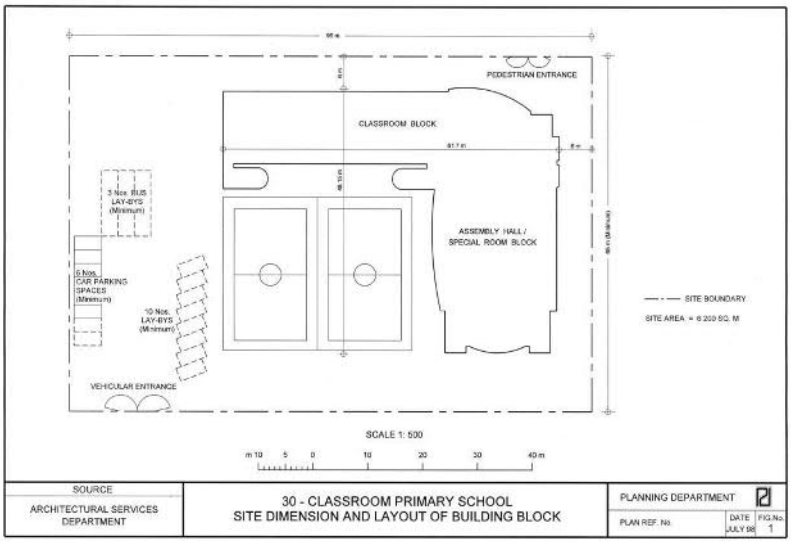
Primary School Designs

2.2.2 For planning purpose, and as a general reference to facilitate the identification and reservation of sites for primary schools, the Architectural Services Department has prepared three different indicative designs for the 30-classroom, 24-classroom and 18-classroom primary schools respectively. Figures 1, 2 and 3 show the general block layout plans for these school designs. According to these general block layout plans, the reference site areas required are as follows:

(a) 30-classroom primary school : 6 200m^2 with a minimum width of 65m (95m x 65m);

(b) 24-classroom primary school : 4 700m^2 with a minimum width of 55m (85m x 55m); and

(c) 18-classroom primary school : 3 950m^2 with a minimum width of 55m (72m x 55m)



LSPS application no. LSPS/002 endorsed by CE in C in November 2022

Gist of LSPS Application No. LSPS/002
(Revised Development Proposal by Applicant)
土地共享先導計劃申請編號 LSPS/002 摘要
（經申請人修訂的發展計劃）

Part One **第一部分**	**Application Site** **申請地點**
1. Applicant 申請人	Topwood Limited, Success King Limited and Richduty Development Limited (parent company: Sun Hung Kai Properties Limited) 合域有限公司、誠君有限公司及富任發展有限公司 （母公司：新鴻基地產發展有限公司）
2. Location/address (*Plan 1: Location Plan*) 位置/地址（*圖 1：位置圖*）	Ho Chau Road, Yuen Long, New Territories (near Tung Shing Lei) (Various lots in D.D. 115 and adjoining Government land) 新界元朗蠔洲路（近東成里）（丈量約份第 115 約多個地段及毗鄰政府土地）
3. Application Site Area (sq.m.) 申請地點面積（平方米）	About 約 57,055 (Including Government land of about 包括政府土地約 20,065sq.m. 平方米)
	Including 包括： - Total Development Site Areas[(1)] 45,441 發展用地總面積[(1)] - Land designated for Access Road and Other Use (Compensation Pond) 11,614 作通道及其他用途（彌償漁塘）的土地
4. Statutory Plan 法定圖則	Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8 南生圍分區計劃大綱核准圖編號 S/YL-NSW/8
5. Zoning 土地用途地帶	"Residential (Group D)" 「住宅（丁類）」

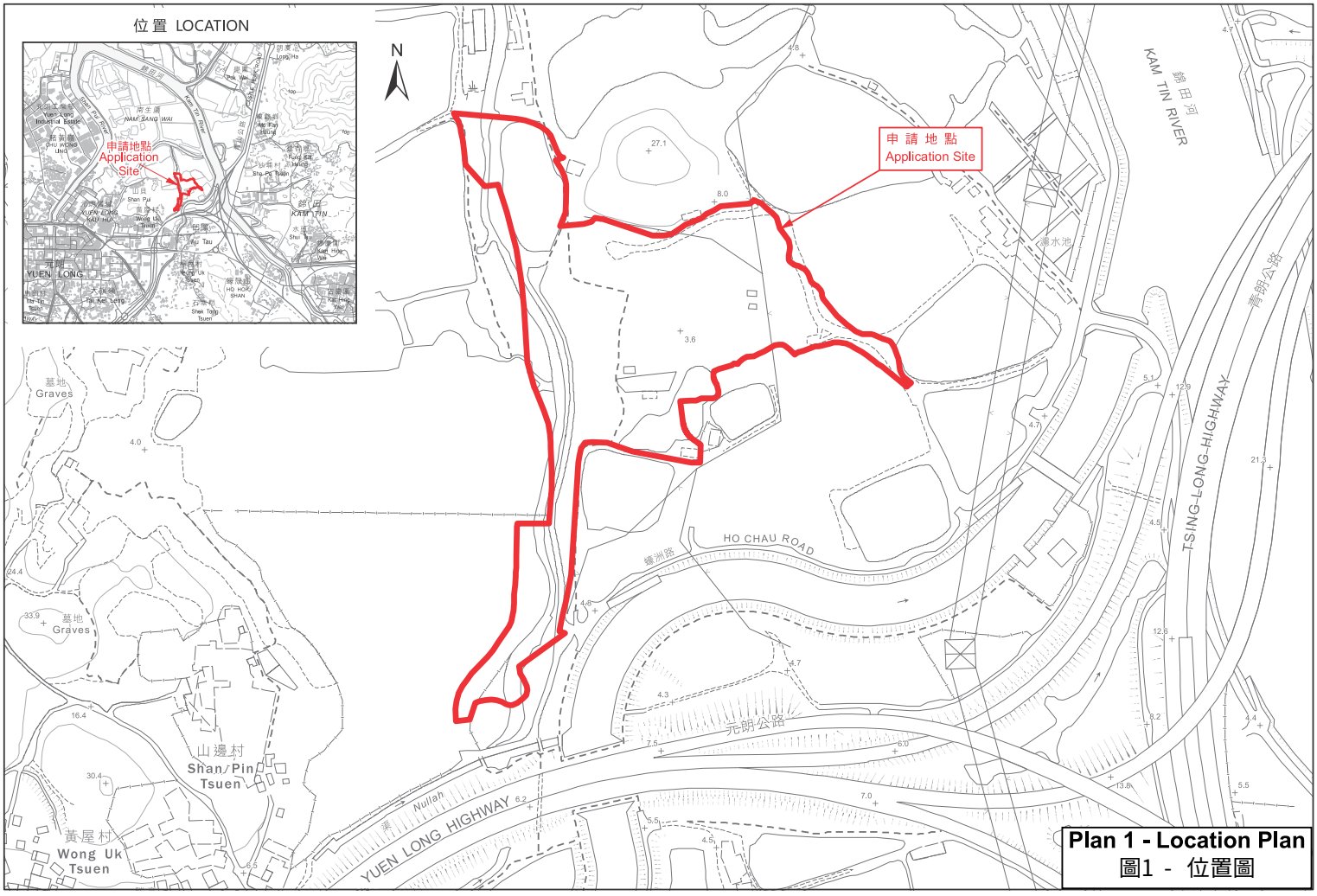
1 Includes Private Development Portion and Public Housing/Starter Homes Portion.
包括私人發展部分及公營房屋／「首置」部分。

Part Two **第二部分**			**Development Proposal** **擬議發展計劃**	
Development Parameters[2] (*Plan 2: Master Layout Plan submitted by the applicant*) 發展參數[2]（*圖2：申請人提交的總綱發展藍圖*）			Private Housing Development Portion 私人房屋發展部分	Public Housing/ Starter Homes Portion 公營房屋／「首置」部分
1. Development Site Area (sq.m.) 發展用地面積（平方米）			About 約 23,340	About 約 22,101
2. Plot ratio 地積比率	住用 Domestic		2.15	4.23
	非住用 Non-domestic		0.09	0.04
3. Gross floor area (sq.m.) 總樓面面積（平方米）	住用 Domestic	Generated under LSPS 因土地共享先導計劃新增	About 約 40,029 [30%]	About 約 93,400 [70%]
		Private Housing Previously approved 先前已獲批准的私人房屋發展	10,150[3]	N/A 不適用
		Total 總數	About 約 50,179	About 約 93,400
	非住用 Non-domestic		About 約 2,245	About 約 800
4. No. of block 幢數	住用 Domestic		0	0
	非住用 Non-domestic		0	0
	綜合 Composite		3	6
5. Maximum Building height/ Maximum No. of storeys 建築物的最高高度／建築物的最高層數			- m米	- m米
			99.9 mPD 米 (主水平基準上)	99.3 mPD 米 (主水平基準上)
			24 Storey(s)層 *Excluding Basements* *不包括地庫*	26 Storey(s)層 *excluding Basements* *不包括地庫*
6. No. of Units 單位數目			1,261	1,868[4]
7. Anticipated Population 預計人口			3,153	5,231[4]
8. Open space 休憩用地（sq. m 平方米）			Not less than 不少於 3,153	Not less than不少於 5,231

2 The development parameters shown are for reference only and subject to detailed technical assessments by the applicant and the infrastructural capacity. They do not represent the eventual parameters to be developed and the details of public housing/Starter Homes to be determined by the Government.
上述所載的發展參數只供參考，並有待申請人提交的詳細技術評估和基礎設施容量再作確實。它們並不代表最終的發展參數及政府決定的公營房屋／「首置」細節。

3. The domestic GFA per previously approved planning application no. Y/YL-NSW/4.
先前已獲批的規劃申請（編號Y/YL-NSW/4）的住用總樓面面積。

4 No. of Units and Anticipated Population of Public Housing/Starter Homes Portion shown are based on the assumptions suggested in the "Land Sharing Pilot Scheme Topical Guideline 1" and are for reference only. The actual figures would be further determined subject to detailed technical assessments by the applicant.
公營房屋／「首置」部分的單位數目及預計人口是根據《土地共享先導計劃專題指引 1》建議的假設而得出，並只供參考。實際數字有待申請人在進行更詳細的技術評估後確實。



Plan 1 - Location Plan
圖1 - 位置圖



Master Layout Plan

Plan 2 - Master Layout Plan
圖2 - 總綱發展藍圖
(Source: Applicant's submission 來源：申請人提交的文件)

TUNG SHING LEI "R(D)" ZONE

PROPOSED LAND SHARING PILOT SCHEME (LSPS) FOR A SITE AT VARIOUS LOTS IN D.D. 115, TUNG SHING LEI, YUEN LONG, THE NEW TERRITORIES

DATE : 16 AUG 2022
1 : 2500 (A3)

ARCHI+
ARCHIPLUS INTERNATIONAL LIMITED

Approved Planning Application Y/YL-NSW/7

Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/7
關乎申請編號 Y/YL-NSW/7 而只作指示用途的擬議發展計劃的概括發展規範

Revised broad development parameters in view of the further information received on 24.7.2023
因應於 2023 年 7 月 24 日接獲的進一步資料而修訂的概括發展規範

Application No. 申請編號	Y/YL-NSW/7		
Location/address 位置／地址	Various Lots in D.D. 104 and adjoining Government Land, Wing Kei Tsuen, Nam Sang Wai, Yuen Long 元朗南生圍榮基村丈量約份第 104 約多個地段和毗連政府土地		
Site area 地盤面積	About 約 68,385 sq. m 平方米 (Includes Government Land of about 包括政府土地約 6,073 sq. m 平方米)		
Plan 圖則	Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8 南生圍分區計劃大綱核准圖編號 S/YL-NSW/8		
Zoning 地帶	"Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area" 「其他指定用途」註明「綜合發展包括濕地修復區」		
Proposed Amendment(s) 擬議修訂	To rezone the application site from "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area" to "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area 1" 把申請地點由「其他指定用途」註明「綜合發展包括濕地修復區」地帶改劃為「其他指定用途」註明「綜合發展包括濕地修復區 1」地帶		
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	Not more than 不多於 97,682 (1)	Not more than 不多於 1.5 (1)
	Non-domestic 非住用	Not more than 不多於 3,100 (1)(2)	Not more than 不多於 0.048 (1)(2)
No. of block 幢數	Domestic 住用	7	
	Non-domestic 非住用	3 (3)	
	Composite 綜合用途	-	

Building height/No. of storeys 建築物高度／層數	Domestic 住用	Not more than 不多於 48.45	m 米
		Not more than 不多於 53.95	mPD 米(主水平基準上)
		Not more than 不多於 15 [2]	Storey(s) 層 *Exclude 不包括 Basement 地庫*
	Non-domestic 非住用	Not more than 不多於 15	m 米
		Not more than 不多於 20.5	mPD 米(主水平基準上)
		Not more than 不多於 3 [2]	Storey(s) 層 *Exclude 不包括 Basement 地庫*
	Composite 綜合用途	-	m 米
		-	mPD 米(主水平基準上)
		-	Storey(s) 層
Site coverage 上蓋面積	Not more than 不多於 15 %		
No. of units 單位數目	About 約 1,997 Flats 住宅單位		
Open space 休憩用地	Private 私人	Not less than 不少於 5,592	sq. m 平方米
	Public 公眾	-	sq. m 平方米
No. of parking spaces and loading / unloading spaces 停車位及上落客貨車位數目	Total no. of vehicle spaces 停車位總數		735
	Private Car Parking Spaces 私家車車位		703
	Motorcycle Parking Spaces 電單車車位		32
	Total no. of vehicle loading/unloading bays/lay-bys 上落客貨車位／停車處總數		13
	Taxi Spaces 的士車位		2
	Coach Spaces 旅遊巴車位		2
	Light Goods Vehicle Spaces 輕型貨車車位		1
	Heavy Goods Vehicle Spaces 重型貨車車位		8

(1) Calculated based on development site area of 65,121m² 以發展地盤面積65,121平方米計算

(2) Including 6-classroom kindergarten and a 100-place child care centre with GFA of about 2,200m², and retail/dining facilities with GFA of about 900m² 包括總樓面面積約 2,200 平方米作幼稚園(6 個課室)和幼兒中心(100 個名額)以及總樓面面積約 900 平方米作零售/餐飲設施

(3) Including 1 GIC & Retail block and 2 clubhouse blocks 包括 1 幢作社會福利及零售設施以及 2 幢作會所設施

* 有關資料是為方便市民大眾參考而提供。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。

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申請編號 Application No.： Y/YL-NSW/7
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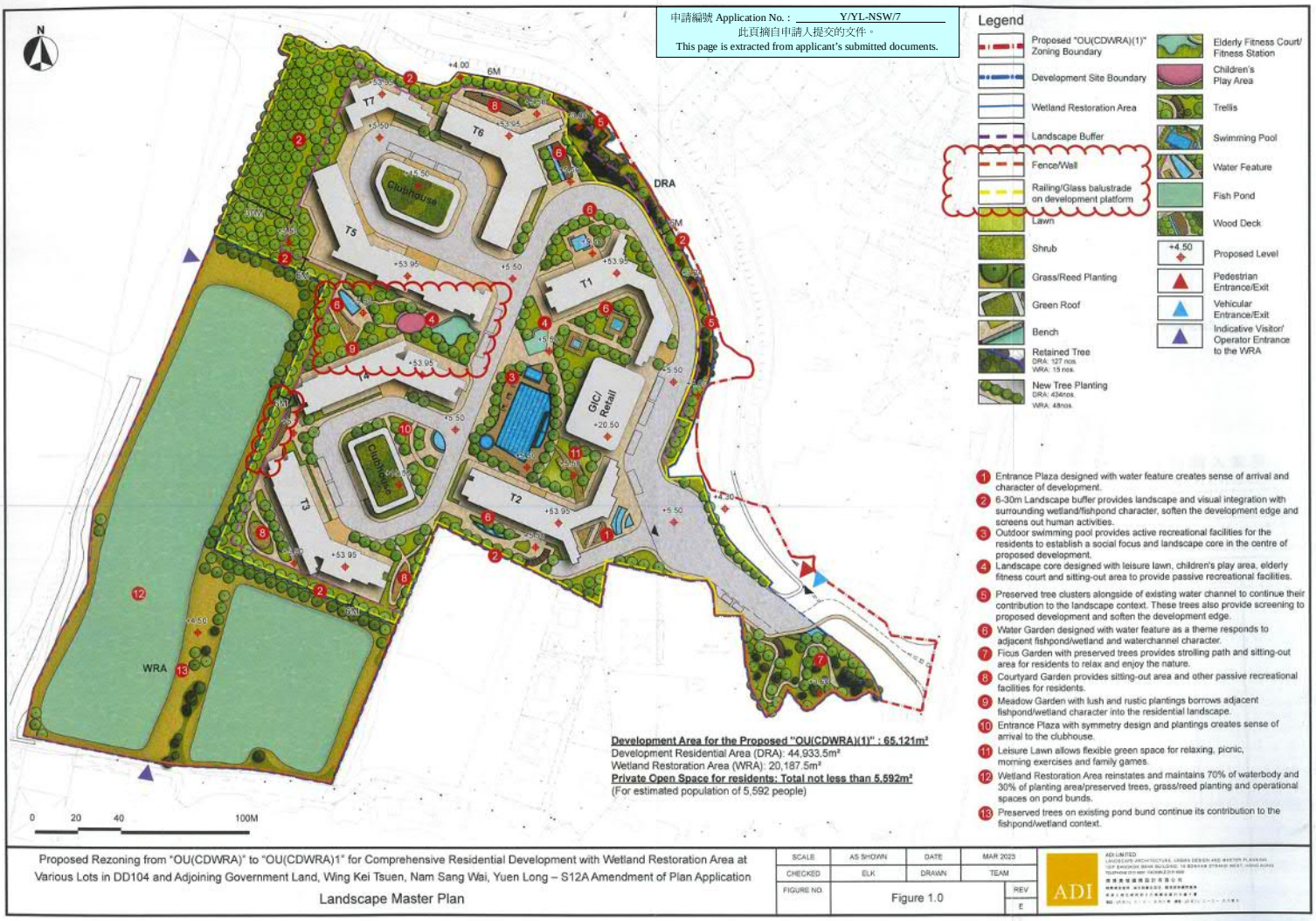

Development Area for the Proposed "OU(CDWRA)(1)" : 65,121m²
Development Residential Area (DRA): 44,933.5m²
Wetland Restoration Area (WRA): 20,187.5m²
Private Open Space for residents: Total not less than 5,592m²
(For estimated population of 5,592 people)

Legend

- Proposed "OU(CDWRA)(1)" Zoning Boundary
- Development Site Boundary
- Wetland Restoration Area
- Landscape Buffer
- Fence/Wall
- Railing/Glass balustrade on development platform
- Lawn
- Shrub
- Grass/Reed Planting
- Green Roof
- Bench
- Retained Tree (DRA: 127 nos. WRA: 15 nos.)
- New Tree Planting (DRA: 434nos. WRA: 48nos.)
- Elderly Fitness Court/ Fitness Station
- Children's Play Area
- Trellis
- Swimming Pool
- Water Feature
- Fish Pond
- Wood Deck
- +4.50 Proposed Level
- Pedestrian Entrance/Exit
- Vehicular Entrance/Exit
- Indicative Visitor/ Operator Entrance to the WRA

1. Entrance Plaza designed with water feature creates sense of arrival and character of development.
2. 6-30m Landscape buffer provides landscape and visual integration with surrounding wetland/fishpond character, soften the development edge and screens out human activities.
3. Outdoor swimming pool provides active recreational facilities for the residents to establish a social focus and landscape core in the centre of proposed development.
4. Landscape core designed with leisure lawn, children's play area, elderly fitness court and sitting-out area to provide passive recreational facilities.
5. Preserved tree clusters alongside of existing water channel to continue their contribution to the landscape context. These trees also provide screening to proposed development and soften the development edge.
6. Water Garden designed with water feature as a theme responds to adjacent fishpond/wetland and waterchannel character.
7. Ficus Garden with preserved trees provides strolling path and sitting-out area for residents to relax and enjoy the nature.
8. Courtyard Garden provides sitting-out area and other passive recreational facilities for residents.
9. Meadow Garden with lush and rustic plantings borrows adjacent fishpond/wetland character into the residential landscape.
10. Entrance Plaza with symmetry design and plantings creates sense of arrival to the clubhouse.
11. Leisure Lawn allows flexible green space for relaxing, picnic, morning exercises and family games.
12. Wetland Restoration Area reinstates and maintains 70% of waterbody and 30% of planting area/preserved trees, grass/reed planting and operational spaces on pond bunds.
13. Preserved trees on existing pond bund continue its contribution to the fishpond/wetland context.

Proposed Rezoning from "OU(CDWRA)" to "OU(CDWRA)1" for Comprehensive Residential Development with Wetland Restoration Area at Various Lots in DD104 and Adjoining Government Land, Wing Kei Tsuen, Nam Sang Wai, Yuen Long – S12A Amendment of Plan Application

Landscape Master Plan

SCALE	AS SHOWN	DATE	MAR 2023
CHECKED	ELK	DRAWN	TEAM
FIGURE NO.	Figure 1.0	REV	E

ADI LIMITED
LANDSCAPE ARCHITECTURE, URBAN DESIGN AND MASTER PLANNING

關乎申請編號 A/YL-NSW/274 的擬議用途/發展的概括發展規範
Broad Development Parameters of the Applied Use/Development in respect of Application No. A/YL-NSW/274

(a)	申請編號 Application no.	A/YL-NSW/274		
(b)	位置／地址 Location/Address	元朗東成里丈量約份第 115 約地段第 592 號 C 分段第 1 小分段 A 分段、第 592 號 C 分段第 4 小分段及第 1252 號 C 分段 Lots 592 S.C ss.1 S.A, 592 S.C ss.4 and 1252 S.C in D.D. 115, Tung Shing Lei, Yuen Long		
(c)	地盤面積 Site area	約 About 32,711 平方米 m^2		
(d)	圖則 Plan	南生圍分區計劃大綱核准圖編號 S/YL-NSW/8 Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8		
(e)	地帶 Zoning	「未決定用途」 "Undetermined"		
(f)	申請用途／發展 Applied Use/ Development	擬議住宅（分層樓宇）及社區樞紐（商店及服務行業、食肆、學校、康體文娛場所及公共車輛總站）發展 Proposed Residential (Flat) and Community Hub (Shop and Services, Eating Place, School, Place of Recreation, Sports or Culture and Public Transport Terminus) Development		
(g)	總樓面面積及／或地積比率 Total floor area and/or plot ratio		平方米 m^2	地積比率 Plot ratio
		住用 Domestic	約 About 87,665	約 About 2.68
		非住用 Non-domestic	約 About 3,800	約 About 0.117
(h)	幢數 No. of block	住用 Domestic	8	
		非住用 Non-domestic	3	
		綜合用途 Composite	-	
(i)	建築物高度／層數 Building height/ No. of storeys	住用 Domestic	- 米 m 不超過 Not Exceeding 103.2 米（主水平基準以上）mPD 8 - 31 層 storey(s) 包括 including 2 地庫 Basement	
		非住用 Non-domestic	- 米 m 不超過 Not Exceeding 14.9 米（主水平基準以上）mPD 3 - 4 層 storey(s) 包括 including 2 地庫 Basement	
		綜合用途 Composite	- 米 m - 米（主水平基準以上）mPD - 層 storey(s)	
(j)	上蓋面積 Site coverage	約 About 30 %		
(k)	單位數目 No. of units	1,955 住宅單位 Flats		
(l)	休憩用地 Open Space	- 私人 Private	不少於 Not less than 4,888 平方米 m^2	
		- 公眾 Public	- 平方米 m^2	

(m) 停車位及上落客貨車位數目 No. of parking spaces and loading/ unloading spaces	- 私家車車位 Private Car Parking Spaces	275
	- 電單車車位 Motorcycle Parking Spaces	24
	- 輕型巴士泊車位 Light Bus Parking Spaces	3
	- 單車泊位 Bicycle Parking Spaces	127
	- 重型貨車上落客貨車位 Loading/Unloading Spaces for Heavy Goods Vehicle	10
	- 的士及私家車停車處 Taxi and Private Car Lay-Bys	1
	- 小型旅遊車停車處 Small Coach Lay-Bys	5
	- 停車處 Transport Lay-Bys	2

* 有關資料是為方便市民大眾參考而提供。對於所載資料在使用上的問題及文義上的歧異，城市規劃委員會概不負責。若有任何疑問，應查閱申請人提交的文件。
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申請編號 Application No.：A/YL-NSW/274
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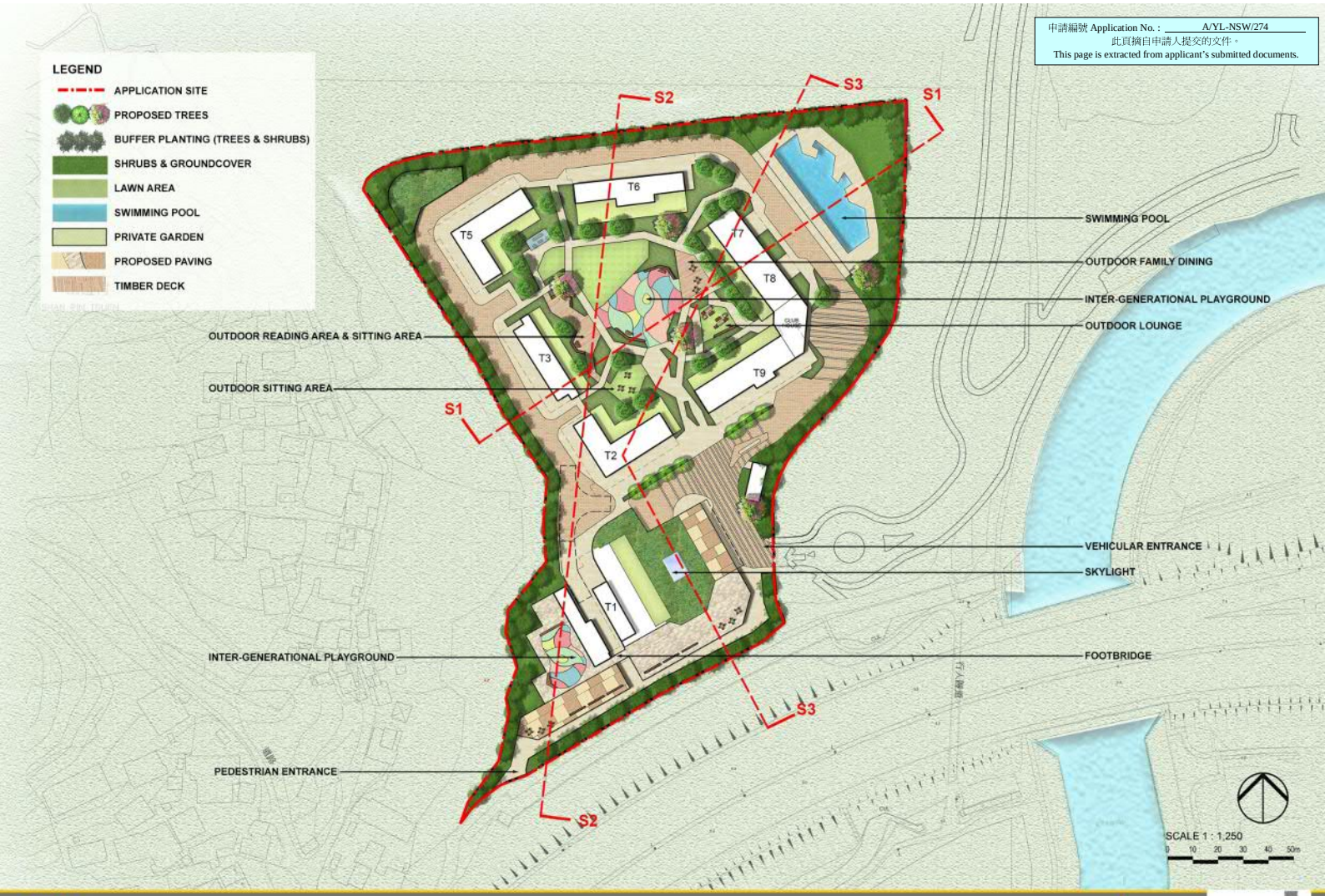

FIGURE B1
LANDSCAPE MASTER PLAN

SECTION 16 PLANNING APPLICATION FOR PROPOSED RESIDENTIAL AND COMMUNITY HUB DEVELOPMENT (INCLUDING COMMUNITY FACILITIES, COMMERCIAL USES AND TRANSPORT LAY-BY) AT VARIOUS LOTS IN D.D. 115, TUNG SHING LEI, YUEN LONG, THE NEW TERRITORIES

SEP 2019
REV.2
SCALE 1:1250 (A3)

Appendix K

Quantitative Risk Assessment

Prepared by

Ramboll Hong Kong Limited

SECTION 12A PLANNING APPLICATION FOR PROPOSED AMENDMENTS TO THE NAM SANG WAI OUTLINE ZONING PLAN FROM "I(D)" AND "OS" ZONES TO "R(E)" ZONE AT LOTS 1910 RP (PART) AND 1743 S.C RP (PART) IN D.D.107 AND ADJOINING GOVERNMENT LAND, WEST OF CASTLE PEAK ROAD - TAM MI, YUEN LONG (APPLICATION NO. Y/YL-NSW/9)

QUANTITATIVE RISK ASSESSMENT FOR HIGH PRESSURE TOWNGAS PIPELINE

Date	**September 2022**
Prepared by	**Vico Woo** **Consultant**
Signed	
Reviewed by	**Stephen Pang** **Principal consultant**
Signed	
Approved by	**Herve Bonnel** **Partner**
Signed	
Project Reference	**SHKOUIOSEI00**
Document No.	**R8657_v1.0**

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Ramboll Hong Kong Limited

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

Tel: (852) 3465 2888
Fax: (852) 3465 2899
Email: hkinfo@ramboll.com

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EXECUTIVE SUMMARY

The Application Site currently falls within the "Industrial (Group D) ("I(D)") and "Open Storage" ("OS") zones in Yuen Long. The Applicant proposes to rezone from "I(D)" and "OS" zones to "Residential (Group E)" ("R(E)") zone in support of a comprehensive development, reserved school site and relocated soy sauce factory (name "R(E)" Site) in rezoning application (No. Y/YL-NSW/9).

A Quantitative Risk Assessment (QRA) has been prepared to assess risk posed by the high pressure town gas pipeline in the vicinity of the Application Site and include recommendations, if necessary, for mitigation measures, protection works and other measures and works to be carried out and implemented within the Application Site to ensure compliance with the risk guidelines as described in Section 4.4, Chapter 12 of the Hong Kong Planning Standards and Guidelines (HKPSG).

The assessment of the risks posed by the existing high pressure town gas pipeline (HPTGP) running along San Tam Road, in the vicinity of the Application Site during Operational Phase (2031), are in compliance with Hong Kong Risk Guidelines [1] for the planning submission.

Key study findings are summarized as below:

Individual Risk

The individual risk contours of 1E-08 and 1E-09 per year were identified for the existing HPTGP and within the proposed study zone. The predicted individual risk level is well below the individual risk criterion as 1E-05 per year from Hong Kong Risk Guidelines.

Societal Risk

The societal risk for Operational Phase (2031) of the Application Site is within "Acceptable" region based on Hong Kong Risk Guidelines.

Conclusion

It could be concluded that the individual risk and societal risk associated with the existing HPTGP are in compliance with Hong Kong Risk Guidelines [1]. As such, no further mitigation measures are required.

1. INTRODUCTION

1.1 Background

1.1.1 The Application Site currently falls within the "Industrial (Group D) ("I(D)") and "Open Storage" ("OS") zones in Yuen Long. The Applicant proposes to rezone from "I(D)" and "OS" zones to "Residential (Group E)" ("R(E)") zone in support of a comprehensive development, reserved school site and relocated soy sauce factory (name "R(E)" Site) in rezoning application (No. Y/YL-NSW/9).

1.1.2 There is another planning application (No. Y/YL-NSW/8) for rezoning the "Other Specified Uses (Comprehensive Development to Include Wetland Restoration Area)" zone ("OU(CDWRA)") to "OU(CDWRA)1" zone for comprehensive development to the north of the Application Site and is submitted under separate submission (name "OU(CDWRA)1 Site").

1.1.3 Both the proposed developments at the R(E) Site and OU(CDWRA)1 Site are tentatively completed at the same time so that both developments are considered together for planning of the infrastructure.

1.1.4 Ramboll Hong Kong Limited is commissioned by the Applicant to prepare the Quantitative Risk Assessment (QRA) based on the MLP. This QRA includes to assess risk posed by the high pressure gas pipeline and all gas installations in the vicinity of the lot and recommendations for mitigation measures, protection works and other measures and works to be carried out and implemented within the lot to ensure compliance with the risk guidelines as described in Section 4.4, Chapter 12 of the Hong Kong Planning Standards and Guidelines (HKPSG).

1.2 The Application Site and Its Environs

1.2.1 The Application Site of about 81,550 m^2 currently zoned as "I(D)" (currently occupied by a soy sauce factory) and "OS" (currently occupied for open storage yard) under the Approved Nam San Wai Outline Zoning Plan (No. S/YL-NSW/8).

1.2.2 The Application Site is bounded by Caste Peak Road – Tam Mi section, San Tin Highway and Tsing Long Highway to the east. To the immediate west is an existing meander zoned "Open Space" ("O"). OU(CDWRA)1 Site is to the immediate north.

1.2.3 The northern portion of the Application Site is currently occupied by a soy sauce factory whereas the southern portion is being used for open storage purpose with containers, trucks and some temporary structures such as shelter and container office. It is noted that the existing soy sauce factory onsite will be relocated to the southern side of the Application Site in future.

1.2.4 The surrounding area to the west is mainly ponds, river and meander. To the further north (north of OU(CDWRA)1 Site) situates some village type developments and open storage yard. The area to the east separated by heavy trafficked road includes Mo Fan Heung and Fung Kat Heung (with factory and open storage uses and some scattered village houses), Sha Po Sewage Pumping Station, Sha Po Tsuen and new residential development (Park Yoho).

1.2.5 **Figure 3-1** shows the Master Layout Plan (MLP), while **Figure 3-2** presents the location of the Application Site and its environment.

1.3 Proposed Scheme

1.3.1 The proposed development comprises 3 portions: (1) residential portion on northern side including 11 numbers (T1 to T12, T4 omitted) of residential towers (14 to 28 storeys) and associated facilities (e.g. clubhouse, carpark), a commercial podium and

a covered transport lay-by; (2) a reserved school site for primary school located at the middle and nearby road carriageway on east side to enable access; and (3) the soy sauce factory to be relocated from north to south side. There are altogether 3115 residential flats provided (with average 2.6 persons per flat).

1.3.2 Another proposed development at OU(CDWRA)1 Site will consist of residential and GIC uses.

1.3.3 Both the Proposed Developments at the Application Site (R(E) Site) and OU(CDWRA)1 Site are tentatively completed for occupation by 2031.

1.4 Scope of Work and Objectives

1.4.1 The objective of this QRA Study is to evaluate if the risks posed from the existing HPTGP running along Sam Tam Road, in the vicinity of the Application Site during Operational Phase (2031) are in compliance with Hong Kong Risk Guidelines in terms of individual risk and societal risk.

1.4.2 The scope of work for this QRA Study includes:

- 1.6 km high pressure town gas pipeline

1.4.3 The following scenario was assessed in this QRA Study:

- Operational Phase – to consider the existing HPTGP, the projected surrounding population within the proposed study zone and the additional population introduced from the Application Site in operational year 2031.

1.4.4 The detailed tasks included:

- To identify all potential hazardous scenarios associated with the existing HPTGP to the surrounding off-site population;
- To carry out a QRA Study expressing risks in terms of both individual risk and societal risk;
- To evaluate the risk level by comparing with Hong Kong Risk Guidelines [1] in terms of individual risk and societal risk, respectively; and
- To identify and assess practicable and cost effective risk mitigation measures, if required.

1.5 Report Structures

1.5.1 The remainder of this report is structured as follows:

- Section 1: summarises the proposed QRA methodology adopted for this QRA Study;
- Section 2: describes the Application Site and the existing HPTGP running along San Tam Road;
- Section 3: summarises the proposed population estimation approach, the off-site population within the proposed study zone for the HPTGP, and the meteorological data obtained from the proximity weather station;
- Section 4: identifies the set of hazardous scenarios related to the HPTGP operation;
- Section 5: presents the frequency assessment of hazardous scenarios;
- Section 7: presents the consequence assessment of hazardous outcomes;
- Section 8: describes the risk summation and risk measure of Hong Kong Risk Guidelines;
- Section 9: summarises the study findings for both individual risk and societal risk;
- Section 10: presents the conclusions; and
- Section 11: lists out the references cited in this QRA Study.

2. PROPOSED QUANTITATIVE RISK ASSESSMENT METHODOLOGY

The elements of this QRA Study are depicted in **Figure 2-1**, and each of the elements is depicted as follows:

2.1 Hazard Identification

This QRA Study concerns the fire and toxic hazards associated with the town gas being transported in the HPTGP. The associated failure may be partial or catastrophic as a result of corrosion, fatigue, etc. These failures are taken into account for the detailed analysis in this QRA Study.

2.2 Frequency Analysis

This task involves the frequency analysis for each of the identified hazardous scenarios. Frequency analysis includes quantification of the frequency of the initiating events (e.g. pipework failure), and conducting event tree analysis to model the development of an event to its final outcomes (flash fire, jet fire, fire ball, toxicity if not being ignited).

2.3 Consequence Analysis

Consequence analysis involves the modelling of the physical effects, and *SAFETI 6.7* [5], was adopted in this QRA Study. Consequence modelling results were used to establish levels of harm to critical equipment at varying distances from the identified hazards. Probit equations are used to relate levels of harm to exposure.

2.4 Risk Summation and Assessment

Risk summation was conducted using *SAFETI 6.7* which calculates the risk based on different failure outcomes, failure event location, and weather conditions prevailing proximity to the HPTGP. This step involves the integration of consequence and frequency data to give the risk results in terms of the required risk measures.

The products of the frequency and consequence for each outcome event above are summed and the total risks are expressed in individual risk and societal risk terms. Individual risk results were presented as iso-risk contours overlaid on the HPTGP plot plan. The acceptability of the risks for the off-site population was compared with Hong Kong Risk Guidelines [1].

2.5 Risk Mitigation

Practical and cost-effective risk mitigation measures based on this QRA Study are recommended, if required, to demonstrate the risks are ALARP.

3. APPLICATION SITE AND HPTGP DESCRIPTION

3.1 Application Site

The proposed development comprises 3 portions: (1) residential portion on northern side including 11 numbers (T1 to T12, T4 omitted) of residential towers (14 to 28 storeys) and associated facilities (e.g. clubhouse, carpark), a commercial podium and a covered transport lay-by; (2) a reserved school site for primary school located at the middle and nearby road carriageway on east side to enable access; and (3) the soy sauce factory to be relocated from north to south side. There are altogether 3115 residential flats provided (with average 2.6 persons per flat).

The Master Layout Plan (MLP) of the Application Site is depicted in **Figure 3-1**, while **Figure 3-2** presents the location of Application Site, proposed study zone and the existing HPTGP.

3.2 Existing High Pressure Town Gas Pipeline

With reference to IGEM/TD/2 [16], "The site-specific F-N curve should be compared to the IGEM/TD/1 F-N Criterion envelope. As the F-N criterion envelope relates to 1.6 km length of gas pipeline, the site-specific F-N curve is obtained by factoring risk values by a factor equal to 1.6 km divided by the site interaction distance."

Based on the information provided by the Hong Kong and China Gas Company Ltd (HKCG), the existing HPTGP in the vicinity of the Application Site is 600 mm in diameter, designed working pressure at 35 barg and running along San Tam Road, with pipeline length greater than 1.6 km.

A proposed highest risk 1.6 km pipeline segment with higher population density, with the location of interest (Application Site) located at about the start of the 1.6 km pipeline, running along San Tam Road with the following population groups selected for the Application Site and adjacent site with planning application (No. Y/YL-NSW/8) submitted at the same time, and adopted in this QRA Study for the detailed risk analysis. The risks were then compared with Hong Kong Risk Guidelines [1].

- Residential Buildings;
- Industrial Buildings;
- Schools; and
- Leisure Areas.

The selected segment of the existing HPTGP within the proposed study zone is depicted at the Population Map of **Appendix 3-1**, and **Table 3-1** shows the technical specifications of the existing HPTGP, which were provided by HKCG.

Table 3-1 Technical Specification for the existing HPTGP running along San Tam Road

Parameter	Specification
Pipe Diameter (Nominal)	600 mm (High Pressure)
Pipe Length	Around 2 km
Design Pressure	35 barg
Maximum Operating Pressure	35 barg
Hydraulic Test Pressure	900 psi
Air Test Pressure	100 psi
Pipe Material	Steel
Pipe Wall Thickness	12.7 mm
External Coating	400 Micron Fusion Bonded Epoxy Coating
Internal Coating	50 Micron of Two Pack Epoxy
Jointing Method	BS4515 & BGC/PS/P2
Year of Construction	1992-1995
Non-Destructive Test of Jointing	100% X-Ray
Backfilling Material	Surrounded by 150 mm Thick Zone, 2 Fresh Water Sand Plus Selection Soil
Cathodic Protection	Sacrificial Anode (Magnesium) at about 300 m Interval
Minimum Depth	1.1 m
Material Grading (Pipe/ Fitting)	API 5L X 42/ X 52
Welding Specification	BGC/PS/P2
Isolation Valves (Cameron Full Bore Ball Valve)	Upstream: BV24118 and BV 16117 at Fairview Interchange Downstream: BV24138 at Nam Sang Wai Road
Pipe Length between Isolation Valves	2.7 km

3.3 Physical Properties

3.3.1 Physical Properties of Town Gas

The HKCG pipeline network within the proposed study zone is designed to supply town gas produced at the Tai Po Gas Production Plant to consumers. The composition of town gas and other physical properties is given in **Table 3-2**.

Table 3-2 Gas Composition & Other Physical Property Data of Town Gas

Parameter	Details
Composition	
• Hydrogen	49.0% volume
• Methane	28.5% volume
• Carbon dioxide	19.5% volume
• Carbon monoxide	3.0% volume
Average molecular weight	15.1 kg $kmol^{-1}$
Density	0.5 (at atmospheric condition) (kg m^{-3})
Specific heat ratio	1.3
Gross Calorific Value	17.3 MJ m^{-3} (28.0 MJ kg^{-1})

3.4 Safety System Description

3.4.1 Pipeline Leak Detection/Shutdown System

The HKCG pipeline network and stations are monitored and controlled through the supervisory control and data acquisition (SCADA) system by the grid control centre, which is manned twenty four (24) hours a day by competent control engineers.

In case of abnormal pressure variation over the network, an alarm will be initiated and the grid control engineer will take immediate action for investigation and remedy. Emergency team is always on stand-by and they will arrive at the scene within thirty (30) minutes in case of emergency.

4. SURROUNDING POPULATION

4.1 Population Consideration

The population surrounding the existing HPTGP consists of residential buildings, leisure facilities, and public facilities such as public roads. The population considered in this QRA Study is summarised in **Appendix 3-1**.

The population data within the proposed study zone was estimated based on online available population data mentioned at Section 4.1.5 or population estimation assumption as presented at **Table 4-3**.

4.1.1 Proposed Study Zone

The proposed study zone for the existing HPTGP is defined as 200 m from the pipeline alignment based on 1% fatality thermal radiation distance. The approach to determine the proposed study zone is consistent with IGEM/TD/2[16].

4.1.2 Types of Population Considered

Three (3) types of population were considered in this QRA Study:

- Pedestrian population on footpaths and pavements next to hazardous facilities;
- Road traffic population; and
- Building population.

The population estimation methods for each type of population are outlined in the following section. For areas not supported by surveys or where information is not available from other pertinent sources of information, the assumptions were made based on consultant's best judgment.

4.1.3 Pedestrian Population

Pedestrian flow on the pavement was assessed by a site survey conducted in June 2022. The site survey was aimed to collect site specific information such as the width of pavement, surrounding conditions of the public traffic roads etc. The results from the survey were analysed and used to calculate population densities for all pavements within the proposed study zone. Based on the population data from the site survey, the population density can be calculated from the following equation.

No existing building population was identified for the proposed development sites, it was conservatively assumed 100% growth for the pedestrian within the proposed study zone for the operation phase of the proposed development.

$$\text{Pedestrian population (persons m}^{-2}) = P / t / v / W$$

where:

P is the number of pedestrians passing a given point (person);
t is the total time the survey is carried out (second);
W is the pavement width (m); and
v the average walking velocity of pedestrian (m s^{-1}).

4.1.4 Road Traffic Population

Road traffic population on the public roads was estimated from a combination of the following databases:

- Site survey in June 2022; and
- Annual Traffic Census 2020 (ATC 2020) [20] (latest available census data at the time of preparation of this report)

A population density approach was adopted for estimating the population within vehicles on the road. The traffic density information adopted in this QRA Study was estimated based on the data in ATC 2020 to determine the distribution of vehicle types. The road population density can be calculated:

$$\text{Population Density (persons/m}^2\text{)} = \text{AADT} * P_{avg} / 1{,}000 / 24 / V * L$$

where:

AADT is Annual Average Daily Traffic from 2020 Annual Traffic Census;
P_{avg} is the average number of persons per vehicle;
V is the vehicle speed in km hr^{-1}; and
L is the road length in meter, based on actual road length data.

The average number of persons per vehicle can be calculated:

$$P_{avg} = \sum_{i=1}^{N} (f_i \times P_i)$$

where:

f_i is the fraction of vehicle type i (based on 2020 ATC); and
P_i is the mean occupancy of vehicle type i (based on 2020 ATC).

Typically, vehicle speed of 50 km hr^{-1} for non-highway route sections and vehicle occupants were conservatively assumed as outdoor with regards to consequence models (i.e. flash fire/ toxic cloud, etc.). In addition, vehicle speed of 80 km hr^{-1} was used for Yuen Long Highway, and vehicle speed of 100 km hr^{-1} was used for San Tin Highway and Tsing Long Highway.

The traffic population at each public road within the proposed study zone was estimated using the average vehicle occupancy from Core Station 5025 "Yuen Long Highway (from Tin Shui Wai West Int to Lam Tei Int)". Average traffic growth was obtained based on the data provided from past 5 years Annual Traffic Census. As the highest traffic growth rate amongst the roads was estimated as 1.8%, a 2% annual traffic growth rate was conservatively proposed and adopted in this QRA Study for each road.

Table 4-1 Traffic Growth Rate from Annual Traffic Census

Roads	Year					Growth Rate (%)
	2016	2017	2018	2019	2020	
Yuen Long Highway	-6.2%	-0.7%	3.2%	4.0%	-15.3%	-3.0%
Tsing Long Highway	-0.9%	-0.3%	1.4%	-6.0%	-20.1%	-5.2%
San Tin Highway	7%	-2%	-5%	5.4%	-9.9%	-0.8%
Castle Peak Road – Tam Mi	4.2%	-1.6%	11.2%	-0.6%	-4.1%	1.8%

4.1.5 Land and Building Population

The land and building population within the proposed study zone was estimated based on the following sources and verified by a site survey conducted in June 2022:

- Planning Data from Town Planning Board [18];
- Centamap; and
- Geographic Information System (GIS) database.

For those population which cannot be achieved by the above approach is made reference to the *EIA Study for Operation of the Existing Tai Lam Explosive Magazine at Tai Shu Ha, Yuen*

Long for Liantang/ Heung Yuen Wai Boundary Control Point Project, Register No.: AEIAR-193/2015 [17] to estimate the population in buildings (both existing buildings and approved developments) within the proposed study zone.

Buildings within or extended partly into the proposed study zone were included in this QRA Study. Rather than considering density-based averages of population, the analysis was based on individual buildings. The task of assessing population building-by-building is substantial but is necessary to accurately model the F-N pairs with high N values.

Building Identification

The Lands Department (LD) of the HKSAR Government maintains a GIS database of buildings in Hong Kong. To identify buildings within the proposed study zone, a recent GIS map layer containing all buildings (LD) is obtained. Additionally, the GIS building height information for most of the buildings (but usually not podiums or other similar structures) are available from the same source.

Building Attributes, Usage and Population Identification

There is no publicly available data on the population of individual buildings in Hong Kong. Therefore, to provide a basis for estimating the number of people in a building, it is necessary to identify each building's attributes and usage.

The buildings and structures in the GIS database are classified as: regular building (BP), building under elevated structure (BUP), open-sided structure (OSP), proposed building (PBP), podium (PD), podium under elevated structure (PDU), ruin (RU) and temporary structure (TSP). Using the above information, the information from property developers' websites as well as aerial photographs, the actual or likely usage category of buildings identified is determined and each building is assigned to one of the following building usage categories:

- Residential Building;
- Industrial Building;
- Car Park;
- Fire Station;
- Commercial Building;
- Kindergarten;
- Station; and
- Leisure.

It is noted that unless their usage could be determined from other available sources, the GIS categories OSP, TSP and RU, were assumed to be unpopulated.

Following this, the same information sources are used to sub-categorize buildings by other attributes, such as the number of floors. Details on the building attributes and categories and associated assumptions are presented below.

Number of Floors

Building height data is available from the GIS database for most buildings and the number of floors was estimated from these data, assuming three (3) m height per floor. For most of the high-rise residential buildings (excluding the housing estates) the floor number information, considered more accurate, is also available from the property developer website. When neither of the above information will be available and where it will be possible, the number of floors will be estimated from 3-dimensional aerial photos. In the event of an absence of data from any of the above sources, such buildings are covered by site survey carried out.

Residential Buildings

Based on Population and Household Statistics Analysed by District Council District 2020, the average domestic household size for Yuen Long District is 2.8 which was adopted to estimate the residential population within the proposed study zone in this QRA Study.

According to latest Projections of Population Distribution 2021 – 2029 issued by Planning Department [23], the population of Tertiary Planning Unit (TPU) 525 is summarised in **Table 4-2**. According to the latest Project of Population Distribution 2021 – 2029 [23], the projected population up to year 2029 is available. For a conservative approach, growth factor of 1.200 was adopted in this QRA Study.

Table 4-2 Population Growth Factor for Residential of Tertiary Planning Unit 525

Year	2019[1]	2020[1]	2021[1]	2022[1]	2023[1]	2024[1]	2025[1]	2031[2]
TPU 547								
Population	1,400	1,500	1,500	1,500	1,500	1,500	1,600	1,680
Growth Factor	1.000	1.071	1.071	1.071	1.071	1.071	1.143	1.200

Note:

1. *Population number for year 2019 – 2025 is from Projections of Population Distribution 2021 – 2025.*
2. *Population number for year 2031 is projected from Projections of Population Distribution 2021 – 2025.*

For most of the high-rise residential buildings, the total number of units is available from the property developers' websites or Home Affairs Department of the HKSAR Government [14]. For all the remaining buildings, including the village houses and estate high-rises, the number of units per floor will be estimated from the floor area, assuming 1 unit per about 65 m^2 (700 square feet). Based on this assumption, small structures in village setting of area less than about 30 m^2 will be assumed to be unpopulated.

Other Buildings

While residential type buildings are well defined, less information is available for other types of buildings such as commercial, industrial, etc. The approach to estimate other building population generally follows that adopted in the EIA Study [17], and is based on typical Hong Kong building structure, usage, height, and typical capacity of public facilities. The details are presented in **Table 4-3**. In the application of typical values from **Table 4-3**, further refinements will be made based on building height and area and taking into account the maximum density of people in most non-residential building as one person per 9 m^2 (the Code of Practice for the Provision of Means of Escape in Case of Fire [21]).

Table 4-3 Building Population Assumptions

Category	**Building Height /Size[1]**	**Assumption**			**Total**
Carpark		It is assumed 0.2 people per parking space			
Primary School		If number of classes and number of staff are not provided, it is assumed there will be 30 students per class, 4 classes per form and a total of 30 staff employed			750
Industrial		Floors	Unit	People/Unit	
	H	25	8	8	1,600
	M	15	6	8	720
	L	8	6	6	288

Using the above approach, a database providing characterization of each building by their broad attributes including population was developed.

4.2 Time Period and Occupancy

Since population can vary during different time periods, the analysis considered three (3) time categories (weekday day, weekend day and night). These are summarized in **Table 4-4**.

Table 4-4 Population Time Periods

Time Period	**Description**
Weekday Day	7am to 7pm, Monday – Friday
Weekend Day	7am to 7pm, Saturday – Sunday
Night	7pm to 7am, Monday – Sunday

The occupancy of buildings during each time period was based on assumptions as listed in **Table 4-5**. For vehicle and pavement populations, distribution across various time periods was based on site surveys.

Table 4-5 Population Distribution

Type	Occupancy (%)		
	Weekday Day	**Weekend Day**	**Night**
Industrial Building (1)	100%	10%	10%
Leisure (1)	70%	100%	0%
Carpark (1)	70%	70%	10%
MTR/bus terminus (1)	70%	50%	10%
Residential Building (1)	50%	80%	100%
Commercial (1)	100%	100%	10%
Substation (1)	100%	10%	10%
Pedestrian (1)	100%	100%	10%
Construction Site	100%	50%	0%
Petrol Station (1)	50%	50%	1%
Hotel (1)	50%	80%	90%
School (1)	100%	10%	0%

Notes:

1. *This population distribution table is based on the approved Safety Case Study Report for Towngas Transmission Network 2012 in 2015 [22].*
2. *The population fraction to be considered outdoor is assumed as 5% for the private residential area, 1% for the commercial area and 100% for vehicle.*

4.3 Protection Factors

Protection factors were used to factor down the population so that only those exposed are considered in the risk summation for certain types of incidents such as fireball, flash fire, jet fire and toxic incidents.

For example, the dimensions of the vapour cloud can be defined in terms of distances to lower flammable limit (LFL) in the case of flash fires and distances to 1% fatality concentration for toxic effects. Protection factors can be determined by considering the dimensions of the gas plume/flame envelope as a function of height and distance from source with respect to the height of each building. The proportion of the building outside of the gas plume is the protection factor.

Further details are given in the following paragraphs.

4.3.1 Height Protection Factors

Since the affected areas for jet fire and flash fire are limited (i.e. do not cover the entire building for high rise structures), a height protection factor is considered to exclude the population residing on higher floors of a building (higher than 10 m or 3 storeys). It is because the consequence of hazardous scenarios is less than 10 m height based on the detailed consequence modelling using *SAFETI 6.7*.

In case of fireball events, a protection factor is also applied so that those exposed population and fireball rise effect are considered in the risk summation. The population of the building above the top of the fireball is protected.

4.3.2 Indoor Protection Factors

A protection factor was also considered for effects from radiation and toxic gas for population indoors.

Protection for indoor population against all the fire events (jet fire and flash fire) and toxic effects was considered by assuming that the indoor fatality rate is about 10% of the outdoor fatality rate.

For persons within the fireball radius/ criteria zone, it is assumed that 50% of person would be killed and 50% indoor protection factor [13] should be applied in this QRA Study.

4.3.3 Shielding Factors

A shielding factor is generally used to take credit for the shielding of buildings by other buildings from fireball effects [13].

By superimposing the hazard zone from fireball events on an area map, a shielding factor should be derived for the house or building in the immediate vicinity, as follows:

- The proportion of the building within the fireball diameter, for buildings wholly within the fireball shielding is afforded only to the people at the back of the building;
- For buildings wholly outside the fireball, the proportion of the building not in the direct line of sight of the existing HPTGP is considered protected. Outside the fireball diameter, only radiant heat effects are considered. Radiant heat from the flame surface travel in straight lines and therefore only affects that part of a building directly in front; and
- For buildings which are partly inside and partly outside the fireball diameter, that proportion of the building outside the fireball diameter is considered shielded by the rest of the building.

4.4 Ignition Factors

In order to calculate the risk from flammable materials, information is required on the ignition sources which are present in the area over which a flammable cloud may drift. The probability of a flammable cloud being ignited as it moves downwind over the sources can be calculated. The ignition source has three factors:

- Presence factor is the probability that an ignition source is active at a particular location;
- Ignition factor defines the "strength" of an ignition source. It is derived from the probability that a source will ignite a cloud if the cloud is present over the source for a particular length of time; and
- The location of each ignition source is specified. This allows the position of the source relative to the location of each release to be calculated. The results of the dispersion calculations for each flammable release are then used to determine the size and mass of the cloud when it reaches the source of ignition.

The ignition sources are site specific. The typical ignition sources are road vehicles and the population nearby.

Roads are line ignition sources in *SAFETI 6.7*. The presence factor for a line source is determined based on traffic densities, average speed along the road and the length of the road element. The location of the line source is drawn onto the site map in *SAFETI 6.7*. Probability of ignition for a vehicle is taken as 0.4 in 60 seconds based on TNO Purple Book [12].

SAFETI 6.7 will automatically allow for people acting as ignition sources. These are based on the population data. The presence of such sources (e.g. cooking, smoking, heating appliances, etc.) is derived directly from the population densities in the area of concern.

The details of probability of delayed ignition should be referred to *Assumption Number 1.2.5* in **Appendix 4-1**.

4.5 Meteorological Data

The proximity weather station to the existing HPTGP is Lau Fau Shan Weather Station. Therefore, wind speed, wind stability and direction data taken from Lau Fau Shan Weather Station between 2016 and 2020 were adopted for this QRA Study.

With reference to "*Guidelines For Quantitative Risk Assessment, CPR 18E (Purple Book)*"[12] at least six (6) representative weather classes are recommended to be used in QRA Study, covering the stability conditions of stable, neutral and unstable, low and high wind speed. At least the following six (6) weather classes have to be covered in terms of Pasquill classes.

Stability class	**Wind speed (1)**
B	Medium
D	Low
D	Medium
D	High(2)
E	Medium
F	Low

Note:

(1): Low wind speed corresponding to 1 – 2 m/s
Medium wind speed corresponding to 3 – 5 m/s
High wind speed corresponding to 8 – 9 m/s

(2): WIND speed higher than 5 m/s is assumed to be wind speed category "High".

The details of meteorological data analysis can be referred to *Assumption 1.1.1* in **Appendix 4-1.**

The probability of each weather state for each direction during the day and night are rationalized for analysis based on the requirements presented in "*Guidelines For Quantitative Risk Assessment, CPR 18E (Purple Book)* [12]. Based on the analysis on raw data, the summary of meteorological data is shown in **Table 4-6**, which was used for this QRA Study. The meteorological data adopted has been evaluated with the latest "Summary of Meteorological and Tidal Observations in Hong Kong: from Hong Kong Observatory and it was confirmed the meteorological data used is still valid. [24]

The wind speeds are quoted in units of meters per second, (m/s). The atmospheric stability classes refer to:

A – Turbulent
B – Very Unstable
C – Unstable
D – Neutral
E – Stable
F – Very Stable

Atmospheric stability suppresses or enhances the vertical element of turbulent motion. The vertical element of turbulent motion is a function of the vertical temperature profile in the atmosphere (i.e the greater the rate of decrease in temperature with height, the greater the level of turbulent motion). Category D is neutral and neither enhances nor suppresses turbulence.

Table 4-6 Meteorological Data from Lau Fau Shan Weather Station (Year 2016 - Year 2020)

		Probability												
		Day						Night						
	Wind Speed (m/s)	3.1	1.7	4.3	7.3	3.1	1.6	1.0	1.8	4.1	7.4	3.1	1.6	
Direction (degree)	Atmospheric Stability	B	D	D	D	E	F	B	D	D	D	E	F	Total (%)
0		2.34	0.32	1.56	1.01	0.08	0.14	0.00	0.02	0.88	0.67	0.18	0.34	**7.56**
30		1.11	0.36	1.92	0.32	0.18	0.22	0.00	0.06	2.79	0.44	0.78	0.98	**9.15**
60		2.30	0.78	5.44	0.68	0.72	0.70	0.00	0.11	7.48	0.28	3.87	3.35	**25.71**
90		1.18	0.45	1.89	0.28	0.31	0.55	0.00	0.05	2.29	0.15	1.49	3.12	**11.76**
120		0.70	0.28	1.29	0.44	0.11	0.49	0.00	0.01	1.76	0.15	1.10	2.96	**9.29**
150		0.62	0.16	1.58	0.60	0.16	0.32	0.00	0.01	2.16	0.13	1.55	3.01	**10.30**
180		0.50	0.10	0.99	0.32	0.05	0.14	0.00	0.00	1.27	0.10	0.51	1.17	**5.17**
210		0.53	0.15	1.19	1.02	0.10	0.16	0.00	0.00	0.71	0.14	0.36	0.91	**5.27**
240		2.89	0.22	2.28	1.01	0.12	0.12	0.00	0.00	0.17	0.01	0.13	0.49	**7.43**
270		1.16	0.14	0.36	0.09	0.02	0.06	0.00	0.01	0.07	0.02	0.02	0.19	**2.15**
300		1.00	0.09	0.16	0.12	0.01	0.04	0.00	0.00	0.14	0.07	0.03	0.13	**1.78**
330		1.76	0.15	0.73	0.55	0.03	0.06	0.00	0.02	0.56	0.29	0.10	0.18	**4.43**
	Total (%)	**16.08**	**3.19**	**19.38**	**6.45**	**1.90**	**2.99**	**0.00**	**0.32**	**20.28**	**2.44**	**10.12**	**16.83**	**100.00**

5. HAZARD IDENTIFICATION

5.1 Main Hazards from the HPTGP

The main hazard associated with the existing HPTGP is loss of containment leading to an accidental town gas leak. Town gas is flammable and explosive due to the presence of methane and hydrogen, and carbon monoxide respectively. Town gas is also toxic due to presence of carbon monoxide.

5.2 Flammable & Toxic Effects of Town Gas

5.2.1 Flammable Effects

Town gas contains mainly hydrogen, methane and carbon monoxide which are flammable. The respective LFL for hydrogen, methane and carbon monoxide are summarised below:

- LFL for hydrogen is 4% (volume);
- LFL for methane is 5.3% (volume); and
- LFL for carbon monoxide is 12.5% (volume).

The LFL for the town gas mixture is estimated to be 5.5% (volume).

5.2.2 Toxicity

Town gas also contains carbon monoxide which is toxic in nature. Carbon monoxide is a chemical asphyxiant, and it can combine with haemoglobin in the blood displacing oxygen.

The Immediately Dangerous to Life and Health (IDLH) value for carbon monoxide is 1,200 ppm [1].

5.3 Review of Pipeline Incidents

A review of major international failure/ accident databases was undertaken to identify past incidents involving transmission gas pipelines. The following databases have been reviewed:

- US Gas Pipeline Incident Database, 1984 to 2013 [3]; and
- European Gas Pipeline Incident Database, EGIG 1970 to 2016 [4].

The objective of such review is to identify the causes and consequences of the pipeline failures.

5.4 Causes of Loss of Containment

5.4.1 High Pressure Town Gas Pipeline

The principal causes for loss of containment of pipeline, based on an analysis of wide incident database (see Section 5.3), are:

- Corrosion – internal and external;
- Third party interference during road construction, due to work on other underground utilities, construction work on adjoining areas, etc.;
- Material defect;
- Construction defect;
- Improper operations;
- Defect caused by pressure cycling; and
- External – flooding, subsidence, etc.

The contribution of each of the above causes to the overall failure frequency taken from foreign database is discussed in detail. Appropriate factors were applied to reflect the actual operating condition of the HPTGP.

6. FREQUENCY ANALYSIS

Approach to frequency analysis was based on the application of world-wide historical data for similar systems modified suitably to reflect local factors. Although it may be preferable to use local data to estimate failure frequencies, such data are not sufficient enough to provide statistically significant results.

6.1 Failure Rate for the HPTGP

6.1.1 Failure Rate for HKCG HPTGP

There is no any historical record of failure for the HPTGP. Therefore, failure frequency of gas transmission pipeline was extracted from US and EGIG databases for analysis and projection. Based on the detailed analysis as explained at *Section 6.1.3,* the modified failure rates based on application of the US and EGIG data to the HKCG system are 2.30×10^{-5} and 8.81×10^{-6} per km-year, respectively. Both modified US and EGIG failure rates data are at the similar order of magnitude of 10^{-5} per km-year.

It is noted that HKCG operates and maintains its pipelines to very stringent standards. The failure rate of HKCG's gas pipeline is considered to be within the modified failure rates, i.e. between 2.30×10^{-5} and 8.81×10^{-6} per km-year and at a lower side. A pipeline failure rate of 10^{-5} per km-year was, therefore, proposed and adopted in this QRA Study. This proposed pipeline failure rate is also same as the proposed failure rate for underground high pressure town gas pipeline stipulated in "Guidance Note for High Pressure Town Gas Installations in Hong Kong" published from Electrical and Mechanical Services Department (EMSD)[25].

6.1.2 Analysis of Local Failure Database for HKCG HPTGP

HKCG commenced operations on high pressure transmission network at 35 barg operating pressure in 1986 and the total length of high pressure network currently in operation in Hong Kong is around 205 km. The total pipeline operating years is therefore estimated as $32 \times 205 = 6{,}560$ km-year, assuming the current length of the network for the past 32 years. In reality, the network would have gradually expanded over the years and therefore the total pipeline operating years may be only about 50% of the above figure. The data on km-year is therefore not statistically significant to estimate failure frequencies. In comparison, the US Gas Pipeline database is based on a total pipeline operating data of 14.0 million km-year.

6.1.3 Analysis of International Failure Database for Gas Pipeline

The approach proposed in this QRA Study is to consider international failure databases and derive an appropriate failure frequency for the HKCG HPTGP taking into account specific pipeline design and environment features. The main failure databases considered are the failure database for US natural gas pipelines and the failure database for European gas pipelines.

The relevant international databases reviewed in this QRA Study are:

- US Gas Transmission & Gathering Pipelines, 1984 to 2013 [3]; and
- The European Gas Pipeline Incident data Group (EGIG), 1970 to 2016 [4].

The operating km-year for US gas transmission pipeline between 1984 and 2013 is 14.0 million km-year while for European gas pipelines between 1970 and 2016, it is 4.41 million km-year. It can be seen that in comparison to HKCG's operating experience, these databases are based on a much larger operating experience world-wide and therefore are more representative in terms of inclusion of various possible failure modes.

An extensive review and analysis of these databases were conducted to derive failure rates appropriate to the HPTGP for this QRA Study. A brief description of the databases is included in the following paragraphs.

Analysis of US Gas Failure Data

The US Department of Transportation (DOT) Research and Special Administration maintains databases for pipelines incidents (reportable) in the United States and pipeline mileage data. Under the reporting requirements, events involving a gas release that causes death, injury or damage in excess of US$50,000 needs to be reported. Due to the nature of reporting, it is possible that minor incidents of leaks are underrepresented.

The US Gas Pipeline Incident Database has been filtered to consider only onshore transmission pipelines and only those failures involving the body of the pipeline. There have been 2,359 incidents involving loss of containment during the period from 1984 to 2013. The total pipeline km-year during this period is 1.4×10^7, and this gives a failure rate of 2,359 / $(1.4 \times 10^7) = 1.69 \times 10^{-4}$ per km-year.

A breakdown of the 2,359 pipeline incidents according to cause of failure is summarised at **Table 6-1**. Some of the pipeline failure causes are not applicable to the pipeline at this QRA Study while others may be more relevant. These are discussed in the following paragraphs.

Table 6-1 Summary of US Gas Onshore Transmission Pipeline Incidents by Cause 1984-2013

Cause of Failure	Description of Cause	No. of Incidents	%
1 EXTERNAL FORCE		**918**	**38.9%**
1.1 Weather		188	8.0%
1.1.1 Earth Movement	Subsidence, landslides, earthquake	109	4.6%
1.1.2 Temperature		11	0.5%
1.1.3 Heavy Rain/ Flood		34	1.4%
1.1.4 Lightning		19	0.8%
1.1.5 High Wind		11	0.5%
1.1.6 Cold Weather	Thermal stress, frozen components, frost heave	4	0.2%
1.2 Excavation Damage		613	26.0%
1.3 Other Forces Damage	Previous damaged pipe, vandalism, Damage by fire/explosion, vehicle not engaged in excavation, previous mechanical and intentional damage	117	5.0%
2 CORROSION		**453**	**19.2%**
2.1 External	Failure of coating/ CP	273	11.6%
2.2 Internal		180	7.6%
3 WELDS, MATERIALS & EQUIPMENT FAILURE	Environment-cracking related, body of pipe, pipe seam, butt & fillet weld, joint, fitting or component, malfunction of control/relief equipment, threaded connection or coupling failure, non-threaded connection failure	**529**	**22.4%**
4 INCORRECT OPERATIONS	Includes incorrect valve position	**47**	**2.0%**

Cause of Failure	Description of Cause	No. of Incidents	%
5 OTHER	Miscellaneous and unknowns	**412**	**17.5%**
TOTAL		**2,359**	**100%**

Discussion on Failure Causes Relevant to the HKCG HPTGP

Weather

Cold weather and high wind which contributes 0.2% to overall failures is not relevant for the HKCG HPTGP and therefore is excluded. Lightning is also considered not relevant since the transmission pipelines are buried while the above ground stations are installed with lightning protection facilities and thus a 100% reduction factor is assumed.
In addition, since the pipeline is buried, failure due to temperature issues is not applicable and a 100% reduction factor is assumed.

Subsidence/ Landslides

Buried pipelines are not affected by debris deposition due to landslides. However, if buried pipelines are within the initiation zone of a landslide, earth movement could cause rupture. Therefore, failures due to landslides are not expected. Landslides which contribute to 90% of failures are therefore excluded. However, incidents due to subsidence are considered.

Subsidence could occur due to excavations in the vicinity. Earth movement due to earthquakes could affect the pipeline (see paragraph below).

Earthquakes

Large earthquakes may cause varying degrees of damage to the pipeline. The magnitude of the earthquake (peak ground acceleration) required to catastrophically rupture the pipeline is estimated at 0.6 g/MMS-XI. This is equivalent to an average vulnerability of general building stock in Hong Kong (i.e. low rise buildings up to 10 storeys).

The pipeline failure frequency used in this QRA Study is derived based on US DOT database, which accounts for failures due to earthquakes. A 90% reduction is therefore assumed.

Flooding

The pipeline is buried with minimum 1.2 m (1.5 m for the laid section of 4.36 km) earth cover and no portion of the pipeline is exposed; and therefore a 100% reduction is assumed.

Third Party Damage

The potential for third party damage depends on the surrounding environment. Also, wall thickness, design factor, buried depth and impact protection such as concrete cover, all have a combined influence on whether third party activity could cause damage to the pipeline and if so, the nature of damage (a full bore rupture or hole leak).

The databases for transmission pipelines in the US and Europe mainly consist of those in rural areas and therefore have a design factor of 0.72, the requirement under ASME/ANSI B31.8 for gas pipelines [9], BS 8010 [10] and IGEM/TD/1 [11]. Also, the US gas pipeline database may include pipelines with earth cover less than 1.1 m (ANSI/ASME B31.8 requires only 0.6 m as minimum cover for Location Class 1 and 0.75 m for Location Classes 1, 2 and 3) and therefore, application of these failure rates to the HKCG HPTGP may be conservative.

The wall thickness of HKCG HPTGP is 12.7 mm while the design factor is 0.3. The gas pipeline is also normally buried at 1.1 m deep and is extra protected by the steel capping for those with shallow cover. The potential for damage due to third party is therefore significantly reduced. The only hazard is third party activity involving utilities, construction work.

Potential misjudgement by the contractor or carelessness could cause damage to the pipeline. Other reasons for a low probability of third party damage in Hong Kong include:

- Most of the high pressure gas main are laid under expressways/ carriageways where excavation is strictly controlled;
- It is a legal offence to damage a gas pipe without taking safety precautions while carrying out the works; and
- Self-initiated trench inspection work has greatly enhanced the co-ordination with construction work in the vicinity of gas main resulting in more than 86% reduction of third party since 1998.

It is worthwhile to note that about 30% of the incidents due to third party damage in the US [3] occurred despite prior notification to the pipeline operator. The pipeline operator therefore needs to follow up with site visits and inspection. Given the high standards of operation and maintenance of HKCG HPTGP, a 90% reduction of this failure cause is assumed.

External Corrosion

The US Gas Pipeline Incident Database includes pipelines which are not protected. The HKCG HPTGP is protected by protective epoxy coating and sacrificial anode cathodic protection system. Therefore, the failure rate corresponding to cathodically protected pipeline is adopted. A 50% reduction is therefore assumed.

Failure Rate vs Age of Pipeline

The US Gas Pipeline Incident Database includes pipelines of various ages. Increase in failures due to ageing is observed principally due to external corrosion and fatigue, but the failure database does not contain sufficient information to perform a statistical analysis. The age of pipelines that have failed is available but no data is provided on the age of all the pipelines that are in operation. The normal design life for a pipeline is considered as 40 years, however, it can be observed from the incident database that pipelines as old as 60 years are also in operation. Therefore, it is concluded that the age of pipeline has no relation to their failure rate and hence not considered in the failure rate data.

Internal Corrosion

The gas transported by the pipeline consists of mainly dry hydrogen and methane. There are no other components which could cause internal corrosion. Furthermore, the pipelines are generally protected by an internal coating which also enhances their protection from internal corrosion.

Internal corrosion which constitutes 7.6% of all failures in the database is therefore discounted for the HKCG HPTGP.

Welds & Materials

Welds and materials constitute a significant 22.4% of failures. There has been no incident involving HKCG gas pipelines due to poor welding or material defect. HKCG adopt 100% non-destructive testing (NDT) as per IGEM/TD/1 which is more stringent than ANSI B31.8 which requires only a minimum of 75% of the welds to be inspected by NDT for pipeline operating at 20% SMYS or more in class 4 location. Based on these factors, a 90% reduction is assumed for this category.

Other Forces Damage

Previous damaged pipe, vandalism, damage by fire/ explosion, vehicle not engaged in excavation, previous mechanical and intentional damage are not anticipated as these kinds of damage are likely specific to aboveground pipelines. Since aboveground pipelines of HKCG are found in only pressure regulating stations. All pressure regulating stations are surrounded

by boundary walls/ fences and usually unmanned. Based on this reason, a 90% reduction is assumed for this category.

Incorrect Operations

These failure cases mentioned include the malfunction of control or relief equipment, etc. This is not applicable to HKCG HPTGP because they are in general all welded and normally do not consist of any equipment such as relief, control, etc., therefore a 90% reduction factor is assumed for failures due to the HPTGP.

Conclusions

The discussion above on the applicability of various failure causes in the US Gas Onshore Transmission Pipeline Failure Database to the HKCG HPTGP and the modification factors to be considered in are summarised in **Table 6-2**. The modified failure rate is derived as 2.30×10^{-5} per km-year based on 322 incidents in 1.40×10^{7} pipeline km-year.

Table 6-2 Modification of US Gas Onshore Transmission Pipeline Failure Data

Cause of Failure	No. of Incidents	%	Reduction factor	No. of incidents considered
1 EXTERNAL FORCE	**918**	**38.9%**		**85**
1.1 Weather	188	8.0%		11
1.1.1 Earth Movement	109	4.6%	90%	11
1.1.2 Temperature	11	0.5%	100%	0
1.1.3 Heavy Rain/ Flood	34	1.4%	100%	0
1.1.4 Lightning	19	0.8%	100%	0
1.1.5 High Wind	11	0.5%	100%	0
1.1.6 Cold Weather	4	0.2%	100%	0
1.2 Excavation Damage	613	26.0%	90%	62
1.3 Other Forces Damage	117	5.0%	90%	12
2 CORROSION	**453**	**19.2%**		**137**
2.1 External	273	11.6%	50%	137
2.2 Internal	180	7.6%	100%	0
3 WELDS, MATERIALS & EQUIPMENT FAILURE	**529**	**22.4%**	**90%**	**53**
4 INCORRECT OPERATIONS	**47**	**2.0%**	**90%**	**5**
5 OTHER	**412**	**17.5%**	**90%**	**42**
TOTAL	**2359**	**100%**		**322**

Analysis of EGIG Data

The EGIG is an industry group of nine (9) companies comprising all of the major gas transmission system operators in Western Europe.

The EGIG database for the period 1970 to 2016 includes 1,366 incidents against the total exposure of 4.11×10^6 km-year [4]. This gives an overall frequency of 3.10×10^{-4} per km-year. The major causes of incidents are given in **Table 6-3**.

Table 6-3 EGIG Incidents Breakdown by Causes

Cause	Proportion (1970 to 2016)
External Interference	46.49%
Corrosion	16.79%
Construction Defects/ Material Failure	16.46%
Ground Movement	4.52%
Hot Tap	8.39%
Others	7.34%

External interference remains the main cause of incidents with gas leakage.

Incidents due to corrosion occur mainly in thin-walled pipelines (less than 10 mm). With regard to external corrosion, pitting is the major contributor. All the incidents with internal corrosion are caused by manufactured gas and not due to natural gas. Although town gas is also a manufactured gas, it has been found that it has no corrosive property and therefore, no internal corrosion has been indicated in the HPTGP.

Construction defects and material failures are more frequent in lines constructed before 1963. Significant improvements in construction methods since 1980's have contributed to substantial reduction in failures due to this cause.

The EGIG database provided a more detailed breakdown of the database depending on the diameter of the pipeline as well as the thickness of the pipeline. This is very useful in determining the failure rate that is most relevant to the pipeline at this QRA Study. As the diameter and wall thickness of the pipeline considered in this study are 750 mm and 12.7 mm, respectively, the accident involving pipelines in the category of 23 to 34 inches and 10 to 15 mm are considered. The revised failure frequencies breakdown in terms of failure causes are included in **Table 6-4**.

Similar to the US database, appropriate modification factors are applied to each of the failure cause categories in **Table 6-4** based on consideration of parameters relevant to the HKCG HPTGP.

Table 6-4 EGIG Incidents - Breakdown of Failure Frequency (1970 - 2016)

Cause	Frequency per year	Reduction Factor Applied	Resultant Frequency
External Interference for Diameter Class 575 mm to 850 mm (23" to 34")	3.00×10^{-5}	90%	3.00×10^{-6}
Corrosion for Wall Thickness 10 to 15 mm	1.25×10^{-6}	50%	6.25×10^{-7}
Construction Defects/ Material Failure for Pipes Constructed in 1984 to 2013	1.50×10^{-5}	90%	1.50×10^{-6}
Ground Movement	1.40×10^{-5}	90%(2)	1.40×10^{-6}
Hot Tap by Error (1)	2.60×10^{-5}	100%	0.00
Others	2.28×10^{-5}	90%	2.28×10^{-6}
Total	**1.09×10^{-4}**		**8.81×10^{-6}**

Notes:

(1) The practice of hot tapping is not adopted by HKCG and hence not considered relevant.

(2) Based on EGIG database, flood, landslide and lightning contributed to about 90% of ground movement; hence based on the discussion in this section, a reduction factor of 90% is applied.

Conclusions

The modified frequency derived from the EGIG database is 8.81 x 10^{-6} per km per year.

6.2 Pipeline Hole Size Distribution Adopted in this QRA Study

6.2.1 Hole Size Distribution for HKCG HPTGP

Based on the detailed review of international failure database for the HPTGP, the summary of hole size distribution is presented at **Table 6-5**. The detailed review and explanation for the hole size distribution adopted in this QRA Study are summarised at *Sections 6.2.2* and *6.2.3.*

Table 6-5 Hole Size Distribution for the HPTGP

Category	Hole Size	Proportion
Rupture	Full bore	1%
Puncture	100 mm	19%
Hole	50 mm	30%
Leak	25 mm	30%
	10 mm	20%
Total		**100%**

6.2.2 Review of International Failure Database for Gas Pipeline

It is difficult to estimate the hole sizes caused by pipeline damage from incident databases since there is no clear definition on how the incidents must be classified, whether as rupture, puncture or leak and how these have been reported.
The hole size distribution presented in US Gas Onshore Transmission Pipeline Failure Data (1984 – 2013) is as follows:

Line Rupture	28.0%
Leak	35.0%
Other	37.0%

The hole size distribution presented in EGIG data (1970 - 2013) for diameter class 575 mm to 850 mm (23" to 34") is as follows:

Line Rupture	15.7%
Hole	19.3%
Pinhole/ Crack	65.1%

The hole size distribution presented in UK Health and Safety Executive (UK HSE) [15] for pipework whose diameter is ranged from 500 mm to 1,000 mm is as follows:

Line Rupture	3.2%
Puncture (1/3 pipework diameter > 100 mm)	8.1%
Leak (25 mm)	32.3%
Pin (4 mm)	56.5%

The hole size distribution presented in UK HSE [15] for above ground transfer pipeline is as follows:

Line Rupture (> 100 mm)	2.4%
Large Hole (>75 ≤ 110 mm)	12.4%
Small Hole (>25 ≤ 75 mm)	25.1%
Pin (≤ 25 mm)	60.0%

However, UK HSE failure database has no particular failure database for underground (buried) pipeline.

6.2.3 Pipeline Hole Size Distribution Analysis

Pipeline Line Rupture Scenario Probability

The probability of line rupture scenario from the US is relatively high about 30% while that from EGIG database for diameter class 575 mm to 850 mm (23" to 34") is about 15%. However, based on HKCG historical failure database, the scenario of line rupture for the HPTGP has never occurred. Also, based on UK HSE [15] failure database, the probability of a line rupture scenario for pipework whose diameter is ranged from 500 mm to 1,000 mm and above ground transfer pipeline are 3.2% and 2.4%, respectively.

Due to design factor of 0.3 on the HPTGP, it is less likely to have leaks propagating to a line rupture scenario; therefore, it is recommended the probability of a line rupture scenario of 1% was adopted in this QRA Study.

Pipeline Puncture (100 mm) Scenario Probability

According to UK HSE [15], the probability of a puncture (100 mm) scenario is relatively low, about 10% for both pipework and above ground transfer pipeline. However, it is not possible to identify the probability of a puncture (100 mm) scenario from both US and EGIG database. Nevertheless, it is conservatively assumed the probability of a puncture (100 mm) scenario for the HPTGP as 19% adopted in this QRA Study.

Pipeline Hole (50 mm) Scenario Probability

The probability of a small hole (>25 - ≤ 75 mm) scenario is about 25% for above ground transfer pipeline from UK HSE failure database [15] and 65.1% from EGIG database, but the probability of hole size (50 mm) scenario is not available from US database and UK HSE failure database for pipework whose diameter is ranged from 500 mm to 1,000 mm. It is recommended the probability of a small hole size (50 mm) scenario as 30% adopted in this QRA Study.

Pipeline Leak (25 mm) Scenario Probability

Based on US database, and UK HSE failure database [15] for pipework whose diameter is ranged from 500 mm to 1,000 mm, the probability of a leak (25 mm) scenario is 35%, and 32.3%, respectively. Therefore, it is reasonable to assume the probability of a leak (25 mm) scenario as 30% adopted in this QRA Study.

Pipeline Small Leak (10 mm) Scenario Probability

The probability of a pin hole (≤25 mm) scenario is 60.0% based on UK HSE failure database for above ground transfer pipeline, and that of pin (3.2 mm) scenario is 56.5% from UK HSE failure database for pipework. Since both database show relatively high failure frequencies for a small leak scenario, it is more suitable to recommend the probability of a small leak scenario (10 mm) as 20% adopted in this QRA Study for the HPTGP.

6.3 Event Tree Analysis

An event tree analysis (ETA) was performed to model the development of each event from the initial release to the final outcome. The event tree takes into consideration whether there is an immediate ignition, a delayed ignition, or no ignition. Orientation of the release is also considered. A generic event tree for the underground HPTGP is depicted in **Figure 6-1**. The possible outcomes include jet fires, flash fires, fireballs, and toxic releases.

The various branches in the event trees are discussed in the following sections.

6.3.1 Orientation of Release

The consequences of a gas release are dependent on the release rate and the orientation of the release. Failures that occur on the top portion of the pipeline result in vertical jet releases (unobstructed) and are governed by momentum jet dispersion/ momentum jet fires. Failures that occur from the bottom portion of the pipeline lose momentum due to impingement/ obstruction with the surrounding earth (for buried sections of pipeline) and therefore are governed by buoyant plume rise followed by Gaussian dispersion. For releases from flanges and valves, the release may be horizontal or inclined in addition being vertical. The probability of orientation of releases considered in this QRA Study is listed in **Table 6-6**.

Table 6-6 Probability of Orientation of Release

Equipment/ Pipework	Vertical	Horizontal	Inclined (45°)
Pressurised Gas Pipeline (buried)	0.5	-	0.5

6.3.2 Ignition Probability

The potential for ignition depends not only on the presence of ignition sources but it is also a function of release rate and duration of release. Larger releases are more likely to be ignited

than smaller releases. Similarly, releases that continue for a longer duration have a higher probability of ignition than short duration releases.

Based on a number of sources, Cox et al. [2], an ignition probability was estimated based on spill size for gas and liquid releases as given in **Table 6-7**.

Table 6-7 Ignition Probability for Plant Releases

Leak Release Rate	**Probability of Ignition**	
	Gas	**Liquid**
Minor (<1 kg s^{-1})	0.01	0.01
Major (1 to 50 kg s^{-1})	0.07	0.03
Massive (>50 kg s^{-1})	0.30	0.08

6.4 Event Outcome Frequencies

Combining the failure rates with leak size distribution and probabilities for release orientation and ignition probability allows the frequency of each event outcome to be calculated.

7. CONSEQUENCE ANALYSIS

Consequence analysis was involved the following steps:

- Source term modelling; and
- Physical effects modelling.

The source term modelling comprises the application of appropriate discharge rate models to define the release rate, release duration and the quantity of release. The source term modelling output forms the inputs to physical effects modelling such as the dispersion and fire modelling.

7.1 Source Term

The gas dispersion modelling of *SAFETI 6.7* was adopted to estimate the release rates, which were used to determine the immediate ignition probability.

7.2 Physical Effects Modelling

The hazardous scenarios following a release may include:

- Fireball;
- Jet fire;
- Flash fire; and
- Unignited dispersion leading to toxic effects (only 35 barg operating pressure).

7.2.1 Fireball Effects

A release caused by a line rupture of the HPTGP may give rise to a fireball scenario upon an immediate ignition. Due to the transient nature of a release for high pressure condition, the mass of flammable gas entering the fireball for the HPTGP (35 barg) is difficult to estimate. A method proposed by D A Carter in [6] is to calculate at each time step the quantity of fuel that can be consumed in a fireball scenario with the same burning time as the time since the start of the release. The size of the fireball is determined by equating these two values.

Numerical modelling was carried out to estimate the release rate and the mass released for different duration. The mass/duration correlation in the fireball model used in HSE's MISHAP98 model [7], is given as,

$$M = Max\left[\left(29t/\ 4.5A\right)^3, \left(29t/\ 8.2A\right)^6\right]$$

where:

M is the flammable gas mass in tonnes;
t is the duration in seconds; and
A is a substance-specific factor.

Substance-specific factor is derived from the stoichiometric combustion equation and is equal to 30.4 for natural gas.

Based on the above, the fireball mass is estimated as about 15 tonnes with a duration of about 12 seconds for the HPTGP at high pressure condition of 35 barg.

The consequence analysis for fireball scenario was conducted by *SAFETI 6.7* [5] with Roberts (HSE) method as the calculation method, which adopts the following equation for estimation of fireball diameter.

$$R = A \times M^{1/3}$$

where:

R is the radius of fireball;
A is a substance-specific factor; and
M is the mass of the fireball.

Persons caught in the open within the fireball diameter are assumed to be 100% fatality. Due to the presence of multi-storey buildings, consideration of fireball rise is critical in estimating the potential for causing injury/fatality to persons at higher levels.

Lihou and Maund [8] suggest a simple relationship to calculate the height of rising methane fireballs:

$$H = 10t$$

where,

t is the duration of fireball, seconds; and
H is the final height, metres.

Based on consequence modelling by *SAFETI 6.7*, the final height of fireball scenario is about 147.5 m and therefore all the floors in a multi-storey building are most likely to be engulfed by the rising fireball.

However, since the release associated with the line rupture scenario was dominated by momentum effects, the initial height of the fireball is likely to be at some elevation from the ground level considerably mitigating the effects at /near ground level.

7.2.2 Jet Fire Effects

Jet fires result from ignited releases of pressurised flammable gas or superheated/ pressurised flammable liquid. The momentum of the release carries the materials forward in form of a long plume entraining air to give a flammable mixture. Combustion in a jet fire occurs in the form of a strong turbulent diffusion flame that is strongly influenced by the momentum of the release.

7.2.3 Flash Fire Effects

In the event that a release is not ignited immediately, the gas will disperse with the wind and may subsequently be ignited if it reaches an ignition source. Portions of the cloud within flammability limits will then burn in a flash fire. The dispersion distance to the LFL will be used as the hazard footprint. Dispersion modelling was performed using *SAFETI 6.7* for the representative weather conditions at a particular site surrounding.

7.2.4 Toxic Effects of Carbon Monoxide

In case the released gas is not ignited, the dispersing cloud may cause toxic effect to people due to the presence of carbon monoxide in town gas. The concentration corresponding to each fatality level can be derived from Probit equation assuming an exposure time of thirty (30) minutes, which is summarised in Assumption Number 1.3.5 in **Appendix 4-1.**

8. RISK SUMMATION & EVALUATION

The hazardous scenarios, the associated frequencies, meteorological data, population data, and suitable modelling parameters identified were input into *SAFETI 6.7*. All risk summation was modelled using *SAFETI 6.7*. The inputs to the software comprise of:

- Release cases file detailing all identified hazardous scenarios, and their associated frequencies and probabilities;
- Release location of hazardous scenarios either at given points or along given routes;
- Weather probabilities file that details the local meteorological data according to a matrix of weather class (speed/stability combinations) and wind directions;
- Population data with the number of people and polygonal shape as well as indoor faction; and
- Ignition sources with ignition probabilities in a given time period.

The detailed *SAFETI 6.7* input file is presented in **Appendix 8-1**.

8.1 Risk Measures

The two (2) types of risk measures considered in this QRA Study are societal risk and individual risk.

8.1.1 Societal Risk

Societal risk is defined as the risk to a group of people due to all hazardous scenarios arising from a hazardous installation or activity. The simplest measure of societal risk is the rate of death or potential loss of life (PLL), which is the predicted equivalent fatality per year. The PLL is calculated as follows:

$$PLL = f_1N_1 + f_2N_2 + f_3N_3 + \ldots\ldots + f_nN_n$$

where:
f_n is the frequency; and
N_n the number of fatalities associated with the nth hazardous scenarios.

Societal risk can also be expressed in the form of an F-N curve, which represents the cumulative frequency (F) of all hazardous scenarios leading to N or more fatalities. This representation of societal risk highlights the potential for accidents involving large numbers of fatalities.

8.1.2 Individual Risk

Individual risk may be defined as the frequency of fatality per individual per year due to the realisation of specified hazardous scenarios. Individual risk may be derived for a hypothetical individual present at a location 100% of time or a named individual considering the probability of his presence etc.

8.2 Risk Evaluation

The risks derived for the existing HPTGP during Operational Phase (2031) of the Application Site were evaluated by comparing against the risk criteria in Hong Kong Risk Guidelines [1].

8.2.1 Hong Kong Risk Guidelines

The individual risk criteria specify that the risk of fatality to an off-site individual should not exceed 10^{-5} per year. The individual risk is normally calculated in Hong Kong taking into account occupation or presence factors, protection factors etc. It is generally accepted that the same individual risk criteria should also apply for transport operations.
The societal risk guidelines in Hong Kong are shown in **Figure 8-1**. There are three regions indicated on the figure:

- Unacceptable region;
- ALARP region where risk is tolerable providing it has been reduced to a level ALARP; and
- Acceptable region where risk is broadly acceptable.

From an analysis of the above risk results, the dominant contributors to risk were identified and measures to mitigate them may be specified. Such measures may either seek to reduce the likelihood of hazardous scenarios occurring or to reduce the impact of the hazardous scenarios should they occur, to ALARP.

9. RESULTS AND DISCUSSION

9.1 Individual Risk

The individual risk contours of 1E-08 and 1E-09 per year for the existing HPTGP are depicted in **Figure 9-1**.

The individual risk contour of 1E-09 is well confined within the proposed study zone of the HPTGP, all credible hazardous scenarios with frequency higher than 1E-09 per year were considered in this QRA Study. The predicted individual risk level is well below the individual risk criterion as 1E-05 per year from Hong Kong Risk Guidelines.

9.2 Societal Risk

Potential Loss of Life

The societal risk for Operational Phase (2031) of the Application Site were expressed in terms of PLL, which is 1.98E-06 per year for the existing HPTGP within the proposed study zone.

The detailed breakdown of PLL for Operational Phase (2031) are presented in **Table 9-1,** in which the major risk contributors are from fireball scenario at night time, weekday and weekend day.

Table 9-1 Breakdown of Potential Loss of Life – Operational Phase 2031

Ranking	Scenario	Description	PLL
1	HPUGP_UG_Rup_FB_WN	Weekday Night - Fireball of catastrophic rupture of high pressure town gas pipeline	8.28E-07
2	HPUGP_UG_Rup_FB_WDD	Weekday Day - Fireball of catastrophic rupture of high pressure town gas pipeline	7.67E-07
3	HPUGP_UG_Rup_FB_WED	Weekend Day - Fireball of catastrophic rupture of high pressure town gas pipeline	3.71E-07
4	HPUGP_UG_Rup_100mm_V_WDD	Weekday Day - Flammable effect of 100 m leak from high pressure town gas pipeline	3.27E-09
5	HPUGP_UG_Rup_NFB_WDD	Weekday Day - Flammable effect of catastrophic rupture from high pressure town gas pipeline (Inclined release)	2.06E-09
Other			8.05E-09
Total			**1.98E-06***

Note*: Potential loss of life value identified from risk summary report is slightly different from the PLL value identified from F-N curves.

F-N Result

The F-N results for the existing HPTGP in comparison with Hong Kong Risk Guidelines [1] is presented in **Figure 9-2.** The societal risk for Operational Phase (2031) of the Proposed Development is within "Acceptable" region based on Hong Kong Risk Guidelines [1].

10. CONCLUSION

A QRA study was conducted to assess if the risks posed by the existing HPTGP for the Operational Phase (2031) of the Application Site are in compliance with Hong Kong Risk Guidelines [1].

Individual Risk

The individual risk contours of 1E-08 and 1E-09 per year were identified for the existing HPTGP and within the proposed study zone. The predicted individual risk level is well below the individual risk criterion as 1E-05 per year from Hong Kong Risk Guidelines.

Societal Risk

The societal risk for Operational Phase (2031) of the Application Site is within "Acceptable" region based on Hong Kong Risk Guidelines.

Conclusion

It could be concluded that the societal risk and individual risk associated with the existing HPTGP are in compliance with Hong Kong Risk Guidelines [1]. As such, no further mitigation measures are required.

11. REFERENCE

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[20] Transport Department, *Annual Traffic Census 2020*, August 2021.

[21] Building Department, *Code of Practice for the Provision of Means of Escape in Case of Fire,* 1996.

[22] ERM, *Quantitative Risk Assessment Study for Towngas Transmission Network 2012*, January 2015.

[23] Planning Department, Projections of Population Distribution 2021 – 2029, March 2021

[24] Hong Kong Observatory, *Summary of Meteorological and Tidal Observations in Hong Kong 2019*, September 2020.

[25] Electrical and Mechanical Services Department, Guidance Note on Quantitative Risk Assessment Study for High Pressure Town Gas Installations in Hong Kong, April 2021.

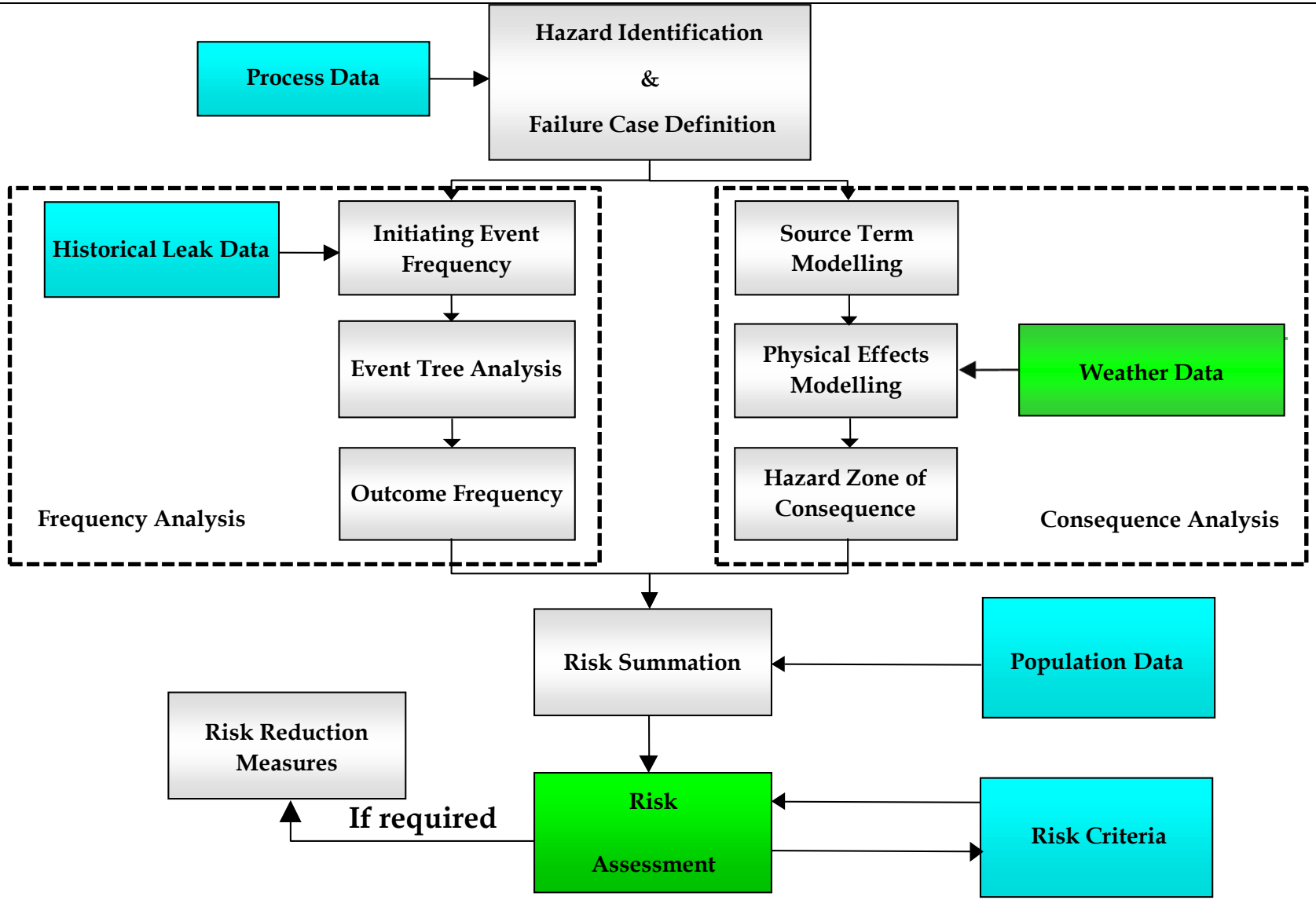


Figure: 2.1	RAMBOLL
Title: Quantitative Risk Assessment Methodology ” ” ”	Drawn by: VW Checked by: SP
Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D) and “OS Zones to “R(E) Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long QRA for High Pressure Town Gas Pipeline	Rev.: 1.0 Date: July 2022

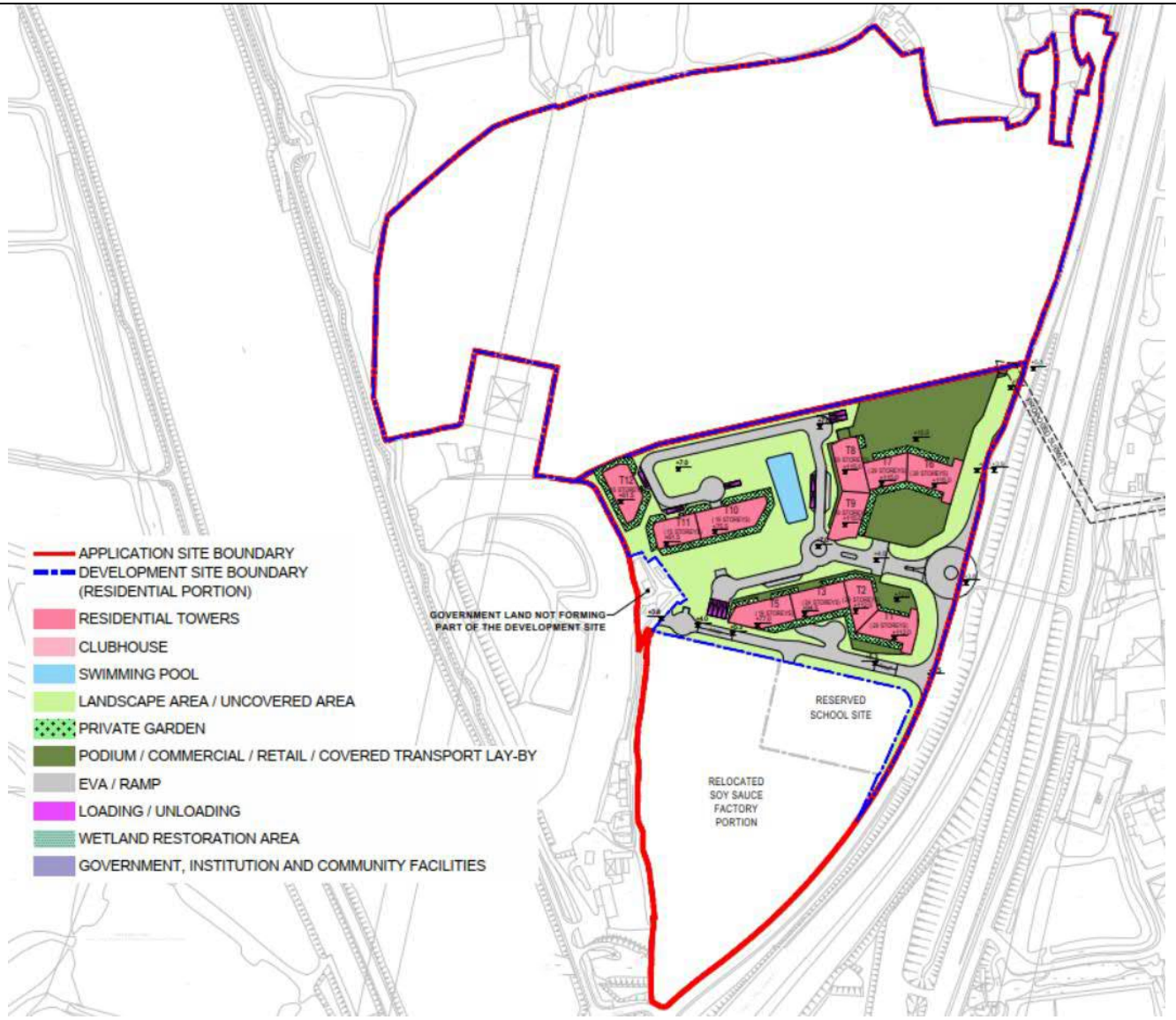


Figure:	**3.**1	RAMBOLL
Title:	Master Layout Plan of the Proposed Development ” ” ”	Drawn by: VW Checked by: SP
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D) and “OS Zones to “R(E) Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long QRA for High Pressure Town Gas Pipeline	Rev.: 1.0 Date: July 2022

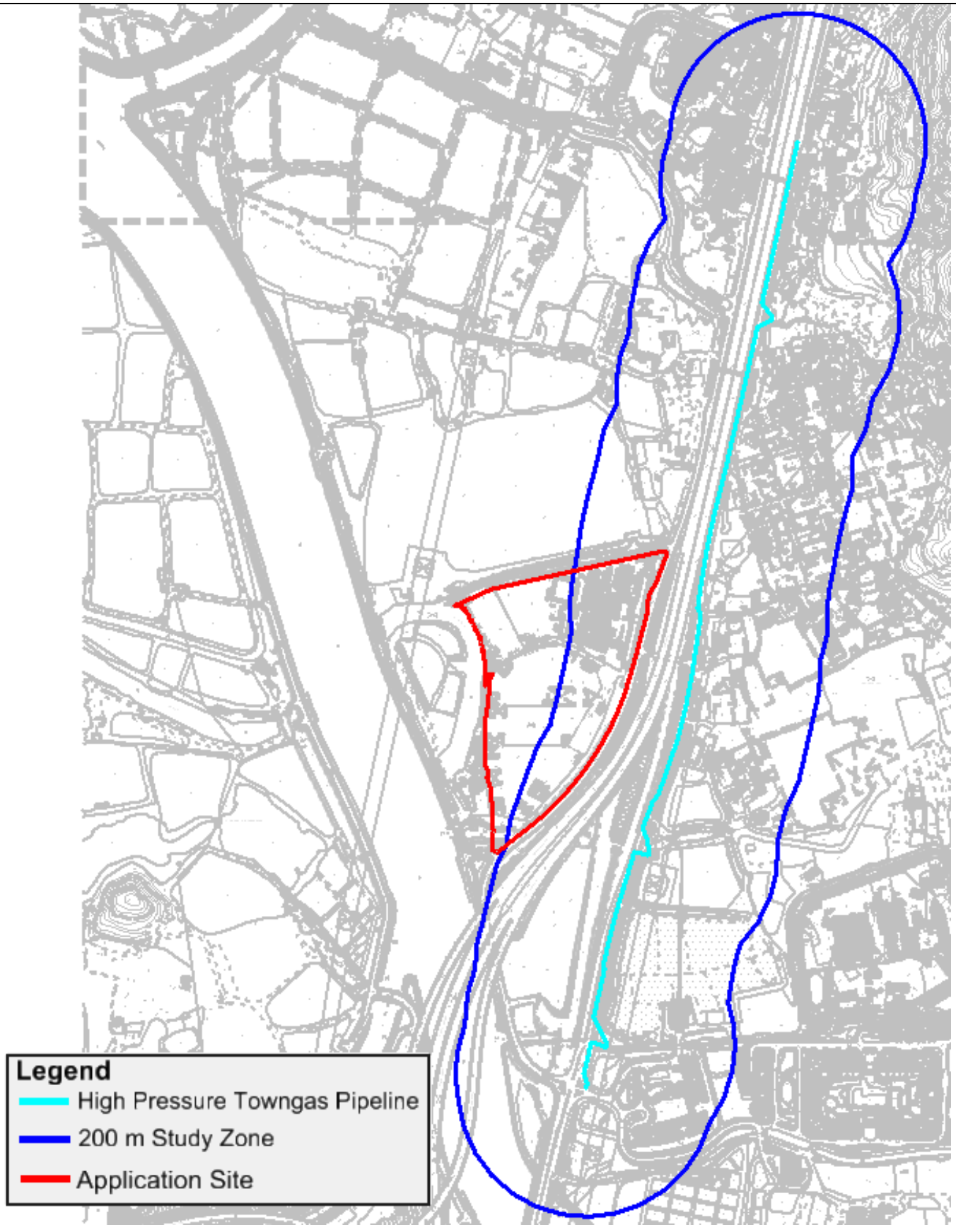


Figure: 3.2	RAMBOLL
Title: Location of Subject Site and its Environs ” ” ”	Drawn by: VW Checked by: SP
Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D) and “OS Zones to “R(E) Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long QRA for High Pressure Town Gas Pipeline	Rev.: 1.0 Date: July 2022

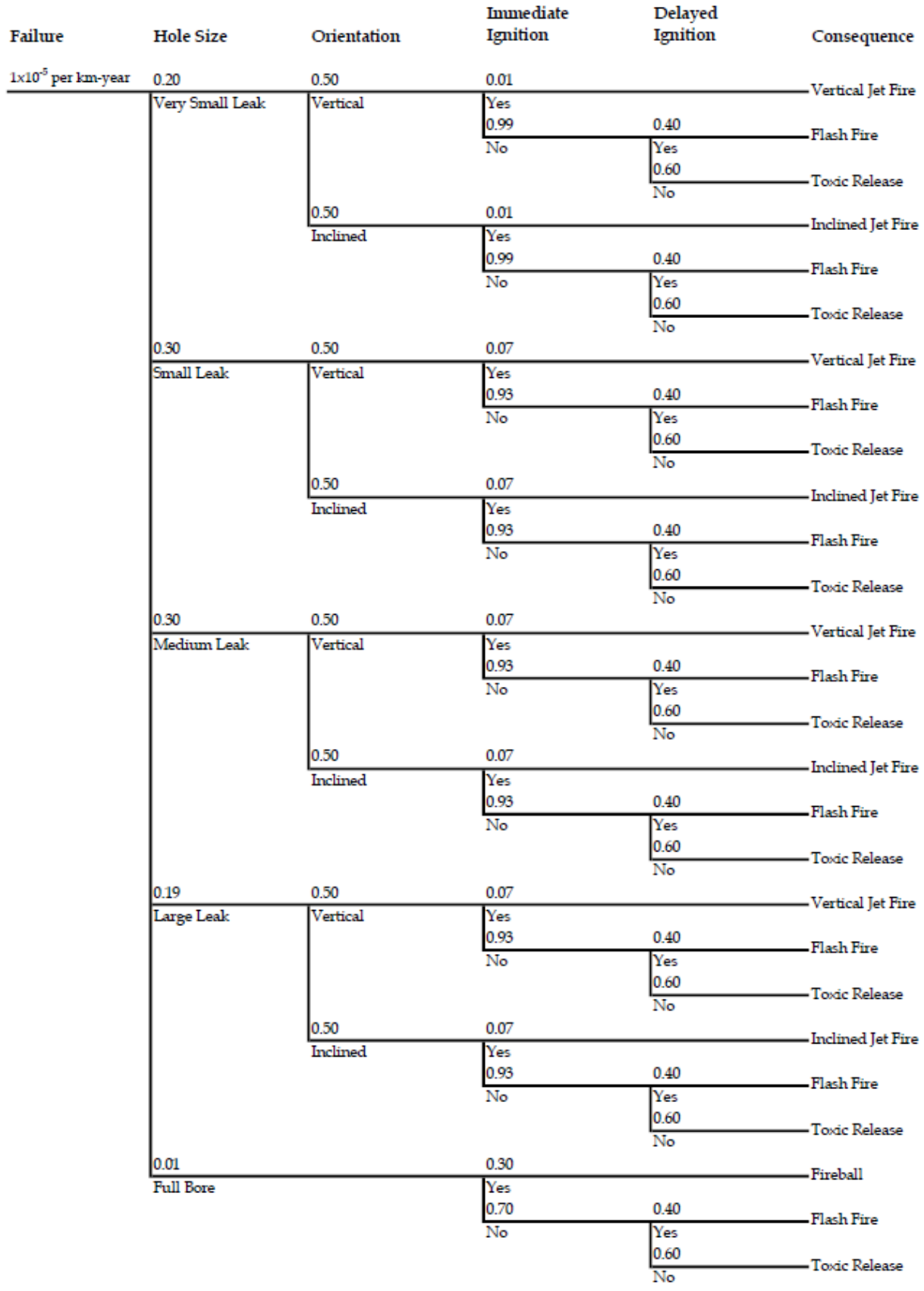


Figure: 6.1	RAMBOLL
Title: Event Tree for Release from Underground High Pressure Town Gas Pipeline	Drawn by: VW Checked by: SP
Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long QRA for High Pressure Town Gas Pipeline	Rev.: 1.0 Date: July 2022

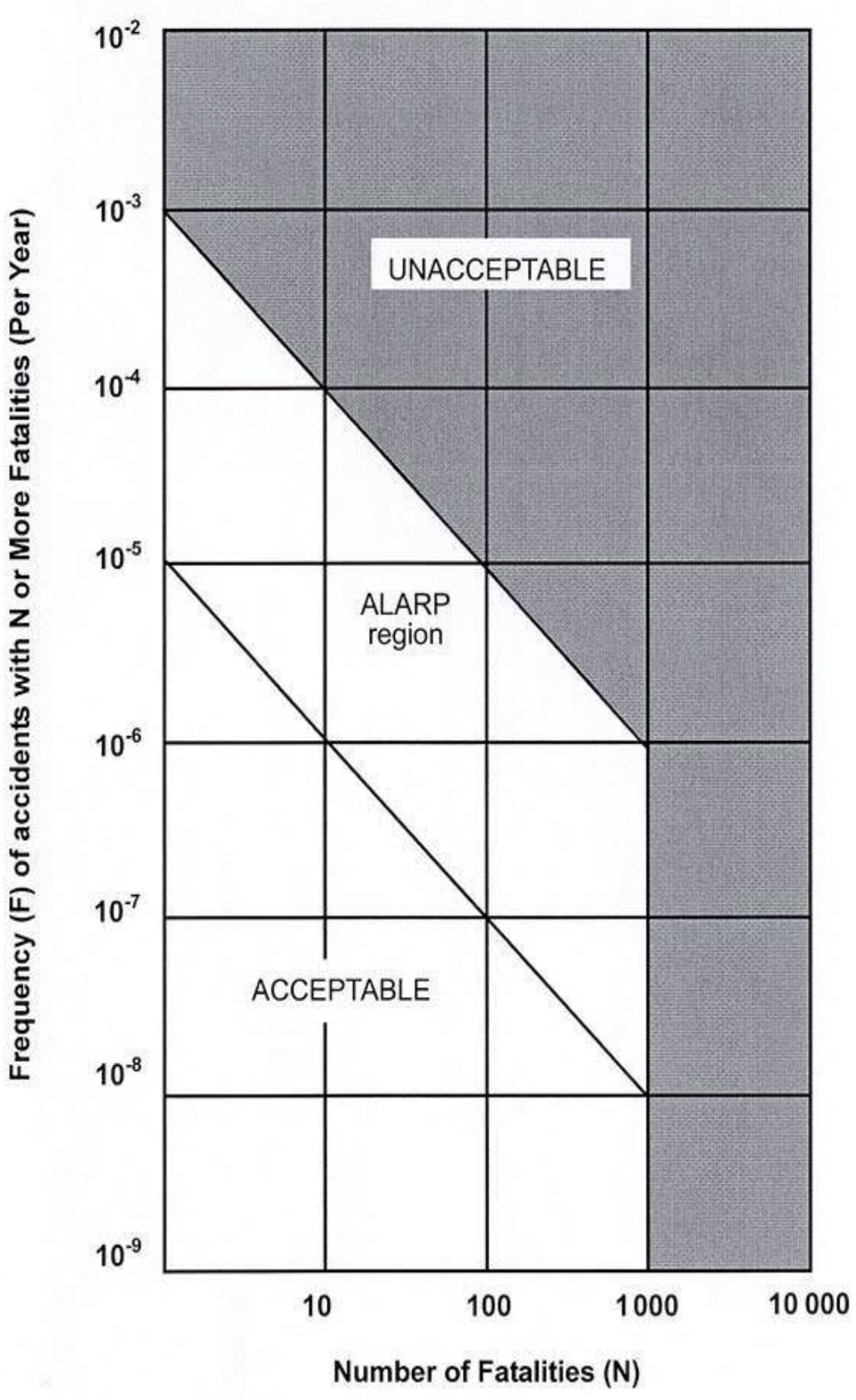


Figure:	8.1	RAMBOLL
Title:	Societal Risk Guidelines for Acceptable Risk Levels from Hong Kong Risk Guidelines	Drawn by: VW Checked by: SP
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long QRA for High Pressure Town Gas Pipeline	Rev.: 1.0 Date: July 2022

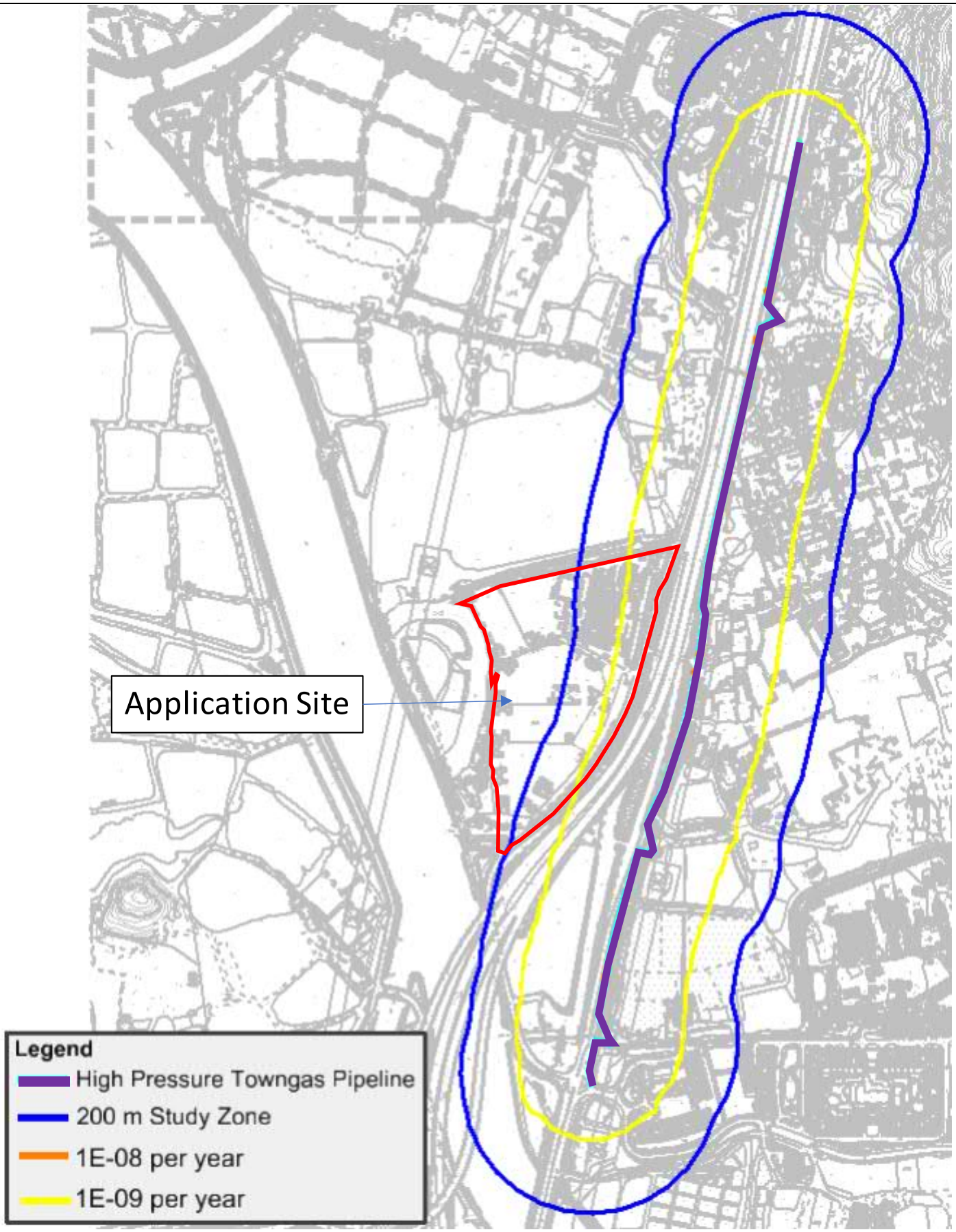


Figure:	9.1	RAMBOLL
Title:	Individual Risk Contours of HPTGP ” ” ”	Drawn by: VW Checked by: SP
Project:	Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D) and “OS Zones to “R(E) Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long QRA for High Pressure Town Gas Pipeline	Rev.: 1.0 Date: July 2022

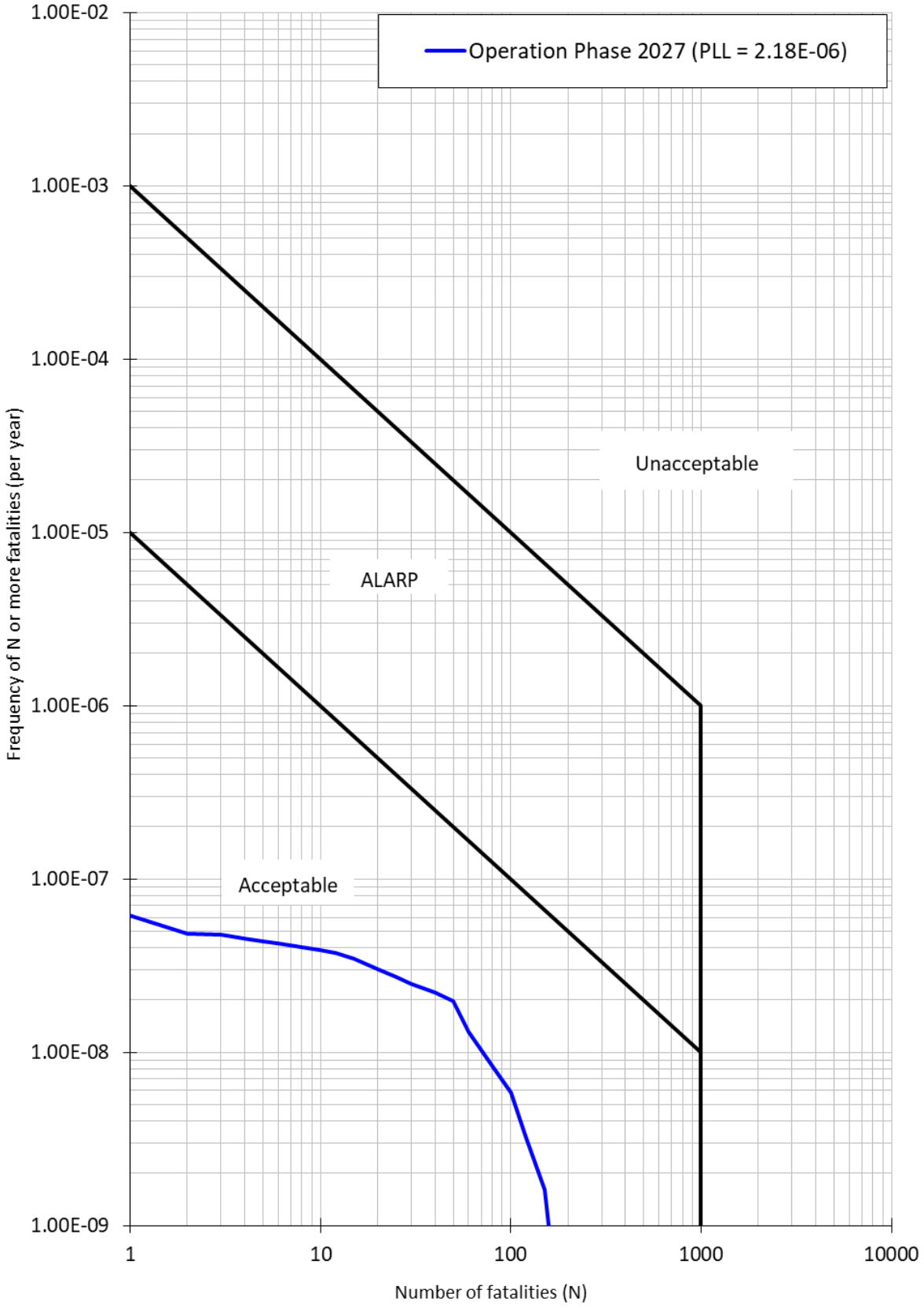
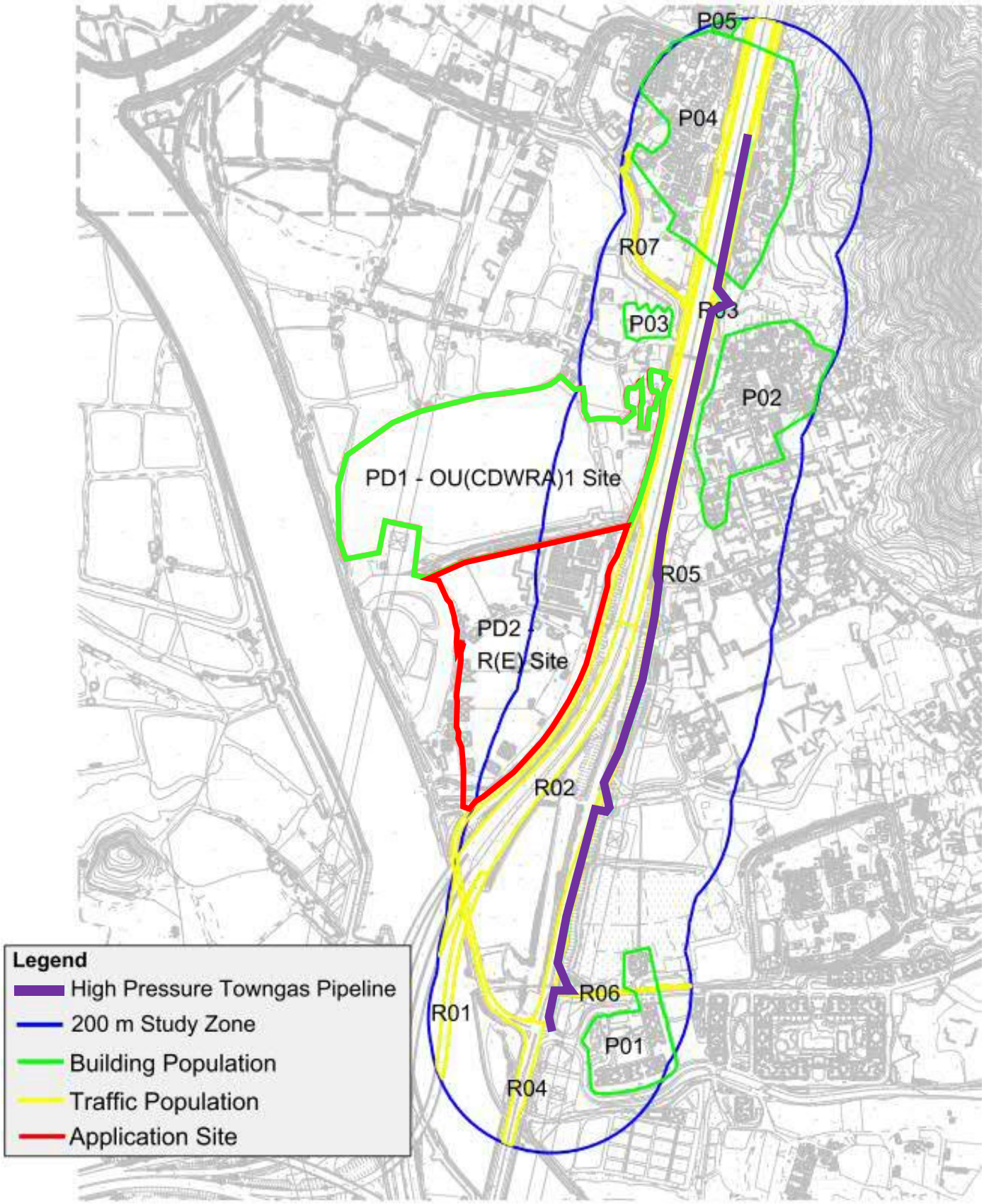


Figure: 9.2	RAMBOLL
Title: F-N Curves in comparison with Hong Kong Risk Guidelines	Drawn by: VW
	Checked by: SP
Project: Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)" and "OS" Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long QRA for High Pressure Town Gas Pipeline	Rev.: 1.0 Date: July 2022

Appendix 3-1

Off-site Population within Proposed Study Zone and Population Map

Ref	Name	2031 Operational Phase	Weekday Day	Weekend Day	Night	Fraction Indoors	No of Storeys	Remarks
P01	Park YOHO (Tower 1A/B, 2A/B, 3A/B, 5A/B, 6A/B & 7A/B)	2288	50%	80%	100%	95%	18	It is estimated based on the desktop review on housing counts and Population and Household Statistics Analysed by District Council District 2020
P02	Mo Fan Heung	189	50%	80%	100%	95%	3	It is estimated based on the desktop review on housing counts and Population and Household Statistics Analysed by District Council District 2020
P03	Wing Kei Tsuen	34	50%	80%	100%	95%	3	It is estimated based on the desktop review on housing counts and Population and Household Statistics Analysed by District Council District 2020
P04	Pok Wai	619	50%	80%	100%	95%	3	It is estimated based on the desktop review on housing counts and Population and Household Statistics Analysed by District Council District 2020
P05	Merry Garden (House 8-9, 46-48)	17	50%	80%	100%	95%	3	It is estimated based on the desktop review on housing counts and Population and Household Statistics Analysed by District Council District 2020
R01	Yuen Long Highway	66	100%	100%	20%	0%	0	It is based on site visit and ATC2020. No pedestrain was assumed along R01 (Yuen Long Highway). The parameters for traffic population are listed below: AADT: 77080; Distance: 0.32 km; Speed: 80 km/hr; and average occupancy: 1.6 people/vehicle
R02	Tsing Long Highway	51	100%	100%	20%	0%	0	It is based on site visit and ATC2020. No pedestrain was assumed along R02 (Tsing Long Highway). The parameters for traffic population are listed below: AADT: 45880; Distance: 0.53 km; Speed: 100 km/hr; and average occupancy: 1.6 people/vehicle
R03	San Tin Highway	168	100%	100%	20%	0%	0	It is based on site visit and ATC2020. No pedestrain was assumed along R03 (San Tin Highway). The parameters for traffic population are listed below: AADT: 81870; Distance: 1.06 km; Speed: 100 km/hr; and average occupancy: 1.6 people/vehicle
R04	Castle Peak Road - Tam Mi	133	100%	100%	20%	0%	0	It is based on site visit and ATC2020. 40 pedestrain was assumed along R04 (Castle Peak Road - Tam Mi). The parameters for traffic population are listed below: AADT: 11420; Distance: 2.03 km; Speed: 50 km/hr; and average occupancy: 1.6 people/vehicle.
R05	San Tam Road	118	100%	100%	20%	0%	0	It is based on site visit and ATC2020. 40 pedestrain was assumed along R05 (San Tam Road). The parameters for traffic population are listed below: AADT: 11420; Distance: 1.73 km; Speed: 50 km/hr; and average occupancy: 1.6 people/vehicle
R06	Sha Po Tsuen Road	42	100%	100%	20%	0%	0	It is based on site visit and ATC2020. 40 pedestrain was assumed along R06 (Sha Po Tsuen Road). The parameters for traffic population are listed below: AADT: 1142; Distance: 0.23 km; Speed: 50 km/hr; and average occupancy: 1.6 people/vehicle
R07	Pok Wai Road	42	100%	100%	20%	0%	0	It is based on site visit and ATC2020. 40 pedestrain was assumed along R07 (Pok Wai Road). The parameters for traffic population are listed below: AADT: 1142; Distance: 0.26 km; Speed: 50 km/hr; and average occupancy: 1.6 people/vehicle
PD1	PD at OU(CDWRA)1 Site	18395	50%	80%	100%	95%	29	It is based on information provided by client
PD2	PD at R(E) Site	8921	50%	80%	100%	95%	28	It is based on information provided by client. This PD includes 11 residential towers, 1 planned primary school and relocatino of soy sauce factory.


P05
P04
R07
P03
P02
PD1 - OU(CDWRA)1 Site
R05
PD2 -
R(E) Site
R02
R06
R01
P01
R04
Legend
High Pressure Towngas Pipeline
200 m Study Zone
Building Population
Traffic Population
Application Site

Appendix 4-1

Assumptions for this QRA Study

1.1 SURROUNDING DATA ANALYSIS

1.1.1 Meteorological Data

Assumption Number: 1.1.1

As per Appendix 4.B of "*Guidelines For Quantitative Risk Assessment, CPR 18E (Purple Book)*" [3], at least six representative weather classes are recommended to be adopted in this QRA Study, covering the stability conditions of stable, neutral and unstable, low and high wind speed. At least the following six (6) weather classes have to be covered in terms of Pasquill classes.

Stability Class	Wind Speed (1)
B	Medium
D	Low
D	Medium
D	High
E	Medium
F	Low

(1): Low wind speed corresponding to 1 – 2 m s^{-1}
Medium wind speed corresponding to 3 – 5 m s^{-1}
High wind speed corresponding to 8 – 9 m s^{-1}

Several rules will be applied to classify the observations in the six weather classes:

1. Observations in the Pasquill stability classes A, A/B, B and B/C are grouped to class B while the wind speed of the weather class is equal to the average wind speed of the observations.

2. Observations in the Pasquill stability classes C, C/D, D are grouped to class D while the wind speed of the weather class is equal to the average wind speed of the observations. Wind speeds below 2.5 m s^{-1}, between 2.5 m s^{-1} and 6 m s^{-1} and above 6 m s^{-1} are classified as the wind speed categories low, medium and high respectively.

3. Observations in the Pasquill stability classes E and F are allocated on the basis of the wind speed. Wind speeds below 2.5 m s^{-1} and above 2.5 m s^{-1} are classified as weather classes F and E respectively. The wind speed in each weather class is equal to the average wind speed of the observations in the weather class.

Assumption Number: 1.1.1

The allocation of six (6) representative weather classes is shown in following figure.

Wind Speed	A	B	B/C	C	C/D	D	E	F
< 2.5 m s^{-1}	B medium			D low			F low	
2.5 – 6 m s^{-1}				D medium			E medium	
>6 m s^{-1}				D high				

Data available can be separated for night-time and daytime, in which case, the period of the day attributed to daytime should have the daytime and night-time statistics added correctly.

The mean temperature of 23.3°C and relative humidity of 78% recorded at the Hong Kong Observatory between years 1981–2010 were used in the modelling.

1.1.2 Surface Roughness

Assumption Number: 1.1.2

The roughness parameter reflects the average roughness over which cloud is dispersing. For consequence modelling conducted using *DNV Phast Risk*, a value of 50 cm should be selected representing a conditions of parkland, bushes, and numerous obstacles.

1.2 FREQUENCY ANALYSIS

1.2.1 Failure Frequency Database

Assumption Number: 1.2.1

Regarding the HPTPG, the failure frequency is assumed as 10^{-5} per km-year adopted in this QRA Study.

1.2.2 Release Hole Size Considered in this QRA Study

Assumption Number: 1.2.2

The following representative leak sizes of the HPTGP should be proposed to consider in this QRA Study:

- Partial failure resulting in a 10 mm hole representing a minor leak;
- Partial failure resulting in a 25 mm hole representing a small leak;
- Partial failure resulting in a 50 mm hole representing a significant leak;
- Partial failure resulting in a 100 mm hole representing a large leak; and
- Full bore rupture release to represent an instantaneous rupture.

The hole size distribution considered for the HPTGP is as follows:

Category	Hole Size (mm)	Proportion
Line Rupture	Full bore	1%
Puncture	100 mm	19%
Hole	50 mm	30%
Leak	25 mm	30%
	10 mm	20%

1.2.3 Release Orientation Probability

Assumption Number: 1.2.3

The consequences of a release from the pipeline depend on the orientation of release. Failures that occur on the top portion of the pipeline result in vertical jet release (unobstructed) and are governed by momentum jet dispersion/ momentum jet fires.

Failures that occur from the bottom portion of the pipeline lose momentum due to impingement/ obstruction with the surrounding earth (for buried sections of pipeline) and therefore are governed by buoyant plume rise followed by Gaussian dispersion, which is considered as inclined orientation release.

The probability of orientation of release from hole up to 100 mm size considered in this QRA Study is listed in following table.

Orientation of release may not be relevant for full bore failures, which are more likely to result in an upward release following the displacement of each cover. Therefore, full bore failures are considered completely unobstructed.

Equipment/ Pipeline	Vertical	Horizontal	Inclined (45°)
Pressurised Gas Pipeline (buried)	0.5	-	0.5

1.2.4 Ignition Probability

Assumption Number: 1.2.4

The potential for ignition depends not only on the presence of ignition sources but it is also function of release rate and duration of release. Larger releases are more likely to be ignited than smaller release. Similarly, release that continue for a longer duration have a higher probability of ignition than short duration releases.

Based on Cox, Lees, Ang et al [1], the ignition probability is estimated based on spill size for gas and liquid release as given in following table. The immediate ignition is estimated based on release rate from Cox et al. [1].

Leak Size	**Probability of Ignition**	
	Gas	**Liquid**
Minor (< 1 kg s^{-1})	0.01	0.01
Major (1 to 50 kg s^{-1})	0.07	0.03
Massive (> 50 kg s^{-1})	0.30	0.08

1.2.5 Probability of delayed ignition

Assumption Number: 1.2.5

As per Appendix 4.A of "Guidelines For Quantitative Risk Assessment, CPR 18E (Purple Book)" [3], the probability of ignition a time interval of one minute for a number of sources is listed as following table:

Source	Probability of Ignition in one minute
1. Point Source	
motor vehicle	0.4
flare	1.0
outdoor furnace	0.9
indoor furnace	0.45
outdoor boiler	0.45
indoor boiler	0.23
ship	0.5
ship transporting flammable materials	0.3
fishing vessel	0.2
pleasure craft	0.1
diesel train	0.4
electric train	0.8
2. Line Source	
transmission line	0.2 per 100 m
road	Note 1
railway	Note 1
3. Area Source	
chemical plant	0.9 per site
oil refinery	0.9 per site
heavy industry	0.7 per site
light industrial warehousing	as for population
4. Population Source	
residential	0.01 per person
employment force	0.01 per person

Note 1:
The ignition probability for a road or railway near the establishment or transport route under consideration is determined by the average traffic density. The average traffic density, d, is calculated as:
$d = NE/v$
where:
N: number of vehicles per hour (hr^{-1})
E: length of a road or railway selection (km)
v: average velocity of vehicle (km hr^{-1})

1.3 CONSEQUENCE ANALYSIS

1.3.1 Source Term Modelling

Assumption Number: 1.3.1

Most leak sources are at ground level or near ground level. However, taking into account that most release consists of light ends which are buoyant, 1.0 m is considered an accurate representative height for modelling purposes in this QRA Study.

The averaging time considered for dispersion modelling is 18.75 seconds.

1.3.2 Fireball Effect

Assumption Number: 1.3.2

With regard to fireball, a 100% fatality is assumed for any person outdoors within the fireball radius.

Fatality rates due to exposure to thermal radiation from fireball to persons without protective clothing should be determined by "Guidelines For Quantitative Risk Assessment, CPR 18E (Purple Book)" [3] Probit function, as follows:

$$Pr = -36.38 + 2.56 \times \ln(Q^{4/3} \times t)$$

where

Pr	Probit corresponding to the probability of death (-)
Q	heat radiation (W m^{-2})
t	exposure time (s)

The exposure time, t, is limited to maximum of twenty (20) seconds.

1.3.3 Jet Fire Effect

Assumption Number: 1.3.3

Fatality rates due to exposure to thermal radiation from jet fire to persons without protective clothing should be determined by "Guidelines For Quantitative Risk Assessment, CPR 18E (Purple Book)" [3] Probit function, as follows:

$$Pr = -36.38 + 2.56 \times \ln(Q^{4/3} \times t)$$

where

Pr	Probit corresponding to the probability of death (-)
Q	heat radiation (W m^{-2})
t	exposure time (s)

The exposure time, t, is limited to maximum of twenty (20) seconds.

1.3.4 Flash Fire Effect

Assumption Number: 1.3.4

With regard to flash fires, a 100% fatality is assumed for any person outdoors within the flash fire envelope. The extent of the flash fire is considered to be the distance to 100% of LFL.

1.3.5 Toxicity Effect (Carbon Monoxide)

Assumption Number: 1.3.5

In case the released gas is not ignited, the dispersing cloud may cause toxic effect to people due to the presence of carbon monoxide. Fatality rates due to toxic exposure is determined by the Probit function, as follows:

$$Y = a + b \times \ln(C^n \times t)$$

Where:

Y is the Probit corresponding to the probability of death;

a, *b*, *n* are the constants describing the toxicity of a substance;

C is the concentration of the toxic material in mg m^{-3} or ppm, and

t is the exposure time in minutes.

For this QRA Study, *a* is taken as -7.4, *b* is taken as 1 and *n* is taken as 1 for concentration in mg m^{-3} based on Purple Book.

The exposure time was taken as thirty (30) minutes for off-site public if it is assumed that no breathing apparatus for off-site public.

1.3.6 Protection Factor

Assumption Number: 1.3.6

Protection factors are used to factor down the population so that only those exposed to hazardous scenarios are considered in the risk summation for certain types of incidents such as fireball, jet fire, flash fire and toxic incidents.

Three types of protections are considered in this QRA Study:

1. Height Protection Factors

Since the affected areas for jet fire and flash fire are limited (i.e. do not cover the entire building for high rise structures), a height protection factor is considered to exclude the population residing on higher floors of a building (higher than 10 m or 3 storeys). It is because the consequence of hazardous scenarios is less than 10 m height based on *PHAST Risk* modelling.

In case of fireball scenario, no such protection factor is applied as the diameter of the fireball and the rise of fireball likely engulfs the whole building height if the buildings along the route are mainly low to medium rise.

2. Indoor Protection Factors

A protection factor is considered for effects from thermal radiation and toxic gas for indoor population. Protection for indoor population against all fire scenarios including jet fire, flash fire and fireball) and toxic effects is considered by assuming that the indoor fatality rate is about 10% of the outdoor fatality rate.

For persons within the fireball radius, it is assumed 50% of the outdoor fatality rate.

3. Shielding Protection Factors

A shielding factor is generally used to take credit for the shielding of buildings by other buildings from fire effects.

By superimposing the hazard zone from fireball scenario on an area map, a shielding factor is derived for the houses or buildings in the immediate vicinity, as follows:

- An indoor protection factor of 50% is applied to the closet buildings, i.e. which stand facing directly the pipeline route; and
- A shielding factor of 50% is applied only to these buildings located behind the closet buildings along the pipeline route.

2 *REFERENCE*

[1] Cox, IChemE, *Lees and Aug, Classification of Hazardous Locations*, 1990.

[2] ERM's in house database, Failure Rate Evaluation Tool (FRET).

[3] Purple Book, *Guidelines for Quantitative Risk Assessment*, 1999.

Appendix 6-1

Full List of Failure Scenarios

APPENDIX 6-1 FULL LIST OF FAILURE SCENARIOS

The full list of the failure scenarios, the corresponding frequencies and consequence distances for underground high pressure town gas pipeline are presented in **Table 1**

Table 1 Failure Scenarios of Underground High Pressure Towngas Pipeline (600 mm)

Scenario Tag	Event	Frequency per km	Consequence Distance (d) (m)
01_UG_10mm_V	JF	1.00E-08	3.60
01_UG_10mm_V	FF	3.96E-07	0.28
01_UG_10mm_V	TX	5.94E-07	0.00
02_UG_10mm_I	JF	1.00E-08	6.70
02_UG_10mm_I	FF	3.96E-07	3.10
02_UG_10mm_I	TX	5.94E-07	0.00
03_UG_25mm_V	JF	1.05E-07	6.80
03_UG_25mm_V	FF	5.58E-07	0.35
03_UG_25mm_V	TX	8.37E-07	0.00
04_UG_25mm_I	JF	1.05E-07	14.30
04_UG_25mm_I	FF	5.58E-07	7.30
04_UG_25mm_I	TX	8.37E-07	0.00
05_UG_50mm_V	JF	1.05E-07	11.60
05_UG_50mm_V	FF	5.58E-07	1.20
05_UG_50mm_V	TX	8.37E-07	24.50
06_UG_50mm_I	JF	1.05E-07	25.60
06_UG_50mm_I	FF	5.58E-07	14.20
06_UG_50mm_I	TX	8.37E-07	0.00
07_UG_100mm_V	JF	6.65E-08	21.60
07_UG_100mm_V	FF	3.53E-07	1.39
07_UG_100mm_V	TX	5.30E-07	24.50
08_UG_100mm_I	JF	6.65E-08	46.60
08_UG_100mm_I	FF	3.53E-07	27.90
08_UG_100mm_I	TX	5.30E-07	19.00
09_UG_Rup_FB	FB	3.00E-08	187.00
10_UG_Rup_nFB	FF	2.80E-08	124.00
10_UG_Rup_nFB	TX	4.20E-08	24.50

Note:
Consequence distance based on LFL for flash fire and 1% fatality for other events (jet fire, toxic and fireball)
UG is underground
_V is vertical release
_I is inclined release
JF is jet fire
FF is flash fire
TX is toxic release
FB is fireball

Appendix 8-1

SAFETI Input File

2031

Run Rows

01 HPUGP UG 10mm V WDD

Base Case

Data

\2031\Run Rows\01 HPUGP UG 10mm V WDD

RunRow Data

Model Selection	01 UG 10mm V
Parameters	SL V
Materials	Materials
Weathers	Day
Population	FF WDD
Ignition	WDD Ignition
Results Status	Up to date
Run Row Number	4
factors(1)	0.3571
factors(2)	0.3571
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None

[Note: Data in square brackets are defaulted values]

01 HPUGP UG 10mm V WED

Base Case

Data

\2031\Run Rows\01 HPUGP UG 10mm V WED

RunRow Data

Model Selection	01 UG 10mm V
Parameters	SL V
Materials	Materials
Weathers	Day
Population	FF WED
Ignition	WED Ignition
Results Status	Up to date
Run Row Number	5
factors(1)	0.1429
factors(2)	0.1429
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

01 HPUGP UG 10mm V WN

Base Case

Data

\2031\Run Rows\01 HPUGP UG 10mm V WN

RunRow Data

Model Selection	01 UG 10mm V
Parameters	SL V
Materials	Materials
Weathers	Night
Population	FF WN
Ignition	WN Ignition
Results Status	Up to date
Run Row Number	6
factors(1)	0.5
factors(2)	0.5
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

02 HPUGP UG 10mm I WDD

Base Case

Data

\2031\Run Rows\02 HPUGP UG 10mm I WDD

RunRow Data

Model Selection	02 UG 10mm I
Parameters	SL H
Materials	Materials
Weathers	Day
Population	FF WDD
Ignition	WDD Ignition
Results Status	Up to date
Run Row Number	2
factors(1)	0.3571
factors(2)	0.3571
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

02 HPUGP UG 10mm I WED

Base Case

Data

\2031\Run Rows\02 HPUGP UG 10mm I WED

RunRow Data

Model Selection	02 UG 10mm I
Parameters	SL H
Materials	Materials
Weathers	Day
Population	FF WED
Ignition	WED Ignition
Results Status	Up to date
Run Row Number	1
factors(1)	0.1429
factors(2)	0.1429
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

02 HPUGP UG 10mm I WN

Base Case

Data

\2031\Run Rows\02 HPUGP UG 10mm I WN

RunRow Data

Model Selection	02 UG 10mm I
Parameters	SL H
Materials	Materials
Weathers	Night
Population	FF WN
Ignition	WN Ignition
Results Status	Up to date
Run Row Number	3
factors(1)	0.5
factors(2)	0.5
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

03 HPUGP UG 25mm V WDD

Base Case

Data

\2031\Run Rows\03 HPUGP UG 25mm V WDD

RunRow Data

Model Selection	03 UG 25mm V
Parameters	ML V
Materials	Materials
Weathers	Day
Population	FF WDD
Ignition	WDD Ignition
Results Status	Up to date
Run Row Number	7
factors(1)	0.3571
factors(2)	0.3571
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

03 HPUGP UG 25mm V WED

Base Case

Data

\2031\Run Rows\03 HPUGP UG 25mm V WED

RunRow Data

Model Selection	03 UG 25mm V
Parameters	ML V
Materials	Materials
Weathers	Day
Population	FF WED
Ignition	WED Ignition
Results Status	Up to date
Run Row Number	8
factors(1)	0.1429
factors(2)	0.1429
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

03 HPUGP UG 25mm V WN

Base Case

Data

\2031\Run Rows\03 HPUGP UG 25mm V WN

RunRow Data

Model Selection	03 UG 25mm V
Parameters	ML V
Materials	Materials
Weathers	Night
Population	FF WN
Ignition	WN Ignition
Results Status	Up to date
Run Row Number	9
factors(1)	0.5
factors(2)	0.5
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

04 HPUGP UG 25mm I WDD

Base Case

Data

\2031\Run Rows\04 HPUGP UG 25mm I WDD

RunRow Data

Model Selection	04 UG 25mm I
Parameters	ML H
Materials	Materials
Weathers	Day
Population	FF WDD
Ignition	WDD Ignition
Results Status	Up to date
Run Row Number	10
factors(1)	0.3571
factors(2)	0.3571
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

04 HPUGP UG 25mm I WED

Base Case

Data

\2031\Run Rows\04 HPUGP UG 25mm I WED

RunRow Data

Model Selection	04 UG 25mm I
Parameters	ML H
Materials	Materials
Weathers	Day
Population	FF WED
Ignition	WED Ignition
Results Status	Up to date
Run Row Number	11
factors(1)	0.1429
factors(2)	0.1429
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

04 HPUGP UG 25mm I WN

Base Case

Data

\2031\Run Rows\04 HPUGP UG 25mm I WN

RunRow Data

Model Selection	04 UG 25mm I
Parameters	ML H
Materials	Materials
Weathers	Night
Population	FF WN
Ignition	WN Ignition
Results Status	Up to date
Run Row Number	20
factors(1)	0.5
factors(2)	0.5
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None

[Note: Data in square brackets are defaulted values]

05 HPUGP UG 50mm V WDD

Base Case

Data

\2031\Run Rows\05 HPUGP UG 50mm V WDD

RunRow Data

Model Selection	05 UG 50mm V
Parameters	ML V
Materials	Materials
Weathers	Day
Population	FF WDD
Ignition	WDD Ignition
Results Status	Up to date
Run Row Number	21
factors(1)	0.3571
factors(2)	0.3571
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

05 HPUGP UG 50mm V WED

Base Case

Data

\2031\Run Rows\05 HPUGP UG 50mm V WED

RunRow Data

Model Selection	05 UG 50mm V
Parameters	ML V
Materials	Materials
Weathers	Day
Population	FF WED
Ignition	WED Ignition
Results Status	Up to date
Run Row Number	22
factors(1)	0.1429
factors(2)	0.1429
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

05 HPUGP UG 50mm V WN

Base Case

Data

\2031\Run Rows\05 HPUGP UG 50mm V WN

RunRow Data

Model Selection	05 UG 50mm V
Parameters	ML V
Materials	Materials
Weathers	Night
Population	FF WN
Ignition	WN Ignition
Results Status	Up to date
Run Row Number	23
factors(1)	0.5
factors(2)	0.5
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

06 HPUGP UG 50mm I WDD

Base Case

Data

\2031\Run Rows\06 HPUGP UG 50mm I WDD

RunRow Data

Model Selection	06 UG 50mm I
Parameters	ML H
Materials	Materials
Weathers	Day
Population	FF WDD
Ignition	WD Ignition
Results Status	Up to date
Run Row Number	24
factors(1)	0.3571
factors(2)	0.3571
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WD Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

06 HPUGP UG 50mm I WED

Base Case

Data

\2031\Run Rows\06 HPUGP UG 50mm I WED

RunRow Data

Model Selection	06 UG 50mm I
Parameters	ML H
Materials	Materials
Weathers	Day
Population	FF WED
Ignition	WED Ignition
Results Status	Up to date
Run Row Number	25
factors(1)	0.1429
factors(2)	0.1429
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

06 HPUGP UG 50mm I WN

Base Case

Data

\2031\Run Rows\06 HPUGP UG 50mm I WN

RunRow Data

Model Selection	06 UG 50mm I
Parameters	ML H
Materials	Materials
Weathers	Night
Population	FF WN
Ignition	WN Ignition
Results Status	Up to date
Run Row Number	26
factors(1)	0.5
factors(2)	0.5
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

07 HPUGP UG 100mm V WDD

Base Case

Data

\2031\Run Rows\07 HPUGP UG 100mm V WDD

RunRow Data

Model Selection	07 UG 100mm V
Parameters	ML V
Materials	Materials
Weathers	Day
Population	FF WDD
Ignition	WDD Ignition
Results Status	Up to date
Run Row Number	27
factors(1)	0.3571
factors(2)	0.3571
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

07 HPUGP UG 100mm V WED

Base Case

Data

\2031\Run Rows\07 HPUGP UG 100mm V WED

RunRow Data

Model Selection	07 UG 100mm V
Parameters	ML V
Materials	Materials
Weathers	Day
Population	FF WED
Ignition	WED Ignition
Results Status	Up to date
Run Row Number	28
factors(1)	0.1429
factors(2)	0.1429
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

07 HPUGP UG 100mm V WN

Base Case

Data

\2031\Run Rows\07 HPUGP UG 100mm V WN

RunRow Data

Model Selection	07 UG 100mm V
Parameters	ML V
Materials	Materials
Weathers	Night
Population	FF WN
Ignition	WN Ignition
Results Status	Up to date
Run Row Number	29
factors(1)	0.5
factors(2)	0.5
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

08 HPUGP UG 100mm I WDD

Base Case

Data

\2031\Run Rows\08 HPUGP UG 100mm I WDD

RunRow Data

Model Selection	08 UG 100mm I
Parameters	ML H
Materials	Materials
Weathers	Day
Population	FF WDD
Ignition	WDD Ignition
Results Status	Up to date
Run Row Number	12
factors(1)	0.3571
factors(2)	0.3571
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

08 HPUGP UG 100mm I WED

Base Case

Data

\2031\Run Rows\08 HPUGP UG 100mm I WED

RunRow Data

Model Selection	08 UG 100mm I
Parameters	ML H
Materials	Materials
Weathers	Day
Population	FF WED
Ignition	WED Ignition
Results Status	Up to date
Run Row Number	30
factors(1)	0.1429
factors(2)	0.1429
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

08 HPUGP UG 100mm I WN

Base Case

Data

\2031\Run Rows\08 HPUGP UG 100mm I WN

RunRow Data

Model Selection	08 UG 100mm I
Parameters	ML H
Materials	Materials
Weathers	Night
Population	FF WN
Ignition	WN Ignition
Results Status	Up to date
Run Row Number	31
factors(1)	0.5
factors(2)	0.5
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

09 HPUGP UG Rup FB WDD

Base Case

Data

\2031\Run Rows\09 HPUGP UG Rup FB WDD

RunRow Data

Model Selection	09 UG Rup V
Parameters	Rup FB
Materials	Materials
Weathers	Day
Population	FB WDD
Ignition	WDD Ignition
Results Status	Up to date
Run Row Number	32
factors(1)	0.3571
factors(2)	0.3571
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FB WDD
IgnitionSet	WDD Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

09 HPUGP UG Rup FB WED

Base Case

Data

\2031\Run Rows\09 HPUGP UG Rup FB WED

RunRow Data

Model Selection	09 UG Rup V
Parameters	Rup FB
Materials	Materials
Weathers	Day
Population	FB WED
Ignition	WED Ignition
Results Status	Up to date
Run Row Number	33
factors(1)	0.1429
factors(2)	0.1429
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FB WED
IgnitionSet	WED Ignition
StudyLocation	None

[Note: Data in square brackets are defaulted values]

09 HPUGP UG Rup FB WN

Base Case

Data

\2031\Run Rows\09 HPUGP UG Rup FB WN

RunRow Data

Model Selection	09 UG Rup V
Parameters	Rup FB
Materials	Materials
Weathers	Night
Population	FB WN
Ignition	WN Ignition
Results Status	Up to date
Run Row Number	34
factors(1)	0.5
factors(2)	0.5
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FB WN
IgnitionSet	WN Ignition
StudyLocation	None

[Note: Data in square brackets are defaulted values]

10 HPUGP UG Rup NFB WDD

Base Case

Data

\2031\Run Rows\10 HPUGP UG Rup NFB WDD

RunRow Data

Model Selection	10 UG Rup V NFB
Parameters	Rup NFB
Materials	Materials
Weathers	Day
Population	FF WDD
Ignition	WDD Ignition
Results Status	Up to date
Run Row Number	35
factors(1)	0.3571
factors(2)	0.3571
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

10 HPUGP UG Rup NFB WED

Base Case

Data

\2031\Run Rows\10 HPUGP UG Rup NFB WED

RunRow Data

Model Selection	10 UG Rup V NFB
Parameters	Rup NFB
Materials	Materials
Weathers	Day
Population	FF WED
Ignition	WED Ignition
Results Status	Up to date
Run Row Number	36
factors(1)	0.1429
factors(2)	0.1429
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None

⌈ Note: Data in square brackets are defaulted values ⌉

10 HPUGP UG Rup NFB WN

Base Case

Data

\2031\Run Rows\10 HPUGP UG Rup NFB WN

RunRow Data

Model Selection	10 UG Rup V NFB
Parameters	Rup NFB
Materials	Materials
Weathers	Night
Population	FF WN
Ignition	WN Ignition
Results Status	Up to date
Run Row Number	37
factors(1)	0.5
factors(2)	0.5
factors(3)	0

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None

[Note: Data in square brackets are defaulted values]

Mpact results

Base Case

Data

\2031\Run Rows\01 HPUGP UG 10mm V WDD\Population Results\Mpact results

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None

Settings for Current Run Row Results

RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WD Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FB WDD
IgnitionSet	WDD Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FB WED
IgnitionSet	WED Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FB WN
IgnitionSet	WN Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set

Settings for Current Run Row Results

PopulationSet	FF WDD
IgnitionSet	WDD Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WED
IgnitionSet	WED Ignition
StudyLocation	None
RiskRankingPointSet	Default Risk Ranking Point Set
PopulationSet	FF WN
IgnitionSet	WN Ignition
StudyLocation	None

[Note: Data in square brackets are defaulted values]

Appendix L

Previous Responses-to-Comments

(Please note that the numbering of the attachments mentioned in the R-to-C tables have been superseded)

Under Further Information Submitted on 30.6.2022

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

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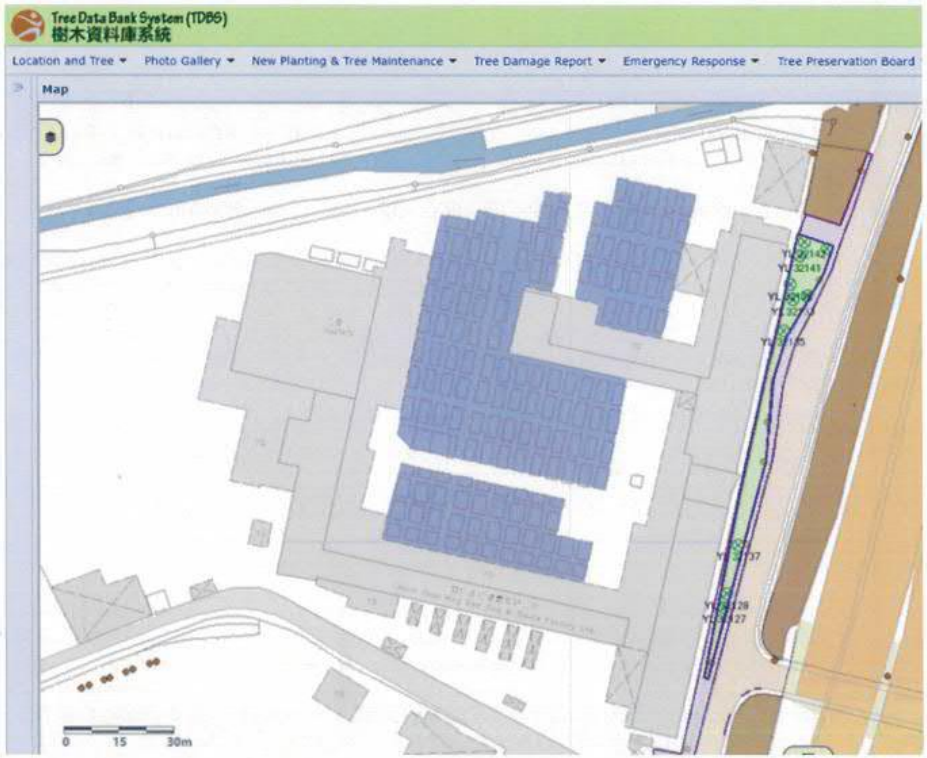
	Departmental Comments	Responses to Comments
1.	**Comments of the District Lands Officer/Yuen Long, Lands Department**	
1.1	The application site ("the Site") involves 2 private lots nos. 1910 RP and 1743 S.C RP and adjoining Government land in D.D. 107.	Noted.
1.2	As quoted by the applicant, the Site has an area of about 81,550 m^2 (including about 15,714 m^2 Government land), which should be subject to further verification and survey. In case of any discrepancy in site area found, the proposed development parameters will have to be revised accordingly.	Noted.
1.3	As per the A Book and land search records, Lot 1910 RP in D.D. 107 is held under Yuen Long New Grant No. 781 for the purpose of the manufacture of soy, sauce, preserved fruits or vegetables or Chinese sweetmeats, while Lot 1743 S.C RP in D.D. 107 is an old schedule agricultural lot held under Block Government Lease and subject to a Short Term Waiver No. 2788 for the purpose of ancillary use to container storage yard.	Noted. The proposed Explanatory Statement has been slightly updated with reference to Yuen Long New Grant No. 781. Please refer to **Appendix A** for reference.
1.4	It is noted that the applicant, being the owner of Lot 1743 S.C RP in D.D. 107, has reached preliminary consensus with the owner of Lot 1910 RP in D.D. 107 on the planning scheme which involves relocation of the existing soy sauce factory. The ownership details will be checked upon receipt of formal land application.	Noted.
1.5	Should the Town Planning Board decide to approve the application, the registered owners have to apply for land exchange/lease modification to implement the planning scheme. However, there is no guarantee at this stage that the land exchange/lease modification application (including the granting of additional Government land) would be approved. Such application will be dealt with by this department acting in the capacity of the landlord at our discretion, and if it is approved under such discretion, the approval would be subject to such terms and conditions including amongst others, the payment of premium and administrative fee as may be imposed by this department.	Noted.

	Departmental Comments	Responses to Comments
1.6	The southern side of the Site is subject to Shek Kong Airfield Height Restriction of 139 to 149 mPD.	Noted. The proposed maximum building height of the Proposed Development would be not more than 115mPD. It would not exceed the Shek Kong Airfield Height Restriction of 139 to 149mPD.
1.7	As per para. 4.4 of the Planning Statement, 4 separate accesses will be provided at Castle Peak Road – Tam Mi for the respective uses namely (i) Proposed Residential Portion; (ii) Covered Transport Lay-by; (iii) Reserved School Site; and (iv) Relocated Soy Sauce Factory Portion. It is noted that some of the proposed vehicular access would encroach onto slope features nos. 6NE-AF98(1) and 6NE-A/F105 maintained by HyD.	Noted.
1.8	The proposed tree felling/transplanting /tree compensatory as stated in para. 4.3 and Appendix B of the Planning Statement should be subject to separate application to be submitted for formal approval upon implementation of the development proposal.	Noted.

	Departmental Comments	Responses to Comments
2.	**Comments of Director of Leisure and Cultural Services**	
2.1	The application site encroaches some amenity areas where the shrubs and trees are currently maintained by LCSD (i.e. green area in the location map below). Please ask the applicant to consider excluding the subject amenity areas from the application site. 	The subject amenity area is currently a piece of "Unallocated, Unleased Government Land" ("UUGL") situated within the same "I(D)" zone of the existing soy sauce factory under the OZP. For the sake of consistency and comprehensiveness, the subject amenity area is included in the Application Site boundary for rezoning into "R(E)" zone in one go. Based on the site photos, the subject amenity area has a few existing trees, mostly with tree crowns leaning towards the Proposed Development. It is noted that the trees in the amenity area would be unavoidably affected by the proposed covered transport lay-by, ingress/egress of the Proposed Development and associated road widening works at Castle Peak Road – Tam Mi. Upon completion of the proposed development, the portion within the Development Site of the future development is proposed to be managed and maintained by the land owner, whereas the portion falling on the public road will be handed over to respective Government department for management and maintenance.  

	Departmental Comments	Responses to Comments
3.	**Comments of Chief Architect/Central Management Division 2 of Architectural Services Department**	
3.1	It is noted that the proposed development mainly consists of 11 nos. of towers with building height ranging from about 58mPD to 115mPD. Since the adjacent areas are mainly "Open Space" and "Open Storage" permitted in OZP, the proposed development is undesirable from visual impact point of view and may not be compatible to adjacent developments, subject to PlanD's view.	Noted. The Proposed Development is considered to be compatible with the planning context in view of the following: <u>In line with Changing Planning and Development Context</u> 1. The Northern Metropolis will become a future economic engine and important employment hub. With the focal economic and innovation development taking place in the San Tin Technopole, the region will be developed into an urban core with high-density developments. 2. According to the Northern Link (NOL) Project Profile published in June 2021, the planned Au Tau Station will be implemented about 600m away to the southeast of the Application Site, which gives rise to the opportunity of releasing the development potential of the valuable land resources at locations close to the station. 3. As identified under the Government's "Study on Existing Profile and Operations of Brownfield Sites in the New Territories" released in November 2019, there is a public housing development site situated right to the opposite of the Application Site across San Tam Road and San Tin Highway. According to preliminary design, the maximum plot ratio would be up to 6.5. 4. A recent planning application (Application No. A/YL-NSW/274) with maximum PR not more than 2.29 for the development of a residential and community hub has been approved by the Board on 26 February 2021, to the southwest of the Application Site.

	Departmental Comments	Responses to Comments
	(Con't)	Thus, the subject application would be not only unleash the development potential brought by the policy directives and the planned NOL, but would also be compatible with the changing development context in the vicinity. <u>Design Interventions in the Proposed Scheme</u> 1. To minimise any potential impact on the existing low-rise developments nearby, a stepped building height profile within the Application Site has been proposed. The taller buildings with 29 storeys (not more than 115 mPD) from the Castle Peak Road will descend towards the west with building height of 14 storeys (not more than 58mPD) to respect the water bodies in the west. 2. Building are generally separated into 2 E-W running clusters with provision of building separations to facilitate visual and wind penetration. Sufficient building separations in compliance with the requirement of PNAP APP-152 are provided to facilitate visual and wind penetration. 3. A Visual Impact Assessment (VIA) has been prepared in support of the subject planning (**Appendix B** refers). With the visual interests brought by stepped building height and building separations, the VIA has concluded that the Proposed Development is acceptable in visual terms.
3.2	The building length of all the residential towers appear to exceed 60m which may have adverse impact on the air ventilation and visual permeability. The applicant is advised to comply with the building separation requirement of the design guidelines promulgated in PNAP APP-152.	Noted. It is confirmed that relevant building separation requirements as promulgated in PNAP APP-152 would be complied with under the proposed development.

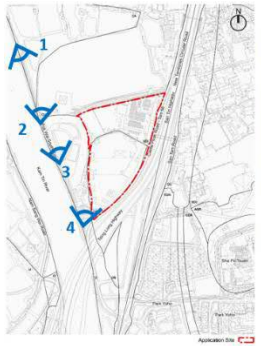
	Departmental Comments	Responses to Comments
4.	**Comments of Chief Town Planner/Urban Design and Landscape of Planning Department**	
4.1	***Landscape Aspect***	
4.1.1	Table 4 under para. A.5.7 – The applicant is advised to include Chinese species name in the proposed planting palette.	Noted. In addition to the scientific names of proposed plants, Chinese species names are now included. Please refer to **Table 4 under Para. A.5.7 in revised Landscape Design Proposal in Appendix C** for consideration.
4.1.2	Sufficient self-explanatory information, eg. more spot levels, entrance, EVA, etc. and descriptions of the proposed works should be shown on all landscape drawings.	More information and descriptions are added on the landscape drawings. Please refer to the revised Indicative Landscape Master Plan in **Appendix C** for consideration.
4.1.3	Figure S1-SEC-02(Rev.0) (Section B-B) – The section cutting through the podium area of building blocks T6 and T5 is not tally with the plan.	Noted. Section B-B is revised to tally with the plan. Please refer to the revised Indicative Landscape Section B-B Plan in **Appendix C** for consideration.
4.1.4	The applicant is advised to clarify whether boundary fence walls would be proposed along the application site boundary. Demarcation of the fence should be provided on relevant landscape drawings with appropriate legend if fence is proposed.	Noted. Boundary fence walls are to be proposed along the Application Site boundary. Demarcation of the fence is added on relevant landscape drawings. The details of the boundary fence walls will be reviewed at subsequent detailed design stage. Please refer to the revised Indicative Landscape Master Plan and Section Plans in **Appendix C** for consideration.
4.1.5	The applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling under lease. The applicant is reminded to seek approval for any proposed tree works from relevant departments prior to commencement of the works.	Noted.

	Departmental Comments	Responses to Comments
4.2	***Visual*** Urban Design and Visual Perspective	
4.2.1	The Site, bounded by Kam Tin River/Pok Wai South Road and Castle Peak Road – Tam Mi/San Tin Highway, is currently occupied by some industrial and open storage uses. It is located in a rural context with fishponds in the northwest and west, open storage and industrial uses of 1 to 3 storeys to the north and east, and village settlements up to 3 storeys to the further north. Existing urban type developments in Yuen Long New Town (YLNT) are located to its further southwest across Kam Tin River (with BH up to about 175mPD) and some existing and planned medium-rise developments up to about 67mPD are at its further southeast across San Tin Highway and separated by Kam Tin River. A site to the further southwest across Kam Tin River bordering the YLNT and within a transitional location between urban and rural areas was approved by the RNTPC in 2021 for a proposed residential development with a maximum PR of 2.29 and a maximum BH of 75mPD (Application No. A/YL-NSW/274). It is understood that a site to the east across San Tin Highway at Sha Po is identified as a potential public housing site while the appropriate uses and development intensity are subject to engineering feasibility study (EFS).	Noted.
4.2.2	As compared with the last approved scheme under Application No. Y/YL-NSW/3 (a maximum PR of 1.5 and a BHR of 46mPD), the development intensity of the proposed development in terms of BH and PR would be significantly increased. Given the spatial context of the immediate surroundings where fishponds are found in its immediate northwest and some existing and planned medium rise residential developments to its further west across San Tin Highway, the applicant is requested to provide more justifications on the compatibility of the proposed maximum BHR of 115mPD at the site with immediate visual context.	The proposed development intensity is considered to be compatible with the long-term planning context due to the followings:. 1. The Northern Metropolis will become a future economic engine and important employment hub. With the focal economic and innovation development taking place in the San Tin Technopole, the region will be developed into an urban core with high-density developments.

	Departmental Comments	Responses to Comments
	(Con't)	2. According to the Northern Link (NOL) Project Profile published in June 2021, the planned Au Tau Station will be implemented about 600m away to the southeast of the Application Site, which gives rise to the opportunity of releasing the development potential of the valuable land resources at locations close to the station. 3. As identified under the Government's "Study on Existing Profile and Operations of Brownfield Sites in the New Territories" released in November 2019, there is a public housing development site situated right to the opposite of the Application Site across San Tam Road and San Tin Highway. According to preliminary design, the maximum plot ratio would be up to 6.5. 4. A recent planning application (Application No. A/YL-NSW/274) with maximum PR not more than 2.29 for the development of a residential and community hub has been approved by the Board on 26 February 2021, to the southwest of the Application Site. Thus, the subject application would be not only unleash the development potential brought by the policy directives and the planned NOL, but would also be compatible with the changing development context in the vicinity.

	Departmental Comments	Responses to Comments
4.2.3	Detailed Comments It is noted that some design/mitigation measures such as stepped BH profile, building separations, careful façade treatment and sensible building disposition are proposed. The Applicant is advised to elaborate in details with plans and visual illustrations on how these measures could help alleviate the potential visual impact from the proposed development.	The Proposed Development has incorporated the below design interventions to alleviate the potential visual impact from the proposed development: **Stepped Building Height Profile** To minimise any potential impact on the existing developments nearby, a stepped building height profile within the Application Site has been proposed. The taller buildings with 29 storeys (not more than 115 mPD) located closer to Castle Peak Road will descend towards the west to respect the water bodies in the west. **Sensible Building Disposition with Building Separations** Building are generally separated into 2 E-W running clusters with provision of building separations to facilitate visual and wind penetration. Sufficient building separations in compliance with the requirement of PNAP APP-152 are provided to facilitate visual and wind penetration. **Careful Façade Treatment** Careful façade treatment will be adopted to facilitate the Proposed Development blending into the development context. For example, no extensive glass façade will be designed to avoid bird collision. **Landscape Measures** To create a nature-oriented suburban village environment with landscape features to be provided. For example, soft and hard landscape pocket spaces with peripheral planting strip will be provided along the Proposed Development to screen off the possible visual impact from Castle Peak Road and San Tin Highway. For details, please refer to **Figure A** in **Appendix B** for consideration.

	Departmental Comments	Responses to Comments
4.2.4	The applicant should mark the building separation on plans for reference.	Sufficient building separations in compliance with the requirement of PNAP APP-152 are provided to facilitate visual and wind penetration.
4.2.5	The cluster of T1 to T3 is elongated in shaped. The applicant is requested to clarify whether the proposed development comply with the building separation requirements of the Sustainable Building Design Guidelines. <u>Visual Impact Assessment</u>	Noted. Sufficient building separations in compliance with the requirement of PNAP APP-152 would be provided to facilitate visual and wind penetration in the Proposed Development.
4.2.6	In the submitted VIA, the applicant has prepared a Proposed Scheme with the proposed developments together with other planned developments to compare against the Existing Condition. However, it should be noted that the layout, development density and BH of the potential public housing development at Sha Po are still yet to be formulated under the EFS and the proposed comprehensive development under separate s.12A application (Application No. Y/YL-NSW/8) is yet to be considered by the TPB. As such, these two development proposals could be served as a scenario testing but should not be included in the Proposed Scheme. Upon revising the photomontages, the applicant should review the rating of all the VPs accordingly.	Noted. For visual assessment purpose, photomontages have been updated to present different development scenarios. (i) **Interim Scenario**: Proposed Development under the existing context; and (ii) **Ultimate Scenario**: Proposed Development with full implementation of the public housing in Sha Po and another proposed residential development to the immediate north of the Application Site. Please refer to the revised VIA in **Appendix B** for consideration.
4.2.7	For the area of visual influence identified in Figure 3.2, it should be noted that the visual envelope is expected to cover the field of views from all sensitive viewers in direct sight of the proposed development according to TPB Guidelines No. 41. Therefore, the proposed are of visual influence should cover all the viewpoints selected, rather than confining the assessment area to be about 320m. Please review.	The proposed area of visual influence has been revised to cover all selected viewpoints. Please refer **to Figure 3.2 in revised VIA in Appendix B** for more details.

	Departmental Comments	Responses to Comments
4.2.8	For VP1, the view is obstructed by trees. Please identify a viewpoint without trees and viewing towards the proposed development for assessment. Regarding VP3, please review if the view angle is correct as the proposed development should be in the central part of the photomontage. For VP4, although the proposed development would be screened off by the trees, its upper portion would still obstruct the open skyview. Please review the rating of these VPs.	**For VP1 –** The existing views along Pok Wai South Road are dominated by roadside greenery (see image below). The Proposed Development will be screened-off by the existing roadside greenery along Pok Wai South Road, only a tiny portion of Proposed Development will be visible behind the roadside greenery. The existing location of VP 1 is considered to be a representable location for assessing the visual impact from Pok Wai South Road.   **Existing View along Pok Wai South Road**

	Departmental Comments	Responses to Comments
	(Con't)	**For VP3 –** Upon cross-checking, the location of the Proposed Development should be accurate and it could barely be seen from this direction, and will be shielded by the roadside vegetation. There will be no overall negative changes on the existing visual elements and sky view at the backdrop. Since a tiny portion of the Proposed Development will still be visible in between of the vegetation, the visual impact in this VP is considered to be negligible / slightly adverse.
4.2.9	For VP5 to VP7, please clarify whether "Approved Scheme for Tung Shing Lei Phase 1" means the approved planning application (Application No. A/YLNSW/274). If affirmative, it should be properly annotated in the photomontages.	Noted. Please note that "Approved Scheme for Tung Shing Lei Phase 1" means the approved planning application (Application No. A/YL-NSW/274). The annotations in the photomontages have been updated. Please refer to the revised photomontages in **Figures 5.1 to 5.8 in Appendix B** for details.
4.2.10	For VP6, the coverage of the photo appears to be wider than the view fan of this VP. Please review.	Noted. The coverage of the photo from VP6 has been updated. Please refer to the revised photomontages in **Figure 5.6 in Appendix B** for consideration.
4.2.11	The applicant is requested to explore a short-range local viewpoint for assessing the visual impact, i.e. one at Nam Sang Wai River Education Trail (i.e. the opposite side of Pok Wai South Road) to its northwest where it can represent the view for travellers walking along this popular trail.	Noted. To further assess the potential visual impact from a short-range local VP, additional visual assessment at VP8 (i.e. Nam Sang Wai River Education Trail), to the north west of the Application Site has been incorporated into the revised VIA (**Figure 5.8 – Appendix B** refers). With reference to the enclosed photomontage, part of the Proposed Development will appear on top of the roadside greenery along Kam Tin River. There will be a small loss of the open skyview. Hence, adverse visual impact is considered negligible.
4.2.12	Please indicate the BH (in mPD) of the existing, planned developments and approved planning applications shown in your photomontage.	Noted. The building height (in mPD) of the existing, planned developments and approved planning applications have been indicated in the photomontages. Please refer to the revised photomontages in **Figures 5.1 to 5.8 in revised VIA in Appendix B** for details.

	Departmental Comments	Responses to Comments
5.	**Comments of the Project Manager (West), Civil Engineering and Development Department**	
5.1	Please note that apart from Hung Shui Kiu/Ha Tsuen New Development Area and Yuen Long South Development, there are already numerous potential housing sites in Yuen Long being or to be studied shortly by CEDD. The accumulative capacity of various infrastructures, in particular traffic, water supply and sewage treatment infrastructures, shall be carefully addressed and agreed by the relevant departments to confirm the technical feasibility of the development under this application.	Noted.
6.	**Comments of the Director of Food and Environmental Hygiene**	
6.1	No Food and Environmental Hygiene Department's (FEHD) facilities will be affected.	Noted.
6.2	Proper licence / permit issued by this Department 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:	
	a) Under the Food Business Regulation, Cap. 132X, a food business licence is required for the operation of the relevant type of food business listed in the Regulation. For any premises intended to be used for food business (e.g. a restaurant, a food factory, a fresh provision shop), a food business licence from the FEHD in accordance with the Public Health and Municipal Services Ordinance (Cap. 132) shall be obtained. The application for licence, if acceptable by the FEHD, will be referred to relevant government departments such as the Buildings Department, Fire Services Department and Planning Department 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.	Noted.

	Departmental Comments	Responses to Comments
	b) Depending on the mode of operation, generally there are three types of food business licence/ permit that the operator of shop and services may apply for under the Food Business Regulation (the Regulation): (i) if food is sold to customers for consumption on the premises, a restaurant licence should be obtained; (ii) if food is only prepared for sale for consumption off the premises, a food factory licence should be obtained; (iii) if fresh, chilled or frozen beef, mutton, pork, reptiles (including live snake), fish (including live fish) and poultry is sold, a fresh provision shop licence should be obtained.	Noted.
	c) For the operation of refreshment kiosks, under the Food Business Regulation, Cap. 132X, a Food Factory Licence must be obtained from this department for food business which involves the preparation of food for sale for human consumption off the premises before commencement of such business. If milk, frozen confections, non-bottled drinks, cut fruit etc. are to be sold without preparation of other kind of food, relevant restricted food permits should be obtained.	Noted.
	d) 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.	Noted.

	Departmental Comments	Responses to Comments
6.3	Proper licence issued by this Department 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.	Noted.
6.4	There should be no encroachment on the public place and no environmental nuisance should be generated to the surroundings. Its state should not be a nuisance or injurious or dangerous to health and surrounding environment. Also, for any waste generated from such activities/ operation, the applicant should arrange disposal properly at their own expenses.	Noted.
6.5	If FEHD is requested to take up management responsibility of new facilities (e.g. public toilets and refuse collection points), FEHD should be separately consulted. Prior consent from FEHD must be obtained and sufficient amount of recurrent cost may have to be provided to us.	Noted.
6.6	If provision of cleansing service for new roads, streets, cycle tracks, footpaths, paved areas etc, is required, FEHD should be separately consulted. Prior consent from FEHD must be obtained and sufficient amount of recurrent cost may have to be provided to us.	Noted.
6.7	If domestic waste collection service of FEHD is required in future, prior comments from this Department on the waste collection plan, including the accessibility and maneuverability of RCV to RCP, should be sought.	Noted.

	Departmental Comments	Responses to Comments
7.	**Comments of the District Officer (Yuen Long), Home Affairs Department**	
7.1	Please refer to the local comments from the residents of San Tin, Yuen Long.	The concerned area is situated within the same "I(D)" zone under the extant OZP. Since it is a rezoning planning application, for the sake of consistency and comprehensiveness, it is included in the Application Site boundary for rezoning into "R(E)" zone in one go. Although the concerned area is situated in the Application Site, it does NOT form part of the Development Site. It will not form part of the proposed residential development under the indicative Master Layout Plan. Separate access has already been reserved for accessing this piece of Government land under the current indicative Master Layout Plan (see extracted plan below). 

	Departmental Comments	Responses to Comments
	(Con't)	 During construction phase, appropriate mitigation measures will be provided to minimise any possible nuisance to the existing neighbours.
8.	**Comments of Chief Highway Engineer/New Territories West of Highways Department**	
8.1	Please find the following comments on the application from highways maintenance point of view:-	
8.1.1	(a) The proposed access arrangement of the application site from Castle Peak Road – Tam Mi should be commented and approved by TD.	Noted.
8.1.2	(b) If the vehicular accesses at Castle Peak Road – Tam Mi are agreed by TD, the applicant should design and construct them in accordance with the latest Transport Planning and Design Manual of TD and the relevant standard drawings of this Department;	Noted.

	Departmental Comments		Responses to Comments
8.1.3	(c)	It is noted that HyD's maintained slope feature no. 6NE-A/F105 would be affected under the subject development. The applicant should clearly indicated the demarcation of the modified slope to be managed and maintained by the applicant. The applicant should also clearly indicate the modified slope, if any, to be handed over to HyD for maintenance, and submit the associated details and design to HyD for comment. The slope works design should also be submitted to checked and accepted by GEO;	Noted.
8.1.4	(d)	It is noted that covered transport lay-by is proposed within the application site. Please advise the management and maintenance party of the covered transport lay-by;	The covered transport lay-by within the application site would be a privately-operated transport lay-by, to be managed and maintained by the Proposed Development.
8.1.5	(e)	If TD supports the proposed road improvements at Fairview Park Interchange, Castle Peak Road – Tam Mi / Kam Pok Road East from traffic point of view, they shall be implemented by the applicant to the satisfaction of TD and HyD at the applicant's own cost;	Noted.
8.1.6	(f)	The management and maintenance schedule of all proposed road works in the application should be submitted for review;	Noted.
8.1.7	(g)	Adequate drainage measures should be provided at the site access to prevent surface water flowing from the site to nearby public roads or exclusive road drains; and	Noted.
8.1.8	(h)	It is noted that part of the site falls within the boundary of railway influence area. Comment from Railway Development Office of this Department should be sought.	Noted.

	Departmental Comments	Responses to Comments
9.	**Comments of Head of the Geotechnical Engineering Office of Civil Engineering and Development Department**	
9.1	Please be advised that two man-made slopes (Features No. 6NE-A/F98 and 6NE-A/F105) adjoining the application site boundary may affect or be affected by the proposed development. Presumably, details of the investigation and/or assessment of the effects of the proposed development on these features, and vice versa, should be submitted in conjunction with the future development proposal to the building authority for processing.	Noted.

Under Further Information Submitted on 9.9.2022

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

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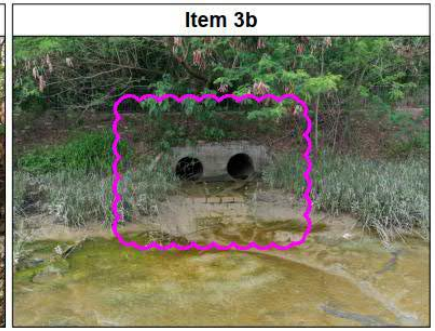
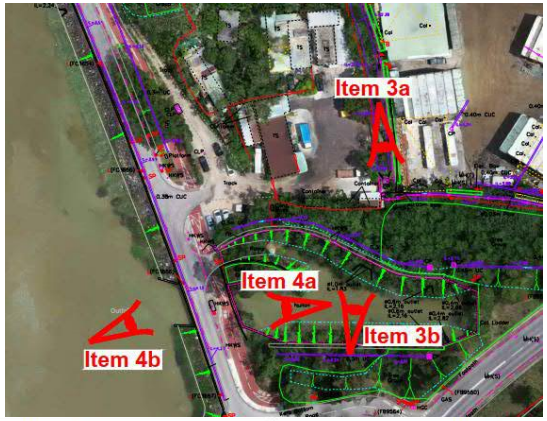
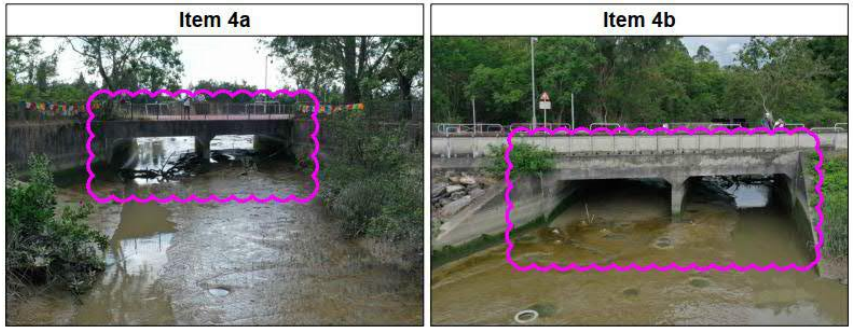
	Departmental Comments	Responses to Comments
1.	**Comments of Director of Electrical and Mechanical Services**	
1.1	*Electricity Safety*	
1.1.1	In the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organising, supervising and conducting any activity near the underground cable or overhead line under the mentioned application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulations when carrying out works in the vicinity of the electricity supply lines.	Noted.
1.2	*Town Gas Safety*	
1.2.1	Please note that there is a high pressure town gas pipeline (HP pipeline) running along San Tam Road in close vicinity of the subject site.	Noted.
1.2.2	A Quantitative Risk Assessment (QRA) conducted by the project proponent is required to assess the potential risks associated with the HP pipeline, having considered the proposed development and implement mitigation measures if necessary for compliance with the risk guidelines of the Hong Kong Planning Standards and Guidelines.	Noted. A Quantitative Risk Assessment was prepared with respect to the risk guidelines. Please refer to QRA report in **Appendix A** for consideration.
1.2.3	The project proponent is required to observe the requirements of the Electrical and Mechanical Services Department's "Guidance Note on Quantitative Risk Assessment Stud for High Pressure Town Gas Installations in Hong Kong" for carrying out the QRA. The guidance note can be downloaded via the following web-link:- https://www.emsd.gov.hk/en/gas_safety/publications/guidance_notes/index.html	Noted.

	Departmental Comments	Responses to Comments
1.2.4	The project proponent should liaise with The Hong Kong and China Gas Company Limited in respect of the exact locations of existing and planned gas pipes/gas installations in the vicinity to the site and any required minimum set back distance away from them during the planning, design and construction stages of the proposed development.	Noted.
2.	**Comments of the Chief Highway Engineer/New Territories West, Highways Department**	
	My comments on the captioned application have not been fully addressed in the submitted further information.	
2.1	(a) The proposed access arrangement of the application site from Castle Peak Road – Tam Mi should be commented and approved by TD.	Noted. Comments from the Transport Department have been sought under the subject planning application and their responses will be provided in due course.
2.2	(b) If the vehicular accesses at Castle Peak Road – Tam Mi are agreed by TD, the applicant should design and construct them in accordance with the latest Transport Planning and Design Manual of TD and the relevant standard drawings of this Department;	Noted.
2.3	(c) It is noted that HyD's maintained slope feature no. 6NE-A/F105 would be affected under the subject development. The applicant should clearly indicated the demarcation of the modified slope to be managed and maintained by the applicant. The applicant should also clearly indicate the modified slope, if any, to be handed over to HyD for maintenance, and submit the associated details and design to HyD for comment. The slope works design should also be submitted to checked and accepted by GEO;	Noted.
2.4	(d) It is noted that covered transport lay-by is proposed within the application site. Please advise the management and maintenance party of the covered transport lay-by;	The covered transport lay-by within the application site would be a privately-operated transport lay-by, to be managed and maintained by the Proposed Development.

	Departmental Comments	Responses to Comments
2.5	(e) If TD supports the proposed road improvements at Fairview Park Interchange, Castle Peak Road – Tam Mi / Kam Pok Road East from traffic point of view, they shall be implemented by the applicant to the satisfaction of TD and HyD at the applicant's own cost;	Noted.
2.6	(f) The management and maintenance schedule of all proposed road works in the application should be submitted for review;	Noted.
2.7	(g) Adequate drainage measures should be provided at the site access to prevent surface water flowing from the site to nearby public roads or exclusive road drains; and	Noted.
2.8	(h) It is noted that part of the site falls within the boundary of railway influence area. Comment from Railway Development Office of this Department should be sought.	Noted. Comments from Railway Development Office of Highways Department have been sought under the subject planning application their responses will be provided in due course.
3.	**Comments Chief Architect/Central Management Division 2 of Architectural Services Department**	
3.1	Regarding the building height, it is noted that the proposed development mainly consists of 11 nos. of towers with building height ranging from about 58mPD to 115mPD. Since the adjacent areas are mainly "Open Space" and Open Storage" permitted in OZP, the proposed development is undesirable from visual impact point of view and may not be compatible to adjacent developments.	Noted. As explained in the previous submission of responses dated 30 June 2022, the proposed development is considered to be compatible with the changing development context in the vicinity of the site.

	Departmental Comments	Responses to Comments
4.	**Comments of the Chief Engineer/Mainland North, Drainage Services Department**	
	<u>Drainage Impact Assessment</u>	
4.1	Section 5.3 – Please indicate the approx. layout and size of the proposed periphery surface channel on Figure.	According to site survey, the existing periphery surface channel located on the west of the Application Site approximately 2,000mm in width connected to the outfall structure located south side of the site. The site photo showing the existing periphery surface channel and existing 2 x 1,000mm pipe culvert outfall with wingwall. Please refer to **Appendix B** for consideration.   

	Departmental Comments	Responses to Comments
4.2	Section 2 – The proposed drains inside the lot are internal drains of the development which shall be constructed and maintained by the applicant and its successors at their own cost. There is no public drain maintained by DSD nor Drainage Reserve (DR) within the lot and please remove the alleged DR.	The concerned Drainage Reserve (DR) is not within the Application Site of the subject planning application No. Y/YL-NSW/9. Please refer to the separate submission of supplementary information under the planning application No. Y/YL-NSW/8 at the adjoining site for information.
4.3	Figure 4 – Please indicate the sizes of the catchment and the corresponding runoff in Figure 4 for ease of reference.	Noted. The sizes of the catchment and the corresponding runoff have been updated in Figure 4 in the revised DIA in **Appendix C**.
4.4	Section 5.3 and Figures – Our drainage record does not indicate that the existing watercourse at west of the site would connected to the existing box culvert at south. Please provide further information justifying the proposed drainage arrangement.	According to site survey, the photos below showing the inlet and outlet of the existing drainage arrangement. Please refer to **Appendix B** for consideration.  

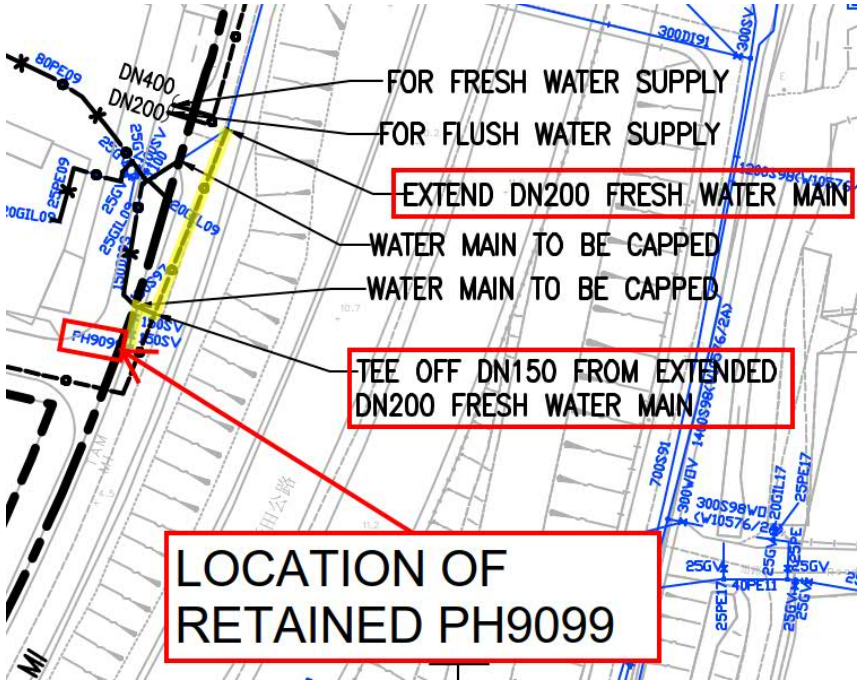
	Departmental Comments	Responses to Comments
	(Con't)	
4.5	Section 6 and Figures – The existing 3000m stormwater channel at north of the site is currently maintained by DSD but is proposed to be made use as internal drainage system of another planning application no. Y/YL-NSW/8. In view of above, the applicant needs to seek consent from them for the proposed stormwater connections to the concerned 3000m channel.	Noted. According to the other planning application No. Y/YL-NSW/8, stormwater connection to the concerned 3000m channel has been allowed for the Proposed Development under this subject planning application No. Y/YL-NSW/9. This application will adopt the same stormwater discharge proposal.
	<u>Sewage Impact Assessment</u>	
4.6	Section 6 and Figures – The proposed sewer inside the adjacent site, i.e. from FTMH2 to DSD1, are internal drains of the development which shall be constructed and maintained by the applicant and its successors at their own cost. There is no public drain maintained by DSD nor Drainage Reserve (DR) within the lot and please remove the alleged DR.	To reach public sewerage system, it is unavoidable to pass through the Proposed Development at the adjacent site (Application No. Y/YL-NSW/8 under separate submission). The proposed sewerage pipeline (from DR1 to DSD 1) will be used by multiple developments. Therefore, by converting it to a public sewerage system with Drainage Reserve (DR) for maintenance access, this public sewer can service both developments. Please refer to the revised SIA in **Appendix D** for consideration.

	Departmental Comments	Responses to Comments
4.7	Section 6.1.2 – The applicant is advised to convey the sewage of the factory to the proposed sewer at north west of the site.	Currently, the existing soy sauce factory has its on-site treatment facility. It is understood that the current soy sauce factory is a discharge licence holder under EPD licence No. WT00027809, which allow them to discharge the treated effluent to the existing channel. After the relocation of the soy sauce factory, the location is unavailable to connect to the public sewerage system, therefore it is proposed to maintain current discharge condition after the relocation, which is the same as the existing practice. Please refer to the revised SIA in **Appendix D** for consideration.
4.8	Section 6.1.3 – The proposed independent sewer for the proposed school to Sha Po SPS is not recommended in view of both construction and maintenance constraints. The applicant is advised to convey the sewage of the proposed school to the proposed sewer at northwest of the site.	The proposed school site situates next to Castle Peak Road – Tam Mi Section at a lower ground level, and there is no public sewer available for connection. The proposed school site is unable to connect to the public sewer at Pok Wai South Road by gravity. As the proposed school site level tie with the existing road level (approximately 5.50mPD). It is not feasible to propose a gravity sewer connection to the northwest of the site due to ground level issue. The estimated daily sewage discharge from the Primary School is only 34.64m^3, the amount is insignificant. (Less of 0.5% capacity of the existing Sha Po SPS). The peak flow from the proposed school is about 277m^3/day, which is insignificant value compared to the capacity of the Sha Po SPS. Therefore, it will not cause any adverse impact to the existing and proposed sewerage system. Please refer to the revised SIA in **Appendix D** for consideration.

	Departmental Comments	Responses to Comments
4.9	Section 6 and Figures – The subject application should have its own independent sewerage disposal arrangement. While this application proposed to connect the sewer to the sewer of the adjacent lot under a separate planning application no. Y/YL-NSW/8, the applicant needs to seek consent them.	Sewage will be discharged to the proposed communal sewer for the multiple developments, including the subject planning application No. Y/YL-NSW/9 and the other planning application No. Y/YL-NSW/8, the communal sewer will be handed over to the government for future maintenance. Drainage Reserve (DR) would be provided for the proposed communal sewer.
4.10	Sections 8.1.1 and 8.1.2 – The proposed sewerage system inside the lot are internal drains of the private development which shall not be maintained by DSD.	Please refer to Item 4.6 above in this response to comment table above.
4.11	Section 8.1.2 – Please clarify what are "respective parties".	The terminal manhole of "R(E)" site will be maintained by "R(E)" site development, and terminal manhole of proposed school site will be maintained by the relevant project proponent respectively.
5.	**Comments of the Director of Environmental Protection**	
5.1	<u>Sewerage Impact Assessment</u> Appendix 3	
5.1.1	For worst case scenario, please assume all pools will undergo backwash at the same time.	Additional checking, with the scenario of assuming all pools to undergo backwash at the same time as the worst case, has been carried out and please refer to **Appendix E** for reference. Total ADWF increases from 7,676m^3/day to 7,697.96m^3/day (excluding the proposed school site), which is about 0.28% only. Such increase is insignificant and will not cause adverse impact to the existing sewerage system. In actual operation, the backwash from the swimming pools will be managed to discharge during the off-peak hours and the worst case scenario will unlikely happen.
5.1.2	The contributing population should be down to the sewer segment rather than SPS, please revise.	The contributing population has been updated down to the sewer segment.

	Departmental Comments	Responses to Comments
	Appendix 4	
5.1.3	For new upstream sewerage, third column "Peaking Factor (excluding stormwater allowance) for facility with new upstream sewerage" can be used.	Appendix 4 of the revised SIA in **Appendix D** has been updated.
5.1.4	Column "U/S" DR3.3 cannot be located in the plan, should it be DR2? Please check.	DR3.3 is the proposed sewage manhole for the school site. Please refer to Figure 4 of the revised SIA in **Appendix D** for consideration.
5.1.5	The sewerage plan shown that the lengths of FTMH2 to DR2 and DR2 to DR1 are similar, but very different in the calculation (i.e. 6m and 121.6m respectively), please check.	The lengths have been updated in the calculation. (FTMH2 to DR2: 16.9m; DR2 to DR1: 13.8m)
5.1.6	For segment DR3.1 to FMG1063023, the length is long and number of bends are identified in the plan, please add manhole in each bend and check the technical feasibility when the bend is about or less than 90 degree.	Appendix 4 of the revised SIA in **Appendix D** has been updated.
5.1.7	Similar to point 6 above, segment DR1 to DSD1 also has the same issue, please check.	The segment DR1 to DSD1 is not under the subject planning application No. Y/YL-NSW/9. Please refer to the separate submission of supplementary information under the planning application No. Y/YL-NSW/8 at the adjoining site for reference.
5.1.8	Backwash from swimming pool should be considered as peak flow and sum up with the peak flow of the developments to check the pipe capacity.	Noted. The backwash from swimming pool has been included as peak flow and sum up to check the pipe capacity.
5.1.9	The capacity of the proposed sewer should not exceed 100%. Please check.	Appendix 4 of the revised SIA in **Appendix D** has been updated.
6.	**Comments of the Chief Engineer/Construction, Water Supplies Department**	
	General Comments on the application:	
6.1	Existing water mains will be affected as shown on the plan. The cost of any necessary diversion shall be borne by the proposed development.	Noted.

	Departmental Comments	Responses to Comments
6.2	In case it is not feasible to divert the affected water mains, a waterworks reserve within 1.5 metres from the center line of the water mains shall be provided to WSD. No structure shall be built or materials stored within this waterworks reserve. Free access shall be made available at all times for staff of the Director of Water Supplies and their contractor to carry out construction, inspection, operation, maintenance and repair works.	Noted.
6.3	No trees or shrubs with penetrating roots may be planted within the waterworks reserve or in the vicinity of the water main shown on the plan.	Noted.
6.4	Government shall not be liable to any damage whatsoever and howsoever caused arising from burst or leakage of the public water mains within and in close vicinity of the site. Specific Comments on the WSIA:	Noted.
6.5	Section 4.1.1 – Please be advised that the application site currently falls within the direct supply zone of Au Tau / Ngau Tam Mei Fresh Water Primary Service Reservoirs (AT/NTM FWPSRs). The application site will later fall within the supply zone of Au Tau Fresh Water Service Reservoirs (AT FWSRs) subject to the operation of shifting supply zone carried out by NTW Region. Please update relevant sections.	Noted. The relevant text in Section 4.1.1 has been amended in the revised WSIA in **Appendix F** for consideration.
6.6	Section 4.1.1 and 5.3.2 – The information about NTMWTW is not correct. Please remove from relevant sections as it is not necessary to be included in this WSIA.	Noted. The relevant sections about NTMWTW have been deleted in the revised WSIA in **Appendix F** for consideration.
6.7	Section 1.2 – The title shall be read as 'Previous Approved Water Supply Impact Assessment'.	Noted. The title has been amended in the revised WSIA in **Appendix F**.

	Departmental Comments	Responses to Comments
6.8	Table 7 – For the water demand build-up of the relocated soy sauce factory, the applicant shall also make reference to the actual water consumption of the existing factory.	As per coordination with existing soy sauce factory, the actual daily water consumption of 70m^3/day has been adopted with reference to the soy sauce factory water bill in May 2022. Please refer to the updated Table 7 and Table 8 in the revised WSIA in **Appendix F** for consideration.
6.9	Table 8, 9 and 10 – "ADWF" should be rewritten as "Mean Daily Demand" ("MDD").	"ADWF" has been revised to "Mean Daily Demand" in Table 7, 8, 9 and 10 in the revised WSIA in **Appendix F** for consideration.
6.10	Section 4.1.4 – The water main connecting to the pedestal fire hydrant PH9099 at Castle Peak Road – Tam Mi shall be diverted and the fire hydrant shall be relocated at appropriate location.	The pedestal fire hydrant PH9099 is kept at existing location and the DN 150 connected to PH9099 is proposed to be tee-off from extended DN 200 fresh water main (see capture below). Please refer to Figure 4 of revised WSIA in **Appendix F** for consideration. 

	Departmental Comments	Responses to Comments
6.11	Appendices – Internal diameter should be adopted in the hydraulic calculations. (e.g. 682mm should be adopted in the calculation of cross-section area of DN700 water main)	Noted. The calculations have been revised accordingly. Please refer to the appendices of the revised WSIA in **Appendix F** for consideration.

Under Further Information Submitted on 25.11.2022

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

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	Departmental Comments	Responses to Comments
1.	**Comments of the Director of Agriculture, Fisheries and Conservation received on 7.6.2022**	
1.1	The application site is currently occupied by a low-rise factory and open storage. To the west of the application site is a large cluster of wetlands in the Wetland Conservation Area (WCA) and the Priority Site of Deep Bay Wetland outside Ramsar Site. To the east are a highway and low-rise developments such as vehicle parks and workshops. Although the application site is largely developed and subject to disturbance, it is located within the Wetland Buffer Area (WBA) which aims to protect the ecological integrity of the fish ponds and wetland within the WCA and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds. Any development within the WBA should be compatible with the surrounding area. However, it seems that the proposed residential development with a maximum plot ration of 2.7 and maximum building height of 115mPD is not compatible with the surrounding area with low-rise buildings. My other specific comments on the Ecological Impact Assessment (EcoIA) are listed below. Please request the applicant to revise the EcoIA accordingly for our further consideration.	The Application Site is located at least about 170m and 150m to the east of the boundaries of the Priority Site and WCA respectively. Kam Tin River, an area of meander, abandoned pond and plantation were located between the Application Site and these sites of conservation importance. There should be sufficient buffer from the Priority Site and the WCA. In local context, according to the Yuen Long District Council Discussion Paper No. 36/2022 published in October 2022, the sites (about 11.8 hectares) in Sha Po to the east across the San Tin Highway of the Application Site is selected for high-density and high-rise public housing development with total plot ratio up to 6.7. In a wider context, the immediate vicinity along San Tin Highway including the current Application Site, the soy sauce factory in the south, Wing Kei Tsuen, Mo Fan Heung and Pok Wai Village etc., had mostly been developed or are existing wasteland. The Application Site is adjacent to San Tin Highway; therefore, the current development is considered as compatible with the nearby land use. In addition, the ecological values of the habitats on the north (abandoned ponds and ponds) and west (Kam Tin River) are rated as low to medium to medium, the proposed residential development within the Application Site would only have low level of disturbance impact to these habitats during the operational phase, given that residential development has low disturbance in nature. Upon further review, the current assessment on the operational phase impact severity is valid. S.6.4.4 and S.6.4.5 in the revised EcoIA in **Appendix A** have been revised accordingly.

	Departmental Comments	Responses to Comments
1.2	3.3.6 and Table 3.1 The survey time should be standardised and conducted in the morning to capture the peak period of bird activity leaving the egretry for their foraging sites. Please specify the starting time and duration of each flightline survey of the Tung Shing Lane Egretry. If some of the surveys were indeed conducted before sunset, please revise survey time from "D" to "D/E" in Table 3.1	Noted. S.3.3.6 and Table 3.1 have been updated in the revised EcoIA in **Appendix A**.
1.3	4.1.6 It seems that the year of the citation is incorrect for the sentence "According to the census data provided by Hong Kong Bird Watching Society (HKBWS), the number of ardeid nests in this egretry decreased by 22.6% from 2018 to 2019 (Anon 2020)". Please check and revise.	Noted. The citation has been provided in the reference list.
1.4	4.2.38 It is noted that 51% (2019) and 65% (2020) of breeding ardeids of Tung Shing Lane Egretry flew in an easterly direction (Zone G, H and I) after passing Yuen Long Highway. Please provide supplementary numbers/ percentage and maps about the flightline of breeding ardeids after they leave Zone G, H and I.	Noted. There were no ardeids flying across the Application Site during the breeding season. Figures 6e and 6f in the revised EcoIA in **Appendix A** have been updated to supplement the direction of the breeding ardeids leaving Zone G, H and I.
1.5	6.3.9, 6.4.3, 6.4.10 Please revise and supplement based on the further information provided according to my comments on 4.2.38. Please also state the percentage of flight-lines that passed through the application site.	Noted. S.6.3.9 and 6.4.12 have been updated in the revised EcoIA in **Appendix A**.

	Departmental Comments	Responses to Comments
1.6	6.4 The factory would be closer to the Kam Tin River after the relocation. Please add assessments about the disturbance impacts (e.g. noise, traffic etc.) and accidental discharge impact during the operation of the relocated factory on the nearby Kam Tin River and the wildlife therein.	The operation of the soy sauce factory would not produce significant noise nor traffic. The sewage from the relocated soy sauce factory is to be discharged according to the existing valid discharge license possessed by the existing soy sauce factory issued by the EPD. The wastewater from the relocated soy sauce factory will be treated by new on-site sewage treatment plant, based on latest treatment technology designed for soy sauce production process. The treated effluent will be discharged into the new stormwater drainage system. Accidental discharge impact is considered minor. Operational phase disturbance impact is considered to be low. Please refer to the revised S.6.4.5 and S.6.4.9 in the revised EcoIA in **Appendix A** for consideration.
1.7	6.4.4 – 6.4.5 Please illustrate the perimeter landscape planting and fencing around the relocated factory in the Landscape Master Plan.	The perimeter planting and fencing would be a sensitive design which would be available in the detailed design stage.
1.8	6.4.10 Instead of just mentioning the height of the factory, the maximum building height of the residential development should also be considered and mentioned in the assessment. Please revise.	Considering that the current residential development and relocated soy sauce factory would not have extensive glass façade, the relocated soy sauce factory will be not more than 8m high, and no breeding ardeid flight lines across or near the Application Site, only occasional winter flight lines were observed. The maximum building height of the residential tower is 115.0 mPD. The range of the building height of the residential towers is 58.0 mPD (14 storeys) to 115.0 mPD (29 storeys). The tallest buildings would be located in the eastern most of the Application Site which are farthest from the rural areas in the west. Since there would not be continuous and extensive reflective glass façade for the residential towers, the potential bird collision impact is considered minor. S.6.4.12 has been updated in the revised EcoIA in **Appendix A**.

	Departmental Comments	Responses to Comments
1.9	7.3.1 While quieter piling methods would be considered where practicable and further at source mitigation measures could be explored only in the detailed design stage, there is no guarantee that adequate measures will be adopted to minimize the construction noise impact to an acceptable level. To further minimize the construction noise impact especially to migratory/ overwintering waterbirds, the applicant is advised to consider additional mitigation measures such as avoiding noisy construction works at the western portion of the application site which is closer to Kam Tin River during dry season.	Upon further review on the mitigation measures for construction noise, S.7.3.1, S.7.3.2 and Table 7.1 in the revised EcoIA in **Appendix A** have been revised.
1.10	Figure 1 The boundary of Conservation Area to the north of the Application site is not clearly shown. Please revise.	Noted. Please refer to Figure 1 in the revised EcoIA in **Appendix A** for consideration.
2.	**Comments of the Commissioner for Transport received on 5.8.2022 and 8.8.2022**	
2.1	<u>Layout</u> The proposed vehicular access at the Underpass of San Tin Highway should be reviewed as it would affect the adjacent junctions such as San Tam Road on the other side of the Underpass. Consideration should be given to use a single vehicular access with the school site to the south of the proposed junction;	The location of the ingress / egress serving the Proposed Development has been reviewed to minimise possible traffic impact to the junction of Castle Peak Road / Unnamed Road underneath San Tin Highway (J4). The separation between vehicular access and J4 is now about 80m and would satisfy TPDM requirements. Please refer to the revised MLP in **Attachment 1** for consideration.

	Departmental Comments	Responses to Comments
2.2	The number of vehicular access should be reduced for the whole development. Consideration should be given to use a single site ingress / egress for the covered transport layby to avoid the disconnected footpath, as well as for traffic movement from Castle Peak Road – Tam Mi (Southbound) to the proposed Transport Layby;	The total numbers of the vehicular access serving the Proposed Development have been reduced. There are 2 vehicular accesses mainly to serve the (i) Residential Development and (ii) the covered transport lay-by and the Reserved School Site. A separate ingress / egress is also provided to serve the relocated soy sauce factory. Under the current scheme, the location of the proposed covered transport layby is also relocated at the south-western part of the residential portion due to the reduction and relocation of the ingress / egress locations. To avoid possible bundling effect and tail back issue along Castle Peak Road – Tam Mi during peak hours, it is suggested to segregate the traffic by proposing 2 ingress / egress points serving the residential portion as well as the covered transport lay-by. To minimise the possible disturbance to the pedestrian, priority use would also be given to the pedestrians for crossing the ingress / egress while walking along the footpath. Please refer to the revised MLP in **Attachment 1** for consideration.
2.3	The purpose of the access road between the residential development and the reserved school site should be clarified;	The main purpose of the access road is to serve the covered transport layby and the reserved school site. In addition, this access would also provide access for the existing temporary structures in the western portion within Application Site.
2.4	Clarification should be provided for the loading / unloading spaces for Towers T1, T2, T3, T5 and T6. Please be reminded that loading / unloading spaces should be located adjacent to the tower block and avoid crossing of road;	The loading / unloading bay for Tower T1 is located at the ground level, while the loading / unloading bays for Towers 2, 3, 5 and 6 are located at the basement level adjacent to the Towers.

	Departmental Comments	Responses to Comments
2.5	Saw-tooth layout at transport interchange should be provided to provide convenient pedestrian flow within the facility.	According to the TPDM Volume 9 Chapter 8.7 Table 8.7.15, traditional parallel bays have been designed for the transport lay-bys of the Proposed Development with limited numbers of bus bays (i.e. 3 - 4). Subject to the future planning of public transport services, the provision of covered transport lay-by with 2 bus bays and 1 GMB bay will allow adequate hardware facility to serve the future public transport demand generated by the Proposed Development. As such, the current design of the covered transport lay-by is considered to be optimised by means of efficient use of floor space and being in line with the corresponding requirements under TPDM.
2.6	A minimum of 6.0m of clear headroom should be provided at the proposed Transport Layby to accommodate the operation of double-decker buses in accordance with Transport Planning and Design Manual.	Noted. The current assumed floor-to-floor height (i.e. of about 6.5m) is considered to be sufficient to allow a clear headroom of not less than 6.0m to accommodate the operation of the double-decker buses.
2.7	The extent of the proposed set-back along Castle Peak Road – Tam Mi, including the proposed residential development and relocated Soy Factory Portion, for footpath should be clarified, with consideration of the requirements in accordance with Transport Planning and Design Manual. A cycle track from the Pok Wai Road South extension should be considered towards the site.	Under the road improvement proposal, a pedestrian footpath with a minimum width of 2.75m would be provided along the section of Castle Peak Road – Tam Mi abutting the Application Site, which will be widened to 10.3m wide. A pedestrian access would be provided at the north-western tip of the development site for accessing to the cycle track in Pok Wai South Road via the proposed residential development at the northern development site zoned "OU(CDWRA)1" (i.e. submitted under separate planning submission by the same applicant). Detailed design of the proposed pedestrian access will be provided in subsequent implementation stage. Please refer to Section 2.6 and Figure 2.8 in the revised TIA in **Appendix B** for consideration.
2.8	The desirable requirements for internal road layout should be adopted in accordance with PNAP APP-111.	Noted.

	Departmental Comments	Responses to Comments
	Traffic Impact Assessment	
2.9	Link capacity within the area of influence as well as Tai Lam Tunnel and San Tin Highway should be assessed.	Noted. The link capacity within the area of influence has been included in the revised TIA in **Appendix B** for consideration.
2.10	Table 2.2 – The rate of the kindergarten parking spaces should be justified with at least two reference sites with similar locality and background of students.	The high-end provisions of internal transport facilities under HKPSG requirements for kindergarten have been proposed.
2.11	Table 2.3 –	
	(i) Given that the site is far from any railway station in the Northwest New Territories, upper bound of the parking and loading / unloading provisions in accordance with the Hong Kong Planning Standards and Guidelines should be considered;	Having reviewed the factors affecting the carpark provision, a Global Parking Standard at 1 car space per 5 flats was adopted. The proposed provision of car parking spaces for residential portion have been revised. Please refer to Table 2.3 in the revised TIA in **Appendix B** for consideration.
	(ii) The current parking and loading / unloading provisions for the soy sauce should be stated. Justifications should be provided in case the existing parking and loading / unloading provisions could not be provided;	Please note that there is no corresponding requirements under the land lease of existing soy sauce factory. Nevertheless, an occupancy survey was carried out at existing soy sauce factory. It was identified that a maximum of 6 private cars and 2 goods vehicles were parked within the site. Under the current proposal, the provision of parking and loading / unloading facility would be based on the HKPSG requirement for industrial use. A total of 1 motorcycle parking space, 12 private car parking spaces, 16 loading bays and 1 container bay would be provided. The proposed provision would be sufficient to meet the parking / loading demand.
	(iii) The bicycle parking provisions at a rate of 1 space for every 7.5 flats should be considered given its close proximity of the New Territories Cycle Track Network;	Based on the revised TIA report, the high-end provision of bicycle parking spaces (i.e. 1 space per 15 flats) according to HKPSG would be provided. The Applicant will consider to provide more bicycle parking spaces within the Application Site, and the exact no. of bicycle parking spaces will be agreed with TD at detailed design stage.

	Departmental Comments	Responses to Comments
2.12	Paragraph 3.2.2 – The exact date of the traffic survey should be stated. Verification should also be conducted to check if the evening peak would not extend to 8:00pm, given that the commute pattern from the urban area may arrive Northwest New Territories at around 7:00pm;	Noted. The evening peak has been further verified along Castle Peak Road and the peak period is from 5:45pm to 6:45pm. Relevant texts have been updated in the revised TIA in **Appendix B** for consideration.
2.13	Table 3.2 –	
	(i) Junction J12 – There are two lanes towards Kam Tin Road (Eastbound) from Tsing Long Highway slip road. In addition, the left-turn lane at Kam Tin Road (Westbound) towards Tsing Long Highway is a separate lane from the straight movement. The calculation should be reviewed;	Noted. Table 3.2 has been updated in the revised TIA in **Appendix B** for consideration.
2.14	Table 4.1 –	
	(i) The trip rates adopted for kindergarten should be reviewed with consideration of the traffic pattern in Northwest New Territories and the background of the students. At least two reference kindergarten should be provided to demonstrate the trip rate adopted is still valid for now;	Noted. Table 4.1 has been updated in the revised TIA in **Appendix B** for consideration.
2.15	Paragraph 4.4.5 – There is a planned road improvement works at Pok Oi Interchange for providing traffic signals at approaches from Yuen Long Highway. Such consideration should be considered in the assessment. Details of the proposal was presented to Traffic and Transport Committee of the Yuen Long District Council on 9 June 2022, which is available from the link below: - https://www.districtcouncils.gov.hk/yl/doc/2020_2023/tc/committee_meetings_doc/ttc/21838/TTC_paper_2022_14.pdf	Noted. The planned road improvement works at Pok Oi Interchange has been included the revised TIA in **Appendix B** for consideration.
2.16	Table 4.3 – Given that the Year of 2020 is affected by the pandemic, the derivation of growth rate based on AADT Data from ATC with consideration of 2020 data should be reviewed;	Noted. Instead of growth rate based on AADT Data, modelling approach (based on 2019 – based TPEDM Planning Data) has been adopted in the revised TIA in **Appendix B.**

	Departmental Comments	Responses to Comments
2.17	Table 4.4 – As PlanD has published 2019-based TPEDM Planning Data, derivation of growth rate should consider the latest planning data subject to PlanD's comments;	Noted. 2019-based TPEDM Planning Data has been adopted in the revised TIA in **Appendix B**.
2.18	Table 4.5 – we have the following observations: -	
	(i) A/YL/139-1 – Given that Grand YOHO is partially completed, please review the number of trip generation and attraction having considered the surveyed data;	During the survey, Grand Yoho has already been completed by about 80% and corresponding trip generation and attractions have been reflected in the revised TIA in **Appendix B**.
	(ii) A/YL-KTN/567 has been superseded by A/YL-KTN/791;	Relevant texts have been amended in the revised TIA in **Appendix B**.
	(iii) DD107 Lot1928 is now proposed to be converted to an international school;	Relevant texts have been amended in the revised TIA in **Appendix B**.
	(iv) A/YL/205 – The number of trips generated should be reviewed as the development only provides 324 hotel rooms. Please also clarify if the trips generated by the adjacent Youth Hostel as well as Phase III of YOHO Midtown development were considered;	Noted. The residential development (604 units) in Phases II & III and Youth Hostel were included in the revised TIA. Relevant texts have been amended in the revised TIA in **Appendix B**.
	(v) Kam Tin South Development should be considered in the assessment;	Noted. The Kam Tin South Development has been considered in the revised TIA in **Appendix B**.
	(vi) Concurrent planning application no. Y/YL-NSW/7 should be considered in a separate sensitivity test;	Noted. A sensitivity test has been included in the updated TIA. Please refer to Section 4.8 in the revised TIA in **Appendix B** for consideration.
2.19	Table 4.6 –	
	(i) The queue length analysis for Junction J4 should be provided, in particular the assessment at the arm of Underpass of San Tin Highway;	Under the sensitivity test, the DFC of junction J4 is only 0.05 in year 2034. Based on the assessment results, the maximum queue at the arm of Underpass of San Tin Highway is only 1 vehicle.
	(ii) Junction J10 – The assessment without the temporary flyover at Au Tau Interchange should be incorporated in the assessment;	Noted. The assessment without the temporary flyover at Au Tau Interchange has been included in the revised TIA in **Appendix B**.

	Departmental Comments	Responses to Comments
2.20	Figure 4.5 – There is only one give-way at the approach from Castle Peak Road – Yuen Long (Westbound) based on proposal from CEDD;	Noted. Figure 4.5 has been amended in the revised TIA in **Appendix B**.
2.21	Sensitivity tests should be conducted for the following junctions with consideration of the proposed OU(CDWRA)1 in Table 4.9: - (i) Additional 117 and 32 pcu/hr in AM and PM Peak respectively at the approach from San Tam Road (Northbound); (ii) Additional 880 and 473 pcu/hr in AM and PM Peak respectively for southbound at Junctions J7, J8, J9 and J10;	A sensitivity test has been carried out and included in Section 4.9 in the revised TIA in **Appendix B**.
2.22	Development traffic flow diagram should also be provided for the assessment.	Noted. Please refer to Figures 4.10 & 4.11 for the development traffic flow diagram in the revised TIA in **Appendix B**.
2.23	Two sites under the S.12A Planning Application Nos. Y/YL-NSW/8 and Y/YL-NSW/9 which have population intake in 2031 tentatively are in close proximity, hence the traffic and transport impact assessment should be conducted on a holistic approach.	Noted. Please refer to Section 2.5 in the revised TIA in **Appendix B**.
2.24	The proposed provision of public transport interchange ("PTI") in both sites for catering the passenger demand generated from the two proposed development is supported. However, the PTIs should be designed as saw-tooth type PTI for better pedestrian and vehicle circulations. The no. of bus bay provided should be one loading and unloading bay plus two stacking bays for each terminating bus route. The level of provision inside the PTI should be able to accommodate the proposed public transport services.	Noted. Please be clarified that the hardware transport facilities currently designed will be operated in the form of a covered transport layby instead of a public transport interchange.

	Departmental Comments	Responses to Comments
2.25	In both reports, the assumption of percentage of using public transport service is estimated at about 73%. In TCS 2011, the proportion of boardings made by public transport mode was 88% (Para. E.2.14 of TCS 2011). Please justify the use of 73% and suitably review the public transport demand generated by the subject development and the associated level of provisional of no. of bay inside the PTIs.	Referring to Travel Characterised Survey (TCS) 2011 Final Report (Table 3.6), the percentage of using public transport mode (i.e. exclude private car, taxi and Special Purpose Bus (SPB)) would be 73%. The 88% include taxi and SPB such as school coach.
2.26	Please include an assessment on the modal split and make suitable provision for different public transport modes inside the PTIs.	Noted. Please refer to Section 2.5 in the revised TIA in **Appendix B** for consideration.
2.27	Please provide taxi bay (for both urban and NT taxi) in the PTIs.	No taxi bay will be provided in the subject proposed development. However, a loading / unloading bay for taxi will be provided in the transport lay-by in the proposed development situated to the immediate north of the subject Application Site (i.e. the "OU(CDWRA)1" site submitted under separate planning submission by the same applicant).
2.28	Please ensure 12.8m double deck bus could operate inside the PTIs and along the route from the proposed development to the truck road.	Noted.
2.29	For the PTIs, please be reminded on necessity of • Provision of built-in bus ancillary facilities (bus regulator kiosk and rest room with toilets) (see attachment TPDM-Vol. 9 Section 2.7.11) • Provision of E-charging facilities (see attachments Technical Guidelines for Electric PLB, Requirements of Charging-enabling Infrastructure for Electric Franchised Buses and Requirements by EPD on EV charging)	Please be clarified that the hardware transport facilities would be provided as transport layby within the Application Site instead of PTI. These ancillary facilities will be further considered in the detailed design stage.

	Departmental Comments	Responses to Comments
3.	**Comments of Chief Engineer/Railway Development 2-2, Railway Development Office of Highways Department received on 25.5.2022**	
3.1	In Appendix D TIA table 2.1, it is noted that the proposed flat number is 3,115 flats in current scheme (about 8,099 population). Please provide the impact assessment on existing railway network arising from the proposed development.	Noted. The railway impact assessment has been included in Section 2.5.8 – 2.5.13 of the revised TIA in **Appendix B**.
4.	**Comments of Chief Town Planner/Urban Design and Landscape of Planning Department received on 7.6.2022 and 26.8.2022**	
4.1	***Landscape***	
4.1.1	Dwg. S1-LMP-01 (Rev.A) – The applicant replied that the demarcation of the boundary fence wall is added on the drawings, however, it is not observed on the plan. The applicant is advised to indicate the extent of the proposed fence on plan with appropriate legend.	The indicative alignment of the boundary fence wall is enclosed in **Appendix C2**.
4.2	***Visual Impact Assessment***	
4.2.1	According to para. 4.2.2 of the R-to-C table, the applicant claimed that the proposed development intensity is considered compatible with the long-term planning context due to various policy directives (i.e. Northern Metropolis, the Northern Link and brownfield study) and approved planning application No. A/YL-NSW/274 to the southwest of the Site. Please note that San Tin Technopole is about 3.5km away from the Site. Moreover, the developments around Au Tau Station and approved planning application No. A/YL-NSW/274 are ranging from about 60mPD to 75mPD. However, the applicant did not provide more justifications on the compatibility of the proposed maximum BH of 115mPD with the immediate visual context (such as fishponds to its immediate northwest and some existing and planned medium rise residential developments to its further west across San Tin Highway) as previously requested.	The Application Site is situated adjacent to the northeast of Yuen Long New Town, planned and committed medium-density and medium-rise residential developments (i.e. Park Yoho and the approved planning application No. A/YL-NSW/274), and some village settlements in close proximity (i.e. Wing Kei Tsuen and Mo Fan Heung) to the north and northeast of the Application Site. It is noted that the Application Site is surrounded by medium-rise and medium-density residential developments.

	Departmental Comments	Responses to Comments
	(Con't)	Furthermore, the planned Au Tau Station will be implemented about 600m to the southeast of the Application Site. In addition, according to the Yuen Long District Council Discussion Paper No. 36/2022 published in October 2022, the sites (about 11.8 hectares) in Sha Po to the east across the San Tin Highway of the Application Site is selected for high-density and high-rise public housing development with total plot ratio up to 6.7 and building height up to 185mPD. As such, the Proposed Development is considered to be totally compatible with the latest development context. Since the Application Site is situated in a transitional zone between the developed urban area to the east (i.e. the planned and committed developments across San Tin Highway) and the relatively sub-rural area to the west (i.e. the wetlands and fishponds across the Kam Tin River and the village settlements to the further north), some design measures have been incorporated in the scheme design to mitigate against any possible interface issues in its surrounding settings:- (i) *Stepped building height profile* – The taller buildings (not more than 115mPD) located closer to the Castle Peak Road will step-down towards the west (i.e Kam Tin River). The building height profile is compatible with the potential public housing development to the east across San Tin Highway of the Application Site. The VIA has been conducted to demonstrate the subject proposed development will be visually compatible in its surroundings; and (ii) *Sensible building disposition with provisions of building separations* – The proposed buildings are generally separated into 2 E-W running clusters with provision of building separations to facilitate visual and wind penetration. In conclusion, the Application Site is appropriate for medium rise and medium density developments in view of the surrounding planning context. With adequate design / mitigation measures, the proposed development is compatible with the surrounding environment.

	Departmental Comments	Responses to Comments
4.2.2	While noting the applicant has indicated various design measures (i.e. stepped BH profile, building separations, façade treatment and landscape treatment) in Figure A of the VIA and setback from boundary as stated in para. 11.8.5 of the Planning Statement, please provide indicative dimensions of the building separations and setback on relevant figure/drawing for reference.	Noted. The indicative dimensions of the building separations are provided in Figure A in the revised VIA in **Appendix D** for consideration.
4.2.3	In the submitted revised VIA, the applicant has submitted two scenarios to compare against the existing condition of the Site and its surroundings, i.e. (1) "Interim Scenario": proposed development under existing context, and (2) "Ultimate Scenario": proposed development with full completion of the public housing in Sha Po and another proposed residential development (i.e. Application No. Y/YL-NSW/8).	Noted.
4.2.4	As raised in our previous comments, the layout, development intensity and BH of the potential public housing development at Sha Po are still yet to be formulated under the EFS and the proposed comprehensive development under separate s.12A application No. Y/YL-NSW/8 is yet to be considered by the TPB. As such, these two development proposals could be served as a scenario testing and the "Ultimate Scenario" could be served for reference only.	Noted. More information in relation to the layout, development intensity and BH of the potential public housing development at Sha Po has been released in the Yuen Long District Council Discussion Paper No. 36/2022 published in October 2022. The photomontages and VIA of the subject planning application have been updated accordingly.
4.2.5	The applicant should provide the indicative scheme of the proposed primary school and relocation of soy sauce factory and indicate on the relevant photomontages for assessing the potential visual changes.	The indicative scheme of the proposed primary school and relocated soy sauce factory have been indicated on the photomontages accordingly.
4.2.6	For VP1, since the applicant claimed that existing views of VP1 along Pok Wai South Road are dominated by roadside greenery as per para. 4.2.8 of the R-to-C, the applicant may consider add a viewpoint near the bus stop next to the existing soy sauce factory along Castle Peak Road – Tam Mei to review the short-ranged visual impacts.	Noted. An additional viewpoint near the bus stop next to the soy sauce factory along Castle Peak Road – Tam Mi (VP9) is included to review the short-ranged visual impacts. Please refer to VP9 in the revised VIA in **Appendix D** for consideration.

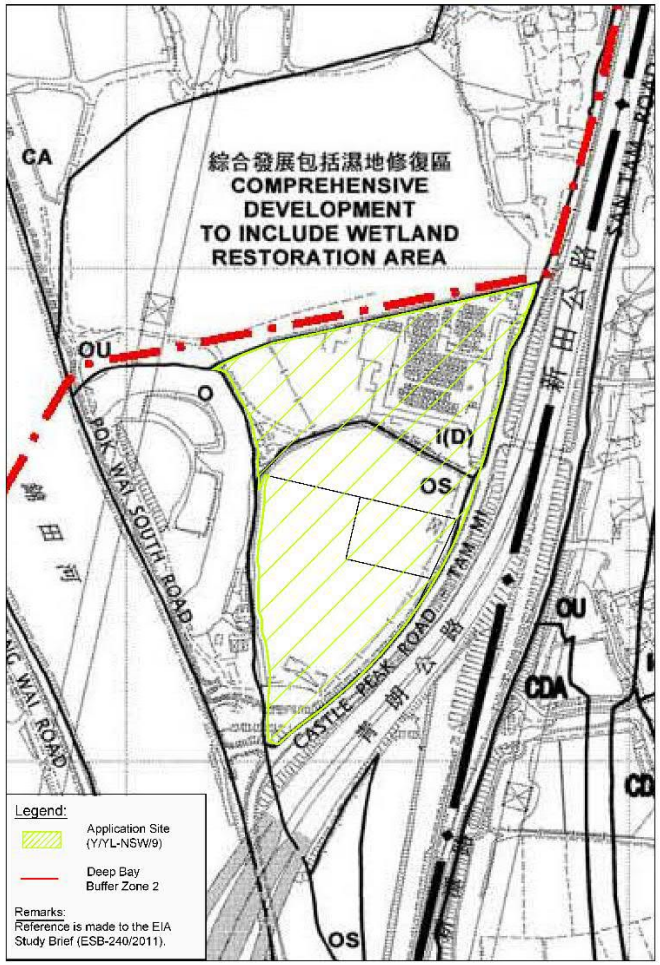
	Departmental Comments	Responses to Comments
4.2.7	For VP2, the applicant should clarify and provide annotation for the buildings coloured in greyish blue on the right of the photomontage under the "Ultimate Scenario".	Noted. It is clarified that the buildings coloured in greyish blue on the right of the photomontage under the "Ultimate Scenario" are the approved residential developments under Application No. A/YL-KTN/604. The annotations of the buildings have been provided. Please refer to Figure 5.2 in the revised VIA in **Appendix D** for consideration.
4.2.8	For VP3, only part of the proposed development would be screened off by roadside planting while remaining portion would be visible at the centre of the photomontage, resulting potential loss of skyview. The applicant is requested to review the photomontage, the description in table 5.3 and the visual impact rating.	Noted. Please be clarified that a tiny portion of the proposed development will be visible in between of the vegetation under both interim and ultimate scenarios. The relevant texts and Figure 5.3 have been updated in the revised VIA in **Appendix D** for consideration.
4.2.9	For VP5, the proposed development would be visually prominent and to a certain extent, reduce the visual openness to the wetland/fishpond. Please review the visual impact rating.	It should be highlighted that the Proposed Development would only be visually noticeable at the interim stage. Upon full completion of the approved and proposed developments nearby, the Proposed Development would not be visually prominent from this VP5. The relevant texts have been updated in the revised VIA enclosed in **Appendix D** for further consideration.
4.2.10	For VPs 6 and 7, since the proposed development would be observable against the existing low-rise development context as shown in photomontages, the visual impact of this VP is not considered negligible. Please review the visual impact rating.	Noted. The visual impact rating of VP6 and VP7 have been reviewed accordingly.
4.2.11	For VP8, please review the location of the VP8 as the proposed location of VP8 is considered undesirable as it appeared that was taken in the middle of the road and limited in demonstrating the actual visual changes arising from the proposed development. The VP should move further down along the Kam Tin River towards the proposed development.	The location of VP8 has been reviewed. It is now situated to the northwest of the Application Site along the Nam Sang Wai River Education Trail (i.e. Nam Sang Wai Road) near the Nam Sang Wai Fishpond Education Kiosk. Please refer to Figure 5.8 and relevant texts in the revised VIA in **Appendix D** for consideration.
4.2.12	For photomontages that the proposed development may not be visible due to screening/blockage, the applicant is requested to indicate the outline of the proposed development with dashed line.	Noted and updated accordingly.

	Departmental Comments	Responses to Comments
4.2.13	The applicant should review the visual appraisal and the overall visual impact rating of the proposed development after taking into account of our comments above.	Noted. Please refer to the revised VIA in **Appendix D** for consideration.
4.3	***Air Ventilation Assessment***	
4.3.1	**Coverage of Assessment and Surrounding Areas (section 3.1 and Figure 1) –** With reference to the simulation results, it appears that the Proposed Scheme would create air ventilation impacts on the area beyond the minimum coverage for Assessment Area of 1H. As such, the consultant should review and enlarge the Assessment and Surrounding Areas appropriately and rerun the simulations.	Noted. Please note that the coverage of Assessment and Surrounding Areas have been revised and the CFD models have been revised and re-run. Please refer to the updated simulation results and Figure 1 in the revised AVA in **Appendix E**.
4.3.2	**Accuracy of the simulation results (Appendix 3) -** • Referring to the simulation results, there are some VR discontinuities have been found in the simulations around the models. The consultant should clarify the above phenomena and ensure that the simulation results are accurate. • Under SE wind, it found that the Proposed Scheme – Scenario 1 would have VR contour to the far east of the subject site different from that of Approved Scheme and Proposed Scheme – Scenario 2. The consultant should clarify and rectify the simulation results where appropriate.	As the simulation has been revised, please refer to the updated simulation results in the updated Appendix 4 in the revised AVA in **Appendix E**.
4.3.3	**Project Background (section 1.1.2) –** A plan indicating the two approved schemes with the OZP zoning and the boundary of the approved schemes should be provided for clarify sake.	The plan for two approved schemes with the OZP zoning and the boundaries of the approved schemes have been provided in updated Figure 1 in the revised AVA in **Appendix E**.

	Departmental Comments	Responses to Comments
4.3.4	**Mitigation Measures/Good Design Features under both Baseline and Proposed Schemes (sections 1.3 and 1.4) –** The consultant should list out all the mitigation measures/good design measures with dimensions in the text and indicate them on plan and in the computational model. The consultant is also required to demonstrate the performance of these mitigation measures/good design measures based on the simulation results and VR data. The consultant should also cover the implementation of these measures in the report.	Various building separations and building setbacks which could serve as air corridors are provided between the tower blocks and along the site boundary. The mitigation measures with dimensions have been provided. Please refer to updated Section 1.4.4, Appendices 2 and 4 in the revised AVA in **Appendix E.**
4.3.5	**Building heights of the existing developments (paragraph 1.2.6 and Figure 1) –** The consultant should report the building height of the existing buildings within the Surrounding Area with the aid of a diagram.	The building heights of the existing buildings within the surrounding area have been indicated on the updated Figure 1 in the revised AVA in **Appendix E**.
4.3.6	**Approved Scheme and Proposed Scheme –** Please set out the development parameters such as building height, total CFA and site coverage of both schemes.	The development parameters of both schemes have been provided. Please refer to the updated Sections 1.3 and 1.4 in the revised AVA in **Appendix E**.
4.3.7	**Approved Scheme (section 1.3) –** The consultant should clarify that the proposed development under the Planning Application No. A/YL-NSW/241 is considered as the planned development within the Surrounding Area but not part of the subject site under the current application. If affirmative, the consultant should report it in the separate section (not under section 1.3) to avoid confusion. It appears that the application no. Y/YL-NSW/8 covers only the current "OS" zone, not the whole application site. Please state it clearly.	Please be clarified that the proposed development under the Planning Application No. A/YL-NSW/241 is considered as the planned development within the Surrounding Area. Please refer to the updated Sections 1.5 and 2.3 in the revised AVA in **Appendix E**.

	Departmental Comments	Responses to Comments
4.3.8	**Noise barriers, elevated structures, Planning and committed developments (paragraphs 2.2.4 and 3.1.3) –** There is no Appendix 4 have been provided in this submission. The consultant should provide figures to illustrate the modelled noise barriers, elevated structures, planned and committed developments for checking.	Appendix 4 has been provided and the model views have been illustrated in the updated Appendix 4 in the revised AVA in **Appendix E**.
4.3.9	**Proposed Scheme (section 1.4) –**	
	• Paragraph 1.4.1 - The consultant should provide the details and MLP of the proposed developments in both relocated soy sauce factory portion and reserved school site which is also part of the application site.	The details and MLP of both relocated soy sauce factory portion and reserved school site have been provided in updated Section Appendix 2 in the revised AVA in **Appendix E**.
	• Paragraph 1.4.3 – It seems that it should refer to section 1.1.2 but not 1.2.4.	Noted. The relevant texts have been amended in S1.4.3 in revised AVA in **Appendix E**.
4.3.10	**Simulated wind direction under annual condition (section 2 and Table 2.1) –** The consultant should simulate SSE wind (i.e. 7.6%) but not SSW (i.e. 5.8%) wind under annual condition based on their wind frequencies.	Noted. Please refer to the updated Table 2.1 in the revised AVA in **Appendix E**.
4.3.11	**Simulated wind direction under summer condition (section 2 and Table 2.1) –** It is not required to include E wind (i.e. 5.6%) for achieving total 75% of wind frequency under summer condition.	Noted. Please refer to the updated Table 2.1 in the revised AVA in **Appendix E**.
4.3.12	**Topography (section 2.2 and Appendix 3) –** The consultant should describe and discuss the existing of Kai Kung Leng to the northeast of the subject site. Please clarify and correct the labelling on the figures shown in Appendix3.	The relevant discussion has been provided. Please refer to the updated Section 2.2.1 and Appendix 4 in the revised AVA in **Appendix E**.

	Departmental Comments	Responses to Comments
4.3.13	**Height of the tallest building (paragraph 3.1.1) –** In accordance with the AVA Technical Circular No. 1/06, the value of H should be referred to the height of the tallest building on sites. Referring to the MLP of the Proposed Scheme (see Appendix 2), the height of the tallest building is at +115.0mPD (i.e. around 110m) not 100m. The consultant should correct the value of H accordingly.	The value of H has been revised accordingly. Please refer to the updated Section 3.1.1 in the revised AVA in **Appendix E**.
4.3.14	Justification should also be provided for the substantial increase in building mass of the relocated soy sauce factory.	Please be advised that the GFA and therefore the building mass of the relocated soy sauce factory would be the same as the existing soy sauce factory. The relocated soy sauce factory will have total non-domestic GFA of not more than 13,700m^2 and maximum building height (to the main roof) of not more than 8m which is the same as the existing factory in accordance with the lease conditions.
4.3.15	**Test points (section 3.4, Table 4.1 and Figure 4)**	
	(a) Referring to Figure 4, the test point IDs and the base map are very blur and illegible. As such, we could not ascertain accuracy of the information which related to the test points. We would reserve our comments on Figure 4 and Table 4.1 at this juncture.	Figure 4 in the revised AVA in **Appendix E** has been revised accordingly.
	(b) With reference to Figure 4, it shows that some overall test points are too close to some perimeter test points. The consultant should revise it where appropriately.	Figure 4 in the revised AVA in **Appendix E** has been revised accordingly.
	(c) The consultant should evenly distribute the overall test points within the focus area 5.	The overall test points within the focus area 5 have been evenly distributed. Please refer to the updated Figure 4 in the revised AVA in **Appendix E**.
4.3.16	**Directional analysis (section 4.5) –** Simulation results show in this section are illegible.	As the simulation has been revised, please refer to the updated simulation results in the revised AVA in **Appendix E**.

	Departmental Comments	Responses to Comments
5.	**Comments of the Director of Environmental Protection received on 28.6.2022**	
5.1	The fringe of the Site falls within Deep Bay Buffer Zone 2. The applicant should double check and if affirmative, the proposed residential development will constitute a designated project (DO) under Item P.1, Schedule 2 of the EIAO (i.e. a residential development or recreational development, other than New Territories exempted houses within Deep Bay Buffer Zone 1 or 2). An environmental permit under the EIAO is required before the construction and operation of the proposed residential development.	The subject site falls outside Deep Bay Buffer Zone 2 and therefore would not be classified as a Designed Project. 

	Departmental Comments	Responses to Comments
	EIAO Implication	
5.2	Section 1.4.1 and Section 1.4.4: As mentioned above, please check if the fringe of the application site falls within Deep Bay Buffer Zone 2 and if affirmative, the proposed residential development will constitute a designated project (DP) under Item P.1, Schedule 2 of the EIAO (i.e. a residential development or recreational development, other than New Territories exempted houses within Deep Bay Buffer Zone 1 or 2). An environmental permit under the EIAO is required before the construction and operation of the proposed residential development. Please revise these two sections accordingly.	The location of the Application Site and the boundary of Deep Bay Buffer Zone 2 have been reviewed. The Application Site falls outside Deep Bay Buffer Zone 2. Please refer to Item 5.1 in this RtoC table for detailed responses.
5.3	*Air quality*	
5.3.1	Section 1.4.8: Please rectify the typo "…least significant)…" to "…less significant…" in line 6.	Relevant texts have been amended in S3.2.3 in the revised EA in **Appendix F** for consideration.
5.3.2	Section 1.4.9: Please be reminded that it should be the responsibility of the applicant and their consultants to ensure the validity of the chimney data by their own site surveys. Should the information of industrial chimneys be subsequently found to be incorrect, the assessment result as presented in the planning application would be invalidated.	Noted.
5.3.3	Section 1.4.11: Please rectify the typo "…~~form~~ **from** vehicular repair use…" in the last sentence.	Relevant texts have been amended in S1.4.8 in the revised EA in **Appendix F** for consideration.
5.3.4	Section 1.4.12: Please rectify the typo "impact ~~from vehicular repair use~~ **from Sha Po Sewage Pumping Station** is not…" in the last sentence.	Relevant texts have been amended in S1.4.9 in the revised EA in **Appendix F** for consideration.

	Departmental Comments	Responses to Comments
5.3.5	Section 1.4.16 (a) Please clarify the meaning of "TI" in line 5. (b) Please observe and follow EPD's ProPECC PN2/96 on Control of Air Pollution in Car Parks for the design and operation of the car parks. Car Parks should be designed such that the air quality guidelines set out in the PN are met under all conditions.	Relevant texts have been amended in S3.2.2 in the revised EA in **Appendix F** for consideration.
5.3.6	Section 1.4.17: Please include Pok Wai South Road as one of the nearby roads in this section.	Relevant texts have been amended in S3.3.1 in the revised EA in **Appendix F** for consideration.
5.3.7	Sections 1.4.18 and 1.4.19: Please refer to the latest TD traffic census (i.e. ATC 2020) for the road types of the existing nearby roads (including San Tin Highway and Tsing Long Highway) for the evaluation of the vehicular emission impacts. Please state clearly in the text.	Relevant texts have been amended in S3.3.2 in the revised EA in **Appendix F** for consideration.
5.3.8	Section 1.4.20: Please provide TD's endorsement for the road type of Pok Wai South Road.	The Applicant is seeking advice from TD and correspondence will be provided once available.
5.3.9	Section 1.4.21: Please ensure and state clearly in the text that no air sensitive uses, including fresh air intake of ventilation system or openable windows of the buildings, active recreational uses would be located within the buffer zones. Please also make the necessary amendment to the remarks in Figure 1.4.	There will be no air sensitive uses (including fresh air intake of ventilation system or openable windows of the buildings) active recreational uses located within the buffer zones. Please refer to S3.3.5 and Figure 3.1 in the revised EA in **Appendix F** for consideration.
5.3.10	Section 1.4.22 and Section 5.1.3: Please clarify whether the function of the proposed transport lay-by would be similar to the Public transport interchange. If yes, the applicant should follow EPD's ProPECC PN 1/98 on Control of Air Pollution in Semi-Confined Public Transport Interchanges for the design and operation of the proposed transport lay-by such that the air quality guidelines set out in the PN are met under all conditions.	Relevant texts have been amended in S3.3.6 and S6.1.3 in the revised EA in **Appendix F** for consideration.

	Departmental Comments	Responses to Comments
5.3.11	Sections 1.4.6 to 1.4.9 and Sections 1.4.17 to 1.4.22: Please group all these sections related to air quality impact assessment to a separate section in the report for better presentation to avoid confusion.	Noted. All sections related to air quality impact assessment have been grouped. Please refer to Section 3 – Air Quality Impact Assessment in the revised EA in **Appendix F** for consideration.
5.3.12	Section 1.5: Please include a separate **Cumulative odour impact assessment section** in the report as odour impact arising from the relocated soy sauce factory and Sha Po Sewage Pumping Station should be one of the environmental concerns for this application.	Based on onsite survey, no noticeable odour can be detected at Sha Po Sewage Pumping Station over 130m away from the Application Site. In addition, as the project is still at its preliminary stage, there is no detailed design for the relocated soy sauce factory. As such, the cumulative odour impact assessment would be carried out in subsequent detailed design stage. Further survey will be conducted to cover Sha Po Sewage Pumping Station and area within 500m to identify if there is any odour impact.
5.3.13	<u>Section for cumulative odour impact assessment</u> (i) According to Section 3.2.5, it is noted that the separation distance between the potential odour source (i.e. open area for aging of semi-product at the relocated soy sauce factory) and the air-sensitive uses of the proposed development would be 80m. The HKPSG buffer distance requirement for odour source cannot be met. The proposed soy sauce factory may cause adverse odour impact on the air-sensitive uses of the proposed development and other nearby ASRs. Cumulative odour impacts associated with planned and existing odour emission sources within 500m assessment area of the project site boundary on the air-sensitive uses of the proposed development and the nearby ASRs shall be assessed **<u>quantitatively</u>** to demonstrate that the odour impact would not be adverse. (ii) Please identify all existing and planned odour emission sources (e.g. Sha Po Sewage pumping station, proposed Soy Sauce Factory to be relocated, on-site sewage STP of the soy sauce factory) within 500m assessment area. Please also indicate the locations of these odour sources in Figure 4.1 for clarity. (iii) Please identify and list out existing and planned ASRs within 500m assessment area (including the subject site) in a location map and table for evaluation of the odour impacts with their separation distances and assessment heights.	Noted. The requirements will be taken into account in the detailed odour impact assessment.

	Departmental Comments	Responses to Comments
5.3.13	(iv) The consultant should provide information about the odour emission sources with justifications (e.g. odour emission source locations, operation hours, odour emission strengths of emission sources including the manufacturing process in the factory, aging process at the open area and the proposed on-site STP, removal efficiency of deodorizing unit, etc.). If necessary, odour sampling and olfactory analysis is required to determine the specific odour emission rate (SOER) of the odour sources. (v) In particular, the consultant should justify with supports why 95% removal efficiency can be achieved for removing the odour from the specific soy sauce making process. (vi) Please clarify whether there is other chimney emissions from the relocated soy sauce factory and state clearly in the cumulative odour impact assessment section. (vii) The consultant should conduct site survey to identify any other potential odour impacts within 500m of the project site boundary (e.g. any odour emission from factories, open storage areas and vehicle repair workshops). Please provide the date of the site survey conducted and the site survey route in this submission. Please also list out the closest separation distances between these potential odour sources and the site boundary. Any other odour emission sources identified within 500m shall also be included in the odour impact assessment. (viii) Please clarify if the population intake will be earlier than the relocation of the soy sauce factory. If positive, the odour impact arising from the existing soy sauce factory on the air-sensitive uses of the proposed development shall also be assessed. (ix) On top of the above mentioned, please note that even if the odour impact assessment results are found to comply with the odour criterion as stipulated in the EIAO-TM at any ASRs, it is still possible to have an I/R interface problem owing to the immediate proximity of the factory to the proposed residential development and school, which is highly undesirable from air quality planning perspective.	
5.3.14	Section 4.2.2: Please justify why the number of construction plants will be unlikely be high.	The sentence has been deleted. Please refer to S5.2.2 in the revised EA in **Appendix F** for consideration.
5.3.15	Section 4.2.4: (a) Owing to the large subject site area (about 8.2 ha), the consultant should provide the scale of the dusty activities including site formation and excavation areas, amount of excavated materials to be handled and no. of dump trucks on the site, etc. to justify that the dust impact would not be adverse with implementation of control measures.	Further estimate on scale of activities, amount of excavated material, truckload, etc. are included. Please refer to S5.2.4 in the revised EA in **Appendix F** for consideration.

	Departmental Comments	Responses to Comments
	(b) Please also state clearly if there is any concurrent projects within 500m from the site boundary and their cumulative impact should be addressed.	There will be another comprehensive residential development with anticipated concurrent construction works situated to the immediate north of the subject Application Site (i.e. the "OU(CDWRA)1" site submitted under separate planning submission by the same applicant). Please refer to S5.2.4 in the revised EA in **Appendix F** for consideration.
	(c) Please also clarify if a dust monitoring and audit programme will be implemented during the construction stage to ensure that no adverse dust impact will be imposed on the nearby ASRs.	The Proposed Development includes relocation of soy sauce factory, excavation of basement for car parking facilities, erection of residential towers and associated facilities. The site topography is generally flat so that no extensive site formation work is required. In addition, there are well established practices to mitigate dust emission during excavation, piling and superstructure works. It is considered that the potential fugitive dust impact can be practicably mitigated. Therefore, dust monitoring and audit programme are considered not necessary for the Application Site. S5.2.5 in the revised EA in **Appendix F** has been supplemented.
	(d) It is suggested to add "Since the proposed residential development will constitute a designated project under the EIAO, an AQIA including a detailed odour impact assessment is required to demonstrate the compliance of the criteria stipulated in the EIAO-TM." to the last line.	As clarified, the proposed development is not considered a DP under P.1, Schedule 2 of the EIAO. In any case, an odour impact assessment would be carried out in later detailed design stage.
5.3.16	Section 5.1.2 (a) Please revise line 5 to read "…would generate odour are housed indoor<u>, except for the process of ageing of semi-product.</u>"	Relevant texts have been amended in S6.1.2 in the revised EA in **Appendix F** for consideration.
	(b) Please rectify the typo "dThe" in line 11.	Relevant texts have been amended in S6.1.2 in the revised EA in **Appendix F** for consideration.
	(c) Subject to the findings of the odour impact assessment, the relevant text will need to be revised under "Conclusion".	Please be advised that the odour impact assessment would be carried out in later detailed design stage and the situation has now supplemented in "Conclusion". Please refer to S6.1.2 in the revised EA in **Appendix F** for consideration.

	Departmental Comments	Responses to Comments
5.3.17	Figure 1.4 (a) Please show the proposed layout and locations of the relocated soy sauce factory, residential towers and school site in Figure 4.1. Please also indicate the location of the exhaust of the relocated soy sauce factory and the open area for aging of semi-product in the figure for clarity.	Noted. The proposed layout and locations of the relocated soy sauce factory, residential towers and school site, and the location of the exhaust of the relocated soy sauce factory and the open area for aging of semi-product have been included in Figure 4.1 in the revised EA in **Appendix F** for consideration.
	(b) Please also indicate the shortest separation distance between the relocated soy sauce factory and the nearby ASRs including future air-sensitive uses of the proposed development in the figure for evaluation of the odour impact.	Noted. The shortest separation distances between the relocated soy sauce factory and the nearby ASRs have been included. Please refer to Figure 4.1 in the revised EA in **Appendix F** for consideration.
	(c) Please enlarge the portion of buffer zone to confirm if there is any air-sensitive uses within the buffer zone.	Noted. The portion of buffer zone to confirm if there is any air-sensitive uses within the buffer zone has been included. Please refer to Figure 3.1 in the revised EA in **Appendix F** for consideration.
	(d) Please show the correct buffer zone for Castle Peak Road-Tam Mei since it is found that the buffer zone varies for different section of the road (i.e. it shall be measured from the road kerb of the road with a 10m distance). Please also show the buffer zones from the road kerb of San Tin Highway and Tsing Long Highway in the figure.	Noted. The relevant information has been amended. Please refer to Figure 3.1 in the revised EA in **Appendix F** for consideration.
5.3.18	Please highlight all the changes and amendments in the next submission for easy review.	Noted.
5.4	*Noise impact*	
5.4.1	It is expected that a detailed noise impact assessment (NIA) report would be further submitted under the subsequent section 16 planning application to demonstrate full compliance with the noise criteria under the HKPSG based on the latest design/layout available at that stage. Observations are provided below for the applicant to refine the future NIA submission under the s.16 application.	A detailed NIA will be submitted under the subsequent S16 application. The observations provided below will be taken into account and reflected in the future detailed NIA submission for the subsequent S16 application.

	Departmental Comments	Responses to Comments
	Traffic noise assessment	
5.4.2	Appendix 2.5 (a) The proposed 1.5 dB(A) additional reduction to Acoustic Window by adding SAM is not justified. The quoted noise attenuation values in the reference case have already considered the absorption given by MPA. It is unknown whether the addition of SAM to an AW with MPA can give significant additional reduction, and can be obtained by pure summation of the attenuation values, i.e. 6.9 dB(A) + 1.0 dB(A).	Noted. The relevant details will be considered in the detailed NIA in the subsequent S16 application.
	(b) The proposed 1.5 dB(A) addition reduction to Acoustic Door by adding both MPA and SAM is not justified. Though the addition of MPA or SAM may bring 1.0 dB(A) additional reduction, it is unknown whether the addition of absorptive material to an INMD already with one type of absorptive material can give significant additional reduction.	Noted. The relevant details will be addressed in the detailed NIA in the subsequent S16 application.
5.4.3	Section 2.3.4: Please document TD's agreement on the traffic forecast data in the NIA report once available. In case TD has no comment on the methodology for traffic forecast only, the consultant should provide written confirmation from the respective competent part (e.g. traffic consultant) that TD's endorsed methodology has been strictly adopted in preparing the traffic forecast date, and hence the validity of traffic data can be confirmed.	Noted. The relevant details will be addressed in the detailed NIA in the subsequent S16 application.
5.4.4	Table 2.1: According to Appendix 2.3, should the max noise level for T11-T12 read as 73 dB(A)?	Noted. The relevant details will be amended in the detailed NIA in the subsequent S16 application.
5.4.5	Table 2.2: According to Appendix 2.4, should the max noise level for T12 read as 73 dB(A)?	Noted. The relevant details will be amended in the detailed NIA in the subsequent S16 application.
5.4.6	Appendix 2.4: For Tower 3, the result of NSR S1_T3-P5 is missing. Please supplement.	Noted. The relevant details will be amended in the detailed NIA in the subsequent S16 application.

	Departmental Comments	Responses to Comments
5.4.7	Appendix 2.4: Please remove the heading which does not relate to this development.	Noted. The relevant texts will be amended in the detailed NIA in the subsequent S16 application.
5.4.8	Figure 2.3a: For T8 flat D, please confirm if AD(BT) adopt on 27F?	Noted. The relevant details will be amended in the detailed NIA in the subsequent S16 application.
5.4.9	Appendix 2.4: The inner and outer opening width of the acoustic window / Door (baffle type) are not found in the drawing. Please supplement. For the sake of better presentation, please also provide the dimensions of the acoustic window in the main text.	Noted. The relevant details will be supplemented in the detailed NIA in the subsequent S16 application.
5.4.10	We noted that the predicted maximum traffic noise level of the proposed reserved school is as high as 81 dB(A) without noise mitigation measures. We understand that the detailed design and layout of the proposed reserved school are not available at this stage, please explore alternative layout such that the road traffic noise impact can be minimised. <u>Fixed noise assessment</u>	Noted. The relevant details will be addressed in the detailed NIA in the subsequent S16 application.
5.4.11	We noted that a number of existing fixed noise source (e.g. vehicle workshop and open storage) could be found in the vicinity. The applicant should carry out a fixed noise impact assessment to demonstrate the proposed development would comply with the noise criteria of IND-TM.	Noted. A fixed noise impact assessment will be supplemented to verify the existing fixed noise sources in the detailed NIA in the subsequent S16 application.
5.4.12	Please also find our technical comments on noise model and fixed noise assessment (in attached Annex 2).	Noted. The relevant details will be addressed in the detailed NIA in the subsequent S16 application.

	Departmental Comments	Responses to Comments
5.5	Water quality	
5.5.1	Section 1.4.24 (a) Please clarify whether all wastewater generated from the proposed development, including the relocated soy sauce factory, would be discharging to the public sewerage system, as s.3.4.2 mentioned that the arrangement excluded the soy sauce factory.	It is confirmed that all wastewater generated from the Proposed Development (other than the relocated soy sauce factory) would be discharged to the public sewerage system. The relevant texts have been amended in S1.4.15 and S4.4.2 in the revised EA in **Appendix F** for consideration.
	(b) Please briefly elaborate on the operation phase water quality impact assessment on non-point source pollution control and measures. Best practices as stated in ProPECC PN 5/93 "Drainage Plans Subject to Comment by the Environmental Protection Department" shall be followed. Please also elaborate how the wastewater from swimming pool would be handled with reference to the ProPECC PN 5/93 "Drainage Plans Subject to Comment by the Environmental Protection Department".	The design of the drainage system will make reference to the ProPECC PN 5/93 "Drainage Plans Subject to Comment by the Environmental Protection Department". The operation phase water quality impact assessment on non-point source pollution control and measures have been included in S1.4.15 in the revised EA in **Appendix F**. Swimming pool main drain, footbath main drain and make-up tank drain should be connected to stormwater drains while filtration plant back wash should be discharged to foul sewers. The design measures have been included in S1.4.15 in the revised EA in **Appendix F** for consideration.
	(c) Please further elaborate how the wastewater during operational stage would be handled. Would there be any need of sewage pumping station? If so, please elaborate whether there would be adverse water quality impact during operation, e.g. emergency discharge, etc. As the development locates within Deep Bay catchment with limited assimilative capacity, discharge of raw sewage shall be prevented as far as possible and relevant mitigation measures shall be proposed.	It is confirmed that no sewerage pumping station is proposed in the Application Site. According to the submitted SIA, gravity pipe will be constructed to connect the development to Nam Sang Wai Sewage Pumping Station. All generated wastewater (other than the relocated soy sauce factory) will be discharged to public sewerage system. The relevant texts have been amended in S1.4.15 in the revised EA in **Appendix F** for consideration.

	Departmental Comments	Responses to Comments
5.5.2	Section 3.4: As public sewerage would be provided by the proposed development during operational phase which would also be available to the relocated soy sauce factory, please also consider to connect the soy sauce factory to public sewer for wastewater and sewage discharge. Please be reminded that effluent from industrial, institutional and commercial premises is subject to control under PCO and a valid licence under WPCO should be obtained before discharge to foul sewers. Unless the relocated soy sauce factory could be connected to public sewer for wastewater and sewage disposal, more detail shall be provided to demonstrate that the relocated soy sauce plant would not have additional loading to Deep Bay as per requirement in TPB-PG No. 12C.	Noted. It is confirmed that all wastewater generated (other than the relocated soy sauce factory) would discharge to the public sewerage system. Wastewater from the relocated soy sauce factory would be treated by onsite sewage treatment plant and discharged to the proposed drainage system same as the current practice of the existing factory. The onsite STP of the relocated soy sauce factory will be designed with latest technology available and no additional loading to Deep Bay will be achieved when comparing with currently permitted level. The relevant texts have been amended in S1.4.15, S4.4.2 and S4.4.4 in the revised EA in **Appendix F** for consideration.
5.5.3	Section 4.4.1 – Water Quality and Construction Wastewater Impact	
	(a) Please elaborate on the whether there would be works in the waterbodies within the site, e.g. channel, watercourses during construction phase and propose mitigation measures accordingly to prevent adverse water quality impact during construction phase.	There would be works in the nearby water body such as existing channel within the adjacent "OU(CDWRA)1" site. The proposed mitigation measures have been included in S5.4.4 in the revised EA in **Appendix F** for consideration.
	(b) Please briefly elaborate to cover whether there would be potential impact for the construction works for sewerage pipeline to the proposed connection points.	There will be offsite construction work for laying of sewer pipeline. The designed mitigation measures have been included in S5.4.4 in the revised EA in **Appendix F** for consideration.
5.5.4	Figure 1.5: Please review whether all relevant WSRs are included, e.g. channel or water courses within the site, CA zone, WBA, WCA, mitigation wetland, shall be indicated, etc.	Noted. The relevant WSRs have been included in Figure 1.3 in the revised EA in **Appendix F** for consideration.
5.6	<u>Waste management and land contamination</u>	
5.6.1	Section 1.4.22: Please provide information on the historical land uses of the application site and address any potential land contamination issues.	Land contamination review has been supplemented in S1.4.16 to S1.4.18 and S5.6 in the revised EA in **Appendix F** for consideration.

	Departmental Comments	Responses to Comments
5.7	**Further comments on the revised SIA as detailed below:**	
5.7.1	General Comment: Please provide the intake year of the project.	Noted. The planned population intake year is same as the completion year, which is 2031. The population intake year has been incorporated under the Section 2.1.1 in the revised SIA in **Appendix G**.
5.7.2	Tables 1 & 2: The average household size of Yuen Long (2.8) stated in "Population and Household Statistics Analysed by District Council District" (2021) should be adopted for person per flat ratio (PPoF). Please update the corresponding calculations and footnotes.	Noted. The sensitivity analysis adopting person per flat ratio (PPoF) of 2.8 is prepared in the Appendix A in the revised SIA in **Appendix G**.
5.7.3	Tables 5 to 10: Please update the tables according to the latest estimation.	Noted. Table 5 to 10 in the revised SIA in **Appendix G** have been reviewed and updated.
5.7.4	Section 6.1.1: Please update the following sentence "The sewers within the site boundary will be constructed in proposed drainage ~~serve~~ reserve as shown in Figure 3."	Noted. The relevant text in Section 6.1.1 in the revised SIA in **Appendix G** has been updated.
5.7.5	Section 6.1.4: FTMH2 should be connected to DR1 according to Figure 4. Please check. Appendix 4 & E	Noted. The relevant text in Section 6.1.4 in the revised SIA in **Appendix G** has been updated.
5.7.6	Manhole FSH1001880 should be connected to three existing sewer/ rising main. However, no increase in ADWF is shown at section FSH1001880-FMH1039721. Please also include the flow contributed by these existing sewers.	Noted. The existing ADWF from the upstream of Kam Tin and Sha Po Pumping Station have been incorporated. The relevant calculation and text in the revised SIA in **Appendix G** have been updated accordingly.
5.7.7	Footnote 3 does not tally with calculation. Please check.	Noted. Appendix 4 in the revised SIA in **Appendix G** has been reviewed and updated.
5.7.8	Please note that flow velocity of section DSD3-FSH1001880 has exceeded the allowable maximum velocity stated in Sewage Manual. Please check.	Noted. Appendix 4 in the revised SIA in **Appendix G** has been updated. The updated flow velocity of section DSD3-FSH1001880 is about 2.45m/s.

	Departmental Comments	Responses to Comments
5.7.9	Apart from SIA, the applicant has not yet submitted the revised environmental assessment to address the previous comments to demonstrate environmental acceptability of the proposed development under the rezoning application. In particular, it is noted from the revised SIA that sewage from the relocated soy sauce factory will be treated by on-site STW before discharging to the new stormwater drainage system and therefore the total sewage flow in the revised SIA did not take into account the sewage flow from the soy sauce factory. The applicant should be reminded to consider making connection of the soy sauce factory to the public sewerage system for wastewater and sewage discharge as far as possible or otherwise, more detailed information should be provided to demonstrate that the relocated soy sauce plant would not have additional loading to Deep Bay as per requirement in TPB-PG NO.12C.	The revised EA is hereby enclosed in **Appendix F** to demonstrate environmental acceptability of the proposed development. The sewage from the relocated soy sauce factory is to be discharged according to existing discharge license. The wastewater from the relocated soy sauce will be treated by new on-site sewage treatment plant (STP), based on latest treatment technology designed for soy sauce production process. The treated effluent will be discharged into the new stormwater drainage system via stormwater terminal manhole. Hence, the wastewater generated by the soy sauce factory should not impose impact to the proposed sewerage system. The sewage discharged from the relocated soy sauce would be the same as the existing soy sauce factory under the existing discharge license. As such, the relocated soy sauce factory will not have additional loading to Deep Bay.
6.	**Comments of the Chief Highway Engineer/ New Territories West, Highways Department received on 31.10.2022**	
6.1	It is noted that HyD's maintained slope feature no. 6NE-A/F105 would be affected under the subject development. The applicant should clearly indicated the demarcation of the modified slope to be managed and maintained by the applicant. The applicant should also clearly indicate the modified slope, if any, to be handed over to HyD for maintenance, and submit the associated details and design to HyD for comment. The slope works design should also be submitted to checked and accepted by GEO;	Noted. The detailed management, maintenance and slope works design will be provided in subsequent detailed design stage.

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

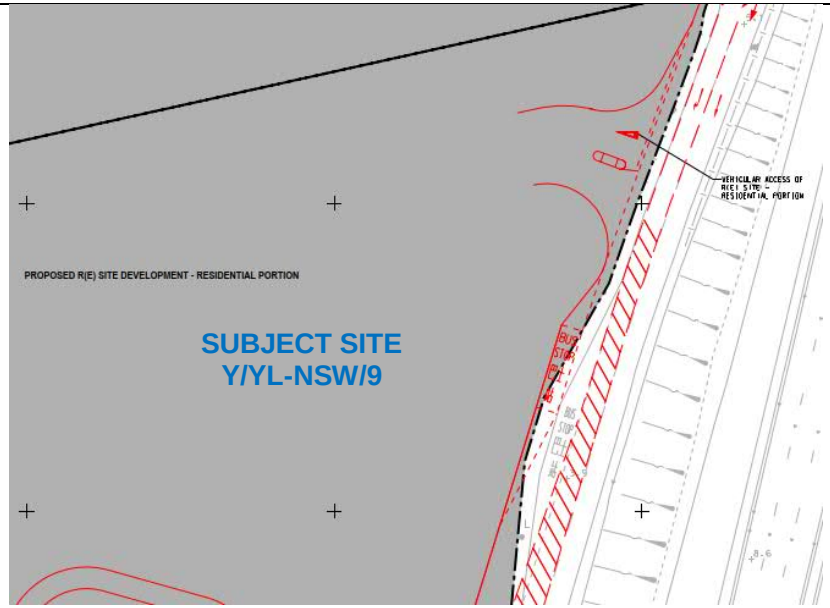
	Departmental Comments	**Responses to Comments**
1.	**Comments of the Chief Engineer / Mainland North, Drainage Services Department received on 4.11.2022**	
	<u>Drainage Impact Assessment</u>	
1.1	Section 3 – Please note that Corrigendum No. 1/2022 of DSD's Stormwater Drainage Manual has recently been issued, the assessment should consider SDM 2018 with the Corrigendum.	Noted. Calculation has been updated based on Corrigendum No. 1/2022 of DSD's Stormwater Drainage Manual.
1.2	Response to Comments Item 4.1 – You have not addressed our comment, it is noted that you have added a legend of "PROPOSED PERIMETER DRAIN" on Figure 4, you shall also indicate the approx. size on the figure.	Noted. The preliminary sizes of the perimeter drain have been indicated on **Figure 4** in the revised DIA (**Appendix A**). The size of the perimeter drain is subject to review in the detailed design stage.
1.3	Section 6.1.1 – There is no public drain maintained by DSD nor Drainage Reserve (DR) within the lot. To avoid confusion, please review and remove the alleged DR as appropriate.	Noted. The Drainage Reserve (DR) has been removed from **Figure 2** and under Section 6.1.1.

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

	Departmental Comments	Responses to Comments
1.	**Comments of the Director of Agriculture, Fisheries and Conservation received on 16.1.2023**	
1.1	S.6.4.4 The impact assessment should base on the existing site condition. Please remove this section.	Noted. The relevant section has been removed. Please refer to the replacement pages of the revised EcoIA submitted on 25.11.2022 in **Appendix A** for consideration.
2.	**Comments of Chief Town Planner/Urban Design and Landscape of Planning Department received on 16.1.2023**	
2.1	Landscape Master Plan – It is noted that the podium level of block T5 a T6 is higher than that of T1 to T3. The applicant is advised to clarify the accessibility between the two podium gardens. Cross-section should be provided to illustrate the level difference and proposed landscape treatments.	The proposed podium gardens (i.e. T1 to T3 and T5 to T6) will be accessed by Residential Lobby Area / Lifts. The location of the residential lobby area / lifts is highlighted on the LMP for easy reference (see **Appendix B**).
2.2	Section C-C – The uncovered podium greening adjacent to "Tower 1" is not observed on plan. Please clarify and review the drawings.	The uncovered podium greening has been added on the Revised LMP and Section C-C. Please refer to **Appendix B** for consideration.
2.3	Section B-B & C-C – According to the plan, the tree shown in the blow-up "Typical section" does not exist and should be removed.	The trees have been removed. Please refer to the revised Sections B-B and C-C in **Appendix B** for consideration.
2.4	It is noted that tree planting is proposed on top of Basement Carpark. The project proponent is advised to ensure the planting is structurally feasible at early stage of the planning.	It is structurally feasibility of having tree planting on top of basement carpark.

	Departmental Comments	Responses to Comments
1.	**Comments of Chief Town Planner/Urban Design and Landscape of Planning Department received on 31.1.2023**	
	A. Urban Design and Visual Perspectives: **Revised VIA (Appendix D of FI(3))**	
1.1	According to the revised Indicative Master Layout Plan in Attachment 1 of FI(3), it is observed that the no. of block for club house is increased from one to two, as well as revision in internal road layout.	Noted.
1.2	**Planned/Committed Developments** – on the RNTPC meeting on 9.12.2022, the Board agreed the proposed amendments to the approved Kam Tin North Outline Zoning Plan No. S/YL-KTN/9 to facilitate the public housing development at Sha Po Site (subject to maximum PR and BH of 6.7 and 185mPD respectively) under Amendment Item A and associated Amendment Items B and C for exhibition under section 5 of the Town Planning Ordinance. According to the Press Release dated 3.11.2022, the Land Sharing Pilot Scheme Application No. LSPS/002 for proposed residential development has received endorsement in-principle form the Chief Executive-in-Council. The consultant should reflect the above development proposals as planned developments under baseline condition and suitably revised the photomontages and relevant paragraphs of VIA and planning statement. The applicant is reminded to take into account the planned/committed developments in both Interim and Ultimate Scenarios.	Noted. The public housing development at Sha Po Site and the Land Sharing Pilot Scheme Application No. LSPS/002 for proposed residential development in Tung Shing Lei have been taken into account and incorporated in both Interim and Ultimate scenarios in the revised VIA. The Interim and Ultimate Scenarios have been updated to compare against the Existing Condition of the Site and its surroundings: • **Interim Scenario**: Proposed Development with full implementation of the planned / committed developments under the current context, including the approved residential developments (i) Application No. A/YL-KTN/604; (ii) Application No. A/YL-KTN/663; and (iii) Application No. A/YL-NSW/274; (iv) planned public housing development at Sha Po Site; and (v) planned residential development in Tung Shing Lei under Land Sharing Pilot Scheme. • **Ultimate Scenario**: Proposed Development with full implementation of the planned / committed developments and another proposed residential development to the immediate north of the Application Site. The photomontages and relevant paragraphs in the revised VIA have been updated. Please refer to the revised VIA in **Appendix B** for consideration.

	Departmental Comments	Responses to Comments
1.3	**Table 5.3** – please clarify whether the appraisal and ratings of visual impact are applicable for both Interim and Ultimate Scenarios.	Please note that the appraisal and ratings of visual impact in Table 5.3 are applicable for both Interim and Ultimate Scenarios.
1.4	**Photomontage of VP2** – the approved scheme under application No. A/YL-KTN/604 as shown in the Ultimate Scenario should also be incorporated in the Interim Scenario.	Noted. The Photomontages of VP2 under both scenarios have been updated. Please refer to Figure 5.2 in the revised VIA in **Appendix B** for consideration.
1.5	**Photomontage of VP9**: - VP9 is located in the top right corner of the application site. A non-domestic portion with four storeys or more is shown on the photomontage while it is stated in the indicative development schedule of the subject application under FI submission received by TPB on 28.11.2022 that non-domestic podium comprises not more than 2 storeys. Please check.	It should be clarified that the non-domestic podium under the proposed development comprises not more than 2 storeys. For the non-domestic portion as viewing from VP9, it is the lift lobby for accessing the roof-top of the non-domestic podium. Nonetheless, the Applicant has reviewed the design of the lift lobby in view of the possible visual impacts as viewing from this view angle. The location of the proposed lift lobby have now been reviewed. Please find the updated MLP, floor plans and section plans in **Appendix C** for consideration. The Photomontage of VP9 under Ultimate Scenario of the VIA in support of the subject planning application has also been updated. Please refer to Figure 5.9 in the revised VIA in **Appendix B** for consideration.
	- Please clarify the bus stop and pubic footpath as shown in Existing Condition fall within the site of application No. Y/YL-NSW/9 or not. Should there is no plan in relocation of bus stop and/or public footpath, they should be shown in the photomontages of Proposed Scheme under both Interim and Ultimate Scenarios as well.	Please note that the bus stop and public footpath as shown in the Existing Condition partially falls within the subject Application Site No. Y/YL-NSW/9. Under the road improvement proposal, the pedestrian footpath with a minimum width of 2.75m would be provided along the section of Castle Peak Road – Tam Mi abutting the Application Site, which will be widened to 10.3m wide. The existing bus stop will be re-provided in the same location after the implementation of road improvement works.

	Departmental Comments	Responses to Comments
	(Con't)	 **Proposed road improvement work near the existing bus stop along Castle Peak Road – Tam Mi (Extracted from revised TIA (Appendix A))**

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

	Departmental Comments	Responses to Comments
1.	**Comments of Chief Town Planner/Urban Design and Landscape of Planning Department received on 31.1.2023**	
	Urban Design and Visual Perspectives: **Revised AVA IS (Appendix E of FI(3))**	
1.1	**Coverage of Assessment and Surrounding Areas** (section 3.1 and Figure 1) – With reference to the updated simulation results, it is still found that the Proposed Scheme would create air ventilation impacts on the area beyond the revised Assessment Area of 1H. As such, the consultant should review and enlarge the Assessment and Surrounding Areas appropriately and rerun the simulations. Please ensure the planned/committed developments in the enlarged assessment and surrounding areas are also included.	The Coverage of Assessment and Surrounding Areas have been enlarged accordingly. Please refer to the updated simulation results on Table 4.1, Table 4.2, Appendix 4 and 5 in the revised AVA in **Attachment 1**.
1.2	**Accuracy of the simulation results** (Appendix 3) – Referring to the updated simulation results, there are still some VR discontinuities have been found in the simulations around the models. The consultant should clarify the above phenomena and ensure that the modelling is properly carried out and the simulation results are accurate.	Since the model has been rerun, please refer to the updated simulation results in Appendix 4 in the revised AVA in **Attachment 1**.
1.3	**Planned developments around the application site** – The consultant is recommended to take into account the latest planned developments, including but not limited, to (i) amendment Items A, B and C under the draft Kam Tin North OZP no. S/YL-KTN/10 gazetted in January 2023 and (ii) LSPS application no. LSPS/002 approved in November 2022, under both Baseline and Proposed Schemes for assessing the potential cumulative air ventilation impacts in the area.	The mentioned planned developments have been included in our updated CFD model. Please refer to the modelling views in Appendix 4 in the revised AVA in **Attachment 1**.
1.4	**Approved Scheme** (section 1.3) – It appears the approved scheme cover only part of the site. The consultant should set it clearly and describe the use of the remaining site.	Section 1.3 in the revised AVA in **Attachment 1** has been updated. Please note that the Baseline Scenario refers to the Approved Scheme of Application No. Y/YL-NSW/3 (for hotel).

	Departmental Comments	Responses to Comments
1.5	**Evaluation Scenarios** (section 1.5.1) – To avoid confusion, the consultant should mention the baseline scenario rather than the approved schemes and a plan covering the two approved schemes and the soy sauce factory retained in-situ should be provided. For easy reference, Appendix 2 should include the approved scheme of application No. A/YL-NSW/241 while Appendix 3 should include the proposed scheme under application No. Y/YL-NSW/8.	Section 1.5.1 in the revised AVA in **Attachment 1** has been updated. The statement is revised as following: - Proposed Scenario 1 (Appendix 2): Under this scenario, only the Proposed Scheme for the proposed "R(E)" zone would be implemented. - Proposed Scenario 2 (Appendix 3): Under this scenario, both of the Proposed Schemes for the proposed "R(E)" zone and the adjacent proposed " OU(CDWRA)1" zone (under application No. Y/YL-NSW/8) would be implemented.
1.6	**Mitigation Measures/Good Design Features under both Baseline and Proposed Schemes** (sections 1.3 and 1.4) – The consultant should list out all the mitigation measures/good design measures with **exact dimensions** in the text and indicate them on plan and in the computational model not only under the Proposed Scheme but also **under the Baseline Scheme.**	The building separations and building setbacks with dimensions have been provided in the main text and indicated on plans. Please refer to the updated Appendix 3 in the revised AVA in **Attachment 1**.
1.7	Referring to the layout plan shown in Appendix 2, it appears that the Proposed Scheme would incorporate some building separations in E-W direction. The consultant should clarify their functions and revise the report where appropriate.	All building separations have been included in main report and indicated on Plans. Please refer to the Appendix 2 of the revised AVA in **Attachment 1**.
1.8	**Test points** (section 3.4, Table 4.1 and Figure 4) – In view of paragraph above, the consultant should add sufficient overall test points to cover the whole revised Assessment Area and update the list of corresponding test points reported in the table.	All test points have been updated accordingly. Please refer to the updated Section 3.4, Table 4.1 and Figure 4 in the revised AVA in **Attachment 1**.
1.9	**Directional analysis** (section 4.5) and **Conclusion** (section 5) – In view of our comments above, the consultant should update the directional analysis and conclusion based on the updated simulation results for our consideration.	Noted. Please refer to the updated Sections 4.5 and 5 of the revised AVA in **Attachment 1**.

	Departmental Comments	Responses to Comments
2.	**Comments of the Director of Environmental Protection received on 15.2.2023**	
	Comments on Sewerage Impact Assessment	
2.1	Appendix 4 and Appendix A – Please provide the assumed ADWF from SPSPS and KTSPS and the reference of the assumption.	Please refer to Section 7.1.7, Section 7.1.8 and Appendix 4 in the revised SIA in **Attachment 2** regarding the flow assumptions of Sha Po Sewage Pumping Station (SPSPS) and Kam Tin Sewage Pumping Station (KTSPS). In parallel, we are also seeking DSD's confirmation on this set of latest assumed ADWF from SPSPS and KTSPS. We will update the latest progress for information once available.
2.2	Appendix A – The accumulated ADWF and contributing population of FSH1001880 to FMH1039721 remained the same despite having flow from SPSPS and KTSPS accounted. Please check and clarify.	The accumulated ADWF and contributing population of FSH1001880 to FMH1039721 have been updated to include the discharge from SPSPS and KTSPS. The estimated peak discharge from FSH1001880 to FMH1039721 via 1200mm gravity sewer is 0.809m^3/s when flow from SPSPS and KTSPS have been taken into account. Please refer to Appendix 4 in the revised SIA in **Attachment 2**.
2.3	General – Please update the above amendment to the relevant section of revised SIA for Y/YL-NSW/8	Noted.
	Water Quality	
2.4	Noted from the SIA that substantial quantity of sewage will be produced from the residential development and the primary school next to it. Connection of the sewage flow to public foul sewer should be pursued subject to acceptability of the SIA.	The sewage from the proposed residential development and the primary school are proposed to discharge to public foul sewer. Please refer to the revised SIA in **Attachment 2**.

	Departmental Comments	Responses to Comments
2.5	For the relocated soy factory being proposed, it is unclear why connection of the wastewater produced from the site to existing public sewer is not pursued as a matter of priority given that the discharge from the proposed residential development under the same application will be collected and discharged to the public sewers. Please clarify.	The treated effluent from the Soy Sauce Factory is currently discharged according to existing EPD discharge license. As the wastewater from the Soy Sauce Factory is not common domestic sewage and it requires special treatment facilities. Therefore, the wastewater from the relocated Soy Sauce Factory will be treated by new on-site treatment plant based on suitable treatment technology designed for soy sauce production process and the treated effluent will be discharged through their new stormwater drainage system.
2.6	The proposed development will produce surface runoff discharge to Kam Tin River and its meander. In this respect, please consult AFCD for their advice from ecological perspective.	Noted. The application has been circulated to AFCD and all comments from AFCD have been addressed.

Under Further Information Submitted on 25.5.2023

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

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	Departmental Comments	Responses to Comments
1.	**Comments of the Director of Environmental Protection received on 15.2.2023**	
	<u>Comments on Environmental Assessment</u> **EIAO Implication**	
1.1	RtC Item 5.1 – We have double check the site boundary and note that the northern fringe of the site falls within Deep Bay Buffer Zone 2. As such, the proposed residential development in this application would constitute a DP under Item P.2, Part 1, Schedule 2 of the EIAO i.e. *a residential development or recreational development, other than New Territories exempted houses within Deep Bay Buffer Zone 1 and 2.* The project proponent will be required to obtain an environmental permit (EP) for the development following the EIAO process before construction and operation of the project.	The buffer zone line is defined based on a study commissioned by Government in 1992. On the other hand, the existing soy sauce factory is already in place as early as 1968. As the buffer zone was defined under situation that the factory has been already in place, it is reasonable to assume that the buffer zone should respect the existing factory use and should not encroach into the factory site. We believe that the project would not constitute a DP and we will keep close monitor with relevant Government departments on the exact accurate alignment of the buffer zone line.
1.2	Besides, it is noted that proposed residential development in the northern portion of the site would adjoin the residential development under the separate planning application No. Y/YL-NSW/8 submitted by the same applicant, and the residential development under the two applications is expected to complete in the same year. As such, <u>it appears the residential development in this application is part and parcel of the residential development under the abovementioned application</u> that would constitute a designated project under the EIAO. If affirmative, the potential environmental impacts of the residential development under the two planning applications should be addressed in the same EIA study in the future.	It is clarified that the two adjoining sites (subject planning application Y/YL-NSW/9 and the separate planning application Y/YL-NSW/8) are proposed under different zonings and are planned and designed to be standalone and will be developed separately so that there should not be any association between them.

	Departmental Comments	Responses to Comments
	General	
1.3	It is noted that under the application, relocation of the soy sauce factory within the application site will be always permitted. As such, although detailed odour impact assessment will be carried out for the residential development following the future planning application process, it is unclear if there is effective mechanism to ensure proper design and the necessary measures identified in the odour impact assessment would be adopted for the new soy sauce factory. Please clarify.	In order to allow more flexibility for the design of the comprehensive developments on the subject planning application Y/YL-NSW/9 and the separate planning application Y/YL-NSW/8, the Applicant will incorporate practical and effective mitigation measures for the relocated soy sauce factory (including siting possible odour sources away from surrounding ASRs and providing mechanical ventilation with deodorization units in the factory) to minimize the odour impact to the surrounding ASRs. For details, please refer to the Odour Impact Assessment in Appendix 4.1 of the revised EA report in **Attachment 1** for consideration.
1.4	It is noted that a section of the Castle Peak Road – Tam Mi section to the east of the site will be widened under the development proposal. In this respect, the applicant should address the environmental implication of the proposed road works. Please also seek TD's advice on the road classification of the said road section for our reference.	As stated in the revised EA in **Attachment 1**, Castle Peak Road – Tam Mi section is classified as Rural Road under annual traffic census. While there is proposal for widening locally, there will be adequate air quality buffer separation (10m) and will meet Chapter 9 of the HKPSG (for local and district distributor). The Applicant is seeking advice from TD and correspondence will be provided once available.
	Air Quality	
1.5	Sections 1.4.13 – Please clarify if it is 200m or 300m in line 2.	It is clarified that the focused area should be 200m from the Application Site. Section 1.4.13 in the revised EA in **Attachment 1** has been updated.
1.6	Section 3.2.2 – Please add "The exhaust (if any) of the proposed car park shall be located away from any nearby ASRs including the air-sensitive uses of the proposed development as far as possible.".	Noted. Section 3.2.2 in the revised EA in **Attachment 1** has been amended.
1.7	Section 3.2.3 – Please clarify and confirm if the existing Soy Sauce Factory will cease operation before commissioning of the proposed development. Otherwise, the odour and chimney emission impacts associated with the existing factory on the proposed development shall be addressed.	It is confirmed that the existing soy sauce factory will be demolished before the population intake of the proposed development. Section 3.2.3 in the revised EA in **Attachment 1** has been revised accordingly.

	Departmental Comments	Responses to Comments
1.8	Sections 3.3.2 and 3.3.3 – Please note that 2021 Traffic Census is available now and please update the text accordingly.	Sections 3.3.2 and 3.3.3 in the revised EA in **Attachment 1** have been updated accordingly.
1.9	Section 3.3.4 and R-t-C 5.3.8 – TD's endorsement of the road type of Pok Wai South Road is still outstanding. Please provide once available.	The Applicant is seeking advice from TD and correspondence will be provided once available.
1.10	Sections 3.3.6 and 6.1.3 – The exhaust of the proposed transport lay-bys shall be located away from any air-sensitive uses (not limited to the proposed development) as far as possible. Please revised Sections 3.3.6 and 6.1.3 accordingly.	Sections 3.3.6 and 6.1.3 in the revised EA in **Attachment 1** have been revised accordingly.
1.11	Section 3.4.2 – Please rectify the typo "see Error! Reference source not found." in line 2-3.	The Odour Impact Assessment has been conducted (see Appendix 4.1 in the revised EA in **Attachment 1**). Therefore, Figure 4.1 has been removed and Section 3.4.2 in the revised EA in **Attachment 1** has been updated accordingly.
1.12	Section 3.4.4, 4.2.6, 4.5.3 and 6.1.7 – Since the HKPSG buffer distance requirement for odour source cannot be met. The proposed soy sauce factory may cause adverse odour impact on the air-sensitive uses of the proposed development and other nearby ASRs. As no detailed cumulative odour impact assessment was provided in the submission, it is unclear to conclude that no significant odour impact would be imposed on any nearby ASRs including the air-sensitive uses of the proposed development. Please revised these sections.	To formulate the odour impact assessment, it is considered necessary for the Applicant to take this opportunity to elaborate on the unconventional and unique soy production process of the subject traditional local soy sauce factory (i.e. Koon Chun) in comparison to other production procedures in a typical food processing factory. Koon Chun Hing Kee Soy & Sauce Factory was found in 1928. The reputable traditional sauces are prepared naturally, where the sauces are naturally fermented under the sun for months. Once fermentation is completed, the sauces are extracted, then cooked and packed within the same factory. By being a traditional local enterprise in small to medium scale, the production line is kept to be an optimal scale with limited manpower to maintain its product quality and consistency.

	Departmental Comments	Responses to Comments
	(Con't)	To help better understand the general production process of the soy sauce factory, a flow diagram has been prepared and enclosed in **Attachment 3** for reference. Some constraints on soy sauce and bean-paste products cooking and processing are also highlighted on the flow diagrams for reference. This would form the basis and assumptions of the supporting technical Odour Impact Assessment enclosed in Appendix 4.1 in the revised EA in **Attachment 1**. From technical perspective, the Odour Impact Assessment has been conducted for assessing the odour impact from the relocated soy sauce factory on the surrounding ASRs based on a conservative assumption to demonstrate the worst case scenario. The current design, layout and on-site measurement results have been taken into account in the assessment. For details, please refer to Appendix 4.1 in the revised EA in **Attachment 1** for consideration.
1.13	Section 4.2.4 and 6.1.2 - (i) The consultant should justify with supports why 95% removal efficiency can be achieved for removing the odour from the soy sauce factory in this planning case or during the later detailed odour impact assessment.	The deodorization unit is targeted to achieve a removal efficiency of not less than 80%. Therefore, 80% removal efficiency for the removal of odour has been assumed for the deodorization unit. Please refer to the Odour Impact Assessment in Appendix 4.1 in the revised EA in **Attachment 1** for consideration. Supporting information of the removal efficiency will be provided in the later stage as only preliminary design is available at this stage.
	(ii) Other than open area for aging of semi-products and exhaust from the enclosed building, please list out all other odour sources from the relocated soy sauce factory including the onsite wastewater treatment plant and clarify if all these other odour emission sources would be fully enclosed and air would be treated with deodourization unit before discharge from the exhaust. Please provide the locations of all odour emission sources (including open area for semi-aging products, all exhausts, etc) in a figure if information is available.	Noted. The Odour Impact Assessment has been conducted with highlights of the odour emission source, deodourization unit and etc. Please refer to the Odour Impact Assessment in Appendix 4.1 in the revised EA in **Attachment 1** for consideration.

	Departmental Comments	Responses to Comments
	(iii) Please note that the exhausts and open area with odour emissions shall be designed to be located away from all nearby ASRs and not limited to the proposed development. Same comment shall be applied for Section 6.1.2 as well.	Please note that the exhausts and open area with odour emissions have been carefully designed and located away from all nearby ASRs. According to the subject planning application, there will be school and residential uses adjacent to the relocated soy sauce factory on its northern side. Therefore, it is considered that area at southern side is the most appropriate.
	(iv) For the open area with semi-aging products, please also consider if any innovative control measures can be implemented to alleviate the odour.	As mentioned in Item 1.12, the sauces are reputable due to its preparation in a traditional and natural way, and bathed under the sun for 3 to 6 months during fermentation process. Under the traditional practice, the concrete tanks in the open area for sun-drying is covered by a transparent covers. Due to the unique production process, only limited numbers of concrete tanks will be opened under a short period of time for stirring and extracting the bean paste to maintain product quality and consistency while preserving the unique favour. This has been verified by site surveys to the existing soy sauce factory, as only 1 to 2 concrete tanks with cover removed for extracting bean paste for subsequent production process. By being a reputable traditional soy sauce factory with long history since Year 1928, this production process and operation model will be respected and strictly followed in the relocated soy sauce factory. The above has been taken into account in the Odour Impact Assessment to assess the residual odour level. For conservative assessment purposes, 3 tanks are assumed to be opened simultaneously to demonstrate the worst case scenario.
1.14	Section 4.2.6 – We understand from Section 4.2.6 and R-t-C 5.3.13 that the cumulative odour impact assessment will be provided at the later detailed design stage of the project. Please add to the end of section 4.2.6 with "The cumulative odour impacts associated with planned and existing odour emission sources within 500m assessment area of the project site boundary on the nearby ASRs (including the air sensitive uses of the proposed development) shall be assessed quantitatively to demonstrate that the odour impact would not be adverse.".	It is clarified that Odour Impact Assessment covering 500m assessment area has been conducted and supplemented (see Appendix 4.1 in the revised EA in **Attachment 1**). In case of any update of design information in future, an updated Odour Impact Assessment will be submitted for further consideration.

	Departmental Comments	Responses to Comments
1.15	Section 5.2.4 – Since the construction activities of the planning application for OU(CDWRA)1 site will be overlapping with the proposed development, please provide the scale of the dusty activities of the planning application for OU(CDWRA)1 site, the separation distance from the proposed development and the distance of the identified ASRs for this project from the planning application for R(E) site to justify if adverse cumulative dust impact is not anticipated.	Noted. Table 5.1 in the revised EA in **Attachment 1** for consideration has been revised accordingly.
1.16	Section 5.2.5 – Please estimate the size of the excavation/ site formation areas at a time and whether there is any phasing of the construction works to justify if adverse construction dust impact from the proposed project is not anticipated with good site practices and implementation of control measures. Since the size of the project area is not small (about 8.2 ha) and there is an ASR (i.e. ASR4) located close to the project site boundary, it is necessary to implement an EM&A programme to monitor the dust impact during the constriction stage if no quantitative dust impact assessment is conducted to justify the dust impact on the nearest ASRs.	Please note that the planning application is at the early stage, the Applicant will consider and provide detailed information including any phasing of the construction works for the excavation / site formation areas in subsequent detailed design stage. Please also note that the consideration of the Environmental Monitoring and Audit (EM&A) programme will be considered during the construction phase. Sections 5.2.5 and 5.2.6 in the revised EA in **Attachment 1** have been revised accordingly.
1.17	Section 6.1.2 – Please review if the 2nd last sentence should be revised as "In addition, it is understood that a separate cumulative odour impact assessment (OIA) should be conducted to demonstrate the acceptability of the project from air quality perspective with relocation of the soy sauce factory.".	Section 6.1.2 has been revised by referring to the newly included Odour Impact Assessment in Appendix 4.1 in the revised EA in **Attachment 1**.
1.18	Figure 3.1 - (i) It seems that part of the building façade of T3 and T5 are located within the buffer zone, please clarify if there is any air-sensitive uses such as open able window within the buffer zone.	Please note that there will be no air sensitive uses, including fresh air intake of ventilation system or operable windows of the buildings, recreational uses would be located within the buffer zones. Please refer to Figure 3.1 in the revised EA in **Attachment 1** for consideration.
	(ii) Please delete "active" in the remarks.	Noted. Relevant texts have been amended accordingly.

	Departmental Comments	Responses to Comments
1.19	Figure 4.1 and R-t-C 5.3.17(b) (i) Please indicate the shortest separation distance between the relocated soy sauce factory and the future air-sensitive uses of the proposed development	Please note that the Odour Impact Assessment has been conducted. The relevant information and drawings are provided in Appendix 4.1 in the revised EA in **Attachment 1** for consideration.
	(ii) For the design of exhaust vent for the relocated soy sauce factory, please locate the exhaust away from the existing villages as far as possible (subject to the detailed odour impact assessment results).	Please note that the Odour Impact Assessment has been conducted. The relevant information and drawings are provided in Appendix 4.1 in the revised EA in **Attachment 1** for consideration.
1.20	Please highlight all the changes/amendments in the next submission for review.	Noted and highlighted.
	Waste & Land Contamination	
1.21	It is noted that potential land contamination issue is identified at the application site. It is mentioned in Section 5.6.15 of the revised EA report that all documents (including CAP, CAR, RAP and RR) would be submitted to EPD for approval prior to commencement of any construction or development works at the site. As such, we have no comment from land contamination management at this stage.	Noted.
2.	**Comments of the Chief Highway Engineer/ New Territories West, Highways Department received on 18.5.2023**	
2.1	Item 6.1 of RtoC table - I will provide further comments when relevant submission in the detailed design stage become available. Please be reminded that the detailed design shall avoid cutting the existing SIMAR slopes into scattered pieces if they are not taken up by the developer and shall be de-registered from SMRIS as necessary.	Noted.
2.2	Apart from 6NE-A/F105, please also note 6NE-A/F98 is also within the application site boundary in the captioned submission.	Noted. Associated details of the affected slopes, which will be handed over to HyD for maintenance, will be submitted for comment at subsequent detailed design stage.

	Departmental Comments	Responses to Comments
3.	**Comments of Chief Town Planner/Urban Design and Landscape of Planning Department received on 18.5.2023**	
	<u>Detailed comments on revised VIA</u>	
3.1	The applicant is reminded that the "Ultimate Scenario" showing the adjacent uncommitted development (i.e., s.12A application No. Y/YL-NSW/8) could be served for reference only.	Noted.
3.2	VP1: since the upper portion of the proposed development is visible as shown in the photomontage and resulting some visual obstruction of the open skyview, please consider to review the visual impact of VP1 from negligible to slightly adverse.	Noted. The visual impact of VP1 has been updated. Please refer to Table 5.3 in the revised VIA in **Attachment 2** for consideration.
3.3	VP7: the location and viewing angle of VP7 seems do not match with the photomontage. Please check.	By further review of the location of VP7, the viewing angle of the VP7 has been updated accordingly. Please refer to Figure 3.2 in the revised VIA in **Attachment 2** for consideration. It is confirmed that the image as shown on the photomontage (see Figure 5.7) accurately reflects the viewing angle from VP7.
3.4	VP8: according to the photomontage and as stated in table 5.3, the proposed development is not visible at this VP. Please review whether the visual impact rated as slightly adverse is reflecting the photomontage.	Please note that the Proposed Development will be shielded by the roadside vegetation under interim scenario. Under ultimate scenario, the proposed development will not be visible at this VP as it will be blocked by the proposed comprehensive development (under separate submission). The visual analysis has been updated. Please refer to Figure 5.8 and Tables 4.1 and 5.1 in the revised VIA in **Attachment 2** for consideration.

Under Further Information Submitted on 11.8.2023

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

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2.	Urban Design and Landscape Section, Planning Department (received on 31.7.2023)	2

	Departmental Comments	Responses to Comments
1.	**Comments of the Director of Environmental Protection received on 31.7.2023**	
	Comments on SIA	
1.1	Section 4.1.2 Table 4 and Appendix 2 - Please adopt 0.28 m3/d-person as the UFF for teacher (J11) instead of 0.08 m3/d-person to be conservative and revise the calculations for both the Kindergarten (to NSWSPS) and the Primary School (to SPSPS).	Noted. The revised calculations for both the Kindergarten (to NSWSPS) and the Primary School (to SPSPS) have adopted 0.28m^3/d-person as the UFF for teacher (J11). Please refer to Section 4.1.2 Table 4 and Appendix 2 of the revised SIA in **Attachment 1** for consideration.
1.2	Appendix 4 – a) FSH1001880 to FMH1039721: Assumed U/S SPSPS & KTSPS Discharge is not in line with Y/YL-NSW/8. Please check.	Noted. The discharge from U/S SPSPS & KTSPS are 3,508m^3/d and 6,833m^3d respectively. The assumed U/S SPSPS & KTSPS discharge under Y/YL-NSW/8 has been updated to tally with the subject application Y/YL-NSW/9.
	b) (To SPSPS) DR3.6 is connected to FMH1063023 as shown in Figure 4 instead of FSH1001882. Please check.	Noted. DR3.6 is connected to FMH1063023. Appendix 4 of the revised SIA has been updated to tally with Figure 4 of the revised SIA in **Attachment 1**.
	c) (To NSWSPS) Please continue to annotate the Manhole from FSH0001880 to FSH1001886 in the Figures.	Noted. The manhole annotation from FSH0001880 to FSH1001886 has been incorporated in relevant Figures of the revised SIA in **Attachment 1**.
1.3	Figures - a) Please provide the location of the relocated / new treatment plant and the discharge point of the relocated Soy Sauce Factory.	Noted. Please refer to Figure 6 of the revised SIA in **Attachment 1** for the indicative location of the on-site wastewater treatment plant and the wastewater discharge point of the relocated Soy Sauce Factory for consideration.

	Departmental Comments	Responses to Comments
	b) To reduce the pollution loading to the Kam Tin River, please consider to provide sewer to collect sewage from relocated Soy Sauce Factory.	The treated effluent from the existing Soy Sauce Factory is currently discharged according to the existing EPD discharge licence. As the wastewater from the Soy Sauce Factory is not common domestic sewage and it requires special treatment facilities, the wastewater from the relocated Soy Sauce Factory will be treated by a new on-site treatment plant suitable treatment technology designed for soy sauce production process. The treated effluent will then be discharged through their new stormwater drainage system.
	c) Please seek WQMG's comment on the water quality issue due to the sewage treatment plant.	Noted. The revised Environmental Assessment submitted to TPB on 25 May 2023 which has addressed the water quality issue due to the sewage treatment plant has already been circulated to EPD (including WQMG) for review. No comments from water quality perspective have been received from EPD.
1.4	Appendix 8 – The WPCO licence has been expired, please provide the updated version.	Noted. The updated version of WPCO licence has been provided. Please refer to Appendix 8 of the revised SIA in **Attachment 1** for consideration.
2.	**Comments of Chief Town Planner/Urban Design and Landscape of Planning Department received on 31.7.2023**	
	<u>Detailed comments on revised VIA</u>	
2.1	The consultant has revised the view fan and viewing angle of various VPs. However, the location of VPs in figure 3.2 and key plan of photomontages in figures 5.1 to 5.9 do not tally. Please rectify	Noted. The location of VPs in Figure 3.2 and the key plan of photomontages in Figures 5.1 to 5.9 have been updated. Please refer to the replacement pages of the VIA in **Attachment 2** for consideration.
2.2	According to the revised VP1 as shown in figure 3.2, the site of application No. Y/YL-NSW/9 does not fall within the view fan of VP1. Please review the accuracy of photomontage and location of VP1.	Noted. The location of VP1 as presented on Figure 3.2 – Location of Vantage Points and on the Key Plan of Figure 5.1 – Photomontages – Viewing from VP1 Pok Wak South Road have been reviewed and updated. Please refer to the Figure 3.2 of the replacement pages of the VIA in **Attachment 2** for consideration.

	Departmental Comments	Responses to Comments
2.3	Our previous comment on VP7 is still valid. According to figure 5.7, Pok Oi Hospital and part of the Grand Yoho/Yoho Mid Town/ Sun Yuen Long Centre are visible in the photomontage of VP7. However, those said developments do not fall within the view fan of VP7 in figure 3.2. Please review.	Noted. The photomontage of VP7 has been reviewed and updated. Please refer to the Figure 5.7 of the replacement pages of the VIA in **Attachment 2** for consideration.

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

	Departmental Comments	Responses to Comments
1.	**Comments of the Commissioner for Transport received on 28.8.2023**	
	Layout	
1.1	Please indicate the width of the footpath along Castel Peak Road – Tam Mi and carry out pedestrian assessment to demonstrate the LOS is sufficient.	As discussed in **Section 2.6** in the revised TIA in **Annex A**, footpath with minimum width 2.75m would be provided along Castle Peak Road – Tam Mi. A pedestrian assessment on the critical footpath sections along Castle Peak Road – Tam Mi is included in **Section 2.7** of the revised TIA. The location of these footpath sections is shown **Figure 2.9** in the revised TIA for consideration.
1.2	The proposed footbridge across Castle Peak Road / San Tin Highway / San Tam Road shall be kept in view and sited close to the future railway network / station;	Noted. The proposed footbridge across Castle Peak Road / San Tin Highway / San Tam Road would be sited close to the future railway station (see **Figure 2.8** in the revised TIA in **Annex A**). The detailed design of the proposed footbridge will be provided in subsequent detailed design stage.
1.3	There are insufficient details on the proposed pedestrian access to/from Pok Wai South Road and the proposed footbridge. The access shall provide pedestrian and cycling connection between Pok Wai South Road and the future railway network / station. Sufficient width of footpath with cycle track shall be provided along the access and the footbridge. Details such as layout, management and maintenance party, etc. shall also be provided. Such connection shall also be considered by widening the existing Castel Peak Road – Tam Mi.	For pedestrian access, as shown in **Figure 2.8** in the revised TIA in **Annex A**, a pedestrian access of 3.5m width would be provided at the western side of the development site through the proposed OU(CDWRA)1 Site Development for cyclist accessing to the existing cycle track in Pok Wai South Road. The detailed layout, management and maintenance party, etc. of the proposed pedestrian access to/from Pok Wai South Road and proposed footbridge would be subject to subsequent detailed design stage.

	Departmental Comments	Responses to Comments
1.4	(Con't)	For cycling track, with reference to the TPB meeting minutes regarding the consideration of representations and comments in respect of the Draft Kam Tin North OZP, CEDD mentioned that there are existing cycle tracks along Castle Peak Road – Tam Mi and Pok Wai South Road. Further widening San Tam Road to provide cycle track is not feasible in view of the technical difficulties imposed by pylons and footbridge structures nearby. To be in line with the implementation proposal of the public housing site, cyclists of the general public would make use of the existing cycle tracks to access between the planned railway station and Pok Wai South Road. 41. In response to a Member's question on the provision of cycle track, Mr Andrew W.C. Lee, SE, CEDD, said that while no cycle track would be provided within the proposed public housing development, there were existing cycle tracks along Castle Peak Road – Tam Mi and Pok Wai South Road, which provided a through-link for cyclists travelling between Yuen Long and San Tin, and beyond. To support the proposed public housing development, traffic improvement works had been proposed under the EFS, including widening of the single two-lane section of San Tam Road to single four lanes (with local narrowing to single three lanes near Pok Wai), junction improvements at Fairview Park Interchange and Au Tau Interchange, etc. During the course of EFS, options of further widening San Tam Road to provide cycle track had been explored and were found subject to many technical difficulties such as the existing site constraints imposed by pylons and footbridge structures nearby. **Extract of Minutes of 1301st Meeting of the Town Planning Board held on 7.9.2023** ***Consideration of Representations and Comments in respect of the Draft Kam Tin North Outline Zoning Plan No. S/YL-KTN/10***

	Departmental Comments	Responses to Comments
	Traffic Impact Assessment	
1.4	Table 2.3 - i. Please consider to provide more motorcycle parking space beyond the Hong Kong Planning Standards and Guidelines (HKPSG) to satisfy the parking demand;	The current proposal on motorcycle parking provision has already adopted the mid-range provision of 1 space per 125 flats according to the requirement in HKPSG (1 motorcycle parking space per 100 - 150 flats).
	ii. Comments from the Social Welfare Department with supporting survey results should be sought on the parking and loading / unloading provisions for the proposed RCHE facilities. Sufficient manoeuvring space shall be provided;	Comments from the Social Welfare Department have been sought previously. Please note that there are no proposed GIC facilities in the subject proposed R(E) site development.
	iii. Bicycle parking provisions at a rate of 1 space for every 7.5 flats should be considered given its close proximity of the New Territories Cycle Track Network;	The current proposal on bicycle parking provision has already adopted the requirements according to the HKPSG (1 bicycle parking space per 15 flats). The Applicant will consider to provide more bicycle parking spaces within the Application Site, and the exact no. of bicycle parking spaces will be agreed with TD at detailed design stage.
1.5	Table 3.3 – Castle Peak Road – Tam Mi is a single two carriageway. The capacity of L8 – L11 shall be reviewed as appropriate;	Noted. The link capacity of L8 – L11 in **Table 3.3** in the revised TIA in **Annex A** has been revised accordingly.
1.6	Table 4.3 – please include planning application A/YL-NSW/241 and the proposed land sharing pilot scheme at Tung Shing Lei for assessing cumulative traffic impact and not be regarded as a sensitivity analysis. Please also review the trip generations for Ref. 8 since they appear to be unreasonably high;	Noted. The previously approved planning application A/YL-NSW/241 for an outlet mall development on the adjacent proposed OU(CDWRA)1 Site (under separate submission) and the land sharing pilot scheme at Tung Shing Lei have been included in the committed development for assessing the cumulative traffic impact. The estimated trip generation for Kam Tin South Developments (Ref. 8) has also been reviewed. Please refer to the revised **Table 4.3** in the revised TIA in **Annex A** for consideration.
1.7	Table 4.6. – it was mentioned that L8 to L11 are taken as 10.3m wide Single two carriageway. Please indicate the width of the carriageway in Figures 2.3 to 2.7 and justify the road capacity. It shall be noted that the hatch areas shall not contribute to the calculation of the road capacity;	Noted. The carriageway width of the proposed widened section along Castle Peak Road – Tam Mi has been indicated in **Figure 2.3** to **Figure 2.7** in the revised TIA in **Annex A**.

	Departmental Comments	Responses to Comments
1.8	The calculations for J10 in Tables 4.4, 4.8 and 4.11 reveal that the traffic flow from varies development will not travel to this roundabout. Elaboration shall be provided for such traffic pattern;	It is anticipated that most of the development traffic travelling through Au Tau Interchange (J10) would utilise the flyover and exclusive turning lanes, except development traffic travelling from Kam Tin. The traffic impact induced upon Au Tau Interchange is therefore insignificant.
1.9	Section 4.8 – the Sha Po public housing development shall be included in the reference case in 2034 design year. Our further comments on traffic flows will provided upon receiving the updated calculation;	Sha Po public housing development has already been included in the committed development as shown in **Table 4.3** in the revised TIA in **Annex A**. Nevertheless, considering potential uncertainty in the implementation programme of this housing development, a sensitivity test has been carried out to assess the traffic condition on the scenario without the aforementioned development as shown in **Section 4.8**.
1.10	Figure 2.2 – the conflicting movements in the proposed junctions will likely to impose road safety hazard. Please consider to adopt left-in left-out arrangement and provide roundabouts for turnaround at Castle Peak Road – Tam Mi;	With thorough review of the overall proposed traffic arrangement in the area, a revised access arrangement has been proposed under the current TIA. As shown in **Figure 2.5** and **Figure 2.6** in the revised TIA in **Annex A**, turn prohibition for southbound traffic along Castle Peak Road – Tam Mi has been proposed at J2 and J3. Instead, a roundabout has been proposed at J5 to serve all potential future users at this junction (i.e. public transport using the covered transport lay-by, reserved school site, existing locals at the temporary structures near Kam Tin River and etc.). For the southbound residential traffic entering the proposed OU(CDWRA)1 and R(E) sites, they will route through this roundabout at J5 and head back northbound along Castle Peak Road – Tam Mi to enter the residential developments. J1 will remain as a priority junction which allows all turning movements. Such traffic arrangement is considered optimal in terms of:- • Minimising potential traffic conflict at J2 and J3 between the southbound traffic entering the residential development sites and those northbound traffic running along Castle Peak Road – Tam Mi; and

<table>
<tr><th></th><th>Departmental Comments</th><th>Responses to Comments</th></tr>
<tr><td></td><td>(Con't)</td><td>• Best serve all kind of users (e.g. public transport using the covered transport lay-by, reserved school site, existing locals at the temporary structures) at J5.</td></tr>
<tr><td>1.11</td><td>Figure 2.4 – there are three conflicting movements for the traffic from the underpass westbound travels towards Castle Peak Road – Tam Mi northbound. This will induce potential road safety hazard. A signalised junction shall be considered;</td><td>Noted. A signalising scheme on Castle Peak Road – Tam Mi / Unnamed Road underneath San Tin Highway (J4) has been proposed as shown in Figure 2.4 in the revised TIA in Annex A.</td></tr>
<tr><td>1.12</td><td>Figure 3.13 – the U turn flow from Castle Peak Road – Yuen Long westbound at J11 appears to be underestimated. Please review;</td><td>A traffic count survey at Pok Oi Interchange (J11) has been carried out in September 2023. The observed traffic flow of J11 has been revised accordingly. Please refer to the updated Figure 3.13 in the revised TIA in Annex A for consideration.</td></tr>
<tr><td>1.13</td><td>Figure 4.10 – the traffic flow split from the development appears to be approx. 65% travelling northwards and approx. 35% travelling southwards. Please justify such traffic pattern;</td><td>The traffic distribution of the development traffic has been reviewed and updated as shown in Figure 4.12 in the revised TIA in Annex A. Currently, 45% of the development traffic generation would travel southwards and 55% would travel northwards, part of this northbound traffic would utilise Fairview Roundabout to eventually travel southbound via San Tin Highway and finally reach Tai Lam Tunnel. As a result, the actual traffic flow split is around 25% northbound and 75% southbound. A detailed breakdown of the development traffic is as in the table below:

<table>
<tr><th>Direction</th><th>Locations</th><th>Split</th></tr>
<tr><td>NB (Castle Peak Road – Tam Mi)</td><td>San Tin / North District</td><td>25%</td></tr>
<tr><td>NB (Castle Peak Road – Tam Mi) and SB (San Tin Highway)</td><td>Tai Lam Tunnel</td><td>30%</td></tr>
<tr><td>SB (Castle Peak Road – Tam Mi)</td><td>Yuen Long Highway / Yuen Long Town / Kam Tin / Local</td><td>45%</td></tr>
</table>
</td></tr>
</table>

	Departmental Comments	Responses to Comments
1.14	Figure 4.7, 4.9 and 4.11 – the straight ahead traffic flows of Kam Tin Road W/B at J10, left turn traffic flow of Kam Ho Road N/B at J14 appear to be identical in observed flow, reference flow and design flow. Please critically review the model and separately include a traffic diagram showing traffic from Kam Tin with inclusion of Kam Tin South Development;	The committed development traffic at Kam Tin has been reviewed and updated in 2034 Reference Traffic Flows as shown in **Figure 4.9** in the revised TIA in **Annex A**. A flow diagram separately showing the traffic generated from Kam Tin South Development has also been prepared and is as shown in **Appendix E** in the revised TIA in **Annex A**.
1.15	Figure 4.15 – according to the Chap. 3.7.4.7 of TPDM Vol. 2, if split phases are provided, channelizing islands should be constructed in order to provide refuges for pedestrians to wait.	Noted. The improvement scheme for Castle Peak Road – Tam Mi / Kam Pok Road East (J15) has been revised accordingly. Please refer to **Figure 4.15** in the revised TIA in **Annex A**.
1.16	Appendix B – the calculation for J11 in 2034 shall be reviewed. Since signalized roundabout will be implemented for Pok Oi Interchange, micro simulation shall be carried out to demonstrate.	Noted. A microsimulation has been conducted to simulate the microscopic traffic condition under the planned signalising scheme at Pok Oi Interchange (J11). The result of the simulation is as shown in **Appendix D** in the revised TIA in **Annex A**.
1.17	Para. 2.5.2: We have reservation on applying the direction split to the resident population in working out the no. of passenger trips during peak hour./ The 25,844 is the no. residents of the developments and should be assumed to the outbound traffic. If inbound traffic is to be assumed based on the directional split of 80:20, the inbound traffic should then be 6,461 ((25844/0.8)*0.2). However, this inbound traffic rate is considered high for a residential site;	Please see **Section 2.5.2** in the revised TIA in **Annex A** with the revised passenger trip estimation. For conservative approach, the outbound/inbound directional split would not be considered under the passenger trip estimation.
1.18	Para. 2.5.2 – 2.5.7: Please separate the public transport assessment for the two planning applications for supporting the proposed no. of bays in each PTI;	The proposed OU(CDWRA)1 (under separate submission) and R(E) Sites will provide a covered transport lay-by separately for each site. **Section 2.5** in the revised TIA in **Annex A** has been revised to demonstrate the public transport assessment separately.

	Departmental Comments	Responses to Comments
1.19	Para. 2.5.5: The transport laybys form a PTI in each site. According to TPDM, saw-tooth design should be adopted. Bus ancillary facilities (i.e. bus regulation office, staff rest area with internal toilet should be provided in accordance with TPDM and EV charging enabling facilities should also be provided. Please provide taxi stand in the PTI for NT taxi and urban taxi;	Noted. Sawtooth bus bays design has been adopted in the revised layout for the covered transport lay-by. Bus ancillary facilities would be further studied in detailed design stage. Please refer to **Appendix A** in the revised TIA in **Annex A** for the revised layout of the covered transport lay-by.
1.20	Para. 2.5.6: no. of passengers per bus should be taken as 90 (i.e. 75% of 120);	Noted. According to the revised passenger trip estimation, bus capacity of 90 has been adopted in the trip estimation. Please refer to **Section 2.5** in the revised TIA in **Annex A** for consideration.
1.21	Swept path analysis of 12.8m bus, GMB, and taxi should be provided along the run in/out of the development, run in/out of PTI and each bus/GMB/taxi bay; and	Please see the revised **Appendix C** with the latest swept path analysis in the revised TIA in **Annex A** for consideration.
1.22	TPD's comment will be provided separately.	Noted.

	Departmental Comments	Responses to Comments
1.	**Comments of the Director of Environmental Protection received on 31.7.2023**	
	Comments on Appendix 4.1 – Odour impact assessment	
1.1	Sections 1.4.2 and 2.1.10 – Please justify why the 3 selected scenarios can be considered to represent the worst-case scenario. More different locations of the aging products with the cover opened shall be considered for assessment.	Please note that 15 scenarios for different peripheral locations assumed for the 3 concrete tanks to be opened simultaneously during collecting bean paste have been defined. The scenarios established are based on distribution of the nearby proposed ASRs and the nearby existing & planned ASRs in the surrounding. For each scenario, 3 opened concrete tanks located nearest to ASRs are selected and therefore considered to represent the worst-case scenario.
1.2	Section 2.1.1 – Please revise "Air Quality Objectives (AQOs) and relevant criteria" as "the odour assessment criterion of 5 OU based on an averaging time of 5 seconds as stipulated in Annex 4 of EIAO-TM" in the last sentence.	Relevant section has been updated. Please refer to Section 2.1.2 of the Revised OIA in **Attachment 1** for consideration.
1.3	Section 2.1.3 – Please revise "AQOs and/or odour units" as "odour criterion of 5 OU" in the last line.	Relevant section has been updated. Please refer to Section 2.1.4 of the Revised OIA in **Attachment 1** for consideration.
1.4	Section 2.1.9 a) It is mentioned in Section 4.2.2 of the EA that "While the odorous operations are carried out indoors, there is odour emission from openable window and mechanical ventilation exhaust" and there seems to have a contradiction with this section. Please clarify and rectify the discrepancy. Please also clarify if there is any other odour emission sources (e.g. 1st fermentation process) within the factory building and describe how the odour air from these facilities will be discharged (e.g. from ventilation exhaust?). b) Please clarify and address in this section whether all the odour sources within the relocated soy sauce factory building would be fully enclosed and air would be treated with deodourization unit at the exhaust before being released to the ambient.	It is clarified that the plant room of the wastewater treatment plant, kitchen and fermentation room will be fully enclosed (with window / door closed) and will rely on mechanical means for ventilation. The extracted air of all these odour sources would be treated with deodorization unit at the exhaust before being released to the ambient. The exhaust from the 1st fermentation process within the building of the soy sauce factory would be treated with the deodorization units. Therefore, the OIA has been updated accordingly. Please refer to Section 2.1.10 of the Revised OIA in **Attachment 1** for consideration.

	Departmental Comments	Responses to Comments
1.5	Table 2.2 – Please provide the name of each ASR.	The name of each ASR has been provided. Please refer to Table 2.2 of the Revised OIA in **Attachment 1** for consideration.
1.6	Sections 2.4.4 a) Please provide a figure to show layout design (e.g. how the air is released, number and locations of air exhausts, area of each odourous facility, location of odour sources, etc) and process flow diagram for identification of all odour emission sources within the existing soy sauce factory. Please indicate the odour sampling locations in the figure for clear illustration. Please note that the odour impact arising from the oil interceptor (i.e. sample ID - AS 5 in Annex 2.3) should be included in the cumulative odour assessment. Please supplement.	The location of air exhausts and process flow diagram with identified all odour emission sources within the existing soy sauce factory have been provided. Please refer to Annex 2.1 and Annex 2.3 of the Revised OIA in **Attachment 1** for consideration. According to the latest design of the relocated soy sauce factory, the oil interceptor in the relocated soy sauce factory will be covered in future. Therefore, the odour impact arising from the oil interceptor is no longer a concern.
	b) Based on Annex 2.3, it is noted that the odour samplings were only conducted at the exhausts but not within the factory for each emission source. Unless the design will be exactly the same as the existing factory (e.g. same flow rates and emission areas), it is not possible to assess the relocated factory based on the odour emission rates for the existing factory. Please carry out odour samplings at each emission source within the factory.	Noted. The updated odour samplings at each emission source within the factory have been conducted. Please refer to Section 2.4.8 to Section 2.4.11 of the Revised OIA in **Attachment 1** for consideration.
	c) Please provide more information (e.g. the odour concentrations were measured under full capacity of production process) to justify why the odour sampling taken for the kitchen could represent the worst-case situation for both existing and proposed Relocated Soy Sauce Factory operation in Sections 2.4.4 and 2.4.12. There are several exhausts for the existing factory and it is unjustified why only AS8's odour concentration is used for assessing the odour impact from the whole factory. Even if AS8 can represent the highest odour emissions from Kitchen, it is necessary to include all odour emission rates from other exhausts to cover all odour emissions from the factory. Please critically review the odour impact assessment.	Noted. The updated odour samplings at each emission source within the factory have been conducted. Please refer to Section 2.4.8 to Section 2.4.11 of the Revised OIA in **Attachment 1** for consideration.

	Departmental Comments	Responses to Comments
1.7	Section 2.4.7 a) Please clarify the meaning of "assembly process" in line 10.	"Assembly process" refers to the bottling and packaging process for the products. Please refer to Section 2.4.6 of the Revised OIA in **Attachment 1** for consideration.
	b) The statement "which are dictated by the size of the factory which will be subject to the control under building regime (i.e. submission and approval of General Building Plan)" is misleading since the production scale will also depend on various factors such as the design of the factory and the manpower resources. Suggest to delete the statement and simply point out that the scale and the production process of the relocated soy sauce factory would be similar to the existing one.	Relevant section has been updated. Please refer to Section 2.4.6 of the Revised OIA in **Attachment 1** for consideration.
1.8	Section 2.4.8 – It is noted from Attachment 3 that 3 woks will be used for cooking soy sauce/bean-based products and the other 8 woks will be used for cooking other products (such as hoisin sauce or thick soy sauce) and it seems that these woks are not provided as contingency. Please check and revise. Also, please delete "as necessary" since deodorization is considered in the assessment.	Relevant section has been updated. Please refer to Section 2.4.7 of the Revised OIA in **Attachment 1** for consideration.
1.9	Section 2.4.15 – Please show the locations of the worst affected ASRs in the figures of Annex 4 for clear illustration.	The locations of the worst affected ASRs have been updated. Please refer to Annex 2.4 of the Revised OIA in **Attachment 1** for consideration.

	Departmental Comments	Responses to Comments
1.10	Section 2.4.16 – Based on the preliminary assessment results, odour exceedance zone was found at 12.6mAG near some ASRs and the conclusion of no adverse odour impact from the relocated soy sauce factory is rely on the assumption of 80% odour removal efficiency for removing the odour from the soy sauce factory. Although it is claimed that the DOs design would be further review in the detailed design stage, the consultant shall critically review if the targeted odour removal efficiency is achievable at this stage to justify adverse odour impact from the relocated soy sauce factory is unlikely. Please provide more information to support that 80% removal efficiency is a reasonable assumption. Please supplement.	Noted. The odour removal efficiency has been updated. Supplementary information has also been provided to support the odour removal efficiency. Commissioning testing will be conducted before the operation of the relocated soy sauce factory after the deodorization units are installed if necessary. Please refer to Section 2.4.19 and 3.1.2 of the Revised OIA in **Attachment 1** for consideration.
1.11	Sections 2.4.17 and 3.1.2 – Based on Figure 2.1, it is noted that Sha Po SPS is located within 500 from the proposed relocated soy sauce factory. It is incorrect to conclude that adverse cumulative odour impact from Sha Po SPS on the proposed development is not expected by qualitative assessment and its odour emission rate should be included in the cumulative odour impact assessment. Please supplement and revise the assessment as appropriate.	Noted. Sha Po Sewage Pumping Station has been included and considered in the cumulative odour impact. Please refer to Section 2.4.20 of the Revised OIA in **Attachment 1** for consideration.
1.12	Section 2.5 – Please note that Section 2.5 may subject to change since the odour impact assessment in the application has not yet been cleared.	Noted.
1.13	Table 2.5 – Please state clearly the odour removal efficiency of the deodorizers for the factory and wastewater treatment plant since it is critical for ensuring the odour impact will not exceed the criterion	The odour removal efficiency of the deodorizers for the factory and wastewater treatment plant has been updated and provided. Please refer to Table 2.5 of the Revised OIA in **Attachment 1** for consideration.
1.14	Section 3.1.3 – Please note that if a lower odour removal efficiency is applied at the detailed design stage, a revised odour impact assessment shall be conducted to support that adverse odour impact is not anticipated.	Noted.

	Departmental Comments	Responses to Comments
1.15	Annex 2.3 a) Please note that odour sampling should be conducted at the hottest weather condition to ensure the odour sampling results could cover the worst-case odour impact scenario. Since the odour samplings were conducted at the temperature ranging from 17.2 to 31.6^{o}C (especially for the 2nd sampling for AS8 to AS10), it is likely that the odour sampling results cannot cover the worst-case scenario. Please review and carry out additional odour sampling during hot weather conditions.	All the odour samples were collected during hot weather conditions (~30°C). Please refer to Annex 2.3 of the Revised OIA in **Attachment 1** for consideration.
	b) Please clarify if the odour samplings were conducted on the days and periods with maximum operation of the factory.	It is confirmed that odour samplings were conducted on the days and periods with maximum operation of the factory to avoid underestimation.
	c) Please clarify the distribution of the emissions from the exhausts.	Noted. Please refer to Section 2.4.9 to Section 2.4.10 of the Revised OIA in **Attachment 1** for consideration.
	d) It is necessary to reconduct the odour sampling at each of the odourous process so that representative odour emission rates can be calculated for each odour emission source with a possible different design of the relocated factory.	The odour samples at fermentation room, kitchen, outdoor sun-dry area and opened concrete tank have been reconducted.
	e) As mentioned above, please provide a figure to show the layout design and process flow diagram with indication of all odour emission sources within the existing soy sauce factory. The odour sampling locations should be indicated in the figure for clear illustration. Please supplement. *<u>Odour sampling at the exhaust of the existing factory (AS1, AS2, AS3 and AS8):</u>*	The location of air exhausts and process flow diagram with identified all odour emission sources within the existing soy sauce factory have been provided. Please refer to Annex 2.1 and Annex 2.3 of the Revised OIA in **Attachment 1** for consideration.
1.16	We noted that odour samplings were conducted at four different sampling locations for the exhausts. Please clarify if there are only 4 exhausts and hence one sampling was conducted for each exhaust. Please also clarify if there is no other opening from the factory.	Please note that the odour samplings have been updated. Therefore, this comment is no longer applicable.

	Departmental Comments	Responses to Comments
1.17	It is noted that the odour concentrations measured at the exhausts (AS1, AS2, AS3 and AS8) are ranged from 117 - 2674 OU/m^3. Please elaborate on the possible reasons for the large difference of the measured odour concentrations.	Please note that the odour samplings have been updated. Therefore, this comment is no longer applicable.
1.18	Some of the odour sampling results are not representative. For example, the air sampler was placed far away from the exhausts at the sampling locations of AS1 and AS8. The consultant should review the sampling methods and re-conduct the odour sampling. *Odour sampling at Wastewater Treatment Plant (WS1 and WS2)*	Please note that the odour samplings have been updated. Therefore, this comment is no longer applicable.
1.19	Please justify if it is more conservative to use flux chamber than wind tunnel for odour sampling at the water surface and elaborate on the possible reasons for the much lower SOERs for the wastewater tanks (i.e. WS1 and WS2) than the emissions from the factory.	The wastewater collected to the tanks for the treatment is mainly from the wastewater generated from the kitchen in the factory after passing through the oil interceptor, which is relatively clean. Therefore, less odorous substances will be produced during the aerobic wastewater treatment. According to the on-site observation, the wastewater collected to the tanks was less odorous. Therefore, the SOERs measured are much lower. Wind tunnel can simulate the surface of the wastewater under continuous and steady wind conditions (i.e. steady "laminar" wind conditions) while the odour sample is being collected. However, the odour sample is collected directly and gently from the surface of the wastewater by using flux chamber, while calm conditions can be simulated. As the wastewater level is well below the top level of the edge of the tanks. Therefore, it is considered that it is more appropriate to use flux chamber for odour sampling. Moreover, the size of the tank is limited. As such, it is not practical to use wind tunnel for odour sampling.
1.20	Based on desktop review from google map, there should be 2 wastewater treatment tanks from the existing soy sauce factory. Please clarify if the odour sampling at ID WS1 and WS2 are for the same wastewater treatment tank or for different wastewater tank.	It is clarified that WS1 and WS2 were sampled from different wastewater tanks. The odour samples taken at WS1 and WS2 were the tank undergoing 1st aerobic treatment process and 2nd aerobic treatment process respectively. After 1st aerobic treatment process, the wastewater was less polluted. Therefore, the odour concentration measured at WS2 was lower.

	Departmental Comments	Responses to Comments
1.21	Apart from the wastewater treatment tank, please clarify if there is any other odour emission sources from the wastewater treatment plant. If yes, odour sampling should be conducted at these odour emission sources.	It is clarified that no other odour emission sources are identified from the wastewater treatment plant.
1.22	Based on the photos, WS2 is under an aeration process and its odour emission is likely to be smaller. Please address this in the report. *Odour sampling at open area for tanks of aging of soy (AS6, AS7, AS9 and AS10)*	Relevant section has been updated.
1.23	Please clarify if the flow rate has been measured at where the odour concentration (AS 6, 7, 9 and 10) are taken. If yes, please list out the information in Annex 2.3 (where appropriate) for calculation of specific SOERs.	Please note that the odour samplings have been updated. Therefore, this comment is no longer applicable.
1.24	The consultant is suggested to measure the specific SOER on the surface of the aging products directly without covering by using the flux chamber/ wind tunnel for assessment purpose.	Noted. Flux chamber has been adopted.
1.25	Please address the difference of odour concentrations at AS6, AS7, AS9 and AS10 and clarify the highest odour emission is found at AS6 owing to the close monitoring location at the aging products with no cover. ANNEX 2.4 *Calculation of Odour Sources Emission Rate (P.163):*	Please note that the odour samplings have been updated. Therefore, this comment is no longer applicable.
1.26	Please show the calculation of sampled odour concentrations and list them out (in terms of OU/m^3 for ambient air sources, i.e. AS1 to AS10, and in terms of OU/m^2/s for WS1 and WS2) for all emission sources in the Annex.	Relevant section has been updated. Please refer to Annex 2.4 of the Revised OIA in **Attachment 1** for consideration.

	Departmental Comments	Responses to Comments
	For Kitchen OU1-OU2:	
1.27	The consultant assumed that all the odour emissions within the existing factory building are contributed from the kitchen and AS8's odour concentration is adopted. It is unjustified why only AS8's odour concentration is used. In addition, as mentioned above, the odour sampling at AS8 is not taken the worst-case scenario and resampling is necessary.	Please note that the odour samplings have been updated. Please refer to Section 2.4.8 of the Revised OIA in **Attachment 1** for consideration.
1.28	Since there are several exhausts and openable windows at the existing soy sauce factory building and the % distribution of the odour emission from these exhausts and openable window is not provided, it is unjustified to work out the odour emission rate of the proposed building factory/ kitchen based on the odour concentration measured at one exhaust (i.e.AS8) only. The consultant is advised to take odour samples at each odour emission source within the factory building to determine the specific SOERs from each odour source and then using the measured specific SOERs to work out the odour strength of the relocated soy sauce factory building in order to determine the potential odour impact in a more accurate manner. Please review the calculation and odour sampling methodology and revise the report as appropriate.	Please note that the odour samplings have been updated. Please refer to Section 2.4.8 to Section 2.4.11 of the Revised OIA in **Attachment 1** for consideration.
1.29	In addition, it is inappropriate to work out the unmitigated emission rate by multiplying the measured odour concentration at AS8 with the designed exhaust flow rate (i.e. 2674 OU/m^3 x 2.5m/s x $3.30m^2$ x 0.14) since the flow rate at where the odour concentration is measured could be different from designed exhaust flow rate of the relocated factory. Besides, please clarify if a dilution factor of 0.14 is achievable for the relocated factory. Please review and revise as appropriate.	Noted. The calculation of emission rates have been updated. Please refer to Annex 2.4 of the Revised OIA in **Attachment 1** for consideration.

	Departmental Comments	Responses to Comments
	For Wastewater Treatment Plant (OU3):	
1.30	Based on desktop review from google map, there should be 2 wastewater treatment tanks within the existing soy sauce factory. Please clarify if the odour sampling at ID WS1 and WS2 are for the same wastewater treatment tank or for different wastewater tanks and provide the emission area of each wastewater tank for checking the calculation of the emission rate.	It is clarified that WS1 and WS2 were sampled from different wastewater tanks. The odour samples taken at WS1 and WS2 were the tank undergoing 1st aerobic treatment process and 2nd aerobic treatment process respectively. After 1st aerobic treatment process, the wastewater was less polluted. Therefore, the odour concentration measured at WS2 was lower. Please refer to Annex 2.4 of the Revised OIA in **Attachment 1** for consideration.
1.31	Please revise "odour concentration during sampling" as "Specific Odour Emission Rate (SOER)". Suggest to delete "exit velocity" to avoid confusion. Please clarify if the area of 1.85m^2 is the surface area for 2 wastewater tanks in the relocated factory and show how to arrive at the OU/s of 1.97OU/s.	It is clarified that the surface area for the three wastewater tanks would be 79m^2, 79m^2 and 38m^2 respectively and the area of the exhaust for the wastewater treatment plant would be 1.9m^2 (it was 1.85m^2 originally). The calculation of odour emission rates have been updated. Please refer to Annex 2.4 of the Revised OIA in **Attachment 1** for consideration.
	For 2nd Fermentation under Sunshine (OU4) and Concrete Tank with Cover Removed and Collecting Bean Paste Process (OU5 - OU7)	
1.32	It is incorrect to assume the sampling flow rate is 40L/300s = 0.000133m^3/s and adopt this flow rate for calculation of the SOER. The consultant should clarify if the flow rate has been measured at where the odour concentration are taken. If yes, the measured flow rate at where the odour concentration are taken should be used for calculation the SOER.	Noted. Flux chamber has been adopted.
1.33	We note that odour samples at the open area for 2nd Fermentation under Sunshine were collected at AS 7,9,10. Please clarify why the odour concentration of AS9 could be used for calculation of the emission rate from the open area for 2nd Fermentation under Sunshine.	Please note that the odour samplings have been updated. Therefore, this comment is no longer applicable.
1.34	Please clarify if the size of open area for 2nd stage fermentation for model input is based on the relocated factory or the existing factory.	Please note that the size of open area for 2nd stage fermentation is based on the layout of the relocated soy sauce factory, which would be similar as the existing factory.

	Departmental Comments	Responses to Comments
	For open tank for Oil interceptor:	
1.35	Based on the odour sampling result at AS5, we noted that there is odour emission from the open tank for oil interceptor but its odour emission impact is not taken into account in the assessment. Please supplement and assess its odour emission impact.	According to the latest design of the relocated soy sauce factory, the oil interceptor in the relocated soy sauce factory will be covered in future. Therefore, the odour impact arising from the oil interceptor is no longer a concern.
	Calculation of odour emission – Scenario 1-3 (p.164-166):	
1.36	We noted that two ventilation exhausts are proposed for the relocated soy sauce factory building. Please provide the % distribution of the odour emission from these two exhausts with justifications.	It is clarified that the exhausted air would be evenly distributed to 4 exhausts (i.e. 25% for each exhaust).
1.37	Please provide a note to clarify the source of the design parameter including release height, exit temperature, exit velocity and internal diameter under the table.	Notes have been provided for clarification. Please refer to Annex 2.4 of the Revised OIA in **Attachment 1** for consideration.
1.38	Please provide solid justification to demonstrate 80% odour removal efficiency is achievable and clarify if the wastewater treatment plant will be fully enclosed in the relocated factory and the factory will be fully enclosed with two exhausts only.	Noted. The odour removal efficiency has been updated. Supplementary information has also been provided to support the odour removal efficiency. Commissioning testing will be conducted before the operation of the relocated soy sauce factory after the deodorization units are installed if necessary. Please refer to Section 2.4.19 and 3.1.2 of the Revised OIA in **Attachment 1** for consideration. It is clarified that the plant room of the wastewater treatment plant, kitchen and fermentation room will be fully enclosed (with window / door closed) and will rely on mechanical means for ventilation. The extracted air of all these odour sources would be treated with deodourization unit at the exhaust before being released to the ambient.
1.39	Please note that the 3 scenarios with different locations of aging products with cover removed may not represent the worst-case scenario and please provide more scenarios with different locations of uncovered tanks of aging products.	Please note that 15 scenarios for different peripheral locations assumed for the 3 concrete tanks to be opened simultaneously during collecting bean paste have been defined. The scenarios established are based on distribution of the nearby existing and planned ASRs in the surrounding. For each scenario, 3 opened concrete tanks located nearest to ASRs are selected and therefore considered to represent the worst-case scenario.

	Departmental Comments	Responses to Comments
1.40	Please review if the exhaust of the wastewater treatment plant can be relocated further away from any ASR.	Noted. The exhaust of the wastewater treatment plant would be relocated to the southern façade of the relocated soy sauce factory.
1.41	Please revise the assessment and calculation based on our comments provided above.	Noted.
1.42	Annex 2.7 – Please show the locations of the ASRs in the figure of Annex 2.7 for clear illustration. It is also necessary to present the contour plots at the worst hit level(s) of each scenario to demonstrate no ASRs are within odour exceedance zone. Please note that apart from 1.5mAG and 12.6mAG, other levels with odour exceedance shall also be shown. Please supplement.	The contour plots have been updated. Please refer to Annex 2.7 of the Revised OIA in **Attachment 1** for consideration.
1.43	Attachment 3 – Please address if there is any odour emission from fermentation room. If yes, its odour emission impact should be included in the assessment.	Please note that the odour emission from fermentation room has been included in the revised assessment.
	Comments on Air Modelling	
1.44	The input of land use parameters are not consistent with the reported values. Please review and rectify.	Noted. The input for the land use parameters has been updated. Please refer to Annex 2.2 of the Revised OIA in **Attachment 1** for consideration.
1.45	Input Parameters of Odour Source in AERMOD is not correct. Please review and re-run.	Noted. The Input Parameters of Odour Source in AERMOD has been updated.
1.46	Please use the updated AERMOD and AERMET version for the assessment.	Noted. The updated AERMOD and AERMET version has been used in the assessment.
1.47	Please review the setting of OSHEIGHTS as 8.5 instead of 9 in AERMET setting.	Noted. The AERMET setting has been updated.
1.48	The contour plots has been shifted and please provide correct model files for review.	The contour plots have been updated. Please refer to Annex 2.7 of the Revised OIA in **Attachment 1** for consideration. The updated model files will be provided accordingly.

Under Further Information Submitted on 19.1.2024

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

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	Departmental Comments	Responses to Comments
1.	**Comments of Chief Highway Engineer/New Territories West, Highways Department received on 26.10.2023**	
1.1	My previous comments have not been fully addressed in the further information. The applicant is requested to provide a full set of RtoC of all previous comments for review and retention.	Noted. The full set of RtoC of all previous comments (see Item 1.3 and 1.4 below) has been incorporated for review and retention.
1.2	FI(8) RtoC, Item 2.1: My comment remains valid. *"I will provide further comments when relevant submission in the detailed design stage become available. Please be reminded that the detailed design shall avoid cutting the existing SIMAR slopes into scattered pieces if they are not taken up by the developer and shall be de-registered from SMRIS as necessary."*	Noted.
	FI(8) RtoC, Item 2.2: Please note the concerned slope(s), 6NE-A/F105 and 6NE-A/F98, would be taken over by NTW Slope Section if it would be registered as SIMAR features adjoining public local roads managed by TD and maintained by HyD. The project proponent shall complete registration and updating of all existing boundary modified / newly formed / upgraded man-made slopes / retaining walls / geotechnical features accordance with DEVB TC(W) No. 2/2018 for all affected features within the application site or in the immediate vicinity of the application site. The project proponent shall also be responsible for de-registration of SIMAR features if they were demolished by the development works.	Noted. The Applicant commits to complete registration and updating of all existing boundary modified / newly formed / upgraded man-made slopes / retaining walls / geotechnical features accordance with DEVB TC(W) No. 2/2018 for all affected features within the Application Site or in the immediate vicinity of the Application Site, if any during the subsequent detailed design stage. The Applicant also commits to be responsible for de-registration of SIMAR features if the concerned slope(s) were demolished by the development works.

	Departmental Comments	Responses to Comments
1.3	***Previous comments received on 25.5.2022, 5.8.2022 and 31.10.2022*** Please find the following comments on the application from highways maintenance point of view:-	
	(a) The proposed access arrangement of the application site from Castle Peak Road – Tam Mi should be commented and approved by TD;	Noted. Comments from the Transport Department have been sought under the subject planning application. Please find the latest RtoC (Section 4 below) and revised TIA (**Appendix D**) to address TD's comments.
	(b) If the vehicular accesses at Castle Peak Road – Tam Mi are agreed by TD, the applicant should design and construct them in accordance with the latest Transport Planning and Design Manual of TD and the relevant standard drawings of this Department;	Noted.
	(c) It is noted that HyD's maintained slope feature no. 6NE-A/F105 would be affected under the subject development. The applicant should clearly indicated the demarcation of the modified slope to be managed and maintained by the applicant. The applicant should also clearly indicate the modified slope, if any, to be handed over to HyD for maintenance, and submit the associated details and design to HyD for comment. The slope works design should also be submitted to checked and accepted by GEO;	Noted. Should there be any slope feature to be affected by the Proposed Development, associated details and design will be submitted for consideration at subsequent detailed design stage. In terms of management and maintenance, the area that falls within the site will be maintained by the Proposed Development and the area falling outside the site will be handed over to HyD for maintenance subject to the satisfaction of HyD.
	(d) It is noted that covered transport lay-by is proposed within the application site. Please advise the management and maintenance party of the covered transport lay-by;	The covered transport lay-by within the Application Site would be a privately-operated transport lay-by, to be managed and maintained by the Proposed Development.
	(e) If TD supports the proposed road improvements at Fairview Park Interchange, Castle Peak Road – Tam Mi / Kam Pok Road East from traffic point of view, they shall be implemented by the applicant to the satisfaction of TD and HyD at the applicant's own cost;	Noted.

	Departmental Comments	Responses to Comments
	(f) The management and maintenance schedule of all proposed road works in the application should be submitted for review;	Noted. The management and maintenance schedule of all proposed road works under the revised TIA in the application will be provided in subsequent detailed design stage.
	(g) Adequate drainage measures should be provided at the site access to prevent surface water flowing from the site to nearby public roads or exclusive road drains; and	Noted.
	(h) It is noted that part of the site falls within the boundary of railway influence area. Comment from Railway Development Office of this Department should be sought.	Noted. The Further Information submitted to TPB on 25.11.2022, which included an impact assessment on existing railway network arising from the Proposed Development, has already addressed the comments from Railway Development Office of Highways Department (RDO, HyD) and circulated to relevant departments. No further comments have been received from RDO, HyD.
1.4	***Previous comments received on 18.5.2023***	
	(i) I will provide further comments when relevant submission in the detailed design stage become available. Please be reminded that the detailed design shall avoid cutting the existing SIMAR slopes into scattered pieces if they are not taken up by the developer and shall be de-registered from SMRIS as necessary.	Noted.
	(ii) Apart from 6NE-A/F105, please also note 6NE-A/F98 is also within the application site boundary in the captioned submission.	Noted. The detailed management, maintenance and slope works design of the affected slopes (i.e. 6NE-A/F105 and 6NE/A/F98) will be provided in subsequent detailed design stage for comments and consideration.

	Departmental Comments	Responses to Comments
2.	**Comments of Chief Town Planner/Urban Design and Landscape of Planning Department received on 26.10.2023, 17.11.2023 & 4.12.2023**	
	Comments on FI-9 *Urban Design*	
2.1	VP9 - The location of VP9 in figure 3.2 and key plan of photomontages in figure 5.9 do not tally. Please rectify.	Noted. The location of VP9 in the key plan of photomontages in Figure 5.9 has been updated and tally with the location of VP9 in Figure 3.2. Please also note that all the photomontages have been updated based on the latest scheme. Please refer to the revised VIA in **Appendix A** for consideration.
	Comments on FI-10 *Urban Design*	
2.2	As stated in the applicant's cover letter, the overall building layout (e.g. towers, podium and covered transport layby) has been updated. The Consultant should review and confirm whether the previously submitted VIA and AVA are still valid. *Landscape*	The overall building layout has been updated. Please refer to the revised VIA in **Appendix A** for consideration. The revised AVA is under progress and will be provided subsequently.
2.3	Having reviewed the submission, it is noted that there are some minor changes in the proposed layout. The applicant is advised to submit the revised Landscape Master Plan to tally with the current scheme.	The overall building layout has been updated. Please refer to the revised Landscape Design Proposal in **Appendix B** for consideration.

	Departmental Comments	Responses to Comments
3.	**Comments of the Director of Environmental Protection received on 31.7.2023**	
	<u>Comments on EA</u> **General**	
3.1	RtC 1.1 – As stated in our previous advice, we have double checked the site boundary and note that the northern fringe of the site falls within the boundary of Deep Bay Buffer Zone 2, and hence the residential development would constitute a designated project under Item P.1 in Part 1, Schedule 2 of the EIAO. Please note that our previous advice remains valid.	Noted. The Applicant will check with relevant authority regarding the survey and the alignment of Deep Bay Buffer Zone 2 before any construction work. In case it is confirmed to be a DP, the EIAO procedure will be strictly followed to obtain EP before construction and operation of the proposed development.
3.2	RtC 1.2 – It is noted that the residential development under this application would adjoin the residential development under the separate application No. Y/YL-NSW/8. Besides, it is noted that these applications were submitted in the same period and by the same applicant. Hence, it is unclear if the residential developments in these applications are planned independently and could be considered as having no association. Please clarify.	It is clarified that these are two separate developments. They are planned independently and self-sustainable.

	Departmental Comments	Responses to Comments
3.3	RtC 1.3 – As stated in our previous comment, it is unclear if there is an effective mechanism to ensure proper design and necessary measures identified in the odour impact assessment will be adopted for the new soy sauce factory. Our comment still has not been addressed.	Please note that there is an effective mechanism to ensure proper design and necessary measures identified in the odour impact assessment will be adopted for the relocated soy sauce factory: 1. General Building Plan of the relocated soy sauce factory will be circulated to EPD for consideration and approval; 2. After GBP approvals with Occupation Permit, the relocated soy sauce factory will have to apply Food Factory License from Food and Environmental Hygiene Department (FEHD) under the Food Business Regulation before operation. 3. Food Factory License has to be renewed every year and will seek EPD's comments via FEHD if there is any changes observed; and 4. The Air Pollution Control Ordinance provides a legal framework for enforcement. The relocated soy sauce factory will take appropriate effective measures to ensure that no visible" cooking fumes nor objectionable odour would be emitted.

	Departmental Comments	Responses to Comments
	Air Quality Impact Assessment in the EA	
3.4	Sections 3.2.3 and 4.2.1 – Based on Annex 2.3, it is noted that wastewater treatment plant and open tank for oil interceptor should also be considered as odour sources. Please supplement.	Please note that the wastewater treatment plant will be provided in the relocated soy sauce factory. It will be fully enclosed (with window / door closed) and will rely on mechanical means for ventilation. The extracted air of the wastewater treatment plant would be treated with deodourization unit before being released to the ambient. This odour source has been incorporated in the revised odour impact assessment. According to the latest design of the relocated soy sauce factory, the oil interceptor in the relocated soy sauce factory will be covered in future. Therefore, the odour impact arising from the oil interceptor is no longer a concern. Relevant texts have been amended accordingly. Please refer to the revised EA in **Appendix C** for consideration.
3.5	Section 3.3.3 – Please note that the road type of Castle Peak Road - Tam Mi (from Kam Tin Rd to Fairview Park Boulevard) should be Primary Distributor according to TD's ATC 2021 and hence 20m buffer instead of 10m buffer shall be allowed. Please revise the text and show the 20m buffer zone from Castle Peak Road - Tam Mi in Figure 3.1. Since part of the residential development will encroach into the buffer zone, please review the layout plan to ensure that no air-sensitive use will be within the buffer zone.	Please note that Castle Peak Road – Tam Mi should be considered as rural road which is comparable to District Distributor while San Tin Highway is considered a Primary Distributor. Therefore, 10m buffer zone from Castle Peak Road – Tam Mi should not be affected.
3.6	Section 3.3.4 – Please follow up and supplement TD's endorsement for the road type of Pok Wai South Road.	Please find TD's endorsement for the road type of Pok Wai South Road at Appendix 4.1 of the revised EA in **Appendix C**.

	Departmental Comments	Responses to Comments
3.7	Sections 3.3.6, 3.4.3 and 6.1.3 – Please note that the latest Practice Note for Control of Air Pollution in Semi-Confined Public Transport Interchanges (ProPECC PN1/22) has been published. The applicant should follow the latest ProPECC PN 1/22 for the design and operation of the covered transport lay-by. Please revise Sections 4.3.7, 4.4.3 and 6.1.2 accordingly.	Noted. Relevant texts have been amended accordingly. Please refer to the revised EA in **Appendix C** for consideration.
3.8	Section 3.3.6 – Please clarify if all the internal roads are EVA since the access roads leading to the covered lay-bys will have HGV/FB and 5m buffer distance shall be allowed from any air-sensitive uses.	It is clarified that all internal roads are EVA. Therefore, the 5m buffer distance is not applied to the internal roads. Relevant texts have been amended accordingly. Please refer to Section 4.3.4 of the revised EA in **Appendix C** for consideration.
3.9	Sections 3.4.2, 4.5.2, 4.5.3 and 6.1.2 – Please note that these sections may subject to change since the odour impact assessment in the application has not yet been cleared.	Noted. Relevant texts have been amended accordingly. Please refer to the revised EA in **Appendix C** for consideration.
3.10	Section 3.4.3 – Please revise "active recreational uses" as "recreational uses in open space" in line 2 and add "for roads and chimneys" after buffer zones in line 3.	Noted. Relevant texts have been amended accordingly. Please refer to the revised EA in **Appendix C** for consideration.
3.11	Section 4.2.3 – Based on the odour sampling results (Annex 2.3), it is noted the odour concentration at the open area (i.e. AS7, AS9, AS10) for 2nd fermentation process is 91, 92 and 63 OU/m^3 respectively. The odour impact from the open area/ concrete tanks for 2nd fermentation process is not insignificant. Please revise the text accordingly.	Noted. Relevant texts have been amended accordingly. Please refer to Section 5.2.3 of the revised EA in **Appendix C** for consideration.

	Departmental Comments	Responses to Comments
3.12	Section 4.2.4 – We noted that deodorization unit is proposed to be installed at the exhaust outlets of the soy sauce factory and 80% odour removal efficiency has been assumed. Please provide solid justifications to support that 80% removal efficiency can be achieved for removing the odour from the soy sauce factory.	Noted. The odour removal efficiency has been updated. Supplementary information has also been provided to support the odour removal efficiency. Commissioning testing will be conducted before the operation of the relocated soy sauce factory after the deodorization units are installed if necessary. Please refer to Section 2.4.19 and 3.1.2 in Appendix 5.1 of the revised EA in **Appendix C**.
3.13	Section 4.2.5 and 4.5.2 – Since Sha Po SPS is located within 500m from the proposed relocated soy sauce factory, its odour impact should be included in the cumulative odour impact assessment. Please supplement in Sections 4.2.5 and 4.5.2. Please delete ", if" in line 9.	Noted. Sha Po Sewage Pumping Station has been included and considered in the cumulative odour impact. Please refer to Section 2.4.20 in Appendix 5.1 of the revised EA in **Appendix C**.
3.14	Section 5.2.4 a) Please clarify if there is any other concurrent project in the vicinity of the proposed development apart from NSW/8 planning application and their cumulative impacts (if any) should be addressed in this section.	According to the Draft Kam Tin North Outline Zoning Plan No. S/YL-KTN/10 gazetted by TPB in January 2023, a newly proposed public housing development has been committed to the east across San Tin Highway of the subject Application Site at Sha Po. The relevant cumulative impacts have been discussed. Please refer the Section 6.2.4 of the revised EA in **Appendix C**.
	b) For all concurrent projects, please address if dust control measures shall be in place and whether close liaison with the contractor of the concurrent projects shall be conducted to avoid any dusty activities to be taken place at the same time to further justify if adverse cumulative dust impact is not anticipated.	Noted. The Applicant would establish communication channel with the contractor of nearby concurrent project (i.e. Y/YL-NSW/8). In particular, there would be close liaison to avoid dusty activities be taken place at the same time or at locations near to each other to minimise the fugitive dust impact. Please refer to Sections 6.2.4 and 6.2.8 of the revised EA in **Appendix C**.

	Departmental Comments	Responses to Comments
3.15	Sections 5.2.5 and 5.2.6 – Instead of a consideration, it is considered necessary to implement a dust monitoring programme during the construction stage and phasing of the construction works to ensure that no ASRs will be subject to adverse air quality impact owing to the size of the project site and the presence of concurrent projects in close vicinity. Please state clearly in these sections.	The Applicant is committed to implement a dust monitoring programme as necessary. Please refer to Section 6.2.6 of the revised EA in **Appendix C** for consideration.
3.16	Section 5.2.7 – Please add "provide electric power supply to the on-site machinery as far as practicable in order to minimize any air emissions" and "erect higher hoarding along the site boundary of the project where there is ASR in close proximity" as control measures.	Noted. The control measures have been supplemented in Sections 6.2.8 and 6.2.9 of the revised EA in **Appendix C**.
3.17	Section 6.1.2 – Please review if on-site sewage treatment plant" in line 10 and "onsite STP" in line 11 should read "onsite wastewater treatment plant".	Noted. The Section 7.1.2 of the revised EA in **Appendix C** has been updated accordingly.
3.18	Figure 3.1 – Please show the 20m buffer zone from Castle Peak Road – Tam Mi (from Kam Tin Rd to Fairview Park Boulevard) in the figure.	Please note that Castle Peak Road – Tam Mi should be considered as rural road and comparable to District Distributor while San Tin Highway is considered a Primary Distributor. Therefore, the buffer zone presented in Figure 4.1 of the revised EA in **Appendix C** should not be affected.
3.19	Figure 4.1 – Based on Appendix 4.1, it is noted there is an exhaust outlet located at the north of the proposed soy sauce factory. Please show its location in Figure 4.1 with its separation distances from the nearby ASRs for clear illustration.	Noted. The exhaust air louver for all exhausts (including wastewater treatment plant, kitchen and fermentation room) will be located on southern façade of the relocated soy sauce factory. Therefore, the separation distances presented in Figure 5.1 of the revised EA in **Appendix C** should not be affected.

	Departmental Comments	Responses to Comments
4.	**Comments of Commissioner for Transport received on 12.12.2023**	
4.1	Table 2.2: We re-iterate that motorcycle parking space beyond HKPSG shall be considered. Based on our observation, the current proposal appears insufficient to meet the parking demand. We re-iterate that bicycle parking space of 1 space for every 7.5 flats shall be considered. Based on our observation, the current proposal appears insufficient to meet the demand. Table 2.5: Please provide the details of the proposed bus routes (e.g. the O-D, headway, the estimated no. of vehicles required to operate the proposed bus routes etc.)	The current proposal on motorcycle parking provision has already adopted the mid-range provision of 1 space per 125 flats according to the requirement in HKPSG (1 motorcycle parking space per 100 - 150 flats). The current proposal on bicycle parking provision has already adopted the requirements according to the HKPSG (1 bicycle parking space per 15 flats). The Applicant will consider to provide more bicycle parking spaces within the Application Site, and the exact no. of bicycle parking spaces will be agreed with TD at detailed design stage.
4.2	Table 3.3 and 4.6: The link assessment for Castle Peak Road - Tam Mi northbound and southbound shall be separated. Please update the relevant tables. The link assessment on flyover above Au Tau Interchange shall be included in the report.	Noted. Table 3.3, Table 4.6 and Table 4.8 of the revised TIA in **Appendix D** have been revised accordingly.
4.3	Figure 2.2: Please consider to provide exclusive left turn lane to enter the development.	The access arrangement has been updated. Please refer to Figure 2.2 of the revised TIA in **Appendix D** for the latest access arrangement.
4.4	Figure 2.3: Please provide sufficient layby next to school site to avoid queuing back of vehicles on public road. The entrance of school site is too close to the proposed junction.	Please note that lay-bys would be provided within the school site area as suggested in the standard layout for 30-classroom primary school given in Figure 1 of HKPSG Chapter 3. Location of the school site entrance has been revised as shown in Figure 2.2 of the revised TIA in **Appendix D**.
4.5	Figure 2.4: The layout of the junction of Castle Peak Road - Tam Mi / unnamed access road is different from the submission in Y/YL-NSW/8.	Please note that lay-bys would be provided within the proposed school site as suggested in the standard layout for 30-classroom primary school given in Figure 1 of HKPSG Chapter 3. Location of the proposed school site entrance has been revised as shown in Figure 2.2 of the revised TIA in **Appendix D**.

	Departmental Comments	Responses to Comments
4.6	Figure 2.7: Vehicles waiting at Castle Peak Road - Tam Mi Southbound to enter PTI and G/IC site will affect the traffic flow. Please review the arrangement.	Please refer to Figure 2.2 of the revised TIA in **Appendix D** for the latest access arrangement. The covered transport lay-by would be provided in the subject Application Site and is served by the junction of Castle Peak Road – Tam Mi / Vehicular Access of R(E) Site – Residential Portion and Covered Transport Layby / Unnamed Road underneath San Tin Highway (J4) in the form of a roundabout. Assessment result indicated that the roundabout would have sufficient capacity to accommodate the traffic. In addition, a minimum 30m separation between the run-in/out of the covered transport lay-by and the edge of the J4 roundabout would be maintained. The access road connected to the junction of Castle Peak Road – Tam Mi / Vehicular Access of OU(CDWRA)1 Site - GIC Portion (J1) would only provide service for the GIC facilities under the separate planning submission.
4.7	Figure 2.8: The layout of the proposed footbridge shall be provided. The pedestrian path and cycle track along Castle Peak Road - Tam Mi and footbridge shall be connected to future MTR station. Please review such routing in particular in San Tam Road. It is assumed that the footbridge will be designed and constructed by the development.	Pedestrian path and cycle track have been proposed to connect between the Pok Wai South Road and Castle Peak Road – Tam Mi. A subway connection instead of footbridge has also been proposed to connect the proposed development and future Au Tau Station. Please refer to Figure 2.8 of the revised TIA in **Appendix D** for the preliminary layout of the proposed pedestrian path, cycle track and subway.
4.8	Please note comment from TCD on the proposed improvement scheme at J15, Junction of Castle Peak Road - Tam Mi / Kam Pok Road East. *According to the Chap. 3.7.4.7 of TPDM Vol. 2, if split phases are provided, channelising islands should be constructed in order to provide refuges for pedestrians to wait.* *(Refer to: https://home.td.hksarg/manuals/tpdm/v2/c3/Volume2_Chapter37.htm)*	As shown in Figure 4.15 of the revised TIA in **Appendix D**, channelising island has already been incorporated in the improvement scheme at the junction of Castle Peak Road / Kam Pok Road East (J15).

	Departmental Comments	Responses to Comments
4.9	Please review the figure in the 2021's observed flow as it seems the underestimated figures have been adopted.	Reference was made to the multiple sets of Fairview Interchange observed flows as disclosed in some recently approved TIA reports. It is found that the 2021 observed flow at Fairview Interchange reported in our submitted TIA report are generally in line with these referenced figures. However, for conservative approach, several adjustments to our 2021 observed flows were made as shown in Figure 3.12 of the revised TIA in **Appendix D**.
4.10	Please advise whether existing cautionary crossing at Castle Peak Road-Tam Mi (NB) to Fairview Park Interchange will be re-provided.	As shown in Figure 4.14 of the revised TIA in **Appendix D**, cautionary crossing at the approach arm of Castle Peak Road – Tam Mi (NB) at Fairview Interchange will be re-provided.
4.11	Please coordinate and incorporate the proposed improvement under proposed housing development at Sha Po.	The planned improvement works under Sha Po Public Housing Development has been considered. Please refer to Figure 4.1 and Figure 4.14 of the revised TIA in **Appendix D**.
4.12	Please indicate the slip road/ road name for each arm for further consideration.	Noted. Junction capacity analysis result of Fairview Interchange (J14) in Appendix B of the revised TIA in **Appendix D** has been revised accordingly.
4.13	Please review Section 4.7. The rezoning of application no. Y/YL-NSW/7 has been approved on RNTPC meeting on 10 Nov 2023. The information from the latest TIA of the application no. Y/YL-NSW/7 shall be adopted.	Noted. Information from the latest TIA for the approved planning application no. Y/YL-NSW/7 has been adopted.
4.14	Section 4.8: Sha Po Public Housing Development shall be included in the assessment. This section could be deleted for clarity.	Noted.
4.15	Bus ancillary facilities (e.g. bus regulator office, staff resting area with internal toilet should be provided in accordance with TPDM. Please indicate the location of these facilities on Appendix A.	As per TPDM requirement, a minimum area of $72m^2$ will be available within the covered transport lay-by for the provision of operator's facility. The detailed design of the covered transport lay-by would be provided in subsequent detailed design stage.

	Departmental Comments	Responses to Comments
4.16	EV charging enabling infrastructure are required in the proposed PTI to support the operation of terminating routes. Since e-charging policy is promulgated by EPD, their comments should be sought for any exception.	EV charging facilities would be provided in the proposed covered transport lay-by. The detailed design of the covered transport lay-by would be provided in subsequent detailed design stage.
4.17	The management office of the private PTI should allow the allocation of public transport services within the PTI by TD.	Noted.
4.18	Appendix B: The calculation for J11 as a pure signalised junction shall be reviewed. We reiterate that micro-simulation shall be carried out and assess the junction capacity after implementation.	Micro-simulation has been conducted to simulate the microscopic traffic condition under the planned signalising scheme at Pok Oi Interchange (J11) with this future design flow. The result of the micro-simulation is as shown in Appendix D of the revised TIA in **Appendix D**.
4.19	TPD's comment will be provided separately.	Noted.

Under Further Information Submitted on 9.2.2024

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

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	Departmental Comments	Responses to Comments
1.	**Comments of Chief Town Planner/Urban Design and Landscape of Planning Department received on 28.8.2023 & 17.11.2023**	
	AVA	
1.1	**Coverage of Assessment and Surrounding Areas** (section 3.1 and Figure 1) – While it is understood from the consultant's R-t-C that the Assessment and Surrounding Areas have been enlarged, the consultant has also indicated that both of Proposed Scenarios 1 and 2 would create air ventilation impact on the pedestrian wind environment beyond the enlarged Assessment Area in the section of directional analysis. As such, the consultant should review the simulation results and ensure the further revised Assessment Area is large enough to assess all potential air ventilation impact created by the proposed developments.	Please note that the indicative scheme has been updated in response to the comments from the Transport Department, as well as latest developments in relation to the adjacent transport context. All simulations have also been updated and remodelled based on the latest indicative scheme. According to the latest simulation results, the Assessment Area is large enough to assess all potential air ventilation impact created by the proposed development. Therefore, no further extension of the Assessment Area is required.
1.2	**LVR and SAVRs** (section 4.1) – Referring to the tables 4.1 and 4.2, it seems that the Proposed Scenarios 1 and 2 would have better LVR and SAVR for some focus areas under both annual and summer conditions. However, such phenomena could not reflect in the VR contours. As such, there are doubts on (i) the accuracy of the simulation results; (ii) test points locations; and (iii) coverage of the Assessment Area.	Please note that all simulations have been updated and remodelled based on the latest indicative scheme. Please refer to the revised AVA in **Appendix A** for consideration. Please also note that the surrounding area of the Application Site is characterized by rivers, wetlands, ponds, etc. Due to the inaccessibility of these areas by pedestrians, no test points would be assigned and located in these areas. Therefore, the VR contours would not be able to reflect such phenomena.
1.3	**Summer weighted VR contours** (section 4.5) – With reference to the summer weighted VR contours, it appears that the Proposed Scenario 2 has much higher VR (see red colour patched located near the top right corner of the VR contour) than the Baseline and Proposed Scenario 1. As such, the accuracy of the simulation results is doubtful.	Please note that all simulations have been updated and remodelled based on the latest indicative scheme. Please refer to the revised AVA in **Appendix A** for consideration.

	Departmental Comments	Responses to Comments
1.4	**Discontinuities in the VR contours** (Appendix 4) – Referring to the updated simulation results, there are still some VR discontinuities have been found in the simulations around the models. Without explanation regarding the above phenomena, it is questionable that the modelling is properly carried out and the simulation results are accurate.	Please note that all simulations have been updated and remodelled based on the latest indicative scheme. Please refer to the revised AVA in **Appendix A** for consideration.
1.5	**Mitigation Measures/Good Design Features under both Baseline and Proposed Schemes** (sections 1.3 and 1.4) – We would like to reiterate that the consultant is required to list out all the mitigation measures/good design measures with **exact dimensions** in the text and indicate them on plan and in the computational model not only under the Proposed Scheme but also **under the Baseline Scheme**.	Good design measures including building separations between building clusters within the residential development portion as well as against the relocated soy sauce factory building have been incorporated under the current Proposed Scheme to facilitate the wind penetration. The dimensions of these features that the Proposed Scheme have been annotated in Appendix 3 of the revised AVA in **Appendix A** for reference. Please note that the current Proposed Scheme is to demonstrate that the subject rezoning application is technically feasible from air ventilation point of view. Upon approval of the subject rezoning application, an s16 planning application in support of the proposed residential development will be submitted for approval. These proposed building separations may be subject to detailed design review. The good design measures under the Baseline Scheme (No. Y/YL-NSW/3) have also been indicated. Please refer to Appendix 1 of the revised AVA in **Appendix A** for reference.
1.6	**E-W aligned building separations** (Appendix 2) – While the consultant has claimed that all proposed building separations have been indicated on plan, however there is no indication of those E-W aligned building separations.	Noted. The proposed building separations have been indicated. Please refer to Appendix 2 of the revised AVA in **Appendix A** for consideration.
1.7	**Test points** (section 3.4, Table 4.1 and Figure 4) – In view of paragraph 1 above, the consultant should add sufficient overall test points to cover the whole revised Assessment Area and update the list of corresponding test points reported in the table.	Please note that all simulations have been updated and remodelled based on the latest indicative scheme. According to the latest simulation results, the Assessment Area is large enough to assess all potential air ventilation impact created by the proposed development. Therefore, no further extension of the Assessment Area is required.

	Departmental Comments	Responses to Comments
1.8	**Directional analysis** (section 4.5) and **Conclusion** (section 5) – In view of our comments above, the consultant should update the directional analysis and conclusion based on the updated simulation results for our consideration.	Please note that all simulations have been updated and remodelled based on the latest indicative scheme. Please refer to the revised AVA in **Appendix A** for consideration.
	Urban Design	
1.9	As stated in the applicant's cover letter, the overall building layout (e.g. towers, podium and covered transport layby) has been updated. The Consultant should review and confirm whether the previously submitted VIA and AVA are still valid.	Please note that all simulations have been updated and remodelled based on the latest indicative scheme. Please refer to the revised AVA in **Appendix A** for consideration.
2.	**Comments of the Director of Environmental Protection received on 26.10.2023**	
	Comments on SIA	
2.1	It is still unclear why the sewage generated by the new soy sauce factory is not discharged to nearby sewerage system as proposed for the residential and school developments at the site. Since the site is located within Deep Bay catchment area, the proposed discharge arrangement for the soy sauce factory would have potential implication on the water quality in Deep Bay. As such, the consultant is advised to provide justifications for the sewage management proposal for the soy sauce factory. In addition, the consultant should be reminded that the requirements of no net increase in Deep Bay should be adhered to, and the potential water quality impact should be duly addressed in the Environmental Assessment for the application if the said sewage arrangement is to be put forward.	Please note that the sewage generated by the relocated soy sauce factory will be discharged to the public sewerage system leading to Sha Po Sewage Pumping Station under the current discharge arrangement. Please refer to the revised SIA in **Appendix B** for consideration.
2.2	For the effluent discharge by the new soy sauce factory, the consultant is reminded that a new discharge license under the WPCO would be required.	The relocated soy sauce factory will apply for a new discharge license under the WPCO to allow the effluent discharge to the public sewerage system.

	Departmental Comments	Responses to Comments
2.3	S.7.1.4, S.7.1.5 and Figure 5 & 5b: (a) According to the Final Report for the EFS for Sha Po public housing development, no upgrading of existing rising mains from Sha Po Sewage Pumping Station (SPSPS) to Nam Sang Wai Sewage Pumping Station (NSWSPS) and Yuen Long Sewage Treatment Works (YL STW) was proposed under the project. The consultant should liaise with CEDD to clarify the availability of the new rising mains between SPSPS and NSWSPS. (b) Please liaise with CEDD to ensure there is sufficient sewer capacity between manhole 13 and SPSPS to accommodate the anticipated flow from the subject site.	Noted. The Applicant will consult CEDD when more information about the upgrading works of the existing Sha Po Sewage Pumping Station (SPSPS) is available. CEDD has been consulted and the detailed information regarding sewer between manhole 13 and SPSPS is still pending from CEDD. Therefore, it is proposed that sewer connection from DR3.1 to SPSPS to be constructed by the Applicant until CEDD's information received. The proposed sewer will be further reviewed for connection to CEDD's constructed sewer manhole.

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

	Departmental Comments	Responses to Comments
1.	**Comments of the Director of Environmental Protection received on 19.1.2024**	
	<u>Comments on the Odour Impact Assessment</u>	
1.1	Sections 1.4.2 and 2.4.7 – Please incorporate RtC#1.1 to the section.	Relevant sections have been updated. Please refer to Sections 1.4.2 and 2.4.18 of the Revised OIA for consideration.
1.2	Section 2.1.5 – Please list out the dates of site surveys.	The dates of site surveys have been incorporated. Please refer to Section 2.1.5 of the Revised OIA for consideration.
1.3	Section 2.1.6 – Please clarify if there is any operation later than 6pm. If positive, the maximum operation hours shall be adopted for assessment.	It is clarified that the Relocated Soy Sauce Factory would be operated from 8:00 a.m. to 6:00 p.m., Monday to Friday. The majority of the potential odour emissions process such as soy sauce extraction bean paste collection, and food processing in the kitchen would be processed during operation hours. The fermentation processes in the fermentation room and outdoor sun-drying area would run 24 hours a day to create an optimal environment for fermentation of the soybean. Additionally, the wastewater treatment plant would also operate around the clock. Please refer to Section 2.1.9 of the Revised OIA for consideration.
1.4	Section 2.1.10 – (a) Please incorporate R-t-C #1.35 into this section.	Relevant section has been updated. Please refer to Section 2.1.19 of the Revised OIA for consideration.
	(b) Please clarify if the fermentation room is separated from the kitchen.	It is clarified that the fermentation room is separated from the kitchen. Please refer to Section 2.1.18 of the Revised OIA for consideration.

	Departmental Comments	Responses to Comments
	(c) Not only for hygiene reason, please note that the windows and doors of fermentation room and kitchen shall be closed at all times. Otherwise, the odour impact assessment results are invalid since there are other openings for odour emissions. Please state this clearly in the section.	It is clarified that the windows and doors of the kitchen and fermentation room will be closed due to hygiene requirement and to avoid any odour released to the environment via the windows and doors at all times. Please refer to Section 2.1.19 of the Revised OIA for consideration.
1.5	Table 2.2 – Please list out the separation distance of each ASR from the site boundary of the relocated soy sauce factory.	The separation distances of each ASR from the site boundary of the Relocated Soy Sauce Factory have been incorporated in the Table 2.2 of the Revised OIA for consideration.
1.6	Section 2.4.1 – For the quantitative air quality impact assessment, the consultant is reminded that an updated version of the PATH model will be released in early 2024. To tally with the latest version of PATH, 2019 met data shall be adopted for model runs.	Noted. The air model have been re-run with adoption of the 2019 meteorological data to tally with the latest version of PATH.
1.7	Section 2.4.5 – (a) Please elaborate how the soy sauce within the covered concrete tanks would be extracted and clarify if there is any odour emission during the extraction process. If positive, its odour samples shall also be taken for the assessment.	The soy sauce would be extracted into the storage tanks through pipelines. This is a closed system that does not require the cover of the concrete tank to be opened. Please refer to Section 2.1.12 of the Revised OIA for consideration.
	(b) Please check if "other" in the 2nd last line shall read "the".	Relevant section has been updated. Please refer to Section 2.1.12 of the Revised OIA for consideration.
1.8	Section 2.4.6 – Instead of using "similar scale", please confirm if the operation capacity and throughput will be the same as the existing factory and revise the text accordingly. Otherwise, the odour samples collected at the existing factory may not be able to represent the worst-case scenario.	It is clarified that the scale and the production process of the Relocated Soy Sauce Factory would be the same as the existing soy sauce factory, and it is not possible to increase the production rate in one particular stage of process to increase the throughput. Please refer to Section 2.1.13 of the Revised OIA for consideration.

	Departmental Comments	Responses to Comments
1.9	Section 2.4.7 – (a) Please revise "assumed to be provided" as "will be provided" since deodorization is considered in the assessment.	Relevant section has been updated. Please refer to Section 2.1.16 of the Revised OIA for consideration.
	(b) Please clarify whether there are 11 woks in the existing factory to justify the odour emission rates derived from the existing factory is applicable to the relocated factory.	Relevant section has been updated. Please refer to Section 2.1.14 of the Revised OIA for consideration.
1.10	Sections 2.4.9 – (a) Please incorporate R-t-C #1.15b into this section.	Relevant section has been updated. Please refer to Section 2.4.7 of the Revised OIA for consideration.
	(b) Please address in Sections 2.4.9, 2.4.10 and Annex 2.4 (P.100) if the odour samples for kitchen/ 1st fermentation room were taken when all the windows/ doors/ openings of these facilities are closed with only one exhaust fan was in operation and hence all the air within these facilities could be assumed to be emitted through the exhaust fan only.	It is confirmed that the odour samples for kitchen / 1st fermentation room were taken when all the windows / doors / openings of these facilities were closed with only one exhaust fan was in operation. Therefore, the exhaust fan is the only emission point of these facilities. Please refer to Sections 2.4.6 & 2.4.7 and Annex 2.4 of the Revised OIA for consideration.
	(c) Since the odour samples were collected at about 30degC only, please justify if the odour samples could represent the worst-case scenario and whether a conversion factor for temperature is required to adjust the odour emission rates. Same comment applied to Section 2.4.10 as well.	The results of the Revised OIA demonstrate that the current rezoning application is technically feasible from odour perspective. If the Government considers appropriate to review the design of the factory at subsequent implementation stages, the Revised OIA can be further reviewed with further odour samples to be collected under different weather conditions and submitted to Government for review (i.e. under S16 planning application). Relevant proposed mitigation measures can also be reviewed (if necessary) accordingly. Please refer to Section 2.4.11 of the Revised OIA for consideration.
	(d) Please provide the no. of samples collected at the fermentation room and whether they were collected under the conditions of full capacity operation and during the time with the maximum odour emission process. Same comment applied to Section 2.4.10 as well.	Relevant sections have been updated. Please refer to Sections 2.4.5 to 2.4.7 of the Revised OIA for consideration.

	Departmental Comments	Responses to Comments
	(e) Please check if "kitchen" in 2nd last line shall read "fermentation room".	Relevant section has been updated. Please refer to Section 2.4.6 of the Revised OIA for consideration.
1.11	Section 2.4.11 – (a) Please provide the reason why the odour impact from the 3rd aeration tank is insignificant. Since no odour sample was collected at the 3rd aeration tank, please clarify how the emission rates of the 3rd aeration tank was estimated (e.g. based on the SOERs of other sampled aeration tank) with justifications.	It is clarified that the 3rd storage tank is the tank for the storage and discharge of the treated wastewater. According to the observation during onsite survey, odour was not observed at 3rd storage tank. Therefore, the emission rate of the 3rd storage tank was calculated based on the SOER of the 2nd aeration tank as a conservative approached. Please refer to Section 2.4.9 of the Revised OIA for consideration.
	(b) Suggest to delete "(representing ambient odour concentration among the open area of concrete tanks)" in line 1 -2 since it may not be correct.	Relevant sections have been updated. Please refer to Sections 2.4.5 to 2.4.7 of the Revised OIA in **Attachment 1** for consideration.
1.12	Section 2.4.12 – Please confirm if the maximum operation hours will be from 8am to 6pm since the actual operation times shall be known for assessment.	It is clarified that the maximum operation hours would be from 8am to 6am which is the maximum number of operation hours. Please refer to Section 2.4.12 of the Revised OIA for consideration.
1.13	Section 2.4.15 and Annex 2.4 (P.101 – 115) – Please clarify if the 1st fermentation process would only be conducted during 8am to 6pm. If this is a continuous process that operated 24 hours a day, its odour emission should not be limited to 8am to 6pm. Please check and revise the assessment if necessary.	It is clarified that the fermentation room would be operated 24 hours a day. The assumptions and air models have been revised and re-run accordingly. Please refer to Section 2.4.16 of the Revised OIA for consideration.

	Departmental Comments	Responses to Comments
1.14	Section 2.4.16, Annexes 2.3 and 2.4 – It is noted that a hypothetical worst-case scenario with 11 woks being used simultaneously in the kitchen would be adopted for assessment. Please clarify if it is possible to have 11 woks to be used at the same time in the kitchen. If positive, please clarify how the emission rates based on the maximum no. of woks in use can be estimated with odour samples taken at the kitchen of the existing factory. The consultant should also clarify how many woks are being used in the kitchen during the odour sampling and adjustment factor (with justifications) should be adopted in the calculation if necessary.	It is clarified that only 1 wok would be used for cooking the product each time. After one wok of product is being cooked, the cooked product would be pumped to the packaging area. Then another wok would be used for cooking the product (i.e. the above process would be repeated again). No adjustment factor would be required as only one wok would be used at each time. Please refer to Section 2.1.15 of the Revised OIA for consideration.
	Please revise the assessment and calculation based on our comments provided above.	The assessment and calculation have been updated accordingly.
1.15	Section 2.4.17 – As mentioned above, please list out all identified ASRs and specify the locations of concrete tanks in the sunshine aging area in figures to demonstrate the worst-case impact scenario for each ASR could be captured based on the 15 scenarios.	All identified ASRs and locations of concrete tanks have been incorporated. Please refer to Section 2.4.18, Table 2.3 and the figures in Annex 2.4 of the Revised OIA for consideration.
1.16	Sections 2.4.19, 3.1.2, Table 2.5 and R-t-C 10 – (a) It is unclear to conclude that the targeted odour removal efficiency of 87.5% is not an aggressive / conservative assumption with limited information. Please revise the text accordingly.	Relevant sections have been updated. Please refer to Sections 2.4.20 and 3.1.2 of the Revised OIA for consideration.
	(b) Since no solid justification could be provided at this stage, apart from commissioning test, regular monitoring of the odour removal efficiency during operation stage shall also be conducted to ensure the targeted odour removal efficiency could be achievable. If it is verified in the commissioning test that the targeted odour removal efficiency could not be achieved, a revised odour impact assessment based on the actual DO performance shall be conducted to support that adverse odour impact is not anticipated on the nearby ASRs. Please provide more details about the commissioning test.	Relevant sections have been updated. Please refer to Sections 2.4.20 and 3.1.2 of the Revised OIA for consideration.

	Departmental Comments	Responses to Comments
	(c) Since the performance of the DO is crucial to ensure no adverse odour impact will be imposed on the nearby ASRs, it is necessary to conduct regular monitoring to ensure the odour removal efficiency can be maintained. Other than the commissioning test, please supplement the regular odour monitoring programme in the report (e.g. conduct odour sampling at every 3 months at the inlet and outlet of the DO, if there is a failure of DO to achieve the target odour removal efficiency during the regular monitoring, the factory shall investigate the problem, clean the DO and conduct maintenance/replace the DO if necessary and consider if the operation process shall be ceased or the exhaust points shall be closed for the kitchen, fermentation room and wastewater treatment plant until the DO is resumed normal, etc.). An odour complaint and regular patrol system shall also be implemented and the details shall be supplemented in the report as well. Please revise Sections 2.4.19 and 3.1.3 accordingly.	Relevant sections have been updated. Please refer to Sections 2.4.20 and 3.1.2 of the Revised OIA for consideration.
1.17	Section 2.4.20 and Annex 2.5 – (a) If the odour emission rates of Sai O Trunk Sewer SPS will be adopted for Sha Po SPS, please clarify if they are both for collection of same type of sewage. For the exhaust flow rate, exit velocity, stack height and odour removal efficiency, please check with DSD if relevant information can be provided instead of using the assumptions of other EIA reports.	Although request of information for Sha Po SPS has been sent to DSD, no reply was obtained from DSD. Therefore, the information of Sai O Trunk Sewer SPS has been referred and adopted for the assessment. As the majority of the sewage collected by the Sha Po SPS and Sai O Trunk Sewer SPS both are from the surrounding residential developments and village houses. Although freshwater is being supplied as flushing water in the area near SPSPS and salted water is being supplied as flushing water in the area near Sai Oi Trunk Sewer SPS, flushing water would only contribute a small portion of the sewage and the majority of the sewage generated should be from kitchen and bathing. Therefore, it is anticipated that the effect on the amount of odour generated from the sewage by using different types of flushing water should not be significant. As such, the usage of the assumptions of the proposed Sai O Trunk Sewer Sewage Pumping Station are considered appropriate.

	Departmental Comments	Responses to Comments
	(Cont'd)	In addition, the odour removal efficiency is from the Preliminary Environmental Review Section of the Final Report for Agreement No. CE 10/2020 (CE) Site Formation and Infrastructure Works for Proposed Public Housing Developments at Sha Po, Shap Pat Heung and Tai Kei Leng, Yuen Long - Feasibility Study, which was provided by DSD. Please refer to Section 2.4.21 of the Revised OIA for consideration.
	(b) Suggest to remove the 2nd last sentence since it is unjustified.	Relevant section has been updated. Please refer to Section 2.4.21 of the Revised OIA for consideration.
1.18	Section 2.5.4 and Annex 2.7 – (a) Please clarify if the worst hit level for odour is at 1.5mAG for each scenario.	According to the predicted results, all predicted results of the ASRs are well below the criterion. The worst hit level for the contour plots of each scenario is determined based on the predicted results of S4 and S5, which is at 1.5mAG. Since some of the emission sources are located at higher level, an additional test has been conducted for some additional test points (T01 to T09) for different levels (1.5mAG to 110.5mAG) in order to capture the worst-hit level for the potential odour impact at the surrounding locations, although no air sensitivity receivers are located at those locations. As shown by the results, the highest predicted result would be at T2 at 24.7mAG. Therefore, the worst hit levels for the contour plots for 1.5mAG and 24.7mAG are provided in Annex 2.7 of the Revised OIA in Attachment 1 for consideration.
	(b) Since the exhausts of the relocated factory are located at 12.0mAG, it is necessary to present the contour plots at higher levels to demonstrate the worst hit levels have been captured. Please supplement.	Please refer to the responses of Item 1.18(a) of the subject RtoC above.

	Departmental Comments	Responses to Comments
1.19	Table 2.5 – Please clarify if there are 3 different sets of DOs and exhausts for kitchen, fermentation room and wastewater treatment plant.	It is clarified that 4 sets of odour removal system for the exhausts for kitchen & fermentation room and 1 set of odour removal system for wastewater treatment plant will be adopted, and respectively. Please refer to Table 2.5 of the Revised OIA for consideration.
1.20	Section 3.1.1 – Please revise "Three scenarios" as "Fifteen scenarios" in line 3.	Relevant section has been updated. Please refer to Section 3.1.1 of the Revised OIA for consideration.
1.21	Section 3.1.3 – Please incorporate our previous comment 1.14 into this section.	Relevant section has been updated. Please refer to Section 3.1.3 of the Revised OIA for consideration.
1.22	Figure 2.3 – Please identify if there is any ASRs in the south direction of the relocated factory across Tsing Long Highway that shall be included in the assessment.	Additional ASR – S6 (Resting Place at Castle Peak Road – Tam Mi) has already been identified and no other ASR has been identified in the south direction of the relocated factory across Tsing Long Highway. In addition, according to the onsite survey and desktop review, the nearest ASRs identified in the south direction of the Relocated Soy Sauce Factory across Tsing Long Highway would be Park YOHO which is over 300m away from the boundary of the Relocated Soy Sauce Factory. Therefore, no nearby ASR has been identified in this direction. Please refer to Figure 2.3 of the Revised OIA for consideration.
1.23	Annex 2.1 (P.42) – (a) Please clarify where the "Boiler and Fermenter" are located (e.g. in 1st fermentation room?)	It is clarified that the "Boiler and Fermenter" are located the 1st fermentation room. Please refer to Annex 2.1 of the Revised OIA for consideration.

	Departmental Comments	Responses to Comments
	(b) Please clarify if electricity is used for the factory. Otherwise, please note that the emissions from fuel combustion shall also be assessed.	According to the design at this stage, electricity will be used for the Relocated Soy Sauce Factory. Therefore, emissions from fuel combustion have not been anticipated. The use of electricity will be further reviewed in the next stage. If necessary, impact of emissions from fuel combustion will be assessed in the next stage (i.e. under S16 planning application). Please refer to Annex 2.1 of the Revised OIA for consideration.
	(c) Please clarify if there is any odour emissions at the packaging area and their potential odour impact shall also be assessed.	It is clarified that no odour was observed at the packaging area during onsite surveys. Please refer to Annex 2.1 of the Revised OIA for consideration.
1.24	Annex 2.1 (P.43) – Please state clearly if all the frying and boiling processes are carried out in the kitchen.	It is clarified that the frying and boiling process are carried out in the kitchen. Please refer to Annex 2.1 of the Revised OIA for consideration.
1.25	Annex 2.3 – General comment, it is very confusing to understand how each odour sample is taken based on the odour sampling reports in Annex 2.3. Please tidy up all the reports to summarize the sampling method for each odour source, no. of samples taken, range of temperatures for sampling, etc. More specific comments on the sampling methodology are given below.	Noted. A summary has been incorporated in Annex 2.3 of the Revised OIA for consideration.
1.26	Annex 2.3 (P.55) – (a) Please indicate the location of kitchen and 1st fermentation room clearly in the figure.	Noted. Please refer to the figures in Annex 2.3 of the Revised OIA for consideration.
	(b) Please label each odour sample, e.g. odour sample from the exhaust, odour sample from the closed concrete tank, etc. in the figure.	Noted. Please refer to the figures in Annex 2.3 of the Revised OIA for consideration.

	Departmental Comments	Responses to Comments
	(c) For WS1 and WS2, please clarify if only 1 sample was collected at each type of aeration tanks. Please note that at least 2 samples shall be collected for each source and justify if aeration tanks are the only odour emission sources for wastewater treatment plant. Please provide more detailed information about the wastewater treatment process as support to justify if there are other emission sources for the plant.	According to the observation during onsite surveys, aeration tanks are opened to the environment, which are the only odour emission sources for wastewater treatment plant. Please also refer to the responses provide in Item 1.10(c) in the subject RtoC above.
1.27	Annex 2.3 (P.59) – Please note that the sample source for concrete tanks shall not be ambient air but water surface (for open tank) or tank surface (for covered tank) and hence these samples shall only be used as reference. In addition, please specify the location of "Exhaust Fan Outlet" in the table.	Relevant section has been updated. Please refer to Annex 2.3 of the Revised OIA for consideration.
1.28	Annex 2.3 (P.59 to 62) – Please note that the client locations shown on these pages are different from those indicated in the figure on page 55. Please rectify the inconsistencies.	Relevant section has been updated. Please refer to Annex 2.3 of the Revised OIA for consideration.
1.29	Annex 2.3 (P.60) – Please note that 29.4 degC to 30.7 degC are not considered as a worst-case scenario for temperature. Please carry out additional odour sampling at hotter weather, sunny and clam wind conditions or apply a temperature conversion factor based on literature review.	Please refer to the responses provide in Item 1.10(c) in the subject RtoC above.
1.30	Annex 2.3 (P.69) – Please note that the range of 30.0 to 30.8 degC are not considered as a worst-case scenario for temperature, especially during the time when there is light rain. Please carry out additional odour sampling at hotter weather, sunny and clam wind conditions at the exhaust outlets for assessment. For those odour samples taken inside the fermentation room and kitchen, they may be used as reference if they are not included in the assessment.	Please note that the hoods of the exhausts are facing downwards. Therefore, the odour samples collected should not be affected by the light rain and the odour samples collected are considered as valid. Please also refer to the responses provide in Item 1.10(c) in the subject RtoC above.

	Departmental Comments	Responses to Comments
1.31	Annex 2.3 (P.71 and 72) – It is noted that there are several exhaust outlets as shown in the photos. Please clarify if there is more than 1 outlet for the fermentation room and kitchen of the existing factory. If positive, at least 2 odour samples shall be taken at each outlet at the same time and the total odour emissions from all the outlets shall be included in the assessment.	It is clarified that only one exhaust fan was being operated and the windows/ doors/ openings were closed (i.e. the air was extracted to the outdoor via the exhaust fan only) while the odour samples were being collected. The exhaust fan is the only emission point while the odour sample was being collected. Therefore, it is appropriate to adopt the collected data for the emission calculations.
1.32	Annex 2.3 (P.79) – Please clarify if only flux chamber is used for collecting the odour samples for the concrete tanks and remove "Vacuum Chamber &" from the table.	It is clarified that only the measured odour concentration for the concrete tanks collected by flux chamber were used for the air modelling and assessment. The odour samples for the concrete tanks collected by Vacuum Chamber are for reference only and would not be used for the air modelling and assessment.
1.33	Annex 2.4 (P.84-98) – Please show the locations of all ASRs in the figures of Annex 2.4 for clear illustration if all the worst-case scenarios are covered. As mentioned above, please add ASRs at the southern side of the factory (across Tsing Long Highway). If there are ASRs at the southern side, more scenarios are considered necessary.	Please refer to the responses provide in Item 1.22 in the subject RtoC above. The locations of all ASRs have been incorporated in the figures of Annex 2.4 of the Revised OIA for easy reference.
1.34	Annex 2.4 (P.99) – It is noted that only one odour sample was taken for 1st and 2nd aeration tank respectively. The consultant is advised to take at least two samples for each tank to eliminate sampling uncertainty and reduce the chance of under-estimation of their odour emission strengths. As mentioned above, additional sampling is required for wastewater treatment plant and the exhaust air from kitchen and fermentation room, hence the odour concentrations/SOER shall be revised accordingly.	Please refer to the responses provide in Item 1.10(c) in the subject RtoC above.

	Departmental Comments	Responses to Comments
1.35	Annex 2.4 (P.100) (a) Please rectify the typo "Nunber of Exhaust (Future)" in the 1st and 2nd tables. <u>For Waste Water Treatment Plant (OU5):</u> (b) It is noted that the odour emission rate of the 3rd aeration tank was estimated based on the SOER of the 2nd aeration tank. Please provide justification for this assessment approach or odour samples at the 3rd aeration tank shall be taken. (c) The odour emission from the 2nd aeration tank may be underestimated if the odour sample is collected during aeration process. To avoid underestimation, the consultant is suggested to conduct additional sampling at 2nd aeration tank under its calm condition to evaluate its odour impact. (d) Please clarify if the surface areas listed in the table are for the 3 wastewater tanks of the existing factory and add "(existing)" in the relevant rows.	Relevant section has been updated. Please refer to Annex 2.4 of the Revised OIA for consideration. Please refer to the responses provide in Item 1.11(a) in the subject RtoC above. As advised by the design engineer of wastewater treatment plant, aeration treatment is being adopted for the treatment of wastewater generated from the kitchen. Therefore, fine bubble aeration would ensure the aerobic bacteria and other micro-organisms to decompose the organic contaminants in the wastewater and mixing would also take place that there is no settling of suspended solid. Dissolved oxygen control is also integrated with the aeration as such different amount of oxygen (i.e. air bubble) would be provided by the system automatically such that the wastewater never turns septic and no unpleasant odour will be generated. Therefore, it is not practical to collect the odour sample without aeration process as well as it is not the real situation to collect the odour sample without aeration. Please refer to Section 2.1.17 of the Revised OIA for consideration. It is clarified that the surface areas listed in the table are for the 3 wastewater tanks of the existing factory. Please refer to Annex 2.4 of the Revised OIA for consideration.

	Departmental Comments	Responses to Comments
	For Control Area (OU1 - OU4):	
	(e) As mentioned above, it is inappropriate to use the odour concentration at 1 exhaust to represent the emissions from the fermentation room and kitchen if there are more than 1 exhaust. Please carry out additional sampling to cover all the exhaust points and revise all the emission calculations.	Please refer to the responses provide in Item 1.31 in the subject RtoC above.
	(f) For "Outdoor Sun drying Area/2nd fermentation under sunshine (OU6)" in the subtitle of table 3, please specify whether it means the covered fermentation tank.	Relevant section has been updated. Please refer to Annex 2.4 of the Revised OIA for consideration.
1.36	Annex 2.4 (P.101 -115) – Please address in note [2] if the areas of the odour emission sources are provided by the project E&M consultant.	Relevant section has been updated. Please refer to Annex 2.4 of the Revised OIA for consideration.
1.37	Annex 2.4 (P.116) – Please justify why the unmitigated odour emission rate, exhaust diameter and exit velocity of the Sha Po SPS could be assumed to be the same as Sai O Trunk SPS. Please note that site visit shall be conducted and aerial photos shall be studied to determine the exhaust diameter of Sha Po SPS instead of making reference to the other SPSs or seek DSD's input on the stack parameters.	Please refer to the responses provide in Item 1.11(a) in the subject RtoC above. The exhaust diameter for Sha Po SPS has been determined by conducting onsite survey. Please refer to Annex 2.4 of the Revised OIA for consideration.
1.38	Annex 2.7 – (a) Please update the contour plots based on the revised assessment results and present all the plots in a larger scale.	The contour plots have been updated. Please refer to Annex 2.7 of the Revised OIA for consideration.
	(b) Please present the 5 OU/m^3 contour lines in a different color for clear illustration.	Please note that the revised predicted results are well below 5OU/m^3. Therefore, no 5 OU/m^3 contour line is presented.
	(c) Please show the contour plots at higher levels for each scenario to demonstrate no ASRs are within odour exceedance zones.	Please refer to the responses provide in Item 1.18(a) in the subject RtoC above.
1.39	Comments on air modelling will be provided once available.	Noted.

Under Further Information Submitted on 31.5.2024

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

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	Departmental Comments	Responses to Comments
1.	**Comments of the Chief Engineer / Construction of Water Supplies Department received on 16.2.2024**	
	Comments on WSIA	
1.1	6.1.2 – The proposed 400mm dia. fresh water main shall be separated into a 300mm dia. water main for fresh water supply and a 150mm dia. water main for flushing water supply to the "R(E)" site.	Noted. A DN300 fresh water main and a DN150 flush water main are proposed to separate the fresh water supply and flushing water supply respectively. Please refer to the revised WSIA in **Appendix A** for consideration.
1.2	Figure 4 – All water mains to be handed over to the Government after completion must be laid under future public roads/footpaths/government lands.	Noted.
2.	**Comments of the Director of Environmental Protection received on 27.3.2024, 18.4.2024 & 6.5.2024**	
	Comments on EA A. Air Quality	
2.1	Section 4.2.1 – Please clarify when the site surveys were conducted.	It is clarified that the site surveys were conducted on 23 & 25 October 2021 and 07 November 2023. Please refer to S.4.2.1 of the revised EA in **Appendix B** for consideration.
2.2	Sections 4.2.3 and 5.2.1 – As discussed in the technical meeting with the consultant dated 20.2.2024, the odour impact arising from the oil interceptor shall be included in the assessment and the relevant odour samples shall be taken. The relevant texts shall be revised. Suggest to delete "On the other hand, since the manufacturing operations are housed indoors and there is absence of major fixed noisy equipment onsite... No significant industrial/fixed noise impact can be observed under existing situation." from Section 4.2.3 since they are not related to air quality impact.	Relevant sentences have been removed. Please refer to S.4.2.3 of the revised EA in **Appendix B** for consideration.

	Departmental Comments	Responses to Comments
2.3	Section 4.3.2 – Please note that Traffic Census in 2022 is now available and please use the latest TC for reference.	Noted. The latest Traffic Census in 2022 has been incorporated. Please refer to S.4.3.2 of the revised EA in **Appendix B** for consideration.
2.4	Sections 4.3.4, 4.3.5, 4.4.3, 4.4.4, 7.1.3 – Please revise "significant air quality" as "adverse air quality" in the text.	Relevant sections have been updated. Please refer to the revised EA in **Appendix B** for consideration.
2.5	Section 4.3.5 – Please delete "on other 3 sides" in lines 8-9.	Relevant text has been removed. Please refer to S.4.3.5 of the revised EA in **Appendix B** for consideration.
2.6	Section 4.3 – Please address the induced traffic by the relocated soy sauce factory during operational phase and evaluate whether it would cause any adverse air quality impacts on the nearby ASRs.	Since the relocated soy sauce factory would have the same scale as the existing factory, there will be no additional induced traffic after relocation and adverse air quality impacts due to the induced traffic from the relocated soy sauce factory during operational phase is not anticipated. Please refer to S.4.3.6 of the revised EA in **Appendix B** for consideration.
2.7	Sections 4.4.2, 5.2.4, 5.2.5 and 7.1.2, Appendix 5.1 – Please note that these sections may subject to change since the odour impact assessment in the application has not yet been finalized.	Noted.
2.8	Section 5.2.5 – Please delete ", if" in line 9.	Relevant text has been removed. Please refer to S.5.2.5 of the revised EA in **Appendix B** for consideration.
2.9	Section 6.2.4 – Please show all the concurrent project sites with the proposed development in a map.	The concurrent projects in the vicinity have been included and discussed. Please refer to S.6.2.5 and Figure 6.2 of the revised EA in **Appendix B** for consideration.
2.10	Section 7.1.6 – Please revise "dust emissions" to "air emissions" in line 2.	Relevant text has been updated. Please refer to S.7.1.6 of the revised EA in **Appendix B** for consideration.

	Departmental Comments	Responses to Comments
2.11	Figure 4.1	
	a) Please show the location of the planned covered transport lay-by and its exhausts to demonstrate that they are located away from all nearby ASRs.	The location of the planned covered transport lay-by and its exhausts have been incorporated in Figure 4.1 of the revised EA in **Appendix B** for consideration.
	b) Please clarify if the legend for PTI refers to the proposed covered transport lay-by. Please note that 5m buffer distance shall be allowed for the access roads leading to the covered transport lay-by. Please also clarify why a 5m buffer distance shall be allowed for the section of access road to the north of T2 as shown in the figure.	Yes, it should refer to the proposed covered transport lay-by and the legend has been updated. It is clarified that the section of access road to the north of T2 refers to westbound of the access road, leading to the covered transport lay-by. 5m buffer distance for both directions (i.e. eastbound and westbound) of the access roads leading to and from the covered transport lay-by are provided. Please refer to Figure 4.1 of the revised EA in **Appendix B** for consideration.
	c) Please show the buffer zone of Castle Peak Road -Tam Mei from its road kerb.	As proposed under the current planning application, there will be road widening work for Castle Peak Road – Tam Mi. The buffer zone from the road kerb after proposed road widening is presented on Figure 4.1 of the revised EA in **Appendix B** for consideration.
	<u>B. Noise</u>	
	General comments	
2.12	It is noted that this s.12a planning application has also incorporated another proposed development (NSW/8) to the immediate <u>south</u> of the site with the same tentative completion year in the noise assessment. If the other proposed development is not confirmed, any scenario without the relevant development, or as an interim stage, should be taken into account to ensure the worst-case scenario would be assessed and compliance with the NCO.	It is clarified that the Proposed Development to the immediate <u>north</u> (i.e. Y/YL-NSW/8) would be developed by the same developer with the same tentative completion year (i.e. 2031). Nevertheless, should there be any review of development phasing (e.g. development scenarios without the concerned development) in future, the noise impact assessment would be updated and be submitted under the future S16 planning application to assess this worst case scenario to ensure compliance with relevant standard and the NCO.

	Departmental Comments	Responses to Comments
2.13	The consultant proposed fins with acoustic windows to mitigate the traffic noise impact. Please note that the noise reduction performance of combined noise mitigation measures for traffic noise impact will need to be further substantiated; mock-up test maybe required to demonstrate that adequate noise reduction can be achieved. *Specific comments*	Noted. The current indicative scheme will be further updated and modified in subsequent S16 planning application stage and the package of noise mitigation measures would also be further updated correspondingly. Mock test will be conducted later for substantiating noise reduction performance, if necessary.
2.14	S.2.3.4 – Please document TD's agreement on the traffic forecast data in the report once available. In case TD has no comment on the methodology for traffic forecast only, the consultant should provide written confirmation from the respective competent party (e.g. traffic consultant) that TD's endorsed methodology has been strictly adopted in preparing the traffic forecast data, and hence the validity of traffic data can be confirmed.	Noted. The Applicant is now under active coordination with TD and endorsement on the methodology of the traffic forecast will be provided immediately once available.
2.15	Appendix 3.1 – Please further justify that the maximum allowable SWL during daytime, evening and nighttime has a 10 dB(A) difference.	The difference is referenced from the approved Northern Link EIA report (AEIAR-259/2024), which presents the maximum allowable SWL of each fixed plant source during daytime / evening and night-time as 10 dB(A). Please refer to Appendix 3.1 of the revised EA in **Appendix B** for consideration.
	<u>C. Waste Management</u>	
2.16	Table 5.5 – Please update the latest CWP record to tally with Section 5.6.9, i.e. no record is found as of 13.10.2023.	The comment is understood to be for the separate planning application Y/YL-NSW/8. Please refer to revised EA under Y/YL-NSW/8 for consideration.
2.17	Please be informed that the comment on the waste management (Section C of the attachment) should be revised to read "Table6.5".	The comment is understood to be for the separate planning application Y/YL-NSW/8. Please refer to revised EA under Y/YL-NSW/8 for consideration.
2.18	Please update the latest CWP record to tally with Section 6.6.8, i.e. 2 CWP records are found as of 13.10.2023.	Relevant sections have been updated. Please refer to Table 6.5 of the revised EA in **Appendix B** for consideration.

	Departmental Comments	Responses to Comments
	Comments on the Odour Impact Assessment	
2.19	General - It is noted that the odour impact assessment (OIA) report states that the proposed Relocated Soy Sauce Factory is proposed to be under Column 2 of the proposed schedule of uses for the proposed zoning (i.e., Residential (Group E)) of the captioned planning application. The consultant is asked to provide written documentation confirming the validity of the statement.	The proposed Relocated Soy Sauce Factory, classified as an 'industrial use', is now proposed to be under Column 2 of the proposed schedule of uses for the proposed Residential (Group E) zone. A subsequent S16 planning application with support of various technical assessments (including Environmental Assessment) will be required to submit for consideration and approval of Government departments and Town Planning Board. Please refer to the revised proposed schedule of uses in **Attachment 2** for consideration.
2.20	Section 2.1.2. – Please revise "odor units' in line 4 to "odor impacts".	Relevant text has been updated. Please refer to S.2.1.2 of the revised OIA in Appendix 5.1 of the revised EA in **Appendix B** for consideration.
2.21	Section 2.1.15. – Please provide more details to justify that there is no odor during the packaging process since the cooked products shall have strong smell, e.g. fully enclosed system with no exhaust during the whole packaging process.	The details of the packaging process has been further supplemented. Please refer to S.2.1.15 of the revised OIA in Appendix 5.1 of the revised EA in **Appendix B** for consideration.
2.22	Section 2.4.12. – Please clarify if bean paste collection is taken in the kitchen since it is mentioned in Section 2.1.18 that the bean paste is collected outdoor from the concrete tanks.	It is clarified that the bean paste collection is taken from the concrete tanks. Please refer to S.2.4.12 of the revised OIA in Appendix 5.1 of the revised EA in **Appendix B** for consideration.
2.23	Section 2.4.17. – Suggest to remove the last sentence since it is duplicated with the 2nd last sentence.	Relevant sentence has been removed. Please refer to S.2.4.17 of the revised OIA in Appendix 5.1 of the revised EA in **Appendix B** for consideration.

	Departmental Comments	Responses to Comments
2.24	Section 2.4.20. – Please revise "For instance, odor samplings can be collected at every 3 months at the inlet and outlet of the odor removal systems, if…" to "Odor samples shall be collected in every month at the inlet and outlet of the odor removal systems. If…". and add "and the site boundary of the factory. Remedial actions shall be taken to rectify the odor problem if it is confirmed to be related to the operation of the factory." to the end of the section. Please also delete "if necessary" in line 11 since it is essential to conduct commissioning test. Same amendments applied to Section 3.1.2.	Relevant sentences have been updated. Please refer to S2.4.20 and S.3.1.4 of the revised OIA in Appendix 5.1 of the revised EA in **Appendix B** for consideration.
2.25	Section 2.5.4. – Suggest to remove the last sentence since it is unjustified.	Relevant sentence has been removed. Please refer to S.2.5.4 of the revised OIA in Appendix 5.1 of the revised EA in **Appendix B** for consideration.
2.26	Table 2.5. – Please add "at a time" after "only 1 concrete tank" and "3 concrete tanks" under "Outdoor Sun-drying Area".	Relevant sentences have been updated. Please refer to Table 2.5 of the revised OIA in Appendix 5.1 of the revised EA in **Appendix B** for consideration.
2.27	Section 3.1.1. – The sentence "The odour strength in this assessment under reasonably worst possible scenario has been derived based on odour samples collected at the existing factory, future mechanical ventilation system 2 design with odour removal facilities incorporated." seems incomplete, please review. Please also revise to read"..... also accounted **for in** fifteen scenarios ....."	Relevant sentence has been removed. Please refer to S.3.1.1 of the revised OIA in Appendix 5.1 of the revised EA in **Appendix B** for consideration.
2.28	Annex 2.4 – Page 97/186, Please rectify the typo "Number of Exhaust (Future)" in the 1st, 2nd and 3rd tables.	Relevant text has been updated. Please refer to Annex 2.4 of the revised EA in **Appendix B** for consideration.

	Departmental Comments	Responses to Comments
	Comments on revised SIA	
2.29	Figures: a) Please provide the alignment of the twin rising mains connected from SPSPS to FSH1001881.	Noted. Figure 3 and 4 of the revised SIA in **Appendix C** have been updated to incorporate the alignment of the twin rising mains connected from SPSPS to FSH1001881.
	b) It seems the existing twin rising mains falls within the site area of the relocated soy sauce factory. Please check and seek DSD's consent of the maintenance responsibility.	In case any part of the existing twin rising mains falls within the site area of the relocated soy sauce factory, they will be diverted under public road. The exact alignment of the twin rising mains will be verified on site in the next stage. Rising mains under government land shall continue to be maintained by DSD.
2.30	Appendix 4: Backwash from swimming pool should only be added on top of the calculated peak flow values, rather than including in accumulated ADWF.	Please note that the backwash from swimming will NOT be directly discharged to drainage system. The backwash flow will enter a buffer tank designed to contain a full day backwash volume, with controlled flowrate form the buffer tank, no instantaneous spike of flow will occur during backwash discharge to drainage system, i.e. discharge to empty the buffer tank will last for 12 hours. Please refer to Note under Table 9 of the revised SIA in **Appendix C** for consideration.
2.31	Appendix 5: There are two columns indicating sewer sizes. Please check.	Noted. Please be clarified that the proposed sewer size is 900mm and the other column has been deleted. Please refer to Appendix 5 of the revised SIA in **Appendix C** for consideration

	Departmental Comments	Responses to Comments
3.	**Comments of Chief Engineer/Mainland North, Drainage Services Department received on 28.3.2024**	
	Sewerage Impact Assessment	
3.1	Please advise the tentative completion year of the subject development.	The subject development is tentatively to be completed by 2031.
3.2	Section 8: Please indicate that the project proponent will be responsible for the implementation of the required sewerage works.	The project proponent will be responsible for the implementation of the required sewerage works proposed under the SIA. Please refer to Section 8 of the revised SIA in **Appendix C** for consideration.
3.	Table 6: Please elaborate the source or breakdown of ADWF of soy sauce factory.	The ADWF of soy sauce factory has been updated to 118m^3/d for sewage flow estimation. Please refer to Appendix 8 of the revised SIA in **Appendix C** for the detailed breakdown of ADWF of soy sauce factory.
3.4	It is noted that the existing RM from SP SPS are located within the subject development. Please elaborate more on the maintenance responsibility and the access to maintenance.	In case any part of the existing twin rising mains falls within the site area of the relocated soy sauce factory, they will be diverted under public road. The exact alignment of the twin rising mains will be verified on site in the next stage. Rising mains under government land shall continue be maintained by DSD.
3.5	Table 9 and Section 9.1.7: Please seek SIG/EPD's advice that the capacity for the subject development has been reserved in the downstream NSW SPS. For instance, please carry out hydraulic assessment on the capacity of NSW SPS, taking into account the existing and other planned developments in the catchment (i.e. what if the population intake is later than the upgraded SP SPS?).	The revised SIA covered sewage projection scenario of upgraded SPSPS discharge to NSWSPS, in conjunction with other existing and planning developments, the capacity checking is presented in Table 11 of the revised SIA in **Appendix C** for consideration.

	Departmental Comments	Responses to Comments
3.6	Section 8 and Figures: There are neither public drains maintained by DSD nor Drainage Reserve (DR) within the lot. Please remove the alleged DR to avoid confusion.	A section of sewer within the other private development (Application No.: Y/YL-NSW/8) is proposed to be public sewer, because it is unavoidable for the proposed development to cross the other private development (Application No.: Y/YL-NSW/8) in order to reach the existing public sewer. Therefore, by handover such section of sewer to DSD could allow multiple developments to discharge to public sewage system. Upon completion of the proposed development, the project proponent is proposed to surrender the portion of land where the sewer is located to the government authority for maintenance access. Details of the surrendered land will be further discussed with the relevant government authority during subsequent land exchange stage. Please refer to Sections 6 and 8 of the revised SIA in **Appendix C** for consideration.
3.7	Section 8.1.3: DSD will not maintain any sewer drains located within private lot. Please review the proposed sewer alignment and location of terminal manholes, if they are proposed to be handed over to this office.	The gravity sewer downstream to the conversion chamber will be constructed by the project proponent and will be handed over to DSD for maintenance. Upon completion of the proposed development, the project proponent is proposed to surrender the portion of land where the sewer is located to the government authority for maintenance access. Details of the surrendered land will be further discussed with the relevant government authority during subsequent land exchange stage. Please refer to Section 8 and SIA/Figure 4 of the revised SIA in **Appendix C** for consideration.
3.8	SIA/Figure 5: For DR3.0.3 to Sha Po Sewage Pumping Station, please consider to make use of/provide spare capacity combining the sewer drains of Sha Po public housing (i.e. Manhole 13 afterwards) to avoid duplication of public sewer drains. Please liaise with the project proponent in this regard in future.	Proposed sewerage arrangement for primary school and relocated soy sauce factory has been revised. Please refer to Figure 4 of revised SIA in **Appendix C** for the proposed sewerage arrangement. Please also note that Figure 5 has been removed from the revised SIA.

	Departmental Comments	Responses to Comments
	Drainage Impact Assessment	
3.9	Section 4.3.2: Please add "… site DIA report under s.12A Planning Application No. Y/YL-NSW/8…".	Relevant section has been updated. Please refer to S.4.3.2 of the revised DIA in **Appendix D** for consideration.
3.10	DIA/Figure 4: Perimeter drains should also be provided along the Residential area and northern side of Soy Sauce Factory.	The perimeter drains have been provided along the Residential area and northern side of Soy Sauce Factory. Please refer to DIA/Figure 4 in the revised DIA in **Appendix D** for consideration.
3.11	Section 5.2.3: Please add the runoff amount to be reduced in this section.	Relevant section has been updated. Please refer to S.5.2.3 of the revised DIA in **Appendix D** for consideration.
3.12	Section 5.3.3: Please delete "…proposed development improves current drainage system and therefore…" in last sentence.	Relevant section has been updated. Please refer to S.5.3.3 of the revised DIA in **Appendix D** for consideration.
3.13	Section 7.1.3: Please revise the last sentence as "The 3m open channel (proposed to be decked) ~~is~~ discharges to…".	The 3m open channel is proposed to be a realigned box culvert. Please refer to S.7.1.3 of the revised DIA in **Appendix D** for consideration.
3.14	Figures: Please include Drainage Reserve (DR), in accordance with SDM, for the proposed decked 3m open channel in figures. Please note that the decked surface structure should be maintained by the lot owner. Please add one section in the text to discuss DR and include the above in section 6.	The concerned channel has been discussed and included in S.6.2 of the revised DIA in **Appendix D**. Please noted that the Drainage Reserve is located at "OU(CDWRA)1" Site (i.e. Planning Application No. Y/YL-NSW/8) only. Please refer to the revised DIA under Planning Application No. Y/YL-NSW/8 for the details of the Drainage Reserve.

	Departmental Comments	Responses to Comments
4.	**Comments of Chief Town Planner/Urban Design and Landscape Section of Planning Department received on 14.2.2024 & 18.4.2024**	
	Comment on VIA	
4.1	VP5 – according to the VP location and viewfan as shown in the submission, only part of the proposed public housing in Sha Po falls within the viewfan and the subject proposed development is located towards the left of the viewfan. However, the photomontage is not reflecting the above. Please review.	The location, viewfan and photomontages of VP5 have been reviewed and revised. Please refer to Figure 3.2 and Figure 5.5 in the replacement pages of the VIA in **Appendix E** for consideration. Other relevant figures with keyplans in the VIA have also been updated to reflect the revised location and viewfan of VP5. Please refer to the replacement pages of the VIA in **Appendix E** for reference.
	Comment on Landscape Design Proposal	
4.2	The applicant is advised to provide the dimension of the buffer planting along the western boundary. Buffer planting should be maximized in the northwest and along the west boundary.	The dimension of the buffer planting under the current proposed scheme is about 3m in width. Further greening opportunities such as buffer planting (if available after taking into consideration of various requirements for provision of footpath along the western site boundary for connecting to the existing local footpath adjacent to the site) will be explored at subsequent s16 stage.

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

	Departmental Comments	Responses to Comments
1.	**Comments of Chief Town Planner/Urban Design and Landscape Section of Planning Department received on 9.4.2024**	
1.1	**Coverage of Assessment and Surrounding Areas** (section 3.1 and Figure 1) – While the Consultant's R-to-C state that the Assessment Area is larger enough to assess all the potential air ventilation impacts, the simulation results show that both of Proposed Scenarios 1 and 2 would create air ventilation impacts on the pedestrian wind environment beyond the Assessment Area when compared with the Baseline Scenario. As such, it is required to review and enlarge the Assessment Area appropriately. It is the consultant's due diligence to address our comments in a proper manner and to avoid abortive work. We would reserve our comments on the SVR, LVR, SAVR and directional analysis (section 4) and conclusion (section 5) at this juncture.	The assessment area has been further extended to cover about 1,000m from the Application Site boundary to assess all the potential air ventilation impact. Please refer to Figure 1 of the revised Air Ventilation Assessment report for the extended Assessment Area. Section 4 and Section 5 of the report have also been updated with the latest simulation result.
1.2	**Discontinuities in the VR contours (**Appendix 4) – Referring to the updated simulation results, there are still some VR discontinuities have been found in the simulations around the models. The consultant should clarify the above phenomena and ensure that the modelling is properly carried out and the simulation results are converged to standard criteria (i.e. ≤ 0.001) and accurate.	The apparently discontinuities pattern is in fact arising from relatively sharp change in elevation for the mountain among some areas further apart outside the surrounding area. The topography in the CFD model has been modified to minimise the effect due to sharp change. It is confirmed that the simulation result is converged to standard criteria of 0.001.
1.3	**Mitigation Measures/Good Design Features under both Baseline and Proposed Schemes** (sections 1.3 and 1.4) – It is understood the proposed building separations and setbacks may be amended and subjected to the detailed design in future. However, the consultant is required to report the **exact dimensions of** all the mitigation measures/good design measures for complete information. It is very misleading and confusing to present the minimum width of different proposed building separations. For example, the building separation between T2 and T9 is obviously only a bit wider than building separation between T5 and the relocated Soy Sauce Factory. However, they are reported as "Not less than 25m" and "Not less than 15m" in width respectively.	The width of the proposed building separations and setbacks based on the current scheme have been amended in Appendices 2 and 3 of the revised report. Section 1.4 of the report has also been amended accordingly.

	Departmental Comments	Responses to Comments
1.4	**Test points** (section 3.4, Table 4.1 and Figure 4) – In view of paragraph 1 above, the consultant should add sufficient overall test points to cover the whole revised Assessment Area and update the list of corresponding test points reported in the table.	Test points have been added with respect to the extended Assessment Area. Table 4.1 and Figure 4 of the revised report have been updated according to the latest arrangement of the test points and simulation results.
1.5	**Directional analysis** (section 4) and **Conclusion** (section 5) – In view of our comments above, the consultant should update the directional analysis and conclusion based on the updated simulation results for our consideration.	Noted. Section 4 and Section 5 of the revised report have been updated according to the updated simulation results.

Under Further Information Submitted on 23.8.2024

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

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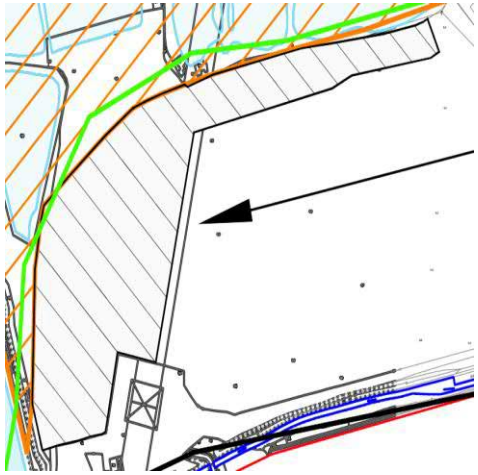
	Departmental Comments	Responses to Comments
1.	**Comments of Environmental Protection Department received on 26.7.2024**	
1.1	**Comments on revised EA**	
1.1.1	Since the EIA Ordinance implication of the Project shall be addressed in later stage and it does not affect the current rezoning process, please delete Sections 1.4.1-1.4.4 and the relevant heading of "EIA Ordinance Implication" from the EA.	The EA has been revised accordingly **(see Appendix A)**.
1.1.2	Figures 1.3 –	
	i. Please remove the line indicating Deep Bay Buffer Zone 2 from the figure to avoid confusion.	Figure 1.3 of the EA has been revised accordingly **(see Appendix A)**.
	ii. Please consider to place the captions for Wetland Buffer Area, and Conservation Area into the legend item for consistency and clarity. Also, please clarify the meaning of blackly hatched area and add a legend for it. 	Figure 1.3 of the EA has been revised accordingly for consistency and clarity **(see Appendix A)**. It is also clarified that the blackly hatched area refers to the proposed wetland restoration area under the adjacent planning application (No. Y/YL-NSW/8), a legend has also been added in Figure 1.3 for clarity **(see Appendix A)**.

	Departmental Comments	Responses to Comments
1.1.3	Section 1.4.12 Line 2 to 5 – According to the SIA in FI – 15, the treated effluent from the sewage treatment plant of the relocated soy sauce factory would be conveyed to NSWSPS. Please revise this discrepancy.	Section 1.4.12 of the EA has been revised accordingly **(see Appendix A)**.
1.1.4	Section 2.3.4 – Please document TD's agreement on the traffic forecast data in the report once available.	The traffic consultant of the project team is currently liaising with TD. TD's endorsement will be provided once available.
1.1.5	Section 4.3.2 – Pease check the road type of San Tam Road.	It is observed that San Tam Road is classified as Rural Road in the Traffic Census 2022. Sections 4.3.2 and 4.3.3 of the EA have been revised **(see Appendix A)**.
1.1.6	Section 5.2.5 – Please supplement the mitigation measures proposed in the OIA.	Proposed mitigation measures for the relocated soy sauce factory as shown in the OIA have been supplemented in Section 5.2.5 of the revised EA **(see Appendix A)**.
1.1.7	Section 5.5.3 – Please revise to read "…in place, **no insurmountable environmental impacts arising from the operation of the relocated soy sauce factory are anticipated**."	Section 5.5.3 of the EA has been revised accordingly **(see Appendix A)**.
1.1.8	Section 6.7.1 – Please revise the second sentence to read "No insurmountable environmental impacts are anticipated from the Proposed Development with the implementation of environmental mitigation measures." and delete the last sentence.	Section 6.7.1 of the EA has been revised accordingly **(see Appendix A)**.
1.1.9	Section 7.1.1 – Please revise "… considered insignificant, …" in line 2 to "considered **acceptable**"	Section 7.1.1. of the EA has been revised accordingly **(see Appendix A)**.
1.1.10	Section 7.1.6 – Please revise to read "… demonstrate that the predicted noise levels at selected NSRs comply with relevant noise criteria and no at-receiver …"	Section 7.1.6 of the EA has been revised accordingly **(see Appendix A)**.
1.1.11	Section 7.1.6 – Please revise the sentence to read "No insurmountable environmental impacts are anticipated with the implementation of environmental mitigation measures.	Section 7.1.6 of the EA has been revised accordingly **(see Appendix A)**.

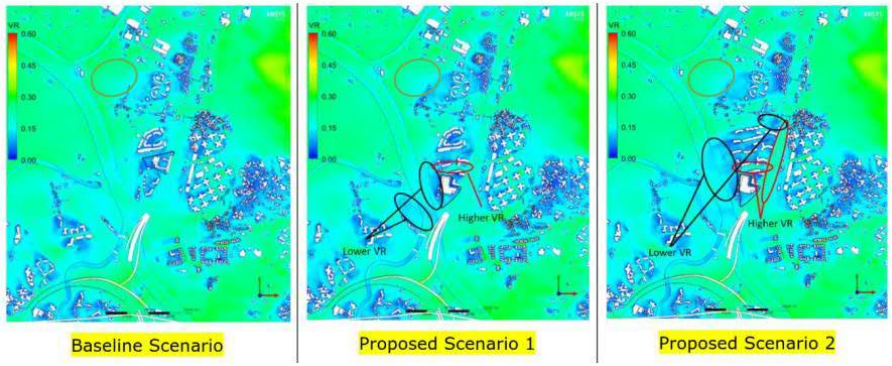
	Departmental Comments	Responses to Comments
	Comments on the OIA	
1.1.12	Section 2.1.15 – Please update the figure in Annex 2.1 to ensure the consistency with the statements provided in this section.	Figures in Annex 2.1 of the EA have been revised accordingly **(see Appendix A)**.
1.1.13	Section 3.1.2 –	
	i. Please check whether there are only **some** odorous operations would be housed indoor.	Section 3.1.2 of the EA has been revised accordingly **(see Appendix A)**.
	ii. Please beef up the discussion on the mitigation measures such as the specification of the proposed odour removal system.	Section 3.1.2 of the EA has been revised accordingly **(see Appendix A)**.
1.2	**Comments on revised SIA**	
1.2.1	R-t-C 2.30 - please supplement the information in the responses fully in the SIA.	Noted. The backwash arrangement mentioned in R-t-C 2.30 has been incorporated into note and assumption point no.5 (highlight) under Table 9 of the revised SIA **(see Appendix D)**.
1.2.2	Section 3.1.5, 7.1.4 - suggest removing information that is irrelevant to the currently proposed Scheme.	Section 3.1.5 is relevant information to the development showing existing public twins sewage rising mains partially encroached into private lot. While Section 7.1.4 refers to FS Report of SPPHD from public domain indicating SPPHD's contribution to combined sewage checking downstream.
1.2.3	Table 6 & 7, Appendices 7 & 8 - please clarify the sewage flow of the soy sauce factory.	As advised by soy sauce factory operator, the estimated sewage flow of the relocated soy sauce factory is 118m^3/day, as shown in Table 6 & 7 of the revised SIA **(see Appendix D)**. The existing discharge licence of the current sewage treatment plant of soy sauce factory can be referred to Appendix 7 of the revised SIA **(see Appendix D)**. The breakdown of the proposed sewage flow from relocated soy sauce factory can be referred to Appendix 8 of the revised SIA **(see Appendix D)**.

	Departmental Comments	Responses to Comments
1.2.4	Section 7.1.5 - please clarify if "13.219 m3/day" should read "13,219 m3/day".	Please be clarified that 13,219 m^3/day is the proposed sewage flow from SPPHD and the corresponding sentence has been removed. Section 7.1.5 has been replaced by Section 7.1.4 in the revised SIA **(see Appendix D)**.
1.2.5	Section 7.1.6 - rather than making reference to the utilisation of SPSPS, please adopt references and assumptions relevant to KTSPS for estimated ADWF of KTSPS.	Noted. The flow from KTSPS under Section 7.1.6 has been revised and replaced by Section 7.1.5 to incorporate the daily sewage flow provided by DSD **(see Appendix D)**.
1.2.6	Section 7.1.10 - The treatment capacity of YLEPP in 2031 is anticipated to be 100,000 m3/day, please review the utilisation rate of the planned YLEPP at the planned population intake of the development taking consideration of all upstream sewage flow of the planned YLEPP, including but not limited to KTSPS and SPSPS.	Noted the treatment capacity of YLEPP in 2031 is anticipated to be 100,000 m^3/day, the figure is adopted for the calculation of utilization rate in the revised SIA. The upstream sewage catchments considered refer to Table 12 and Section 7.1.10 has been replaced by Section 7.1.9 of the revised SIA for consideration **(see Appendix D)**.
1.2.7	Section 7.1.11 - please check the cross reference of 7.1.5.	Section 7.1.11 has been replaced by Section 7.1.9 of the revised SIA, and the cross reference should be section 7.1.4 of the revised SIA **(see Appendix D)**.
1.2.8	Section 8.1.1 - please check if "FMTH2" should read "FTMH2", please state manhole no. of the last manhole.	"FTMH2" is the correct name for proposed terminal manhole, Section 8.1.1 of the revised SIA has been revised **(see Appendix D)**.
1.2.9	Section 8.1.2 - please seek DSD's consent on the proposed maintenance responsibility and land exchange.	DSD's consent has been sought and it is noted that DSD has no objection to the maintenance of the proposed communal sewer provided that the drainage/sewerage facilities would be located on Government Land. Please refer to DSD's comment under item 3.7 below on the proposed maintenance responsibility.
1.2.10	Section 8.1.3 - please clarify the name of Government department that the gravity sewer to be handed over and seek his necessary consent accordingly.	The gravity communal sewer mentioned in Section 8.1.3 has been replaced by Section 8.1.4 of the revised SIA and is proposed to hand over to DSD **(see Appendix D)**. We understand the maintenance responsibility is subject to the confirmation of DSD, which is related to final land status to be decided during land exchange stage. (i.e. after this Planning Application). Since the proposed gravity sewer would be identical regardless of the maintenance responsibility, it is advised to review / confirm their maintenance responsibility at later stage.

	Departmental Comments	Responses to Comments
1.2.11	Section 8.1.3 - please provide description for MH01 to FSH1001880.	Description for MH01 to MH05 is included in Section 8.1.4 of the revised SIA **(see Appendix D)** while MH05 to FSH1001880 is under separate submission which refers to SIA under Planning Application No.: Y/YL-NSW/8.
1.2.12	Section 9.1.4 - please clarify if "MH1" should read "MH01".	"MH01" should be read in Section 9.1.4 of the SIA which is amended accordingly **(see Appendix D)**.
1.2.13	Figures 3 & 4 - please clarify if the alignment between manhole FSH1001880 and FSH1001881 is needed.	The alignment between manhole no. FSH1001881 and FSH1001880 presents incoming sewage flow from rising mains (without peaking factor). Also, the existing twin rising mains is shown on the figure due to other clarification purpose as per item 1.2.2 above.
1.2.14	Figures 4 - please advise the rationale for the rising main between FTMH3 and FTMH4 and conversion chamber.	Due to level difference, the sewage from the relocated soy sauce factory and reserved school site is unable to connect to public sewer by gravity, therefore rising mains is proposed.
1.2.15	Please further update the revised SIA submitted under Y/YL-NSW/8 with consideration of the above comments where appropriate.	Noted.

	Departmental Comments	Responses to Comments
2.	**Comments of Urban Design & Landscape Section of Planning Department received on 5.8.2024**	
	<u>Comments on the Revised AVA</u>	
2.1	**Planned development under planning application No. Y/YL-NSW/8** (para. 1.4.4) – As the planned development under planning application No. Y/YL-NSW/8 is not part of the application site, the consultant should present it in section 2.3 but not section 1.4 to avoid confusion.	Noted. The discussion of planning application No. Y/YL-NSW/8 is included in section 2.3 instead of section 1.4 of the AVA **(see Appendix B)**.
2.2	**Test points corresponding to each focus area** (Tables 4.1 and 4.2) – It is found that some of the corresponding test points listed in the table for some focus areas (see below) do not tally with those highlighted in Figure 4. The consultant should confirm and revise the following as appropriate.	Noted. The arrangement and grouping of test points have been revised. Figure 4b is added to the revised AVA to demonstrate the grouping of special test points within the Application Site **(see Appendix B)**.
	• Focus Area 2 – Overall test point T144 should be included.	Noted, test point T144 has been included in Focus Area 2
	• Focus Area 3 – Overall test points T551 to T556 should be included.	Noted, test points T550 to T556 are included in Focus Area 3
	• Focus Area 8 – Overall test point T143 should be included, while overall test point T122 should be excluded.	Noted, test point T143 is included in Focus Area 8 while test point T122 is moved to Focus Area 20
	• Focus Area 6 – Special test points S09 and S10 should be included.	Noted, test points S09 to S10 are included in Focus Area 6
	• Focus Area 22 – Overall test point T283 should be included.	Noted, test point T283 has been included in Focus Area 22.
	• Focus Area 30 – In order to demonstrate the performance of proposed mitigation measures, the consultant should group the relevant special test points along each proposed mitigation measure.	Noted, special test points have been divided from Focus Area 30-35 to demonstrate the performance of proposed mitigation measures.

	Departmental Comments	Responses to Comments
2.3	**Comparison of weighted average VR for some focus areas under annual condition** (para. 4.4.1 and section 5)	
	• Referring to Table 4.1, it appears that the Proposed Scenario 2 would have slightly better VR on focus areas 1, 24, 26 and 30 when compared with the Baseline Scenario. However, such observations have not been reported in text.	Noted. Refer to our responses to comments of item 2.2 above, the test point grouping has been revised. Table 4.1 and Table 4.2 of the AVA are updated with added special test point and revised grouping. Para. 4.4.1 and Section 5 of the AVA have also been revised accordingly **(see Appendix B)**.
	• Referring to Table 4.1, it appears that the Proposed Scenario 1 would have slightly better VR on focus areas 1, 26 and 30 when compared with the Baseline Scenario. However, such observations have not been reported in text.	Noted. Para. 4.4.1 and Section 5 of the AVA have been revised **(see Appendix B)**.
2.4	**Comparison of weighted average VR for some focus areas under annual condition** (para. 4.4.2 and section 5)	
	• Referring to Table 4.2, it appears that the Proposed Scenario 2 would have slightly better VR on focus areas 14, 15 and 26 when compared with the Baseline Scenario. However, such observations have not been reported in text.	Noted. Para. 4.4.2 and Section 5 of the AVA have been revised **(see Appendix B)**.
	• Referring to Table 4.2, it appears that the Proposed Scenario 1 would have slightly better VR on focus areas 14, 15 and 26 when compared with the Baseline Scenario. However, such observations have not been reported in text.	Noted. Para. 4.4.2 and Section 5 of the AVA have been revised **(see Appendix B)**.
	• Referring to Table 4.2, it appears that the all three scenarios would have comparable VR on focus areas 10 but not focus area 15. However, such observations have not been reported in text.	Noted. Para. 4.4.2 and Section 5 of the AVA have been revised **(see Appendix B)**.

	Departmental Comments	Responses to Comments
2.5	**Overall performance under annual condition** (section 4.5) – Referring to the simulation simulations, it appears that both Proposed Scenarios 1 and 2 would have a lower VR in the highlighted area (see orange circle below) when compared with the Baseline Scenario under annual condition. However, such phenomenon has not been discussed in text.  Baseline Scenario Proposed Scenario 1 Proposed Scenario 2	Noted. Para. 4.5.1 and 4.5.2 of the AVA have been revised **(see Appendix B)**.
2.6	**NNE wind** (para. 4.6.1) – According to the Appendix 5, it appears that the Proposed Scenario 2 would have lower SVR and comparable LVR when compared with the Baseline Scenario under NNE wind. However, such observation has not been reported in text	Noted. Para. 4.6.1 of the AVA has been revised **(see Appendix B)**.

	Departmental Comments	Responses to Comments
2.7	**NE wind** • Para. 4.6.6 – According to the Appendix 5, it appears that both of the Proposed Scenarios 1 and 2 would have higher SVR and comparable LVR when compared with the Baseline Scenario under NE wind. However, such observation has not been reflected in text. • Para. 4.6.10 (last sentence) - Considering there is no benchmarking criteria for AVA, we would not able to ascertain whether the Proposed Scenarios 1 and 2 would achieve "sufficient" air ventilation for the pedestrian wind environment. The consultant should rewrite the sentences and focus on the comparison of the performance between the Baseline Scheme and the Proposed Scenarios 1 and 2 to avoid confusion.	Noted. Para. 4.6.6 of the AVA has been revised **(see Appendix B)**. Noted. Para. 4.6.10 of the AVA has been revised **(see Appendix B)**.
2.8	**ENE wind** (para. 4.6.11) – According to the Appendix 5, it appears that the Proposed Scenario 1 would have comparable SVR and LVR when compared with the Baseline Scenario under ENE wind, while the Proposed Scenario 2 would have slightly higher SVR and LVR when compared with the Baseline Scenario under ENE wind. However, such observation has not been reflected in text.	Noted. Para. 4.6.11 of the AVA has been revised **(see Appendix B)**.
2.9	**E wind** (para. 4.6.15) – According to the Appendix 5, it appears that the Proposed Scenario 2 would have higher SVR and slightly higher LVR when compared with the Baseline Scenario under E wind. However, such observation has not been reported in text.	Noted. Para. 4.6.15 of the AVA has been revised **(see Appendix B)**.
2.10	**ESE wind** (para. 4.6.19) – According to the Appendix 5, it appears that the Proposed Scenario 2 would have slightly lower SVR and comparable LVR when compared with the Baseline Scenario under ESE wind. However, such observation has not been reported in text.	Noted. Para. 4.6.19 of the AVA has been revised **(see Appendix B)**.

	Departmental Comments	Responses to Comments
2.11	**SE wind** (para. 4.6.25) – Referring to the simulation results, it could not ascertain and conclude that the overall wind permeability would be enhanced under Proposed Scenario 1 under SE wind. The consultant should clarify and revise the text where appropriate.	Noted. Para. 4.6.25 of the AVA has been revised **(see Appendix B)**.
2.12	**SSE wind**	
	• Para. 4.6.27 – According to the Appendix 5, it appears that the Proposed Scenario 1 would have slightly higher SVR and comparable LVR when compared with the Baseline Scenario under SSE wind. However, such observation has not been reported in text.	Noted. Para. 4.6.27 of the AVA has been revised **(see Appendix B 2)**.
	• Para. 4.6.30 (last sentence) – The consultant should clearly state that there is no adverse air ventilation impact is anticipated on the pedestrian frequently access area.	Noted. Para. 4.6.30 of the AVA has been revised **(see Appendix B)**.
2.13	**SSW wind** (para. 4.6.36) – According to the Appendix 5, it appears that the Proposed Scenario 1 would have comparable SVR and LVR when compared with the Baseline Scenario under SSW wind. However, such observation has not been reported in text.	Noted. Para. 4.6.36 of the AVA has been revised **(see Appendix B)**.
2.14	**SW wind**	
	• Para. 4.6.40 (line 3) – The consultant should clarify whether the discussion in this paragraph is referred to SW wind but not SSW wind.	Noted. Para. 4.6.40 of the AVA has been revised **(see Appendix B)**.
	• Para. 4.6.42 (last sentence) – The consultant should correct the typo "imprived".	Noted. Para. 4.6.42 of the AVA has been revised **(see Appendix B)**.
2.15	**WSW wind** (para. 4.6.43) – According to the Appendix 5, it appears that the Proposed Scenario 1 would have slightly lower SVR and comparable LVR when compared with the Baseline Scenario under WSW wind. However, such observation has not been reported in text.	Noted. Para. 4.6.43 of the AVA has been revised **(see Appendix B)**.

	Departmental Comments	Responses to Comments
2.16	**Conclusion** (section 5) – In view of our comments above, the consultant should update the conclusion where appropriate.	Noted. Section 5 of the AVA has been revised **(see Appendix B)**.
2.17	**15m-wide building separation between T11 and T12 at OU(CDWRA) site** (Appendix 3) – The consultant should indicate the 15m-wide building separation between T11 and T12 at OU(CDWRA) site on plan clearly.	Noted. Building separation between T11 to T12 has been marked in Appendix 3 of the revised AVA **(see Appendix B)**.
3.	**Comments of Drainage Services Department received on 10.7.2024**	
	<u>Drainage Impact Assessment</u>	
3.1	According to Technical Note to prepare a drainage submission, the applicant should refer to DSD Advice Note No. 1 and should also employ a qualified engineer (Registered Professional Engineer in the Civil Engineering discipline) to complete the DIA. The completed drainage submission should be signed and certified by the engineer before it is submitted to DSD for comment.	Noted. Please refer to RPE signature after the report cover **(see Appendix C)**.
3.2	Please note that Corrigendum No. 1/2024 of DSD's Stormwater Drainage Manual has been issued, the assessment should consider SDM 2018 with the Corrigendum.	Noted. Please refer to Section 3.1.1 and Appendices of the revised DIA, which has adopted the Corrigendum No. 1/2024 of DSD's Stormwater Drainage Manual 2018 **(see Appendix C)**.
3.3	Please indicate the approx. size of the proposed peripheral surface channel on figures.	Noted. Please refer to revised Figure 5 and Appendices F3 & F4 of the revised DIA for the proposed peripheral surface channel **(see Appendix C)**.

	Departmental Comments	Responses to Comments
	Sewerage Impact Assessment	
3.4	R-to-C no. 3.4: Please confirm if diversion is needed at this stage or not. Detailed diversion scheme should be provided for diverting the existing rising mains which are always in operation.	There is no imminent need to divert the existing twin rising mains during the current section 12A rezoning stage. The details of the subject diversion scheme will be formulated at later land exchange stage.
3.5	SIA/ Figures 3 and 4: In the legend, the existing rising main should read existing twin rising mains.	The legend of the existing rising main has been revised as existing twin rising mains accordingly **(see Appendix D)**.
3.6	Section 8.1.1: Please clearly define what the respective parties are.	Section 8 of the SIA report has been updated, with more description on the proposed maintenance responsibility for individual items **(see Appendix D)**. All the sewerage infrastructure proposed in the SIA will be constructed by the private development, while the future maintenance responsibilities are divided among different parties following the terminal manholes. The terminal manhole (FTMH2) and the upstream sewer for R(E) private residential development will be constructed and maintained by the residential development. The terminal manhole (FTMH3) and the upstream sewer for Primary School will be maintained by operating school, which include the proposed sewage pump house and associated rising mains. The terminal manhole (FTMH4) and the upstream sewer for the relocated Soy Sauce Factory will be maintained by the Soy Sauce Factory, which include the proposed sewage pump house and associated rising mains.

	Departmental Comments	Responses to Comments
3.7	Section 8 and Figures: Please confirm with relevant government departments if they have no objection to take-over the proposed surrendered land, also please advise its maintenance responsibility. Please note that DSD would only maintain the drainage/ sewerage facilities located on Government Land but not the surrendered land.	The maintenance matrix of the proposed drainage, sewer and the associated public access will be agreed and determined at later land exchange stage with relevant government departments following the acceptance of this S.12A rezoning application which is mainly to confirm the "general suitability" of the subject housing site for a medium-density residential use in view of the upcoming major improvement in public transport and change in townscape of this area brought about by the recently gazetted Northern Link (NOL) development and the recently approved high-rise, high-density Sha Po North public housing development on the adjacent site. Under the current proposal, the Applicant would hand over the future public access to the government, as indicated in Figure 4 of the revised SIA with blue highlight upon completion of the proposed sewerage works **(see Appendix D)**. Should the future public access yet to be assigned to any government department, the proposed "OU" development may temporarily take up the maintenance responsibility. Since the proposed drainage / sewerage facilities would be identical regardless of the maintenance responsibility, it is advised to review / confirm their maintenance responsibility at later stage.
3.8	Section 8 and Figures: For the proposed surrendered land, constraints were observed from public sewerage maintenance point of view. There is no proper access to the sewers as the proposed land was surrounded by private land. Also, the sharp change/ change in right angle of sewers is considered no desirable. Please review the sewerage arrangement as appropriate.	Kindly note that the proposed communal sewer will run underneath a public access (about 5m in width) coloured light blue as indicated in Figure 4 of the revised SIA **(see Appendix D)**. This public access can serve the maintenance purpose of the communal sewer. The proposed public access as shown in report figure(s) is indicative only. Subject to detailed design, the preliminary swept path analysis for this public access indicates that turning radius and manoeuvring are feasible for maintenance vehicle along this public access. In addition, the proposed sewerage arrangement has been revised to eliminate sharp change/change on right angle of sewers. Please refer to updated Section 8, Figure 3 and Figure 4 of the revised SIA **(see Appendix D)**.

	Departmental Comments	Responses to Comments
4.	**Comments of Transport Department received from June 2024 to August 2024**	
4.1	Please consider providing two exit lanes for RE Site Access.	Please note that the traffic volume of ingress traffic at RE Site Access from both the NB and SB direction of Castle Peak Road - Tam Mi is relatively low (both not more than 140 pcu), it is thus foreseen that one exit lane would be able to cater such movement without causing significant impact to the operational performance of the roundabout (J4). Please refer to Figure 2.4 of the revised TIA **(see Appendix E)**.
4.2	Please consider providing sufficient merging length for EB exist lanes of Au Tau Interchange.	Please find attached our revised improvement scheme for Au Tau Interchange (J10) incorporating the sufficient merging length and exclusive left-turn lane from Castle Peak Road – Tam Mi SB to Kam Tin Road EB. Please refer to Figure 4.14 of the revised TIA **(see Appendix E)**.
4.3	Please consider providing at least 2m of footpath along Castle Peak Road – Tam Mi SB to facilitate the pedestrian coming from the unnamed road underneath San Tin Highway.	Please refer to the revised Figure 2.2 and Figure 2.4 of the TIA **(see Appendix E)** with at least 2m wide along Castle Peak Road – Tam Mi SB between the unnamed road underneath San Tin Highway and the crossing near reserved school site.
4.4	Please liaise with responsible TE for the Fairview Park Interchange.	Further to our discussion with responsible TE, on the Fairview Park Interchange, it is advised to make minor revisions to Figure 4.15 which does not show the hatch on the inner lane of the Interchange. Please refer to Figure 4.15 of the revised TIA **(see Appendix E)**.
4.5	Please liaise with TO for the PTI design in RE site.	Noted. Responsible TO has no major comment in this stage.

<table>
<tr><th></th><th>Departmental Comments</th><th>Responses to Comments</th></tr>
<tr><td>4.6</td><td>Table 3.3 - Please review the capacity of L1.</td><td>Please refer to Table 1 below with the revised link capacity for San Tam Road (L1).

<table>
<tr><th rowspan="3">Link Index</th><th rowspan="3">Road Link</th><th rowspan="3">Dir</th><th rowspan="3">Capacity</th><th colspan="4">Observed Traffic Flows</th></tr>
<tr><th colspan="2">Traffic Flow</th><th colspan="2">V/C Ratio</th></tr>
<tr><th>Am</th><th>PM</th><th>Am</th><th>PM</th></tr>
<tr><td rowspan="2">L1</td><td rowspan="2">San Tam Road</td><td>NB</td><td>1200 (1)</td><td>510</td><td>400</td><td>0.43</td><td>0.33</td></tr>
<tr><td>SB</td><td>1200 (1)</td><td>1040</td><td>900</td><td>0.86</td><td>0.75</td></tr>
</table>

Note:
(1) Road capacity for 7.3m wide Single 2-Rural Road</td></tr>
<tr><td>4.7</td><td>Table 4.6 - Typo error of "SN" for L14 is found, please revise.</td><td>Noted and revised.</td></tr>
</table>

<table>
<tr><th></th><th>Departmental Comments</th><th>Responses to Comments</th></tr>
<tr><td>4.8</td><td>Tabel 4.5.9, 4.6.10 & RtoC Item 1.3 -

Please review and provide the following sensitivity tests to support the statement in text and RtoC table:

• Sensitivity test with the assumption that Route 11 will be in place by 2034.

Sensitivity test without proposed development.</td><td>With the implementation of Route 11, it is anticipated that the strategic links, including San Tin Highway (L14) and Tai Lam Tunnel (L15) would be improved. The volume of capacity (V/C) ratio of these two strategic links under requested scenarios have been summarized in below Table 2 and 3.

Table 2 Sensitivity Test - 2034 Road Link Performance with Route 11

<table>
<tr><th rowspan="3">Link Index</th><th rowspan="3">Road Link</th><th rowspan="3">Dir</th><th rowspan="3">Capacity</th><th colspan="4">Design Case</th></tr>
<tr><th colspan="2">Traffic Flow</th><th colspan="2">V/C Ratio</th></tr>
<tr><th>AM</th><th>PM</th><th>AM</th><th>PM</th></tr>
<tr><td rowspan="2">L14</td><td rowspan="2">San Tin Highway</td><td>NB</td><td>6100</td><td>6380</td><td>5790</td><td>1.05</td><td>0.95</td></tr>
<tr><td>SB</td><td>6100</td><td>5420</td><td>4810</td><td>0.89</td><td>0.79</td></tr>
<tr><td rowspan="2">L15</td><td rowspan="2">Tai Lam Tunnel</td><td>NB</td><td>5400</td><td>2170</td><td>3810</td><td>0.40</td><td>0.71</td></tr>
<tr><td>SB</td><td>5400</td><td>4350</td><td>1920</td><td>0.81</td><td>0.36</td></tr>
</table>

Table 3 Sensitivity Test - 2034 Road Link Performance with Route 11 without Proposed Development

<table>
<tr><th rowspan="3">Link Index</th><th rowspan="3">Road Link</th><th rowspan="3">Dir</th><th rowspan="3">Capacity</th><th colspan="4">Design Case</th></tr>
<tr><th colspan="2">Traffic Flow</th><th colspan="2">V/C Ratio</th></tr>
<tr><th>AM</th><th>PM</th><th>AM</th><th>PM</th></tr>
<tr><td rowspan="2">L14</td><td rowspan="2">San Tin Highway</td><td>NB</td><td>6100</td><td>6310</td><td>5780</td><td>1.03</td><td>0.95</td></tr>
<tr><td>SB</td><td>6100</td><td>5280</td><td>4800</td><td>0.87</td><td>0.80</td></tr>
<tr><td rowspan="2">L15</td><td rowspan="2">Tai Lam Tunnel</td><td>NB</td><td>5400</td><td>2100</td><td>3800</td><td>0.39</td><td>0.70</td></tr>
<tr><td>SB</td><td>5400</td><td>4200</td><td>1910</td><td>0.78</td><td>0.35</td></tr>
</table>
</td></tr>
</table>

	Departmental Comments	Responses to Comments
4.9	Section 4.7 - the calculation for J7 shall be reviewed. It is noted that some of the junctions would be overloaded under the scenario without Sha Po Public Housing Site. In this connection, the planned improvement work for these junctions shall be carried out by the applicant if there is programme mis-match between the development and Sha Po Public Housing Site.	Cycle time of 120 seconds has been adopted for the junction assessment for J7, which resulted in 22% and 59% reserve capacity in AM peak and PM peak respectively. The assessment result in Section 4.7 indicates that J10 (Au Tau Interchange) and J14 (Fairview Interchange) would be overloaded under the scenario without Sha Po Public Housing Site. Consequently, the applicant will consider to implement the following improvement measures should there be a programme mismatch between the proposed development and Sha Po Public Housing Site. • Widening of Castle Peak Road – Yuen Long eastbound approach at Au Tau Interchange (refer to Figure 4.21 of the revised TIA **(see Appendix E)**); • Addition of a segregated left turn lane from the San Tin Highway northbound slip road approach Castle Peak Road – Tam Mi southbound at Fairview Park Interchange (refer to Figure 4.22 of the revised TIA **(see Appendix E)**);
4.10	Figure 2.2 – • Double white line shall be provided between northbound and southbound traffic. • Please review the size of the central island of the proposed roundabouts with consideration of including directional signs	Please refer to the revised Figure 2.2 of the TIA **(see Appendix E)** with double white line provided between northbound and southbound traffic. Size of central island at J4 roundabout would be further reviewed in subsequent design stages in accordance with TPDM requirement on directional sign.
4.11	Figure 2.4 - Please consider to allow a central divider between the roundabout and junction for school site.	Please refer to the revised Figure 2.4 of the TIA **(see Appendix E)** with central divider provided between J4 and J5. The width of central divider would be further reviewed in subsequent design stages.

	Departmental Comments	Responses to Comments
4.12	Figure 4.8 - the applicant is reminded to closely liaise with Highways Department and project team of NM Highway for the potential interface of modification of Fairview Park Interchange (J14).	Noted.
4.13	It is noted from your previous RtC that 55% of the traffic generation from the proposed development would travel northwards via Fairview Park Interchange to San Tin, North District or Tai Lam Tunnel. However, in Fig. 4.12 - Development Traffic Flows, only 45% of the trips in AM peak would travel northwards. Please holistically update the figure together with the junction calculations.	Please note that the total northbound traffic would remain at 55%. Referring to the attached OU+RE development flow figure, the total traffic flow of the proposed developments during the AM peak is 5+5+230+285+170+35+145+20+15=910 pcu, while the total traffic flow traveling northwards via Fairview Peak Roundabout is 230+195+80=505 pcu. Therefore, the percentage of trips during the AM peak that travel northwards are 505/910=55%.
4.14	For the junction calculation of Fairview Park Interchange, please review the input parameters for all scenarios, including but not limited to the followings:-	
	• Please explain why the entry angle for Arm A is changed from 65 degrees (2021 AM Observed Traffic) to 40 degrees (2034 AM Reference Traffic Flows).	Typographical error is identified, entry angle for Arm A in 2021 Observed Case has been revised to 40 degrees.
	• Please justify the adoption of 7.3m as approach half width in 2034 AM Design Traffic Flows with improvement.	The distance of 7.3m was measured in the approach upstream at least 50m from the stop-line. Please refer to Figure 4.15 of the TIA **(see Appendix E)** for demonstration of the measurement.
4.15	Please explore the possibility of providing exclusive left turn lane for Arm F and Arm G.	As demonstrated in Figure 4.12 of the TIA **(see Appendix E)**, the development traffic accessing Fairview Interchange via the approach arm of San Tam Road SB (Arm F) and San Tam Road NB (Arm G) is minimal as compared to Sha Po Public Housing Development traffic. Given the precedent and the relatively insignificant traffic contribution from the proposed development, undertaking improvement works of this scale cannot be reasonably justified. Nevertheless, local widening at these approach arms were proposed to enhance the operational performance of the roundabout.

	Departmental Comments	Responses to Comments
4.16	Please summaries the proposed improvement schemes under the scenario without Sha Po Public Housing Site.	Please see below and attached: 1) J7 (J/O Castle Peak Road-Tam Mi / San Tam Road) Figure 4.2 of the TIA **(see Appendix E)** • Widening of Castle Peak Road - Tam Mi eastbound approach arm • The interface of improvement works for J7 implemented by the Proposed Development, Sha Po Public Housing Development, and other Planned Development 2) J10 (Au Tau Interchange) Figure 4.21 of the TIA **(see Appendix E)** • Extension of planned exclusive left-turn lane at Castle Peak Road - Tam Mi southbound approach under approved planning application A/YL-KTN/604 (Arm A) • Extension of existing exclusive left-turn lane at Kam Tin Road westbound approach (Arm B) • Widening of Castle Peak Road - Yuen Long eastbound approach (Arm C) 3) J14 (Fairview Interchange) Figure 4.22 of the TIA **(see Appendix E)** • Addition of a segregated left-turn lane from San Tin Highway northbound slip road to Castle Peak Road - Tam Mi southbound (Arm A) • Widening of Castle Peak Road - Tam Mi northbound approach (Arm B) • Widening of San Tin Highway southbound slip road approach (Arm E)

	Departmental Comments	Responses to Comments
4.17	Please review the presentation of Figure 4.21 and Figure 4.22 to ensure the proposed improvement schemes under the scenario without Sha Po Public Housing Site are clearly indicated.	Please refer to the revised Figure 4.21 and Figure 4.22 of the TIA **(see Appendix E)** with legend and clear colour scheme for easy understanding.
4.18	Please clarify whether the road serving the reserved school site is public road or not.	The road serving the reserved school site would be handed over to highway department for future maintenance, subject to departmental comments in the next stage. Please refer to Figure 2.2 of the TIA **(see Appendix E)**.
4.19	Please consolidate all comments and responses for an updated TIA report and RtoC table.	The consolidated TIA reports and RtoC table for OU and RE site has been submitted on August 1st 2024.
4.20	Similar to the sensitivity case in MP/6, 7 and 8, please include sensitivity case to cater for the traffic flow from residential development under NTM/5, 6 and 7.	Please refer to supplement section 4.9 for traffic impact assessment results under Sensitivity Analysis (III), for residential development under NTM/5 and NTM/6 **(see Appendix E)**. As per information available from Town Planning Board, Y/YL-NTM/7, this proposed development will be implemented in tandem with the implementation of the planned San Tin Station and the ST/LMC DN. As per RODP presented under LC Paper No. CB(1)506/2023(03), a comprehensive land use plan and road network has been recommended. With the proposed transportation facilities under ST/LMC DN, Y/YL-NTM/7 would not be considered as a stand-alone residential development, therefore, Y/YL-NTM/7 would not be included as part of the sensitivity case scenario.

<table>
<tr><th></th><th>Departmental Comments</th><th>Responses to Comments</th></tr>
<tr><td>4.21</td><td>To demonstrate the queue length in J14 would not block the nearby key vehicular access or queue back to strategic route or nearby junctions, please carry out queue length assessment for J14 for the following scenario:-

• 2034 - Cumulative Traffic Impact with Proposed Developments at OU and R(E) Site - Design Case with recommended improvement works by this project <u>and</u> with Sha Po junction improvement works.

2034 - Cumulative Traffic Impact with Proposed Developments at OU and R(E) Site but without Sha Po Public Housing Site - Design Case with recommended improvement works by this project <u>but</u> without Sha Po junction improvement works.</td><td>Queue length under design case scenario is summarised as follow:

<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th>ARM</th><th>Queue (Veh)</th><th>Queue(m)</th><th>Queue (Veh)</th><th>Queue(m)</th></tr>
<tr><td>A</td><td>8.3</td><td>50</td><td>19.4</td><td>116</td></tr>
<tr><td>B</td><td>2.6</td><td>16</td><td>0.9</td><td>5</td></tr>
<tr><td>C</td><td>3.8</td><td>23</td><td>1.7</td><td>10</td></tr>
<tr><td>D</td><td>7.8</td><td>47</td><td>0.9</td><td>5</td></tr>
<tr><td>E</td><td>1.4</td><td>8</td><td>1</td><td>6</td></tr>
<tr><td>F</td><td>6.3</td><td>38</td><td>2.2</td><td>13</td></tr>
<tr><td>G</td><td>6.3</td><td>38</td><td>0.9</td><td>5</td></tr>
</table>

Queue length under sensitivity scenario when Sha Po Public Housing Development is deferred is summarised as follow:

<table>
<tr><th></th><th colspan="2">AM Peak</th><th colspan="2">PM Peak</th></tr>
<tr><th>ARM</th><th>Queue (Veh)</th><th>Queue(m)</th><th>Queue (Veh)</th><th>Queue(m)</th></tr>
<tr><td>A</td><td>16.9</td><td>101</td><td>10.6</td><td>64</td></tr>
<tr><td>B</td><td>11.7</td><td>70</td><td>1.2</td><td>7</td></tr>
<tr><td>C</td><td>11.7</td><td>70</td><td>1.6</td><td>10</td></tr>
<tr><td>D</td><td>2.6</td><td>16</td><td>0.5</td><td>3</td></tr>
<tr><td>E</td><td>5.9</td><td>35</td><td>1.9</td><td>11</td></tr>
<tr><td>F</td><td>7.4</td><td>44</td><td>1</td><td>6</td></tr>
<tr><td>G</td><td>3.7</td><td>22</td><td>0.7</td><td>4</td></tr>
</table>
</td></tr>
</table>

	Departmental Comments	Responses to Comments
4.22	• For 2021 Observed Traffic Flows calculation, please review the input parameters for approach half width (V) and Entry angle (A) for arm F and update the calculation as necessary. • There should be no change in the input parameters for arm A as no change in the geometry of the entry lane in arm A. Please review the calculation for all scenarios. • For 2034 Design Traffic Flows calculation, the approach half width for arm B should remain unchanged (i.e. adopt 5.0m instead of 5.5m). Please update the calculations. • For 2024 Design Traffic Flows calculation, the approach half width for arm E should remain unchanged (i.e. adopt 6.3m instead of 5.5m). Please update the calculations. • For scenarios with recommended junction improvement works by this project, please update the approach half width for arm B as per your response from your preceding email.	Calculation Sheets of J14 have been revised and included under Appendix B of the revised TIA **(see Appendix E)**.

Under Further Information Submitted on 18.11.2024

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)”, “OS” and ‘Road’ Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

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2. Environmental Protection Department	2
3. Urban Design & Landscape Section of Planning Department	3

	Departmental Comments	Responses to Comments
1.	**Comments of Drainage Services Department received on 9.10.2024**	
	<u>Drainage Impact Assessment</u>	
1.1	Please advise the rationale of adopting different rainfall intensity in calculations.	Please be advised that DIA adopted 3 different rainfall intensities to access different purposes: - 1. 200-year rainfall intensity with 4-hour duration is adopted for estimating the required storage volume of detention pond. 2. 200-year rainfall intensity using storm constants is adopted to assess the catchments peak runoff for checking the flow capacity of the box culvert. (Urban drainage trunk system) 3. 50-year rainfall intensity is adopted to assess the capacities of the proposed u-channel with site (urban drainage branch systems).
1.2	Appendix F4: Please also indicate the checking for all sizes of u-channels.	Proposed u-channel checking has been included in Appendix F5 of the revised DIA **(see Appendix A)**.
1.3	DIA/ Figure 4: Please advise why there is no u-channel provided in the eastern side of site. Please advise how the surface runoff could be intercepted and collected. Peripheral drains should be provided for the proposed development.	U-channel has been proposed at the eastern side of the Application Site to collect surface runoff from Catchment A2 and A3. For details, please refer to Figure 4 of the revised DIA **(see Appendix A)**.

	Departmental Comments	Responses to Comments
	Sewerage Impact Assessment	
1.4	Previous comment 3.5 has not been fully addressed. SIA/ Figure 4: In the legend, the existing rising main should read existing twin rising mains.	Noted. Figure 4 of the SIA is updated accordingly **(see Appendix B)**.
1.5	SIA/ Figure 4: For the light blue legend, please add a remark "(to be confirmed during land exchange stage)" after "… to DSD for maintenance".	Noted. Figure 4 of the SIA is updated accordingly **(see Appendix B)**.
2.	**Comments of Environmental Protection Department received on 9.10.2024**	
	Environmental Assessment	
2.1	Please document TD's agreement on the traffic forecast data in the report once available.	The Applicant is given to understand that TD has no in-principle objection to the latest TIA submitted in late Aug 2024. Correspondence of TD's agreement on traffic forecast data is now under preparation and will be provided once available.
2.2	S.5.2.5 – "They will be installed at location farthest away from proposed residential development which is air sensitive in nature." - Please suitably incorporate this statement into the Section 2.4.20, Section 2.6, and Section 3 of the OIA.	The mentioned statement has been incorporated under Sections 2.1.19, 2.4.20, 2.6.1 and 3.1.4 of the revised OIA accordingly **(see Appendix C)**.
	Sewerage Impact Assessment	
2.3	R-t-C 1.2.1 & Note under Table 9 – Suggesting revising as " off-peak discharge to public sewer will be controlled and discharge from buffer tank will last for ~~be emptied within~~ 12 hours."	Noted. The note under Table 8 of SIA is revised accordingly **(see Appendix B)**.
2.4	Section 7.1.4 – It is noted that the proposed development will no longer utilize SPSPS, please clarify if the hydraulic checking under Appendix 5 is necessary.	Noted. Since the sewerage proposal for the proposed development will no longer utilize SPSPS, the hydraulic checking under Appendix 5 is no longer applicable. Appendix 5 and relevant content has been removed in the revised SIA accordingly **(see Appendix B)**.

	Departmental Comments	Responses to Comments
2.5	Section 7.1.5 & Table 11 – Please take into consideration the sewage flow from other planned developments in the vicinity which utilise KTSPS. Please clarify if the pump rate of SPSPS is the upgraded pump rate of SPSPS.	Section 7.1.5 of the revised SIA has considered the current average daily flow of KTSPS (2,478m3/day) to assess capacity of NSWSPS and YLEPP in Table 12 of revised SIA **(see Appendix B)**. Table 11 of the revised SIA has adopted the pump rate of KTSPS ($0.377m^3/s$) and the existing pump rate of SPSPS ($0.201m^3/s$) for checking of the existing DN1200 gravity sewer towards NSWSPS **(see Appendix B)**. A separate sensitivity analysis is presented in Appendix 8 of revised SIA with consideration of "*KTSPS under 100% utilisation*" and "*upgraded design sewage flow to SPSPS*" **(see Appendix B)**.
2.6	Table 11, Table 12 & Appendix 4 – Please include existing sewage flow of NSWSPS and sewage flow from planned development utilising KTSPS, NSWSPS and YLEPP in assessing the capacity of KTSPS, NSWSPS and YLEPP.	Noted. In addition to Table 11 and Table 12 in SIA, a sensitivity analysis is presented in Appendix 8 of revised SIA. This sensitivity analysis has adopted some more conservative assumptions with inclusion of:- 1. 100% utilisation of the design capacity of KTSPS ($17,133m^3$/day) and 2. Upgraded design sewage flow to SPSPS ($16,727m^3$/day) for NSWSPS and YLEPP capacity checking **(see Appendix B)**.
2.7	It is observed that the estimated sewage flow of the relocated soy sauce factory is larger than the limit of discharge flow rate of the existing WPCO licence, please be reminded that a valid WPCO licence should be in place for the operation of the relocated soy sauce factory.	Noted. Valid WPCO license would be obtained for the operation of the relocated soy sauce factory.
2.8	Figure 4 & Appendix 4 – Please clarify the inconsistency of internal diameter of the sewer from FTMH1 to MH07.	Figure 4 of the SIA has been revised to be consistent with the hydraulic calculations with Appendix 4 **(see Appendix B)**.

	Departmental Comments	Responses to Comments
3.	**Comments of Urban Design & Landscape Section of Planning Department received on 2.10.2024**	
	<u>Comments on the Revised AVA</u>	
3.1	Para. 4.4.1 and para. 5.1.5– According to Table 4.1, the Proposed Scenario 1 would have higher VR at Focused Group 33 (i.e. Eastern building setback) when compared with the Baseline Scenario. The consultant should include this in text where appropriate.	Noted, Para. 4.4.1 and Para. 5.1.5 of the AVA are revised accordingly **(see Appendix D)**.
3.2	Para. 4.4.2:-	
	i. According to Table 4.2, the Proposed Scenario 2 would have higher VR at Focused Group 16 (i.e. Park Yoho Venezia) when compared with the Baseline Scenario. The consultant should include this in text where appropriate.	Noted, Para. 4.4.2 and Para. 5.1.9 of the AVA are revised accordingly **(see Appendix D)**.
	ii. According to Table 4.2, the Proposed Scenario 1 would have higher VR at Focused Group 31 (i.e. building separation between T9/T10) when compared with the Baseline Scenario. The consultant should include this in text where appropriate.	Noted, Para. 4.4.2 and Para. 5.1.8 of the AVA are revised accordingly **(see Appendix D)**.
3.3	Conclusion (para. 5.1.4 to para. 5.1.10) – The consultant should update the comparison of VR among three scenarios based on the results listed in Tables 4.1 and 4.2 to avoid confusion. Such comparison should be focused on comparing the Proposed Scenario 1 with Baseline Scenario as well as the Proposed Scenario 2 with Baseline Scenario.	The conclusion had been revised to focus on comparison between Proposed Scenario 1 with Baseline Scenario and between Proposed Scenario 2 with Baseline Scenario. Para. 5.1.4 to para. 5.1.10 of the AVA are revised accordingly **(see Appendix D)**.

Latest Further Information to address departmental comments received in Jan 2025

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from "I(D)", "OS" and 'Road' Zones to "R(E)" Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long (Application No. Y/YL-NSW/9)

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	Departmental Comments	Responses to Comments
1.	**Comments of Environmental Protection Department received on 6.1.2025**	
	<u>Environmental Assessment</u>	
1.1	The applicant should provide TD's agreement of the traffic forecast data for completeness once it is available.	Please note that TD's agreement has been obtained and enclosed in the revised EA **(see Appendix E of the Consolidated Planning Statement)**.
	<u>Sewerage Impact Assessment</u>	
1.2	RtC 2.7 & Note under Table 6 – Please include the responses under the Note under Table 6.	The soy sauce factory originally had a WPCO license for treated effluent discharge to existing stream (SIA Appendix 6 refers.). After relocation of the soy sauce factory, the treated effluent will be proposed to be discharged to a new sewerage system. The application of corresponding WPCO license for operation of the relocated soy sauce factory is to be applied and obtained by the operator of relocated soy sauce factory. The statement is included in Note under Table 6 of revised SIA **(see Appendix G of the Consolidated Planning Statement)**.
1.3	Section 4.3.1 – Should "Planning Departing" read "Planning Department.	The typo in Section 4.3.1 of the SIA has been revised **(see Appendix G of the Consolidated Planning Statement)**.
1.4	Para 5.2.4 Table 9 & Appendix 4: Please check the peaking factor adopted which is inconsistent. Please rectify.	Please be advised the peaking factor in Table 9 (PF = 4) represents combined sewage discharge to communal sewer starting at manhole FSH1001880. Hydraulic checking under Appendix 4 is a more detailed presentation showing various peaking factors adopted due to different contributing population for proposed new sewer within the Application Site, while sewage discharge merged with existing communal sewer, peaking factor of 4 including existing upstream sewerage is adopted in accordance with GESF table T-5.

	Departmental Comments	Responses to Comments
1.5	Appendix 3: Please check the Notes for "Retail F&B GFA" and "Kindergarten GFA".	The Notes for "Retail F&B GFA" and "Kindergarten GFA" should be swapped, the Notes references have been corrected in Appendix 3 of the revised SIA **(see Appendix G of the Consolidated Planning Statement)**.
1.6	Appendix 4: Please advise the pipe material under Notes (3)-(5).	The DSD record plan specified the existing sewer sizes but without pipe material information, which will be confirmed on site in detailed design stage. Due to the uncertainty, a conservative slimed concrete sewer roughness is assumed in the hydraulic assessment. In case the sewer is found to be verified clay or PE pipes, such roughness will be improved resulting in better hydraulic performance. Pipe material will be confirmed in detailed design to the satisfaction of DSD.
1.7	Section 7.1. 9 & Table 12 – The sewage flow from planned developments utilising SPSPS, KTSPS, NSWSPS and YLEPP have not been considered in the capacity checking, please provide the information under Appendix 8 in the main text.	In view of limited planned developments data available, Table 12 conducted a capacity checking based on existing latest flow information available. On the other hand, a hypothetical sensitivity analysis under Appendix 8 adopted the maximum capacity of upgraded SPSPS, maximum capacity of KTSPS, and planned discharge from Light Public Housing to conduct the flow assessment as the worst case scenario. As per the findings of the sensitivity analysis, there are remaining capacity for both NSWSPS and the planned YLEPP. The sensitivity test is enclosed in **Appendix G of the Consolidated Planning Statement** for easy reference.

	Departmental Comments	Responses to Comments
2.	**Comments of Planning Department received on 17.1.2025**	
2.1	Please update Figure 1.2 in the EA with the latest boundary.	The drawings of the EA has been revised in accordance with the latest boundary **(see Appendix E of the Consolidated Planning Statement)**.
2.2	Please consider to change the primary school (to be handed over to the Government) to private school to be implemented by the project proponent.	Noted. The original rezoning proposal was formulated with reference to the requirements under Hong Kong Planning Standard and Guidelines. In view of the estimated population increase due to the subject proposed development, the Applicant previously proposed a reserved site for school use in the indicative scheme originally submitted to Town Planning Board in Year 2022. Lately, upon departmental circulation, it is understood that it is not necessary to reserve a site for public sector primary school in the proposed development. In the event that the reserved site is to be developed for educational purposes to be implemented by private sector, the future operator will make required application(s) and registration(s) to relevant Government authorities for approval under the prevailing policy. In view of the nature of the subject rezoning application, the proposed development is still at early land-use planning stage. There may be future changes in demographic context, district-wide planning context as well as site circumstances in the locality. Should there be any changes in land-use planning, there will be supporting applications submitted for Government department's consideration and approval.
2.3	Since the application site would cover the existing residential quarters to the western part of the Site, please check relevant technical documents to amend the application site boundary to cover it.	The existing temporary structures are situated on Government land at present. Should there be any developments / redevelopments of the piece of Government land that is currently occupied by existing temporary settlements at the western portion of the subject R(E) zone, the concerned party is required to submit relevant planning and lands submissions (e.g. S16 planning application or land exchange) for the proposed use on their own.

	Departmental Comments	Responses to Comments
2.4	Please confirm a 8-classroom kindergarten is proposed at the retail portion of the developments.	The floor space currently proposed for non-domestic use at the retail portions include GFA for shops and services, eating place, school and etc. use. According to current design assumption, a private 8-classrooms kindergarten is proposed at the retail portion. The standard of provision will comply with relevant standard and operation manual.
2.5	Please confirm whether the subway will be constructed by both developments (i.e. development under Y/YL-NSW/8 and 9) or it will be constructed by either one of the developments.	The subway will be implemented by the project proponent of either one of the developments (which is the earlier one) depending on the development timeline. The project proponent will also further coordinate the implementation timeline of both developments and the implementation of the subway to the planned Au Tau Station
2.6	As raised in the public comment from the Hong Kong and China Gas Company Limited, the project proponent should conduct a Quantitative Risk Assessment (QRA) to evaluate the potential risk and determine/implement the necessary mitigation measure(s) if required. Please confirm that the project proponent will conduct a QRA and liaise with The Hong Kong and China Gas Company Limited in respect of the exact locations of the existing and planned gas pipes/gas installations in the vicinity to the Site and any required minimum set back distance away from them during the planning, design and construction stages of the proposed development.	A quantitative risk assessment has already been prepared and submitted in Sept 2022 (FI 2) with respect to the risk guidelines. As concluded by the assessment, no further mitigation measures are required.
2.7	Please update the indicative Master Layout Plan with legend (in dark green) changed to 'PODIUM/COMMERCIAL/RETIAL/CLUBHOUSE'.	Noted, the figure has been revised accordingly **(see Figure 4.2 of the Consolidated Planning Statement)**.
2.8	Please update the planning statement and its drawings/appendices, including the Figure 2.3 and 2.4 showing BH profile and planned developments in the area.	Noted, the figures has been revised accordingly **(see Figures 2.3 and 2.4 of the Consolidated Planning Statement)**.
2.9	Please make sure the building separations in Figure A of VIA is tally with the building separation plan in the Appendix II and III of the AVA.	Noted.
2.10	Please provide a figure attached to the planning statement showing both the indicative scheme of Y/YL-NSW/8 and 9 for members' easy reference.	Noted, the figure is include as **Figure 4.12 of the Consolidated Planning Statement**.

	Departmental Comments	Responses to Comments
2.11	If the junction improvement works are not implemented (e.g. for Sha Po development), any proposed arrangement for such situation?	A sensitivity test has been prepared and submitted in Aug 2024 (FI 17) to assess the possible traffic implications if Sha Po Public Housing Development and its corresponding improvement works are not in place before completion of the proposed developments. As per the sensitivity test, traffic improvement works will have to be implemented for J7 (Castle Peak Road – Tam Mi / San Tam Road) and J10 (Yuen Long Eastbound at Au Tau Interchange) that include:- J7: Widening of San Tam Road southbound approach by removing existing hatch marking and setback of existing verge fronting Park Yoho to allow 2 nos. of full lane entering J7 **(see Figure 4.22 of Appendix D of the Consolidated Planning Statement)**. J10: Widening of Castle Peak Road – Yuen Long eastbound approach at Au Tau Interchange **(see Figure 4.23 of Appendix D of the Consolidated Planning Statement)**.

	Departmental Comments	Responses to Comments
2.12	Please briefly explain the differences of PR between Y/YL-NSW/8 and Y/YL-NSW/9.	The differences in PRs between the two planning applications are mainly due to their differences in site configuration and site area. For instance, Y/YL-NSW/8 has a larger site area, which is at present occupied by a single temporary development namely the Construction Sector imported Labour Quarters and also has included a Wetland Creation Area of 2.8 ha in Development Site. In comparison, the residential development portion of Y/YL-NSW/8 are relatively smaller after taking various site and planning constraints into consideration. These considerations include designation of a site for relocation of Soy Sauce Factory, provision of a reserved site for school use and provision of access road serving different portions as well as the existing temporary structures on the Government land on the western portion. The above renders different equivalent PRs in the two planning applications. Having said that, both of the Proposed Developments (under Y/YL-NSW/8 & 9) are still a compatible medium-density-medium-rise developments in their surrounding land-use planning context. They are both situated in close proximity to existing and committed traffic infrastructures (e.g. Tsing Long Highway and Au Tau Station). There are also a numbers of committed and approved developments in the vicinity (e.g. the approved residential development in Tung Shing Lei under LSPS No. 002, Sha Po Public Housing Development Park YOHO and etc.). Overall speaking, a descending BH and development intensity profile from the Sha Po Public Housing Development in the east to Nam Sang Wai area to the further northwest could be achieved.

Proposed Schedule of Uses for "Residential (Group E)"

RESIDENTIAL (GROUP E)
(for rural areas only)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

Schedule I: for open air development or for building other than industrial building

Ambulance Depot
Government Use (Police Reporting Centre, Post Office only)
Rural Committee/Village Office
Utility Installation for Private Project

Eating Place
Educational Institution
Flat
Government Refuse Collection Point
Government Use (not elsewhere specified)
Hotel
House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes)
Institutional Use (not elsewhere specified)
Library
Office
Petrol Filling Station
Place of Recreation, Sports or Culture
Private Club
Public Clinic
Public Convenience
Public Transport Terminus or Station
Public Utility Installation
Public Vehicle Park (excluding container vehicle)
Recyclable Collection Centre
Religious Institution
Residential Institution
School
Shop and Services
Social Welfare Facility
Training Centre

(Please see next page)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board

Schedule II: for existing industrial development (including relocation of existing industrial development falling within the same "R(E)")

Eating Place (Canteen only)
Government Refuse Collection Point
Government Use (not elsewhere specified)
Public Utility Installation
Recyclable Collection Centre
Rural Workshop
Utility Installation for Private Project
Warehouse (excluding Dangerous Goods Godown)

Industrial Use
Office
Petrol Filling Station
Public Convenience
Public Vehicle Park (excluding container vehicle)
Shop and Services (ground floor only)
Vehicle Repair Workshop
Wholesale Trade

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. Whilst existing industrial uses and relocation of existing industrial development falling within the same "R(E)" zone will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

(Please see next page)

Remarks

(a) In determining the maximum gross floor area and building height for uses under Schedule I above, no new development, or addition, alteration and / or modification to or redevelopment of an existing building (except redevelopment to 'New Territories Exempted House') shall result in a total development and / or redevelopment in excess of the maximum plot ratio of 2.73, and a maximum building height of 115mPD, or the gross floor area and building height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.

(b) In determining the maximum gross floor area and building height for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded. Any floor space that is constructed or intended for use solely as public vehicle park, public transport facilities or Government, institution or community facilities may also be disregarded.

(c) In determining the maximum non-domestic gross floor area and building height for uses under Schedule II above, no new development, or addition, relocation, alteration and / or modification to or redevelopment of an existing building (except redevelopment to 'New Territories Exempted House') shall result in a total development and / or redevelopment in excess of the maximum non-domestic gross floor area of 13,700m^2 and building height of 15mPD, or the non-domestic gross floor area and building height which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.

(d) In determining the maximum gross floor area for the purposes of paragraph (c) above, any floor space that is constructed or intended for use solely as car park, loading / unloading bay, plant room (including essential and non-essential plant rooms serving the industrial use) and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.

(e) Based on the individual merits of a development or redevelopment proposal, minor relaxation of the gross floor area and/or building height restrictions stated in paragraphs (a) to (c) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.

Proposed Explanatory Statement for "Residential (Group E)"

LAND-USE ZONING

"Residential (Group E)" ("R(E)") (Total Area: 8.16 ha.)

This zone covers the area to the south of Wing Kei Tsuen and the west of Castle Peak Road – Tam Mi. This zone is intended primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. Whilst existing industrial uses and relocation of existing industrial development falling within the same "R(E)" zone will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem. The Applicant(s) will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential interface problem.

Developments or redevelopment within site zoned "R(E)" under Schedule I for open air development or for building other than industrial building are subject to a maximum plot ratio of 2.73 and a maximum building height of 115mPD. The existing / relocated industrial developments under Schedule II are subject to a maximum non-domestic gross floor area of 13,700m^2 and building height of 15mPD. In order to facilitate operation, the relocated soy sauce factory will have a high ceiling requirements due to its special industrial nature, which about 7,300m^2 of the floor area will have a high headroom of about 8m and about 6,400m^2 of the floor area will have a headroom of about 5m. The industrial use will include manufacturing and food processing factory/workshop of soy, sauce, preserve fruits or vegetables or Chinese sweetmeats. No domestic buildings shall be erected thereon except ancillary premises that the District Commissioner, New Territories (Lands Department) may consider reasonable for accommodating staff and workers employed on the premises.

A primary school shall be provided upon phasing out of the existing industrial uses through redevelopment for residential use. Any floor space that is constructed or intended for use solely as public vehicle park, public transport facilities or Government, institution or community facilities shall be disregarded from GFA calculations.

To provide flexibility for innovative design, minor relaxation of the gross floor area, building height and site coverage restrictions may be considered by the Board through the planning permission system. Each application will be considered on its individual planning merits.

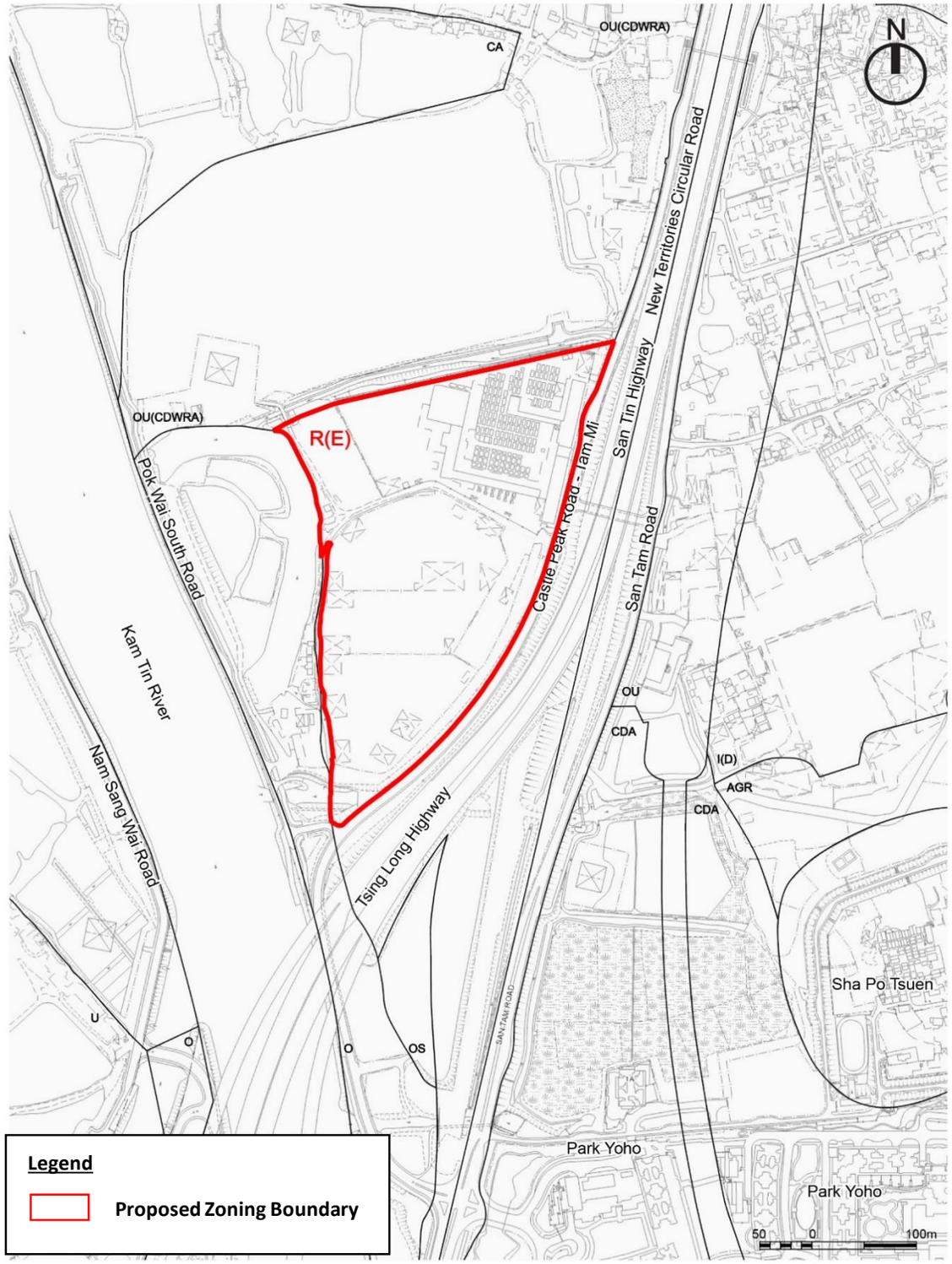
Y/YL-NSW/9

Section 12A Planning Application for Proposed Amendments to the Nam Sang Wai Outline Zoning Plan from “I(D)”, “OS” and ‘Road’ Zones to “R(E)” Zone at Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long

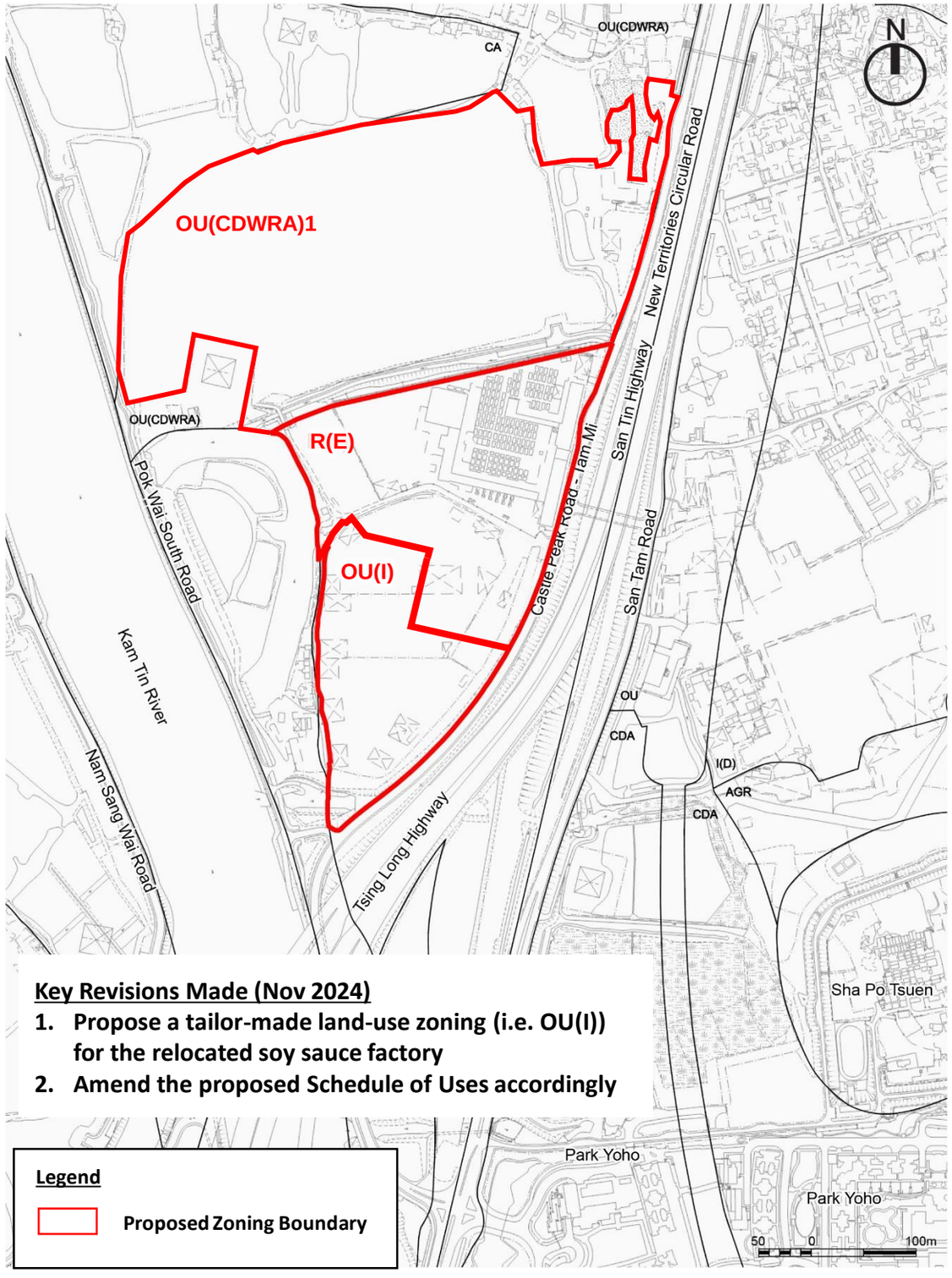
STUDY OF ZONING BOUNDARIES & OZP AMENDMENTS

(NOV 2024)

Possible Alternative Scenario (Nov 2024)



Submitted Proposed OZP Amendment



Key Revisions Made (Nov 2024)

1. **Propose a tailor-made land-use zoning (i.e. OU(I)) for the relocated soy sauce factory**
2. **Amend the proposed Schedule of Uses accordingly**

Alternative Scenario (Nov 2024)

llewelyn davies

Title

Proposed Amendments to the Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8

Checked	DH	Drawn	PW
Rev	0	Date	
Scale		Figure	A1

Proposed OZP Amendments

- **Residential (Group E)**

RESIDENTIAL (GROUP E)
(for rural areas only)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule I: for open air development or for building other than industrial building	
Ambulance Depot Government Use (Police Reporting Centre, Post Office only) Rural Committee/Village Office Utility Installation for Private Project	Eating Place Educational Institution Flat Government Refuse Collection Point Government Use (not elsewhere specified) ***Hotel*** House (other than rebuilding of New Territories Exempted House or replacement of existing domestic building by New Territories Exempted House permitted under the covering Notes) Institutional Use (not elsewhere specified) Library Office Petrol Filling Station Place of Entertainment Place of Recreation, Sports or Culture Private Club Public Clinic Public Convenience Public Transport Terminus or Station Public Utility Installation Public Vehicle Park (excluding container vehicle) Recyclable Collection Centre Religious Institution Residential Institution School Shop and Services Social Welfare Facility Training Centre

To reflect the previous rezoning approval (No. Y/YL-NSW/3) for the hotel cum shopping mall development at the existing OS zone.

RESIDENTIAL (GROUP E) (Cont'd)
(for rural areas only)

Column 1 Uses always permitted	Column 2 Uses that may be permitted with or without conditions on application to the Town Planning Board
Schedule II: for existing industrial development	
Eating Place (Canteen only) Government Refuse Collection Point Government Use (not elsewhere specified) Public Utility Installation Recyclable Collection Centre Rural Workshop Utility Installation for Private Project Warehouse (excluding Dangerous Goods Godown)	~~***Industrial Use***~~ Office Petrol Filling Station Public Convenience Public Vehicle Park (excluding container vehicle) Shop and Services (ground floor only) Vehicle Repair Workshop Wholesale Trade

Planning Intention

This zone is intended primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. Whilst existing industrial uses will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem.

With reference to previous GBP submission for the relocated soy sauce factory, "soy sauce factory" is defined as "Industrial" use.

Only "minor" alteration and modification of existing soy sauce factory will be allowed in future before relocation as per the Cover Notes of the OZP.

Proposed OZP Amendments

- **Residential (Group E)**

Remarks

a) *In determining the maximum gross floor area (GFA) and building height for uses under Schedule I above, no new development, or addition, alteration and / or modification to or redevelopment of an existing building (except redevelopment to 'New Territories Exempted House') shall result in a total development and / or redevelopment in excess of a* ***maximum GFA of 126,242m² and a maximum building height of 115mPD****, or the plot ratio and building height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.*

Represents the total GFA of the Proposed Development at the Residential Portion of the subject R(E) zone:

1. Domestic GFA: 115,942m²
2. Commercial Uses: 3,900m²
3. Covered Transport Lay-by: 6,400m²

b) *In determining the maximum plot ratio and building height for the purposes of paragraph (a) above, any floor space that is constructed or intended for use solely as car park, loading/unloading bay, plant room and caretaker's office, or caretaker's quarters and recreational facilities for the use and benefit of all the owners or occupiers of the domestic building or domestic part of the building, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.* ***Any floor space that is constructed or intended for use solely as public vehicle park, public transport facilities or Government, institution or community facilities may also be disregarded.***

The floor area of the reserved school site will be disregarded from GFA calculations

c) *Based on the individual merits of a development or redevelopment proposal,* ***minor relaxation of the GFA and / or building height restrictions*** *stated in paragraphs (a) to (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

Should there be any developments / redevelopments of the piece of Government land that is currently occupied by existing temporary settlements at the western portion of the subject R(E) zone, the concerned party is required to submit S16 planning application with minor relaxation of development restrictions for TPB's approval.

Proposed OZP Amendments

- **Residential (Group E)**

"Residential (Group E)" ("R(E)")

This zone covers the area to the south of Wing Kei Tsuen and the west of Castle Peak Road – Tam Mi. This zone is intended primarily for phasing out of existing industrial uses through redevelopment for residential use on application to the Town Planning Board. Whilst existing industrial uses falling within the same "R(E)" zone will be tolerated, new industrial developments are not permitted in order to avoid perpetuation of industrial/residential interface problem. The Applicant(s) will be required to submit adequate information to demonstrate that the new residential development will be environmentally acceptable, and suitable mitigation measures, if required, will be implemented to address the potential industrial/residential interface problem.

Developments or redevelopment within site zoned "R(E)" under Schedule I for open air development or for building other than industrial building are subject to a maximum GFA of 126,242m^2 and a maximum building height of 115mPD. In determining the maximum GFA and building height for uses under Schedule II for existing industrial development, no addition, alteration and / or modification to an existing building shall result in a total development in excess of the maximum GFA of the existing building.

A primary school shall be provided upon phasing out of the existing industrial uses through redevelopment for residential use. Any floor space that is constructed or intended for use solely as public vehicle park, public transport facilities or Government, institution or community facilities shall be disregarded from GFA calculations.

To provide flexibility for innovative design, minor relaxation of the plot ratio and / or building height restrictions may be considered by the Board through the planning permission system. Each application will be considered on its individual planning merits.

Proposed OZP Amendments

- **OU (Industrial Use)**

OTHER SPECIFIED USES

Column 1 *Uses always permitted*	*Column 2* *Uses that may be permitted with or without conditions on application to the Town Planning Board*
For "Industrial Use" only	
Government Refuse Collection Point *Government Use (not elsewhere specified)* *Public Convenience* *Public Utility Installation*	*Eating Place* *Government Refuse Collection Point* *Government Use* *Industrial use* *Public Convenience* *Public Vehicle Park (excluding container vehicle)* *Public Utility Installation* *Rural Workshop* *Shop and Services* *Utility Installation for Private Project* *Warehouse (other than Dangerous Goods Godown)* *Wholesale Trade*

Planning Intention

This zone is intended primarily for industrial uses that cannot be accommodated in conventional flatted factories due to extensive land and/or high ceiling requirements. It is also intended for the relocation and redevelopment of existing informal industrial uses, which are operated in workshop premises in rural area, to properly designed permanent industrial buildings.

Some "special" plant rooms serving the soy sauce factory may be considered as GFA accountable non-essential plant rooms by BD. They include steam boiler rooms, fan rooms, air compressor room, photo voltaic (PV) panel room, LPG store, DG chemical store, waste water treatment plant and associated plant rooms.

Remarks

a) *No new development, or addition, alteration and / or modification to or redevelopment of an existing building shall result in a total development and / or redevelopment in excess of the maximum non-domestic GFA of 13,700m^2 and a maximum building height of 15mPD, or the non-domestic GFA and building height of the building which was in existence on the date of the first publication in the Gazette of the notice of the interim development permission area plan, whichever is the greater.*

b) *In determining the maximum GFA for the purposes of paragraphs (a) above, any floor space that is constructed or intended for use solely as car park, loading / unloading bay,* ***plant room (including essential and non-essential plant rooms serving the industrial use)*** *and caretaker's office, provided such uses and facilities are ancillary and directly related to the development or redevelopment, may be disregarded.*

c) *Based on the individual merits of a development or redevelopment proposal, minor relaxation of the plot ratio, GFA and / or building height restrictions stated in paragraphs (a) and (b) above may be considered by the Town Planning Board on application under section 16 of the Town Planning Ordinance.*

Proposed OZP Amendments

- **OU (Industrial Use)**

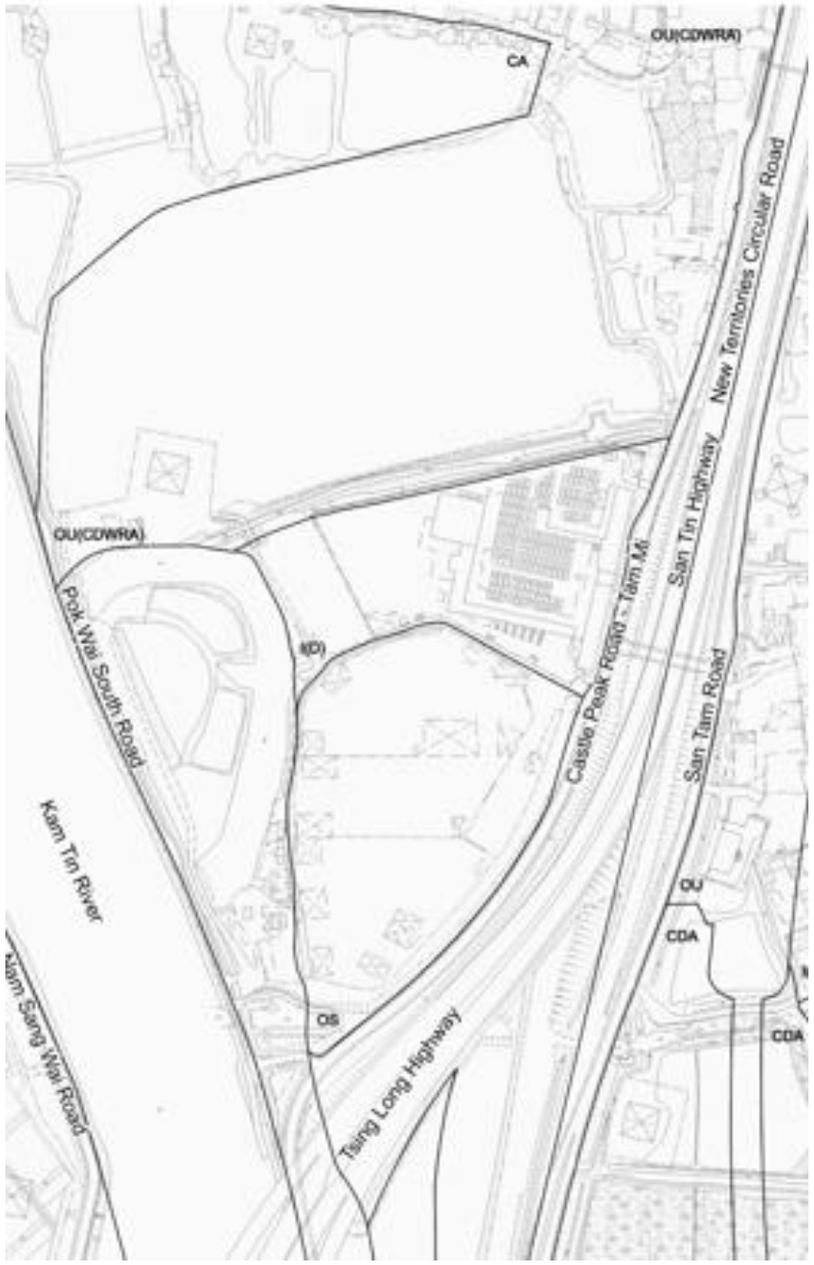
"OU (Industrial Use)" ("OU(I)")

The planning intention of this zone is primarily to provide land for industrial uses that cannot be accommodated in conventional flatted factories due to extensive land and/or high ceiling requirements. It is also intended for the relocation and redevelopment of existing informal industrial uses and an existing soy sauce factory at Castle Peak Road – Tam Mi Section to south-west of Mo Fan Heung, which are operated in workshop premises in rural area, to properly design permanent industrial buildings.

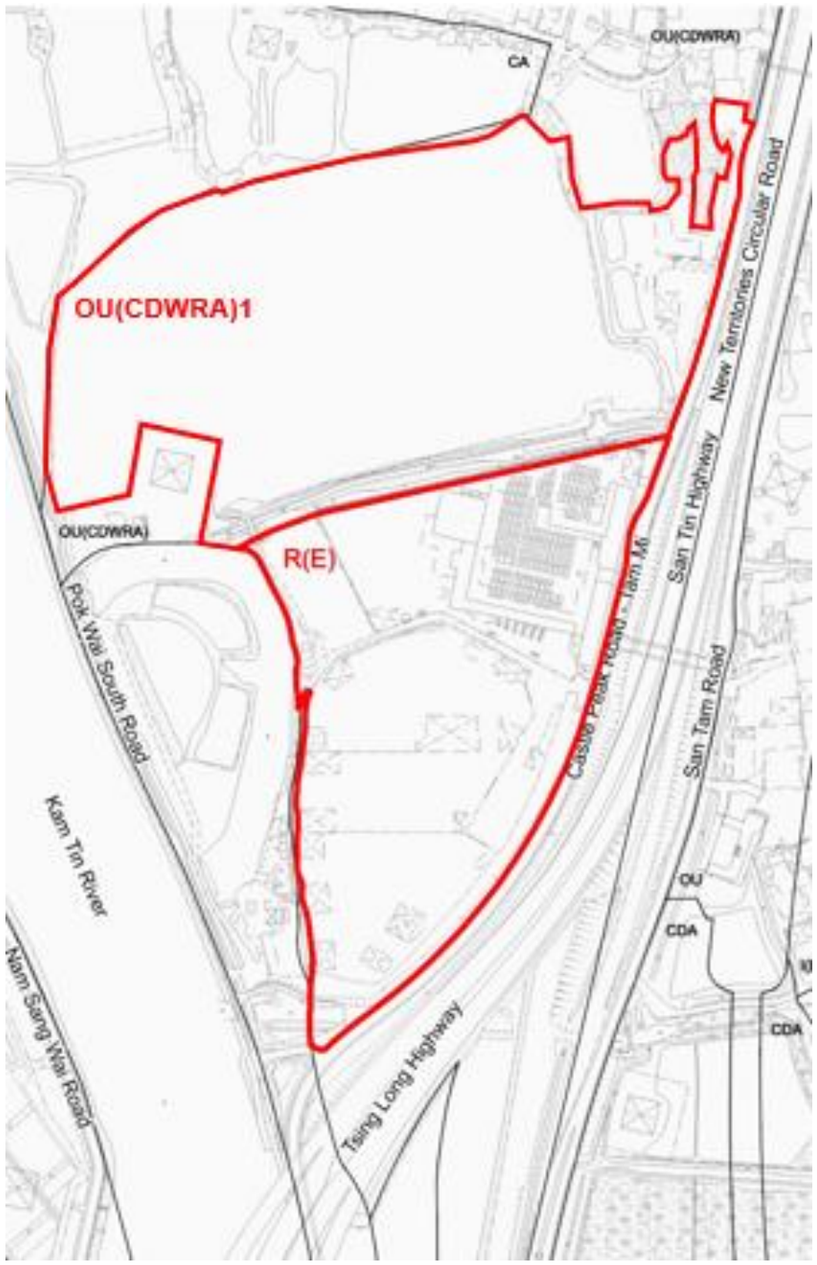
The maximum non-domestic GFA of 13,700m^2 and maximum building height of 15mPD are for redevelopment of an existing soy sauce factory at Castle Peak Road – Tam Mi Section to south-west of Mo Fan Heung. In order to facilitate operation, the relocated soy sauce factory will have a high ceiling requirements due to its special industrial nature, which about 7,300m^2 of the floor area will have a high headroom of about 8m and about 6,400m^2 of the floor area will have a headroom of about 5m. The factory will include manufacturing and food processing factory / workshop of soy, sauce, preserve fruits or vegetables or Chinese sweetmeats. No domestic buildings shall be erected thereon except ancillary premises that the District Commissioner, New Territories (Lands Department) may consider reasonable for accommodating staff and workers employed on the premises.

Summary

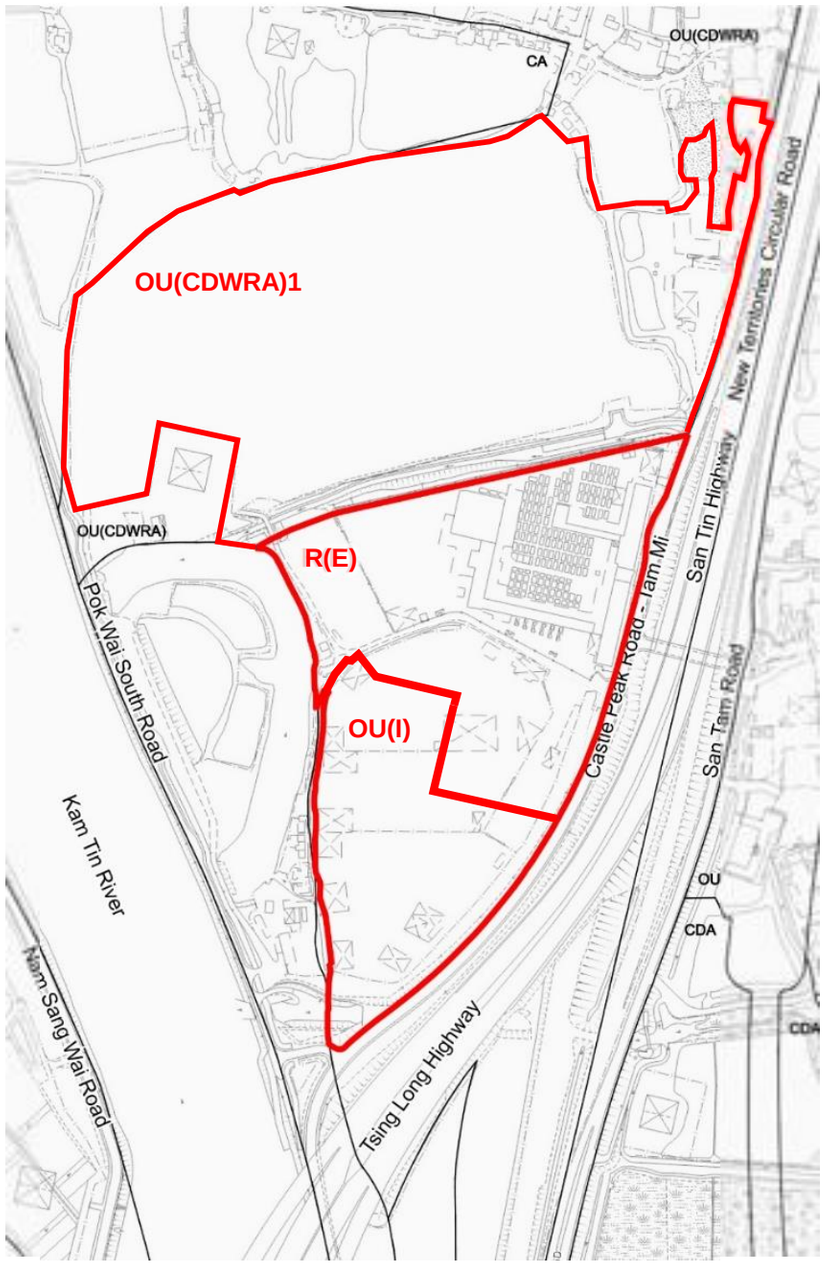
EXISTING OZP



SUBMITTED VERSION



ALTERNATIVE SCENARIO (NOV 2024)



Previous planning Applications covering the Application Site

Approved Applications

No.	Application No.	Use(s)/Development(s)	Date of Consideration (RNTPC/TPB)
1.	A/YL-NSW/2	Proposed Container Storage Yard	30.12.1994 by TPB (5 years*)
2.	A/YL-NSW/70	Temporary Container Storage Yard for a Period of 5 Years	28.1.2000 by RNTPC
3.	A/YL-NSW/158	Proposed Container Storage Yard	17.6.2005 by TPB (5 years)
4.	A/YL-NSW/194	Renewal of Planning Approval for Temporary Container Storage Yard for a Period of 5 Years	12.2.2010 by RNTPC
5.	A/YL-NSW/234	Temporary Container Storage Yard for a Period of 5 Yeras	6.2.2015 by RNTPC
6.	Y/YL-NSW/3	To rezone the site from "Open Storage" to "Commercial"	18.3.2016 by RNTPC
7.	A/YL-NSW/276	Temporary Container Storage Yard for a Period of 5 Years	20.3.2020 by RNTPC

Notes:
* The application on permanent basis was rejected by the Board on review but was granted approval to extend the validity of the planning permission on temporary basis from 3 years to 5 years in view of the need for the applicant to comply with the approval conditions and to maintain the viability of the proposed development.

Rejected Applications

No.	Application No.	Use(s)/Development(s)	Date of Consideration (RNTPC/TPB)	Rejection Reason(s)
1.	A/DPA/YL-NSW/18	Proposed Container Storage Yard	13.5.1994 Rejected by TPB	(1) to (3)
2.	Z/YL-NSW/5	To rezone the site from "Open Storage" to "Other Specified Uses" annotated "Comprehensive Residential Development to include Wetland Restoration Area"	15.2.2003 Rejected by RNTPC	(4) to (8)
3.	A/YL-NSW/183	Proposed Temporary Lard Factory for a Period of 3 Years	1.8.2008 Rejected by RNTPC	(4) and (9)

Rejection Reason(s):

(1) The proposed development would be affected by the imminent implementation of the proposed Route 3 (Country Park Section) project.

(2) Insufficient information had been included in the submission to demonstrate that the proposed development would not have adverse operational noise impacts on the nearby settlements and the proposed mitigation measures were insufficient to minimize such impacts.

(3) The proposed development would be affected by the implementation of the proposed Main Drainage Channels of Yuen Long and Kam Tin Stage I, Phase 2.

(4) The rezoning request/proposed development was not in line with the then TPB-PG No. 12B in that there was insufficient information to demonstrate that the proposed development would not have negative impacts on the ecological value of the surrounding areas.

(5) There was insufficient information to demonstrate that the proposed development would not result in industrial/residential interface problem with the adjoining industrial development.

(6) There was insufficient information to demonstrate that the proposed development would not result in adverse sewerage impact on the surrounding areas.

(7) There was insufficient information to justify the deviation of the BH height restriction stipulated under the then "OU(CDWRA)" zone, i.e. "maximum 6 storeys including 1 storey of carport".

(8) Approval of the rezoning request would set an undesirable precedent and attract similar applications for relaxation of BH restrictions for the area, the cumulative impacts of which would have adverse visual implications to the area.

(9) There was insufficient information to demonstrate that the proposed development would not have adverse ecological, environmental, sewage and drainage impacts on the surrounding areas.

Government Departments' Detailed Comments

1. Comments of the Commissioner for Transport (C for T):

The following requirements should be imposed to the planning application:

(a) The submission of a consolidated Traffic and Transport Impact Assessment (TIA).

(b) The design and provision of vehicular access and car parking and loading / unloading facilities for the proposed development.

(c) The design and implementation of road and junction improvement works, as proposed by the applicant.

(d) More bicycle parking space towards a ratio of 1 space per 7.5 flats to be considered.

(e) A design and implementation of the proposed pedestrian and bicycle subway (as shown in Figure 2.8 of the TIA) as proposed by the applicant.

(f) In the case of programme mis-match of the development and Sha Po Public Housing Development, the design and implementation of the proposed improvement works by the applicant, including but not limited to Section 4.7 of TIA.

(g) The proposed road layout shall be coordinated with interfacing projects.

2. Comments of the Director of Environmental Protection (DEP):

The fringe of the application site (the Site) falls within the boundary of Deep Bay Buffer Zone 2. The applicant shall double check and if affirmative, the proposed residential development at the Site will constitute a designated project under Item P.1, Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO). An environmental permit under the EIAO is required before the construction and operation of the proposed residential development

Detailed comments on the Sewerage Impact Assessment

1. Appendix 3: Please ensure all the relevant notes are marked on the calculation of item "Retail F&B GFA".

2. Appendix 5: Please check the calculation of the total DWF of Light Public Housing and revise relevant parts of the report where necessary

3. Comments of the Secretary for Education:

Provision of Kindergarten (KG)

(a) While KGs in Hong Kong are privately run and the provision of KG places is market driven all along, taking into account the existing provision of KG in the vicinity, there may be scope to allow flexibility for better utilisation of the planned KG premises for alternative gainful uses to meet the more pressing demands for other community services, if need be.

(b) Regarding an 8-classroom KG planned in the captioned site, her comments/ concerns for matters regarding Schedule of Accommodation, GFA and parking and loading/unloading spaces for the proposed KG as below for reference/ consideration.

Schedule of Accommodation (SoA) and Gross Floor Area (GFA) for a 6-classroom KG

(c) Please be informed that the "SoA for KG premises" has been revised to improve the learning environment by increasing the indoor floor area for each student by 20%. The revised recommended SoA for a 6-classroom KG has come into effect from October 2017 which is recommended for reserving space in developing new KGs as far as practicable, and is available for reference in Appendix 3 of the "Operation Manual for Pre-primary Institutions" (OM). We wish to point out that the total area for all items excluding toilet and outdoor play area as stated in the revised SoA for a 6-classroom KG is 551 square metres, and we trust that the toilet and sanitary facilities for students and staff should be adequately provided and outdoor play area should be provided whenever possible in the proposed KG. For your reference, for some KG premises having marked in GIC sites, the GFA for 6-classroom KG is approximate 900 square metres.

(d) As for a KG with more than 6 classrooms which targets to accommodate greater number of students and school staff, the revised SoA for 6 classrooms may not fully meet the needs of more students and teaching staff. Under such situation, you may consider making adjustment to increase the indoor areas (e.g. multi-purpose area/room, small group teaching rooms, etc.) as far as practicable. Moreover, you may also consider adjusting the numbers and/or size for the items where deemed necessary (e.g. reasonable provision of general facilities, such as Staff Office, Administrative Office, General Store, Kitchen, Laundry and Toilet etc.) to cater for the greater number of teaching staff and students as far as practicable

Safety concerns on L/UL spaces for KG school buses

(e) While parking and L/UL requirements for KG school buses are beyond our Bureau's purview, the developer concerned may refer to the Table 11, Section 2 of Chapter 8 "Internal Transport Facilities" of the HKPSG for relevant requirements as necessary. The developer is also advised to note the following safety concerns on L/UL space in respect of the KG students' use:

(i) designated L/UL period for KG school buses so as to avoid possible danger to KG students owing to the clash in using the space with other users; and

(ii) the safety of KG students walking between the L/UL spaces to the KG premises should be ensured at all time.

(f) Meanwhile, the developer should ascertain the premises for the proposed KG can meet the various requirements laid down in:

(i) the Education Ordinance, Education Regulations and relevant statutory requirements; and

(ii) "Operation Manual for Pre-primary Instiutions"
Relevant link: https://www.edb.gov.hk/attachment/en/edu-system/preprimary-kindergarten/about-preprimary-kindergarten/Operation_Manual_eng.pdf

4. Comments of the Director of Chief Engineer/Construction, Water Supplies Department (CE/C, WSD):

Detailed comments on the WSIA

Figure 4 – The 150mm dia. water main for flushing water supply to the "R(E)" site could source from the existing 300mm dia. fresh water main crossing San Tin Highway instead of from the existing 700mm dia. fresh water main on the east bound of San Tin Highway.

5. Comments of the Director of Electrical and Mechanical Services (DEMS)

Electricity Safety

(a) in the interests of public safety and ensuring the continuity of electricity supply, the parties concerned with planning, designing, organising and supervising any activity near the underground cable or overhead line under the application should approach the electricity supplier (i.e. CLP Power) for the requisition of cable plans (and overhead line alignment drawings, where applicable) to find out whether there is any underground cable and/or overhead line within and/or in the vicinity of the concerned site. They should also be reminded to observe the Electricity Supply Lines (Protection) Regulation and the "Code of Practice on Working near Electricity Supply Lines" established under the Regulation when carrying out works in the vicinity of the electricity supply lines.

Town Gas Safety

(b) The project proponent is required to observe the requirement of the Electrical and Mechanical Services Department's "Guidance Note on Quantitative Risk

Assessment (QRA) Study for High Pressure Town Gas Installations in Hong Kong" for carrying out the QRA that can be downloaded via the following link:

https://www.emsd.gov.hk/en/gas_safety/publications/guidance_notes/index.html

(c) The project proponent should liaise with The Hong Kong and China Gas Company Limited in respect of the exact locations of the existing and planned gas pipes/gas installations in the vicinity to the Site and any required minimum set back distance away from them during the planning, design and construction stages of the proposed development.

6. Comments of the Project Manager (West), Civil Engineering and Development Department (PM(W), CEDD)

Apart from Hung Shui Kiu/Ha Tsuen New Development Area and Yuen Long South Development, there are already numerous potential housing sites in Yung Long being or to be studied by CEDD. The accumulative capacity of various infrastructures, in particular traffic, water supply and sewage treatment infrastructures, shall be carefully addressed and agreed by the relevant departments to confirm the technical feasibility of the development under the current application.

7. Comments of the Director of Food and Environmental Hygiene (DFEH):

(a) No Food and Environmental Hygiene Department's (FEHD) facilities will be affected.

(b) Proper licence/permit issued by his department is required if there is any food business/catering service/activities regulated by the DFEH under the Public Health and Municipal Services Ordinance (Cap.132) and other relevant legislation for the public. Under the Food Business Regulation, Cap.132X, a food business licence is required for the operation of the relevant type of food business listed in the Regulation (e.g. a restaurant, a refreshment kiosk, etc.). The application for licence, if acceptable by FEHD, will be referred to relevant government departments such as the Buildings Department, Fire Services Department and Planning Department 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.

(c) Depending on the mode of operation, generally there are three types of food business licence/ permit that the operator of shop and services may apply for under the Food Business Regulation (the Regulation):

(i) if food is sold to customers for consumption on the premises, a restaurant licence should be obtained;

(ii) if food is only prepared for sale for consumption off the premises, a food factory licence should be obtained;

(iii) if fresh, chilled or frozen beef, mutton, pork, reptiles (including live snake), fish (including live fish) and poultry is sold, a fresh provision shop licence should be obtained.

(d) For the operation of refreshment kiosks, under the Food Business Regulation, Cap. 132X, a Food Factory Licence must be obtained from this department for food business which involves the preparation of food for sale for human consumption off the premises before commencement of such business. If milk, frozen confections, non-bottled drinks, cut fruit etc. are to be sold without preparation of other kind of food, relevant restricted food permits should be obtained.

(e) 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.

(f) proper licence issued by his department 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.

(g) there should be no encroachment on the public place and no environmental nuisance should be generated to the surroundings. Its state should not be a nuisance or injurious or dangerous to health and surrounding environment. Also, for any waste generated from such activities/operation, the applicant should arrange disposal properly at their own expenses.

(h) If FEHD is requested to take up management responsibility of new facilities (e.g. public toilets and refuse collection points), FEHD should be separately consulted. Prior consent from FEHD must be obtained and sufficient amount of recurrent cost may have to be provided to us.

(i) If provision of cleansing service for new roads, streets, cycle tracks, footpaths, paved areas etc, is required, FEHD should be separately consulted. Prior

consent from FEHD must be obtained and sufficient amount of recurrent cost may have to be provided to us.

(j) If domestic waste collection service of FEHD is required in future, prior comments from this Department on the waste collection plan, including the accessibility and maneuverability of RCV to RCP, should be sought.

8. Comments of the Leisure and Cultural Services (DLCS):

(a) If trees in the concerned area will be affected, the applicant should observe DEVB TC(W) No. 4/2020 on tree preservation and compensate the greenery loss due to the proposed development.

(b) If there are any venues and roadside amenity areas under the purview of Leisure and Cultural Services Department (LCSD) affected, the applicant should advise LCSD first.

(c) If the roadside amenity areas is inevitably be affected, the applicant should act in accordance with the prevailing and relevant guidelines and technical circulars and seek prior consent from LCSD in early planning stage.

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分支持發展，香港房屋問題多年未解決，項目提供近三千多伙，對樓宇供應有幫助，而且也配合將來北部都會區發展，而且基建亦大量工作精簡，對多次情打擊下的酒店經濟有很大幫助，我非常贊同。

「提意見人」姓名／名稱 Name of person/company making this comment 林偉昌
簽署 Signature [signature] 日期 Date 11/05/2022

RECEIVED 13 MAY 2022 Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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是次申請計劃近建七千多個單位！地盤位於遠離元朗市中心，，不会對元朗市中心做成多人過車的情況。申請地点位置風景優美，住居怡人。

強烈支持當局加快審批。

「提意見人」姓名／名稱 Name of person/company making this comment Kelvin
簽署 Signature Kelvin 日期 Date 11 May 2022

RECEIVED 13 MAY 2022 Town Planning Board

Appendix Va of RNTPC
Paper No. Y/YL-NSW/9A

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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項目提供多達三千多個住宅單位，切合市民需要。地点鄰近高速公路，將來亦有北環線車站服務該區，相信交通配套不成問題。強烈支持是次申請。

「提意見人」姓名／名稱 Name of person/company making this comment 張先生
簽署 Signature 張先生 日期 Date 11-5-2022

RECEIVED
13 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
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為配合北部都會區最新策略性規劃框架，以及可以紓緩目前房屋短缺問題，擬議建中密度房屋，中密度房屋對環境及設計對該區的規劃有其優點，例如採用階梯式建築方法，盡量減低環境影響，而且計劃對自然生態沒有嚴重影響，這可以提升居住環境，所以贊成以上發展項目。

「提意見人」姓名／名稱 Name of person/company making this comment Alex.
簽署 Signature Alex. 日期 Date 11 May 2022

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13 MAY 2022
Town Planning Board

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區於元朗超過十五年的我，非常支持以上申請。

雖然它是位於濕地緩衝區，但卻符合政府釋放比類土地的政策，可以支持。

另外，建築物的階梯式設計，可以減低對環境視覺上及空氣流通的影響，值得欣賞。

「提意見人」姓名／名稱 Name of person/company making this comment S Y Wong
簽署 Signature S Y Wong 日期 Date 11 May 2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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Details of the Comment (use separate sheet if necessary)

我支持這項申請，這項申請發展可以紓緩現時商屋短缺的問題，加上發展的密度和附近的土地規劃互相協調，所以支持。

「提意見人」姓名／名稱 Name of person/company making this comment Nicole
簽署 Signature Nicole 日期 Date 10 May 2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
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支持 Y/YL-NSW/9：

一. 項目地盤荒廢多年，浪費土地資源

二. 發展可提供三千多伙單位供應。
總綫房屋供應只是所產生問題！

三. 基建提供不同就業機會，對經濟有利。

「提意見人」姓名／名稱 Name of person/company making this comment 陳忠明
簽署 Signature 陳 日期 Date 12/05/2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持 Y/YL-NSW/9 的規劃申請，因項目可興建三千多個平均400多呎的中小型住宅單位，十分適合港人家庭置業的需要，亦可同時協助香港社會解決房屋不足的問題。

「提意見人」姓名／名稱 Name of person/company making this comment 徐小姐
簽署 Signature 徐 日期 Date 2022年5月11日

RECEIVED
13 MAY 2022
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人讚成這項申請，以下是理由：

第一：因為此項目遠離元朗市中心，所以相應對元朗市中心不會造成壓力

第二：可以配合北部都會的最新規劃

「提意見人」姓名／名稱 Name of person/company making this comment Fa
簽署 Signature Fa 日期 Date 11 May 2022

RECEIVED
13 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人是香港居民，我非常支持該發展項目。
原因如下：
該項目發展可以紓緩香港目前房屋嚴重短缺問題，讓更多港人更多有完單住選擇。
發展該項目可以提供就近就業，提供更多就業機會選擇，提高升就業率

「提意見人」姓名／名稱 Name of person/company making this comment 陳彥明
簽署 Signature 陳彥明 日期 Date 10/5/22

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
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我支持：該項發展能解決區內購物設施不足的問題，項目包括建商場配套，交通方便，現時鄰近新自公路，將來附近有北環線的鐵路站，加快單位，能供應中小型單位，配合港人需要。

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

簽署 Signature 林 日期 Date 11 MAY 2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持這申請，原因如下：

1. 這申請項目包括建商場的配套，可以解決區內購物設施不足的問題。

2. 又可以促進就業機業，方便該區的市民，減少跨區的交通問題。

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

簽署 Signature teeth 日期 Date 10 - 5 - 2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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我支持申請項目，因為計劃對自然環境沒有太大影響。這項目建在北區由地鐵線附近，所以非常配合未來香港政府發展計劃。這項目不在市中心，所以不會對附近市中心造成交通壓力。

「提意見人」姓名／名稱 Name of person/company making this comment Chan Yau Loi
簽署 Signature [signature] 日期 Date 7/5/2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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支持項目發展提供設計優點和規劃增益，例如採用階梯式建築物高度，配合政府政策，可以增加房屋供應，符合地區規劃的最新情況，與同申請地盤原有的規劃意向，十分支持。

「提意見人」姓名／名稱 Name of person/company making this comment Kitty
簽署 Signature Kitty 日期 Date 10-05-22

RECEIVED
13 MAY 2022
Town Planning Board

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Y/YL-NSW/9的發展項目可以透過已規劃的北環線所增強的基礎設施能力釋放申請地點的發展潛力，能配合北部都會區最新的策略性規劃框架，希望盡快通過。

「提意見人」姓名／名稱 Name of person/company making this comment [signature]
簽署 Signature [signature] 日期 Date 10.05.2022

RECEIVED 13 MAY 2022 Town Planning Board

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本人居於新界區，很贊成此申請。
現時香港住宅供應緊張，應加快批核。
有人住的地方，就會有商業活動，可以幫助提升香港的經濟發展。

「提意見人」姓名／名稱 Name of person/company making this comment Y S Lo
簽署 Signature Y S Lo 日期 Date 二〇二二年五月十日

RECEIVED 13 MAY 2022 Town Planning Board

致城市規劃委員會秘書：
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本人覺得該計劃是值得支持的，擬議建3,115住宅單位，平均每個單位400多平呎，正適合香港家庭需要，希望政府盡快審批。

「提意見人」姓名／名稱 Name of person/company making this comment 張
簽署 Signature 張 日期 Date 12/5/2022

RECEIVED 13 MAY 2022 Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持Y/YL-NSW/9的規劃項目，該規劃能配合北部都會區最新的策略性規劃框架，發展可以紓緩目前房屋嚴重短缺問題，配合政府政策以增加房屋供應，所以我十分支持該項規劃。

「提意見人」姓名／名稱 Name of person/company making this comment Ms. Tung Lin
簽署 Signature Ling 日期 Date 9.05.2022

RECEIVED 13 MAY 2022 Town Planning Board

致城市規劃委員會秘書：
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Details of the Comment (use separate sheet if necessary)

① 擬建3,115住宅單位平均每個單位400多平方尺 不高於29層，符合土地用途及低密度。
② 發展密度與附近的土地規劃，互相協調，因此支持Y/YL-NSW/9的發展項目。

「提意見人」姓名／名稱 Name of person/company making this comment 潘鏡長
簽署 Signature [signature] 日期 Date 12.05.2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持上述申請，因它能興建三千幾個中小型住宅單位，每個單位平均能有400幾呎，切合未來人居住需要。而建切這些住宅項目同時，有關發展也能增加美化或綠化當區的機會，令環境衛生質素得以提升。

「提意見人」姓名／名稱 Name of person/company making this comment 林太
簽署 Signature [signature] 日期 Date 2022年5月11日

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

該申請供應三千多伙住宅，亦有場商及交通站配套，十分支持！希望發展商加大商場的規模，配合增加的人口！

「提意見人」姓名／名稱 Name of person/company making this comment OC Mak
簽署 Signature OC Mak 日期 Date 13 May 2022

RECEIVED 13 MAY 2022 Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我非常支持該項目，
在當區發展中密度房屋建設適合當區的土地用途和密度。帶動社區就業機會，提供更多就業機會給港人。
項目的配套非常完善，包括建商場，可解決區內購物設施不足的問題。

「提意見人」姓名／名稱 Name of person/company making this comment 陳生
簽署 Signature 陳 日期 Date 11/5/22

RECEIVED 13 MAY 2022 Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持這個項目。

可以把來路原有完善的斜坡先拆去重新修，又可以

提升居住環境，美化高盛環境。

不是建一工程，環境、視覺、交通都多方面不合適成負面影響

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

簽署 Signature 陳 日期 Date 11/5/22

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持 Y/YL-NSW/9 此申請，因此項目將興建 3,000 多個平均達 400 多平方呎的住宅單位，惠及很多希望置業的香港市民，亦能協助香港提升住房條件。此項目亦靠近新田公路，方便出入市區，交通便利。

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

簽署 Signature 日期 Date 2022年5月11日

RECEIVED
13 MAY 2022
Town Planning Board

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持以上項目。
因發展項目可配合政府政策配合北部都會區
最新的策略性規劃框架，使更多港人居住北部
同時可以通過已規劃的北環線所增強的基
礎設施能力，釋放申請地點的發展潛力。
基于上述，望城規會审批通過。

「提意見人」姓名／名稱 Name of person/company making this comment 和枝
簽署 Signature 和枝 日期 Date 12/5/22

RECEIVED
13 MAY 2022
Town Planning Board

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有關的規劃申請編號 The application no. to which the comment relates Y-YL-NSW-9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，对於項目发展，我是贊成的。
因为項目包括商場，对附近居民来说，解决区内設施
不足的問題，而且鄰近新田公路，將来更有北环線
的鉄路站，交通將会非常方便。

「提意見人」姓名／名稱 Name of person/company making this comment Winnie Chu
簽署 Signature Winnie Chu 日期 Date 9-5-2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人居於元朗區，對此規劃申請很同意。

元朗市中心已經太擁迫，而此申請包含了商場設施，既可以為該區市民提供日常生活所需，也可以避免為元朗市中心增加添擁力。一舉兩得。

而且，將來的北環線車站會位於附近，也很利市民出入。

「提意見人」姓名／名稱 Name of person/company making this comment C W Wan
簽署 Signature C W Wan 日期 Date 11 May 2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

贊成。這個項目能配合北部都會區最新策略性規劃框架，並且能釋放這個申請地點的發展潛力。

此外，這個項目的建築會採用階梯式建築物高度，在視覺上不會造成負面的影響，也不會影響周邊的境觀。

「提意見人」姓名／名稱 Name of person/company making this comment Yiu
簽署 Signature 日期 Date 10th May 2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

項目發展好處：-
- 增加房屋供應，提供良好環境，美化當區.
- 由荒地引起的問題，得以解決，增加土地供應，
- 建築設計方面，以中密度及階梯式建築物設計增加通風，俱環保意識及元素.
- 而且配套方面有商場及食店，提供生活所需，
- 不會对元朗市中心造成壓力.

所以支持上述項目.

「提意見人」姓名／名稱 Name of person/company making this comment Ms Ku.
簽署 Signature [signature] 日期 Date 12-5-2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

作為新界居民，是絕對支持該申請項目。目前香港發展可以紓緩目前房屋嚴重短缺問題和發展密度亦與附近的土地規劃互相協調。

「提意見人」姓名／名稱 Name of person/company making this comment Wu Sau Mei
簽署 Signature [signature] 日期 Date 11/5/2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是元朗附近一帶居民，非常了解這裏，附近一帶環境優美，但土地閒置多年，現用作有用土地建屋既可解決本港房屋供應不足，也可解決荒地問題，提升市民生活質素，項目也提供購物設施，方便居民，我非常支持！

「提意見人」姓名／名稱 Name of person/company making this comment John Chong
簽署 Signature Chong 日期 Date 11/05/2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我十分支持以上項目，因香港房屋問題多年未解決，主要是供應不足和審批慢。項目所提供的三千多伙以中小型單位為主，令港人以小家庭為主，而且項目有提供購物商場，初級居民市民使用，十分方便，進出落實。

「提意見人」姓名／名稱 Name of person/company making this comment Ray Ban
簽署 Signature Ban 日期 Date 11/05/2022

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13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，我支持強屋項目。因為能配合北部都會區的規劃，而且發展可以解決房屋短缺的問題。
對於社區而言，能增加就业机会，是非常好的。

「提意見人」姓名／名稱 Name of person/company making this comment 林月清
簽署 Signature 林月清 日期 Date 7-5-2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持這申請。現時香港房屋短缺，希望加快興建房屋，加上這個項目的住宅，平均每個單位400多呎，最適合香港家庭的需要。而且，這會是中密度住宅，適合當區的土地用途。

「提意見人」姓名／名稱 Name of person/company making this comment Miss Tam
簽署 Signature [signature] 日期 Date 12 May 2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，我支持這發展，因為計劃符合最近政府的相關政策，可以有效釋放位於「濕地緩衝區」內的土地的發展潛力，而且發展~~可以~~密度與附近的土地規劃互相協調。

「提意見人」姓名／名稱 Name of person/company making this comment Miko Lam
簽署 Signature [signature] 日期 Date 11 May 2022

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13 MAY 2022
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是香港居民，支持發展這個項目。
因為可以提升居住環境及計劃對自然生態沒有嚴重影響。

「提意見人」姓名／名稱 Name of person/company making this comment Wong Sui Kuen
簽署 Signature [signature] 日期 Date 10-5-2022

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13 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持發展

可以促進社區就業和中密度房屋建設適合當區的土地用途和密度.

「提意見人」姓名／名稱 Name of person/company making this comment Wong Sai Ying
簽署 Signature [signature] 日期 Date 2022-5-6.

RECEIVED
13 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是香港原居民，本人很支持這發展項目. 該項目發展人口主要是不會對元朗市中心造成很大的影響. 同時可提升周邊環境生活.

「提意見人」姓名／名稱 Name of person/company making this comment 張晉誠
簽署 Signature [signature] 日期 Date 10-5-2022

RECEIVED
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致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是香港居民，支持發展這個項目。
因遠離元朗市中心，該項目人口增長不對元朗市中心造成壓力，同時也能提升周邊的居住環境

「提意見人」姓名／名稱 Name of person/company making this comment Wong Ka Po
簽署 Signature [signature] 日期 Date 6-5-2022

RECEIVED 13 MAY 2022 Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是香港居民支持工業地未來發展為住宅用地，因為鄰近新田公路，將來有北環線的鐵路，及有商場配套，可解決區內購物設施不足的問題

「提意見人」姓名／名稱 Name of person/company making this comment Enid Chan
簽署 Signature [signature] 日期 Date 6-5-2022

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-HSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持工業地帶發展為住宅地帶，因為擬議建3,15住宅單位，平均每個為400多平方尺，加快置班，供應中小型單位，切合港人需要。

「提意見人」姓名／名稱 Name of person/company making this comment Cheng Chan
簽署 Signature Cheng 日期 Date 6-5-2022

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人是新界居民，支持顯示為道路的地方改建為住宅地，因發展提供設計優点和規劃場益，例如採用階梯式建築物高度。及計劃對自然生態沒有嚴重影響。

「提意見人」姓名／名稱 Name of person/company making this comment Fan Siu Ching
簽署 Signature Ching 日期 Date 6-5-2022

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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@p.and.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人是新界居民，就支持工業地帶改劃為住宅地帶，因為能配合北部都會區最新的策略性規劃指引及可以紓緩目前房屋嚴重短缺問題。

「提意見人」姓名／名稱 Name of person/company making this comment Derek Chan
簽署 Signature Derek 日期 Date 6-5-2022

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是本地居民，我支持露天貯物地帶發展為住宅地，因發展意見符合新界土地規劃互相協調及可以紓緩目前房屋嚴重短缺問題

「提意見人」姓名／名稱 Name of person/company making this comment Fan Ching
簽署 Signature Ching 日期 Date 6-5-2022

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持這計劃因為可以紓緩目前房屋嚴重短缺的問題，
而這計劃也非常配合北部都會區的發展政策，使荒地發展成為
田的地。

「提意見人」姓名／名稱 Name of person/company making this comment Angel Dai
簽署 Signature [signature] 日期 Date 6/5/2022

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

這申請項目非常值得支持，因為項目配套可以解決區
內購物設施不足的問題，在建造期間可以提供很
多就業機會。

「提意見人」姓名／名稱 Name of person/company making this comment Charlie Chan
簽署 Signature [signature] 日期 Date 7/5/2022

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我覺得任何大型項目申請都應該支持，因為可以令市民更加快有居住地方，所以這發展可以配合政府政府策，增加住宅。最重要是我覺得可以美化當區環境。

「提意見人」姓名／名稱 Name of person/company making this comment Tang Man Wah
簽署 Signature [signature] 日期 Date 11/5/22

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I support the proposal of providing over 3,000 flats to HK because:

1. right density and building height;
2. resumption is not require i.e. faster supply;
3. No compromise on natural environment.

「提意見人」姓名／名稱 Name of person/company making this comment Mr. Chang
簽署 Signature Mr. Chang 日期 Date 2022-5-10

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

發展密度與附近的土地規劃互相協調，
而中密度住屋建設適合當區的土地用途和密度，
這是十分值得支持的。

「提意見人」姓名／名稱 Name of person/company making this comment Roy
簽署 Signature Roy 日期 Date 12/5/2022

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13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

該地段連接元朗市中心，又包建商場而已矣，可解
決區內購物設施不足的問題，該工程的人口
增長亦會對元朗市中心造成壓力，是十分值得支持。

「提意見人」姓名／名稱 Name of person/company making this comment Dick
簽署 Signature Dick 日期 Date 12/5/2022

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，非常支持發展新界地區土地，因爲香港人非常需要新土地建造多些房屋供人上車。而這項目的發展密度非常接近政府的規劃，這可以產生協同效應。

「提意見人」姓名／名稱 Name of person/company making this comment Michelle Tsui
簽署 Signature [signature] 日期 Date 9/5/22

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支持發展

因為可以促進社區就業，發展可以紓緩日前房屋土地，嚴重短缺的問題。

「提意見人」姓名／名稱 Name of person/company making this comment Wong Wai Chun
簽署 Signature [signature] 日期 Date 9-5-2022

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

該地段發展密度與附近的土地規劃互相協調，擬建 3,115 住宅單位，平均每個單位 400 多平呎，不合適市場人需要。

「提意見人」姓名／名稱 Name of person/company making this comment: Mrs Tai
簽署 Signature: [signature] 日期 Date: 12 May 2022

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支持發展該地段，可以善用土地，盡快增加房屋供應。

「提意見人」姓名／名稱 Name of person/company making this comment: 王先
簽署 Signature: [signature] 日期 Date: 12 May 2022

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支持，因為以下原因：
1. 從環保角度出發，這個項目可以美化當區環境，而且設計採用階梯式建築物高度，不會遮擋風景。
2. 沒有嚴重影響自然生態，也不會破壞當區環境。

「提意見人」姓名／名稱 Name of person/company making this comment Miss Chan
簽署 Signature [signature] 日期 Date 6.5.22

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能夠發展新界都是十分同意的。由於新界大自由荒地引起的問題，發展是可以解決此問題，讓當區得以美化和提升居民居住環境，並且此計劃對自然生態沒有嚴重影響。

「提意見人」姓名／名稱 Name of person/company making this comment Andy Wong
簽署 Signature [signature] 日期 Date 12-5-2022

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

為配合政府政策，增加房屋供應，以及配合北部都會區的最新策略性規劃，釋放申請地點的發展潛力，位於濕地緩衝區內的土地，是好選擇。發展提供配合環境設計，以階梯式的建築方法，增加通風，改善環境，美化營區，提升居住環境質素，所以支持以上發展。

「提意見人」姓名／名稱 Name of person/company making this comment [illegible]
簽署 Signature [illegible] 日期 Date 7 May 2022

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現時政府供應房屋不足港人需求大，該項目發展擬建 31 個住宅單位，平均每個單位 400 多平方尺，不高於 2 層。中等居住宅單位，符合港人需求，可以緩解目前房屋嚴重短缺的問題。
所以本人支持這個項目發展，望城規會加快審批通過。

「提意見人」姓名／名稱 Name of person/company making this comment [illegible]
簽署 Signature [illegible] 日期 Date 10.5.22

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持這項申請，可以善用土地資源，由荒地改爲住宅用途；而且這發展可以紓緩目前房屋嚴重短缺的問題。

「提意見人」姓名／名稱 Name of person/company making this comment Henry
簽署 Signature Henry 日期 Date 2022年5月11日

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13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
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傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

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Details of the Comment (use separate sheet if necessary)

本人支持上述申請項目，因現時香港住房供應嚴重不足，如能通過此項目興建3000多個住宅單位，能有助紓緩住房供求失衡的情況。而通過興建這些住宅項目，亦能增加未來的就業機會，例如建造業，物業管理行業等職位，提升就業率。

「提意見人」姓名／名稱 Name of person/company making this comment 周先生
簽署 Signature 周 日期 Date 11-5-2022

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Town Planning Board

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Details of the Comment (use separate sheet if necessary)

我支持這項申請的。首先，這申請地點位於「濕地緩衝區」的邊陲，如果發展這片土地，可以有效釋放位於「濕地緩衝區」內的土地發展，符合政府的相關政策。

其次，這項申請遠離元朗市中心，所以即使人口有所增長也不會對元朗市中心形成壓力。

「提意見人」姓名／名稱 Name of person/company making this comment 譚先生
簽署 Signature [signature] 日期 Date 11/5/22

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13 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

以上的申請是值得支持，因為可以配合北部都會區最新的策略性規劃框架；亦可以與過往規劃的北環線所增強的基礎設施能力，釋放申請地点的發展潛力。

「提意見人」姓名／名稱 Name of person/company making this comment Jessica Li
簽署 Signature [signature] 日期 Date 11 May 2022

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15 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，我支持這個規劃申請。
因是這個住宅建成後，會有商商場配套，這樣
可解決區內購物設施不足的問題。另外，商場
建好後，一定會提供很多就業機會，這樣可以
南區居民
原區就業，不用跨區工作。

「提意見人」姓名／名稱 Name of person/company making this comment 梁小姐
簽署 Signature [signature] 日期 Date 1-5-22

RECEIVED
15 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

作為一名新界區的居民，非常歡迎此申請。
~~~
~~~

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

項目發發興建3千多個中小型住宅單位，中小型單位加快富地，切合港人需要，平均每單位400多平方尺，居住面積合理，而且鄰近新田公路，將來有北環線鐵路站，交通方便，而且項目包括建商場配套，方便市民，而且可以解決區內購物設施的問題，而項目人口增長不會对元朗市中心造成壓力，所以支持項目發展。

「提意見人」姓名／名稱 Name of person/company making this comment C.T
簽署 Signature [signature] 日期 Date 9-5-2022

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13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-nsw/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

Connecting to existing highway and also to be served by the Northern Link, the subject location is an appropriate site for housing use.
In terms of natural environment, the said development will bring more biodiversity to the site.

「提意見人」姓名／名稱 Name of person/company making this comment Mich
簽署 Signature Mich 日期 Date 12/5/22

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意見詳情（如有需要，請另頁說明）
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現在的申請項目是完全可以符合最近政府的相關政策，有效地釋放位於濕地緩衝區」內的土地發展潛力；而且交通方便，現時鄰近青山公路，將來附近有北環線的全鐵路站。

大家一起支持，謝謝晒

「提意見人」姓名／名稱 Name of person/company making this comment Leung Yuk Chun
簽署 Signature Yuk Chun 日期 Date 11/5/2022

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13 MAY 2022
Town Planning Board

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就地會令環境變差，而且流出較少。但如果實施的話，不但可以令環境改善，更能提升居住環境，增加高院供應。

項目申請擬建3115个單位，平均是大約400呎，非常適合小家庭用，所以我支持這个發展項目的。

「提意見人」姓名／名稱 Name of person/company making this comment LAM YUET MING.
簽署 Signature LAM Yuet Ming. 日期 Date 8/5/2022

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13 MAY 2022
Town Planning Board

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95

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，我支持改劃，因為發展可以紓緩目前房屋嚴重短缺問題，而發展土是依設計優點，未來規劃地盡其用，例如採用階梯式建築物高度，同時亦可美化當區環境。

「提意見人」姓名／名稱 Name of person/company making this comment Ian Tam Ian
簽署 Signature [signature] 日期 Date 11 May 2022

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13 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我讚成這項申請，這項目的發展能配合北部都會區的最新策略性規劃框架，而且發展中小型的住宅單位，十分切合普羅人的需要。

「提意見人」姓名／名稱 Name of person/company making this comment Master
簽署 Signature [signature] 日期 Date 11 - 5 - 2022

RECEIVED
13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
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發展項目擬建3千多個住宅單位，平均400多平方尺，這項目是適合居住的尺數而且中密度的屋建設是適合當區土地用途，而這項目遠離元朗市中心，人口增長不會对元朗市中心造成壓力，所以支持項目發展

「提意見人」姓名／名稱 Name of person/company making this comment Kenny
簽署 Signature Kenny 日期 Date 7/5/2022

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分支持Y/YL-NSW/9，因項目配合現時未來港府房屋政策，不但提供近三千多伙，幫助本港供應房屋，而且更配合北部都會區。而且交通方便，因近公路和北環線鐵路站，方便民和房屋，值得支持！

「提意見人」姓名／名稱 Name of person/company making this comment Matthew
簽署 Signature [signature] 日期 Date 10/05/2022

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

元朗居民的我是贊成此項目申請。因為該發展提供了設計優点和規畫增益，例如採用階梯式建築物高度；所以城市規劃委員会應該加快審批，供應中小型單位，切合港人需要。

「提意見人」姓名／名稱 Name of person/company making this comment Sam Li
簽署 Signature Li 日期 Date 12-5-22

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13 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

以上 Y/YL-NSW/9 的規劃申請，本人是支持的。最近，政府提出北部都會區最新的發展策略，長遠推動深港融合，加強協同效應，本港提升競爭力。而此項目在該區興建 3,115 個中小型單位住宅群，能配合有关社会長遠發展策略此外，透過項目發展，亦能創造更多就業職位，推動社會經濟。

「提意見人」姓名／名稱 Name of person/company making this comment Mc. Chow
簽署 Signature [signature] 日期 Date 11-May-2022

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13 MAY 2022
Town Planning Board

101

致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人是新界居民，對於發展中密度房屋建設，能配合政府最近的相關政策，可以有效釋放位於濕地緩衝區內的土地發展潛力，又可紓緩目前房屋嚴重短缺問題。而政府能加快審批，供應中小型單位，正合港人需求。現時發展地區鄰近新田公路，將來附近有北環線的鉄路站，配合地區規劃的最新情況，有利民生，本人是支持發展。

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

簽署 Signature [signature] 日期 Date 10-5-2022

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17 MAY 2022
Town Planning Board

102

致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持城規項目 Y/YL-NSW/9，這個發展項目擬議興建3115個住宅單位，每個單位平均約400多平方尺，中小型的單位，切合港人及真正用家需要，可以紓緩目前本港房屋嚴重短缺問題，滿足市民迫切的住屋需求。

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

簽署 Signature [signature] 日期 Date 8-5-2022

RECEIVED
17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：

103

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

我支持這個城規項目Y/YL-NSW/9。這個發展項目除住宅部份外，還包括興建商場配套，鄰近新田公路，將來附近更有北環線的鐵路站，位置上遠離元朗市中心，即使該項目令人口有所增加也不會對元朗市中心造成壓力，反之可解決現時區內進物設施不足的問題。

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

簽署 Signature 才 日期 Date 12-5-2022

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17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：

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

By Fax: 2877 0245 or 2522 8426

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

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

我是新界居民，我支持Y/YL-NSW/9此項目，因為此地点很有发展潜力，将来今是一个新景像的元朗某一个区域，附近有鄰近的北環線鉄路站，亦有新田公路，除此之外，有大型商場，環境亦会綠化及美观，一定会有很多人希望入住此幅区域！

港人最重視的衣，食，住，行，這裡都可配合及能提供予港人，所以我支持此項目！

謝謝！

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

簽署 Signature mi 日期 Date 10.5.2022

RECEIVED
17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

你好！我是元朗居民。我支持 Y/YL-NSW/9 此項目，原因有以下兩点：

① 此項目供應中小型單位，切合港人需求，香港寸金尺土，中小型單位不但価錢較便宜，亦符合港人用便宜的価錢買房子的需求

② 此項目鄰近新田公路，將來亦有鉄路站，所以非常方便元朗区市民出入，亦方便他们購買生活必需品。

「提意見人」姓名／名稱 Name of person/company making this comment Stephen
簽署 Signature [signature] 日期 Date 11/5/2022

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17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

你好！我支持此項目 Y/YL-NSW/9 原因有以下兩点。

1). 此項目建大約 3000 多的住宅單位，平均每个單位 400 多呎，適合一家四口的小家庭

2). 发展項目可舒緩房屋短缺的問題

「提意見人」姓名／名稱 Name of person/company making this comment Itumi
簽署 Signature [signature] 日期 Date 10/5/2022

RECEIVED
17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分支持以上項目，因為地盤面積大，二地大但已荒廢多年，現用作有用土地建樓，不但有效運用土地，解決房屋供應不足，更使荒廢土地引致問題得以清除。項目更有購物商場，方便居民和市民。

「提意見人」姓名／名稱 Name of person/company making this comment 黃為森
簽署 Signature 森 日期 Date 09/05/2022

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17 MAY 2022
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持 Y/YL-NSW/9：
因為現時樓價高昂市民難置業，如大量增加本港樓宇供應，樓價會回到合理水平，項目以中密度發展，非常合適，太低只會浪費珍貴土地。

「提意見人」姓名／名稱 Name of person/company making this comment 文漆福
簽署 Signature 福 日期 Date 12/05/2022

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17 MAY 2022
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民。本人支持Y/YL-NSW/9項目發展，因為此計劃可增加房屋供應。香港人有很多都住劏房。此項目發展可激起香港人的興心，好人存錢買適合自己家。而且此項目遠離元朗市中心，不會造成人口太密集的問題。

「提意見人」姓名／名稱 Name of person/company making this comment 李嘉文
簽署 Signature _____ 日期 Date 2022.5.12

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17 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民：
擬議改劃住宅（戊類）地帶，發展可以紓緩目前房屋最重短缺問題。能配合北部都會區最新的規劃框架。

符合最近政府的相關政策，可以有效釋放位於邊地緩衝區內的土地發展潛力。與附近土地規劃互相協調。

發展提供設計優點，例如採用階梯式建築物高度，供應中小型單位。擬議建3,115個住宅單位平均每個單位400多平方呎。項目包括建商場配套，解決區內購物設施不足問題及促進社區就業機會。本人贊成項目發展

「提意見人」姓名／名稱 Name of person/company making this comment 姚忠堅
簽署 Signature 姚 日期 Date 10-5-2022

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17 MAY 2022
Town Planning Board

111

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

能配合北部都會區最新的策略性規劃框架，符合最近政府的相關政策，可以有效釋放住於邊地緩衝區內的土地的發展潛力，可以紓緩目前房屋嚴重短缺問題。加快審批，供應中小型單位，配合政府政策以增加房屋供應，符合地區的最新情況，鄰近申請地點原有的規劃意向。本人支持改劃發展項目。

「提意見人」姓名／名稱 Name of person/company making this comment 朱賢業
簽署 Signature [signature] 日期 Date 10-5-2022

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17 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，擬議申請地點由「工業(丁類)」地帶改劃為「住宅(戊類)」地帶。

能配合北部都會區最新的策略性規劃框架，發展可以紓緩目前房屋嚴重短缺問題，供應中小型單位，擬議建3,115套住宅單位，平均每個400多平方呎，切合港人需要，項目包括建商場配套，可解決區內購物設施不足的問題，本人支持改劃發展。

「提意見人」姓名／名稱 Name of person/company making this comment 楊鈞滄
簽署 Signature [signature] 日期 Date 10-5-2022

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17 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
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申請改劃為「住宅(戊類)」地帶。
能配合北部都會區最新的策略性規劃框架透過已規劃的北環線所增強的基礎設施能力，釋放申請地點的發展，紓緩目前房屋嚴重短缺問題。

加快審批提供設計優點規劃增益、供應，中小型單位切合港人需要，中密度房屋建設，擬議建3,115套住宅單位平均每個單位400多呎。配合政府政策以增加房屋供應，符合地區規劃，項目包括建商場設施可解決區內購物設施不足。

本人讚成項目改劃發展。

「提意見人」姓名／名稱 Name of person/company making this comment 錢伊蔓
簽署 Signature [signature] 日期 Date 10-5-2022

RECEIVED
17 MAY 2022
Town Planning Board

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

隨着北部都會區將成為未來的經濟和就業的重要樞紐，相應的居住需求產生，附近有潛力發展的土地理應被釋放作住宅發展，此項目擬提供3,115個單位，以階梯式的高度發展，善用土地，並建設適合當地的中密度房屋，符合實際需要，所以很支持發展。

「提意見人」姓名／名稱 Name of person/company making this comment Fion Lui
簽署 Signature [signature] 日期 Date 12.5.2022

RECEIVED
17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

115

To: Secretary, Town Planning Board
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

對於有关的规劃申請，本人是支持的：

1. 發展有助於當前房屋嚴重短缺問題。

2. 將來會附近會有北環線地鉄站，交通便捷。

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

簽署 Signature [signature] 日期 Date 11-May-22

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17 MAY 2022
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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116

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我住在新界，支持把土地改做住宅用途。設計有3,115個單位，有商場，有交通和未來北環線，可以釋放地方的發展潛力。

另外個設計沒有对附近環境有負面影響更可以美化地區，值得支持。

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

簽署 Signature [signature] 日期 Date 9-5-22

RECEIVED
17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人贊成加快審批，以紓緩住宅單位嚴重短缺的問題，申請建的3千多伙中小型單位位處交通方便的公路及北環線鐵路附近，應有效紓緩供應壓力，回時促進就業機會，也是配合北部都會區發展的需求，土地規劃更是互相協調，配合附近環境，因此贊成發展。

「提意見人」姓名／名稱 Name of person/company making this comment Maurice Chan
簽署 Signature Maurice 日期 Date 12 May 2022

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17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人希望加快審批，供應中小型單位，切合市民需要。發展提供設計優點和規劃增益，例如採用階梯式建築物高度。提升居環境，美化當區。

「提意見人」姓名／名稱 Name of person/company making this comment 張國昌
簽署 Signature 張國昌 日期 Date 9-5-2022

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17 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

城市規劃委員會秘書 你好！
我是新界居民，我支持Y/YL-NSW/9的項目發展，
有以下原因：
此項目供應中小型單位切合香港人需要。
此項目鄰近新田公路，將來亦有鐵路站，所以
本人認為非常方便市民出入。

「提意見人」姓名／名稱 Name of person/company making this comment 鄧光也
簽署 Signature 阿也 日期 Date 2022.5.12

RECEIVED
17 MAY 2022
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，我支持北部都會區最新規劃！
因為發展可以紓緩目前房屋短缺問題。擬議建3,115住宅單位、
平均單位400多平方尺，交通方便，將來附近有北環線的鐵路站，計劃
對自然生態，沒有嚴重影響。促進社區就業，提高本區生活質素。
該區的居民便不用跨區上班，亦能減少交通擠塞的問題，所
以我同意Y/YL-NSW/9規劃！

「提意見人」姓名／名稱 Name of person/company making this comment 張立娟
簽署 Signature 娟 日期 Date 2022.5.8

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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

正文府房策是以增加房屋供應，以上項目配合政府正策，提供近三千的伙。而且以中型發展非常合適，因將來西北主要集約，可以盛載更多人口，而且充份只會浪費主有業土地，所以我十分支持。

「提意見人」姓名／名稱 Name of person/company making this comment Jack Li
簽署 Signature Li 日期 Date 8 May 2022

RECEIVED
17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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是次發展商接近機鐵路民的項目，鄰近元朗市中心使日後入住的三千多個家庭，無論在交通、民生、購物等日常所需都不需為元朗中心構成任何壓力！（這點是十分重要的用立通配套完備—將來北環線的落成將為當區市民帶來極大的方便。這一連串的北環線基礎設施，若必能增強該區的運輸潛力。這一切的發展，當能配合北部都會區最新的策略性規劃框架，完備了都會區的一切所需而400多子多呎的中小型單位細貨，亦是港人最切合的單位種類！再者，由新地引發的種種問題如污水接收及蚊蟲等都可以解決！祈望政府能快點落實批核，讓港人可以多一個安居的選擇吧！謝！

小市民

「提意見人」姓名／名稱 Name of person/company making this comment Winnie Cheung
簽署 Signature Winnie Cheung 日期 Date 11/5/2022

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17 MAY 2022
Town Planning Board

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支持申請改劃成住宅地帶
加快住宅供應量，有助穩定高企的樓價
項目的住宅面積是中小型，合符一般家庭需求
荒地發展可以避免嚴重破壞生態環境

「提意見人」姓名／名稱 Name of person/company making this comment YANDY NG
簽署 Signature Yandy Ng 日期 Date 8-5-2022

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
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我支持發展南生圍的住宅項目（Y/YL-NSW/9）

本港房屋供不應求，政府應積極推動房屋政策發展，盡量發展已有土地而非一直填海！南生圍環境優美，有宜居之地，而且未來北環線鐵路亦途經南生圍，若發展住宅必然能提升北環線使用率，亦方便當地居民！

期望政府加快審批，推出更多中小型住宅，助港人盡快上車！

「提意見人」姓名／名稱 Name of person/company making this comment Erica Leung
簽署 Signature [signature] 日期 Date 11/5/2022

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17 MAY 2022
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有關的規劃申請編號 The application no. to which the comment relates YYYL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，這發展能配合北部都會區最新的策略性規劃框架，得以理應加快寬地，供應中小型單位，切合港人的需要，所以我是贊成這個規劃申請

「提意見人」姓名／名稱 Name of person/company making this comment Mr Choi
簽署 Signature [signature] 日期 Date 7-May-2022

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17 MAY 2022
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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本規劃擬議建3,115住宅單位，平均每個單位400多平方尺，中密度的房屋建設，適合當區的土地用途和密度。

基於以上理由我是支持有關申請

「提意見人」姓名／名稱 Name of person/company making this comment Aimee
簽署 Signature [signature] 日期 Date 9-5-2022

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持有關的申請，原因計劃對自然生態沒有嚴重的影響。另外發展可以緩緩且前房屋嚴重短缺問題

「提意見人」姓名／名稱 Name of person/company making this comment S.M. Kam
簽署 Signature Kam 日期 Date 10-5-2022

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Town Planning Board

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這個規劃申請在基建、工程、環境、視覺及圍境各方面均不會造成負面影響，同時發展的密度和附近的土地規劃互相協調，因此，本人是讚成 Y/YL-NSW/9 的申請。

「提意見人」姓名／名稱 Name of person/company making this comment Mr. KO
簽署 Signature KO 日期 Date 12-May-2022

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17 MAY 2022
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

（本人是新界居民）
應項目因為遠離元朗市中心
周邊人口增長不會對元朗市中心
造成壓力，而且計劃對自然生
態也沒有嚴重影響
所以本人支持 Y/YL-NSW/9 申請

「提意見人」姓名／名稱 Name of person/company making this comment M. Lau
簽署 Signature Lau 日期 Date 11-5-2022

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

項目發展能配合北部都會區最新的策略性規劃框架，
又符合政府的相關政策，有效撥放行政過地積薄弱的土地
發展潛力。真的做到善用土地資源，增加房屋供應。這3千多
個中小型單位最切合港人需要，我很贊成。請加快審批。

「提意見人」姓名／名稱 Name of person/company making this comment James
簽署 Signature J 日期 Date 11/5/2022

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Town Planning Board

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131

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

項目可通過已規劃的北環綠鐵路增加該區的基礎設施能力，增加申請地點的發展潛力。

擬興建的中密度房屋適合該區的土地用途和密度。又對附近的景境、視覺及園境各方面不會有太大的影響。

所以本人支持這個項目。

「提意見人」姓名／名稱 Name of person/company making this comment Jeff Lo
簽署 Signature [signature] 日期 Date 10/5/2022

RECEIVED
17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
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132

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

目前房屋嚴重短缺，負地難數。項目擬議興建3115個住宅單位，切合港人需要。增加房屋供應，又可以有效釋放位於濕地緩衝區內的土地發展潛力。計劃對自然生態也沒有嚴重影響。我本人贊成。

「提意見人」姓名／名稱 Name of person/company making this comment Mason
簽署 Signature [signature] 日期 Date 10/5/2022

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
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項目發展符合政府最近的相關政策，可有效釋放濕地緩衝區內土地的發展潛力。

項目採用階梯式建築物高度，為項目發展提供設計優點及規劃增益，又對環境、視覺方面不會帶來負面的影響。

所以本人同意該擬議的項目。

「提意見人」姓名／名稱 Name of person/company making this comment Wilfred Chung
簽署 Signature [signature] 日期 Date 6/5/2022

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Town Planning Board

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我十分同意申請，擬議住宅鄰近新田公路，也就近日後北環線鉄路站，加上有商場配套，故不會對偏遠的元朗市中心帶來壓力。

住宅計划位於濕地緩衝區，對生態沒有嚴重影响，亦解決荒地遺留下來的一連串問題，更有效改善當區的環境，所以我支持申請。

「提意見人」姓名／名稱 Name of person/company making this comment Leanne Leung
簽署 Signature [signature] 日期 Date 11.5.2022

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項目發展可以紓緩目前房屋嚴重短缺問題，發展寬度與附近的土地規劃互相協調。提供設計優點和規劃增益，例如採用階梯式建築物高度。在基建、工程、環境視覺、及園境各方面都不會造成負面影響。且會美化壹區環境、居住環境、綠化環境。所以，我同意，贊成。

「提意見人」姓名／名稱 Name of person/company making this comment Kingsley Wong
簽署 Signature [signature] 日期 Date 7/5/2022

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民。我支持有关申請項目，原因是香港仍对中小住宅單位有須求，樓价仍然高企，項目可帶來3000多住宅單位，紓緩目前房屋嚴重短缺及高樓价問題。此外，在此位置建屋可解決由荒地引起的問題，美化及提升居住環境，提升市民生活質素。希望政府予以批准。

「提意見人」姓名／名稱 Name of person/company making this comment 葉蔚楠
簽署 Signature [signature] 日期 Date 12/5/2022

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17 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人非常支持上述之規劃申請，因為可以配合北部都會區最新的策略性規劃框架。由於興建房屋的地點遠離元朗市中心，就算人口增長亦不會對元朗的市中心造成壓力，而且亦有商舖場配套，能解決區內購物設施不足的問題，同時亦解決荒地所引起的環境衛生問題

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

簽署 Signature J.T. 日期 Date 10-05-2022

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Town Planning Board

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Details of the Comment (use separate sheet if necessary)

本人十分支持上述的規劃申請，因為興建中密度的房屋，將會與附近的土地規劃互相協調，十分適合該區的土地用途和密度，規劃亦不會嚴重影響該區的自然生態環境、在基建、環境、視覺及園境各方面都不會造成破壞和負面影響。

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

簽署 Signature 杜 日期 Date 11/5/2022

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17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，支持這項目。
項目會建超過 34 個單位，
可以有助於房屋短缺問題。
到時有交通和商場配套，是
完整設計的住宅社區設計。

「提意見人」姓名／名稱 Name of person/company making this comment Louis Poon
簽署 Signature [signature] 日期 Date 9-5-22

RECEIVED
17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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我支持此申請
利用現有荒地來發展，不需要為創地或填海而手拗
善用到土地珍貴資源
地點將來交通便利便，附近有新田公路及鐵路零售
有利人口增加不構成交通壓力

「提意見人」姓名／名稱 Name of person/company making this comment 張志强
簽署 Signature [signature] 日期 Date 6/5/2022

RECEIVED
17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

這個規劃申請，提議不錯，我會支持
將工業地帶及露天貯物地帶改規劃成住宅地帶
增添人所需要，為西九合市民，住屋需求
有效配合政府長遠的土地發展
發展項目的密度也符合該區附近環境美觀

「提意見人」姓名／名稱 Name of person/company making this comment SANDY TSUI
簽署 Signature Sandy Tsui 日期 Date 9-5-2022

RECEIVED
17 MAY 2022
Town Planning Board

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

十分支持此申請項目將改劃成中小型房屋發展
改善該區零碎雜亂的露天貯物地帶引起的美觀，
美化環境，又沒有破壞大自然生態環境，毋不
需要移山填海取土地發展建屋。

「提意見人」姓名／名稱 Name of person/company making this comment ALEX LI
簽署 Signature Li Alex 日期 Date 8/5/2022

RECEIVED
17 MAY 2022
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人是新界居民，支持這個項目。

多建住宅可以有利於市民，幫助解決住屋不足問題。發展土地也可以美化環境，加強交通設施。

「提意見人」姓名／名稱 Name of person/company making this comment Andrew Ho
簽署 Signature [signature] 日期 Date 5月10日

RECEIVED
17 MAY 2022
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人非常支持上述規劃申請，因為興建3,100多個平均為400多平方尺的住宅單位，而中小型是最切合港人的需要，並能配合政府增加房屋供應的政策，符合地區規劃的最新情況。鑒因申請地盤原有的規劃意向，有助釋放位於濕地緩衝區內的土地的發展潛力。

「提意見人」姓名／名稱 Name of person/company making this comment 岑錦原
簽署 Signature [signature] 日期 Date 2022年5月6日

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17 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持上述規劃申請，因商規劃能提供3000多個中密度平均400多平方尺的中小型住宅單位，是最切合港人的需要，亦能舒緩現時房屋嚴重短缺的問題。

而中密度的房屋建設，是最適合該區的土地用途和密度，亦和附近的土地規劃互相協調。

「提意見人」姓名／名稱 Name of person/company making this comment 杜弥敏
簽署 Signature _____ 日期 Date 10/5/2022

RECEIVED
17 MAY 2022
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

政府已致力發展北部都會區，Y/YL-NSW/9正是配合政府政策，提供近三千多伙，與現時房策一致，單位更以中型小型單位為主，非常切合港人需要。所以我十分支持以上項目，希望規劃快推行。

「提意見人」姓名／名稱 Name of person/company making this comment 林鴻光
簽署 Signature _____ 日期 Date 11/05/2022

RECEIVED
17 MAY 2022
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分支持以上方案，因土地在濕地邊緣往元，政府提早釋放土地，使可建樓，增加樓宇供應。項目更坐落北干線旁，將來交通方便，現時也近新田公路，有以上好處，值得支持。

「提意見人」姓名／名稱 Name of person/company making this comment 袁俊傑
簽署 Signature [signature] 日期 Date 11/05/2022

RECEIVED
17 MAY 2022
Town Planning Board

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To: Secretary, Town Planning Board
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持配合政府策以增加房屋供應，符合地區規劃的最新情況，舉回申請地盤原有的規劃意向。中密度房屋建設適合當區的土地用途和密度。加快審批，供應中小型單位，切合港人需要。

「提意見人」姓名／名稱 Name of person/company making this comment 張美兒
簽署 Signature [signature] 日期 Date 11-5-2022

RECEIVED
17 MAY 2022
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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Details of the Comment (use separate sheet if necessary)

本人支持發展能配合北部都會區最新的策略性規劃框架。可以透过已規劃的北環線所增強的基礎設施能力，釋放申請地点的發展潛力。促進社区就業。

「提意見人」姓名／名稱 Name of person/company making this comment 張麗兒
簽署 Signature Cheung Lai yee 日期 Date 10-5-2022

RECEIVED
17 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
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是項規劃可有效釋放位於「濕地緩衝區」內的土地發展潛力，以中密度的規劃及梯階式設計協調附近的土地規劃，配合北部都會區的發展需求，也配合房屋政策，故支持其改划計划！

「提意見人」姓名／名稱 Name of person/company making this comment B. Wong
簽署 Signature Dennie 日期 Date 12/5/22

RECEIVED
17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持這個項目，本人是新界居民，支持把地方改為住宅，供應中小型住宅單位，切合港人需要。

發展可與相連土地規劃協調，也能配合北都未來發展規劃。

「提意見人」姓名／名稱 Name of person/company making this comment Siu Hok Yee
簽署 Signature Siu 日期 Date 11-5-22

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17 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持申請
加快房屋供應量，紓援現時房屋短缺問題
發展，可以優化到當區環境，
項目不只住宅還包括商場配套，令居民方便
切合需求

「提意見人」姓名／名稱 Name of person/company making this comment LOUIS LEE
簽署 Signature [signature] 日期 Date 10/5/22

RECEIVED
17 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持這個 Y/YL-NSW/9 發展項目。這個住宅發展項目符合最近政府的相關政策，可以有效釋放位於「濕地緩衝區」內的土地，發展潛力，更能配合北部都會區最新的策略性規劃框架，能有效增加房屋供應，善用土地，發展密度與附近的土地規劃互相協調。

「提意見人」姓名／名稱 Name of person/company making this comment 阿 Ken
簽署 Signature Ken 日期 Date 11/5/22

RECEIVED
17 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我十分贊成 Y/YL-NSW/9 這個城規項目。香港房屋供應短缺，所以政府理應批準這類能增加房屋供應，又能起到穩定樓價的綜合發展住宅項目。因應新的發展會減少原區內的荒地，減少蚊蟲對區內居民的影響，增加優美的綠化環境，提高區內的生活質數，并且還能提供更多的就業機會，包括建築、零售、物業管理等多方面，原區的居民可減少舟車勞頓之苦，獲得更多原區工作的機會。

「提意見人」姓名／名稱 Name of person/company making this comment 陳先生
簽署 Signature Cclam 日期 Date 12-5-2022

RECEIVED
17 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
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我贊成這個城規項目Y/YL-NSW/9的申請。善用土地來發展有潛質的土地，到適合的密度是現在政府最簡單又可行的快速增加房屋供應的方法，這個項目擬建3115個中小型單位，平均每個單位大約400多平方尺，中密度房屋建設適合當區的土地用途和密度。本人十分支持，希望政府加快審批。

「提意見人」姓名／名稱 Name of person/company making this comment 阿建
簽署 Signature Kin 日期 Date 2022-5-10

RECEIVED
17 MAY 2022
Town Planning Board

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本人支持這個擬議項目，原因有下：

1. 項目能供應超過3,100個中小型單位，能配合政府政策，增加住宅供應。
2. 能解決由荒地引起的問題，發展能美化當區環境，提升素質。

「提意見人」姓名／名稱 Name of person/company making this comment Chung Choi Wah
簽署 Signature 日期 Date 12-May-22

RECEIVED
17 MAY 2022
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民：
擬議發展改劃為「住宅（戊類）」地帶：
發展可以紓緩目前房屋嚴重短缺問題。
符合最近政府的相關政策，可以有效釋放位於濕地緩衝區內的土地的發展潛力。
加快審批，供應中小型單位，配合政府政策以增加房屋供應，符合地區規劃的最新情況。本人讚成改劃發展

「提意見人」姓名／名稱 Name of person/company making this comment 饒贊泉
簽署 Signature [signature] 日期 Date 10-5-2022

RECEIVED
17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

158

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持 Y/YL-NSW/9 最新規劃！
我是新界居民，因為發展可以紓緩目前房屋短缺問題。配合政府相關政策，加快審批，提供中小型單位，切合諸人需要。將來附近有北環線的鐵路站，交通方便，對自然生態沒有嚴重影響。提高就業機會，該區居民便不用跨區上班：一舉兩得。

「提意見人」姓名／名稱 Name of person/company making this comment 李可姍
簽署 Signature [signature] 日期 Date 2022.5.10

RECEIVED
17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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159

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

本人是新界居民，希望政府能加快發展新界土地，可以紓緩目前房屋嚴重短缺問題，而發展可美化當區環境，提升居住質素，亦能促進社區就業，有利當區居民。另一方面，可以透過已規劃的北環線所增強的基礎設施能力，釋放申請地点的發展潛力。

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

簽署 Signature 刘愛琴 日期 Date 11-5-2022

RECEIVED
17 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

160

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

你好！我是新界居民，
本人支持Y/YL-NSW/9此項目發展，因此計劃可增加房屋供應，令很多人都住得起房，此項目發展可激起每個人的置業心，增加花錢質適合自己家。另外此項目遠離元朗市中心，不會造成人口太密集的問題。

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

簽署 Signature Amy 日期 Date 2022.5.11

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17 MAY 2022
Town Planning Board

161

致城市規劃委員會秘書：
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傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

城規会秘書您好！我是住元朗的市民。我很支持Y/YL-NSW/9的項目，因为发展密度與土地規劃互相配合，而且这項目可建大約3000多個住宅单位，大大減低及舒緩了香港寸金尺土的問題，我非常支持！

「提意見人」姓名／名稱 Name of person/company making this comment Ruby
簽署 Signature R 日期 Date 10/5/2022

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17 MAY 2022
Town Planning Board

162

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持此項目（Y/YL-NSW/9）因为此項目可增加房屋供应，香港很多劏房問題，如此項目落成後可令港人有更多上車選擇。另外，此項目遠離市中心，適合不喜欢人口密集的港人居住。

「提意見人」姓名／名稱 Name of person/company making this comment Miko
簽署 Signature Miko 日期 Date 11/5/2022

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17 MAY 2022
Town Planning Board

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

參考編號 **Reference Number:**	230116-004245-86048
提交限期 **Deadline for submission:**	27/01/2023
提交日期及時間 **Date and time of submission:**	16/01/2023 00:42:45
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chang

意見詳情
Details of the Comment :

The subject application is located along highways with good accessibility. The proposed buildings will enjoy good and open view of wetlands. It is a nice living location. Therefore, I support this proposal.

240

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持上述規劃申請，因將擬議興建3000多伯平均達400多平方呎的中小型住宅單位，切合港人置業的殷切需求，有助社會增加房屋供應，歸緩房屋供應不足的問題。而發展項目毗鄰新田公路，再加上將來附近會有北環線的地鐵站等交通配套支援，能方便居民進出之生活所需。

「提意見人」姓名／名稱 Name of person/company making this comment 周先生
簽署 Signature [signature] 日期 Date 13-1-2023

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18 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持發展，因為可以促進社區就業
項目包括建商場配套，可解決區內購物設施
不足的問題，發展可以紓緩目前房屋嚴重短缺
的問題。

「提意見人」姓名／名稱 Name of person/company making this comment WONG SUI KWEN
簽署 Signature [signature] 日期 Date 10-1-2023

RECEIVED
18 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持是次規劃申請地點改劃為住宅地帶。
地點位於北部都會區內，附近未來會興建北環線鐵路，
若能興建房屋住宅，不但能配合政府的未來發展政策，
亦能提供更多住宅單位以紓緩香港長期房屋短缺的
問題。
此外，是次規劃申請地點本為已整頓開發之土地，而非
自然景觀／未開發之原始生態地，故計劃對自然生態
影響甚低。

「提意見人」姓名／名稱 Name of person/company making this comment Wong Sun Ho
簽署 Signature Wong Sun Ho 日期 Date 2023-1-10

RECEIVED
18 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持這項申請，原因如下：

1. 如果改建為住宅的話，這裏交通十分方便，現在鄰近新田公路，將來更有附近有北環線的鐵路站，方便居民出入。

2. 由於如果住宅落成，將有商場和購物設施的配套，這樣可以促進區內的就業機會。

3. 這個項目擬興建中小型單位，十分切合港人「小家庭」的需求。

「提意見人」姓名／名稱 Name of person/company making this comment Min Gi
簽署 Signature [signature] 日期 Date 15 JAN 23

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18 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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By Fax: 2877 0245 or 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持今次項目，因為增加供應，可以紓緩房屋短缺問題，而且有中密度單位予有意港人需要，還有此規劃對自然生態沒有嚴重影響。

「提意見人」姓名／名稱 Name of person/company making this comment Chung Chan
簽署 Signature [signature] 日期 Date 15/1/2023

RECEIVED
18 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人贊成城規申請項目Y/YL-NSW/9。發展項目擬議興建3115個住宅單位，平均每個單位面積400多平方尺，中小型的單位，切合港人需要，可以紓緩目前香港房屋嚴重短缺的問題，回應大眾市民的訴求更符合最近政府的相關政策，有效釋放位於「濕地緩衝區」內的土地發展潛力。希望政府加快審批，盡快紓緩房屋及土地不足的問題。

「提意見人」姓名／名稱 Name of person/company making this comment 溫先生.
簽署 Signature [signature] 日期 Date 14-1-2023.

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18 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持該項目發展。
原因如下：
① 現時香港房屋需求大，~~[illegible]~~該項目擬建3115個住宅單位，平均每一個400多平方尺是大型住宅項目。可以緩解港人對房屋的需求。
② 環境優美，對面南山圍風景靚，在此處可以觀望深圳市區。
③ 項目交通便利，靠近新田公路，以后附近有北環線的鐵路站，方便該區居民日常出行。

「提意見人」姓名／名稱 Name of person/company making this comment Leo 龍
簽署 Signature Leo 日期 Date 12/1/2023

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Town Planning Board

247

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分支持以上的申請。因為該「住宅(甲類)」地帶能夠配合北部都會區最新的策略性規劃框架，而且發展可以紓緩目前房屋最重短缺問題，希望城市規劃委員能夠加快審批，供應中小型單位，完全切合港人的需要。

「提意見人」姓名／名稱 Name of person/company making this comment Jessica L.
簽署 Signature J L 日期 Date 15 Jan 2023

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18 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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電郵：tpbpd@pland.gov.hk

248

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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本是新界居民，
改劃發展可以紓緩目前房屋嚴重短缺問題。
加快審批，供應中小型單位，切合港人需要。擬議建住宅單位3,115個，平均每個單位400多平方呎。
交通方便，現時鄰近新田公路，將來附近有北環線的鐵路站。促進本土區就業機會。
本人贊成改劃發展。

「提意見人」姓名／名稱 Name of person/company making this comment 楊黑令瀾
簽署 Signature 楊 日期 Date 14-1-2023

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18 JAN 2023
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持發展這個地點
配合政府發展北部都會區規劃，
地段環境優美適合居住，設計
的住宅單位屬於中小型附合一般
家庭需求，加上項目包括商場，能滿
足區內居民日常所需

「提意見人」姓名／名稱 Name of person/company making this comment CONNIE TAM
簽署 Signature 譚 日期 Date 12/1/2023

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18 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人贊成這申請
地點環境很優美，十分適合居住，心曠神怡
申請發展的住宅單位面積大小適合一般
港人家庭居住
地點將來鄰近北環線鐵路站，方便出入市區
申請項目計劃已包括購物商場配套，居民不
需担心購物需要不足的問題

「提意見人」姓名／名稱 Name of person/company making this comment 李強
簽署 Signature 強 日期 Date 13-1-23

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18 JAN 2023
Town Planning Board

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致城市規劃委員會秘書：
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By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9.

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

項目發展提供設計優點和規劃增益，例如採取階梯式建築物設計高度，有利空氣流通，而且快寫批，提供中小型單位，平均每個單位400多尺，中小型設計切合港人需要，而且中密度房屋建設，適合當區的土地用途和密度。而在基建，工程及環境各方面均不會造成負面的影響，所以支持項目發展

「提意見人」姓名／名稱 Name of person/company making this comment Kenny T.
簽署 Signature Kenny 日期 Date 16/1/2023

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傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持將申請地點改為住宅用途地，因為發展此地可以建屋配合目前嚴重缺地問題。加上這計劃對自然生態沒有嚴重影響，又可以在附近的居民提供就業機會。

「提意見人」姓名／名稱 Name of person/company making this comment Nicole
簽署 Signature Nicole 日期 Date 12 - 1 - 2023

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人居於元朗，十分贊成此規劃申請。

元亦非位於元朗市中心，因此增加了的人口、交通流量等對市中心不會有元朗市中心帶來壓力，相反，卻可以幫助增加住宅供應，幫助解決供應不足的問題。

而且，它提供的是中小型住宅單位，這正是市民最需要的，非常貼合市場需要，沒有浪費資源。

「提意見人」姓名／名稱 Name of person/company making this comment Mrs F Wan
簽署 Signature F Wan 日期 Date 14 Jan 2023

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持上述規劃申請。擬建3,115住宅單位，平均每個單位400多平方尺。交通方便，現時鄰近新田公路，將來附近有北環線的鐵路站，通過建設促進社區就業機會。所以我非常同意此項目。

「提意見人」姓名／名稱 Name of person/company making this comment 李四先
簽署 Signature 李 日期 Date 2023. 1. 11

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

新冠為壽已近三年，打擊香港經濟，項目是大型基建，提供近三千伙供應，基建有助促進就業機會，增加提升本港 G.D.P.，而且項目是北部都會區內的規劃，是未來發展重點，有以上好處，本人十分支持。

「提意見人」姓名／名稱 Name of person/company making this comment Jacob
簽署 Signature [signature] 日期 Date 11/01/2023

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意見詳情（如有需要，請另頁說明）
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配合政府政策以增加房屋供應，又符合地區的規劃最新情況，鞏固申請地盤原有的規劃意向。發展密度與附近的土地規劃互相協調。

中密度房屋建設適合當區的土地用途和密度。供應中小型單位，最切合港人需要。贊成。請加快審批。

「提意見人」姓名／名稱 Name of person/company making this comment Oliver Cheung
簽署 Signature [signature] 日期 Date 12/1/2023

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是贊成以上的項目申請，因為發展符合了最近的相關政策，可以有效釋放位於「濕地緩衝區」內的土地發展潛力。該發展不單密度與附近的土地規劃互相協調，亦計劃對自然生態沒有嚴重影響。

「提意見人」姓名／名稱 Name of person/company making this comment Lai Yee Sit
簽署 Signature Lai Y S 日期 Date 16-1-2023

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持此擬議發展項目，由工業地帶、露天貯物及道路地帶改劃為住宅地帶，作綜合發展用途。特區政府早前發布《北部都會區發展策略》，為現時以效區特色為主的新界東北部帶來都市化的轉變；擬議的發展正正能配合北部都會區最新的策略性規劃框架，北部都會區將會成為未來經濟和就業重要地區，因此不斷增長的人口對住宅需求十分大，擬議的發展能提供更多住宅去解決所需。

擬議項目建3115住宅單位，平均每單位400多平方尺，能滿足到一般家庭實際需要，以及負擔能力，因此此發展能為該區帶來正面的影響。

「提意見人」姓名／名稱 Name of person/company making this comment Daisy Lung
簽署 Signature [signature] 日期 Date 11/1/2023

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人有家人居於新界區多年，因此本人十分關心新界區的發展，本人支持此項目的發展。其中一個主要原因是附近交通便利，項目鄰近新田公路，將來附近將有北環線鐵路站，居於此處不必擔心偏遠地區交通不便的問題。另外，就是看到一直的房屋問題，但是十分短缺，增加改劃住宅用途的發展能紓緩房屋短缺問題，解決港人所需。

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

簽署 Signature [signature] 日期 Date 12-1-2023

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，我支持這個規劃申請能配合北部都會區最新的策略性規劃framework另外可以透過已規劃的北環線的增強的基礎設施能力，釋放申請地點的發展潛力及發展可以紓緩目前房屋嚴重短缺的問題

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

簽署 Signature Miko 日期 Date Jan 15, 2023

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傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我十分同意和支持這次的申請。首先，這個計劃會興建3115住宅單位，而且每個單位面積有平均四百多呎，十分適合一些剛結婚想置業的小家庭，舒緩房屋短缺的問題。
其次，由於這個計劃地點是遠離元朗市中心，所以人口增長也不會對該區造成壓力。
最後，這個計劃亦會包括興建商場配套，可解決區內購物設施不足的問題。

「提意見人」姓名／名稱 Name of person/company making this comment Emily Tam
簽署 Signature [signature] 日期 Date 11-1-2023

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW-9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持此申請，因為此項目能配合北部都會區規劃發展，而且可以增加住宅供應，又可以促進就業機會。

「提意見人」姓名／名稱 Name of person/company making this comment Enid Chan
簽署 Signature [signature] 日期 Date 15/1/2023

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是香港居民，本人十分支持以上項目。因該項目發展可配合政府政策，配合北部都會區使北部都會區能更加好制定最新的策略性規劃框架。
項目因遠離元朗市中心並不會因人口增加而對元朗市中心造成壓力。同時項目不表達、工程、環境、視覺及圖境各方面均不會造成負面影響。

「提意見人」姓名／名稱 Name of person/company making this comment 周君寶
簽署 Signature [signature] 日期 Date 13/1/23

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有關的規劃申請編號 The application no. to which the comment relates YIYL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持把申請地點由工業(丁類)及露天貯物改為住宅(戊類)，實是配合政府政策，增加房屋供應，且能按照目前最新情況配合地區規劃，同時有效釋放位於濕地緩衝區內的土地發展潛力，地盤遠離元朗市中心，但鄰近新田公路，將來有北環線鐵路站，交通方便，發展潛力絕對不容置疑，絕對適合建設港人需要的住宅。

「提意見人」姓名／名稱 Name of person/company making this comment MS. Lui
簽署 Signature [signature] 日期 Date 15-1-2023

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項目可以透過已規劃的北環線所增設的基礎設施能力，釋放申請地點的發展潛力，提高密度與附近的土地規劃互相協調，而符合最近政府的相關政策，可以有效釋放位於「濕地後衛區」內的土地發展潛力，所以支持此發展

「提意見人」姓名／名稱 Name of person/company making this comment lwk.
簽署 Signature _____ 日期 Date 15th Jan 2023

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意見詳情（如有需要，請另頁說明）
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本人非常支持上述規劃申請，因為興建3100多個平均400多平方呎的住宅單位，最切合港人對中小型單位的居住需要，規劃紓緩了目前嚴重的房屋短缺問題，而且樓宇的密度和鄰近的土地規劃協調，對該區的自然生態不造成嚴重破壞及影響。

「提意見人」姓名／名稱 Name of person/company making this comment 李錦原
簽署 Signature _____ 日期 Date 2023年1月11日

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意見詳情（如有需要，請另頁說明）
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我是一名元朗區的居民，很同意以上申請。
有新的住宅，就會吸引經濟活動，從而便會有就業機會。
讓區內市民可以就近工作，不用跨區工作。

而且，已有商場等設施，亦可解決市民日常所需。

另一方面，已位於將來的北環線附近，居民日常出入將會很方便。

「提意見人」姓名／名稱 Name of person/company making this comment Danny Wan
簽署 Signature Danny Wan 日期 Date 16 Jan 2023

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意見詳情（如有需要，請另頁說明）
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我是新界居民。本人同意上述規劃申請。擬建3115住宅單位、平均每個單位400呎平方尺，交通方便，鄰近新田公路，將來附近有北環線的鐵路站。對自然生態沒有嚴重影響。透過建設促進社區就業機會。所以我非常支持此項目發展。

「提意見人」姓名／名稱 Name of person/company making this comment 楊海惠
簽署 Signature 楊 日期 Date 2023.1.14

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18 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 332 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我每逢假日，都會到 項目 附近一帶，
因那近濕地，環境十分優美，而
且元朗市中心比較遠，人口增長不會有
太大壓力對於元朗市中心，而且 項目 配套
亦好，有商場，海之居民日常所需，交通
也十分方便，因近知道有關將來有北環線，
所以非十分贊同。

「提意見人」姓名／名稱 Name of person/company making this comment Sam Wong
簽署 Signature Sam 日期 Date 11/01/2023



致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

香是新界居民，把申請地點由「工業(丁類)」、「露天
貯物」地帶及顯示為「道路」的地方改劃為「住宅
(戊類)」地帶。
改劃能配合北部都會區最新的策略性規劃框架。
發展提供設計優點和規劃增益，例如採用階梯式建築高度，
中密度房屋建設適合當區自然地理和密度，項目包括商場
配套，促進社區就業。本人贊成項目發展

「提意見人」姓名／名稱 Name of person/company making this comment 錢贊泉
簽署 Signature 日期 Date 15-1-2023



致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

建議政府通過 Y/YL-NSW/9 之申請項目.

選址未來可提供超過 3000 伙中小型的住宅單位，令更多市民可以負擔切合大眾的需要。項目包括商場配套，既可以滿足未來住客的購物需求，同時亦可促進社區就業，符合政府未來的發展重心，北部都會區及職住平衡的發展藍圖。

希望申請能盡快通過並落實建設，以推出更多房屋供應滿足港人的住屋需求。

「提意見人」姓名／名稱 Name of person/company making this comment Jenny Woo
簽署 Signature JW 日期 Date 12/1/2023

RECEIVED
18 JAN 2023
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

以上 Y/YL-NSW/9 的規劃申請，本人予以支持。因此房屋供應十分短缺，而此項目可興建 3115 伙中小型住宅單位，有助配合政策政府加快住宅供應以滿足社會對住屋殷切需求。而此項目在樓宇高度設計上採用階梯式設計，減少屏風效應，令採光度及通風度得以好好維持。再者，透過發展住宅項目，配以提供商場購物配套，能為社區創造就業，促進社會經濟

「提意見人」姓名／名稱 Name of person/company making this comment Miss. Chow
簽署 Signature [signature] 日期 Date 13 Jan 2023

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18 JAN 2023
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
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我會支持上述擬議發展，理由是：
1. 提議建設34多單位，屬中密度建設，配合當區土地通途和密度，
2. 可以減輕房住單位短缺問題
3. 項目鄰近將來興建的北環鐵路，交通方便

「提意見人」姓名／名稱 Name of person/company making this comment Bernice Wong
簽署 Signature [signature] 日期 Date 11-1-23

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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擬議發展可以紓緩目前嚴重房屋短缺問題。又可以透過已規劃北環線所增強的基礎設施能力，及釋放出申請地點的發展潛力。係好的提議。

在基建工程、環境、視覺和園境各方面都不會造成負面影響。我贊成。

「提意見人」姓名／名稱 Name of person/company making this comment Jack Lo
簽署 Signature [signature] 日期 Date 12/1/2023

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人是新界居民，非常支持上述申請。首先項目符合最近政府的相关政策，可以有效释放邊地緩衝區內的土地的發展潛力。項目遠離元朗市中心，增加的人口不會对元朗市中心造成壓力。另外，將來附近有北環線的鐵路站，現時亦近新田公路，交通甚是方便。基於以上，希望政府能予以批准。

「提意見人」姓名／名稱 Name of person/company making this comment 朱子加自力
簽署 Signature [signature] 日期 Date 15-1-2023

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18 JAN 2023
Town Planning Board

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I fully concur with the proposal as this new 3000+ flats will be away for the dense and crowdly area of Yuen Long. With the future provision of new ~~the~~ NTR station nearby, it will become one convenient location near mass transit transport mode. It will be a good choice for ~~new~~ replacement of living style of people from urban area.

「提意見人」姓名／名稱 Name of person/company making this comment Michael
簽署 Signature Michael 日期 Date 2023-1-16

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致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，我贊成這個規劃，發展密度與附近的土地規劃互相協調和符合最近政府的相關政策，可以有效釋放位於濕地緩衝區內的土地的發展潛力，發展提供設計優點和規劃增益，例如採用階梯式建築物高度。

「提意見人」姓名／名稱 Name of person/company making this comment Fanny Tang
簽署 Signature Fanny 日期 Date 14 - 1 - 2023

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18 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持城市規劃申請項目編號：Y/YL-NSW/9 把申請地點由「工業（丁類）」地帶，「露天貯物」地帶及顯示為「綠化」的地方改劃為「住宅（戊類）」地帶。項目位於新田可以善用已規劃的北環線附近的基建設施，善用申請地點的發展，皆力更加可配合政府政策以增加房屋供應，配合把區規劃的最新方向。按申請地點原有的規劃意向來發展將城市規劃能夠通過項目申請。

「提意見人」姓名／名稱 Name of person/company making this comment Ms Lam
簽署 Signature 日期 Date 14-1-23

RECEIVED
18 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持這申請，原因如下：
① 這發展密度與附近的土地規劃互相協調；
② 可以配合政府北部都會的最新規劃框架；
③ 這申請對自然生態沒有嚴重的影響。

「提意見人」姓名／名稱 Name of person/company making this comment Master
簽署 Signature Master 日期 Date 13 Jan 2023

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18 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分支持以上項目發展，項目提供近三千多伙單位供應，更以中小型單位為主，配合現時以「小家庭」為主。加上配合北都發展，又有北環線落實，而且項目環境優美，希望盡快落實推行。

「提意見人」姓名／名稱 Name of person/company making this comment 許生
簽署 Signature 許 日期 Date 04/01/2023

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18 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
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我認為是項提擬獲得支持，可以配合北部都會區最新的策略性規劃框架。發展強度與附近的土地規劃互相協調，能增加3000多個住宅單位，有助紓緩到香港住屋短缺的問題。

「提意見人」姓名／名稱 Name of person/company making this comment Ngan.
簽署 Signature [signature] 日期 Date 11.1.2023.

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18 JAN 2023
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意見詳情（如有需要，請另頁說明）
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我贊成這項擬議發展，可以增建3千一舒個平均400多尺的住宅單位這類中小型單位，正好切合港人的住屋需要。

這項目鄰近元朗市中心，又已招有商場及配套設施，有助附近區內購物的需要，更不會因人口增長而對元朗市中心造成壓力。

希望有關部門批準這項擬議。

「提意見人」姓名／名稱 Name of person/company making this comment [signature]
簽署 Signature [signature] 日期 Date 10.1.23

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18 JAN 2023
Town Planning Board

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

這規劃能配合北部都會區最新的策略性規劃框架，並提供3,115伏底座位，平均每個單位400多平方呎，同時交通方便，與時靜近新界公路，將來附近有此新線的鐵路線，用家支持團契以上的申請。

「提意見人」姓名／名稱 Name of person/company making this comment Mr. Lau
簽署 Signature Mr Lau 日期 Date 11-1-2023

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Town Planning Board

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

「有關 Y/YL-NSW/19」我是表示，同意並支持。

(1) 規劃中的中等度房屋建設適合當區的土地用途和密度。
(2) 同意鄰近的朗屏中心設有人口增長不足對元朗市中心造成壓力。
(3) 而計劃對住房供應沒有做重點描述。

「提意見人」姓名／名稱 Name of person/company making this comment Ho Ming
簽署 Signature Ho Ming 日期 Date 17-Jan-2023

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18 JAN 2023
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持發展，能配合北部都會區最新的策略性規劃框架，交通方便，現時鄰近新田公路，將來附近有北環線的鐵路站，也能促進社區就業

「提意見人」姓名／名稱 Name of person/company making this comment Cheung chun shing
簽署 Signature [signature] 日期 Date 10-1-2023

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18 JAN 2023
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分支持 Y/YL-NSW/9 申請，項目很有前瞻性，因能配合北都發展，將來有北環線凹頭站，交通非常方便；而且項目離元朗市中心較遠，人口增加不會對元朗市中心有壓力，希望盡快落實推行，為未來香港增加動力！

「提意見人」姓名／名稱 Name of person/company making this comment Matthew
簽署 Signature [signature] 日期 Date 10/01/2023

RECEIVED
18 JAN 2023
Town Planning Board

287

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)
我支持這項目因為可以幫助政府紓緩目前房屋嚴重短缺的問題。這項目可以配合北部都會區的框架，而發展中密度房屋適合當區的可地用途和密度。

「提意見人」姓名／名稱 Name of person/company making this comment Charlie Chan
簽署 Signature [signature] 日期 Date 15/1/23

RECEIVED
19 JAN 2023
Town Planning Board

288

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)
我支持這項目申請，因為這可以促進社區就業，而配合政府政策增加房屋供應，幫助港人，而平均 400 多尺的單位，非常合適現時的香港人。

「提意見人」姓名／名稱 Name of person/company making this comment Michelle Tsai
簽署 Signature [signature] 日期 Date 11/1/23

RECEIVED
19 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

希望把申請地點由工業改為住宅地帶
① 發展可以紓緩目前房屋嚴重短缺問題
② 加快審批，供應中小型單位，切合港人需要
③ 中密度房屋建設適合普區的土地用途及密度

「提意見人」姓名／名稱 Name of person/company making this comment May Cheung.
簽署 Signature [signature] 日期 Date 15/1/2023

RECEIVED
19 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分支持該計劃項目，可提供中小型單位，切合港人需要，同時配合了政府政策，增加房屋供應，符合地區規劃的最新情況，而建築物的高度，採用了階梯式的設計，在視覺方面均不會造成負面影響。

「提意見人」姓名／名稱 Name of person/company making this comment [illegible]
簽署 Signature [signature] 日期 Date 15/1/2023

RECEIVED
19 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持Y/YL-NSW/9的城市規劃項目，能夠令北部都會區最新的策略規劃框架，最快可以紓緩目前房屋需求問題，加快審批，建成後能有3萬個住宅單位供應，平均每個400幾平方尺，供應中小型單位，切合港人需要。

「提意見人」姓名／名稱 Name of person/company making this comment Ling
簽署 Signature Ling 日期 Date 16.01.2023

RECEIVED
19 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

是次要擬議發展區的土地多個住宅單位，務能真正解決到香港青年的住屋！尤其交通極為方便，對出就是新的北環線鐵路站亦會未不久將來興建，使香港的市民可以便捷地往來各區，這是十分令人欣喜的！加上項目設計採用塔樓式建築物高層興建，使外觀十分和諧一致，而400呎以下單位亦為港人最歡的中小型樓式，希望此項目發展時，能夠動員多於此項計劃，使每個家庭，包括有質學生，亦能有自己小小窩的夢想，希望政府加快落實此物業項目早日修成，讓市民快點得到安穩好日子！

「提意見人」姓名／名稱 Name of person/company making this comment 張林妹子
簽署 Signature 張林妹子 日期 Date 13.1.2023

RECEIVED
19 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

該項目包括建商場配套，雖然遠離元朗市中心，但有建商場配套，對於元朗市中心絕對不會造成壓力，對該項目居民十分方便，還促進就業機會；交通方面，將來附近有北環線的鐵路站，使該地段的居民出入都十分方便，本人十分支持。

「提意見人」姓名／名稱 Name of person/company making this comment Dick
簽署 Signature Dick 日期 Date 15/1/2023

RECEIVED
19 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

Y/YL-NSW/9 (1). 可以透過已規劃的北環線所增強的基礎設施能力，發展密度與附近的土地規劃互相協調，釋放申請地點的發展潛力，中密度房屋建設適合當區的土地用途和密度，所以我十分支持。

「提意見人」姓名／名稱 Name of person/company making this comment 民
簽署 Signature 民 日期 Date 15.01.2023

RECEIVED
19 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民。支持有关规劃，原因如下：

1. 發展能夠紓緩現時房屋嚴重短缺的問題；
2. 3115住宅單位，平均每个有400多平方尺，增加房屋供应；
3. 能加快審批，提供中小型單位，切合港人需要；
4. 促進社區和谐。

「提意見人」姓名／名稱 Name of person/company making this comment Shirley Cheung.
簽署 Signature [signature] 日期 Date 15-1-2023

RECEIVED
19 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持這發展，增加樓宇供應之餘，又符合最近政府的有關政策，可有效地釋放濕地緩衝區的土地作發展。有助解決樓宇短缺的情況。

「提意見人」姓名／名稱 Name of person/company making this comment Peggy.
簽署 Signature Peggy 日期 Date 17.1.2023

RECEIVED
26 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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To: Secretary, Town Planning Board
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我認為利用濕地緩衝區的土地，興建3100多個住宅很好。這類型的中小型住宅正好配合香港的小家庭的需要。

興建住宅又有商場，增進區內的就業機會。

贊成是項申請。

「提意見人」姓名／名稱 Name of person/company making this comment Andy
簽署 Signature Andy 日期 Date 20.1.2023

RECEIVED
26 JAN 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持以上項目，因項目配合房屋政策，提供近三千多伙，而且也是北部都會區重要政策一致。項目以中小型單位，切合港人實際需要。當中該區沒有稀有動物，植物，發展不會對附近環境有太大影響。

「提意見人」姓名／名稱 Name of person/company making this comment Raybun
簽署 Signature [signature] 日期 Date 2023/09/06

RECEIVED
12 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人是一名新界區的居民，非常贊成此規劃申請。它提供中小型單位，很切合香港市民的需求。而且它附近將來會有北環線的車站，可以為該位置帶來交通的便利；它亦會興建商場設施，可以解決當區市民的生活所需。

「提意見人」姓名／名稱 Name of person/company making this comment YS Lo
簽署 Signature YS Lo 日期 Date 2023年9月7日

RECEIVED
12 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持此項目，原因如下：

①、申請地點交通配套十分完善。項目鄰近新田公路，附近有鐵路，將來有北環線的鐵路站。

②、項目有包括興建商場配套設施，居民可解決生活日用所需，填補原本區內購物設施不足的缺點。

③、符合政府一直以來負地建屋的政策。

「提意見人」姓名／名稱 Name of person/company making this comment 梁敬翔
簽署 Signature [signature] 日期 Date 5.9.23

RECEIVED
12 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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電郵：tpbpd@pland.gov.hk

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

有關的規劃申請編號 The application no. to which the comment relates YI YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

为配合政府政策，可以有效释放位於「棕地」後街區內的土地，發展，這樣可以善用土地，興建中密度房屋建設，適合當區土地用係和密度，而該區交通方便，鄰近新田公路，將來有北環線鐵路站，密度与附近土地規劃互相協調，對自然生態沒有嚴重影響，而且有良好發展準备方面不會造成負面影響，所以支持此土地用

「提意見人」姓名／名稱 Name of person/company making this comment 丁先生.
簽署 Signature 丁. 日期 Date 6 Sept 2023

RECEIVED
12 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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電郵：tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人意支持發展房屋，與政府發展規劃相符，可以促進到居民就業和會帶動經濟，達上調地點將有北環綫鐵路交通配合，方便居民出入就業

「提意見人」姓名／名稱 Name of person/company making this comment HARRY LEE
簽署 Signature Harry 日期 Date 5/9/23

RECEIVED
12 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持Y/YL-NSW/9的申請項目，因為發展能提供設計優點和規劃增益，以及建有商場配套，可解決區內購物設施不足的問題，並採用階梯式建築物高度。

「提意見人」姓名／名稱 Name of person/company making this comment 冷
簽署 Signature [signature] 日期 Date 6. Sep. 2023

RECEIVED
12 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I highly support to build about some 3000 flats in this location with good view and good public transport will be provided in the new railway station nearby.

「提意見人」姓名／名稱 Name of person/company making this comment Mr. Cheng
簽署 Signature Mr. Cheng 日期 Date 2023-9-5

RECEIVED
12 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
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有關的規劃申請編號 The application no. to which the comment relates Y-YL-NSW-9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持最近政府的相關政策，可以有效釋放位於「濕地緩衝区」內的土地的發展潛力。可以透過已規劃的北環線所增強的基礎設施能力，釋放申請地点的發展，能配合北部都會区最新的策略性規劃框架。

「提意見人」姓名／名稱 Name of person/company making this comment 張丽宪
簽署 Signature 張 日期 Date 8-9-2023

RECEIVED
12 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

政府致力免地已解決房屋供應不足，使樓價過高。項目提供近三千多伙，而且是中小型為主，切合港人所需。項目配套完善，有商場，滿足居民所需，而且遠離元朗市中心，對人口增着沒有太大壓力，所以我非常支持Y/YL-NSW/9。

「提意見人」姓名／名稱 Name of person/company making this comment Jacob
簽署 Signature 日期 Date 7/9/2023

RECEIVED
12 SEP 2023
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持 Y/YL-NSW/9 項目。現時香港用作興建房屋的土地嚴重不足，市民怨聲載道。這個發展申請能夠增加3,115個住宅單位，配合政府政策以增加房屋供應，符合地區規劃的最新情況及望圍申請地盤原有的規劃意向，配合北部都會區最新的策略性規劃框架。
新的住宅項目能提供更多的就業機會，包括建築、零售、物業管理等多方面，原區的居民更可減少舟車勞頓之苦，獲得原區工作的機會。

「提意見人」姓名／名稱 Name of person/company making this comment 阿安
簽署 Signature [signature] 日期 Date 4/9/23

RECEIVED
12 SEP 2023
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持.
發展密度與附近的土地規劃互相協調.
計劃對自然生態沒有嚴重的影響.

「提意見人」姓名／名稱 Name of person/company making this comment Wong Sui Hing
簽署 Signature [signature] 日期 Date 5-9-2023

RECEIVED
12 SEP 2023
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分之贊成在上地建34多個住宅單位，因為：1)
將來有新的鐵路站可以出市區上班，2)地點無特別生態
價值的 ecology，不需要收到及政府賠償。Good！

「提意見人」姓名／名稱 Name of person/company making this comment 林 sir
簽署 Signature 林 sir 日期 Date 5th Sept 2023

RECEIVED
12 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持該發展，該地段鄰近新田公路，將來附近
有北環線的鐵路站，交通非常方便，發展密度與
附近的土地規劃互相協調，很合適住宅發展。

「提意見人」姓名／名稱 Name of person/company making this comment Yip
簽署 Signature [signature] 日期 Date 7/9/2023

RECEIVED
12 SEP 2023
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

項目建議興建3千多個住宅單位，平均每單位400多平方尺，
這為中小型單位，切合港合需要，因為項目遠離元
朗市中心，人口因為項目增長不會對元朗市中心
造成壓力，而且項目提供良好的設計，能優化
附近及周邊環境，提升環境及居住質素，所以
贊成以上項目

「提意見人」姓名／名稱 Name of person/company making this comment Kenny Tiu
簽署 Signature Kenny 日期 Date 5-9-2023

RECEIVED
12 SEP 2023
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

作為新界居民是原意配合北部都會區
最新的策略性規劃框架，今次的申請項
目是在基建、工程、環境、視線及園境各方面均
不會造成負面影響，亦對自然生態環境沒有
嚴重影響。

我十分支持該申請的。

「提意見人」姓名／名稱 Name of person/company making this comment May Lau
簽署 Signature May 日期 Date 7-9-2023

RECEIVED
19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持擬議發展之改劃申請，
申請可有效釋放位於濕地緩衝區之內的土地
發展潛力，將工業用地轉化為住宅用地，
以紓緩房屋短缺的問題，
同時增加區內的就業機會，效果正面。

「提意見人」姓名／名稱 Name of person/company making this comment A. Lui
簽署 Signature [signature] 日期 Date 7.9.23

RECEIVED
19 SEP 2023
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持規劃申請編號Y/YL-NSW/19項目，把申請地點由工業(丁類)地帶，「露天貯物」地帶及顯示為「道路」的地方改劃為「住宅(戊類)」地帶，擬議建3115位宅單位，平均單為約400多尺，項目發展可以有效紓緩房屋問題，項目現時鄰近新田公路，將來更有北環線鐵路站，在配套各方面都能為當區市民帶來利益，盼城市規劃委員能加快通過此項目申請。

「提意見人」姓名／名稱 Name of person/company making this comment 周小姐
簽署 Signature [signature] 日期 Date 6.9.23

RECEIVED
19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持，因為在基建、工程、環境、視覺及
園境各方面均不會造成負面影響。
要加快審批，供應中小型單位，切合達人需要。

「提意見人」姓名／名稱 Name of person/company making this comment Cheung chun shing
簽署 Signature [signature] 日期 Date 5-9-2023

RECEIVED
19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
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本人居於新界區已超過四十年，很同意此申請，它既可以幫助
舒緩房屋短缺問題，又非鄰近市中心，不會對市
中心帶來人口、交通等壓力問題，它亦可創造就業機
會，帶動該區的經濟發展

「提意見人」姓名／名稱 Name of person/company making this comment H K Wong
簽署 Signature H K Wong 日期 Date 2023年9月6日

RECEIVED
19 SEP 2023
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
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-擬議的發展符合政府最近的政策，可以釋放「綠地緩衝區」內的土地發展潛力。

-改劃為專住宅能紓緩目前嚴峻的房屋供應問題。

-規劃之地點鄰近新田公路，鄰來附近更有北環線的鐵路站，令交通更方便，使項目更加吸引。

所以我贊成這項擬議之更改。

「提意見人」姓名／名稱 Name of person/company making this comment Jeff L.
簽署 Signature [signature] 日期 Date 4/9/2023

RECEIVED
19 SEP 2023
Town Planning Board

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意見詳情（如有需要，請另頁說明）
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該計劃擬議建 3,115 住宅單位，平均每個單位 400 多呎，這些小型單位，正切合港人需要，同時可以紓緩目前房屋嚴重短缺問題，本人十分支持該發展。

「提意見人」姓名／名稱 Name of person/company making this comment Joy
簽署 Signature [signature] 日期 Date 7/9/2023

RECEIVED
19 SEP 2023
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我認為此申請項目建議不錯，可以支持
房屋面積是400多呎，合適一般港人家庭
地點遠離元朗市中心，不構成現時元朗人口大
副增長
配合特区政府規劃發展

「提意見人」姓名／名稱 Name of person/company making this comment SANDY TSUI
簽署 Signature Sandy 日期 Date 7-9-23

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19 SEP 2023
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

此規劃能配合北部都會区最
新的策略性規劃框架，是可以透
過已規劃的北環線所增強的
基礎設施能力，釋放申請地点的
發展潛力。
所以我本人是支持這個申請方案

「提意見人」姓名／名稱 Name of person/company making this comment Alex
簽署 Signature Alex 日期 Date 6-Sep-2023

RECEIVED
19 SEP 2023
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持以上項目發展原因：
- 配合政府政策，有效釋放濕地緩衝區，增加土地供應。
- 採用優質的設計方案，例如階梯式建築物高度不同影響環境，能使空氣流通。
- 中密度屋苑建設，適合當區土地用途。
- 交通方面，鄰近新田公路，附近地鐵有北環線鐵路，方便居民使用。
- 建設設計對自然生態沒有嚴重影響

「提意見人」姓名／名稱 Name of person/company making this comment Alex T.
簽署 Signature Alex. 日期 Date 7 Sept 2023

RECEIVED
19 SEP 2023
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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- 項目發展能提供設計優點及規劃增益，如採用階梯式的建築物高度，令整體樓宇間更加和諧。
- 發展的密度也與附近的土地規劃互相協調。
- 項目又對基建、工程、環境、視覺及風境各方面都不會造成負面影響。

所以本人十分贊同這項擬議之改劃。

「提意見人」姓名／名稱 Name of person/company making this comment Joey Man
簽署 Signature J 日期 Date 7/9/2023

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19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

敬啟者：本人認為今次申請地改劃為住宅用途，正配合最近政府的相關政策，可以有效釋放位於濕地緩衝區內的土地的發展潛力，而發展中密度房屋建設適合當區的土地用途和密度。另一方面，計劃對自然生態沒有嚴重影響，而發展又能提升當區居住環境，美化當區，有利民生，更可促進社區就業。

「提意見人」姓名／名稱 Name of person/company making this comment 張雅惠
簽署 Signature 張雅惠 日期 Date 5-9-2023

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致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持項目申請，因為項目能配合北都都會區最新的策略性規劃框架。除此之外，中密度房屋建設適合當區的土地用途和密度。

「提意見人」姓名／名稱 Name of person/company making this comment Enid Cha
簽署 Signature 日期 Date 7-9-2023

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Town Planning Board

0337

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

非常支持這項目 因為配合政府要多些房屋的政策。項目有不同的配套可以幫助該區市民的日常需求，不用到元區購物。也可促進就業機會。

「提意見人」姓名／名稱 Name of person/company making this comment Tony Man Wah
簽署 Signature [signature] 日期 Date 6/9/2023

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19 SEP 2023
Town Planning Board

0338

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我係新界居民。

發展採用階梯式建築物高度，使發展密度和附近的土地規劃互相協調，而且項目包括運動場地，可以解決區內購物設施不足。所以支持此個發展計劃。

「提意見人」姓名／名稱 Name of person/company making this comment LAU SHING BUN
簽署 Signature [signature] 日期 Date 6/9/2023

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19 SEP 2023
Town Planning Board

0389

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持上述的規劃申請，因為興建中密度的房屋，適合該區的土地用途和密度，亦與附近的土地規劃互相協調。

計劃亦對該區的自然生態不造成嚴重影响，而且遠離元朗市中心，日後人口增長亦不會對元朗市中心造成壓力。

「提意見人」姓名／名稱 Name of person/company making this comment 杜泇勛
簽署 Signature [signature] 日期 Date 2023年9月6日

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Town Planning Board

0390

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

有關以上規劃申請本人是支持的。因香港住屋供應嚴重不足，此項目能興建3千多伙住宅單位，切合港人住屋需要。而項目亦會配合設供商場設施，可緩解購物設施不足的情況，亦可滿足區內居民生活所需。

「提意見人」姓名／名稱 Name of person/company making this comment Mr. Chow
簽署 Signature [signature] 日期 Date 6-9-2023

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0391

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

經濟不景，政府更應有基建帶動經濟。項目是基建項目，屋苑落成前後都提供不同就業機會。項目將來有此王農線，交通十分便利，而且項目有商場，滿足居民購所需。項目也配合港府力推的新都會區，加快房屋供應，所以我非常支持！

「提意見人」姓名／名稱 Name of person/company making this comment Deca
簽署 Signature [signature] 日期 Date 07/09/2023

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Town Planning Board

0392

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我讚成這項申請，原因如下：
① 在配套方面有建商場，可以解決區內購物設施不足的問題
② 加上發展的密度與附近的土地規劃互相協調

「提意見人」姓名／名稱 Name of person/company making this comment Ponnie
簽署 Signature Ponnie 日期 Date 6-9-2023

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0393

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

贊成此擬議發展。

一、此擬議的提供的三千多個單位，都是大約400多呎，此面積的中小型單位，正正是最切合現在港人的需要。

二、此擬議地點交通方便，現時鄰近新田公路，將來附近有北環線的鐵路站，方便到外區工作的居民。

「提意見人」姓名／名稱 Name of person/company making this comment Leung
簽署 Signature Leung 日期 Date 6 September 2023

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Town Planning Board

0394

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

符合最近政府的相關政策，可以有效釋放位於「濕地緩衝區」內的土地發展潛力。
中密度房屋建設適合當區的土地用途和密度。
計劃對自然生態沒有最重影響。
加快審批，供應中小型單位，切合港人需要。
本人讚成項目改劃發展。

「提意見人」姓名／名稱 Name of person/company making this comment 饒伊萱
簽署 Signature 日期 Date

RECEIVED
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Town Planning Board

0395

致城市規劃委員會秘書
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是香港居民，我支持該項目發展。
該項目擬建3115個住宅單位，平均每個單位400多平尺。
可配合政府政策增加房屋供應。符合地區規劃的最新
情況，單個申請地盤原有的規劃意向，同時地點遠
離元朗市中心，項目對人口增長不會對元朗市中心
造成壓力。

「提意見人」姓名／名稱 Name of person/company making this comment Leo Yu
簽署 Signature Leo 日期 Date 5/9/23

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0396

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人贊成有關項目申請：
項目發展可有利區內的配套改善，新增
商場購物設施，便利居民。中密度的
房屋建設既符合港人需要，也符合規劃
意向！

「提意見人」姓名／名稱 Name of person/company making this comment Maggie Chan
簽署 Signature Mag 日期 Date 7 Sep 2023

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Town Planning Board

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人是新界居民，十分支持上述的申請。因為申請項目符合了最近政府的相關政策，可以有效釋放位於濕地緩衝區內的土地的發展潛力；亦配合了北部都會區最新的策略性規劃框架。

对就業机会和社區發展都是十分正面的。

「提意見人」姓名／名稱 Name of person/company making this comment Jessica Li
簽署 Signature Jessica 日期 Date 7/9/2023

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

作為一名元朗區民，本人很同意此申請，因為元的發展密度只是中密度與周圍的環境尚算協調。而且，此規劃並沒有對周圍的環境、視覺等各種帶來負面的影響，~~無該樂同~~最重要者，元讓位於濕地緩衝區的土地得到釋放，善加利用。

「提意見人」姓名／名稱 Name of person/company making this comment Mrs J Wan
簽署 Signature Mrs J Wan 日期 Date 2023年9月6日

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北數都會區特區成為未來的經濟和就業的重要樞紐，都會區的發展更必將來不斷增長的就業人口，因此十分需要住宅發展去配合住屋需求，本擬議發展提供3115個住宅單位，平均每個400多平方尺，適合家庭居住，可舒緩將來不斷增加人口的住屋需求。

另外，本講地點位於深水灣道與的邊陲，遠離元朗市中心，於此處發展住宅項目，人口增長都不會對元朗市中心造成壓力。

綜合以上兩點，本人支持擬議發展項目。

「提意見人」姓名／名稱 Name of person/company making this comment JOEY CHAN
簽署 Signature [signature] 日期 Date 4/9/2023

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19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分認同此個擬議的更改，理由是：

- 擬議將興建3115個住宅單位，平均每個400多平方呎，有助紓緩香港迫切的房屋供應短缺問題。
- 項目對附近的自然生態環境沒有重大的影響。
- 也配合了政府的增加房屋供應政策，符合地區規劃的最新情況，加強了申請地盤原有的規劃意向。

「提意見人」姓名／名稱 Name of person/company making this comment Marcus Siu
簽署 Signature [signature] 日期 Date 5/9/2023

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19 SEP 2023
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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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根政府的最新策略性規劃設定下發展簡龙是次擬議的項目對元朗是有效舒緩位於深地區鄉郊內的土地的房屋壓力，惠及該人的3千多個申請400呎平呎的單位可使有需要的小市民免受了一個優美居住的選擇，而這項房屋建議又開市中心，但又不會因此發展而造成如噪音、工程、視覺、環境及周邊等各方面有負面影响！加上房屋的要及附近的土地規劃互相加調亦設對自然生態有影響，這點是十分重要的！加開路前增加了政府就業機會更是深人深民的！生活過人啊！謝謝提醒需求的大路前進嗎？這是大勢所趨，希望政府加快批出，讓小市民有機會加快得到吧，謝謝！

「提意見人」姓名／名稱 Name of person/company making this comment Winnie Cheung
簽署 Signature Winnie Cheung 日期 Date 7/9/2023

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致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

該計劃擬議建3,115住宅單位，平均每個單位400多平方尺，這些中小型單位，正切合港人需要，項目還包括建商場配套，可解決區內購物設施不足的問題，希望政府盡快審批。

「提意見人」姓名／名稱 Name of person/company making this comment Ray
簽署 Signature Ray 日期 Date 7/9/2023

RECEIVED
19 SEP 2023
Town Planning Board

0403

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持 Y/YL-NSW/9：

因為：① 與港府北站都會區重要正文策配合，提供房屋單位供應。

② 基建有助經濟發展，落成前後都可創造不同就機會。

③ 有此環線站，交通非常方便。

「提意見人」姓名／名稱 Name of person/company making this comment Jeff
簽署 Signature Jeff 日期 Date 08/09/2023

RECEIVED
19 SEP 2023
Town Planning Board

0404

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

這個規劃在基建、工程、環境、視覺、及周邊各方面均不會造成負面影響，同時這發展可以紓緩目前房屋嚴重短缺的問題

所以本人是贊成以上的申請

「提意見人」姓名／名稱 Name of person/company making this comment Miss Wong
簽署 Signature [signature] 日期 Date 5-9-2023

RECEIVED
19 SEP 2023
Town Planning Board

0405

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

加快審批收購中小型單位. 該項目建成後有3,115個住宅單位. 平均每個單位400呎平方尺. 符合政府政策. 切合港人需要. 支持該項目的申請.

「提意見人」姓名／名稱 Name of person/company making this comment 林
簽署 Signature 林 日期 Date 07.09.2023

RECEIVED
19 SEP 2023
Town Planning Board

0406

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我贊成這個建議申請之修改，理由是：

(i) 項目預期能提供3115個住宅單位，可幫助解決目前嚴重的房屋供應短缺的問題。
(ii) 因項目遠離元朗市中心，所造成的人口增加不會對元朗市中心造成很大的壓力。
(iii) 項目配合政府的增加房屋供應政策，符合地區規劃的最新情況，並回申請地盤的原來規劃的意向。

「提意見人」姓名／名稱 Name of person/company making this comment Nicholas Ling
簽署 Signature M 日期 Date 6/9/2023

RECEIVED
19 SEP 2023
Town Planning Board

0407

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates YYL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，對於今次申請地点的改劃，可建3,15
住宅單位，平均每個單位400呎平方尺，供應的中小型單
位，正切合港人需要，可紓緩目前房屋嚴重短缺問題。
而發展項目包括建商場配套，可解決區內購物設
施不足的問題，交通便利，鄰近新田公路，將來附近
有北環線的鉄路站。另一方面，因發展面積元朗市
中心，該項目人口增長不會對元朗市中心造成壓力，故本人是支持(贊成)
申請。

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

簽署 Signature 張鑽宏 日期 Date 9月6日 2023年
張鑽宏

RECEIVED
19 SEP 2023
Town Planning Board

0408

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8425
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持此項目，因為項目發展密度与附近
的土地規劃互相協調，而且項目應該加快審
批，供應中小型單位，切合香港人需要。

「提意見人」姓名／名稱 Name of person/company making this comment Cheng Chun
簽署 Signature Cheng 日期 Date 7-9-2023

RECEIVED
19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界原居民，我支持這項目，因為這些房屋可以給予年輕人快些上車，配合政府政策。而單位大約是400呎非常切合港人的需求。

而且地區發展非常缺乏在北部都會區規劃。

「提意見人」姓名／名稱 Name of person/company making this comment Charlie Cha
簽署 Signature [signature] 日期 Date 4/9/2023

RECEIVED
19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人住在新界，發展計劃可以減低北部都會區最新的管理收規劃。交通方面現在時近新田公路，且後有北環線的缺點設。所以非常方便。另外由於已鄰元朗市中心，所以這個項目就算自給自足都會，又未元朗高了不會造成壓力，所以我支持本發展項目。

「提意見人」姓名／名稱 Name of person/company making this comment Winnie Chu
簽署 Signature Winnie Chu 日期 Date 5-9-2023

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19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

Y/YL-NSW/9 將提供三千多個平均約四百多平方米的中型單位，整個項目採用階梯式建築物高度設計，再有項目亦有包含商場的建造，提供居民需要消費的場所。
項目設計完善，又能促進區內經濟，我本人十分支持。

「提意見人」姓名／名稱 Name of person/company making this comment Kwok Man Wah
簽署 Signature Man 日期 Date 8 Sep, 2023

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19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分支持上述的規劃申請，因為規劃能配合北部都會區最新的策略性規劃框架，提供3100多個住宅單位，可紓緩目前居住房屋嚴重短缺的問題，而且會加快審批，供應平均細多平方呎的住宅單位符合港人的住屋需要，中密度的房屋設計，適合該區的土地用途和密度。

「提意見人」姓名／名稱 Name of person/company making this comment 莊國雄
簽署 Signature 莊國雄 日期 Date 5-9-2023

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19 SEP 2023
Town Planning Board

0413

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持Y/YL-NSW/9的申請。理由是這項目能興建3100多個中小型住宅單位，促進香港住宅供應量，舒緩香港社會殷切的住屋需要。再者，透過興建住宅項目，將能促進香港更多的就業机会例如建造業、物管業等，能推動香港經濟發展。

「提意見人」姓名／名稱 Name of person/company making this comment 周先生
簽署 Signature [signature] 日期 Date 2023年9月6日

RECEIVED
19 SEP 2023
Town Planning Board

0414

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持Y/YL-NSW/9：因為
① 配合北部都會區，提供土地，房屋供應。
② 將來有北環線站，已近新田公路，交通便利。
③ 有元素配套，有商場滿足居民日常所需。

「提意見人」姓名／名稱 Name of person/company making this comment Noah
簽署 Signature Noah 日期 Date 6 Sep 2023

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Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持這申請，可以配合政府政策以增加房屋供應，符合地區規劃的最新情況；能配合北部都會區的最新策略性規劃框架。另外，在基建、工程、環境、視覺及風景各方面都不會造成負面的影響。

「提意見人」姓名／名稱 Name of person/company making this comment [illegible]
簽署 Signature [illegible] 日期 Date 6 September 2023

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19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

「提意見人」姓名／名稱 Name of person/company making this comment [illegible]
簽署 Signature [illegible] 日期 Date 7/9/2023

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19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

0417

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，地帶改劃能配合北部都會區最新的策略規劃框架。發展可以紓緩目前房屋嚴重短缺問題。
擬議建3,115個住宅單位，平均每個單位400多平方呎。地區遠離元朗市中心，該項目人口增長不會對元朗市中心造成壓力。本人讚成改劃土地發展。

「提意見人」姓名／名稱 Name of person/company making this comment 殷贊泉
簽署 Signature 殷 日期 Date 6-9-2023

RECEIVED
19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

0418

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持以下項目。
在該地點擬建住宅單位能配合北部都會區最新的策略性規劃框架。擬建該發展項目可創造更多社區就業機會，發展住宅單位亦增加更多房屋供應，紓緩目前房屋嚴重短缺的問題。

「提意見人」姓名／名稱 Name of person/company making this comment Linda
簽署 Signature Linda 日期 Date 4/9/23

RECEIVED
19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我同意上述改划申請，首先項目地点遠離元朗市中心，建成後並不会对元朗市中心造成壓力，但卻可有助增加房屋供應。在附合地區規划的意向下，更應加快審批，讓更多港人有選擇，配合政府的房屋政策。有效紓緩減輕後輩需求問題。

「提意見人」姓名／名稱 Name of person/company making this comment 王小姐
簽署 Signature Renee 日期 Date 7-9-23

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19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人贊成Y/YL-NSW/9城規項目。現時香港房屋供應短缺，供不應求，而這個城規項目以中密度房屋建設適合該區的土地用途和密度，採用階梯式建築物高度，設計上不會對基建、工程、環境、視覺及風境各方面造成負面影響，能為本港提供3,115個住宅單位，平均每個單位約400多平方尺，更切合真正用家的需求，回應市民大眾對房屋的急切需求。

「提意見人」姓名／名稱 Name of person/company making this comment 阿建
簽署 Signature 日期 Date 6-9-2023

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Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持。
可以配合北部新會區最新的策略性規劃框架。
當力收樂地，供應中小型單位，切合港人需要。

「提意見人」姓名／名稱 Name of person/company making this comment Vicky Shi Ichien
簽署 Signature _____ 日期 Date 5-9-2023

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Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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Details of the Comment (use separate sheet if necessary)

香港北部都會區之發展，交通及居住方面的發展十分重要，鄰近申請地點已規劃北環線，將來的交通網絡定必逐漸完善，此處將來會提供很多就業機會，因此於此處建置個人住宅就業，滿足住宅需求。
擬就申請供應中小型單位以合港人需要。另外 中密度高度建設適合當區的土地用途和密度。

「提意見人」姓名／名稱 Name of person/company making this comment 黃小姐
簽署 Signature _____ 日期 Date 5/9/2023

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19 SEP 2023
Town Planning Board

0423

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我贊成這擬議，原因是：

- 發展可以紓緩嚴重的房屋供應短缺問題，配合政府的房屋政策。
- 中密度的房屋建設適合該區的土地用途和密度。
- 項目也包括興建商場配套，可緩解區內購物設施不足的問題。

「提意見人」姓名／名稱 Name of person/company making this comment Jovi Fong
簽署 Signature j 日期 Date 6/9/2023

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Town Planning Board

0424

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持申請項目
加快建房供應量
配合北環線基礎基建設施發展相得密達
此點發展也不造成大自然嚴重生態破壞，又可配合社區發展

「提意見人」姓名／名稱 Name of person/company making this comment Carman Chu
簽署 Signature Carman Chu 日期 Date 5-9-2023

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Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

Y/YL-NSW/9 地盤附近是色王農場美
鐵場人，項目和近三千名仗貨戶，讓
我們有更多這樣的人多一個選擇，除了有
比元朗線，荔景近住宅，更近住合比
喜都會區發展方針，我值得支持，加快上馬！

「提意見人」姓名／名稱 Name of person/company making this comment 陳伯偉
簽署 Signature 伯偉 日期 Date 2023/09/06

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Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8425
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人对於 Y/YL-NSW/9 的申請是表示同意的

① 善用土地是符合最近政府的相関政策，可以有效的緩於住於現地緩冲区内的土地發展壓力

② 擬建3,115個住宅单位，平均每個单位400呎平方尺，是符合香港市民的我好用地。

「提意見人」姓名／名稱 Name of person/company making this comment Ashley
簽署 Signature [signature] 日期 Date 19-9-2023

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Town Planning Board

0427

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

該項目擬議建3115個住宅單位，平均每個單位400多平方尺，符合最近政府的相關政策，可以有效釋放位於濕地緩衝區內的土地發展潛力，我下分支持該項目

「提意見人」姓名／名稱 Name of person/company making this comment 民
簽署 Signature 民 日期 Date 07. 09. 2023

RECEIVED
19 SEP 2023
Town Planning Board

0428

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分贊同擬議之更改，因為：

- 申請能配合北部都會區最新的策略性規劃的框架。
- 擬議之發展將提供共3115個住宅單位，平均每個單位400多平方呎，切合一般香港家庭的成員數目，令更多家庭受惠。
- 中密度的房屋建設切合該區的土地用途和密度。

「提意見人」姓名／名稱 Name of person/company making this comment Daniel Chan
簽署 Signature D 日期 Date 5/9/2023

RECEIVED
19 SEP 2023
Town Planning Board

0429

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持項目申請，因為項目發展，可以透過已規劃的北環線所增強的基础設施能力，釋放申請地點的發展潛力。而且可以提高社區就業機會。

「提意見人」姓名／名稱 Name of person/company making this comment Alan Yeung
簽署 Signature Alan 日期 Date 7-9-2023

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19 SEP 2023
Town Planning Board

0430

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界原居民，我支持這項目因為這發展有好多好處。可以提供就業機會令多些人有工作，可以提供多些房屋給港人快些上樓切合港人需求而發展該地方不會對市區做成壓力。

「提意見人」姓名／名稱 Name of person/company making this comment Chan Yan Loi
簽署 Signature [signature] 日期 Date 7/9/2023

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19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本發展項目符合政府的相关政策，可以有效釋放位於「棕地」緩衝区」由土地的發展潛力。更能促進区內的就業機会。而且計劃对自然生態沒有最重影响。所以我非常支持本發展項目。

我係新区居民。

「提意見人」姓名／名稱 Name of person/company making this comment ANDREW LAU
簽署 Signature _____ 日期 Date 7-9-2023

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19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持 Y/YL-NSW/9 的申請，原因如下：

① 香港住屋問題存在已久，政府現有意以發展北部都會區提升住宅供應量。此申請項目正能為當區提供超過 3,000 伙單位，有效紓緩住宅供應不足的問題。

② 地點鄰近新田公路，未來亦將會設立北環線與東中一個鐵路站，具有發展成商住用地的極大潛力，香港需要更多商業合適的土地規劃。

「提意見人」姓名／名稱 Name of person/company making this comment Cherry Mak
簽署 Signature _____ 日期 Date 4-9-2023

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19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9.

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持發展北部都會區，支持 Y/YL-NSW/9！

近年政府積極發展北部都會區以推動本港經濟又能紓緩本港住屋短缺問題。此申請能為市場供應約三千個中小型單位，符合港人需要。同時亦配合北部都會區最新的策略規劃。地點鄰近主要幹道，又會於未來北環線鐵路站旁，申請興建住宅更能釋放申請地點的發展潛力。

「提意見人」姓名／名稱 Name of person/company making this comment 王澄頭
簽署 Signature 澄頭 日期 Date 6-9-23

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19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持上述規劃申請，因為規劃會興建3100多個住宅單位，平均每個400多平方尺，既可以紓緩現時居住房屋嚴重短缺的問題，又能促進社區就業機會，而且中小型的住宅單位，最切合香港人的住屋需要。

「提意見人」姓名／名稱 Name of person/company making this comment 岑錦原
簽署 Signature 日期 Date 2023年9月6日

RECEIVED
19 SEP 2023
Town Planning Board

0435

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持Y/YL-NSW/9的Application，因擬議興建的3000多伙中小型住宅單位，相信有助社会緩解住屋短缺問題，增加住屋供應量。而此項目現時除有新田公路方便進出市区外，長遠亦会在附近增設北環綫鉄路站，交通便利區內居民

「提意見人」姓名／名稱 Name of person/company making this comment Ms Chow
簽署 Signature [signature] 日期 Date 9/Sep/2023

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19 SEP 2023
Town Planning Board

0436

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持這項目申請，因為擬議建3,115個住宅單位，而每個單位約400多呎，可以提供給港人住宅的供應。加上這項目包括建商場配套，可以解決區內購物設施不足的問題。

「提意見人」姓名／名稱 Name of person/company making this comment Nicole
簽署 Signature [signature] 日期 Date 2023年9月5日

RECEIVED
19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，我贊成是項申請。首先，此項目擬議會提供3115個住宅單位，正好可以舒緩目前香港嚴重的房屋短缺問題。其次，擬議發展包括11棟住宅樓宇，建築物會採用階梯式建築高度，不會影響附近的景觀。請城規會能通過此Y/YL-NSW/9的申請。

「提意見人」姓名／名稱 Name of person/company making this comment Yiu
簽署 Signature [signature] 日期 Date 04-09-23

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Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

改劃發展可以紓緩區劃房屋嚴重短缺問題。發展密度與附近的土地規劃互相協調。擬議3座3,115個住宅單位平均面積單位400多平方呎。項目包括3座商場配套，可解決區內購物設施問題。因應鄰近元朗市中心，該項目人口增長不對元朗市中心造成壓力。本人贊成改劃土地發展。

「提意見人」姓名／名稱 Name of person/company making this comment 姚忠堅
簽署 Signature [signature] 日期 Date 6-9-2023

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19 SEP 2023
Town Planning Board

0439

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持該項目發展，該項目擬議建3115個住宅單位，配合政府政策以增加房屋供應，符合地區規劃，供應中小型單位，切合港人目前需要，促進社區就業，提供更多就業機會，所以希望加快審批，紓緩目前房屋短缺問題。

「提意見人」姓名／名稱 Name of person/company making this comment 葉玲玲
簽署 Signature _____ 日期 Date 5/9/23

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19 SEP 2023
Town Planning Board

0440

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人在該界居住多年，對於這個項目是絕對贊成。
因為土地發展可以紓緩目前房屋嚴重短缺問題，而這這項目是擬議建3,115住宅單位，平均每個單位400多平方尺；發展的窩樂附近的土地規劃互相協調。

「提意見人」姓名／名稱 Name of person/company making this comment Wu Sau Mei
簽署 Signature Mei Mei 日期 Date 7/9/23

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Town Planning Board

600

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

參考編號 **Reference Number:**	240920-135330-46384
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	20/09/2024 13:53:30
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chang

意見詳情
Details of the Comment :

本人支持在香港元朗凹頭的發展生宅項目，並認為該項目對於當區的經濟發展、就業促進及居民生活質素提升均有積極作用。以下為本人支持該項目的理由：

首先，建築發展可有效促進當地經濟增長。住宅項目的興建不僅可直接帶動建築相關行業的發展，還能創造大量就業機會，從而提高居民的收入水平。尤其是物業管理和配套設施的運營，將需要大量人手，為社區帶來長期穩定的就業機會，進一步促進社區的繁榮。

其次，該項目的選址在元朗凹頭，得益於已規劃的北環線基礎設施能力的增強，該地點的發展潛力得以釋放。中密度的房屋建設亦符合當區的土地用途及現有的發展密度，不會對周邊環境及基礎設施造成負擔。此外，項目還將配套商場設施，有助解決當地購物設施不足的問題，為居民提供便利的生活條件。

交通方面，該地段鄰近新田公路，且將來北環線的鐵路站亦將在附近，方便居民出行，有助進一步吸引人口流入。項目擬建的3,115個住宅單位，每個單位平均面積400-500多平方尺，符合當前市場對中小型住宅單位的需求，亦與附近的土地規劃協調一致，避免破壞整體規劃的平衡。

該項目經過嚴謹的環境評估，結果顯示對自然生態不會造成嚴重影響，且在基建、工程、環境及園境等方面不會有負面影響。因此，該項目不僅能提升居民的生活品質，還能與政府增加房屋供應的政策目標保持一致。

610

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

參考編號 **Reference Number:**	240923-101320-79772
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	23/09/2024 10:13:20
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Ms Liu

意見詳情
Details of the Comment :

I am writing to express my support for the proposed residential development project in this part of Yuen Long. Below are the reasons for my support:

First and foremost, in terms of transportation, the location is near San Tin Highway, and a future railway station on the Northern Link will be in close proximity, making the area highly accessible. The project plans to build about 3,100 flats, with an average unit size of over 400-500 square feet, catering to the current demand for small to medium-sized units. The development density is in line with the surrounding land use, maintaining consistency in local planning.

Furthermore, the project is ideally located in Au Tau, Yuen Long, which stands to benefit from the improved infrastructure capacity provided by the planned Northern Link. This will unlock the development potential of the site. The medium-density housing design is well-suited to the area's current land use and density, ensuring that it blends harmoniously with the surrounding developments. In addition, the project includes a shopping mall, addressing the current lack of retail facilities in the area and enhancing residents' convenience.

At last but not the least, construction developments play a key role in driving economic growth. The building of residential units will not only stimulate the construction sector but also create a substantial number of jobs, boosting local employment. In particular, property management and the operation of supporting facilities will require a large workforce, providing long-term employment opportunities and further fostering community prosperity.

致城市規劃委員會秘書：
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傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分支持有關的規劃申請，因為大型的住宅興建，會促進經濟和社區的就業機會，而中密度的房屋建設會適合該區的土地用途和密度，在基建，環境和視覺各方面都不會有不良影响。

「提意見人」姓名／名稱 Name of person/company making this comment 杜國雄
簽署 Signature 杜國雄 日期 Date 20-9-2024

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致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持工業地帶改劃為住宅，建築發展促進經濟，能配合北部都會区最新的策略性規劃振架。

「提意見人」姓名／名稱 Name of person/company making this comment Chan Kan
簽署 Signature Kan 日期 Date 17-9-2024

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Town Planning Board

615

致城市規劃委員會秘書：
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持該項目發展，可促進社區就業，及解決
房屋短缺問題，同時這計劃對自然生態沒有
嚴重影響。

「提意見人」姓名／名稱 Name of person/company making this comment 秉
簽署 Signature 秉 日期 Date 19/9/2024

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Town Planning Board

616

致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人贊同以上地點的住宅發
展，發展包括商場等設施，可有效自足，解
決購物設施不足的情況。而且商場
需要零售人手，是項發展亦需要大量建
築和物業管理人手，大量增加區內就業機
會，帶動經濟發展。

「提意見人」姓名／名稱 Name of person/company making this comment 穎
簽署 Signature 穎 日期 Date 21.9.24

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Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

住宅建設可以成為推動社會經濟發展的重要力量，不僅直接創造大量的就業機會，新建住宅能夠改善居民的居住環境，從而促進社會和諧與穩定。所以此申請項目應盡速通過，藉此強化北部都會區最新的策略性規劃框架，亦能成為香港經濟發展的助力。

「提意見人」姓名／名稱 Name of person/company making this comment: Wu Wai lap.
簽署 Signature [signature] 日期 Date 21-9-2024

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致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我贊同該規劃的更改，因為：

項目住宅採用階梯式建築發展高度，令採光及空氣流通更好，增加規劃的增益。

項目鄰近新田公路，將來附近更有北環線鐵路站，使居民交通更便利。

項目在基建、環境、工程、視覺及園境各個方面都沒有重大負面影響。

「提意見人」姓名／名稱 Name of person/company making this comment Jeff Lo
簽署 Signature [signature] 日期 Date 20/9/2024

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有關的規劃申請編號 The application no. to which the comment relates YYL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我贊同有關的規劃申請編號 YYL-NSW/19 把申請地點改劃為住宅（戊類）地帶，項目為住宅能促進當區就業機會，帶動當區人流發展，住宅項目包括興建商場及各樣配套，可提供當區購物地點，解決購物配套不足問題，項目是申客度房屋建設配合當區土地用途，密度和發展，故項目是值得支持的，兩城規劃接納有關項目。

「提意見人」姓名／名稱 Name of person/company making this comment 周小姐
簽署 Signature [signature] 日期 Date 20-9-24

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致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates YYL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

為配合政府政策，此方案提供中密度房屋建設，適合當區的土地用途，增加該區房屋供應，每建3千多個單位，平均400方平方尺，這是適合房屋大小的面積，小型家庭會得舒適的應求，而且在該區興建房屋能提供及促進社區就業，促進經濟增長，所以支持以上方案。

「提意見人」姓名／名稱 Name of person/company making this comment Germaine T.
簽署 Signature [signature] 日期 Date 23/9/2024

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24 SEP 2024
Town Planning Board

621

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

希望政府盡快通過申請，加快興建並推出更多中小型住宅單位，緩和港人住房短缺嚴重問題。選址既鄰近北環線未來的鐵路站，又靠近新田公路，是為可達性高的珍貴土地。另外，選址位於政府發展的北部都會區範圍內，與元朗市中心有段距離，此項目並不會造成元朗市中心人口再增長而產生壓力。

「提意見人」姓名／名稱 Name of person/company making this comment Loon Lee
簽署 Signature [signature] 日期 Date 21-9-2024

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24 SEP 2024
Town Planning Board

622

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

為配合北部都會區最新的策略性規劃，興建中密度的單位，而設計採用階梯式建築物高度，不會造成環境的負面影響，而且有利通風，而中小型單位切合市民需要，而且在環境、視覺等各方面都能配合會區需要，而發展包括興建商場配套，解決區內設施不足，外以支持以上項目發展。

「提意見人」姓名／名稱 Name of person/company making this comment Kenny
簽署 Signature [signature] 日期 Date 21-9-2024

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Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持上述的規劃申請，
因為興建3100多個中小型住宅單位
和商場配套，必會增加就業機會
和促進經濟發展。而項目遠離
元朗市中心，就算人口增加也不會對元朗
造成壓力。

「提意見人」姓名／名稱 Name of person/company making this comment 杜家樂
簽署 Signature Jonathan 日期 Date 20-09-2024

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24 SEP 2024
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

此項目值得支持。原因如下：

① 此處環境優美，空氣清新，宜居。

② 此處將有北環線站，交通方便，項目亦設有商場配套宜居。

③ 此處附近暫沒有與附近的住宅差不多，沒有違和感，舒適。

「提意見人」姓名／名稱 Name of person/company making this comment 林太
簽署 Signature 日期 Date 19-9-24

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24 SEP 2024
Town Planning Board

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致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我會支持這個申請項目，因為獨得將現在的露天貯物地改發展為適合一般港人居住面積大小的住宅項目更為合適，又能符合發展北部都會區規劃策略，紓緩元朗市中心人口密度，該地區將來有鐵路沿線配套，適合及方便居民往來就業及就學。一個完善的規劃發展能成就一個完美的新社區新景象。

「提意見人」姓名／名稱 Name of person/company making this comment LEUNG YU HONG
簽署 Signature 梁裕康 日期 Date 21/9/24

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我認為這個項目供應中小型單位，十分適合港人，因此應加快審批，讓計劃的3115個單位儘快落實，屆時，不僅建築業，物管也需要很多人才，自自然然增加就業機會！

「提意見人」姓名／名稱 Name of person/company making this comment Sandy Lam
簽署 Signature Sandy 日期 Date 21 Sept 2024

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支持正底鴉雲天貯物及道路地方改為住宅，擬議建3115住宅單位，平均每個單位400多平方尺。促進社区就業机會。

「提意見人」姓名／名稱 Name of person/company making this comment Relan Chan
簽署 Signature Relan 日期 Date 20-9-2024

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項目非常值得支持，因為經濟發展就需要建築行業發展。有新項目發展就代表有很多人有工作，所以發展項目是需要支持。而現時項目發展的地區購物設施不足，這發展可以幫助解決這問題。

「提意見人」姓名／名稱 Name of person/company making this comment Ivan Yun
簽署 Signature [signature] 日期 Date 20/9/24

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香港經濟不境氣，項目是基建項目，有助提震經濟，不但可以大量增加人手，有助促進就業，而且樓宇落成後，更會有不同就業崗位，如增加物業管理，保安，服務員等。項目交通方便，因有北環線鐵路站，方便市民。有以上好處，本人非常支持！

「提意見人」姓名／名稱 Name of person/company making this comment 林偉昌
簽署 Signature 昌 日期 Date 17/9/2024

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擬議的改劃可配合政府的增加房屋供應政策，符合地區規劃的最新情況，鞏固地盤的原有申請規劃意向。
項目對附近的自然生態沒有嚴重的影響。
中密度的房屋發展適合該地區的土地用途和密度。
所以我贊成這項擬議的改劃申請。

「提意見人」姓名／名稱 Name of person/company making this comment Jovi Fong
簽署 Signature j 日期 Date 19/9/2024

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Town Planning Board

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Details of the Comment (use separate sheet if necessary)

本人贊成在這區興建住宅房屋，項目單位面積合適大家對家庭
發展能夠增加大量就業職位，有助於基層家庭改善收入
加建商場商店配套，令到區內居民方便日常購物
配合政府北部都會區發展框架

「提意見人」姓名／名稱 Name of person/company making this comment TONNY LEE
簽署 Signature 李 日期 Date 21-9-2024

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本人覺得這個發展計劃非常適合當區的土地用途和密集度，不但遠離市中心，不會影響元朗本區的經濟活動，而且項目本身有配套商場，將來居民不用擔心購物需要。同時，這些都大大促進社區就業，對當區的影響正面，故我十分同意發展計劃。

「提意見人」姓名／名稱 Name of person/company making this comment Kathy Hui
簽署 Signature K Hui 日期 Date 20-9-24

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項目值得支持，因為中密度房屋比較適合當區，而發展也配合政府政策對北部都會區的發展。這對現在和將來的就業機會都會增加。

「提意見人」姓名／名稱 Name of person/company making this comment Christina Yang
簽署 Signature [signature] 日期 Date 22/9/24

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以上申請項目規劃能配合北部都會區最新的策略性規劃框架，亦配合政府的增加房屋供應政策，實在是地區最值得支持的發展，使區內經濟再起飛，造就更多工作機會，改善民生。

「提意見人」姓名／名稱 Name of person/company making this comment Maggie
簽署 Signature [signature] 日期 Date 20/9/2024

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持該計劃，發展成住宅，該計劃包括建商場配套，可以解決區內購物設施不足的問題，同時可以促進就業，建築及物業管理都需要大量人手，減少香港失業率。

「提意見人」姓名／名稱 Name of person/company making this comment Mrs Tai
簽署 Signature [signature] 日期 Date 23/9/2024

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意見詳情（如有需要，請另頁說明）
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支持工業及道路地帶改劃為住宅地帶。加快需批，供應中小型單位，切合港人需要，建築及物業管理需要大量人手，促進就業。

「提意見人」姓名／名稱 Name of person/company making this comment Wing Wong
簽署 Signature Wing 日期 Date 21-9-2024

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此次申請是符合北部大都會區最新的策略性規劃框架，亦可以讓建築及物業管理行業增加就業機會。

值得"贊"的申請。

「提意見人」姓名／名稱 Name of person/company making this comment Rita Li
簽署 Signature R Li 日期 Date 23-9-24

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本人作為新界區的居民，是完全同意該項目申請，因為項目能夠配合北部都會區最新的策略性規劃框架，尤其建築及物業管理需要大量人手，就能促進就業。

「提意見人」姓名／名稱 Name of person/company making this comment Wu Sau Mei
簽署 Signature 胡 日期 Date 23/9/2024

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計劃值得支持因為可以為元朗目前房屋嚴重短缺問題增加工作機會，令大家有樂會有錢買樓。而這項目不在市中心，不會對市中心做成人口壓力。

「提意見人」姓名／名稱 Name of person/company making this comment Chan Yin Chung
簽署 Signature [signature] 日期 Date 22/9/24

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支持申請地點由工業(丁業)地帶，改劃為住宅(戊業)地帶。在英建、工程、環境、視覺及國際各方面均不會造成負面影響，促進社會就業机會。

「提意見人」姓名／名稱 Name of person/company making this comment Maria Chan
簽署 Signature Maria 日期 Date 18-9-2024

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綜合發展資料，此項目符合現時最新的規划，其發展密度和附近的土地規划也協調，而且計划也不會嚴重影响生態，用以發展住宅，提供房屋供應，提供就業机會，都是發展可帶動的經濟活動，好處多多，十分支持。

「提意見人」姓名／名稱 Name of person/company making this comment Larry Kwong
簽署 Signature Larry 日期 Date 21/9/24

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基建發展不僅能促進經濟增長，還能創造不同大量就業機會。落成前要大量建築工人，落成後需要物業管理，售賣服務員等，所以對本港經濟有利。項目有北環線站，將來交通非常方便，而且有近三千多個單位落成。我十分支持以上項目。

「提意見人」姓名／名稱 Name of person/company making this comment 梁永揚
簽署 Signature 揚 日期 Date 17/9/2024

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贊成！如項目成功推行並改建為住宅後，屆時整個物業住宅都需要大量物業管理的人手，這樣便能促進就業，刺激經濟。此外，成功改建為住宅後將可提供多達三千多個住宅單位，定能暫時舒緩香港房屋短缺問題。請城規會審批批出 Y/YL-NSW/9 的申請！

「提意見人」姓名／名稱 Name of person/company making this comment WINNIE
簽署 Signature [signature] 日期 Date 2019/24

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24 SEP 2024
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致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

擬議發展善用深地綫鄰區的土地資源去發展廉屋及私營的土地資源地盡其用，符合政府土地短缺指標。

擬建約15住宅單位，當中小型單位（大約400多天），切合很多小家庭的需求。

該項目位處元朗比例低人口密度的區域，不會給元朗市中心造成太大的交通壓力及影響。

因此，如發展確能為社區帶來正面的影響。

「提意見人」姓名／名稱 Name of person/company making this comment 黃小姐
簽署 Signature [signature] 日期 Date 22-9-2024

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持！

這擬議發展会將申請地點改劃為住宅。屆時此建築地盤將需要增聘大量人手，可提供大量就業机会。另外，由於此地遠離元朗市中心，，所以即使住宅入伙後，人口的增長也不会对元朗市中心造成壓力。請通過。

「提意見人」姓名／名稱 Name of person/company making this comment Max
簽署 Signature [signature] 日期 Date 23 Sep 24

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Town Planning Board

致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

此項目將工業地帶改劃為住宅地帶是適切的！

由於擬議發展與附近的建築相類似，提供中密度的房屋，在視覺上不會造成不良的效果。此發展地點位於政府大力發展的北部都會區內，交通配套及其他生活配套將會有周全的發展，適合市民居住。發展項目已將对生態影響的因素低到最低，对自然生態沒有太傷害。

「提意見人」姓名／名稱 Name of person/company making this comment Ms Chow
簽署 Signature [signature] 日期 Date 20.9.24

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致城市規劃委員會秘書：

647

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

贊成這項申請。

一、這個住宅項目所提供的住宅是會採用階梯式建築物高度，這樣便不會阻擋附近其他居民的景觀，更可令空氣流通。

二、這項目的設施密度與附近的土地使用互相協調，更不會造成當地的生態環境破壞。

三、它提供的三千多個住宅單位部分400多尺的中小型單位，而此種尺寸的單位正是港人最需求的。

綜合以上原因，請盡快審批此項目！

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

簽署 Signature [signature] 日期 Date 2019/9/24

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致城市規劃委員會秘書：

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我非常支持這項目，因為可以增加就業機會，令多些人有地人。

也可令目前房屋短缺的問題改善，令到些人有安居住。

而且計劃對四周自然生態沒有嚴重影響。

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

簽署 Signature [signature] 日期 Date 19/9/24

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作為居住在新界北區多年的居民，是絕對同意，以上的申請。

申請的項目不單可以促進當區的就業機會；並且計劃對自然生態沒有嚴重影響，亦可以建築發展促進經濟。

「提意見人」姓名／名稱 Name of person/company making this comment May Lau
簽署 Signature Maylau 日期 Date 21-9-2024

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人會支持上述規劃申請，因為：
1) 興建3100多個住宅單位和商場作配套，必定會對建築及物業管理需要大量人手，從而增加就業機會和促進經濟發展。
2) 項目會有商場作配套，將可解決該區購物設施不足問題。

「提意見人」姓名／名稱 Name of person/company making this comment 葉嬈楠
簽署 Signature Jeane 日期 Date 20/9/2024

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

項目值得支持，因為建築項目后會大量人手，可以促進就業，建
若完工後也需要大量人手做管理和維修。而建好後此處
非常配合政府政策，起跨些房屋，而加在北區是一個非常
良好的發展。

「提意見人」姓名／名稱 Name of person/company making this comment Issac Chan
簽署 Signature Issac 日期 Date 23/9/24

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致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分支持 Y/YL-NSW/9 項目，因項目
將來有北環主要線，也已規劃車站在這附近，
十分方便居民，也值得建三千多個單位，太
少流動近車站優勢，項目也配合政府發
展北部都會區，更言政府政策釋放這
地塊得予區土地，增加土地供應，加快上馬。

「提意見人」姓名／名稱 Name of person/company making this comment Joe chan
簽署 Signature Joe 日期 Date 23/09/2024

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我十分支持以上項目發展。
發展項目在元朗擬建3115個住宅單位，平均每個單位400多平方尺發展項目可配合政策來增加房屋供應，符合地區規劃的最新情況。
鞏固申請地盤原有規劃意向，發展可增加就業機會促進社區就業率。

「提意見人」姓名／名稱 Name of person/company making this comment TaeYeon
簽署 Signature TaeYeon 日期 Date 21-9-24

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Town Planning Board

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持Y/YL-NSW/9城規項目。香港房屋供應仍然不足，這個發展項目能提供3,115個住宅單位，每個大約400多平方尺，中小型單位更切合港人需要，並且符合政府的相關政策，可以有效釋放位於「濕地緩衝區」內的土地發展潛力，充份利用珍貴的土地資源。期望政府部門能加快審批。

「提意見人」姓名／名稱 Name of person/company making this comment 溫先生
簽署 Signature Wan 日期 Date 20/9/2024

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Town Planning Board

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Details of the Comment (use separate sheet if necessary)

我居住元朗幼年，求時經過項目附近，十分欣賞美麗環境。得悉會在這發建樓，非常支持，除了環境優美，項目設計也以階梯式，不被擋附近景觀，以中密度發展所容當區土地用途和密度，更重要附近沒有特有動植物，發展不大影響自然環境，我十分支持以上發展。

「提意見人」姓名／名稱 Name of person/company making this comment 王文傑
簽署 Signature [signature] 日期 Date 21/09/2024

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

該項目申請是值得支持。因為這是一個中密度房屋建設，適合當區的土地用途和密度；而且建築及物業管理需要大量人手，可以促進就業和經濟。

「提意見人」姓名／名稱 Name of person/company making this comment Leung Yuk Chun
簽署 Signature [signature] 日期 Date 23/9/2024

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我十分支持這個項目，該項目提供3115個住宅單位可緩解目前房屋嚴重短缺問題。項目配套設施完善包括建商場配套，交通方便，鄰近新田公路，將來附近有北環線鐵路站。解決園區內購物設施不足同出行方便問題，滿足港人日常生活需求。

「提意見人」姓名／名稱 Name of person/company making this comment 葉佳伸
簽署 Signature [signature] 日期 Date 20/9/24

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我十分支持該項目發展，因該項目可促進社區就業，給港人提供就業機會；該項目配合政府政策以增加房屋供應，擬議建3115住宅單位，中小型切合港人現時需要符合該地區規劃的最新情況。

「提意見人」姓名／名稱 Name of person/company making this comment 黃靜仪
簽署 Signature [signature] 日期 Date 20/9/2024

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以上 Y/YL-NSW/9 的規劃申請，本人十分支持。因香港現時土地供應不足，如此項目能興建 3100 多伙中小型住宅單位，將有助增加住房供應量，亦能滿足香港市民對住屋的殷切需求。同時，此項目配以商場設施，為當区居民提供日常日活購物配套，便利居民生活所需，值得支持。

「提意見人」姓名／名稱 Name of person/company making this comment 徐小姐
簽署 Signature [signature] 日期 Date 2024年9月19日

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660

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近年香港經濟不景，基建有促進經濟發展，增加 GPD，Y/YL-NSW/9 是基建項目，落成前後會創造不同就業機會。項目有近三千多伙，也以中小型單位，均合港人所需，也近公路和政府的環線車站，十分方便，全力支持。

「提意見人」姓名／名稱 Name of person/company making this comment Ray Ban
簽署 Signature [signature] 日期 Date 23/09/2024

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是一名居於新界的居民，本人因此十分留意新界發展，我人認為此項申請項目很好，能解決住房需求。此處鄰近南生圍濕地，未免伐失，適合居住。地點現時在新田公路附近，將來必有此新線鐵路站，交通方便。
新發展需要大量人手，可以促进就業，对经济有正面影響。

「提意見人」姓名／名稱 Name of person/company making this comment Raymond Leung
簽署 Signature Raymond 日期 Date 20-9-2024

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24 SEP 2024
Town Planning Board

662

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

這項目能配合北部都會區最新的策略性規劃框架，項目還包括建商場配套，可解決區內購物設施不足的問題，還可促進社區就業的機會，本人十分支持。

「提意見人」姓名／名稱 Name of person/company making this comment Grace
簽署 Signature Grace 日期 Date 22/9/2024

RECEIVED
24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
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Details of the Comment (use separate sheet if necessary)

支持

因為可以配合北部都會區最新的策略性規劃

框架. 同時發展可以紓緩目前房屋嚴重

短缺的問題.

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

簽署 Signature [signature] 日期 Date 22-9-2024

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24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

擬議的項目可促進/增加社區的就業
機會。令該區居民不需遠離區上班。

項目的發展又可以紓緩當前的嚴重
房屋短缺問題，尤其是住宅。

項目又包括興建商場等配套設施，
可紓解區內購物設施不足的問題。

因此我十分贊成這個項目。

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

簽署 Signature [signature] 日期 Date 20/9/2024

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致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

當我看過這項目的內容後發現在基建工程、環境和風境各方面也不會造成負面影響，另外在這項目動工時同時也需要建築及物業管理的人，是需要更大量人手，任何就業職位。

所以本人同意 Y/YL-NSW/9 的項目申請

「提意見人」姓名／名稱 Name of person/company making this comment Vleley.
簽署 Signature [signature] 日期 Date 17-Sep-2024

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24 SEP 2024
Town Planning Board

666

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人贊成 Y/YL-NSW/9 這個項目。擬議興建 3,115 個住宅單位，中密度的規劃設計適合該區的土地用途及密度，採用階梯式建築物設計，在基建工程、環境、視覺及園境各方面均不會對現時造成負面影響，更重要是可以紓緩目前香港房屋不足，嚴重短缺的問題。

「提意見人」姓名／名稱 Name of person/company making this comment 阿安
簽署 Signature [signature] 日期 Date 19-9-24

RECEIVED
24 SEP 2024
Town Planning Board

667

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我非常支持以上項目發展。
該項目擬建3115住宅單位，平均每個單位400多平方尺，可以滿足
現時港人住屋需求又促進社會就業增加就業機會。建議城
規會加快審批，依照中小型單位符合社會需求。

「提意見人」姓名／名稱 Name of person/company making this comment 陳月梅
簽署 Signature 陳 日期 Date 19/9/24

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24 SEP 2024
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Details of the Comment (use separate sheet if necessary)

我想表達支持意見
發展這個地段可以令環境改善又配合到政府發展
規劃政策
項目建議的住宅面積符合現時一般港人家庭需要
該地段將來有北環線鐵路站配合交通，增長人口
也不構成環境影响

「提意見人」姓名／名稱 Name of person/company making this comment LEE CHE LEUNG
簽署 Signature [signature] 日期 Date 20-9-2024

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分贊同該擬議項目，原因如下：

項目包括興建商場配套設施，可以解決區內購物設施不足的問題。

不論是興建中或是建成後都需要大量聘請人手，例如建築工人及物業管理員，能促進就業機會。

「提意見人」姓名／名稱 Name of person/company making this comment Alex Chan
簽署 Signature A 日期 Date 20/9/2024

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24 SEP 2024
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

(1) 該個申請能透過已規劃的北環線增設的基礎設施能力，釋放申請地點的發展潛力。

(2) 在建築期間及日後的營運，都需要大量人手包括物業管理等，能促進就業機會。

所以我十分支持 Y/YL-NSW/9 的申請。

「提意見人」姓名／名稱 Name of person/company making this comment 馬小姐
簽署 Signature 日期 Date 23-9-2024

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意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

我建一個是香港主要基建項目之一，不但有效疏解香港經濟發展帶來的勞力人口就業設施以外，對於香港多達十數萬人口就業不足的問題，此項基建項目絕對是有幫助的。項目事業及非事業相當龐大的以非常之證實此項基建項目令共建立約達三千住宅單位，有400多平方尺，適合一家四口居住，加上香港人口出生率一般為一至兩個小朋友在地點方面，鐵路沿線附近人口較多，容易補新人口需要。從，對來這條北環線的鐵路計，無論設施等都非常之方便，隨之而來經濟場發展相信此項基建是無負利而無一害。

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

簽署 Signature [signature] 日期 Date 21/9/2024

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致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

我對同項目 Y/YL-NSW/9 把申請地點由「工業」(丁類)地帶、「鄉土時期」地帶及顯示為「道路」的地方改劃為「住宅(戊類)」地帶，此項目能配合政府增加房屋供應政策，符合政府意向發展北部地區規劃，使申請項目地能意向更確切，項目發展提供設計優點和規劃增加益處項目採用階梯式建築設計，底座，發展空間，靠近的土地規劃互相配合協調，是一個可取的項目，期望城市規劃能批准此申請項目，使市民有更多房屋居住，假福在家市民。

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

簽署 Signature [signature] 日期 Date 22-9-24

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，我支持擬議發展密度與附近的土地規劃互相協調及加快審批，供應中型單位，切合進人需要。~~因~~另因遠離元朗中心，該項目人口增長不對元朗市中心造成壓力。

「提意見人」姓名／名稱 Name of person/company making this comment Man Yi Cheng
簽署 Signature Cheng 日期 Date 20-09-2024

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

可以透過已規劃的北環線所增強的基石楚設施能力，釋放申請地點的發展潛力。
發展提供計設優點和規劃增益，例如採用階梯式建築物高度
中密度房屋建設適合當區的土地用途和密度。
本人讚成項目發展。

「提意見人」姓名／名稱 Name of person/company making this comment 楊黔渝
簽署 Signature 楊 日期 Date 22-9-2024

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這項目在這環境優美，風景又好的地方建3000多個位宅單位，十分之好，全力支持。

「提意見人」姓名／名稱 Name of person/company making this comment 張先生
簽署 Signature 張 日期 Date 2024-9-25

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以上的申請是提供中密度房屋，建設是滿合當区的土地用途和密度。而且对自然生態沒有嚴重影響，所以我是非常讚成Y/YL-NSW/9的申請，同時希望能加快當批供應中小型單位，是切合港人的需要

「提意見人」姓名／名稱 Name of person/company making this comment Alex
簽署 Signature Alex 日期 Date 18-9-2024

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Town Planning Board

677

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意見詳情（如有需要，請另頁說明）
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我是新界居民我支持這擬議發展特區政府的相關政策，可以有效釋放化於濕地緩衝區內的土地的發展潛力及發展提供設計優點和規劃增益，例如採用階梯式建築物高度。
另外交通方便，現時鄰近新田公路將來附近有北環線的鐵路站。

「提意見人」姓名／名稱 Name of person/company making this comment Lam Ming Wai
簽署 Signature [signature] 日期 Date 21-09-2024

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本人支持這項申請，原因如下：
① 這項目與元朗市中心有距離，不會對人口增長而對元朗市中心造成壓力；
② 項目包括有商場配套，可以解決民生不足的問題；
③ 可以增加更多的就業機會。

「提意見人」姓名／名稱 Name of person/company making this comment Ronnie
簽署 Signature [signature] 日期 Date 20/7/2024

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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

物業建築發展促進社區就業，
能配合北部都會區最新的策略性規劃框架
發展密度與附近的土地規劃互相協調。
計劃對自然生態沒有嚴重影響。
本人贊成改劃發展

「提意見人」姓名／名稱 Name of person/company making this comment 陳運生
簽署 Signature 陳運生 日期 Date 20-9-2024

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Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

680

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我同意這個發展，應該要加快審批，使應中小型
單位，切合港人的需要和也能促進就業
機會.

「提意見人」姓名／名稱 Name of person/company making this comment CHEUNG CHUN SHING
簽署 Signature 日期 Date 20-9-2024

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24 SEP 2024
Town Planning Board

681

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我对Y/YL-NSW/9的申請是支持的
因為發展便能促進社区就業，能提供
更多就業机会，擬建3115住宅單位，平
均每位單位400多平方呎，中密度的高屋
建設正好適合覺區的土地用途和
密度

「提意見人」姓名／名稱 Name of person/company making this comment Agnes H.
簽署 Signature [signature] 日期 Date 21-9-2024

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24 SEP 2024
Town Planning Board

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致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我十分認同擬議之改劃，原因如下：
無論是建築過程中或是落成後都需要大量人手，
例如建築工人及物業管理，能促進就業，改
善該區居民的就業機會。
項目又遠離元朗市中心，所增加的人口
不會對元朗市中心的各項設施造成沉重壓力。

「提意見人」姓名／名稱 Name of person/company making this comment Teddy
簽署 Signature T 日期 Date 20/9/2024

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Town Planning Board

致城市規劃委員會秘書
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香港面對多方面困境，一定要找方法解決，其中可以用最速去改善使連空缺。
項目不但提供三千多個就業單位供應，增加本港房屋供應，更配合政府房屋政策，加上要配落成前後都要大量人手卸和不同崗位，有助增加新業機會，我十分支持。

「提意見人」姓名／名稱 Name of person/company making this comment 明謙
簽署 Signature 謙 日期 Date 22/09/2024

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持項目 Y/YL-NSW/9 把申請地點改劃為住宅(戊類)地皮。把項目建築為住宅能促經濟發展，因為住宅項目需求大量人手配合，可透過已規劃的北環線所增強當區的基礎設施，能利用此項目增設申請地點的發展潛力，使土地能得以好好利用，所以請城市規劃能通過此項目申請。

「提意見人」姓名／名稱 Name of person/company making this comment 阿美
簽署 Signature 美 日期 Date 19.9.2024

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我覺得這個申請項目建議發展把現時已不合時宜的「工業」地帶改劃發展房屋項目，更能地盡其用，帶動社區發展，同時又能推動社區就業機會，全區內區外的市民增益不小，值得支持。地點位置不屬於元朗市中心，即使日後居住人口增長，亦不會令元朗區構成不便或壓力。

「提意見人」姓名／名稱 Name of person/company making this comment YANDY NG
簽署 Signature [signature] 日期 Date 22-9-24

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

擬議發展：能配合北部都會區最新的策略性規劃框架。中密度房屋建設，適合當區的土地用途和密度。
在基建、工程、環境、視覺及園境各方面，均不會造成負面影響。贊成，願早審批。

「提意見人」姓名／名稱 Name of person/company making this comment Nicholas Ling
簽署 Signature [signature] 日期 Date 19/9/2024

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

絕對贊成通過申請項目!!!

未來北環線凹頭站距離申請地點僅約0.5公里，故申請地點是珍貴的發展土地，本項申請可釋放該地的發展潛力。

項目亦符合最近政府的相關政策，有效釋放位於「濕地緩衝區」內的土地發展潛力。

住屋短缺問題亦有望藉項目提供約三千個住宅單位而得以紓緩。

「提意見人」姓名／名稱 Name of person/company making this comment Rolly Chan
簽署 Signature [signature] 日期 Date 20 Sep, 2024

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Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是一位建造業工人，十分支持Y/YL-NSW/9項目，除了是大型樓盤，可以聽請大量建造業工人，增加不同相關工作崗位，增加就業機會，落成後也需要其他崗位，如物業管理，零售，所以對本法經濟十分大利。項目近北環線站，將來交通十分便利，方便居民，我十分支持！

「提意見人」姓名／名稱 Name of person/company making this comment Daca Wong
簽署 Signature [signature] 日期 Date 20/9/2024

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Town Planning Board

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致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
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申請地點位於北環線未來的鐵路站附近，同時鄰近新田公路，可達性高交通方便，十分適合住宅建設。

申請項目不僅能增加本地房屋供應量，同時亦興建住宅，住宅落成後的物業管理都會增加本地就業機會，對社會的未來經濟及整體社會發展都有貢獻。

「提意見人」姓名／名稱 Name of person/company making this comment 王思林
簽署 Signature 王 日期 Date 19-9-24

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Town Planning Board

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致城市規劃委員會秘書：
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傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分支持本次改劃，因不但可促進(社區)就業機會，項目亦可透過已規劃的北環線所增加增強的基礎設施能力，釋放申請地點的發展潛力。

「提意見人」姓名／名稱 Name of person/company making this comment 鍾國英
簽署 Signature 日期 Date 20-09-2024

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該申請是對自然生態沒有嚴重影响，有可以促進社區就業；絕對可以配合北部都會區的最新策略性規劃。

絕對贊同的項目。

「提意見人」姓名／名稱 Name of person/company making this comment Arthur Sit
簽署 Signature Arthur Sit 日期 Date 22-9

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Town Planning Board

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致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

申請項目將提供3115伙中小型住宅，切合現時香港小家庭的需求，亦配合政府政策以增加房屋供應。住宅興建能直接創造大量的就業機會，如建造业從业员、建築師等。同時可帶動建材市場或至酒店服務等衍生的經濟活動。

「提意見人」姓名／名稱 Name of person/company making this comment Lean Choi
簽署 Signature 日期 Date 20 Sep, 2024

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Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

改劃地點發展建築及物業管理需要大量人手，促進就業。
中密度房屋建設適合當區的土地用途和密度擬議建3,115住宅單位，平均每個單位400多平方尺。本人讚成物業建築發展。

「提意見人」姓名／名稱 Name of person/company making this comment 吳大右僅
簽署 Signature 吳 日期 Date 20-9-2024

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我是新界居民，我支持這項發展能夠促進就業機會另外交通方便，現時鄰近新田公路，將來附近有北環線的鐵路站。

「提意見人」姓名／名稱 Name of person/company making this comment Caren Lee
簽署 Signature Caren 日期 Date 23-09-2024

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符合最近政府的相關政策，可以有交叉釋放位於濕地緩衝區內的土地的發展潛力。能配合北部都會區的策略性規劃框架發展可以紓緩目前房屋嚴重短缺問題。本人讚成項目發展

「提意見人」姓名／名稱 Name of person/company making this comment 錢贊泉
簽署 Signature [signature] 日期 Date 22-9-2024

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Details of the Comment (use separate sheet if necessary)

本人支持是次的改劃，能配合北部都会區最新的策略性規劃框架；可以透過已規劃的北環線所增強的基礎設施能力，釋放申請地点的發展潛力。而且，發展可以紓緩目前房屋嚴重短缺問題；亦可促進社區就業，對地區發展有利。

「提意見人」姓名／名稱 Name of person/company making this comment CHEUNG YUEN YEE
簽署 Signature [signature] 日期 Date 21-9-2024

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我支持這項目因為這可以配合北部都會區的框架，今刻區面更好發展，可以解決北區交通和設施不足的問題。

「提意見人」姓名／名稱 Name of person/company making this comment Michelle Tsu
簽署 Signature [signature] 日期 Date 19/9/24

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Town Planning Board

698

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

該項目鄰近新田公路，將來附近有北環線的鐵路站，同時能配合北部都會區最新的策略性規劃框架，絕對符合地區規劃的發展。

「提意見人」姓名／名稱 Name of person/company making this comment Yip
簽署 Signature [signature] 日期 Date 19/9/2024

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699

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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Details of the Comment (use separate sheet if necessary)

本人支持 Y/YL-NSW/9 的申請，因項目將建議興建 3000 多個中小型平均 400 呎的住宅單位，能大大提升市場住宅供應量，亦能增加多些就業機會例如建築業，物業管理行業等等，有助促進香港經濟發展。

「提意見人」姓名／名稱 Name of person/company making this comment 楊小姐
簽署 Signature [signature] 日期 Date 2024年9月20日

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Town Planning Board

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致城市規劃委員會秘書：
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地點改劃發展建築很適經濟。
能配合北部都會區最新的策略性規劃框架。釋放申請地點的發展潛力。
本人贊成改劃發展。

「提意見人」姓名／名稱 Name of person/company making this comment 溫志祥
簽署 Signature [signature] 日期 Date 20-9-2024

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意見詳情（如有需要，請另頁說明）
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申請項目目標，商場配套可解決區內購物設施不足的問題，亦促進社區親要，希望加快審批，能尽快解決許多港人住屋、親屋等問題。

「提意見人」姓名／名稱 Name of person/company making this comment 陳小姐
簽署 Signature 陳 日期 Date 21. Sep. 2024

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

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Details of the Comment (use separate sheet if necessary)

Y/YL-NSW/9 的發展項目，遠離元朗中心人口的增長不會對元朗市中心造成負面影響，交通方便，鄰近新田公路，將來附近有北環線的鐵路站，能配合北部都會區最新的策略性規劃框架，希望尽快再次通過。

「提意見人」姓名／名稱 Name of person/company making this comment KITTY
簽署 Signature Kitty 日期 Date 21. Sep. 2024

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Town Planning Board

- 2 -

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分同意這個申請。首先，這個住宅項目將提供
311 住宅單位，每個單位平均 400 呎尺。這些中小型單位是現在
流人最需要的。其次，這項目由於遠離元朗市中心，所以不會對
元朗市中心的人口增長造成壓力。最後，這項目對自然生
態並沒有嚴重的影響，不會破壞生態環境。

「提意見人」姓名／名稱 Name of person/company making this comment 譚小姐
簽署 Signature [signature] 日期 Date 22.09.2024

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Town Planning Board

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持，因遠離住元朗市中心，該項目人口增
長不對元朗市中心造成壓力，也能促進社區就業。

「提意見人」姓名／名稱 Name of person/company making this comment Yau Siu Fai
簽署 Signature Fai 日期 Date 18-9-2024

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Town Planning Board

705

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我十分支持這個發展，建築及物業需要大量人手，促進就業及配合政府政策以增房屋供應，符合地區規劃的最新情況，鞏固申請地盤原有的規劃意向。

「提意見人」姓名／名稱 Name of person/company making this comment Ping Liu
簽署 Signature Liu 日期 Date 17-Sept-2024

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致城市規劃委員會秘書：
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Y/YL-NSW/9 提供近三千多伙單位供應，是大型基建項目，除了增加本港房屋供應和政府房第一致，更是此都重要政策。項目落成前後都需要大量不同人手。落成前要大量建造業工人，落成後要大量物業管理，服務人手，所以我十分支持以上項目。

「提意見人」姓名／名稱 Name of person/company making this comment 希
簽署 Signature 希 日期 Date 17/9/2024

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電郵：tpbpd@pland.gov.hk

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意見詳情（如有需要，請另頁說明）
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支持方案

可以促進社區就業，希望加快審批，俾應中小型單位

切合港人需要。

「提意見人」姓名／名稱 Name of person/company making this comment Chan Choi Wan
簽署 Signature Wendy 日期 Date 17-9-2024

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708

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今次的申請是能夠透過已規劃的北環線所增強的

基礎設施能，釋放申請地点的發展潛力，亦能讓連

鎖效應促進經濟。

一定支持。謝謝！

「提意見人」姓名／名稱 Name of person/company making this comment Anson Cheung
簽署 Signature A.C. 日期 Date 23.9.24

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意見詳情（如有需要，請另頁說明）
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我支持申請項目做住宅發展用途。發展提供有效社區規劃，例如設計採用階梯式建築高度，並基建工程上，不會對環境和視覺有負面影響。地點近北環線，但遠離元朗市中心，可有助北區發展，但不做成負擔。

「提意見人」姓名／名稱 Name of person/company making this comment 鍾曜徽
簽署 Signature [signature] 日期 Date 19-9-24

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我支持因為項目可以增加就業機會令到多些人有工開。而項目地點不在市中心，也可以以令到市中心的人有機會在那些的地方居住，令身心開心；這可以人口增長的壓力減底。

「提意見人」姓名／名稱 Name of person/company making this comment Matthew Fong
簽署 Signature [signature] 日期 Date 22/9/24

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Town Planning Board

711

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我建議促進經濟增長，和且可以增加就業机會，
和為配合政府房屋政策，增加房屋供應，項目包
括興建中密度 3幢4為個單位，和且項目有商
場配套設施，這可方便區民，增加房屋供應，增
加就業機會，刺激經濟，所以支持以上項目
選底。

「提意見人」姓名／名稱 Name of person/company making this comment C. TT
簽署 Signature Chi Tak. 日期 Date 20/9/2024

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本人支持上述規劃申請，因為興建
3,100多個平均400多平方尺的中小型
住宅單位，是十分切合港人的住屋
需要。而且大型興建能促進該區
的就業機會。

「提意見人」姓名／名稱 Name of person/company making this comment 麥錦原
簽署 Signature 日期 Date 2024年9月18日

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支持這項目.
因為遠離元朗市中心，該項目的人口增長不對
元朗市中心造成壓力，也能取合北部都會區
最新的策略性規劃框架。

「提意見人」姓名／名稱 Name of person/company making this comment Wong Wai Chun
簽署 Signature [signature] 日期 Date 21-9-2024

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新界居民的我，对於能夠發展密度前附
近的土地規劃互相協調，是絕对贊成
的，總而言之，有建築的發展就能夠促
進經濟。

「提意見人」姓名／名稱 Name of person/company making this comment Andy Wong
簽署 Signature [signature] 日期 Date 22-9

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Town Planning Board

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申請項目將興建11樓住宅樓宇，為區來帶來3,115伙中小型住宅單位，平均每伙單位約400 sq.ft.，符合大多港人的需要，更有助紓緩香港長久住房供應不足的問題。

項目另有預留土地興建商場配套，應付區內住戶的日常消費。更預留約6000 sq.ft.作小學用途，滿足未來區內人口對教育設施的潛在需求。由上述可見，申請項目細心合理，有為香港市民考慮需求，值得支持！

「提意見人」姓名／名稱 Name of person/company making this comment Mark Chiu
簽署 Signature [signature] 日期 Date 2024-9-19

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Town Planning Board

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支持發展，發展密度與附近的土地規劃互相協調，建築發展促進經濟。

「提意見人」姓名／名稱 Name of person/company making this comment Chan Di Wan
簽署 Signature [signature] 日期 Date 17-9-2024

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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持這項目，因為這個計劃是離元朗市中心，不會對市中心人口造成壓力。二，計劃沒有對環境有嚴重影響，而且會的是這項目有很高端的配套，可以解決區內購物設施不足的問題。

「提意見人」姓名／名稱 Name of person/company making this comment Henry Tsui
簽署 Signature [signature] 日期 Date 21/9/24

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24 SEP 2024
Town Planning Board

718

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

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Details of the Comment (use separate sheet if necessary)

以上項目為中密度房屋建設，適合當區的土地用途，而項目等發展在基建，工程、環境及各方面均不會造成負面影響，而且項目發展遠離元朗市中心，人口增長不會對元朗市中心造成壓力，而項目已提高場配套，這可以增加就業機會，促進經濟增長，所以支持項目發展。

「提意見人」姓名／名稱 Name of person/company making this comment K. T.
簽署 Signature [signature] 日期 Date 18 Sept 2024

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致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持Y/YL-NSW/9的發展項目：
①建成後有3115個住宅單位，平均每個單位400多平方呎。
②發展低密度與附近的土地規劃互相協調。
③配合政府房屋供應，符合地區規劃的最新情況，要因申請地盤原有的規劃意向。

「提意見人」姓名／名稱 Name of person/company making this comment PING
簽署 Signature Ping 日期 Date 20.09.2024

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人非常支持上述規劃申請，因為項目對該區的自然生態沒有嚴重影响，而且中密度的住宅樓宇，是適合該區的密度和土地用途，3100多個中小型的住宅單位，十分切合現時香港的居住需要，也能增加該區就業機會。

「提意見人」姓名／名稱 Name of person/company making this comment 杜家慧
簽署 Signature Christine 日期 Date 2024年9月19日

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24 SEP 2024
Town Planning Board

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721

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

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

項目重點能夠配合政府政策，提供3千多個中密度的單位，發展密度與附近的土地規劃互相協調，而且項目發展包括興建商場，衣食住行可解決區內購物飲食不足的問題，因為項目遠離元朗市中心，人口增長不對元朗市中心造成壓力，所以贊成項目發展。

「提意見人」姓名／名稱 Name of person/company making this comment Alex
簽署 Signature Alex 日期 Date 20-9-2024

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24 SEP 2024
Town Planning Board

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電郵：tpbpd@pland.gov.hk

722

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

項目發展能配合北部都會區最新的策略性規劃框架，而中密度房屋建設，適合當區的土地用途和密度，擬建3115個住宅單位，平均每個單位400的平方尺，適合現時社會需要，而且計劃對自然生態沒有嚴重影響，所以支持以以項目發展

「提意見人」姓名／名稱 Name of person/company making this comment Ly K...
簽署 Signature Ly. 日期 Date 19/9/2024

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW 19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持同意發展這個項目.
建築及物業管理需要大量人手，促進就業.
也能配合北部都會區最新的策略性規劃框架.

「提意見人」姓名／名稱 Name of person/company making this comment Wong chun chun
簽署 Signature chun 日期 Date 18-9-2024

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Town Planning Board

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW 19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

為提供住宅供應，及配合政府房屋政策，在該區興建中密度住宅，能解決住屋問題，而且項目包括建商場等配套，可解決區內購物設施不足的問題，而興建住宅及商場，必須大量工作剛位，這可增加就業，速進經濟增長，人人有工過，解決就業不足問題，所以贊成以上方案。

「提意見人」姓名／名稱 Name of person/company making this comment Ms Lee.
簽署 Signature Lee 日期 Date 20/9/2024

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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To: Secretary, Town Planning Board
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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

為配合政府政策，透過已規劃的北環線所增強的基礎設施能力，釋放申請地點發展而發展中密度的住宅，切合市民需要，而低密度發展於附近土地規劃互相協調，而項目配套包括興建商場，可以解決區內購物設施不足。所以支持以上項目。

「提意見人」姓名／名稱 Name of person/company making this comment C. T
簽署 Signature [signature] 日期 Date 20 Sept, 2024

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Town Planning Board

726

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

這項目值得支持，因為可以增加就業，加快建造房屋，可以令多些市民恢復有樓，改善生活環境。而計劃對自然環境沒有嚴重影響

「提意見人」姓名／名稱 Name of person/company making this comment 鄧文华
簽署 Signature 鄧文华 日期 Date 21/09/24

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24 SEP 2024
Town Planning Board

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致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

該地段發展中密度房屋建設，正好適合當區的土地用途和密度，還包建商場配套，可以解決區內的購物設施不足的問題，交通還鄰近新田公路，將來附近有北環線的鐵路站，所有設施都對區內居民有好處，十分值得支持。

「提意見人」姓名／名稱 Name of person/company making this comment Jcy
簽署 Signature [signature] 日期 Date 19/9/2024

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Town Planning Board

728

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

以上規劃申請本人是支持的，首先如能發展這達3000多伙的大型住宅項目，必能促進更多的就業機會 e.g 建築業，商場服務性行業，物業管理行業，另外，此項目亦會配合興建商場購物食肆等設施，為當區居民帶來生活上的便利，協助緩解購物設施不足夠的情況。

「提意見人」姓名／名稱 Name of person/company making this comment 林太
簽署 Signature [signature] 日期 Date 20-9-2024

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Town Planning Board

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致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

發展可以紓緩目前房屋兼重短缺問題。
項目包括建商場可解決區內購物設施不
足的問題，促進社區就業機會
加快審批，供應中小型單位，切合港人需要。
本人贊成規劃發展。

「提意見人」姓名／名稱 Name of person/company making this comment 饒伊菱
簽署 Signature [signature] 日期 Date 22-9-2024

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24 SEP 2024
Town Planning Board

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致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

①發展可以紓緩目前房屋短缺問題。
②項目包括建商場配套，解決區內購物設施不足的問題
③建成後有3115個單位供應，平均每個單位400呎平方呎。
希望盡快審批通過。

「提意見人」姓名／名稱 Name of person/company making this comment MAN
簽署 Signature MAN 日期 Date 19. Sep 2024

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Town Planning Board

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

Y/YL-NSW/19 這個城規申請項目能提供3,115個住宅單位，正正能配合政府政策以增加房屋供應，能符合地區規劃又能夠回申請地盤原有的規劃意向。申請項目避開人口稠密的元朗市中心，所以基本人口增長並不會對元朗市中心造成壓力，反之一個新的住宅發展項目能增加更多的就業機會，受惠的包括建築、零售、物業管理等多方面。基於以上原因本人十分支持，並期望政府能盡快審批。

「提意見人」姓名／名稱 Name of person/company making this comment 温先生
簽署 Signature 温友才 日期 Date 18/9-2024

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Details of the Comment (use separate sheet if necessary)

基建有助改善知使通經濟，項目正是一項基建項目，提供三千多伙，令港人所需以上預算佔400呎為主。當然對於當區來說不同人手。對更大量建築工人，技術人員，及更物業管理，零售服務人員，增加不同人手時就業機會，有以上好處我十分認同！

「提意見人」姓名／名稱 Name of person/company making this comment Jack Li
簽署 Signature Jack 日期 Date 18/9/2024

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Town Planning Board

733

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持這個申請項目
因為在現時經濟環境淺靜氣氛下，能夠推出建築
發展項目，有助帶動刺激業層職位就業机會
提升市民入場
而且地區發展配合到政府發展藍圖改善
該區整体環境
項目發展密度符合地區規劃要求

「提意見人」姓名／名稱 Name of person/company making this comment LEE CHI MING
簽署 Signature [signature] 日期 Date 21/9/2024

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734

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Details of the Comment (use separate sheet if necessary)

本人支持這發項目，支持重點如下：
① 這發展可以增強北區的基礎設施，
又可以與附近地區規劃互相協調
② 項目供應中小型單位，切合港人需要
③ 區的項目會建商場可增加進業機會

「提意見人」姓名／名稱 Name of person/company making this comment PoonMankit
簽署 Signature [signature] 日期 Date 22-9-24

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735

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我贊成上述
擬議發展之住宅項目申請
這項目可提供3115個住宅單位，
而且是適合一般家庭的400多呎類型，
適合港人需要，值得開發，善用地皮。
發展一定也帶動就業，讓社區的工作
機會大增，一舉兩得。

「提意見人」姓名／名稱 Name of person/company making this comment Ms. Wong
簽署 Signature Hel Wong 日期 Date 17-9-24

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24 SEP 2024
Town Planning Board

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致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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這個申請符合市民的期望及政府政策及未來發展藍圖，我真心
希望政府能給予大力支持！

選地緩衝區本身具有重要生態功能，通過合理開發和利用，
不僅可以滿足城市的房屋需求，還能維護當地的自然環境，
達至經濟發展與生態保護的雙贏。而此申請既能配合北部
都會區的政府策略性發展藍圖，又達到有效釋放土地的
發展潛力，再者已有完善科學的調查及評估顯示計劃對自然
生態沒有嚴重影響。

「提意見人」姓名／名稱 Name of person/company making this comment Denis Wu
簽署 Signature Denis. 日期 Date 21/9/2024

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Town Planning Board

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基建有促進經濟，增加 G.D.P. 和大量不同人手，刺激就業。項目有近三千多伙單位，是大型屋苑基建，將本港房屋供應有利，更對本港經濟有利，因要不同人手，增加不同就業機會，項目更是小型單位為主，非常令港人以「小家庭」為主，我十分讚同，值得支持，加快上馬！

「提意見人」姓名／名稱 Name of person/company making this comment Mark
簽署 Signature Mark 日期 Date 23/09/2024

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24 SEP 2024
Town Planning Board

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中密度房屋適合當區的土地用途和密度，而且項目遠離元朗市中心，此項目的人口增長不會加重元朗市中心的壓力。另外，項目包括商場配套，待未來項目落成後必定創造大量就業機會及消費活動，促進本地經濟。

「提意見人」姓名／名稱 Name of person/company making this comment Lau Chi Ho
簽署 Signature Chi Ho 日期 Date 22-9-2024

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以上計劃很值得支持。

它的發展密度與周圍環境很配合，不會對環境、視覺等方面造成負面的影響。

它提供的住宅以中小型單位為主，很貼合市場所需。

它的出現，可以為該區提供經濟動力，提高該區居民的生活質素

「提意見人」姓名／名稱 Name of person/company making this comment H K Wong
簽署 Signature H K Wong 日期 Date 21-9-2024

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我是新界居民我贊成發展可以透過已規劃的北環線所增強的基礎設施能力，釋放申請地點的發展潛力及促進社區就業機會。
項目還包括商場配套，可解決區內購物設施不足的問題。

「提意見人」姓名／名稱 Name of person/company making this comment Maggie Ma
簽署 Signature Maggie 日期 Date 21-09-2024

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Town Planning Board

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支持將現在地帶改成發展興建住宅地帶
地點附近將設有北環線鐵路站，方便居民交通配套好
項目住宅屬於中密度符合該區土地環境密度
發展能使到附近一帶提升環境優美
符合政府房屋政策

「提意見人」姓名／名稱 Name of person/company making this comment 李志强
簽署 Signature 李志强 日期 Date 19-9-24

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我係新界居民，我支持因為可以增加就業機會，對生態沒有太大影響，遠離元朗市中心，該項目人口增長不對元朗市中心，造成壓力。

「提意見人」姓名／名稱 Name of person/company making this comment Chan Ciu Ho
簽署 Signature Cu 日期 Date 20-09-2014.

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這個項目發展，本人支持的。

1. 可以舒緩目前房屋嚴重短缺的問題，而且依照中小型單位，可以更加符合讀人需要；

2. 加上這部元朗市中心，所以這項目不會對人口增長而造成壓力；

3. 加上現時有鄰近新田公路，將來有北環線，所以交通都方便。

「提意見人」姓名／名稱 Name of person/company making this comment Teeth
簽署 Signature Teeth 日期 Date 21 / 9 / 2024

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I support this project is that ~~it~~ will provide a lot of comprehensive elements in the project like commercial facilities and transport use area. As the location is good for living and outdoor activities like running and hiking, it is a good location for sport style family.

「提意見人」姓名／名稱 Name of person/company making this comment micl
簽署 Signature Micl 日期 Date 20 Sept 2024

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24 SEP 2024
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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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擬議之項目在建築過程中需要大量建築工人，可保就業，促進經濟。

項目鄰近新田公路，將來附近更有北環線的鐵路站，令交通更方便，使項目的吸引力大增。

所以本人十分贊成這個擬議的項目。

「提意見人」姓名／名稱 Name of person/company making this comment James
簽署 Signature ____ 日期 Date 17/9/2024

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Town Planning Board

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Y/YL-NSW/9 的發展可以紓緩目前房屋嚴重短缺的問題，項目擬建 3115 住宅單位，平均每個單位 400 多平方尺。同時計劃對自然生態也沒有嚴重影響，所以我是支持以上的申請

「提意見人」姓名／名稱 Name of person/company making this comment 王小姐
簽署 Signature M Wang 日期 Date 20-Sep-2024

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Town Planning Board

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致城市規劃委員會秘書：
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Details of the Comment (use separate sheet if necessary)

本人贊成該擬議之規劃，因為：

相關的建造及往後的物業管理都製造大量人力需求，能促進就業，令經濟。

又可以透過已規劃的北環線所增加的基礎設施能力，釋放申請地點的發展潛力。不用額外增加大量基礎設施，達發揮協同效應。

「提意見人」姓名／名稱 Name of person/company making this comment Ben Wong
簽署 Signature [signature] 日期 Date 21/9/2024

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這個城規項目包括興建3,115個中小型單位，並有商場配套，有望解決現時區內購物設施不足的問題。申請項目地點鄰近新田公路，將來附近有北環線鐵路站，交通便利但又因遠離元朗市中心，所以這個項目人口增長不會對元朗市中心造成壓力，反而配合北部都會區最新的策略性規劃框架，配合政府政策以增加房屋供應。因此本人支持 Y/YL-NSW/9 這個申請項目。

「提意見人」姓名／名稱 Name of person/company making this comment Kin
簽署 Signature Kin 日期 Date 22/9/24

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項目是基建項目，對本港經濟有利，因可以創造不同就業機會。項目是配合政策，釋放濕地鹽衛區土地，因土地閒置多年，現建築三千多個單位，更以中小型為主，配合港人以小家庭為主。項目以階樣式設計，不擔擋附近境觀，我們支持。

「提意見人」姓名／名稱 Name of person/company making this comment Patrick
簽署 Signature [signature] 日期 Date 22/09/2024

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支持發展房屋住宅項目
有助帶動就業機會改善經濟
配合到政府推動的北部都會區發展
項目完善配套不止單純住宅還會興建
商場以方便市民一般日常生活所需

「提意見人」姓名／名稱 Name of person/company making this comment CINDY HO
簽署 Signature Cindy Ho 日期 Date 21/9/2024

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擬議的項目由於需要大量人手，不論是興建過程中還是落成後的物業管理，因此可以促進社區就業。

項目又能夠配合北部都會區最新的策略性規劃框架。發展的密度也和附近的土地規劃互相協調。

所以我贊成這個擬議。

「提意見人」姓名／名稱 Name of person/company making this comment Toby Cheng
簽署 Signature [signature] 日期 Date 22/9/2024

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這個規劃申請的地點比較遠離元朗市中心，所以不会对元朗市中心造成人口增長的壓力，另外以現時電港經濟境況，建築發展能促進經濟，因此本人贊成這申請。

「提意見人」姓名／名稱 Name of person/company making this comment Mr. Wong
簽署 Signature [signature] 日期 Date 20-9-2024

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

Y/YL-NSW/9 此規劃申請，本人十分支持，因它能提供3100多個宅單位，為香港社會提升住屋供應數量，紓緩住屋短缺這社會問題。
另外，透過興建住宅及商場項目，相信能為例如建築業，飲食業、客戶服務及管理行業創造更多工作職位，有助推動社會經濟。同時，配以商場商店這些配套，亦大大便利居民的生活所需！

「提意見人」姓名／名稱 Name of person/company making this comment 王小姐
簽署 Signature [signature] 日期 Date 2024年9月19日

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24 SEP 2024
Town Planning Board

754

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
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該項目配合政府政策以增加房屋供應，符合地區規劃的最新情況，樂因申請地盤原有的規劃意向，促進經濟及社區就業。

「提意見人」姓名／名稱 Name of person/company making this comment [signature]
簽署 Signature [signature] 日期 Date 21 Sep 2024

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致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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755

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Details of the Comment (use separate sheet if necessary)

我會支持此個項目，因為可以利用到現有土地的資源重新規劃發展房屋，而考慮到在戶居民日常生活購物需求，會興建有商場配套和便到現時附近區內居民。
有城市規劃發展，亦能帶動到不同的就業崗位，改善經濟

「提意見人」姓名／名稱 Name of person/company making this comment CINDY HA
簽署 Signature 何 日期 Date 20/9/24

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24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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756

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我非常支持此計劃，將工業地帶改為住宅地帶，此改劃不僅促進建造業及物業管理的就業，同時能配合北部都會區最新的策略性規劃框架。因此我支持發展。

「提意見人」姓名／名稱 Name of person/company making this comment Keith Choi
簽署 Signature Keith 日期 Date 17-9-2024

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為符合政府政策，有效釋放濕地緩衝區的土地發展潛力，設計供應中小型單位，單位設計、英建、工程、環境等各方面，能夠合當地的環境，不會造成負面影響，和可能紓緩長遠缺房問題，提供單位平均每個400多平方尺，與土地規劃互相協調，所以支持項目發展

「提意見人」姓名／名稱 Name of person/company making this comment 丁杰
簽署 Signature 丁. 日期 Date 18/9/2024

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我同意開生圍是項發展：
1) 能配合北部都會區最新的規劃框架
2) 能增加約3100個合乎中小型家庭的單位
3) 在環境、視覺、園境方面不會太多影響及和周邊環境更集親。
而且建築發展可促進當地的經濟，所以同意發展。

「提意見人」姓名／名稱 Name of person/company making this comment 薛
簽署 Signature 薛 日期 Date 17/9/2024

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Town Planning Board

致城市規劃委員會秘書：
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To: Secretary, Town Planning Board
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I write to express my support to the subject application as it fit its environment in terms of natural environment, transport accessibility, its proposed supporting facilities including communal space and public car lay-by.

「提意見人」姓名／名稱 Name of person/company making this comment Michael
簽署 Signature Michael 日期 Date 2024-9-21

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

這住宅項目的位置十分之好：
1. 空氣清新
2. 空間開闊，一望無際。
3. 戶外活動多選擇，如行山、騎單車
4. 將來有鐵路站

所以本人十分支持這計劃。

「提意見人」姓名／名稱 Name of person/company making this comment Stephen Lau
簽署 Signature Stephen Lau 日期 Date 2024-9-19

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24 SEP 2024
Town Planning Board

761

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人刘先生是支持這個申請
這項申請能配合北部都會区最
新的策略性規劃框架，從而能
促進社区的就業机会，免除港区
人的跨区就業

「提意見人」姓名／名稱 Name of person/company making this comment 刘先生
簽署 Signature Mic Lau 日期 Date 23-9-2024

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Town Planning Board

762

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持這項目發展，因為這發展對附近的
自然生態沒有太大的影響；加上又可以配合北
部都會的最新策略性規劃框架；再者這
項目提供中小型的住宅單位，更加可以符合
港人的住屋需求。

「提意見人」姓名／名稱 Name of person/company making this comment Chu
簽署 Signature Chu 日期 Date 19 Sept 2024

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24 SEP 2024
Town Planning Board

763

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

這計劃 從配套非常之好！在商場 - 交通設施 > 十分之適合。又能提供三千多個單位。

本人 十分支持這申請。

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

簽署 Signature 劉 日期 Date 20th Sept 2024

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24 SEP 2024
Town Planning Board

764

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我[redacted]贊同這項擬議之改劃，原因是：

擬議將興建3115個住宅單位，平均每個單位400多平方尺。十分適合今香港一般家庭的人口結構，又可改善香港的住屋供應問題。

不論是建築過程中需要大量建築工人，或是建成後也需要大量人手如物業管理，可促進就業，尤其是現時建築行業或低迷及開工不足。

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

簽署 Signature M 日期 Date 18/9/2024

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Town Planning Board

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致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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電郵：tpbpd@pland.gov.hk

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持城市規劃項目 Y/YL-NSW/9 把申請地點由「工業（工類）」地帶改劃為「住宅（戊類）」地帶，能使北部地區有更新的發展性規劃，同時能透過北環線的規劃發展增加設施基礎，使申請地點有更好發展能力，項目更能增加當區就業，使鄰近市民有更多就業機會，這是一個非常好的項目，盼城市規劃能通過此項目申請，帶來好好利用土地資源。

「提意見人」姓名／名稱 Name of person/company making this comment 林小姐
簽署 Signature 林 日期 Date 20.9.24

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由工业地带及顯示為「道路」的地方改為住宅地带，我個人是讚成的。
因建筑行业需要聘请很多不同種類的员工，这樣可提供大量就业机会，涵蓋各种專业技能。还有效改善原区的基本設施，能提升住宅质量，奖建学校，医院和交通设施。
雖然位置不是位於元朗市中心，但政府早前已規畫北环線的鐵路站，交通未是十分方便，也因為该位置是靠远離元朗市中心，該項因人口增長应不会对元朗市中心構成壓力。
規劃興建了115住宅单位，平均每个单位500多平方尺，相对較細单位價錢会靠便宜，讓更多人能夠負擔得起，能吸引不同背景的人群，也能滿足单身人仕或小家庭的居住需求，提供整活的居住選擇，所以政府能加快審批，供应中小型单位，切合港人的真正需要。

「提意見人」姓名／名稱 Name of person/company making this comment
簽署 Signature [signature] 日期 Date 21/09/24

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Town Planning Board

767

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該項目符合最近政府的相關政策，可以有效釋放位於濕地緩衝區內的土地發展潛力。擬議運中密度發展適合當區的土地用途和密度，與附近的土地規劃互相協調，切合當人需要，所以本人非常支持該項目發展，希望城規加以快審批。

「提意見人」姓名／名稱 Name of person/company making this comment 葉玲玲
簽署 Signature [signature] 日期 Date 21/9/24

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768

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本人支持 Y/YL-NSW/9 此項目之規劃申請，因此項能配合社會政策，於北部大都會興建 3000 多伙住宅項目，協合政府願意加大力度發展北部都會區的策略。此發展項目的設計將採用階梯式建築物高度 design，令視覺上或光度或空氣流通量獲得適切的關顧，避免造成負面之影响。各方面將

而此項目不遠離元朗市中心，相关的人口增長/交通流量相信不会对元朗市中心構成負荷。故予以支持。

「提意見人」姓名／名稱 Name of person/company making this comment Ms. Chow
簽署 Signature [signature] 日期 Date 19 Sep 2024

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支持Y/YL-NSW/9：

① 香港經濟不景，基建有助增加香港經濟活力，創造不同就業機會。

② 項目有逾三千多個單位，以中小型單位為主，合港人以小家庭所需

③ 項目有商場和近公共，方便市民

「提意見人」姓名／名稱 Name of person/company making this comment 許生
簽署 Signature 許 日期 Date 20/9/2024

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我非常贊成該擬議的改劃，原因是：

項目能配合北部都會區最新的策略性規劃框架。

打算興建3115個住宅單位，平均每個約400平方公呎。可以紓緩當前住房嚴重短缺的問題。

項目的發展密度和附近的土地規劃互相協調。令社區的發展景觀更和諧。

「提意見人」姓名／名稱 Name of person/company making this comment Marcus Siu
簽署 Signature Cl 日期 Date 20/9/2024

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24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持該項目發展。
該發展項目可促進社區經濟，提供更多社區就業機會給港人。
發展以上項目配套設施完善，交通便利，可滿足生活區內居民日常生活。

「提意見人」姓名／名稱 Name of person/company making this comment Uo Ye
簽署 Signature [signature] 日期 Date 22/9/24

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24 SEP 2024
Town Planning Board

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擬議發展符合最近政府的相關政策，可以有效釋放位於濕地緩衝區內的土地發展潛力。
發展可以紓緩目前房屋嚴重短缺問題。
因遠離元朗市中心，該項目人口增長不會對元朗市造成壓力，提議合理成贊成。

「提意見人」姓名／名稱 Name of person/company making this comment Joe Hung
簽署 Signature [signature] 日期 Date 21/9/2024

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Town Planning Board

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項目將提供三千多個每個約 400 的平方公呎的住宅單位，屬於中小型單位，切合大多數家庭的需要，望能加快審批，解決住屋問題。

項目對附近的自然生態沒有重大影響，相信環保組織的反對聲音不會很大。

又因項目遠離元朗市中心，所以所增加的人口不會對元朗市中心的各項設施造成很大壓力。

因此我十分贊成這項目。

「提意見人」姓名／名稱 Name of person/company making this comment Daniel Chan
簽署 Signature [signature] 日期 Date 21/9/2024

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本人十分支持以上之項目，此項同是現今洗脫房屋政策，增加本港房供應，Y/YL-NSW/9 相約 3,000 多伙供應，已是中小型單位，切合港人所需，而且基建等都未落後過，土地不用就業機會，值得支持！

「提意見人」姓名／名稱 Name of person/company making this comment Matthew
簽署 Signature [signature] 日期 Date 17/9/2024

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

Y-/YL-NSW/9的規劃有效釋放位於沿地綫衝區內的土地發展潛力，配合北部都會區最新的策略性規劃框架，交通方便，鄰近新田公路將來的近有北環線的鐵路站，所以我十分支持該項目申請。

「提意見人」姓名／名稱 Name of person/company making this comment Ling
簽署 Signature Ling 日期 Date 20 SEP 2024.

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我十分同意Y/YL-NSW/9的項目申請。

1. 如果此地改建為住宅後，會興建一些配套，如商場店舖等。由於這些配套部需要增聘大量人口，這樣便能提供大量就業職位，增加就業機會。

2. 如上一點所說，這裏改建住宅後將會增建一些商場配套設施，這樣能改善區內購物設施不足的問題。

「提意見人」姓名／名稱 Name of person/company making this comment 梁小姐
簽署 Signature [signature] 日期 Date 17-9-2024

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24 SEP 2024
Town Planning Board

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增加房屋供應能舒援本港的住屋問題，因此本人一直支持任何住宅發展。擬建房屋提供3115住宅單位，約400多尺，適合一般民生需求，小家庭，建屋亦提供大量就業機會，促進經濟發展。

「提意見人」姓名／名稱 Name of person/company making this comment 梁啟南
簽署 Signature [signature] 日期 Date 18.9.2024

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24 SEP 2024
Town Planning Board

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我支持這擬議發展。首先，要將這地段改建為住宅定必需要大量建築業工人。完成後，更需要大量物管人手，這定可提供大量就業機會，刺激本港經濟。

另外，如成功改建住宅，將可為市場上提供3115住宅單位，平均每個單位面積更有400多平方尺，十分適合本港家庭的需求。

由此可見，此項目的推行將能為本港帶來益处，請批出！

「提意見人」姓名／名稱 Name of person/company making this comment 培
簽署 Signature [signature] 日期 Date 23.9.2024

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24 SEP 2024
Town Planning Board

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本人非常同意是項申請，主要是因為可為本港紓緩高房價的問題。
政府一向積極地建屋，解決市民居住需要，把該地改劃為住宅地帶配合政府的政策，增加房屋供應。
此地鄰近將來的北環線，交通方便。
此申請提供的主要是中小型單位，切合港人需要。

「提意見人」姓名／名稱 Name of person/company making this comment Daisy Leung
簽署 Signature _____ 日期 Date 20/9/2024

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持上述規劃申請，原因如下：

1. 現時建築業因樓市低迷面對挑戰，新項目能促進業界就業，振興經濟；
2. 項目擬建3000多個小型住宅單位，切合港人對住宅的需求，長遠穩定樓價；
3. 項目包括商場配套，能滿足區內居民購物需要；
4. 將來有北環線鐵路站，該區居民出入更便利。

「提意見人」姓名／名稱 Name of person/company making this comment 杜劲勳
簽署 Signature _____ 日期 Date 23-9-2024

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
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本人支持可以透过已規劃的北環線所增強的基礎設施能力，釋放申請地点的發展潛力。申密度房屋建設適合當区的土地用途和密度。加快審批，供應中小型單位，切合港人需要。

「提意見人」姓名／名稱 Name of person/company making this comment 張丽雲
簽署 Signature 張 日期 Date 20-9-24

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我支持這項目，因為可以增加就業，令大家有工作，基層可以賺錢，而北部建房屋可以令~~地方~~土地更加有用處更有效使用土地。而這計劃也~~[illegible]~~跟政府計劃配合。

「提意見人」姓名／名稱 Name of person/company making this comment Enid Chan
簽署 Signature [signature] 日期 Date 21/9/24

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本人支持這個擬議興建3115個住宅的規劃，既能附合政府增加房屋的政策；建築規劃可以增加聘請建築業人士，建成后又增加物管的工作，有助促進就業和社會繁榮。

「提意見人」姓名／名稱 Name of person/company making this comment Chi Wing
簽署 Signature Chi Wing 日期 Date 18.9.24

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本人支持上述的規劃申請，因為項目不會對該區的自然生態不會造成嚴重影響及破壞，對環境、視覺和園境各方面都不會有不良影响。
大型的建設項目，除了促進經濟發展外，又會增加區內就業和工作機會。

「提意見人」姓名／名稱 Name of person/company making this comment 葉偉其
簽署 Signature Keith 日期 Date 2024年9月21日

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24 SEP 2024
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建築及物業發展，需要大量人手，促進就業機會
能配合北部都會區最新規劃的地理環境
所增強的基礎設施能力，釋放申請地點
的發展潛力。
配合政府政策以增加房屋供應，符合地區規
劃的情況，鞏固申請地點原有的規劃意向。
本人贊成改劃發展

「提意見人」姓名／名稱 Name of person/company making this comment 朱賢業
簽署 Signature 朱 日期 Date 20-9-2024

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多點建設後設施非常好，能提供給我們建築工
友做工作場合，物流設施要建設才能令前
的發展好起來。
此地區暫無設施不足，項目有完指標可完
善，不解決問題。建設對環境，視覺等方面
沒有不良影響，因此我十分贊成是次項目。

「提意見人」姓名／名稱 Name of person/company making this comment 朱
簽署 Signature 朱 日期 Date 19/9/2024

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本人支持申請地點由工業地帶改劃為住宅地帶。由於此附近規劃發展北部都會區，因此於北部都會區發展住宅可滿足該區將來的人口的居住需要。另外，發展項目可增加工作机會，促進就業。

申請地點位於「綠化緩衝區」地帶，生態价值不高，不會对自然環境造成重大影響。

所以發展項目是值得支持的。

「提意見人」姓名／名稱 Name of person/company making this comment JOEY CHAN
簽署 Signature [signature] 日期 Date 21/9/2024

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24 SEP 2024
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Details of the Comment (use separate sheet if necessary)

對於有關城規申請項目我十分支持，我認為規劃發展的地點已規劃了北環線，因此有關地點極具發展潛力，十分適合作住宅發展；加上建築發展有利經濟發展活動，所以有關規劃是值得支持！

「提意見人」姓名／名稱 Name of person/company making this comment T. Choi
簽署 Signature [signature] 日期 Date 18/9/2024

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24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

789

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

贊成南生圍這裡興建切合港人需要的400呎的中小型單位，落成後亦可創做更多在商場，樓宇管理等工作機會，有幫助到區內的發展。

「提意見人」姓名／名稱 Name of person/company making this comment Iny
簽署 Signature Iny 日期 Date 22.9.2024

RECEIVED
24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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790

To: Secretary, Town Planning Board
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

Y/YL-NSW/9的項目申請，建成後能有3117個單位供應，平均每個單位400多平方尺需要大量人手的建設及物業管理，促進就業，所以十分支持該項目。

「提意見人」姓名／名稱 Name of person/company making this comment 郭姑娘
簽署 Signature 郭 日期 Date 20. Sep 2024

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24 SEP 2024
Town Planning Board

791

致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我十分支持Y/YL-NSW/9的發展項目，因為項目包括①.擬議建3115個住宅單位，平均每個單位400多平方呎，建成後可以緩解目前房屋嚴重短缺問題，也能配合北部和偏區最新的策略性規劃框架

「提意見人」姓名／名稱 Name of person/company making this comment 羅小姐
簽署 Signature 羅小姐 日期 Date 19.09.2024

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Town Planning Board

792

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人贊成Y/YL-NSW/9城規申請項目。一個住宅發展項目能夠促進社區的發展，提供更多的就業機會，例如建築業、物業管理、零售等都需要大量人手。這個住宅項目包括有商場配套，能解決區內現時購物設施不足的問題，申請地鄰近北環線鐵路站及新田公路，交通極為便利，提供3,115個中小型單位，平均每個單位400多平方尺，切合港人的需要，正正是本港所需，理應支持。

「提意見人」姓名／名稱 Name of person/company making this comment 梁小姐
簽署 Signature Amy 日期 Date 20-9-24

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Town Planning Board

793

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有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

今次有關的申請項目是可以促進社區就業，而且項目本身可以通過已規劃的北環線所增強的基礎設施能力，釋放申請地点的發展潛力。

誠懇謝絕予本会表達支持。

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

簽署 Signature J 日期 Date 22-9-24

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Town Planning Board

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有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人想支持此規劃申請，因為此地點將會有北環線鐵路配套，交通尚算方便，發展住宅項目適合與政府發展北部都會區政策相符。可以加快步伐使北部都會區發展成熟，令區內居民早點得到相應的生活配套。社區發展同時也可以製造大量相關的不同就業職位，提升社區就業率。

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

簽署 Signature 崔 日期 Date 22-9-24

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持今次申請的改劃計劃，因為可以促進就業機會（以及原區就業的機會），另外項目可以配合政府政策以增加房屋供應，符合地區規劃的最新情況，擊固申請地點原有的規劃意向，可說是一舉兩得。

「提意見人」姓名／名稱 Name of person/company making this comment 張國昌
簽署 Signature 昌 日期 Date 2024年9月24日

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796

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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

這項目配合政府的政策，在北部都會區建造基建，令到就業機會增加。建成之後可以為北部帶來這些就業，大家就不用入市中心，也可以紓緩市中心人口壓力。所以我非常支持。

「提意見人」姓名／名稱 Name of person/company making this comment Billy Tsang
簽署 Signature 日期 Date 2024/9/24

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Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

申請項目的地點鄰近新田公路，將來附近又會有北環線的鐵路上，交通便利，方便上班一族在區內找工作。起屋亦可增區內的物業管理和建築等工作機會。我支成發展。

「提意見人」姓名／名稱 Name of person/company making this comment C. Lo.
簽署 Signature Lo 日期 Date 21.9.24

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Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人贊成以上項目，因為它將會提供三千多個住宅單位，可以幫助解決住宅的需求；而且，它提供的主要是中小型的單位，適合市民的需求，它的位置靠近元朗市中心，因此不會對元朗市中心構成人口及交通的壓力。

「提意見人」姓名／名稱 Name of person/company making this comment C W Wan
簽署 Signature C W Wan 日期 Date 21-9-2024

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Town Planning Board

致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人贊成擬議之規划申請，
根據申請文件，申請項目在基建、工程、環境、
視覺及園境各方面均沒有造成不良影響，
故此，我認為項目既能增加房屋供應，又可
促進社區就業，十分支持。

「提意見人」姓名／名稱 Name of person/company making this comment Mrs. Lui
簽署 Signature L. Lui 日期 Date 18.09.24

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人很支持此申請。此項目的土地作為深水灣後
衛區，若得到批准，可以讓有關土地得到充份利用，不會被
浪費。
而且，該地點附近將來會有北環線車站，交通將會很方便。
而它的未來發展計，亦與附近的環境很配合，值得支持。

「提意見人」姓名／名稱 Name of person/company making this comment Mrs J Wan
簽署 Signature J Wan 日期 Date 21 Sep 2024

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801

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，我支持這個發展能夠促進社區就業及可以配合北部都會區最新的策略性規劃框架。

「提意見人」姓名／名稱 Name of person/company making this comment Mary Lan
簽署 Signature Mary 日期 Date 22-09-2024

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Town Planning Board

802

致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9.

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持 Y/YL-NSW/9 的申請，由於地點不近之商市中心，增加住屋供應之餘又不靠市中心，購物及其他設施造成壓力，希望有關部門考慮並盡快審批落實。

「提意見人」姓名／名稱 Name of person/company making this comment 李穎
簽署 Signature 穎 日期 Date 2024.9.15

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持該發展項目 Y/YL-NSW/9，把該計劃改為住宅可配合政府政策以增加房屋供應，符合該地區的規劃，和該區附近的發展互相協調，還可為建築行業增來就業機會，是十分值得支持。

「提意見人」姓名／名稱 Name of person/company making this comment Pearl
簽署 Signature Pearl 日期 Date 21/9/2024

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804

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持 Y/YL-NSW/9 的擬議發展申請。如這住宅項目落成將會加設一些民生的配套，如餐廳、零售店等。這些店舖都能大大提供區內的就業机会，減低失業率，亦可令當區居民在本區就業，減省交通開支。另外，如配套落成後，亦能大大改善區內配套不足的問題，為市民提供方便。此外，這個擬議發展在基建工程、環境等都不会造成負面影响，所以，此發展實在是百利而無一害，請盡快落实通過！

「提意見人」姓名／名稱 Name of person/company making this comment Jasmine.
簽署 Signature Jasmine. 日期 Date 21 Sep 2024

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805

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持上述規劃申請。
因此項目將興建3,115個住宅單位，平均每個單位達400多呎平方，切合洛人置業的住屋需要，亦能配合政府房屋供應的發展政策，提升相关的供應量。透过此大型發展項目之落成，亦能大大創造不同的工作職位/机会。

「提意見人」姓名／名稱 Name of person/company making this comment Ms. Wong
簽署 Signature [signature] 日期 Date 20-9-2024

例如建造業地盤職位、清潔、物流、物業管理工作等等，推動社會經

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意見詳情（如有需要，請另頁說明）
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項目值得支持，因為可以令附近交通更加方便，有此環線支持。在北部建造房屋可以令市區人區紓緩，也可以和附近土地規劃互相協調。

「提意見人」姓名／名稱 Name of person/company making this comment Charles Chan
簽署 Signature [signature] 日期 Date 20/9/24

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Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

807

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Poirt, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

發展提供設計優點和規劃增益，配合政府政策以增加房屋供應，符合地區規劃的最新情況，能配合北部都會區的最新策略性規劃框架。

發展可紓緩住商房屋最重短缺問題。促進就業機會。本人讚成發展計劃

「提意見人」姓名／名稱 Name of person/company making this comment 姚聖忠
簽署 Signature [signature] 日期 Date 22-9-2024

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Town Planning Board

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致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
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支持該地盤發展，可提供3,115個住宅單位，平均每個單位400多平方尺，正好合適滿人需要，項目還包特建商場配套，可以解決區內購物設施不足的問題，同時可以提供就業機會，所以該項目十分值得支持。

「提意見人」姓名／名稱 Name of person/company making this comment Chu
簽署 Signature [signature] 日期 Date 19/9/2024

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24 SEP 2024
Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持 Y/YL-NSW/9 的規劃申請。原因是如興建這3115個住宅單位，在透過發展這大型住宅群時，相信需投入更多的本地人手營動所需，令本地就業率可提升，促進本地經濟！除此之外，此項目地理位置靠近新田公路，將來亦配以北環綫地鐵站，方便居民進出，交通便利！

「提意見人」姓名／名稱 Name of person/company making this comment 林先生
簽署 Signature [signature] 日期 Date 2024年9月20日

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24 SEP 2024
Town Planning Board

810

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Details of the Comment (use separate sheet if necessary)

本人贊成擬議之改動，原因如下：

- 可以透過已規劃好的北環線所增強的基礎設施的能力，將申請地點的發展潛力釋放出來，善用已規劃好的基建。
- 擬議中的中密度房屋切合該區的土地用途和密度，使該區的建築更和諧一致。
- 擬議興建3115個住宅單位，平均每單位約400多平方呎，切合香港大部分家庭需要。

「提意見人」姓名／名稱 Name of person/company making this comment Wilfred Chung
簽署 Signature CwC 日期 Date 19/9/2024

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持。此擬議將會興建三千多個住宅單位，平均每個單位有400多平方尺，這樣可暫時舒緩香港房屋短缺的問題。其次，此次的供應主要中小型單位，符合港人需求，最適合新婚的家庭，增加他們「上車」的機會。請城規會吉快批出此申請，謝謝！

「提意見人」姓名／名稱 Name of person/company making this comment Emily
簽署 Signature [signature] 日期 Date 19-9-24

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這個項目的位置十分適合興建大型屋苑， 以配合未來鐵路發展計劃。 因僻近為南生圍，位置環境清優， 空氣清新，很適合居住的首要條件。位置屬於大灣區1小時生活圈範圍內，加上政府已在早前規劃的交通配套-北環線(凹頭站)，來往錦上路連接港島/九龍/新界或北上大灣區也十分方便，位置實屬旺中帶靜的理想居所。 發展商計劃興建3千多伙住宅，單位，絕對能夠舒緩政府現時缺乏土地及住宅的供應問題，屋苑擁有私人會所，單位面積主要以4百多呎為主，適合現時大部份年輕家庭上車機會。

計劃內有大型商場設施，可彌補附近購物店舖的不足及幫助製造大量的就業機會。 這些設施不僅改善居民生活質量，規劃往往帶來社區設施；如公園/學校及社區中心，增強了社區互動。目前位置的倉地若改建為住宅不僅能提升地區的整體吸引力外，還可提高周邊的地價價值。這對經濟，政府稅收及基本設施發展也有正面的影響。

整個規劃設施，可以幫助滿足不斷增長的住屋需求外，還能促進社會經濟及環保等多方面的益處。

「提意見人」姓名／名稱 Name of person/company making this comment THOMAS LEUNG
簽署 Signature [signature] 日期 Date 21-09-2024

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24 SEP 2024
Town Planning Board

813

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持發展，項目土地閒置6年，除了浪費土地，更有不同問題和成本。現為上水洗地策，釋放更多地塊作住宅土地，增加未來土地房屋供應，項目建近三千多伙。項目將來有地王屋綠地交通十分方便，已有小型商場配套，方便居民日常所需，我非常支持。

「提意見人」姓名／名稱 Name of person/company making this comment Dan Lee
簽署 Signature Dan Lee 日期 Date 22/09/2024

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24 SEP 2024
Town Planning Board

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致城市規劃委員會秘書：
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將地點改為住宅會帶來一個大型建築項目，而建築項目會涉及到設計、施工、裝修等不同工種，而每一個工種都直接創造大量的工作機會，改善本港的失業率。而建築項目會吸引投資者當住宅項目完成後，會吸引更多投資者投資於住宅區內的不同設施，為當地的經濟注入活力。
而且項目為中小型的單位，更切合小型家庭的需要，加上項目地點不是在元朗市中心，因此會對元朗區成成不良影响。項目更能幫助政府解決房屋不足上有一定幫助，所以個人十分贊成此地改為住宅項目。

「提意見人」姓名／名稱 Name of person/company making this comment Kenny Ho
簽署 Signature 日期 Date 21-Sept-2024

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24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
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我支持以上發展。
理由如下：
擬建3,15個住宅單位，平均每個單位400多平方尺可滿足現時香港房屋供應不足問題，又符合政府供應房屋政策。建築發展可為香港帶來更多就業又提供大量人手供應相關就業。

「提意見人」姓名／名稱 Name of person/company making this comment 叶胜峰
簽署 Signature [signature] 日期 Date 23.9.24

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意見詳情（如有需要，請另頁說明）
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香港有很多土地，但沒有好好運用，項目土地閒置多年，現在正式落實政策釋放這些急需的土地及房屋供應，上述工具將這地更快更有效。項目近公路系統，交通十分方便，有以上好處，本人十分認同和支持！

「提意見人」姓名／名稱 Name of person/company making this comment 陳伯偉
簽署 Signature [signature] 日期 Date 20/09/2024

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Town Planning Board

817

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

項目的發展將採用階梯式的建築物高度，不會造成屏風效應，能提供設計優點及規劃增益。
又可以促進社區的就業機會，使居民免受誇區上班之苦。
項目又包括興建商場配套設施，改善區內購物設施不足的問題。
所以我贊成這項目的申請。

「提意見人」姓名／名稱 Name of person/company making this comment Jacob Wong
簽署 Signature [signature] 日期 Date 20/9/2024

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Details of the Comment (use separate sheet if necessary)

本人支持 Y/YL-NSW/9 的規劃申請，因項目能興建 3000 多伙中小型住宅單位，增加住宅供應量，協助滿足社會住屋需求及解決房屋供應不足的問題。項目將來在附近更有北環綫地下鐵路的重要交通配套支援，能大大便利居民出行需要，故予以支持。

「提意見人」姓名／名稱 Name of person/company making this comment 周先生
簽署 Signature [signature] 日期 Date 19/9/2024

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發展此項目在基建、工程、環境、視覺及園境各方面均不會造成負面影響，對自然生態亦不會造成嚴重影響，同時建築及物業管理需要大量人手，此項目亦使進就業率。

本人非常支持此項目請加快審批，供應中小型單位，切合港人需要。

「提意見人」姓名／名稱 Name of person/company making this comment 趙文政
簽署 Signature 文政 日期 Date 19.9.24

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
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本人支持Y/YL-NSW/9的規劃申請，理由是：

① 透過興建3000多個中小型住宅單位，能配合社會政策，增加住屋供應量
② 3000多個單位屬中小型住宅，平均每個單位4百多平方呎，切合市民廣大香港所需，應加快審批
③ 項目靠近新田公路，未來的日子亦輔以北環線鐵路，交通便利居民生活所需。

「提意見人」姓名／名稱 Name of person/company making this comment Mr. Chow
簽署 Signature [signature] 日期 Date 19-9-2024

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本人支持此項發展。

① 政府致力發展北部都會區，此發展能配合政府策略，亦配合政府一直增加高度供應的政策。

② 發展中小型住宅單位符合分支家庭需求，提供多些選擇。

③ 促進當區就業，解決某階層開工不足或失業的問題。

「提意見人」姓名／名稱 Name of person/company making this comment Annie Chow
簽署 Signature Annie 日期 Date 21/9/2024

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Details of the Comment (use separate sheet if necessary)

支持 Y/YL-NSW/9：

因項目土地閒置多年，況貴珍貴土地。現符合政策，釋放濕地緩衝區土地建樓，增加土地供應，項目有近三千多個單位。項目因周沒有重大稀有生物，植物，發展不會對自然環境有太大影響，加快落實。

「提意見人」姓名／名稱 Name of person/company making this comment 張文宇
簽署 Signature 文 日期 Date 2024/09/20

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電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

「Y/YL-NSW/9」能配合北部都会区最新的策略性規劃推案，此項目包括建商場配套，可解决區內購物設施不足的問題，而且在交通配套方面，現時近新田公路，將來附近有北环線的鉄路站，因此本人是支持以上的申請

「提意見人」姓名／名稱 Name of person/company making this comment Ashley
簽署 Signature [signature] 日期 Date 22-9-2024

RECEIVED
24 SEP 2024
Town Planning Board

824

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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意見詳情（如有需要，請另頁說明）
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我支持發展這項目，交通方便了，現時鄰近新田公路，將來附近有北環線的鐵路站，希望加快審批，供應中心與單位切合港人的需要

「提意見人」姓名／名稱 Name of person/company making this comment Wang Ka Po
簽署 Signature [signature] 日期 Date 20-9-2024

RECEIVED
24 SEP 2024
Town Planning Board

825

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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這項因設計是採用階梯式建築物高度，對居民視覺沒有造成負面影響，還提供中小型單位，切合選人需要，同時發展密度與附近的土地規劃互相協調，所本人十分支持。

「提意見人」姓名／名稱 Name of person/company making this comment Dick
簽署 Signature Dick 日期 Date 19/9/2024

RECEIVED
24 SEP 2024
Town Planning Board

826

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人是同意這個規劃的申請
因為這申請符合最近政府的相關政策，可能有效釋放位於這地緩衝區內的土地發展潛力，另外這發展提供設計優点和規劃增益，例如採用階梯式建築物高度，同是發展的密度與附近的土地規劃互相協調

「提意見人」姓名／名稱 Name of person/company making this comment Mr. Shele
簽署 Signature Shele 日期 Date 19-9-2024

RECEIVED
24 SEP 2024
Town Planning Board

827

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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Details of the Comment (use separate sheet if necessary)

發展建築設計優點和規劃好處，例如採用
更精采或建築物高度。發展密度與附近好土地
規劃互相協調。
項目已有場地配套，可解決區內購物設施不足的問
題。又可促進地區就業機會。合理性議。贊成。

「提意見人」姓名／名稱 Name of person/company making this comment Joey Man
簽署 Signature [signature] 日期 Date 21/9/2024

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24 SEP 2024
Town Planning Board

828

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我贊成這項擬議項目，原因如下：

相關之建築及物業管理都需要大量勞動力，
可以促進就業，發展經濟。

擬興建的中密度房屋適合該區的土地用途
和密度，與附近的土地規劃互相協調。

「提意見人」姓名／名稱 Name of person/company making this comment Fred Man
簽署 Signature [signature] 日期 Date 18/9/2024

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24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

Y/YL-NSW/9 我十分支持，其中就近交通
便利，因近新田公路，將來有北環線
完成，連市民生活都十分方便。項目遠離元
朗市中心，人口壓力不太影響元朗市中心，
更有小型商場，方便市民日常生活所需，
我十分贊同。

「提意見人」姓名／名稱 Name of person/company making this comment Ken Yu
簽署 Signature Yu 日期 Date 24/9/2024

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Town Planning Board

致城市規劃委員會秘書：
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Details of the Comment (use separate sheet if necessary)

我支持這項擬議中的項目，因為：

需要招請大量建築工人及物業管理員，促進就業，也可吸引該區居民原區就業，不用跨區工作。

項目又對附近的自然生態沒有太大的影響。在基建、工程、環境、視覺及園境各方面都不會造成負面影響。

「提意見人」姓名／名稱 Name of person/company making this comment Jack Lo
簽署 Signature 日期 Date 18/9/2024

RECEIVED
24 SEP 2024
Town Planning Board

831

致城市規劃委員會秘書：
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有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人了解過這個項目後, 認為絕對讚成這個規劃, 因本人也是居住元朗區, 所以對元朗地段相對十分熟悉. 有關元朗市中心大型屋苑樓價目前已不便宜, 加上香港一直存有土地及房屋嚴重短缺問題, 隨著很多舊樓老化加速, 房屋需求不斷上升. 發展商興建私樓是有助於增加市場上的住屋需求, 若增加多點中低密度的房屋建設, 這樣才讓多點低收入市民或年青人加快入場外, 項目也能幫助社會增加大量就業機會; 無論是建設期間的施工工作, 或是隨後產生的管理及相關服務行業的就業機會. 加上政府在早前已規劃了北環線, 對於凹頭的交通帶來非常方便, 未來對需要到市區工作的人仕或北上也慳了不小時間.
而發展商也能幫助社區提供多點公共設施, 這樣也能提升整體區域的生活便利性和舒適度.
新建的住宅隨了可以改善或優化社區的美觀及環境; 也讓市民的生活質素提高一點.
新建設施應能符合最新的環保規範, 而舊建築可能無法達到現代環保要求, 因此支持新建私樓可減少整個都市的環保負擔.
按這個Y/YL-NSW/9規劃, 可完全配合政府的北部都會區規劃框架, 所以望政府審慎考慮.

「提意見人」姓名／名稱 Name of person/company making this comment WINNIE WONG
簽署 Signature [signature] 日期 Date 22-09-2024

RECEIVED
24 SEP 2024
Town Planning Board

832

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本港欠缺土地問題嚴重，把合適土地改變為住宅用地來興建住宅是必要的選擇。而建築發展更能促進經濟，需要聘用大量人手，增加就業機會，型式雙贏局面。
建區住宅能配合北部都會區發展框架，配合附近北環線鐵路站，交通更為方便。住宅單位平均為400多呎兩房戶，切合香港大部份家庭之需求。選址亦對附近的自然生態未有造成大影響。本人極之讚同及希望盡早批准改變土地規劃用途，以配合北部都會區之發展需求。

「提意見人」姓名／名稱 Name of person/company making this comment 梁光初
簽署 Signature [signature] 日期 Date 23 Sep 2024

RECEIVED
24 SEP 2024
Town Planning Board

833

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持項目申請，因為香港要有建築行業推動經濟發展
而北部都會區，非常配合政府現在的發展策圖，所以項目
非常適合現在香港發展需要

「提意見人」姓名／名稱 Name of person/company making this comment Joyce Chan
簽署 Signature [signature] 日期 Date 21/9/24

RECEIVED
24 SEP 2024
Town Planning Board

831

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人認為該地段建中密度房屋，建設更適合
該區，能與附近的土地規劃互相協調，
又可以促進社區就業，減少失業率。

「提意見人」姓名／名稱 Name of person/company making this comment Joanna
簽署 Signature [signature] 日期 Date 23/9/2024

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24 SEP 2024
Town Planning Board

835

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持上述的規劃申請，因為大型的住宅興建項目，需要大量的建築及物業管理人手，會增加就業機會。而且會建商場配套，會解決區內購物設施不足的問題。

「提意見人」姓名／名稱 Name of person/company making this comment 辛淑儀
簽署 Signature [signature] 日期 Date 2024/09/20

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24 SEP 2024
Town Planning Board

896

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人大力支持在元朗這區建住宅，理由如下：

環境：空氣清新、視野開揚。

交通：將來有北環線站

項目：中小型單位，切合市場需要。

「提意見人」姓名／名稱 Name of person/company making this comment 張先生
簽署 Signature 張 日期 Date 2024-9-20

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24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
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837

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意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

政府於2029年北環綫落成通後，對於現在落馬洲附近的項目確實互相配合得宜！使當地的交通方便快捷這點配套十分重要！加上當時的三千多個單位，平均每個都有400多呎，這正合小家庭入住。和這個位置亦鄰近元朗市中心車站，故又會對市中心造成任何壓力！和能可使市民的就業率加強。希望政府快點落實這項目！使更多人有更多機會之餘，使市民有多一個又美觀又好環境的住宅選擇，更可使市民由繁華的九龍區經過又限區高住，使所有的民生都平均發展。便者能能盡早加完成！謝謝

「提意見人」姓名／名稱 Name of person/company making this comment Cho... Chi Ho

簽署 Signature [signature] 日期 Date 19/9/24

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838

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意見詳情（如有需要，請另頁說明）

Details of the Comment (use separate sheet if necessary)

我支持這申請，目的在這項目興建中密度房屋建設可以與該區的土地利用相配合，加上可以為該區帶來更加多的就業機會；而且在基建上對附近的自然生態沒有嚴重的影響。

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

簽署 Signature [signature] 日期 Date 2024年9月20日

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致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I write to support this application as
1. No significant environmental impact to environment.
2. Provide better living options.
3. Good future transport connections.

「提意見人」姓名／名稱 Name of person/company making this comment Chong
簽署 Signature Chong 日期 Date 25-9-2024

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24 SEP 2024
Town Planning Board

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

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持該項目的發展，因為該項目的發展可以紓緩目前房屋短缺的問題，包括建商場而已有，解決該區購物設施不足的問題，促進了就區就業，提有了就業機會，符合地區規劃的最新情況。

「提意見人」姓名／名稱 Name of person/company making this comment 謝婉詩
簽署 Signature 謝 日期 Date 20/9/2024

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24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

841

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

這項申請，我是贊成的，因為可以配合北部都會區的最新發展規劃框架；而又可以為該區帶來更加多的就業機會；加上發展中小型單位，可以更加符合使人需求。

「提意見人」姓名／名稱 Name of person/company making this comment Master
簽署 Signature Master 日期 Date 21-9-2024

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Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

842

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持發展這個項目.

項目包括建商場配套，可解決區內購物設施不足的問題，計劃對自然生態沒有嚴重影響.

「提意見人」姓名／名稱 Name of person/company making this comment WONG Sui Kuen
簽署 Signature 日期 Date 19-9-2024

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24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
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傳真：2877 0245 或 2522 8426
電郵：tpbpd@plan.gov.hk

To: Secretary, Town Planning Board
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是很贊成此 Y/YL-NSW/9 的項目申請，原因如下：

① 近期香港都有就業不足的問題，如此申請項目獲批准，將會有其他設施配套，例如：商場，餐廳，零售。這樣便會提供大量的就業機會，可舒緩就業不足的問題。

② 區內的配套本來就是不足以滿足居民需求。如此項目落成，增加增加其他配套，可讓區內市民有多些選擇。而且此項目的落成供應更能暫時舒緩房屋短缺的問題。

「提意見人」姓名／名稱 Name of person/company making this comment MING
簽署 Signature _____ 日期 Date 21 Sep. 24

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Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持把地點改為住宅（戊類）用途。中密度房屋建設適合該區的發展框架，能成為北部都會區規劃，符合政府政策，應有效地用濕地緩衝區的土地，以舒緩房屋短缺的社會問題。

「提意見人」姓名／名稱 Name of person/company making this comment Chung Choi Wah
簽署 Signature _____ 日期 Date 20-9-2024

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24 SEP 2024
Town Planning Board

845

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持把申請項目改劃為住宅用途。原因如下：

① 北環線已經有交通帶動到的發展能力和基礎設施，應該多釋放申請地點的土地。
② 這申請計劃沒有對自然生態有嚴重影響
③ 地方發展有包括建商場和道路交通設施，可促進就業

請加快審批，釋放發展潛力。

「提意見人」姓名／名稱 Name of person/company making this comment H. Y. SIU
簽署 Signature [signature] 日期 Date 19.09.24

RECEIVED
24 SEP 2024
Town Planning Board

846

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持有關的規劃申請，因為項目的發展密度與附近的土地規劃能互相協調，對該區的自然生態不會產生嚴重破壞和影響，而大型的樓宇建設，必然會促進經濟和提供大量的就業機會。

「提意見人」姓名／名稱 Name of person/company making this comment 葉棹楠
簽署 Signature [signature] 日期 Date 2024年9月21日

RECEIVED
24 SEP 2024
Town Planning Board

847

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

香港經濟很差，有很多商店，食店都倒閉，市況一片消條，開始有人失業。所以我很支持以上項目，項目是基建項目，會大量聘請人手，落成後，商場屋苑會請不同人手，如物業管理，所以項目發展對本港經有利；加上配合本港樓宇政策，增加供應量，更配合北都發展，我非常支持以上項目。

「提意見人」姓名／名稱 Name of person/company making this comment 陳鴻鳴
簽署 Signature 鳴 日期 Date 23/09/2024

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24 SEP 2024
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848

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

支持項目申請理由如下：

一、發展符合政府最近的相关政策及未來策略性發展，包括有效釋放「濕地緩衝区」的土地潛力和發展北都提升住宅供應量。

二、申請已進行全面技術評估，確認了計劃對自然生態沒有嚴重影响。在基建、工程、環境、視覺均不會造成負面影响。

「提意見人」姓名／名稱 Name of person/company making this comment Chau Ho Lun
簽署 Signature [signature] 日期 Date 20/09/2024

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24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
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電郵：tpbpd@pland.gov.hk

849

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
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以上的項目能夠迎合北部大都會，在交通方便，現時鄰近新田公路，將來附近有北環線的鐵路站。

亦可以提升就業機會和促進建築發展經濟。

值得我們的支持。

「提意見人」姓名／名稱 Name of person/company making this comment Sam Li
簽署 Signature Sam Li 日期 Date 21 Sept 24

RECEIVED
24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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電郵：tpbpd@pland.gov.hk

850

To: Secretary, Town Planning Board
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，我十分贊成這個建築發展促進經濟和項目包括建商場西乙套，可解決區內購物設施不足的問題。

「提意見人」姓名／名稱 Name of person/company making this comment Winnie Yeung
簽署 Signature Winnie 日期 Date 23-09-2024

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24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

851

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
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意見詳情（如有需要，請另頁說明）
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我非常支持，因為可以增加房屋供應，切合港人需要，
而附近將會有鐵路站，可以配合附近配套，北部居民
可以快些上班就回家。也不會對市中心造成人口壓力。

「提意見人」姓名／名稱 Name of person/company making this comment Chan Kan
簽署 Signature [signature] 日期 Date 22/9/24

RECEIVED
24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

852

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是支持有关的规劃申請的，原因如下：
1) 計劃可增加工作崗位，促進社区就業机会
2) 交通便捷，除了鄰近新田公路，还可配合
已規劃的北環線鉄路。

「提意見人」姓名／名稱 Name of person/company making this comment Mr. Lui
簽署 Signature [signature] 日期 Date 19-9-2024

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Town Planning Board

853

致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持這城規申請項目。這發展可以促進社區就業，亦有包括連商場，又有交通配套，可切合市民需要。另外，申請項目地地遠離元朗市中心，該項目人口增長不會造成壓力。

「提意見人」姓名／名稱 Name of person/company making this comment Austin Lei
簽署 Signature [signature] 日期 Date 17-09-24

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24 SEP 2024
Town Planning Board

854

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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本人現致函支持以上規劃申請。

此項目位處將來北環線車站附近，出入交通方便。

它的設計包括商場*設施，可以解決居民日常生活所需。

最重要是它提供超過三千個住宅單位，可以幫助舒緩住宅需求的壓力。

「提意見人」姓名／名稱 Name of person/company making this comment Y S Lo
簽署 Signature Y S Lo 日期 Date 2024年9月21日

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24 SEP 2024
Town Planning Board

855

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持Y/YL-NSW/9的申請項目，該項目建築發展能促進經濟，配合北部都會區最新的策略性規劃框架。

「提意見人」姓名／名稱 Name of person/company making this comment 才生
簽署 Signature 才生 日期 Date 20, Sep 2024

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24 SEP 2024
Town Planning Board

856

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我是新界居民，我認為該項目可以促進社區就業。在基建，工程，環境，視覺及園境各方便均不會造成負面影響。配合政府政策以增加房屋供應，符合地區規劃的最新情況，鞏固申請地盤原有的規劃意向。發展密度與附近的土地規劃互相協調。

「提意見人」姓名／名稱 Name of person/company making this comment Siu ching
簽署 Signature Siu 日期 Date 19-09-2024

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Town Planning Board

857

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

發展可以紓緩目前房屋嚴重短缺問題。
可以有效釋放位於「濕地緩冲區」內的土地發展潛力
項目包括建商場配套，可解決區內購物設施不足的問題。
擬議建3,115個住宅單位，平均每個單位400多平方呎。
因遠離元朗市中心，該項目人口增長不對元朗市
中心造成壓力。本人讚成項目發展。

「提意見人」姓名／名稱 Name of person/company making this comment 樓宏
簽署 Signature 宏 日期 Date 21-09-2024

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Town Planning Board

877

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

參考編號 **Reference Number:**	241212-143831-90887
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	12/12/2024 14:38:31
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. MIchael Chang

意見詳情
Details of the Comment :

Supporting Property Development in Yuen Long, Tam Mei: A Vision for Sustainable Growth

The proposed property development in Yuen Long, Tam Mei, aligns with Hong Kong's strategic planning framework and presents a unique opportunity for growth in the region. This initiative is not only timely but essential for meeting the community's needs while ensuring ecological balance and economic viability.

1. Alignment with Strategic Planning

The development is designed to complement the latest strategic planning framework for the Northern Metropolis. By integrating modern infrastructure and planning principles, it aims to enhance the overall livability and sustainability of the area.

2. Leveraging Enhanced Infrastructure

The project benefits from the planned Northern Link, which significantly boosts the area's infrastructure capabilities. This improvement will unlock the development potential of the site, enabling more efficient transportation and access, ultimately resulting in a more connected community.

3. Suitable Housing Solutions

The proposal includes the construction of mid-density residential units that are well-suited to the land use and density of the region. This approach not only addresses the pressing need for housing but also ensures that the development harmonizes with the existing community fabric.

4. Addressing Local Needs

In addition to residential units, the project incorporates commercial facilities, which will address the current shortage of shopping amenities in the area. This development aims to create a vibrant community hub, enhancing the quality of life for residents.

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5. Convenient Transportation Access

The location near the San Tin Highway and the future Northern Link Line railway station ensures excellent transportation access. This connectivity will facilitate seamless commuting for residents, making it an attractive option for families and individuals alike.

6. Meeting Community Demand

With plans to construct 3,115 residential units, focusing on medium and small-sized homes, the development directly responds to the community's housing needs. This variety will cater to diverse demographics, including young families and first-time buyers.

7. Harmonizing with Local Planning

The proposed development density is carefully coordinated with nearby land use plans, ensuring that it fits within the broader urban context. This thoughtful integration promotes cohesive growth, contributing to the region's overall development.

8. Minimal Environmental Impact

A thorough assessment confirms that the project will not impose significant negative impacts on the local ecology. Efforts are in place to protect the natural environment, ensuring that development and conservation can coexist.

9. Comprehensive Development Benefits

The project is designed to have no adverse effects on infrastructure, engineering, environmental quality, visual aesthetics, or landscaping. By prioritizing sustainable practices, this initiative aims to enhance the overall appeal of Yuen Long.

10.Supporting Government Initiatives

This development supports the government's policy to increase housing supply and aligns with the Northern Metropolis development plan. By facilitating growth in Yuen Long, it plays a crucial role in addressing the city's housing challenges.

In conclusion, the proposed property development in Yuen Long, Tam Mei, represents a forward-thinking solution that balances ecological integrity, social needs, and economic growth. It is an opportunity to create a thriving community that meets the demands of the present while planning for a sustainable future.

878

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持這項申請，因為這可增加本地房屋供應，多些人可以快些上樓，而建造約3千多個單位，以中小型為主，非常迎合社區需求，價錢不太貴，多些人買得起。而且這個計劃對附近的生態沒有嚴重影響，所以計劃應加快審批

「提意見人」姓名／名稱 Name of person/company making this comment Charlie Chan
簽署 Signature [signature] 日期 Date 10/12/24

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879

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

此擬議可以貼合北部都會區最新的策略性規劃框架，而且將來會有北環線鐵路站在附近又臨近新田公路，交通方便，是建住宅的理想地點，藉得支持。

擬議包括建商場等，可解決區內購物設施不足的情況，而且為區內帶來就業機會，所以給予支持。

「提意見人」姓名／名稱 Name of person/company making this comment clara.
簽署 Signature clara. 日期 Date 10. 12. 24.

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880

致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人是支持以上的申請

主要因為這規劃能配合北部都會區的最新的策略性規劃框架，另外在基建、環境、規模、工程及周邊各方面都不會造成負面影響。

「提意見人」姓名／名稱 Name of person/company making this comment Mr. Chelo
簽署 Signature 日期 Date 10-12-2024

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881

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人會支持這個申請
認為能夠全面配合到政府落實北部都會區發展
發展的模式及項目配套亦有助將來社區人口增
長需求，不會全居民生活不便
發展房屋亦能夠增加到不同的就業職位
使到市民收入增加，刺激到社區經濟
該地點會設有北環線鐵路配合交通利
便居民

「提意見人」姓名／名稱 Name of person/company making this comment Ada Lee
簽署 Signature Ada Lee 日期 Date 10-12-24

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882

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人贊成Y/YL-NSW/9這個城規申請項目。現時香港的房屋仍然十分短缺，這個項目能提供3115個中小型住宅單位，能迎合社區的需求，亦更切合港人的實際需要。可以紓緩目前房屋短缺的問題，配合政府政策以增加房屋供應。這個住宅發展項目申請能配合北部都會區最新的策略性規劃框架，交通便利，鄰近新田公路，未來附近更有北環線鐵路站，項目發展密度與附近的土地規劃互相協調，對本港未來發展有莫大的好處。

「提意見人」姓名／名稱 Name of person/company making this comment 溫先生
簽署 Signature [signature] 日期 Date 9/12/2024

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11 DEC 2024
Town Planning Board

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW 19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

為配合北部都會區最新策略規劃，擬議建3千多個住宅單位，中小型設計，而中密度房屋建設，適合當區的土地用途，而且發展密度與附近的土地規劃互相協調，而在基建、工程、環境各方面均不會造成負面影響，所以支持以上方案。

「提意見人」姓名／名稱 Name of person/company making this comment Kenny Tiny
簽署 Signature [signature] 日期 Date 10 Dec 2024

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW19

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持Y/YL-NSW19的申請項目。原因如下：

此項目如成功改為住宅，將會有三千多個住宅單位落成，這些中小型住宅最為適合香港人的住屋需要，尤其是剛新婚的年輕人，可以滿足到他們盡快上車的需求。此外，近年香港房屋短缺，很多港人都會驟業問題而煩惱，年青人更因為此問題而不敢生育，導致生育率下降，人口老化問題加劇。希望當局盡快通過此審批，可以多供應中小型單位，切合港人需求。

「提意見人」姓名／名稱 Name of person/company making this comment Miss Tam
簽署 Signature [signature] 日期 Date 9 Dec 24

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致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持此申請，因為此申請能配合北部都會區最新最全新的策略性規劃框架，以及可以增加更多中小型單位，所以應該加快審批，應合香港人需要。

「提意見人」姓名／名稱 Name of person/company making this comment Eric Chan
簽署 Signature [signature] 日期 Date 10-12-2024

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人一向支持興建屋，因此本人十分支持此項目發展，改劃作住宅用途。

擬議發展建中小型住宅，能提供3115伙單位，切合港人小家庭置業，解決住屋需要。地鐵東鐵沿北環線設站，交通方便。

此發展改劃對自然生態沒有不良影響，未與附近許覺衝突。

「提意見人」姓名／名稱 Name of person/company making this comment Daisy Leung
簽署 Signature [signature] 日期 Date 10/12/2024

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887

致城市規劃委員會秘書：
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分支持該發展項目。

土地發展建住宅單位是符合政府發展政策、擬建315個中小型住宅單位更迎合社區需求。

在該區發展中密度住宅房屋與附近的土地規劃互相協調，望城規會可加快審批通過。

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

簽署 Signature 聰 日期 Date 10/12/24

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11 DEC 2024
Town Planning Board

888

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我贊成 Y/YL-NSW/9 的申請，興建中密度住宅切合這裡的土地用途和密度，又能針對港人對中密度住屋的需求。

而且對附近的自然生態沒有嚴重的影響，增加future房屋供應，與政府北部都會區發展計劃吻合。

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

簽署 Signature 穎 日期 Date 9 Dec 2024

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Town Planning Board

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人支持 Y/YL-NSW/9 的規劃申請，因項目能興建 3,000 多個中小型中宅單位，增加香港的住宅供應量，協合港人住屋需求以外；同時亦能配合政府銳意發展新界北部都會區的長遠社會發展，故值得支持。

「提意見人」姓名／名稱 Name of person/company making this comment 周小姐
簽署 Signature [signature] 日期 Date 10/12/24

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11 DEC 2024
Town Planning Board

890

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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

現時政府全力開發北部都會區發展計劃，項目正在北都位置範圍，合符本港發展方針；加上將來交通方便，有北環線鐵路站，現時也近新田公路，近年本港沒有大型發展，支持發展，也興經濟。

「提意見人」姓名／名稱 Name of person/company making this comment 馬先生
簽署 Signature Marcus 日期 Date 10/12/2024

RECEIVED
17 DEC 2024
Town Planning Board

891

致城市規劃委員會秘書：
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分贊成上述申請，改划為住宅（戊類）地帶，項目可配合政府一直以來的房屋政策，增加到 3,115 個中小型住宅單位，對於港人是多一個選擇，亦能符合政府北部都會區發展計劃。
項目發展一來會增加社區配套，包括購物設施，有利區內民生需要，且加上日後有北環線的鐵路站，居民日常出入交通十分方便，故支持發展。

「提意見人」姓名／名稱 Name of person/company making this comment A. Lui
簽署 Signature [signature] 日期 Date 11.12.2024

RECEIVED 17 DEC 2024 Town Planning Board

892

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Details of the Comment (use separate sheet if necessary)

自從政府規劃了北環線（凹頭站）後，該區的位置變得十分方便，加上這個地區乃屬於大變區的部份，如能將這工業地帶改為興建低或中密度中小型屋苑，未來環境必定加以改善。屋苑除了擁有私人會所，還可設立大型商場，這些設施不單改善了居民生活質素，規劃還可帶來社區設施；例如學校，社區中心或商業區等，讓生活更舒適。新的樓宇可以以環保的建築為主，這樣更可維護大自然外，並增加綠地，符合政府一直推行的環保主題，對自然生態是沒有最重影響的。這計劃還可以增加大量就業機會：施工、管理層及未來的服務行業就業機會。
加上這個計劃絕對符合政府早前推行的北部都會區發展計劃，整體可配合政府政策增加房屋供應，未來市民可減輕租樓壓力，所以本人絕對支持這個發展計劃。

「提意見人」姓名／名稱 Name of person/company making this comment Leung Sin Wai
簽署 Signature [signature] 日期 Date 10 Dec. 2024

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893

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專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人十分同意此規劃申請，它位處將來北環線附近，將來該位置的交通將會很便利，適合發展成為人口密度提高的地方。
而且，它將會提供中小型單位，適合香港人的居住需要。

「提意見人」姓名／名稱 Name of person/company making this comment S Y Wong
簽署 Signature S Y Wong 日期 Date 10-12-2024

RECEIVED
17 DEC 2024
Town Planning Board

894

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人每逢假日會都Y/YL-NSW/9一帶遊玩，環境十分優美，得悉會在這裏建大型屋苑有近三个多伙供應，非常配合政府房屋發展增加供應，也配合北部都會區發展大計，而且是建有助經濟發展，促進香港經濟更有活力，我十分支持！

「提意見人」姓名／名稱 Name of person/company making this comment Jacob
簽署 Signature J 日期 Date 11/12/2024

RECEIVED
17 DEC 2024
Town Planning Board

895

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我支持Y/YL-NSW/9的申請項目，該項目
能配合北部都會區最新的策略性規劃框架
發展密度要附近的土地規劃互相協調。

「提意見人」姓名／名稱 Name of person/company making this comment Ling
簽署 Signature Ling 日期 Date 9. DEC 2024

RECEIVED
17 DEC 2024
Town Planning Board

896

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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To: Secretary, Town Planning Board
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

未來北部都會區是香港重要的發展區域，人口
必然會有增長，申請將具有發展潛力的土地改劃
為住宅用地，既可以提供超過3000伙單位，
以紓緩本地住房不足的問題。此外，申請包括
建商場的配套，以解決區內購物設施不足的問題。

再者，申請的發展密度與附近土地用途和密度
互相協調，對生態亦無嚴重影响。

故支持申請通過！

「提意見人」姓名／名稱 Name of person/company making this comment Vick Lee
簽署 Signature [signature] 日期 Date 12/12/2024

RECEIVED
17 DEC 2024
Town Planning Board

1

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

參考編號 **Reference Number:**	220507-204523-48581
提交限期 **Deadline for submission:**	27/05/2022
提交日期及時間 **Date and time of submission:**	07/05/2022 20:45:23
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Wan

意見詳情
Details of the Comment :

反對任何影響南生圍生態環境的發展，只顧起樓特別是豪宅，完全沒有顧及生態環境。本人強烈反對

2

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

參考編號 **Reference Number:**	220511-201410-18129
提交限期 **Deadline for submission:**	27/05/2022
提交日期及時間 **Date and time of submission:**	11/05/2022 20:14:10
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Chan Macy

意見詳情
Details of the Comment :

反對興建，道路規劃未完善，還有破壞濕地緩衝區

4

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

參考編號 **Reference Number:**	220510-170910-84559
提交限期 **Deadline for submission:**	27/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 17:09:10
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Winnie Lee

意見詳情
Details of the Comment :

反對，影響附近自然生態。

5

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

參考編號 **Reference Number:**	220510-210912-77931
提交限期 **Deadline for submission:**	27/05/2022
提交日期及時間 **Date and time of submission:**	10/05/2022 21:09:12
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Veronica Chow

意見詳情
Details of the Comment :

該項目將嚴重破壞南生圍及大生圍一帶的濕地環境，影響四周鳥類及其他物種棲息，令四周交通擠塞，因此本人反對該項申請。

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

參考編號 **Reference Number:**	220524-194450-63311
提交限期 **Deadline for submission:**	27/05/2022
提交日期及時間 **Date and time of submission:**	24/05/2022 19:44:50
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Gloria TSE

意見詳情
Details of the Comment :

關於申請 Y/YL-NSW/9 從工業區重新劃分為住宅區的評論

尊敬的先生/女士

本人對上述修改圖則的申請提出異議。

1. 我是居住在規劃申請 Y/YL-NSW/9 中提議的開發地點旁邊的居民。

2. 我反對申請，因為它使我的居住區惡化，對自然環境造成破壞，對生態產生負面影響。

3、如按計劃進行，施工工程將在附近人員附近的道路上造成機器產生的煙氣、異味、噪音、灰塵、振動等滋擾。 這影響了我和住在附近的家人。

4. 發展項目的建設工作將對其周邊地區造成衝擊。 這不僅會產生噪音，還會影響我們房屋的地基。 它可能會對我們的家造成損害。

5. 該申請不符合濕地緩衝區的規劃意圖，即大規模開發將威脅到米埔內后海灣國際重要拉姆薩爾濕地的生態。

6. 申請將影響河流及河岸附近野生動物的生計。 附近經常可以看到各種野生動物，包括牛、魚、烏龜和鳥類。 如果將其納入重新分區計劃，將使環境不適合上述野生動物。

7. 目前，我家是觀星的好地方。 我可以輕鬆地從我的位置觀看流星雨以及不同的天文現象。 當開發使社區變得太亮而無法在夜間觀看天空時，所有這些活動將不再可能。 這將影響我作為天文愛好者的生活質量。

8. 我在該地區看到了很多與自然保護有關的樹木、花卉和蔬菜。 發展將對所有這些產生負面影響。

9. 重新分區計劃的擬建項目將為濕地緩衝區引入數以萬計的新居民。 這將不可避免地給鄰近的濕地保護區帶來長期的干擾。

感謝您的關注。

感謝您考慮我以上反對規劃申請 Y/YL-NSW/9 的原因

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

參考編號 **Reference Number:**	220524-195622-50462
提交限期 **Deadline for submission:**	27/05/2022
提交日期及時間 **Date and time of submission:**	24/05/2022 19:56:22
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chan kin pong

意見詳情
Details of the Comment :

To: The Secretary, Town Planning Board

Comments regarding Application Y/YL-NSW/9 to rezone from Industrial to Residential

Dear Sir / Madame

I would like to lodge an objection to the abcve application for amendment of plan.

1. I am a frequent visitor to the Nam Sang Wai region for its scenery and visiting my relatives. My relatives live in an area included in the Planning Application Y/YL-NSW/9.

2. I object to the application because it affects the living neighborhood, causes damage to the nat ural environment and has negative impact on the ecology.

3. If the plan goes ahead, the construction work will cause nuisance such as flue gases from mac hine, odour, noise, dust and vibration on the road near the people around.

4. The application is not compatible with the planning intention of Wetland Buffer Zone that lar ge scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.

5. The application will affect the livelihood of the wildlife in the river and near the riverbank. V arious wildlife including cows, fish, tortoise and birds are often seen in its neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.

6. I have seen a lot of trees, flowers and vegetables in the region related to nature conservation. The development can cause adverse impact on all these.

7. The proposed project for the rezone plan will introduce tens of thousands of new residents to t he Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Wetlan d Conservation Area.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

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

參考編號 **Reference Number:**	220524-210936-71354
提交限期 **Deadline for submission:**	27/05/2022
提交日期及時間 **Date and time of submission:**	24/05/2022 21:09:36
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Cham Ka Hung Daniel, BBS MH BH JP

意見詳情
Details of the Comment :

I refer to the application Y/YL-NSW/9, please be informed that after consulted the residents in the vicinity area of the application site, I strongly object on the application for the following reasons:

(1) There is no acceptable justification to re-zone the subject site from I(D), OS to R(E), all the developments in the vicinity (including Fairview Park, Palm Springs and Villages at the vicinity) are low density [the zoning are R(C), R(D) and V]. Increase the plat ratio from 1.6 of existing I(D) zone to 2.5 is considered too excessive, and any development in that parameter is not compactable to the land use in that area in the OZP. It is not in harmony and in line with the developments in the vicinity. Increase the building high from 13M to 115 mPD is considered too excessive, and it is visually intrusive from the vicinity as shown in the photo images provided by the applicant, and the BH of the proposed development of up to 115mPD is generally higher than that of the surrounding existing developments and causes adverse visual impact. The proposed development is considered incompatible with the surrounding land uses which are predominated by fish ponds, wetland, low-rise and low-density residential dwellings/village houses and unused/vacant land.

(2) The site is adjacent to valuable wetland with distinct and valuable ecological values. The development of 29 storeys proposed by the applicant is considered too excessive and will affect the ecological values of the nearby wetland area. The proposed development in the re-zoning application is against the planning intention and direction mentioned in the Explanatory Statement.

(3) Piecemeal re-zoning without overall study and review of other zones in the OZP will jeopardize the long-term planning and land uses in this and other sensitive and low-rise development areas in this OZP. Extensive development will jeopardize the conservation value of the nearby wetland in the vicinity and Deep Bay area. There are valuable wetlands with distinct and valuable ecological values in the adjacent areas and the wetland nearby; the re-zoning application has not addressed these issues to a satisfactory level.

(4) The layout of the development being surrounded by the proposed high towers will increase the bird-window collision risks as well as lead to habitat fragmentation that reduces the ecological carrying capacity, and degrade the ecological function of the area.

(5) The Site and adjacent ponds are utilised by wetland-dependent birds and is connected with the wetland ecosystem in Deep Bay. The large-scale residential development will result in irreversible loss of wetland and disturbance impact (e.g. human activities, light glare, noise) to the nearby wetland habitat. It fails to comply with the "no-net-loss in wetland" principle.

(6) approving the application would set an undesirable precedent for similar applications for large-scale development in the area.

(7) The additional traffic generated from the development will affect the traffic volume of Castle Peak Road, Au Tau Round About and Pok Oi Round About as well as Fairview Park Round About.

(8) The critical junctions at the round-abouts mentioned in (7) will be overloaded and the additional traffic generated by the 724 vehicles in the proposed site will further deteriorate the adverse traffic at those junctions.

(9) Castle Peak Road at that area is a narrow road with junctions at Sha Po and Fairview Park Boulevard, the traffic generated at peak hours will seriously affect the traffic at both junctions and it is expected that there will be many complaints from the villagers and residents nearby in the future, Transport Department will be blamed if the new traffic generated by the new development deteriorates the current traffic situation in that area and in Pok Oi Round-about in the future.

(10) The application site falls within Deep Bay Buffer Zone 2 and the proposed development cannot meet the "Town Planning Board Guidelines for Application for Developments within Deep Bay Buffer Zones" in that: there is insufficient information in the submission to demonstrate that the proposed development will have insignificant impacts on the environment, ecology, sewerage and traffic in the area including the Mai Po Nature Reserve and Inner Deep Bay; the development will affect the existing wetland and fish ponds in the vicinity; and there is insufficient information in the submission to demonstrate that the proposed development will not have adverse impacts on the ecology in the area including the Mai Po Nature Reserve and Inner Deep Bay area.

(11) The approval of the application will set an undesirable precedent for similar applications in this ecologically sensitive area. The other sites nearby have applied for similar extensive development and to increase the plot ratios as well the flat units substantially, more sites will follow the undesirable precedent case to apply for increase of Plot Ratio and building height as well as development intensity if this application is approved. Any additional development apart from the original planning intension will further deteriorate the traffic, sewage, visual, land use compatibility of the area. It will set a very undesirable precedent case for similar application in this area in the future.

(12) TPB has received 8 re-zoning applications in recent months in Nam San Wai , Mai Po and Ngau Tam Mei OZP, with proposed 23,700 flats. Approval of this application will encourage more and more intensive development application which will affect the whole area without long term comprehensive studies. The planning parameters and intension of the site under the current OZP were considered appropriate and suitable. Any approval of re-zoning to the requested planning parameter would jeopardize the planning intention of the whole area.

Daniel K.H. CHAM BBS MH BH JP (Chairman, Tin Shui Wai South Area Committee)

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

參考編號
Reference Number: 220524-211944-29936

提交限期
Deadline for submission: 27/05/2022

提交日期及時間
Date and time of submission: 24/05/2022 21:19:44

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

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

意見詳情
Details of the Comment :

To: The Secretary, Town Planning Board

Comments regarding Application Y/YL-NSW/9 to rezone from Industrial to Residential

Dear Sir / Madame

I would like to lodge an objection to the above application for amendment of plan.

1. I am a frequent visitor to the Nam Sang Wai region for its scenery and visiting my relatives. My relatives live in an area included in the Planning Application Y/YL-NSW/9.

2. I object to the application because it affects the living neighborhood, causes damage to the natural environment and has negative impact on the ecology.

3. If the plan goes ahead, the construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near the people around.

4. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.

5. The application will affect the livelihood of the wildlife in the river and near the riverbank. Various wildlife including cows, fish, tortoise and birds are often seen in its neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.

6. I have seen a lot of trees, flowers and vegetables in the region related to nature conservation. The development can cause adverse impact on all these.

7. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Wetland Conservation Area.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

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

參考編號 **Reference Number:**	220524-230802-68880
提交限期 **Deadline for submission:**	27/05/2022
提交日期及時間 **Date and time of submission:**	24/05/2022 23:08:02
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ron

意見詳情
Details of the Comment :

本人反對是次申請，原因如下：

是項申請連同（Y/YL-NSW/8），涉及36幢樓高10至29層的住宅大廈，地積比率達2.2倍至2.5倍，預計為當區帶來約2萬6千人，隨著附近多個發展項目先後闖關甚至獲開綠燈，將嚴重、進一步破壞南生圍生境。

這些發展多在「濕地緩衝區」，而濕地緩衝區的規劃本是為了保護「濕地保育區」內的魚塘和濕地的生態完整，並禁止進行會對「濕地保育區」內的魚塘的生態價值帶來負面干擾影響的發展。若將「濕地緩衝區」變成另一個發展區，不單無助解決房屋問題，更損害濕地緩衝作用，是保護后海灣濕地生態系統的倒退舉動。

縱容開發「濕地緩衝區」空間作發展之用將令「濕地保育區」處於險境，帶來負面生態影響，如影響雀鳥飛行路線、削減冬候鳥覓食空間、打擾鷺鳥繁殖等。

對市民生活而言，龐大的發展規模亦會為當區帶來大量人口，將會衍生不同環境壓力和問題。綜合各發展規劃資料，估計該區居住人口將有近七萬六千人，相等兩個左右的太古城人口，可能會加劇交通擠塞問題，或增加污水處理量負擔等。

因此，本人認為必須嚴格遵守「濕地保育區」及「濕地緩衝區」的規劃管制，以確保后海灣濕地生態的完整性及附近市民的居住環境不受影響。若將最後防線都拱手讓予發展商，建成密麻麻的高樓，對后海灣一帶生態將後患無窮，「濕地緩衝區」也將名存實亡。

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

參考編號 **Reference Number:**	220524-232942-14282
提交限期 **Deadline for submission:**	27/05/2022
提交日期及時間 **Date and time of submission:**	24/05/2022 23:29:42
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Connie Law

意見詳情
Details of the Comment :

本人反對於南生圍一帶再開發商住用地，破壞生態平衡。

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

參考編號
Reference Number: 220525-095626-15200

提交限期
Deadline for submission: 27/05/2022

提交日期及時間
Date and time of submission: 25/05/2022 09:56:26

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

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

意見詳情
Details of the Comment :

我反對此項計劃。

將「工業 (丁類)」地帶、「露天貯物」變爲住宅，是典型先破壞，後發展。此等不應鼓勵。亦影響附件濕地，破壞野生動物棲息地。一旦破壞，難以恢復。申請人及批准者，將爲此附上全責。

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

參考編號
Reference Number: 220527-021017-93241

提交限期
Deadline for submission: 27/05/2022

提交日期及時間
Date and time of submission: 27/05/2022 02:10:17

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

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

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application for amendment of plan.

1. I am a frequent visitor to the Nam Sang Wai region for its scenery and visiting my relatives. My relatives live in an area included in the Planning Application Y/YL-NSW/9.

2. I object to the application because it affects the living neighborhood, causes damage to the natural environment and has negative impact on the ecology.

3. If the plan goes ahead, the construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near the people around.

4. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.

5. The application will affect the livelihood of the wildlife in the river and near the riverbank. Various wildlife including cows, fish, tortoise and birds are often seen in its neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.

6. I have seen a lot of trees, flowers and vegetables in the region related to nature conservation. The development can cause adverse impact on all these.

7. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Wetland Conservation Area.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9.

14

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

參考編號 **Reference Number:**	220527-113525-56981
提交限期 **Deadline for submission:**	27/05/2022
提交日期及時間 **Date and time of submission:**	27/05/2022 11:35:25
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 土地公義

意見詳情
Details of the Comment :

本人反對將毗連政府土地改劃為[住宅(戊類)地帶]。當地已有人居住, 本人反對遷徙現有居民。發展商申請改劃的工業用地及露天貯物地已很充份, 不應剝奪原址居民的權益。

15

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

參考編號 **Reference Number:**	220527-114253-90512
提交限期 **Deadline for submission:**	27/05/2022
提交日期及時間 **Date and time of submission:**	27/05/2022 11:42:53
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	香港野生雀鳥保育關注組

意見詳情
Details of the Comment :

本關注組對編號 Y/YL-NSW/9 項目申請表示強烈反對！

此申請項目位處濕地緩衝區範圍內，
項目擬建的11棟住宅高度由14至29層，
樓層之高，竟然比另一個位於濕地緩衝區外，
已建成的大型屋苑 (峻巒)，
樓層11至16層還要高出2至3倍，
當中更超過8成 (9棟) 是高於16層。

此項目位處濕地緩衝區範圍，與南生圍只是一河之隔，
是鳥類飛往南生圍、山貝河、錦田河，
甚至香港唯一國際重要濕地米埔及內后海灣，
覓食或棲息的必經範圍。

多棟高樓大廈建於申請地點，
不但直接阻礙鳥類飛往上述區域覓食或棲息，
更會永久影響申請地點及附近地區的氣流，
大量增加區內的噪音及晚上的光害，
而且大量窗戶的出現，更會增加鳥撞玻璃的「窗殺」機會，
上述各環境壓力因素均是直接或間接傷害在區內生活的鳥類，
影響米埔及內后海灣國際重要濕地的生態功能，
並與濕地緩衝區建立原意違背。

此項目申請連同 Y/YL-NSW/8的住宅樓層之高，
不但嚴重高越鄰近的建築物，
而且更比濕地緩衝區外的大型屋苑 (峻巒) 還要高出多倍。

此項目申請連同 Y/YL-NSW/8共同為區內帶來的
累計生態影響及破壞實在是完全不能接受！

故此，本關注組重申對項目申請表示強烈反對！

16

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

RECEIVED
23 MAY 2022
Town Planning Board

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I Object to the planning application to rezone DD107 and adjoining government land.

Please see attached details of my reasons for the objection.

Regards,
Tse Ka Lap.

「提意見人」姓名／名稱 Name of person/company making this comment TSE KA LAP
簽署 Signature 謝家立 日期 Date 22-MAY-2022

16

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

Date: 22-May-2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My family is resident of DD107 since 1979. We rent the land by the river from the government via Short Term Tenancy (#0427).
2. We have a house built on the government land. We have been paying rates to the government. My parents and brother are still living in this family home since it was build 43 years. All of them are retired people.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.

(b) The noise and odour will irritate him and make him tense all the time

(c) The vibration caused by the construction activities will interfere his rest and cause damage to the structure of our house.

(d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father to travel to hospital and other daily activities.

7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Wetland Conservation Area.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家立

Tse Ka Lap.

規劃申請

PLANNING APPLICATION

申請編號 Application No.	Y/YL-NSW/9
地點 Location (見下圖 See Plan Below)	Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D. 107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long
圖則 Plan	西生圍分區計劃大綱核准圖編號 S/YL-NSW/8 Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8
建議 Proposal	把申請地點由「工業（丁類）」地帶、「露天貯物」地帶及「道路」的地方改劃為「住宅（戊類）」地帶 To rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as "Road" to "Residential (Group E)"

任何人士均可就該宗申請提出意見。有關意見必須於2022年5月27日或之前，以專人送遞或郵遞（香港北角橫樂道333號北角政府合署15樓）、傳真（2877 0245 或 2522 8426）或電郵（tpbpd@pland.gov.hk）方式，向城市規劃委員會提出。

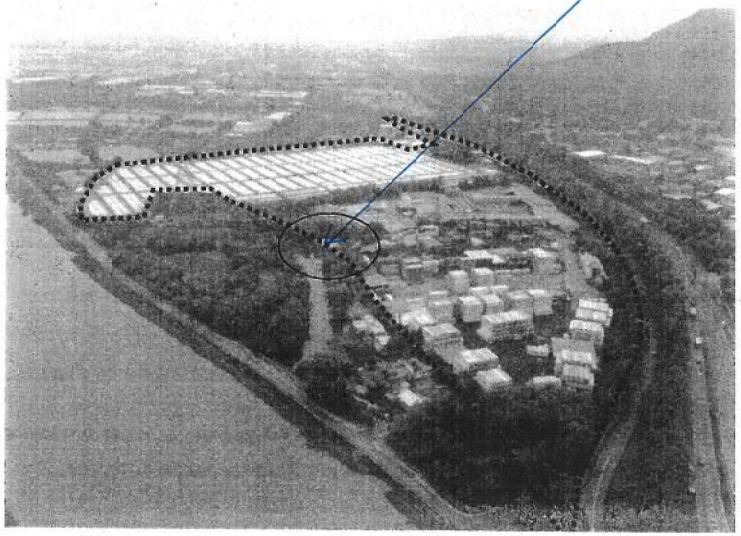
Any person may make comment on this application. The comment must be made to the Town Planning Board by hand or post (16/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) on or before 27 May 2022.

詳情 Particulars

我的父母
住在河边位置
短期租约
DD107
#RAYLSTT042

DD107

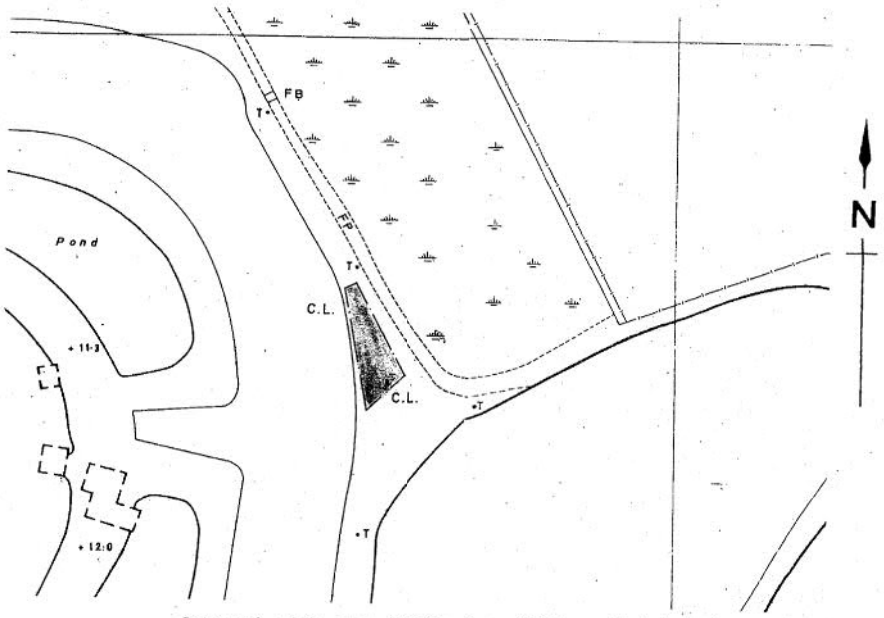
Lots 1910 RP and 1743 S.C RP and Adjoining Government Land



16

SHORT TERM TENANCY No.

D. D. 107



Coloured pink area 177.63 m² or 1,912 sq. ft. (about)

+Heights in feet

(Subject to survey)

SCALE 1:1200

METRES 20 10 0 20 40 60 80 100 120 140 160 METRES

LOCATION



Scale 1:25000

Tenant's signature 謝禮賢

Date -7 MAY 1979

DISTRICT OFFICE 地政處 YUEN LONG

District Officer, Yuen Long

Drawing No. YLG 3662

File No. LNT 329/YAT/73

Survey Sheet No. 91-SE-A/B

DISTRICT OFFICE, YUEN LONG

NEW TERRITORIES

16

一般繳款單 GENERAL DEMAND NOTE

香港特別行政區政府 THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

2021/10-12

繳款單編號 Demand Note Number	發單部門 Demand Note Issuing Department	發單日期 Issue Date
074-055-106328-2	DLOYL - SHORT TERM TENANCY (STT)	15/09/2021

查詢電話 Enquiry Tel:	部門檔號 Departmental Reference	到期繳款日 Due Date :
24433545	RAYLSTT0427	01/10/2021

應繳金額 ($) Amount Payable ($) : 1,605.00

名稱 Name : TSE TAK YIP

地址 Address : [redacted]

注意：
有關繳款細則（包括重要說明）的詳情，請參閱背頁。

Note:
For details of payment instructions including important notes, please see overleaf.

繳款項目 Particulars	金額 Amount ($)
SHORT TERM TENANCY 0427	
KAM TIN D.D. 107	
FOR THE PERIOD OF 3 MONTHS FROM DUE DATE	6,420.00
(LESS 75% RENT CONCESSION)	-4,815.00
Total	1,605.00

20/9/2021

以下機印所示金額，經已收訖，RECEIVED THE SUM IMPRINTED BELOW

111 20/09/21 26YLB 000672 CSH $1,605.00 S

LND503A (6/2016)

RECEIVED
2 3 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I object to the planning application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land.

Please find attached details of my comments for the objection.

「提意見人」姓名／名稱 Name of person/company making this comment Bryan TSE Ka Shu

簽署 Signature _____ 日期 Date 22-May-2022

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

Date: 22-May-2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My family is resident of DD107 since 1979. We rent the land by the river from the government via Short Term Tenancy (#0427).
2. We have a house built on the government land. We have been paying rates to the government. My parents and brother are still living in this family home since it was build 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
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(b) The noise and odour will irritate him and make him tense all the time
(c) The vibration caused by the construction activities will interfere his rest and cause damage to the structure of our house.
(d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father to travel to hospital and other daily activities.

7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

Bryan Tse Ka Shu.

17



規劃申請
PLANNING APPLICATION

申請編號 Application No.	Y/YL-NSW/9
地點 Location (見下圖 See Plan Below)	Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D. 107 and Adjoining Government Land West of Castle Peak Road - Tim Mi, Yuen Long
圖則 Plan	current approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8
建議 Proposal	To rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as "Road" to "Residential (Group E)"

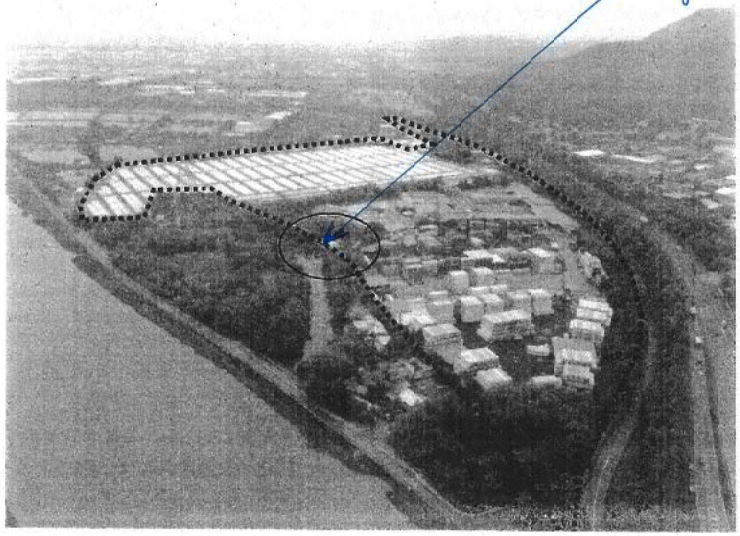
任何人士均可就擬議申請提出意見，有關意見必須於二零一二年五月二十七日或之前，以書面方式向城市規劃委員會提出。
Any person may make comment on this application. The comment must be made to the Town Planning Board by hand or post (16/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) on or before 27 May 2012.

詳情 Particulars

17

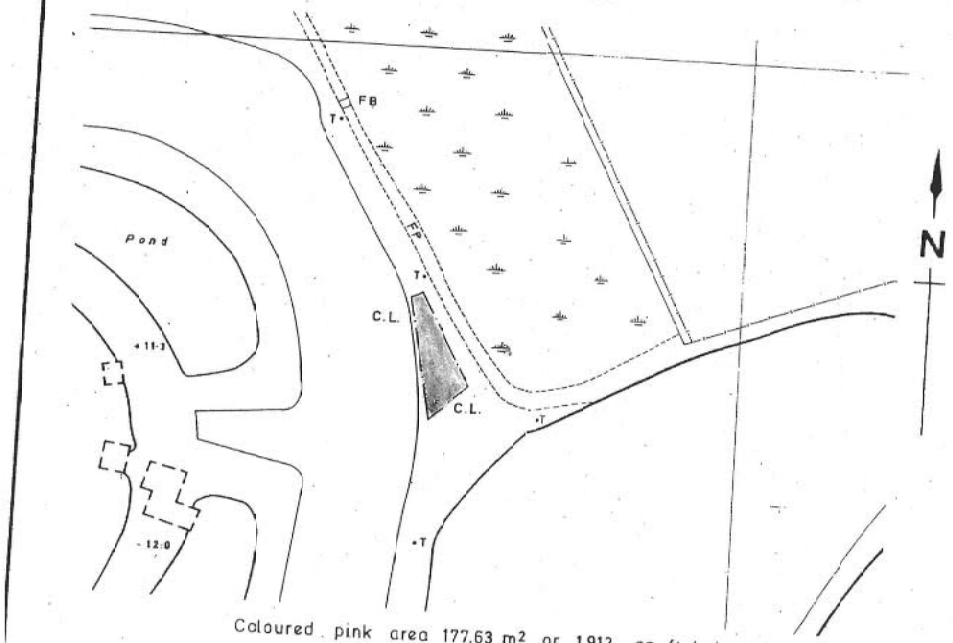
This is my family home on the government land in DD107.

DD107
Lots 1910 RP and 1743 S.C RP and Adjoining Government Land



SHORT TERM TENANCY No.

D.D. 107



Coloured pink area 177.63 m² or 1,912 sq. ft. (about)

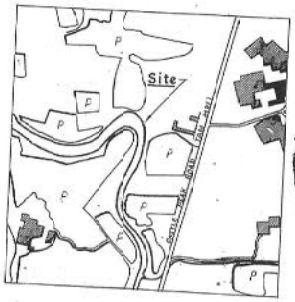
+Heights in feet

(Subject to survey)

SCALE 1:1200

METRES 20 10 0 20 40 60 80 100 120 140 160 METRES

LOCATION



Scale 1:25000

Tenant's signature 謝德華

Date -7 MAY 1979

District Officer, Yuen Long

DISTRICT OFFICE ★ YUEN LONG ★ 朗元 府民理

My father rent the government land and paid rates since 1979

Drawing No. YLG 3662

File No. LNT 329/YAT/73

Survey Sheet No. 91-SE-A/B

DISTRICT OFFICE, YUEN LONG

NEW TERRITORIES

26.2.79

RECEIVED
23 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I object to the planning application.
Please see my comments on the separate sheet attached.

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

簽署 Signature [signature] 日期 Date 22-May-2022

Date: 22-May-2022

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

Dear Secretary of the Town Planning Board,

I would like to lodge an objection to the above application for amendment of plan.

1. I am a regular visitor to the Nam Sang Wai region for its scenery as well as visiting my relatives in the region. My relatives live within the proposed rezone plan.
2. I object to the application because it affects the living neighborhood, causes damage to the natural environment and has negative impact on the ecology.
3. If the plan goes ahead, the construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near the people around. This affects my relatives who live in the neighborhood.
4. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
5. The application will affect the livelihood of the wildlife in the river and near the riverbank. Various wildlife including cows, fish, tortoise and birds are often seen in its neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
6. I have seen a lot of trees, flowers and vegetables in the region related to nature conservation. The development can cause adverse impact on all these.
7. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Wetland Conservation Area.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

Siu Lai Hung

18

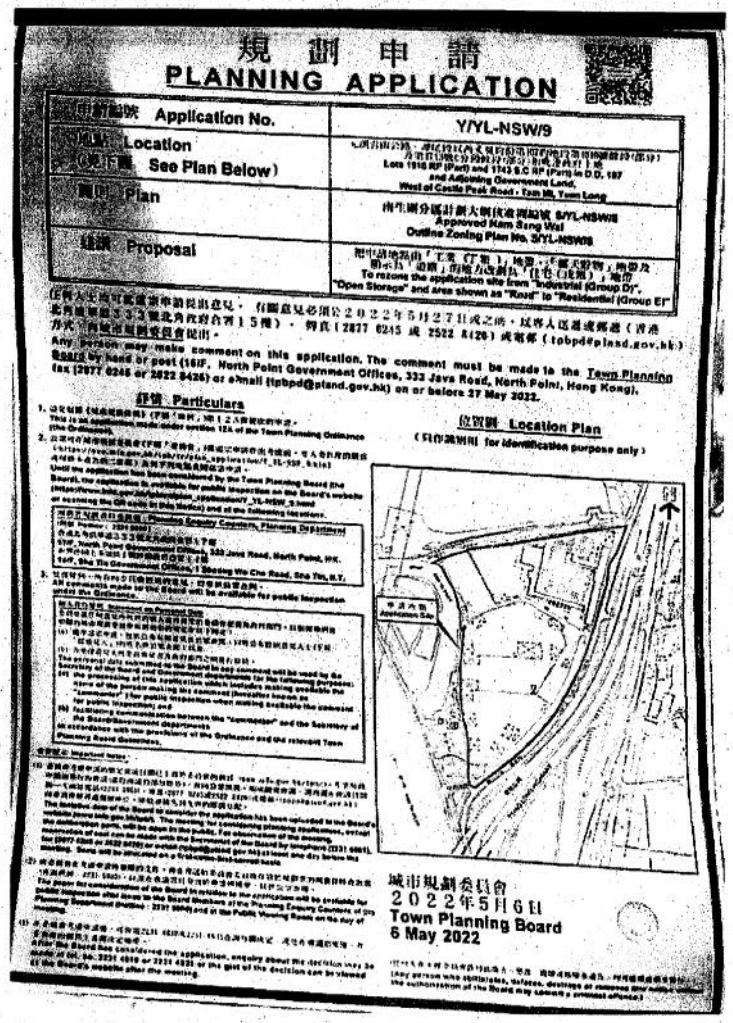








Wildlife currently living in the proposed rezoned plan
will be significantly affected by development in the application.



規劃申請
PLANNING APPLICATION

申請編號 Application No.	Y/YL-NSW/9
地點 Location (見下圖 See Plan Below)	Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D. 107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long
圖則 Plan	南生圍分區計劃大綱核准圖編號 S/YL-NSW/8 Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8
建議 Proposal	把申請地點由「工業（丁類）」地帶、「鄉天遊物」地帶及顯示為「道路」的地方改劃為「住宅（戊類）」地帶 To rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as "Road" to "Residential (Group E)"

任何人士均可就這項申請提出意見，有關意見必須於2022年5月27日或之前，以專人送遞或郵遞（香港北角渣華道333號北角政府合署15樓），傳真（2877 0245 或 2522 8426）或電郵（tpbpd@pland.gov.hk）方式，向城市規劃委員會提出。

Any person may make comment on this application. The comment must be made to the Town Planning Board by hand or post (15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) on or before 27 May 2022.

詳情 Particulars

位置圖 Location Plan
（只作識別用 for identification purpose only）

城市規劃委員會
2022年5月6日
Town Planning Board
6 May 2022

DD107
Lots 1910 RP and 1743 S.C RP and Adjoining Government Land
Comments by 27 May 2022 to Town Planning Board,
15/F North Point Government Office, 333 Java Road, North Point
tpbpd@pland.gov.hk

RECEIVED
23 MAY 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I object to the planning application above.
Please refer to my comments on the separate sheets attached.

「提意見人」姓名／名稱 Name of person/company making this comment Maggie Ho Man Kei
簽署 Signature _____ 日期 Date 22-May-2022

Date: 22-May-2022.

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

Dear Secretary of the Town Planning Board,

I would like to lodge an objection to the above application for amendment of plan.

1. I am a regular visitor to the Nam Sang Wai region for its scenery as well as visiting my relatives in the region. My relatives live within the proposed rezone plan.
2. I object to the application because it affects the living neighborhood, causes damage to the natural environment and has negative impact on the ecology.
3. If the plan goes ahead, the construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near the people around. This affects my relatives who live in the neighborhood.
4. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
5. The application will affect the livelihood of the wildlife in the river and near the riverbank. Various wildlife including cows, fish, tortoise and birds are often seen in its neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
6. I have seen a lot of trees, flowers and vegetables in the region related to nature conservation. The development can cause adverse impact on all these.
7. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Wetland Conservation Area.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

Maggie Ho Man Kei

19

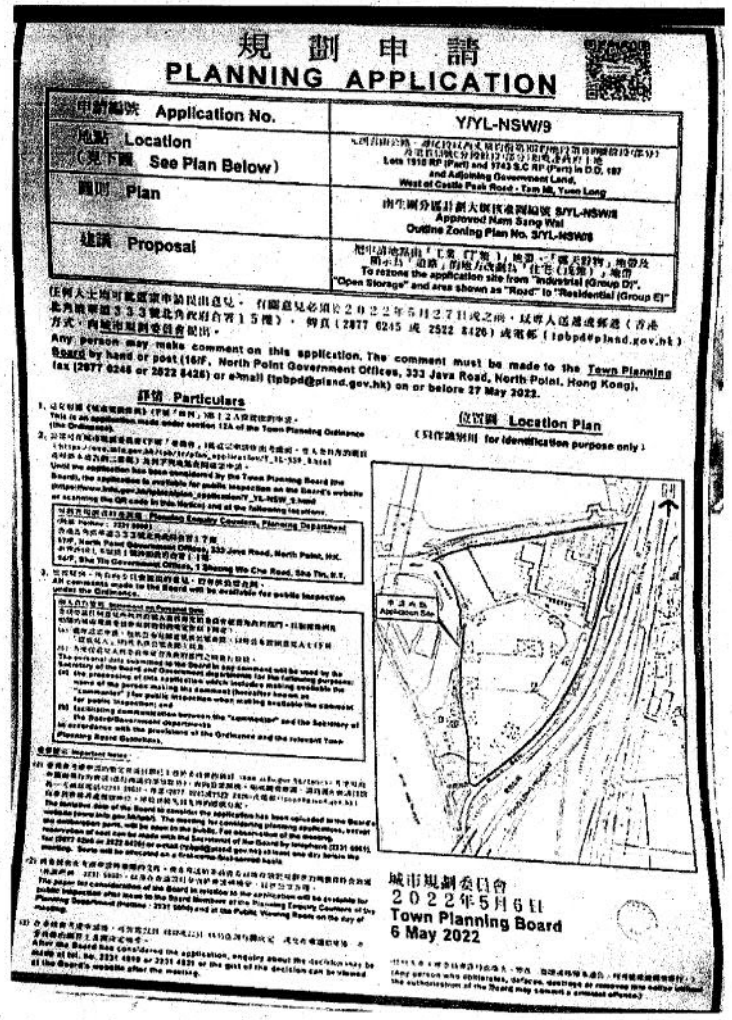








Wildlife currently living in the proposed rezoned plan
will be significantly affected by development in the application.



規劃申請
PLANNING APPLICATION

申請編號 Application No.	Y/YL-NSW/9
地點 Location (見下圖 See Plan Below)	Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D. 107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long
圖則 Plan	南生圍分區計劃大綱核准圖編號 S/YL-NSW/8 Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8
建議 Proposal	把申請地點由「工業（丁類）」地帶、「露天貯物」地帶及顯示為「道路」的地方改劃為「住宅（乙類）」地帶 To rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as "Road" to "Residential (Group E)"

任何人士均可就本申請提出意見，有關意見必須於2022年5月27日或之前，以書面方式，向城市規劃委員會提出。
Any person may make comment on this application. The comment must be made to the Town Planning Board by hand or post (15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong), fax (2877 0245 or 2522 8426) or e-mail (tpbpd@pland.gov.hk) on or before 27 May 2022.

詳情 Particulars

位置圖 Location Plan
（只作識別用 for identification purpose only）

城市規劃委員會
2022年5月6日
Town Planning Board
6 May 2022

DD107
Lots 1910 RP and 1743 S.C RP and Adjoining Government Land
Comments by 27 May 2022 to Town Planning Board,
15/F North Point Government Office, 333 Java Road, North Point
tpbpd@pland.gov.hk

From: Tse Ka Po (Email: [redacted])

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 25-May-2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Governmen: Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road

near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家寶

Tse Ka Po.

Attachments of evidence in support of my comments in the letter



一般繳款單
GENERAL DEMAND NOTE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

074-055-10B563-1

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

24433545

RAYLSTT0427

01/10/2020

6,420.00

姓名 Name: TSE TAK MIP

地址 Address: [redacted]

Note:

SHORT TERM TENANCY 0427	
KAM TIN D.D. 107	
FOR THE PERIOD OF 3 MONTHS FROM DUE DATE	6,420.00
Total	6,420.00

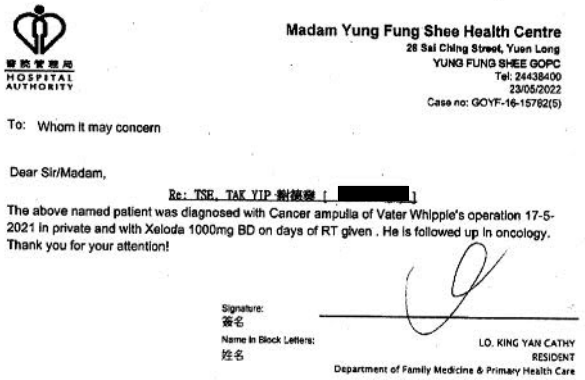
差餉物業估價署
Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.



醫院管理局
HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
28 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德燁 [[redacted]]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature:
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



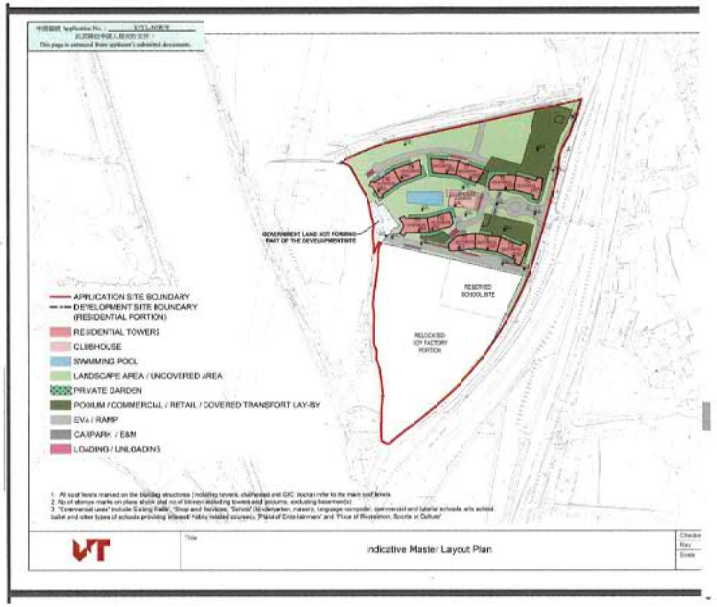






Evidence for Comment #8

Our house is locatec just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I Object to the planning application Y/YL-NSW/9
Please find my comments in the separate
sheets enclosed in this letter.

「提意見人」姓名／名稱 Name of person/company making this comment TSE KA PO
簽署 Signature 謝家寶 日期 Date 26/5/2022.

From: Tse Tak Yip (Email: [redacted]

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 26-May-2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. I rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built on the government land of DD107. I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 75 years old. My wife is 74 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. I am now recuperating in the above address after treatment and I am very weak. Staying in my current home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceed, the planned development will make the environment of our

house adverse to my health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and odour will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

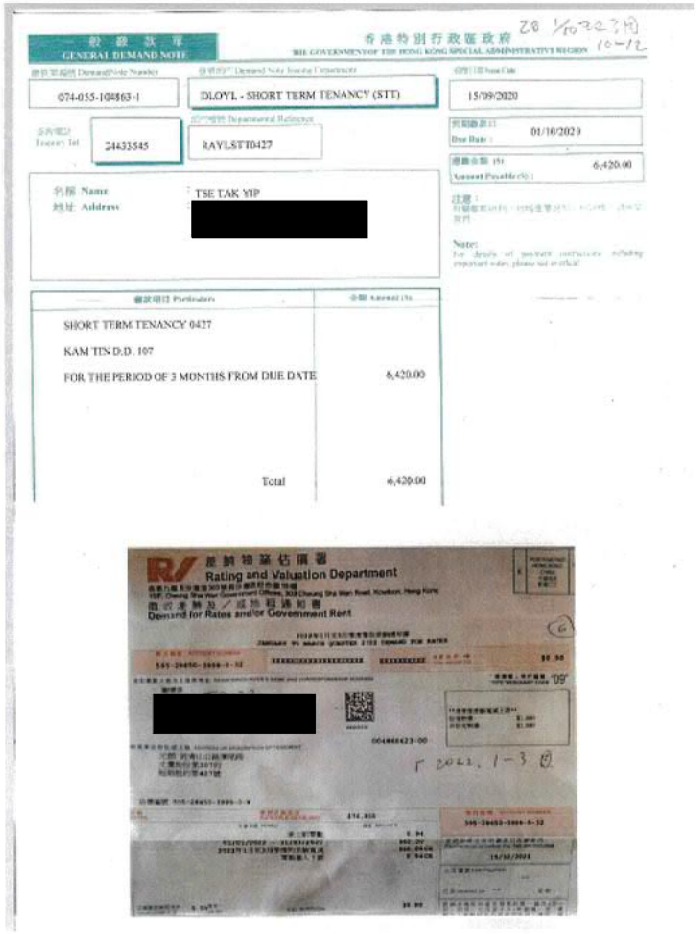
I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter



一般繳款單
GENERAL DEMAND NOTE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

074-055-104863-1	DLOYL - SHORT TERM TENANCY (STT)
24433545	RAYLSTT0427
15/09/2020	
01/10/2020	
6,420.00	

Name / Address: TSE TAK YIP [redacted]

Note:

SHORT TERM TENANCY 0427	
KAM TIN D.D. 107	
FOR THE PERIOD OF 3 MONTHS FROM DUE DATE	6,420.00
Total	6,420.00

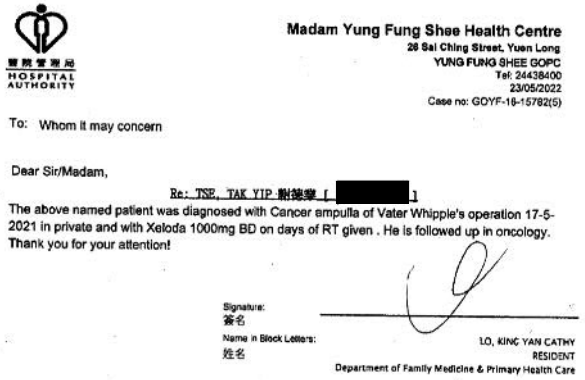
差餉物業估價署
Rating and Valuation Department
Demand for Rates and/or Government Rent

[redacted]

F 2022. 1-3 0

Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy (#0427).
I have a house on the land and pay government rates and rent.



醫院管理局
HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
28 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-18-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德燮 [[redacted]]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature: 簽名
Name in Block Letters: 姓名
LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

I have been suffering from cancer since 2021. I am receiving medical treatments. The family home and stable environment are critical to my recovery.



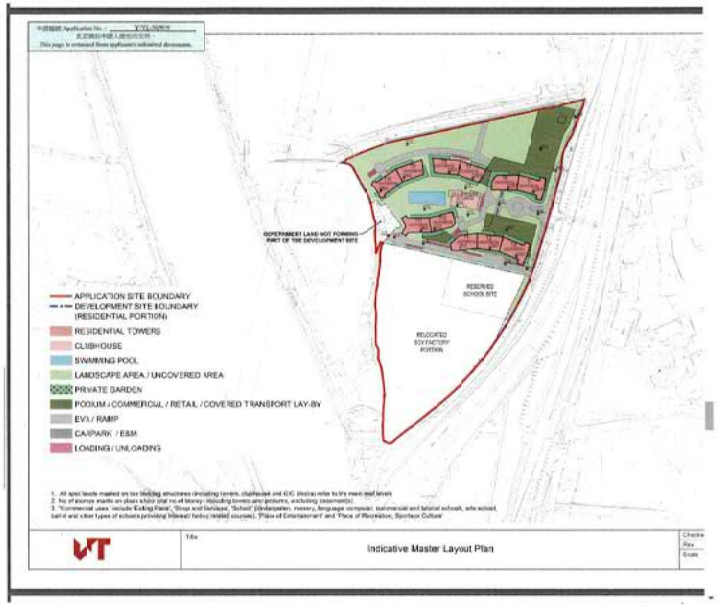






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

21 附頁1

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I objet to the above application.

Please find attached my comments on separate sheets.

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

簽署 Signature [signature] 日期 Date 26/5/2022

22

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

參考編號 Reference Number:	220523-175628-80610
提交限期 Deadline for submission:	27/05/2022
提交日期及時間 Date and time of submission:	23/05/2022 17:56:28
有關的規劃申請編號 The application no. to which the comment relates:	Y/YL-NSW/9
「提意見人」姓名/名稱 Name of person making this comment:	女士 Ms. Chan Chun Sum

意見詳情 Details of the Comment :

From : Ms Chan Chun Sum
To : The Secretary, Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,
Date: 23-May-2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government L and from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of the land lot in Yuen Long DD107 since 1979. My husband rent the land by the river from the government via Short Term Tenancy (#0427). I found my house area included in the application Y/YL-NSW/9 .
2. We have a house built on the government land. We have been paying rates to the government. My husband and I are still living in this family home since it was built 43 years. We are retired p eople now.
3. I am 74 years old now. I am used to living in my family house. I cannot adapt to move elsewh ere.
4. My husband, aged 75, has been suffering from cancer since 2021 and received treatments in T uen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recov ery.
5. We object to the application because we are unable to move out of our family house. If the ap plication proceed, the planned development will make the environment of our house adverse to our health. The construction work will cause nuisance such as flue gases from machine, odour, n oise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we ar e paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that the healt h of my husband and me will be seriously threatened:
(a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my husband for his lung issue.
(b) The noise and odour will irritate us and make us tense all the time
(c) The vibration caused by the construction activities will interfere our rest and cause damage t o the structure of our house.
(d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. T hat hinders my husband from travel to hospital and our other daily activities.
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11. In addition to the above reasons for rejecting the application, I also want to note that the indi cative master layout plan of the application highlights an area with the remark "Government Lan d NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in th e development, I think it should not be included in the rezoning area of this application in the fir st place. The application should be modified to exclude this highlighted government land (togeth er with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

22

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to Planning Application Y/YL-NSW/9 from Chan Chun Sum
27/05/2022 01:56

From: [redacted]
To: "TPBpd@pland.gov.hk" <TPBpd@pland.gov.hk>
Cc: [redacted]
File Ref:

1 attachmert

Comments to the Town Planning Board from Chan Chun Sum on 20220526.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Chan Chun Sum
Postal address : [redacted]
Tel : [redacted]
Email : [redacted]
Thank you for your attention.

Regards,
Chan Chun Sum

From : Ms Chan Chun Sum
To : The Secretary, Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,
Date: 26-May-2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of the land lot in Yuen Long DD107 since 1979. My husband rent the land by the river from the government via Short Term Tenancy (#0427). I found my house area included in the application Y/YL-NSW/9 .
2. We have a house built on the government land. We have been paying rates to the government. My husband and I are still living in this family home since it was built 43 years. We are retired people now.
3. I am 74 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceed, the planned development will make the environment of our house adverse to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my husband for his lung issue.
   (b) The noise and odour will irritate us and make us tense all the time
   (c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land (together with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

074-455-104862-1 | DLOYL - SHORT TERM TENANCY (STT) | 15/09/2020

24433545 | RAYLSTT0427 | 01/10/2020 | 6,420.00

Name: TSE TAK YIP

Address: [redacted]

SHORT TERM TENANCY 0427	
KAM TIN D.D. 107	
FOR THE PERIOD OF 3 MONTHS FROM DUE DATE	6,420.00
Total	6,420.00

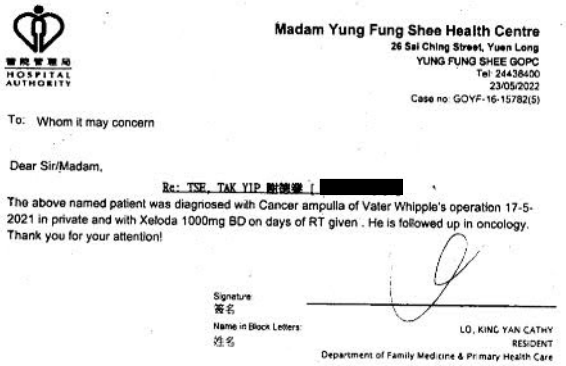
Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24436400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature 簽名

Name in Block Letters 姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My husband, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



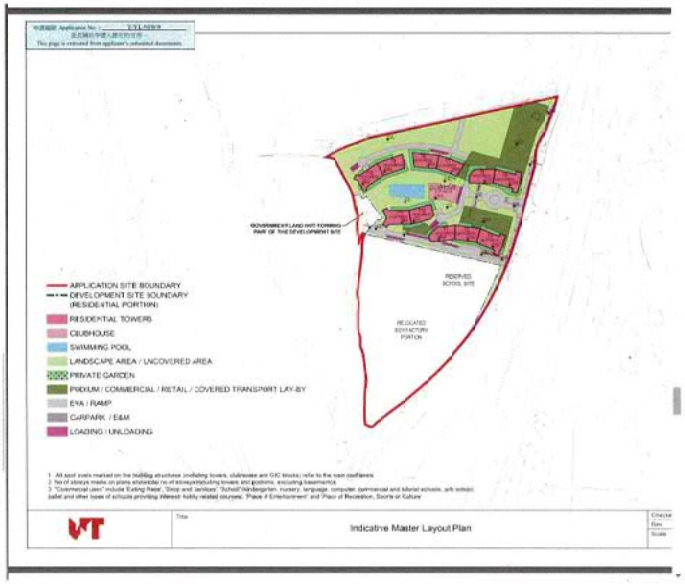






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Comments on the Section 12A Application No. Y/YL-NSW/9
27/05/2022 10:57

From: [redacted]
To: <tpbpd@pland.gov.hk>
File Ref:

1 attachment

TPB20220527(NSW9).pdf

Dear Sir/Madam,

Please refer to the attachment for the captioned.

Yours faithfully,
Ng Hei Man (Mr.)
Campaign Manager
The Conservancy Association
T: 2728 6781
D: 2272 0303
F: 2728 5538
Registered Name 註冊名稱 : The Conservancy Association 長春社
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

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https://www.avast.com/antivirus

長春社 Since1968
The Conservancy Association
會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期 13 樓 1305-6 室
電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website www.cahk.org.hk

27th May 2022

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

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

Dear Sir/Madam,

Comments on the Section 12A Application No. Y/YL-NSW/9

The Conservancy Association (CA) OBJECTS to the captioned application.

1. **Not in line with the planning intention of Wetland Buffer Area (WBA)**
According to the Town Planning Board Guidelines for Application for Developments within Deep Bay Area (TPB PG-No. 12C), the application site is located within WBA. The planning intention of WBA is "*to protect the ecological integrity of the fish ponds and wetland within the WCA and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds*".

A Section 12A application Y/YL-NSW/3 has once been submitted to Town Planning Board at part of the site currently zoned "Open Storage" in 2014 to facilitate a development of shopping mall cum hotel. We note that number of buildings, maximum building height, and numbers of storeys of proposed development (Table 1) are higher than the previous one.

Table 1 Development parameter of Y/YL-NSW/3 and Y/YL-NSW/9

	Y/YL-NSW/3	Y/YL-NSW/9
No. of block	4 (shopping mall cum hotel development)	11 residential towers 1 school

長春社 Since1968
The Conservancy Association
會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期 13 樓 1305-6 室
電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk

		1 relocated soy sauce factory
Maximum building height	46mPD	<115mPD
No. of storeys	11	<28

The proposed development would also introduce an additional of population of 8,099, and 3,115 flats. In general, it appears that much higher level of development would be resulted in the subject site. Such large development scale would potentially induce adverse off-site disturbance impacts on adjacent wetland in WCA, affect ecological function and integrity of Deep Bay wetland ecosystems. We opine that this is definitely not in line with the TPB PG-No. 12C and planning intention of WBA.

2. Incompatible with development scale outside WBA

Figure 2.4 of the Planning Statement demonstrates development intensity profile of the site and its surrounding environment outside WBA. The applicant makes reference to the proposed public housing development in Sha Po Tsuen, with a plot ratio of 6.5, and demonstrate that the plot ratio of proposed development is following a gradual descending development density from east of San Tin Highway towards WBA and Deep Bay area. However, such observation fails to consider the development density in adjacent environment, particularly Park Yoho (Table 2).

Table 2 Development parameters of current application and Park Yoho

	Y/YL-NSW/9	Park Yoho	Park Yoho Phase 2	Park Yoho Phase 3
Plot ratio	<2.5	1.024	1.64	1.254
Building height (storeys)	<115mPD (<28)	62.2mPD (16)	62.2mPD (16)	66.35mPD (18)

In short, the development scale of the proposed application is not only incompatible with the rural, low-density development in WBA, but also the development density outside WBA.

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電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
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Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk

3. Adverse ecological impacts

Despite provision of Ecological Impact Assessment (EcoIA), we are still doubtful that at least some of the potential ecological impacts remains unsolved:

i. Disturbance on bird species at Kam Tin Main Drainage Channel (MDC): From the EcoIA, high diversity of waterbird species such as Black-faced Spoonbill, Chinese Pond Heron, Northern Shoveler, Pied Avocet, etc., can be spotted at the channel in the west of the application site. Off-site negative impact, such as construction noise during construction phase and human activities during operation phase, would adversely affect foraging behavior of these birds. However, it seems that the EcoIA still fails to justify how these impacts can be avoided or mitigated.

ii. Disruption on flight lines of waterbirds: The EcoIA of Y/YL-NSW/3 has once revealed that a total of 8 Black-faced Spoonbill, listed as "Endangered" under IUCN Red List, were recorded flying at the west of subject site parallel to Kam Tin MDC in December 2012 and January 2013. It also showed that all flight lines, including major and minor, pass through the north of subject site towards Kam Tin MDC, the adjacent mitigation wetland and fish ponds. In this way, we still worry that potential disruption on flight lines on waterbirds would be resulted.

iii. Light disturbance: Additional light source from residential towers and open space would pose disturbance on birds and other wildlife, such as night roost of arceids at Kam Tin MDC. Section 6.4.9 of the EcoIA mentions that "*Since the Yuen Long Highway viaduct is located between these night roosts and the Application Site and is very close to the night roost, the night roosts are largely within the shadow zone of the viaduct such that the viaduct could block most light to these night roosts of the Application Site*". However, the proposed residential towers are 28-29 storeys high and we are very doubtful how such evaluation can apply to such high-rise residential towers. We opine that the applicant fails to evaluate potential light impact properly and suggest measures to avoid or mitigate potential light disturbance during the construction and operation phase.

iv. Bird collision: Even though Section 6.4.10 of the EcoIA mentions that the current residential development would not have extensive glass façade, the

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height of residential towers, as mentioned above, would be substantial and they tends to have more areas of glass. Meanwhile, nocturnal avian collision with buildings is not clearly identified and evaluated in the EcoIA. Therefore, we do not agree with the conclusion mentioned in Table 7.1 of the EcoIA that no mitigations are required for bird collision.

4. Potential cumulative impacts

Section 8.1.1 mentioned that "*For those planning projects which were within the 500m Study Area but withdrawn or no approval status, it is considered not appropriate to include those projects as concurrent projects for the purpose of this cumulative impact assessment*". Such definition of concurrent projects would lead to great under-estimation of potential cumulative impacts. We especially worry that exclusion of some particular projects, such as Y/YL-NSW/8 (just situated at the north of the subject site), Northern Link, etc., would downplay interactions between the environmental impacts of the project and the environmental impacts of other developments.

Over the past decade, many large-scale development applications inside WBA around Nam Sang Wai have been approved or submitted for approval. The entire region has been under high development pressure. Approving the captioned application would set undesirable precedent for similar applications for large-scale development in the area. Development would further encroach into lands with conservation and landscape values, decreasing overall quality of the environment.

Yours faithfully,
Ng Hei Man
Campaign Manager
The Conservancy Association

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環保觸覺就規劃申請A-YL-NSW-9項目之意見書
27/05/2022 10:56

From: [redacted]
To: tpbpd@pland.gov.hk
File Ref:

1 attachment

環保觸覺_有關改劃申請A-YL-NSW-9項目之意見書.pdf

Dear Sir/Madam,
Please find the attachment. Thank you.

Lau Ka Yeung (ID [redacted]s the representative of Green Sense to submit the comment.
Regards,
Carter Lau Ka Yeung

--
LAU Ka Yeung, Carter
Research Officer
Green Sense HK Ltd
Office: 8100 4877
Fax: 3011 9577
Website: http://greensense.org.hk
Facebook: http://www.facebook.com/hkgreensense
Instagram: http://www.instagram.com/greensensehk

環保觸覺 Green Sense
電話：8100 4877
傳真：3011 9577
地址：長沙灣郵政信箱 80710 號
電郵：info@greensense.org.hk
網頁：www.greensense.org.hk

致 城市規劃委員會

就規劃申請 A/YL - NSW/9 項目之意見書

環保觸覺（本會）就規劃編號為 A/YL - NSW/9，即元朗青山公路 - 潭尾段以西丈量約份第 107 約地段第 8 號餘段(部分)、第 8 號 A 分段餘段、第 12 號、第 13 號、第 14 號 B 分段第 2 小分段、第 14 號 B 分段餘段、第 14 號 C 分段餘段、第 16 號、第 17 號、第 31 號 B 分段餘段、第 33 號餘段、第 36 號餘段、第 45 號、第 55 號 A 分段及第 1740 號 A 分段餘段和毗連政府土地，把申請地點由「其他指定用途」註明「綜合發展包括濕地修復區」地帶改劃為「其他指定用途」註明「綜合發展包括濕地修復區 1」地帶，表示強烈反對。

本申請發展，與 A/YL - NSW/8 之申請實為相連用地，亦為同一發展項目，地盤總面積達 371,650 平方米，發展密度達 2.2 倍地積比，涉興建 43 棟建築物，建築物最高達 29 層，最高達 110 米，發展規模接近 10,000 個單位，並有超過 1200 個車位，是一個大型豪宅項目。項目位置濕地保護區邊陲，即使計劃提及保留濕地修復區，但如此大規模的住宅發展勢必對濕地生態帶來嚴重而不可逆轉的破壞。

用地影響冬候鳥的飛行路線，作高密度住宅發展並不合適

本發展區位於濕地緩衝區，接近保護區邊陲，生態價值並非發展商申請文件指生態價值低。早年同一個發展商在同一位置申請其它發展，當時所遞交的文件指出，當地位置與濒危的黑臉琵鷺和其他冬候鳥的飛行路線重疊。部分候鳥和鷺鳥會在附近的南生圍及錦田河畔覓食，不少研究發現候鳥和鷺鳥覓食期間的飛行高度較低。以小白鷺為例，台灣的觀察顯示，河道上飛行高度最高約 17 公尺，移動到覓食地時最高飛行高度為 21 公尺。本發展申請的建築物最高達 110 米，明顯影響到候鳥的飛行路線，不同的緩解措施並不能解決影響雀鳥飛行路線的問題。

如果雀鳥飛行路線受阻，有機會影響到雀鳥覓食，本項目多棟高層住宅甚至有機會令雀鳥被窗殺 (bird-building collisions 或 bird-window collisions)，日間住宅窗戶，或一些半戶外環境，如公廁或游泳池等設立的鏡子，鏡像效果導致鳥類無法分辨影像真偽，以為反射的遠景或山林影像可以飛過，因此一頭撞上。夜間撞擊的原因則為燈塔效應 (beacon effect)，當夜間空氣濕度較高，或有霧氣或霧霾時，建築物的燈光會吸引遷徙中的鳥類，導致鳥類迷航而誤撞建物。世界各地每年都有多起窗殺案例，美國每年約有 3 億 6500 萬 - 9 億 8800 萬起案例、加拿大約 1600 - 4200 萬起及南韓每年約 800 多萬隻野鳥死亡。

申請不符合規劃指引

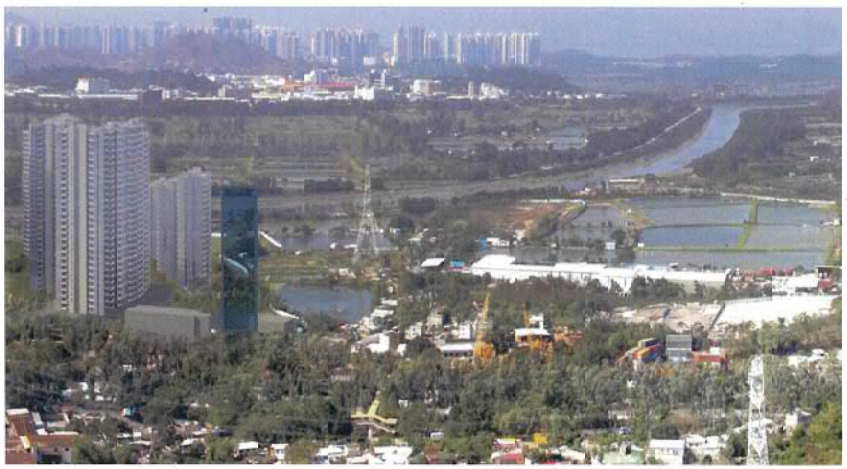
規劃指引編號 12C 指出，在濕地保育區外圍的濕地緩衝區內，若有關環境已受破壞地區進行住宅／康樂發展，以遷離／取代現有的露天貯物或貨櫃後勤用途，以及／或修復已喪失的濕地的建議，如果生態影響評估及其他影響評估的結果令城規會滿意，城規會才可能會酌情給予批准發展住宅用途。當中需要滿足多項條件，包括住宅發展計劃包括取代現有露天貯物和貨櫃後

環保觸覺 Green Sense
電話：8100 4877
傳真：3011 9577
地址：長沙灣郵政信箱 80710 號
電郵：info@greensense.org.hk
網頁：www.greensense.org.hk

勤用途的建議，以及／或附有詳盡的濕地修復建議，而其生態影響評估和其他影響評估又令城規會滿意，則城規會可給予特別考慮。這類計劃應配合四周的土地用途和區內的鄉郊環境。

由發展商提交的文件內模擬圖可見，建議發展建築物高而密集，與附近低密度發展格格不入，而建築物的燈光亦有機會影響到鄰近漁塘甚至南生圍生態。香港的特有螢火蟲新種 — 米埔屈翅螢，在錦田河和山貝河出口(南生圍和大生圍)的紅樹林就有少量分佈，螢火蟲及部分昆蟲具趨光性，由本發展所產生的燈光極大機會影響到米埔屈翅螢及其它昆蟲的生態，顯示不符合規劃指引編號 12C 對生態的要求。

如果住宅發展計劃包括取代現有露天貯物和貨櫃後勤用途的建議，以及／或附有詳盡的濕地修復建議，而其生態影響評估和其他影響評估又令城規會滿意，則城規會可給予特別考慮。本項目現時並非作露天貯物和貨櫃後勤用途，所以不應考慮改劃成住宅區的申請。



發展商提交的模擬圖

影響全區土地規劃

當局剛剛提交北環線項目申請環境影響評估研究概要，計劃於本項目鄰近地點設站。若然過早批准相關申請，除了有機會影響鐵路設計外，未來更有機會影響全區整體規劃。

申請人在文件因《北部都會區發展策略》的發展策略性規劃情況的轉變，而計劃將用地轉作住宅用途。但本會留意到本申請的部分位置，屬政府《北部都會區發展策略》中建議的南生圍濕地公園範圍之內，若批準此項申請，反而有機會影響整個《策略》的落實。

環保觸覺
Green Sense
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地址：長沙灣郵政信箱 80710 號
電郵：info@greensense.org.hk
網頁：www.greensense.org.hk



北部都會區發展策略 P.51

政府在 2014 年 12 月制定和公布《長遠房屋策略》(下稱《長策》)。為逐步扭轉目前供求失衡的局面，《長策》採用「供應主導」和「靈活變通」的策略，並確立三個主要策略性方向：

(a) 提供更多公共租住房屋（公屋）單位，並確保合理運用現有資源；
(b) 提供更多資助出售單位，進一步豐富資助自置居所的形式，促進現有單位的市場流轉；
(c) 透過穩定的土地供應及適當的需求管理措施，穩定住宅物業市場，並在私人住宅物業銷售和租務上推動良好做法 。

現時發展商申請興建豪宅項目，似乎與《長策》的方向有所偏離。

考慮是次申請若批准恐成不良先例，**本會促請城規會否決是次申請。**

為減少行政開支及紙張，請勿郵寄確認信予本會。回覆請致電 8100-4877 或電郵至 info@greensense.org.hk 與劉先生聯絡。

環保觸覺
二零二二年五月二十七日

新界 元朗
新田區 壆圍村
Pok Wai Village Representatives' Office
元朗壆圍村78號

敬啟者：

反對元朗青山公路-潭尾段以西丈量約份第 107 約地段第 1910 號餘段(部份) 及第 1743 號 C 分段(部份)和毗鄰政府土地
把申請地點由「工業(丁類)」地帶，「露天貯物」地帶改劃為「住宅戊類)」地帶
(申請編號：A/YL-NSW/9)

就上述規劃申請 A/YL-NSW/9，本村一致通過反對上述申請，理由如下：

1. 該項發展計劃涉及 81,550 平方米，發展面積龐大，密度非常高，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，發展計劃涉及 266,166 平方米，11,937 住宅單位，最保守估計涉及 5 萬人的住宅項目，對現有環境影響巨大，嚴重影響鄰近村落居民。
2. 發展的屋宇高度 103 米，該區域的西邊及南邊完全被該發展樓宇阻擋，該發展區域樓宇與本村鄰近屋宇的高度有明顯的差距，破壞當區的環境及視角環境，影響本村村民屋宇視覺及通風，對附近村民權益有實在的損害及侵佔。
3. 該發展區估算約有 3,115 戶及 398 多部車輛使用，但相信該車輛的估計數目嚴重偏少，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，保守估計會增加 4,000 輛車輛，肯定遠超現有青山公路及新潭路的負荷，而現有的錦繡迴旋處及凹頭迴旋處更難負荷，將嚴重影響該區交通系統。

現時由壆圍村往青山公路一段已經公共交通設施嚴重不足，而青山公路出錦繡迴旋處一段長期擠塞，車龍往往排至壆圍路東出口，若再加上相關 266,166 平方米發展，人口增加約 5 萬多人，肯定嚴重影響本村村民公共交通及青山公路交通。

此致

規劃委員會

壆圍村代表

POK WAI VILLAGE 壆圍村公所印

馮應祥 文燕華

二零二二年五月二十六日

醫事顧問：鄧兆業醫生

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&pul

Comments on Section 12A application Y/YL-NSW/8 &9
27/05/2022 18:18

From: [redacted]
To: "tpbpd" <tpbpd@pland.gov.hk>
Cc: "lkcheng" <lkcheng@greenpower.org.hk>
File Ref:

1 attachment

Y_YL-NSW_8&9_GPresponse.pdf

Dear Sir/Madam,

Attached please find our comments on the Section 12A applications Y/YL-NSW/8 & Y/YL-NSW/9.
Thank you very much for your kind attention.

Best regards,
LO Wing-fung (HKID: [redacted])
Senior Education & Conservation Officer

綠色力量 Green Power
電話 Tel: 3961 0200
傳真 Fax: 2314 2661
電郵 E-mail: info@greenpower.org.hk
地址 Address: 香港九龍旺角登打士街56號家樂坊23樓2314室
Rm 2314, 23/F., Gala Place, 56 Dundas St., Mongkok, Kln, Hong Kong
網頁 Website: www.greenpower.org.hk

綠色力量 GREEN POWER

BY EMAIL ONLY

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

27 May 2022

Dear Sir/Madam,

Section 12A Application for rezoning "OU(CDWRA)" to a new sub-zone "OU(CDWRA)1" (Application No. Y/YL-NSW/8) and rezoning "I(D)", "OS" and "Road" to "R(E)" (Application No. Y/YL-NSW/9) on Nam Sang Wai Outline Zoning Plan in support of a Comprehensive Development, West of Castle Peak Road – Tam Mi, Yuen Long

1. Green Power, a local charitable green group, would like to draw Town Planning Board's attention to our concerns about two above-captioned Section 12A applications located within Wetland Buffer Area (WBA) of Mai Po and Inner Deep Bay Ramsar Site with rezoning in support of a comprehensive development, west of Castle Peak Road – Tam Mi, Yuen Long on Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8(NSWOZP):

   (i) Application No. **Y/YL-NSW/8** – to rezone "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area" ("OU(CDWRA)") to a new sub-zone "OU(CDWRA)1", and

   (ii) Application No. **Y/YL-NSW/9** – to rezone "Industrial (Group D)"("I(D)"), "Open Storage"("OS") and "Road" to "Residential (Group E)"("R(E)") .

2. Regarding Y/YL-NSW/8, the site area is about 11.6 ha including 2.4ha Government land (20.5%). A 2.8ha wetland restoration area (24.1%) is proposed in northwestern part of the Application Site and 25 blocks of high-rise building (not more than 29 storeys) and 5 blocks of medium-high building (not more than 5 storeys) in the remaining residential area.

3. Regarding Y/YL-NSW/9, the site area is about 8.2ha including 1.6ha Government lands (19.3%). A 2.7 ha relocated soy sauce factory (33.7%) is proposed in southern part of the Application Site and 11 blocks of high-rise building (6 and 5 blocks of not more than 27 and 29 storeys respectively) and 2 blocks of medium-high building (not more than 2 storeys) in the residential area. A school site of about 0.62ha (7.6%) has been reserved to the southeast of the residential area.

4. The two Application Sites are contiguous. Thus, the total area of two sites is 19.8ha including 4.0 ha government land (20.0%). The combined application site has wetland restoration area of 2.8 ha (14.2%) in northwestern part, relocated soy sauce factory of 2.7 ha (13.9%), reserved school site of 0.62ha (3.1%). The total residential area in the two Application is 13.5ha (8.8 + 4.7ha) (68.1%).

5. The two Application Sites fall within the Wetland Buffer Area (WBA) of the Deep Bay Area that serves an ecological function to protect the globally important wetland — the Mai Po Ramsar site. According to the Town Planning Board Guideline (TPB PG) 12B, WBA intends to "*...prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds*"(Section 6.4).

6. The Application Sites, which are designated as WBA under TPB PG 12B, only partly fulfills the recommendation for wetland restoration (Section 6.7.1), "*Development proposals to restore lost fish ponds or to replace existing undesirable uses by wetland habitats are encouraged*", as only 14.2% of the site (2.8 ha) is proposed for wetland restoration area in view that 20.0% of the two Application Sites is government land. We opine that the government land in WBA should be to serve public's interest of wetland conservation.

7. In Section 6.7 of TPB PG 12B, "*for those disturbed areas directly abutting the WCA, the development should provide a wetland and visual buffer to separate the development from WCA to minimize its impact on the wetland...*" In view that the row of six high-rise buildings (44 to 79m) adjacent to the restored wetland area are only 40m away from Wetland Conservation Area (WCA) to the north of the two Application Sites, they not only degrade the buffering function of WBA but also fail to *provide visual buffer to separate the development from WCA*.

8. According to the Section 9.7.12, EXPLANATORY STATEMENT of NSWOZP, "*development or redevelopment shall not result in a total development or redevelopment intensity in excess of a total plot ratio of 0.4 and a maximum building height of 6 storeys*" that is the highest development density of residential land use in NSWOZP.

9. Development of 36 blocks of high-rise buildings at the two Application Sites is proposed by the Applications with plot ratio of not more than 2.2 to 2.5 that will very likely breach the statutory limits of plot ratio and building height of NSWOZP as mentioned in paragraph 6. Therefore, the two applications are not compatible with both the TPB PG and the zoning intention and restrictions of NSWOZP.

10. In particular, the application site is on the eastern bank of Kam Tin River which is an important habitat for waterfowls, especially the migratory birds in winter time. The high-rise buildings in the two Application Sites may interfere the flight paths of the birds, impose glare nuisance at the nighttime and disturb the foraging or roosting behaviours of the birds in the river.

11. The two Applications are anticipated to provide a total of 9940 (6825 + 3115) residential units (Executive Summary, submitted document of the Application) which will accommodate a population of about 27,000 (2.7 persons per household, 2021 Population By-census). However, "*the planned population in the Area will be about 28,900 persons.*" (Section 6.2, EXPLANATORY STATEMENT of NSWOZP). The proposed population of the two Applications is 93% of the planned population of the whole Scheme Area of NSWOZP. Together with existing population in NSWOZP, existing infrastructure, utilities and transport system in Yuen Long area cannot support such substantial increase in population.

12. A total of 1208 (810 + 398) vehicle parking spaces will be provided in the two Application Sites. The accommodated vehicles will deteriorate the air quality, impose noise impacts on humans and wildlife arising from increased traffic flow, and worsen the traffic congestion problems of Yuen Long area during the operational phase of the proposed development.

13. We opine that the Board's decision should comply with the TPB PG 12B, in which "*development/redevelopment which may have negative impacts on the ecological value of the WCA would not be supported by the (Town Planning) Board, unless the ecological impact assessment can demonstrate that the negative impacts could be mitigated through positive measures*".

14. The two Applications should demonstrate their associated ecological benefits. Its ecological objectives, i.e. target taxa/species, habitat types, should be stated so that the master layout and management plan of the proposed restored wetland can be assessed accordingly. Adequate size and feasible long-term operation and maintenance of proposed restored wetland area should be available, and corresponding management and financial responsibility should be clarified and confirmed.

15. Regarding water pollution, Zero Discharge Policy should be observed. Therefore, the dry weather stormwater should not be discharged directly into the neighbouring river channels, i.e. Kam Tin River. Effluent from the two Application Sites should also not to increase the pollution loading of Deep Bay. Proper facilities should be in place to prevent chemicals generated in the proposed development, e.g. vehicle fuel and lubricating oil, fertilizers and pesticides, from discharging to neighboring river channels.

16. During the construction phase, the fishponds, wetlands and farmlands in vicinity are vulnerable to illegal dumping of soil debris and construction and demolish wastes. Regrettably, existing enforcement measures to prevent illegal dumping are ineffective and successful prosecutions are rare. Most importantly, destroyed wetland habitats are difficult to reinstate. Thus, effective measures should be in place to avoid illegal and/or eco-vandalistic dumping of wastes generated from the application site.

17. In view of the foreseeable rise in sea level and increased flood risk brought about by climate change, the proposed development should neither weaken the climate resilience of Deep Bay Area nor impose flood risk in the Application Sites and neighbouring areas.

Thank you very much for your kind attention. For any inquiries, please contact the undersigned at Green Power (T[redacted]

Yours faithfully,

LO Wing-fung
Senior Education & Conservation Officer
Green Power

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HKBWS's comments on the planning application to rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" at Tam Mei, Yuen Long (Y/YL-NSW/9)
27/05/2022 18:10

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Cc: [redacted]
File Ref:

Dear Sir/Madam,

The Hong Kong Bird Watching Society's comments on the planning application to rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" at Tam Mei, Yuen Long (Y/YL-NSW/9) is attached.

Thank you.

Best Regards,

Wong Suet Mei | 黃雪媚
Conservation Officer | 保育主任
Hong Kong Bird Watching Society | 香港觀鳥會
A: 7C, V Ga Building, 532 Castle Peak Road, Kowloon, Hong Kong
香港九龍荔枝角青山道532號偉基大廈7樓C室

T: +852 2377 4387 | F: +852 2314 3687

20220527_TamMi_RezoneToRE_Y_YL_NSW_9_HKBWS.pdf

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

By email only

27 May 2022

Dear Sir/Madam,

Comments on the planning application to rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" at Tam Mei, Yuen Long (Y/YL-NSW/9)

The Hong Kong Bird Watching Society (HKBWS) objects to the rezoning application based on the following reasons.

1 Not in line with the intention of Wetland Buffer Area (WBA) under the Town Planning Board Planning Guideline No. 12C

1.1 The application site falls within WBA in Deep Bay area. According to the Town Planning Board Guideline No. TPB PG-NO. 12C, *'in considering development proposals in the Deep Bay Area, the Board adopts the Study's recommended principle of "no-net-loss in wetland"'*, in terms of both "area" and "function".

1.2 WBA in particular, 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."* Moreover, *"As a substantial amount of the fish ponds within the WBA have already been lost over time through filling and certain areas have been degraded by the presence of open storage use, these degraded areas may be considered as target areas to allow an appropriate level of residential/recreational development so as to provide an incentive to remove the open storage use and/or to restore some of the fish ponds lost."*[1]

1.3 The proposed development consists of 11 residential towers with 14 to 29 storeys high and 2 blocks of 2-storey non-domestic buildings. It is located just next to the important wetlands (i.e. Kam Tin River, fishponds in Nam Sang Wai area, etc) within WCA. The proposed high-rise buildings would inevitably cause negative ecological impacts on the surroundings, which is not in line with WBA.

2 Not in line with the general planning intention zoning of the Outline Zoning Plan

2.1 According to the approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8[2], the general planning intention is to *"conserve the ecological value of the fish ponds which form an integral part of the wetland ecosystem in the Deep Bay Area... The planning intention of the area further away from the fish ponds is to protect the ecological integrity of the wetland ecosystem, and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds."* The application site is located within the "Industrial (Group D)" zone, where *"developments are restricted to a maximum plot ratio of 1.6, a maximum site coverage of 80% and a maximum building height of 13m"*.

2.2 The proposed high-rise residential development is clearly incompatible with the nearby **open and low-density** rural landscape, and would lead to huge disturbance to the adjacent ecologically sensitive wetlands, and would further reduce the existing buffer function performed by the application site and WBA. We therefore consider the proposed residential development is not in line with the above planning intention, and we urge the Town Planning Board (Board) to reject this application.

[1] Section 6.4 of the Town Planning Board Planning Guideline No. 12C. Available at: https://www.info.gov.hk/tpb/en/forms/Guidelines/pg12c_e.pdf
[2] Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8. Available at: https://www2.ozp.tpb.gov.hk/plan/ozp_plan_notes/en/S_YL-NSW_8_e.pdf

香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail: info@hkbws.org.hk 地址 香港九龍荔枝角青山道532號偉基大廈7C
傳真 Fax No. +852 2314 3687 網頁 Website: www.hkbws.org.hk Address: 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong
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BirdLife PARTNER EAAFP IUCN Member

3 **Significant ecological importance of Kam Tin River and the wetlands in the vicinity of the application site**

3.1 Deep Bay area, including the intertidal mudflats of Kam Tin River, fishponds, abandoned ponds in Nam Sang Wai area, are of high ecological value and conservation importance and providing important habitats for birds, particularly wintering and migratory waterbirds, and wetland dependent birds.

3.2 However, according to the Ecological Impact Assessment Report (EcoIA) submitted by the applicant, there is no map showing the locations of bird species of conservation importance, we are concerned this is overlooking the potential impacts on water birds and their habitats in the Study Area.

3.3 From the applicant's submission, 103 bird species were recorded within the Study Area while 54 bird species were recorded within the site. Wetland-dependent birds of conservation concern were also recorded, including Black-winged Kite, Eastern Buzzard, globally "Endangered" Black-faced Spoonbill, Grey-headed Lapwing, Whimbrel, Purple Heron, Yellow Bittern, etc.

3.4 Grey-headed Lapwing (*Vanellus cinereus*) of Local Concern is constantly recorded in the section of Kam Tin River near the current rezoning site, with a peak count of around 20 which is most likely the largest flock recorded in Hong Kong [3,4]. There are also roosting sites of this scarce winter visitor at the ponds nearby within WCA. Besides, globally "Vulnerable" Common Pochard (*Aythya ferina*) and Pheasant-tailed Jacana (*Hydrophasianus chirurgus*) listed as "Near Threatened" in the Red List of China's Vertebrates, were also recorded in this channel near the site. The intertidal mudflat within Kam Tin River and the surrounding wetlands, provide foraging and roosting grounds to various winter migrants, and should be considered as important habitats.

3.5 Moreover, there is a newly recorded colony near Kam Po Road, which is situated about 1.8km away from the proposed residential towers at Tung Shing Lane. As most birds flew less than 2km from their nests, but some can

[3] Fellowes *et al.* (2002)
[4] HKBWS unpublished data.

reach a distance as far as 4km due to the surrounding topography of the egretry. In order to safeguard these breeding egrets and herons, the nesting locations together with feeding grounds and flight paths/corridor of the birds should all be protected, such that the breeding egrets and herons can access their foraging grounds and wetlands. However, there is no information/data showing the number of nests, the number of flightlines recorded from the flightline survey, the proportion of different flight directions, their flight heights and their land points, etc.

3.6 Given that the application site is very close to the wetland ecosystem in Deep Bay, and it potentially serves as flight paths for both breeding ardeids and migratory birds to access their foraging, roosting or breeding grounds, we consider that the existing low level of disturbance, **openness and corridor provided by the existing rural landscape** within WBA should be maintained.

4 **Adverse ecological impacts due to the proposed high-rise residential development**

4.1 The rezoning proposal is just next to the **"Inner Deep Bay and Shenzhen River catchment" Important Bird and Biodiversity Area**, which is recognized by the BirdLife International[5]. We are concerned the development would have adverse impacts on the habitat quality and wildlife.

4.2 The proposed development consists of 11 residential towers with 14 to 29 storeys high and 2 blocks of non-domestic buildings. Comparing with the existing permitted maximum building height and the previously approved rezoning application (no. Y/YL-NSW/3), there is a substantial increase in the scale and density of the proposed residential development (Table 1).

[5] http://datazone.birdlife.org/site/factsheet/inner-deep-bay-and-shenzhen-river-catchment-area-iba-hong-kong-(china)

Table 1. The changes between different development parameters of the current proposed residential and school development (Y/YL-NSW/9), the previously approved Outlet Mall application (no. Y/YL-NSW/3), and the existing permitted development parameters of existing zoning

	"Industrial (Group D)" zoning	Previously approved rezoning application (Y/YL-NSW/3)	Current application (Y/YL-NSW/9)	Percentage increase comparing with the previously approved rezoning application
Plot Ratio	1.6	1.5	2.2	↑ ~46.6%
Maximum Building Height	<13m	<46mPD	<115mPD	↑ 150%

4.3 Such a high-rise development will significantly affect the flight path of both breeding and migratory birds and their activities, hence threatening their survival and their population.

4.4 Moreover, located just next to the Deep Bay Area, we are highly concerned the high-rise residential towers would become well-lit façades (created by lightings from each household) during night-time, and would be highly visible over a large area, including the Mai Po wetlands, due to the building height. However, the applicant stated in Section 6.4.8 of the Ecological Impact Assessment that "*the wildlife in the surrounding would be tolerant with night-time light given the existing highway viaduct and other roads with overnight traffic lighting*" and also suggested that the potential impacts on ardeid night roosts at Kam Tin River and the cormorant night roost in Nam Sang Wai would be "*remote and minor given the long separation distances*". We consider such claim is invalid.

4.5 First, the relatively low intensity and low elevation of the existing light source is not comparable to that created by the future scale of high-rise developments at the current proposed site and the adjacent sites. Second, according to the Light Pollution Guidelines for Wildlife under the Convention on Migratory Species[6], "*where there is important habitat for migratory shorebirds within 20 km of a project, consideration should be given as to whether that light is likely to have an effect on those birds.*" This 20 km buffer is based on "*a precautionary approach that sky glow can cause a change in behaviour in other species up to 15 km away*". Moreover, artificial light can in fact "*disorient flying birds, affect stopover selection, and cause their death through collision with infrastructure. Birds may starve as a result of disruption to foraging, hampering their ability to prepare for breeding or migration*"[7].

4.6 In short, **we are highly worried that** the intensified visual, noise and human disturbances impacts brought by massive population of 8,099 people of the proposed residential development, would significantly **deteriorate the habitat quality** of the surrounding important wetlands and the wildlife.

5 **Cumulative ecological impacts and undesirable precedent set on Deep Bay area**

5.1 Cumulative ecological impacts to the fishponds of Deep Bay area need to be carefully assessed given that a number of other residential developments have already been proposed and approved in close proximity of the application site. We are concerned all the potential residential and commercial developments would all cumulatively cause significant impacts on the flight path of breeding ardeids, wetlands important to migratory birds, and also the breeding ardeids of significant ecological importance.

5.2 Moreover, the approval of this rezoning application for the high-rise development would set undesirable precedent to the similar applications in the whole Deep Bay area. As such, we object to the proposed high-rise residential development.

[6] https://www.cms.int/en/document/light-pollution-guidelines-wildlife-0

[7] https://www.cms.int/en/document/light-pollution-guidelines-wildlife-0

香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail info@hkbws.org.hk 地址 香港九龍荔枝角青山道532號偉基大廈7C
傳真 Fax No. +852 2314 3687 網頁 Website www.hkbws.org.hk Address 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong
香港註冊成立的法定擔保有限公司 A charitable organization incorporated in Hong Kong with limited liability by guarantee
BirdLife PARTNER EAAFP IUCN Member

6 **Justifications for the decision and comments made by Government departments and the Board**

According to the Hong Kong Planning Standards and Guidelines (HKPSG), Chapter 10, Section 2.1 (ii), the Board has the responsibility to, *"restrict uses within conservation zones to those which sustain particular landscapes, ecological and geological attributes and heritage features"*. We note that all other Government bureaux/departments are also bound to the HKPSG, and the Agriculture, Fisheries and Conservation Department (AFCD) and the Planning Department (PlanD) have the responsibility to advise the Board on the ecological[8] and planning aspects in particular. Given AFCD's mission to conserve natural environment and safeguard the ecological integrity[9], and the proposed development is not in line with the planning intention of the statutory zoning, HKBWS would also expect AFCD and PlanD to object to this application. Should AFCD, PlanD or the Board feels otherwise, we urge that the appropriate justifications are provided.

The HKBWS respectfully requests the Board to take our comments into consideration and **reject** the current application. Thank you for your kind attention.

Yours faithfully,
Wong Suet Mei
Conservation Officer
The Hong Kong Bird Watching Society

cc.
The Conservancy Association
Designing Hong Kong
Kadoorie Farm and Botanic Garden
WWF – Hong Kong
TrailWatch

[8] AFCD Role of Department. Available at: http://www.afcd.gov.hk/english/aboutus/abt_role/abt_role.html
[9] AFCD Vision and Mission. Available at: http://www.afcd.gov.hk/english/aboutus/vision_mission/abt_vision_mission.html

香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail info@hkbws.org.hk 地址 香港九龍荔枝角青山道532號偉基大廈7C
傳真 Fax No. +852 2314 3687 網頁 Website www.hkbws.org.hk Address 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong

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

參考編號 **Reference Number:**	220527-165830-29842
提交限期 **Deadline for submission:**	27/05/2022
提交日期及時間 **Date and time of submission:**	27/05/2022 16:58:30
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Paul Tse

意見詳情
Details of the Comment :

新鴻基地產向元朗南生圍潭尾的濕地緩衝區開刀，連同邊陲的土地大規模發展近一萬伙住宅。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，一旦申請獲批，將立下壞先例, 因此本人反對新地今次的申請。

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我反对以上申請
因為它使我的居住環境變境
对生態環境產生負面影响
申請並不符合混地緩衝區的作用
影响河流及附近野生动物生计。

「提意見人」姓名／名稱 Name of person/company making this comment 王小姐
簽署 Signature [signature] 日期 Date 26/7/2022

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

反對任何影响南生圍生態環境
的發展，只顧起樓特別是蒙宅，
完全沒有顧及生態環境
本人強烈反对。

「提意見人」姓名／名稱 Name of person/company making this comment Hoi Kin Tsang
簽署 Signature [signature] 日期 Date 26/7/2022

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I object to the application Y/YL-NSW/9 in my living neighborhood.
Please find enclosed my comments for the objection.

「提意見人」姓名／名稱 Name of person/company making this comment CHAN CHUN SUM
簽署 Signature 陳春心 日期 Date 25/7/2022

From : Ms Chan Chun Sum
To : The Secretary, Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,
Date: 25-July-2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of the land lot in Yuen Long DD107 since 1979. My husband rent the land by the river from the government via Short Term Tenancy (#0427). I found my house area included in the application Y/YL-NSW/9 .
2. We have a house built on the government land. We have been paying rates to the government. My husband and I are still living in this family home since it was built 43 years. We are retired people now.
3. I am 74 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceed, the planned development will make the environment of our house adverse to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my husband for his lung issue.

(b) The noise and odour will irritate us and make us tense all the time

(c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.

(d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.

7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land (together with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

Attachments of evidence in support of my comments in the letter


GENERAL DEMAND NOTE

0744055-104863-1

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

24433545

RAYLSTT0427

6,420.00

ISE TAK YIP

[redacted]

[redacted]

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE 6,420.00

Total 6,420.00


Rating and Valuation Department

Demand for Rates and/or Government Rent

Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy (#0427).
I have a house on the land anc pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德燁 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature:
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

I have been suffering from cancer since 2021. I am receiving medical treatments. The family home and stable environment are critical to my recovery.



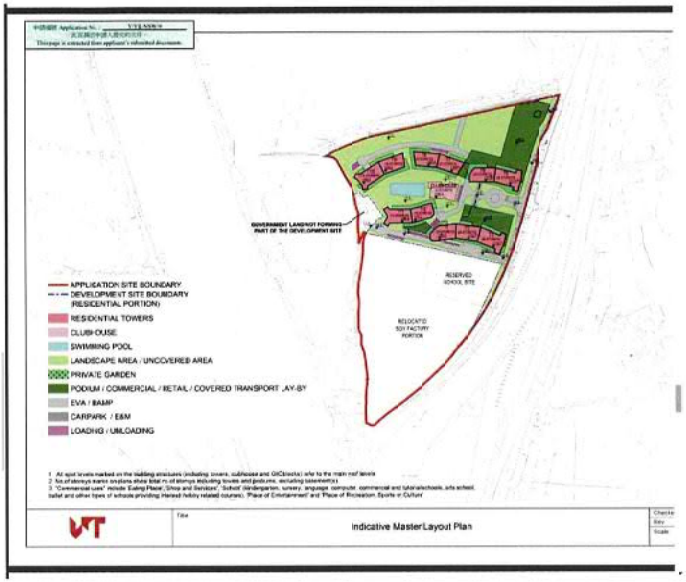






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and bircs are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gcv.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Jeva Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人反对将此鄰政府土地劃作住宅地帶，
当地已有人居住，本人反对還将現有居民，
發展商申请不應剝奪原住居民的權益。
本人亦望發展商以生態價值低角度
發展該地緣鄉區，盡量重低居發展
对生態的影响。
一旦申请獲批，將立下土壞先例。

「提意見人」姓名／名稱 Name of person/company making this comment Dawn Tse
簽署 Signature 谢飞 日期 Date 27/7/2022

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I object to the above application.
Please find enclosed my comments for the objection as the application causes serious impact to my living and my house.

「提意見人」姓名／名稱 Name of person/company making this comment TSE TAK YIP
簽署 Signature 謝德業 日期 Date 25/7/2022

170

From: Tse Tak Yip (Email: [redacted])

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

Date: 25-Jul-2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. I rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built on the government land of DD107. I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 75 years old. My wife is 74 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. I am now recuperating in the above address after treatment and I am very weak. Staying in my current home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceed, the planned development will make the environment of our house adverse to my health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and odour will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

074455-104863-1 | DLOYL - SHORT TERM TENANCY (STT) | 15/09/2020

24403545 | RAYLST10427 | 01/10/2020

Name: TSE TAK YIP

Address: [redacted]

[redacted]

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE 6,420.00

Total 6,420.00

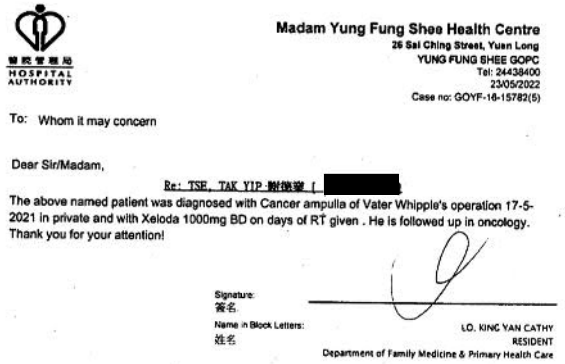


Rating and Valuation Department

Demand for Rates and/or Government Rent

Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy (#0427).
I have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature:
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

I have been suffering from cancer since 2021. I am receiving medical treatments. The family home and stable environment are critical to my recovery.



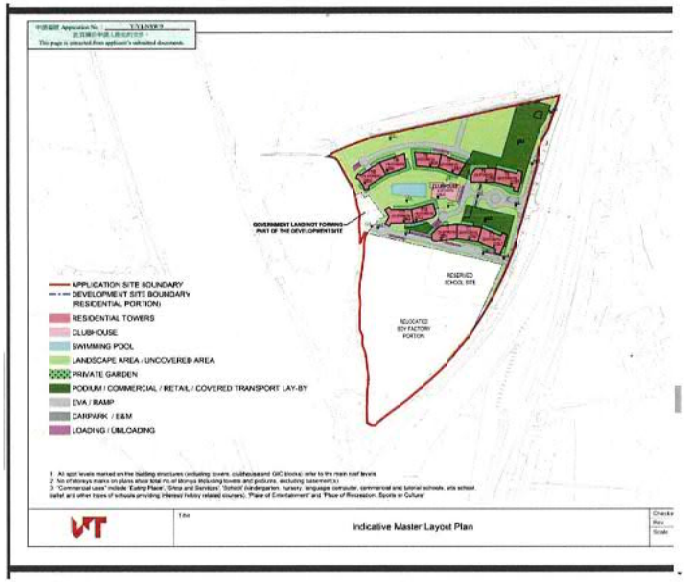






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/Y.-NSW/S" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

Tse Ka-Po.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to Planning Application Y/YL-NSW/9 from Tse Ka Po in July 2022
27/07/2022 16:39

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: [redacted]
File Ref:

1 attachment

Comments to Town Planning Board from Tse Ka Po regarding Applicaion Y_YL-NSW_9 on 20220726.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Ka-Po
[redacted]

Thank you for your attention.

Regards,

From: Tse Ka Po (Email: [redacted]

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 26 July 2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家寶

Tse Ka Po.

Attachments of evidence in support of my comments in the letter


GENERAL DEMAND NOTE

074-055-104863-1

DLOYL - SHORT TERM TENANCY (STT)

15-09-2020

24433545

RAYLSTT0427

01/10/2020

6,420.00

TSE TAK YIP

[redacted]

[redacted]

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE 6,420.00

Total 6,420.00

Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24439400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature
簽名
Name in Block Letters
姓名

LO, KINC YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



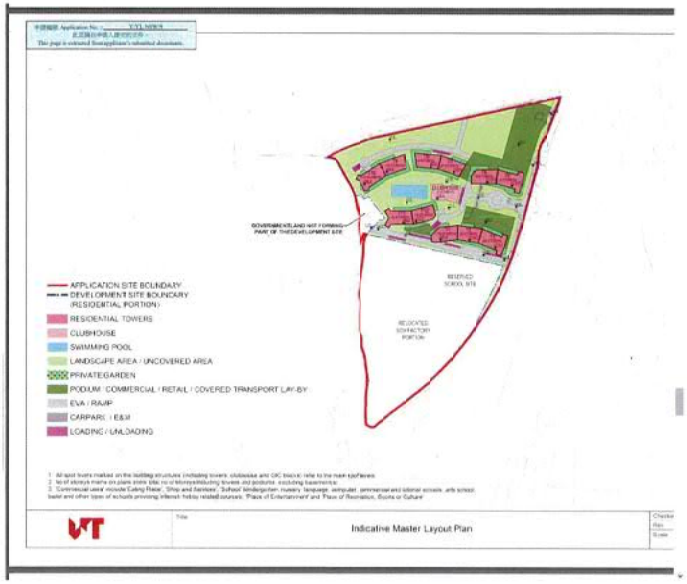






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government lanc where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan app ication.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Fwd: Objection to Planning Application Y/YL-NSW/9 from Tse Ka Po in July 2022
27/07/2022 17:18

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: fsyledpo@pland.gov.hk
File Ref:

1 attachment

Comments to the Town Planning Board from Bryan Tse regarding Application Y_YL-NSW_9 on 20220727.pdf

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

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Bryan Tse
[redacted]

Thank you for your attention.

Regards,
Bryan Tse.

From: Bryar Tse (Email [redacted]

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 27 July 2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Bryan Tse.

Attachments of evidence in support of my comments in the letter


GENERAL DEMAND NOTE

174-055-104863-1

BLOYL - SHORT TERM TENANCY (STT)

05/09/2020

24433545

RAYLSTT0427

01/10/2020

6,420.00

TSE TAK YIP

[redacted]

[redacted]

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE 6,420.00

Total 6,420.00

Rating and Valuation Department

Demand for Rates and/or Government Rent

<u>Evidence for Comment #1</u>

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature
簽名

Name in Block Letters
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



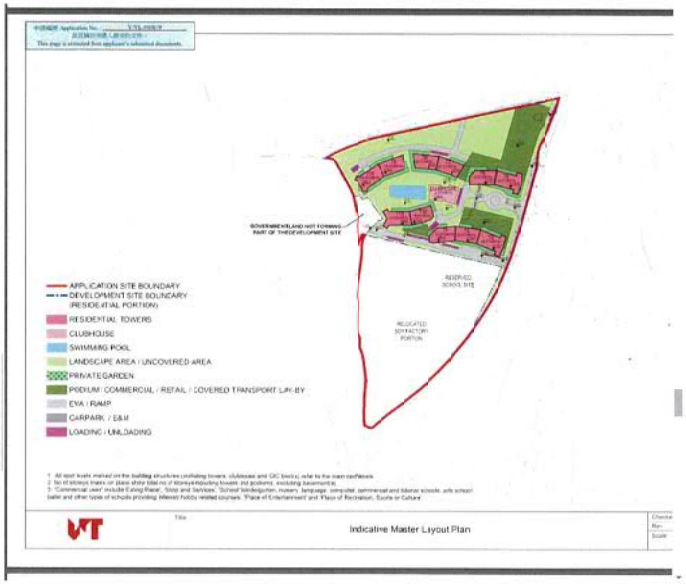






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

新 界 元 朗

新 田 區 堡 圍 村

Pok Wai Village Representatives' Office

元 朗 堡 圍 村 7 8 號

敬啟者：

反對元朗青山公路-潭尾段以西丈量約份第 107 約地段第 1910 號餘段(部份) 及
第 1743 號 C 分段(部份)和毗鄰政府土地
把申請地點由「工業(丁類)」地帶，「露天貯物」地帶改劃為「住宅戊類)」地帶
(申請編號：A/YL-NSW/9)

就上述規劃申請 A/YL-NSW/9，本村一致通過反對上述申請，理由如下：

1. 該項發展計劃涉及 81,550 平方米，發展面積龐大，密度非常高，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，發展計劃涉及 266,166 平方米，11,937 住宅單位，最保守估計涉及 5 萬人的住宅項目，對現有環境影響巨大，嚴重影響鄰近村落居民。
2. 發展的屋宇高度 103 米，該區域的西邊及南邊完全被該發展樓宇阻擋，該發展區域樓宇與本村鄰近屋宇的高度有明顯的差距，破壞當區的環境及視角環境，影響本村村民屋宇視覺及通風，對附近村民權益有實在的損害及侵佔。
3. 該發展區估算約有 3,115 戶及 398 多部車輛使用，但相信該車輛的估計數目嚴重偏少，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，保守估計會增加 4,000 輛車輛，肯定遠超現有青山公路及新潭路的負荷，而現有的錦繡迴旋處及凹頭迴旋處更難負荷，將嚴重影響該區交通系統。

現時由堡圍村往青山公路一段已經公共交通設施嚴重不足，而青山公路出錦繡迴旋處一段長期擠塞，車龍往往排至堡圍路東出口，若再加上相關 266,166 平方米發展，人口增加約 5 萬多人，肯定嚴重影響本村村民公共交通及青山公路交通。

此致

規劃委員會

堡圍村代表

POK WAI VILLAGE 堡圍村公所 印

馮應祥 文燕華

二零二二年七月二十六日

醫事顧問：鄧兆棠醫生

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

關於青山公路-潭尾之西規劃申請編號Y/YL-NSW、9 持反對意見
28/07/2022 15:30

From: [redacted]
To: <tpbpd@pland.gov.hk>
File Ref:

1 attachment

潭尾之西Y-YL-NSW-9.pdf

致
城市規劃委員會秘書處

關於青山公路-潭尾之西規劃申請編號Y/YL-NSW/9 持反對意見

請查閱附件

如有任何查詢，請與本辦聯絡（電話：[redacted]）。

文富穩區議員辦事處
助理(司徒育霞)代行
2022年07月28日

174

元朗區議會
YUEN LONG DISTRICT COUNCIL

文富穩議員 BBS
Mr Man Fu Wan

辦事處地址：元朗新田青山公路新田段190號後座地下
E-MAIL [redacted] 電話：25668838 51076173 51757568 傳真：25668882

關於潭尾以西申請編號 Y/YL-NSW/9 持反對意見

敬啟者：

據申請地點曰「工業（丁類）」地帶、「露天貯物」地帶及顯示為「道路」的地方改劃為「住宅（戊類）」地帶。

故此本人有以下之意見：

一．發展商申請毗連政府土地，本區極需預留政府的土地用來改善地區的設施。

二．古洞發展、洪水橋發展、元朗南發展、錦田南發展、新田及牛潭尾發展，以上發展區有非常多的露天貯存及工業使用者，政府收取以上土地後，由於用地不足，因上述規劃需要而被清拆，搬遷，受規劃影響不同界別的人士一直有強烈意見，認為政府應商討涵蓋的土地業權人的露天貯存及工業使用者如何安置。

三．此地段鄰近尚有多項大型發展申請
1) 錦繡迴旋處交通堵塞問題多年一直未有解決，若增加居住人口密度，祇會令交通堵塞問題更加惡劣。
2) 開發地鄰近「米埔世界自然保護區」，保護區環境將會受到破壞。

若上述問題尚未解決，堅決反對在此地發展大型住宅。

此致
城市規劃委員會
秘書處

簽署 文富穩

元朗區議員 文富穩 BBS
2022 年 7 月 27 日

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

參考編號 **Reference Number:**	220727-175906-08598
提交限期 **Deadline for submission:**	29/07/2022
提交日期及時間 **Date and time of submission:**	27/07/2022 17:59:06
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Maggie Ho

意見詳情
Details of the Comment :

I object to the application Y/YL-NSW/9.

1. I am a frequent visitor to the Nam Sang Wai region for its scenery and visiting my relatives. My relatives live in an area included in the Planning Application Y/YL-NSW/9.

2. I object to the application because it affects the living neighborhood, causes damage to the natural environment and has negative impact on the ecology.

3. If the plan goes ahead, the construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near the people around.

4. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.

5. The application will affect the livelihood of the wildlife in the river and near the riverbank. Various wildlife including cows, fish, tortoise and birds are often seen in its neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.

6. I have seen a lot of trees, flowers and vegetables in the region related to nature conservation. The development can cause adverse impact on all these.

7. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Wetland Conservation Area.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9.

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

參考編號 **Reference Number:**	220727-180935-35662
提交限期 **Deadline for submission:**	29/07/2022
提交日期及時間 **Date and time of submission:**	27/07/2022 18:09:35
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Siu

意見詳情
Details of the Comment :

I object to the application Y/YL-NSW/9.

1. I am a frequent visitor to the Nam Sang Wai region for its scenery and visiting my friends. My friends live in an area included in the Planning Application Y/YL-NSW/9.

2. I object to the application because it affects the living neighborhood, causes damage to the natural environment and has negative impact on the ecology.

3. If the plan goes ahead, the construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near the people around.

4. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.

5. The application will affect the livelihood of the wildlife in the river and near the riverbank. Various wildlife including cows, fish, tortoise and birds are often seen in its neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.

6. I have seen a lot of trees, flowers and vegetables in the region related to nature conservation. The development can cause adverse impact on all these.

7. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Wetland Conservation Area.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9.

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

參考編號 **Reference Number:**	220727-184404-47924
提交限期 **Deadline for submission:**	29/07/2022
提交日期及時間 **Date and time of submission:**	27/07/2022 18:44:04
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Fung

意見詳情
Details of the Comment :

I object to the subject application as it has huge negative impact on the the ecology of Kam Tin River and the wetlands in the vicinity of the application site. The high rise residential developme nt will affect the flight path of breeding and migratory birds, hence threatening their survival an d their population.
The approval of this rezoning application for high-rise development would set undesirable prece dent to similar applications in the whole Deep Bay area.

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

參考編號 **Reference Number:**	220728-195100-23098
提交限期 **Deadline for submission:**	29/07/2022
提交日期及時間 **Date and time of submission:**	28/07/2022 19:51:00
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Hui

意見詳情
Details of the Comment :

I object to the application because it affects the living neighborhood, causes damage to the natur al environment and has negative impact on the ecology.
The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
The application will affect the livelihood of the wildlife in the river and near the riverbank. Vari ous wildlife including cows, fish, tortoise and birds are often seen in its neighborhood. If it is inc luded in the rezone plan, it will make the environment not suitable for the above wildlife.

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

參考編號 **Reference Number:**	220728-194800-66985
提交限期 **Deadline for submission:**	29/07/2022
提交日期及時間 **Date and time of submission:**	28/07/2022 19:48:00
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Jacky Leung

意見詳情
Details of the Comment :

I object to the application
because it damages the living environment for the wildlife in the Kam Tin River and Nam Sang Wai Wetland. The development has adverse ecological impacts. The high rise residential development is incompatible with the low-density rural landscape.

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

參考編號 **Reference Number:**	220729-155549-27247
提交限期 **Deadline for submission:**	29/07/2022
提交日期及時間 **Date and time of submission:**	29/07/2022 15:55:49
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Michelle Lee

意見詳情
Details of the Comment :

I object to the subject application.

The application is not in line with Nam Sang Wai Outline Zoning Plan to conserve the ecological value of the fish ponds as an integral part of the wetland ecosystem in the Deep Bay Area. The proposed high rise residential development is not compatible with the nearby open and low density rural landscape.

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

參考編號 **Reference Number:**	220729-154543-73405
提交限期 **Deadline for submission:**	29/07/2022
提交日期及時間 **Date and time of submission:**	29/07/2022 15:45:43
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Chan Mei Ling

意見詳情
Details of the Comment :

本人反對規劃申請。
本人居住在申請地點範圍鄰近，
發展項目的建設工作對周边地區造成衝擊，加劇交通阻塞，產生噪音和空氣污染，影響河岸了生動物的生計，令濕地保育區處於險境。
批准的話將成破壞大自然的壞先例。

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

參考編號 **Reference Number:**	220729-153410-83625
提交限期 **Deadline for submission:**	29/07/2022
提交日期及時間 **Date and time of submission:**	29/07/2022 15:34:10
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ben Lau

意見詳情
Details of the Comment :

我反對申請，因為它對環境造不破壞，对生態產生負面影響，申請亦不府合濕地緩衝區的規劃意圖，發展对自然保護樹木花卉不利，大量人口遷進會加剧交通擠塞問題，增加污水處理負担。

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

參考編號 **Reference Number:**	220729-103958-97089
提交限期 **Deadline for submission:**	29/07/2022
提交日期及時間 **Date and time of submission:**	29/07/2022 10:39:58
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ivan Lai

意見詳情
Details of the Comment :

I object to the above application as it is going to add heavy traffic to my neighbourhood. Currently, at peak hours every day, all the roads joining the roundabout near Fairview park are almost saturated with vehicles. The above application is going to input more than ten thousands people into my neighbourhood. This will be burden for all the existing roads and cause serious traffic jam. I object to the application.

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

參考編號 **Reference Number:**	220729-081526-24951
提交限期 **Deadline for submission:**	29/07/2022
提交日期及時間 **Date and time of submission:**	29/07/2022 08:15:26
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Elizabeth Yeung

意見詳情
Details of the Comment :

I strongly object to the application because it does not address the potential ecological impacts. The application causes disturbance to bird species and disruption to the flight path of waterbirds. High residential buildings would affect the livelihood of birds and other wildlife near the riverbank. The application is not compatible with the planning intention of Wetland Buffer Zone.

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

參考編號 **Reference Number:**	220729-082738-12627
提交限期 **Deadline for submission:**	29/07/2022
提交日期及時間 **Date and time of submission:**	29/07/2022 08:27:38
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Alex Ng

意見詳情
Details of the Comment :

本人反對申請。
項目輸入數以萬計人口，另附近交通配套不能負荷，做成當地居民出入不便，路面交通擠塞。
發展亦將毀滅南生圍郊野區作為都市人後花園的郊遊作用，一旦通過申請將是很壞的先例。

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

參考編號 **Reference Number:**	220729-080332-65184
提交限期 **Deadline for submission:**	29/07/2022
提交日期及時間 **Date and time of submission:**	29/07/2022 08:03:32
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 李俊明

意見詳情
Details of the Comment :

本人強烈反對申請！

申請項目嚴重影響濕地緩衝區，破壞附近自然生態，建築物高層阻礙候鳥棲息路線，做成不可彌補的負面後果。

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

參考編號
Reference Number: 220729-105016-96216

提交限期
Deadline for submission: 29/07/2022

提交日期及時間
Date and time of submission: 29/07/2022 10:50:16

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

「提意見人」姓名/名稱
Name of person making this comment: 小姐 Miss Mary Wong

意見詳情
Details of the Comment :

I would like to lodge an objection to the Application Y/YL-NSW/9 for amendment of plan.

1. I am a resident living just next to the development site proposed in the Planning Application Y/YL-NSW/9.

2. I object to the application because it deteriorates my living neighborhood, causes damage to t he natural environment and has negative impact on the ecology.

3. If the plan goes ahead, the construction work will cause nuisance such as flue gases from mac hine, odour, noise, dust and vibration on the road near the people around. This affects me and m y family who live in the neighborhood.

4. The construction work of the development will create shock to its surrounding area. This not only causes noise but also affect the foundation of our houses. It may cause damage to our home .

5. The application is not compatible with the planning intention of Wetland Buffer Zone that lar ge scale development will threaten the ecolcgy of internationally important Ramsar Site in Mai Po Inner Deep Bay.

6. The application will affect the livelihood of the wildlife in the river and near the riverbank. V arious wildlife including cows, fish, tortoise and birds are often seen in its neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.

7. At present, my home is a great place for stargazing. I can easily watch meteor showers as well as different astronomical phenomenon from my place. All these activities will no longer be possi ble when development makes the neighborhood too bright for watching the sky at night. This wi ll have impact on my quality of life as an astronomy lover.

8. The proposed project for the rezone plan will introduce tens of thousands of new residents to t he Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Wetlan d Conservation Area.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Comments on the Section 12A Application No. Y/YL-NSW/9
29/07/2022 10:34

From: [redacted]
To: <tpbpd@pland.gov.hk>
File Ref:

1 attachment

TPB20220729(NSW9).pdf

Dear Sir/Madam,

Please refer to the attachment for the captioned.

Yours faithfully,
Ng Hei Man (Mr.)
Campaign Manager
The Conservancy Association
T: 2728 6781
D: 2272 0303
F: 2728 5538
Registered Name 註冊名稱 : The Conservancy Association 長春社
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

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这封电子邮件已由 Avast 防病毒软件检查过病毒。
www.avast.com

長春社 Since1968
The Conservancy Association
會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期 13 樓 1305-6 室
電話 Tel.:(352)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website www.cahk.org.hk

29th July 2022

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

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

Dear Sir/Madam,

Comments on the Section 12A Application No. Y/YL-NSW/9

The Conservancy Association (CA) OBJECTS to the captioned application.

1. **Not in line with the planning intention of Wetland Buffer Area (WBA)**
According to the Town Planning Board Guidelines for Application for Developments within Deep Bay Area (TPB PG-No. 12C), the application site is located within WBA. The planning intention of WBA is "*to protect the ecological integrity of the fish ponds and wetland within the WCA and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds*".

A Section 12A application Y/YL-NSW/3 has once been submitted to Town Planning Board at part of the site currently zoned "Open Storage" in 2014 to facilitate a development of shopping mall cum hotel. We note that number of buildings, maximum building height, and numbers of storeys of proposed development (Table 1) are higher than the previous one.

Table 1 Development parameter of Y/YL-NSW/3 and Y/YL-NSW/9

	Y/YL-NSW/3	Y/YL-NSW/9
No. of block	4 (shopping mall cum hotel development)	11 residential towers 1 school

長春社 Since1968
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會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期 13 樓 1305-6 室
電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk

		1 relocated soy sauce factory
Maximum building height	46mPD	<115mPD
No. of storeys	11	<28

The proposed development would also introduce an additional of population of 8,099, and 3,115 flats. In general, it appears that much higher level of development would be resulted in the subject site. Such large development scale would potentially induce adverse off-site disturbance impacts on adjacent wetland in WCA, affect ecological function and integrity of Deep Bay wetland ecosystems. We opine that this is definitely not in line with the TPB PG-No. 12C and planning intention of WBA.

2. Incompatible with development scale outside WBA

Figure 2.4 of the Planning Statement demonstrates development intensity profile of the site and its surrounding environment outside WBA. The applicant makes reference to the proposed public housing development in Sha Po Tsuen, with a plot ratio of 6.5, and demonstrate that the plot ratio of proposed development is following a gradual descending development density from east of San Tin Highway towards WBA and Deep Bay area. However, such observation fails to consider the development density in adjacent environment, particularly Park Yoho (Table 2).

Table 2 Development parameters of current application and Park Yoho

	Y/YL-NSW/9	Park Yoho	Park Yoho Phase 2	Park Yoho Phase 3
Plot ratio	<2.5	1.024	1.64	1.254
Building height (storeys)	<115mPD (<28)	62.2mPD (16)	62.2mPD (16)	66.35mPD (18)

In short, the development scale of the proposed application is not only incompatible with the rural, low-density development in WBA, but also the development density outside WBA.

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網址 Website:www.cahk.org.hk

3. Adverse ecological impacts

Despite provision of Ecological Impact Assessment (EcoIA), we are still doubtful that at least some of the potential ecological impacts remains unsolved:

i. Disturbance on bird species at Kam Tin Main Drainage Channel (MDC): From the EcoIA, high diversity of waterbird species such as Black-faced Spoonbill, Chinese Pond Heron, Northern Shoveler, Pied Avocet, etc., can be spotted at the channel in the west of the application site. Off-site negative impact, such as construction noise during construction phase and human activities during operation phase, would adversely affect foraging behavior of these birds. However, it seems that the EcoIA still fails to justify how these impacts can be avoided or mitigated.

ii. Disruption on flight lines of waterbirds: The EcoIA of Y/YL-NSW/3 has once revealed that a total of 8 Black-faced Spoonbill, listed as "Endangered" under IUCN Red List, were recorded flying at the west of subject site parallel to Kam Tin MDC in December 2012 and January 2013. It also showed that all flight lines, including major and minor, pass through the north of subject site towards Kam Tin MDC, the adjacent mitigation wetland and fish ponds. In this way, we still worry that potential disruption on flight lines on waterbirds would be resulted.

iii. Light disturbance: Additional light source from residential towers and open space would pose disturbance on birds and other wildlife, such as night roost of ardeids at Kam Tin MDC. Section 6.4.9 of the EcoIA mentions that "*Since the Yuen Long Highway viaduct is located between these night roosts and the Application Site and is very close to the night roost, the night roosts are largely within the shadow zone of the viaduct such that the viaduct could block most light to these night roosts of the Application Site*". However, the proposed residential towers are 28-29 storeys high and we are very doubtful how such evaluation can apply to such high-rise residential towers. We opine that the applicant fails to evaluate potential light impact properly and suggest measures to avoid or mitigate potential light disturbance during the construction and operation phase.

iv. Bird collision: Even though Section 6.4.10 of the EcoIA mentions that the current residential development would not have extensive glass façade, the

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電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
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網址 Website:www.cahk.org.hk

height of residential towers, as mentioned above, would be substantial and they tends to have more areas of glass. Meanwhile, nocturnal avian collision with buildings is not clearly identified and evaluated in the EcoIA. Therefore, we do not agree with the conclusion mentioned in Table 7.1 of the EcoIA that no mitigations are required for bird collision.

4. Potential cumulative impacts

Section 8.1.1 mentioned that "*For those planning projects which were within the 500m Study Area but withdrawn or no approval status, it is considered not appropriate to include those projects as concurrent projects for the purpose of this cumulative impact assessment*". Such definition of concurrent projects would lead to great under-estimation of potential cumulative impacts. We especially worry that exclusion of some particular projects, such as Y/YL-NSW/8 (just situated at the north of the subject site), Northern Link, etc., would downplay interactions between the environmental impacts of the project and the environmental impacts of other developments.

Over the past decade, many large-scale development applications inside WBA around Nam Sang Wai have been approved or submitted for approval. The entire region has been under high development pressure. Approving the captioned application would set undesirable precedent for similar applications for large-scale development in the area. Development would further encroach into lands with conservation and landscape values, decreasing overall quality of the environment.

Yours faithfully,
Ng Hei Man
Campaign Manager
The Conservancy Association

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Objection to Planning Application Y /YL-NSW/9 from Tse Ka Lap
29/07/2022 15:07

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: fsyledpo@pland.gov.hk, Landsd@landsd.gov.hk, Gendloyl@landsd.gov.hk, DOYL@had.gov.hk, Enquiry@epd.gov.hk
File Ref:

1 attachment

Comments to the Town Planning Board from Tse Ka Lap regarding Application Y_YL-NSW_9 on 20220729.pdf

To: The Secretary, Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,
Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Ka Lap
[redacted]

Thank you for your attention.

Regards,
Tse Ka Lap.

From: Tse Ka Lap ([redacted])

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 29 July 2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is fourd to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Tse Ka Lap.

Attachments of evidence in support of my comments in the letter


GENERAL DEMAND NOTE

074-055-104860-1 | DLOYL - SHORT TERM TENANCY (STT) | 15/09/2020

24430545 | RAVLSTT0427 | 01/10/2020

TSE TAK YIP [redacted] | 6,420.00

[redacted]

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE 6,420.00

Total 6,420.00

Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

2021. 1-3 月

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德燁 [redacted]

The above named patient was diagnosed wth Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature:
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



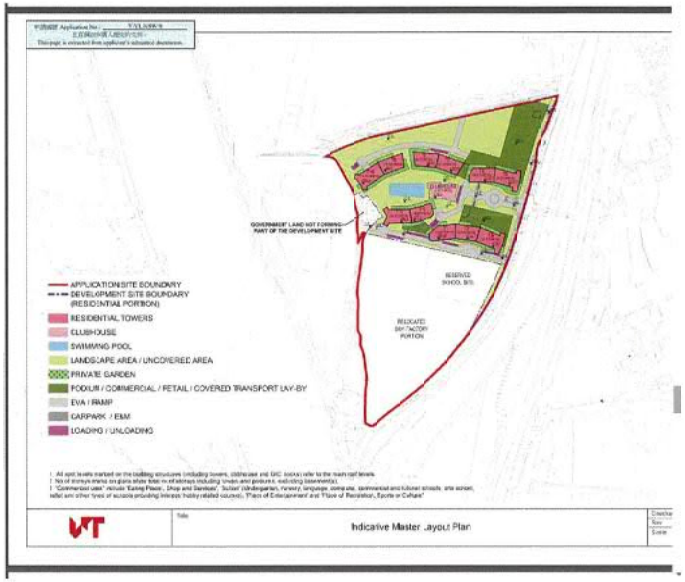






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 15 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Applicat on No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

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HKBWS's comments on the planning application to rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" at Tam Mei, Yuen Long (Y/YL-NSW/9)
29/07/2022 17:46

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Cc: Chuan Woo <wchuan@hkbws.org.hk>
File Ref:

Dear Sir/Madam,

The Hong Kong Bird Watching Society's comments on the planning application to rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" at Tam Mei, Yuen Long (Y/YL-NSW/9) is attached.

Thank you.

Best Regards,

Wong Suet Mei | 黃雪媚
Conservation Officer | 保育主任
Hong Kong Bird Watching Society | 香港觀鳥會
A: 7C, V Ga Building, 532 Castle Peak Road, Kowloon, Hong Kong
香港九龍荔枝角青山道532號偉基大廈7樓C室

T: +852 2377 4387 | F: +852 2314 3687

20220729_TamMi_RezoneToRE_Y_YL_NSW_9[1].pdf

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

By email only

29 July 2022

Dear Sir/Madam,

Comments on the planning application to rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" at Tam Mei, Yuen Long (Y/YL-NSW/9)

The Hong Kong Bird Watching Society (HKBWS) objects to the rezoning application based on the following reasons.

1 **Not in line with the intention of Wetland Buffer Area (WBA) under the Town Planning Board Planning Guideline No. 12C**

1.1 The application site falls within WBA in Deep Bay area. According to the Town Planning Board Guideline No. TPB PG-NO. 12C, *'in considering development proposals in the Deep Bay Area, the Board adopts the Study's recommended principle of "no-net-loss in wetland"'*, in terms of both "area" and "function".

1.2 WBA in particular, 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."* Moreover, *"As a substantial amount of the fish ponds within the WBA have already been lost over time through filling and certain areas have been degraded by the presence of open storage use, these degraded areas may be considered as target areas to allow an appropriate level of residential/recreational development so as to provide an incentive to remove the open storage use and/or to restore some of the fish ponds lost."*[1]

1.3 The proposed development consists of 11 residential towers with 14 to 29 storeys high and 2 blocks of 2-storey non-domestic buildings. It is located just next to the important wetlands (i.e. Kam Tin River, fishponds in Nam Sang Wai area, etc) within WCA. The proposed high-rise buildings would inevitably cause negative ecological impacts on the surroundings, which is not in line with WBA.

2 **Not in line with the general planning intention zoning of the Outline Zoning Plan**

2.1 According to the approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8[2], the general planning intention is to *"conserve the ecological value of the fish ponds which form an integral part of the wetland ecosystem in the Deep Bay Area... The planning intention of the area further away from the fish ponds is to protect the ecological integrity of the wetland ecosystem, and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds."* The application site is located within the "Industrial (Group D)" zone, where *"developments are restricted to a maximum plot ratio of 1.6, a maximum site coverage of 80% and a maximum building height of 13m"*.

2.2 The proposed high-rise residential development is clearly incompatible with the nearby **open and low-density** rural landscape, and would lead to huge disturbance to the adjacent ecologically sensitive wetlands, and would further reduce the existing buffer function performed by the application site and WBA. We therefore consider the proposed residential development is not in line with the above planning intention, and we urge the Town Planning Board (Board) to reject this application.

[1] Section 6.4 of the Town Planning Board Planning Guideline No. 12C. Available at: https://www.info.gov.hk/tpb/en/forms/Guidelines/pg12c_e.pdf

[2] Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8. Available at: https://www2.ozp.tpb.gov.hk/plan/ozp_plan_notes/en/S_YL-NSW_8_e.pdf

香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail info@hkbws.org.hk 地址 香港九龍荔枝角青山道532號偉基大廈7C
傳真 Fax No. +852 2314 3687 網頁 Website www.hkbws.org.hk Address 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong
香港註冊成立的法定擔保有限公司 A charitable organization incorporated in Hong Kong with limited liability by guarantee
BirdLife PARTNER EAAFP IUCN Member

3 **Significant ecological importance of Kam Tin River and the wetlands in the vicinity of the application site**

3.1 Deep Bay area, including the intertidal mudflats of Kam Tin River, fishponds, abandoned ponds in Nam Sang Wai area, are of high ecological value and conservation importance and providing important habitats for birds, particularly wintering and migratory waterbirds, and wetland dependent birds.

3.2 However, according to the Ecological Impact Assessment Report (EcoIA) submitted by the applicant, there is no map showing the locations of bird species of conservation importance, we are concerned this is overlooking the potential impacts on water birds and their habitats in the Study Area.

3.3 From the applicant's submission, 103 bird species were recorded within the Study Area while 54 bird species were recorded within the site. Wetland-dependent birds of conservation concern were also recorded, including Black-winged Kite, Eastern Buzzard, globally "Endangered" Black-faced Spoonbill, Grey-headed Lapwing, Whimbrel, Purple Heron, Yellow Bittern, etc.

3.4 Grey-headed Lapwing (*Vanellus cinereus*) of Local Concern is constantly recorded in the section of Kam Tin River near the current rezoning site, with a peak count of around 20 which is most likely the largest flock recorded in Hong Kong [3,4]. There are also roosting sites of this scarce winter visitor at the ponds nearby within WCA. Besides, globally "Vulnerable" Common Pochard (*Aythya ferina*) and Pheasant-tailed Jacana (*Hydrophasianus chirurgus*) listed as "Near Threatened" in the Red List of China's Vertebrates, were also recorded in this channel near the site. The intertidal mudflat within Kam Tin River and the surrounding wetlands, provide foraging and roosting grounds to various winter migrants, and should be considered as important habitats.

3.5 Moreover, there is a newly recorded colony near Kam Po Road, which is situated about 2.2km away from the proposed residential towers at Tung Shing Lane. As most birds flew less than 2km from their nests, but some can reach a distance as far as 4km due to the surrounding topography of the egretry. In order to safeguard these breeding egrets and herons, the nesting locations together with feeding grounds and flight paths/corridor of the birds should all be protected, such that the breeding egrets and herons can access their foraging grounds and wetlands. However, there is no information/data showing the number of nests, the number of flightlines recorded from the flightline survey, the proportion of different flight directions, their flight heights and their land points, etc.

3.6 Given that the application site is very close to the wetland ecosystem in Deep Bay, and it potentially serves as flight paths for both breeding ardeids and migratory birds to access their foraging, roosting or breeding grounds, we consider that the existing low level of disturbance, **openness and corridor provided by the existing rural landscape** within WBA should be maintained.

4 **Adverse ecological impacts due to the proposed high-rise residential development**

4.1 The rezoning proposal is just next to the **"Inner Deep Bay and Shenzhen River catchment" Important Bird and Biodiversity Area**, which is recognized by the BirdLife International[5]. We are concerned the development would have adverse impacts on the habitat quality and wildlife.

4.2 The proposed development consists of 11 residential towers with 14 to 29 storeys high and 2 blocks of non-domestic buildings. Comparing with the existing permitted maximum building height and the previously approved rezoning application (no. Y/YL-NSW/3), there is a substantial increase in the scale and density of the proposed residential development (Table 1).

[3] Fellowes *et al.* (2002)
[4] HKBWS unpublished data.
[5] http://datazone.birdlife.org/site/factsheet/inner-deep-bay-and-shenzhen-river-catchment-area-iba-hong-kong-(china)

Table 1. The changes between different development parameters of the current proposed residential and school development (Y/YL-NSW/9), the previously approved Outlet Mall application (no. Y/YL-NSW/3), and the existing permitted development parameters of existing zoning

	"Industrial (Group D)" zoning	Previously approved rezoning application (Y/YL-NSW/3)	Current application (Y/YL-NSW/9)	Percentage increase comparing with the previously approved rezoning application
Plot Ratio	1.6	1.5	2.2	↑ ~46.6%
Maximum Building Height	<13m	<46mPD	<115mPD	↑ 150%

4.3 Such a high-rise development will significantly affect the flight path of both breeding and migratory birds and their activities, hence threatening their survival and their population.

4.4 Moreover, located just next to the Deep Bay Area, we are highly concerned the high-rise residential towers would become well-lit façades (created by lightings from each household) during night-time, and would be highly visible over a large area, including the Mai Po wetlands, due to the building height. However, the applicant stated in Section 6.4.8 of the Ecological Impact Assessment that "*the wildlife in the surrounding would be tolerant with night-time light given the existing highway viaduct and other roads with overnight traffic lighting*" and also suggested that the potential impacts on ardeid night roosts at Kam Tin River and the cormorant night roost in Nam Sang Wai would be "*remote and minor given the long separation distances*". We consider such claim is invalid.

4.5 First, the relatively low intensity and low elevation of the existing light source is not comparable to that created by the future scale of high-rise developments at the current proposed site and the adjacent sites. Second, according to the Light Pollution Guidelines for Wildlife under the Convention on Migratory Species[6], "*where there is important habitat for migratory shorebirds within 20 km of a project, consideration should be given as to whether that light is likely to have an effect on those birds.*" This 20 km buffer is based on "*a precautionary approach that sky glow can cause a change in behaviour in other species up to 15 km away*". Moreover, artificial light can in fact "*disorient flying birds, affect stopover selection, and cause their death through collision with infrastructure. Birds may starve as a result of disruption to foraging, hampering their ability to prepare for breeding or migration*"[7].

4.6 In short, **we are highly worried that** the intensified visual, noise and human disturbances impacts brought by massive population of 8,099 people of the proposed residential development, would significantly **deteriorate the habitat quality** of the surrounding important wetlands and the wildlife.

5 Cumulative ecological impacts and undesirable precedent set on Deep Bay area

5.1 Cumulative ecological impacts to the fishponds of Deep Bay area need to be carefully assessed given that a number of other residential developments have already been proposed and approved in close proximity of the application site. We are concerned all the potential residential and commercial developments would all cumulatively cause significant impacts on the flight path of breeding ardeids, wetlands important to migratory birds, and also the breeding ardeids of significant ecological importance.

5.2 Moreover, the approval of this rezoning application for the high-rise development would set undesirable precedent to the similar applications in the whole Deep Bay area. As such, we object to the proposed high-rise residential development.

[6] https://www.cms.int/en/document/light-pollution-guidelines-wildlife-0

[7] https://www.cms.int/en/document/light-pollution-guidelines-wildlife-0

香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail info@hkbws.org.hk 地址 香港九龍荔枝角青山道532號偉基大廈7C
傳真 Fax No. +852 2314 3687 網頁 Website www.hkbws.org.hk Address 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong
香港註冊成立的法定擔保有限公司 A charitable organisation incorporated in Hong Kong with limited liability by guarantee
BirdLife PARTNER EAAFP IUCN Member

HKBWS 香港觀鳥會

6 Justifications for the decision and comments made by Government departments and the Board

According to the Hong Kong Planning Standards and Guidelines (HKPSG), Chapter 10, Section 2.1 (ii), the Board has the responsibility to, *"restrict uses within conservation zones to those which sustain particular landscapes, ecological and geological attributes and heritage features"*. We note that all other Government bureaux/departments are also bound to the HKPSG, and the Agriculture, Fisheries and Conservation Department (AFCD) and the Planning Department (PlanD) have the responsibility to advise the Board on the ecological[8] and planning aspects in particular. Given AFCD's mission to conserve natural environment and safeguard the ecological integrity[9], and the proposed development is not in line with the planning intention of the statutory zoning, HKBWS would also expect AFCD and PlanD to object to this application. Should AFCD, PlanD or the Board feels otherwise, we urge that the appropriate justifications are provided.

The HKBWS respectfully requests the Board to take our comments into consideration and **reject** the current application. Thank you for your kind attention.

Yours faithfully,
Wong Suet Mei
Conservation Officer
The Hong Kong Bird Watching Society

cc.
The Conservancy Association
Designing Hong Kong
Kadoorie Farm and Botanic Garden
WWF – Hong Kong
TrailWatch

[8] AFCD Role of Department. Available at:
http://www.afcd.gov.hk/english/aboutus/abt_role/abt_role.html
[9] AFCD Vision and Mission. Available at:
http://www.afcd.gov.hk/english/aboutus/vision_mission/abt_vision_mission.html

香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail: info@hkbws.org.hk 地址 Address: 香港九龍喜枝角青山道532號偉基大廈7C
傳真 Fax No. +852 2314 3687 網頁 Website: www.hkbws.org.hk 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong
香港註冊成立的之定期基礎及無股本擔保有限公司 A charitable organization incorporated in Hong Kong with limited liability by guarantee

BirdLife PARTNER EAAFP IUCN Member

RECEIVED
- 3 OCT 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I objects to the above application.
Please find enclosed sheets for my reasons of objection.

「提意見人」姓名／名稱 Name of person/company making this comment CHAN CHUN SUM
簽署 Signature 陳春心 日期 Date 2-10-2022

From : Ms Chan Chun Sum
To : The Secretary, Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,
Date: 2-Oct-2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of the land lot in Yuen Long DD107 since 1979. My husband rent the land by the river from the government via Short Term Tenancy (#0427). I found my house area included in the application Y/YL-NSW/9 .
2. We have a house built on the government land. We have been paying rates to the government. My husband and I are still living in this family home since it was built 43 years. We are retired people now.
3. I am 74 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceed, the planned development will make the environment of our house adverse to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my husband for his lung issue.
   (b) The noise and odour will irritate us and make us tense all the time
   (c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land (together with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

Attachments of evidence in support of my comments in the letter



一般繳款單
GENERAL DEMAND NOTE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

074-055-10486I-1

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

21433545

RAYLSTT0427

01/10/2020

6,420.00

Name
Address

TSE TAK YIP

[redacted]

Note:

Particulars	Amount
SHORT TERM TENANCY 0427	
[redacted]	6,420.00
Total	6,420.00

Rating and Valuation Department

Demand for Rates and/or Government Rent

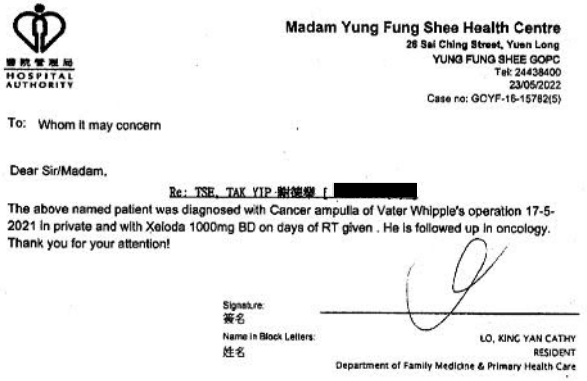
[redacted]

09

2021. 1-3 @

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GCYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德燁 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature:
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My husband, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



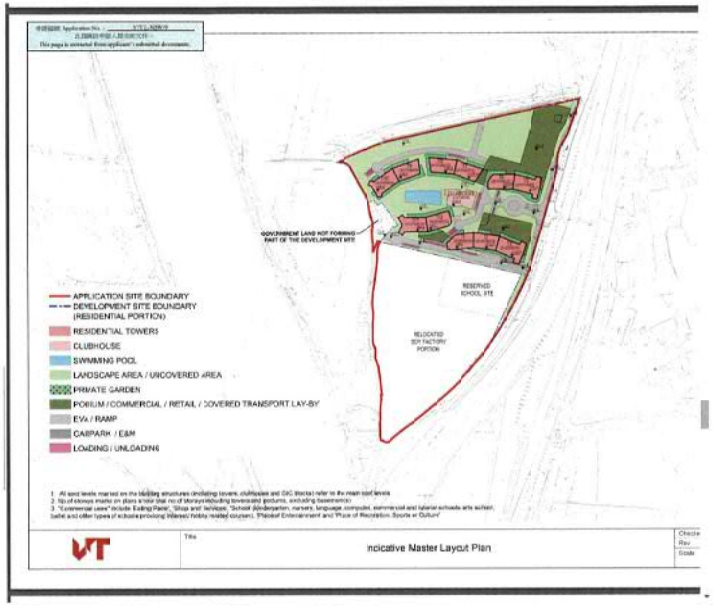






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

RECEIVED
- 3 OCT 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I object to the application Y/YL-NSW/9
Please find attached sheets for my
reasons against the application

「提意見人」姓名／名稱 Name of person/company making this comment TSE KA PO
簽署 Signature 謝家寶 日期 Date 2-Oct-2022

From: Tse Ka Po (Email: [redacted])

RECEIVED
- 3 OCT 2022
Town Planning Board

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 2 Oct 2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Resicential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. My family rent the land by the river from the government via Short Term Tenancy (#C427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road

near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家寶

Tse Ka Po.

Attachments of evidence in support of my comments in the letter



一般繳款單
GENERAL DEMAND NOTE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

004-055-10463-1

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

21433545

RAVLSTT9427

01/10/2020

6,420.00

Name: TSE TAK YIP
Address: [redacted]

Note:

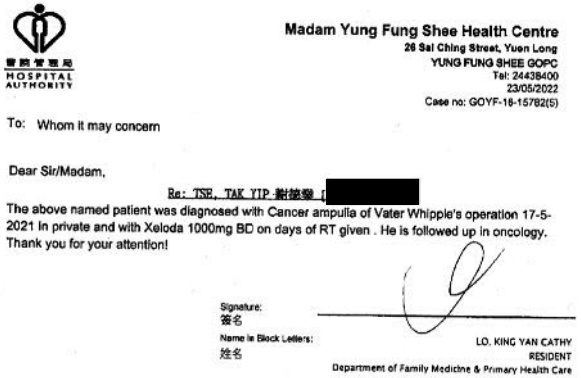
SHORT TERM TENANCY 0427 [redacted]	6,420.00
Total	6,420.00

差餉物業估價署
Rating and Valuation Department
Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德燁 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature:
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



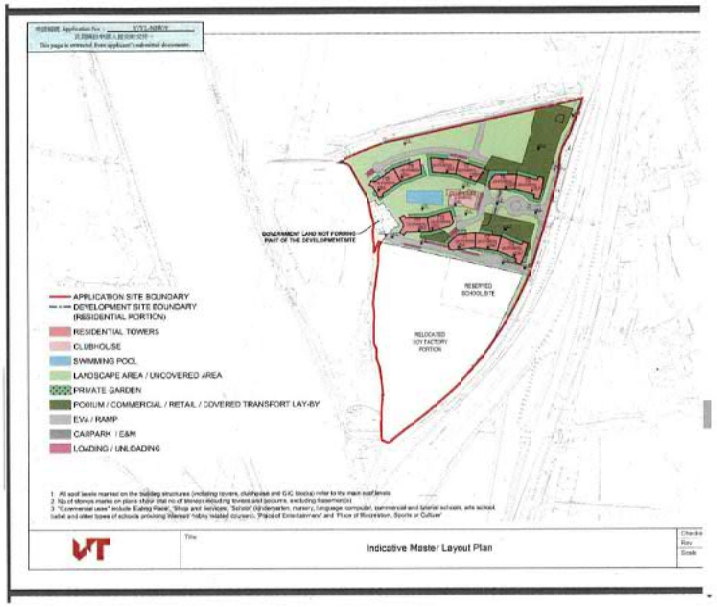






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "3road Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

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AC0(4)

194

RECEIVED
03 OCT 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
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By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I Object to the application Y/YL-NSW/9
Please find attached sheets for my comments
and reasons for the objection.

「提意見人」姓名／名稱 Name of person/company making this comment TSE TAK YIP
簽署 Signature 謝德業 日期 Date 2-OCT-2022

From: Tse Tak Yip (Email: [redacted])

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 02-Oct-2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. I rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built on the government land of DD107. I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 75 years old. My wife is 74 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. I am now recuperating in the above address after treatment and I am very weak. Staying in my current home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceed, the planned development will make the environment of our

house adverse to my health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and odour will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
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8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter



一般繳款單
GENERAL DEMAND NOTE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

004-055-10486/3-1

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

24433545

RAYLSTT0427

01/10/2020

6,420.00

名稱 Name: TSE TAK YIP

地址 Address: [redacted]

Note:

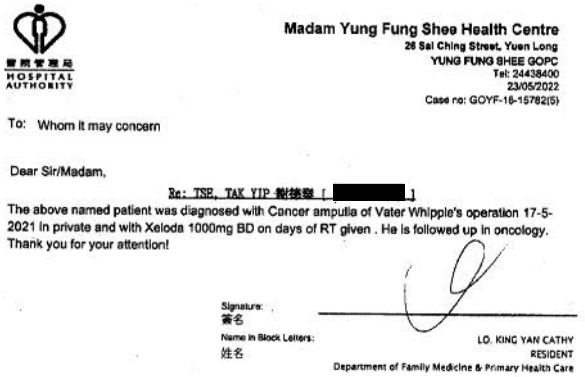
Particulars	Amount ($)
SHORT TERM TENANCY 0427 [redacted]	6,420.00
Total	6,420.00

Rating and Valuation Department

Demand for Rates and/or Government Rent

Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy (#0427).
I have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德燁 [[redacted]]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature: 簽名

Name in Block Letters: 姓名
LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

I have been suffering from cancer since 2021. I am receiving medical treatments. The family home and stable environment are critical to my recovery.



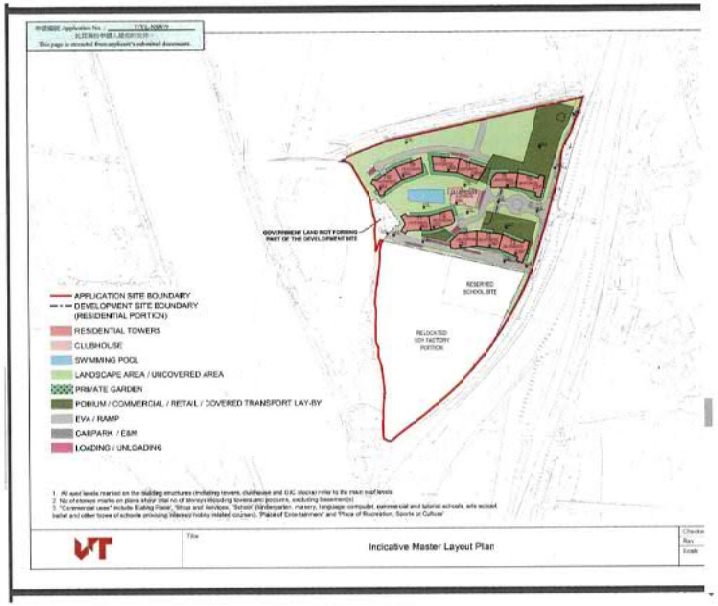






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Bryan Tse 's objection to Planning Application Y/YL-NSW/9
06/10/2022 12:35

From: [redacted]
To: TPEpd@pland.gov.hk
Cc: Landsd@landsd.gov.hk, fsyledpo@pland.gov.hk, Gendloyl@landsd.gov.hk, Enquiry@epd.gov.hk, mailbox@afcd.gov.hk, DOYL@had.gov.hk
File Ref:

1 attachment

To the TPB from Bryan Tse on 20221006.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Bryan Tse

[redacted]

Thank you for your attention.

Regards,
Bryan Tse.

From: Bryan Tse (Email [redacted])

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 6 Oct 2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road

near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Bryan Tse.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

074-055-104863-1

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

14433545

RAYLST19427

01/10/2020

6,420.00

TSE TAK YIP

[redacted]

SHORT TERM TENANCY 0427

[redacted]

6,420.00

Total 6,420.00

Rating and Valuation Department

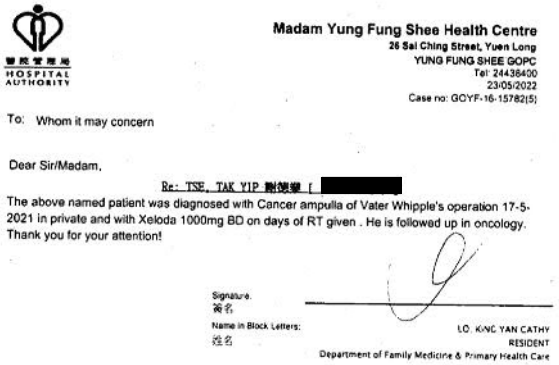
差餉物業估價署

Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

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23/05/2022
Case no: GCYF-16-15782(5)

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Dear Sir/Madam,

Re: TSE, TAK YIP 謝德燁 ([redacted]

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Thank you for your attention!

Signature.
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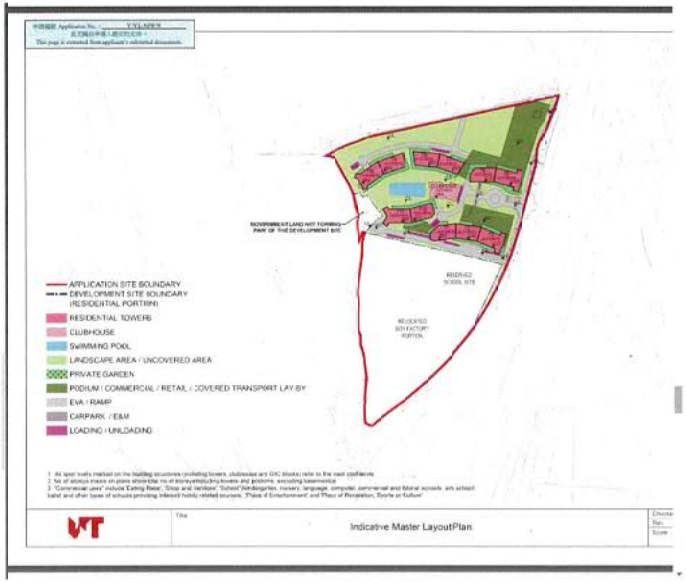

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☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Comments on the Section 12A Application No. Y/YL-NSW/9
06/10/2022 14:24

From: [redacted]
To: <tpbpd@pland.gov.hk>
File Ref:

1 attachment

TPB20221006(NSW9).pdf

Dear Sir/Madan,

Please refer to the attachment for the captioned.

Yours faithfully,
Ng Hei Man (Mr.)
Campaign Manager
The Conservancy Association
T: 2728 6781
D: 2272 0303
F: 2728 5538
Registered Name 註冊名稱 : The Conservancy Association 長春社
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

This email is for the sole use of the intended recipient(s) and may contain confidential information. Unauthorised use, disclosure or distribution of this email or its content is prohibited. If you have received this email in error, please delete it and notify the sender.

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这封电子邮件已由 Avast 防病毒软件检查过病毒。
www.avast.com

長春社 Since1968
The Conservancy Association
會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期 13 樓 1305-6 室
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website www.cahk.org.hk
電話 Tel.:(852)2728 6781 傳真 Fax. (852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk

6th October 2022

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

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

Dear Sir/Madam,

Comments on the Section 12A Application No. Y/YL-NSW/9

The Conservancy Association (CA) OBJECTS to the captioned application.

1. Not in line with the planning intention of Wetland Buffer Area (WBA)

According to the Town Planning Board Guidelines for Application for Developments within Deep Bay Area (TPB PG-No. 12C), the application site is located within WBA. The planning intention of WBA is "*to protect the ecological integrity of the fish ponds and wetland within the WCA and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds*".

A Section 12A application Y/YL-NSW/3 has once been submitted to Town Planning Board at part of the site currently zoned "Open Storage" in 2014 to facilitate a development of shopping mall cum hotel. We note that number of buildings, maximum building height, and numbers of storeys of proposed development (Table 1) are higher than the previous one.

Table 1 Development parameter of Y/YL-NSW/3 and Y/YL-NSW/9

	Y/YL-NSW/3	Y/YL-NSW/9
No. of block	4 (shopping mall cum hotel development)	11 residential towers 1 school

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電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk

		1 relocated soy sauce factory
Maximum building height	46mPD	<115mPD
No. of storeys	11	<28

The proposed development would also introduce an additional of population of 8,099, and 3,115 flats. In general, it appears that much higher level of development would be resulted in the subject site. Such large development scale would potentially induce adverse off-site disturbance impacts on adjacent wetland in WCA, affect ecological function and integrity of Deep Bay wetland ecosystems. We opine that this is definitely not in line with the TPB PG-No. 12C and planning intention of WBA.

2. Incompatible with development scale outside WBA

Figure 2.4 of the Planning Statement demonstrates development intensity profile of the site and its surrounding environment outside WBA. The applicant makes reference to the proposed public housing development in Sha Po Tsuen, with a plot ratio of 6.5, and demonstrate that the plot ratio of proposed development is following a gradual descending development density from east of San Tin Highway towards WBA and Deep Bay area. However, such observation fails to consider the development density in adjacent environment, particularly Park Yoho (Table 2).

Table 2 Development parameters of current application and Park Yoho

	Y/YL-NSW/9	Park Yoho	Park Yoho Phase 2	Park Yoho Phase 3
Plot ratio	<2.5	1.024	1.64	1.254
Building height (storeys)	<115mPD (<28)	62.2mPD (16)	62.2mPD (16)	66.35mPD (18)

In short, the development scale of the proposed application is not only incompatible with the rural, low-density development in WBA, but also the development density outside WBA.

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網址 Website:www.cahk.org.hk

3. Adverse ecological impacts

Despite provision of Ecological Impact Assessment (EcoIA), we are still doubtful that at least some of the potential ecological impacts remains unsolved:

i. Disturbance on bird species at Kam Tin Main Drainage Channel (MDC): From the EcoIA, high diversity of waterbird species such as Black-faced Spoonbill, Chinese Pond Heron, Northern Shoveler, Pied Avocet, etc., can be spotted at the channel in the west of the application site. Off-site negative impact, such as construction noise during construction phase and human activities during operation phase, would adversely affect foraging behavior of these birds. However, it seems that the EcoIA still fails to justify how these impacts can be avoided or mitigated.

ii. Disruption on flight lines of waterbirds: The EcoIA of Y/YL-NSW/3 has once revealed that a total of 8 Black-faced Spoonbill, listed as "Endangered" under IUCN Red List, were recorded flying at the west of subject site parallel to Kam Tin MDC in December 2012 and January 2013. It also showed that all flight lines, including major and minor, pass through the north of subject site towards Kam Tin MDC, the adjacent mitigation wetland and fish ponds. In this way, we still worry that potential disruption on flight lines on waterbirds would be resulted.

iii. Light disturbance: Additional light source from residential towers and open space would pose disturbance on birds and other wildlife, such as night roost of ardeids at Kam Tin MDC. Section 6.4.9 of the EcoIA mentions that "*Since the Yuen Long Highway viaduct is located between these night roosts and the Application Site and is very close to the night roost, the night roosts are largely within the shadow zone of the viaduct such that the viaduct could block most light to these night roosts of the Application Site*". However, the proposed residential towers are 28-29 storeys high and we are very doubtful how such evaluation can apply to such high-rise residential towers. We opine that the applicant fails to evaluate potential light impact properly and suggest measures to avoid or mitigate potential light disturbance during the construction and operation phase.

iv. Bird collision: Even though Section 6.4.10 of the EcoIA mentions that the current residential development would not have extensive glass façade, the

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Add. Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk

height of residential towers, as mentioned above, would be substantial and they tends to have more areas of glass. Meanwhile, nocturnal avian collision with buildings is not clearly identified and evaluated in the EcoIA. Therefore, we do not agree with the conclusion mentioned in Table 7.1 of the EcoIA that no mitigations are required for bird collision.

4. Potential cumulative impacts

Section 8.1.1 mentioned that "*For those planning projects which were within the 500m Study Area but withdrawn or no approval status, it is considered not appropriate to include those projects as concurrent projects for the purpose of this cumulative impact assessment*". Such definition of concurrent projects would lead to great under-estimation of potential cumulative impacts. We especially worry that exclusion of some particular projects, such as Y/YL-NSW/8 (just situated at the north of the subject site), Northern Link, etc., would downplay interactions between the environmental impacts of the project and the environmental impacts of other developments.

Over the past decade, many large-scale development applications inside WBA around Nam Sang Wai have been approved or submitted for approval. The entire region has been under high development pressure. Approving the captioned application would set undesirable precedent for similar applications for large-scale development in the area. Development would further encroach into lands with conservation and landscape values, decreasing overall quality of the environment.

Yours faithfully,
Ng Hei Man
Campaign Manager
The Conservancy Association

新界 元朗
新田區塱圍村
Pok Wai Village Representatives' Office
元朗塱圍村78號

敬啟者：

反對元朗青山公路-潭尾段以西丈量約份第 107 約地段第 1910 號餘段(部份) 及
第 1743 號 C 分段(部份)和毗鄰政府土地
把申請地點由「工業(丁類)」地帶，「露天貯物」地帶改劃為「住宅(戊類)」地帶
(申請編號：A/YL-NSW/9)

就上述規劃申請 A/YL-NSW/9，本村一致通過反對上述申請，理由如下：

1. 該項發展計劃涉及 81,550 平方米，發展面積龐大，密度非常高，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，發展計劃涉及 266,166 平方米，11,937 住宅單位，最保守估計涉及 5 萬人的住宅項目，對現有環境影響巨大，嚴重影響鄰近村落居民。
2. 發展的屋宇高度 103 米，該區域的西邊及南邊完全被該發展樓宇阻擋，該發展區域樓宇與本村鄰近屋宇的高度有明顯的差距，破壞當區的環境及視角環境，影響本村村民屋宇視野及通風，對附近村民權益有實在的損害及侵佔。
3. 該發展區估算約有 3,115 戶及 398 多部車輛使用，但相信該車輛的估計數目嚴重偏少，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，保守估計會增加 4,000 輛車輛，肯定遠超現有青山公路及新潭路的負荷，而現有的錦綸迴旋處及凹頭迴旋處更難負荷，將嚴重影響該區交通系統。

現時由塱圍村往青山公路一段已經公共交通設施嚴重不足，而青山公路出錦綸迴旋處一段長期擠塞，車龍往往排至塱圍路東出口，若再加上相關 266,166 平方米發展，人口增加約 5 萬多人，肯定嚴重影響本村村民公共交通及青山公路交通。

此致

規劃委員會

塱圍村代表

馮應祥 文燕懿

二零二二年十月六日

醫事顧問：鄧兆業醫生

元朗區議會
YUEN LONG DISTRICT COUNCIL

關於青山公路潭尾段以西申請編號 Y/YL-NSW/9 持反對意見

敬啟者:

一. 現時政府規劃洪水橋發展、古洞發展、元朗南發展，而這三處規劃發展需要收取大量土地，而這三處土地上有許多物流行業經營，而物流行業在此時正需要 OS 用地作為補償，收地同時同樣需要提供土地給因這三處土地發展而受影響行業。讓受影響行業搬來此處繼續營生，故此地不適宜改變任何用途，希望能提供因以上三處土地發展而受影響物流行業在此地繼續持續發展。

二. 發展商規劃地鄰近醬油廠，是香港為數不多現存醬油廠老字號，醬油廠已經成為香港歷史文化一部份，同時也是元朗歷史文化一部份，若將醬油廠因規劃發展用途而輕率處理，將會減少市民了解香港歷史文化，希望古物古蹟辦實地考評醬油廠是否需要作為古蹟保育保留!

三. 錦田河旁邊濕地保育區、濕地緩沖區是雀鳥活動地方，附近更有不少受保護動物，若過度開發只會令濕地減少，影響濕地周邊生態環境，濕地多樣性生態是需要靠大家一起保護，故應保留此地不應過度開發。

四. 規劃地段鄰近-博愛迴旋處、錦繡迴旋處，兩大迴旋處交通堵塞問題存在已久，市民投訴多年一直未能引起相關部門重視，亦未曾有任何方案舒緩繁忙時段交通措施，若將來規劃興建多項大型建築，擠憂人口爆增超出現時交通負荷，建議將現時規劃申請合併作為交通評估，比單一交通評估更能體現問題: 元朗米埔-錦塱 Y/YL-MP/6、元朗牛潭尾 Y/YL-NTM/5、青山公路潭尾段 Y/YL-NSW/8、石湖圍 Y/YL-NTM/8、石湖圍 Y/YL-NTM/6、Y/NTM/7、南生圍榮基村 Y/YL-NSW/7、新田練板村 Y/YL-ST/1、潭尾以西 Y/YL-NSW/9、米埔-攸塱 Y/YL-MP/7、Y/YL-MP/8。

此致
城市規劃委員會
秘書處

簽署:

元朗區議員 文富穩 BBS
2022 年 10 月 06 日

辦事處地址:元朗新田青山公路新田段 190 號後座地下
E-MAIL:manfuwan@gmail.com 電話 : 25668838 51076173 51757568 傳真 : 25668882

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

參考編號 **Reference Number:**	221001-173134-97544
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	01/10/2022 17:31:34
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Aaron Mak

意見詳情
Details of the Comment :

I am against the above application.

The application is not compatible with the Wetland Buffer Zone.
Its development will threaten the ecology of the internationally important Ramsar Site in Mai Po Inner Deep Bay.
It causes damage to the natural environment and nuisance including noise and dust that affects people living there at present.

I objects to the amendment of plan in the application.

201

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

參考編號 **Reference Number:**	221001-174125-06804
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	01/10/2022 17:41:25
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Catherine Ko

意見詳情
Details of the Comment :

The proposed development of the application consists of more than 10 residential towers of high rising buildings. It would inevidentably cause negative ecological impacts in the surrounding are a. This is not in line with the Wetland Buffer.

I strongly opposes the application and its development.

202

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

參考編號 **Reference Number:**	221006-095837-67401
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	06/10/2022 09:58:37
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Pong Chan

意見詳情
Details of the Comment :

I object to the application Y/YL-NSW/9 related to DD107.

The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
it will also make the environment no longer suitable for the wildlife currently living in the neigh borhood.

I have strong objection to the application and its proposed development.

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

參考編號 **Reference Number:**	221006-100516-45839
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	06/10/2022 10:05:16
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Gloria Ng

意見詳情
Details of the Comment :

I am against the application.

I am a frequent visitor to the Nam San Wai countryside.
Various wildlife including cows, fish, tortoise and birds are often seen in the neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.

I am strongly against the development associated with the application Y/YL-NSW/9.

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

參考編號 **Reference Number:**	221006-101136-33017
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	06/10/2022 10:11:36
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. David Lee

意見詳情
Details of the Comment :

I am living in the neighborhood of the rezoning area in the application.
The proposed development will increase the population in this area by more than ten thousands.
The increased traffic is a burden to the existing roads in my neighborhood. This will increase traffic jam affecting all existing residents.

I am strongly against the application Y/YL-NSW/9.

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

參考編號 **Reference Number:**	221006-101743-39366
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	06/10/2022 10:17:43
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Fanny Sun

意見詳情
Details of the Comment :

I oppose the rezone application and its proposed development.

The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.

The application is NOT acceptable.

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

參考編號 **Reference Number:**	221006-102957-32814
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	06/10/2022 10:29:57
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Belle Mak

意見詳情
Details of the Comment :

I objects to the application Y/YL-NSW/9.
The application is not compatible with the Wetland Buffer Zone.
Its associated development threatens the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
It damages the natural environment and affects the existing wildlife.
The rezone development will also create huge traffic causing traffic jam for people already living in the area.

I strongly opposes the application Y/YL-NSW/9.

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

參考編號 **Reference Number:**	221006-103704-42475
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	06/10/2022 10:37:04
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Kevin Lau

意見詳情
Details of the Comment :

The above application has negative impact on the ecology of the Nam San Wai area.
Its development damages the natural environment that populates wildlife including fish, tortoise, cows, birds at present. It causes pollution affecting existing residents of the neighbourhood. It ca uses traffic jam with the increased population and cars.

I strongly opposes the application Y/YL-NSW/9 and its proposed development.

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

參考編號 **Reference Number:**	221006-134504-74036
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	06/10/2022 13:45:04
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Benny Tsang

意見詳情
Details of the Comment :

I am against the above application and its related development.

The proposed development consists of 11 residential towers with 14 storeys high. It is located ne xt to the important wetlands in Nam Sang Wai along Kam Tin River. The proposed high-rise bui ldings would inevitably cause negative ecological impacts on the surroundings.

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

參考編號 **Reference Number:**	221006-134823-42254
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	06/10/2022 13:48:23
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Anson Wong

意見詳情
Details of the Comment :

The proposed high-rise residential development is clearly incompatible with the nearby open and low-density rural landscape. It would lead to huge disturbance to the adjacent ecologically sensitive wetlands.

I urge the Town Planning Board to reject the application Y/YL-NSW/9.

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

參考編號 **Reference Number:**	221006-135602-01538
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	06/10/2022 13:56:02
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Margaret Lee

意見詳情
Details of the Comment :

I objects to the development proposed in the application Y/YL-NSW/9.
It causes disturbance on bird spies and disrupts flight lines of the waterbirds.
Additional light source from residential towers would also pose disturbance to birds and other wildlife. Development should be avoided in order to safeguard the feeding gronuds and flight paths of the breeding birds.

The Town Planning Board should reject the application.

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

參考編號 **Reference Number:**	221006-140342-86963
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	06/10/2022 14:03:42
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Celia Chau

意見詳情
Details of the Comment :

I visits the Nam Sang Wai region frequently for cycling and leisure walks.

I strongly opposes the above application because it affects the living neighborhood. It causes da mage to the rural environment and has negative impact on the ecology. It will also introduces m ore traffic that makes cycling difficult and creates pollution.

The application is against the intention of the wetland buffer zone.
No approval on such plan should be given.

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

參考編號 **Reference Number:**	221006-140906-51201
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	06/10/2022 14:09:06
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. George Lam

意見詳情
Details of the Comment :

I am against the application.

The application site is very close to the wetland ecosystem in Deep Bay. It potentially serves as flight paths for migratory birds to access their breeding grounds. It is important to maintain the o penness and corridor provided by the existing rural landscape. No development as proposed by t he application should take place.

I urge the Town Planning Board to reject the application.

213

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

參考編號
Reference Number: 221006-141422-06403

提交限期
Deadline for submission: 07/10/2022

提交日期及時間
Date and time of submission: 06/10/2022 14:14:22

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

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

意見詳情
Details of the Comment :

I live near the rezone area of the application.
Traffic jam at peak hours has been an issue.
If the application and its development occur, more vehicles and people will be introduced to my area. This is going to make the traffic jam worse.
I strongly opposes the application Y/YL-NSW/9.

214

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

參考編號
Reference Number: 221007-110826-50531

提交限期
Deadline for submission: 07/10/2022

提交日期及時間
Date and time of submission: 07/10/2022 11:08:26

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

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

意見詳情
Details of the Comment :

本人反對申請,
該申請不符合濕地緩衝區的規劃意圖,
大規模開發將威脅米埔後海灣重要濕地的生態。

215

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

參考編號 **Reference Number:**	221007-111631-26463
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	07/10/2022 11:16:31
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Nancy To

意見詳情
Details of the Comment :

本人居住在相關地段周邊,
該項目令我的居住區環境惡化,
引入太多人口令交通擠塞,
亦影響附近自然生態,
本人反對項目申請。

216

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

參考編號 **Reference Number:**	221007-110115-59006
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	07/10/2022 11:01:15
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Yuri Chiu

意見詳情
Details of the Comment :

本人強烈反對項目申請,
項目嚴重破壞南生圍及大生圍一帶的濕地環境,
影響四周鳥類及其他物種棲息。

217

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

參考編號 **Reference Number:**	221007-112721-70034
提交限期 **Deadline for submission:**	07/10/2022
提交日期及時間 **Date and time of submission:**	07/10/2022 11:27:21
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Maggie Cheung

意見詳情
Details of the Comment :

本人反對以上項目申請。

申請項目影響河流及河岸附近野生動物的生活,
項目亦對濕地緩衝區的樹木花卉造成負面影響,
周邊交通配套亦未完善,
發展項目不應進行。

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☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

HKBWS's comments on the application to rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" at Tam Mei, Yuen Long (Y/YL-NSW/9)
07/10/2022 18:03

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Cc: "wchuan@hkbws.org.hk" <wchuan@hkbws.org.hk>
File Ref:

Dear Sir/Madam,

The Hong Kong Bird Watching Society's comments on the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" at Tam Mei, Yuen Long (Y/YL-NSW/9) is attached.

Thank you.

Best Regards,

Wong Suet Mei | 黃雪媚
Conservation Officer | 保育主任
Hong Kong Bird Watching Society | 香港觀鳥會
A: 7C, V Ga Building, 532 Castle Peak Road, Kowloon, Hong Kong
香港九龍荔枝角青山道532號偉基大廈7樓C室

T: +852 2377 4387 | F: +852 2314 3687

20221007_TamMei_RezoneToRE_Y_YL_NSW_9[2]_HKBWS.pdf

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

By email only

7 October 2022

Dear Sir/Madam,

Comments on the planning application to rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" at Tam Mei, Yuen Long (Y/YL-NSW/9)

The Hong Kong Bird Watching Society (HKBWS) objects to the rezoning application based on the following reasons.

1 **Not in line with the intention of Wetland Buffer Area (WBA) under the Town Planning Board Planning Guideline No. 12C**

1.1 The application site falls within WBA in Deep Bay area. According to the Town Planning Board Guideline No. TPB PG-NO. 12C, *'in considering development proposals in the Deep Bay Area, the Board adopts the Study's recommended principle of "no-net-loss in wetland"'*, in terms of both "area" and "function".

1.2 WBA in particular, 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."* Moreover, *"As a substantial amount of the fish ponds within the WBA have already been lost over time through filling and certain areas have been degraded by the presence of open storage use, these degraded areas may be considered as target areas to allow an appropriate level of residential/recreational development so as to provide an incentive to remove the open storage use and/or to restore some of the fish ponds lost."*[1]

1.3 The proposed development consists of 11 residential towers with 14 to 29 storeys high and 2 blocks of 2-storey non-domestic buildings. It is located just next to the important wetlands (i.e. Kam Tin River, fishponds in Nam Sang Wai area, etc) within WCA. The proposed high-rise buildings would inevitably cause negative ecological impacts on the surroundings, which is not in line with WBA.

2 **Not in line with the general planning intention zoning of the Outline Zoning Plan**

2.1 According to the approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8[2], the general planning intention is to *"conserve the ecological value of the fish ponds which form an integral part of the wetland ecosystem in the Deep Bay Area... The planning intention of the area further away from the fish ponds is to protect the ecological integrity of the wetland ecosystem, and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds."* The application site is located within the "Industrial (Group D)" zone, where *"developments are restricted to a maximum plot ratio of 1.6, a maximum site coverage of 80% and a maximum building height of 13m"*.

2.2 The proposed high-rise residential development is clearly incompatible with the nearby **open and low-density** rural landscape, and would lead to huge disturbance to the adjacent ecologically sensitive wetlands, and would further reduce the existing buffer function performed by the application site and WBA. We therefore consider the proposed residential development is not in line with the above planning intention, and we urge the Town Planning Board (Board) to reject this application.

[1] Section 6.4 of the Town Planning Board Planning Guideline No. 12C. Available at: https://www.info.gov.hk/tpb/en/forms/Guidelines/pg12c_e.pdf

[2] Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8. Available at: https://www2.ozp.tpb.gov.hk/plan/ozp_plan_notes/en/S_YL-NSW_8_e.pdf

香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail info@hkbws.org.hk 地址 香港九龍荔枝角青山道532號偉基大廈7C
傳真 Fax No. +852 2314 3687 網頁 Website www.hkbws.org.hk Address 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong
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香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail info@hkbws.org.hk 地址 香港九龍荔枝角青山道532號偉基大廈7C
傳真 Fax No. +852 2314 3687 網頁 Website www.hkbws.org.hk Address 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong
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3 **Significant ecological importance of Kam Tin River and the wetlands in the vicinity of the application site**

3.1 Deep Bay area, including the intertidal mudflats of Kam Tin River, fishponds, abandoned ponds in Nam Sang Wai area, are of high ecological value and conservation importance and providing important habitats for birds, particularly wintering and migratory waterbirds, and wetland dependent birds.

3.2 However, according to the Ecological Impact Assessment Report (EcoIA) submitted by the applicant, there is no map showing the locations of bird species of conservation importance, we are concerned this is overlooking the potential impacts on water birds and their habitats in the Study Area.

3.3 From the applicant's submission, 103 bird species were recorded within the Study Area while 54 bird species were recorded within the site. Wetland-dependent birds of conservation concern were also recorded, including Black-winged Kite, Eastern Buzzard, globally "Endangered" Black-faced Spoonbill, Grey-headed Lapwing, Whimbrel, Purple Heron, Yellow Bittern, etc.

3.4 Grey-headed Lapwing (*Vanellus cinereus*) of Local Concern is constantly recorded in the section of Kam Tin River near the current rezoning site, with a peak count of around 20 which is most likely the largest flock recorded in Hong Kong [3,4]. There are also roosting sites of this scarce winter visitor at the ponds nearby within WCA. Besides, globally "Vulnerable" Common Pochard (*Aythya ferina*) and Pheasant-tailed Jacana (*Hydrophasianus chirurgus*) listed as "Near Threatened" in the Red List of China's Vertebrates, were also recorded in this channel near the site. The intertidal mudflat within Kam Tin River and the surrounding wetlands, provide foraging and roosting grounds to various winter migrants, and should be considered as important habitats.

3.5 Moreover, there is a newly recorded colony near Kam Po Road, which is situated about 2.2km away from the proposed residential towers at Tung Shing Lane. As most birds flew less than 2km from their nests, but some can reach a distance as far as 4km due to the surrounding topography of the egretry. In order to safeguard these breeding egrets and herons, the nesting locations together with feeding grounds and flight paths/corridor of the birds should all be protected, such that the breeding egrets and herons can access their foraging grounds and wetlands. However, there is no information/data showing the number of nests, the number of flightlines recorded from the flightline survey, the proportion of different flight directions, their flight heights and their land points, etc.

3.6 Given that the application site is very close to the wetland ecosystem in Deep Bay, and it potentially serves as flight paths for both breeding ardeids and migratory birds to access their foraging, roosting or breeding grounds, we consider that the existing low level of disturbance, **openness and corridor provided by the existing rural landscape** within WBA should be maintained.

4 **Adverse ecological impacts due to the proposed high-rise residential development**

4.1 The rezoning proposal is just next to the **"Inner Deep Bay and Shenzhen River catchment" Important Bird and Biodiversity Area**, which is recognized by the BirdLife International[5]. We are concerned the development would have adverse impacts on the habitat quality and wildlife.

4.2 The proposed development consists of 11 residential towers with 14 to 29 storeys high and 2 blocks of non-domestic buildings. Comparing with the existing permitted maximum building height and the previously approved rezoning application (no. Y/YL-NSW/3), there is a substantial increase in the scale and density of the proposed residential development (Table 1).

[3] Fellowes *et al.* (2002)
[4] HKBWS unpublished data.
[5] http://datazone.birdlife.org/site/factsheet/inner-deep-bay-and-shenzhen-river-catchment-area-iba-hong-kong-(china)

香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail info@hkbws.org.hk 地址 Address 香港九龍荔枝角青山道532號偉基大廈7C 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong
傳真 Fax No. +852 2314 3687 網頁 Website www.hkbws.org.hk
EAAFP

Table 1. The changes between different development parameters of the current proposed residential and school development (Y/YL-NSW/9), the previously approved Outlet Mall application (no. Y/YL-NSW/3), and the existing permitted development parameters of existing zoning

	"Industrial (Group D)" zoning	Previously approved rezoning application (Y/YL-NSW/3)	Current application (Y/YL-NSW/9)	Percentage Increase comparing with the previously approved rezoning application
Plot Ratio	1.6	1.5	2.2	↑ ~46.6%
Maximum Building Height	<13m	<46mPD	<115mPD	↑ 150%

4.3 Such a high-rise development will significantly affect the flight path of both breeding and migratory birds and their activities, hence threatening their survival and their population.

4.4 Moreover, located just next to the Deep Bay Area, we are highly concerned the high-rise residential towers would become well-lit façades (created by lightings from each household) during night-time, and would be highly visible over a large area, including the Mai Po wetlands, due to the building height. However, the applicant stated in Section 6.4.8 of the Ecological Impact Assessment that "*the wildlife in the surrounding would be tolerant with night-time light given the existing highway viaduct and other roads with overnight traffic lighting*" and also suggested that the potential impacts on ardeid night roosts at Kam Tin River and the cormorant night roost in Nam Sang Wai would be "*remote and minor given the long separation distances*". We consider such claim is invalid.

4.5 First, the relatively low intensity and low elevation of the existing light source is not comparable to that created by the future scale of high-rise developments at the current proposed site and the adjacent sites. Second, according to the Light Pollution Guidelines for Wildlife under the Convention on Migratory Species[6], "*where there is important habitat for migratory shorebirds within 20 km of a project, consideration should be given as to whether that light is likely to have an effect on those birds.*" This 20 km buffer is based on "*a precautionary approach that sky glow can cause a change in behaviour in other species up to 15 km away*". Moreover, artificial light can in fact "*disorient flying birds, affect stopover selection, and cause their death through collision with infrastructure. Birds may starve as a result of disruption to foraging, hampering their ability to prepare for breeding or migration*"[7].

4.6 In short, **we are highly worried that** the intensified visual, noise and human disturbances impacts brought by massive population of 8,099 people of the proposed residential development, would significantly **deteriorate the habitat quality** of the surrounding important wetlands and the wildlife.

5 **Cumulative ecological impacts and undesirable precedent set on Deep Bay area**

5.1 Cumulative ecological impacts to the fishponds of Deep Bay area need to be carefully assessed given that a number of other residential developments have already been proposed and approved in close proximity of the application site. We are concerned all the potential residential and commercial developments would all cumulatively cause significant impacts on the flight path of breeding ardeids, wetlands important to migratory birds, and also the breeding ardeids of significant ecological importance.

5.2 Moreover, the approval of this rezoning application for the high-rise development would set undesirable precedent to the similar applications in the whole Deep Bay area. As such, we object to the proposed high-rise residential development.

[6] https://www.cms.int/en/document/light-pollution-guidelines-wildlife-0

[7] https://www.cms.int/en/document/light-pollution-guidelines-wildlife-0

香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail info@hkbws.org.hk 地址 香港九龍荔枝角青山道532號偉基大廈7C
傳真 Fax No. +852 2314 3687 網頁 Website www.hkbws.org.hk Address 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong
香港註冊成立的法定擔保機構及無股本擔保有限公司 A charitable organization incorporated in Hong Kong with limited liability by guarantee
EAAFP

6 **Justifications for the decision and comments made by Government departments and the Board**

According to the Hong Kong Planning Standards and Guidelines (HKPSG), Chapter 10, Section 2.1 (ii), the Board has the responsibility to, *"restrict uses within conservation zones to those which sustain particular landscapes, ecological and geological attributes and heritage features"*. We note that all other Government bureaux/departments are also bound to the HKPSG, and the Agriculture, Fisheries and Conservation Department (AFCD) and the Planning Department (PlanD) have the responsibility to advise the Board on the ecological[8] and planning aspects in particular. Given AFCD's mission to conserve natural environment and safeguard the ecological integrity[9], and the proposed development is not in line with the planning intention of the statutory zoning, HKBWS would also expect AFCD and PlanD to object to this application. Should AFCD, PlanD or the Board feels otherwise, we urge that the appropriate justifications are provided.

The HKBWS respectfully requests the Board to take our comments into consideration and **reject** the current application. Thank you for your kind attention.

Yours faithfully,
Wong Suet Mei
Conservation Officer
The Hong Kong Bird Watching Society

cc.
The Conservancy Association
Designing Hong Kong
Kadoorie Farm and Botanic Garden
WWF – Hong Kong
TrailWatch

[8] AFCD Role of Department. Available at:
http://www.afcd.gov.hk/english/aboutus/abt_role/abt_role.html
[9] AFCD Vision and Mission. Available at:
http://www.afcd.gov.hk/english/aboutus/vision_mission/abt_vision_mission.html

香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail info@hkbws.org.hk 地址 香港九龍荔枝角青山道532號偉基大廈7C
傳真 Fax No. +852 2314 3687 網頁 Website www.hkbws.org.hk Address 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong
香港註冊成立的公司擔保有限公司 A charitable organisation incorporated in Hong Kong with limited liability by guarantee

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Comments on the Section 12A Application No. Y/YL-NSW/9
22/12/2022 12:48

From: [redacted]
To: <tpbpd@pland.gov.hk>
File Ref:

1 attachment
TPB20221222(NSW9).pdf

Dear Sir/Madam,

Please refer to the attachment for the captioned.

Yours faithfully,
Ng Hei Man (Mr.)
Campaign Manager
The Conservancy Association
T: 2728 6781
D: 2272 0303
F: 2728 5538
Registered Name 註冊名稱 : The Conservancy Association 長春社
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

This email is for the sole use of the intended recipient(s) and may contain confidential information. Unauthorised use, disclosure or distribution of this email or its content is prohibited. If you have received this email in error, please delete it and notify the sender.

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这封电子邮件已由 Avast 防病毒软件检查过病毒。
www.avast.com

長春社 Since1968
The Conservancy Association
會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期 13 樓 1305-6 室
電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5518
電子郵件 E-mail:cahk@cahk.org.hk
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk

22nd December 2022

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

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

Dear Sir/Madam,

Comments on the Section 12A Application No. Y/YL-NSW/9

The Conservancy Association (CA) OBJECTS to the captioned application.

1. Not in line with the planning intention of Wetland Buffer Area (WBA)

According to the Town Planning Board Guidelines for Application for Developments within Deep Bay Area (TPB PG-No. 12C), the application site is located within WBA. The planning intention of WBA is "*to protect the ecological integrity of the fish ponds and wetland within the WCA and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds*".

A Section 12A application Y/YL-NSW/3 has once been submitted to Town Planning Board at part of the site currently zoned "Open Storage" in 2014 to facilitate a development of shopping mall cum hotel. We note that number of buildings, maximum building height, and numbers of storeys of proposed development (Table 1) are higher than the previous one.

Table 1 Development parameter of Y/YL-NSW/3 and Y/YL-NSW/9

	Y/YL-NSW/3	Y/YL-NSW/9
No. of block	4 (shopping mall cum hotel development)	11 residential towers 1 school 1 relocated soy sauce factory
Maximum building height	46mPD	<115mPD
No. of storeys	11	<28

The proposed development would also introduce an additional of population of 8,099, and 3,115 flats. In general, it appears that much higher level of development would be resulted in the subject site. Such large development scale would potentially induce adverse off-site disturbance impacts on adjacent wetland in WCA, affect ecological function and integrity of Deep Bay wetland ecosystems. We opine that this is definitely not in line with the TPB PG-No. 12C and planning intention of WBA.

2. Incompatible with development scale outside WBA

Figure 2.4 of the Planning Statement demonstrates development intensity profile of the site and its surrounding environment outside WBA. The applicant makes reference to the proposed public housing development in Sha Po Tsuen, with a plot ratio of 6.5, and demonstrate that the plot ratio of proposed development is following a gradual descending development density from east of San Tin Highway towards WBA and Deep Bay area. However, such observation fails to consider the development density in adjacent environment, particularly Park Yoho (Table 2).

Table 2 Development parameters of current application and Park Yoho

	Y/YL-NSW/9	Park Yoho	Park Yoho Phase 2	Park Yoho Phase 3
Plot ratio	<2.5	1.024	1.64	1.254
Building height (storeys)	<115mPD (<28)	62.2mPD (16)	62.2mPD (16)	66.35mPD (18)

In short, the development scale of the proposed application is not only incompatible with the rural, low-density development in WBA, but also the development density outside WBA.

長春社 Since1968
The Conservancy Association
會址: 香港新界葵涌貨櫃碼頭路 77-81 號Magnet Place 一期 13 樓 1305-6 室 電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk

3. Adverse ecological impacts

Despite provision of Ecological Impact Assessment (EcoIA), we are still doubtful that at least some of the potential ecological impacts remains unsolved:

i. Disturbance on bird species at Kam Tin Main Drainage Channel (MDC): From the EcoIA, high diversity of waterbird species such as Black-faced Spoonbill, Chinese Pond Heron, Northern Shoveler, Pied Avocet, etc., can be spotted at the channel in the west of the application site. Off-site negative impact, such as construction noise during construction phase and human activities during operation phase, would adversely affect foraging behavior of these birds. However, it seems that the EcoIA still fails to justify how these impacts can be avoided or mitigated.

ii. Disruption on flight lines of waterbirds: The EcoIA of Y/YL-NSW/3 has once revealed that a total of 8 Black-faced Spoonbill, listed as "Endangered" under IUCN Red List, were recorded flying at the west of subject site parallel to Kam Tin MDC in December 2012 and January 2013. It also showed that all flight lines, including major and minor, pass through the north of subject site towards Kam Tin MDC, the adjacent mitigation wetland and fish ponds. In this way, we still worry that potential disruption on flight lines on waterbirds would be resulted.

iii. Light disturbance: Additional light source from residential towers and open space would pose disturbance on birds and other wildlife, such as night roost of ardeids at Kam Tin MDC. Section 6.4.9 of the EcoIA mentions that "*Since the Yuen Long Highway viaduct is located between these night roosts and the Application Site and is very close to the night roost, the night roosts are largely within the shadow zone of the viaduct such that the viaduct could block most light to these night roosts of the Application Site*". However, the proposed residential towers are 28-29 storeys high and we are very doubtful how such evaluation can apply to such high-rise residential towers. We opine that the applicant fails to evaluate potential light impact properly and suggest measures to avoid or mitigate potential light disturbance during the construction and operation phase.

iv. Bird collision: Even though Section 6.4.10 of the EcoIA mentions that the current residential development would not have extensive glass façade, the

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The Conservancy Association
會址: 香港新界葵涌貨櫃碼頭路 77-81 號Magnet Place 一期 13 樓 1305-6 室 電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.ht
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk

height of residential towers, as mentioned above, would be substantial and they tends to have more areas of glass. Meanwhile, nocturnal avian collision with buildings is not clearly identified and evaluated in the EcoIA. Therefore, we do not agree with the conclusion mentioned in Table 7.1 of the EcoIA that no mitigations are required for bird collision.

4. Potential cumulative impacts

Section 8.1.1 mentioned that "*For those planning projects which were within the 500m Study Area but withdrawn or no approval status, it is considered not appropriate to include those projects as concurrent projects for the purpose of this cumulative impact assessment*". Such definition of concurrent projects would lead to great under-estimation of potential cumulative impacts. We especially worry that exclusion of some particular projects, such as Y/YL-NSW/8 (just situated at the north of the subject site), Northern Link, etc., would downplay interactions between the environmental impacts of the project and the environmental impacts of other developments.

Over the past decade, many large-scale development applications inside WBA around Nam Sang Wai have been approved or submitted for approval. The entire region has been under high development pressure. Approving the captioned application would set undesirable precedent for similar applications for large-scale development in the area. Development would further encroach into lands with conservation and landscape values, decreasing overall quality of the environment.

Yours faithfully,
Ng Hei Man
Campaign Manager
The Conservancy Association

Chan Chun Sum.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Chan Chun Sum's objection to Planning Application Y/YL-NSW/9 on 28-Dec-2022
28/12/2022 18:28

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: Landsd@landsd.gov.hk, fsyledpo@pland.gov.hk, Gendloyl@landsd.gov.hk, Enquiry@epd.gov.hk, mailbox@afcd.gov.hk, DOYL@had.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Chan Chun Sum on 20221228.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Chan Chun Sum
[redacted]

Thank you for your attention.

Warm regards,

From : Ms Chan Chun Sum [redacted]
To : The Secretary, Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 28-Dec-2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan

1. I am a resident of the land lot in Yuen Long DD107 since 1979. My husband rent the land by the river from the government via Short Term Tenancy (#0427). I found my house area included in the application Y/YL-NSW/9 .
2. We have a house built on the government land. We have been paying rates to the government. My husband and I are still living in this family home since it was built 43 years. We are retired people now.
3. I am 74 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceed, the planned development will make the environment of our house adverse to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my husband for his lung issue.
   (b) The noise and odour will irritate us and make us tense all the time
   (c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of waterbirds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.

12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land (together with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the goverrment land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.

HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
.YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 ([redacted])

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology. Thank you for your attention!

Signature
簽名

Name in Block Letters.
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My husband, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



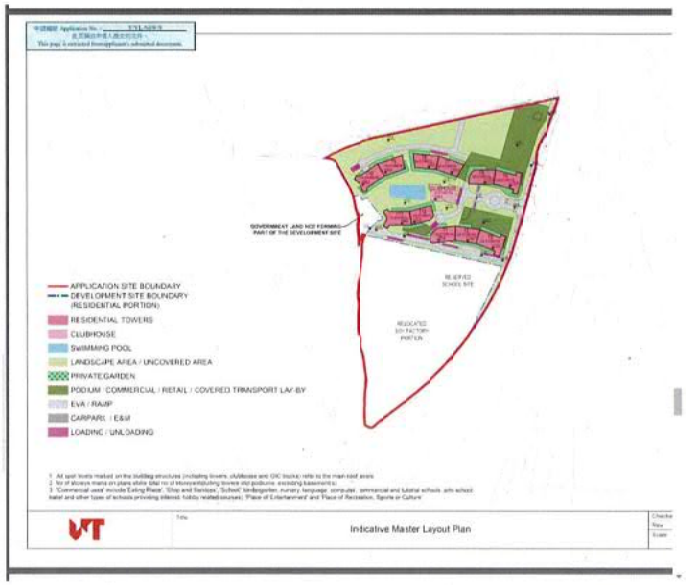






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Tse Tak Yip's objection to Planning Application Y/YL-NSW/9 on 28-Dec-2022
28/12/2022 18:36

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: Landsd@landsd.gov.hk, fsyledpo@pland.gov.hk, Gendloyl@landsd.gov.hk, Enquiry@epd.gov.hk, mailbox@afcd.gov.hk, DOYL@had.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Tak Yip on 20221228.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Tak Yip
[redacted]

Thank you for your attention.

Regards,
Tse Tak Yip.

From: Tse Tak Yip [redacted]

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 28-Dec-2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. I rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built on the government land of DD107. I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 75 years old. My wife is 74 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. I am now recuperating in the above address after treatment and I am very weak. Staying in my current home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceed, the planned development will make the environment of our house adverse to my health. The construction work will cause nuisance such as flue gases from machine, odor, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and smell will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of waterbirds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.

12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter


GENERAL DEMAND NOTE

074-055-104863-1

DLO/YL - SHORT TERM TENANCY (STT)

15/09/2020

24433545

RAV1STT0427

01/10/2020

6,420.00

TSE TAK YIP

[redacted]

SHORT TERM TENANCY 0427

[redacted]

6,420.00

Total 6,420.00

Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

[redacted]

Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy (#0427).
I have a house on the land and pay government rates and rent.

HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature
簽名

Name in Block Letters.
姓名

LO, XING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

I have been suffering from cancer since 2021. I am receiving medical treatments. The family home and stable environment are critical to my recovery.



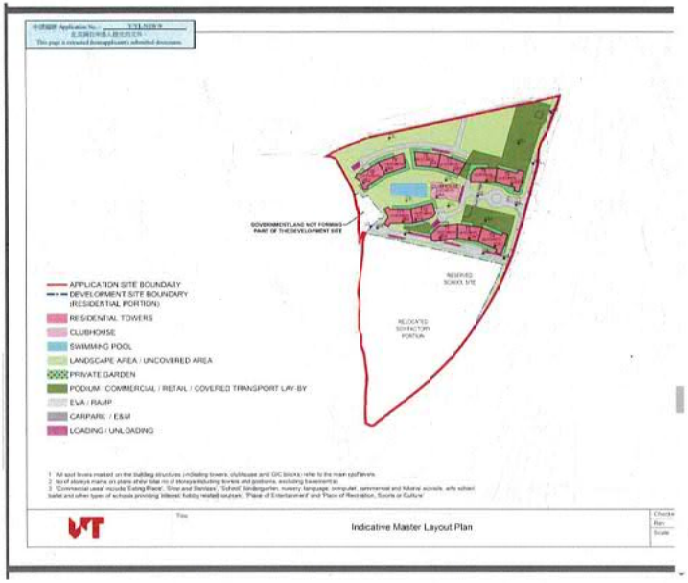






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this shcuild not be incluced in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

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

參考編號 **Reference Number:**	221228-191137-49862
提交限期 **Deadline for submission:**	30/12/2022
提交日期及時間 **Date and time of submission:**	28/12/2022 19:11:37
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Hei Lok

意見詳情
Details of the Comment :

I objects to the above application.

The development plan causes disruption of flight lines of water birds that pass through the area. The open corridor of the existing rural landscape should be maintained for migratory birds to ac cess their breeding grounds.

223

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

參考編號 **Reference Number:**	221228-193928-91130
提交限期 **Deadline for submission:**	30/12/2022
提交日期及時間 **Date and time of submission:**	28/12/2022 19:39:28
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Patrick Chan

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9.
I lives in the neighbourhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby, particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make the situation worse.
The roads simply cannot support so many people coming to my neighbourhood.

224

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

參考編號 **Reference Number:**	221228-191928-45327
提交限期 **Deadline for submission:**	30/12/2022
提交日期及時間 **Date and time of submission:**	28/12/2022 19:19:28
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Lun Fong

意見詳情
Details of the Comment :

I strongly object the proposed development in the application.

It has significant negative impact on the ecology of Kam Tin River and the wetlands in the vicinity of the application site. The proposed high rise residential development also causes adverse ecological impacts.

225

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

參考編號 **Reference Number:**	221230-144451-74719
提交限期 **Deadline for submission:**	30/12/2022
提交日期及時間 **Date and time of submission:**	30/12/2022 14:44:51
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Gloria Wong

意見詳情
Details of the Comment :

I strongly oppose the above application.

The development has negative impact on the ecology of the Nam Sam Wai area.
The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting existing residents of the neighborhood. It causes traffic ja m with the increased population and vehicles.

I urge the town planning board to reject the application Y/YL-NSW/9

226

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

參考編號 **Reference Number:**	221230-143857-53814
提交限期 **Deadline for submission:**	30/12/2022
提交日期及時間 **Date and time of submission:**	30/12/2022 14:38:57
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Peggy Ng

意見詳情
Details of the Comment :

I am against the application.

I am a frequent visitor to the Nam Sam Wai countryside.
Various wildlife including cows, fish, tortoise and birds are often seen in the neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.

I am strongly against the development associated with the application Y/YL-NSW/9

227

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

參考編號 **Reference Number:**	221230-145026-57178
提交限期 **Deadline for submission:**	30/12/2022
提交日期及時間 **Date and time of submission:**	30/12/2022 14:50:26
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Cliff Hui

意見詳情
Details of the Comment :

I am against the above application.

The proposal is not in line with conservation for the WetLand Buffer Zone.
It causes damage to the rural environment.
It has negative impact on the ecology.
It introduces traffic jam as nuisance to existing residents.

228

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

參考編號 **Reference Number:**	221230-232423-38076
提交限期 **Deadline for submission:**	30/12/2022
提交日期及時間 **Date and time of submission:**	30/12/2022 23:24:23
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Mary Chan

意見詳情
Details of the Comment :

I am against the above application.
It damages the natural environment in the neighbourhood. It has adverse impact on the ecology.
It creates traffic to the area.
The planning application should be rejected.

229

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

參考編號 **Reference Number:**	221230-233151-21224
提交限期 **Deadline for submission:**	30/12/2022
提交日期及時間 **Date and time of submission:**	30/12/2022 23:31:51
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. William Diu

意見詳情 **Details of the Comment :**

I would like to lodge an objection to the above application.
It damages the natural environment in the neighbourhood. It has adverse impact on the ecology, including water birds and trees. It creates traffic to the area. That is nuisance try to existing residents in the neighbourhood.
I urge the Town Planning Board to reject the Planning application.

230

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HKBWS's comments on the application to rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" at Tam Mei, Yuen Long (Y/YL-NSW/9)
29/12/2022 18:21

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Cc: Chuan Woo <wchuan@hkbws.org.hk>
File Ref:

Dear Sir/Madam,

The Hong Kong Bird Watching Society's comments on the application to rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" at Tam Mei, Yuen Long (Y/YL-NSW/9) is attached.

Thank you.

Best Regards,

Wong Suet Mei | 黃雪媚
Conservation Officer | 保育主任
The Hong Kong Bird Watching Society | 香港觀鳥會
A: 7C, V Ga Building, 532 Castle Peak Road, Kowloon, Hong Kong
香港九龍荔枝角青山道532號偉基大廈7樓C室

T: +852 2377 4387 | F: +852 2314 3687

20221230_TamMi_RezoneToRE_Y_YL_NSW_9[3]_HKBWS.pdf

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

By email only

29 December 2022

Dear Sir/Madam,

Comments on the planning application to rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" at Tam Mei, Yuen Long (Y/YL-NSW/9)

The Hong Kong Bird Watching Society (HKBWS) objects to the rezoning application based on the following reasons.

1 **Not in line with the intention of Wetland Buffer Area (WBA) under the Town Planning Board Planning Guideline No. 12C**

1.1 The application site falls within WBA in Deep Bay area. According to the Town Planning Board Guideline No. TPB PG-NO. 12C, *'in considering development proposals in the Deep Bay Area, the Board adopts the Study's recommended principle of "no-net-loss in wetland"'*, in terms of both "area" and "function".

1.2 WBA in particular, 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."* Moreover, *"As a substantial amount of the fish ponds within the WBA have already been lost over time through filling and certain areas have been degraded by the presence of open storage use, these degraded areas may be considered as target areas to allow an appropriate level of residential/recreational development so as to provide an incentive to remove the open storage use and/or to restore some of the fish ponds lost."*[1]

1.3 The proposed development consists of 11 residential towers with 14 to 29 storeys high and 2 blocks of 2-storey non-domestic buildings. It is located just next to the important wetlands (i.e. Kam Tin River, fishponds in Nam Sang Wai area, etc) within WCA. The proposed high-rise buildings would inevitably cause negative ecological impacts on the surroundings, which is not in line with WBA.

2 **Not in line with the general planning intention zoning of the Outline Zoning Plan**

2.1 According to the approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8[2], the general planning intention is to *"conserve the ecological value of the fish ponds which form an integral part of the wetland ecosystem in the Deep Bay Area... The planning intention of the area further away from the fish ponds is to protect the ecological integrity of the wetland ecosystem, and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds."* The application site is located within the "Industrial (Group D)" zone, where *"developments are restricted to a maximum plot ratio of 1.6, a maximum site coverage of 80% and a maximum building height of 13m"*.

2.2 The proposed high-rise residential development is clearly incompatible with the nearby **open and low-density** rural landscape, and would lead to huge disturbance to the adjacent ecologically sensitive wetlands, and would further reduce the existing buffer function performed by the application site and WBA. We therefore consider the proposed residential development is not in line with the above planning intention, and we urge the Town Planning Board (Board) to reject this application.

[1] Section 6.4 of the Town Planning Board Planning Guideline No. 12C. Available at: https://www.info.gov.hk/tpb/en/forms/Guidelines/pg12c_e.pdf
[2] Approved Nam Sang Wai Outline Zoning Plan No. S/YL-NSW/8. Available at: https://www2.ozp.tpb.gov.hk/plan/ozp_plan_notes/en/S_YL-NSW_8_e.pdf

香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail info@hkbws.org.hk 地址 香港九龍荔枝角青山道532號偉基大廈7C
傳真 Fax No. +852 2314 3687 網頁 Website www.hkbws.org.hk Address 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong
香港註冊成立的法定慈善機構及無股本擔保有限公司 A charitable organization incorporated in Hong Kong with limited liability by guarantee

香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail info@hkbws.org.hk 地址 香港九龍荔枝角青山道532號偉基大廈7C
傳真 Fax No. +852 2314 3687 網頁 Website www.hkbws.org.hk Address 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong
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3 **Significant ecological importance of Kam Tin River and the wetlands in the vicinity of the application site**

3.1 Deep Bay area, including the intertidal mudflats of Kam Tin River, fishponds, abandoned ponds in Nam Sang Wai area, are of high ecological value and conservation importance and providing important habitats for birds, particularly wintering and migratory waterbirds, and wetland dependent birds.

3.2 However, according to the Ecological Impact Assessment Report (EcoIA) submitted by the applicant, there is no map showing the locations of bird species of conservation importance, we are concerned this is overlooking the potential impacts on water birds and their habitats in the Study Area.

3.3 From the applicant's submission, 103 bird species were recorded within the Study Area while 54 bird species were recorded within the site. Wetland-dependent birds of conservation concern were also recorded, including Black-winged Kite, Eastern Buzzard, globally "Endangered" Black-faced Spoonbill, Grey-headed Lapwing, Whimbrel, Purple Heron, Yellow Bittern, etc.

3.4 Grey-headed Lapwing (*Vanellus cinereus*) of Local Concern is constantly recorded in the section of Kam Tin River near the current rezoning site, with a peak count of around 20 which is most likely the largest flock recorded in Hong Kong [3,4]. There are also roosting sites of this scarce winter visitor at the ponds nearby within WCA. Besides, globally "Vulnerable" Common Pochard (*Aythya ferina*) and Pheasant-tailed Jacana (*Hydrophasianus chirurgus*) listed as "Near Threatened" in the Red List of China's Vertebrates, were also recorded in this channel near the site. The intertidal mudflat within Kam Tin River and the surrounding wetlands, provide foraging and roosting grounds to various winter migrants, and should be considered as important habitats.

3.5 Moreover, there is a newly recorded colony near Kam Po Road, which is situated about 2.2km away from the proposed residential towers at Tung Shing Lane. As most birds flew less than 2km from their nests, but some can reach a distance as far as 4km due to the surrounding topography of the egretry. In order to safeguard these breeding egrets and herons, the nesting locations together with feeding grounds and flight paths/corridor of the birds should all be protected, such that the breeding egrets and herons can access their foraging grounds and wetlands. However, there is no information/data showing the number of nests, the number of flightlines recorded from the flightline survey, the proportion of different flight directions, their flight heights and their land points, etc.

3.6 Given that the application site is very close to the wetland ecosystem in Deep Bay, and it potentially serves as flight paths for both breeding ardeids and migratory birds to access their foraging, roosting or breeding grounds, we consider that the existing low level of disturbance, **openness and corridor provided by the existing rural landscape** within WBA should be maintained.

4 **Adverse ecological impacts due to the proposed high-rise residential development**

4.1 The rezoning proposal is just next to the **"Inner Deep Bay and Shenzhen River catchment" Important Bird and Biodiversity Area**, which is recognized by the BirdLife International[5]. We are concerned the development would have adverse impacts on the habitat quality and wildlife.

4.2 The proposed development consists of 11 residential towers with 14 to 29 storeys high and 2 blocks of non-domestic buildings. Comparing with the existing permitted maximum building height and the previously approved rezoning application (no. Y/YL-NSW/3), there is a substantial increase in the scale and density of the proposed residential development (Table 1).

[3] Fellowes *et al.* (2002)
[4] HKBWS unpublished data.
[5] http://datazone.birdlife.org/site/factsheet/inner-deep-bay-and-shenzhen-river-catchment-area-iba-hong-kong-(china)

Table 1. The charges between different development parameters of the current proposed residential and school development (Y/YL-NSW/9), the previously approved Outlet Mall application (no. Y/YL-NSW/3), and the existing permitted development parameters of existing zoning

	"Industrial (Group D)" zoning	Previously approved rezoning application (Y/YL-NSW/3)	Current application (Y/YL-NSW/9)	Percentage increase comparing with the previously approved rezoning application
Plot Ratio	1.6	1.5	2.2	↑ ~46.6%
Maximum Building Height	<13m	<46mPD	<115mPD	↑ 150%

4.3 Such a high-rise development will significantly affect the flight path of both breeding and migratory birds and their activities, hence threatening their survival and their population.

4.4 Moreover, located just next to the Deep Bay Area, we are highly concerned the high-rise residential towers would become well-lit façades (created by lightings from each household) during night-time, and would be highly visible over a large area, including the Mai Po wetlands, due to the building height. However, the applicant stated in Section 6.4.8 of the Ecological Impact Assessment that "*the wildlife in the surrounding would be tolerant with night-time light given the existing highway viaduct and other roads with overnight traffic lighting*" and also suggested that the potential impacts on ardeid night roosts at Kam Tin River and the cormorant night roost in Nam Sang Wai would be "*remote and minor given the long separation distances*". We consider such claim is invalid.

4.5 First, the relatively low intensity and low elevation of the existing light source is not comparable to that created by the future scale of high-rise developments at the current proposed site and the adjacent sites. Second, according to the Light Pollution Guidelines for Wildlife under the Convention on Migratory Species[6], "*where there is important habitat for migratory shorebirds within 20 km of a project, consideration should be given as to whether that light is likely to have an effect on those birds.*" This 20 km buffer is based on "*a precautionary approach that sky glow can cause a change in behaviour in other species up to 15 km away*". Moreover, artificial light can in fact "*disorient flying birds, affect stopover selection, and cause their death through collision with infrastructure. Birds may starve as a result of disruption to foraging, hampering their ability to prepare for breeding or migration*"[7].

4.6 In short, **we are highly worried that** the intensified visual, noise and human disturbances impacts brought by massive population of 8,099 people of the proposed residential development, would significantly **deteriorate the habitat quality** of the surrounding important wetlands and the wildlife.

5 Cumulative ecological impacts and undesirable precedent set on Deep Bay area

5.1 Cumulative ecological impacts to the fishponds of Deep Bay area need to be carefully assessed given that a number of other residential developments have already been proposed and approved in close proximity of the application site. We are concerned all the potential residential and commercial developments would all cumulatively cause significant impacts on the flight path of breeding arceids, wetlands important to migratory birds, and also the breeding ardeids of significant ecological importance.

5.2 Moreover, the approval of this rezoning application for the high-rise development would set undesirable precedent to the similar applications in the whole Deep Bay area. As such, we object to the proposed high-rise residential development.

[6] https://www.cms.int/en/document/light-pollution-guidelines-wildlife-0

[7] https://www.cms.int/en/document/light-pollution-guidelines-wildlife-0

香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail info@hkbws.org.hk 地址 香港九龍荔枝角青山道532號偉基大廈7C
傳真 Fax No. +852 2314 3687 網頁 Website www.hkbws.org.hk Address 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong
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6 **Justifications for the decision and comments made by Government departments and the Board**

According to the Hong Kong Planning Standards and Guidelines (HKPSG), Chapter 10, Section 2.1 (ii), the Board has the responsibility to, *"restrict uses within conservation zones to those which sustain particular landscapes, ecological and geological attributes and heritage features"*. We note that all other Government bureaux/departments are also bound to the HKPSG, and the Agriculture, Fisheries and Conservation Department (AFCD) and the Planning Department (PlanD) have the responsibility to advise the Board on the ecological[8] and planning aspects in particular. Given AFCD's mission to conserve natural environment and safeguard the ecological integrity[9], and the proposed development is not in line with the planning intention of the statutory zoning, HKBWS would also expect AFCD and PlanD to object to this application. Should AFCD, PlanD or the Board feels otherwise, we urge that the appropriate justifications are provided.

The HKBWS respectfully requests the Board to take our comments into consideration and **reject** the current application. Thank you for your kind attention.

Yours faithfully,
Wong Suet Mei
Conservation Officer
The Hong Kong Bird Watching Society

cc.
The Conservancy Association
Designing Hong Kong
Kadoorie Farm and Botanic Garden
WWF – Hong Kong
TrailWatch

[8] AFCD Role of Department. Available at:
http://www.afcd.gov.hk/english/aboutus/abt_role/abt_role.html
[9] AFCD Vision and Mission. Available at:
http://www.afcd.gov.hk/english/aboutus/vision_mission/abt_vision_mission.html

香港觀鳥會 Hong Kong Bird Watching Society
電話 Tel No. +852 2377 4387 電郵 E-mail info@hkbws.org.hk 地址 香港九龍荔枝角青山道532號偉基大廈7C
傳真 Fax No. +852 2314 3687 網頁 Website www.hkbws.org.hk Address 7C, V Ga Building, 532 Castle Peak Road, Lai Chi Kok, Kowloon, Hong Kong
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Bryan Tse's objection to Planning Application Y/YL-NSW/9 on 20221229
29/12/2022 19:00

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: Landsd@landsd.gov.hk, fsyledpo@pland.gov.hk, Gendloyl@landsd.gov.hk, Enquiry@epd.gov.hk, mailbox@aicd.gov.hk, DOYL@had.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Bryan Tse Ka Shu on 20221229.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Bryan Tse Ka-Shu
[redacted]

Thank you for your attention.

Regards,
Bryan Tse.

From: Bryan Tse [redacted]

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 29 December 2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of DD107 since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of waterbirds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.

12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Bryan Tse Ka-Shu.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-1578215)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature
簽名

Name in Block Letters
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



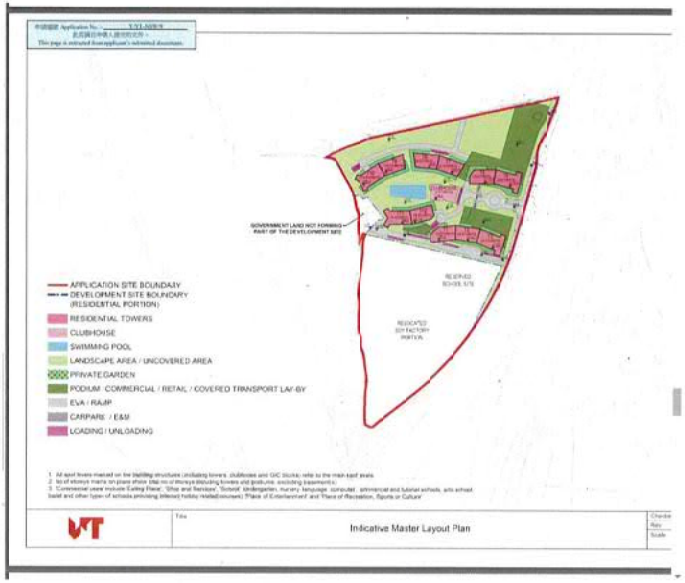






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand perscnal&publi

Objection to Planning Application Y/YL-NSW/9 from Tse Ka Lap on 20221229
29/12/2022 19:10

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: fsyledpo@pland.gcv.hk, Landsd@landsd.gov.hk, Gencloyl@landsd.gov.hk, DOYL@had.gov.hk, Enquiry@epd.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Ka Lap on 20221229.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Ka Lap
[redacted]

Thank you for your attention.

Regards,
Tse Ka Lap.

From: Tse Ka Lap [redacted]

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 29 December 2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of DD107 since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be incluced in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in currert home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the ervironment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of waterbirds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.

12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Tse Ka-Lap.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature
簽名

Name in Block Letters.
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

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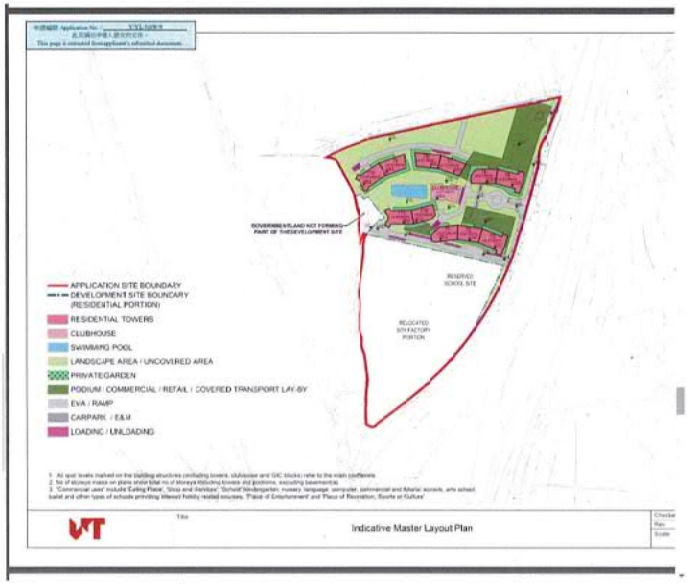

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Tse Ka Po's objection to Planning Application Y/YL-NSW/9 on 20221230
30/12/2022 13:27

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: Landsd@landsd.gov.hk, fsyledpo@pland.gov.hk, Gencloyl@landsd.gov.hk, Enquiry@epd.gov.hk, mailbox@afcd.gov.hk, DOYL@had.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Ka Po on 20221230.pdf

To: The Secretary, Town Planning Board,

15/F, North Point Government Offices,

333 Java Road, North Point,

Hong Kong,

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Ka-Po

[redacted]

Email : [redacted]

Thank you for your attention.

Regards,
Paul Tse Ka-Po.

From: Tse Ka Po [redacted]

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 30 December 2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
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near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
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7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of waterbirds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

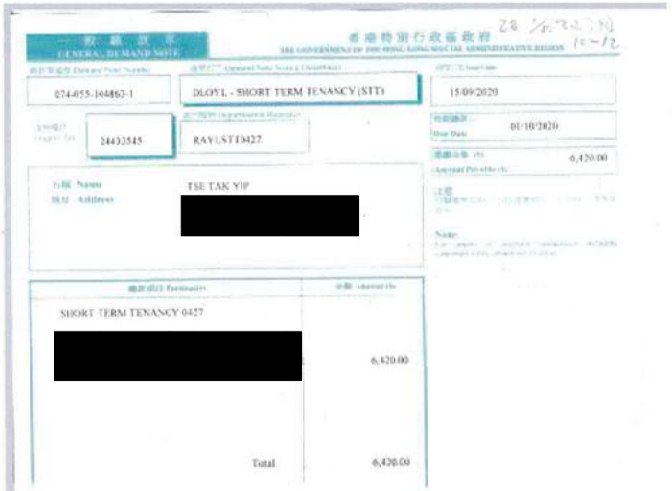
I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家寶

Tse Ka Po.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

074-055-164863-1 | DLOYL - SHORT TERM TENANCY (STT) | 15/09/2020

24433545 | RAYLSTT0427 | 01/10/2020

6,420.00

TSE TAK YIP

[redacted]

SHORT TERM TENANCY 0427

[redacted] 6,420.00

Total 6,420.00



Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

[redacted]

Evidence for Comment #1

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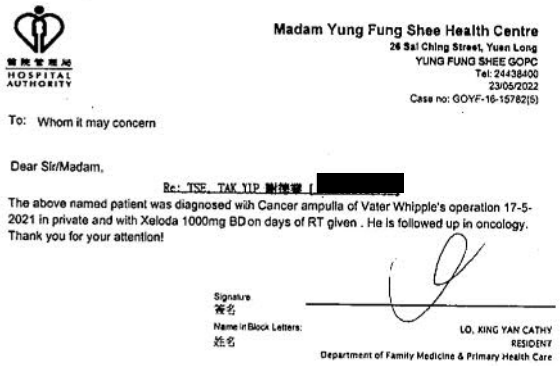

HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology. Thank you for your attention!

Signature
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

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Evidence for Comment #8

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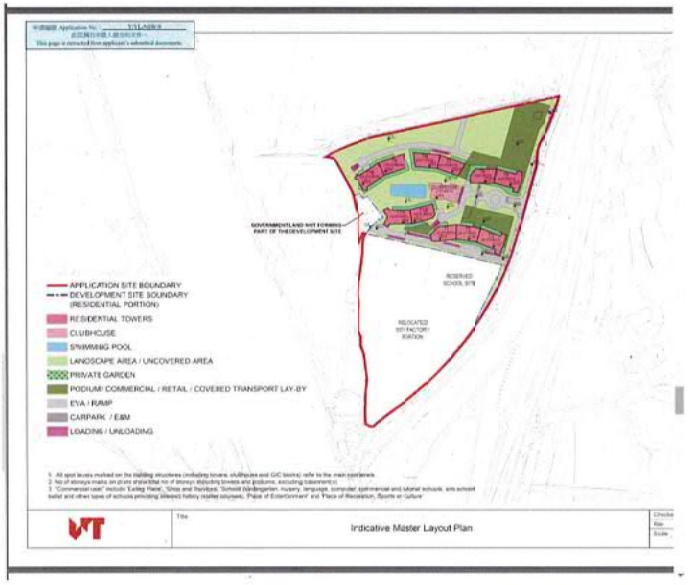

Evidence for Comment #12:

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234 附加1

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I would like to lodge an objection to the application Y/YL-NSW/9.
Please find attached details of my comments.

「提意見人」姓名／名稱 Name of person/company making this comment Tse Ka Po
簽署 Signature 謝家寶 日期 Date 28/12/2022.

RECEIVED
30 DEC 2022
Town Planning Board

From: Tse Ka Po [redacted]

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 28 December 2022.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. My family rent the land by the river from the government via Short Term Tenancy (#C427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
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謝家寶

Tse Ka Po.

Attachments of evidence in support of my comments in the letter



一般繳款書
GENERAL DEMAND NOTE
香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

074-055-104863-1 | DLOYL - SHORT TERM TENANCY (STT) | 15/09/2020

24433545 | RAYLST/0427 | 01/10/2020

6,420.00

姓稱 Name: TSE TAK YIP
地址 Address: [redacted]

Note:

SHORT TERM TENANCY 0427 [redacted]	6,420.00
Total	6,420.00

差餉物業估價署
Rating and Valuation Department
Demand for Rates and/or Government Rent

[redacted]

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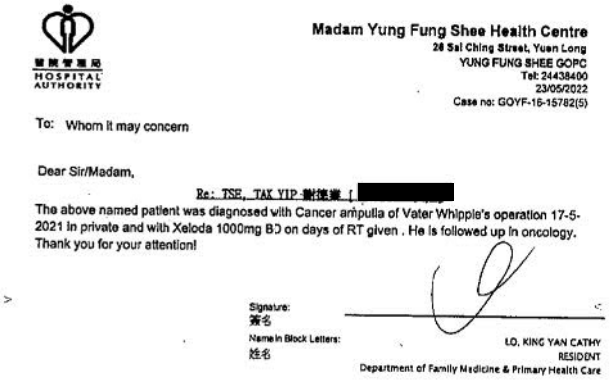

HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
28 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

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Re: TSE, TAK YIP 謝德業 [redacted]

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Thank you for your attention!

Signature: 簽名
Name in Block Letters: 姓名
LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

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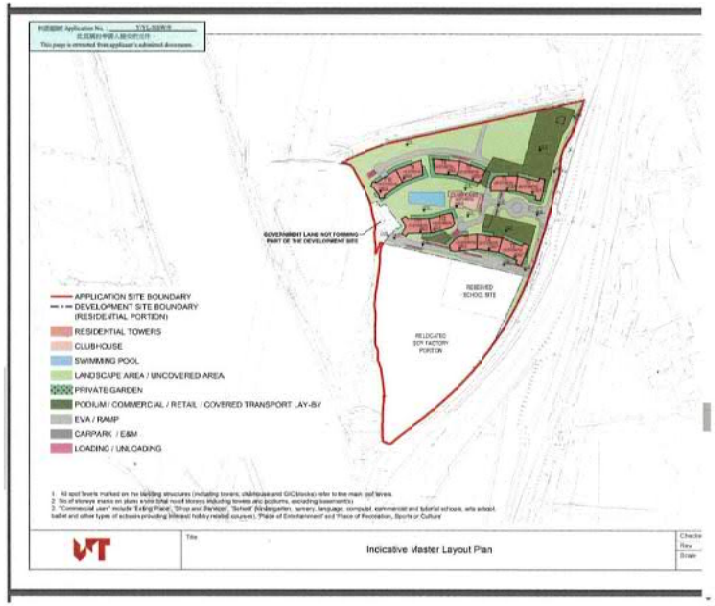

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"Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

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致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I oppose to the above planning application. The proposed development is not in line with the planning intention of wetland buffer area. It has adverse impact on the ecology of Kam Tin River and the wetlands in the vicinity of the application site. The proposed high-rise residential development will introduce a huge number of population that cannot be supported by the present traffic infrastructure.
The application should not be approved.

「提意見人」姓名／名稱 Name of person/company making this comment Maggie Ho
簽署 Signature [signature] 日期 Date 29-Dec-2022

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人反对將此鄰政府土地劃為住宅，当地已有人居住，本人返对遷徙現有居民，發展商不應剝奪原地居民權益；本人亦質疑發展商以生態價值低為由發展濕地緩衝區，嚴重低估对生態的影响，一旦申請獲批，將立下極壞先例。

「提意見人」姓名／名稱 Name of person/company making this comment 謝凱健
簽署 Signature 謝凱健 日期 Date 30/12/2022

RECEIVED
30 DEC 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

The proposed high-rise residential development is clearly incompatible with the nearby open and low-density rural landscape. It would lead to huge disturbance to the adjacent ecologically sensitive wetlands. I urge the TPB to reject the application.

「提意見人」姓名／名稱 Name of person/company making this comment Sang Chan
簽署 Signature SC 日期 Date 29/12/2022.

RECEIVED
30 DEC 2022
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人反对以上項目申請。
申請項目影响河流及河岸附近野生动物的生活，
項目亦对濕地緩衝區的树木花卉造成負面影响，
周边交通配套亦未完善，
項目不應獲批。

「提意見人」姓名／名稱 Name of person/company making this comment Fanny Siu
簽署 Signature Siu 日期 Date 30/12/2022.

RECEIVED
30 DEC 2022
Town Planning Board

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand perscnal&publi

Comments on the Section 12A Application No. Y/YL-NSW/9
27/01/2023 08:01

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
File Ref:

1 attachment

TPB20230127(NSW9).pdf

Dear Sir/Madam,

Please refer to the attachment for the captioned.

Yours faithfully,
Ng Hei Man (Mr.)
Campaign Manager
The Conservancy Association
T: 2728 6781
D: 2272 0303
F: 2728 5538
Registered Name 註冊名稱 : The Conservancy Association 長春社
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

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長春社 Since1968
The Conservancy Association
會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Nagret Place一期 13 樓 1305-6 室
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk
電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk

27th January 2023

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

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

Dear Sir/Madam,

Comments on the Section 12A Application No. Y/YL-NSW/9

The Conservancy Association (CA) OBJECTS to the captioned application.

1. Not in line with the planning intention of Wetland Buffer Area (WBA)
According to the Town Planning Board Guidelines for Application for Developments within Deep Bay Area (TPB PG-No. 12C), the application site is located within WBA. The planning intention of WBA is "*to protect the ecological integrity of the fish ponds and wetland within the WCA and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds*".

A Section 12A application Y/YL-NSW/3 has once been submitted to Town Planning Board at part of the site currently zoned "Open Storage" in 2014 to facilitate a development of shopping mall cum hotel. We note that number of buildings, maximum building height, and numbers of storeys of proposed development (Table 1) are higher than the previous one.

Table 1 Development parameter of Y/YL-NSW/3 and Y/YL-NSW/9

	Y/YL-NSW/3	Y/YL-NSW/9
No. of block	4 (shopping mall cum hotel development)	11 residential towers 1 school 1 relocated soy sauce factory
Maximum building height	46mPD	<115mPD
No. of storeys	11	<28

The proposed development would also introduce an additional of population of 8,099, and 3,115 flats. In general, it appears that much higher level of development would be resulted in the subject site. Such large development scale would potentially induce adverse off-site disturbance impacts on adjacent wetland in WCA, affect ecological function and integrity of Deep Bay wetland ecosystems. We opine that this is definitely

長春社 Since1968
The Conservancy Association
會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place一期 13樓 1305-6 室
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk
電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk

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網址 Website:www.cahk.org.hk
電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk

not in line with the TPB PG-No. 12C and planning intention of WBA.

2. Incompatible with development scale outside WBA

Figure 2.4 of the Planning Statement demonstrates development intensity profile of the site and its surrounding environment outside WBA. The applicant makes reference to the proposed public housing development in Sha Po Tsuen, with a plot ratio of 6.5, and demonstrate that the plot ratio of proposed development is following a gradual descending development density from east of San Tin Highway towards WBA and Deep Bay area. However, such observation fails to consider the development density in adjacent environment, particularly Park Yoho (Table 2).

Table 2 Development parameters of current application and Park Yoho

	Y/YL-NSW/9	Park Yoho	Park Yoho Phase 2	Park Yoho Phase 3
Plot ratio	<2.5	1.024	1.64	1.254
Building height (storeys)	<115mPD (<28)	62.2mPD (16)	62.2mPD (16)	66.35mPD (18)

In short, the development scale of the proposed application is not only incompatible with the rural, low-density development in WBA, but also the development density outside WBA.

3. Adverse ecological impacts

Despite provision of Ecological Impact Assessment (EcoIA), we are still doubtful that at least some of the potential ecological impacts remains unsolved:

i. Disturbance on bird species at Kam Tin Main Drainage Channel (MDC): From the EcoIA, high diversity of waterbird species such as Black-faced Spoonbill, Chinese Pond Heron, Northern Shoveler, Pied Avocet, etc., can be spotted at the channel in the west of the application site. Off-site negative impact, such as construction noise during construction phase and human activities during operation phase, would adversely affect foraging behavior of these birds. However, it seems that the EcoIA still fails to justify how these impacts can be avoided or mitigated.

ii. Disruption on flight lines of waterbirds: The EcoIA of Y/YL-NSW/3 has once revealed that a total of 8 Black-faced Spoonbill, listed as "Endangered" under IUCN Red List, were recorded flying at the west of subject site parallel to Kam Tin MDC in December 2012 and January 2013. It also showed that all flight lines, including major and minor, pass through the north of subject site towards Kam Tin MDC, the adjacent mitigation wetland and fish ponds. In this way, we still worry that potential disruption on flight lines on waterbirds would be resulted.

iii. Light disturbance: Additional light source from residential towers and open space would pose disturbance on birds and other wildlife, such as night roost of ardeids at Kam Tin MDC. Section 6.4.9 of the EcoIA mentions that "*Since the Yuen Long Highway viaduct is located between these night roosts and the Application Site and is very close to the night roost, the night roosts are largely within the shadow zone of the viaduct such that the viaduct could block most light to these night roosts of the Application Site*". However, the proposed residential towers are 28-29 storeys high and we are very doubtful how such evaluation can apply to such high-rise residential towers. We opine that the applicant fails to evaluate potential light impact properly and suggest measures to avoid or mitigate potential light disturbance during the construction and operation phase.

iv. Bird collision: Even though Section 6.4.10 of the EcoIA mentions that the current residential development would not have extensive glass façade, the height of residential towers, as mentioned above, would be substantial and they tends to have more areas of glass. Meanwhile, nocturnal avian collision with buildings is not clearly identified and evaluated in the EcoIA. Therefore, we do not agree with the conclusion mentioned in Table 7.1 of the EcoIA that no mitigations are required for bird collision.

4. Potential cumulative impacts

Section 8.1.1 mentioned that "*For those planning projects which were within the 500m Study Area but withdrawn or no approval status, it is considered not appropriate to include those projects as concurrent projects for the purpose of this cumulative impact assessment*". Such definition of concurrent projects would lead to great under-estimation of potential cumulative impacts. We especially worry that exclusion of some particular projects, such as Y/YL-NSW/8 (just situated at the north of the subject site), Northern Link, etc., would downplay interactions between the environmental impacts of the project and the environmental impacts of other developments.

Over the past decade, many large-scale development applications inside WBA around Nam Sang Wai have been approved or submitted for approval. The entire region has been under high development pressure. Approving the captioned application would set undesirable precedent for similar applications for large-scale development in the area. Development would further encroach into lands with conservation and landscape values, decreasing overall quality of the environment.

Yours faithfully,
Ng Hei Man
Campaign Manager
The Conservancy Association

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I object to the above application because it affects the living neighborhood, causes damage to the natural environment and has negative impact on the ecology. The application is not compatible with the intention of Wetland Buffer zone. It will threaten the important Ramsar Site in Mai Po Inner Deep Bay. The proposed project for the rezone plan will introduce thousands of new residents to the Wetland Buffer Area. This will unavoidably bring long term disturbances to the adjacent Wetland Conservation Area. I strongly oppose the application Y/YL-NSW/9.

「提意見人」姓名／名稱 Name of person/company making this comment Maggie Ho
簽署 Signature Mag Ho 日期 Date 5-Apr-2023

RECEIVED
- 6 APR 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人強烈反對有關申請，
申請將引入大批居民，現有交通配套
不能負荷，發展亦破壞環境保育區，
對自然生態有負面影響，
勢將把濕地候鳥趕走，
基於以上理由，不認為絕對不應
批准規劃申請。

「提意見人」姓名／名稱 Name of person/company making this comment Fanny Siu
簽署 Signature 蕭婉玉 日期 Date 5-Apr-2023

RECEIVED
- 6 APR 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I would like to lodge an objection to the planning applicatin Y/YL-NSW/9.
Please find enclosed details of my comments in objection to the application.

「提意見人」姓名／名稱 Name of person/company making this comment 謝嘉立
簽署 Signature TSE KA LAP 日期 Date 6-Apr-2023

RECEIVED
- 6 APR 2023
Town Planning Board

302

From: Tse Ka-Lap
[redacted]

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

Cc: District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 6 Apr 2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of DD107 since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact

that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

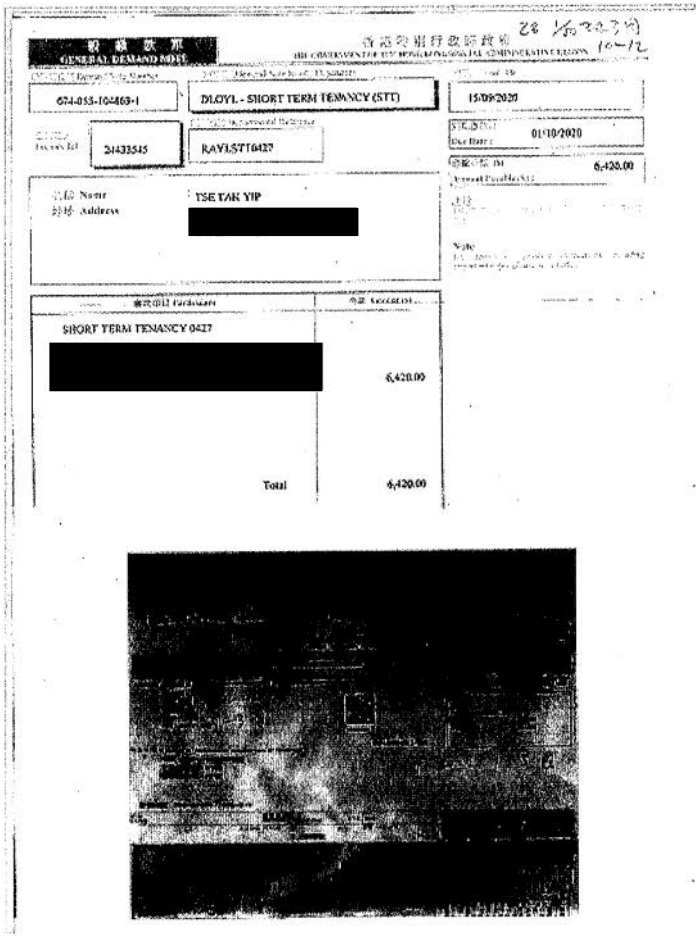
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of waterbirds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Tse Ka-Lap.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

674-053-104469-1

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

24433545

RAVLSTT0427

01/10/2020

6,420.00

Name

TSE TAK YIP

Address

[redacted]

SHORT TERM TENANCY 0427

[redacted]

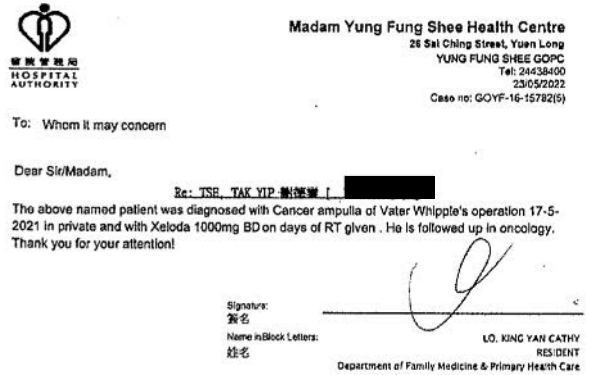
6,420.00

Total

6,420.00

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature:
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



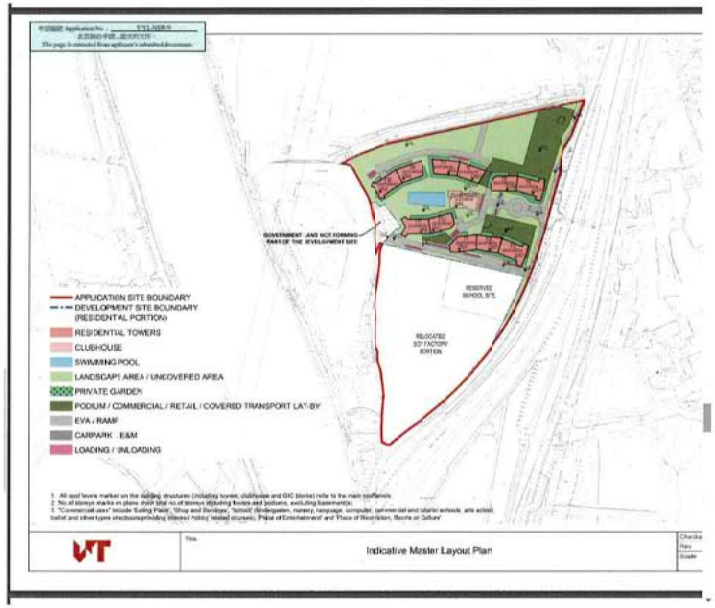






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I object the application Y/YL-NSW/9
Please find attached my comments
against the above planning application.

「提意見人」姓名／名稱 Name of person/company making this comment TSE TAK YIP
簽署 Signature [signature] 日期 Date 6 APR 2023

RECEIVED
- 6 APR 2023
Town Planning Board

303

From: Tse Tak Yip

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 06-Apr-2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of [redacted] since 1979. I rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built on the government land of DD107. I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 75 years old. My wife is 74 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. I am now recuperating in the above address after treatment and I am very weak. Staying in my current home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceeds, the planned development will make the environment of

our house adverse to my health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and odour will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter



一般繳款單
GENERAL DEMAND NOTE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

20 1/10 2023 用 10-12

074-055-104163-1	DLOYL - SHORT TERM TENANCY (STT)	15/09/2020
24433515	RAYLSTT0427	01/10/2020
		6,420.00

名稱 Name: TSE TAK YIP
地址 Address: [redacted]

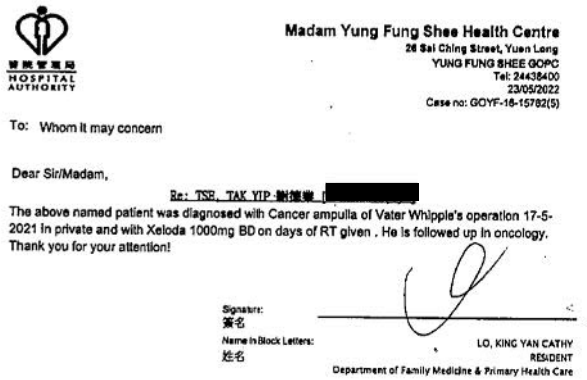
Particulars	Amount (%)
SHORT TERM TENANCY0427	
[redacted]	6,420.00
Total	6,420.00

Rating and Valuation Department
Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy (#0427).
I have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature:
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

I have been suffering from cancer since 2021. I am receiving medical treatments. The family home and stable environment are critical to my recovery.



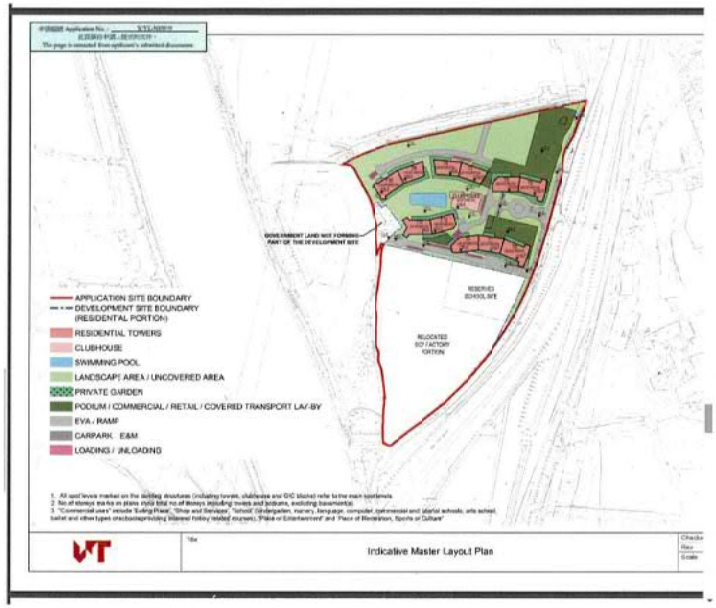






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document
"Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Bryan Tse's objection to Planning Application Y/YL-NSW/9 on 20230405
05/04/2023 10:33

From: [redacted]
To: TPBpc@plard.gov.hk
Cc: Landsd@landsd.gov.hk, fsyledpo@pland.gov.hk, Gendloyl@landsd.gov.hk, Enquiry@epd.gov.hk, mailbox@afcd.gov.hk, DOYL@had.gov.hk
File Ref:

1 attachment

To the TPD regarding application Y_YL-NSW_9 from Bryan Tse on 20230404.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Bryan Tse Ka-Shu
[redacted]

Thank you for your attention.

Regards,
Bryan Tse.

From: Bryan Tse

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 4 Apr 2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of DD107 since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance

such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of waterbirds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Bryan Tse.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

074-055-10-0463-1 | DLO/YL - SHORT TERM TENANCY (STT) | 15/09/2020

21433545 | RAYLSTT0427 | 01/10/2029 | 6,420.00

Name: TSE TAK YIP

Address: [redacted]

SHORT TERM TENANCY 0427 [redacted]	6,420.00
Total	6,420.00

Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

F 2021. 1-3 月

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature 簽名

Name in Block Letters: 姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



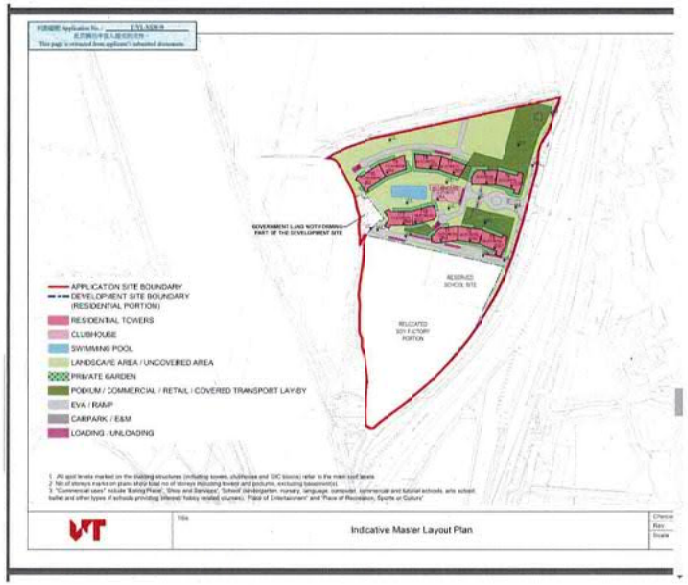






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Chan Chun Sum's objection to Planning Application Y/YL-NSW/9 on 5-Apr-2023
05/04/2023 11:03

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: Landsd@landsd.gov.hk, fsyledpc@plard.gov.hk, Gendloyl@landsd.gov.hk, Enquiry@epc.gov.hk, mailbox@afcd.gov.hk, DOYL@had.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Chan Chun Sum on 20230405 regarding application Y_YL-NSW_9.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Chan Chun Sum
[redacted]

Thank you for your attention.

Best regards,
Chan Chun Sum.

From : Ms Chan Chun Sum

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

Date: 5-Apr-2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of the land lot in Yuen Long DD107 since 1979. My husband rent the land by the river from the government via Short Term Tenancy (#0427). I found my house area included in the application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My husband, my son and I are still living in this family home since it was built 43 years. We are retired people now.
3. I am 74 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceeds, the planned development will make the environment of our house adverse to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will

deteriorate the air quality and impose respiratory problems that can be dangerous to my husband for his lung issue.

(b) The noise and odour will irritate us and make us tense all the time

(c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.

(d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.

7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land (together with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature.
簽名

Name in Block Letters.
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My husband, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



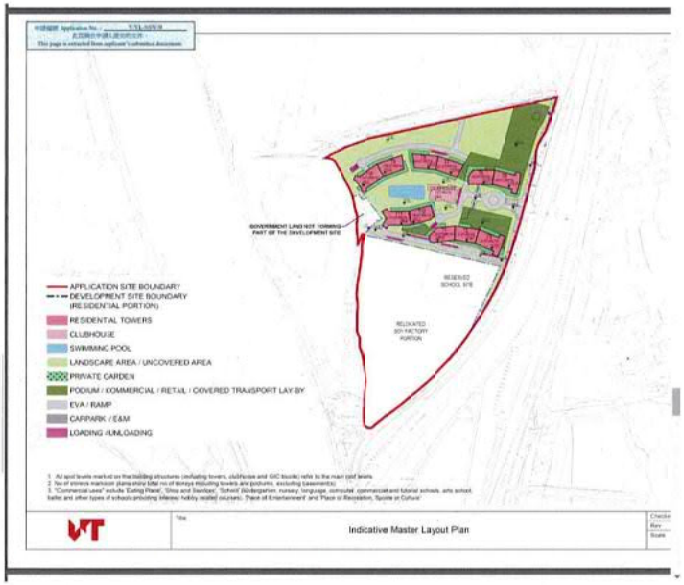






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to Planning Application Y/YL-NSW/9 on 20230406
06/04/2023 11:37

From: [redacted]
To: TPBpd <TPBpd@pland.gov.hk>
Cc: Landsd@landsd.gov.hk, fsyledpo@pland.gov.hk, Gendlbyl@landsd.gov.hk, Enquiry@epd.gov.hk, mailbox@afcd.gov.hk, DOYL@had.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Ka Po on 202304C5.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration.

The letter has also been copied to other relevant departments.

My contact details are as follows.
Name : Tse Ka-Po
[redacted]

Thank you for your attention.

Regards,
Tse Ka-Po.

From: Tse Ka Po ([redacted])

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 6 Apr 2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of waterbirds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.

12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家寶

Tse Ka Po.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



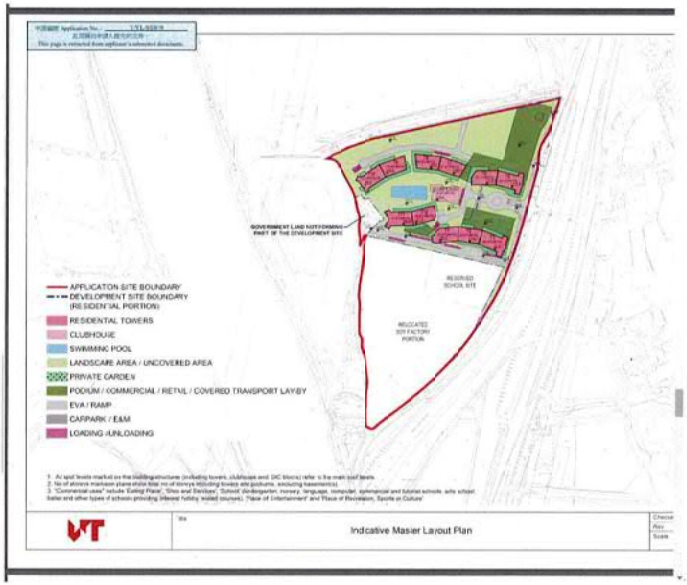






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

意見期申請/覆核提出意見 Making Comment on Planning Application / Review

參考編號 **Reference Number:**	230408-163643-15613
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	08/04/2023 16:36:43
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Patrick Chin

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area.
The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with th e increased population and vehicles.

I urge the town planning board to reject the application.

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

參考編號 **Reference Number:**	230408-164217-17629
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	08/04/2023 16:42:17
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Catherine Chau

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby, particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

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

參考編號 **Reference Number:**	230408-164829-23588
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	08/04/2023 16:48:29
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Warren Siu

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees. The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.

I urge the Town Planning Board to reject the application.

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

參考編號 **Reference Number:**	230408-165434-03104
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	08/04/2023 16:54:34
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Mandy Lee

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecologic al impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

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

參考編號 **Reference Number:**	230409-113800-53316
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	09/04/2023 11:38:00
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Wendy Wong

意見詳情
Details of the Comment :

I would like to lodge an objection to the application Y/YL-NSW/9.

It damages the natural environment of the neighboring Wetlands Buffer Area. It has negative impact on the ecology including birds and trees.
The new population creates heavy traffic to the neighborhood. That is nuisance to existing residents of the area.

I urge the Town Planning Board to reject the application.

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

參考編號 **Reference Number:**	230409-114118-42583
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	09/04/2023 11:41:18
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Michelle Lai

意見詳情
Details of the Comment :

I am in opposition to the application Y/YL-NSW/9 .

The application and its development is not compatible with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

Town Planning Board should reject the application.

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

參考編號 **Reference Number:**	230409-114449-23129
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	09/04/2023 11:44:49
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Margaret Lam

意見詳情
Details of the Comment :

I am against the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I strongly urge the town planning board to reject the application.

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

參考編號
Reference Number: 230409-115158-00807

提交限期
Deadline for submission: 11/04/2023

提交日期及時間
Date and time of submission: 09/04/2023 11:51:58

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

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

意見詳情
Details of the Comment :

I am against the application and its related development.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

I urge the TPB to reject the application Y/YL-NSW/9.

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

參考編號
Reference Number: 230409-115846-22625

提交限期
Deadline for submission: 11/04/2023

提交日期及時間
Date and time of submission: 09/04/2023 11:58:46

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

「提意見人」姓名/名稱
Name of person making this comment: 女士 Ms. 李寶華

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9.

It damages the natural environment of the neighboring Wetlands Buffer
Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance
to existing residents of the neighborhood.

I urge the Town Planning Board to reject the application.

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

參考編號 **Reference Number:**	230411-094830-54579
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	11/04/2023 09:48:30
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Aaron Kwok

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.

It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds, trees and fish. The new population adds heavy traffic to the area. That is nuisance to existing residents of the area.

I urge the Town Planning Board to reject the application Y/YL-NSW/9.

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

參考編號 **Reference Number:**	230411-095032-50034
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	11/04/2023 09:50:32
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Frederick Chan

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

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

參考編號 **Reference Number:**	230411-095212-49432
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	11/04/2023 09:52:12
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Anita Yuen

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

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

參考編號 **Reference Number:**	230411-095556-64663
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	11/04/2023 09:55:56
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Kimmy Cheung

意見詳情
Details of the Comment :

I strongly oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby, particularly at the roundabout near Fairview Park.
The population introduced by the proposed development is going to make the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

I urge the Town Planning Board to reject the application Y/YL-NSW/9.

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

參考編號 **Reference Number:**	230411-102508-51352
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	11/04/2023 10:25:08
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tse Hoi Kin

意見詳情
Details of the Comment :

I am against the planning application Y/YL-NSW/9.

The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay. Furthermore, the proposed project for the rez one plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.

The application should be rejected.

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

參考編號 **Reference Number:**	230411-102852-93411
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	11/04/2023 10:28:52
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tse Hei Lok

意見詳情
Details of the Comment :

I am against the application Y/YL-NSW/9

The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area. The development plan causes disruption of fligh t lines of waterbirds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.

322

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

參考編號 **Reference Number:**	230411-175503-88240
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	11/04/2023 17:55:03
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 陳建生

意見詳情
Details of the Comment :

本人反對 Y/YL-NSW/9 的規劃申請。

本人認為申請跟濕地發展有衝突，數年前就該同一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

本人懇請規劃署否決這項申請。

323

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

參考編號 **Reference Number:**	230411-174935-37036
提交限期 **Deadline for submission:**	11/04/2023
提交日期及時間 **Date and time of submission:**	11/04/2023 17:49:35
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 陳廣生

意見詳情
Details of the Comment :

本人強烈反對 Y/YL-NSW/9 的申請

地產商近日率先向城規會申請，向元朗南生圍潭尾的濕地緩衝區「開刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出鬆綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

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Comments on the Section 12A Application No. Y/YL-NSW/9
11/04/2023 18:57

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
File Ref:

1 attachment

TPB20230411(NSW9).pdf

Dear Sir/Madam,

Please refer to the attachment for the captioned.

Yours faithfully,

Ng Hei Man (Mr.)
Campaign Manager
The Conservancy Association
T: 2728 6781
D: 2272 0303
F: 2728 5538
Registered Name註冊名稱 : The Conservancy Association 長春社
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

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長春社 Since1968
The Conservancy Association
會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期 13 樓 1305-6 室
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk
網址 Website:www.cahk.org.hk

11th April 2023

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

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

Dear Sir/Madam,

Comments on the Section 12A Application No. Y/YL-NSW/9

The Conservancy Association (CA) OBJECTS to the captioned application.

1. Not in line with the planning intention of Wetland Buffer Area (WBA)

According to the Town Planning Board Guidelines for Application for Developments within Deep Bay Area (TPB PG-No. 12C), the application site is located within WBA. The planning intention of WBA is "*to protect the ecological integrity of the fish ponds and wetland within the WCA and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds*".

A Section 12A application Y/YL-NSW/3 has once been submitted to Town Planning Board at part of the site currently zoned "Open Storage" in 2014 to facilitate a development of shopping mall cum hotel. We note that number of buildings, maximum building height, and numbers of storeys of proposed development (Table 1) are higher than the previous one.

Table 1 Development parameter of Y/YL-NSW/3 and Y/YL-NSW/9

	Y/YL-NSW/3	Y/YL-NSW/9
No. of block	4 (shopping mall cum hotel development)	11 residential towers 1 school

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會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期 13 樓 1305-6 室
電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk

		1 relocated soy sauce factory
Maximum building height	46mPD	<115mPD
No. of storeys	11	<28

The proposed development would also introduce an additional of population of 8,099, and 3,115 flats. In general, it appears that much higher level of development would be resulted in the subject site. Such large development scale would potentially induce adverse off-site disturbance impacts on adjacent wetland in WCA, affect ecological function and integrity of Deep Bay wetland ecosystems. We opine that this is definitely not in line with the TPB PG-No. 12C and planning intention of WBA.

2. Incompatible with development scale outside WBA

Figure 2.4 of the Planning Statement demonstrates development intensity profile of the site and its surrounding environment outside WBA. The applicant makes reference to the proposed public housing development in Sha Po Tsuen, with a plot ratio of 6.5, and demonstrate that the plot ratio of proposed development is following a gradual descending development density from east of San Tin Highway towards WBA and Deep Bay area. However, such observation fails to consider the development density in adjacent environment, particularly Park Yoho (Table 2).

Table 2 Development parameters of current application and Park Yoho

	Y/YL-NSW/9	Park Yoho	Park Yoho Phase 2	Park Yoho Phase 3
Plot ratio	<2.5	1.024	1.64	1.254
Building height (storeys)	<115mPD (<28)	62.2mPD (16)	52.2mPD (16)	66.35mPD (18)

In short, the development scale of the proposed application is not only incompatible with the rural, low-density development in WBA, but also the development density outside WBA.

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The Conservancy Association
會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期 13 樓 1305-6 室
電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk

3. Adverse ecological impacts

Despite provision of Ecological Impact Assessment (EcoIA), we are still doubtful that at least some of the potential ecological impacts remains unsolved:

i. Disturbance on bird species at Kam Tin Main Drainage Channel (MDC): From the EcoIA, high diversity of waterbird species such as Black-faced Spoorbill, Chinese Pond Heron, Northern Shoveler, Pied Avocet, etc., can be spotted at the channel in the west of the application site. Off-site negative impact, such as construction noise during construction phase and human activities during operation phase, would adversely affect foraging behavior of these birds. However, it seems that the EcoIA still fails to justify how these impacts can be avoided or mitigated

ii. Disruption on flight lines of waterbirds: The EcoIA of Y/YL-NSW/3 has once revealed that a total of 8 Black-faced Spoonbill, listed as "Endangered" under IUCN Red List, were recorded flying at the west of subject site parallel to Kam Tin MDC in December 2012 and January 2013. It also showed that all flight lines, including major and minor, pass through the north of subject site towards Kam Tin MDC, the adjacent mitigation wetland and fish ponds. In this way, we still worry that potential disruption on flight lines on waterbirds would be resulted.

iii. Light disturbance: Additional light source from residential towers and open space would pose disturbance on birds and other wildlife, such as night roost of ardeids at Kam Tin MDC. Section 6.4.9 of the EcoIA mentions that "*Since the Yuen Long Highway viaduct is located between these night roosts and the Application Site and is very close to the night roost, the night roosts are largely within the shadow zone of the viaduct such that the viaduct could block most light to these night roosts of the Application Site*". However, the proposed residential towers are 28-29 storeys high and we are very doubtful how such evaluation can apply to such high-rise residential towers. We opine that the applicant fails to evaluate potential light impact properly and suggest measures to avoid or mitigate potential light disturbance during the construction and operation phase.

iv. Bird collision: Even though Section 6.4.10 of the EcoIA mentions that the current residential development would not have extensive glass façade, the

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The Conservancy Association
會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期 13 樓 1305-6 室
電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk
Add.: Units 1305-6, 13/F, Tower 1, Magset Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk

height of residential towers, as mentioned above, would be substantial and they tends to have more areas of glass. Meanwhile, nocturnal avian collision with buildings is not clearly identified and evaluated in the EcoIA. Therefore, we do not agree with the conclusion mentioned in Table 7.1 of the EcoIA that no mitigations are required for bird collision.

4. Potential cumulative impacts

Section 8.1.1 mentioned that "*For those planning projects which were within the 500m Study Area but withdrawn or no approval status, it is considered not appropriate to include those projects as concurrent projects for the purpose of this cumulative impact assessment*". Such definition of concurrent projects would lead to great under-estimation of potential cumulative impacts. We especially worry that exclusion of some particular projects, such as Y/YL-NSW/8 (just situated at the north of the subject site), Northern Link, etc., would downplay interactions between the environmental impacts of the project and the environmental impacts of other developments.

Over the past decade, many large-scale development applications inside WBA around Nam Sang Wai have been approved or submitted for approval. The entire region has been under high development pressure. Approving the captioned application would set undesirable precedent for similar applications for large-scale development in the area. Development would further encroach into lands with conservation and landscape values, decreasing overall quality of the environment.

Yours faithfully,
Ng Hei Man
Campaign Manager
The Conservancy Association

就規劃申請提出意見
Comments on Planning Application

RECEIVED 5 JUN 2023 Town Planning Board

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致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人強烈反對有關規劃申請
以下六頁附件列舉了
本人对有關申請的意見。

「提意見人」姓名／名稱 Name of person/company making this comment Chan Chun Sum
簽署 Signature 陳春心 日期 Date 5 Jun 2023

From : Ms Chan Chun Sum

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

Date: 5-Jun-2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of the land lot [redacted] since 1979. My husband rent the land by the river from the government via Short Term Tenancy (#0427). I found my house area included in the application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My husband, my son and I are still living in this family home since it was built 43 years. We are retired people now.
3. I am 74 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceeds, the planned development will make the environment of our house adverse to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my husband for his lung issue.
   (b) The noise and odour will irritate us and make us tense all the time
   (c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land (together with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

[redacted]

DLO/YL - SHORT TERM TENANCY (STT)

15/09/2020

Due Date: 01/11/2020

[redacted]

Name 姓名: TSE TAK YIP

Address 地址: [redacted]

Note:

Particulars	Amount ($)
SHORT TERM TENANCY 0427 [redacted]	
FOR THE PERIOD OF 3 MONTHS FROM DUE DATE	[redacted]
Total	[redacted]

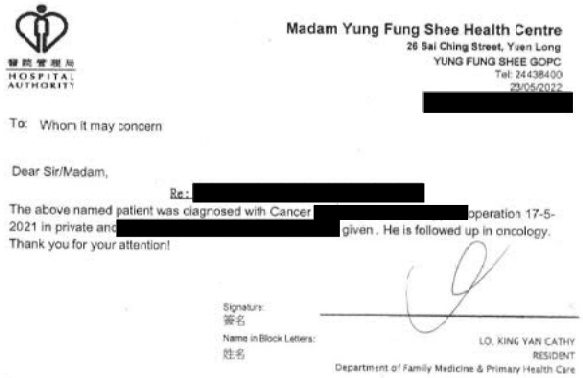
Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



醫院管理局
HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
[redacted]
ZM05/2022

To: Whom it may concern

Dear Sir/Madam,

Re: [redacted]

The above named patient was diagnosed with Cancer [redacted] operation 17-5-2021 in private and [redacted] given . He is followed up in oncology.
Thank you for your attention!

Signature:
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My husband, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



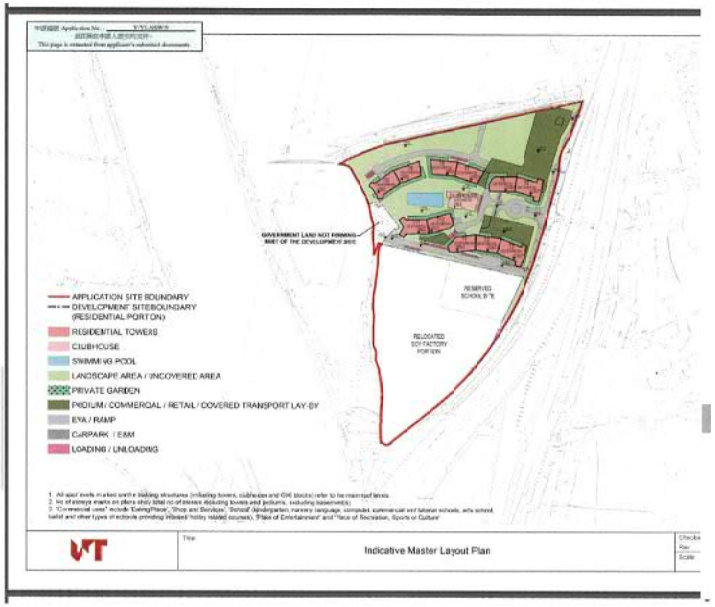






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

就規劃申請提出意見
Comments on Planning Application

Seq 7 327

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I object to the application Y/YL-NSW/9
Please find enclosed details of my comments in objection to the application.

「提意見人」姓名／名稱 Name of person/company making this comment TSE TAK YIP
簽署 Signature 謝德业 日期 Date 6/6/2023

From: Tse Tak Yip [redacted]

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 06-Jun-2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of [redacted] since 1979. I rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built on the government land of [redacted]. I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 75 years old. My wife is 74 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. I am now recuperating in the above address after treatment and I am very weak. Staying in my current home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceeds, the planned development will make the environment of

our house adverse to my health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and odour will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

[redacted]

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

[redacted]

01/10/2020

[redacted]

名稱 Name: TSE TAK YIP

地址 Address: 新界元朗元龍朗鄉號新時代廣場 第8座29-F 18室

Note:

SHORT TERM TENANCY 0427	
[redacted]	
FOR THE PERIOD OF 3 MONTHS FROM DUE DATE	[redacted]
Total	[redacted]



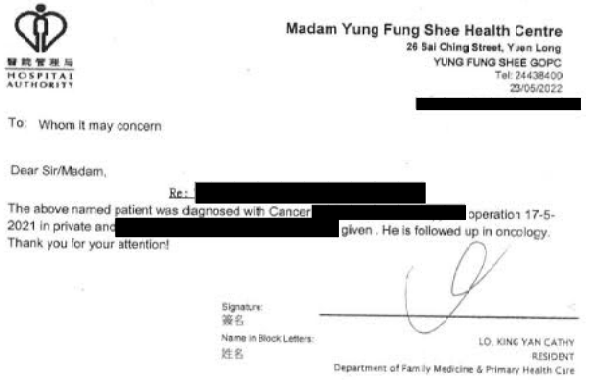
Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy (#0427).
I have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
[redacted]

To: Whom it may concern

Dear Sir/Madam,

Re: [redacted]

The above named patient was diagnosed with Cancer [redacted] operation 17-5-2021 in private and [redacted] given . He is followed up in oncology.
Thank you for your attention!

Signature:
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

I have been suffering from cancer since 2021. I am receiving medical treatments. The family home and stable environment are critical to my recovery.



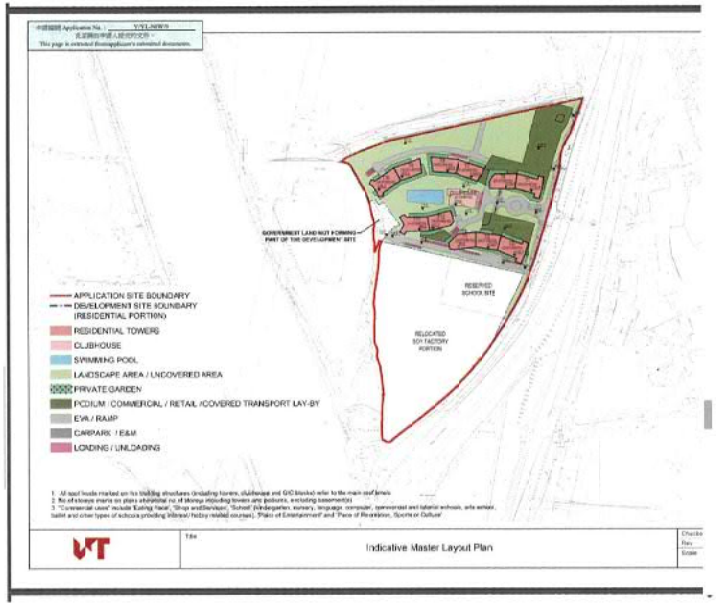






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be incluced in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

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

參考編號 **Reference Number:**	230607-124200-93681
提交限期 **Deadline for submission:**	09/06/2023
提交日期及時間 **Date and time of submission:**	07/06/2023 12:42:00
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 陳廣生

意見詳情
Details of the Comment :

反對申請!

地產商近日率先向城規會申請，向元朗南生圍潭尾的濕地緩衝區「開刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出鬆綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

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

參考編號 **Reference Number:**	230607-124439-00645
提交限期 **Deadline for submission:**	09/06/2023
提交日期及時間 **Date and time of submission:**	07/06/2023 12:44:39
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ricky Tsang

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

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

參考編號 **Reference Number:**	230607-124700-30032
提交限期 **Deadline for submission:**	09/06/2023
提交日期及時間 **Date and time of submission:**	07/06/2023 12:47:00
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Aaron Mak

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

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

參考編號 **Reference Number:**	230607-124858-06305
提交限期 **Deadline for submission:**	09/06/2023
提交日期及時間 **Date and time of submission:**	07/06/2023 12:48:58
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Coby Cheng

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer
Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance
to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.

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

參考編號 **Reference Number:**	230607-125043-82089
提交限期 **Deadline for submission:**	09/06/2023
提交日期及時間 **Date and time of submission:**	07/06/2023 12:50:43
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Margaret Lee

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

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

參考編號 **Reference Number:**	230607-125310-75477
提交限期 **Deadline for submission:**	09/06/2023
提交日期及時間 **Date and time of submission:**	07/06/2023 12:53:10
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Maggie Siu

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.

It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees. The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.

I urge the Town Planning Board to reject the application.

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☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Bryan Tse's objection to Planning Application Y/YL-NSW/9 on 20230607
07/06/2023 12:31

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: Landsd@landsd.gov.hk, fsyledpo@pland.gov.hk, Gendloyl@landsd.gov.hk, Enquiry@epd.gov.hk, mailbox@afcd.gov.hk, DOYL@had.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Bryan Tse on 20230607.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Bryan Tse Ka-Shu
Postal address [redacted]
Tel : [redacted]
Email : [redacted]

Thank you for your attention.

Regards,
Bryan Tse.

From: Bryan Tse

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 7 Jun 2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road

near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of waterbirds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Bryan Tse.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

[redacted] | DLOYL - SHORT TERM TENANCY (STT) | 15/09/2020

[redacted] | 01/10/2020

Name TSE TAK YIP
Address [redacted]

SHORT TERM TENANCY 0427
[redacted]
FOR THE PERIOD OF 3 MONTHS FROM DUE DATE [redacted]

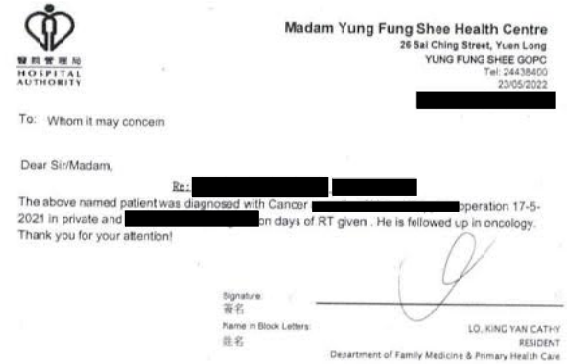
Total [redacted]

Rating and Valuation Department
Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
[redacted]

To: Whom it may concern

Dear Sir/Madam,

Re: [redacted]

The above named patient was diagnosed with Cancer [redacted] operation 17-5-2021 in private and [redacted] on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature:
Name in Block Letters:
LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 75, has been suffering from cancer since 2021. He is receiving mecical treatments. The family home and stable environment are critical to his recovery.



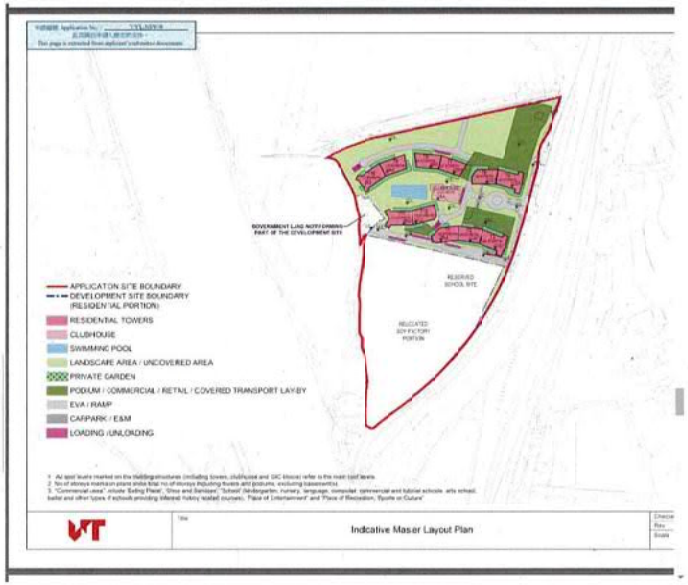






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

335

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Tse Ka Po's objection to Planning Application Y/YL-NSW/9 on 20230606
06/06/2023 18:14

From: [redacted]
To: TPBpd <TPBpd@pland.gov.hk>
Cc: Landsd@landsd.gov.hk, fsyledpo@pland.gov.hk, Gendloyl@landsd.gov.hk, Enquiry@epd.gov.hk, mailbox@afcd.gov.hk, DOYL@had.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Ka Po on 20230606.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration.

The letter has also been copied to other relevant departments.

My contact details are as follows.
Name : [redacted]
Postal address : [redacted]
Tel : [redacted]
Email : [redacted]

Thank you for your attention.

Regards,
Tse Ka-Po.

From: Tse Ka Po (Email: [redacted])

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 6 Jun 2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of DD107 since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road

near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of waterbirds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application [referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家寶

Tse Ka Po.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

D.LO/YL - SHORT TERM TENANCY (STT)

15/09/2020

01/10/2020

TSE TAK YIP

[redacted]

SHORT TERM TENANCY 0427

[redacted]

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE [redacted]

Total [redacted]

Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOVF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: [redacted]

The above named patient was diagnosed with Cancer [redacted] operation 17-5-2021 in private and [redacted] n days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature:
簽名

Name in Block Letters:
姓名

LO, KINC YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 75, has been suffering from cancer since 2021. He is receiving mecical treatments. The family home and stable environment are critical to his recovery.



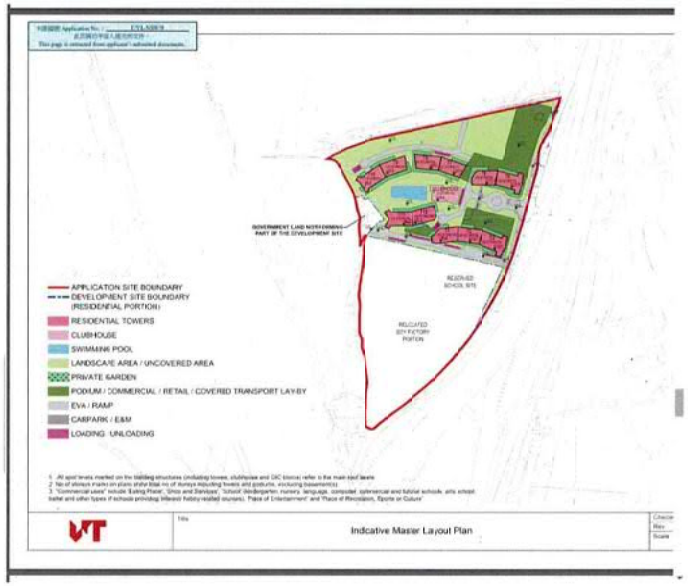






Evidence for Comment #8

Our house is located just next to the river. Various wildlife includirg cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

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

參考編號 **Reference Number:**	230607-173434-47964
提交限期 **Deadline for submission:**	09/06/2023
提交日期及時間 **Date and time of submission:**	07/06/2023 17:34:34
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Crystal Wong

意見詳情
Details of the Comment :

本人反對有關申請
申請之發展影響附近自然生態
亦對現有居民造成交通問題
在配套交通準備好前不應引入大批人口
現階段不可批準申請

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

參考編號 **Reference Number:**	230608-112547-29137
提交限期 **Deadline for submission:**	09/06/2023
提交日期及時間 **Date and time of submission:**	08/06/2023 11:25:47
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Angel Wong

意見詳情
Details of the Comment :

I oppose the application.
It destroys the Wetland Buffer Zone.
It causes disturbance to the wildlife.
It is nuisance to existing residents.

The Town Planning Board should reject the application.

339

新 界 元 朗

新 田 區 堡 圍 村

Pok Wai Village Representatives' Office

元 朗 堡 圍 村 7 8 號

敬啟者：

反對元朗青山公路-潭尾段以西丈量約份第 107 約地段第 1910 號餘段(部份) 及
第 1743 號 C 分段(部份)和毗鄰政府土地
把申請地點由「工業(丁類)」地帶，「露天貯物」地帶改劃為「住宅戊類)」地帶
(申請編號：A/YL-NSW/9)

就上述規劃申請 A/YL-NSW/9，本村一致通過反對上述申請，理由如下：

1. 該項發展計劃涉及 81,550 平方米，發展面積龐大，密度非常高，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，發展計劃涉及 266,166 平方米，11,937 住宅單位，最保守估計涉及 5 萬人的住宅項目，對現有環境影響巨大，嚴重影響鄰近村落居民。
2. 發展的屋宇高度 103 米，該區域的西邊及南邊完全被該發展樓宇阻擋，該發展區域樓宇與本村鄰近屋宇的高度有明顯的差距，破壞當區的環境及視角環境，影響本村村民屋宇視覺及通風，對附近村民權益有實在的損害及侵佔。
3. 該發展區估算約有 3,115 戶及 398 多部車輛使用，但相信該車輛的估計數目嚴重偏少，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，保守估計會增加 4,000 輛車輛，肯定遠超現有青山公路及新潭路的負荷，而現有的錦繡迴旋處及凹頭迴旋處更難負荷，將嚴重影響該區交通系統。

現時由堡圍村往青山公路一段已經公共交通設施嚴重不足，而青山公路出錦繡迴旋處一段長期擠塞，車龍往往排至堡圍路東出口，若再加上相關 266,166 平方米發展，人口增加約 5 萬多人，肯定嚴重影響本村村民公共交通及青山公路交通。

此致

規劃委員會

堡圍村代表

POK WAI VILLAGE 堡圍村公所 印

馮應祥　　文燕華

二零二三年六月五日

醫事顧問：鄧兆棠醫生

RECEIVED
- 6 JUN 2023
Town Planning Board

340

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Comments on the Section 12A Application No. Y/YL-NSW/9
09/06/2023 18:00

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
File Ref:

1 attachment

TPB20230609(NSW9).pdf

Dear Sir/Madam,

Please refer to the attachment for the captioned.

Yours faithfully,

Ng Hei Man (Mr.)
Campaign Manager
The Conservancy Association
T: 2728 6781
D: 2272 0303
F: 2728 5538
Registered Name 註冊名稱 : The Conservancy Association 長春社
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

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長春社 Since1968
The Conservancy Association
會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期 13 樓 1305-6 室
電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk

9th June 2023

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

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

Dear Sir/Madam,

Comments on the Section 12A Application No. Y/YL-NSW/9

The Conservancy Association (CA) OBJECTS to the captioned application.

1. Not in line with the planning intention of Wetland Buffer Area (WBA)

According to the Town Planning Board Guidelines for Application for Developments within Deep Bay Area (TPB PG-No. 12C), the application site is located within WBA. The planning intention of WBA is "*to protect the ecological integrity of the fish ponds and wetland within the WCA and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds*".

A Section 12A application Y/YL-NSW/3 has once been submitted to Town Planning Board at part of the site currently zoned "Open Storage" in 2014 to facilitate a development of shopping mall cum hotel. We note that number of buildings, maximum building height, and numbers of storeys of proposed development (Table 1) are higher than the previous one.

Table 1 Development parameter of Y/YL-NSW/3 and Y/YL-NSW/9

	Y/YL-NSW/3	Y/YL-NSW/9
No. of block	4 (shopping mall cum hotel development)	11 residential towers 1 school 1 relocated soy sauce factory
Maximum building height	46mPD	<115mPD
No. of storeys	11	<28

The proposed development would also introduce an additional of population of 8,099, and 3,115 flats. In general, it appears that much higher level of development would be resulted in the subject site. Such large development scale would potentially induce adverse off-site disturbance impacts on adjacent wetland in WCA, affect ecological function and integrity of Deep Bay wetland ecosystems. We opine that this is definitely not in line with the TPB PG-No. 12C and planning intention of WBA.

2. Incompatible with development scale outside WBA

Figure 2.4 of the Planning Statement demonstrates development intensity profile of the site and its surrounding environment outside WBA. The applicant makes reference to the proposed public housing development in Sha Po Tsuen, with a plot ratio of 6.5, and demonstrate that the plot ratio of proposed development is following a gradual descending development density from east of San Tin Highway towards WBA and Deep Bay area. However, such observation fails to consider the development density in adjacent environment, particularly Park Yoho (Table 2).

Table 2 Development parameters of current application and Park Yoho

	Y/YL-NSW/9	Park Yoho	Park Yoho Phase 2	Park Yoho Phase 3
Plot ratio	<2.5	1.024	1.64	1.254
Building height (storeys)	<115mPD (<28)	62.2mPD (16)	62.2mPD (16)	66.35mPD (18)

In short, the development scale of the proposed application is not only incompatible with the rural, low-density development in WBA, but also the development density outside WBA.

長春社 Since1968
The Conservancy Association
會址: 香港新界葵涌貨櫃碼頭路 77-81 號 Magnet Place 一期 13 樓 1305-6 室
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Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk

3. Adverse ecological impacts

Despite provision of Ecological Impact Assessment (EcoIA), we are still doubtful that at least some of the potential ecological impacts remains unsolved:

i. Disturbance on bird species at Kam Tin Main Drainage Channel (MDC): From the EcoIA, high diversity of waterbird species such as Black-faced Spoonbill, Chinese Pond Heron, Northern Shoveler, Pied Avocet, etc., can be spotted at the channel in the west of the application site. Off-site negative impact, such as construction noise during construction phase and human activities during operation phase, would adversely affect foraging behavior of these birds. However, it seems that the EcoIA still fails to justify how these impacts can be avoided or mitigated.

ii. Disruption on flight lines of waterbirds: The EcoIA of Y/YL-NSW/3 has once revealed that a total of 8 Black-faced Spoonbill, listed as "Endangered" under IUCN Red List, were recorded flying at the west of subject site parallel to Kam Tin MDC in December 2012 and January 2013. It also showed that all flight lines, including major and minor, pass through the north of subject site towards Kam Tin MDC, the adjacent mitigation wetland and fish ponds. In this way, we still worry that potential disruption on flight lines on waterbirds would be resulted.

iii. Light disturbance: Additional light source from residential towers and open space would pose disturbance on birds and other wildlife, such as night roost of ardeids at Kam Tin MDC. Section 6.4.9 of the EcoIA mentions that "*Since the Yuen Long Highway viaduct is located between these night roosts and the Application Site and is very close to the night roost, the night roosts are largely within the shadow zone of the viaduct such that the viaduct could block most light to these night roosts of the Application Site*". However, the proposed residential towers are 28-29 storeys high and we are very doubtful how such evaluation can apply to such high-rise residential towers. We opine that the applicant fails to evaluate potential light impact properly and suggest measures to avoid or mitigate potential light disturbance during the construction and operation phase.

iv. Bird collision: Even though Section 6.4.10 of the EcoIA mentions that the current residential development would not have extensive glass façade, the height of residential towers, as mentioned above, would be substantial and they tends to have more areas of glass. Meanwhile, nocturnal avian collision with buildings is not clearly identified and evaluated in the EcoIA. Therefore, we do not agree with the conclusion mentioned in Table 7.1 of the EcoIA that no mitigations are required for bird collision.

長春社 Since1968
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電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
電子郵件 E-mail:cahk@cahk.org.hk
Add.: Units 1305-6, 13/F, Tower 1, Magnet Place, 77-81 Container Port Road, Kwai Chung, New Territories, H.K.
網址 Website:www.cahk.org.hk

4. Potential cumulative impacts

Section 8.1.1 mentioned that "*For those planning projects which were within the 500m Study Area but withdrawn or no approval status, it is considered not appropriate to include those projects as concurrent projects for the purpose of this cumulative impact assessment*". Such definition of concurrent projects would lead to great under-estimation of potential cumulative impacts. We especially worry that exclusion of some particular projects, such as Y/YL-NSW/8 (just situated at the north of the subject site), Northern Link, etc., would downplay interactions between the environmental impacts of the project and the environmental impacts of other developments.

Over the past decade, many large-scale development applications inside WBA around Nam Sang Wai have been approved or submitted for approval. The entire region has been under high development pressure. Approving the captioned application would set undesirable precedent for similar applications for large-scale development in the area. Development would further encroach into lands with conservation and landscape values, decreasing overall quality of the environment.

Yours faithfully,
Ng Hei Man
Campaign Manager
The Conservancy Association

元朗區議會
YUEN LONG DISTRICT COUNCIL

Seq 8 341

文富穩議員 BBS
Mr Man Fu Wan

關於潭尾以西申請編號 Y/YL-NSW/9 持反對意見

敬啟者：

隨文件獲悉，申請地由「工業（丁類）」地帶、「露天貯物」地帶及顯示為「道路地方改劃為「住宅（戊類）」地帶，本人持反對意見。

一. 潭尾有非常多露天貯物及物流行業使用者，受上述規劃影響，而被迫搬遷，香港物流及運輸業欠缺長遠規劃，物流業一直佔本港經濟重要位置之一，政府應支持物流業持續發展，提供更多發展用地為必需，現時物流業用地長期供不應求，本港露天物流業用地更是短缺，露天貯物場所地方大，上蓋可提供給工業使用者興建倉庫，能滿足儲存倉存放大型貨物，但因未來新界土地發展而減少相關用地，規劃同時同樣需要保留現有土地給受影響行業，讓受影響行業繼續營生，故此 不適宜改變此地用途，應讓受影響物流行業繼續持續發展。

二. 潭尾發展申請地鄰近醬油廠，此醬油廠是現時香港為數不多現存醬油廠老字號，因應城市規劃發展，具有本土歷史文化建築已越來越少，醬油廠的存在已成為民眾了解元朗歷史文化的一部份，故希望古物古蹟辦實地考評活化醬油廠，將醬油廠作為古蹟保育保留！為民眾及下一代保留珍貴歷史文化。

二. 錦繡迴旋處交通堵塞問題長期未獲解決，臨近迴旋處現時有多項住宅申請，發展計劃是否有就交通配套設施作出規劃?

同時建議將現時規劃申請中個案合併作為交通評估，比單一交通評估更能體現問題所在：元朗米埔-錦墨 Y/YL-MP/6、元朗牛潭尾 Y/YL-NTM/5、青山公路潭尾段 Y/YL-NSW/8、石湖圍 Y/YL-NTM/8、石湖圍 Y/YL-NTM/6、Y/NTM/7、南生圍榮基村 Y/YL-NSW/7、新田練板村 Y/YL-ST/1、潭尾以西 Y/YL-NSW/9、米埔-攸墨 Y/YL-MP/7、Y/YL-MP/8、墨圍 A/YL-NSW/314。

此致

城市規劃委員會

秘書處

簽署 文富穩

元朗區議員 文富穩 BBS

2023 年 06 月 23 日

23-JUN-2023 17:01 98% P.001

343

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Comments on the Section 12A Application No. Y/YL-NSW/9
30/06/2023 12:30

From: [redacted]
To: tpbpd <tpbpd@pland.gov.hk>
Cc: Kristy Chow <kristy@cahk.org.hk>
File Ref:

1 attachment

TPB20230630(NSW9).pdf

Dear Sir/Madam,

Please refer to the attachment for the captioned.

Yours faithfully,

Ng Hei Man (Mr.)
Campaign Manager
The Conservancy Association
T: 2728 6781
D: 2272 0303
F: 2728 5538
Registered Name 註冊名稱 : The Conservancy Association 長春社
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

This email is for the sole use of the intended recipient(s) and may contain confidential information. Unauthorised use, disclosure or distribution of this email or its content is prohibited. If you have received this email in error, please delete it and notify the sender.

長春社 Since1968
The Conservancy Association
通訊地址: 九龍深水埗欽州街西 26 號荔馬會-長春社綠滿林廊 電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 5538
Add.: Jockey Club - The Conservancy Association Urban Forestry 電子郵件 E-mail:cahk@cahk.org.hk
Green Hub, 26 Yen Chow Street West, Sham Shui Po, Kowloon
網址 Website:www.cahk.org.hk

30th June 2023

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

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

Dear Sir/Madam,

Comments on the Section 12A Application No. Y/YL-NSW/9

The Conservancy Association (CA) OBJECTS to the captioned application.

1. Not in line with the planning intention of Wetland Buffer Area (WBA)

According to the Town Planning Board Guidelines for Application for Developments within Deep Bay Area (TPB PG-No. 12C), the application site is located within WBA. The planning intention of WBA is "*to protect the ecological integrity of the fish ponds and wetland within the WCA and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds*".

A Section 12A application Y/YL-NSW/3 has once been submitted to Town Planning Board at part of the site currently zoned "Open Storage" in 2014 to facilitate a development of shopping mall cum hotel. We note that number of buildings, maximum building height, and numbers of storeys of proposed development (Table 1) are higher than the previous one.

Table 1 Development parameter of Y/YL-NSW/3 and Y/YL-NSW/9

	Y/YL-NSW/3	Y/YL-NSW/9
No. of block	4 (shopping mall cum hotel development)	11 residential towers 1 school
		1 relocated soy sauce factory
Maximum building height	46mPD	<115mPD
No. of storeys	11	<28

The proposed development would also introduce an additional of population of 8,099, and 3,115 flats. In general, it appears that much higher level of development would be resulted in the subject site. Such large development scale would potentially induce adverse off-site disturbance impacts on adjacent wetland in WCA, affect ecological function and integrity of Deep Bay wetland ecosystems. We opine that this is definitely not in line with the TPB PG-No. 12C and planning intention of WBA.

2. Incompatible with development scale outside WBA

Figure 2.4 of the Planning Statement demonstrates development intensity profile of the site and its surrounding environment outside WBA. The applicant makes reference to the proposed public housing development in Sha Po Tsuen, with a plot ratio of 6.5, and demonstrate that the plot ratio of proposed development is following a gradual descending development density from east of San Tin Highway towards WBA and Deep Bay area. However, such observation fails to consider the development density in adjacent environment, particularly Park Yoho (Table 2).

Table 2 Development parameters of current application and Park Yoho

	Y/YL-NSW/9	Park Yoho	Park Yoho Phase 2	Park Yoho Phase 3
Plot ratio	<2.5	1.024	1.64	1.254
Building height (storeys)	<115mPD (<28)	62.2mPD (16)	62.2mPD (16)	66.35mPD (18)

In short, the development scale of the proposed application is not only incompatible with the rural, low-density development in WBA, but also the development density outside WBA.

長春社 Since1968
The Conservancy Association
通訊地址: 九龍深水埗欽州街西 26 號賽馬會-長春社綠滿林廊 電話 Tel.:(852)2728 6781 傳真 Fax.:(852)2728 6538
Add.: Jockey Club - The Conservancy Association Urban Forestry 電子郵件 E-mail:cahk@cahk.org.hk
Green Hub, 26 Yen Chow Street West, Sham Shui Po, Kowloon
網址 Website:www.cahk.org.hk

3. Adverse ecological impacts

Despite provision of Ecological Impact Assessment (EcoIA), we are still doubtful that at least some of the potential ecological impacts remains unsolved:

i. Disturbance on bird species at Kam Tin Main Drainage Channel (MDC): From the EcoIA, high diversity of waterbird species such as Black-faced Spoonbill, Chinese Pond Heron, Northern Shoveler, Pied Avocet, etc., can be spotted at the channel in the west of the application site. Off-site negative impact, such as construction noise during construction phase and human activities during operation phase, would adversely affect foraging behavior of these birds. However, it seems that the EcoIA still fails to justify how these impacts can be avoided or mitigated.

ii. Disruption on flight lines of waterbirds: The EcoIA of Y/YL-NSW/3 has once revealed that a total of 8 Black-faced Spoonbill, listed as "Endangered" under IUCN Red List, were recorded flying at the west of subject site parallel to Kam Tin MDC in December 2012 and January 2013. It also showed that all flight lines, including major and minor, pass through the north of subject site towards Kam Tin MDC, the adjacent mitigation wetland and fish ponds. In this way, we still worry that potential disruption on flight lines on waterbirds would be resulted.

iii. Light disturbance: Additional light source from residential towers and open space would pose disturbance on birds and other wildlife, such as night roost of ardeids at Kam Tin MDC. Section 6.4.9 of the EcoIA mentions that "*Since the Yuen Long Highway viaduct is located between these night roosts and the Application Site and is very close to the night roost, the night roosts are largely within the shadow zone of the viaduct such that the viaduct could block most light to these night roosts of the Application Site*". However, the proposed residential towers are 28-29 storeys high and we are very doubtful how such evaluation can apply to such high-rise residential towers. We opine that the applicant fails to evaluate potential light impact properly and suggest measures to avoid or mitigate potential light disturbance during the construction and operation phase.

iv. Bird collision: Even though Section 6.4.10 of the EcoIA mentions that the current residential development would not have extensive glass façade, the height of residential towers, as mentioned above, would be substantial and they tends to have more areas of glass. Meanwhile, nocturnal avian collision with buildings is not clearly identified and evaluated in the EcoIA. Therefore, we do not agree with the conclusion mentioned in Table 7.1 of the EcoIA that no mitigations are required for bird collision.

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Add.: Jockey Club - The Conservancy Association Urban Forestry 電子郵件 E-mail:cahk@cahk.org.hk
Green Hub, 26 Yen Chow Street West, Sham Shui Po, Kowloon
網址 Website:www.cahk.org.hk

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Section 8.1.1 mentioned that "*For those planning projects which were within the 500m Study Area but withdrawn or no approval status, it is considered not appropriate to include those projects as concurrent projects for the purpose of this cumulative impact assessment*". Such definition of concurrent projects would lead to great under-estimation of potential cumulative impacts. We especially worry that exclusion of some particular projects, such as Y/YL-NSW/8 (just situated at the north of the subject site), Northern Link, etc., would downplay interactions between the environmental impacts of the project and the environmental impacts of other developments.

Over the past decade, many large-scale development applications inside WBA around Nam Sang Wai have been approved or submitted for approval. The entire region has been under high development pressure. Approving the captioned application would set undesirable precedent for similar applications for large-scale development in the area. Development would further encroach into lands with conservation and landscape values, decreasing overall quality of the environment.

Yours faithfully,
Ng Hei Man
Campaign Manager
The Conservancy Association

344

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

參考編號 **Reference Number:**	230905-152749-04463
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	05/09/2023 15:27:49
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Carly

意見詳情
Details of the Comment :

The proposed development aligns with the latest strategic planning framework for the northern metropolitan area. Due to its distance from the city center of Yuen Long, the project's population growth would not exert pressure on the central area of Yuen Long. Moreover, the project's plann ing takes into consideration minimal adverse effects on the natural ecology.

The infrastructure capacity, bolstered by the planned Northern Link, would unlock the developm ent potential of the application site. Across various aspects such as infrastructure, engineering, e nvironment, aesthetics, and landscaping, there would be no detrimental impacts. Issues arising fr om barren land would be addressed, aiming to beautify the local environment, enhance residenti al surroundings, and promote green spaces.

The project's density aligns with nearby land planning, ensuring mutual coordination. Furthermo re, the inclusion of a shopping mall as part of the project would address the inadequacy of shopp ing facilities in the area. Accelerated approval processes would facilitate the supply of small to medium-sized units, catering to the needs of the local population.

In conclusion, this application strongly supports government policies aimed at increasing housin g supply and is in line with the latest regional planning considerations, solidifying the original pl anning intentions for the application site. Therefore, I strongly support this application.

359

長春社 Since1958

[redacted]

14th September 2023

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

RECEIVED
14 SEP 2023
Town Planning Board

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

Dear Sir/Madam,

Comments on the Section 12A Application No. Y/YL-NSW/9

The Conservancy Association (CA) OBJECTS to the captioned application.

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長春社 Since1968
The Conservancy Association

[redacted]

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長春社 Since 1968
The Conservancy Association
[redacted]

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Yours faithfully,
Ng Hei Man
Campaign Manager
The Conservancy Association

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Bryan Tse's objection to Planning Application Y/YL-NSW/9 on 20230915
15/09/2023 11:44

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: Landsc@landsd.gov.hk, fsyledpo@pland.gov.hk, Gendloyl@landsd.gov.hk, Enquiry@epd.gov.hk, mailbox@afcd.gov.hk, DOYL@had.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Bryan Tse on 20230915 regarding application Y_YL-NSW_9.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Bryan Tse Ka-Shu
[redacted]

Thank you for your attention.

Regards,
Bryan Tse.

From: Bryan Tse

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 15 September 2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of DD107 since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in currert home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of waterbirds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.

12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Bryan Tse.

Attachments of evidence in support of my comments in the letter


GENERAL DEMAND NOTE

[redacted]

15/09/2020

01/10/2020

6,420.00

TSE TAK YIP

[redacted]

SHORT TERM TENANCY 0427

KAM TIN D.D. 107

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE 6,420.00

Total 6,420.00

Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

<u>Evidence for Comment #1</u>

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德燁 [[redacted]]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature
簽名

Name in Block Letters
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



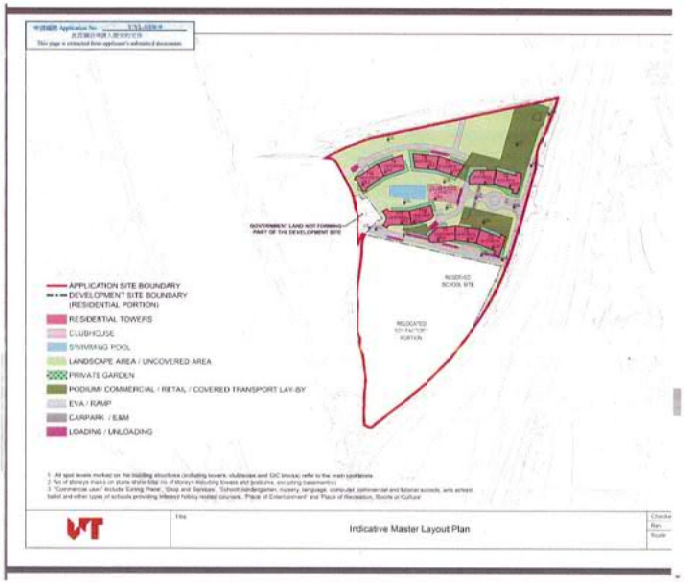






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government lanc where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

361

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

參考編號 **Reference Number:**	230915-111735-17088
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	15/09/2023 11:17:35
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chan May San

意見詳情
Details of the Comment :

反對申請

新鴻基地產近日率先向城規會申請，向元朗南生圍潭尾的濕地緩衝區「開刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出紮綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與濒危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

362

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

參考編號 **Reference Number:**	230915-111933-66113
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	15/09/2023 11:19:33
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Rebecca Wong

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

363

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

參考編號 **Reference Number:**	230915-112423-17649
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	15/09/2023 11:24:23
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. George Lam

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

364

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

參考編號 **Reference Number:**	230915-112151-35317
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	15/09/2023 11:21:51
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Lina Ling

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

365

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

參考編號 **Reference Number:**	230915-112614-01745
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	15/09/2023 11:26:14
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Peter Pang

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer
Area. It has adverse impact on the ecology including birds and trees.

I urge the Town Planning Board to reject the application.

366

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

參考編號 **Reference Number:**	230917-164703-60191
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	17/09/2023 16:47:03
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Peter Tsang

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

367

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

參考編號 **Reference Number:**	230917-164850-56306
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	17/09/2023 16:48:50
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Rebecca Cheng

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.

It damages the natural environment of the neighboring Wetlands Buffer
Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance
to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.

358

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

參考編號 **Reference Number:**	230917-164412-30840
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	17/09/2023 16:44:12
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Amy Lee

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

369

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to Planning Applicatcn Y/YL-NSW/9 from Tse Ka Lap on 20230917
17/09/2023 16:27

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: tsyledpo@pland.gov.hk, Landsd@landsd.gov.hk, Gendloyl@landsd.gov.hk, DOYL@had.gov.hk, Enquiry@epd.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Ka Lap on 20230917 regarding application Y_YL-NSW_9.pdf

To: The Secretary, Town Planning Board,
15/F, North Point Government Offices
333 Java Road, North Point,
Hong Kong,
Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.
Name : Tse Ka Lap
[redacted]

Thank you for your attention.

Regards,
Tse Ka Lap.

From: Tse Ka-Lap

[redacted]

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

Cc: District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 16 Sept 2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of [redacted] since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of waterbirds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grourds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.

12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Tse Ka-Lap.

Attachments of evidence in support of my comments in the letter


GENERAL DEMAND NOTE

15/09/2020

01/10/2020

6,420.00

TSE TAK YIP

[redacted]

SHORT TERM TENANCY 0427

KAM TIN D.D. 107

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE 6,420.00

Total 6,420.00

Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

<u>Evidence for Comment #1</u>

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德燁 [[redacted]]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature
簽名

Name in Block Letters
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



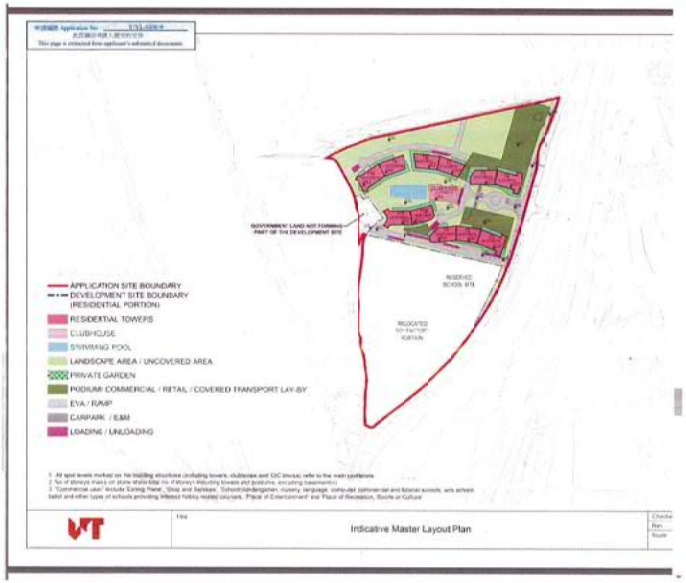






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

就規劃申請提出意見

Comments on Planning Application

請勿填寫此欄	檔案編號 Reference No.	
For Official Use Only	收到日期 Date Received	

RECEIVED
18 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人反對是次申請。
申請擬議的發展多在濕地後衛區，
濕地後衛區是為了保護濕地的生態完整，
是次申請將令濕地保育區處於險境，
對市民生活而言，發展規模在當區引入
大量人口，衍生負荷環境壓力，加劇交通
擠塞問題，增加污水負担。
本人反對規劃申請。

「提意見人」姓名／名稱 Name of person/company making this comment Robert Lau
簽署 Signature ROB Lau 日期 Date 18-Sept-2023.

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就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

RECEIVED 18 SEP 2023 Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I strongly object to the above application.
The site is adjacent to valuable wetland with distinct ecological values. The development of 29 storeys proposed is excessive and will affect the nearby wetland. The layout of the development includes high towers that will increase the risks of bird window collision. It lead to habitat fragmentation reducing the ecological carrying capacity. The additional traffic will also affect the traffic volume of Castle Peak Road which is a narrow road nearby.

「提意見人」姓名／名稱 Name of person/company making this comment David Lam
簽署 Signature [signature] 日期 Date 17/9/2023.

372

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.
	收到日期 Date Received

RECEIVED 18 SEP 2023 Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人反對上述規劃申請，
本人居住在規劃地点附近，申請將使
周边的居住環境惡化，對自然破壞，
對生態產生負面影响，
申請亦不符濕地緩衝區的意圖，
將威脅米埔后海灣濕地生態。
本人促請城規會否決有關申請。

「提意見人」姓名／名稱 Name of person/company making this comment Maggie Ho
簽署 Signature MHo 日期 Date 17/9/2023.

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就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

RECEIVED 18 SEP 2023 Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
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By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

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

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

我反對此項規劃申請。
改變用途變成「全宅」是典型先破壞，後發展
此舉不應被鼓勵，亦影响附近濕地，
破壞野生動物棲息地。
有關計劃亦影响現有居民的生活環境，
發展商不應剝奪原地居民的權益。

「提意見人」姓名／名稱 Name of person/company making this comment Albert Tsang
簽署 Signature Albert 日期 Date 18/9/2023

0441

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

參考編號 **Reference Number:**	230919-113240-32140
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	19/09/2023 11:32:40
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Xavie Cheng

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

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

參考編號 **Reference Number:**	230919-113525-01007
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	19/09/2023 11:35:25
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Susan Kwan

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.

I am a frequent visitor of the countryside area in the related application.
Its proposed development will damage the natural environment of the neighboring Wetlands Buffer
Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance
to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.

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

參考編號 **Reference Number:**	230919-114056-50337
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	19/09/2023 11:40:56
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss 李好純

意見詳情
Details of the Comment :

我反對申請,
地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊,
發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

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

參考編號 **Reference Number:**	230919-114438-73252
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	19/09/2023 11:44:38
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Chuck Hui

意見詳情
Details of the Comment :

I oppose the application.

Based on the scale of the building development,
the population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.
This will cause burden to the nearby section of the existing Castle Peak Road.

TPB should reject the application.

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

參考編號 **Reference Number:**	230919-114930-58636
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	19/09/2023 11:49:30
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Natalie Tsui

意見詳情
Details of the Comment :

I am strongly against the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.
Drainage is another issue as the nearby Kam Tin River can hardly copy with the new population.

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

參考編號 **Reference Number:**	230919-132019-85665
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	19/09/2023 13:20:19
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Alan Chung

意見詳情
Details of the Comment :

I am against the application.
It is not compatible with the planning intention of Wetland Buffer Zone. Its large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
The application should be rejected.

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

參考編號 **Reference Number:**	230919-133134-98551
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	19/09/2023 13:31:34
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Kenneth Leung

意見詳情
Details of the Comment :

I oppose the application.

The development plan causes disruption of flight lines of water birds that pass through the area of adjacent mitigation wetland. The application site is too close to the wetland ecosystem in Deep Bay. The open corridor of the existing rural landscape with the Wetland Buffer Zone should be maintained.

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

參考編號 **Reference Number:**	230919-133713-46170
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	19/09/2023 13:37:13
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Abby Choi

意見詳情
Details of the Comment :

I am very worried that the intensified visual, noise and human disturbances brought by the massive population of over 8000 people of the proposed residential development, would significantly deteriorate the habitat quality of the surrounding important wetlands and its wildlife.

I urge the Town Planning Board to reject the application and its proposed development.

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

RECEIVED
19 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人強烈反對以上規劃申請。
請參看信中附上本人之意見。

「提意見人」姓名／名稱 Name of person/company making this comment TSE TAK YIP
簽署 Signature 謝德業 日期 Date 16/9/2023

From: Tse Tak Yip

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 16-Sept-2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of [redacted] since 1979. I rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built on the government land of DD107. I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 75 years old. My wife is 74 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. I am now recuperating in the above address after treatment and I am very weak. Staying in my current home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceeds, the planned development will make the environment of our house adverse to my health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and odour will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NCT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land

covers the neighborhood of cur family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter



一般繳款單
GENERAL DEMAND NOTE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

[redacted]

15/09/2020

01/11/2020

6,420.00

姓名 Name: TSE TAK YIP

地址 Address: [redacted]

SHORT TERM TENANCY 0427	
KAM TIN D.D. 107	
FOR THE PERIOD OF 3 MONTHS FROM DUE DATE	6,420.00
Total	6,420.00

差餉物業估價署
Rating and Valuation Department
Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy (#0427).
I have a house on the land and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24458400
04/09/2023
Case no: GCYF-*6-15762(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [[redacted]]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters:
姓名

CHIU, KWAN H
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

The resident Tse Tak Yip has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



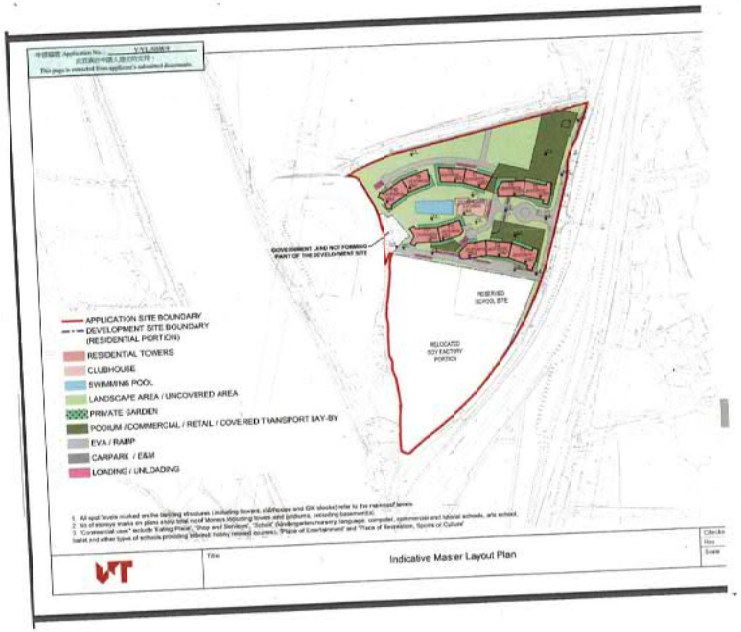






Evidence for Comment #3

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

450

就規劃申請提出意見

Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

RECEIVED
18 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I oppose the above planning application, and urge TPB to reject the application. Please find enclosed details of my comments.

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

簽署 Signature 陳春心 日期 Date 16/9/2023

From : Ms Chan Chun Sum

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

Date: 16-Sept-2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of the land lot in Yuen Long [redacted] since 1979. My husband rent the land by the river from the government via Short Term Tenancy (#0427). I found my house area included in the application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My husband, my son and I are still living in this family home since it was built 43 years. We are retired people now.
3. I am 74 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceeds, the planned development will make the environment of our house adverse to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my husband for his lung issue.
   (b) The noise and odour will irritate us and make us tense all the time
   (c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land (together with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.



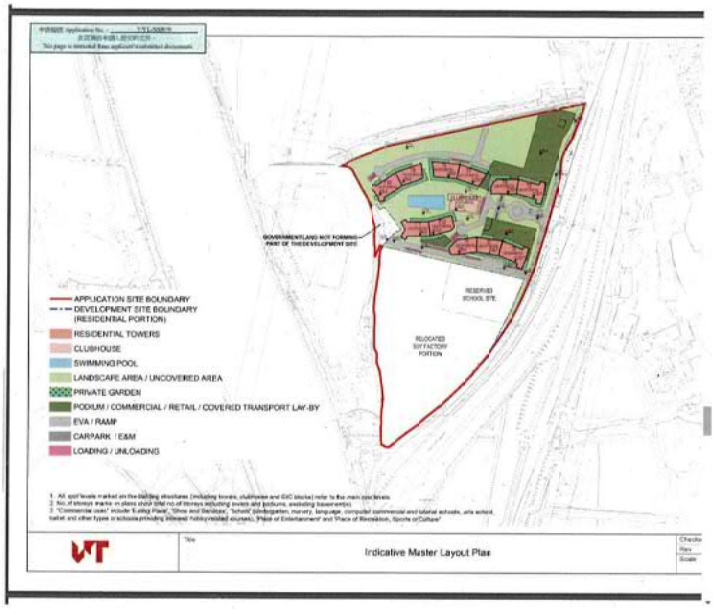






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

Attachments of evidence in support of my comments in the letter



一般繳款單
GENERAL DEMAND NOTE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

[redacted] | DLOYL - SHORT TERM TENANCY(STT) | 15/09/2020

Due Date : 01/10/2020

Amount Payable ($) : 6,420.00

名稱 Name : TSE TAK YIP

地址 Address : 新界元朗元龍街[illegible]號新時代廣場
[illegible]29/F [illegible]室

Note:

繳款項目 Particulars	金額 Amount ($)
SHORT TERM TENANCY 0427 [redacted]	
FOR THE PERIOD OF 3 MONTHS FROM DUE DATE	6,420.00
Total	6,420.00

Rating and Valuation Department

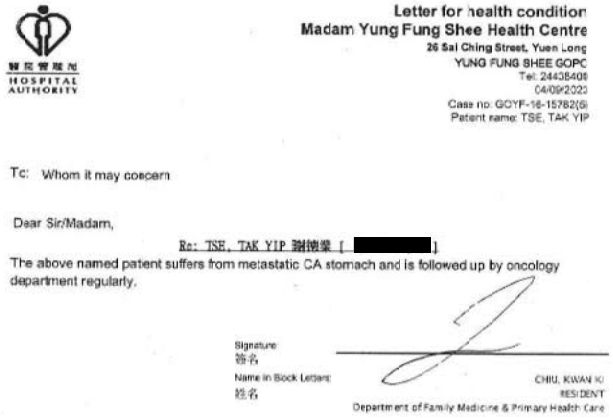
Demand for Rates and/or Government Rent

[redacted]

F 2021. 1-3 @

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438408
04/09/2020
Case no: GOYF-16-15782(6)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [[redacted]]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature 簽名

Name in Block Letters 姓名 CHIU, KWAN KI
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My husband, aged 75, has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.

To: Lands Department
Cc: District Lands Office, Yuen Long

From: Ms Chan Chun Sum

Date: 21 September 2023

Subject: Objection to Town Planning Application Y/YL-NSW/9
to rezone DD107 Government Land from Industrial to Residential

Dear Sir / Madame,

My family and I are residents of since 1979. We rent the land by the river from the government via Short Term Tenancy (#0427). We live in a house on the . We have been paying rates for the last 43 years.
Attached on page 4 has the Short Term Tenancy note and rate copy from Rating and Valuation Department related to the land we rent.

Recently, the Town Planning Department has put up a notice regarding an application (Ref: Y/YL-NSW/9) to rezone DD107 and Adjoining Government Land from Industrial to Residential. We would like to draw your attention to our concern in the application. We strongly oppose the planning application as it will have huge impact on us. Details of our reasons for the objection are outlined in the next few pages for your consideration.

Please do not hesitate to contact me if you have any questions.
My contact details are as follows.
Name : Chan Chun Sum
Postal address :
Tel :

Regards,
Chan Chun Sum

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

RECEIVED
18 SEP 2023
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I object to the application Y/YL-NSW/9 regarding rezone of DD107.
Please find enclosed details of my comments in objection to the application.

「提意見人」姓名／名稱 Name of person/company making this comment TSI KA PO
簽署 Signature 謝家寶 日期 Date 17/9/2023.

From: [redacted]

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 17 September 2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of [redacted] since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceed, the planned development will make the environment of our house adverse to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of waterbirds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.

12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家寶

Tse Ka Po.

Attachments of evidence in support of my comments in the letter



一般繳款單
GENERAL DEMAND NOTE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

[redacted]

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

[redacted]

[redacted]

01/10/2020

6,420.00

Name
Address

TSE TAK YIP

[redacted]

Particulars

SHORT TERM TENANCY 0427

[redacted]

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE 6,420.00

Total 6,420.00

差餉物業估價署
Rating and Valuation Department
Demand for Rates and/or Government Rent

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature:
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 75, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



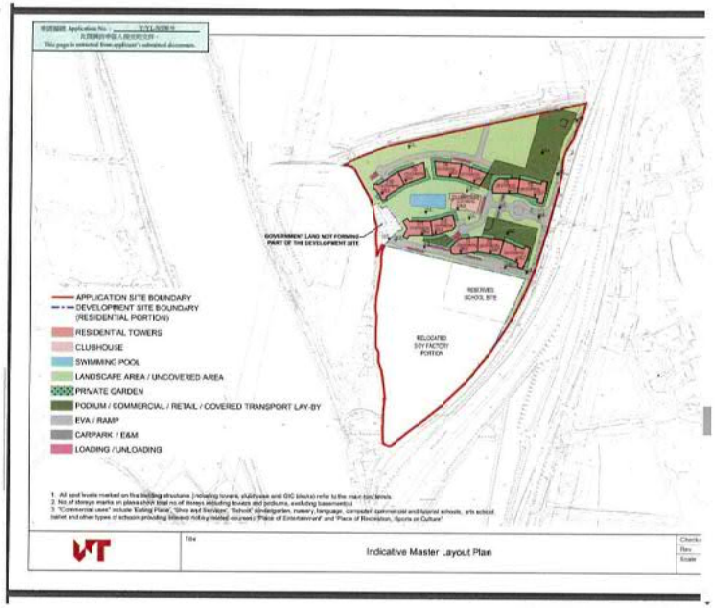






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

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

參考編號 **Reference Number:**	230922-154543-17689
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	22/09/2023 15:45:43
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Fanny Siu

意見詳情
Details of the Comment :

To: The Secretary, Town Planning Bo

I would like to lodge an objection to the above application for amendment of plan.

1. I am a frequent visitor to the Nam Sang Wai region for its scenery and visiting my relatives. My relatives live in an area included in the Planning Application Y/YL-NSW/9.

2. I object to the application because it affects the living neighborhood, causes damage to the natural environment and has negative impact on the ecology.

3. If the plan goes ahead, the construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near the people around.

4. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.

5. The application will affect the livelihood of the wildlife in the river and near the riverbank. Various wildlife including cows, fish, tortoise and birds are often seen in its neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.

6. I have seen a lot of trees, flowers and vegetables in the region related to nature conservation. The development can cause adverse impact on all these.

7. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Wetland Conservation Area.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

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

參考編號 **Reference Number:**	230922-134257-79287
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	22/09/2023 13:42:57
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Maria Chan

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

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

參考編號
Reference Number: 230922-134004-64190

提交限期
Deadline for submission: 22/09/2023

提交日期及時間
Date and time of submission: 22/09/2023 13:40:04

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

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

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhocd of the propcsed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the propcsed development is going to make
the situation worse.
The roads simply cannot cope with so many pecple coming to my neighborhood.

TPB should reject the application.

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

參考編號
Reference Number: 230922-133520-19794

提交限期
Deadline for submission: 22/09/2023

提交日期及時間
Date and time of submission: 22/09/2023 13:35:20

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

「提意見人」姓名/名稱
Name of person making this comment: 女士 Ms. Angel Yip

意見詳情
Details of the Comment :

I am against the above application.

It damages the natural environment of the neighboring Wetlands Buffer
Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance
to existing residents of the neighborhocd.

I urge the TPD to reject the application.

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

參考編號 **Reference Number:**	230921-154837-31583
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	21/09/2023 15:48:37
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Lee Siu Fang

意見詳情
Details of the Comment :

I am against the application.

I am highly worried that the intensified visual, noise and human disturbance impacts brought by the massive population of 8099 people of the proposed residential development, would significa ntly detericrate the habitat quality of the surrourding important wetlands and its wildlife.

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

參考編號 **Reference Number:**	230921-154236-07800
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	21/09/2023 15:42:36
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Katy Chan

意見詳情
Details of the Comment :

I oppose the application.

The high-rise development wil signicantly affect the flight path of both breeding and migratcry birds and their activities. The development threatens their survival.

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

參考編號 **Reference Number:**	230921-153904-01651
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	21/09/2023 15:39:04
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Mary Wong

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

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

參考編號 **Reference Number:**	230921-153650-03036
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	21/09/2023 15:36:50
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Celine Lee

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby, particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

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

參考編號 **Reference Number:**	230921-153413-30352
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	21/09/2023 15:34:13
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. David Ko

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.

It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees. The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.

TPB should reject the application.

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

參考編號 **Reference Number:**	230921-153058-68497
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	21/09/2023 15:30:58
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Catherine Ting

意見詳情
Details of the Comment :

I strongly oppose the applicatien Y/YL-NSW/9.

The proposed construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. The development has negative impact on the ecology of the Nam San Wai area.

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

參考編號 **Reference Number:**	230922-155107-84552
提交限期 **Deadline for submission:**	22/09/2023
提交日期及時間 **Date and time of submission:**	22/09/2023 15:51:07
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tse Hei Lok

意見詳情
Details of the Comment :

I am against the above application.

I object to the application because it affects the living neighborhood, causes damage to the natural environment and has negative impact on the ecology.

The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.

The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Wetland Conservation Area.

I urge the TPB to reject the application.

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

參考編號 **Reference Number:**	231123-161517-99350
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	23/11/2023 16:15:17
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Gloria Wong

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

I urge the town planning board to reject the application.

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

參考編號 **Reference Number:**	231123-161913-09755
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	23/11/2023 16:19:13
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wallace Ho

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The related development damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecolcgy including birds and trees.
The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.

The application should be rejected.

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

參考編號 **Reference Number:**	231123-162351-49269
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	23/11/2023 16:23:51
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Apple Chan

意見詳情
Details of the Comment :

反對申請:

發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

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

參考編號 **Reference Number:**	231124-081231-55466
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	24/11/2023 08:12:31
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 何志文

意見詳情
Details of the Comment :

本人反對上述申請,
本人居住在規劃地点附近,
申請將使週边居住環境惡化,
對自然破壞,
對生態產生負面影響,
申請亦不符合濕地緩衝區的意圖,
將威脅米埔后海灣濕地生態,
本人促請城規會否決有關申請。

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

參考編號 **Reference Number:**	231124-082658-77787
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	24/11/2023 08:26:58
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Rebecca Hui

意見詳情
Details of the Comment :

本人強烈反對該劃項目,規劃中的發展多在濕地緩衝區,濕地緩衝區是為了保護濕地的生態完整,是次申請項目將令濕地保育區處於險境;對市民生活而言,發展規模在當區引入大量人口,衍生多樣環境壓力,加劇交通擠塞問題,增加污水處理負擔。
本人反對規劃申請。

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

參考編號 **Reference Number:**	231124-102324-73044
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	24/11/2023 10:23:24
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Albert Ng

意見詳情
Details of the Comment :

發展規模在當區引入大量人口,
衍生多樣環境壓力,
加剧交通擠塞問題,
本人反對規劃申請。

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

參考編號 **Reference Number:**	231124-102907-05883
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	24/11/2023 10:29:07
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Mary Ting

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

0471

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

參考編號 **Reference Number:**	231124-163938-59780
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	24/11/2023 16:39:38
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Kinson Law

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

0472

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

參考編號 **Reference Number:**	231124-164455-75209
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	24/11/2023 16:44:55
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Wilson Lau

意見詳情
Details of the Comment :

本人反對上述申請,
申請將使週边居住環境惡化,
對自然破壞,
加剧附近交通擠塞問題,
本人促請城規會否決有關申請。

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

參考編號 **Reference Number:**	231122-165107-38640
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	22/11/2023 16:51:07
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Aaron Mak

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

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

參考編號 **Reference Number:**	231123-113234-29031
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	23/11/2023 11:32:34
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Hei Lok Tse

意見詳情
Details of the Comment :

Objection!

新鴻基地產近日率先向城規會申請，向元朗南生圍潭尾的濕地緩衝區「開刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出鬆綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

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

參考編號
Reference Number: 231123-113425-56578

提交限期
Deadline for submission: 24/11/2023

提交日期及時間
Date and time of submission: 23/11/2023 11:34:25

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

「提意見人」姓名/名稱
Name of person making this comment: 女士 Ms. Fanny Siu

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

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

參考編號
Reference Number: 231123-113649-13961

提交限期
Deadline for submission: 24/11/2023

提交日期及時間
Date and time of submission: 23/11/2023 11:36:49

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

「提意見人」姓名/名稱
Name of person making this comment: 小姐 Miss Coby Wong

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby, particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

0477

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

參考編號 **Reference Number:**	231117-195453-46102
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	17/11/2023 19:54:53
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Jacqueline Chan

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9

The development has negative impact on the ecology of the Nam San Wai area.
The construction damages the natural environment that populates
wildlife including water birds and fish. It causes pollution affecting
residents of the neighborhood. It causes traffic jam with the
increased population and vehicles.

I urge the town planning board to reject the application.

0478

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

參考編號 **Reference Number:**	231118-093732-63093
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	18/11/2023 09:37:32
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Toby Kwan

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

0479

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

參考編號 **Reference Number:**	231118-094657-61970
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	18/11/2023 09:46:57
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Benny Tsang

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.

It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees. The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.

I urge the Town Planning Board to reject the application

0480

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

參考編號 **Reference Number:**	231122-164154-47058
提交限期 **Deadline for submission:**	24/11/2023
提交日期及時間 **Date and time of submission:**	22/11/2023 16:41:54
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Boris Ma

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

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

參考編號
Reference Number: 231122-164445-43428

提交限期
Deadline for submission: 24/11/2023

提交日期及時間
Date and time of submission: 22/11/2023 16:44:45

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

「提意見人」姓名/名稱
Name of person making this comment: 夫人 Mrs. Irene Fung

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.

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

參考編號
Reference Number: 231122-164654-90708

提交限期
Deadline for submission: 24/11/2023

提交日期及時間
Date and time of submission: 22/11/2023 16:46:54

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

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

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area.
The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

就規劃申請提出意見 0484

Comments on Planning Application

請勿填寫此欄	檔案編號 Reference No	
For Official Use Only	收到日期 Date Received	

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

RECEIVED
29 NOV 2023
Town Planning Board

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I am against the application Y/YL-NSW/9
Please find enclosed details of my comments.
I urge the Town Planning Board to reject the Application

「提意見人」姓名／名稱 Name of person/company making this comment TSE KA SHU
簽署 Signature Bryan Tse 日期 Date 17/11/2023

[redacted]

From: Bryan Tse Ka-Shu
[redacted]

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

Cc: District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 17 Nov 2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents [redacted] since 1979. They rent the land by the river from the government via Short Term Tenancy [redacted] The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to my parents' health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to

the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

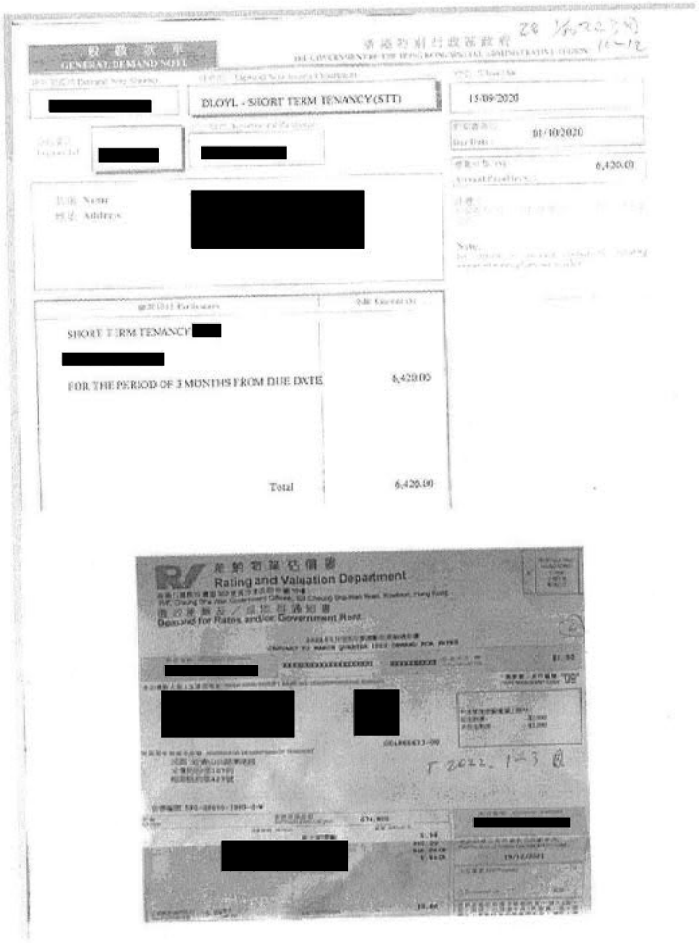
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Bryan Tse Ka-Shu.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

[redacted] DLOYL - SHORT TERM TENANCY(STT) 15/09/2020

01/10/2020

6,420.00

[redacted]

SHORT TERM TENANCY [redacted]

[redacted]

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE 6,420.00

Total 6,420.00

Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

My family rent the government and since 1979 via Short Term Tenancy [redacted]
We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2023
Case no: GOYF-16-15782(6)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letter:
姓名

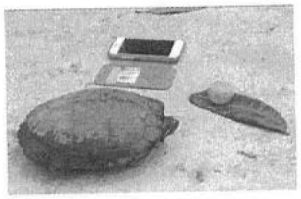
CHIU, KWAN KI
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



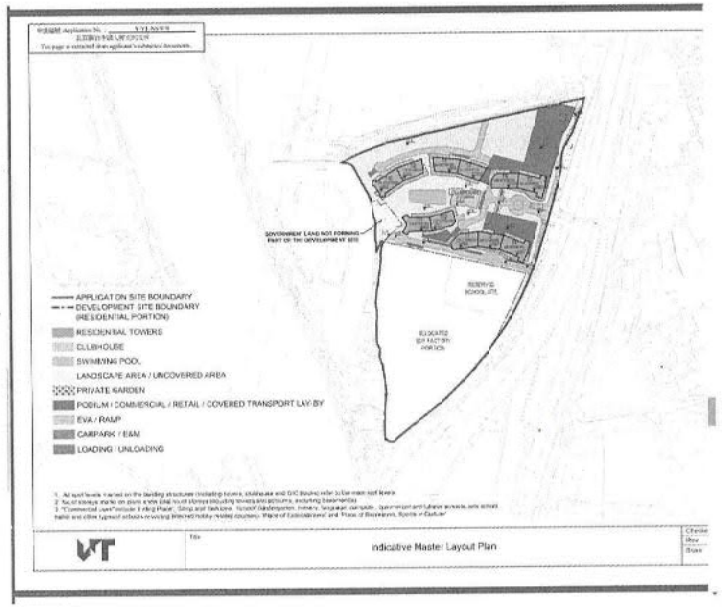






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house [redacted]) from the proposed plan application.

就規劃申請提出意見

Comments on Planning Application

0485

請勿填寫此欄	檔案編號 Reference No.	
For Official Use Only	收到日期 Date Received	

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

RECEIVED
20 NOV 2023
Town Planning Board

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I oppose the application Y/YL-NSW/9
Please find enclosed my comments in objection to the above application

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

簽署 Signature 陳春心 日期 Date 18/11/2023

[redacted]

From : Ms Chan Chun Sum

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

Date: 18-Nov-2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of the land lot in Yuen Long [redacted] since 1979. My husband rent the land by the river from the government via Short Term Tenancy [redacted] found my house area included in the application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My husband, my son and I are still living in this family home since it was built 43 years. We are retired people now.
3. I am 75 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceeds, the planned development will make the environment of our house detrimental to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will

deteriorate the air quality and impose respiratory problems that can be dangerous to my husband for his lung issue.
(b) The noise and odour will irritate us and make us tense all the time
(c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.
(d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.

7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land (together with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

Attachments of evidence in support of my comments in the letter


一般繳款單
GENERAL DEMAND NOTE
香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION
[redacted]
DLO*L - SHORT TERM TENANCY (STT)
15/09/2020
01/10/2020
6,420.00
[redacted]
名稱 Name : TSE TAK YIP
地址 Address : [redacted]
SHORT TERM TENANC[redacted]
[redacted]
FOR THE PERIOD OF 3 MONTHS FROM DUE DATE 6,420.00
Total 6,420.00
差餉物業估價署
Rating and Valuation Department
Demand for Rates and/or Government Rent
[redacted]
[redacted]
[redacted]

醫院管理局
HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
24/08/2023
Case no: GCYF-16-15782(S)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [[redacted]]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters:
姓名

CHIU, KWAN H
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My husband, aged 76, has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



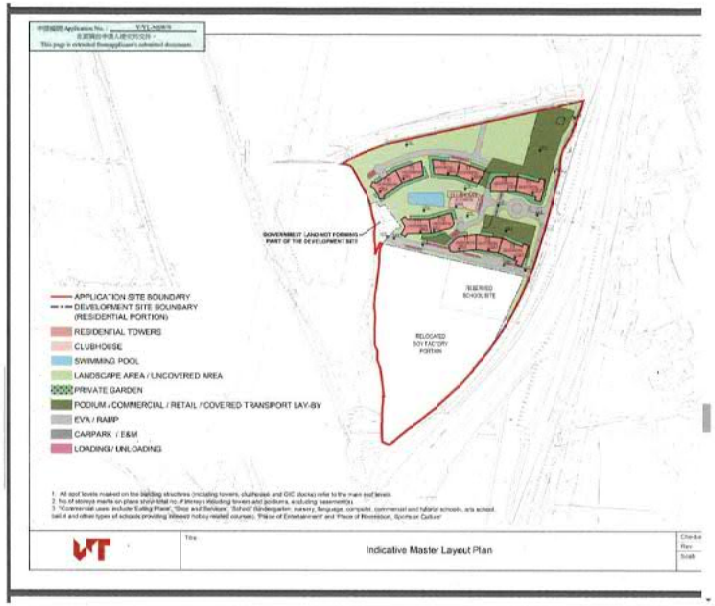






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to Planning Application Y/YL-NSW/9 to rezone DD107
22/11/2023 16:25

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: Landsd@landsd.gov.hk, fsyleung@plard.gov.hk, Gendloyl@landsd.gov.hk, Enquiry@epd.gov.hk, DOYL@had.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Tak Yip on 20231120 regarding application Y_YL-NSW_9.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. I have been a resident of the affected area DD107 for more than 40 years. I am living with my family in our house built on government land [redacted] The proposed application has a huge impact on our livelihood. As tenant of DD107 and major stakeholder of the development raised in the application, we strongly object to the Town Planning Application Y/YL-NSW/9. I would appreciate it if your department would take into consideration my reasons in the attached pages in objection to the planning application.
Please find attached details of my comments for your consideration.
The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Tak Yip
[redacted]

[redacted]

Thank you for your attention.

Regards,
Tse Tak Yip.

From: Tse Tak Yip

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 20-Nov-2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of [redacted] since 1979. I rent the land by the river from the government via Short Term Tenancy [redacted]. The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built on the government land of [redacted] I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 76 years old. My wife is 75 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in these few years. I am now recuperating [redacted] after treatment and I am very weak. Staying in my current home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceeds, the planned development will make the environment of

our house detrimental to my health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and odour will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

[redacted] DLOYL - SHORT TERM TENANCY (STT) 15/09/2020

[redacted] [redacted] 01/10/2020

5,420.00

TSE TAK YIP

[redacted]

SHORT TERM TENANCY 0427

[redacted]

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE 6,420.00

Total 6,420.00

Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

[redacted]

[redacted]

Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy [redacted]
I have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2023
Case no: GOYF-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [[redacted]]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters
姓名

CHIU, KWAN Ki
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

The resident Tse Tak Yip has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



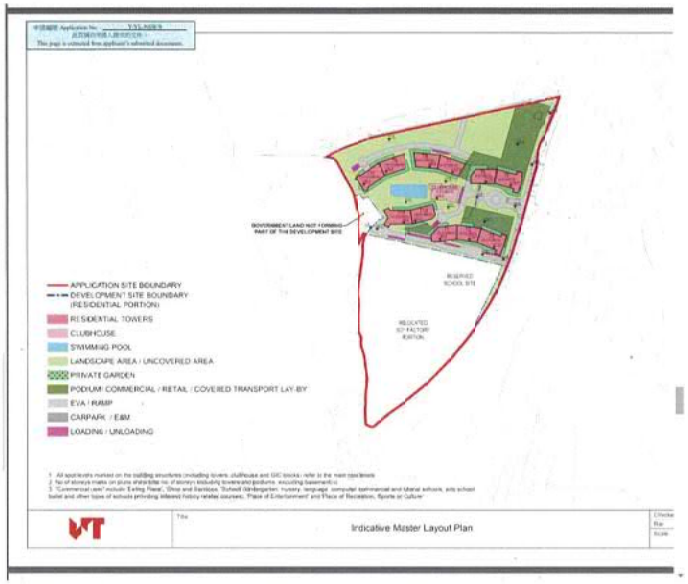






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land itogether with my family house by the river) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to Planning Application Y/YL-NSW/9 from Tse Ka Lap on 20231118
18/11/2023 09:29

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: [redacted]syladpo@pland.gov.hk, Landsd@landsd.gov.hk, Gendloyl@landsd.gov.hk
DOYL@had.gov.hk, Enquiry@epd.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Ka Lap on 20231118 regarding application Y_YL-NSW_9.pdf

To: The Secretary, Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,
Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Ka Lap
[redacted]

Thank you for your attention.

Regards,
Tse Ka Lap.

From: Tse Ka-Lap
[redacted]

To: The Secretary, Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,
Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Date: 18 Nov 2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of [redacted] since 1979. They rent the land by the river from the government via Short Term Tenancy [redacted] The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating [redacted] after treatment as he us very weak. Staying in current home is a crucial part for his recovery.

5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to my parents' health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Varicus wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Tse Ka-Lap.

Attachments of evidence in support of my comments in the letter



DLO/YL - SHORT TERM TENANCY (STT)

15/09/2020

01/10/2020

TSE TAK YIP

SHORT TERM TENANCY 0427

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE 6,420.00

Total 6,420.00



Rating and Valuation Department

Demand for Rates and/or Government Rent

2021, 1-3 @

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy
We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
36 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24638400
04/09/2023
Case no. GCYF-16-157826(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [ ]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters
姓名

CHIU, KWAN K
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



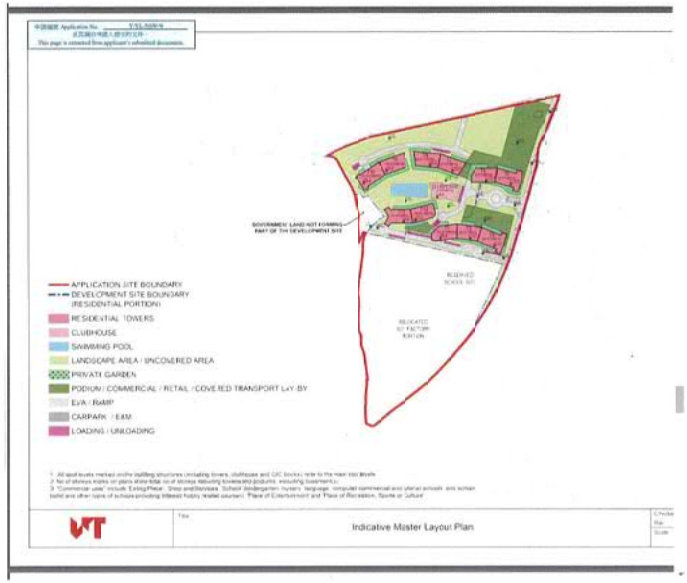






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land itogether with my family house by the river) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to Planning Application Y/YL-NSW/9 from Tse Ka Po on 20231123
23/11/2023 11:19

From: [redacted]
To: TPBpd <TPBpd@plan.gov.hk>
Cc: fsyladpo@pland.gov.hk, Landsd@landsd.gov.hk, Gendloyl@landsd.gov.hk, DOYL@had.gov.hk, Enquiry@epd.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Ka Po on 20231123.pdf

To: The Secretary, Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,
Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Ka Po
[redacted]

Thank you for your attention.

Regards,
Tse Ka Po.

From: Tse Ka Po [redacted]

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 23 November 2023.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of [redacted] since 1979. My family rent the land by the river from the government via Short Term Tenancy [redacted]. The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in these few years. He is now recuperating [redacted] after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road

near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master laycut plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家潼

Tse Ka Po.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

[redacted]

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

01/10/2020

6,420.00

Name: TSE TAK YIP

Address: [redacted]

SHORT TERM TENANCY 0417

[redacted]

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE 6,420.00

Total 6,420.00

Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy [redacted]
We have a house or the land and pay government rates and rent.



HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
21 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/09/2022
Case no: GCYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [[redacted]]

The above named patient was diagnosed with Carcer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xelcda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



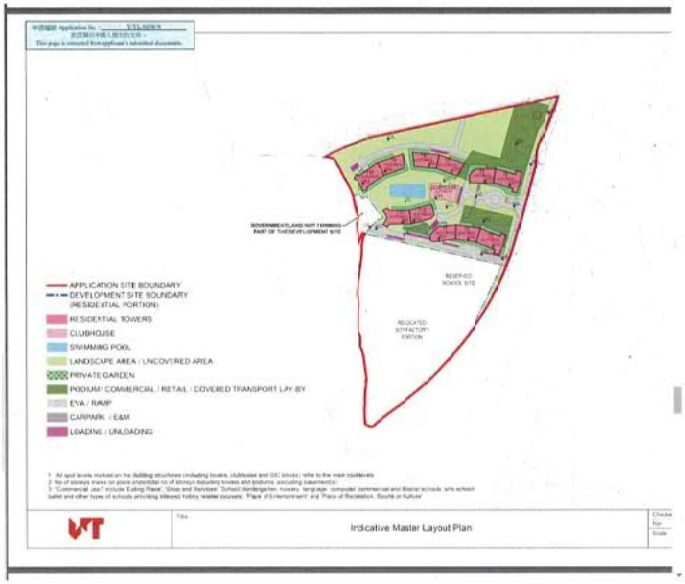






Evidence for Comment #8

Our house is locatec [redacted] arious wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the deve opment, this shculd not be included in the rezoring area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

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

參考編號 **Reference Number:**	240117-124333-42919
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	17/01/2024 12:43:33
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 陳廣生

意見詳情
Details of the Comment :

本人反對上述申請

申請將使邊边居住環境惡化,
對自然破壞,
對生態產生負面影響,
申請亦不符合濕地緩衝區的意圖,
將威脅米埔后海灣濕地生態,
本人促請城規會否決有關申請。

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

參考編號 **Reference Number:**	240117-124552-07640
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	17/01/2024 12:45:52
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. HM Fung

意見詳情
Details of the Comment :

新鴻基地產近日率先向城規會申請，句元朗再生圍潭尾的濕地緩衝區「開刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出鬆綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

本人反對申請

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

參考編號 **Reference Number:**	240117-124727-24579
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	17/01/2024 12:47:27
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Celia Chau

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

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

參考編號 **Reference Number:**	240117-124852-68435
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	17/01/2024 12:48:52
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Benny Tsang

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.

I urge the Town Planning Board to reject the application.

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

參考編號 **Reference Number:**	240117-125023-67166
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	17/01/2024 12:50:23
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Lily Ling

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

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

參考編號 **Reference Number:**	240117-125308-53036
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	17/01/2024 12:53:08
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Margaret Lee

意見詳情
Details of the Comment :

I object to the application.

It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area.

495

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

參考編號 **Reference Number:**	240119-224520-19580
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	19/01/2024 22:45:20
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. chow oi lung

意見詳情
Details of the Comment :

致：規劃署 tpbpd@plancd.gov.hk
香港北角渣華道333號北角政府合署15/F,

台鑑：
我反對計劃大綱反對元朗計畫_Y/YL-NSW/9

保護自然，不是去任由開發， 米埔雀鳥自然保護區，候鳥種類繁多，這裏離開漁塘邊不到300m，是眾多雀鳥活動覓食空間， 雀鳥在覓食區飛行高度不會高過樹頂 ，不應建設高樓大廈，土地應保持自然原狀， 保持綠化環境，我返對在這裏建屋，返對在這裏填土及有任何挖土工程，破壞自然，破壞自然生態。
人口增多， 污水處理及環境污染變成一個極嚴重問題， 沒有完善的污水處理系統 ，我反對在這裏增加太多人口，盡量保持最低限度發展， 保護米埔河道沼澤及土地自然原狀，保護米埔雀鳥自然保護區及附近的生態環境。

這地區只距離米埔濕地三百米，也是米埔鳥類保護區旁，鳥類覓食的地方，
政府應保護候鳥及鳥類的權益，支持環保。 保護自然生態，保護候鳥生活空間，香港米埔濕地及毗連土地，都是候鳥及鳥類生活空間，這些空間，都是香港唯一的，米埔是我們和鳥類生活的安樂窩，請政府應慎重考慮。

故此；

我反對計劃大綱 Y/YL-NSW/9
反對人: 周愛龍先生

反對人簽署: _____CHOW OI LUNG_ 聯絡電話: 2024/1/19
順祝 貴處各職員 身體健康、福壽安康。

496

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

參考編號 **Reference Number:**	240124-172851-10515
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	24/01/2024 17:28:51
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Sue Li

意見詳情
Details of the Comment :

此申請鄰近濕地，卻故登沒納入濕地保育或緩衝區裏面，非常可疑。兼且詳細的生態評估也欠奉，對候鳥影響屬未知之數，跟政府所說「防患未然」的保育生態價值方法背道而馳，一味強調離后海灣3公里遠，彷彿候鳥會可繞過彎去鄰邊魚塘覓食。其實河旁已經是魚塘，樓卻是摩天，多數高過100米，成30層，真的沒有影響？請城規會明察。

497

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

參考編號 **Reference Number:**	240123-121221-16796
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	23/01/2024 12:12:21
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Fanny Sun

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

498

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

參考編號 **Reference Number:**	240123-121431-67232
提交限期 **Deadline for submission:**	25/01/2024
提交日期及時間 **Date and time of submission:**	23/01/2024 12:14:31
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Coby Leung

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

499

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

參考編號 **Reference Number:**	240123-121846-45043
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	23/01/2024 12:18:46
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Fung

意見詳情
Details of the Comment :

本人反對上述申請,
本人居住在規劃地点附近,
申請將使週边居住環境惡化,
對自然破壞,
對生態產生負面影響,
申請亦不符合濕地緩衝區的意圖,
將威脅米埔后海灣濕地生態,
本人促請城規會否決有關申請。

500

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

參考編號 **Reference Number:**	240123-121625-76835
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	23/01/2024 12:16:25
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Michael Chan

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.

It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees. The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.

I urge the Town Planning Board to reject the applicatcn.

501

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

參考編號 **Reference Number:**	240124-105711-66033
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	24/01/2024 10:57:11
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Michelle Lai

意見詳情
Details of the Comment :

本人反對申請。

新鴻基地產近日率先向城規會申請，向元朗南生圍潭尾的濕地緩衝區「開刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出鬆綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

502

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

參考編號 **Reference Number:**	240124-105925-64122
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	24/01/2024 10:59:25
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Nelson Ng

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

503

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

參考編號 **Reference Number:**	240125-153306-90405
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	25/01/2024 15:33:06
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Cliff Ko

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

504

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

參考編號 **Reference Number:**	240125-153549-67887
提交限期 **Deadline for submission:**	25/01/2024
提交日期及時間 **Date and time of submission:**	25/01/2024 15:35:49
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Agnes Lau

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

505

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

參考編號 **Reference Number:**	240125-152946-20647
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	25/01/2024 15:29:46
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Irene Fung

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

506

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

參考編號 **Reference Number:**	240126-145040-30099
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	26/01/2024 14:50:40
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 陳先生

意見詳情
Details of the Comment :

本人反對申請項目

有關項目引入大量人口及車輛
將對本人鄰近交通嚴重影響
亦將危害附近濕地保育區

城規會不應通過申請

507

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

參考編號 **Reference Number:**	240126-145742-46273
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	26/01/2024 14:57:42
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Elizabeth Ng

意見詳情
Details of the Comment :

本人強烈反對申請。

發展嚴重破壞生態，長春社環評顯示地盤與濒危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區；發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

508

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

參考編號 **Reference Number:**	240126-150036-08081
提交限期 **Deadline for submission:**	26/01/2024
提交日期及時間 **Date and time of submission:**	26/01/2024 15:00:36
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Aaron Ting

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

509

新 界 元 朗
新 田 區 墈 圍 村
Pok Wai Village Representatives' Office

RECEIVED
24 JAN 2024
Town Planning Board

敬啟者：

反對元朗青山公路-潭尾段以西丈量約分第 107 約地段第 1910 號餘段(部份) 及
第 1743 號 C 分段(部份)和吐鄉政府土地
把申請地點由「工業(丁類)」地帶，「露天貯物」地帶改劃為「住宅(戊類)」地帶
(申請編號：A/YL-NSW/9)

就上述規劃申請 A/YL-NSW/9，本村一致通過反對上述申請，理由如下：

1. 該項發展計劃涉及 81,550 平方米，發展面積龐大，密度非常高，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，發展計劃涉及 266,166 平方米，11,937 住宅單位，最保守估計涉及 5 萬人的住宅項目，對現有環境影響巨大，嚴重影響鄰近村落居民。
2. 發展的屋宇高度 103 米，該區域的西邊及南邊完全被該發展樓宇阻擋，該發展區域樓宇與本村鄰近屋宇的高度有明顯的差距，破壞當區的環境及視角環境，影響本村村民屋宇視覺及通風，對附近村民權益有實在的損害及侵佔。
3. 該發展區估算約有 3,115 戶及 398 多部車輛使用，但相信該車輛的估計數目嚴重偏少，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，保守估計會增加 4,000 輛車輛，肯定遠超現有青山公路及新潭路的負荷，而現有的錦繡迴旋處及凹頭迴旋處更難負荷，將嚴重影響該區交通系統。

現時由墈圍村往青山公路一段已經公共交通設施嚴重不足，而青山公路出錦繡迴旋處一段長期擁塞，車龍往往排至墈圍路東出口，若再加上相關 266,166 平方米發展，人口增加約 5 萬多人，肯定嚴重影響本村村民公共交通及青山公路交通。

此致

規劃委員會

墈圍村代表

馮應祥　　文燕華

二零二四年一月二十五日

醫事顧問：鄧兆棠醫生

510

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to Planning Application Y/YL-NSW/9 from Mr. Bryan Tse on 20240123
23/01/2024 11:54

From:
To: TPBpd@pland.gov.hk
Cc: fsyledpo@pland.gov.hk, Landsd@landsd.gov.hk, Gendlpyl@landsd.gov.hk, DOYL@had.gov.hk, Enquiry@epd.gov.hk
Sent by: tpbpd@pland.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Bryan Tse Ka Shu on 20240123 regarding application Y_YL-NSW_9.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Bryan Tse Ka-Shu
Postal address :
Tel :
Email :

Thank you for your attention.

Regards,

Bryan Tse.

From: Bryan Tse Ka-Shu

Tel:

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

Cc: District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 23 Jan 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of since 1979. They rent the land from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to my parents' health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to

the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

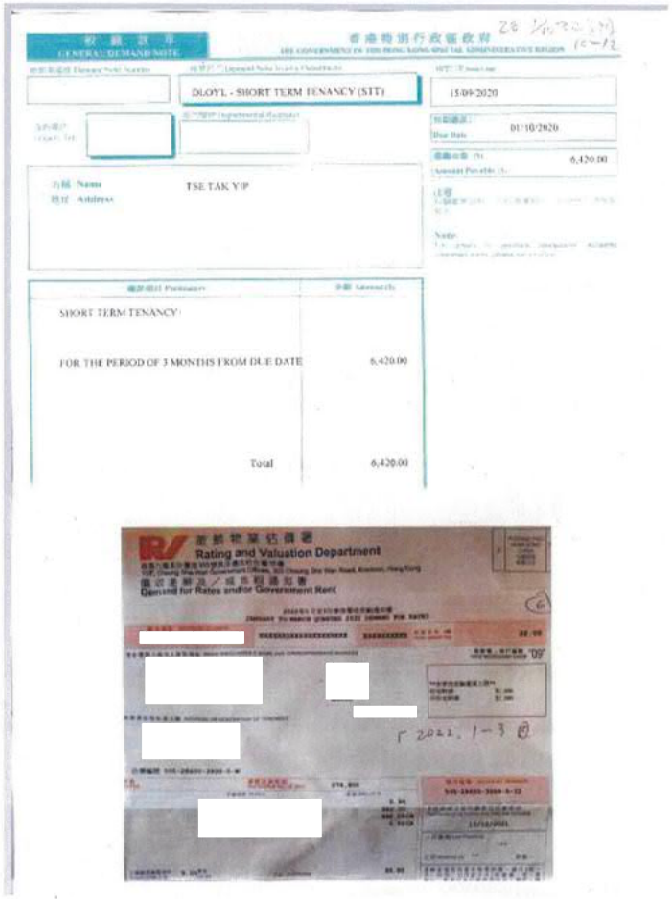
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Bryan Tse Ka-Shu.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

香港特別行政區政府

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

01/10/2020

6,420.00

TSE TAK YIP

SHORT TERM TENANCY

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE 6,420.00

Total 6,420.00

Rating and Valuation Department

Demand for Rates and/or Government Rent

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
25 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2023
Case no: GOYF-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [ ]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters:
姓名

CHIU, KWAN K
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



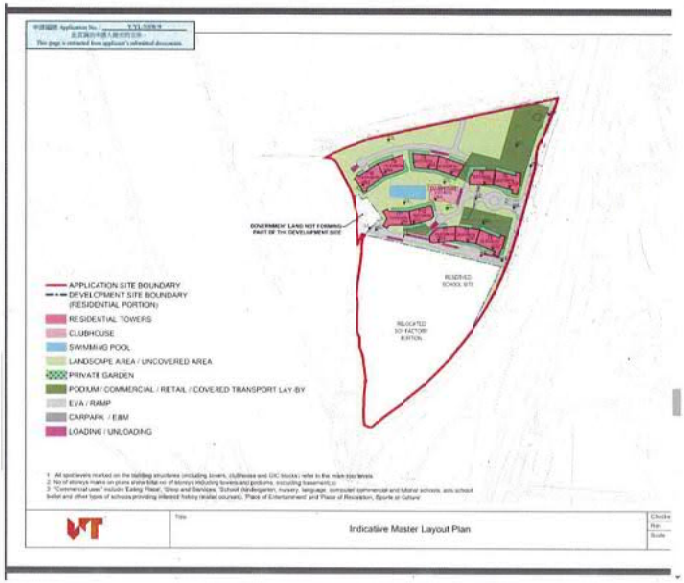






Evidence for Comment #8

Our house is locatec Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhcod. If it is included in the rezore plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house) from the proposed plan application.

Chan Chun Sum

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to Planning Application Y/YL-NSW/9 from Ms. Chan Chun Sum on 20240123
23/01/2024 12:01

From:
To: TPBpd@pland.gov.hk
Cc: tsyledpo@pland.gov.hk, Landsd@landsd.gov.hk, Gendloyl@landsd.gov.hk, DOYL@had.gov.hk, Enquiry@epd.gov.hk
Sent by: tpbpd@pland.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Chan Chun Sum on 20240123 regarding application Y_YL-NSW_9.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Chan Chun Sum
Postal address :
Tel :
Email :

Thank you for your attention.

Regards,

From : Ms Chan Chun Sum

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

Date: 23-Jan-2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of the land lot in Yuen Long since 1979. My husband rent the land from the government via Short Term Tenancy (#C427). I found my house area included in the application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My husband, my son and I are stil living in this family home since it was built 43 years. We are retired people now.
3. I am 76 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceeds, the planned development will make the environment of our house detrimental to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my husband for his lung issue.
   (b) The noise and odour will irritate us and make us tense all the time
   (c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land (together with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

BLOYL - SHORT TERM TENANCY (STT)

15/09/2020

01/10/2020

6,420.00

TSE TAK YIP

SHORT TERM TENANCY 0427

6,420.00

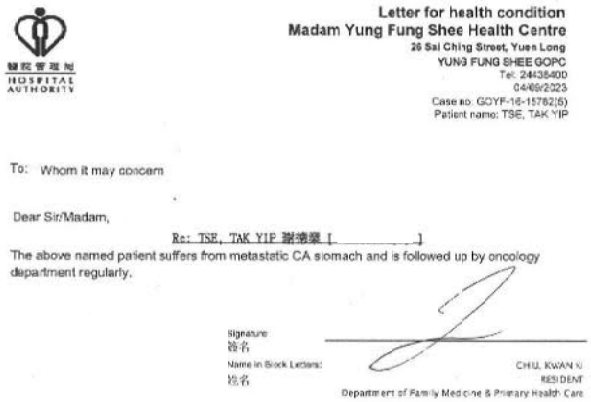
Total 6,420.00

Rating and Valuation Department

Demand for Rates and/or Government Rent

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUN3 FUNG SHEE GOPC
Tel: 24436400
04/09/2023
Case no: GOYF-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [ ]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters:
姓名

CHIU, KWAN Ki
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My husband, aged 76, has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



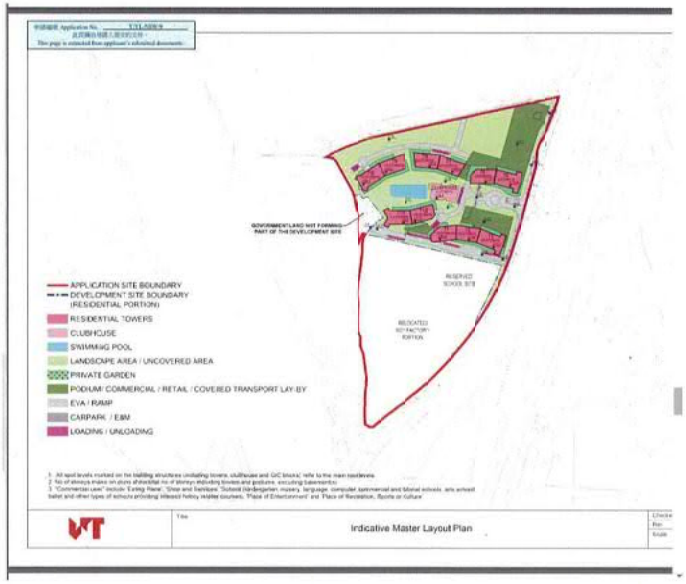






Evidence for Comment #8

Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand perscnal&publ

Objection to Planning Application Y/YL-NSW/9 from Tse Ka-Lap
25/01/2024 15:15

From:
To: TPBpd@pland.gov.hk
Cc: fsyledpo@pland.gov.hk
Sent by: tpbpd@pland.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Ka Lap on 20240125 regarding application Y_YL-NSW_9.pdf

To: The Secretary, Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,
Cc: District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration.

My contact details are as follows.

Name : Tse Ka-Lap
Tel :
Email :

Thank you for your attention.

Regards,

Tse Ka-Lap.

From: Tse Ka-Lap
Email:
Tel:

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

Cc: District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 25 Jan 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of since 1979. They rent the land from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to my parents' health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to

the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the applicat on that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables arcund our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetlanc Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel anc adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grourds. The open corridor, provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this shoulc not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my abcve reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Tse Ka-Lap.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

01/10/2020

6,420.00

TSE TAK YIP

SHORT TERM TENANCY 0427

6,420.00

Total 6,420.00

Rating and Valuation Department

Claim and for Rates and/or Government Rent

F 2021. 1-3 @

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2023
Case no: GOYF-16-157826(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Macam,

Re: TSE, TAK YIP 謝德業 [ ]

The above named patient suffers from metastatic CA stomach and s followed up by oncology department regularly.

Signature
簽名

Name in Block Letters:
姓名

CHIU, KWAN H
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #2

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



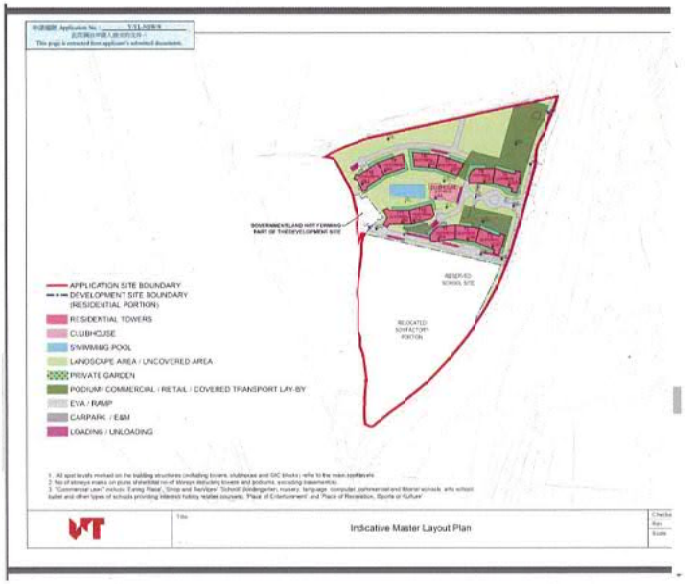






Evidence for Comment #8

Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezore plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to TPB Application Y/YL-NSW/9 from Mr. Tse Tak Yip on 20240124
24/01/2024 10:46

From:
To: TPBpd@pland.gov.hk
Cc: tsyledpo@pland.gov.hk, Landsd@landsd.gov.hk, Gendloyl@landsd.gov.hk, DOYL@had.gov.hk, Enquiry@epd.gov.hk
Sent by: tpbpd@pland.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Tak Yip on 20240124.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Tak Yip
Postal address :
Tel :
Email :

Thank you for your attention.

Regardds,
Tse Tak Yip.

From: Tse Tak Yip

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 24-Jan-2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of since 1979. I rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built on the government land of . I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 76 years old. My wife is 76 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. I am now recuperating in the above address after treatment and I am very weak. Staying in my current home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceeds, the planned development will make the environment of

our house adverse to my health. The construction work will cause nuisance such as flue gases from machine, ocour, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and odour will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

香港特別行政區政府

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

01/10/2020

6,420.00

TSE TAK YIP

SHORT TERM TENANCY 0427

6,420.00

Total 6,420.00



Rating and Valuation Department

Demand for Rates and/or Government Rent

Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy (#0427).
I have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2023
Case no. GOYF-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德燊 [ ]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters:
姓名

CHIU, KWAN KI
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

The resident Tse Tak Yip has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



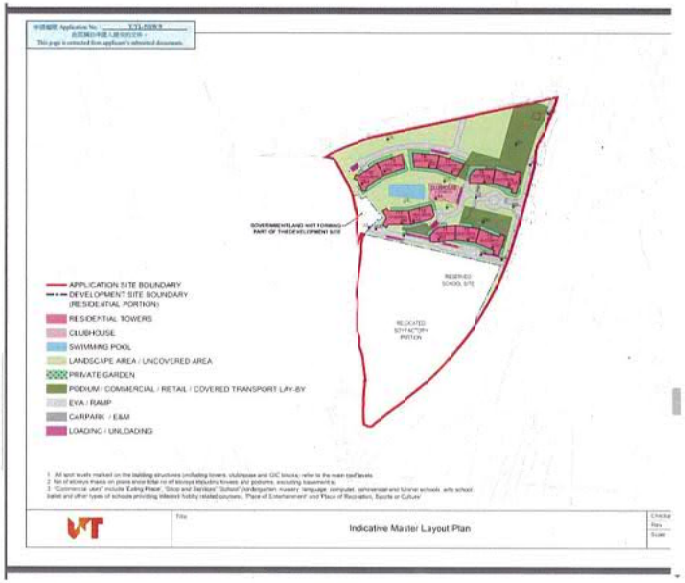






Evidence for Comment #8

Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wilclife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to Town Planning Application Y/YL-NSW/9 from Tse Ka Po on 20240124
24/01/2024 10:36

From:
To: "TP3pd" <TP3pd@pland.gov.hk>
Cc: fsyledpo@pland.gov.hk, Landsd@landsd.gov.hk, Gendloyl@landsd.gov.hk, DOYL@had.gov.hk, Enquiry@epd.gov.hk
Sent by: tpbpd@pland.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Ka Po on 20240124.pdf

To: The Secretary, Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,
Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Ka Po
Postal address :
Tel :
Email :

Thank you for your attention.
Regardds,

From: Tse Ka Po (Email:)

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 24 January 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road

near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located Varicus wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NCT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this shoulc not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

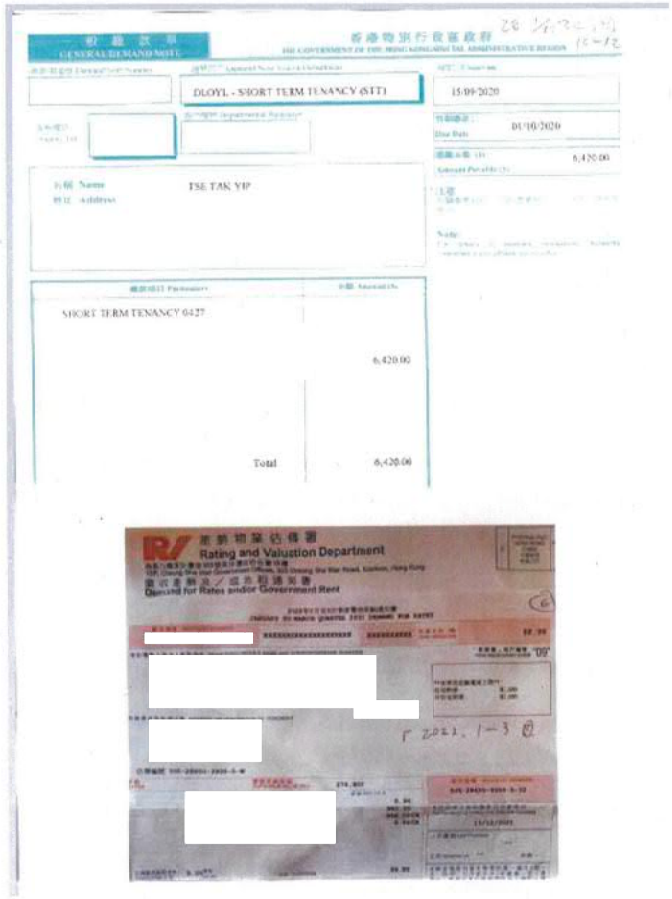
I would greatly appreciate your consideration for my above reascns for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家濬

Tse Ka Po.

Attachments of evidence in support of my comments in the letter



一般繳款單
GENERAL DEMAND NOTE

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

01/10/2020

6,420.00

TSE TAK YIP

SHORT TERM TENANCY 0427

6,420.00

Total 6,420.00

Rating and Valuation Department

Claim and for Rates and/or Government Rent

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
25 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GCYF-16-15782(5)

To Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [ ]

This above named patient was diagnosed with Carcer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



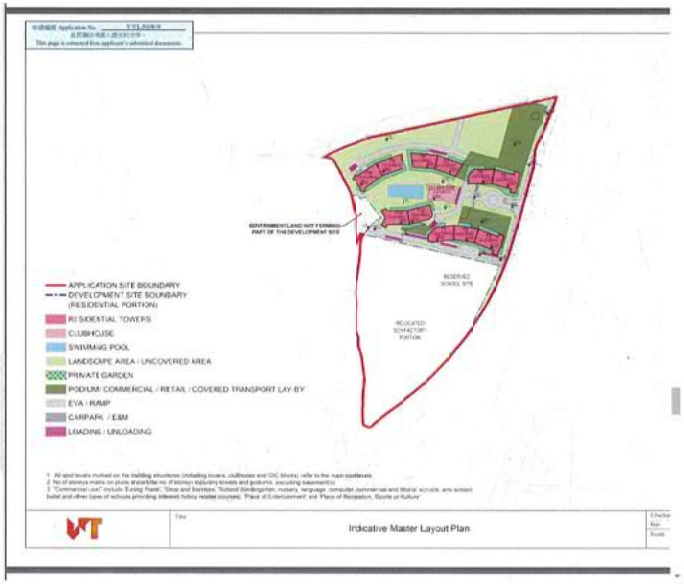






Evidence for Comment #8

Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhcod. If it is included in the rezore plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoring area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

515

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

參考編號 **Reference Number:**	240218-102007-22486
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	18/02/2024 10:20:07
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Peter Ng

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

516

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

參考編號 **Reference Number:**	240218-101738-02150
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	18/02/2024 10:17:38
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Katherine Chau

意見詳情
Details of the Comment :

本人反對有關申請
發展嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

517

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

參考編號 **Reference Number:**	240218-102307-10397
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	18/02/2024 10:23:07
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Mary Leung

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

518

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

參考編號 **Reference Number:**	240220-114627-70399
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	20/02/2024 11:46:27
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Anthony Hui

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area.
The construction damages the natural environment that populates
wildlife including water birds and fish. It damages the natural environment of the neighboring
Wetlands Buffer
Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance
to existing residents of the neighborhood.

Please reject the application.

519

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

參考編號 **Reference Number:**	24C220-115833-93232
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	20/02/2024 11:58:33
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Elena Wong

意見詳情
Details of the Comment :

I strongly oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

520

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

參考編號 **Reference Number:**	240221-100149-60720
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	21/02/2024 10:01:49
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. James Wong

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning
intention of Wetland Buffer Area that protects the ecological
integrity of the fish ponds and wetland. It has negative ecological
impact including disruption of flight lines of water birds and light
disturbance.

The application should be rejected.

521

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

參考編號 **Reference Number:**	240221-101233-61198
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	21/02/2024 10:12:33
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Mary Liu

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

522

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

參考編號 **Reference Number:**	240221-100318-26486
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	21/02/2024 10:03:18
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Apple Chan

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

523

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

參考編號 **Reference Number:**	240221-101613-27236
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	21/02/2024 10:16:13
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Leung Kung Tung

意見詳情
Details of the Comment :

本人反對申請。

新鴻基地產近日率先向城規會申請，向元朗南生圍潭尾的濕地緩衝區「劈刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出鬆綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

524

就規劃申請提出意見

Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

RECEIVED
21 FEB 2024
Town Planning Board

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I would like to lodge an objection to the application Y/YL-NSW/9.
Please find enclosed details of my comments for the objection.
I urge the Town Planning Board to reject the applicat

「提意見人」姓名／名稱 Name of person/company making this comment TSE TAK YIP
簽署 Signature 謝德業 日期 Date 21-Feb-2024

通訊地址 Postal Address [redacted]
電話號碼 Tel No.
傳真號碼 Fax No.
電郵地址 E-mail address

From: Tse Tak Yip

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 21-Feb-2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of [redacted] since 1979. I rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built on the government land of [redacted] I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 76 years old. My wife is 76 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. I am now recuperating in the above address after treatment and I am very weak. Staying in my current home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceeds, the planned development will make the environment of our house adverse to my health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and odour will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land

covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

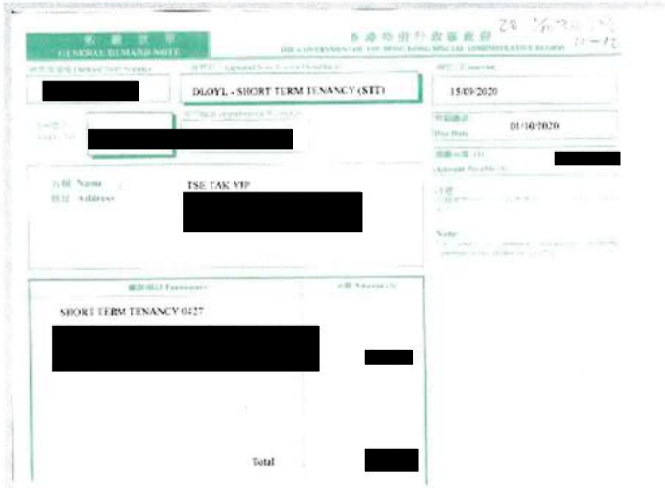
I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter





Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy (#0427).
I have a house on the land and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/05/2023
Case no: GOYF-16-15782(6)
Patient name: TSE TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters
姓名

CHIU, KWAN KI
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

The resident Tse Tak Yip has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



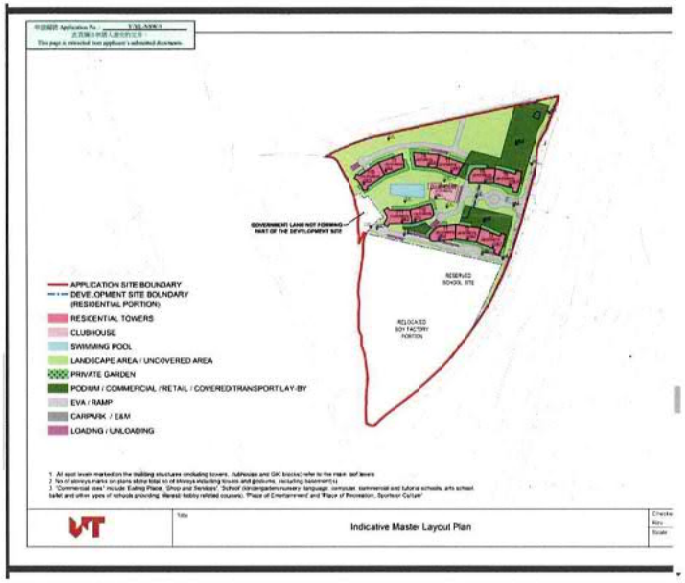






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise ard birds are often seen in our neighborhood. If it is induded in the rezone plan, it wil make the environment not suitable for the above wi dlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document
"Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government lard where our family house is not going tc be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house [redacted] from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to Planning Application Y/YL-NSW/9 from Mr Tse Ka Po on 20240220
20/02/2024 11:36

From: [redacted]
To: "TPBpd" <TPBpd@pland.gov.hk>
Cc: fsyledpo@pland.gov.hk, Lancsd@landsd.gov.hk, Gendboyl@landsd.gov.hk, DOYL@had.gov.hk, Enquiry@epd.gov.hk
Sent by: tpbpd@pland.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Ka Po on 20240220.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone CD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Ka-Po
[redacted]

Thank you for your attention.

Regards,
Tse Ka-Po

From: Tse Ka Po [redacted]

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 20 Feb 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendmert of plar.

1. I am a resident of [redacted] since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is fourd to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government

Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家濁

Tse Ka Po.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2021
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝樂業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention

Signature:
簽名

Name in Block Letters:
姓名

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



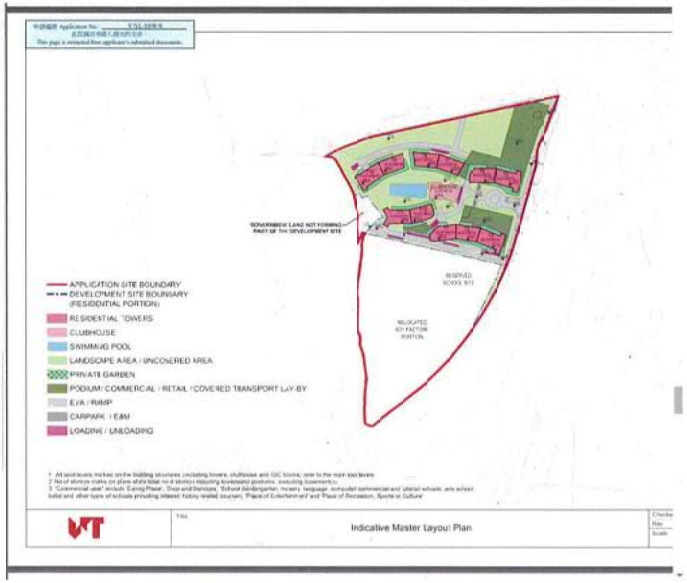






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land itogether with my family house [redacted] from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to Planning Application Y/YL-NSW/9 from Ms. Chan Chun Sum
19/02/2024 13:36

From: [redacted]
To: TPBpd@pland.gov.hk
Cc: fsyladpo@pland.gov.hk, Landsd@landsd.gov.hk, Gendloyl@landsd.gov.hk, DOYL@had.gov.hk, Enquiry@epd.gov.hk
Sent by: tpbpd@pland.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Chan Chun Sum on 202400218 regarding application Y_YL-NSW_9 (1).pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone ED107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Chan Chun Sum

[redacted]

Thank you for your attention.

Regards,

Chan Chun Sum

From : Ms Chan Chun Sum

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

Date: 18-Feb-2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of the [redacted] since 1979. My husband rent the land by the river from the government via Short Term Tenancy (#0427). I found my house area included in the application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My husband, my son and I are still living in this family home since it was built 43 years. We are retired people now.
3. I am 76 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceeds, the planned development will make the environment of our house detrimental to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will

deteriorate the air quality and impose respiratory problems that can be dangerous to my husband for his lurg issue.
(b) The noise and odour will irritate us and make us tense all the time
(c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.
(d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.

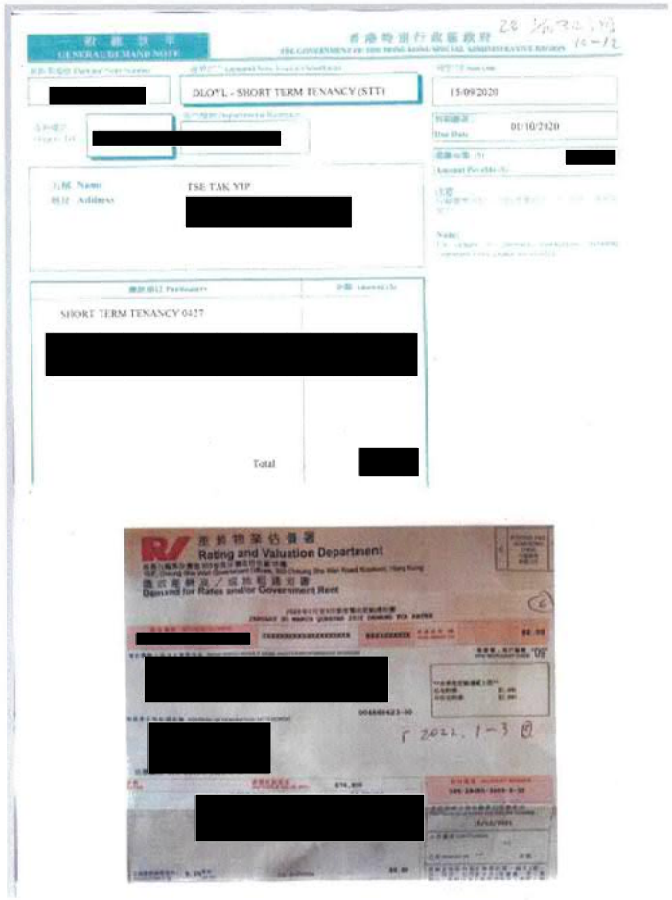
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is includec in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land (together with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
18 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2023
Case no: GOYP-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Bock Letters:
姓名

CHU, KWAN KI
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My husband, aged 76, has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



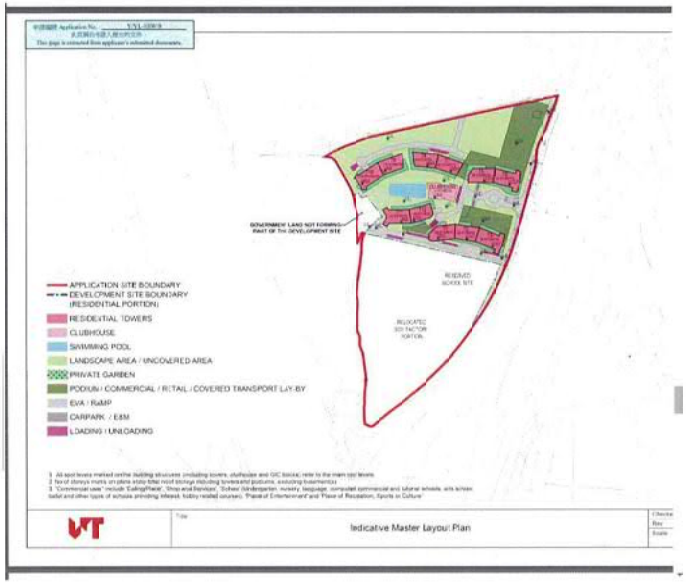






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house [redacted]) from the proposed plan application.

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

RECEIVED
21 FEB 2024
Town Planning Board

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人強烈反對有關申請
申請引入大批居民，現有交通網已承不勝
負荷，殺風添對自然生態造成負面
影响，勢將把濕地內的候鳥逼走，
基於以上理由，本人強烈有關当局
不應批准規劃申請

「提意見人」姓名／名稱 Name of person/company making this comment Fanny Cin
簽署 Signature 錢行 日期 Date 21-Feb-2024

通訊地址 Postal Address [redacted]
電話號碼 Tel No.
傳真號碼 Fax No.
電郵地址 E-mail address

528

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

致城市規劃委員會秘書：
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傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

RECEIVED 21 FEB 2024 Town Planning Board

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人反对上述規劃申請，
申請的發展位於濕地緩衝區，
是次申請項目將令濕地保育處於
險境；对市民生活而言，發展規模在
当區引入大量人口，衍生多樣環境
压力，加剧交通擠塞等問題。
本人反对規劃申請。

「提意見人」姓名／名稱 Name of person/company making this comment Maggie Ho
簽署 Signature MHo 日期 Date 20/2/2024

通訊地址 Postal Address [redacted]
電話號碼 Tel No.
傳真號碼 Fax No.
電郵地址 E-mail address

529

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

RECEIVED 19 FEB 2024 Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I would like to lodge an objection to the application
The application is not in line with the planning intention of Wetland Buffer Area.
It damages the natural environment of the neighbourhood.
It has negative impact on the ecology including disruption of flight path for water birds and light disturbance
I urge the TPB to reject the application.

「提意見人」姓名／名稱 Name of person/company making this comment PAULINE TSANG
簽署 Signature Pauline Tsang 日期 Date 18/2/2024

Email: [redacted]
Postal Address

530

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

RECEIVED
19 FEB 2024
Town Planning Board

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人強烈反对有關申請
申請項目工程破壞環境生態，
影响附近交通情況，
跟保育政策打倒車，
希望城委会切勿通过申請。

「提意見人」姓名／名稱 Name of person/company making this comment TSE KONG SING
簽署 Signature 陳广勝 日期 Date 19/2/2024

通訊地址 Postal Address [redacted]
電話號碼 Tel No.
傳真號碼 Fax No.
電郵地址 E-mail address

531

RECEIVED
20 FEB 2024
Town Planning Board

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I oppose the above planning application and urge the TPB to reject the application. Please find enclosed details of my comments.

「提意見人」姓名／名稱 Name of person/company making this comment Bryan Tse Ka-Shu
簽署 Signature Bryan 日期 Date 18-Feb-2024

通訊地址 Postal Address [redacted]
電話號碼 Tel No.
傳真號碼 Fax No.
電郵地址 E-mail address

From: Bryan Tse Ka-Shu

[redacted]

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

Cc: District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 18 Feb 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of [redacted] since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to my parents' health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers

the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Bryan Tse Ka-Shu.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24435400
04/09/2023
Case no: GOYP-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Bock Letters:
姓名

CHU, KWAN C
RESIDENT
Department of Family Medicine & PrimaryHealth Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



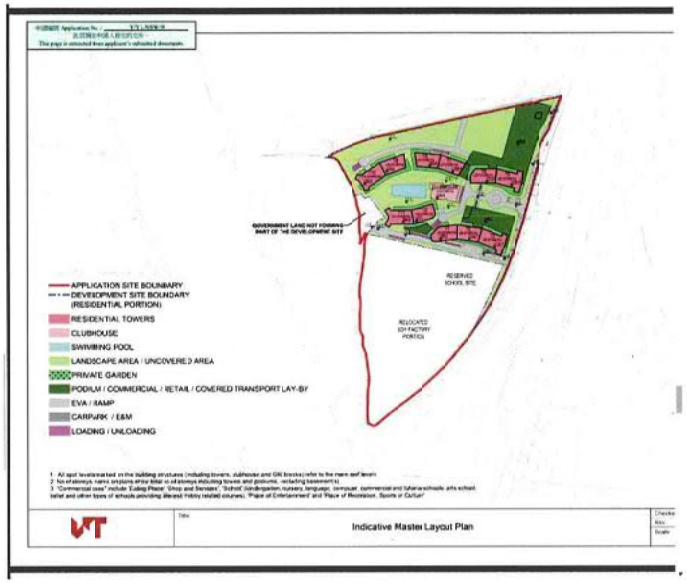






Evidence for Comment #3

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house [redacted] from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to Planning Application Y/YL-NSW/9 from Tse Ka Lap on 20240219
19/02/2024 13:57

From: [redacted]
To: TPBpd@pland.gov.hk
Sent by: tpbpd@pland.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Ka Lap on 20240219 on application Y_YL-NSW_9.pdf

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

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Lard from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration.

My contact details are as follows.

Name : Tse Ka Lap
[redacted]

Thank you for your attention.

Regards,
Tse Ka Lap

From: Tse Ka-Lap
[redacted]

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

Date: 19 Feb 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of [redacted] since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to my parents' health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruct on to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in

the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Tse Ka-Lap.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
25 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438460
04/09/2023
Case no. GOYF-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters:
姓名

CHIU, KWAN YI
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.









Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.

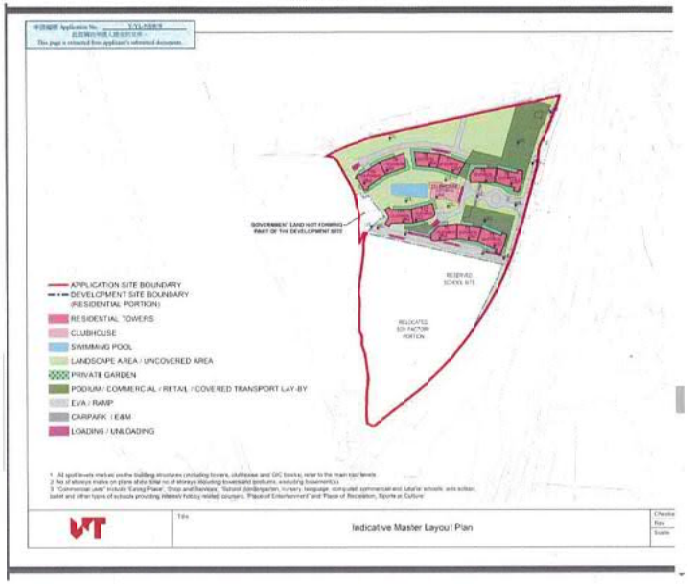
533

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

參考編號 **Reference Number:**	240222-124321-47227
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 12:43:21
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Dorothy Leung

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land together with my family house [redacted] from the proposed plan application.

534

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

參考編號 **Reference Number:**	240222-125002-30588
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	22/02/2024 12:50:02
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Anthony Diu

意見詳情
Details of the Comment :

本人反對申請

申請項目嚴重破壞自然生態
亦造成交通擠塞
引入人口加劇污染

促請 TPB 否決申請

536

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

參考編號 **Reference Number:**	240223-142508-79112
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 14:25:08
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Angela Lee

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

537

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

參考編號 **Reference Number:**	240223-142305-69070
提交限期 **Deadline for submission:**	23/02/2024
提交日期及時間 **Date and time of submission:**	23/02/2024 14:23:05
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Mr Tsang

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand perscnal&publi

Re: Y/YL-NSW/8 and 9 Tam Mei Wetlands
23/02/2024 21:20

From:
To: "tpbpd" <tpbpd@pland.gov.hk>
Cc: "enquiry" <enquiry@aud.gov.hk>
Sent by: tpbpd@pland.gov.hk
File Ref:

Y/YL-NSW/8
Lots 8 RP (Part), 8 S.A RP, 12, 13, 14 S.B ss.2, 14 S.B RP, 14 S.C RP, 16, 17, 31 S.B RP, 33 RP, 36 RP, 45, 55 S.A and 1740 S.A RP in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long
Site area : About 116,231sq.m Includes Government land of about 23,864sq.m
Zoning : "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area"
Proposed Amendment : Rezone to "Other Specified Uses" annotated 'Comprehensive Development to include Wetland Restoration Area 1" / 25 Blocks – 6,825 Units / 115mPD / PR 2.3 (2.25) /OS 17,745sq.m / 687 (784) Vehicle Parking / 2 Clubhouses / 1 GIC / 2.8ha Wetlands

Y/YL-NSW/9
Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long
Site area: About 81,550sq.m Includes Government land of about 15,714sq.m
Zoning: "Industrial (Group D)", "Open Storage" and area shown as 'Road"
Proposed Amendment: Rezone to "Res (Group E)" / 11 Blocks – 3,115 Units / 115 (103.5)mPD / PR 2.73 (2.7) /OS 8,099sq.m / 355 (421) Vehicle Parking / Clubhouses / Relocated Soy Factory

Dear TPB Members,

The inevitable increases to the PR and height. All teh better to further block the views of the mountains from many locations.

There has also been considerable change to the layout and of course none of it for the better of the community.

Both sites are clearly more asphalt and fewer trees.The Wetland element has been shrunk.But most alarming is the reduction in the already apltry GIC facilities from 3 locations to only one. This on sites that include almost 40,000sq.mts of government land. The residential element has almost completely wiped out the intention of 'CDA'. Public expectations would be for the provision of a substantial 'GIC' node, ideally this would be located close to the school so that there could be facilities like dormitories for disabled children who could have easy access to educational facilities. The lots are owned by the same developer so there should be

considerable opportunity to find an optimal solution.

The concept of CDA zoning is that it should provide a comprehensive living environment that includes a variety of services and facilities.

https://www.legco.gov.hk/yr01-02/english/panels/plw/papers/plw0426cb1-571-7e.pdf
*3. As we can see, there are a number of merits to the "CDA" zoning: - it allows comprehensive design and layout, - **it provides certain amount of government, institution and community (GIC) facilitate to fulfill district needs.***

Not only are community facilites being neglected, the Wetland area will be enclosed and privatized and thereby add nothing to the country's vision of common prosperity.

While the 9 portion is not zoned "CDA", the size of the site and extent of government land included indicate that even with "Res E" zoning there is a responsibility on the part of PlanD to ensure that any development ncludes provision of facilities that address the pressure the thousands of additional residents would impose on existing community health and care amenities.

In view of the glut of unsold units being witheld, and thousands more vacant for longer periods, large compounds like these are no longer necessary.

The plans should be withdrawn.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Cc: enquiry <enquiry@aud.gov.hk>
Date: Wednesday, 20 September 2023 2:44 AM HKT
Subject: Re: Y/YL-NSW/8 and 9 Tam Mei Wetlands

Dear TPB Members,

According to the PR the recent amendments made to the Town Planning ordinance are to speed up the process.

However it is quite clear that this statement is misleading. While the rights of residents to participate in the prccess have been drastically reduced, developers face no constraints on their practices that prolong the application on some developments for years by submitting endless 'additional informatic n'.

The site has been trashed for the construction of the Covid isolation centre and is now planned to be used to as accommodation for imported construction workers.

Essentially the dynamic of the district has been irreversibly impacted. The application based on the 'before' scenario is no longer realistic.

The application should be withdrawn until there is a definitive date for the dismantling of the current structures and the city has come to terms with global warming and the need to conserve more of our wetlands in order to prepare the city for the impacts of climate change.

Mary Mulvihill

From:
To: tpbpd <tpbpd@pland.gov.hk>
Cc: enquiry <enquiry@aud.gov.hk>
Date: Friday, 29 July 2022 2:38 AM CST
Subject: Re: Y/YL-NSW/8 and 9 Tam Mei

Dear TPB Members,

Again we have plans that include significant quantities of government land, almost 40,000sq.mts combined, but the information supplied by HK's largest developers is not posted for the general public, and taxpayers, to scrutinize.

The recreational and community facilities are totally inadequate. We are talking about a community of almost 30,000 so where are the 3 basket ball courts and the other active sports facilities in line with HKPSG?

The small footprint dedicated to GIC is on isolated and left over portions of the site (8 only nothing on 9). Some of it is alongside Castle Peak Road, totally inappropriate with regard to the need for natural ventilation as there would be alarming levels of noise and air pollution. The lots not part of the development in between the 3 blocks have disproportionate amount of land taken up with EVA.

Then there is the scurrilous WRA, much of it a long narrow strip in front of joined and wall effect towers that would render the water courses nothing more than ornamental pools subject to extensive traffic, light and noise pollution.

The fact that most of the towers are joined should be a matter of concern as this not only reduces general ventilation but also deprives the residents of any form of cross ventilation. We can see from the recent surge in temperatures that 40C degrees will be common. There is urgent need not only to mandate that construction provide better insulation but also that the practice of having units with ventilation from only one side be prohibited.

One of the excuses for the development frenzy is that it will provide a better standard of living but the layouts indicate that these new development areas will have a more inferior level of ventilation than the older towers in urban districts with windows in kitchens and bathrooms that allow cross currents.

But of course its all about maximizing profits for developers while government depts turn a blind eye to the consequences.

Mary Mulvhill

From:

To: tpbpd <tpbpd@pland.gov.hk>
Date: Friday, 27 May 2022 11:49 PM CST
Subject: Y/YL-NSW/8 and 9 Tam Mei

Y/YL-NSW/8

Lots 8 RP (Part), 8 S.A RP, 12, 13, 14 S.B ss.2, 14 S.B RP, 14 S.C RP, 16, 17, 31 S.B RP, 33 RP, 36 RP, 45, 55 S.A and 1740 S.A RP in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long

Site area : About 116,231sq.m Includes Government land of about 23,864sq.m

Zoning : "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area"

Proposed Amendment : Rezone to "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area 1" / 25 Blocks – 6,825 Units / 115mPD / PR 2.25 /OS 17,745sq.m / 784 Vehicle Parking / 2 Clubhouses / 3 GIC buildings / 2.8ha Wetlands

Y/YL-NSW/9

Lots 1910 RP (Part) and 1743 S.C RP (Part) in D.D.107 and Adjoining Government Land, West of Castle Peak Road – Tam Mi, Yuen Long

Site area : About 81,550sq.m Includes Government land of about 15,714sq.m

Zoning : "Industrial (Group D)", "Open Storage" and area shown as 'Road"

Proposed Amendment : Rezone to "Res (Group E)" / 11 Blocks – 3,115 Units / 103.5mPD / PR 2.7 /OS 8,099sq.m / 421 Vehicle Parking / Clubhouses / Relocated Soy Factory

Dear TPB Members,

Strongest objections, this plan stinks.

As the two applications are in fact one development, then they will be considered together.

The manner in which Sun Hung Kai and Henderson Land have manipulated the justification for this development is truly shocking and indicates that the offer of part of the site to accommodate Covid isolation facilities was nothing more than a cynical ploy to excavate a large area so that it could then be claimed that the environmentally sensitive location was degraded and should now be developed as part of the Northern Metropolis.

That the destruction was achieved in such a short time by China Construction and with all the normal environmental assessments waived indicates a degree of collusion between the two developers, the construction company and the Hong Kong government.

The fact that all this was achieved in a few months and that so much public money was spent on the construction of the facilities that were never used and will now be sent to the landfill indicates that we are entering a new phase in which manipulation of the system and disregard for rules and regulations will be the norm.

The plans should be rejected because they are truely immoral.

Mary Mulvhill

新 界 元 朗

新 田 區 墈 圍 村

Pok Wai Village Representatives' Office

RECEIVED
18 MAR 2024
Town Planning Board

敬啟者：

反對元朗青山公路-潭尾段以西丈量約份第 107 約地段第 1910 號餘段(部份) 及
第 1743 號 C 分段(部份)和毗鄰政府土地
把申請地點由「工業(丁類)」地帶，「露天貯物」地帶改劃為「住宅(戊類)」地帶
(申請編號：A/YL-NSW/9)

就上述規劃申請 A/YL-NSW/9，本村一致通過反對上述申請，理由如下：

1. 該項發展計劃涉及 81,550 平方米，發展面積龐大，密度非常高，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，發展計劃涉及 266,166 平方米，11,937 住宅單位，最保守估計涉及 5 萬人的住宅項目，對現有環境影響巨大，嚴重影響鄰近村落居民。
2. 發展的屋宇高度 103 米，該區域的西邊及南邊完全被該發展樓宇阻擋，該發展區域樓宇與本村鄰近屋宇的高度有明顯的差距，破壞當區的環境及視角環境，影響本村村民屋宇視覺及通風，對附近村民權益有實在的損害及侵佔。
3. 該發展區估算約有 3,115 戶及 398 多部車輛使用，但相信該車輛的估計數目嚴重偏少，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，保守估計會增加 4,000 輛車輛，肯定遠超現有青山公路及新潭路的負荷，而現有的錦繡迴旋處及凹頭迴旋處更難負荷，將嚴重影響該區交通系統。

現時由墈圍村往青山公路一段已經公共交通設施嚴重不足，而青山公路出錦繡迴旋處一段長期擠塞，車龍往往排至墈圍路東出口，若再加上相關 266,166 平方米發展，人口增加約 5 萬多人，肯定嚴重影響本村村民公共交通及青山公路交通。

此致

規劃委員會

墈圍村代表

POK WAI VILLAGE OFFICE
墈圍村公所
印

馮應祥　　文燕華

二零二四年三月十五日

醫事顧問：鄧兆棠醫生

就規劃申請/覆核提出意見 Making Comment on Planning Application / Review	
參考編號 **Reference Number:**	240322-111432-35087
提交限期 **Deadline for submission:**	22/03/2024
提交日期及時間 **Date and time of submission:**	22/03/2024 11:14:32
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Benny Tsang

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

541

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

參考編號 **Reference Number:**	240322-111653-86008
提交限期 **Deadline for submission:**	22/03/2024
提交日期及時間 **Date and time of submission:**	22/03/2024 11:16:53
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 陳廣生

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

542

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

參考編號 **Reference Number:**	240322-111848-09694
提交限期 **Deadline for submission:**	22/03/2024
提交日期及時間 **Date and time of submission:**	22/03/2024 11:18:48
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Celia Chau

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby, particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

543

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

參考編號 **Reference Number:**	240322-112433-04417
提交限期 **Deadline for submission:**	22/03/2024
提交日期及時間 **Date and time of submission:**	22/03/2024 11:24:33
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Lily Ling

意見詳情
Details of the Comment :

本人反對申請

新鴻基地產近日率先向城規會申請，向元朗南生圍潭尾的濕地緩衝區「開刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出鬆綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

544

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

參考編號 **Reference Number:**	240322-113358-18690
提交限期 **Deadline for submission:**	22/03/2024
提交日期及時間 **Date and time of submission:**	22/03/2024 11:33:58
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Margaret Lee

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand perscnal&publi

Objection to Planning Application Y/YL-NSW/9 from Ms. Chan Chun Sum
22/03/2024 10:51

From:
To: TPBpd@pland.gov.hk
Cc: tsyledpo@pland.gov.hk, Landsd@landsd.gov.hk, Gendloyl@landsd.gov.hk, DOYL@had.gov.hk, Enquiry@epd.gov.hk
Sent by: tpbpd@pland.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Chan Chun Sum on 20240322 regarding application Y_YL-NSW_9.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Chan Chun Sum
Postal address :
Tel :
Email :

Thank you for your attention.

Regards,
Chan Chun Sum

From : Ms Chan Chun Sum

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

Date: 22-Mar-2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of the land lot in Yuen Long since 1979. My husband rent the land by the river from the government via Short Term Tenancy (#0427). I found my house area included in the application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My husband, my son and I are still living in this family home since it was built 43 years. We are retired people now.
3. I am 76 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceeds, the planned development will make the environment of our house detrimental to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will

deter orate the air quality and impose respiratory problems that can be dangerous to my husband for his lung issue.

(b) The noise and odour will irritate us and make us tense all the time

(c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.

(d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.

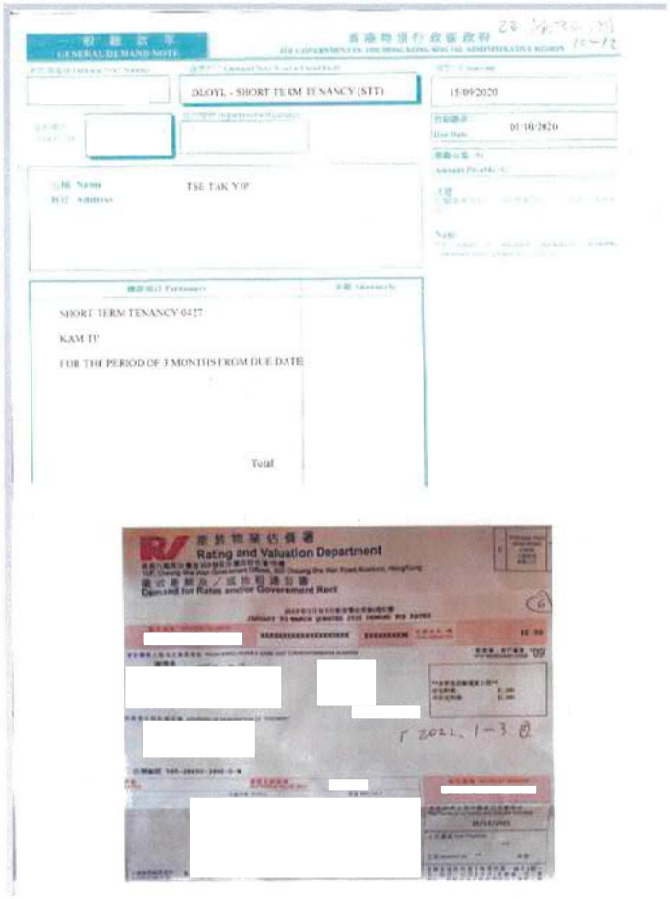
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located Varicus wildlife including cows, fish, tortoise and bircs are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addit on to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land (together with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

Attachments of evidence in support of my comments in the letter


GENERAL DEMAND NOTE

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

01/10/2020

TSE TAK YIP

SHORT TERM TENANCY 0427

KAM TP

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE

Total

Rating and Valuation Department

Demand for Rates and/or Government Rent

<u>Evidence for Comment #1</u>

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Letter for health concition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel. 24636400
04/6/2023
Case no. GOYF-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Macam,

Re: TSE, TAK YIP 謝德業 [ ]

The above named patient suffers from metastetic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters
姓名

CHIU, KWAN Yi
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My husband, aged 76, has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



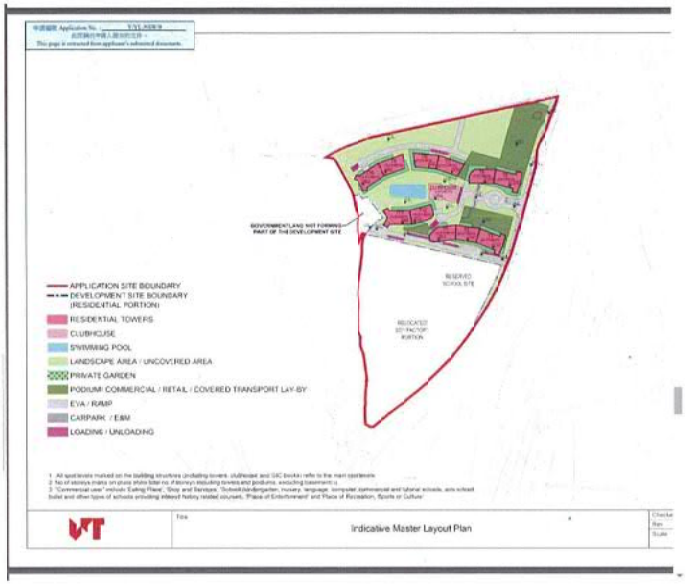






Evidence for Comment #8

Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land itogether with my family house by the river) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Objection to Planning Application Y/YL-NSW/9 from Mr Tse Ka Po
22/03/2024 11:30

From:
To: "TPBpd" <tpbpd@pland.gov.hk>
Cc: fsyledpo@pland.gov.hk, Landsd@landsd.gov.hk, GendlOyl@landsd.gov.hk, DOYL@had.gov.hk, Enquiry@epd.gov.hk
Sent by: tpbpd@pland.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Ka Po on 20240322.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Tak-Yip
Postal address :
Tel :
Email :

Thank you for your attention.

Regards,
Tse Ka Po.

From: Tse Ka Po

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 22 Mar 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruct on to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government

Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝茶濮

Tse Ka Po.

Attachments of evidence in support of my comments in the letter


GENERAL DEMAND NOTE

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

01/10/2020

TSE TAK YIP

SHORT TERM TENANCY 0427

KAM TIN

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE

Total

Rating and Valuation Department

Demand for Rates and/or Government Rent

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.

Madam Yung Fung Shee Health Centre
25 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel 24438426
23/05/2022
Case no: GCYF-16-15782(5

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [ ]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xelcda 1000mg BD on days of RT given . He is followed up in oncology. Thank you for your attention!

Signature:
簽名:

Name in Block Letters:
姓名:

LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



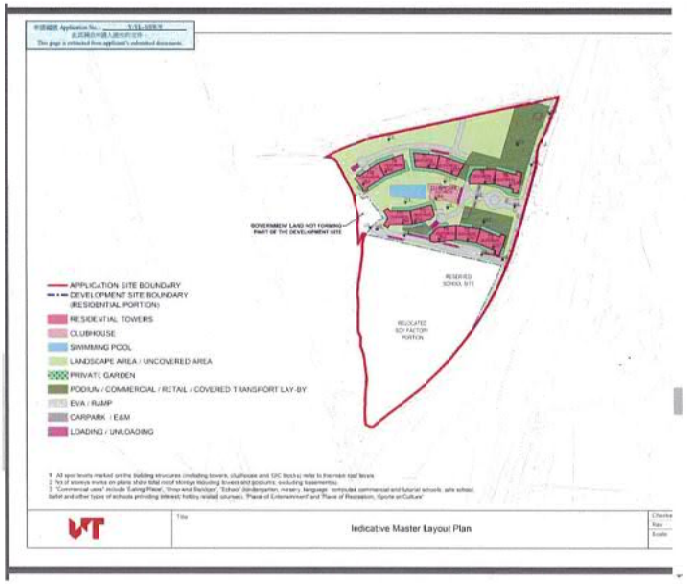






Evidence for Comment #8

Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document
"Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

Tse Tak-Yip 's Objection to Planning Application Y/YL-NSW/9
22/03/2024 10:46

From:
To: TPBpd@pland.gov.hk
Cc: fsyladpo@pland.gov.hk, Landsd@landsd.gov.hk, Gendlbyl@landsd.gov.hk, DOYL@had.gov.hk, Enquiry@epd.gov.hk
Sent by: tpbpd@pland.gov.hk
File Ref:

1 attachment

To the Town Planning Board from Tse Tak Yip on 2024C322.pdf

To: The Secretary, Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,
Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Tak-Yip
Postal address :
Tel
Email :

Thank you for your attention.

Regards,
Tse Tak-Yip

From: Tse Tak Yip

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 22-Mar-2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of since 1979. I rent the land by the river from the government via Short Term Tenancy (#D427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built on the government land of I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 76 years old. My wife is 76 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. I am now recuperating in the above address after treatment and I am very weak. Staying in my current home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceeds, the planned development will make the environment of our house adverse to my health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we canrot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and odour will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land

covers the neighborhooc of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your considerat on for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter


GENERAL DEMAND NOTE

DLO/YL - SHORT TERM TENANCY (STT)

15/09/2020

01/10/2020

TSE TAK YIP

SHORT TERM TENANCY 0427

KAM TIN

FOR THE PERIOD OF 3 MONTHS FROM DUE DATE

Total

Rating and Valuation Department

Demand for Rates and/or Government Rent

Evidence for Comment #1

I rent the government lard since 1979 via Short Term Tenancy (#0427).
I have a house on the land and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2023
Case no: GOYF-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Macam,

Re: TSE, TAK YIP 謝德業 [ ]

The above named patient suffers from metastetic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters
姓名

CHU, KWAN Ki
RESIDENT
Department of Family Medicine & PrimaryHealth Care

Evidence for Comment #4

The resident Tse Tak Yip has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



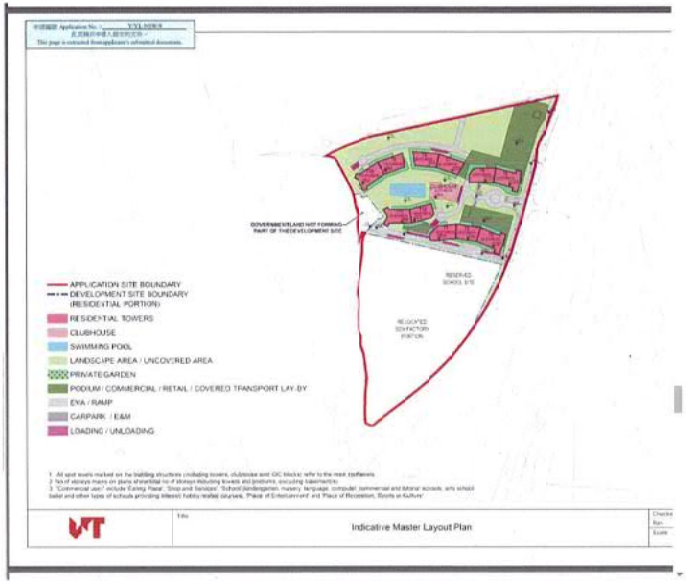






Evidence for Comment #8

Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Develcpment Site". It appears that this land covers the neighborhocd of my family house. If the government land where our family house is not going to be used in the development, this shculd not be incluced in the rezoring area of this application in the first place. The application should exclude this highlighted government land (togethe- with my family house by the river) from the proposed plan application.

549

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

參考編號 **Reference Number:**	240505-112718-34106
提交限期 **Deadline for submission:**	10/05/2024
提交日期及時間 **Date and time of submission:**	05/05/2024 11:27:18
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 陳生

意見詳情
Details of the Comment :

反對!

新鴻基地產近日率先向城規會申請，向元朗南生圍潭尾的濕地緩衝區「開刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出鬆綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

350

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

參考編號 **Reference Number:**	240505-112925-96313
提交限期 **Deadline for submission:**	10/05/2024
提交日期及時間 **Date and time of submission:**	05/05/2024 11:29:25
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Mary Wong

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

351

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

參考編號 **Reference Number:**	240505-113116-01027
提交限期 **Deadline for submission:**	10/05/2024
提交日期及時間 **Date and time of submission:**	05/05/2024 11:31:16
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Coby Tong

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.

I urge the Town Planning Board to reject the application.

552

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

參考編號 **Reference Number:**	240509-174730-87349
提交限期 **Deadline for submission:**	10/05/2024
提交日期及時間 **Date and time of submission:**	09/05/2024 17:47:30
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Margaret Lee

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application for amendment of plan.

1. I am a regular visitor to the Nam Sang Wai region for its scenery as well as visiting my relatives in the region. My relatives live within the proposed rezone plan.
2. I object to the application because it affects the living neighborhood, causes damage to the natural environment and has negative impact on the ecology.
3. If the plan goes ahead, the construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near the people around. This affects my relatives who live in the neighborhood.
4. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
5. The application will affect the livelihood of the wildlife in the river and near the riverbank. Various wildlife including cows, fish, tortoise and birds are often seen in its neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
6. I have seen a lot of trees, flowers and vegetables in the region related to nature conservation. The development can cause adverse impact on all these.
7. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Wetland Conservation Area.

I would greatly appreciate your consideration for my above reasons to oppose the planning application Y/YL-NSW/9

553

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

參考編號 **Reference Number:**	240509-181434-32401
提交限期 **Deadline for submission:**	10/05/2024
提交日期及時間 **Date and time of submission:**	09/05/2024 18:14:34
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Dawn Tsang

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.

I urge the Town Planning Board to reject the application.

554

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

參考編號
Reference Number: 240509-175309-29287

提交限期
Deadline for submission: 10/05/2024

提交日期及時間
Date and time of submission: 09/05/2024 17:53:09

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

「提意見人」姓名/名稱
Name of person making this comment: 女士 Ms. Camy Liu

意見詳情
Details of the Comment :

本人強烈反對申請!

新鴻基地產近日率先向城規會申請，向元朗南生圍潭尾的濕地緩衝區「開刀」，連同邊涌的土地大規模發展近一萬伙住宅，相信是政府提出鬆綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

本人反對申請。

555

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

參考編號
Reference Number: 240509-175907-15623

提交限期
Deadline for submission: 10/05/2024

提交日期及時間
Date and time of submission: 09/05/2024 17:59:07

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

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

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

556

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

參考編號
Reference Number: 240506-153818-17555

提交限期
Deadline for submission: 10/05/2024

提交日期及時間
Date and time of submission: 06/05/2024 15:38:18

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

「提意見人」姓名/名稱
Name of person making this comment: 夫人 Mrs. Fanny Chiu

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

557

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

參考編號
Reference Number: 240506-153635-31060

提交限期
Deadline for submission: 10/05/2024

提交日期及時間
Date and time of submission: 06/05/2024 15:36:35

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

「提意見人」姓名/名稱
Name of person making this comment: 女士 Ms. Maggie Ho

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.

It damages the natural environment of the neighboring Wetlands Buffer
Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance
to existing residents of the neighborhood.

I urge the Town Planning Board to reject the application.

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄	檔案編號 Reference No.	
For Official Use Only	收到日期 Date Received	

RECEIVED
- 8 MAY 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I oppose the application Y/YL-NSW/9

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland.
The new population introduced by the development will also create heavy traffic jam. The roads simply cannot coped with so many people.
TPB should reject the application.

「提意見人」姓名／名稱 Name of person/company making this comment Leslie Cheng
簽署 Signature LC 日期 Date 5-5-2024.

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄	檔案編號 Reference No.	
For Official Use Only	收到日期 Date Received	

RECEIVED
- 7 MAY 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I object to the application because it deteriorates my living neighborhood causes damage to the environment and has negative impact on the ecology.
I live near the area of the application. At present, my home is a great place for stargazing. I can easily watch meteor showers and other astronomical phenomenon. All these will no longer be possible when the development makes the neighborhood too bright.
I urge the town planning board to reject the application.

「提意見人」姓名／名稱 Name of person/company making this comment Gloria Chan
簽署 Signature Gloria 日期 Date 4 May 2024.

560

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

RECEIVED
- 6 MAY 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I would like to lodge an objection to the application.
Please find enclosed my comments related to the objection.
I urge the Town planning board to reject the application.

「提意見人」姓名／名稱 Name of person/company making this comment Bryan Tse Ka-Shu
簽署 Signature Bryan Tse 日期 Date 6-May-2024

From: Bryan Tse Ka-Shu
[redacted]

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

RECEIVED
- 6 MAY 2024
Town Planning Board

Date: 5 May 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of [redacted] since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to my parents' health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

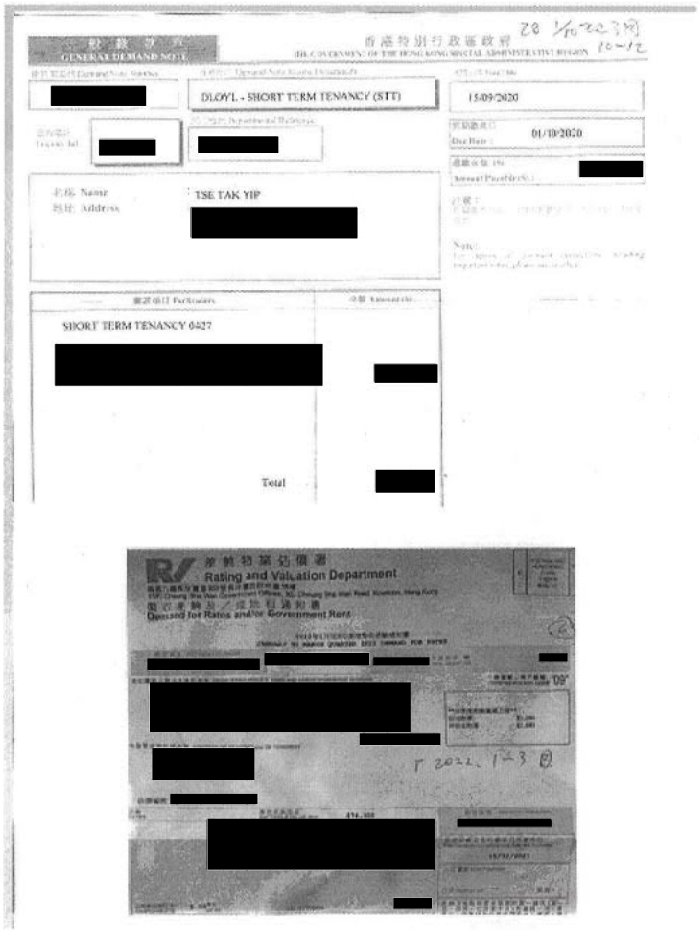
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce 'ers of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Bryan Tse Ka-Shu.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

[redacted]

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

[redacted]

Due Date: 01/10/2020

[redacted]

Name: TSE TAK YIP

Address: [redacted]

SHORT TERM TENANCY 0427

[redacted]

Total [redacted]

Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2023
Case no: GOYF-16-15782(6)
Patient name: TSE, TAK YP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly

Signature
簽名

Name in Block Letter
姓名

CHIU, KWAN K
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



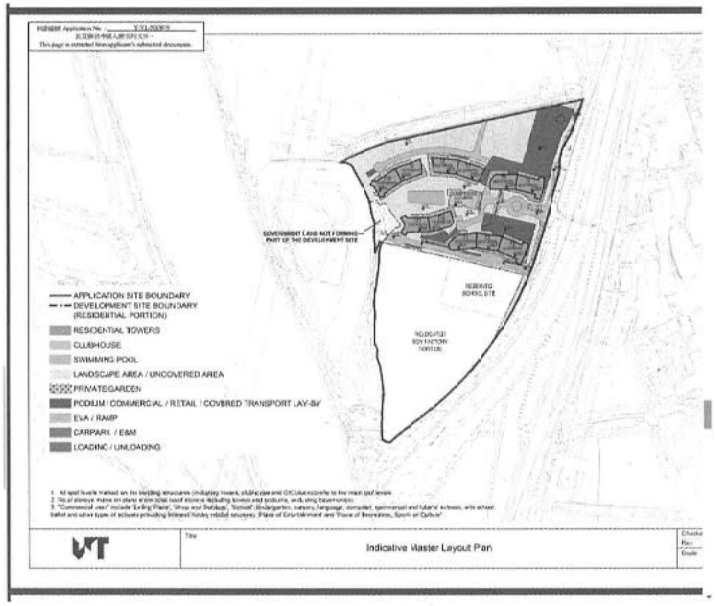






Evidence for Comment #8

Our house is located just next to the river. Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document
"Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

561

就規劃申請提出意見

Comments on Planning Application

請勿填寫此欄	檔案編號 Reference No.	
For Official Use Only	收到日期 Date Received	

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

RECEIVED
- 8 MAY 2024
Town Planning Board

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I would like to lodge an objection against the application Y/YL-NSW/9.
Please find enclosed details of my comments.
I would urge the TPB to reject the application.

「提意見人」姓名／名稱 Name of person/company making this comment TSE KA PO
簽署 Signature 謝家寶 日期 Date 8-May-2024

From: Tse Ka Po [redacted]

To: The Secretary, Town Planning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Horg Kong,

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

RECEIVED
- 8 MAY 2024
Town Planning Board

Date: 8 May 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of [redacted] since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road

near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

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7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
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Thank you for your kind attention.

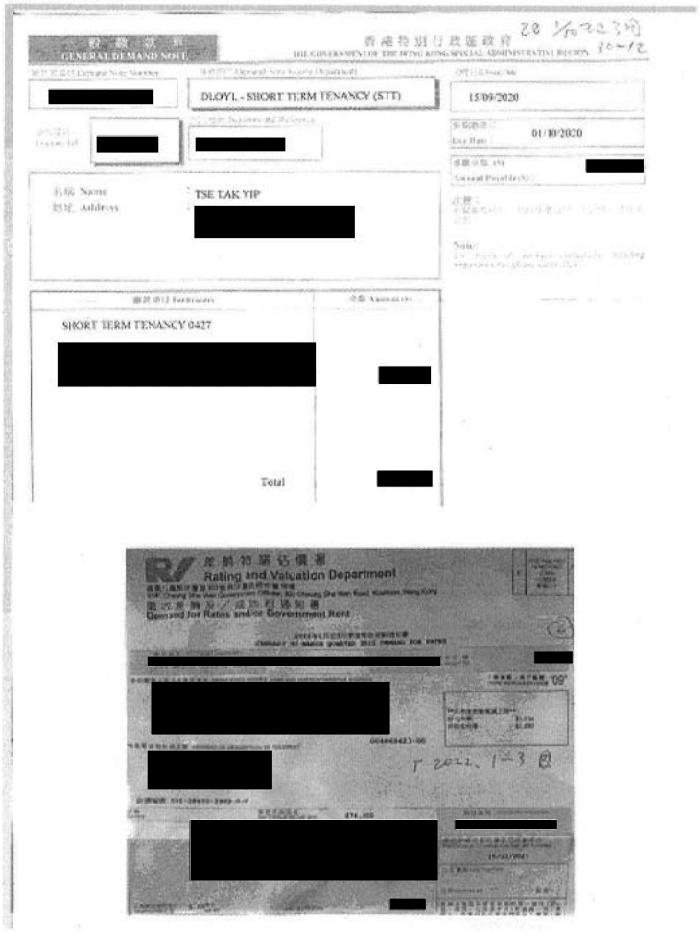
I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家寶

Tse Ka Po.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

DLOYL - SHORT TERM TENANCY (STT)

15/09/2020

01/10/2020

Name
Address

TSE TAK YIP

SHORT TERM TENANCY 0427

Total

Rating and Valuation Department

Demand for Rates and/or Government Rent

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GOYF-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature:
簽名

Name in Block Letters:
姓名

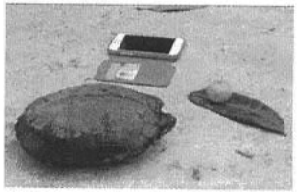
LO, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



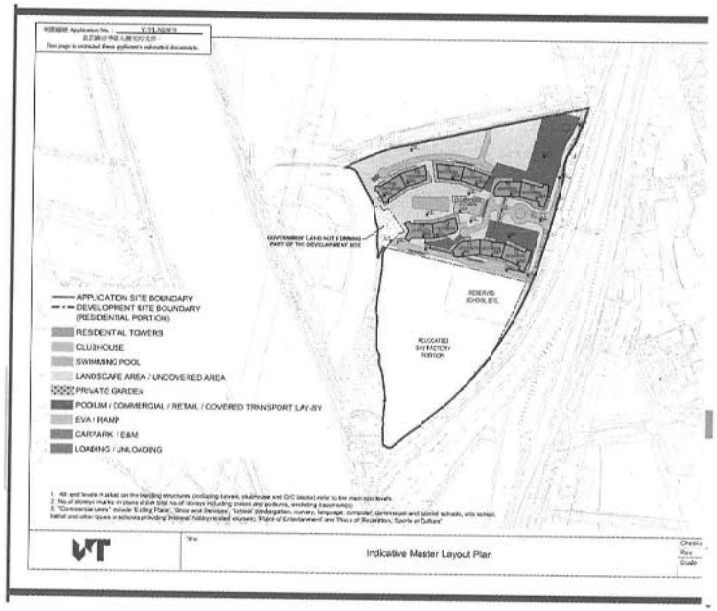






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐Urgen: ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

562

From: [redacted]
Sent: 2024-05-05 星期日 10:56:27
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: fsyledpo_pd/PLAND <fsyledpo@pland.gov.hk>
Subject: Objection to Planning Application Y/YL-NSW/9 from Tse Ka-Lap
Attachment: To the Town Planning Board from Tse Ka Lap on 20240505 regarding application Y_YL-NSW_9.pdf

To: The Secretary, Town Planning Board,

15/F, North Point Government Offices,

333 Java Road, North Point,

Hong Kong,

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration.

My contact details are as follows.

Name : Tse Ka Lap
Postal address : [redacted]
Tel : [redacted]
Email [redacted]

Thank you for your attention.

Regards,

Tse Ka Lap.

From: Tse Ka-Lap
[redacted]

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

Date: 5 May 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of [redacted] since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
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9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
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Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Bryan Tse Ka-Shu.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

15/09/2020

01/10/2020

TSE TAK YIP

SHORT TERM TENANCY 0427

Total

Rating and Valuation Department

Demand for Rates and/or Government Rent

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24458400
04/09/2023
Case no. GOYF-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters:
姓名

CHIU, KWAN H
RESIDEN
Department of Family Medicine & Primary Health Car

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



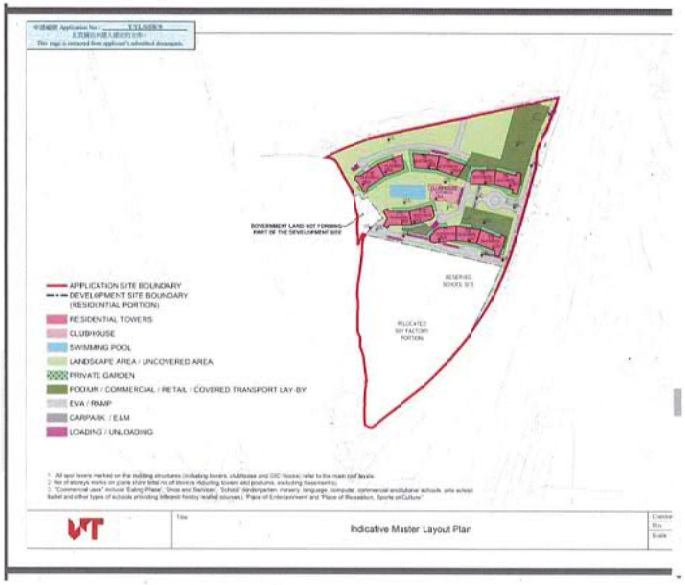






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document
"Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

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☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

563

From:	[redacted]
Sent:	2024-05-04 星期六 09:42:16
To:	tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc:	fsylecpc_pd/PLAND <fsyledpo@pland.gov.hk>; e-Enquiry Counter/LAO/LANDSD <landsd@landsd.gov.hk>; Sally LS CHENG/LAO/LANDSD <gendloyl@landsd.gov.hk>; Public Email YLDO/HAD <doyl@had.gov.hk>; EPD_Enquiry/EPD <enquiry@epd.gov.hk>
Subject:	Objection to Planning Application Y/YL-NSW/9 from Ms. Chan Chun Sum
Attachment:	To the Town Planning Board from Chan Chun Sum on 20240503 regarding application Y_YL-NSW_9.pdf

To: The Secretary, Town Planning Board,

15/F, North Point Government Offices,

333 Java Road, North Point,

Hong Kong,

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East, Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Chan Chun Sum
Postal address : [redacted]
Tel : [redacted]
Email : [redacted]

Thank you for your attention.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

Regards,

Chan Chun Sum

From : Ms Chan Chun Sum

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

Date: 3-May-2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendmert of plan.

1. I am a resident of the land lot in Yuen Long [redacted] since 1979. My husband rent the lanc by the river from the government via Short Term Tenancy (#0427). I found my house area included in the application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My husband, my son and I are still living in this family home since it was built 43 years. We are retired people now.
3. I am 76 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceeds, the planned development will make the environment of our house detrimental to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my husband for his lung issue.
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   (c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this lanc covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land (together with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

[redacted]

01/10/2020

TSE TAK YIP

[redacted]

SHORT TERM TENANCY 0427

[redacted]

Total [redacted]

Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

F 2021. 1-3. 0

[redacted]

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.

HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2023
Case no: GOYF-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [[redacted]]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters
姓名

CHIU, KWAN C
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My husband, aged 76, has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



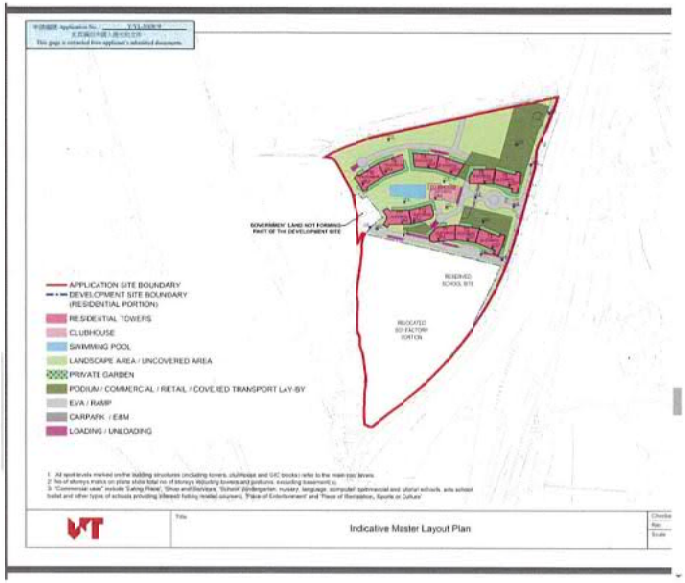






Evidence for Comment #8

Our house is located [redacted] various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land itogether with my family house by the river) from the proposed plan application.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

564

From:	[redacted]
Sent:	2024-05-06 星期一 14:10:30
To:	tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc:	fsyledpo_pd/PLAND <fsyledpo@pland.gov.hk>; e-Enquiry Counter/LAO/LANDSD <landsd@landsd.gov.hk>; Sally LS CHENG/LAO/LANDSD <gendloyl@landsd.gov.hk>; Public Email YLDO/HAD <doyl@had.gov.hk>; EPD_Enquiry/EPD <enquiry@epd.gov.hk>
Subject:	Objection to TPB Application Y/YL-NSW/9 from Mr. Tse Tak Yip on 20240506
Attachment:	To the Town Planning Board from Tse Tak Yip on 20240506.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone Lots 1910 RP and 1743 SC RP in DD107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long.

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Tak Yip
Postal address : [redacted]
Tel [redacted]
Email : [redacted]

Thank you for your attention.

Regardds,
Tse Tak Yip.

From: Tse Tak Yip

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 6 May 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of [redacted] since 1979. I rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built on the government land of DD107. I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 76 years old. My wife is 76 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. I am now recuperating in the above address after treatment and I am very weak. Staying in my currert home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceeds, the planned development will make the environment of

our house adverse to my health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generatec by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and odour will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

15/09/2020

01/10/2020

TSE TAK YIP

SHORT TERM TENANCY 0427

Total

Rating and Valuation Department

Demand for Rates and/or Government Rent

F 2021. 1-3

Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy (#0427).
I have a house on the land and pay government rates and rent.

HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel. 24438400
04/09/2023
Case no. GCYF-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters
姓名

CHIU, KWAN C
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

The resident Tse Tak Yip has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



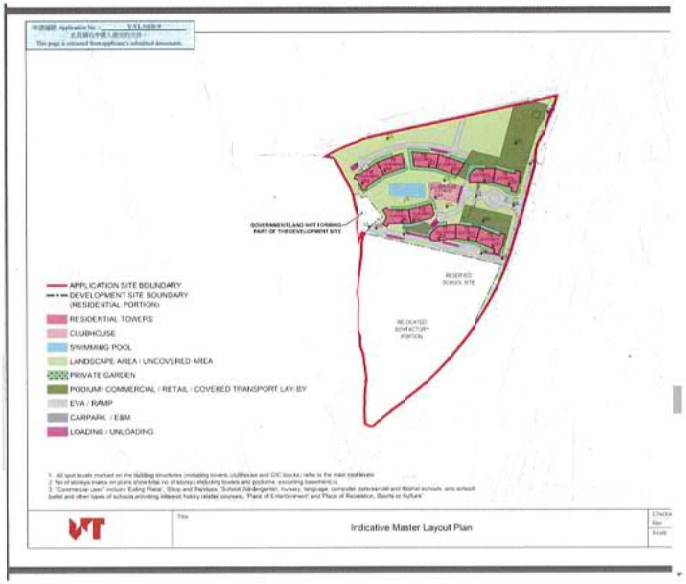






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land itogether with my family house by the river) from the proposed plan application.

565

☐Urgen: ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From: [redacted]
Sent: 2024-05-10 星期五 13:16:07
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Subject: 反對 A/YL-NSW/314 及 A/YL-NSW/9 規劃申請
Attachment: Scan2024-05-10_反對 AYL-NSW 314 及 AYL-NSW9 規劃申請.pdf

現提出上述規劃申請反對

新界 元朗
新田區學圍村
Pok Wai Village Representatives' Office
[redacted]

敬啟者：

反對元朗青山公路-潭尾段以西丈量約份第 107 約地段第 1910 號餘段(部份) 及
第 1743 號 C 分段(部份)和毗鄰政府土地
把申請地點由「工業(丁類)」地帶，「露天貯物」地帶改劃為「住宅(戊類)」地帶
(申請編號：A/YL-NSW/9)

就上述規劃申請 A/YL-NSW/9，本村一致通過反對上述申請，理由如下：

1. 該項發展計劃涉及 81,550 平方米，發展面積龐大，密度非常高，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，發展計劃涉及 266,166 平方米，11,937 住宅單位，最保守估計涉及 5 萬人的住宅項目，對現有環境影響巨大，嚴重影響鄰近村落居民。
2. 發展的屋宇高度 103 米，該區域的西邊及南邊完全被該發展樓宇阻擋，該發展區域樓宇與本村鄰近屋宇的高度有明顯的差距，破壞當區的環境及視角環境，影響本村村民屋宇視覺及通風，對附近村民權益有實在的損害及侵佔。
3. 該發展區估算約有 3,115 戶及 398 多部車輛使用，但相信該車輛的估計數目嚴重偏少，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，保守估計會增加 4,000 輛車輛，肯定遠超現有青山公路及新潭路的負荷，而現有的錦繡迴旋處及凹頭迴旋處更難負荷，將嚴重影響該區交通系統。

現時由學圍村往青山公路一段已經公共交通設施嚴重不足，而青山公路出錦繡迴旋處一段長期擠塞，車龍往往排至學圍路東出口，若再加上相關 266,166 平方米發展，人口增加約 5 萬多人，肯定嚴重影響本村村民公共交通及青山公路交通。

此致

規劃委員會

學圍村代表

POK WAI VILLAGE OFFICE 學圍村公所 印

馮應祥　　文燕華

二零二四年五月十日

醫事顧問：鄧兆棠醫生

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

566

From: [redacted]
Sent: 2024-05-08 星期三 17:34:45
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: [redacted]
Subject: Comments on the Section 12A Application No. Y/YL-NSW/9
Attachment: TPB20240509(NSW9).pdf

Dear Sir/ Madam,

Attached please find our submission on the captioned.

Yours faithfully,
Chow Oi Chuen (Ms)
Campaign Officer
The Conservancy Association

長春社 Since1958

The Conservancy Association

[redacted]

8th May 2024

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

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

Dear Sir/Madam,

Comments on the Section 12A Application No. Y/YL-NSW/9

The Conservancy Association (CA) OBJECTS to the captioned application.

1. Not in line with the planning intention of Wetland Buffer Area (WBA)

According to the Town Planning Board Guidelines for Application for Developments within Deep Bay Area (TPB PG-No. 12C), the application site is located within WBA. The planning intention of WBA is "*to protect the ecological integrity of the fish ponds and wetland within the WCA and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds*".

A Section 12A application Y/YL-NSW/3 has once been submitted to Town Planning Board at part of the site currently zoned "Open Storage" in 2014 to facilitate a development of shopping mall cum hotel. We note that number of buildings, maximum building height, and numbers of storeys of proposed development (Table 1) are higher than the previous one.

Table 1 Development parameter of Y/YL-NSW/3 and Y/YL-NSW/9

	Y/YL-NSW/3	Y/YL-NSW/9
No. of block	4 (shopping mall cum hotel development)	11 residential towers 1 school

[redacted]

		1 relocated soy sauce factory
Maximum building height	46mPD	<115mPD
No. of storeys	11	<28

The proposed development would also introduce an additional of population of 8,099, and 3,115 flats. In general, it appears that much higher level of development would be resulted in the subject site. Such large development scale would potentiallyinduce adverse off-site disturbance impacts on adjacent wetland in WCA, affect ecological function and integrity of Deep Bay wetland ecosystems. We opine that this is definitely not in line with the TPB PG-No. 12C and planning intention of WBA.

2. Incompatible with development scale outside WBA

Figure 2.4 of the Planning Statement demonstrates development intensity profile of the site and its surrounding environment outside WBA. The applicant makes reference to the proposed public housing development in Sha Po Tsuen, with a plot ratio of 6.5, and demonstrate that the plot ratio of proposed development is following a gradual descending development density from east of San Tin Highway towards WBA and Deep Bay area. However, such observation fails to consider the development density in adjacent environment, particularly Park Yoho (Table 2).

Table 2 Development parameters of current application and Park Yoho

	Y/YL-NSW/9	Park Yoho	Park Yoho Phase 2	Park Yoho Phase 3
Plot ratio	<2.5	1.024	1.64	1.254
Building height (storeys)	<115mPD (<28)	62.2mPD (16)	62.2mPD (16)	66.35mPD (18)

In short, the development scale of the proposed application is not only incompatible with the rural, low-density development in WBA, but also the development density outside WBA.

長春社 Since1968
The Conservancy Association

[redacted]

3. Adverse ecological impacts

Despite provision of Ecological Impact Assessment (EcoIA), we are still doubtful that at least some of the potential ecological impacts remains unsolved:

i. Disturbance on bird species at Kam Tin Main Drainage Channel (MDC): From the EcoIA, high diversity of waterbird species such as Black-faced Spoonbill, Chinese Pond Heron, Northern Shoveler, Pied Avocet, etc., can be spotted at the channel in the west of the application site. Off-site negative impact, such as construction noise during construction phase and human activities during operation phase, would adversely affect foraging behavior of these birds. However, it seems that the EcoIA still fails to justify how these impacts can be avoided or mitigated.

ii. Disruption on flight lines of waterbirds: The EcoIA of Y/YL-NSW/3 has once revealed that a total of 8 Black-faced Spoonbill, listed as "Endangered" under IUCN Red List, were recorded flying at the west of subject site parallel to Kam Tin MDC in December 2012 and January 2013. It also showed that all flight lines, including major and minor, pass through the north of subject site towards Kam Tin MDC, the adjacent mitigation wetland and fish ponds. In this way, we still worry that potential disruption on flight lines on waterbirds would be resulted.

iii. Light disturbance: Additional light source from residential towers and open space would pose disturbance on birds and other wildlife, such as night roost of ardeids at Kam Tin MDC. Section 6.4.9 of the EcoIA mentions that "*Since the Yuen Long Highway viaduct is located between these night roosts and the Application Site and is very close to the night roost, the night roosts are largely within the shadow zone of the viaduct such that the viaduct could blockmost light to these night roosts of the Application Site*". However, the proposed residential towers are 28-29 storeys high and we are very doubtful how such evaluation can apply to such high-rise residential towers. We opine that the applicant fails to evaluate potential light impact properly and suggest measures to avoid or mitigate potential light disturbance during the construction and operation phase.

iv. Bird collision: Even though Section 6.4.10 of the EcoIA mentions that the current residential development would not have extensive glass façade, the

長春社 Since1968
The Conservancy Association
[redacted]

height of residential towers, as mentioned above, would be substantial and they tends to have more areas of glass. Meanwhile, nocturnal avian collision with buildings is not clearly identified and evaluated in the EcoIA. Therefore, we do not agree with the conclusion mentioned in Table 7.1 of the EcoIA that no mitigations are required for bird collision.

4. Potential cumulative impacts

Section 8.1.1 mentioned that "*For those planning projects which were within the 500m Study Area but withdrawn or no approval status, it is considered not appropriate to include those projects as concurrent projects for the purpose of this cumulative impact assessment*". Such definition of concurrent projects would lead to great under-estimation of potential cumulative impacts.

Over the past decade, there were already cumulative loss of wetlands in the Deep Bay wetland ecosystem. For instance, the majority of Tin Shui Wai, Yuen Long Industrial Estate, Fairview Park and Palm Spring as well as Futian District of Shenzhen were all built on wetland. Furthermore, many large-scale development applications inside WBA around Nam Sang Wai have been approved or submitted for approval. The entire region has been under high development pressure. According to our research, 9 planning applications and 1 Land Sharing Pilot Scheme application[1] have been submitted within WBA since the announcement of Northern Metropolis in Policy Address 2021. The plot ratio of those applications, ranging from 1.2 to 4.14, is much higher compared with the previous applications. If all applications are approved, an additional 31,579 units, with a population of 84,422 would be brought into WBA and threatened wetland ecosystem.

In future, the adjacent San Tin technopole, Northern Link, San Tin Technopole under Northern Metropolis Development Strategy would further increase development pressure within the region. In such case, the proposed development would merely constitute greater pressure in the already rather fragile Deep Bay ecosystem. Development would further encroach into lands with conservation and landscape values, decreasing overall quality of the environment.

Yours faithfully,
The Conservancy Association

[1] Another 10 planning applications: Y/YL-NSW/6; Y/YL-NSW/7; Y/YL-NSW/8; A/YL-NSW/293; Y/YL-MP/6; Y/YL-MP/7; Y/YL-MP/8; Y/YL-LFS/13; Y/YL-ST/1; LSPS/2 (Land Sharing Pilot Scheme)

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

參考編號 **Reference Number:**	240510-161956-46564
提交限期 **Deadline for submission:**	10/05/2024
提交日期及時間 **Date and time of submission:**	10/05/2024 16:19:56
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Benny Tsang

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

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

參考編號 **Reference Number:**	240510-162142-95272
提交限期 **Deadline for submission:**	10/05/2024
提交日期及時間 **Date and time of submission:**	10/05/2024 16:21:42
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ansor Wong

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

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

參考編號 **Reference Number:**	240510-162321-06444
提交限期 **Deadline for submission:**	10/05/2024
提交日期及時間 **Date and time of submission:**	10/05/2024 16:23:21
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Mary Tong

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer
Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance
to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.

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

參考編號 **Reference Number:**	240510-162505-74315
提交限期 **Deadline for submission:**	10/05/2024
提交日期及時間 **Date and time of submission:**	10/05/2024 16:25:05
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. George Lo

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

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

參考編號 **Reference Number:**	240510-162646-90728
提交限期 **Deadline for submission:**	10/05/2024
提交日期及時間 **Date and time of submission:**	10/05/2024 16:26:46
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Celia Chau

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.

I lives in the neighborhood of the propcsed development area.
Currently, there is traffic jam at peak hours on the roads nearby, particularly the roundabout near Fairview Park.
The population introduced by the propcsed development is going to make the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

I urge the town planning board to reject the application.

572

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

參考編號 **Reference Number:**	240510-163115-46193
提交限期 **Deadline for submission:**	10/05/2024
提交日期及時間 **Date and time of submission:**	10/05/2024 16:3 :15
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Charlie Yong

意見詳情
Details of the Comment :

本人反對申請!

新鴻基地產近日率先向城規會申請，向元朗南生圍潭尾的濕地緩衝區「開刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出鬆綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與頻危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

573

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

參考編號 Reference Number:	240615-100346-37220
提交限期 Deadline for submission:	05/07/2024
提交日期及時間 Date and time of submission:	15/06/2024 10:03:46
有關的規劃申請編號 The application no. to which the comment relates:	Y/YL-NSW/9
「提意見人」姓名/名稱 Name of person making this comment:	先生 Mr. chow oi lung

意見詳情
Details of the Comment :

我們了解政府要發展及要建屋計劃，米埔鳥類保護區，是候鳥最為重要的中途補給站，我們必須要保護及預留雀鳥棲息及覓食的土地空間，不受發展影響。由魚塘邊的首300-500m的地方，應完全保護綠化及保留所有樹木，所有建築物高度不能超過三層，應盡量避免發展，而之後的300-500m的地方，即1 km內限制在最高5層內，附近就是鳥類棲息及覓食的空間，所有建築物不能高於樹木，保護綠化及所有樹木，溪流及農地。在附近建設2-3座大型污水的處理廠，未來人口將巨大增長，要將所有污水淨化，不能污染米埔濕地，破壞環境，保護濕地自然環境。

這裏距離米埔魚塘濕地只有300-500米，發展接近米埔鳥類保護區會嚴重影響保護候鳥生活環境，未來人口大量增長，人流會帶來垃圾、廢物、廢水，若處理不當會引致河流污染，不適當處理污水令水源直接流入河中引致河水污染，這裏的溪河與米埔候鳥保護區極為接近，流水會即時流進雀鳥保護區並直接污染環境，發生無法挽救的惡果，而這裏沒有污水處理是一個極大問題，怎樣保証排走的水是清潔沒有污染的淨水是主要的問題。

這裏附近亦沒有污水渠，沒有污水處理廠，污水會污染地下水源並會流入清澈溪流中。現在每天都見到有污水源源不斷地從地盤流入米埔濕地，也看見很多垃圾從地盤掉入清澈的河道中，這些垃圾及污水污染物都會流到旁邊（距離約500米）的魚塘濕地及雀鳥保護區，會引來永久及嚴重的影響。政府應保護濕地，優先處理污水垃圾問題，防止污染問題的出現。

附近完全沒有污水處理廠，未來人口增多，污水處理問題更要首先解決，我們這裏也是米埔濕地唯一一條清澈溪流，清澈的水源流往米埔濕地，整體規劃水源及污水處理，可能在這裏先建設一個大型區域性的污水處理廠，保護米埔濕地生態更為重要，保護候鳥生活環境，香港米埔濕地及毗連土地，都是候鳥及鳥類生活空間，都是香港唯一的，米埔是我們和鳥類生活的安樂窩，請政府應慎重考慮。

574

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

參考編號 **Reference Number:**	240526-110856-67335
提交限期 **Deadline for submission:**	05/07/2024
提交日期及時間 **Date and time of submission:**	26/06/2024 11:08:56
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Mary Lee

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

575

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

參考編號 **Reference Number:**	240626-110624-67733
提交限期 **Deadline for submission:**	05/07/2024
提交日期及時間 **Date and time of submission:**	26/06/2024 11:06:24
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. 陳廣生

意見詳情
Details of the Comment :

我反对申請。

新鴻基地產近日率先向城規會申請，向元朗南生圍潭尾的濕地緩衝區「開刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出鑒綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該司一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

576

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

參考編號 **Reference Number:**	240626-111053-78199
提交限期 **Deadline for submission:**	05/07/2024
提交日期及時間 **Date and time of submission:**	26/06/2024 11:10:53
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Loretta Kwan

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

577

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

參考編號 **Reference Number:**	240626-111259-84742
提交限期 **Deadline for submission:**	05/07/2024
提交日期及時間 **Date and time of submission:**	26/06/2024 11:12:59
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Hui

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

578

From:	[redacted]
Sent:	2024-06-26 星期三 10:26:01
To:	tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc:	fsyledpo_pd/PLAND <fsyledpo@pland.gov.hk>; e-Enquiry Counter/LAO/LANDSD <landsd@landsd.gov.hk>; Sally LS CHENG/LAO/LANDSD <gendloyl@landsd.gov.hk>; Public Email YLDO/HAD <doyl@had.gov.hk>; EPD_Enquiry/EPD <enquiry@epd.gov.hk>
Subject:	Objection to Town Planning Application Y/YL-NSW/9 from Bryan Tse on 26-Jun-2024
Attachment:	To the Town Planning Board from Bryan Tse Ka Shu on 20240626 regarding application Y_YL-NSW_9.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Bryan Tse Ka-Shu
Postal address : [redacted]
Tel [redacted]
Email : [redacted]

Thank you for your attention.

Regards,
Bryan Tse Ka-Shu.

From: Bryan Tse Ka-Shu
[redacted]
Tel: [redacted]

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

Date: 26 June 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of [redacted] since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on the government land. We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to my parents' health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

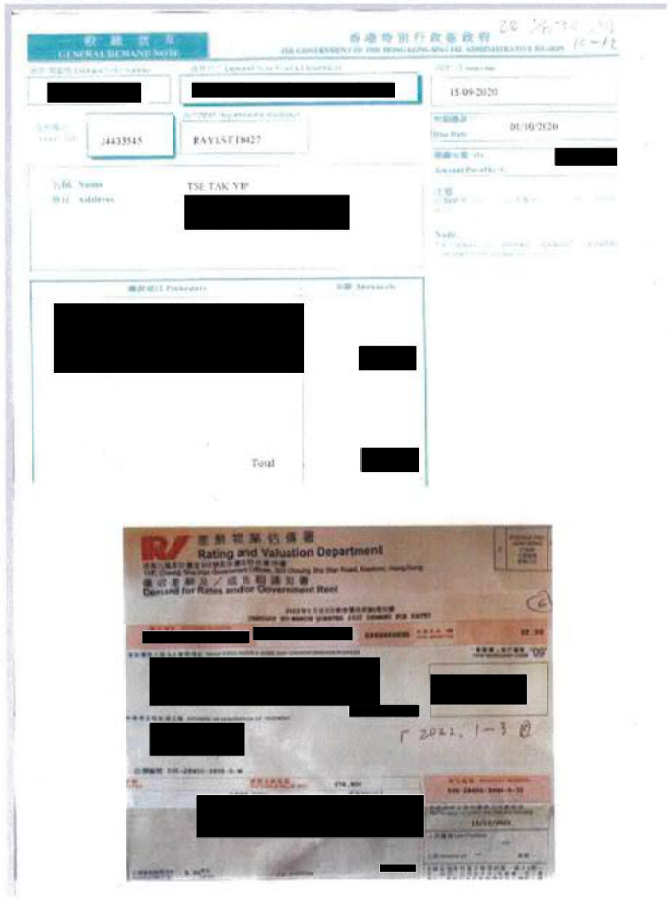
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Bryan Tse Ka-Shu.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.

HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2023
Case no: GCYF-16-15782(6)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters:
姓名

CHIU, KWAN KI
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



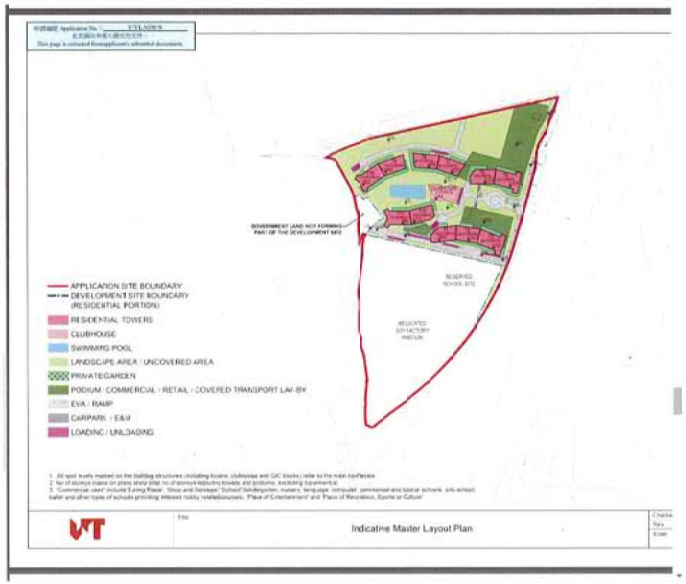






Evidence for Comment #8

Our house is locatec [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhcod. If it is included in the rezore plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document
"Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoring area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

579

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

參考編號 **Reference Number:**	240630-160840-76684
提交限期 **Deadline for submission:**	05/07/2024
提交日期及時間 **Date and time of submission:**	30/06/2024 16:08:40
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Albert Ang

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

580

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

參考編號 **Reference Number:**	240630-161520-98904
提交限期 **Deadline for submission:**	05/07/2024
提交日期及時間 **Date and time of submission:**	30/06/2024 16:15:20
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Maria Lam

意見詳情
Details of the Comment :

反對申請!

新鴻基地產近日率先向城規會申請，向元朗南生圍潭尾的濕地緩衝區「開刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出鬆綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

581

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

參考編號 **Reference Number:**	240630-161250-21219
提交限期 **Deadline for submission:**	05/07/2024
提交日期及時間 **Date and time of submission:**	30/06/2024 16:12:50
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Guy Lam

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

582

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

參考編號 **Reference Number:**	240630-161103-53832
提交限期 **Deadline for submission:**	05/07/2024
提交日期及時間 **Date and time of submission:**	30/06/2024 16:11:03
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Cecilia Chan

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

583

From:
Sent: 2024-07-01 星期一 16:59:35
To:
Cc:

Subject:

Attachment:

[redacted]

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Ka Po
Postal address :
Tel :
Email :

Thank you for your attention.

Regardds,
Tse Ka Po.

From: Tse Ka Po (Email:)

To: The Secretary, Town P anning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 1 July 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of since 1979. My family rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on We have been paying rates to the government. My parents and I have been living in our family home for the ast 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road

near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

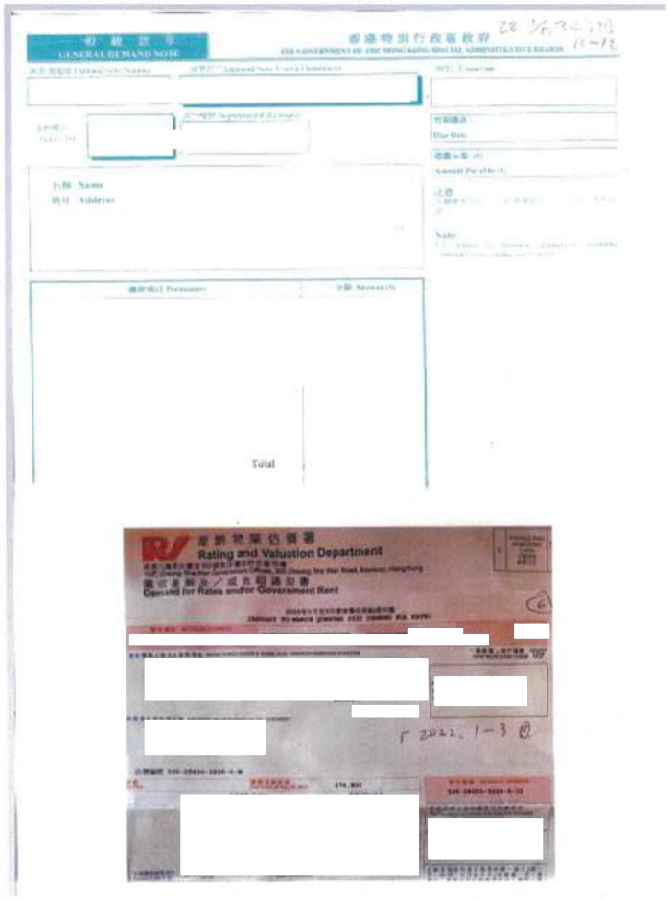
I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家濤

Tse Ka Po.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house and pay government rates and rent.



Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



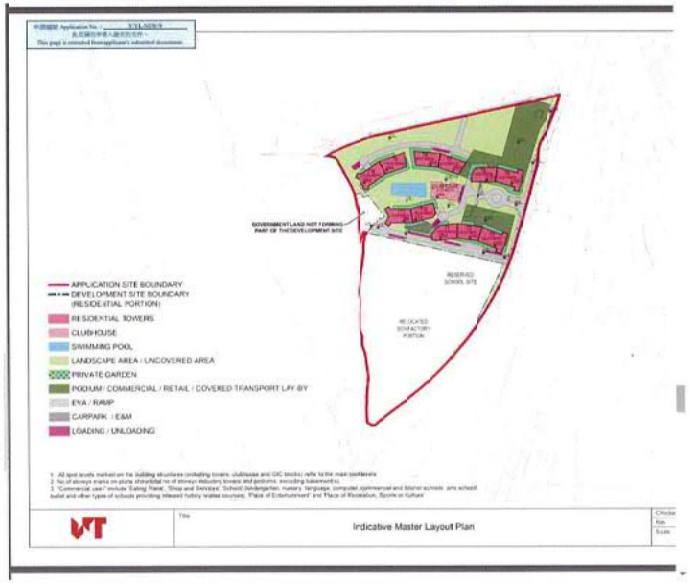






Evidence for Comment #8

Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land together with my family house from the proposed plan application.

584

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:
Sent: 2024-06-30 星期日 15:18:58
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: fsyledpo_pd/PLAND <fsyledpo@pland.gov.hk>
Subject: Objection to Planning Application Y/YL-NSW/9 from Tse Ka-Lap on 20240630
Attachment: To the Town Planning Board from Tse Ka Lap on 20240630 regarding application Y_YL-NSW_9.pdf

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

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration.

My contact details are as follows.

Name : Tse Ka-Lap
Postal address :
Tel :
Email :

Regards,
Tse Ka-Lap.

From: Tse Ka-Lap
Address:
Tel:

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

Date: 30 June 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to my parents' health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the goverrment rates and rent at present.

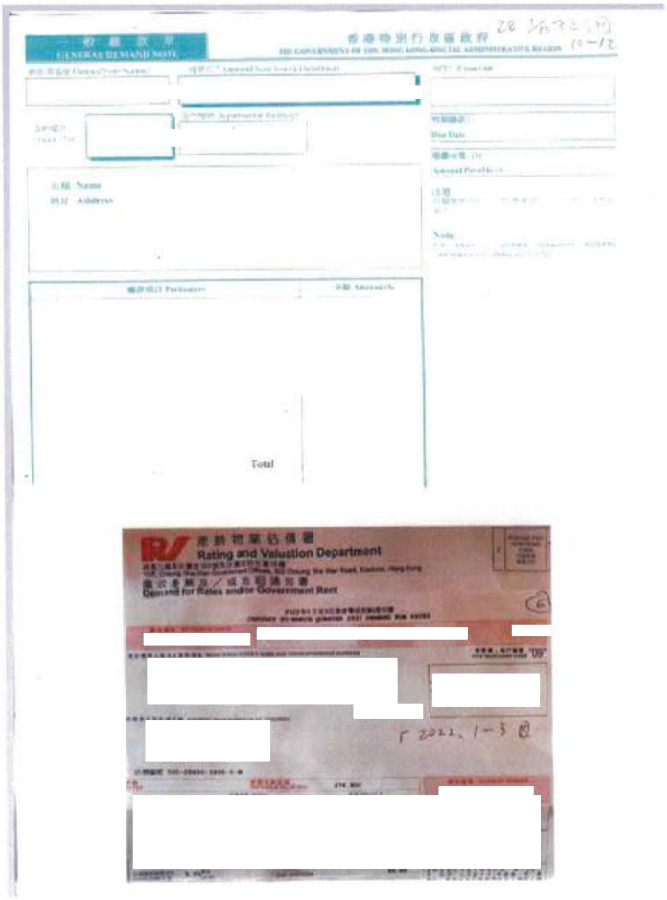
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located Varicus wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Tse Ka-Lap.

Attachments of evidence in support of my comments in the letter


GENERAL DEMAND NOTE

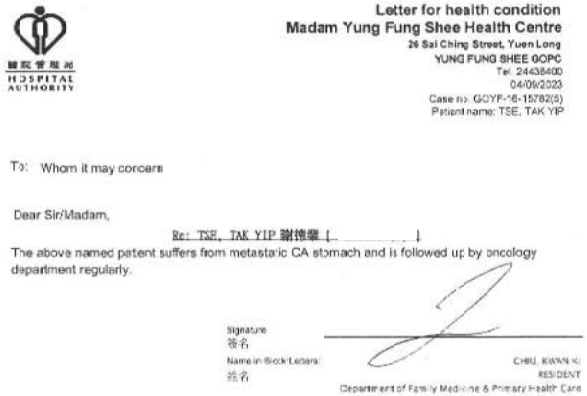
Total

Rating and Valuation Department

Demand for Rates and/or Government Rent

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house and pay government rates and rent.


HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2023
Case no: GOYF-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [ ]

The above named patent suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters
姓名

CHIU, KWAN KI
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



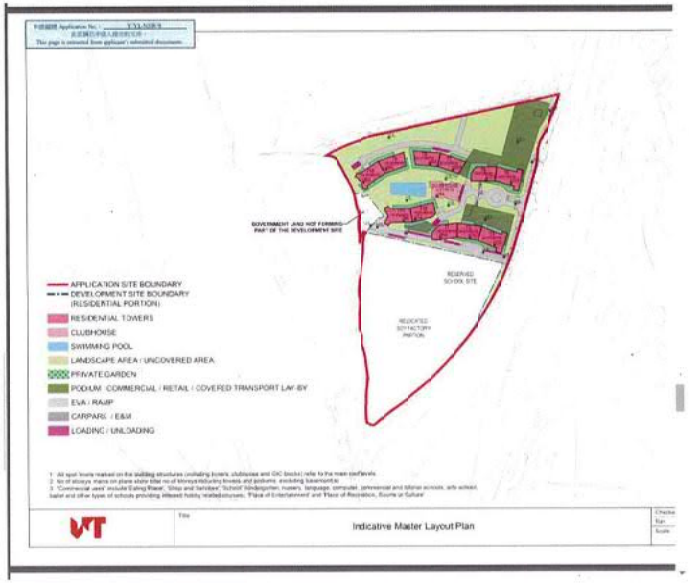






Evidence for Comment #8

Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezore plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land itogether with my family house from the proposed plan application.

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

RECEIVED
- 2 JUL 2024
Town Planning Board

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates A/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人反对上述规劃申请，本人居於规劃地点附近，申请将使周边居住环境变化，对自然破壞，对生態产生負面影响，申请亦不符湿地缓衝区的意图，将威脅米埔后海灣湿地生態。
本人促請城规會否決有關申请。

「提意見人」姓名／名稱 Name of person company making this comment: Mayze Ho
簽署 Signature _____ 日期 Date 30 June 2024

通訊地址 Postal Address
電話號碼 Tel No.
傳真號碼 Fax No.
電郵地址 E-mail address

新界 元朗
新田區堡圍村
Pok Wai Village Representatives' Office

敬啟者：

反對元朗青山公路-潭尾段以西丈量約份第 107 約地段第 1910 號餘段(部份) 及
第 1743 號 C 分段(部份)和毗鄰政府土地
把申請地點由「工業(丁類)」地帶，「露天貯物」地帶改劃為「住宅(戊類)」地帶
(申請編號：A/YL-NSW/9)

就上述規劃申請 A/YL-NSW/9，本村一致通過反對上述申請，理由如下：

1. 該項發展計劃涉及 81,550 平方米，發展面積龐大，密度非常高，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，發展計劃涉及 266,166 平方米，11,937 住宅單位，最保守估計涉及 5 萬人的住宅項目，對現有環境影響巨大，嚴重影響鄰近村落居民。
2. 發展的屋宇高度 103 米，該區域的西邊及南邊完全被該發展樓宇阻擋，該發展區域樓宇與本村鄰近屋宇的高度有明顯的差距，破壞當區的環境及視角環境，影響本村村民屋宇視覺及通風，對附近村民權益有實在的損害及侵佔。
3. 該發展區估算約有 3,115 戶及 398 多部車輛使用，但相信該車輛的估計數目嚴重偏少，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，保守估計會增加 4,000 輛車輛，肯定遠超現有青山公路及新潭路的負荷，而現有的錦繡迴旋處及凹頭迴旋處更難負荷，將嚴重影響該區交通系統。

現時由堡圍村往青山公路一段已經公共交通設施嚴重不足，而青山公路出錦繡迴旋處一段長期擠塞，車龍往往排至堡圍路東出口，若再加上相關 266,166 平方米發展，人口增加約 5 萬多人，肯定嚴重影響本村村民公共交通及青山公路交通。

此致

規劃委員會

RECEIVED
- 2 JUL 2024
Town Planning Board

堡圍村代表

POK WAI VILLAGE OFFICE 堡圍村公所 印

馮應祥 文燕華

二零二四年六月三十日

醫事顧問：鄧兆棠醫生

就規劃申請提出意見

Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

RECEIVED - 2 JUL 2024 Town Planning Board

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人強烈反对有關申請。
申請引入大批居民，現有交通配套不能
承受，發展亦对自然生態造成負面影响，
勢將濕地內的候鳥趕走，甚於以上
理由，本人認為有關当局不應批准
規劃申請。

「提意見人」姓名／名稱 Name of person/company making this comment FANNY SIU
簽署 Signature 蕭士 日期 Date 29-Jun-2024

通訊地址 Postal Address
電話號碼 Tel No.
傳真號碼 Fax No.
電郵地址 E-mail address

就規劃申請提出意見

Comments on Planning Application

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

RECEIVED - 2 JUL 2024 Town Planning Board

I oppose the above application
and urge TPB to reject it.
Please find enclosed details of my comments.

「提意見人」姓名／名稱 Name of person/company making this comment Chan Chun Sum
簽署 Signature 陳春心 日期 Date 30/6/2024

通訊地址 Postal Address
電話號碼 Tel No.
傳真號碼 Fax No.
電郵地址 E-mail address

From : Ms Chan Chun Sum

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

Date: 30-Jun-2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendmert of plan.

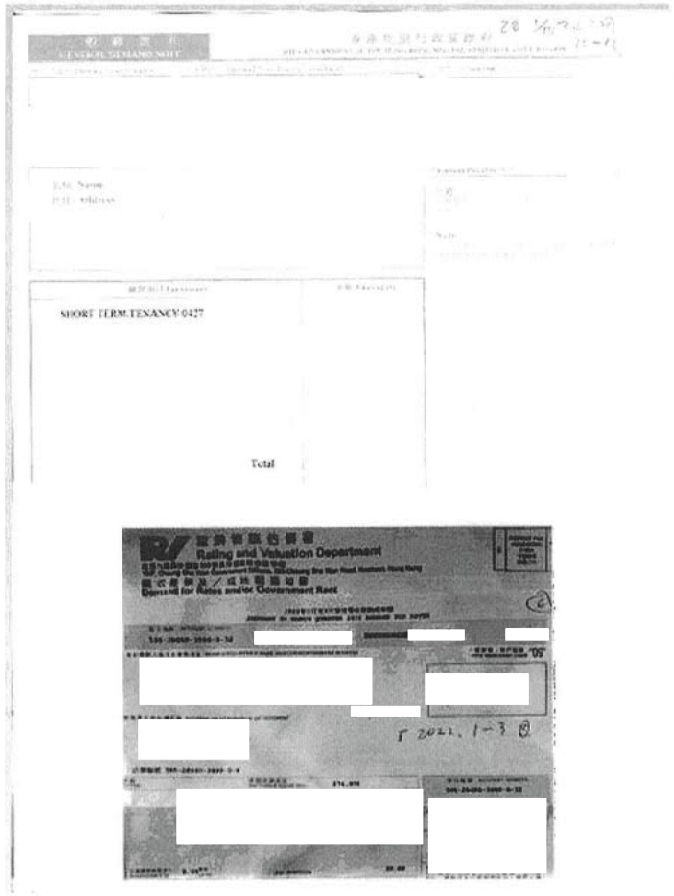
1. I am a resident of the land lot in Yuen Long since 1979. My husband rent the land by the river from the government via Short Term Tenancy (#0427). I found my house area included in the application Y/YL-NSW/9.
2. We have a house built We have been paying rates to the government. My husband, my son and I are still living in this family home since it was built 43 years. We are retired people now.
3. I am 76 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceeds, the planned development will make the environment of our house detrimental to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my husband for his lung issue.
   (b) The noise and odour will irritate us and make us tense all the time
   (c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land itogether with our family house from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

Attachments of evidence in support of my comments in the letter



SHORT TERM TENANCY 0427

Total

Rating and Valuation Department

Demand for Rates and/or Government Rent

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house and pay government rates and rent.



HOSPITAL AUTHORITY

Letter for health condition
Macam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GCPC
Tel: 24436400
04/09/2023
Caseno: GCYF-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature:
簽名

Name in Block Letters:
姓名

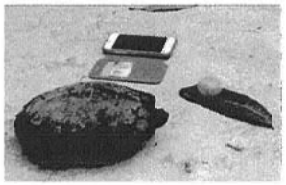
CHIU, KWAN KI
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My husband, aged 76, has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



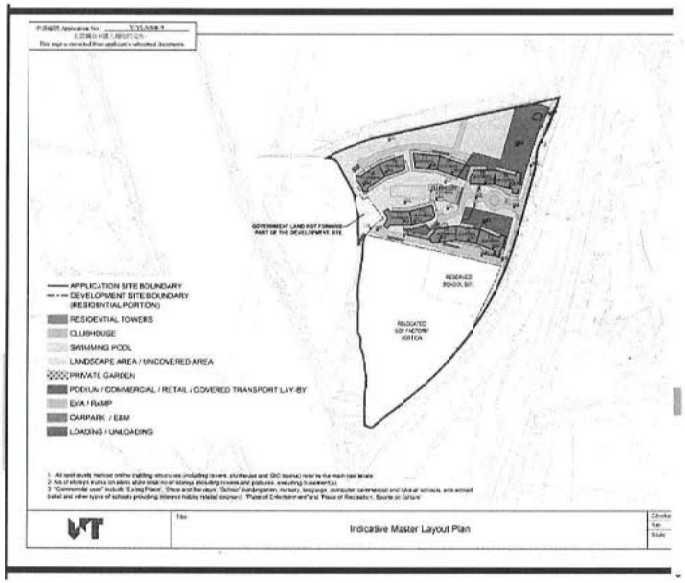






Evidence for Comment #8

Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house) from the proposed plan application.

590

就規劃申請提出意見

Comments on Planning Application

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有關的規劃申請編號 The application no. to which the comment relates Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I oppose the above planning application.
Please find enclosed details of my comments.
I urge the Town Planning Board
to reject the application.

RECEIVED
- 2 JUL 2024
Town Planning Board

「提意見人」姓名／名稱 Name of person or company making this comment TSE TAK YIP
簽署 Signature 謝德業 日期 Date 28/6/2024

通訊地址 Postal Address
電話號碼 Tel No.
傳真號碼 Fax No.
電郵地址 E-mail address

From: Tse Tak Yip

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 28 June 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of since 1979. I rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built on I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 76 years old. My wife is 75 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. I am now recuperating in the above address after treatment and I am very weak. Staying in my current home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceeds, the planned development will make the environment of

our house adverse to my health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and odour will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

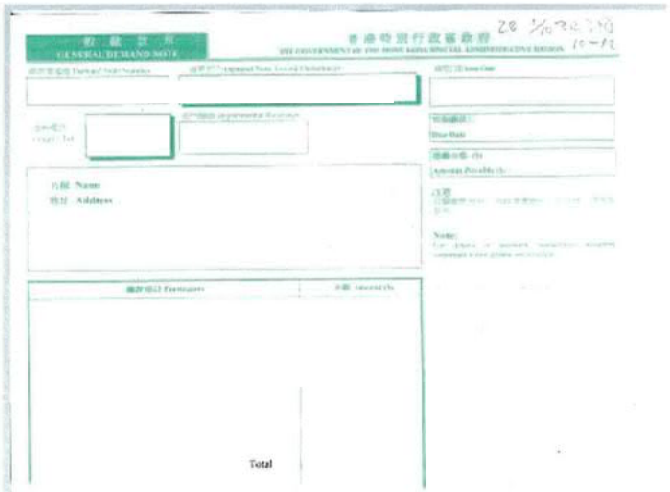
I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

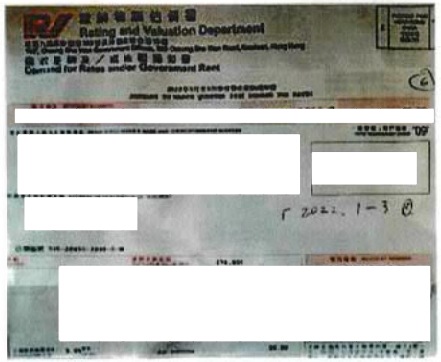
謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter



Total



Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy (#0427).
I have a house on the land and pay government rates and rent.



Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2023
Case no: GOYF-16-15782(5)
Patient name: TSE, TAK YIP

HOSPITAL AUTHORITY

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德燁 [ ]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters:
姓名

CHIU, KWAN Yi
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

The resident Tse Tak Yip has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



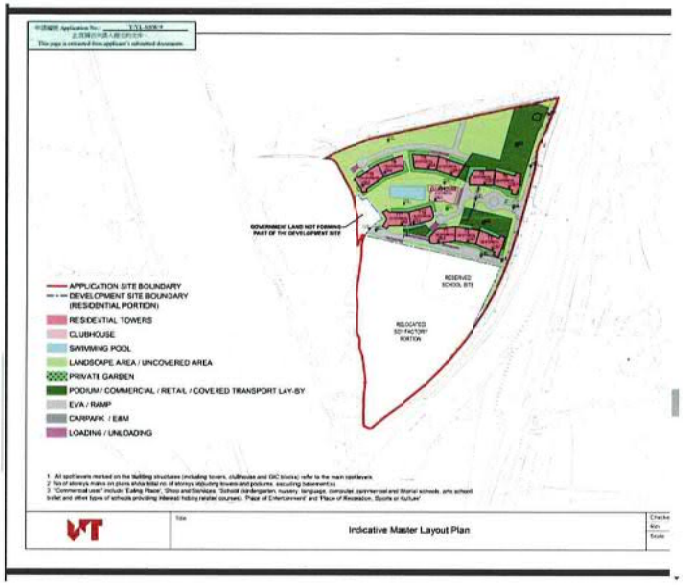






Evidence for Comment #8

Our house is located Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

591

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

參考編號 **Reference Number:**	240705-151900-00999
提交限期 **Deadline for submission:**	26/07/2024
提交日期及時間 **Date and time of submission:**	05/07/2024 15:19:00
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Aaron Mak

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.

It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees. The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.

I urge the Town Planning Board to reject the application.

592

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

參考編號 **Reference Number:**	240705-152657-99763
提交限期 **Deadline for submission:**	26/07/2024
提交日期及時間 **Date and time of submission:**	05/07/2024 15:26:57
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Adeline Wan

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area. Currently, there is traffic jam at peak hours on the roads nearby, particularly the roundabout near Fairview Park. The population introduced by the proposed development is going to make the situation worse. The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

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

參考編號 **Reference Number:**	240705-153041-22988
提交限期 **Deadline for submission:**	26/07/2024
提交日期及時間 **Date and time of submission:**	05/07/2024 15:30:41
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ferry Leong

意見詳情
Details of the Comment :

本人強烈反對有關申請。

新鴻基地產近日率先向城規會申請，向元朗南生圍潭尾的濕地緩衝區「開刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出鬆綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

懇請城規會否決有關申請。

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

參考編號 **Reference Number:**	240705-153944-17009
提交限期 **Deadline for submission:**	26/07/2024
提交日期及時間 **Date and time of submission:**	05/07/2024 15:39:44
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. John Chan

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

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

參考編號 **Reference Number:**	240705-162622-83888
提交限期 **Deadline for submission:**	26/07/2024
提交日期及時間 **Date and time of submission:**	05/07/2024 16:26:22
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Ben Tang

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

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

參考編號 **Reference Number:**	240705-165312-50197
提交限期 **Deadline for submission:**	26/07/2024
提交日期及時間 **Date and time of submission:**	05/07/2024 16:53:12
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Coby Tsang

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

598

新 界 元 朗

新 田 區 壆 圍 村

Pok Wai Village Representatives' Office

[redacted]

敬啟者：

反對元朗青山公路-潭尾段以西丈量約份第 107 約地段第 1910 號餘段(部份) 及第 1743 號 C 分段(部份)和毗鄰政府土地
把申請地點由「工業(丁類)」地帶，「露天貯物」地帶改劃為「住宅戊類)」地帶
(申請編號：A/YL-NSW/9)

就上述規劃申請 A/YL-NSW/9，本村一致通過反對上述申請，理由如下：

1. 該項發展計劃涉及 81,550 平方米，發展面積龐大，密度非常高，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，發展計劃涉及 266,166 平方米，11,937 住宅單位，最保守估計涉及 5 萬人的住宅項目，對現有環境影響巨大，嚴重影響鄰近村落居民。
2. 發展的屋宇高度 103 米，該區域的西邊及南邊完全被該發展樓宇阻擋，該發展區域樓宇與本村鄰近屋宇的高度有明顯的差距，破壞當區的環境及視角環境，影響本村村民屋宇視覺及通風，對附近村民權益有實在的損害及侵佔。
3. 該發展區估算約有 3,115 戶及 398 多部車輛使用，但相信該車輛的估計數目嚴重偏少，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，保守估計會增加 4,000 輛車輛，肯定遠超現有青山公路及新潭路的負荷，而現有的錦繡迴旋處及凹頭迴旋處更難負荷，將嚴重影響該區交通系統。

現時由壆圍村往青山公路一段已經公共交通設施嚴重不足，而青山公路出錦繡迴旋處一段長期擠塞，耳龍往往排至壆圍路東出口，若再加上相關 266,166 平方米發展，人口增加約 5 萬多人，肯定嚴重影響本村村民公共交通及青山公路交通。

此致

規劃委員會

RECEIVED
24 JUL 2024
Town Planning Board

壆圍村代表

馮應祥　　文燕華

二零二四年七月二十三日

醫事顧問：鄧兆棠醫生

599

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From: [redacted]
Sent: 2024-07-26 星期五 12:30:00
To: tpbpc/PLAND <tpbpd@pland.gov.hk>
Subject: Comments on the Section 12A Application No. Y/YL-NSW/9
Attachment: TPB20240726(NSW9).pdf

Dear Sir/Macam,

Please refer to the attachment for the captioned.

Yours faithfully,
Ng Hei Man (Mr.)
Campaign Manager
The Conservancy Association
[redacted]
Registered Name 註冊名稱 : The Conservancy Association 長春社
(Incorporated in Hong Kong with limited liability by guarantee 於香港註冊成立的擔保有限公司)

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長春社 Since1968

The Conservancy Association

[redacted]

26th July 2024

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

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

Dear Sir/Madam,

Comments on the Section 12A Application No. Y/YL-NSW/9

The Conservancy Association (CA) OBJECTS to the captioned application.

1. Not in line with the planning intention of Wetland Buffer Area (WBA)

According to the Town Planning Board Guidelines for Application for Developments within Deep Bay Area (TPB PG-No. 12C), the application site is located within WBA. The planning intention of WBA is "*to protect the ecological integrity of the fish ponds and wetland within the WCA and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds*".

A Section 12A application Y/YL-NSW/3 has once been submitted to Town Planning Board at part of the site currently zoned "Open Storage" in 2014 to facilitate a development of shopping mall cum hotel. We note that number of buildings, maximum building height, and numbers of storeys of proposed development (Table 1) are higher than the previous one.

Table 1 Development parameter of Y/YL-NSW/3 and Y/YL-NSW/9

	Y/YL-NSW/3	Y/YL-NSW/9
No. of block	4 (shopping mall cum hotel development)	11 residential towers 1 school 1 relocated soy sauce factory
Maximum building height	46mPD	<115mPD
No. of storeys	11	<28

The proposed development would also introduce an additional of population of 8,099, and 3,115 flats. In general, it appears that much higher level of development would be resulted in the subject site. Such large development scale would potentiallyinduce adverse off-site disturbance impacts on adjacent wetland in WCA, affect ecological function and integrity of Deep Bay wetland ecosystems. We opine that this is definitely not in line with the TPB PG-No. 12C and planning intention of WBA.

2. Incompatible with development scale outside WBA

Figure 2.4 of the Planning Statement demonstrates development intensity profile of the site and its surrounding environment outside WBA. The applicant makes reference to the proposed public housing development in Sha Po Tsuen, with a plot ratio of 6.5, and demonstrate that the plot ratio of proposed development is following a gradual descending development density from east of San Tin Highway towards WBA and Deep Bay area. However, such observation fails to consider the development density in adjacent environment, particularly Park Yoho (Table 2).

Table 2 Development parameters of current application and Park Yoho

	Y/YL-NSW/9	Park Yoho	Park Yoho Phase 2	Park Yoho Phase 3
Plot ratio	<2.5	1.024	1.64	1.254
Building height (storeys)	<115mPD (<28)	62.2mPD (16)	62.2mPD (16)	66.35mPD (18)

In short, the development scale of the proposed application is not only incompatible with the rural, low-density development in WBA, but also the development density outside WBA.

3. Adverse ecological impacts

Despite provision of Ecological Impact Assessment (EcoIA), we are still doubtful that at least some of the potential ecological impacts remains unsolved:

i. Disturbance on bird species at Kam Tin Main Drainage Channel (MDC): From the EcoIA, high diversity of waterbird species such as Black-faced Spoonbill, Chinese Pond Heron, Northern Shoveler, Pied Avocet, etc., can be spotted at the channel in the west of the application site. Off-site negative impact, such as construction noise during construction phase and human activities during operation phase, would adversely affect foraging behavior of these birds. However, it seems that the EcoIA still fails to justify how these impacts can be avoided or mitigated.

ii. Disruption on flight lines of waterbirds: The EcoIA of Y/YL-NSW/3 has once revealed that a total of 8 Black-faced Spoonbill, listed as "Endangered" under IUCN Red List, were recorded flying at the west of subject site parallel to Kam Tin MDC in December 2012 and January 2013. It also showed that all flight lines, including major and minor, pass through the north of subject site towards Kam Tin MDC, the adjacent mitigation wetland and fish ponds. In this way, we still worry that potential disruption on flight lines on waterbirds would be resulted.

iii. Light disturbance: Additional light source from residential towers and open space would pose disturbance on birds and other wildlife, such as night roost of ardeids at Kam Tin MDC. Section 6.4.9 of the EcoIA mentions that "*Since the Yuen Long Highway viaduct is located between these night roosts and the Application Site and is very close to the night roost, the night roosts are largely within the shadow zone of the viaduct such that the viaduct could blockmost light to these night roosts of the Application Site*". However, the proposed residential towers are 28-29 storeys high and we are very doubtful how such evaluation can apply to such high-rise residential towers. We opine that the applicant fails to evaluate potential light impact properly and suggest measures to avoid or mitigate potential light disturbance during the construction and operation phase.

iv. Bird collision: Even though Section 6.4.10 of the EcoIA mentions that the current residential development would not have extensive glass façade, the height of residential towers, as mentioned above, would be substantial and they tends to have more areas of glass. Meanwhile, nocturnal avian collision with buildings is not clearly identified and evaluated in the EcoIA. Therefore, we do not agree with the conclusion mentioned in Table 7.1 of the EcoIA that no mitigations are required for bird collision.

長春社 Since1968
The Conservancy Association
[redacted]

4. Potential cumulative impacts

Section 8.1.1 mentioned that "*For those planning projects which were within the 500m Study Area but withdrawn or no approval status, it is considered not appropriate to include those projects as concurrent projects for the purpose of this cumulative impact assessment*". Such definition of concurrent projects would lead to great under-estimation of potential cumulative impacts.

Over the past decade, there were already cumulative loss of wetlands in the Deep Bay wetland ecosystem. For instance, the majority of Tin Shui Wai, Yuen Long Industrial Estate, Fairview Park and Palm Spring as well as Futian District of Shenzhen were all built on wetland. Furthermore, many large-scale development applications inside WBA around Nam Sang Wai have been approved or submitted for approval. The entire region has been under high development pressure. According to our research, 9 planning applications and 1 Land Sharing Pilot Scheme application[1] have been submitted within WBA since the announcement of Northern Metropolis in Policy Address 2021. The plot ratio of those applications, ranging from 1.2 to 4.14, is much higher compared with the previous applications. If all applications are approved, an additional 31,579 units, with a population of 84,422 would be brought into WBA and threatened wetland ecosystem.

In future, the adjacent San Tin technopole, Northern Link, Ngau Tam Mei development under Northern Metropolis Development Strategy would further increase development pressure within the region. In such case, the proposed development would merely constitute greater pressure in the already rather fragile Deep Bay ecosystem. Development would further encroach into lands with conservation and landscape values, decreasing overall quality of the environment.

Yours faithfully,
The Conservancy Association

[1] Another 10 planning applications: Y/YL-NSW/6; Y/YL-NSW/7; Y/YL-NSW/8; A/YL-NSW/293; Y/YL-MP/6; Y/YL-MP/7; Y/YL-MP/8; Y/YL-LFS/13; Y/YL-ST/1; LSPS/2 (Land Sharing Pilot Scheme)

601

新 界 元 朗

新 田 區 壆 圍 村

Pok Wai Village Representatives' Office

[redacted]

敬啟者：

反對元朗青山公路-潭尾段以西丈量約份第 107 約地段第 1910 號餘段(部份) 及第 1743 號 C 分段(部份)和毗鄰政府土地
把申請地點由「工業(丁類)」地帶，「露天貯物」地帶改劃為「住宅戊類)」地帶
(申請編號：A/YL-NSW/9)

就上述規劃申請 A/YL-NSW/9，本村一致通過反對上述申請，理由如下：

1. 該項發展計劃涉及 81,550 平方米，發展面積龐大，密度非常高，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，發展計劃涉及 266,166 平方米，11,937 住宅單位，最保守估計涉及 5 萬人的住宅項目，對現有環境影響巨大，嚴重影響鄰近村落居民。
2. 發展的屋宇高度 103 米，該區域的西邊及南邊完全被該發展樓宇阻擋，該發展區域樓宇與本村鄰近屋宇的高度有明顯的差距，破壞當區的環境及視角環境，影響本村村民屋宇視覺及通風，對附近村民權益有實在的損害及侵佔。
3. 該發展區估算約有 3,115 戶及 398 多部車輛使用，但相信該車輛的估計數目嚴重偏少，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，保守估計會增加 4,000 輛車輛，肯定遠超現有青山公路及新潭路的負荷，而現有的錦繡迴旋處及凹頭迴旋處更難負荷，將嚴重影響該區交通系統。

現時由壆圍村往青山公路一段已經公共交通設施嚴重不足，而青山公路出錦繡迴旋處一段長期擠塞，車龍往往排至壆圍路東出口，若再加上相關 266,166 平方米發展，人口增加約 5 萬多人，肯定嚴重影響本村村民公共交通及青山公路交通。

此致

規劃委員會

壆圍村代表

馮應祥　　文燕華

二零二四年九月二十日

醫事顧問：鄧兆棠醫生

RECEIVED
20 SEP 2024
Town Planning Board

POK WAI VILLAGE 壆圍村公印

602

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From:	[redacted]
Sent:	2024-09-22 星期日 22:02:31
To:	tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc:	fsyledpo_pd/PLAND <fsyledpo@pland.gov.hk>; e-Enquiry Counter/LAO/LANDSD <landsd@landsd.gov.hk>; Sally LS CHENG/LAO/LANDSD <gendloyl@landsd.gov.hk>; Public Email YLDO/HAD <doyl@had.gov.hk>; EPD_Enquiry/EPD <enquiry@epd.gov.hk>
Subject:	Objection to Planning Application Y/YL-NSW/9 from Ms. Chan Chun Sum
Attachment:	To the Town Planning Board from Chan Chun Sum on 20240922.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Chan Chun Sum

[redacted]

Thank you for your attention.

Regards,
Chan Chun Sum

From : Ms Chan Chun Sum

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

Date: 22-Sep-2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

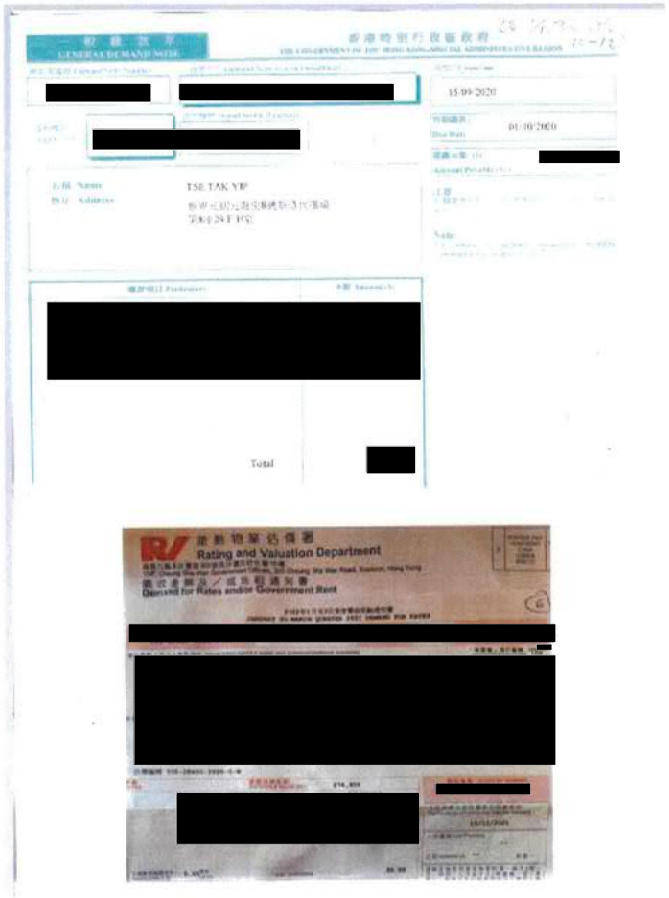
1. I am a resident of the land lot in Yuen Long [redacted] since 1979. My husband rent the land by the river from the government via Short Term Tenancy (#0427). I found my house area included in the application Y/YL-NSW/9.
2. We have a house built [redacted] We have been paying rates to the government. My husband, my son and I are still living in this family home since it was built 43 years. We are retired people now.
3. I am 76 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceeds, the planned development will make the environment of our house detrimental to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air cuality and impose respiratory problems that can be dangerous to my husband for his lung issue.
   (b) The noise and odour will irritate us and make us tense all the time
   (c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located just [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land (together with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



Evidence for Comment #4

My husband, aged 76, has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



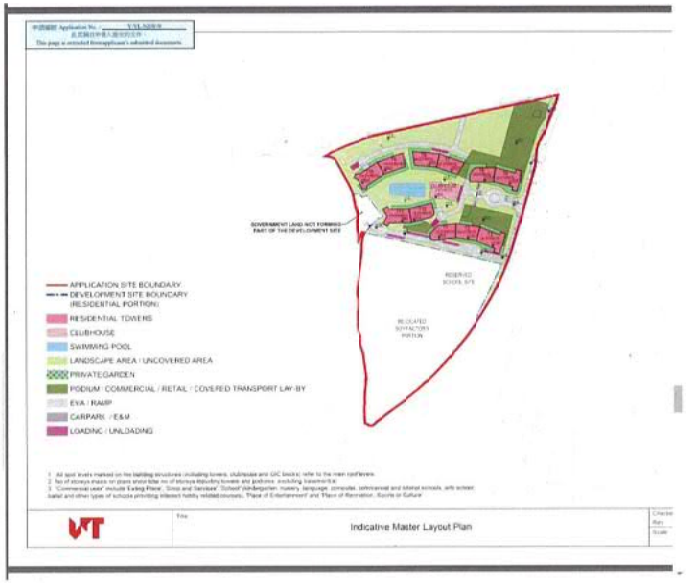






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

603

From:	[redacted]
Sent:	2024-09-23 星期一 10:23:08
To:	tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc:	fsyledpo_pd/PLAND <fsyledpo@pland.gov.hk>; e-Enquiry Counter/LAO/LANDSD <landsd@landsd.gov.hk>; Sally LS CHENG/LAO/LANDSD <gendloyl@landsd.gov.hk>; Public Email YLDO/HAD <doyl@had.gov.hk>; EPD_Enquiry/EPD <enquiry@epd.gov.hk>
Subject:	Objection to Planning Application Y/YL-NSW/9 from Mr Tse Ka Po on 20240923
Attachment:	To the Town Planning Board from Tse Ka Po on 20240923.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Ka-Po

[redacted]

From: Tse Ka Po [redacted]

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 23 Sept 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident [redacted] since 1979. My family rent the land [redacted] from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built [redacted] We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road

near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家寶

Tse Ka Po.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house [redacted] and pay government rates and rent.



Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



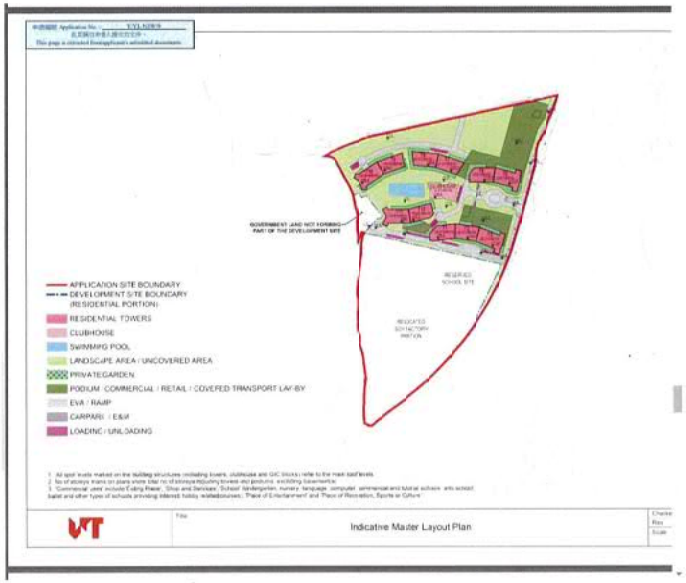






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise anc birds are often seen in our neighborhcod. If it is included in the rezone plan, it will make the envirorment not suitable for :he above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

604

就規劃申請提出意見

Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

RECEIVED
20 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I would like to lodge an Objection to the above application.
Please find enclosed my comments related to the Objection.
I urge the town planning board to reject the application

「提意見人」姓名／名稱 Name of person/company making this comment TSE TAK YIP
簽署 Signature 謝德業 日期 Date 20/9/2024

From: Tse Tak Yip

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 20 Sept 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of [redacted] since 1979. I rent the land [redacted] from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built [redacted] I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 76 years old. My wife is 76 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. I am now recuperating in the above address after treatment and I am very weak. Staying in my current home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceeds, the planned development will make the environment of

our house adverse to my health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and odour will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter



一般繳款單
GENERAL DEMAND NOTE

香港特別行政區政府
THE GOVERNMENT OF THE HONG KONG SPECIAL ADMINISTRATIVE REGION

[redacted]

15/09/2020

01/10/2020

[redacted]

名稱 Name
地址 Address

TSE TAK YIP
新界元朗元龍街鳳鳴新時代廣場
第6組29F H室

Note:

[redacted]

Total [redacted]

差餉物業估價署
Rating and Valuation Department
Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy (#0427).
I have a house [redacted] and pay government rates and rent.

HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2020
Case no: GOYF-16-15782(5)
Patent name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters
姓名

CHIU, KWAN KI
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

The resident Tse Tak Yip has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



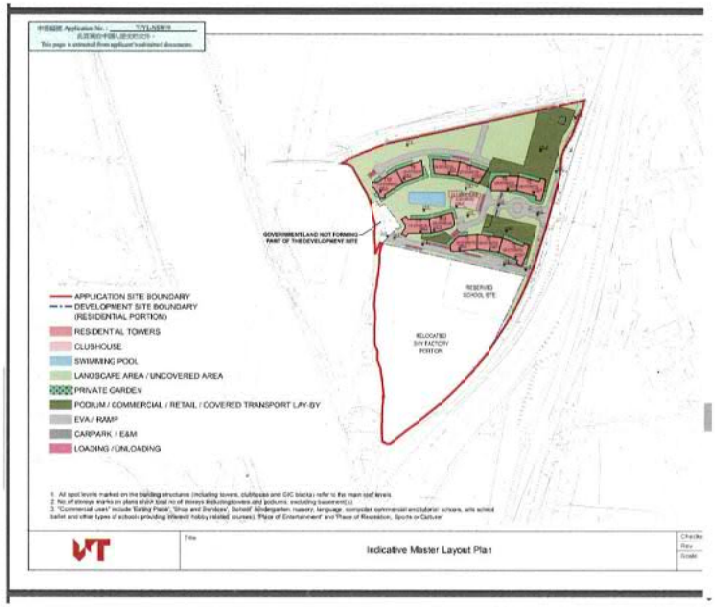






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Deve opment Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land itogether with my family house by the river) from the proposed plan application.

605

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

RECEIVED
20 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道 333 號北角政府合署 15 樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

I would like to lodge an objection to the above application. Please find enclosed details of my comments related to the objection. I urge the town planning board to reject the application.

「提意見人」姓名／名稱 Name of person/company making this comment Bryan Tse Ka Shu
簽署 Signature Bryan Tse 日期 Date 21/9/2024

From: Bryan Tse Ka-Shu
[redacted]

To: The Secretary, Town P anning Board,
15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,

Date: 21 Sept 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents [redacted] since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built [redacted] We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 75, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to my parents' health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Bryan Tse Ka-Shu.

Attachments of evidence in support of my comments in the letter



GENERAL DEMAND NOTE

[redacted]

15/09/2020

01/10/2020

[redacted]

Name
Address

[redacted]

Total [redacted]



Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house [redacted] end pay government rates and rent.



HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24436400
04/09/2323
Case no: GOYF-16-15792(6)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德燮 [redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

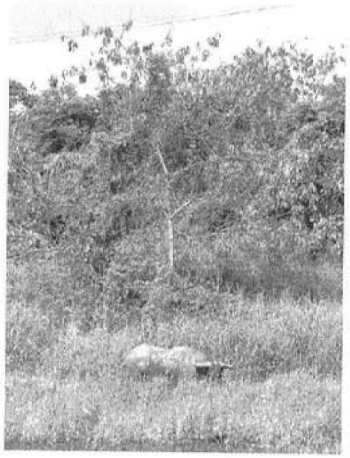
Signature
簽名

Name in Block Letters
姓名

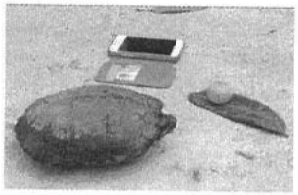
CHIU, KWAN KI
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



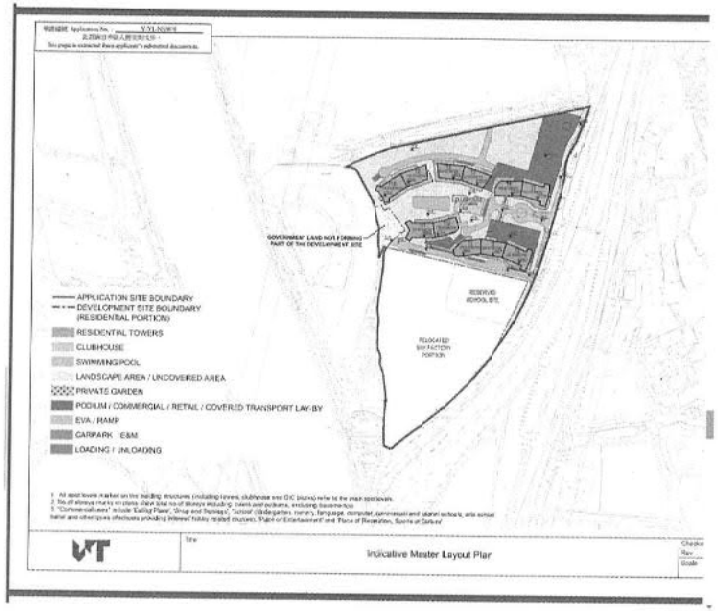






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

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

參考編號 **Reference Number:**	240922-220830-05456
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	22/09/2024 22:08:30
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Albert Au

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

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

參考編號 **Reference Number:**	240922-221052-68972
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	22/09/2024 22:10:52
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Mary Chan

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.

608

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

參考編號
Reference Number: 240923-101059-04634

提交限期
Deadline for submission: 27/09/2024

提交日期及時間
Date and time of submission: 23/09/2024 10:10:59

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

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

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

609

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

參考編號
Reference Number: 240923-101256-00135

提交限期
Deadline for submission: 27/09/2024

提交日期及時間
Date and time of submission: 23/09/2024 10:12:56

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

「提意見人」姓名/名稱
Name of person making this comment: 女士 Ms. Pauline Lam

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer
Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance
to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.

611

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

參考編號
Reference Number: 240923-101432-45888

提交限期
Deadline for submission: 27/09/2024

提交日期及時間
Date and time of submission: 23/09/2024 10:14:32

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

「提意見人」姓名/名稱
Name of person making this comment: 女士 Ms. Ann Lee

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

612

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

參考編號
Reference Number: 240923-101625-78676

提交限期
Deadline for submission: 27/09/2024

提交日期及時間
Date and time of submission: 23/09/2024 10:16:25

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

「提意見人」姓名/名稱
Name of person making this comment: 小姐 Miss Margaret Lee

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

858

From:	[redacted]
Sent:	2024-09-24 星期二 19:25:24
To:	tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc:	fsyledpo_pd/PLAND <fsyledpo@pland.gov.hk>
Subject:	Objection to Planning Application Y/YL-NSW/9 from Tse Ka-Lap
Attachment:	To the Town Planning Board from Tse Ka Lap on 20240924.pdf

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

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration.

My contact details are as follows.

Name : Tse Ka Lap

[redacted]

From: Tse Ka-Lap
29H, Block 8, Yoho Town, 8 Yuen Lung St, Yuen Long, N.T., Hong Kong.
Tel: 24714969

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

Date: 24 Sept 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents [redacted] since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built [redacted] We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot acapt to move elsewhere.
4. My father, aged 76, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to my parents' health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact or all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Tse Ka-Lap.

Attachments of evidence in support of my comments in the letter


GENERAL DEMAND NOTE

香港特別行政區政府

[redacted]

[redacted]

01/10/2020

[redacted]

Name [redacted]

Address

[redacted]

Total [redacted]

Rating and Valuation Department

Demand for Rates and/or Government Rent

[redacted]

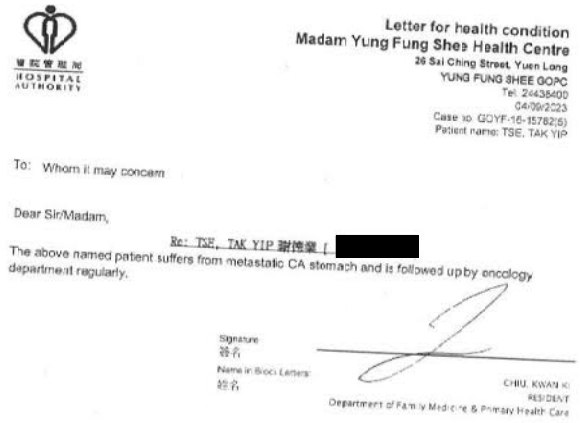
[redacted]

[redacted]

[redacted]

Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house on the land and pay government rates and rent.


HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2023
Case no: GOYF-16-15782(6)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [[redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters
姓名

CHIU, KWAN KI
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



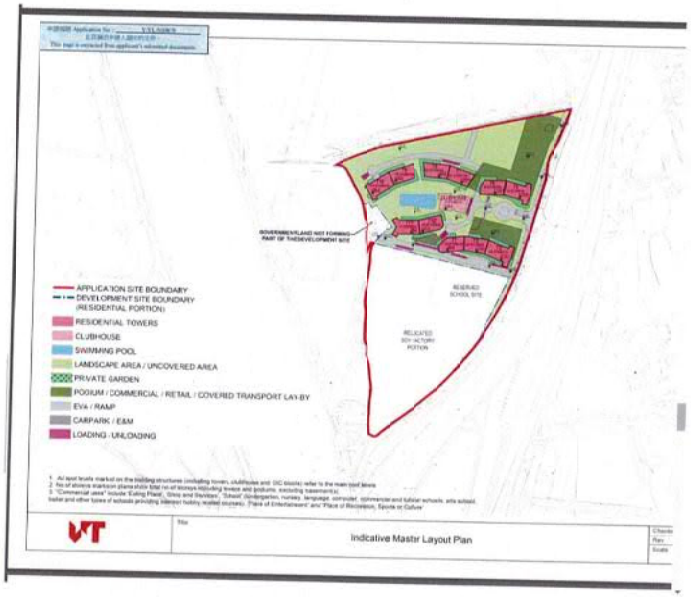






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout p an highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

859

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

RECEIVED
24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道333號北角政府合署15樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人反对上述規劃申請。
本人居於規劃地点附近，申請會使周边居住環境惡化，对自然破壞，对生態產生負面影响，申請亦不符濕地緩衝區的意图，本人促請城規會否决有關申請。

「提意見人」姓名／名稱 Name of person/company making this comment Maggie Ho
簽署 Signature MHo 日期 Date 22-Sep-2024

860

就規劃申請提出意見
Comments on Planning Application

請勿填寫此欄 For Official Use Only	檔案編號 Reference No.	
	收到日期 Date Received	

RECEIVED
24 SEP 2024
Town Planning Board

致城市規劃委員會秘書：
專人送遞或郵遞：香港北角渣華道333號北角政府合署15樓
傳真：2877 0245 或 2522 8426
電郵：tpbpd@pland.gov.hk

To: Secretary, Town Planning Board
By hand or post: 15/F, North Point Government Offices, 333 Java Road, North Point, Hong Kong
By Fax: 2877 0245 or 2522 8426
By e-mail: tpbpd@pland.gov.hk

有關的規劃申請編號 **The application no. to which the comment relates** Y/YL-NSW/9

意見詳情（如有需要，請另頁說明）
Details of the Comment (use separate sheet if necessary)

本人強烈反对有關申請。
申請引入大批居民，現有交通配套不能承受，發展亦对自然生態造成負面影响，幫將濕地內的候鳥趕走，基於以上原因，本人認為有關当局不應批准規劃申請

「提意見人」姓名／名稱 Name of person/company making this comment FANNY SHU
簽署 Signature 蕭紅 日期 Date 23-SEP-2024

361

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

參考編號 **Reference Number:**	240925-215159-43225
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	25/09/2024 21:51:59
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Peter Tsang

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

362

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

參考編號 **Reference Number:**	240925-215356-81121
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	25/09/2024 21:53:56
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Anne Lee

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby, particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

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

參考編號 **Reference Number:**	240925-215627-11600
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	25/09/2024 21:56:27
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Doris Leung

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer
Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance
to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.

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

參考編號 **Reference Number:**	240925-215752-71623
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	25/09/2024 21:57:52
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Betty Chan

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer
Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance
to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.

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

參考編號 **Reference Number:**	240925-220011-21963
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	25/09/2024 22:00:11
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Aaron Cheng

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

長春社 Since1968
The Conservancy Association

[redacted]

29th September 2024

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

RECEIVED
27 SEP 2024
Town Planning Board

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

Dear Sir/Madam,

Comments on the Section 12A Application No. Y/YL-NSW/9

The Conservancy Association (CA) OBJECTS to the captioned application.

1. Not in line with the planning intention of Wetland Buffer Area (WBA)

According to the Town Planning Board Guidelines for Application for Developments within Deep Bay Area (TPB PG-No. 12C), the application site is located within WBA. The planning intention of WBA is "*to protect the ecological integrity of the fish ponds and wetland within the WCA and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds*".

A Section 12A application Y/YL-NSW/3 has once been submitted to Town Planning Board at part of the site currently zoned "Open Storage" in 2014 to facilitate a development of shopping mall cum hotel. We note that number of buildings, maximum building height, and numbers of storeys of proposed development (Table 1) are higher than the previous one.

Table 1 Development parameter of Y/YL-NSW/3 and Y/YL-NSW/9

	Y/YL-NSW/3	Y/YL-NSW/9
No. of block	4 (shopping mall cum hotel development)	11 residential towers 1 school

		1 relocated soy sauce factory
Maximum building height	46mPD	<115mPD
No. of storeys	11	<28

The proposed development would also introduce an additional of population of 8,099, and 3,115 flats. In general, it appears that much higher level of development would be resulted in the subject site. Such large development scale would potentiallyinduce adverse off-site disturbance impacts on adjacent wetland in WCA, affect ecological function and integrity of Deep Bay wetland ecosystems. We opine that this is definitely not in line with the TPB PG-No. 12C and planning intention of WBA.

2. Incompatible with development scale outside WBA

Figure 2.4 of the Planning Statement demonstrates development intensity profile of the site and its surrounding environment outside WBA. The applicant makes reference to the proposed public housing development in Sha Po Tsuen, with a plot ratio of 6.5, and demonstrate that the plot ratio of proposed development is following a gradual descending development density from east of San Tin Highway towards WBA and Deep Bay area. However, such observation fails to consider the development density in adjacent environment, particularly Park Yoho (Table 2).

Table 2 Development parameters of current application and Park Yoho

	Y/YL-NSW/9	Park Yoho	Park Yoho Phase 2	Park Yoho Phase 3
Plot ratio	<2.5	1.024	1.64	1.254
Building height (storeys)	<115mPD (<28)	62.2mPD (16)	62.2mPD (16)	66.35mPD (18)

In short, the development scale of the proposed application is not only incompatible with the rural, low-density development in WBA, but also the development density outside WBA.

長春社 Since1968
The Conservancy Association

3. Adverse ecological impacts

Despite provision of Ecological Impact Assessment (EcoIA), we are still doubtful that at least some of the potential ecological impacts remains unsolved:

i. Disturbance on bird species at Kam Tin Main Drainage Channel (MDC): From the EcoIA, high diversity of waterbird species such as Black-faced Spoonbill, Chinese Pond Heron, Northern Shoveler, Pied Avocet, etc., can be spotted at the channel in the west of the application site. Off-site negative impact, such as construction noise during construction phase and human activities during operation phase, would adversely affect foraging behavior of these birds. However, it seems that the EcoIA still fails to justify how these impacts can be avoided or mitigated.

ii. Disruption on flight lines of waterbirds: The EcoIA of Y/YL-NSW/3 has once revealed that a total of 8 Black-faced Spoonbill, listed as "Endangered" under IUCN Red List, were recorded flying at the west of subject site parallel to Kam Tin MDC in December 2012 and January 2013. It also showed that all flight lines, including major and minor, pass through the north of subject site towards Kam Tin MDC, the adjacent mitigation wetland and fish ponds. In this way, we still worry that potential disruption on flight lines on waterbirds would be resulted.

iii. Light disturbance: Additional light source from residential towers and open space would pose disturbance on birds and other wildlife, such as night roost of ardeids at Kam Tin MDC. Section 6.4.9 of the EcoIA mentions that "*Since the Yuen Long Highway viaduct is located between these night roosts and the Application Site and is very close to the night roost, the night roosts are largely within the shadow zone of the viaduct such that the viaduct could blocknost light to these night roosts of the Application Site*". However, the proposed residential towers are 28-29 storeys high and we are very doubtful how such evaluation can apply to such high-rise residential towers. We opine that the applicant fails to evaluate potential light impact properly and suggest measures to avoid or mitigate potential light disturbance during the construction and operation phase.

iv. Bird collision: Even though Section 6.4.10 of the EcoIA mentions that the current residential development would not have extensive glass façade, the

[redacted]

height of residential towers, as mentioned above, would be substantial and they tends to have more areas of glass. Meanwhile, nocturnal avian collision with buildings is not clearly identified and evaluated in the EcoIA. Therefore, we do not agree with the conclusion mentioned in Table 7.1 of the EcoIA that no mitigations are required for bird collision.

4. Potential cumulative impacts

Section 8.1.1 mentioned that "*For those planning projects which were within the 500m Study Area but withdrawn or no approval status, it is considered not appropriate to include those projects as concurrent projects for the purpose of this cumulative impact assessment*". Such definition of concurrent projects would lead to great under-estimation of potential cumulative impacts.

Over the past decade, there were already cumulative loss of wetlands in the Deep Bay wetland ecosystem. For instance, the majority of Tin Shui Wai, Yuen Long Industrial Estate, Fairview Park and Palm Spring as well as Futian District of Shenzhen were all built on wetland. Furthermore, many large-scale development applications inside WBA around Nam Sang Wai have been approved or submitted for approval. The entire region has been under high development pressure. According to our research, 9 planning applications and 1 Land Sharing Pilot Scheme application[1] have been submitted within WBA since the announcement of Northern Metropolis in Policy Address 2021. The plot ratio of those applications, ranging from 1.2 to 4.14, is much higher compared with the previous applications. If all applications are approved, an additional 31,579 units, with a population of 84,422 would be brought into WBA and threatened wetland ecosystem.

In future, the adjacent San Tin technopole, Northern Link, Ngau Tam Mei development under Northern Metropolis Development Strategy would further increase development pressure within the region. In such case, the proposed development would merely constitute greater pressure in the already rather fragile Deep Bay ecosystem. Development would further encroach into lands with conservation and landscape values, decreasing overall quality of the environment.

Yours faithfully,
The Conservancy Association

[1] Another 10 planning applications: Y/YL-NSW/6; Y/YL-NSW/7; Y/YL-NSW/8; A/YL-NSW/293; Y/YL-MP/6; Y/YL-MP/7; Y/YL-MP/8; Y/YL-LFS/13; Y/YL-ST/1; LSPS/2 (Land Sharing Pilot Scheme)

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

參考編號 **Reference Number:**	240927-110111-91652
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	27/09/2024 11:01:11
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Robert Ng

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

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

參考編號 **Reference Number:**	240927-110315-81330
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	27/09/2024 11:03:15
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Annabel Wong

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application

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

參考編號 **Reference Number:**	240927-110551-64753
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	27/09/2024 11:05:51
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Selina Tsoi

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby, particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

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

參考編號 **Reference Number:**	240927-110752-54271
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	27/09/2024 11:07:52
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. James Yong

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

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

參考編號 **Reference Number:**	240927-163550-66779
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	27/09/2024 16:35:50
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Mary Lee

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

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

參考編號 **Reference Number:**	240927-163800-44854
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	27/09/2024 16:38:00
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Apple Fung

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environmert of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.

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

參考編號 **Reference Number:**	240927-164018-42028
提交限期 **Deadline for submission:**	27/09/2024
提交日期及時間 **Date and time of submission:**	27/09/2024 16:40:18
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Peter Tan

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area.
The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

875

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

參考編號
Reference Number: 240927-164311-00433

提交限期
Deadline for submission: 27/09/2024

提交日期及時間
Date and time of submission: 27/09/2024 16:43:11

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

「提意見人」姓名/名稱
Name of person making this comment: 夫人 Mrs. Susan Tang

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

876

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

參考編號
Reference Number: 241203-125134-82627

提交限期
Deadline for submission: 20/12/2024

提交日期及時間
Date and time of submission: 03/12/2024 12:51:34

有關的規劃申請編號
The application no. to which the comment relates: Y/YL-NSW/9

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

意見詳情
Details of the Comment :

我們了解政府要發展及要建屋計劃，米埔鳥類保護區，是候鳥最為重要的中途補給站，我們必須要保護及預留雀鳥棲息及覓食的土地空間，不受發展影響。由魚塘邊的首300-500m的地方，應完全保護綠化及保留所有樹木，候鳥在米埔濕地保護區覓食，飛行高度不會高過樹木，所有建築物高度不能超過三層，應盡量避免發展，而之後的300-500m的地方，即1 km內限制在最高5層內，附近就是鳥類棲息及覓食的空間，所有建築物不能高於樹木，保護綠化及所有樹木，溪流及農地。在附近建設2-3座大型污水的處理廠，未來人口將巨大增長，要將所有污水淨化，不能污染米埔濕地，破壞環境，保護濕地自然環境。

這裏距離米埔魚塘濕地只有300-500米，發展接近米埔鳥類保護區會嚴重影響保護候鳥生活環境，未來人口大量增長，人流會帶來垃圾、廢物、廢水，若處理不當會引致河流污染，不適當處理污水令水源直接流入河中引致河水污染，這裏的溪河與米埔候鳥保護區極為接近，流水會即時流進雀鳥保護區並直接污染環境，發生無法挽救的惡果，而這裏沒有污水處理是一個極大問題，怎樣保証排走的水是清潔沒有污染的淨水是主要的問題。

這裏附近亦沒有污水渠，沒有污水處理廠，污水會污染地下水源並會流入清澈溪流中。現在每天都見到有污水源源不斷地從地盤流入米埔濕地，也看見很多垃圾從地盤掉入清澈的河道中，這些垃圾及污水污染物都會流到旁邊（距離約500米）的魚塘濕地及雀鳥保護區，會引來永久及嚴重的影響。政府應保護濕地，優先處理污水垃圾問題，防止污染問題的出現。

897

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

參考編號 **Reference Number:**	241217-082047-66560
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	17/12/2024 08:20:47
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Jack Cheng

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area.
The construction damages the natural environment that populates
wildlife including water birds and fish. It causes pollution affecting
residents of the neighborhood. It causes traffic jam with the
increased population and vehicles.

I urge the town planning board to reject the application.

898

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

參考編號 **Reference Number:**	241217-181747-93886
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	17/12/2024 18:17:47
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Celia Chau

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

899

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

參考編號 **Reference Number:**	241217-181908-58934
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	17/12/2024 18:19:08
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Annie Kwok

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

900

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

參考編號 **Reference Number:**	241217-182409-46777
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	17/12/2024 18:24:09
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Jacqueline Tang

意見詳情
Details of the Comment :

本人反對 Y/YL-NSW/9

新鴻基地產近日率先向城規會申請，向元朗青生圍潭尾的濕地緩衝區「開刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出鬆綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該司一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

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

參考編號 **Reference Number:**	241217-182054-66474
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	17/12/2024 18:20:54
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Peter Pang

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

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

參考編號 **Reference Number:**	241218-171419-11313
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	18/12/2024 17:14:19
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Henry Yeung

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

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

參考編號 **Reference Number:**	241218-171642-29041
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	18/12/2024 17:16:42
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Gloria Lee

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9 .

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

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

參考編號 **Reference Number:**	241218-171535-20569
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	18/12/2024 17:15:35
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Amy Wong

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby, particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

905

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

參考編號 **Reference Number:**	241218-171812-36362
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	18/12/2024 17:18:12
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Amelie Tsang

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.

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新界 元朗
新田區 墨圍村
Pok Wai Village Representatives' Office
[redacted]

1 9 DEC 2024

敬啟者：

反對元朗青山公路-潭尾段以西丈量約份第 107 約地段第 1910 號餘段(部份) 及
第 1743 號 C 分段(部份)和毗鄰政府土地
把申請地點由「工業(丁類)」地帶，「露天貯物」地帶改劃為「住宅戊類)」地帶
(申請編號：A/YL-NSW/9)
Y

就上述規劃申請 A/YL-NSW/9，本村一致通過反對上述申請，理由如下：

1. 該項發展計劃涉及 81,550 平方米，發展面積龐大，密度非常高，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，發展計劃涉及 266,166 平方米，11,937 住宅單位，最保守估計涉及 5 萬人的住宅項目，對現有環境影響巨大，嚴重影響鄰近村落居民。
2. 發展的屋宇高度 103 米，該區域的西邊及南邊完全被該發展樓宇阻擋，該發展區域樓宇與本村鄰近屋宇的高度有明顯的差距，破壞當區的環境及視角環境，影響本村村民屋宇視覺及通風，對附近村民權益有實在的損害及侵佔。
3. 該發展區估算約有 3,115 戶及 398 多部車輛使用，但相信該車輛的估計數目嚴重偏少，若加上相鄰的 A/YL-NSW/7 及 A/YL-NSW/8 發展項目，保守估計會增加 4,000 輛車輛，肯定遠超現有青山公路及新潭路的負荷，而現有的錦繡迴旋處及凹頭迴旋處更難負荷，將嚴重影響該區交通系統。

現時由墨圍村往青山公路一段已經公共交通設施嚴重不足，而青山公路出錦繡迴旋處一段長期擠塞，車龍往往排至墨圍路東出口，若再加上相關 266,166 平方米發展，人口增加約 5 萬多人，肯定嚴重影響本村村民公共交通及青山公路交通。

此致

規劃委員會

墨圍村代表

馮應祥　　文燕華

二零二四年十二月十七日

醫事顧問：鄧兆棠醫生

長春社 Since1968
The Conservancy Association
[redacted]

20th December 2024

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

RECEIVED
2 0 DEC 2024
Town Planning Board

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

Dear Sir/Madam,

Comments on the Section 12A Application No. Y/YL-NSW/9

The Conservancy Association (CA) OBJECTS to the captioned application.

1. Not in line with the planning intention of Wetland Buffer Area (WBA)

According to the Town Planning Board Guidelines for Application for Developments within Deep Bay Area (TPB PG-No. 12C), the application site is located within WBA. The planning intention of WBA is "*to protect the ecological integrity of the fish ponds and wetland within the WCA and prevent development that would have a negative off-site disturbance impact on the ecological value of fish ponds*".

A Section 12A application Y/YL-NSW/3 has once been submitted to Town Planning Board at part of the site currently zoned "Open Storage" in 2014 to facilitate a development of shopping mall cum hotel. We note that number of buildings, maximum building height, and numbers of storeys of proposed development (Table 1) are higher than the previous one.

Table 1 Development parameter of Y/YL-NSW/3 and Y/YL-NSW/9

	Y/YL-NSW/3	Y/YL-NSW/9
No. of block	4 (shopping mall cum hotel development)	11 residential towers 1 school 1 relocated soy sauce factory
Maximum building height	46mPD	<115mPD
No. of storeys	11	<28

The proposed development would also introduce an additional of population of 8,099, and 3,115 flats. In general, it appears that much higher level of development would be resulted in the subject site. Such large development scale would potentially induce adverse off-site disturbance impacts on adjacent wetland in WCA, affect ecological function and integrity of Deep Bay wetland ecosystems. We opine that this is definitely not in line with the TPB PG-No. 12C and planning intention of WBA.

2. Incompatible with development scale outside WBA

Figure 2.4 of the Planning Statement demonstrates development intensity profile of the site and its surrounding environment outside WBA. The applicant makes reference to the proposed public housing development in Sha Po Tsuen, with a plot ratio of 6.5, and demonstrate that the plot ratio of proposed development is following a gradual descending development density from east of San Tin Highway towards WBA and Deep Bay area. However, such observation fails to consider the development density in adjacent environment, particularly Park Yoho (Table 2).

Table 2 Development parameters of current application and Park Yoho

	Y/YL-NSW/9	Park Yoho	Park Yoho Phase 2	Park Yoho Phase 3
Plot ratio	<2.5	1.024	1.64	1.254
Building height (storeys)	<115mPD (<28)	62.2mPD (16)	62.2mPD (16)	66.35mPD (18)

In short, the development scale of the proposed application is not only incompatible with the rural, low-density development in WBA, but also the development density outside WBA.

3. Adverse ecological impacts

Despite provision of Ecological Impact Assessment (EcoIA), we are still doubtful that at least some of the potential ecological impacts remains unsolved:

i. Disturbance on bird species at Kam Tin Main Drainage Channel (MDC): From the EcoIA, high diversity of waterbird species such as Black-faced Spoonbill, Chinese Pond Heron, Northern Shoveler, Pied Avocet, etc., can be spotted at the channel in the west of the application site. Off-site negative impact, such as construction noise during construction phase and human activities during operation phase, would adversely affect foraging behavior of these birds. However, it seems that the EcoIA still fails to justify how these impacts can be avoided or mitigated.

ii. Disruption on flight lines of waterbirds: The EcoIA of Y/YL-NSW/3 has once revealed that a total of 8 Black-faced Spoonbill, listed as "Endangered" under IUCN Red List, were recorded flying at the west of subject site parallel to Kam Tin MDC in December 2012 and January 2013. It also showed that all flight lines, including major and minor, pass through the north of subject site towards Kam Tin MDC, the adjacent mitigation wetland and fish pords. In this way, we still worry that potential disruption on flight lines on waterbirds would be resulted.

iii. Light disturbance: Additional light source from residential towers and open space would pose disturbance on birds and other wildlife, such as night roost of ardeids at Kam Tin MDC. Section 6.4.9 of the EcoIA mentions that "*Since the Yuen Long Highway viaduct is located between these night roosts and the Application Site and is very close to the night roost, the night roosts are largely within the shadow zone of the viaduct such that the viaduct could blockmost light to these night roosts of the Application Site*". However, the proposed residential towers are 28-29 storeys high and we are very doubtful how such evaluation can apply to such high-rise residential towers. We opine that the applicant fails to evaluate potential light impact properly and suggest measures to avoid or mitigate potential light disturbance during the construction and operation phase.

iv. Bird collision: Even though Section 6.4.10 of the EcoIA mentions that the current residential development would not have extensive glass façade, the height of residential towers, as mentioned above, would be substantial and they tends to have more areas of glass. Meanwhile, nocturnal avian collision with buildings is not clearly identified and evaluated in the EcoIA. Therefore, we do not agree with the conclusion mentioned in Table 7.1 of the EcoIA that no mitigations are required for bird collision.

長春社 Since1968
The Conservancy Association
[redacted]

4. Potential cumulative impacts

Section 8.1.1 mentioned that "*For those planning projects which were within the 500m Study Area but withdrawn or no approval status, it is considered not appropriate to include those projects as concurrent projects for the purpose of this cumulative impact assessment*". Such definition of concurrent projects would lead to great under-estimation of potential cumulative impacts.

Over the past decade, there were already cumulative loss of wetlands in the Deep Bay wetland ecosystem. For instance, the majority of Tin Shui Wai, Yuen Long Industrial Estate, Fairview Park and Palm Spring as well as Futian District of Shenzhen were all built on wetland. Furthermore, many large-scale development applications inside WBA around Nam Sang Wai have been approved or submitted for approval. The entire region has been under high development pressure. According to our research, 9 planning applications and 1 Land Sharing Pilot Scheme application[1] have been submitted within WBA since the announcement of Northern Metropolis in Policy Address 2021. The plot ratio of those applications, ranging from 1.2 to 4.14, is much higher compared with the previous applications. If all applications are approved, an additional 31,579 units, with a population of 84,422 would be brought into WBA and threatened wetland ecosystem.

In future, the adjacent San Tin technopole, Northern Link, Ngau Tam Mei development under Northern Metropolis Development Strategy would further increase development pressure within the region. In such case, the proposed development would merely constitute greater pressure in the already rather fragile Deep Bay ecosystem. Development would further encroach into lands with conservation and landscape values, decreasing overall quality of the environment.

Yours faithfully,
The Conservancy Association

[1] Another 10 planning applications: Y/YL-NSW/6; Y/YL-NSW/7; Y/YL-NSW/8; A/YL-NSW/293; Y/YL-MP/6; Y/YL-MP/7; Y/YL-MP/8; Y/YL-LFS/13; Y/YL-ST/1; LSPS/2 (Land Sharing Pilot Scheme)

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From: [redacted]
Sent: 2024-12-18 星期三 10:30:50
To: tpbpd/PLAND <tpbpc@pland.gov.hk>
Cc: fsyledpo_pd/PLAND <fsyledpo@pland.gov.hk>; e-Enquiry Counter/LAO/LANDSD <landsd@landsd.gov.hk>; Sally LS CHENG/LAO/LANDSD <gendloyl@landsd.gov.hk>; Public Email YLDO/HAD <doyl@had.gov.hk>; EFD_Enquiry/EPD <enquiry@epd.gov.hk>
Subject: Objection to Planning Application Y/YL-NSW/9 from Tse Ka-Lap on 20241218
Attachment: To the Town Planning Board from Tse Ka Lap regarding application Y_YL-NSW_9 on 20241218.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration.

My contact details are as follows.

Name : Tse Ka-Lap
[redacted]

Regards,
Tse Ka-Lap.

From: Tse Ka Lap
[redacted]

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

RECEIVED
18 DEC 2024
Town Planning Board

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Date: 18 December 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of [redacted] since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built on [redacted] We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retirec people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 77, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in

current home is a crucial part for his recovery.

5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to my parents' health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,
Tse Ka Lap.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house [redacted] and pay government rates and rent.

HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel. 24438400
04/09/2023
Case no. GCYF-16-15782(5)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters
姓名

CHIU, KWAN K
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



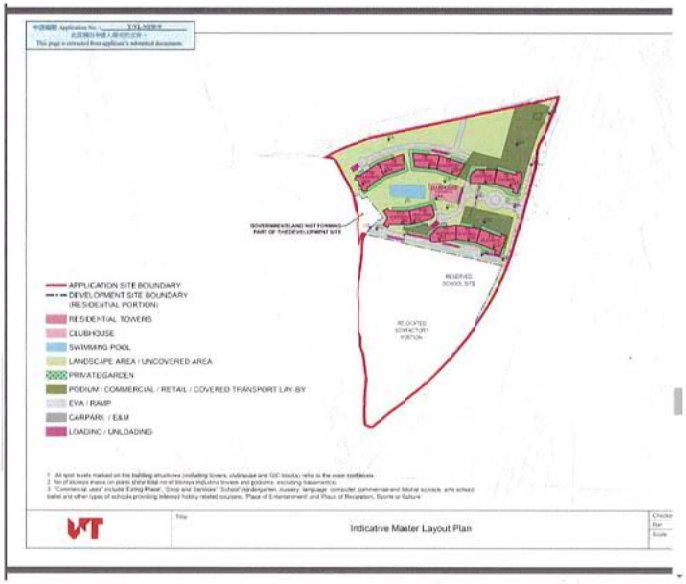






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

From: [redacted]
Sent: 2024-12-18 星期三 10:22:21
To: tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc: fsyledpo_pd/PLAND <fsyledpo@pland.gov.hk>; e-Enquiry Counter/LAO/LANDSD <landsd@landsd.gov.hk>; Sally LS CHENG/LAO/LANDSD <gendloyl@andsd.gov.hk>; Public Email YLDO/HAD <doyl@had.gov.hk>; EPD_Enquiry/EPD <enquiry@epd.gov.hk>
Subject: Objection to TPB Application Y/YL-NSW/9 from Mr. Tse Tak Yip on 20241218
Attachment: To the Town Planning Board from Tse Tak Yip regarding application Y_YL-NSW_9 on 20241218.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone Lots 1910 RP and 1743 SC RP in DD107 and Adjoining Government Land, West of Castle Peak Road - Tam Mi, Yuen Long.

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Tak Yip
[redacted]

Thank you for your attention.

Regardds,
Tse Tak Yip.

From: Tse Tak Yip

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

RECEIVED
18 DEC 2024
Town Planning Board

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 18-Dec-2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of [redacted] since 1979. I rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. I have my family house built [redacted] I have been paying rates to the government (see attached evidence of receipts below for rate and rent paid to government). I live with my family here for the last 43 years. I am retired now.
3. I am 77 years old. My wife is 76 years old. We are used to living in my family house here and cannot adapt to move elsewhere.
4. I have been suffering from cancer since 2021 (see attached evidence of medical letter below) and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. I am now recuperating in the above address after treatment and I am very weak. Staying in my current home is critical for my recovery with a stable environment.
5. I object to the application because I am unable to move out of my house. If the application proceeds, the planned development will make the environment of

our house adverse to my health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for me and my wife to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

6. Our house is adjective to the footprint of the development site of the application that my health will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my health because of my lung issue.
   (b) The noise and odour will irritate me and make me tense all the time
   (c) The vibration caused by the construction activities will interfere my rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to my access due to increased traffic and damages to the existing roads/paths. That hinders me from my travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood (see attached evidence of wildlife animal pictures below). If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, my wife and I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NCT forming part of the Development Site" (see attached evidence of documents of map from Town Planning Board below). It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

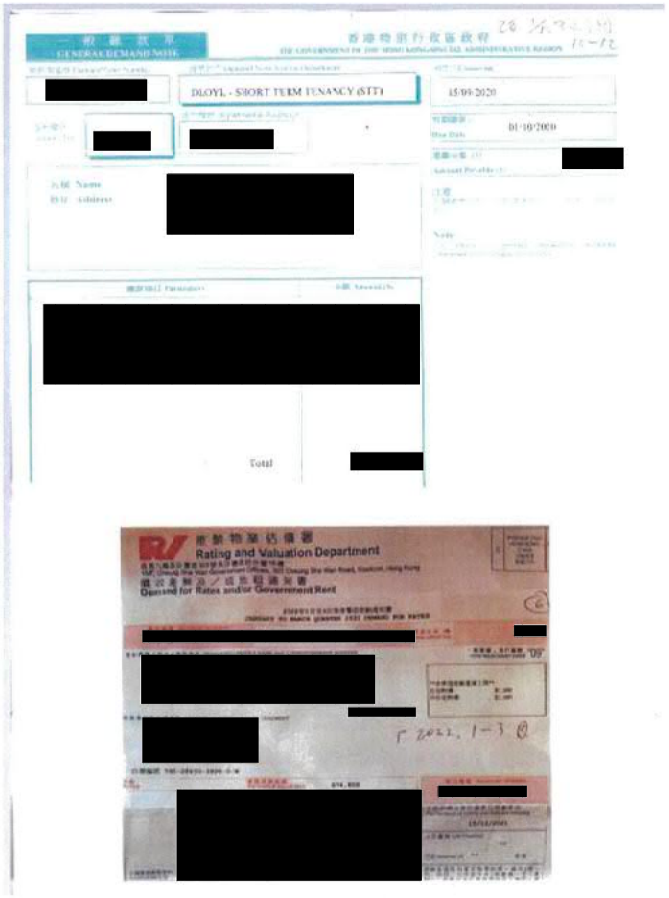
I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝德業

Tse Tak Yip.

Attachments of evidence in support of my comments in the letter



DLO/YL - SHORT TERM TENANCY (STT)

15/09/2020

01/10/2020

Total

Rating and Valuation Department

Demand for Rates and/or Government Rent

Evidence for Comment #1

I rent the government land since 1979 via Short Term Tenancy (#0427).
I have a house on the land and pay government rates and rent.



HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/09/2023
Case no: GOYF-16-1578265)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature 簽名

Name in Block Letters: CHIU, KWAN H
姓名 RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

The residen: Tse Tak Yip has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



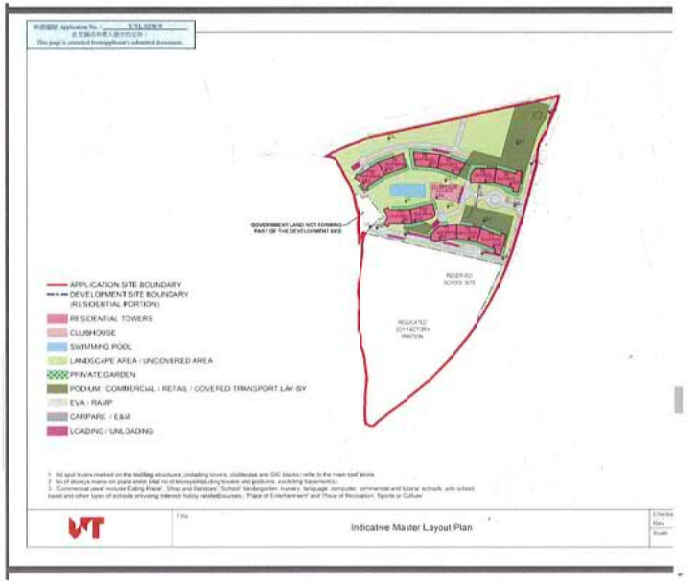






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

910

From:	[redacted]
Sent:	2024-12-17 星期二 18:00:49
To:	tpbpd/PLAND <tpbpc@pland.gov.hk>
Cc:	e-Enquiry Counter/LAO/LANDSD <landsd@landsd.gov.hk>; fsyledpo_pd/PLAND <fsyledpo@pland.gov.hk>; Sally LS CHENG/LAO/LANDSD <gendloyl@landsd.gov.hk>; EPD_Enquiry/EPD <enquiry@epd.gov.hk>; MAILBOX/AFCD <mailbox@afcd.gov.hk>; Public Email YLDO/HAD <doyl@had.gov.hk>
Subject:	Bryan Tse's objection to Planning Application Y/YL-NSW/9 on 20241217
Attachment:	To the Town Planning Board from Bryan Tse on 20241217 regarding application Y_YL-NSW_9 on 20241217.pdf

To: The Secretary, Town Planning Board,

15/F, North Point Government Offices,
333 Java Road, North Point,
Hong Kong,

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration.
The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Bryan Tse Ka-Shu

[redacted]

Thank you for your attention.

Regards,
Bryan Tse.

From: Bryan Tse

[redacted]

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

Cc: District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 17 December 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. My parents and brother are residents of [redacted] since 1979. They rent the land by the river from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built [redacted] We have been paying rates to the government. My parents have been living in our family home for the last 43 years. They are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 77, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to my parents' health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to

the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.

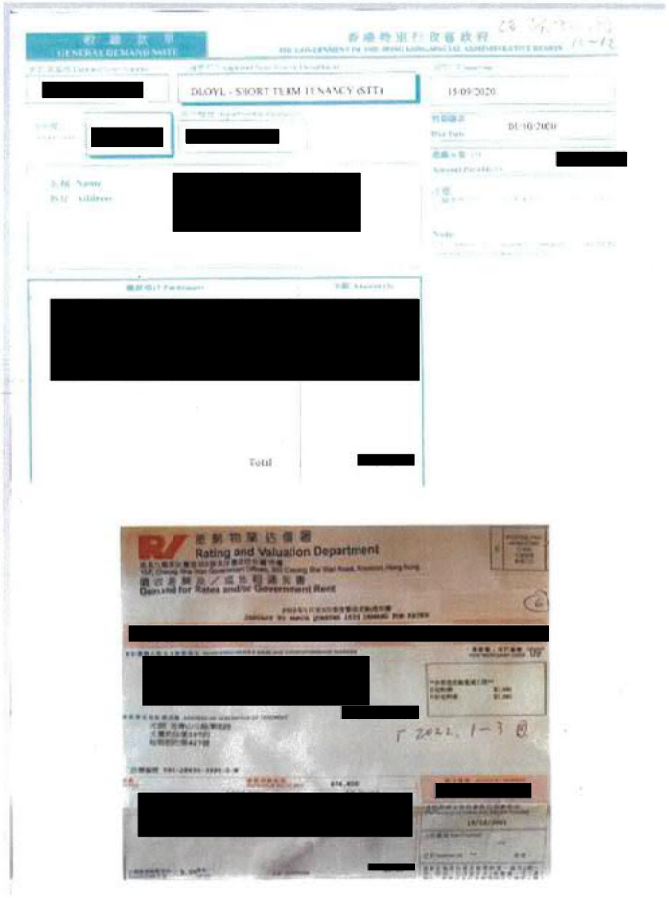
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

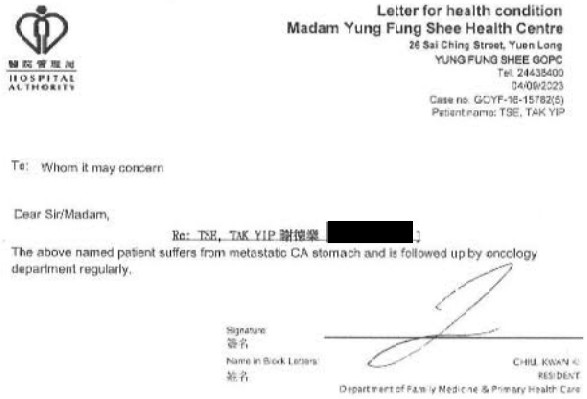
Yours faithfully,
Bryan Tse.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427).
We have a house on the land and pay government rates and rent.



Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



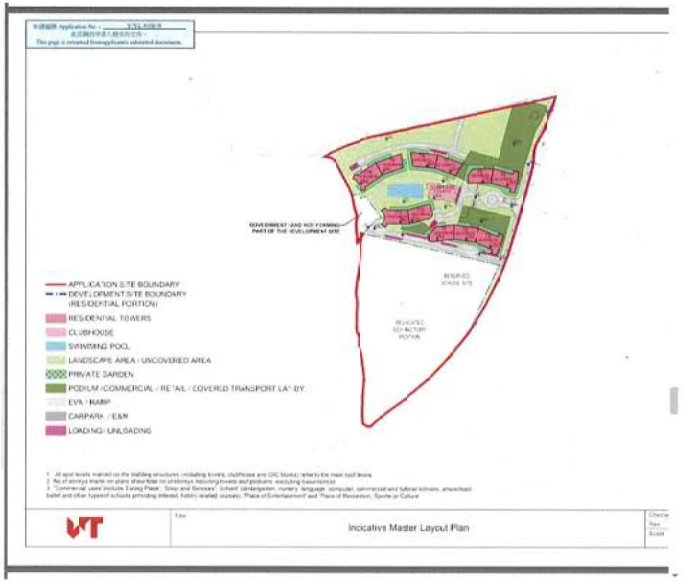






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

911

From:	[redacted]
Sent:	2024-12-17 星期二 17:49:24
To:	tpbpc/PLAND <tpbpd@pland.gov.hk>
Cc:	fsyledpo_pd/PLAND <fsyledpo@pland.gov.hk>; e-Enquiry Counter/LAO/LANDSD <landsd@landsd.gov.hk>; Sally LS CHENG/LAO/LANDSD <gendloyl@landsd.gov.hk>; Public Email YLDO/HAD <doyl@had.gov.hk>; EPD_Enquiry/EPD <enquiry@epd.gov.hk>
Subject:	Objection to Planning Application Y/YL-NSW/9 from Ms. Chan Chun Sum on 20241217
Attachment:	To the Town Planning Board from Chan Chun Sum on 20241217 regarding application Y_YL-NSW_9.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Chan Chun Sum
[redacted]

Thank you for your attention.

Regards,
Chan Chun Sum

From : Ms Chan Chun Sum

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

Date: 17-Dec-2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of the land lot in Yuen Long[redacted]ince 1979. My husband rent the land[redacted]from the government via Short Term Tenancy (#0427). I found my house area included in the application Y/YL-NSW/9.
2. We have a house built[redacted]We have been paying rates to the government. My husband, my son and I are still living in this family home since it was built 43 years. We are retired people now.
3. I am 76 years old now. I am used to living in my family house. I cannot adapt to move elsewhere.
4. My husband, aged 77, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in 2022. He is now recuperating in the above address after treatment as he is very weak. Staying in current home is a crucial part for his recovery.
5. We object to the application because we are unable to move out of our family house. If the application proceeds, the planned development will make the environment of our house detrimental to our health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my husband and me will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will

deteriorate the air quality and impose respiratory problems that can be dangerous to my husband for his lung issue.

(b) The noise and odour will irritate us and make us tense all the time

(c) The vibration caused by the construction activities will interfere our rest and cause damage to the structure of our house.

(d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my husband from travel to hospital and our other daily activities.

7. The app ication is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, I have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, I think it should not be included in the rezoning area of this application in the first place. The application should be modified to exclude this highlighted government land (together with our family house by the river) from the proposed plan application.

Thank you for your kind attention.

I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Regards,
Chan Chun Sum.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house [redacted] and pay government rates and rent.

醫院管理局
HOSPITAL AUTHORITY

Letter for health condition
Madam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
04/01/2023
Case no: GCYF-16-15762(6)
Patient name: TSE, TAK YIP

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 [redacted]

The above named patient suffers from metastatic CA stomach and is followed up by oncology department regularly.

Signature
簽名

Name in Block Letters:
姓名

CHIU, KWAN KI
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My husband, aged 75, has been suffering from cancer and is receiving medical treatments. The family home and stable environment are critical to his recovery.



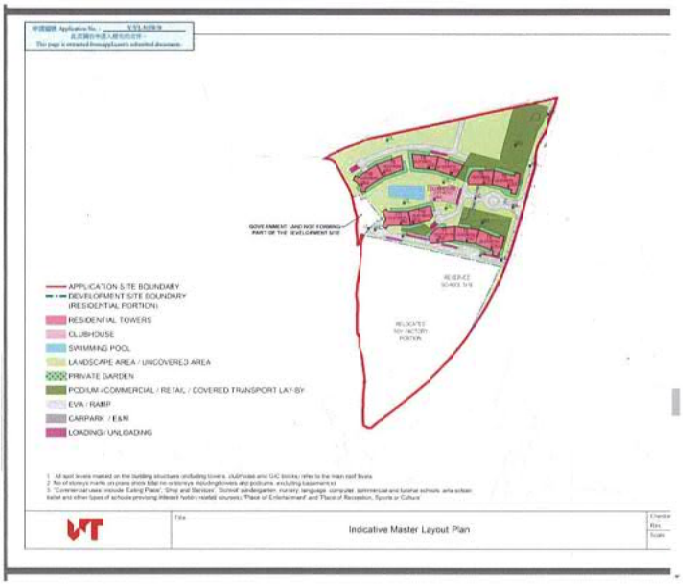






Evicence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #11:

Extracted from Page 16 of the Town Planning Board document
"Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where cur family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (:ogether with my family house by the river) from the proposed plan application.

☐Urgent ☐Return receipt ☐Expand Group ☐Restricted ☐Prevent Copy

912

From:	[redacted]
Sent:	2024-12-17 星期二 08:16:14
To:	tpbpd/PLAND <tpbpd@pland.gov.hk>
Cc:	fsyledpo_pd/PLAND <fsyledpo@pland.gov.hk>; e-Enquiry Counter/LAO/LANDSD <landsd@landsd.gov.hk>; Sally LS CHENG/LAO/LANDSD <gendloyl@landsd.gov.hk>; Public Email YLDO/HAD <doyl@had.gov.hk>; EPD_Enquiry/EFD <enquiry@epd.gov.hk>
Subject:	Objection to Planning Appl cation Y/YL-NSW/9 from Tse Ka Po
Attachment:	To the Town Planning Board from Tse Ka Po on 20241216.pdf

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

Cc:
Lands Department,
Environmental Protection Department,
Home Affairs Department,
District Lands Office, Yuen Long,
District Planning Officer/Fanling, Sheung Shui & Yuen Long East,
Agriculture, Fisheries and Conservation Department

Subject: Objection to Planning Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the planning application Y/YL-NSW/9 listed by the Town Planning Board. Please find attached details of my comments for your consideration. The letter has also been copied to other relevant departments.

My contact details are as follows.

Name : Tse Ka Po
[redacted]

Thank you for your attention.

Regards,
Tse Ka Po.

From: Tse Ka Po [redacted]

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

Cc: Lands Department
Environmental Protection Department
Home Affairs Department
District Lands Office, Yuen Long
District Planning Officer/Fanling, Sheung Shui & Yuen Long East

Date: 16 December 2024.

Dear Sir/Madam,

Comments regarding Application Y/YL-NSW/9 to rezone DD107 and Adjoining Government Land from Industrial to Residential

I would like to lodge an objection to the above application for amendment of plan.

1. I am a resident of [redacted] since 1979. My family rent the land [redacted] from the government via Short Term Tenancy (#0427). The government land is found to be included in the planning application Y/YL-NSW/9.
2. We have a house built [redacted] We have been paying rates to the government. My parents and I have been living in our family home for the last 43 years. All of us are retired people now.
3. My parents are over 70 years old. They are used to living in the house and cannot adapt to move elsewhere.
4. My father, aged 77, has been suffering from cancer since 2021 and received treatments in Tuen Mun Hospital and St Teresa Hospital in January 2022. He is now recuperating in the above address after treatment as he us very weak. Staying in current home is a crucial part for his recovery.
5. I object to the application because my father is unable to move out of his house. If the application proceeds, the planned development will make the environment of our house detrimental to his health. The construction work will cause nuisance such as flue gases from machine, odour, noise, dust and vibration on the road near our house. There are no other places for my parents to move due to the fact that we cannot afford market rental price that is much higher to what we are paying the government rates and rent at present.
6. Our house is adjective to the footprint of the development site of the application that the health of my father will be seriously threatened:
   (a) The dust and flue gas generated by the vehicles and machines will deteriorate the air quality and impose respiratory problems that can be dangerous to my father for his lung issue.
   (b) The noise and odour will irritate him and make him tense all the time
   (c) The vibration caused by the construction activities will interfere his rest. The construction will also shock the foundation of our house and cause damage to the structure of our house.
   (d) The heavy vehicles passing by our house will cause not only the aforementioned threats but also obstruction to his access due to increased traffic and damages to the existing roads/paths. That hinders my father from his frequent travel to hospital for medical treatment and other daily activities.
7. The application is not compatible with the planning intention of Wetland Buffer Zone that large scale development will threaten the ecology of internationally important Ramsar Site in Mai Po Inner Deep Bay.
8. Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.
9. Over years, we have planted a lot of trees, flowers and vegetables around our house as part of our efforts for nature conservation. The development can cause adverse impact on all this if we have to move away from our house.
10. The proposed project for the rezone plan will introduce tens of thousands of new residents to the Wetland Buffer Area. It will unavoidably bring long term disturbances to the adjacent Conservation Area.
11. The development plan causes disruption of flight lines of water birds that pass through the area of main drainage channel and adjacent mitigation wetland. The application site is very close to the wetland ecosystem in Deep Bay, and this is on the way of the migratory birds to access their breeding grounds. The open corridor provided by the existing rural landscape with the Wetland Buffer Zone should be maintained.
12. In addition to the above reasons for rejecting the application, I also want to note that the indicative master layout plan of the application (referring to "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9") highlights an area with the remark "Government

Land NCT forming part of the Development Site". It appears that this land covers the neighborhood of our family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. A better arrangement would be for the application to exclude this highlighted government land altogether with my family home.

Thank you for your kind attention.

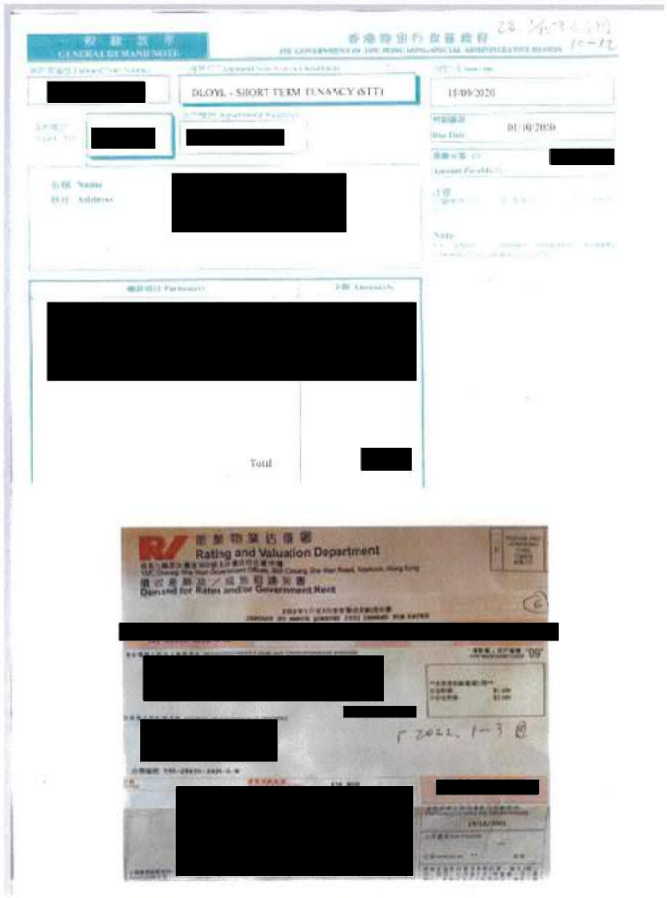
I would greatly appreciate your consideration for my above reasons for objecting to the planning application Y/YL-NSW/9

Yours faithfully,

謝家寶

Tse Ka Po.

Attachments of evidence in support of my comments in the letter



Evidence for Comment #1

My family rent the government land since 1979 via Short Term Tenancy (#0427). We have a house [redacted] and pay government rates and rent.

Nadam Yung Fung Shee Health Centre
26 Sai Ching Street, Yuen Long
YUNG FUNG SHEE GOPC
Tel: 24438400
23/05/2022
Case no: GO/F-16-15782(5)

To: Whom it may concern

Dear Sir/Madam,

Re: TSE, TAK YIP 謝德業 ([redacted]

The above named patient was diagnosed with Cancer ampulla of Vater Whipple's operation 17-5-2021 in private and with Xeloda 1000mg BD on days of RT given . He is followed up in oncology.
Thank you for your attention!

Signature
簽名

Name in Block Letters
姓名

LC, KING YAN CATHY
RESIDENT
Department of Family Medicine & Primary Health Care

Evidence for Comment #4

My father, aged 76, has been suffering from cancer since 2021. He is receiving medical treatments. The family home and stable environment are critical to his recovery.



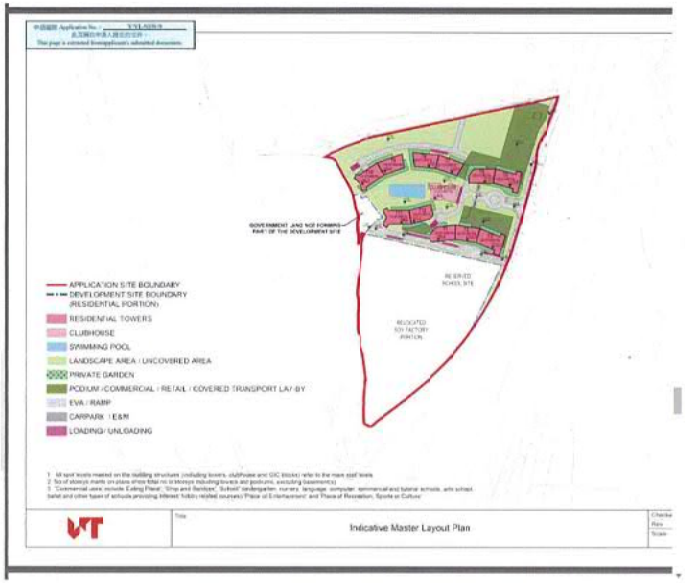






Evidence for Comment #8

Our house is located [redacted] Various wildlife including cows, fish, tortoise and birds are often seen in our neighborhood. If it is included in the rezone plan, it will make the environment not suitable for the above wildlife.



Evidence for Comment #12:

Extracted from Page 16 of the Town Planning Board document "Broad Development Parameters of the Indicative Development Proposal in Respect of Application No. Y/YL-NSW/9" (s12a_Y_YL-NSW_9_0_gist.pdf)

The above indicative mater layout plan highlights an area with the remark "Government Land NOT forming part of the Development Site". It appears that this land covers the neighborhood of my family house. If the government land where our family house is not going to be used in the development, this should not be included in the rezoning area of this application in the first place. The application should exclude this highlighted government land (together with my family house by the river) from the proposed plan application.

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

參考編號 **Reference Number:**	241220-091711-05659
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	20/12/2024 09:17:11
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Tom Chung

意見詳情
Details of the Comment :

I strongly oppose the application Y/YL-NSW/9.

The development has negative impact on the ecology of the Nam San Wai area. The construction damages the natural environment that populates wildlife including water birds and fish. It causes pollution affecting residents of the neighborhood. It causes traffic jam with the increased population and vehicles.

I urge the town planning board to reject the application.

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

參考編號 **Reference Number:**	241220-091928-42496
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	20/12/2024 09:19:28
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	夫人 Mrs. Winnie Chow

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby,
particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make
the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

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

參考編號 **Reference Number:**	241220-092132-60103
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	20/12/2024 09:21:32
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Michael Lee

意見詳情
Details of the Comment :

I would like to lodge an objection to the above application.
It damages the natural environment of the neighboring Wetlands Buffer
Area. It has adverse impact on the ecology including birds and trees.
The new population creates heavy traffic to the area. That is nuisance
to existing residents of the neighborhood.
I urge the Town Planning Board to reject the application.

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

參考編號 **Reference Number:**	241220-092251-47994
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	20/12/2024 09:22:51
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Kinson Ng

意見詳情
Details of the Comment :

I oppose the application Y/YL-NSW/9

The application and its development is not in line with the planning intention of Wetland Buffer Area that protects the ecological integrity of the fish ponds and wetland. It has negative ecological impact including disruption of flight lines of water birds and light disturbance.

The application should be rejected.

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

參考編號 **Reference Number:**	241220-092427-15098
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	20/12/2024 09:24:27
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	女士 Ms. Apple Lee

意見詳情
Details of the Comment :

I oppose the application.

I lives in the neighborhood of the proposed development area.
Currently, there is traffic jam at peak hours on the roads nearby, particularly the roundabout near Fairview Park.
The population introduced by the proposed development is going to make the situation worse.
The roads simply cannot cope with so many people coming to my neighborhood.

TPB should reject the application.

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

參考編號 **Reference Number:**	241220-092802-24100
提交限期 **Deadline for submission:**	20/12/2024
提交日期及時間 **Date and time of submission:**	20/12/2024 09:28:02
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	小姐 Miss Gloria Wong

意見詳情
Details of the Comment :

反對！

新鴻基地產近日率先向城規會申請，向元朗南生圍潭尾的濕地緩衝區「開刀」，連同邊陲的土地大規模發展近一萬伙住宅，相信是政府提出鬆綁濕地後，提出的首宗大型發展項目申請。一直跟進濕地發展的長春社表示，新地數年前就該同一地盤發展提交的生態影響評估，揭示地盤與瀕危的黑臉琵鷺和其他冬候鳥的飛行路線重疊，質疑該發展商以生態價值低為由發展濕地緩衝區，是嚴重低估對生態的影響，而今次的發展密度之高遠超以往的規模，憂慮一旦申請獲批，將立下壞先例。

本人反對申請。

3

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

參考編號 **Reference Number:**	220511-154227-25642
提交限期 **Deadline for submission:**	27/05/2022
提交日期及時間 **Date and time of submission:**	11/05/2022 15:42:27
有關的規劃申請編號 **The application no. to which the comment relates:**	Y/YL-NSW/9
「提意見人」姓名/名稱 **Name of person making this comment:**	先生 Mr. Edmond Fong for The Hong Kong and China Gas Company Limited

意見詳情
Details of the Comment :

Since the proposed rezoning from "Industrial (Group D)", "Open Storage" and area shown as "Road" to "Residential Developments" is in close vicinity to existing High Pressure gas pipeline along San Tam Road, the rezoning/project proponent should conduct Quantitative Risk Assessment (QRA) to evaluate the potential risk and determine/implement the necessary mitigation measure(s) if required. The QRA should take into account the future population of the area, such as those in the existing buildings, in the proposed development, and in other approved developments, etc. where applicable. The rezoning/project proponent should consult our company in the design stage and closely coordinate with our company during the construction stage, and provide protective measures.

25

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KFBG's comments on two planning applications
27/05/2022 12:22

From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

1 attachment

220527 s12a NSW 8 & 9.pdf

Dear Sir/ Madam,

Attached please see cur comments regarding two applications. There is ONE pdf file attached to this email. If you cannot see/ download/ open this file, please notify us through email.

Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

Appendix Vc of RNTPC Paper No. Y/YL-NSW/9A

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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

27th May 2022 **By email only**

Dear Sir/ Madam,

To rezone the application site from "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area" to "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area 1" (Y/YL-NSW/8)

To rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" (Y/YL-NSW/9)

1. We refer to the captioned.

2. These two sites are adjacent to each other and within Wetland Buffer Area (WBA). The former one is also adjoining the Wetland Conservation Area (WCA), Conservation Area (CA) zone and existing fish ponds. Kam Tin Main Drainage Channel (KTMDC) is located to the west of both sites and is considered to be a habitat of medium ecological value as well as utilising by many waterbird species of conservation importance. There should be no doubt that generally speaking both sites are within an area of conservation concern.

3. We would like the Board to look at the development parameters of these applications and some nearby existing/ approved large-scale residential developments (e.g., those within 1 km from the planned Au Tau Station), as follows:

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Y/YL-NSW/8	Y/YL-NSW/9	Park Yoho (Completed and Approved Phases)	Crescent Green & Riva (Completed)
- Within WBA - Adjoining WCA	Within WBA	- Outside WBA - Well separated from WBA by existing highways/ viaducts (e.g., Tsing Long Highway and Yuen Long Highway)	- Outside WBA - Well separated from WBA by existing highways/ viaducts (e.g., Tsing Long Highway and Yuen Long Highway); - Actually located further south as compared to Park Yoho
Domestic: Not more than 110.5 mPD Non-domestic: Not more than 25.8 mPD Composite: Not more than 115 mPD	Domestic: Not more than 103.5 mPD Non-domestic: Relocated soy sauce factory: not more than 8 m Clubhouse: Not more than 18.5 mPD Composite: Not more than 115 mPD	62.2 – 66.35 mPD	82 – 83.5 mPD

*Data are from the gists and the submitted Planning Statements (i.e., Figure 2.3)

4. According to the information from the submitted Planning Statements, there is also a 'planned residential development' (160 mPD) located to the east of both sites; but it is called 'Potential Public Housing Site – Sha Po' and is not categorised as an approved/ completed residential development. In addition, it is located to the east of San Tin Highway, Castle Peak Road – Tam Mi Section and San Tam Road; thus it is well separated from the WBA and the

香港新界大埔林錦公路
Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: eap@kfbg.org

fish pond area within WCA.

5. We visited the locality, both daytime and nighttime, where the sites are located in late May 2022; we would like the Board to look at some photos in **Figure 1** (please see also an aerial photo at **Figure 2**). As shown, the sites are NOT adjacent to any high-rise residential developments at present and those existing high-rise developments such as Park Yoho and Crescent Green/ Riva are indeed separated by the existing highways/ viaducts from both sites.

6. Both Planning Statements mention the following: '*It is evident that the area is gradually transforming from a sub-urban area to an urban township with development intensity gradually descending towards the north across San Tin Highway, then towards the Deep Bay.*' Based on the parameters aforementioned and the on-site photos, we would like the Board to seriously ask the applicants as to what 'area' they are referring to and how this statement can be substantiated.

7. A total of about 9,940 flats (about 6,825 from Y/YL-NSW/8 and about 3,115 from Y/YL-NSW/9) would be developed under these two proposals. We urge the Board to seriously consider whether these flats would significantly change the disturbance level of the locality. We urge the Board to liaise with relevant authorities as to whether the road/ cycle track alongside the KTMDC and close to both application sites are heavily used or not at present, especially during weekdays; some on-sites photos taken in late May 2022 are in **Figure 3** for your reference. As mentioned above, KTMDC is of medium ecological value and utilised by a variety of waterbirds of conservation importance, and many of these birds would be disturbance sensitive (please refer to our other submissions regarding developments within the Mai Po/ Deep Bay areas). According to the Ecological Impact Assessments (EcoIAs) submitted for these applications, we can see the following statement:

> '*The latest design of the development would not have any dedicated paths/ roads leading to the nearby sensitive habitats to allow the residents* ((included '*or the soy sauce factory operators*' as well in the EcoIA of Y/YL-NSW/9)) *to access directly.*'

8. We urge the Board to consider whether it is feasible/ possible to completely prevent the future residents of these developments to use the road/ cycle track adjacent to the KTMDC, and how these developments, or any of them, would transform the area.

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嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

of) these high-rise developments in this locality.

10. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

香港新界大埔林錦公路
Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: eap@kfbg.org

Figure 1. Photos taken on 24 May 2022.



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Kadoorie Farm & Botanic Garden Corporation

Figure 1. Cont'd.

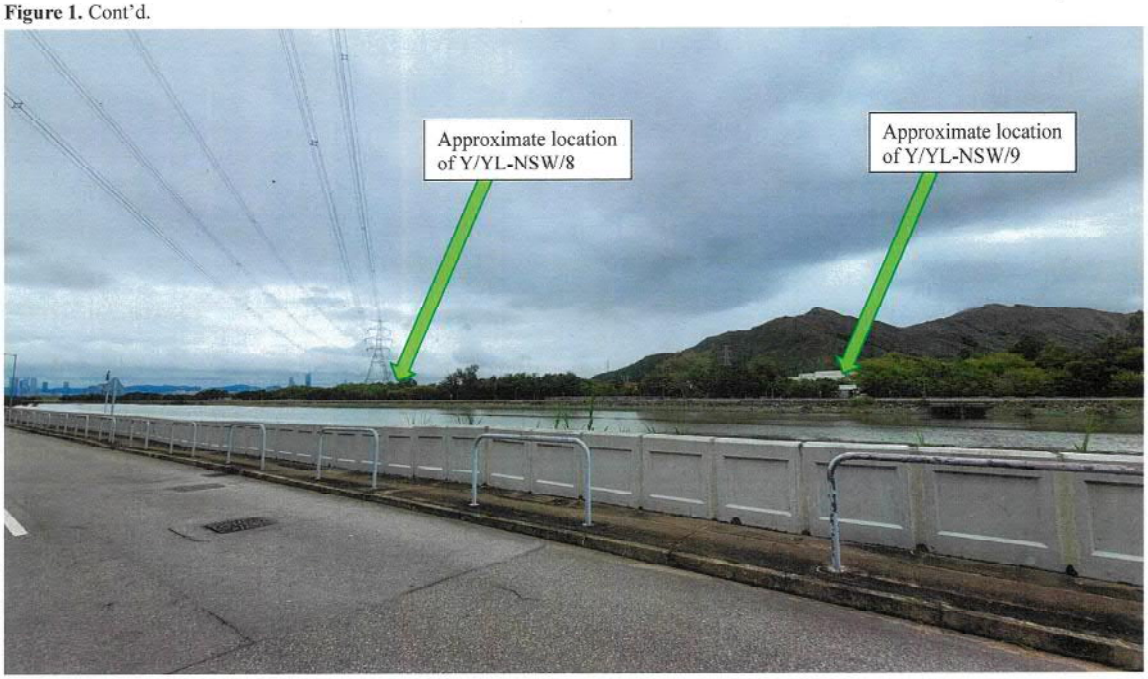

Figure 2. Aerial photo showing both sites and their immediate surroundings, as well as the locations of Park Yoho, Crescent Green and Riva.

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Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: oap@kfbg.org

Figure 1. Cont'd.

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Email: oap@kfbg.org

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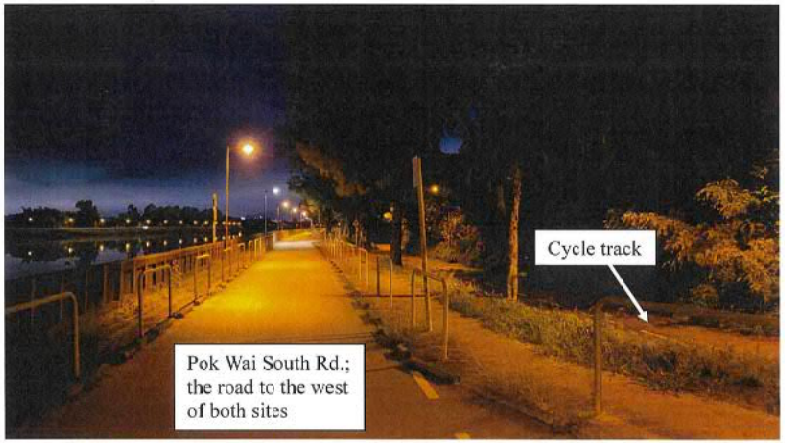
Kadoorie Farm & Botanic Garden
嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Figure 3. Photos taken on 24 (day) & 25 (night) May 2022.





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KFBG's comments on four planning applications
29/07/2022 18:36

From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

3 attachments

220729 s12a NSW 6.pdf 220729 s16 NSW 8 & 9c.pdf 220729 s16 SSH 139.pdf

Dear Sir/ Madam,

Attached please see our comments regarding four applications. There are THREE pdf files attached to this email. If you cannot see/ download/ open these files, please notify us through email.

Thank You and Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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Kadoorie Farm & Botanic Garden Corporation

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

29th July, 2022. **By email only**

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2. We consider our views as shown in the previous submission would still be largely relevant and please refer to **Appendix 1** for this submission, for your reference.

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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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

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1

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Kadoorie Farm & Botanic Garden Corporation

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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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Kadoorie Farm & Botanic Garden Corporation

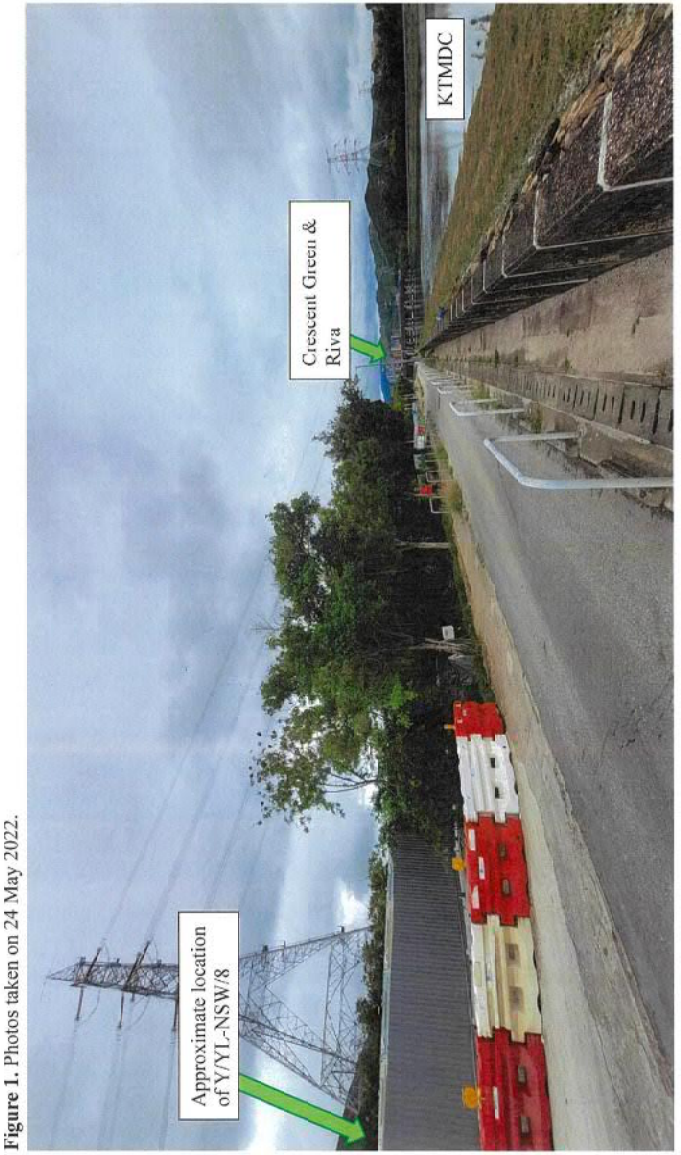

Figure 1. Photos taken on 24 May 2022.

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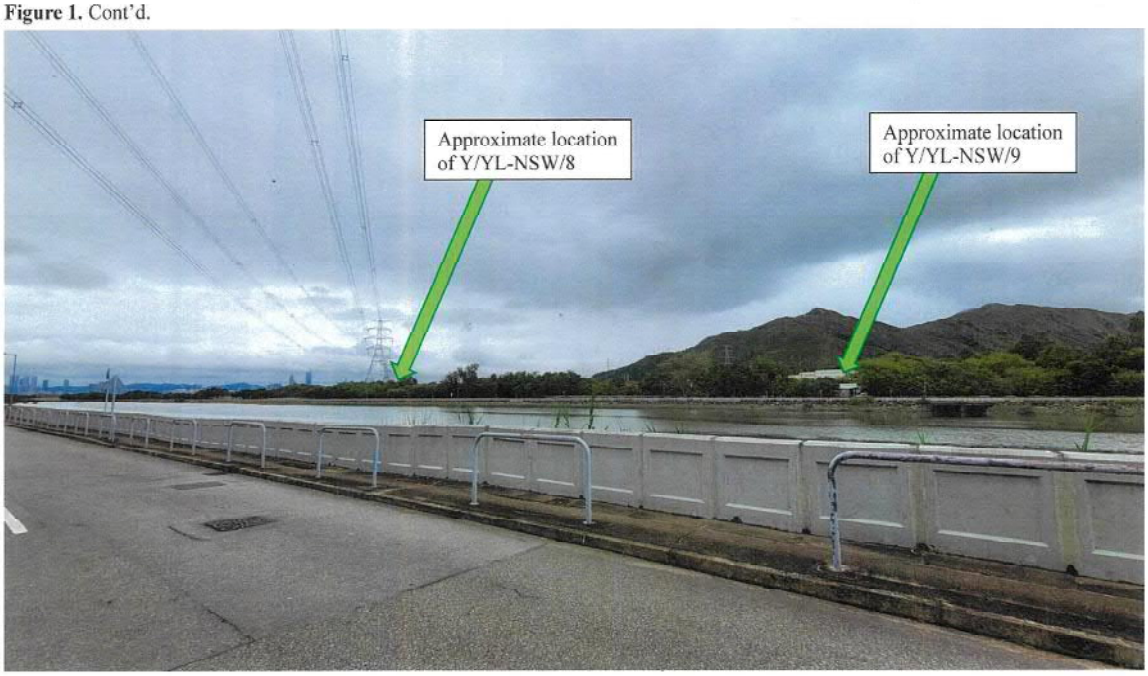
Email: eap@kfbg.org

Figure 1. Cont'd.



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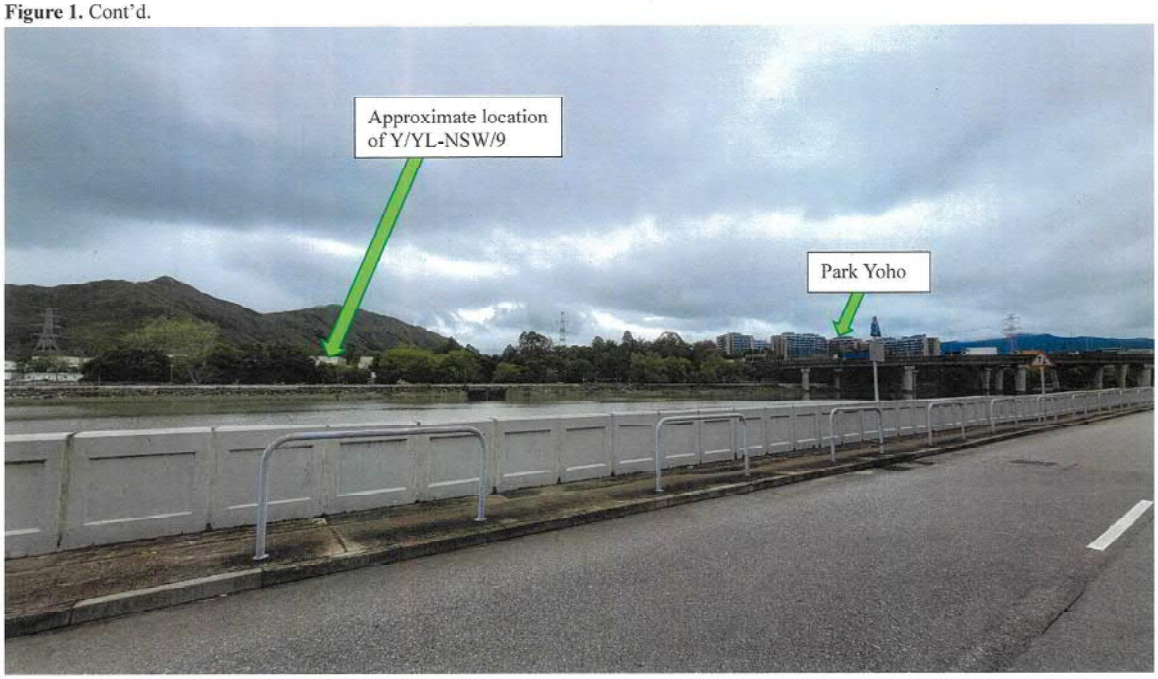
Kadoorie Farm & Botanic Garden Corporation

Figure 1. Cont'd.



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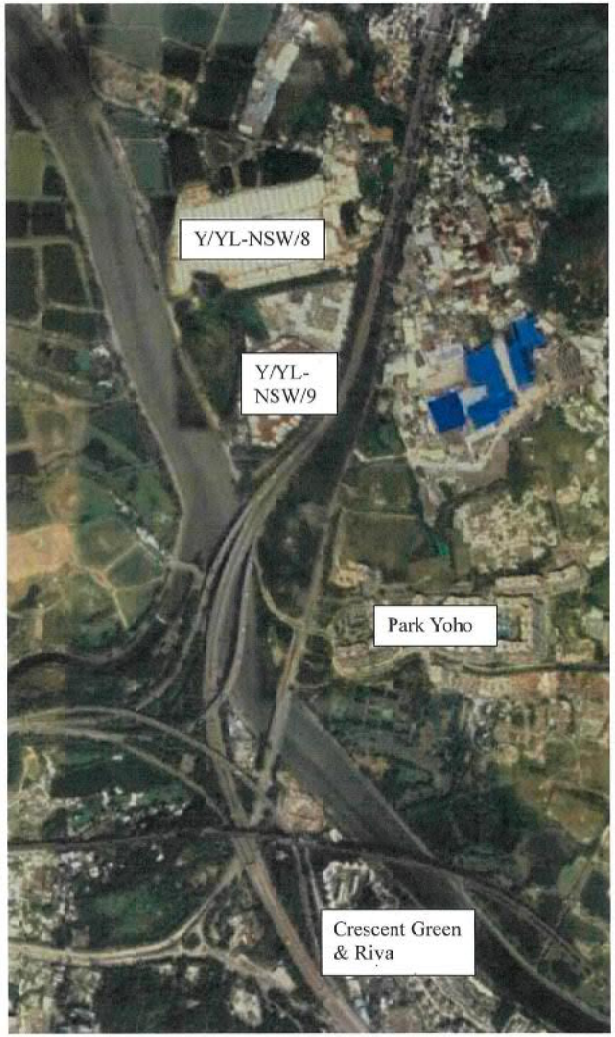

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Email: eap@kfbg.org

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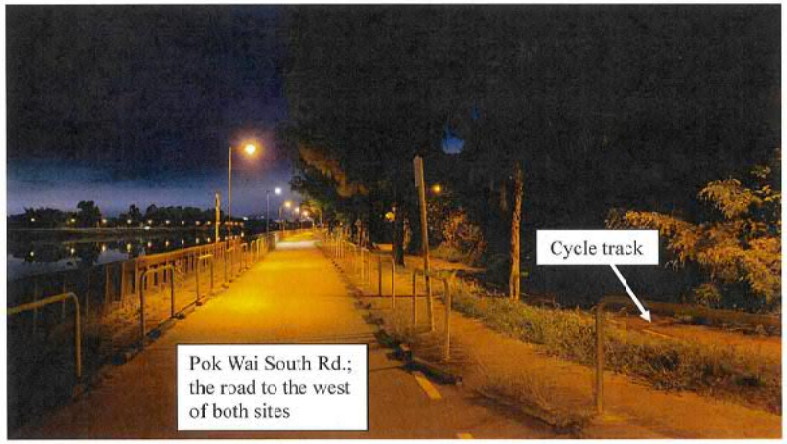

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KFBG's comments on five planning applications
07/10/2022 15:37

From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

4 attachments

221007 s12a NSW 6.pdf 221007 s12a TM 24.pdf 221007 s16 NSW 293.pdf 221007 s12a NSW 8 & 9c.pdf

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Thank You and Best Regards,

Eco ogical Advisory Programme
Kadoorie Farm and Botanic Garden

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Kadoorie Farm & Botanic Garden Corporation

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

7th October, 2022. **By email only**

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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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Email: eap@kfbg.org

Appendix 1

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

The Secretary,
Town Planning Board,
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Kadoorie Farm & Botanic Garden Corporation

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香港新界大埔林錦公路
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Figure 1. Photos taken on 24 May 2022.



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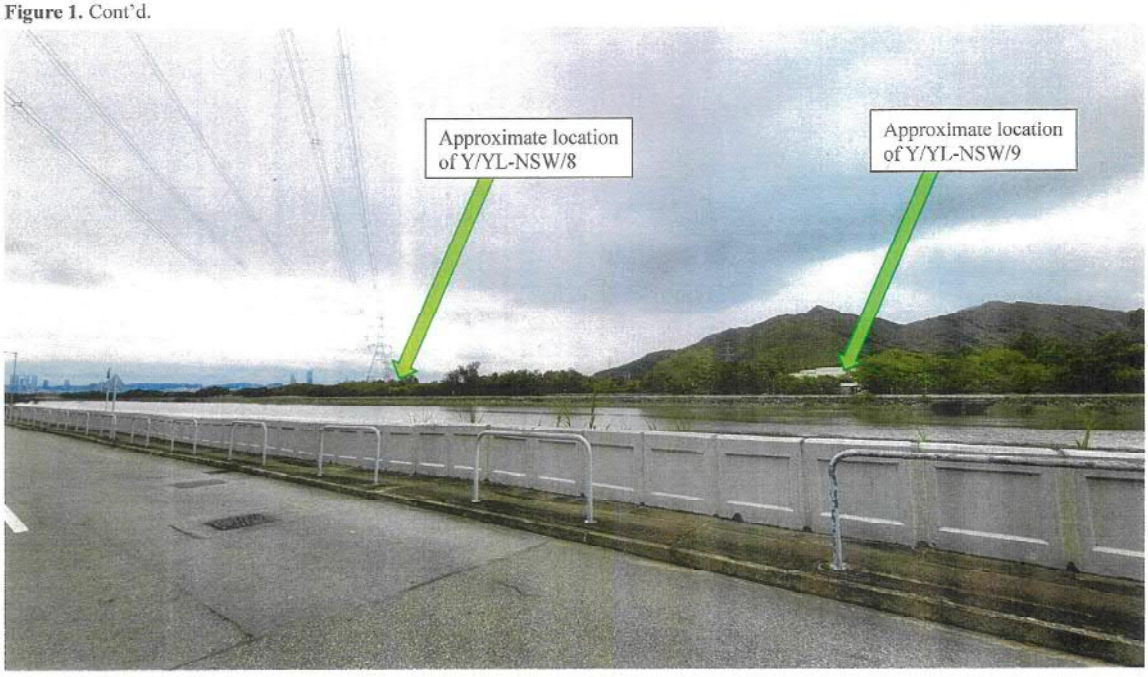
嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Figure 1. Cont'd.



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Kadoorie Farm & Botanic Garden Corporation
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Kadoorie Farm & Botanic Garden
嘉道理農場暨植物園

Figure 2. Aerial photo showing both sites ard their immeciate surroundings, as well as the locat'ons of Park Yoho, Crescent Green and Riva.

香港新界大埔林錦公路
Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: eap@kfbg.org

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嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Figure 1. Cont'd.

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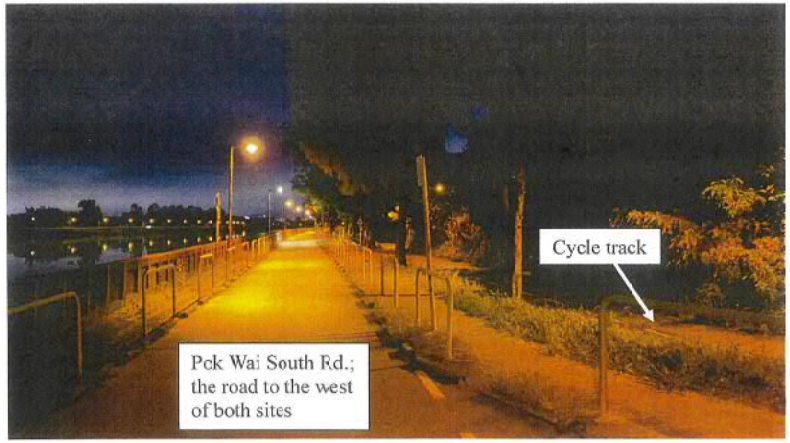
Kadoorie Farm & Botanic Garden
嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Figure 3. Photos taken on 24 (day) & 25 (night) May 2022.





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KFBG's comments on three planning applications
30/12/2022 14:59

From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

2 attachments

221230 s12a NSW 8 & 9c.pdf 221230 s12a KTS 8.pdf

Dear Sir/ Madam,

Attached please see our comments regarding three applications. There are TWO pdf files attached to this email. If you cannot see/ download/ open these files, please notify us through email.

Thank You and Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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Kadoorie Farm & Botanic Garden Corporation

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

30th December, 2022. **By email only**

Dear Sir/ Madam,

To rezone the application site from "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area" to "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area 1" (Y/YL-NSW/8)

To rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" (Y/YL-NSW/9)

1. We refer to the captioned.

2. We consider our views as shown in the previous submission would still be largely relevant; it is attached in **Appendix 1**, for your reference.

3. We would also like to clarify that the height of the potential public housing site at Sha Po is now proposed to be not more than 185 mPD[1].

4. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

1. https://www.districtcouncils.gov.hk/yl/doc/2020_2023/en/dc_meetings_doc/21834/dc_paper_no2022_36.pdf

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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

27th May 2022. **By email only**

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2. These two sites are adjacent to each other and within Wetland Buffer Area (WBA). The former one is also adjoining the Wetland Conservation Area (WCA), Conservation Area (CA) zone and existing fish ponds. Kam Tin Main Drainage Channel (KTMDC) is located to the west of both sites and is considered to be a habitat of medium ecological value as well as utilising by many waterbird species of conservation importance. There should be no doubt that generally speaking both sites are within an area of conservation concern.

3. We would like the Board to look at the development parameters of these applications and some nearby existing/ approved large-scale residential developments (e.g., those within 1 km from the planned Au Tau Station), as follows:

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Email: eap@kfbg.org
1

Y/YL-NSW/8	Y/YL-NSW/9	Park Yoho (Completed and Approved Phases)	Crescent Green & Riva (Completed)
- Within WBA - Adjoining WCA	Within WBA	- Outside WBA - Well separated from WBA by existing highways/ viaducts (e.g., Tsing Long Highway and Yuen Long Highway)	- Outside WBA - Well separated from WBA by existing highways/ viaducts (e.g., Tsing Long Highway and Yuen Long Highway); - Actually located further south as compared to Park Yoho
Domestic: Not more than 110.5 mPD Non-domestic: Not more than 25.8 mPD Composite: Not more than 115 mPD	Domestic: Not more than 103.5 mPD Non-domestic: Relocated soy sauce factory: not more than 8 m Clubhouse: Not more than 18.5 mPD Composite: Not more than 115 mPD	62.2 – 66.35 mPD	82 – 83.5 mPD

*Data are from the gists and the submitted Planning Statements (i.e., Figure 2.3)

4. According to the information from the submitted Planning Statements, there is also a 'planned residential development' (160 mPD) located to the east of both sites; but it is called 'Potential Public Housing Site – Sha Po' and is not categorised as an approved/ completed residential development. In addition, it is located to the east of San Tin Highway, Castle Peak Road – Tam Mi Section and San Tam Road; thus it is well separated from the WBA and the

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

fish pond area within WCA.

5. We visited the locality, both daytime and nighttime, where the sites are located in late May 2022; we would like the Board to look at some photos in **Figure 1** (please see also an aerial photo at **Figure 2**). As shown, the sites are NOT adjacent to any high-rise residential developments at present and those existing high-rise developments such as Park Yoho and Crescent Green/ Riva are indeed separated by the existing highways/ viaducts from both sites.

6. Both Planning Statements mention the following: '*It is evident that the area is gradually transforming from a sub-urban area to an urban township with development intensity gradually descending towards the north across San Tin Highway, then towards the Deep Bay.*' Based on the parameters aforementioned and the on-site photos, we would like the Board to seriously ask the applicants as to what 'area' they are referring to and how this statement can be substantiated.

7. A total of about 9,940 flats (about 6,825 from Y/YL-NSW/8 and about 3,115 from Y/YL-NSW/9) would be developed under these two proposals. We urge the Board to seriously consider whether these flats would significantly change the disturbance level of the locality. We urge the Board to liaise with relevant authorities as to whether the road/ cycle track alongside the KTMDC and close to both application sites are heavily used or not at present, especially during weekdays; some on-sites photos taken in late May 2022 are in **Figure 3** for your reference. As mentioned above, KTMDC is of medium ecological value and utilised by a variety of waterbirds of conservation importance, and many of these birds would be disturbance sensitive (please refer to our other submissions regarding developments within the Mai Po/ Deep Bay areas). According to the Ecological Impact Assessments (EcoIAs) submitted for these applications, we can see the following statement:

> '*The latest design of the development would not have any dedicated paths/ roads leading to the nearby sensitive habitats to allow the residents* ((included '*or the soy sauce factory operators*' as well in the EcoIA of Y/YL-NSW/9)) *to access directly.*'

8. We urge the Board to consider whether it is feasible/ possible to completely prevent the future residents of these developments to use the road/ cycle track adjacent to the KTMDC, and how these developments, or any of them, would transform the area.

9. Finally, we urge the Board to consider the potential cumulative impacts of approving (any

of) these high-rise developments in this locality.

10. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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Email: eap@kfbg.org

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Kadoorie Farm & Botanic Garden Corporation

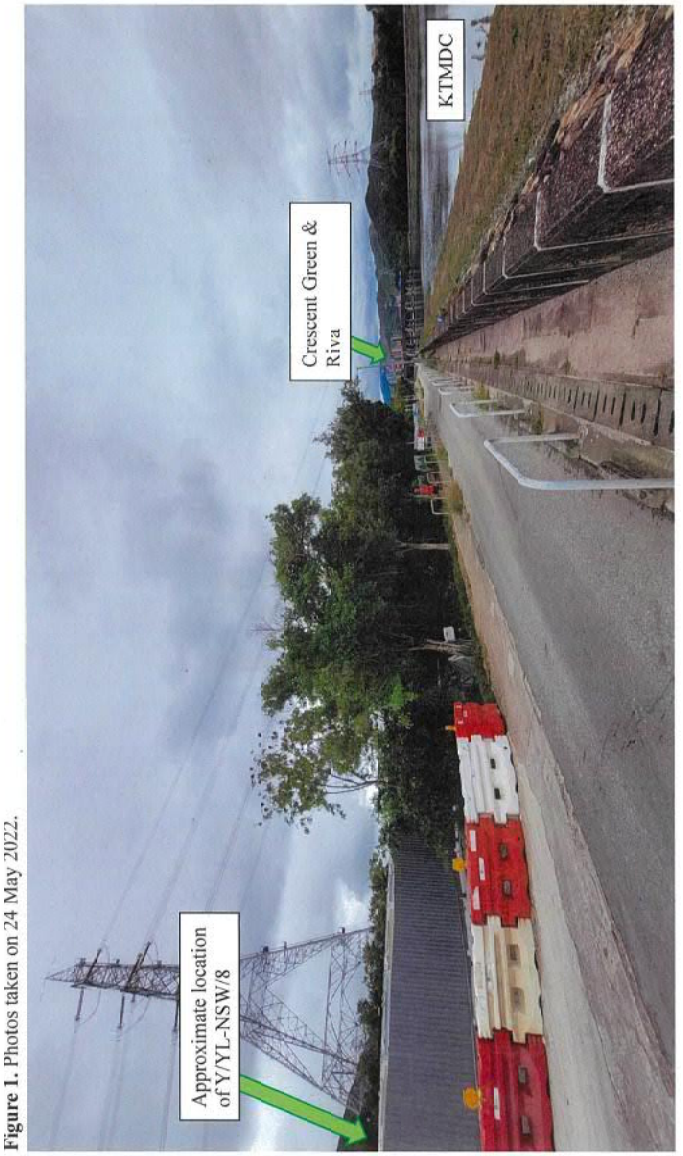

Figure 1. Photos taken on 24 May 2022.

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Email: eap@kfbg.org

Figure 1. Cont'd.

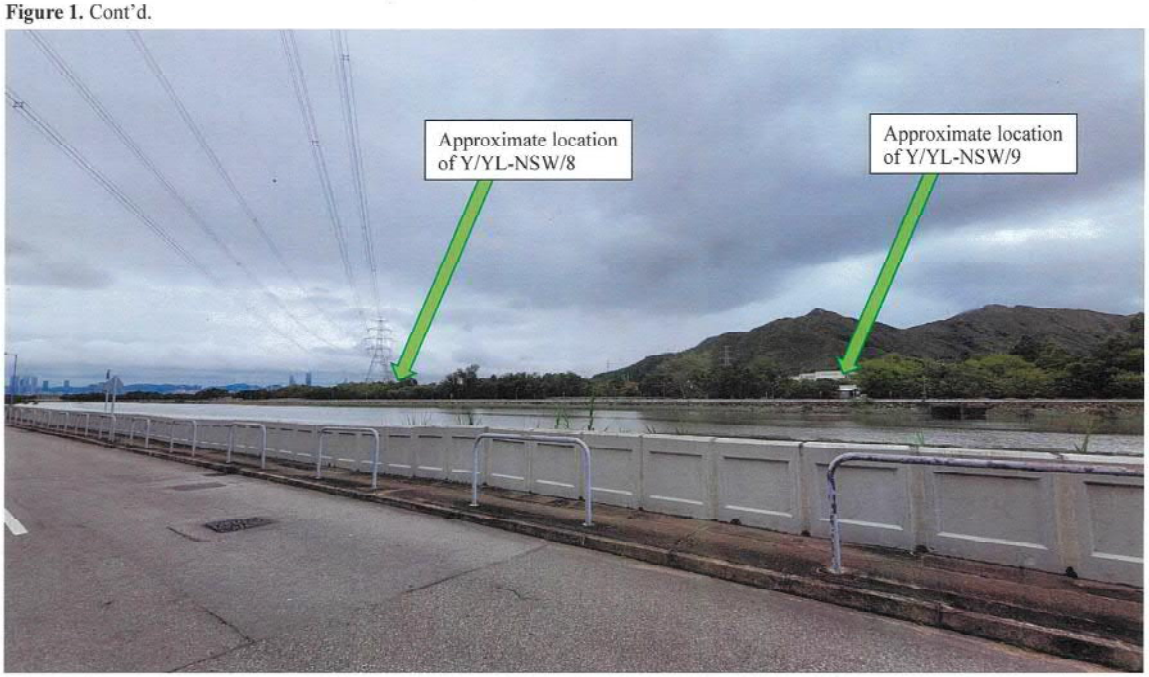

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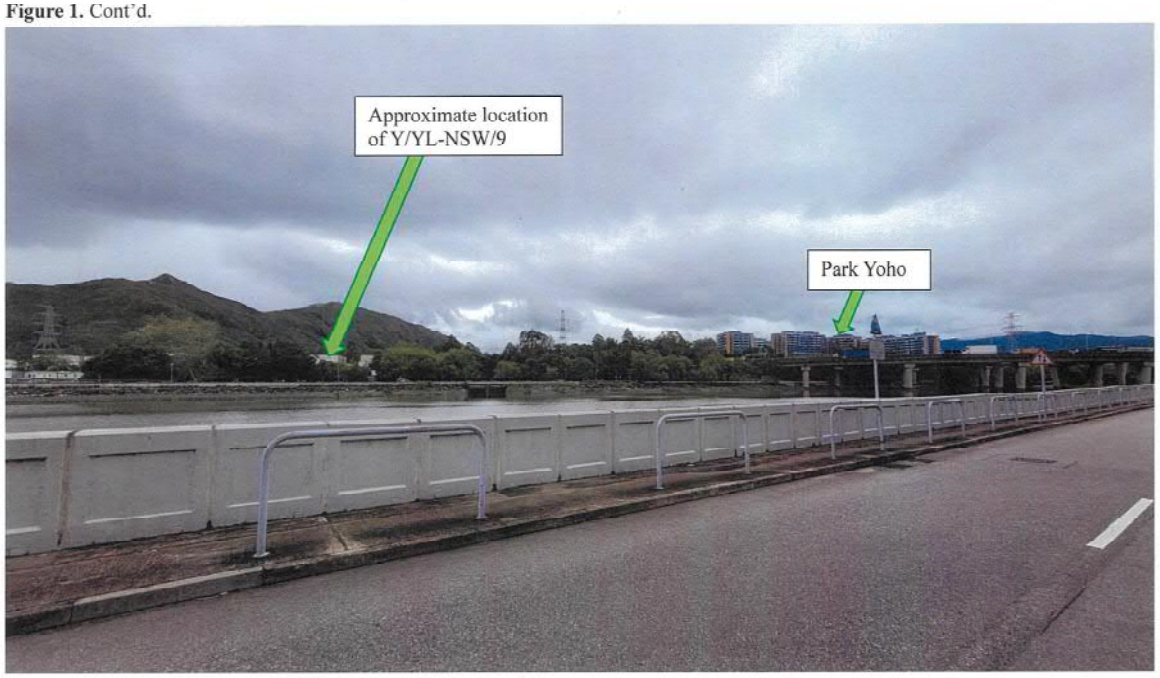
Figure 1. Cont'd.



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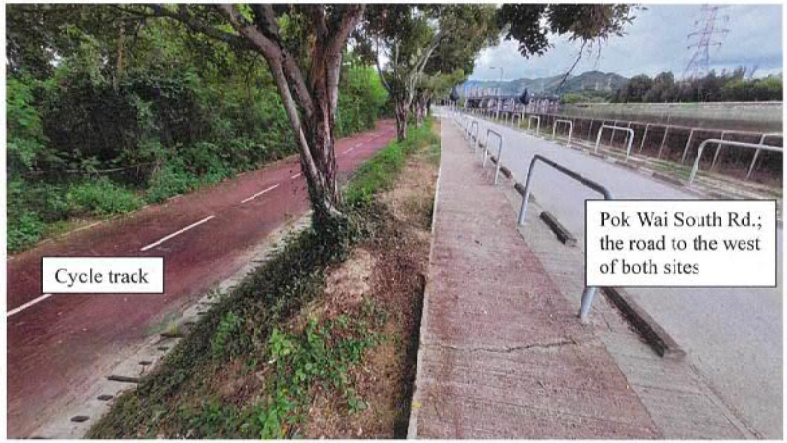

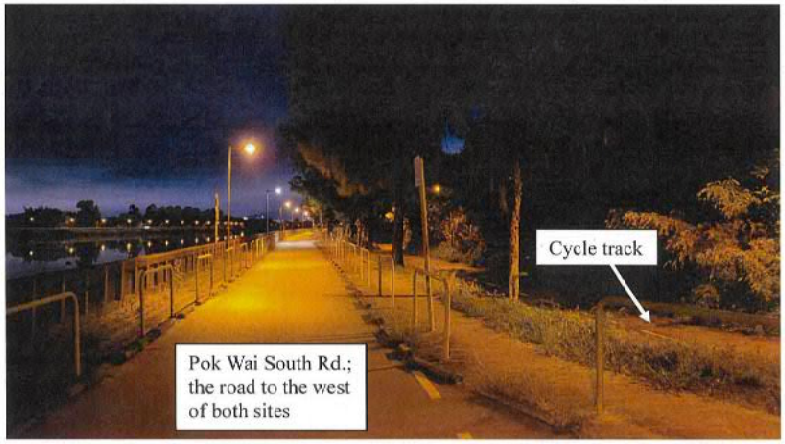

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KFBG's comments on Y/YL-NSW/8 & Y/YL-NSW/9
26/01/2023 14:55

From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

1 attachment

230126 s12a NSW 8 & 9c.pdf

Dear Sir/ Madam,

Attached please see our comments regarding Y/YL-NSW/8 & Y/YL-NSW/9. There is one pdf file attached to this email. If you cannct see/ download/ open this file, please notify us through email.

Thank You and Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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Kadoorie Farm & Botanic Garden Corporation

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

26th January, 2023. **By email only**

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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

1 https://www.districtcouncils.gov.hk/yl/doc/2020_2023/en/dc_meetings_doc/21834/dc_paper_no2022_36.pdf
2. https://www.afcd.gov.hk/english/tender/tender_con/tender_con_awa.html

香港新界大埔林錦公路
Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: eap@kfbg.org

Appendix 1

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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

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嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Y/YL-NSW/8	Y/YL-NSW/9	Park Yoho (Completed and Approved Phases)	Crescent Green & Riva (Completed)
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嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

香港新界大埔林錦公路
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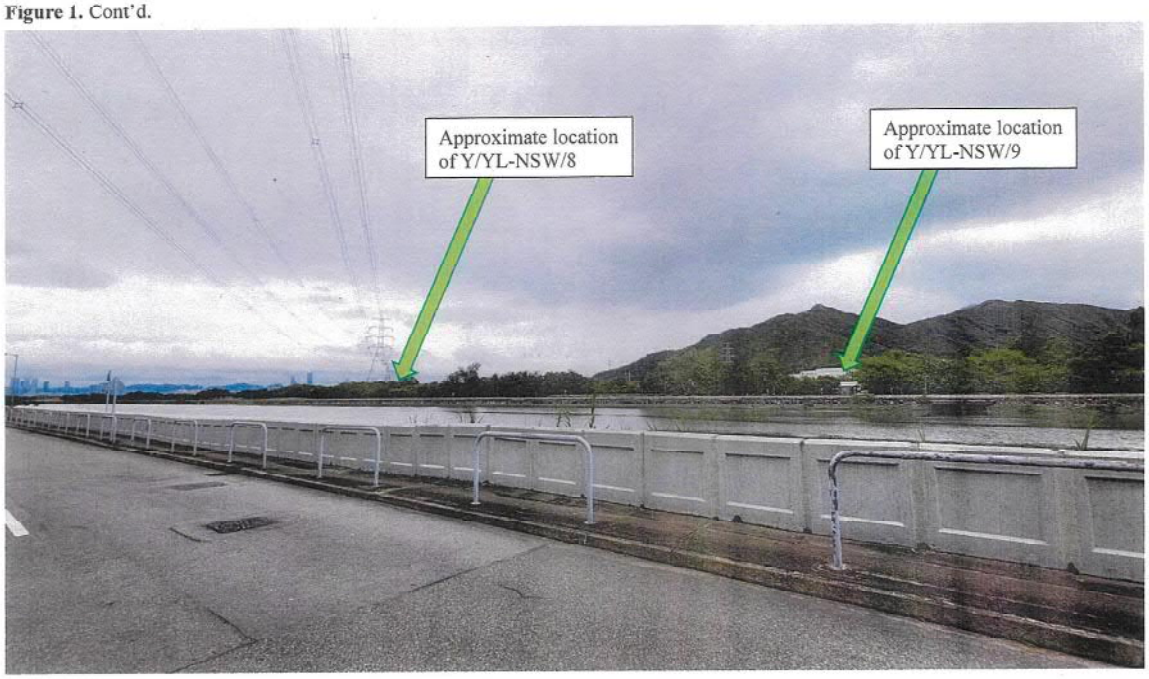
Email: eap@kfbg.org

Figure 1. Photos taken on 24 May 2022.



嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Figure 1. Cont'd.



香港新界大埔林錦公路
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Email: eap@kfbg.org

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Lam Kam Road, Tai Po, New Territories, Hong Kong
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Figure 1. Cont'd.

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K F B G
Kadoorie Farm & Botanic Garden
嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Figure 3. Photos taken on 24 (day) & 25 (night) May 2022.





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Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: sap@kfbg.org

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KFBG's comments on eight planning applications
11/04/2023 18:20

From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

6 attachments

230411 s12a NSW 8 & 9c.pdf 230411 s12a TM 25 & 26.pdf 230411 s16 HTF 1147.pdf 230411 s16 LFS 462.pdf
230411 s17 LFS 450.pdf 230411 s16 MUP 182.pdf

Dear Sir/ Madam,

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Thank You and Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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Kadoorie Farm & Botanic Garden Corporation

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

11th April 2023. **By email only**

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&

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3. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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

26th January, 2023. **By email only**

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Kadoorie Farm and Botanic Garden

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2. https://www.afcd.gov.hk/english/tender/tender_con/tender_con_awa.html

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嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

The Secretary,
Town Planning Board,
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Kadoorie Farm & Botanic Garden Corporation

Y/YL-NSW/8	**Y/YL-NSW/9**	**Park Yoho (Completed and Approved Phases)**	**Crescent Green & Riva (Completed)**
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嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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Ecological Advisory Programme
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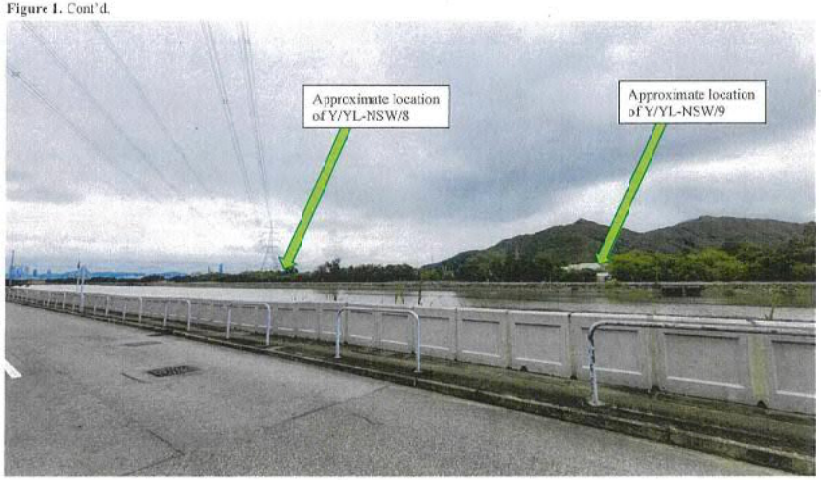
Figure 1. Photos taken on 24 May 2022.



Figure 1. Cont'd.



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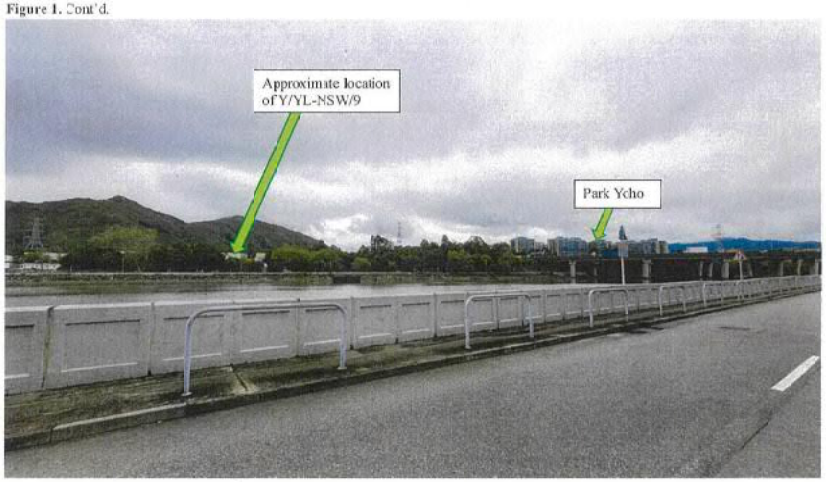

Figure 2. Aerial photo showing both sites and their immediate surroundings, as well as the locations of Park Yoho, Crescent Green and Riva.



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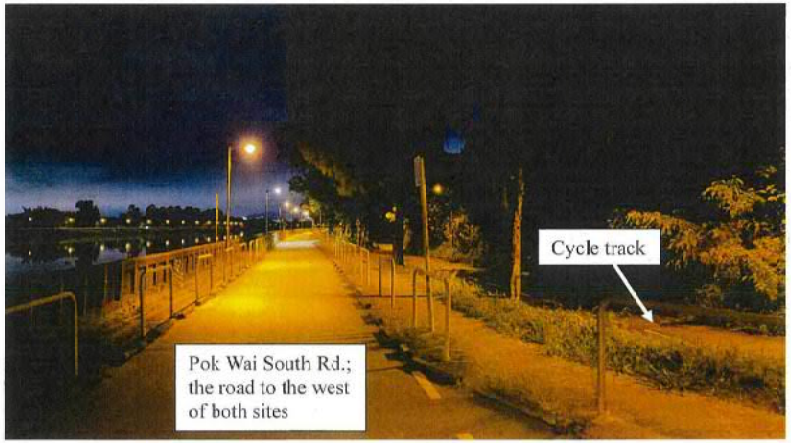
嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Figure 3. Photos taken on 24 (day) & 25 (night) May 2022.





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KFBG's comments on five planning applications
06/06/2023 21:08

From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

3 attachments

230606 s12a MP 7 & 8c.pdf 230606 s12a NSW 8 & 9c.pdf 230606 s12a NSW 7c.pdf

Dear Sir/ Madam,

Attached please see our comments regarding FIVE applications. There are THREE pdf files attached to this email. If you cannot see/ download/ open these files, please notify us through email.

Thank You and Best Regards,

Ecological Advisory Programme
Kadoor e Farm and Botanic Garden

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Kadoorie Farm & Botanic Garden Corporation

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

6th June 2023. **By email only**

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&
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1. We refer to the captioned.

2. We consider our general views regarding these two applications would still be similar to those as shown in our previous submissions, and thus our previous submissions are attached under this letter for your reference.

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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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Kadoorie Farm & Botanic Garden Corporation

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

26th January, 2023. **By email only**

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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

1. https://www.districtcouncils.gov.hk/yl/doc/2020_2023/en/dc_meetings_doc/21834/dc_paper_no2022_36.pdf
2. https://www.afcd.gov.hk/english/tender/tender_con/tencer_con_awa.html

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1

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Kadoorie Farm & Botanic Garden Corporation

The Secretary,
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15/F, North Point Government Offices,
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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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Lam Kam Road, Tai Po, New Territories, Hong Kong
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Figure 1. Photos taken on 24 May 2022.



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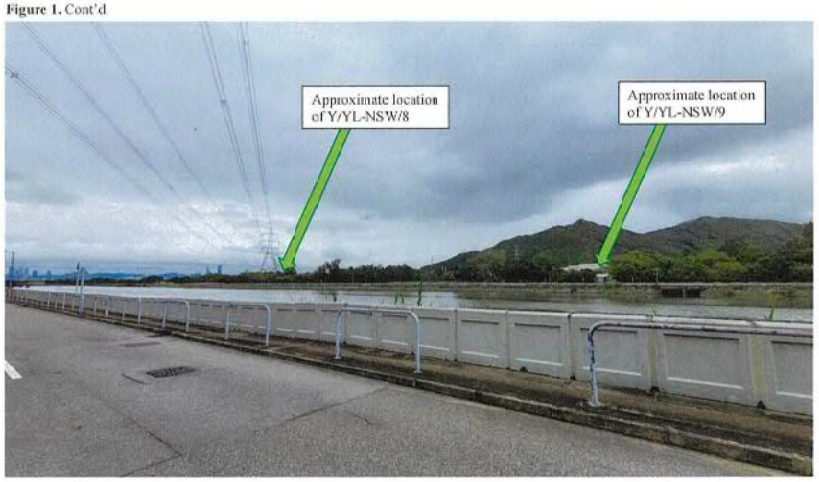
Figure 1. Cont'd



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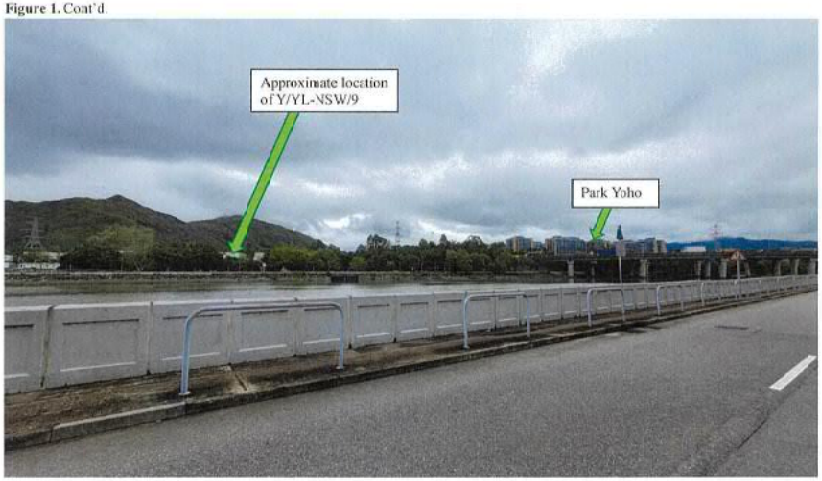

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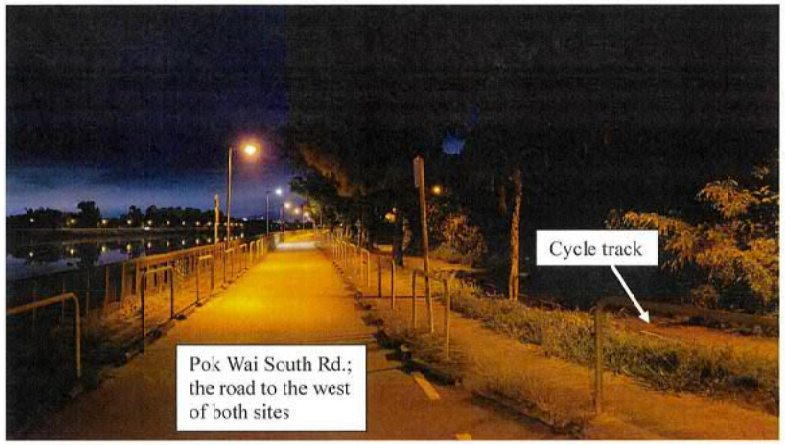

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KFBG's comments on five planning applications
30/06/2023 14:11

From: [redacted]
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
File Ref:

4 attachments

230630 s16 KTN 921.pdf 230630 s12a NSW 8 & 9c.pdf 230630 s16 HLH 64.pdf 230630 s16 SLC 181.pdf

Dear Sir/ Madam,

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Thank You and Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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The Secretary,
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Kadoorie Farm and Botanic Garden

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2. https://www.afcd.gov.hk/english/tender/tender_con/tender_con_awa.html

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Figure 1. Photos taken on 24 May 2022.



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Kadoorie Farm & Botanic Garden Corporation

Figure 1. Cont'd.

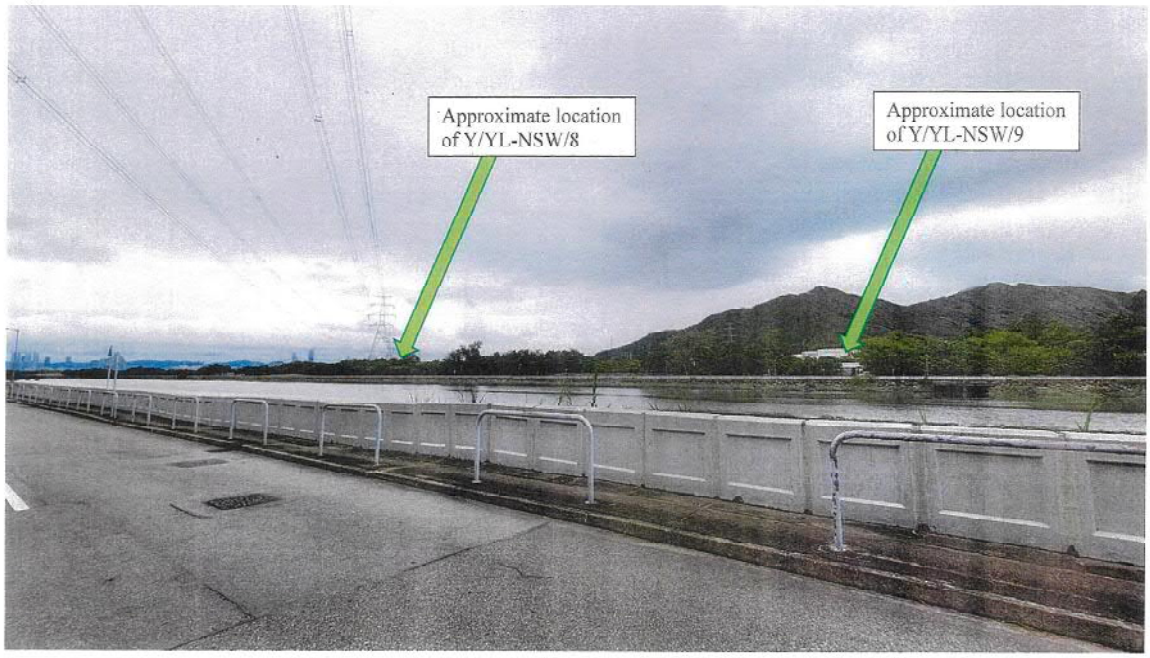


Figure 2. Aerial photo showing both sites and their immediate surroundings, as well as the locations of Park Yoho, Crescent Green and Riva.

香港新界大埔林錦公路
Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: eep@kfbg.org

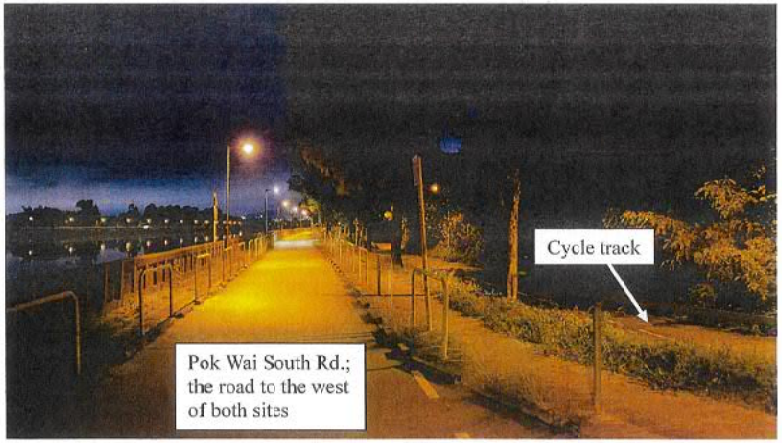
Figure 1. Cont'd.

香港新界大埔林錦公路
Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: eap@kfbg.org

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Figure 3. Photos taken on 24 (day) & 25 (night) May 2022.





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嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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

21st September 2023. **By email only**

Dear Sir/ Madam,

To rezone the application site from "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area" to "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area 1" (Y/YL-NSW/8)
&
To rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" (Y/YL-NSW/9)

1. We refer to the captioned.

2. We consider our general views regarding these two applications would still be similar to those as shown in our previous submissions, and thus our previous submissions are attached under this letter for your reference.

3. Thank you for your attention.

RECEIVED
21 SEP 2023
Town Planning Board

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

[redacted]

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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

26th January, 2023. **By email only**

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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

1. https://www.districtcouncils.gov.hk/yl/doc/2020_2023/er/dc_meetings_doc/21834/dc_paper_no2022_35.pdf
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[redacted]

Appendix 1

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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

27th May 2022. **By email only**

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3. We would like the Board to look at the development parameters of these applications and some nearby existing/ approved large-scale residential developments (e.g., those within 1 km from the planned Au Tau Station), as follows:

[redacted]

Y/YL-NSW/8	Y/YL-NSW/9	Park Yoho (Completed and Approved Phases)	Crescent Green & Riva (Completed)
- Within WBA - Adjoining WCA	Within WBA	- Outside WBA - Well separated from WBA by existing highways/ viaducts (e.g., Tsing Long Highway and Yuen Long Highway)	- Outside WBA - Well separated from WBA by existing highways/ viaducts (e.g., Tsing Long Highway and Yuen Long Highway); - Actually located further south as compared to Park Yoho
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*Data are from the gists and the submitted Planning Statements (i.e., Figure 2.3)

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[redacted]

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

fish pond area within WCA.

5. We visited the locality, both daytime and nighttime, where the sites are located in late May 2022; we would like the Board to look at some photos in **Figure 1** (please see also an aerial photo at **Figure 2**). As shown, the sites are NOT adjacent to any high-rise residential developments at present and those existing high-rise developments such as Park Yoho and Crescent Green/ Riva are indeed separated by the existing highways/ viaducts from both sites.

6. Both Planning Statements mention the following: '*It is evident that the area is gradually transforming from a sub-urban area to an urban township with development intensity gradually descending towards the north across San Tin Highway, then towards the Deep Bay.*' Based on the parameters aforementioned and the on-site photos, we would like the Board to seriously ask the applicants as to what 'area' they are referring to and how this statement can be substantiated.

7. A total of about 9,940 flats (about 6,825 from Y/YL-NSW/8 and about 3,115 from Y/YL-NSW/9) would be developed under these two proposals. We urge the Board to seriously consider whether these flats would significantly change the disturbance level of the locality. We urge the Board to liaise with relevant authorities as to whether the road/ cycle track alongside the KTMDC and close to both application sites are heavily used or not at present, especially during weekdays; some on-sites photos taken in late May 2022 are in **Figure 3** for your reference. As mentioned above, KTMDC is of medium ecological value and utilised by a variety of waterbirds of conservation importance, and many of these birds would be disturbance sensitive (please refer to our other submissions regarding developments within the Mai Po/ Deep Bay areas). According to the Ecological Impact Assessments (EcoIAs) submitted for these applications, we can see the following statement:

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8. We urge the Board to consider whether it is feasible/ possible to completely prevent the future residents of these developments to use the road/ cycle track adjacent to the KTMDC, and how these developments, or any of them, would transform the area.

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[redacted]

of these high-rise develcpments in this locality.

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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

[redacted]

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Figure 1. Photos taken on 24 May 2022.



香港新界大埔林錦公路
Lam Kam Road, Tai Po, New Territories, Hong Kong
Email: eap@kfbg.org

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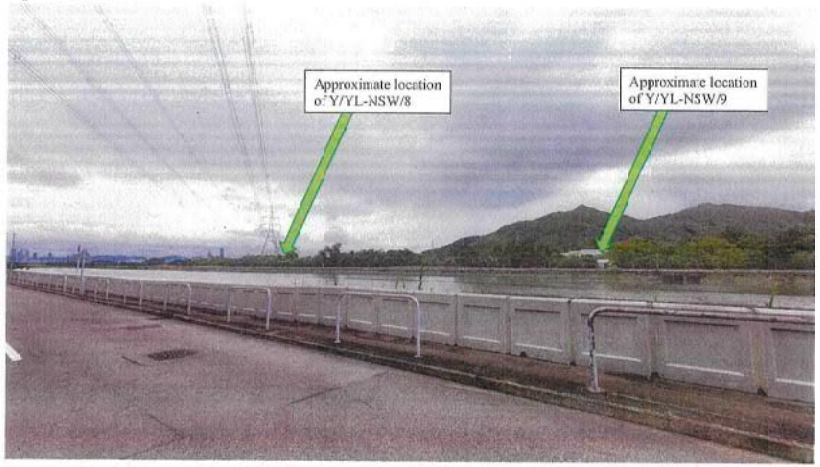

[redacted]

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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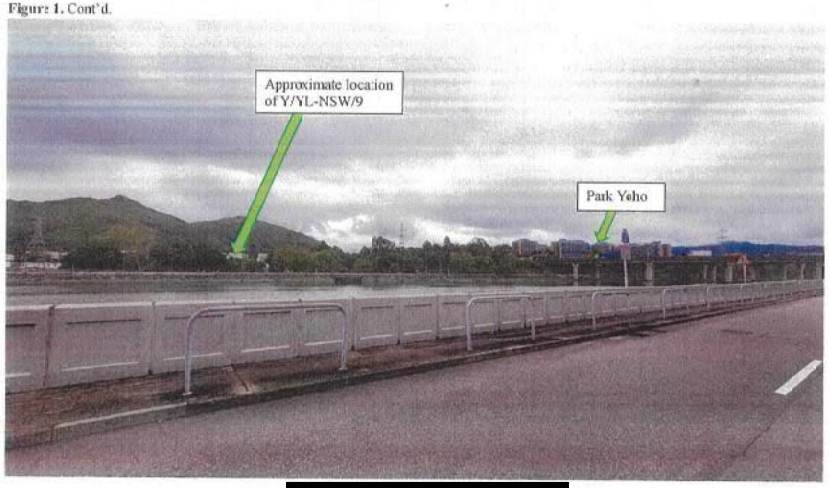

[redacted]

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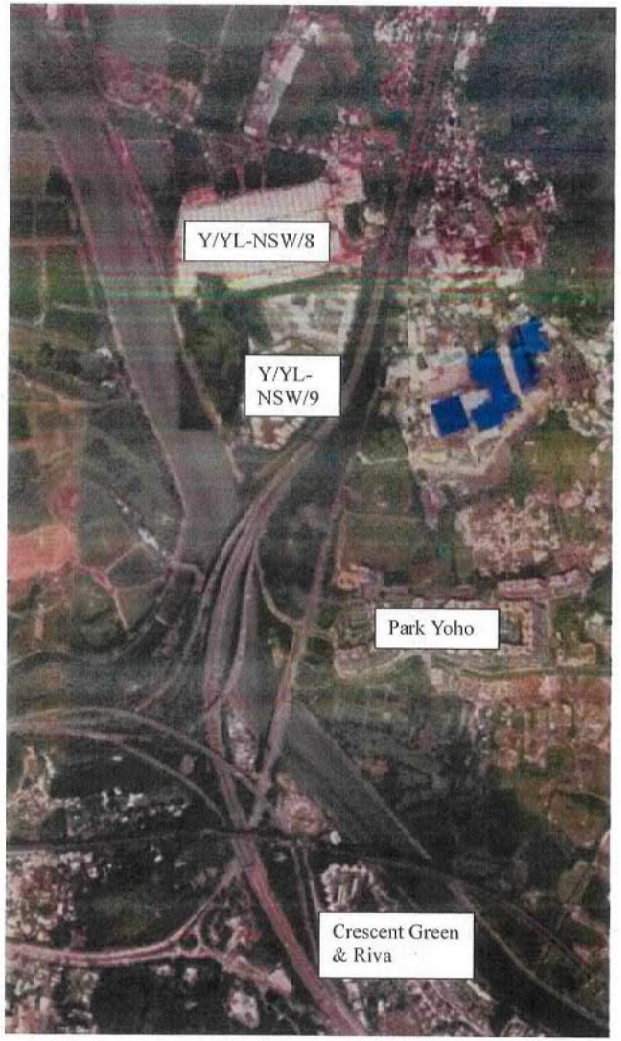

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Kadoorie Farm & Botanic Garden Corporation

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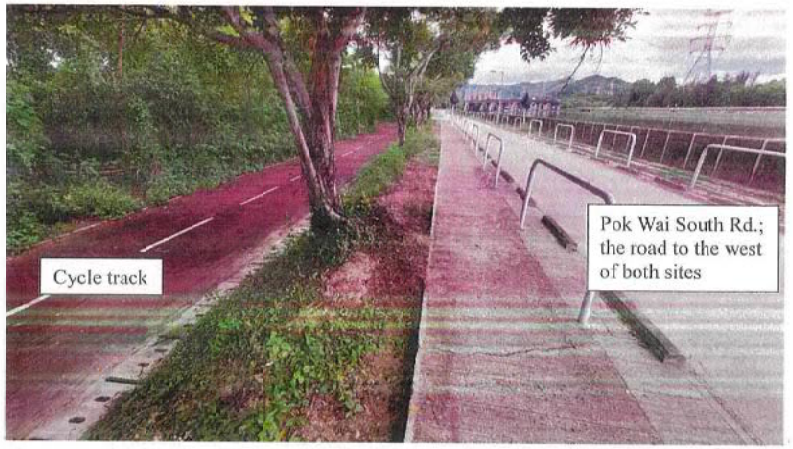

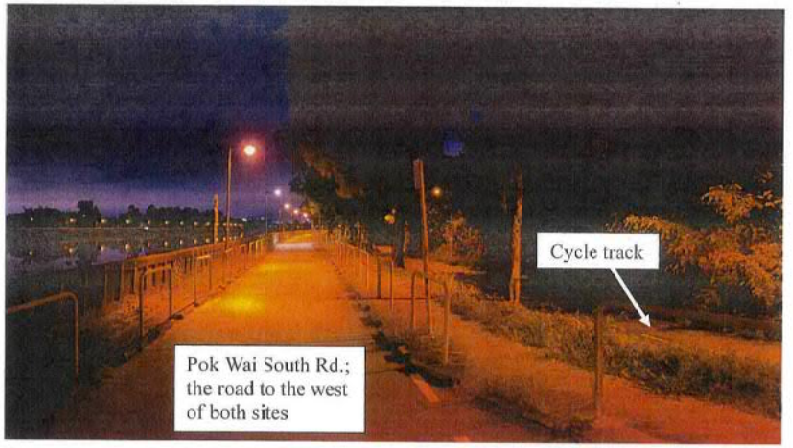

[redacted]

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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

24th November 2023. **By email only**

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RECEIVED
24 NOV 2023
Town Planning Board

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Kadoorie Farm and Botanic Garden

[redacted]

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

The Secretary,
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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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Appendix 1

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

The Secretary,
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嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

[redacted]

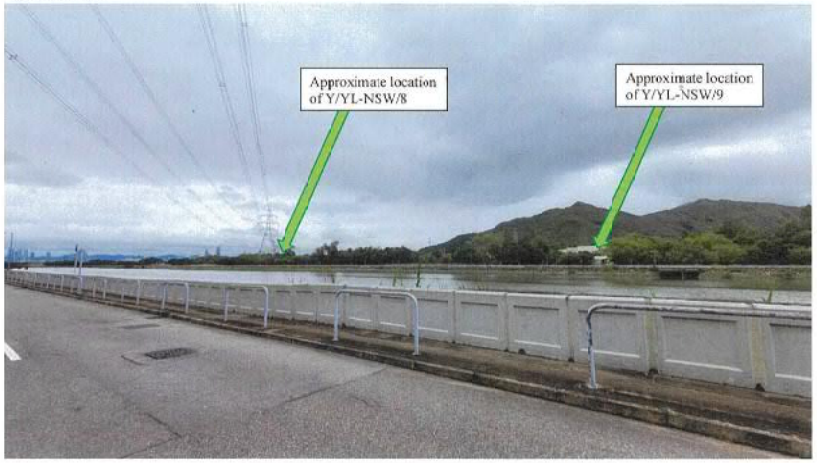
Figure 1. Photos taken on 24 May 2022.



[redacted]

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Figure 1. Cont'd.



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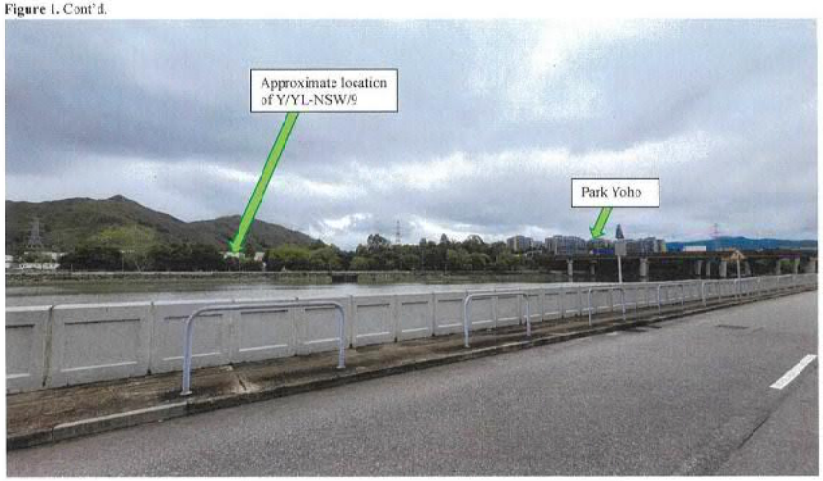

[redacted]

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

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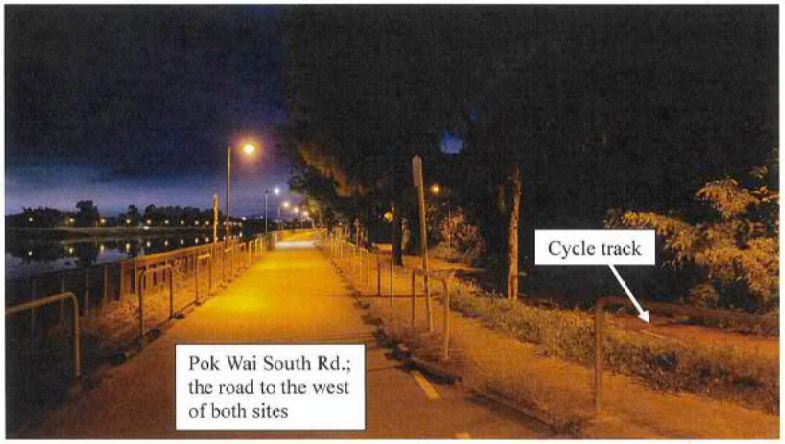

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嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

The Secretary,
Town Planning Board,
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(Email: tpbpd@pland.gov.hk)

22nd February 2024. **By email only**

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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

RECEIVED
22 FEB 2024
Town Planning Board

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

The Secretary,
Town Planning Board,
15/F, North Point Government
Offices, 333, Java Road, North Point,
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Ecological Advisory Programme
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Kadoorie Farm & Botanic Garden Corporation

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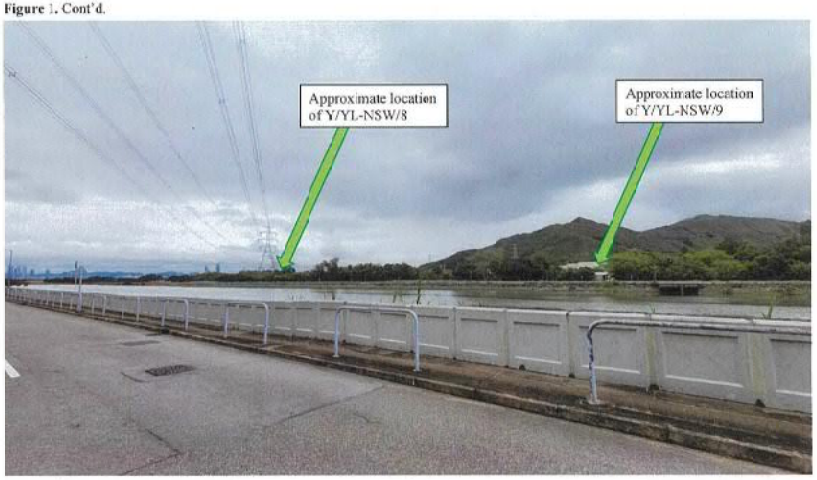
Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

Figure 1. Photos taken on 24 May 2022.



Figure 1. Cont'd.



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Kadoorie Farm & Botanic Garden Corporation

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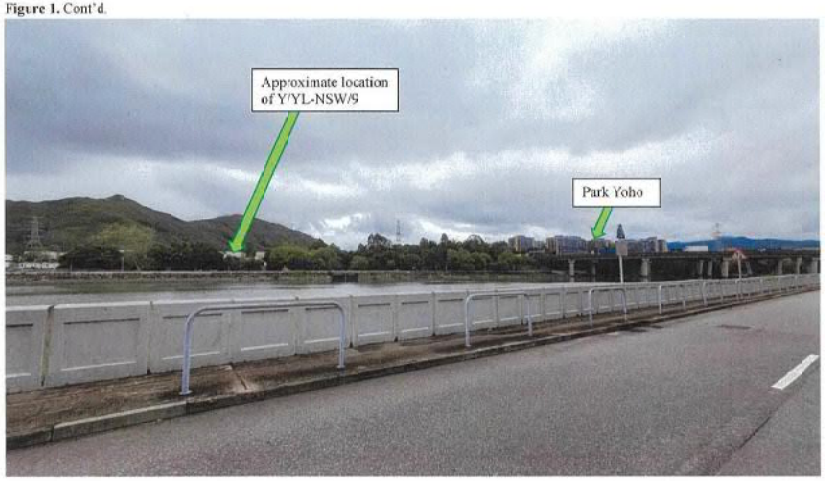

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Kadoorie Farm & Botanic Garden Corporation

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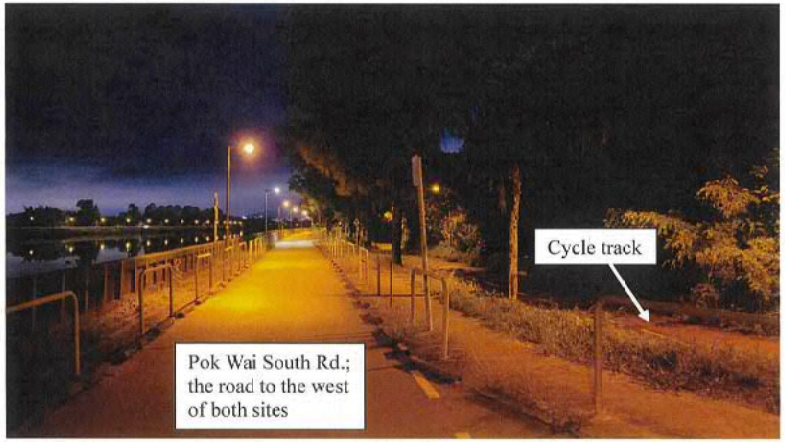

☐ Urgent ☐ Return Receipt Requested ☐ Sign ☐ Encrypt ☐ Mark Subject Restricted ☐ Expand personal&publi

KFBG's comments on four planning applications
22/03/2024 16:05

From:
To: "tpbpd@pland.gov.hk" <tpbpd@pland.gov.hk>
Sent by: tpbpd@pland.gov.hk
File Ref:

2 attachments

240322 s12a MP 7 & 8c.pdf 240322 s12a NSW 8 & 9c.pdf

Dear Sir/ Madam,

Attached please see our comments regarding four applications. There are TWO pdf files attached to this email. If you cannot see/ download/ open these files, please notify us through email.

Please do not disclose our email address.

Thank You and Best Regards,

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

Email Disclaimer:
The information contained in this e-mail (including any attachments) is confidential and is intended solely for the addressee. If you are not the intended recipient, please notify the sender immediately and delete this e-mail from your system. Any unauthorised use, disclosure, copying, printing, forwarding or dissemination of any part of this information is prohibited. KFBG does not accept responsibility and shall not be liable for the content of any e-mail transmitted by its staff for any reason other than bona fide official purposes. There is no warranty that this e-mail is error or virus free. You should not rely on any information that is not transmitted via secure technology.

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Kadoorie Farm & Botanic Garden Corporation

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

22nd March 2024. **By email only**

Dear Sir/ Madam,

To rezone the application site from "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area" to "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area 1" (Y/YL-NSW/8)
&
To rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" (Y/YL-NSW/9)

1. We refer to the captioned.

2. We consider our general views regarding these two applications would still be similar to those as shown in our previous submissions, and thus our previous submissions are attached under this letter for your reference.

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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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Kadoorie Farm & Botanic Garden Corporation

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

26th January, 2023. **By email only**

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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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Appendix 1

嘉道理農場暨植物園公司
Kadoorie Farm & Botanic Garden Corporation

The Secretary,
Town Planning Board,
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Y/YL-NSW/8	Y/YL-NSW/9	Park Yoho (Completed and Approved Phases)	Crescent Green & Riva (Completed)
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Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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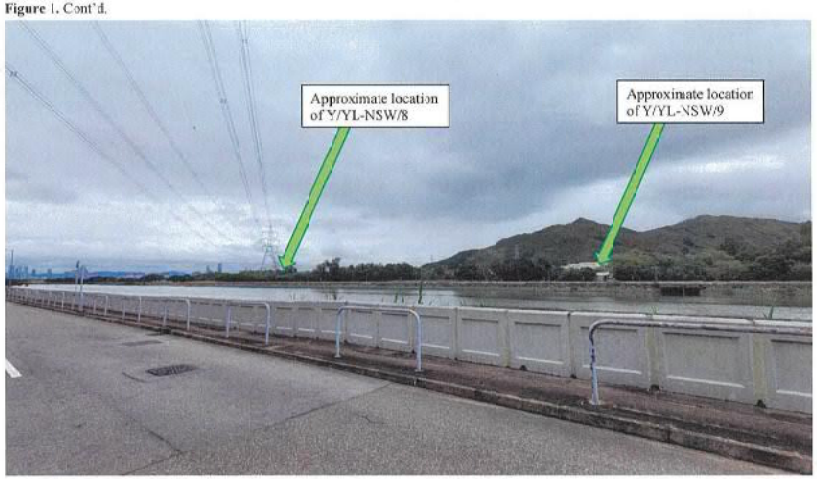

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Kadoorie Farm & Botanic Garden Corporation

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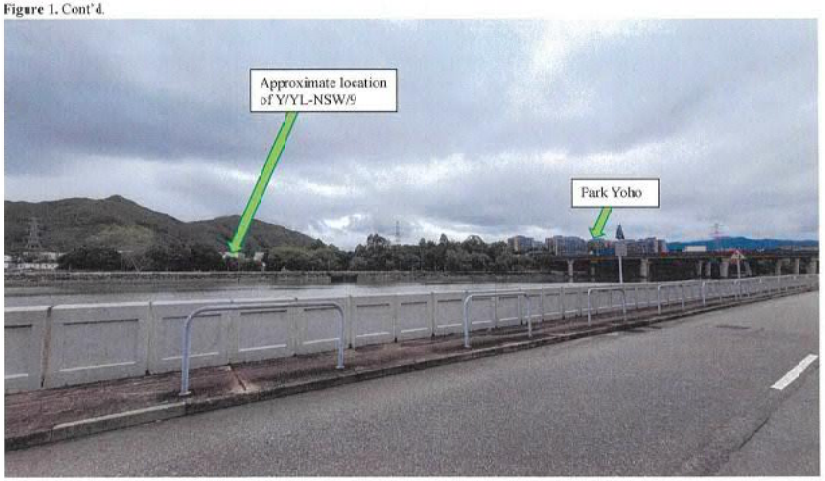

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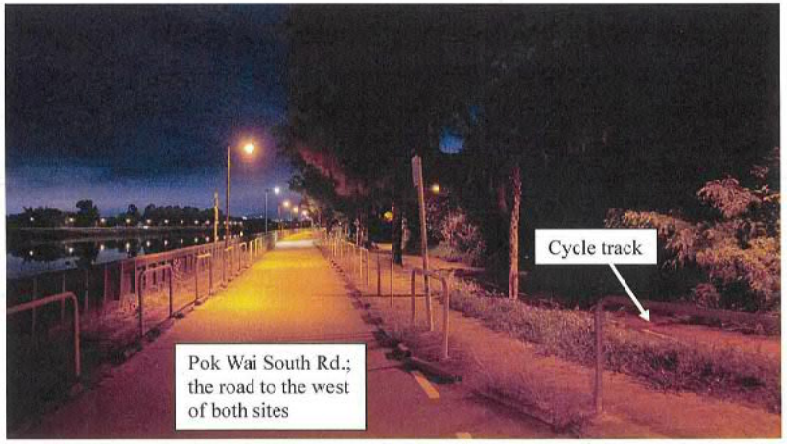

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嘉道理農場暨植物園公司
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The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
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(Email: tpbpd@pland.gov.hk)

2nd July 2024. **By email only**

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RECEIVED
- 2 JUL 2024
Town Planning Board

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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Kadoorie Farm & Botanic Garden Corporation

The Secretary,
Town Planning Board,
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Appendix 1

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Kadoorie Farm & Botanic Garden Corporation

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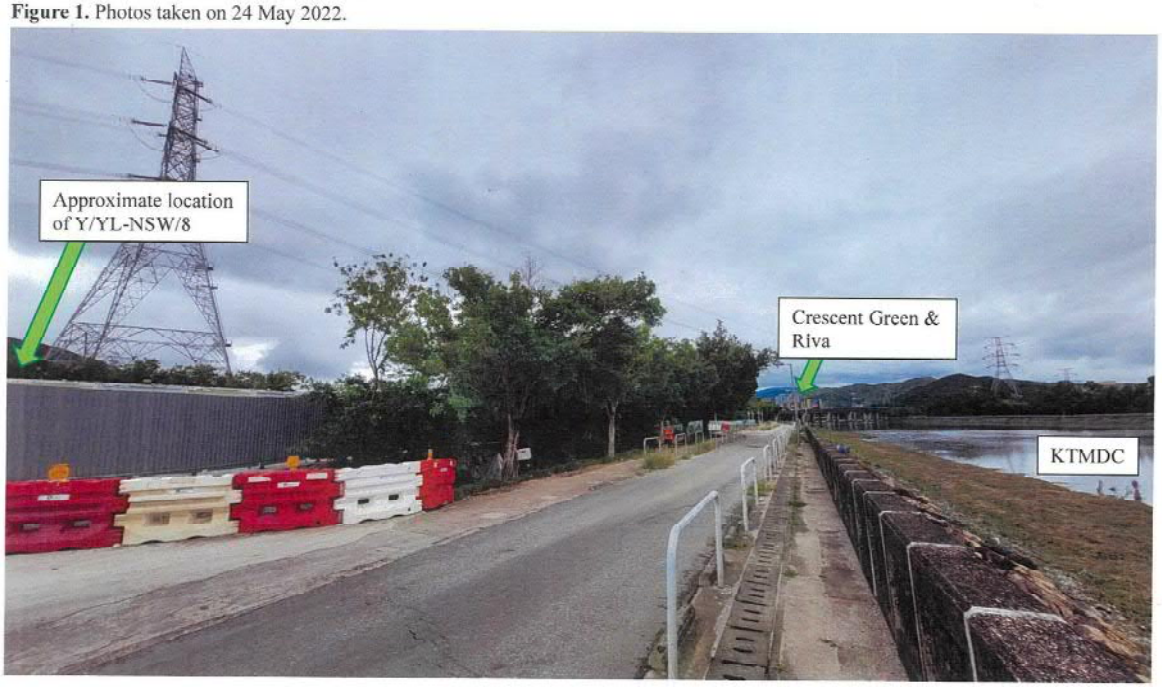

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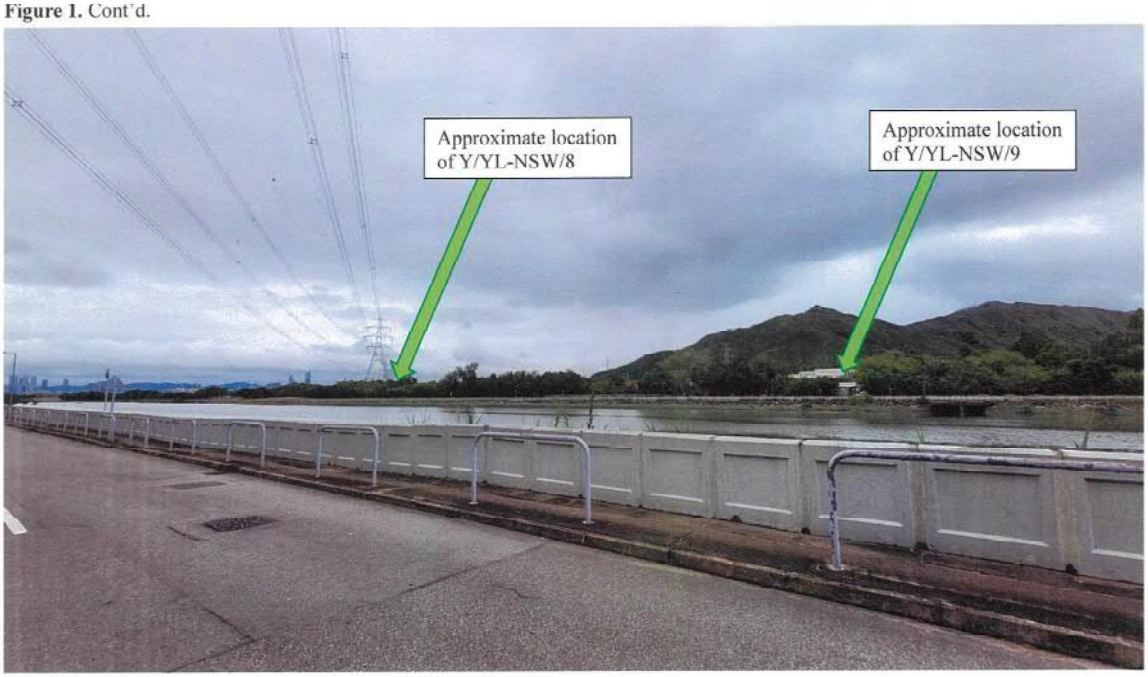

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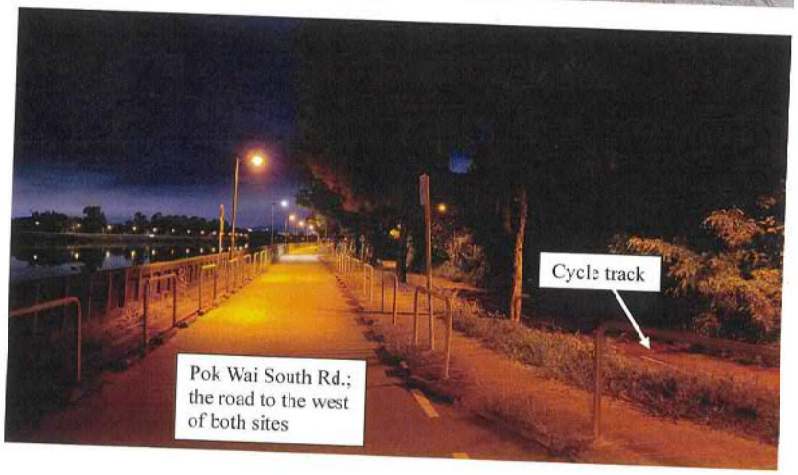

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The Secretary,
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Ecological Advisory Programme
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[redacted]

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Kadoorie Farm & Botanic Garden Corporation

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

27th May 2022. **By email only**

Dear Sir/ Madam,

To rezone the application site from "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area" to "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area 1" (Y/YL-NSW/8)

To rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" (Y/YL-NSW/9)

1. We refer to the captioned.

2. These two sites are adjacent to each other and within Wetland Buffer Area (WBA). The former one is also adjoining the Wetland Conservation Area (WCA), Conservation Area (CA) zone and existing fish ponds. Kam Tin Main Drainage Channel (KTMDC) is located to the west of both sites and is considered to be a habitat of medium ecological value as well as utilising by many waterbird species of conservation importance. There should be no doubt that generally speaking both sites are within an area of conservation concern.

3. We would like the Board to look at the development parameters of these applications and some nearby existing/ approved large-scale residential developments (e.g., those within 1 km from the planned Au Tau Station), as follows:

[redacted]

Y/YL-NSW/8	Y/YL-NSW/9	Park Yoho (Completed and Approved Phases)	Crescent Green & Riva (Completed)
- Within WBA - Adjoining WCA	Within WBA	- Outside WBA - Well separated from WBA by existing highways/ viaducts (e.g., Tsing Long Highway and Yuen Long Highway)	- Outside WBA - Well separated from WBA by existing highways/ viaducts (e.g., Tsing Long Highway and Yuen Long Highway); - Actually located further south as compared to Park Yoho
Domestic: Not more than 110.5 mPD Non-domestic: Not more than 25.8 mPD Composite: Not more than 115 mPD	Domestic: Not more than 103.5 mPD Non-domestic: Relocated soy sauce factory: not more than 8 m Clubhouse: Not more than 18.5 mPD Composite: Not more than 115 mPD	62.2 – 66.35 mPD	82 – 83.5 mPD

*Data are from the gists and the submitted Planning Statements (i.e., Figure 2.3)

4. According to the information from the submitted Planning Statements, there is also a 'planned residential development' (160 mPD) located to the east of both sites; but it is called 'Potential Public Housing Site – Sha Po' and is not categorised as an approved/ completed residential development. In addition, it is located to the east of San Tin Highway, Castle Peak Road – Tam Mi Section and San Tam Road; thus it is well separated from the WBA and the

[redacted]

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Kadoorie Farm & Botanic Garden Corporation

fish pond area within WCA.

5. We visited the locality, both daytime and nighttime, where the sites are located in late May 2022; we would like the Board to look at some photos in **Figure 1** (please see also an aerial photo at **Figure 2**). As shown, the sites are NOT adjacent to any high-rise residential developments at present and those existing high-rise developments such as Park Yoho and Crescent Green/ Riva are indeed separated by the existing highways/ viaducts from both sites.

6. Both Planning Statements mention the following: '*It is evident that the area is gradually transforming from a sub-urban area to an urban township with development intensity gradually descending towards the north across San Tin Highway, then towards the Deep Bay.*' Based on the parameters aforementioned and the on-site photos, we would like the Board to seriously ask the applicants as to what 'area' they are referring to and how this statement can be substantiated.

7. A total of about 9,940 flats (about 6,825 from Y/YL-NSW/8 and about 3,115 from Y/YL-NSW/9) would be developed under these two proposals. We urge the Board to seriously consider whether these flats would significantly change the disturbance level of the locality. We urge the Board to liaise with relevant authorities as to whether the road/ cycle track alongside the KTMDC and close to both application sites are heavily used or not at present, especially during weekdays; some on-sites photos taken in late May 2022 are in **Figure 3** for your reference. As mentioned above, KTMDC is of medium ecological value and utilised by a variety of waterbirds of conservation importance, and many of these birds would be disturbance sensitive (please refer to our other submissions regarding developments within the Mai Po/ Deep Bay areas). According to the Ecological Impact Assessments (EcoIAs) submitted for these applications, we can see the following statement:

> '*The latest design of the development would not have any dedicated paths/ roads leading to the nearby sensitive habitats to allow the residents* ((included '*or the soy sauce factory operators*' as well in the EcoIA of Y/YL-NSW/9)) *to access directly.*'

8. We urge the Board to consider whether it is feasible/ possible to completely prevent the future residents of these developments to use the road/ cycle track adjacent to the KTMDC, and how these developments, or any of them, would transform the area.

9. Finally, we urge the Board to consider the potential cumulative impacts of approving (any

[redacted]

of) these high-rise developments in this locality.

10. Thank you for your attention.

Ecological Advisory Programme
Kadoorie Farm and Botanic Garden

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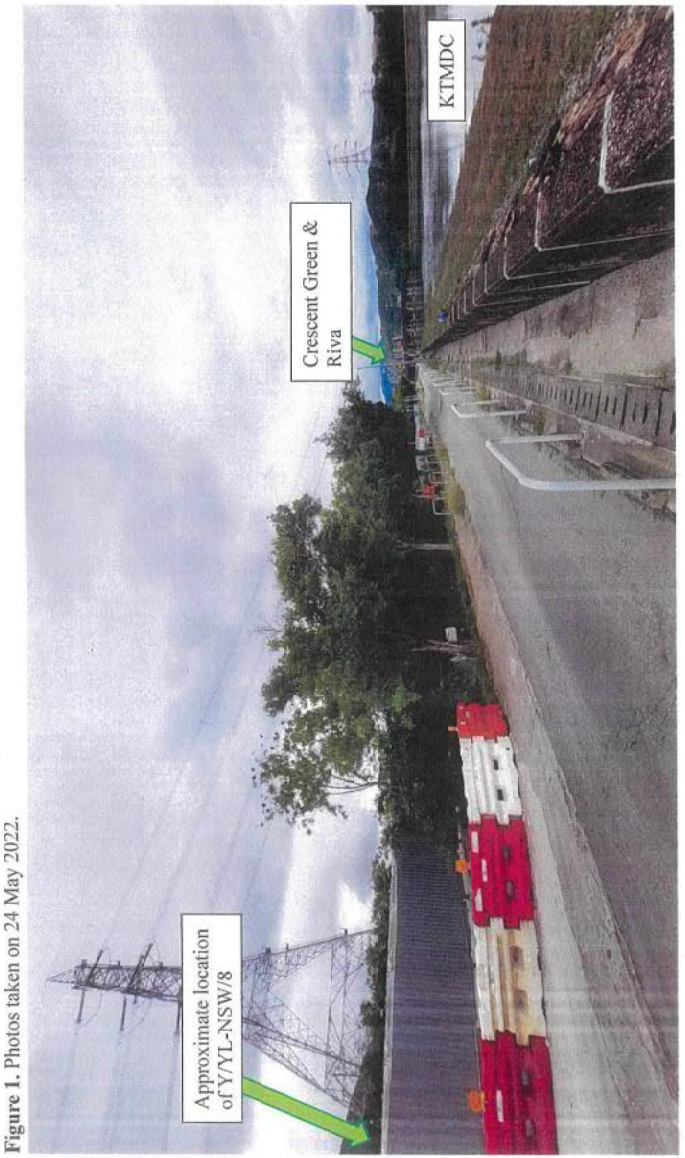

Figure 1. Photos taken on 24 May 2022.

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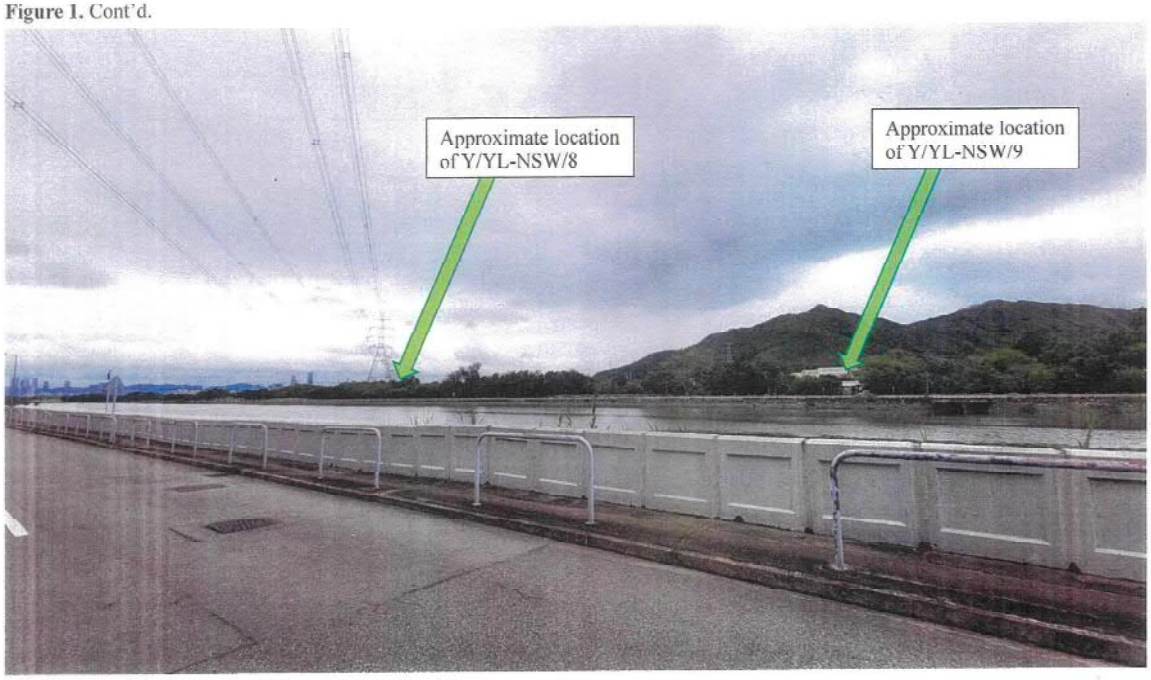
Figure 1. Cont'd.



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Kadoorie Farm & Botanic Garden Corporation

Figure 1. Cont'd.

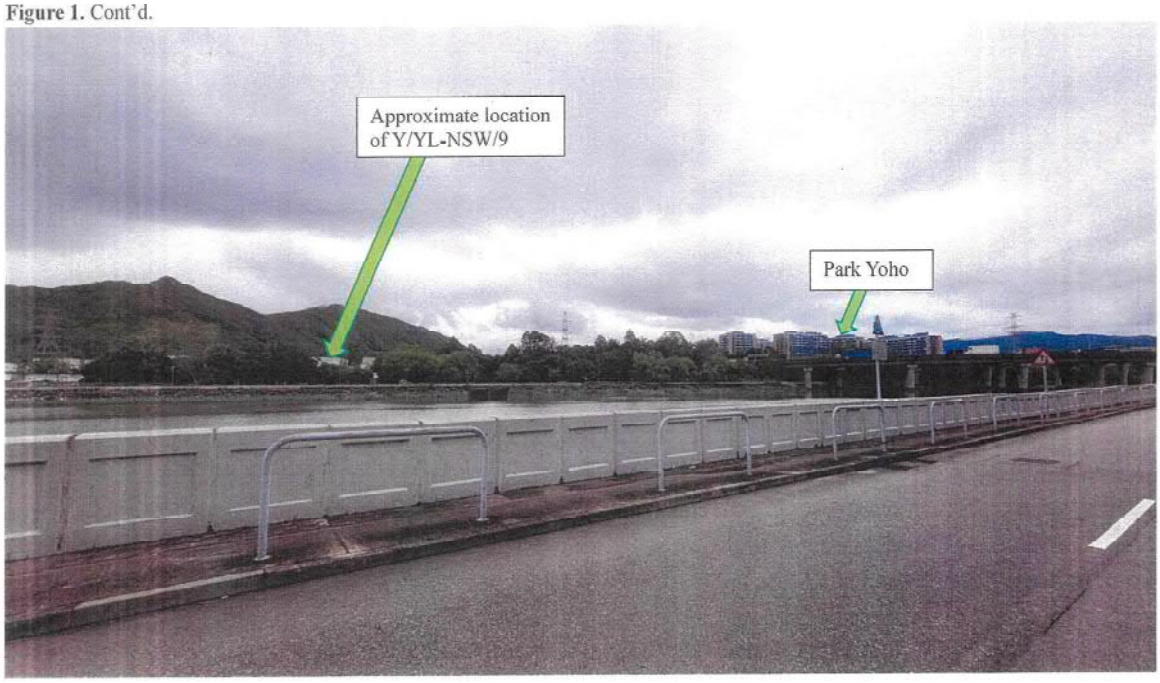

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Figure 2. Aerial photo showing both sites and their immediate surroundings, as well as the locations of Park Yoho, Crescent Green and Riva.

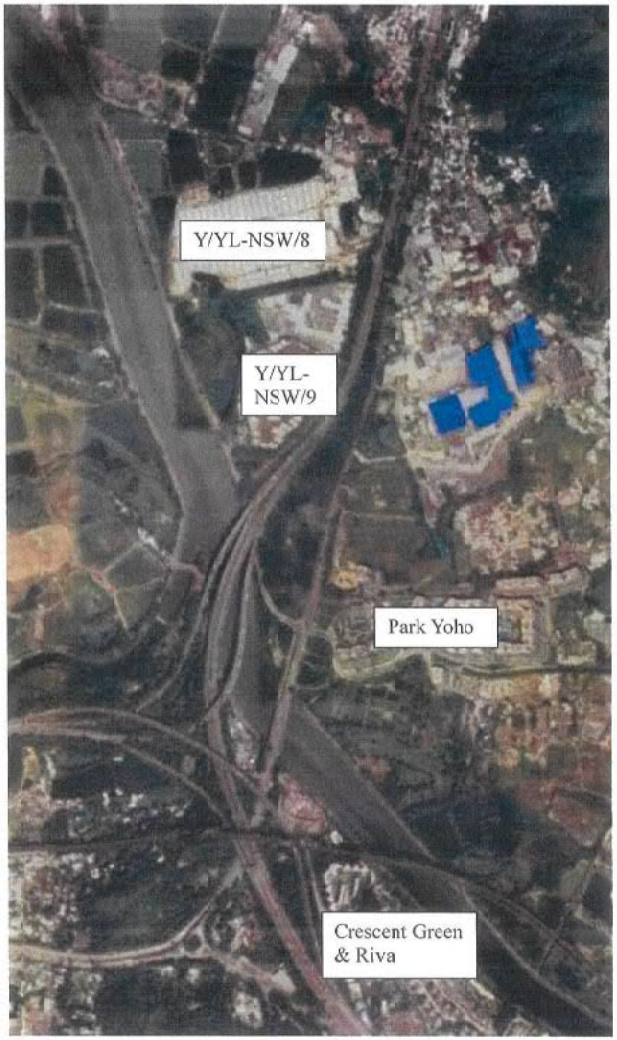

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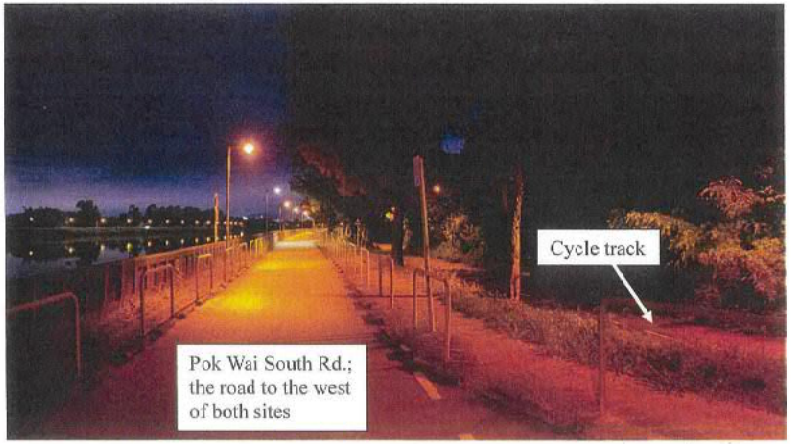
Figure 3. Photos taken on 24 (day) & 25 (night) May 2022.





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The Secretary,
Town Planning Board,
15/F, North Point Government Offices,
333, Java Road, North Point,
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27th September 2024. **By email only**

Dear Sir/ Madam,

To rezone the application site from "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area" to "Other Specified Uses" annotated "Comprehensive Development to include Wetland Restoration Area 1" (Y/YL-NSW/8)
&
To rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" (Y/YL-NSW/9)

1. We refer to the captioned.

2. We consider our general views regarding these two applications would still be similar to those as shown in our previous submissions, and thus our previous submissions are attached under this letter for your reference. However, we urge the Board to also make reference to the latest development parameters of each development mentioned as they may have changed.

3. Thank you for your attention.

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27 SEP 2024
Town Planning Board

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The Secretary,
Town Planning Board,
15/F, North Point Government
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(Email: tpbpd@pland.gov.hk)

26th January, 2023. **By email only**

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To rezone the application site from "Industrial (Group D)", "Open Storage" and area shown as 'Road' to "Residential (Group E)" (Y/YL-NSW/9)

1. We consider our views as shown in the previous submission would still be largely relevant; it is attached in **Appendix 1**, for your reference. We would also like to clarify that the height of the potential public housing site at Sha Po is now proposed to be not more than 185 mPD[1].

2. We also urge the Board to liaise with Agriculture, Fisheries and Conservation Department as to whether their recent study relating to the proposed Wetland Conservation Parks (WCPs) (Tender Ref.: AFCD/CON/01/22)[2] includes the captioned application sites and/ or their immediate surroundings. We urge the Board to consider whether these applications would affect this study and/ or the future WCPs, and whether the applicants have carried out (or need to carry out) any assessments relating to the potential impacts on the WCP(s).

3. Thank you for your attention.

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1. https://www.districtcouncils.gov.hk/yl/doc/2020_2023/en/dc_meetings_doc/21834/dc_paper_no2022_36.pdf
2. https://www.afcd.gov.hk/english/tender/tender_con/tender_con_awa.html

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Kadoorie Farm & Botanic Garden Corporation

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Ecological Advisory Programme
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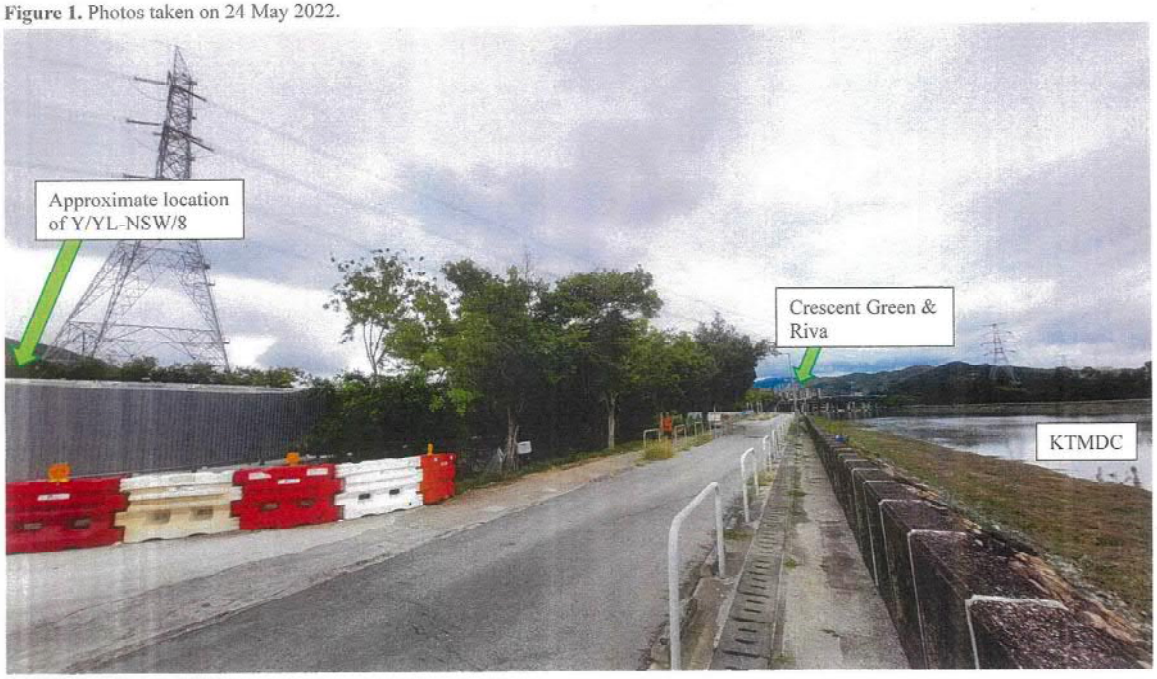

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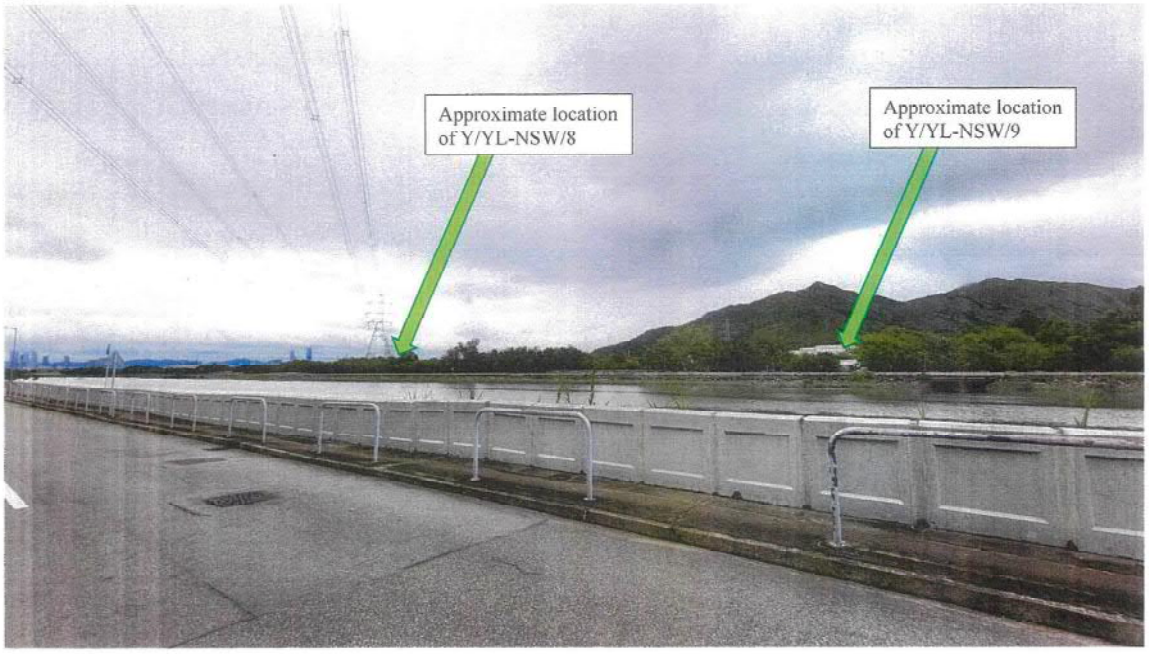

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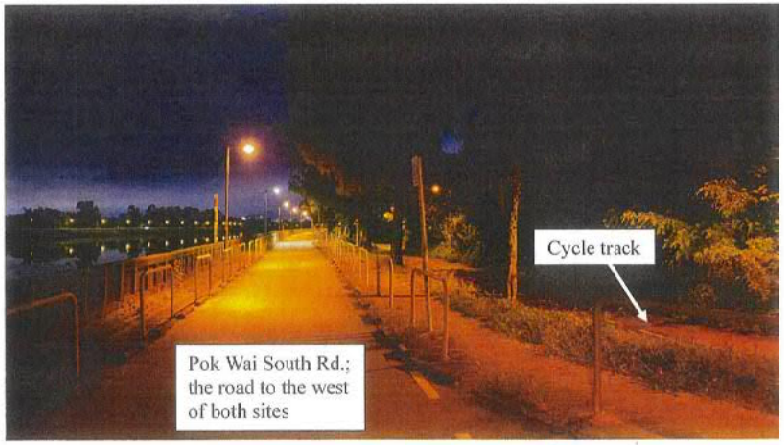

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