

Urban Renewal Authority Development Scheme

Prepared under Section 25(3) of the Urban Renewal Authority Ordinance



Sai Yee Street / Flower Market Road

Development Scheme

Y T M - 0 1 3


Appendix 6

Air Ventilation Assessment

**Urban Renewal Authority Sai Yee Street /
Flower Market Road Development Scheme
(YTM-013)**

Air Ventilation Assessment (v2.1)

March 2024

Approved By 
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REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

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1 INTRODUCTION

1.1 Project Background

- 1.1.1 The Urban Renewal Authority (“URA”) has proposed Sai Yee Street / Flower Market Road Development Scheme (YTM-013) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (“URAO”). The Scheme is the first implementation of a project proposed under the Master Urban Renewal Concept Plan (“MRCP”) as devised from the URA’s District Study for Yau Ma Tei and Mong Kok (“YMDS”), and is part of the proposed “Mong Kok East – Nullah Road Urban Waterway Development Node” (“Nullah Road DN”).
- 1.1.2 Cinotech Consultants Limited is commissioned by the URA to conduct an Air Ventilation Assessment to support the submission of a draft Development Scheme Plan (“DSP”) of the Scheme with its planning proposal to the Town Planning Board (“TPB”) for consideration.

1.2 The Scheme

Location

- 1.2.1 The Scheme is located in the northeastern part of Mong Kok. With a total gross site area of 29,315m², the Scheme is divided into Site A (about 4,445sq.m.) and Site B (about 24,870m²). The location of the Scheme is shown on **Figure 1-1**.
- 1.2.2 Site A of the Scheme comprises five sub-areas, named Sites A1 to A5 respectively. All five sub-areas of Site A are currently occupied by low-rise residential/ composite buildings aged 60 and above.
- 1.2.3 Site B of the Scheme is currently occupied by various leisure, recreation and GIC facilities, including Boundary Street Recreation Ground, Sai Yee Street Children’s Playground, Boundary Street Amenity Plot, Boundary Street Sports Centres, Sai Yee Street (Flower Market Road) Refuse Collection Point, Sai Yee Street Public Toilet, Leisure and Cultural Services Department (“LCSD”) Boundary Street Plant Nursery and CLP Power Hong Kong Limited Boundary Street Sports Ground Substation. In addition, Site B also includes the whole of Flower Market Path, which is a public footpath.

Zoning

- 1.2.4 On the approved Mong Kok Outline Zoning Plan (“OZP”) no. S/K3/36, Site A1 of the Scheme area is zoned “Residential (Group A)” (“R(A)”). Sites A2 to A5 are zoned “Other Specified Uses” annotated “Mixed Use” (“OU(MU)”). Sites A1 to A5 also covers pavement area shown as “Road”. Site B covers area zoned “Government, Institution or Community” (“G/IC”) and “Open Space” (“O”), and the Flower Market Path which is shown as “Road”. The existing OZP of the Sites are illustrated in **Figure 1-2**.
- 1.2.5 Under the draft DSP, the Scheme is proposed to be rezoned to “OU(MU)” and areas shown as “Road” for the surrounding pavement. The planning intention of the “OU(MU)” zone is primarily for comprehensive residential/ mixed-use developments with the provision of public vehicle park, at-grade Waterway Park and GIC facilities.

Proposed Development and Notional Design

- 1.2.6 Site A (“OU(MU)1”) consists of Sub-areas Sites A1 to A5. Site A1 will be developed for residential development cum commercial podium, with a building height restriction (“BHR”) of 150mPD. Open space and 1-storey retail shops will be provided at Sites A2 to A5. Site B (“OU(MU)2”) is divided into Sub-areas (1) and (2). Sub-area 1 of “OU(MU)2” zone will be for high-rise development with a BHR of 150mPD adopting a stepped height profile. Sub-area (2) of “OU(MU)2” zone comprises the Waterway Park and ancillary retail/commercial uses and LCSD’s sports/ GIC facilities with a BHR of 30mPD.
- 1.2.7 A notional design, which is illustrated in **Figure 1-5a**, is prepared based on the development parameters allowed in the draft DSP to demonstrate the proposed planning intention and development concepts of the Scheme. Site A1 is proposed to be developed into high-rise residential towers with retail podium, at-grade open space and basements for ancillary parking spaces and loading/ unloading bays. Sites A2 to A5 are proposed to be developed into 1-storey retail blocks/ open space to create nodal points and continuation of retail frontages for the Flower Market.
- 1.2.8 Under the current notional design, at Sub-area (2) of Site B (i.e. north-east corner of Site B), a comprehensive mixed-use development with high-rise residential and hotel/office towers with recreation and GIC facilities at the podia is proposed. Ancillary parking and public vehicle park are proposed at the basement levels at Site B. An at-grade open space, named as “Waterway Park”, is proposed within Site B. Ancillary retail facilities are proposed at ground level, basement and the Waterway Park to bring retail activities and vibrancy.
- 1.2.9 To enhance walkability and connectivity, four pedestrian connections are proposed:
- Footbridge to connect between Site B and Tai Hang Tung Recreation Ground;
 - Subway to connect between Site A1 and Site B;
 - Potential subway connection from Site A1 across Prince Edward Road West towards the Prince Edward MTR Station and/or the commercial spine along Nathan Road; and
 - Subway to connect between proposed underground PVP at Site B and southern part of proposed Waterway Park.
- 1.2.10 All these pedestrian footbridges/ subways shall be subject to technical feasibility, detailed design and agreement with relevant Government departments. For footbridge/ subways outside DSP boundaries shall be under separate public works/ revitalization initiatives not forming part of the Scheme.

Table 1-1 Design Parameters of the Notional Design (Site A)

Site A	A1	A2	A3	A4	A5
Gross Site Area	About 3,570m ²	About 268m ²	About 123m ²	About 233m ²	About 251m ²
	About 4,445m ²				
Net Site Area (subject to survey)	About 2,640m ²	About 239m ²	About 109m ²	About 202m ²	About 198m ²
	About 3,388m ²				
Zoning	OU(MU)1				
At-grade Open Space	About 800m ²				
Domestic GFA [1]	23,716m ²	-	-	-	-
Non-Domestic GFA [1]	6,576m ²	-	-	100m ²	100m ²
No. of building blocks [2]	2	-	-	1	1
Building Height	150mPD	-	-	1 storey	1 storey
No. of Flats [2]	474	-	-	-	-
Average Flat Size [2]	50m ²	-	-	-	-
At-grade Open Space	About 800m ²				

Note

- [1] Under the proposed “OU(MU)” zoning, flexibility is allowed to interchange GFA of various compatible uses. The proposed GFA mix in the current notional design is indicative only and subject to changes in detailed design stage.
- [2] Number of building blocks, number of flats and average flat size are indicative only and subject to detailed design.

Table 1-2 Design Parameters of the Notional Design (Site B)

Site B			
Gross Site Area	About 24,870m ²		
Zoning	OU(MU)2		
	Sub-area (1)	Sub-area (2)	Total
Net Site Area (subject to survey)	7,170m ²	17,700m ²	24,870m ²
Domestic GFA [1]	44,030m ²	-	44,030m ²
Non-Domestic GFA [1]	20,500m ²	8,850m ²	29,350m ²
- Retail	(2,150m ²)	(8,850m ²)	(11,000m ²)
- Hotel/Office	(18,350m ²)	-	(18,350m ²)
GIC GFA (to be exempted from GFA calculation) [3]	30,000m ²		
No. of building blocks [2]	2 residential towers and 1 hotel/office tower on top of a GIC/recreation podium + 1 retail block		
Building Height	150mPD (residential towers) 130mPD (hotel/office tower) 1 storey (retail block)		
No. of Flats [2]	880	-	880
Average Flat Size [2]	50m ²	-	50m ²
At-grade Open Space	About 8,800m ²		
Public Vehicle Park [4]	About 235		

Note

- [1] Under the proposed “OU(MU)” zoning, flexibility is allowed to interchange GFA of various compatible uses. The proposed GFA mix in the current notional design is indicative only and subject to changes in detailed design stage.
- [2] Number of building blocks, number of flats and average flat size are indicative only and subject to detailed design.
- [3] The actual GIC GFA is not yet confirmed and subject to liaison with Government departments. As a conservative approach, 30,000m² GIC GFA is assumed in this assessment.
- [4] Subject to liaison with Transport Department.

1.3 The Surrounding Environment

- 1.3.1 The Sites of the Scheme is located in a development area (Mong Kok East), with a mix of old tenement buildings, newer high-rise buildings. In the north, north-east and east of the Site B, there are large open areas (Tai Hang Tung Recreation Ground, Fa Hui Park, and Mong Kok Stadium). Site B currently consists of a lot of open areas that allow wind penetration from many directions. In particular, the existing Flower Market Path within Site B serves as an important air pathway, running in a NE-SW direction. Another air pathway in the E-W direction exists through the gaps between the stands of the Mong Kok Stadium leading to Playing Field Road. During S or N winds, air can penetrate Site B through Yuen Ngai Street and Tai Hang Tung Road/Tai Hang Tung Recreation Ground. The Major Prevailing Winds of the Scheme area are illustrated in **Figure 1-3** (Please refer to **Section 2.3** for details). The major at-grade air pathways within the Sites under the existing configuration are illustrated in **Figure 1-4**.
- 1.3.2 Making use of the natural wind to and from the open areas is a key consideration for providing good ventilation at pedestrian level.

1.4 Design Consideration

- 1.4.1 As Site B currently comprises mainly open areas and low-rise buildings, the design of the proposed development within Site B will be the focus of consideration of air ventilation. As mentioned previously, the existing Flower Market Path within Site B is serving as an important at-grade NE-SW air pathway. Besides, due to the large scale of Site B, the design shall consider to facilitate air pathways in south-north direction and east-west direction respectively.
- 1.4.2 It should also be noted that the wind availability of the Site B under ESE & SE wind directions shall be poor due to the non-aligned air pathways and the surrounding buildings. Thus locate the tower(s) on the south-east edge of the podium to enhance ground level ventilation by downwash wind is recommended.

1.5 The Proposed Scheme

- 1.5.1 Under the current notional design, the Proposed Scheme consists of two 150mPD residential towers on podium structure on Site A1; open space at Sites A2 & A3; one-storey retail blocks occupying around half of the lots at Sites A4 & A5; two 150mPD residential towers and 130mPD hotel/office tower on podia and one-storey retail block at Site B. The notional layout of the Proposed Scheme is illustrated in **Figure 1-5a**.
- 1.5.2 A few good design features have been incorporated into the design to preserve the existing at-grade air pathway within the Sites.
- The podium of Site A1 is setback at its southeast corner to maintain the important air pathway running in a NE-SW direction.
 - Sites A2 & A3 will be open space thus no adverse air ventilation impact to the existing N/S air pathway along Yuen Ngai Street is anticipated.
 - Sites A4 & A5 will be one-storey retail blocks occupying around half of the land lots, which is much lower in height and smaller in area than the existing multi-storeys building blocks thus no adverse air ventilation impact is anticipated.

- d) For Site B, a Waterway Park of about 20m in width is proposed along the existing Flower Market Path to preserve the existing air pathway. In addition, a 15m building separation between the residential tower(s) and the hotel/office tower will be maintained as according to SBD Guidelines to allow penetration of wind flow.
- e) The podium of Site B will be divided into two podia at the eastern portion and a decked walkway will be provided on the western portion to allow better wind flow at-grade.
- 1.5.3 In addition, to facilitate the downwash wind under ESE & SE wind directions, a tower is proposed to be deposited at the south-east edge of the podium (western portion) of Site B. Together with the aforementioned guided at-grade air pathways, the formation of low air flow re-circulation zone (i.e.: wake) within Site B shall be reduced and the ventilation performance of the Propose Scheme shall not be compromised.
- 1.5.4 The proposed measures within the Sites are illustrated in **Figure 1-5b**.

1.6 The Baseline Scheme

- 1.6.1 To compare the ventilation performance of the Proposed Scheme, a Baseline Scheme fulfilling the OZP has been prepared based on a common market practice. The layout plan of the Baseline Design is presented **Figure 1-6**.
- 1.6.2 In the Baseline Scheme:
- The existing configuration of Site B have been adopted as GIC and Open Space uses under prevailing OZP.
 - The existing building at Site A3 is adopted in view that the site is too small (only about 123m²) to be redeveloped as permitted under the OZP due to site constraints.
 - For Site A1, a residential tower of 115mPD with a 20mPD podium has been adopted as permitted under the prevailing OZP.
 - For each of Sites A2, A4 and A5, residential towers of 110mPD atop 15m podia have been adopted as permitted under the prevailing OZP.
- 1.6.3 A summary of the Baseline and Proposed Schemes are listed in **Table 1-3** and illustrated in **Figures 1-7 & 1-8**.

Table 1-3 Summary of the Baseline Scheme and Proposed Scheme

	Baseline Scheme	Proposed Scheme	Air Ventilation Consideration in the Proposed Scheme
Site A1	Composite Development <ul style="list-style-type: none"> Residential Tower atop podium: 115mPD (Podium: 20mPD) 	Composite Development <ul style="list-style-type: none"> Residential Tower atop podium: 150mPD (Podium: 21mPD) 	Setback at southeast corner has been provided to the podium in order to maintain the NE-SW air pathway.
Site A2	Residential Development <ul style="list-style-type: none"> Residential Tower atop podium: 110mPD (Podium: 15mAG) 	Open Space	Open Space have been provided thus no adverse air ventilation impact is anticipated.
Site A3	Existing Development <ul style="list-style-type: none"> ~21mPD 	Open Space	
Site A4	Residential Development <ul style="list-style-type: none"> Residential Tower atop podium: 110mPD (Podium: 15mAG) 	Single Story Retail block <ul style="list-style-type: none"> 13mPD 	The proposed single storey development is much smaller than that of the Baseline Scheme and the existing development. Therefore, no adverse air ventilation impact is anticipated.
Site A5	Residential Development <ul style="list-style-type: none"> Residential Tower atop podium: 110mPD (Podium: 15mAG) 	Single Story Retail block <ul style="list-style-type: none"> 13mPD 	
Site B	Existing Developments <ul style="list-style-type: none"> Sparse low-rise developments of up to ~17mPD 	Composite Development <ul style="list-style-type: none"> Residential Towers atop podium: 150mPD <ul style="list-style-type: none"> Podium (west): 21.4mPD Podium (east): 42.4mPD Hotel/Office Development <ul style="list-style-type: none"> Tower atop podium: 130mPD <ul style="list-style-type: none"> Podium: 29.4mPD 	<p>Compare to the existing configuration, development of Site B will inevitably obstruct the at-grade wind flow across the Site to some extent.</p> <p>In order to minimise the potential impact, the existing at-grade NE-SW air pathway along the existing Flower Market Path will be preserved; the other at-grade air pathways will be provided by the podium disposition and opening at ground floor. Additionally, a 15m building separation between the residential tower(s) and the hotel/office tower will be maintained.</p> <p>A tower is proposed to be deposited at the south-east edge of the podium (western portion) of Site B to facilitate the downwash wind under ESE & SE wind directions.</p>

Remarks:

* Proposed Scheme is subject to changes at detailed design stage.

1.7 Objective

1.7.1 The objective of this AVA study is to demonstrate that the air ventilation impact on the surrounding area at the pedestrian level of the Scheme will not be worsen, if not better, than the Baseline Scheme, which has adopted the development controls and permitted uses as provided in the approved Mong Kok OZP no. S/K3/36, by quantitatively comparing the Baseline Scheme and Proposed Scheme. This comparison is conducted using the Velocity Ratio (VR) computed by Computational Fluid Dynamics (CFD) models for the two schemes.

1.7.2 It should be noted that the Proposed Scheme is a notional design and subject to change at detailed design stage. The results and conclusion in this report is used to compare the air ventilation performance between a feasible design under the current OZP and the notional design under the proposed planning parameters of the Scheme.

2 SITE WIND AVAILABILITY

2.1 Introduction

2.1.1 The selection and evaluation of the wind availability data for the upstream wind conditions are described in this section. The following sources of wind data have been reviewed for this AVA study as follows:

- Measurement from Hong Kong Observatory (HKO) weather station.
- Measurement from Wind Tunnel Test in Experimental Site Wind Availability Study¹.
- Simulated results from Meso-Scale Model Regional Atmospheric System (RAMS)² in Planning Department website.

2.2 Selection of Wind Data Source

2.2.1 Simulated result of RAMS from Planning Department website is adopted in this AVA study. The reason for the selection of this wind data source is explained in the following paragraphs.

2.2.2 HKO weather stations provided reliable wind data in Hong Kong. There are two HKO weather stations within 3km from the Site, including:

- Kowloon City Automatic Weather Station, ~1.6km away from the Site
- King's Park Automatic Weather Station, ~1.3km away from the Site.

2.2.3 Since the measurement locations are normally within 3-10m above ground level, the measured wind directions are likely affected by the nearby high-rise developments. With the large horizontal distance, the measured wind direction distribution at the Automatic Weather Stations may not represent the site wind condition. Therefore, the data from aforementioned weather stations should only be adopted when no other alternatives are preferred.

2.2.4 Besides, the Waglan Island Automatic Weather Station is located in an undisturbed area and its measured wind data can describe the overall wind condition for Hong Kong well. Therefore, the wind data from Waglan Island Automatic Weather Station could be adopted in AVA study when no more suitable data is available.

2.2.5 A series of experimental site wind availability studies for various regions in Hong Kong using wind tunnel experiment have been conducted and some of the reports are available to public. The closest location can be found in "*Experimental Site Wind Availability Study for Mong Kok, Hong Kong - Investigation Report WWTF007-2007*". The site of this development is near the boundary of its study area. The wind data from WWTF007-2007 is suitable for this study.

2.2.6 Experimental data is reliable source of information; however, experiments were not perfect and there are drawbacks of using data from WWTF007-2007. Due to the nature of wind tunnel experience, normalised mean wind profiles are provided (Appendix A in WWTF007-2007), while the actual corresponding scaled wind speeds are not provided. Adopting this normalised mean wind speed require multiplying the normalised mean wind speed by certain

¹ https://www.pland.gov.hk/pland_en/resources/info_serv/site_wind/index.html

² https://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/index.html

scale factors. As the turbulence response is known to be non-linear³, despite the response of the flow is like linear for high Reynolds Number flow, a Reynolds Number independent flow is unlikely achieved for the wind tunnel experiments of flow over urban roughness⁴ thus potential error will be arisen from the selection of the scale factor.

- 2.2.7 In order to provide a comprehensive set of standardized and reasonably representative site wind availability data for both qualitative and quantitative AVA, a consultancy study was commissioned by the Planning Department. The study adopted meso-scale model RAMS to simulated 10-year wind climate at horizontal resolution of 0.5km x 0.5km, covering the whole Hong Kong. Three levels of nested domains with realistic boundary conditions were adopted to provide reasonable approaching wind condition to the finest level of nesting. To refine the model results, the wind data from various wind stations have been used in RAMS.
- 2.2.8 When comparing the RAMS to the wind tunnel experiments in the experimental site wind availability studies, the RAMS have the following advantage:
- RAMS covers a much larger upwind area, with terrain height and land surface type, compare to those wind tunnel experiments;
 - RAMS considers the atmospheric stability where those wind tunnel experiments do not consider thermal effect;
 - RAMS provides wind data for every single grid at various elevation, unlike those wind tunnel experiments that can only provide data at predetermined locations, and HKO's measurements that only provide surface data.
- 2.2.9 Reference can be made to an AVA study (Project ref. AVR/G/136; Public Housing Development at North West Kowloon Reclamation Site 1 (East)) which is available from the Air Ventilation Assessment Register⁵ in Planning Department website. The AVA study (AVG/G/136) is centred at the site near the junction of Tonkin Street and Lai Chi Kok Road, which is around 1.7km in the north-west from the Scheme area. In that study, wind roses at 500m and vertical wind profile from grid [76,46] in RAMS had been adopted.
- 2.2.10 The Scheme and assessment area is mostly fall within grid [80,44]. Considering that the grids from RAMS can cover every part of Hong Kong and the advantages of the RAMS over those wind tunnel experiments, the data of grid [80,44] from RAMS is best suited for this AVA study. The Major Prevailing Winds of the Scheme area are illustrated in **Figure 1-3**.

2.3 Adopted Wind Conditions

- 2.3.1 The wind roses and the vertical wind profiles of grid [80,44] from RAMS⁶ has been adopted in order to provide a realistic flow condition.
- 2.3.2 The wind direction at 500m elevation has been adopted in the analysis of general wind condition of the site, while the vertical wind profiles has been adopted as the inlet boundary conditions of the numerical analysis.

³ M Kadivar, D Torney, G McGranaghan, A review on turbulent flow over rough surfaces: Fundamentals and theories, International Journal of Thermofluids, Volume 10, 2021, 100077, ISSN 2666-2027, <https://doi.org/10.1016/j.ijft.2021.100077>. (<https://www.sciencedirect.com/science/article/pii/S266620272100015X>)

⁴ Y Lin, J Hang, H Yang, *et al.*, Investigation of the Reynolds number independence of cavity flow in 2D street canyons by wind tunnel experiments and numerical simulations, Building and Environment, Volume 201, 2021, 107965, ISSN 0360-1323, <https://doi.org/10.1016/j.buildenv.2021.107965>. (<https://www.sciencedirect.com/science/article/pii/S0360132321003693>)

⁵ https://www.pland.gov.hk/pland_en/resources/info_serv/ava_register/government.html

⁶ https://www.pland.gov.hk/pland_en/info_serv/site_wind/site_wind/080044.html

- 2.3.3 It should be noted that the wind profiles from RAMS are grouped into four range of wind directions, therefore, all wind directions within the same 90-degree segment share the same profiles. The boundary layer height is assumed to be 500m, thus the flow velocity at 500m is the free stream flow velocity and the flow above 500m is uniform.
- 2.3.4 The wind rose at 500m elevation of grid [80,44] and the wind profile from RAMS are illustrated in **Figure 2-1a & Figure 2-1b**. The top 80% of wind directions, which shall be assessed by CFD models, are presented in **Table 2-1 & Table 2-2**. Detailed occurrence probability for each wind direction and wind speed at 500m elevation are listed in **Appendix 2-1**. The adopted wind profile from 10-500m were extracted from the wind profile curve provided by PlanD (**Figure 2-1b**). The wind profiles for different wind directions, in term of ratio to the free stream flow velocity at different heights, are summarised in **Table 2-3**.
- 2.3.5 Under annual condition, the major wind direction is East. For ~61% of the time, the wind comes from NE, ENE, E, ESE, or SE (45-135 deg). Around 17% of the wind comes from S, SSW, or SW (180-225deg). The occurrence chances for the rest of wind directions are all at or below 6% each.
- 2.3.6 Under summer condition, the major wind direction shifted to South-Western. For around 48% of the time, the wind comes from S, SSW, SW, or WSW (180-247.5 deg). Around 35% of the wind comes from E, ESE, SE, or SSE (90-157.5 deg). The occurrence chance for the rest of wind directions is all below 6% each.
- 2.3.7 Generally, the major wind directions of concern are the NE to SE for the whole year and S to SW for summer. A good designer should have considered those two major wind directions to reduce the impact of air ventilation to the surrounding area.

Table 2-1 Occurrence Probability for Each Wind Directions at 500m Elevation (Annual)

Wind Direction	Wind Direction (degree)	Occurrence Probability at 500m elevation
E	90	21.9%
ENE	67.5	12.5%
ESE	112.5	11.9%
NE	45	8.6%
SW	225	6.5%
NNE	22.5	6.0%
SSW	202.5	5.9%
SE	135	5.7%
S	180	4.5%
Sum		83.5%

**Table 2-2 Occurrence Probability for Each Wind Directions at 500m Elevation
(Summer)**

Wind Direction	Wind Direction (degree)	Occurrence Probability at 500m elevation
SW	225	15.8%
SSW	202.5	12.7%
ESE	112.5	10.1%
WSW	247.5	9.6%
S	180	9.5%
E	90	9.0%
SE	135	7.9%
SSE	157.5	7.5%
Sum		82.1%

Table 2-3 Vertical Wind Profiles for Different Wind Directions

Heights (m)	Wind Speed (m/s) for different Wind directions (degree from North)			
	22.5- 112.4°	112.5-202.4°	202.5-292.4°	292.5-22.4°
10	3.4	1.9	2.0	2.1
50	3.7	1.9	2.1	2.2
100	3.9	2.0	2.2	2.3
150	4.1	2.2	2.3	2.6
200	4.6	2.6	2.6	3.4
250	5.1	3.0	2.9	4.1
300	5.6	3.5	3.2	4.5
350	6.1	3.9	3.4	4.8
400	6.6	4.3	3.6	5.0
450	7.0	4.7	3.9	5.1
500 and above	7.2	5.1	4.0	5.0

3 ASSESSMENT METHODOLOGY

3.1 Assessment Tool

3.1.1 The microclimate around the Site for the two Schemes has been assessed by Computational Fluid Dynamics (CFD). Commercial CFD software, Ansys Fluent, has been utilized for calculating the local wind speed. The model solves the algebraic equations by applying the conservation laws of physics to finite volumes of space and time. Realisable k-epsilon with wall model is adopted to handle the flow turbulence.

3.2 Assessment Area and Surrounding Area

3.2.1 According to the Technical Circular, the Assessment Area of the Scheme should include the Scheme's surrounding up to a perpendicular distance H from the Scheme boundary, H being the height of the tallest building on site. Surrounding Area of up to a perpendicular distance of 2H from the DSP boundary must be included.

3.2.2 The height of the proposed development at Sites A1 & B is 150mPD. With ground elevation of around 6mPD, the building height is 144m (150 - 6 = 144m). Sites A2 - A5 are planned to be either open area or single storey non-residential developments. In the Baseline Scheme, Sites A2, A4 & A5 are residential towers of 110mPD and Site A3 is a ~15m residential building. Therefore, the adopted H, which is the highest building within the Sites, shall be 144m.

3.2.3 It should be noted that there is a large flat open area to the north of Site B (Tai Hang Tung Recreation Ground). With surrounding area of 2H from site boundary, the wind from north can reach the Site B without any obstacle, leading to potential unrealistic result. As a result, the surrounding area has been extended to 3H from site boundary in order to include the southern portion of the Tai Hang Tung Estate in the assessment. Therefore, the adopted Assessment Area and the Surrounding Area are 144m & 432m from the Site boundaries.

3.2.4 The building heights of the Baseline and Proposed Scheme are listed in **Table 3-1**; the Assessment Area and Surrounding Area are illustrated in **Figure 3-1**.

Table 3-1 Building Height of Each Site of the Scheme

	Building Height Baseline		Building Height Proposed	
	(mPD)	(mAG)	(mPD)	(mAG)
A1	115	111	150	<u>144</u>
A2	110	104	N/A	N/A
A3	21	15	N/A	N/A
A4	110	103	13	6
A5	110	103	13	6
B	17	11	150	<u>144</u>

Note: The highest building height (in mAG) has been **Bold underlined**.

3.2.5 There is a planned commercial development⁷ identified near the junction of Argyle Street and Sai Yee Street that fall within the surrounding area. According to the OZP, the site of the planned development is zoned as "Commercial (4)" with building height restriction of

⁷ Planning and Design Study on the Redevelopment of Government Sites at Sai Yee Street and Mong Kok East Station – Feasibility Study - https://www.pland.gov.hk/pland_en/info_serv/ava_register/ProjInfo/AVRG126_AVA_ISRreport.pdf

320mPD for tower(s), 40mPD for podium(s) and 23mPD for the building gap. For the purpose of assessment in this study, it is assumed that there will be a rectangular podium with a height of 40mPD (with a 23mPD building gap) and a single large residential tower with a height of 320mPD, as illustrated in **Figure 3-11**.

3.3 Test Points

- 3.3.1 A total of 115 perimeter test points (Site A1: P001-P022; Site A2: P023-P028; Site A3: P029-P033; Site A4: P034-P037; Site A5: P038-P043; Site B: P044-P115) have been used to examine the air ventilation around the Site. The perimeter test points are evenly spread, with around 10m separation, along the boundary of the Sites. As the Sites A2 – A5 are adjoining the neighbourhood building(s), test points are given to the boundaries with available space only. The locations of the perimeter test points are illustrated in **Figure 3-2**.
- 3.3.2 A total of 309 overall test points (Road Surface: O001-O181; Open Area: O182-O309) have been used to examine the air ventilation of the local area with public access. Overall test points are evenly spread on road surface within the Assessment Area with around 25m separation. For some very wide road, two rows of test points have been provided. For open area other than road surface, test points with similar density have been provided. As some areas are narrow, the distance between test points have been reduced (e.g., O286 – O302). The locations of the overall test points are illustrated in **Figure 3-3**.
- 3.3.3 In order to assess the ventilation performance at the open areas of the Scheme area, 70 special test points (D001-D070) have been designated. These test points are located within Site A1 and Site B of the Scheme. For Site B, a total of 55 test points (D001-D055) have been placed in the open space, including decked open space, which is available in both the Baseline Scheme and the Proposed Scheme. Additionally, 5 test points (D056-D060) have been specifically allocated for the decked walkway, which is only present in the Proposed Scheme. For Site A1, 10 test points (D061-D070) have been positioned in the open spaces at the ground level of the Proposed Scheme. As the at-grade open space is not available in the Baseline Scheme, these test points have been raised to the podium level. The test points within Site A1 and Site B have been evenly distributed, with approximately 8-10 meters and 15 meters of separation, respectively. The locations of the special test points within the proposed development of the Scheme are illustrated in **Figure 3-4**.
- 3.3.4 The ventilation performance between the Baseline Scheme and Proposed Scheme in the neighbourhood, including the effectiveness of the design considerations stated in **Section 1.4** has been quantified using the predicted wind speed at the perimeter test points and overall test points.
- 3.3.5 In order to examine the localised ventilation, the spatial averaged VRs are broken into individual focus zones for road sections and open areas for demonstrating the localised ventilation performance. The focus areas are illustrated in **Figures 3-5a & 3-5b** and listed in **Table 3-2**.
- 3.3.6 The vertical locations of all test points are 2m above ground or slab.

Table 3-2 List of Focus Areas

Road Section	
R1	Boundary Street (O001 – O028)
R2	Prince Edward Road West (O029 – O076)
R3	Tai Hang Tung Road (O077 – O086)
R4	Tat Chee Avenue (O087 – O091)
R5	Embankment Road (O092 – O097)
R6	Sai Yee Street (From Boundary Street to Prince Edward Road West) (O098 – O107)
R7	Flower Market Road and Yuen Po Street (O108 – O122)
R8	Yuen Ngai Street (O123 – O125)
R9	Sai Yee Street (From Prince Edward Road West to the South) (O126 – O130)
R10	Fa Yuen Street (O131 – O145)
R11	Tung Choi Street (From Boundary Street to Prince Edward Road West) (O146 – O155)
R12	Playing Field Road (O156 – O163)
R13	Sai Yeung Choi Street North (O164 – O165)
R14	Sai Yeung Choi Street South (O166 – O168)
R15	Tung Choi Street (From Prince Edward Road West to the South) (O169 – O173)
R16	Nullah Road (O174 – O181)
Open Area	
A1	Yau Yat Chuen School (O182 – O183)
A2	Fa Hui Park (Flat Area: O184 – O189 ; Slope Area: O303 – O309)
A3	Chan's Creative School (O190 – O193)
A4	Tai Hang Tung Recreation Ground & Tai Hang Tung Sitting-Out Area (O167 – O225)
A5	Police Sports and Recreation Club (O226 – O241)
A6	Mong Kok Stadium (O242 – O271)
A7	Queen Elizabeth School (O272 – O277)
A8	Prince Edward Road/Nullah Road Garden (O278 – O281)
A9	The Church of Christ in China Heep Woh Primary School (O282 – O285)
A10	Yuen Po Street Bird Garden (O286 – O293)
A11	Diocesan Boys' School (O294 – O302)
Open Area within the Site	
Z1	Site B – Open Space (D001 – D044)
Z2	Site B – Decked Open Area (D045 – D055)
Z3	Site B – Decked Walkway (D056 – D060) (Proposed Scheme only)
Z4	Site A1 – Open Area (D061 – D070) (Baseline Scheme: on podium; Proposed Scheme: at-grade)

3.4 Assessed Parameters

3.4.1 According to the Technical Circular, Wind Velocity Ratio (VR) should be used as an indicator of wind performance for the AVA. It is defined as

$$VR = V_P / V_g$$

Where V_g is the wind velocity at the top of boundary layer (at 500m in this AVA) and V_P is the wind velocity at pedestrian level (2m above ground or slab).

Wind Direction-Weighted Average VR at Individual Test Point

- 3.4.2 In the assessment, the wind direction-weighted averaged VR at each individual test point has been calculated using the following equation:

$$\text{Average } VR_i = \frac{\sum_{\text{all adopted wind direction}} VR_{i,w} \times P_w}{\sum_{\text{all adopted wind direction}} P_w}$$

where

Average VR_{*i*} is the wind direction-weighted averaged VR at individual test point
VR_{*i,w*} is the VR at test point *i* and wind direction *w*.
P_{*w*} is the occurrence probability of wind direction *w*.

- 3.4.3 Please note that the adopted wind direction and their corresponding occurrence probabilities are different for the annual and summer conditions. In each scenario, there are two average VR values at each test point, one for the annual condition and another for the summer condition

Spatial Averaged VR

- 3.4.4 According to the Technical Circular, Site spatial average Velocity Ratio (SVR) and the Local spatial average velocity ratio (LVR) shall be used for quantifying the air ventilation performance of the Assessment Area. The SVR is calculated by taking the average of the VRs for the perimeter test points. On the other hand, the LVR is determined by averaging the VR for both the perimeter test points and the overall test points.
- 3.4.5 Spatial averaged VRs for the focus areas are used to quantify the effect of the Project to air ventilation of individual regions within the Assessment Area. The spatial averaged VRs for the focus areas are calculated by averaging the VRs of all the test points within each respective focus area.
- 3.4.6 In the assessment, the spatial average VRs have been calculated using the following equations:

$$SVR = \frac{\sum_{\text{all perimeter test points}} \text{Average } VR_i}{\text{Number of Perimeter test points}}$$

$$LVR = \frac{\sum_{\text{all perimeter and overall test points}} \text{Average } VR_i}{\text{Number of Perimeter \& Overall test points}}$$

$$\text{Spatial Averaged VR for Focus Area} = \frac{\sum_{\text{all test points in the focus area}} \text{Average } VR_i}{\text{Number of test points in the focus area}}$$

where

Average VR_{*i*} Is the wind direction-weighted averaged VR at individual test point
SVR Site spatial average Velocity Ratio
LVR Local spatial average Velocity Ratio

- 3.4.7 It should be noted that the VRs and the spatial average VRs should only be compared between the Baseline Scheme and the Proposed Scheme of the study which have applied identical setting for each parameter, and should not be directly compared with on-site measurement and/or wind tunnel experiment.

3.5 Studied Scenarios

- 3.5.1 Two scenarios have been considered in this study. The first scenario is the Baseline Scheme and the other is the Proposed Scheme as mentioned below. The results of the scenarios will be compared to draw the conclusion.
- 3.5.2 In both scenarios, all buildings in the surrounding area and the terrain are included. The terrain information of the surrounding is extracted from - Digital Terrain Model (DTM)⁸ of Hong Kong provided by Lands Department and illustrated in **Figure 3-6a**. The buildings included in the CFD (under Baseline Scheme) are illustrated in **Figure 3-6b**.
- 3.5.3 The difference between the two scenarios are the buildings within the Site, which are described in **Sections 1.5 to 1.6** and shown in **Figures 1-7 & 1-8**. The simplified 3D model of the development adopted in both scenarios are illustrated in **Figures 3-7a & 3-7b** for Baseline Scheme and Proposed Scheme, respectively.
- 3.5.4 Both scenarios share the identical boundary conditions and other modelling parameters to have a fair comparison focused on the design between the Proposed Scheme and Baseline Scheme only. The details models' setting will be explained in later paragraphs.

3.6 Computational Domain and Boundary Condition

- 3.6.1 The global domain size is 2800m (length) x 2800m (width) x 2000m (height) centred at 835690m (E), 820730m (N). The Terrain and buildings within the surrounding area have been included in the model. The distance between the side boundaries of the domain and the buildings are more than 5 times the adopted highest building. The Blockage ratio is less than 3% for all wind directions. **Figure 3-8** shows the computation domain of the Baseline Scheme as an example.
- 3.6.2 The computation domains have been discretized by triangle and tetrahedral meshes for 2D surfaces and 3D volumes, respectively. The 2D triangle meshes on the surface of buildings are mostly in the range of 0.6m – 6m. The 2D triangle meshes on the ground are mostly in the range of 0.6m – 20m. The 3D tetrahedral meshes with size of 0.6m - 100m are being used in the discretization of the computation domain. In order to resolve the near ground flow velocity, as the data sampling point is 2m above ground, 6 prism layers with a total thickness of 3.0m will be applied on the Ground and building surfaces (including flyover and foot bridge). The different in size of neighbourhood grids, also called grid expansion ratio, are less than 30% for the whole domain. Generally, smaller grids are placed near the building surfaces and ground in order to resolve the near surface flow properly. The 2D and 3D meshes of the model are illustrated in **Figures 3-9 & 3-10** respectively.

⁸ Lands Department - Digital Terrain Model (DTM) - <https://data.gov.hk/en-data/dataset/hk-landsd-openmap-5m-grid-dtm>

3.7 Model Setting

3.7.1 The Realisable k-epsilon model has been used in this study as it can provide better results than the standard k-epsilon model. Wall functions has been applied on the solid boundaries, i.e. ground and building facades, to account for the turbulence, generated by flow over surfaces.

3.7.2 SIMPLE algorithm has been adopted to handle the velocity-pressure coupling.

3.7.3 Convergence criterion of $<1.0E-4$ has been adopted to control when the iteration stops. The solution is also regarded as converged when the flows at the position of interest are constant or oscillate around a constant value.

3.7.4 A summary of the model setting can be found in **Table 3-3**.

Table 3-3 Summary of Model Settings

Software	Pre-processing	Ansys Fluent Mesh
	Processing	Ansys Fluent CFD
	Post- Processing (Contour Plot)	Ansys CFD-Post
Domain Size	2800m x 2800m x 2000m (Width x Length x Height)	
Assessment Area	1H (144m) from Site Boundary	
Surrounding Area	3H (432m) from Site Boundary	
Boundary Conditions	Inflow boundary	Velocity Inlet with velocity profiles as listed in Table 2-3
	Outflow Boundary	Pressure Outlet
	Ground and Building Surfaces	No Slip Condition with Wall Function
Grid Expansion Ratio [1]	$< 30\%$	
Blockage Ratio [1]	$< 3\%$	
Prismatic Layer [1]	6 prism layers with a total thickness of 3.0m (~0.5m each in average)	
Turbulence Model	Realisable k- ϵ turbulence model	
Solving Algorithms	SIMPLE algorithm for momentum and pressure coupling	
Convergence Criteria [1]	$< 1.0E-4$, or the flows at the position of interest are constant or oscillate around a constant value.	
Number of 3D Elements	~38 million (Baseline Scenario); ~44 million (Proposed Scenario)	

Note:

[1] According to Proceedings paper of 4th International Symposium on Computational Wind Engineering (CWE 2006) "Recommendations of the COST action C14 on the use of CFD in predicting pedestrian wind environment" by Jörg Franke, the followings item had been recommended:

- Blockage Ratio of below 3%;
- Maximum expansion ratio of 1.3;
- Prismatic cells should be used at the wall with tetrahedral cells away from the wall; &
- Residual of at least four orders of magnitude (i.e.: $< 1e-4$). In addition, if the flows at the position of interest are constant or oscillate around a constant value, the solution can be regarded as converged.

3.8 List of Models

3.8.1 The wind environment of the site has been discussed in **Section 2.3**. The top 80% wind directions for both annual and summer condition has been adopted in this study (**Table 2-1 & Table 2-2**). As most of the wind directions in annual and summer are overlapped, only 11 wind directions with two scenarios in total of 22 configurations have been conducted for this study (**Table 3-4**).

Table 3-4 List of Wind Conditions Included in the AVA Study

Wind Direction		Occurrence Probability (Annual)	Occurrence Probability (Summer)
NNE	22.5	6.0%	
NE	45	8.6%	
ENE	67.5	12.5%	
E	90	21.9%	9.0%
ESE	112.5	11.9%	10.1%
SE	135	5.7%	7.9%
SSE	157.5		7.5%
S	180	4.5%	9.5%
SSW	202.5	5.9%	12.7%
SW	225	6.5%	15.8%
WSW	247.5		9.6%
Total			
		<u>83.5%</u>	<u>82.1%</u>

4 ASSESSMENT RESULT

4.1 Model Results - Spatial Averaged Velocity Ratios

4.1.1 Two scenarios, namely Baseline and Proposed, have been conducted for the Baseline Scheme and Proposed Scheme, respectively. Each scenario includes 11 wind directions, as stated in **Table 3-4**, and was conducted based on the methodology mentioned in **Section 3**. **Table 4-1** presents a summary of the predicted spatially averaged Velocity Ratios (VRs) of the test points, including the average SVR for all perimeter test points (P Points) and the average LVR for all perimeter and overall test points (P & O Points). Additionally, **Table 4-2** & **Table 4-3** present the averaged VRs for each focus area for road and open area, respectively, as shown in **Figures 3-5a** & **3-5b**.

Table 4-1 Summary of Spatial Averaged Velocity Ratios – Overall

ID	Location	Baseline		Proposed	
		Annual	Summer	Annual	Summer
	Overall				
SVR	Site Air Ventilation Assessment (SVR) (All P Points)	0.09	0.06	0.13	0.09
SA1	SVR - Site A1 (P001 - P022)	0.11	0.08	0.16	0.11
SA2	SVR - Site A2 (P023 - P028)	0.06	0.03	0.08	0.04
SA3	SVR - Site A3 (P029 - P033)	0.06	0.06	0.08	0.05
SA4	SVR - Site A4 (P034 - P037)	0.10	0.05	0.08	0.06
SA5	SVR - Site A5 (P038 - P043)	0.07	0.05	0.05	0.04
SB	SVR - Site B (P044 - P115)	0.08	0.06	0.14	0.10
LVR	Local Air Ventilation Assessment (LVR) (All P & O Points)	0.10	0.07	0.13	0.10

Spatial Averaged Velocity Ratios
Increase – Cell coloured in Green
Decrease – Cell coloured in Orange

Table 4-2 Summary of Spatial Averaged Velocity Ratios – Road Sections

ID	Location	Baseline		Proposed	
		Annual	Summer	Annual	Summer
	Road Section				
R1	Boundary Street (O001 – O028)	0.13	0.08	0.14	0.09
R2	Prince Edward Road West (O029 – O076)	0.11	0.09	0.12	0.10
R3	Tai Hang Tung Road (O077 – O086)	0.07	0.06	0.12	0.12
R4	Tat Chee Avenue (O087 – O091)	0.08	0.06	0.07	0.08
R5	Embankment Road (O092 – O097)	0.08	0.05	0.08	0.06
R6	Sai Yee Street (From Boundary Street to Prince Edward Road West) (O098 – O107)	0.10	0.08	0.15	0.10
R7	Flower Market Road and Yuen Po Street (O108 – O122)	0.07	0.05	0.10	0.07
R8	Yuen Ngai Street (O123 – O125)	0.08	0.05	0.11	0.06
R9	Sai Yee Street (From Prince Edward Road West to the South) (O126 – O130)	0.12	0.13	0.11	0.13
R10	Fa Yuen Street (O131 – O145)	0.10	0.08	0.10	0.09
R11	Tung Choi Street (From Boundary Street to Prince Edward Road West) (O146 – O155)	0.13	0.07	0.11	0.06
R12	Playing Field Road (O156 – O163)	0.10	0.06	0.14	0.09
R13	Sai Yeung Choi Street North (O164 – O165)	0.09	0.06	0.10	0.07
R14	Sai Yeung Choi Street South (O166 – O168)	0.12	0.08	0.12	0.09
R15	Tung Choi Street (From Prince Edward Road West to the South) (O169 – O173)	0.08	0.08	0.08	0.09
R16	Nullah Road (O174 – O181)	0.07	0.08	0.07	0.08

Spatial Averaged Velocity Ratios
Increase – Cell coloured in Green
Decrease – Cell coloured in Orange

Table 4-3 Summary of Spatial Averaged Velocity Ratios – Open Areas

ID	Location	Baseline		Proposed	
		Annual	Summer	Annual	Summer
	Open Area				
A1	Yau Yat Chuen School (O182 – O183)	0.04	0.04	0.05	0.06
A2	Fa Hui Park (O184 – O189)	0.11	0.07	0.11	0.09
A3	Chan's Creative School (O190 – O193)	0.06	0.05	0.08	0.08
A4	Tai Hang Tung Recreation Ground & Tai Hang Tung Sitting-Out Area (O167 – O225)	0.09	0.08	0.15	0.12
A5	Police Sports and Recreation Club (O226 – O241)	0.14	0.10	0.15	0.09
A6	Mong Kok Stadium (O242 – O271)	0.09	0.05	0.10	0.07
A7	Queen Elizabeth School (O272 – O277)	0.04	0.03	0.03	0.03
A8	Prince Edward Road/Nullah Road Garden (O278 – O281)	0.09	0.08	0.12	0.09
A9	The Church of Christ in China Heep Woh Primary School (O282 – O285)	0.06	0.04	0.05	0.03
A10	Yuen Po Street Bird Garden (O286 – O293)	0.13	0.07	0.13	0.07
A11	Diocesan Boys' School (O294 – O302)	0.06	0.06	0.06	0.07

Open Area within the Site		Annual	Summer	Annual	Summer
Z1	Site B – Open Space (D001 – D044)	0.07	0.06	0.17	0.13
Z2	Site B – Decked Open Area (D045 – D055)	0.10	0.07	0.16	0.12
Z3	Site B – Decked Walkway (D056 – D060)	--	--	0.12	0.12
Z4	Site A1 – Open Area (D061 – D070) (Baseline Scheme: on podium; Proposed Scheme: at-grade)	0.14	0.11	0.20	0.12

Spatial Averaged Velocity Ratios

Increase – Cell coloured in Green

Decrease – Cell coloured in Orange

4.1.2 The detailed simulated Velocity Ratios (VRs) at individual test points can be found in **Appendix 4-1**, along with bar charts comparing the two scenarios. The contours and vectors of VRs at 2m above ground level are illustrated in **Figures 4-1a to 4-1k** and **Figures 4-2a to 4-2k**, respectively, for the Assessment Area and the full extent of the domain. For Podium and Roof of Surrounding Buildings, the contours and vectors of VRs at 2m above slab level are illustrated in **Figures 4-4a to 4-4k**. Additionally, the contours of the annual and summer weighted averaged VRs at 2m above ground level are illustrated in **Figures 4-3a and 4-3b**, respectively. Similarly, the contours of the annual and summer weighted averaged VRs at 2m above slab level of Podium and Roof of Surrounding Buildings are illustrated in **Figures 4-5a and 4-5b**, respectively

4.2 Overall Spatial and Wind Directions Averaged VRs

4.2.1 The SVRs and LVRs are used in this study to quantify the change in air ventilation performance of the sites and the local area. It is important to note that the SVR and LVR values used in this study are only valid for comparing different schemes within this study and are not applicable for comparing with other studies.

4.2.2 The SVRs and LVRs are better under the annual condition compared to the summer average. This is because most of the open areas in the vicinity are located to the north and north-east of the Scheme, such as Tai Hang Tung Recreation Ground and Fa Hui Park, which favour the prevailing wind direction under annual condition.

4.2.3 The overall SVRs for the Baseline Scheme and Proposed Scheme are 0.09 and 0.13, respectively, under annual wind condition. During the summer, the SVRs are 0.06 and 0.09 for the Baseline Scheme and Proposed Scheme, respectively. The Proposed Scheme shows better SVRs compared to the Baseline Scheme, with improvements of 0.04 and 0.03 for annual and summer conditions, respectively.

4.2.4 Although general improvements are found along the site boundaries, when looking into individual sites, local reductions in Velocity Ratios (VRs) can be identified. For Site A3, a slight reduction of SVR (0.01) is anticipated under summer condition. For Site A4, a slight reduction of SVR (0.02) is anticipated under annual condition. For Site A5, reductions of SVR are anticipated under both annual condition (0.02) and summer condition (0.01).

4.2.5 For Site A3 (SA3), the site is designed as an open space under the Proposed Scheme. The slight reduction of SVR could be induced by the sharp deceleration along the back alley due to the wider space, which can be found at 180 deg to 247.5 deg (**Figures 4-1h to 4-1k**).

4.2.6 For Sites A4 (SA4) and A5 (SA5), similar to Site A3, the flow is expected to decelerate due to the wider space. Moreover, the winds flows are generally forced to pass through the back alley in the Baseline Scheme resulting in higher wind speed within the back alley in general.

Under the Proposed Scheme, the air can escape from the back alley to Flower Market Road through the opening provided by Site A4 which will change the flow speed and direction along the back alley. The reduction of flow speed along the back alley near Sites A4 & A5 can be found at 67.5 deg to 112.5 deg (**Figures 4-1c to 4-1e**).

- 4.2.7 Although the VRs have been reduced due to the wider air pathways, the amount of airflow through the Flower Market Road and back alley shall not be reduced. The evidence is that the averaged VRs of Flower Market Road and Yuen Ngai Street (R7 and R8; **Table 4-2**) have increased in the Proposed Scheme, indicating that the overall ventilation performance near Sites A3 to A5 is not adversely affected.
- 4.2.8 The LVRs for the Baseline Scheme and Proposed Scheme are 0.10 and 0.13, respectively, under annual wind condition. During summer, the LVRs are 0.07 and 0.10 for the Baseline Scheme and Proposed Scheme, respectively. The LVRs of the Proposed Scheme are better than those of the Baseline Scheme, with improvements of 0.03 for both annual and summer conditions.
- 4.2.9 The increase in SVR and LVR under the Proposed Scheme suggests that the current notional design's incorporation of air ventilation considerations is effective in general.

4.3 Effectiveness of the Design Consideration

- 4.3.1 In general, bulky structures tend to block the flow of wind and generate a low wind speed flow recirculation region (wake) on the leeward side of the façade. The proposed design features listed in **Section 1.5.2** play a significant role in mitigating the potential adverse ventilation impact and further improving the air ventilation in general. The design elements that contribute to the observed flow patterns are briefly explained in the following sections.

Air Pathways Provided by Site B

- 4.3.2 The podia and other structures of Site B in the Proposed Scheme guide the wind along the provided air pathways, preventing the wind from freely flowing into the undesired areas, as well as reduce the generation of stagnations or wakes in general.

Waterway Park

- 4.3.3 When the prevailing wind is aligned with the orientation of the Waterway Park (i.e. under wind directions 45 deg & 225 deg), the prevailing wind can penetrate the core region of Site B and reach the downstream area (**Figures 4-1b & 4-1j**). When the prevailing wind is not aligned with the orientation of the Waterway Park, e.g. under wind directions 112.5 deg & 135 deg (**Figures 4-1e & 4-1f**), the adjoining building structures will guide the at-grade wind flow, including the downwash wind, to flow along the Waterway Park.
- 4.3.4 As the south-west exit of Waterway Park is connected to junction of major roads, the provision of the guided air pathway along the Waterway Park not only maintains the downstream air ventilation under aligned prevailing wind, but also improve the downstream ventilation under non-aligned prevailing wind in general.

Building Separation

- 4.3.5 A 15m building separation between the residential tower(s) and the hotel/office tower will be maintained as according to SBD Guidelines to allow penetration of wind flow. The results shown that the building separation allows the flow to reach the downstream area under

southerly wind in general (i.e. under wind directions from 157.5 deg to 202.5 deg; **Figures 4-1g to 4-1i**).

Setback of Site A1

- 4.3.6 The setback of Site A1 in the Proposed Scheme allows for increased airflow from Site B to reach Nullah Road under wind directions ranging from 45 deg to 90 deg (**Figures 4-1b to 4-1d**). Similarly, it permits more airflow from Nullah Road to reach Site B under wind directions of 202.5 deg and 225 deg (**Figures 4-1i and 4-1j**).

Open Area Provided by Sites A2 – A5

- 4.3.7 The open spaces provided are not expected to adversely affect the air ventilation in the surrounding. The evidence is that the averaged VRs of Flower Market Road and Yuen Ngai Street (R7 and R8; **Table 4-2**) have increased in the Proposed Scheme, indicating that the overall ventilation performance near Sites A2 to A5 is not adversely affected.

Downwash Wind of Site B

- 4.3.8 The flow pattern around the proposed development suggests the presence of downwash wind near the windward facades of the high-rise towers. More specifically, the ventilation in the vicinity of the southeast facades of the residential towers is predominantly influenced by downwash wind when wind directions range from 135 deg to 180 deg (as shown in **Figures 4-1f to 4-1h**). This downwash wind contributes to improved airflow and air quality, thus enhancing ventilation in Site B and the surrounding areas.
- 4.3.9 Furthermore, downwash wind is also observed on the lower podium (western portion) of Site B under wind directions ranging from 202.5 deg to 247.5 deg (**Figures 4-4i to 4-4k**). This downwash wind in turn leads to increased ground-level wind in the northeast area (**Figures 4-1i to 4-1k**).
- 4.3.10 Considering that Site B is surrounded by existing development in east, south and west direction. The wind availability of Site B and its downstream area shall be poor under certain wind directions. In those case, the downwash wind plays an important role in bring in air flow from mid-air to the ground level and improve the air ventilation.

4.4 Directional Analysis

- 4.4.1 The overall spatial and wind directions averaged VRs have been presented in **Section 4.2**, and it is concluded that the Proposed Scheme will induce a general improvement in overall SVR and LVR for both annual and summer conditions.
- 4.4.2 This section presents the air ventilation performance under different wind directions and explores the relationship between the design features of the Proposed Scheme.
- 4.4.3 The focus is primarily on Site B and the south-east corner of Site A1 because significant changes in flow patterns or speeds have been observed under different wind directions within the Sites A1 & B. Additionally, all significant changes in spatially averaged VRs are attributed to the promoted south-north air movement under easterly winds of Site B, the alignment and smoothness of air pathways for north-easterly & south-westerly winds at Sites A1 & B, as well as the downwash wind in Site B.

NNE (22.5 deg) wind direction (Figure 4-1a)

- 4.4.4 In the Baseline Scheme, the prevailing wind from the open space to the north of Site B can reach the core of Site B without much resistance and then leave Site B via Yuen Ngai Street and Sai Yee Street to the south. However, due to the orientation of the street block, the flow leaving via Sai Yee Street can either go straight or sharply turn to the west, which is not aligned with the prevailing wind direction.
- 4.4.5 In the Proposed Scheme, some of the prevailing wind from the open space north of Site B has been diverted to the west, and the remaining flow can reach the core of Site B through the building separation. The aligned air pathways, along with the flow being brought down by the towers, result in improved flow speeds within Site B. The air within Site B also exits the site via Yuen Ngai Street and Sai Yee Street to the south. As the podium of Site A1 is setback at its southeast corner, the flow escaping Site B via the Sai Yee Street junction experiences less resistance and reaches the downstream Nullah Road, which is more aligned with the prevailing wind direction.
- 4.4.6 Although the air ventilation in the downstream region is improved in general, reductions in ventilation performance in local downstream areas are observed. Firstly, the podium structure of Site B reduces the wind from entering Playing Field Road via its intersection with Sai Yee Street, resulting in lower flow speed along Playing Field Road. Secondly, while the aligned air pathway provided by the podium structures of Site B and the setback of Site A1 allows more flow to reach the downstream of Nullah Road, significantly less wind flow can reach the downstream of the non-aligned Prince Edward Road West and Sai Yee Street.

NE (45 deg) wind direction (Figure 4-1b)

- 4.4.7 In the Baseline Scheme, the prevailing wind from the open space to the north of Site B can reach the core of Site B without much resistance and then leave Site B via Yuen Ngai Street and Sai Yee Street to the south. The podium of Site A1 forces the flow that leaves via Sai Yee Street to sharply turn west.
- 4.4.8 In the Proposed Scheme, similar to the 22.5 deg wind direction, some of the prevailing wind from the open space north of Site B has been diverted to the west, and the remaining flow can reach the core of Site B through the building separation. The aligned air pathways, along with the flow being brought down by the towers, result in improved flow speeds within Site B. More air within Site B will exit to the south via Sai Yee Street. As the podium of Site A1 is setback at its southeast corner, the flow escaping Site B via the Sai Yee Street junction experiences less resistance and reaches the downstream Nullah Road, which is more aligned with the prevailing wind direction.
- 4.4.9 Similar to the case of 22.5 deg wind direction, the flow entering Playing Field Road via the junction of Sai Yee Street has been reduced, resulting in lower flow speed along Playing Field Road and its branch such as the Fa Yuen Street Section in the south.
- 4.4.10 Another noticeable reduction in flow speed is identified at the downstream of the non-aligned Prince Edward Road West, but to a lesser extent compared to the case of the 22.5 deg wind direction. On the other hand, for the downstream area of the non-aligned Sai Yee Street, increased flow speed and a pattern of downwash wind is observed.
- 4.4.11 As a result of the increased flow escape at Site B via the Sai Yee Street junction, the flow speed along Yuen Ngai Street (R8) decreases. However, this has the effect of eliminating the

recirculation of relatively low-speed flow along the nearby section of Prince Edward Road West.

ENE (67.5 deg) wind direction (Figure 4-1c)

- 4.4.12 In the Baseline Scheme, the flow within Site B is not guided and eventually hits the walls that are perpendicular to the flow direction, resulting in sharp changes in flow directions and speed.
- 4.4.13 In the Proposed Scheme, the flow within Site B is smoother due to the guidance of aligned air pathways. Additionally, some of the wind has been brought down by the towers, resulting in higher flow speeds within Site B as well as along Boundary Street (R1), Prince Edward Road West (R2), and Playing Field Road (R12) sections in the downstream.
- 4.4.14 With the increased flow speed along the downstream sections of Prince Edward Road West and Playing Field Road, the flow pattern in the adjoining areas is also affected. Particularly, higher flow speeds have been observed in the southeast portion of the Mong Kok Police Station.

E (90 deg) wind direction (Figure 4-1d)

- 4.4.15 In the Baseline Scheme, the majority of the prevailing wind only pass through the northern portion of Site B before escaping to Boundary Street and Playing Field Road. The flow in the core region and the southern portion of Site B is generally slow because it is located in the shadowed region of the stands of Mong Kok Stadium.
- 4.4.16 In the Proposed Scheme, the airflow has been guided by the proposed air pathways, promoting south-north air movement. This allows the flow to penetrate Site B and reach the air pathways (i.e. roads) in the downstream more easily, resulting in overall better ventilation in downstream regions. The downwash wind should also play some role in the increase flow for the in the ground level. It should be noted that there would be a slight reduction of wind speed along Boundary Street close to the podia of the proposed development.

ESE (112.5 deg) wind direction (Figure 4-1e)

- 4.4.17 Under 112.5 deg wind, the ground-level flow is not effectively penetrating Site B for both Schemes. The key difference between the two Schemes is the increased flow speed within Site B due to the downwash wind being brought down by the high-rise structures in the Proposed Scheme, resulting in ground level flow escaping the Site B in openings of each direction.
- 4.4.18 However, the increased flow speed also leads to the generation of a low-speed flow recirculation at the area immediately north of the podium of Site B; the area immediately north of the ramp up of the Boundary Street Flyover; the core region of the Mong Kok Stadium; and the eastern portion of Mong Kok Police Station.

SE (135 deg) wind direction (Figure 4-1f)

- 4.4.19 Under 135-degree wind, most of the ground level flow entering the Site B via the intersection of Sai Yee Street and Prince Edward Road West in both Schemes.
- 4.4.20 The key difference between the two Schemes is the setback at Site A1 allows more flow entering the Site at-grade and the downwash wind due to the high-rise structures of Site B in the Proposed Scheme.

4.4.21 However, the increased flow speed also leads to the generation of a low-speed flow recirculation at the areas immediately north of the podium of Site B; and the core region of the Mong Kok Stadium.

SSE (157.5 deg) wind direction (Figure 4-1g)

4.4.22 Under 157.5 deg wind, there is little airflow entering Site B at ground level due to the presence of surrounding buildings.

4.4.23 In the Baseline Scheme, the ground level flow of Site B relies on upstream flow via Sai Yee Street and Yuen Ngai Street. As the southern portion of Site B falls into the wake region created by the rows of buildings along Flower Market Road, below averaged ventilation within Site B is observed.

4.4.24 In the Proposed Scheme, despite no change of the upstream condition, the high-rise structures within Site B play a crucial role to create downwash wind and thus bring the air from higher elevations down to the ground level, improving the ventilation not only within Site B but also in the surrounding region. The disposition of the high-rise towers at Site B enhance the overall ventilation and creates a more favorable airflow pattern in and around Site B. It should be noted that the downwash wind at the Proposed Scheme dominate the ground level wind in Site B, countering the upstream flow at-grade from the Sai Yee Street and Yuen Ngai Street.

4.4.25 Under this wind direction, the podium of Site B reduces the wind speed along its downstream areas, including the western portion of Tai Hang Tung Recreation Ground (A4). However, it should be noted that the Eastern portion of Tai Hang Tung Recreation Ground (A4) is benefited by the air pathways of Site B leading to net increase in spatial averaged VRs under 157.5 deg wind.

4.4.26 On the other hand, Police Sports and Recreation Club (A5) is expected to experience net decrease in spatial averaged VRs under 157.5 deg wind.

S (180 deg) wind direction (Figure 4-1h)

4.4.27 Under 180 deg wind, there is little airflow entering Site B at ground level due to the presence of surrounding buildings.

4.4.28 In the Baseline Scheme, similar to the case of 157.5 deg wind, the ground level flow of Site B relies on upstream flow via Sai Yee Street and Yuen Ngai Street. As the southern portion of Site B falls into the wake region created by the rows of buildings along Flower Market Road, poor ventilation within Site B is observed.

4.4.29 In the Proposed Scheme, similar to the case of 157.5 deg wind, the downwash wind improves the ventilation within Site B and the surrounding region. The downwash wind at the Proposed Scheme also dominates the ground level wind in Site B, countering the upstream flow at-grade from the Sai Yee Street and Yuen Ngai Street similar to the case of 157.5 deg wind.

4.4.30 Under this wind direction, the podium of Site B reduces the wind speed along its downstream areas, but to a lesser extent compared to the case of the 157.5 deg wind direction.

SSW (202.5 deg) wind direction (Figure 4-1i)

- 4.4.31 Under 202.5 deg wind, most of the ground level flow enters Site B via the intersection of Sai Yee Street at Prince Edward Road West, Playing Field Road and Boundary Street in both Schemes.
- 4.4.32 In the Baseline Scheme, wakes are expected to form in Site B. This stagnant airflow can negatively impact ventilation within Site B and the downstream area.
- 4.4.33 In the Proposed Scheme, the proposed developments in Sites A1 and B play a crucial role in improving the ventilation in Site B and the downstream area. Firstly, the setback of Site A1 allow more flow on ground level to enter the Site at the south-east corner. Then the guided air pathway in Site B aligned the flow within Site B to avoid the formation of slow speed recirculation. Lastly, the downwash wind generated, that not only by the towers but also the podium of Site B, largely increases the wind availability of the Site and downstream area. As a result, the Proposed Scheme improves ventilation and minimizes stagnation issues that are present in the Baseline Scheme. The guided airflow helps to maintain a more consistent and efficient air movement throughout the site.
- 4.4.34 Since the amount of upstream ground level flow is the same in both Scheme, more flow entering the Site B will lead to less flow entering the non-aligned road sections, i.e. reduction of flow speed at Sai Yee Street Section (R6) and Fa Yuen Street to the north of Prince Edward Road West (R10).

SW (225 deg) wind direction (Figure 4-1j)

- 4.4.35 Similar to the case of 202.5 deg wind, under 225 deg wind, most of the ground level flow enters Site B via the intersection of Sai Yee Street at Prince Edward Road West, Playing Field Road and Boundary Street in both Schemes.
- 4.4.36 In the Baseline Scheme, wakes are expected to form in Site B. This stagnant airflow can negatively impact ventilation within Site B and the downstream area.
- 4.4.37 In the Proposed Scheme, the setback of Site A1 allow more flow on ground level to enter the Site at the south-east corner. However, recirculation is expected between the podia of Site B and the effect of downwash is not significant within Site B. On the other hand, strong downwash wind is identified at the lower podium (of ~21mPD; **Figure 4-4j**) of Site B that in turn increasing the flow speed at ground level in the north of the podium. Therefore, the ventilation performance within Site B is similar to that of the Baseline Scheme while the downstream area has been improved.

WSW (247.5 deg) wind direction (Figure 4-1k)

- 4.4.38 In the Baseline Scheme, the majority of ground-level flow enters Site B through Playing Field Road. This creates the formation of slow-speed recirculation within Site B, which has a negative impact on ventilation within the site and the downstream area.
- 4.4.39 In the Proposed Scheme, recirculation is expected to occur between the podia of Site B. However, it is important to note that a strong downwash wind is identified at the lower podium (~21mPD; **Figure 4-4k**) of Site B. This downwash wind, in turn, increases the flow speed at ground level both to the south and north of the podium. As a result, the ventilation performance within Site B and the downstream area has been improved.

4.4.40 It should be noted that under a 247.5 deg wind direction, there is a significant decrease in the flow entering Site B and the Sai Yee Street Section (R6) through its junction at Prince Edward Road West. Consequently, an increased flow rate has been identified along the section of Prince Edward Road West downstream of Site A1.

4.5 Localised Spatial and Wind Directions Averaged VRs (Road Section)

General

4.5.1 In general, the spatially averaged VRs for the roads are mostly either improved or remain unchanged. Road sections showing noticeable improvement are Tai Hang Tung Road (R3) and Playing Field Road (R12) under both annual and summer conditions. Another road sections with noticeable improvement are Sai Yee Street - from Boundary Street to Prince Edward Road West (R6), Flower Market Road and Yuen Po Street (R7) as well as Yuen Ngai Street (R8) under annual condition.

4.5.2 The exceptions are Tat Chee Avenue (R4), Sai Yee Street (From Prince Edward Road West to the South) (R9) and Tung Choi Street Section (R11). The spatially averaged VRs for Tat Chee Avenue (R4) and Sai Yee Street Section (R9) are expected to be slightly reduced by 0.01 under annual condition. The spatially averaged VRs for Tung Choi Street Section (R11) is expected to be slightly reduced by 0.02 and 0.01 under annual and summer conditions, respectively.

Tai Hang Tung Road (R3)

4.5.3 For Tai Hang Tung Road (R3), the most noticeable improvements are identified under 90 deg and around 180 deg winds.

4.5.4 As stated in **Section 4.4.15**, under 90 deg wind in the Baseline Scheme (**Figure 4-1d**), the primary cluster of wind within and around northern portion of Site B flows parallelly from east to west, with little south-north airflow. As a result, the southern portion of Site B and the area immediately west of Yau Yat Chuen School form a wake (low air flow re-circulation zone), leading to stagnation.

4.5.5 In the Proposed Scheme, the proposed podia at Site B and setback of Site A1 guide the airflow along the air pathways. With the increased ground level wind due to the downwash wind contributed by the high-rise towers, the south-north air movement has been enhanced and fewer stagnations are observed. Consequently, more airflow from Boundary Street is expected to enter Tai Hang Tung Road, leading to higher VR under annual conditions.

4.5.6 Under 180 deg wind (**Figure 4-1h**), under the Baseline Scheme, a large wake is expected to form at Site B, resulting in stagnation downstream of Site B. In the Proposed Scheme, similar to the 90-degree wind scenario, the proposed podia in Sites A1 and B guide the airflow to the along the air pathways to the north, and the high-rise structures in Site B bring the downwash wind from higher elevation, resulting more air flow within Site B and its downstream area. Similar situations are also found at 202.5 degrees (**Figure 4-1i**). As a result, more airflow can reach Site B and Tai Hang Tung Road under summer conditions.

Playing Field Road (R12)

4.5.7 For Playing Field Road (R12), the most noticeable improvements are identified under 112.5 deg wind.

4.5.8 Under 112.5 deg wind, under Baseline Scheme, only a little amount of wind can reach the core of the Site B thus less wind can reach Playing Field Road at downstream location. In the Proposed Scheme, significant amount of air flow at the core of Site B has been generated by the downwash wind due to the design of the podium and disposition of the towers. As a result, much more wind flow can reach the Playing Field Road at downstream location improving the ventilation there under both annual and summer conditions.

Sai Yee Street Section (R6) and Yuen Ngai Street (R8)

4.5.9 For both Sai Yee Street Section (R6) and Yuen Ngai Street (R8), the most noticeable improvement is identified under 90 deg wind.

4.5.10 As stated in **Section 4.4.15**, under the Baseline Scheme for 90 deg wind (**Figure 4-1d**), it is expected that most of the wind within and around northern portion of Site B flows parallelly from east to west, with little south-north airflow. Since both Sai Yee Street Section and Yuen Ngai Street are oriented in the south-north direction, its ventilation performance is poor under the Baseline Scheme during 90 deg wind. In the Proposed Scheme, the south-north air movement has been promoted not only within Site B but also in the surrounding area, together with the downwash wind at the core of Site B, resulting in better ventilation to the surrounding south-north orientated road under annual conditions.

Flower Market Road (R7)

4.5.11 For Flower Market Road (R7), the most noticeable improvement is identified under 67.5 deg wind.

4.5.12 Under 67.5 deg wind (**Figure 4-1c**), there are stagnations and wake areas along the western portion of Flower Market Road under the Baseline Scheme. With the proposed development of Site B, the re-circulation region has been limited to the area shaded by the proposed one-storey retail block of Site B. The stagnations and wake areas along the western portion of Flower Market Road have been eliminated by the guided air pathways of the Proposed Scheme in Site B and setback of Site A1, resulting in better ventilation at the western portion of Flower Market Road under annual condition.

Tat Chee Avenue (R4)

4.5.13 For Tat Chee Avenue (R4), reductions of VRs are identified under 22.5 deg to 90 deg wind.

4.5.14 Under 22.5 deg wind (**Figures 4-1a & 4-1b**), the most noticeable different in the Proposed Scheme is the downwash wind due to the hotel/office tower. Under those wind directions, the downwash wind of the hotel/office tower are blowing north-easterly at-grade countering the flow exiting Tat Chee Avenue.

4.5.15 Under 67.5 deg and 90 deg wind (**Figures 4-1c & 4-1d**), besides the downwash wind, the promotion of north going wind along southern portion of Tai Hang Tung Road in Proposed Scheme is also countering the flow exiting Tat Chee Avenue.

Sai Yee Street (From Prince Edward Road West to the South) (R9)

4.5.16 For the Sai Yee Street Section (R9), the most noticeable reduction of VRs is identified under 22.5 deg wind.

4.5.17 Under the Baseline Scheme, it is noticed that the at-grade flow escaping the south-west corner of Site B are flowed into the Prince Edward Road West and the Sai Yee Street Section

(R9). In the Proposed Scheme, with the podium setback of Site A1, the flow escaping the Site B are mostly guided to the Nullah Road instead of the non-aligned Sai Yee Street Section (R9).

Tung Choi Street Section (R11)

4.5.18 For Tung Choi Street Section (R11), the most noticeable reduction of VRs is identified under 90 deg.

4.5.19 Under 90 deg wind (**Figure 4-1d**), there are at-grade flow flowing along the Tung Choi Street Section (R11) in north to south direction under the Baseline Scheme. Under the Proposed Scheme, with the increase flow along Playing Field Road, the flow along Tung Choi Street Section (R11) has been disturbed resulting in slower flow speed particularly in the immediately south of the Playing Field Road junction.

4.6 Localised Spatial and Wind Directions Averaged VRs (Open Area)

General

4.6.1 In general, the spatially averaged VRs for the Open Areas are either improved or remain unchanged under both annual and summer conditions. The Open Areas with noticeable improvement are Chan's Creative School (A3) under summer conditions, and Tai Hang Tung Recreation Ground & Tai Hang Tung Sitting-Out Area (A4) as well as Site B (Z1) under both annual and summer conditions.

4.6.2 The exceptions are Police Sports and Recreation Club (A5), Queen Elizabeth School (A7) and The Church of Christ in China Heep Woh Primary School (A9).

4.6.3 The spatially averaged VRs for Police Sports and Recreation Club (A5) is expected to slightly reduced by 0.01 under summer condition. The spatially averaged VRs for Queen Elizabeth School (A7) is expected to slightly reduced by 0.01 under annual condition. The spatially averaged VRs for The Church of Christ in China Heep Woh Primary School (A9) is expected to be slightly reduced by 0.01 under both annual and summer conditions.

Chan's Creative School (A3)

4.6.4 For Chan's Creative School (A3), the most noticeable improvements are identified under 157.5 deg to 202.5 deg winds.

4.6.5 As stated in **Sections 4.3, 4.4.24, 4.4.29 & 4.4.33**, in the Proposed Scheme, the proposed podia in Sites A1 and B guide the airflow along the air pathways, and the high-rise towers bring the downwash wind from higher elevation, resulting in higher flow speed in the downstream area under southerly winds (**Figures 4-1g to 4-1i**). Therefore, more airflow can reach and penetrate Site B and reach Chan's Creative School under the Proposed Scheme for summer conditions.

Tai Hang Tung Recreation Ground & Tai Hang Tung Sitting-Out Area (A4)

4.6.6 For Tai Hang Tung Recreation Ground & Tai Hang Tung Sitting-Out Area (A4), the most noticeable improvements are identified under 90 deg and around 202.5 deg winds.

4.6.7 Similar to the case of Tai Hang Tung Road (R3; **Section 4.5.4**), under the Baseline Scheme for 90 deg wind (**Figure 4-1d**), it is expected that most of the wind within and around Site B flows parallelly from east to west, with little south-north airflow. As a result, not much

airflow along Boundary Street enters Tai Hang Tung Recreation Ground, and the ventilation of the Tai Hang Tung Recreation Ground relies on building gaps and the road surface in the east, which is not aligned with the prevailing wind (90 deg). In the Proposed Scheme, the south-north airflow has been promoted not only within Site B but also in the surrounding area, resulting in more airflow from Boundary Street to Tai Hang Tung Recreation Ground and better ventilation under annual conditions.

- 4.6.8 As stated in **Section 4.4.32**, under the Baseline Scheme, a large wake is expected to form at Site B, resulting in stagnations downstream of Site B for 202.5 deg wind. This leads to low wind speeds in the nearby downstream region of Site B in general, including Tai Hang Tung Recreation Ground. In the Proposed Scheme, the proposed developments in Sites A1 and B guide the airflow along the air pathways, and bring the downwash wind from higher elevation (please refer to **Section 4.3.9**), resulting in fewer locations with low-speed flow re-circulation in the downstream area under 202.5 deg wind (**Figures 4-1i**). Therefore, more airflow can reach Tai Hang Tung Recreation Ground under the Proposed Scheme under summer conditions.

Site B

- 4.6.9 Under the current notional design, the open space at Site B (Z1) and the decked open spaced in Site B (Z2) are expected to experience a significant increase in VRs under both annual and summer conditions.
- 4.6.10 In the Baseline Scheme, the Site B is surrounded by existing development in east, south and west direction. Without high-rise structure(s) to bring the downwash wind and/or guided air pathways, the core and southern portion of Site B is expected to experience poor ventilation under most wind directions, despite being an open area.
- 4.6.11 In the Proposed Scheme, with enhancement features including the Waterway Park of about 20m in width and the 15m building separation at Site B, the wind flow within Site B has been guided along with the aligned opening at the southeast corner of Site A1 facilitated by the proposed podium setback at Site A1, therefore, it is anticipated that a higher wind speed shall passing through the open area of Site B under major prevailing wind directions. Additionally, the proposed structures within Site B are expected to bring downwash wind from the mid-air down to ground level, further increasing ventilation near the buildings. In the Proposed Scheme, areas with low-speed flow re-circulations are significantly reduced. These areas (areas with low-speed flow re-circulations) are only identified between the Podium (western portion) and the one-storey retail block under 22.5 deg and 45 deg winds (**Figures 4-1a & 4-1b**), and between the two Podia under 225 deg and 247.5 winds (**Figures 4-1j & 4-1k**). In overall, the Proposed Scheme demonstrates a significant improvement in ventilation performance at Site B, which will add comfort to the proposed Waterway Park and its surroundings.

Site A1 (Z4)

- 4.6.12 Firstly, it should be noted that the VRs at Z4 in both Schemes are not comparable as they are taken as different elevation. Instead, they are better to be compared with the average of the assessment area (i.e., LVR). In both Schemes, the VRs of Z4 are better than that of the corresponding LVR, showing the ventilation at the open area of Site A1 is better than the average of the area.

Police Sports and Recreation Club (A5)

- 4.6.13 For Police Sports and Recreation Club (A5), reductions of VRs are identified under 112.5 & 157.5 deg wind direction.
- 4.6.14 Under both 112.5 and 157.5 deg wind directions, flow recirculation is observed in the north and north-west of Site B, which in turn leads to lower spatially averaged VR in the Police Sports and Recreation Club (A5). As explained in **Sections 4.4.17-4.4.18**, this low-speed flow recirculation is likely caused by the increased flow speed along the building separation of Site B.
- 4.6.15 On the other hand, significant improvement is observed for the 67.5 deg wind direction (for annual conditions only) and the 90 deg wind direction (for both annual and summer conditions). Resulting in a net improvement in spatial averaged VR under annual conditions and a slight reduction under summer conditions.

Queen Elizabeth School (A7)

- 4.6.16 For Queen Elizabeth School (A7), reductions of VRs are identified under 45 deg wind direction.
- 4.6.17 Under the 45-degree wind direction, as compared with the Baseline Scheme, the flow along the road section of Prince Edward Road West to the north of the school in the Proposed Scheme is smoother. This alters the flow pattern within the school's grounds, resulting in a minor reduction in the spatially averaged VR.

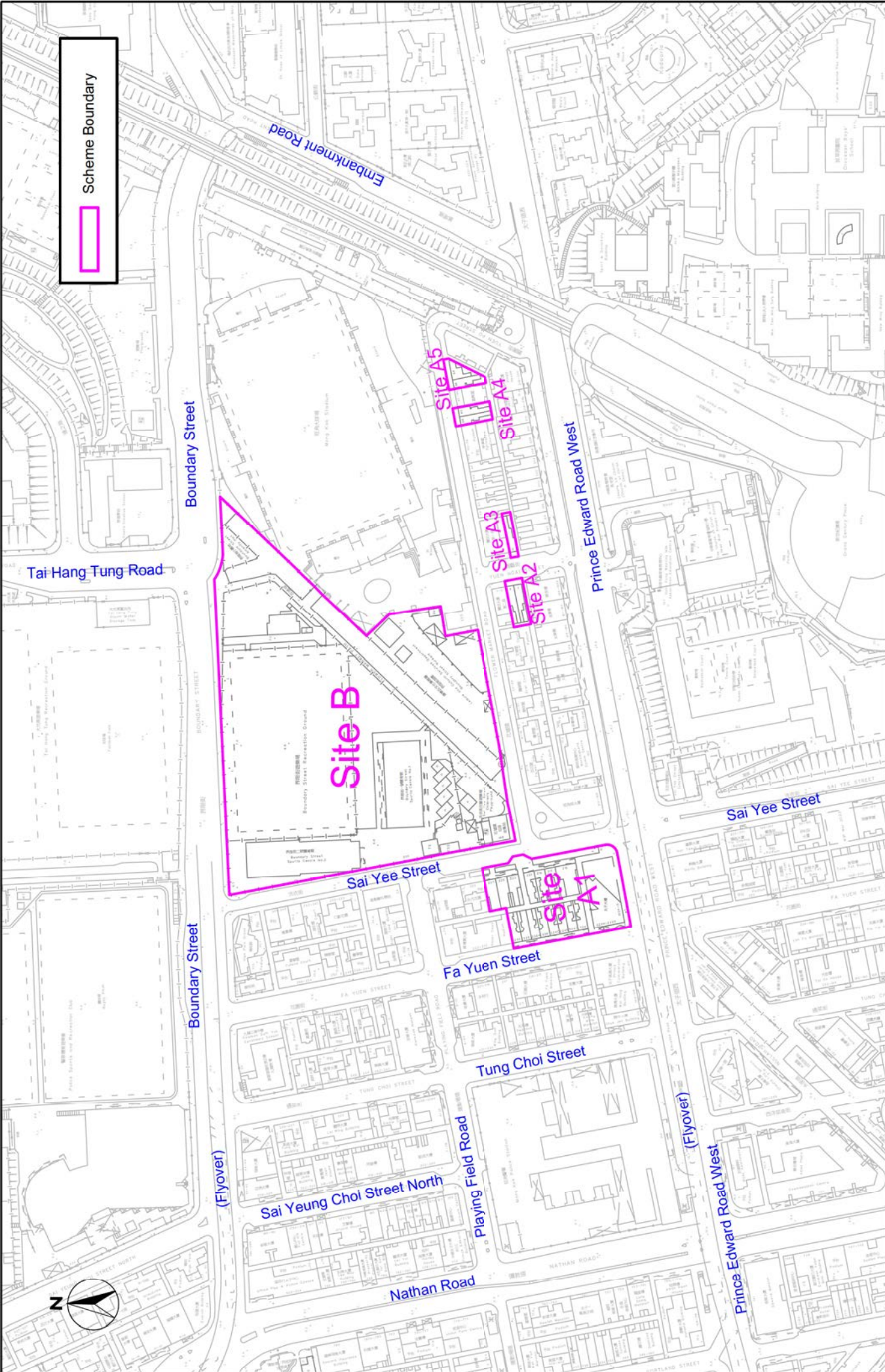
The Church of Christ in China Heep Woh Primary School (A9)

- 4.6.18 For The Church of Christ in China Heep Woh Primary School (A9), reductions of VRs are identified under 90 deg wind direction.
- 4.6.19 Under the 90-degree wind direction, as compared with the Baseline Scheme, the flow along the upstream section of Prince Edward Road West, before reaching Yuen Ngai Street, has been reduced in the Proposed Scheme. On the other hand, the flow at the intersection of Prince Edward Road West and Yuen Ngai Street has increased. The non-uniform changes in flow patterns at the immediately north-west and north-east of the school alters the flow direction within the school's grounds, resulting in a minor reduction in the spatially averaged ventilation rate (VR).

5 CONCLUSION

- 5.1.1 The Urban Renewal Authority (URA) has proposed the Sai Yee Street / Flower Market Road Development Scheme (YTM-013) under section 25 of the Urban Renewal Authority Ordinance (URAO). An Air Ventilation Assessment (AVA) has been conducted in accordance with the recommendations of “Feasibility Study for Establishment of Air Ventilation Assessment System – Final Report” by Planning Department, and “Technical Circular No. 1/06 on Air Ventilation Assessments” by HPLB & ETWB to support the submission of a draft Development Scheme Plan (DSP) with its planning proposal to the Town Planning Board (TPB) for consideration.
- 5.1.2 The microclimate around the Site for the two scenarios, i.e. the Baseline Scheme (i.e. OZP-compliance development for the Scheme) and the Proposed Schemes (the proposed development of the draft DSP), have been assessed by Computational Fluid Dynamics (CFD) using well proven CFD code. The model settings have been compared to similar studies to ensure the reliability of the model results.
- 5.1.3 The model results suggested that the averaged air ventilation performance of the Proposed Scheme is better than that of the Baseline Scheme in general under both annual and summer conditions.
- 5.1.4 The most significant improvement compared to the Baseline Scheme can be observed at Site B (Z1), Tai Hang Tung Road (R3), Sai Yee Street Section (R6), Flower Market Road and Yuen Po Street (R7), Yuen Ngai Street (R8), Playing Field Road (R12), Chan's Creative School (A3), and Tai Hang Tung Recreation Ground (A4). These areas experience notable improvements mainly due to the wind enhancement features and appropriate block disposition of the current notional design that guide the airflow within Sites A1 and B.
- 5.1.5 In specific wind directions, several areas, namely Tat Chee Avenue (R4), Sai Yee Street (R9), Tung Choi Street (R11), Police Sports and Recreation Club (A5), Queen Elizabeth School (A7), and The Church of Christ in China Heep Woh Primary School (A9), may experience a slight degradation in ventilation performance. However, it is important to note that for Tat Chee Avenue (R4), ventilation performance is generally improved during summer conditions, while for Police Sports and Recreation Club (A5), ventilation performance is generally improved during annual conditions. This highlights that the potential adverse impact on air ventilation is localized and specific to certain wind directions.
- 5.1.6 In conclusion, no adverse air ventilation impact is anticipated for the Proposed Scheme as compared to the Baseline Scheme.

FIGURES

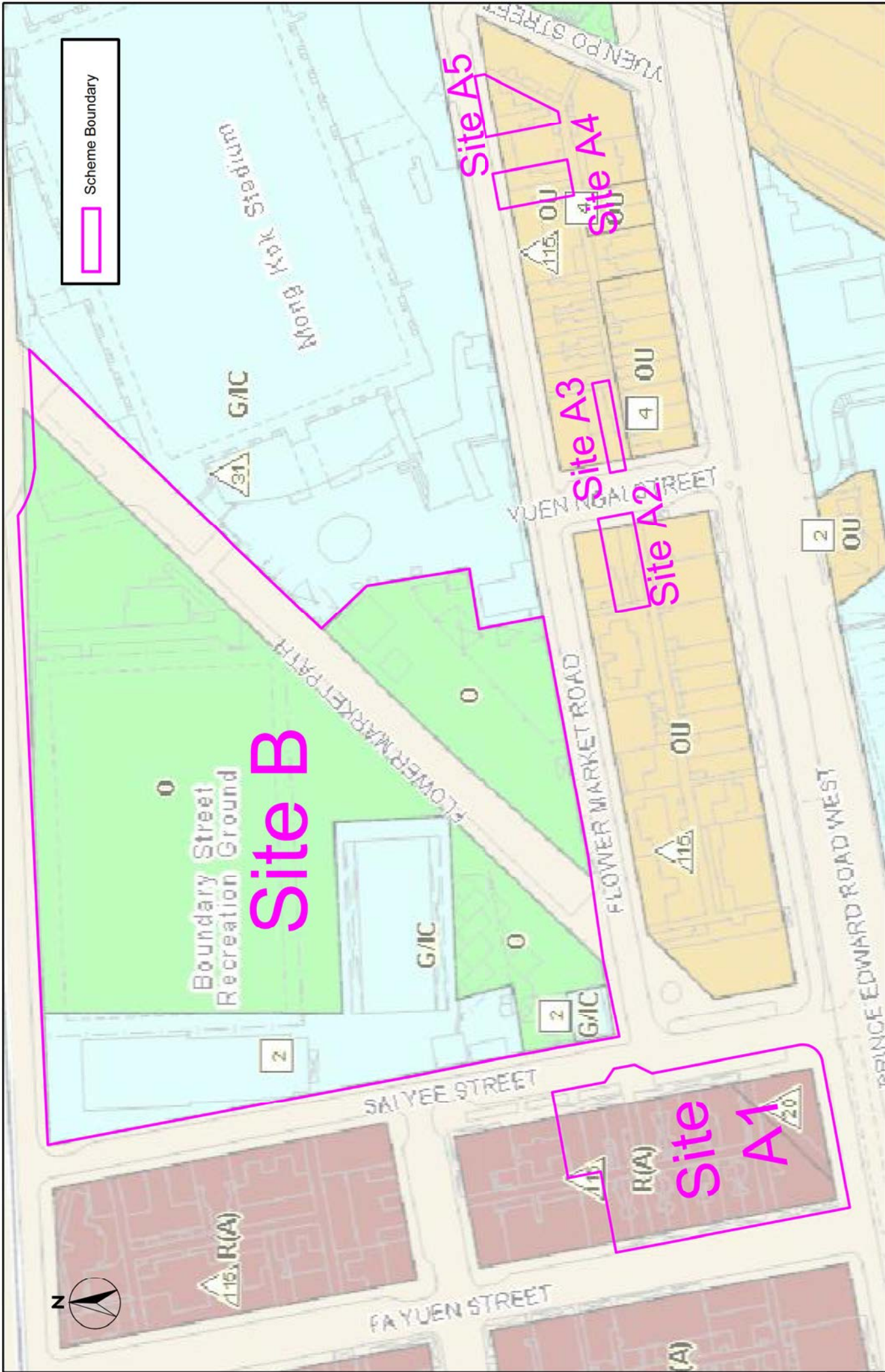


Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Location Plan

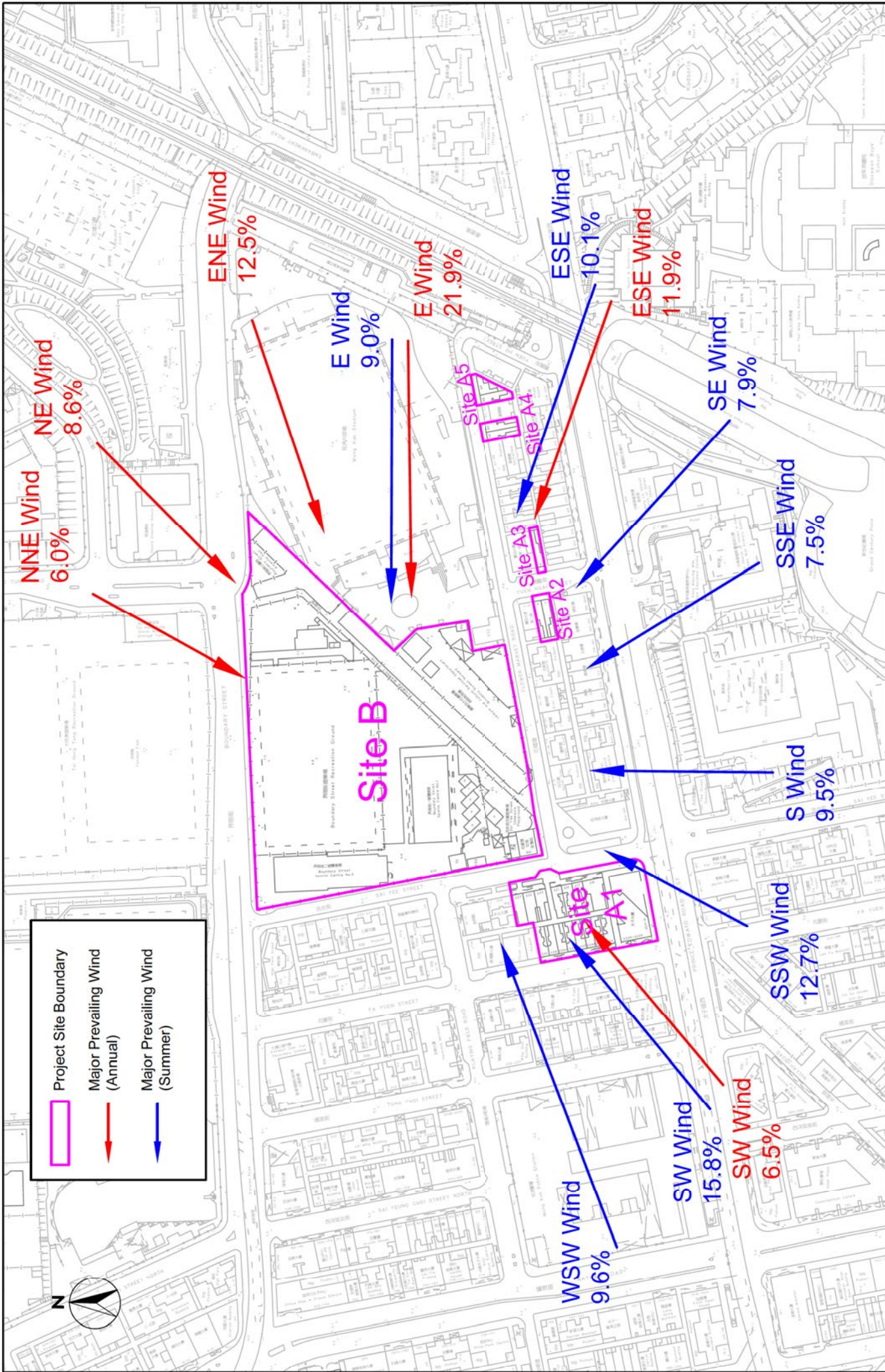
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CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 1-1
REV			-





 Cinotech Consultants Limited		Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE: 1:1000 @ A3		DATE: September 2023
		CHECK: KS	DRAWN: CC			REV: -
		JOB NO: IA19021-YMAA101P1	DRAWING NO: Fig. 1-2			

Outline Zoning Plan

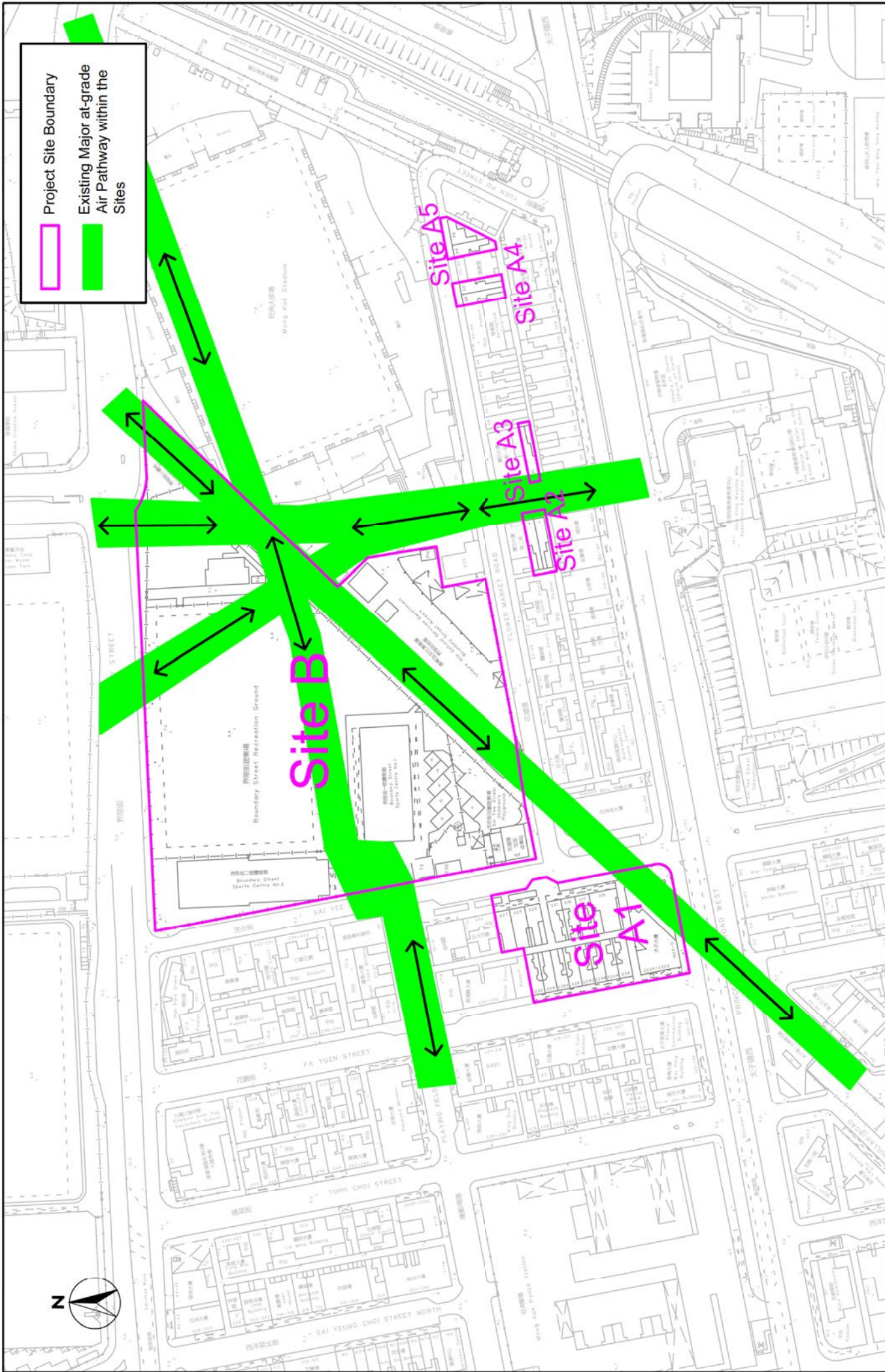


SCALE	1:2000 @ A3	DATE	September 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 1-3
REV			-

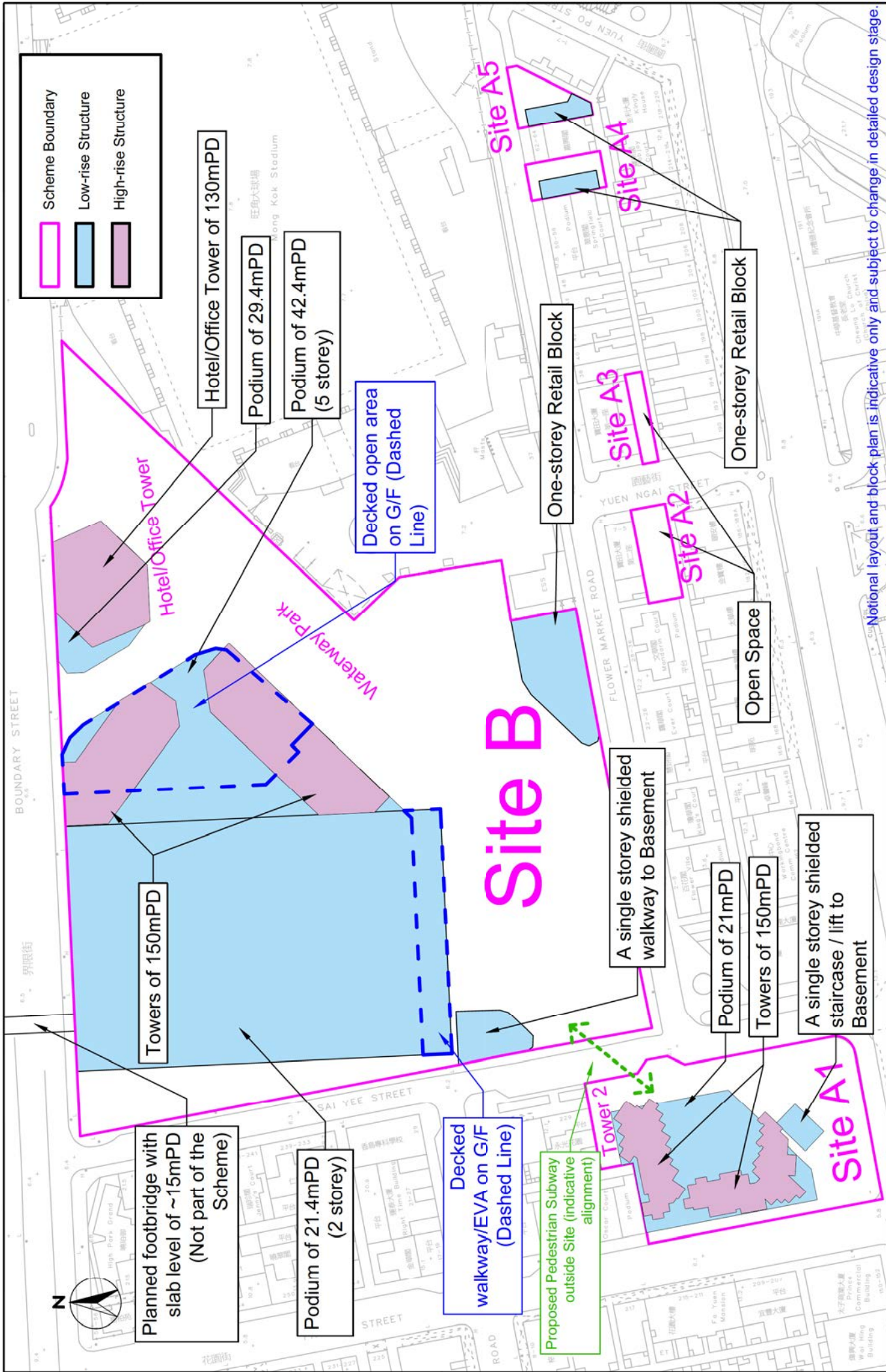
Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Major Prevailing Winds for the Sites



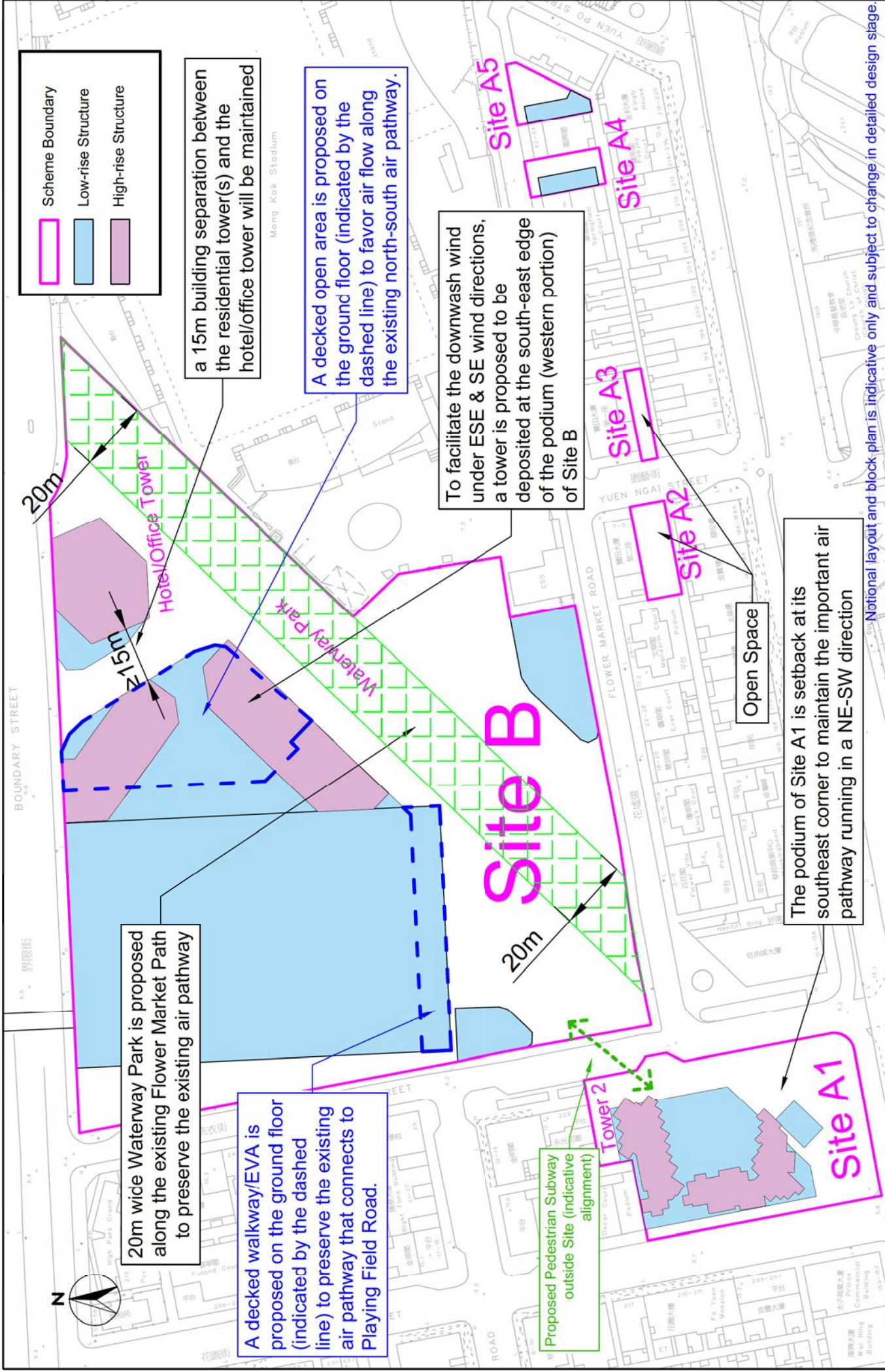


 Cindtech Consultants Limited	Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE 1:1500 @ A3	DATE September 2023
	Existing Major at-grade Air Pathway within the Sites		CHECK KS	DRAWN CC
	JOB NO. IA19021-YMAA101P1		DRAWING NO. Fig. 1-4	



Notional layout and block plan is indicative only and subject to change in detailed design stage.

 CNOTECH Cindach Consultants Limited	Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE 1:1000 @ A3	DATE September 2023
	The Proposed Scheme		CHECK KS	DRAWN CC
		JOB NO. IA19021-YMAA101P1	DRAWING NO. Fig. 1-5a	
		REV -		



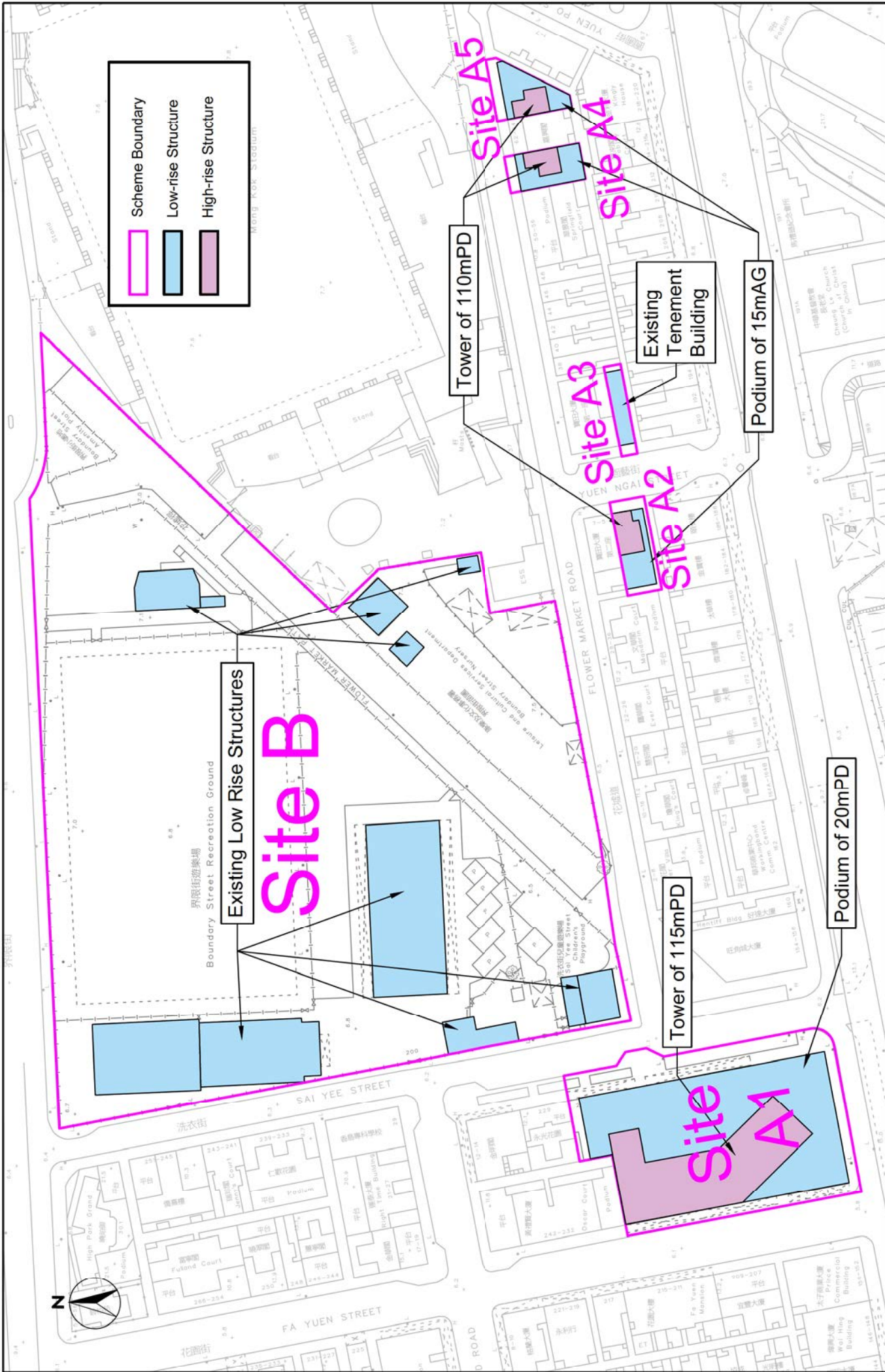
National layout and block plan is indicative only and subject to change in detailed design stage.

SCALE	1:1000 @ A3	DATE	September 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 1-5b
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

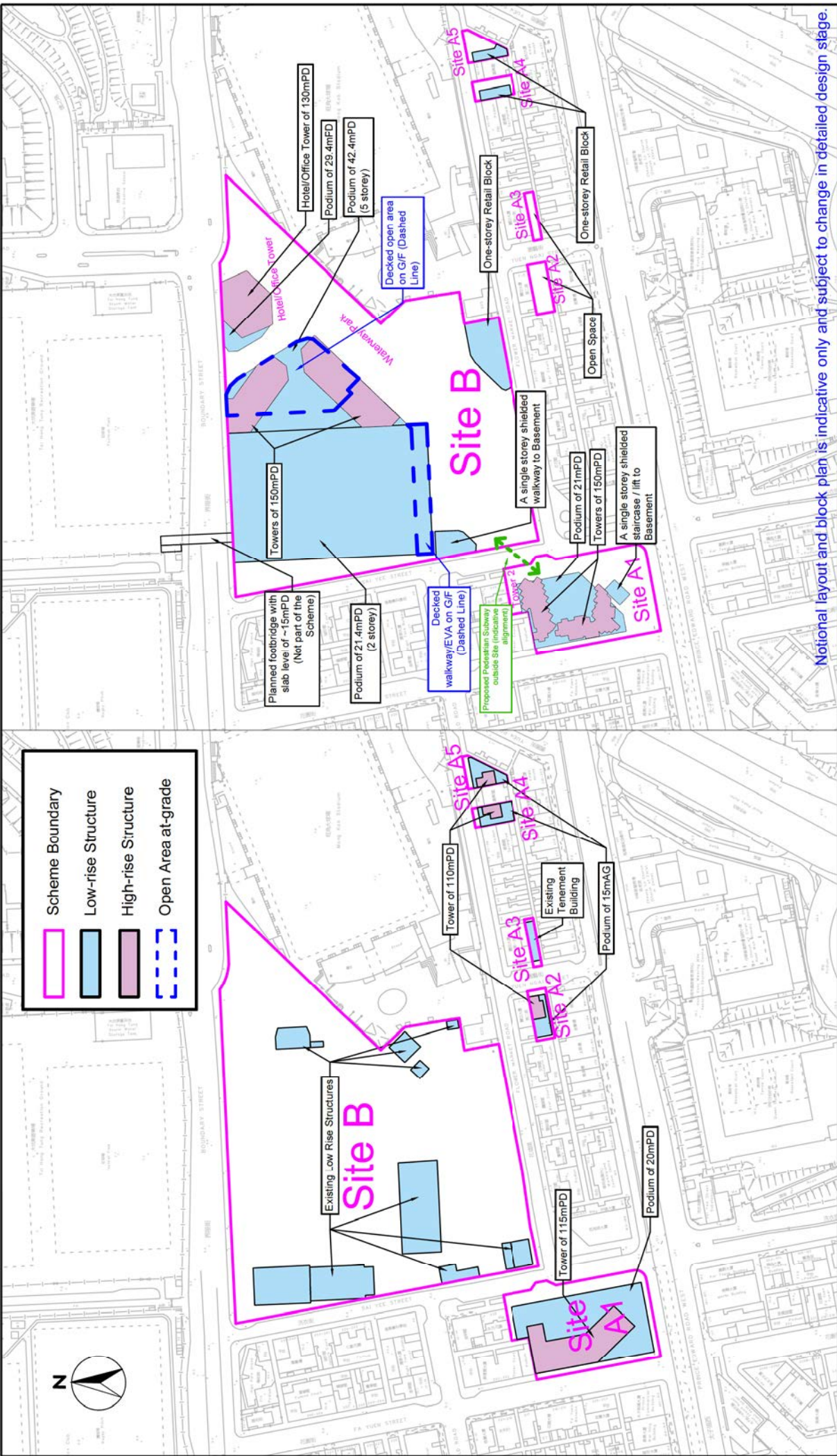
The Proposed Scheme (Good Design Features)





Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE	1:1000 @ A3	DATE	September 2023
The Baseline Scheme		CHECK	KS	DRAWN	CC
		JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 1-6
		REV			-





Notional layout and block plan is indicative only and subject to change in detailed design stage.

Baseline Scheme

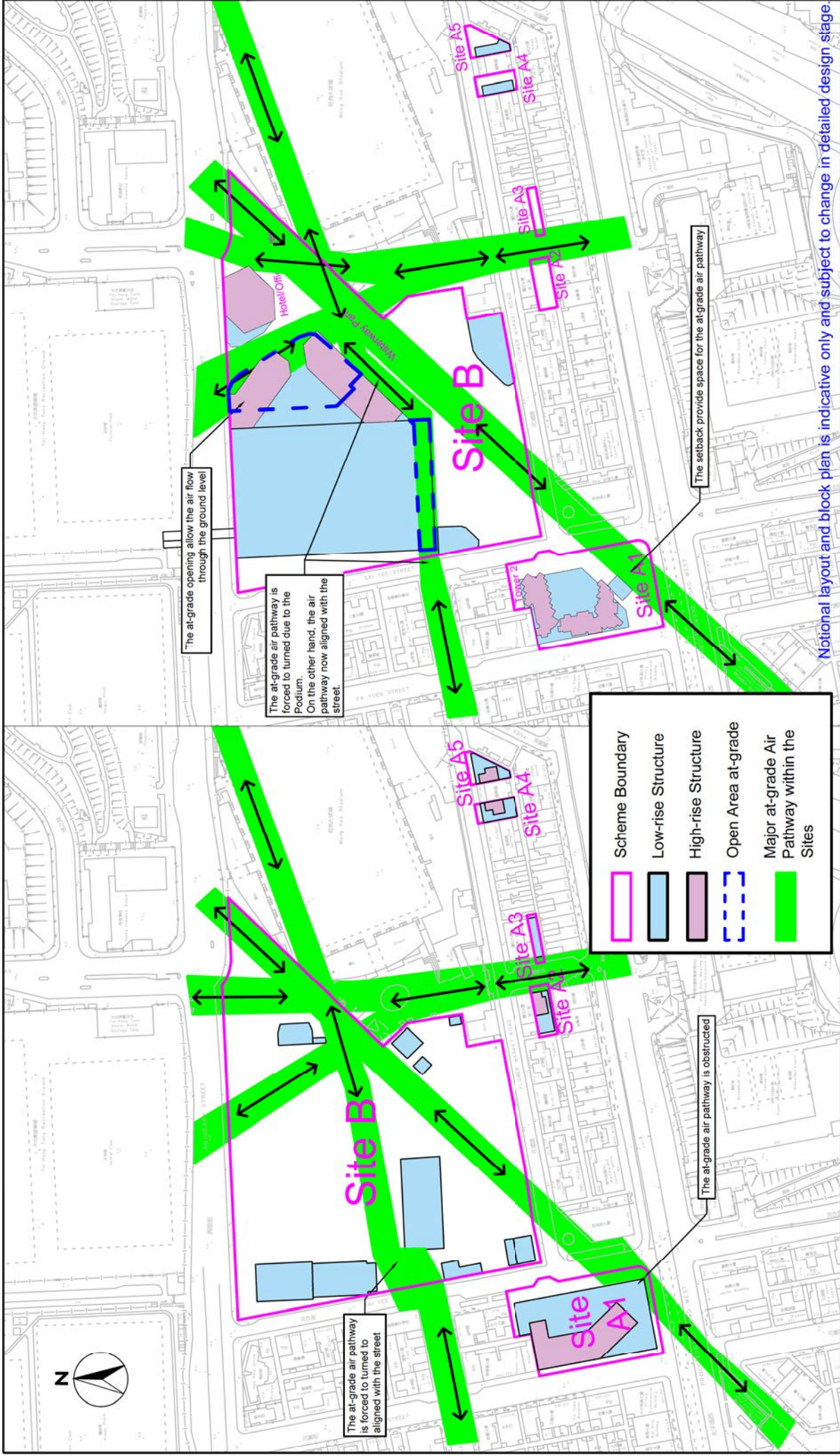
Proposed Scheme



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

SCALE	1:2000 @ A3	DATE	September 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 1-7
REV			-

Comparison of the Schemes

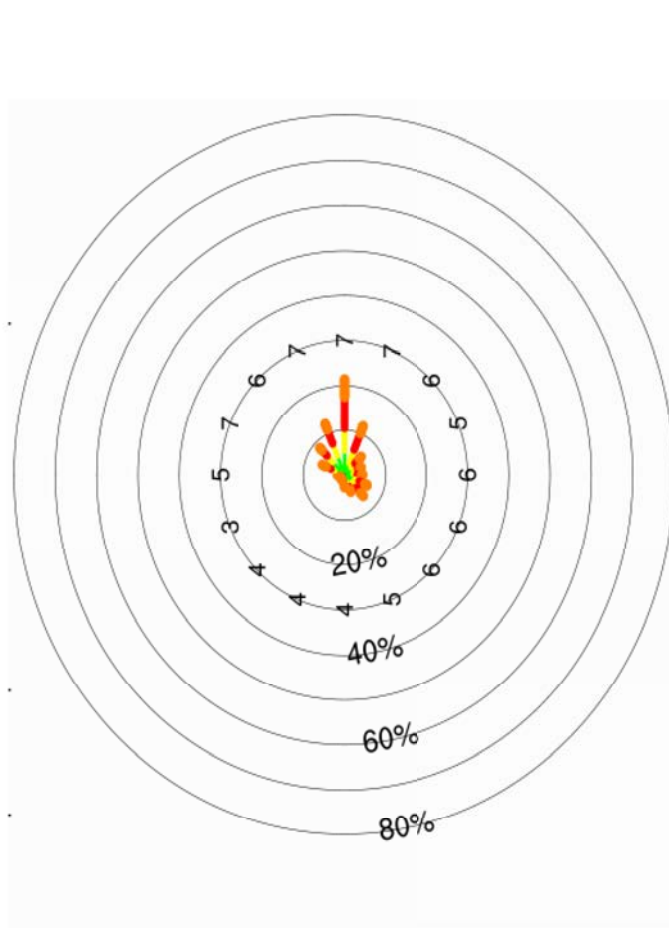


Notional layout and block plan is indicative only and subject to change in detailed design stage.

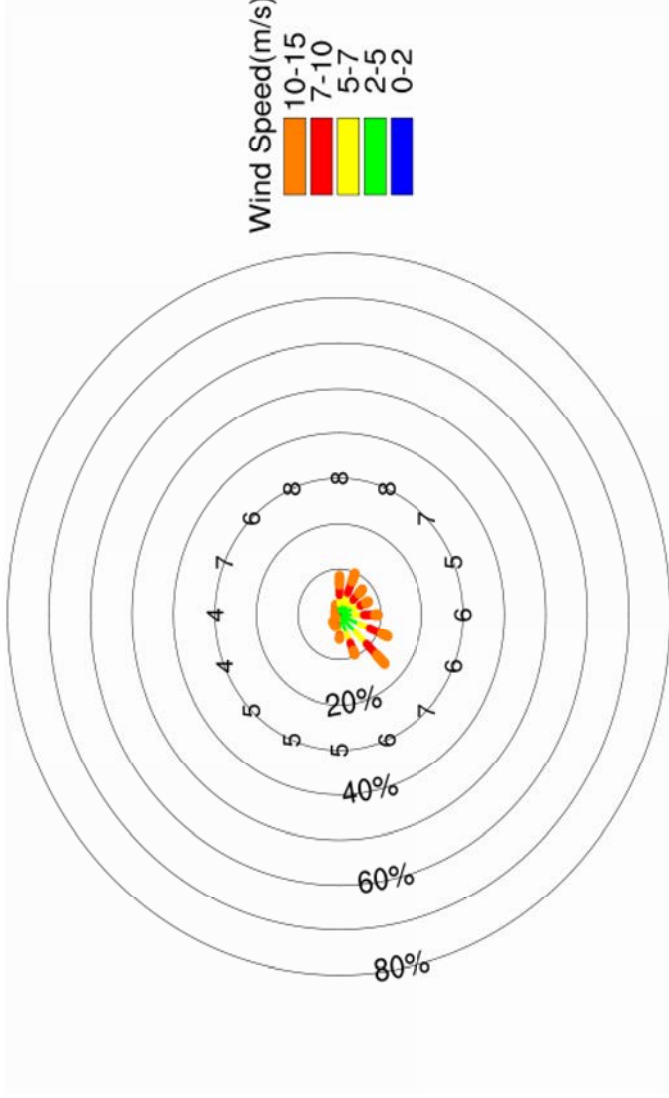
Baseline Scheme

Proposed Scheme

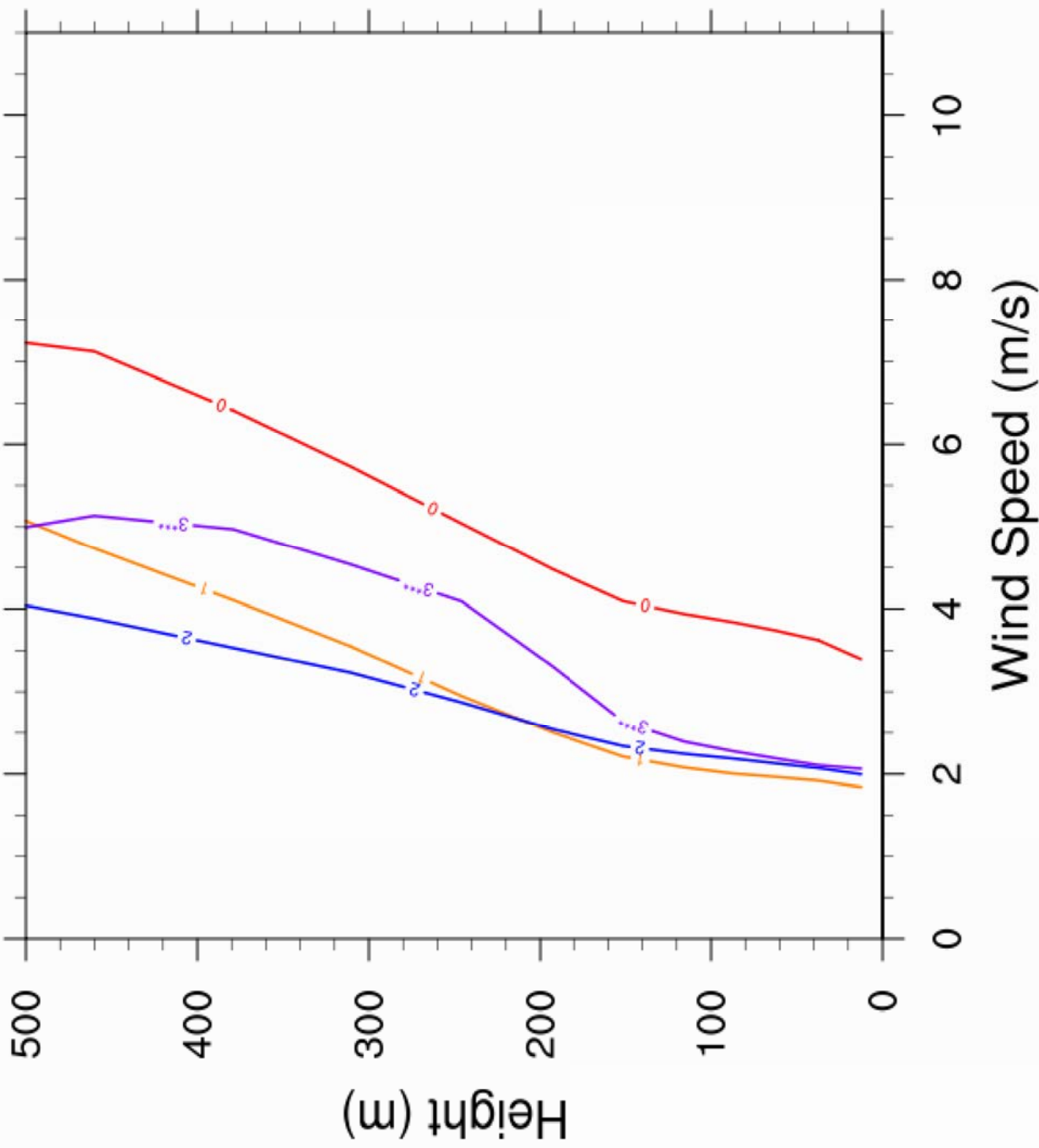
SCALE	1:2000 @ A3	DATE	September 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 1-8
REV			-



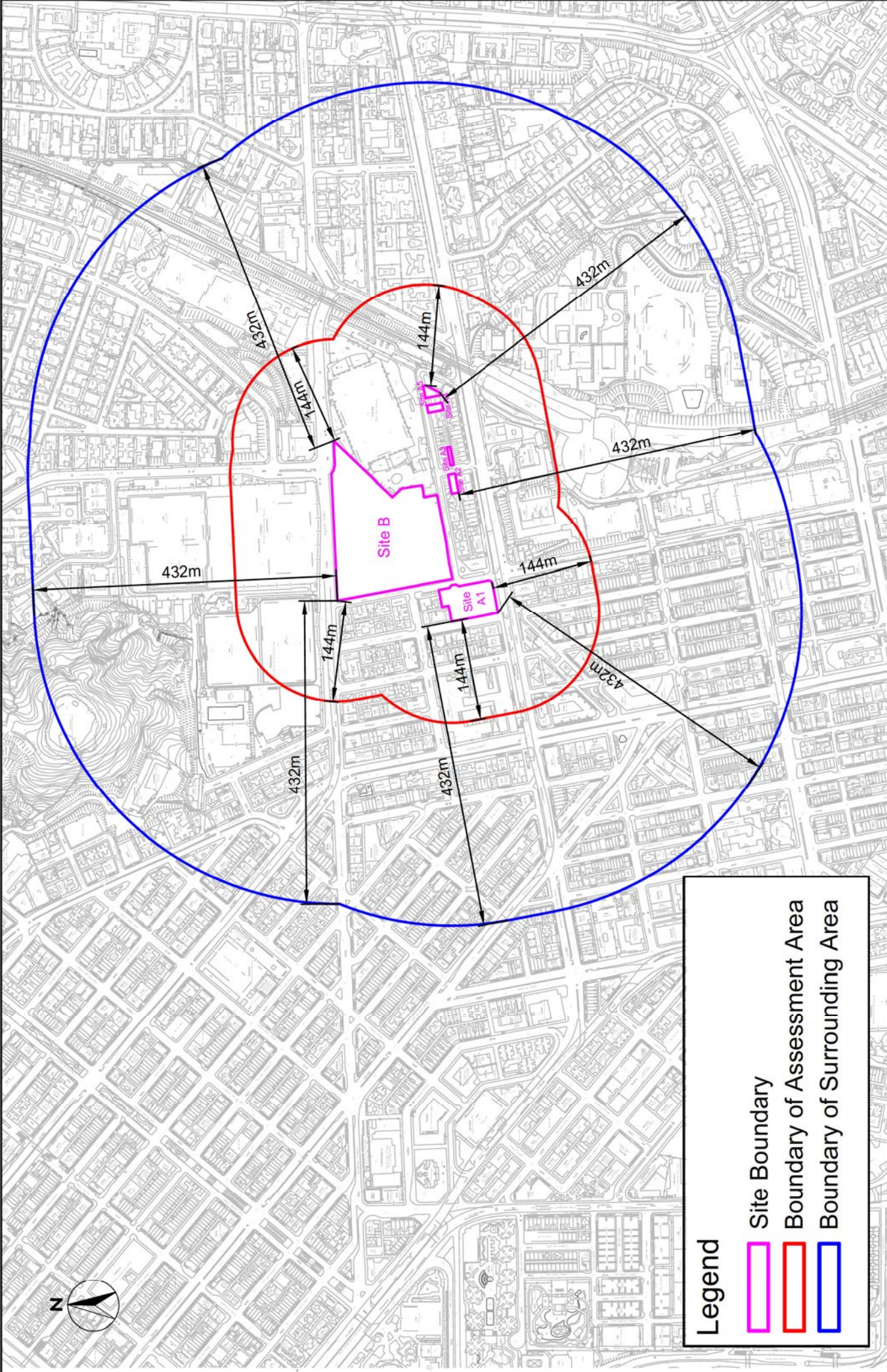
Annual



Summer



Legend
 0: 22.5°-112.4°
 1: 112.5°-202.4°
 2: 202.5°-292.4°
 3: 292.5°-22.4°



Legend

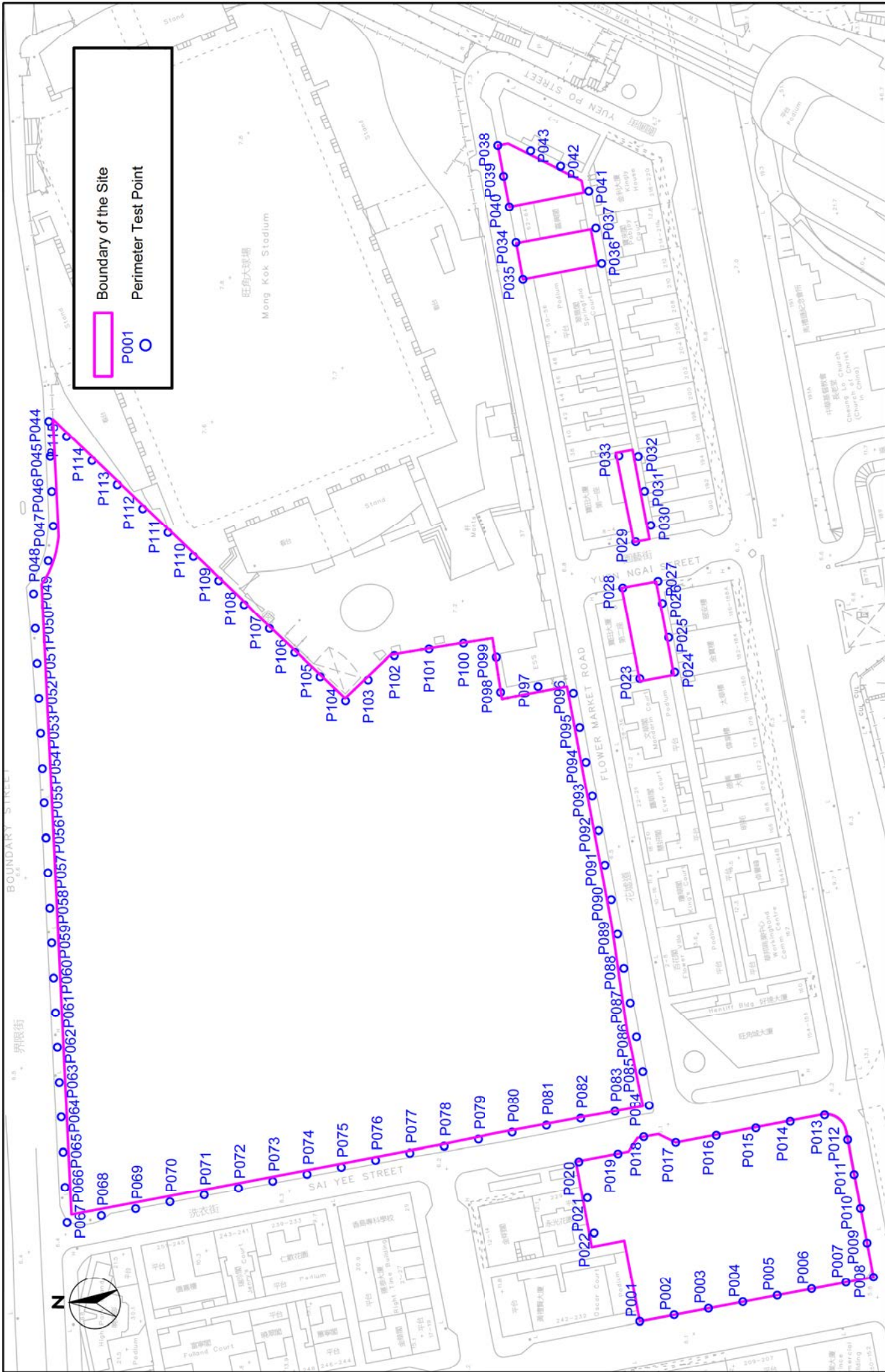
- Site Boundary
- Boundary of Assessment Area
- Boundary of Surrounding Area

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

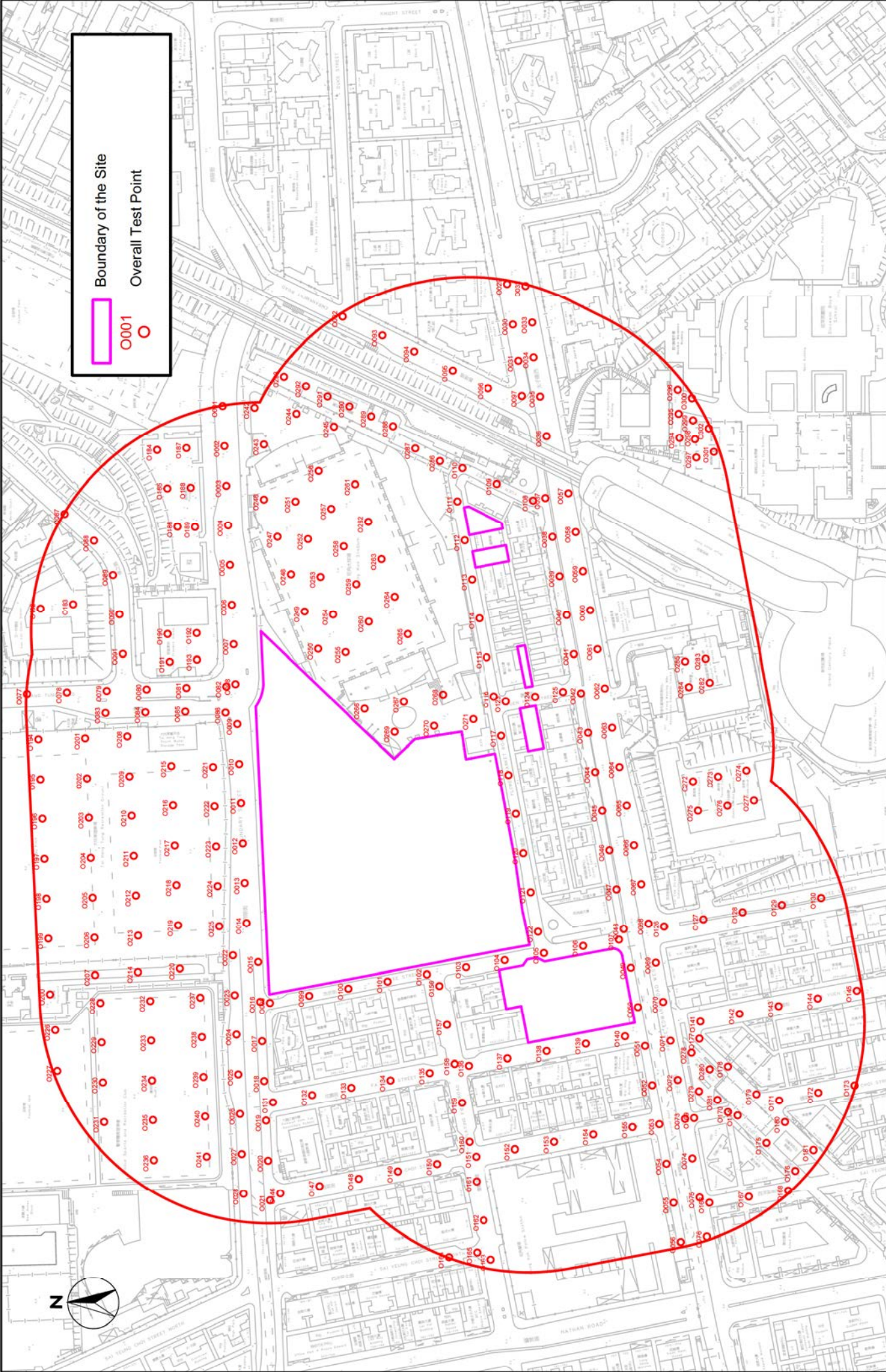
Assessment Area and Surrounding Area

SCALE	1:5000 @ A3	DATE	November 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-1
REV			-





Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE	1:1000 @ A3	DATE	September 2023
Perimeter Test Points		CHECK	KS	DRAWN	CC
		JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-2
 Cinotech Consultants Limited					

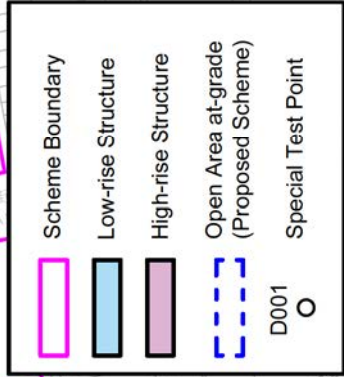
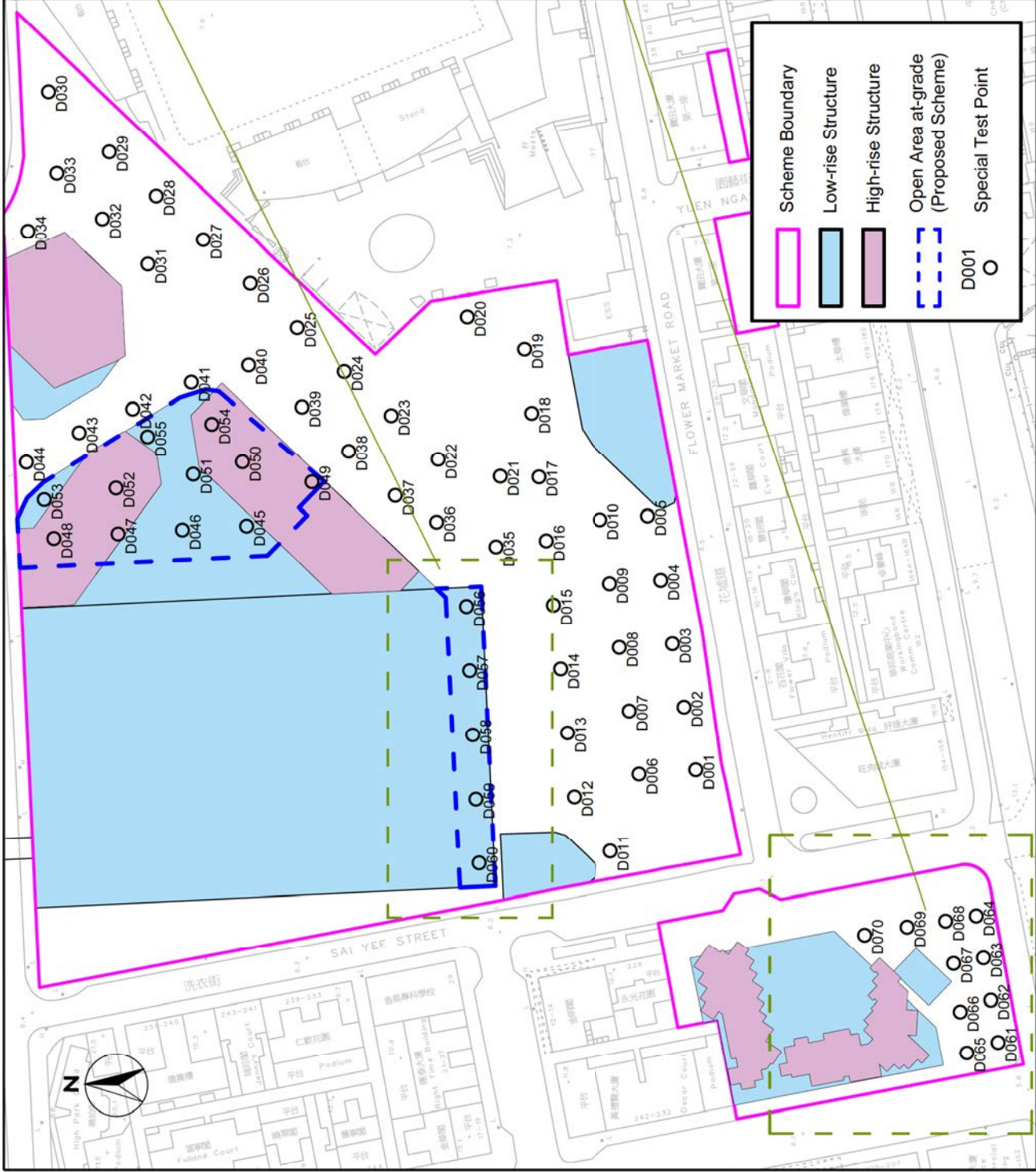


SCALE	1:2200 @ A3	DATE	December 2023
	CHECK	KS	DRAWN
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-3
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

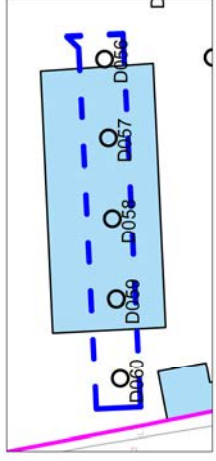
Overall Test Points





Proposed Scheme

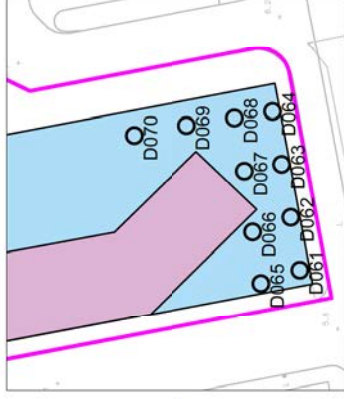
Special Test Points



Baseline Scheme

Site B

In the Baseline Scheme, test points D056 to D060 have been omitted due to the unavailability of most of the test points for the decked walkway.

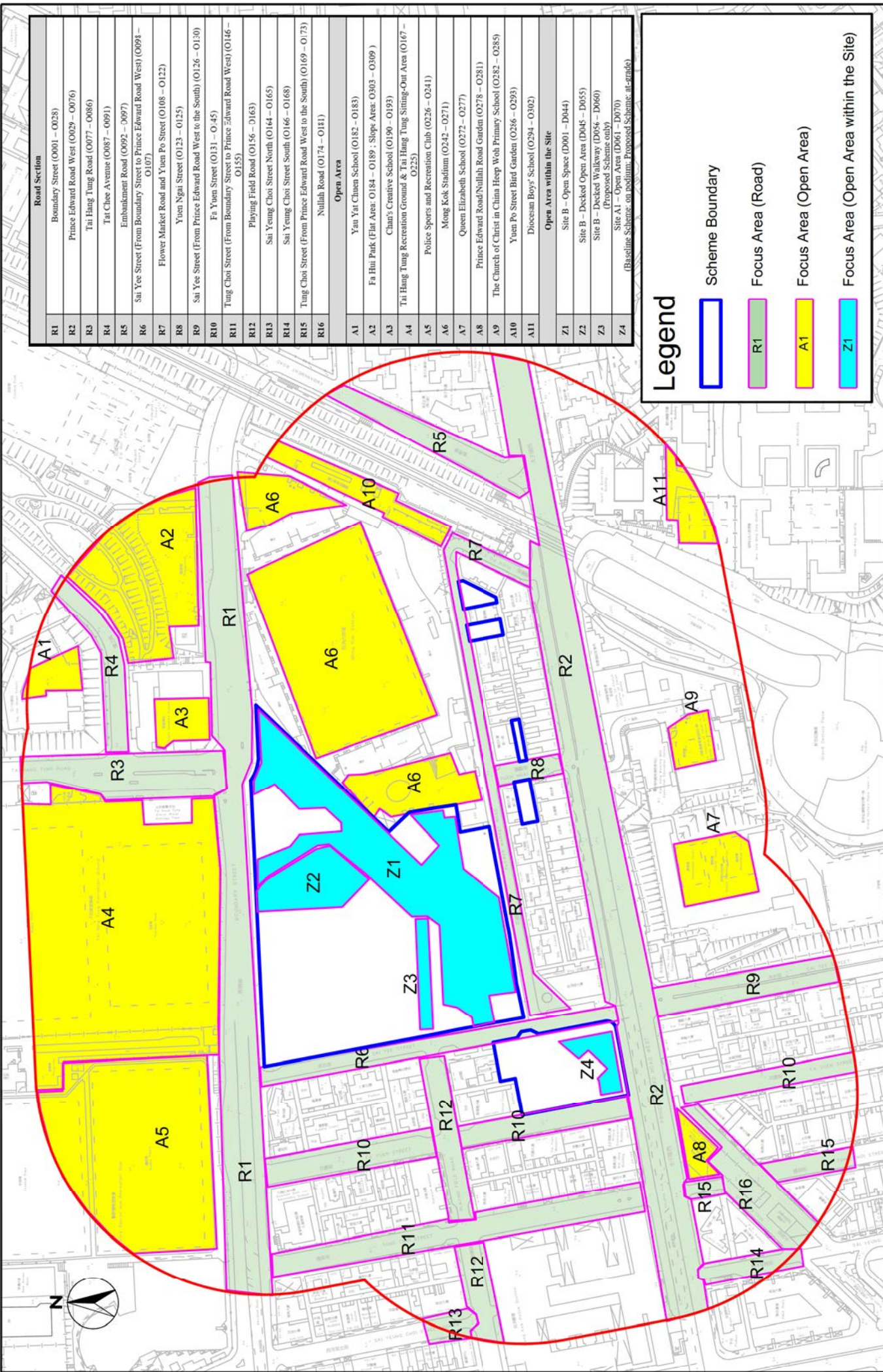


Baseline Scheme

Site A1

In the Baseline Scheme, test points D061 to D070 have been raised to the podium level.


SCALE	1:1000 @ A3	DATE	September 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-4
REV			-



Road Section	
R1	Boundary Street (O001 - O038)
R2	Prince Edward Road West (O029 - O076)
R3	Tai Hang Tung Road (O077 - O086)
R4	Tat Chee Avenue (O087 - O091)
R5	Embankment Road (O092 - O097)
R6	Sai Yee Street (From Boundary Street to Prince Edward Road West) (O098 - O107)
R7	Flower Market Road and Yuen Po Street (O108 - O122)
R8	Yuen Ngai Street (O123 - O125)
R9	Sai Yee Street (From Prince Edward Road West to the South) (O126 - O130)
R10	Fa Yuen Street (O131 - O145)
R11	Tung Choi Street (From Boundary Street to Prince Edward Road West) (O146 - O155)
R12	Playing Field Road (O156 - O163)
R13	Sui Yung Choi Street North (O164 - O165)
R14	Sui Yung Choi Street South (O166 - O168)
R15	Tung Choi Street (From Prince Edward Road West to the South) (O169 - O173)
R16	Nullah Road (O174 - O181)
Open Area	
A1	Yan Yat Chun School (O182 - O183)
A2	Fa Hui Park (Flat Area: O184 - O189; Slope Area: O303 - O309)
A3	Chau's Creative School (O190 - O193)
A4	Tai Hang Tung Recreation Ground & Tai Hang Tung Sitting-Out Area (O167 - O225)
A5	Police Sports and Recreation Club (O226 - O241)
A6	Mong Kok Stadium (O242 - O271)
A7	Queen Elizabeth School (O272 - O277)
A8	Prince Edward Road/Nullah Road Garden (O278 - O281)
A9	The Church of Christ in China Heep Woh Primary School (O282 - O285)
A10	Yuen Po Street Bird Garden (O286 - O293)
A11	Diocesan Boys' School (O294 - O302)
Open Area within the Site	
Z1	Site B - Open Space (D001 - D044)
Z2	Site B - Decked Open Area (D045 - D055)
Z3	Site B - Decked Walkway (D056 - D066) (Proposed Scheme only)
Z4	Site A1 - Open Area (D061 - D070) (Baseline Scheme: an podium; Proposed Scheme: at-grade)

Legend

- Scheme Boundary
- Focus Area (Road)
- Focus Area (Open Area)
- Focus Area (Open Area within the Site)

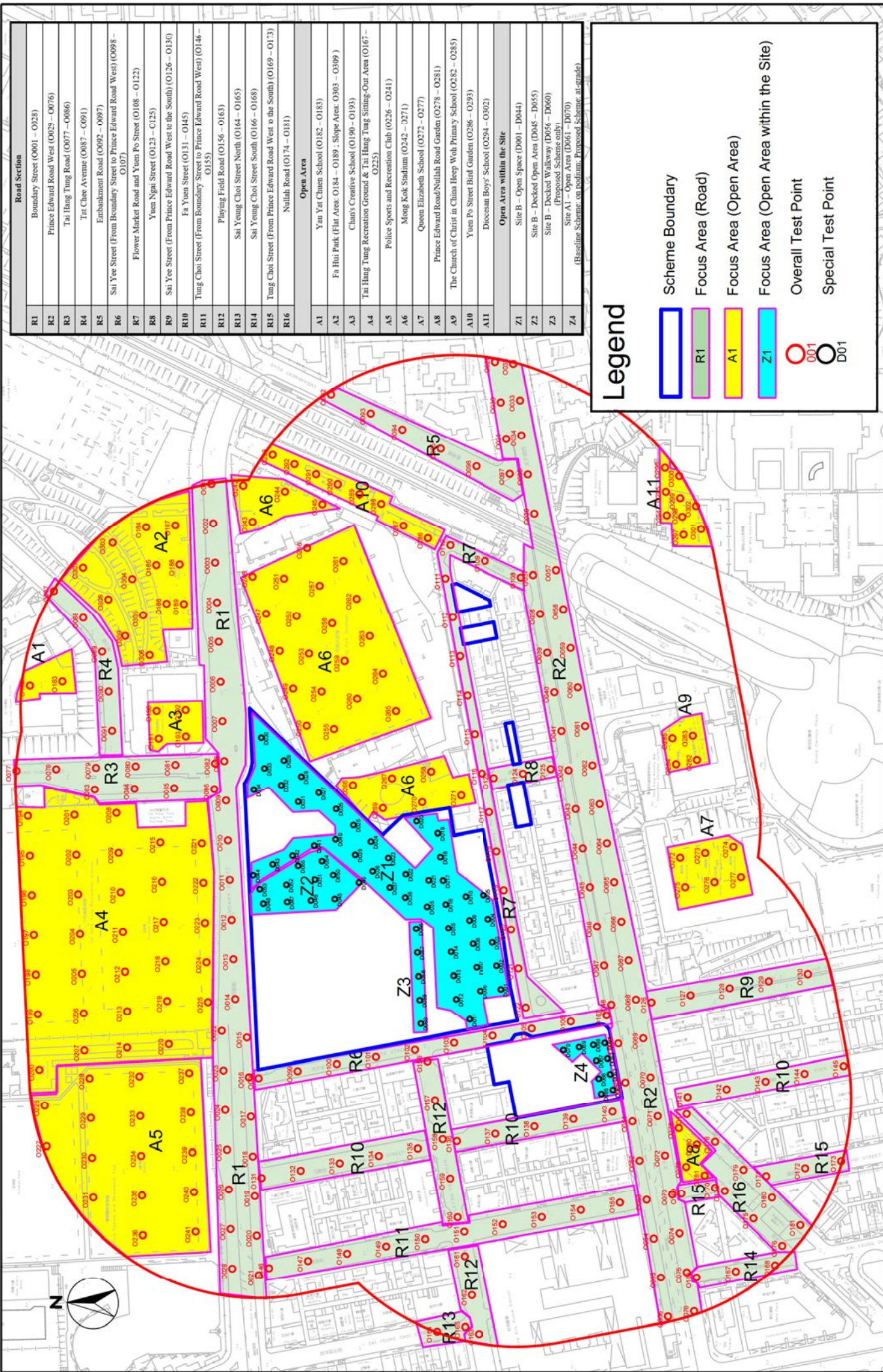


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Cinotech Consultants Limited

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Focus Areas

SCALE	1:2200 @ A3	DATE	December 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-5a
REV			-



Road Section	
R1	Boundary Street (O001 - O028)
R2	Prince Edward Road West (O029 - O076)
R3	Tai Hang Tung Road (O077 - O086)
R4	Tai Chee Avenue (O087 - O091)
R5	Embankment Road (O092 - O097)
R6	Sai Yee Street (From Boundary Street to Prince Edward Road West) (O098 - O107)
R7	Flower Market Road and Yuen Po Street (O108 - O122)
R8	Yuen Ngai Street (O123 - O125)
R9	Sai Yee Street (From Prince Edward Road West to the South) (O126 - O130)
R10	Fa Yuen Street (O131 - O145)
R11	Tung Choi Street (From Boundary Street to Prince Edward Road West) (O146 - O155)
R12	Playing Field Road (O156 - O163)
R13	Sai Yung Choi Street North (O164 - O165)
R14	Sai Yung Choi Street South (O166 - O168)
R15	Tung Choi Street (From Prince Edward Road West to the South) (O169 - O173)
R16	Nollah Road (O174 - O181)
Open Area	
A1	Yun Yat Chuen School (O182 - O183)
A2	Fa Hui Park (Fai Area: O184 - O189; Slope Area: O303 - O309)
A3	Chai's Creative School (O190 - O193)
A4	Tai Hang Tung Recreation Ground & Tai Hang Tung Sitting-Out Area (O167 - O225)
A5	Police Sports and Recreation Club (O226 - O241)
A6	Mong Kok Stadium (O242 - O271)
A7	Queen Elizabeth School (O272 - O277)
A8	Prince Edward Road/Nollah Road Garden (O278 - O281)
A9	The Church of Christ in China Heep Wah Primary School (O282 - O285)
A10	Yuen Po Street Bird Garden (O286 - O293)
A11	Diocesan Boys' School (O294 - O302)
Open Area within the Site	
Z1	Site B - Open Space (D001 - D044)
Z2	Site B - Decked Open Area (D045 - D055)
Z3	Site B - Decked Walkway (D056 - D060) (Proposed Scheme only)
Z4	Site A1 - Open Area (D061 - D070) (Baseline Scheme on podium, Proposed Scheme at-grade)

Legend

- Scheme Boundary
- Focus Area (Road)
- Focus Area (Open Area)
- Focus Area (Open Area within the Site)
- Overall Test Point
- Special Test Point

SCALE: 1:1000 @ A3

CHECK: KS

JOB NO: IA19021-YMAA101P1

DATE: September 2023

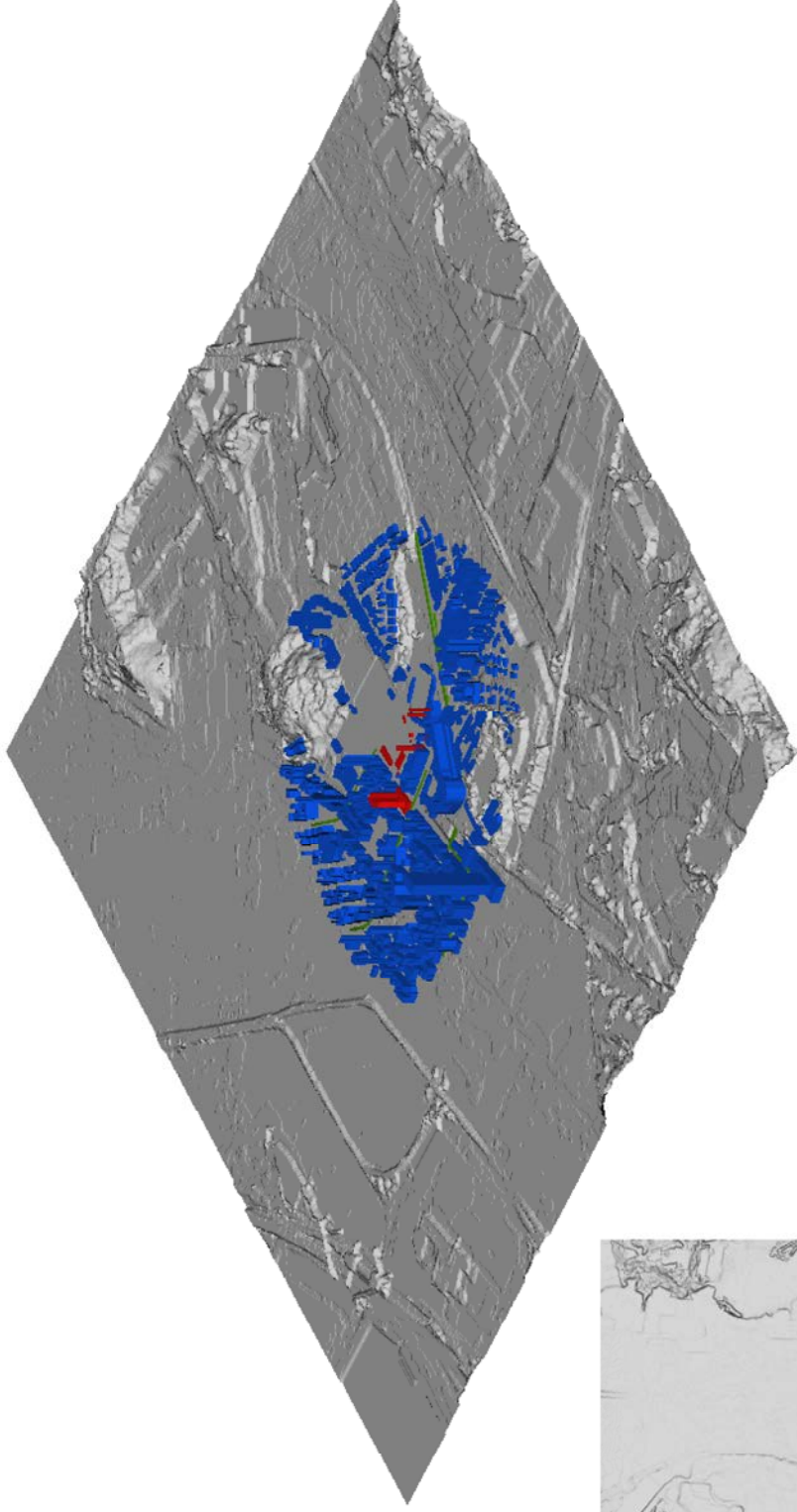
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DRAWING NO: Fig. 3-5b

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

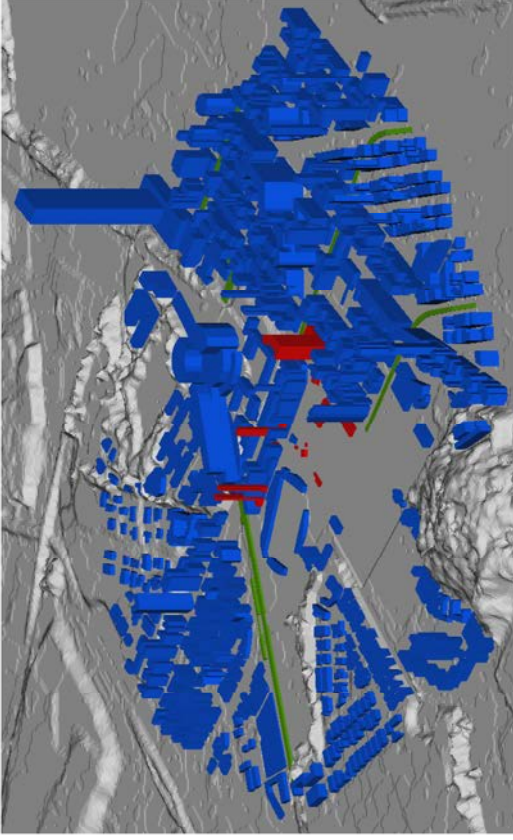
Focus Areas (With Test Points)

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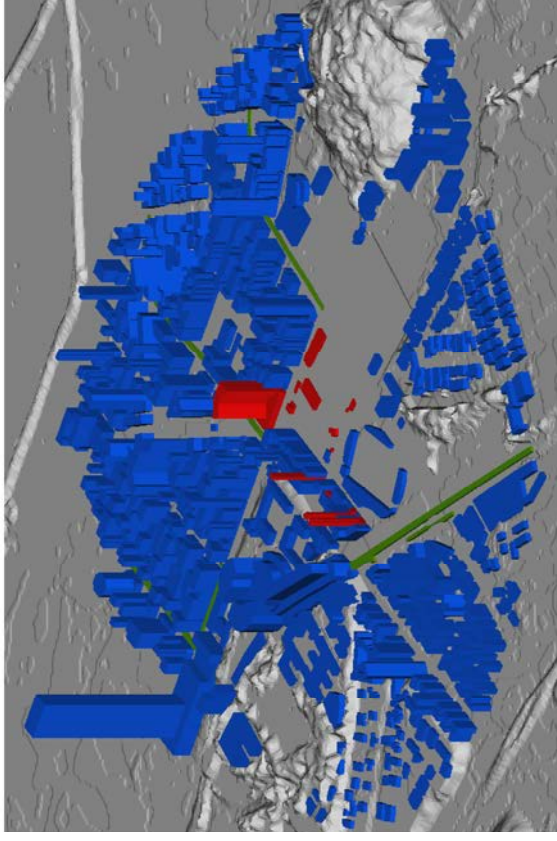


Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

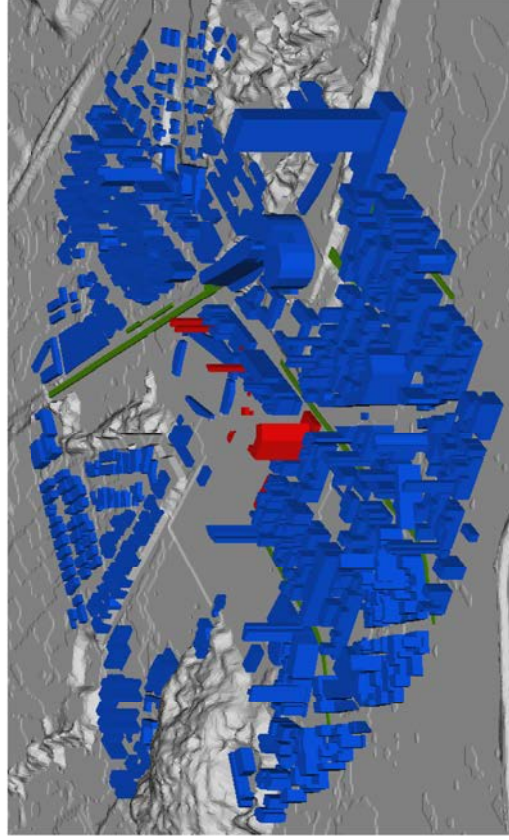
Terrain Included in the CFD Models



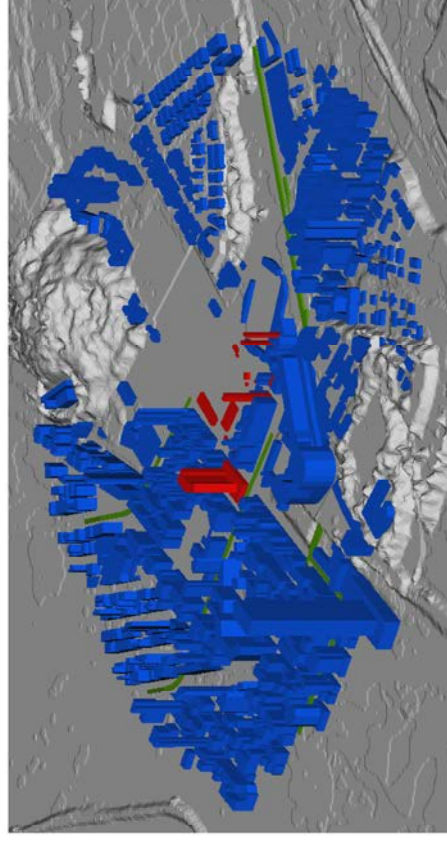
View from NW



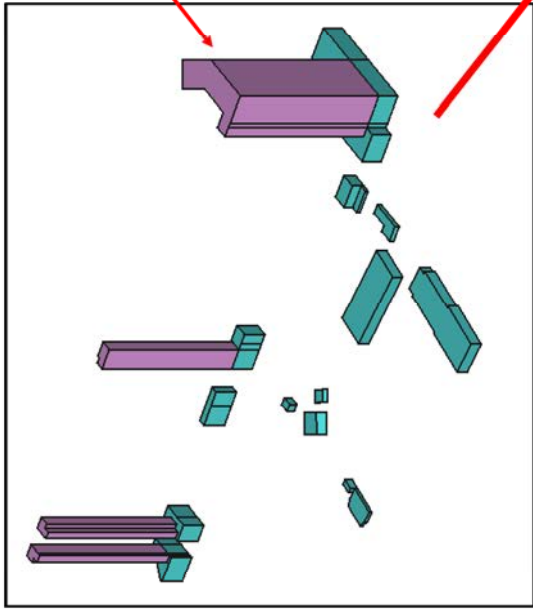
View from NE



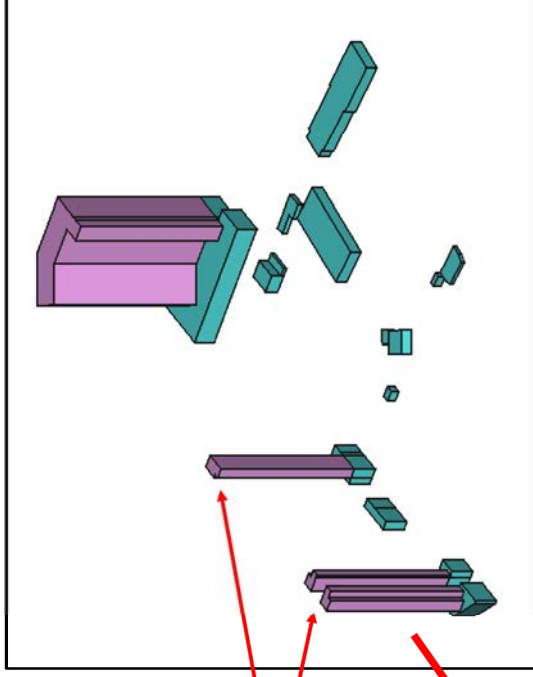
View from SW



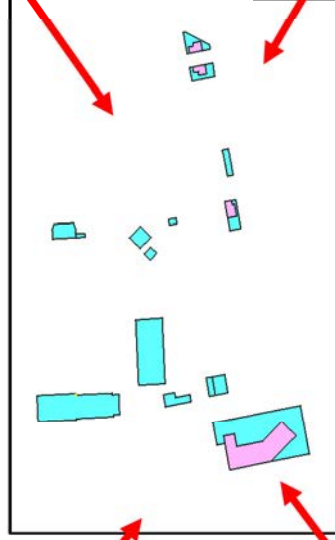
View from SE



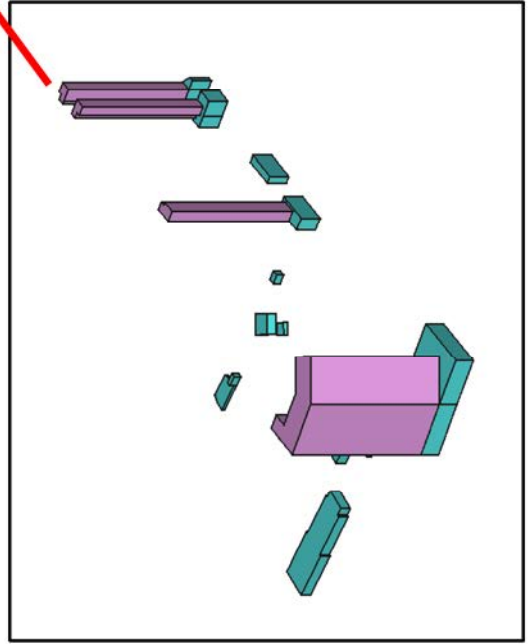
View from NW



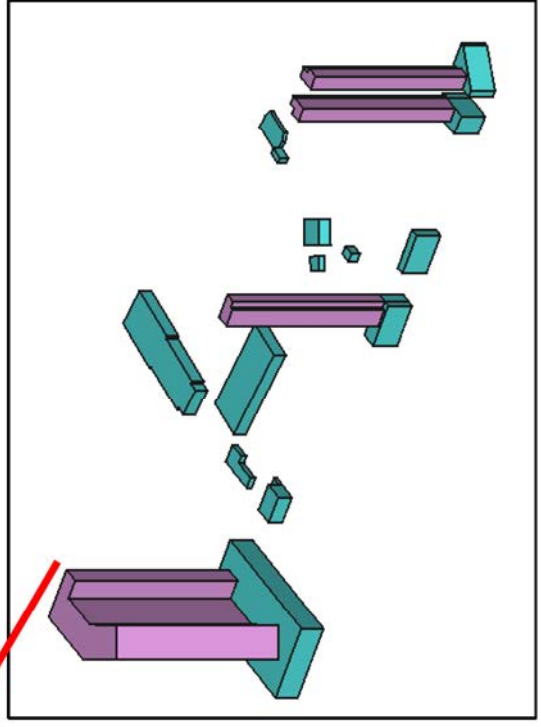
View from NE



View from Top

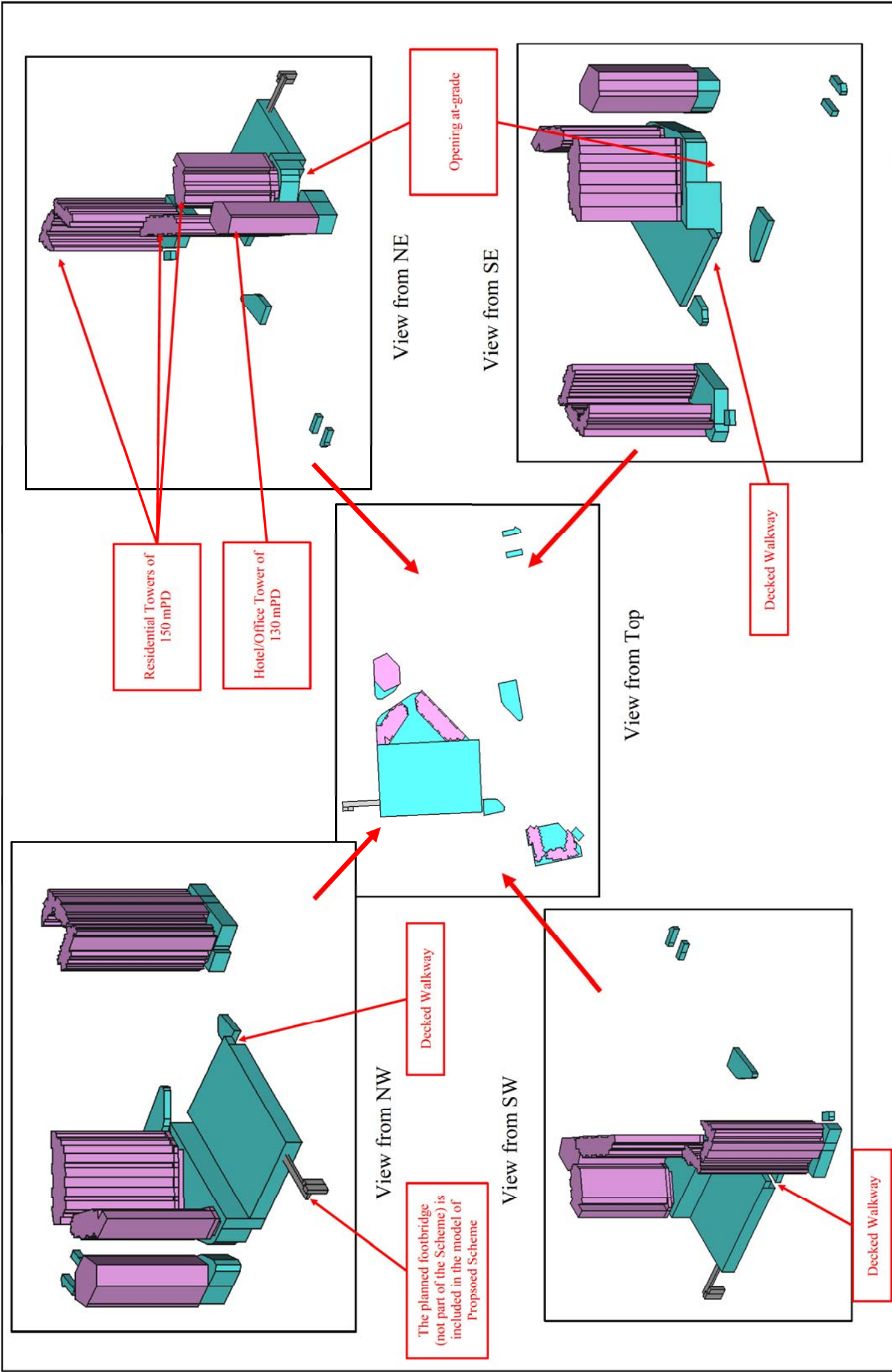


View from SW

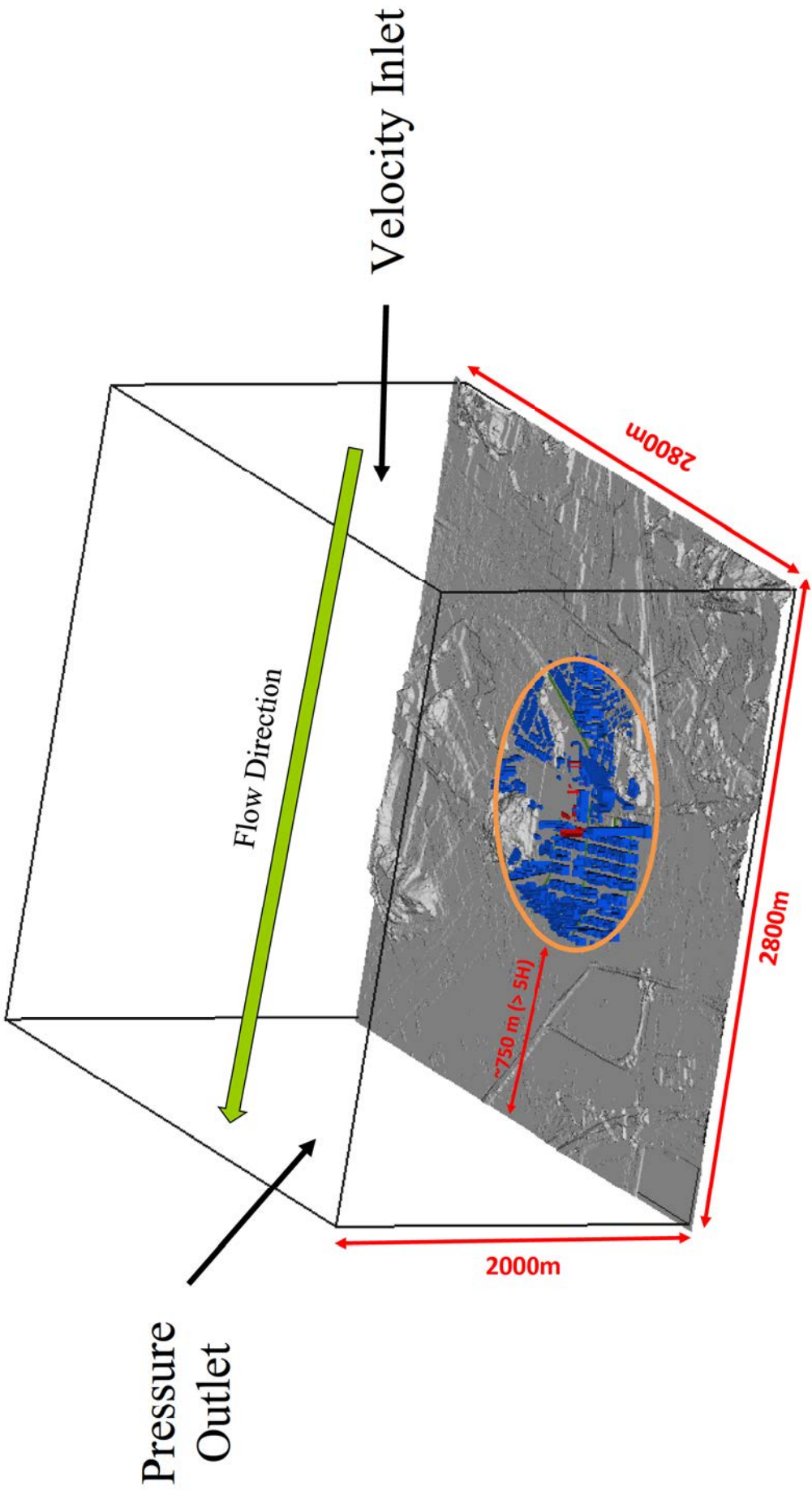


View from SE

SCALE	N.T.S.	DATE	Dec-23
CHECK	KC	DRAWN	CC
JOB NO.	W102/11/AM/1-01/PT	FIGURE NO.	3-7a
		REV.	



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE	N.T.S.	DATE	Dec-23
CHECK	JOB NO.	CHECK	KC	DRAWN	CC
		JOB NO.	FIGURE NO.	FIGURE NO.	REV.
			3-7b		
		3D Model of the Proposed Buildings			

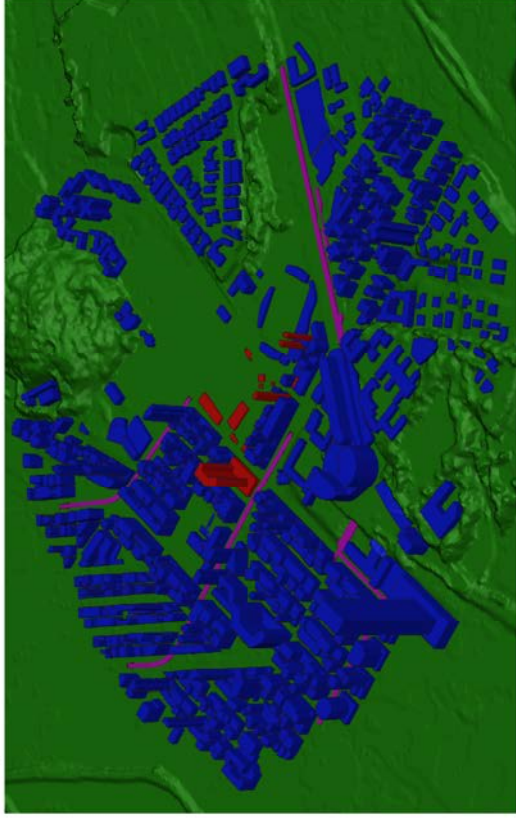


Ground & Building Walls: Solid Wall

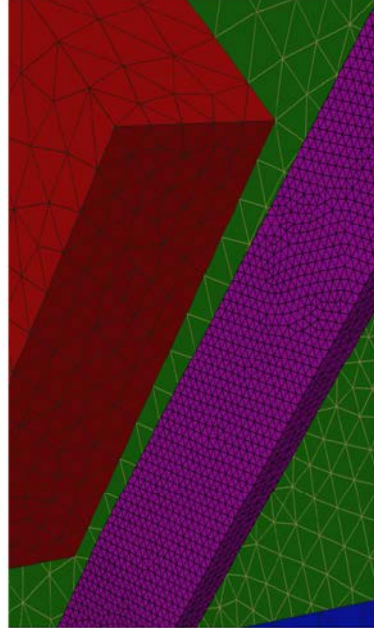
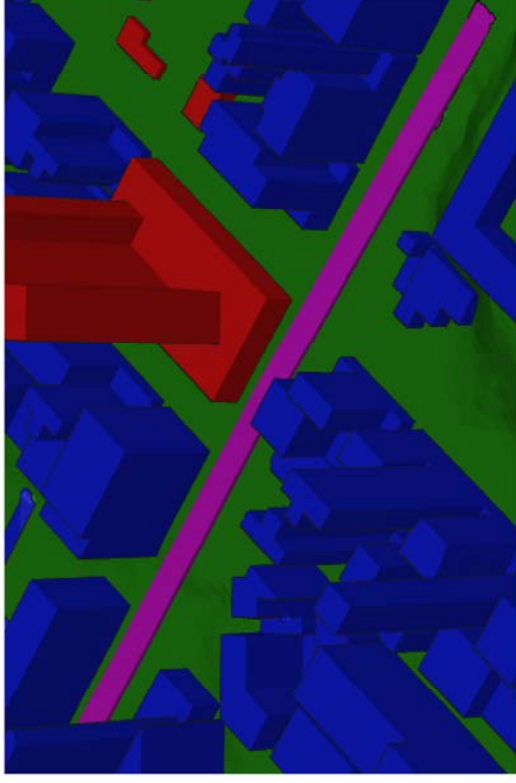
* Setting for 90 deg Wind is adopted in this example
 # Height of Proposed Development, $H = 144\text{ m}$; Required Distance from Boundary = $5 \times 144 = 720\text{ m}$

SCALE	N.T.S.	DATE	Dec-23
CHECK	KC	DRAWN	CC
JOB NO.	ASSET/NAME/DIR.	FIGURE NO.	3-8
		REV.	-

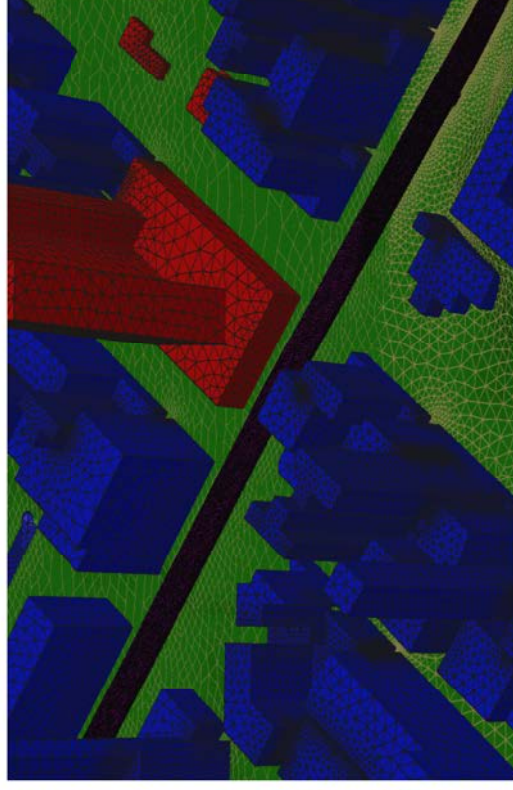
All building in the Baseline Scheme



Near Baseline Building (Site A1)



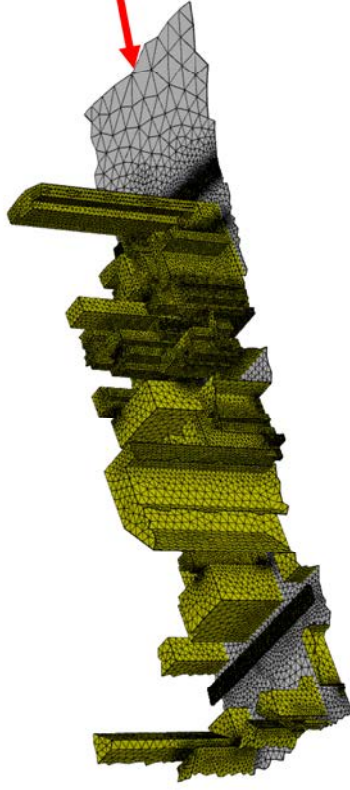
2D Meshes of the Flyover



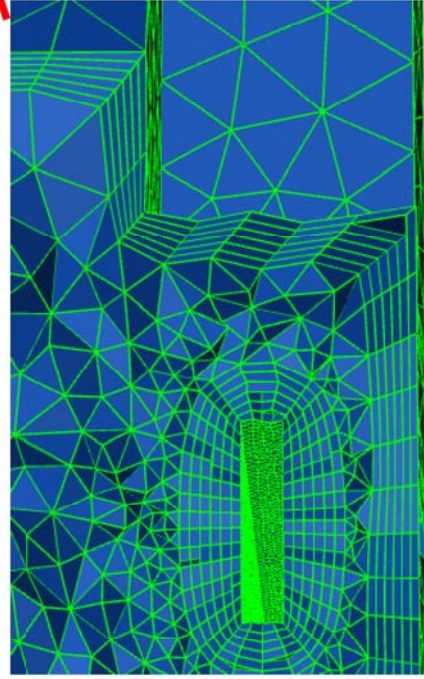
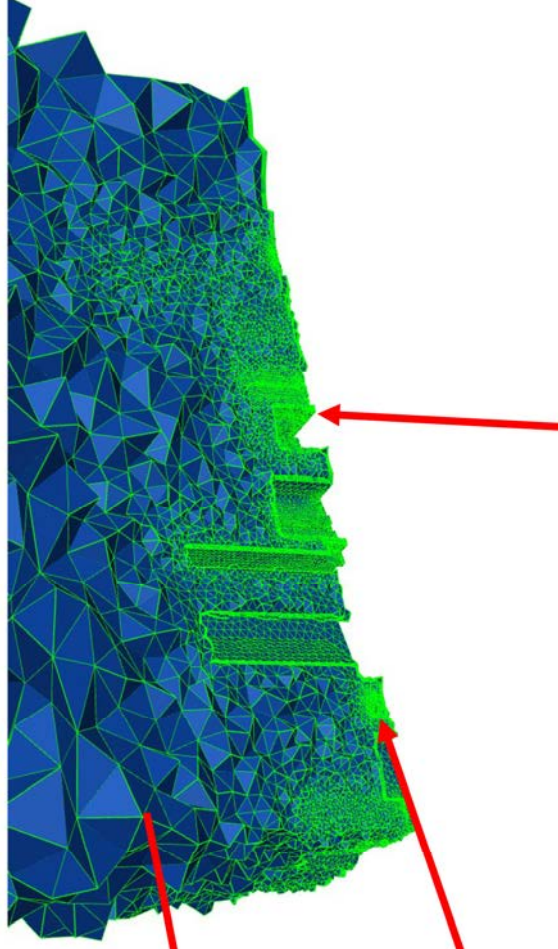
2D Meshes Near Baseline Building (Site A1)

Screen captured from the Baseline Scheme

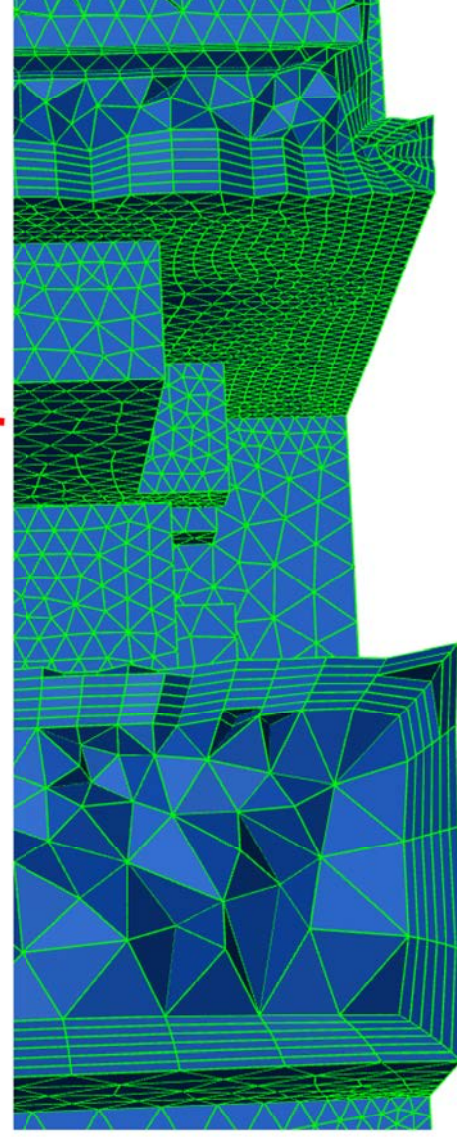
Portion of the Domain



3D Meshes of the Portion



Prism Layers on ground and flyover (6 layers)



Prism Layers on ground and building facades (6 layers)

Screen captured from the Baseline Scheme



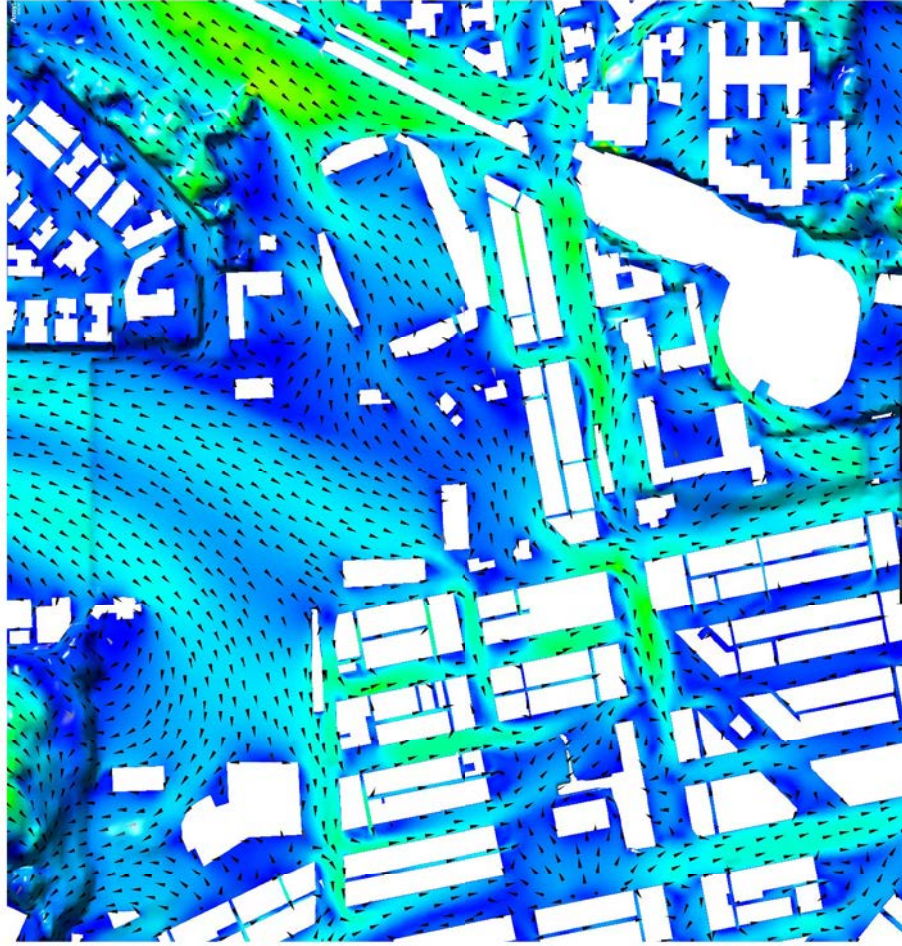
Legend

- Boundary of Assessment Area
- Boundary of Surrounding Area
- Planned Development

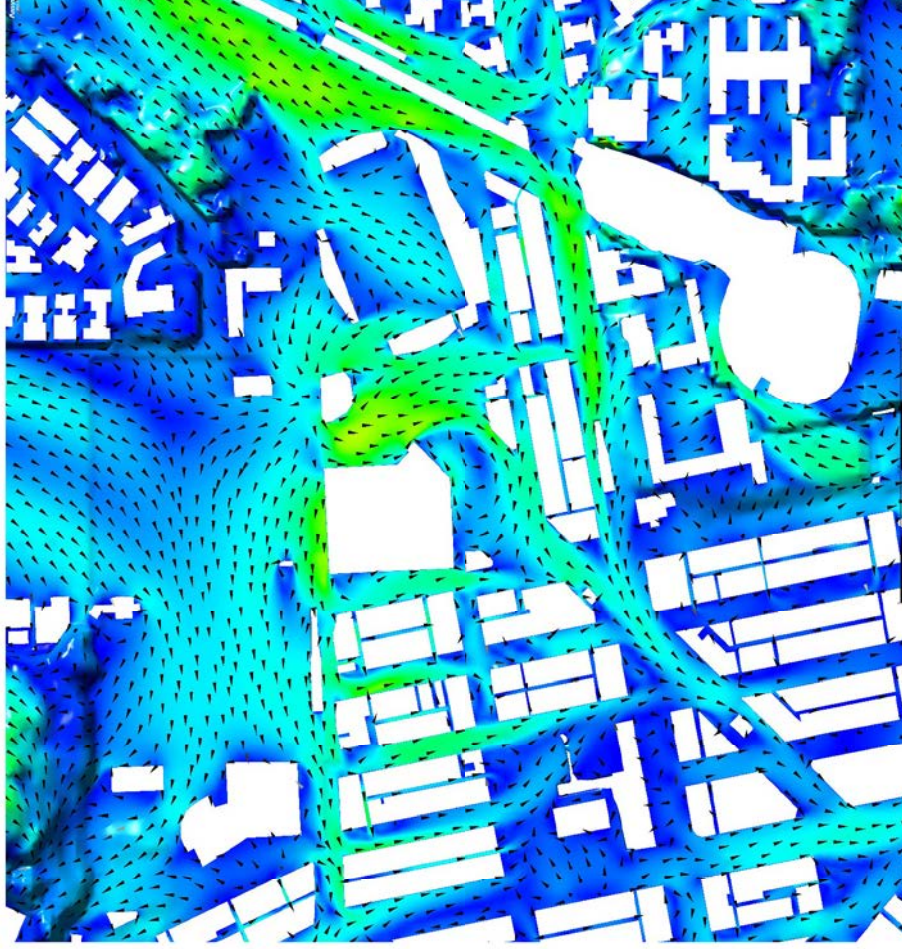
Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		1:2000 @ A3	February 2024
CHECK	JOB NO:	DRAWN	DATE
-	IA19021-YMAA101P1	KS	CC
Identified Planned Development			REV
			-



Velocity Ratio



Baseline Scheme

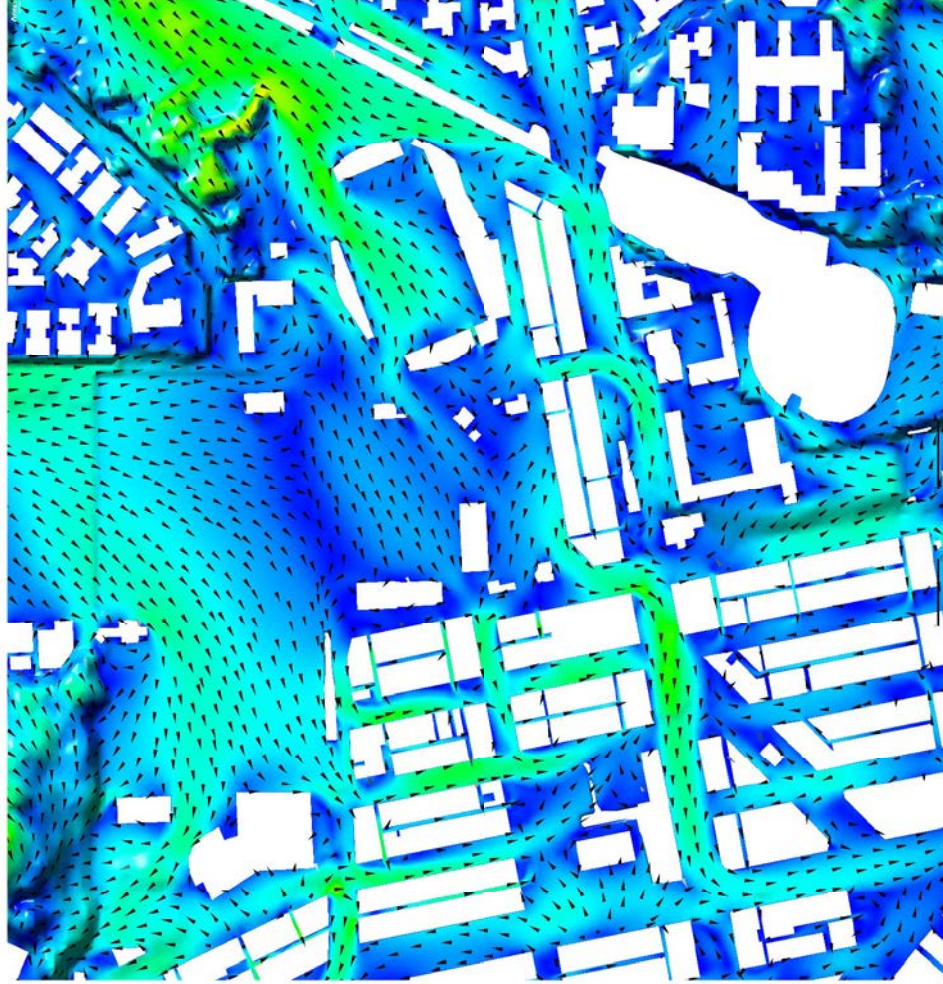


Proposed Scheme

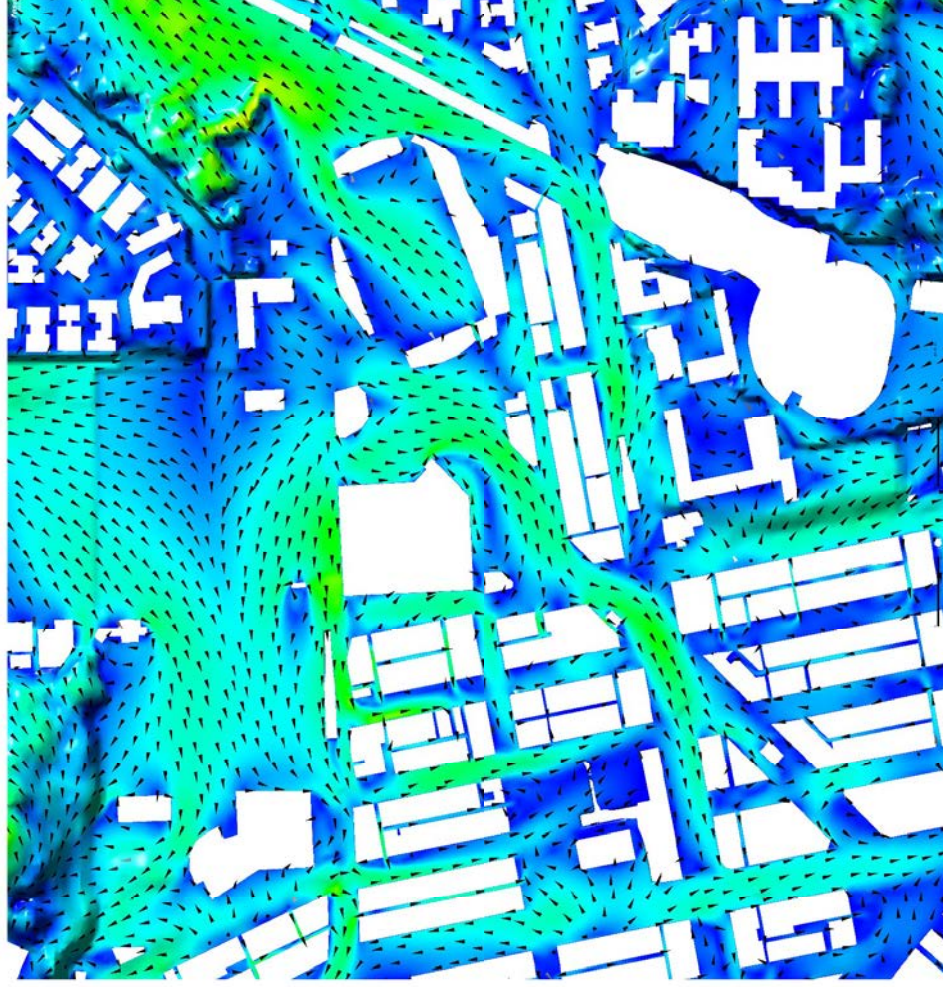
022.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA19021/M4A10/P1	FIGURE NO.	4-1a
		REV.	

Velocity Ratio



Baseline Scheme

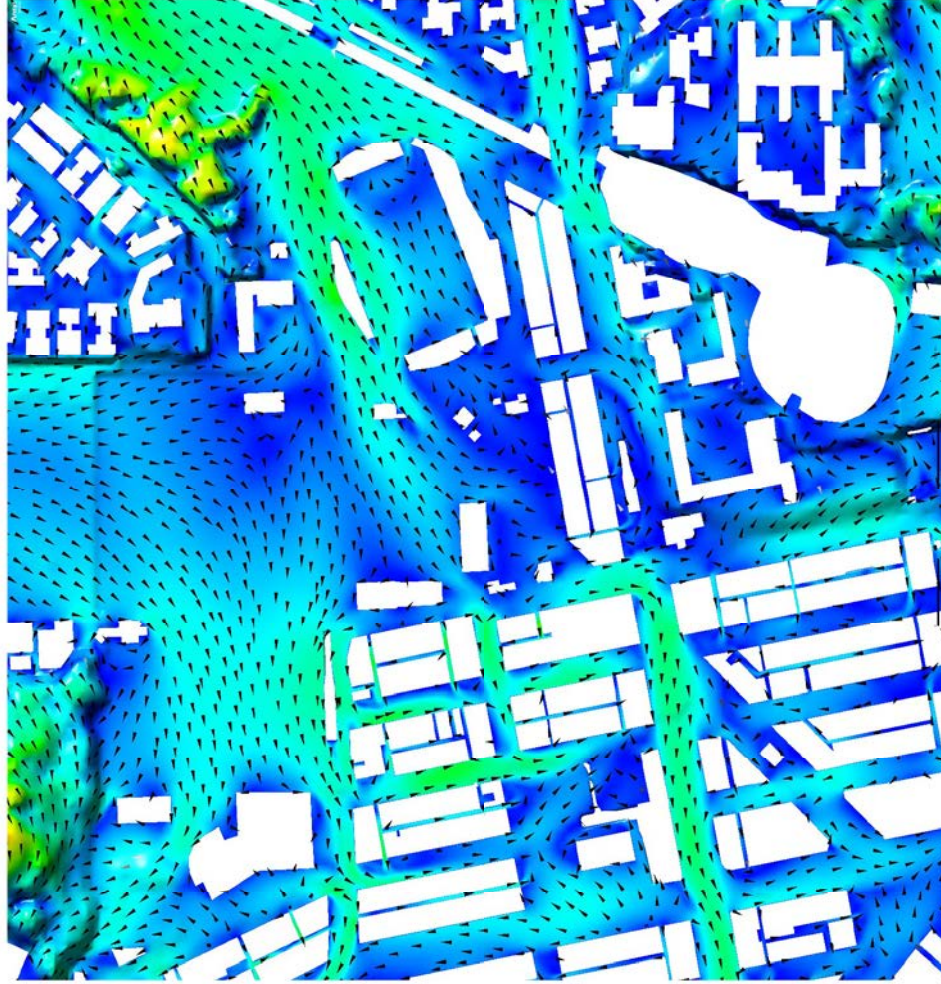


Proposed Scheme

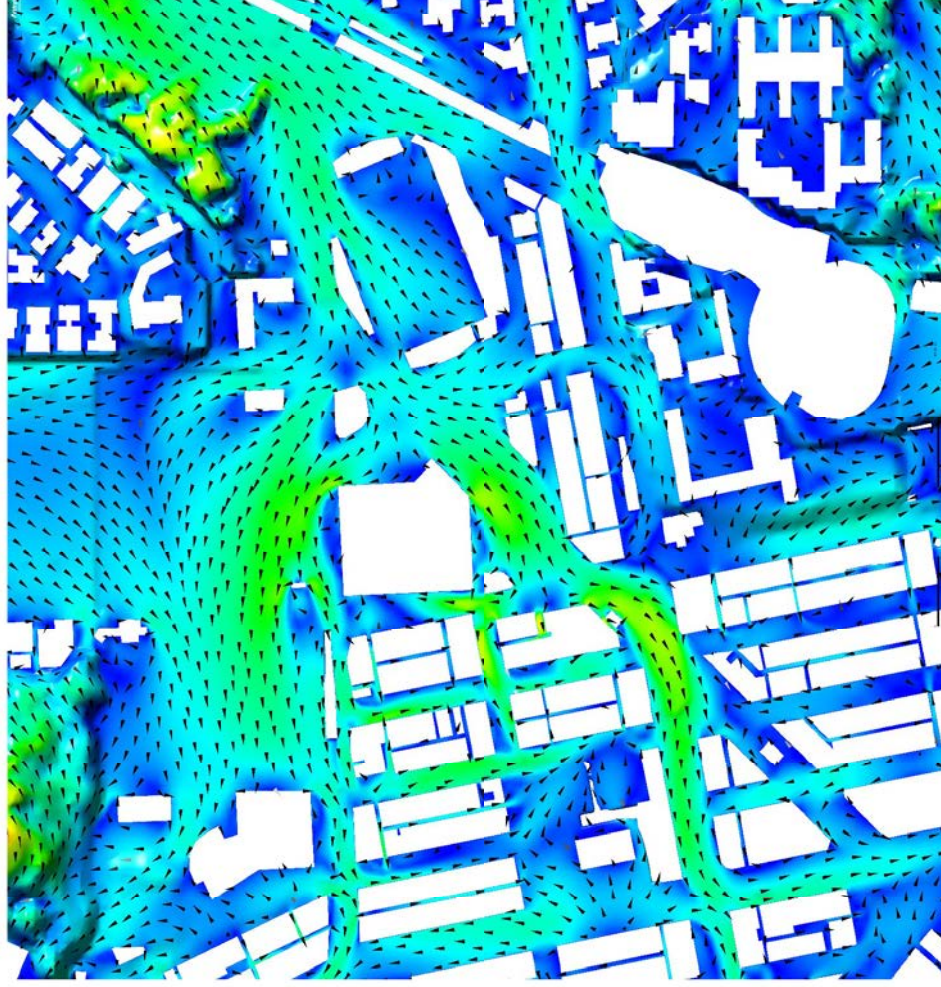
045 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA190217M4A101P1	FIGURE NO.	4-1b
		REV.	

Velocity Ratio



Baseline Scheme

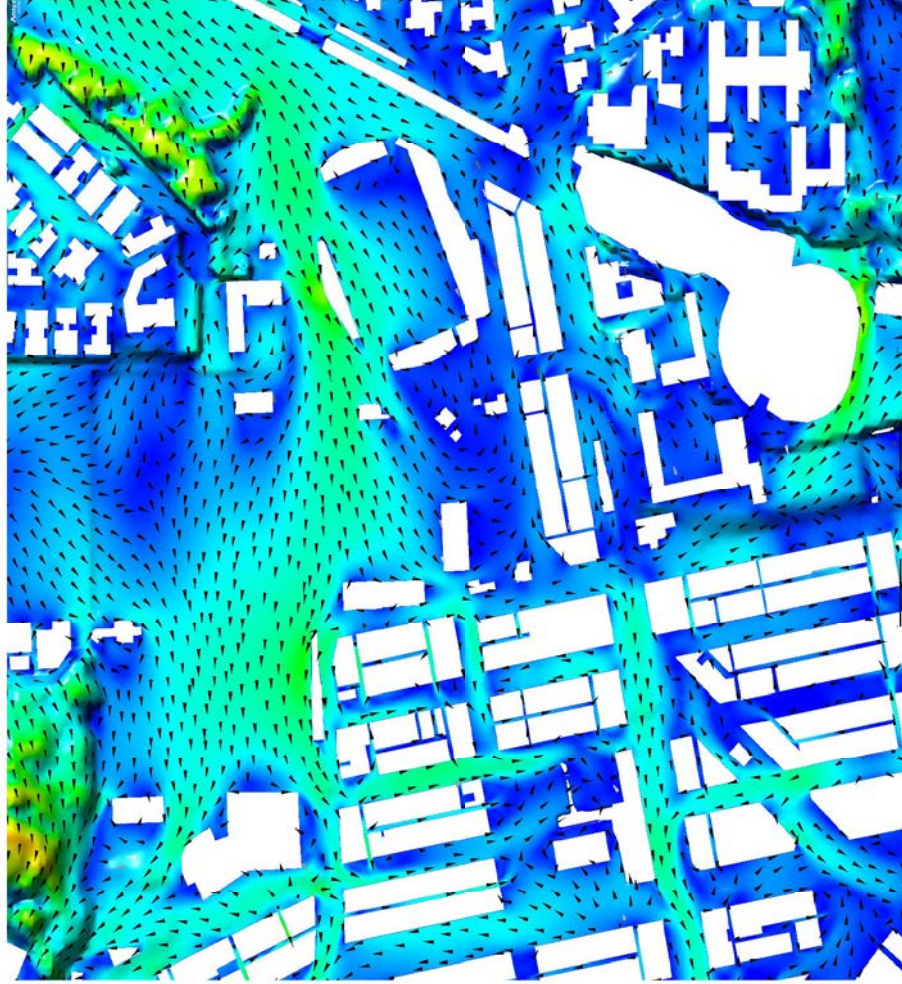


Proposed Scheme

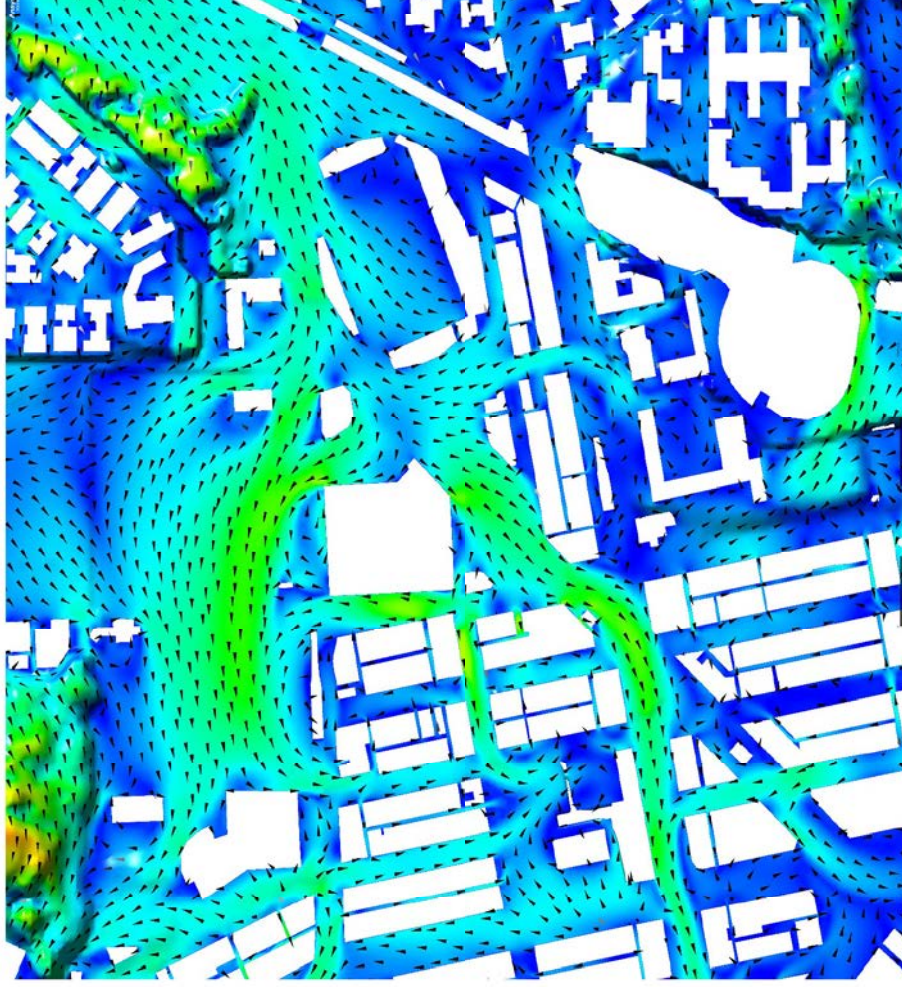
067.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA19021/M4A10/P1	FIGURE NO.	4-1c
		REV.	

Velocity Ratio



Baseline Scheme

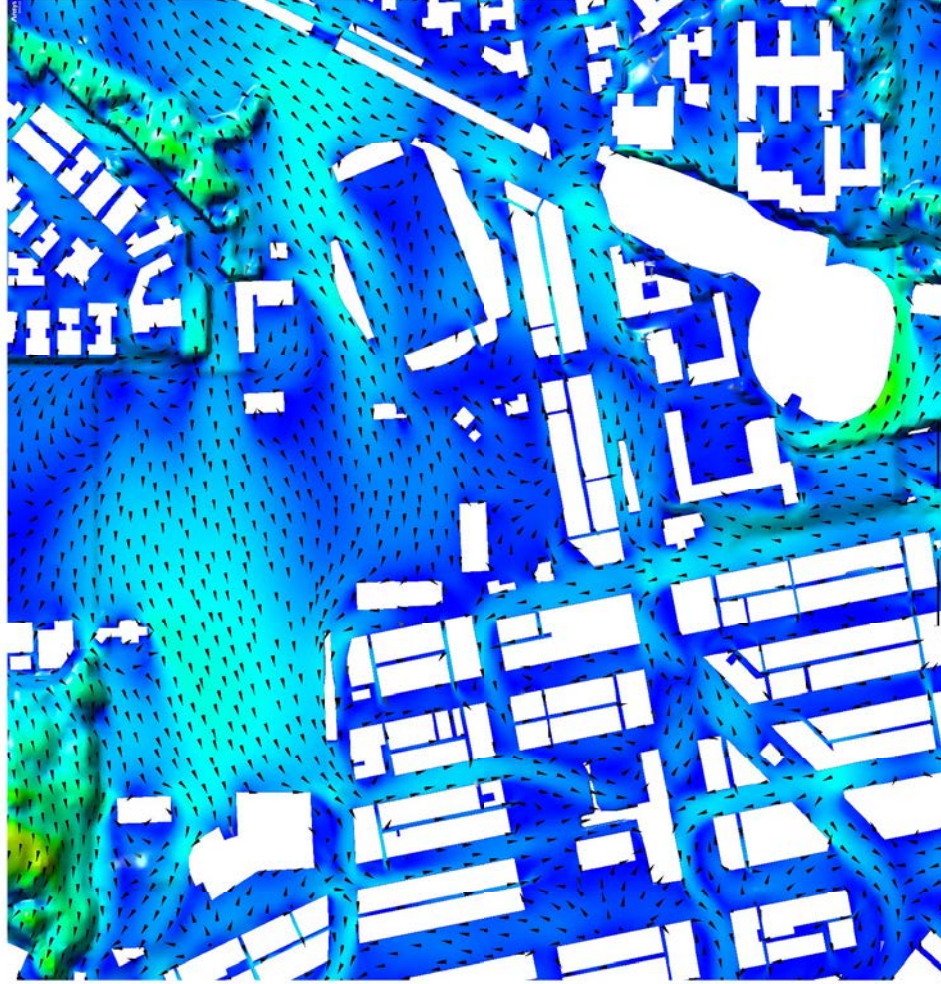


Proposed Scheme

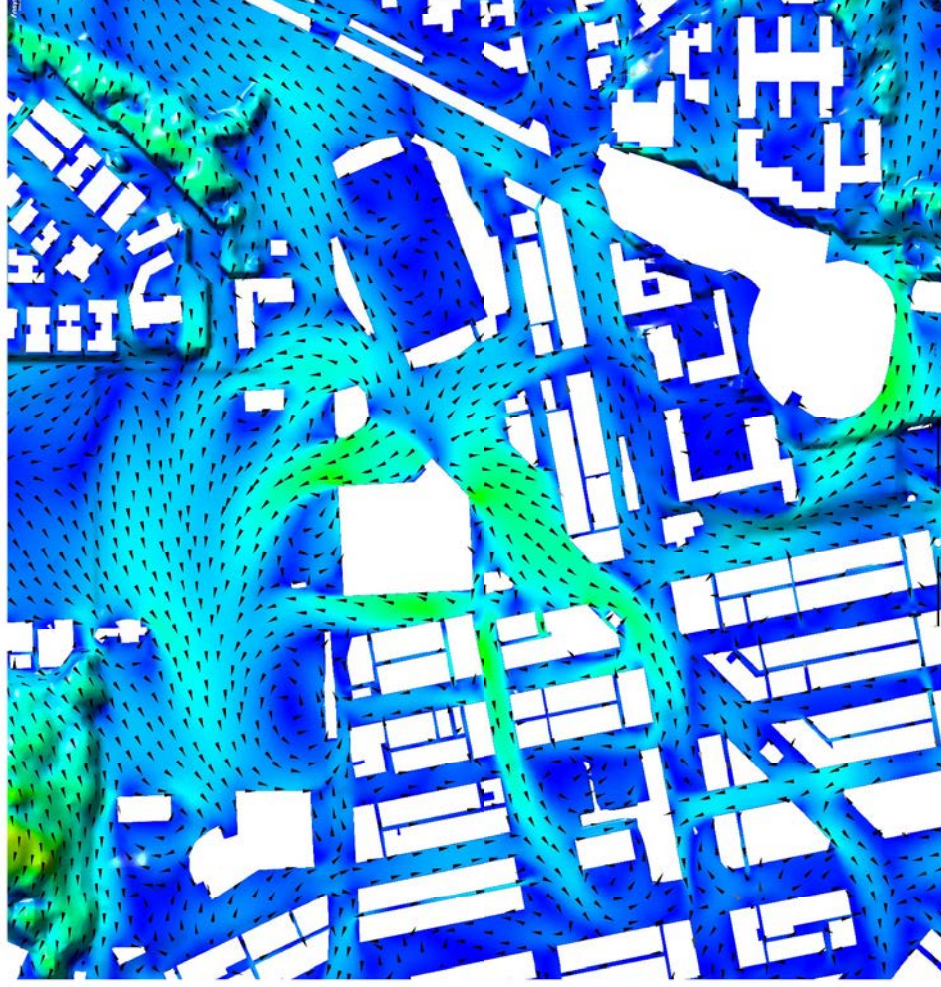
090 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA190217M04101P1	FIGURE NO.	4-1d
		REV.	

Velocity Ratio



Baseline Scheme

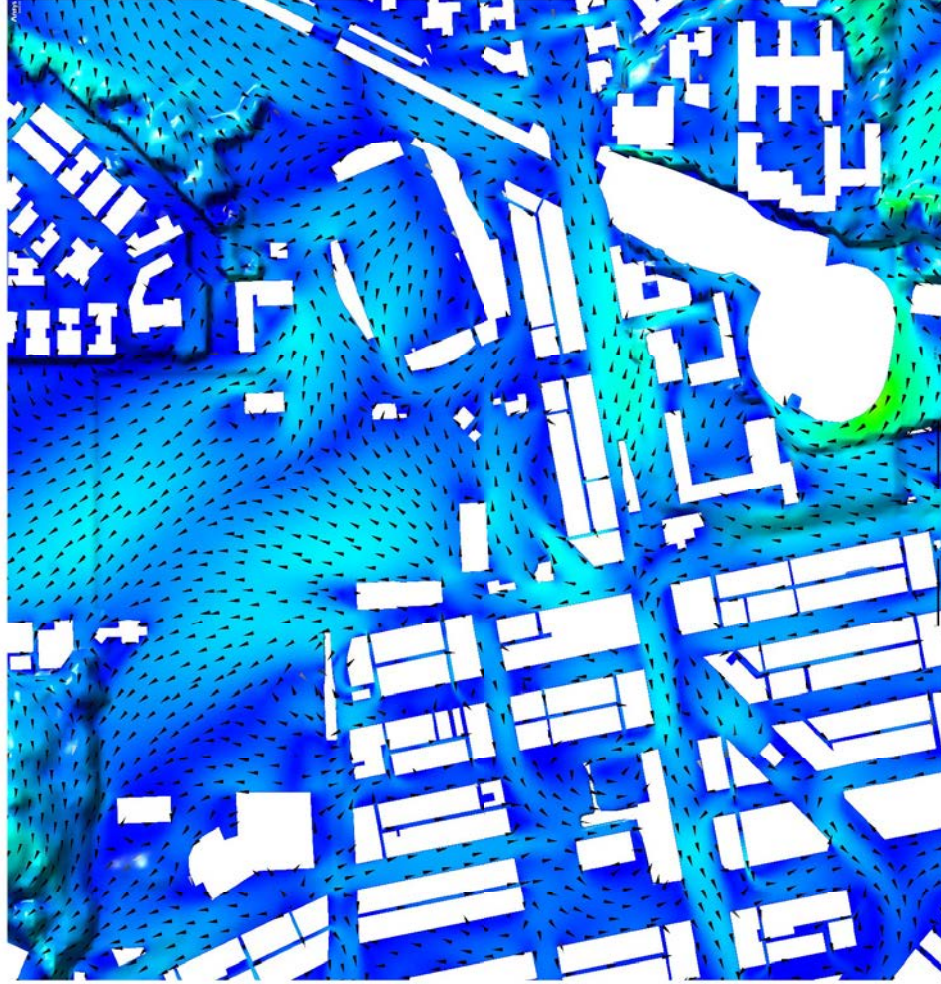


Proposed Scheme

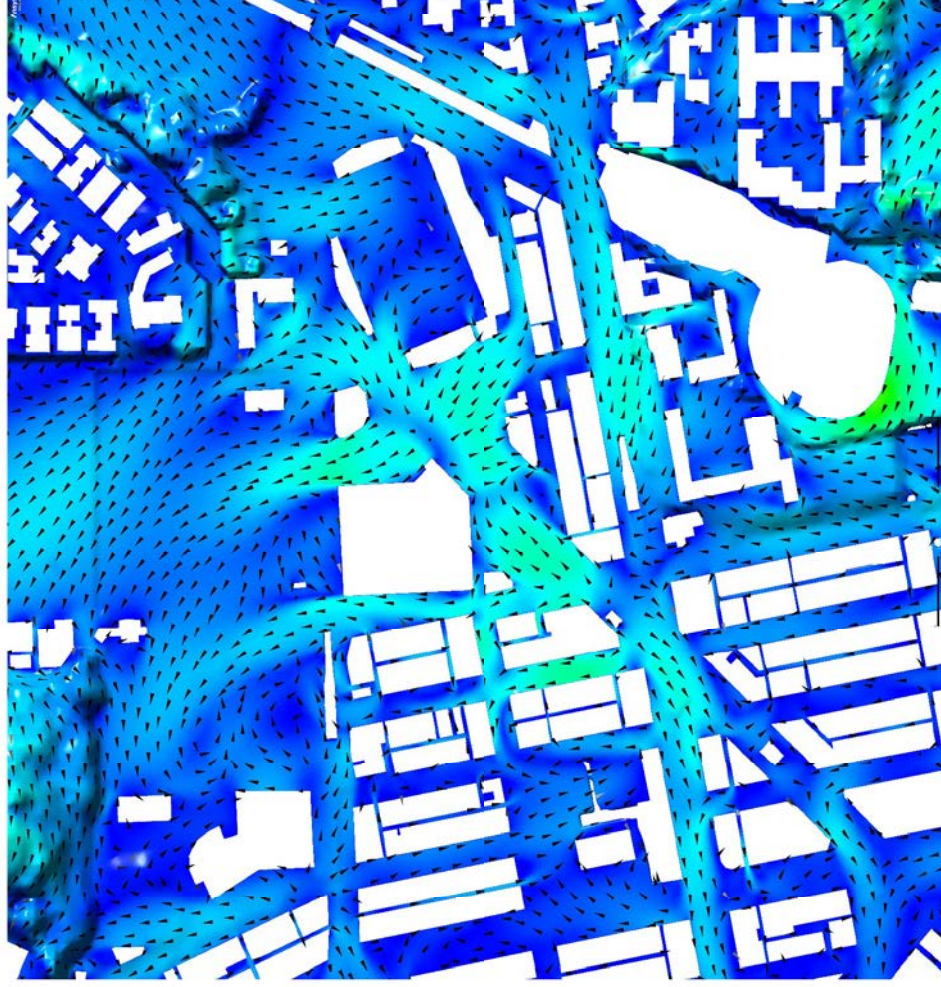
112.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA19021/M4A10/P1	FIGURE NO.	4-1e
		REV.	

Velocity Ratio



Baseline Scheme

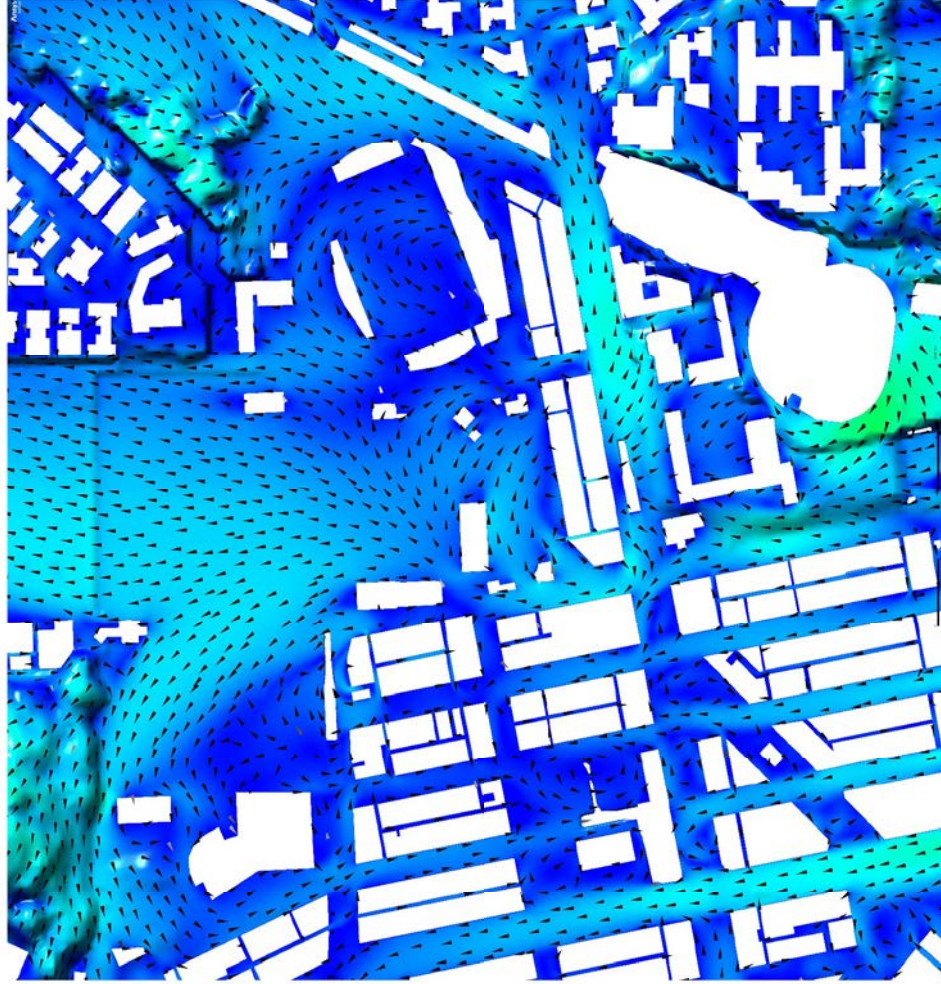


Proposed Scheme

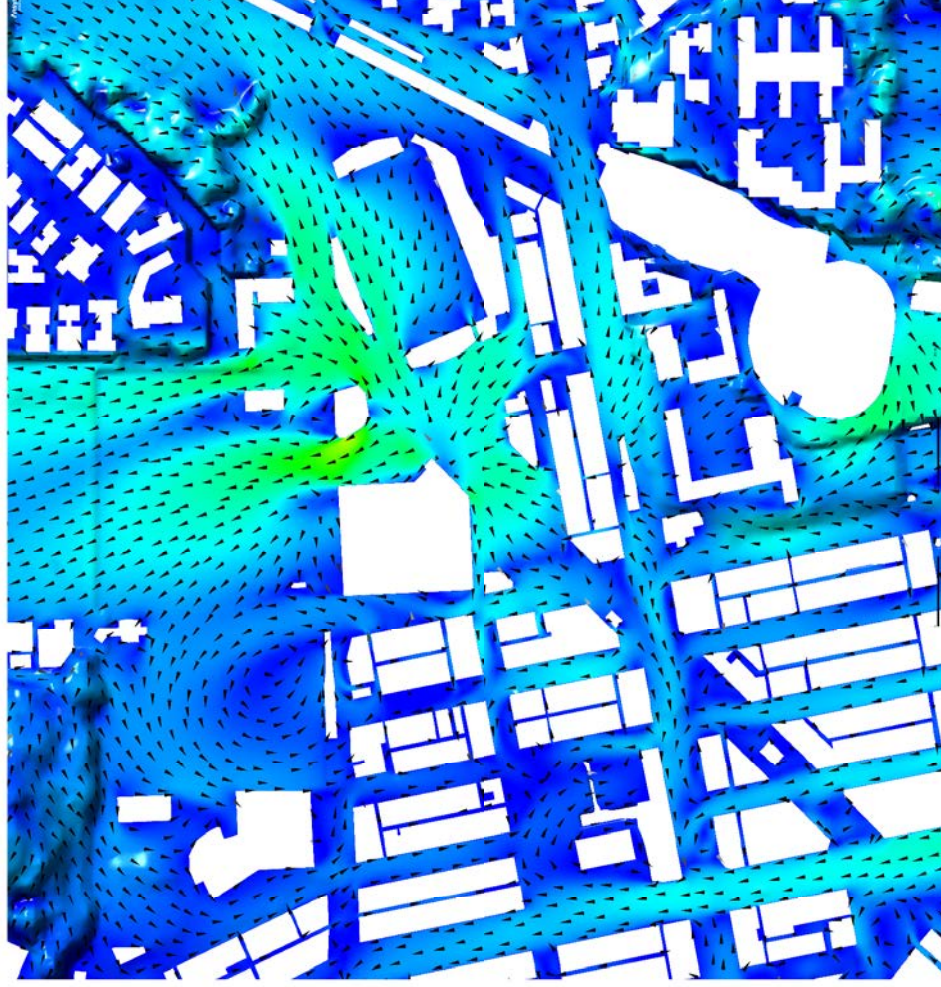
135 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA190217M4A101P1	FIGURE NO.	4-1f
		REV.	

Velocity Ratio



Baseline Scheme

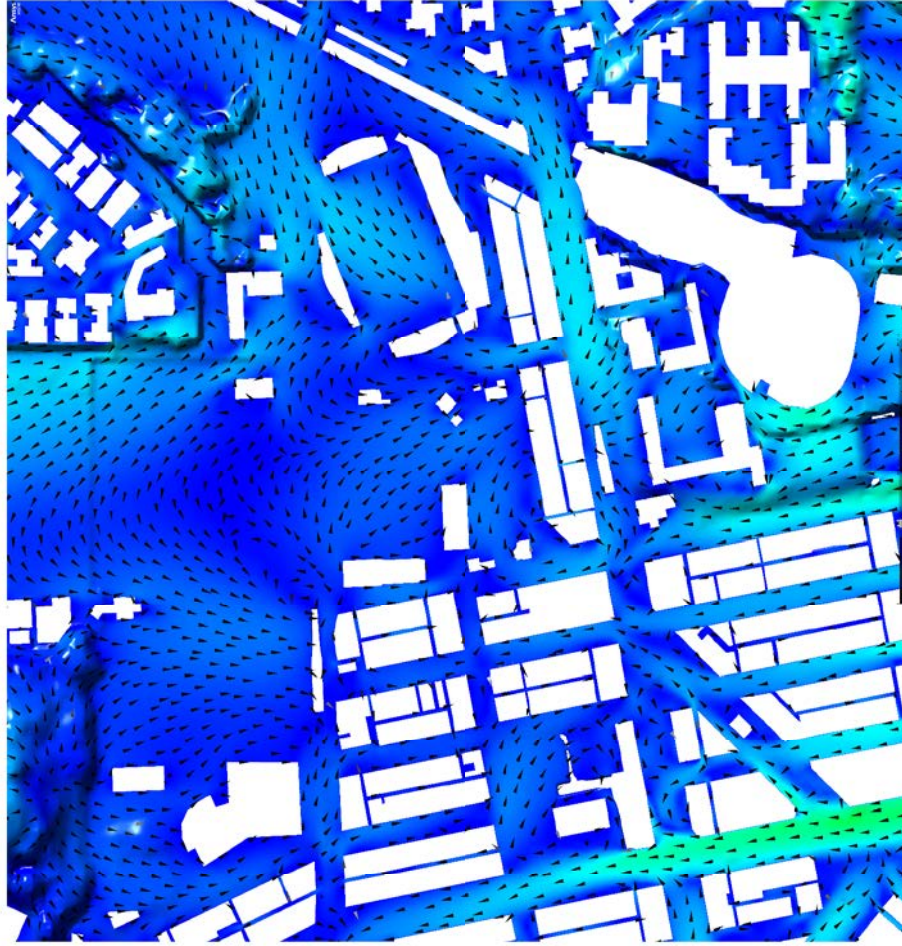
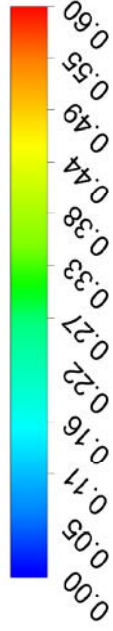


Proposed Scheme

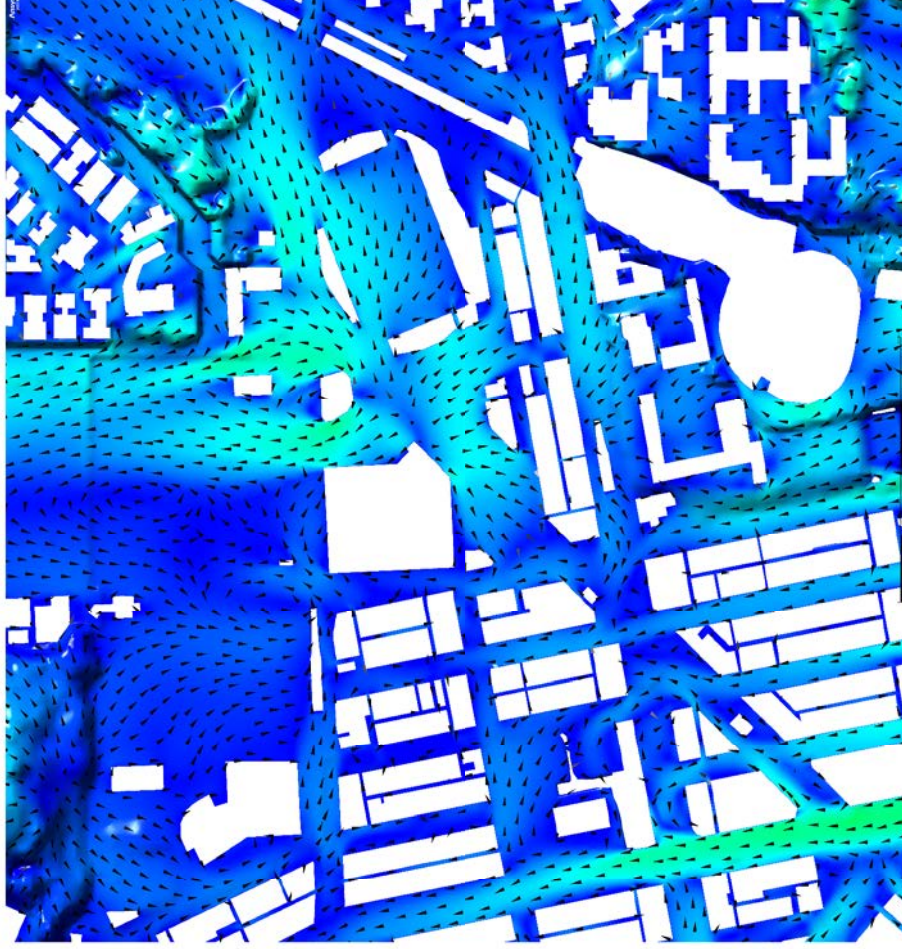
157.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/M4A101P1	FIGURE NO.	4-1g
		REV.	

Velocity Ratio



Baseline Scheme

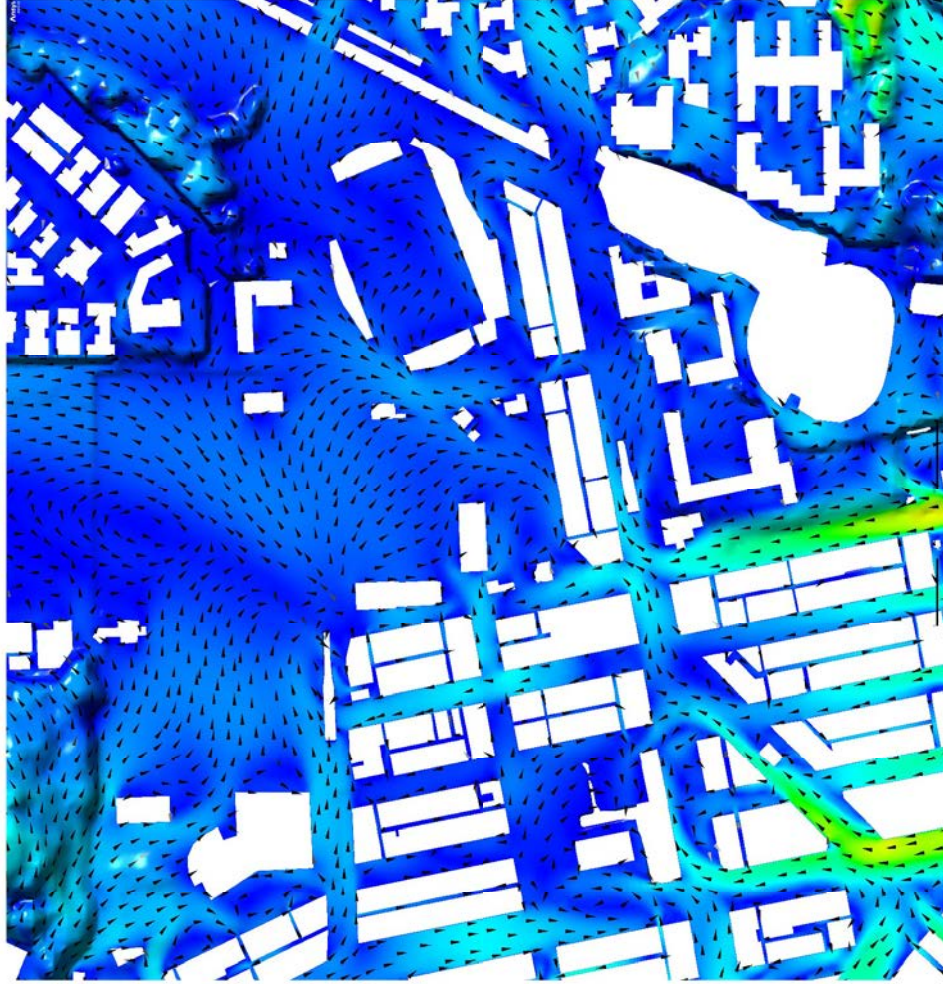


Proposed Scheme

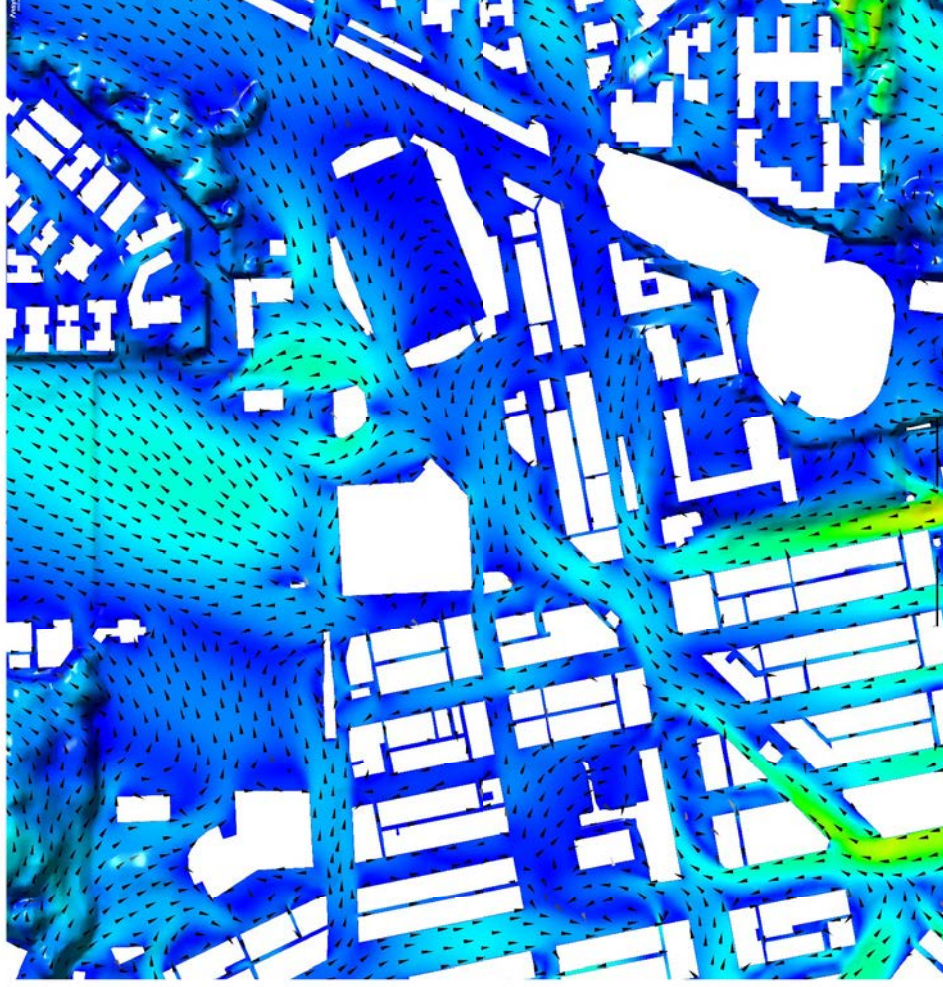
180 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA19021/M4A10/P1	FIGURE NO.	4-1h
		REV.	

Velocity Ratio



Baseline Scheme

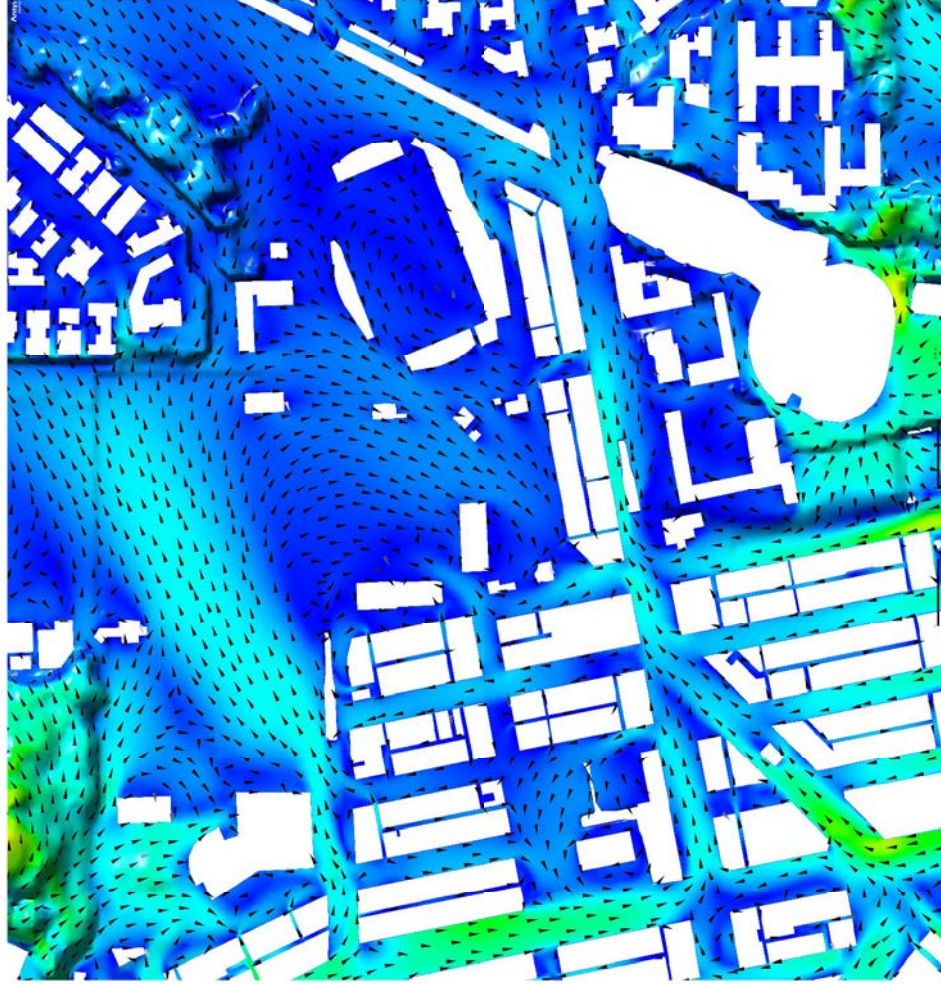


Proposed Scheme

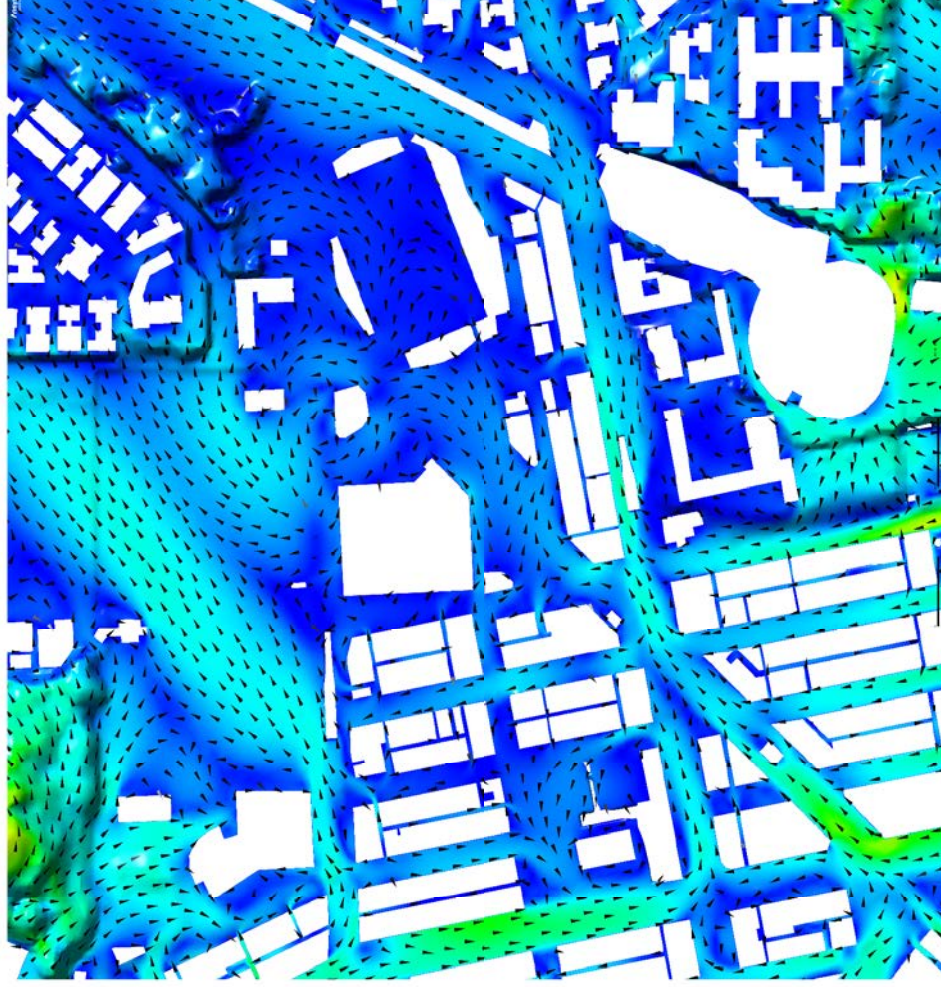
202.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA19021/M4A10/P1	FIGURE NO.	4-11
		REV.	

Velocity Ratio



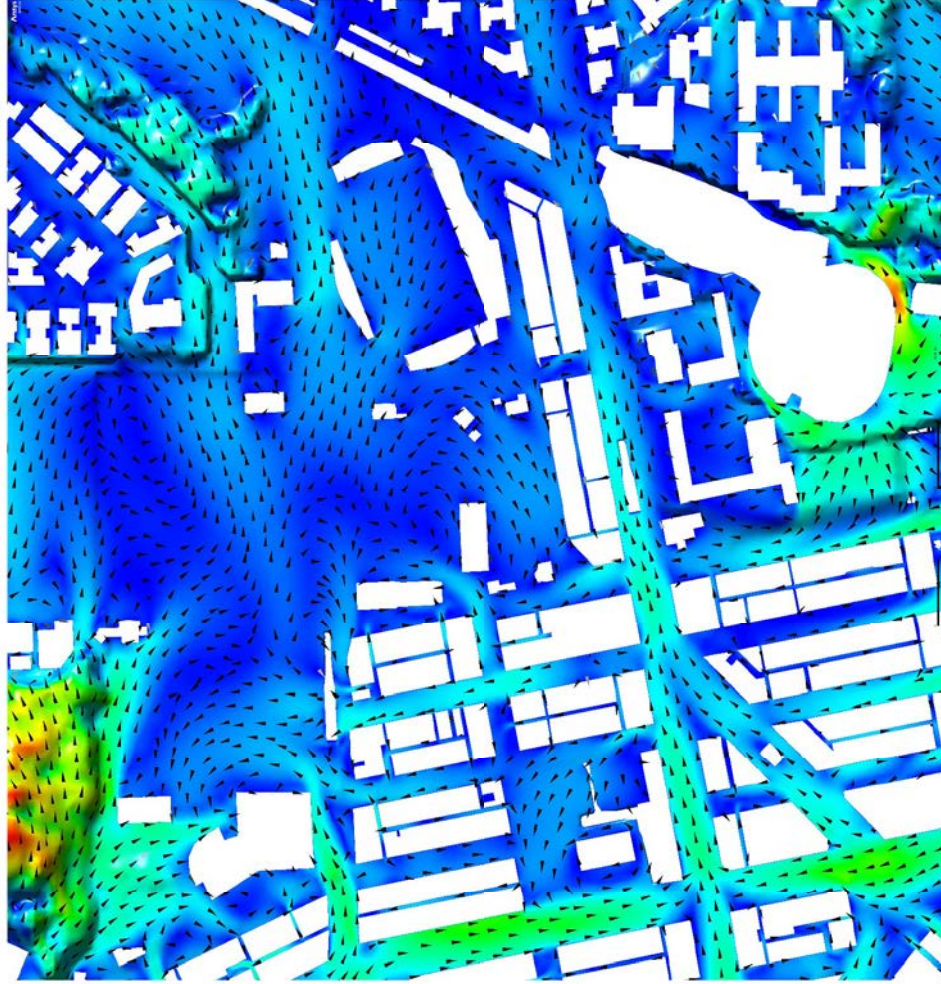
Baseline Scheme



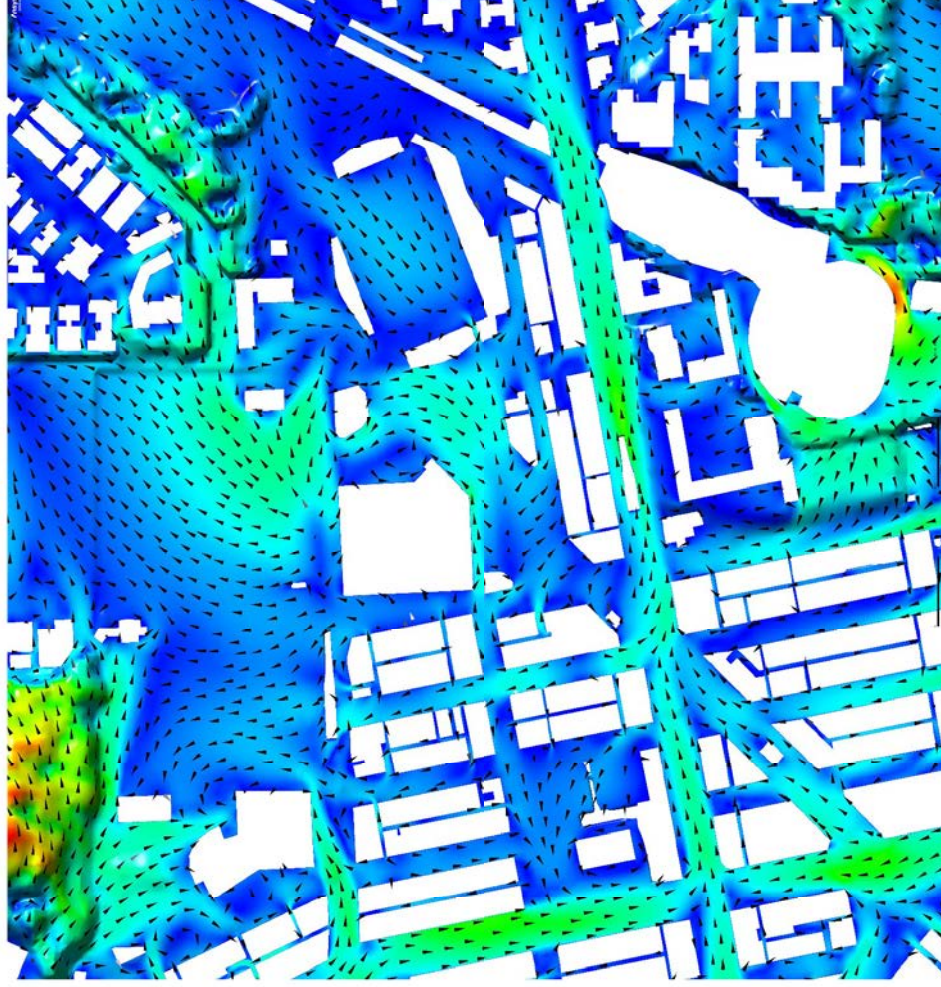
Proposed Scheme

225 deg Wind Direction

Velocity Ratio



Baseline Scheme

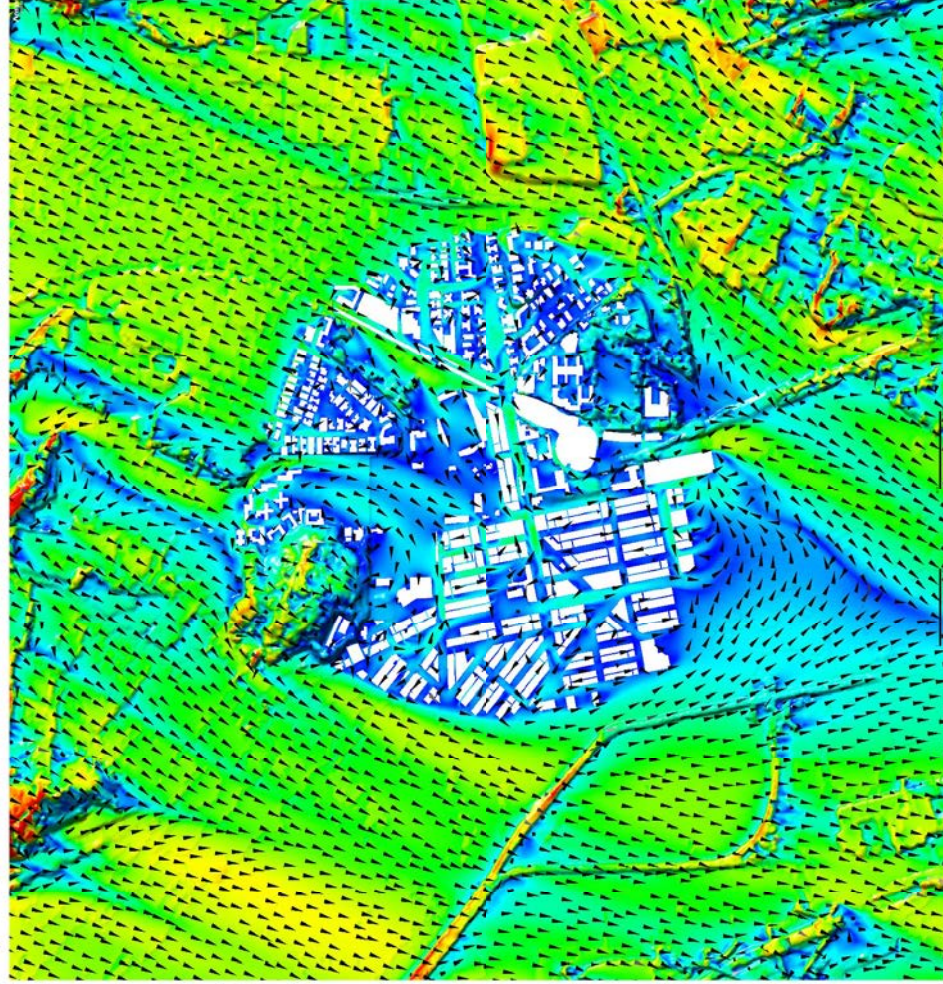


Proposed Scheme

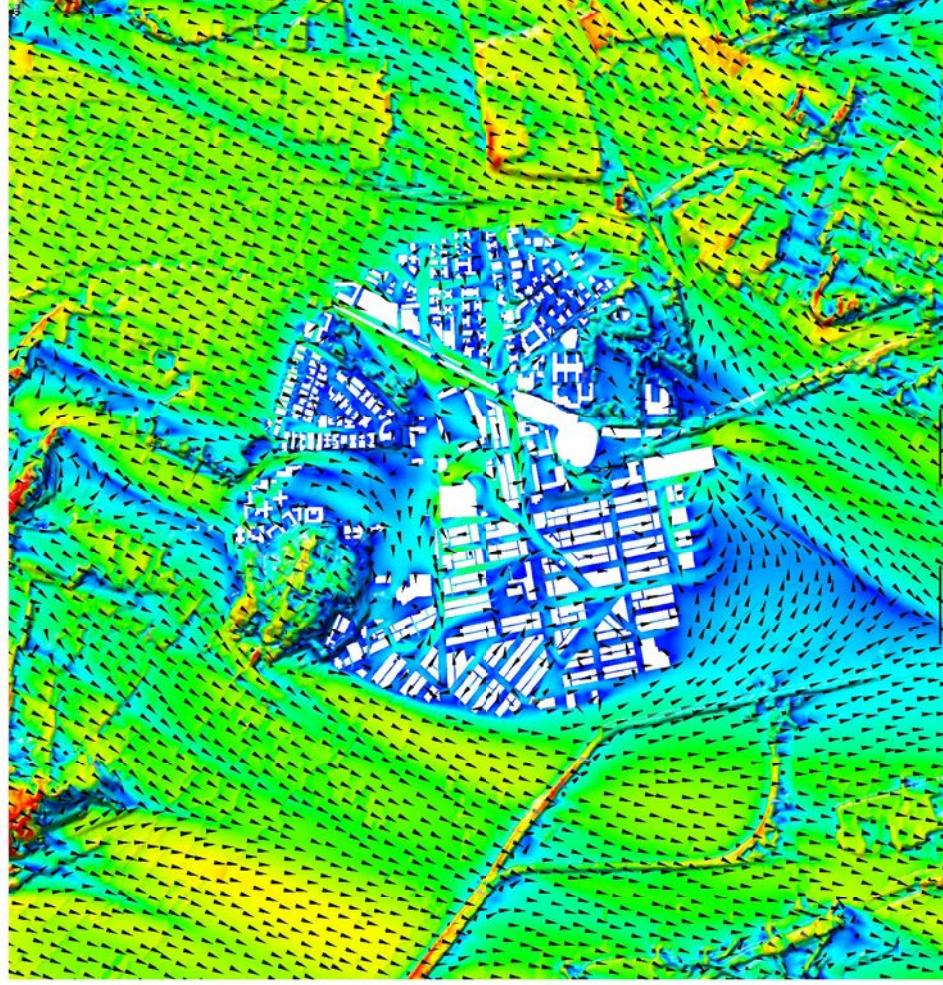
247.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA19021/M4A10/P1	FIGURE NO.	4-1k
		REV.	

Velocity Ratio



Baseline Scheme

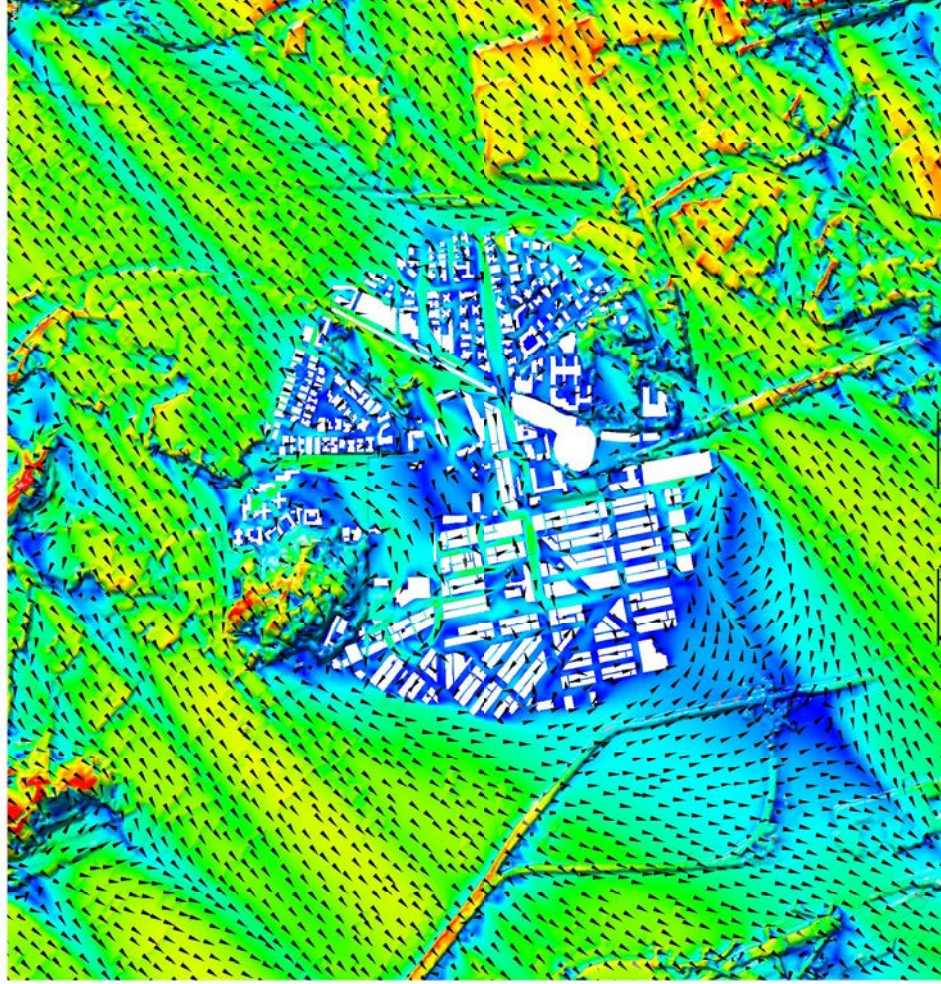


Proposed Scheme

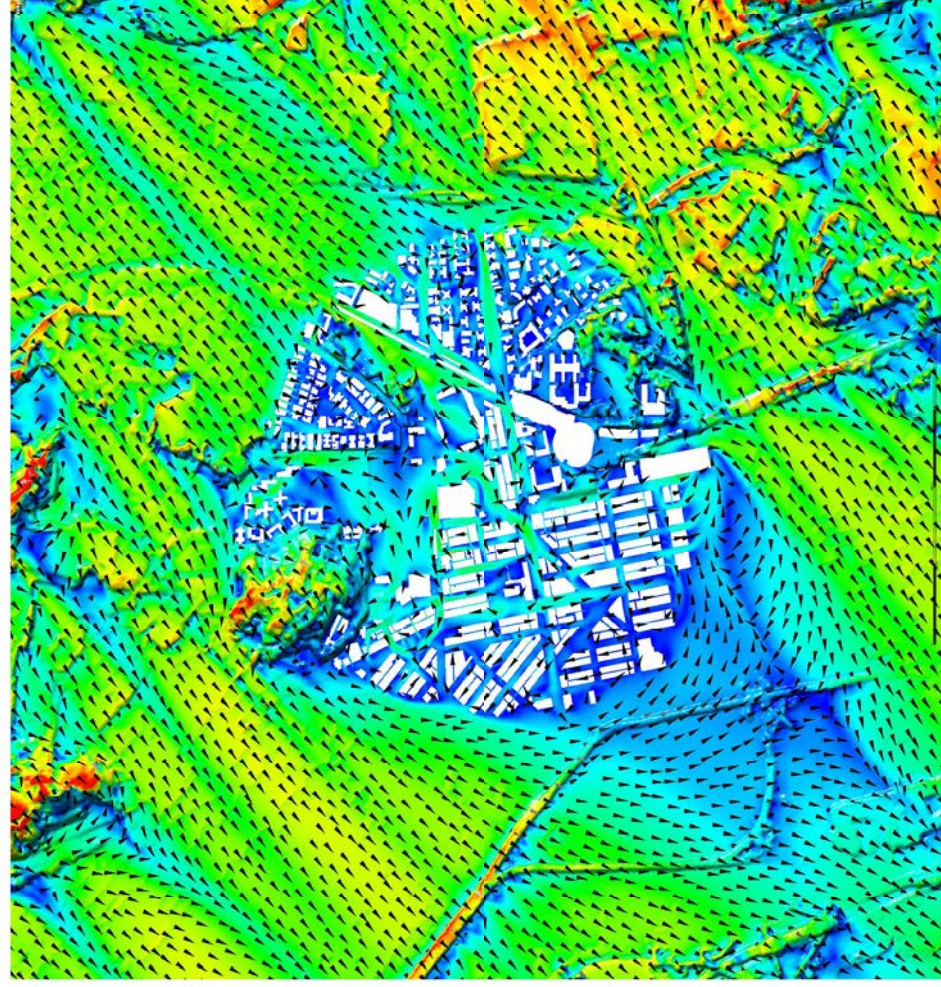
022.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/YMAA101P1	FIGURE NO.	4-2a
		REV.	

Velocity Ratio



Baseline Scheme

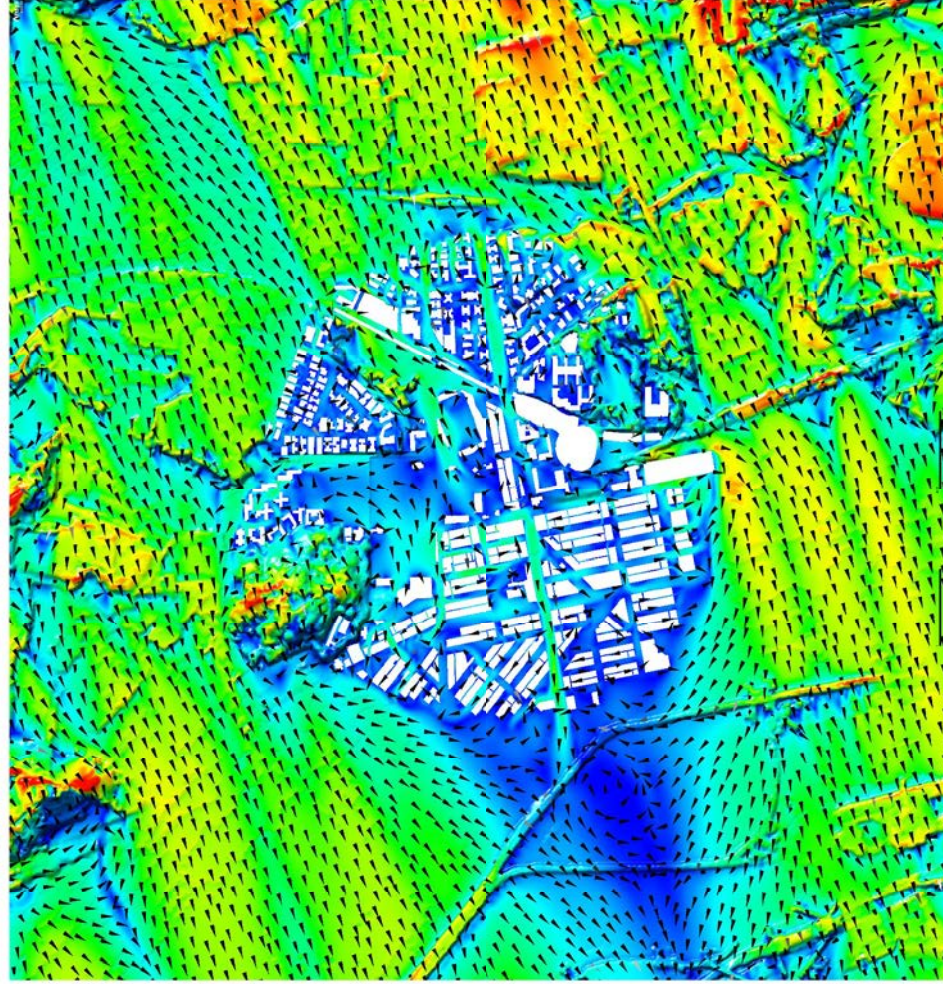


Proposed Scheme

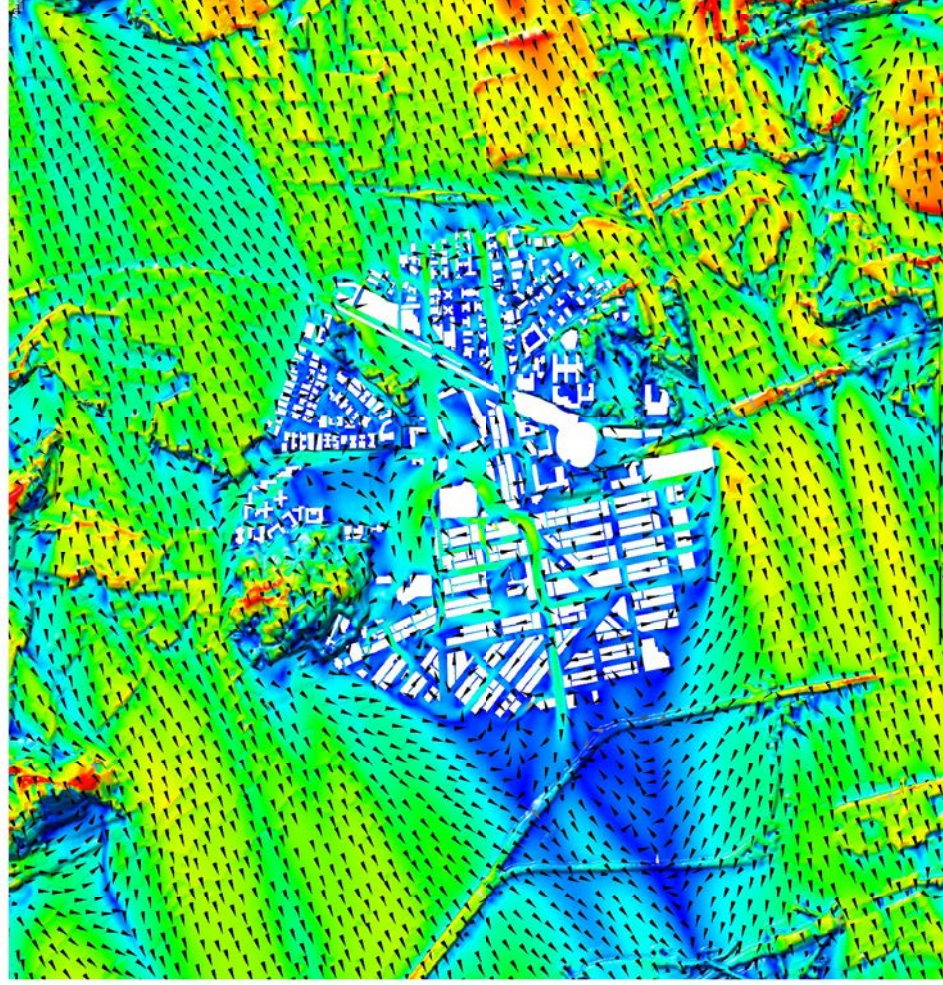
045 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/YMAA101P1	FIGURE NO.	4-2b
		REV.	

Velocity Ratio



Baseline Scheme

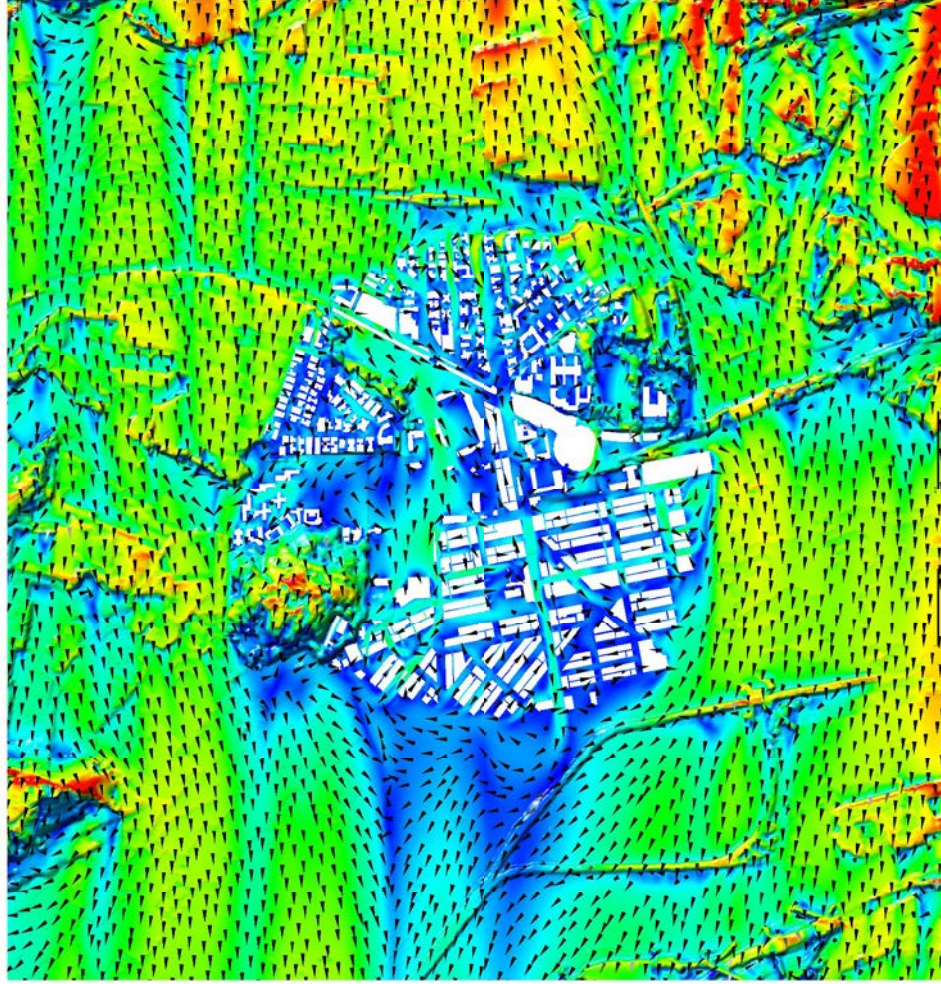


Proposed Scheme

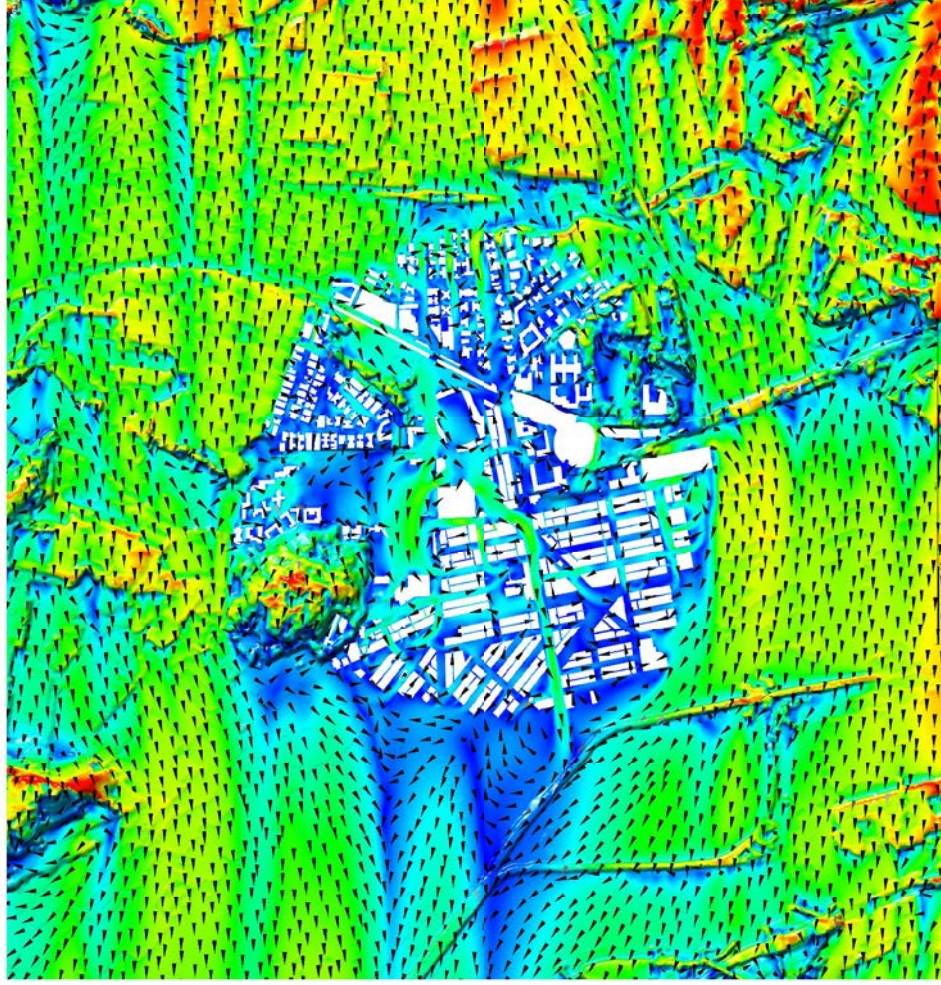
067.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	IA19021YMAA101P1	FIGURE NO.	4-2c
		REV.	

Velocity Ratio



Baseline Scheme

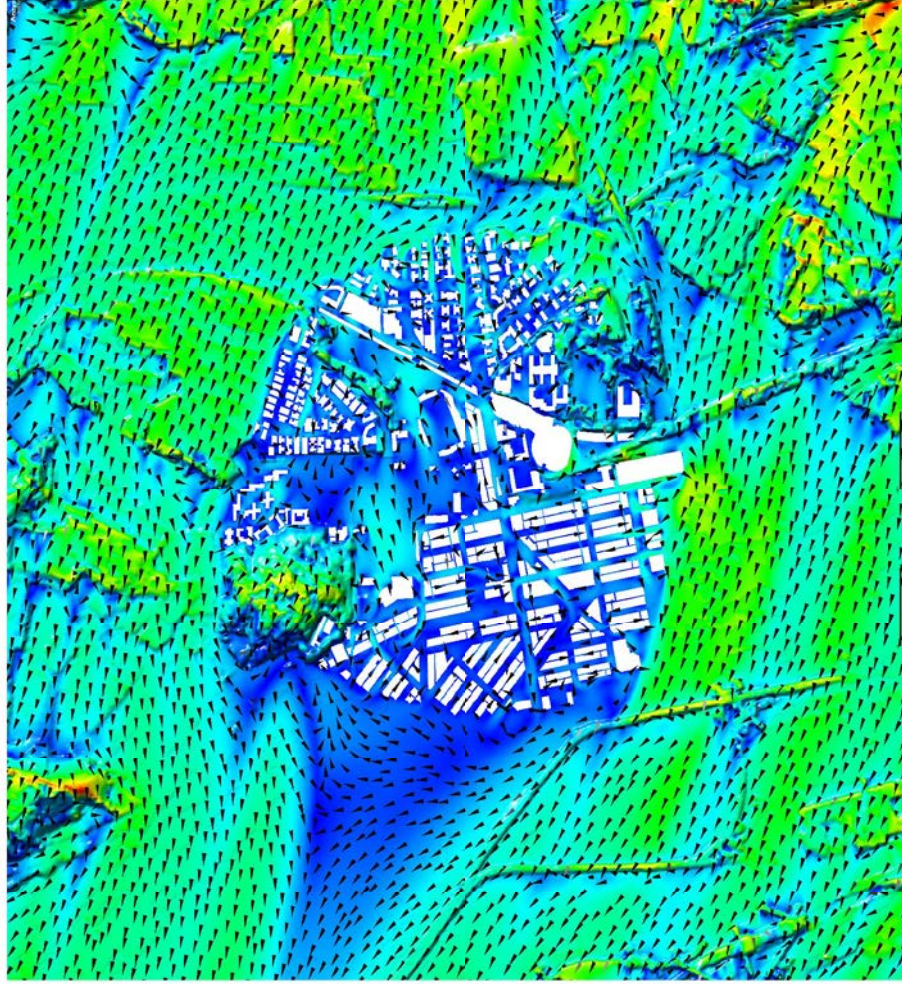


Proposed Scheme

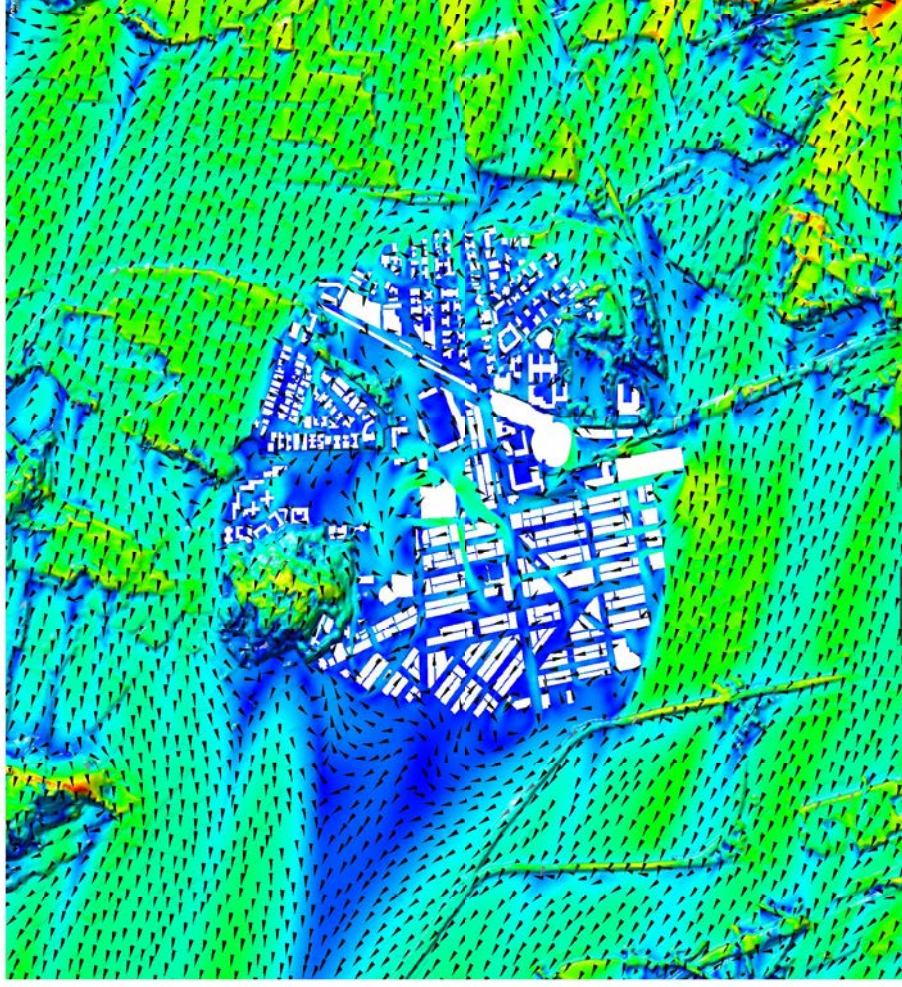
090 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	IA19021YMAA101P1	FIGURE NO.	4-2d
		REV.	

Velocity Ratio



Baseline Scheme

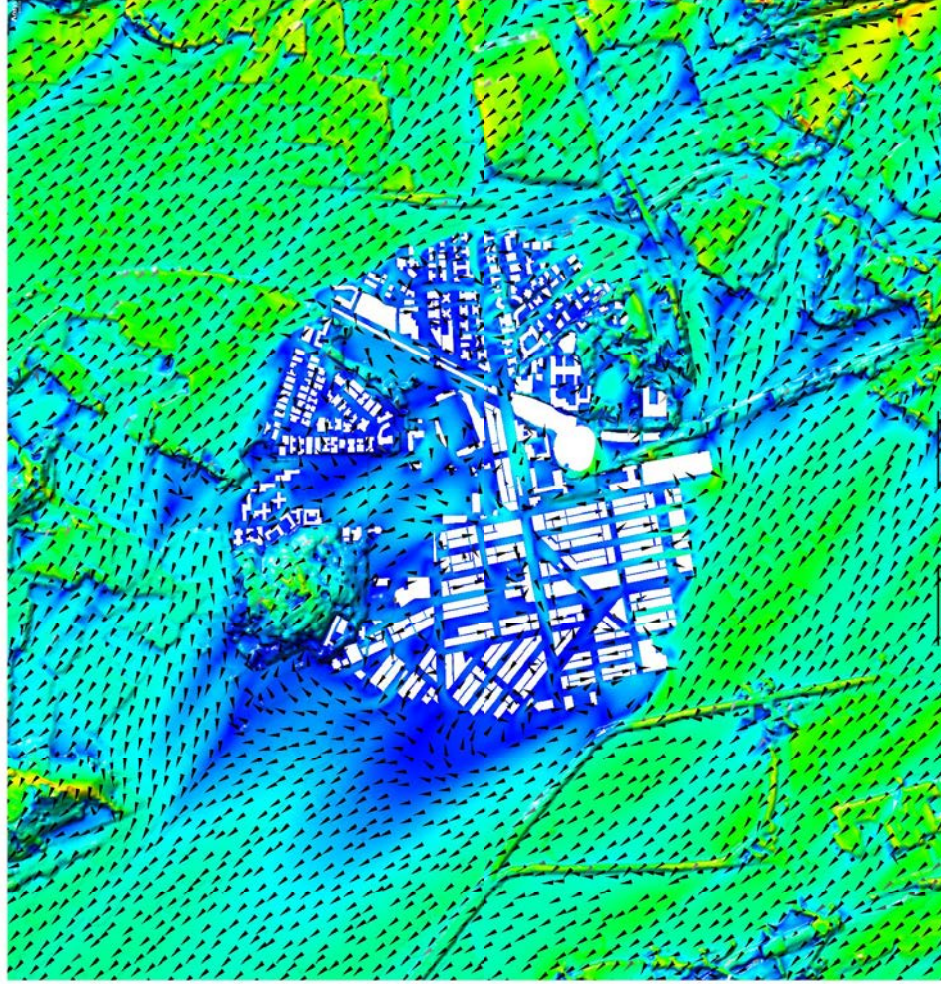


Proposed Scheme

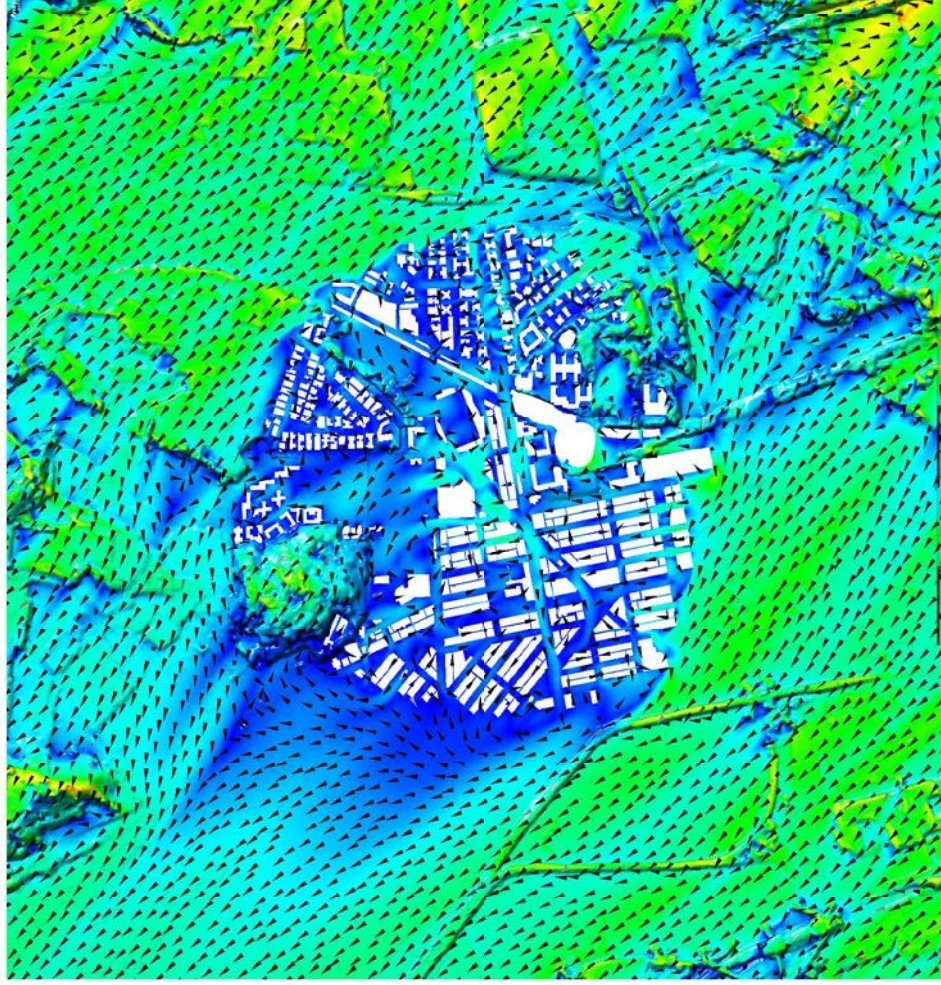
112.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	IA19021YMAA101P1	FIGURE NO.	4-2e
		REV.	

Velocity Ratio



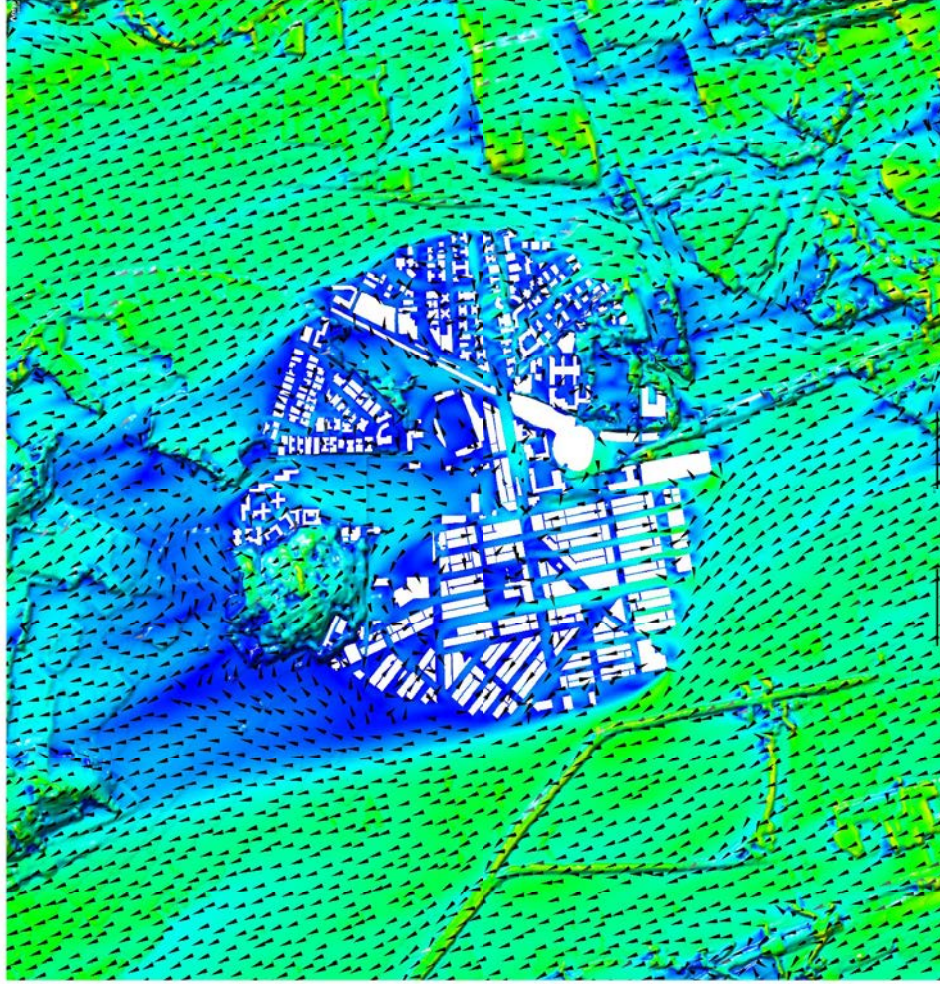
Baseline Scheme



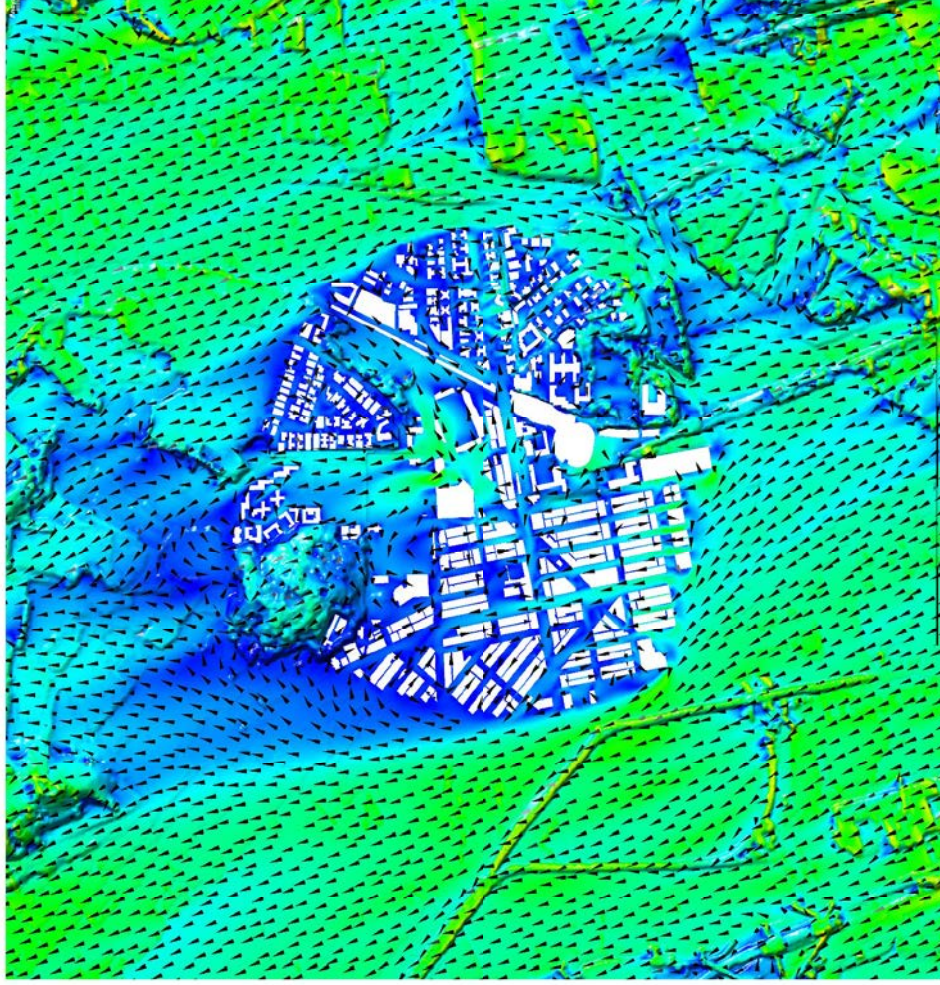
Proposed Scheme

135 deg Wind Direction

Velocity Ratio



Baseline Scheme

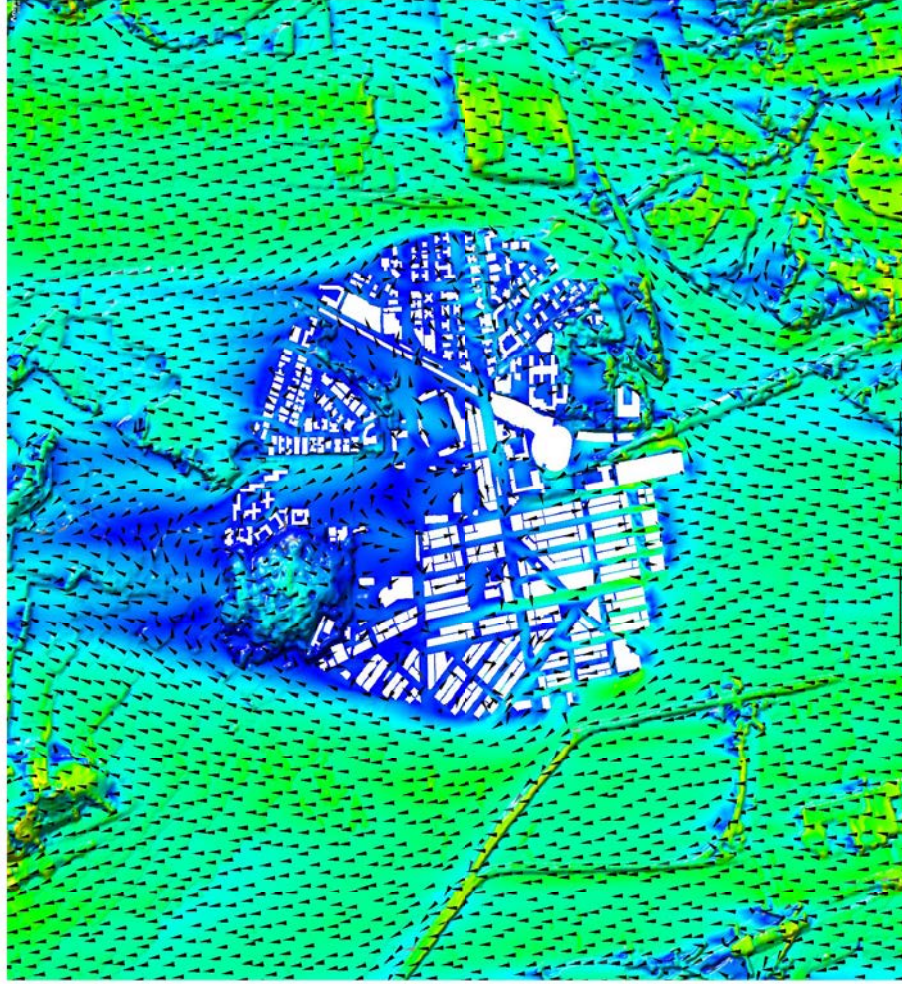
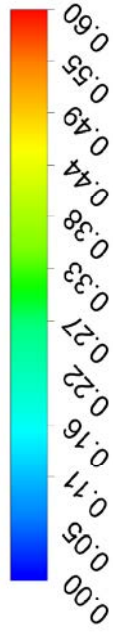


Proposed Scheme

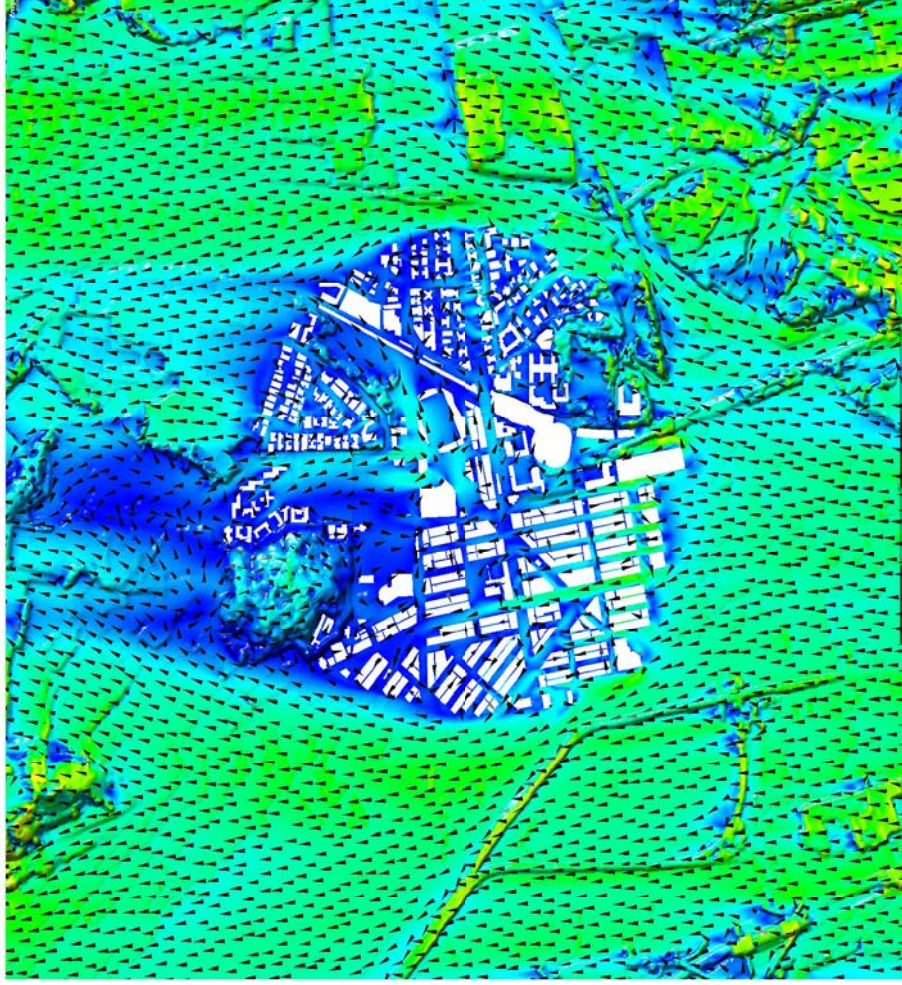
157.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/M4A101P1	FIGURE NO.	4-2g
		REV.	

Velocity Ratio



Baseline Scheme

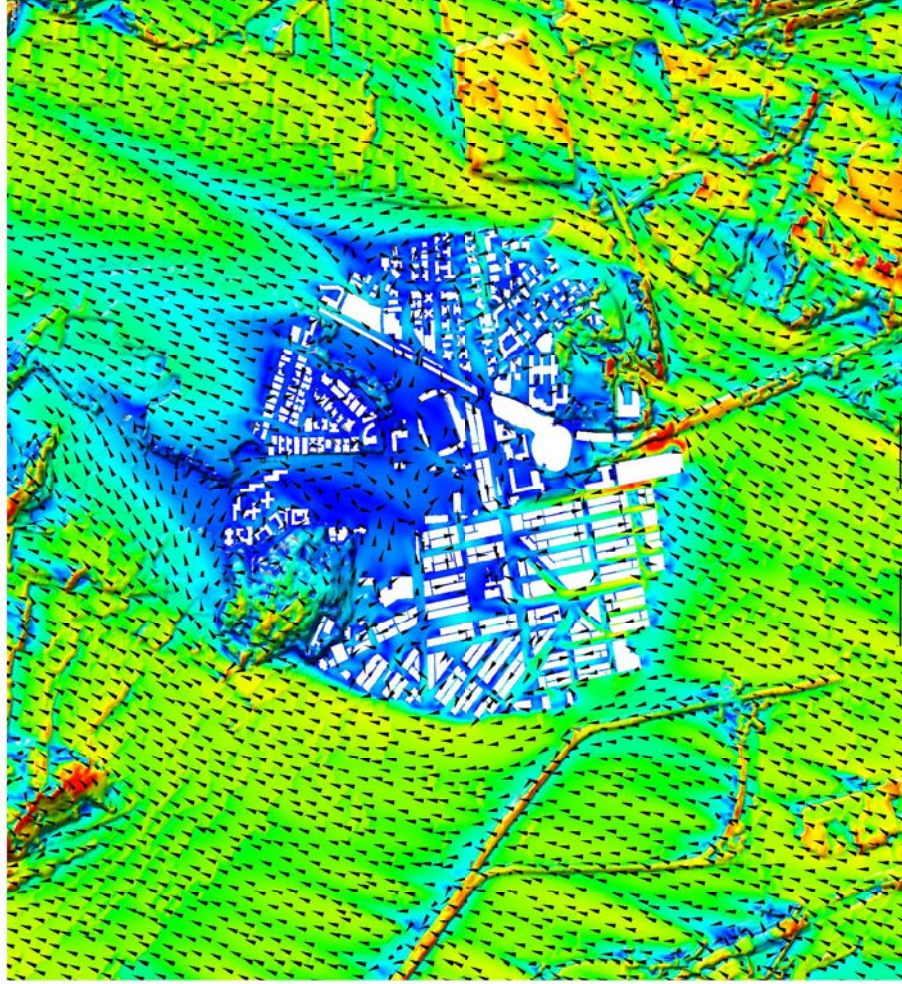


Proposed Scheme

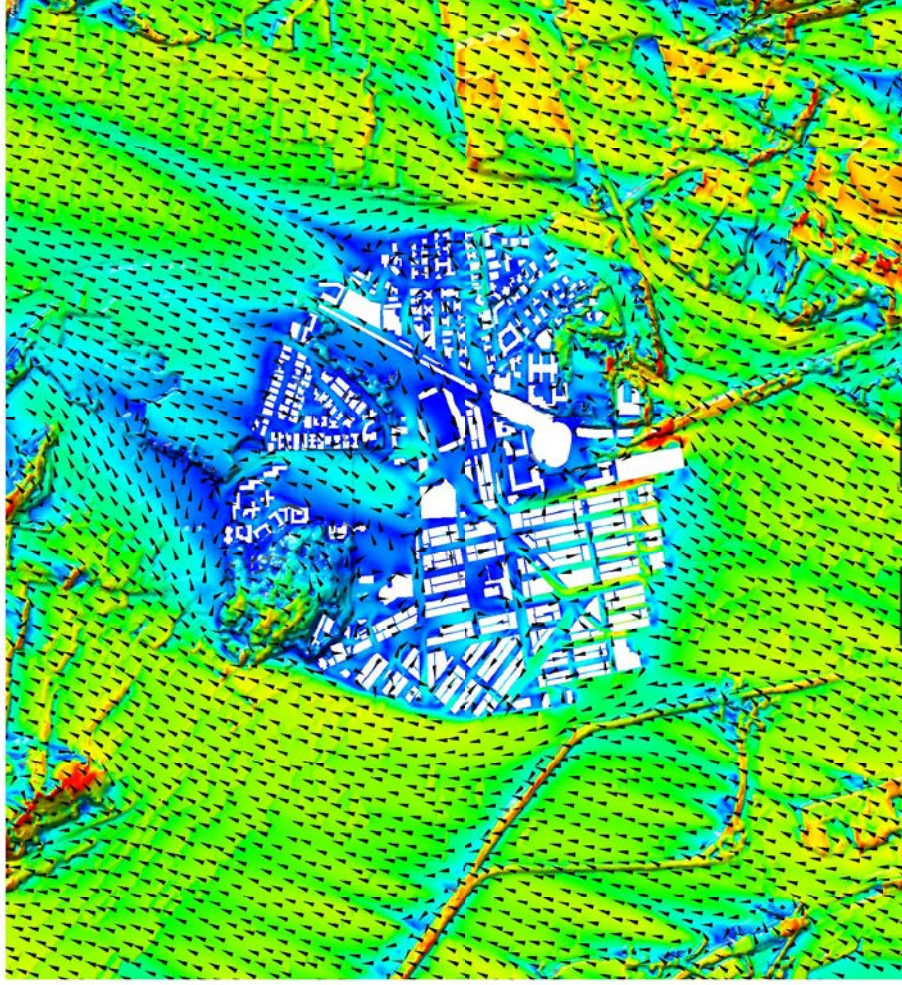
180 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/YMAA101P1	FIGURE NO.	4-2h
		REV.	

Velocity Ratio



Baseline Scheme

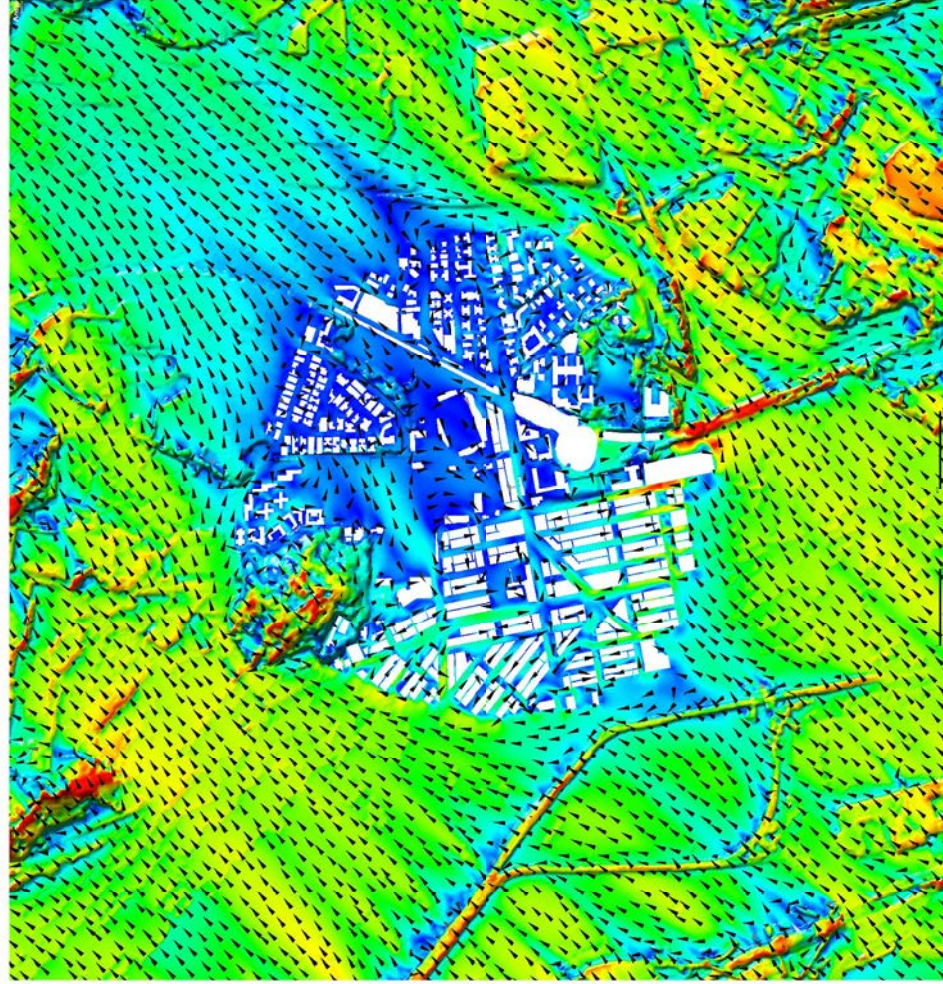


Proposed Scheme

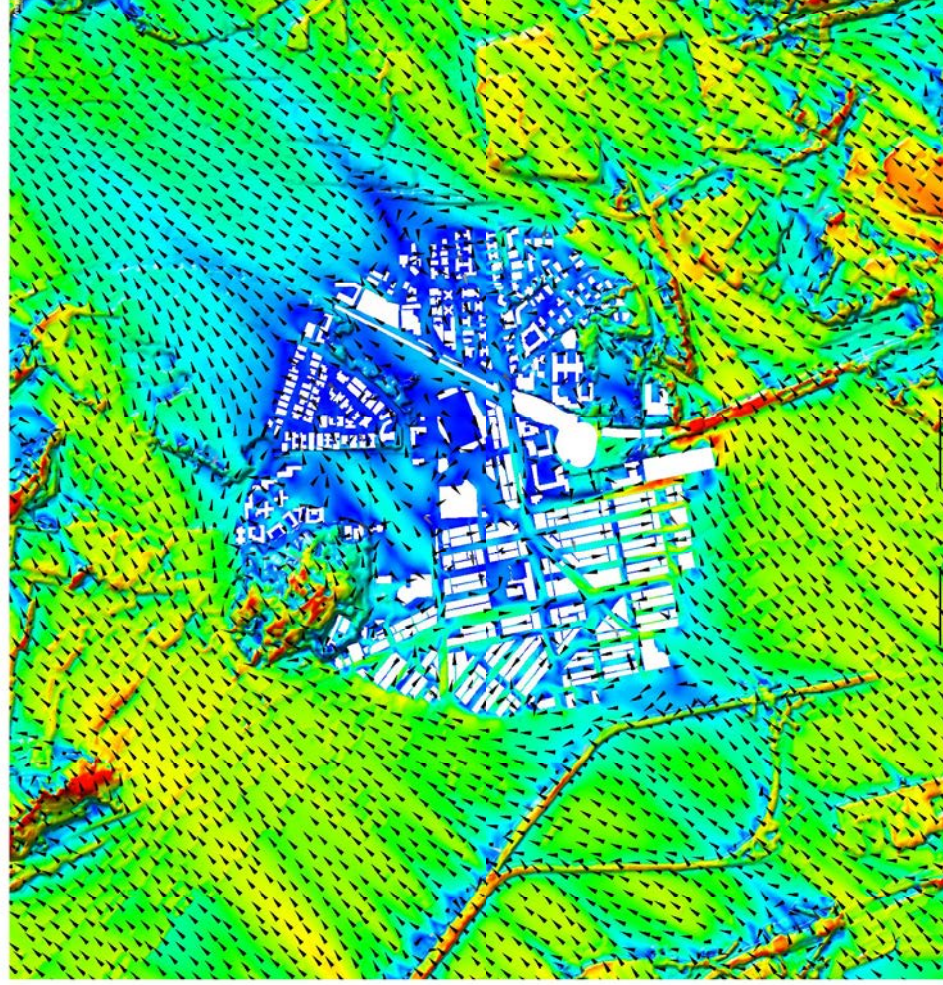
202.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/M4A101P1	FIGURE NO.	4-21
		REV.	

Velocity Ratio



Baseline Scheme

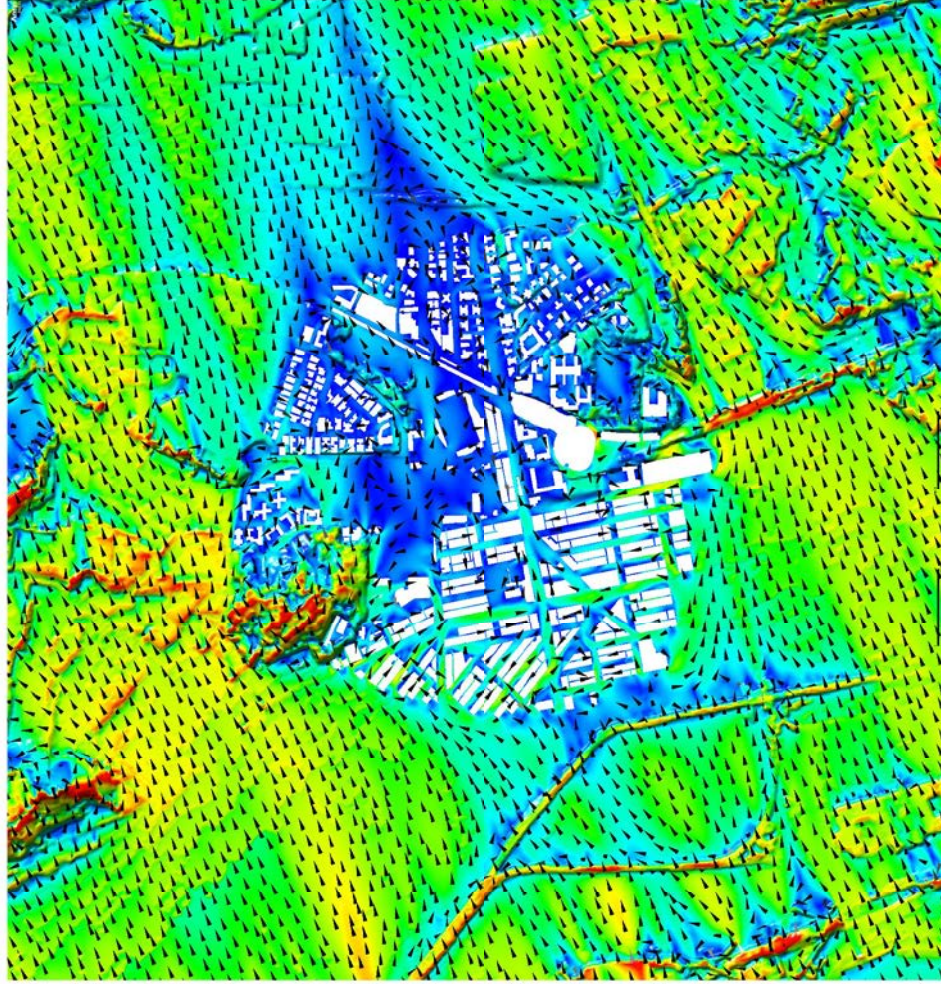


Proposed Scheme

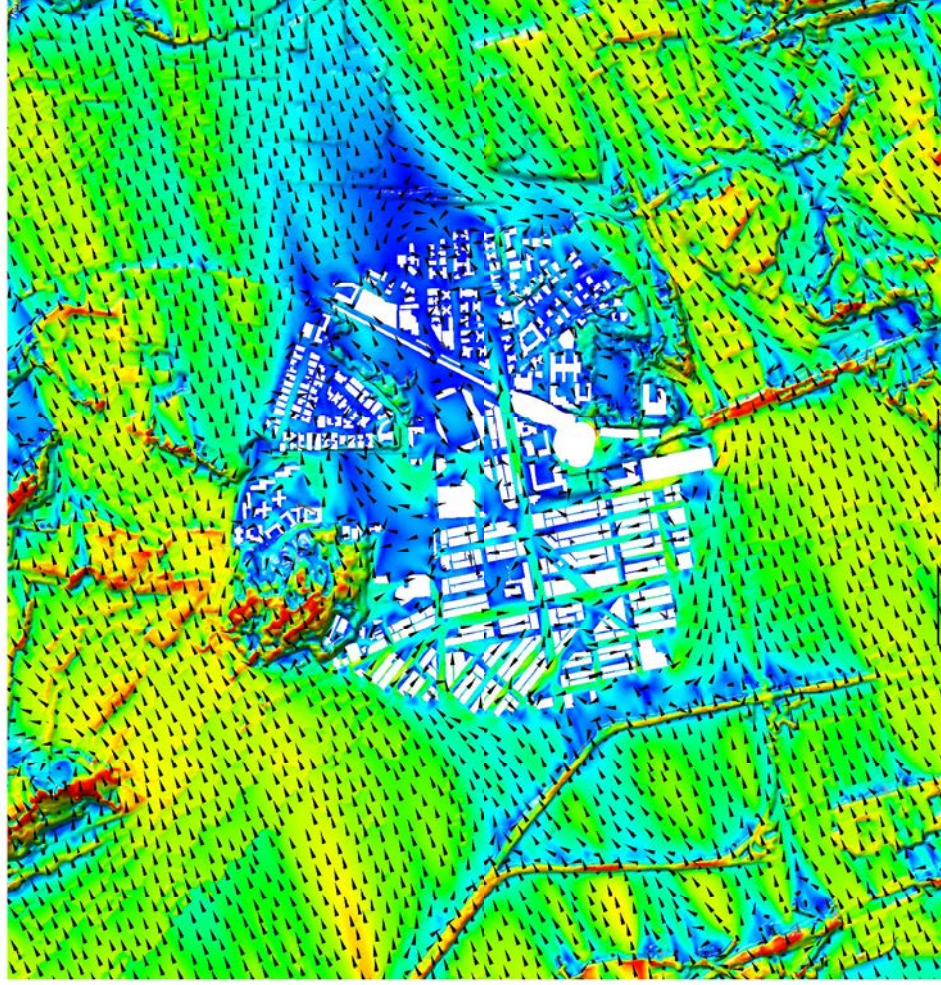
225 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/M4A101P1	FIGURE NO.	4-2j
		REV.	

Velocity Ratio



Baseline Scheme

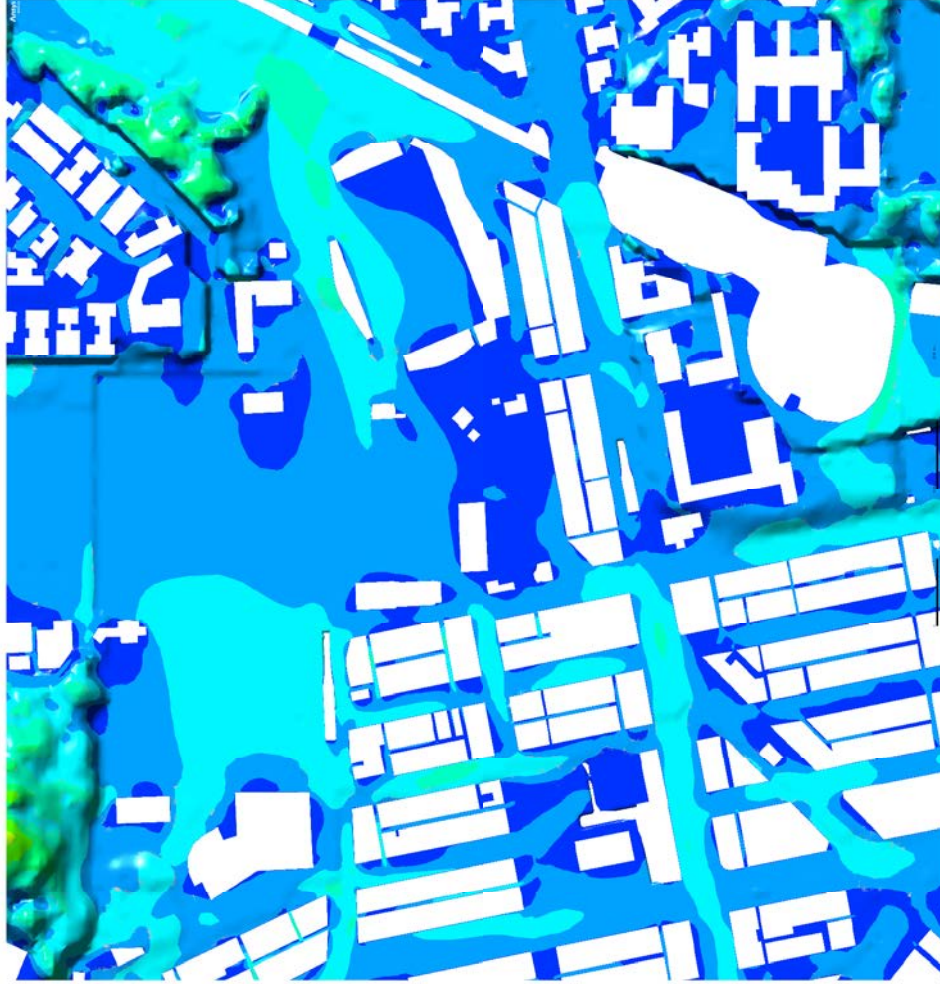


Proposed Scheme

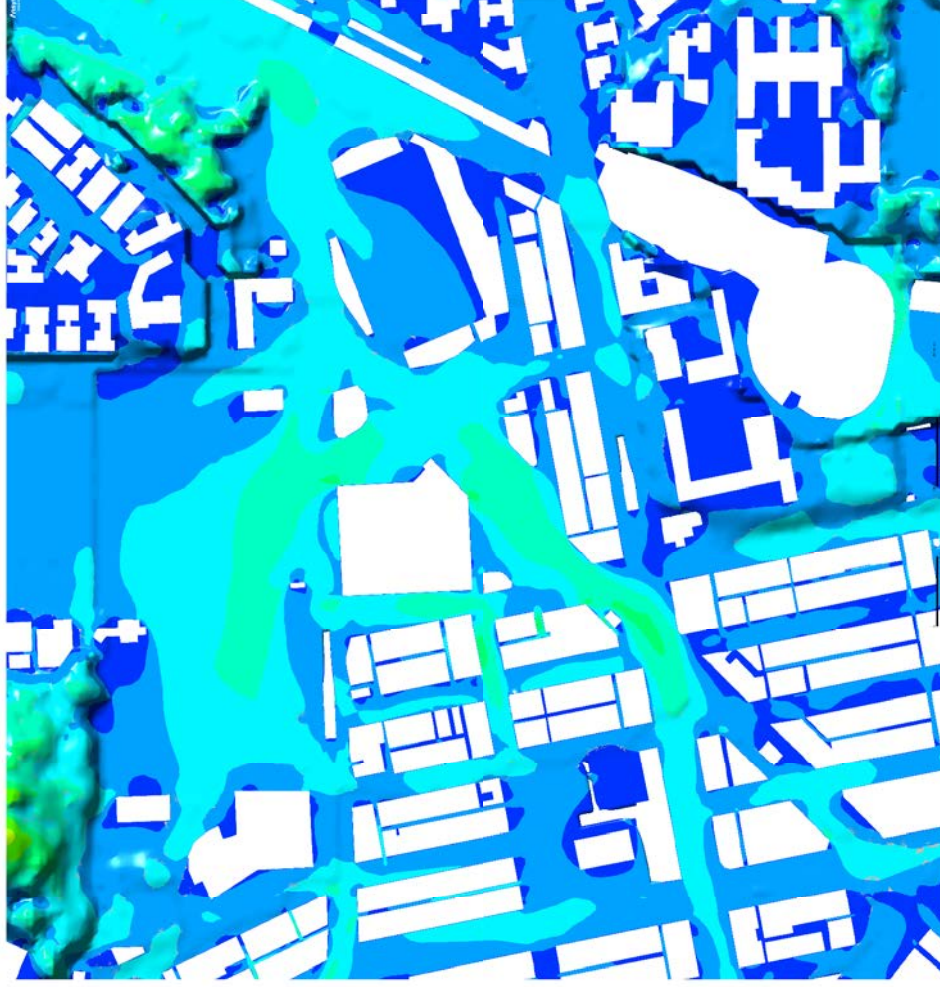
247.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/M4A101P1	FIGURE NO.	4-2k
		REV.	

Velocity Ratio



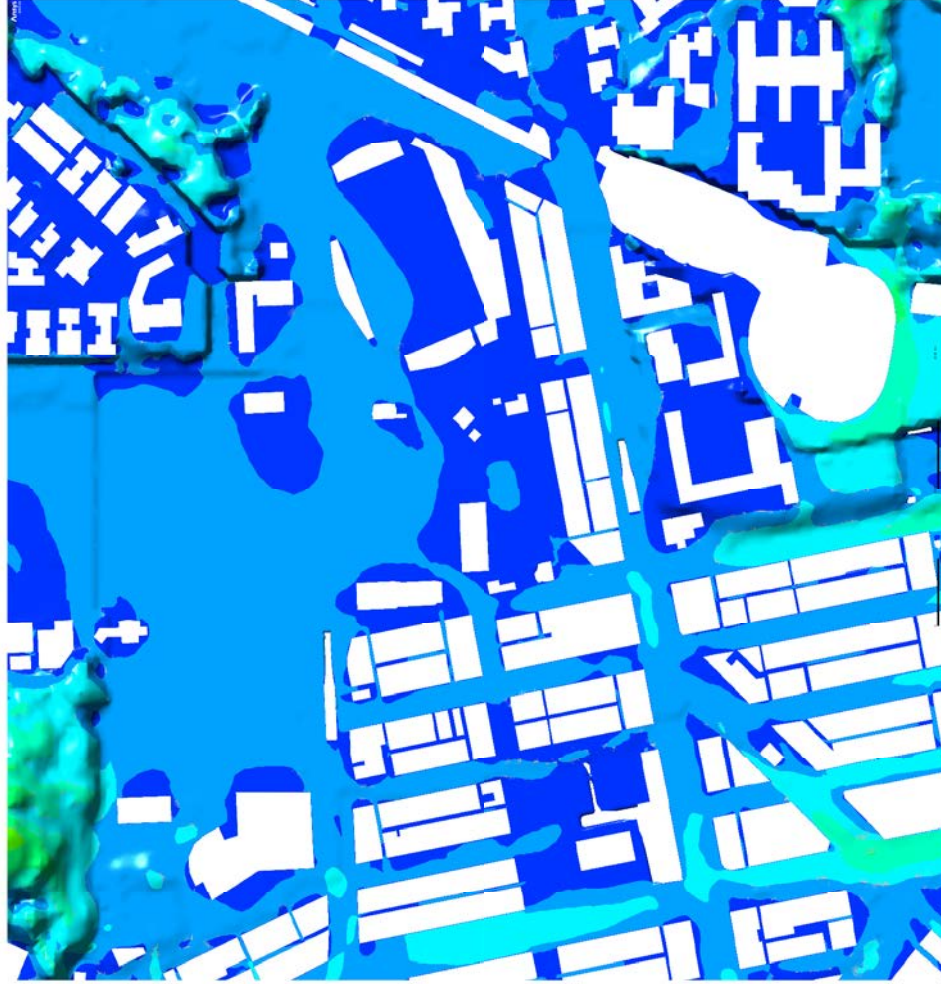
Baseline Scheme



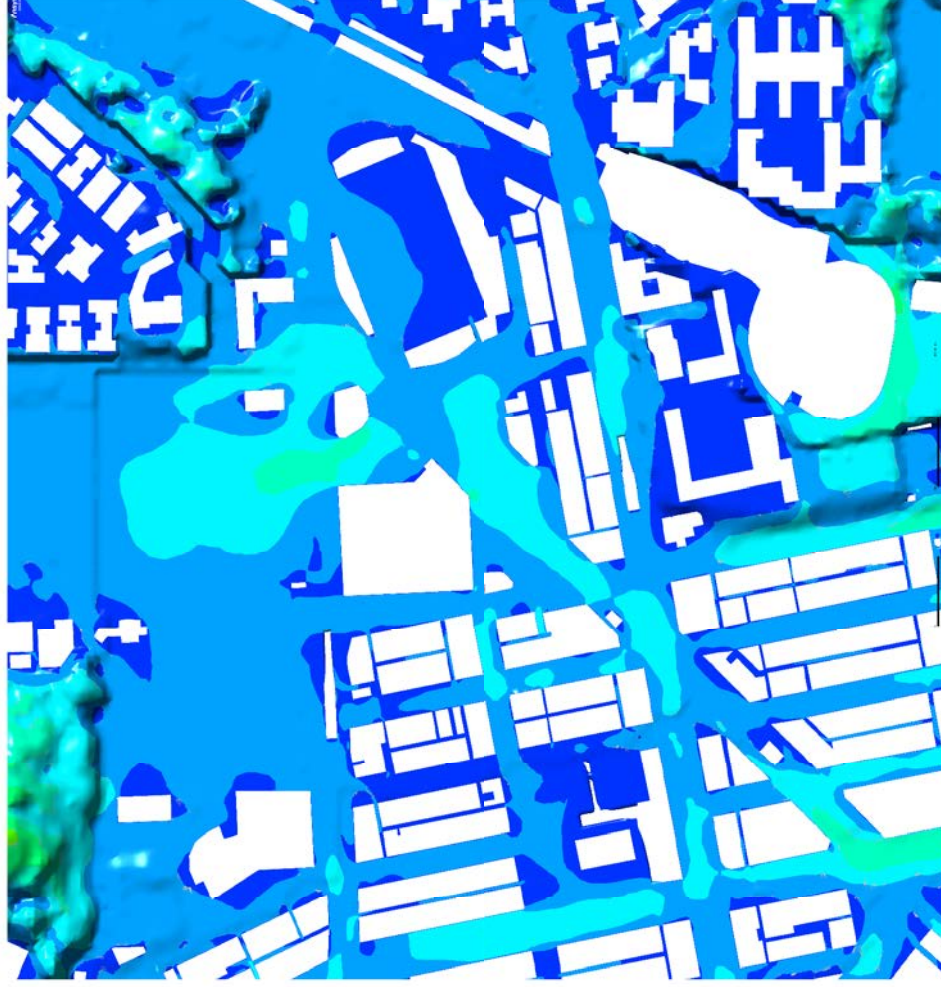
Proposed Scheme

Annual

Velocity Ratio



Baseline Scheme

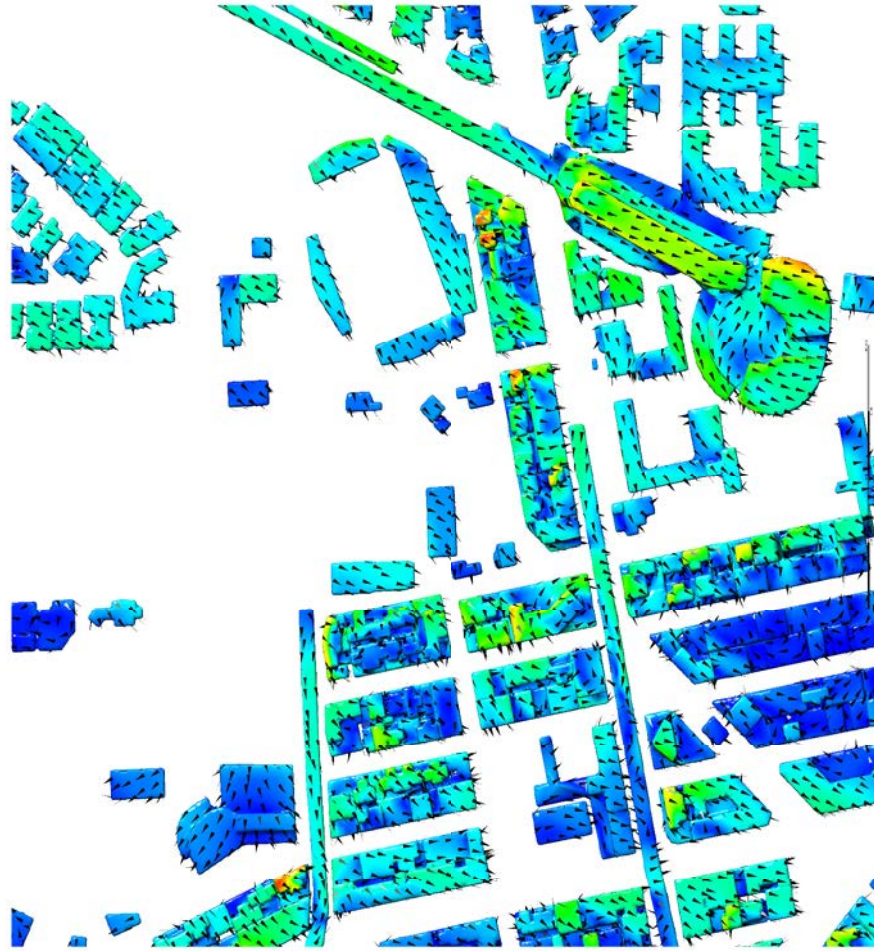


Proposed Scheme

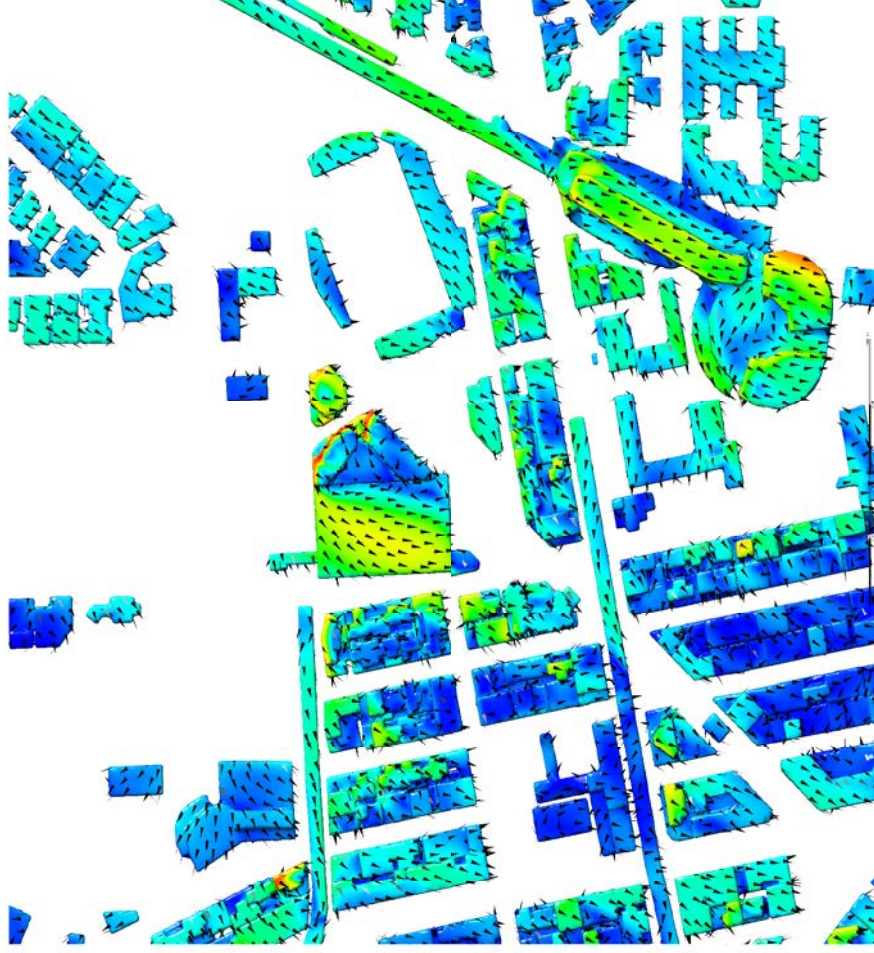
Summer

SCALE	N.T.S.	DATE	Dec-23
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/M4A10/P1	FIGURE NO.	4-3b
		REV.	

Velocity Ratio



Baseline Scheme

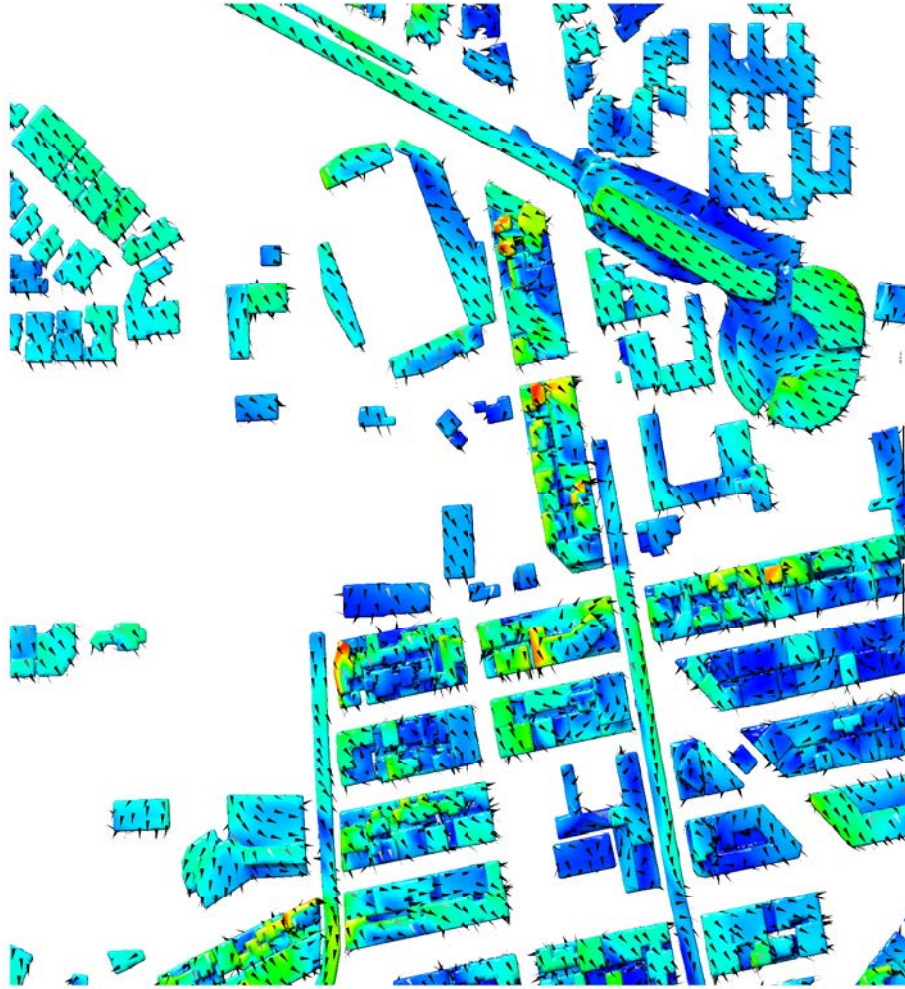


Proposed Scheme

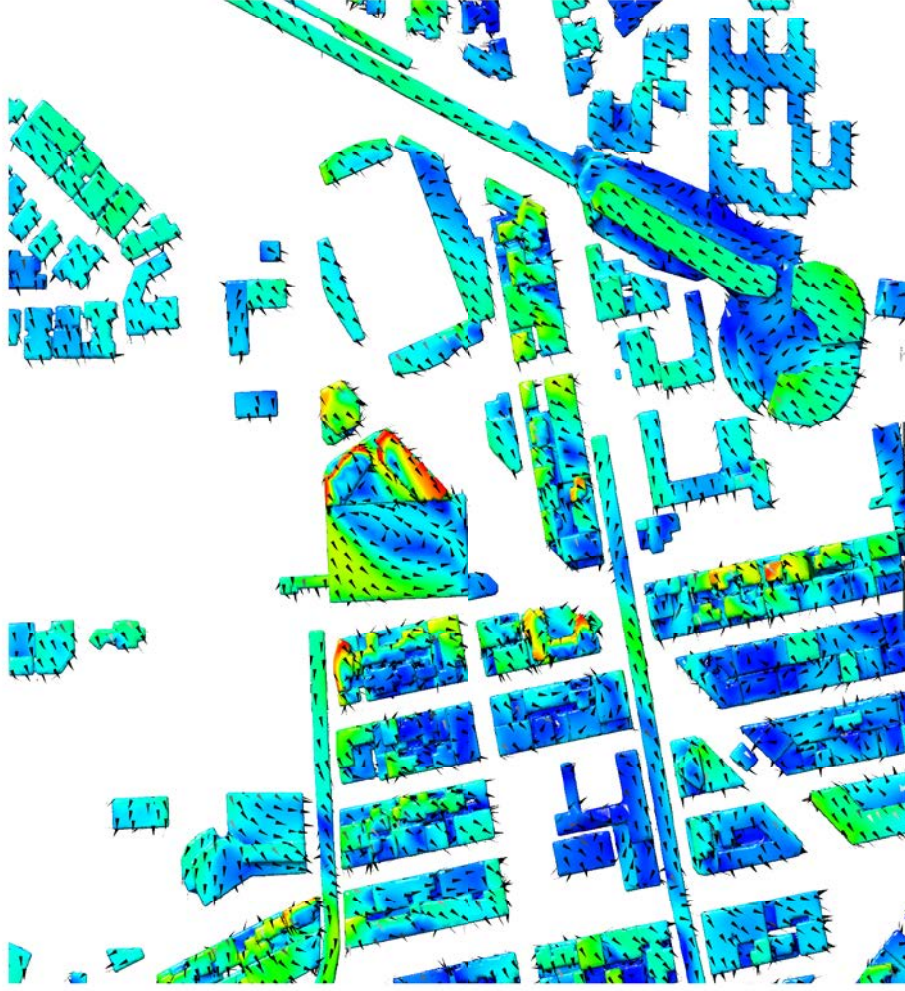
022.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA190217M4A101P1	FIGURE NO.	4-4a
		REV.	

Velocity Ratio



Baseline Scheme

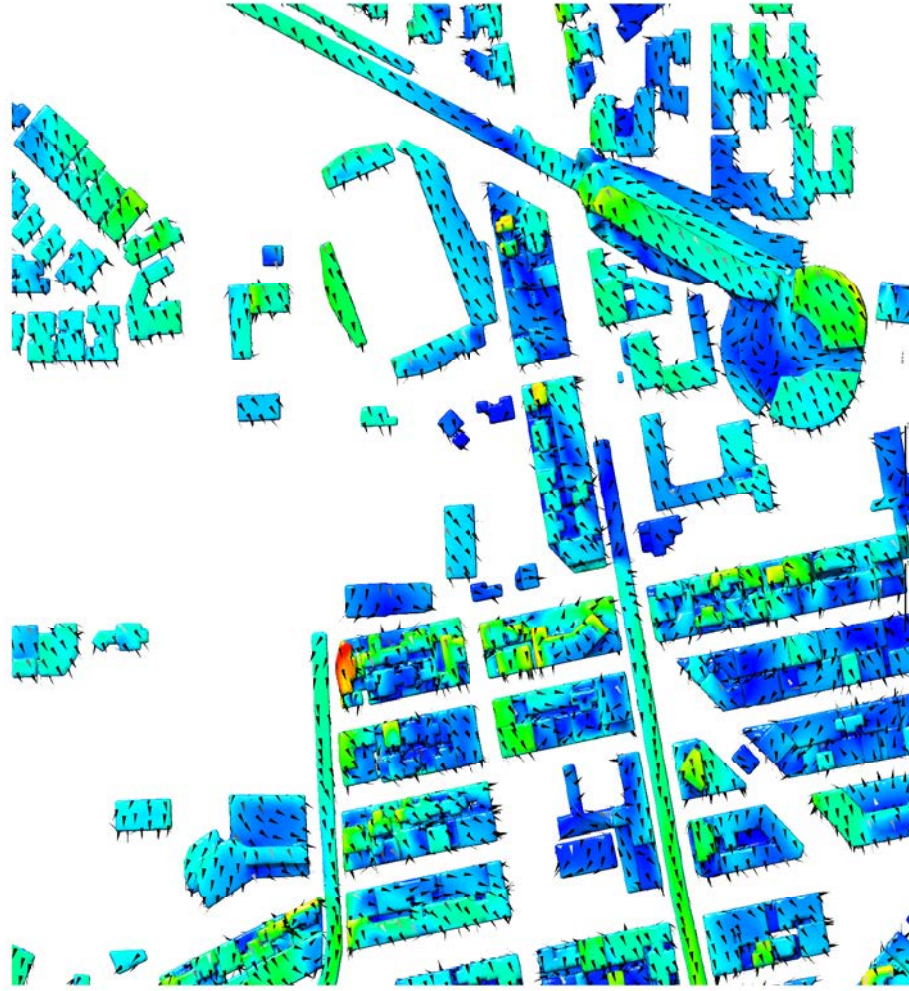


Proposed Scheme

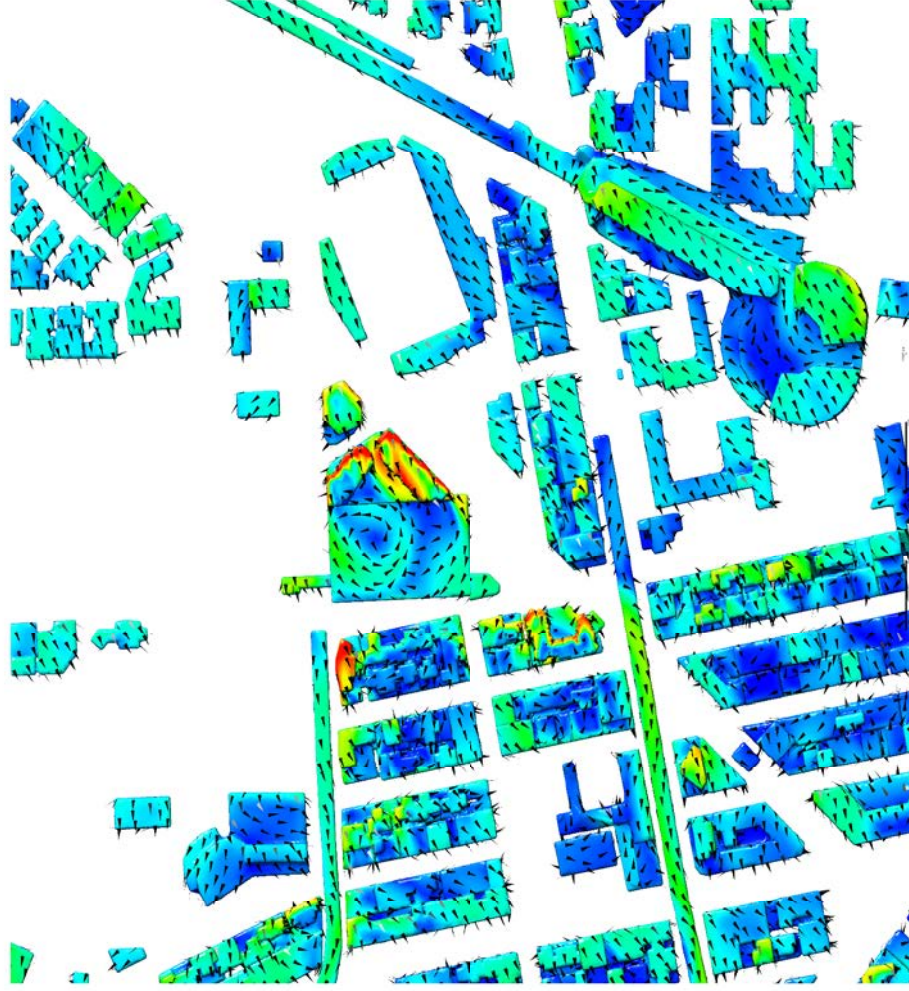
045 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA19021/M4A10/P1	FIGURE NO.	4-4b
		REV.	

Velocity Ratio



Baseline Scheme

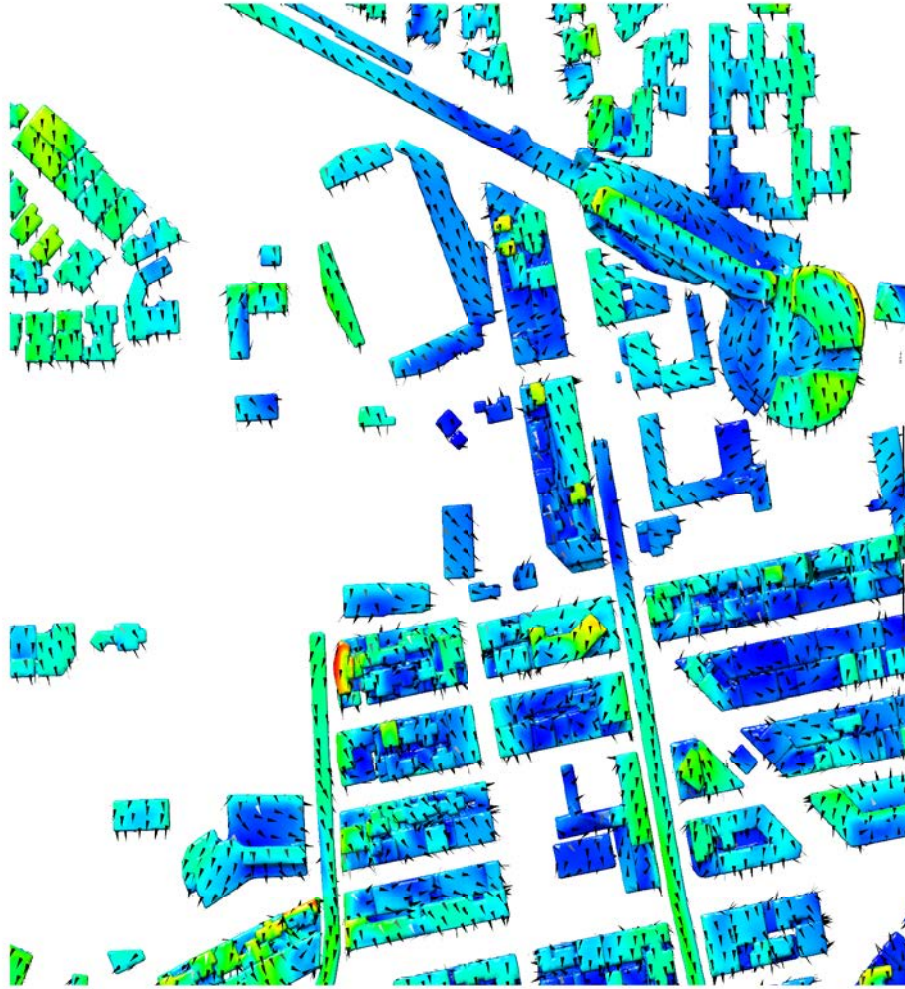
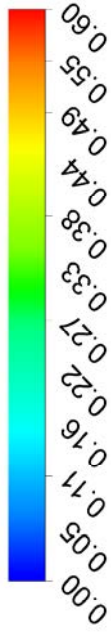


Proposed Scheme

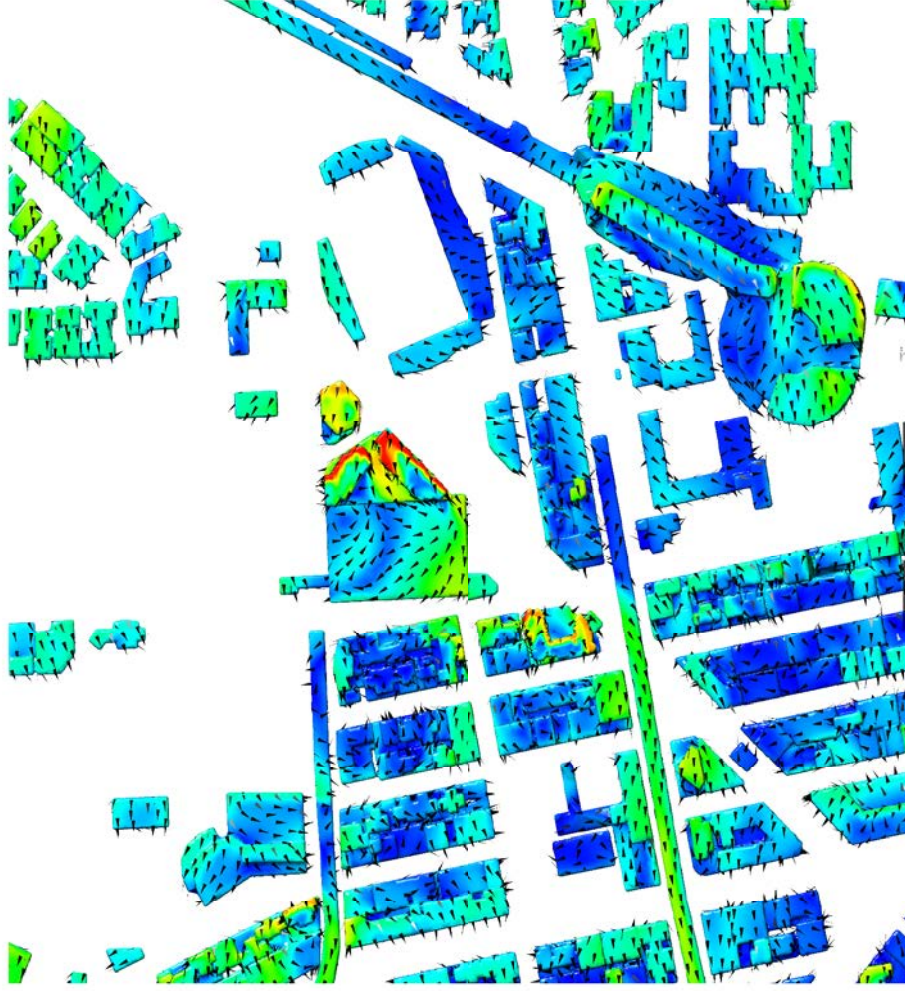
067.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA190217M4A101P1	FIGURE NO.	4-4c
		REV.	

Velocity Ratio



Baseline Scheme

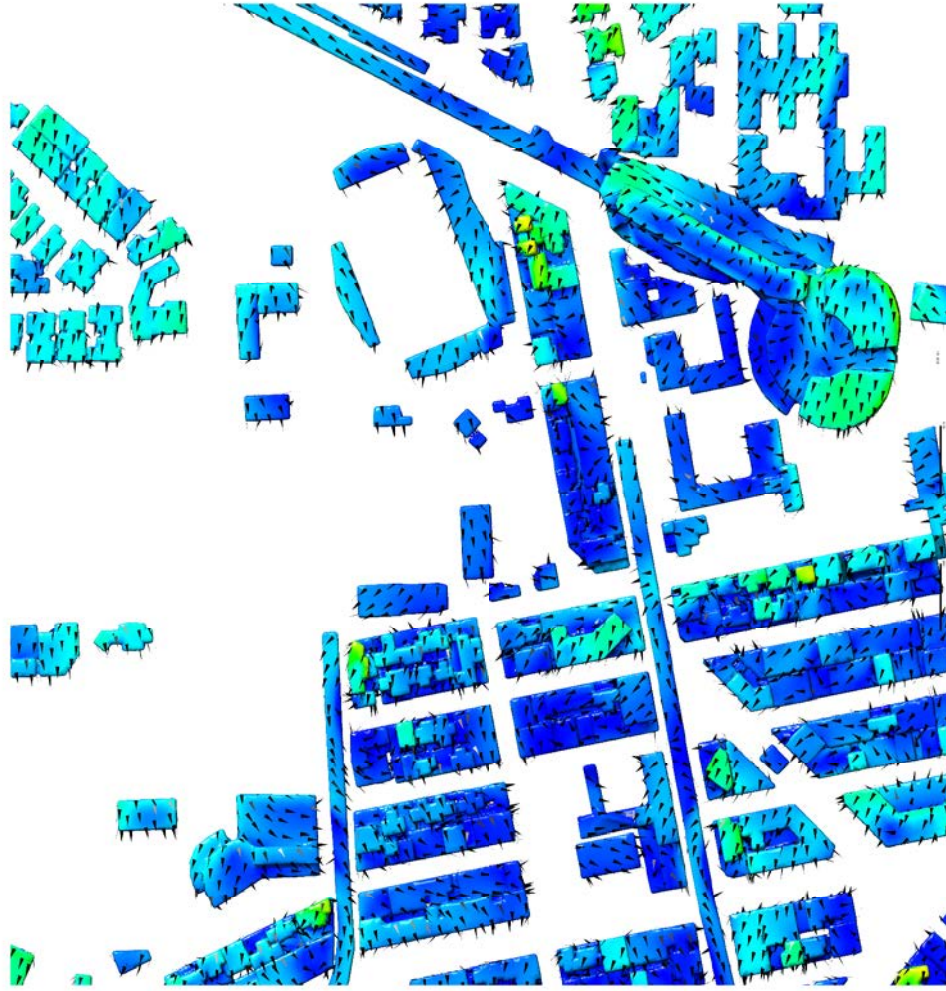


Proposed Scheme

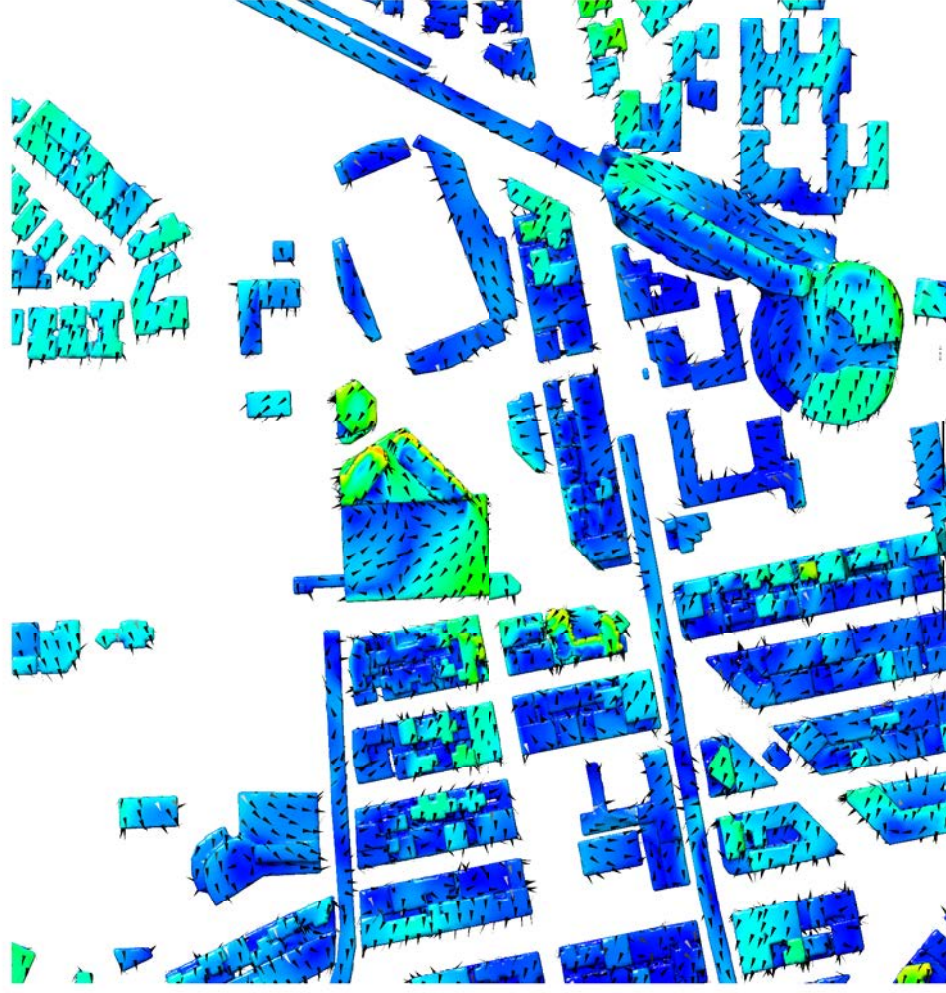
090 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA190217M4A101P1	FIGURE NO.	4-4d
		REV.	

Velocity Ratio



Baseline Scheme

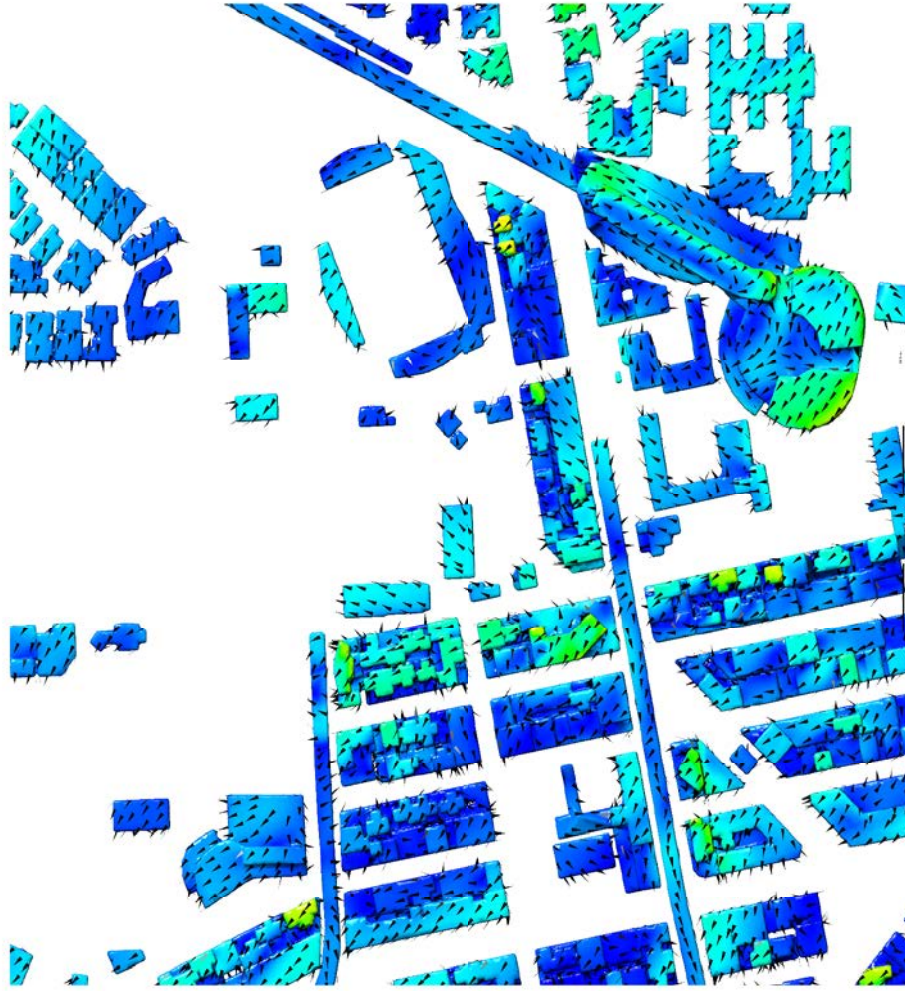


Proposed Scheme

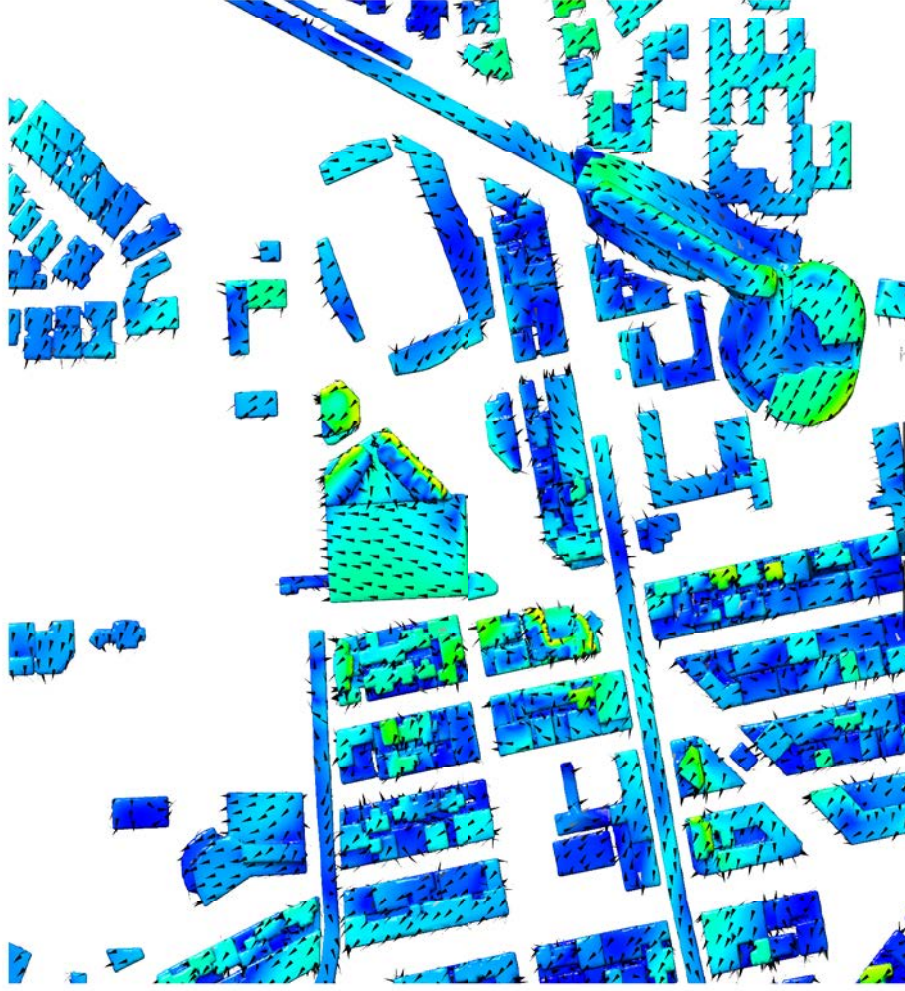
112.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/M4A10/P1	FIGURE NO.	4-4e
		REV.	

Velocity Ratio



Baseline Scheme

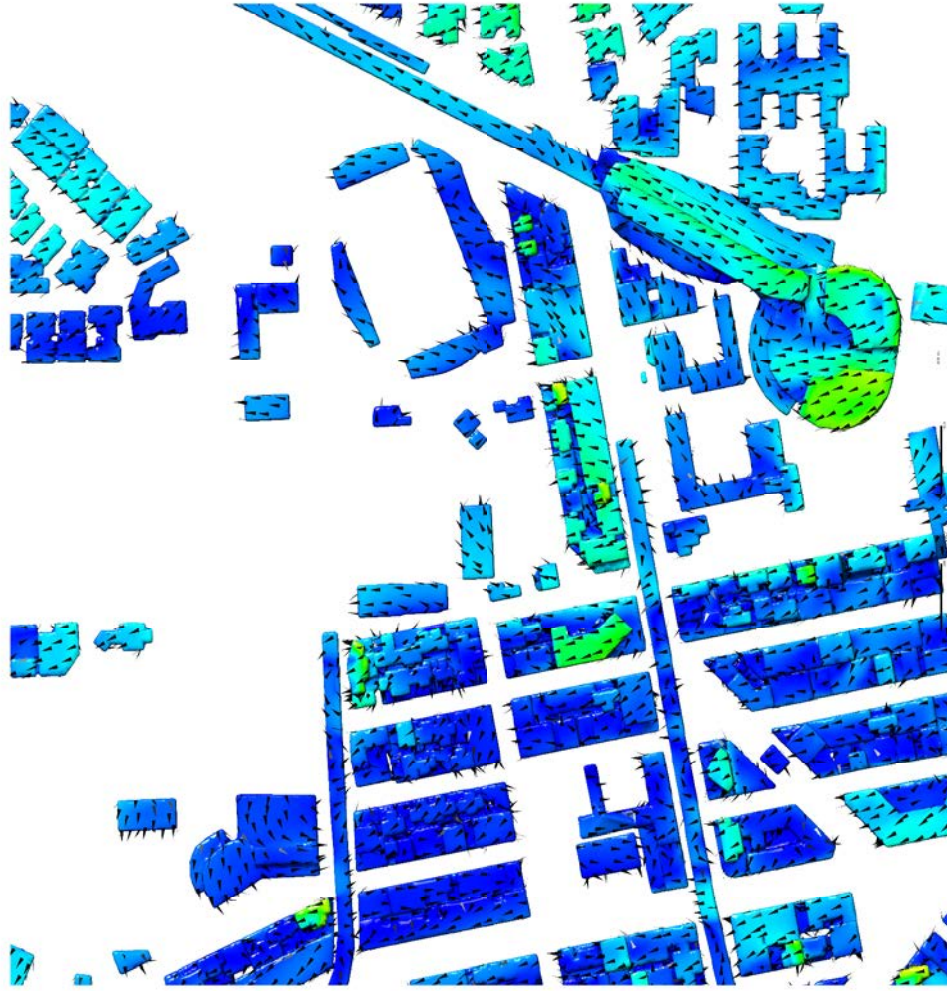


Proposed Scheme

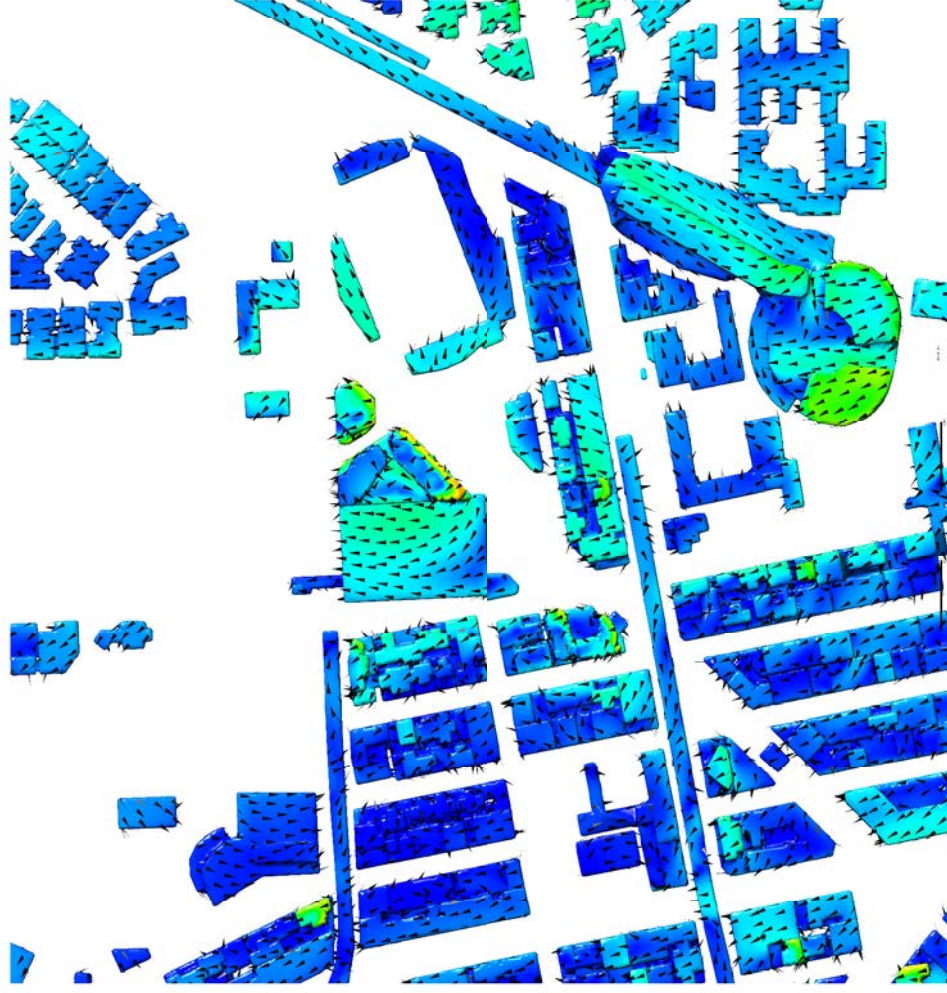
135 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA19021/M4A10/P1	FIGURE NO.	4-4f
		REV.	

Velocity Ratio



Baseline Scheme

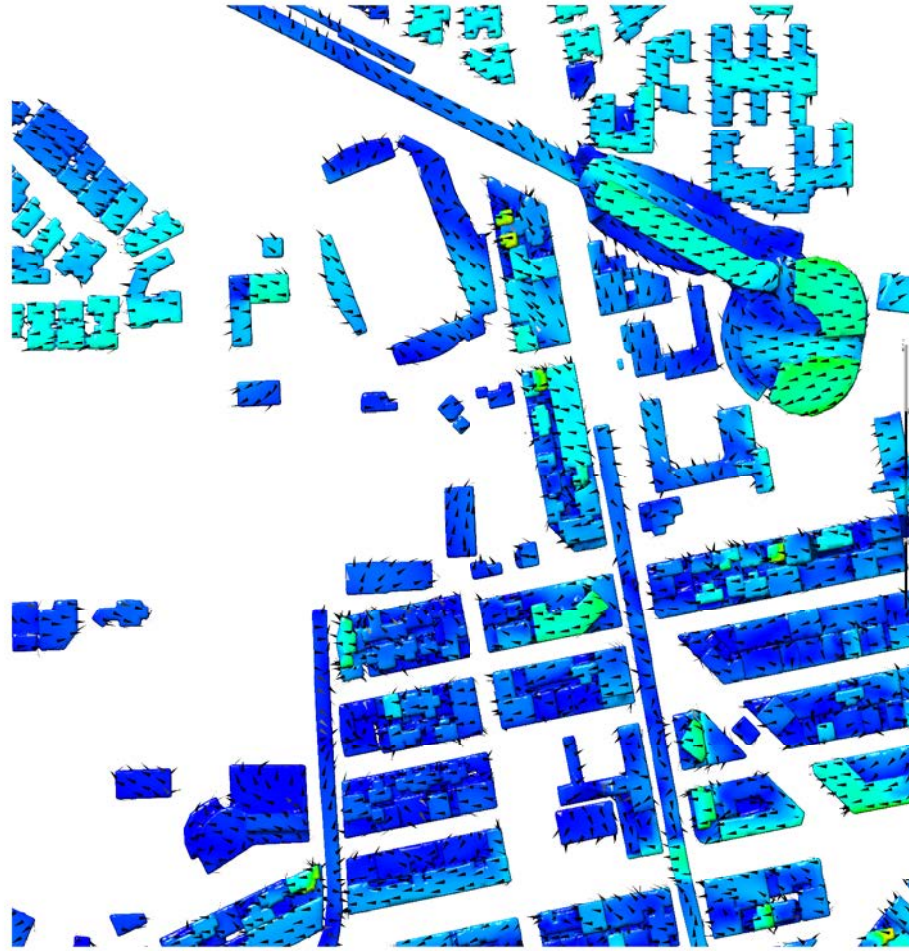
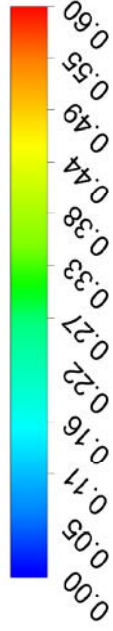


Proposed Scheme

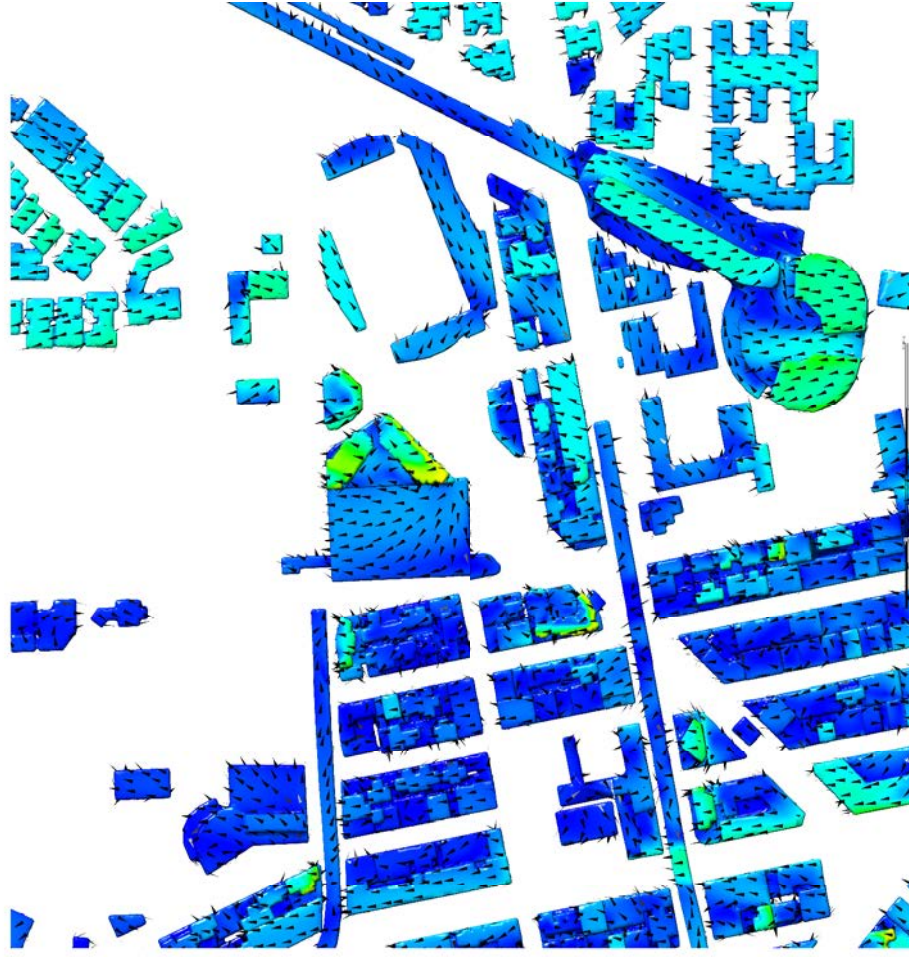
157.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA19021/M4A10/P1	FIGURE NO.	4-4g
		REV.	

Velocity Ratio



Baseline Scheme

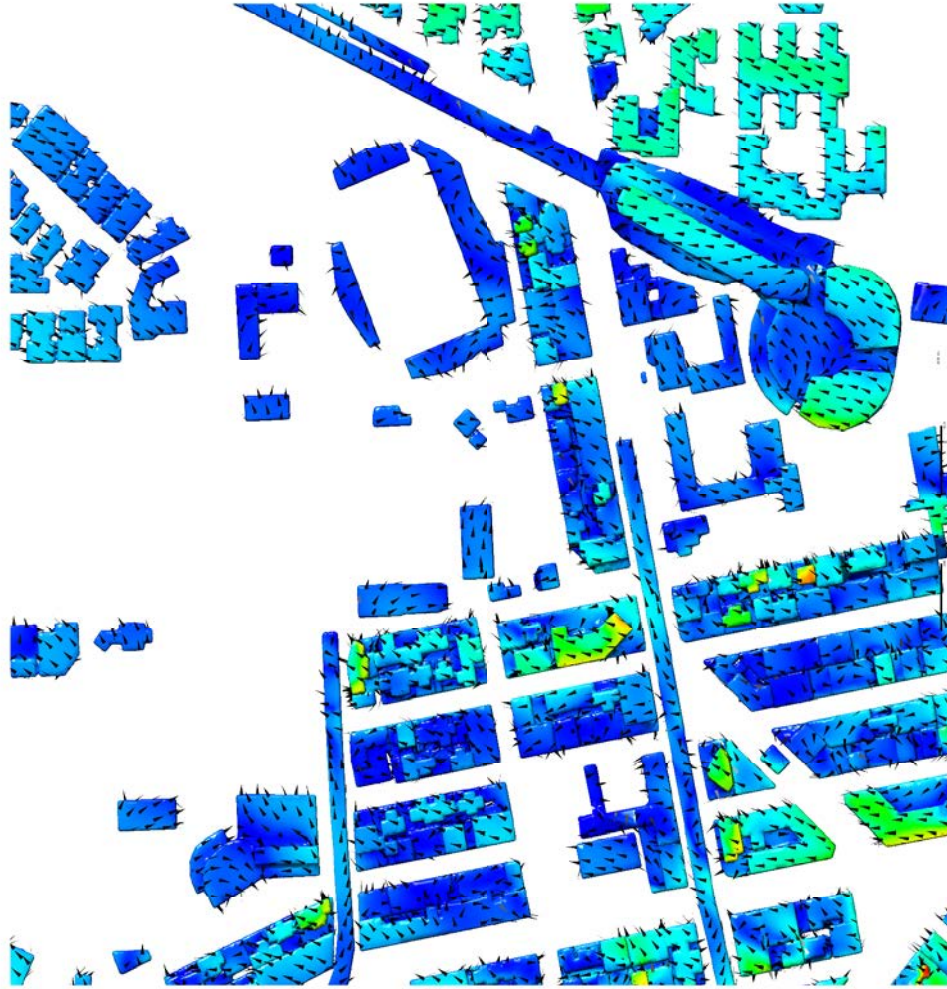


Proposed Scheme

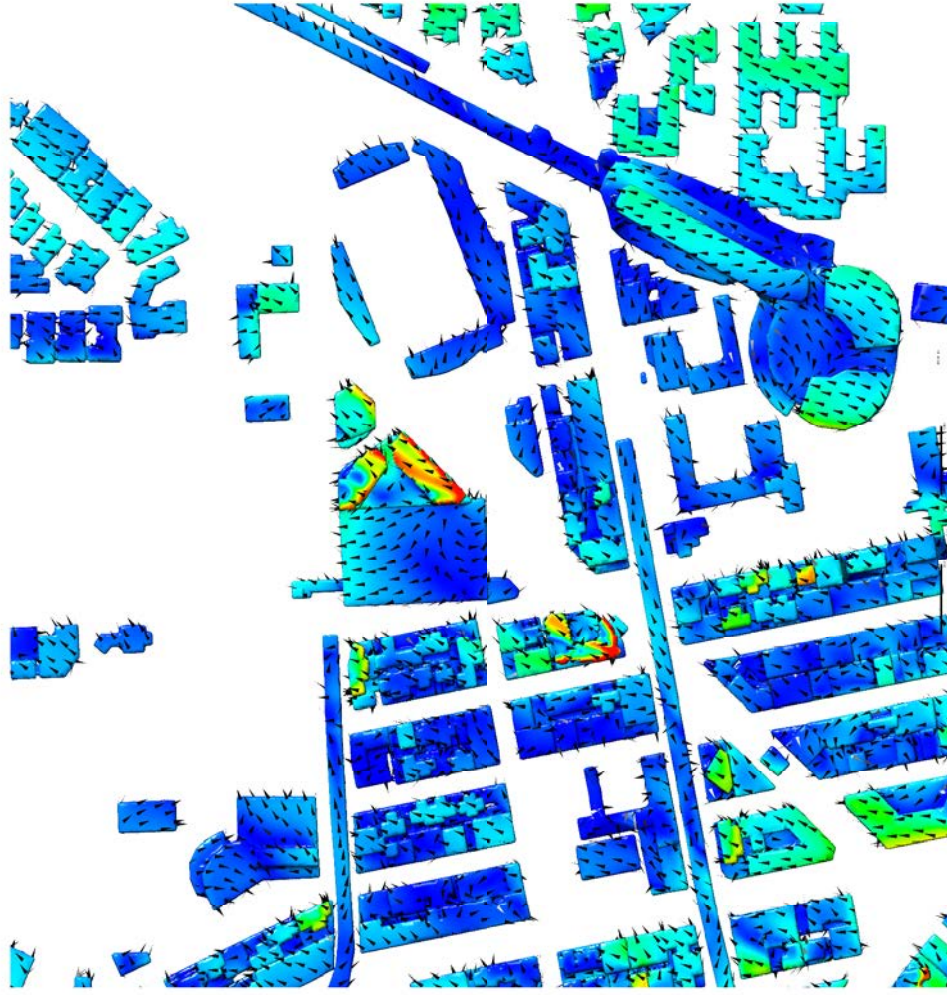
180 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA190217MAA101P1	FIGURE NO.	4-4h
		REV.	

Velocity Ratio



Baseline Scheme

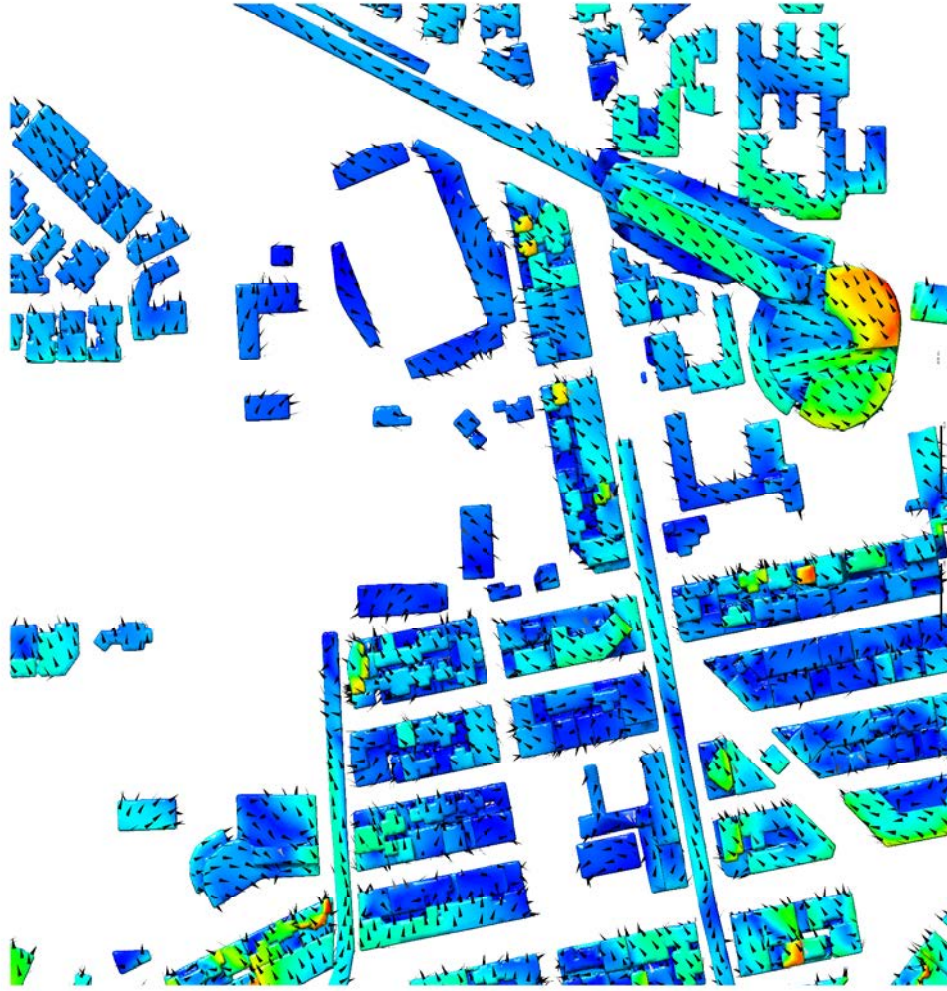


Proposed Scheme

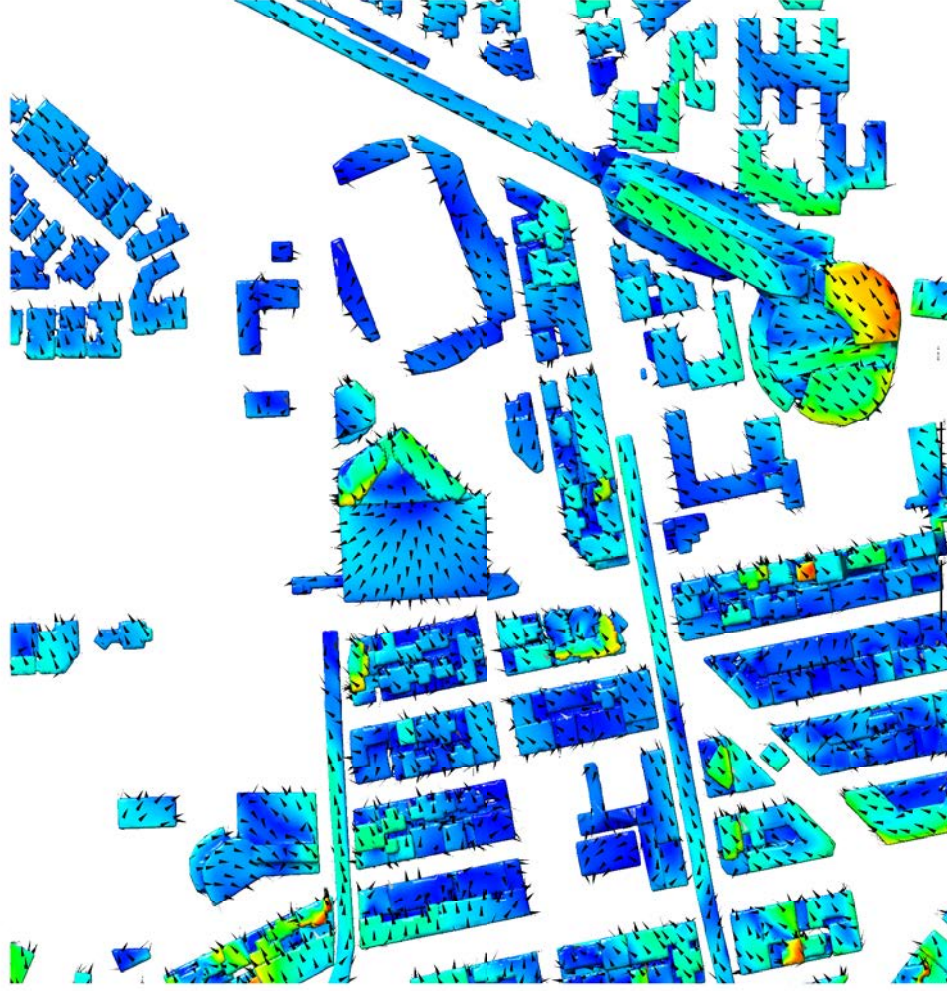
202.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA19021/M4A10/P1	FIGURE NO.	4-41
		REV.	

Velocity Ratio



Baseline Scheme

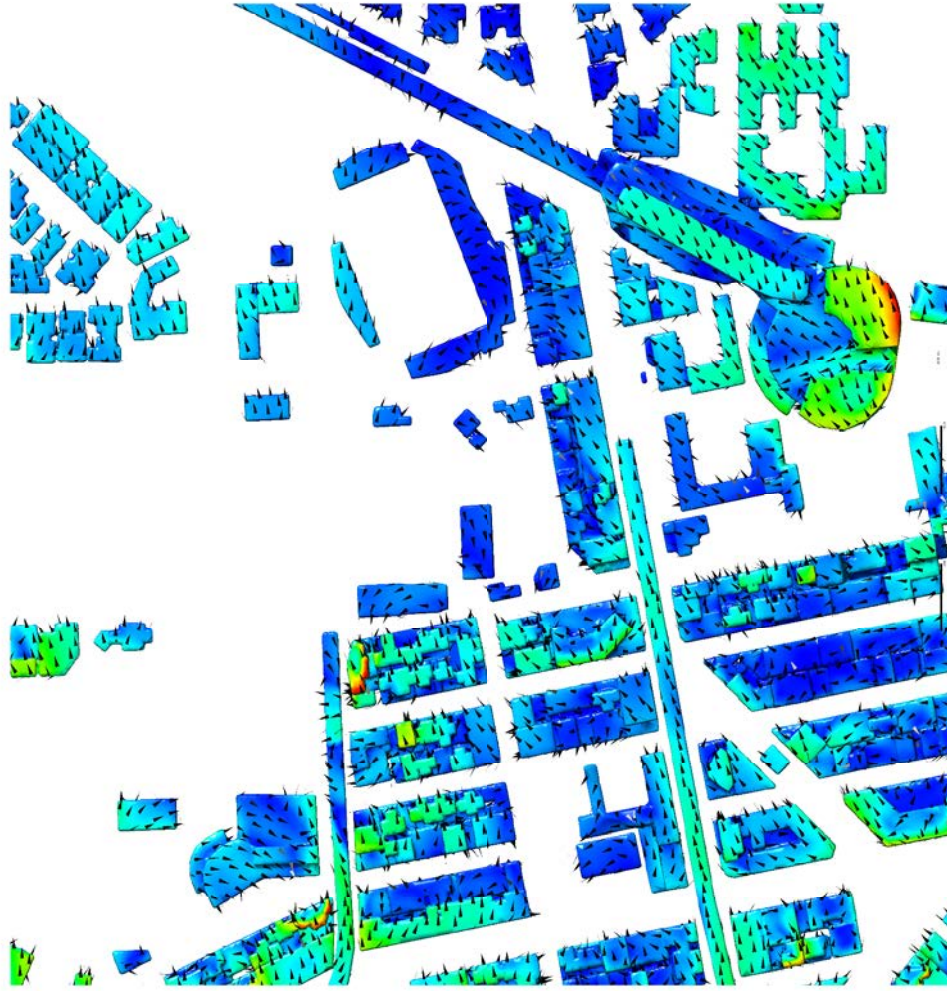


Proposed Scheme

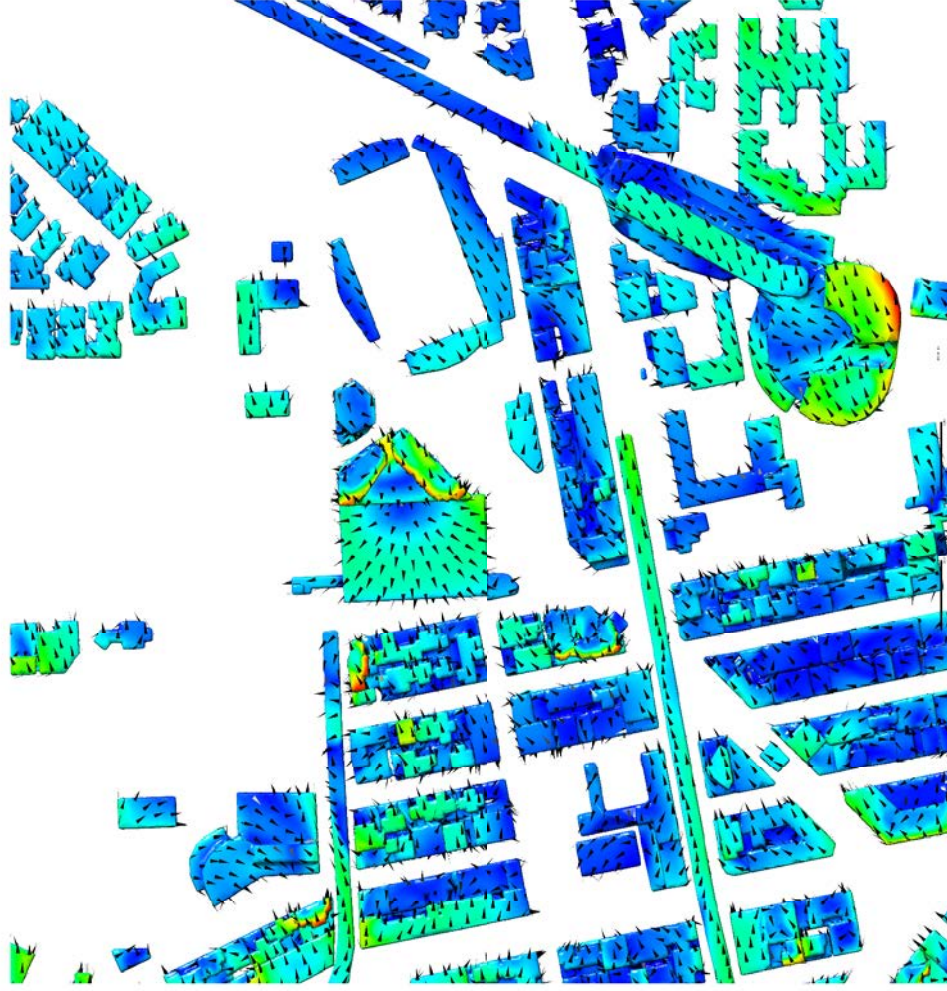
225 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA190217MAA101P1	FIGURE NO.	4-4j
		REV.	

Velocity Ratio



Baseline Scheme

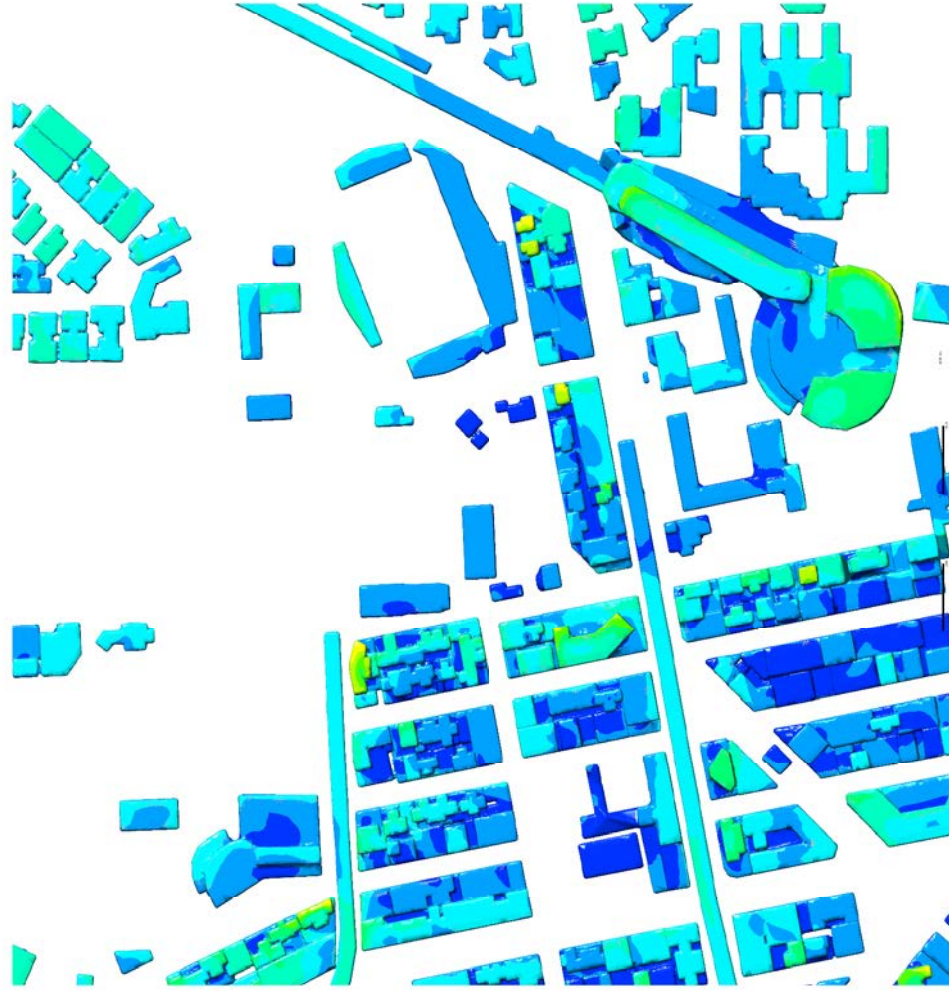


Proposed Scheme

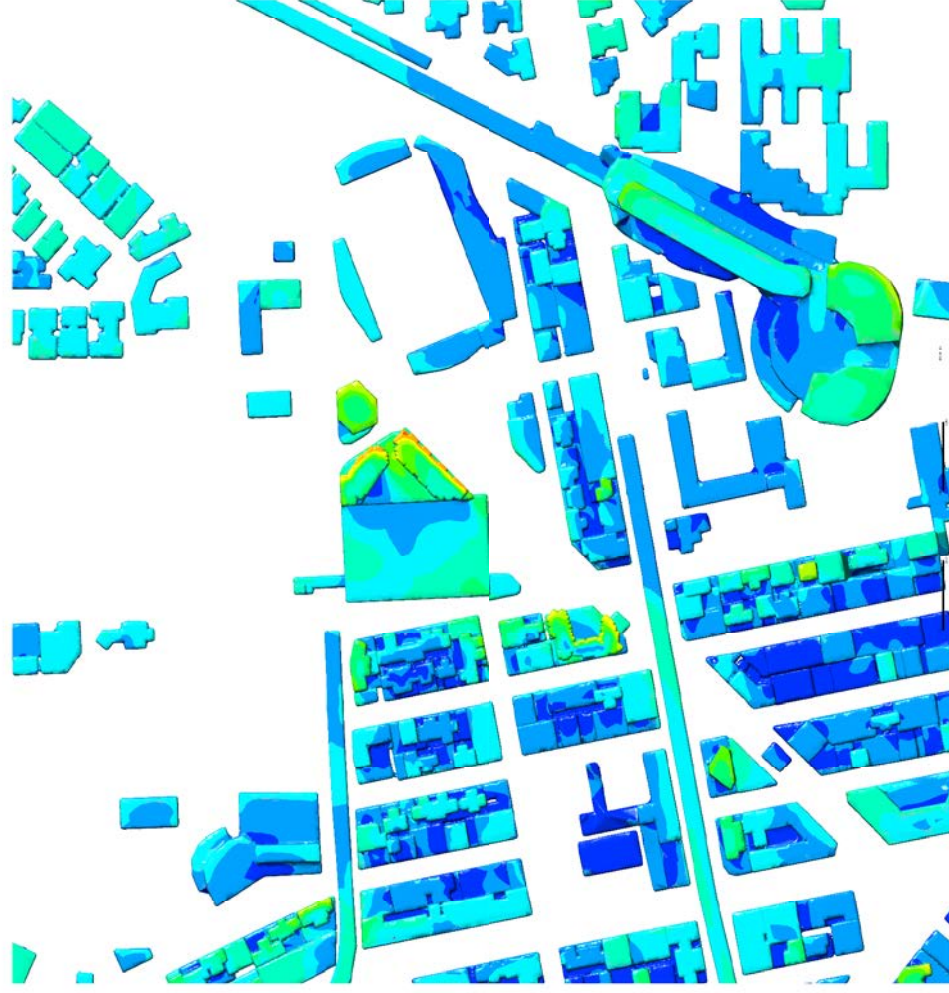
247.5 deg Wind Direction

SCALE	N.T.S.	DATE	Jan-24
CHECK	KC	DRAWN	CC
JOB NO.	JA190217MAA101P1	FIGURE NO.	4-4k
		REV.	

Velocity Ratio



Baseline Scheme

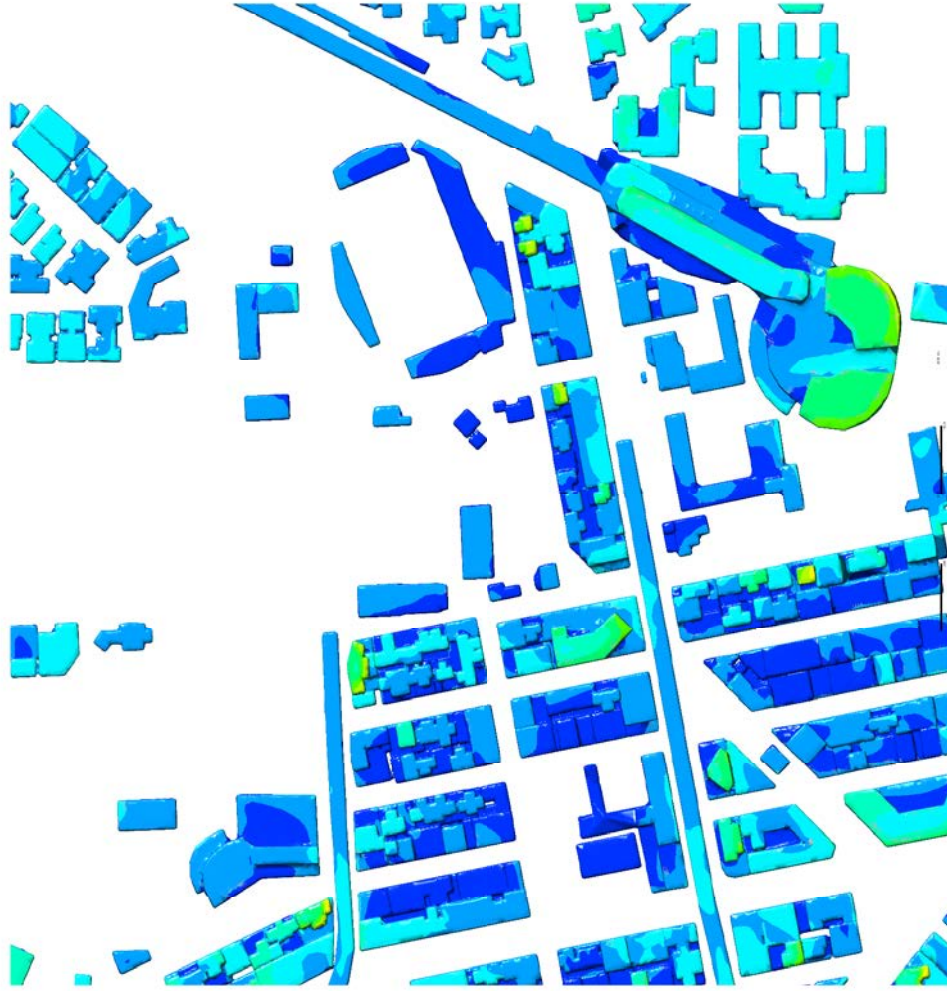


Proposed Scheme

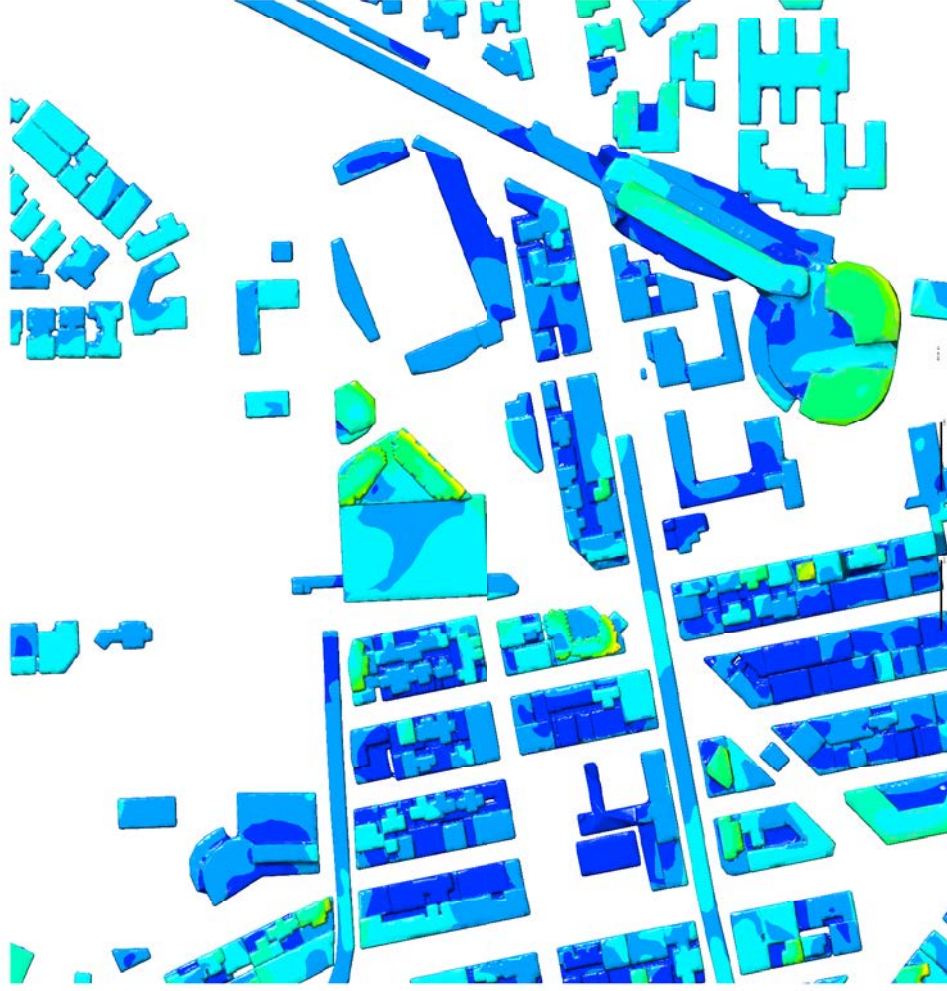
Annual

SCALE	N.T.S.	DATE	Dec-23
CHECK	KC	DRAWN	CC
JOB NO.	IA19021/M4A10/P1	FIGURE NO.	4-5a
		REV.	

Velocity Ratio



Baseline Scheme



Proposed Scheme

Summer

**APPENDIX 2-1
WIND DATA AT GRID [80,44] FORM
RAMS**

**APPENDIX 4-1
DETAILED SIMULATED RESULTS**

Wind Velocity Ratio, Baseline Scheme

ID	Tax Point	Easting (m)	Northing (m)	Wind direction (Degree) Wind direction Probability (Annual) Probability (Summer)	22.5	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
					NNE	NE	ENE	E	ESE	SE	SSE	S	SSW	SW	WSW			
				6.0%	8.6%	12.5%	21.9%	10.1%	11.9%	5.7%	9.5%	4.5%	5.9%	6.5%	15.8%	8.5%		
0021	835463.23	820830.43		0.171	0.149	0.151	0.079	0.109	0.067	0.048	0.047	0.099	0.099	0.071	0.071	0.13	0.08	0.13
0022	835617.89	820853.67		0.092	0.062	0.135	0.206	0.081	0.093	0.116	0.027	0.031	0.016	0.031	0.011	0.12	0.07	0.12
0023	835592.28	820852.56		0.058	0.086	0.171	0.261	0.109	0.178	0.093	0.008	0.079	0.013	0.041	0.011	0.13	0.08	0.13
0024	835567.30	820851.46		0.091	0.122	0.223	0.298	0.138	0.077	0.030	0.040	0.032	0.066	0.031	0.017	0.09	0.07	0.09
0025	835542.33	820850.35		0.160	0.157	0.234	0.278	0.136	0.045	0.054	0.029	0.030	0.094	0.075	0.017	0.09	0.07	0.09
0026	835572.35	820849.25		0.171	0.151	0.215	0.253	0.132	0.053	0.034	0.020	0.081	0.135	0.080	0.16	0.10	0.10	0.10
0027	835492.38	820848.14		0.169	0.145	0.192	0.223	0.107	0.040	0.015	0.007	0.158	0.086	0.15	0.10	0.10	0.10	0.10
0028	835467.40	820847.03		0.175	0.146	0.187	0.197	0.109	0.040	0.020	0.035	0.110	0.149	0.091	0.15	0.10	0.10	0.10
0029	836038.71	820681.43		0.157	0.197	0.223	0.047	0.035	0.026	0.083	0.060	0.127	0.080	0.085	0.10	0.07	0.10	0.07
0030	836013.19	820677.78		0.042	0.163	0.209	0.076	0.069	0.045	0.063	0.038	0.122	0.060	0.084	0.10	0.07	0.10	0.07
0031	835990.50	820674.34		0.110	0.131	0.206	0.079	0.056	0.045	0.076	0.021	0.083	0.026	0.076	0.09	0.05	0.09	0.05
0032	836037.50	820669.89		0.073	0.187	0.217	0.026	0.023	0.037	0.050	0.050	0.123	0.021	0.046	0.08	0.05	0.08	0.05
0033	826014.40	820665.64		0.113	0.162	0.199	0.071	0.048	0.027	0.035	0.043	0.128	0.032	0.049	0.10	0.06	0.10	0.06
0034	835992.67	820664.80		0.168	0.141	0.193	0.045	0.055	0.047	0.037	0.021	0.099	0.035	0.053	0.09	0.05	0.09	0.05
0035	835968.00	820660.74		0.088	0.112	0.170	0.023	0.053	0.071	0.071	0.069	0.059	0.073	0.051	0.08	0.06	0.08	0.06
0036	835943.34	820656.68		0.128	0.080	0.128	0.059	0.049	0.079	0.093	0.096	0.064	0.090	0.069	0.08	0.07	0.08	0.07
0037	835904.47	820657.45		0.203	0.191	0.174	0.130	0.144	0.092	0.120	0.119	0.034	0.117	0.092	0.14	0.10	0.14	0.10
0038	835879.88	820652.98		0.266	0.218	0.171	0.158	0.138	0.113	0.139	0.130	0.031	0.085	0.070	0.15	0.10	0.15	0.10
0039	835855.28	820648.52		0.248	0.165	0.103	0.115	0.126	0.128	0.152	0.134	0.027	0.055	0.050	0.12	0.09	0.12	0.09
0040	835830.68	820644.05		0.217	0.174	0.085	0.106	0.106	0.138	0.164	0.134	0.012	0.079	0.076	0.11	0.09	0.11	0.09
0041	835806.08	820639.58		0.188	0.066	0.063	0.089	0.068	0.146	0.171	0.134	0.022	0.110	0.103	0.09	0.10	0.09	0.10
0042	835781.48	820635.12		0.272	0.222	0.084	0.092	0.047	0.160	0.135	0.049	0.049	0.049	0.150	0.14	0.11	0.14	0.11
0043	835756.89	820630.65		0.062	0.111	0.049	0.062	0.055	0.163	0.143	0.101	0.057	0.171	0.150	0.09	0.12	0.09	0.12
0044	835732.29	820626.18		0.112	0.114	0.073	0.096	0.115	0.146	0.111	0.067	0.056	0.183	0.158	0.10	0.12	0.10	0.12
0045	835707.69	820621.72		0.231	0.067	0.068	0.091	0.123	0.114	0.043	0.043	0.076	0.194	0.167	0.11	0.11	0.11	0.11
0046	835683.09	820617.25		0.200	0.035	0.035	0.078	0.103	0.056	0.046	0.054	0.112	0.193	0.177	0.09	0.11	0.09	0.11
0047	835658.50	820612.78		0.126	0.032	0.048	0.031	0.073	0.067	0.112	0.073	0.127	0.147	0.184	0.07	0.11	0.07	0.11
0048	835633.90	820608.32		0.174	0.183	0.186	0.096	0.098	0.063	0.141	0.079	0.124	0.136	0.189	0.13	0.12	0.13	0.12
0049	835609.30	820603.85		0.073	0.154	0.151	0.159	0.030	0.068	0.088	0.088	0.015	0.139	0.174	0.202	0.12	0.12	0.12
0050	835584.70	820599.38		0.067	0.173	0.179	0.176	0.106	0.129	0.098	0.050	0.112	0.146	0.181	0.14	0.12	0.14	0.12
0051	835560.11	820594.92		0.113	0.210	0.218	0.154	0.052	0.137	0.044	0.048	0.064	0.095	0.144	0.13	0.09	0.13	0.09
0052	835535.51	820590.45		0.095	0.234	0.230	0.184	0.075	0.141	0.076	0.076	0.049	0.082	0.164	0.08	0.08	0.08	0.08
0053	835510.91	820585.98		0.025	0.227	0.229	0.185	0.061	0.113	0.027	0.045	0.049	0.138	0.201	0.14	0.11	0.14	0.11
0054	835486.31	820581.52		0.070	0.225	0.237	0.174	0.061	0.089	0.060	0.038	0.055	0.132	0.208	0.14	0.10	0.14	0.10
0055	835461.71	820577.05		0.062	0.210	0.246	0.194	0.056	0.084	0.051	0.034	0.063	0.101	0.203	0.14	0.10	0.14	0.10
0056	835437.12	820572.58		0.062	0.248	0.208	0.246	0.167	0.128	0.069	0.046	0.117	0.069	0.192	0.17	0.12	0.17	0.12
0057	835907.49	820642.99		0.177	0.140	0.196	0.166	0.124	0.105	0.114	0.111	0.015	0.101	0.078	0.14	0.10	0.14	0.10
0058	835882.91	820638.42		0.289	0.219	0.206	0.183	0.157	0.128	0.139	0.126	0.028	0.082	0.071	0.17	0.11	0.17	0.11
0059	835858.33	820633.85		0.293	0.220	0.130	0.131	0.122	0.153	0.159	0.132	0.028	0.042	0.031	0.14	0.09	0.14	0.09
0060	835833.75	820629.28		0.230	0.180	0.135	0.141	0.129	0.164	0.174	0.132	0.027	0.047	0.020	0.13	0.09	0.13	0.09
0061	835809.18	820624.71		0.215	0.153	0.142	0.152	0.114	0.154	0.154	0.129	0.014	0.074	0.036	0.13	0.10	0.13	0.10
0062	835784.60	820620.14		0.260	0.177	0.100	0.102	0.036	0.177	0.175	0.136	0.043	0.091	0.078	0.11	0.10	0.11	0.10
0063	835760.87	820615.57		0.287	0.154	0.084	0.080	0.058	0.191	0.120	0.049	0.091	0.049	0.091	0.08	0.08	0.08	0.08
0064	835735.44	820611.00		0.247	0.059	0.009	0.070	0.078	0.171	0.133	0.088	0.047	0.087	0.096	0.08	0.09	0.08	0.09
0065	835710.86	820606.43		0.176	0.131	0.019	0.057	0.081	0.122	0.093	0.060	0.046	0.086	0.110	0.08	0.08	0.08	0.08
0066	835686.28	820601.86		0.139	0.126	0.017	0.037	0.094	0.076	0.065	0.042	0.063	0.026	0.113	0.06	0.06	0.06	0.06
0067	835661.70	820597.29		0.101	0.092	0.028	0.013	0.060	0.062	0.070	0.044	0.027	0.025	0.109	0.04	0.04	0.04	0.04
0068	835637.12	820592.72		0.130	0.115	0.113	0.038	0.136	0.037	0.058	0.034	0.127	0.071	0.143	0.08	0.08	0.08	0.08
0069	835612.55	820588.15		0.187	0.201	0.160	0.167	0.034	0.038	0.017	0.017	0.097	0.088	0.186	0.12	0.08	0.12	0.08
0070	835587.97	820583.58		0.303	0.314	0.267	0.204	0.028	0.044	0.044	0.018	0.100	0.131	0.176	0.17	0.09	0.17	0.09
0071	835563.39	820579.01		0.297	0.304	0.255	0.178	0.065	0.054	0.034	0.014	0.304	0.101	0.109	0.16	0.08	0.16	0.08
0072	835538.81	820574.44		0.260	0.278	0.244	0.179	0.047	0.027	0.020	0.062	0.082	0.052	0.070	0.15	0.07	0.15	0.07
0073	835514.23	820569.87		0.214	0.214	0.214	0.214	0.072	0.056	0.056	0.023	0.081	0.109	0.143	0.09	0.07	0.09	0.07
0074	835489.65	820565.30		0.135	0.200	0.204	0.140	0.036	0.072	0.027	0.032	0.103	0.157	0.127	0.08	0.08	0.08	0.08
0075	835465.07	820560.73		0.091	0.175	0.183	0.109	0.095	0.036	0.063	0.047	0.050	0.128	0.186	0.11	0.09	0.11	0.09
0076	835440.49	820556.16		0.061	0.170	0.207	0.153	0.030	0.118	0.014	0.039	0.064	0.151	0.215	0.12	0.10	0.12	0.10
0077	835781.19	820922.75		0.026	0.135	0.081	0.067	0.029	0.006	0.071	0.090	0.027	0.073	0.045	0.07	0.06	0.07	0.06
0078	835782.12	820921.77		0.064	0.116	0.068	0.033	0.040	0.025	0.079	0.072	0.022	0.056	0.066	0.09	0.05	0.09	0.05
0079	835783.05	820922.79		0.058	0.060	0.040	0.126	0.104	0.034	0.074	0.059	0.031	0.088	0.098	0.08	0.08	0.08	0.08
0080	835783.98	820907.80		0.014	0.073	0.078	0.093	0.043	0.064	0.088	0.088	0.025	0.028	0.028	0.06	0.05	0.06	0.05
0081	835784.90	820882.82		0.012	0.073	0.091	0.141	0.065	0.129	0.083	0.084	0.038	0.065	0.071	0.07	0.07	0.07	0.07
0082	835785.83	820857.84		0.028	0.051	0.077	0.077	0.035	0.138	0.078	0.055							

Wind Velocity Ratio, Baseline Scheme

ID	Tax Point	Easting (m)	Northing (m)	Wind direction (Degree)		2.2.5		4.5		6.7.5		9.0		11.2.5		13.5		15.7.5		18.0		20.2.5		22.5		24.7.5		Sum	Average (Annual)	Average (Summer)
				Wind direction	Wind direction	NNE	NE	ENE	E	ESE	SE	SSE	SSE	S	SSW	SW	WSW	WSW	WSW	WSW	WSW	WSW	WSW	WSW	WSW	WSW	WSW			
				Probability (Annual)	Probability (Annual)	6.0%	8.6%	12.5%	21.9%	11.9%	5.7%	7.5%	9.5%	12.7%	15.8%	18.7%	21.7%	24.7%	27.7%	30.7%	33.7%	36.7%	39.7%	42.7%	45.7%	48.7%	51.7%	83.5%		
0156	835598.00	820724.28		0.213	0.210	0.220	0.184	0.095	0.065	0.035	0.015	0.008	0.005	0.003	0.002	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.15	0.09
0157	835573.46	820719.48		0.219	0.213	0.272	0.184	0.066	0.069	0.031	0.011	0.003	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.16	0.09
0158	835548.93	820714.68		0.183	0.216	0.221	0.161	0.068	0.084	0.031	0.023	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.15	0.10
0159	835524.37	820710.00		0.157	0.193	0.176	0.145	0.057	0.104	0.044	0.011	0.016	0.028	0.010	0.020	0.010	0.020	0.010	0.020	0.010	0.020	0.010	0.020	0.010	0.020	0.010	0.020	0.010	0.11	0.04
0160	835499.81	820705.31		0.092	0.125	0.119	0.107	0.040	0.084	0.010	0.022	0.049	0.022	0.020	0.049	0.022	0.020	0.049	0.022	0.020	0.049	0.022	0.020	0.049	0.022	0.020	0.049	0.022	0.08	0.04
0161	835475.22	820700.80		0.042	0.052	0.047	0.041	0.021	0.061	0.017	0.044	0.063	0.030	0.049	0.063	0.030	0.049	0.063	0.030	0.049	0.063	0.030	0.049	0.063	0.030	0.049	0.063	0.030	0.04	0.04
0162	835450.63	820696.29		0.022	0.024	0.027	0.023	0.012	0.015	0.005	0.009	0.007	0.005	0.009	0.007	0.005	0.009	0.007	0.005	0.009	0.007	0.005	0.009	0.007	0.005	0.009	0.007	0.005	0.03	0.04
0163	835426.04	820691.78		0.089	0.108	0.061	0.069	0.054	0.069	0.042	0.061	0.022	0.088	0.075	0.022	0.088	0.075	0.022	0.088	0.075	0.022	0.088	0.075	0.022	0.088	0.075	0.022	0.07	0.06	
0164	835427.60	820718.18		0.133	0.156	0.086	0.103	0.068	0.091	0.065	0.042	0.029	0.089	0.054	0.029	0.089	0.054	0.029	0.089	0.054	0.029	0.089	0.054	0.029	0.089	0.054	0.029	0.09	0.06	
0165	835430.53	820700.46		0.184	0.163	0.093	0.115	0.072	0.093	0.059	0.042	0.022	0.073	0.041	0.022	0.073	0.041	0.022	0.073	0.041	0.022	0.073	0.041	0.022	0.073	0.041	0.022	0.10	0.06	
0166	835461.76	820554.59		0.040	0.093	0.101	0.114	0.127	0.060	0.096	0.076	0.067	0.031	0.061	0.076	0.031	0.061	0.076	0.031	0.061	0.076	0.031	0.061	0.076	0.031	0.061	0.076	0.031	0.10	0.09
0167	835465.61	820529.89		0.124	0.139	0.129	0.183	0.139	0.049	0.092	0.041	0.039	0.054	0.030	0.039	0.054	0.030	0.039	0.054	0.030	0.039	0.054	0.030	0.039	0.054	0.030	0.039	0.054	0.12	0.07
0168	835469.45	820505.18		0.127	0.153	0.160	0.201	0.136	0.031	0.099	0.053	0.059	0.038	0.080	0.053	0.038	0.080	0.053	0.038	0.080	0.053	0.038	0.080	0.053	0.038	0.080	0.053	0.038	0.13	0.08
0169	835514.76	820564.17		0.162	0.158	0.162	0.094	0.061	0.040	0.025	0.045	0.047	0.028	0.052	0.047	0.028	0.052	0.047	0.028	0.052	0.047	0.028	0.052	0.047	0.028	0.052	0.047	0.10	0.05	
0170	835518.53	820542.95		0.096	0.054	0.087	0.095	0.101	0.121	0.065	0.088	0.172	0.160	0.134	0.160	0.134	0.160	0.134	0.160	0.134	0.160	0.134	0.160	0.134	0.160	0.134	0.160	0.134	0.10	0.12
0171	835525.88	820510.82		0.032	0.103	0.099	0.200	0.048	0.052	0.101	0.072	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.077	0.06	0.07
0172	835530.80	820486.31		0.029	0.112	0.111	0.022	0.034	0.041	0.108	0.084	0.102	0.128	0.114	0.102	0.128	0.114	0.102	0.128	0.114	0.102	0.128	0.114	0.102	0.128	0.114	0.102	0.07	0.08	
0173	835535.35	820463.62		0.037	0.104	0.089	0.025	0.029	0.045	0.117	0.097	0.134	0.156	0.138	0.156	0.138	0.156	0.138	0.156	0.138	0.156	0.138	0.156	0.138	0.156	0.138	0.156	0.06	0.10	
0174	835516.38	820536.88		0.131	0.046	0.080	0.101	0.102	0.115	0.043	0.044	0.141	0.141	0.129	0.141	0.129	0.141	0.129	0.141	0.129	0.141	0.129	0.141	0.129	0.141	0.129	0.141	0.10	0.11	
0175	835499.10	820518.81		0.048	0.081	0.075	0.109	0.077	0.064	0.012	0.052	0.180	0.161	0.099	0.077	0.161	0.099	0.077	0.161	0.099	0.077	0.161	0.099	0.077	0.161	0.099	0.077	0.10	0.11	
0176	835481.82	820500.74		0.055	0.127	0.069	0.166	0.093	0.081	0.031	0.089	0.248	0.220	0.130	0.220	0.130	0.220	0.130	0.220	0.130	0.220	0.130	0.220	0.130	0.220	0.130	0.220	0.130	0.13	0.15
0177	835564.72	820560.87		0.074	0.080	0.096	0.026	0.056	0.064	0.025	0.029	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.020	0.04	0.04
0178	835547.24	820542.99		0.045	0.033	0.027	0.059	0.083	0.083	0.025	0.013	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.05	0.06
0179	835529.77	820525.11		0.032	0.091	0.076	0.022	0.032	0.052	0.102	0.091	0.079	0.086	0.114	0.130	0.086	0.114	0.130	0.086	0.114	0.130	0.086	0.114	0.130	0.086	0.114	0.130	0.07	0.09	
0180	835512.30	820507.23		0.022	0.021	0.027	0.031	0.031	0.056	0.115	0.101	0.034	0.088	0.122	0.034	0.088	0.122	0.034	0.088	0.122	0.034	0.088	0.122	0.034	0.088	0.122	0.034	0.03	0.05	
0181	835494.83	820489.35		0.033	0.074	0.022	0.077	0.044	0.022	0.022	0.027	0.057	0.129	0.115	0.057	0.129	0.115	0.057	0.129	0.115	0.057	0.129	0.115	0.057	0.129	0.115	0.057	0.06	0.07	
0182	835834.84	820974.30		0.035	0.051	0.086	0.050	0.063	0.012	0.006	0.029	0.008	0.028	0.061	0.008	0.028	0.061	0.008	0.028	0.061	0.008	0.028	0.061	0.008	0.028	0.061	0.008	0.05	0.03	
0183	835837.51	820953.89		0.030	0.030	0.050	0.031	0.083	0.023	0.020	0.053	0.020	0.028	0.120	0.020	0.028	0.120	0.020	0.028	0.120	0.020	0.028	0.120	0.020	0.028	0.120	0.020	0.04	0.05	
0184	835934.73	820901.21		0.045	0.114	0.139	0.154	0.069	0.041	0.053	0.078	0.029	0.035	0.079	0.029	0.035	0.079	0.029	0.035	0.079	0.029	0.035	0.079	0.029	0.035	0.079	0.029	0.10	0.06	
0185	835910.56	820894.81		0.019	0.082	0.124	0.176	0.093	0.022	0.068	0.091	0.177	0.039	0.077	0.039	0.077	0.039	0.077	0.039	0.077	0.039	0.077	0.039	0.077	0.039	0.077	0.039	0.10	0.07	
0186	835886.39	820888.41		0.020	0.060	0.119	0.177	0.101	0.059	0.073	0.063	0.006	0.033	0.036	0.006	0.033	0.036	0.006	0.033	0.036	0.006	0.033	0.036	0.006	0.033	0.036	0.006	0.10	0.06	
0187	835935.87	820892.85		0.024	0.124	0.122	0.235	0.139	0.073	0.083	0.033	0.032	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.033	0.14	0.08
0188	835911.02	820880.17		0.026	0.087	0.199	0.243	0.135	0.015	0.060	0.091	0.024	0.034	0.080	0.024	0.034	0.080	0.024	0.034	0.080	0.024	0.034	0.080	0.024	0.034	0.080	0.024	0.13	0.08	
0189	835886.16	820877.50		0.033	0.038	0.173	0.216	0.124	0.074	0.043	0.088	0.010	0.024	0.041	0.024	0.041	0.024	0.041	0.024	0.041	0.024	0.041	0.024	0.041	0.024	0.041	0.024	0.12	0.07	
0190	835818.76	820894.65		0.050	0.051	0.042	0.051	0.032	0.048	0.027	0.027	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.023	0.04	0.03	
0191	835801.28	820893.31		0.056	0.062	0.048	0.108	0.066	0.049	0.029	0.058	0.010	0.020	0.025	0.010	0.020	0.025	0.010	0.020	0.025	0.010	0.020	0.025	0.010	0.020	0.025	0.010	0.06	0.04	
0192	835819.33	820876.41		0.053	0.080	0.065	0.077	0.035	0.046	0.033	0.059	0.032	0.037	0.042	0.037	0.042	0.037	0.042	0.037	0.042	0.037	0.042	0.037	0.042	0.037	0.042	0.037	0.06	0.04	
0193	835802.62	820876.22		0.041	0.087	0.102	0.152	0.071	0.128	0.067	0.075	0.03																		

Wind Velocity Ratio, Baseline Scheme

ID	Tax Point	Easting (m)	Northing (m)	Wind direction (Degree)		22.5	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
				W	E	NNE	NE	ESE	SE	SSE	S	SSW	SW	WSW					
				Wind direction (Annual)		6.0%	8.6%	12.5%	21.9%	11.9%	5.7%	4.5%	5.9%	12.7%	15.8%	9.6%	83.5%		
				Probability (Summer)		6.0%	8.6%	12.5%	21.9%	11.9%	5.7%	4.5%	5.9%	12.7%	15.8%	9.6%	83.5%		
0291	835968.11	820794.33				0.285	0.238	0.187	0.156	0.130	0.071	0.039	0.028	0.078	0.078	0.078	0.14	0.07	
0292	835974.50	820807.91				0.288	0.240	0.192	0.166	0.138	0.047	0.119	0.027	0.036	0.076	0.076	0.15	0.07	
0293	835980.44	820821.68				0.298	0.251	0.209	0.160	0.142	0.076	0.122	0.029	0.045	0.073	0.073	0.15	0.08	
0294	835942.26	820573.32				0.088	0.034	0.044	0.066	0.075	0.026	0.051	0.065	0.086	0.094	0.074	0.06	0.07	
0295	835957.25	820573.88				0.067	0.019	0.036	0.046	0.051	0.035	0.060	0.052	0.062	0.053	0.051	0.05	0.05	
0296	835972.24	820574.44				0.062	0.079	0.032	0.040	0.036	0.055	0.063	0.043	0.048	0.080	0.013	0.05	0.05	
0297	835929.95	820562.78				0.094	0.056	0.062	0.099	0.135	0.092	0.081	0.036	0.064	0.078	0.074	0.08	0.08	
0298	835941.39	820563.61				0.132	0.067	0.060	0.075	0.083	0.050	0.049	0.063	0.084	0.091	0.073	0.08	0.07	
0299	835953.18	820564.90				0.133	0.047	0.047	0.047	0.048	0.037	0.038	0.070	0.090	0.076	0.062	0.06	0.06	
0300	835966.97	820565.51				0.043	0.014	0.018	0.038	0.031	0.034	0.024	0.078	0.094	0.062	0.028	0.04	0.05	
0301	835933.48	820551.78				0.141	0.085	0.068	0.089	0.101	0.082	0.051	0.046	0.062	0.074	0.067	0.09	0.07	
0302	835948.15	820554.94				0.143	0.082	0.077	0.060	0.062	0.041	0.025	0.061	0.086	0.087	0.060	0.07	0.06	
0303	835924.86	820922.28				0.057	0.133	0.084	0.076	0.117	0.042	0.026	0.066	0.078	0.024	0.043	0.08	0.05	
0304	835901.97	820909.97				0.025	0.056	0.060	0.129	0.094	0.027	0.084	0.084	0.010	0.035	0.069	0.07	0.06	
0305	835879.04	820903.08				0.066	0.023	0.037	0.164	0.111	0.070	0.097	0.072	0.011	0.050	0.090	0.08	0.08	
0306	835853.85	820899.08				0.026	0.064	0.048	0.148	0.130	0.097	0.052	0.072	0.012	0.046	0.049	0.08	0.07	
0307	835908.99	820940.90				0.287	0.319	0.400	0.387	0.281	0.079	0.184	0.114	0.090	0.092	0.232	0.28	0.17	
0308	835889.06	820925.00				0.065	0.042	0.090	0.021	0.050	0.007	0.029	0.032	0.008	0.022	0.062	0.04	0.03	
0309	835866.01	820914.35				0.027	0.020	0.053	0.172	0.111	0.081	0.083	0.085	0.016	0.054	0.117	0.09	0.08	
0001	835643.58	820677.74				0.076	0.092	0.076	0.025	0.036	0.051	0.035	0.015	0.044	0.026	0.036	0.04	0.03	
0002	835658.33	820680.47				0.109	0.142	0.048	0.048	0.033	0.135	0.083	0.036	0.028	0.038	0.068	0.06	0.05	
0003	835673.08	820683.19				0.093	0.135	0.037	0.081	0.036	0.085	0.065	0.037	0.051	0.081	0.081	0.06	0.05	
0004	835687.83	820685.91				0.092	0.123	0.029	0.036	0.038	0.047	0.060	0.040	0.047	0.035	0.086	0.05	0.05	
0005	835702.77	820688.98				0.072	0.106	0.014	0.036	0.033	0.034	0.069	0.039	0.046	0.050	0.085	0.04	0.05	
0006	835642.58	820690.97				0.072	0.095	0.054	0.047	0.039	0.078	0.075	0.047	0.030	0.034	0.051	0.05	0.04	
0007	835657.40	820693.26				0.083	0.102	0.043	0.029	0.030	0.090	0.080	0.052	0.019	0.036	0.066	0.05	0.05	
0008	835672.23	820695.56				0.084	0.101	0.047	0.024	0.034	0.108	0.088	0.055	0.033	0.053	0.079	0.05	0.06	
0009	835687.05	820697.85				0.078	0.087	0.056	0.030	0.041	0.098	0.091	0.052	0.035	0.062	0.083	0.05	0.06	
0010	835701.87	820700.14				0.066	0.074	0.032	0.030	0.040	0.086	0.094	0.049	0.082	0.060	0.082	0.05	0.06	
0011	835624.60	820697.71				0.060	0.069	0.035	0.033	0.042	0.121	0.104	0.048	0.045	0.024	0.028	0.05	0.05	
0012	835637.33	820706.20				0.058	0.067	0.020	0.036	0.023	0.107	0.091	0.050	0.057	0.020	0.033	0.04	0.05	
0013	835652.25	820707.81				0.062	0.070	0.019	0.016	0.026	0.120	0.107	0.061	0.061	0.016	0.049	0.04	0.05	
0014	835667.16	820709.41				0.062	0.073	0.021	0.015	0.021	0.125	0.112	0.062	0.050	0.023	0.062	0.04	0.05	
0015	835682.07	820711.10				0.069	0.073	0.070	0.038	0.040	0.127	0.112	0.056	0.036	0.062	0.075	0.06	0.06	
0016	835696.97	820712.78				0.060	0.051	0.065	0.039	0.046	0.115	0.098	0.047	0.038	0.069	0.073	0.05	0.06	
0017	835711.88	820714.47				0.050	0.026	0.028	0.023	0.042	0.100	0.080	0.055	0.050	0.063	0.068	0.04	0.06	
0018	835726.78	820716.15				0.044	0.026	0.024	0.018	0.042	0.090	0.069	0.056	0.042	0.049	0.063	0.04	0.05	
0019	835741.69	820717.83				0.050	0.038	0.042	0.030	0.046	0.075	0.037	0.026	0.041	0.060	0.066	0.04	0.05	
0020	835749.23	820731.16				0.044	0.036	0.045	0.031	0.043	0.018	0.013	0.013	0.040	0.056	0.046	0.04	0.04	
0021	835712.04	820723.49				0.047	0.037	0.036	0.024	0.042	0.093	0.074	0.059	0.050	0.069	0.059	0.04	0.06	
0022	835715.99	820737.96				0.055	0.069	0.053	0.032	0.049	0.063	0.076	0.058	0.049	0.076	0.049	0.05	0.06	
0023	835726.24	820748.91				0.062	0.080	0.062	0.040	0.056	0.056	0.066	0.052	0.054	0.077	0.040	0.06	0.06	
0024	835736.49	820759.86				0.054	0.064	0.062	0.061	0.061	0.052	0.062	0.049	0.058	0.071	0.034	0.07	0.06	
0025	835746.74	820770.81				0.069	0.098	0.117	0.106	0.052	0.040	0.056	0.033	0.067	0.071	0.038	0.08	0.06	
0026	835757.00	820781.76				0.075	0.115	0.150	0.153	0.060	0.054	0.022	0.028	0.082	0.075	0.032	0.11	0.07	
0027	835767.25	820792.70				0.081	0.145	0.179	0.188	0.085	0.060	0.014	0.021	0.082	0.072	0.049	0.13	0.07	
0028	835777.50	820803.65				0.069	0.121	0.184	0.205	0.103	0.051	0.032	0.034	0.076	0.069	0.070	0.13	0.08	
0029	835787.75	820814.64				0.063	0.096	0.209	0.244	0.122	0.065	0.055	0.046	0.072	0.069	0.074	0.14	0.09	
0030	835801.88	820828.76				0.083	0.114	0.236	0.283	0.133	0.103	0.065	0.016	0.060	0.058	0.072	0.16	0.09	
0031	835761.49	820805.60				0.060	0.095	0.193	0.222	0.101	0.028	0.014	0.020	0.065	0.067	0.061	0.13	0.07	
0032	835772.10	820816.21				0.062	0.076	0.206	0.254	0.113	0.051	0.043	0.030	0.064	0.067	0.077	0.14	0.09	
0033	835782.71	820826.81				0.062	0.053	0.152	0.262	0.133	0.081	0.064	0.035	0.061	0.066	0.083	0.14	0.09	
0034	835769.24	820833.56				0.048	0.027	0.120	0.266	0.077	0.065	0.028	0.053	0.061	0.083	0.061	0.11	0.08	
0035	835695.55	820724.48				0.054	0.062	0.077	0.045	0.047	0.083	0.061	0.042	0.035	0.071	0.058	0.06	0.06	
0036	835701.33	820738.33				0.050	0.071	0.071	0.048	0.054	0.050	0.073	0.056	0.040	0.073	0.046	0.06	0.06	
0037	835707.54	820747.95				0.050	0.077	0.076	0.063	0.062	0.060	0.080	0.057	0.039	0.075	0.039	0.06	0.06	
0038	835717.88	820758.81				0.051	0.077	0.081	0.082	0.067	0.064	0.073	0.056	0.042	0.075	0.033	0.07	0.06	
0039	835728.22	820769.68				0.048	0.073	0.085	0.099	0.064	0.067	0.062	0.054	0.049	0.070	0.035	0.07	0.06	
0040	835738.01	820782.14				0.010	0.018	0.033	0.037	0.028	0.037	0.050	0.044	0.053	0.057	0.046	0.03	0.05	
0041	835734.02	820795.49				0.042	0.066	0.137	0.132	0.055	0.041	0.038	0.041	0.066	0.070	0.046	0.09	0.06	
0042	835727.78	820809.14				0.047	0.081	0.164	0.228	0.082	0.053	0.045	0.040	0.048	0.068	0.053	0.12	0.08	
0043	835722.25	820821.63				0.042	0.089	0.110	0.240	0.072	0.051	0.052	0.037	0.053	0.060	0.050	0.12	0.07	
0044	835715.31	820833.92				0.050	0.083	0.069	0.222	0.052	0.049	0.062	0.032	0.057	0.052	0.040	0.10	0.07	
0045	835700.42	820782.60				0.053	0.077	0.146	0.150	0.068	0.096	0.071	0.052	0.040	0.065	0.030	0.10	0.07	
0046	835699.51	820797.58				0.06													

Wind Velocity Ratio, Proposed Scheme

ID	Tax Point	Easting (m)	Northing (m)	Wind direction (Degree)		22.5		45		67.5		90		112.5		135		157.5		180		202.5		225		247.5		Sum	Average (Annual)	Average (Summer)							
				Wind direction		NNE		NE		ENE		E		ESE		SE		SSE		S		SSW		SW		WSW					83.5%						
				Probability (Annual)		6.0%		8.6%		12.5%		21.9%		11.9%		5.7%		4.5%		5.9%		12.7%		15.8%		9.6%								83.5%			
P001	835562.15	820688.20	0.139	0.122	0.143	0.114	0.092	0.235	0.130	0.072	0.255	0.123	0.070	0.072	0.070	0.071	0.091	0.071	0.072	0.070	0.071	0.091	0.071	0.072	0.070	0.071	0.091	0.071	0.072	0.070	0.071	0.091	0.071				0.072

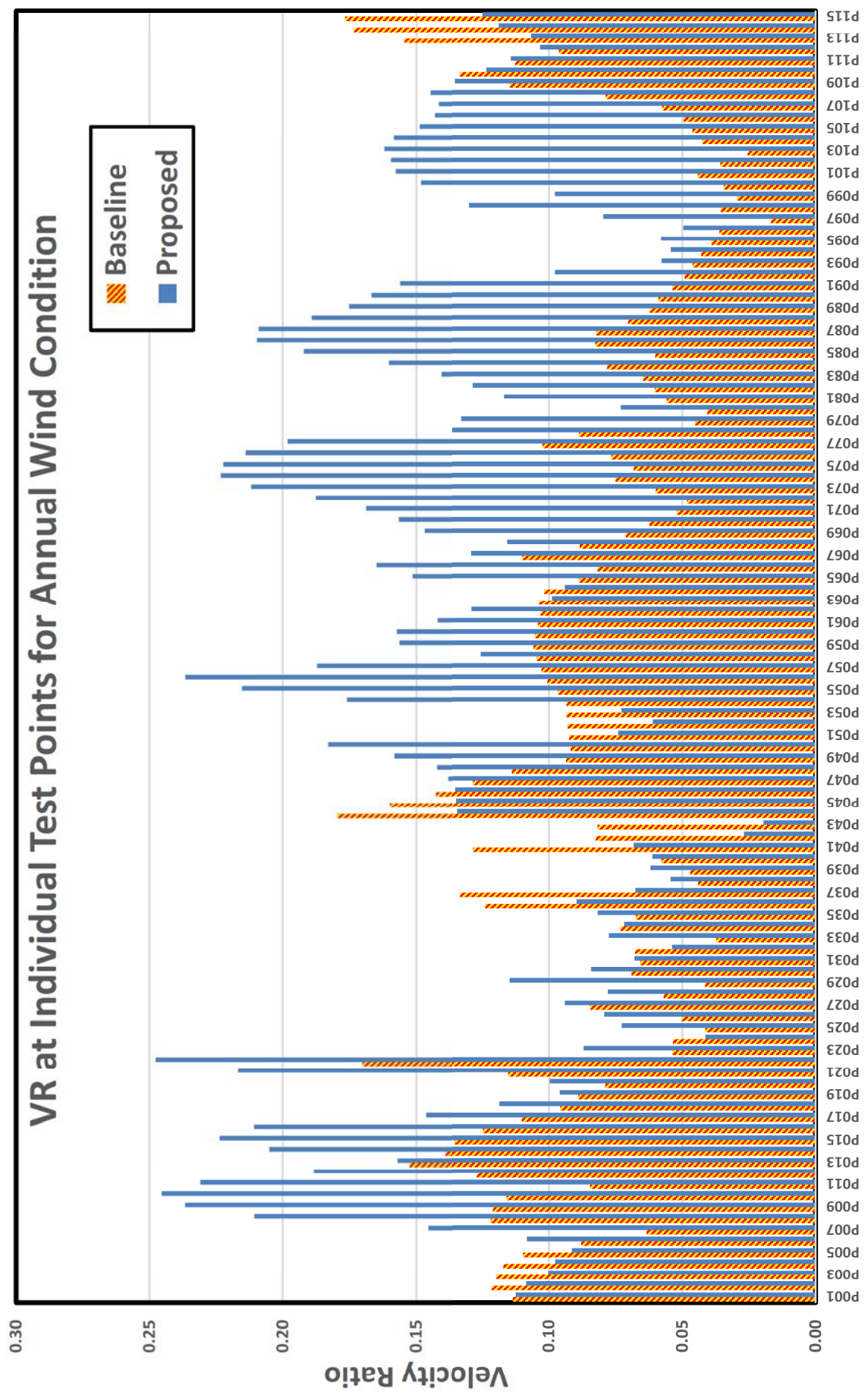
Wind Velocity Ratio, Proposed Scheme

ID	Tax Point		Wind direction (Degree)				22.5	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)	
	Easting (m)	Northing (m)	Wind direction				6.0%	8.6%	12.5%	21.9%	11.9%	5.7%	7.5%	9.5%	12.7%	15.8%	18.5%				21.5%
			Probability (Annual)	Probability (Annual)	Probability (Annual)	Probability (Annual)															
0021	835463.23	820830.43	0.168	0.141	0.131	0.103	0.071	0.090	0.047	0.020	0.047	0.065	0.099	0.099	0.099	0.099	0.099	0.099	0.10	0.07	
0022	835617.89	820853.67	0.268	0.307	0.377	0.064	0.039	0.047	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.11	0.04	
0023	835592.28	820852.56	0.145	0.197	0.068	0.158	0.095	0.101	0.032	0.067	0.010	0.032	0.067	0.010	0.032	0.067	0.010	0.032	0.11	0.08	
0024	835567.30	820851.46	0.115	0.211	0.142	0.087	0.040	0.015	0.044	0.044	0.044	0.037	0.046	0.048	0.048	0.048	0.048	0.048	0.09	0.05	
0025	835542.33	820850.35	0.165	0.225	0.201	0.063	0.063	0.044	0.062	0.017	0.011	0.094	0.064	0.064	0.064	0.064	0.064	0.064	0.09	0.05	
0026	835517.35	820849.25	0.175	0.203	0.198	0.079	0.046	0.051	0.043	0.013	0.013	0.061	0.153	0.070	0.153	0.070	0.153	0.070	0.11	0.07	
0027	835492.38	820848.14	0.176	0.173	0.146	0.055	0.063	0.043	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.13	0.09	
0028	835467.40	820847.03	0.182	0.154	0.209	0.080	0.036	0.053	0.008	0.057	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.107	0.11	0.08	
0029	836038.71	820681.43	0.184	0.204	0.216	0.043	0.034	0.071	0.048	0.025	0.113	0.113	0.113	0.113	0.113	0.113	0.113	0.113	0.10	0.08	
0030	836013.19	820677.78	0.070	0.172	0.203	0.067	0.069	0.048	0.040	0.040	0.030	0.112	0.112	0.112	0.112	0.112	0.112	0.112	0.10	0.08	
0031	835990.50	820674.34	0.095	0.144	0.200	0.069	0.025	0.053	0.035	0.039	0.072	0.068	0.160	0.068	0.160	0.068	0.160	0.068	0.09	0.07	
0032	836037.50	820669.89	0.091	0.178	0.212	0.025	0.023	0.069	0.043	0.021	0.128	0.071	0.075	0.099	0.099	0.099	0.099	0.099	0.09	0.06	
0033	826014.40	820665.64	0.077	0.153	0.198	0.062	0.044	0.043	0.037	0.078	0.124	0.092	0.094	0.094	0.094	0.094	0.094	0.094	0.09	0.07	
0034	835992.67	820664.80	0.125	0.137	0.191	0.037	0.056	0.070	0.048	0.040	0.087	0.093	0.126	0.093	0.126	0.093	0.126	0.093	0.09	0.07	
0035	835968.00	820660.74	0.091	0.116	0.167	0.016	0.051	0.099	0.073	0.074	0.051	0.046	0.167	0.046	0.167	0.046	0.167	0.046	0.07	0.07	
0036	835943.34	820656.68	0.112	0.092	0.127	0.066	0.045	0.103	0.083	0.097	0.122	0.090	0.213	0.090	0.213	0.090	0.213	0.090	0.08	0.09	
0037	835904.47	820657.45	0.293	0.212	0.172	0.116	0.126	0.109	0.098	0.108	0.108	0.025	0.116	0.215	0.116	0.215	0.116	0.215	0.14	0.11	
0038	835879.88	820652.98	0.283	0.211	0.134	0.111	0.128	0.116	0.116	0.116	0.124	0.027	0.092	0.209	0.092	0.209	0.092	0.209	0.13	0.11	
0039	835855.28	820648.52	0.249	0.168	0.050	0.046	0.111	0.121	0.131	0.130	0.014	0.077	0.204	0.077	0.204	0.077	0.204	0.077	0.10	0.10	
0040	835830.68	820644.05	0.231	0.149	0.046	0.058	0.102	0.122	0.140	0.125	0.019	0.098	0.220	0.098	0.220	0.098	0.220	0.098	0.09	0.11	
0041	835806.08	820639.58	0.220	0.150	0.056	0.057	0.070	0.138	0.152	0.123	0.031	0.127	0.243	0.031	0.127	0.243	0.031	0.127	0.09	0.11	
0042	835781.48	820635.12	0.242	0.201	0.126	0.076	0.071	0.155	0.121	0.057	0.121	0.057	0.160	0.057	0.160	0.057	0.160	0.057	0.13	0.12	
0043	835756.99	820630.65	0.235	0.219	0.052	0.066	0.065	0.165	0.140	0.067	0.059	0.177	0.067	0.177	0.067	0.177	0.067	0.177	0.11	0.13	
0044	835732.29	820626.18	0.260	0.236	0.059	0.070	0.085	0.153	0.115	0.063	0.070	0.194	0.063	0.194	0.063	0.194	0.063	0.194	0.12	0.13	
0045	835707.69	820621.72	0.234	0.194	0.053	0.053	0.096	0.124	0.045	0.036	0.073	0.215	0.073	0.215	0.073	0.215	0.073	0.215	0.10	0.12	
0046	835683.09	820617.25	0.203	0.176	0.033	0.027	0.090	0.061	0.048	0.047	0.105	0.229	0.105	0.229	0.105	0.229	0.105	0.229	0.09	0.11	
0047	835658.50	820612.78	0.185	0.094	0.030	0.017	0.085	0.064	0.109	0.071	0.131	0.205	0.071	0.205	0.071	0.205	0.071	0.205	0.08	0.11	
0048	835633.90	820608.32	0.164	0.034	0.025	0.043	0.075	0.063	0.114	0.074	0.103	0.155	0.102	0.155	0.102	0.155	0.102	0.155	0.07	0.10	
0049	835609.30	820603.85	0.170	0.227	0.319	0.279	0.113	0.081	0.095	0.054	0.116	0.191	0.138	0.191	0.138	0.191	0.138	0.191	0.20	0.14	
0050	835584.70	820599.38	0.170	0.299	0.362	0.324	0.226	0.140	0.068	0.077	0.124	0.158	0.171	0.158	0.171	0.158	0.171	0.158	0.25	0.15	
0051	835560.11	820594.92	0.085	0.243	0.319	0.278	0.192	0.183	0.086	0.066	0.046	0.105	0.065	0.105	0.065	0.105	0.065	0.105	0.21	0.13	
0052	835535.51	820590.45	0.058	0.134	0.260	0.180	0.240	0.180	0.095	0.086	0.072	0.086	0.165	0.086	0.165	0.086	0.165	0.086	0.16	0.11	
0053	835510.91	820585.98	0.052	0.093	0.251	0.230	0.094	0.123	0.120	0.120	0.048	0.137	0.048	0.137	0.048	0.137	0.048	0.137	0.15	0.12	
0054	835486.31	820581.52	0.023	0.094	0.263	0.243	0.020	0.101	0.103	0.038	0.057	0.126	0.038	0.126	0.038	0.126	0.038	0.126	0.14	0.10	
0055	835461.71	820577.05	0.016	0.071	0.279	0.259	0.079	0.093	0.066	0.038	0.071	0.083	0.042	0.083	0.042	0.083	0.042	0.083	0.15	0.10	
0056	835437.12	820572.58	0.030	0.054	0.287	0.301	0.167	0.128	0.087	0.051	0.130	0.022	0.102	0.022	0.102	0.022	0.102	0.022	0.17	0.11	
0057	835907.49	820642.99	0.196	0.157	0.198	0.150	0.134	0.120	0.101	0.101	0.106	0.019	0.102	0.019	0.102	0.019	0.102	0.019	0.14	0.11	
0058	835882.91	820638.42	0.327	0.236	0.204	0.156	0.141	0.139	0.124	0.124	0.124	0.087	0.208	0.087	0.208	0.087	0.208	0.087	0.16	0.12	
0059	835858.33	820633.85	0.326	0.235	0.110	0.076	0.108	0.153	0.145	0.129	0.014	0.054	0.210	0.014	0.054	0.210	0.014	0.054	0.12	0.10	
0060	835833.75	820629.28	0.290	0.116	0.091	0.136	0.161	0.161	0.158	0.127	0.010	0.066	0.232	0.010	0.066	0.232	0.010	0.066	0.12	0.11	
0061	835809.18	820624.71	0.269	0.197	0.129	0.106	0.106	0.106	0.127	0.156	0.123	0.093	0.250	0.123	0.093	0.250	0.123	0.093	0.13	0.12	
0062	835785.60	820620.14	0.296	0.239	0.122	0.127	0.099	0.174	0.167	0.121	0.063	0.109	0.264	0.063	0.109	0.264	0.063	0.109	0.14	0.13	
0063	835760.60	820615.57	0.256	0.256	0.128	0.128	0.044	0.180	0.180	0.108	0.054	0.117	0.269	0.054	0.117	0.269	0.054	0.117	0.12	0.12	
0064	835735.44	820611.00	0.190	0.200	0.107	0.088	0.088	0.173	0.133	0.082	0.055	0.127	0.254	0.055	0.127	0.254	0.055	0.127	0.10	0.11	
0065	835710.86	820606.43	0.138	0.153	0.092	0.026	0.053	0.126	0.096	0.058	0.076	0.140	0.222	0.076	0.140	0.222	0.076	0.140	0.08	0.10	
0066	835686.28	820601.86	0.106	0.113	0.080	0.029	0.058	0.079	0.066	0.042	0.109	0.046	0.203	0.046	0.203	0.046	0.203	0.046	0.07	0.08	
0067	835661.70	820597.29	0.092	0.108	0.068	0.033	0.061	0.059	0.075	0.054	0.061	0.020	0.182	0.061	0.020	0.182	0.061	0.020	0.06	0.06	
0068	835637.12	820592.72	0.046	0.082	0.043	0.009	0.094	0.042	0.065	0.044	0.127	0.074	0.167	0.074	0.167	0.074	0.167	0.074	0.05	0.08	
0069	835612.55	820588.15	0.099	0.107	0.205	0.120	0.068	0.108	0.080	0.080	0.008	0.205	0.008	0.205	0.008	0.205	0.008	0.2			

Wind Velocity Ratio, Proposed Scheme

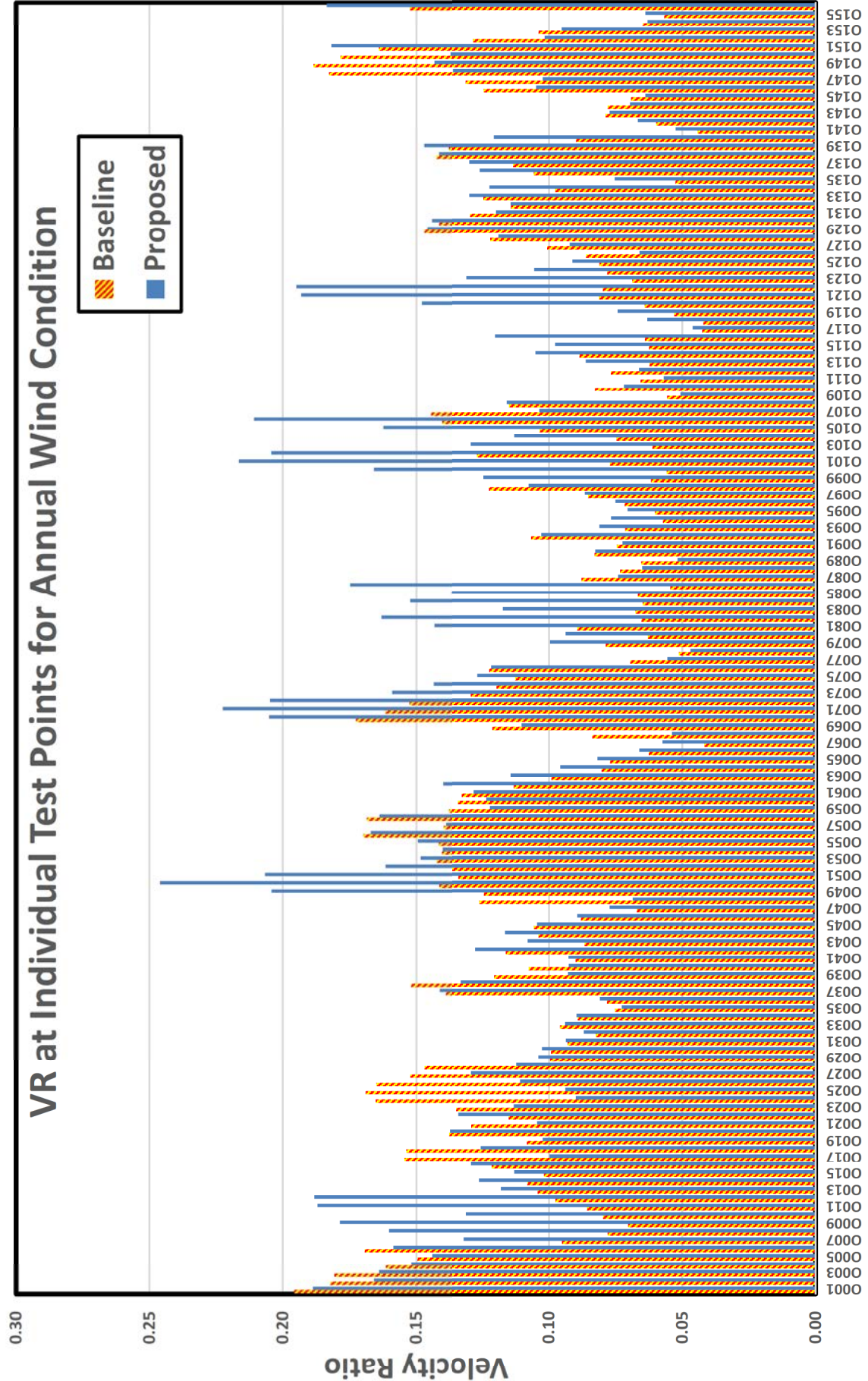
ID	Tax Point		Wind direction (Degree)	22.5	45	67.5	90	112.5	135	157.5	180	202.5	225	247.5	Sum	Average (Annual)	Average (Summer)
	Easting (m)	Northing (m)	Wind direction	NNE	NE	ESE	E	SSE	S	SSW	SW	WSW					
			Probability (Annual)	6.0%	8.6%	12.5%	21.9%	11.9%	5.7%	4.5%	5.9%	6.5%	9.6%				
			Probability (Summer)	6.0% <td>8.6% <td>12.5% <td>21.9% <td>11.9% <td>5.7% <td>4.5% <td>5.9% <td>6.5% <td>9.6% <td>83.5%</td> <td></td> <td></td> </td></td></td></td></td></td></td></td></td>	8.6% <td>12.5% <td>21.9% <td>11.9% <td>5.7% <td>4.5% <td>5.9% <td>6.5% <td>9.6% <td>83.5%</td> <td></td> <td></td> </td></td></td></td></td></td></td></td>	12.5% <td>21.9% <td>11.9% <td>5.7% <td>4.5% <td>5.9% <td>6.5% <td>9.6% <td>83.5%</td> <td></td> <td></td> </td></td></td></td></td></td></td>	21.9% <td>11.9% <td>5.7% <td>4.5% <td>5.9% <td>6.5% <td>9.6% <td>83.5%</td> <td></td> <td></td> </td></td></td></td></td></td>	11.9% <td>5.7% <td>4.5% <td>5.9% <td>6.5% <td>9.6% <td>83.5%</td> <td></td> <td></td> </td></td></td></td></td>	5.7% <td>4.5% <td>5.9% <td>6.5% <td>9.6% <td>83.5%</td> <td></td> <td></td> </td></td></td></td>	4.5% <td>5.9% <td>6.5% <td>9.6% <td>83.5%</td> <td></td> <td></td> </td></td></td>	5.9% <td>6.5% <td>9.6% <td>83.5%</td> <td></td> <td></td> </td></td>	6.5% <td>9.6% <td>83.5%</td> <td></td> <td></td> </td>	9.6% <td>83.5%</td> <td></td> <td></td>	83.5%			
0291	835968.11	820794.33	0.316	0.256	0.186	0.230	0.236	0.123	0.195	0.333	0.043	0.114	0.071	0.113	0.14	0.08	
0292	835974.50	820807.91	0.316	0.256	0.191	0.132	0.084	0.113	0.106	0.032	0.048	0.114	0.071	0.113	0.15	0.08	
0293	835980.44	820821.68	0.323	0.266	0.208	0.135	0.105	0.102	0.116	0.030	0.056	0.116	0.071	0.113	0.15	0.09	
0294	835942.26	820573.32	0.095	0.033	0.035	0.059	0.077	0.021	0.056	0.068	0.086	0.099	0.099	0.099	0.06	0.07	
0295	835957.25	820573.88	0.065	0.021	0.025	0.036	0.055	0.041	0.062	0.052	0.060	0.058	0.061	0.061	0.04	0.05	
0296	835972.24	820574.44	0.062	0.084	0.022	0.050	0.038	0.055	0.063	0.040	0.044	0.085	0.026	0.026	0.05	0.05	
0297	835929.95	820562.78	0.102	0.058	0.063	0.090	0.113	0.089	0.080	0.045	0.063	0.080	0.099	0.080	0.08	0.08	
0298	835941.39	820563.61	0.138	0.069	0.055	0.071	0.086	0.045	0.052	0.066	0.082	0.094	0.099	0.080	0.08	0.08	
0299	835953.18	820564.90	0.132	0.045	0.039	0.042	0.053	0.041	0.040	0.071	0.084	0.084	0.082	0.082	0.06	0.07	
0300	835966.97	820565.51	0.042	0.013	0.015	0.035	0.017	0.039	0.023	0.078	0.085	0.067	0.035	0.035	0.04	0.05	
0301	835933.48	820551.78	0.146	0.088	0.073	0.086	0.102	0.078	0.052	0.047	0.059	0.078	0.089	0.089	0.09	0.07	
0302	835948.15	820554.94	0.146	0.084	0.053	0.060	0.064	0.039	0.026	0.063	0.081	0.093	0.080	0.080	0.07	0.07	
0303	835924.86	820922.28	0.091	0.143	0.079	0.076	0.096	0.078	0.083	0.099	0.047	0.011	0.071	0.071	0.08	0.06	
0304	835901.97	820909.97	0.028	0.066	0.049	0.137	0.085	0.100	0.073	0.108	0.043	0.031	0.115	0.115	0.08	0.08	
0305	835879.04	820903.08	0.015	0.031	0.042	0.170	0.106	0.123	0.033	0.077	0.034	0.050	0.122	0.122	0.09	0.08	
0306	835853.85	820899.08	0.025	0.043	0.057	0.149	0.106	0.133	0.063	0.070	0.059	0.046	0.045	0.045	0.09	0.08	
0307	835908.99	820940.90	0.258	0.289	0.382	0.376	0.255	0.089	0.116	0.180	0.118	0.078	0.302	0.302	0.27	0.18	
0308	835889.06	820925.00	0.045	0.043	0.087	0.032	0.039	0.028	0.024	0.034	0.012	0.016	0.075	0.075	0.04	0.03	
0309	835866.01	820914.35	0.018	0.033	0.053	0.185	0.106	0.150	0.036	0.093	0.056	0.049	0.183	0.183	0.10	0.10	
0001	835643.58	820677.74	0.168	0.221	0.255	0.251	0.234	0.217	0.055	0.037	0.128	0.079	0.071	0.128	0.20	0.13	
0002	835658.33	820680.47	0.189	0.244	0.275	0.263	0.239	0.191	0.114	0.067	0.115	0.090	0.067	0.115	0.21	0.14	
0003	835673.08	820683.19	0.204	0.252	0.265	0.265	0.238	0.092	0.155	0.095	0.073	0.087	0.087	0.087	0.21	0.13	
0004	835687.83	820685.91	0.215	0.247	0.247	0.247	0.239	0.028	0.189	0.117	0.064	0.083	0.083	0.107	0.20	0.13	
0005	835702.77	820688.98	0.225	0.221	0.217	0.228	0.243	0.146	0.228	0.144	0.042	0.046	0.073	0.073	0.19	0.13	
0006	835642.58	820690.97	0.130	0.172	0.268	0.238	0.225	0.217	0.076	0.058	0.082	0.057	0.057	0.057	0.19	0.12	
0007	835657.40	820693.26	0.141	0.202	0.300	0.267	0.243	0.200	0.140	0.084	0.100	0.069	0.067	0.067	0.21	0.14	
0008	835672.23	820695.56	0.145	0.227	0.305	0.283	0.258	0.164	0.180	0.107	0.101	0.077	0.088	0.088	0.22	0.15	
0009	835687.05	820697.85	0.139	0.254	0.287	0.278	0.264	0.098	0.209	0.131	0.094	0.081	0.109	0.109	0.22	0.15	
0010	835701.87	820700.14	0.187	0.274	0.266	0.251	0.246	0.148	0.219	0.142	0.110	0.080	0.073	0.110	0.21	0.15	
0011	835624.60	820697.71	0.055	0.062	0.194	0.181	0.190	0.162	0.067	0.058	0.021	0.038	0.058	0.058	0.13	0.09	
0012	835637.33	820706.20	0.108	0.077	0.222	0.164	0.167	0.197	0.067	0.073	0.021	0.023	0.023	0.023	0.14	0.08	
0013	835652.25	820707.81	0.109	0.101	0.299	0.214	0.202	0.188	0.146	0.090	0.058	0.044	0.035	0.044	0.17	0.11	
0014	835667.16	820709.41	0.096	0.115	0.335	0.268	0.241	0.164	0.180	0.107	0.083	0.059	0.061	0.061	0.20	0.13	
0015	835682.07	820711.10	0.068	0.136	0.339	0.302	0.277	0.119	0.211	0.133	0.095	0.069	0.089	0.089	0.22	0.15	
0016	835696.97	820712.78	0.034	0.216	0.302	0.277	0.265	0.167	0.227	0.154	0.095	0.073	0.108	0.108	0.21	0.16	
0017	835711.88	820714.47	0.101	0.279	0.267	0.234	0.228	0.189	0.214	0.152	0.088	0.076	0.073	0.073	0.20	0.15	
0018	835726.78	820716.15	0.272	0.251	0.214	0.174	0.172	0.173	0.185	0.133	0.082	0.079	0.169	0.169	0.18	0.14	
0019	835741.69	820717.83	0.219	0.202	0.172	0.152	0.149	0.182	0.193	0.137	0.074	0.074	0.179	0.179	0.15	0.13	
0020	835749.23	820731.16	0.250	0.218	0.187	0.167	0.145	0.198	0.194	0.147	0.063	0.065	0.188	0.188	0.16	0.13	
0021	835712.04	820723.49	0.067	0.250	0.270	0.230	0.226	0.196	0.205	0.156	0.082	0.066	0.143	0.143	0.20	0.15	
0022	835715.99	820737.96	0.097	0.222	0.263	0.201	0.189	0.169	0.166	0.136	0.059	0.056	0.180	0.180	0.18	0.13	
0023	835726.24	820748.91	0.326	0.276	0.231	0.157	0.140	0.147	0.099	0.111	0.050	0.050	0.198	0.198	0.17	0.12	
0024	835736.49	820759.86	0.319	0.241	0.192	0.123	0.109	0.135	0.150	0.085	0.056	0.046	0.191	0.191	0.15	0.10	
0025	835746.74	820770.81	0.310	0.220	0.168	0.110	0.107	0.144	0.168	0.079	0.066	0.048	0.180	0.180	0.14	0.10	
0026	835757.00	820781.76	0.264	0.208	0.167	0.117	0.108	0.147	0.185	0.084	0.076	0.049	0.171	0.171	0.14	0.11	
0027	835767.25	820792.70	0.234	0.199	0.172	0.130	0.119	0.150	0.222	0.112	0.107	0.040	0.157	0.157	0.14	0.12	
0028	835777.50	820803.65	0.268	0.163	0.140	0.116	0.141	0.156	0.255	0.144	0.138	0.029	0.045	0.045	0.14	0.12	
0029	835787.75	820814.64	0.245	0.110	0.105	0.104	0.156	0.154	0.264	0.161	0.150	0.043	0.053	0.053	0.13	0.13	
0030	835801.88	820828.76	0.161	0.061	0.129	0.159	0.137	0.135	0.279	0.167	0.148	0.020	0.062	0.062	0.13	0.13	
0031	835761.49	820805.60	0.114	0.155	0.181	0.156	0.117	0.127	0.233	0.125	0.125	0.017	0.108	0.108	0.13	0.11	
0032	835772.10	820816.21	0.292	0.172	0.125	0.106	0.172	0.151	0.295	0.193	0.193	0.065	0.063	0.063	0.15	0.15	
0033	835782.71	820826.81	0.242	0.103	0.060	0.097	0.177	0.156	0.286	0.192	0.187	0.069	0.044	0.044	0.13	0.14	
0034	835769.24	820833.56	0.241	0.081	0.077	0.096	0.173	0.127	0.332	0.201	0.195	0.070	0.059	0.059	0.13	0.14	
0035	835695.55	820724.48	0.115	0.044	0.320	0.279	0.265	0.171	0.216	0.153	0.091	0.068	0.148	0.148	0.20	0.16	
0036	835701.33	820738.33	0.161	0.161	0.283	0.220	0.207	0.147	0.160	0.123	0.072	0.073	0.173	0.173	0.19	0.14	
0037	835707.54	820747.95	0.118	0.125	0.265	0.172	0.148	0.098	0.112	0.087	0.044	0.058	0.159	0.159	0.15	0.10	
0038	835717.88	820758.81	0.312	0.294	0.246	0.120	0.067	0.051	0.115	0.050	0.053	0.029	0.143	0.143	0.14	0.07	
0039	835728.22	820769.68	0.342	0.233	0.178	0.090	0.066	0.075	0.143	0.056	0.071	0.027	0.142	0.142	0.12	0.08	
0040	835738.01	820782.14	0.336	0.202	0.144	0.092	0.090	0.100	0.165	0.071	0.078	0.039	0.141	0.141	0.12	0.09	
0041	835734.02	820795.49	0.348	0.182	0.132	0.143	0.143	0.120	0.191	0.107	0.096	0.063	0.126	0.126	0.15	0.12	
0042	835727.78	820809.14	0.338	0.182	0.154	0.228	0.220	0.156	0.264	0.177	0.161	0.078	0.172	0.172	0.19	0.17	
0043	835722.25	820821.63	0.322	0.146	0.157	0.266	0.271	0.195	0.339	0.225	0.202	0.062	0.172	0.172	0.21	0.20	
0044	835715.31	820833.92	0.257	0.165	0.170	0.269	0.238	0.207	0.347	0.228	0.196	0.052	0.094	0.094	0.22	0.19	
0045	835700.42	820822.60	0.221	0.175	0.101	0.086	0.136	0.124	0.154	0.083	0.016	0.024	0.059	0.059	0.10	0.08	
0046	835699.51	820797.58	0.294	0.215	0.067	0.132	0.198	0.146	0.162	0.097	0.040	0.020	0.065	0.065	0.14	0.10	
0047	835698.61	820812.55	0.315	0.209													

VR at Individual Test Points for Annual Wind Condition



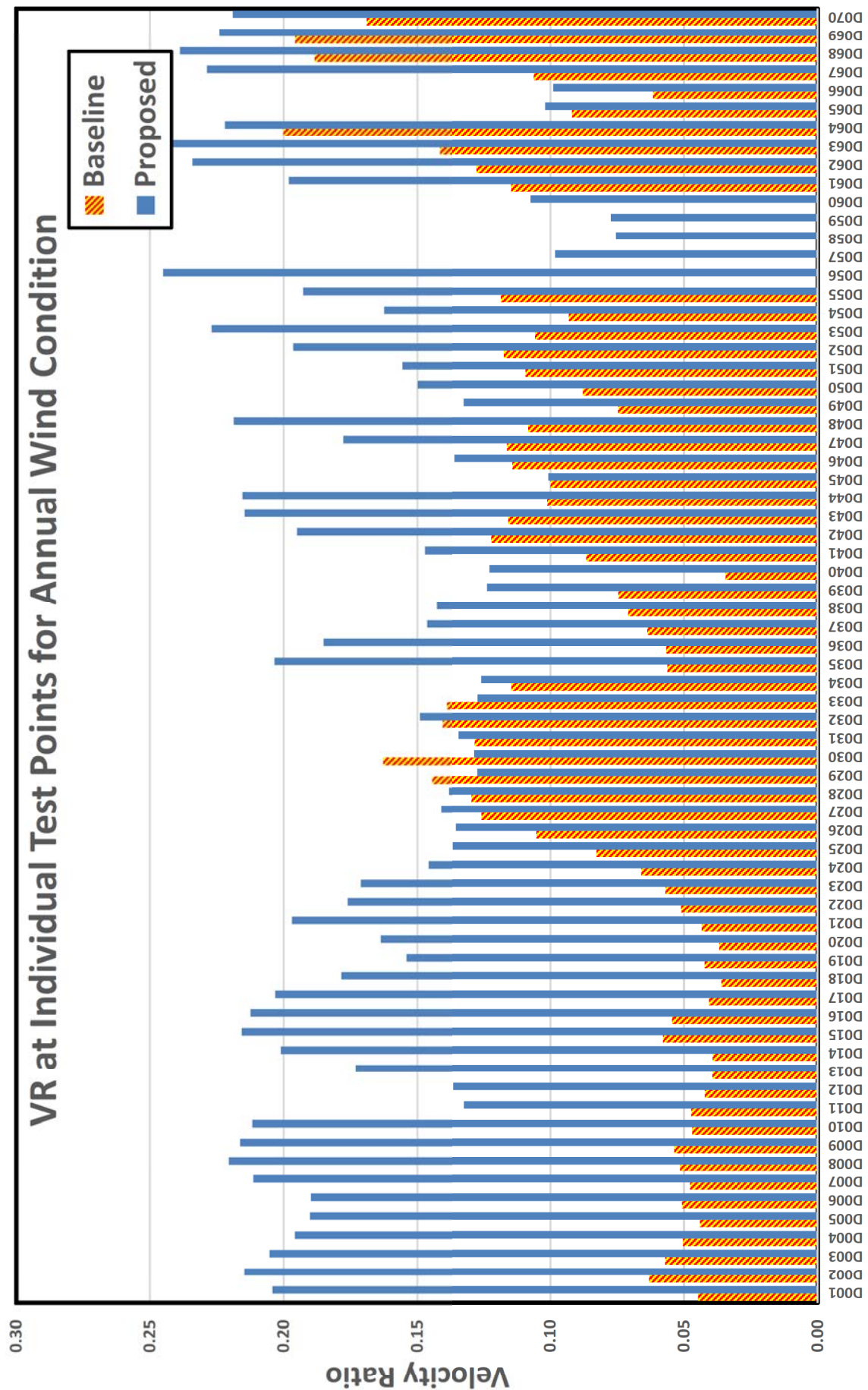
Perimeter Test Points

VR at Individual Test Points for Annual Wind Condition



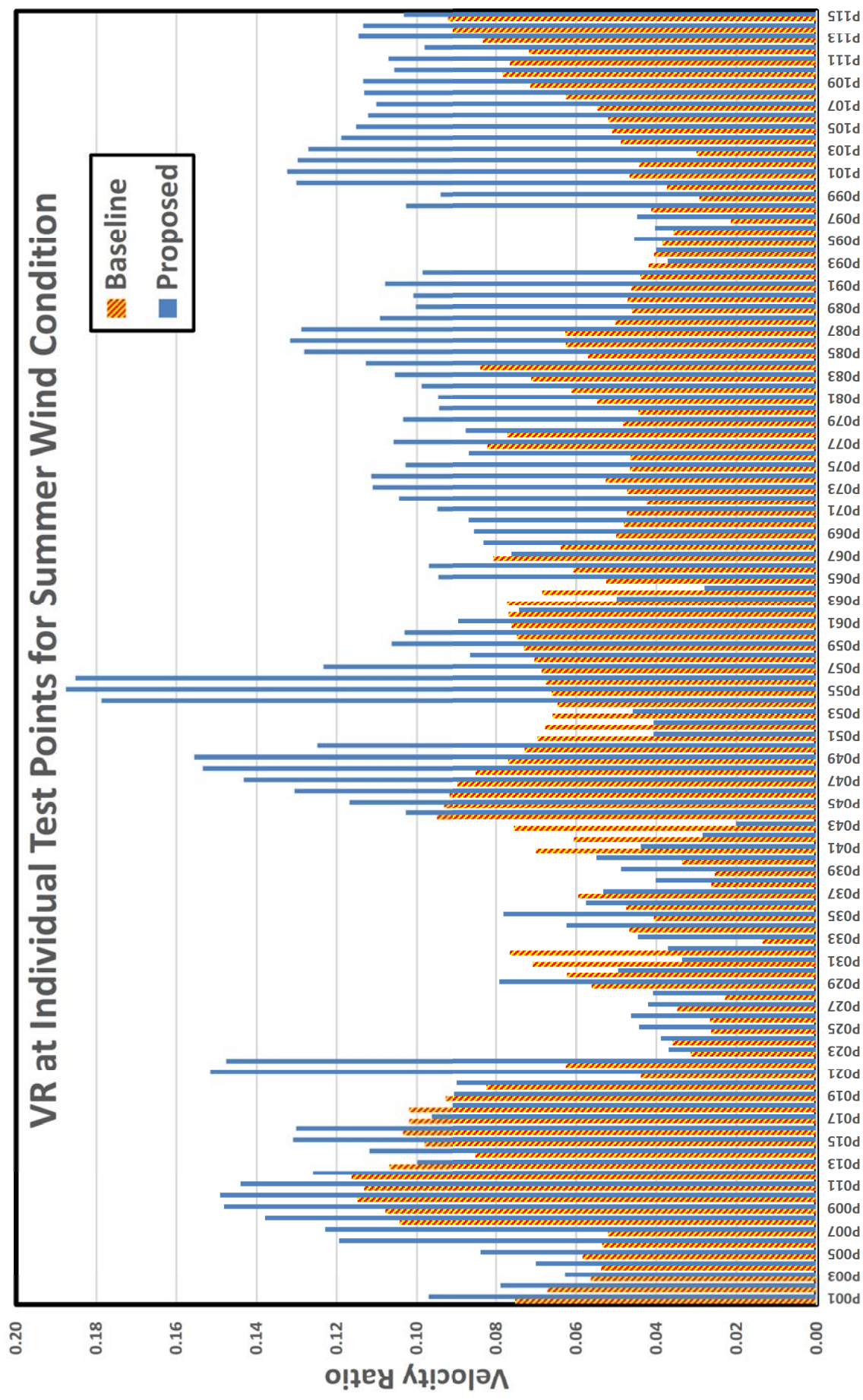
Overall Test Points (Part 1 of 2)

VR at Individual Test Points for Annual Wind Condition



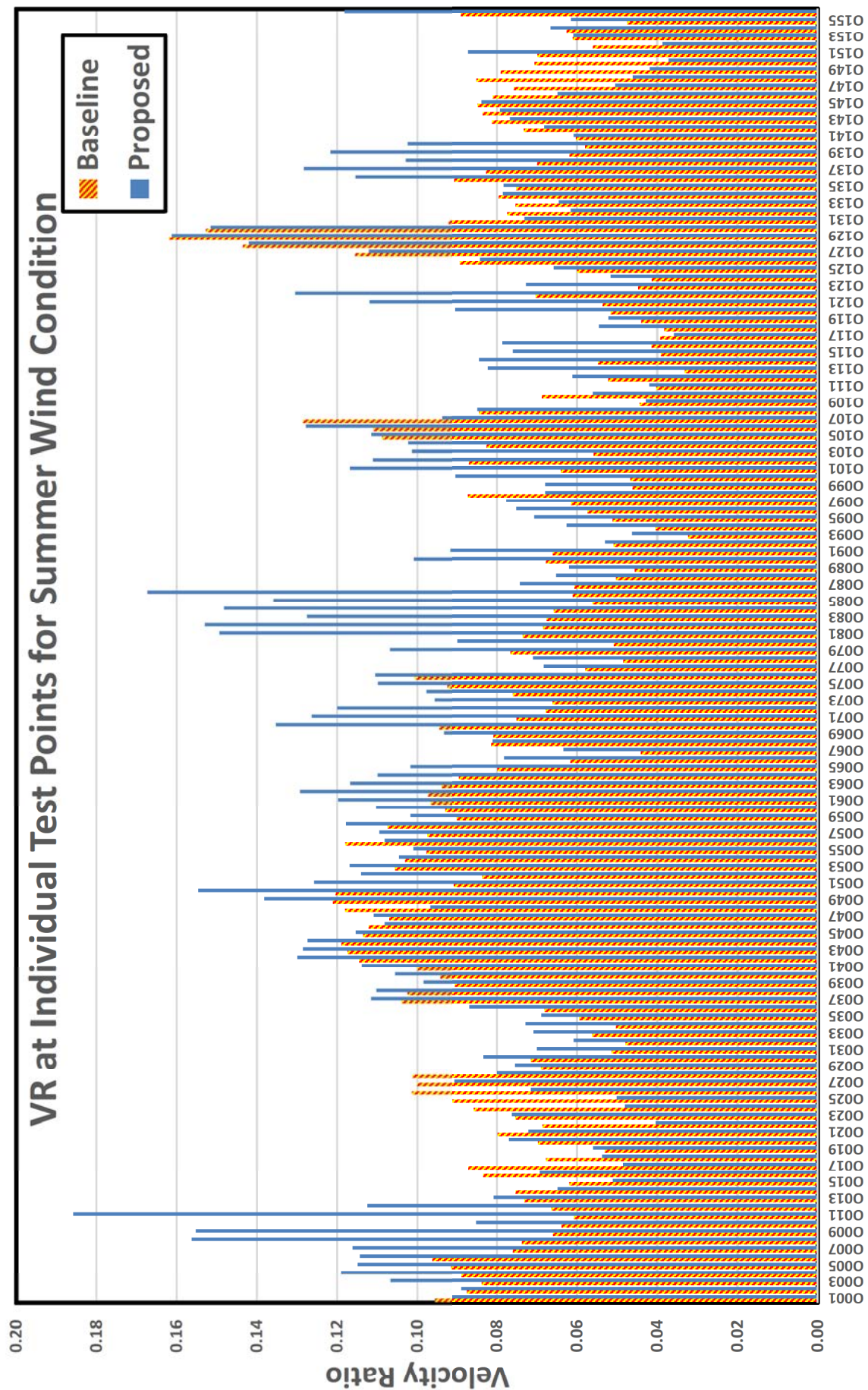
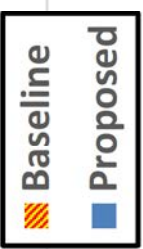
Special Test Points

VR at Individual Test Points for Summer Wind Condition



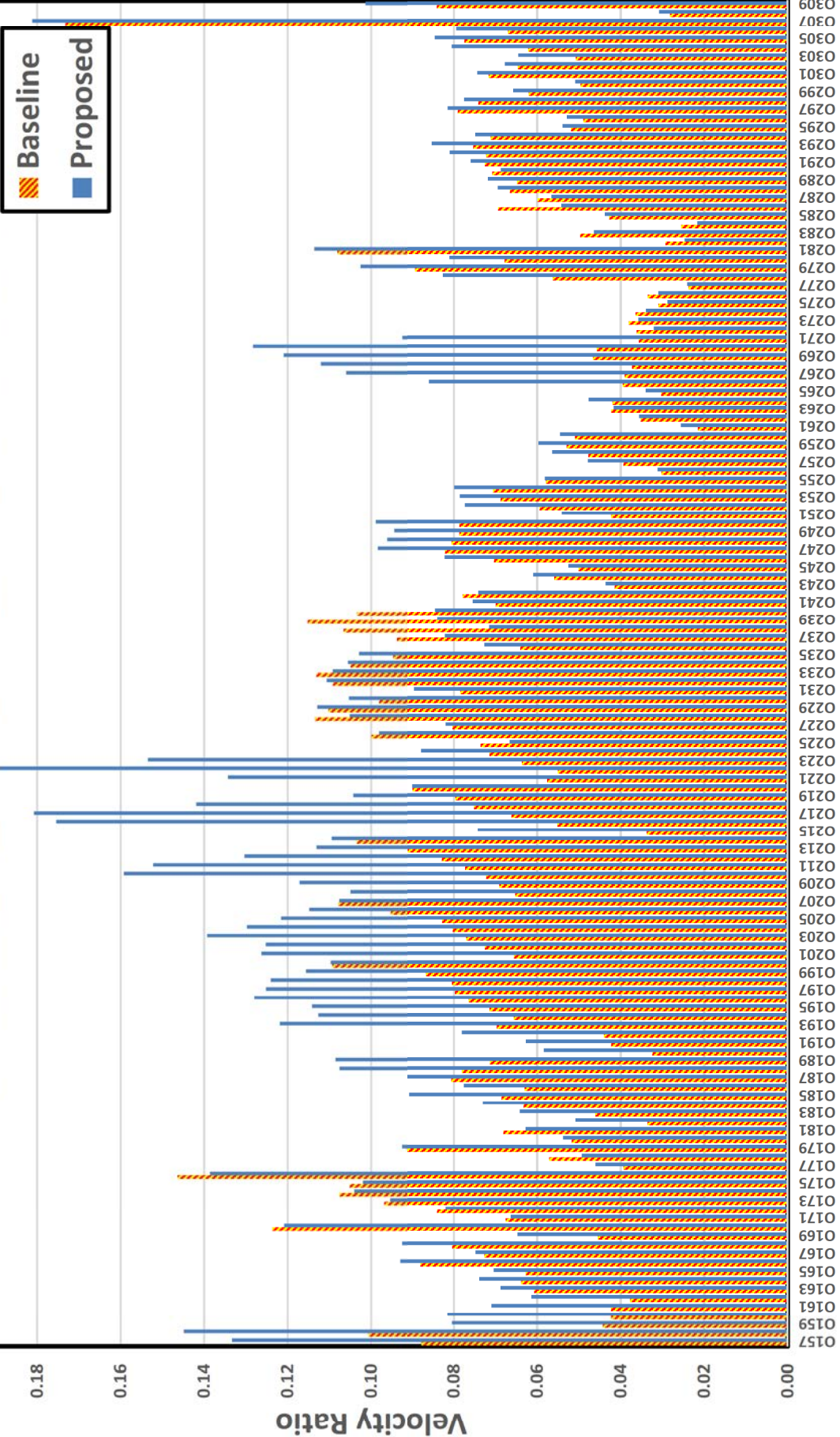
Perimeter Test Points

VR at Individual Test Points for Summer Wind Condition



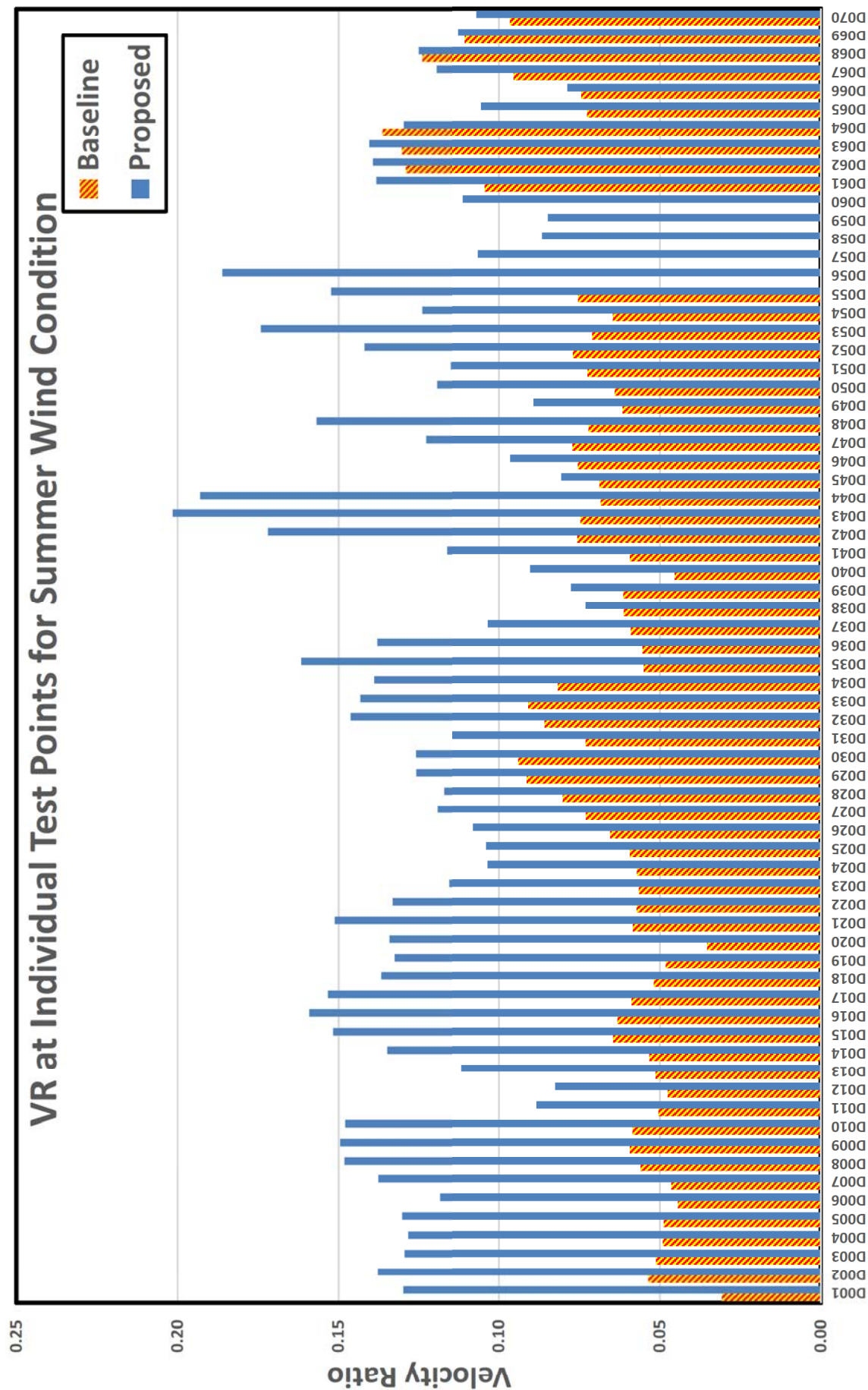
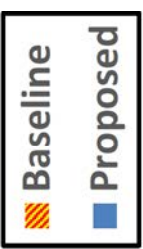
Overall Test Points (Part 1 of 2)

VR at Individual Test Points for Summer Wind Condition



Overall Test Points (Part 2 of 2)

VR at Individual Test Points for Summer Wind Condition



Special Test Points

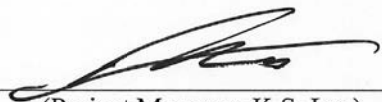
Appendix 7

Environmental Assessment

**Urban Renewal Authority Sai Yee Street /
Flower Market Road Development Scheme
(YTM-013)**

**Environmental Assessment Report
(V2.0)**

Mar 2024

Approved By 
(Project Manager: K.S. Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

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1 INTRODUCTION

1.1 Background

1.1.1 The Urban Renewal Authority (“URA”) has proposed Sai Yee Street / Flower Market Road Development Scheme (YTM-013) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (“URAO”). The Scheme is the first implementation of a project proposed under the Master Urban Renewal Concept Plan (“MRCP”) as devised from the URA’s District Study for Yau Ma Tei and Mong Kok (“YMDS”), and is part of the proposed “Mong Kok East – Nullah Road Urban Waterway Development Node” (“Nullah Road DN”).

1.1.2 Cinotech Consultants Limited is commissioned by the URA to conduct a Environmental Assessment (EA) to support the submission of a draft Development Scheme Plan (“DSP”) of the Scheme with its planning proposal to the Town Planning Board (“TPB”) for consideration.

1.2 Purpose and Scope of Report

1.2.1 This EA is prepared to assess the potential environmental impact/ benefit associated with the implementation of the Scheme in supporting the submission of the draft DSP to TPB’s consideration. It has been undertaken with reference to the guidance for environmental considerations provided in Chapter 9 “Environment” of the Hong Kong Planning Standards and Guidelines (HKPSG).

1.2.2 This EA presents the study of the potential environmental impacts of the following aspects:

- Air Quality
- Noise
- Waste Management
- Preliminary Land Contamination

1.2.3 Drainage Impact, Sewerage Impact, Water Supply Impact and Air Ventilation Impact will be assessed in separate reports.

2 DESCRIPTION OF THE ENVIRONMENT

2.1 Overview of Existing Developments and Major Roads in the Surroundings

- 2.1.1 The Scheme is located in the northeastern part of Mong Kok. With a total gross site area of 29,315m², the Scheme is divided into Site A (about 4,445m²) and Site B (about 24,870m²). The location of the Scheme is shown on **Figure 2-1**.
- 2.1.2 Site A of the Scheme comprises five sub-areas, named Sites A1 to A5 respectively. All five sub-areas of Site A are currently occupied by low-rise residential/ composite buildings aged 60 and above.
- 2.1.3 Site B of the Scheme is currently occupied by various leisure, recreation and GIC facilities, including Boundary Street Recreation Ground, Sai Yee Street Children's Playground, Boundary Street Amenity Plot, Boundary Street Sports Centres, Sai Yee Street (Flower Market Road) Refuse Collection Point, Sai Yee Street Public Toilet, Leisure and Cultural Services Department ("LCSD") Boundary Street Plant Nursery and CLP Power Hong Kong Limited Boundary Street Sports Ground Substation. In addition, Site B also includes the whole of Flower Market Path, which is a public footpath.
- 2.1.4 On the approved Mong Kok Outline Zoning Plan ("OZP") no. S/K3/36, Site A1 of the Scheme area is zoned "Residential (Group A)" ("R(A)"). Sites A2 to A5 are zoned "Other Specified Uses" annotated "Mixed Use" ("OU(MU)"). Sites A1 to A5 also covers pavement area shown as "Road". Site B covers area zoned "Government, Institution or Community" ("G/IC") and "Open Space" ("O"), and the Flower Market Path which is shown as "Road". An extract of the prevailing OZP is shown on **Figure 2-2a**.
- 2.1.5 The existing developments in the vicinity are residential, commercial, and recreational uses. There are a few open recreational areas in the vicinity such as Police Sports and Recreation Club, Tai Hang Tung Recreation Ground, and Mong Kok Stadium.
- 2.1.6 There are several major roads in the vicinity of the Scheme according to the Annual Traffic Census by Transport Department. Boundary Street (Station 3435), which is a primary distributor with AADT of 33,460 in year 2022, is located at the immediately north of Site B. Another primary distributor Prince Edward Road West (Station 4203), is located at the immediately south of Sites A1 to A5 with AADT of 42,480 in year 2022. Nathan Road (Station 3424), which is around 170m in the west of Site A1, is also a primary distributor with AADT of 27,230 in year 2022. Another two primary distributors within 500m from Scheme boundary, Lai Chi Kok Road (station 3629) and Cheung Sha Wan Road (Station 3224), are having AADT of 35,000 & 28,400 in year 2022, respectively. Due to the heavy traffic flow in the vicinity, potential air quality impact and traffic noise impact are to be assessed in the early stage of the Project.

2.2 Overview of Potential Environmental Impact to the Sites

Potential Air Pollution Sources

- 2.2.1 Site inspections has been conducted on Aug 2023 and revisited on Nov 2023. It is founded that the residential, commercial, and recreational areas in the vicinity are not considered as air pollution source. There is no active industrial chimney identified within the 500m assessment area during the site inspection. Instead, heavy traffic has been identified, thus the road traffic emissions are identified as the major air pollution source in the surroundings.

Potential Noise Sources

- 2.2.2 Due to the heavy traffic, the road traffic noise is the major noise source in the surroundings.
- 2.2.3 The residential developments in the vicinity are not considered as fixed noise source.
- 2.2.4 There is no exposed large chiller plant is identified in the nearby non-residential developments. However, the Boundary Street Sports Ground Substation is situated within Site B. As per the current notional design, the Electricity Substation may need to be relocated to create the Waterway Park. The necessity of in-situ reprovisioning for the Electricity Substation will be assessed in a later stage of the project. If it is indeed required, the Electricity Substation will be constructed as a fully enclosed structure, and no potential noise impact is anticipated as a result. Measures will be implemented to ensure that the operation of the reprovisioned Electricity Substation does not result in any adverse noise effects on the surrounding environment.
- 2.2.5 The surrounding area is closely packed with residential flats, combined with high traffic noise level, the fixed noise sources of the non-domestic developments shall fulfill the noise criteria thus no adverse impact arising from the existing fixed noise sources is anticipated.
- 2.2.6 On the other hand, the fixed noise sources in the Scheme may induce potential noise impact to the proposed residential flats of the Scheme and to the surrounding if not properly designed.

2.3 THE PROPOSED DEVELOPMENT

Draft DSP

- 2.3.1 Under the draft DSP, the Scheme is proposed to be rezoned to “OU(MU)” and areas shown as “Road” for the surrounding pavement. The planning intention of the “OU(MU)” zone is primarily for comprehensive residential/ mixed-use developments with the provision of public vehicle park, at-grade open space and GIC facilities.
- 2.3.2 Site A (“OU(MU)1”) consists of Sub-areas Sites A1 to A5. Site A1 will be developed for residential development cum commercial podium, with a building height restriction (“BHR”) of 150mPD. Open space and 1-storey retail shops will be provided at Sites A2 to A5. Site B (“OU(MU)2”) is divided into Sub-areas (1) and (2). Sub-area 1 of “OU(MU)2” zone will be for high-rise composite development, including residential, commercial, hotel/office & GI/C uses, with a BHR of 150mPD adopting a stepped height profile. Sub-area (2) of “OU(MU)2” zone comprises the Waterway Park and ancillary retail/commercial uses and LCSD’s sports/ GIC facilities with a BHR of 30mPD. The proposed zonings are shown on **Figure 2-2b**.

Notional Design

- 2.3.3 A notional design, which is illustrated in **Appendix 2-1** and **Figure 2-3**, is prepared based on the development parameters allowed in the draft DSP to demonstrate the proposed planning intention and development concepts of the Scheme. Site A1 is proposed to be developed into high-rise residential towers with retail podium, at-grade open space and basements for ancillary parking spaces and loading/ unloading bays. Sites A2 to A5 are proposed to be developed into 1-storey retail blocks/ open space to create nodal points and continuation of retail frontages for the Flower Market.
- 2.3.4 Under the current notional design, at Sub-area (2) of Site B (i.e. north-east corner of Site B), a comprehensive mixed-use development with high-rise residential and hotel/office towers

with recreation and GIC facilities at the podia is proposed. Ancillary parking and public vehicle park are proposed at the basement levels at Site B. An at-grade open space, named as “Waterway Park”, is proposed within Site B. Ancillary retail facilities are proposed at ground level, basement and the Waterway Park to bring retail activities and vibrancy.

2.3.5 To enhance walkability and connectivity, four pedestrian connections are proposed:

- Footbridge to connect between Site B and Tai Hang Tung Recreation Ground;
- Subway to connect between Site A1 and Site B;
- Potential subway connection from Site A1 across Prince Edward Road West towards the Prince Edward MTR Station and/or the commercial spine along Nathan Road; and
- Subway to connect between proposed underground PVP at Site B and southern part of proposed Waterway Park.

2.3.6 All these pedestrian footbridges/ subways shall be subject to technical feasibility, detailed design and agreement with relevant Government departments. For footbridge/ subways outside DSP boundaries shall be under separate public works/ revitalization initiatives not forming part of the Scheme.

2.3.7 The proposed development of the Scheme will be redeveloped in phases and the tentative completion year of the whole project is in 2035.

Development Parameters

2.3.8 This assessment is prepared based on the following development parameters in **Table 2-1**, **Table 2-2** and notional design, which are subject to DSP approval and changes at detailed design stage:

Table 2-1 Development Parameters of the Notion Design (Site A)

Site A	A1	A2	A3	A4	A5
Gross Site Area	About 3,570m ²	About 268m ²	About 123m ²	About 233m ²	About 251m ²
	About 4,445m ²				
Net Site Area (subject to survey)	About 2,640m ²	About 239m ²	About 109m ²	About 202m ²	About 198m ²
	About 3,388m ²				
Zoning	OU(MU)1				
Domestic GFA [1]	23,716m ²	-	-	-	-
Non-Domestic GFA [1]	6,576m ²	-	-	100m ²	100m ²
No. of Building Blocks [2]	2	-	-	1	1
Building Height	150mPD	-	-	1 storey	1 storey
No. of Flats [2]	474	-	-	-	-
Average Flat Size [2]	50m ²	-	-	-	-
At-grade Open Space	About 800m ²				

Note

[1] Under the proposed “OU(MU)” zoning, flexibility is allowed to interchange GFA of various compatible uses. The proposed GFA mix in the current notional design is indicative only and subject to changes in detailed design stage.

[2] Number of building blocks, number of flats and average flat size are indicative only and subject to detailed design.

Table 2-2 Development Parameters of the Notion Design (Site B)

Site B			
Gross Site Area	About 24,870m ²		
Zoning	OU(MU)2		
	Sub-area (1)	Sub-area (2)	Total
Net Site Area (subject to survey)	7,170m ²	17,700m ²	24,870m ²
Domestic GFA [1]	44,030m ²	-	44,030m ²
Non-Domestic GFA [1]	20,500m ²	8,850m ²	29,350m ²
- Retail	(2,150m ²)	(8,850m ²)	(11,000m ²)
- Hotel/Office	(18,350m ²)	-	(18,350m ²)
GIC GFA (to be exempted from GFA calculation) [3]	30,000m ²		
No. of building blocks [2]	2 residential towers and 1 hotel/office tower on top of a GIC/recreation podium + 1 retail block		
Building Height	150mPD (residential towers) 130mPD (hotel/office tower) 1 storey (retail block)		
No. of Flats [2]	880	-	880
Average Flat Size [2]	50m ²	-	50m ²
At-grade Open Space	About 8,800m ²		
Public Vehicle Park [4]	About 235		

Note

- [1] Under the proposed "OU(MU)" zoning, flexibility is allowed to interchange GFA of various compatible uses. The proposed GFA mix in the current notional design is indicative only and subject to changes in detailed design stage.
- [2] Number of building blocks, number of flats and average flat size are indicative only and subject to detailed design.
- [3] The actual GIC GFA is not yet confirmed and subject to liaison with Government departments. As a conservative approach, 30,000m² GIC GFA is assumed in this assessment.
- [4] Subject to liaison with Transport Department.

3 AIR QUALITY IMPACT ASSESSMENT

3.1 Introduction

3.1.1 This chapter assessed the potential air quality impact from the following aspects: (i) Construction Phase - the potential air quality impact generated from the construction activities of the proposed development to the surroundings; (ii) Operation Phase - road traffic emission affecting the proposed developments in the Scheme. It also recommends appropriate mitigation measures to the potential impacts, if any.

3.2 Legislation, Standards & Guidelines

3.2.1 The air quality impact assessment criteria were made reference to the Hong Kong Planning Standards and Guidelines (HKPSG) and the Air Pollution Control Ordinance (Cap.311) (APCO).

Minimum Buffer Distances

3.2.2 HKPSG recommends minimum buffer distances from the various road emission sources and industrial chimney by the for planning purpose, which are summarized **Table 3-1**.

Table 3-1 Guidelines on Usage of Open Space Site

Pollution Source	Parameter	Buffer Distance ⁽ⁱ⁾	Permitted Uses
Road and Highways	<i>Type of Road</i>		
	Trunk Road and Primary Distributor	>20m	Active and passive recreation uses
		3-20m	Passive recreational uses
	District Distributor	>10m	Active and passive recreation uses
		<10m	Passive recreational uses
	Local Distributor	>5m	Active and passive recreation uses
<5m		Passive recreational uses	
Industrial Area	<i>Difference in Height between Industrial Chimney Exit and the Site</i>		
	<20m	>200m	Active and passive recreation uses
		5-200m	Passive recreational uses
	20-30m	>100m	Active and passive recreation uses
		5-100m	Passive recreational uses
	30-40m	>50m	Active and passive recreation uses
5-50m		Passive recreational uses	
>40m	>10m	Active and passive recreation uses	

Note:

- (i) The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites.

Air Quality Objectives (AQO)

3.2.3 The Air Pollution Control Ordinance (APCO) provides the statutory authority for controlling air pollutants from a variety of sources. The Hong Kong Air Quality Objectives (AQO) stipulate the maximum allowable concentrations over specific periods for the criteria pollutants (**Table 3-2**).

Table 3-2 Hong Kong Air Quality Objectives

Pollutant	Averaging time	Concentration limit [i] ($\mu\text{g}/\text{m}^3$)	Number of exceedances allowed
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	50	3
Respirable Suspended Particulates (RSP) [ii]	24-hour	100	9
	Annual	50	Not applicable
Fine Suspended Particulates (FSP) [iii]	24-hour	50	35
	Annual	25	Not applicable
Nitrogen Dioxide (NO_2)	1-hour	200	18
	Annual	40	Not applicable
Ozone (O_3)	8-hour	160	9
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
Lead (Pb)	Annual	0.5	Not applicable

Note:

[i] All measurements of the concentration of gaseous air pollutants, i.e., sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.

[ii] Respirable suspended particulates mean suspended particles in air with a nominal aerodynamic diameter of 10 μm or less.

[iii] Fine suspended particulates

Sulphur Dioxide (SO_2)

3.2.4 In Hong Kong, Sulphur Dioxide (SO_2) is primarily from the combustion of Sulphur-containing fossil fuels in power stations and marine vessels.

3.2.5 The Air Pollution Control (Fuel Restriction) Regulations provide a statutory minimum requirement to restrict vehicles to use ULSD (Ultra Low Sulphur Diesel) with a sulphur content of only 0.005%. In December 2007, the EPD (Environmental Protection Department) further tightened the diesel fuel standards, mandating that all petrol filling stations in Hong Kong provide only Euro V diesel, which has a sulphur content of 0.001%. Moreover, according to the Air Pollution Control (Fuel for Vessels) Regulation, starting from 1 January 2019, all marine vessels, except for specified vessel types as outlined in the Regulation, are obligated to use compliant fuel within Hong Kong waters. As a result, the emission of vehicular SO_2 (sulfur dioxide) is not considered a significant source.

Particulates (RSP & FSP)

3.2.6 The air pollutants of concern during the construction phase are construction dust, which includes Respirable Suspended Particulates (RSP) and Fine Suspended Particulates (FSP) generated from the construction activities of the Proposed Development.

3.2.7 In accordance with the Air Pollution Control (Construction Dust) Regulation, contractors and site agents are obligated to inform the EPD and implement dust reduction measures to minimize dust emissions before commencing construction activities such as demolition, site formation, foundation construction, and superstructure construction.

3.2.8 The emission source during the operational phase of the Project would be the vehicular emission on the roads, considering that there is no active industrial chimney within the 500m assessment area.

Ozone

- 3.2.9 Ozone (O₃) is formed from dioxygen by the action of ultraviolet light and also atmospheric electrical discharges. It is not a primary pollutant emitted from vehicular emission thus is not considered as key criteria pollutants for the project.

Carbon Monoxide

- 3.2.10 It is understood that road transportation is the dominant source of CO emissions; nevertheless, the air quality impact due to CO is still relatively minor. Therefore, the emission of CO from road transportation is unlikely to have an impact on air quality.

Lead

- 3.2.11 Leaded petrol has been banned in Hong Kong since 1999. It is not considered concerned pollutants for vehicular emission.

Non-road Mobile Machinery

- 3.2.12 According to the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, Non-road Mobile Machinery (NRMMs) must adhere to the prescribed emission standards. Only NRMMs that have been approved or exempted and bear the appropriate label are permitted for use in specified activities and locations. These include construction sites, container terminals and backup facilities, restricted areas of the airport, designated waste disposal facilities, and specified processes.
- 3.2.13 In public works projects, as per the DEVB's Technical Circular No. 1/2015 titled "Emissions Control of Non-road Mobile Machinery (NRMM) in Capital Works Contracts of Public Works," the use of exempted NRMM has been prohibited since 1st June 2019.

Recommended Pollution Control Clauses for Construction Contracts

- 3.2.14 This guideline include a list of relevant regulations/guidelines for contractors and general engineering practices aimed at minimizing inconvenience and environmental nuisance to nearby residents and other sensitive receivers.

Timely Application of Temporary Electricity and Water Supply for Public Works Contracts and Wider Use of Electric Vehicles in Public Works Contracts

- 3.2.15 This Circular disseminates the policy regarding the prompt provision of temporary electricity and water supply for public works contracts, as well as the increased utilization of electric vehicles (EVs) in such contracts. The objective is to mitigate pollution resulting from the operation of diesel equipment and facilitate the availability of water for pollution suppression during construction works.

3.3 Background Air Quality and Key Criteria Pollutants

Background Air Quality

- 3.3.1 EPD has been closely monitoring the air quality in Hong Kong through their air quality monitoring stations (AQMS). The Monk Kok Roadside Station is the closest AQMS to the scheme. It should be noted that the measurement results at the Roadside Station are generally higher than those at regular sensitive receivers, such as residential flats, due to its proximity to road traffic. Therefore, the measurements at the Roadside Station should only be

considered as a worst-case scenario, and the measurements at the closest general AQMS, namely the Sham Shui Po Monitoring Station, should be taken into consideration.

3.3.2 The monitoring result of Monk Kok Roadside Station and Sham Shui Po Monitoring Station during year 2018-2022 are summarized in **Table 3-3 & Table 3-4**, respectively. For both stations, the measured concentrations of NO₂/RSP/FSP/SO₂ show a decreasing trend from 2018 to 2022.

3.3.3 The parameters of particular concern during the past few years have been the annual averaged and hourly NO₂ concentrations, which have consistently exceeded the AQO's criteria from 2018 to 2022 for the Monk Kok Roadside Station. The NO₂ concentrations at Sham Shui Po Monitoring Station is much lower than that of Monk Kok Roadside Station, however, the annual average still consistently exceeded the AQO's criteria from 2018 to 2022. Additionally, the O₃ concentrations at the Sham Shui Po Monitoring Station exceeded the AQO's criteria in 2019 and 2022.

Table 3-3 Average Concentrations of Pollutants in the Recent Five Years (Year 2018 - 2022) at Mong Kok Air Quality Monitoring Station

Pollutant	Averaging Time	AQO [i]	Pollutant Concentration (µg/m ³) [ii]				
			2018	2019	2020	2021	2022
Sulphur Dioxide (SO ₂)	10-minute (4th Max)	100 (9)	88	39	45	30	28
	24-hour (4th Max)	50	19	10	10	10	7
Respirable Suspended Particulates (RSP)	24-hour (10th Max)	100 (9)	73	74	63	69	56
	Annual	50	36	35	29	30	26
Fine Suspended Particulates (FSP)	24-hour (36th Max)	50 (35)	38	38	32	32	30
	Annual	25	24	24	18	18	-
Nitrogen Dioxide (NO ₂)	1-hour (19th Max)	200 (18)	240	248	214	201	224
	Annual	40	79	78	74	70	64
Ozone (O ₃)	8-hour (10th Max)	160	97	125	96	97	101
Carbon Monoxide (CO)	1-hour (1st Max)	30,000	2340	2280	1810	2130	1670
	8-hour (1st Max)	10,000	2041	2103	1580	1719	1493

Note:

[i] The numbers in brackets () refer to number of exceedance allowed per year.

[ii] The pollution concentrations are obtained from the Smart Air Modelling Platform.

[iii] Exceedances has been highlighted in orange.

Table 3-4 Average Concentrations of Pollutants in the Recent Five Years (Year 2018 - 2022) at Sham Shui Po Air Quality Monitoring Station

Pollutant	Averaging Time	AQO [i]	Pollutant Concentration ($\mu\text{g}/\text{m}^3$) [ii]				
			2018	2019	2020	2021	2022
Sulphur Dioxide (SO ₂)	10-minute (4th Max)	100 (9)	98	41	40	38	48
	24-hour (4th Max)	50	21	14	12	12	13
Respirable Suspended Particulates (RSP)	24-hour (10th Max)	100 (9)	59	65	59	67	49
	Annual	50	33	33	28	28	25
Fine Suspended Particulates (FSP)	24-hour (36th Max)	50 (35)	33	29	25	23	23
	Annual	25	21	18	14	14	12
Nitrogen Dioxide (NO ₂)	1-hour (19th Max)	200 (18)	152	176	151	171	158
	Annual	40	49	48	45	47	43
Ozone (O ₃)	8-hour (10th Max)	160	147	164	134	136	162
Carbon Monoxide (CO)	1-hour (1st Max)	30,000	-	-	-	-	-
	8-hour (1st Max)	10,000	-	-	-	-	-

Note:

[i] The numbers in brackets () refer to number of exceedance allowed per year.

[ii] The pollution concentrations are obtained from the Smart Air Modelling Platform.

[iii] Exceedances has been highlighted in orange.

PATH Background

3.3.4 PATH is a macro-scale air quality model developed by EPD to predict future air quality over the whole Pearl River Delta region including Hong Kong. The PATH grids corresponding to the Scheme is [40,34] as shown in **Figure 3-1**. **Table 3-5** gives the predicted background air quality of the assessment area (Grids [40,33], [40,34], [39,33] & [39,34]) on Year 2025 and **Table 3-6** shows the vertical variations of the pollutant concentration at Grid [40,34] on Year 2025 where the Scheme is located.

3.3.5 Generally, the PATH background in the assessment area on year 2025 meets the relevant Air Quality Objectives (AQOs) with a significant margin, except for Ozone concentration. The pollutant concentration also tends to decrease with increasing elevation in general, besides Ozone.

Table 3-5 Background Ground Level Air Quality of PATH on Year 2025

Pollutant	Averaging Time	AQOs [$\mu\text{g}/\text{m}^3$] [i]	PATH Model Concentration [$\mu\text{g}/\text{m}^3$] on Year 2025			
			[40,33] L1 (0-17m)	[40,34] L1 (0-17m)	[39,33] L1 (0-17m)	[39,34] L1 (0-17m)
Sulphur Dioxide (SO ₂)	10-minute (4th Max)	100 (9)	59.5	58.8	52.4	48.3
	24-hour (4th Max)	50	9.8	9.7	9.8	9.9
Respirable Suspended Particulates (RSP)	24-hour (10th Max)	100 (9)	63.8	62.1	64.3	63.9
	Annual	50	28.4	27.6	28.2	28.2
Fine Suspended Particulates (FSP)	24-hour (36th Max)	50 (35)	24.7	24.0	25.4	24.7
	Annual	25	15.5	15.0	15.5	15.4
Nitrogen Dioxide (NO ₂)	1-hour (19th Max)	200 (18)	130.6	123.9	131.9	133.5
	Annual	40	23.9	22.0	25.3	23.6
Ozone (O ₃)	8-hour (10th Max)	160	191.5	188.6	202.6	196.1
Carbon Monoxide (CO)	1-hour (1st Max)	30,000	1015.8	945.5	961.3	920.4
	8-hour (1st Max)	10,000	777.1	766.9	774.9	765.3

Note:

- [i] The numbers in brackets () refer to number of exceedances allowed per year.
 [ii] The pollution concentrations are obtained from the Smart Air Modelling Platform.
 [iii] Exceedance has been highlighted in orange.

3.3.6 It should be noted that PATH also provides predicted pollutant concentrations for the years 2030, 2035, and 2040. However, the assumptions used for those years are not based on policy commitments by the Government, as stated in the PATH Download Center¹. Furthermore, the predicted concentrations for most pollutants in 2030, 2035, and 2040 are significantly lower than those for the year 2025, as shown in **Table 3-7**. Therefore, the predicted pollutant concentrations for the years 2030, 2035, and 2040 are not considered in the current assessment.

3.3.7 For the purpose of this assessment, the predicted pollutant concentrations from PATH on year 2025 are adopted as the background air quality for conservative assessment.

¹ Hong Kong Emission and Air Quality Scenario Projections beyond 2030- https://path.epd.gov.hk/download_scenario_v30.html

Table 3-6 Background Air Quality of Grid [40, 34] of PATH on Year 2025

Pollutant	Averaging Time	AQOs [$\mu\text{g}/\text{m}^3$] [i]	PATH Model Concentration [$\mu\text{g}/\text{m}^3$] at Grid [40,34] on Year 2025		
			L1 (0-17m)	L2 (17-35m)	L3 (35-55m)
Sulphur Dioxide (SO ₂)	10-minute (4th Max)	100 (9)	58.8	58.8	58.7
	24-hour (4th Max)	50	9.7	9.7	9.6
Respirable Suspended Particulates (RSP)	24-hour (10th Max)	100 (9)	62.1	61.4	60.9
	Annual	50	27.6	27.2	27.0
Fine Suspended Particulates (FSP)	24-hour (36th Max)	50 (35)	24.0	23.7	23.1
	Annual	25	15.0	14.6	14.3
Nitrogen Dioxide (NO ₂)	1-hour (19th Max)	200 (18)	123.9	118.5	113.3
	Annual	40	22.0	19.2	17.5
Ozone (O ₃)	8-hour (10th Max)	160	188.6	192.5	194.3
Carbon Monoxide (CO)	1-hour (1st Max)	30,000	945.5	866.9	840.0
	8-hour (1st Max)	10,000	766.9	739.4	736.8

Note:

- [i] The numbers in brackets () refer to number of exceedances allowed per year.
 [ii] The pollution concentrations are obtained from the Smart Air Modelling Platform.
 [iii] Exceedance has been highlighted in orange.

Table 3-7 Background Air Quality of PATH at Grid [40, 34] on Years 2025 - 2040

Pollutant	Averaging Time	AQOs [$\mu\text{g}/\text{m}^3$] [i]	PATH Model Concentration [$\mu\text{g}/\text{m}^3$] at Grid [40,34]			
			Year 2025 L1 (0-17m)	Year 2030 L1 (0-17m)	Year 2035 L1 (0-17m)	Year 2040 L1 (0-17m)
Sulphur Dioxide (SO ₂)	10-minute (4th Max)	100 (9)	58.8	23.0	22.9	22.9
	24-hour (4th Max)	50	9.7	6.6	6.5	6.5
Respirable Suspended Particulates (RSP)	24-hour (10th Max)	100 (9)	62.1	50.6	49.7	49.4
	Annual	50	27.6	20.1	19.9	19.7
Fine Suspended Particulates (FSP)	24-hour (36th Max)	50 (35)	24.0	25.5	24.8	24.3
	Annual	25	15.0	12.5	12.3	12.1
Nitrogen Dioxide (NO ₂)	1-hour (19th Max)	200 (18)	123.9	95.9	85.0	81.3
	Annual	40	22.0	19.6	15.6	14.5
Ozone (O ₃)	8-hour (10th Max)	160	188.6	166.7	170.2	170.7
Carbon Monoxide (CO)	1-hour (1st Max)	30,000	945.5	537.5	521.8	518.7
	8-hour (1st Max)	10,000	766.9	507.8	492.5	486.2

Note:

[i] The numbers in brackets () refer to number of exceedances allowed per year.

[ii] The pollution concentrations are obtained from the Smart Air Modelling Platform.

[iii] Exceedance has been highlighted in orange.

Identification of Key Criteria Pollutants

- 3.3.8 During the construction phase, the major pollutant source shall be the construction dust. The emission from the Non-road Mobile Machinery are regulated by relevant regulation thus their emission shall be far lower than that of the nearby traffic emission.
- 3.3.9 During the operation phase, the major pollutant source shall be the traffic emission (i.e.: RSP/FSP/NO_x) in the vicinity, as there is no industrial chimney within the 500m assessment area.
- 3.3.10 To sum up, the construction dust during construction phase; as well as the Nitrogen Dioxide (NO₂), Respirable Suspended Particulates (RSP), and Fine Suspended Particulates (FSP) from vehicular emission are the key criteria pollutants for the assessment of the air quality impact in this project.
- 3.3.11 Although ozone (O₃) is not considered a key criteria pollutant for the project, as mentioned in **Section 3.2.9**, its concentration will be used as a parameter to estimate the conversion of nitrogen oxides (NO_x) to nitrogen dioxide (NO₂). The details regarding this conversion will be provided in a subsequent section.

3.4 Construction Phase Air Quality Impact Assessment

3.4.1 Major dust emitting construction activities will be the demolition of existing structures, excavation for basement construction, foundation works and construction activities (e.g. the construction of superstructure).

Air Sensitive Receivers

3.4.2 The representative ASRs for construction phase of the proposed development are illustrated in **Figure 3-2** and listed in **Table 3-8**. It should be noted that the Sites are closely packed with existing developments for residential and recreational uses thus mitigation measures shall be necessary to minimise the potential air pollution impact to the nearby ASRs.

3.4.3 For Sites A1 to A5, certain existing tenement buildings and/or podiums of the residential tower have facades along the Site Boundary. However, none of these developments have openable windows for ventilation or fresh air intake along the facades facing the Site Boundary. As a result, the actual distances between the openable windows of the Air Sensitive Receivers (ASRs) and the Site are greater than the distances listed in **Table 3-8**.

Table 3-8 Representative Air Sensitive Receivers (Construction Phase)

ID	Building/Location	Type	Building Height (mAG) ^[1]	Horizontal Distance from Site Boundary (m) ^[1]
ASR01	Chan's Creative School	Educational	32	33
ASR02	Tai Hang Tung Recreation Ground – Football field	Recreational	N/A	32
ASR03	High Park Grand	Residential	112	12
ASR04	Heung To College of Professional Studies	Educational	32	12
ASR05	Circle Garden	Residential	45	0
ASR06	Prince Commercial Building	Commercial	45	15
ASR07	Merlin Building	Residential	36	28
ASR08	Mong Kok City Building	Residential	45	17
ASR09	Vogue Court	Residential	44	12
ASR10	Mandarin Court	Residential	44	0
ASR11	Ashfield House Stage 2	Residential	40	0
ASR12	Yee On Building	Residential	38	1
ASR13	Ashfield House	Residential	38	0
ASR14	190 & 192 Prince Edward Road West	Residential	16	1
ASR15	38 & 40 Flower Market Road	Residential	15	0
ASR16	Springfield Court	Residential	44	0
ASR17	Pobjoy Court	Residential	45	2
ASR18	Ka Hing Court	Residential	45	0
ASR19	Kingly House	Residential	44	1

ID	Building/Location	Type	Building Height (mAG) ^[1]	Horizontal Distance from Site Boundary (m) ^[1]
ASR20	1-7 Yuen Po Street	Residential	31	2
ASR21	Mong Kok Stadium	Recreational	N/A	5 (Field) 1 (Stand)

Note:

[1] Estimated values.

Identification of the Major Pollutant Sources and of Potential Impacts

- 3.4.4 Fugitive dust would be generated and the concerned air pollutants during the construction phase are the Respirable Suspended Particulates (RSP) and Fine Suspended Particulates (FSP) arising from the construction work of the Project.
- 3.4.5 In addition, the operation of Powered Mechanical Equipment (PME) during demolition/construction work may emit gaseous air pollutants such as nitrogen dioxide (NO₂) through fuel burning.
- 3.4.6 The net site areas and the construction work to be conducted in each Site are listed in **Table 3-9**.

Table 3-9 Summary of the Construction Works

Site	Net Site Area (subject to survey) (m ²)	Structures to be demolished	Excavating for Basement	Construction of Superstructure	Number of Concurrent PME ^[1]
Site A1	2,640	Closely packed low-rise residential buildings and a composite building	Yes	Yes	6 – 10
Site A2	239	Low-rise residential building	No	No	2 – 4
Site A3	109		No	No	1 – 3
Site A4	202		No	Yes (Single storey structure only)	2 – 4
Site A5	198		No	Yes (Single storey structure only)	2 – 4
Site B	24,870	Sparse low-rise Structure	Yes	Yes	10 – 40

Note:

[1] Excluding small plant such as water pump and fan. Estimated numbers based on projects in similar scales.

Emission from Non-road Mobile Machinery

- 3.4.7 A number of Powered Mobile Equipment (PME), such as excavators, can be utilized concurrently for Site A1 and Site B. While only a small amount of PME can be utilized concurrently on Sites A2-A5. However, the number of PME expected to be used on-site will be limited compared to the volume of vehicles traveling on surrounding roads, such as Prince Edward Road West.
- 3.4.8 According to the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted Non-Road Mobile Machinery (NRMM) with proper labeling are allowed to be utilized in the construction sites. Supportive information and documents, such as third-party emission certificates, model and serial numbers of machines and engines, will be provided to the EPD to demonstrate that the concerned NRMM complies with the prescribed emission standards. As a result, no significant impact is anticipated from the operation of PME.

Construction Dust

- 3.4.9 One of the major dust sources during the construction phase is the demolition of existing structures. All of the existing structures within the Sites will be demolished and C&D material of approximate 13,000 m³ will be generated.
- 3.4.10 For Site A1, consider the scale of demolition works and distance to the ASRs, mitigation measures shall be necessary to eliminate the potential impact arising from the demolition works. For Site B, the structures to be demolished are fewer and further away to the ASRs. For Site A2 to A5, the Sites and its scale of demolition works are small.
- 3.4.11 Another major dust sources during the construction phase are the excavation for basement. According to the current design, only Site A1 and Site B will be excavated for basement. C&D material of approximate 213,600 m³ will be generated from the excavation.
- 3.4.12 Movement of dump trucks is also considered a potential dust source if not mitigated properly. A rough estimation of 20 trip per days shall be required during the demolition and excavation period.

Mitigation Measures

- 3.4.13 Dust control measures under the Air Pollution Control (Construction Dust) Regulation (Cap. 311R) and good site practice shall be implemented to mitigate dust impact arising from demolition work by preventing dust generation and/or by screening, suppressing and removing dust generated:
- Enclose the whole wall of the building to a height of at least 1m higher than the highest level of the structure to be demolished with impervious dust screens or sheeting on façade abutting or fronting upon a street
 - Existing structures are proposed to be demolished by non-percussive equipment such as hydraulic crusher to reduce dust emission; no blasting will be involved.
 - Water or a dust suppression chemical shall be sprayed immediate prior to, during and immediately after demolition/excavation works
 - Cover stockpile or dusty materials with tarpaulin to prevent wind erosion
 - Any dusty materials remaining after a stockpile is removed shall be wetted with water and cleared from the surface of roads or streets
 - Every vehicle shall be washed to remove any dusty materials from its body and wheels before leaving the construction site
 - Where a vehicle leaving a construction site is carrying a load of dusty materials, the load shall be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle
 - Store cement bags in shelter with 3 sides and the top covered by impervious materials if the stack exceeds 20 bags
 - Maintain a reasonable height when dropping excavated materials to limit dust generation
 - Limit vehicle speed within site to 10 km/h and confine vehicle movement in haul road
 - Minimize exposed earth after completion of work in a certain area by hydroseeding, vegetating or soil compacting

- Cover materials on trucks before leaving the site to prevent dropping or being blown away by wind
- Regular maintenance of plant equipment to prevent black smoke emission
- Throttle down or switch off unused machines or machine in intermittent use
- Plan the site layout so that machineries, dust causing activities and stockpiling are away from receptors as far as possible.
- Site hoarding higher than 2.4m should be implemented where there are receptors at close proximity to the construction site and dusty activities.
- Haul road shall be away from the project boundary as much as possible

3.4.14 No significant dust impact on the surrounding air sensitive receivers (ASRs) is expected with proper implementation of mitigation measures. No quantitative construction dust assessment is considered necessary.

3.5 Operation Phase Air Quality Impact Assessment

Buffer Distance recommend by HKPSG

3.5.1 The suggested buffer distance of HKPSG (**Table 3-1**) cannot be fulfilled according to the current notional layout. Therefore, quantitative assessment approach has been adopted for this assessment.

General Flow of the Quantitative Assessment

3.5.2 Firstly, the assessment year will be determined by comparing the daily vehicular emission of the different years and the year with highest vehicular emission will be adopted as assessment year.

3.5.3 Then, the cumulative pollutant concentration will be computed. Besides the PATH background, the following pollutant sources will be considered:

- Vehicular Emission from open public road sections within 500 m assessment area
- Other major emission sources within 4 km of the scheme area

3.5.4 If any of the representative ASRs exceed the AQO criteria, feasible locations for openable windows and/or fresh air intake will be suggested.

Air Sensitive Receivers

3.5.5 During operation phase, no major emission is anticipated from the residential, G/IC and commercial components of the proposed development. On the other hand, the residential flats, shops, hotels, and G/IC areas of the Scheme are ASRs which should be assessed.

3.5.6 The residential flats in the Scheme rely on openable windows for ventilation; the shops and G/IC in the podium as well as the hotel tower would rely on air-conditioning with fresh air intake. Therefore, façades of the residential towers, as well as the potential fresh air in-take locations of the podiums and the hotel tower should be assessed. The locations of the assessment points are described in the following paragraphs, illustrated in **Figures 3-3a to 3-3i** and listed in **Table 3-10**.

3.5.7 For Podiums of Sites A1 & B, where centralized ventilation will be provided but the details of fresh air intake are not available in the current stage, representative assessment points have

been provided to each façade on each floor in order to estimate the air quality of each potential air intake locations (**Figures 3-3a, 3-3e & 3-3g**).

- 3.5.8 Similarly, for the hotel/office tower of Site B, where centralized ventilation will be provided, considering the major source is the vehicular emission at-grade and better air quality is anticipated at higher elevation, representative assessment points have been provided to each façade on the lowest two floors in order to demonstrate compliance (**Figure 3-3h**).
- 3.5.9 For residential towers of Sites A1 & B, representative assessment points have been provided at the major openable windows of each residential flats for the lowest two residential floors based on the notional layout to demonstrate compliance (**Figures 3-3b & 3-3f**).
- 3.5.10 For the single storey retails block at Site B, representative assessment points have been provided to each façade in order to estimate the air quality of each potential air intake locations (**Figure 3-3i**). However, as the fresh air intake could be located on roof level, assessment points have been provided on both ground level and roof level.
- 3.5.11 For the planned open space at Sites A2 & A3, representative assessment points have been provided to the corners of the Site (exclude the walkway) to demonstrate compliance (**Figure 3-3c**).
- 3.5.12 For the single storey retails blocks at Sites A4 & A5, as outdoor facilities may be provided, representative assessment points have been provided to the corners of the Site (exclude the walk way) to demonstrate compliance (**Figure 3-3d**). Similar to the single storey retail block at Site B, as the fresh air intake could be located on roof level, assessment points have been provided on both ground level and roof level.
- 3.5.13 All the potential fresh air intake locations and openable windows for ventilation of the proposed development have been identified and assessment points have been provided.

Table 3-10 Summary of the Assessment Points (Air Quality)

Locations	ID	Ground (mPD)	Assessment Height (mAG)
Site A1 - Podium	A1-PP-01 to A1-PP-10	6.0	G/F – 01.5 1/F – 07.5 2/F – 12.0 3/F – 16.5 4/F – 21.5
Site A1 - Residential Towers	A1-T1-01 to A1-T1-07 A1-T2-01 to A1-T2-06	6.0	1/F – 25.0 2/F – 28.15
Sites A2 & A3 - Open Space	A2-OA-01 to A2-OA-04 A3-OA-01 to A3-OA-04	6.8	1.5
Sites A4 & A5 - Single storey Retails Block	A4-SR-01 to A4-SR-04 A5-SR-01 to A5-SR-04	7.1	G/F – 01.5 Roof – 05.5 (for potential fresh air intake)
Site B - Podium (Western Portion)	BR-PP-01 to BR-PP-5	6.4	G/F – 01.5 1/F – 10.0 2/F – 16.5
	BR-PP-6 to BR-PP-10	6.4	G/F – 01.5 1/F – 10.0 2/F – 16.5 3/F – 23.5 4/F – 30.5 5/F – 37.5
Site B - Residential Towers	BR-T3-01 to BR-T3-16 BR-T4-01 to BR-T4-13	6.4	1/F – 47.0 2/F – 50.15
Site B - Podium (Eastern Portion)	BH-PP-01 to BH-PP-06	6.9	G/F – 01.5 1/F to 3/F – 09.0, 11.0, 19.0
Site B - Hotel/Office Tower	BH-TT-01 to BH-TT-06	6.9	1/F – 28.0 2/F – 32.2
Site B - Single storey Retails Block	BB-SR-01 to BB-SR-05	6.9	G/F – 01.5 Roof – 05.5 (for potential fresh air intake)

[1] The Assessment Height is 1.5m above slab level.

[2] The notional design including the elevation is subject to change.

[3] The residential/hotel towers have its own floor number.

Meteorological Data

For AERMOD, AERMET, & CALINE4

3.5.14 The hourly meteorological data including hourly stability classes from PATH v2.1 model has been adopted. As CALINE4 imposes the limitation of wind speed on each of the stability class, the adopted stability class has been shifted toward class 3 for classes 1 & 2, and the

adopted wind speed has been reduced for other cases, when necessary, for conservative assessment.

- 3.5.15 The hourly data from PATH Model has been prepared into on-site data as AERMET input. The output meteorological data from AERMET was later be used by AERMOD (for non-road traffic emission). The input mixing height data was restricted to between 121m and 1,667m, which were the observed extreme values by the Hong Kong Observatory in year 2010. To avoid the occurrence of calm hours in the model, a minimum wind speed of 1.0m/s was adopted and any wind direction $<0.1^\circ$ was replaced by 360° .
- 3.5.16 The surface characteristics of the AERMET input were prepared following the recommendations in “AERMOD Implementation Guide” revised in August 2015 by USEPA. The Albedo and Bowen ratio adopted are the average values based on the land use of the $10\text{km} \times 10\text{km}$ region centred on the study area. The surface roughness lengths were determined based on the land use of 1km upwind in sector widths no smaller than 30 degrees. The surface roughness, Albedo and Bowen of different land use are adopted with referenced to Table 4-2 to Table 4-6 of User’s Guide for the AERMOD Meteorological Preprocessor (AERMET).

For Road Traffic Emission factor from EMFAC v4.3

- 3.5.17 Hong Kong Observatory’s hourly temperature and relative humidity at King’s Park during Year 2022 has be adopted for determining the road traffic emission factor. Meteorological data at King’s Park is representative as it is located at core of developed area, similar to the Subject Site.

Assessment Year

- 3.5.18 The proposed development is planned to be completed by Year 2035, the assessment year for traffic air quality impact shall be predicted based on the worst scenario in the next 15 years after the completion of the proposed development.
- 3.5.19 The traffic flow forecast for Years 2035, 2041 & 2050, with additional 5% traffic generation induced by the Scheme as a sensitivity test, has been provided by traffic consultant. The predicted traffic flow has been submitted to the Transport Department (TD) for agreement with the methodology. The Endorsement of Traffic Forecast from TD will be enclosed in **Appendix 3-1** when available.
- 3.5.20 Sensitivity test for traffic emission has been conducted using traffic data of Years 2035, 2041 & 2050. The NO_x emission of Year 2050 and the RSP/FSP emission of Year 2035 are found to be the highest, thus the RSP/FSP emission of Year 2035 and NO_x/NO₂ emission of Year 2050 have been adopted. The result of sensitivity test is enclosed in **Appendix 3-2**. The methodology of the sensitivity test is explained in the following paragraphs.

Methodology – Road Traffic Emission Factors & Sensitivity Test

- 3.5.21 The latest version of EMFAC – HK V4.3 which was issued by EPD in early 2021 has been adopted to compile the traffic emission inventory. “Emfac Mode”, which can provide RUN emission per vehicle kilometre travelled (in g/VKT) and START emission per trip (in g/trip) under which different temperature, relative humidity and traffic speed has been selected for the assessment. As a conservative approach, the highest START emission across various soak time will be adopted. The START emission has been converted into emission/VKT using the trip/VKT ratio from EMFAC v4.3 of the corresponding year and VKT ratio of

Minor Road from The Annual traffic Census -2021- (**Table 3-11**) and combine with the RUN emission. Therefore, a set of emission factors (NO_x, NO₂, RSP & FSP) for vehicles emission with START emission and another set of emission factors for vehicles emission without START emission has been obtained.

Table 3-11 Average Daily Vehicle-kilometre on Roads in Hong Kong (2021)

Road Network	Hong Kong Island	Kowloon	New Territories	Total
Major Road	4,985,988	7,526,046	20,916,379	33,428,413
Minor Road	1,049,363	1,075,236	3,194,152	5,318,751
Sub-total	6,035,351	8,601,282	24,110,531	38,747,164
Ratio (Minor : Sub-Total)	17.39%	12.50%	13.25%	13.73%

Note:

[1] Data extracted from Section 3.4 of The Annual traffic Census -2021- by Transport Department.

[2] VKT Ratio for Hong Kong (including Hong Kong Island, Kowloon & New Territories) has been adopted for this Project

3.5.22 It should be noted that the HKSAR Government are promoting electric vehicle and targeting zero emissions before 2050². In practice, besides the cost-effective reason, the number of electric vehicles is restrained by the technologies such as battery capacity and charging speed. The prevailing of charging facility would also be another factor. There are many uncertainties about the projected ratio of electric vehicles during assessment year (2035-2050). Therefore, for conservative assessment, the electric vehicle is not considered in the calculation of road traffic emission.

3.5.23 In this assessment, the road has been categorized into 2 road types as summarized in **Table 3-12**. For roads with cold start (Type 1), both RUN emission and START emission will be adopted. For roads without cold start (Type 2), only RUN emission will be adopted. It should be noted that, Franchised Buses (FBSD & FBDD) are not expected to perform cold start on normal public roads in general. However, broad-brush START emission for FBSD & FBDD has been adopted in the assessment, which will be explained later sections.

3.5.24 The list of roads for the air quality impact assessment including the cold start availability has been included in **Appendix 3-1**.

Table 3-12 Road Types within the Study Area

Road Type	Description
Type 1	Roads with START Emission
Type 2	Roads without START Emission

Emission from Bus Terminus and start emission from FBSD & FBDD

3.5.25 The only bus terminus within the 500m assessment area is the Mong Kok East Station Bus Terminus, which is more than 200m away from the Scheme to the south (**Figure 3-4**).

3.5.26 The emission within the bus terminus is expected to be small, when compare with the major roads within the assessment area. With the Grand Century Place Towers located to the immediate north of the bus terminus, and consider the major prevailing wind direction in Hong Kong is easterly in general and south-westerly in summer, the emission within the bus

² Hong Kong Roadmap on Popularisation of Electric Vehicles,
https://www.evhomecharging.gov.hk/downloads/ev_booklet_en.pdf

terminus is unlikely directly affect the proposed development. In addition, Kowloon Motor Bus Co. (KMB) is currently upgrading its bus fleet to electric buses. According to KMB web-page³, KMB planned to adopt 500 electric buses by 2027, and completely upgrade the whole fleet to new energy buses by 2040. Therefore, no additional impact to the ASRs of the Scheme from the emission within the bus terminus during assessment year (2035-2050), on top of the predicted air quality from PATH (of year 2025), is anticipated.

- 3.5.27 The START emission of the buses with diesel engine are expected to be spread along the first 700m routes after engine started. Due to the configuration of the bus terminus, all buses leaving the bus terminus must go southwardly via Luen Wan Street before reaching Bute Street as marked in **Figure 3-4**. Therefore, most of the START emission are far away from the Scheme and not directly affecting the Scheme. The current broad-brush approach assumed the start emission from FBSD & FBDD happens in all the roads with cold start (Type 1 road) within 500m study area without consideration of electric vehicle, which would be more conservative.

Adopted Diurnal Temperature and Relative Humidity Profile

- 3.5.28 For mapping the corresponding emission factor to each road section more precisely, the yearly temperature and relative humidity from Hong Kong Observatory has been broken into 4 seasons, namely Q1: Dec-Feb, Q2: Mar-May, Q3: Jun-Aug, & Q4: Sep-Nov. Daily profiles for each season with the lowest hourly temperature and relative humidity in each season (**Table 3-13**) has been adopted to identify the corresponding hourly emission factors for each road section conservatively. Then, the hourly road traffic emission of each road section was calculated by multiplying the vehicle counts, road length and the corresponding emission factor.
- 3.5.29 Finally, sensitivity testing has been conducted by comparing the daily road traffic emissions under 4 seasons of different years (i.e.: years 2035, 2041 and 2050). The year with the highest daily emission has been adopted as the assessment year for the respective pollutant.

³ KMB – News on 25 Oct 2022, https://kmb.hk/news_detail.html?id=480&year=2022

Table 3-13 Diurnal Temperature and Relative Humidity Profile for each Seasons

Hour	Q1		Q2		Q3		Q4	
	Temp (°C)	RH (%)	Temp (°C)	RH (%)	Temp (°C)	RH (%)	Temp (°C)	RH (%)
1	7	20	14	46	23	74	19	33
2	7	16	14	49	24	79	19	33
3	7	22	14	50	24	77	19	35
4	7	20	14	48	24	79	19	35
5	7	19	14	43	24	78	19	38
6	7	19	14	47	24	80	18	38
7	7	20	14	45	24	79	18	37
8	7	17	14	42	24	72	18	36
9	7	18	14	33	24	65	19	35
10	7	17	14	29	24	60	20	36
11	7	16	13	29	24	58	19	36
12	8	19	14	28	24	54	20	36
13	8	17	14	21	24	48	19	37
14	7	16	14	27	25	47	18	34
15	7	15	14	33	25	55	17	38
16	7	16	13	36	24	53	17	34
17	8	21	13	35	24	54	17	33
18	7	24	13	37	24	61	17	35
19	7	21	13	43	24	68	17	39
20	7	22	13	45	24	69	17	34
21	7	21	13	38	23	70	17	29
22	7	22	14	39	23	72	16	37
23	7	22	14	40	23	76	17	33
24	7	20	14	43	23	78	17	36

[1] The hourly temperature and relative humidity at King's Park during year 2022 (rounded-down to the nearest integer) have been adopted.

Methodology – CALINE4

- 3.5.30 The total hourly road traffic emission of each road section has been divided by the total hourly vehicle count and the road length (in Mile) to obtain the hourly fleets averaged emission factors (emission/Vehicle Mile Travelled, in g/VMT).
- 3.5.31 The hourly fleet-averaged emission factors for each season, along with the hourly traffic flow data for each link (road section), were utilized in CALINE4 to simulate the dispersion of vehicle exhaust pollutants from the surrounding open road network. The adopted traffic flow and the hourly fleet-averaged emission factors are provided in **Appendix 3-3**. It should be noted that the diurnal traffic flow is assumed to be the same throughout the year, and only the traffic flow for Q1 has been provided in **Appendix 3-3**.
- 3.5.32 The surface roughness adopted in CALINE4 is 370cm according to EPD's recommendation for urban area. The molecular weight for NO_x & NO₂ in CALINE4 is 46.

Industrial Chimney within 500m assessment area

- 3.5.33 As stated in **Section 2.2.1**, no active industrial chimneys identified within the 500m assessment area.

Major emission sources within 4 km

- 3.5.34 The locations of the major emission source within 4 km are illustrated in **Figure 3-5a**. The major emission source within 4 km include: the hotelling marine vessels of Ocean Terminal ~3km in south direction, and To Kwa Wan Gas Plant ~2km in east Direction.

3.5.35 It should be noted that the Kai Tak Cruise Terminal and Diamond Hill Crematorium are major emission sources located farther than 4km from the project boundary. Considering the significant distance, the PATH background should already adequately account for these types of emission sources. Additionally, the emission points of Kai Tak Cruise Terminal⁴ and Diamond Hill Crematorium⁵ are situated at elevations of 48mPD and 101mPD, respectively. These elevations differ greatly from the major emission source near the project sites, which primarily consists of vehicular emissions at ground level. As a result, the emissions from the Kai Tak Cruise Terminal and Diamond Hill Crematorium are not expected to impact the worst ASR thus not included in the current assessment.

3.5.36 The details of the adopted sources are described in the following paragraphs.

Ocean Terminal

3.5.37 For the Ocean Terminal, there are two berths for hotelling of ocean vessels. According to the latest schedule of Ocean Terminal⁶, the 90000-ton cruise Queen Victoria is the largest vessel using the berth. The second largest vessel using the berth is Arcadia, which is an 85000-ton cruise. As there are rare occasions for two vessels berthing overnight concurrently, operation schedule of 24 hours per day have been applied to both of the berths. For conservative assessment, the emission factor for the largest vessel (Queen Victoria) from past EIA report⁷ have been applied to both berths. The size of particulate emissions for Ocean Terminal are assumed to be in the range of FSP (diameter < 2.5 µm) with average particle size of 1.25µm.

3.5.38 The adopted emission inventories of Ocean Terminal are listed in **Table 3-14** and detailed in **Appendix 3-4**. The locations of the major marine emission sources are illustrated in **Figures 3-5a & 3-5b**.

Table 3-14 Emission Inventory for Ocean Terminal

Source	ID	Source Strength (g/s)			Emission Height, mPD	Temp, K	Exhaust Velocity, m/s	Diameter, m	Operation hour			
		NOx	RSP	FSP								
Ocean Terminal Berth 1	Ship1 1	6.75	0.18	0.18	50	448.2	21.12	0.6	24 hours / day			
	Ship1 2											
	Ship1 3											
	Ship1 4											
Ocean Terminal Berth 2	Ship2 1	6.75	0.18	0.18			50		448.2	21.12	0.6	24 hours / day
	Ship2 2											
	Ship2 3											
	Ship2 4											

Noted: The reference ship has 4 emission sources (operating engine during hoteling) per vessel

To Kwa Wan Gas Plant

3.5.39 The emission inventory of To Kwa Wan Gas Plant is reference to Appendix 3.5 from the Approached EIA Report - Kai Tak Multi-purpose Sports Complex (AEIAR-204/2017), summarised in **Table 3-15** and detailed in **Appendix 3-4**. The latest SP Licence of the plant (SP Licence No: L-8-004(6)) has been checked on 15th Feb 2024 and no update of the emission limit has been identified.

⁴ Appendix 3.6 of the Approved EIA Report - Kai Tak Multi-purpose Sports Complex (AEIAR-204/2017)

⁵ Table 4.7 & Table 4.9 from the Approved EIA Report - Reprovisioning of Diamond Hill Crematorium (AEIAR-076/2004)

⁶ Cruise schedule - <http://www.oceanterminal.com.hk/en/schedule.php?f=t> (Checked on 5 Feb 2024)

⁷ Table 4.3 & 4.4 in Appendix 3.7 of Revised Austin Road Flyover EIA Report (EIA-267/2020) – withdrawn by applicant on 27 Jul 2023.

Table 3-15 Emission Inventory for the To Kwa Wan Gas Plant

ID	Source Strength (g/s)			Emission Height, mPD	Temp, K	Exhaust Velocity, m/s	Diameter, m	Operation hour	Remark
	NO _x	RSP	FSP						
1049	0.17	0.00	0.00	44.5	450	20.4	0.5	24 hours / day	Load Factor 07:00-19:00 - 41% 19:00-07:00 - 23%
1054	0.35	0.00	0.00	34	473	5.5	1		
1055	0.35	0.00	0.00	34	473	5.5	1		
1056	0.35	0.00	0.00	34	473	5.5	1		
1057	0.35	0.00	0.00	34	473	5.5	1		

Noted:

The corresponding Emission Point in the of the SP Licence No: L-8-004(6) are:

- ID 1049 - Emission Point No. 16
- ID 1054 to 1057 - Emission Points No. 1 to 4

3.5.40 Dispersion modelling has been undertaken using USEPA approved AMS/EPA Regulatory Model (AERMOD) to assess the Major Sources within 4 km.

Cumulative Pollutant Concentration

3.5.41 The cumulative pollutant concentration at each of the assessment point has been calculated by summing the background concentration (from PATH)⁸, the road traffic emission (from CALINE4), and other emissions (from AERMOD).

3.5.42 It should be noted that predicted background concentration of Year 2025 from PATH has been adopted in this assessment. Considering the vehicular emissions in PATH within the assessment area is doubled counted and the reduction of traffic emission in later years has not been considered, adding the emissions from CALINE4 and AERMOD will result in conservative results.

3.5.43 The Ozone Limiting Method (OLM) has been adopted for the conversion of NO_x to NO₂ based on the hourly O₃ concentrations predicted by PATH in the corresponding grid. The NO₂/NO_x conversion has been calculated as follows:

Vehicular Source

$$[\text{NO}_2]_{\text{pred}} = [\text{NO}_2] + \text{MIN} \{ [\text{NO}_x] - [\text{NO}_2], (46/48) \times [\text{O}_3]_{\text{PATH}} \}$$

where,

- [NO₂]_{pred} is the predicted cumulative NO₂ concentration after the NO_x to NO₂ conversion
- [NO₂] is the predicted vehicular NO₂ concentration based on vehicular tailpipe emission (i.e.: initial vehicular NO₂ emission) from CALINE4 and AERMOD
- [NO_x] is the predicted vehicular NO_x concentration from CALINE4 and AERMOD
- [O₃]_{PATH} is the O₃ concentration from PATH

Non-Vehicular Source

$$[\text{NO}_2]_{\text{pred}} = 0.1 \times [\text{NO}_x] + \text{MIN} \{ 0.9 \times [\text{NO}_x], (46/48) \times [\text{O}_3]_{\text{PATH}} \}$$

where,

- [NO₂]_{pred} is the predicted cumulative NO₂ concentration after the NO_x to NO₂ conversion
- [NO_x] is the predicted non-vehicular NO_x concentration from CALINE4 and AERMOD
- Inial
- [O₃]_{PATH} is the O₃ concentration from PATH

3.5.44 For all vehicle emissions, the calculated initial NO₂ concentration based on NO₂ emission factor of EMFAC v4.3 has been adopted. For all non-vehicular emissions, initial NO₂/NO_x ratios reported in the Heathrow Airport EIA report are adopted, which is 10%.

⁸ Different background concentration from PATH has been adopted based on the elevation of the assessment point. i.e. L1: 0 to 17mAG; L2: 17 to 35mAG; L3: 35 to 55mAG.

3.5.45 As the vehicular emission on conservative side due to the conservative temperatures/humidity/soak time consideration (**Sections 3.5.21 & 3.5.28**), thus the cumulative NO₂ concentration is also considered reasonably conservative for both long-term and short-term impact .

Results and Discussion

3.5.46 The detailed results are listed in **Appendix 3-5**. The overall summary of pollutant concentration is presented in **Table 3-16**. The pollutant concentration by block and elevation is provided in **Appendix 3-6**.

Results of Assessment Point

3.5.47 Under current notional design, the assessment result shows that all assessment points fully comply with AQO's NO₂/RSP/FSP criteria. Apart from Annual Averaged NO₂ concentration, the rest of the predicted pollution concentrations are well below the criteria (<75% of criteria). For Annual Averaged NO₂ concentration, the ground level concentration near the major roads (i.e.: Prince Edward Road West), the predicted concentration is up to ~37 µg/m³ (Criteria = 40 µg/m³) at the south-west corner of the Site A1 at 1.5mAG (assessment point A1-PP-01; **Figure 3-2a**).

3.5.48 Since the predicted air quality at all assessment points in residential flats and external facades of non-residential areas complies with the AQOs, there are no restrictions on the locations of openable windows for residential flats and fresh air intake locations for non-residential areas based on air quality considerations.

Contour plot

3.5.49 Contour plots depicting the concentrations of the concerned pollutants at the worst affected level (1.5m above ground) are presented in **Figures 3-6a to 3-6f**. Apart from the Annual Averaged NO₂ concentration, the concentrations of the other pollutants of concern meet the respective AQOs.

3.5.50 The Annual Averaged NO₂ concentration exhibits an exceedance zone in the building setback area near the southern boundary of Site A1. The concentrations at Sites A2 to A5 and Site B are fully compliant with the AQOs.

3.5.51 Consequently, there are no air quality restrictions on potential outdoor facilities in Sites A2 to A5 and Site B.

3.5.52 For Site A1, there is a small exceedance zone at the southwestern corner within the site which is basically at the pavement area. No active activity is anticipated at that area in the future.

Table 3-16 Summary of the Predicted Pollutant Concentration

	Pollutant Concentration ($\mu\text{g}/\text{m}^3$)					
	Daily 10th Maximum RSP	Annual RSP	Daily 36th Maximum FSP	Annual FSP	Hourly 19th Maximum NO ₂	Annual NO ₂
Criteria	100	50	50	25	200	40
Locations						
Site A1 - Podium	61.5 - 62.4	27.3 - 28.0	23.8 - 24.2	14.7 - 15.4	121.7 - 139.4	23.7 - 36.8
Site A1 - Residential Towers	61.5 - 61.5	27.3 - 27.3	23.7 - 23.8	14.7 - 14.7	121.3 - 122.5	22.7 - 23.3
Sites A2 & A3 - Open Space	62.3 - 62.4	27.9 - 27.9	24.2 - 24.2	15.3 - 15.3	134.6 - 136.7	31.5 - 32.6
Sites A4 & A5 - Single Storey Retail Block	62.3 - 62.4	27.8 - 27.9	24.1 - 24.2	15.3 - 15.3	133.7 - 137.9	30.3 - 32.7
Site B - Podium (Western Portion)	60.9 - 62.6	27.0 - 27.9	23.2 - 24.4	14.4 - 15.4	118.7 - 145.0	20.3 - 34.4
Site B - Residential Towers	60.9 - 60.9	27.0 - 27.0	23.2 - 23.2	14.4 - 14.4	120.4 - 129.0	19.7 - 19.8
Site B - Podium (Eastern Portion)	61.5 - 62.7	27.3 - 27.9	23.8 - 24.5	14.7 - 15.4	120.9 - 144.7	23.7 - 35.4
Site B - Hotel / Office Tower	61.5 - 61.5	27.3 - 27.3	23.7 - 23.8	14.7 - 14.7	119.8 - 120.7	22.3 - 22.7
Site B - Single Storey Retails Block	62.3 - 62.3	27.8 - 27.9	24.1 - 24.2	15.2 - 15.3	133.2 - 134.4	29.4 - 32.0

3.6 Conclusion

- 3.6.1 The air quality impact arising from the proposed development to the surrounding area and air quality impact from the surrounding area to the proposed development has been assessed.
- 3.6.2 With the implementation of dust suppression measures stipulated under the Air Pollution Control (Construction Dust) Regulation and the adoption of good site practice, no adverse air quality impact associated with the construction works is expected.
- 3.6.3 Air emission is not anticipated from the proposed development during operation phase. Air quality model based on the current notional design with conservative approach has been conducted.
- 3.6.4 The model results show that the predicted air quality at all proposed residential flats and external facades of non-residential area comply with the AQOs. Therefore, no adverse air quality impact due to openable windows for residential flats and fresh air intake for non-residential areas of the Scheme is anticipated.

4 NOISE IMPACT ASSESSMENT

4.1 Introduction

- 4.1.1 The purpose of this chapter is to assess whether the noise sensitive receivers (NSRs) of the proposed development within the Scheme comply with the noise criteria of The Hong Kong Planning Standards and Guidelines (HKPSG).
- 4.1.2 The potential noise impact from the following aspects have been assessed: (i) Construction noise - the potential noise impact generated from the construction activities of the proposed development to the surroundings; (ii) Traffic noise - the potential noise impact generated from the nearby road networks to the proposed development during operation phase; (iii) Fixed noise - the potential noise impact generated from the surrounding fixed noise sources to the proposed development; (iv) Railway noise - the potential noise impact generated from the East Rail Line to the proposed development.
- 4.1.3 Effective mitigation measures and recommendations are proposed to mitigate the excessive noise level to achieve an acceptable compliance level under the current notional design.

4.2 Standards and Guidelines

Road Traffic Noise

- 4.2.1 HKPSG provides guidance on acceptable road traffic noise levels at the openable windows of various types of noise sensitive buildings. The relevant criteria are shown in **Table 4-1**.

Table 4-1 HKPSG Road Traffic Noise Planning Criteria

Uses	Road Traffic Noise L ₁₀ , (1hr) dB(A)
Domestic Premises	70
Hotel and Hostels	70
Offices	70
Educational institutions	65
Hospital & Clinics	55
Places of public worship and courts of law	65

Note: The above criteria apply to noise sensitive uses which rely on opened window for ventilation.

- 4.2.2 The following Practise Notes provide guideline to facilitate the project planning and design against road traffic noise impact.
- “ProPECC PN3/23 Application of Sound Insulation in Residential Buildings to Reduce Noise Transmission Between Units” provides technical information on the design and application of sound insulation on partition walls and floors between residential units for better privacy protection and indoor sound environment.
 - “ProPECC PN4/23 Practice Note for the Planning of Residential Developments against Road Traffic Noise” recommends mitigation measures against road traffic noise in planning stage and promulgates self-assessment procedures to facilitate the planning approval
 - “ProPECC PN5/23 Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact” provides

guidance on technical information for innovative mitigation measures (Acoustic Window and Enhanced Acoustic Balcony) against road traffic noise.

Fixed Noise Sources

- 4.2.3 Acceptable Noise Levels (ANL) shown 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). According to IND-TM, the ANLs for different Area Sensitivity Ratings (ASRs) are given in **Table 4-2**.

Table 4-2 Acceptable Noise Levels for Fixed Noise Impact (ANLs), dB(A), Leq, (30mins)

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

- 4.2.4 The Scheme is located in the urban area of Mong Kok. According to TD's Annual Traffic Census (ATC2022), Boundary Street (Station 3435), which is a primary distributor with AADT of 33,460 in year 2022, is located at the immediately north of Site B. Another primary distributor Prince Edward Road West (Station 4203), is located at the immediately south of Sites A1 to A5 with AADT of 42,480 in year 2022. Therefore, the Scheme and its surroundings are considered either directly affected or indirectly affected by Influencing Factor (IF); the ASR of the site would be classified "C".

- 4.2.5 As the site is subject to traffic noise impact from the nearby primary distributor roads, it is expected that the prevailing background noise level would be higher than ANL-5dB for both daytime and night-time, thus ANL-5 dB would be adopted as the planned fixed noise sources criterion. The planning criteria would be 65 dB(A) for day and evening time and 55 dB(A) for night time.

Railway Noise

- 4.2.6 Railway noise is controlled by the Noise Control Ordinance (NCO). The ANLs stipulated in the TM (**Table 4-2**) shall be complied. Moreover, HKPSG provide guidance on acceptable railway noise levels at the openable windows of various types of noise sensitive buildings. An averaged 24 hours noise level of 65 dB(A) and a L_{max} of 85 dB(A) are recommended. The railway noise criteria are summarised in **Table 4-3**.

Table 4-3 Railway Noise Criteria

Time Period	Criteria, dB(A)	
Day (0700 to 1900 hours)	70 ^[1]	L _{eq} , 30min
Evening (1900 to 2300 hours)		
Night (2300 to 0700 hours)	60 ^[1]	
24 hours	65 ^[2]	L _{eq} , 24 hours
	85 ^[2]	L _{max}

Noted

[1] Criteria for Fixed Noise Sources stipulated in the IND-TM.

[2] Recommendations from HKPSG

4.2.7 HKPSG also provides guidance on the necessary horizontal distance from the railway to noise sensitive buildings for avoiding potential noise impact. The relevant horizontal distances are shown in **Table 4-4**.

Table 4-4 HKPSG Recommended Horizontal Distance for Railway Noise

Railway	Required Horizontal Distance
MTR Mass Transit Railway	150m (open form construction) 25m (the side parapets break the line of sight of the bogie)
KCR Kowloon-Canton Railway	85m
LRT Light Rail Route	25m

Note: The above guidance apply to noise sensitive uses which rely on opened window for ventilation.

4.3 Construction Noise Impact Assessment

4.3.1 The use of powered mechanical equipment (PME) will generate construction noise impact to the nearby NSRs. The major noise emitting activities will be the demolition of existing structures and foundation works of future development.

4.3.2 As the site is situated in a well-developed urban area, the number of PME that it can accommodate is limited, however, the noise from construction activities may still be an impact if the construction works are not planned and arranged properly.

4.3.3 ProPECC PN1/24 "Minimizing Noise from Construction Activities" provides construction noise requirements and recommendations on practices such as quieter construction methods and equipment to minimize construction noise.

4.3.4 To minimize noise generation, subject to detailed site works arrangement, the contractor shall consider the following mitigation measures, if necessary and applicable:

- Use non-percussive equipment such as hydraulic crusher, sawing, coring machines for demolishing existing building and structure
- Use non-percussive piling diving method such as hydraulic press-in method, vibration or jacking method for foundation work
- Use Quality Powered Mechanical Equipment (QPME) recognized by the Environmental Protection Department (EPD). The QPME shall be registered with EPD, and valid label issued by EPD shall be affixed on the QPME all times.

- Use Quieter Construction Methods⁹ as far as practicable
- Schedule work to minimize concurrent activity and duration of impact
- Regular maintenance of equipment to prevent noise emission due to impairment
- Adopt good site practice, such as throttle down or switch off equipment unused or intermittently used between works
- Position mobile noisy equipment in locations away from nearby NSRs and point the noise sources to directions away from NSRs
- Make good use of other structures for noise screening
- Use of mobile noise barriers/enclosures along the path of noise propagation

4.3.5 Construction activities under the current Scheme involves concrete removal works, demolition works, site formation/excavation works and superstructure works. Subject to detailed site works arrangement, the contractor shall consider the following mitigation measures, if necessary and applicable:

Concrete Removal Works / Demolition Works:

- Use of high pressure water jetting instead of traditional jackhammers and drill hammers;
- Use of quieter type wire saws or diamond wire saws for cutting large areas and heavily reinforced concrete;
- Use of quieter type blade saws utilizing diamond blades with higher speeds and smoother blades reduces excitation of vibration;
- Use of hydraulic crushers for concrete breaking instead of traditional excavator-mounted breakers;
- Use of handheld concrete crushers instead of traditional jackhammers;
- Use of hydraulic splitters instead of traditional jackhammers and breakers.

Site Formation / Excavation Works:

- Use of silent piling by press-in method instead of traditional massive augering and piling machines or drop hammer for sheet piling / channel planking installation work;
- Use of a sheet piling noise reducer such as a suitable shock absorber to reduce collisions between sheet pile / channel planking and holding parts;
- Use of pile driving impact cushions to reduce noise generated by piling impact;
- Pre-augering/pre-trench/boring pile holes to remove underground obstruction for avoiding hard driving / soften the ground;
- Use of crack inducers instead of traditional percussive breakers.

Superstructure Works:

- Use of prefabricated structure / sections to replace in-situ construction to reduce the amount of mechanical equipment used on site;
- Use of self-compacting concrete (without the aid of a vibrator e.g. poker for compaction) for in-situ concreting;

⁹ Quieter Construction Methods: https://www.epd.gov.hk/epd/misc/construction_noise/contents/index.php/en/home2/quieter-construction-methods.html.

- Use of crack inducers instead of traditional percussive breakers.

4.3.6 With proper noise mitigation measures implemented during the construction phase, no adverse noise impact arising from the construction activities is expected.

4.4 Operation Noise Impact Assessment

Representative Noise Sensitive Receivers during Operation Phase

Road Traffic Noise

- 4.4.1 All living rooms and bedrooms of the residential flats were identified as NSRs according to the nature of use. The noise assessment points were located 1.2m above the slab level and 1m away from the façade. All potential windows locations of all residential flats are covered.
- 4.4.2 Commercial, hotel, clubhouse and GIC facilities are assumed to be equipped with air-conditioning system and will not rely on openable windows for ventilation, and thus the noise standard is not applicable.
- 4.4.3 There are (Tower 1: 36 floors x 7 flats + Tower 2: 37 floors x 6 flats + Tower 3: 31 floors x 16 flats + Low Zone of Tower 4: 12 floors x 13 flats + High Zone of Tower 4: 19 floors x 12 flats) 1,354 residential flats based on the notional layout of typical floor. Tower 4 consists of high zone and low zone and thus, high zone and low zone of Tower 4 are using different assessment points IDs.
- 4.4.4 For assessment purpose, the traffic noise level at all 1,354 flats have been assessed. The assessment points are summarized in **Table 4-5** and their locations are illustrated in **Figures 4-2a to 4-2e**. It should be noted that the notional layout of the Scheme is for assessment purpose only and subject to change in detailed design stage.

Table 4-5 Summary of Representative Noise Sensitive Receivers and Assessment Points for Traffic Noise Impact Assessment

Location	NSR ID ^[1,2]	Number of Flat	Total Number of Flat	Elevation of the Assessment Point ^[3]
Tower 1	T1-01-W1 to T1-07-W4	7 flats per floor (1/F to 38/F, 20/F and 21/F are refuge floors)	252	30.7mPD for 1/F, +3.15 for each floor
Tower 2	T2-01-W1 to T2-06-LB	6 flats per floor (1/F to 38/F, 20/F is refuge floor)	222	30.7mPD for 1/F, +3.15 for each floor
Tower 3	T3-01-W1 to T3-16-W2	16 flats per floor (1/F to 31/F)	496	53.10mPD for 1/F, +3.15 for each floor
Tower 4 (Low Zone)	T4L-01-W1 to T4L-13-W2	13 flats per floor (1/F to 12/F)	156	53.10mPD for 1/F, +3.15 for each floor
Tower 4 (High Zone)	T4H-01-W1 to T4H-12-W2	12 flats per floor (13/F to 31/F)	228	90.9mPD for 13/F, +3.15 for each floor
Total			1,354	

[1] NSR ID for Tower 1, 2 & 3 is in the form of TT-YY-ZZ for Tower 1, 2 & 3, where “TT” is tower identity = T1/T2/T3, “YY” is the number of flat; ZZ is the location of the openable window for ventilation (Balcony at living room = LB; Window at the same flat= W1/W2/W3/W4).

[2] NSR ID for Tower 4 is in the form of TTX-YY-ZZ for Tower 4, where “TT” is tower identity = T4, “X” is the zone of tower 4 (Low Zone = L and High Zone = H) “YY” is the number of flat; ZZ is the location of the openable window for ventilation (Balcony at living room = LB; Window at the same flat= W1/W2).

[3] The notional design including the elevation is subject to change.

Planned Fixed Noise Sources

- 4.4.5 Large building service equipment for Podium of Site A1, Podium of Site B (Residential Portion) & Hotel/Office of Site B are the potential fixed noise sources during operation phase of the Scheme. Due to the nature and scale of Sites A2, A3, A4 & A5, no large building service equipment thus potential planned fixed noise sources are anticipated. It should be noted that the NSRs in the north and east of the Site B are relatively far thus those NSRs are not considered as representative NSRs. In addition, the potential fixed noise sources are not expected to be visible to the same building (e.g.: the noise sources of podium of Site A1 shall not be visible from Towers 1 & 2). The representative NSRs have been identified, listed in **Table 4-6** and illustrated in **Figures 4-3a**.
- 4.4.6 Since Podium of Site A1 is close proximity to the surrounding residential building, no fixed noise sources or ventilation exhausts shall be provided at north façade of the Podium as marked in **Figure 4-3b**.

Table 4-6 Representative Noise Sensitive Receivers for Fixed Noise Impact Assessment

NSR ID	Description	Horizontal Distance (m)		
		Podium of Site A1	Podium of Site B (Residential Portion)	Hotel of Site B
NSR01	Fa Yuen Mansion	19	97	247
NSR02 ^[2]	Oscar Court	13	66	216
NSR03 ^[2]	Circle Garden	<u>12</u>	46	193
NSR04	Mongkok City Building	26	85	201
NSR05	Merlin Building	46	146	268
NSR06	Flower Villa	49	66	176
NSR07	Heung To College of Professional Studies	52	<u>17</u>	161
NSR08	Jenny's Court	104	25	147
NSR09	Residential flat of the Scheme (Tower 4)	178	N/A	<u>15</u>

Note:

- [1] The nearest Representative Noise Sensitive Receivers for each corresponding source are **bold underlined**.
- [2] Restricted locations has been provided in Site A1.

Road Traffic Noise*Assessment Methodology*

- 4.4.7 An in-house noise model (MARC) was used to predict the traffic noise levels arising from the road network. It adopts the methodology provided in the UK Department of Transport's Calculation of Road Traffic Noise (CRTN) 1988, which is stipulated in Chapter 9, Section 4.2.7 of the HKPSG for assessing road traffic noise impact. Road traffic noise levels are presented in terms of noise levels exceeded for 10% of the one-hour period for the hour having the peak traffic flow [L10 (1-hour) dB(A)].
- 4.4.8 The assessment was based on the projected peak hour flows for the worst year within 15 years after completion of the Project in Year 2035. Based on the traffic forecast provided by the traffic consultant, the AM peak hour flows in Year 2050 will generate the highest road traffic noise within 15 years from the completion of the Scheme. The major roads within

300m from the boundary of the Scheme have been included in the assessment and are shown in **Appendix 4-1**.

- 4.4.9 The peak hour traffic flow of individual roads in the assessment year (Year 2050) is listed in **Appendix 4-1**. The traffic forecast, with additional 5% traffic generation including by the Scheme as a sensitivity test, has been submitted to the Transport Department for their endorsement. Although hourly traffic flow of AM Peak are lower than that of PM Peak, AM Peak has higher ratio of heavy vehicle, traffic forecast of AM Peak will eventually result in higher traffic noise level and therefore, traffic forecast of AM Peak hours in Year 2050 were adopted.
- 4.4.10 To minimize the traffic noise impact to the Scheme, the following architectural design consideration has been adopted:
- The orientations of towers have been designed in a way such that most of the NSRs will not be severely affected by the major noise source.
 - The orientation of the Tower 4 has been designed to block the view of the road traffic for Tower 3.
 - The podium of Site B has been designed to block the view of the road traffic for lower floor (Flat 1 to 4) of Tower 4.
- 4.4.11 Two scenarios have been considered in the traffic noise impact assessment. The first one is a (A) Base Scenario which only considered architectural design and location of the openable windows; the second scenario is a (B) Mitigated Scenario with Acoustic Windows, Acoustic Balcony and Fixed Glazing.

Impact Identification and Assessment

a) Base Scenario: Careful Design on Buildings Disposition & Windows Locations

- 4.4.12 In the Base Scenario, the residential towers have been carefully designed to avoid adverse traffic noise impact. View angle of the major road has been minimized by the architectural design like building disposition, building orientation and window locations. Without the design, the traffic noise level in Base Scenario is expected to be much higher.
- 4.4.13 The detail results of Base Scenario are presented in **Appendix 4-2**. The results show that about 82.5% of flats complying with the noise criteria of 70dB(A). The maximum predicted traffic noise level, ~78dB(A), is found at 1/F to 4/F of Flat T1-07 of Tower 1 which has direct line-of-sight to Prince Edward Road West.

b) Mitigated Scenario: With Acoustic Windows, Acoustic Balcony and Fixed Glazing

- 4.4.14 With reference to ProPECC PN5/23, practicable mitigation measures such as acoustic window and acoustic balcony shall be adopted to provide at-receiver mitigation measures to further minimize the traffic noise impact on the noise exceedance of the proposed development. Fixed Glazing shall be adopted to ensure the performance of the acoustic windows.

4.4.15 Subject to detailed design, mitigation measures are proposed in this mitigated scenario:

- Baffle Type Acoustic Window¹⁰ (Noise Reduction: -4.0 dB(A))

The baffle type acoustic windows consist of two layers, i.e. an openable window with fixed side (the fixed glazing / maintenance window) at the outer layer and a sliding window at the inner side. The two-window-layer design can create an air gap for the supply of fresh air with noise mitigation effect. Under normal operation, the fixed glazing / maintenance window shall be locked with allen key and shall not be opened for ventilation in order to reduce noise entering into the flat. The fixed glazing locked with allen key will be opened for cleansing and maintenance purpose only. This type of acoustic windows has been proven that both traffic noise mitigation and air ventilation could be achieved. The design of the proposed acoustic window can meet the relevant ventilation requirement under the Building (Planning) Regulations. According to the Practice Note on Lighting and Ventilation Requirements - Performance-based Approach (APP-130) issued by Buildings Department, for optimum performance with the inner sliding glass panel in a closed position, the air gap should have a length of not less than 100mm and a width between 100mm and 175mm. The length and width of the air gap of the proposed acoustic window also meet these conditions.

- Acoustic Balcony (Noise Reduction: 2.0 dB(A))

Acoustic Balcony with 1.2m high of solid parapet and ceiling lined with sound absorptive for shielding noise and absorbing noise respectively, can effectively reduce the traffic noise entering the premises. The depth of the balcony should be more than 1m and noise reduction of noise 2.0 dB(A)¹¹ has been adopted in the calculation.

- Fixed Glazing (Noise Criteria not applicable)

To ensure the performance of the acoustic windows in rooms with planned acoustic windows (e.g., NSR T1-01-W2), Fixed Glazing should be used for the side windows. Fixed glazing refers to windows that are not intended for ventilation purposes, and therefore, the traffic noise criteria are not applicable to them. During the operation phase, the fixed glazing should only be opened using an Allen key for cleansing and maintenance purposes. According to the Hong Kong Planning Standards and Guidelines (HKPSG), a 6mm window pane is considered sufficient to insulate traffic noise by 10 dB(A). Therefore, a minimum of 6mm window pane should be adopted for the proposed fixed glazing from a noise perspective.

4.4.16 The Baffle Type Acoustic Windows, which can typically provide 4 – 8 dB of traffic noise attenuation, have been broadly adopted in residential developments in recent years. According to the ProPECC PN5/23 Application of Innovative Noise Mitigation Designs in Planning Private Residential Developments against Road Traffic Noise Impact”, a reference

¹⁰ Baffle Type Acoustic Window: <https://www.epd.gov.hk/epd/Innovative/greeny/eng/innovation/baffle-type.html>

¹¹ Acoustic Balcony - https://www.epd.gov.hk/epd/Innovative/greeny/eng/balcony_soild.html

design can provide 6 dB(A) of traffic noise attenuation. Another 1.5 dB(A) of reduction can be achieved by providing Sound Absorptive Material (SAM) at top and both side of window frame. Further noise reduction can be achieved by orientation (1 dB(A)) and effective acoustic fin (1 dB(A)). It should be noted that the noise reduction effectiveness and ventilation performance of baffle type acoustic windows are highly dependent on the detailed design. As the flat design may change significantly in the later stage, it is hard to estimate whether any combination of windows design can provide sufficient natural daylight and natural ventilation while providing the maximized acoustic performance. Therefore, as a conservative approach, 4 dB(A) noise reduction has been assumed for the Baffle Type Acoustic Window in the current assessment.

4.4.17 Typical design of Baffle Type Acoustic Windows is illustrated in **Figures 4-5**. Mitigation measures have been proposed to all locations with traffic noise exceedance. The locations with predicted noise exceedance and proposed mitigation measures to be adopted are illustrated in **Figures 4-4a to 4-4d** and listed in **Appendix 4-3**.

4.4.18 The detailed predicted noise levels with mitigation measures are presented in **Appendix 4-3**. Given specific noise reduction measures at different assessment points, the compliance rate by flat has been increased to 97.3%. The maximum exceedance is found at 1/F to 4/F of Flat T1-07 of Tower 1, which exceeding the criteria of 70 dB(A) with ~ 4 dB(A). Flat T1-07 of Tower 1 is expected to experience adverse traffic noise impact. Except for Flat T1-07 of Tower 1, the highest traffic noise for the rest of the noise exceedances is ~72dB(A). Detailed result of each assessment points of the flat under mitigated scenario is shown in **Appendix 4-3** and summarized in **Table 4-7**.

Table 4-7 Summary of Traffic Noise Impact Assessment

	Number of Flat	Base Scenario		Mitigated Scenario	
		Complied Flat	Compliance Rate	Complied Flat	Compliance Rate
Tower 1 (Site A1)	252	179	71.0%	215	85.3%
Tower 2 (Site A1)	222	170	76.6%	222	100%
Tower 3 (Site B)	496	496	100%	496	100%
Tower 4 (Site B)	384	272	70.8%	384	100%
Total	1,354	1,117	82.5%	1,317	97.3%

Existing Fixed Noise Sources in the Surroundings

4.4.19 Site A1 is currently surrounded by residential developments. For the near-by non-residential developments, no exposed large chiller plant is identified thus the potential noise impact shall be limited. Compared with the traffic noise from the Prince Edward Road West, which is directly or indirectly affecting the Site A1, the potential fixed noise in the surrounding shall be insignificant. Therefore, no adverse impact from existing fixed noise source to NSRs of Site A1 (the residential flats) is anticipated.

4.4.20 Since no NSRs have been identified in Site A2 to A5, no noise assessment point is assigned to Site A2 to A5 for further assessment.

- 4.4.21 Site B is currently occupied by public open space. Similar to that of Site A1, Site B is close to residential developments thus no major fixed noise source in the vicinity is anticipated. Comparing with the traffic noise from the Boundary Street, which is directly or indirectly affecting the Site B, the potential fixed noise in the surrounding shall be insignificant. Therefore, no adverse impact from existing fixed noise source to NSRs of Site B (the residential flats) is anticipated.
- 4.4.22 The hotel in Site B do not rely on openable windows for ventilation thus fixed noise criterion is not applicable.

Planned Fixed Noise Sources of the Scheme

- 4.4.23 The Scheme will provide central air ventilation for commercial & retail area, clubhouse, GIC facilities, hotel, and basement carpark. The associated HVAC system may cause noise impact to surrounding NSRs. Although the large exhaust fans are usually located indoor enclosed within the air ducts, the fan noise will transmit via the ventilation pipe and emit at the duct exhaust. Therefore, the potential planned fixed noise sources of the Scheme are the large exhaust fans and the outdoor units of air conditioner. Other equipment such as water pumps and lift motors will be located in enclosed rooms thus no adverse noise impact to the surrounding is anticipated.

Site A1

- 4.4.24 For Site A1, the facilities in the podium will be closed outside operation hours and the associated HVAC system are expected to stop during night time. Besides, the expected ventilation requirement of the basement carpark during night-time is expected to be very low thus the primary exhaust fan is unlikely required. Due to the relatively small size of the served zones, Variable Refrigerant Volume (VRV) system is preferred over chiller plants and/or water-cooling tower as VRV provide flexible cooling capacity with high efficiency over large range of loading. To avoid the noise from fixed plants affecting the residential portions, the large plants and large ventilation exhaust pipes are planned to be located at semi-confined areas such as plant rooms and/or entrance/exit of the carpark, with acoustic louvers if necessary. The ventilation pipes will be equipped with silencer to reduce the in-duct noise level. As there is no direct line of sight between the fixed noise sources of Site A1 and the residential flats of Site A1, no adverse noise impact from the fixed noise sources of Site A1 to the residential flats of Site A1 is anticipated. As the fixed noise source of Site A1, including the louvers serving the fixed noise sources, may visible from the NSRs in the surrounding, maximum allowable sound power levels will be recommended.
- 4.4.25 It should be noted that, since existing residential buildings are in close proximity to the Site A1, no fixed noise source or ventilation exhausts shall be provided at the north facing facades of the podium of Site A1, as marked in **Figure 4-3b**.

Site B (Podium of Residential Portion)

- 4.4.26 For Podium of Residential Portion of Site B, chiller plants and large ventilation exhaust pipes are also planned to be located at semi-confined areas. The ventilation pipes will also be equipped with in-line silencer to reduce the in-duct noise level. Same as Site A1, there is no direct line of sight between the fixed noise sources of Podium (Western Portion) of Site B and the residential flats of Site B, no adverse noise impact from the fixed noise sources of Podium (Western Portion) of Site B to the residential flats of Site B is anticipated. As the fixed noise source, or the louvers connected to the fixed noise sources, of Podium (Western

Portion) of Site B may visible from the NSRs in the surrounding, maximum allowable sound power levels will be recommended.

Site B (Hotel Portion)

4.4.27 For the Hotel in Site B, chiller plants and large ventilation exhaust pipes are also planned to be located at semi-confined areas. The ventilation pipes will also be equipped with in-line silencer to reduce the in-duct noise level. As the fixed noise source, or the louvers connected to the fixed noise sources of the Hotel may visible from the NSRs in the surrounding, including the residential flat in Site B. Maximum allowable sound power levels will be recommended.

Maximum Allowable Sound Power Levels (SWL)

4.4.28 The maximum allowable SWL for the planned fixed noise sources are present in **Table 4-8** and detailed in **Appendix 4-4**.

4.4.29 According to the calculation based on the horizontal distance of the nearest NSRs for each corresponding source, the cumulative SWL of the building service equipment at podium of Site Aa should not exceed 86 dB(A) during day and evening time, and should not exceed 76 dB(A) during night time. For the podium of residential portion of Site B, the limits of the cumulative SWL are 89 dB(A) during day and evening time, and 79 dB(A) during night time. For the hotel of Site B, the limits of the cumulative SWL are 88 dB(A) during day and evening time, and 78 dB(A) during night time.

4.4.30 It should be noted that a 6 dB correction has been adopted accounting for the tonality, intermittency and impulsiveness characteristics for assessment purpose. In case the noise exhibits tonality, intermittency and impulsiveness characteristics during the operation, the maximum allowable SWLs of the fixed plants should be corrected based on the recommendation given in Section 3.3 of the IND-TM.

Maximum Sound Pressure Levels (SWL) at Receivers

4.4.31 Based on the maximum allowable SWLs, the cumulative noise levels at NSRs from the planned fixed noise sources of the Scheme has been calculated and the results show that cumulative noise levels will comply with the criteria when the maximum allowable SWLs has been implemented properly. The results are present in **Table 4-9** and detailed in **Appendix 4-4**.

4.4.32 Although the Scheme is still in early stage thus no detailed design including the location of the noisy plants is available, no adverse fixed noise impact to the NSRs is anticipated if the choice of equipment, installation locations, installation and mitigations are properly designed.

Table 4-8 Allowable Sound Power Level for the Building Service Equipment of the Proposed Development

Time Period	Maximum Allowable SPL at NSR, dB(A)	Maximum Allowable Sound Power Level at Source, dB(A) ^{[1][2]}
Site A1		
Day and Evening Time (07:00-23:00)	65	86
Night Time (23:00 – 07:00)	55	76
Site B (Podium of Residential Portion)		
Day and Evening Time (07:00-23:00)	65	89
Night Time (23:00 – 07:00)	55	79
Site B (Hotel Portion)		
Day and Evening Time (07:00-23:00)	65	88
Night Time (23:00 – 07:00)	55	78

[1] For assessment purpose, a 6 dB of tonality, intermittency & impulsiveness correction has been adopted.

[2] The Maximum Allowable Sound Power Level at Source should be corrected by the tonality, intermittency, & impulsiveness correction of the selected equipment, according to Section 3.3 of the IND-TM.

Table 4-9 Cumulative Noise level form the Planned the Building Service Equipment of the Proposed Development

NSR ID	Description	SPL at NSR, dB(A)			
		Day and Evening Time (07:00-23:00)		Night Time (23:00 – 07:00)	
		Cumulative	Criteria	Cumulative	Criteria
NSR01	Fa Yuen Mansion	61	65	51	55
NSR02	Oscar Court	60	65	50	55
NSR03	Circle Garden	62	65	52	55
NSR04	Mongkok City Building	59	65	49	55
NSR05	Merlin Building	54	65	44	55
NSR06	Flower Villa	56	65	46	55
NSR07	Heung To College of Professional Studies	65	65	55	55
NSR08	Jenny's Court	62	65	52	55
NSR09	Residential flat of the Scheme (Tower 4)	65	65	55	55

Railway Noise

- 4.4.33 The East Rail Mong Kok East Station is situated to the south of the Project Site (**Figure 4-7**). Railway within the Mong Kok East Station and in the immediately north of the station are enclosed. However, the railway section located ~200m from the residential portion of the Site B (sub-area 1) to the north of Grand Century Place remains uncovered.
- 4.4.34 Although the recommended 85m buffer distance, as per HKPSG (**Table 4-4**), is met (**Figure 4-7**), the residential flats in Sites A1 & B (sub-area 1), which rely on openable windows for ventilation, have direct line of sight to the railway. Therefore, the railway is considered as a potential noise source to the residential flats.
- 4.4.35 A simplified railway noise calculation based on the methodology of approved EIA report (Shatin to Central Link - Mong Kok East to Hung Hom Section - AEIAR-165/2012) and conservative assumptions has been performed at the nearest point of the proposed development to the railway. The key information and assumptions of the railway noise calculation are as follows:
- The methodology of railway noise calculation of the approved EIA Report (AEIAR-165/2012);
 - The Reference L_{max} and Reference SEL of a single train event have been made reference to the approved EIA report (AEIAR-165/2012);
 - Ultimate train frequency of East Rail Line (ERL) has been referenced to approved EIA Report (AEIAR-165/2012) & Environmental Permit EP-437/2012/A;
 - 0700 to 2300: 30 trains / hour / direction
 - 2300 to 0700: 24 trains / hour / direction
 - 850 trains / hour / both directions
 - Train frequency of Intercity trains has been made reference to approved EIA Report (AEIAR-165/2012)
 - 1 train / 30 min / both directions
 - Assume all intercity trains are northbound (the nearer track) for conservative assessment
 - Assume 48 intercity trains per day
 - No barrier correction has been adopted;
 - No view angle correction has been adopted (i.e. assume 180 degree view);
 - Horizontal distance has been used instead of slant distance;
 - Train Speed
 - Based on an on-site observation during Jan 2024, the average velocity of ERL trains within the 300m assessment area are seldom over 70 km/h. The train speed of ERL is assumed to be 80 km/h for conservative assessment.
 - The intercity train is currently suspended. Based on the on-site observation near Macpherson Playground conducted in year 2019, the train speed of intercity train was around 75-80 km/h. The train speed of intercity train is assumed to be 80 km/h in the assessment.

Table 4-10 Summary of Predicted Railway Noise

Time Period	Criteria, dB(A)	Predicted Noise Level, dB(A)	
Day (0700 to 1900 hours)	70 ^[1]	58.9	L _{eq} , 30min
Evening (1900 to 2300 hours)			
Night (2300 to 0700 hours)	60 ^[1]	57.9	
24 hours	65 ^[2]	56.7	L _{eq} , 24 hours
	85 ^[2]	72.0	L _{max}

Noted

[1] Criteria for Fixed Noise Sources stipulated in the IND-TM.

[2] Recommendations from HKPSG

4.4.36 The railway noise level is summarised in **Table 4-10** and detailed in **Appendix 4-5**. The calculation results show that, with conservative assumptions, the railway noise levels are lower than the relevant criteria. Therefore, the railway noise should not have adverse impact on the proposed development.

4.5 Conclusion

4.5.1 The overall noise impact during the construction phase is considered insignificant. Subject to detailed site works arrangement, mitigation measures shall be implemented if necessary and applicable in accordance with ProPECC PN 1/24 during construction to minimize construction noise impact on the nearby NSRs.

4.5.2 Traffic noise impact has been taken into consideration when designing the notional layout of the residential development. The view angle from the windows to the road traffic has been minimized by buildings disposition, buildings orientation and windows locations. In the base scenario, ~83% of flats comply with the 70 dB(A) traffic noise assessment criterion as demonstrated. In the mitigated scenario where acoustic window, acoustic balcony and fixed glazing are incorporated into the proposed development, the compliance rate by flat has been increased to ~97%. Given the notional design is at planning stage and the proposed development is subject to detailed design upon CE in C's approval of the Scheme, the current assessment is based on a notional design and its anticipated result, of which baffle type acoustic window, acoustic balcony and fixed glazing have been adopted to achieve the noise compliance level. It should be noted that the actual layout in the future proposed development will be subject to detailed design, site constraints and feasibility.

4.5.3 A preliminary study of fixed noise sources based on the existing situation and the available information for planned developments show that no adverse fixed noise impact to the Scheme is anticipated. The planned fixed noise source from the proposed Scheme should not induce any adverse noise impact when the maximum allowable SWLs has been implemented properly.

4.5.4 Based on a simplified railway noise calculation, it is expected that the railway noise level at the noise sensitive receivers of the Site will comply with the relevant criteria. Therefore, no adverse noise impact is anticipated from the East Rail Line.

5 WASTE MANAGEMENT CONSIDERATION

5.1 Introduction

Background

5.1.1 In general, sustainable approaches to waste management should be adopted to produce less waste and reuse or recover materials value from waste stream. This section identifies the quality and quantity of waste generated from construction and operation phase of the Project, and evaluates the potential waste management implications that may result from waste generated during these phases.

Legislations, Standards, and Criteria

5.1.2 The assessment has been conducted with reference to the following legislations/guidelines that are related to the handling, treatment and disposal of waste in Hong Kong, and applicable to the Project:

- Waste Disposal Ordinance (Cap. 354) (WDO)
- Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C)
- Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N)
- Land (Miscellaneous Provisions) Ordinance (Cap. 28)
- Air Pollution Control Ordinance (Control of Asbestos (sections 51 to 84))
- ADV-19 – Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers – Construction and Demolition Waste
- Code of Practice on the Packaging, Labelling and Storage of Chemical Waste
- Code of Practice on the Handling, Transportation and Disposal of Asbestos Wastes
- DEVB TCW No. 9/2011, Enhanced Control Measures for Management of Public Fill
- Guide to the Chemical Waste Control Scheme
- Monitoring of Solid Waste in Hong Kong - Waste Statistics for 2022
- ProPECC PN2/97 Handling of Asbestos Containing Materials in Buildings
- Project Administrative Handbook (PAH) for Civil Engineering Works (2022 Edition)
- Public Cleansing and Prevention of Nuisances Regulation (Cap. 132BK)

5.1.3 The following legislations/ guidelines are considered as not applicable to the Project:

- CEDD TC No. 11/2019, Management of Construction and Demolition Materials
- ETWB TCW No. 19/2005, Environmental Management on Construction Sites
- ADV-21 – Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers – Management framework for Disposal of Dredged/Excavated Sediment
- ETWB TCW No. 34/2002 – Management of Dredged/Excavated Sediment

- 5.1.4 Waste collection and disposal is covered by the Waste Disposal Ordinance (Cap. 354) (WDO). This provides a licensing system for the disposal of certain wastes and for the control of certain wastes by regulation. All wastes should be properly stored and disposed in accordance with relevant waste management regulations and guidelines.
- 5.1.5 Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C) outlines the requirement for chemical waste handling and disposal.
- 5.1.6 Under the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N), construction waste delivered to a landfill for disposal must not contain more than 50% by weight of inert materials. Construction waste delivered to a sorting facility for disposal must contain more than 50% by weight of inert materials, and construction waste delivered to a public fill reception facility for disposal must consist entirely of inert materials.
- 5.1.7 Land (Miscellaneous Provisions) Ordinance (Cap. 28) provides control over placing and maintaining of C&D materials on unleased land. If the occupier does not hold the relevant license, the Department of Lands will take action accordingly.
- 5.1.8 Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (ADV-19) provides mitigation measures on waste generation and management during the planning stage of a building development to minimise waste disposals at landfills.
- 5.1.9 According to URA, as the Project is not considered as public works, *CEDD TC No. 11/2019*, *ETWB TCW No. 19/2005* and *PAH* are not applicable for the Project.
- 5.1.10 With reference to Hong Kong Coastline Map, no record of land reclamation is found within the Site boundary. Thus, *ADV-21* and *ETWB TCW No. 34/2002* are not applicable for the Project as land-based sediment is not expected.

5.2 Assessment Methodology for Waste Management Implications

- 5.2.1 The waste management implications during the construction and operational phases shall be assessed. The objectives and methods shall include, but not limited to, the following:
- (i) Identification/estimation of the types and quantities of waste arising from the Project;
 - (ii) addressing impacts caused by handling (including stockpiling, labelling, packaging and storage), collection, transportation and reuse/disposal of wastes in detail and propose appropriate mitigation measures;
 - (iii) adoption of waste management hierarchy with priorities towards waste reduction, on-site or off-site reuse and recycling;
 - (iv) estimation of the types and quantities of wastes required to be disposed of and their disposal method; and
 - (v) assessment of the impacts on the capacity of waste collection, transfer and disposal facilities.

5.3 Waste Management for Construction Phase

Waste Types

5.3.1 The site clearance, demolition of existing buildings, excavation, and superstructure construction activities to be carried out for the proposed development would generate a variety of waste that can be divided into distinct categories based on their composition and ultimate method of disposal. The identified waste types include:

- Construction and demolition (C&D) materials, comprising inert and non-inert materials, from the demolition and construction works;
- Potential asbestos containing materials;
- Chemical waste from any maintenance of construction plant and equipment; and
- General refuse from the workforce

Inert and non-inert C&D Materials

5.3.2 Inert C&D Material (or public fills) includes construction debris, soil, rock and concrete, should be re-used on-site as filling materials or off-site as public fill at public fill reception facilities. Non-inert C&D Material (or C&D waste) includes metal from the existing structures, wood from formwork, timber and woody materials from existing trees, equipment parts, and materials and equipment wrappings, etc., should be re-used or recycled as far as possible.

5.3.3 Under the current notional design, as the Scheme involves demolition of existing buildings and construction of 4 and 3 floors of basement for Site A1 and Site B respectively, there will be generation of inert C&D materials during construction. Furthermore, excavation works shall not encroach into the nullah and its surrounding vicinity. Since no excavation work is carried out in nullah, no excavation materials will be generated from nullah and thus disposal of sediments is not required. For other area, it is estimated that about 213,600 m³ excavated materials would be generated and about 53,400 m³ would be suitable for backfilling during site formation stage. It is also estimated that about 13,000 m³ C&D materials will be generated during the demolition work.

5.3.4 In order to account for the quantity of C&D materials to be generated from construction of the new building, C&D materials generation rate of 0.18 m³ per m² of GFA constructed is adopted, with reference to the actual volume of C&D waste generated from the superstructure stage of projects of similar scale. The total GFA of the proposed development from the Scheme will be around 133,900 m² (30,492 + 73,380 + 30,000 = 133,872 ≈ 133,900 m²). The C&D materials generated from superstructure construction is approximately 24,102 m³. Hence, the total amount of inert C&D materials generated by the Project is projected at 246,992m³ (259,341m³ with 5% sensitivity test).

5.3.5 The volume of non-inert C&D material, such as building materials, maintenance and packaging waste; generated during site clearance, demolition of existing buildings, and construction of superstructure works is projected at 3,710m³, which will be subject to specific construction procedures and site practices. The estimated amount of non-inert C&D material generated would be minimal with careful design, planning, good site management and control of ordering procedures, etc.

5.3.6 The estimated quantities of inert and non-inert C&D material generated from the construction of the Scheme are presented in **Table 5-1**.

Table 5-1 Estimated Quantities of C&D materials to be Generated, Reused and Disposed of

Construction Activities	Sum (m ³)	Wastes to be Reused/Recycled/disposed of (m ³)				
		Inert C&D materials		Non-inert C&D materials		
		Reused / Recycled On-Site	Reused Off-Site (a)	Reused / Recycled On-Site	Reused / Recycled Off-Site (b)	Disposed Off-Site
Excavation	213,600	53,400	160,200	0	0	0
Site Clearance / Demolition of Existing Buildings	13,000	0	11,700	0	130	1170
Superstructure Construction	24,102	0	21,692	0	241	2169
All	250,702	53,400	193,592	0	371	3,339
		246,992		3,710		
All (with 5% sensitivity test)	263,237	259,341		3,896		

Note

- (a) The surplus inert C&D materials shall be delivered to Public Fill Reception Facilities for beneficial reuse in other projects, the destination of the surplus inert C&D materials is subject to the designation by the Public Fill Committee according to DEVB TC(W) No.6/2010.
- (b) Non-inert C&D materials should be reused or recycled as much as possible before disposed off-site, estimated to be 10% of the total generated.

5.3.7 It is estimated that about 22% of inert C&D material to be reused on-site. The destination of the surplus inert C&D materials is subject to the designation by the Public Fill Committee according to DEVB TC(W) No.6/2010. The remaining non-recyclable C&D materials are not suitable for public fill and hence require disposal to licensed landfill facilities (the closest landfill is the South East New Territories (SENT) Landfill). The disposal of non-inert C&D materials at designated landfill shall be subject to agreement with the relevant section of the EPD.

Chemical Waste

5.3.8 Chemical waste, such as cleaning fluids, solvents, spent lubricants and fuel for equipment or waste battery, may be generated. As far as the scale of the works is small, the quantity of chemical waste generated would be minimal. It is expected that the approximate quantity of the lubrication oil is about 100L/month and hence approximately 6 m³ of chemical waste will be generated during construction period of 60 months (general assumption of construction time for URA redevelopment projects adopted). A licensed chemical waste collector should be employed to handle and dispose of the chemical waste. Furthermore, the chemical waste should be handled in accordance with the *Waste Disposal (Chemical Waste)(General) Regulation*. The Works Contractor should register as a Chemical Waste Producer under the WDO.

5.3.9 Since some of the existing structures to be demolished were built before the ban of asbestos building material, asbestos containing materials may be present at the concerned structures. Hence, asbestos investigation may be required to be carried out before the commencement of demolition works, in accordance with the Waste Disposal (Chemical Waste) (General) Regulation and other Codes of Practice listed in Appendix III in ProPECC PN2/97 Handling of Asbestos Containing Materials in Buildings if any asbestos is found in the Site. For asbestos wastes, if any, will be handled and disposed of in accordance with the Code of Practice on the Handling, Transportation and Disposal of Asbestos Wastes.

- 5.3.10 Asbestos Wastes are divided into three types, namely, Type 1 Waste, Type 2 Waste, and Type 3 Waste. The packaging, labelling, handling and storage and transportation of the wastes should also be carried out accordingly.
- 5.3.11 Disposal of Asbestos Wastes must be carried out at designated or licenses facilities. Prior to disposal, 10 working days for notice of intention to EPD is required for site preparation. Specific instructions and directions for disposal of Asbestos Wastes will be issued by EPD. Contractor should strictly follow the direction. At the disposal site, the process of disposal operation must be ensured by waste producer or collection contractor to follow instructions of landfill site staff.
- 5.3.12 With the implementation of proper chemical waste management measures listed in **Section 5.3.25**, the impact is anticipated to be insignificant.
- 5.3.13 No hazardous materials or hazardous wastes are expected to be generated during the construction of the Site.

General Refuse

- 5.3.14 General refuse such as food scraps, waste paper, empty containers, etc., would be generated from construction workforce during construction phase.
- 5.3.15 The maximum number of construction workers to be employed will be approximately 120 workers per day. The daily arising of general refuse from the construction workforce can be estimated based on a generation rate of 0.65kg per worker per day, the estimated quantity of the general refuse is 78kg (= 120 workers x 0.65kg/worker/day).
- 5.3.16 Such refuse should be properly managed so intentional or accidental release to the surrounding environment does not occur. If the general refuse is recyclable, such as food scraps, paper, plastics and aluminum materials, the reuse and recycling of such waste is encouraged. Effective collection of site wastes such as providing enclosed bins or compaction units would be required to prevent waste materials being blown around by wind, flushed or leached into nearby waters, or creating an odour nuisance or pest and vermin problem. Waste storage areas should be well maintained and cleaned regularly. As food waste is the main source of generating unpleasant odour and causing environmental hygiene concerns.
- 5.3.17 With the implementation of good waste management practices as suggested in **Section 5.3.24** at the site, adverse environmental impacts are not expected to arise from the storage, handling and transportation of general refuse generated by construction workers.

Mitigation Measures

- 5.3.18 Prior to the commencement of the construction works, the contractor will identify the types and amount of waste generated, and handle, store, collect and dispose waste in accordance with Waste Disposal Ordinance (Cap. 354). The associated mitigation measures and good site practice should be implemented as follows:

C&D Materials

- 5.3.19 In general, minimization/reuse/recycling of C&D materials (i.e. both inert and non-inert C&D materials) should be considered prior to disposal. Good Site Practices and Waste Reduction Measures should be adopted during construction phase, measures may include:

- On-site sorting of C&D materials;
 - Recycling and reuse of excavated materials for on-site filling materials;
 - Avoidance and minimization to reduce the potential quantity of C&D materials generated;
 - Reuse of materials as practical as possible;
 - Recovery and Recycling as practical as possible;
 - Provide training to workers on the importance of appropriate waste management procedures, including waste reduction, reuse, recycling, public cleanliness and obstruction offences.
- 5.3.20 The contractor should submit a waste management Plan (the Plan) to the project proponent for agreement, covering the types of waste and their estimated quantities, timing of waste arising; measures for reducing waste generation etc. as recommended in Section 3 of ADV-19. If the project is expected to produce more than 300,000 m³ of construction and demolition material, it is necessary to seek advice from the Director of Environmental Protection before accepting the Plan, as specified in Section 4 of ADV-19. This ensures that appropriate measures are in place to effectively manage the significant amount of C&D material generated by the project.
- 5.3.21 Waste storage should be performed by contractor prior to disposal. Stockpiling and segregating areas should be provided at site. Effective collection of site wastes would be required to prevent waste materials being blown around by wind, flushed or leached into nearby waters, or creating an odour nuisance or pest and vermin problems. Waste storage areas should be well maintained and cleaned regularly.
- 5.3.22 During inclement weather (e.g. heavy rainstorm), the stockpile should be covered by tarpaulin or other water-resistant fabric. This can prevent dust and waste from being blown away by wind or washed into watercourses/drainage system.
- 5.3.23 Excavated C&D materials should be reused as far as possible. If possible and applicable, excavated materials will firstly be backfilled on-site during site formation. The remaining surplus excavated materials are improbable to be reused and hence disposed to fill banks.

General Refuse

- 5.3.24 General refuse should be stored in enclosed bins or compaction units separate from C&D materials. 3-color recycle bins for the collection of recyclable municipal waste should also be provided. A reputable waste collector should be employed by the contractor to remove or recycle general refuse from the Site, separately from C&D materials. Preferably an enclosed and covered area should be provided to reduce the occurrence of “wind-blown” light materials.

Chemical Waste

- 5.3.25 If chemical waste is produced at the construction site, the contractor will be required to register with the EPD as a chemical waste producer and to follow the guidelines stated in the *Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C)*. Chemical waste should be stored in appropriate containers and collected by a licensed chemical waste collector. The chemical waste management measures should include, but not limited to the following:

- Minimize the production of Chemical Waste
- Registration of Chemical Waste Producers with EPD should be carried out for any person who produces chemical waste
- Give notification of certain Chemical Waste for Disposal to EPD as required in *Section 4 of the Regulation & Section 17 of the Ordinance*
- Carry out Packaging, Labelling and Storage of Chemical Wastes as per *Sections 9 to 19 of the Regulation*
- Collection of Chemical Waste and the “Trip Ticket” System as per *Sections 20 to 29 of the Regulation*
- Precautions Against Dangers from Spillages, Leakages or Accidents involving Chemical Waste as per *Sections 30 to 32 of the Regulation*
- mitigation measures and good practices would be properly implemented for the handling and disposal of asbestos-containing materials according to the *Code of Practice on the Handling, Transportation and Disposal of Asbestos Wastes*.

5.3.26 Provided that good site practices are strictly followed, there would be no adverse impacts related to waste management during construction phase.

5.4 Waste Management for Operation Phase

- 5.4.1 Domestic wastes will be expected as the major type of waste from the redevelopment, including food residues, plastic, metal products, paper, etc.. No chemical or hazardous waste is anticipated, including waste generated during the operation and maintenance of the equipment and facilities. Wastes generated will be collected and disposed of on a regular basis. Building management will be arranged by the future owners to manage the development including waste disposal.
- 5.4.2 The domestic waste will be collected (at the refuse collection point) and regularly disposed of at landfill or regularly collected by recyclers, waste recycling would be carried out during operation phase. To minimize waste generation and promote recycling, it is recommended to implement source separation of domestic waste in the proposed development.
- 5.4.3 It should be noted that a Refuse Collection Point (RCP) will be provided within Site B, to seamlessly replace the existing Sai Yee Street (Flower Market Road) Refuse Collection Point. The operation of RCP is managed by Food and Environmental Hygiene Department (FEHD).
- 5.4.4 Based on the anticipated population intake for the Proposed Development, which is projected to be about 3,385 and will be further refined during the detailed design stage, it is estimated that approximately 3,148 kg per day (= 120 persons x 0.93kg/person/day¹²) of general refuse will be generated during the operation phase. With the proper implementation of the control measures, adverse impacts due to waste management will not be anticipated.

5.5 Hierarchy of Waste Management

- 5.5.1 Waste management options would be adopted and exercised in accordance with a hierarchy in order to reduce and manage waste. The hierarchy of waste management and relevant recommendations provided for the construction and operation phases of the Scheme are summarized in **Table 5-2**.

¹² The domestic waste disposal rate of 0.93 kg/person/day is adopted according to the latest Monitoring of Solid Waste in Hong Kong (i.e. waste statistics 2022)

Table 5-2 Hierarchy of Waste Management

Order of Preference	Waste Management	Construction Phase	Operation Phase
1	Avoidance and Minimization	<ul style="list-style-type: none"> The potential quantity of C&D materials, general refuse and chemical waste generated, should be reduced and minimized. 	<ul style="list-style-type: none"> Promote waste reduction in the community.
2	Reuse	<ul style="list-style-type: none"> Inert C&D Material, including construction debris, soil, rock and concrete, should be re-used on-site as filling materials or off-site as public fill at public fill reception facilities. 	N/A
3	Recovery and Recycle	<ul style="list-style-type: none"> Non-inert C&D Material, including metal from the existing structures, wood from formwork, equipment parts, and materials and equipment wrappings, should be re-used or recycled; General refuse, such as paper, plastics and aluminum materials, should be re-used or recycled. 3-color recycle bins and a reputable waste collector are provided and employed respectively to enhance recycling. 	<ul style="list-style-type: none"> Implement source separation of domestic waste to facilitate recycling.
4	Treatment and Disposal	<ul style="list-style-type: none"> Non-inert C&D waste Chemical waste should be treated and disposed at licensed facilities. "Trip-ticket" must be provided throughout all movements for records; General refuse is collected by a reputable waste collector. 	<ul style="list-style-type: none"> General refuse is collected by a reputable waste collector.

5.6 Conclusion

5.6.1 A variety of wastes including inert C&D material, C&D waste, chemical waste, asbestos-containing materials, and general refuse would be generated during the construction phase and domestic waste would be generated during operation phase. Provided that the wastes generated would be managed with appropriate measures, no adverse environmental impacts arising from the handling, storage, transportation or disposal of the wastes generated during the construction and operation stage of the Scheme would be envisaged.

6 POTENTIAL LAND CONTAMINATION

6.1 Introduction

6.1.1 This chapter identifies and evaluates any potential land contamination impact within the scheme boundary of the proposed development. Preliminary assessment has been conducted with reference to the applicable legislation and guidelines.

6.2 Legislations, Standards & Guidelines

6.2.1 Legislations and guidelines related to land contamination are given below:

- Waste Disposal (Chemical Waste) (General) Regulation (Cap 354C);
- Dangerous Goods Ordinance (Cap 295);
- Practice Guide for Investigation and Remediation of Contaminated Land (PG);
- Guidance Note for Contaminated Land Assessment and Remediation; and
- Guidance Manual for Use of Risk-Based Remediation Goals (RBRGs) for Contaminated Land Management.

Potential Land Contamination Impact

6.2.2 According to *Guidance Note for Contaminated Land Assessment and Remediation* and EIAO-TM Annex 19 and PG, the industrial uses that may result in land contamination include but limited to the following:

- Boat / ship building or repairing works
- Chemical manufacturing / processing plants, dangerous goods stores
power plants
- Concrete and asphalt production
- Golf courses
- Motor vehicle /equipment depot, repairing, service centres
- Open area storage
- Petroleum Products and coal industrial operations (including oil depots and gas works)
- Power plants, individual power generation units
- Scrap yards
- Steel mills / metal workshops
- Waste recycling workshops
- Dumping ground

6.3 Assessment Methodology

6.3.1 With reference to the PG, Site Appraisal shall be carried out to assess the land contamination potential via the following methods for the preliminary assessment:

- Review of available historical and recent aerial photos
- Inquiry with the Environmental Protection Department (EPD) and Fire Services Department (FSD) on potential land contamination issues in past years

- Site inspection at Site B for identifying industrial activities listed under the Guidance Notes, supplemented by non-intrusive site inspection conducted at Sites A1 to A5 considering that these sites are still occupied and inaccessible during this assessment period
- The Sites shall be re-appraised and site walkover(s) shall be carried out upon land resumption. The findings shall be reported in the detailed Land Contamination Assessment and Remediation (if needed), which should be completed with reference to the prevailing guidelines on land contamination assessment prior to the development of the Sites.

6.4 Site Appraisal

Aerial Photos

6.4.1 Aerial photos between 1949, the first available year, and 2022, the latest available year, were inspected at the Map and Aerial Photograph Library of the Lands Department. Aerial photos overlaid with the boundaries of areas of concern is provided in **Appendix 6-1**. The land use history of the Sites is summarised in **Table 6-1** as below:

Table 6-1 Historical Land Use

Year	Photo No./ Reference	Observations	Assumed Major Land Use
1949	81A_117-6055	The majority of the Sites and their surrounding areas were open spaces. There was an uncovered nullah from the north-east to south-west of the of the Site. The north-west of the nullah was mostly open area. The south-east of the nullah was mostly agricultural land. Tenement buildings along Prince Edward Road West, including those erected at Sites A2 – A5, were found.	Open Space / Agricultural Land / Open Channel / Residential Buildings
1956	F22_554-0102	Constructions of the sports ground at Site B and Mong Kok Stadium were found. The agricultural use of the area had become obsolete.	Open Space / Open Channel / Residential Buildings
1963	1963_1963-5922	The building near Prince Edward Road West (Prince Edward Building) was completed, and the south-east area was used as carpark. No significant change is identified for the remaining area.	Open Space / Open Channel / Residential Buildings / Sports ground
1969	1969_1969-2270	The area in the south-east of the nullah was used as plant nursery and the refuse collection point in south-west corner had been built. No significant change is identified for the remaining area.	Open Space / Open Channel / Residential Buildings / Sports ground
1976	1976_14725	The Boundary Street Sports Centre No. 1 and Sai Yee Street Children's Playground was commissioned. No significant change is identified for the remaining area.	Open Space / Open Channel / Residential Buildings / Sports ground
1981	1981_39892	No major change in the Site is observed.	Open Space / Open Channel / Residential Buildings / Sports ground
1986	1986_A04336	The Boundary Street Sports Ground Substation and Boundary Street Sports Centre No. 2 was under construction. No significant change is identified for the remaining area.	Open Space / Open Channel / Residential Buildings / Sports ground
2020	2020_E099358C	The nullah was completely covered. No significant change is identified for the remaining area.	Open Space / Open Channel / Residential Buildings / Sports ground

Year	Photo No./ Reference	Observations	Assumed Major Land Use
2022	2022_E165407C	No major change in the Site is observed.	Open Space / Open Channel / Residential Buildings / Sports ground

6.4.2 The review of historical land use from aerial photos has indicated that the major land use of the Sites from 1949 – 2022, are residential buildings and carpark for Site A1; residential buildings for Sites A2 to A5; and open space, plant nursery, refuse collection point, indoor sports centre for Site B.

6.4.3 Based on findings from the historical land use, potential land contamination issue may arise from the carpark (Site A1) and electrical sub-station(ESS) (Site B) thus further investigation shall be conducted during later stage.

Site Visit

6.4.4 Site A1 to A5 are currently in use and thus only peripheral inspection can be conducted. On the other hand, site inspections at Site B were conducted in August 2023 and February 2024, which covered the Boundary Street Plant Nursery, Flower Market Path, Sai Yee Street Children's Playground, Sai Yee Street (Flower Market Road) Refuse Collection Point, Sai Yee Street Public Toilet, Boundary Street Recreation Ground, Boundary Street Amenity Plot as well as Boundary Street Sports Centres No.1 & No.2. Site visit to Mong Kok Stadium, where is to the immediate east of Site B, was also conducted in February 2024.

Site A1

6.4.5 Site A1 comprises Prince Edward Building, as well as two rows of low-rise residential buildings. The ground floors of all the buildings in Site A1 are designated for commercial use, such as retail and/or restaurants. Considering their current uses, it is unlikely that potential land contamination will arise from the activities of the commercial establishments on the ground floor, as well as the residential flats above them.

6.4.6 It should be noted that the open space immediately east of Prince Edward Building has been used as a parking area or temporary retail booths. During the site visit, no car was identified and various temporary retail booths were set for the sales of flower. No cracks or fissures were identified on the fully paved ground. No oil marks or stains were identified. Hence, no potential land contamination is anticipated in this area.

6.4.7 Site A1 is surrounded by composite buildings, i.e. retail use at the ground floor with residential units in the upper floor, or commercial buildings. Since similar land use in the surrounding area was identified with Site A1, off-site land contamination potential is not expected.

Sites A2 – A5

6.4.8 Sites A2 - A5 are currently occupied by low-rise residential buildings with retails/shops on the ground floor. Considering their current uses, it is unlikely that potential land contamination will arise from the activities of the commercial establishments on the ground floor, as well as the residential flats above them.

6.4.9 Sites A2 - A5 are surrounded by Mong Kok Stadium (North), residential Buildings (West and South), and Yuen Po Street Bird Garden (East). No potentially contaminated activities were recorded in the stated areas except the Dangerous Goods Storage in Mong Kok Stadium. However, a fully paved ground was observed in DG storage during site visit. Hence, off-site land contamination potential could be neglected.

Site B

6.4.10 Judging from their current uses, it is unlikely that potential land contamination will arise from the activities at Sai Yee Street Children's Playground, Boundary Street Sports Ground, and Boundary Street Sports Centres No.1 & No.2. As for the Boundary Street Plant Nursery, its fertilizers, as well as other organic material, are stored in enclosed containers, thus no leakage is anticipated. There is no trace of land contamination identified for Sai Yee Street (Flower Market Road) Refuse Collection Point which is located at the southwest corner of Site B. During the site visit, good hygienic condition, i.e. no stagnant water and enclosed waste bins, was observed. Hence, no leakage of liquid was identified. In addition, no sign of oil stains was identified. Therefore, the land contamination potential is not anticipated.

6.4.11 The site visit included an inspection of the ESS located in the southwest area of Site B. The ground in this area was observed to be fully paved, and the only items present were equipment such as switchgear, LV board, cables, metering, and panels. No transformer was identified in the ESS, indicating that it does not pose any potential land contamination issues. Additionally, there are no anticipated hazardous materials or chemicals associated with the operation and maintenance of the ESS.

6.4.12 Site B is surrounded by Tai Hand Tung Recreational Ground (North), Mong Kok Stadium (East), and residential buildings (South and West). No potentially contaminated activities were recorded in stated areas except the Dangerous Goods Storage in Mong Kok Stadium. However, as described in section 6.4.9, a fully paved ground was observed in DG storage during site visit. Hence, off-site land contamination potential is not expected.

6.4.13 In conclusion, no industrial activities listed under the Guidance Notes have been identified at the Scheme area during the site inspections. The photo records of Site B are provided in **Appendix 6-3**.

6.5 Site Geology & Hydrogeology

6.5.1 According to Hong Kong Geological Survey (HKGS) Sheet 11 Solid and Superficial Geology (Hong Kong and Kowloon) Series HGM20 (2012 Edition II, Scale 1:20,000), the area within which the Sites are located is predominantly overlain by superficial deposits and Alluvium (Qfa) of Fanling Formation.

6.6 Inquiry with EPD & FSD

6.6.1 Information was requested from FSD and EPD's Regional Office (East) on the history of operation and land use of the sites. The EPD was consulted with regard to any records of chemical waste producer (CWP). The FSD was consulted with regard to any records of dangerous good (GD) license(s). Both departments were also inquired on any reported accidents or spillage/leakage incidents within the three areas of concern. The correspondences from EPD and FSD are documented in **Appendix 6-2**.

6.6.2 **Table 6-2** below shows the summary of the responses from Government Departments.

Table 6-2 Summary of Response from Government Departments

Government Department	Response
Environmental Protection Department Regional Office (East)	<p>No record of reported accidents of spillage / leakage of chemicals at or near the concerned sites.</p> <p>For chemical waste producer (CWP), the records were checked on August 2023. No CWP within the sites and only one CWP near the sites has been identified.</p> <ul style="list-style-type: none"> • Best Living Elderly Home Limited <ul style="list-style-type: none"> ○ 3/F & Unit C and Unit D,4/F, Prince Commercial Building, 150 &152 Prince Edward Road West, Mong Koks, Kowloon ○ Homes for the Aged ○ The License is currently valid (August 2023)
Fire Services Department	<p>No record of reported accidents of spillage / leakage of dangerous goods at or near the concerned sites.</p> <p>For dangerous goods (DG) license, the records were check on August 2023. No DG license within the sites and storages with DG license near the sites has been identified.</p> <ul style="list-style-type: none"> • Mong Kok Stadium <ul style="list-style-type: none"> ○ Unleaded motor spirit ○ Light Diesel ○ Paint ○ Thinner

6.6.3 Base on the CWP records, there is no CWP within the Scheme area. A CWP record is identified at 3/F of Prince Commercial Building, and it is unlikely that a CWP on 3/F will pollutant the land during its operation.

6.6.4 Base on the records of DG license, there is no DG license within the Sites. However, a DG Storage with DG license has been identified at Mong Kok Stadium, which is 25.5 metre from the closest point of scheme boundary. According to the site walkover conducted in February 2024, the DG storage at Mong Kok Stadium was fully paved with concrete. No crack or fissure was observed. In addition, no sign of oil stain or chemical leakage was identified. Although close distance (min. ~40m) between scheme boundary and DG Storage is recorded, good paving condition (i.e. no cracks on pavement and no sign of oil stains) in DG storage is observed. Hence, offsite land contamination potential from DG storage at Mong Kok Stadium is not expected. The photo record of DG storage is provided in **Appendix 6-3**.

6.7 Conclusion

6.7.1 The available information from aerial photos, site inspections, and records from authorities suggests that potential land contamination activities were recorded for the Scheme area and its surroundings. Based on findings from historical land use and existing uses and site conditions identified during site visits, potential land contamination is unlikely to arise from the activities of the Scheme area. The necessity of conducting re-appraisal and further site walkovers will be determined after land resumption.

7 CONCLUSION

- 7.1.1 An Environmental Assessment has been carried out to evaluate the potential environmental benefits and impacts likely to arise from the Scheme. The key environmental issues associated with the Scheme are construction dust impact, construction noise impact and waste management during the construction phase and potential air quality and noise impact during the operational phase.

Air Quality

- 7.1.2 Air emission is not anticipated from the proposed development during operation phase. Air quality model based on the current notional design with conservative approach has been conducted. The model results show that the predicted air quality at all proposed residential flats and external facades of non-residential area comply with the AQOs. Therefore, no adverse air quality impact due to openable windows for residential flats and fresh air intake for non-residential areas of the Scheme is anticipated.
- 7.1.3 For Site A1, there is a small exceedance zone at the southwestern corner within the site which is basically at the pavement area. No active activity is anticipated at that area in the future.

Noise

- 7.1.4 The overall noise impact during the construction phase is considered insignificant. Subject to detailed site works arrangement, mitigation measures shall be implemented in accordance with ProPECC PN 1/24 during construction to minimize construction noise impact on the nearby NSRs.
- 7.1.5 Traffic noise impact has been taken into consideration when designing the notional layout of the residential development. The view angle from the windows to the road traffic has been minimized by buildings disposition, buildings orientation and windows locations. In the base scenario, ~83% of flats comply with the 70 dB(A) traffic noise assessment criterion as demonstrated. In the mitigated scenario where acoustic window, acoustic balcony and fixed glazing are incorporated into the proposed development, the compliance rate by flat has been increased to ~97%. Given the notional design is at planning stage and the proposed development is subject to detailed design upon CE in C's approval of the Scheme, the current assessment is based on a notional design and its anticipated result, of which baffle type acoustic window, acoustic balcony and fixed glazing have been adopted to achieve the noise compliance level. It should be noted that the actual layout in the future proposed development will be subject to detailed design, site constraints and feasibility.
- 7.1.6 A preliminary study of fixed noise sources based on the existing situation and the available information for planned developments show that no adverse fixed noise impact to the Scheme is anticipated. The planned fixed noise source from the proposed Scheme should not induce any adverse noise impact when the maximum allowable SWLs has been implemented properly.
- 7.1.7 For railway noise, the HKPSG recommended 85m buffer distance is met for all residential flats at Sites A1 & B. Based on a simplified railway noise calculation, it is expected that the railway noise level at the noise sensitive receivers of the Site will comply with the relevant criteria. Therefore, no adverse noise impact is anticipated from the East Rail Line.

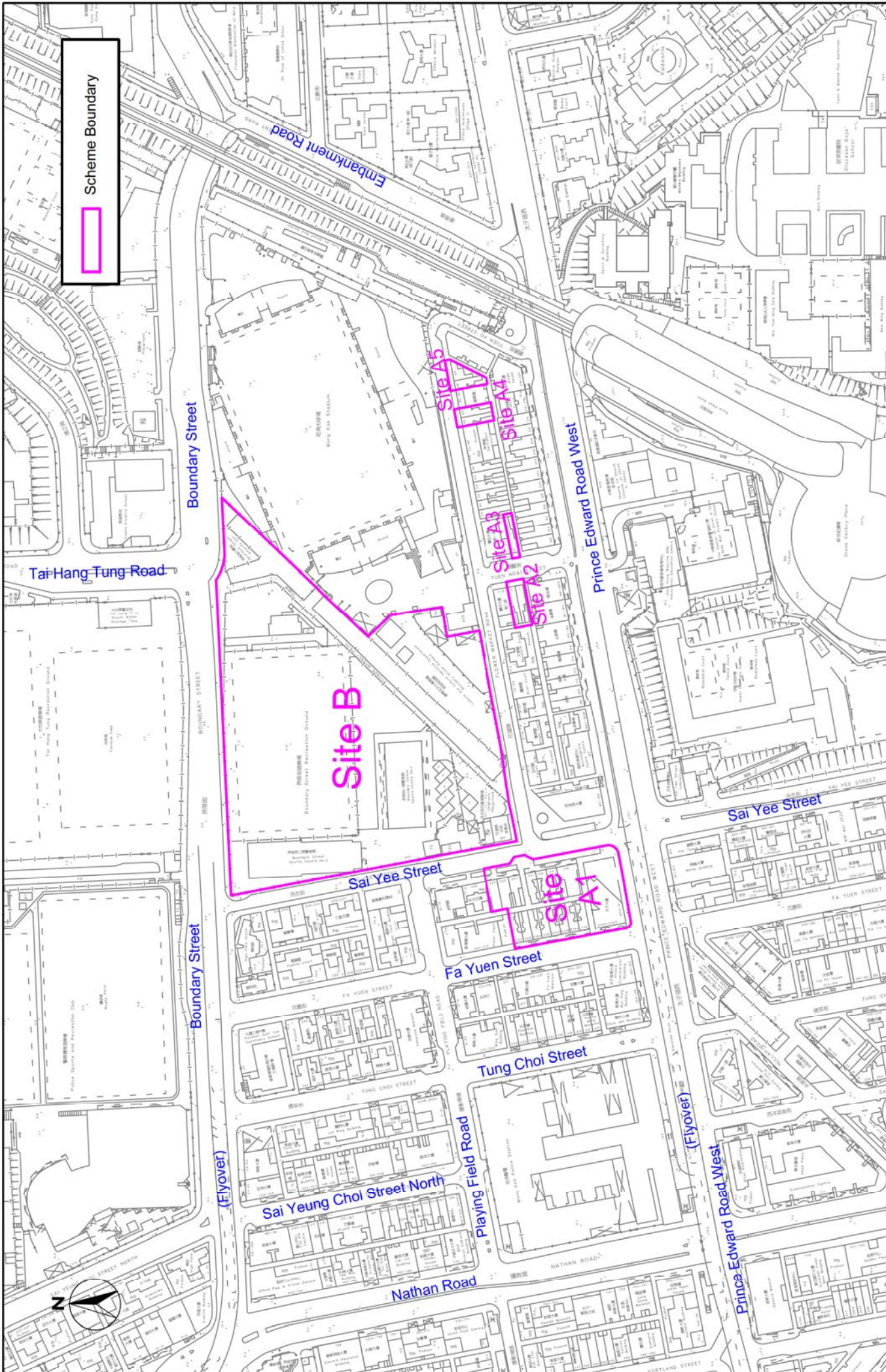
Waste Management

- 7.1.8 A variety of wastes including inert C&D material, C&D waste, chemical waste, asbestos-containing materials, and general refuse would be generated during the construction phase and domestic waste would be generated during operation phase. Provided that the wastes generated would be managed with appropriate measures, no adverse environmental impacts arising from the handling, storage, transportation or disposal of the wastes generated during the construction and operation stage of the Scheme would be envisaged.

Land Contamination

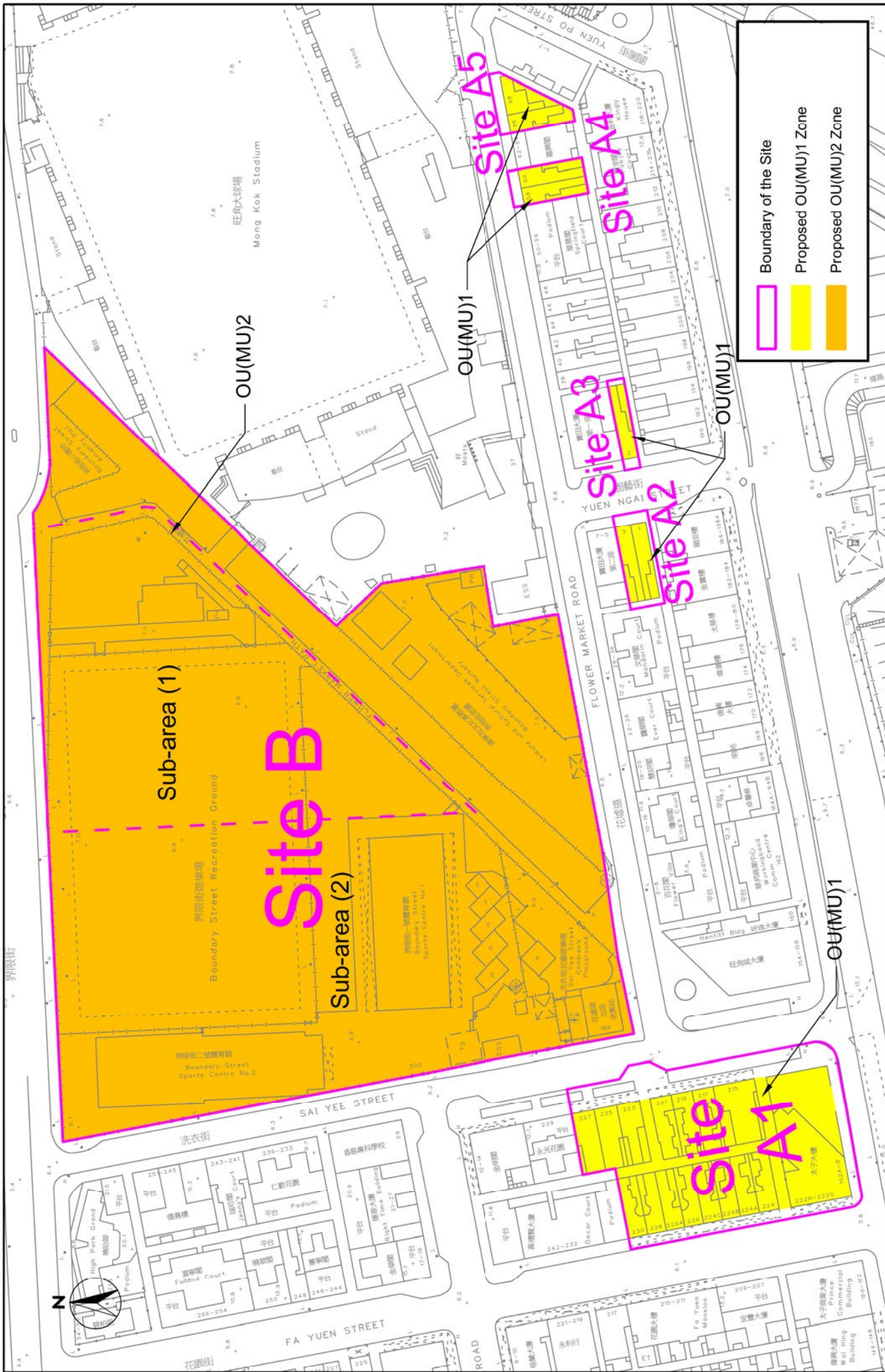
- 7.1.9 The available information from aerial photos, site inspections, and records from authorities suggests that potential land contamination activities were recorded for the Scheme area and its surroundings. Based on findings from historical land use, potential land contamination issues may arise from the electrical sub-station (Site B), and further investigation will be conducted during a later stage. Based on the existing uses identified during site visits, potential land contamination is unlikely to arise from the activities of the Scheme area. The necessity of conducting re-appraisal and further site walkovers will be determined after land resumption.

FIGURES



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE	1:2000 @ A3	DATE	August 2023
CHECK	KS	DRAWN	CC	REV	-
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 2-1		

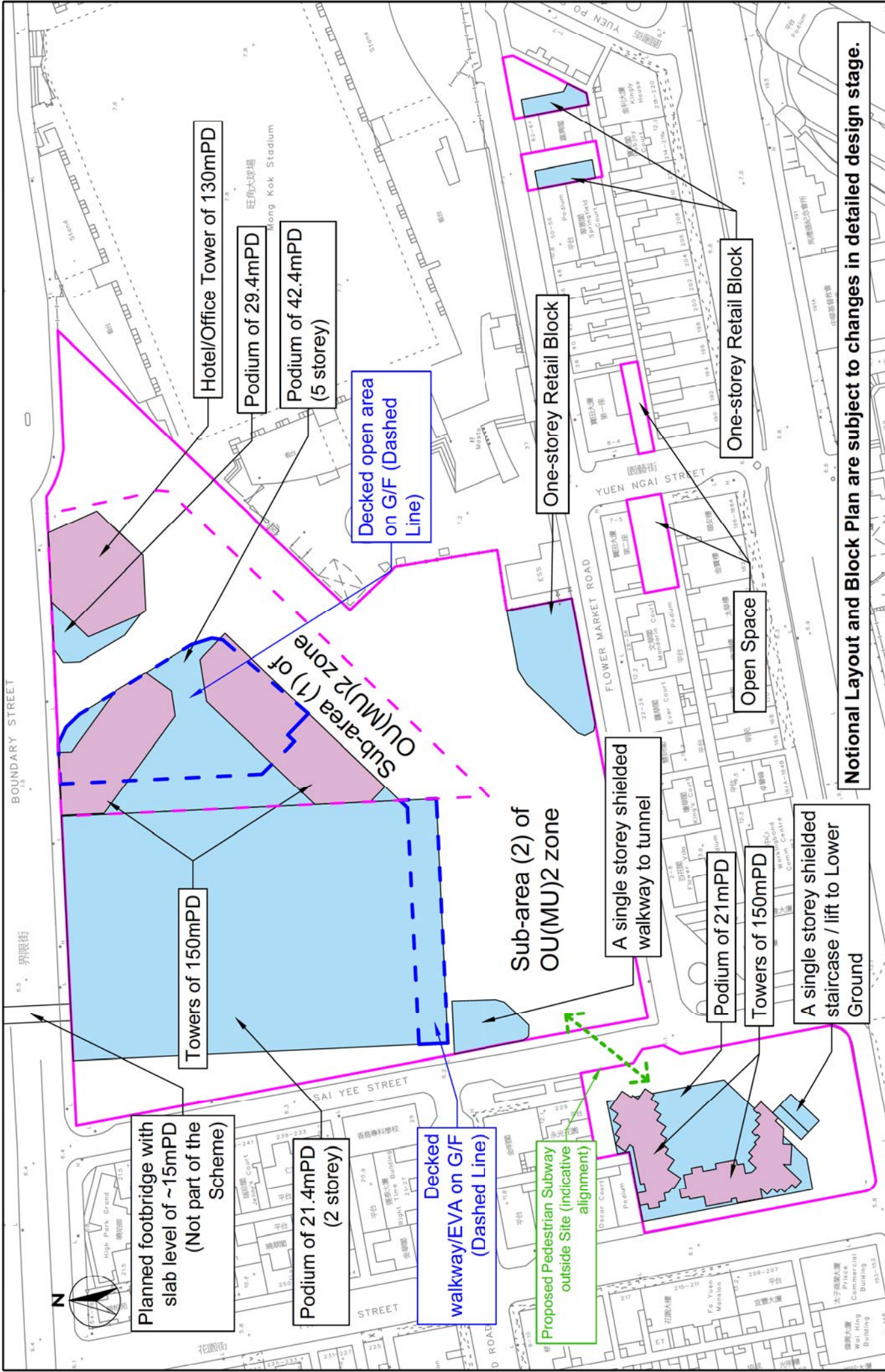
Location Plan



SCALE	1:1000 @ A3	DATE	March 2024
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 2-2b
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
Proposed Zoning of the Sites





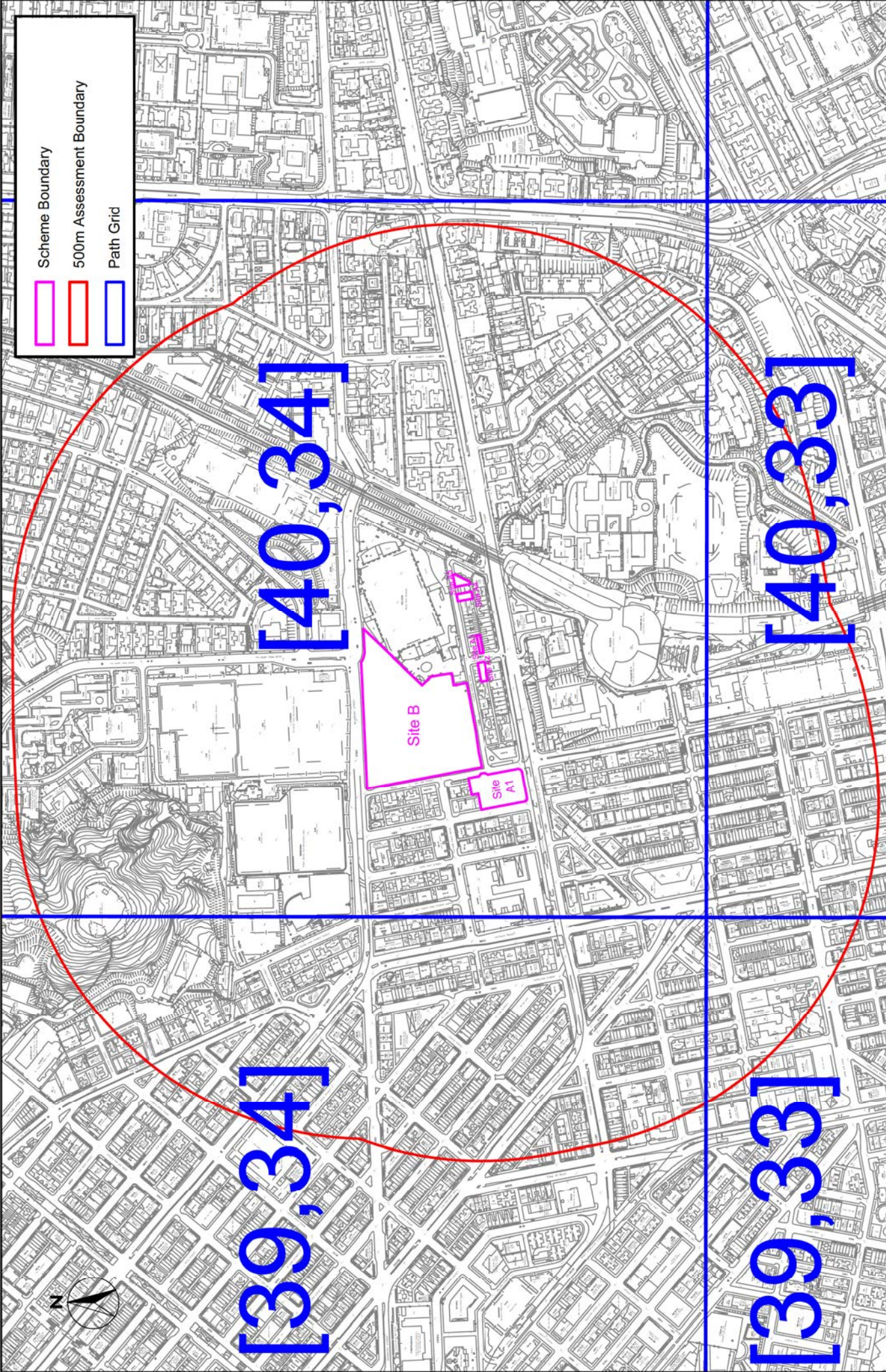
Notional Layout and Block Plan are subject to changes in detailed design stage.

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

SCALE	1:1000 @ A3	DATE	Mar 2024
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 2-3
REV			-

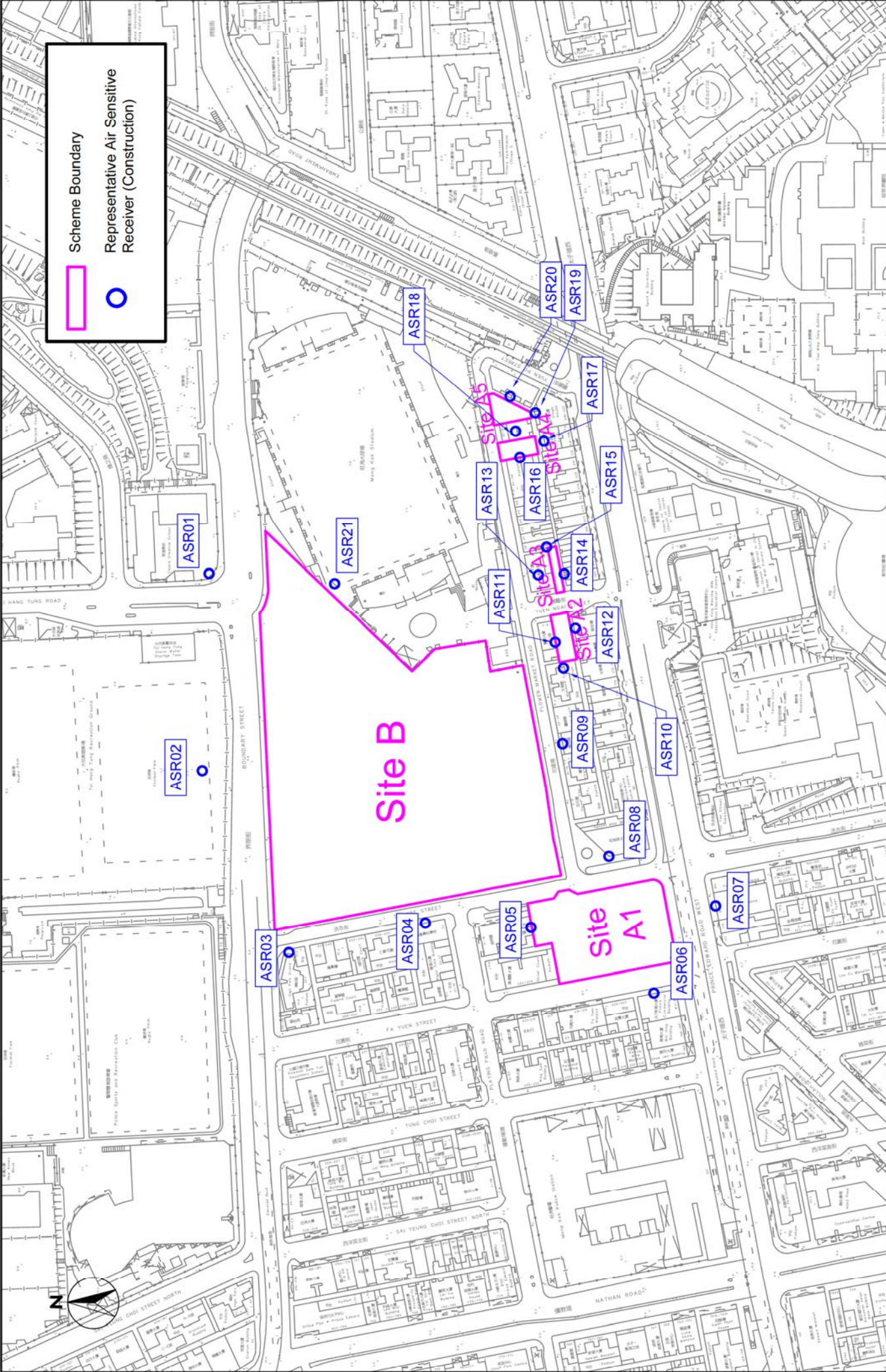
Notional Plan of the Proposed Scheme





Scheme Boundary
 500m Assessment Boundary
 Path Grid

 Cinotech Consultants Limited	Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE 1:5000 @ A3	DATE August 2023
	Assessment Boundary (Air Quality)		CHECK KS	DRAWN CC
		JOB NO. IA19021-YMAA101P1	DRAWING NO. Fig. 3-1	
			REV -	



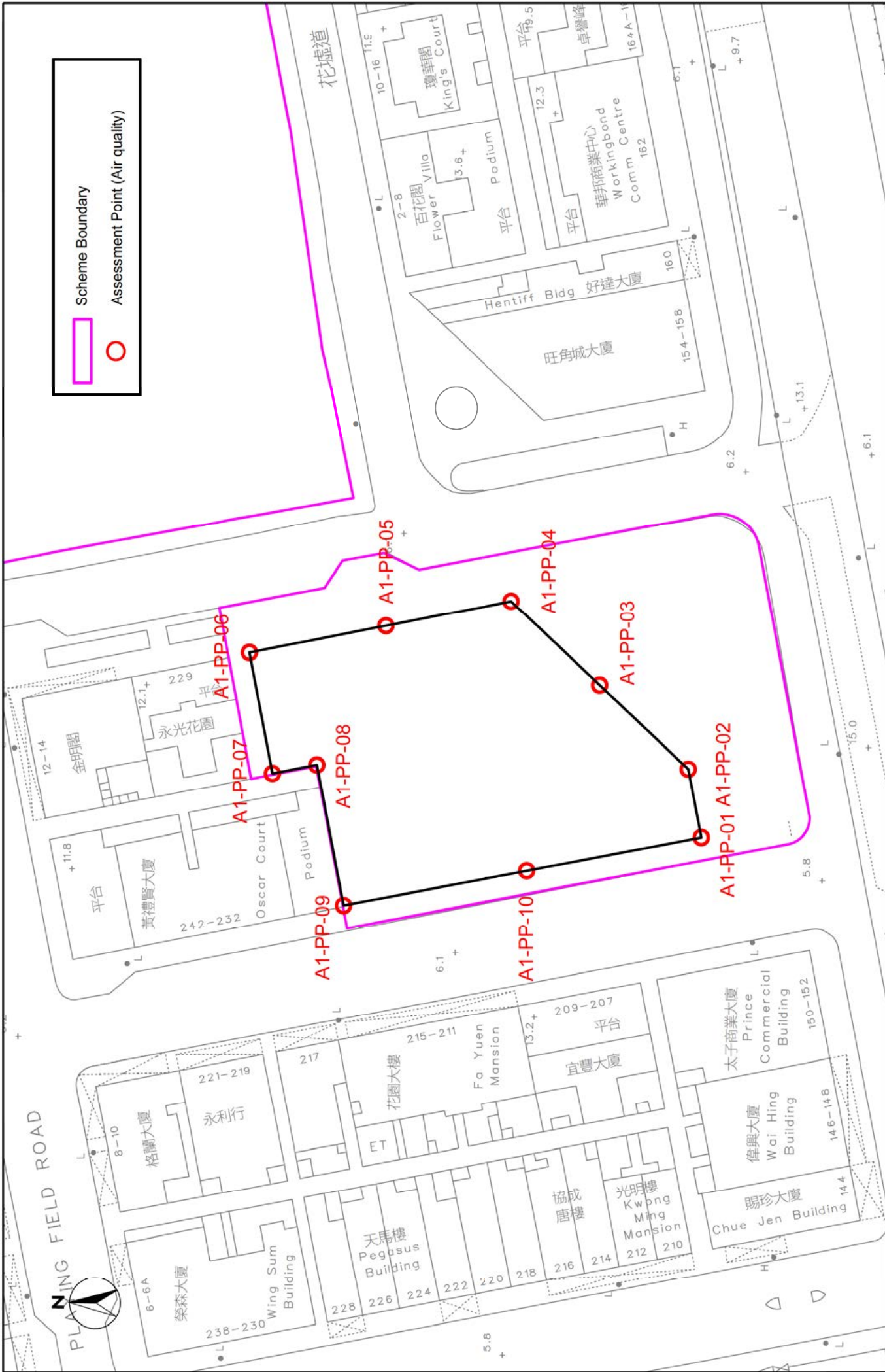
Scheme Boundary

Representative Air Sensitive Receiver (Construction)

DATE	February 2024
DRAWN	CC
CHECK	KS
JOB NO.	IA19021-YMAA101P1
SCALE	1:2000 @ A3
DRAWING NO.	Fig. 3-2
REV	-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
 Representative Air Sensitive Receiver (Construction Phase)



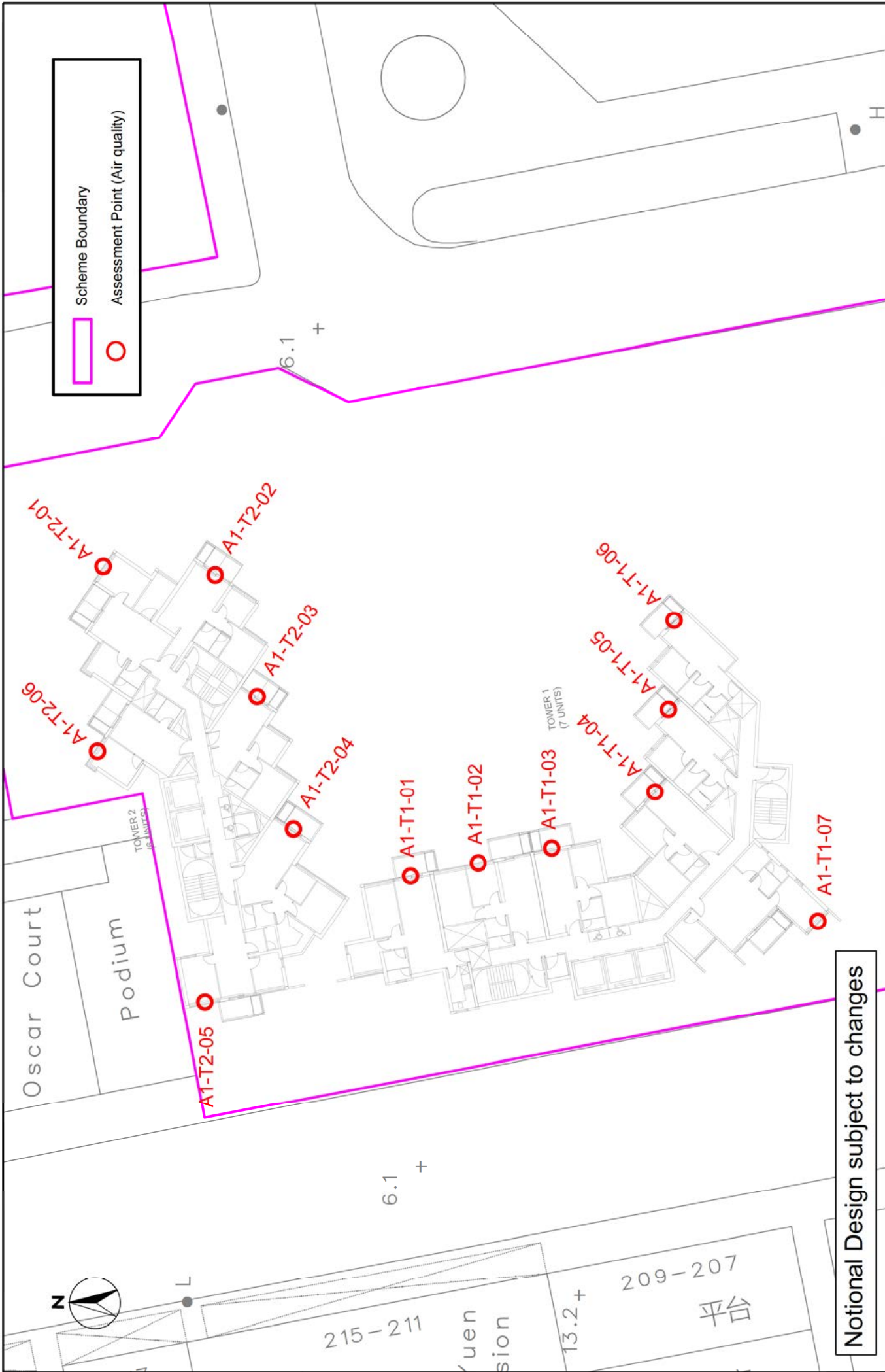


Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Assessment Point (Air Quality) - Site A1 - Podium

SCALE	1:500 @ A3	DATE	August 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-3a
REV			-

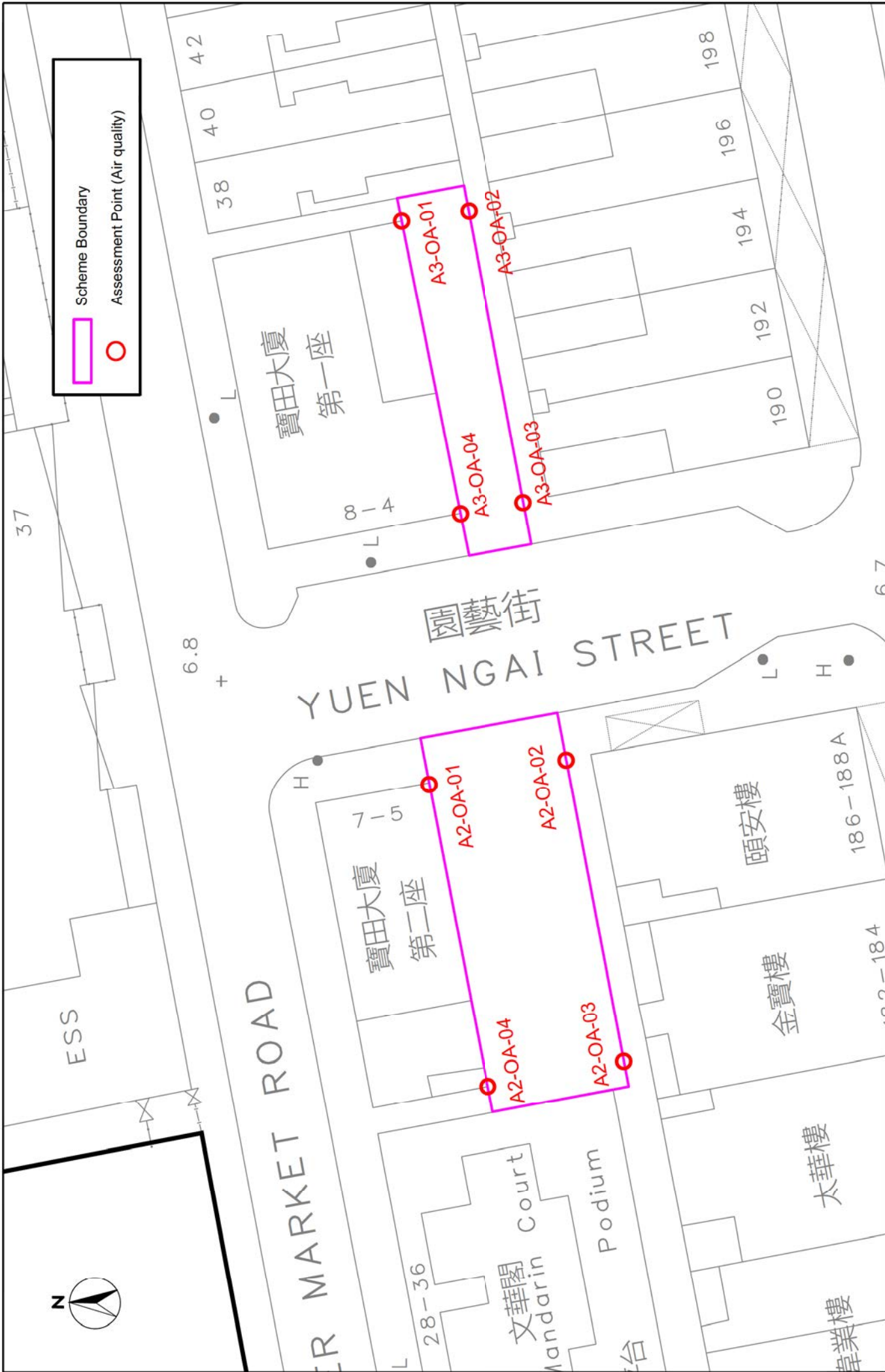




Notional Design subject to changes

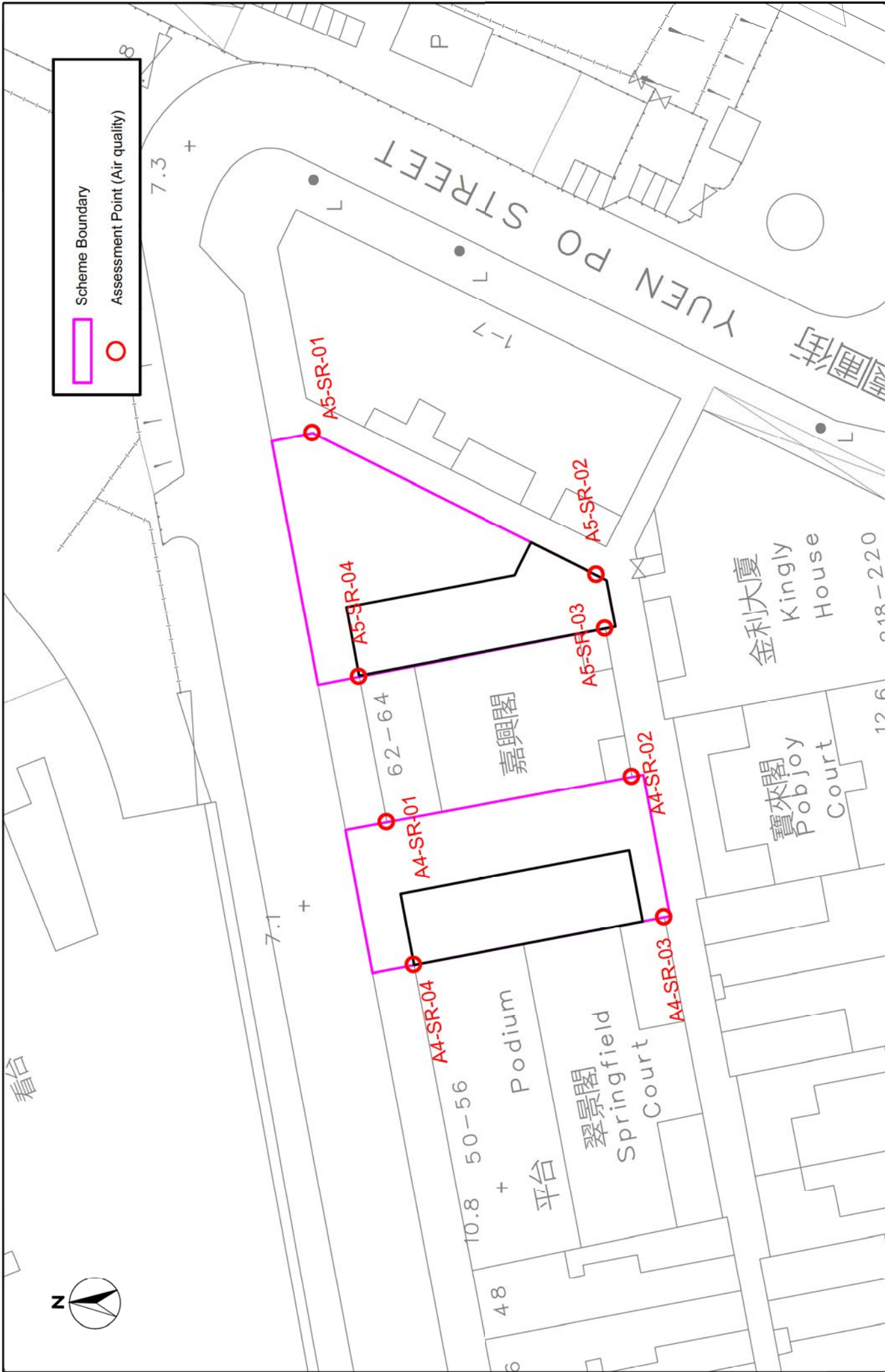
Scheme Boundary
○ Assessment Point (Air quality)

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE 1:250 @ A3	DATE August 2023
Assessment Point (Air Quality) - Site A1 - Residential Towers		CHECK KS	DRAWN CC
 Cinotech Consultants Limited		JOB NO. IA19021-YMAA101P1	REV -



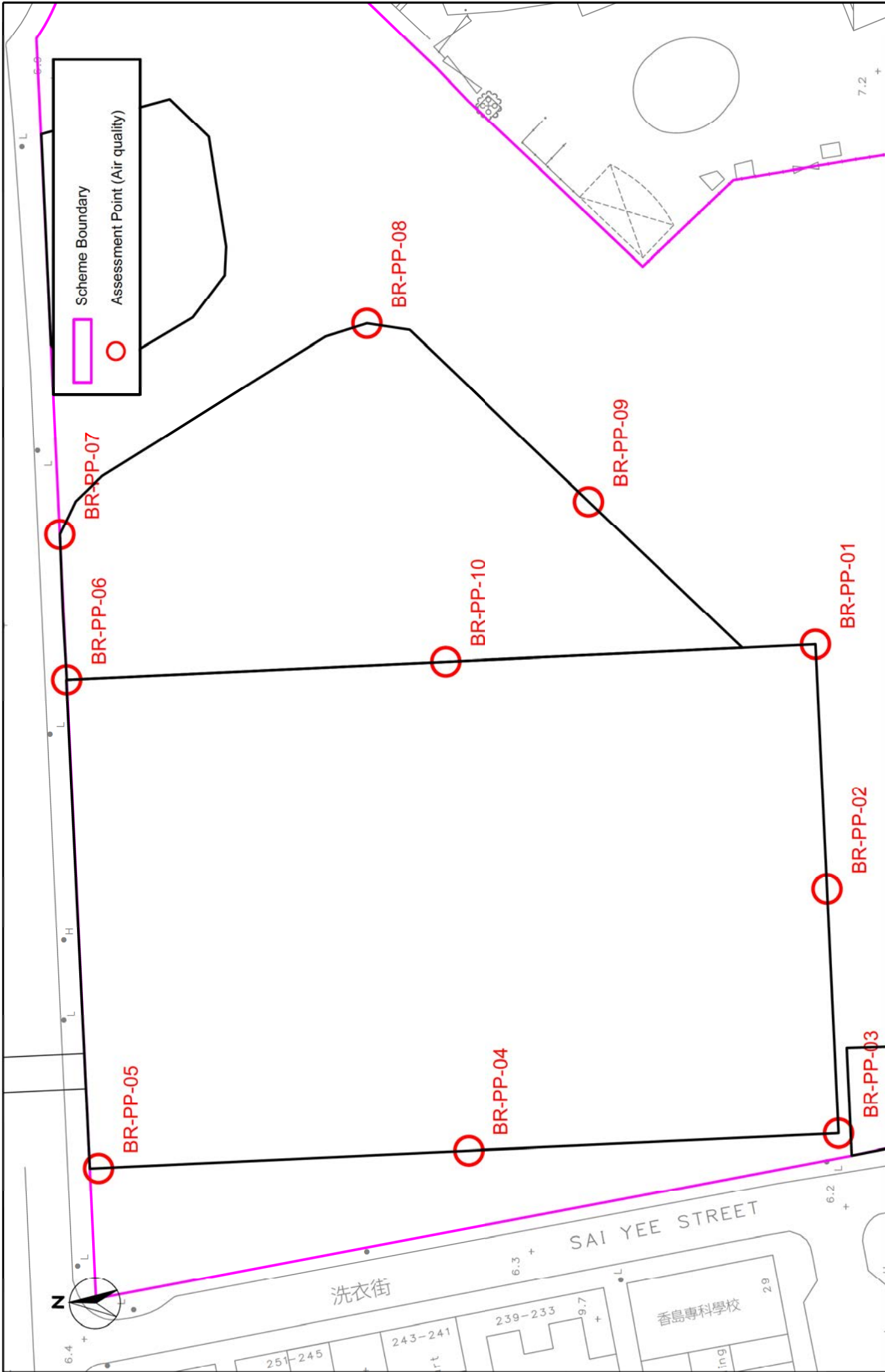
 Cinotech Consultants Limited	Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)			
	SCALE 1:250 @ A3	CHECK KS	DRAWN CC	DATE August 2023
	JOB NO. IA19021-YMAA101P1	DRAWING NO. Fig. 3-3c	REV -	

Assessment Point (Air Quality) - Sites A2 & A3 - Open Space



 Cinotech Consultants Limited	Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)			
	SCALE 1:250 @ A3	CHECK KS	DATE August 2023	DRAWN CC
	JOB NO. IA19021-YMAA101P1	DRAWING NO. Fig. 3-3d	REV -	

Assessment Point (Air Quality) - Sites A4 & A5 - Single Storey Retail Block



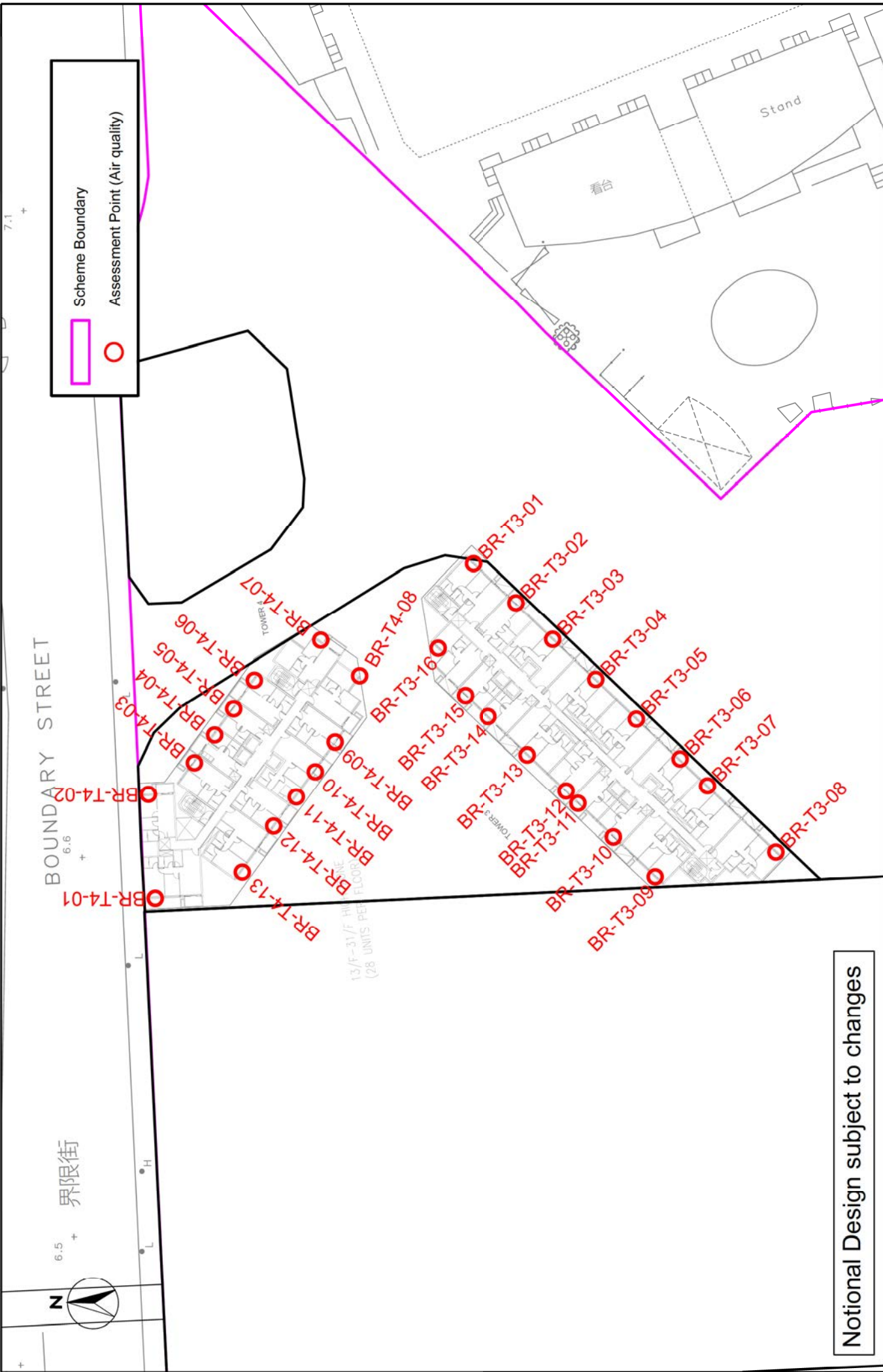
 Scheme Boundary
 Assessment Point (Air quality)

SCALE	1:500 @ A3	DATE	August 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-3e
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Assessment Point (Air Quality) - Site B - Podium (Western Portion)



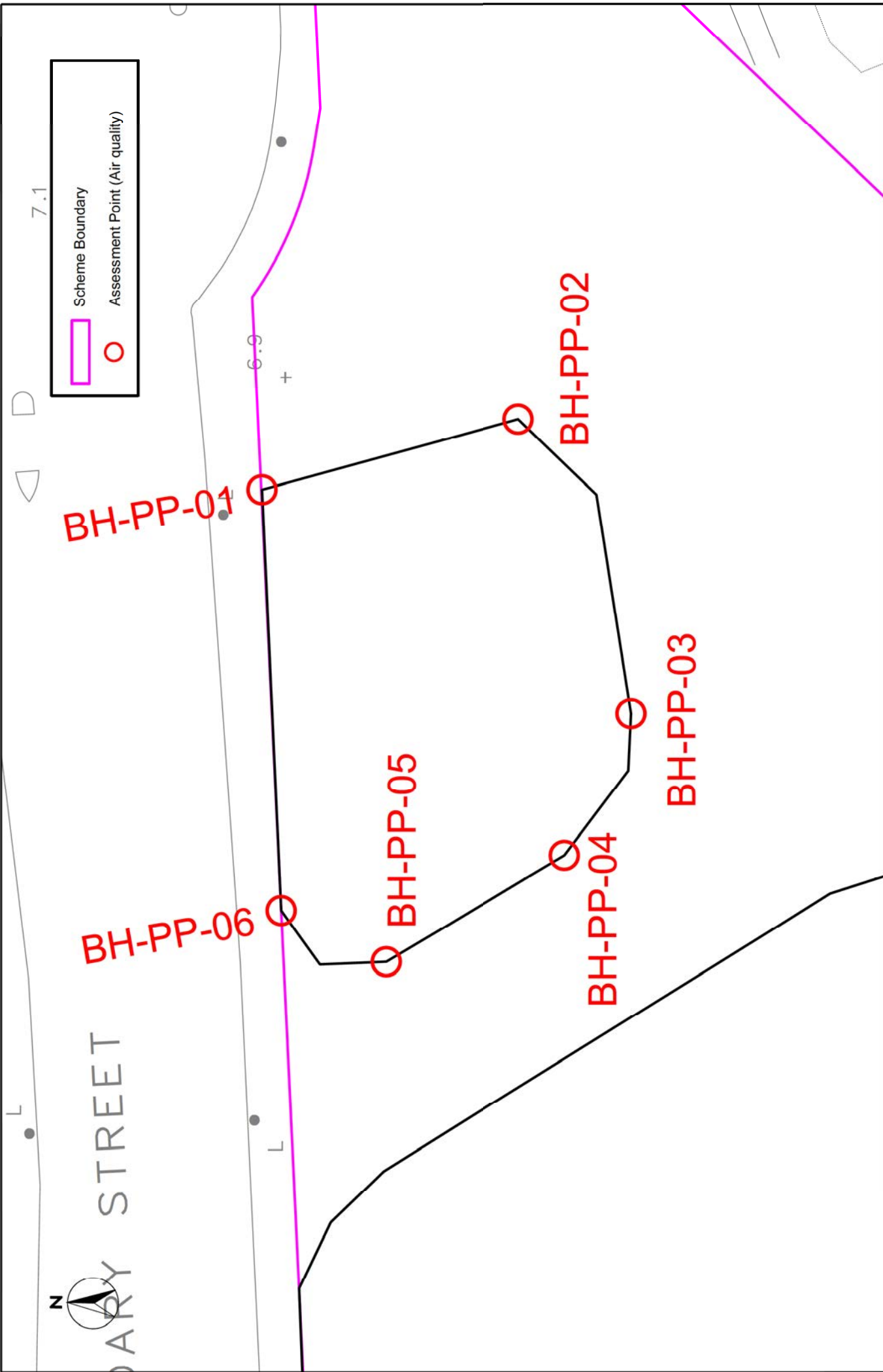



Notional Design subject to changes

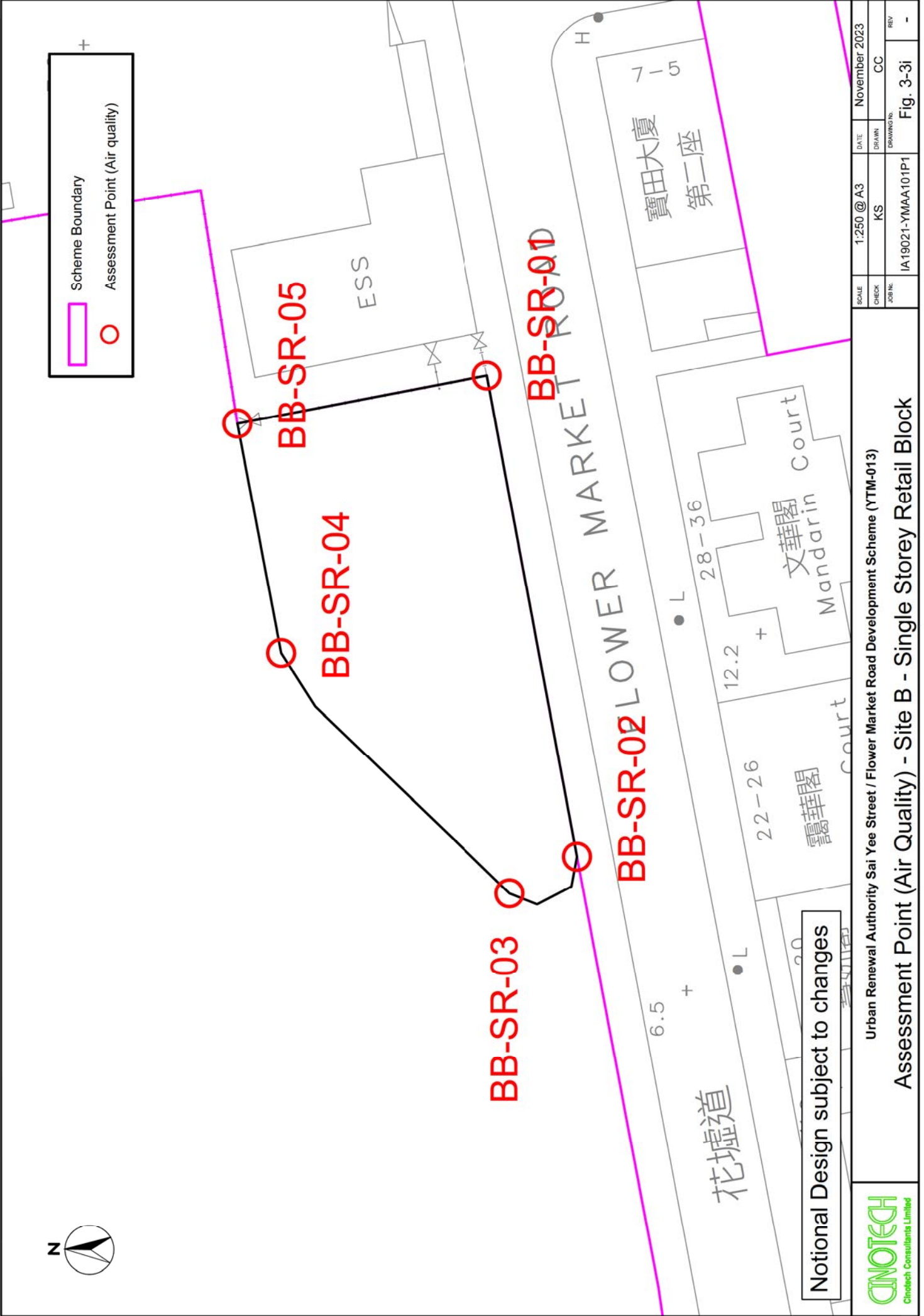
SCALE	1:500 @ A3	DATE	August 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-3f
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
Assessment Point (Air Quality) - Site B - Residential Towers





 Cinotech Consultants Limited		Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE 1:250 @ A3	DATE August 2023	
		Assessment Point (Air Quality) - Site B - Podium (Eastern Portion)		CHECK KS	DRAWN CC	
		JOB NO. IA19021-YMAA101P1	DRAWING NO. Fig. 3-3g	REV -		



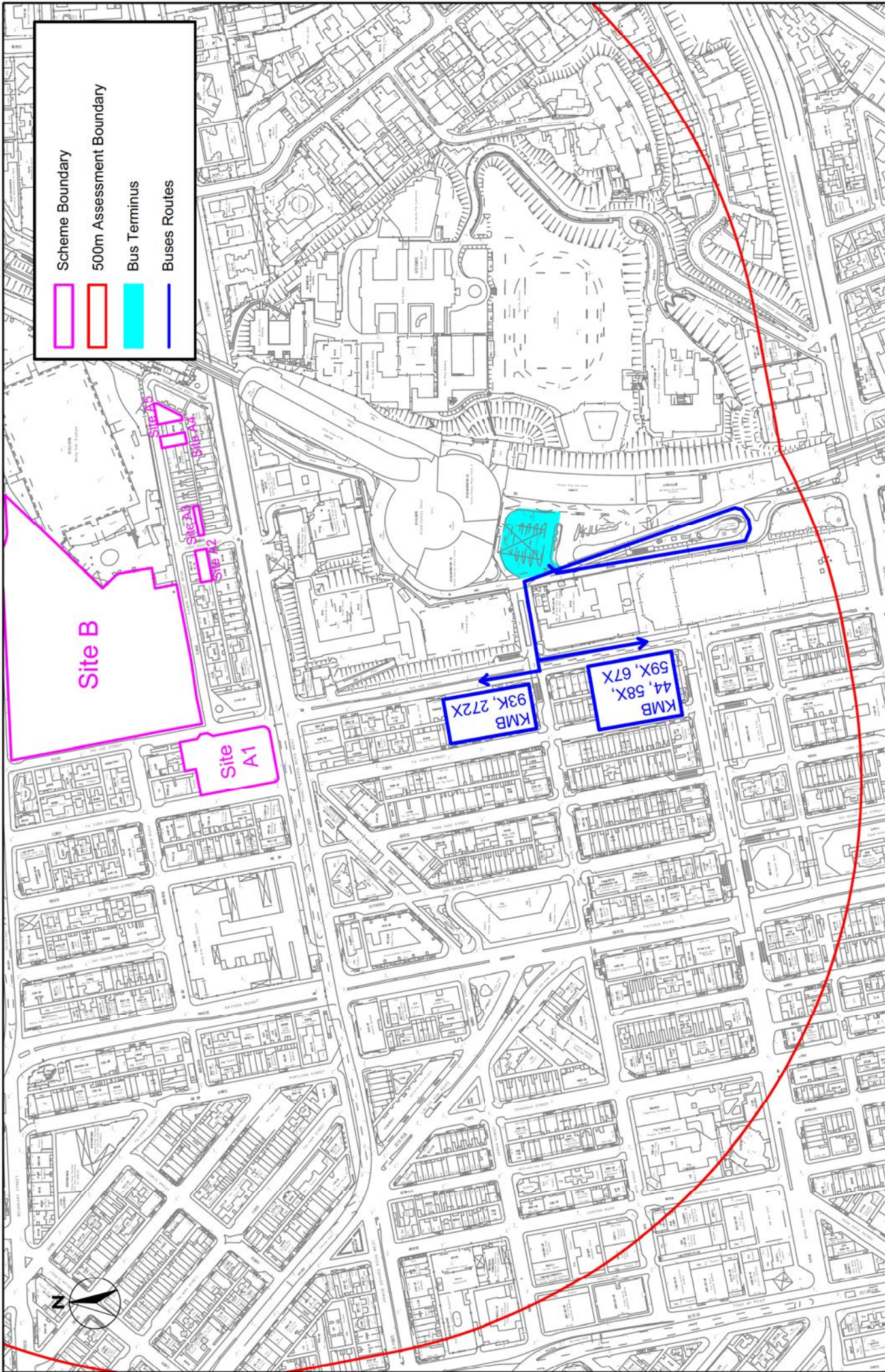
Notional Design subject to changes



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Assessment Point (Air Quality) - Site B - Single Storey Retail Block

SCALE	1:250 @ A3	DATE	November 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-3i
REV			-



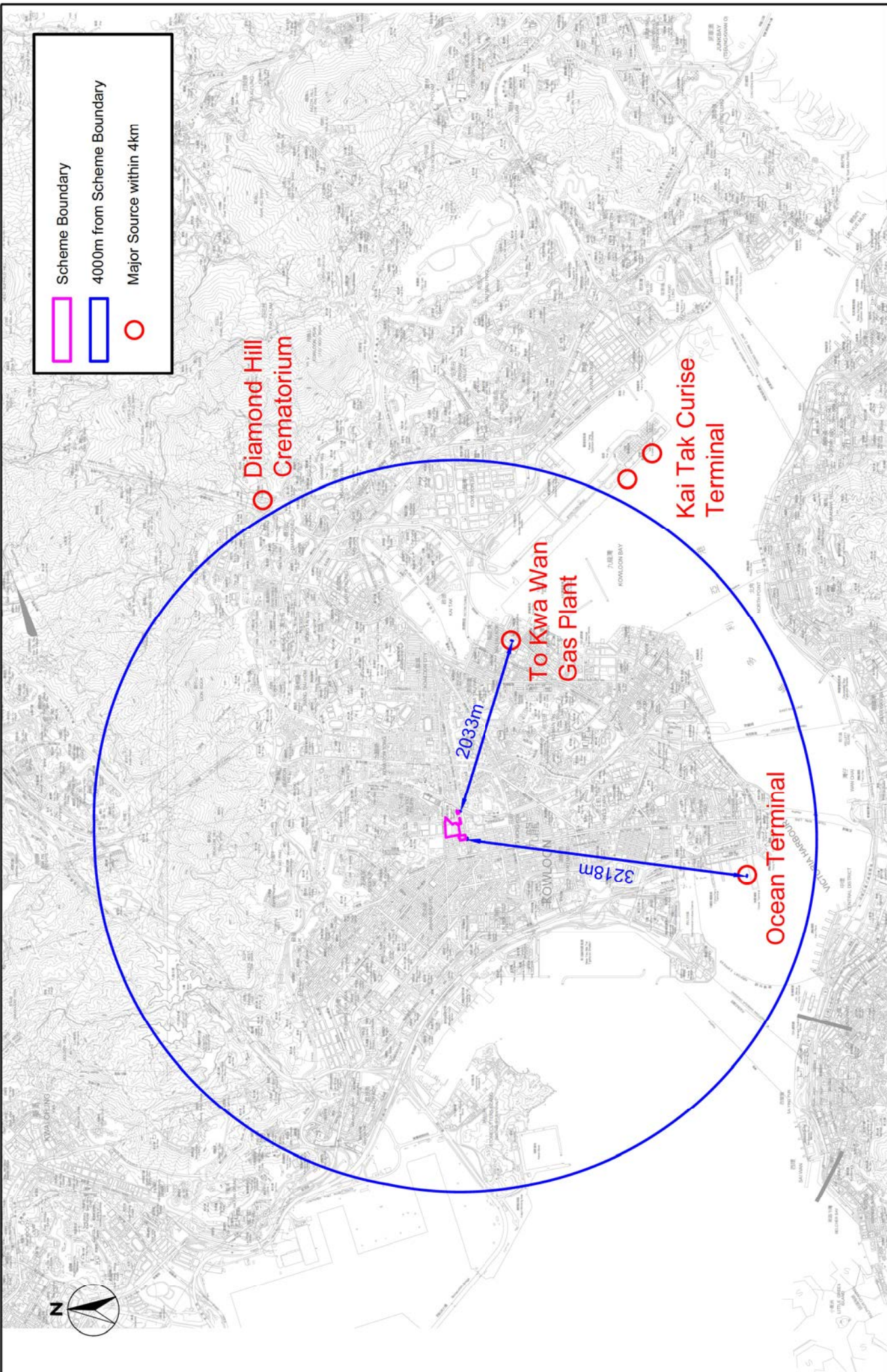
	Scheme Boundary
	500m Assessment Boundary
	Bus Terminus
	Buses Routes


SCALE	1:3000 @ A3	DATE	August 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-4
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

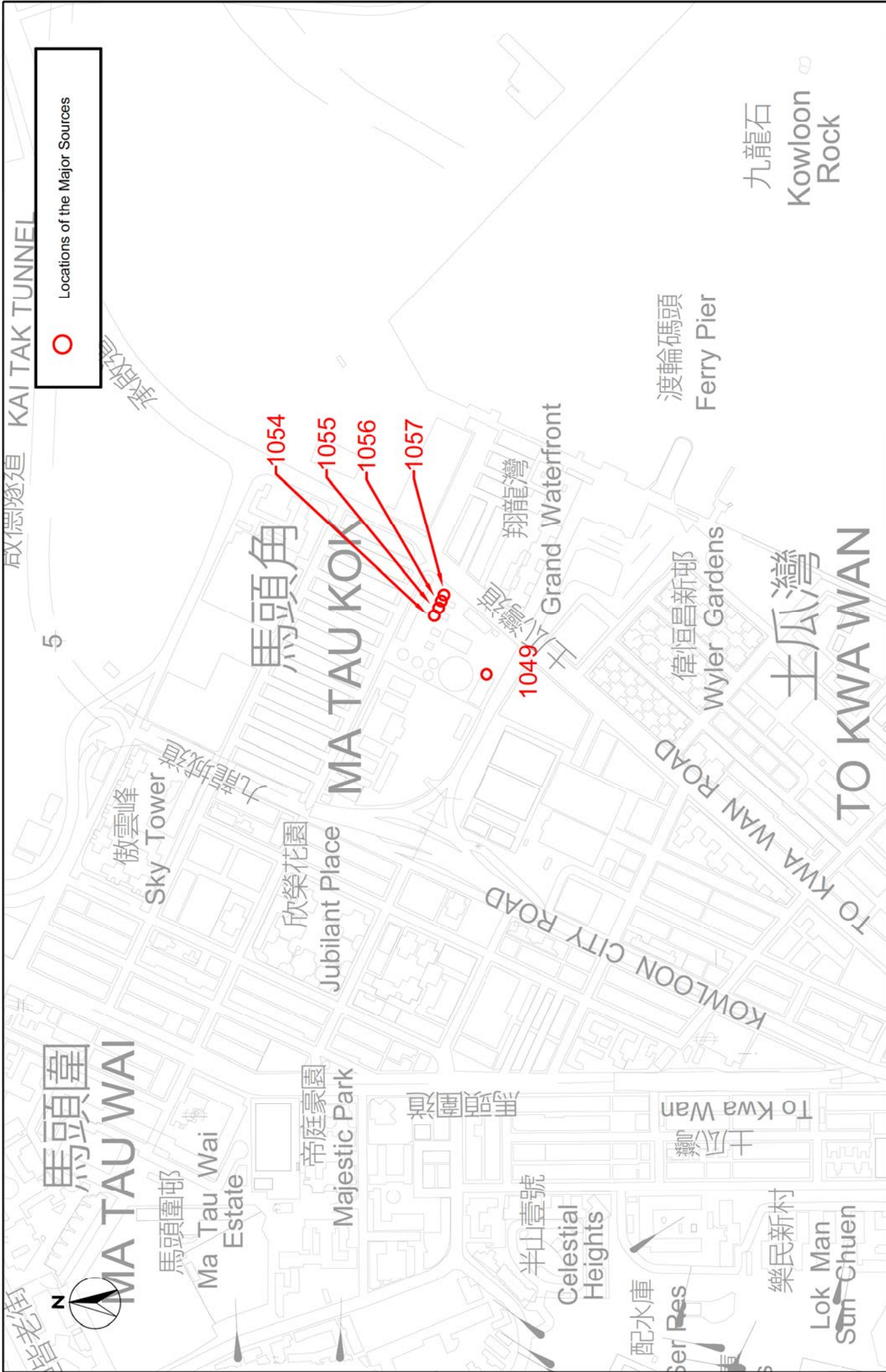
Mong Kok East Station Bus Terminus





 Cinotech Consultants Limited		Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE 1:40000 @ A3	DATE February 2024
				CHECK KS	DRAWN CC
				JOB NO. IA19021-YMAA101P1	DRAWING NO. Fig. 3-5a
				REV -	REV -

Major Air Pollutant Sources within 4km

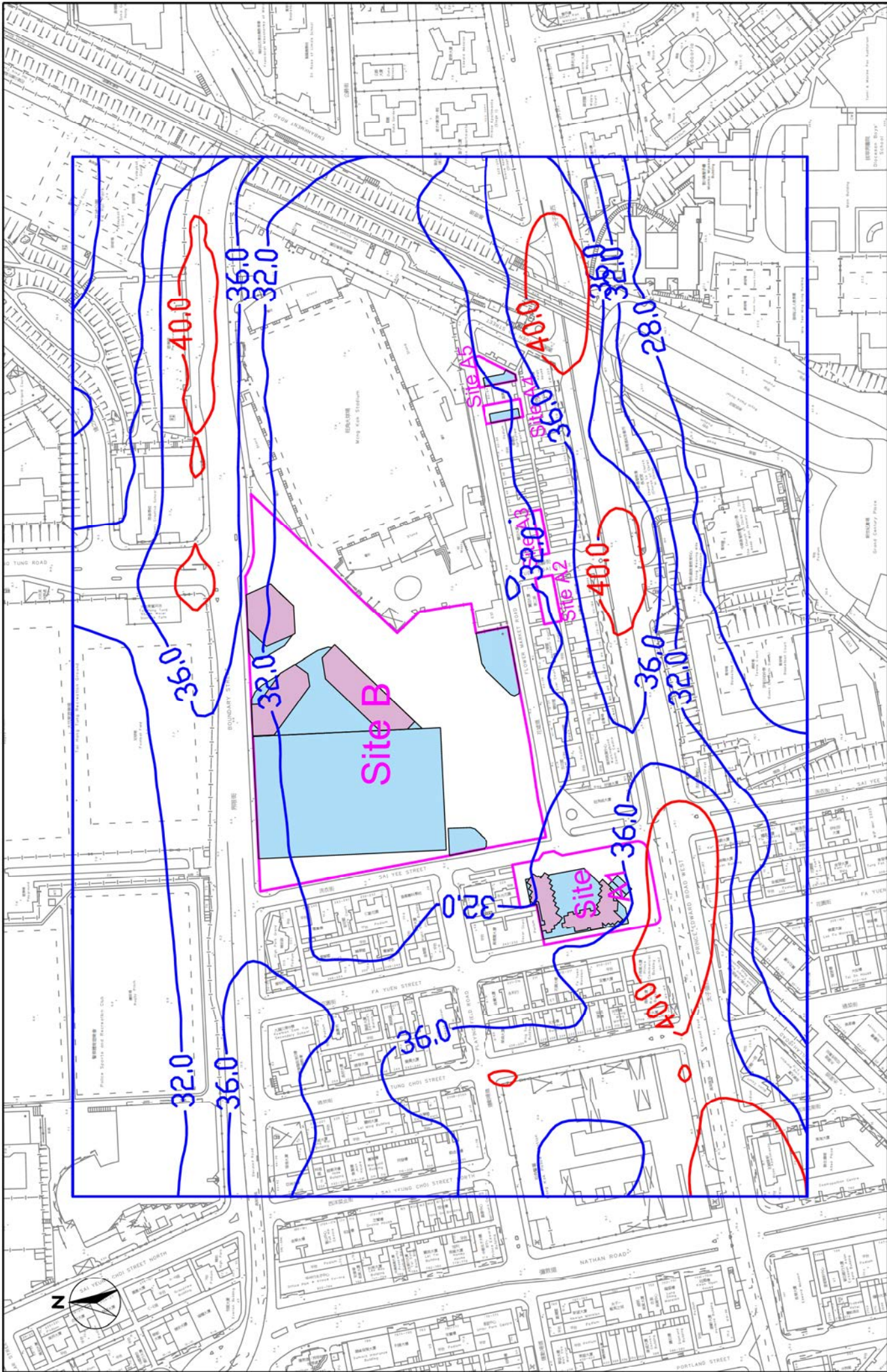


○ Locations of the Major Sources

SCALE	1:4000 @ A3	DATE	August 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-5c
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
 Major Air Pollutant Source - To Kwa Wan Gas Plant

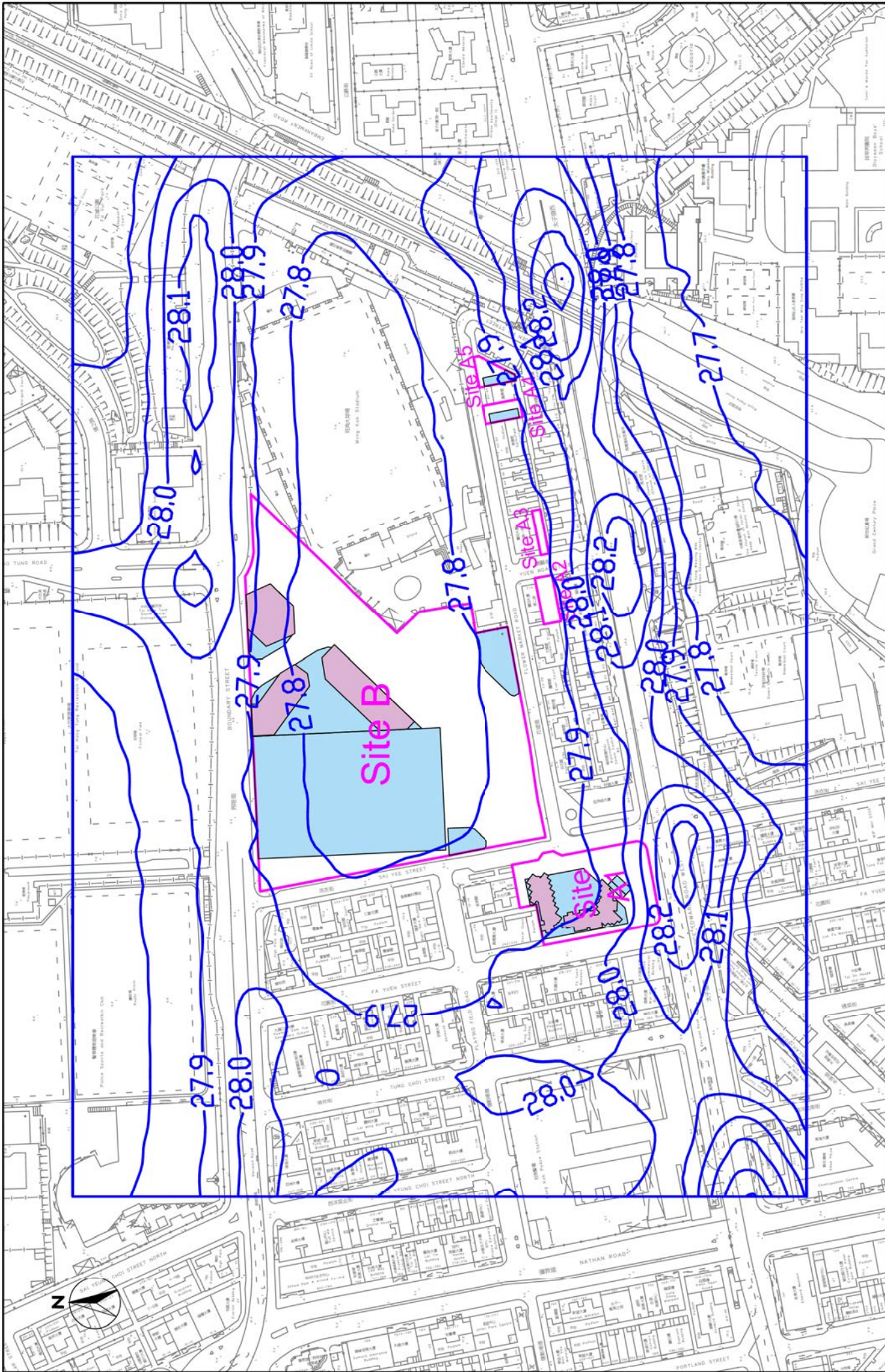




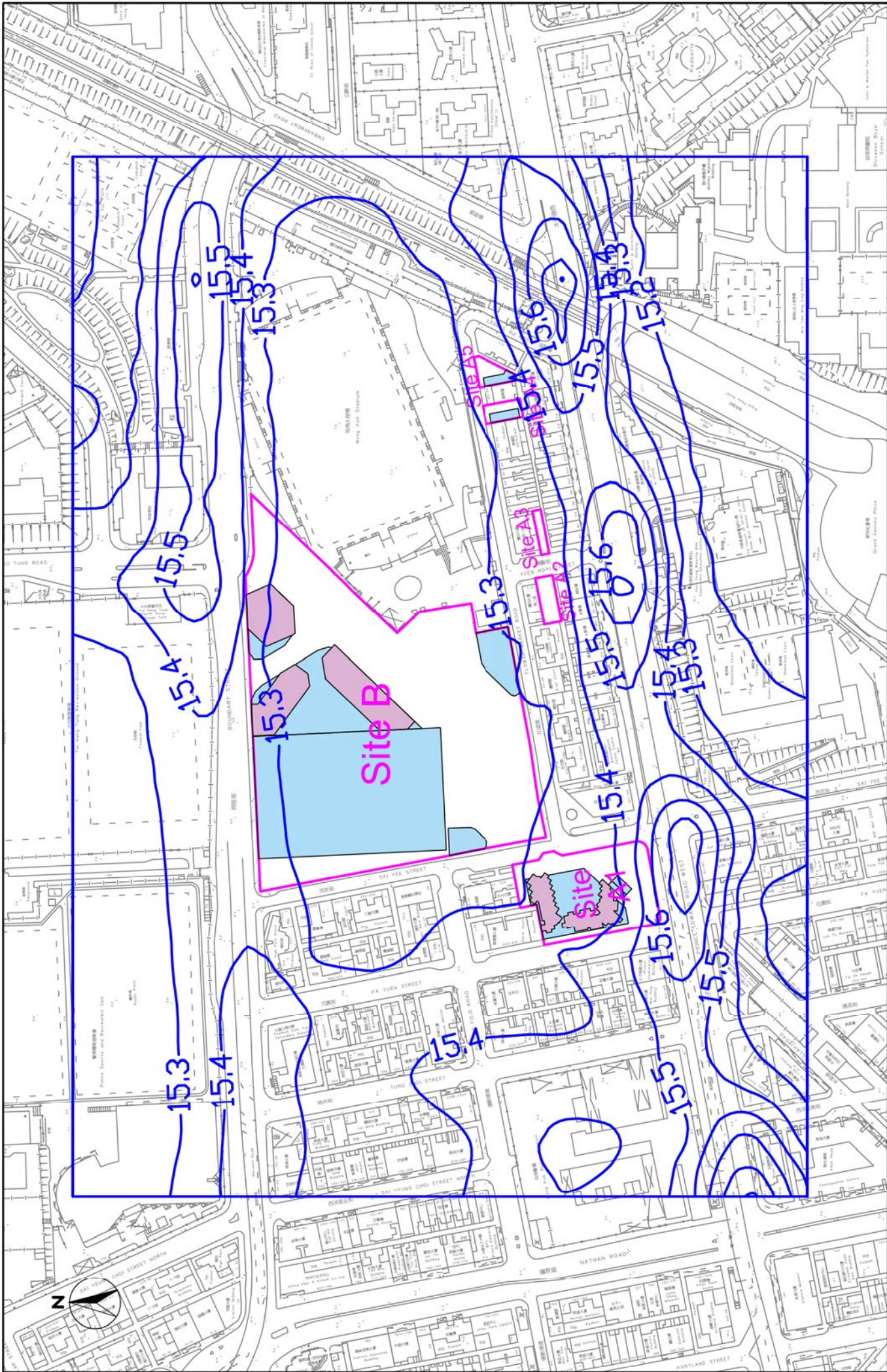
Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Annual Average NO₂ concentration at 1.5mAG (µg/m³)

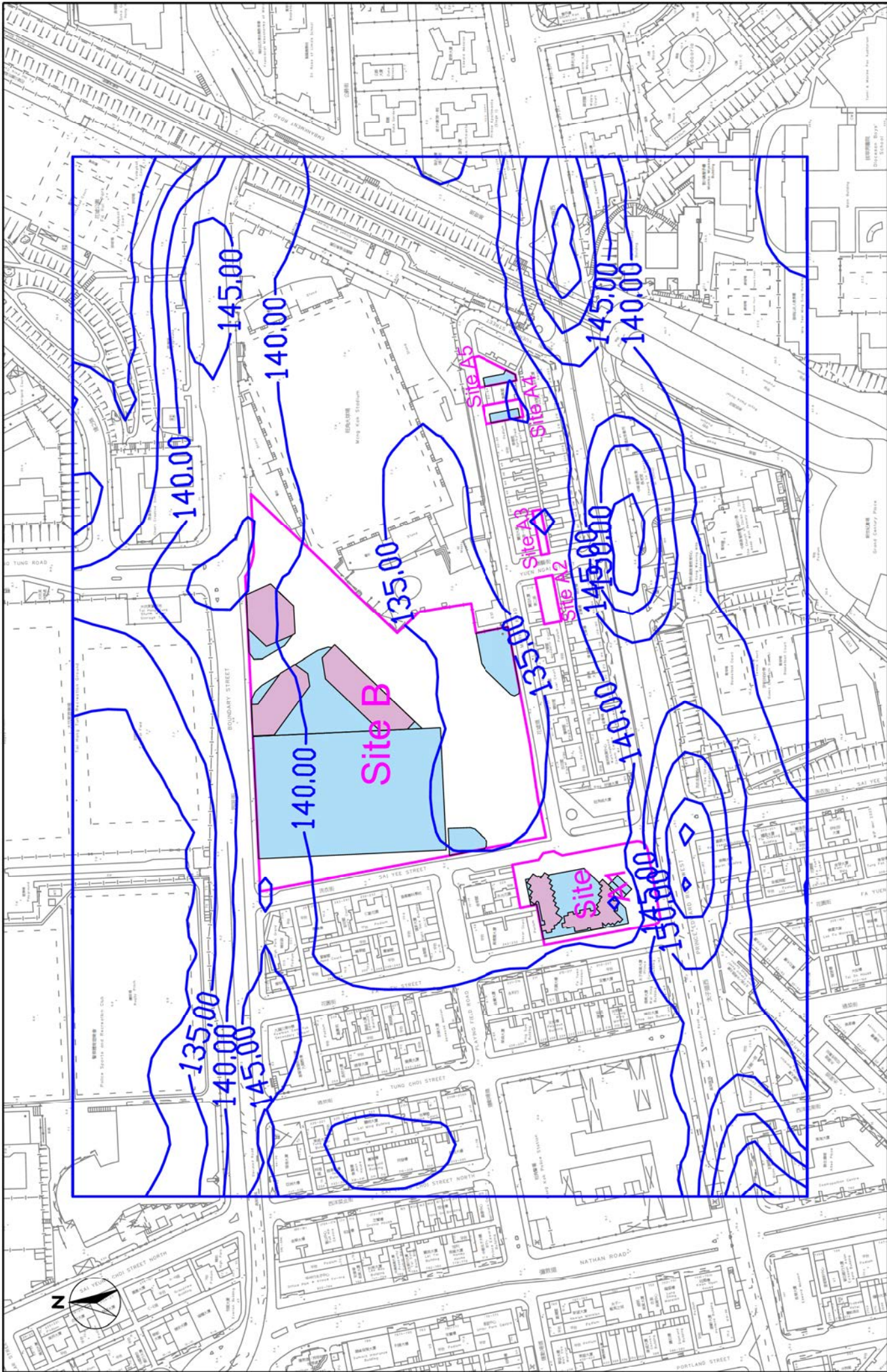
SCALE	1:2000 @ A3	DATE	February 2024
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-6a
REV			-



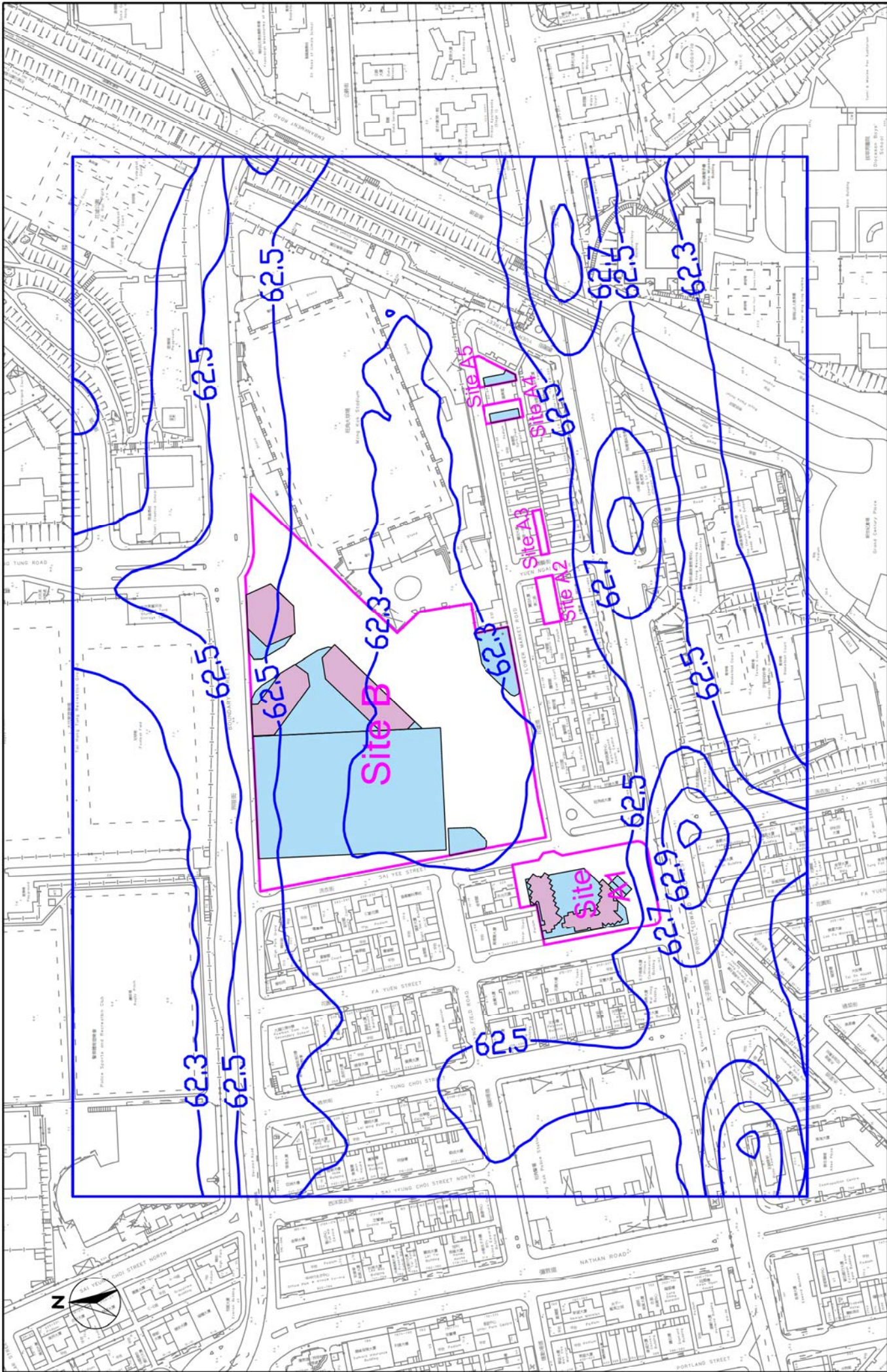
Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE	1:2000 @ A3	DATE	February 2024
Annual Averaged RSP concentration at 1.5mAG (µg/m³)		CHECK	KS	DRAWN	CC
		JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-6b
		REV			-



<p>Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)</p> <p>Annual Average FSP concentration at 1.5mAG ($\mu\text{g}/\text{m}^3$)</p>		<p>SCALE: 1:2000 @ A3</p>	<p>DATE: February 2024</p>
<p>CHECK:</p>	<p>JOB NO: IA19021-YMAA101P1</p>	<p>DRAWN: KS</p>	<p>CC</p>
<p>REV:</p>	<p>Fig. 3-6c</p>	<p>DRAWING NO:</p>	<p>REV: -</p>

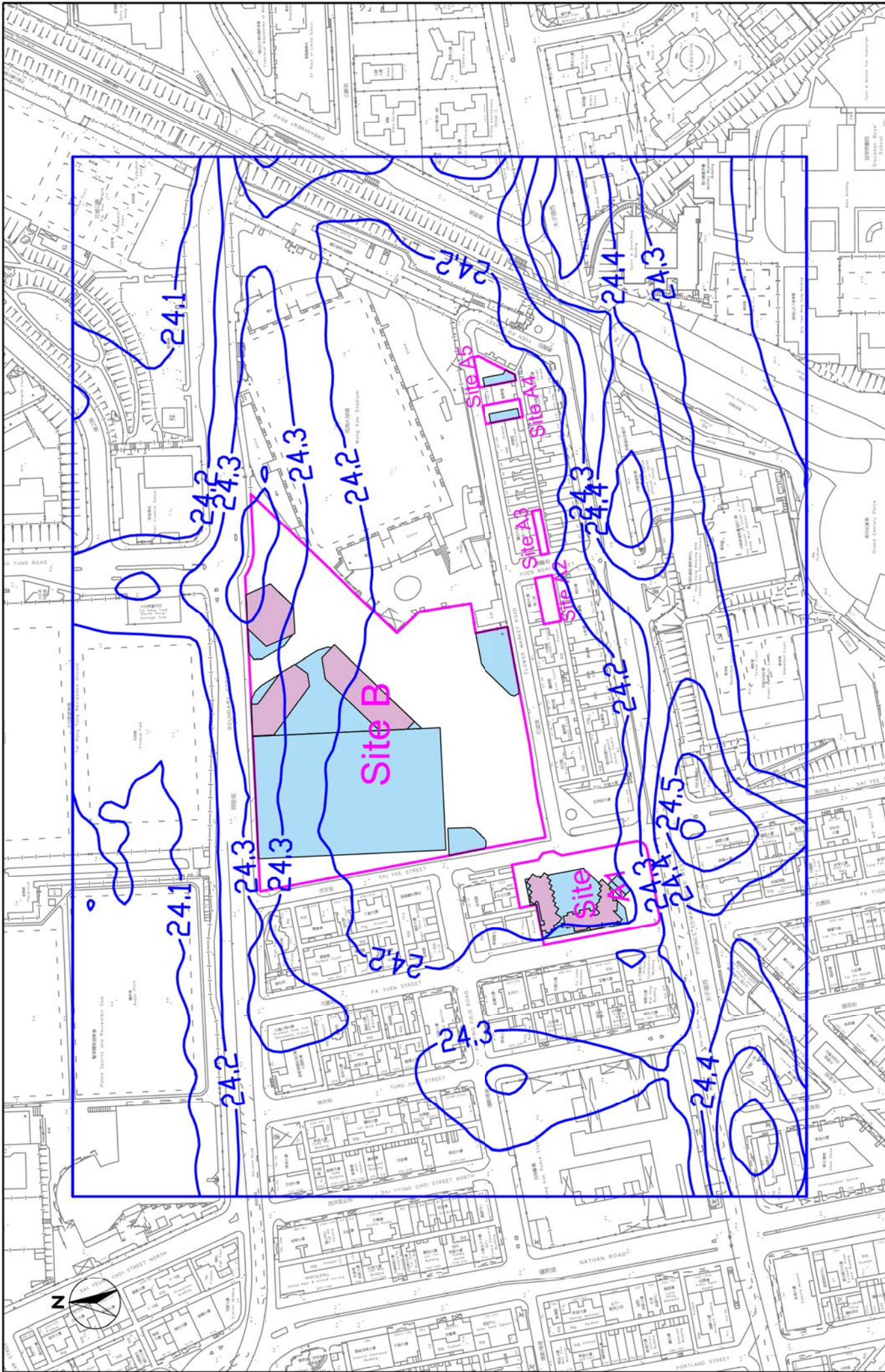



<p>Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)</p> <p>Hourly 19th Maximum Averaged NO₂ concentration at 1.5mAG (µg/m³)</p>	SCALE	1:2000 @ A3	DATE	February 2024
	CHECK	KS	DRAWN	CC
	JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-6d
	REV			-

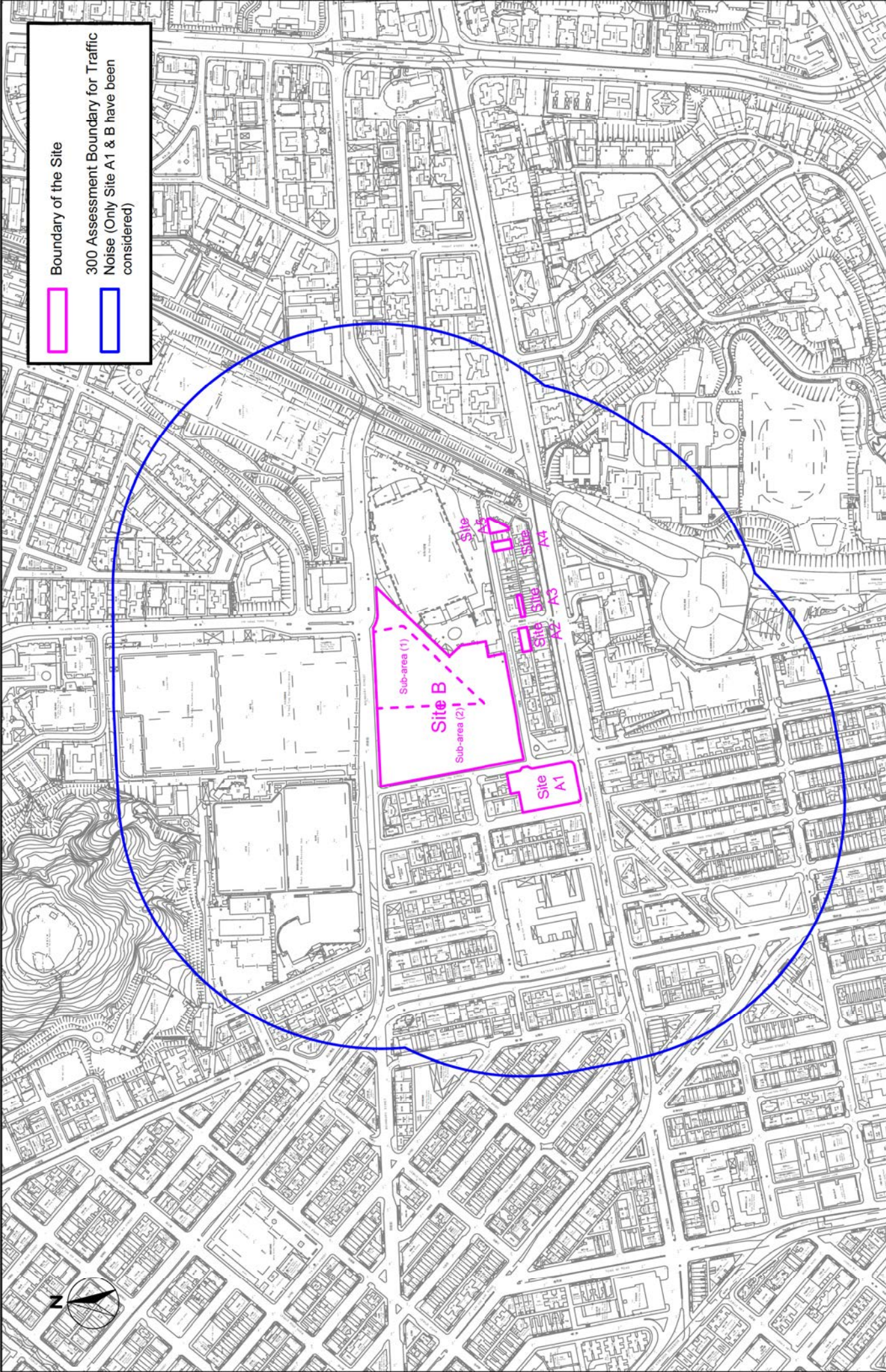


Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
 Daily 10th Maximum RSP concentration at 1.5mAG ($\mu\text{g}/\text{m}^3$)

SCALE	1:2000 @ A3	DATE	February 2024
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 3-6e
REV			-



 Cnotech Consultants Limited	Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE 1:2000 @ A3	DATE February 2024
	Daily 10th Maximum FSP concentration at 1.5mAG ($\mu\text{g}/\text{m}^3$)		CHECK KS	DRAWN CC
			JOB NO. IA19021-YMAA101P1	DRAWING NO. Fig. 3-6f



Boundary of the Site

300m Assessment Boundary for Traffic Noise (Only Site A1 & B have been considered)

SCALE	1:4000 @ A3	DATE	Feb 2024
CHECK	CC	DRAWN	LL
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 4-1
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

300m Assessment Boundary for Traffic Noise





○ Noise Assessment Points



Notional Design subject to changes



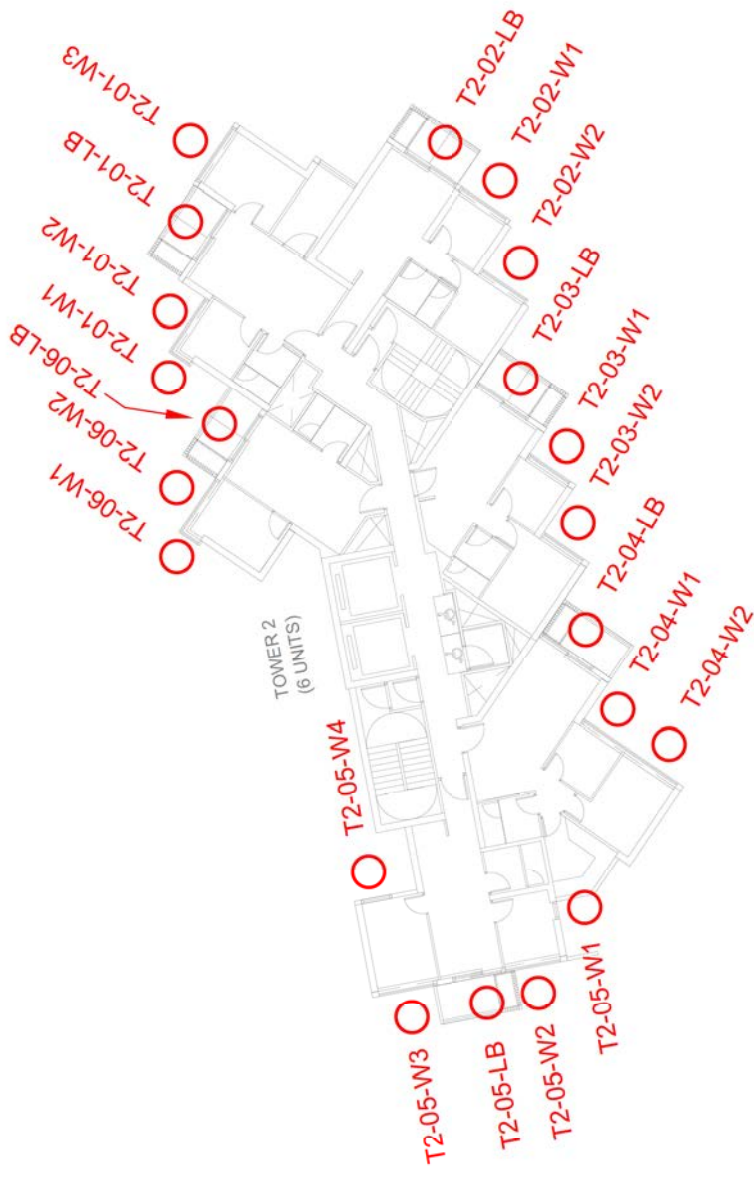
Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Location of Noise Assessment Points for Traffic Noise (Tower 1)

SCALE	1:200 @ A3	DATE	Feb 2024
CHECK	CC	DRAWN	LL
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 4-2a
REV			-



○ Noise Assessment Points



Notional Design subject to changes



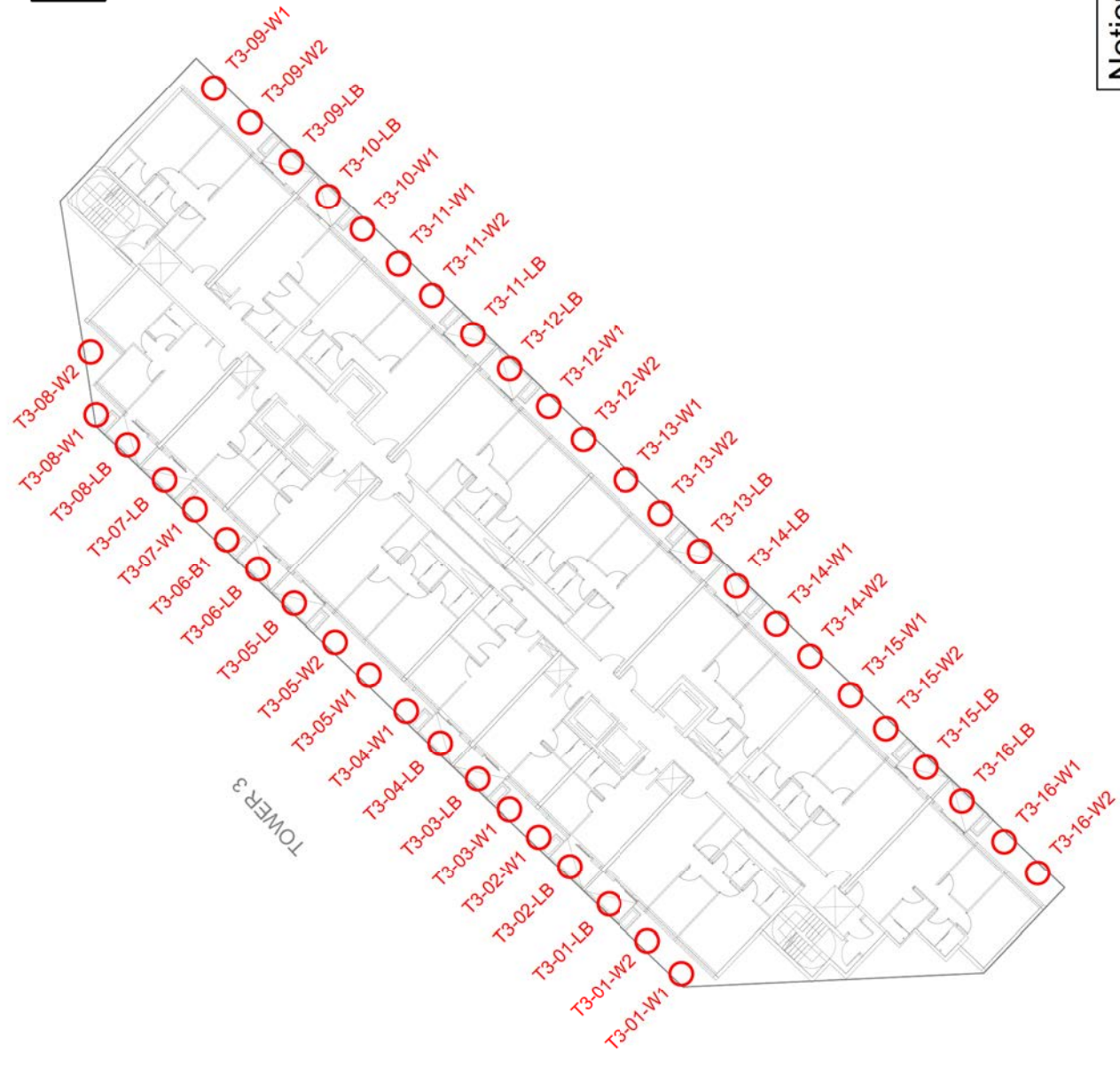
Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Location of Noise Assessment Points (Tower 2)

SCALE	1:200 @ A3	DATE	Feb 2024
CHECK	CC	DRAWN	LL
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 4-2b
REV			-



○ Noise Assessment Points



Notional Design subject to changes



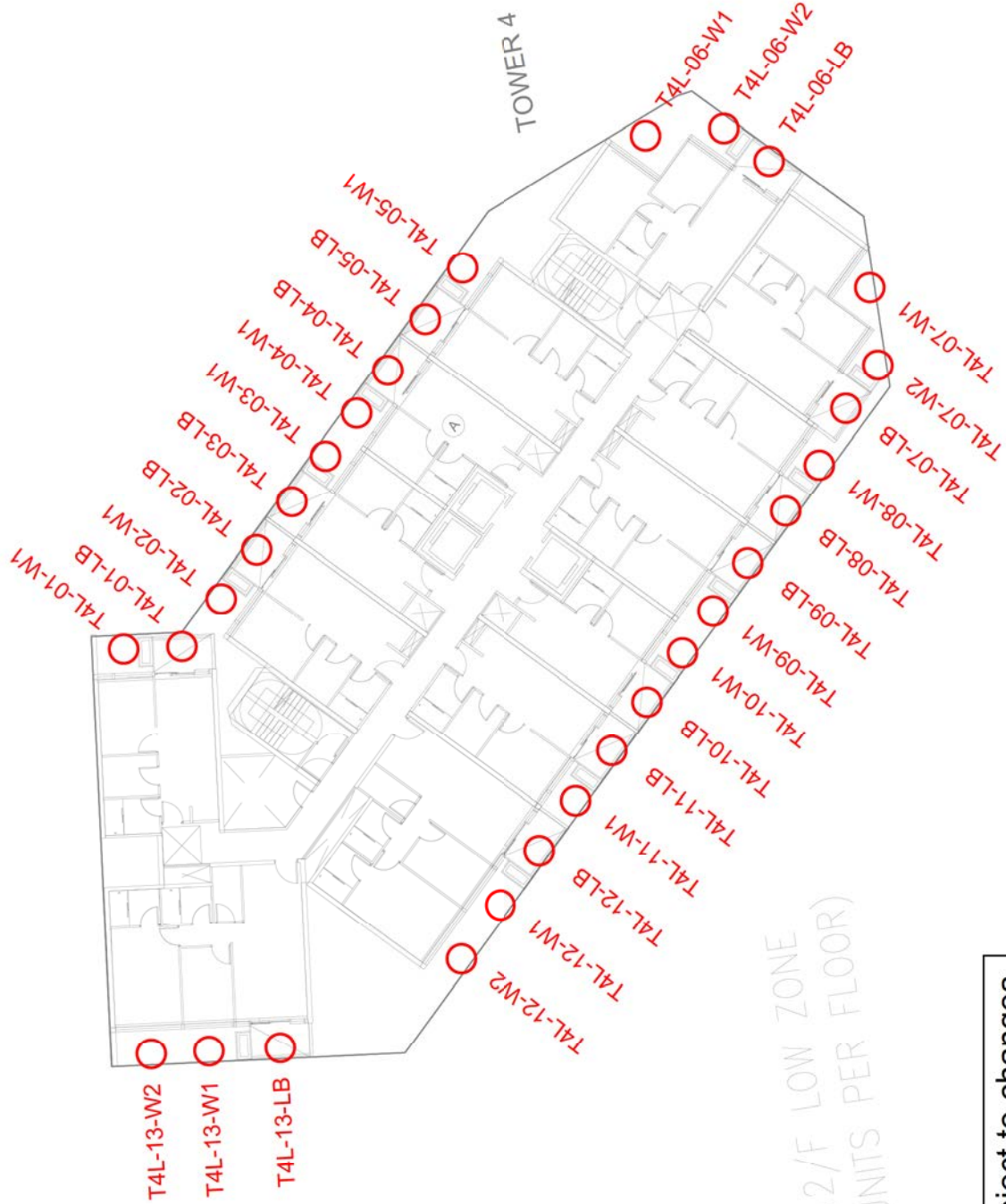
Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Location of Noise Assessment Points for Traffic Noise (Tower 3)

SCALE	1:250 @ A3	DATE	Feb 2024
CHECK	CC	DRAWN	LL
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 4-2c
REV			-



○ Noise Assessment Points



Notional Design subject to changes



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Location of Noise Assessment Points for Traffic Noise (Low Zone of Tower 4)

SCALE	1:200 @ A3	DATE	Feb 2024
CHECK	CC	DRAWN	LL
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 4-2d
REV			-



○ Noise Assessment Points



Notional Design subject to changes



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Location of Noise Assessment Points for Traffic Noise (High Zone of Tower 4)

SCALE 1:200 @ A3

CHECK CC

DATE Feb 2024

DRAWN LL

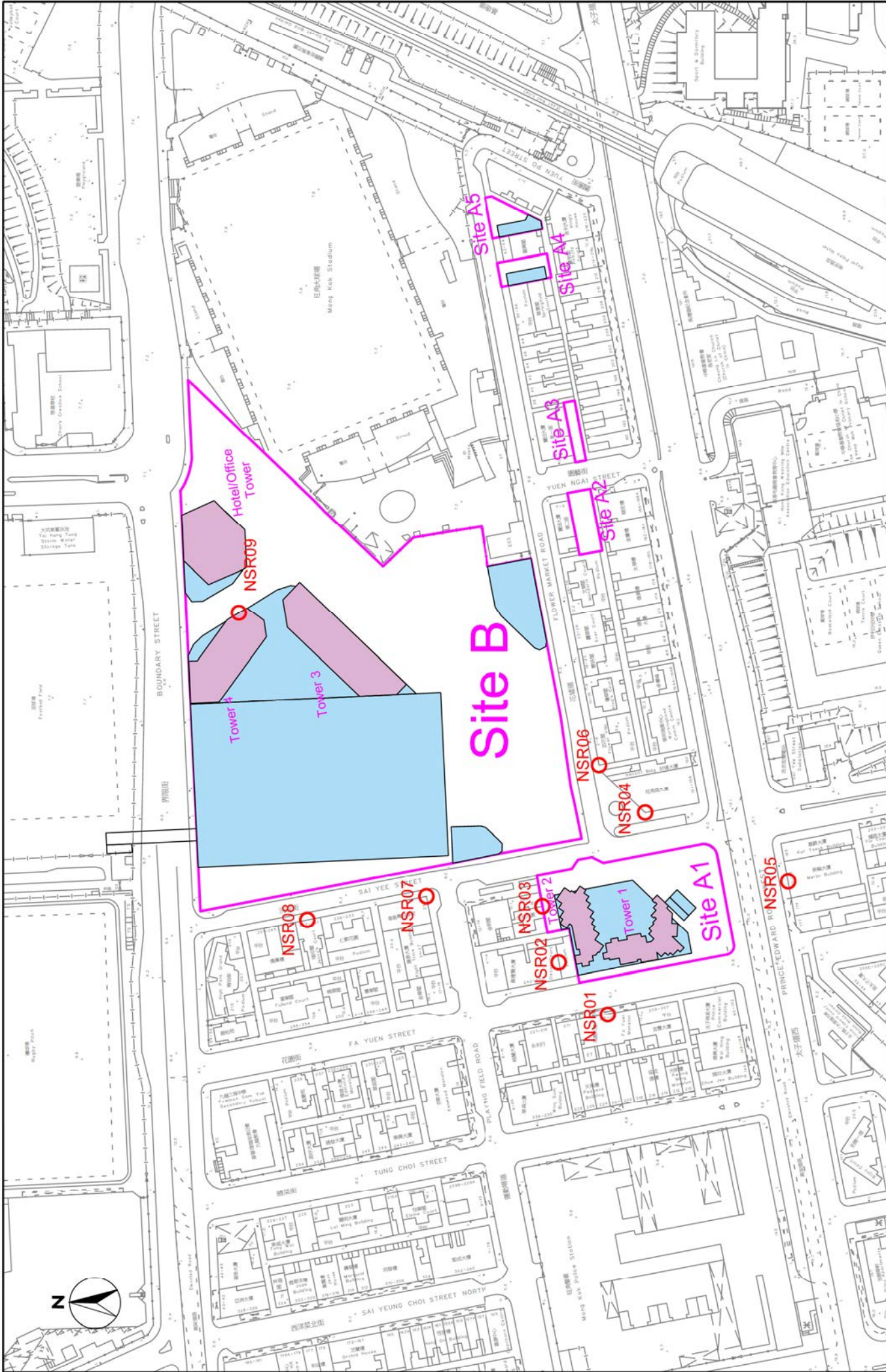
JOB NO: IA19021-YMAA101P1

DRAWING NO:

REV

Fig. 4-2e

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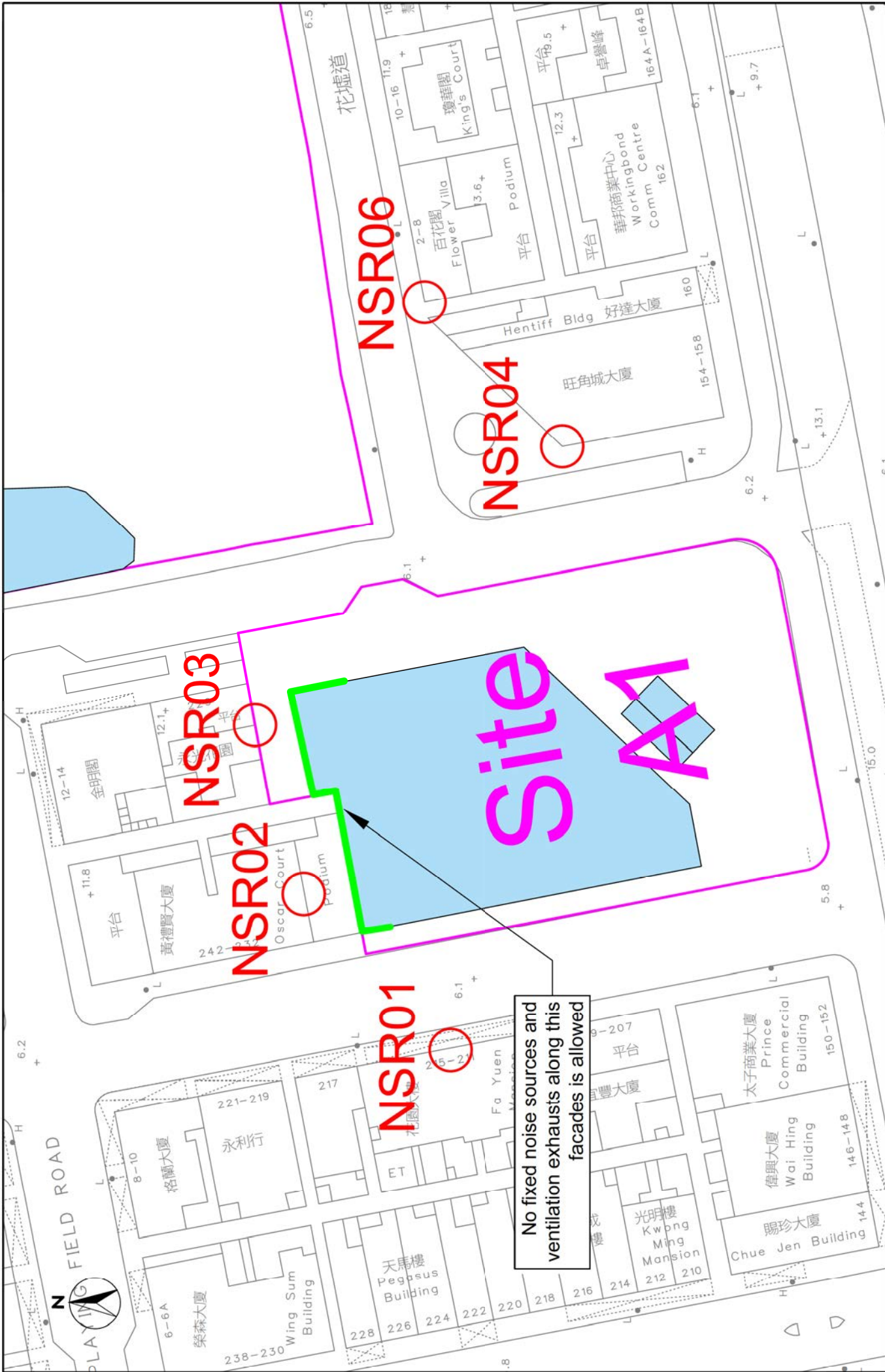


SCALE	1:2000 @ A3	DATE	September 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 4-3a
REV			-

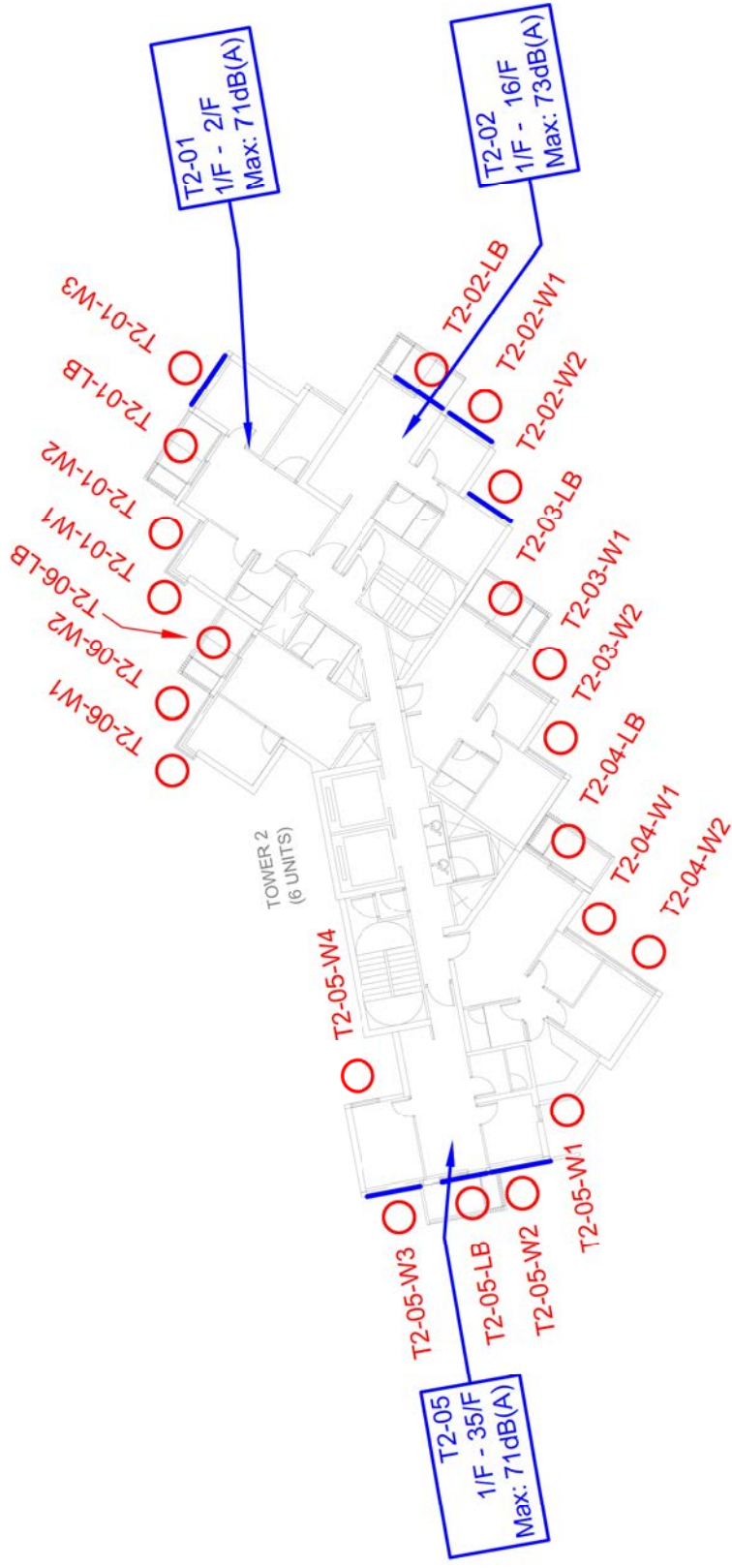
Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Representative Assessment Point (Planned Fixed Noise Source)





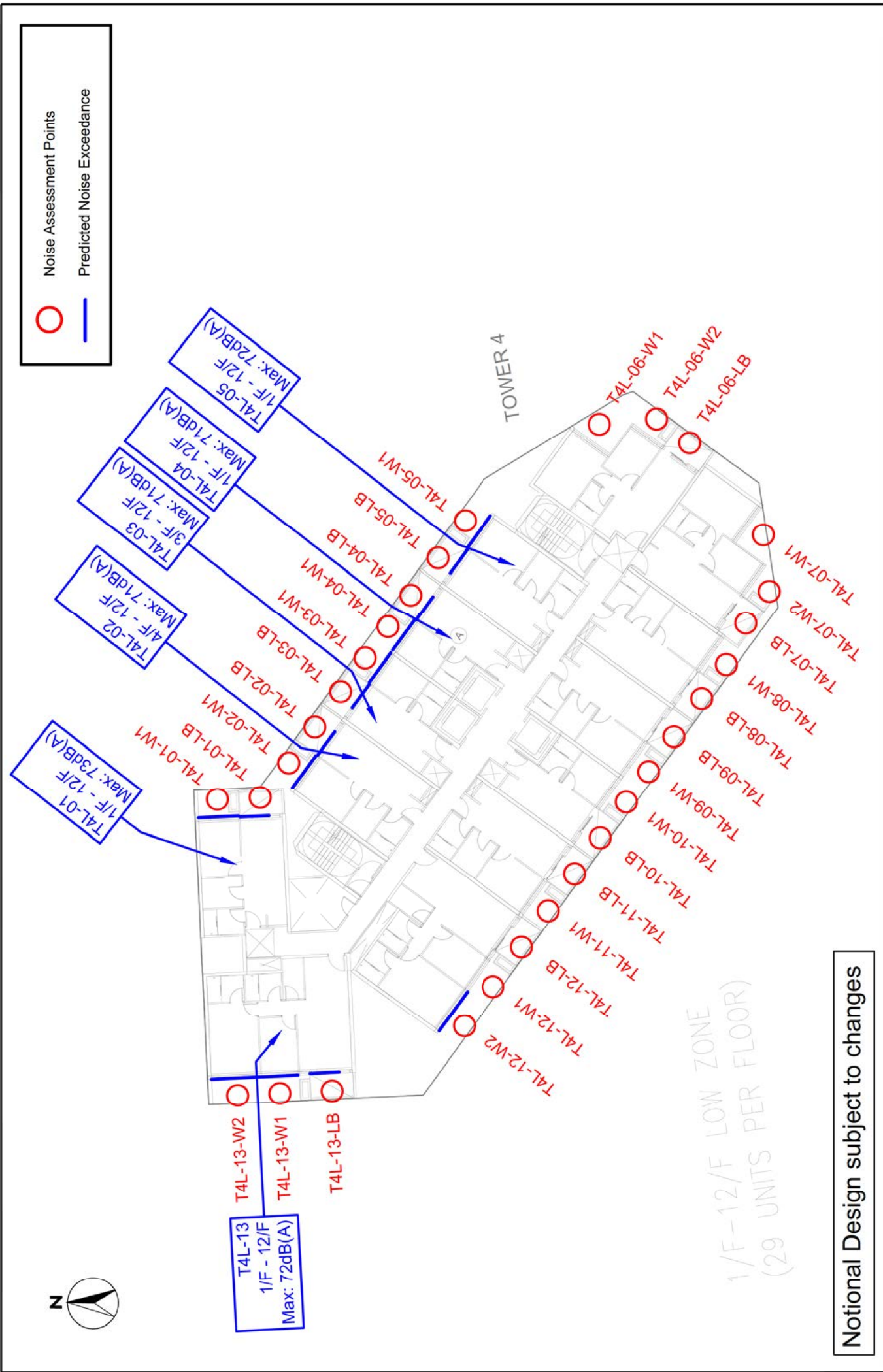
Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013) Facades with no Planned Fixed Noise Source Allowed		SCALE 1:500 @ A3	DATE September 2023
CHECK KS	DRAWN CC	JOB NO. IA19021-YMAA101P1	DRAWING NO. Fig. 4-3b
 Cindtech Consultants Limited		REV -	REV -



Note:
20/F, 21/F are refuge floor and no noise exceedance is identified.

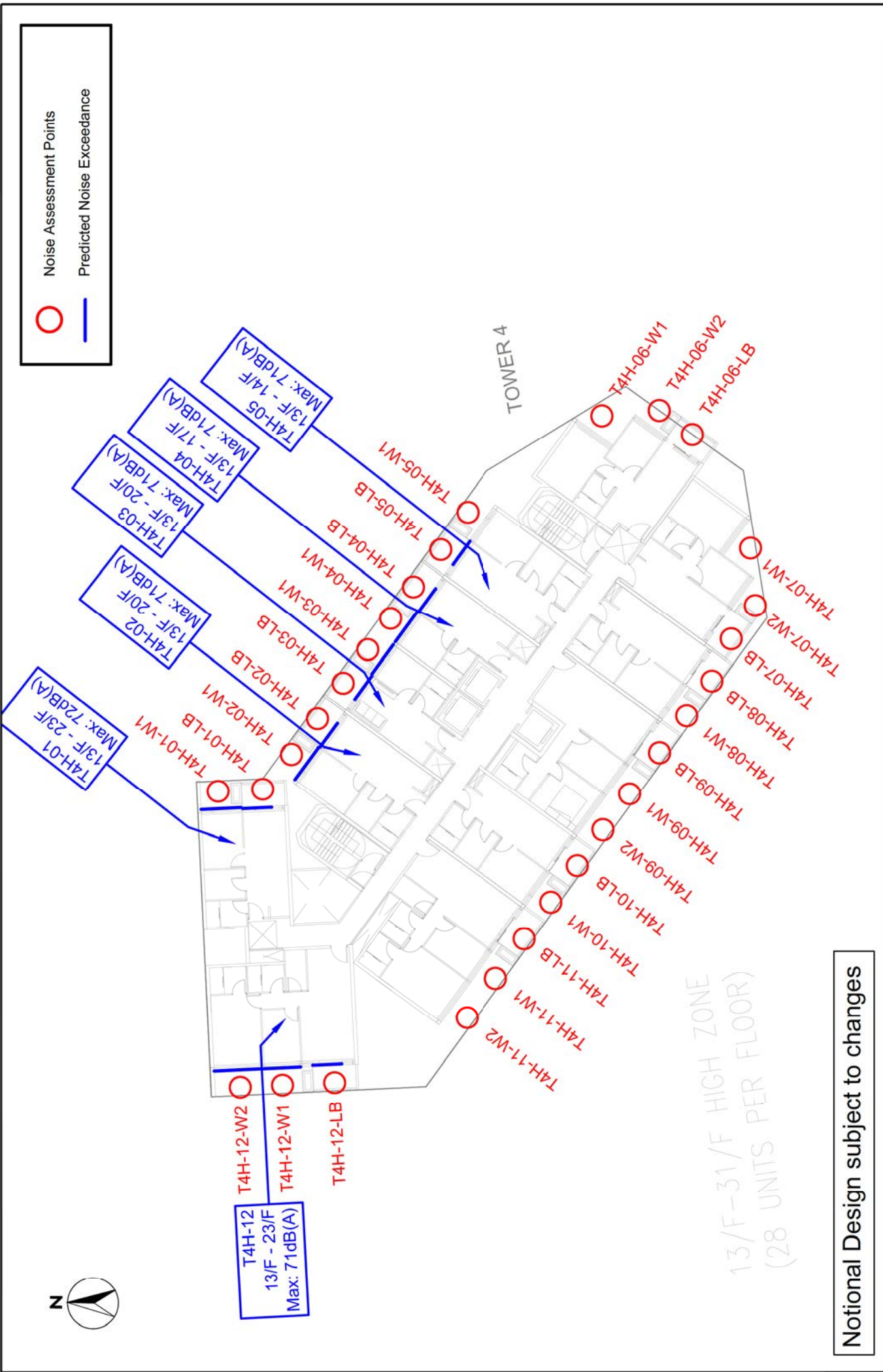
Notional Design subject to changes

		Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE	1:200 @ A3	DATE	Feb 2024
		Location of Predicted Noise Exceedance for Traffic Noise (Tower 2)		CHECK	CC	DRAWN	LL
				JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 4-4b
				REV			-



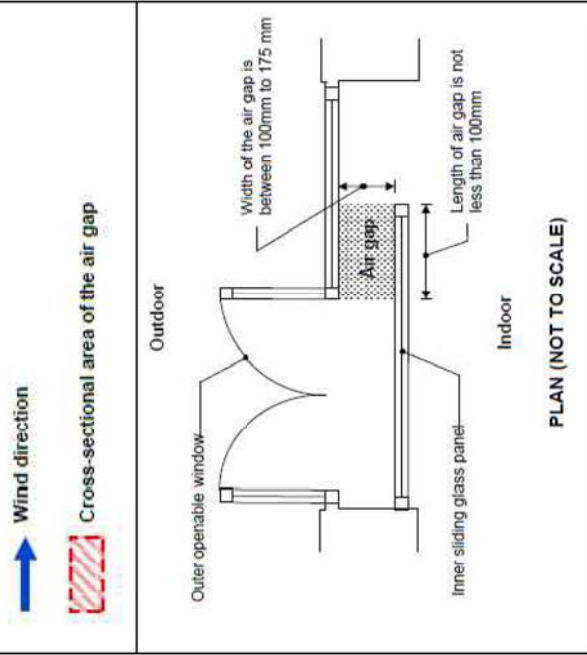
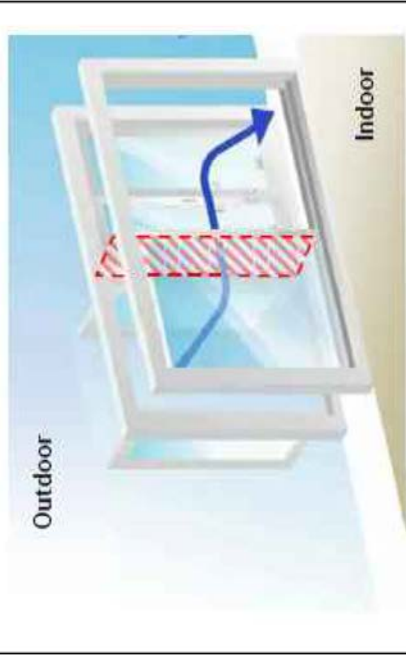
Notional Design subject to changes

 Cnotech Consultants Limited	Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE	1:200 @ A3	DATE	Feb 2024
	Location of Predicted Noise Exceedance for Traffic Noise (Low Zone of Tower 4)		CHECK	CC	DRAWN	LL
		JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 4-4c	REV
						-



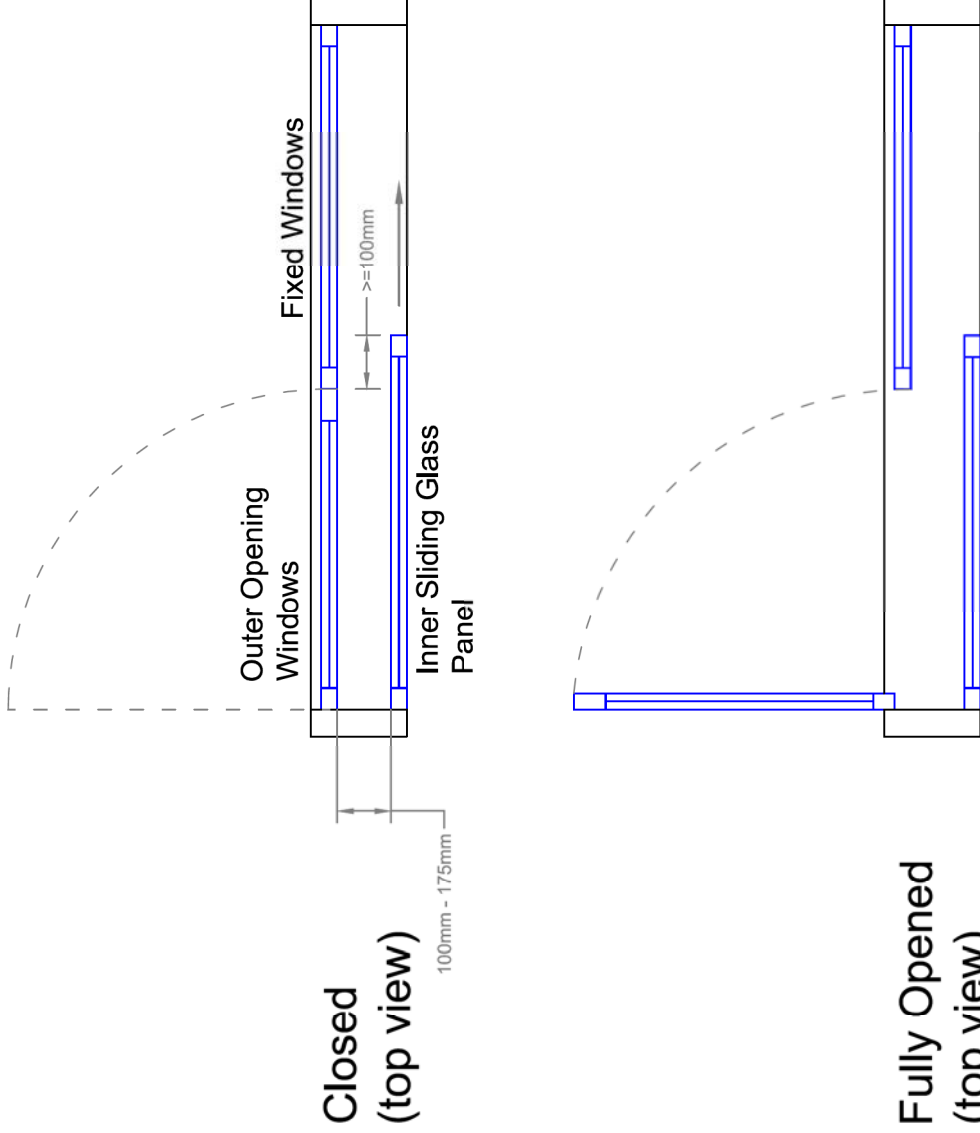
Notional Design subject to changes

 Cnotech Consultants Limited	Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE	1:200 @ A3	DATE	Feb 2024	
	Location of Predicted Noise Exceedance for Traffic Noise (High Zone of Tower 4)		CHECK	CC	DRAWN	LL	
		JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 4-4d	REV	-

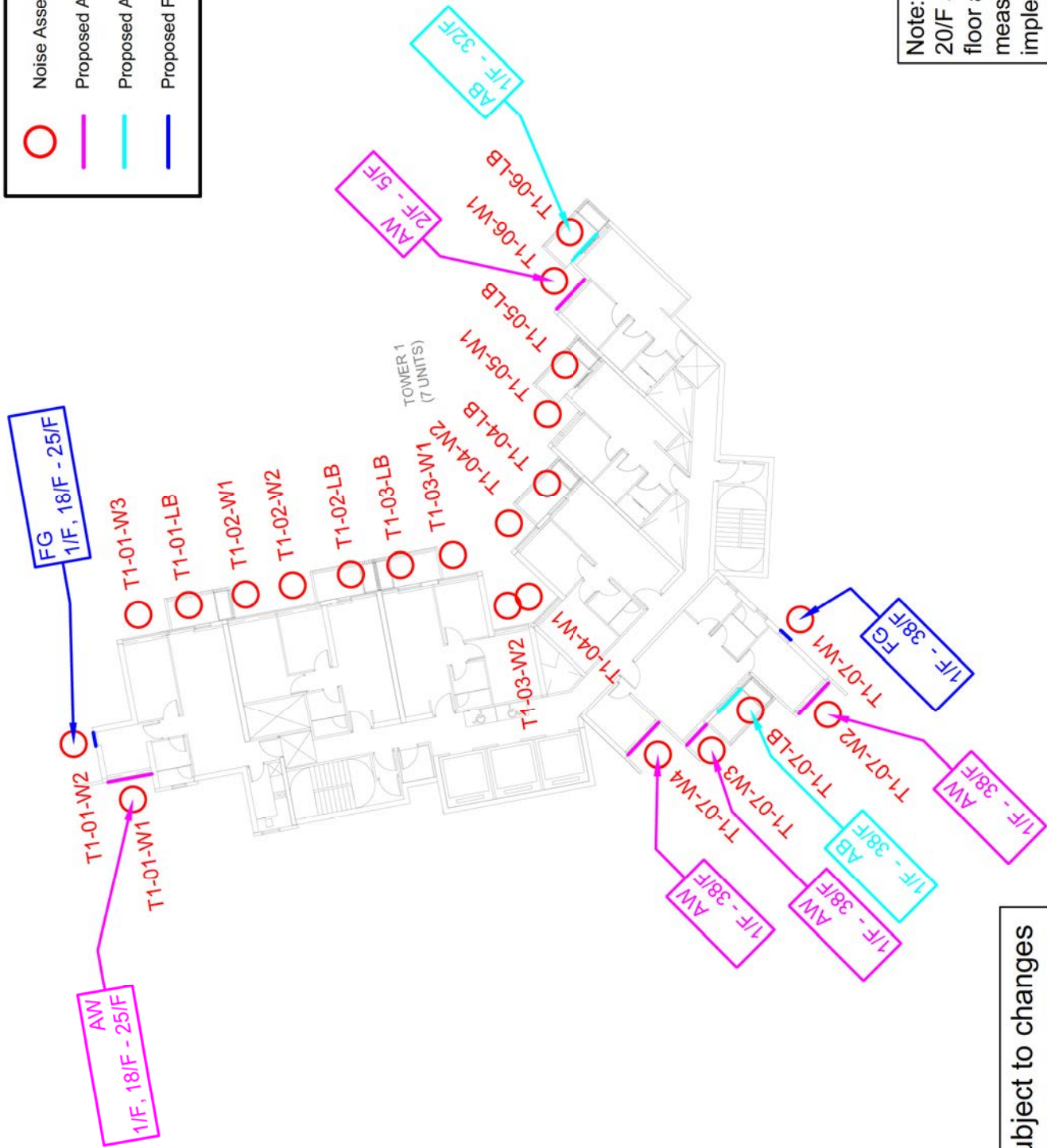
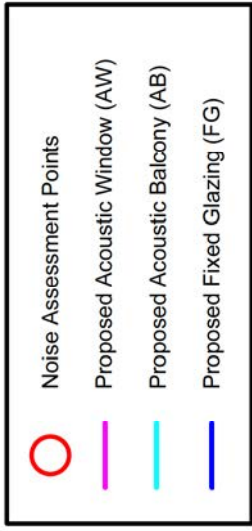


Typical Design

Reference to Practice Note on Application of ACOUSTIC WINDOWS (BAFFLE TYPE) in Planning Residential Developments against Road Traffic Noise Impact



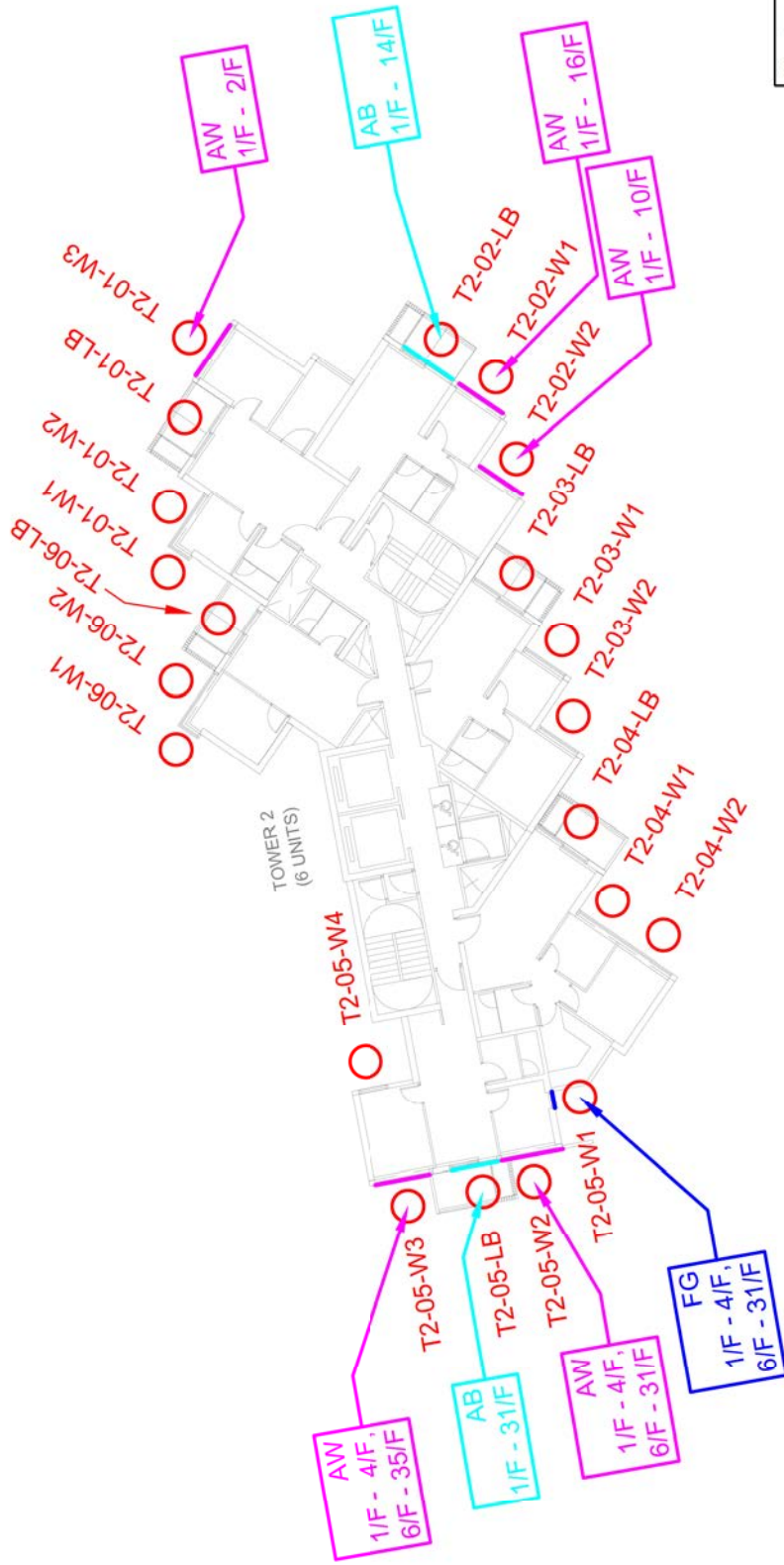
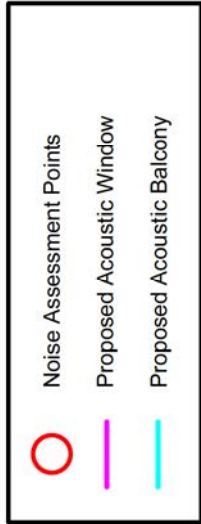
Extracted from Appendix A of Practice Note for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (APP-130) by Building Department



Note:
20/F and 21/F are refuge floor and no mitigation measures should be implemented.

Notional Design subject to changes

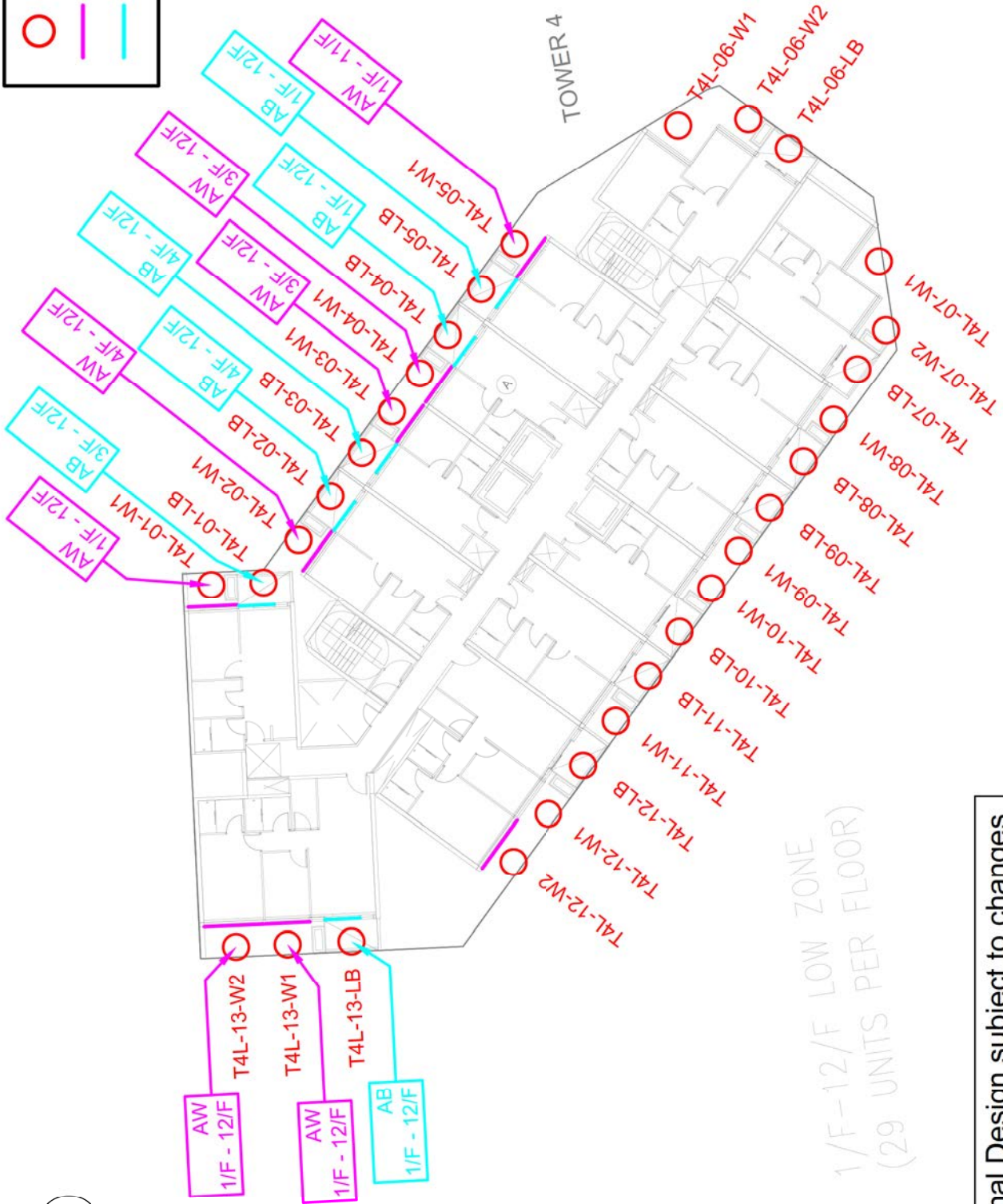
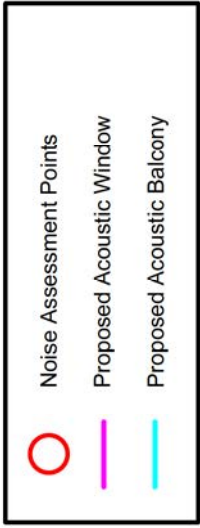
 Cinotech Consultants Limited	Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)	SCALE 1:200 @ A3	DATE Feb 2024
	Proposed Mitigation Measures (Tower 1)	CHECK CC	DRAWN LL
	JOB NO. IA19021-YMAA101P1	DRAWING NO. Fig. 4-6a	REV -



Note:
 20/F and 21/F are refuge floor and no mitigation measures should be implemented.

Notional Design subject to changes

 Cinotech Consultants Limited	Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE	1:200 @ A3	DATE	Feb 2024	
	Proposed Mitigation Measures (Tower 2)		CHECK	CC	DRAWN	LL	
		JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 4-6b	REV	-



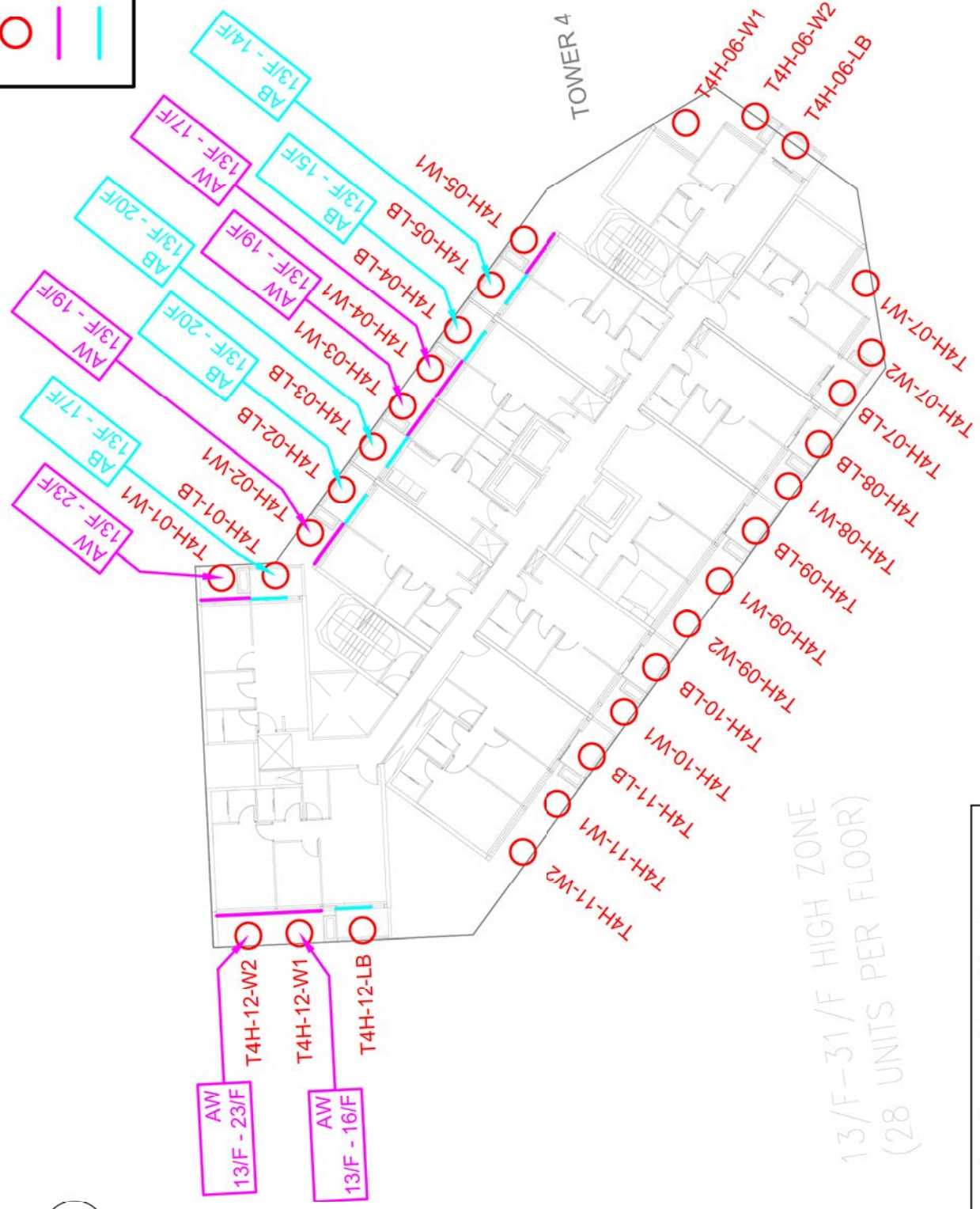
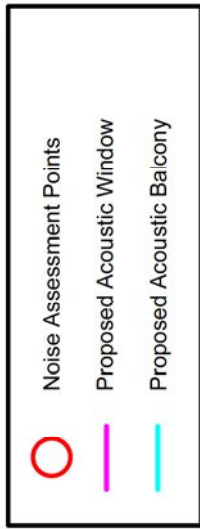
Notional Design subject to changes



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Proposed Mitigation Measures (Low Zone of Tower 4)

SCALE	1:200 @ A3	DATE	Feb 2024
CHECK	CC	DRAWN	LL
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 4-6c
REV			-



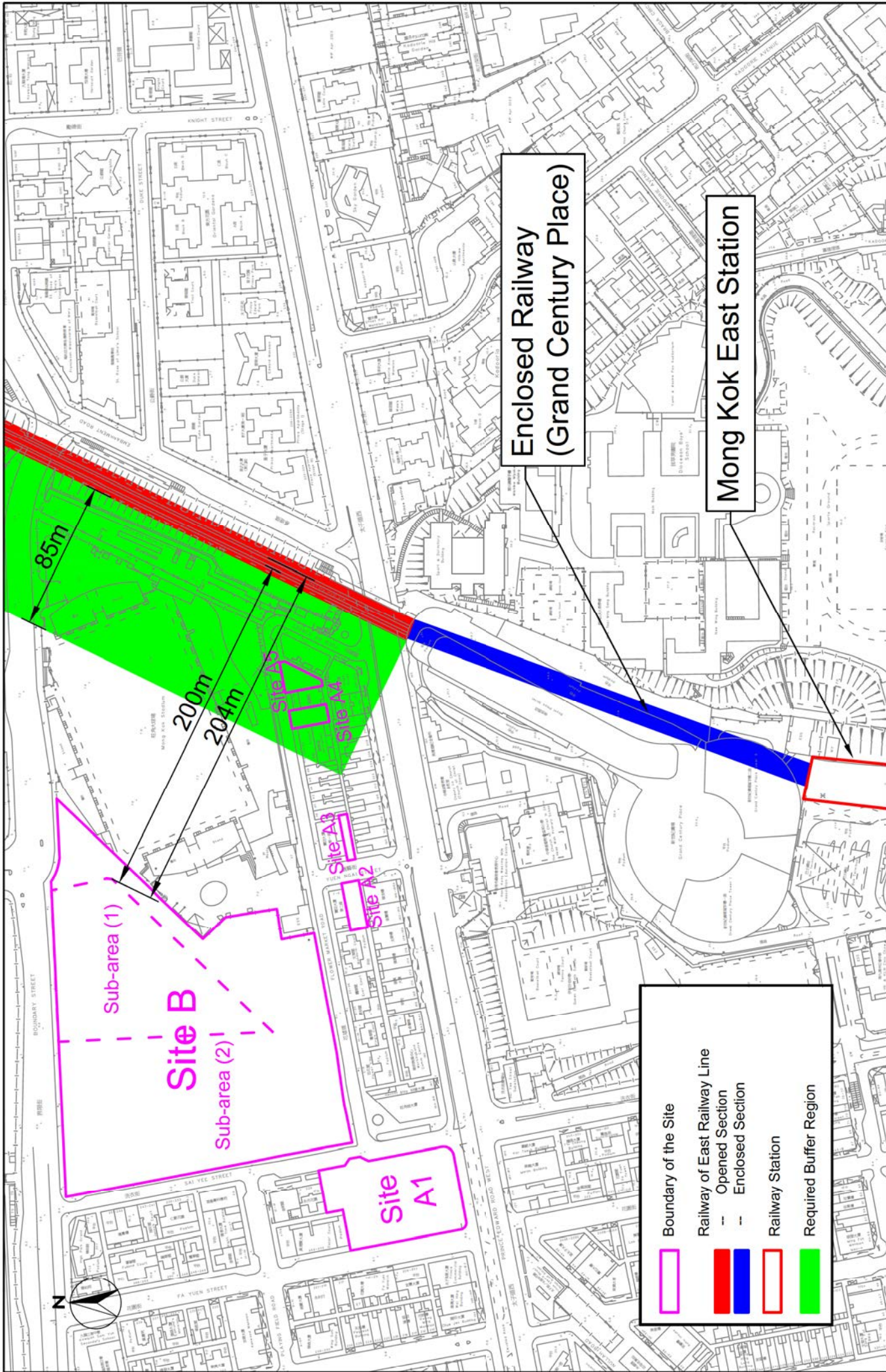
Notional Design subject to changes



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Proposed Mitigation Measures (High Zone of Tower 4)

SCALE	1:200 @ A3	DATE	Feb 2024
CHECK	CC	DRAWN	LL
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Fig. 4-6d
REV			-



Enclosed Railway Line
(Grand Century Place)

Mong Kok East Station

- Boundary of the Site
- Railway of East Railway Line
- Opened Section
- Enclosed Section
- Railway Station
- Required Buffer Region

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Buffer Region for Railway Noise

DATE	February 2024
SCALE	1:3000 @ A3
CHECK	KS
DRAWN	CC
JOB NO.	IA19021-YMAA101P1
DRAWING NO.	Fig. 4-7
REV	-



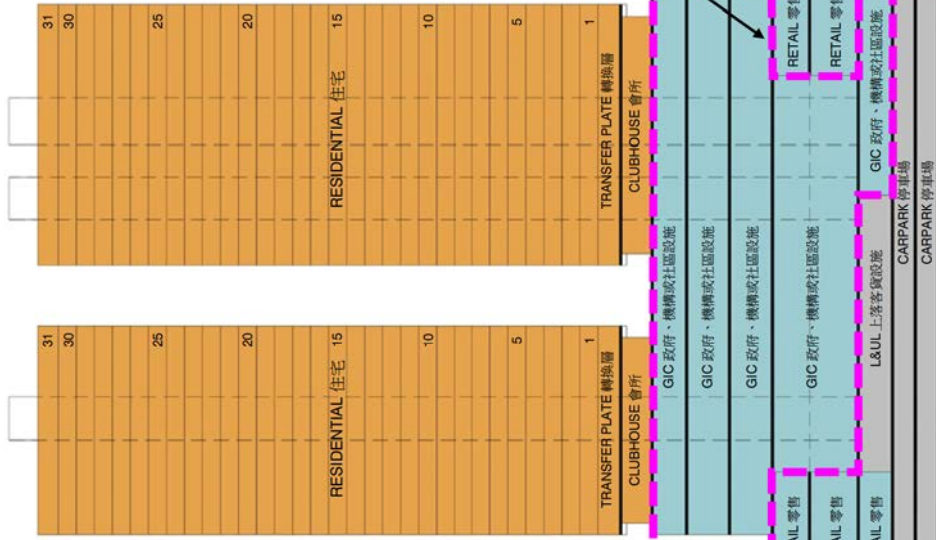
**APPENDIX 2-1
NOTIONAL SECTION PLAN**



Key Plan

B.L.

Site B
地盤 B



RF 150mPD

51.9

47.9 TP

42.4 5F

36.4 4F

28.9 3F

21.4 2F

14.9 1F

6.40 G/F

0.40 B1

-3.6 B2

-7.6 B3

POSSIBLE PEDESTRIAN FOOTBRIDGE
可能的行人天橋

BOUNDARY STREET
界限街

TAI HANG TUNG RECREATION GROUND
大坑東遊樂場

L&UL 上落客貨設施
CARPARK 停車場

GIC 政府、機構或社區設施
L&UL 上落客貨設施
CARPARK 停車場

GIC 政府、機構或社區設施
WATERWAY PARK 水運公園
NULLAH 水渠

POSSIBLE PEDESTRIAN SUBWAY
可能的行人隧道

FLOWER MARKET ROAD
花墟道

PRINCE EDWARD ROAD WEST
太子道西

(Notional layout subject to detailed design upon DSP approval.)



URA Sai Yee Street / Flower Market Road
Development Scheme (YTM-013)

Figure 2

Notional Scheme – Schematic Section B-B

Not drawn to scale

March 2024

**APPENDIX 3-1
LIST OF ROAD SECTIONS AND
ENDORSEMENT FROM TRANSPORT
DEPARTMENT (PENDING)**

Road Section List

* Road sections with cold start are indicated as 1
Road sections without cold start are indicated as 0

Road ID	Road Name	Travel Direction	At grade / Flyover	Speed Limit (km/hr)	Cold Start*
1	Boundary Street (FO)	EB	FO	50	0
2	Boundary Street	EB	At grade	50	0
3	Boundary Street	EB	At grade	50	0
4	Tai Hang Tung Road	NB	At grade	50	0
5	Tai Hang Tung Road	SB	At grade	50	0
6	Boundary Street	EB	At grade	50	0
7	Boundary Street	WB	At grade	50	0
8	Prince Edward Road West (FO)	WB	FO	50	0
9	Prince Edward Road West	WB	At grade	50	0
10	Prince Edward Road West	WB	At grade	50	0
11	Prince Edward Road West	WB	At grade	50	0
12	Prince Edward Road West	EB	At grade	50	0
13	Prince Edward Road West	WB	At grade	50	0
14	Playing Field Road	EB	At grade	50	1
15	Playing Field Road	WB	At grade	50	0
16	Playing Field Road	EB	At grade	50	1
17	Playing Field Road	WB	At grade	50	1
18	Flower Market Road	EB	At grade	50	0
19	Nullah Road	EB	At grade	50	1
20	Nullah Road	WB	At grade	50	0
21	Bute Street	WB	At grade	50	1
22	Nathan Road	NB	At grade	50	0
23	Nathan Road	SB	At grade	50	0
24	Nathan Road	SB	At grade	50	0
25	Sai Yeung Choi Street North	SB	At grade	50	1
26	Sai Yeung Choi Street South	SB	At grade	50	1
27	Tung Choi Street	SB	At grade	50	1
28	Tung Choi Street	NB	At grade	50	1
29	Fa Yuen Street	SB	At grade	50	1
30	Fa Yuen Street	NB	At grade	50	0
31	Sai Yee Street	NB	At grade	50	0
32	Sai Yee Street	NB	At grade	50	0
33	Sai Yee Street	SB	At grade	50	0
34	Yuen Ngai Street	SB	At grade	50	0
35	Embankment Road	NB	At grade	50	0
36	Sai Yeung Choi Street North	SB	At grade	50	1
37	Sai Yeung Choi Street North	NB	At grade	50	1
38	Cheung Sha Wan Road	SB	At grade	50	0
39	Cheung Sha Wan Road	NB	At grade	50	0
40	Boundary Street	EB	At grade	50	0
41	Yu Chau Street	NB	At grade	50	0
42	Ki Lung Street	NB	At grade	50	1
43	Portland Street	NB	At grade	50	0
44	Tai Nan Street	NB	At grade	50	1
45	Prince Edward Road West	EB	At grade	50	0
46	Lai Chi Kok Road	SB	At grade	50	0
47	Lai Chi Kok Road	NB	At grade	50	0
48	Arran Street	EB	At grade	50	0
49	Fa Yuen Street	SB	At grade	50	0
50	Sai Yee Street	NB	At grade	50	0
51	Sai Yee Street	SB	At grade	50	0
52	Tat Chee Avenue	NB	At grade	50	0
53	Tat Chee Avenue	SB	At grade	50	0
54	Boundary Street	EB	At grade	50	0

Road Section List

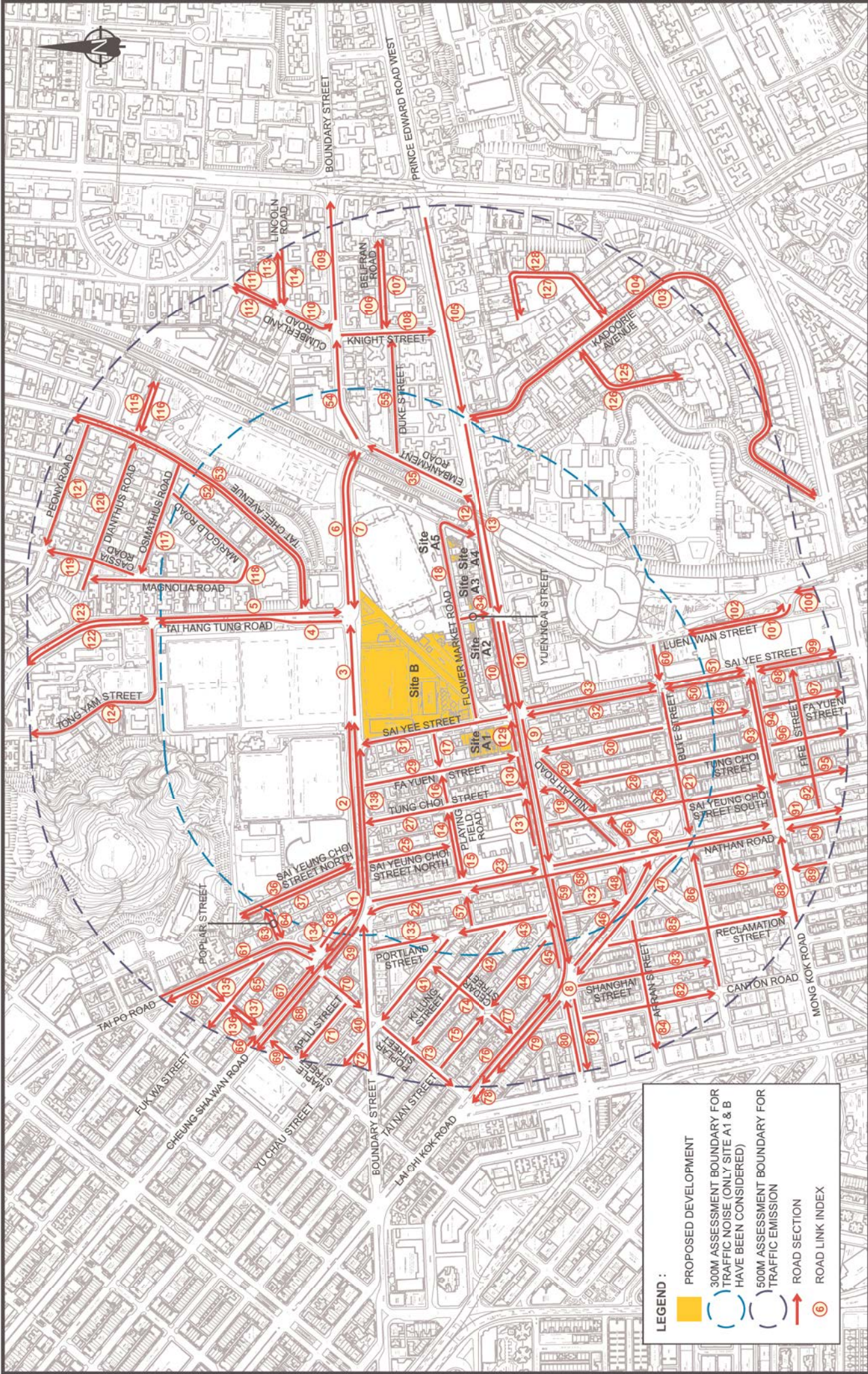
* Road sections with cold start are indicated as 1
Road sections without cold start are indicated as 0

Road ID	Road Name	Travel Direction	At grade / Flyover	Speed Limit (km/hr)	Cold Start*
55	Duke Street	EB	At grade	50	1
56	Nullah Road	EB	At grade	50	0
57	Playing Field Road	EB	At grade	50	0
58	Nathan Road	NB	At grade	50	0
59	Prince Edward Road West	WB	At grade	50	0
60	Bute Street	WB	At grade	50	1
61	Tai Po Road	SB	At grade	50	0
62	Tai Po Road	NB	At grade	50	0
63	Poplar Street	EB	At grade	50	1
64	Poplar Street	WB	At grade	50	1
65	Fuk Wa Street	NWB	At grade	50	1
66	Cheung Sha Wan Road	SEB	At grade	50	0
67	Cheung Sha Wan Road	SEB	At grade	50	0
68	Cheung Sha Wan Road	NWB	At grade	50	0
69	Maple Street	NEB	At grade	50	1
70	Poplar Street	SWB	At grade	50	1
71	Apliu Street	NWB	At grade	50	1
72	Yu Chau Street	NWB	At grade	50	0
73	Poplar Street	SWB	At grade	50	0
74	Cedar Street	NEB	At grade	50	1
75	Tai Nan Street	SEB	At grade	50	1
76	Lai Chi Kok Road	SEB	At grade	50	0
77	Cedar Street	SWB	At grade	50	1
78	Lai Chi Kok Road	NEB	At grade	50	0
79	Lai Chi Kok Road	NEB	At grade	50	1
80	Prince Edward Road West	EB	At grade	50	0
81	Prince Edward Road West	WB	At grade	50	0
82	Canton Road	NB	At grade	50	1
83	Reclamation Street	SB	At grade	50	1
84	Arran Street	WB	At grade	50	1
85	Shanghai Street	SB	At grade	50	0
86	Bute Street	EB	At grade	50	1
87	Portland Street	SB	At grade	50	0
88	Mong Kok Road	EB	At grade	50	0
89	Portland Street	NB	At grade	50	0
90	Nathan Road	NB	At grade	50	0
91	Nathan Road	SB	At grade	50	0
92	Fife Street	EB	At grade	50	0
93	Mong Kok Road	EB	At grade	50	0
94	Mong Kok Road	WB	At grade	50	0
95	Sai Yeung Choi Street South	SB	At grade	50	0
96	Tung Choi Street	SB	At grade	50	0
97	Fa Yuen Street	SB	At grade	50	1
98	Sai Yee Street	NB	At grade	50	0
99	Sai Yee Street	SB	At grade	50	0
100	Luen Wan Street	NB	At grade	50	0
101	Luen Wan Street	NB	At grade	50	0
102	Luen Wan Street	SB	At grade	50	0
103	Kadoorie Avenue	NB	At grade	50	0
104	Kadoorie Avenue	SB	At grade	50	0
105	Prince Edward Road West	WB	At grade	50	0
106	Belfran Road	EB	At grade	50	1
107	Belfran Road	WB	At grade	50	0
108	Knight Street	SB	At grade	50	1

Road Section List

* Road sections with cold start are indicated as 1
Road sections without cold start are indicated as 0

Road ID	Road Name	Travel Direction	At grade / Flyover	Speed Limit (km/hr)	Cold Start*
109	Boundary Street	EB	At grade	50	0
110	Cumberland Road	SB	At grade	50	0
111	Cumberland Road	SB	At grade	50	0
112	Cumberland Road	NB	At grade	50	0
113	Lincoln Road	EB	At grade	50	0
114	Lincoln Road	WB	At grade	50	1
115	Dianthus Road	EB	At grade	50	0
116	Dianthus Road	WB	At grade	50	0
117	Osmanthus Road	WB	At grade	50	1
118	Marigold Road & Magnolia Road	NB	At grade	50	1
119	Cassia Road	NB	At grade	50	1
120	Dianthus Road	EB	At grade	50	1
121	Peony Road	WB	At grade	50	1
122	Tai Hang Tung Road	NB	At grade	50	0
123	Tai Hang Tung Road	SB	At grade	50	0
124	Tong Yam Street	NB	At grade	30	1
125	Kadoorie Avenue	SB	At grade	50	0
126	Kadoorie Avenue	NB	At grade	50	0
127	Braga Circuit	NB	At grade	50	0
128	Braga Circuit	SB	At grade	50	0
129	Prince Edward Road West	EB	At grade	50	1
130	Prince Edward Road West	WB	At grade	50	1
131	Prince Edward Road West	EB	At grade	50	0
132	Portland Street	SB	At grade	50	1
133	Portland Street	SB	At grade	50	1
134	Cheung Sha Wan Road	NB	At grade	50	0
135	Maple Street	SB	At grade	50	1
136	Maple Street	NB	At grade	50	1
137	Maple Street	SB	At grade	50	1
138	Boundary Street	EB	At grade	50	0



LEGEND :

- PROPOSED DEVELOPMENT
- 300M ASSESSMENT BOUNDARY FOR TRAFFIC NOISE (ONLY SITE A1 & B HAVE BEEN CONSIDERED)
- 500M ASSESSMENT BOUNDARY FOR TRAFFIC EMISSION
- ROAD SECTION
- ROAD LINK INDEX

ENVIRONMENTAL ASSESSMENT STUDY AREA AND ROAD LINKS	
Project Title URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME AT MONG KOK (YMAA1-01-P1)	Drawing No. 1 Date AUG 2023 Scale NTS Checked CHM Designed CHM Scale HWL Checked NTS Date AUG 2023
Project Title URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME AT MONG KOK (YMAA1-01-P1)	Drawing No. 1 Date AUG 2023 Scale NTS Checked CHM Designed CHM Scale HWL Checked NTS Date AUG 2023
Project Title URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME AT MONG KOK (YMAA1-01-P1)	Drawing No. 1 Date AUG 2023 Scale NTS Checked CHM Designed CHM Scale HWL Checked NTS Date AUG 2023

**APPENDIX 3-2
SENSITIVITY TEST FOR TRAFFIC
EMISSION**

Result of Sensitively Test (Traffic Emission)

Scenario	Year 2035	Year 2041	Year 2050
NOx Emission (kg/day)			
Quarter			
Q1 (Dec - Feb)	68.78	67.27	69.38
Q2 (Mar - May)	63.80	62.19	64.20
Q3 (Jun - Aug)	52.41	50.88	52.60
Q4 (Sep - Nov)	61.40	59.71	61.67
Average	<u>61.60</u>	<u>60.01</u>	<u>61.96</u>
RSP Emission (kg/day)			
Quarter			
Q1 (Dec - Feb)	1.92	1.58	1.67
Q2 (Mar - May)	1.92	1.58	1.67
Q3 (Jun - Aug)	1.92	1.58	1.67
Q4 (Sep - Nov)	1.92	1.58	1.67
Average	<u>1.92</u>	<u>1.58</u>	<u>1.67</u>
FSP Emission (kg/day)			
Quarter			
Q1 (Dec - Feb)	1.77	1.46	1.54
Q2 (Mar - May)	1.77	1.46	1.54
Q3 (Jun - Aug)	1.77	1.46	1.54
Q4 (Sep - Nov)	1.77	1.46	1.54
Average	<u>1.77</u>	<u>1.46</u>	<u>1.54</u>

**APPENDIX 3-3
CALINE4 INPUT**

Caline 4 input for 2035 Q1

Road Pair	X1	X2	Y1	Y2	Coordinate (m)	Width (including median)	Height (m)	Road Type (caline 4)
R076	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R077	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R078	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R079	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R080	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R081	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R082	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R083	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R084	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R085	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R086	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R087	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R088	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R089	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R090	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R091	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R092	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R093	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R094	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R095	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R096	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R097	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R098	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R099	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R100	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R101	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R102	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R103	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R104	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R105	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R106	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R107	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R108	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R109	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R110	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R111	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R112	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R113	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R114	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R115	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R116	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R117	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R118	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R119	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R120	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R121	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R122	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R123	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R124	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R125	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R126	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R127	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R128	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R129	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R130	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R131	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R132	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R133	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R134	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R135	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R136	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R137	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R138	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R139	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R140	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R141	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R142	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R143	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R144	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R145	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R146	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R147	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R148	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R149	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1
R150	83581.25	82971.20	83122.54	82934.44	83053.84	0	1	1

		Vehicle count for each road																					
H00	H01	H02	H03	H04	H05	H06	H07	H08	H09	H10	H11	H12	H13	H14	H15	H16	H17	H18	H19	H20	H21	H22	H23
245	180	175	175	155	280	375	405	380	360	325	330	270	230	230	220	240	275	270	265	295	280	250	262
35	25	20	20	20	40	55	55	55	55	55	55	45	45	45	45	45	75	70	75	75	65	60	52
840	585	550	540	485	850	1120	1210	1145	1085	1040	1015	905	830	840	840	980	1130	1325	1295	1380	1290	1100	1075
140	105	90	90	85	145	185	200	195	175	175	170	155	135	145	155	175	215	250	230	250	230	195	180
955	670	625	615	570	990	1295	1405	1330	1260	1180	1155	1010	865	890	895	1015	1180	1275	1235	1360	1280	1125	1115
60	40	40	40	40	60	75	80	80	75	70	65	60	45	40	40	45	55	55	55	55	60	55	45
125	80	75	70	60	120	160	170	160	155	140	140	130	115	125	120	140	170	185	185	200	180	160	135
240	170	165	165	155	265	340	380	360	335	310	300	260	200	200	225	240	280	320	330	335	320	285	280
390	300	305	300	275	295	430	490	500	445	470	495	430	360	360	445	440	480	450	445	475	450	405	390
180	125	120	115	105	190	255	275	275	215	225	245	215	185	180	160	245	245	265	250	280	260	225	240
805	560	525	510	450	800	1045	1120	995	900	965	1030	925	820	730	1135	1185	1335	1250	1340	1235	1080	1035	
40	25	25	25	20	40	60	60	60	55	55	55	40	40	40	40	55	65	65	65	65	55	50	
1215	835	785	765	690	1190	1565	1680	1495	1350	1265	1165	1395	1550	1670	1655	1845	1915	2030	1890	2040	1875	1620	1585
250	170	160	160	145	265	355	380	355	295	275	245	205	150	150	315	330	305	310	310	335	320	285	280
1185	405	395	395	385	685	1205	1580	1710	1365	1265	1155	1365	1510	1590	1560	1710	1725	1780	1690	1835	1700	1495	1450
1185	405	395	395	385	685	1205	1580	1710	1365	1265	1155	1365	1510	1590	1560	1710	1725	1780	1690	1835	1700	1495	1450
290	210	200	195	170	300	395	425	375	335	310	295	240	175	195	330	350	380	420	415	430	430	385	380
340	235	225	225	200	350	470	500	445	405	375	340	405	450	460	450	485	480	500	475	510	480	420	415
85	50	45	45	45	85	110	115	105	95	90	80	100	115	120	115	135	140	135	140	135	140	120	110
110	145	145	145	135	225	305	330	295	260	240	210	185	140	140	270	290	240	240	240	260	255	225	240
155	100	95	95	90	165	215	230	205	185	175	165	140	115	120	165	175	165	165	175	165	150	135	135
165	105	100	100	95	165	215	230	205	185	175	165	140	115	120	165	175	165	165	175	165	150	135	135
250	180	165	165	160	265	355	380	335	300	285	245	215	140	140	330	355	365	370	360	385	370	330	320
50	20	20	20	20	50	70	80	80	70	60	55	40	35	35	80	70	75	85	85	85	90	85	85
275	190	180	180	160	290																		

Caline 4 input for 2050 Q1

Pair	Y1	Y2	Y3	Y4	Y5	Y6	Y7	Y8	Y9	Y10	Y11	Y12	Y13	Y14	Y15	Y16	Y17	Y18	Y19	Y20	Y21	Y22	Y23	Y24	Y25	Y26	Y27	Y28	Y29	Y30	Y31	Y32	Y33	Y34	Y35	Y36	Y37	Y38	Y39	Y40	Y41	Y42	Y43	Y44	Y45	Y46	Y47	Y48	Y49	Y50	Y51	Y52	Y53	Y54	Y55	Y56	Y57	Y58	Y59	Y60	Y61	Y62	Y63	Y64	Y65	Y66	Y67	Y68	Y69	Y70	Y71	Y72	Y73	Y74	Y75	Y76	Y77	Y78	Y79	Y80	Y81	Y82	Y83	Y84	Y85	Y86	Y87	Y88	Y89	Y90	Y91	Y92	Y93	Y94	Y95	Y96	Y97	Y98	Y99	Y100																																																																																																																																																																																																																																																																																																																			
R076	835815.15	828719.28	824644.19	820548.88	816484.33	812459.52	808475.35	804531.82	800629.03	796767.07	792945.94	789165.74	785426.57	781728.44	778071.35	774455.30	770880.30	767346.35	763853.45	760401.60	756990.80	753621.05	750292.35	746994.70	743728.10	740492.55	737288.05	734114.60	730972.20	727860.85	724780.55	721731.30	718713.10	715726.00	712770.00	709845.10	706941.30	704068.60	701227.00	698416.50	695637.10	692888.80	690171.60	687485.50	684830.50	682206.60	679613.80	677052.10	674521.50	672022.00	669553.60	667106.30	664680.10	662275.00	659891.00	657528.10	655186.30	652865.60	650566.00	648287.50	646030.10	643793.80	641578.60	639384.50	637211.50	635059.60	632928.80	630819.10	628730.50	626663.00	624616.60	622591.30	620587.10	618604.00	616642.00	614701.10	612781.30	610882.60	608995.00	607128.50	605283.10	603458.80	601655.60	599873.50	598112.50	596372.60	594653.80	592956.10	591279.50	589624.00	587989.60	586376.30	584784.10	583213.00	581663.00	580134.10	578626.30	577139.60	575674.00	574229.50	572806.10	571403.80	570022.60	568662.50	567323.50	566005.60	564708.80	563433.10	562178.50	560945.00	559732.60	558541.30	557371.10	556222.00	555094.00	553987.10	552901.30	551836.60	550793.00	549770.50	548769.10	547788.80	546829.60	545891.50	544974.50	544078.60	543203.80	542350.10	541517.50	540706.00	539915.60	539146.30	538398.10	537671.00	536965.00	536280.10	535606.30	534953.60	534322.00	533711.50	533122.10	532553.80	532006.60	531480.50	530975.50	530491.60	529928.80	529387.10	528866.50	528367.00	527888.60	527431.30	526995.10	526579.00	526183.00	525807.10	525451.30	525115.60	524799.90	524504.30	524228.80	523973.40	523738.10	523522.90	523327.80	523152.80	522997.90	522863.10	522748.40	522653.80	522579.30	522524.90	522490.60	522476.40	522482.30	522508.40	522554.70	522621.20	522707.90	522814.80	522941.90	523089.20	523256.70	523444.40	523652.30	523880.40	524128.70	524397.20	524685.90	524994.80	525323.90	525673.20	526042.70	526432.40	526842.30	527272.40	527722.70	528193.20	528683.90	529194.80	529725.90	530277.20	530848.70	531440.40	532052.30	532684.40	533336.70	534009.20	534701.90	535414.80	536147.90	536901.20	537674.70	538468.40	539282.30	540116.40	540970.70	541845.20	542739.90	543654.80	544589.90	545545.20	546520.70	547516.40	548532.30	549568.40	550624.70	551691.20	552767.90	553854.80	554951.90	556059.20	557176.70	558304.40	559452.30	560620.40	561808.70	563017.20	564245.90	565494.80	566763.90	568053.20	569362.70	570692.40	572042.30	573412.40	574802.70	576213.20	577643.90	579094.80	580565.90	582057.20	583568.70	585090.40	586632.30	588194.40	589776.70	591379.20	592991.90	594624.80	596277.90	597951.20	599644.70	601358.40	603092.30	604846.40	606620.70	608415.20	610229.90	612064.80	613919.90	615795.20	617690.70	619606.40	621542.30	623508.40	625494.70	627501.20	629527.90	631574.80	633641.90	635329.20	637036.70	638764.40	640512.30	642280.40	644068.70	645877.20	647705.90	649554.80	651423.90	653313.20	655222.70	657152.40	659102.30	661072.40	663062.70	665073.20	667103.90	669154.80	671225.90	673317.20	675428.70	677560.40	679712.30	681884.40	684076.70	686289.20	688521.90	690774.80	693047.90	695341.20	697654.70	699988.40	702342.30	704716.40	707110.70	709525.20	711959.90	714414.80	716889.90	719385.20	721900.70	724436.40	726992.30	729568.40	732164.70	734781.20	737417.90	740074.80	742751.90	745449.20	748166.70	750894.40	753642.30	756410.40	759198.70	762007.20	764835.90	767684.80	770553.90	773444.20	776354.70	779285.40	782236.30	785207.40	788198.70	791210.20	794241.90	797293.80	800365.90	803458.20	806570.70	809693.40	812826.30	815979.40	819152.70	822346.20	825559.90	828793.80	832047.90	835322.20	838616.70	841931.40	845266.30	848621.40	851996.70	855392.20	858807.90	862243.80	865699.90	869176.20	872672.70	876189.40	879726.30	883283.40	886860.70	890458.20	894075.90	897713.80	901371.90	905050.20	908748.70	912467.40	916206.30	919965.40	923744.70	927544.20	931363.90	935203.80	939063.90	942944.20	946844.70	950765.40	954706.30	958667.40	962638.70	966630.20	970641.90	974673.80	978725.90	982798.20	986890.70	990993.40	995116.30	999259.40	1000000.00

Pair	H00	H01	H02	H03	H04	H05	H06	H07	H08	H09	H10	H11	H12	H13	H14	H15	H16	H17	H18	H19	H20	H21	H22	H23
R076	59.400	41.800	41.800	0.800	0.800	28.250	28.250	31.500	31.500	34.750	34.750	38.000	38.000	41.250	41.250	44.500	44.500	47.750	47.750	51.000	51.000	54.250	54.250	
R077	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	1.400	
R078	43.250	37.250	37.250	15.750	15.750	44.250	44.250	47.500	47.500	50.750	50.750	54.000	54.000	57.250	57.250	60.500	60.500	63.750	63.750	67.000	67.000	70.250	70.250	
R079	16.450	16.450	16.450	71.500	71.500	114.500	114.500	157.500	157.500	200.500	200.500	243.500	243.500	286.500	286.500	329.500	329.500	372.500	372.500	405.500	405.500	448.500	448.500	
R080	21.000	17.600	16.000	16.000	16.000	15.000	15.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	16.000	
R081	24.700	16.100	15.200	14.250	13.300	12.350	11.400	10.450	9.500	8.550	7.600	6.650	5.700	4.750	3.800	2.850	1.900	0.950	0.000	0.000	0.000	0.000	0.000	
R082	86.100	45.000	41.250	41.250	40.000	37.500	35.000	32.500	30.000	27.500	25.000	22.500	20.000	17.500	15.000	12.500	10.000	7.500	5.000	2.500	0.000	0.000	0.000	
R083	12.500	12.500	13.500	13.500	12.000	12.000	11.000	10.000	9.000	8.000	7.000	6.000	5.000	4.000	3.000	2.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	
R084	84.500	55.000	53.000	47.500	47.500	44.000	41.000	38.000	35.000	32.000	29.000	26.000	23.000	20.000	17.000	14.000	11.000	8.000	5.000	2.000	0.000	0.000	0.000	
R085	176.400	123.400	113.400	110.000	100.100	174.300	228.500	245.000	218.400	196.700	181.100	167.800	201.600	225.400	249.200	273.000	296.800	320.600	344.400	368.200	392.000	415.800	439.600	
R086	255.000	177.000	165.000	164.000	148.000	265.000	344.000	372.000	329.000	295.000	275.000	250.000	225.000	200.000	175.000	150.000	125.000	100.000	75.000	50.000	25.000	0.000	0.000	
R087	43.400	25.400	25.000	28.000	28.000	24.000	21.000	18.000	15.000	12.000	9.000	6.000	3.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
R088	11.900	7.000	6.300	5.300	4.300	3.300	2.300	1.300	0.300	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
R089	30.100	22.400	21.700	21.000	19.000	16.000	13.000	10.000	7.000	4.000	1.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
R090	12.750	9.000	8.200	7.200	6.200	5.200	4.200	3.200	2.200	1.200	0.200	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
R091	12.750	9.000	8.200	7.200	6.200	5.200	4.200	3.200	2.200	1.200	0.200	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
R092	238.000	161.500	157.250	153.000	140.250	250.750	331.500	352.750	289.000	272.000	238.000	217.000	183.000	162.000	128.000	107.000	73.000	52.000	18.000	0.000	0.000	0.000	0.000	
R093	238.000	161.500	157.250	153.000	140.250	250.750	331.500	352.750	289.000	272.000	238.000	217.000	183.000	1										

Caline 4 input for 2050 Q1

Road Pair	Coordinate (m)	Height (m)	Wtrain (including mixing zone)	Road Type (caline 4)
X1	Y1	X2	Y2	
R076	83581.55	82064.19	83164.88	82064.19
R077	83581.55	82064.19	83164.88	82064.19
R078	83581.55	82064.19	83164.88	82064.19
R079	83581.55	82064.19	83164.88	82064.19
R080	83581.55	82064.19	83164.88	82064.19
R081	83581.55	82064.19	83164.88	82064.19
R082	83581.55	82064.19	83164.88	82064.19
R083	83581.55	82064.19	83164.88	82064.19
R084	83581.55	82064.19	83164.88	82064.19
R085	83581.55	82064.19	83164.88	82064.19
R086	83581.55	82064.19	83164.88	82064.19
R087	83581.55	82064.19	83164.88	82064.19
R088	83581.55	82064.19	83164.88	82064.19
R089	83581.55	82064.19	83164.88	82064.19
R090	83581.55	82064.19	83164.88	82064.19
R091	83581.55	82064.19	83164.88	82064.19
R092	83581.55	82064.19	83164.88	82064.19
R093	83581.55	82064.19	83164.88	82064.19
R094	83581.55	82064.19	83164.88	82064.19
R095	83581.55	82064.19	83164.88	82064.19
R096	83581.55	82064.19	83164.88	82064.19
R097	83581.55	82064.19	83164.88	82064.19
R098	83581.55	82064.19	83164.88	82064.19
R099	83581.55	82064.19	83164.88	82064.19
R100	83581.55	82064.19	83164.88	82064.19
R101	83581.55	82064.19	83164.88	82064.19
R102	83581.55	82064.19	83164.88	82064.19
R103	83581.55	82064.19	83164.88	82064.19
R104	83581.55	82064.19	83164.88	82064.19
R105	83581.55	82064.19	83164.88	82064.19
R106	83581.55	82064.19	83164.88	82064.19
R107	83581.55	82064.19	83164.88	82064.19
R108	83581.55	82064.19	83164.88	82064.19
R109	83581.55	82064.19	83164.88	82064.19
R110	83581.55	82064.19	83164.88	82064.19
R111	83581.55	82064.19	83164.88	82064.19
R112	83581.55	82064.19	83164.88	82064.19
R113	83581.55	82064.19	83164.88	82064.19
R114	83581.55	82064.19	83164.88	82064.19
R115	83581.55	82064.19	83164.88	82064.19
R116	83581.55	82064.19	83164.88	82064.19
R117	83581.55	82064.19	83164.88	82064.19
R118	83581.55	82064.19	83164.88	82064.19
R119	83581.55	82064.19	83164.88	82064.19
R120	83581.55	82064.19	83164.88	82064.19
R121	83581.55	82064.19	83164.88	82064.19
R122	83581.55	82064.19	83164.88	82064.19
R123	83581.55	82064.19	83164.88	82064.19
R124	83581.55	82064.19	83164.88	82064.19
R125	83581.55	82064.19	83164.88	82064.19
R126	83581.55	82064.19	83164.88	82064.19
R127	83581.55	82064.19	83164.88	82064.19
R128	83581.55	82064.19	83164.88	82064.19
R129	83581.55	82064.19	83164.88	82064.19
R130	83581.55	82064.19	83164.88	82064.19
R131	83581.55	82064.19	83164.88	82064.19
R132	83581.55	82064.19	83164.88	82064.19
R133	83581.55	82064.19	83164.88	82064.19
R134	83581.55	82064.19	83164.88	82064.19
R135	83581.55	82064.19	83164.88	82064.19
R136	83581.55	82064.19	83164.88	82064.19
R137	83581.55	82064.19	83164.88	82064.19
R138	83581.55	82064.19	83164.88	82064.19
R139	83581.55	82064.19	83164.88	82064.19
R140	83581.55	82064.19	83164.88	82064.19
R141	83581.55	82064.19	83164.88	82064.19
R142	83581.55	82064.19	83164.88	82064.19
R143	83581.55	82064.19	83164.88	82064.19
R144	83581.55	82064.19	83164.88	82064.19
R145	83581.55	82064.19	83164.88	82064.19
R146	83581.55	82064.19	83164.88	82064.19
R147	83581.55	82064.19	83164.88	82064.19
R148	83581.55	82064.19	83164.88	82064.19
R149	83581.55	82064.19	83164.88	82064.19
R150	83581.55	82064.19	83164.88	82064.19
R151	83581.55	82064.19	83164.88	82064.19
R152	83581.55	82064.19	83164.88	82064.19
R153	83581.55	82064.19	83164.88	82064.19
R154	83581.55	82064.19	83164.88	82064.19
R155	83581.55	82064.19	83164.88	82064.19
R156	83581.55	82064.19	83164.88	82064.19
R157	83581.55	82064.19	83164.88	82064.19
R158	83581.55	82064.19	83164.88	82064.19
R159	83581.55	82064.19	83164.88	82064.19
R160	83581.55	82064.19	83164.88	82064.19
R161	83581.55	82064.19	83164.88	82064.19
R162	83581.55	82064.19	83164.88	82064.19
R163	83581.55	82064.19	83164.88	82064.19
R164	83581.55	82064.19	83164.88	82064.19
R165	83581.55	82064.19	83164.88	82064.19
R166	83581.55	82064.19	83164.88	82064.19
R167	83581.55	82064.19	83164.88	82064.19
R168	83581.55	82064.19	83164.88	82064.19
R169	83581.55	82064.19	83164.88	82064.19
R170	83581.55	82064.19	83164.88	82064.19
R171	83581.55	82064.19	83164.88	82064.19
R172	83581.55	82064.19	83164.88	82064.19
R173	83581.55	82064.19	83164.88	82064.19
R174	83581.55	82064.19	83164.88	82064.19
R175	83581.55	82064.19	83164.88	82064.19
R176	83581.55	82064.19	83164.88	82064.19
R177	83581.55	82064.19	83164.88	82064.19
R178	83581.55	82064.19	83164.88	82064.19
R179	83581.55	82064.19	83164.88	82064.19
R180	83581.55	82064.19	83164.88	82064.19
R181	83581.55	82064.19	83164.88	82064.19
R182	83581.55	82064.19	83164.88	82064.19
R183	83581.55	82064.19	83164.88	82064.19
R184	83581.55	82064.19	83164.88	82064.19
R185	83581.55	82064.19	83164.88	82064.19
R186	83581.55	82064.19	83164.88	82064.19
R187	83581.55	82064.19	83164.88	82064.19
R188	83581.55	82064.19	83164.88	82064.19
R189	83581.55	82064.19	83164.88	82064.19
R190	83581.55	82064.19	83164.88	82064.19
R191	83581.55	82064.19	83164.88	82064.19
R192	83581.55	82064.19	83164.88	82064.19
R193	83581.55	82064.19	83164.88	82064.19
R194	83581.55	82064.19	83164.88	82064.19
R195	83581.55	82064.19	83164.88	82064.19
R196	83581.55	82064.19	83164.88	82064.19
R197	83581.55	82064.19	83164.88	82064.19
R198	83581.55	82064.19	83164.88	82064.19
R199	83581.55	82064.19	83164.88	82064.19
R200	83581.55	82064.19	83164.88	82064.19

Vehicle count for each road																							
HQ00	HQ01	HQ02	HQ03	HQ04	HQ05	HQ06	HQ07	HQ08	HQ09	HQ10	HQ11	HQ12	HQ13	HQ14	HQ15	HQ16	HQ17	HQ18	HQ19	HQ20	HQ21	HQ22	HQ23
270	190	190	190	170	300	410	440	415	390	355	340	300	320	245	240	270	290	385	280	310	360	270	285
35	25	20	20	20	45	55	55	55	55	55	45	45	45	35	45	45	65	75	75	75	65	60	55
875	615	570	565	515	895	1180	1270	1205	1165	1090	1060	945	865	875	1020	1235	1370	1340	1425	1340	1415	1115	1115
1000	695	665	650	595	1045	1350	1465	1385	1315	1240	1200	1065	910	940	945	1070	1250	1355	1310	1440	1360	1200	1175
115	80	80	80	80	125	165	165	160	170	160	145	145	100	95	90	100	110	105	105	115	115	100	105
60	40	40	40	40	75	80	80	80	75	70	65	60	45	45	45	55	60	60	60	60	65	60	50
130	85	80	75	70	135	170	185	175	170	155	145	130	125	125	130	145	170	185	185	200	185	160	140
250	170	170	165	165	270	350	385	365	340	315	305	265	210	205	230	250	255	250	280	280	265	240	240
410	345	315	315	285	305	450	515	525	470	485	510	455	375	375	455	445	475	465	500	475	420	415	
200	140	135	135	120	215	285	310	245	260	270	245	205	190	180	265	260	265	290	265	275	240	245	
590	550	580	530	475	840	1095	1180	1045	945	1020	1075	965	840	775	1190	1230	1390	1295	1405	1285	1115	1080	
40	20	25	25	20	40	60	60	60	55	55	55	55	40	40	55	55	65	65	65	65	55	50	
1260	860	810	790	715	1245	1635	1750	1560	1405	1315	1205	1140	1010	1010	1205	1325	1495	1515	1675	1525	1305	1500	
250	170	170	165	145	270	365	390	360	340	300	280	255	205	205	315	335	315	310	335	320	285	280	
1280	885	825	820	740	1310	1720	1860	1645	1475	1375	1250	1185	1035	1035	1740	1840	1865	1915	1915	1880	1645	1620	
1380	885	825	820	740	1310	1720	1860	1645	1475	1375	1250	1185	1035	1035	1740	1840	1865	1915	1915	1880	1645	1620	
350	240	225	225	205	360	485	515	460	415	390	355	310	265	265	420	395	435	445	445	490	450	405	400
85	50	45	45	45	80	110	115	105	95	90	80	70	55	55	65	70	75	75	85	85	80	75	70
215	160	155	155	140	235	310	340	305	270	240	215	185	160	155	230	240	240	240	260	240	210	180	180
470	310	300	300	280	445	595	660	595	545	51													

Caline 4 input for 2050 Q1

Row	Pair	Coordinate (m)	Height (m)	Wind (including mixing zone)	Road Type (caline 4)
X1	X2	Y1	Y2		
R076	135191.38	820871.20	832232.54	0	1
R077	135191.38	820844.10	831643.88	0	1
R078	135191.38	820826.00	831055.22	0	1
R079	135191.38	820808.00	830466.56	0	1
R080	135191.38	820790.00	829877.90	0	1
R081	135191.38	820772.00	829289.24	0	1
R082	135191.38	820754.00	828700.58	0	1
R083	135191.38	820736.00	828111.92	0	1
R084	135191.38	820718.00	827523.26	0	1
R085	135191.38	820700.00	826934.60	0	1
R086	135191.38	820682.00	826345.94	0	1
R087	135191.38	820664.00	825757.28	0	1
R088	135191.38	820646.00	825168.62	0	1
R089	135191.38	820628.00	824579.96	0	1
R090	135191.38	820610.00	823991.30	0	1
R091	135191.38	820592.00	823402.64	0	1
R092	135191.38	820574.00	822813.98	0	1
R093	135191.38	820556.00	822225.32	0	1
R094	135191.38	820538.00	821636.66	0	1
R095	135191.38	820520.00	821048.00	0	1
R096	135191.38	820502.00	820459.34	0	1
R097	135191.38	820484.00	819870.68	0	1
R098	135191.38	820466.00	819282.02	0	1
R099	135191.38	820448.00	818693.36	0	1
R100	135191.38	820430.00	818104.70	0	1
R101	135191.38	820412.00	817516.04	0	1
R102	135191.38	820394.00	816927.38	0	1
R103	135191.38	820376.00	816338.72	0	1
R104	135191.38	820358.00	815750.06	0	1
R105	135191.38	820340.00	815161.40	0	1
R106	135191.38	820322.00	814572.74	0	1
R107	135191.38	820304.00	813984.08	0	1
R108	135191.38	820286.00	813395.42	0	1
R109	135191.38	820268.00	812806.76	0	1
R110	135191.38	820250.00	812218.10	0	1
R111	135191.38	820232.00	811629.44	0	1
R112	135191.38	820214.00	811040.78	0	1
R113	135191.38	820196.00	810452.12	0	1
R114	135191.38	820178.00	809863.46	0	1
R115	135191.38	820160.00	809274.80	0	1
R116	135191.38	820142.00	808686.14	0	1
R117	135191.38	820124.00	808097.48	0	1
R118	135191.38	820106.00	807508.82	0	1
R119	135191.38	820088.00	806920.16	0	1
R120	135191.38	820070.00	806331.50	0	1
R121	135191.38	820052.00	805742.84	0	1
R122	135191.38	820034.00	805154.18	0	1
R123	135191.38	820016.00	804565.52	0	1
R124	135191.38	820000.00	803976.86	0	1
R125	135191.38	819980.00	803388.20	0	1
R126	135191.38	819960.00	802799.54	0	1
R127	135191.38	819940.00	802210.88	0	1
R128	135191.38	819920.00	801622.22	0	1
R129	135191.38	819900.00	801033.56	0	1
R130	135191.38	819880.00	800444.90	0	1
R131	135191.38	819860.00	799856.24	0	1
R132	135191.38	819840.00	799267.58	0	1
R133	135191.38	819820.00	798678.92	0	1
R134	135191.38	819800.00	798090.26	0	1
R135	135191.38	819780.00	797501.60	0	1
R136	135191.38	819760.00	796912.94	0	1
R137	135191.38	819740.00	796324.28	0	1
R138	135191.38	819720.00	795735.62	0	1
R139	135191.38	819700.00	795146.96	0	1
R140	135191.38	819680.00	794558.30	0	1
R141	135191.38	819660.00	793969.64	0	1
R142	135191.38	819640.00	793380.98	0	1
R143	135191.38	819620.00	792792.32	0	1
R144	135191.38	819600.00	792203.66	0	1
R145	135191.38	819580.00	791615.00	0	1
R146	135191.38	819560.00	791026.34	0	1
R147	135191.38	819540.00	790437.68	0	1
R148	135191.38	819520.00	789849.02	0	1
R149	135191.38	819500.00	789260.36	0	1
R150	135191.38	819480.00	788671.70	0	1
R151	135191.38	819460.00	788083.04	0	1
R152	135191.38	819440.00	787494.38	0	1
R153	135191.38	819420.00	786905.72	0	1
R154	135191.38	819400.00	786317.06	0	1
R155	135191.38	819380.00	785728.40	0	1
R156	135191.38	819360.00	785139.74	0	1
R157	135191.38	819340.00	784551.08	0	1
R158	135191.38	819320.00	783962.42	0	1
R159	135191.38	819300.00	783373.76	0	1
R160	135191.38	819280.00	782785.10	0	1
R161	135191.38	819260.00	782196.44	0	1
R162	135191.38	819240.00	781607.78	0	1
R163	135191.38	819220.00	781019.12	0	1
R164	135191.38	819200.00	780430.46	0	1
R165	135191.38	819180.00	779841.80	0	1
R166	135191.38	819160.00	779253.14	0	1
R167	135191.38	819140.00	778664.48	0	1
R168	135191.38	819120.00	778075.82	0	1
R169	135191.38	819100.00	777487.16	0	1
R170	135191.38	819080.00	776898.50	0	1
R171	135191.38	819060.00	776309.84	0	1
R172	135191.38	819040.00	775721.18	0	1
R173	135191.38	819020.00	775132.52	0	1
R174	135191.38	819000.00	774543.86	0	1
R175	135191.38	818980.00	773955.20	0	1
R176	135191.38	818960.00	773366.54	0	1
R177	135191.38	818940.00	772777.88	0	1
R178	135191.38	818920.00	772189.22	0	1
R179	135191.38	818900.00	771600.56	0	1
R180	135191.38	818880.00	771011.90	0	1
R181	135191.38	818860.00	770423.24	0	1
R182	135191.38	818840.00	769834.58	0	1
R183	135191.38	818820.00	769245.92	0	1
R184	135191.38	818800.00	768657.26	0	1
R185	135191.38	818780.00	768068.60	0	1
R186	135191.38	818760.00	767479.94	0	1
R187	135191.38	818740.00	766891.28	0	1
R188	135191.38	818720.00	766302.62	0	1
R189	135191.38	818700.00	765713.96	0	1
R190	135191.38	818680.00	765125.30	0	1
R191	135191.38	818660.00	764536.64	0	1
R192	135191.38	818640.00	763947.98	0	1
R193	135191.38	818620.00	763359.32	0	1
R194	135191.38	818600.00	762770.66	0	1
R195	135191.38	818580.00	762182.00	0	1
R196	135191.38	818560.00	761593.34	0	1
R197	135191.38	818540.00	761004.68	0	1
R198	135191.38	818520.00	760416.02	0	1
R199	135191.38	818500.00	759827.36	0	1
R200	135191.38	818480.00	759238.70	0	1
R201	135191.38	818460.00	758650.04	0	1
R202	135191.38	818440.00	758061.38	0	1
R203	135191.38	818420.00	757472.72	0	1
R204	135191.38	818400.00	756884.06	0	1
R205	135191.38	818380.00	756295.40	0	1
R206	135191.38	818360.00	755706.74	0	1
R207	135191.38	818340.00	755118.08	0	1
R208	135191.38	818320.00	754529.42	0	1
R209	135191.38	818300.00	753940.76	0	1
R210	135191.38	818280.00	753352.10	0	1
R211	135191.38	818260.00	752763.44	0	1
R212	135191.38	818240.00	752174.78	0	1
R213	135191.38	818220.00	751586.12	0	1
R214	135191.38	818200.00	750997.46	0	1
R215	135191.38	818180.00	750408.80	0	1
R216	135191.38	818160.00	749820.14	0	1
R217	135191.38	818140.00	749231.48	0	1
R218	135191.38	818120.00	748642.82	0	1
R219	135191.38	818100.00	748054.16	0	1
R220	135191.38	818080.00	747465.50	0	1
R221	135191.38	818060.00	746876.84	0	1
R222	135191.38	818040.00	746288.18	0	1
R223	135191.38	818020.00	745699.52	0	1
R224	135191.38	818000.00	745110.86	0	1
R225	135191.38	817980.00	744522.20	0	1
R226	135191.38	817960.00	743933.54	0	1
R227	135191.38	817940.00	743344.88	0	1
R228	135191.38	817920.00	742756.22	0	1
R229	135191.38	817900.00	742167.56	0	1
R230	135191.38	817880.00	741578.90	0	1
R231	135191.38	817860.00	740990.24	0	1
R232	135191.38	817840.00	740401.58	0	1
R233	135191.38	817820.00	739812.92	0	1
R234	135191.38	817800.00	739224.26	0	1
R235	135191.38	817780.00	738635.60	0	1
R236	135191.38	817760.00	738046.94	0	1
R237	135191.38	817740.00	737458.28	0	1
R238	135191.38	817720.00	736869.62	0	1
R239	135191.38	817700.00	736280.96	0	1
R240	135191.38	817680.00	735692.30	0	1
R241	135191.38	817660.00	735103.64	0	1
R242	135191.38	817640.00	734514.98	0	1
R243	135191.38	817620.00	733926.32	0	1
R244	135191.38	817600.00	733337.66	0	1
R245	135191.38	817580.00	732749.00	0	1
R246	135191.38	817560.00	732160.34	0	1
R247	135191.38	817540.00	731571.68	0	1
R248	135191.38	817520.00	730983.02	0	1
R249	135191.38	817500.00	730394.36	0	1
R250	135191.38	817480.00	729805.70	0	1
R251	135191.38	817460.00	729217.04	0	1
R252	135191.38	817440.00	728628.38	0	1
R253	135191.38	817420.00	728039.72	0	1
R254	135191.38	817400.00	727451.06	0	1
R255	135191.38	817380.00	726862.40	0	1
R256	135191.38	817360.00	726273.74	0	1
R257	135191.38	817340.00	725685.08		

Caline 4 input for 2050 Q3

Row Pair	X1	X2	Y1	Y2	Width (including miling)	Height (mil)	Roast Type (caline 4)
R001	135020.22	135020.26	83164.74	83164.82	3	4	1
R002	135020.26	135020.30	83164.82	83164.90	3	4	1
R003	135020.30	135020.34	83164.90	83164.98	3	4	1
R004	135020.34	135020.38	83164.98	83165.06	3	4	1
R005	135020.38	135020.42	83165.06	83165.14	3	4	1
R006	135020.42	135020.46	83165.14	83165.22	3	4	1
R007	135020.46	135020.50	83165.22	83165.30	3	4	1
R008	135020.50	135020.54	83165.30	83165.38	3	4	1
R009	135020.54	135020.58	83165.38	83165.46	3	4	1
R010	135020.58	135020.62	83165.46	83165.54	3	4	1
R011	135020.62	135020.66	83165.54	83165.62	3	4	1
R012	135020.66	135020.70	83165.62	83165.70	3	4	1
R013	135020.70	135020.74	83165.70	83165.78	3	4	1
R014	135020.74	135020.78	83165.78	83165.86	3	4	1
R015	135020.78	135020.82	83165.86	83165.94	3	4	1
R016	135020.82	135020.86	83165.94	83166.02	3	4	1
R017	135020.86	135020.90	83166.02	83166.10	3	4	1
R018	135020.90	135020.94	83166.10	83166.18	3	4	1
R019	135020.94	135020.98	83166.18	83166.26	3	4	1
R020	135020.98	135021.02	83166.26	83166.34	3	4	1
R021	135021.02	135021.06	83166.34	83166.42	3	4	1
R022	135021.06	135021.10	83166.42	83166.50	3	4	1
R023	135021.10	135021.14	83166.50	83166.58	3	4	1
R024	135021.14	135021.18	83166.58	83166.66	3	4	1
R025	135021.18	135021.22	83166.66	83166.74	3	4	1
R026	135021.22	135021.26	83166.74	83166.82	3	4	1
R027	135021.26	135021.30	83166.82	83166.90	3	4	1
R028	135021.30	135021.34	83166.90	83166.98	3	4	1
R029	135021.34	135021.38	83166.98	83170.06	3	4	1
R030	135021.38	135021.42	83170.06	83170.14	3	4	1
R031	135021.42	135021.46	83170.14	83170.22	3	4	1
R032	135021.46	135021.50	83170.22	83170.30	3	4	1
R033	135021.50	135021.54	83170.30	83170.38	3	4	1
R034	135021.54	135021.58	83170.38	83170.46	3	4	1
R035	135021.58	135021.62	83170.46	83170.54	3	4	1
R036	135021.62	135021.66	83170.54	83170.62	3	4	1
R037	135021.66	135021.70	83170.62	83170.70	3	4	1
R038	135021.70	135021.74	83170.70	83170.78	3	4	1
R039	135021.74	135021.78	83170.78	83170.86	3	4	1
R040	135021.78	135021.82	83170.86	83170.94	3	4	1
R041	135021.82	135021.86	83170.94	83171.02	3	4	1
R042	135021.86	135021.90	83171.02	83171.10	3	4	1
R043	135021.90	135021.94	83171.10	83171.18	3	4	1
R044	135021.94	135021.98	83171.18	83171.26	3	4	1
R045	135021.98	135022.02	83171.26	83171.34	3	4	1
R046	135022.02	135022.06	83171.34	83171.42	3	4	1
R047	135022.06	135022.10	83171.42	83171.50	3	4	1
R048	135022.10	135022.14	83171.50	83171.58	3	4	1
R049	135022.14	135022.18	83171.58	83171.66	3	4	1
R050	135022.18	135022.22	83171.66	83171.74	3	4	1
R051	135022.22	135022.26	83171.74	83171.82	3	4	1
R052	135022.26	135022.30	83171.82	83171.90	3	4	1
R053	135022.30	135022.34	83171.90	83171.98	3	4	1
R054	135022.34	135022.38	83171.98	83172.06	3	4	1
R055	135022.38	135022.42	83172.06	83172.14	3	4	1
R056	135022.42	135022.46	83172.14	83172.22	3	4	1
R057	135022.46	135022.50	83172.22	83172.30	3	4	1
R058	135022.50	135022.54	83172.30	83172.38	3	4	1
R059	135022.54	135022.58	83172.38	83172.46	3	4	1
R060	135022.58	135022.62	83172.46	83172.54	3	4	1
R061	135022.62	135022.66	83172.54	83172.62	3	4	1
R062	135022.66	135022.70	83172.62	83172.70	3	4	1
R063	135022.70	135022.74	83172.70	83172.78	3	4	1
R064	135022.74	135022.78	83172.78	83172.86	3	4	1
R065	135022.78	135022.82	83172.86	83172.94	3	4	1
R066	135022.82	135022.86	83172.94	83173.02	3	4	1
R067	135022.86	135022.90	83173.02	83173.10	3	4	1
R068	135022.90	135022.94	83173.10	83173.18	3	4	1
R069	135022.94	135022.98	83173.18	83173.26	3	4	1
R070	135022.98	135023.02	83173.26	83173.34	3	4	1
R071	135023.02	135023.06	83173.34	83173.42	3	4	1
R072	135023.06	135023.10	83173.42	83173.50	3	4	1
R073	135023.10	135023.14	83173.50	83173.58	3	4	1
R074	135023.14	135023.18	83173.58	83173.66	3	4	1
R075	135023.18	135023.22	83173.66	83173.74	3	4	1
R076	135023.22	135023.26	83173.74	83173.82	3	4	1
R077	135023.26	135023.30	83173.82	83173.90	3	4	1
R078	135023.30	135023.34	83173.90	83173.98	3	4	1
R079	135023.34	135023.38	83173.98	83174.06	3	4	1
R080	135023.38	135023.42	83174.06	83174.14	3	4	1
R081	135023.42	135023.46	83174.14	83174.22	3	4	1
R082	135023.46	135023.50	83174.22	83174.30	3	4	1
R083	135023.50	135023.54	83174.30	83174.38	3	4	1
R084	135023.54	135023.58	83174.38	83174.46	3	4	1
R085	135023.58	135023.62	83174.46	83174.54	3	4	1
R086	135023.62	135023.66	83174.54	83174.62	3	4	1
R087	135023.66	135023.70	83174.62	83174.70	3	4	1
R088	135023.70	135023.74	83174.70	83174.78	3	4	1
R089	135023.74	135023.78	83174.78	83174.86	3	4	1
R090	135023.78	135023.82	83174.86	83174.94	3	4	1
R091	135023.82	135023.86	83174.94	83175.02	3	4	1
R092	135023.86	135023.90	83175.02	83175.10	3	4	1
R093	135023.90	135023.94	83175.10	83175.18	3	4	1
R094	135023.94	135023.98	83175.18	83175.26	3	4	1
R095	135023.98	135024.02	83175.26	83175.34	3	4	1
R096	135024.02	135024.06	83175.34	83175.42	3	4	1
R097	135024.06	135024.10	83175.42	83175.50	3	4	1
R098	135024.10	135024.14	83175.50	83175.58	3	4	1
R099	135024.14	135024.18	83175.58	83175.66	3	4	1
R100	135024.18	135024.22	83175.66	83175.74	3	4	1

Row Pair	H00	H01	H02	H03	H04	H05	H06	H07	H08	H09	H10	H11	H12	H13	H14	H15	H16	H17	H18	H19	H20	H21	H22	H23
R001	135020.22	135020.26	135020.30	135020.34	135020.38	135020.42	135020.46	135020.50	135020.54	135020.58	135020.62	135020.66	135020.70	135020.74	135020.78	135020.82	135020.86	135020.90	135020.94	135020.98	135021.02	135021.06	135021.10	135021.14
R002	135020.26	135020.30	135020.34	135020.38	135020.42	135020.46	135020.50	135020.54	135020.58	135020.62	135020.66	135020.70	135020.74	135020.78	135020.82	135020.86	135020.90	135020.94	135020.98	135021.02	135021.06	135021.10	135021.14	135021.18
R003	135020.30	135020.34	135020.38	135020.42	135020.46	135020.50	135020.54	135020.58	135020.62	135020.66	135020.70	135020.74	135020.78	135020.82	135020.86	135020.90	135020.94	135020.98	135021.02	135021.06	135021.10	135021.14	135021.18	135021.22
R004	135020.34	135020.38	135020.42	135020.46	135020.50	135020.54	135020.58	135020.62	135020.66	135020.70	135020.74	135020.78	135020.82	135020.86	135020.90	135020.94	135020.98	135021.02	135021.06	135021.10	135021.14	135021.18	135021.22	135021.26
R005	135020.38	135020.42	135020.46	135020.50	135020.54	135020.58	135020.62	135020.66	135020.70	135020.74	135020.78	135020.82	135020.86	135020.90	135020.94	135020.98	135021.02	135021.06	135021.10	135021.14	135021.18	135021.22	135021.26	135021.30
R006	135020.42	135020.46	135020.50	135020.54	135020.58	135020.62	135020.66	135020.70	135020.74	135020.78	135020.82	135020.86	135020.90	135020.94	135020.98	135021.02	135021.06	135021.10	135021.14	135021.18	135021.22	135021.26	135021.30	135021.34
R007	135020.46	135020.50	135020.54	135020.58	135020.62	135020.66	135020.70	135020.74	135020.78	135020.82	135020.86	135020.90	135020.94	135020.98	135021.02	135021.06	135021.10	135021.14	135021.18	135021.22	135021.26	135021.30	135021.34	135021.38
R008	135020.50	135020.54	135020.58	135020.62	135020.66	135020.70	135020.74	135020.78	135020.82	135020.86	135020.90	135020.94	135020.98	135021.02	135021.06	135021.10	135021.14	135021.18	135021.22	135021.26	135021.30	135021.34	135021.38	135021.42
R009	135020.54	135020.58	135020.62	135020.66	135020.70	135020.74	135020.78	135020.82	135020.86	135020.90	135020.94	135020.98	135021.02	135021.06	135021.10	135021.14	135021.18	135021.22	135021.26	135021.30	135021.34	135021.38	135021.42	135021.46
R010	135020.58	135020.62	135020.66	135020.70	135020.74	135020.78	135020.82	135020.86	135020.90	135020.94	135020.98	135021.02	135021.06	135021.10	135021.14	135021.18	135021.22	135021.26	135021.30	135021.34	135021.38	13		

**APPENDIX 3-4
EMISSION INVENTORY FOR MAJOR
EMISSION SOURCE**

Emission for Ocean Terminal

Table 1 - Source strength of Hotelling OGV for Ocean Terminal

Source	ID	Easting (m)	Northing (m)	Individual Source Strength			Emission Height (mPD)	Temp (K)	Exhaust Velocity (m/s)	Diameter (m)	Operation hour	Remark
				NOx (g/s)	RSP (g/s)	FSP (g/s) [2]						
Ocean Terminal Berth 1	Ship1_1	835175.4	817276.3	6.75	0.18	0.18	50	448.2	21.12	0.6	24 hours / day	4 emission sources per vessel
	Ship1_2											
	Ship1_3											
	Ship1_4											
Ocean Terminal Berth 2	Ship2_1	835170.5	817393.3	6.75	0.18	0.18	50	448.2	21.12	0.6	24 hours / day	4 emission sources per vessel
	Ship2_2											
	Ship2_3											
	Ship2_4											

Note/Reference:

- 1 Source data extracted from Section 4.3, Tables 4.3 & 4.4 in Appendix 3.7 of the Revised Austin Road Flyover EIA (EIA-267/2020)
- 2 The emission rate of FSP is assumed to be same as that of RSP, for conservative assessment.
- 3 Emission rate of particulate is assumed to be 100% FSP (i.e. RSP = FSP). The averaged particulate size is assumed to be 1.25um.

Emission for To Kwa Wan Gas Plant

Table 2 - Source strength of To Kwa Wan Gas Plant

Source	ID	Easting (m)	Northing (m)	Individual Source Strength			Emission Height (mAG)	Temp (K)	Exhaust Velocity (m/s)	Diameter (m)	Operation hour	Remark
				NOx (g/s)	RSP (g/s)	FSP (g/s)						
To Kwa Wan Gas Plant	1049	837837.0	820081.0	0.1667	0.0000	0.0000	44.5	450	20.4	0.5	24 hours / day	Load Factor 07:00-19:00 - 41% 19:00-07:00 - 23%
	1054	837904.0	820141.0	0.3472	0.0000	0.0000	34	473	5.5	1		
	1055	837913.0	820136.0	0.3472	0.0000	0.0000	34	473	5.5	1		
	1056	837921.0	820133.0	0.3472	0.0000	0.0000	34	473	5.5	1		
	1057	837928.0	820130.0	0.3472	0.0000	0.0000	34	473	5.5	1		

Note/Reference:

- 1 Chimney Information extracted from Appendix 3.5 of the approved AEIAR-204/2017
- 2 General load factors of 41% during day time and 23% during night time are recommended by EPD and were employed for this assessment. (Comprehensive Feasibility Study for The Revised Scheme of South East Kowloon Development EIA 2001; Planning and Engineering Feasibility Study for Sham Tseng Development EIA 2002; Construction of Cycle Tracks and the associated Supporting Facilities from Sha Po Tsuen to Shek Sheung River 2008)
- 3 The corresponding Emission Point in the of the SP Licence No: L-8-004(6) are:
 - ID 1049 - Emission Point No. 16
 - ID 1054 to 1057 - Emission Points No. 1 to 4

**APPENDIX 3-5
PREDICTED POLLUTANT
CONCENTRATION (AIR QUALITY)**

Predicted Pollutant Concentration

Assessment Point	PATH Grid	Easting (m)	Northing (m)	Level (mAG)	Level (mPD)	Concentration (µg/m³)								
						Daily 1st Maximum RSP	Daily 10th Maximum RSP	Annual RSP	Daily 1st Maximum FSP	Daily 36th Maximum FSP	Annual FSP	Hourly 1st Maximum NO2	Hourly 19th Maximum NO2	Annual NO2
Criteria (AQO)						—	100	50	—	50	25	—	200	40
A1-PP-01	[40,34]	835575.08	820617.48	1.5	7.50	92.9	62.4	28.0	75.8	24.2	15.4	191.5	135.2	26.8
A1-PP-01	[40,34]	835575.08	820617.48	7.5	13.50	92.9	62.3	27.9	75.7	24.2	15.3	191.5	133.5	32.0
A1-PP-01	[40,34]	835575.08	820617.48	12	18.00	92.9	62.3	27.8	75.6	24.1	15.3	191.4	132.1	29.8
A1-PP-01	[40,34]	835575.08	820617.48	16.5	22.50	92.8	62.3	27.7	75.6	24.1	15.2	191.3	131.2	27.9
A1-PP-01	[40,34]	835575.08	820617.48	21.5	27.50	89.3	61.6	27.3	72.4	23.8	14.7	188.1	122.1	23.8
A1-PP-02	[40,34]	835584.89	820619.34	1.5	7.50	93.1	62.4	28.0	75.8	24.2	15.4	191.6	135.1	35.4
A1-PP-02	[40,34]	835584.89	820619.34	7.5	13.50	92.9	62.3	27.9	75.7	24.2	15.3	191.5	133.6	32.0
A1-PP-02	[40,34]	835584.89	820619.34	12	18.00	92.9	62.3	27.8	75.6	24.1	15.3	191.4	132.1	29.6
A1-PP-02	[40,34]	835584.89	820619.34	16.5	22.50	92.8	62.3	27.7	75.6	24.1	15.2	191.3	131.2	27.8
A1-PP-02	[40,34]	835584.89	820619.34	21.5	27.50	89.3	61.6	27.3	72.4	23.8	14.7	188.1	121.8	23.7
A1-PP-03	[40,34]	835596.89	820632.01	1.5	7.50	93.0	62.4	27.9	75.7	24.2	15.4	191.6	135.9	33.6
A1-PP-03	[40,34]	835596.89	820632.01	7.5	13.50	92.9	62.3	27.8	75.7	24.1	15.3	191.5	133.8	31.3
A1-PP-03	[40,34]	835596.89	820632.01	12	18.00	92.8	62.3	27.8	75.6	24.1	15.2	191.4	132.3	29.3
A1-PP-03	[40,34]	835596.89	820632.01	16.5	22.50	92.8	62.3	27.7	75.6	24.1	15.2	191.3	131.1	27.8
A1-PP-03	[40,34]	835596.89	820632.01	21.5	27.50	89.3	61.6	27.3	72.4	23.8	14.7	188.1	121.8	23.8
A1-PP-04	[40,34]	835608.90	820644.68	1.5	7.50	93.0	62.4	27.9	75.7	24.2	15.3	191.8	138.1	33.1
A1-PP-04	[40,34]	835608.90	820644.68	7.5	13.50	92.9	62.3	27.8	75.6	24.1	15.3	191.5	134.5	30.6
A1-PP-04	[40,34]	835608.90	820644.68	12	18.00	92.8	62.3	27.8	75.6	24.1	15.2	191.4	132.4	29.1
A1-PP-04	[40,34]	835608.90	820644.68	16.5	22.50	92.8	62.2	27.7	75.5	24.1	15.2	191.3	131.0	27.7
A1-PP-04	[40,34]	835608.90	820644.68	21.5	27.50	89.3	61.6	27.3	72.4	23.8	14.7	188.1	121.8	23.8
A1-PP-05	[40,34]	835605.36	820662.65	1.5	7.50	92.9	62.4	27.9	75.7	24.2	15.3	191.7	136.7	32.6
A1-PP-05	[40,34]	835605.36	820662.65	7.5	13.50	92.9	62.3	27.8	75.6	24.1	15.3	191.5	132.8	30.2
A1-PP-05	[40,34]	835605.36	820662.65	12	18.00	92.8	62.3	27.8	75.6	24.1	15.2	191.4	132.2	28.8
A1-PP-05	[40,34]	835605.36	820662.65	16.5	22.50	92.8	62.2	27.7	75.5	24.1	15.2	191.3	130.9	27.7
A1-PP-05	[40,34]	835605.36	820662.65	21.5	27.50	89.3	61.5	27.3	72.4	23.8	14.7	188.1	121.8	23.9
A1-PP-06	[40,34]	835601.53	820682.17	1.5	7.50	92.9	62.3	27.8	75.7	24.2	15.3	191.7	137.4	31.9
A1-PP-06	[40,34]	835601.53	820682.17	7.5	13.50	92.8	62.3	27.8	75.6	24.1	15.3	191.5	133.1	29.8
A1-PP-06	[40,34]	835601.53	820682.17	12	18.00	92.8	62.3	27.8	75.6	24.1	15.2	191.4	132.4	28.6
A1-PP-06	[40,34]	835601.53	820682.17	16.5	22.50	92.8	62.2	27.7	75.5	24.1	15.2	191.3	131.5	27.6
A1-PP-06	[40,34]	835601.53	820682.17	21.5	27.50	89.3	61.5	27.3	72.4	23.8	14.7	188.0	121.8	23.8
A1-PP-07	[40,34]	835584.28	820678.89	1.5	7.50	92.9	62.3	27.8	75.7	24.2	15.3	191.6	135.3	31.9
A1-PP-07	[40,34]	835584.28	820678.89	7.5	13.50	92.9	62.3	27.8	75.6	24.1	15.3	191.5	133.7	30.1
A1-PP-07	[40,34]	835584.28	820678.89	12	18.00	92.8	62.3	27.8	75.6	24.1	15.2	191.4	132.3	28.7
A1-PP-07	[40,34]	835584.28	820678.89	16.5	22.50	92.8	62.2	27.7	75.5	24.1	15.2	191.2	131.6	27.6
A1-PP-07	[40,34]	835584.28	820678.89	21.5	27.50	89.3	61.5	27.3	72.4	23.8	14.7	188.0	121.7	23.8
A1-PP-08	[40,34]	835585.51	820672.54	1.5	7.50	92.9	62.3	27.9	75.7	24.2	15.3	191.6	135.0	32.0
A1-PP-08	[40,34]	835585.51	820672.54	7.5	13.50	92.9	62.3	27.8	75.6	24.1	15.3	191.5	133.4	30.2
A1-PP-08	[40,34]	835585.51	820672.54	12	18.00	92.8	62.3	27.8	75.6	24.1	15.2	191.4	132.3	28.7
A1-PP-08	[40,34]	835585.51	820672.54	16.5	22.50	92.8	62.2	27.7	75.5	24.1	15.2	191.2	131.4	27.6
A1-PP-08	[40,34]	835585.51	820672.54	21.5	27.50	89.3	61.5	27.3	72.4	23.8	14.7	188.0	121.7	23.9
A1-PP-09	[40,34]	835565.39	820668.72	1.5	7.50	93.0	62.3	27.9	75.7	24.2	15.3	191.6	139.1	33.8
A1-PP-09	[40,34]	835565.39	820668.72	7.5	13.50	92.9	62.3	27.9	75.6	24.2	15.3	191.5	133.5	30.1
A1-PP-09	[40,34]	835565.39	820668.72	12	18.00	92.8	62.3	27.8	75.6	24.1	15.2	191.4	132.5	28.8
A1-PP-09	[40,34]	835565.39	820668.72	16.5	22.50	92.8	62.2	27.7	75.5	24.1	15.2	191.3	131.5	27.7
A1-PP-09	[40,34]	835565.39	820668.72	21.5	27.50	89.3	61.5	27.3	72.4	23.8	14.7	188.0	121.7	23.9
A1-PP-10	[40,34]	835570.36	820642.45	1.5	7.50	93.0	62.3	27.9	75.8	24.2	15.4	191.5	139.4	34.6
A1-PP-10	[40,34]	835570.36	820642.45	7.5	13.50	92.9	62.3	27.8	75.6	24.2	15.3	191.5	133.7	30.7
A1-PP-10	[40,34]	835570.36	820642.45	12	18.00	92.8	62.3	27.8	75.6	24.1	15.2	191.4	131.9	29.2
A1-PP-10	[40,34]	835570.36	820642.45	16.5	22.50	92.8	62.3	27.7	75.6	24.1	15.2	191.3	131.0	27.8
A1-PP-10	[40,34]	835570.36	820642.45	21.5	27.50	89.3	61.6	27.3	72.4	23.8	14.7	188.0	121.7	23.9
A1-T1-01	[40,34]	835579.47	820653.49	25	31.00	89.3	61.5	27.3	72.4	23.8	14.7	188.0	122.4	23.2
A1-T1-01	[40,34]	835579.47	820653.49	28.15	34.15	89.3	61.5	27.3	72.4	23.7	14.7	187.9	121.7	22.8
A1-T1-02	[40,34]	835580.39	820648.64	25	31.00	89.3	61.5	27.3	72.4	23.8	14.7	188.0	122.5	23.2
A1-T1-02	[40,34]	835580.39	820648.64	28.15	34.15	89.3	61.5	27.3	72.4	23.7	14.7	187.9	121.7	22.8
A1-T1-03	[40,34]	835581.44	820643.34	25	31.00	89.3	61.5	27.3	72.4	23.8	14.7	188.0	122.5	23.2
A1-T1-03	[40,34]	835581.44	820643.34	28.15	34.15	89.3	61.5	27.3	72.4	23.7	14.7	187.9	121.7	22.7
A1-T1-04	[40,34]	835585.46	820635.97	25	31.00	89.3	61.5	27.3	72.4	23.7	14.7	188.0	122.3	23.2
A1-T1-04	[40,34]	835585.46	820635.97	28.15	34.15	89.3	61.5	27.3	72.4	23.7	14.7	187.9	121.5	22.7
A1-T1-05	[40,34]	835591.36	820635.00	25	31.00	89.3	61.5	27.3	72.4	23.7	14.7	188.0	122.1	23.2
A1-T1-05	[40,34]	835591.36	820635.00	28.15	34.15	89.3	61.5	27.3	72.4	23.7	14.7	187.9	121.4	22.7
A1-T1-06	[40,34]	835597.72	820634.60	25	31.00	89.3	61.5	27.3	72.4	23.7	14.7	188.0	121.7	23.2
A1-T1-06	[40,34]	835597.72	820634.60	28.15	34.15	89.3	61.5	27.3	72.4	23.7	14.7	187.9	121.3	22.7
A1-T1-07	[40,34]	835576.25	820624.33	25	31.00	89.3	61.5	27.3	72.4	23.7	14.7	188.0	122.2	23.1
A1-T1-07	[40,34]	835576.25	820624.33	28.15	34.15	89.3	61.5	27.3	72.4	23.7	14.7	187.9	121.5	22.7
A1-T2-01	[40,34]	835601.60	820675.45	25	31.00	89.3	61.5	27.3	72.4	23.8	14.7	187.9	122.4	23.3
A1-T2-01	[40,34]	835601.60	820675.45	28.15	34.15	89.3	61.5	27.3	72.4	23.7	14.7	187.9	121.7	22.8
A1-T2-02	[40,34]	835600.99	820667.45	25	31.00	89.3	61.5	27.3	72.4	23.8	14.7	188.0	122.4	23.3
A1-T2-02	[40,34]	835600.99	820667.45	28.15	34.15	89.3	61.5	27.3	72.4	23.7	14.7	187.9	121.7	22.8
A1-T2-03	[40,34]	835592.29	820664.45	25	31.00	89.3	61.5	27.3	72.4	23.8	14.7	188.0	122.4	23.3
A1-T2-03	[40,34]	835592.29	820664.45	28.15	34.15	89.3	61.5	27.3	72.4	23.7	14.7	187.9	121.7	22.8
A1-T2-04	[40,34]	835582.79	820661.86	25	31.00	89.3	61.5	27.3	72.4	23.8	14.7	187.9	122.4	23.3
A1-T2-04	[40,34]	835582.79	820661.86	28.15	34.15	89.3	61.5	27.3	72.4	23.7	14.7	187.9	121.7	22.8
A1-T2-05	[40,34]	835570.47	820668.18	25	31.00	89.3	61.5	27.3	72.4	23.8	14.7	187.9	122.3	23.3
A1-T2-05	[40,34]	835570.47	820668.18	28.15	34.15	89.3	61.5	27.3	72.4	23.7	14.7	187.9	121.4	22.8
A1-T2-06	[40,34]	835588.39	820675.86	25	31.00	89.3	61.5	27.3	72.4	23.8	14.7	187.9	122.4	23.3
A1-T2-06	[40,34]	835588.39	820675.86	28.15	34.15	89.3	61.5	27.3	72.4	23.7	14.7	187.9	121.5	22.8
A2-OA-01	[40,34]	835768.82	820672.77	1.5	8.30	92.9	62.4	27.9	75.7	24.2	15.3	192.0	136.7	31.9
A2-OA-02	[40,34]	835770.57	82066											

Predicted Pollutant Concentration

Assessment Point	PATH Grid	Easting (m)	Northing (m)	Level (mAG)	Level (mPD)	Concentration (µg/m³)								
						Daily 1st Maximum RSP	Daily 10th Maximum RSP	Annual RSP	Daily 1st Maximum FSP	Daily 36th Maximum FSP	Annual FSP	Hourly 1st Maximum NO2	Hourly 19th Maximum NO2	Annual NO2
Criteria (AQO)						—	100	50	—	50	25	—	200	40
BR-PP-01	[40,34]	835696.41	820727.93	16.5	22.90	92.7	62.2	27.7	75.5	24.1	15.2	191.4	192.4	27.3
BR-PP-02	[40,34]	835651.45	820726.28	1.5	7.90	92.8	62.3	27.8	75.6	24.2	15.2	191.7	194.6	29.4
BR-PP-02	[40,34]	835651.45	820726.28	10	16.40	92.8	62.3	27.8	75.6	24.1	15.2	191.6	193.5	28.5
BR-PP-02	[40,34]	835651.45	820726.28	16.5	22.90	92.7	62.2	27.7	75.5	24.1	15.2	191.3	192.1	27.4
BR-PP-03	[40,34]	835616.49	820724.63	1.5	7.90	92.9	62.3	27.8	75.6	24.2	15.3	191.6	194.8	30.3
BR-PP-03	[40,34]	835616.49	820724.63	10	16.40	92.8	62.3	27.8	75.6	24.1	15.2	191.5	193.9	28.6
BR-PP-03	[40,34]	835616.49	820724.63	16.5	22.90	92.8	62.2	27.7	75.5	24.1	15.2	191.3	192.5	27.4
BR-PP-04	[40,34]	835613.99	820777.57	1.5	7.90	92.8	62.3	27.8	75.6	24.2	15.2	191.8	196.7	29.7
BR-PP-04	[40,34]	835613.99	820777.57	10	16.40	92.8	62.3	27.7	75.5	24.1	15.2	191.5	196.2	28.3
BR-PP-04	[40,34]	835613.99	820777.57	16.5	22.90	92.7	62.2	27.7	75.5	24.1	15.2	191.2	192.9	27.2
BR-PP-05	[40,34]	835611.49	820830.51	1.5	7.90	93.0	62.5	27.9	75.7	24.3	15.3	193.1	193.5	33.2
BR-PP-05	[40,34]	835611.49	820830.51	10	16.40	92.8	62.3	27.8	75.5	24.1	15.2	191.2	194.9	28.7
BR-PP-05	[40,34]	835611.49	820830.51	16.5	22.90	92.7	62.2	27.7	75.5	24.1	15.2	191.0	192.5	27.2
BR-PP-06	[40,34]	835681.35	820835.06	1.5	7.90	93.0	62.6	27.9	75.7	24.4	15.4	193.4	195.0	34.4
BR-PP-06	[40,34]	835681.35	820835.06	10	16.40	92.8	62.3	27.8	75.5	24.1	15.2	191.2	193.3	28.6
BR-PP-06	[40,34]	835681.35	820835.06	16.5	22.90	92.7	62.2	27.7	75.5	24.1	15.2	191.0	192.9	27.2
BR-PP-06	[40,34]	835681.35	820835.06	24	30.40	89.3	61.5	27.3	72.4	23.8	14.7	187.8	190.3	23.3
BR-PP-06	[40,34]	835681.35	820835.06	31.5	37.90	89.3	61.5	27.3	72.4	23.7	14.7	187.6	190.7	22.4
BR-PP-06	[40,34]	835681.35	820835.06	37.5	43.90	85.9	60.9	27.0	69.3	23.2	14.4	183.9	191.9	20.3
BR-PP-07	[40,34]	835702.18	820836.05	1.5	7.90	93.0	62.6	27.9	75.7	24.4	15.4	193.5	194.7	34.4
BR-PP-07	[40,34]	835702.18	820836.05	10	16.40	92.8	62.3	27.8	75.5	24.1	15.2	191.2	193.6	28.6
BR-PP-07	[40,34]	835702.18	820836.05	16.5	22.90	92.7	62.2	27.7	75.5	24.1	15.2	191.0	192.4	27.1
BR-PP-07	[40,34]	835702.18	820836.05	24	30.40	89.3	61.5	27.3	72.4	23.8	14.7	187.7	190.2	23.2
BR-PP-07	[40,34]	835702.18	820836.05	31.5	37.90	89.3	61.5	27.3	72.4	23.7	14.7	187.6	190.7	22.4
BR-PP-07	[40,34]	835702.18	820836.05	37.5	43.90	85.9	60.9	27.0	69.3	23.2	14.4	183.7	191.9	20.3
BR-PP-08	[40,34]	835732.35	820792.14	1.5	7.90	92.8	62.3	27.8	75.6	24.2	15.2	192.4	193.8	29.1
BR-PP-08	[40,34]	835732.35	820792.14	10	16.40	92.8	62.3	27.7	75.5	24.2	15.2	191.8	195.9	28.0
BR-PP-08	[40,34]	835732.35	820792.14	16.5	22.90	92.7	62.2	27.7	75.5	24.1	15.2	191.2	192.4	27.0
BR-PP-08	[40,34]	835732.35	820792.14	24	30.40	89.3	61.5	27.3	72.4	23.8	14.7	187.7	191.0	23.2
BR-PP-08	[40,34]	835732.35	820792.14	31.5	37.90	89.3	61.5	27.3	72.4	23.7	14.7	187.6	190.7	22.4
BR-PP-08	[40,34]	835732.35	820792.14	37.5	43.90	85.9	60.9	27.0	69.3	23.2	14.4	183.6	191.7	20.3
BR-PP-09	[40,34]	835706.88	820760.38	1.5	7.90	92.8	62.3	27.8	75.6	24.2	15.2	192.1	193.3	28.8
BR-PP-09	[40,34]	835706.88	820760.38	10	16.40	92.8	62.3	27.7	75.5	24.2	15.2	191.8	194.6	28.1
BR-PP-09	[40,34]	835706.88	820760.38	16.5	22.90	92.7	62.2	27.7	75.5	24.1	15.2	191.3	192.4	27.1
BR-PP-09	[40,34]	835706.88	820760.38	24	30.40	89.3	61.5	27.3	72.4	23.8	14.7	187.9	191.3	23.3
BR-PP-09	[40,34]	835706.88	820760.38	31.5	37.90	89.3	61.5	27.3	72.4	23.7	14.7	187.7	190.6	22.5
BR-PP-09	[40,34]	835706.88	820760.38	37.5	43.90	85.9	60.9	27.0	69.3	23.2	14.4	183.9	191.2	20.3
BR-PP-10	[40,34]	835683.91	820780.87	1.5	7.90	92.8	62.3	27.8	75.6	24.2	15.2	192.0	193.5	29.0
BR-PP-10	[40,34]	835683.91	820780.87	10	16.40	92.8	62.3	27.7	75.5	24.1	15.2	191.6	193.2	28.1
BR-PP-10	[40,34]	835683.91	820780.87	16.5	22.90	92.7	62.2	27.7	75.5	24.1	15.2	191.2	192.2	27.1
BR-PP-10	[40,34]	835683.91	820780.87	24	30.40	89.3	61.5	27.3	72.4	23.8	14.7	187.8	191.3	23.3
BR-PP-10	[40,34]	835683.91	820780.87	31.5	37.90	85.9	60.9	27.0	69.3	23.2	14.4	183.9	191.0	20.3
BR-T3-01	[40,34]	835731.14	820788.06	47	53.40	85.8	60.9	27.0	69.3	23.2	14.4	192.2	192.7	19.8
BR-T3-01	[40,34]	835731.14	820788.06	50.15	56.55	85.8	60.9	27.0	69.2	23.2	14.4	191.1	192.1	19.7
BR-T3-02	[40,34]	835725.54	820781.92	47	53.40	85.8	60.9	27.0	69.3	23.2	14.4	191.8	192.8	19.8
BR-T3-02	[40,34]	835725.54	820781.92	50.15	56.55	85.8	60.9	27.0	69.2	23.2	14.4	191.6	192.4	19.7
BR-T3-03	[40,34]	835720.28	820776.66	47	53.40	85.8	60.9	27.0	69.3	23.2	14.4	191.4	192.0	19.8
BR-T3-03	[40,34]	835720.28	820776.66	50.15	56.55	85.8	60.9	27.0	69.2	23.2	14.4	191.1	192.7	19.7
BR-T3-04	[40,34]	835714.55	820770.50	47	53.40	85.8	60.9	27.0	69.3	23.2	14.4	191.0	192.1	19.8
BR-T3-04	[40,34]	835714.55	820770.50	50.15	56.55	85.8	60.9	27.0	69.2	23.2	14.4	190.6	192.5	19.7
BR-T3-05	[40,34]	835708.89	820764.70	47	53.40	85.8	60.9	27.0	69.3	23.2	14.4	190.7	192.2	19.8
BR-T3-05	[40,34]	835708.89	820764.70	50.15	56.55	85.8	60.9	27.0	69.2	23.2	14.4	193.1	192.5	19.7
BR-T3-06	[40,34]	835703.19	820758.44	47	53.40	85.8	60.9	27.0	69.3	23.2	14.4	190.3	192.9	19.8
BR-T3-06	[40,34]	835703.19	820758.44	50.15	56.55	85.8	60.9	27.0	69.2	23.2	14.4	192.6	193.6	19.7
BR-T3-07	[40,34]	835699.32	820754.53	47	53.40	85.8	60.9	27.0	69.3	23.2	14.4	190.0	192.9	19.8
BR-T3-07	[40,34]	835699.32	820754.53	50.15	56.55	85.8	60.9	27.0	69.2	23.2	14.4	192.3	193.6	19.7
BR-T3-08	[40,34]	835689.85	820744.75	47	53.40	85.8	60.9	27.0	69.3	23.2	14.4	189.3	192.6	19.8
BR-T3-08	[40,34]	835689.85	820744.75	50.15	56.55	85.8	60.9	27.0	69.2	23.2	14.4	191.5	192.1	19.7
BR-T3-09	[40,34]	835686.30	820762.01	47	53.40	85.8	60.9	27.0	69.3	23.2	14.4	189.3	192.4	19.8
BR-T3-09	[40,34]	835686.30	820762.01	50.15	56.55	85.8	60.9	27.0	69.2	23.2	14.4	191.2	192.7	19.7
BR-T3-10	[40,34]	835691.98	820767.99	47	53.40	85.8	60.9	27.0	69.3	23.2	14.4	189.6	192.4	19.8
BR-T3-10	[40,34]	835691.98	820767.99	50.15	56.55	85.8	60.9	27.0	69.2	23.2	14.4	191.7	192.2	19.7
BR-T3-11	[40,34]	835696.82	820773.05	47	53.40	85.8	60.9	27.0	69.3	23.2	14.4	190.0	192.4	19.8
BR-T3-11	[40,34]	835696.82	820773.05	50.15	56.55	85.8	60.9	27.0	69.2	23.2	14.4	192.1	192.9	19.7
BR-T3-12	[40,34]	835698.58	820774.74	47	53.40	85.8	60.9	27.0	69.3	23.2	14.4	190.1	192.4	19.8
BR-T3-12	[40,34]	835698.58	820774.74	50.15	56.55	85.8	60.9	27.0	69.2	23.2	14.4	192.2	192.6	19.7
BR-T3-13	[40,34]	835703.76	820780.31	47	53.40	85.8	60.9	27.0	69.3	23.2	14.4	190.4	192.8	19.8
BR-T3-13	[40,34]	835703.76	820780.31	50.15	56.55	85.8	60.9	27.0	69.2	23.2	14.4	192.7	193.7	19.7
BR-T3-14	[40,34]	835709.26	820785.93	47	53.40	85.8	60.9	27.0	69.3	23.2	14.4	190.8	192.3	19.8
BR-T3-14	[40,34]	835709.26	820785.93	50.15	56.55	85.8	60.9	27.0	69.2</					

Predicted Pollutant Concentration

Assessment Point	PATH Grid	Easting (m)	Northing (m)	Level (mAG)	Level (mPD)	Concentration (µg/m ³)								
						Daily 1st Maximum RSP	Daily 10th Maximum RSP	Annual RSP	Daily 1st Maximum FSP	Daily 36th Maximum FSP	Annual FSP	Hourly 1st Maximum NO2	Hourly 19th Maximum NO2	Annual NO2
Criteria (AQO)						—	100	50	—	50	25	—	200	40
BH-PP-01	[40,34]	835759.41	820838.70	9	15.90	92.8	62.3	27.8	75.6	24.1	15.2	191.4	136.5	28.9
BH-PP-01	[40,34]	835759.41	820838.70	11	17.90	92.8	62.3	27.7	75.5	24.1	15.2	191.2	135.7	28.2
BH-PP-01	[40,34]	835759.41	820838.70	19	25.90	89.3	61.5	27.3	72.4	23.8	14.7	187.7	121.1	23.8
BH-PP-02	[40,34]	835764.46	820820.35	1.5	8.40	92.9	62.5	27.8	75.6	24.3	15.3	192.9	138.6	30.7
BH-PP-02	[40,34]	835764.46	820820.35	9	15.90	92.8	62.3	27.8	75.5	24.2	15.2	191.6	136.1	28.5
BH-PP-02	[40,34]	835764.46	820820.35	11	17.90	92.8	62.3	27.7	75.5	24.1	15.2	191.3	135.6	27.9
BH-PP-02	[40,34]	835764.46	820820.35	19	25.90	89.3	61.5	27.3	72.4	23.8	14.7	187.7	121.6	23.7
BH-PP-03	[40,34]	835743.35	820812.27	1.5	8.40	92.8	62.4	27.8	75.6	24.3	15.2	192.8	138.4	29.8
BH-PP-03	[40,34]	835743.35	820812.27	9	15.90	92.8	62.3	27.7	75.5	24.2	15.2	191.9	135.8	28.4
BH-PP-03	[40,34]	835743.35	820812.27	11	17.90	92.8	62.3	27.7	75.5	24.1	15.2	191.6	135.7	28.0
BH-PP-03	[40,34]	835743.35	820812.27	19	25.90	89.3	61.5	27.3	72.4	23.8	14.7	187.8	121.6	23.8
BH-PP-04	[40,34]	835733.20	820817.04	1.5	8.40	92.8	62.4	27.8	75.6	24.3	15.3	193.0	138.6	30.2
BH-PP-04	[40,34]	835733.20	820817.04	9	15.90	92.8	62.3	27.8	75.5	24.2	15.2	191.9	135.8	28.5
BH-PP-04	[40,34]	835733.20	820817.04	11	17.90	92.8	62.3	27.7	75.5	24.1	15.2	191.6	135.3	28.0
BH-PP-04	[40,34]	835733.20	820817.04	19	25.90	89.3	61.5	27.3	72.4	23.8	14.7	187.8	121.9	23.8
BH-PP-05	[40,34]	835725.61	820829.81	1.5	8.40	92.9	62.5	27.8	75.7	24.3	15.3	193.2	142.9	31.8
BH-PP-05	[40,34]	835725.61	820829.81	9	15.90	92.8	62.3	27.8	75.5	24.1	15.2	191.6	136.7	28.7
BH-PP-05	[40,34]	835725.61	820829.81	11	17.90	92.8	62.3	27.7	75.5	24.1	15.2	191.4	135.1	28.2
BH-PP-05	[40,34]	835725.61	820829.81	19	25.90	89.3	61.5	27.3	72.4	23.8	14.7	187.8	121.1	23.9
BH-PP-06	[40,34]	835729.27	820837.32	1.5	8.40	93.0	62.6	27.9	75.7	24.4	15.4	193.8	144.3	34.6
BH-PP-06	[40,34]	835729.27	820837.32	9	15.90	92.8	62.3	27.8	75.6	24.1	15.2	191.5	136.0	29.0
BH-PP-06	[40,34]	835729.27	820837.32	11	17.90	92.8	62.3	27.7	75.5	24.1	15.2	191.3	134.7	28.3
BH-PP-06	[40,34]	835729.27	820837.32	19	25.90	89.3	61.5	27.3	72.4	23.8	14.7	187.8	120.9	23.9
BH-TT-01	[40,34]	835762.62	820838.90	28	34.90	89.3	61.5	27.3	72.4	23.8	14.7	187.6	119.9	22.7
BH-TT-01	[40,34]	835762.62	820838.90	32.2	39.10	89.3	61.5	27.3	72.4	23.7	14.7	187.6	120.1	22.3
BH-TT-02	[40,34]	835768.93	820825.01	28	34.90	89.3	61.5	27.3	72.4	23.8	14.7	187.6	119.9	22.6
BH-TT-02	[40,34]	835768.93	820825.01	32.2	39.10	89.3	61.5	27.3	72.4	23.7	14.7	187.6	119.8	22.3
BH-TT-03	[40,34]	835756.26	820811.80	28	34.90	89.3	61.5	27.3	72.4	23.8	14.7	187.6	119.9	22.7
BH-TT-03	[40,34]	835756.26	820811.80	32.2	39.10	89.3	61.5	27.3	72.4	23.7	14.7	187.6	120.7	22.3
BH-TT-04	[40,34]	835740.18	820810.99	28	34.90	89.3	61.5	27.3	72.4	23.8	14.7	187.6	120.1	22.7
BH-TT-04	[40,34]	835740.18	820810.99	32.2	39.10	89.3	61.5	27.3	72.4	23.7	14.7	187.6	120.7	22.3
BH-TT-05	[40,34]	835732.73	820827.40	28	34.90	89.3	61.5	27.3	72.4	23.8	14.7	187.6	119.9	22.7
BH-TT-05	[40,34]	835732.73	820827.40	32.2	39.10	89.3	61.5	27.3	72.4	23.7	14.7	187.6	120.7	22.3
BH-TT-06	[40,34]	835742.87	820837.97	28	34.90	89.3	61.5	27.3	72.4	23.8	14.7	187.6	119.9	22.7
BH-TT-06	[40,34]	835742.87	820837.97	32.2	39.10	89.3	61.5	27.3	72.4	23.7	14.7	187.6	120.7	22.3
BB-SR-01	[40,34]	835743.88	820689.03	1.5	8.40	92.9	62.3	27.9	75.6	24.2	15.3	192.1	134.4	32.0
BB-SR-01	[40,34]	835743.88	820689.03	5.5	12.40	92.8	62.3	27.8	75.6	24.1	15.3	192.0	133.6	30.0
BB-SR-02	[40,34]	835708.07	820682.32	1.5	8.40	92.9	62.3	27.9	75.6	24.2	15.3	191.9	134.4	32.0
BB-SR-02	[40,34]	835708.07	820682.32	5.5	12.40	92.8	62.3	27.8	75.6	24.1	15.3	191.8	133.3	30.1
BB-SR-03	[40,34]	835705.35	820687.34	1.5	8.40	92.9	62.3	27.8	75.6	24.2	15.3	191.8	133.4	31.0
BB-SR-03	[40,34]	835705.35	820687.34	5.5	12.40	92.8	62.3	27.8	75.6	24.1	15.3	191.8	133.2	30.0
BB-SR-04	[40,34]	835723.22	820704.36	1.5	8.40	92.0	62.3	27.0	75.6	24.2	15.3	192.0	134.2	29.9
BB-SR-04	[40,34]	835723.22	820704.36	5.5	12.40	92.8	62.3	27.8	75.6	24.2	15.2	191.9	134.0	29.4
BB-SR-05	[40,34]	835740.32	820707.61	1.5	8.40	92.8	62.3	27.8	75.6	24.2	15.3	192.1	134.2	29.9
BB-SR-05	[40,34]	835740.32	820707.61	5.5	12.40	92.8	62.3	27.8	75.6	24.2	15.2	192.0	134.1	29.4

**APPENDIX 3-6
SUMMARY OF ANNUAL AVERAGED NO₂
CONCENTRATION (AIR QUALITY)**

Annual Averaged NO₂ Concentration (µg/m³) at different Height

	Assessment Point	mAG	1.5	7.5	12	16.5	21.5		
		mPD	7.5	13.5	18	22.5	27.5		
Site A1 - Podium	A1-PP-01		36.8	32.0	29.8	27.9	23.8		
	A1-PP-02		35.4	32.0	29.6	27.8	23.7		
	A1-PP-03		33.6	31.3	29.3	27.8	23.8		
	A1-PP-04		33.1	30.6	29.1	27.7	23.8		
	A1-PP-05		32.6	30.2	28.8	27.7	23.9		
	A1-PP-06		31.9	29.8	28.6	27.6	23.8		
	A1-PP-07		31.9	30.1	28.7	27.6	23.8		
	A1-PP-08		32.0	30.2	28.7	27.6	23.9		
	A1-PP-09		33.8	30.1	28.8	27.7	23.9		
	A1-PP-10		34.6	30.7	29.2	27.8	23.9		

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	25	28.15					
		mPD	31	34.15					
Site A1 - Residential Towers	A1-T1-01		23.2	22.8					
	A1-T1-02		23.2	22.8					
	A1-T1-03		23.2	22.7					
	A1-T1-04		23.2	22.7					
	A1-T1-05		23.2	22.7					
	A1-T1-06		23.2	22.7					
	A1-T1-07		23.1	22.7					
	A1-T2-01		23.3	22.8					
	A1-T2-02		23.3	22.8					
	A1-T2-03		23.3	22.8					
	A1-T2-04		23.3	22.8					
	A1-T2-05		23.3	22.8					
	A1-T2-06		23.3	22.8					

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	1.5						
		mPD	8.3						
Sites A2 & A3 - Open Space	A2-OA-01		31.9						
	A2-OA-02		32.6						
	A2-OA-03		32.1						
	A2-OA-04		31.5						
	A3-OA-01		31.7						
	A3-OA-02		32.1						
	A3-OA-03		32.3						
	A3-OA-04		31.9						

Annual Averaged NO₂ Concentration (µg/m³) at different Height

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	1.5	5.5					
		mPD	8.6	12.6					
Sites A4 & A5 - Single Storey Retail Block	A4-SR-01		31.9	30.3					
	A4-SR-02		32.4	31.1					
	A4-SR-03		32.3	31.1					
	A4-SR-04		31.8	30.3					
	A5-SR-01		32.3	30.4					
	A5-SR-02		32.7	31.2					
	A5-SR-03		32.6	31.2					
	A5-SR-04		32.0	30.4					

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	1.5	10	16.5	24	31.5	37.5	
		mPD	7.9	16.4	22.9	30.4	37.9	43.9	
Site B - Podium (Western Portion)	BR-PP-01		29.2	28.4	27.3				
	BR-PP-02		29.4	28.5	27.4				
	BR-PP-03		30.3	28.6	27.4				
	BR-PP-04		29.7	28.3	27.2				
	BR-PP-05		33.2	28.7	27.2				
	BR-PP-06		34.4	28.6	27.2	23.3	22.4	20.3	
	BR-PP-07		34.4	28.6	27.1	23.2	22.4	20.3	
	BR-PP-08		29.1	28.0	27.0	23.2	22.4	20.3	
	BR-PP-09		28.8	28.1	27.1	23.3	22.5	20.3	
	BR-PP-10		29.0	28.1	27.1	23.3	22.5	20.3	

Annual Averaged NO₂ Concentration (µg/m³) at different Height

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height						
		mAG	47	50.15				
		mPD	53.9	57.05				
Site B - Residential Towers	BR-T3-01		19.8	19.7				
	BR-T3-02		19.8	19.7				
	BR-T3-03		19.8	19.7				
	BR-T3-04		19.8	19.7				
	BR-T3-05		19.8	19.7				
	BR-T3-06		19.8	19.7				
	BR-T3-07		19.8	19.7				
	BR-T3-08		19.8	19.7				
	BR-T3-09		19.8	19.7				
	BR-T3-10		19.8	19.7				
	BR-T3-11		19.8	19.7				
	BR-T3-12		19.8	19.7				
	BR-T3-13		19.8	19.7				
	BR-T3-14		19.8	19.7				
	BR-T3-15		19.8	19.7				
	BR-T3-16		19.8	19.7				
	BR-T4-01		19.8	19.7				
	BR-T4-02		19.8	19.7				
	BR-T4-03		19.8	19.7				
	BR-T4-04		19.8	19.7				
	BR-T4-05		19.8	19.7				
	BR-T4-06		19.8	19.7				
	BR-T4-07		19.8	19.7				
	BR-T4-08		19.8	19.7				
	BR-T4-09		19.8	19.7				
	BR-T4-10		19.8	19.7				
BR-T4-11		19.8	19.7					
BR-T4-12		19.8	19.7					
BR-T4-13		19.8	19.7					

Annual Averaged NO₂ Concentration (µg/m³) at different Height

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	1.5	9	11	19			
		mPD	8.4	15.9	17.9	25.9			
Site B - Podium (Eastern Portion)	BH-PP-01		35.4	28.9	28.2	23.8			
	BH-PP-02		30.7	28.5	27.9	23.7			
	BH-PP-03		29.8	28.4	28.0	23.8			
	BH-PP-04		30.2	28.5	28.0	23.8			
	BH-PP-05		31.8	28.7	28.2	23.9			
	BH-PP-06		34.6	29.0	28.3	23.9			

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	28	32.2					
		mPD	34.9	39.1					
Site B - Hotel / Office Tower	BH-TT-01		22.7	22.3					
	BH-TT-02		22.6	22.3					
	BH-TT-03		22.7	22.3					
	BH-TT-04		22.7	22.3					
	BH-TT-05		22.7	22.3					
	BH-TT-06		22.7	22.3					

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	1.5	5.5					
		mPD	7.4	12.4					
Site B -Single Storey Retail	BB-SR-01		32.0	30.0					
	BB-SR-02		32.0	30.1					
	BB-SR-03		31.0	30.0					
	BB-SR-04		29.9	29.4					
	BB-SR-05		29.9	29.4					

Annual Averaged RSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	mAG	1.5	7.5	12	16.5	21.5		
		mPD	7.5	13.5	18	22.5	27.5		
Site A1 - Podium	A1-PP-01		28.0	27.9	27.8	27.7	27.3		
	A1-PP-02		28.0	27.9	27.8	27.7	27.3		
	A1-PP-03		27.9	27.8	27.8	27.7	27.3		
	A1-PP-04		27.9	27.8	27.8	27.7	27.3		
	A1-PP-05		27.9	27.8	27.8	27.7	27.3		
	A1-PP-06		27.8	27.8	27.8	27.7	27.3		
	A1-PP-07		27.8	27.8	27.8	27.7	27.3		
	A1-PP-08		27.9	27.8	27.8	27.7	27.3		
	A1-PP-09		27.9	27.8	27.8	27.7	27.3		
	A1-PP-10		27.9	27.8	27.8	27.7	27.3		

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	25	28.15					
		mPD	31	34.15					
Site A1 - Residential Towers	A1-T1-01		27.3	27.3					
	A1-T1-02		27.3	27.3					
	A1-T1-03		27.3	27.3					
	A1-T1-04		27.3	27.3					
	A1-T1-05		27.3	27.3					
	A1-T1-06		27.3	27.3					
	A1-T1-07		27.3	27.3					
	A1-T2-01		27.3	27.3					
	A1-T2-02		27.3	27.3					
	A1-T2-03		27.3	27.3					
	A1-T2-04		27.3	27.3					
	A1-T2-05		27.3	27.3					
	A1-T2-06		27.3	27.3					

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5						
		mPD	8.3						
Sites A2 & A3 - Open Space	A2-OA-01		27.9						
	A2-OA-02		27.9						
	A2-OA-03		27.9						
	A2-OA-04		27.9						
	A3-OA-01		27.9						
	A3-OA-02		27.9						
	A3-OA-03		27.9						
	A3-OA-04		27.9						

Annual Averaged RSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	5.5					
		mPD	8.6	12.6					
Sites A4 & A5 - Single Storey Retail Block	A4-SR-01		27.9	27.8					
	A4-SR-02		27.9	27.8					
	A4-SR-03		27.9	27.8					
	A4-SR-04		27.9	27.8					
	A5-SR-01		27.9	27.8					
	A5-SR-02		27.9	27.8					
	A5-SR-03		27.9	27.8					
	A5-SR-04		27.9	27.8					

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	10	16.5	24	31.5	37.5	
		mPD	7.9	16.4	22.9	30.4	37.9	43.9	
Site B - Podium (Western Portion)	BR-PP-01		27.8	27.8	27.7				
	BR-PP-02		27.8	27.8	27.7				
	BR-PP-03		27.8	27.8	27.7				
	BR-PP-04		27.8	27.7	27.7				
	BR-PP-05		27.9	27.8	27.7				
	BR-PP-06		27.9	27.8	27.7	27.3	27.3	27.0	
	BR-PP-07		27.9	27.8	27.7	27.3	27.3	27.0	
	BR-PP-08		27.8	27.7	27.7	27.3	27.3	27.0	
	BR-PP-09		27.8	27.7	27.7	27.3	27.3	27.0	
	BR-PP-10		27.8	27.7	27.7	27.3	27.3	27.0	

Annual Averaged RSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height						
		mAG	47	50.15				
		mPD	53.9	57.05				
Site B - Residential Towers	BR-T3-01		27.0	27.0				
	BR-T3-02		27.0	27.0				
	BR-T3-03		27.0	27.0				
	BR-T3-04		27.0	27.0				
	BR-T3-05		27.0	27.0				
	BR-T3-06		27.0	27.0				
	BR-T3-07		27.0	27.0				
	BR-T3-08		27.0	27.0				
	BR-T3-09		27.0	27.0				
	BR-T3-10		27.0	27.0				
	BR-T3-11		27.0	27.0				
	BR-T3-12		27.0	27.0				
	BR-T3-13		27.0	27.0				
	BR-T3-14		27.0	27.0				
	BR-T3-15		27.0	27.0				
	BR-T3-16		27.0	27.0				
	BR-T4-01		27.0	27.0				
	BR-T4-02		27.0	27.0				
	BR-T4-03		27.0	27.0				
	BR-T4-04		27.0	27.0				
	BR-T4-05		27.0	27.0				
	BR-T4-06		27.0	27.0				
	BR-T4-07		27.0	27.0				
	BR-T4-08		27.0	27.0				
	BR-T4-09		27.0	27.0				
	BR-T4-10		27.0	27.0				
BR-T4-11		27.0	27.0					
BR-T4-12		27.0	27.0					
BR-T4-13		27.0	27.0					

Annual Averaged RSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	9	11	19			
		mPD	8.4	15.9	17.9	25.9			
Site B - Podium (Eastern Portion)	BH-PP-01		27.9	27.8	27.7	27.3			
	BH-PP-02		27.8	27.8	27.7	27.3			
	BH-PP-03		27.8	27.7	27.7	27.3			
	BH-PP-04		27.8	27.8	27.7	27.3			
	BH-PP-05		27.8	27.8	27.7	27.3			
	BH-PP-06		27.9	27.8	27.7	27.3			

	Assessment Point	Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	28	32.2					
		mPD	34.9	39.1					
Site B - Hotel / Office Tower	BH-TT-01		27.3	27.3					
	BH-TT-02		27.3	27.3					
	BH-TT-03		27.3	27.3					
	BH-TT-04		27.3	27.3					
	BH-TT-05		27.3	27.3					
	BH-TT-06		27.3	27.3					

	Assessment Point	Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	5.5					
		mPD	7.4	12.4					
Site B -Single Storey Retails	BB-SR-01		27.9	27.8					
	BB-SR-02		27.9	27.8					
	BB-SR-03		27.8	27.8					
	BB-SR-04		27.8	27.8					
	BB-SR-05		27.8	27.8					

Annual Averaged FSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	mAG	1.5	7.5	12	16.5	21.5		
		mPD	7.5	13.5	18	22.5	27.5		
Site A1 - Podium	A1-PP-01		15.4	15.3	15.3	15.2	14.7		
	A1-PP-02		15.4	15.3	15.3	15.2	14.7		
	A1-PP-03		15.4	15.3	15.2	15.2	14.7		
	A1-PP-04		15.3	15.3	15.2	15.2	14.7		
	A1-PP-05		15.3	15.3	15.2	15.2	14.7		
	A1-PP-06		15.3	15.3	15.2	15.2	14.7		
	A1-PP-07		15.3	15.3	15.2	15.2	14.7		
	A1-PP-08		15.3	15.3	15.2	15.2	14.7		
	A1-PP-09		15.3	15.3	15.2	15.2	14.7		
	A1-PP-10		15.4	15.3	15.2	15.2	14.7		

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	25	28.15					
		mPD	31	34.15					
Site A1 - Residential Towers	A1-T1-01		14.7	14.7					
	A1-T1-02		14.7	14.7					
	A1-T1-03		14.7	14.7					
	A1-T1-04		14.7	14.7					
	A1-T1-05		14.7	14.7					
	A1-T1-06		14.7	14.7					
	A1-T1-07		14.7	14.7					
	A1-T2-01		14.7	14.7					
	A1-T2-02		14.7	14.7					
	A1-T2-03		14.7	14.7					
	A1-T2-04		14.7	14.7					
	A1-T2-05		14.7	14.7					
	A1-T2-06		14.7	14.7					

Annual Averaged FSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5						
		mPD	8.3						
Sites A2 & A3 - Open Space	A2-OA-01		15.3						
	A2-OA-02		15.3						
	A2-OA-03		15.3						
	A2-OA-04		15.3						
	A3-OA-01		15.3						
	A3-OA-02		15.3						
	A3-OA-03		15.3						
	A3-OA-04		15.3						

	Assessment Point	Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	5.5					
		mPD	8.6	12.6					
Sites A4 & A5 - Single Storey Retail Block	A4-SR-01		15.3	15.3					
	A4-SR-02		15.3	15.3					
	A4-SR-03		15.3	15.3					
	A4-SR-04		15.3	15.3					
	A5-SR-01		15.3	15.3					
	A5-SR-02		15.3	15.3					
	A5-SR-03		15.3	15.3					
	A5-SR-04		15.3	15.3					

	Assessment Point	Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	10	16.5	24	31.5	37.5	
		mPD	7.9	16.4	22.9	30.4	37.9	43.9	
Site B - Podium (Western Portion)	BR-PP-01		15.2	15.2	15.2				
	BR-PP-02		15.2	15.2	15.2				
	BR-PP-03		15.3	15.2	15.2				
	BR-PP-04		15.2	15.2	15.2				
	BR-PP-05		15.3	15.2	15.2				
	BR-PP-06		15.4	15.2	15.2	14.7	14.7	14.4	
	BR-PP-07		15.4	15.2	15.2	14.7	14.7	14.4	
	BR-PP-08		15.2	15.2	15.2	14.7	14.7	14.4	
	BR-PP-09		15.2	15.2	15.2	14.7	14.7	14.4	
	BR-PP-10		15.2	15.2	15.2	14.7	14.7	14.4	

Annual Averaged FSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height						
		mAG	47	50.15				
		mPD	53.9	57.05				
Site B - Residential Towers	BR-T3-01		14.4	14.4				
	BR-T3-02		14.4	14.4				
	BR-T3-03		14.4	14.4				
	BR-T3-04		14.4	14.4				
	BR-T3-05		14.4	14.4				
	BR-T3-06		14.4	14.4				
	BR-T3-07		14.4	14.4				
	BR-T3-08		14.4	14.4				
	BR-T3-09		14.4	14.4				
	BR-T3-10		14.4	14.4				
	BR-T3-11		14.4	14.4				
	BR-T3-12		14.4	14.4				
	BR-T3-13		14.4	14.4				
	BR-T3-14		14.4	14.4				
	BR-T3-15		14.4	14.4				
	BR-T3-16		14.4	14.4				
	BR-T4-01		14.4	14.4				
	BR-T4-02		14.4	14.4				
	BR-T4-03		14.4	14.4				
	BR-T4-04		14.4	14.4				
	BR-T4-05		14.4	14.4				
	BR-T4-06		14.4	14.4				
	BR-T4-07		14.4	14.4				
	BR-T4-08		14.4	14.4				
	BR-T4-09		14.4	14.4				
	BR-T4-10		14.4	14.4				
BR-T4-11		14.4	14.4					
BR-T4-12		14.4	14.4					
BR-T4-13		14.4	14.4					

Annual Averaged FSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	9	11	19			
		mPD	8.4	15.9	17.9	25.9			
Site B - Podium (Eastern Portion)	BH-PP-01		15.4	15.2	15.2	14.7			
	BH-PP-02		15.3	15.2	15.2	14.7			
	BH-PP-03		15.2	15.2	15.2	14.7			
	BH-PP-04		15.3	15.2	15.2	14.7			
	BH-PP-05		15.3	15.2	15.2	14.7			
	BH-PP-06		15.4	15.2	15.2	14.7			

	Assessment Point	Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	28	32.2					
		mPD	34.9	39.1					
Site B - Hotel / Office Tower	BH-TT-01		14.7	14.7					
	BH-TT-02		14.7	14.7					
	BH-TT-03		14.7	14.7					
	BH-TT-04		14.7	14.7					
	BH-TT-05		14.7	14.7					
	BH-TT-06		14.7	14.7					

	Assessment Point	Annual Averaged NO ₂ Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	5.5					
		mPD	7.4	12.4					
Site B -Single Storey Retails	BB-SR-01		15.3	15.3					
	BB-SR-02		15.3	15.3					
	BB-SR-03		15.3	15.3					
	BB-SR-04		15.3	15.2					
	BB-SR-05		15.3	15.2					

The 19th Highest Hourly NO₂ Concentration (µg/m³) at different Height

	Assessment Point	mAG	1.5	7.5	12	16.5	21.5		
		mPD	7.5	13.5	18	22.5	27.5		
Site A1 - Podium	A1-PP-01		135.2	133.5	132.1	131.2	122.1		
	A1-PP-02		135.1	133.6	132.1	131.2	121.8		
	A1-PP-03		135.9	133.8	132.3	131.1	121.8		
	A1-PP-04		138.1	134.5	132.4	131.0	121.8		
	A1-PP-05		136.7	132.8	132.2	130.9	121.8		
	A1-PP-06		137.4	133.1	132.4	131.5	121.8		
	A1-PP-07		135.3	133.7	132.3	131.6	121.7		
	A1-PP-08		135.0	133.4	132.3	131.4	121.7		
	A1-PP-09		139.1	133.5	132.5	131.5	121.7		
	A1-PP-10		139.4	133.7	131.9	131.0	121.7		

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	25	28.15					
		mPD	31	34.15					
Site A1 - Residential Towers	A1-T1-01		122.4	121.7					
	A1-T1-02		122.5	121.7					
	A1-T1-03		122.5	121.7					
	A1-T1-04		122.3	121.5					
	A1-T1-05		122.1	121.4					
	A1-T1-06		121.7	121.3					
	A1-T1-07		122.2	121.5					
	A1-T2-01		122.4	121.7					
	A1-T2-02		122.4	121.7					
	A1-T2-03		122.4	121.7					
	A1-T2-04		122.4	121.7					
	A1-T2-05		122.3	121.4					
	A1-T2-06		122.4	121.5					

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	1.5						
		mPD	8.3						
Sites A2 & A3 - Open Space	A2-OA-01		136.7						
	A2-OA-02		135.6						
	A2-OA-03		136.4						
	A2-OA-04		136.7						
	A3-OA-01		134.8						
	A3-OA-02		134.6						
	A3-OA-03		135.8						
	A3-OA-04		135.8						

The 19th Highest Hourly NO₂ Concentration (µg/m³) at different Height

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	1.5	5.5					
		mPD	8.6	12.6					
Sites A4 & A5 - Single Storey Retail Block	A4-SR-01		137.3	134.7					
	A4-SR-02		134.4	133.8					
	A4-SR-03		134.3	133.7					
	A4-SR-04		137.0	134.4					
	A5-SR-01		137.9	135.4					
	A5-SR-02		135.0	134.4					
	A5-SR-03		134.8	134.2					
	A5-SR-04		137.2	135.0					

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	1.5	10	16.5	24	31.5	37.5	
		mPD	7.9	16.4	22.9	30.4	37.9	43.9	
Site B - Podium (Western Portion)	BR-PP-01		135.2	133.9	132.4				
	BR-PP-02		134.6	133.5	132.1				
	BR-PP-03		134.8	133.9	132.5				
	BR-PP-04		136.7	136.2	132.9				
	BR-PP-05		143.5	134.9	129.5				
	BR-PP-06		145.0	135.3	128.9	120.3	120.7	119.9	
	BR-PP-07		144.7	135.6	128.4	120.2	120.7	119.9	
	BR-PP-08		137.8	135.9	132.4	121.0	120.7	118.7	
	BR-PP-09		136.3	134.6	132.4	121.3	120.6	119.2	
	BR-PP-10		137.5	135.2	132.2	121.3	120.7	119.0	

The 19th Highest Hourly NO₂ Concentration (µg/m³) at different Height

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height						
		mAG	47	50.15				
		mPD	53.9	57.05				
Site B - Residential Towers	BR-T3-01		121.7	127.1				
	BR-T3-02		121.8	127.4				
	BR-T3-03		122.0	127.7				
	BR-T3-04		122.1	124.5				
	BR-T3-05		122.2	123.5				
	BR-T3-06		121.9	123.6				
	BR-T3-07		121.9	123.6				
	BR-T3-08		120.6	127.1				
	BR-T3-09		120.4	127.7				
	BR-T3-10		120.4	127.2				
	BR-T3-11		120.4	126.9				
	BR-T3-12		120.4	125.6				
	BR-T3-13		121.8	123.7				
	BR-T3-14		122.3	123.6				
	BR-T3-15		122.4	123.6				
	BR-T3-16		122.2	125.0				
	BR-T4-01		121.0	129.0				
	BR-T4-02		120.7	127.7				
	BR-T4-03		120.5	127.2				
	BR-T4-04		120.5	124.4				
	BR-T4-05		120.7	123.7				
	BR-T4-06		122.2	123.7				
	BR-T4-07		122.4	123.6				
	BR-T4-08		122.4	123.6				
	BR-T4-09		120.4	123.7				
	BR-T4-10		120.5	127.1				
	BR-T4-11		120.5	127.4				
	BR-T4-12		120.5	127.8				
BR-T4-13		120.5	128.5					

The 19th Highest Hourly NO₂ Concentration (µg/m³) at different Height

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	1.5	9	11	19			
		mPD	8.4	15.9	17.9	25.9			
Site B - Podium (Eastern Portion)	BH-PP-01		144.7	136.5	135.7	121.1			
	BH-PP-02		138.6	136.1	135.6	121.6			
	BH-PP-03		138.4	135.8	135.7	121.6			
	BH-PP-04		138.6	135.8	135.3	121.9			
	BH-PP-05		142.9	136.7	135.1	121.1			
	BH-PP-06		144.3	136.0	134.7	120.9			

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	28	32.2					
		mPD	34.9	39.1					
Site B - Hotel / Office Tower	BH-TT-01		119.9	120.1					
	BH-TT-02		119.9	119.8					
	BH-TT-03		119.9	120.7					
	BH-TT-04		120.1	120.7					
	BH-TT-05		119.9	120.7					
	BH-TT-06		119.9	120.7					

	Assessment Point	Annual Averaged NO ₂ Concentration (µg/m ³) at different Height							
		mAG	1.5	5.5					
		mPD	7.4	12.4					
Site B -Single Storey Retail	BB-SR-01		134.4	133.6					
	BB-SR-02		134.4	133.3					
	BB-SR-03		133.4	133.2					
	BB-SR-04		134.2	134.0					
	BB-SR-05		134.2	134.1					

The 10th Highest Daily Averaged RSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	mAG	1.5	7.5	12	16.5	21.5		
		mPD	7.5	13.5	18	22.5	27.5		
Site A1 - Podium	A1-PP-01		62.4	62.3	62.3	62.3	61.6		
	A1-PP-02		62.4	62.3	62.3	62.3	61.6		
	A1-PP-03		62.4	62.3	62.3	62.3	61.6		
	A1-PP-04		62.4	62.3	62.3	62.2	61.6		
	A1-PP-05		62.4	62.3	62.3	62.2	61.5		
	A1-PP-06		62.3	62.3	62.3	62.2	61.5		
	A1-PP-07		62.3	62.3	62.3	62.2	61.5		
	A1-PP-08		62.3	62.3	62.3	62.2	61.5		
	A1-PP-09		62.3	62.3	62.3	62.2	61.5		
	A1-PP-10		62.3	62.3	62.3	62.3	61.6		

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	25	28.15					
		mPD	31	34.15					
Site A1 - Residential Towers	A1-T1-01		61.5	61.5					
	A1-T1-02		61.5	61.5					
	A1-T1-03		61.5	61.5					
	A1-T1-04		61.5	61.5					
	A1-T1-05		61.5	61.5					
	A1-T1-06		61.5	61.5					
	A1-T1-07		61.5	61.5					
	A1-T2-01		61.5	61.5					
	A1-T2-02		61.5	61.5					
	A1-T2-03		61.5	61.5					
	A1-T2-04		61.5	61.5					
	A1-T2-05		61.5	61.5					
	A1-T2-06		61.5	61.5					

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5						
		mPD	8.3						
Sites A2 & A3 - Open Space	A2-OA-01		62.4						
	A2-OA-02		62.4						
	A2-OA-03		62.3						
	A2-OA-04		62.3						
	A3-OA-01		62.3						
	A3-OA-02		62.3						
	A3-OA-03		62.3						
	A3-OA-04		62.3						

The 10th Highest Daily Averaged RSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	5.5					
		mPD	8.6	12.6					
Sites A4 & A5 - Single Storey Retail Block	A4-SR-01		62.4	62.3					
	A4-SR-02		62.3	62.3					
	A4-SR-03		62.3	62.3					
	A4-SR-04		62.4	62.3					
	A5-SR-01		62.4	62.3					
	A5-SR-02		62.4	62.3					
	A5-SR-03		62.4	62.3					
	A5-SR-04		62.4	62.3					

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	10	16.5	24	31.5	37.5	
		mPD	7.9	16.4	22.9	30.4	37.9	43.9	
Site B - Podium (Western Portion)	BR-PP-01		62.3	62.3	62.2				
	BR-PP-02		62.3	62.3	62.2				
	BR-PP-03		62.3	62.3	62.2				
	BR-PP-04		62.3	62.3	62.2				
	BR-PP-05		62.5	62.3	62.2				
	BR-PP-06		62.6	62.3	62.2	61.5	61.5	60.9	
	BR-PP-07		62.6	62.3	62.2	61.5	61.5	60.9	
	BR-PP-08		62.3	62.3	62.2	61.5	61.5	60.9	
	BR-PP-09		62.3	62.3	62.2	61.5	61.5	60.9	
	BR-PP-10		62.3	62.3	62.2	61.5	61.5	60.9	

The 10th Highest Daily Averaged RSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height						
		mAG	47	50.15				
		mPD	53.9	57.05				
Site B - Residential Towers	BR-T3-01		60.9	60.9				
	BR-T3-02		60.9	60.9				
	BR-T3-03		60.9	60.9				
	BR-T3-04		60.9	60.9				
	BR-T3-05		60.9	60.9				
	BR-T3-06		60.9	60.9				
	BR-T3-07		60.9	60.9				
	BR-T3-08		60.9	60.9				
	BR-T3-09		60.9	60.9				
	BR-T3-10		60.9	60.9				
	BR-T3-11		60.9	60.9				
	BR-T3-12		60.9	60.9				
	BR-T3-13		60.9	60.9				
	BR-T3-14		60.9	60.9				
	BR-T3-15		60.9	60.9				
	BR-T3-16		60.9	60.9				
	BR-T4-01		60.9	60.9				
	BR-T4-02		60.9	60.9				
	BR-T4-03		60.9	60.9				
	BR-T4-04		60.9	60.9				
	BR-T4-05		60.9	60.9				
	BR-T4-06		60.9	60.9				
	BR-T4-07		60.9	60.9				
	BR-T4-08		60.9	60.9				
	BR-T4-09		60.9	60.9				
	BR-T4-10		60.9	60.9				
BR-T4-11		60.9	60.9					
BR-T4-12		60.9	60.9					
BR-T4-13		60.9	60.9					

The 10th Highest Daily Averaged RSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	9	11	19			
		mPD	8.4	15.9	17.9	25.9			
Site B - Podium (Eastern Portion)	BH-PP-01		62.7	62.3	62.3	61.5			
	BH-PP-02		62.5	62.3	62.3	61.5			
	BH-PP-03		62.4	62.3	62.3	61.5			
	BH-PP-04		62.4	62.3	62.3	61.5			
	BH-PP-05		62.5	62.3	62.3	61.5			
	BH-PP-06		62.6	62.3	62.3	61.5			

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	28	32.2					
		mPD	34.9	39.1					
Site B - Hotel / Office Tower	BH-TT-01		61.5	61.5					
	BH-TT-02		61.5	61.5					
	BH-TT-03		61.5	61.5					
	BH-TT-04		61.5	61.5					
	BH-TT-05		61.5	61.5					
	BH-TT-06		61.5	61.5					

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	5.5					
		mPD	7.4	12.4					
Site B -Single Storey Retails	BB-SR-01		62.3	62.3					
	BB-SR-02		62.3	62.3					
	BB-SR-03		62.3	62.3					
	BB-SR-04		62.3	62.3					
	BB-SR-05		62.3	62.3					

The 36th Highest Daily Averaged FSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	mAG	1.5	7.5	12	16.5	21.5		
		mPD	7.5	13.5	18	22.5	27.5		
Site A1 - Podium	A1-PP-01		24.2	24.2	24.1	24.1	23.8		
	A1-PP-02		24.2	24.2	24.1	24.1	23.8		
	A1-PP-03		24.2	24.1	24.1	24.1	23.8		
	A1-PP-04		24.2	24.1	24.1	24.1	23.8		
	A1-PP-05		24.2	24.1	24.1	24.1	23.8		
	A1-PP-06		24.2	24.1	24.1	24.1	23.8		
	A1-PP-07		24.2	24.1	24.1	24.1	23.8		
	A1-PP-08		24.2	24.1	24.1	24.1	23.8		
	A1-PP-09		24.2	24.2	24.1	24.1	23.8		
	A1-PP-10		24.2	24.2	24.1	24.1	23.8		

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	25	28.15					
		mPD	31	34.15					
Site A1 - Residential Towers	A1-T1-01		23.8	23.7					
	A1-T1-02		23.8	23.7					
	A1-T1-03		23.8	23.7					
	A1-T1-04		23.7	23.7					
	A1-T1-05		23.7	23.7					
	A1-T1-06		23.7	23.7					
	A1-T1-07		23.7	23.7					
	A1-T2-01		23.8	23.7					
	A1-T2-02		23.8	23.7					
	A1-T2-03		23.8	23.7					
	A1-T2-04		23.8	23.7					
	A1-T2-05		23.8	23.7					
	A1-T2-06		23.8	23.7					

The 36th Highest Daily Averaged FSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5						
		mPD	8.3						
Sites A2 & A3 - Open Space	A2-OA-01		24.2						
	A2-OA-02		24.2						
	A2-OA-03		24.2						
	A2-OA-04		24.2						
	A3-OA-01		24.2						
	A3-OA-02		24.2						
	A3-OA-03		24.2						
	A3-OA-04		24.2						

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	5.5					
		mPD	8.6	12.6					
Sites A4 & A5 - Single Storey Retail Block	A4-SR-01		24.2	24.1					
	A4-SR-02		24.2	24.1					
	A4-SR-03		24.2	24.1					
	A4-SR-04		24.2	24.1					
	A5-SR-01		24.2	24.1					
	A5-SR-02		24.2	24.2					
	A5-SR-03		24.2	24.1					
	A5-SR-04		24.2	24.1					

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	10	16.5	24	31.5	37.5	
		mPD	7.9	16.4	22.9	30.4	37.9	43.9	
Site B - Podium (Western Portion)	BR-PP-01		24.2	24.1	24.1				
	BR-PP-02		24.2	24.1	24.1				
	BR-PP-03		24.2	24.1	24.1				
	BR-PP-04		24.2	24.1	24.1				
	BR-PP-05		24.3	24.1	24.1				
	BR-PP-06		24.4	24.1	24.1	23.8	23.7	23.2	
	BR-PP-07		24.4	24.1	24.1	23.8	23.7	23.2	
	BR-PP-08		24.2	24.2	24.1	23.8	23.7	23.2	
	BR-PP-09		24.2	24.2	24.1	23.8	23.7	23.2	
	BR-PP-10		24.2	24.1	24.1	23.8	23.7	23.2	

The 36th Highest Daily Averaged FSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height						
		mAG	47	50.15				
		mPD	53.9	57.05				
Site B - Residential Towers	BR-T3-01		23.2	23.2				
	BR-T3-02		23.2	23.2				
	BR-T3-03		23.2	23.2				
	BR-T3-04		23.2	23.2				
	BR-T3-05		23.2	23.2				
	BR-T3-06		23.2	23.2				
	BR-T3-07		23.2	23.2				
	BR-T3-08		23.2	23.2				
	BR-T3-09		23.2	23.2				
	BR-T3-10		23.2	23.2				
	BR-T3-11		23.2	23.2				
	BR-T3-12		23.2	23.2				
	BR-T3-13		23.2	23.2				
	BR-T3-14		23.2	23.2				
	BR-T3-15		23.2	23.2				
	BR-T3-16		23.2	23.2				
	BR-T4-01		23.2	23.2				
	BR-T4-02		23.2	23.2				
	BR-T4-03		23.2	23.2				
	BR-T4-04		23.2	23.2				
	BR-T4-05		23.2	23.2				
	BR-T4-06		23.2	23.2				
	BR-T4-07		23.2	23.2				
	BR-T4-08		23.2	23.2				
	BR-T4-09		23.2	23.2				
	BR-T4-10		23.2	23.2				
	BR-T4-11		23.2	23.2				
BR-T4-12		23.2	23.2					
BR-T4-13		23.2	23.2					

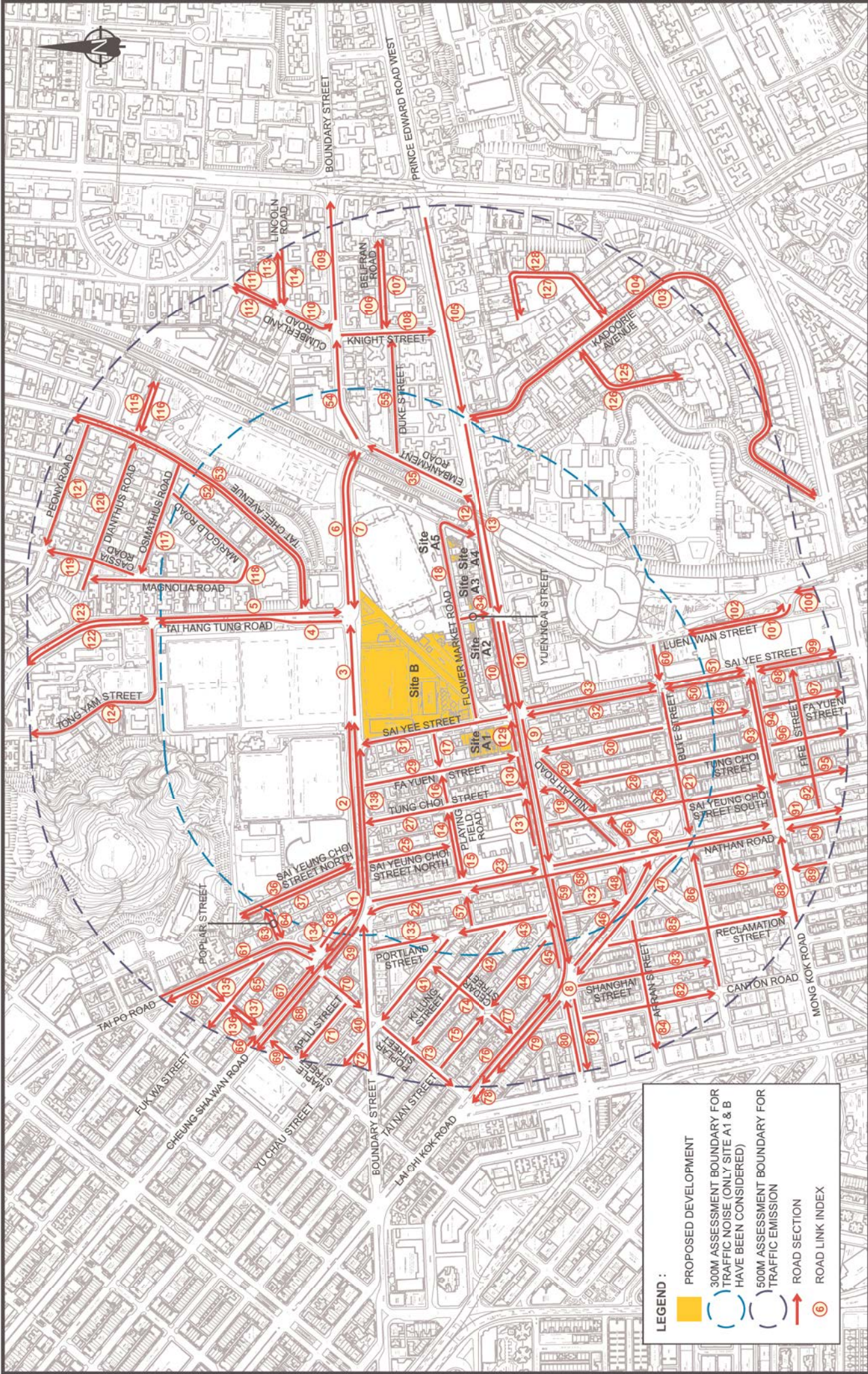
The 36th Highest Daily Averaged FSP Concentration ($\mu\text{g}/\text{m}^3$) at different Height

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	9	11	19			
		mPD	8.4	15.9	17.9	25.9			
Site B - Podium (Eastern Portion)	BH-PP-01		24.5	24.1	24.1	23.8			
	BH-PP-02		24.3	24.2	24.1	23.8			
	BH-PP-03		24.3	24.2	24.1	23.8			
	BH-PP-04		24.3	24.2	24.1	23.8			
	BH-PP-05		24.3	24.1	24.1	23.8			
	BH-PP-06		24.4	24.1	24.1	23.8			

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	28	32.2					
		mPD	34.9	39.1					
Site B - Hotel / Office Tower	BH-TT-01		23.8	23.7					
	BH-TT-02		23.8	23.7					
	BH-TT-03		23.8	23.7					
	BH-TT-04		23.8	23.7					
	BH-TT-05		23.8	23.7					
	BH-TT-06		23.8	23.7					

	Assessment Point	Annual Averaged NO_2 Concentration ($\mu\text{g}/\text{m}^3$) at different Height							
		mAG	1.5	5.5					
		mPD	7.4	12.4					
Site B -Single Storey Retails	BB-SR-01		24.2	24.1					
	BB-SR-02		24.2	24.1					
	BB-SR-03		24.2	24.1					
	BB-SR-04		24.2	24.2					
	BB-SR-05		24.2	24.2					

**APPENDIX 4-1
PREDICTED TRAFFIC FLOW AT PEAK
HOUR IN YEAR 2049**



LEGEND :

- PROPOSED DEVELOPMENT
- 300M ASSESSMENT BOUNDARY FOR TRAFFIC NOISE (ONLY SITE A1 & B HAVE BEEN CONSIDERED)
- 500M ASSESSMENT BOUNDARY FOR TRAFFIC EMISSION
- ROAD SECTION
- ROAD LINK INDEX

Project Title	URBAN RENEWAL AUTHORITY DEVELOPMENT SCHEME AT MONG KOK (YMAA1-01-P1)							
Project No.	CHMS075510/EIA/FCDRI/LH29AUG23							
Designated	CHM	Checked	CHM	Scale	NTS	Date	AUG 2023	
Drawing No.	1						Rev.	-
ENVIRONMENTAL ASSESSMENT STUDY AREA AND ROAD LINKS								
SYSTRA S.A.								
Original Size: A3								

Predicted Traffic Flow at Peak Hours of Year 2050

Road ID	Road	Direction	At grade / Flyover	Speed Limit (km/hr)	AM Peak		PM Peak	
					Traffic	% Heavy	Traffic	% Heavy
1	Boundary Street (FO)	EB	FO	50	845	15%	915	15%
2	Boundary Street	EB	At grade	50	905	35%	1030	15%
3	Boundary Street	EB	At grade	50	2325	25%	2605	15%
4	Tai Hang Tung Road	NB	At grade	50	735	25%	690	15%
5	Tai Hang Tung Road	SB	At grade	50	730	25%	840	15%
6	Boundary Street	EB	At grade	50	2775	25%	2825	15%
7	Boundary Street	WB	At grade	50	530	25%	695	15%
8	Prince Edward Road West (FO)	WB	FO	50	1295	20%	1110	15%
9	Prince Edward Road West	WB	At grade	50	2165	30%	2370	15%
10	Prince Edward Road West	WB	At grade	50	30	20%	25	20%
11	Prince Edward Road West	WB	At grade	50	1965	30%	2180	20%
12	Prince Edward Road West	EB	At grade	50	105	60%	70	25%
13	Prince Edward Road West	WB	At grade	50	3130	25%	3775	20%
14	Playing Field Road	EB	At grade	50	45	25%	50	20%
15	Playing Field Road	WB	At grade	50	205	40%	255	20%
16	Playing Field Road	EB	At grade	50	55	30%	10	10%
17	Playing Field Road	WB	At grade	50	75	20%	70	10%
18	Flower Market Road	EB	At grade	50	185	50%	195	15%
19	Nullah Road	EB	At grade	50	60	15%	75	10%
20	Nullah Road	WB	At grade	50	75	30%	135	30%
21	Bute Street	WB	At grade	50	250	50%	295	30%
22	Nathan Road	NB	At grade	50	1380	40%	1605	30%
23	Nathan Road	SB	At grade	50	1755	40%	1500	25%
24	Nathan Road	SB	At grade	50	2230	50%	2020	30%
25	Sai Yeung Choi Street North	SB	At grade	50	110	30%	190	15%
26	Sai Yeung Choi Street South	SB	At grade	50	685	30%	665	25%
27	Tung Choi Street	SB	At grade	50	470	30%	610	15%
28	Tung Choi Street	NB	At grade	50	105	25%	135	25%
29	Fa Yuen Street	SB	At grade	50	550	35%	515	10%
30	Fa Yuen Street	NB	At grade	50	30	50%	20	25%
31	Sai Yee Street	NB	At grade	50	380	30%	530	10%
32	Sai Yee Street	NB	At grade	50	500	35%	700	20%
33	Sai Yee Street	SB	At grade	50	550	40%	505	35%
34	Yuen Ngai Street	SB	At grade	50	135	55%	90	15%
35	Embankment Road	NB	At grade	50	1000	35%	900	15%
36	Sai Yeung Choi Street North	SB	At grade	50	445	30%	280	15%
37	Sai Yeung Choi Street North	NB	At grade	50	45	30%	60	10%
38	Cheung Sha Wan Road	SB	At grade	50	1545	35%	1320	25%

Predicted Traffic Flow at Peak Hours of Year 2050

Road ID	Road	Direction	At grade / Flyover	Speed Limit (km/hr)	AM Peak		PM Peak	
					Traffic	% Heavy	Traffic	% Heavy
39	Cheung Sha Wan Road	NB	At grade	50	445	40%	605	30%
40	Boundary Street	EB	At grade	50	815	35%	1050	20%
41	Yu Chau Street	NB	At grade	50	535	40%	500	20%
42	Ki Lung Street	NB	At grade	50	50	40%	60	15%
43	Portland Street	NB	At grade	50	660	45%	590	20%
44	Tai Nan Street	NB	At grade	50	255	35%	285	25%
45	Prince Edward Road West	EB	At grade	50	345	40%	365	20%
46	Lai Chi Kok Road	SB	At grade	50	395	40%	400	20%
47	Lai Chi Kok Road	NB	At grade	50	435	60%	455	40%
48	Arran Street	EB	At grade	50	100	40%	185	30%
49	Fa Yuen Street	SB	At grade	50	25	50%	45	25%
50	Sai Yee Street	NB	At grade	50	570	35%	700	15%
51	Sai Yee Street	SB	At grade	50	810	45%	730	35%
52	Tat Chee Avenue	NB	At grade	50	360	25%	370	15%
53	Tat Chee Avenue	SB	At grade	50	290	25%	300	15%
54	Boundary Street	EB	At grade	50	3215	30%	3060	15%
55	Duke Street	EB	At grade	50	90	25%	70	20%
56	Nullah Road	EB	At grade	50	195	30%	250	15%
57	Playing Field Road	EB	At grade	50	285	40%	360	20%
58	Nathan Road	NB	At grade	50	735	55%	1055	45%
59	Prince Edward Road West	WB	At grade	50	1370	30%	1335	15%
60	Bute Street	WB	At grade	50	215	30%	310	40%
118	Marigold Road & Magnolia Road	NB	At grade	50	45	20%	40	15%
129	Prince Edward Road West	EB	At grade	50	140	30%	95	30%
130	Prince Edward Road West	WB	At grade	50	20	25%	80	30%
131	Prince Edward Road West	EB	At grade	50	80	30%	95	30%
132	Portland Street	SB	At grade	50	215	30%	385	30%
133	Portland Street	SB	At grade	50	85	30%	55	25%
134	Cheung Sha Wan Road	NB	At grade	50	365	30%	505	30%
138	Boundary Street	EB	At grade	50	560	30%	660	30%

**APPENDIX 4-2
TRAFFIC NOISE ASSESSMENT RESULTS
(BASE SCENARIO)**

Predicted Traffic Noise Level - Tower 1 in Base Scenario (L₁₀, 1hr), dB(A)

Tower 1 (by assessment point)

NSR ID	TI-01-WV1	TI-01-WV2	TI-01-WV3	TI-01-LB	TI-02-W2	TI-02-LB	TI-03-LB	TI-03-W1	TI-03-W2	TI-04-W1	TI-04-W2	TI-04-LB	TI-05-W1	TI-05-LB	TI-06-W1	TI-06-LB	TI-07-W1	TI-07-W2	TI-07-LB	TI-07-W3	TI-07-W4
	L10, 1hr (dB(A))																				
Floor	mPD	699	67.8	65.2	65.4	65.8	65.5	65.0	60.9	60.2	64.2	62.6	63.2	62.1	67.9	70.1	72.7	73.7	71.3	72.1	71.8
38/F	147.25	699	67.8	65.2	65.4	65.8	65.5	65.0	60.9	60.2	64.2	62.6	63.2	62.1	67.9	70.1	72.7	73.7	71.3	72.1	71.8
37/F	144.10	699	67.8	65.1	65.3	65.7	65.5	65.0	61.0	60.2	64.3	62.6	63.3	62.1	67.9	70.2	72.8	73.9	71.3	72.2	71.9
36/F	140.95	699	67.9	65.1	65.3	65.7	65.5	65.0	61.0	60.3	64.3	62.7	63.3	62.2	68.0	70.3	72.9	74.0	71.4	72.3	72.0
35/F	137.80	699	67.9	65.0	65.3	65.6	65.5	65.0	61.0	60.3	64.3	62.7	63.4	62.3	68.0	70.3	73.0	74.0	71.4	72.4	72.0
34/F	134.65	700	68.0	65.0	65.2	65.6	65.4	65.0	61.0	60.4	64.3	62.8	63.4	62.3	68.0	70.4	73.0	74.1	71.5	72.4	72.1
33/F	131.50	700	68.0	65.0	65.1	65.5	65.4	64.9	61.0	60.4	64.3	62.8	63.4	62.4	68.1	70.4	73.1	74.2	71.6	72.5	72.1
32/F	128.35	700	68.1	64.9	65.1	65.5	65.3	64.9	61.0	60.5	64.3	62.8	63.5	62.5	68.1	70.5	73.2	74.3	71.6	72.5	72.2
31/F	125.20	701	68.1	64.9	65.1	65.4	65.2	64.8	61.0	60.5	64.3	62.9	63.5	62.5	68.2	70.6	73.3	74.4	71.7	72.6	72.2
30/F	122.05	702	68.2	65.0	65.1	65.4	65.2	64.8	61.0	60.6	64.3	62.9	63.5	62.6	68.2	70.7	73.4	74.4	71.8	72.7	72.3
29/F	118.90	702	68.3	65.0	65.1	65.3	65.1	64.6	61.0	60.6	64.3	62.9	63.5	62.6	68.2	70.7	73.5	74.6	71.9	72.8	72.4
28/F	115.75	702	68.4	65.0	65.1	65.3	65.0	64.5	61.0	60.7	64.3	63.0	63.5	62.7	68.2	70.8	73.6	74.6	71.9	72.8	72.4
27/F	112.60	703	68.5	65.1	65.1	65.3	64.8	64.4	61.0	60.7	64.2	63.0	63.6	62.8	68.2	70.8	73.7	74.7	71.9	72.9	72.4
26/F	109.45	704	68.5	65.1	65.2	65.3	64.8	64.3	61.1	60.8	64.2	63.0	63.6	62.8	68.2	70.9	73.8	74.9	72.0	72.9	72.5
25/F	106.30	705	68.6	65.2	65.2	65.4	64.7	64.1	61.1	60.8	64.1	63.1	63.6	62.9	68.2	70.9	73.9	75.0	72.0	73.0	72.5
24/F	103.15	705	68.6	65.2	65.3	65.4	64.7	64.0	61.2	60.9	64.0	63.1	63.7	62.9	68.1	71.0	74.0	75.1	72.1	73.0	72.5
23/F	100.00	705	68.6	65.3	65.3	65.5	64.6	64.0	61.2	61.0	64.0	63.2	63.7	63.0	68.1	71.0	74.1	75.2	72.1	73.0	72.6
22/F	96.85	705	68.7	65.4	65.4	65.5	64.6	63.9	61.2	61.0	63.8	63.2	63.8	63.1	68.0	71.0	74.2	75.3	72.0	73.1	72.6
21/F	93.70																				
20/F	90.55																				
19/F	87.40	705	68.8	66.0	66.1	66.2	64.8	63.9	61.3	61.2	63.8	63.4	63.9	63.3	68.1	71.2	74.4	75.5	72.1	73.2	72.8
18/F	84.25	705	68.8	66.1	66.2	66.3	65.0	64.0	61.4	61.2	63.8	63.4	64.0	63.4	68.1	71.3	74.5	75.5	72.1	73.3	72.8
17/F	81.10	704	68.8	66.2	66.3	66.4	65.9	64.0	61.4	61.3	63.8	63.5	64.0	63.5	68.2	71.4	74.6	75.6	72.1	73.4	72.9
16/F	77.95	704	68.8	66.3	66.3	66.4	66.0	65.1	61.4	61.3	63.9	63.6	64.1	63.6	68.6	71.7	74.8	75.8	72.1	73.5	73.0
15/F	74.80	704	68.8	66.5	66.5	66.6	66.1	65.2	61.5	61.3	63.9	63.6	64.2	63.7	68.7	71.8	74.9	75.9	72.2	73.5	73.0
14/F	71.65	704	68.9	66.6	66.6	66.7	66.1	65.3	61.5	61.4	64.0	63.7	64.3	63.8	68.8	71.9	75.1	76.1	72.2	73.6	73.1
13/F	68.50	704	68.8	66.7	66.7	66.8	66.2	65.4	61.6	61.4	64.0	63.8	64.3	63.9	69.0	72.1	75.3	76.1	72.2	73.6	73.1
12/F	65.35	703	68.6	66.9	66.9	66.9	66.3	65.5	61.6	61.4	64.1	63.8	64.4	64.0	69.1	72.3	75.5	76.2	72.1	73.6	73.0
11/F	62.20	700	68.2	67.1	67.1	67.0	66.4	65.5	61.5	61.3	64.1	63.9	64.5	64.1	69.3	72.4	75.7	76.3	72.0	73.6	73.0
10/F	59.05	697	67.8	67.3	67.2	67.2	66.5	65.6	61.4	61.2	64.2	63.9	64.6	64.2	69.4	72.6	75.9	76.4	71.9	73.5	73.0
9/F	55.90	695	67.4	67.3	67.2	67.2	66.6	65.6	61.1	60.9	64.1	63.9	64.7	64.2	69.6	72.8	76.1	76.6	72.0	73.6	72.9
8/F	52.75	693	67.1	67.2	67.2	67.2	66.5	65.4	60.9	60.6	63.9	63.8	64.7	64.3	69.9	73.1	76.3	76.8	72.1	73.7	73.1
7/F	49.60	693	66.9	67.2	67.1	67.2	66.4	65.3	60.5	60.3	63.5	63.5	64.6	64.3	70.2	73.2	76.5	77.0	72.3	73.9	73.3
6/F	46.45	694	66.8	67.1	67.0	67.1	66.3	65.1	60.2	60.2	63.3	63.2	64.4	64.4	70.4	73.5	76.7	77.2	72.5	74.1	73.5
5/F	43.30	696	66.8	67.0	67.0	67.1	66.2	65.0	60.3	59.9	63.0	62.8	64.1	63.9	70.5	73.6	76.9	77.4	72.7	74.3	73.7
4/F	40.15	699	66.8	67.0	66.9	67.0	66.1	64.8	59.3	59.6	62.6	62.4	63.6	63.5	70.6	73.8	77.1	77.7	73.0	74.6	74.0
3/F	37.00	701	66.8	66.9	66.8	66.9	65.9	64.5	58.7	59.1	62.0	61.8	63.1	62.8	70.5	73.9	77.3	77.9	73.3	74.9	74.3
2/F	33.85	704	66.3	66.7	66.6	66.6	65.6	64.0	61.1	58.2	58.4	61.1	60.9	62.4	70.5	74.0	77.4	78.1	73.6	75.2	74.5
1/F	30.70	705	63.5	65.9	66.0	66.4	65.3	63.4	59.9	57.5	60.0	59.9	61.3	61.0	70.4	74.0	77.5	78.4	73.8	75.4	74.8

Refuge Floor

Underlined: Noise exceedance

Predicted Traffic Noise Level - Tower 1 in Base Scenario (L₁₀, 1hr), dB(A)

Tower 1 (by flat)

Flat	T1-01	T1-02	T1-03	T1-04	T1-05	T1-06	T1-07
Floor				L10, 1hr (dB(A))			
38/F	69.9	65.9	65.5	64.2	63.2	70.1	73.7
37/F	69.9	65.9	65.5	64.3	63.3	70.2	73.9
36/F	69.9	65.9	65.5	64.3	63.3	70.3	74.0
35/F	69.9	65.9	65.5	64.3	63.4	70.3	74.0
34/F	70.0	65.8	65.4	64.3	63.4	70.4	74.1
33/F	70.0	65.8	65.4	64.3	63.4	70.4	74.2
32/F	70.0	65.7	65.3	64.3	63.5	70.5	74.3
31/F	70.1	65.6	65.2	64.3	63.5	70.6	74.4
30/F	70.2	65.6	65.2	64.3	63.5	70.7	74.4
29/F	70.2	65.6	65.1	64.3	63.5	70.7	74.6
28/F	70.2	65.5	65.0	64.3	63.5	70.8	74.6
27/F	70.3	65.5	64.8	64.2	63.6	70.8	74.7
26/F	70.4	65.5	64.8	64.2	63.6	70.9	74.9
25/F	70.5	65.5	64.7	64.1	63.6	70.9	75.0
24/F	70.5	65.5	64.7	64.0	63.7	71.0	75.1
23/F	70.5	65.6	64.6	64.0	63.7	71.0	75.2
22/F	70.5	65.6	64.6	63.8	63.8	71.0	75.3
21/F	93.7						
20/F	90.55						
Refuge Floor							
19/F	70.5	66.2	64.8	63.8	63.9	71.2	75.5
18/F	84.25	66.3	65.0	63.8	64.0	71.3	75.5
17/F	81.1	66.4	65.1	63.8	64.0	71.4	75.6
16/F	77.95	66.5	65.1	63.9	64.1	71.7	75.8
15/F	74.8	66.6	65.2	63.9	64.2	71.8	75.9
14/F	71.65	66.7	65.3	64.0	64.3	71.9	76.1
13/F	68.5	66.8	65.4	64.0	64.3	72.1	76.1
12/F	65.35	66.9	65.5	64.1	64.4	72.3	76.2
11/F	62.2	67.1	65.5	64.1	64.5	72.4	76.3
10/F	59.05	67.2	65.6	64.2	64.6	72.6	76.4
9/F	55.9	67.3	65.6	64.1	64.7	72.8	76.6
8/F	52.75	67.2	65.4	63.9	64.7	73.1	76.8
7/F	49.6	67.2	65.3	63.5	64.6	73.2	77.0
6/F	46.45	67.1	65.1	63.3	64.4	73.5	77.2
5/F	43.3	67.1	65.0	63.0	64.1	73.6	77.4
4/F	40.15	67.0	64.8	62.6	63.6	73.8	77.7
3/F	37	66.9	64.5	62.0	63.1	73.9	77.9
2/F	33.85	66.8	64.0	61.1	62.4	74.0	78.1
1/F	30.7	66.4	63.4	60.0	61.3	74.0	78.4

Underlined: Noise exceedance

Predicted Traffic Noise Level - Tower 2 in Base Scenario (L₁₀, 1hr), dB(A)

Tower 2 (by assessment point)

NSR ID	T2-01-W1	T2-01-W2	T2-01-W3	T2-02-LB	T2-02-W1	T2-02-W2	T2-03-LB	T2-03-W1	T2-03-W2	T2-04-LB	T2-04-W1	T2-04-W2	T2-05-W1	T2-05-W2	T2-05-LB	T2-05-W3	T2-05-W4	T2-06-W1	T2-06-W2	T2-06-LB	
Floor	L10, 1hr (dB(A))																				
38/F	147.25	65.9	65.3	67.3	68.6	68.8	67.9	67.0	67.2	66.7	65.7	65.5	65.3	69.0	70.1	70.2	70.4	63.5	67.3	65.9	63.6
37/F	144.10	65.8	65.2	67.2	68.7	68.8	67.9	67.0	67.2	66.7	65.7	65.4	65.2	69.0	70.2	70.2	70.4	63.5	67.3	65.9	63.6
36/F	140.95	65.8	65.2	67.2	68.7	68.9	67.9	67.1	67.2	66.7	65.7	65.4	65.1	69.1	70.2	70.2	70.4	63.4	67.3	65.9	63.5
35/F	137.80	65.8	65.2	67.2	68.7	68.9	67.9	67.1	67.2	66.7	65.7	65.4	65.1	69.1	70.3	70.3	70.5	63.4	67.3	65.8	63.5
34/F	134.65	65.8	65.2	67.3	68.8	68.9	67.9	67.1	67.3	66.7	65.7	65.4	65.1	69.2	70.3	70.3	70.5	63.3	67.3	65.8	63.4
33/F	131.50	65.8	65.1	67.2	68.8	69.0	68.0	67.2	67.3	66.8	65.7	65.4	65.1	69.2	70.3	70.4	70.5	63.3	67.2	65.8	63.3
32/F	128.35	65.7	65.8	65.1	67.3	68.9	69.1	68.1	67.2	66.8	65.8	65.4	65.1	69.3	70.4	70.4	70.6	63.2	67.2	65.8	63.3
31/F	125.20	65.7	65.8	65.1	67.3	69.0	69.1	68.2	67.3	66.8	65.8	65.5	65.1	69.3	70.5	70.5	70.7	63.2	67.2	65.8	63.3
30/F	122.05	65.7	65.8	65.1	67.3	69.0	69.2	68.2	67.4	66.9	65.9	65.5	65.2	69.3	70.5	70.6	70.7	63.1	67.2	65.7	63.2
29/F	118.90	65.7	65.8	65.0	67.3	69.1	69.3	68.3	67.4	67.5	67.0	65.9	65.6	69.5	70.6	70.6	70.7	63.1	67.2	65.7	63.2
28/F	115.75	65.7	65.8	65.0	67.3	69.2	69.4	68.4	67.5	67.6	67.0	65.6	65.3	69.5	70.6	70.6	70.8	63.1	67.2	65.7	63.1
27/F	112.60	65.7	65.7	65.0	67.4	69.2	69.4	68.4	67.6	67.7	67.1	66.1	65.7	69.5	70.6	70.7	70.8	63.0	67.2	65.7	63.1
26/F	109.45	65.7	65.7	65.0	67.4	69.3	69.5	68.5	67.7	67.8	67.2	66.1	65.8	69.5	70.8	70.8	70.9	63.0	67.1	65.7	63.1
25/F	106.30	65.7	65.7	65.0	67.5	69.4	69.6	68.6	67.8	67.2	66.3	65.8	65.4	69.6	70.8	70.9	71.0	62.9	67.1	65.7	63.0
24/F	103.15	65.7	65.7	65.0	67.6	69.5	69.7	68.7	67.9	67.3	66.3	65.9	65.5	69.6	70.8	70.9	71.0	62.8	67.1	65.7	63.0
23/F	100.00	65.7	65.7	64.9	67.6	69.6	69.8	68.8	68.0	67.4	66.4	66.0	65.6	69.6	70.9	71.0	71.0	62.7	67.0	65.7	62.9
22/F	96.85	65.7	65.7	64.9	67.7	69.7	69.9	69.0	68.2	67.7	66.7	66.3	65.9	69.5	70.9	71.0	71.1	62.5	67.0	65.7	62.9
21/F	93.70	65.7	65.7	64.9	67.7	69.8	70.0	69.1	68.3	68.4	67.8	66.9	66.4	69.5	70.9	71.0	71.1	62.4	66.9	65.6	62.8
20/F	90.55																				
Refuge Floor																					
19/F	87.40	65.6	65.6	64.9	67.8	70.0	69.3	68.5	68.6	68.0	67.1	66.6	66.3	69.5	71.0	71.0	71.1	61.9	66.7	65.5	62.6
18/F	84.25	65.6	65.6	64.9	67.9	70.1	70.3	69.4	68.6	68.7	68.1	67.2	66.7	69.4	71.0	71.0	71.1	61.7	66.6	65.5	62.4
17/F	81.10	65.5	65.5	64.9	68.0	70.2	70.4	69.6	68.8	68.8	68.2	67.3	66.8	69.4	71.0	71.0	71.1	61.4	66.5	65.4	62.2
16/F	77.95	65.4	65.4	64.9	68.0	70.3	70.6	69.7	68.9	68.9	68.3	67.4	67.0	66.6	69.4	71.0	71.1	61.0	66.3	65.2	61.9
15/F	74.80	65.3	65.4	64.9	68.2	70.4	70.7	69.8	69.1	68.5	67.6	67.1	66.7	69.4	71.0	71.0	71.1	60.7	66.2	65.1	61.7
14/F	71.65	65.2	65.4	64.9	68.3	70.6	69.9	69.1	69.2	68.6	67.7	67.2	66.8	69.3	71.0	71.0	71.1	60.4	66.0	65.0	61.6
13/F	68.50	65.0	65.2	64.9	68.4	70.7	70.1	69.2	69.3	68.7	67.8	67.4	67.0	69.2	71.0	71.0	71.1	60.1	65.7	64.8	61.4
12/F	65.35	64.8	65.0	64.9	68.5	70.8	71.1	70.2	69.4	69.5	68.9	68.1	67.6	67.2	70.9	71.0	71.1	59.6	65.3	64.4	61.2
11/F	62.20	64.6	64.9	64.9	68.6	70.9	71.2	70.4	69.5	69.6	69.1	68.2	67.7	67.4	70.8	70.9	71.0	59.2	64.9	64.0	60.8
10/F	59.05	64.4	64.8	64.9	68.7	71.0	71.4	70.5	69.6	69.7	69.2	68.4	67.9	67.5	68.5	70.7	70.9	58.8	64.6	63.6	60.4
9/F	55.90	64.2	64.7	65.1	68.8	71.2	71.5	70.6	69.8	69.9	69.4	68.5	67.9	67.5	68.3	70.7	70.8	58.3	64.4	63.4	60.2
8/F	52.75	64.4	64.7	65.2	69.0	71.4	71.7	70.8	70.0	70.1	69.5	68.6	67.9	67.5	68.2	70.7	70.8	57.3	64.2	63.3	60.5
7/F	49.60	64.4	64.9	65.4	69.2	71.5	71.8	71.0	70.1	70.2	69.6	68.6	67.9	67.4	68.0	70.6	70.7	56.9	63.8	63.0	60.5
6/F	46.45	64.5	65.0	65.6	69.4	71.7	72.0	71.1	70.2	70.3	69.7	68.5	67.8	67.3	67.9	70.5	70.5	56.8	63.6	62.9	60.6
5/F	43.30	64.6	65.3	65.8	69.6	71.8	72.2	71.3	70.4	70.4	69.6	68.4	67.8	67.3	67.8	70.5	70.4	56.7	63.5	62.9	61.1
4/F	40.15	64.9	65.7	66.3	70.0	72.0	72.4	71.5	70.4	70.3	69.5	68.4	67.7	67.3	67.7	70.6	70.5	56.7	63.4	62.9	61.2
3/F	37.00	65.0	65.8	66.5	70.3	72.1	72.6	71.6	70.3	70.1	69.4	68.3	67.6	67.2	67.7	70.8	70.6	56.5	63.2	62.6	61.2
2/F	33.85	64.9	66.0	66.8	70.6	72.2	72.7	71.6	70.0	69.8	69.1	68.0	67.3	66.9	67.2	71.0	70.9	56.1	63.1	62.2	61.1
1/F	30.70	64.3	65.8	66.9	70.8	72.1	72.5	70.9	69.1	69.1	68.3	66.9	66.2	65.9	64.4	71.0	70.9	55.3	62.9	61.9	60.6

Underlined: Noise exceedance

Predicted Traffic Noise Level - Tower 2 in Base Scenario (L_{10, 1hr}), dB(A)

Tower 2 (by flat)

Flat		T2-01	T2-02	T2-03	T2-04	T2-05	T2-06
Floor	mPD			L10, 1hr (dB(A))			
38/F	147.25	67.3	68.8	67.2	65.7	70.4	67.3
37/F	144.1	67.2	68.8	67.2	65.7	70.4	67.3
36/F	140.95	67.2	68.9	67.2	65.7	70.4	67.3
35/F	137.8	67.2	68.9	67.2	65.7	70.5	67.3
34/F	134.65	67.3	68.9	67.3	65.7	70.5	67.3
33/F	131.5	67.2	69.0	67.3	65.7	70.5	67.2
32/F	128.35	67.3	69.1	67.4	65.8	70.6	67.2
31/F	125.2	67.3	69.1	67.4	65.8	70.7	67.2
30/F	122.05	67.3	69.2	67.5	65.9	70.7	67.2
29/F	118.9	67.3	69.3	67.5	65.9	70.7	67.2
28/F	115.75	67.3	69.4	67.6	66.0	70.8	67.2
27/F	112.6	67.4	69.4	67.7	66.1	70.8	67.2
26/F	109.45	67.4	69.5	67.8	66.1	70.9	67.1
25/F	106.3	67.5	69.6	67.8	66.3	71.0	67.1
24/F	103.15	67.6	69.7	67.9	66.3	71.0	67.1
23/F	100	67.6	69.8	68.0	66.4	71.0	67.0
22/F	96.85	67.7	69.9	68.2	66.7	71.1	67.0
21/F	93.7	67.7	70.0	68.4	66.9	71.1	66.9
20/F	90.55			Refuge Floor			
19/F	87.4	67.8	70.2	68.6	67.1	71.1	66.7
18/F	84.25	67.9	70.3	68.7	67.2	71.1	66.6
17/F	81.1	68.0	70.4	68.8	67.3	71.1	66.5
16/F	77.95	68.0	70.6	68.9	67.4	71.1	66.3
15/F	74.8	68.2	70.7	69.1	67.6	71.1	66.2
14/F	71.65	68.3	70.8	69.2	67.7	71.1	66.0
13/F	68.5	68.4	71.0	69.3	67.8	71.1	65.7
12/F	65.35	68.5	71.1	69.5	68.1	71.1	65.3
11/F	62.2	68.6	71.2	69.6	68.2	71.0	64.9
10/F	59.05	68.7	71.4	69.7	68.4	71.0	64.6
9/F	55.9	68.8	71.5	69.9	68.5	70.9	64.4
8/F	52.75	69.0	71.7	70.1	68.6	70.8	64.2
7/F	49.6	69.2	71.8	70.2	68.6	70.7	63.8
6/F	46.45	69.4	72.0	70.3	68.5	70.5	63.6
5/F	43.3	69.6	72.2	70.4	68.4	70.5	63.5
4/F	40.15	70.0	72.4	70.4	68.4	70.6	63.4
3/F	37	70.3	72.6	70.3	68.3	70.8	63.2
2/F	33.85	70.6	72.7	70.0	68.0	71.0	63.1
1/F	30.7	70.8	72.5	69.1	66.9	71.0	62.9

Underlined: Noise exceedance

Predicted Traffic Noise Level - Tower 3 in Base Scenario (L₁₀, 1hr), dB(A)

Tower 3 (by assessment point)

NSR ID	T3-01-W1	T3-01-W2	T3-01-LB	T3-02-LB	T3-02-W1	T3-03-LB	T3-03-W1	T3-04-LB	T3-04-W1	T3-05-W1	T3-05-W2	T3-05-LB	T3-06-LB	T3-06-W1	T3-07-W1	T3-07-LB	T3-08-W1	T3-08-W2	T3-09-W1	T3-09-W2	T3-09-LB		
Floor	L10, 1hr (dB(A))																						
mPD	66.9	65.9	65.2	65.3	65.4	65.5	65.6	65.6	65.6	65.6	65.6	65.6	65.5	65.4	65.4	65.4	65.3	65.4	65.7	67.9	67.9	68.0	
31/F	147.60	66.9	65.9	65.2	65.3	65.3	65.4	65.5	65.6	65.6	65.6	65.6	65.5	65.4	65.4	65.4	65.3	65.4	65.7	67.9	67.9	68.0	68.0
30/F	144.45	66.9	65.9	65.2	65.3	65.3	65.4	65.5	65.6	65.6	65.6	65.6	65.5	65.4	65.4	65.4	65.3	65.4	65.7	68.0	68.0	68.0	68.0
29/F	141.30	66.8	65.9	65.3	65.2	65.3	65.3	65.4	65.5	65.6	65.6	65.6	65.5	65.4	65.4	65.4	65.3	65.4	65.8	68.0	68.0	68.0	68.0
28/F	138.15	66.8	65.9	65.2	65.3	65.3	65.3	65.4	65.5	65.5	65.5	65.5	65.5	65.5	65.5	65.4	65.4	65.5	65.8	68.0	68.0	68.0	68.0
27/F	135.00	66.8	65.9	65.2	65.3	65.3	65.3	65.3	65.4	65.5	65.5	65.5	65.5	65.5	65.5	65.4	65.4	65.5	65.8	68.0	68.0	68.0	68.1
26/F	131.85	66.8	65.8	65.1	65.2	65.2	65.2	65.2	65.3	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.4	65.9	68.1	68.1	68.1	68.1
25/F	128.70	66.8	65.8	65.1	65.1	65.1	65.1	65.1	65.2	65.3	65.3	65.3	65.4	65.4	65.4	65.4	65.4	65.4	66.0	68.1	68.1	68.1	68.1
24/F	125.55	66.8	65.8	65.0	65.0	65.0	65.1	65.1	65.2	65.2	65.3	65.3	65.4	65.4	65.4	65.4	65.4	65.4	66.0	68.1	68.1	68.1	68.1
23/F	122.40	66.8	65.8	65.0	65.0	65.0	65.0	65.0	65.1	65.2	65.2	65.3	65.3	65.3	65.4	65.4	65.4	65.4	66.0	68.2	68.2	68.2	68.2
22/F	119.25	66.8	65.8	65.0	65.0	65.0	65.0	65.0	65.1	65.2	65.2	65.3	65.3	65.3	65.4	65.4	65.4	65.4	66.1	68.2	68.2	68.2	68.2
21/F	116.10	66.8	65.7	64.9	64.9	64.9	64.9	64.9	65.0	65.1	65.1	65.1	65.2	65.2	65.3	65.3	65.3	65.3	66.1	68.3	68.2	68.2	68.2
20/F	112.95	66.8	65.7	64.8	64.8	64.8	64.8	64.8	64.9	64.9	65.0	65.0	65.0	65.0	65.2	65.2	65.3	65.3	66.1	68.3	68.3	68.3	68.3
19/F	109.80	66.7	65.7	64.8	64.8	64.8	64.8	64.8	64.8	64.8	64.8	64.8	64.9	64.9	65.0	65.1	65.2	65.2	66.1	68.3	68.3	68.3	68.3
18/F	106.65	66.7	65.6	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.7	64.8	64.8	64.9	64.9	65.0	65.1	65.2	66.1	68.4	68.3	68.3	68.3
17/F	103.50	66.7	65.5	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.6	64.7	64.7	65.0	64.9	64.9	65.5	66.1	68.4	68.4	68.4	68.4
16/F	100.35	66.6	65.5	64.5	64.5	64.5	64.5	64.4	64.5	64.5	64.5	64.5	64.5	64.6	64.7	64.9	64.8	65.4	66.1	68.4	68.4	68.4	68.4
15/F	97.20	66.5	65.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.3	64.4	64.4	64.6	64.7	64.8	65.4	66.1	68.5	68.4	68.4	68.4
14/F	94.05	66.5	65.2	64.2	64.2	64.2	64.1	64.1	64.2	64.2	64.2	64.2	64.3	64.3	64.5	64.5	64.6	65.4	66.1	68.5	68.5	68.5	68.5
13/F	90.90	66.4	65.1	64.0	63.9	63.9	63.9	63.9	64.0	64.0	64.1	64.1	64.1	64.1	64.3	64.4	64.4	65.3	66.1	68.6	68.5	68.5	68.5
12/F	87.75	66.3	64.9	63.8	63.8	63.7	63.7	63.7	63.8	63.8	63.8	63.9	63.9	64.0	64.1	64.2	64.3	65.2	66.0	68.6	68.6	68.5	68.5
11/F	84.60	66.2	64.8	63.6	63.5	63.5	63.5	63.4	63.5	63.6	63.7	63.7	63.7	63.8	64.0	64.0	64.1	65.2	66.1	68.7	68.6	68.6	68.6
10/F	81.45	66.1	64.6	63.3	63.2	63.2	63.2	63.2	63.2	63.2	63.3	63.4	63.5	63.5	63.8	63.8	63.9	65.1	66.1	68.7	68.7	68.7	68.7
9/F	78.30	65.9	64.3	62.9	62.8	62.8	62.8	62.8	62.9	62.9	63.0	63.1	63.2	63.3	63.6	63.7	63.8	65.1	66.1	68.8	68.7	68.7	68.7
8/F	75.15	65.7	64.0	62.5	62.4	62.4	62.4	62.4	62.5	62.5	62.6	62.7	62.8	62.9	63.1	63.4	63.5	65.0	66.0	68.8	68.8	68.8	68.8
7/F	72.00	65.4	63.6	61.9	61.9	62.0	62.1	62.2	62.3	62.4	62.6	62.6	62.8	62.9	63.2	63.3	63.6	65.0	66.1	68.9	68.8	68.8	68.8
6/F	68.85	65.2	63.1	61.2	61.3	61.6	61.8	61.9	62.1	62.2	62.4	62.4	62.6	62.7	63.0	63.2	63.4	65.0	66.1	69.0	68.9	68.9	68.9
5/F	65.70	65.0	62.8	60.8	60.7	60.8	60.9	61.1	61.3	61.5	61.8	62.0	62.3	62.5	62.9	63.1	63.3	65.9	66.0	69.0	69.0	68.9	68.9
4/F	62.55	64.8	62.5	60.2	60.3	60.4	60.5	60.6	60.8	61.1	61.4	61.7	62.0	62.2	62.4	62.8	63.0	65.8	65.9	69.1	69.0	69.0	69.0
3/F	59.40	64.7	62.2	59.8	59.9	59.9	60.0	60.1	60.3	60.5	60.8	61.1	61.6	61.9	62.1	62.3	62.4	65.7	65.7	69.2	69.1	69.0	69.0
2/F	56.25	64.5	61.9	59.3	59.4	59.4	59.5	59.6	59.7	59.9	60.2	60.5	60.8	61.2	61.5	61.9	62.1	65.5	65.6	69.2	69.2	69.1	69.1
1/F	53.10	64.4	61.6	58.8	58.9	59.0	59.0	59.1	59.2	59.3	59.5	59.8	60.2	60.4	60.7	61.1	61.5	65.2	65.3	69.3	69.3	69.2	69.2

Underlined: Noise exceedance

Predicted Traffic Noise Level - Tower 3 in Base Scenario (L₁₀, 1hr), dB(A)

Tower 3 (by flat)

Flat		T3-01	T3-02	T3-03	T3-04	T3-05	T3-06	T3-07	T3-08	T3-09	
Floor	mPD	L10, 1hr (dB(A))									
31/F	147.6	66.9	65.4	65.5	65.6	65.6	65.5	65.4	66.4	68.0	
30/F	144.45	66.9	65.3	65.5	65.6	65.6	65.5	65.5	66.4	68.0	
29/F	141.3	66.8	65.3	65.4	65.5	65.5	65.5	65.5	66.4	68.0	
28/F	138.15	66.8	65.3	65.3	65.5	65.5	65.5	65.5	66.5	68.0	
27/F	135	66.8	65.3	65.3	65.4	65.4	65.5	65.5	66.5	68.1	
26/F	131.85	66.8	65.2	65.3	65.3	65.3	65.5	65.5	66.5	68.1	
25/F	128.7	66.8	65.1	65.3	65.2	65.4	65.4	65.5	66.6	68.1	
24/F	125.55	66.8	65.1	65.2	65.3	65.3	65.4	65.4	66.6	68.1	
23/F	122.4	66.8	65.0	65.1	65.2	65.2	65.3	65.4	66.6	68.2	
22/F	119.25	66.8	65.0	65.0	65.1	65.2	65.2	65.3	66.6	68.2	
21/F	116.1	66.8	64.9	64.9	65.0	65.1	65.1	65.3	66.6	68.3	
20/F	112.95	66.8	64.8	64.8	64.9	65.0	65.0	65.2	66.6	68.3	
19/F	109.8	66.7	64.8	64.8	64.8	64.9	65.0	65.1	66.6	68.3	
18/F	106.65	66.7	64.7	64.7	64.7	64.8	64.9	65.0	66.5	68.4	
17/F	103.5	66.7	64.6	64.6	64.6	64.6	64.7	65.0	66.5	68.4	
16/F	100.35	66.6	64.5	64.5	64.5	64.5	64.6	64.9	66.4	68.4	
15/F	97.2	66.5	64.3	64.3	64.3	64.4	64.4	64.7	66.4	68.5	
14/F	94.05	66.5	64.2	64.1	64.2	64.2	64.3	64.5	66.4	68.5	
13/F	90.9	66.4	63.9	63.9	64.0	64.1	64.1	64.4	66.3	68.6	
12/F	87.75	66.3	63.8	63.7	63.8	63.9	64.0	64.2	66.2	68.6	
11/F	84.6	66.2	63.5	63.5	63.5	63.7	63.8	64.0	66.2	68.7	
10/F	81.45	66.1	63.2	63.2	63.2	63.4	63.5	63.8	66.1	68.7	
9/F	78.3	65.9	62.9	62.8	62.9	63.1	63.3	63.7	66.1	68.8	
8/F	75.15	65.7	62.4	62.4	62.5	62.8	63.1	63.5	66.1	68.8	
7/F	72	65.4	61.9	62.0	62.2	62.6	62.9	63.3	66.1	68.9	
6/F	68.85	65.2	61.4	61.6	61.9	62.4	62.7	63.2	66.1	69.0	
5/F	65.7	65.0	60.8	61.1	61.5	62.3	62.6	63.1	66.0	69.0	
4/F	62.55	64.8	60.4	60.6	61.1	62.0	62.4	62.9	65.9	69.1	
3/F	59.4	64.7	59.9	60.1	60.5	61.6	62.1	62.4	65.7	69.2	
2/F	56.25	64.5	59.4	59.6	59.9	60.8	61.5	61.9	65.6	69.2	
1/F	53.1	64.4	58.9	59.0	59.2	59.8	60.4	61.1	65.3	69.3	

Bold underlined: Noise exceedance

Predicted Traffic Noise Level - Tower 3 in Base Scenario (L₁₀, 1hr), dB(A)

Tower 3 (by assessment point)

NSR ID	L10, 1hr (dB(A))																			
	T3-10-LB	T3-10-W1	T3-11-W1	T3-11-W2	T3-11-LB	T3-12-LB	T3-12-W1	T3-12-W2	T3-13-W1	T3-13-W2	T3-13-LB	T3-14-LB	T3-14-W1	T3-14-W2	T3-15-W1	T3-15-W2	T3-15-LB	T3-16-LB	T3-16-W1	T3-16-W2
Floor	mPD	67.9	67.9	67.4	67.4	67.4	67.5	67.5	67.5	67.5	67.5	67.5	67.6	67.6	67.6	68.0	68.0	68.1	68.1	68.3
31/F	147.6	67.9	68.0	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.6	67.6	67.6	68.0	68.0	68.1	68.1	68.3
30/F	144.45	68.0	68.0	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.6	67.6	67.6	68.0	68.0	68.1	68.1	68.3
29/F	141.3	68.0	68.0	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.6	67.6	67.6	68.0	68.0	68.1	68.1	68.3
28/F	138.15	68.0	68.0	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.6	67.6	67.6	68.0	68.0	68.1	68.1	68.3
27/F	135	68.0	68.0	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.6	67.6	67.6	68.0	68.0	68.1	68.1	68.3
26/F	131.85	68.1	68.0	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.6	67.6	67.6	68.0	68.1	68.1	68.1	68.3
25/F	128.7	68.1	68.1	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.6	67.6	67.6	68.1	68.1	68.1	68.2	68.3
24/F	125.55	68.1	68.1	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.6	67.6	67.6	68.1	68.1	68.1	68.2	68.4
23/F	122.4	68.2	68.2	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.5	67.6	67.6	67.6	68.1	68.1	68.1	68.2	68.4
22/F	119.25	68.2	68.2	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	68.1	68.1	68.1	68.2	68.4
21/F	116.1	68.2	68.2	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	68.1	68.1	68.2	68.2	68.4
20/F	112.95	68.3	68.2	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	68.1	68.1	68.2	68.2	68.4
19/F	109.8	68.3	68.3	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	68.1	68.2	68.2	68.2	68.4
18/F	106.65	68.3	68.3	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	68.2	68.2	68.2	68.3	68.5
17/F	103.5	68.3	68.3	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.6	67.7	67.7	68.2	68.2	68.2	68.3	68.5
16/F	100.35	68.4	68.3	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	68.2	68.2	68.3	68.3	68.5
15/F	97.2	68.4	68.4	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	68.2	68.3	68.3	68.3	68.5
14/F	94.05	68.4	68.4	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	68.3	68.3	68.3	68.4	68.6
13/F	90.9	68.5	68.4	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	68.3	68.3	68.3	68.4	68.6
12/F	87.75	68.5	68.5	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	67.7	68.3	68.3	68.3	68.4	68.6
11/F	84.6	68.6	68.5	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	68.3	68.3	68.4	68.4	68.6
10/F	81.45	68.6	68.6	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	68.3	68.3	68.4	68.4	68.6
9/F	78.3	68.7	68.6	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	67.8	68.3	68.3	68.4	68.4	68.6
8/F	75.15	68.7	68.7	67.9	67.9	67.9	67.9	67.9	67.9	67.9	67.9	67.9	67.9	67.9	67.9	68.3	68.3	68.4	68.5	68.7
7/F	72	68.8	68.7	67.9	67.9	67.9	67.9	67.9	67.9	67.9	67.9	67.9	67.9	67.9	67.9	68.4	68.4	68.4	68.5	68.7
6/F	68.85	68.8	68.8	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.4	68.4	68.4	68.5	68.7
5/F	65.7	68.9	68.8	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.4	68.5	68.5	68.5	68.7
4/F	62.55	68.9	68.9	68.1	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.5	68.5	68.5	68.6	68.7
3/F	59.4	69.0	68.9	68.1	68.1	68.1	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.5	68.5	68.6	68.6	68.7
2/F	56.25	69.0	69.0	68.2	68.1	68.1	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.6	68.6	68.6	68.6	68.8
1/F	53.1	69.1	69.1	68.2	68.1	68.1	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.0	68.6	68.6	68.7	68.7	68.8

Underlined: Noise exceedance

Predicted Traffic Noise Level - Tower 3 in Base Scenario (L_{10, 1hr}), dB(A)

Tower 3 (by flat)

Flat		T3-10	T3-11	T3-12	T3-13	T3-14	T3-15	T3-16
Floor	mPD	L _{10, 1hr} (dB(A))						
31/F	147.6	67.9	67.4	67.5	67.5	67.6	68.0	68.3
30/F	144.45	68.0	67.5	67.5	67.5	67.6	68.0	68.3
29/F	141.3	68.0	67.5	67.5	67.5	67.6	68.1	68.3
28/F	138.15	68.0	67.5	67.5	67.5	67.6	68.1	68.3
27/F	135	68.0	67.5	67.5	67.5	67.6	68.1	68.3
26/F	131.85	68.1	67.5	67.5	67.5	67.6	68.1	68.3
25/F	128.7	68.1	67.5	67.5	67.5	67.6	68.1	68.3
24/F	125.55	68.1	67.5	67.5	67.5	67.6	68.1	68.4
23/F	122.4	68.2	67.5	67.5	67.5	67.6	68.1	68.4
22/F	119.25	68.2	67.6	67.6	67.6	67.6	68.1	68.4
21/F	116.1	68.2	67.6	67.6	67.6	67.6	68.1	68.4
20/F	112.95	68.3	67.6	67.6	67.6	67.6	68.1	68.4
19/F	109.8	68.3	67.6	67.6	67.6	67.6	68.2	68.4
18/F	106.65	68.3	67.6	67.6	67.6	67.7	68.2	68.5
17/F	103.5	68.3	67.6	67.6	67.6	67.7	68.2	68.5
16/F	100.35	68.4	67.7	67.6	67.6	67.7	68.2	68.5
15/F	97.2	68.4	67.7	67.6	67.6	67.7	68.3	68.5
14/F	94.05	68.4	67.7	67.7	67.6	67.7	68.3	68.6
13/F	90.9	68.5	67.7	67.7	67.7	67.7	68.3	68.6
12/F	87.75	68.5	67.7	67.7	67.7	67.7	68.3	68.6
11/F	84.6	68.6	67.8	67.7	67.7	67.7	68.3	68.6
10/F	81.45	68.6	67.8	67.8	67.7	67.7	68.3	68.6
9/F	78.3	68.7	67.8	67.8	67.7	67.8	68.4	68.6
8/F	75.15	68.7	67.9	67.8	67.8	67.8	68.4	68.7
7/F	72	68.8	67.9	67.8	67.8	67.8	68.4	68.7
6/F	68.85	68.8	68.0	67.9	67.8	67.8	68.4	68.7
5/F	65.7	68.9	68.0	67.9	67.9	67.9	68.5	68.7
4/F	62.55	68.9	68.1	68.0	67.9	67.9	68.5	68.7
3/F	59.4	69.0	68.1	68.0	68.0	67.9	68.5	68.7
2/F	56.25	69.0	68.2	68.1	68.0	68.0	68.6	68.8
1/F	53.1	69.1	68.2	68.1	68.0	68.0	68.6	68.8

Bold underlined: Noise exceedance

Predicted Traffic Noise Level - Tower 4 in Base Scenario (L_{10, 1hr}), dB(A)

Tower 4 (by flat)

Flat	T4L-01	T4L-02	T4L-03	T4L-04	T4L-05	T4L-06	T4L-07	T4L-08	T4L-09	T4L-10	T4L-11	T4L-12	T4L-13
Floor	L10, 1hr (dB(A))												
12/F	87.75	71.9	71.1	70.9	70.6	66.7	65.7	66.3	66.8	67.2	67.7	69.4	71.5
11/F	84.6	72.0	71.1	70.9	70.7	66.8	65.5	66.2	66.8	67.2	67.7	69.5	71.5
10/F	81.45	72.1	71.3	71.1	70.8	66.8	65.3	66.1	66.7	67.2	67.7	69.5	71.6
9/F	78.3	72.2	71.2	71.1	70.9	66.9	65.2	65.9	66.6	67.1	67.6	69.6	71.7
8/F	75.15	72.4	71.2	71.2	70.9	67.0	65.1	65.7	66.5	67.1	67.6	69.6	71.8
7/F	72	72.5	71.2	71.2	71.0	67.0	64.9	65.6	66.3	67.0	67.6	69.7	71.9
6/F	68.85	72.7	71.2	71.1	71.1	67.1	64.8	65.5	66.1	66.9	67.6	69.8	72.0
5/F	65.7	72.8	70.9	71.1	71.1	67.2	64.7	65.4	66.0	66.7	67.6	69.8	72.1
4/F	62.55	72.9	70.7	71.1	71.2	67.3	64.5	65.2	65.9	66.5	67.4	69.9	72.1
3/F	59.4	72.9	71.1	70.5	71.3	67.4	64.1	64.8	65.6	66.4	67.2	69.9	72.1
2/F	56.25	72.9	70.1	71.0	71.4	67.5	63.5	64.5	65.3	66.0	66.9	69.9	72.0
1/F	53.1	72.6	69.7	70.5	71.5	67.7	62.6	63.4	64.5	65.5	66.4	69.3	71.7

Flat	T4H-01	T4H-02	T4H-03	T4H-04	T4H-05	T4H-06	T4H-07	T4H-08	T4H-09	T4H-10	T4H-11	T4H-12
Floor	L10, 1hr (dB(A))											
31/F	147.6	69.8	69.6	69.4	69.2	66.5	66.0	66.3	66.5	66.8	68.2	69.9
30/F	144.45	69.9	69.6	69.4	69.2	66.4	66.0	66.3	66.5	66.9	68.3	70.0
29/F	141.3	70.0	69.7	69.5	69.3	66.4	66.1	66.4	66.6	66.9	68.4	70.1
28/F	138.15	70.0	69.8	69.8	69.6	66.4	66.1	66.4	66.6	67.0	68.4	70.2
27/F	135	70.1	69.9	69.9	69.8	66.4	66.1	66.4	66.7	67.0	68.5	70.2
26/F	131.85	70.2	69.9	69.7	69.5	66.4	66.1	66.5	66.7	67.1	68.5	70.3
25/F	128.7	70.3	70.0	69.8	69.5	66.4	66.1	66.5	66.8	67.1	68.6	70.4
24/F	125.55	70.4	70.1	69.9	69.6	66.4	66.2	66.5	66.8	67.2	68.6	70.4
23/F	122.4	70.6	70.2	70.0	69.7	66.5	66.2	66.5	66.9	67.2	68.7	70.5
22/F	119.25	70.7	70.3	70.1	69.8	66.5	66.2	66.6	66.9	67.2	68.8	70.6
21/F	116.1	70.8	70.4	70.1	69.9	66.5	66.2	66.6	67.0	67.3	68.8	70.7
20/F	112.95	70.9	70.5	70.2	69.9	66.5	66.2	66.6	67.0	67.3	68.9	70.8
19/F	109.8	71.0	70.6	70.3	70.0	66.5	66.2	66.6	67.1	67.4	69.0	70.9
18/F	106.65	71.1	70.7	70.4	70.1	66.5	66.2	66.7	67.1	67.4	69.0	70.9
17/F	103.5	71.2	70.8	70.5	70.2	66.5	66.2	66.7	67.1	67.5	69.1	71.0
16/F	100.35	71.4	70.9	70.6	70.3	66.7	66.2	66.7	67.2	67.5	69.2	71.1
15/F	97.2	71.5	71.0	70.7	70.4	66.6	66.2	66.7	67.2	67.6	69.3	71.2
14/F	94.05	71.6	71.0	70.7	70.5	66.6	66.1	66.7	67.2	67.6	69.3	71.3
13/F	90.9	71.7	71.1	70.8	70.6	66.7	65.9	66.6	67.2	67.6	69.4	71.4

Underlined: Noise exceedance

**APPENDIX 4-3
PROPOSED MITIGATION MEASURES &
TRAFFIC NOISE ASSESSMENT RESULTS
(MITIGATED SCENARIO - WITH
ACOUSTIC WINDOWS)**

Proposed Mitigation Measure

Tower 1

NSR ID	TI-01-W1	TI-01-W2	TI-01-W3	TI-01-LB	TI-02-W1	TI-02-W2	TI-02-LB	TI-03-LB	TI-03-W1	TI-03-W2	TI-04-W1	TI-04-W2	TI-04-LB	TI-05-W1	TI-05-LB	TI-06-W1	TI-06-LB	TI-07-W1	TI-07-W2	TI-07-LB	TI-07-W3	TI-07-W4	
	L10, 1hr (dB(A))																						
Floor	mPD	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
38/F	147.25	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
37/F	144.10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
36/F	140.95	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
35/F	137.80	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
34/F	134.65	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
33/F	131.50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
32/F	128.35	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
31/F	125.20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
30/F	122.05	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
29/F	118.90	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
28/F	115.75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
27/F	112.60	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
26/F	109.45	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
25/F	106.30	AW	FG	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
24/F	103.15	AW	FG	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
23/F	100.00	AW	FG	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
22/F	96.85	AW	FG	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
21/F	93.70	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
20/F	90.55	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Refuge Floor																							
19/F	87.40	AW	FG	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
18/F	84.25	AW	FG	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
17/F	81.10	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
16/F	77.95	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
15/F	74.80	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
14/F	71.65	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
13/F	68.50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
12/F	65.35	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
11/F	62.20	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
10/F	59.05	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
9/F	55.90	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
8/F	52.75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
7/F	49.60	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
6/F	46.45	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
5/F	43.30	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
4/F	40.15	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
3/F	37.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
2/F	33.85	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
1/F	30.70	AW	FG	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

ID	Description	Correction
--	No Mitigation Measure	0 dB(A)
AW	Acoustic Window	-4.0 dB(A)
AB	Acoustic Balcony	-2.0 dB(A)
FG	Fixed Glazing	--

Predicted Traffic Noise Level - Tower 1 in Mitigated Scenario (L_{10, 1hr}), dB(A)

Tower 1 (by assessment points)

NSR ID	TI-01-W1		TI-01-W2		TI-01-W3		TI-02-W1		TI-02-W2		TI-02-LB		TI-03-LB		TI-03-W1		TI-03-W2		TI-04-W1		TI-04-W2		TI-04-LB		TI-05-W1		TI-05-LB		TI-06-W1		TI-06-LB		TI-07-W1		TI-07-LB		TI-07-W3		TI-07-W4	
	mPD	69.9	67.8	65.2	65.4	65.8	65.9	65.8	65.5	65.0	60.9	60.2	64.2	62.6	63.2	62.1	67.9	70.1	FG	69.7	69.3	68.1	67.8																	
38/F	147.25	69.9	67.8	65.2	65.4	65.8	65.9	65.8	65.5	65.0	60.9	60.2	64.2	62.6	63.2	62.1	67.9	70.1	FG	69.7	69.3	68.1	67.8																	
37/F	144.10	69.9	67.8	65.1	65.3	65.7	65.9	65.8	65.5	65.0	61.0	60.2	64.3	62.6	63.3	62.1	67.9	70.2	FG	69.9	69.3	68.2	67.9																	
36/F	140.95	69.9	67.9	65.1	65.3	65.7	65.9	65.8	65.5	61.0	60.3	64.3	62.7	63.3	62.2	68.0	70.3	FG	70.0	69.4	68.3	68.0																		
35/F	137.80	69.9	67.9	65.0	65.3	65.6	65.9	65.7	65.5	61.0	60.3	64.3	62.7	63.4	62.3	68.0	70.4	FG	70.1	69.5	68.4	68.1																		
34/F	134.65	70.0	68.0	65.0	65.2	65.6	65.8	65.7	65.4	61.0	60.4	64.3	62.8	63.4	62.3	68.0	70.4	FG	70.2	69.6	68.5	68.1																		
33/F	131.50	70.0	68.0	65.0	65.1	65.5	65.8	65.7	65.4	61.0	60.4	64.3	62.8	63.4	62.4	68.1	70.4	FG	70.2	69.6	68.5	68.1																		
32/F	128.35	70.0	68.1	64.9	65.1	65.5	65.7	65.6	65.3	61.0	60.5	64.3	62.8	63.5	62.5	68.1	68.5	68.5	FG	70.3	69.6	68.5	68.2																	
31/F	125.20	70.1	68.1	64.9	65.1	65.4	65.6	65.5	65.2	64.8	61.0	60.5	64.3	62.9	63.5	62.5	68.2	68.6	FG	70.4	69.7	68.6	68.2																	
30/F	122.05	70.2	68.2	65.0	65.1	65.4	65.6	65.5	65.2	64.8	61.0	60.6	64.3	62.9	63.5	62.6	68.2	68.7	FG	70.4	69.8	68.7	68.3																	
29/F	118.90	70.2	68.3	65.0	65.1	65.3	65.6	65.4	65.1	64.6	61.0	60.6	64.3	62.9	63.5	62.6	68.2	68.7	FG	70.6	69.9	68.8	68.4																	
28/F	115.75	70.2	68.4	65.0	65.1	65.3	65.5	65.3	65.0	64.5	61.0	60.7	64.3	63.0	63.5	62.7	68.2	68.8	FG	70.6	69.9	68.8	68.4																	
27/F	112.60	70.3	68.5	65.1	65.1	65.3	65.5	65.3	64.8	64.4	61.0	60.7	64.2	63.0	63.6	62.8	68.2	68.8	FG	70.7	69.9	68.9	68.4																	
26/F	109.45	70.4	68.5	65.1	65.2	65.3	65.5	65.2	64.8	64.3	61.1	60.8	64.2	63.0	63.6	62.8	68.2	68.9	FG	70.9	70.0	68.9	68.5																	
25/F	106.30	66.5	FG	65.2	65.2	65.4	65.5	65.2	64.7	64.1	61.1	60.8	64.1	63.1	63.6	62.9	68.2	68.9	FG	71.0	70.0	69.0	68.5																	
24/F	103.15	66.5	FG	65.2	65.3	65.4	65.5	65.2	64.7	64.0	61.2	60.9	64.0	63.1	63.7	62.9	68.1	69.0	FG	71.1	70.1	69.0	68.5																	
23/F	100.00	66.5	FG	65.3	65.3	65.3	65.5	65.2	64.6	64.0	61.2	61.0	64.0	63.2	63.7	63.0	68.1	69.0	FG	71.2	70.1	69.0	68.6																	
22/F	96.85	66.5	FG	65.4	65.4	65.5	65.6	65.3	64.6	63.9	61.2	61.0	63.8	63.2	63.8	63.1	68.0	69.0	FG	71.3	70.0	69.1	68.6																	
21/F	93.70																																							
20/F	90.55																																							
Refuge Floor																																								
19/F	87.40	66.5	FG	66.0	66.0	66.1	66.2	66.2	65.7	64.8	63.9	61.3	61.2	63.8	63.4	63.9	63.3	68.1	69.2	FG	71.5	70.1	69.2	68.8																
18/F	84.25	66.5	FG	66.1	66.1	66.2	66.3	66.3	65.8	65.0	64.0	61.4	61.2	63.8	63.4	64.0	63.4	68.1	69.3	FG	71.5	70.1	69.3	68.8																
17/F	81.10	70.4	68.8	66.2	66.2	66.3	66.4	66.4	65.9	65.1	64.0	61.4	61.3	63.8	63.5	64.0	63.5	68.2	69.4	FG	71.6	70.1	69.4	68.9																
16/F	77.95	70.4	68.8	66.3	66.3	66.4	66.5	66.5	66.0	65.1	64.0	61.4	61.3	63.9	63.6	64.1	63.6	68.6	69.7	FG	71.8	70.1	69.5	69.0																
15/F	74.80	70.4	68.8	66.5	66.5	66.6	66.6	66.6	66.1	65.2	64.1	61.5	61.3	63.9	63.6	64.2	63.7	68.7	69.8	FG	71.9	70.2	69.5	69.0																
14/F	71.65	70.4	68.9	66.6	66.6	66.7	66.7	66.7	66.1	65.3	64.1	61.5	61.4	64.0	63.7	64.3	63.8	68.8	69.9	FG	72.1	70.2	69.6	69.1																
13/F	68.50	70.4	68.8	66.7	66.7	66.8	66.8	66.8	66.2	65.4	64.2	61.6	61.4	64.0	63.8	64.3	63.9	69.0	70.1	FG	72.1	70.2	69.6	69.1																
12/F	65.35	70.3	68.6	66.9	66.9	66.9	66.9	66.9	66.3	65.5	64.2	61.6	61.4	64.1	63.8	64.4	64.0	69.1	70.3	FG	72.2	70.1	69.6	69.0																
11/F	62.20	70.0	68.2	67.1	67.1	67.1	67.1	67.0	66.4	65.5	64.3	61.5	61.3	64.1	63.9	64.5	64.1	69.3	70.4	FG	72.3	70.0	69.6	69.0																
10/F	59.05	69.7	67.8	67.3	67.2	67.2	67.2	67.2	66.5	65.6	64.2	61.4	61.2	64.2	63.9	64.6	64.2	69.4	70.6	FG	72.4	69.9	69.5	69.0																
9/F	55.90	69.5	67.4	67.3	67.2	67.3	67.2	67.2	66.6	65.6	64.1	61.1	60.9	64.1	63.9	64.7	64.2	69.6	70.8	FG	72.6	70.0	69.6	68.9																
8/F	52.75	69.3	67.1	67.2	67.2	67.2	67.2	67.2	66.5	65.4	63.9	60.9	60.6	63.9	63.8	64.7	64.3	69.9	71.1	FG	72.8	70.1	69.7	69.1																
7/F	49.60	69.3	66.9	67.2	67.1	67.2	67.1	67.1	66.4	65.3	63.6	60.5	60.3	63.5	64.6	64.3	64.3	70.2	71.2	FG	73.0	70.3	69.9	69.3																
6/F	46.45	69.4	66.8	67.1	67.0	67.1	67.0	67.0	66.3	65.1	63.3	60.2	60.2	63.3	63.2	64.4	64.4	70.4	71.5	FG	73.2	70.5	69.9	69.5																
5/F	43.30	69.6	66.8	67.0	67.0	67.1	67.0	67.0	66.2	65.0	63.0	59.8	59.9	63.0	62.8	64.1	63.9	66.5	71.6	FG	73.4	70.7	70.3	69.7																
4/F	40.15	69.9	66.8	67.0	66.9	67.0	66.9	66.9	66.1	64.8	62.6	59.3	59.6	62.6	62.4	63.6	63.5	66.6	71.8	FG	73.7	71.0	70.6	70.0																
3/F	37.00	70.1	66.8	66.9	66.8	66.9	66.8	66.8	65.9	64.5	62.1	58.7	59.1	62.0	61.8	63.1	62.8	66.5	71.9	FG	73.9	71.3	70.9	70.3																
2/F	33.85	70.4	66.3	66.7	66.6	66.8	66.6	66.6	65.6	64.0	61.1	58.2	58.4	61.1	60.9	62.4	62.0	66.5	72.0	FG	74.1	71.6	71.2	70.5																
1/F	30.70	66.5	FG	65.9	66.0	66.4	66.2	66.2	65.3	63.4	59.9	57.5	57.6	60.0	59.9	61.3	61.0	70.4	72.0	FG	74.4	71.8	71.4	70.8																

ID	Description	Correction
--	No Mitigation Measure	0 dB(A)
AW	Acoustic Window	-4.0 dB(A)
AB	Acoustic Balcony	-2.0 dB(A)
FG	Fixed Glazing	--

Bold underlined: Noise exceedance

Predicted Traffic Noise Level - Tower 1 in Mitigated Scenario ($L_{10, 1hr}$), dB(A)

Tower 1 (by flats)

Flat	TI-01	TI-02	TI-03	TI-04	TI-05	TI-06	TI-07
Floor	L10, 1hr (dB(A))						
38/F	147.25	69.9	65.5	64.2	63.2	70.1	69.7
37/F	144.1	69.9	65.5	64.3	63.3	70.2	69.9
36/F	140.95	69.9	65.5	64.3	63.3	70.3	70.0
35/F	137.8	69.9	65.5	64.3	63.4	70.3	70.0
34/F	134.65	70.0	65.4	64.3	63.4	70.4	70.1
33/F	131.5	70.0	65.4	64.3	63.4	70.4	70.2
32/F	128.35	70.0	65.3	64.3	63.5	68.5	70.3
31/F	125.2	70.1	65.2	64.3	63.5	68.6	70.4
30/F	122.05	70.2	65.2	64.3	63.5	68.7	70.4
29/F	118.9	70.2	65.1	64.3	63.5	68.7	70.6
28/F	115.75	70.2	65.0	64.3	63.5	68.8	70.6
27/F	112.6	70.3	64.8	64.2	63.6	68.8	70.7
26/F	109.45	70.4	64.8	64.2	63.6	68.9	70.9
25/F	106.3	66.5	64.7	64.1	63.6	68.9	71.0
24/F	103.15	66.5	64.7	64.0	63.7	69.0	71.1
23/F	100	66.5	64.6	64.0	63.7	69.0	71.2
22/F	96.85	66.5	64.6	63.8	63.8	69.0	71.3
21/F	93.7						
20/F	90.55						
19/F	87.4	66.5	64.8	63.8	63.9	69.2	71.5
18/F	84.25	66.5	65.0	63.8	64.0	69.3	71.5
17/F	81.1	70.4	65.1	63.8	64.0	69.4	71.6
16/F	77.95	70.4	65.1	63.9	64.1	69.7	71.8
15/F	74.8	70.4	65.2	63.9	64.2	69.8	71.9
14/F	71.65	70.4	65.3	64.0	64.3	69.9	72.1
13/F	68.5	70.4	65.4	64.0	64.3	70.1	72.1
12/F	65.35	70.3	65.5	64.1	64.4	70.3	72.2
11/F	62.2	70.0	65.5	64.1	64.5	70.4	72.3
10/F	59.05	69.7	65.6	64.2	64.6	70.6	72.4
9/F	55.9	69.5	65.6	64.1	64.7	70.8	72.6
8/F	52.75	69.3	65.4	63.9	64.7	71.1	72.8
7/F	49.6	69.3	65.3	63.5	64.6	71.2	73.0
6/F	46.45	69.4	65.1	63.3	64.4	71.5	73.2
5/F	43.3	69.6	65.0	63.0	64.1	71.6	73.4
4/F	40.15	69.9	64.8	62.6	63.6	71.8	73.7
3/F	37	70.1	64.5	62.0	63.1	71.9	73.9
2/F	33.85	70.4	64.0	61.1	62.4	72.0	74.1
1/F	30.7	66.5	63.4	60.0	61.3	72.0	74.4

Refuge Floor

Underlined: Noise exceedance

Predicted Traffic Noise Level - Tower 2 in Mitigated Scenario (L_{10, 1hr}), dB(A)

Tower 2 (by assessment point)

Floor	L10, 1hr (dB(A))																					
	NSR ID	T2-01-W1	T2-01-W2	T2-01-LB	T2-01-W3	T2-02-LB	T2-02-W1	T2-02-W2	T2-03-LB	T2-03-W1	T2-03-W2	T2-04-LB	T2-04-W1	T2-04-W2	T2-05-W1	T2-05-W2	T2-05-LB	T2-05-W3	T2-05-W4	T2-06-W1	T2-06-LB	
38/F	147.25	65.9	65.9	65.3	67.3	68.6	68.8	67.9	67.0	67.2	66.7	65.7	65.5	65.3	69.0	70.1	70.2	70.4	63.5	67.3	65.9	63.6
37/F	144.10	65.8	65.9	65.2	67.2	68.7	68.8	67.9	67.0	67.2	66.7	65.7	65.4	65.2	69.0	70.2	70.2	70.4	63.5	67.3	65.9	63.6
36/F	140.95	65.8	65.9	65.2	67.2	68.7	68.9	67.9	67.1	67.2	66.7	65.7	65.4	65.1	69.1	70.3	70.2	70.4	63.4	67.3	65.9	63.5
35/F	137.80	65.8	65.9	65.2	67.2	68.7	68.9	67.9	67.1	67.2	66.7	65.7	65.4	65.1	69.1	70.3	70.3	66.5	63.4	67.3	65.8	63.5
34/F	134.65	65.8	65.9	65.2	67.3	68.8	68.9	67.9	67.1	67.3	66.7	65.7	65.4	65.1	69.2	70.3	70.3	66.5	63.3	67.3	65.8	63.4
33/F	131.50	65.8	65.8	65.1	67.2	68.8	69.0	68.0	67.2	67.3	66.8	65.7	65.4	65.1	69.2	70.3	70.4	66.5	63.3	67.2	65.8	63.3
32/F	128.35	65.7	65.8	65.1	67.3	68.9	69.1	68.1	67.2	67.4	66.8	65.8	65.4	65.1	69.3	70.4	70.4	66.6	63.2	67.2	65.8	63.3
31/F	125.20	65.7	65.8	65.1	67.3	69.0	69.1	68.2	67.3	67.4	66.8	65.8	65.5	65.1	FG	66.5	68.5	66.7	63.2	67.2	65.8	63.3
30/F	122.05	65.7	65.8	65.1	67.3	69.0	69.2	68.2	67.4	67.5	66.9	65.9	65.5	65.2	FG	66.5	68.6	66.7	63.1	67.2	65.7	63.2
29/F	118.90	65.7	65.8	65.0	67.3	69.1	69.3	68.3	67.4	67.5	67.0	65.9	65.6	65.2	FG	66.6	68.6	66.7	63.1	67.2	65.7	63.2
28/F	115.75	65.7	65.8	65.0	67.3	69.2	69.4	68.4	67.5	67.6	67.0	66.0	65.6	65.3	FG	66.6	68.6	66.8	63.1	67.2	65.7	63.1
27/F	112.60	65.7	65.7	65.0	67.4	69.2	69.4	68.4	67.6	67.7	67.1	66.1	65.7	65.3	FG	66.6	68.7	66.8	63.0	67.2	65.7	63.1
26/F	109.45	65.7	65.7	65.0	67.4	69.3	69.5	68.5	67.7	67.8	67.2	66.1	65.8	65.4	FG	66.8	68.8	66.9	63.0	67.1	65.7	63.1
25/F	106.30	65.7	65.7	65.0	67.5	69.4	69.6	68.6	67.8	67.8	67.2	66.3	65.8	65.4	FG	66.8	68.9	67.0	62.9	67.1	65.7	63.0
24/F	103.15	65.7	65.7	65.0	67.6	69.5	69.7	68.7	67.9	67.9	67.3	66.3	65.9	65.5	FG	66.8	68.9	67.0	62.8	67.1	65.7	63.0
23/F	100.00	65.7	64.9	67.6	69.6	69.6	69.8	68.8	68.0	68.0	67.4	66.4	66.0	65.6	FG	66.9	68.9	67.0	62.7	67.0	65.7	62.9
22/F	96.85	65.7	65.7	64.9	67.7	69.7	69.9	68.9	68.2	68.2	67.7	66.7	66.3	65.9	FG	66.9	69.0	67.1	62.5	67.0	65.7	62.9
21/F	93.70	65.7	65.7	64.9	67.7	69.8	70.0	69.1	68.3	68.4	67.8	66.9	66.4	66.0	FG	66.9	69.0	67.1	62.4	66.9	65.6	62.8
20/F	90.55																					
Refuge Floor																						
19/F	87.40	65.6	65.6	64.9	67.8	70.0	70.2	69.3	68.5	68.6	68.0	67.1	66.6	66.3	FG	67.0	69.0	67.1	61.9	66.7	65.5	62.6
18/F	84.25	65.6	65.6	64.9	67.9	70.1	70.3	69.4	68.6	68.7	68.1	67.2	66.7	66.4	FG	67.0	69.0	67.1	61.7	66.6	65.5	62.4
17/F	81.10	65.5	65.5	64.9	68.0	70.2	70.4	69.6	68.8	68.8	68.2	67.3	66.8	66.5	FG	67.0	69.0	67.1	61.4	66.5	65.4	62.2
16/F	77.95	65.4	65.5	64.9	68.0	70.3	66.6	69.7	68.9	68.9	68.3	67.4	67.0	66.6	FG	67.0	69.0	67.1	61.0	66.3	65.2	61.9
15/F	74.80	65.3	65.4	64.9	68.2	70.4	66.7	69.8	69.0	69.1	68.5	67.6	67.1	66.7	FG	67.0	69.0	67.1	60.7	66.2	65.1	61.7
14/F	71.65	65.2	65.4	64.9	68.3	68.6	66.8	69.9	69.1	69.2	68.6	67.7	67.2	66.8	FG	67.0	69.0	67.1	60.4	66.0	65.0	61.6
13/F	68.50	65.0	65.2	64.9	68.4	68.7	67.0	70.1	69.2	69.3	68.7	67.8	67.4	67.0	FG	67.0	69.0	67.1	60.1	65.7	64.8	61.4
12/F	65.35	64.8	65.0	64.9	68.5	68.8	67.1	70.2	69.4	69.5	68.9	68.1	67.6	67.2	FG	66.9	69.0	67.1	59.6	65.3	64.4	61.2
11/F	62.20	64.6	64.9	64.9	68.6	68.9	67.2	70.4	69.5	69.6	69.1	68.2	67.7	67.4	FG	66.8	68.9	67.0	59.2	64.9	64.0	60.8
10/F	59.05	64.4	64.8	64.9	68.7	69.0	67.4	66.5	69.6	69.7	69.2	68.4	67.9	67.5	FG	66.7	68.9	67.0	58.8	64.6	63.6	60.4
9/F	55.90	64.2	64.7	65.1	68.8	69.2	67.5	66.6	69.8	69.9	69.4	68.5	67.9	67.5	FG	66.7	68.8	66.9	58.3	64.4	63.4	60.2
8/F	52.75	64.4	64.7	65.2	69.0	69.4	67.7	66.8	70.0	70.1	69.5	68.6	67.9	67.5	FG	66.7	68.8	66.8	57.3	64.2	63.3	60.5
7/F	49.60	64.4	64.9	65.4	69.2	69.5	67.8	67.0	70.1	70.2	69.6	68.6	67.9	67.4	FG	66.6	68.7	66.7	56.9	63.8	63.0	60.5
6/F	46.45	64.5	65.0	65.6	69.4	69.7	68.0	67.1	70.2	70.3	69.7	68.5	67.8	67.3	FG	66.5	68.5	66.5	56.8	63.6	62.9	60.6
5/F	43.30	64.6	65.3	65.8	69.6	69.8	68.2	67.3	70.4	70.4	69.6	68.4	67.8	67.3	FG	67.8	68.5	70.4	56.7	63.5	62.9	61.1
4/F	40.15	64.9	65.7	66.3	70.0	70.0	68.4	67.5	70.4	70.3	69.5	68.4	67.7	67.3	FG	66.6	68.5	66.5	56.7	63.4	62.9	61.2
3/F	37.00	65.0	65.8	66.5	70.3	70.1	68.6	67.6	70.3	70.1	69.4	68.3	67.6	67.2	FG	66.8	68.7	66.6	56.5	63.2	62.6	61.2
2/F	33.85	64.9	66.0	66.8	66.6	70.2	68.7	67.6	70.0	69.8	69.1	68.0	67.3	66.9	FG	67.0	69.0	66.9	56.1	63.1	62.2	61.1
1/F	30.70	64.3	65.8	66.9	66.8	70.1	68.5	66.9	69.1	69.1	68.3	66.9	66.2	65.9	FG	67.0	69.0	66.9	55.3	62.9	61.9	60.6

ID	Description	Correction
--	No Mitigation Measure	0 dB(A)
AW	Acoustic Window	-4.0 dB(A)
AB	Acoustic Balcony	-2.0 dB(A)

Bold underlined: Noise exceedance

Predicted Traffic Noise Level - Tower 2 in Mitigated Scenario (L_{10, 1hr}), dB(A)

Tower 2 (by flat)

Flat		T2-01	T2-02	T2-03	T2-04	T2-05	T2-06
		L10, 1hr (dB(A))					
Floor	mPD						
38/F	147.25	67.3	68.8	67.2	65.7	70.4	67.3
37/F	144.1	67.2	68.8	67.2	65.7	70.4	67.3
36/F	140.95	67.2	68.9	67.2	65.7	70.4	67.3
35/F	137.8	67.2	68.9	67.2	65.7	70.3	67.3
34/F	134.65	67.3	68.9	67.3	65.7	70.3	67.3
33/F	131.5	67.2	69.0	67.3	65.7	70.4	67.2
32/F	128.35	67.3	69.1	67.4	65.8	70.4	67.2
31/F	125.2	67.3	69.1	67.4	65.8	68.5	67.2
30/F	122.05	67.3	69.2	67.5	65.9	68.6	67.2
29/F	118.9	67.3	69.3	67.5	65.9	68.6	67.2
28/F	115.75	67.3	69.4	67.6	66.0	68.6	67.2
27/F	112.6	67.4	69.4	67.7	66.1	68.7	67.2
26/F	109.45	67.4	69.5	67.8	66.1	68.8	67.1
25/F	106.3	67.5	69.6	67.8	66.3	68.9	67.1
24/F	103.15	67.6	69.7	67.9	66.3	68.9	67.1
23/F	100	67.6	69.8	68.0	66.4	68.9	67.0
22/F	96.85	67.7	69.9	68.2	66.7	69.0	67.0
21/F	93.7	67.7	70.0	68.4	66.9	69.0	66.9
20/F	90.55	Refuge Floor					
19/F	87.4	67.8	70.2	68.6	67.1	69.0	66.7
18/F	84.25	67.9	70.3	68.7	67.2	69.0	66.6
17/F	81.1	68.0	70.4	68.8	67.3	69.0	66.5
16/F	77.95	68.0	70.3	68.9	67.4	69.0	66.3
15/F	74.8	68.2	70.4	69.1	67.6	69.0	66.2
14/F	71.65	68.3	69.9	69.2	67.7	69.0	66.0
13/F	68.5	68.4	70.1	69.3	67.8	69.0	65.7
12/F	65.35	68.5	70.2	69.5	68.1	69.0	65.3
11/F	62.2	68.6	70.4	69.6	68.2	68.9	64.9
10/F	59.05	68.7	69.0	69.7	68.4	68.9	64.6
9/F	55.9	68.8	69.2	69.9	68.5	68.8	64.4
8/F	52.75	69.0	69.4	70.1	68.6	68.8	64.2
7/F	49.6	69.2	69.5	70.2	68.6	68.7	63.8
6/F	46.45	69.4	69.7	70.3	68.5	68.5	63.6
5/F	43.3	69.6	69.8	70.4	68.4	70.4	63.5
4/F	40.15	70.0	70.0	70.4	68.4	68.5	63.4
3/F	37	70.3	70.1	70.3	68.3	68.7	63.2
2/F	33.85	66.8	70.2	70.0	68.0	69.0	63.1
1/F	30.7	66.9	70.1	69.1	66.9	69.0	62.9

Bold underlined: Noise exceedance

Predicted Traffic Noise Level - Tower 4 in Mitigated Scenario (L_{10, 1hr}), dB(A)

Tower 4 (by assessment points)

NSRID	L10, 1hr (dB(A))																																			
	T4H-01-W1	T4L-01-LB	T4L-02-W1	T4L-02-LB	T4H-03-LB	T4L-03-W1	T4L-04-W1	T4L-04-LB	T4H-05-LB	T4L-05-W1	T4L-05-LB	T4H-06-W1	T4L-06-W2	T4L-06-LB	T4H-07-W1	T4L-07-W2	T4L-07-LB	T4H-08-LB	T4L-08-W1	T4L-08-LB	T4H-09-LB	T4L-09-W1	T4L-09-LB	T4H-10-LB	T4L-10-LB	T4H-11-LB	T4L-11-W1	T4L-12-LB	T4H-12-W2	T4L-13-LB	T4L-13-W1	T4L-13-W2				
Floor	mPD																																			
12/F	87.75	67.9	69.0	67.1	69.1	69.0	67.0	66.9	68.8	68.6	70.4	66.7	66.1	63.4	60.3	65.6	65.7	66.1	66.3	66.6	66.8	67.0	67.2	67.4	67.7	67.9	68.4	69.4	68.5	66.8	67.5					
11/F	84.60	68.0	69.1	67.2	69.2	69.1	67.0	66.9	68.9	68.7	66.5	66.8	66.2	63.4	60.0	65.4	65.5	66.0	66.2	66.6	66.8	67.0	67.2	67.4	67.7	67.9	68.4	69.5	68.5	66.8	67.5					
10/F	81.45	68.1	69.2	67.3	69.2	69.1	67.1	67.1	69.0	68.8	66.6	66.8	66.3	63.5	59.7	65.2	65.3	65.8	66.1	66.5	66.6	66.9	67.2	67.4	67.7	68.0	68.5	69.5	68.6	66.9	67.6					
9/F	78.30	68.3	69.3	67.2	69.2	69.2	67.2	67.1	68.9	68.7	66.7	66.9	66.3	63.5	59.5	65.2	65.1	65.6	65.9	66.3	66.6	66.9	67.1	67.4	67.6	68.0	68.5	69.6	68.7	67.0	67.8					
8/F	75.15	68.4	69.3	67.2	69.2	69.1	67.2	67.2	69.2	68.9	66.8	67.0	66.4	63.6	59.3	65.0	65.1	65.5	65.7	66.2	66.5	66.8	67.1	67.4	67.6	68.0	68.5	69.6	68.7	67.0	67.8					
7/F	72.00	68.5	69.3	67.1	69.1	69.2	67.2	67.2	69.0	68.8	66.8	67.0	66.5	63.7	59.1	64.9	64.9	65.4	65.6	66.0	66.3	66.7	67.0	67.3	67.6	68.0	68.6	69.7	68.8	67.1	67.9					
6/F	68.85	68.7	69.3	67.1	68.9	69.1	67.2	67.2	69.1	68.9	66.9	67.1	66.6	63.7	59.0	64.8	64.8	65.3	65.5	65.9	66.1	66.5	66.9	67.3	67.6	68.0	68.6	69.8	68.9	67.1	68.0					
5/F	65.70	68.8	69.1	66.8	68.9	69.0	67.1	67.1	69.1	68.8	67.0	67.2	66.7	63.8	59.0	64.6	64.7	65.2	65.4	65.8	66.0	66.3	66.7	67.2	67.6	68.0	68.7	69.8	69.1	67.1	68.1					
4/F	62.55	68.9	68.9	66.7	68.7	68.8	66.9	66.9	69.1	68.9	67.1	67.3	66.8	63.8	58.9	64.4	64.5	65.0	65.2	65.6	65.9	66.2	66.5	66.9	67.4	68.0	68.7	69.9	69.2	67.2	68.1					
3/F	59.40	68.9	68.8	70.4	70.4	70.4	66.5	66.7	69.1	69.3	67.3	67.4	66.9	63.9	58.7	64.0	64.1	64.7	65.0	65.3	65.6	65.9	66.4	66.7	67.2	67.8	68.6	69.9	69.3	67.2	68.1					
2/F	56.25	68.9	70.3	70.1	70.1	70.1	70.4	70.4	69.0	69.4	67.4	67.5	67.0	63.9	58.5	63.5	63.4	64.2	64.5	64.9	65.3	65.6	66.0	66.4	66.9	67.6	68.5	69.9	69.5	67.2	68.0					
1/F	53.10	68.6	69.9	69.7	69.7	69.6	69.6	69.9	68.5	69.3	67.5	67.7	67.1	64.0	58.4	62.6	62.5	63.1	63.4	64.0	64.5	65.0	65.5	65.9	66.4	67.1	68.1	69.3	69.6	67.2	67.7					

NSRID	L10, 1hr (dB(A))																																			
	T4H-01-W1	T4H-01-LB	T4H-02-W1	T4H-02-LB	T4H-03-LB	T4H-03-W1	T4H-04-W1	T4H-04-LB	T4H-05-LB	T4H-05-W1	T4H-06-W1	T4H-06-W2	T4H-06-LB	T4H-07-LB	T4H-07-W2	T4H-07-W2	T4H-07-LB	T4H-08-LB	T4H-08-LB	T4H-08-W1	T4H-09-LB	T4H-09-W1	T4H-09-LB	T4H-10-LB	T4H-10-LB	T4H-10-W1	T4H-11-LB	T4H-11-W1	T4H-12-LB	T4H-12-W1	T4H-12-W2					
Floor	mPD																																			
31/F	147.60	69.8	69.2	69.5	69.6	69.6	69.6	69.4	69.3	69.2	69.0	66.5	66.1	64.0	62.5	66.0	66.0	66.3	66.3	66.3	66.4	66.5	66.6	66.8	67.1	67.5	68.2	69.2	69.4	69.9						
30/F	144.45	69.9	69.3	69.5	69.6	69.6	69.6	69.4	69.3	69.2	69.1	66.4	65.9	63.7	62.4	66.0	66.0	66.3	66.3	66.3	66.4	66.5	66.6	66.7	66.9	67.1	67.5	68.3	69.2	69.4	70.0					
29/F	141.30	70.0	69.3	69.6	69.7	69.7	69.6	69.5	69.4	69.3	69.1	66.4	65.8	63.6	62.4	66.0	66.0	66.3	66.4	66.4	66.5	66.6	66.7	66.9	67.2	67.6	68.3	69.3	69.5	70.1						
28/F	138.15	70.0	69.4	69.7	69.8	69.8	69.7	69.6	69.5	69.3	69.2	66.4	65.8	63.5	62.3	66.1	66.1	66.4	66.4	66.4	66.5	66.6	66.7	66.8	67.0	67.2	67.6	68.4	69.4	69.6	70.2					
27/F	135.00	70.1	69.5	69.8	69.9	69.8	69.8	69.7	69.5	69.4	69.2	66.4	65.8	63.5	62.3	66.1	66.1	66.4	66.4	66.5	66.6	66.7	66.8	67.0	67.3	67.7	68.5	69.4	69.6	70.2						
26/F	131.85	70.2	69.6	69.8	69.9	69.9	69.8	69.7	69.6	69.5	69.3	66.4	65.8	63.3	62.1	66.1	66.1	66.4	66.5	66.5	66.6	66.7	66.8	67.1	67.3	67.7	68.5	69.5	69.7	70.3						
25/F	128.70	70.3	69.7	70.0	70.0	70.0	69.9	69.8	69.7	69.5	69.4	66.4	65.8	63.3	62.1	66.1	66.1	66.5	66.5	66.6	66.7	66.8	67.0	67.2	67.5	67.9	68.7	69.8	70.4							
24/F	125.55	70.4	69.8	70.0	70.1	70.1	70.0	69.9	69.8	69.6	69.4	66.4	65.8	63.3	62.1	66.2	66.2	66.5	66.5	66.6	66.7	66.8	67.0	67.2	67.4	67.8	68.6	69.6	69.8	70.4						
23/F	122.40	66.6	69.9	70.1	70.2	70.2	70.1	70.0	69.9	69.7	69.5	66.5	65.8	63.2	61.8	66.2	66.2	66.5	66.5	66.6	66.7	66.8	67.0	67.2	67.5	67.9	68.7	69.7	69.9	66.5	66.6					
22/F	119.25	66.7	70.0	70.2	70.3	70.3	70.2	70.1	69.9	69.8	69.6	66.5	65.8	63.2	61.8	66.2	66.2	66.5	66.5	66.6	66.7	66.8	67.0	67.2	67.5	67.9	68.7	69.7	69.9	66.6	66.6					
21/F	116.10	66.8	70.1	70.3	70.4	70.4	70.3	70.1	70.0	69.9	69.7	66.5	65.8	63.3	61.7	66.2	66.2	66.5	66.6	66.6	66.7	66.8	67.0	67.3	67.5	67.9	68.8	69.8	70.0	66.7	66.7					
20/F	112.95	66.9	70.2	70.4	68.5	68.5	70.4	70.2	70.1	69.9	69.7	66.5	65.8	63.2	61.6	66.2	66.2	66.5	66.6	66.6	66.7	66.8	67.0	67.3	67.6	68.0	68.9	69.9	70.1	66.8	66.8					
19/F	109.80	67.0	70.3	66.5	68.6	68.6	66.5	70.3	70.2	70.0	69.8	66.5	65.9	63.1	61.5	66.2	66.2	66.5	66.6	66.6	66.7	66.8	67.0	67.2	67.4	67.7	68.1	69.0	70.0	70.2	66.9	66.9				
18/F	106.65	67.1	70.4	66.6	68.7	68.6	66.5	70.4	70.3	70.1	69.9	66.5	65.8	63.2	61.4	66.2	66.2	66.5	66.6	66.6	66.7	66.8	67.0	67.3	67.4	67.7	68.2	69.0	70.1	70.3	66.9	66.9				
17/F	103.50	67.2	68.5	66.7	68.8	68.7	66.6	66.5	70.4	70.2	70.0	66.5	65.9	63.3	61.3	66.2	66.2	66.5	66.6	66.6	66.7	66.8	67.0	67.3	67.5	67.8	68.2	69.1	70.2	70.4	67.0	67.0				
16/F	100.35	67.4	68.6	66.8	68.9	68.8	66.7	66.6	70.4	70.3	70.1	66.7	65.9	63.3	61.2	66.2	66.2	66.5	66.6	66.6	66.7	66.8	67.0	67.2	67.4	67.5	67.8	68.3	69.2	70.2	66.5	67.1				
15/F	97.20	67.5	68.7	66.9	69.0	68.9	66.8	66.7	68.5	68.5	70.4	66.6	66.0	63.3	61.1	66.1	66.2	66.5	66.6	66.6	66.7	66.8	67.0	67.2	67.4	67.6	67.8	68.3	69.3	70.3	66.6	67.2				
14/F	94.05	67.6	68.8	67.0	69.0	68.9	66.9	66.7	68.6	68.5	70.3	66.6	66.0	63.3	61.0	66.1	66.1	66.4	66.5	66.6	66.7	66.8	67.0	67.2	67.4	67.6	67.9	68.4	69.3	70.4	66.6	67.3				
13/F	90.90	67.7	68.9	67.1	69.1	69.0	66.9	66.8	68.7	68.6	70.4	66.7	66.1	63.4	59.6	65.8	65.8	66.1	66.2	66.3	66.4	66.5	66.6	66.7	66.9	67.1	67.4	67.9	68.4	69.4	66.7	67.4				

ID	Description	Correction
--	No Mitigation Measure	0 dB(A)
AW	Acoustic Window	-4.0 dB(A)
AB	Acoustic Balcony	-2.0 dB(A)

Bold underlined: Noise exceedance

Predicted Traffic Noise Level - Tower 4 in Mitigated Scenario (L_{10, 1hr}), dB(A)

Tower 4 (by flat)

Flat	T4L-01	T4L-02	T4L-03	T4L-04	T4L-05	T4L-06	T4L-07	T4L-08	T4L-09	T4L-10	T4L-11	T4L-12	T4L-13
Floor	L10, 1hr (dB(A))												
12/F	87.75	69.0	69.0	68.8	70.4	66.7	65.7	66.3	66.8	67.2	67.7	69.4	68.5
11/F	84.6	69.1	69.1	68.9	68.7	66.8	65.5	66.2	66.8	67.2	67.7	69.5	68.5
10/F	81.45	69.2	69.1	69.0	68.8	66.8	65.3	66.1	66.7	67.2	67.7	69.5	68.6
9/F	78.3	69.3	69.2	69.1	68.9	66.9	65.2	65.9	66.6	67.1	67.6	69.6	68.7
8/F	75.15	69.3	69.2	69.1	68.9	67.0	65.1	65.7	66.5	67.1	67.6	69.6	68.7
7/F	72	69.3	69.2	69.2	69.0	67.0	64.9	65.6	66.3	67.0	67.6	69.7	68.8
6/F	68.85	69.3	68.9	69.1	69.1	67.1	64.8	65.5	66.1	66.9	67.6	69.8	68.9
5/F	65.7	69.1	69.0	69.1	69.1	67.2	64.7	65.4	66.0	66.7	67.6	69.8	69.1
4/F	62.55	68.9	68.8	69.1	69.2	67.3	64.5	65.2	65.9	66.5	67.4	69.9	69.2
3/F	59.4	70.4	70.4	69.1	69.3	67.4	64.1	65.0	65.6	66.4	67.2	69.9	69.3
2/F	56.25	70.3	70.1	70.4	69.4	67.5	63.5	64.5	65.3	66.0	66.9	69.9	69.5
1/F	53.1	69.9	69.7	69.9	69.3	67.7	62.6	63.4	64.5	65.5	66.4	69.3	69.6

Flat	T4H-01	T4H-02	T4H-03	T4H-04	T4H-05	T4H-06	T4H-07	T4H-08	T4H-09	T4H-10	T4H-11	T4H-12
Floor	L10, 1hr (dB(A))											
30/F	147.6	69.6	69.6	69.4	69.2	66.5	66.0	66.3	66.5	66.8	68.2	69.9
29/F	141.3	69.7	69.7	69.5	69.3	66.4	66.0	66.4	66.6	66.9	68.3	70.0
28/F	138.15	70.0	69.8	69.6	69.3	66.4	66.1	66.4	66.6	67.0	68.4	70.2
27/F	135	70.1	69.9	69.7	69.4	66.4	66.1	66.4	66.7	67.0	68.5	70.2
26/F	131.85	70.2	69.9	69.7	69.5	66.4	66.1	66.5	66.7	67.1	68.5	70.3
25/F	128.7	70.3	70.0	69.8	69.5	66.4	66.1	66.5	66.8	67.1	68.6	70.4
24/F	125.55	70.4	70.1	69.9	69.6	66.4	66.2	66.5	66.8	67.2	68.6	70.4
23/F	122.4	69.9	70.2	70.0	69.7	66.5	66.2	66.5	66.9	67.2	68.7	69.9
22/F	119.25	70.0	70.3	70.1	69.8	66.5	66.2	66.6	66.9	67.2	68.8	70.0
21/F	116.1	70.1	70.4	70.1	69.9	66.5	66.2	66.6	67.0	67.3	68.8	70.1
20/F	112.95	70.2	70.4	70.2	69.9	66.5	66.2	66.6	67.0	67.3	68.9	70.1
19/F	109.8	70.3	68.6	70.3	70.0	66.5	66.2	66.6	67.1	67.4	69.0	70.2
18/F	106.65	70.4	68.7	70.4	70.1	66.5	66.2	66.7	67.1	67.4	69.1	70.3
17/F	103.5	68.5	68.8	68.7	70.2	66.5	66.2	66.7	67.1	67.5	69.1	70.4
16/F	100.35	68.6	68.9	70.4	70.3	66.7	66.2	66.7	67.2	67.5	69.2	70.2
15/F	97.2	68.7	69.0	68.5	70.4	66.6	66.2	66.7	67.2	67.6	69.3	70.3
14/F	94.05	68.8	69.0	68.6	70.3	66.6	66.1	66.7	67.2	67.6	69.3	70.4
13/F	90.9	68.9	69.1	68.7	70.4	66.7	65.9	66.6	67.2	67.6	69.4	70.4

Underlined: Noise exceedance

**APPENDIX 4-4
MAXIMUM ALLOWABLE SOUND POWER
LEVELS FOR PLANNED FIXED NOISE
SOURCES**

Maximum Allowable Sound Power Level at Source

Time Period	Maximum Allowable SPL at NSR, dB(A)	Horizontal Distance from the Project Site Boundary to the Nearest NSR, m	Correction, dB(A)			Allowable Sound Power Level at Source, dB(A) [1]
			Distance	Facade	Tonality	
Site A1						
Day and Evening Time (07:00-23:00)	65	12	30	-3	-6	86
Night Time (23:00 – 07:00)	55	12	30	-3	-6	76
Site B (Podium of Residential Portion)						
Day and Evening Time (07:00-23:00)	65	17	33	-3	-6	89
Night Time (23:00 – 07:00)	55	17	33	-3	-6	79
Site B (Hotel Portion)						
Day and Evening Time (07:00-23:00)	65	15	32	-3	-6	88
Night Time (23:00 – 07:00)	55	15	32	-3	-6	78

[1] For assessment purpose, a 6 dB of tonality, intermittency & impulsiveness correction has been adopted.

[2] The Maximum Allowable Sound Power Level at Source should be corrected by the tonality, intermittency, & impulsiveness correction of the selected equipment, according to Section 3.3 of the IND-TM.

Cumulative Noise level form the Planned the Building Service Equipment of the Proposed Development

NSR ID	Description	Horizontal Distance (m)						Allowable Sound Power Level at Source, dB(A)					
		Podium of Site A1			Podium of Site B (Residential Portion)			Day and Evening Time (07:00-23:00)			Night Time (23:00 – 07:00)		
		Podium of Site A1	Podium of Site B (Residential Portion)	Hotel of Site B	Podium of Site A1	Podium of Site B (Residential Portion)	Hotel of Site B	Podium of Site A1	Podium of Site B (Residential Portion)	Hotel of Site B	Podium of Site A1	Podium of Site B (Residential Portion)	Hotel of Site B
NSR01	Fa Yuen Mansion	19	97	247	86	89	88	76	79	78	78	78	
NSR02	Oscar Court	13	66	216	86	89	88	76	79	78	78	78	
NSR03	Cirele Garden	<u>12</u>	46	193	86	89	88	76	79	78	78	78	
NSR04	Mongkok City Building	26	85	201	86	89	88	76	79	78	78	78	
NSR05	Merlin Building	46	146	268	86	89	88	76	79	78	78	78	
NSR06	Flower Villa	49	66	176	86	89	88	76	79	78	78	78	
NSR07	Heung To College of Professional Studies	52	<u>17</u>	161	86	89	88	76	79	78	78	78	
NSR08	Jenny's Court	104	25	147	86	89	88	76	79	78	78	78	
NSR09	Residential flat of the Scheme (Tower 4)	178	N/A	<u>15</u>	86	89	88	76	79	78	78	78	

[1] The nearest Representative Noise Sensitive Receivers for each corresponding source are bold underlined.

[2] Restricted locations has been provided in Site A1.

Cumulative Noise level form the Planned the Building Service Equipment of the Proposed Development

NSR ID	Description	Correction, dB(A)										SPL at NSR, dB(A)											
		Distance					Barrier [5]					Tonality [3-4]	Day and Evening Time (07:00-23:00)					Night Time (23:00 – 07:00)					
		Podium of Site A1	Podium of Site B (Residential Portion)	Hotel of Site B	Podium of Site A1	Podium of Site B (Residential Portion)	Hotel of Site B	Podium of Site A1	Podium of Site B (Residential Portion)	Hotel of Site B	Podium of Site A1		Podium of Site B (Residential Portion)	Hotel of Site B	Podium of Site A1	Podium of Site B (Residential Portion)	Hotel of Site B	Podium of Site A1	Podium of Site B (Residential Portion)	Hotel of Site B	Criteria	Total	
NSR01	Fa Yuen Mansion	-34	-48	-56	0	0	0	0	0	0	3	6	61	50	41	41	61	65	51	40	31	51	55
NSR02	Oscar Court	-30	-44	-55	-5	0	0	0	0	3	6	59	53	42	42	60	65	49	43	32	32	50	55
NSR03	Cirele Garden	-30	-41	-54	-5	0	0	0	0	3	6	60	56	43	43	62	65	50	46	33	33	52	55
NSR04	Mongkok City Building	-36	-47	-54	0	0	0	0	0	3	6	58	51	42	42	59	65	48	41	32	32	49	55
NSR05	Merlin Building	-41	-51	-57	0	0	0	0	0	3	6	53	46	40	40	54	65	43	36	30	30	44	55
NSR06	Flower Villa	-42	-44	-53	0	0	0	0	0	3	6	53	53	44	44	56	65	43	43	34	34	46	55
NSR07	Heung To College of Professional Studies	-42	-33	-52	0	0	0	0	0	3	6	52	65	44	44	65	65	42	55	34	35	55	55
NSR08	Jenny's Court	-48	-36	-51	0	0	0	0	0	3	6	46	62	45	45	62	65	36	52	35	35	52	55
NSR09	Residential flat of the Scheme (Tower 4)	-53	N/A	-32	0	0	0	0	0	3	6	42	N/A	65	65	65	65	32	N/A	55	55	55	55

[3] For assessment purpose, a 6 dB of tonality, intermittency & impulsiveness correction has been adopted.

[4] The Maximum Allowable Sound Power Level at Source should be corrected by the tonality, intermittency, & impulsiveness correction of the selected equipment, according to Section 3.3 of the IND-TM.

[5] 5 dB(A) of noise reduce has been adopted for noise source without direct view.

APPENDIX 4-5
RAILWAY NOISE CALCULATION

Railway Noise Calculation

	Northbound [ERL]	Southbound (ERL)	Northbound (Intercity) [7]	Combined	Criteria
Horizontal Separation (m)	200	204	200		
Speed (kph) [1]	80	80	80		
Peak Train Frequency per 30 min (7:00-23:00) [2][6]	15	15	1		
Peak Train Frequency per 30 min (23:00-7:00) [2][6]	12	12	1		
Peak Train Frequency per day [2][3]	425	425	48		
Reference Lmax, (dB(A)) [4]	75.3	75.3	75.3		
Reference SEL, (dB(A)) [4]	82.8	82.8	82.8		
Speed Correction, (dB(A))	-4.2	-4.2	-4.2		
Distance Correction, (dB(A))	-9.0	-9.1	-9.0		
Façade correction, (dB(A))	2.5	2.5	2.5		
Track Wear Correction, (dB(A))	3.0	3.0	3.0		
Reflection Correction, (dB(A))	1.5	1.5	1.5		
Slab Track Correction, (dB(A))	0.0	0.0	0.0		
SEL of a single passby, (dB(A))	76.6	76.5	76.6		
Train frequency correction, 30min (7:00-23:00), (dB(A))	11.8	11.8	0.0		
Train frequency correction, 30min (23:00-7:00), (dB(A))	10.8	10.8	0.0		
Train frequency correction, daily, (dB(A))	26.3	26.3	16.8		
Leg 30min (7:00-23:00), (dB(A))	55.8	55.7	44.0	58.9	70
Leg 30min (23:00-7:00), (dB(A))	54.8	54.7	44.0	57.9	60
Leg 24 hour, (dB(A))	53.5	53.4	44.0	56.7	65
Lmax, (dB(A)) [5]	69.1	69.0	69.1	72.0	85

[1] The speed of the Train is typically with the range of 60-80 kph. From on-site observation, the average velocity of ERL trains within the 300m assessment area are seldom over 70 km/h, due to the vicinity to station. The average train speed for ERL is assumed to be 80kph in the calculation, for conservative assessment. Base on on-site observation in year 2019, the speed of intercity train was around 75-80km/h and assumed to be 80 km/h in the calculation.

[2] Ultimate frequency limit from Environmental Permit EP-437/2012/A & Approved EIA report AEIAR-165/2012 for Shatin to Central Link

[3] The ultimate daily frequency is 850 train per day including both northbound and southbound. The current assessment assume the train frequency of northbound and southbound trains are equal.

[4] The Reference Lmax, Reference SEL, and the calculation methodology is reference to Approved EIA report AEIAR-165/2012

[5] Assume the Lmax of one (intercity) northbound train and one southbound (ERL) train occur at the same time.

[6] Train frequency of intercity train has been referenced to approved EIA report (AEIAR-165/2012)]

[7] Assume all intercity trains are northbound for conservative assessment.

**APPENDIX 6-1
HISTORICAL AERIAL PHOTOS**



Boundary Street Sports Centre No.2

Site B

Boundary Street Sports Centre No.1

ESS

Sai Yee Street Children's Playground

Refuse Collection Point

Site A1

Car Park

Deeked Nuliah

LCSO Boundary Street Nursery

Site A3

Site A2

Site A4

Site A5

Tributary of Deeked Nuliah from THT

Scheme Boundary

SCALE	1:1000 @ A3	DATE	07 Mar 2024
CHECK	KC	DRAWN	EH
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	1
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Historical Aerial Photo - 1949





Boundary Street Sports Centre No.2

Tributary of Decked Nullah from THT

Site B

Boundary Street Sports Centre No. 1

Decked Nullah

Sai Yee Street Children's Playground

ESS

Sai Yee Street

LCSD Boundary Street Nursery

Refuse Collection Point

Site A1

Car Park

Site A5

Site A4

Site A3

Site A2

Scheme Boundary

 Cinotech Consultants Limited		Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE 1:1000 @ A3	DATE 07 Mar 2024
		Historical Aerial Photo - 1956		CHECK KC	DRAWN EH
				JOB NO. IA19021-YMAA101P1	DRAWING NO. 2
				REV -	REV -

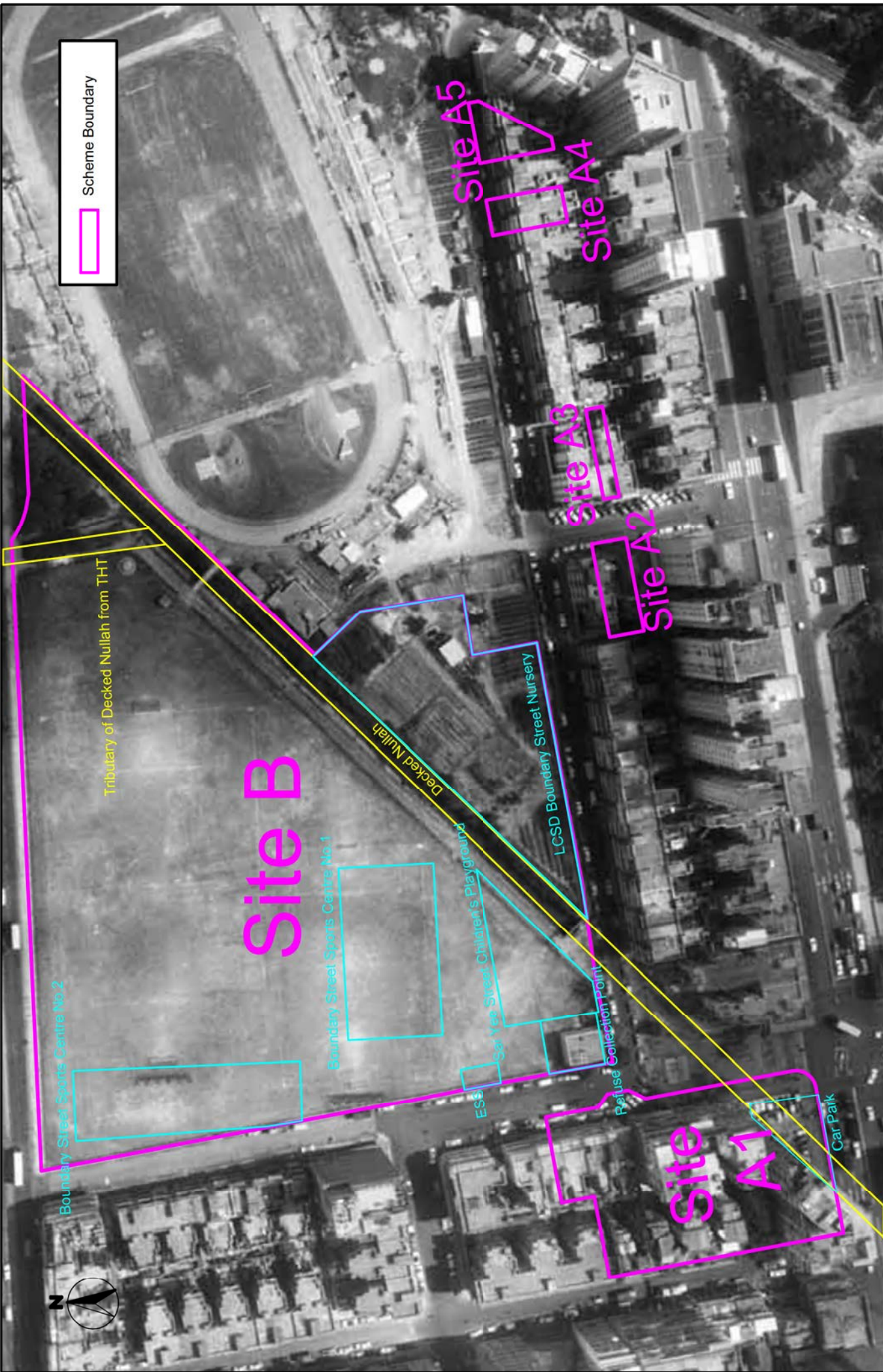


 Scheme Boundary

SCALE	1:1000 @ A3	DATE	07 Mar 2024
CHECK	KC	DRAWN	EH
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	3
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
 Historical Aerial Photo - 1963





Boundary Street Sports Centre No. 2

Tributary of Decked Nullah from THT

Site B

Boundary Street Sports Centre No. 1

Decked Nullah

Sai Yee Street Children's Playground

ESS

Refuse Collection Point

LCSD Boundary Street Nursery

Site A1

Site A2

Site A3

Site A4

Site A5

Car Park

Scheme Boundary



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Historical Aerial Photo - 1969

SCALE	1:1000 @ A3	DATE	07 Mar 2024
CHECK	KC	DRAWN	EH
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	4
REV			-



Boundary Street Sports Centre No.2

Site B

Boundary Street Sports Centre No. 1

Decked Nallah

Sai Yee Street Children's Playground

LCSO Boundary Street Nursery

ESS

Refuse Collection Point

Site A1

Car Park

Tributary of Decked Nallah from THT

Site A5

Site A3

Site A2

Site A4

Scheme Boundary


Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

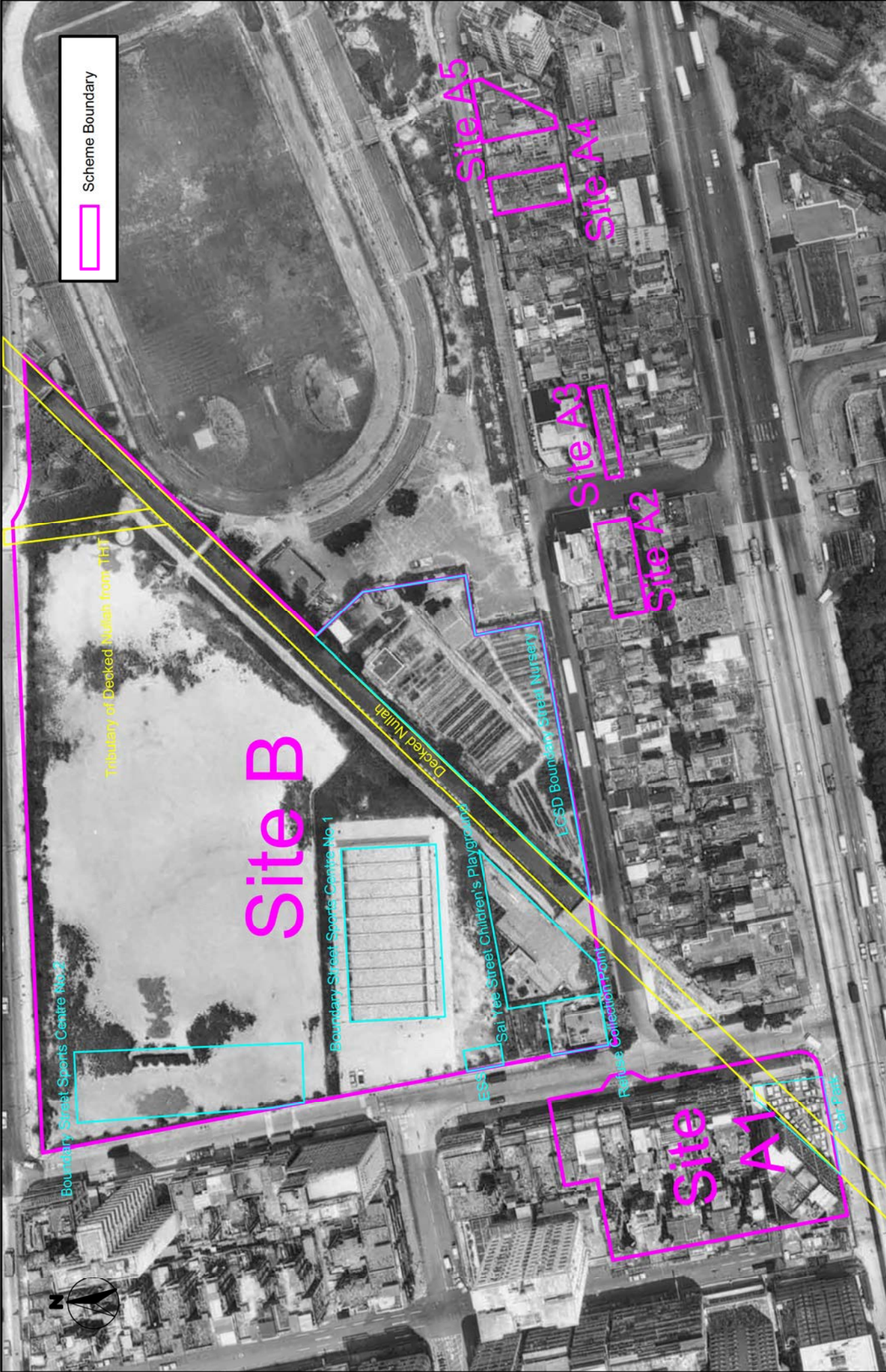
Historical Aerial Photo - 1974



SCALE	1:1000 @ A3	DATE	07 Mar 2024
CHECK	KC	DRAWN	EH
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	5
REV			-



 Cinotech Consultants Limited		Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013) Historical Aerial Photo - 1975		SCALE 1:1000 @ A3	DATE 07 Mar 2024
CHECK KC	DRAWN EH	DRAWING NO. IA19021-YMAA101P1		REV -	6



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Historical Aerial Photo - 1976



SCALE	1:1000 @ A3	DATE	07 Mar 2024
CHECK	KC	DRAWN	EH
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	7
REV			-



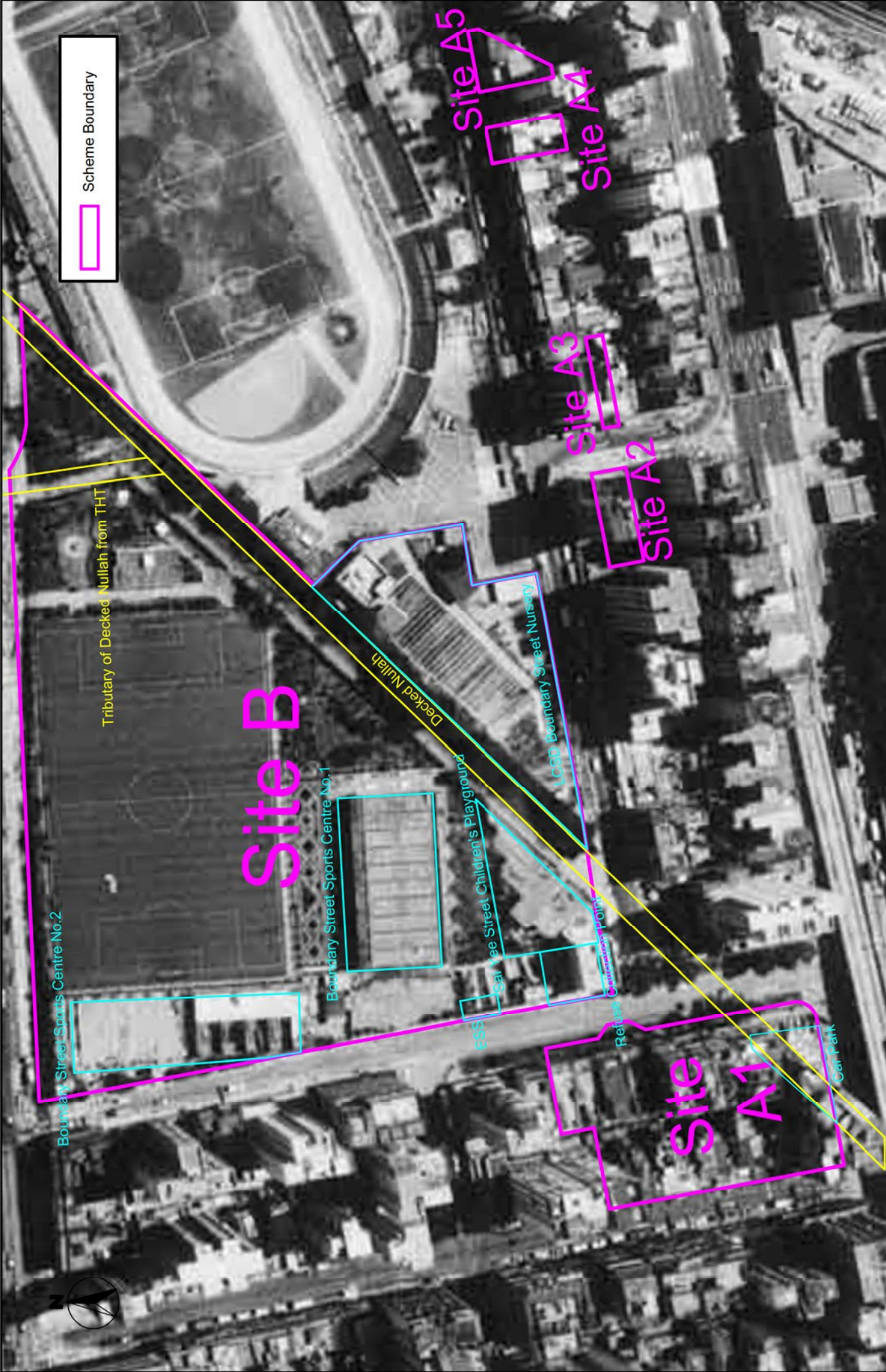
 Scheme Boundary

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Historical Aerial Photo - 1981

SCALE	1:1000 @ A3	DATE	07 Mar 2024
CHECK	KC	DRAWN	EH
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	8
REV			-



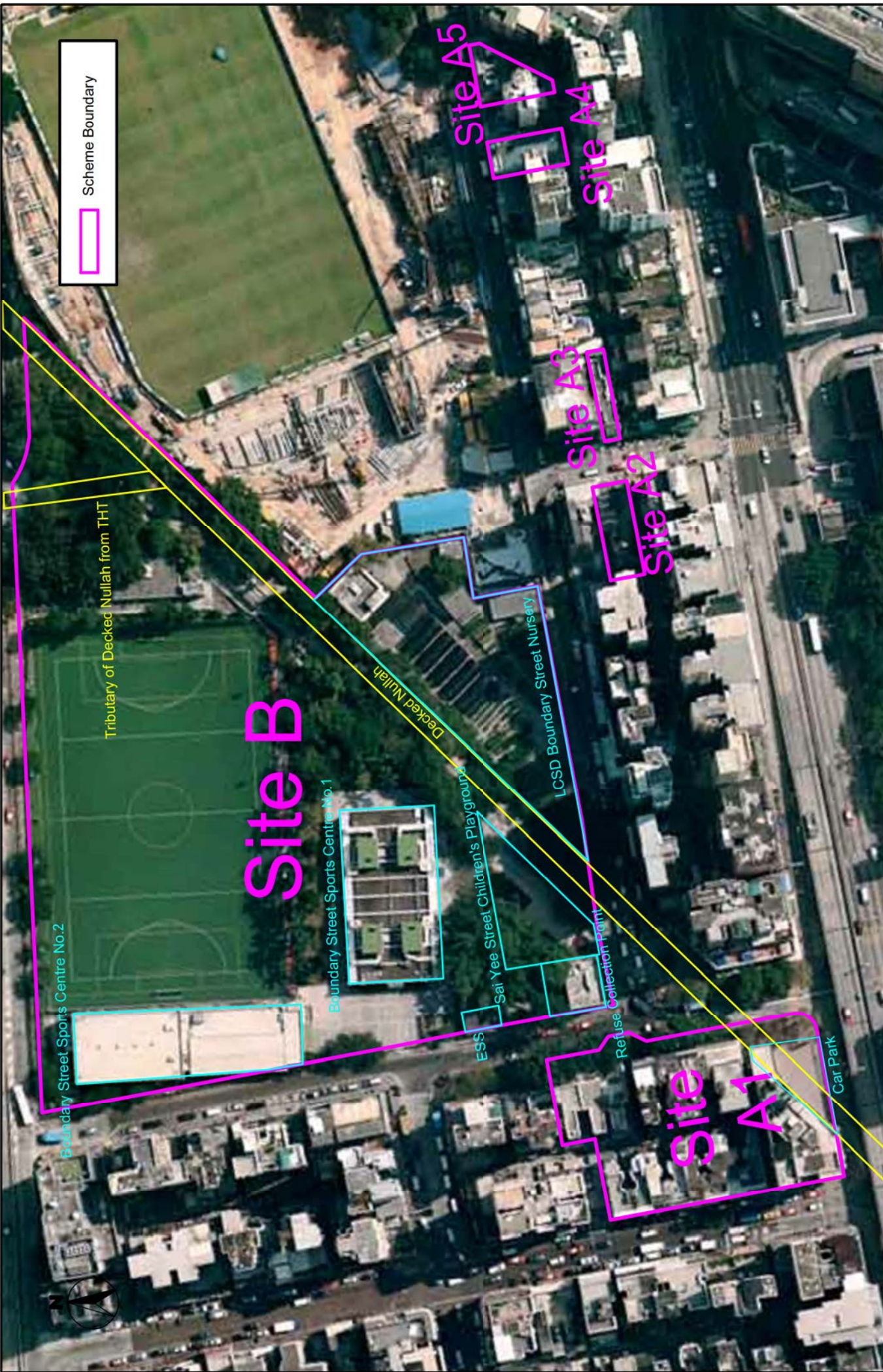



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Historical Aerial Photo - 1986

SCALE	1:1000 @ A3	DATE	07 Mar 2024
CHECK	KC	DRAWN	EH
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	9
REV		REV	-



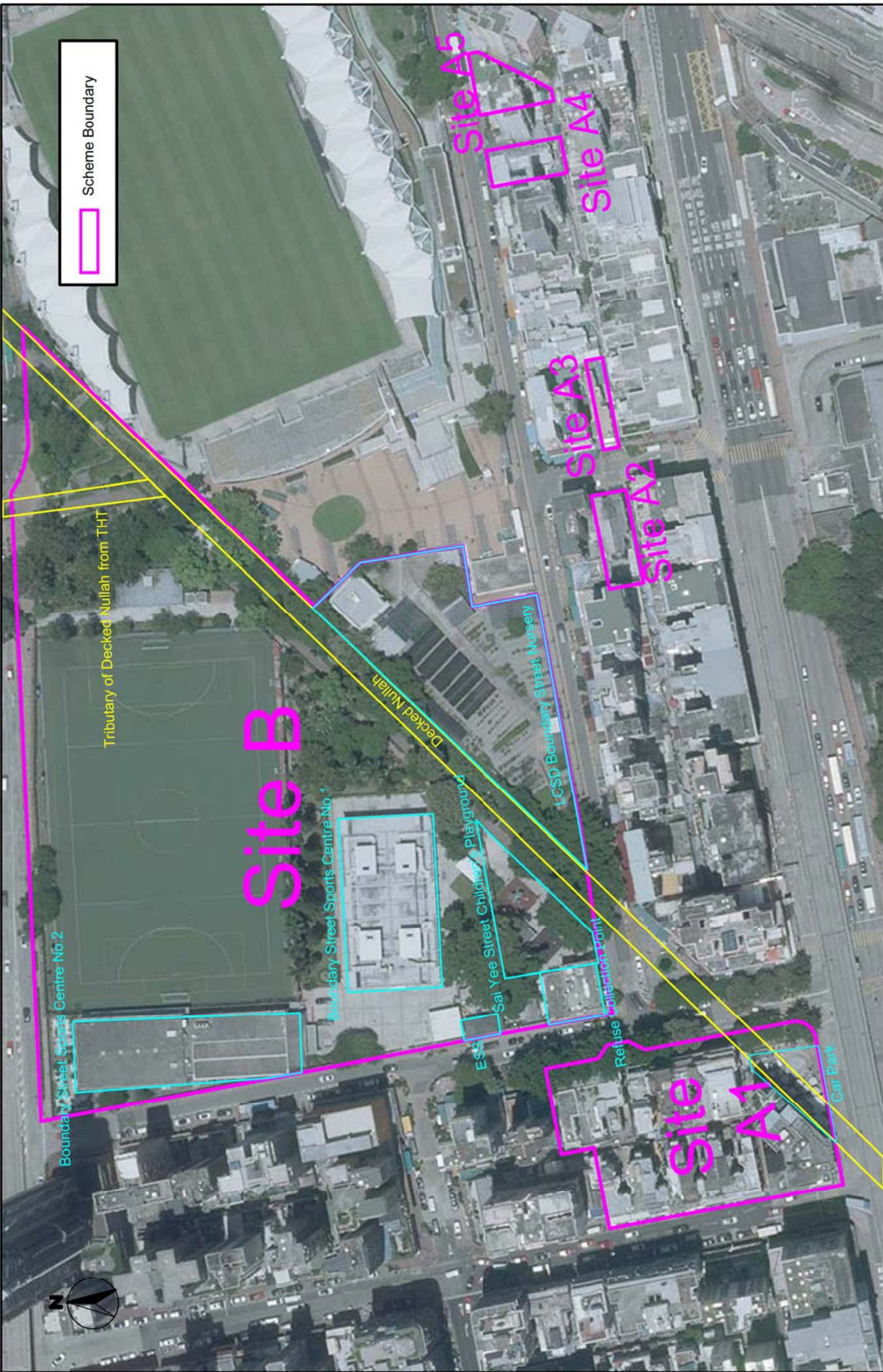


 Scheme Boundary

SCALE	1:1000 @ A3	DATE	07 Mar 2024
CHECK	KC	DRAWN	EH
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	10
		REV	-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
 Historical Aerial Photo - 2010





 Scheme Boundary

Boundary Street Sports Centre No.2

Tributary of Decked Nullah from THH

Site B

Boundary Street Sports Centre No.1

Decked Nullah

Sai Yee Street Children's Playground

LCSD Boundary Street Nursery

Site A5

Site A3

Site A2

Site A4

Site A1

Refuse Collection Point

Car Park

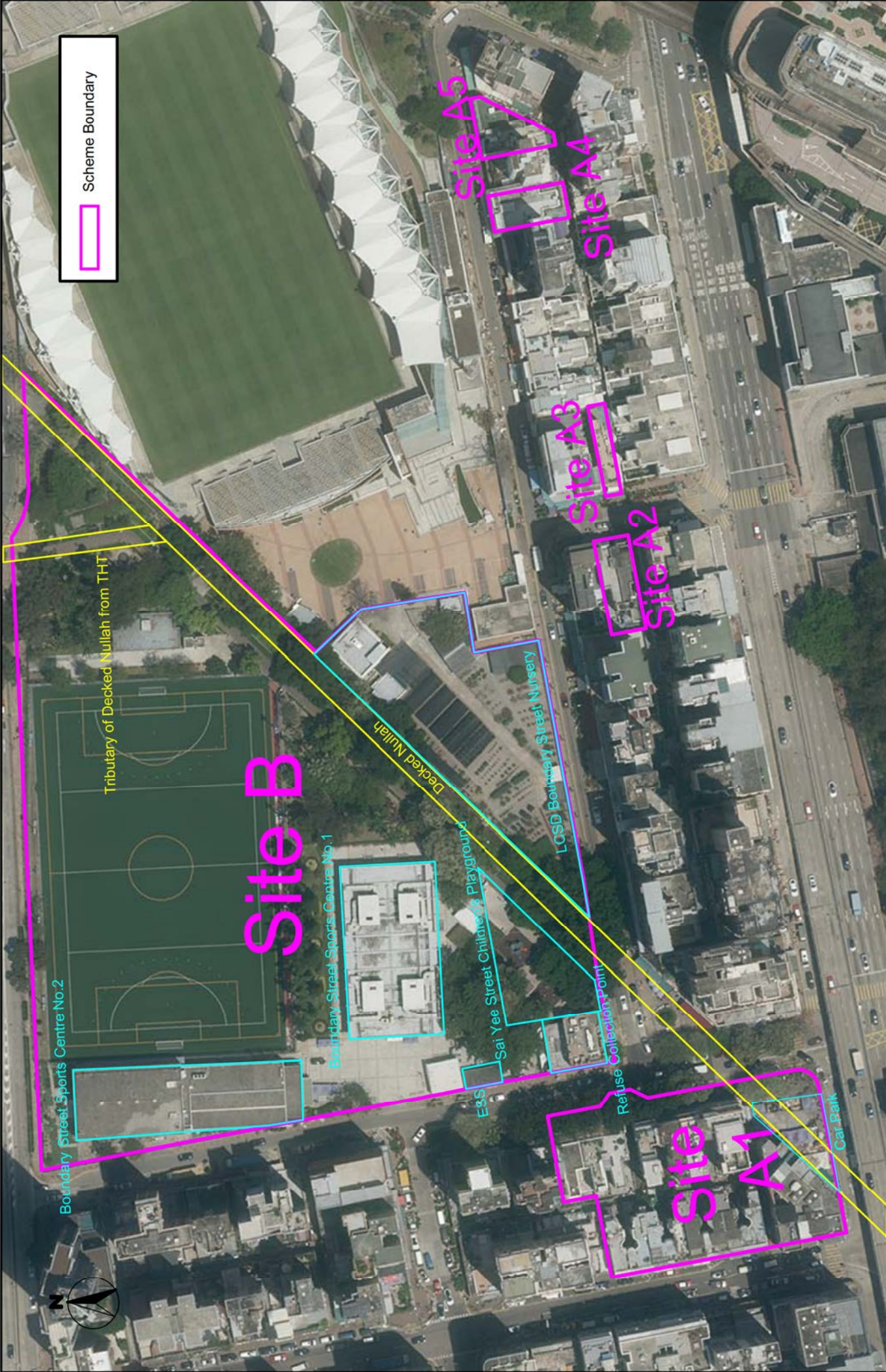


SCALE	1:1000 @ A3	DATE	07 Mar 2024
CHECK	KC	DRAWN	EH
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	11
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Historical Aerial Photo - 2020





 Scheme Boundary

SCALE	1:1000 @ A3	DATE	07 Mar 2024
CHECK	KC	DRAWN	EH
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	12
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
 Historical Aerial Photo - 2022



**APPENDIX 6-2
CORRESPONDENT FROM EPD AND FSD
REGARDING FOR LAND
CONTAMINATION ENQUIRES**

Our Ref: CCL/IA19021/YMAA1-01-P1/cc230726epd

Environmental Protection Department
Environmental Compliance Division
Regional Office (East)
MongKok

8th floor, Cheung Sha Wan Government Offices,
303 Cheung Sha Wan Road, Kowloon

By E-Mail
26th July 2023

Dear Mr. KWAN Yiu Keung, John,

STRICTLY CONFIDENTIAL

**Urban Renewal Authority ("URA")
Proposed Development Scheme at Mongkok (YMAA1-01-P1)**

Enquiry on Record of Land Contamination

We, Cinotech Consultants Ltd., have been commissioned by the Urban Renewal Authority (URA) to conduct a Land Contamination Assessment to investigate the environmental acceptability for a Proposed Development Scheme at Mong Kok.

I am writing to enquire if there is any past record of registered chemical waste producers and reported accidents of chemical leakage or spillage within or in the vicinity of the proposed works. A location plan covering the areas of concern is attached for reference.

Your reply by 25th August 2023 will be much appreciated. If you need any further clarification, please contact our Colman Wong at 2151 2068 or the undersigned at 2151 2091.

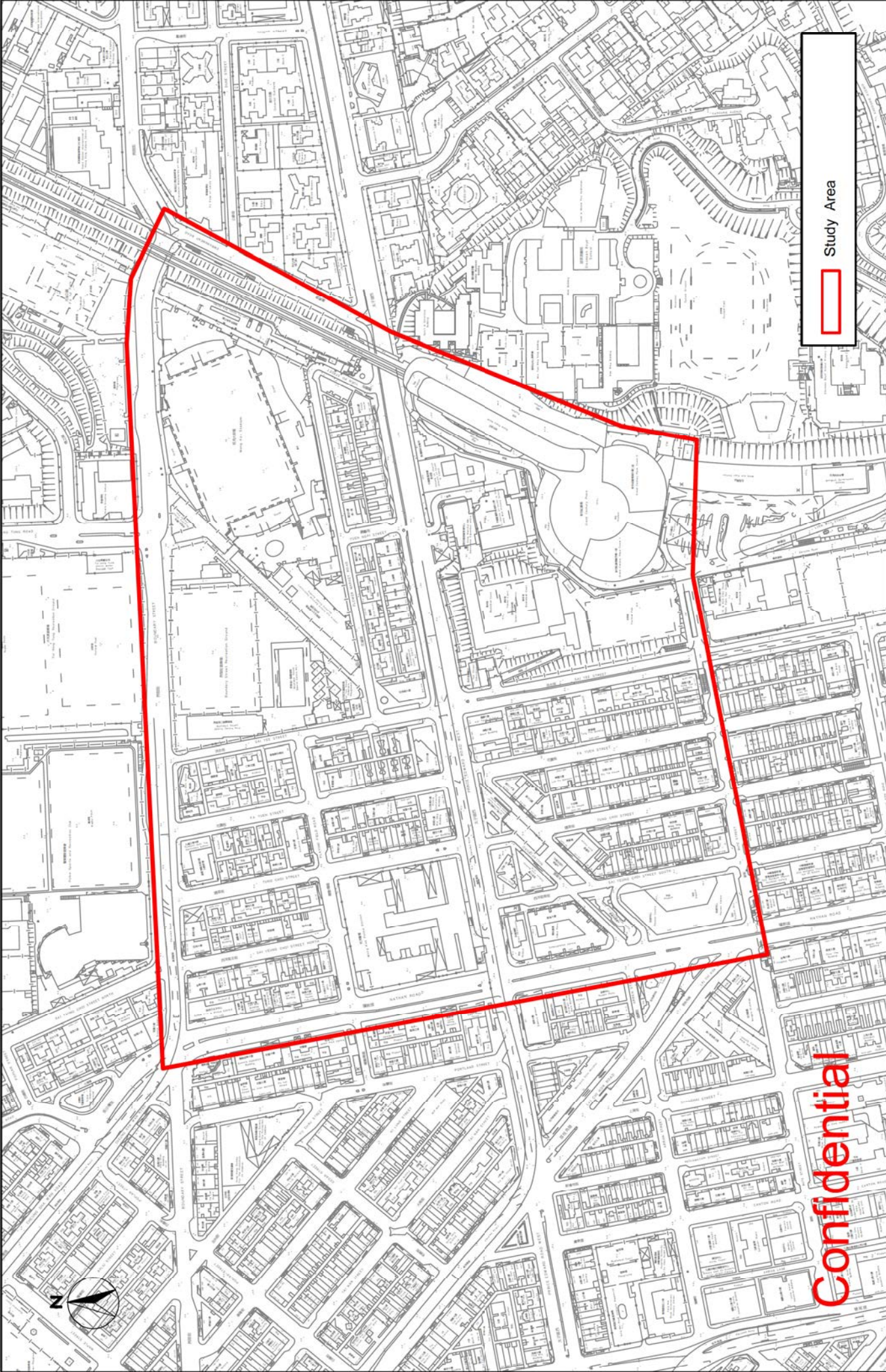
Yours sincerely,



KS LEE
Technical Director

Encl. Figure 1 - Study Area
Appointed Service Order Form
c.c. URA Mr. Frankie Choy

(by e-mail)



Study Area

Confidential

<p>Urban Renewal Authority Development Scheme at Mongkok (YMAA1-01-P1)</p> <p>Study Area for the Proposed Redevelopment</p>		<p>SCALE: 1:3000 @ A3</p>	<p>DATE: Jul 2023</p>
<p>CHECK: CC</p>	<p>DRAWN: LL</p>	<p>REV: -</p>	
<p>JOB NO: IA19021-YMAA1-01-P1</p>	<p>DRAWING NO: Fig. 1</p>		



本署檔號
OUR REF: (41) in EP412/R2/3 Pt.12
來函檔號
YOUR REF: CCL/IA19021/YMAA1-01-P1/cc230726epd
電話
TEL. NO.: 2150 8019
圖文傳真
FAX NO: 2402 8275
電子郵件
E-MAIL: kinhongchow@epd.gov.hk
網址
HOMEPAGE: <http://www.epd.gov.hk>

**Environmental Protection Department
Environmental Compliance Division
Regional Office (East)**

8/F., Cheung Sha Wan Government Offices
303 Cheung Sha Wan Road
Kowloon



環境保護署
環保法規管理科
區域辦事處(東)
九龍長沙灣道 303 號
長沙灣政府合署 8 樓

By Email
28 July 2023

*Cinotech Consultants Limited
Room 1710, 17/F., Technology Park
18 On Lai Street,
Shatin, Hong Kong
(Attn: Mr. KS LEE)*

Dear Mr. LEE,

**Re: Urban Renewal Authority (“URA”)
Proposed Development Scheme at Mongkok (YMAA1-01-P1)
Enquiry on Record of Land Contamination**

We refer to your letter dated 26 July 2023 regarding the subject matter.

A registry of chemical waste producers is available in the Territorial Control Office of this department. Please contact Mr. Paul TSANG at 2835 1017 or at cktsang@epd.gov.hk for making an appointment to view the records.

As far as this office is concerned, we are not aware of any record of chemical spillage/leakage at the concerned location. However, please be reminded that this information may not be exhaustive. You may wish to check with the Fire Services Department or other relevant parties / departments for such information as appropriate for record of chemical spillage/leakage accident.

Please feel free to contact me should you have any query on the above matter.

Yours sincerely,

(CHOW Kin-hong)

for Director of Environmental Protection

Our Ref: CCL/IA19021/YMAA1-01-P1/cc230726fsd

Fire Services Department
Fire Services Headquarters Command
Management Group (MG)
9th Floor, Fire Services Headquarters Building
1 Hong Chong Road, Tsim Sha Tsui East, Kowloon

By Mail
26th July 2023

Attn.: To whom it may concern

Dear Sir/Madam,

STRICTLY CONFIDENTIAL

**Urban Renewal Authority ("URA")
Proposed Development Scheme at Mongkok (YMAA1-01-P1)**

Enquiry on Record of Land Contamination

We, Cinotech Consultants Ltd., have been commissioned by the Urban Renewal Authority (URA) to conduct a Land Contamination Assessment to investigate the environmental acceptability for a Proposed Development Scheme at Mong Kok.

I am writing to enquire if there is any past record of dangerous goods license and reported accidents of dangerous goods leakage or spillage within or in the vicinity of the proposed works. A location plan covering the areas of concern is attached for reference.

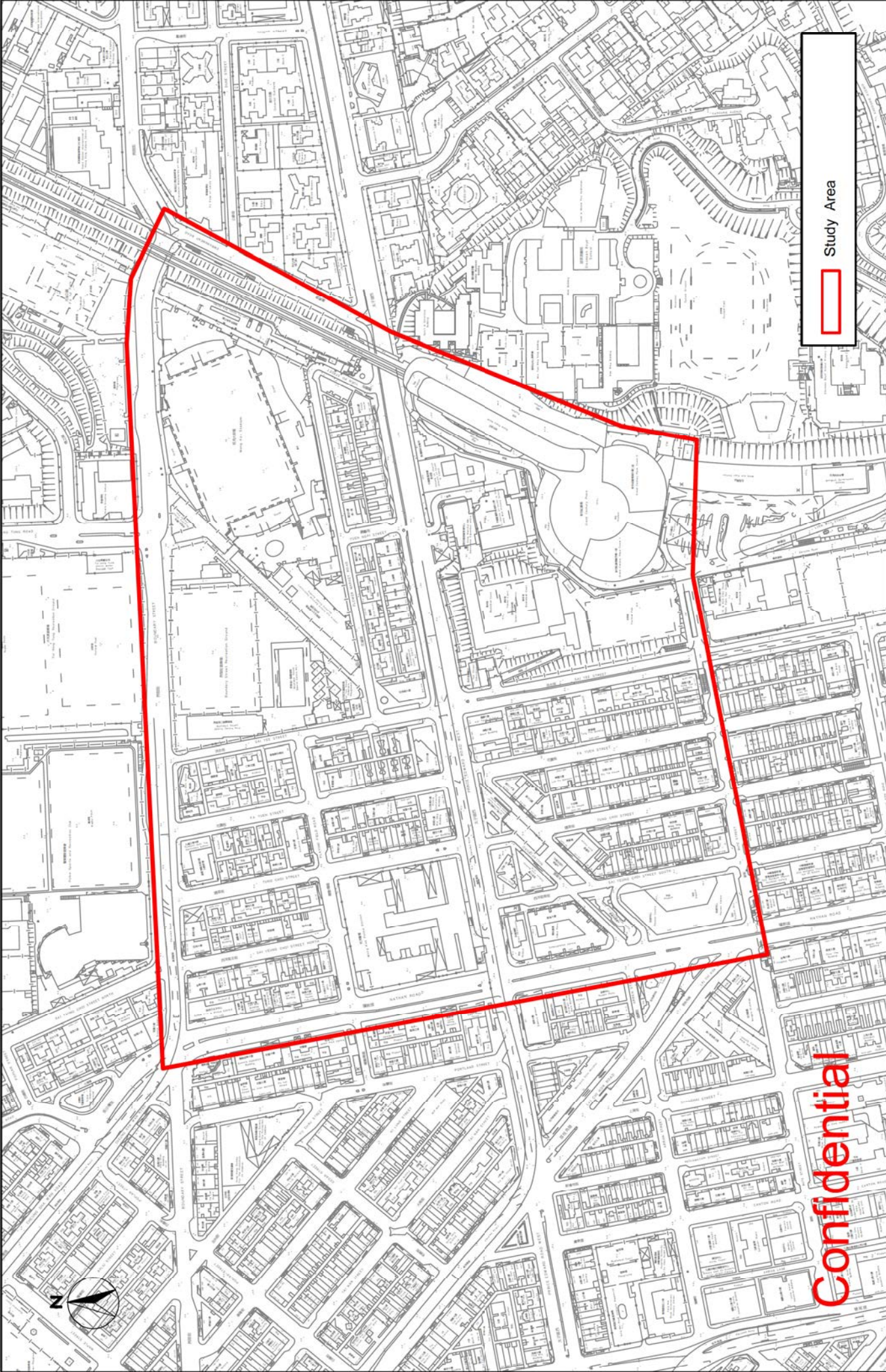
Your reply by 25th August 2023 will be much appreciated. If you need any further clarification, please contact our Colman Wong at 2151 2068 or the undersigned at 2151 2091.

Yours sincerely,



KS LEE
Technical Director

Encl. Figure 1 - Study Area
 Appointed Service Order Form
c.c. URA Mr. Frankie Choy (by e-mail)



Study Area

Confidential

Urban Renewal Authority Development Scheme at Mongkok (YMAA1-01-P1)		SCALE	1:3000 @ A3	DATE	Jul 2023
Study Area for the Proposed Redevelopment		CHECK	CC	DRAWN	LL
		JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 1
		REV			-

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. 48
來函檔號 YOUR REF. : CCL/IA19021/YMAA-01-PI/cc230726fsd
電子郵件 E-mail : hkfsdenq@hkfsd.gov.hk
圖文傳真 FAX NO. : 2739 5879
電話 TEL NO. : 2733 7743

24 August 2023

CINOTECH Consultants Limited
Room 1710, 17/F, Technology Park,
18 On Lai Street, Shatin, N.T.
(Attn: Mr. K S LEE, Technical Director)

Dear Mr. LEE,

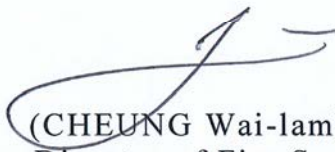
**Urban Renewal Authority("URA")
Proposed Development Scheme at Mongkok (YMAAI-01-PI)
Request for Information of Dangerous Goods & Incident Records**

I refer to your letter and email of 26.7.2023 regarding the captioned request and reply below in response to your questions:-

According to our record, from the year of 1990 to present moment, dangerous goods licenses have been issued by this department to the subject address, with details as shown in **Appendix A**. No incident record was found at the aforesaid location with your given conditions.

If you have further questions, please feel free to contact the undersigned.

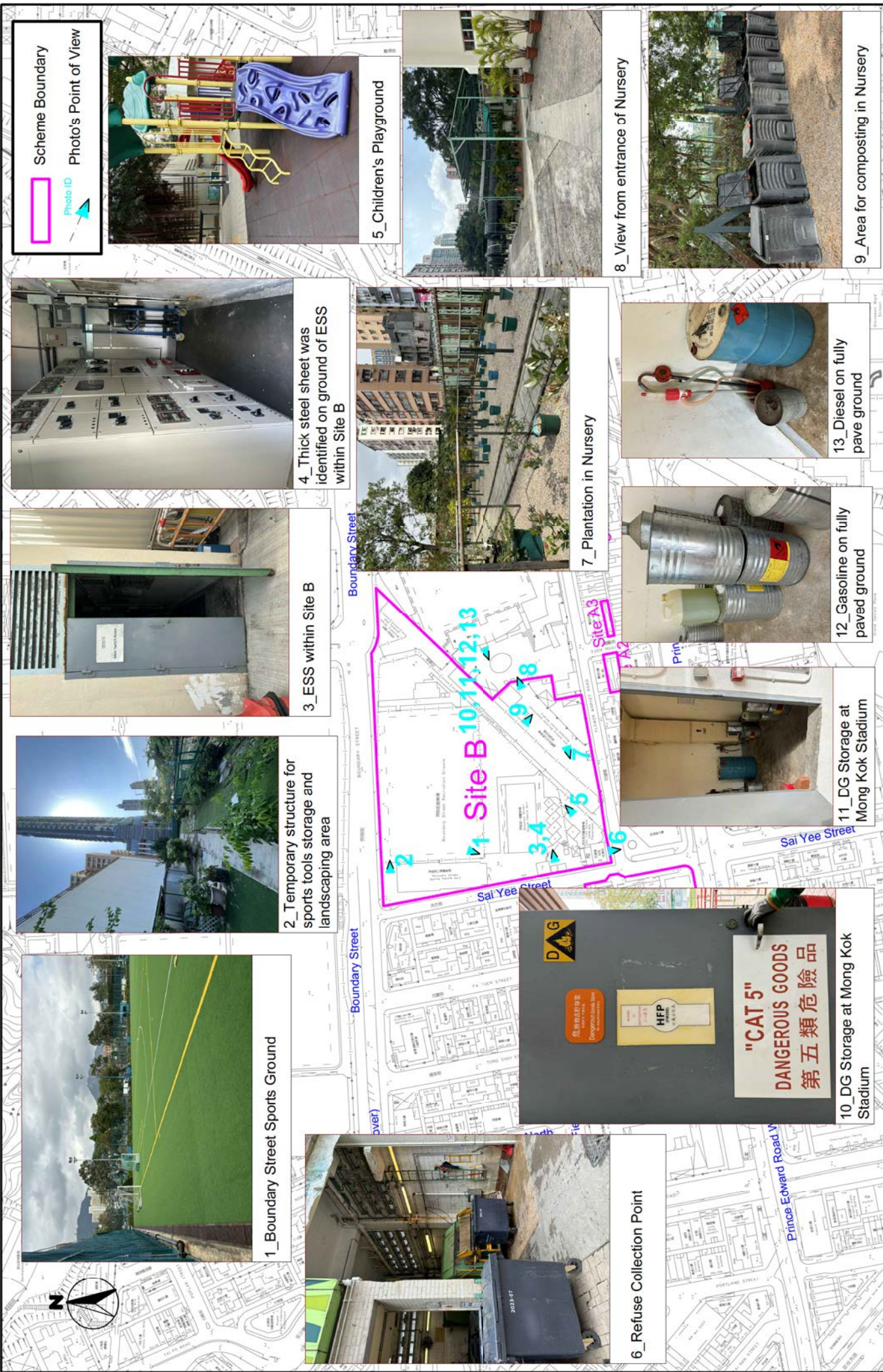
Yours sincerely,


(CHEUNG Wai-lam)
for Director of Fire Services

Urban Renewal Authority("URA")
Proposed Development Scheme at Mongkok (YMAAI-01-PI)
Request for Information of Dangerous Goods & Incident Records

<u>Item</u>	<u>Type of DG</u>	<u>Quantity</u>	<u>Storage Location</u>
1.	Diesel Oils	22500 litres	48 Boundary Street
2.	Petrol	11250 litres	
3.	Diesel Oils	13650 litres	KIL 11177, Prince Edward Road
4.	Diesel Oils	6825 litres	
5.	Petrol	11375 litres	
6.	Petrol	6825 litres	
7.	Petrol	6825 litres	
8.	Diesel	600 litres	Mong Kok East Station
9.	Diesel	1500 litres	
10.	Diesel	1050 litres	
11.	Unleaded motor spirit	180 litres	Mongkok Stadium
12.	Light Diesel	90 litres	
13.	Paint	40 litres	
14.	Thinner	8 litres	
15.	Kerosene	72 litres	No. 142 Prince Edward Road
16.	Petrol	18 litres	
17.	Paint	90 litres	

**APPENDIX 6-3
PHOTO RECORDS FOR LAND
CONTAMINATION ASSESSMENT**



1_Boundary Street Sports Ground



2_Temporary structure for sports tools storage and landscaping area



3_ESS within Site B



4_Thick steel sheet was identified on ground of ESS within Site B



5_Children's Playground



8_View from entrance of Nursery



6_Refuse Collection Point



7_Plantation in Nursery



12_Gasoline on fully paved ground



13_Diesel on fully paved ground



11_DG Storage at Mong Kok Stadium



10_DG Storage at Mong Kok Stadium



9_Area for composting in Nursery

Scheme Boundary

Photo's Point of View

Photo ID

	Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE 1:2500 @ A3	DATE 07 Mar 2024
	Photo Record for Land Contamination Assessment (Site B and MK Stadium)		CHECK KC	DRAWN BY EH
		JOB NO. IA19021-YMAA101P1		REV Appendix 6-3



1_Car Parking Area or Flower Market at Site A1



2_Car Parking Area or Flower Market at Site A1



3_Fully paved ground without cracks at Site A1



4_Residential buildings with G/F shops at Site A1

Scheme Boundary

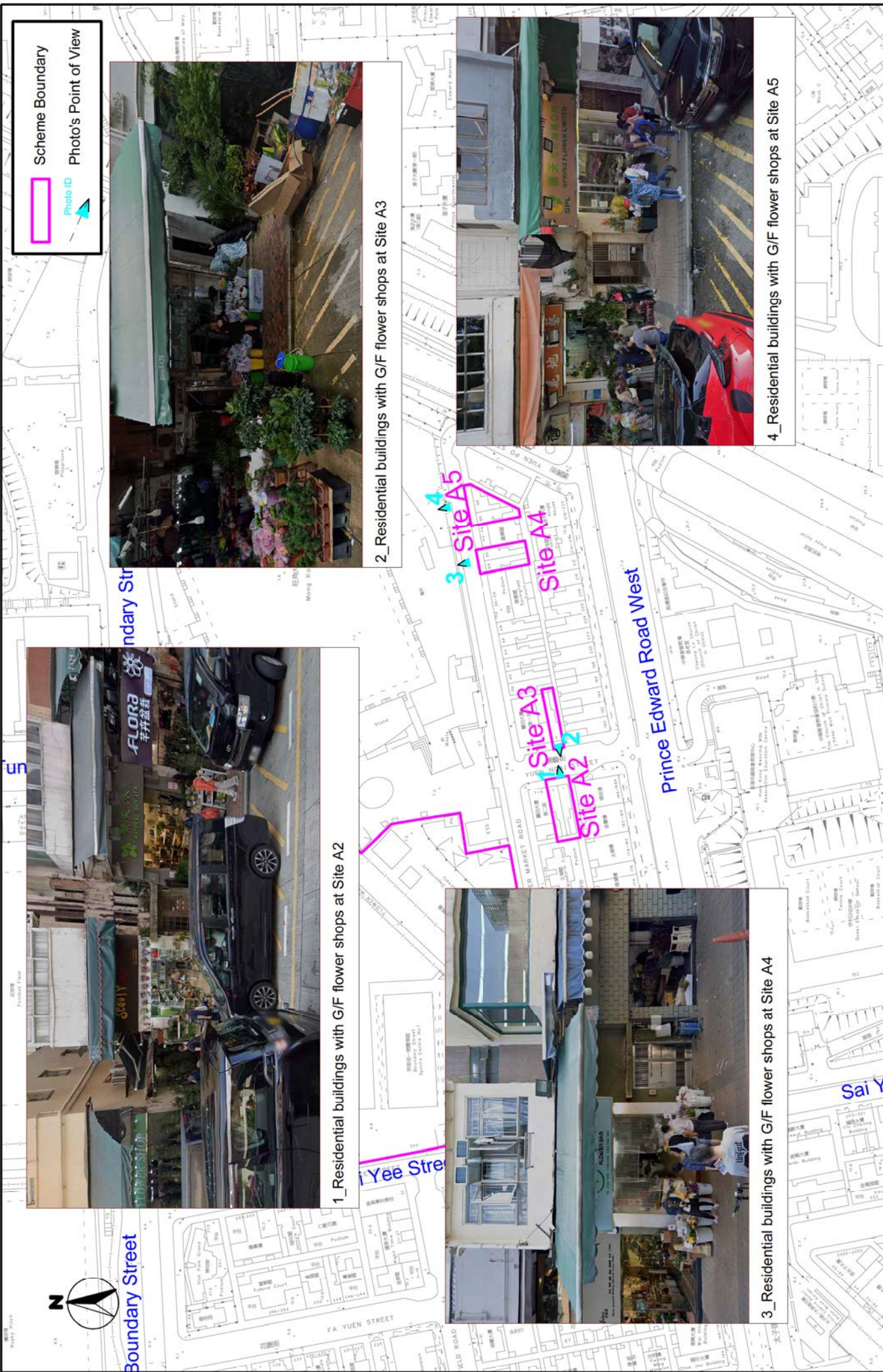
Photo's Point of View

Photo ID

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
 Photo Record for Land Contamination Assessment (Site A1)

SCALE	1:1000 @ A3	DATE	07 Mar 2024
CHECK	KC	DRAWN	EH
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Appendix 6-3
REV			-





1_Residential buildings with G/F flower shops at Site A2



2_Residential buildings with G/F flower shops at Site A3



3_Residential buildings with G/F flower shops at Site A4



4_Residential buildings with G/F flower shops at Site A5

SCALE	1:1500 @ A3	DATE	07 Mar 2024
CHECK	KC	DRAWN	EH
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	Appendix 6-3
REV			-


Appendix 8

Drainage Impact Assessment

**Urban Renewal Authority Sai Yee Street /
Flower Market Road Development Scheme
(YTM-013)**

**Drainage Impact Assessment
(V2.0)**

Mar 2024

Approved By 
(Project Manager: K.S. Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

CINOTECH CONSULTANTS LIMITED

Room 1710, Technology Park

18 On Lai Street

Shatin, NT, Hong Kong

Tel: (852) 2151 2083 Fax: (852) 3107 1388

Email: info@cinotech.com.hk

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1 INTRODUCTION

1.1 Background

- 1.1.1 The Urban Renewal Authority (“URA”) has proposed Sai Yee Street / Flower Market Road Development Scheme (YTM-013) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (“URAO”). The Scheme is the first implementation of a project proposed under the Master Urban Renewal Concept Plan (“MRCP”) as devised from the URA’s District Study for Yau Ma Tei and Mong Kok (“YMDS”), and is part of the proposed “Mong Kok East – Nullah Road Urban Waterway Development Node” (“Nullah Road DN”).
- 1.1.2 Cinotech Consultants Limited is commissioned by the URA to conduct a Drainage Impact Assessment (DIA) to support the submission of a draft Development Scheme Plan (“DSP”) of the Scheme with its planning proposal to the Town Planning Board (“TPB”) for consideration.

2 DESCRIPTION OF THE ENVIRONMENT

2.1 Existing Environment

- 2.1.1 The Scheme is located in the northeastern part of Mong Kok. With a total gross site area of 29,315m², the Scheme is divided into Site A (about 4,445m²) and Site B (about 24,870m²). The location of the Scheme is shown on **Figure 2-1**.
- 2.1.2 Site A of the Scheme comprises five sub-areas, named Sites A1 to A5 respectively. All five sub-areas of Site A are currently occupied by low-rise residential/ composite buildings aged 60 and above.
- 2.1.3 Site B of the Scheme is currently occupied by various leisure, recreation and GIC facilities, including Boundary Street Recreation Ground, Sai Yee Street Children's Playground, Boundary Street Amenity Plot, Boundary Street Sports Centres, Sai Yee Street (Flower Market Road) Refuse Collection Point, Sai Yee Street Public Toilet, Leisure and Cultural Services Department ("LCSD") Boundary Street Plant Nursery and CLP Power Hong Kong Limited Boundary Street Sports Ground Substation. In addition, Site B also includes the whole of Flower Market Path, which is a public footpath.
- 2.1.4 On the approved Mong Kok Outline Zoning Plan ("OZP") no. S/K3/36, Site A1 of the Scheme area is zoned "Residential (Group A)" ("R(A)"). Sites A2 to A5 are zoned "Other Specified Uses" annotated "Mixed Use" ("OU(MU)"). Sites A1 to A5 also covers pavement area shown as "Road". Site B covers area zoned "Government, Institution or Community" ("G/IC") and "Open Space" ("O"), and the Flower Market Path which is shown as "Road".

2.2 The Proposed Development

Draft DSP

- 2.2.1 Under the draft DSP, the Scheme is proposed to be rezoned to "OU(MU)" and areas shown as "Road" for the surrounding pavement. The planning intention of the "OU(MU)" zone is primarily for comprehensive residential/ mixed-use developments with the provision of public vehicle park, at-grade open space and GIC facilities.
- 2.2.2 Site A ("OU(MU)1") consists of Sub-areas Sites A1 to A5. Site A1 will be developed for residential development cum commercial podium, with a building height restriction ("BHR") of 150mPD. Open space and 1-storey retail shops will be provided at Sites A2 to A5. Site B ("OU(MU)2") is divided into Sub-areas (1) and (2). Sub-area 1 of "OU(MU)2" zone will be for high-rise development with a BHR of 150mPD adopting a stepped height profile. Sub-area (2) of "OU(MU)2" zone comprises the Waterway Park and ancillary retail/commercial uses and LCSD's sports/ GIC facilities with a BHR of 30mPD.

Notional Design

- 2.2.3 A notional design, which is illustrated in **Appendix I**, is prepared based on the development parameters allowed in the draft DSP to demonstrate the proposed planning intention and development concepts of the Scheme. Site A1 is proposed to be developed into high-rise residential towers with retail podium, at-grade open space and basements for ancillary parking spaces and loading/ unloading bays. Sites A2 to A5 are proposed to be developed into 1-storey retail blocks/ open space to create nodal points and continuation of retail frontages for the Flower Market.

- 2.2.4 Under the current notional design, at Sub-area (2) of Site B (i.e. north-east corner of Site B), a comprehensive mixed-use development with high-rise residential and hotel/office towers with recreation and GIC facilities at the podia is proposed. Ancillary parking and public vehicle park are proposed at the basement levels at Site B. An at-grade open space, named as “Waterway Park”, is proposed within Site B. Ancillary retail facilities are proposed at ground level, basement and the Waterway Park to bring retail activities and vibrancy.
- 2.2.5 To enhance walkability and connectivity, four pedestrian connections are proposed:
- Footbridge to connect between Site B and Tai Hang Tung Recreation Ground;
 - Subway to connect between Site A1 and Site B;
 - Potential subway connection from Site A1 across Prince Edward Road West towards the Prince Edward MTR Station and/or the commercial spine along Nathan Road; and
 - Subway to connect between proposed underground PVP at Site B and southern part of proposed Waterway Park.
- 2.2.6 All these pedestrian footbridges/ subways shall be subject to technical feasibility, detailed design and agreement with relevant Government departments. For footbridge/ subways outside DSP boundaries shall be under separate public works/ revitalization initiatives not forming part of the Scheme.
- 2.2.7 The proposed development of the Scheme will be redeveloped in phases and the tentative completion year of the whole project is in 2035.

Development Parameters

- 2.2.8 This assessment is prepared based on the following development parameters in **Table 2-1**, **Table 2-2** and notional design, which are subject to DSP approval and changes at detailed design stage:

Table 2-1 Development Parameters of the Notion Design (Site A)

Site A	A1	A2	A3	A4	A5
Gross Site Area	About 3,570m ²	About 268m ²	About 123m ²	About 233m ²	About 251m ²
	About 4,445m ²				
Net Site Area (subject to survey)	About 2,640m ²	About 239m ²	About 109m ²	About 202m ²	About 198m ²
	About 3,388m ²				
Zoning	OU(MU)1				
Domestic GFA [1]	23,716m ²	-	-	-	-
Non-Domestic GFA [1]	6,576m ²	-	-	100m ²	100m ²
No. of Building Blocks [2]	2	-	-	1	1
Building Height	150mPD	-	-	1 storey	1 storey
No. of Flats [2]	474	-	-	-	-
Average Flat Size [2]	50m ²	-	-	-	-
At-grade Open Space	About 800m ²				

Note

- [1] Under the proposed “OU(MU)” zoning, flexibility is allowed to interchange GFA of various compatible uses. The proposed GFA mix in the current notional design is indicative only and subject to changes in detailed design stage.
- [2] Number of building blocks, number of flats and average flat size are indicative only and subject to detailed design.

Table 2-2 Development Parameters of the Notion Design (Site B)

Site B			
Gross Site Area	About 24,870m ²		
Zoning	OU(MU)2		
	Sub-area (1)	Sub-area (2)	Total
Net Site Area (subject to survey)	7,170m ²	17,700m ²	24,870m ²
Domestic GFA [1]	44,030m ²	-	44,030m ²
Non-Domestic GFA [1]	20,500m ²	8,850m ²	29,350m ²
- Retail	(2,150m ²)	(8,850m ²)	(11,000m ²)
- Hotel/Office	(18,350m ²)	-	(18,350m ²)
GIC GFA (to be exempted from GFA calculation) [3]	30,000m ²		
No. of Building Blocks [2]	2 residential towers and 1 hotel/office tower on top of a GIC/recreation podium + 1 retail block		
Building Height	150mPD (residential towers) 130mPD (hotel/office tower) 1 storey (retail block)		
No. of Flats [2]	880	-	880
Average Flat Size [2]	50m ²	-	50m ²
At-grade Open Space	About 8,800m ²		
Public Vehicle Park [4]	About 235		

Note

- [1] Under the proposed "OU(MU)" zoning, flexibility is allowed to interchange GFA of various compatible uses. The proposed GFA mix in the current notional design is indicative only and subject to changes in detailed design stage.
- [2] Number of building blocks, number of flats and average flat size are indicative only and subject to detailed design.
- [3] The actual GIC GFA is not yet confirmed and subject to liaison with Government departments. As a conservative approach, 30,000m² GIC GFA is assumed in this assessment.
- [4] Subject to liaison with Transport Department.

2.2.9 The stormwater discharge system of Sites A1 and B, including the discharge points, will be completely revamped. Additionally, certain existing stormwater pipes will be removed to accommodate the development requirements. Consequently, provisions for diversion will be made, and a comprehensive assessment of the potential drainage impact resulting from the development of Sites A1 and B shall be conducted and appropriate measures shall be taken.

2.2.10 On the other hand, the peak stormwater discharge of Sites A2 (catchment S-A2), A3 (catchment S-A3), A4 (catchment S-A4) & A5 (catchment S-A5) are 25.0 L/s, 11.6 L/s, 21.6 L/s & 23.2 L/s respectively according to the calculation (**Appendix II**). Since these sites are served by the major stormwater pipes of 1275mm to 1500mm along Prince Edward Road West, which having capacity of ~2100 L/s and ~3250 L/s respectively when the slope is 1:300, the discharge from Sites A2 to A5 are small in comparison to the scale of the major stormwater pipes in their downstream vicinity.

3 DRAINAGE IMPACT ASSESSMENT

3.1 Methodology

- 3.1.1 Stormwater Drainage Manual – Planning, Design and Management”, fifth edition, January 2018, (hereafter called “the SDM”) prepared by Drainage Services Department (DSD) provides guidelines for the design of the drainage system. “Corrigendum No. 1/2022 of the Stormwater Drainage Manual” (hereafter called “SDM Corrigendum”), has been made by the DSD in 2022 for updating the design requirement of rainfall increase and extreme sea level rise in 21st century.
- 3.1.2 This report adopts the rational method for the assessment, where the peak runoff is estimated by runoff coefficient, rainfall intensity and catchment area as stated in Section 7.5.2 of the DSD Manual.
- 3.1.3 The adopted runoff coefficients are referred to Section 7.5.2(b) of the DSD Manual and summarized in **Table 3-1**.

Table 3-1 Runoff Coefficients

Type of Area	Run-off Coefficient ^[1]
Grass	0.19
Paved/Concrete	0.90

Note:

- [1] The runoff coefficients are extracted from Section 7.5.2(b) of “Stormwater Drainage Manual – Planning, Design and Management”, fifth edition, January 2018.

- 3.1.4 According to Table 10 of the SDM, the recommended design return period based on flood levels is 50 years (“Urban Drainage Branch Systems¹”) for conservative purpose. The rainfall intensities are calculated by Intensity-Duration-Frequency (IDF) Relationship (Section 4.3.3 of SDM) with storm constants of HKO Headquarters’s rainfall zone (Figure 3 & Table 3a of the SDM).
- 3.1.5 As stated in Section 6.8 of the SDM Corrigendum, drainage provision in new development areas should consider the climate change effects up to end of 21st century. Therefore, the increase of 16.0% in rainfall and 12.1% design allowance for end of 21st century (Tables 28 & 31 of SDM Corrigendum) is incorporated into the calculation.
- 3.1.6 The capacities of the public stormwater pipes are calculated by Colebrook-White Equation. All existing public stormwater pipes in the assessment are assumed to be slimed concrete pipes under poor condition for conservative assessment.

3.2 Stormwater Discharge from the Project

- 3.2.1 The existing stormwater system and the stormwater catchments in the vicinity are illustrated in **Figures 3-1a to 3-1g**.
- 3.2.2 Under the existing condition, the stormwater from Sites A1 and B is discharged to the decked nullah within the sites via the local stormwater drainage system and/or short sections of public drainage pipes. As for Sites A2 to A5, the stormwater discharged from these sites is collected by local 300mm public drainage pipes that are connected to nearby

¹ This Project do not intend alter or upgrade any trunk drains, which are equal to or larger than 1.8 m in diameter according to Section 6.6.2 of the SDM. Therefore, return period of “Urban Drainage Branch Systems” has been adopted.

1200mm/1500mm public drainage pipes along the main street, which also connected to the decked nullah.

- 3.2.3 After the redevelopment, the stormwater from Sites A1 and B will be directly discharged to the decked nullah. For Sites A2 to A5, the stormwater will be discharged to the nearest public stormwater manholes, which will remain the same as in the existing condition.
- 3.2.4 Currently, there are some existing unpaved areas within Site B. Although the Scheme is not expected to reduce the total unpaved area of Site B, a fully paved scenario for all of the Project Sites has been adopted for a conservative assessment.
- 3.2.5 The peak stormwater discharge from the Site, calculated as per **Section 3.1**, is summarised in **Table 3-2**. The detailed calculations are shown in **Appendix II**.

Table 3-2 Peak Stormwater Discharge from the Site

Catchments	Description	Total Drainage Discharge (L/s)
S-A1	Site A1	279.8
S-A2	Site A2	25.0
S-A3	Site A3	11.6
S-A4	Site A4	21.6
S-A5	Site A5	23.2
S-B	Site B	1827.5

Note:

- [1] Detailed calculations are shown in **Appendix II**.
[2] Assume a fully paved scenario

3.3 Stormwater Discharge from Surrounding Catchments

- 3.3.1 The surrounding developments and roads near the Project are divided into different catchments (B1 to B4 for developments; R1 to R6 for road surfaces) based on the existing public stormwater drainage system. The stormwater catchment areas in the vicinity of the Site are illustrated in **Figures 3-1a to 3-1g**. The stormwater discharge from surrounding developments and roads are summarised in **Table 3-3 & Table 3-4**. The detailed calculations are shown in **Appendix II**.

Table 3-3 Stormwater Discharge from Surrounding Buildings

Catchments	Description	Total Drainage Discharge (L/s)
B1	Existing Development	1697.6
B2	Existing Development	378.8
B3	Existing Development	122.4
B4	Existing Development	67.7

Note:

- [1] Detailed calculations are shown in **Appendix II**.

Table 3-4 Stormwater Discharge from Surrounding Roads

Catchments	Description	Total Drainage Discharge (L/s)
R1	Paved Road	303.1
R2	Paved Road	105.6
R3	Paved Road	104.0
R4	Paved Road	60.2
R5	Paved Road	178.7
R6	Paved Road	180.4

Note:

[1] Detailed calculations are shown in **Appendix II**.

3.4 Assessment of Existing Stormwater System, Proposed New Stormwater Pipes and Proposed Upgrades

Planned Demolition, Diversion, and Upgrades

3.4.1 The stormwater pipes that are affected by the proposed development need to be evaluated to determine if they can accommodate the stormwater discharge. Additionally, certain existing stormwater pipes are planned to be demolished or reconstructed either due to Scheme requirements or practical reasons. The existing stormwater pipes to be demolished and upgraded are illustrated in **Figure 3-2**, while the proposed new pipes or upgrades are shown in **Figures 3-3a to 3-3f**.

Near Sites A1 & B

3.4.2 Firstly, to facilitate the potential underground pedestrian connection between Site A1 and Site B, as shown in **Figure 3-2**, the existing 975mm stormwater pipes along Sai Yee Street, between the public existing stormwater manholes SMH4020120 to SMH4020145, are tentatively planned for removal. The elevation and extent of the pedestrian connection are subject to detailed design.

3.4.3 In order to redirect the upstream stormwater flow at existing stormwater manhole SMH4020120, proposed new stormwater pipes along Playing Field Road have been planned. These pipes will direct the upstream flow from Sai Yee Street towards another existing stormwater manhole SMH4020576 located at the junction of Fa Yuen Street, as illustrated in **Figure 3-3b**.

3.4.4 Secondly, to facilitate the construction of the basement at Site A1, all existing public stormwater pipes within Site A1 will be demolished, as depicted in **Figure 3-2**. Consequently, the current stormwater discharge route from the developments north of Site A1 (Catchment B3) will no longer be available once the excavation works at Site A1 commence. To address this, the stormwater from Catchment B3 will be redirected to the existing stormwater pipes along Fa Yuen Street, as shown in **Figure 3-3b**. As a result, the flow direction of the existing public stormwater pipes PS01 & PS02 will be reversed.

3.4.5 It is important to note that the existing downstream stormwater pipes along Fa Yuen Street are not designed to handle the diverted stormwater flow as per the planned configuration shown in **Figure 3-3b**. Therefore, it will be necessary to upgrade the downstream stormwater

pipes (PS03 to PS09; **Figures 3-3b & 3-3c**) to ensure they can effectively handle the increased flow.

Near Sites A2 - A5

- 3.4.6 As indicated in **Sections 2.2.10**, the stormwater discharge from Sites A2-A5 is relatively small in comparison to the capacity of the larger-scale stormwater pipes in their downstream vicinity (1200mm and 1275mm), as depicted in **Figures 3-3e and 3-3f**. Consequently, it is anticipated that there will be no adverse drainage impact arising from Sites A2, A3, A4, and A5. Therefore, a detailed assessment of their downstream stormwater pipes is not deemed necessary at this stage.

Capacity of Existing Downstream Stormwater Pipes

- 3.4.7 The capacities of the affected downstream stormwater pipe sections (PS01 - PS09), based on the planned flow configuration as illustrated in **Figures 3-3b & 3-3c**, have been calculated using Colebrook-White Equation. The calculated capacities are listed in **Table 3-5** and the detailed calculation can be found in **Table A of Appendix III**.

Table 3-5 Capacity of Existing Stormwater Pipes

Pipe Section	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)
PS01 [1]	SMH4020140	SMH4093500	-
PS02 [1]	SMH4093500	SMH4020139	-
PS03	SMH4020576	SMH4059700	531.1
PS04	SMH4059700	SMH4020571	858.4
PS05	SMH4020571	SMH4020572	393.8
PS06	SMH4020572	SMH4020585	802.5
PS07	SMH4020585	SMH4059701	612.8
PS08 [2]	SMH4059701	SMH4059702	727.0
PS09 [2]	SMH4059702	to Nullah	473.8

Note:

[1] The flow direction of PS01 to PS02 shall be reversed thus the existing pipes need to be reconstructed.

[2] PS08 & PS09 consist of 2 pipes

[3] The calculation is detailed in **Appendix III**.

- 3.4.8 A summary of the utilization of the existing downstream stormwater pipe are shown in **Table 3-6**. Detailed calculation can be found in **Table A of Appendix III**. The results indicate that the existing stormwater pipes PS03 to PS09 are unable to cater the expected stormwater flow, while the flow direction of PS01 to PS02 shall be reversed.

Table 3-6 Proportion of Peak Flow to Full Capacity (Existing Pipes)

Pipe Section	Full Capacity (L/s)	Peak Flow (L/s)	Utilization (%)
PS01 [1]	-	122.4	-
PS02 [1]	-	122.4	-
PS03	531.1	3198.5	602%
PS04	858.4	3198.5	373%
PS05	393.8	3198.5	812%
PS06	802.5	3198.5	399%
PS07	612.8	3198.5	522%
PS08 [2]	727.0	3198.5	440%
PS09 [2]	473.8	3198.5	675%

Note:

[1] The flow direction of PS01 to PS02 shall be reversed thus the existing pipes need to be reconstructed.

[2] PS08 & PS09 consist of 2 pipes

[3] The calculation is detailed in **Appendix III**.

Terminal Manholes and Discharge Pipes of the Sites

- 3.4.9 The stormwater discharge from the Site A1 is proposed to be collected by terminal manhole STMH-A01 and discharged via the proposed pipe PP-A01, which has a diameter of 500mm and slope of 1:50. The pipe will be connected to the decked nullah as shown in **Figure 3-3c**.
- 3.4.10 The stormwater discharge from the Site A2 is proposed to be collected by terminal manhole STMH-A02 and discharged via the proposed pipe PP-A02, which has a diameter of 225mm and slope of 1:50. The pipe will be connected to the existing public stormwater manhole SMH4020522 as shown in **Figure 3-3e**.
- 3.4.11 The stormwater discharge from the Site A3 is proposed to be collected by terminal manhole STMH-A03 and discharged via the proposed pipe PP-A03, which has a diameter of 225mm and slope of 1:50. The pipe will be connected to the existing public stormwater manhole SMH4020520 as shown in **Figure 3-3e**.
- 3.4.12 The stormwater discharge from the Site A4 is proposed to be collected by terminal manhole STMH-A04 and discharged via the proposed pipe PP-A04, which has a diameter of 225mm and slope of 1:50. The pipe will be connected to the existing public stormwater manhole SMH4098783 as shown in **Figure 3-3f**.
- 3.4.13 The stormwater discharge from the Site A5 is proposed to be collected by terminal manhole STMH-A05 and discharged via the proposed pipe PP-A05, which has a diameter of 225mm and slope of 1:50. The pipe will be connected to the existing public stormwater manhole SMH4020531 as shown in **Figure 3-3f**.
- 3.4.14 The stormwater discharge from the Site B is proposed to be collected by terminal manhole STMH-B01 and discharged via the proposed pipe PP-B01, which has a diameter of 900mm and slope of 1:50. The pipe will be connected to the decked nullah as shown in **Figure 3-3d**.

Proposed New Pipes and Upgrades in the Surrounding

- 3.4.15 Apart from the stormwater pipes connected to the terminal manholes of the Sites, there are three proposed new stormwater pipes (PP-D01 to PP-D03) for the purpose of stormwater diversion, as depicted in **Figure 3-3b**. PP-D01 and PP-D02 are 1700mm pipes designed to redirect stormwater from Sai Yee Street to Fa Yuen Street. PP-D03 is a 400mm pipe intended to divert stormwater from the existing developments to the north of Site A1 (Catchment B3).

- 3.4.16 There are nine pipes (PS01 to PS09) proposed for upgrading and/or modification, as shown in **Figures 3-3b and 3-3c**. The slope of PS01 and PS02 is planned to be reversed to change the flow direction. PS03 to PS07 are scheduled for upgrading from 900mm pipes to 1700mm pipes with revised invert levels to accommodate the increased stormwater flow.
- 3.4.17 It is important to note that PS08 and PS09 (refer to **Figure 3-3c**) are currently located beneath the existing sewers FWD4099180 and FWD4018380, respectively. Based on the separately conducted Sewerage Impact Assessment (SIA) for the Project, FWD4099180 is proposed to be demolished during redevelopment. FWD4018380 will be divided into two sections of sewers, and PS09 will intersect the middle of a proposed sewer. The new sewer to be constructed above PS09 will be a 900mm sewer with an invert level of 3.79 - 3.75 mPD. Considering the typical thickness of a 900mm sewer (0.11m), the bottom of the sewer at the crossing location will be approximately $((3.79+3.75)/2 - 0.11) = 3.66$ mPD. To maintain a 300mm vertical clearance between the proposed drainage pipe and the proposed sewer, the top of the drain pipe should not exceed 3.36 mPD at the crossing location.
- 3.4.18 The lowest allowable invert level at the connection point of PS09 to the nullah is estimated based on available information. According to the drainage record plans, the invert level of the nullah 110m upstream of the connection point is 2.74 mPD (SGJ4012541), and the invert level of the nullah 23m downstream of the connection point is 2.43 mPD (SGJ4002734). By interpolation, the lowest feasible invert level for the connection point is determined to be 2.484 mPD. Therefore, an invert level of 2.485mPD has been proposed in the assessment. The details of the connection to the nullah will be subject to detail design after the planning stage.
- 3.4.19 Due to the aforementioned restriction, it will be necessary to utilize multiple 750mm pipes for PS09. On the other hand, since there is no height limitation for PS08, it is preferable to use a single large-diameter pipe. Therefore, the proposal includes upgrading PS08 from twin 700mm pipes to a single 1700mm pipe and upgrading PS09 from twin 700mm pipes to four 750mm pipes to accommodate the increased stormwater flow.
- 3.4.20 The details of connections to box culverts for Proposed Pipes PS09, PP-A01 & PP-B01 are subject to detailed design after the planning stage.
- 3.4.21 The proposed new pipes and upgrades are presented in **Table 3-7 & Table 3-8** below. The exact location of the new manholes and invert levels will be subject to detailed design. With the proposed new pipes and upgrades, the downstream pipes will be able to cater the expected peak stormwater flow, thus no adverse drainage impact arising from the proposed development is anticipated.

Table 3-7 Proportion of Peak Flow to Full Capacity (Proposed New Pipes)

Pipe Section	Upstream Manhole	Downstream Manhole	Diameter (m)	Full Capacity (L/s)	Peak Flow (L/s)	Utilization (%)
PP-A01	STMH-A01	to Nullah	0.500	436.2	279.8	64%
PP-A02	STMH-A02	SMH4020522	0.225	51.8	25.0	48%
PP-A03	STMH-A03	SMH4020520	0.225	51.8	11.6	22%
PP-A04	STMH-A04	SMH4098783	0.225	51.8	21.6	42%
PP-A05	STMH-A05	SMH4020531	0.225	51.8	23.2	45%
PP-B01	STMH-B01	to Nullah	0.900	2070.6	1827.5	88%
PP-D01	SMH4020120	SMH-D01	1.700	3111.4	2589.1	83%
PP-D02 [2]	SMH-D01	SMH4020576	1.700	3261.0	2771.7	85%
PP-D03	SMH4020139	SMH-D01	0.400	202.7	122.4	60%

Note:

[1] The calculation is detailed in **Appendix III**.[2] New pipe PP-D02 is not required under Alternative Scenario as illustrated in **Section 3.5**.**Table 3-8 Proportion of Peak Flow to Full Capacity (Proposed Upgrades)**

Pipe Section	Upstream Manhole	Downstream Manhole	Diameter (m)	Full Capacity (L/s)	Peak Flow (L/s)	Utilization (%)
PS01	SMH4020140	SMH4093500	0.300	195.4	122.4	63%
PS02	SMH4093500	SMH4020139	0.300	153.9	122.4	80%
PS03 [3]	SMH4020576	SMH4059700	1.700	3514.5	3198.5	91%
PS04 [3]	SMH4059700	SMH4020571	1.700	3514.5	3198.5	91%
PS05 [3]	SMH4020571	SMH4020572	1.700	3514.5	3198.5	91%
PS06 [3]	SMH4020572	SMH4020585	1.700	3514.5	3198.5	91%
PS07 [3]	SMH4020585	SMH4059701	1.700	3514.5	3198.5	91%
PS08 [3]	SMH4059701	SMH4059702	1.700	3514.5	3198.5	91%
PS09 [1]	SMH4059702	to Nullah	0.750	3474.2	3198.5	92%

Note:

[1] PS09 consist of 4 pipes

[2] The calculation is detailed in **Appendix III**.[3] Upgrade is not required for PS03 – PS08 under Alternative Scenario as illustrated in **Section 3.5**.

3.5 Potential Alternative Scenario

3.5.1 As stated in **Section 3.4.2**, the existing 975mm stormwater pipes along Sai Yee Street between the public existing stormwater manholes SMH4020120 to SMH4020145 along Sai Yee Street (**Figure 3-2**) are planned for removal due to the potential underground pedestrian connection between Site A1 and Site B.

3.5.2 As the alignment and design of the potential underground pedestrian connection is subject to detailed design, if the affected area of the underground pedestrian connection is limited to a certain elevation, e.g.: 1mPD or lower, it is possible that the existing 975mm stormwater pipes along Sai Yee Street (between SMH4020120 to SMH4020145) can be kept and the diversion of the stormwater pipe along Playing Field Road (between SMH4020120 & SMH4020576) is no longer required.

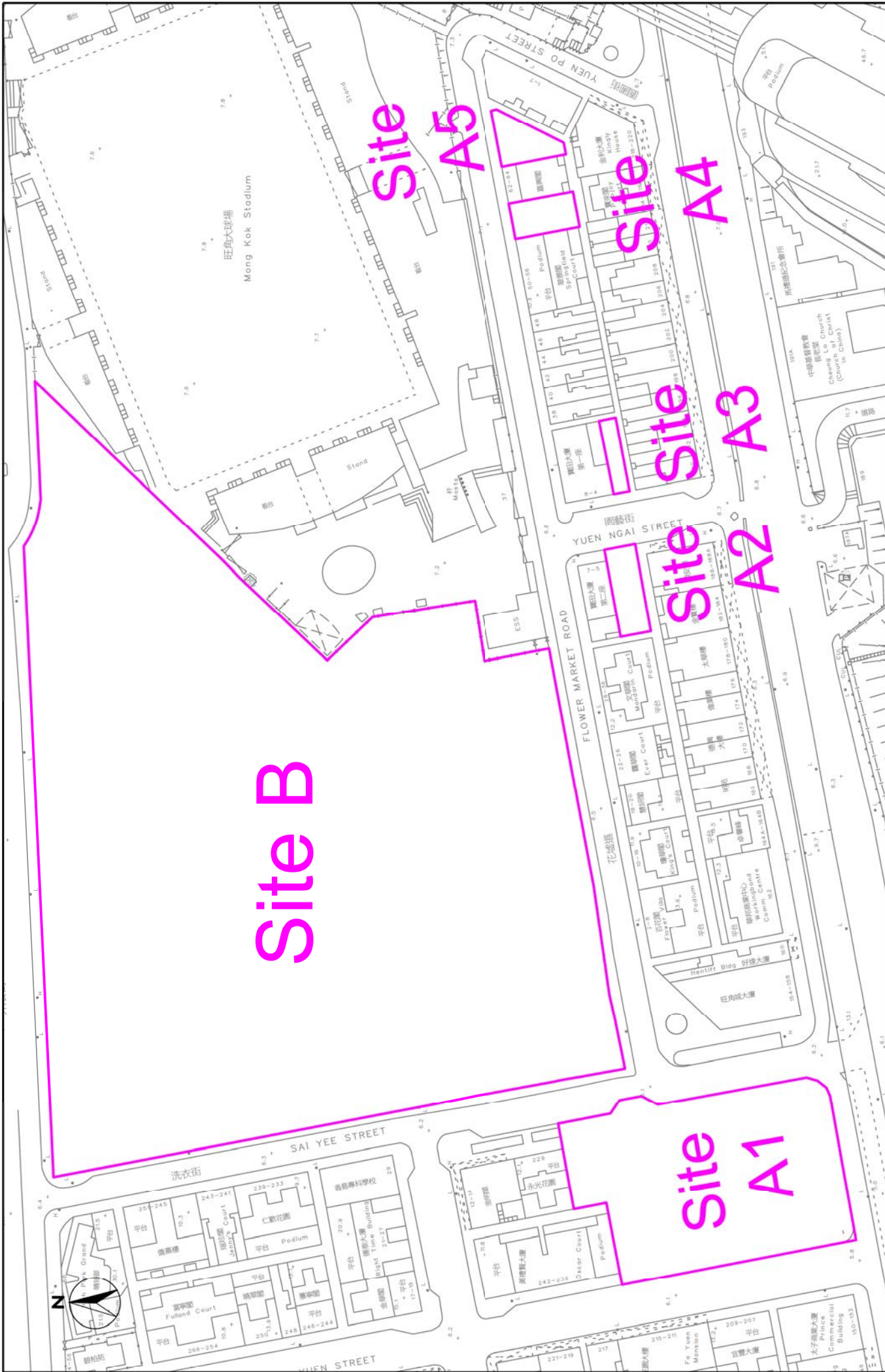
3.5.3 In this case, the stormwater of the Catchment B3 can be diverted to SMH4020120 as illustrated in **Figure 3-4**. The proposed new pipe PP-D02 and the upgrade of PS03 - PS08 (in **Figures 3-3b & 3-3c**) are no longer required as those pipes are not affected by the Scheme. However, the modification of PS09 shall still be required to leave a sufficient room for the

potential sewer above PS09 as stated in **Section 3.4.17**. The potential diversion route of the potential alternative scenario is illustrated in **Figure 3-4**.

4 CONCLUSION

- 4.1.1 This Drainage Impact Assessment has been undertaken to assess the potential drainage impact of the proposed development and to serve as a supporting document for the draft DSP of the Scheme with its planning proposal to the TPB for consideration.
- 4.1.2 The stormwater discharge from Site A1 is proposed to be connected to the decked nullah through the proposed pipe PP-A01, which has a diameter of 500mm and a slope of 1:50.
- 4.1.3 The stormwater discharge from Sites A2, A3, A4, and A5 is proposed to be connected to nearby public stormwater manholes through the proposed pipes PP-A02, PP-A03, PP-A04, and PP-A05, respectively. These pipes have a diameter of 225mm and a slope of 1:50.
- 4.1.4 The stormwater discharge from Site B is proposed to be connected to the decked nullah through the proposed pipes PP-B01, which has a diameter of 900mm and a slope of 1:50.
- 4.1.5 There are three proposed new stormwater pipes (PP-D01 to PP-D03) for the purpose of stormwater diversion. PP-D01 and PP-D02 are 1700mm pipes designed to divert stormwater from Sai Yee Street to Fa Yuen Street. PP-D03 is a 400mm pipe intended to divert stormwater from the existing developments to the north of Site A1.
- 4.1.6 There are nine pipes (PS01 to PS09) proposed to be upgraded and/or modified. The slope of PS01 and PS02 is proposed to be reversed to change the flow direction. PS03 to PS07 are planned for upgrading from 900mm pipes to 1700mm pipes with revised invert levels to accommodate the increased stormwater flow. PS08 is proposed to upgrade from twin 700mm pipes to a single 1700mm pipe; while PS09 is proposed to upgrade from twin 700mm pipes to four 750mm pipes with revised invert levels to cater for the increased stormwater flow.
- 4.1.7 With the proposed new pipes and upgrades, the downstream pipes will be able to cater for the expected peak stormwater flow, thus no adverse drainage impact arising from the proposed development is anticipated.
- 4.1.8 It should be noted that the designs of the potential underground pedestrian connection is subject to detailed design. If the affected area of the underground pedestrian connection is limited to a certain elevation, it is possible that the existing 975mm stormwater pipes along Sai Yee Street can be kept and the diversion of the stormwater pipe at manhole SMH4020120 is no longer required. In this case, the stormwater of the Catchment B3 can be diverted to SMH4020120 with a much smaller pipe. The proposed new pipe PP-D-02 and the upgrade of PS03 - PS08 (**Figures 3-3b & 3-3c**) are also no longer required as they are not affected by the Scheme. However, the modification of PS09 shall still be required to leave a sufficient room for the potential sewer above PS09. Under this alternative scenario, there is also no adverse impact arising from the proposed development anticipated.
- 4.1.9 Upon approval of the Scheme by the Chief Executive in Council, site survey and detailed design would be carried out to ascertain the site condition and layout, and adopt an appropriate drainage proposal subject to further liaison with relevant Government departments.

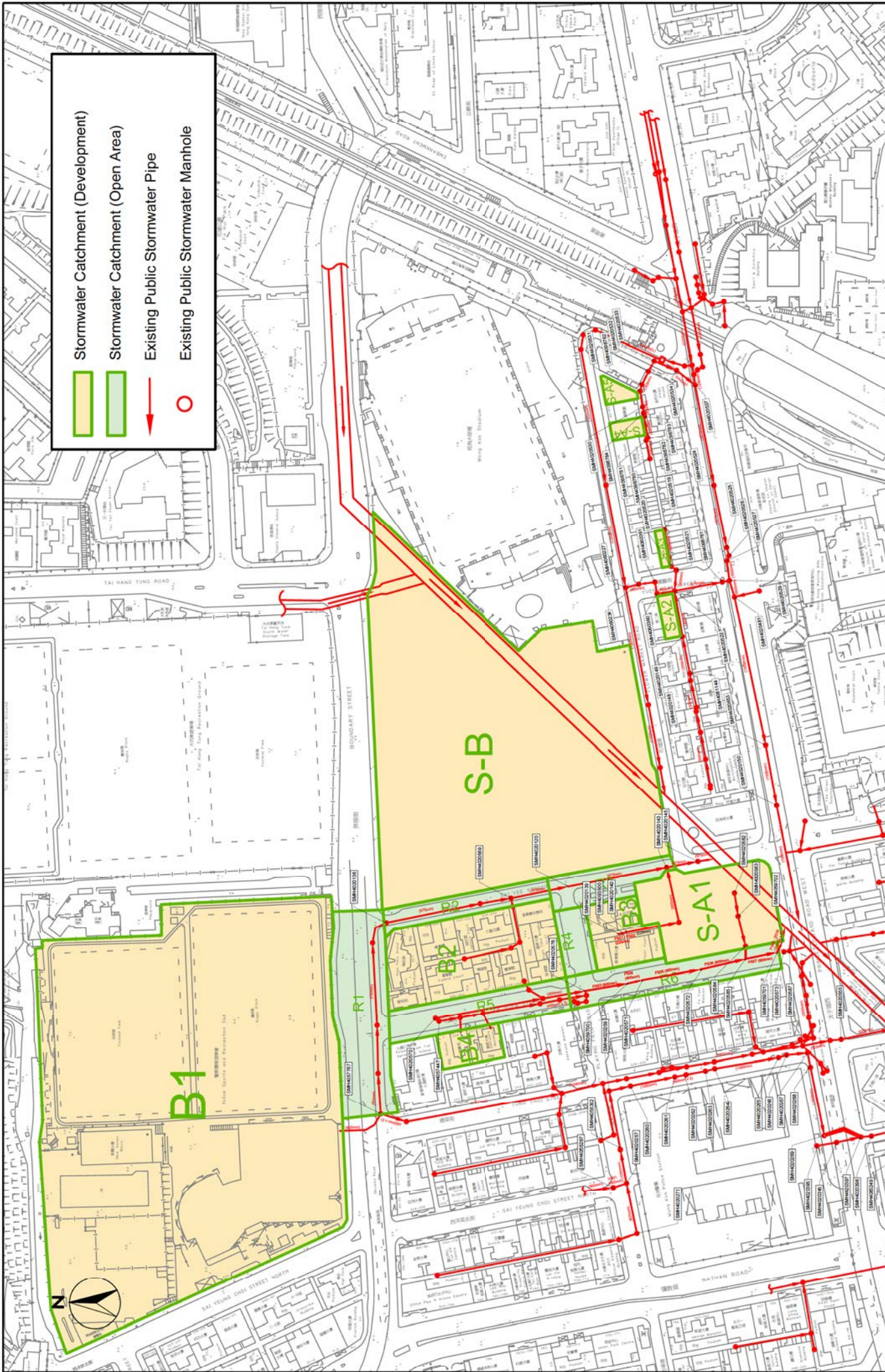
FIGURES



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
Location Plan



SCALE	1:1000 @ A3	DATE	June 2023
CHECK	LL	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 2-1
REV			-

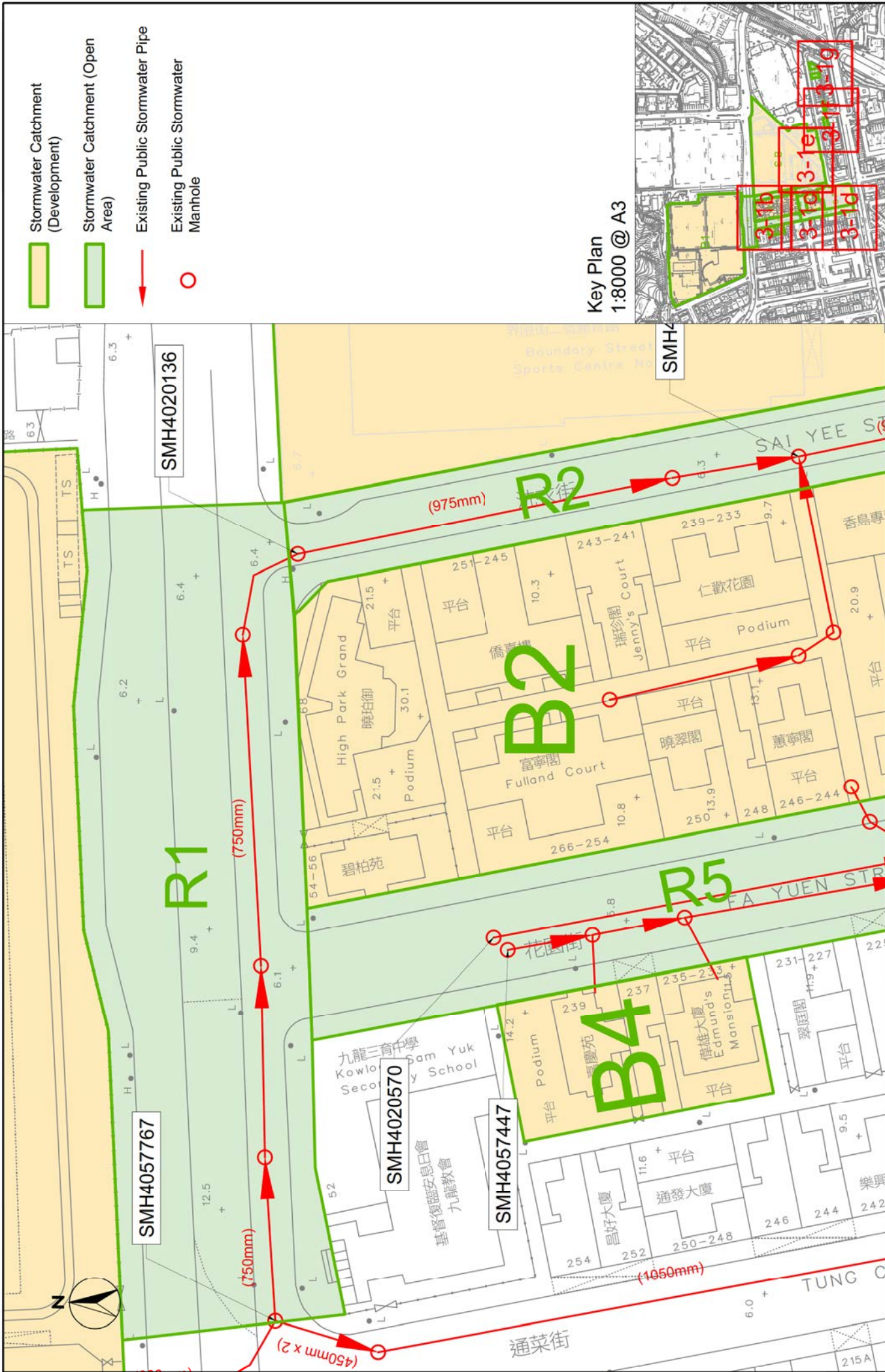


SCALE	1:2000 @ A3	DATE	Feb 2024
CHECK	LL	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-1a
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Existing Stormwater System in the Vicinity (Overview)

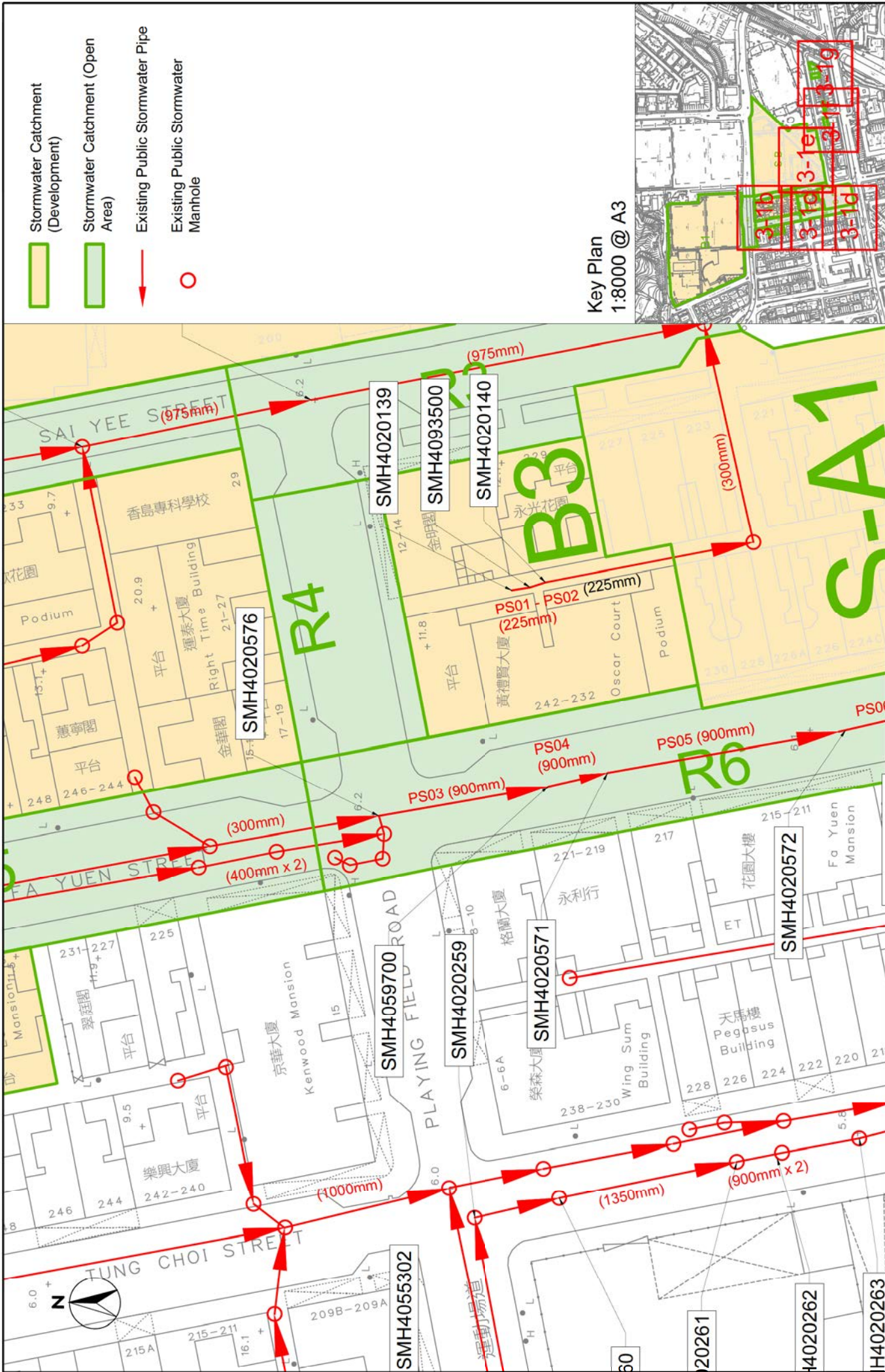




Key Plan
1:8000 @ A3



SCALE	1:500 @ A3	DATE	Feb 2024
CHECK	LL	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-1b
REV			-



- Stormwater Catchment (Development)
- Stormwater Catchment (Open Area)
- Existing Public Stormwater Pipe
- Existing Public Stormwater Manhole

Key Plan
1:8000 @ A3

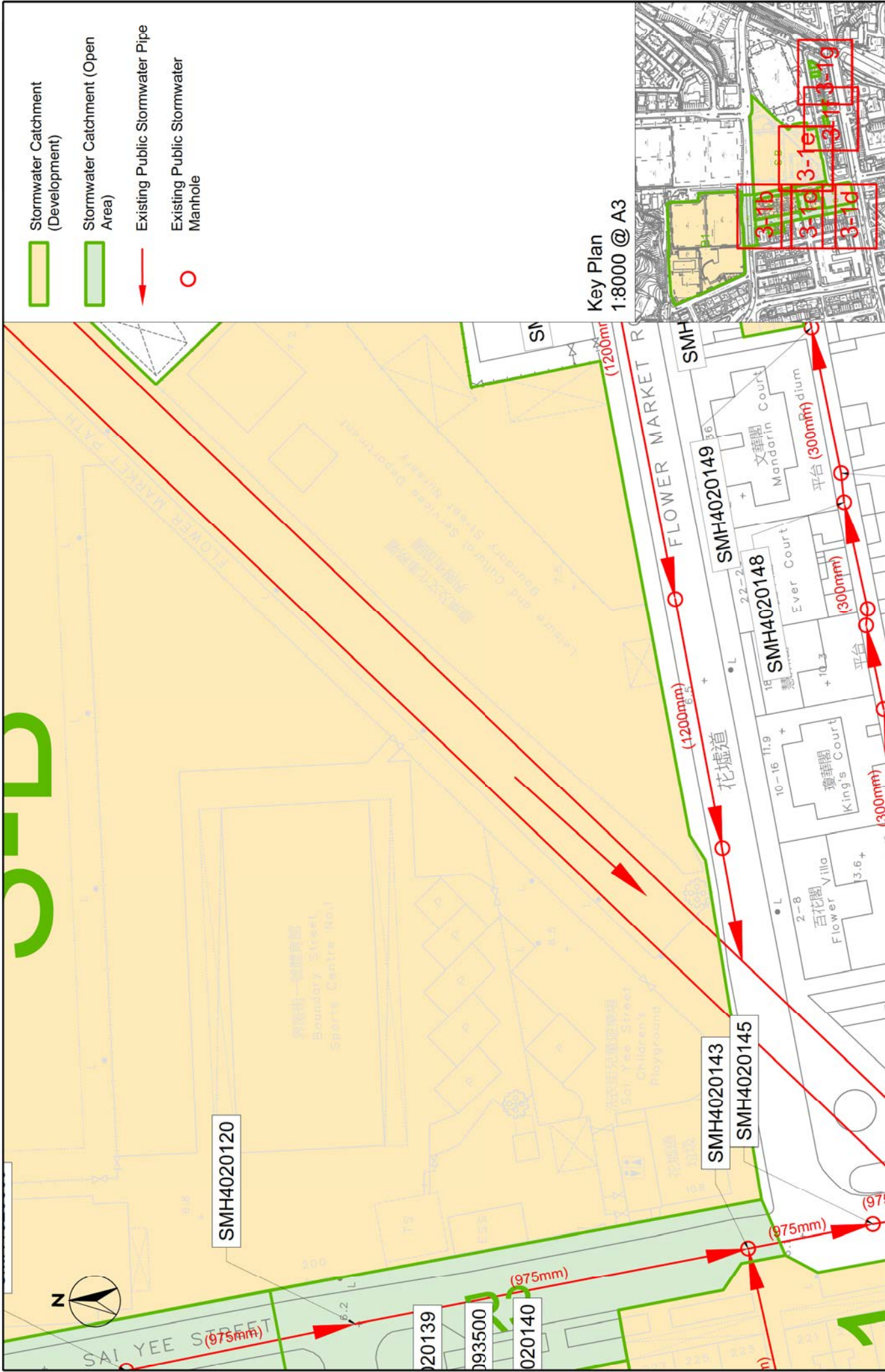


SCALE	1:500 @ A3	DATE	Feb 2024
CHECK	LL	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-1c
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Existing Stormwater System in the Vicinity - 2





Key Plan
1:8000 @ A3



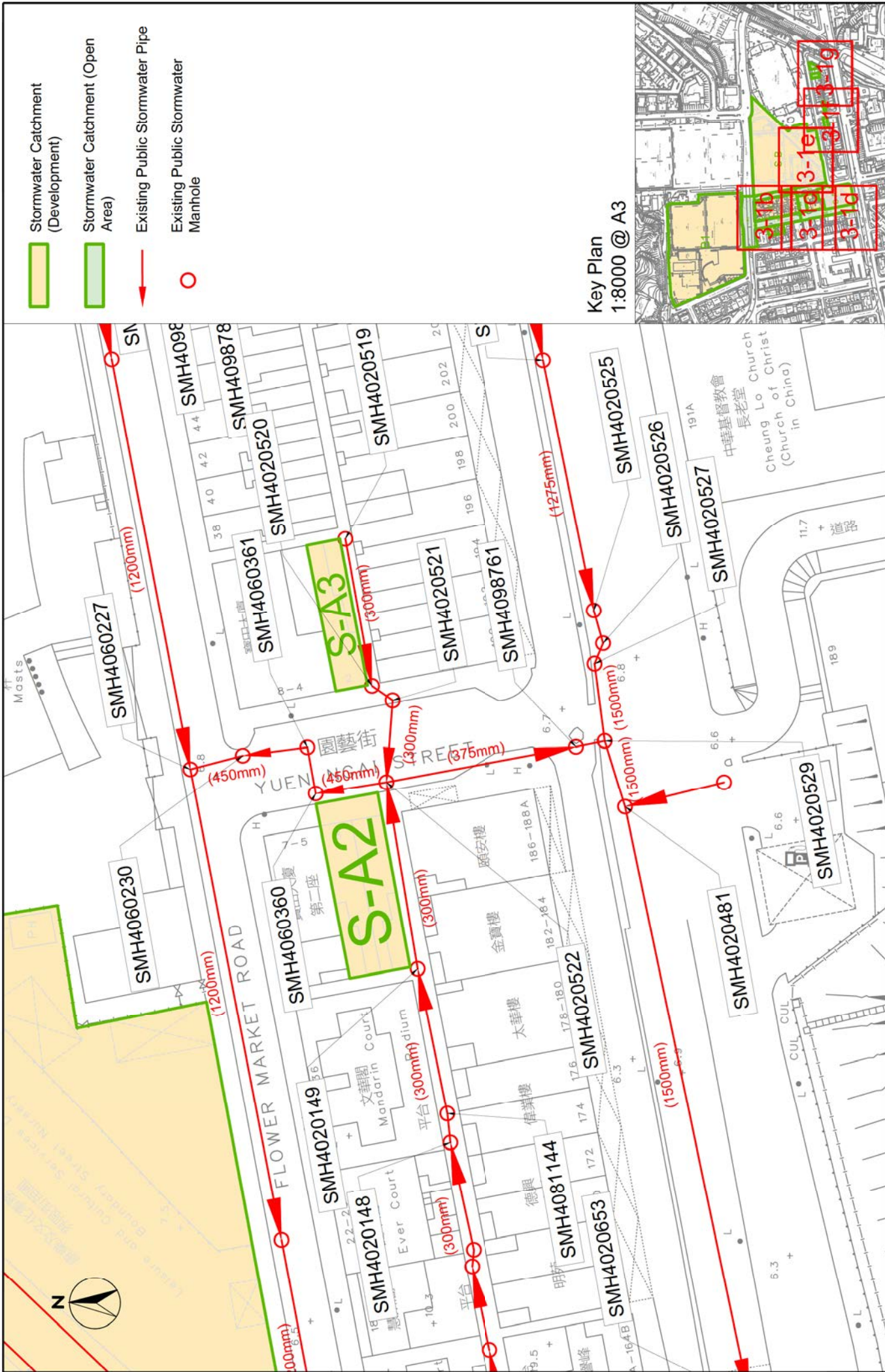
- Stormwater Catchment (Development)
- Stormwater Catchment (Open Area)
- Existing Public Stormwater Pipe
- Existing Public Stormwater Manhole

SCALE	1:500 @ A3	DATE	Feb 2024
CHECK	LL	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-1e
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Existing Stormwater System in the Vicinity - 4





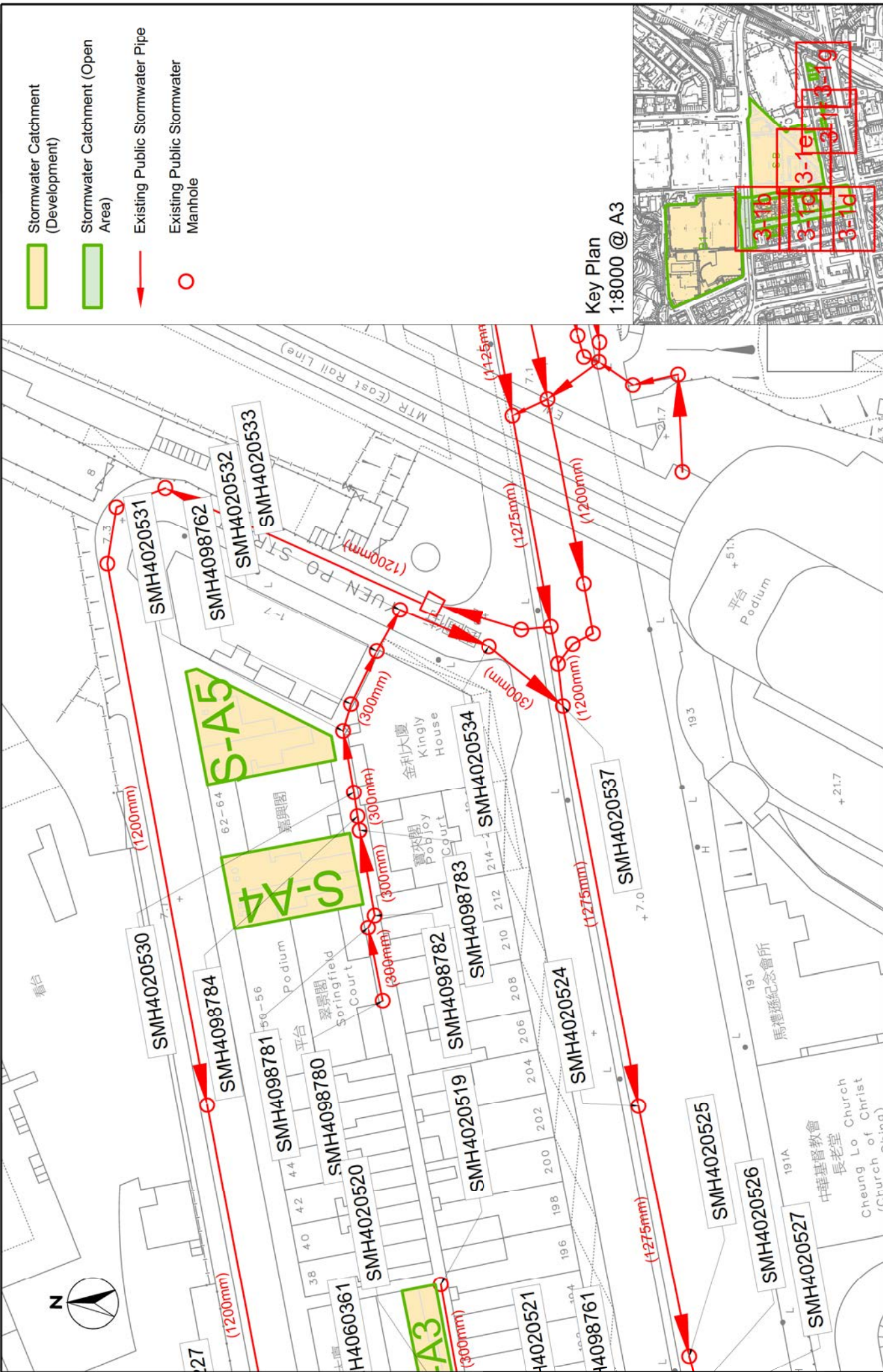
- Stormwater Catchment (Development)
- Stormwater Catchment (Open Area)
- Existing Public Stormwater Pipe
- Existing Public Stormwater Manhole

Key Plan
1:8000 @ A3



SCALE	1:500 @ A3	DATE	Feb 2024
CHECK	LL	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-1f
REV			-





- Stormwater Catchment (Development)
- Stormwater Catchment (Open Area)
- Existing Public Stormwater Pipe
- Existing Public Stormwater Manhole

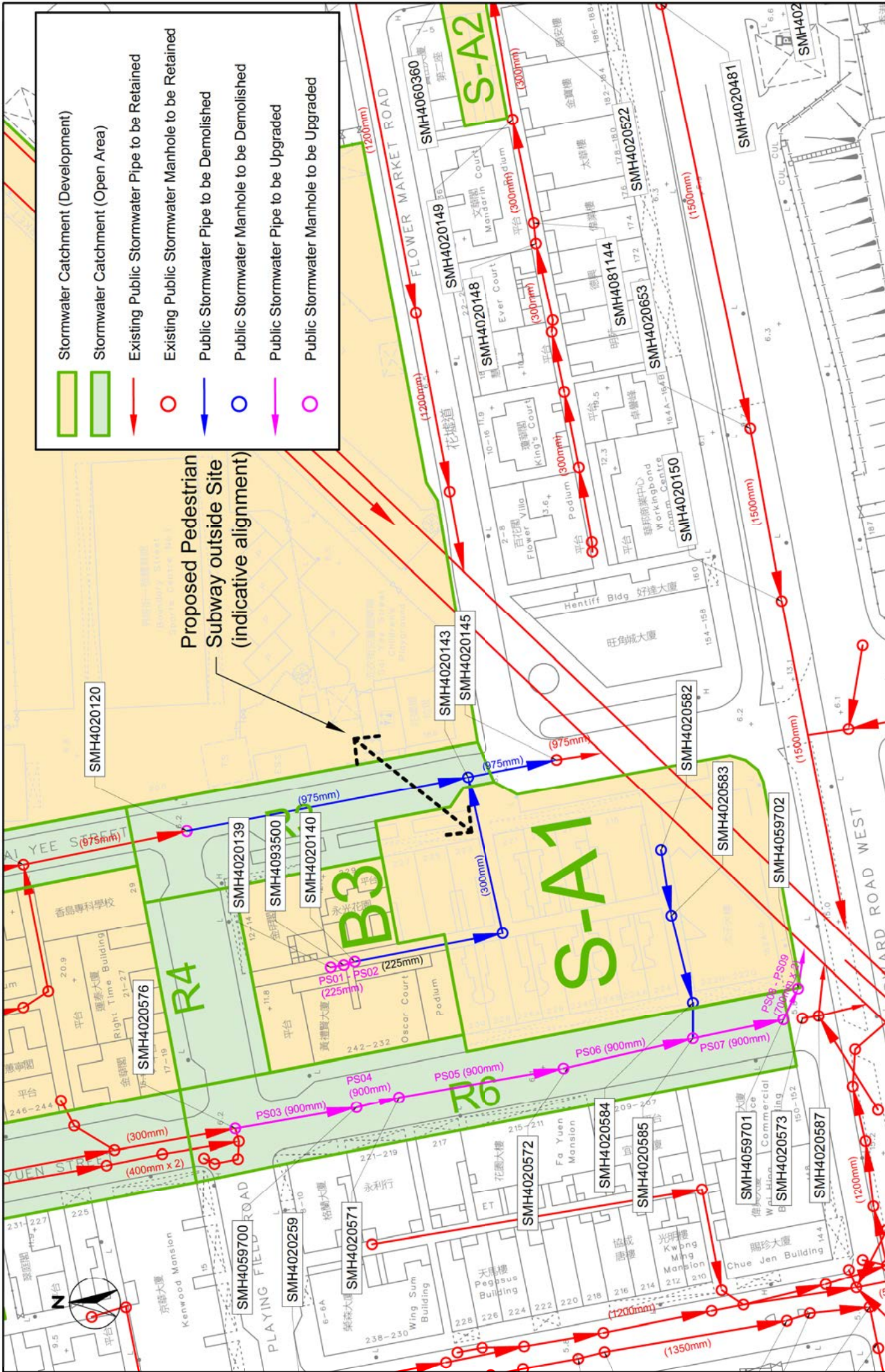
Key Plan
1:8000 @ A3



SCALE	1:500 @ A3	DATE	Feb 2024
CHECK	LL	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-19
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
Existing Stormwater System in the Vicinity - 6





- Stormwater Catchment (Development)
- Stormwater Catchment (Open Area)
- Existing Public Stormwater Pipe to be Retained
- Existing Public Stormwater Manhole to be Retained
- Public Stormwater Pipe to be Demolished
- Public Stormwater Manhole to be Demolished
- Public Stormwater Pipe to be Upgraded
- Public Stormwater Manhole to be Upgraded









Proposed Pedestrian
Subway outside Site
(indicative alignment)

SCALE	1:700 @ A3	DATE	Feb 2024
CHECK	LL	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-2
REV			-

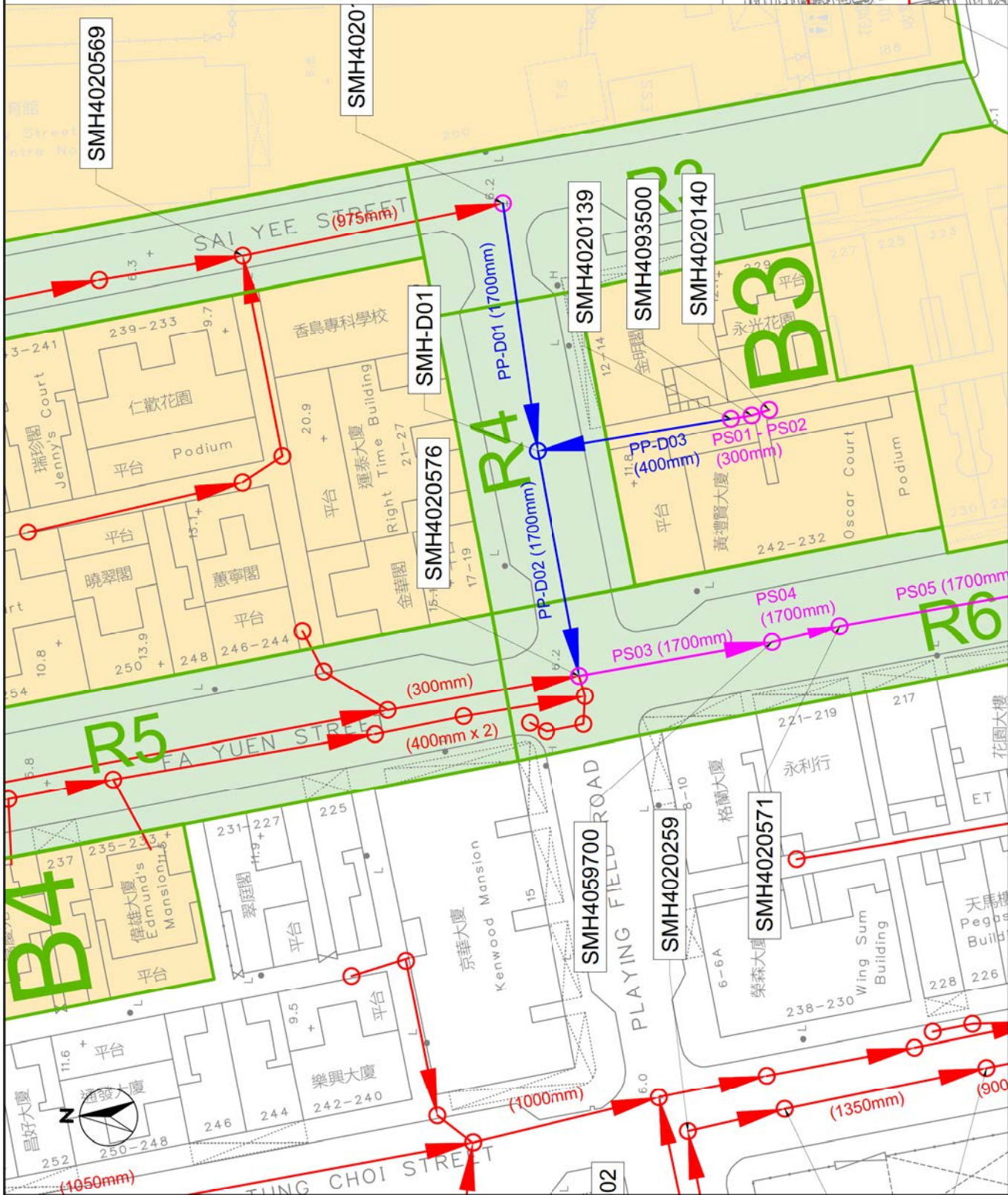
Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Existing Stormwater Pipes and Manholes to be Demolished



-  Stormwater Catchment (Development)
-  Stormwater Catchment (Open Area)
-  Existing Public Stormwater Pipe to be Retained
-  Existing Public Stormwater Manhole to be Retained
-  Proposed New Stormwater Pipe
-  Proposed New Stormwater Manhole
-  Proposed Stormwater Pipe Upgrade
-  Proposed Stormwater Manhole Upgrade/Modification

Key Plan
1:5000 @ A3

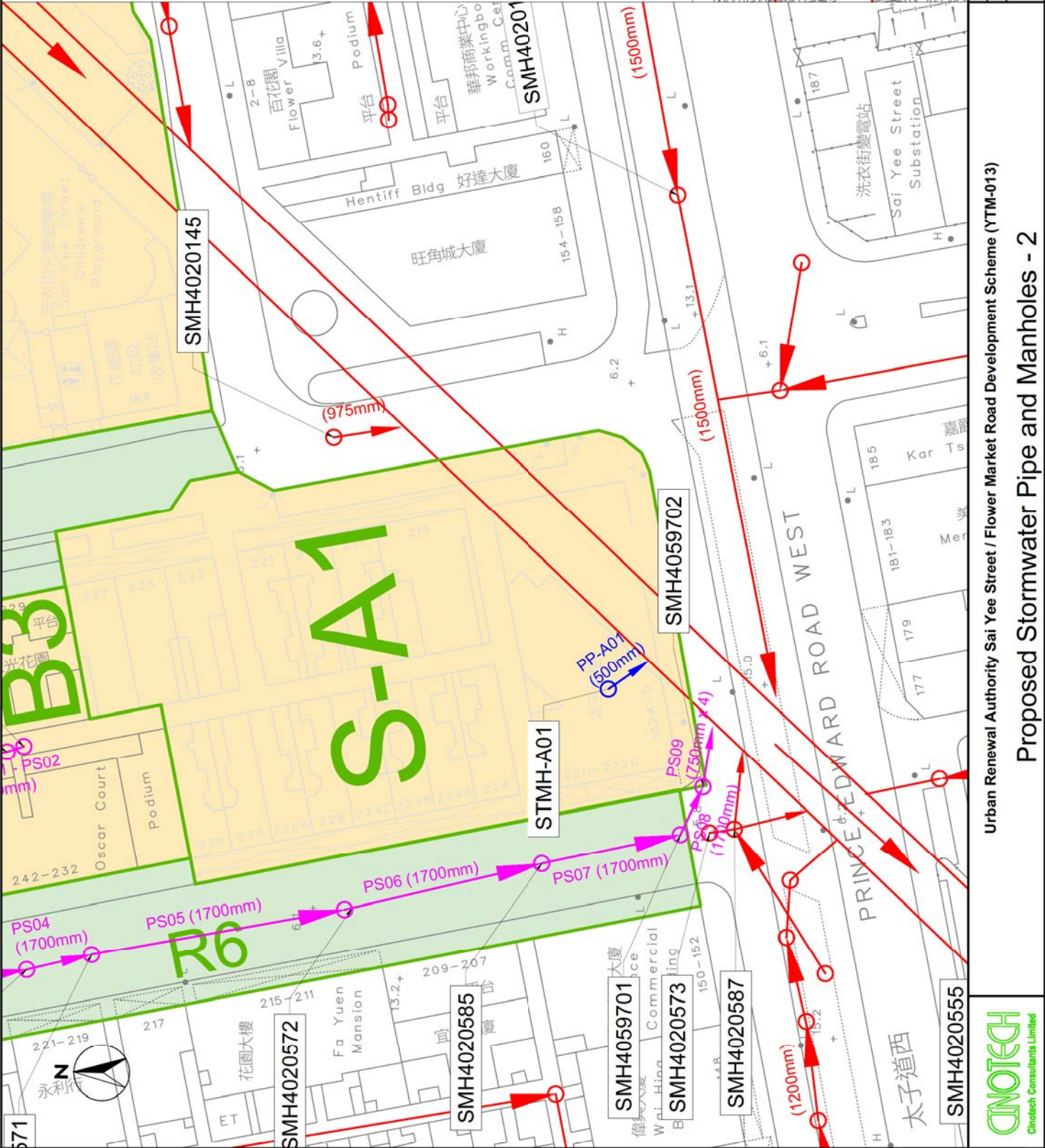
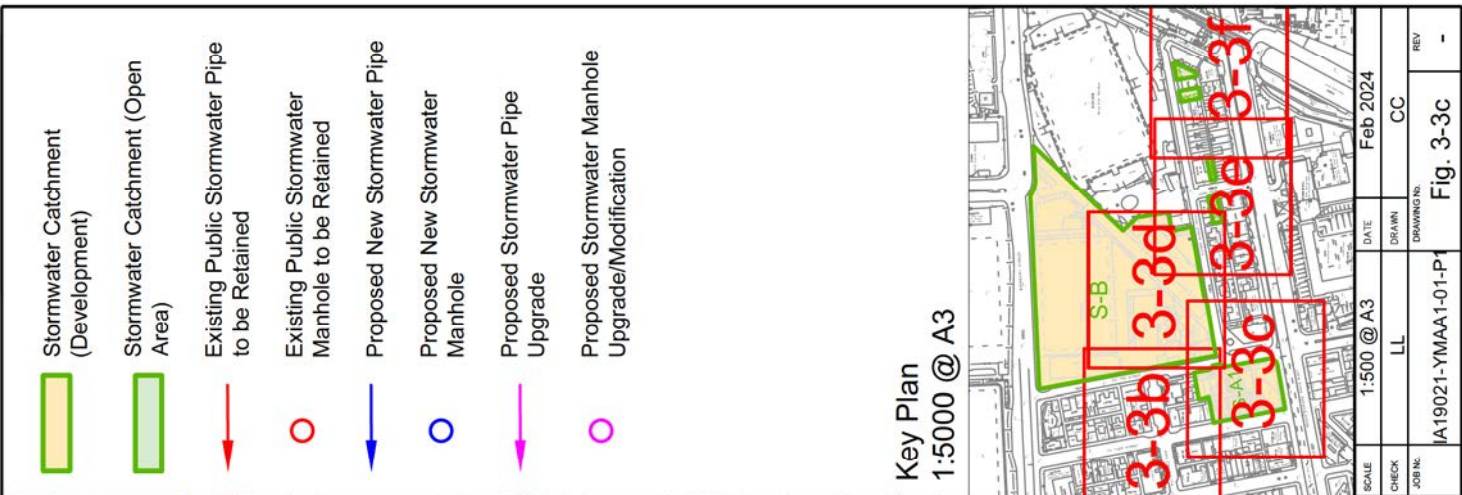


Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Proposed Stormwater Pipe and Manholes - 1



SCALE	1:500 @ A3	DATE	Feb 2024
CHECK	LL	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-3b
REV			-

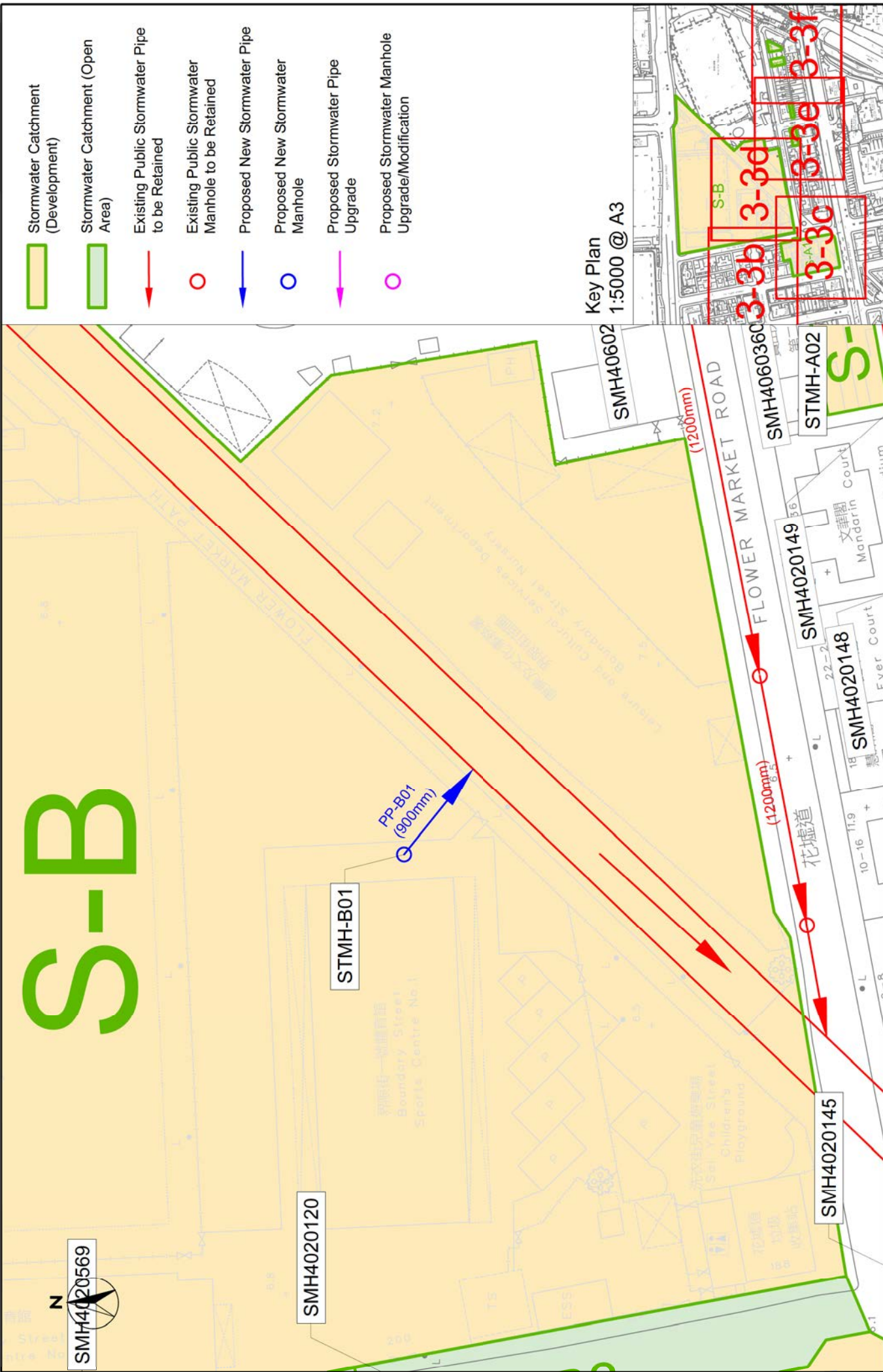










Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Proposed Stormwater Pipe and Manholes - 2



SCALE	1:500 @ A3	DATE	Feb 2024
CHECK	LL	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-3c
REV			-



-  Stormwater Catchment (Development)
-  Stormwater Catchment (Open Area)
-  Existing Public Stormwater Pipe to be Retained
-  Existing Public Stormwater Manhole to be Retained
-  Proposed New Stormwater Pipe
-  Proposed New Stormwater Manhole
-  Proposed Stormwater Pipe Upgrade
-  Proposed Stormwater Manhole Upgrade/Modification

Key Plan
1:5000 @ A3

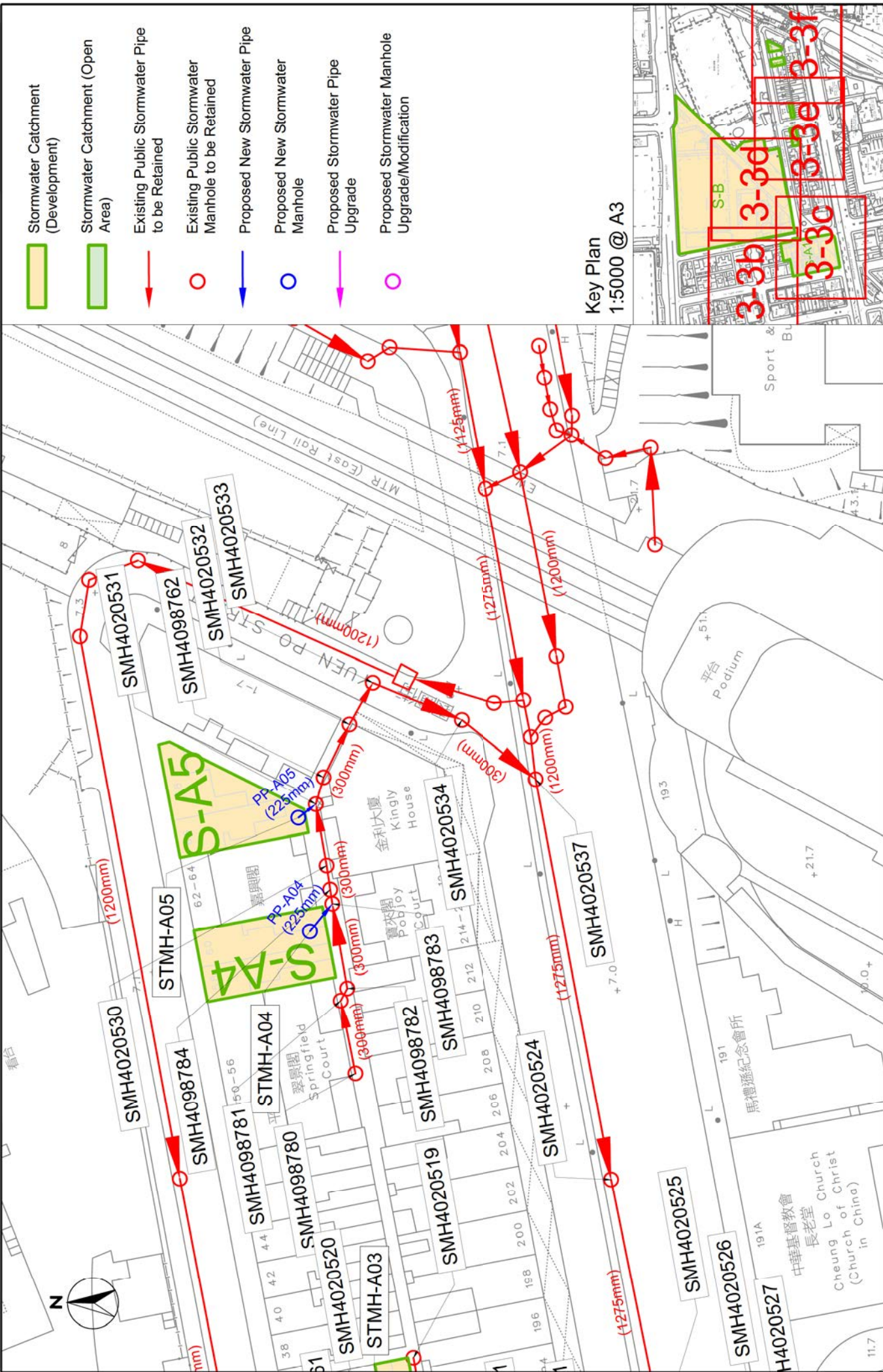


SCALE	1:500 @ A3	DATE	Feb 2024
CHECK	LL	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-3d
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Proposed Stormwater Pipe and Manholes - 3





- ▬ Stormwater Catchment (Development)
- ▬ Stormwater Catchment (Open Area)
- Existing Public Stormwater Pipe to be Retained
- Existing Public Stormwater Manhole to be Retained
- Proposed New Stormwater Pipe
- Proposed New Stormwater Manhole
- Proposed Stormwater Pipe Upgrade
- Proposed Stormwater Manhole Upgrade/Modification

Key Plan
1:5000 @ A3

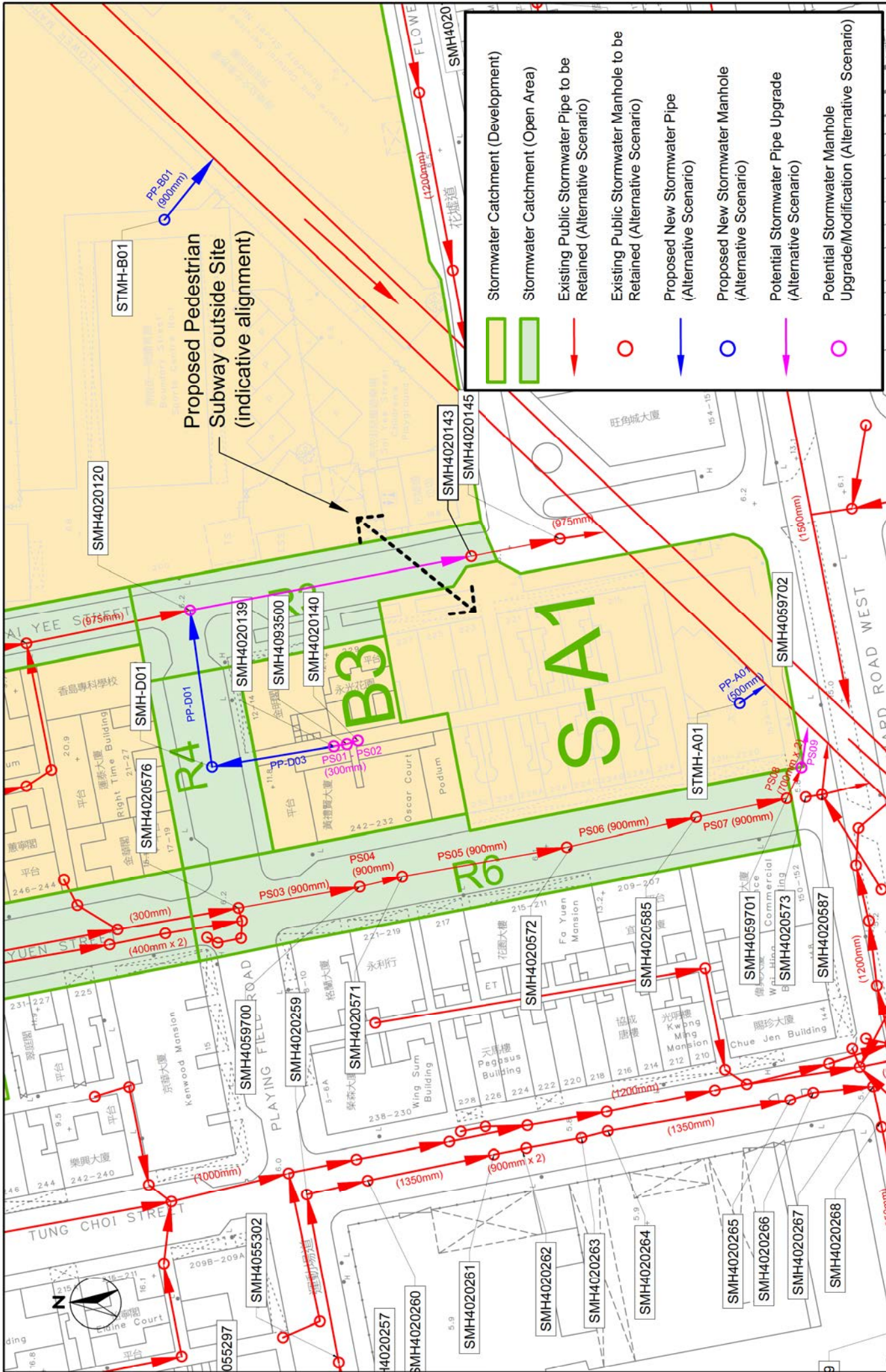


SCALE	1:500 @ A3	DATE	Feb 2024
CHECK	LL	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-3f
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Proposed Stormwater Pipe and Manholes - 5





Proposed Pedestrian
Subway outside Site
(indicative alignment)

	Stormwater Catchment (Development)
	Stormwater Catchment (Open Area)
	Existing Public Stormwater Pipe to be Retained (Alternative Scenario)
	Existing Public Stormwater Manhole to be Retained (Alternative Scenario)
	Proposed New Stormwater Pipe (Alternative Scenario)
	Proposed New Stormwater Manhole (Alternative Scenario)
	Potential Stormwater Pipe Upgrade (Alternative Scenario)
	Potential Stormwater Manhole Upgrade/Modification (Alternative Scenario)

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Scale: 1:700 @ A3

Date: Feb 2024

Check: LL

Drawn: CC

Job No: IA19021-YMAA1-01-P1

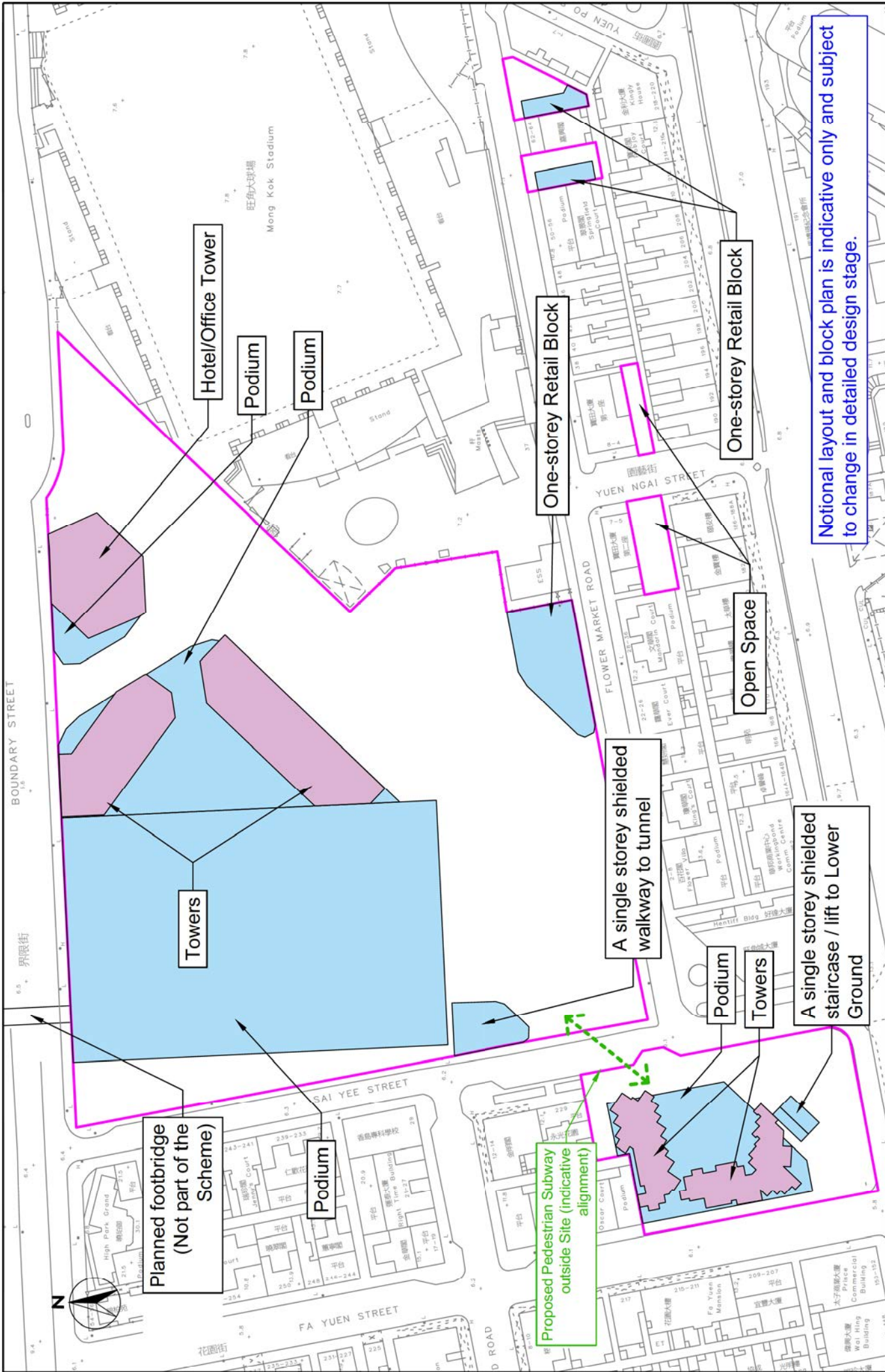
Rev: -

Fig. 3-4

CNOTECH
Cinotech Consultants Limited

Diversion Route for the Potential Alternative Scenario

**APPENDIX I
NOTIONAL PLAN OF THE PROPOSED
SCHEME**



Notional layout and block plan is indicative only and subject to change in detailed design stage.

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Notional Plan of the Proposed Scheme

SCALE	1:1000 @ A3	DATE	March 2024
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	--
REV			



**APPENDIX II
STORMWATER DISCHARGE FROM
CATCHMENT ZONE**

Appendix II - Stormwater Discharge from Catchment Zone

Catchment Zone	S-A1	S-A2	S-A3	S-A4	S-A5	S-B1	B1	B2	B3
Description	Site A1	Site A2	Site A3	Site A4	Site A5	Site B	Existing Development	Existing Development	Existing Development
Catchment Area (m ²)	3570	268	123	233	251	24870	36749	4553	1334
Slope (m per 100m) ^[1]	2.50	2.50	2.50	2.50	2.50	2.50	0.16	2.50	2.50
L (m)	70.0	17.0	15.0	19.0	19.0	150.0	170.0	52.0	24.0
TOC (min) ^[3]	3.7	1.2	1.1	1.3	1.3	5.0	5.0	2.7	1.4
Runoff intensity (mm/hr) ^[2]	244.6	291.5	294.2	288.8	288.8	229.3	229.3	259.6	286.3
Paved area (m ²)	3570	268	123	233	251	24870	19449	4553	1334
Runoff coefficient (paved)	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Drainage discharge (L/s)	218.4	19.5	9.1	16.8	18.1	1426.6	1115.7	295.7	95.5
Unpaved area (m ²) ^[1]	0	0	0	0	0	0	17300	0	0
Runoff coefficient (unpaved)	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19	0.19
Stormwater discharge (L/s)	0.0	0.0	0.0	0.0	0.0	0.0	209.5	0.0	0.0
Total Stormwater discharge (L/s)	218.4	19.5	9.1	16.8	18.1	1426.6	1325.2	295.7	95.5
Rainfall increased and design allowance for end of 21 st century	28.1%	28.1%	28.1%	28.1%	28.1%	28.1%	28.1%	28.1%	28.1%
Total Stormwater discharge with Rainfall increased (L/s)	279.8	25.0	11.6	21.6	23.2	1827.5	1697.6	378.8	122.4

Note:

[1] A slope of 1:40 is assumed for flat catchment area.

[2] The run-off intensity is calculated by the equation in Section 4.3.3 of the Drainage Manual:

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

where Table 3a - Storm Constants for 50years return period of HKO Headquarters are adopted.

a = 451.3

b = 2.46

c = 0.337

[3] The time of Concentration (TOC) has been capped to 5 minutes.

Appendix II - Stormwater Discharge from Catchment Zone

Catchment Zone	B4	R1	R2	R3	R4	R5	R6
Description	Existing Development	Paved Road	Paved Road	Paved Road	Paved Road	Paved Road	Paved Road
Catchment Area (m ²)	725	3595	1180	1199	699	1965	2064
Slope (m per 100m) ^[1]	2.50	0.20	0.15	0.15	0.15	0.57	0.16
L (m)	20.0	28.0	16.0	20.0	20.0	20.0	20.0
TOC (min) ^[3]	1.2	2.5	1.7	2.1	2.2	1.5	2.0
Runoff intensity (mm/hr) ^[2]	291.5	263.1	279.1	270.6	268.7	283.8	272.7
Paved area (m ²)	725	3595	1180	1199	699	1965	2064
Runoff coefficient (paved)	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Drainage discharge (L/s)	52.9	236.6	82.4	81.2	47.0	139.5	140.8
Unpaved area (m ²) ^[1]	0	0	0	0	0	0	0
Runoff coefficient (unpaved)	0.19	0.19	0.19	0.19	0.19	0.19	0.19
Stormwater discharge (L/s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Stormwater discharge (L/s)	52.9	236.6	82.4	81.2	47.0	139.5	140.8
Rainfall increased and design allowance for end of 21 st century	28.1%	28.1%	28.1%	28.1%	28.1%	28.1%	28.1%
Total Stormwater discharge with Rainfall increased (L/s)	67.7	303.1	105.6	104.0	60.2	178.7	180.4

**APPENDIX III
DETAILED CALCULATION OF PIPE
UTILIZATION**

Appendix III - Detailed Calculation of Pipe Utilization

Table A -Existing Pipes

Pipe No.	Upstream Manhole No.	Downstream Manhole No.	Upstream invert level (mP.D.) ^[3]	Downstream invert level (mP.D.) ^[3]	Length (m)	Diameter (m)	Area (m ²) ^[2]	Hydraulic Radius (m)	Slope	Kinematic Viscosity (m ² /s)	Hydraulic Pipeline Roughness (m) ^[1]	Velocity (m/s)	Full Capacity (L/s)	Catchment	Peak Flow (L/s)	% of full capacity
Existing Pipes																
PS01 [4]	SMH4020140	SMH4093500	4.74	4.75	2.3	0.225	0.036	0.056	-0.006	1.14E-06	0.003	-	-	#N/A	#N/A	-
PS02 [4]	SMH4093500	SMH4020139	4.75	4.77	2.6	0.225	0.036	0.056	-0.006	1.14E-06	0.003	-	-	#N/A	#N/A	-
PS03	SMH4020576	SMH4059700	3.94	3.90	24.7	0.900	0.573	0.225	0.002	1.14E-06	0.006	0.93	531.1	B1, B2, B3, B4, R1, R2, R3, R4, R5, R6	3198.5	60.2%
PS04	SMH4059700	SMH4020571	3.90	3.87	8.7	0.900	0.573	0.225	0.003	1.14E-06	0.003	1.50	858.4	B1, B2, B3, B4, R1, R2, R3, R4, R5, R6	3198.5	37.3%
PS05	SMH4020571	SMH4020572	3.85	3.82	33.6	0.900	0.573	0.225	0.001	1.14E-06	0.006	0.69	393.8	B1, B2, B3, B4, R1, R2, R3, R4, R5, R6	3198.5	8.12%
PS06	SMH4020572	SMH4020585	3.82	3.74	26.6	0.900	0.573	0.225	0.003	1.14E-06	0.003	1.40	802.5	B1, B2, B3, B4, R1, R2, R3, R4, R5, R6	3198.5	39.9%
PS07	SMH4020585	SMH4059701	3.74	3.70	18.5	0.900	0.573	0.225	0.002	1.14E-06	0.006	1.07	612.8	B1, B2, B3, B4, R1, R2, R3, R4, R5, R6	3198.5	52.2%
PS08 (Single Pipe)	SMH4059701	SMH4059702	2.57	2.55	6.9	0.700	0.346	0.175	0.003	1.14E-06	0.006	1.05	363.5	#N/A	#N/A	-
PS08	SMH4059701	SMH4059702	PS08 consist of two pipes													
PS09 (Single Pipe)	SMH4059702	to Nullah	2.55	2.54	8.1	0.700	0.346	0.175	0.001	1.14E-06	0.006	0.68	236.9	#N/A	#N/A	-
PS09	SMH4059702	to Nullah	PS09 consist of two pipes													
													473.8	B1, B2, B3, B4, R1, R2, R3, R4, R5, R6	3198.5	67.3%

Note:

[1] The roughness coefficient for slime concrete sewer under poor condition is adopted; the ks values are 3mm for velocities greater than 1.2m/s, otherwise 6mm.

[2] According to Section 9.3 of Stormwater Drainage Manual (Fifth Edition), the effect of sedimentation should be estimated by 10% reduction in flow area.

[3] Highlighted invert levels are estimated values.

[4] The flow direction of PS01 to PS02 have been reversed based on the planned configuration instead of the existing configuration.

Appendix III - Detailed Calculation of Pipe Utilization

Table B - Proposed Pipe

Pipe No.	Upstream Manhole No.	Downstream Manhole No.	Upstream invert level (mP.D.)	Downstream invert level (mP.D.)	Length (m)	Diameter (m)	Area (m ²) ^[2]	Hydraulic Radius (m)	Slope	Kinematic Viscosity (m ² /s)	Hydraulic Pipeline Roughness (m) ^[1]	Velocity (m/s)	Full Capacity (L/s)	Catchment	Peak Flow (L/s)	% of full capacity
Proposed New Pipe [3]																
PP-A01	STMH-A01	to Nullah	--	--	--	0.500	0.177	0.125	0.020	1.14E-06	0.003	2.47	436.2	S-A1	279.8	64%
PP-A02	STMH-A02	SMH4020522	--	--	--	0.225	0.036	0.056	0.020	1.14E-06	0.003	1.45	51.8	S-A2	25.0	48%
PP-A03	STMH-A03	SMH4020520	--	--	--	0.225	0.036	0.056	0.020	1.14E-06	0.003	1.45	51.8	S-A3	11.6	22%
PP-A04	STMH-A04	SMH4098783	--	--	--	0.225	0.036	0.056	0.020	1.14E-06	0.003	1.45	51.8	S-A4	21.6	42%
PP-A05	STMH-A05	SMH4020531	--	--	--	0.225	0.036	0.056	0.020	1.14E-06	0.003	1.45	51.8	S-A5	23.2	45%
PP-B01	STMH-B01	to Nullah	--	--	--	0.900	0.573	0.225	0.020	1.14E-06	0.003	3.62	2070.6	S-B1	1827.5	88%
PP-D01	SMH4020120	SMH-D01	2.90	2.85	31.6	1.700	2.043	0.425	0.0016	1.14E-06	0.003	1.52	3111.4	B1, B2, R1, R2, R3	2589.1	83%
PP-D02	SMH-D01	SMH4020576	2.85	2.80	28.8	1.700	2.043	0.425	0.0017	1.14E-06	0.003	1.60	3261.0	B1, B2, B3, R1, R2, R3, R4	2771.7	85%
PP-D03	SMH4020139	SMH-D01	3.20	2.85	24.7	0.400	0.113	0.100	0.0142	1.14E-06	0.003	1.79	202.7	B3	122.4	60%

Note:

[1] The roughness coefficient for slime concrete sewer under poor condition is adopted; the ks values are 3mm for velocities greater than 1.2m/s, otherwise 6mm.

[2] According to Section 9.3 of Stormwater Drainage Manual (Fifth Edition), the effect of sedimentation should be estimated by 10% reduction in flow area.

[3] The details of the Proposed Pipe subject to change.

[4] Proposed changes are bold-underlined.

Appendix III - Detailed Calculation of Pipe Utilization

Table B - Proposed Pipe

Pipe No.	Upstream Manhole No.	Downstream Manhole No.	Upstream invert level (mP.D.)	Downstream invert level (mP.D.)	Length (m)	Diameter (m)	Area (m ²) ^[2]	Hydraulic Radius (m)	Slope	Kinematic Viscosity (m ² /s)	Hydraulic Pipeline Roughness (m) ^[1]	Velocity (m/s)	Full Capacity (L/s)	Catchment	Peak Flow (L/s)	% of full capacity		
Proposed Upgrade Pipe [3][4]																		
PS01	SMH4020140	SMH4093500	4.74	<u>4.60</u>	2.3	<u>0.300</u>	0.064	0.075	0.061	1.14E-06	0.003	3.07	195.4	B3	122.4	63%		
PS02	SMH4093500	SMH4020139	<u>4.60</u>	<u>4.50</u>	2.6	<u>0.300</u>	0.064	0.075	0.038	1.14E-06	0.003	2.42	153.9	B3	122.4	80%		
PS03	SMH4020576	SMH4059700	<u>2.80</u>	<u>2.75</u>	24.7	<u>1.700</u>	2.043	0.425	0.002	1.14E-06	0.003	1.72	3514.5	B1, B2, B3, B4, R1, R2, R3, R4, R5, R6	3198.5	91%		
PS04	SMH4059700	SMH4020571	<u>2.75</u>	<u>2.73</u>	8.7	<u>1.700</u>	2.043	0.425	0.002	1.14E-06	0.003	1.72	3514.5	B1, B2, B3, B4, R1, R2, R3, R4, R5, R6	3198.5	91%		
PS05	SMH4020571	SMH4020572	<u>2.73</u>	<u>2.66</u>	33.6	<u>1.700</u>	2.043	0.425	0.002	1.14E-06	0.003	1.72	3514.5	B1, B2, B3, B4, R1, R2, R3, R4, R5, R6	3198.5	91%		
PS06	SMH4020572	SMH4020585	<u>2.66</u>	<u>2.61</u>	26.6	<u>1.700</u>	2.043	0.425	0.002	1.14E-06	0.003	1.72	3514.5	B1, B2, B3, B4, R1, R2, R3, R4, R5, R6	3198.5	91%		
PS07	SMH4020585	SMH4059701	<u>2.61</u>	<u>2.57</u>	18.5	<u>1.700</u>	2.043	0.425	0.002	1.14E-06	0.003	1.72	3514.5	B1, B2, B3, B4, R1, R2, R3, R4, R5, R6	3198.5	91%		
PS08	SMH4059701	SMH4059702	<u>2.57</u>	<u>2.56</u>	6.9	<u>1.700</u>	2.043	0.425	0.002	1.14E-06	0.003	1.72	3514.5	B1, B2, B3, B4, R1, R2, R3, R4, R5, R6	3198.5	91%		
PS09 (Single Pipe)	SMH4059702	to Nullah	<u>2.56</u>	<u>2.485</u>	8.1	<u>0.750</u>	0.398	0.188	0.009	1.14E-06	0.003	2.18	868.5	#N/A	#N/A	-		
PS09	SMH4059702	to Nullah	PS09 consists of four pipes														3474.2	92%

Note:

[1] The roughness coefficient for slime concrete sewer under poor condition is adopted; the ks values are 3mm for velocities greater than 1.2m/s, otherwise 6mm.

[2] According to Section 9.3 of Stormwater Drainage Manual (Fifth Edition), the effect of sedimentation should be estimated by 10% reduction in flow area.

[3] The details of the Proposed Pipe subject to change.

[4] Proposed changes are bold-underlined.


Appendix 9

Sewerage Impact Assessment

**Urban Renewal Authority Sai Yee Street /
Flower Market Road Development Scheme
(YTM-013)**

**Sewerage Impact Assessment
(V2.0)**

Mar 2024

Approved By 
(Project Manager: K.S. Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

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1 INTRODUCTION

1.1 Background

- 1.1.1 The Urban Renewal Authority (“URA”) has proposed Sai Yee Street / Flower Market Road Development Scheme (YTM-013) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (“URAO”). The Scheme is the first implementation of a project proposed under the Master Urban Renewal Concept Plan (“MRCP”) as devised from the URA’s District Study for Yau Ma Tei and Mong Kok (“YMDS”), and is part of the proposed “Mong Kok East – Nullah Road Urban Waterway Development Node” (“Nullah Road DN”).
- 1.1.2 Cinotech Consultants Limited is commissioned by the URA to conduct a Sewerage Impact Assessment (SIA) to support the submission of a draft Development Scheme Plan (“DSP”) of the Scheme with its planning proposal to the Town Planning Board (“TPB”) for consideration.

2 DESCRIPTION OF THE ENVIRONMENT

2.1 Existing Environment

- 2.1.1 The Scheme is located in the northeastern part of Mong Kok. With a total gross site area of 29,315m², the Scheme is divided into Site A (about 4,445m²) and Site B (about 24,870m²). The location of the Scheme is shown on **Figure 2-1**.
- 2.1.2 Site A of the Scheme comprises five sub-areas, named Sites A1 to A5 respectively. All five sub-areas of Site A are currently occupied by low-rise residential/ composite buildings aged 60 and above.
- 2.1.3 Site B of the Scheme is currently occupied by various leisure, recreation and GIC facilities, including Boundary Street Recreation Ground, Sai Yee Street Children's Playground, Boundary Street Amenity Plot, Boundary Street Sports Centres, Sai Yee Street (Flower Market Road) Refuse Collection Point, Sai Yee Street Public Toilet, Leisure and Cultural Services Department ("LCSD") Boundary Street Plant Nursery and CLP Power Hong Kong Limited Boundary Street Sports Ground Substation. In addition, Site B also includes the whole of Flower Market Path, which is a public footpath.
- 2.1.4 On the approved Mong Kok Outline Zoning Plan ("OZP") no. S/K3/36, Site A1 of the Scheme area is zoned "Residential (Group A)" ("R(A)"). Sites A2 to A5 are zoned "Other Specified Uses" annotated "Mixed Use" ("OU(MU)"). Sites A1 to A5 also covers pavement area shown as "Road". Site B covers area zoned "Government, Institution or Community" ("G/IC") and "Open Space" ("O"), and the Flower Market Path which is shown as "Road".

2.2 The Proposed Development

Draft DSP

- 2.2.1 Under the draft DSP, the Scheme is proposed to be rezoned to "OU(MU)" and areas shown as "Road" for the surrounding pavement. The planning intention of the "OU(MU)" zone is primarily for comprehensive residential/ mixed-use developments with the provision of public vehicle park, at-grade open space and GIC facilities.
- 2.2.2 Site A ("OU(MU)1") consists of Sub-areas Sites A1 to A5. Site A1 will be developed for residential development cum commercial podium, with a building height restriction ("BHR") of 150mPD. Open space and 1-storey retail shops will be provided at Sites A2 to A5. Site B ("OU(MU)2") is divided into Sub-areas (1) and (2). Sub-area 1 of "OU(MU)2" zone will be for high-rise development with a BHR of 150mPD adopting a stepped height profile. Sub-area (2) of "OU(MU)2" zone comprises the Waterway Park and ancillary retail/commercial uses and LCSD's sports/ GIC facilities with a BHR of 30mPD.

Notional Design

- 2.2.3 A notional design, which is illustrated in **Appendix I**, is prepared based on the development parameters allowed in the draft DSP to demonstrate the proposed planning intention and development concepts of the Scheme. Site A1 is proposed to be developed into high-rise residential towers with retail podium, at-grade open space and basements for ancillary parking spaces and loading/ unloading bays. Sites A2 to A5 are proposed to be developed into 1-storey retail blocks/ open space to create nodal points and continuation of retail frontages for the Flower Market.

- 2.2.4 Under the current notional design, at Sub-area (2) of Site B (i.e. north-east corner of Site B), a comprehensive mixed-use development with high-rise residential and hotel/office towers with recreation and GIC facilities at the podia is proposed. Ancillary parking and public vehicle park are proposed at the basement levels at Site B. An at-grade open space, named as “Waterway Park”, is proposed within Site B. Ancillary retail facilities are proposed at ground level, basement and the Waterway Park to bring retail activities and vibrancy.
- 2.2.5 To enhance walkability and connectivity, four pedestrian connections are proposed:
- Footbridge to connect between Site B and Tai Hang Tung Recreation Ground;
 - Subway to connect between Site A1 and Site B;
 - Potential subway connection from Site A1 across Prince Edward Road West towards the Prince Edward MTR Station and/or the commercial spine along Nathan Road; and
 - Subway to connect between proposed underground PVP at Site B and southern part of proposed Waterway Park.
- 2.2.6 All these pedestrian footbridges/ subways shall be subject to technical feasibility, detailed design and agreement with relevant Government departments. For footbridge/ subways outside DSP boundaries shall be under separate public works/ revitalization initiatives not forming part of the Scheme.
- 2.2.7 The proposed development of the Scheme will be redeveloped in phases and the tentative completion year of the whole project is in 2035.

Development Parameters

- 2.2.8 This assessment is prepared based on the following development parameters in **Table 2-1**, **Table 2-2** and notional design, which are subject to DSP approval and changes at detailed design stage:

Table 2-1 Development Parameters of the Notion Design (Site A)

Site A	A1	A2	A3	A4	A5
Gross Site Area	About 3,570m ²	About 268m ²	About 123m ²	About 233m ²	About 251m ²
	About 4,445m ²				
Net Site Area (subject to survey)	About 2,640m ²	About 239m ²	About 109m ²	About 202m ²	About 198m ²
	About 3,388m ²				
Zoning	OU(MU)1				
Notional Design					
Domestic GFA [1]	23,716m ²	-	-	-	-
Non-Domestic GFA [1]	6,576m ²	-	-	100m ²	100m ²
No. of Building Blocks [2]	2	-	-	1	1
Building Height	150mPD	-	-	1 storey	1 storey
No. of Flats [2]	474	-	-	-	-
Average Flat Size [2]	50m ²	-	-	-	-
At-grade Open Space	About 800m ²				

Note

- [1] Under the proposed “OU(MU)” zoning, flexibility is allowed to interchange GFA of various compatible uses. The proposed GFA mix in the current notional design is indicative only and subject to changes in detailed design stage.
- [2] Number of building blocks, number of flats and average flat size are indicative only and subject to detailed design.

Table 2-2 Development Parameters of the Notion Design (Site B)

Site B			
Gross Site Area	About 24,870m ²		
Zoning	OU(MU)2		
	Sub-area (1)	Sub-area (2)	Total
Net Site Area (subject to survey)	7,170m ²	17,700m ²	24,870m ²
Domestic GFA [1]	44,030m ²	-	44,030m ²
Non-Domestic GFA [1]	20,500m ²	8,850m ²	29,350m ²
- Retail	(2,150m ²)	(8,850m ²)	(11,000m ²)
- Hotel/Office	(18,350m ²)	-	(18,350m ²)
GIC GFA (to be exempted from GFA calculation) [3]	30,000m ²		
No. of Building Blocks [2]	2 residential towers and 1 hotel/office tower on top of a GIC/recreation podium + 1 retail block		
Building Height	150mPD (residential towers) 130mPD (hotel/office tower) 1 storey (retail block)		
No. of Flats [2]	880	-	880
Average Flat Size [2]	50m ²	-	50m ²
At-grade Open Space	About 8,800m ²		
Public Vehicle Park [4]	About 235		

Note

- [1] Under the proposed "OU(MU)" zoning, flexibility is allowed to interchange GFA of various compatible uses. The proposed GFA mix in the current notional design is indicative only and subject to changes in detailed design stage.
- [2] Number of building blocks, number of flats and average flat size are indicative only and subject to detailed design.
- [3] The actual GIC GFA is not yet confirmed and subject to liaison with Government departments. As a conservative approach, 30,000m² GIC GFA is assumed in this assessment.
- [4] Subject to liaison with Transport Department.

2.2.9 Please note that sections of an existing decked nullah and its branch lies within Sites A1 & B (**Figure 2-2**). The Project is not expected to modify the existing decked nullah. Instead, a buffer region of 3m will be provided for its future maintenance.

2.2.10 Furthermore, as part of the redevelopment, the existing back alleys within Site A1 will be permanently closed, necessitating the re-diversion of sewers.

2.2.11 Sites A2, A3, A4, and A5 are currently occupied by four-storey tenement buildings with shops/retails on the ground floor. Upon redevelopment, these sites will either become open spaces or one-storey retail blocks. Based on the notional design, the estimated sewage generated from Sites A2, A3, A4, and A5 is expected to significantly decrease (as listed in **Table 3-5**), thereby eliminating any anticipated adverse sewerage impact for these sites.

2.3 Upgrading of West Kowloon and Tsuen Wan Sewerage – Phase 2

- 2.3.1 It should be noted that there is an ongoing project by the Drainage Services Department (DSD) called the Upgrading of West Kowloon and Tsuen Wan Sewerage – Phase 2 (PWP No. 4389DS)¹, which covers a large area of Kowloon.
- 2.3.2 Considering that the planned completion date of the DSD's project is in mid-2026, according to the implementation programme provided by the URA, the construction works of the proposed development will commence after the completion of the DSD's Project PWP No. 4389DS. As a result, the sewer works of the URA's scheme will not interface with the DSD's project.
- 2.3.3 During the detailed design stage, DSD will be consulted and the proposed sewerage system of the proposed development will be reviewed based on the latest drainage layout.

¹ PWP No. 4389DS - Upgrading of West Kowloon and Tsuen Wan Sewerage – Phase 2
https://www.dsd.gov.hk/EN/Our_Projects/All_Projects/4389DS.html

3 SEWERAGE IMPACT ASSESSMENT

3.1 Sewage Discharge from the Scheme

- 3.1.1 According to the Population Census 2021, the average domestic household size is 2.3 for the Mong Kok East District Council Constituency Area and Tertiary Planning Unit 222, and 2.5 for Yau Tsim Mong District. For the purpose of conservative assessment, a household size of 2.5 has been adopted in the current assessment.
- 3.1.2 The population of non-residential area such as restaurant, retail, G/IC and hotel are estimated according to the usable floor area (UFA) per person and the worker density from Figure 9 of Commercial and Industrial Floor Space Utilization, published by Planning Department. **Table 3-1** indicates the population calculation of the Scheme. It should be noted that for conservative assessment purposes, the worker density and unit flow factor of a hotel have been adopted for the hotel/office portion.

Table 3-1 Estimation of Population

Section	No. of Flat ^[2]	Non-residential GFA (m ²) ^[2]	Population Factor		Population	
			No. of person per flat ^[1]	Residential Population	Worker Density (worker/100 m ²) ^[3]	No. of Employee
Site A1						
Residential	474	-	2.5	1185	-	-
Club House & Lobby ^[2]	-	-	-	-	-	10
Retail	-	3946	-	-	3.5	139
Restaurant	-	2630	-	-	5.1	135
Site A2						
Retail	-	0	-	-	3.5	0
Restaurant	-	0	-	-	5.1	0
Site A3						
Retail	-	0	-	-	3.5	0
Restaurant	-	0	-	-	5.1	0
Site A4						
Retail	-	60	-	-	3.5	3
Restaurant	-	40	-	-	5.1	3
Site A5						
Retail	-	60	-	-	3.5	3
Restaurant	-	40	-	-	5.1	3
Site B						
Residential	880	-	2.5	2200	-	-
Club House & Lobby ^[2]	-	-	-	-	-	20
G/IC	-	30000	-	-	3.3	990
Hotel/Office ^[4]	-	18350	-	-	3.2	588
Retail	-	6600	-	-	3.5	231

Section	No. of Flat ^[2]	Non-residential GFA (m ²) ^[2]	Population Factor		Population	
			No. of person per flat ^[1]	Residential Population	Worker Density (worker/100 m ²) ^[3]	No. of Employee
Restaurant	-	4400	-	-	5.1	225

Note:

- [1] According to the Population Census 2021, the average domestic household size is 2.3 for Mong Kok East District Council Constituency Area and Tertiary Planning Unit 222; and 2.5 for Yau Tsim Mong District. For conservative assessment household size of 2.5 has been adopted.
- [2] Number of employees for club house and lobby are based on estimation from projects of similar scale.
- [3] According to figure of Commercial and Industrial Floor Space Utilization Survey by Planning Department, the staff densities are: -
 -- 3.3 staff per 100m² GFA for G/IC (Community, Social & Personal Services)
 -- 3.5 staff per 100m² GFA for Retails and Shops
 -- 5.1 staff per 100m² GFA for Restaurants
 -- 3.2 staff per 100m² GFA for Hotel
- [4] Discharge of hotel has been adopted for the Hotel/Office portion for conservative assessment.
- [5] No swimming pool is provided in the current notional design.

3.1.3 As the Design Parameters of the Scheme is subject to detailed design, a 5% design allowance have been adopted in the sewage discharge from the Scheme. The estimated sewage flow rates from Scheme are summarised in **Table 3-2**. The average daily dry weather flow (ADWF) with additional 5% for conservative assessment are 603.7 m³/day, 0 m³/day, 0 m³/day, 5.9 m³/day, 5.9 m³/day & 2337.3 m³/day for Sties A1, A2, A3, A4, A5 & B, respectively.

Table 3-2 Calculation of Sewage Discharge

Occupant Type	Unit Flow Factors (m ³ /day/person) ^[1]	No. of Occupants / Employee	Flow Rate (m ³ /day) ^[2]
Site A1			
Residential	0.27	1185	320.0
Club House & Lobby	0.28	10	2.8
Retail	0.28	139	38.9
Restaurant	1.58	135	213.3
Total (+5%)^[3]			<u>603.7</u>
Site A2			
Retail	0.28	0	0
Restaurant	1.58	0	0
Total (+5%)^[3]			<u>0</u>
Site A3			
Retail	0.28	0	0
Restaurant	1.58	0	0
Total (+5%)^[3]			<u>0</u>
Site A4			
Retail	0.28	3	0.8
Restaurant	1.58	3	4.7
Total (+5%)^[3]			<u>5.9</u>

Occupant Type	Unit Flow Factors (m ³ /day/person) ^[1]	No. of Occupants / Employee	Flow Rate (m ³ /day) ^[2]
Site A5			
Retail	0.28	3	0.8
Restaurant	1.58	3	4.7
Total (+5%)^[3]			<u>5.9</u>
Site B			
Residential	0.27	2200	594.0
Club House & Lobby	0.28	20	5.6
G/IC	0.28	990	277.2
Hotel/Office ^[4]	1.58	588	929.0
Retail	0.28	231	64.7
Restaurant	1.58	225	355.5
Total (+5%)^[3]			<u>2337.3</u>

Noted

[1] According to EPD's Guidelines for Estimating Sewage Flows for Infrastructure Planning, the Unit Flow Factor are:

- 0.27 m³/day/person for Residential flat (R2);
- 0.28 m³/day/staff for Clubhouse & Lobby, Retail as well as G/IC;
- 1.58 m³/day/staff for Restaurant & Hotel; and

[2] Average Dry Weather Flow (ADWF).

[3] Additional of 5% ADWF has been adopted for conservative assessment.

[4] Discharge of hotel has been adopted for the Hotel/Office portion for conservative assessment

3.2 Comparison with the Existing Condition of Sites A2 – A5

3.2.1 Sites A2, A3, A4, and A5 are currently occupied by four-story tenement buildings with shops/retails on the ground floor. The existing sewage discharge of the Site A2 to A5 are estimated in **Table 3-4**, based on the existing the number of flats and population estimated by URA (**Table 3-3**). Upon redevelopment, these sites will either become open spaces or one-story retail blocks. Based on the notional design, the estimated sewage generated from Sites A2, A3, A4, and A5 (**Table 3-2**) is expected to significantly decrease as shown in **Table 3-5**, thereby eliminating any anticipated adverse sewerage impact for these sites.

Table 3-3 Existing Population (Sites A2 – A5)

Residential Section	Number of Units ^[1]		Population (Residential) ^[1]
Total			90
Site A2 -- Residential Flat	6		25
Site A3 -- Residential Flat	3		15
Site A4 -- Residential Flat	6		25
Site A5 -- Residential Flat	6		25
Non-Residential Section	GFA (m ²) ^[2]	Staff Density (per 100m ²) ^[3]	No. of Employees
Total			23
Site A2 -- Retail	200	3.5	10
Site A3 -- Retail	70	3.5	3
Site A4 -- Retail	130	3.5	5
Site A5 -- Retail	130	3.5	5

[1] The number of flats and population are estimated by URA.

[2] Estimated values.

[3] According to figure of Commercial and Industrial Floor Space Utilization Survey by Planning Department, the staff density is 3.5 staff per 100m² GFA for Retails and Shops

Table 3-4 Calculation of Existing Sewage Discharge (Sites A2 – A5)

Occupant Type	Unit Flow Factors (m ³ /day/person)	No. of Occupants / Employees	ADWF (m ³ /day)
Site A2 -- Residential Flat	0.27	25	6.8
Site A3 -- Residential Flat	0.27	15	4.1
Site A4 -- Residential Flat	0.27	25	6.8
Site A5 -- Residential Flat	0.27	25	6.8
Site A2 -- Retail	0.28	10	2.8
Site A3 -- Retail	0.28	3	0.8
Site A4 -- Retail	0.28	5	1.4
Site A5 -- Retail	0.28	5	1.4
Site A2 Total			9.6
Site A3 Total			4.9
Site A4 Total			8.2
Site A5 Total			8.2
Total	-	-	<u>30.7</u>

[1] According to EPD's Guidelines for Estimating Sewage Flows for Infrastructure Planning, the Unit Flow Factor are:

-- 0.27 m³/day/person for Residential flat (R2);

-- 0.28 m³/day/staff for Clubhouse, Lobby & Retail;

[2] Average Dry Weather Flow (ADWF).

Table 3-5 Comparison of Sewage Discharge for Sites A2-A5

Occupant Type	Existing ADWF (m ³ /day)	Proposed Scheme ADWF (m ³ /day)
Site A2 Total	9.6	0
Site A3 Total	4.9	0
Site A4 Total	8.2	5.9
Site A5 Total	8.2	5.9
Total	<u>30.7</u>	<u>11.8</u>

[1] The ADWF of the Existing case and Proposed Scheme are presented in **Table 3-4** & **Table 3-2** respectively.

3.3 Sewage Discharge from the Vicinity

3.3.1 The surrounding developments near the Scheme is sectioned into different catchments based on the existing sewerage system. The sewage catchment areas in the vicinity are shown in **Figure 3-1** and the estimated sewage discharges from each catchment are summarised in **Table 3-6**. It should be noted that average domestic household size of 2.5, instead of 2.3, as stated in **Section 3.1.1**, has been adopted for conservative assessment. Catchment C and E are referenced from Sewerage Impact Assessment of “OZP Amendments in Yau Ma Tei and Mong Kok Districts” and the extracted pages are presented in **Appendix V**. The population and detailed calculation of flow rate is presented in **Appendix II**.

Table 3-6 Sewage Discharge from Surrounding Catchments

Catchment ID	Development	Total Flowrate / catchment ^[1]
A	Oscar Court	122.2 m ³ /day
	Kam Ming Court	
	Circle Garden	
B	Mongkok City Building	64.9 m ³ /day
	Hentiff (Ho Tat) Building	
C	144-152 Prince Edward Road West	376.6 m ³ /day
	207-221 Fa Yuen Street	
	210-238 Tung Choi Street	
	6-10 Playing Field Road	
D	Mong Kok Police Station	119.3 m ³ /day
E	304-328 Sai Yeung Choi Street North	992.0 m ³ /day
	7-29 Playing Field Road	
	40-46, 52-56,68 Boundary Street	
	209-229, 240-254 Tung Choi Street	
	225-239, 244-266 Fa Yuen Street	
F	233-251 Sai Yee Street	260.7 m ³ /day
	Bijou Apartments	
	Bijou Court	
US01 ^[2]	Cheung Ling Mansion	497.2 L/s
	Upstream Area served by Sewer US01 (FWD4018096)	

[1] ADWF has been presented unless specified.

[2] The full capacity of the corresponding pipe has been adopted.

[3] The calculation is detailed in **Appendix II**.

3.4 Assessment of Existing Sewerage System Proposed New Sewers and Upgrading

Downstream of Sites A1 & B

- 3.4.1 The sewage discharge from Sites A1 & B is expected to increase after the redevelopment, the downstream sewers shall be checked for sufficient capacities to cater sewerage discharge. Besides, some existing sewers are planned to be demolished or reconstructed either due to the need of the Scheme or for other practical reasons, which will be described in the following paragraphs. The existing sewers to be demolished or reconstructed are illustrated in **Figure 3-2** and the proposed new sewers or upgrading are illustrated in **Figures 3-3a to 3-3e**.
- 3.4.2 Firstly, the existing 900mm sewer between the public sewer manholes FMH4017916 and FMH4017917 across Sai Yee Street shall be removed to facilitate the basement development at Site B (**Figure 3-2**). Additionally, as part of the reconstruction of Site A1, the original sewers connecting from the public sewer manholes FMH4017916 to FMH4017920 are proposed to be demolished (as shown in **Figure 3-2**) and to be replaced by a more direct and shorten new route crossing connecting the two same public sewer manholes, as depicted in **Figure 3-3c**.
- 3.4.3 Secondly, the existing developments to the north of Site A1 will no longer be able to discharge through the current southern route (**Figure 3-2**; sewers PS13 to PS15). Instead, the sewage from those developments will be redirected to the north and connected to the main sewer through the newly proposed 300mm sewers, as illustrated in **Figure 3-3c**. It is important to note that the existing 900mm sewer extending from public sewer manholes FMH4017918 to FMH4017920 cannot be reused. This is because the invert levels of the sewers near the decked nullah need to be raised to accommodate the proposed upgrades for the drainage pipes SMD4004100 and SMD4004101 that run beneath the existing sewers. For more detailed information regarding the proposed stormwater pipes, please refer to the Drainage Impact Assessment Report prepared for the Project separately.
- 3.4.4 Thirdly, as mentioned previously, the sewers in the vicinity of the decked nullah will be elevated to create additional space for the proposed upgrades to the drainage pipes. Therefore, the invert level of the existing sewer that crosses the decked nullah near Sai Yee Street (**Figure 3-2**; sewer PS04) will be raised. Moreover, the upgrading of current PS04 sewer will likely reduce potential disruptions to the flow of the decked nullah due to its current low invert level (downstream invert level of 3.75mPD). To comply with current standards, , the diameter of PS04 will increase from 150mm to 225mm.
- 3.4.5 Lastly, it has been identified that the sewer FWD4018104, located between the existing public sewer manholes FMH4017920 and FMH4017921 (**Figure 3-2**), is at risk of surcharging due to its small gradient ($0.04\text{m} / 44\text{m} = 0.00091$)². To improve the sewer capacity, the proposed upgrades will shorten the sewer route and relocate the public manholes FMH4017921 outside of the garden area, as shown in **Figure 3-3d**. With the proposed changes, the flow shall achieve the self-cleansing velocity of 1.0m/s in full pipe condition as shown in **Table A in Appendix IV** (Sewer PP05 & PP06).
- 3.4.6 It is important to note that there are two 300mm sewers connected to the public sewer manholes FMH4017921 in the southeast. A preliminary desktop assessment indicates that these two 300mm sewers are likely not in use. However, the condition of these sewers will

² According to Section 5.1.2 of Sewerage Manual - Part 1 (Third Edition, May 2013), a self-cleansing velocity of 1.0m/s in full pipe condition and/or sewer gradient of 1:DN are recommended.

be further assessed in a later stage. If it is determined that the two 300mm sewers are indeed in use, it would be more practical to divert the sewage to nearby sewers in the southwest, rather than allowing it to cross the decked nullah at its current invert level (current invert levels: 3.25-3.32mPD).

Downstream of Sites A2 - A5

- 3.4.7 As stated in **Section 3.2**, the sewage flow from each of the Sites A2 – A5 is expected to decrease. Therefore, no adverse sewerage impact is anticipated from the discharge of those sites thus the assessment of their downstream sewers is not necessary.

Summary of Sewers to be Demolished

- 3.4.8 The sewers to be demolished are illustrate **Figure 3-2** and summarised in **Table 3-7**.

Table 3-7 Summary of Sewers to be Demolished

Location	From Manhole	To Manhole	Sewer Diameter	Remarks
South-west of Site B; Playing Field Road; & Fa Yuen Street.	FMH4017916	FMH4017920	900mm	To be diverted to a shorter route.
Along the nullah within Site A1 and its downstream	FMH4018197	FMH4017922	450-900mm	To be upgraded/modified.
Within Site A1	FMH4079142	FMH4018197	225mm	
Within Site A1	FMH4018192	FMH4018189	100-300mm	
Flower Market Road	FMH4073742	FMH4018200	225-405mm	No longer required.

Capacity of Existing Downstream Sewers

- 3.4.9 The capacities of the existing downstream foul sewer pipe sections (PS 01 - PS 15, **Figure 3-2**), based on the planned flow configuration as illustrated in **Figures 3-3a to 3-3e**, have been calculated by Colebrook-White Equation. The calculated capacities are listed in **Table 3-8** and the detailed calculation can be found in **Table A of Appendix III**.

Table 3-8 Capacity of Downstream Foul Sewers

Pipe Section	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)
PS01	FMH4017914	FMH4017915	1000.3
PS02	FMH4017915	FMH4017916	1000.3
PS03	FMH4018200	FMH4018197	124.9
PS04	FMH4018202	FMH4018200	41.5
PS05	FMH4017922	FMH4017923	686.3
PS06	FMH4017923	FMH4017924	1596.9
PS07	FMI4017924	FMI4018185	2320.4
PS08	FMH4018185	FMH4018251	2814.3
PS09	FMH4018251	FMH4018252	836.2
PS10	FMH4018252	FMH4018253	989.3
PS11	FMH4018253	FMH4018254	1626.0
PS12	FMH4018254	FSH4000280	3172.9
PS13 ^[1]	FMH4079142	FMH4079141	-
PS14 ^[1]	FMH4079141	FMH4079140	-
PS15 ^[1]	FMH4079140	FMH4018194	-
US01 ^[2]	FMH4017912	FMH4017913	492.7

Note:

[1] Sewage flow direction between PS13 to PS15 is reserved based on planned flow configuration.

[2] The full capacity of the US01 has been adopted as upstream flow volume.

[3] The calculation is detailed in **Table A of Appendix III**.

3.4.10 A summary of the utilization of the sewers are shown in **Table 3-9**. Detailed calculation is shown in **Tables B of Appendix III**. The results indicate that the existing sewers PS03 & PS05 are unable to cater the expected sewer flow. In addition, the flow direction of sewers PS13, PS14 & PS15 will need to be reversed due to the redevelopment of Site A1.

Table 3-9 Proportion of Peak Flow to Full Capacity (Existing Pipes)

Pipe Section	Full Capacity (L/s)	Peak Flow (L/s)	Utilization (%)
PS01	1000.3	497.2	50%
PS02	1000.3	673.1	67%
<u>PS03</u>	<u>124.9</u>	<u>678.0</u>	<u>543%</u>
PS04	41.5	7.8	19%
<u>PS05</u>	<u>686.3</u>	<u>689.4</u>	<u>100%</u>
PS06	1596.9	689.4	43%
PS07	2320.4	689.4	30%
PS08	2814.3	779.0	28%
PS09	836.2	779.0	93%
PS10	989.3	779.0	79%
PS11	1626.0	779.0	48%
PS12	3172.9	779.0	25%
<u>PS13</u>	-	<u>14.7</u>	-
<u>PS14</u>	-	<u>14.7</u>	-
<u>PS15</u>	-	<u>14.7</u>	-

Note:

[1] Surcharged sewers are **Bold Underline**.[2] The calculation is detailed in **Table B of Appendix III**.

[3] Utilization of > 93% is considered surcharged.

Terminal Manholes and Discharge Sewers of the Sites

- 3.4.11 The sewage discharge from the Site A1 is proposed to be collected by terminal manhole FTMH-A01 and discharged via a proposed sewer PP-A01, with diameter of 300mm and slope of 1:100, connected to new manhole FMH-01 (**Figure 3-3c**).
- 3.4.12 The sewage discharge from the Site A4 is proposed to be collected by terminal manhole FTMH-A04 and discharged via a proposed sewer PP-A04, with diameter of 225mm and slope of 1:100, connected to existing manhole FMH4084221 (**Figure 3-3e**).
- 3.4.13 The sewage discharge from the Site A5 is proposed to be collected by terminal manhole FTMH-A05 and discharged via a proposed sewer PP-A05, with diameter of 225mm and slope of 1:100, connected to existing manhole FMH4018214 (**Figure 3-3e**).
- 3.4.14 The sewage discharge from the Site B is proposed to be collected by terminal manhole FTMH-B01 and discharged via a proposed sewer PP-B01, with diameter of 400mm and slope of 1:100, connected to existing manhole FMH4017915 (**Figure 3-3b**).
- 3.4.15 No terminal manhole and discharge sewers will be provided for Sites A2 & A3.

Proposed New Sewers and Upgrading in the Surrounding

- 3.4.16 In addition to the aforementioned sewers connected to the terminal manholes of the Sites, there are 12 proposed new sewers (PP01 to PP12). PP01 to PP07 are proposed to handle the increased sewage flow and facilitate the shortening of the 900mm sewers, while PP08 to PP12 are intended for diverting sewage from existing developments (**Figures 3-3c & 3-3d**).
- 3.4.17 There are 8 sewers (PS01 to PS05, and PS13 to PS15) proposed to be upgraded and/or modified. The invert levels of PS01 & PS02 are proposed to be adjusted to align with the invert level of the proposed new sewers; PS03 is proposed to be upgraded from 450mm to 900mm to cater the upstream flow; PS04 is proposed to be upgrade from 150mm to 225mm with increased invert level to align with the invert level of the proposed sewers; the slope of PS05 is proposed to be increased to cater the upstream flow; the slope of the PS13 to PS15 are proposed to be reversed to change the flow direction.
- 3.4.18 The proposed new pipes and upgrades are presented in **Table 3-10 & Table 3-11** below. The exact location of the new manholes and invert levels will subject to design. With the proposed new sewers and upgrades, the downstream sewer will be able to cater the expect peak sewage flow, thus no adverse sewerage impact arising from the proposed development is anticipated.

Table 3-10 Proportion of Peak Flow to Full Capacity (Proposed New Sewers)

Pipe Section	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)	Peak Flow (L/s)	Utilization (%)
PP-A01	FTMH-A01	FMH-01	120.4	54.5	45%
PP-A04	FTMH-A04	FMH4084221	45.6	0.7	2%
PP-A05	FTMH-A05	FMH4018214	45.6	0.7	2%
PP-B01	FTMH-B01	FMH4017915	256.4	175.8	69%
PP01	FMH4017916	FMH4018199	868.3	673.1	78%
PP02	FMH4018199	FMH4018200	863.1	673.1	78%
PP03	FMH4018197	FMH-01	874.7	678.0	78%
PP04	FMH-01	FMH4017920	874.9	689.4	79%
PP05	FMH4017920	FMH-02	878.4	689.4	78%
PP06	FMH-02	FMH-03	1082.2	689.4	64%
PP07	FMH-03	FMH4017922	1112.0	689.4	62%
PP08	FMH4018194	FMH-04	42.3	14.7	35%
PP09	FMH-04	FMH-05	26.7	14.7	55%
PP10	FMH-05	FMH-06	23.6	14.7	62%
PP11	FMH-06	FMH-07	23.6	14.7	62%
PP12	FMH-07	FMH-01	75.4	14.7	20%

Table 3-11 Proportion of Peak Flow to Full Capacity (Proposed Upgrading)

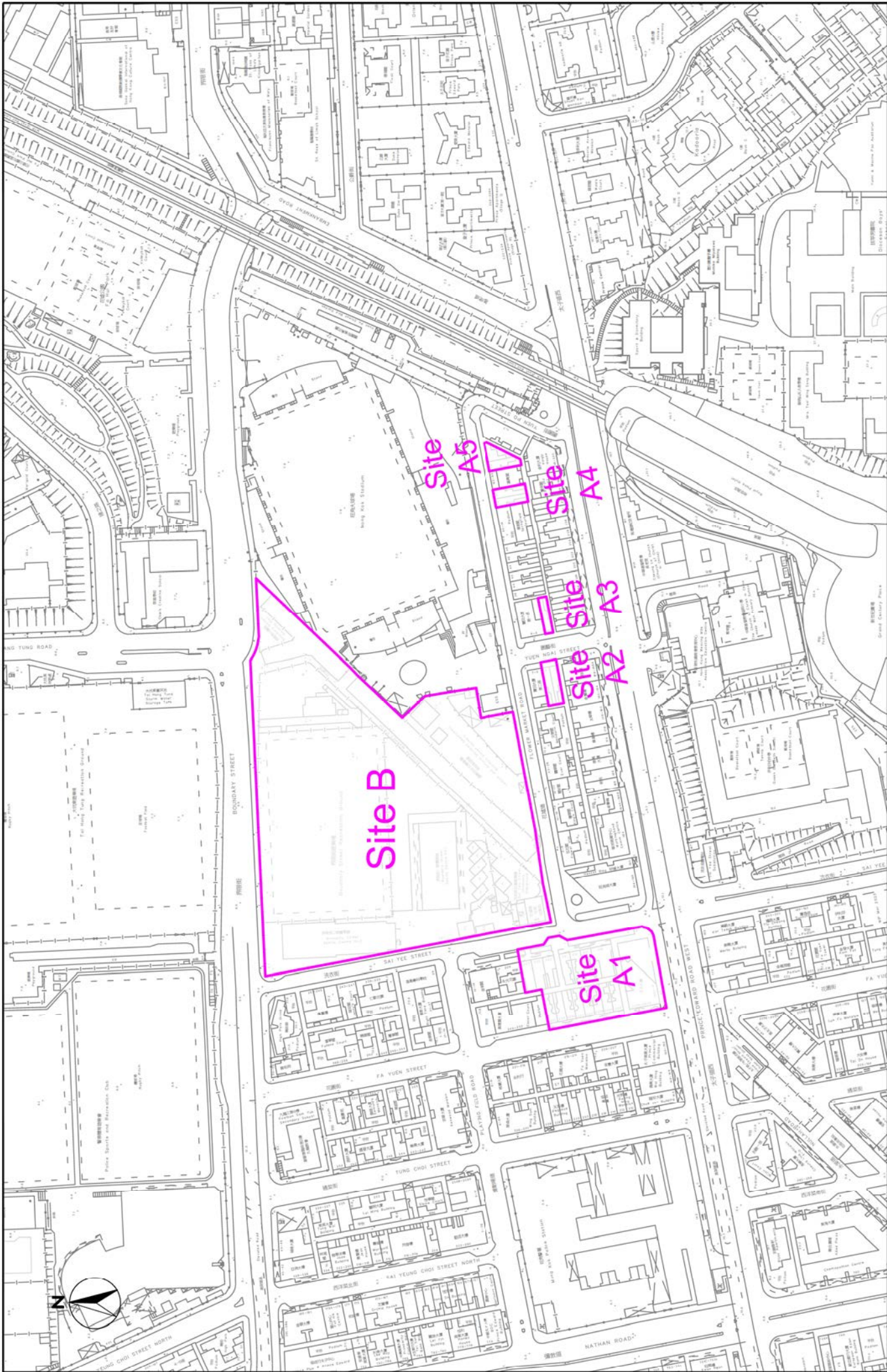
Pipe Section	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)	Peak Flow (L/s)	Utilization (%)
PS01	FMH4017914	FMH4017915	606.5	497.2	82%
PS02	FMH4017915	FMH4017916	813.6	673.1	83%
PS03	FMH4018200	FMH4018197	880.2	678.0	77%
PS04	FMH4018202	FMH4018200	64.2	7.8	12%
PS05	FMH4017922	FMH4017923	1076.7	689.4	64%
PS13	FMH4079142	FMH4079141	19.2	14.7	77%
PS14	FMH4079141	FMH4079140	17.6	14.7	83%
PS15	FMH4079140	FMH4018194	18.9	14.7	78%

3.4.19 The necessity and arrangement of temporary sewer diversion will be subject to detailed design. By implementing appropriate works sequencing and temporary sewer diversion measures in the implementation stage, it is anticipated that any potential sewerage impact during the sewerage works can be effectively mitigated.

4 CONCLUSION

- 4.1.1 This Sewerage Impact Assessment has been undertaken to assess the potential sewerage impact of the proposed development and to serve as a supporting document for the draft DSP of the Scheme with its planning proposal to the TPB for consideration.
- 4.1.2 The sewage discharge from Sites A1 & B are expected to be increased while the sewage discharge from Sites A2 to A5 are expected to be reduced.
- 4.1.3 The sewage discharge from the Site A1 is proposed to be collected by terminal manhole FTMH-A01 and discharged via proposed 300mm sewer PP-A01 to new manhole FMH-01; The sewage discharge from the Site A4 is proposed to be collected by terminal manhole FTMH-A04 and discharged via proposed 225mm sewer PP-A04 to existing manhole FMH4084221; The sewage discharge from the Site A5 is proposed to be collected by terminal manhole FTMH-A05 and discharged via proposed 225mm sewer PP-A05 to existing manhole FMH4018214; The sewage discharge from the Site B is proposed to be collected by terminal manhole FTMH-B01 and discharged via proposed 400mm sewer PP-B01 to existing manhole FMH4017915. No terminal manhole and discharge sewers will be provided for Sites A2 & A3.
- 4.1.4 There are 12 proposed new sewers (PP01 to PP12). PP01 to PP07 are proposed to handle the increased sewage flow and facilitate the shortening of the 900mm sewers, while PP08 to PP12 are intended for diverting sewage from existing developments.
- 4.1.5 There are 8 sewers (PS01 to PS05, and PS13 to PS15) proposed to be upgraded and/or modified. The invert levels of PS01 & PS02 are proposed to be adjusted to align with the invert level of the proposed new sewers; PS03 is proposed to be upgraded from 450mm to 900mm to cater the upstream flow; PS04 is proposed to be upgraded from 150mm to 225mm with increased invert level to align with the invert level of the proposed sewers; the slope of PS05 is proposed to be increased to cater the upstream flow; the slope of the PS13 to PS15 are proposed to be reversed to change the flow direction.
- 4.1.6 With the proposed new sewers and upgrades, the downstream sewer will be able to cater the expected peak sewage flow, thus no adverse sewerage impact arising from the proposed development is anticipated.
- 4.1.7 The necessity and arrangement of temporary sewer diversion will be subject to detailed design. By implementing appropriate works sequencing and temporary sewer diversion measures in the implementation stage, it is anticipated that any potential sewerage impact during the sewerage works can be effectively mitigated.

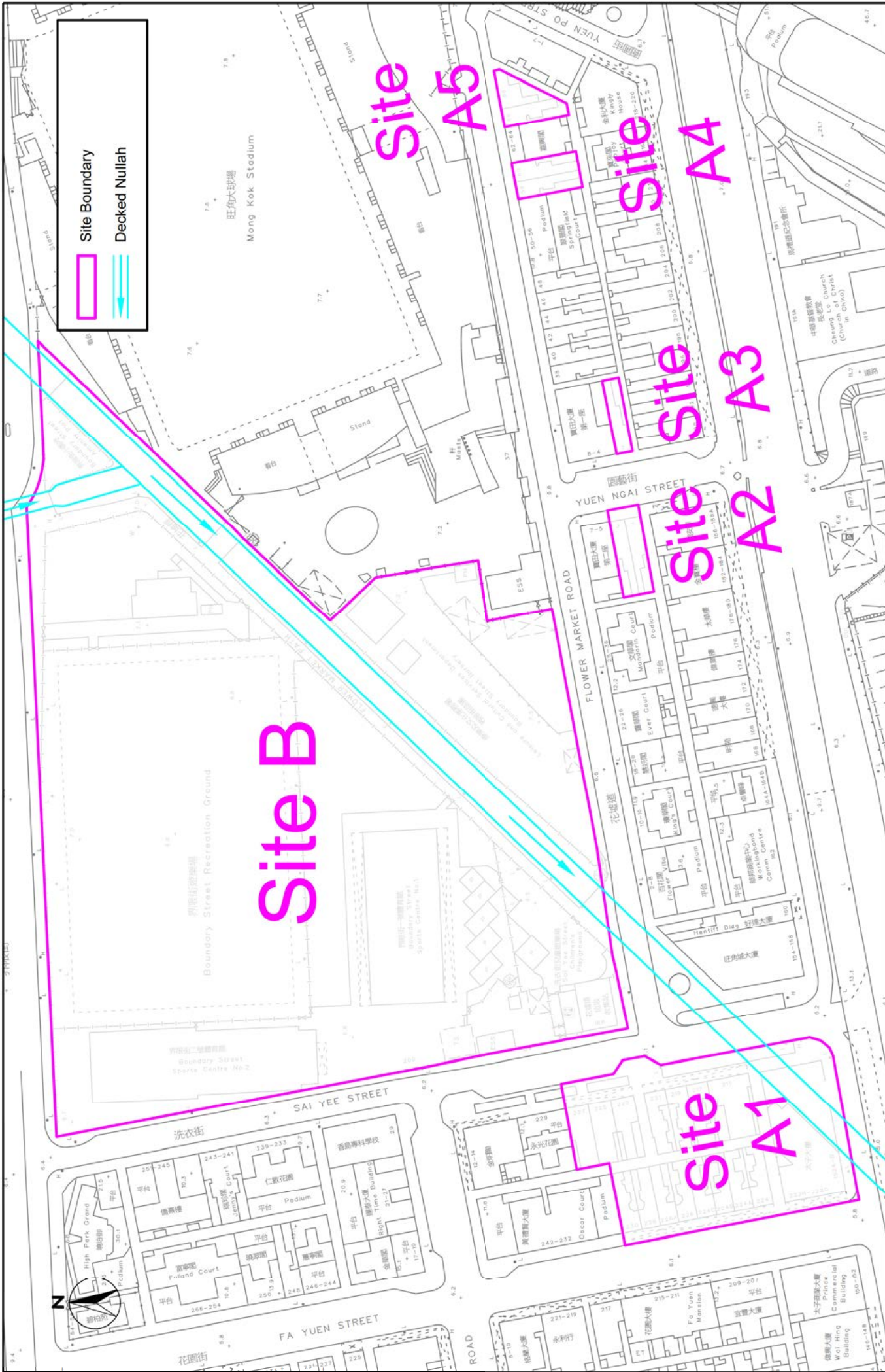
FIGURES



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Location Plan

SCALE	1:2000 @ A3	DATE	June 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 2-1
REV			-







SCALE	1:1000 @ A3	DATE	June 2023
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 2-2
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Existing Decked Nullah





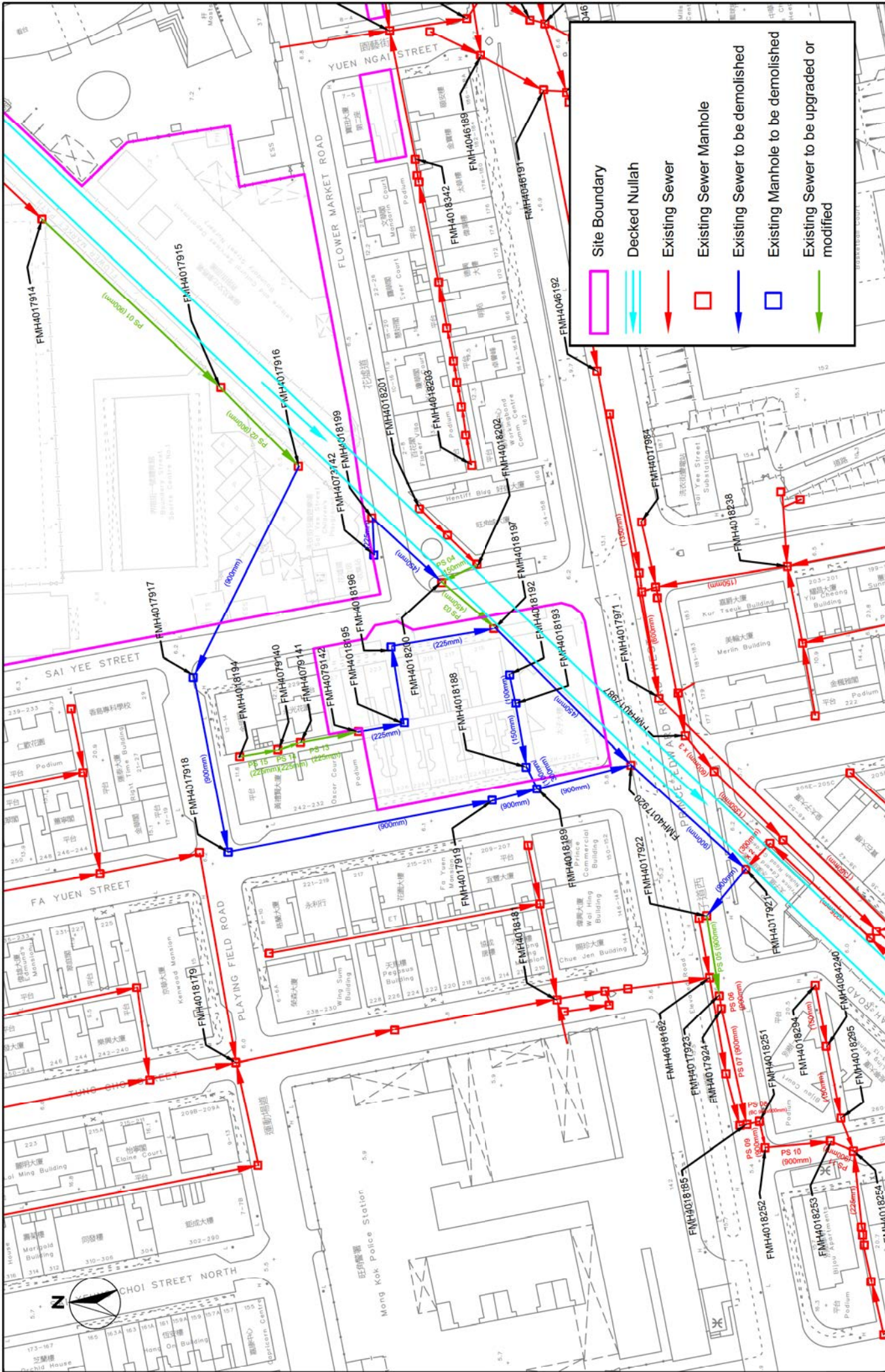
	Sewerage Catchment
	Decked Nullah
	Existing Sewer
	Existing Sewer Manhole

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Existing Sewerage System in the Vicinity (Overview)

SCALE	1:2000 @ A3	DATE	Jul 2023
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JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig 3-1
REV			



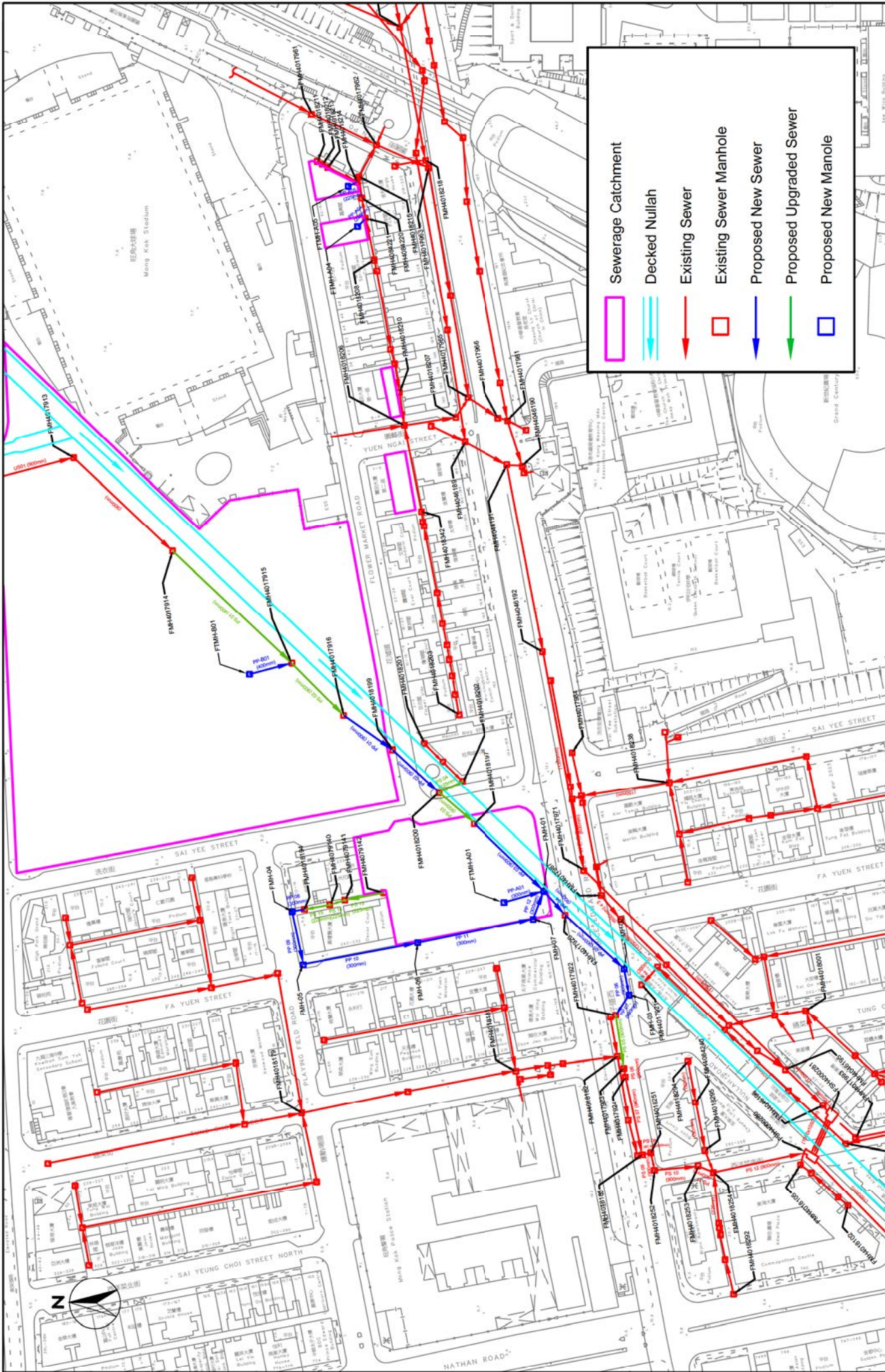


	Site Boundary
	Decked Nullah
	Existing Sewer
	Existing Sewer Manhole
	Existing Sewer to be demolished
	Existing Manhole to be demolished
	Existing Sewer to be upgraded or modified

SCALE	1:1000 @ A3	DATE	Jul 2023
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JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig 3-2
REV			

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
Existing Sewer and Sewer Manhole to be Demolished or Reconstructed

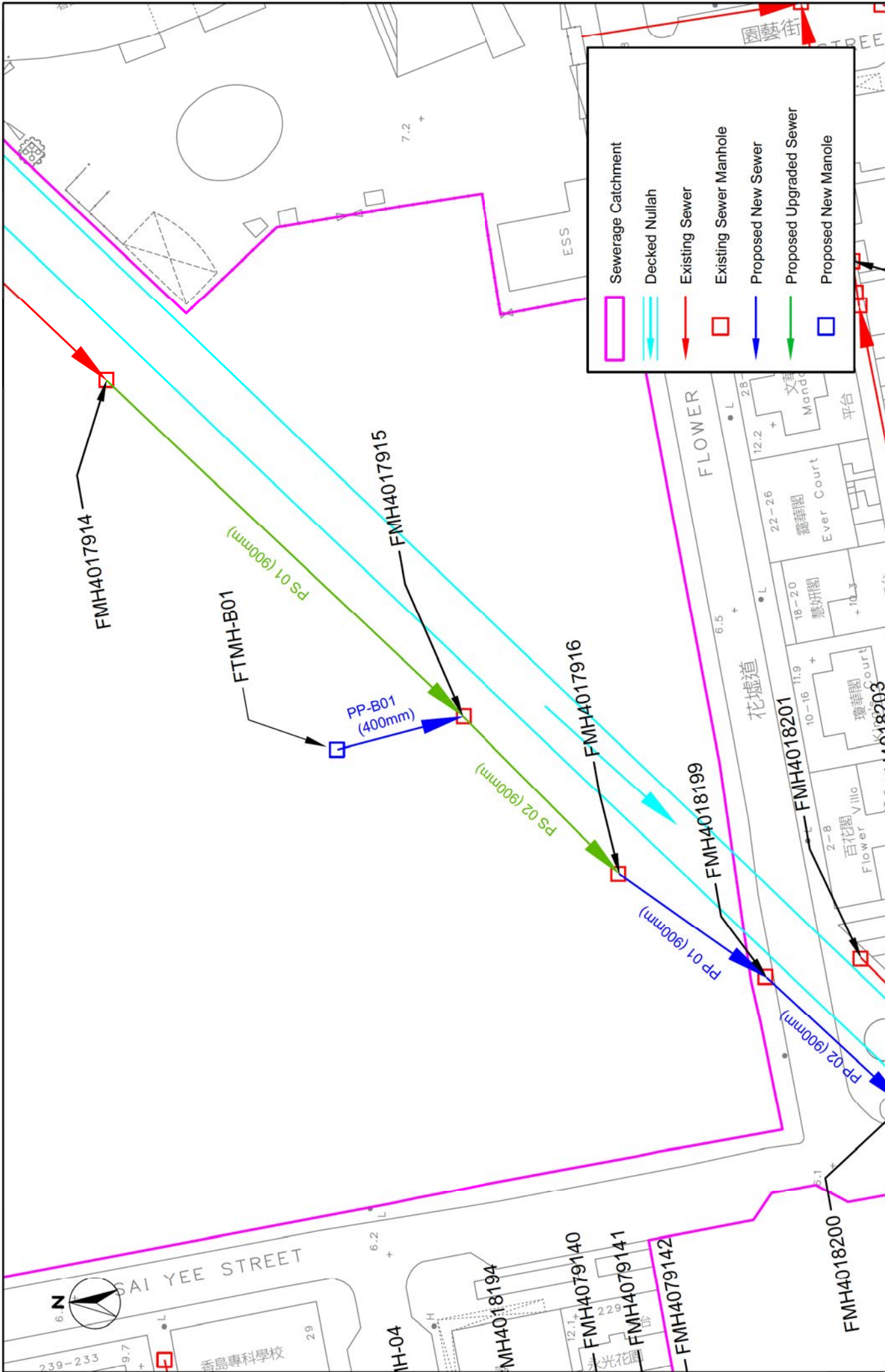




SCALE	1:1500 @ A3	DATE	Jul 2023
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JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig 3-3a
REV			

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)
Proposed New Sewer and Sewer Manhole (Overview)





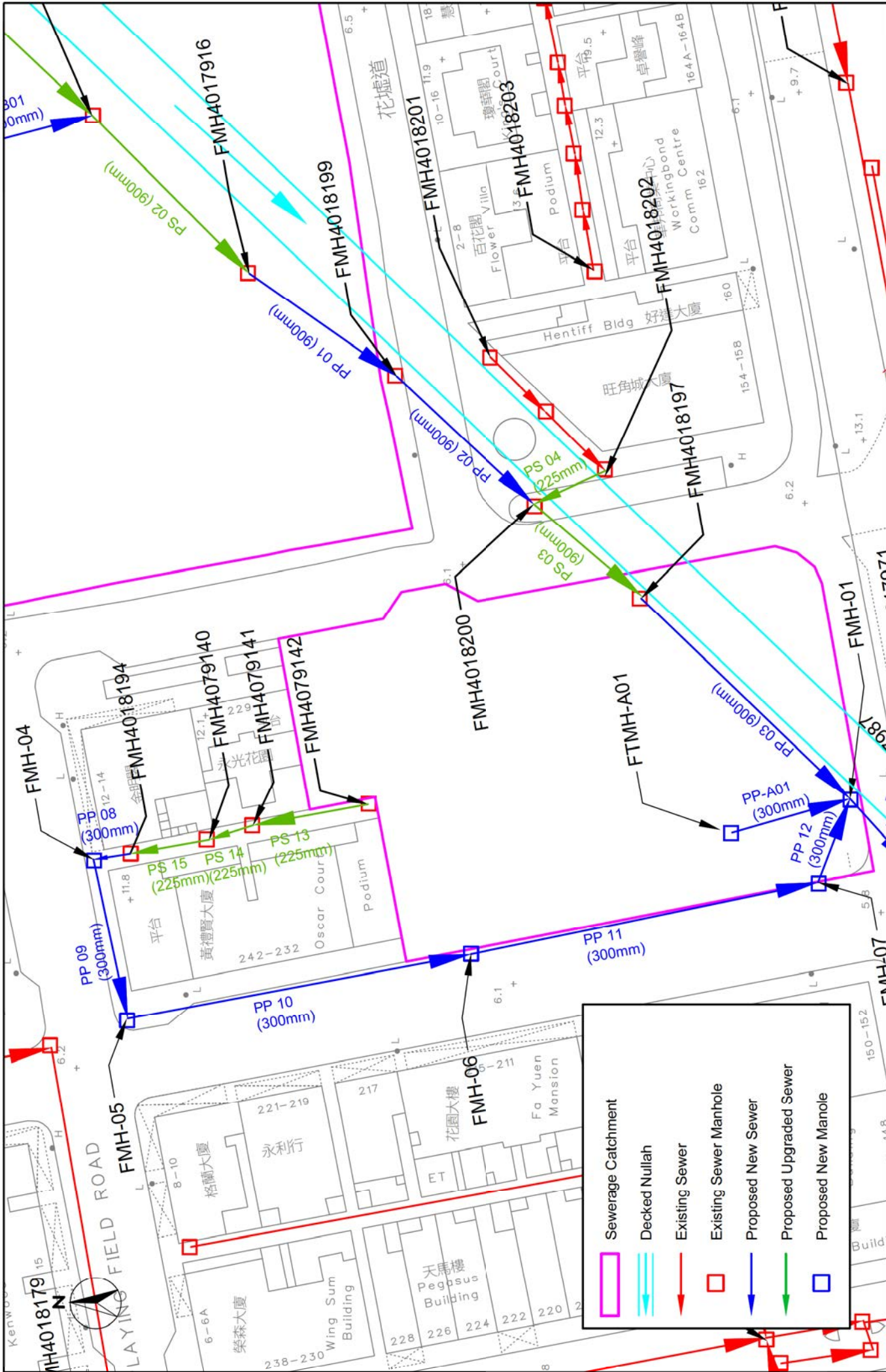
	Sewerage Catchment
	Decked Nullah
	Existing Sewer
	Existing Sewer Manhole
	Proposed New Sewer
	Proposed Upgraded Sewer
	Proposed New Manhole

SCALE	1:500 @ A3	DATE	Jul 2023
CHECK	CC	DRAWN	LL
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig 3-3b
REV			

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Proposed New Sewer and Sewer Manhole - 1



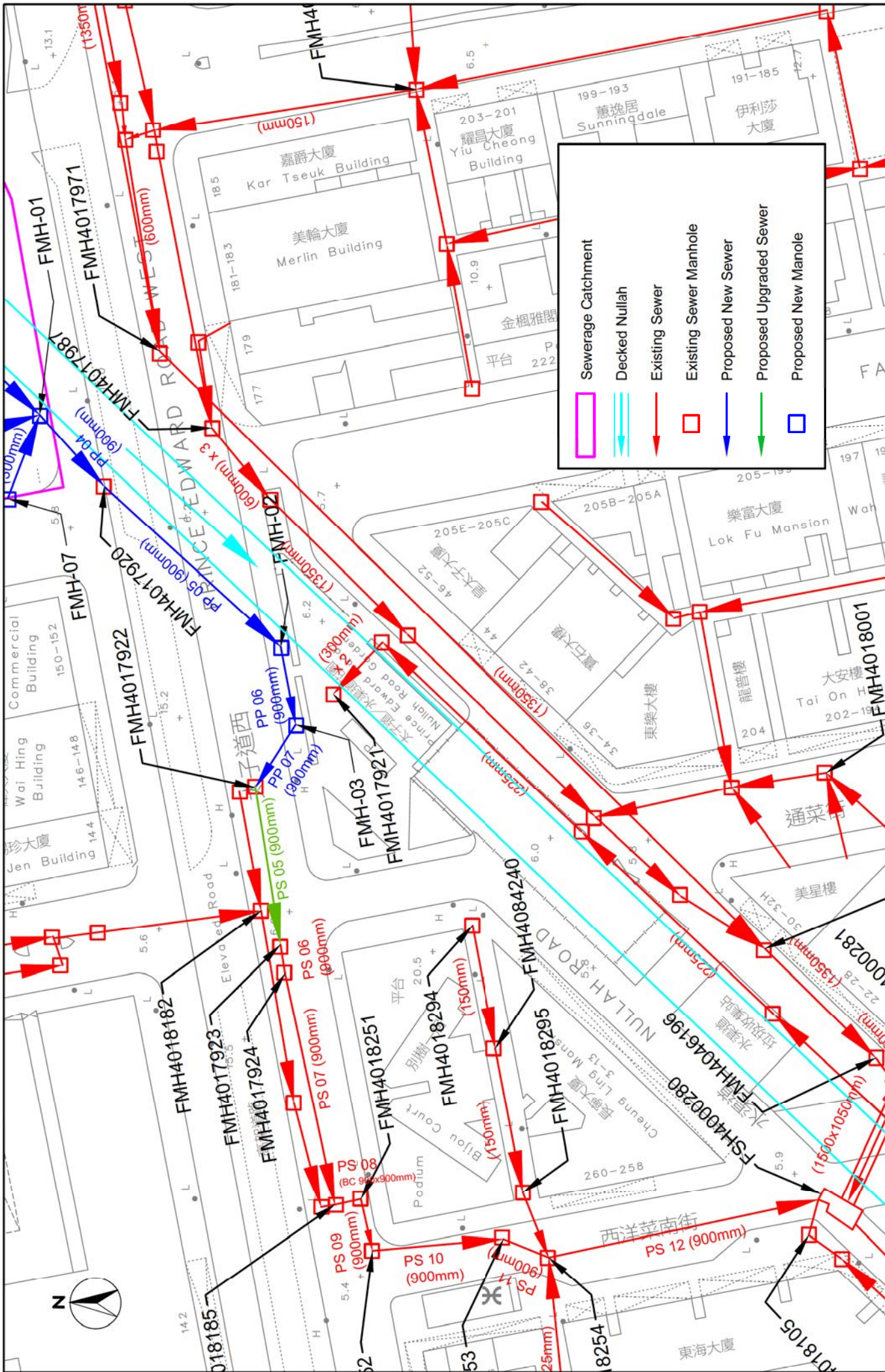


SCALE		1:500 @ A3	DATE	Jul 2023
CHECK	CC	DRAWN	LL	REV
JOB NO.	IA19021-YMAA1-01-P1		DRAWING NO.	Fig 3-3c

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Proposed New Sewer and Sewer Manhole - 2

CINOTECH
Cinotech Consultants Limited



	Sewerage Catchment
	Decked Nullah
	Existing Sewer
	Existing Sewer Manhole
	Proposed New Sewer
	Proposed Upgraded Sewer
	Proposed New Manhole

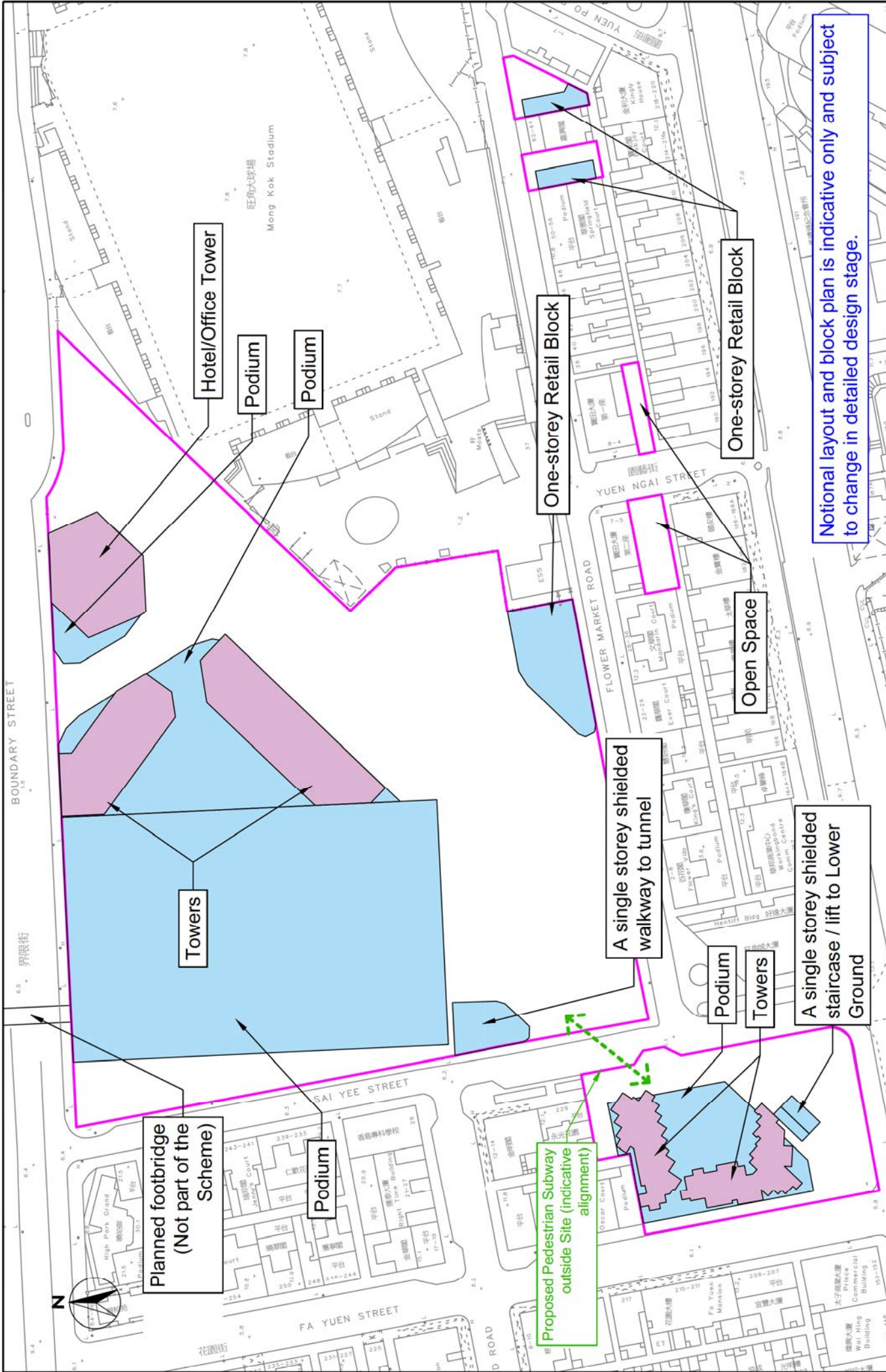
DATE	Jul 2023
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DRAWN	LL
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JOB NO.	IA19021-YMAA1-01-P1
DRAWING NO.	Fig 3-3d
REV	-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Proposed New Sewer and Sewer Manhole - 3



**APPENDIX I
NOTIONAL PLAN OF THE PROPOSED
SCHEME**



Notional layout and block plan is indicative only and subject to change in detailed design stage.

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Notional Plan of the Proposed Scheme

SCALE	1:1000 @ A3	DATE	March 2024
CHECK	KS	DRAWN	CC
JOB NO.	IA19021-YMAA101P1	DRAWING NO.	--
REV			



**APPENDIX II
SEWAGE DISCHARGE FROM
SURROUNDING CATCHMENTS**

Appendix II: Sewage Discharge from Surrounding Catchments

Catchment ID	Building	No. of Inlets	Total Area (m ²) [1]			Population [1]			Residential	Wholesale & Retail (LF = 427)	ADWF (m ³ /day)			Total ADWF / catchment (m ³ /day)	Reference
			Community, Social & Personal Services	Restaurants	Staff (by worker density - Community, Social & Personal Services)	Staff (by worker density - Restaurants)	Staff (by worker density - Retail)	Community, Social & Personal Services (LF = 3.3)			Wholesale & Retail (LF = 428)	Restaurants (LF = 17.4)			
A	Oscar Court	69	--	400	200	--	14	11	173	46.7	--	3.9	17.4	68.0	Estimation & Centaline Property
	Kam Ming Court	45	--	260	--	--	10	--	113	30.5	--	2.8	--	33.3	Estimation & Centaline Property
	Circle Garden	28	--	200	--	--	7	--	70	18.9	--	2.0	--	20.9	Estimation & Centaline Property
B	Mongkok City Building	45	1440	--	--	48	--	--	113	30.5	13.4	--	44.0	64.9	Centaline Property
	Hemif(Ho Tai) Building	24	--	480	--	--	17	--	60	16.2	--	4.8	--	21.0	Centaline Property
C	144-152, Prince Edward Road West	--	--	--	--	--	--	--	--	--	--	--	--	--	Outline Zoning Plan Amendments in Yau Ma Tei and Mong Kok Districts - SIA Report
	207-221 Fa Yuen Street	--	--	--	--	--	--	--	--	--	--	--	--	--	
	210-238 Tung Choi Street	--	--	--	--	--	--	--	--	--	--	--	--	--	
D	6-10 Plying Field Road	--	--	--	--	--	--	--	--	--	--	--	--	--	Block MKE07
	Mong Kok Police Station	--	12900	--	--	426	--	--	--	--	119.3	--	--	119.3	
E	304-323 Sai Yeung Choi Street North	--	--	--	--	--	--	--	--	--	--	--	--	--	Outline Zoning Plan Amendments in Yau Ma Tei and Mong Kok Districts - SIA Report
	7-29 Plying Field Road	--	--	--	--	--	--	--	--	--	--	--	--	--	
	40-46, 52-56, 68 Boundary Street	--	--	--	--	--	--	--	--	--	--	--	--	--	
F	209-239, 240-254 Tung Choi Street	--	--	--	--	--	--	--	--	--	--	--	--	--	Blocks MKE04, MKE06, & MKE08
	235-239, 244-266 Fa Yuen Street	--	--	--	--	--	--	--	--	--	--	--	--	--	
F	232-251 Sai Yee Street	171	--	935	--	--	33	--	428	115.6	--	9.2	--	124.8	Centaline Property
	Bijou Apartments	84	--	928	--	--	33	--	210	56.7	--	9.2	--	65.9	Centaline Property
	Cheung Ling Mansion	92	--	300	50	--	11	3	230	62.1	--	3.1	4.7	69.9	Centaline Property

The full capacity of Pipe (US01) has been adopted. The peaking factor and catchment inflow factors are not applicable for this catchment.

US01	Upstream Area served by Sewer (US01) (FWD4018096)	Peak flow: 497.2L/s	Appendix III
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Notes:

- [1] According to the Population Census 2021, the average domestic household size is 2.3 for Mong Kok East District Council Constituency Area and Tertiary Planning Unit 222; and 2.5 for Yau Tsim Mong District. For conservative assessment household size of 2.5 has been adopted.
 - According to figure of Commercial and Industrial Floor Space Utilization Survey by Planning Department, the staff density is: -
 - 3.3 staff/peer 100m² GFA for Community, Social & Personal Services
 - 3.5 staff/peer 100m² GFA for Retail and Shops
 - 5.1 staff/peer 100m² GFA for Restaurants
- [2] Estimated according to available information.
- [3] According to EPD's Guidelines for Estimating Sewage Flows for Sewage Infrastructure Planning (Version 1.0), the Unit Flow Factors are: -
 - 0.37 m³/person/day for Residential flat (R3)
 - 0.28 m³/staff/day (0.08 + 0.20) for Community, Social & Personal Services
 - 0.28 m³/staff/day (0.08 + 0.20) for Wholesale & Retail
 - 1.58 m³/staff/day (0.08 + 1.50) for Restaurants & Hotels
- [4] Number of flats are reference to Centaline Property (<https://hk.centaline.com/estate/index>).
- [5] Discharge from Catchment C and E are referenced to attachment VII of MPC Paper No. 10/22, Outline Zoning Plan Amendments in Yau Ma Tei and Mong Kok Districts - SIA Report. Extracted pages from the "Outline Zoning Plan Amendments in Yau Ma Tei and Mong Kok Districts - SIA Report" is presented in Appendix V.

**APPENDIX III
DETAILED CALCULATION OF EXISTING
SEWERS**

Appendix III: Detailed Calculation of Existing Sewers

Table A: Calculation of Existing Sewers Capacity

Sewer	Upstream Manhole	Downstream Manhole	Upstream Invert Level (mPD)	Downstream Invert Level (mPD)	Length (m)	Diameter (mm)	Diameter (m)	Area (m ²)	Hydraulic Radius (m)	Slope	Kinematic Viscosity (m ² /s)	Pipe material	Hydraulic Pipeline Roughness (m) ^{1/4}	Velocity (m/s)	Full Capacity (l/s)
Existing Downstream Sewer															
PS01	FMH4017914	FMH4017915	4.46	4.19	70.0	900	0.9	0.636	0.225	0.0038	0.00000114	Concrete	0.003	1.57	1000.3
PS02	FMH4017915	FMH4017916	4.19	4.07	31.9	900	0.9	0.636	0.225	0.0038	0.00000114	Concrete	0.003	1.57	1000.3
PS03	FMH4018200	FMH4018197	3.54	3.48	20.4	450	0.45	0.159	0.1125	0.0029	0.00000114	Concrete	0.006	0.79	124.9
PS04	FMH4018202	FMH4018200	4.78	3.75	11.3	150	0.15	0.018	0.0375	0.0913	0.00000114	Concrete	0.003	2.35	41.5
PS05	FMH4017922	FMH4017923	3.15	3.1	22.8	900	0.9	0.636	0.225	0.0022	0.00000114	Concrete	0.006	1.08	686.3
PS06	FMH4017923	FMH4017924	3.1	3.06	4.1	900	0.9	0.636	0.225	0.0096	0.00000114	Concrete	0.003	2.51	1596.9
PS07	FMH4017924	FMH4018185	3.06	2.37	33.9	900	0.9	0.636	0.225	0.0203	0.00000114	Concrete	0.003	3.65	2320.4
PS08	FMH4018185	FMH4018251	2.37	2.3	3.8	BC 900x900		0.810	0.225	0.0185	0.00000114	Concrete	0.003	3.47	2814.3
PS09	FMH4018251	FMH4018252	2.3	2.28	7.5	900	0.9	0.636	0.225	0.0026	0.00000114	Concrete	0.003	1.31	836.2
PS10	FMH4018252	FMH4018253	2.27	2.2	18.9	900	0.9	0.636	0.225	0.0037	0.00000114	Concrete	0.003	1.56	989.3
PS11	FMH4018253	FMH4018254	1.19	1.12	7.0	900	0.9	0.636	0.225	0.0100	0.00000114	Concrete	0.003	2.56	1626.0
PS12	FMH4018254	FSH4000280	1.1	-0.4	39.5	900	0.9	0.636	0.225	0.0380	0.00000114	Concrete	0.003	4.99	3172.9
PS13	FMH4079142	FMH4079141	--	--	16.7	225	0.225	0.040	0.05625	N/A	0.00000114	Concrete	0.003	-	-
PS14	FMH4079141	FMH4079140	--	--	6.6	225	0.225	0.040	0.05625	N/A	0.00000114	Concrete	0.003	-	-
PS15	FMH4079140	FMH4018194	--	4.62	11.5	225	0.225	0.040	0.05625	N/A	0.00000114	Concrete	0.003	-	-
Existing Upstream Sewer															
US01	FMH4017912	FMH4017913	4.69	4.65	34.7	900	0.9	0.636	0.225	0.0012	0.00000114	Concrete	0.006	0.78	497.2

Note:

- [1] The roughness coefficient for slined concrete sewer under poor condition has been adopted; the ks values are 3mm for velocities greater than 1.2m/s, otherwise 6mm.
- [2] The estimated inverted levels are highlighted.
- [3] The invert levels of PS13 to PS15 are not available
- [4] Sewage flow direction between PS13 to PS15 is reserved based on planned flow configuration.

Appendix III: Detailed Calculation of Existing Sewers

Table B: Calculation of Existing Sewers Utilization

Sewer	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)	Catchment	Total catchment discharge - ADWF (Exclude Upstream Sewers) (m ³ /day)	Contributing Population ^[1]	Peaking Factor ^[2]	Catchment Inflow Factors, P _{CIF} ^[3]	Peak Flow (Exclude Upstream Sewers) ^[4] (L/s)	Total Peak Flow ^[5] (L/s)	% of full capacity
Existing Downstream Sewer											
PS01	FMH4017914	FMH4017915	1000.3	US01	0.0	0	8	1.3	0.0	497.2	50%
PS02	FMH4017915	FMH4017916	1000.3	S-B, US01	2337.3	8657	5	1.3	175.8	673.1	67%
PS03	FMH4018200	FMH4018197	124.9	S-B, B, US01	2402.2	8897	5	1.3	180.7	678.0	543%
PS04	FMH4018202	FMH4018200	41.5	B	64.9	240	8	1.3	7.8	7.8	19%
PS05	FMH4017922	FMH4017923	686.3	S-A1, S-B, A, B, US01	3193.0	11826	4	1.3	192.2	689.4	100%
PS06	FMH4017923	FMH4017924	1596.9	S-A1, S-B, A, B, US01	3193.0	11826	4	1.3	192.2	689.4	43%
PS07	FMH4017924	FMH4018185	2320.4	S-A1, S-B, A, B, US01	3193.0	11826	4	1.3	192.2	689.4	30%
PS08	FMH4018185	FMH4018251	2814.3	S-A1, S-B, A, B, C, D, E, US01	4680.9	17337	4	1.3	281.7	779.0	28%
PS09	FMH4018251	FMH4018252	836.2	S-A1, S-B, A, B, C, D, E, US01	4680.9	17337	4	1.3	281.7	779.0	93%
PS10	FMH4018252	FMH4018253	989.3	S-A1, S-B, A, B, C, D, E, US01	4680.9	17337	4	1.3	281.7	779.0	79%
PS11	FMH4018253	FMH4018254	1626.0	S-A1, S-B, A, B, C, D, E, F, US01	4680.9	17337	4	1.3	281.7	779.0	48%
PS12	FMH4018254	FSH4000280	3172.9	S-A1, S-B, A, B, C, D, E, F, US01	4680.9	17337	4	1.3	281.7	779.0	25%
PS13	FMH4079142	FMH4079141	-	A	122.2	453	8	1.3	14.7	14.7	-
PS14	FMH4079141	FMH4079140	-	A	122.2	453	8	1.3	14.7	14.7	-
PS15	FMH4079140	FMH4018194	-	A	122.2	453	8	1.3	14.7	14.7	-

Note:

- [1] The contributing population = total catchment discharge (m³/day) / 0.27(m³/day/person)
- [2] Peaking Factor of 8 for contribution population <1,000, 6 for contribution population of 1000 - 5000, 5 for contribution population of 5000 - 10000, 4 for contribution population of 10000 - 50000.
- [3] For conservative Assessment, Catchment Inflow Factor for North-west Kowloon (1.3) has been adopted.
- [4] Peak Flow = Daily average dry weather flow × Peaking Factor (including stormwater allowance) × Catchment Inflow Factor / 24 / 3600, the operation hour is assumed to be 24 hours.
- [5] Total Peak Flow = Peak Flow (Exclude Upstream Sewers) + discharge of Upstream Sewers.

**APPENDIX IV
DETAILED CALCULATION OF
PROPOSED SEWERS**

Appendix IV: Detailed Calculation of Proposed Sewers

Table A: Calculation of Existing Sewers Capacity

Sewer	Upstream Manhole	Downstream Manhole	Upstream Invert Level (mPD)	Downstream Invert Level (mPD)	Length (m)	Diameter (mm)	Diameter (m)	Area (m ²)	Hydraulic Radius (m)	Slope	Kinematic Viscosity (m ² /s)	Pipe material	Hydraulic Pipeline Roughness (m) ¹¹	Velocity (m/s)	Full Capacity (l/s)
Proposed New Sewer															
PP-A01	FTMH-A01	FMH-01	--	--	--	300	0.3	0.071	0.075	0.0100	0.00000114	PE	0.0003	1.70	120.4
PP-A04	FTMH-A04	FMH4084221	--	--	--	225	0.225	0.040	0.05625	0.0100	0.00000114	PE	0.0015	1.15	45.6
PP-A05	FTMH-A05	FMH4018214	--	--	--	225	0.225	0.040	0.05625	0.0100	0.00000114	PE	0.0015	1.15	45.6
PP-B01	FTMH-B01	FMH4017915	--	--	--	400	0.4	0.126	0.1	0.0100	0.00000114	PE	0.0003	2.04	256.4
PP01	FMH4017916	FMH4018199	4.26	4.06	70.0	900	0.9	0.636	0.225	0.0029	0.00000114	Concrete	0.003	1.36	868.3
PP02	FMH4018199	FMH4018200	4.06	3.97	31.9	900	0.9	0.636	0.225	0.0028	0.00000114	Concrete	0.003	1.36	863.1
PP03	FMH4018197	FMH-01	3.91	3.79	41.4	900	0.9	0.636	0.225	0.0029	0.00000114	Concrete	0.003	1.37	874.7
PP04	FMH-01	FMH4017920	3.79	3.75	13.8	900	0.9	0.636	0.225	0.0029	0.00000114	Concrete	0.003	1.38	874.9
PP05	FMH4017920	FMH-02	3.75	3.65	34.2	900	0.9	0.636	0.225	0.0029	0.00000114	Concrete	0.003	1.38	878.4
PP06	FMH-02	FMH-03	3.65	3.60	11.3	900	0.9	0.636	0.225	0.004	0.00000114	Concrete	0.003	1.70	1082.2
PP07	FMH-03	FMH4017922	3.60	3.55	10.7	900	0.9	0.636	0.225	0.0047	0.00000114	Concrete	0.003	1.75	1112.0
PP08	FMH4018194	FMH-04	3.97	3.96	5.3	300	0.3	0.071	0.075	0.0019	0.00000114	PE	0.0015	0.60	42.3
PP09	FMH-04	FMH-05	3.96	3.94	26.3	300	0.3	0.071	0.075	0.0008	0.00000114	PE	0.0015	0.38	26.7
PP10	FMH-05	FMH-06	3.94	3.91	50.3	300	0.3	0.071	0.075	0.0006	0.00000114	PE	0.0015	0.33	23.6
PP11	FMH-06	FMH-07	3.91	3.88	50.6	300	0.3	0.071	0.075	0.0006	0.00000114	PE	0.0015	0.33	23.6
PP12	FMH-07	FMH-01	3.88	3.79	15.2	300	0.3	0.071	0.075	0.0059	0.00000114	PE	0.0015	1.07	75.4

Appendix IV: Detailed Calculation of Proposed Sewers

Table A: Calculation of Existing Sewers Capacity

Sewer	Upstream Manhole	Downstream Manhole	Upstream Invert Level (mPD)	Downstream Invert Level (mPD)	Length (m)	Diameter (mm)	Diameter (m)	Area (m ²)	Hydraulic Radius (m)	Slope	Kinematic Viscosity (m ² /s)	Pipe material	Hydraulic Pipeline Roughness (m) ^[1]	Velocity (m/s)	Full Capacity (l/s)
Proposed Upgrade Sewer															
PS01	FMH4017914	FMH4017915	4.46	<u>4.34</u>	70.0	900	0.9	0.636	0.225	0.0017	0.00000114	Concrete	0.006	0.95	606.5
PS02	FMH4017915	FMH4017916	<u>4.34</u>	<u>4.26</u>	31.9	900	0.9	0.636	0.225	0.0025	0.00000114	Concrete	0.003	1.28	813.6
PS03	FMH4018200	FMH4018197	<u>3.97</u>	<u>3.91</u>	20.4	900	0.9	0.636	0.225	0.0029	0.00000114	Concrete	0.003	1.38	880.2
PS04	FMH4018202	FMH4018200	4.78	<u>4.50</u>	11.3	225	0.225	0.040	0.05625	0.0248	0.00000114	Concrete	0.003	1.61	64.2
PS05	FMH4017922	FMH4017923	<u>3.55</u>	<u>3.45</u>	22.8	900	0.9	0.636	0.225	0.0044	0.00000114	Concrete	0.003	1.69	1076.7
PS13	FMH4079142	FMH4079141	<u>4.03</u>	<u>4.00</u>	16.7	225	0.225	0.040	0.05625	0.0018	0.00000114	PE	0.002	0.48	19.2
PS14	FMH4079141	FMH4079140	<u>4.00</u>	<u>3.99</u>	6.6	225	0.225	0.040	0.05625	0.0015	0.00000114	PE	0.002	0.44	17.6
PS15	FMH4079140	FMH4018194	<u>3.99</u>	<u>3.97</u>	11.5	225	0.225	0.040	0.05625	0.0017	0.00000114	PE	0.002	0.48	18.9

Note:

- [1] The roughness coefficient for slined uPVC sewer under poor condition has been adopted for PE sewer; the ks values are 0.3mm for velocities greater than 1.2m/s, otherwise 1.5mm.
 [2] The roughness coefficient for slined concrete sewer under poor condition has been adopted for concrete sewer; the ks values are 3mm for velocities greater than 1.2m/s, otherwise 6mm.
 [3] The proposed modifications to existing sewers are **bolded & underlined**.
 All proposed new/upgrade sewer manhole and pipes are subject to change during detail design stage.

Appendix IV: Detailed Calculation of Proposed Sewers

Table B: Calculation of Proposed Sewers Utilization

Sewer	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)	Catchment	Total catchment discharge - ADWF (Exclude Upstream Sewers) (m ³ /day)	Contributing Population ^[1]	Peaking Factor ^[2]	Catchment Inflow Factors, P _{CIF} ^[3]	Peak Flow (Exclude Upstream Sewers) ^[4] (L/s)	Total Peak Flow ^[5] (L/s)	% of full capacity
Proposed New Sewer											
PP-A01	FTMH-A01	FMH-01	120.4	S-A1	603.7	2236	6	1.3	54.5	54.5	45%
PP-A04	FTMH-A04	FMH4084221	45.6	S-A4	5.9	22	8	1.3	0.7	0.7	2%
PP-A05	FTMH-A05	FMH4018214	45.6	S-A5	5.9	22	8	1.3	0.7	0.7	2%
PP-B01	FTMH-B01	FMH4017915	256.4	S-B	2337.3	8657	5	1.3	175.8	175.8	69%
PP01	FMH407916	FMH4018199	868.3	S-B, US01	2337.3	8657	5	1.3	175.8	673.1	78%
PP02	FMH408199	FMH4018200	863.1	S-B, US01	2337.3	8657	5	1.3	175.8	673.1	78%
PP03	FMH408197	FMH-01	874.7	S-B, B, US01	2402.2	8897	5	1.3	180.7	678.0	78%
PP04	FMH-01	FMH4017920	874.9	S-A1, S-B, A, B, US01	3193.0	11826	4	1.3	192.2	689.4	79%
PP05	FMH407920	FMH-02	878.4	S-A1, S-B, A, B, US01	3193.0	11826	4	1.3	192.2	689.4	78%
PP06	FMH-02	FMH-03	1082.2	S-A1, S-B, A, B, US01	3193.0	11826	4	1.3	192.2	689.4	64%
PP07	FMH-03	FMH4017922	1112.0	S-A1, S-B, A, B, US01	3193.0	11826	4	1.3	192.2	689.4	62%
PP08	FMH408194	FMH-04	42.3	A	122.2	453	8	1.3	14.7	14.7	35%
PP09	FMH-04	FMH-05	26.7	A	122.2	453	8	1.3	14.7	14.7	55%
PP10	FMH-05	FMH-06	23.6	A	122.2	453	8	1.3	14.7	14.7	62%
PP11	FMH-06	FMH-07	23.6	A	122.2	453	8	1.3	14.7	14.7	62%
PP12	FMH-07	FMH-01	75.4	A	122.2	453	8	1.3	14.7	14.7	20%

Appendix IV: Detailed Calculation of Proposed Sewers

Table B: Calculation of Proposed Sewers Utilization

Sewer	Upstream Manhole	Downstream Manhole	Full Capacity (L/s)	Catchment	Total catchment discharge - ADWF (Exclude Upstream Sewers) (m ³ /day)	Contributing Population ^[1]	Peaking Factor ^[2]	Catchment Inflow Factors, P _{CIF} ^[3]	Peak Flow (Exclude Upstream Sewers) ^[4] (L/s)	Total Peak Flow ^[5] (L/s)	% of full capacity
Proposed Upgrade/Modify											
PS01	FMH40:7914	FMH4017915	606.5	US01	0.0	0	8	1.3	0.0	497.2	82%
PS02	FMH40:7915	FMH4017916	813.6	S-B, US01	2337.3	8657	5	1.3	175.8	673.1	83%
PS03	FMH40:8200	FMH4018197	880.2	S-B, B, US01	2402.2	8897	5	1.3	180.7	678.0	77%
PS04	FMH40:8202	FMH4018200	64.2	B	64.9	240	8	1.3	7.8	7.8	12%
PS05	FMH40:7922	FMH4017923	1076.7	S-A1, S-B, A, B, US01	3193.0	11826	4	1.3	192.2	689.4	64%
PS13	FMH4079142	FMH4079141	19.2	A	122.2	453	8	1.3	14.7	14.7	77%
PS14	FMH4079141	FMH4079140	17.6	A	122.2	453	8	1.3	14.7	14.7	83%
PS15	FMH4079140	FMH4018194	18.9	A	122.2	453	8	1.3	14.7	14.7	78%

Note:

- [1] The contributing population = total catchment discharge (m³/day) / 0.27(m³/day/person)
- [2] Peaking Factor of 8 for contribution population < 1,000, 6 for contribution population of 1000 - 5000, 5 for contribution population of 5000 - 10000, 4 for contribution population of 10000 - 50000.
- [3] For conservative Assessment, Catchment Inflow Factor for North-west Kowloon (1.3) has been adopted.
- [4] Peak Flow = Daily average dry weather flow × Peaking Factor (including stormwater allowance) × Catchment Inflow Factor / 24 / 3600, the operation hour is assumed to be 24 hours.
- [5] Total Peak Flow = Peak Flow (Exclude Upstream Sewers) + discharge of Upstream Sewers.

**APPENDIX V
EXTRACTED PAGES FROM SEWERAGE
IMPACT ASSESSMENT OF OZP
AMENDMENTS IN YAU MA TEI AND
MONG KOK DISTRICTS**

Prepared for

Urban Renewal Authority

Prepared by

Ramboll Hong Kong Limited

OUTLINE ZONING PLAN AMENDMENTS IN YAU MA TEI AND MONG KOK DISTRICTS

SEWERAGE IMPACT ASSESSMENT

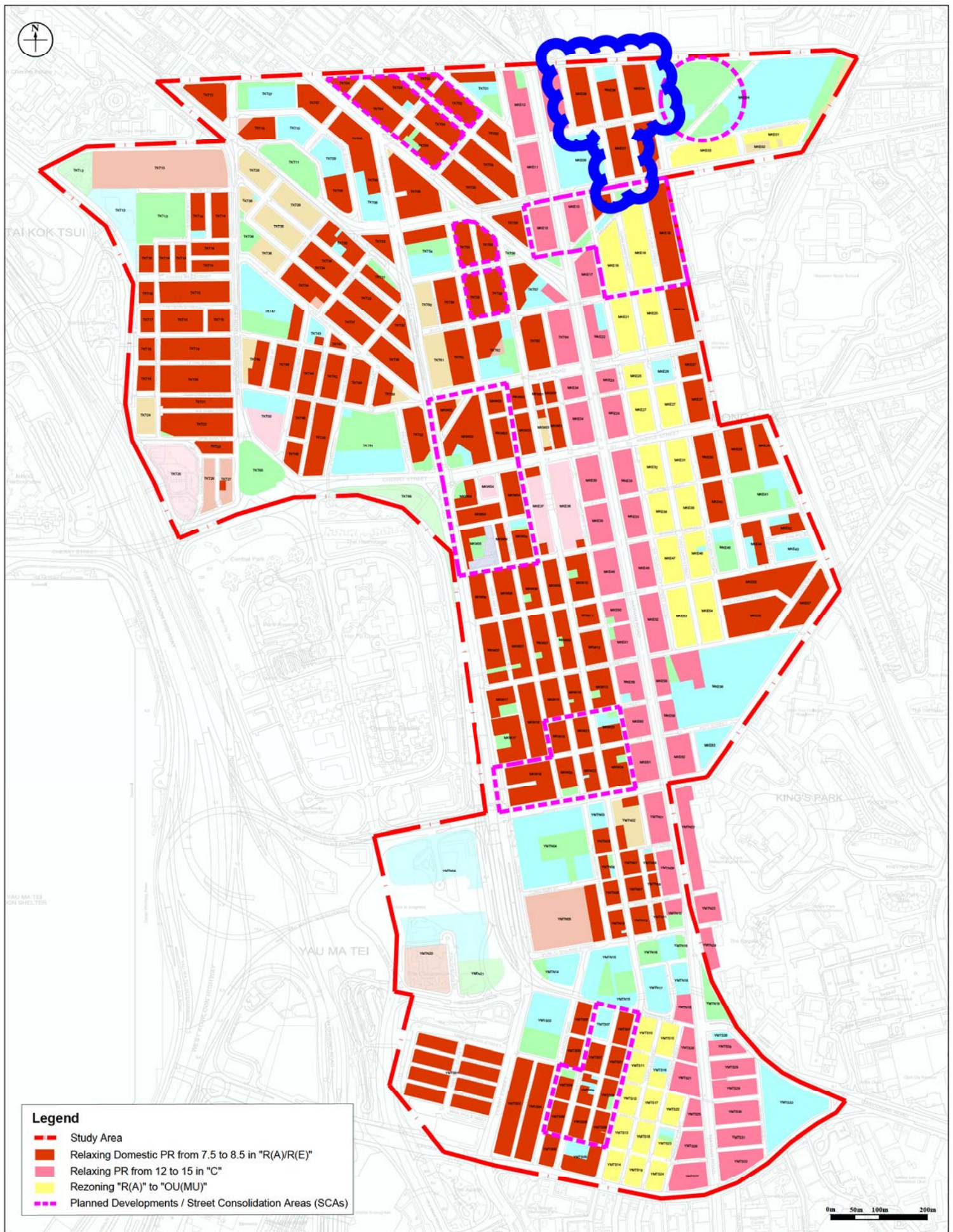


Figure: 1.2

Title: Location of Street Blocks

Project: Outline Zoning Plan Amendments in Yau Ma Tei and Mong Kok Districts

RAMBOLL

Drawn by: KL

Checked by: KY

Rev.: 2.0

Date: May 2022

Street Block	Population ¹		Private		Total Residential ADWF	Number of Students	School		Employment		Total ADWF m ³ /day
			0.27	ADWF			0.04	Total ADWF of Student	Employment Population ²	ADWF for Employment	
MKE01	329	88.8	88.8	88.8	88.8		0.0	49	13.7	102.5	
MKE02	366	98.8	98.8	98.8	98.8		0.0	314	87.9	186.7	
MKE03	1,164	314.2	314.2	314.2	314.2		0.0	701	196.3	510.5	
MKE04	848	228.9	228.9	228.9	228.9		0.0	467	130.8	359.6	
MKE05	673	181.8	181.8	181.8	181.8		0.0	123	34.4	216.2	
MKE06	736	198.8	198.8	198.8	198.8	720	28.8	196	54.9	282.5	
MKE07	955	257.8	257.8	257.8	257.8		0.0	424	118.7	376.6	
MKE08	912	246.3	246.3	246.3	246.3		0.0	370	103.6	349.9	
MKE09	0	0.0	0.0	0.0	0.0		0.0	0	0.0	0.0	
MKE10	935	252.4	252.4	252.4	252.4		0.0	1,280	358.4	610.8	
MKE11	761	205.3	205.3	205.3	205.3		0.0	868	243.0	448.4	
MKE12	729	196.8	196.8	196.8	196.8		0.0	974	272.7	469.6	
MKE13	252	67.9	67.9	67.9	67.9		0.0	59	16.5	84.5	
MKE14	217	58.7	58.7	58.7	58.7		0.0	53	14.8	73.5	
MKE15	665	179.5	179.5	179.5	179.5		0.0	974	272.7	452.2	
MKE16	3,620	977.3	977.3	977.3	977.3		0.0	1,460	408.8	1,386.1	
MKE17	0	0.0	0.0	0.0	0.0		0.0	2,275	637.0	637.0	
MKE18	1,577	425.7	425.7	425.7	425.7		0.0	575	161.0	586.7	
MKE19	1,800	485.9	485.9	485.9	485.9		0.0	392	109.8	595.7	
MKE20	1,630	440.0	440.0	440.0	440.0		0.0	343	96.0	536.1	
MKE21	1,308	353.2	353.2	353.2	353.2		0.0	394	110.3	463.5	
MKE22	981	264.8	264.8	264.8	264.8		0.0	1,048	293.4	558.2	
MKE23	0	0.0	0.0	0.0	0.0		0.0	1,689	472.9	472.9	
MKE24	0	0.0	0.0	0.0	0.0		0.0	3,038	850.6	850.6	
MKE25	226	61.0	61.0	61.0	61.0		0.0	842	235.8	296.7	
MKE26	0	0.0	0.0	0.0	0.0		0.0	0	0.0	0.0	
MKE27	4,906	1,324.7	1,324.7	1,324.7	1,324.7		0.0	1,668	467.0	1,791.7	
MKE28	995	268.6	268.6	268.6	268.6		0.0	269	75.3	344.0	
MKE29	871	235.1	235.1	235.1	235.1		0.0	576	161.3	396.3	
MKE30	1,187	320.4	320.4	320.4	320.4		0.0	388	108.6	429.0	
MKE31	996	269.0	269.0	269.0	269.0		0.0	345	96.6	365.6	
MKE32	748	201.9	201.9	201.9	201.9		0.0	579	162.1	364.0	
MKE33	553	149.4	149.4	149.4	149.4		0.0	4,239	1,186.9	1,336.3	
MKE34	1,167	315.0	315.0	315.0	315.0		0.0	2,440	683.2	998.2	
MKE35	317	85.7	85.7	85.7	85.7		0.0	5,295	1,482.6	1,568.3	
MKE36	0	0.0	0.0	0.0	0.0		0.0	7,010	1,962.8	1,962.8	
MKE37	339	91.5	91.5	91.5	91.5		0.0	2,882	807.0	898.4	
MKE38	655	176.8	176.8	176.8	176.8		0.0	443	124.0	300.8	
MKE39	889	240.1	240.1	240.1	240.1		0.0	262	73.4	313.4	
MKE40	586	158.3	158.3	158.3	158.3		0.0	1,011	283.1	441.3	
MKE41	722	194.9	194.9	194.9	194.9		0.0	467	130.8	325.7	
MKE42	932	251.7	251.7	251.7	251.7	950	38.0	147	41.2	330.8	
MKE43	0	0.0	0.0	0.0	0.0	1,480	59.2	0	0.0	59.2	
MKE44	522	140.9	140.9	140.9	140.9		0.0	120	33.6	174.5	
MKE45	0	0.0	0.0	0.0	0.0	332	13.3	0	0.0	13.3	


Appendix 10

Water Supply Impact Assessment

**Urban Renewal Authority Sai Yee Street /
Flower Market Road Development Scheme
(YTM-013)**

**Water Supply Impact
Assessment Report
(V2.0)**

Mar 2024

Approved By 
(Project Manager: K.S. Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

CINOTECH accepts no responsibility for changes made to this report by third parties.

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1 INTRODUCTION

1.1 Background

- 1.1.1 The Urban Renewal Authority (“URA”) has proposed Sai Yee Street / Flower Market Road Development Scheme (YTM-013) (the Scheme) under section 25 of the Urban Renewal Authority Ordinance (“URAO”). The Scheme is the first implementation of a project proposed under the Master Urban Renewal Concept Plan (“MRCP”) as devised from the URA’s District Study for Yau Ma Tei and Mong Kok (“YMDS”), and is part of the proposed “Mong Kok East – Nullah Road Urban Waterway Development Node” (“Nullah Road DN”).
- 1.1.2 Cinotech Consultants Limited is commissioned by the URA to conduct a Water Supply Impact Assessment (WSIA) to support the submission of a draft Development Scheme Plan (“DSP”) of the Scheme with its planning proposal to the Town Planning Board (“TPB”) for consideration.

2 DESCRIPTION OF THE ENVIRONMENT

2.1 Existing Environment

- 2.1.1 The Scheme is located in the northeastern part of Mong Kok. With a total gross site area of 29,315m², the Scheme is divided into Site A (about 4,445m²) and Site B (about 24,870m²). The location of the Scheme is shown on **Figure 2-1**.
- 2.1.2 Site A of the Scheme comprises five sub-areas, named Sites A1 to A5 respectively. All five sub-areas of Site A are currently occupied by low-rise residential/ composite buildings aged 60 and above.
- 2.1.3 Site B of the Scheme is currently occupied by various leisure, recreation and GIC facilities, including Boundary Street Recreation Ground, Sai Yee Street Children's Playground, Boundary Street Amenity Plot, Boundary Street Sports Centres, Sai Yee Street (Flower Market Road) Refuse Collection Point, Sai Yee Street Public Toilet, Leisure and Cultural Services Department ("LCSD") Boundary Street Plant Nursery and CLP Power Hong Kong Limited Boundary Street Sports Ground Substation. In addition, Site B also includes the whole of Flower Market Path, which is a public footpath.
- 2.1.4 On the approved Mong Kok Outline Zoning Plan ("OZP") no. S/K3/36, Site A1 of the Scheme area is zoned "Residential (Group A)" ("R(A)"). Sites A2 to A5 are zoned "Other Specified Uses" annotated "Mixed Use" ("OU(MU)"). Sites A1 to A5 also covers pavement area shown as "Road". Site B covers area zoned "Government, Institution or Community" ("G/IC") and "Open Space" ("O"), and the Flower Market Path which is shown as "Road".

2.2 The Proposed Development

Draft DSP

- 2.2.1 Under the draft DSP, the Scheme is proposed to be rezoned to "OU(MU)" and areas shown as "Road" for the surrounding pavement. The planning intention of the "OU(MU)" zone is primarily for comprehensive residential/ mixed-use developments with the provision of public vehicle park, at-grade open space and GIC facilities.
- 2.2.2 Site A ("OU(MU)1") consists of Sub-areas Sites A1 to A5. Site A1 will be developed for residential development cum commercial podium, with a building height restriction ("BHR") of 150mPD. Open space and 1-storey retail shops will be provided at Sites A2 to A5. Site B ("OU(MU)2") is divided into Sub-areas (1) and (2). Sub-area 1 of "OU(MU)2" zone will be for high-rise development with a BHR of 150mPD adopting a stepped height profile. Sub-area (2) of "OU(MU)2" zone comprises the Waterway Park and ancillary retail/commercial uses and LCSD's sports/ GIC facilities with a BHR of 30mPD.

Notional Design

- 2.2.3 A notional design, which is illustrated in **Appendix I**, is prepared based on the development parameters allowed in the draft DSP to demonstrate the proposed planning intention and development concepts of the Scheme. Site A1 is proposed to be developed into high-rise residential towers with retail podium, at-grade open space and basements for ancillary parking spaces and loading/ unloading bays. Sites A2 to A5 are proposed to be developed into 1-storey retail blocks/ open space to create nodal points and continuation of retail frontages for the Flower Market.

- 2.2.4 Under the current notional design, at Sub-area (2) of Site B (i.e. north-east corner of Site B), a comprehensive mixed-use development with high-rise residential and hotel/office towers with recreation and GIC facilities at the podia is proposed. Ancillary parking and public vehicle park are proposed at the basement levels at Site B. An at-grade open space, named as “Waterway Park”, is proposed within Site B. Ancillary retail facilities are proposed at ground level, basement and the Waterway Park to bring retail activities and vibrancy.
- 2.2.5 To enhance walkability and connectivity, four pedestrian connections are proposed:
- Footbridge to connect between Site B and Tai Hang Tung Recreation Ground;
 - Subway to connect between Site A1 and Site B;
 - Potential subway connection from Site A1 across Prince Edward Road West towards the Prince Edward MTR Station and/or the commercial spine along Nathan Road; and
 - Subway to connect between proposed underground PVP at Site B and southern part of proposed Waterway Park.
- 2.2.6 All these pedestrian footbridges/ subways shall be subject to technical feasibility, detailed design and agreement with relevant Government departments. For footbridge/ subways outside DSP boundaries shall be under separate public works/ revitalization initiatives not forming part of the Scheme.
- 2.2.7 The proposed development of the Scheme will be redeveloped in phases and the tentative completion year of the whole project is in 2035.

Development Parameters

- 2.2.8 This assessment is prepared based on the following development parameters in **Table 2-1**, **Table 2-2** and notional design, which are subject to DSP approval and changes at detailed design stage:

Table 2-1 Development Parameters of the Notion Design (Site A)

Site A	A1	A2	A3	A4	A5
Gross Site Area	About 3,570m ²	About 268m ²	About 123m ²	About 233m ²	About 251m ²
	About 4,445m ²				
Net Site Area (subject to survey)	About 2,640m ²	About 239m ²	About 109m ²	About 202m ²	About 198m ²
	About 3,388m ²				
Zoning	OU(MU)1				
At-grade Open Space	About 800m ²				
Notional Design					
Domestic GFA [1]	23,716m ²	-	-	-	-
Non-Domestic GFA [1]	6,576m ²	-	-	100m ²	100m ²
No. of Building Blocks [2]	2	-	-	1	1
Building Height	150mPD	-	-	1 storey	1 storey
No. of Flats [2]	474	-	-	-	-
Average Flat Size [2]	50m ²	-	-	-	-
At-grade Open Space	About 800m ²				

Note

- [1] Under the proposed “OU(MU)” zoning, flexibility is allowed to interchange GFA of various compatible uses. The proposed GFA mix in the current notional design is indicative only and subject to changes in detailed design stage.
- [2] Number of building blocks, number of flats and average flat size are indicative only and subject to detailed design.

Table 2-2 Development Parameters of the Notion Design (Site B)

Site B			
Gross Site Area	About 24,870m ²		
Zoning	OU(MU)2		
	Sub-area (1)	Sub-area (2)	Total
Net Site Area (subject to survey)	7,170m ²	17,700m ²	24,870m ²
Notional Design			
Domestic GFA [1]	44,030m ²	-	44,030m ²
Non-Domestic GFA [1]	20,500m ²	8,850m ²	29,350m ²
- Retail	(2,150m ²)	(8,850m ²)	(11,000m ²)
- Hotel/Office	(18,350m ²)	-	(18,350m ²)
GIC GFA (to be exempted from GFA calculation) [3]	30,000m ²		
No. of Building Blocks [2]	2 residential towers and 1 hotel/office tower on top of a GIC/recreation podium + 1 retail block		
Building Height	150mPD (residential towers) 130mPD (hotel/office tower) 1 storey (retail block)		
No. of Flats [2]	880	-	880
Average Flat Size [2]	50m ²	-	50m ²
At-grade Open Space	About 8,800m ²		
Public Vehicle Park [4]	About 235		

Note

- [1] Under the proposed "OU(MU)" zoning, flexibility is allowed to interchange GFA of various compatible uses. The proposed GFA mix in the current notional design is indicative only and subject to changes in detailed design stage.
- [2] Number of building blocks, number of flats and average flat size are indicative only and subject to detailed design.
- [3] The actual GIC GFA is not yet confirmed and subject to liaison with Government departments. As a conservative approach, 30,000m² GIC GFA is assumed in this assessment.
- [4] Subject to liaison with Transport Department.

- 2.2.9 Some existing fresh/salt water mains will be removed to accommodate the development requirements. The existing fresh/salt water mains within the back alleys of the Site A1 will be removed. Therefore, diversion will be required for the existing development in the north of Site A1.
- 2.2.10 Within Site B, there are existing salt water mains. While these salt water mains currently serve only Site B, it is important to note that the 250mm main serves as a network extension for the nearby area and should be preserved.
- 2.2.11 On the other hand, due to the small scale of the development, no adverse water supply impact is anticipated from Sites A2, A3, A4, and A5.
- 2.2.12 It is important to noted that the removal of existing fresh/salt water mains can result in the suspension of nearby water mains. Therefore, during the detailed design stage, the necessity and procedure of removing or shutting down existing water mains will be carefully reviewed.

3 WATER SUPPLY IMPACT ASSESSMENT – FRESHWATER

3.1 Existing Freshwater Supply

- 3.1.1 The Scheme Area is currently served by Ho Man Tin East FWSR (Capacity: 152,411 m³) & Ho Man Tin West FWSR (Capacity: 67,434 m³).
- 3.1.2 Site A1 is currently served by a few 100 mm mains connected to the 150mm mains at Fa Yuen Street to the west, 150mm mains at Sai Yee Street to the east, and 300mm mains at Playing Field Road to the north.
- 3.1.3 Site B is currently served by a 100mm main at Flower Market Road in the south, a few 50/80mm branches connected to a 150mm main at Sai Yee Street to the west, some 80/150mm branches from a 750mm main at Boundary Street in the north-west, and a 40mm main connected to a 100mm branch Boundary Street in the north-east.
- 3.1.4 Site A2 to A5 are currently served by a 100m mains along the back alley, which further connected to 150mm mains at Yuen Po Street, Yuen Ngai Street, and Sai Yee Street.
- 3.1.5 The simplified fresh water main records are illustrated in **Figure 3-1a to Figure 3-1d**. The WSD Fresh Water Mains Record Plan is provided in **Appendix II**.

3.2 Freshwater Demand

- 3.2.1 The calculations for the water demand for the existing and proposed scenarios detailed in **Appendix IV** and summarized in **Table 3-1**. For a conservative assessment, 5% of additional water demand has been accounted for on top of the conservative unit demand factors to estimate the water demand for a reasonable worst scenario.
- 3.2.2 The fresh water demand for the Scheme is expected to increase from 843.0 m³/day to 3190.7 m³/d (an increase of 2,347.7 m³/day, or 2.348 MLD).
- 3.2.3 The fresh water demands of Site A1 & B are expected to be greatly increased from 178.5 m³/day and 633.0 m³/day to 453.9 m³/day and 2086.6 m³/day, respectively. For the Sites A2 to A5, reduction of fresh water demand is anticipated.

Table 3-1 Summary of Fresh Water Demand

	Daily Demand - Fresh Water (m ³ /day)		
	Existing	Proposed [1]	Net Increase
Site A1	178.5	453.9	275.4
Site A2	8.8	7.4	-1.4
Site A3	5.3	3.7	-1.6
Site A4	8.8	3.2	-5.6
Site A5	8.8	3.2	-5.6
Site B	633.0	2719.5	2086.6
Total	843.0	3190.7	2347.7

Note:

[1] 5% additional demand have been included for conservative assessment.

3.3 Freshwater Supply Impact - Ho Man Tin East FWSR & Ho Man Tin West FWSR

3.3.1 As shown in **Table D of Appendix IV**, there is substantially greater spare capacity (133.7 MLD) in Ho Man Tin East FWSR & Ho Man Tin West FWSR. The expected increase in demand (2.348 MLD) can therefore be accommodated by the existing Fresh Water Service Reservoirs. No adverse impact to the fresh water service reservoirs is anticipated.

3.4 Freshwater Supply Impact - Fresh Water Mains (Site A1)

3.4.1 Site A1 is currently served by a few 100 mm mains connected to the 150mm mains at Fa Yuen Street to the west, 150mm mains at Sai Yee Street to the east, and 300mm mains at Playing Field Road to the north as shown in **Figure 3-1b**.

3.4.2 With the implementation of the Scheme, the existing fresh water mains within the back alleys of the Site A1 will be removed. In order to provide a both-end feed fresh water supply to the existing development to the north of Site A1, a new 100mm fresh water main is proposed within the northern part of Site A1 to connect the existing 100mm fresh water main along the back alley to the 150mm fresh water main along Sai Yee Street. To ensure proper maintenance and access to the proposed new water mains, subject to detailed design, a reserve area may be required along its alignment.

3.4.3 Similarly, the both-end feed fresh water supply to the existing development to the west of Site A1 will be affected. Therefore, a new 200mm fresh water main along Fa Yuen Street has been proposed.

3.4.4 Three time the estimated mean daily fresh water demand of the proposed development at Site A1 is $\sim 1,362\text{m}^3/\text{day}$. With adopting a maximum sustained flow velocity as suggested in Departmental Instruction (DI) No. 1309 "Design Criteria" (**Table A2 of Appendix III**), the capacity of 150mm & 200mm fresh water mains are $2,290\text{ m}^3/\text{day}$ and $4,072\text{ m}^3/\text{day}$ respectively. Therefore, two new 150mm fresh water main connecting to the new 200mm main along Fa Yuen Street have been proposed for catering the fresh water demand of Site A1 as shown in **Figure 3-1b**. The alignment and connection points of the proposed new water pipes are subject to detailed design.

3.5 Freshwater Supply Impact - Fresh Water Mains (Sites A2 to A5)

3.5.1 Sites A2 to A5 are served by the 50mm branches from the 100mm fresh water mains along the back alley as shown in **Figure 3-1c**. As the fresh water consumption is expected to be reduced, no fresh water impact is anticipated.

3.6 Freshwater Supply Impact - Fresh Water Mains (Site B)

3.6.1 Site B is currently served by a 100mm main at Flower Market Road in the south, a few 50/80mm branches connected to a 150mm main at Sai Yee Street to the west, some 80/150mm branches from a 750mm main at Boundary Street in the north-west, and a 40mm main connected to a 100mm branch Boundary Street in the north-east as shown in **Figures 3-1a to 3-1d**.

3.6.2 With the implementation of the Scheme, some of the existing branches of fresh water mains that only serving the Site B will be removed.

3.6.3 Three times the estimated mean daily fresh water demand of the proposed development at Site B is $\sim 8,158.2 \text{ m}^3/\text{day}$. With adopting a maximum sustained flow velocity as suggested in Departmental Instruction (DI) No. 1309 “Design Criteria” (**Table A2 of Appendix III**), the capacity of 300mm fresh water main is $9,161 \text{ m}^3/\text{day}$. Therefore, two new 300mm fresh water main connecting to the existing 300mm main along Boundary Street have been proposed for catering the fresh water demand of Site B as shown in **Figure 3-1d**. The alignment and connection points of the proposed new water pipes are subject to detailed design.

3.7 Freshwater Supply Impact - Proposed Pedestrian Subways

3.7.1 As separate revitalisation initiatives not forming part of the Scheme, there is a proposed pedestrian subway at Sai Yee Street connecting Site A1 & Site B (**Figure 3-1b**).

3.7.2 It should be noted that the proposed tunnel is still in very early stage thus only indicative alignment is available, while the detailed alignment, elevation and dimension are subject to detailed design and agreement with relevant Government departments.

3.7.3 There are multiple freshwater mains crossing the indicative alignment of the proposed tunnel, including freshwater mains of 150mm, 750mm, 900mm, and some 100mm or smaller freshwater mains to be removed (**Figure 3-1b**).

3.7.4 As freshwater mains are pressure driven, potential affected freshwater mains could be diverted vertically when necessary, subject to detailed design and technical feasibility. However, considered that the existing 750mm and 900mm freshwater mains along Sai Yee Street may be classified as trunk mains, during the detailed design stage, the proposed pedestrian subways will be thoroughly reviewed to minimize any potential adverse impact on these possible freshwater trunk mains. Therefore, no adverse freshwater supply impact arising from the proposed tunnel is anticipated at this stage.

4 WATER SUPPLY IMPACT ASSESSMENT – SALTWATER

4.1 Existing Saltwater Supply

- 4.1.1 The Scheme Area is currently served by Cheung Sha Wan SWPS (Design Pumping Capacity: 87 MLD).
- 4.1.2 Site A1 is currently served by a few 80mm mains connected to the 100mm mains at Fa Yuen Street to the west, 250mm mains at Sai Yee Street to the east, and 400mm mains at Playing Field Road to the north.
- 4.1.3 Site B is currently served by a 250mm main and a 40mm branch at Flower Market Road in the south.
- 4.1.4 There is an 80mm mains along the back alley of Site A2 to A5, which is further connected to a 250mm mains at Sai Yee Street and a 100mm mains at Yuen Po Street. Currently, only Site A5 is connected to the 80mm mains by two 40mm pipes, while Sites A2 to A4 are not connected to the 80mm mains.
- 4.1.5 The simplified salt water main records are illustrated in **Figure 3-2a to Figure 3-2d**. The WSD Salt Water Mains Record Plan is provided in **Appendix III**.

4.2 Saltwater Supply Impact

- 4.2.1 The calculations for the water demand for the existing and proposed scenarios detailed in **Appendix IV** and summarized in **Table 4-1**. For a conservative assessment, the plot ratio of the proposed development has been fully utilized. In addition, 5% of additional water demand has been accounted for on top of the conservative unit demand factors to estimate the water demand for a reasonable worst scenario.
- 4.2.2 The salt water demand for the Scheme is expected to increase from 121.0 m³/day to 939.4 m³/d (an increase of 818.4 m³/day, or 0.818 MLD).
- 4.2.3 The salt water demands of Site A1 & Site B are expected to be greatly increased from 56.1 m³/day and 55.0 m³/day to 136.9 m³/day and 800.4 m³/day, respectively. For the Sites A2 to A5, reduction of salt water demand is anticipated.

Table 4-1 Summary of Salt Water Demand

	Daily Demand - Salt Water (m ³ /day)		
	Existing	Proposed	Net Increase
Site A1	56.1	136.9	80.8
Site A2	2.8	0.0	-2.8
Site A3	1.7	0.0	-1.7
Site A4	2.8	1.1	-1.7
Site A5	2.8	1.1	-1.7
Site B	55.0	800.4	745.4
Total	121.0	939.4	818.4

4.3 Saltwater Supply Impact - Cheung Sha Wan SWPS

4.3.1 As shown in **Appendix IV**, there is substantially greater spare capacity (17.7 MDL) in Cheung Sha Wan SWPS. The expected increase in demand (0.818 MLD) can therefore be accommodated by the existing SWPS. No adverse impact to the salt water pumping stations is anticipated.

4.4 Saltwater Supply Impact - Saltwater Mains (Site A1)

4.4.1 Site A1 is currently served by a few 80mm mains connected to the 100mm mains at Fa Yuen Street to the west, 250mm mains at Sai Yee Street to the east, and 400mm mains at Playing Field Road to the north as shown in **Figure 3-2b**.

4.4.2 With the implementation of the Scheme, the existing salt water mains within the back alleys of Site A1 will be removed. In order to provide a both-end feed salt water supply to the existing development in the north of Site A1, a new 80mm salt water main is proposed within the northern part of Site A1 to connect the existing 80mm salt water main along the back alley to the 250mm salt water main along Sai Yee Street. To ensure proper maintenance and access to the proposed new water mains, subject to detailed design, a reserve area may be required along its alignment.

4.4.3 Two time the estimated mean daily salt water demand of the proposed development at Site A1 is $\sim 274\text{m}^3/\text{day}$. With adopting a maximum sustained flow velocity as suggested in Departmental Instruction (DI) No. 1309 "Design Criteria" (**Table A2 of Appendix IV**), the capacity of 80mm & 250mm salt water mains are $651\text{ m}^3/\text{day}$ and $6,362\text{ m}^3/\text{day}$ respectively. Therefore, a new 80mm salt water main connecting to the existing 250mm main along Sai Yee Street has been proposed for catering the salt water demand of Site A1. The alignment and connection points of the proposed new water pipes are subject to detail design. The suggested new salt water mains are illustrated in as shown in **Figure 3-2b**.

4.5 Saltwater Supply Impact - Saltwater Mains (Sites A2 to A5)

4.5.1 Site A5 is currently served by two 40mm pipes connected to the 80mm mains along the back alley. Whereas, Sites A2 to A4 are not connected to the 80mm mains.

4.5.2 The existing two 40mm pipes shall be sufficient to cater the saltwater consumption of Site A5. For Site A4, it is recommended to provide a 40mm pipe to cater to the expected saltwater consumption, as shown in **Figure 3-2c**. Sites A2 and A3 are not expected to use saltwater at all, therefore, no new pipe is proposed.

4.5.3 As there is no saltwater demand for Site A2 & Site A3, and the salt water consumption for Site A4 & Site A5 is expected to be reduced, no salt water impact is anticipated.

4.6 Saltwater Supply Impact - Saltwater Mains (Site B)

4.6.1 Site B is currently served by a 250mm main and a 40mm branch at Flower Market Road in the south as shown in **Figure 3-2d**.

4.6.2 With the implementation of the Scheme, the existing 80mm & 100mm branches from the 250mm salt water main within Site B will be removed.

4.6.3 Two time the estimated mean daily salt water demand of the proposed development at Site B is $\sim 1,601\text{ m}^3/\text{day}$. With adopting a maximum sustained flow velocity as suggested in

Departmental Instruction (DI) No. 1309 “Design Criteria” (**Table A2 of Appendix IV**), the capacity of 250mm salt water mains is 6,362 m³/day. Therefore, the existing 250mm salt water main at Flower Market Road is sufficient for catering the salt water demand of Site B. The connection point will be subject to detailed design.

4.7 Saltwater Supply Impact - Proposed Pedestrian Subways

- 4.7.1 As separate revitalisation initiatives not forming part of the Scheme, there is a proposed pedestrian subway at Sai Yee Street connecting Site A1 & Site B (**Figure 3-2b**).
- 4.7.2 It should be noted that the proposed tunnel is still in very early stage thus only indicative alignment is available, while the detailed alignment, elevation and dimension are subject to detailed design and agreement with relevant Government departments.
- 4.7.3 There is a 250mm saltwater mains crossing the site of the proposed tunnel (**Figure 3-2b**).
- 4.7.4 The depths of the existing saltwater mains crossing the proposed tunnels are subject to further studies. Nevertheless, the saltwater mains are pressure driven, it is expected that the potential affected saltwater mains could be diverted vertically when necessary, subject to detailed design and technical feasibility. Therefore, no adverse saltwater supply impact arising from the proposed tunnels is anticipated at this stage.

5 SUMMARY AND THE FUTURE WORKS

5.1.1 The fresh and salt water mains to be demolished are summarised in **Table 5-1**. The proposed new fresh and salt water mains are summarised in **Table 5-2**.

Table 5-1 Summary of Freshwater/Saltwater Mains to be Demolished

Site	Freshwater Mains	Saltwater Mains
Site A1	All existing freshwater main within Site A1	All existing saltwater main within Site A1, except the 250mm saltwater main
Site A2	N/A	N/A
Site A3	N/A	N/A
Site A4	N/A	N/A
Site A5	N/A	N/A
Site B	All existing freshwater main within Site B	The existing 80mm & 100mm branches from the 250mm salt water main within Site B
Others	The existing 100mm (and its 50-80mm branches) freshwater mains between Site A1 and Site B A short section of the 100mm freshwater mains along the back alley in the north of Site A1	A short section of the 80mm saltwater mains along the back alley in the north of Site A1

Table 5-2 Summary of Proposed New Freshwater/Saltwater Mains

Site	Freshwater Mains	Saltwater Mains
Site A1	2 x new 150mm freshwater mains from the new 200mm freshwater mains along Fa Yuen Street	A new 80mm saltwater mains from the existing 250mm saltwater mains along Sai Yee Street
Site A2	N/A	N/A
Site A3	N/A	N/A
Site A4	N/A	A 40mm saltwater mains from the existing 80mm saltwater mains along the back alley
Site A5	N/A	N/A
Site B	2 x new 300mm freshwater mains from the existing 300mm freshwater mains along Boundary Street.	N/A
Others	A new 100mm freshwater mains from back alley in the north of Site A1 to the existing 150mm freshwater mains along Sai Yee Street A new 200mm freshwater mains along Fa Yuen Street	A new 80mm saltwater mains from back alley in the north of Site A1 to the existing 250mm saltwater mains along Sai Yee Street

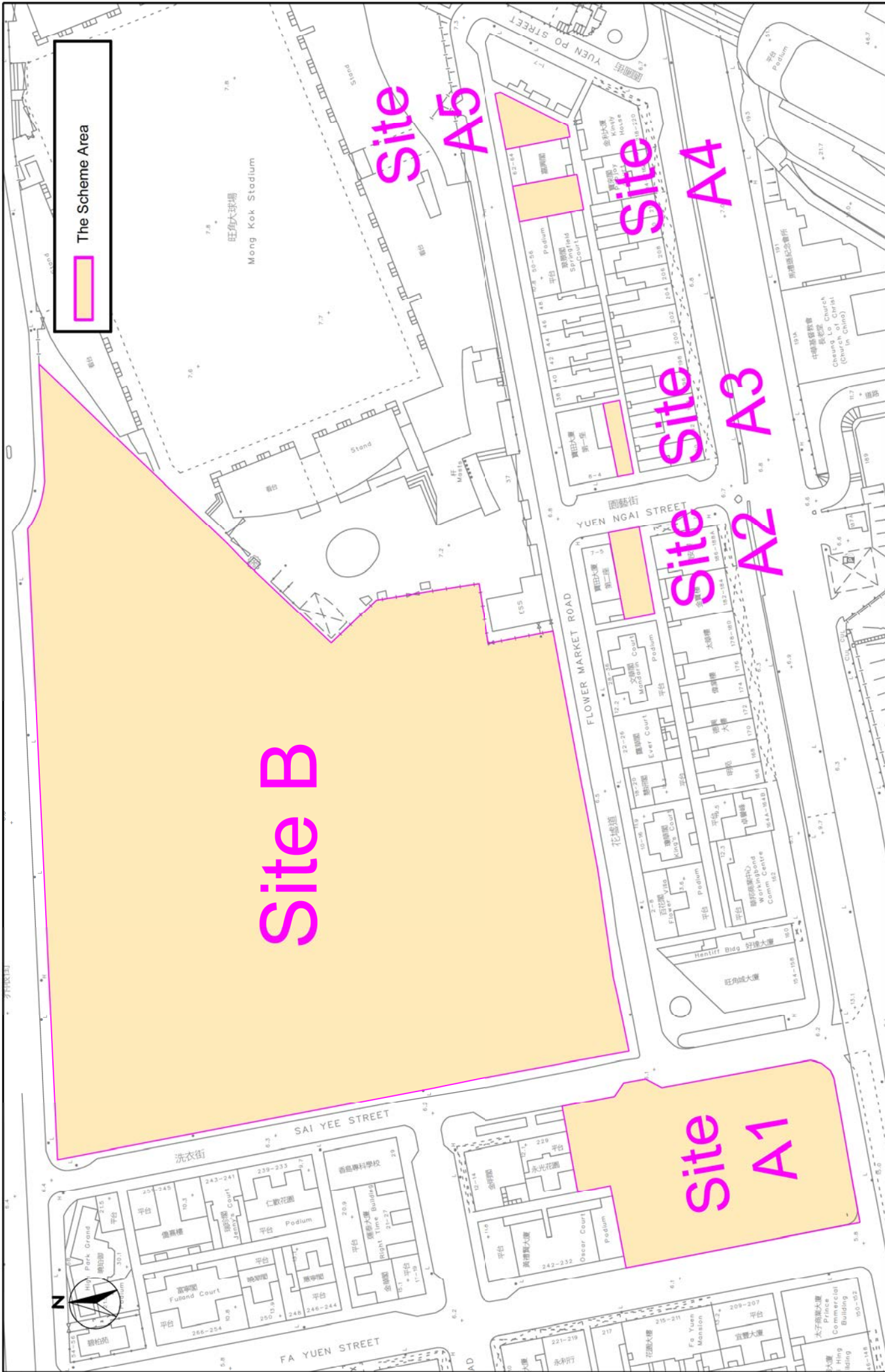
5.2 Construction and Maintenance

- 5.2.1 Responsibilities for the investigation, design, construction, repair and maintenance of the internal water supply facilities and connection to the main water system(s) will be discussed among URA/its joint venture partners/its assignees and relevant Government departments in detailed design stage.
- 5.2.2 The detailed connection arrangements for the Scheme Area and the local water mains will be reviewed in later stages during implementation of the Scheme. Local upgrading and/or realignment may be implemented if necessary.

6 CONCLUSION

- 6.1.1 The potential water supply impact under the worst-case scenario of the proposed development of the Scheme has been reviewed. The assessment conducted concludes that no upgrading works on the water supply infrastructure will be required. For the local water supply network, although the proposed Scheme at the Site will result in increases in both the fresh and salt water demands, the increases can be accommodated by the existing main supply facilities and the proposed new pipes. The indicative alignment of the proposed pedestrian subway outside the Scheme area is expected to cross a number of existing freshwater & saltwater mains. As the freshwater/saltwater mains are pressure driven, it is expected that the potential affected freshwater/saltwater mains could be diverted vertically when necessary. Therefore, no adverse water supply impact is anticipated from the proposed development.

FIGURES



The Scheme Area

Site B

Site A5

Site A4

Site A3

Site A2

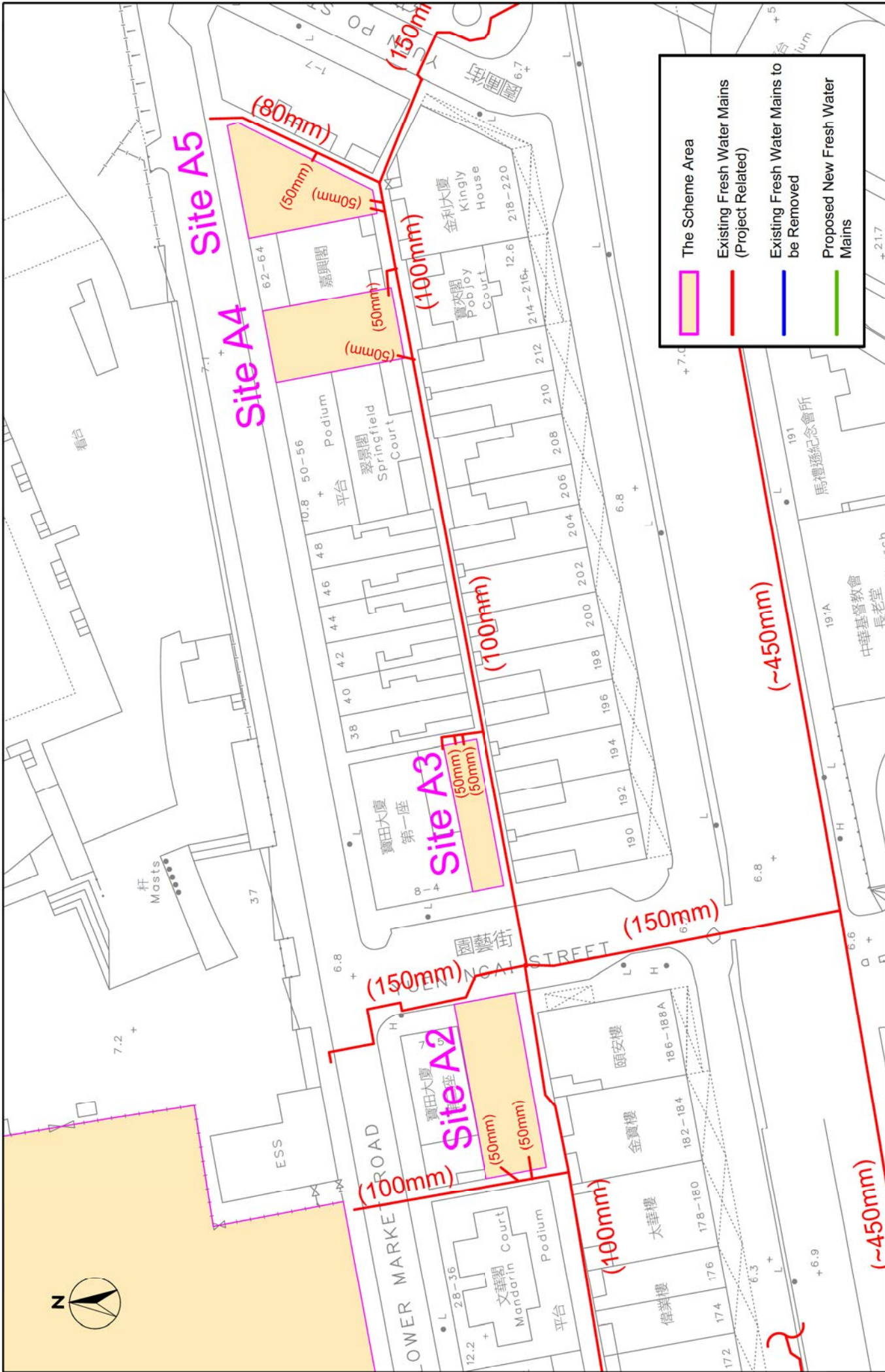
Site A1

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

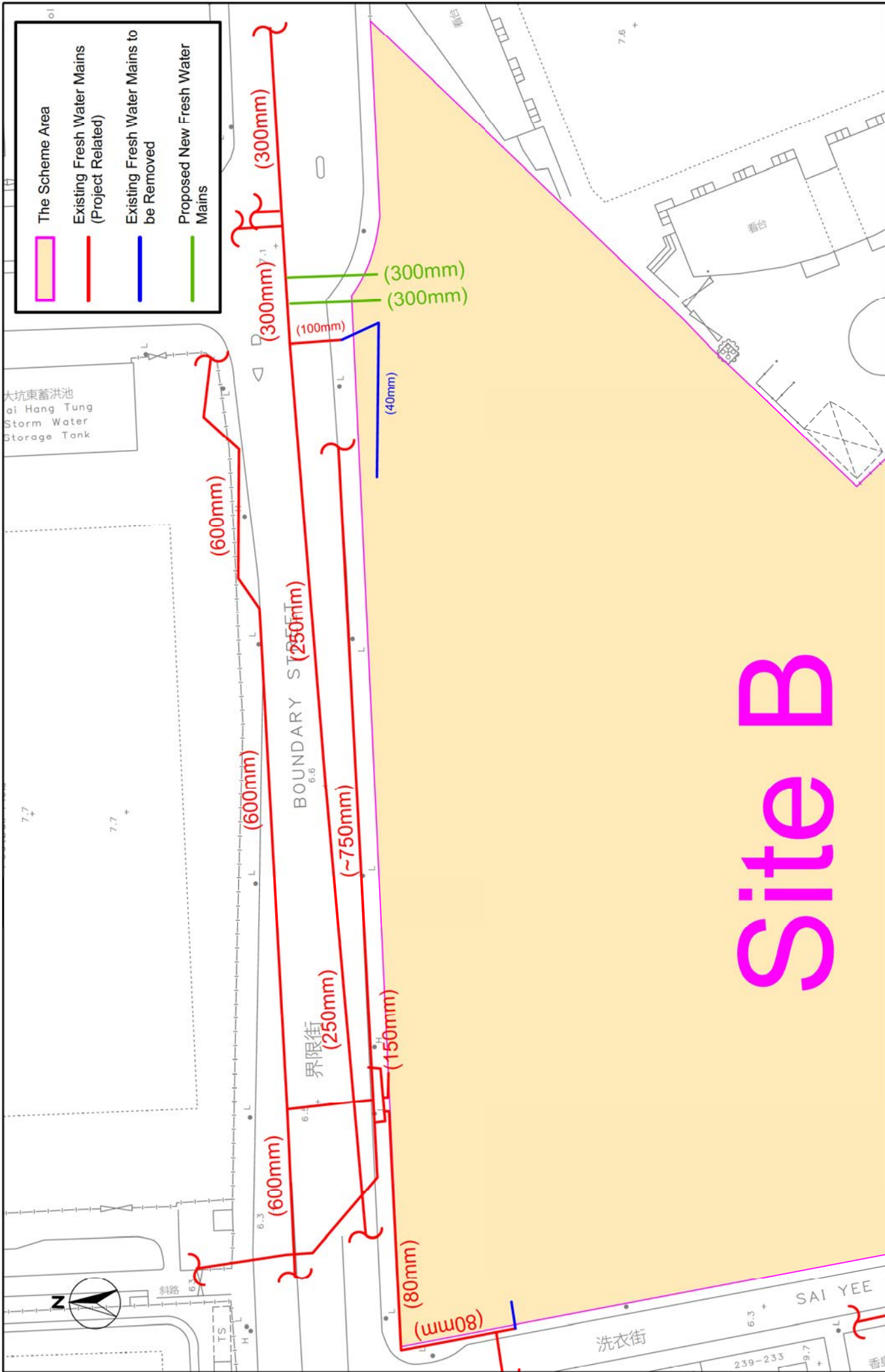
Location Plan

SCALE	1:1000 @ A3	DATE	August 2023
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JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 2-1
REV			-

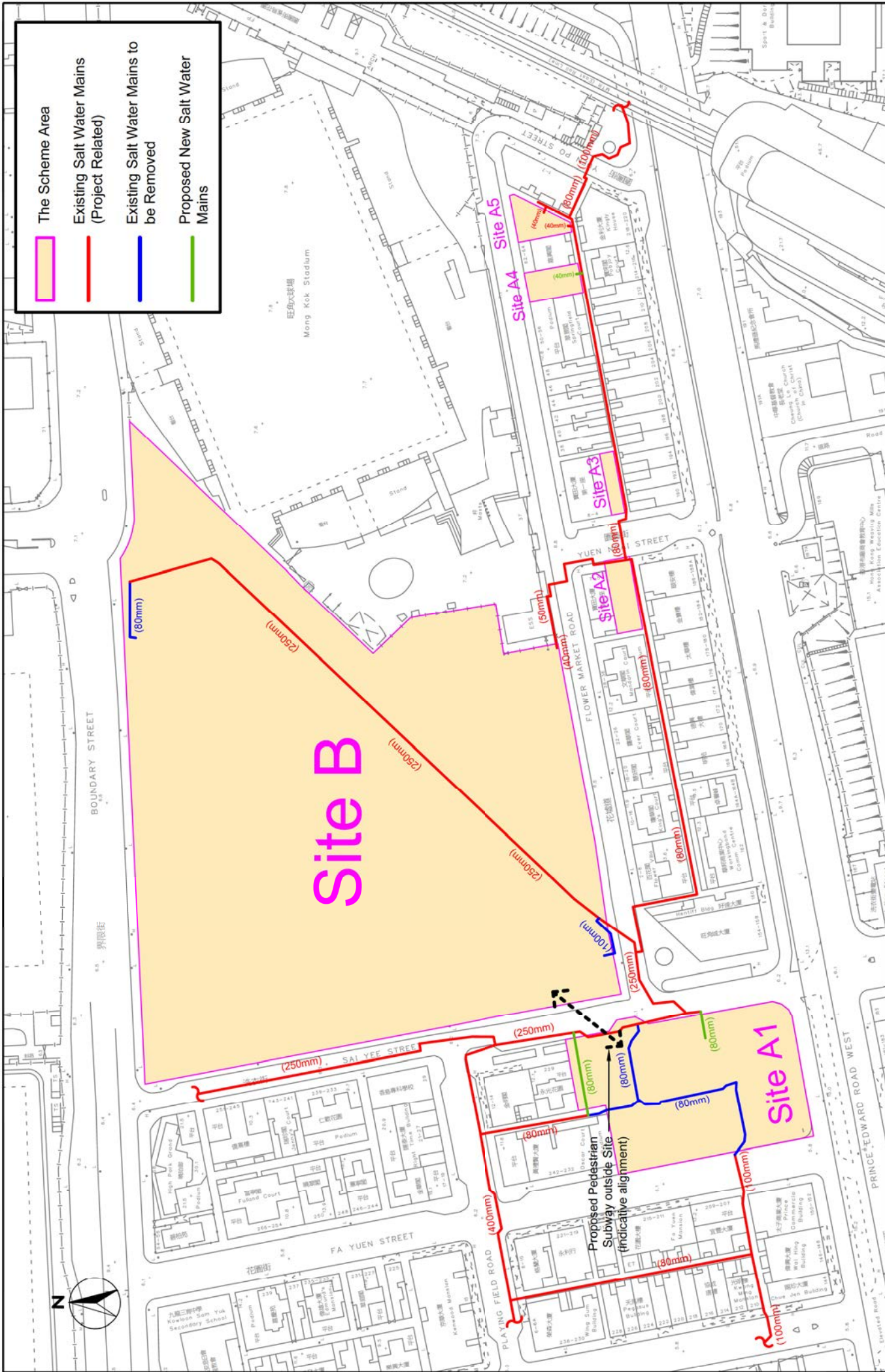




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	CHECK LL	DRAWN CC	JOB NO. IA19021-YMAA1-01-P1	DRAWING NO. CC
	Fresh Water Mains in the Vicinity (Sites A2 to A5)		REV -	Fig. 3-1c



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE	1:600 @ A3	DATE	August 2023
Fresh Water Mains in the Vicinity (Site B)		CHECK	LL	DRAWN	CC
CINOTECH Cinotech Consultants Limited		JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-1d
		REV			-

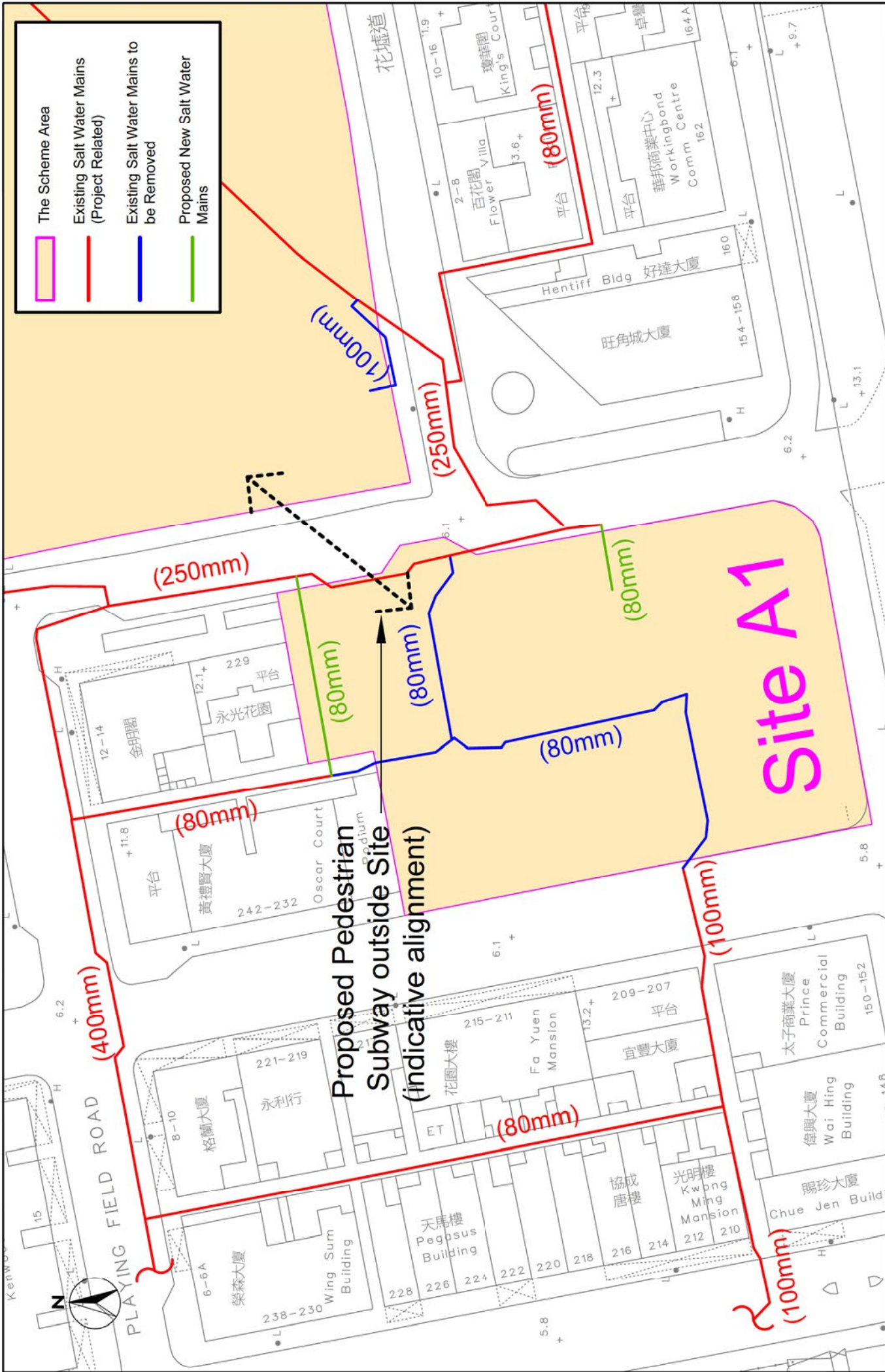


Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Salt Water Mains in the Vicinity (Overview)

SCALE	1:1200 @ A3	DATE	August 2023
CHECK	LL	DRAWN	CC
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-2a
REV			-



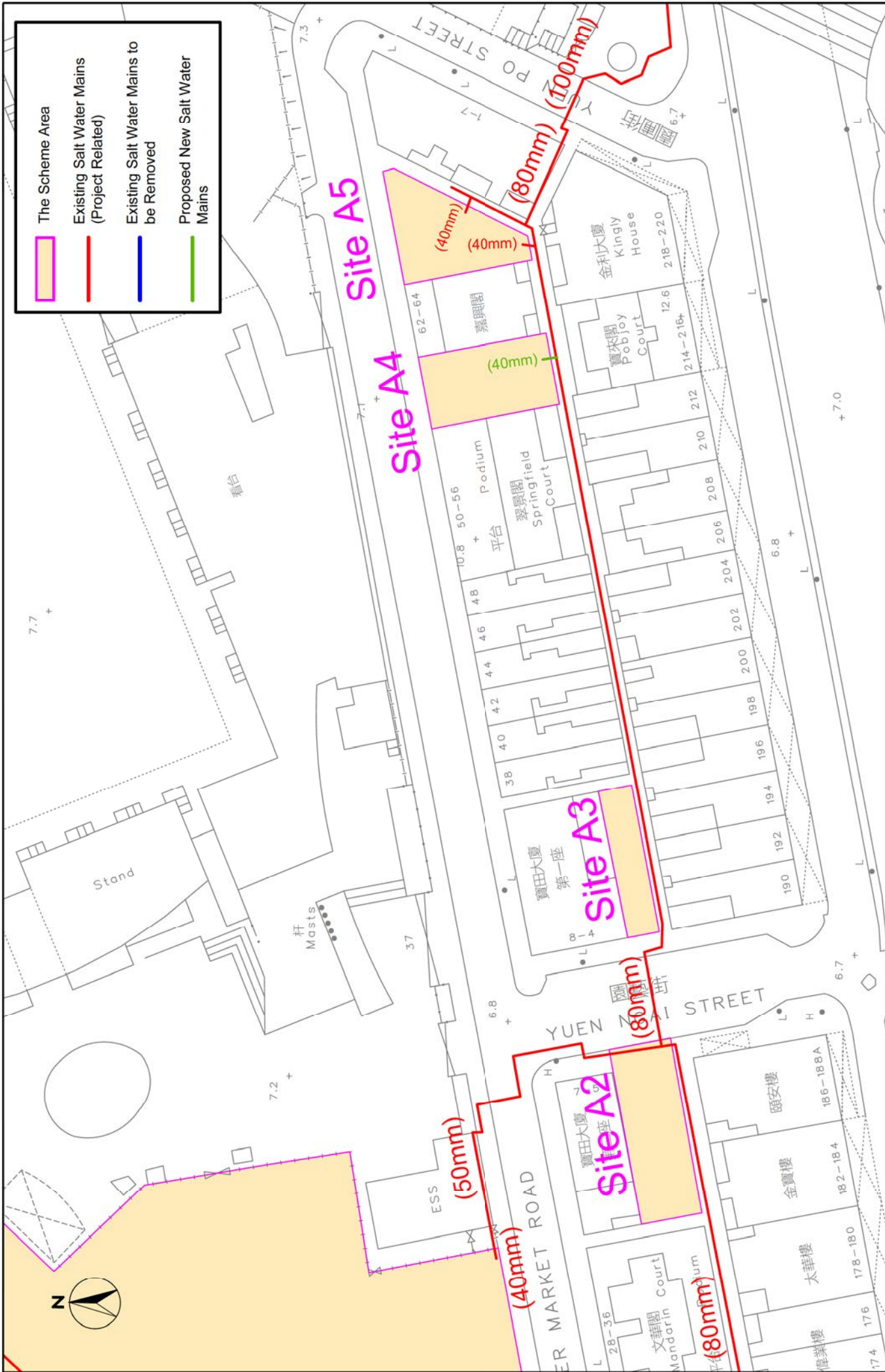


SCALE	1:500 @ A3	DATE	August 2023
	CHECK	LL	DRAWN
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-2b
REV			-

Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)

Salt Water Mains in the Vicinity (Site A1)

CINOTECH
Cinotech Consultants Limited



Urban Renewal Authority Sai Yee Street / Flower Market Road Development Scheme (YTM-013)		SCALE	1:500 @ A3	DATE	August 2023
CHECK	LL	DRAWN	CC	REV	-
JOB NO.	IA19021-YMAA1-01-P1	DRAWING NO.	Fig. 3-2c		



Salt Water Mains in the Vicinity (Sites A2 to A5)

**APPENDIX I
NOTIONAL PLAN OF THE PROPOSED
SCHEME**

**APPENDIX II
FRESH WATER MAINS RECORD PLAN**



LEGEND:
 FRESH WATER MAIN WITH CASING
 FRESH WATER MAIN WITH UNCASING MATERIAL

SUPPLEMENTARY INFORMATION OF ASBESTOS CEMENT AND/OR UNCASING WATER MAINS
 (This information is for reference only and does not constitute a guarantee of the accuracy of the information provided. It is the responsibility of the user to verify the information provided and to take appropriate precautions when working on the water mains system.)

**APPENDIX III
SALT WATER MAINS RECORD PLAN**

**APPENDIX IV
DETAILED WATER DEMAND
CALCULATION**

Table A1 - Unit Daily Demand

Zone Type		Unit Demand Fresh Water ^[1]	Unit Demand Salt Water ^[2]	(unit)
Residential	R	0.35	0.11	m ³ /head/day
Commercial	C	300	100	m ³ /ha/day
Government, Institution/Community	G/IC	300	100	m ³ /ha/day
Hotel	H	1	0.36	m ³ /room/day
Park (Irrigation) ^[3]	IRR	700	0	m ³ /ha/day

[1] Unit Demand Fresh Water recommended by *WSD* :

- Residential - 0.35 m³/head/day, including service trade allowance.
- Commercial & G/IC - 300 m³/ha/day, only applies to site without any residential development atop.
- Hotel - 1 m³/room/day
- Irrigation Area - 70 litre / sq. meters of irrigation area / day.

[2] Unit Demand Salt Water recommended by *WSD* :

- Residential - 0.11 m³/head/day, including service trade allowance.
- Commercial & G/IC - 100 m³/ha/day, only applies to site without any residential development atop.
- Hotel - 0.36 m³/room/day

Table A2 - Flow Velocity Limit

Pipe Diameter	Fresh Water Distribution Mains	Salt Water Distribution Mains	(unit)
≥ DN1000		≤ 3.0	m/s
DN900 - DN800		≤ 2.5	m/s
> DN700	≤ 3		m/s
DN700 - DN525	≤ 2.5	≤ 2	m/s
DN450 - DN375	≤ 2		m/s
DN450 - DN300		≤ 1.5	m/s
DN300 - DN200	≤ 1.5		m/s
< DN300		≤ 1.5	m/s
< DN200	≤ 1.5		m/s

[1] Refer to *WSD Departmental Instruction 1309*

Table B1 - Existing Development

Site A1

Existing Residential Flats

	Units [1]	Popn. (Persons)
Residential Accommodation (R)	122	510
- Prince Edward Building	54	
- 224 to 230 (even) Fa Yuen Street	32	
- 215 to 227 (odd) Sai Yee Street	36	

Non-Residential Area

	GFA (m ²) [2]	GFA (ha)
Shop and Retails	1,481.50	0.14815

Site A2

Existing Residential Flats

	Units [1]	Popn. (Persons)
Residential Accommodation (R)	6	25
- 1 & 3 Yuen Ngai Street	6	

Non-Residential Area

	GFA (m ²) [2]	GFA (ha)
Shop and Retails	195.5	0.01955

Site A3

Existing Residential Flats

	Units [1]	Popn. (Persons)
Residential Accommodation (R)	3	15
- 2 Yuen Ngai Street	3	

Non-Residential Area

	GFA (m ²) [2]	GFA (ha)
Shop and Retails	67.8	0.00678

Site A4

Existing Residential Flats

	Units [1]	Popn. (Persons)
Residential Accommodation (R)	6	25
- 58 & 60 Flower Market Road	6	

Non-Residential Area

	GFA (m ²) [2]	GFA (ha)
Shop and Retails	133.7	0.01337

Site A5

Existing Residential Flats

	Units [1]	Popn. (Persons)
Residential Accommodation (R)	6	25
- 66 & 68 Flower Market Road	6	

Non-Residential Area

	GFA (m ²) [2]	GFA (ha)
Shop and Retails	131.4	0.01314

Site B

Existing Buildings

	GFA (m ²) [2]	GFA (ha)
Government, Institution/Community	5,500	0.55

Public Open Space

	Area (m ²) [2]	GFA (ha)
Garden, Play Ground and Sitting-out Area	18,700	1.87

Note:

[1] The number of flats and population are estimated by URA.

[2] Estimated values.

Table B2 - Existing Water Demands

Site A1

Existing Residential Flats

	Category	Population	Unit Demand Fresh Water (m ³ /head/day)	Unit Demand Salt Water (m ³ /head/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Residential Accommodation, Management and Club House Staff	R	510	0.350	0.110	178.5	56.1

Non-Residential Area

	Category	GFA (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Shop and Retails [2]	N/A	0.148	0.000	0.000	0.0	0.0

Site A2

Existing Residential Flats

	Category	Population	Unit Demand Fresh Water (m ³ /head/day)	Unit Demand Salt Water (m ³ /head/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Residential Accommodation, Management and Club House Staff	R	25	0.350	0.110	8.8	2.8

Non-Residential Area

	Category	GFA (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Shop and Retails [2]	N/A	0.020	0.000	0.000	0.0	0.0

Site A3

Existing Residential Flats

	Category	Population	Unit Demand Fresh Water (m ³ /head/day)	Unit Demand Salt Water (m ³ /head/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Residential Accommodation, Management and Club House Staff	R	15	0.350	0.110	5.3	1.7

Non-Residential Area

	Category	GFA (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Shop and Retails [2]	N/A	0.007	0.000	0.000	0.0	0.0

Site A4

Existing Residential Flats

	Category	Population	Unit Demand Fresh Water (m ³ /head/day)	Unit Demand Salt Water (m ³ /head/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Residential Accommodation, Management and Club House Staff	R	25	0.350	0.110	8.8	2.8

Non-Residential Area

	Category	GFA (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Shop and Retails [2]	N/A	0.013	0.000	0.000	0.0	0.0

Table B2 - Existing Water Demands

Site A5

Existing Residential Flats

	Category	Population	Unit Demand Fresh Water (m ³ /head/day)	Unit Demand Salt Water (m ³ /head/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Residential Accommodation, Management and Club House Staff	R	25	0.350	0.110	8.8	2.8

Non-Residential Area

	Category	GFA (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Shop and Retails [2]	N/A	0.013	0.000	0.000	0.0	0.0

Site B

Existing Buildings

	Category	GFA (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Government, Institution/Community	G/IC	0.55	300.000	100.000	165.0	55.0

Garden and Sitting-out Area (Area of Public Open Space)

	Category	Area (ha) ^[1]	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Boundary Street Sports Centre No.1 & 2	IRR	0.67	700.000	0.000	468.0	0.0

Summary

	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Site A1	178.5	56.1
Site A2	8.8	2.8
Site A3	5.3	1.7
Site A4	8.8	2.8
Site A5	8.8	2.8
Site B	633.0	55.0
Total	843.0	121.0

Note:

[1] Estimated planting area

[2] The commercial areas are having residential development atop, thus the unit fresh/salt water demands are not applicable.

Table C1 - Proposed Development

Site A1

Proposed Residential Flats

	Units [1]	PPF [2]	Popn. (Persons)
Residential Accommodation (R)	474	2.5	1,185

Non-Residential Area

	GFA/Area (m ²) [1]	GFA (ha)
Retails/Restaurant	6576	0.6576
Garden, Play Ground and Sitting-out Area	500	0.05

Site A2

Proposed Residential Flats

	Units [1]	PPF [2]	Popn. (Persons)
Residential Accommodation (R)	0	2.5	0

Non-Residential Area

	GFA/Area (m ²) [1]	GFA (ha)
Shop and Retails	0	0
Garden, Play Ground and Sitting-out Area	200	0.02

Site A3

Proposed Residential Flats

	Units [1]	PPF [2]	Popn. (Persons)
Residential Accommodation (R)	0	2.5	0

Non-Residential Area

	GFA/Area (m ²) [1]	GFA (ha)
Shop and Retails	0	0
Garden, Play Ground and Sitting-out Area	100	0.01

Site A4

Proposed Residential Flats

	Units [1]	PPF [2]	Popn. (Persons)
Residential Accommodation (R)	0	2.5	0

Non-Residential Area

	GFA/Area (m ²) [1]	GFA (ha)
Shop and Retails	100	0.01
Garden, Play Ground and Sitting-out Area	0	0

Site A5

Proposed Residential Flats

	Units [1]	PPF [2]	Popn. (Persons)
Residential Accommodation (R)	0	2.5	0

Non-Residential Area

	GFA/Area (m ²) [1]	GFA (ha)
Shop and Retails	100	0.01
Garden, Play Ground and Sitting-out Area	0	0

Site B

Proposed Residential Flats

	Units [1]	PPF [2]	Popn. (Persons)
Residential Accommodation (R)	880	2.5	2,200

Non-Residential Area

	GFA/Area (m ²) [1]	GFA (ha)
Retails/Restaurant	11,000	1.1
G/IC	30,000	3
Garden, Play Ground and Sitting-out Area	8,800	0.88
Hotel/Office Tower	18,350	1.835

Note:

[1] The development parameters are provided by Project Proponent

[2] According to the Population Census 2021, the average domestic household size is 2.3 for Mong Kok East District Council Constituency Area and Tertiary Planning Unit 222; and 2.5 for Yau Tsim Mong District. For conservative assessment household size of 2.5 has been adopted.

Table C2 - Water Demands under the Proposed Scheme

Site A1

Proposed Residential Flats

	Category	Population	Unit Demand Fresh Water (m ³ /head/day)	Unit Demand Salt Water (m ³ /head/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Residential Accommodation, Management and Club House Staff	R	1,185	0.350	0.110	414.8	130.4

Non-Residential Area

	Category	GFA/Area (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Retails/Restaurant [2]	N/A	0.658	0.000	0.000	0.0	0.0
Garden, Play Ground and Sitting-out Area [1]	IRR	0.025	700.000	0.000	17.5	0.0

Site A2

Proposed Residential Flats

	Category	Population	Unit Demand Fresh Water (m ³ /head/day)	Unit Demand Salt Water (m ³ /head/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Residential Accommodation, Management and Club House Staff	R	0	0.350	0.110	0.0	0.0

Non-Residential Area

	Category	GFA/Area (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Retails/Restaurant	C	0.000	300.000	100.000	0.0	0.0
Garden, Play Ground and Sitting-out Area [1]	IRR	0.010	700.000	0.000	7.0	0.0

Site A3

Proposed Residential Flats

	Category	Population	Unit Demand Fresh Water (m ³ /head/day)	Unit Demand Salt Water (m ³ /head/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Residential Accommodation, Management and Club House Staff	R	0	0.350	0.110	0.0	0.0

Non-Residential Area

	Category	GFA/Area (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Retails/Restaurant	C	0.000	300.000	100.000	0.0	0.0
Garden, Play Ground and Sitting-out Area [1]	IRR	0.005	700.000	0.000	3.5	0.0

Site A4

Proposed Residential Flats

	Category	Population	Unit Demand Fresh Water (m ³ /head/day)	Unit Demand Salt Water (m ³ /head/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Residential Accommodation, Management and Club House Staff	R	0	0.350	0.110	0.0	0.0

Non-Residential Area

	Category	GFA/Area (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Retails/Restaurant	C	0.010	300.000	100.000	3.0	1.0
Garden, Play Ground and Sitting-out Area	IRR	0.000	700.000	0.000	0.0	0.0

Table C2 - Water Demands under the Proposed Scheme

Site A5

Proposed Residential Flats

	Category	Population	Unit Demand Fresh Water (m ³ /head/day)	Unit Demand Salt Water (m ³ /head/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Residential Accommodation, Management and Club House Staff	R	0	0.350	0.110	0.0	0.0

Non-Residential Area

	Category	GFA/Area (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Retails/Restaurant	C	0.010	300.000	100.000	3.0	1.0
Garden, Play Ground and Sitting-out Area	IRR	0.000	700.000	0.000	0.0	0.0

Site B

Proposed Residential Flats

	Category	Population	Unit Demand Fresh Water (m ³ /head/day)	Unit Demand Salt Water (m ³ /head/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Residential Accommodation, Management and Club House Staff	R	2,200	0.350	0.110	770.0	242.0

Non-Residential Area

	Category	GFA/Area (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Retails/Restaurant [2]	N/A	1.10	0.000	0.000	0.0	0.0
G/IC	G/IC	3.00	300.000	100.000	900.0	300.0
Garden, Play Ground and Sitting-out Area [1]	IRR	0.440	700.000	0.000	308.0	0.0

Non-Residential Area (Hotel/Office Tower) [3]

	Category	GFA/Area (ha)	Unit Demand Fresh Water (m ³ /ha/day)	Unit Demand Salt Water (m ³ /ha/day)	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Hotel/Office Tower - Fully Office Scenario	C	1.84	300.000	100.000	550.5	183.5
		No. of Room [5]	(m ³ /Room/day)	(m ³ /Room/day)		
Hotel/Office Tower - Fully Hotel Scenario	H	612	1.000	0.360	612.0	220.3
Adopted water demand for the Hotel/Office Tower					612.0	220.3

Summary [4]

	Daily Demand Fresh Water (m ³ /day)	Daily Demand Salt Water (m ³ /day)
Site A1	453.9	136.9
Site A2	7.4	0.0
Site A3	3.7	0.0
Site A4	3.2	1.1
Site A5	3.2	1.1
Site B	2719.5	800.4
Total	3190.7	939.4

Note:

[1] It is anticipated that around 50% of the Garden is planting area in the worst case scenario.

[2] The commercial and G/IC areas are having residential development atop, thus the unit fresh/salt water demands are not applicable.

[3] The ratio of office and hotel for the Hotel/Office Tower is subject to detailed design. For assessment purpose, the water demand of both Fully Hotel Scenario and Fully Office Scenario were calculated. The one with higher water demand has been adopted.

[4] 5% additional demand have been included for conservative assessment.

[5] It is assume that there will be one Hotel Room per 30 m² GFA.

Table D - Summary of Water Demands

Fresh Water Demand

Site	Daily Demand - Fresh Water (m ³ /d)		
	Existing	Proposed [1]	Net Increase
Site A1	178.5	453.9	275.4
Site A2	8.8	7.4	-1.4
Site A3	5.3	3.7	-1.6
Site A4	8.8	3.2	-5.6
Site A5	8.8	3.2	-5.6
Site B	633.0	2719.5	2086.6
Total	843.0	3190.7	2347.7

Note:

[1] 5% additional demand have been included for conservative assessment.

Salt Water Demand

Site	Daily Demand - Salt Water (m ³ /d)		
	Existing	Proposed [1]	Net Increase
Site A1	56.1	136.9	80.8
Site A2	2.8	0.0	-2.8
Site A3	1.7	0.0	-1.7
Site A4	2.8	1.1	-1.7
Site A5	2.8	1.1	-1.7
Site B	55.0	800.4	745.4
Total	121.0	939.4	818.4

Note:

[1] 5% additional demand have been included for conservative assessment.

Fresh Water Reservoir Capacity

Reservoir	Capacity (x 1,000 m ³)	Supply Capacity @ Capacity Factor = 0.8 (MLD) ^[1]	Existing Daily Consumption (MLD) ^[2]	Spare Capacity (MLD)	Remarks
Ho Man Tin East FWSR	152.411	190.51	124	133.7	The spare capacity of 133.7 MLD >> net increase of 2.3 MLD from the Proposed Development
Ho Man Tin West FWSR	67.434	84.29	18		

Salt Water Pumping Capacity

Pumping Station	Design Pumping Capacity (MLD)	Existing Daily Consumption (MLD) ^[2]	Spare Capacity (MLD)	Remarks
Cheung Sha Wan SWPS	87	69.3	17.7	The spare capacity of 17.7 MLD >> net increase of 0.8 MLD from the Proposed Development

[1] For interconnected supply zone with critical consumers, the capacity of the Reservoir should be (75% + 5%) = 80% of the mean daily demand.

[2] Average consumption from 2023-Jan to 2023-Jul have been adopted.

Appendix 11

Stage 1 Social Impact Assessment

Urban Renewal Authority Development Scheme

Prepared under Section 25(3) of the Urban Renewal Authority Ordinance



Sai Yee Street / Flower Market Road

Development Scheme

YTM-013

Stage 1 Social Impact Assessment

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1 INTRODUCTION

- 1.1. According to the Urban Renewal Strategy (URS) issued by the Government in February 2011, the Urban Renewal Authority (URA) will carry out Social Impact Assessment (SIA) studies in the form of “a Stage 1 social impact assessment before the publication of any proposed redevelopment project in the Government Gazette”, and “a Stage 2 social impact assessment after the proposed project has been published in the Government Gazette”. This Stage 1 SIA is prepared by the URA for the proposed Sai Yee Street / Flower Market Road Development Scheme (YTM-013) (the Scheme).
- 1.2. The URS also states “*Early social impact assessments will be initiated and conducted by the DURF (District Urban Renewal Forum) before redevelopment is recommended as the preferred option. The URA will update these assessments by DURF before implementing any specific redevelopment project.*” Although the DURF has not conducted a SIA near the Scheme area, the URA has conducted a comprehensive study in the Yau Ma Tei and Mong Kok districts called the District Study for Yau Ma Tei and Mong Kok (YMDS), which was published in 2022. As the Scheme falls within the scope of the YMDS, this stage 1 SIA will be prepared by referring to the information and recommendations regarding social aspects mentioned in the YMDS.
- 1.3. According to the URS, the main elements of the Stage 1 SIA conducted by the URA before the publication of a proposed project should include:
 - the population characteristics of the area;
 - the socio-economic characteristics of the area;
 - the housing conditions in the area;
 - the characteristics of local business activities, including small shops and street stalls;
 - the degree of overcrowding in the area;
 - the availability of amenities, community and welfare facilities in the area;
 - the historical background of the area;
 - the cultural and local characteristics of the area;
 - an initial assessment of the potential social impact of the proposed project; and
 - an initial assessment of the mitigation measures required.
- 1.4. The Stage 2 SIA will be conducted after the publication of the Scheme based on the factual information collected in the Freezing Survey (FS) upon project commencement. The URS stipulates the URA should submit both Stage 1 and Stage 2 SIA reports to the Town Planning Board under Section 25 of the Urban Renewal Authority Ordinance (URAO) and should release the reports for public information.

2 THE DEVELOPMENT SCHEME

- 2.1. The Scheme is located in Mong Kok East in the Yau Tsim Mong (YTM) District. The Scheme comprises Site A and Site B, with a total gross site area of about 29,315m². Site A comprises five sub-areas, named Sites A1 to A5 respectively. Site A1 is broadly bounded by Sai Yee Street to the east, Prince Edward Road West to the south, Fa Yuen Street to the west, and the existing buildings to the north. Sites A2 and A3 are two smaller sites abut Yuen Ngai Street. Sites A4 and A5 are another two smaller sites abut Flower Market Road. Site B is broadly bounded by Mong Kok Stadium to the east, Flower Market Road to the south, Sai Yee Street to the west and Boundary Street to the north. **Figure 2.1** shows the location plan and demarcation of site names of the Scheme.
- 2.2. The Scheme covers a total of 28 street numbers of private buildings at Site A and government building lots at Site B. Site A involves 5 clusters of private residential / composite buildings, Government back lanes, and surrounding pavement where some of the affected buildings overhang on. Site B covers open space, several existing government, institution or community (GIC) facilities, Government back lanes and surrounding public pavement. Details of the street numbers of buildings and land parcels included in each site are described in **Table 2.1** below.

Table 2.1 Street Numbers of Buildings and Land Parcels within the Scheme Area

Site	Site Name	Comprises of:
A	A1	<ul style="list-style-type: none"> • 222G – 222H Fa Yuen Street & 224 – 230 Fa Yuen Street (even nos.); • 152A – 152D Prince Edward Road West; • 215 – 227 Sai Yee Street (odd nos.); and • Some Government back lanes and surrounding public pavement.
	A2	<ul style="list-style-type: none"> • 1 – 3 Yuen Ngai Street (odd nos.); and • Surrounding public pavement within the site boundary.
	A3	<ul style="list-style-type: none"> • 2 Yuen Ngai Street; and • Surrounding public pavement within the site boundary.
	A4	<ul style="list-style-type: none"> • 58 – 60 Flower Market Road (even nos.); and • Surrounding public pavement within the site boundary.
	A5	<ul style="list-style-type: none"> • 66 – 68 Flower Market Road (even nos.); and • Surrounding public pavement within the site boundary.
B	B	<ul style="list-style-type: none"> • Boundary Street Recreation Ground; • Boundary Street Sports Centres Nos. 1 and 2; • Sai Yee Street Children’s Playground; • Boundary Street Amenity Plot; • Leisure and Cultural Services Department (LCSD) Boundary Street Nursery; • Sai Yee Street (Flower Market Road) Refuse Collection Point (RCP); • Sai Yee Street Public Toilet (PT);

Site	Site Name	Comprises of:
		<ul style="list-style-type: none"> • CLP Power Hong Kong Limited Boundary Street Sports Ground Substation; • The whole of Flower Market Path; and • Surrounding public pavements within the site boundary.

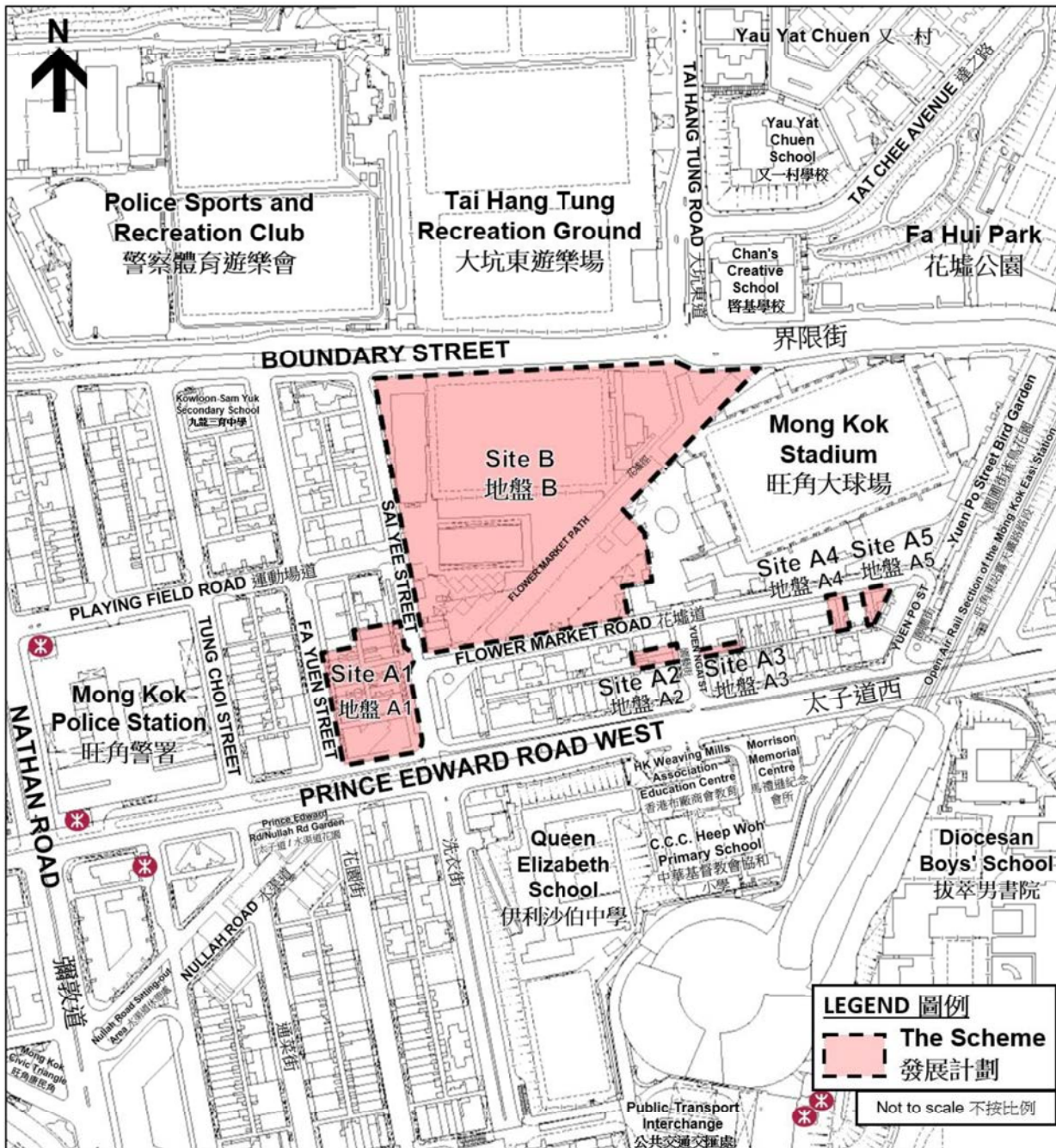


Figure 2.1 Location Plan and Demarcation of Site Names

Planning Objectives

- 2.3. The Scheme aims to echo with the directives of the 2023 Policy Address (PA), which include implementing the recommendations of the District Study for Yau Ma Tei and Mong Kok (YMDS) and commencing redevelopment projects for the "Nullah Road Urban Waterway" in Mong Kok East.
- 2.4. The Scheme is the first implementation of a project proposed under the recommendations of the Master Urban Renewal Concept Plan ("MRCP") as devised from YMDS. It forms a part of the "Mong Kok East – Nullah Road Urban Waterway Development Node" ("Nullah Road DN") as illustrated in **Figure 2.2**. The development theme of Nullah Road DN is to construct an Urban Waterway on a section of decked nullah from Nathan Road to Boundary Street and create a blue-green feature along the Urban Waterway so as to rejuvenate the city image of the commercial area of Mong Kok. According to p.18 of the YMDS Information Booklet, the Nullah Road DN includes the following parts:
- *New Waterway Park to become a green hub for public leisure and recreation, with a new multi-purpose complex building accommodating existing and future uses under the "single site multiple use" initiative;*
 - *Concentration of commercial / service apartment (high rise gateway tower & low-rise strip) and residential / service apartment development along the Urban Waterway, with special architectural design to further promote vibrancy and synergy along existing character streets;*
 - *Pedestrian subway connecting between north and south sides of the Urban Waterway will be proposed; and*
 - *Integrated character street, heritage preservation, open space, reprovision of public facilities and underground carpark.*



Figure 2.2 Development Nodes (Extract of the YMDS – Information Booklet)

- 2.5. As a part of the Nullah DN, the Scheme aims to carry out replanning and restructuring of the area through redevelopment in order to realise the proposed Waterway Park, which includes mixed-use development to catalyse urban regeneration and materialise planning gains. The Scheme will become an initial anchor of the proposed Urban Waterway which will run through the heart of Mong Kok East under the MRCP framework. The Waterway Park will also serve as a new public realm and integrate with the proposed mixed-use development providing various sports and GIC facilities to shape the Nullah DN as a socio-economic activity hub for multiple activities including leisure, sports and events, and thus enhance the long-established Flower Market characters and become a “connector” between the Urban Waterway, the Flower Market and Surrounding Community Facilities.
- 2.6. The Scheme adopts an integrated urban renewal approach with an aim to restructure, replan and connect the area through redevelopment (R1), rehabilitation (R2), preservation (R3), and revitalization (R4) initiatives, which is in line with the objectives of urban renewal under the URS issued in 2011. The URS promulgates a comprehensive and holistic approach to carry out urban renewal with the following objectives:
- Restructuring and replanning of concerned urban areas;
 - Rationalising land uses within the concerned urban areas;
 - Redeveloping dilapidated buildings into new buildings of modern standard and environmentally-friendly design;
 - Promoting sustainable development in the urban areas;
 - Preserving as far as practicable local characteristics;
 - Providing more open space and community/ welfare facilities; and
 - Enhancing the townscape with attractive landscape and urban design.

Key Planning Proposals of the Scheme

- 2.7. To achieve the objectives of URS and to realise the planning visions of the area devised in the YMDS, the Scheme will include the following key proposals:
- i. **Holistic Replanning of Land Uses to Create a Development Node:** Through holistic replanning and restructuring of land uses, the existing recreation ground and GIC facilities will be reprovisioned or upgraded in a multi-purposed GIC complex with new GIC facilities, with an aim to provide about 20,000m² GIC GFA, subject to confirmation of funding availability and operational arrangement of the relevant Government Bureaux/ Departments. Mixed-use development is proposed in the Scheme with a combination of residential and/or hotel/ office developments, with retail and food & beverage/ recreation/ sports and community facilities to create a vibrant and diverse development node.

- ii. **Forming an iconic “Waterway Park” as a Connector with Surrounding Facilities:** To revive the previous spatial setting of the decked nullah by creating a new Waterway Park above and along the nullah. The Waterway Park will serve as an iconic public leisure ground, presenting the history and local identity while providing a sizable open space with distinctive blue-green features so as to enhance cityscape and become a public realm for public enjoyment. The design of the Waterway Park will use the Urban Waterway as the central axis to connect multiple surrounding facilities, including the proposed multi-purpose complex building, the adjacent Mong Kok Stadium and the Flower Market area, becoming a leisure and recreational place to interconnect the flow of people, large-scale football matches, and recreational and sports activities. Subject to further liaisons with / design by the LCSD, the Waterway Park will be designed with colourful horticultural landscape and planted with flowers, marking it a "Flower Viewing Waterway Park" by leveraging its geographical advantage of being adjacent to the Flower Market, and providing room for catering future activities in the Flower Market. Upon completion of construction, the Waterway Park will be handed over to the LCSD for ownership and management.
- iii. **Creation of Sports Hub and GIC Complex:** To redevelop the existing GIC/ recreation/ sports facilities and provide new sports facilities by adopting the “single site, multiple use” (“SSMU”) initiative, with an aim to provide about 20,000m² non-domestic GFA for GIC/ recreation/ sports uses to become an attractive venue for sports and recreation, subject to confirmation of funding availability and operational arrangement of the relevant Government Bureaux/ Departments. Opportunities are also taken through redevelopment and landscape design to enhance the interface between the Waterway Park and the western entrance plaza of the adjoining Mong Kok Stadium, and to create a synergy effect for recreation and sports facilities of the two premises.
- iv. **Manifest “Park n Walk” concept and create multi-level pedestrian network for enhancing Walkability and Accessibility:** An underground public vehicle park (PVP) is proposed within the Scheme to address district parking needs and the traffic problems associated with Mong Kok Flower Market (MFM). Besides, several pedestrian connections are proposed to connect the PVP in different directions, promoting the “Park n Walk” concept and enhancing the walkability and accessibility of a wider area.
- v. **Developing a diverse shopping environment to reinforce local characters of the MFM area:** Creating space for street-front retail shops including podium setback and new retail frontage along Sai Yee Street and Waterway Park to accelerate flower market activities and manifest local characters. Separate revitalisation initiatives are proposed for enhancing the streetscape at Flower Market Road and Yuen Ngai Street, including shaping the back lanes

abutting the Scheme as the “Third Street” of the Flower Market by facelifting them in conjunction with the preservation features and atmosphere of the adjacent URA preservation and revitalization project - Prince Edward Road West/Yuen Ngai Street Project MK/02). This will not only increase the space for pedestrian but also create synergy effects through various urban renewal initiatives, in order to strengthen the local characters and create a vibrant shopping environment for MFM area.

URA Projects in the Vicinity

- 2.8. There are various completed and ongoing URA projects in Mong Kok (**Figure 2.3** refers). To the immediate south of the Scheme is the URA Prince Edward Road West / Yuen Ngai Street Development Scheme (MK/02), which is a preservation-revitalisation project to preserve a row of pre-war buildings and renovate into commercial and cultural uses, close to the bustling MFM and bird garden in Mong Kok. The project was completed and is used for florists on the ground floors, and commercial and cultural uses on the upper floors.
- 2.9. Several other completed URA projects can be found further south and southwest of the Scheme. These projects include the MacPherson Stadium Project (named “Macpherson Place”), Sai Yee Street Project (named “Skypark”), Shanghai Street / Argyle Street (named “618 Shanghai Street”), Argyle Street / Shanghai Street Project (named “Langham Place”), Reclamation Street Project (named “MOD595”), and Reclamation Street / Shantung Street (named “One Soho”). Besides, there is an ongoing redevelopment project, Shantung Street / Thistle Street Development Scheme (YTM-012), located within the YTM District. The project was commenced in October 2020 and proposed for redevelopment into modern residential buildings-cum-commercial/ retail/ GIC uses and open space.

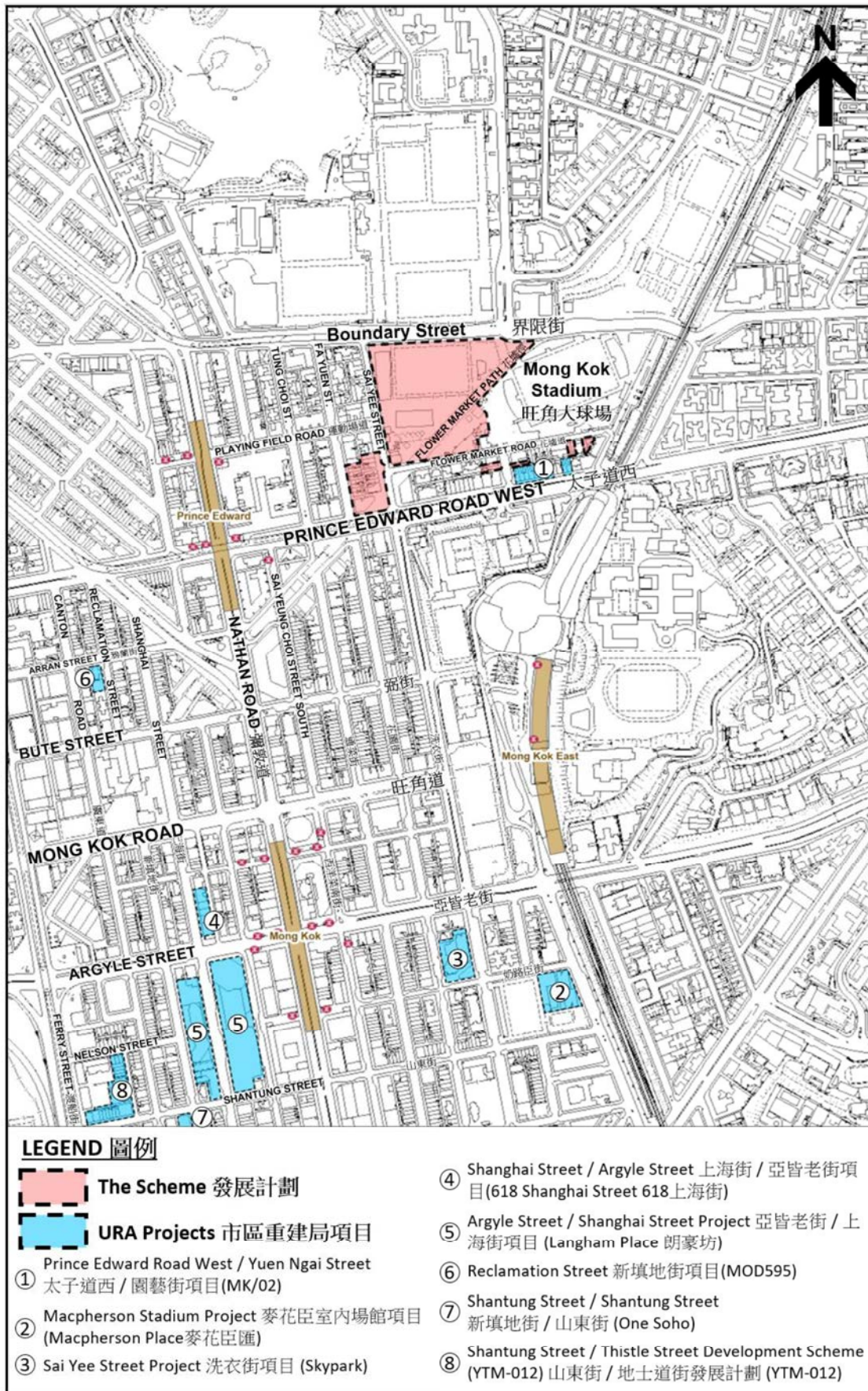


Figure 2.3 URA Projects in the Vicinity

3 HISTORICAL BACKGROUND AND LOCAL CHARACTERISTICS

Historical Background

- 3.1. Mong Kok is part of the YTM District located in the western part of Kowloon. The Mong Kok area used to be a Hakka settlement. A Mong Kok Village (“芒角村”) was located in an area recorded as Mong Kok Tsui (“芒角咀”) in the 1819 edition of the Xinan Gazetteer. It is located close to the junction of today’s Mong Kok Road and Fa Yuen Street. The Mong Kok Village grew steadily throughout the eighteenth and nineteenth centuries. In the 1930s, the Chinese name of Mong Kok Tsui was renamed to “旺角”, which means ‘the Point of Prosperity’. The English name of “Mong Kok” remained unchanged.
- 3.2. The Mong Kok Village, before it was cleared in 1926, had access to agricultural land to the south of the main village. Nowadays, many of the street names in the area have taken their names from the old trades practiced in the area, such as Flower Market Street, Soy Street (Soy Sauce Street), Fa Yuen Street (Flower Garden Street), Tung Choi Street (Water-Spinach Street), Sai Yeung Choi Street (Watercress Street), etc. From these street names, it appears likely the flower and vegetable growers concentrated on the fertile fields north of Mong Kok Village, while industrial trades were mostly found in the hamlets situated in the stream valleys south of the village.
- 3.3. Following periodic reclamation which extended the urban land westwards from Shanghai Street, the area was developed for the light industry during the 1920s and 1930s. It became renowned for cigarette making, cotton spinning and metallic goods manufacturing, although most of the developments were intended for tenement housing. After World War II, many factories in the district moved to Tai Kok Tsui on the west coast of Mong Kok. The last reclamation, which commenced in the 1990s, is the largest reclamation project in Hong Kong, creating the West Kowloon District for the provision of housing, transport infrastructure, GIC and recreational facilities.

Decked Nullah

- 3.4. Historic maps show that the existing decked nullah running in a northeast-to-southwest direction in the YTM district was originally a tributary of an unnamed river that originated at Beacon Hill. It was the main source of irrigation water for previous farmlands along Sai Yee Street, Tung Choi Street and Sai Yeung Choi Street in the Mong Kok Village. The tributary was channelized in 1924 due to urban development and became a nullah. A section of the nullah was located between the current Mong Kok Stadium and Boundary Street Recreation Ground, while the areas on both sides of this section were reserved as open spaces.

- 3.5. The nullah gradually caused serious mosquito and odor problems due to sewage discharged by shop operators on both sides of the nullah into it. The government completed the decking with landscaping works for the nullah in 2010, in order to minimize the nuisance to the residents nearby and improve the overall environment. After the decking works, the decked nullah underneath continue to serve to collect runoff from the upstream areas, including urban areas, i.e. Shek Kip Mei, Kowloon Tong, Kowloon City near Waterloo Road, and the mountainous area to the north of Lung Cheung Road, to reduce flooding risks in the downstream areas.

Characters Streets / Themed Shopping Streets

- 3.6. Today, Mong Kok is one of the major shopping/ commercial/ entertainment attractions in Hong Kong, with commercial/ retail activities mainly concentrated along Nathan Road. As promoted by the Hong Kong Tourism Board, there are several character streets/ themed shopping streets including “Ladies’ Market” at Tung Choi Street, “Sneakers’ Street” at Fa Yuen Street and the MFM in the area adjoining Flower Market Road, Yuen Ngai Street, Sai Yee Street and Playing Field Road. These themed shopping streets are also identified as “key character streets” in YMDS. A high concentration of retail shops selling construction materials and hardware was also observed within the area between Reclamation Street, Dundas Street, Canton Road, and Argyle Street, forming a “construction materials and hardware street”. The Mong Kok area is primarily composed of mixed commercial and residential uses. There is a concentration of old and dilapidated residential buildings with commercial/ retail/ eateries on the ground floor particularly along the inner streets in the outer area of the district. **Figure 3.1** shows the locations of places with historical backgrounds identified and local characters in this part of Mong Kok.

Tung Choi Street (also known as Goldfish Street)

- 3.7. Goldfish Street is located in the northern section of Tung Choi Street, between Mong Kok Road and Nullah Road in Mong Kok. It is lined with many aquariums and pet shops that sell a wide variety of ornamental fish, aquarium products, pet supplies, as well as a range of pets, including cats, dogs, lizards, tortoises and frogs. Goldfish Street is a popular spot for shopping for ornamental fish, aquarium accessories and pets.

Fa Yuen Street

- 3.8. Fa Yuen Street is divided into three sections; one is from Argyle Street to Soy Street, which is “Sneakers Street” with dozens of shops selling sports shoes and sports goods; one is from Soy Street to Dundas Street with mostly restaurants in this section; one is from Mong Kok Road to Prince Edward Road West which is a stall area selling ready-made clothes, vegetables and fruits. The concentration of hawkers and on-street market activities has a long history on this street.

Mong Kok Flower Market

- 3.9. The history of the MFM begins at the time the Qing government ceded the Kowloon Peninsula to the United Kingdom. With foreigners who used to decorate their homes with flowers settled in Hong Kong and Kowloon, flower growers from the present-day New Territories came to Boundary Street to do business every day. Flower sales near Boundary Street gradually became a market, and Flower Market Road, Flower Market Path, Fa Yuen Street, Yuen Po Street, and Yuen Ngai Street were named in response to the MFM operation.
- 3.10. The MFM area mainly covers the area adjoining Flower Market Road, Yuen Ngai Street, Sai Yee Street and Playing Field Road. Over the years, the MFM area has developed from an on-street trading place to shop operations. To date, the MFM area has become a major flower wholesale and retail distribution centre with over 110 florists, offering an abundance of local and exotic blossoms, houseplants, garden supplies, etc. The MFM is now a favourite spot, it is naturally overflowing with visitors, especially during the festival periods, such as Lunar New Year and Valentine's Day.
- 3.11. The MFM area is identified as one of the key character streets in the YMDS and its local identity and characteristics should be embraced and enhanced by promoting street vibrancy and improving the public realm environment.

Mong Kok Stadium

- 3.12. Mong Kok Stadium, formerly known as the Army Sports Ground, was taken over by the former Urban Council for management in 1961. It is now under the management of the LCSD and is the major venue used by the Hong Kong Football Association for Hong Kong Premier League Cup competitions, international football matches such as the Asian Football Confederation Cup and training sessions for Hong Kong Football Representative Teams.

Tai Hang Tung Recreation Ground and Stormwater Storage Tanks

- 3.13. The historical map recorded in 1947 indicates that the Tai Hang Tung Recreation Ground was originally a Polo Ground and later converted into a Recreation Ground in 1982. Due to severe flooding in the area in 1997 and 1998, coupled with urbanization that increased the amount of surface runoff downstream, this site was selected for the construction of underground stormwater storage tanks because of its strategic location just above the bottleneck allowed for interception of the heavy flow. The project, with a capacity of 100,000m³, was completed in September 2004.

Fa Hui Park

3.14. Back in 1947, the Government of Hong Kong allocated around 6,000ft² of land near the hillside to the north of Boundary Street to establish an official flower wholesale market (the current location of Fa Hui Park). The market, with over a thousand wooden houses, became commonly known as "Flower Market Hill" and "Flower Market Village" due to its bustling flower displays and flower fields. However, due to three major fire disasters in the "Flower Market Village" in 1951, 1955, and 1956, the former Urban Council decided in 1957 to redevelop the area into Fa Hui Park. The adjacent flower wholesale market was forced to relocate to Boundary Street outside the original site. In 1984, due to safety concerns, the flower wholesale market was moved southward from Boundary Street to the area around Flower Market Road.

Yuen Po Street Bird Garden

3.15. "Bird Street" was situated at Hong Lok Street in Mong Kok. It was once famous for its proliferation of stalls selling pet birds but was demolished due to urban development. To preserve the characteristics and spirit of "Bird Street", the former Land Development Corporation (now known as the URA) built the Yuen Po Street Bird Garden in Yuen Po Street. It is a Chinese-style theme park, with about 70 stores selling various kinds of pet birds, bird seeds and related products.

Mong Kok Dawn Market

3.16. The Mong Kok Dawn Market (the Market) was originated in the 1950s and initially located on a slope and along the roadside outside Mong Kok Station (now known as Mong Kok East Station) on Luen Wan Street. In the early 1980s, due to the reconstruction of Mong Kok Train Station, the Market was relocated to its current location at the junction of Boundary Street and Flower Market Path. The Market is a mobile hawkers' market, operated by a group of vendors/hawkers who start their businesses from around 5am until around 8am when the sunrises every day. During its heyday, the Market had over 100 vendor stalls, including street stalls and truck shops, renowned for retailing and wholesaling of goldfish. In addition to goldfish, fish feed, aquarium animals, aquarium equipment and supplies, small poultry, potted plants, and cooked food were also sold in the Market. The prices of goods at the Market are generally cheaper compared to many other places/shops. Over the time, the scale of Mong Kok Dawn Market has substantially declined. Although there are still over 40 stalls operating at weekends, the number of stalls has significantly reduced on weekdays. The vendors now primarily sell goldfish, aquarium animals, aquarium equipment and supplies, with a few stalls selling local snacks.

Local Grid Street Pattern

3.17. A historic map recorded in 1841 indicates that settlements were found near the Scheme area which was named Kowloon Tong in 1888. The settlements were found enlarging in 1904. With the operation of the Kowloon-Canton Railway in 1910 (renamed as the Mass Transit Railway (MTR) in 2007) and the establishment of the Town Planning Committee in 1922, a grid street pattern in Mong Kok (except Site B of the Scheme) began to take shape on the 1926 historic map, along with several main roads including Prince Edward Road West, Boundary Street, and Nathan Road. Settlements near the Scheme area became scattered along the railway on the 1928 historic map. The grid street pattern in Mong Kok has been completely developed in 1947 and maintained up to now. The grid street pattern has a long history and become one of the urban form characters of the area.

Historic Buildings

3.18. Numerous historic buildings that have shaped the local history of the area can be found, including:

190-204 and 210-212 Prince Edward Road West (Grade 2, URA's preservation-revitalisation project - Prince Edward Road West / Yuen Ngai Street (MK/02)) – a cluster of 10 pre-war buildings which have been revitalised for commercial and cultural uses.

130-132 Ki Lung Street (Grade 3) – completed in the late 1940s. The buildings hold social value due to their historical role in the commercial development of Sham Shui Po and their provision of affordable residential accommodation.

Lui Seng Chun (Grade 1 and Declared Monument) – completed in 1931. The ground floor was occupied by a Chinese bone-setter and herbalist medicine shop "Lui Seng Chun", and the upper floors were residential units.

1235 Canton Road (Grade 3) – built in 1930. It seemed to be one of a group of four shophouses, three of which (1231, 1233 and 1237 Canton Road) were demolished in the early 1960s.

1166 and 1168 Canton Road (Grade 3) – a pair of 4-storey tenement houses probably built in the 1930s. Typical as other pre-WWII shophouses, they have been used for commercial purposes on the ground floor and residential flats on the upper floors.

618 Shanghai Street – it is a preservation-revitalisation project (Shanghai Street / Argyle Street (MK/01)) of the URA, comprising a cluster of 14 buildings of 3- to 6-storey from Nos. 600 to 626 Shanghai Street. Among the buildings, 10 balcony-type tenement houses of 3- to 4-storey built

between 1920 and 1926 were rated Grade 2 historic buildings in 2010, while the remaining four post-war reinforced concrete buildings each of 6-storey were built between 1962 and 1964.

1 and 3 Playing Field Road (Grade 3) – the exact construction year cannot be ascertained, but from the land records during the Japanese Occupation (1941-1945), it is believed that they were built around 1932. These buildings were re-registered by the Japanese authorities in 1942.

729 Nathan Road (Grade 3) – built in 1929. During the Japanese Occupation, the building was re-registered by the authorities. The building is a typical pre-war verandah-type shophouse of 3-storey high with the front first-floor and second-floor verandahs projecting over the pavement and supported on columns to form a covered walkway in front of the ground-floor shop.

Old Kowloon Police Headquarters (Grade 2) – completed in 1925. It was used as temporary premises by the Diocesan Boys' School from 1926 to 1932, the Police Training School from 1932 to 1941, and the detention centre during the Japanese Occupation. It became the office of the Kowloon Police Headquarters from 1947 to 1975. One of the two blocks was demolished in 1975 for the construction of MTR Prince Edward Station.

Ex-Sham Shui Po Service Reservoir (Grade 1) – completed in 1904 on Chu Kau Shan (literally means "Bishop Hill") and regained attention in 2020 after being decommissioned for a few decades. Featuring European-style granite pillars and red brick arches imitating Roman civil engineering works, the structure shows Hong Kong's water supply history over the past 100 years.

177 and 179 Prince Edward Road West (Grade 3) – constructed in 1937 and re-registered by the Japanese authorities. They are common pre-war 4-storey high verandah shophouses with front verandahs projecting out over the pavement supported on columns to form a covered walkway, the ground floor for retails and the upper floor for flats.

Main Building, Diocesan Boys' School (Grade 2) – founded by the Anglican Church on Bonham Road on Hong Kong Island in 1869, the Diocesan Boys' School was named Diocesan Home and Orphanage. It became a boys' school in 1892, moved to its present site in 1926 and acquired its present name in the 1930s. During the Japanese Occupation, it was requisitioned by the Japanese Army as a military hospital and restored after the war and re-opened.

St. Teresa's Church (Grade 1) – found by Bishop Henry Valtorta in 1932. During the Japanese Occupation, the Church's pastors were allowed to pay services to the internees in the Argyle Street Prisoners-of-War Camp. In 1949, many Chinese missionaries settled in Hong Kong and joined the Church's team, enabling St. Teresa's Parish to run new schools and social welfare centres.

CLP Power Hong Kong Limited Administrative Building (Grade 1) – built between 1938 and 1940 as the headquarters to cater for the increasing electricity demand in Kowloon and New Territories after the CLP was established in Guangzhou in 1901 and later moved to Hong Kong.

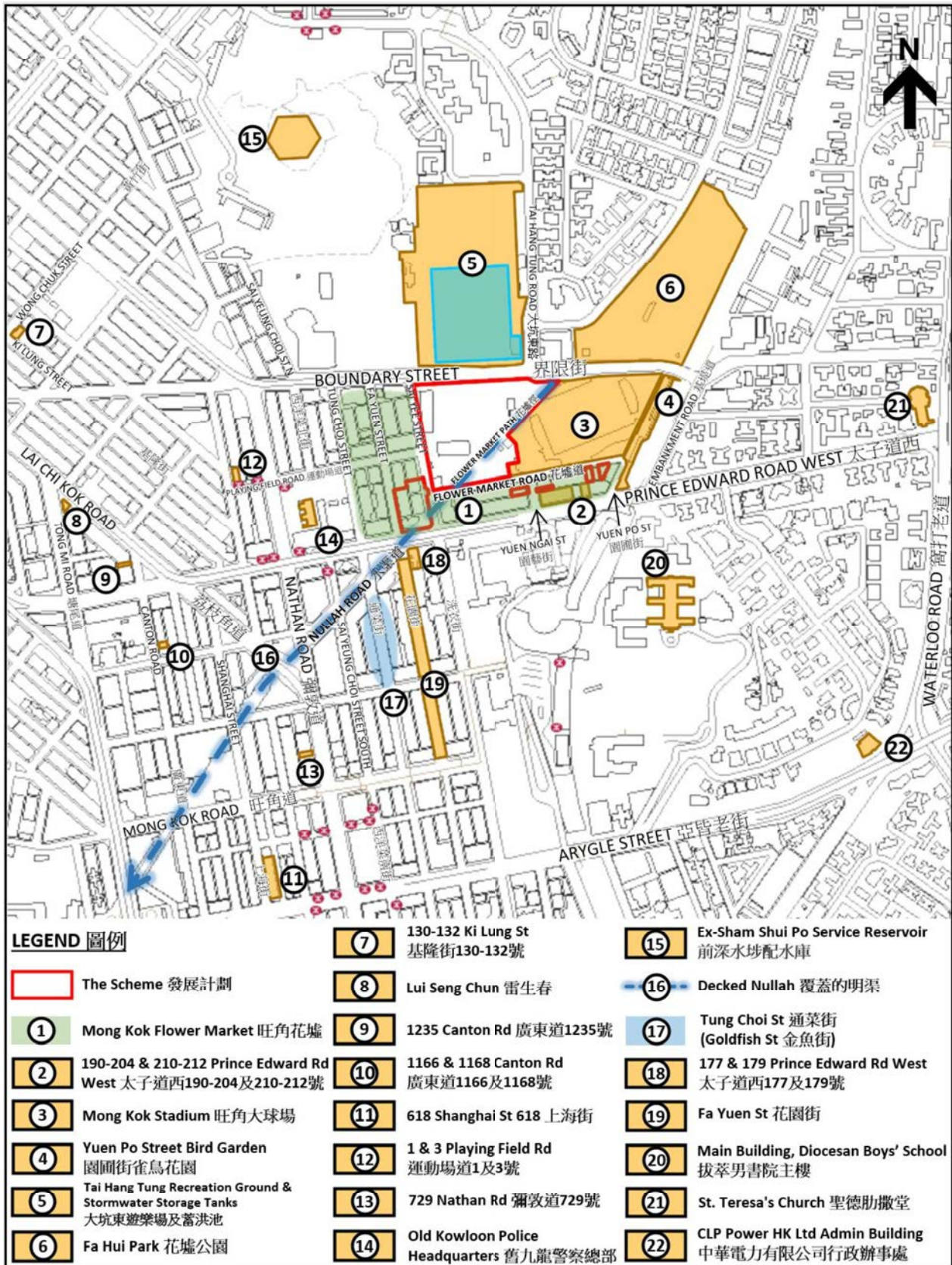


Figure 3.1 Places with Historical Background and Local Characters in Mong Kok and its Surrounding Area

Source: Geographic Information System on Hong Kong Heritage, as of November 2023.

4 POPULATION AND SOCIO-ECONOMIC CHARACTERISTICS

- 4.1. In preparation for this Stage 1 SIA, a combination of the 2021 Population Census results and the experience from other URA projects are also used to assess the population and socio-economic characteristics of the Scheme. The accommodation assessment is then based on the inspection of approved building plans and on-site non-obtrusive observation. Given the general and non-obtrusive nature of data sources available to carry out this Stage 1 SIA, the assessments derived should only be considered indicative and for reference use only and subject to the FS upon project commencement.
- 4.2. The Census and Statistics Department's website provides the 2021 Population Census results. Depending on the type of information, the most disaggregated data are down to various geographical division levels, including Tertiary Planning Units (TPU), District Council Constituency, Large Subunit Groups (LSG) and Small Subunit Groups (SSG).
- 4.3. The Scheme is within the TPU 222 and Mong Kok East Constituency (E14) (based on 2020 – 2023 Boundary Maps of District Council Geographical Constituencies) of the YTM District (**Figure 4.1** refers). Due to the unavailability of census data for the geographical constituencies of the District Council in the 2023 District Council Ordinary Election, this report adopts the existing data from the 2021 Population Census, which corresponds to the delineation of the 6th term of District Council (from 1 Jan 2020 to 31 Dec 2023).
- 4.4. The Scheme lies within the SSG Nos. 222/08, 222/09, 222/05, 222/10 and 222/31. It is also within the LSG Nos. 222/05, 222/08-10 and 222/31 (**Figure 4.2** refers). Despite the SSGs and the LSGs having the closest area coverage with the Scheme area, the SSGs and LSGs cover a wider area, which includes newer residential buildings, namely The Celebrity (164A Prince Edward Road West), Circle Garden (229 Sai Yee Street) and Flower Villa (2 – 8 Flower Market Road). As such, it may have different household composition and other socio-economic characteristics as compared to the buildings within the Scheme, which were completed between 1948 and 1960 (i.e. ranging from 63 to 75 years). Therefore, the data from the various geographical division levels should only be used for reference.
- 4.5. Based on URA's experience, the average household size of those within the Scheme is assumed to be around 2.1. The tenure split between owner-occupied and tenanted households is assumed to be 30:70 for this Stage 1 SIA. Site observation indicates some existing units in the Scheme appear to have been converted into sub-divided units. Given similar sub-division situations were found in various past URA projects, it is estimated that the degree of sharing in

the Scheme is about 2 based on the URA experience. Actual numbers will be ascertained as far as practicable at the Stage 2 SIA.

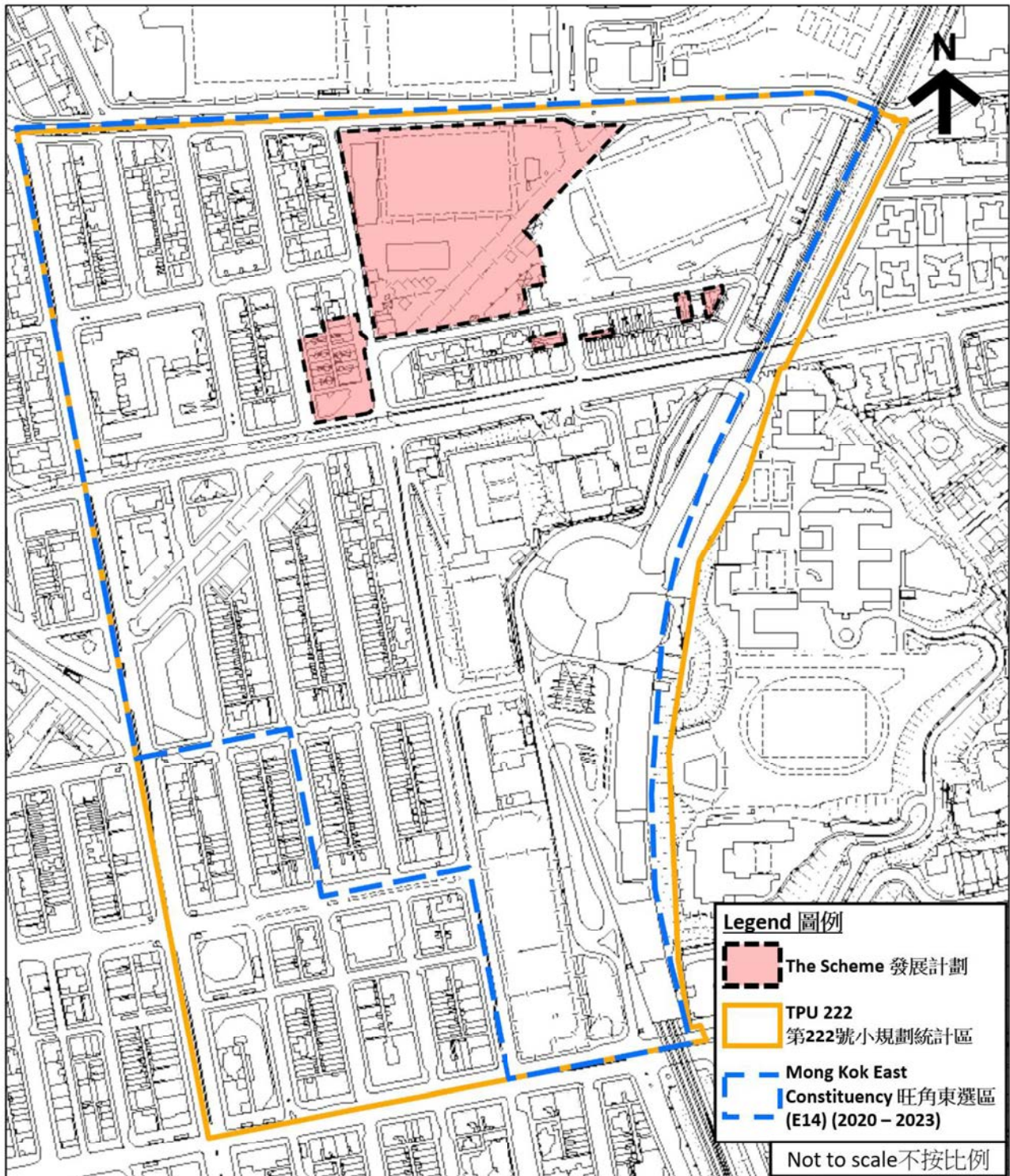


Figure 4.1 Boundaries of TPU 222 and Mong Kok East Constituency (E14) (2020 – 2023)*

* The constituency boundary of the Mong Kok East Constituency (E14) from the 6th term of District Council (from 1 Jan 2020 to 31 Dec 2023) is adopted in this report, due to the unavailability of census data of the 7th term of District Council.

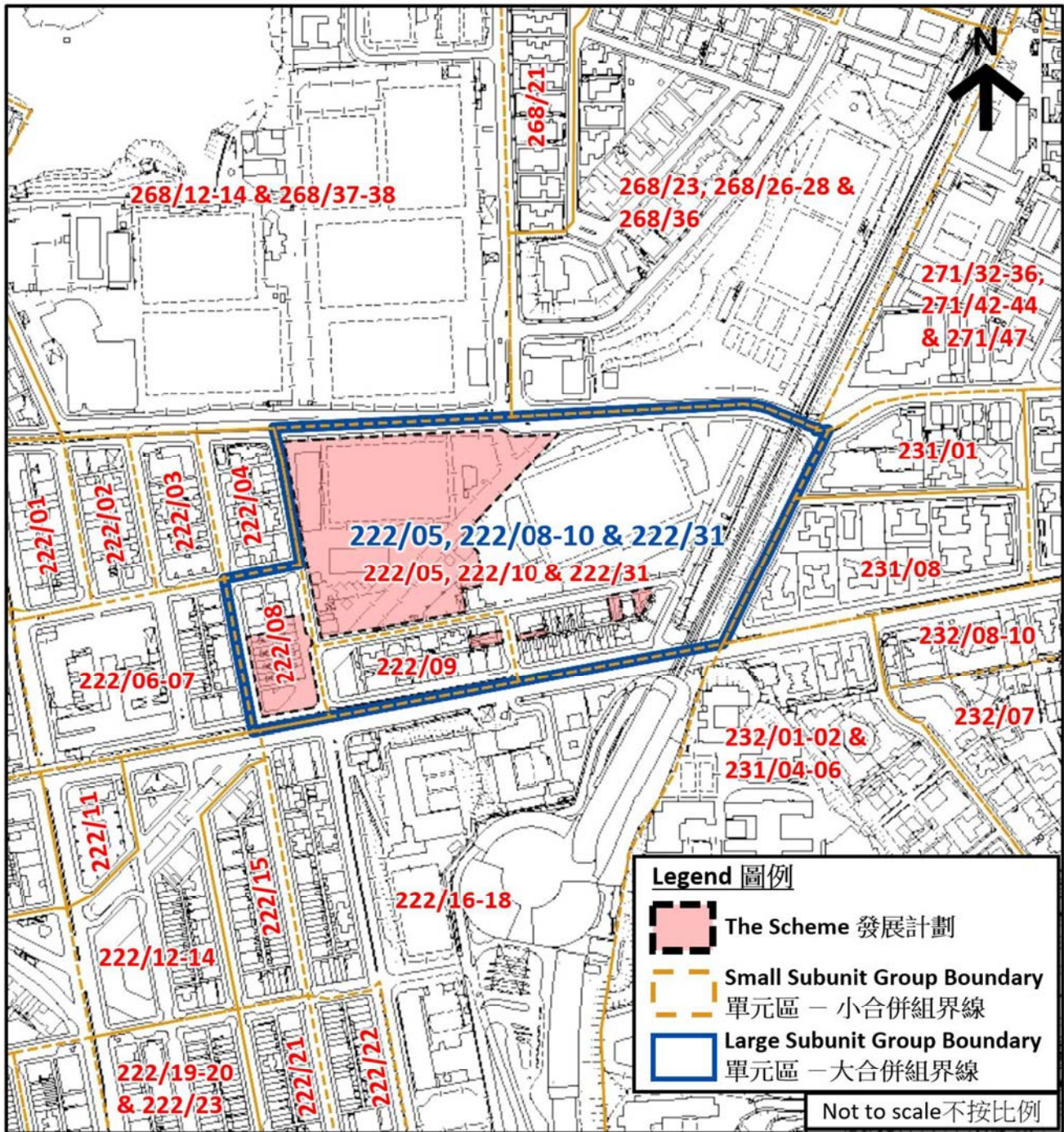


Figure 4.2 Subunits Boundaries Covering the Scheme

Overview of Housing & Population Characteristics of the YTM District

- 4.6. As revealed in the 2021 Population Census, the YTM District had a population of about 310,647. In terms of monthly household income, the Mong Kok East Constituency (E14) (2020 – 2023) had a median monthly domestic household income of \$20,180, which was lower than the median of \$26,080 for the YTM District. The household income level, including the number of households with Comprehensive Social Security Assistance (CSSA) Recipients, and the social characteristics of the affected in the Scheme will be ascertained in the FS upon commencement.
- 4.7. According to the 2021 Population Census, private housing blocks were the major type of living quarters in the YTM District (about 90%) which was much higher than the territorial percentage of about 53%. On the other hand, there were only about 6% of living quarters in Public Rental Housing (PRH) / Subsidized Home Ownership Housing (SHOH) which was much lower than the territorial average of 46%. The remaining living quarters (about 4%) were in other types of housing. There was no PRH or SHOH within the Scheme, TPU 222 and Mong Kok East Constituency (E14) (2020 – 2023).

Household Composition

- 4.8. Under the approved General Building Plans (GBPs) of the buildings in the Scheme, the total number of upper-floor residential units (excluding ground-floor units for shops within the Scheme is 143 units. Based on the 2021 Census, the degree of sharing of the YTM District and territory was 1.0 (i.e. one household per unit). However, based on the URA experience, the degree of sharing within redevelopment projects is generally about 2 due to the existing sub-divided units. By adopting the degree of sharing of 2, the total number of households within the Scheme is estimated to be about 275 households with overcrowded and unsatisfactory living conditions which are commonly found in the URA redevelopment projects. The actual number of domestic units may be different from that under the approved GBPs. The household composition will be verified in the FS upon commencement.
- 4.9. According to the 2021 Census, the overall proportion of singleton (33%), doubletons (26%) and 3-person or above households (41%) in the LSG (which was the closest area coverage as the Scheme) were similar to the proportions under the various geographical division levels (**Table 4.1** refers), except the territorial level. The actual proportion of household types in the Scheme will be verified in Stage 2 SIA.
- 4.10. Based on the Census results and the URA experience as stated in paragraph 4.5 above, the average household size within the Scheme is estimated to be around 2.1, which is lower than the average household sizes of the YTM District (2.5) and the territory (2.7). The assessment

adopts a lower household size to reflect the presence of lots of sub-divided units and/ or cubicle apartments in previous URA projects, which can be assumed to be occupied by some singleton and doubleton households.

Table 4.1 Proportions of Singletons, Doubletons, and 3-person or above Households by Geographical Division Levels

	Singletons	Doubletons	3-person or above households
LSG 222/05, 222/08-10 and 222/31	33%	26%	41%
TPU 222	34%	31%	35%
Mong Kok East Constituency (E14) (2020 – 2023)	33%	31%	36%
YTM District	30%	29%	41%
Territorial	20%	29%	51%

Population

4.11. According to paragraph 4.8, the estimated number of households within the Scheme is about 275. With the estimated average household size of 2.1, the number of residents living within the Scheme is estimated to be around 580 persons. The Stage 2 SIA will verify the number of households, living quarters and population affected.

4.12. **Table 4.2** compares the distribution of the percentage of the working population and elderly residents (aged 65 or above) among the various geographical division levels. The LSG data, which covers the Scheme, indicates that the percentage of the working population was similar to that of the YTM District and territorial level. Besides, the percentage of elderly in the LSG was slightly lower than the TPU and Mong Kok East Constituency (E14) (2020 – 2023), but slightly higher than the wider district/ territory. Particular attention would be paid to elderly residents and their needs when the Scheme is implemented.

Table 4.2 Percentages of Working Population and Elderly Residents by Geographical Division Levels

	Percentage of working population	Percentage of elderly residents
LSG 222/05, 222/08-10 and 222/31	71.0%	20.1%
TPU 222	67.3%	23.5%
Mong Kok East Constituency (E14) (2020 – 2023)	66.1%	24.5%
YTM District	70.5%	17.9%
Territorial	69.5%	19.6%

4.13. As presented in **Table 4.3**, the percentages of ethnic minorities residing in the LSG, TPU 222 and Mong Kok East Constituency (E14) (2020 – 2023) were similar to the territorial percentage, while the percentage of the YTM District was above 17% which was higher than the percentages of all levels. Nevertheless, special attention would be paid to residents of ethnic minorities and their needs when the Scheme is implemented. The FS and Stage 2 SIA will ascertain the actual number of households and residents of ethnic minorities as far as practicable.

Table 4.3 Percentages of Ethnic Minorities by Geographical Division Levels

	Percentage of ethnic minorities
LSG 222/05, 222/08-10 and 222/31	10.4%
TPU 222	9.1%
Mong Kok East Constituency (E14) (2020 – 2023)	8.1%
YTM District	17.2%
Territorial	8.4%

4.14. **Table 4.4** shows the comparison of percentages of owner-occupiers and tenanted occupiers among the various geographical division levels. In accordance with the LSG data, the percentages of owner-occupiers and tenanted occupiers were very evenly distributed, i.e. 50:50, which was also similar to the data under various geographical division levels. Nevertheless, based on the URA's experience obtained from previous redevelopment projects, a higher proportion of tenanted households (70%) is assumed in the Scheme in consideration of the existence of sub-divided units which are mainly for rental in the tenement buildings in the older district. The composition will be ascertained in the FS and reported in the Stage 2 SIA.

Table 4.4 Percentages of Owner-Occupiers and Tenanted Occupiers by Geographical Division Levels

	Percentage of owner-occupiers	Percentage of tenanted occupiers
LSG 222/05, 222/08-10 and 222/31	50%	50%
TPU 222	46%	54%
Mong Kok East Constituency (E14) (2020 – 2023)	50%	50%
YTM District	48%	52%
Territorial	49%	51%

4.15. As shown in **Table 4.5**, higher median monthly rents of all housing types were recorded in the LSGs than in the TPU, Constituency, YTM District and the whole territory. It may be due to the absence of public rental housing in the LSGs. The median rents of private permanent housing at the LSG level are also higher than all other geographical levels. This is probably due to the proximity to (1) two MTR stations, namely Mong Kok East Station and Prince Edward Station,

(2) several large-scale POSs, namely the Boundary Street Recreation Ground, Mong Kok Stadium, Tai Hang Tung Recreation Ground and Fa Hui Park, leading to a significant increase in median monthly household rents, and (3) the existence of several relatively newer residential buildings within the LSGs as stated in paragraph 4.4 that have higher rental prices. Besides, median monthly household rents of private permanent housing at TPU, Constituency and YTM District levels recorded a much lower median monthly household rents in comparison with LSGs and the whole territory. This is probably caused by the relatively poor building conditions and living environment of the Scheme's vicinity as compared to the general private housing and therefore the median rents were lower.

Table 4.5 Median Monthly Household Rents by Geographical Division Levels

	Median monthly household rents of all housing types	Median monthly household rents of private permanent housing
LSG 222/05, 222/08-10 and 222/31	\$13,000	\$13,000*
TPU 222	\$6,500	\$6,500*
Mong Kok East Constituency (E14) (2020 – 2023)	\$7,000	\$7,000*
YTM District	\$7,000	\$7,200
Territorial	\$2,900	\$11,000

* As the housings in LSG 222/05, 222/08-10 and 222/31, TPU 222 and the Constituency do not include public housings, the median monthly household rents of private permanent housings are assumed to be the same as the ones of all housing types.

4.16. In conclusion, the presence of newer residential developments, namely The Celebrity (164A Prince Edward Road West), Circle Garden (229 Sai Yee Street) and Flower Villa (2 – 8 Flower Market Road) within the LSGs may have different household compositions, which mean such data should be for reference only.

4.17. The Stage 2 SIA to be conducted upon project commencement will give clearer and more accurate information concerning those living and working within the Scheme.

5 HOUSING AND ENVIRONMENTAL CONDITIONS

Existing Uses

Sites A1 – A5

- 5.1. Based on non-obtrusive site observations conducted in November 2023, buildings within Sites A1 – A5 of the Scheme are mainly for commercial uses on the ground floor and for domestic use on the upper floors. There are also some non-domestic uses noticed on the upper floors of the residential buildings along Sai Yee Street and Fa Yuen Street at Site A1, including a foot massage parlour, a boxing training centre, several guesthouses, a flower workshop, a Buddhist organization and a church, i.e., the Evangelical Free Church of China – Tin Chuen Church.

Site B

- 5.2. Site B mainly comprises sports, recreational and GIC facilities. Existing GIC buildings within Site B include Boundary Street Sports Centres Nos. 1 and 2, CLP Power Hong Kong Limited Boundary Street Sports Ground Substation, RCP and PT. The Boundary Street Sports Centres Nos. 1 and 2 are operated by the LCSD, providing a wide range of leisure facilities and monthly sports and recreational programmes for the public. The RCP and PT are managed by the Food and Environmental Hygiene Department (FEHD). Besides, Boundary Street Recreation Ground, Boundary Street Amenity Plot, LCSD Boundary Street Plant Nursery, and Sai Yee Street Children's Playground are the existing open space managed by LCSD within the Scheme area.
- 5.3. There is an existing northeast-southwest pavement included in Site B, i.e. Flower Market Path, connecting Boundary Street and Flower Market Road.
- 5.4. The detailed uses of the units found within the Scheme will be verified in the FS and reported in the Stage 2 SIA as far as practicable. The replanning and restructuring of the GIC buildings, road sections and other land uses are detailed in the Planning Report of the draft DSP.

Building Age

- 5.5. The Scheme (at Site A1 to A5 only) consists of six clusters of residential buildings ranging from 4 – 10 storeys high, with the majority of the buildings not more than 5 storeys. The buildings were completed between 1948 and 1960 (i.e. aged from 64 - 76), with the majority being more than 69 years old. According to GBP records, most of the buildings (about 78%) are without lifts. For GIC facilities within Site B of the Scheme, the operations of the Boundary Street Sports Centres Nos. 1 and 2 were commenced in 1976 and 1987 respectively. The completion years of the RCP and the PT cannot be ascertained.

Building and Living Conditions

- 5.6. Based on the latest building conditions recorded by URA's Building Care Management Information System (BCMIS), the building blocks within the Scheme are in different building conditions, ranging from "Varied" to "Acceptable". 2 out of the 23 buildings within Site A of the Scheme (about 9%) are of "Varied" condition. Based on the URA's experience and the consultant's advice, major repair works will be required for buildings of "Varied" condition as their structural elements, components, finishes and facilities are observed in decay condition due to lack of building repairs and ongoing maintenance. 21 out of the 23 buildings (about 91%) are of "Acceptable" condition, probably because these buildings have recently completed/carrying out rehabilitation works from 2019 to 2023. Minor defects are found in the structural elements. Appropriate building repairs and ongoing maintenance works will be required to maintain the habitability and avoid further deterioration of the building. Some structures on the roof of the buildings and at the back lanes in the Scheme were suspected to be Unauthorized Building Works. Except for residential buildings at 215, 217, 219 and 221 Sai Yee Street and 222G – 222H Fa Yuen Street, the rest of the private buildings within the Scheme are without lifts (about 78%).
- 5.7. According to Home Affairs Department ("HAD")'s "Database of Private Buildings in Hong Kong" as of January 2024, 5 of the 23 building blocks within Sites A1 – A5 of the Scheme (about 22%) are "3-nil" buildings without building management bodies.
- 5.8. According to the latest Buildings Department's records held by the URA, 18 buildings (about 78%) within Sites A1 – A5 of the Scheme have outstanding statutory orders on Drainage Works under S28 of the Buildings Ordinance (Cap. 123) ("the Ordinance") and Mandatory Building Inspection Scheme under S30B of the Ordinance. Besides, these buildings also received Fire Safety Directions (FSDN) under the Fire Safety (Buildings) Ordinance.
- 5.9. Twelve (12) building blocks have completed building rehabilitation works of Operation Building Bright 2.0 under the Integrated Building Rehabilitation Assistance Scheme (IBRAS) within the Scheme. Five (5) building blocks within the Scheme have applied for the Common Area Repair Works Scheme under the IBRAS to carry out common area repair works. It is understood that the IBRAS works comprise mainly repairing defects (e.g. major cracks, spalling) in common or public areas of the buildings. Repair works to the interior of private units are not included. Based on URA's experience in rehabilitation works, even buildings that have undergone repair work need to undertake comprehensive building rehabilitation regularly to avoid deterioration. Appropriate building repairs and ongoing maintenance works will be required to maintain the habitability and avoid further deterioration of the building. Besides, four buildings within the

Scheme have applied for the Mandatory Building Inspection Subsidy Scheme (MBISS). One (1) building block within the Scheme has applied for the Fire Safety Improvement Works Subsidy Scheme (FSWS).

- 5.10. Non-obtrusive site observations conducted in November 2023 found that some of the original units as shown in the approved GBPs were suspected to be sub-divided into smaller units, which will be ascertained in the FS.

Traffic and Pedestrian Network

- 5.11. There are two primary distributors (i.e. Boundary Street and Prince Edward Road West) in east-west directions to the north and the south of the Scheme. Besides, there is one district distributor (Sai Yee Street) in north-south directions and four local distributors (Fa Yuen Street, Flower Market Road, Yuen Ngai Street and Yuen Po Street) in east-west or north-south directions surrounding the Scheme. With the MFM concentrated mainly at the street blocks along Flower Market Road and Prince Edward Road West, traffic congestion often appears along the sections of Sai Yee Street and Fa Yuen Street abutting Site A1, and Prince Edward Road West and Embankment Road especially during weekends and festive days, such as Lunar New Year and Valentine's Day when people come from other districts by private cars for purchasing flowers at ground-floor shops.
- 5.12. The high volume of traffic also leads to illegal parking issues in the community. While there are two public vehicle parks at Grand Century Place and Mong Kok Stadium, as well as some on-street parking spaces along a few inner streets in the vicinity, it is common to observe vehicles occupying public roads, which exacerbates traffic congestion. Illegal parking is commonly found in the area and creates traffic congestion and an unpleasant walking environment that contributes to pedestrian-vehicle conflict.
- 5.13. The MFM area is distinctive as described in the YMDS that attracts visitors from other districts and creates a high level of pedestrian flow. The MTR Prince Edward Station and Mong Kok East Station are located within 5 - 10 minutes walking distance away from the MFM area. Pedestrian flows in the MFM area concentrate mainly along Flower Market Road, Yuen Ngai Street, Yuen Po Street, the portion of Sai Yee Street near the Scheme and Playing Field Road.
- 5.14. Pedestrian connectivity and environment in the MFM area is poor, as the pavements and public roads within the Scheme area are always occupied by goods placed by some shop operators or illegal parking, endangering public and traffic safety in particular when the pedestrian flow in the area is anticipated to increase during Lunar New Year and Valentine's Day, resulting in a congested and unpleasant walking environment.

- 5.15. Several sports and recreational facilities are observed at the Tai Hang Tung Recreation Ground and Fa Hui Park located to the immediate north and northeast of Site B across Boundary Street. Users of these facilities coming from the south could only access through the at-grade crossing at the junction of Boundary Street and Tai Hang Tung Road.

Environmental and Hygiene Conditions

- 5.16. With Prince Edward Road West and Boundary Street being the primary distributors in the area and several distributor roads in the surroundings, the Scheme is envisaged to be subject to some traffic noise and air pollutants generated from these heavily trafficked roads.
- 5.17. The portions of Sai Yee Street, Flower Market Road, Yuen Po Street and Yuen Ngai Street within the Scheme are often occupied by goods, used for loading/unloading activities or illegal parking, creating nuisances and an unpleasant environment to pedestrians and residents. The back lanes within the Scheme are commonly used for the storage of goods or personal stuff, causing potential hygienic and safety issues.

Planning Intention under the Outline Zoning Plan (OZP) and Major Planned Development in the Vicinity

- 5.18. The YMDS recommended several amendments to the Mong Kok OZP to tackle urban renewal issues and incentivise private sector participation in the urban renewal process. These amendments included but not limited to: (1) rezoning of street blocks bounded by Prince Edward Road West, Sai Yee Street, Flower Market Road and Yuen Po Street to “Other Specified Uses” annotated “Mixed Use” (“OU(MU)”) with stipulation of BHR of 115mPD; (2) relaxation of BHR for “Residential (Group A)”, “Residential (Group A)3” and “Residential (Group E)” zones to 115mPD; and (3) relaxation of BHR for “Commercial” zones on both sides of Nathan Road to 140mPD and 160mPD. These amendments were approved by the Chief Executive in Council on 30 May 2023 and were incorporated into the current Approved Mong Kok OZP no. S/K3/36.
- 5.19. Building height bands in the area generally steps down from the “C” zones along Nathan Road with BHRs of 140 and 160mPD to the “R(A)”, “R(E)” and “OU(MU)” zones with BHR of 115mPD towards the east and west, with exemptions like the planned development with BHR of 320mPD on the “C(4)” zone at Sai Yee Street.
- 5.20. The Scheme is zoned “R(A)” at Site A1 of and “OU(MU)” at Sites A2 to A5. Site A also covers pavement areas shown as ‘Road’. Site B covers areas zoned “Government, Institution or Community” and “Open Space”, and the Flower Market Path shown as ‘Road’. Both “R(A)” and “OU(MU)” zones are intended primarily for high-density residential developments, with commercial uses always permitted on the lowest three floors of the buildings at the “R(A)” zone

and flexibility allowed for a combination of various compatible uses at the “OU(MU)” zone. The area where the Scheme locates is a residential neighbourhood with commercial uses on the group floor.

6 CULTURAL AND LOCAL CHARACTERISTICS, AND CHARACTERISTICS OF LOCAL BUSINESS ACTIVITIES

- 6.1. The Scheme is located in an older part of the Mong Kok area within the YTM District, and its vicinity is predominantly mixed with commercial and residential developments, open spaces, and GIC facilities. Most of the ground-floor commercial and residential buildings in the area are mainly commercial uses.
- 6.2. To the immediate south of Site B is part of the MFM area, where Sites A1 - A5 of the Scheme are located. It consists of clusters of tenement buildings and modernized residential buildings with ground-floor shops primarily used for florists, and upper floors mainly for domestic uses.
- 6.3. To the immediate east of the Scheme is the Mong Kok Stadium, which provides an international standard natural grass pitch. It is a major base for staging high-level local soccer matches and other events. In Hong Kong, there are two venues that meet the Asian Football Confederation (AFC) standards for hosting AFC-sanctioned international matches, one of which is the Mong Kong Stadium.
- 6.4. To the immediate north and northeast of the Scheme across Boundary Street are the Tai Hang Tung Recreation Ground and Fa Hui Park. They provide spaces for active and passive recreational activities. Fa Hui Park has been one of the venues of Lunar New Year fairs in Hong Kong, where wet goods, dry goods, and fast food are sold. It also hosts Farmfest, which offers local agricultural products, and the Hong Kong Food Fiesta, where special snacks, health food, ginseng, and dried seafood are sold.
- 6.5. As mentioned in Chapter 3 above, the MFM area is a renowned district for florists. Local residents, as well as outsiders, often visit the MFM area to buy fresh flowers or horticultural accessories and tools. Site observation conducted in November 2023 found approximately 116 ground-floor florists within the area. Among these, about 20 shops are located within the Scheme, accounting for about 17%.
- 6.6. Based on non-obtrusive observation conducted in November 2023, about 33 ground-floor shops were identified within the Scheme area at Sites A1 to A5. No ground-floor shop was found at Site B. Among these, 20 ground-floor shops were florists (about 61%), 8 ground-floor shops were restaurants or food retails (about 24%), 1 shop was suspected vacant, and the remaining 4 shops were of different types. The addresses and business activities on the ground floor of buildings within the Scheme are listed in **Table 6.1** below. **Figure 6.1** shows the distribution of florists on the ground floor within the Scheme area.

6.7. In addition, some business activities were observed on the upper floors of the buildings within the Scheme based on non-obtrusive observations conducted in November 2023, including a foot massage parlour, a boxing training centre, guesthouses, an art museum, a flower workshop, a Buddhist organization and a church. The exact number and business nature of the ground-floor and upper-floor uses within the Scheme will be verified in the FS upon commencement of the Scheme and will be reported in the Stage 2 SIA.

Table 6.1 Ground-Floor Business Activities Observed within the Scheme (Sites A1 - A5)

Site Name	No.	Address	Current Use*	
A1	1.	215 Sai Yee Street	Florists	
	2.	217 Sai Yee Street	Florists	
	3.	219 Sai Yee Street	Florists	
	4.	221 Sai Yee Street	Florists	
	5.	223 Sai Yee Street	Florists	
	6.	225 Sai Yee Street	Church	
	7.	227 Sai Yee Street	Church	
	8.	224 Fa Yuen Street	Eatery	
	9.	224A Fa Yuen Street	(Suspected vacant)	
	10.	224B Fa Yuen Street	Eatery	
	11.	224C Fa Yuen Street	Eatery	
	12.	226 Fa Yuen Street	Eatery	
	13.	226A Fa Yuen Street	Florists	
	14.	228 Fa Yuen Street	Eatery	
	15.	230 Fa Yuen Street	Eatery	
	16.	152A – D Prince Edward Road West, 222G – H Fa Yuen Street	Bakery	
	17.		Florists	
	18.		Florists	
	19.		Florists	
	20.		Florists	
	21.		Florists	
	22.		Pharmacy	
	23.		Coffee shop	
	24.		Back lane of 152A – D Prince Edward Road West, 222G – H Fa Yuen Street	Florists
	25.			Barbershop
A2	26.	1 Yuen Ngai Street	Florists	
A3	27.	3 Yuen Ngai Street	Florists	
	28.	2 Yuen Ngai Street	Florists	
A4	29.	58 Flower Market Road	Florists	
	30.	60 Flower Market Road	Florists	
A5	31.	66 Flower Market Road	Florists	
	32.	68 Flower Market Road	Florists	
	33.		Florists	

(Based on non-obtrusive observation conducted in November 2023)

* Nature/ details of business activities are subject to FS and Stage 2 SIA

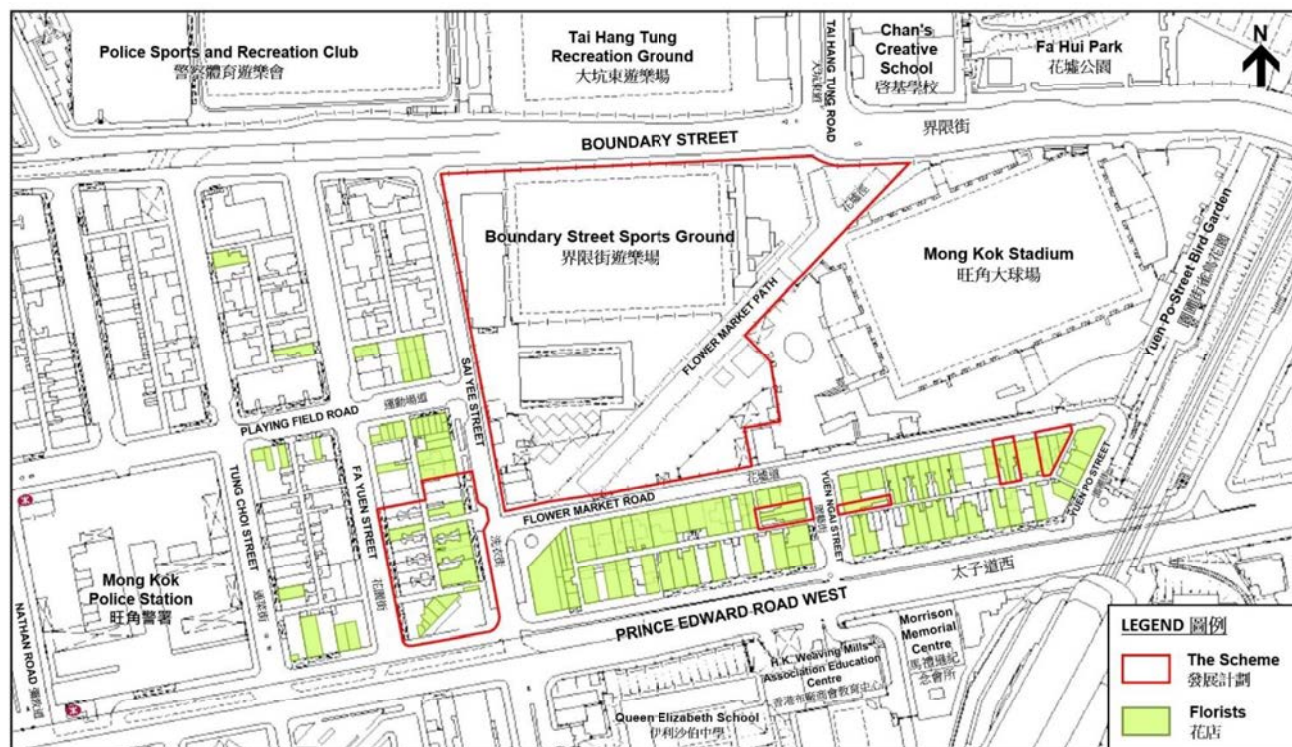


Figure 6.1 Distribution of Ground-Floor Florists within and in the Vicinity of the Scheme (based on site visits in November 2023)

Florist Operators and Customers Surveys for Mong Kok Flower Market

6.8. With the aims of understanding the concerns of stakeholders and enhancing the local characters of the MFM area, URA conducted two opinion surveys in January 2024, targeted the florist operators and customers of the MFM, respectively. The two surveys would help to identify the urban renewal needs of the MFM area and any potential social impacts to the stakeholders of the MFM area, and formulate necessary mitigation measures. The two surveys successfully interviewed a total of 63 business operators of the florists and 728 customers, respectively.

Survey Results (Florist Operators)

6.9. First of all, in terms of overall business conditions, the three most common problems that florist operators interviewed considered as hindrances to their operations were: (i) lack of spaces to display more goods, (ii) insufficient parking spaces, and (iii) lack of places for loading and unloading goods. Regarding the issue of (i) lack of spaces to display more goods, more than 80% of the surveyed florist operators considered that there is an urgent need for improvement. As for the issue (iii) concerning the places for loading and unloading goods, over 80% of the florist operators interviewed expressed that there was inadequate legal loading and unloading bays near their stores. This result reflects that there is a demand of more loading/ unloading bays for vehicles in the MFM area.

- 6.10. In terms of satisfaction with various aspects of business operations in the MFM, the florist operators interviewed were mainly very dissatisfied/dissatisfied with the following aspects: (i) the current pavement design in the MFM was too narrow, (ii) lack of spaces for storing and displaying goods, (iii) lack of opportunities for business expansion, and (iv) insufficient provision of loading and unloading facilities.
- 6.11. In terms of views on urban renewal, assuming that they would be affected by urban renewal projects, all interviewed florist operators, except for one who planned to close business, expressed their desire to continue the businesses. In addition, the majority of these operators hoped that URA could provide them with assistance in the following ways: (i) offering compensation or relocation allowances, (ii) helping them find new shops within the same district / in other districts to continue operations without the need for relocation, and (iii) expediting the project timeline to minimize disruption to their businesses. If relocation becomes necessary due to reconstruction, nearly 90% of the surveyed florist operators who planned to continue businesses expressed their preference for operating in the vicinity near the MFM.

Survey Results (Customers)

- 6.12. In terms of shopping habits, over half of the surveyed 728 customers expressed that they visited MFM by taking the MTR, indicating the importance of the pedestrian network between the MTR stations and MFM. Furthermore, nearly all of the customers who chose to drive to MFM mentioned that the existing parking spaces within MFM were insufficient, indicating the need for additional public parking facilities in the MFM area.
- 6.13. In terms of opinions regarding the current state of the MFM and its surrounding environment, the interviewed customers expressed the following 4 most dissatisfied aspects: (i) overcrowding, (ii) poor pedestrian environment, (iii) lack of resting area, and (iv) insufficient parking spaces. Regarding the issue of (ii) poor pedestrian environment, more than 70% of the interviewed customers considered that improvements would be needed for the pedestrian environment in the MFM area. Concerning the issue of (iv) insufficient parking spaces, over half of the interviewed customers considered that the traffic or road facilities in the MFM need improvements. Additionally, more than 90% of the interviewed customers agreed that more parking facilities should be provided near the MFM, reflecting a strong demand for parking spaces among the customers of MFM.

Overall Recommendations from the Interviewees (Florist Operators and Customers)

- 6.14. In terms of suggestions for improving the facilities and amenities of the MFM, the majority of the interviewed florist operators and customers recommended (i) providing public vehicle park and loading/unloading areas near MFM, and (ii) widening pedestrian pavements / increasing space for pedestrians. In addition, some of the interviewed florist operators suggested (iii) increasing / improving the resting areas within MFM by providing small parks / gathering spots / seats.
- 6.15. In terms of suggestions for enhancing the characteristics of MFM, both interviewed florist operators and customers expressed that the following three recommendations would greatly improve the characteristics of MFM: (i) improving the design of public spaces surrounding the MFM to create the theme of "flower viewing hotspots", (ii) introducing more varieties of shops / malls / restaurants to facilitate other forms of entertainment/activities, and (iii) removing fences separating the MFM and its surrounding public spaces to allow easier access and create a more spacious and integrated visual comfort.

Relevant Recommendations under the Scheme

- 6.16. Under the "integrated planning approach" adopted in the Scheme, it is believed that some of the urban renewal suggestions proposed in the Scheme can address the opinions and concerns of some stakeholders of MFM. According to interviewed florist operators, there is a lack of opportunities for business expansion in the MFM. The proposed retail frontage and other retail floor areas of the Scheme will provide opportunities for them to expand their businesses. Some interviewees have expressed dissatisfaction with the current pedestrian facilities in MFM. The proposed pedestrian facilities in the Scheme aim to enhance the connectivity with the surrounding areas, creating a multi-level pedestrian network and improving the existing pedestrian environment in MFM. Additionally, URA will explore the feasibility of extending the proposed underground pedestrian walkway within the Scheme to the direction of MTR Prince Edward Station, aiming to enhance the connectivity between MFM and the public transportation network and echo with the recommendations of YMDS. The Scheme also includes several recommendations such as shaping MFM into a distinctive "flower viewing hotspots", providing an underground public vehicle park to increase parking spaces, constructing pedestrian facilities to improve accessibility in the MFM area, and removing fencing between MFM and its surrounding public spaces to enhance connectivity. These suggestions will further address the existing issues of MFM and enhance the user experience for stakeholders.
- 6.17. URA will refer to the data and opinions collected from the two surveys and, after the commencement of the Scheme, gather information and feedback from those affected by the

Scheme through SIA questionnaires and the “Project Engagement” Programme, so as to propose practical and feasible mitigation measures. For example, the Social Service Team (STT) will provide assistance to those in need after the commencement of the Scheme (details in **Chapter 8** of this SIA1) in order to minimize the impacts on the stakeholders of MFM, particularly florist operators, and enhance the local characteristics of the MFM and promote its development.

7 RECREATIONAL, AMENITY, COMMUNITY AND WELFARE FACILITIES

- 7.1. **Figure 7.1** shows the locations of various existing POSs and GIC facilities within the 500m radius area of the Scheme. Boundary Street Recreation Ground, Sai Yee Street Children's Playground and Boundary Street Amenity Plot are located at Site B within the Scheme. Adjoining the Scheme area, Tai Hang Tung Recreation Ground and Fa Hui Park are located to the immediate north and northeast across Boundary Street. Besides, the Mong Kok Stadium is located to the immediate east of the Scheme.
- 7.2. The Boundary Street Recreation Ground is part of the Scheme area, which provides a variety of sports and recreational facilities, including three outdoor table tennis tables, a children's playground, a nursery and a recreation ground (11-a-side soccer pitch) which can also be used for playing hockey. There are two 2-storey buildings, i.e. the Boundary Street Sports Centres Nos. 1 and 2, to provide indoor sports venues including basketball courts, volleyball courts, badminton courts, squash courts, table tennis tables, and activity rooms. The Boundary Street Recreation Ground has two entrances, where the west entrance is from Sai Yee Street and the south entrance is from the Flower Market Path.
- 7.3. The LCSD Boundary Street Plant Nursery, which is fenced for plant care and storage, acts as a supporting role to other nurseries and is a training venue for LCSD's horticultural education programmes. Individuals or general public can only visit the plant nursery upon applications under the programme, such as Primary School Guided Visits Programmes. During these visits, pupils will be guided to see facilities in nurseries and various methods of plant propagation will be demonstrated. Pupils will also have the opportunity to practice seeding and cutting by themselves.
- 7.4. To the immediate north across Boundary Street is the Tai Hang Tung Recreation Ground which covers about 47,000m² It provides two 11-a-side soccer pitches, one rugby pitch, one 7-a-side soccer pitch, two gate ball courts, a jogging track, one playground and one sitting-out area. It has four entrances, the north entrance is from Tong Yam Street, the east entrance is from Tai Hang Tung Road, the west entrance is from the pathway through Sai Yeung Choi Street North and the southwest entrance is from Boundary Street.
- 7.5. To the immediate northeast across Boundary Street is the Fa Hui Park, which covers about 34,800m² It provides two 7-a-side soccer pitches, three basketball courts, four volleyball courts and one playground. It has four entrances; the north and west entrances are from Tat Chee Avenue and the south and southwest entrances are from Boundary Street.

- 7.6. To the immediate east across the Flower Market Path is the Mong Kok Stadium which covers 24,000m² and was built in 1961. It provides spectator stands with 6,600 seats, 127 VIP seats, 42 wheelchair spaces and a car park with 20 parking spaces (16 for private cars, one for persons with disabilities, 2 for coaches and 1 for motorcycles). It has several entrances in different directions; the north entrances are from Boundary Street, the west entrance is from the Flower Market Path and the south entrances are from Flower Market Road.
- 7.7. Major GIC facilities within a 500m radius of the Scheme include the Hong Kong Society for the Protection of Children and the Tai Hang Tung Community Centre. There are also several educational facilities, mainly primary and secondary schools within 500m of the Scheme.
- 7.8. Existing social welfare facilities and services (**Table 7.1** refers) near the Scheme include family and child welfare services, social security field units, services for the elderly, rehabilitation and medical social services, services for young people, clinical psychology services, and community development and Support Services etc.
- 7.9. In the proposed development of the Scheme, a multi-purpose GIC complex is proposed with an aim to provide about 20,000m² non-domestic GFA for reprovisioning and upgrading of existing sports and recreational facilities at the Boundary Street Recreation Ground as well as providing new sports and recreation facilities, subject to confirmation of funding availability and operational arrangement of the relevant Government Bureaux/ Departments. Apart from the recreation and sports facilities, a District Health Centre (DHC) will be provided at Site B as the permanent reprovisioned facility of the temporary Yau Tsim Mong DHC currently located at the ex-Mong Kok Market site. Besides, the existing FEHD's RCP and PT at Site B will also be reprovisioned in the GIC complex/ podia of the proposed development. To minimise disruption to the existing services, early liaison with relevant government user departments and seamless relocation would be made for the facilities, subject to liaison and detailed arrangement with relevant Government departments at the implementation stage.

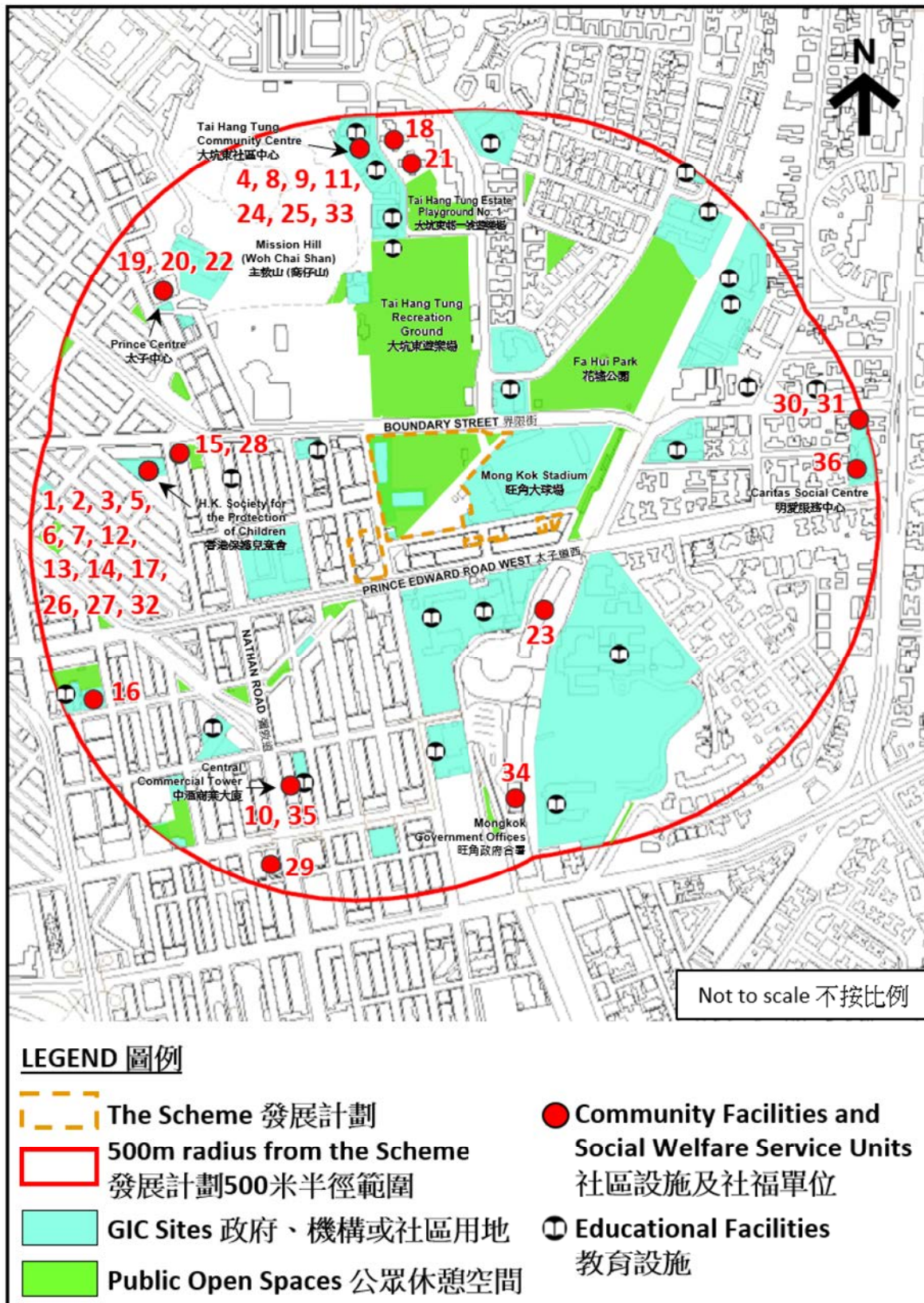


Figure 7.1 Existing Community Facilities, Amenity, and Social Welfare Service Units within 500m Radius from the Scheme

Source: Social Welfare Department's website: Local District Service Profile: Welfare Service Units Managed or Funded by Social Welfare Department (YTM), (Kowloon City) & (Sham Shui Po) as of November 2023.

Table 7.1 Existing Community Facilities and Social Welfare Service Units within 500m Radius from the Scheme

Community Facility / Service Unit	Operator	Address
A. Family and Child welfare		
<i>Agency-based Enhancement of Professional Staff Support Services in Residential Care Homes</i>		
1. Hong Kong Society for the Protection of Children - Agency-based Enhancement of Professional Staff Support Services in Residential Care Homes	Hong Kong Society for the Protection of Children	G/F Garden, 1/F Front Podium, 2/F, 3/F & Penthouse (Laundry), 387 Portland Street, Kowloon
<i>Child Care Centre Service</i>		
2. Hong Kong Society for the Protection of Children - Air Cargo Community Day Creche (with OCCS)	Hong Kong Society for the Protection of Children	1/F, 387 Portland Street, Mong Kok, Kowloon
3. Hong Kong Society for the Protection of Children - Air Cargo Community Day Creche (with OCCS)	Hong Kong Society for the Protection of Children	1/F & Portion of Penthouse, 387 Portland Street, Mong Kok, Kowloon
<i>Extended Hours Child Care Service</i>		
4. Hong Kong Christian Service - Tai Hang Tung Nursery School (OCCS)	Hong Kong Christian Service	4/F & Roof Playground, Tai Hang Tung Community Centre, 17 Tong Yam Street, Tai Hang Tung, Kowloon
5. Hong Kong Society for the Protection of Children - Air Cargo Community Day Creche (with OCCS)	Hong Kong Society for the Protection of Children	1/F, 387 Portland Street, Mong Kok, Kowloon
6. Hong Kong Society for the Protection of Children - Park 'N Shop Staff Charitable Fund Nursery School (OCCS)/(IP)	Hong Kong Society for the Protection of Children	6/F, 387 Portland Street, Mong Kok, Kowloon
7. Hong Kong Society for the Protection of Children - Portland Street Nursery School (OCCS)	Hong Kong Society for the Protection of Children	4/F, 387 Portland Street, Mong Kok, Kowloon
<i>Family Aide</i>		
8. Tai Hang Tung Integrated Family Service Centre	Social Welfare Department	2/F & 3/F, Tai Hang Tung Community Centre, 17 Tong Yam Street, Shek Kip Mei, Kowloon
<i>Integrated Family Service Centre</i>		
9. Tai Hang Tung Integrated Family Service Centre	Social Welfare Department	2/F & 3/F, Tai Hang Tung Community Centre, 17 Tong Yam Street, Shek Kip Mei, Kowloon
10. Yang Memorial Methodist Social Service - Mongkok Integrated Family Service Centre	Yang Memorial Methodist Social Service	G/F, Central Commercial Tower, 736 Nathan Road, Mong Kok, Kowloon

Community Facility / Service Unit	Operator	Address
<i>Occasional Child Care Service</i>		
11. Hong Kong Christian Service - Tai Hang Tung Nursery School (OCCS)	Hong Kong Christian Service	4/F & Roof Playground, Tai Hang Tung Community Centre, 17 Tong Yam Street, Tai Hang Tung, Kowloon
12. Hong Kong Society for the Protection of Children - Air Cargo Community Day Creche (with OCCS)	Hong Kong Society for the Protection of Children	1/F & Portion of Penthouse, 387 Portland Street, Mong Kok, Kowloon
13. Hong Kong Society for the Protection of Children - Park 'N Shop Staff Charitable Fund Nursery School (OCCS)/(IP)	Hong Kong Society for the Protection of Children	6/F, 387 Portland Street, Mong Kok, Kowloon
14. Hong Kong Society for the Protection of Children - Portland Street Nursery School (OCCS)	Hong Kong Society for the Protection of Children	4/F, 387 Portland Street, Mong Kok, Kowloon
<i>Outreaching Team for Ethnic Minorities</i>		
15. Hong Kong Christian Service - M.O.T.I.ON - Multicultural Outreaching Team for InclusiON (OTEM)	Hong Kong Christian Service	Room B & C, 2/F, 450-454 Portland Street, Prince Edward, Kowloon
<i>Project of provision of Assistance-in-kind for Asylum-Seekers and Torture Claimants</i>		
16. International Social Service Hong Kong Branch - Administering and Delivery of Assistance for Non-refoulement Claimants	International Social Service Hong Kong Branch	1/F, Li Po Chun Health Centre, 22 Arran Street, Prince Edward, Kowloon
<i>Residential Creche</i>		
17. Hong Kong Society for the Protection of Children - Children's Residential Home	Hong Kong Society for the Protection of Children	G/F Garden, 1/F Front Podium, 2/F, 3/F & Penthouse (Laundry), 387 Portland Street, Kowloon
B. Social Security		
<i>Employment Support Services</i>		
18. Hong Kong Single Parents Association - Employment Support Services	Hong Kong Single Parents Association	Unit 13-18, G/F, Tung Yue House, Tai Hang Tung Estate, Shek Kip Mei, Kowloon
C. Services for the Elderly		
<i>Home Care Services for Frail Elderly Persons</i>		
19. Tung Wah Group of Hospitals - Enhanced Home and Community Care Services (YTM)	Tung Wah Group of Hospitals	Unit C, 2/F, Prince Centre, 70 Tai Po Road, Kowloon
<i>Integrated Home Care Services (Agency and District-based)</i>		
20. Sik Sik Yuen - Ho Chung Integrated Home Care Services (Sponsored by Sik Sik Yuen)	Sik Sik Yuen	Unit E, 2/F, Prince Centre, 70 Tai Po Road, Sham Shui Po, Kowloon

Community Facility / Service Unit	Operator	Address
<i>Neighbourhood Elderly Centre</i>		
21. China Peniel Missionary Society Incorporation - Neighbourhood Elderly Centre of Grace	China Peniel Missionary Society Incorporation	G/F, Tung Yi House, Tai Hang Tung Estate, Shek Kip Mei, Kowloon
22. Hong Kong Sheng Kung Hui - Kei Oi Neighbourhood Elderly Centre	Hong Kong Sheng Kung Hui Welfare Council Limited	Unit A, 2/F, Prince Centre, 70 Tai Po Road, Sham Shui Po, Kowloon
23. Mongkok Kai-Fong Association Limited - Kowloon Chamber of Commerce Centre for the Elderly	Mongkok Kai-Fong Association Limited	Unit 399, 3/F, MOKO, N.193 Prince Edward Road West, Mong Kok, Kowloon
D. Rehabilitation and Medical Social Services		
<i>Agency-based Occupational Therapist Service</i>		
24. Wai Ji Christian Service - Agency-Based Occupational Therapy Service	Wai Ji Christian Service	Rm 115, 1/F, Tai Hang Tung Community Centre, 17 Tong Yam Street, Shek Kip Mei, Kowloon
<i>Integrated Programme in Kindergarten-cum-Child Care Centre</i>		
25. Hong Kong Christian Service - Tai Hang Tung Nursery School (OCCS)	Hong Kong Christian Service	4/F & Roof Playground, Tai Hang Tung Community Centre, 17 Tong Yam Street, Tai Hang Tung, Kowloon
26. Hong Kong Society for the Protection of Children - Park 'N Shop Staff Charitable Fund Nursery School (OCCS)/(IP)	Hong Kong Society for the Protection of Children	6/F, 387 Portland Street, Mong Kok, Kowloon
27. Hong Kong Society for the Protection of Children - Portland Street Nursery School (OCCS)	Hong Kong Society for the Protection of Children	4/F, 387 Portland Street, Mong Kok, Kowloon
<i>On-site Pre-school Rehabilitation Services</i>		
28. SAHK - FunLearn @ KG Team 1	SAHK	Unit B, C, 10/F, and Unit C, 11/F, HQ, 450-454 Portland Street, Prince Edward, Kowloon
<i>Pilot Scheme on Professional Outreaching Team for Private Residential Care Homes for Persons with Disabilities</i>		
29. Christian Family Service Centre - The Pilot Scheme on Professional Outreaching Team for Private Residential Care Homes for Persons with Disabilities for Hong Kong and Kowloon Regions	Christian Family Service Centre	21/F, Silvercorp International Tower, 707-713 Nathan Road, Mongkok, Kowloon
E. Services for Young People		
<i>School Social Work Service (provided for all secondary schools and administered by offices shown below)</i>		
30. Caritas - Hong Kong - Caritas School Social Work Service - Kowloon	Caritas - Hong Kong	2/F, Block A, 134 Boundary Street, Kowloon

Community Facility / Service Unit	Operator	Address
31. Caritas - Hong Kong - Caritas School Social Work Service - Shatin	Caritas - Hong Kong	2/F, Block A, 134 Boundary Street, Kowloon
<i>After School Care Programme</i>		
32. Hong Kong Society for the Protection of Children - Children & Family Services Centre (Sham Mong Districts)	Hong Kong Society for the Protection of Children	5/F, 387 Portland Street, Mong Kok, Kowloon
F. Clinical Psychology Service		
<i>Agency-Based Clinical Psychological Service and Central Psychological Support Service</i>		
33. Wai Ji Christian Service - Agency-Based Clinical Psychological Service	Wai Ji Christian Service	Rm 115, 1/F, Tai Hang Tung Community Centre, 17 Tong Yam Street, Shek Kip Mei, Kowloon
<i>Clinical Psychological Service in Case Work Setting in SWD & NGOs</i>		
34. Clinical Psychology Unit 6	Social Welfare Department	Room 108, 1/F, Mong Kok Government Offices, 30 Luen Wan Street, Mong Kok, Kowloon
35. Yang Memorial Methodist Social Service - Mongkok Integrated Family Service Centre	Yang Memorial Methodist Social Service	G/F, Central Commercial Tower, 736 Nathan Road, Mong Kok, Kowloon
G. Community Development		
<i>Community Centre</i>		
36. Caritas - Hong Kong - Caritas Community Centre - Kowloon	Caritas - Hong Kong	1/F, 256A Prince Edward Road West, Kowloon

Source: Social Welfare Department's website: Local District Service Profile: Welfare Service Units Managed or Funded by Social Welfare Department (Kowloon City), (YTM) & (Sham Shui Po) as of November 2023.

8 INITIAL ASSESSMENT OF POTENTIAL SOCIAL IMPACT, AND MITIGATION MEASURES

Potential Social Impact

- 8.1. The Scheme is estimated to affect about 275 households with about 580 residents, and about 33 businesses were identified within the Scheme during site visits. Based on non-obtrusive observation, there are some original units appeared to be sub-divided into smaller units (sub-divided units / cubicles). The exact number of affected business operators will be verified in the Stage 2 SIA. The Scheme, if implemented, will inevitably affect the domestic and non-domestic occupants within the Scheme. Generally, the most vulnerable resident groups in the Scheme are the elderly, the disabled, single-parent families, low-income households, and those who rely heavily on their social network (including receiving support/ care from their friends/ relatives who live nearby).
- 8.2. The Scheme aims to rationalize land uses by adopting an integrated planning-led approach for holistic planning of the area to enable more efficient land use and to bring planning gains to the local community. The Scheme offers an opportunity to replan and restructure land uses, enhance connectivity, create a walkable neighbourhood, and facilitate the expedition of the redevelopment of the existing dilapidated buildings, which are of poor serviceability without lifts and unsatisfactory living conditions such as sub-division units. Through the redevelopment, the living environment of the affected households, particularly the elderly can be improved by moving to newer units with better modern-day facilities, such as lifts.
- 8.3. The Scheme also aims to create new and sizable leisure spaces for public enjoyment at the city centre through the creation of a Waterway Park. It also seeks to promulgate the “single site, multiple uses” initiative to maximise land potential and provide new and modern GIC and recreation facilities, including a District Health Centre, for the benefit of the community. Upon completion of the Scheme, the overall built environment of the neighbourhood will be significantly enhanced.
- 8.4. During the FS, through the completion of FS and SIA questionnaires, needy cases such as households with single elderly, elderly couples, family members with disabilities or new immigrants worried about the impact of redevelopment on employment, living expenses and social network etc. will be identified. The Social Service Team (SST) commissioned by the Urban Renewal Fund (URF) will provide assistance to those in need. This SST is independent of the URA and it will directly report to the Board of the URF.

- 8.5. Apart from residents living within the Scheme area, shop operators operating within the Scheme will also be affected by the Scheme. As mentioned in Chapter 6 above, the Scheme and its vicinity area are the famous MFM area which attracts not only nearby residents but also citizens coming from other districts for shopping. It also agglomerates many florists to the ground-floor shops in the close vicinity of the area.
- 8.6. There are many florists operating within the Scheme area and their activities are considered one of the local business characteristics. The redevelopment of Site A shall take into account any social impacts on the florists and other stakeholders of the MFM area, including the visitors to the MFM. Mitigation measures to minimise social impacts to these stakeholders will be discussed in the following paragraphs and to be further developed in Stage 2 SIA upon project commencement with more detailed data obtained from the FS through the FS and SIA questionnaire.

Mitigation Measures – Acquisition and Rehousing Policies

- 8.7. Affected owners would receive an acquisition offer from the URA according to the prevailing URA Acquisition Policies. For affected tenanted households, rehousing or ex-gratia allowance would be offered. The URA will arrange briefing session(s)/ recording video(s) to the owners and tenants to explain the URA acquisition, rehousing and ex-gratia allowance policies. An in-house URA engagement team will visit the affected owners and tenants accordingly to care for those who are unclear about the policies and require any other assistance.
- 8.8. If affected owners, residents and business operators are not clear about the URA acquisition, rehousing and ex-gratia allowance policies or future arrangements, the SST will endeavour to clarify their doubts with full support from the URA. If the affected owners, residents and business operators are ethnic minorities who are not familiar with Chinese or English languages, the URA will arrange translation services for them as far as practicable. This will facilitate their understanding on URA's acquisition, rehousing and ex-gratia allowance policies and future arrangement, and will alleviate their concerns on the redevelopment.
- 8.9. In handling problems related to different kinds of livelihood, the SST, apart from offering counselling, will mobilise different community resources, liaise closely with Government departments and work with the URA to resolve the residents' and operators' problems and reduce their anxiety. The SST will also provide orientation assistance to those in need after their moving to the replacement flats, such as familiarisation with new neighbourhood, accommodation and local facilities.

- 8.10. For the vulnerable groups (including the elderly, disabled and single-parent families), SST will consider referring the cases to the Social Welfare Department, and other social service agencies for provision of the required services, such as child care/ foster services, domestic help services, etc. For low-income households, arrangements could be made with the Hong Kong Housing Authority or the Hong Kong Housing Society on public rental housing allocation if they are eligible. Domestic tenants who do not fulfil the rehousing eligibility criteria may be rehoused on compassionate grounds if they have genuine hardship arising from factors such as health, disability or special family circumstances.
- 8.11. If the Scheme is to be implemented, the URA will ensure the construction works follow and fulfil the mitigation measures and practices as stipulated by the Environmental Protection Department for the construction site. Appropriate measures will be proposed to mitigate potential noise and dust impact during the construction phase of the Scheme.

Acquisition & Rehousing Policies for Domestic Premises

- 8.12. The URA will offer an owner of domestic property the market value of his/ her property plus the applicable allowances for domestic properties such as Home Purchase Allowance (HPA), Supplementary Allowance (SA), incidental cost allowance and allowance for vacant property for purchase of his/ her property.
- 8.13. The URA may also offer “flat-for-flat” (FFF) (subject to any changes in the relevant legislations or URS) as an additional choice to cash acquisition offers to eligible owner-occupiers of domestic units. The amount of cash compensation and allowance offered to an owner-occupier will not be changed regardless of whether or not he/she elects to take up the choice of FFF offer.
- 8.14. According to the new URS, the URA will offer an allowance to eligible elderly owners of tenanted domestic properties on compassionate grounds in exceptional circumstances such as elderly owners who are compelled by health, financial or family reasons to stay elsewhere but not in the affected properties and who rely on the rental income from their affected properties to sustain their livelihood.
- 8.15. Eligible domestic tenants affected by URA's redevelopment projects will be provided with rehousing arrangement to units of public rental housing or units of URA's rehousing blocks, or be provided with the applicable allowance.
- 8.16. The URA has also introduced the “Domestic Tenants Compassionate Assistance Programme” to those domestic tenants whose tenancies commenced before the FS of this Scheme and are required to move out from the properties as requested by their landlords upon expiry or

termination of their tenancies before URA's acquisition of the properties. In general, eligible domestic tenants who meet the criteria under this programme will be offered special allowance or special rehousing such as units of public rental housing or units of URA's rehousing blocks.

Acquisition Policies and Allowances for Non-Domestic Premises

- 8.17. The URA will offer an owner of non-domestic property the market value of his/ her property plus the applicable allowances for non-domestic properties. For owner-occupied non-domestic properties, an allowance of 4 times the rateable value or 35% of the market value of the affected property, whichever is the higher, an Ex-gratia Business Allowance (EGBA) and an incidental cost allowance will be offered; the owner-occupiers may alternatively lodge a claim for business loss in lieu of the allowances. For owners of tenanted or vacant non-domestic properties, an allowance of 1 time the rateable value or 10% of the market value of the affected property, whichever is the higher and incidental cost allowance will be offered. In addition, the owners of vacant non-domestic properties will be offered an allowance for vacant property at 2 times the rateable value, subject to meeting certain criteria.
- 8.18. For non-domestic tenants of the premises, an allowance of 3 times the rateable value of the affected premises or an allowance equal to the prevailing ex-gratia allowance offered by the Lands Department on resumption by the Government, whichever is higher will be offered. An additional payment of EGBA is also payable to tenants who commenced occupying the premises for business before the date of the FS. Those non-domestic tenant-operators who have occupied the properties before the FS and are evicted by their landlords before the acquisition of the properties by the URA, can apply for the Special EGBA, which is equivalent to the EGBA as mentioned above. The minimum payment of EGBA will be subject to annual review.
- 8.19. According to the new URS, if requested, the URA will help identify suitable premises in the district of the redevelopment projects to enable the affected shop operators to relocate and continue operation in the same district as far as practicable.

Mitigation Measures – Others

- 8.20. The acquisition, rehousing and ex-gratia allowance policies are subject to prevailing policies at the time of issuing acquisition offer. The policies are published on the URA's website and will be communicated to affected persons when the acquisition of property interests for this Scheme commences. Prevailing policies relating to property acquisition, rehousing and ex-gratia allowances will be reviewed by the URA from time to time.

8.21. The Stage 2 SIA to be conducted after the FS will further assess the impact of the Scheme in detail on both domestic and non-domestic occupants and propose mitigation measures. It may also be able to highlight the psychological stress and worry for some of the affected within the Scheme. Special measures may have to be adopted under exceptional circumstances.

Phasing Redevelopment to Minimize Interruption

8.22. To materialise the planning gains as early as possible, and to minimise the disturbance to the services of existing GIC facilities and the MFM area, implementation of the proposed development will be carried out in phases. The affected GIC and recreation facilities will be reprovisioned. Among these, the 11-a-side soccer pitch in the Boundary Street Recreation Ground will be reprovisioned in the multi-purpose complex building within the Scheme upon its completion. New recreation and sports facilities may also be provided within the Scheme, subject to confirmation of needs, funding availability and operational arrangement of the relevant Government Bureaux/ Departments.

8.23. Detailed programme and phasing arrangement will be subject to the collection of views from stakeholders, detailed design, GIC facilities reprovisioning schedule, construction programme and other relevant factors at the implementation stage.

Arrangements for Continuation of Business Operation for Shops with Local Characters in the District

8.24. As indicated in YMDS, the MFM area is one of the key characters streets in Hong Kong. As there are many of the ground-floor florists within the Scheme, consideration will be given to minimise disruption to the activities in the MFM area during the redevelopment process and to preserve or enhance the MFM local characters through urban renewal works in the long run.

8.25. According to the new URS, if requested, the URA will help identify suitable premises in the district of the redevelopment projects to enable the affected shop operators to relocate and continue their businesses in the same district as far as practicable. Upon completion of the Scheme, the URA, if requested, will also assist affected shop operators in leasing and shop owners in purchasing shop premises within the Scheme area.

8.26. If there are strong locational concerns from the florist operators, the URA may explore the opportunity to allow florists, which are affected by redevelopment, to relocate to the retail shops within the Scheme. However, the feasibility and relevant restrictions of this mitigation measure will be further considered after the commencement of the Scheme and data collection.

9 CONCLUSION

- 9.1. The local community and the surrounding neighbourhoods are likely to experience gains and losses due to the proposed redevelopment. Residents, business operators and their employees within the Scheme will be affected in different ways and to various degrees depending on their particular circumstances. Those who currently live in overcrowded or poor building conditions within the Scheme may welcome the opportunity to improve their living environment through cash compensation or rehousing if eligible; whilst others (e.g. some business operators) may prefer to remain undisturbed and maintain the status quo. The various degrees of concerns and social impacts on the affected residents, business operators and their employees within the Scheme will be assessed in the Stage 2 SIA in detail.
- 9.2. For non-domestic uses, a number of ground-floor shops are witnessed in the Scheme, whereas the upper-floor non-domestic uses, if any, are to be recorded in the FS upon commencement of the Scheme under section 23 of the URAO. The needs of the affected non-domestic occupants will be assessed in Stage 2 SIA.
- 9.3. This Stage 1 SIA report provides a general profile of the Scheme and the surrounding area. Based on the URA's experience of similar scale and context of redevelopment projects, it can be expected that there will be some sharing of living quarters and a relatively low average household income for those within the Scheme. The assumptions in this report will be verified by the Stage 2 SIA to be carried out after the FS. The Stage 2 SIA will assess the needs of the affected households and operators and propose appropriate mitigation measures to minimise major adverse social impacts, if any.

URBAN RENEWAL AUTHORITY

MARCH 2024

Appendix 12

Tentative Implementation Programme

Appendix 13

Principles Adopted by the Urban Renewal Authority in Property Acquisition

Principles Adopted by the Urban Renewal Authority in Property Acquisition (Other than Industrial Properties)

This pamphlet briefly outlines the principles adopted by the Urban Renewal Authority (“URA”) in the acquisition of properties (other than industrial properties) affected by URA’s urban renewal projects (“URA Projects”).

Domestic Properties

1. URA will offer an owner-occupier of domestic property within a URA Project the market value (assessed on vacant possession basis) of the affected property plus an ex-gratia allowance, namely Home Purchase Allowance (“HPA”), for purchase of the affected property. The amount of HPA payable to individual owners is the difference between the value of a notional replacement flat and the market value of the property being acquired. The notional replacement flat is based on a seven-year-old flat of a size similar to the affected property and in the same locality. The notional replacement flat is assumed to be in a comparable quality building, situated in a similar locality in terms of characteristics and accessibility. The notional replacement flat will be situated at the middle floor of a notional building with average orientation, i.e. not facing south or west, and without sea view.
2. “Owner-occupier” here means an owner who occupies the affected property as his/her sole residence. If an owner does not reside in the affected property as his/her sole residence, the occupancy status of the affected property will be treated as “Vacant” and the owner will be offered Supplementary Allowance (“SA”) instead of HPA. SA is a percentage of HPA. The criteria for determining whether an owner occupies the affected property as his/her “sole residence” will be determined by URA according to URA’s prevailing policy.
3. An owner-occupier will be offered HPA for a maximum of three properties and for the fourth and subsequent properties in the same redevelopment project, an Additional Allowance (“AA”) will be offered instead. AA is equivalent to 5% of the market value (assessed on vacant possession basis) of the affected property. (Please see **Appendix I** for the examples of the calculation of HPA and **Appendix II** for the examples of different allowance(s) available.)
4. Property used as sole residence by an owner’s “immediate family members” will be treated as being occupied by the owner himself/herself as sole residence for the purpose of ascertainment of his/her eligibility for HPA. “Immediate family members” of an owner means parents, children, dependent brothers and sisters, grandparents, grandchildren, step-parents, spouse’s parents, and spouse’s step-parents.
5. An owner who leaves the affected property vacant will be offered the market value (assessed on vacant possession basis) of the affected property plus SA. In addition, URA will offer an Allowance for Vacant Property (“AVP”) to the owner who has (i) left the affected property vacant on the first day of the freezing survey conducted for the relevant URA Project (“FS Date”) and thereafter; (ii) accepted URA’s initial acquisition offer within the validity period of the offer; and (iii) sold the affected property with vacant possession to URA. AVP is equivalent to 2 times the amount of the Rateable Value of the affected property.

6. An owner who lets the affected property out will be offered the market value (assessed on vacant possession basis) of the affected property plus SA or AA.
7. An owner of tenanted or vacant properties will be offered SA for a maximum of two properties and for the third and subsequent properties in the same redevelopment project, only AA will be offered instead. (Please see **Appendix I** for the examples of the calculation of SA and **Appendix II** for the examples of different allowance(s) available.)
8. In addition to HPA, SA or AA, URA will offer an Incidental Cost Allowance (“ICA”) to owners of domestic properties to assist the owners’ payment of removal expenses and expenditure relating to the purchase of a domestic replacement property and the legal cost incurred in the sale of the affected properties to URA. The actual amount of ICA shall be determined and announced by URA as and when an offer to purchase is made for each individual project. If the owner does not accept the initial acquisition offer within the validity period of the offer but URA still decides to negotiate with the owner for the purchase of his/her property despite the lapse of the offer (which shall be at the absolute discretion of URA whether or not to do so), the amount of ICA will be deducted by 30%.
9. If the amount of necessary and reasonable expenses actually incurred by the owner of a domestic property in selling the affected property to URA, namely (i) legal cost incurred by selling the affected property to URA; (ii) stamp duty, agency fee and legal cost incurred in purchasing a domestic replacement property and (iii) removal cost, exceeds the amount of ICA offered by URA, the owner may be reimbursed with the difference (“the Expense”). In submitting a claim for reimbursement of the Expense, the owner may choose to submit “One-to-One” or “Split” or “Combined” claim for the reimbursement of the Expense according to the number of domestic property(ies) he/she sold to URA and the number of domestic replacement property(ies) (Please see **Appendix III** for examples) subject to the following eligibility criteria:
 - (a) The owner must have acquired the affected property before FS Date;
 - (b) The owner must have accepted the initial acquisition offer of URA within the validity period of the offer;
 - (c) The reimbursement claim must be made within 12 months from the date of the assignment of the affected property sold to URA, and the reimbursable amount must be the actual expenses already paid by the owner within 12 months after the property is sold to URA. If the owner sells more than one domestic property to URA and chooses to make one single claim for the reimbursement of the Expense against more than one affected property sold to URA, the date of the assignment of the last affected property sold to URA shall be adopted as the date of commencement of the said 12-month period to make the claim;
 - (d) The domestic replacement property must be located in Hong Kong and must be purchased after the date of issuance of initial acquisition offer by URA; and

- (e) The owner should be the sole registered owner or one of the registered owners of the domestic replacement property, and his/her interest in the replacement property must be recorded in the land register.
10. In general, the principles in assessing the reimbursable amount of the Expense as described in Paragraph 9 above are:
- (a) The reimbursable amount for stamp duty should be calculated at the lower rates (Scale 2) of the ad valorem stamp duty payable for a domestic replacement property;
 - (b) The reimbursable amount for real estate agency fee should follow the general market practice but not exceed 1% of the purchase price of the domestic replacement property;
 - (c) The reimbursable amounts in both item (a) and item (b) above will be subject to a ceiling to be calculated on the basis of a domestic replacement property with a purchase price of 110% of the total of (i) the market value of the affected property sold to URA and (ii) the sum of HPA or SA or AA (excluding AVP and ICA) as stipulated in the initial acquisition offer of URA;
 - (d) For the avoidance of doubt, if the owner chooses to make one single claim for the reimbursement of the Expense against more than one affected property sold to URA, the basis for calculating the ceiling of items (a) and (b) above shall be the aggregate of the ceiling of each individual property sold to URA;
 - (e) The number of domestic replacement property(ies) used in making a claim for reimbursement of legal cost and removal cost in an application shall not exceed the number of domestic property(ies) sold to URA in the same application;
 - (f) URA will only reimburse the Expense which is reasonable, absolutely necessary and actually paid by the owner in relation to the expenses described above;
 - (g) The owner should provide sufficient documentary evidence for the Expenses submitted in the reimbursement claim; and
 - (h) URA will consider each reimbursement claim on its own merits, and URA has the sole discretion in determining the amount of the Expenses reimbursable (whether in whole or in part) in each case.
11. If a domestic property has been sub-divided into several flats with undivided shares (“sub-divided flat”) before the FS date and an owner-occupier of a sub-divided flat elects not to receive the HPA or AA, subject to eligibility criteria and other requirements, such an owner-occupier will be offered re-housing.
12. The HPA or SA or AA may be payable for non-domestic property which has been issued with an occupation permit other than for domestic purpose but nevertheless has been used by the same owner for domestic purpose for a long time (generally about 10 years) in the following situation:

- (a) An owner-occupier who has used the affected property for domestic purposes for a long time will be offered market value (assessed on vacant possession basis) of the affected property plus the higher of:
 - (i) HPA or AA and ICA as a domestic property; and
 - (ii) the allowances applicable to owner-occupied non-domestic properties (other than Industrial Properties).
 - (b) An owner of tenanted property which has been occupied for domestic purpose for a long time will be offered market value (assessed on vacant possession basis) of the affected property plus the higher of:
 - (i) SA or AA and ICA as a domestic property less the Ex-gratia Allowance payable to a domestic tenant occupying the whole property; and
 - (ii) the allowances applicable to tenanted non-domestic properties (other than Industrial Properties).
13. For URA Projects which are commenced after the promulgation of the new Urban Renewal Strategy on 24 February 2011:
- (a) Subject to the conditions and provisions contained in the “Urban Renewal Authority Flat-for-Flat Pamphlet” (“the Pamphlet”), eligible owner-occupiers of domestic properties in URA Projects, who will be offered HPA, can opt to participate in URA’s “Flat-for-Flat” Scheme (“the Scheme”). For details of the Scheme, please refer to the Pamphlet which will be available when an offer to purchase is made for each individual project.
 - (b) Elderly owners of tenanted domestic properties in URA Project may apply for the Elderly Domestic Owner-Landlords Compassionate Allowance (“EDOLCA”) in addition to the market values of their properties and SA as described in Paragraph 6 above, subject to the eligibility criteria set by URA. Eligible elderly owners can apply for EDOLCA after receiving URA’s initial acquisition offers. EDOLCA is only payable to eligible elderly owners who have accepted the initial acquisition offers of URA within the validity period of the offer. Please refer to the pamphlet of “*Elderly Domestic Owner-Landlords Compassionate Allowance*” for details of the eligibility criteria and the arrangement.

Non-domestic Properties (Other than Industrial Properties)

14. URA will offer an owner of a non-domestic property (other than industrial property) the market value of the affected property (assessed on vacant possession basis) and an ex-gratia allowance. The amount of the allowance for tenanted or vacant non-domestic property (other than industrial property) is equivalent to 10% of its market value (assessed on vacant possession basis) or one time its Rateable Value, whichever is higher. In addition, URA will offer AVP at 2 times the amount of the Rateable Value of the affected property to the owner who has (i) left the affected property vacant on the FS Date and thereafter; (ii) accepted URA’s initial acquisition offer within the validity period of the offer; and (iii) sold the affected property with vacant possession to URA. The amount of allowance for owner-occupied non-domestic

property (other than industrial property) is equivalent to 35% of its market value (assessed on vacant possession basis) or 4 times its Rateable Value, whichever is higher. “Owner-occupier” here means an owner who occupies and operates his/her business in the affected property.

15. In addition to the allowance described in Paragraph 14 above, an additional payment of the Ex-gratia Business Allowance (“EGBA”) is payable to an owner-occupier of non-domestic property (other than industrial property) who had commenced occupying the premises for business use before the FS Date and have accepted the initial acquisition offer from URA both unconditionally and within the validity period of the offer. The amount of EGBA is directly proportional to the number of years of continuous operation by the owner-occupier as business owner in the affected property. In calculating the total number of years of continuous operation, the last date of the continuous operation is set at 2 years from the date on which URA issues initial acquisition offer to the property owner. The amount of EGBA is payable at a rate of 0.1 times the Rateable Value for each year that the owner-occupier has operated the business as the business owner in the property concerned, subject to a maximum of 30 years. For an incomplete year, the amount of EGBA is calculated on a pro-rata basis to the nearest month. The amount of EGBA is subject to a maximum amount of \$700,000 and a minimum amount as described in the table below:

Continuous Operation for	Minimum Amount of EGBA
(a) 10 years or less	HK\$110,000 (effective from 1 April 2022 and subject to annual review)
(b) More than 10 years (maximum 30 years)	The minimum amount for (a) above plus an additional HK\$10,000 for each completed year after 10 years.

In applying for EGBA, an owner-occupier is required to substantiate the period of continuous operation in the property as business owner. The owner-occupier may choose to claim for severance payments payable to his/her employees under the Employment Ordinance (Chapter 57) as an alternative to EGBA.

16. URA will also offer ICA to owners of non-domestic properties (other than industrial property) to assist their payment of expenditure relating to the purchase of a non-domestic replacement property and the legal cost incurred in the sale of the affected properties to URA. The amount of ICA payable is 5% of the market value (assessed on vacant possession basis) of the affected property. Payment of the ICA is subject to the condition that the owner must have accepted the initial acquisition offer of URA within the validity period.
17. If the amount of necessary and reasonable expenses actually incurred by the owner in selling the affected non-domestic property to URA, namely (i) legal cost incurred by selling the affected non-domestic property to URA and (ii) stamp duty, agency fee and legal cost incurred in purchasing a non-domestic replacement property, exceeds the amount of ICA offered by URA, the owner may be reimbursed with the difference (“the Expense for Non-domestic Property”). In submitting a claim for reimbursement of the Expense for Non-domestic Property, the owner may choose to submit “One-to-One” or “Split” or “Combined” claim for the reimbursement of the Expense for Non-domestic Property according to the number of non-domestic property(ies) he/she sold

to URA and the number of non-domestic replacement property(ies) (Please see **Appendix III** for examples) subject to the following eligibility criteria:

- (a) The owner must have acquired the affected property before FS Date;
 - (b) The owner must have accepted the initial acquisition offer of URA within the validity period of the offer;
 - (c) The reimbursement claim must be made within 12 months from the date of the assignment of the affected property sold to URA, and the reimbursable amount must be the actual expenses already paid by the owner within 12 months after the property is sold to URA. If the owner sells more than one non-domestic property to URA and chooses to make one single claim for the reimbursement of the Expense for Non-domestic Property against more than one such affected property, the date of the assignment of the last affected property sold to URA shall be adopted as the date of commencement of the said 12-month period to make the claim;
 - (d) The non-domestic replacement property must be located in Hong Kong and must be purchased after the date of issuance of initial acquisition offer by URA; and
 - (e) The owner should be the sole registered owner or one of the registered owners of the non-domestic replacement property, and his/her interest in the replacement property must be recorded in the land register.
18. In general, the principles in assessing the reimbursable amount of the Expense for Non-domestic Property as described in Paragraph 17 above are:
- (a) The reimbursable amount for stamp duty shall be calculated at Scale 2 rates of the ad valorem stamp duty payable for a non-domestic replacement property;
 - (b) The reimbursable amount for real estate agency fee should follow the general market practices but not exceed 1% of the purchase price of the non-domestic replacement property;
 - (c) The reimbursable amounts in both item (a) and item (b) above will be subject to a ceiling to be calculated on the basis of a non-domestic replacement property with a purchase price of 110% of the market value of the affected property sold to URA as stipulated in the initial acquisition offer of URA;
 - (d) For the avoidance of doubt, if the owner chooses to make one single claim for the reimbursement of the Expense for Non-domestic Property against more than one affected property sold to URA, the basis for calculating the ceiling of items (a) and (b) above shall be the aggregate of the ceiling of each individual property sold to URA;
 - (e) The number of non-domestic replacement property(ies) used in making a claim for reimbursement of legal cost in an application shall not exceed the number of non-domestic property(ies) sold to URA in the same application;

- (f) URA will only reimburse the Expense for Non-domestic Property which is reasonable, absolutely necessary and actually paid by the owner in relation to the expenses described above;
 - (g) The owner should provide sufficient documentary evidence for the expenses submitted with the reimbursement claim; and
 - (h) URA will consider each reimbursement claim on its own merits, and URA has the sole discretion in determining the amount of the Expenses for Non-domestic Property reimbursable (whether in whole or in part) in each case.
19. An owner-occupier may choose to claim for business loss as an alternative to all the above-mentioned allowances for an affected non-domestic property.

Domestic Properties being used for Non-domestic Purposes

20. If an affected property with an occupation permit for domestic use has been used for non-domestic purpose, the owner-occupier will be offered market value (assessed on vacant possession basis) of the affected property plus the higher of:
- (i) the allowances applicable to owner-occupied non-domestic properties (other than industrial properties); and
 - (ii) SA or AA and ICA for domestic properties.
21. An owner of an affected property with an occupation permit for domestic use being leased out for non-domestic use will be offered market value (assessed on vacant possession basis) of the affected property plus the higher of:
- (i) the allowances applicable to tenanted non-domestic properties (other than industrial properties); and
 - (ii) SA or AA plus ICA for domestic properties less 3 times the Rateable Value of the affected property.

Separate Roof Top Interest (Not ancillary to any Domestic/Non-domestic Property)

22. The title of the rooftop property must be legal.
23. An owner of a tenanted rooftop property will be offered the market value of the property on an open roof basis (disregarding any illegal structure or any rent passing) plus an allowance at 10% of the said market value.
24. An owner of a vacant rooftop property will be offered the market value of the property on an open roof basis (disregarding any illegal structure) plus:
- (a) an allowance at 10% of the said market value; and
 - (b) AVP at 2 times of the Rateable Value of the affected rooftop property provided that the owner has (i) left the rooftop property vacant on the FS Date and thereafter; and (ii) accepted the initial acquisition offer within the validity period

of the offer; and (iii) sold the affected rooftop property with vacant possession to URA.

25. An owner-occupier of a rooftop property will be offered the market value of the property on an open roof basis (disregarding any illegal structure) plus:
- (a) (1) an allowance at 10% of the market value (on open roof basis disregarding any illegal structure) of the property; and (2) an allowance equivalent to an ex-gratia allowance payable to a tenant occupying the property provided that the owner-occupier has accepted the initial acquisition offer within the validity period of the offer, or
 - (b) If the owner-occupier fulfills the normal eligibility criteria for public rental housing application of Hong Kong Housing Authority or Hong Kong Housing Society, he/ she may opt for re-housing in lieu of all the allowances stated in Paragraph 25(a) above.
26. If an owner accepts the initial acquisition offer of URA within the validity period, he/she will also receive an ICA at 5% of the market value of the property on an open roof basis (disregarding any illegal structure). If the amount of necessary and reasonable expenses actually incurred by the owners exceeds the amount of ICA offered by URA i.e. (i) the legal cost necessarily incurred in selling the affected property to URA and purchasing a replacement property; and (ii) the stamp duty and agency fee necessarily incurred in purchasing a replacement property, the owner may claim for reimbursement of the difference in accordance with the same criteria and principles described in Paragraphs 17 to 18 above but the replacement property must be a separate rooftop interest.

Buildings in Single Ownership

27. An owner of a building in single ownership will be offered the higher of (a) and (b) below:
- (a) The total amount of the existing use values of individual units of the building plus the allowances applicable to the non-domestic units (if any) of the building and the allowances applicable to the domestic units (if any) of the building, as if the building is in multiple ownership.
 - (b) The redevelopment value of the building (assuming redevelopment of the building on its own) plus:
 - (i) an ex-gratia allowance at 5% of the redevelopment value; and
 - (ii) ICA at 5% of the redevelopment value, subject to the condition that an owner must have accepted the initial acquisition offer of URA within the validity period. An owner may claim for reimbursement of the actual expenses in selling the affected building to URA and purchase of a replacement building in accordance with the same criteria and principles described in Paragraphs 17 to 18 above but the replacement property must be a building in single ownership.

Vacant Sites

28. An owner of a vacant site will be offered:
- (a) the redevelopment value of the vacant site (assuming redevelopment of the site on its own);
 - (b) an allowance at 5% of the redevelopment value; and
 - (c) ICA at 5% of the redevelopment value, subject to the condition that an owner must have accepted the initial acquisition offer of URA within the validity period of the offer. An owner may claim for reimbursement of the actual expenses in purchasing a replacement site in accordance with the same criteria and principles as described in paragraphs 17 to 18 above but the replacement property must be a vacant site.

Car-parking Space or External Wall Interest

29. An owner of a car-parking space or external wall interest will receive the market value of the car-parking space or external wall interest (assessed on vacant possession basis) plus:
- (a) an allowance equivalent to 10% of its market value (assessed on vacant possession basis); and
 - (b) an allowance equivalent to the Rateable Value of the car-parking space or external wall interest if the car-parking space or external wall interest is used by the owner.
30. If an owner accepts the initial acquisition offer of URA within the validity period, he/she will also receive an ICA at 5% of the market value (assessed on vacant possession basis) of the affected car-parking space or external wall interest. If the amount of necessary and reasonable expenses actually incurred by the owners exceeds the amount of ICA offered by URA i.e. (i) the legal cost necessarily incurred in selling the affected property to URA and purchasing a replacement property; and (ii) the stamp duty and agency fee necessarily incurred in purchasing a replacement property, the owner may claim for reimbursement of the difference in accordance with the same criteria and principles described in Paragraphs 17 to 18 above but the replacement property must be a car-parking space or an external wall interest (as the case may be).

Other General Rules

31. Calculation of the market value of a property is based on the saleable area of the property. The definition of saleable area shall follow the Code of Measuring Practice issued in March 1999 and the Supplement to the Code of Measuring Practice issued in July 2014 by the Hong Kong Institute of Surveyors. Subject always to the owner having good title to the property or any part thereof, area calculations may be based on the boundary of the property as delineated on the assignment plan and the area as

measured from the latest relevant building plans approved by the Buildings Department (if any).

32. For the purpose of calculating the value of the notional replacement flat, URA will appoint seven professional surveyor firms to provide the assessments.
33. URA will provide an allowance to the owner, who has employed a professionally qualified surveyor to assess the market value of the affected property (which shall not include any allowance, such as HPA and SA etc.), as a subsidy for the owner's payment of the surveyor's fees for the relevant services. Please refer to the pamphlet of "Allowance for Surveyor's Fees" for details of the arrangement.
34. If the owner fulfills the eligibility criteria stipulated by the URA, he/she may apply for a refund of the Buyer's Stamp Duty or/and partial Ad Valorem Stamp Duty paid for the purchase of the affected property(ies). The refund is subject to the condition that an eligible owner must have accepted the initial acquisition offer of URA within the validity period of the offer. For details of the eligibility criteria and arrangement, please refer to the leaflet "Refund of Paid Buyer's Stamp Duty or/and Partial Ad Valorem Stamp Duty".
35. If an owner only purchased the affected property in the project on/after the FS Date, URA will not pay to such owner any of the above-mentioned HPA, SA, AA, AVP, EDOLCA, ICA, rehousing arrangement or any allowances applicable to non-domestic property, separate rooftop interest, car-parking space, external wall interest, single-owned building and vacant site.
36. URA will consider acquiring property from a holder of a valid adverse possessory order granted by the Court in favour of him/her. Depending on the circumstances of individual cases, URA may impose appropriate additional requirements to safeguard the interest of URA when acquiring properties with adverse possessory title.
37. URA will not purchase a structure which is not erected in compliance with the Buildings Ordinance or the terms of the Government lease and no value, compensation or allowance will be paid by URA in respect of such structure.
38. If an owner is found to have given false or misleading information to URA, URA reserves the right to revise its offers and/or take legal action against such owner and/or report the matter to relevant enforcement authorities.
39. URA's acquisition offer is made by reference to the occupancy status of an owner's property on the FS Date and in accordance with the URA's prevailing principles and practice for property acquisition. One of such prevailing principles is that an owner whose property was owner-occupied on the FS Date but is let out at the time URA's acquisition offer is made will only be offered the allowances for the acquisition of the affected property on a tenanted basis.

40. *Particularly, URA would draw the attention to owners whose properties had been tenanted out on the FS Date that URA will not make a higher offer to them to acquire their properties in the following situations:*
- (a) the owners have subsequently obtained possession and occupied their properties for their own self-use; or*
 - (b) the owners have entered into new tenancies, whether with the existing tenants or new tenants; or*
 - (c) the properties are subsequently left vacant.*
41. *URA would remind owners that it is an offence for a landlord to unlawfully deprive a tenant of occupation of property or to make an unwarranted demand with menaces with a view to gaining for himself/herself or others or to defraud against URA. URA will report to the enforcement authorities on all cases of suspected criminal offences.*

This pamphlet is issued for the purpose of general reference only. The information contained herein is with reference to the principles and practice of the Urban Renewal Authority prevailing at the date of issue of this pamphlet. It shall not constitute any representation on the part of the Urban Renewal Authority or give rise to any expectation whatsoever and shall not be relied on as such. Each case will be considered on its own merits having regard to all factors and circumstances. The terms of acquisition to be offered are subject to the principles and practice of the Urban Renewal Authority prevailing at the time the offer of acquisition is made and are subject to review from time to time as the Urban Renewal Authority shall at its absolute discretion consider appropriate. The Urban Renewal Authority's right to add to, amend or delete the whole or any part of this pamphlet is hereby reserved.

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March 2023

Examples (Domestic Properties)

(Figures are based on assumption and for reference only)

Assuming the market value of a domestic flat on vacant possession (VP) basis is HK\$800,000 and the value of a notional replacement flat is HK\$2,000,000. The HPA will then be HK\$1,200,000.

Example One

An owner of the above domestic flat who lets out the entire flat

This owner will get the market value of his flat (on VP basis) of HK\$800,000 and SA of HK\$600,000 (HK\$1,200,000 x 50%). In total, this owner will receive HK\$1,400,000.

Example Two

An owner of the above domestic flat who occupies half of the flat and leases out the other half

This owner will get the market value of his flat (on VP basis) of HK\$800,000 and HPA of HK\$600,000 for the owner-occupied portion and SA of HK\$450,000 (HK\$600,000 x 75%) for the tenanted portion. In total, this owner will receive HK\$1,850,000.

Example Three

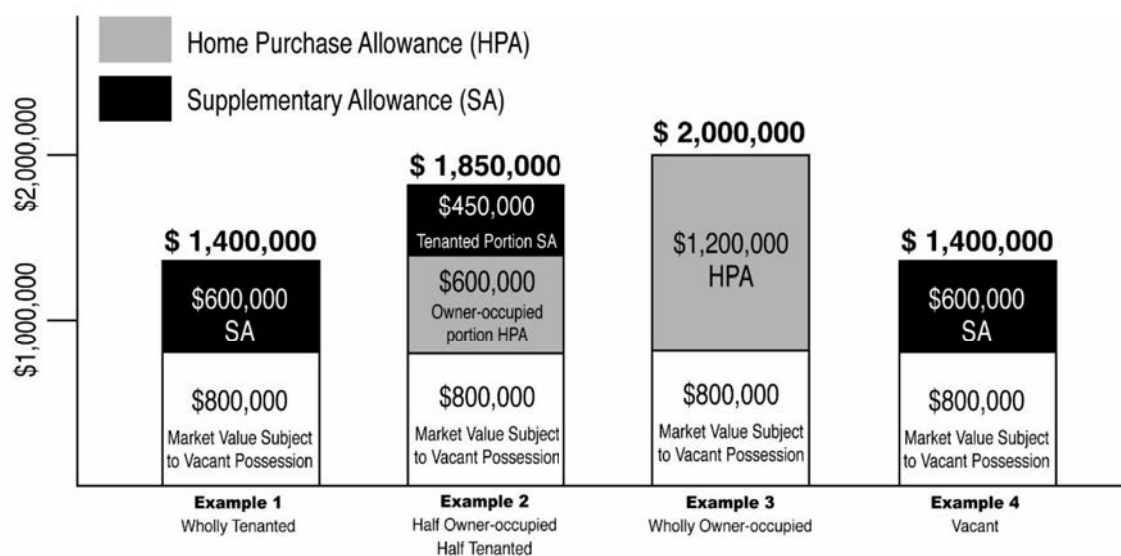
An owner of the above domestic flat who occupies the entire flat for his own use

This owner will get the market value of his flat (on VP basis), which is HK\$800,000, plus HPA which is HK\$1,200,000. In total, this owner will receive HK\$2,000,000.

Example Four

An owner of the above domestic flat who leaves the entire flat vacant

The owner will get the market value of his flat (on VP basis), which is HK\$800,000, plus SA of HK\$600,000 (HK\$1,200,000 x 50%). In total, this owner will receive HK\$1,400,000.



Domestic Properties – Diagrammatic Illustration of HPA, SA, AA & EUV



One Flat

Occupation Status	HPA	SA	Market Value
1 Owner-occupied	100%		EUV(VP)
2 Partially Owner-occupied & Partially Tenanted	Owner-occupied portion: 100%	Tenanted portion: 75%	EUV(VP)
3 Wholly Tenanted		50%	EUV(VP)
4 Vacant		50%	EUV(VP)



Two Flats

Occupation Status	HPA	SA	Market Value
5 Owner-occupied	100%		EUV(VP)
6 Owner-occupied	100%		EUV(VP)
7 Owner-occupied	100%		EUV(VP)
8 Partially Owner-occupied & Partially Tenanted	Owner-occupied portion: 100%	Tenanted portion: 75%	EUV(VP)
9 Partially Owner-occupied & Partially Tenanted	Owner-occupied portion: 100%	Tenanted portion: 75%	EUV(VP)
10 Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted portion: 75%	EUV(VP)
11 Wholly Tenanted		50%	EUV(VP)
12 Wholly Tenanted		50%	EUV(VP)
13 Wholly Tenanted		25%	EUV(VP)
14 Wholly Tenanted		25%	EUV(VP)
15 Vacant		50%	EUV(VP)
16 Vacant		25%	EUV(VP)

Abbreviations:

- HPA Home Purchase Allowance
- SA Supplementary Allowance
- AA Additional Allowance
- EUV Existing Use Value
- VP Vacant Possession

Domestic Properties – Diagrammatic Illustration of HPA, SA, AA & EUV



Three Flats

Occupation Status	HPA	SA	AA	Market Value
12 Owner-occupied	100%			EUV(VP)
Owner-occupied	100%			EUV(VP)
Owner-occupied	100%			EUV(VP)
13 Owner-occupied	100%			EUV(VP)
Owner-occupied	100%			EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
14 Owner-occupied	100%			EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
15 Owner-occupied	100%			EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Wholly Tenanted		50%		EUV(VP)
16 Owner-occupied	100%			EUV(VP)
Owner-occupied	100%			EUV(VP)
Wholly Tenanted		50%		EUV(VP)
17 Owner-occupied	100%			EUV(VP)
Wholly Tenanted		50%		EUV(VP)
Wholly Tenanted		25%		EUV(VP)
18 Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)

Occupation Status	HPA	SA	AA	Market Value
19 Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Wholly Tenanted		50%		EUV(VP)
20 Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Wholly Tenanted		50%		EUV(VP)
Wholly Tenanted		25%		EUV(VP)
21 Wholly Tenanted		50%		EUV(VP)
Wholly Tenanted		25%		EUV(VP)
Wholly Tenanted			EUV(VP) 5%	EUV(VP)
22 Vacant		50%		EUV(VP)
Vacant		25%		EUV(VP)
Vacant			EUV(VP) 5%	EUV(VP)









Four Flats

Occupation Status	HPA	SA	AA	Market Value
23				
Owner-occupied	100%			EUV(VP)
Owner-occupied	100%			EUV(VP)
Owner-occupied	100%			EUV(VP)
Owner-occupied			EUV(VP) 5%	EUV(VP)
24				
Owner-occupied	100%			EUV(VP)
Owner-occupied	100%			EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Partially Owner-occupied & Partially Tenanted			EUV(VP) 5%	EUV(VP)
25				
Owner-occupied	100%			EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Wholly Tenanted		50%		EUV(VP)
Wholly Tenanted			EUV(VP) 5%	EUV(VP)
26				
Owner-occupied	100%			EUV(VP)
Owner-occupied	100%			EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Wholly Tenanted			EUV(VP) 5%	EUV(VP)
27				
Owner-occupied	100%			EUV(VP)
Owner-occupied	100%			EUV(VP)
Wholly Tenanted		50%		EUV(VP)
Wholly Tenanted			EUV(VP) 5%	EUV(VP)
28				
Owner-occupied	100%			EUV(VP)
Wholly Tenanted		50%		EUV(VP)
Wholly Tenanted		25%		EUV(VP)
Wholly Tenanted			EUV(VP) 5%	EUV(VP)

Occupation Status	HPA	SA	AA	Market Value
29				
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Partially Owner-occupied & Partially Tenanted			EUV(VP) 5%	EUV(VP)
30				
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Wholly Tenanted			EUV(VP) 5%	EUV(VP)
31				
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Wholly Tenanted		50%		EUV(VP)
Wholly Tenanted			EUV(VP) 5%	EUV(VP)
32				
Partially Owner-occupied & Partially Tenanted	Owner-occupied Portion: 100%	Tenanted Portion: 75%		EUV(VP)
Wholly Tenanted		50%		EUV(VP)
Wholly Tenanted		25%		EUV(VP)
Wholly Tenanted			EUV(VP) 5%	EUV(VP)
33				
Wholly Tenanted		50%		EUV(VP)
Wholly Tenanted		25%		EUV(VP)
Wholly Tenanted			EUV(VP) 5%	EUV(VP)
Wholly Tenanted			EUV(VP) 5%	EUV(VP)
34				
Vacant		50%		EUV(VP)
Vacant		25%		EUV(VP)
Vacant			EUV(VP) 5%	EUV(VP)
Vacant			EUV(VP) 5%	EUV(VP)

Diagrammatic Examples of Owner’s Application for Reimbursement of Expenses

Examples of Application	Number of Affected Property(ies) Sold to URA	Number of Replacement Property(ies) Purchased by Owner
<p>One-to-One</p>	<p style="text-align: center;"></p> <p>Legal Cost and Removal Cost of the affected property can be applied for reimbursement</p>	<p style="text-align: center;"></p> <p>Stamp Duty, Estate Agency Fee and Legal Cost of replacement property can be applied for reimbursement</p>
<p>Split</p>	<p style="text-align: center;"></p> <p>Legal Cost and Removal Cost of the affected property can be applied for reimbursement</p>	<p style="text-align: center;"></p> <p>Stamp Duty and Estate Agency Fee can be applied for reimbursement for two replacement properties</p> <p>Legal Cost can be applied for reimbursement for one of the replacement properties</p>
<p>Combined</p>	<p style="text-align: center;"></p> <p>Legal Cost and Removal Cost can be applied for reimbursement (so forth and so on)</p>	<p style="text-align: center;"></p> <p>Stamp Duty, Estate Agency Fee and Legal Cost can be applied for reimbursement</p>

Notes:

1. The reimbursable amounts of stamp duty and estate agency fee will be subject to a ceiling to be calculated on the basis of 110% of the total of (i) the market value of the affected property sold to URA and (ii) the sum of HPA or SA or AA (excluding AVP and ICA) as stipulated in the initial acquisition offer of URA;
2. If the owner chooses to combine the claim for the reimbursement of the expense of more than one sold property under one claim, the basis for calculating the ceiling of stamp duty and estate agency fee in the application shall be the aggregate of the ceiling of each individual property sold to URA;
3. If the owner chooses to combine the claim for the reimbursement of the expense of more than one sold property under one claim, the date of the assignment of the last affected property sold to URA shall be adopted as the date of commencement of the 12-month period to make a claim;
4. The number of replacement property(ies) for reimbursement of legal cost and *removal cost (not applicable to non-domestic properties) in an application shall not exceed the number of property(ies) sold to URA in the same application.

Appendix 14

Principles Adopted by the Urban Renewal Authority for Tenant Re-housing and Ex-gratia Allowance

Principles Adopted by the Urban Renewal Authority for Tenant Re-housing and Ex-gratia Allowance for Projects announced under the Urban Renewal Authority Ordinance (Not applicable to Tenants of Industrial Premises)

This leaflet briefly outlines the current principles and policies adopted by the Urban Renewal Authority (“URA”) for providing re-housing and ex-gratia allowance to affected tenants of projects announced by the URA under the Urban Renewal Authority Ordinance (“URAO”) (other than tenants of industrial premises).

(A) Re-housing for Domestic Tenants

(I) Public Rental Housing (“PRH”)

Re-housing Arrangement

1. Eligible domestic tenants living in acquired properties of the URA will be re-housed in units provided by the Hong Kong Housing Authority (“HKHA”) or the Hong Kong Housing Society (“HKHS”). In addition, they may opt for other subsidized housing schemes provided by the HKHA and the HKHS, if available.

Re-housing Eligibility

2. Domestic tenants must have been genuinely living in the properties within the project area continuously before and since the first day of Freezing Survey of the project (“the date of Freezing Survey”) conducted by the URA until the date of re-housing offers issued by the URA to the domestic tenants, and have no alternative accommodation during the same period.
3. Domestic tenants must fulfill the prevailing eligibility criteria for PRH of the HKHA and the HKHS.

Re-housing Eligibility of Illegal Rooftop Structure Occupiers

4. Since there is no difference between the illegal rooftop structures within the URA’s redevelopment project areas and the illegal rooftop structures in other domestic buildings, the re-housing eligibility of illegal rooftop structure occupiers for PRH of the HKHA is the same as the eligibility criteria adopted by the HKHA in re-housing the illegal rooftop structure occupiers in domestic buildings affected by the enforcement actions taken by the Buildings Department. Therefore, in addition to the general eligibility criteria for PRH of the HKHA, occupiers of illegal rooftop structures have to satisfy that they have been genuinely living in the structures within the project area continuously since two years before the date of Freezing Survey until the date of re-housing offers issued by the

URA to the occupiers, and have no alternative accommodation during the same period, and that the structures were built on or before 1 June 1982 in order to be eligible for PRH of the HKHA.

5. Occupiers of the illegal rooftop structures who can only fulfill the requirement of having been genuinely living in the relevant illegal rooftop structures continuously before and since the date of Freezing Survey until the date of re-housing offers issued by the URA to the occupiers, and have no alternative accommodation during the same period, will be eligible for re-housing in the PRH of the HKHS subject to meeting the eligibility criteria for PRH of the HKHS.

(II) URA Re-housing Block

Re-housing Arrangement

1. Domestic tenants living in URA acquired properties, who due to various reasons are not provided with PRH re-housing as described in Part (A)(I) above, may be re-housed in units of Re-housing Block provided by the URA subject to fulfillment of the following eligibility criteria of the URA and the availability of Rehousing Block units.

Re-housing Eligibility

2. A tenant and his/her household members must have been genuinely living in the properties within the project area continuously before and since the date of Freezing Survey until the date of re-housing offers issued by the URA to the tenants, and have no alternative accommodation during the same period.
3. All household members of a tenant must be legally residing in Hong Kong without any conditions of stay (excluding a time limit of stay).
4. All household members of a tenant, whether personally or through a company, must not own nor have any interest in any domestic property in Hong Kong.
5. The total monthly income of all household members of a tenant (including a tenant with all household members aged 60 or above) must not exceed 3 times the prevailing PRH maximum income limit of the HKHA for ordinary family applicants according to the tenant's household size. The total net asset of all household members of a tenant (including a tenant with all household members aged 60 or above) must not exceed 84 times the prevailing PRH maximum income limit of the HKHA for ordinary family applicants according to the tenant's household size.

6. Tenants and their household members, who are eligible for registration on the Application for PRH of the HKHA, must make the application accordingly.
7. Allocation of re-housing unit is governed by the prevailing policy of the URA on household composition.

(III) Ex-gratia Removal Allowance

1. Domestic tenants who accept rehousing arrangement will also be offered an ex-gratia removal allowance of an amount equivalent to the prevailing ex-gratia allowance offered by the Lands Department on resumption by the Government (“Government EGA”) or the prevailing rates of the Ex-gratia Domestic Removal Allowance of HKHA, whichever is higher.

(IV) Compassionate Re-housing

1. Domestic tenants who do not fulfill the above rehousing eligibility criteria may be re-housed on compassionate grounds if they have genuine hardship arising from factors such as ill health, disability or special family circumstances.

(B) Ex-gratia Allowances

(I) Domestic Tenants

1. According to Landlord and Tenant (Consolidation) Ordinance, domestic tenants are required to move out from the properties and are not entitled to any compensation or forms of payments if their tenancies are terminated and are not renewed. However, for tenants of the URA acquired properties who decline re-housing as described in Part (A) above or who are not provided re-housing due to various reasons and agreed to move out from the properties, the URA will still offer to them an appropriate amount of ex-gratia allowances as described below.

Tenants who commenced occupying the properties before the date of Freezing Survey

2. Subject to the exceptions described in Paragraph 4 of Part (B)(I) below, the URA will offer an ex-gratia allowance to domestic tenants who had commenced occupying the properties under valid tenancies before the date of Freezing Survey. Based on the rateable value of the properties

concerned, the ex-gratia allowance is calculated according to the method as listed in **Table 1** below:

Table 1

Rateable Value (“RV”)	Ex-gratia Allowance
1 st HK\$10,000	9 times RV
2 nd HK\$10,000	8 times RV
3 rd HK\$10,000	7 times RV
4 th HK\$10,000	6 times RV
5 th HK\$10,000	5 times RV
6 th HK\$10,000	4 times RV
7 th HK\$10,000	3 times RV
8 th HK\$10,000	2 times RV
9 th HK\$10,000 and above	1 times RV

3. Subject to the exceptions described in Paragraph 4 of Part (B)(I) below, the total amount of ex-gratia allowance is subject to a minimum amount of HK\$170,000 ⁽¹⁾ for an one-person household and a minimum amount of HK\$190,000 ⁽¹⁾ for a two-person or larger household.

Note: (1) Effective from 1 April 2023 and subject to annual review

4. The ex-gratia allowance described in Paragraph 2 of Part (B)(I) above and the minimum amount described in Paragraph 3 of Part (B)(I) above do not apply to domestic tenants who, at any time before and since the date of Freezing Survey and until the date of ex-gratia allowance offers issued by the URA to the tenants,
 - (i) have alternative accommodation; or
 - (ii) are not genuinely residing in properties within the project.

Domestic tenants who fall under any of these circumstances will be offered an ex-gratia allowance equal to 3 times Government EGA. However, if the tenants are not legal Hong Kong residents holding valid Hong Kong Identity Card (“HKIC”), they will only be offered 2 times Government EGA.

Tenants who commenced occupying the properties on or after the date of Freezing Survey

5. Subject to the exceptions described in Paragraph 6 of Part (B)(I) below, the URA will only offer an ex-gratia allowance equal to 2 times Government EGA to domestic tenants who had commenced occupying the properties under valid tenancies on or after the date of Freezing Survey.
6. The ex-gratia allowance described in Paragraph 5 of Part (B)(I) above does not apply to domestic tenants who,

- (i) at any time before and since their occupation of the properties until the date of ex-gratia allowance offers issued by the URA to the tenants,
 - (a) have alternative accommodation; or
 - (b) are not genuinely residing in properties within the project; or
- (ii) have received from the URA within two years prior to the date of Freezing Survey or at any time after the date of Freezing Survey any of the following allowances or arrangement:
 - (a) allowances for owners of domestic properties but excluding the incidental cost allowance; or
 - (b) ex-gratia allowances for domestic tenant being higher than Government EGA; or
 - (c) Relocation Assistance; or
 - (d) re-housing; or
- (iii) are not legal Hong Kong residents holding valid HKIC.

Domestic tenants who fall under any of these circumstances will only be offered an ex-gratia allowance equal to 1 times Government EGA.

Principal Tenants

- 7. Subject to the exceptions described in Paragraph 8 of Part (B)(I) below, for principal tenants who had commenced occupying their properties and whose domestic tenancies commenced before the date of Freezing Survey, the URA will offer to them an ex-gratia allowance equal to the ex-gratia allowance described in Paragraph 2 of Part (B)(I) above subject to a minimum amount described in Paragraph 3 of Part (B)(I) above, plus an additional ex-gratia allowance equal to 24 months' profit rent (i.e. rent received from the sub-tenants after deduction of the rent payable by them to their landlords).
- 8. The ex-gratia allowance and minimum amount described in Paragraph 7 of Part (B)(I) above does not apply to principal tenants who, at any time before and since the date of Freezing Survey and until the date of ex-gratia allowance offers issued by the URA to the tenants,
 - (i) have alternative accommodation; or
 - (ii) are not genuinely residing in their properties within the project.

Principal tenants who fall under any of these circumstances will be offered an ex-gratia allowance equal to 3 times Government EGA plus 24 months' profit rent. However, if the principal tenants are not legal Hong Kong

residents holding valid HKIC, they will only be offered 2 times the Government EGA plus 24 months' profit rent.

9. Principal tenants occupying the properties and whose domestic tenancies commenced on or after the date of Freezing Survey will be offered an ex-gratia allowance according to Paragraphs 5 or 6 of Part (B)(I) above, whichever is applicable.
10. For those principal tenants who do not occupy their properties and whose domestic tenancies commenced before the date of Freezing Survey, they will be offered a minimum amount of HK\$20,000 ⁽¹⁾ or 24 months' profit rent, whichever is the higher. No ex-gratia allowance will be offered to principal tenants whose tenancies commenced on or after the date of Freezing Survey.

Note: (1) Effective from 1 April 2023 and subject to annual review

11. Principal tenants will be offered rental reduction from the URA. Where any sub-tenant surrenders his leased portion to the URA before the principal tenant delivers vacant possession, the rent payable by principal tenant will be reduced accordingly.

(II) Non-domestic Tenants (Other than Tenants of Industrial Premises)

Ex-gratia Allowance

1. According to the Landlord and Tenant (Consolidation) Ordinance, non-domestic tenants are required to move out from their properties and are not entitled to any compensation or other payments if their tenancies are terminated and are not renewed. However, the URA will still offer an ex-gratia allowance equals to 3 times the RV of the affected properties or an ex-gratia allowance equivalent to the prevailing ex-gratia allowance offered by the Lands Department on resumption by the Government, whichever is higher, to non-domestic tenants (other than tenants of industrial premises) who agreed to move out from their properties.
2. In addition to the ex-gratia allowance described in Paragraph 1 of Part (B)(II) above, additional payment of ex-gratia business allowance ("EGBA") is payable to any tenant-operator of non-domestic property (other than tenants of industrial premises) who had commenced occupying their properties for business use before the date of Freezing Survey and have accepted the ex-gratia allowance offer from the URA both unconditionally and within the validity period of the offer and agreed to move out from their properties. The amount of EGBA is directly proportional to the number of years of continuous operation by the tenant-operator as business owner in the property. In calculating the number of

years of continuous operation, the expiry date of continuous operation is 2 years from the date which the URA issues initial acquisition offers to property owners. The amount of EGBA is payable at a rate of 0.1 times the RV for each year, subject to a maximum of 30 years. For an incomplete year, the amount of EGBA is calculated on a pro-rata basis to the nearest month. The amount of EGBA is subject to a maximum amount of \$700,000 and a minimum amount as described in **Table 2** below.

Table 2

Continuous Operation for	Minimum Amount of EGBA
(a) 10 years or less	HK\$110,000 (effective from 1 April 2023 and subject to annual review)
(b) More than 10 years (maximum 30 years)	The minimum amount for (a) above plus an additional HK\$10,000 for each completed year after 10 years.

3. In the application for EGBA, the Tenant-operator is required to substantiate the period of continuous operation in the property as business owner. “Tenant-operator” here means a tenant who occupies his property, which is a legal premises, for his own business.
4. A tenant-operator may choose to claim for (i) severance payment (if any) paid to his/her employees under Employment Ordinance (Chapter 57); and (ii) value of an unexpired lease term and professional fee reasonably incurred (if any), as an alternative to the EGBA (if applicable).
5. A tenant-operator may also choose to claim for business loss (including the claims as mentioned in Paragraph 4 of Part (B)(II) above) as an alternative to the two allowances referred to in Paragraphs 1 and 2 of Part (B)(II) above (if applicable).
6. For car-parking space or external wall, if its tenant agrees to deliver vacant possession thereof to the URA, the URA will offer to the said tenant one of the following ex-gratia allowances, namely:
 - (i) a sum equals to the amount of the rateable value of the car-parking space or external wall if the said tenant has commenced occupying the car-parking space or external wall under a tenancy commenced before the date of Freezing Survey; or
 - (ii) a sum equals to half of the amount of the rateable value of the car-parking space or external wall if the said tenant has commenced occupying the car-parking space or external wall under a tenancy commenced on or after the date of Freezing Survey.

(C) Payment Arrangement

1. All applicable allowance mentioned above, half will be paid upon the execution of surrender agreement and the remaining half will be paid after the delivery of vacant possession.

(D) Other General Rules

1. Trespassers occupying properties (domestic or non-domestic) in the project, who move in on or after the date of Freezing Survey, will be required to move out without any allowance or re-housing.
2. In cases where the property is occupied for domestic and non-domestic uses simultaneously, the URA will determine whether the tenancy is domestic or non-domestic in accordance with the provisions of the Landlord and Tenant (Consolidation) Ordinance.
3. If tenants (domestic or non-domestic) refuse to accept ex-gratia allowance or re-housing offer or execute surrender documents, the URA will recover vacant possession of their properties in accordance with the laws.
4. Domestic tenants whose tenancy commenced before the date of Freezing Survey and who was requested by their landlord to move out from the affected properties due to the expiry or termination of their tenancies before the URA acquired the affected properties successfully and who are unable to receive the ex-gratia allowances according to Part (B)(I) (the “affected domestic tenants”) can apply for the URA’s “Domestic Tenant Compassionate Assistance Programme” (“DTCAP”). The affected domestic tenants should submit application to the URA with tenancy agreement, rent receipts, termination notice served by the landlord to the affected domestic tenants and residential proof etc., at least 1 month before moving out from the affected properties, to facilitate the URA to conduct initial assessment on their eligibility of receiving Special Ex-gratia Allowance or Special Re-housing. Amount of the Special Ex-gratia Allowance is equal to the ex-gratia allowance described in Paragraph 2 and Paragraph 3 of Part (B)(I) above.
5. To become eligible for DTCAP, the affected domestic tenants should fulfill the following eligibility criteria:
 - (i) they have been genuinely residing with valid tenancy in the affected properties continuously before and since the date of Freezing Survey and have been genuinely residing in the affected properties for at least 6 months continuously before moving out from the affected properties; and

- (ii) they do not have alternative accommodation elsewhere before and since the date of Freezing Survey until their moving out from the affected properties; and
- (iii) they are required to leave the affected properties not because of their breach of tenancy on their part; and
- (iv) after the expiry of their tenancies, they have not refused to renew their tenancies due to unreasonable grounds and circumstances; and
- (v) they have not received any compensation or other payment from their landlords for vacating the affected properties; and
- (vi) they are legal Hong Kong residents holding valid HKIC; and
- (vii) their landlords have not served the termination notice to them before the date of Freezing Survey; and
- (viii) they have registered on the Application for PRH of the HKHA; and
- (ix) if Special Re-housing is to be offered, they have to fulfill the eligibility criteria of PRH laid down by the HKHA and/or HKHS or of URA re-housing.

Tenants who moved in on or after the date of Freezing Survey are not eligible for DTCAP.

6. If the affected domestic tenants are eligible for DTCAP, the URA will pay Special Ex-gratia Removal Allowance in advance. The amount is equal to the ex-gratia removal allowance as described in Paragraph 1 of Part (A)(III) above. The pre-paid amount will be deducted from the future payment of Special Ex-gratia Allowance.

After completion of the acquisition or government resumption of the affected properties, the URA will assess the eligibility of the affected domestic tenants in receiving the Special Ex-gratia Allowance or Special Re-housing.

7. Domestic tenants, who undergo the same situation as mentioned in Paragraph 4 of Part (D) above and are not eligible for DTCAP, can apply for the URA's Relocation Assistance. The affected domestic tenants must fulfill the eligibility criteria mentioned in items (i) to (vi) of Paragraph 5 of Part (D) above, and should submit application and provide sufficient evidence to the URA at least 1 month before moving out from the affected properties for URA's verification and assessment.
8. The URA will pay Relocation Assistance to the affected domestic tenants after they have moved out from the affected properties. Affected domestic tenants who have received Relocation Assistance are not eligible to apply for DTCAP described in Paragraph 4 of Part (D) above in the same project.
9. Domestic tenants who opt for receiving any ex-gratia allowance of a total amount more than 1 times the Government EGA (but excluding the 24 months' profit rent) or Relocation Assistance as described in Paragraph 7

of Part (D) above have to agree to give up their rights to public housing assistance for the next 2 years. Such tenants are only allowed to submit fresh applications for PRH and other public housing assistance after the expiry of the 2-years period.

10. Non-domestic tenant-operator (except tenants of industrial premises) whose tenancy commenced before the date of Freezing Survey and who was requested by their landlord to move out from the affected properties due to the expiry or termination of their tenancies before the URA acquired the affected properties successfully and moving out from the affected non-domestic properties after the date of Freezing Survey and who are unable to receive the ex-gratia allowances according to Part (B)(II) (the “affected non-domestic tenants”) can apply for the URA’s Special EGBA. The amount is equal to EGBA as described in Paragraph 2 of Part (B)(II) above. The affected non-domestic tenants should provide sufficient evidence of business operation, including tenancy agreements, rental receipts, termination notice served by their landlord and other relevant documents, at least 1 month before moving out from the affected non-domestic properties, to facilitate the URA to conduct initial assessment on their eligibility of receiving Special EGBA.
11. To become eligible for Special EGBA, the affected non-domestic tenants should fulfill the following criteria:
 - (i) they are operating in a legal premises; and
 - (ii) they have commenced operating business in the affected properties with valid tenancy continuously before and since the date of Freezing Survey and have been in operation for at least 6 months continuously before moving out from the affected properties; and
 - (iii) they are required to leave the affected properties not because of his/her breach of tenancy terms; and
 - (iv) the tenancy is terminated or not renewed by the landlord and they have not terminated the tenancy early at their own will; and
 - (v) they have received no compensation or other payment from their landlord for vacating the affected properties; and
 - (vi) after the expiry of the tenancy, they have not refused to renew their tenancy due to unreasonable grounds and circumstances.

After completion of the acquisition or government resumption of the affected properties, the URA will assess the eligibility of the affected non-domestic tenants in receiving the Special EGBA.

12. The URA has drawn to the attention of landlords whose properties had been tenanted out on the date of Freezing Survey that the URA will not consider making a higher offer to them to acquire their properties in the following situations: -
 - (i) properties being left vacant; or

- (ii) landlords entering into new tenancies, whether with the existing tenants or new tenants; or
 - (iii) landlords occupying their properties for their own use.
13. The URA would remind landlords / tenants that it is an offence for landlords to unlawfully deprive a tenant of occupation of property or to make an unwarranted demand with menaces with a view to gain for himself or others or to defraud against the URA. The URA will report to the enforcement authorities on all cases of suspected criminal offences.
14. The information contained in this leaflet applies to projects announced by the URA under the URAO only (i.e. not applicable to tenants of industrial premises). The URA reserves the right to adopt different policies and procedures for its other projects.

This leaflet is issued for the purpose of general reference only. The information contained herein is with reference to the principles and practice of the Urban Renewal Authority prevailing at the date of issue of this leaflet. It shall not constitute any representation on the part of the Urban Renewal Authority or give rise to any expectation whatsoever and shall not be relied on as such. Each case will be considered on its own merits having regard to all factors and circumstances. The terms of re-housing and/or ex-gratia allowance to be offered are subject to the principles and practice of the Urban Renewal Authority prevailing at the time the offer of re-housing and/or ex-gratia allowance is made and are subject to review from time to time as the Urban Renewal Authority shall at its absolute discretion consider appropriate. The Urban Renewal Authority's right to add to, amend or delete the whole or any part of this leaflet is hereby reserved.

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