

Proposed Social Welfare Facility (Residential Care Home for the Elderly) in “Residential (Group B)” Zone,
at 349 Prince Edward Road West, Kowloon

(Planning Application No. A/K10/276)

Response-to-Comment Table


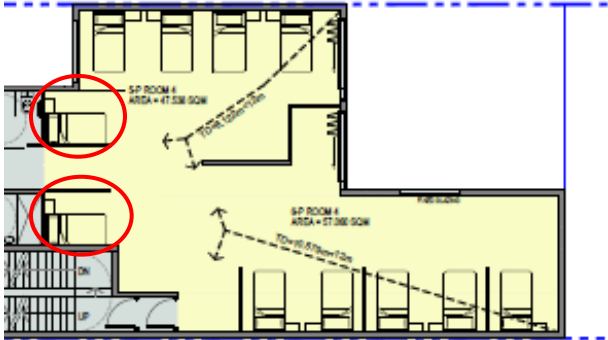
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Comments	Summary & Response
<p><u>Comments from Social Welfare Department:</u> (Contact Person: Mr Michael PANG Tel: 2116 5939)</p> <p>1. <u>Item (b) Building Height – (2) and (3)</u>: Our comment in Oct 2024 remains valid. As the applicant confirmed that the ancillary facilities on 8/F and 9/F could be accessible by elderly residents under the supervision of RCHE staff, the applicant should draw attention to paragraph 5.3.4 of the CoP that the DSW may consider and authorise the relaxation of the concerned RCHE’s height restriction on the premise that the part of the RCHE complies with additional fire safety requirements. The additional fire safety requirements cover the two aspects of building fire safety design and management of RCHEs with a view to meeting the needs of rescue, evacuation and contingency management of RCHEs. Details of the requirements are set out at Annex 5.1 of the CoP. In this regard, the applicant is advised to review the layout plan while advice from the Fire Services Department has to be sought for additional fire safety requirements if the ancillary facilities (physiotherapy room, common area) and flat roof will be accessed by residents of the proposed RCHE.</p>	<p>Fire safety concerns for elderly residents have been thoroughly reviewed for any activities to be taking place on the 8th floor (physiotherapy room, common area, flat roof) in relation to the height restriction (24m above ground) of a RCHE. The following fire safety measures have been incorporated into the design of the proposed RCHE:</p> <ul style="list-style-type: none">• Elderly residents would have access to 8/F for activities under the supervision of RCHE staff only, whereas 9/F would only be used as staff office for facilities management purpose.• Elderly residents participating in activities on the 8th floor would have unobstructed access to the fire-protected lift lobby area, which would include fire compartments designed to contain and control the spread of fire, leading to discharge points that ensure a safe evacuation to an ultimate place of safety.• Residents engaging in activities on the 8th floor will be supervised by RCHE staff and permitted to access the flat roof area, which is designated as a fire-protected zone to address any fire safety concerns.• A fire lift with unobstructed access would be provided for residents with limited mobility during fire incidents. <p>The proposed layout would fully comply with the fire safety requirements, featuring two evacuation routes to offer alternatives in the event that one route is being blocked. These routes would have sufficient width to accommodate wheelchairs and stretchers.</p>


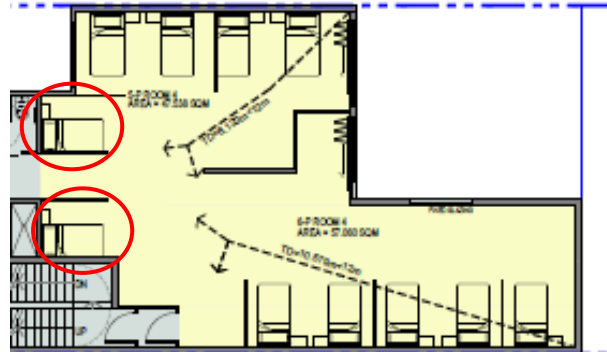

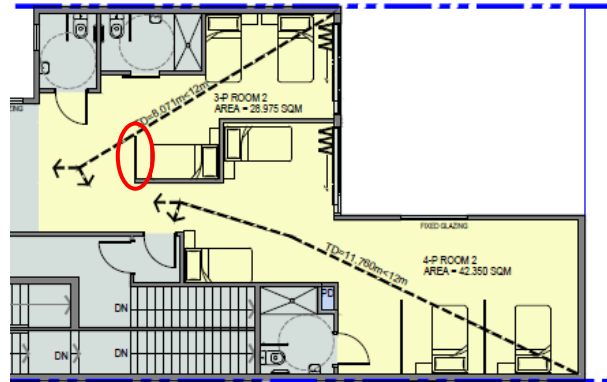
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<p>2. <u>Item (d) Building Design – (7)</u>: It is noted that some beds were separated by partition walls to provide personal areas. Partition walls, though not fully enclosed as mentioned in the R-to-C, would obstruct natural lighting and ventilation inside the dormitories. Please revisit whether these arrangements could meet the statutory requirement that “Habitation /dormitory areas shall be provided with openable / prescribed window.”</p> <p>Furthermore, the disposition of some beds, circled in red below, seemed unable to address the privacy concerns. Please review.</p>  <p style="text-align: right;">2/F, 4/F, 6/F & 7/F</p>	<p>According to the reply from Fire Services Department (FSD) on 24 January 2025 (Annex A refers), there is no additional Fire Service Installations required for the proposed ancillary facilities (physiotherapy room and common area) and flat roof on the 8th floor of the subject building. Detailed Fire Services requirements will be formulated upon receipt of formal submission of general building plans.</p> <p>Please note that the beds would be separated by low partition walls with a height of 1.5 meters. This design prevents the creation of enclosed spaces, allowing natural lighting and ventilation without obstruction. Additionally, it provides sufficient privacy for the elderly residents.</p> <p>Please find the updated layout in the revised schematic architectural drawings (Appendix I refers), with the new bed arrangement addressing the privacy concerns of the elderly residents.</p>  <p style="text-align: right;">2/F, 4/F, 6/F & 7/F</p>

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 <p>3/F, 5/F</p>	 <p>3/F, 5/F</p>
 <p>1/F</p>	 <p>1/F</p>

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<p>3. <u>Item (e) Lighting and Ventilation – (11)</u>: From service point of view, we have no objection on the arrangement so as to comply with the statutory requirement. After the reduction of number of beds, would the applicant please revise the layout plan and the total number of beds for our consideration.</p> <p>4. <u>Item (e) Lighting and Ventilation – (12)</u>: The applicant is reminded that mechanical ventilation system is also required to be provided in the entire RCHE. For details of heating, lighting and ventilation requirements for an RCHE, among others, including the requirements on fresh air intake of mechanical ventilation system, please refer to paragraph 4.9 of the CoP.</p>	<p>Please refer to the revised schematic architectural drawings in Appendix I for the updated layout of beds. The layout of the 2nd to 7th floors has been adjusted to change the number of beds on both the northern and southern sides of the RCHE. The number of beds does not have to be reduced to meet the 9-meter limitation measured from a prescribed window. Therefore, the total number of beds will remain at 141.</p> <p>Noted, the entire RCHE will be provided with both adequate natural ventilation and mechanical ventilation system to fulfil all relevant guidelines and regulations.</p>
<p><u>Comments from Transport Department:</u> (Contact Person: Mr Simon LI Tel: 2399 2512)</p> <p><u>Specific comment</u></p> <p>1. Table 3.1 – The applicant shall tabulate the existing internal parking, loading and unloading facilities for the reference elderly homes at 8 Kung Lok Road and 88 Kung Lok Road for the ease of comparison. We maintain our view that the proposed provision of only 1 parking space for private cars (accessible) and 1 lay-by for share use by taxi, private car and ambulance, LGV and mini coach for the proposed elderly home with 141 beds is not sufficient;</p>	<p>The provision of internal transport facilities at the surveyed elderly homes obtained from site observation is presented in Table 1.</p>

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	TABLE 1 DETAILS OF surveyed ELDERLY HOMES																									
	<table border="1"> <thead> <tr> <th rowspan="2">Location of Elderly Home</th> <th rowspan="2">No. of Beds</th> <th colspan="2">No. of Space</th> </tr> <tr> <th>Parking</th> <th>Loading / Unloading</th> </tr> </thead> <tbody> <tr> <td>(A) 351 Prince Edward Road West, Kowloon City</td> <td>135</td> <td>0</td> <td>1</td> </tr> <tr> <td>(B) 8 Kung Lok Road, Kwun Tong</td> <td>266</td> <td>0</td> <td>1</td> </tr> <tr> <td>(C) 88 Kung Lok Road, Kwun Tong</td> <td>226</td> <td>3</td> <td>1</td> </tr> <tr> <td>Overall</td> <td><u>627</u></td> <td><u>3</u> (1 per 209 beds)</td> <td><u>3</u> (1 per 209 beds)</td> </tr> </tbody> </table>				Location of Elderly Home	No. of Beds	No. of Space		Parking	Loading / Unloading	(A) 351 Prince Edward Road West, Kowloon City	135	0	1	(B) 8 Kung Lok Road, Kwun Tong	266	0	1	(C) 88 Kung Lok Road, Kwun Tong	226	3	1	Overall	<u>627</u>	<u>3</u> (1 per 209 beds)	<u>3</u> (1 per 209 beds)
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	<p>Table 1 shows, on average, 1 parking space and 1 loading / unloading bay is provided for every 209 beds.</p> <p>Based on the above findings, the provision of 1 parking space (related to visitation) and 1 loading / unloading bay (related to pick-up / drop-off and goods delivery) for the Proposed Elderly Home with 141 beds, which is considered sufficient; it is some 48% more than the 3 surveyed elderly homes.</p>																									

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<p>2. Please state the exact date of the survey taken at the elderly homes being referenced to and supplement the relevant survey record e.g. photo records, to justify the reliability of your traffic generation survey; and</p>	<p>The dates of the survey taken at the elderly homes have been presented in Table 2 below.</p> <p align="center">TABLE 2 SURVEY DATES AT ELDERLY HOMES</p> <table border="1"> <thead> <tr> <th rowspan="2">Location of Elderly Home</th> <th colspan="3">Survey Date</th> </tr> <tr> <th>Weekday</th> <th>Saturday</th> <th>Sunday</th> </tr> </thead> <tbody> <tr> <td>(A) 351 Prince Edward Road West, Kowloon City</td> <td>21 Jun 2024 (Friday)</td> <td>22 Jun 2024</td> <td>3 Nov 2024</td> </tr> <tr> <td>(B) 8 Kung Lok Road, Kwun Tong</td> <td>1 Nov 2024 (Friday)</td> <td>2 Nov 2024</td> <td>3 Nov 2024</td> </tr> <tr> <td>(C) 88 Kung Lok Road, Kwun Tong</td> <td>1 Nov 2024 (Friday)</td> <td>2 Nov 2024</td> <td>3 Nov 2024</td> </tr> </tbody> </table> <p>Site photos taken during the traffic generation surveys are presented below:</p>	Location of Elderly Home	Survey Date			Weekday	Saturday	Sunday	(A) 351 Prince Edward Road West, Kowloon City	21 Jun 2024 (Friday)	22 Jun 2024	3 Nov 2024	(B) 8 Kung Lok Road, Kwun Tong	1 Nov 2024 (Friday)	2 Nov 2024	3 Nov 2024	(C) 88 Kung Lok Road, Kwun Tong	1 Nov 2024 (Friday)	2 Nov 2024	3 Nov 2024
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	<p data-bbox="1115 316 1760 347">(A) 351 Prince Edward Road West, Kowloon City</p>  <p data-bbox="1115 858 1570 890">(B) 8 Kung Lok Road, Kwun Tong</p> 

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3. The adequacy of the waiting space on refuge islands of staggered crossings in the vicinity of the proposed development shall be assessed.	<p>The performance of waiting area on the refuge island in-between signalised pedestrian crossings C1 and C2 has been assessed and illustrated in Table 3.</p> <p>TABLE 3 PERFORMANCE OF WAITING AREA ON REFUGE ISLAND</p> <table border="1"> <thead> <tr> <th rowspan="2">Scenario</th> <th colspan="2">Existing Condition</th> <th colspan="2">2031 without Proposed Elderly Home</th> <th colspan="2">2031 with Proposed Elderly Home</th> </tr> <tr> <th>AM Peak</th> <th>PM Peak</th> <th>AM Peak</th> <th>PM Peak</th> <th>AM Peak</th> <th>PM Peak</th> </tr> </thead> <tbody> <tr> <td>Two-way Peak Pedestrian Flows (ped/15-min) [a]</td> <td>78</td> <td>75</td> <td>84</td> <td>81</td> <td>91</td> <td>88</td> </tr> <tr> <td>Cycle Time (s) [b]</td> <td>120</td> <td>115</td> <td>120</td> <td>115</td> <td>120</td> <td>115</td> </tr> <tr> <td>No. of Signal Cycle per 15-minute interval [c] = 3600 ÷ [b] ÷ 4</td> <td>7.5</td> <td>7.8</td> <td>7.5</td> <td>7.8</td> <td>7.5</td> <td>7.8</td> </tr> <tr> <td>Average No. of Pedestrians at Waiting Area (ped/cycle) [d] = [a] ÷ [c]</td> <td>10.4</td> <td>9.6</td> <td>11.2</td> <td>10.4</td> <td>12.1</td> <td>11.3</td> </tr> <tr> <td>Area of Refuge Island (m²) [e] ⁽¹⁾</td> <td colspan="6">55.5</td> </tr> <tr> <td>Pedestrian Space (m²/ped) = [e] ÷ [d]</td> <td>5.3</td> <td>5.8</td> <td>5.0</td> <td>5.3</td> <td>4.6</td> <td>4.9</td> </tr> <tr> <td>LOS ⁽²⁾</td> <td>B</td> <td>A</td> <td>B</td> <td>B</td> <td>B</td> <td>B</td> </tr> </tbody> </table> <p>Note: ⁽¹⁾ To err on the high side, dead area of 0.5m on the back of footpath is excluded from calculation of the waiting area</p> <p>⁽²⁾ Description of level-of-service (LOS) extracted from Highway Capacity Manual (HCM) 2000:</p>	Scenario	Existing Condition		2031 without Proposed Elderly Home		2031 with Proposed Elderly Home		AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	Two-way Peak Pedestrian Flows (ped/15-min) [a]	78	75	84	81	91	88	Cycle Time (s) [b]	120	115	120	115	120	115	No. of Signal Cycle per 15-minute interval [c] = 3600 ÷ [b] ÷ 4	7.5	7.8	7.5	7.8	7.5	7.8	Average No. of Pedestrians at Waiting Area (ped/cycle) [d] = [a] ÷ [c]	10.4	9.6	11.2	10.4	12.1	11.3	Area of Refuge Island (m ²) [e] ⁽¹⁾	55.5						Pedestrian Space (m ² /ped) = [e] ÷ [d]	5.3	5.8	5.0	5.3	4.6	4.9	LOS ⁽²⁾	B	A	B	B	B	B
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<p><u>Comments from Environmental Protection Department:</u> (Contact Person: Ms PP HSU Tel: 2835 1151)</p> <p>Comments on Appendix 4 Replacement Pages of Noise Impact Assessment</p> <ol style="list-style-type: none"> Section 2.4.1 - Please stated the TD’s endorsement on the traffic forecast data has been included in the Appendix 2.1 in the main text. Section 2.5.2 - Please include the no. of units and the compliance rate in the main text. 	<p>Noted. Section 2.4.1 has been revised (Appendix II refers).</p> <p>Noted. Section 2.5.2 and Appendix 2.2 have been revised (Appendix II refers). The total number of units in the proposed development is 26. Below is a table displaying the calculation method used to determine the total number of units for the proposed development.</p>														

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	Floor	No. of units
	G/F	1
	1/F	4
	2/F, 4/F, 6/F & 7/F	12 (3 units x 4 floors)
	3/F & 5/F	8 (4 units x 2 floors)
	9/F	1
	Total no. of units	26
	3. Section 3.3.1 - Referring to the previous comment, those rooftop chillers at EFCC Grace Church, Sheng Kung Hui Holy Trinity Church Centenary Bradbury Centre, Evangel Hospital and Holy Trinity Bradbury Centre Sheng Kung Hui were identified as fixed noise sources. Please demonstrate there is no direct line of sight, or they should be included in the quantitative fixed noise impact assessment.	<p>The sightline analysis can be found in Attachment A of this RtoC. The height of the representative NSRs is around 34.3mPD.</p> <p>For EFCC Grace Church (28.3mPD), view towards the rooftop chillers is fully blocked by the structure of the Proposed Development itself (36.2mPD).</p> <p>For Sheng Kung Hui Holy Trinity Church Centenary Bradbury Centre (35.8mPD), view towards the rooftop chillers is fully blocked by Lorna Villa (42.8mPD) and Palace Garden Block A and Block C (42.7mPD).</p> <p>For Evangel Hospital (26.9mPD), view towards the rooftop chillers is fully blocked by York Mansion (43.4mPD) and Blue Haven (43.5mPD).</p> <p>For Holy Trinity Bradbury Centre Sheng Kung Hui (19.1mPD), view towards the rooftop chillers is fully blocked by Chi Mei Lau (29.6mPD), St. Luke’s Garden (32.2mPD) and Palace Garden Block B (42.7mPD).</p> <p>Since views towards all the above fixed noise sources are fully blocked by surrounding buildings or the Proposed Development, there is no direct line of</p>

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<p>4. Appendix 3.1 - As the SWP in the inventory of fixed noise sources are updated, the consultant should provide an updated prediction of fixed noise source impact on the representative NSRs.</p>	<p>sight to the planned NSRs. Hence, these have been excluded from the quantitative fixed noise impact assessment.</p> <p>Appendix 3.1 has been revised (Appendix II refers).</p>
<p>5. Appendix 3.2 - Referring to the previous comments, please review the Z coordinate of the source location in the table and review the screening correction of F36-42 and F49-67 for all representative NSRs. However, Appendix 3.2 is not provided.</p>	<p>Appendix 3.2 has been provided (Appendix II refers).</p>
<p>6. Section 3.6.2 - Referring to the previous comment, please include the assessment for planned fixed noise source at the proposed development.</p>	<p>There will be no planned fixed noise sources at the development as split-type air conditioning will be adopted for the Proposed Development.</p>
<p>7. Noise Model - Referring to the previous, please seek the latest information from the relevant Authority to demonstrate the validity of the extent of the low noise road surfacing materials on the road sections marked below in the noise assessment model and provide the updated noise model.</p>	<p>The Highway Department’s confirmation regarding no low-noise road surfacing materials applied at Lomond Road and Junction Road has been included in Appendix 2.1. Overall, no low-noise road surfacing materials has been considered for any road sections in the noise model.</p>

Consolidated by: **KTA Planning Limited**

Date: **27 January 2025**

List of Appendices

Appendix I Updated Schematic Architectural Drawings

Appendix II Replacement Pages of Noise Impact Assessment

From: ming_kei_lee@hkfsd.gov.hk <ming_kei_lee@hkfsd.gov.hk> **On Behalf Of**
sdo_np@hkfsd.gov.hk
Sent: Friday, January 24, 2025 10:36 AM
To: Zhu Chong De <czhu@spencerobinson.com>
Cc: do_np_1@hkfsd.gov.hk; ado_np_11@hkfsd.gov.hk; sso_np_25@hkfsd.gov.hk
Subject: Fw: Fire Safety Enquires for Proposed Social Welfare Facility (Residential Care Home for Elderly) at 349 Prince Edward Road West, Kowloon

Dear Chongde Zhu,

I refer to your preceding email.

Based on your submitted information, there is no additional Fire Service Installations required for your proposed ancillary facilities (physiotherapy room and common area) and flat roof on the 8th floor of the subject building. Detailed Fire Services requirements will be formulated upon receipt of formal submission of general building plans.

Should you have any enquiries, please contact Mr. LO Hin-fan at 3971 4625 or his supervisor, Mr. CHAN King-keung at 3971 4612.

Best Regards,

LEE Ming-kei
Senior Divisional Officer
New Projects Division
Fire Safety Command
Hong Kong Fire Services Department
Office : 3971 4600
Fax : 2722 6234

**Fire Safety Enquires for Proposed Social Welfare Facility (Residential Care Home for Elderly)
at 349 Prince Edward Road West, Kowloon**

19/12/2024 10:22

From: Zhu Chong De <czhu@spencerobinson.com>
To: "hkfsdeng@hkfsd.gov.hk" <hkfsdeng@hkfsd.gov.hk>
Cc: Kwok Cheung Yuen <kcyuen@spencerobinson.com>, Chi Mai Dao <cmdao@spencerobinson.com>, "Kwong, Jason" <Jason.Kwong@colliers.com>, "Leung, Ocean" <Ocean.Leung@colliers.com>, Ava Lo <ava@camarvonplaza.com.hk>, "adrain@camarvonplaza.com.hk" <adrain@camarvonplaza.com.hk>, Wilson Man <wilsonman@ktaiplanning.com>, Katie Yu <KYU@ramboll.com>, Vicky Shek <VYTSHEK@ramboll.com>, 'CKM Asia' <mail@ckmasia.com.hk>

[attachment "FSD_Fire Safety Enquires on Proposed Social Welfare Facility_SRL.pdf" deleted by ming_kei LEE/FSD/HKSARG]

Dear Sir / Madam,

We are Spence Robinson Limited, currently undertaking an architectural design project for a Proposed Social Welfare Facility (Residential Care Home for the Elderly) (RCHE) located at 349 Prince Edward Road West, Kowloon City. As the project progresses to the planning application stage, we have received comments from the Social Welfare Department (SWD) and are advised to seek guidance from the Fire Services Department regarding additional fire safety requirements for the ancillary facilities (physiotherapy room and common area) and flat roof on the 8th floor, which will be accessed by elderly residents of the proposed RCHE.

We kindly request your assistance in providing advice concerning the queries raised above.

Enclosed with this letter, please find a copy of the schematic architectural drawings and the comments from the SWD, along with our proposed response for your review.

Should you need any clarification, please contact our Mr. Kwok Cheung YUEN or Chongde Zhu at 2544 7007.

Regards,
Chongde Zhu

Architectural Assistant | czhu@spencerobinson.com

SRL | Units 2207-11, 22nd Floor, Tins Enterprises Centre, 777 Lai Chi Kok Road
Kowloon, Hong Kong | Tel: (852)2544 7007 | Fax: (852)2543 9975

Enquiry email: spenrobi@netvigator.com | Website: www.spencerobinson.com



Spence Robinson Limited

Architects · Project Managers · Interior Designers

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Appendix I

Updated Schematic Architectural Drawings

- LEGEND:**
- SITE BOUNDARY
 - WARD
 - ANCILLARY AREA
 - COMMON / CIRCULATION SPACE
 - PLANT ROOM/ STAIRCASE TO U/G PLANT ROOM
 - FOOTPATH
 - LANDSCAPE
 - EMERGENCY VEHICULAR ACCESS
 - UNEXCAVATED GROUND

BD REF. NO.:		
FSD REF. NO.:		
REVISIONS AND SUBMISSIONS:		
NO.	DATE	CHECKED:

- NOTES:**
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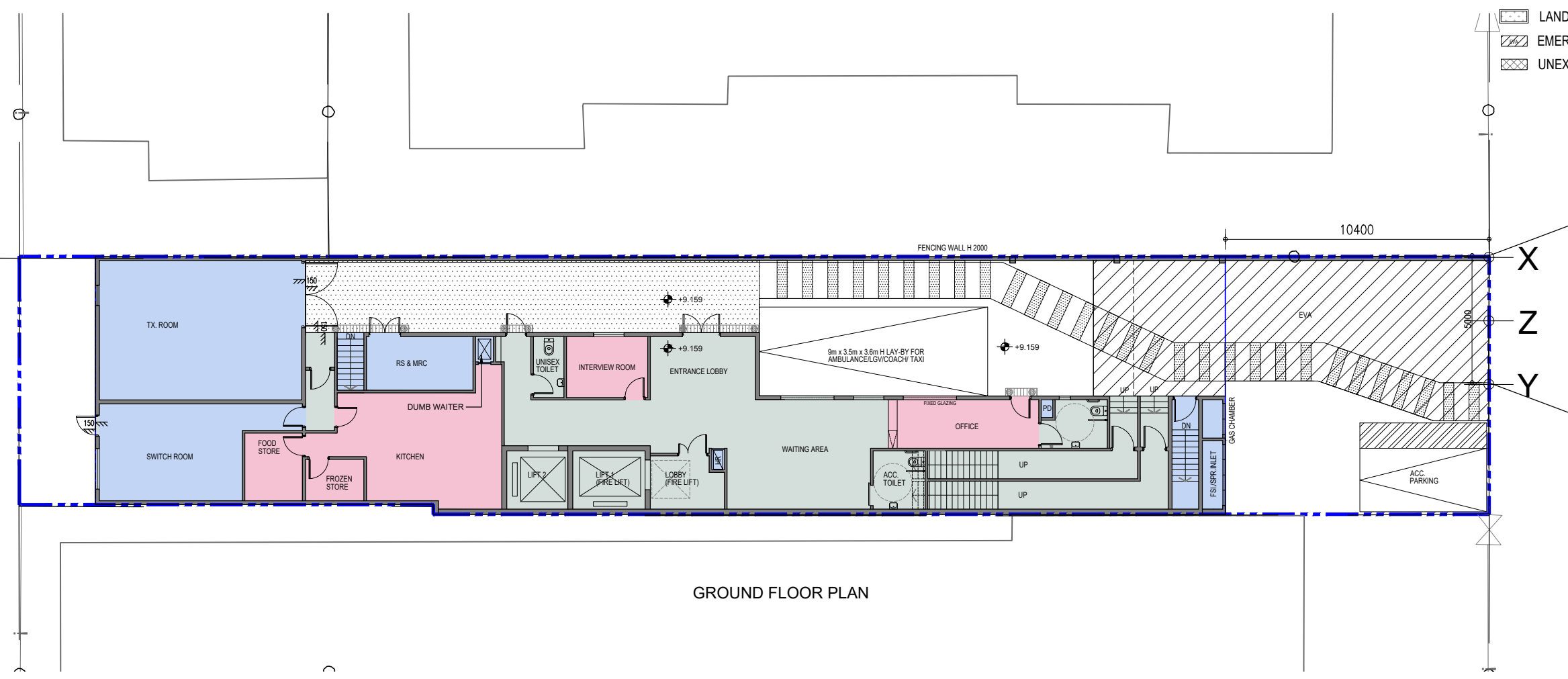
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349 PRINCE EDWARD ROAD WEST

DRAWING TITLE:

GROUND FLOOR PLAN &
BASEMENT FLOOR PLAN

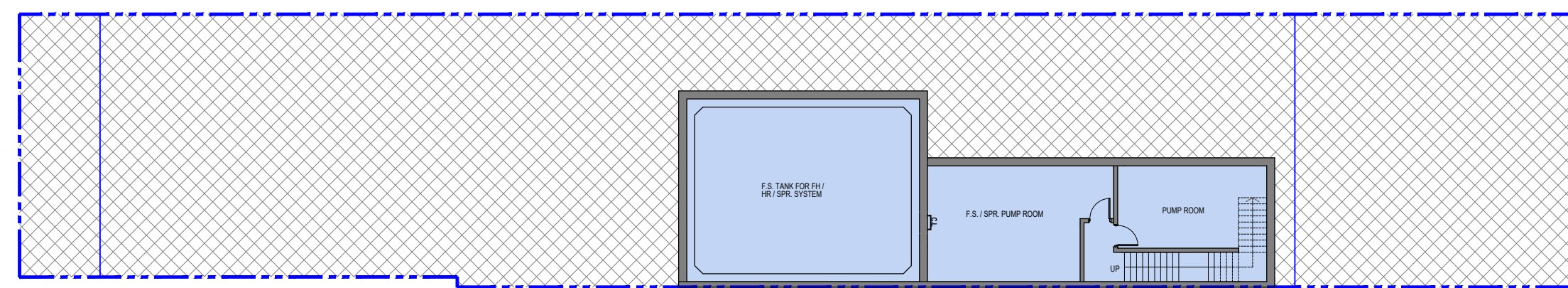
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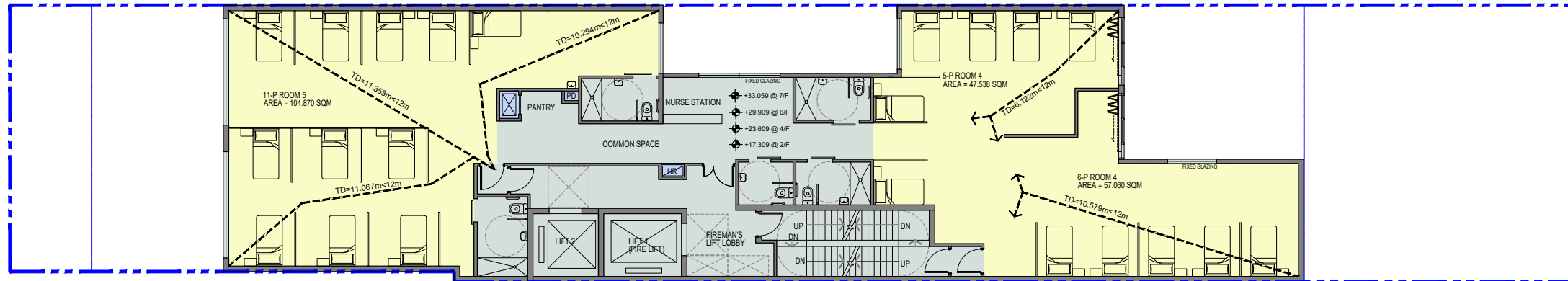
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G/F LAYOUT 1:200

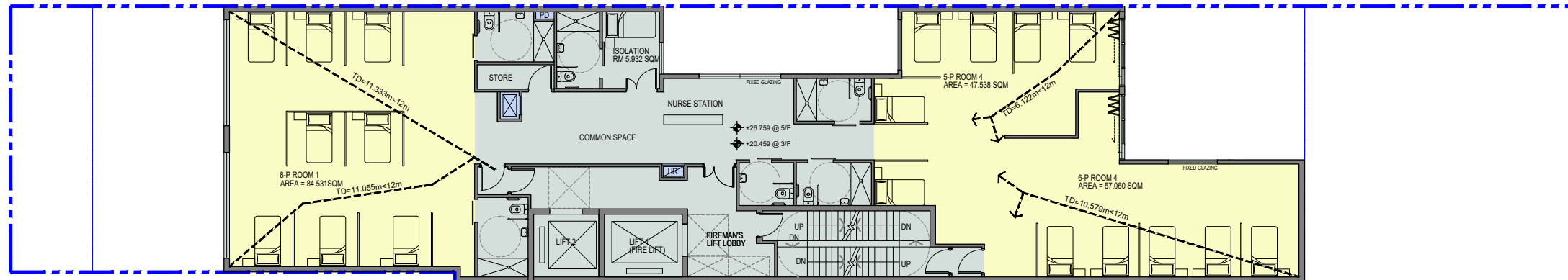


B/S LAYOUT 1:200

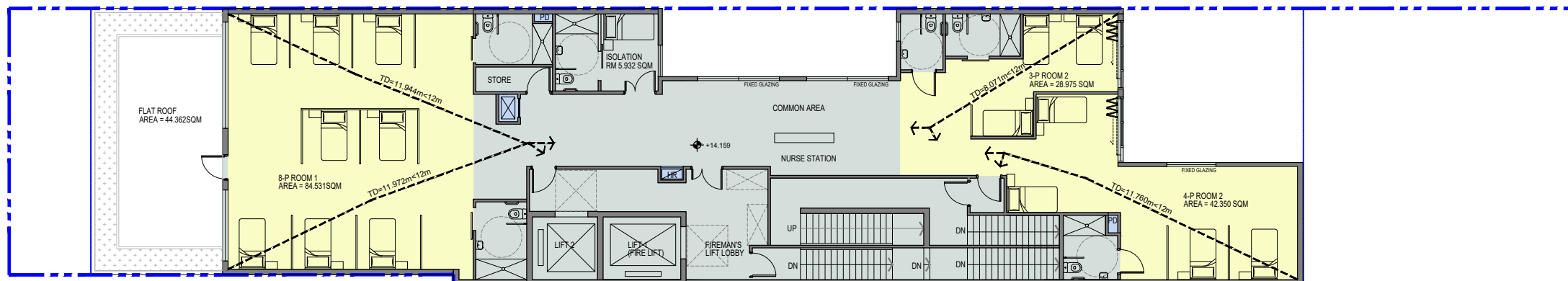




2/F, 4/F, 6/F, 7/F LAYOUT 1:200



3/F, 5/F LAYOUT 1:200



1/F LAYOUT 1:200

- LEGEND:**
- SITE BOUNDARY
 - WARD
 - ANCILLARY AREA
 - COMMON / CIRCULATION SPACE
 - PLANT ROOM/ STAIRCASE TO U/G PLANT ROOM
 - FOOTPATH
 - LANDSCAPE
 - EMERGENCY VEHICULAR ACCESS
 - UNEXCAVATED GROUND

**NOS. OF BED
(9.5m²/ppl)**

G/F	0
1/F	15
2/F	22
3/F	19
4/F	22
5/F	19
6/F	22
7/F	22
TOTAL	141

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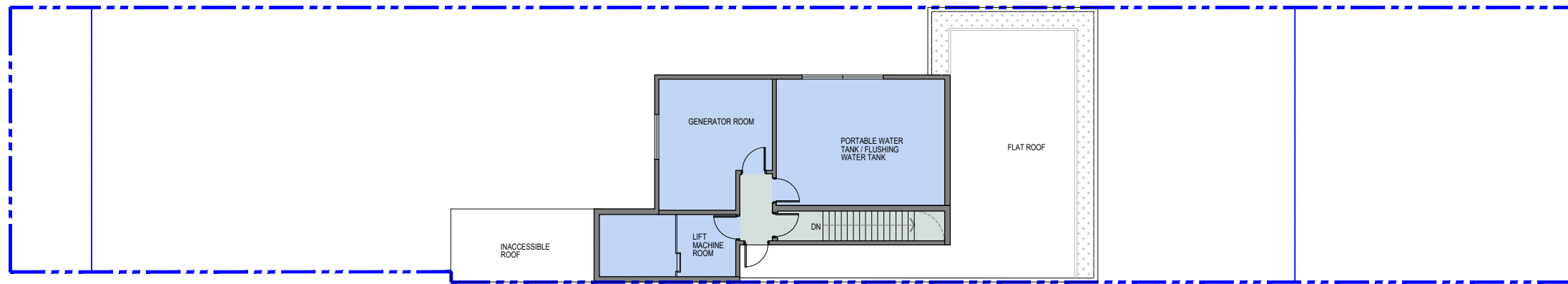
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TYPICAL FLOOR PLAN (2/F,4/F,6/F & 7/F)**

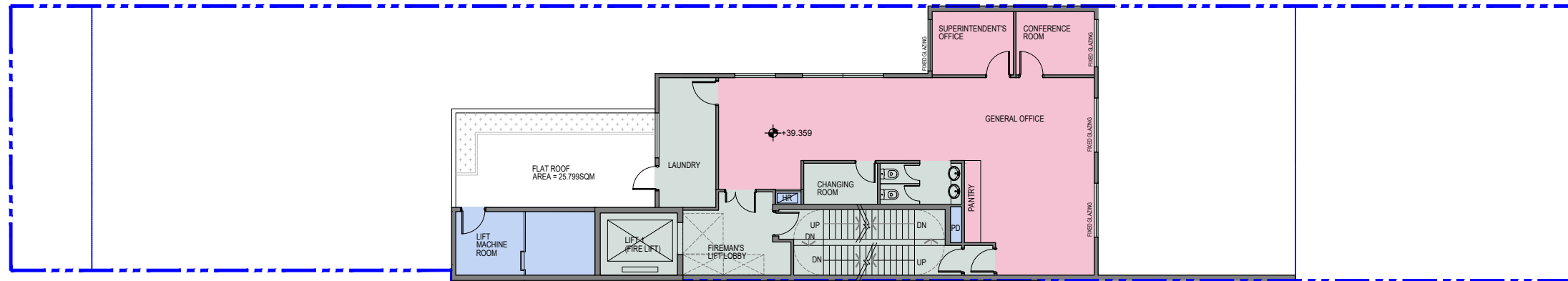
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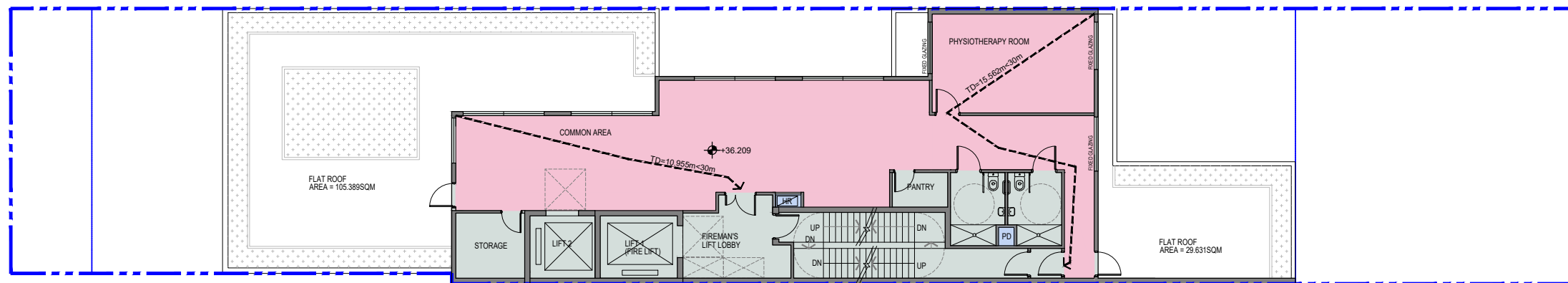




ROOF LAYOUT 1:200



9/F LAYOUT 1:200



8/F LAYOUT 1:200

- LEGEND:
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349 PRINCE EDWARD ROAD WEST

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ROOF FLOOR PLAN

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**Proposed Social Welfare Facility (Residential Care Home for the Elderly) in “Residential (Group B)” Zone,
at 349 Prince Edward Road West, Kowloon**

(Planning Application No. A/K10/276)

Appendix II

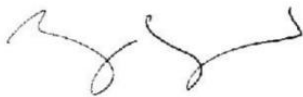
Replacement Pages of Noise Impact Assessment

Date 15 January 2025

Prepared by Vicky Shek
Environmental Consultant

Signed 

Approved by Katie Yu
Senior Manager

Signed 

Project Reference WSLPE349EI00

Document No. R9501_v3.0.docx

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Appendix 1.1	Detailed Layout of the Proposed Development
Appendix 2.1	Traffic Forecast
Appendix 2.2	Traffic Noise Impact Assessment Results (Unmitigated Scenario)
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Appendix 2.4	Estimation of Maximum Allowed Sound Attenuation of Baffle Type Acoustic Window
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Appendix 3.1	Inventory of Potential Fixed Noise Sources
Appendix 3.2	Fixed Noise Impact Assessment Results

Development is recommended to be 70 dB(A) for dwellings and office uses and 55 dB(A) for isolation room. The assessment is based on the prediction of the maximum L_{10} (1 hr) traffic noise level at NSRs of the Proposed Development due to the projected traffic on the adjacent road network for year 2042, which is considered as the maximum traffic projections within 15 years upon occupation of the Proposed Development in 2027. Traffic data was predicted by the project traffic consultant. Details of information on peak hour traffic volume and percentage of heavy vehicle of the road network within the 300m assessment area, provided by the project traffic consultant and representing the worst-case scenario of projected traffic flows, along with the Transport Department's endorsement of the traffic forecast data, are presented in Appendix 2.1. The projected peak hour traffic flow volume and percentage of heavy vehicles during the AM peak hour were used for the noise assessment, as they are generally higher than those in the afternoon. The Highway Department's confirmation regarding no low-noise road surfacing materials applied at Lomond Road and Junction Road is also included in Appendix 2.1. Overall, no low-noise road surfacing materials are considered for any road sections in the noise model.

- 2.4.2 The UK Department of Transport's procedures - "Calculation of Road Traffic Noise" (CRTN) has been used in the prediction of the road traffic noise at the representative NSRs of the Proposed Development within the Application Site. The existing topographic details, such as the existing houses and structures near the Application Site, have been considered in the assessment.
- 2.4.3 The noise prediction has been carried out using the *Road Noise Module 2.7.2 of Noise Map Enterprise Edition* software, which is a computerised model developed on the basis of the U.K. Department of Transport's CRTN procedures, and is acceptable to the EPD.

2.5 Prediction and Evaluation of Noise Impacts

- 2.5.1 An assessment on the road traffic noise level at the NSRs based on the above traffic flow data has been conducted. Noise mitigation measure which has already been incorporated in the design of the layout, and considered in the unmitigated scenario include the setback of RCHE block from the site boundary. The Proposed Development is also partially shielded by other surrounding existing buildings in the area.
- 2.5.2 A summary of the predicted road traffic noise levels at the representative NSRs is provided in Table 2.2. The predicted road traffic noise levels at some NSRs would exceed the relevant noise criteria of 70 dB(A) by up to 6 dB(A). The number of units counted with noise exceedance is 14 out of 26; hence, the compliance rate for predicted road traffic noise levels at the representative NSRs during the Year 2042 AM Peak Hour in the unmitigated scenario is 46.2%. The detailed unmitigated results are provided in Appendix 2.2.

Table 2.2 Summary of Predicted Unmitigated Road Traffic Noise Levels at Representative NSRs (AM peak)

NSR	Predicted Road Traffic Noise Level, L_{10} (1-hour), dB(A) (Unmitigated)
	AM
RG01	70
R101	76
R102	75
R103	49
R104	59



Legend:



Site Boundary



Representative NSRs for TNIA

Figure: 2.2b

Title: Representative NSRs for Traffic Noise Impact Assessment (1/F)

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Figure: 2.3a

Title: Proposed Noise Mitigation Measures for Traffic Noise Impact Assessment (1/F)

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Legend:

- Site Boundary
- Representative NSRs for TNIA
- Acoustic Window (Baffle Type)

Figure: 2.3b

Title: Proposed Noise Mitigation Measures for Traffic Noise Impact Assessment (Typical Floors - 2/F to 7/F)

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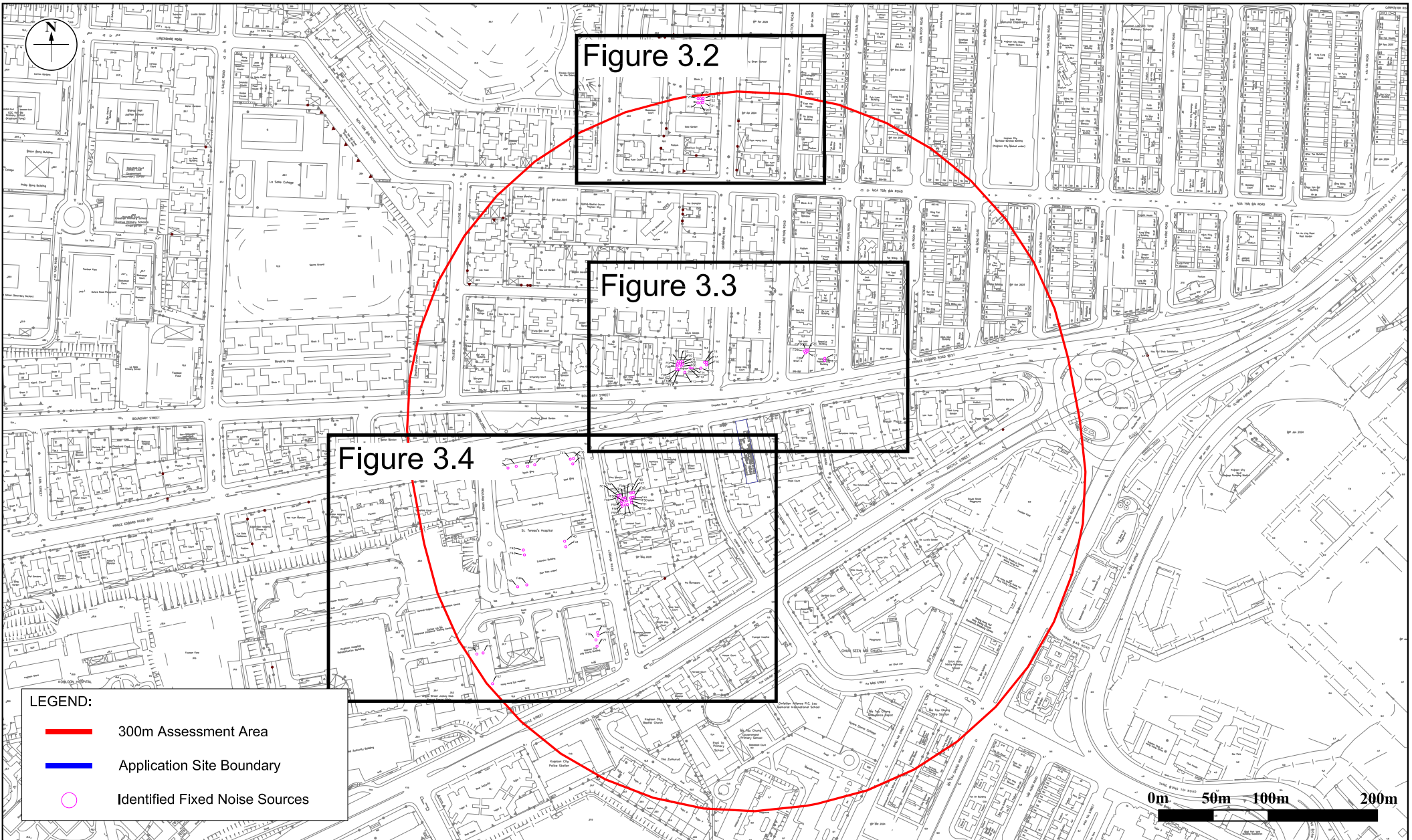


Figure: 3.1

Title: Location of Fixed Noise Sources (Sheet 1 of 4)

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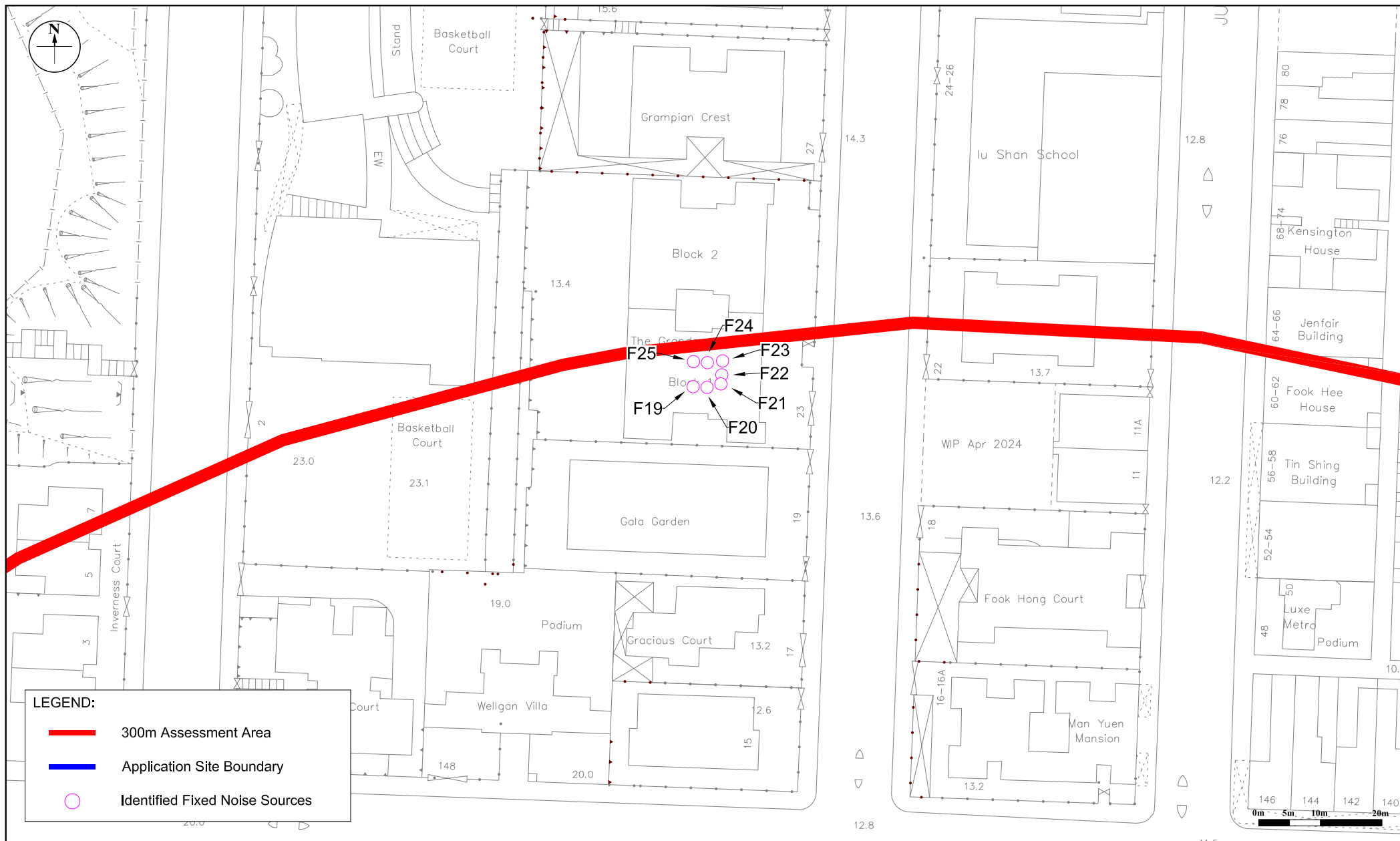


Figure: 3.2

Title: Location of Fixed Noise Sources (Sheet 2 of 4)

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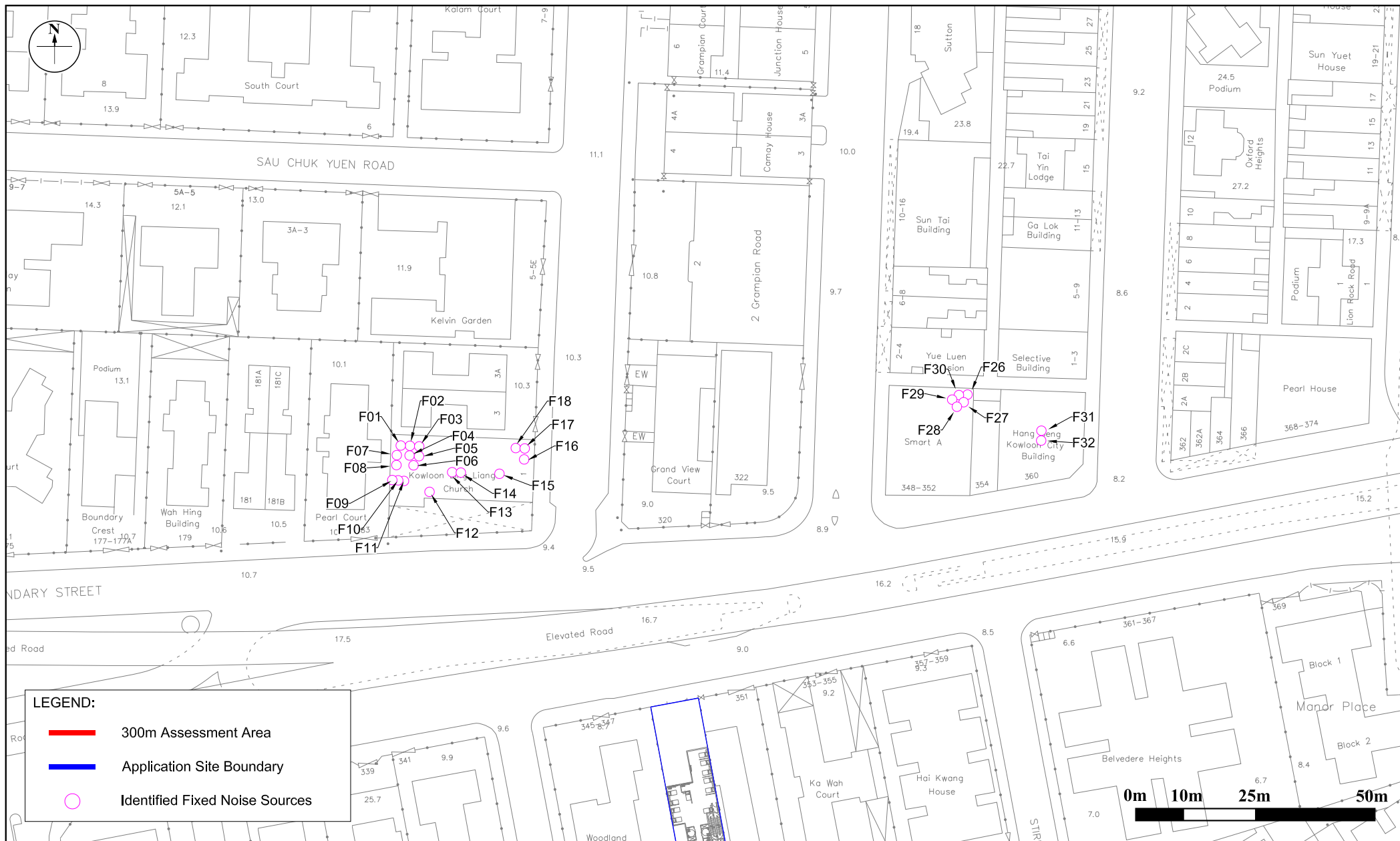


Figure: 3.3

Title: Location of Fixed Noise Sources (Sheet 3 of 4)

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Figure: 3.4

Title: Location of Fixed Noise Sources (Sheet 4 of 4)

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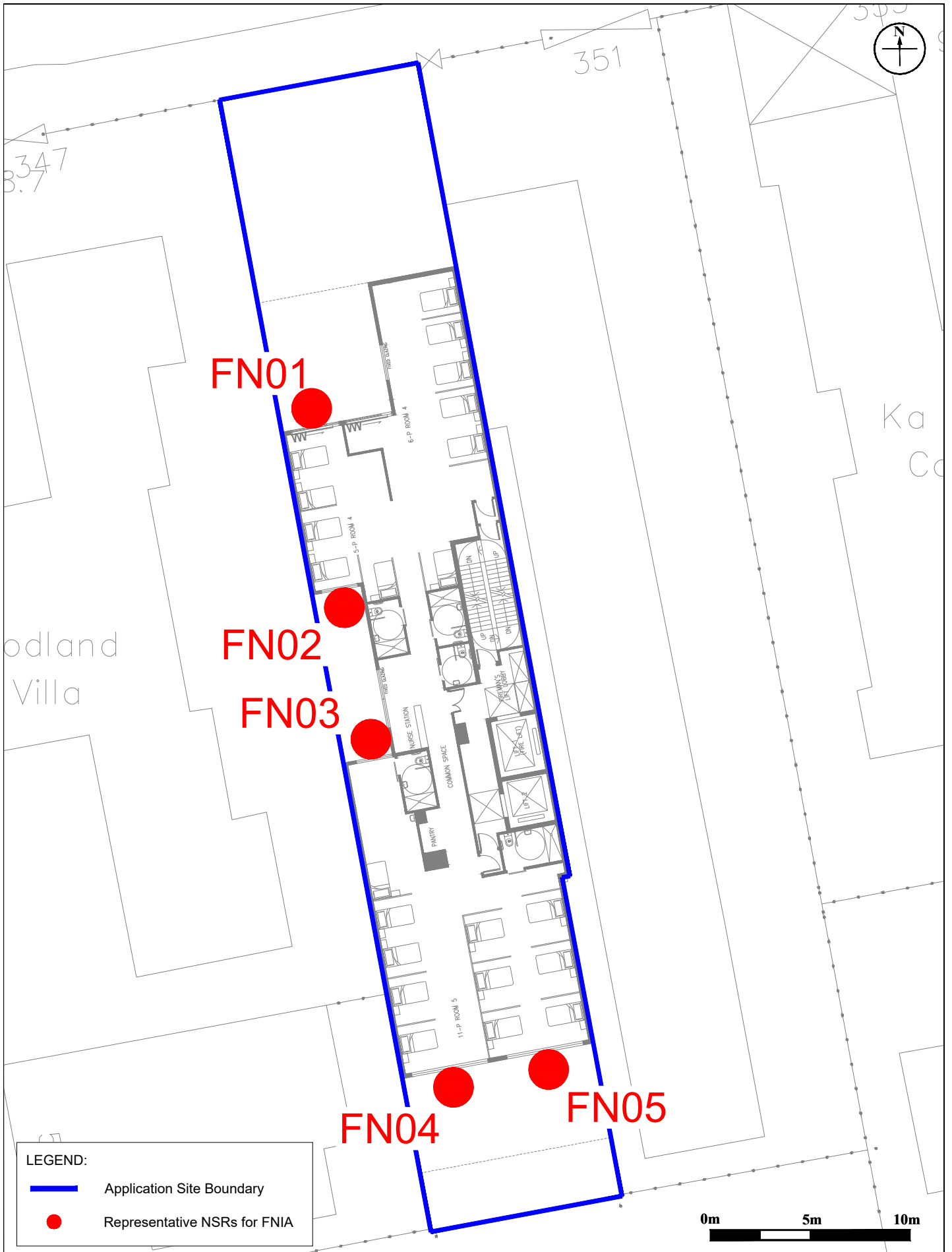


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Title: Location of Representative Noise Sensitive Receivers for Fixed Noise Impact Assessment

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Appendix 1.1
Detailed Layout of the Proposed Development

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- SITE BOUNDARY
 - WARD
 - ANCILLARY AREA
 - COMMON / CIRCULATION SPACE
 - PLANT ROOM/ STAIRCASE TO U/G PLANT ROOM
 - FOOTPATH
 - LANDSCAPE
 - EMERGENCY VEHICULAR ACCESS
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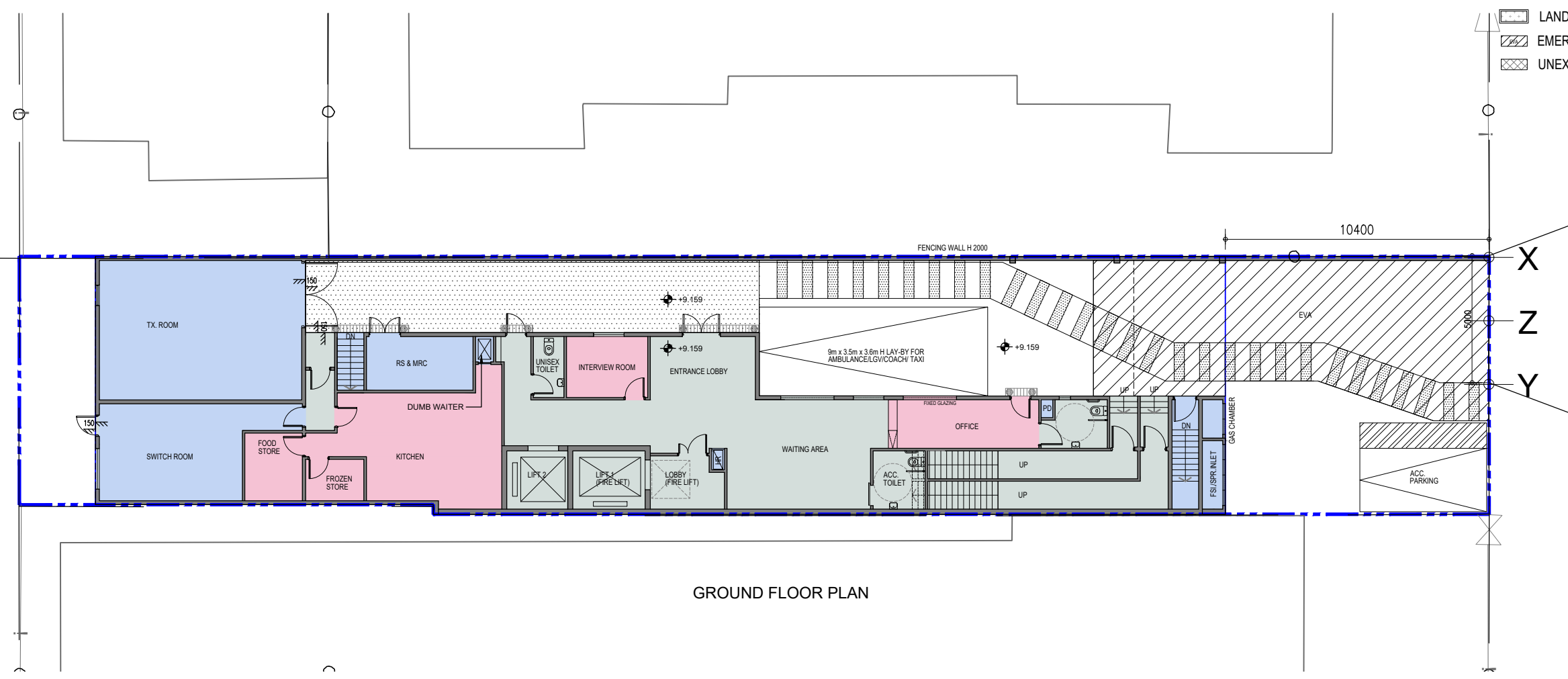
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PROJECT:
 PURPOSE BUILT C&A HOME DEVELOPMENT AT
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DRAWING TITLE:
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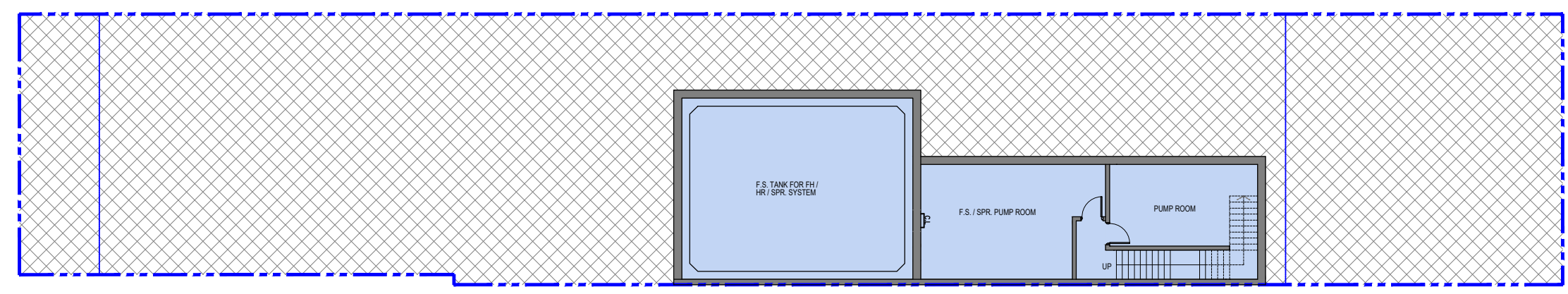
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GROUND FLOOR PLAN

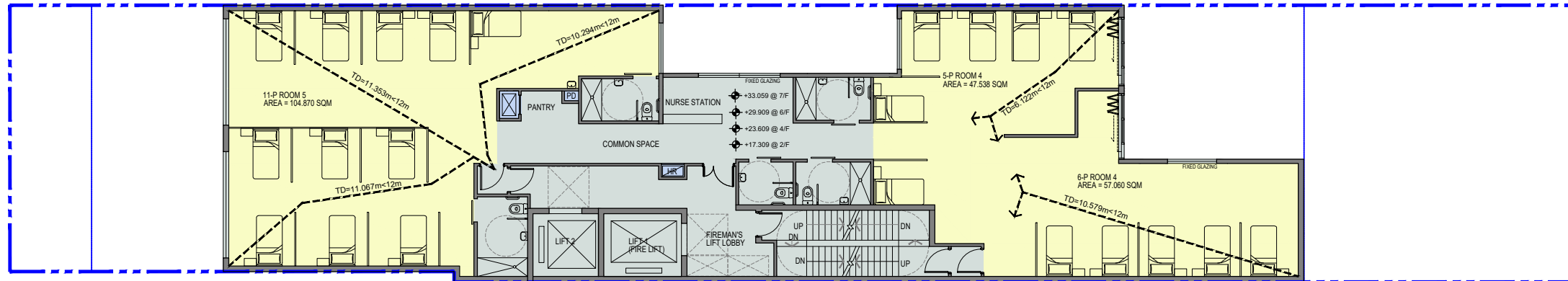
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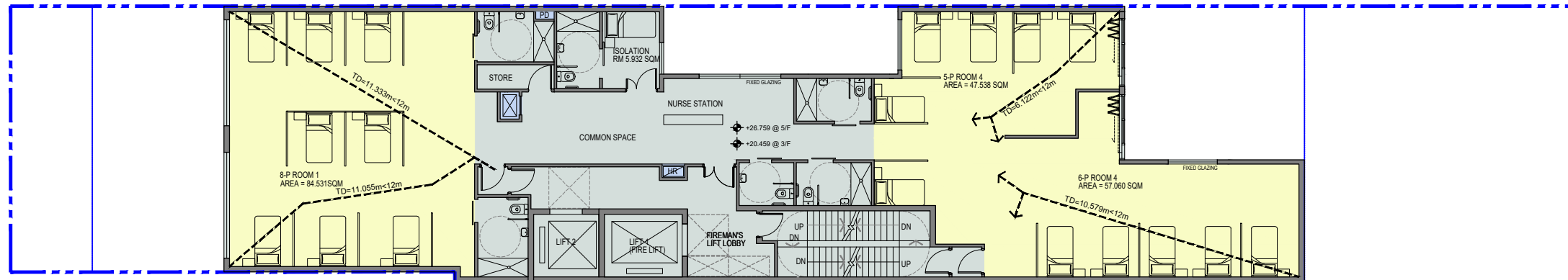
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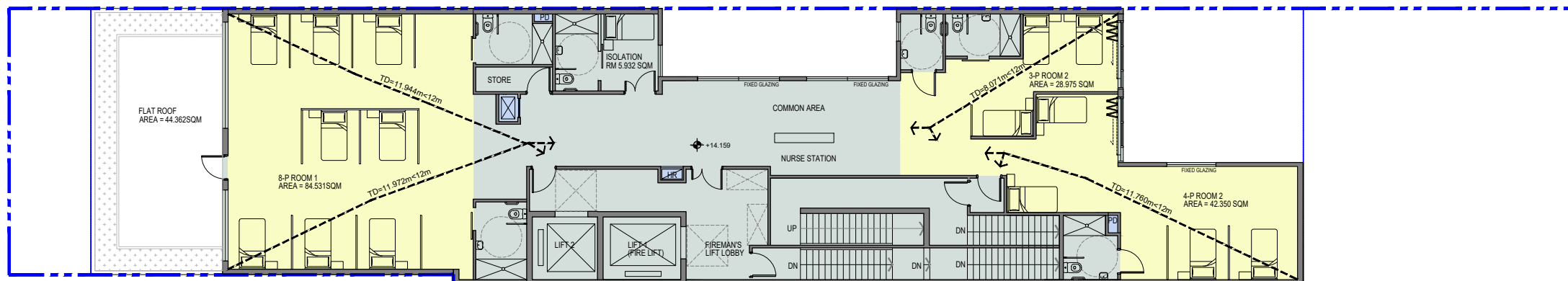
PRINCE EDWARD ROAD WEST



2/F, 4/F, 6/F, 7/F LAYOUT 1:200



3/F, 5/F LAYOUT 1:200



1/F LAYOUT 1:200

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3/F	19
4/F	22
5/F	19
6/F	22
7/F	22
TOTAL	141

ANCILLARY AREA

Floor Level	Area (m ²)
G/F	59.183
1/F	0
2/F	0
3/F	0
4/F	0
5/F	0
6/F	0
7/F	0
8/F	108.709
9/F	79.448
TOTAL	247.338

BD REF. NO.:
FSD REF. NO.:

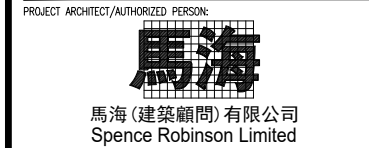
REVISIONS AND SUBMISSIONS:

NO.	DATE	DETAILS	CHECKED:

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 5. DIMENSIONS BASED ON ON SITE MEASUREMENTS.
 6. FINAL MATERIALS & FINISHES OF WALL,FLOOR,CEILING,WALL FIXTURE ETC. SHOULD BE REFER TO FINISHES AND MATERIALS SCHEDULE UNDER THE SPECIFICATION PROVIDED.

CLIENT/EMPLOYER:

PROJECT ARCHITECT/AUTHORIZED PERSON:



PROJECT STRUCTURAL ENGINEER/
PROJECT GEO-TECHNICAL ENGINEER:

張耀新建築工程師有限公司
Wilson & Associates Ltd

PROJECT E/M ENGINEER:

PROJECT LANDSCAPE CONSULTANT:

PROJECT QUANTITY SURVEYOR:

PROJECT:

PURPOSE BUILT C&A HOME DEVELOPMENT AT 349 PRINCE EDWARD ROAD WEST

DRAWING TITLE:

FIRST FLOOR PLAN & TYPICAL FLOOR PLAN (3/F, 5/F) & TYPICAL FLOOR PLAN (2/F, 4/F, 6/F & 7/F)

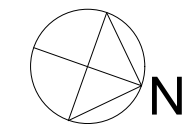
DRAWN BY: CZ DATE: DEC-2024

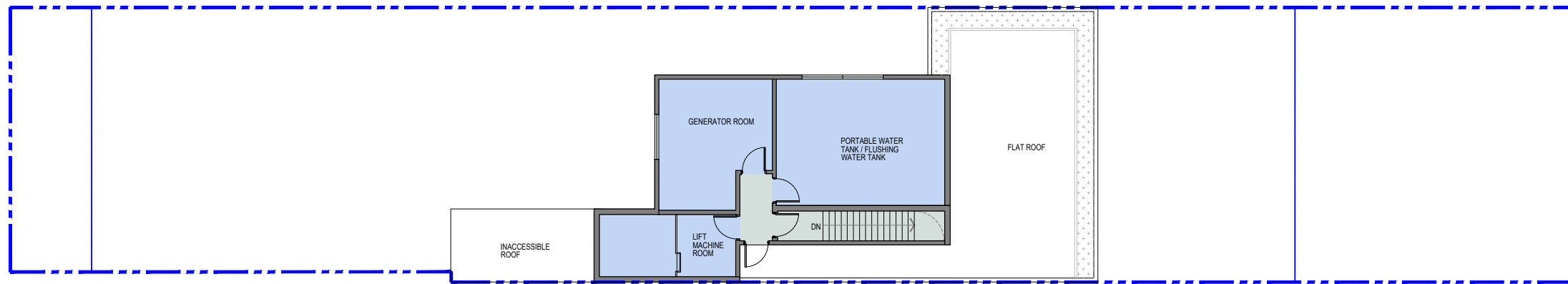
CHECKED BY: CMD APPROVED BY: KCY

SCALE: 1:200 PAPER SIZE: A3

PROJECT: PE 6170 DRAWING: GP-01 REVISION: V14

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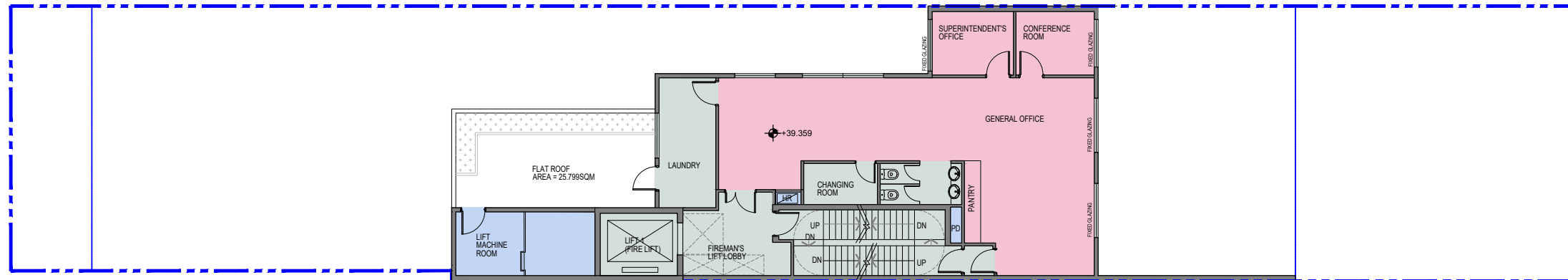


ROOF LAYOUT 1:200

- LEGEND:
- SITE BOUNDARY
 - WARD
 - ANCILLARY AREA
 - COMMON / CIRCULATION SPACE
 - PLANT ROOM / STAIRCASE TO U/G PLANT ROOM
 - FOOTPATH
 - LANDSCAPE
 - EMERGENCY VEHICULAR ACCESS
 - UNEXCAVATED GROUND

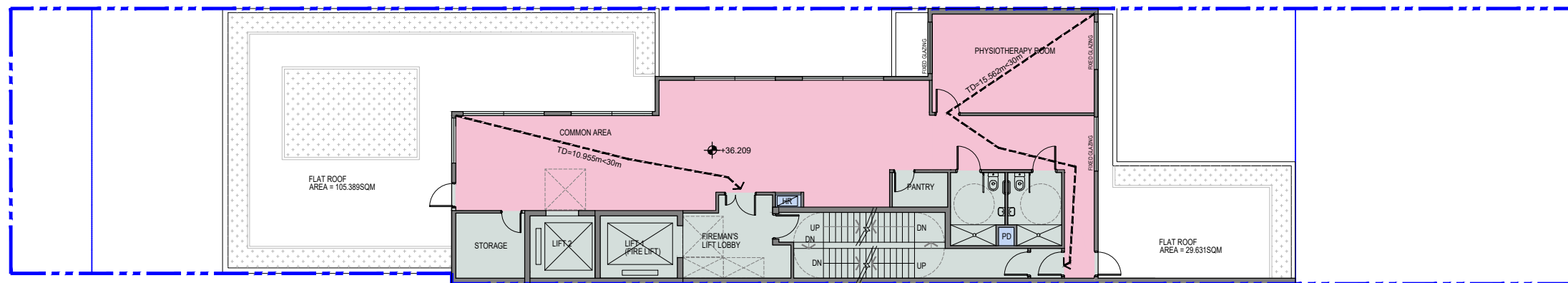
NOS. OF BED
(9.5m²/ppl)

G/F	0
1/F	15
2/F	22
3/F	19
4/F	22
5/F	19
6/F	22
7/F	22
TOTAL	141



9/F LAYOUT 1:200

ANCILLARY AREA	
Floor Level	Area (m ²)
G/F	59.183
1/F	0
2/F	0
3/F	0
4/F	0
5/F	0
6/F	0
7/F	0
8/F	108.709
9/F	79.448
TOTAL	247.338



8/F LAYOUT 1:200

BD REF. NO.:
FSD REF. NO.:

REVISIONS AND SUBMISSIONS:			
NO.	DATE	DETAILS	CHECKED:

- NOTES:
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CLIENT/EMPLOYER:

PROJECT ARCHITECT/AUTHORIZED PERSON:
馬海
馬海(建築顧問)有限公司
Spence Robinson Limited

PROJECT STRUCTURAL ENGINEER/
PROJECT GEO-TECHNICAL ENGINEER:

張耀新建築工程師有限公司
Wilson & Associates Ltd

PROJECT E/M ENGINEER:

PROJECT LANDSCAPE CONSULTANT:

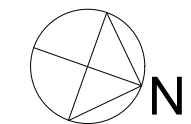
PROJECT QUANTITY SURVEYOR:

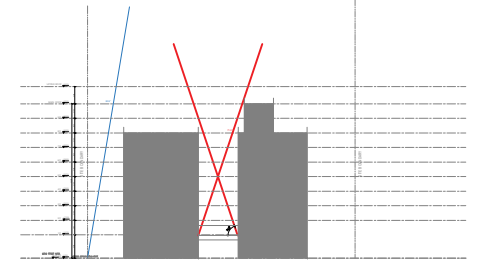
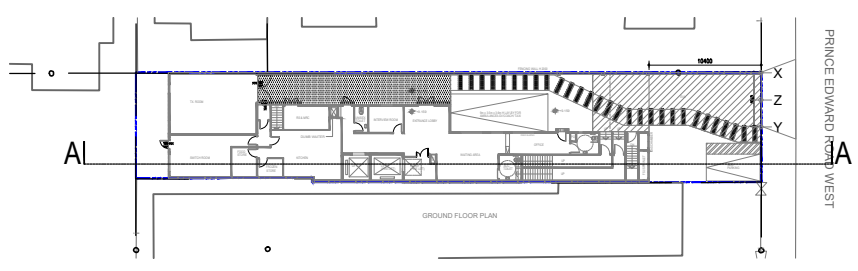
PROJECT:
PURPOSE BUILT C&A HOME DEVELOPMENT AT
349 PRINCE EDWARD ROAD WEST

DRAWING TITLE:
8/F & 9/F FLOOR PLAN &
ROOF FLOOR PLAN

DRAWN BY: CZ	DATE: DEC-2024	
CHECKED BY: CMD	APPROVED BY: KCY	
SCALE: 1:200	PAPER SIZE: A3	
PROJECT: PE 6170	DRAWING: GP-02	REVISION: V14

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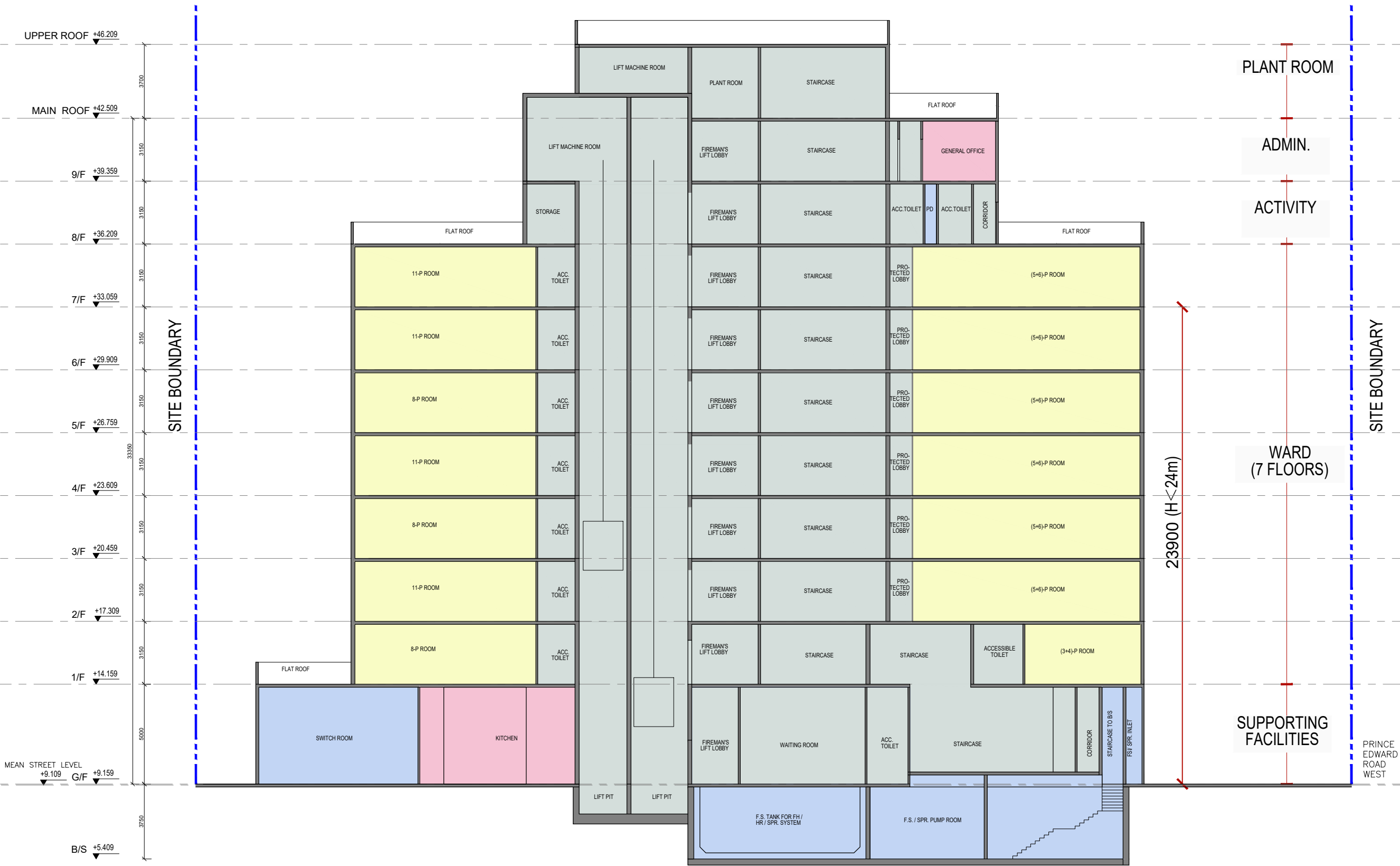
- LEGEND:**
- SITE BOUNDARY
 - WARD
 - ANCILLARY AREA
 - COMMON / CIRCULATION SPACE
 - PLANT ROOM/ STAIRCASE TO U/G PLANT ROOM
 - FOOTPATH
 - LANDSCAPE
 - EMERGENCY VEHICULAR ACCESS
 - UNEXCAVATED GROUND

BD REF. NO.:
FSD REF. NO.:

REVISIONS AND SUBMISSIONS:

NO.	DATE	DETAILS	CHECKED:

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SECTION A-A 1:200

CLIENT/EMPLOYER:

PROJECT ARCHITECT/AUTHORIZED PERSON:
馬海
馬海 (建築顧問) 有限公司
Spence Robinson Limited

PROJECT STRUCTURAL ENGINEER/
PROJECT GEO-TECHNICAL ENGINEER:
張耀新建築工程師有限公司
Wilson & Associates Ltd

PROJECT E/M ENGINEER:

PROJECT LANDSCAPE CONSULTANT:

PROJECT QUANTITY SURVEYOR:

PROJECT:
PURPOSE BUILT C&A HOME DEVELOPMENT AT
349 PRINCE EDWARD ROAD WEST

DRAWING TITLE:
SECTION

DRAWN BY: CZ	DATE: DEC-2024
CHECKED BY: CMD	APPROVED BY: KCY
SCALE: 1:200	PAPER SIZE: A3
PROJECT: PE 6170	DRAWING: GP-03
	REVISION: V14

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Appendix 2.1
Traffic Forecast

By Fax
2528 6343



運輸署

Transport Department

本署檔案 Our Ref. : (KRKZ8) in TD KR146/193/P-43
來函檔號 Your Ref. : J7350/3
電話 Tel. : 2399 2512
圖文傳真 Fax : 2397 8046
電郵 Email :

27 September 2024

CKM Asia Limited
21st Floor, Methodist House
36 Hennessy Road, Wan Chai
Hong Kong
(Attn. Mr. CHIN Kim Meng)

Dear Sir/Madam,

**Proposed Residential Care Home for the Elderly
at 349 Prince Edward Road West, Kowloon City
Traffic Forecast for Traffic Noise Impact Assessment**

I refer to your captioned submission dated 10.9.2024.

I have no comment on the methodology of the traffic forecast from traffic engineering point of view provided that the traffic volume estimated in the forecast will only be used for conducting Noise Impact Assessment.

Yours faithfully,

(LI Hon-yeung, Simon)
for Commissioner for Transport

市區(九龍)及新界分區辦事處
Urban (Kln.) & NT Regional Office
九龍聯運街三十號旺角政府合署七樓及八樓
7th & 8th Floors, Mong Kok Government Offices, 30 Luen Wan Street, Kowloon.
圖文傳真 Fax No.: 2381 3799 (新界區) (NTRO) 2397 8046 (九龍市區) (U(K)RO)
網址 Web Site: <http://www.td.gov.hk>

Vicky Shek

From: CKM Asia <mail@ckmasia.com.hk>
Sent: Monday, November 25, 2024 3:37 PM
To: Vicky Shek
Cc: Ava Lo; Zhu Chong De; Chi Mai Dao; Katie Yu; Jolene Wong; Gladys Ng
Subject: RE: 349 Prince Edward Road West - Traffic Forecast

Dear Ramboll,

Further to our email of 30th September 2024, we confirm that the traffic forecasting methodology endorsed by Transport Department has been strictly adopted in producing the 2042 traffic forecast for the Traffic Noise Impact Assessment study.

Thank you for your attention.

Regards,

H.C. Tang

CKM Asia Limited
Traffic and Transportation Planning Consultants
Phone: (852) 2520 5990
Fax: (852) 2528 6343
Email: mail@ckmasia.com.hk
Website: www.ckmasia.com.hk
Address: 21/F, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong

Classification: Confidential

Vicky Shek

From: dekckb.u@hyd.gov.hk
Sent: Monday, January 13, 2025 6:33 PM
To: Vicky Shek
Cc: diowkckb1.u@hyd.gov.hk
Subject: Re: Fw: Low Noise Road Surfacing Materials on the Road Sections near Prince Edward Road West (A/K10/276)

Dear Vicky,

As discussed, further to the below e-mail, please be advised that we are carrying out regular maintenance works across Kowloon City including the concern 2 nos. road sections. And the existing low-noise surfacing at Lomond Road and Junction Road are being replaced with HMSMA(10mm) normal flexible surfacing. As such the current extent of the low-noise road surfacing are not clearly defined on site. In summary, for impact assessment purpose, please considered normal flexible surfacing for the concern road sections.

Thanks,

Peter

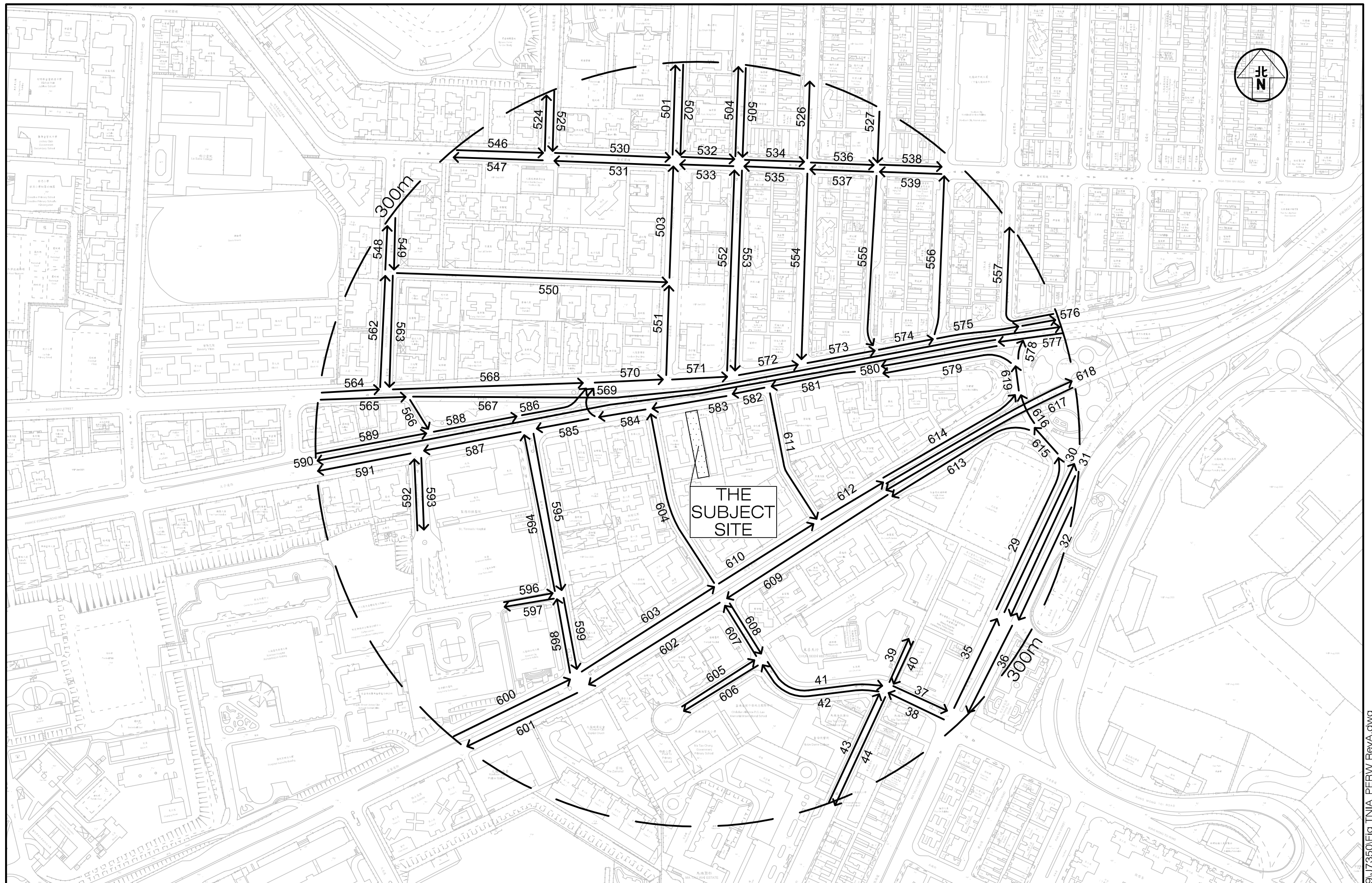
NG Cheuk Hang, Peter
DE/KC&KB, HyD
Tel: 2707 7341



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From: Cheuk Hang NG/HYD/HKSARG



Project Title PROPOSED SOCIAL WELFARE FACILITY (RESIDENTIAL CARE HOME FOR THE ELDERLY) AT 349 PRINCE EDWARD ROAD WEST, KOWLOON

Figure Title LOCATION OF TRAFFIC DATA FOR TRAFFIC NOISE IMPACT ASSESSMENT

Figure No. J7350
 TNIA/PERW

Revision A
 Designed by YCK
 Drawn by CCL
 Checked by THC
 Scale in A3 1 : 3,000
 Date 10 SEP 2024

CKM Asia Limited
 Traffic and Transportation Planning Consultants

21st Floor, Methodist House, 36 Hennessy Road
 Wan Chai, Hong Kong
 Tel : (852) 2520 5990 Fax : (852) 2528 6343
 Email : mail@ckmasia.com.hk

T:\JOB\J7350-J7399\J7350\Fig TNIA_PERW RevA.dwg

TABLE 1 – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2042 TRAFFIC FORECAST

Date : 10 September 2024

Job No.: J7350

Link ID	Road Section	From Road	To Road	Speed Limit (km/hr)	AM Peak Hour		
					Traffic Flows (veh/hr)	Vehicle Composition	
						LV	HV
L029	Ma Tau Chung Road (NB)	Ma Tau Chung Road	Kowloon City Roundabout	50	1,250	70%	30%
L030	Ma Tau Chung Road Flyover (NB)	Ma Tau Chung Road	Prince Edward Road East	50	1,200	78%	22%
L031	Ma Tau Chung Road Flyover (SB)	Prince Edward Road East	Ma Tau Chung Road	50	1,000	78%	22%
L032	Ma Tau Chung Road (SB)	Kowloon City Roundabout	Hang Wan Road	50	1,250	68%	32%
L035	Ma Tau Chung Road (NB)	Sung Wong Toi Road	Ma Tau Chung Road Flyover	50	2,400	74%	26%
L036	Ma Tau Chung Road (SB)	Hang Wan Road	Sung Wong Toi Road	50	1,650	72%	28%
L037	Fu Ning Street (EB)	Shing Tak Street	Ma Tau Chung Road	50	50	0%	100%
L038	Fu Ning Street (WB)	Ma Tau Chung Road	Shing Tak Street	50	700	83%	17%
L039	Access Road to Chun Seen Mei Chuen (NB)	Fu Ning Street	Cul de sac	50	50	87%	13%
L040	Access Road to Chun Seen Mei Chuen (SB)	Cul de sac	Fu Ning Street	50	50	73%	27%
L041	Fu Ning Street (EB)	Fuk Cheung Street	Shing Tak Street	50	250	86%	14%
L042	Fu Ning Street (WB)	Shing Tak Street	Fuk Cheung Street	50	600	83%	17%
L043	Shing Tak Street (NB)	Ma Tau Kok Road	Fu Ning Street	50	50	0%	100%
L044	Shing Tak Street (SB)	Fu Ning Street	Ma Tau Kok Road	50	350	84%	16%
L501	Grampian Road (NB)	Nga Tsin Wai Road	Dumbarton Road	50	300	72%	28%
L502	Grampian Road (SB)	Dumbarton Road	Nga Tsin Wai Road	50	150	84%	16%
L503	Grampian Road (NB)	Sau Chuk Yuen Road	Nga Tsin Wai Road	50	600	68%	32%
L504	Junction Road (NB)	Nga Tsin Wai Road	Carpenter Road	50	300	70%	30%
L505	Junction Road (SB)	Carpenter Road	Nga Tsin Wai Road	50	800	75%	25%
L524	Inverness Road (NB)	Nga Tsin Wai Road	Dumbarton Road	50	350	84%	16%
L525	Inverness Road (SB)	Dumbarton Road	Nga Tsin Wai Road	50	250	89%	11%
L526	Fuk Lo Tsun Road (NB)	Nga Tsin Wai Road	Carpenter Road	50	250	75%	25%
L527	Lion Rock Road (SB)	Carpenter Road	Nga Tsin Wai Road	50	350	84%	16%
L530	Nga Tsin Wai Road (EB)	Inverness Road	Grampian Road	50	350	89%	11%
L531	Nga Tsin Wai Road (WB)	Grampian Road	Inverness Road	50	700	83%	17%
L532	Nga Tsin Wai Road (EB)	Grampian Road	Junction Road	50	550	77%	23%
L533	Nga Tsin Wai Road (WB)	Junction Road	Grampian Road	50	500	84%	16%
L534	Nga Tsin Wai Road (EB)	Junction Road	Fuk Lo Tsun Road	50	750	80%	20%
L535	Nga Tsin Wai Road (WB)	Fuk Lo Tsun Road	Junction Road	50	450	84%	16%
L536	Nga Tsin Wai Road (EB)	Fuk Lo Tsun Road	Lion Rock Road	50	300	70%	30%
L537	Nga Tsin Wai Road (WB)	Lion Rock Road	Fuk Lo Tsun Road	50	550	84%	16%
L538	Nga Tsin Wai Road (EB)	Lion Rock Road	Hau Wong Road	50	400	73%	27%
L539	Nga Tsin Wai Road (WB)	Hau Wong Road	Lion Rock Road	50	550	83%	17%
L546	Nga Tsin Wai Road (EB)	College Road	Inverness Road	50	450	86%	14%
L547	Nga Tsin Wai Road (WB)	Inverness Road	College Road	50	700	83%	17%
L548	College Road (NB)	Sau Chuk Yuen Road	Nga Tsin Wai Road	50	250	80%	20%
L549	College Road (SB)	Nga Tsin Wai Road	Sau Chuk Yuen Road	50	300	92%	8%
L550	Sau Chuk Yuen Road (EB)	College Road	Grampian Road	50	200	96%	4%
L551	Grampian Road (NB)	Boundary Street	Sau Chuk Yuen Road	50	450	57%	43%
L552	Junction Road (NB)	Prince Edward Road West	Nga Tsin Wai Road	50	500	77%	23%
L553	Junction Road (SB)	Nga Tsin Wai Road	Prince Edward Road West	50	750	76%	24%
L554	Fuk Lo Tsun Road (SB)	Nga Tsin Wai Road	Prince Edward Road West	50	300	95%	5%
L555	Lion Rock Road (SB)	Nga Tsin Wai Road	Prince Edward Road West	50	250	83%	17%
L556	Hau Wong Road (NB)	Prince Edward Road West	Nga Tsin Wai Road	50	400	91%	9%
L557	Nga Tsin Long Road (NB)	Nga Tsin Wai Road	Nga Tsin Wai Road	50	100	86%	14%
L562	College Road (NB)	Boundary Street	Sau Chuk Yuen Road	50	300	84%	16%
L563	College Road (SB)	Sau Chuk Yuen Road	Boundary Street	50	200	90%	10%
L564	Boundary Street (EB)	Short Street	College Road	50	850	63%	37%
L565	Boundary Street (EB)	Short Street	Pentland Street	50	1,700	81%	19%
L566	Pentland Street (SB)	Boundary Street	Prince Edward Road West	50	150	95%	5%
L567	Boundary Street Flyover (EB)	Pentland Street	Prince Edward Road East	50	1,550	80%	20%
L568	Boundary Street (EB)	College Road	Prince Edward Road East	50	700	60%	40%
L569	Slip Road of Prince Edward Road West (EB)	Prince Edward Road East	Boundary Street	50	250	82%	18%
L570	Boundary Street (EB)	Slip Road of Prince Edward Road	Grampian Road	50	1,300	72%	28%
L571	Prince Edward Road West (EB)	Grampian Road	Junction Road	50	900	80%	20%
L572	Prince Edward Road West (EB)	Junction Road	Fuk Lo Tsun Road	50	1,000	78%	22%
L573	Prince Edward Road West (EB)	Fuk Lo Tsun Road	Lion Rock Road	50	1,300	82%	18%
L574	Prince Edward Road West (EB)	Lion Rock Road	Hau Wong Road	50	1,550	82%	18%
L575	Prince Edward Road West (EB)	Hau Wong Road	Kowloon City Roundabout	50	1,150	79%	21%
L576	Kowloon City Roundabout (EB)	Prince Edward Road West	Prince Edward Road West	50	2,350	74%	26%
L577	Prince Edward Road West Flyover (WB)	Prince Edward Road East	Slip Road of Prince Edward Road	50	1,900	78%	22%
L578	Kowloon City Roundabout (NB)	Prince Edward Road West	Prince Edward Road West	50	1,250	70%	30%
L579	Slip Road of Prince Edward Road West (WB)	Kowloon City Roundabout	Prince Edward Road West	50	1,100	71%	29%
L580	Slip Road of Prince Edward Road West (WB)	Prince Edward Road West Flyover	Prince Edward Road West	50	600	78%	22%
L581	Prince Edward Road West (WB)	Slip Road of Prince Edward Road	Stirling Road	50	1,650	74%	26%
L582	Prince Edward Road West (WB)	Stirling Road	Junction Road	50	1,400	73%	27%
L583	Prince Edward Road West (WB)	Junction Road	Forfar Road	50	1,600	73%	27%
L584	Prince Edward Road West (WB)	Forfar Road	Slip Road of Prince Edward Road	50	1,700	72%	28%
L585	Prince Edward Road West (WB)	Slip Road of Prince Edward Road	Lomond Road	50	1,500	71%	29%
L586	Prince Edward Road West (EB)	Lomond Road	Boundary Street	50	400	88%	12%
L587	Prince Edward Road West (WB)	Lomond Road	Pentland Street	50	1,650	69%	31%
L588	Prince Edward Road West (EB)	Pentland Street	Lomond Road	50	250	90%	10%
L589	Prince Edward Road West (EB)	Short Street	Pentland Street	50	100	83%	17%
L590	Prince Edward Road West Flyover (WB)	Slip Road of Prince Edward Road	Prince Edward Road West	50	1,350	78%	22%
L591	Prince Edward Road West (WB)	Pentland Street	Prince Edward Road West	50	1,550	68%	32%
L592	Pentland Street (NB)	Cul de sac	Prince Edward Road West	50	150	94%	6%
L593	Pentland Street (SB)	Prince Edward Road West	Cul de sac	50	250	96%	4%
L594	Lomond Road (NB)	Access Road to Hong Kong Eye	Prince Edward Road West	50	800	80%	20%
L595	Lomond Road (SB)	Prince Edward Road West	Access Road to Hong Kong Eye	50	500	87%	13%
L596	Access Road to Hong Kong Eye Hospital (EB)	Cul de sac	Lomond Road	50	350	83%	17%
L597	Access Road to Hong Kong Eye Hospital (WB)	Lomond Road	Cul de sac	50	250	91%	9%
L598	Lomond Road (NB)	Argyle Street	Access Road to Hong Kong Eye	50	700	83%	17%

TABLE 1 – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2042 TRAFFIC FORECAST

Date : 10 September 2024

Job No.: J7350

Link ID	Road Section	From Road	To Road	Speed Limit (km/hr)	AM Peak Hour		
					Traffic Flows (veh/hr)	Vehicle Composition	
						LV	HV
L599	Lomond Road (SB)	Access Road to Hong Kong Eye	Argyle Street	50	500	87%	13%
L600	Argyle Street (EB)	Tin Kwong Road	Lomond Road	50	1,650	70%	30%
L601	Argyle Street (WB)	Lomond Road	Tin Kwong Road	50	2,100	82%	18%
L602	Argyle Street (WB)	Fu Ning Street	Lomond Road	50	2,150	81%	19%
L603	Argyle Street (EB)	Lomond Road	Forfar Road	50	1,500	69%	31%
L604	Forfar Road (NB)	Argyle Street	Prince Edward Road West	50	150	54%	46%
L605	Fuk Cheung Street (EB)	Cul de sac	Fu Ning Street	50	100	69%	31%
L606	Fuk Cheung Street (WB)	Fu Ning Street	Cul de sac	50	100	73%	27%
L607	Fu Ning Street (NB)	Fuk Cheung Street	Argyle Street	50	600	82%	18%
L608	Fu Ning Street (SB)	Argyle Street	Fuk Cheung Street	50	250	85%	15%
L609	Argyle Street (WB)	Argyle Street Flyover	Fu Ning Street	50	1,800	81%	19%
L610	Argyle Street (EB)	Forfar Road	Stirling Road	50	1,350	70%	30%
L611	Stirling Road (SB)	Prince Edward Road West	Argyle Street	50	250	77%	23%
L612	Argyle Street (EB)	Stirling Road	Argyle Street Flyover	50	1,600	71%	29%
L613	Argyle Street (WB)	Kowloon City Roundabout	Argyle Street	50	350	70%	30%
L614	Argyle Street (EB)	Argyle Street	Kowloon City Roundabout	50	400	75%	25%
L615	Kowloon City Roundabout (NB)	Ma Tau Chung Road	Argyle Street	50	2,300	70%	30%
L616	Kowloon City Roundabout (NB)	Argyle Street	Argyle Street	50	1,950	70%	30%
L617	Argyle Street Flyover (WB)	Prince Edward Road West	Argyle Street	50	1,450	84%	16%
L618	Argyle Street Flyover (EB)	Argyle Street	Prince Edward Road West	50	1,250	70%	30%
L619	Kowloon City Roundabout (NB)	Argyle Street	Prince Edward Road West	50	2,300	71%	29%

Note: "LV" includes motorcycle, private car and taxi

"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

TABLE 1 – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2042 TRAFFIC FORECAST

Date : 10 September 2024

Job No.: J7350

Link ID	Road Section	From Road	To Road	Speed Limit (km/hr)	PM Peak Hour		
					Traffic Flows (veh/hr)	Vehicle Composition	
						LV	HV
L029	Ma Tau Chung Road (NB)	Ma Tau Chung Road	Kowloon City Roundabout	50	1,250	72%	28%
L030	Ma Tau Chung Road Flyover (NB)	Ma Tau Chung Road	Prince Edward Road East	50	1,250	82%	18%
L031	Ma Tau Chung Road Flyover (SB)	Prince Edward Road East	Ma Tau Chung Road	50	1,000	80%	20%
L032	Ma Tau Chung Road (SB)	Kowloon City Roundabout	Hang Wan Road	50	1,200	74%	26%
L035	Ma Tau Chung Road (NB)	Sung Wong Toi Road	Ma Tau Chung Road Flyover	50	2,450	77%	23%
L036	Ma Tau Chung Road (SB)	Hang Wan Road	Sung Wong Toi Road	50	1,700	75%	25%
L037	Fu Ning Street (EB)	Shing Tak Street	Ma Tau Chung Road	50	50	0%	100%
L038	Fu Ning Street (WB)	Ma Tau Chung Road	Shing Tak Street	50	750	88%	12%
L039	Access Road to Chun Seen Mei Chuen (NB)	Fu Ning Street	Cul de sac	50	50	95%	5%
L040	Access Road to Chun Seen Mei Chuen (SB)	Cul de sac	Fu Ning Street	50	50	96%	4%
L041	Fu Ning Street (EB)	Fuk Cheung Street	Shing Tak Street	50	150	87%	13%
L042	Fu Ning Street (WB)	Shing Tak Street	Fuk Cheung Street	50	650	89%	11%
L043	Shing Tak Street (NB)	Ma Tau Kok Road	Fu Ning Street	50	50	0%	100%
L044	Shing Tak Street (SB)	Fu Ning Street	Ma Tau Kok Road	50	200	85%	16%
L501	Grampian Road (NB)	Nga Tsin Wai Road	Dumbarton Road	50	250	78%	22%
L502	Grampian Road (SB)	Dumbarton Road	Nga Tsin Wai Road	50	100	63%	37%
L503	Grampian Road (NB)	Sau Chuk Yuen Road	Nga Tsin Wai Road	50	600	78%	22%
L504	Junction Road (NB)	Nga Tsin Wai Road	Carpenter Road	50	350	74%	26%
L505	Junction Road (SB)	Carpenter Road	Nga Tsin Wai Road	50	700	80%	20%
L524	Inverness Road (NB)	Nga Tsin Wai Road	Dumbarton Road	50	200	79%	21%
L525	Inverness Road (SB)	Dumbarton Road	Nga Tsin Wai Road	50	200	88%	12%
L526	Fuk Lo Tsun Road (NB)	Nga Tsin Wai Road	Carpenter Road	50	250	91%	9%
L527	Lion Rock Road (SB)	Carpenter Road	Nga Tsin Wai Road	50	400	89%	11%
L530	Nga Tsin Wai Road (EB)	Inverness Road	Grampian Road	50	200	81%	19%
L531	Nga Tsin Wai Road (WB)	Grampian Road	Inverness Road	50	600	85%	15%
L532	Nga Tsin Wai Road (EB)	Grampian Road	Junction Road	50	450	76%	24%
L533	Nga Tsin Wai Road (WB)	Junction Road	Grampian Road	50	450	87%	13%
L534	Nga Tsin Wai Road (EB)	Junction Road	Fuk Lo Tsun Road	50	650	80%	20%
L535	Nga Tsin Wai Road (WB)	Fuk Lo Tsun Road	Junction Road	50	500	83%	17%
L536	Nga Tsin Wai Road (EB)	Fuk Lo Tsun Road	Lion Rock Road	50	300	67%	33%
L537	Nga Tsin Wai Road (WB)	Lion Rock Road	Fuk Lo Tsun Road	50	650	83%	17%
L538	Nga Tsin Wai Road (EB)	Lion Rock Road	Hau Wong Road	50	350	71%	29%
L539	Nga Tsin Wai Road (WB)	Hau Wong Road	Lion Rock Road	50	650	83%	17%
L546	Nga Tsin Wai Road (EB)	College Road	Inverness Road	50	300	79%	21%
L547	Nga Tsin Wai Road (WB)	Inverness Road	College Road	50	700	86%	14%
L548	College Road (NB)	Sau Chuk Yuen Road	Nga Tsin Wai Road	50	200	75%	25%
L549	College Road (SB)	Nga Tsin Wai Road	Sau Chuk Yuen Road	50	150	90%	10%
L550	Sau Chuk Yuen Road (EB)	College Road	Grampian Road	50	100	92%	8%
L551	Grampian Road (NB)	Boundary Street	Sau Chuk Yuen Road	50	500	76%	24%
L552	Junction Road (NB)	Prince Edward Road West	Nga Tsin Wai Road	50	550	81%	19%
L553	Junction Road (SB)	Nga Tsin Wai Road	Prince Edward Road West	50	700	79%	21%
L554	Fuk Lo Tsun Road (SB)	Nga Tsin Wai Road	Prince Edward Road West	50	300	86%	14%
L555	Lion Rock Road (SB)	Nga Tsin Wai Road	Prince Edward Road West	50	350	89%	11%
L556	Hau Wong Road (NB)	Prince Edward Road West	Nga Tsin Wai Road	50	350	93%	7%
L557	Nga Tsin Long Road (NB)	Nga Tsin Wai Road	Nga Tsin Wai Road	50	150	86%	14%
L562	College Road (NB)	Boundary Street	Sau Chuk Yuen Road	50	200	76%	24%
L563	College Road (SB)	Sau Chuk Yuen Road	Boundary Street	50	100	88%	13%
L564	Boundary Street (EB)	Short Street	College Road	50	900	75%	25%
L565	Boundary Street (EB)	Short Street	Pentland Street	50	1,550	86%	14%
L566	Pentland Street (SB)	Boundary Street	Prince Edward Road West	50	150	92%	8%
L567	Boundary Street Flyover (EB)	Pentland Street	Prince Edward Road East	50	1,450	85%	15%
L568	Boundary Street (EB)	College Road	Prince Edward Road East	50	800	76%	24%
L569	Slip Road of Prince Edward Road West (EB)	Prince Edward Road East	Boundary Street	50	200	77%	23%
L570	Boundary Street (EB)	Slip Road of Prince Edward Road	Grampian Road	50	1,300	79%	21%
L571	Prince Edward Road West (EB)	Grampian Road	Junction Road	50	800	81%	19%
L572	Prince Edward Road West (EB)	Junction Road	Fuk Lo Tsun Road	50	850	80%	20%
L573	Prince Edward Road West (EB)	Fuk Lo Tsun Road	Lion Rock Road	50	1,150	82%	18%
L574	Prince Edward Road West (EB)	Lion Rock Road	Hau Wong Road	50	1,450	84%	16%
L575	Prince Edward Road West (EB)	Hau Wong Road	Kowloon City Roundabout	50	1,150	81%	19%
L576	Kowloon City Roundabout (EB)	Prince Edward Road West	Prince Edward Road West	50	2,400	76%	24%
L577	Prince Edward Road West Flyover (WB)	Prince Edward Road East	Slip Road of Prince Edward Road	50	1,800	81%	19%
L578	Kowloon City Roundabout (NB)	Prince Edward Road West	Prince Edward Road West	50	1,250	72%	28%
L579	Slip Road of Prince Edward Road West (WB)	Kowloon City Roundabout	Prince Edward Road West	50	1,150	74%	26%
L580	Slip Road of Prince Edward Road West (WB)	Prince Edward Road West Flyover	Prince Edward Road West	50	400	81%	19%
L581	Prince Edward Road West (WB)	Slip Road of Prince Edward Road	Stirling Road	50	1,500	76%	24%
L582	Prince Edward Road West (WB)	Stirling Road	Junction Road	50	1,350	75%	25%
L583	Prince Edward Road West (WB)	Junction Road	Forfar Road	50	1,500	75%	25%
L584	Prince Edward Road West (WB)	Forfar Road	Slip Road of Prince Edward Road	50	1,650	75%	25%
L585	Prince Edward Road West (WB)	Slip Road of Prince Edward Road	Lomond Road	50	1,450	75%	25%
L586	Prince Edward Road West (EB)	Lomond Road	Boundary Street	50	300	90%	10%
L587	Prince Edward Road West (WB)	Lomond Road	Pentland Street	50	1,750	75%	25%
L588	Prince Edward Road West (EB)	Pentland Street	Lomond Road	50	200	94%	6%
L589	Prince Edward Road West (EB)	Short Street	Pentland Street	50	50	95%	5%
L590	Prince Edward Road West Flyover (WB)	Slip Road of Prince Edward Road	Prince Edward Road West	50	1,400	81%	19%
L591	Prince Edward Road West (WB)	Pentland Street	Prince Edward Road West	50	1,750	75%	25%
L592	Pentland Street (NB)	Cul de sac	Prince Edward Road West	50	200	99%	1%
L593	Pentland Street (SB)	Prince Edward Road West	Cul de sac	50	200	98%	2%
L594	Lomond Road (NB)	Access Road to Hong Kong Eye	Prince Edward Road West	50	800	86%	14%
L595	Lomond Road (SB)	Prince Edward Road West	Access Road to Hong Kong Eye	50	400	93%	7%
L596	Access Road to Hong Kong Eye Hospital (EB)	Cul de sac	Lomond Road	50	300	75%	25%
L597	Access Road to Hong Kong Eye Hospital (WB)	Lomond Road	Cul de sac	50	100	93%	7%
L598	Lomond Road (NB)	Argyle Street	Access Road to Hong Kong Eye	50	700	87%	13%

TABLE 1 – PEAK HOUR TRAFFIC FLOW AND VEHICLE COMPOSITION

YEAR 2042 TRAFFIC FORECAST

Date : 10 September 2024

Job No.: J7350

Link ID	Road Section	From Road	To Road	Speed Limit (km/hr)	PM Peak Hour		
					Traffic Flows (veh/hr)	Vehicle Composition	
						LV	HV
L599	Lomond Road (SB)	Access Road to Hong Kong Eye	Argyle Street	50	500	85%	15%
L600	Argyle Street (EB)	Tin Kwong Road	Lomond Road	50	1,350	76%	24%
L601	Argyle Street (WB)	Lomond Road	Tin Kwong Road	50	2,250	89%	11%
L602	Argyle Street (WB)	Fu Ning Street	Lomond Road	50	2,350	89%	11%
L603	Argyle Street (EB)	Lomond Road	Forfar Road	50	1,250	73%	27%
L604	Forfar Road (NB)	Argyle Street	Prince Edward Road West	50	200	79%	21%
L605	Fuk Cheung Street (EB)	Cul de sac	Fu Ning Street	50	100	91%	9%
L606	Fuk Cheung Street (WB)	Fu Ning Street	Cul de sac	50	50	83%	17%
L607	Fu Ning Street (NB)	Fuk Cheung Street	Argyle Street	50	700	90%	10%
L608	Fu Ning Street (SB)	Argyle Street	Fuk Cheung Street	50	150	85%	15%
L609	Argyle Street (WB)	Argyle Street Flyover	Fu Ning Street	50	1,800	88%	12%
L610	Argyle Street (EB)	Forfar Road	Stirling Road	50	1,050	72%	28%
L611	Stirling Road (SB)	Prince Edward Road West	Argyle Street	50	200	82%	18%
L612	Argyle Street (EB)	Stirling Road	Argyle Street Flyover	50	1,250	73%	27%
L613	Argyle Street (WB)	Kowloon City Roundabout	Argyle Street	50	300	77%	23%
L614	Argyle Street (EB)	Argyle Street	Kowloon City Roundabout	50	300	73%	27%
L615	Kowloon City Roundabout (NB)	Ma Tau Chung Road	Argyle Street	50	2,350	73%	27%
L616	Kowloon City Roundabout (NB)	Argyle Street	Argyle Street	50	2,100	73%	27%
L617	Argyle Street Flyover (WB)	Prince Edward Road West	Argyle Street	50	1,550	90%	10%
L618	Argyle Street Flyover (EB)	Argyle Street	Prince Edward Road West	50	950	74%	26%
L619	Kowloon City Roundabout (NB)	Argyle Street	Prince Edward Road West	50	2,400	73%	27%

Note: "LV" includes motorcycle, private car and taxi

"HV" includes light / medium / heavy goods vehicle, public / private light bus, non-franchised bus and franchised bus

Appendix 2.2
Traffic Noise Impact Assessment Results
(Unmitigated Scenario)

Appendix 2.2 - Predicted Road Traffic Noise Levels at Representative NSRs For Year 2042 AM Peak Hour (Unmitigated Scenario)

RCHE - G/F

NSR		RG01
Floor	mPD	L10 1-hour, dB(A)
G/F	10.4	70
Noise Criteria		70
Compliance ?		Yes

RCHE - 1/F

NSR		R101	R102	R103	R104	R105
Floor	mPD	L10 1-hour, dB(A)				
1/F	15.4	76	75	49	59	61
Noise Criteria		70	70	55	70	70
Compliance ?		No	No	Yes	Yes	Yes

RCHE - Typical Floors (2/F-7/F)

NSR		RT01	RT02	RT03	RT04a	RT04b	RT05	RT06
Floor	mPD	L10 1-hour, dB(A)						
2/F	18.5	76	75	50	55	-	59	61
3/F	21.7	76	75	50	-	49	60	61
4/F	24.8	76	75	50	55	-	61	62
5/F	28.0	76	75	50	-	49	62	62
6/F	31.1	76	75	50	55	-	62	62
7/F	34.3	75	75	51	56	-	63	63
Max. Level, dB(A)		76	75	51	56	49	63	63
Noise Criteria		70	70	70	70	55	70	70
Compliance ?		No	No	Yes	Yes	Yes	Yes	Yes

RCHE - 9/F

NSR		R901	R902
Floor	mPD	L10 1-hour, dB(A)	
9/F	40.6	57	57
Noise Criteria		70	70
Compliance ?		Yes	Yes

Compliance Rate

No. of units counted with noise exceedance:	14
Total no. of units at Application Site	26
Compliance Rate (%):	46.2%

Appendix 2.3
Traffic Noise Impact Assessment Results
(Mitigated Scenario)

Appendix 2.3 - (AM Peak) Predicted Road Traffic Noise Reduction Level (L10, dB(A)) during AM Peak Hour of Year 2042 with Noise Mitigation Measures at Proposed Development - Mitigated Scenario

		RG01	R101	R102	R103	R104	R105	RT01	RT02	RT03	RT04a	RT04b	RT05	RT06	R901	R902				
Noise Mitigation		-	Acw	Acw	-	-	-	Acw	Acw	-	-	-	-	-	-	-				
Floor	mPD	L10 1-hour, dB(A)																		
G/F	10.4	-	/				/													
1/F	15.4	/	7.6	8.8	-	-	-	/												
2/F	18.5		/					8.8	8.8	-	-	-	-	-	-	/				
3/F	21.7							8.8	8.8	-	-	-	-	-	-			-		
4/F	24.8							8.8	8.8	-	-	-	-	-	-					
5/F	28							8.8	8.8	-	-	-	-	-	-					
6/F	31.1							8.8	8.8	-	-	-	-	-	-					
7/F	34.3							8.8	8.8	-	-	-	-	-	-					
9/F	40.6							/										-	-	

Noise mitigation measures: Baffle Type Acoustic Window (Acw)

**Please refer to Appendix 2.4 for the above calculated noise reduction level for Baffle Type Acoustic Window.

Appendix 2.3 - (AM Peak) Predicted Road Traffic Noise Reduction Level (L10, dB(A)) during AM Peak Hour of Year 2042 with Noise Mitigation Measures at Proposed Development - Mitigated Scenario

		RG01	R101	R102	R103	R104	R105	RT01	RT02	RT03	RT04a	RT04b	RT05	RT06	R901	R902	
Noise Mitigation		-	Acw	Acw	-	-	-	Acw	Acw	-	-	-	-	-	-	-	
Floor	mPD	L10 1-hour, dB(A)															
G/F	10.4	70	/				/										
1/F	15.4	/	69	67	49	59	61	/									
2/F	18.5		67	66	50	55	-	59	61	/							
3/F	21.7		67	66	50	55	-	49	60								61
4/F	24.8		67	66	50	55	-	61	62								
5/F	28		67	66	50	-	49	62	62								
6/F	31.1		67	66	50	55	-	62	62								
7/F	34.3		67	66	51	56	-	63	63								
9/F	40.6		/														57
Max. Level, dB(A)			70	69	67	49	59	61	67	67	51	56	49	63	63	57	57
Noise Criteria		70	70	70	55	70	70	70	70	70	70	55	70	70	70	70	
Compliance?		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	

**The predicted noise level is not the actual noise level at the external facade after the application of baffle type acoustic window . These predicted noise levels are the equivalent noise levels at 1m from the external facade after accounting the reduction in noise levels inside the flat offered by the proposed baffle type acoustic window.

Compliance Rate

No. of units counted with noise exceedance: 0
 Total no. of units at Subject Site 26
 Compliance Rate (%): 100.0%

Appendix 2.4

Estimation of Maximum Allowed Sound Attenuation of Baffle Type Acoustic Window

Appendix 2.4 - Estimation of Maximum Allowed Sound Attenuation of Baffle Type Acoustic Window

Table of Major Parameters and Room Size of Proposed Development and Corresponding Reference Case, and Sound Attenuation Adjustment

Floor	Room	NSR IDs	Window/ Door	Proposed Development						Reference Case							Adjustment: 10xlog(RA / RAref) (adjust downward only), dB(A) (RAref)	Adjusted sound attenuation, dB(A)
				Outer opening area, m2	Inner opening area, m2	Air gap, m	Overlapping length, m	MPA applied? ***	Room area (RA), m2	Outer opening area, m2	Inner opening area, m2	Air gap, m	Overlapping length, m	MPA applied?	Room area (RAref), m2	Ref. sound attenuation, dB(A)		
1/F	Ward	R101	Window	2.33	1.12	0.1	0.275	No	28.98	3.2	3.8	0.1	0.275	No	38.3	8.8	-1.2	7.6
1/F	Ward	R102	Window	3.18	0.12	0.1	0.275	No	42.35	3.2	3.8	0.1	0.275	No	38.3	8.8	0.0	8.8
2/F-7-F	Ward	RT01	Window	2.33	1.12	0.1	0.275	No	47.65	3.2	3.8	0.1	0.275	No	38.3	8.8	0.0	8.8
2/F-7-F	Ward	RT02	Window	3.18	0.12	0.1	0.275	No	47.80	3.2	3.8	0.1	0.275	No	38.3	8.8	0.0	8.8

The dimensions of major parameters for the proposed baffle type acoustic window for the Proposed Development as shown in the above table, are subject to detailed design stage.

Appendix 3.1
Inventory of Potential Fixed Noise Sources

Noise Source ID	Description of Noise Sources	Sources	SWL, dB(A), L _{eq} (30 min)				Source Location		Directivity Factor (Q)	No. of Plant
			Existing/ Planned	Daytime & Evening Time (0700-2300)	Ref	Nighttime (2300-0700)	Ref	X		
F01	VRV at the roof of Kowloon Ling Liang Church	Existing	71	[19]	OFF	[19]	837213.04	820947.14	2	1
F02	VRV at the roof of Kowloon Ling Liang Church	Existing	71	[19]	OFF	[19]	837214.96	820947.08	2	1
F03	VRV at the roof of Kowloon Ling Liang Church	Existing	71	[19]	OFF	[19]	837216.91	820946.96	2	1
F04	VRV at the roof of Kowloon Ling Liang Church	Existing	71	[19]	OFF	[19]	837214.89	820945.05	2	1
F05	VRV at the roof of Kowloon Ling Liang Church	Existing	71	[19]	OFF	[19]	837216.86	820944.91	2	1
F06	VRV at the roof of Kowloon Ling Liang Church	Existing	71	[20]	OFF	[20]	837215.72	820942.99	2	1
F07	VRV at the roof of Kowloon Ling Liang Church	Existing	65	[21]	OFF	[21]	837212.22	820945.13	2	1
F08	VRV at the roof of Kowloon Ling Liang Church	Existing	65	[21]	OFF	[21]	837212.14	820943.05	2	1
F09	Condensing Unit at the roof of Kowloon Ling Liang Church	Existing	57	[17]	OFF	[17]	837211.27	820939.92	2	1
F10	Condensing Unit at the roof of Kowloon Ling Liang Church	Existing	57	[17]	OFF	[17]	837212.50	820939.85	2	1
F11	VRV at the roof of Kowloon Ling Liang Church	Existing	68	[16]	OFF	[16]	837213.72	820939.72	2	1
F12	VRV at the roof of Kowloon Ling Liang Church	Existing	58	[11]	OFF	[11]	837219.06	820937.44	2	1
F13	Condensing Unit at the roof of Kowloon Ling Liang Church	Existing	57	[17]	OFF	[17]	837223.80	820941.55	2	1
F14	Condensing Unit at the roof of Kowloon Ling Liang Church	Existing	57	[17]	OFF	[17]	837225.61	820941.47	2	1
F15	Condensing Unit at the roof of Kowloon Ling Liang Church	Existing	67	[18]	OFF	[18]	837233.69	820941.23	2	1
F16	VRV at the roof of Kowloon Ling Liang Church	Existing	68	[22]	OFF	[22]	837238.86	820944.23	2	1
F17	VRV at the roof of Kowloon Ling Liang Church	Existing	68	[22]	OFF	[22]	837238.98	820946.53	2	1
F18	VRV at the roof of Kowloon Ling Liang Church	Existing	68	[22]	OFF	[22]	837237.10	820946.61	2	1
F19	Chiller at the roof of The Grandeur (Block 1)	Existing	68	[22]	OFF	[22]	837231.03	821184.01	2	1
F20	Chiller at the roof of The Grandeur (Block 1)	Existing	68	[22]	OFF	[22]	837233.30	821183.90	2	1
F21	Chiller at the roof of The Grandeur (Block 1)	Existing	68	[22]	OFF	[22]	837235.54	821184.46	2	1
F22	Chiller at the roof of The Grandeur (Block 1)	Existing	68	[22]	OFF	[22]	837235.70	821185.93	2	1
F23	Chiller at the roof of The Grandeur (Block 1)	Existing	68	[22]	OFF	[22]	837235.81	821188.20	2	1
F24	Chiller at the roof of The Grandeur (Block 1)	Existing	68	[22]	OFF	[22]	837233.35	821187.91	2	1
F25	Chiller at the roof of The Grandeur (Block 1)	Existing	68	[22]	OFF	[22]	837231.09	821188.08	2	1
F26	Cooling Tower at the roof of Smart A	Existing	82	[1]	OFF	[1]	837331.64	820957.79	2	1
F27	Chiller at the roof of Smart A	Existing	83	[6]	OFF	[6]	837330.83	820956.20	2	1
F28	Chiller at the roof of Smart A	Existing	83	[6]	OFF	[6]	837329.41	820955.25	2	1
F29	Chiller at the roof of Smart A	Existing	83	[6]	OFF	[6]	837328.42	820956.74	2	1
F30	Chiller at the roof of Smart A	Existing	83	[6]	OFF	[6]	837329.83	820957.69	2	1
F31	Chiller at the roof of Hang Seng Kowloon City Building	Existing	92	[9]	OFF	[9]	837347.09	820950.24	2	1
F32	Chiller at the roof of Hang Seng Kowloon City Building	Existing	92	[9]	OFF	[9]	837347.05	820948.18	2	1
F33	Cooling Tower at the roof of St.Teresa Hospital (North Wing)	Existing	88	[2]	88	[2]	837057.24	820849.86	2	1
F34	Cooling Tower at the roof of St.Teresa Hospital (North Wing)	Existing	88	[2]	88	[2]	837064.78	820851.35	2	1
F35	Cooling Tower at the roof of St.Teresa Hospital (North Wing)	Existing	88	[2]	88	[2]	837075.31	820851.44	2	1
F36	Cooling Tower at the roof of St.Teresa Hospital (North Wing)	Existing	88	[2]	88	[2]	837081.72	820852.75	2	1
F37	Chiller at the roof of St.Teresa Hospital (East Wing)	Existing	98	[8]	98	[8]	837114.21	820857.93	2	1
F38	Chiller at the roof of St.Teresa Hospital (East Wing)	Existing	98	[8]	98	[8]	837117.13	820858.51	2	1
F39	Chiller at the roof of St.Teresa Hospital (East Wing)	Existing	98	[8]	98	[8]	837116.49	820853.68	2	1
F40	Chiller at the roof of St.Teresa Hospital (Extension Building)	Existing	85	[10]	85	[10]	837109.05	820782.82	2	1
F41	Chiller at the roof of St.Teresa Hospital (Extension Building)	Existing	85	[10]	85	[10]	837110.13	820777.87	2	1
F42	Chiller at the roof of St.Teresa Hospital (Extension Building)	Existing	85	[10]	85	[10]	837071.33	820774.80	2	1
F43	Chiller at the roof of St.Teresa Hospital (Extension Building)	Existing	85	[10]	85	[10]	837072.30	820770.34	2	1
F44	Chiller at the roof of St.Teresa Hospital (Extension Building)	Existing	96	[7]	96	[7]	837074.42	820742.90	2	1
F45	Chiller at the roof of St.Teresa Hospital (Extension Building)	Existing	96	[7]	96	[7]	837066.10	820741.17	2	1
F46	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	72	[15]	72	[15]	837169.72	820826.96	2	1
F47	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	70	[14]	70	[14]	837171.90	820827.47	2	1
F48	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	70	[14]	70	[14]	837172.81	820823.15	2	1
F49	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	70	[14]	70	[14]	837171.13	820822.82	2	1
F50	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	70	[14]	70	[14]	837169.41	820822.47	2	1
F51	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	72	[15]	72	[15]	837169.86	820820.07	2	1

Noise Source ID	Description of Noise Sources	Sources Existing/ Planned	SWL, dB(A), L _{eq} (30 min)				Source Location		Directivity Factor (Q)	No. of Plant
			Daytime & Evening Time (0700-2300)	Ref	Nighttime (2300-0700)	Ref	X	Y		
F52	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	72	[15]	72	[15]	837170.27	820817.88	2	1
F53	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	68	[12]	68	[12]	837166.58	820816.43	2	1
F54	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	71	[13]	71	[13]	837164.49	820816.02	2	1
F55	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	72	[15]	72	[15]	837161.68	820814.84	2	1
F56	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	70	[14]	70	[14]	837161.20	820817.27	2	1
F57	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	72	[15]	72	[15]	837160.74	820819.64	2	1
F58	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	72	[15]	72	[15]	837163.84	820819.49	2	1
F59	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	72	[15]	72	[15]	837165.93	820819.85	2	1
F60	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	72	[15]	72	[15]	837157.84	820822.57	2	1
F61	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	70	[14]	70	[14]	837158.12	820824.51	2	1
F62	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	70	[14]	70	[14]	837159.94	820824.91	2	1
F63	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	72	[15]	72	[15]	837162.33	820822.22	2	1
F64	VRV at the roof of St. Teresa Hospital (Staff Quarter)	Existing	70	[14]	70	[14]	837164.48	820822.63	2	1
F65	Chiller at the roof of Hong Kong Eye Hospital	Existing	97	[5]	97	[5]	837028.79	820679.62	2	1
F66	Chiller at the roof of Hong Kong Eye Hospital	Existing	97	[5]	97	[5]	837034.44	820680.60	2	1
F67	Chiller at the roof of Hong Kong Eye Hospital	Existing	96	[7]	96	[7]	837043.09	820652.45	2	1
F68	Cooling Tower at the roof of Kowloon City Law Courts Building	Existing	92	[3]	OFF	[3]	837139.21	820699.38	2	1
F69	Cooling Tower at the roof of Kowloon City Law Courts Building	Existing	92	[3]	OFF	[3]	837139.68	820696.82	2	1
F70	Chiller at the roof of Kowloon City Law Courts Building	Existing	94	[4]	OFF	[4]	837137.74	820692.56	2	1
F71	Chiller at the roof of Kowloon City Law Courts Building	Existing	94	[4]	OFF	[4]	837138.67	820686.74	2	1

Notes:

- [1] The noise level is referenced to Ryowo FT-20.
[2] The noise level is referenced to Ryowo FC-300.
[3] The noise level is referenced to Ryowo FWS-127-7.5.
[4] The noise level is referenced to Trane CGAM 70.
[5] The noise level is referenced to Trane RTAC 300 .
[6] The noise level is referenced to York YLCA 0080 T-TP.
[7] The noise level is referenced to York YLAA 0485SE.
[8] The noise level is referenced to York YCAS 0835 EB.
[9] The noise level is referenced to Carrier 30RB 090R.
[10] The noise level is referenced to McQuay MCS135.1.
[11] The noise level is referenced to Mitsubishi FDC125VS.
[12] The noise level is referenced to Mitsubishi FDC400KXE6.
[13] The noise level is referenced to Mitsubishi FDC450KXE6.
[14] The noise level is referenced to Mitsubishi FDC504KXE6.
[15] The noise level is referenced to Mitsubishi FDC560KXE6.
[16] The noise level is referenced to Daikin RU08K.
[17] The noise level is referenced to Daikin R50GV1.
[18] The noise level is referenced to Daikin R125FU.
[19] The noise level is referenced to Daikin RUXYQ12AB.
[20] The noise level is referenced to Daikin RXYQ216PBYD.
[21] The noise level is referenced to Daikin RXYQ72PBYD.
[22] The noise level is referenced to Daikin RXYQ96PBYD.

Catalogue of Ryowo FT-20

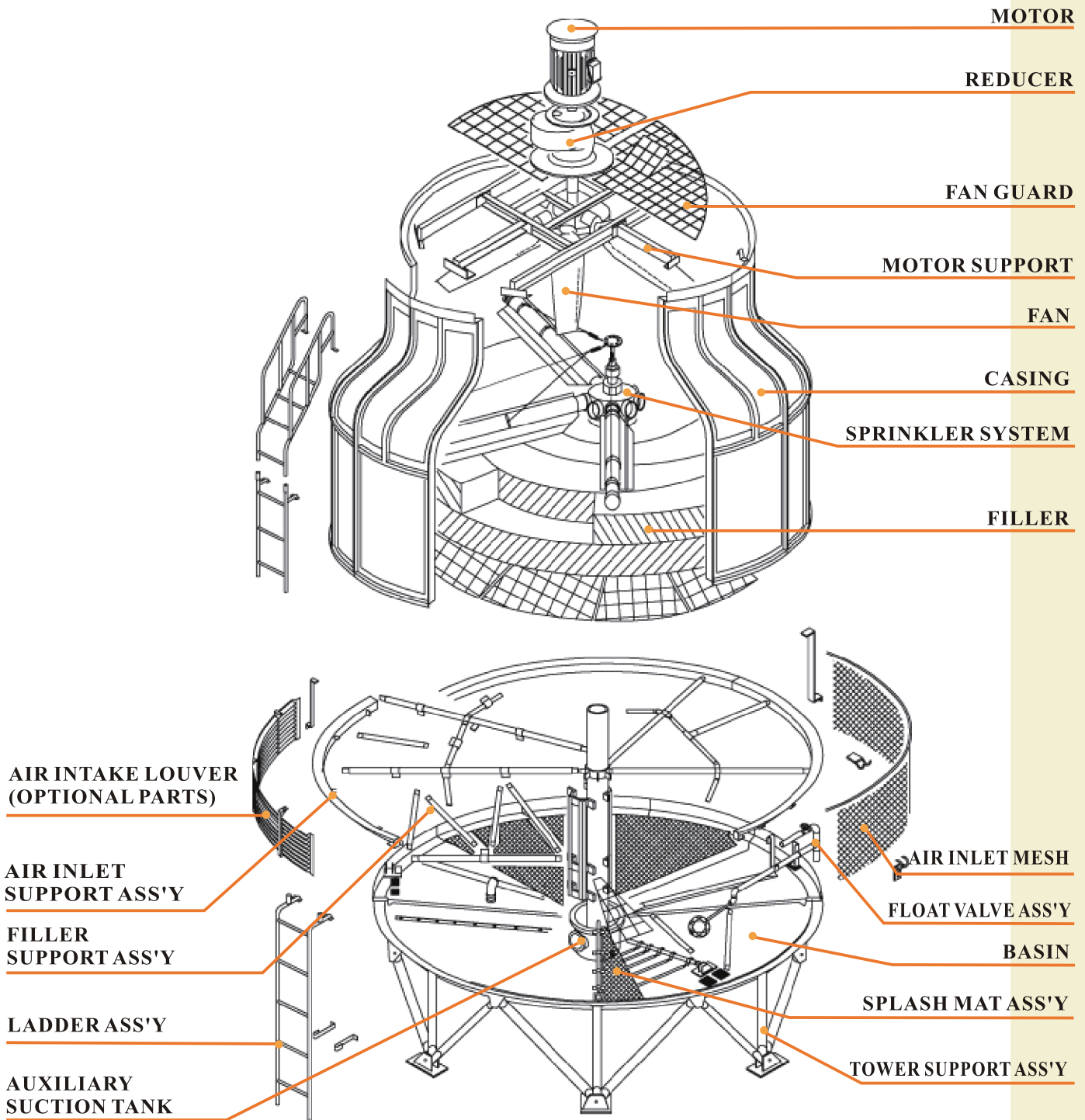


FRP COUNTER FLOW FT SERIES

COOLING TOWER



STRUCTURE



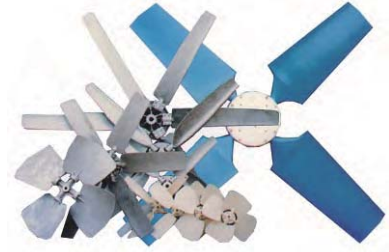
PRINCIPLE OF OPERATION

Hot water is distributed over the filler through the low velocity automatic sprinkler system and is mixed with the upward draft of ambient air causing evaporation and thus heat is removed from the water. The cooled water falls into the basin and is pumped to the heat sources for recirculation.

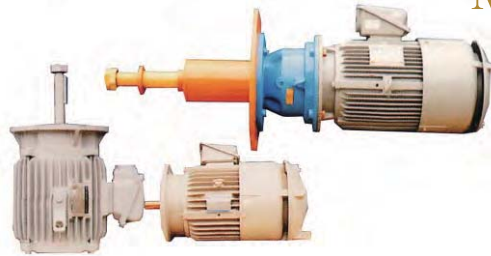
COMPONENT FUNCTION & FEATURE

AXIAL FAN

All fans are induced-draft axial type with adjustable pitch. Material chosen are non-corrosion of plastic, FRP or alu-minium alloy. The high efficiency design ensures low running cost and the lowest possible noise level . Fan blade pitches is factory set and balanced.



MOTOR



The motors, totally enclosed, fan cooled flange type, 380V/ 3ph/ 50 Hz, induction weather proof, are specially designed for RYOWO. Motors from 5.5 kw and up are Y- start and below are direct-on-line start.

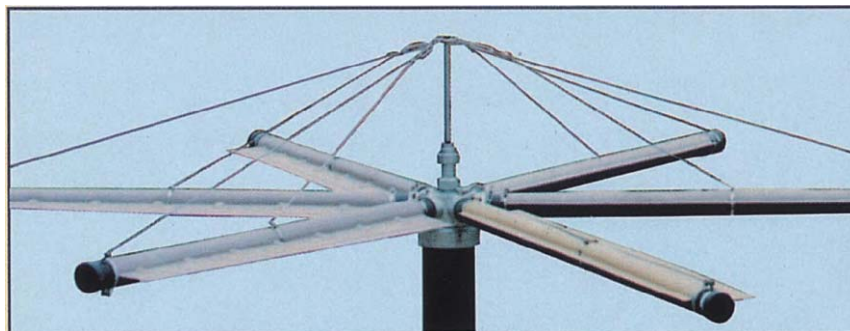
TRANSMISSION SYSTEM

The fans of small models are designed to be driven by low speed motor of 6,8,10 or 12 poles which can minimise the numbers of transmission parts used. For large models, the fans are vee-belt or gear driven with 4 poles motors so the speed of fans can be adjustable to suit various application.



SPRINKLER SYSTEM

Automatic rotary sprinkler system with rotary head and sprinkler pipe distributes the hot water over the entire face area of the filler. Sprinkler pipes are non-clogging, require low-pressure to operate, and assures uniform water flow with minimal operating pump head. The F.R.P. eliminators attached to sprinkler pipes are specifically designed for Low pressure drop and minimises the drift loss of water.

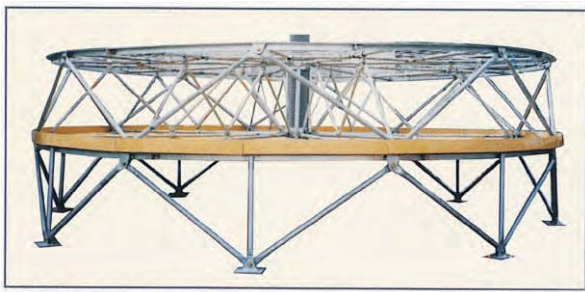


COMPONENT FUNCTION & FEATURE

CASING & BASIN

F.R.P. (fibreglass reinforced polyester) formed casings are durable, non-corrosive, weather-proof, and light weight. Cylindrical form is shaped to fully withstand wind pressure, vibration and such F.R.P. casings obviate need for painting, reduce maintenance costs and guarantee long dependable service.

Bowl-shape basins are also made from F.R.P. with built in socket or flanged outlets for piping connections. For large models, a F.R.P. aux. suction tank is employed and fitted with piping flanges or sockets.



STEEL STRUCTURE

All supporting steel members are hot-dip galvanized to minimise rusting and corrosion ensuring long service life even in corrosive atmosphere. The stainless hardware members are also available upon request.

FILLER

High performance RYOWO V-30 film filler is the heart of the tower. The specially formed PVC sheets maximize the air/water contact area and minimise air pressure drop to assure efficient heat transfer while keeping fan power requirement low. It is virtually immune to corrosion and decay.



Eliminator

Specially made drift eliminator consisted of 2 types of sheets forms a “v” shape path for the transmission of the cooling tower discharge air stream. The small water droplets in the stream impact the surfaces of the drift eliminator sheets and are separated from the stream such that the drift loss ratio maintain at less than 0.001% of circulating water flow rate.



SPLASH MAT (LOW NOISE MODELS)

Specially designed noise absorbing splash mat is provided for low noise models on the water basin to minimise the unpleasant water dripping noise in the basin.

SPECIFICATION FOR FT SERIES

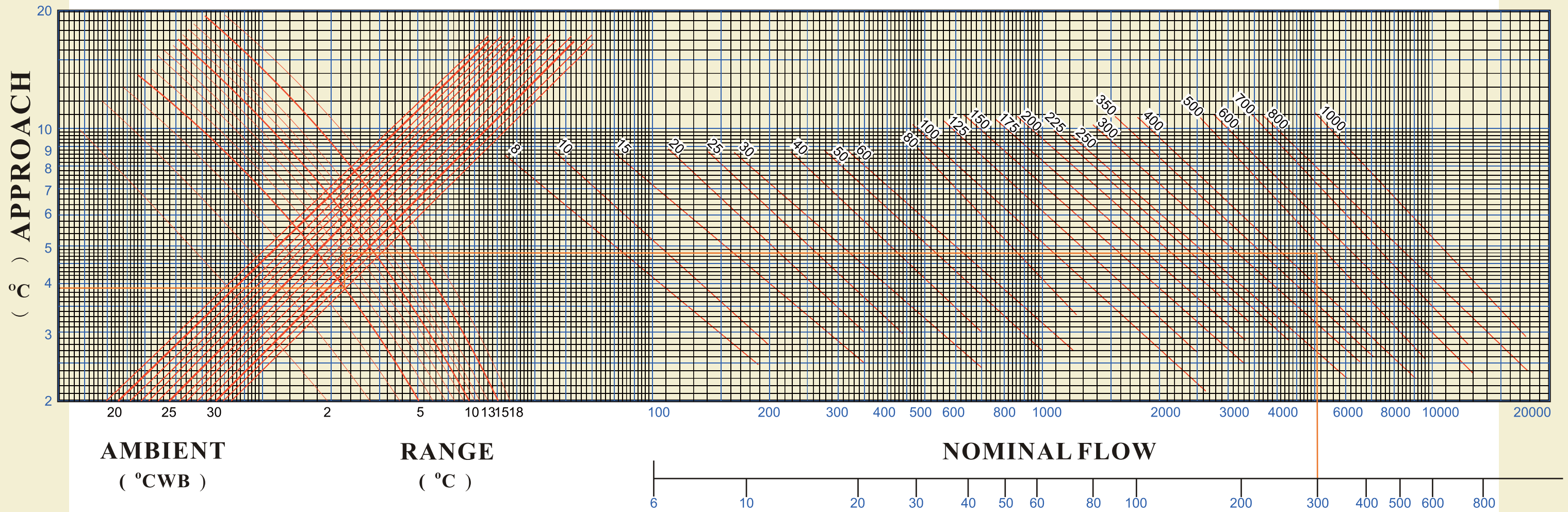
SPECIFICATION FOR FT SERIES

ITEM	MODEL	SPECIFICATION FOR FT SERIES																										
		FT-8	FT-10	FT-15	FT-20	FT-25	FT-30	FT-40	FT-50	FT-60	FT-80	FT-100	FT-125	FT-150	FT-175	FT-200	FT-225	FT-250	FT-300	FT-350	FT-400	FT-500	FT-600	FT-700	FT-800	FT-1000		
Capacity	27 °C WB	Circulating water flow rate	m ³ / hr	6.2	7.8	11.7	15.6	19.5	23.4	31.2	39.1	46.9	62.5	78.1	97.7	117.2	136.7	156.2	175.8	195.3	234.4	273.4	312.5	390.6	468.7	546.8	625.0	781.2
		Make-up water (Approx.)	m ³ / hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.6	0.7	0.9	1.1	1.4	1.7	2.0	2.2	2.5	2.8	3.4	3.9	4.5	5.6	6.7	7.8	8.9	11.2
	28 °C WB	Circulating water flow rate	m ³ / hr	5.6	7.4	10.6	14.4	17.8	21.5	28.7	36.3	42.5	58.8	70.6	88.2	107.5	125.0	142.5	160.0	176.2	212.5	250.0	287.5	337.5	431.2	512.4	575.0	718.7
		Make-up water (Approx.)	m ³ / hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.5	0.6	0.8	1.0	1.3	1.5	1.8	2.0	2.3	2.5	3.0	3.6	4.1	4.8	6.2	7.3	8.2	10.3
	Air flow rate (Approx.)	m ³ / min	70	85	140	160	230	280	330	420	450	700	830	950	1150	1200	1250	1600	1750	2000	2200	2450	2700	3500	3750	5000	5400	
	Hot water temperature	°C	37																									
Cold water temperature	°C	32																										
Overall Dimension	Diameter (φ)	mm	920	920	1160	1160	1490	1660	1660	1890	2100	2100	2900	2900	2900	3310	3310	3960	3960	4360	4760	4760	5600	6600	6600	7600	7600	
	Height (H)	mm	1560	1700	1585	1835	1945	1885	2035	2110	2300	2475	2910	3110	3110	3300	3450	3920	3920	3990	4195	4255	4590	5310	5510	5660	5860	
	Height (w/o motor) (m)	mm	1390	1530	1395	1645	1760	1720	1785	1860	1980	2155	2590	2790	2790	2880	3030	3300	3300	3290	3495	3495	3830	4470	4670	4720	4940	
Material	Air inlet mesh		PVC																									
	Basin		FRP																									
	Casing		FRP																									
	Eliminator		FRP																									
	Fan		ABS Plastic						FRP						Aluminium alloy						FRP							
	Filler		PVC																									
	Motor support		Steel (Hot-dip galvanized)																									
	Sprinkler head		ABS Plastic						Aluminium alloy																			
	Sprinkler pipe		PVC pipe																									
	Stand pipe		PVC pipe																									
	Structure		Steel (Hot-dip galvanized)																									
	Fan	TYPE		Axial-flow																								
Diameter		mm	550	640		770	930		1200	1500	1800	2400	3000	3400	3700													
Speed		rpm				970			750		600	450	375	314														
Driven type			Direct driven										Belt driven										Gear driven					
Motor	TYPE		Totally enclosed fan cooled outdoor 3 phase induction motor																									
	Power source		380V / 3 / 50Hz																									
	Rated output	kw	0.18	0.37	0.75	1.5	2.2	3.7	5.5	7.5	11	15	22															
	No of pole	Pole	6						8						10						4							
Distribution System	TYPE		Automatic sprinkler system																									
	Inlet dia	mm	40	50	80	100	125	150	200	250	300																	
	Outlet dia	mm	15	20	40	65	75	100	75	100	75	100																
	No of outlet		4						6						8						10							
Piping	Inlet	mm	40	50	80	100	125	150	200	250	300																	
	Outlet	mm	40	50	80	100	125	150	200	250	300																	
	Drain	mm	25						50						100													
	Overflow	mm	25						50						100													
	Float valve	mm	15										20										25					
	Manual make-up	mm	15						20						25						32							
Weight	Dry weight	Kg	56	65	75	85	105	130	150	180	250	270	500	540	580	870	900	1300	1350	1550	1720	2050	2450	3950	4050	4700	4900	
	Operating weight	Kg	140	150	200	210	290	370	390	550	840	860	1600	1640	1680	2170	2200	2700	2750	3350	3720	3950	6150	9350	9450	11900	12100	
Noise Level	Sound pressure level	dBA	45.5	47	48	50	52	54	58	59	58	59	61	61.5	62	62	62	63	63	64	64.5	61.5	62	65	66	73	74	

NOTE : Nominal cooling capacity is based on 13 ℓ / min / RT (1 RT=3,900 Kcal / hr) at 37°C inlet water temperature, 32°C outlet water temperature and 27°C ambient wet bulb temperature. The SPLs are measured 16m horizontally from the edge of the tower at 1.5m above the foundation level. Pump head is obtained by adding resistance of piping/condenser and the tower height(H). The unit dimension in this catalogue is metric. Specifications listed in this catalogue are subject to change without further notice for technical improvement of our products.

FT OR FT/LN SERIES QUICK SELECTION TABLE

(20°CWB~30°CWB)



EXAMPLE:

RATE :300m³/hr **RANGE: INLET WATER TEMP-OUTLET WATER TEMP**
INLET WATER TEMP:37°C : 37°C - 32°C = 5°C
OUTLET WATER TEMP :32°C **APPROACH: OUTLET WATER TEMP-WET BULB TEMP**
 : 37°C - 32°C = 5°C
WET BULB TEMP :28°C **TOWER SELECTED: FT - 500 OR FT/LN - 500**

COOLING TOWER	CT								
NOMINAL FLOW	m ³ /hr								
INLET WATER	HWT°C								
OUTLET WATER	CWT°C								
AMBIENT WB	WB°C								
RANGE	(HWT-CWT)°C								
APPROACH	(CWT-WB)°C								
MODEL									

SPECIFICATION FOR FT/LN(LOW NOISE TYPE)

SPECIFICATION FOR FT/LN(LOW NOISE TYPE)

ITEM	MODEL		FT/LN																																											
			8	10	15	20	25	30	40	50	60	80	100	125	150	175	200	225	250	300	350	400	500	600	700	800	1000																			
Capacity	27 °C WB	Circulating water flow rate	m ³ /hr	6.2	7.8	11.7	15.6	19.5	23.4	31.2	39.1	46.9	62.5	78.1	97.7	117.2	136.7	156.2	175.8	195.3	234.4	273.4	312.5	390.6	468.7	546.8	625.0	781.2																		
		Make-up water (Approx.)	m ³ /hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.6	0.7	0.9	1.1	1.4	1.7	2.0	2.2	2.5	2.8	3.4	3.9	4.5	5.6	6.7	7.8	8.9	11.2																		
	28 °C WB	Circulating water flow rate	m ³ /hr	5.6	7.1	10.6	14.4	17.8	21.5	28.7	36.3	42.5	58.8	70.6	88.2	107.5	125.0	142.5	160.0	176.2	212.5	250.0	287.5	337.5	431.2	512.4	575.0	718.7																		
		Make-up water (Approx.)	m ³ /hr	0.1	0.1	0.2	0.2	0.3	0.3	0.4	0.5	0.6	0.8	1.0	1.3	1.5	1.8	2.0	2.3	2.5	3.0	3.6	4.1	4.8	6.2	7.3	8.2	10.3																		
	Air flow rate (Approx.)		m ³ /min	70	85	140	160	230	280	330	420	450	700	830	950	1150	1200	1250	1600	1750	2000	2200	2450	2700	3500	3750	5000	5400																		
	Hot water temperature		°C	37																																										
Cold water temperature		°C	32																																											
Overall Dimension	Diameter	mm	920	1160	1160	1490	1660	1660	1890	1890	2100	2100	2900	2900	2900	3310	3310	3960	3960	4360	4760	4760	5600	6600	6600	7600	7600																			
	Height (H)	mm	1755	1620	1870	1945	1885	2145	2220	2220	2340	2515	3060	3260	3260	3450	3600	3920	3920	3990	4195	4255	4590	5310	5510	5660	5860																			
	Height (w/o motor) (m)	mm	1530	1395	1645	1760	1720	1785	1860	1860	1980	2155	2590	2790	2790	2880	3030	3300	3300	3290	3495	3495	3830	4470	4670	4720	4940																			
Material	Air inlet mesh	PVC																																												
	Basin	FRP																																												
	Casing	FRP																																												
	Eliminator	FRP																																												
	Fan	ABS Plastic													Aluminium alloy										FRP																					
	Filler	PVC																																												
	Motor support	Steel (Hot-dip galvanized)																																												
	Sprinkler head	ABS Plastic													Aluminium alloy																															
	Sprinkler pipe	PVC pipe																																												
	Stand pipe	PVC pipe																																												
	Structure	Steel (Hot-dip galvanized)																																												
	Splash mat	Nylon																																												
Fan	TYPE	Axial-flow																																												
	Diameter	mm	640				770				930				1200				1500				1800				2400				3000		3400		3700											
	Speed	rpm	750								600								500								440								375				314				257			
	Driven type	Direct driven													Belt driven													Gear driven																		
Motor	TYPE	Totally enclosed fan cooled outdoor 3 phase induction motor																																												
	Power source	380V / 3 / 50Hz																																												
	Rated output	kw	0.2				0.37				1.1				1.5				3.7				5.5				7.5				11		15		22											
	No of pole	Pole	8								10								12								4																			
Distribution System	TYPE	Automatic sprinkler system																																												
	Inlet dia	mm	40		50		80				100				125				150				200				250				300															
	Outlet dia	mm	15		20		40				65				75				100				75		100		100																			
Piping	No of outlet	4																																												
	Inlet	mm	40		50		80				100				125				150				200				250				300															
	Outlet	mm	40		50		80				100				125				150				200				250				300															
	Drain	mm	25													50													80				100													
	Overflow	mm	25													50													80				100													
	Float valve	mm	15													20													25				32				50		80							
Weight	Dry weight	Kg	80	85	100	125	145	240	280	290	380	400	600	640	680	970	1000	1400	1450	1700	1920	2250	2650	4250	4350	5100	5300																			
	Operating weight	Kg	160	205	220	290	375	470	625	635	970	990	1700	1740	1780	2270	2300	2800	2850	3500	3920	4250	6350	9650	9750	12300	12500																			
Noise Level	Sound pressure level	dBA	40	41	42.5	43.5	44.5	46	47	48	48	49.5	52	52.5	53	54	54.5	55	55	56	57	58	60	62	62.5	65	66																			

GUARANTEE:

All components are guaranteed against defective material for a period of one (1) year.
 When return to RYOWO with transportation prepaid , all parts found by factory inspection to be defective will be repaired replaced without charge , FOB HONG KONG.
 No liability will be assumed for loss or damage resulting from misuse of products.

APPLICATION

For inquiry on RYOWO cooling towers , please contact local agents and specify the following conditions:
 a). Circulating water flow
 b). Inlet water temperature
 c). outlet water temperature
 d). ambient wet bulb temperature
 e). power sources-voltage & frequency

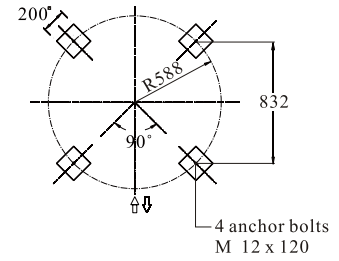
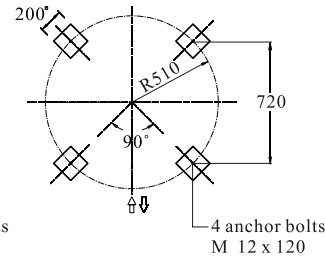
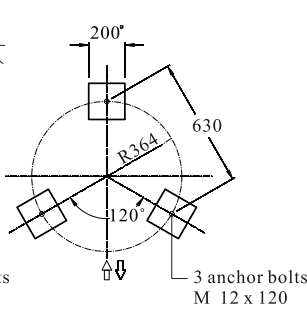
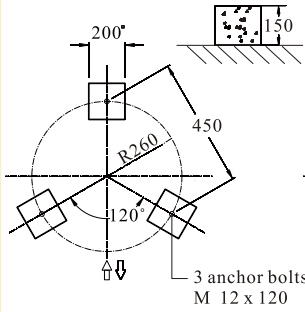
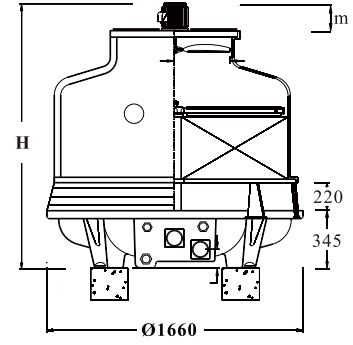
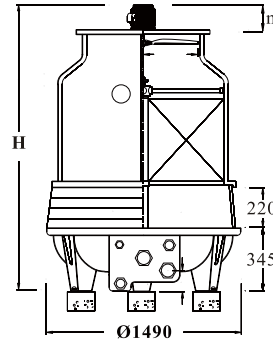
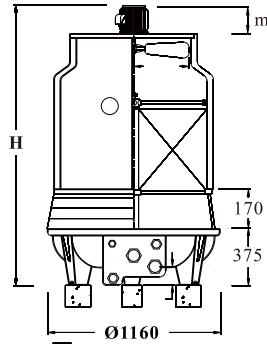
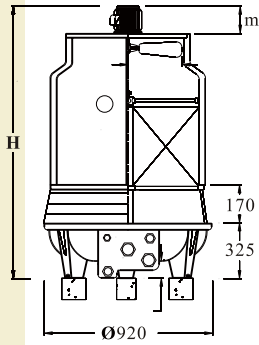
TOWER FOUNDATION

FT-8 10 FT/LN-8

FT-15-20 FT/LN-10 15

FT-25 FT/LN-20

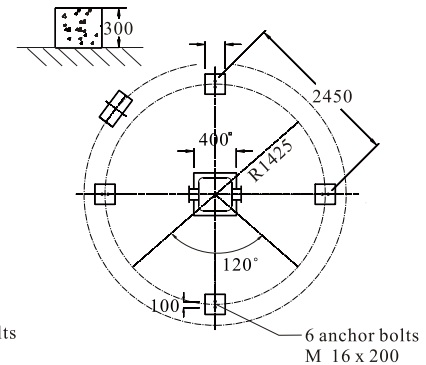
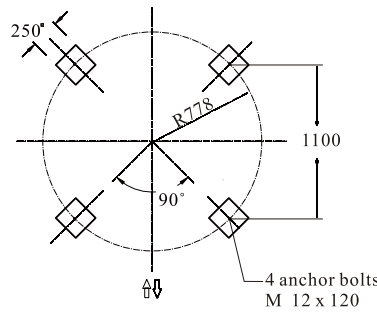
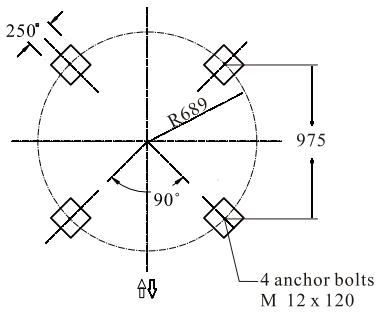
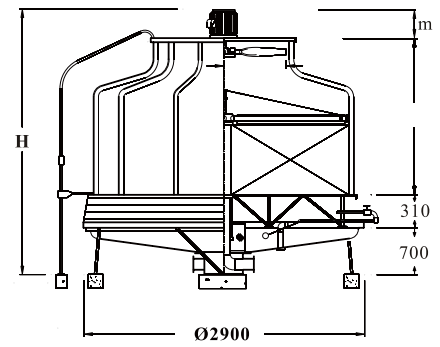
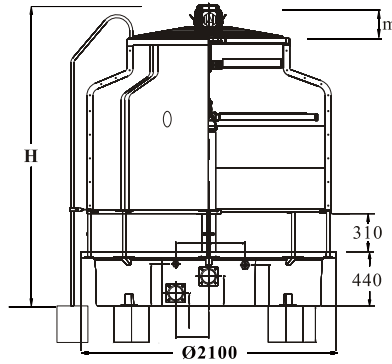
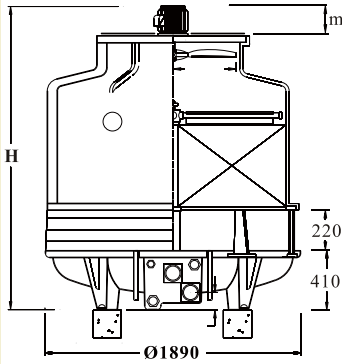
FT-30 40 FT/LN-25 30



FT-50 FT/LN-40·50

FT·FT/LN-60·80

FT·FT/LN-100·125·150

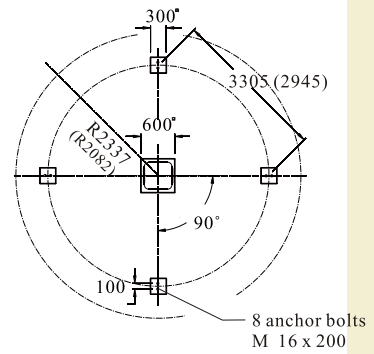
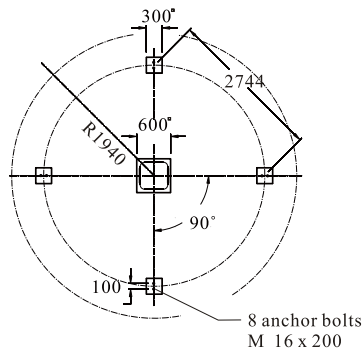
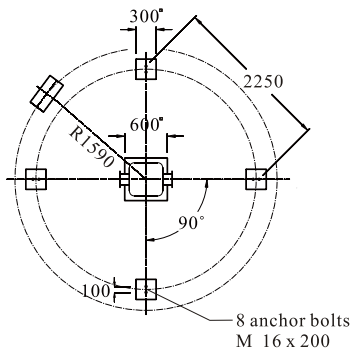
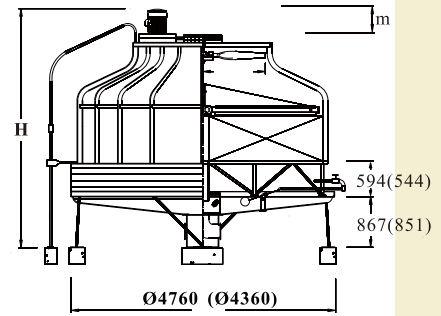
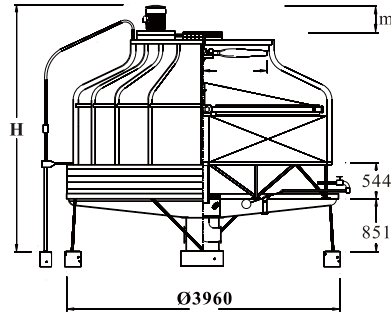
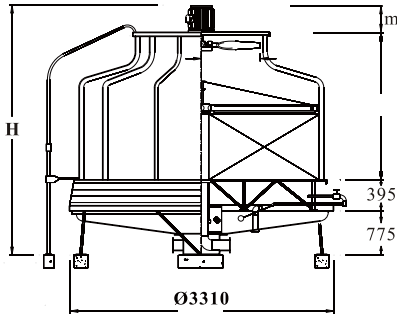


TOWER FOUNDATION

FT· FT/LN-175· 200

FT· FT/LN-225· 250

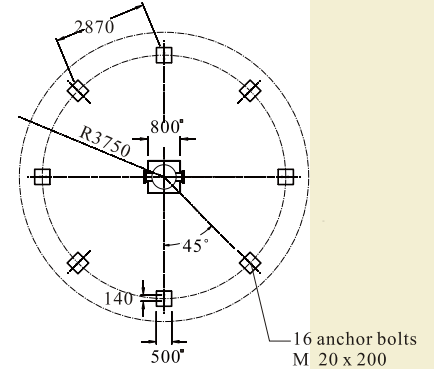
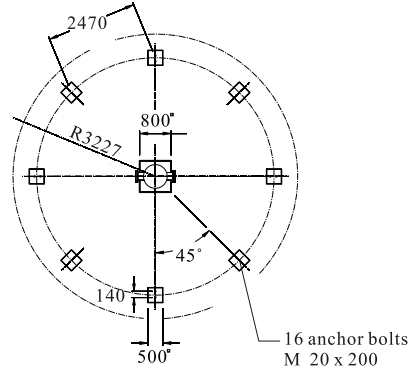
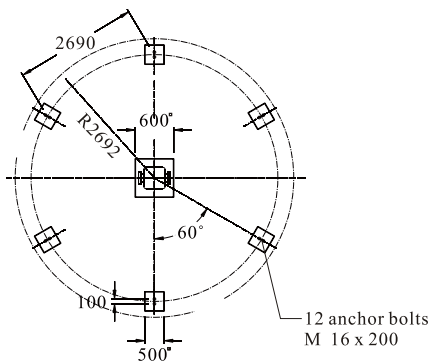
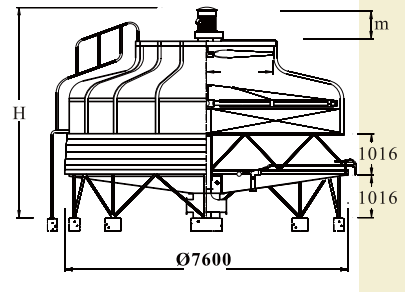
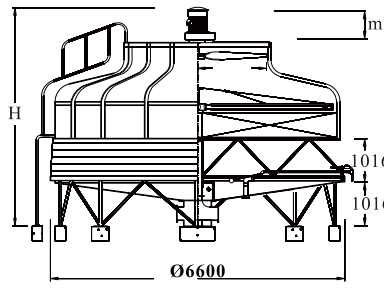
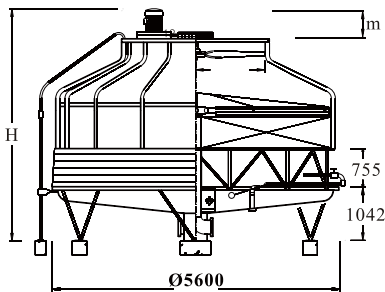
FT· FT/LN-(300)· 350· 400



FT· FT/LN- 500

FT· FT/LN-600· 700

FT· FT/LN-800· 1000



AVAILABLE OPTIONAL ACCESSORIES

DISCHARGE HOOD

This option is available on small models. It provides another direction of discharge air leaving the tower. It is made of F.R.P. with services door and wiring mesh on the air outlet.

HIGH TEMPERATURE FILLER

For high temperature operation such as waste water treatment , P.P. filler can withstand up to 80°C inlet water. (Special arrangement should be made for other components, please contact us for details.)

STAINLESS STEEL COMPONENTS

As an option, we can provide type 304 stainless steel major steel members, bolts and nuts.

TWO-SPEED MOTOR

As an option, two-speed motor can be provided in 4P/6P single winding configuration. A considerable reduction in noise and energy management can be achieved.

F.R.P. AIR INLET LOUVER

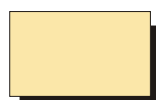
Inlet louver constructed of F.R.P. material can be provided, which matches the rest of tower and prevents water splashing out from the tower.

BASIN HEATERS

Electric immersion heaters with thermostat and control box are available to keep the basin water from freezing in sub-zero weather.

BODY COLOR

Cooling tower installed on the roof of building may be barely noticeable from the ground, and a colored cooling tower matching to building color will make it "good look".



JOB REFERENCES



FT-400 X 2
Bank of China, Shen Zhen

FT/LN-600 X 11
Hotel Lisboa, Macau



FT/LN-300 X 6
Hong Kong University



FT-1000 X 3
FT-500 X 10
CITIC Plaza, Guangzhou



FT-200 X 2
Miami University, U.S.A



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COOLING TOWER MANUFACTURER SINCE 1978

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BROCH -EN-(03)-2013

Appendix 3.2
Fixed Noise Impact Assessment Results

Prediction of Fixed Noise Source Impact on Planned NSR

NSR Labels	Nature of Use	Existing/Planned Uses	Location		ASR	Noise Criteria (ANL), L _{eq} (30 min)		Noise Source ID	Description of Noise Sources	SWL, dB(A), L _{eq} (30 min)		Source Location			Directivity Factor (Q)	No. of Plant	% on-time within 30min (Daytime Peak)	% on-time within 30min (Night-time Peak)	Distance to NSR, d (m)	Correction for, dB(A)						Noise Impact at NSR, dB(A)		
			X	Y		Daytime & Evening Time (0700-2300)	Nighttime (2300-0700)			Daytime & Evening Time (0700-2300)	Nighttime (2300-0700)	X	Y	Z, mPD						Distance	% on time (Daytime)	% on time (Night time)	Screening by Features ⁽¹⁾	Silencer	Tonality	Facade	Daytime & Evening Period	Night-time
FN01	Residential	Planned	837270	820877	C	70	60	F01	VRV at the roof of Kowloon Ling Liang Church	71	OFF	837213	820947	0.0	2	1	100.0%	N.A.	90	-47.1	0	N.A.	0	0	3	3	29.9	N.A.
								F02	VRV at the roof of Kowloon Ling Liang Church	71	OFF	837215	820947	0.0	2	1	100.0%	N.A.	89	-47.0	0	N.A.	0	0	3	3	30.0	N.A.
								F03	VRV at the roof of Kowloon Ling Liang Church	71	OFF	837217	820947	0.0	2	1	100.0%	N.A.	88	-46.9	0	N.A.	0	0	3	3	30.1	N.A.
								F04	VRV at the roof of Kowloon Ling Liang Church	71	OFF	837215	820945	0.0	2	1	100.0%	N.A.	88	-46.9	0	N.A.	0	0	3	3	30.1	N.A.
								F05	VRV at the roof of Kowloon Ling Liang Church	71	OFF	837217	820945	0.0	2	1	100.0%	N.A.	86	-46.7	0	N.A.	0	0	3	3	30.3	N.A.
								F06	VRV at the roof of Kowloon Ling Liang Church	71	OFF	837216	820943	0.0	2	1	100.0%	N.A.	85	-46.6	0	N.A.	0	0	3	3	30.4	N.A.
								F07	VRV at the roof of Kowloon Ling Liang Church	65	OFF	837212	820945	0.0	2	1	100.0%	N.A.	89	-47.0	0	N.A.	0	0	3	3	24.0	N.A.
								F08	VRV at the roof of Kowloon Ling Liang Church	65	OFF	837212	820943	0.0	2	1	100.0%	N.A.	88	-46.9	0	N.A.	0	0	3	3	24.1	N.A.
								F09	Condensing Unit at the roof of Kowloon Ling Liang Church	57	OFF	837211	820940	0.0	2	1	100.0%	N.A.	86	-46.7	0	N.A.	0	0	3	3	16.3	N.A.
								F10	Condensing Unit at the roof of Kowloon Ling Liang Church	57	OFF	837213	820940	0.0	2	1	100.0%	N.A.	85	-46.6	0	N.A.	0	0	3	3	16.4	N.A.
								F11	VRV at the roof of Kowloon Ling Liang Church	68	OFF	837214	820940	0.0	2	1	100.0%	N.A.	84	-46.5	0	N.A.	0	0	3	3	27.5	N.A.
								F12	VRV at the roof of Kowloon Ling Liang Church	58	OFF	837219	820937	0.0	2	1	100.0%	N.A.	79	-46.0	0	N.A.	0	0	3	3	18.0	N.A.
								F13	Condensing Unit at the roof of Kowloon Ling Liang Church	57	OFF	837224	820942	0.0	2	1	100.0%	N.A.	79	-46.0	0	N.A.	0	0	3	3	17.0	N.A.
								F14	Condensing Unit at the roof of Kowloon Ling Liang Church	57	OFF	837226	820941	0.0	2	1	100.0%	N.A.	78	-45.9	0	N.A.	0	0	3	3	17.1	N.A.
								F15	Condensing Unit at the roof of Kowloon Ling Liang Church	67	OFF	837234	820941	0.0	2	1	100.0%	N.A.	74	-45.4	0	N.A.	0	0	3	3	27.6	N.A.
								F16	VRV at the roof of Kowloon Ling Liang Church	68	OFF	837239	820944	0.0	2	1	100.0%	N.A.	74	-45.4	0	N.A.	0	0	3	3	28.6	N.A.
								F17	VRV at the roof of Kowloon Ling Liang Church	68	OFF	837239	820947	0.0	2	1	100.0%	N.A.	76	-45.6	0	N.A.	0	0	3	3	28.4	N.A.
								F18	VRV at the roof of Kowloon Ling Liang Church	68	OFF	837237	820947	0.0	2	1	100.0%	N.A.	77	-45.7	0	N.A.	0	0	3	3	28.3	N.A.
								F19	Chiller at the roof of The Grandeur (Block 1)	68	OFF	837231	821184	0.0	2	1	100.0%	N.A.	310	-57.8	0	N.A.	0	0	3	3	16.2	N.A.
								F20	Chiller at the roof of The Grandeur (Block 1)	68	OFF	837233	821184	0.0	2	1	100.0%	N.A.	309	-57.8	0	N.A.	0	0	3	3	16.2	N.A.
								F21	Chiller at the roof of The Grandeur (Block 1)	68	OFF	837236	821184	0.0	2	1	100.0%	N.A.	309	-57.8	0	N.A.	0	0	3	3	16.2	N.A.
								F22	Chiller at the roof of The Grandeur (Block 1)	68	OFF	837236	821186	0.0	2	1	100.0%	N.A.	311	-57.9	0	N.A.	0	0	3	3	16.1	N.A.
								F23	Chiller at the roof of The Grandeur (Block 1)	68	OFF	837236	821188	0.0	2	1	100.0%	N.A.	313	-57.9	0	N.A.	0	0	3	3	16.1	N.A.
								F24	Chiller at the roof of The Grandeur (Block 1)	68	OFF	837233	821188	0.0	2	1	100.0%	N.A.	313	-57.9	0	N.A.	0	0	3	3	16.1	N.A.
								F25	Chiller at the roof of The Grandeur (Block 1)	68	OFF	837231	821188	0.0	2	1	100.0%	N.A.	314	-57.9	0	N.A.	0	0	3	3	16.1	N.A.
								F26	Cooling Tower at the roof of Smart A	82	OFF	837332	820958	0.0	2	1	100.0%	N.A.	102	-48.1	0	N.A.	-10	0	3	3	29.9	N.A.
								F27	Chiller at the roof of Smart A	83	OFF	837331	820956	0.0	2	1	100.0%	N.A.	100	-48.0	0	N.A.	-10	0	3	3	31.0	N.A.
								F28	Chiller at the roof of Smart A	83	OFF	837329	820955	0.0	2	1	100.0%	N.A.	98	-47.9	0	N.A.	-10	0	3	3	31.1	N.A.
								F29	Chiller at the roof of Smart A	83	OFF	837328	820957	0.0	2	1	100.0%	N.A.	99	-47.9	0	N.A.	-10	0	3	3	31.1	N.A.
								F30	Chiller at the roof of Smart A	83	OFF	837330	820958	0.0	2	1	100.0%	N.A.	101	-48.0	0	N.A.	-10	0	3	3	31.0	N.A.
								F31	Chiller at the roof of Hang Seng Kowloon City Building	92	OFF	837347	820950	0.0	2	1	100.0%	N.A.	106	-48.5	0	N.A.	-10	0	3	3	39.0	N.A.
								F32	Chiller at the roof of Hang Seng Kowloon City Building	92	OFF	837347	820948	0.0	2	1	100.0%	N.A.	105	-48.4	0	N.A.	-10	0	3	3	39.1	N.A.
								F33	Cooling Tower at the roof of St. Teresa Hospital (North Wing)	88	88	837057	820850	0.0	2	1	100.0%	100.0%	214	-54.6	0	0	-10	0	3	3	29.4	29.4
								F34	Cooling Tower at the roof of St. Teresa Hospital (North Wing)	88	88	837065	820851	0.0	2	1	100.0%	100.0%	207	-54.3	0	0	-10	0	3	3	29.7	29.7
								F35	Cooling Tower at the roof of St. Teresa Hospital (North Wing)	88	88	837075	820851	0.0	2	1	100.0%	100.0%	196	-53.9	0	0	-10	0	3	3	30.1	30.1
								F36	Cooling Tower at the roof of St. Teresa Hospital (North Wing)	88	88	837082	820853	0.0	2	1	100.0%	100.0%	190	-53.6	0	0	-10	0	3	3	30.4	30.4
								F37	Chiller at the roof of St. Teresa Hospital (East Wing)	98	98	837114	820858	0.0	2	1	100.0%	100.0%	157	-51.9	0	0	-10	0	3	3	42.1	42.1
								F38	Chiller at the roof of St. Teresa Hospital (East Wing)	98	98	837117	820859	0.0	2	1	100.0%	100.0%	154	-51.7	0	0	-10	0	3	3	42.3	42.3
								F39	Chiller at the roof of St. Teresa Hospital (East Wing)	98	98	837116	820854	0.0	2	1	100.0%	100.0%	155	-51.8	0	0	-10	0	3	3	42.2	42.2
								F40	Chiller at the roof of St. Teresa Hospital (Extension Building)	85	85	837109	820783	0.0	2	1	100.0%	100.0%	186	-53.4	0	0	-10	0	3	3	27.6	27.6
								F41	Chiller at the roof of St. Teresa Hospital (Extension Building)	85	85	837110	820778	0.0	2	1	100.0%	100.0%	188	-53.5	0	0	-10	0	3	3	27.5	27.5
								F42	Chiller at the roof of St. Teresa Hospital (Extension Building)	85	85	837071	820775	0.0	2	1	100.0%	100.0%	223	-55.0	0	0	-10	0	3	3	26.0	26.0
								F43	Chiller at the roof of St. Teresa Hospital (Extension Building)	85	85	837072	820770	0.0	2	1	100.0%	100.0%	225	-55.0	0	0	-10	0	3	3	26.0	26.0
								F44	Chiller at the roof of St. Teresa Hospital (Extension Building)	96	96	837074	820743	0.0	2	1	100.0%	100.0%	237	-55.5	0	0	-10	0	3	3	36.5	36.5
								F45	Chiller at the roof of St. Teresa Hospital (Extension Building)	96	96	837066	820741	0.0	2	1	100.0%	100.0%	245	-55.8	0	0	-10	0	3	3	36.2	36.2
								F46	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837170	820827	0.0	2	1	100.0%	100.0%	112	-49.0	0	0	0	0	3	3	28.5	28.5
								F47	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837172	820827	0.0	2	1	100.0%	100.0%	110	-48.8	0	0	0	0	3	3	27.2	27.2
								F48	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837173	820823	0.0	2	1	100.0%	100.0%	111	-48.9	0	0	0	0	3	3	27.1	27.1
								F49	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837171	820823	0.0	2	1	100.0%	100.0%	113	-49.0	0	0	0	0	3	3	27.0	27.0
								F50	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837169	820822	0.0	2	1	100.0%	100.0%	114	-49.2	0	0	0	0	3	3	26.8	26.8
								F51	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837170	820820	0.0	2	1	100.0%	100.0%	115	-49.2	0	0	0	0	3	3	28.3	28.3
								F52	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837170	820818	0.0	2	1	100.0%	100.0%	116	-49.3	0	0	0	0	3	3	28.2	28.2
								F53	VRV at the roof of St. Teresa Hospital (Staff Quarter)	68	68	837167	820816	0.0	2	1	100.0%	100.0%	120	-49.6	0	0	0	0	3	3	24.4	24.4
								F54	VRV at the roof of St. Teresa Hospital (Staff Quarter)	71	71	837164	820816	0.0	2	1	100.0%	100.0%	122	-49.7	0	0	0	0	3	3	26.8	26.8
								F55	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837162	820815	0.0	2	1	100.0%	100.0%	125	-49.9	0	0	0	0	3	3	27.6	27.6
								F56	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837161	820817	0.0	2	1	100.0%	100.0%	124	-49.9	0	0	0	0	3	3	26.1	26.1
								F57	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837161	820820	0.0	2	1	100.0%	100.0%	123	-49.8	0	0	0	0	3	3	27.7	27.7
								F58	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837164	820819	0.0	2	1	100.0%	100.0%	121	-49.6	0	0	0	0	3	3	27.9	27.9
								F59	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837166	820820	0.0	2	1	100.0%	100.0%	119	-49.5	0	0	0	0	3	3</		

Prediction of Fixed Noise Source Impact on Planned NSR

NSR Labels	Nature of Use	Existing/Planned Uses	Location		ASR	Noise Criteria (ANL), L _{eq} (30 min)		Noise Source ID	Description of Noise Sources	SWL, dB(A), L _{eq} (30 min)		Source Location			Directivity Factor (Q)	No. of Plant	% on-time within 30min (Daytime Peak)	% on-time within 30min (Night-time Peak)	Distance to NSR, d (m)	Correction for, dB(A)						Noise Impact at NSR, dB(A)		
			X	Y		Daytime & Evening Time (0700-2300)	Nighttime (2300-0700)			Daytime & Evening Time (0700-2300)	Nighttime (2300-0700)	X	Y	Z, mPD						Distance	% on time (Daytime)	% on time (Night time)	Screening by Features ⁽¹⁾	Silencer	Tonality	Facade	Daytime & Evening Period	Night-time
FN02	Residential	Planned	837272	820867	B	65	55	F33	Cooling Tower at the roof of St. Teresa Hospital (North Wing)	88	88	837057	820850	0.0	2	1	100.0%	100.0%	215	-54.7	0	0	-10	0	3	3	29.3	29.3
								F34	Cooling Tower at the roof of St. Teresa Hospital (North Wing)	88	88	837065	820851	0.0	2	1	100.0%	100.0%	207	-54.3	0	0	-10	0	3	3	29.7	29.7
								F35	Cooling Tower at the roof of St. Teresa Hospital (North Wing)	88	88	837075	820851	0.0	2	1	100.0%	100.0%	197	-53.9	0	0	-10	0	3	3	30.1	30.1
								F36	Cooling Tower at the roof of St. Teresa Hospital (North Wing)	88	88	837082	820853	0.0	2	1	100.0%	100.0%	190	-53.6	0	0	-10	0	3	3	30.4	30.4
								F37	Chiller at the roof of St. Teresa Hospital (East Wing)	98	98	837114	820858	0.0	2	1	100.0%	100.0%	158	-52.0	0	0	-10	0	3	3	42.0	42.0
								F38	Chiller at the roof of St. Teresa Hospital (East Wing)	98	98	837117	820859	0.0	2	1	100.0%	100.0%	155	-51.8	0	0	-10	0	3	3	42.2	42.2
								F39	Chiller at the roof of St. Teresa Hospital (East Wing)	98	98	837116	820854	0.0	2	1	100.0%	100.0%	156	-51.8	0	0	-10	0	3	3	42.2	42.2
								F40	Chiller at the roof of St. Teresa Hospital (Extension Building)	85	85	837109	820783	0.0	2	1	100.0%	100.0%	183	-53.2	0	0	-10	0	3	3	27.8	27.8
								F41	Chiller at the roof of St. Teresa Hospital (Extension Building)	85	85	837110	820778	0.0	2	1	100.0%	100.0%	184	-53.3	0	0	-10	0	3	3	27.7	27.7
								F42	Chiller at the roof of St. Teresa Hospital (Extension Building)	85	85	837071	820775	0.0	2	1	100.0%	100.0%	220	-54.9	0	0	-10	0	3	3	26.1	26.1
								F43	Chiller at the roof of St. Teresa Hospital (Extension Building)	85	85	837072	820770	0.0	2	1	100.0%	100.0%	221	-54.9	0	0	-10	0	3	3	26.1	26.1
								F44	Chiller at the roof of St. Teresa Hospital (Extension Building)	96	96	837074	820743	0.0	2	1	100.0%	100.0%	233	-55.3	0	0	-10	0	3	3	36.7	36.7
								F45	Chiller at the roof of St. Teresa Hospital (Extension Building)	96	96	837066	820741	0.0	2	1	100.0%	100.0%	241	-55.6	0	0	-10	0	3	3	36.4	36.4
								F46	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837170	820827	0.0	2	1	100.0%	100.0%	109	-48.8	0	0	0	0	3	3	28.7	28.7
								F47	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837172	820827	0.0	2	1	100.0%	100.0%	107	-48.6	0	0	0	0	3	3	27.4	27.4
								F48	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837173	820823	0.0	2	1	100.0%	100.0%	108	-48.7	0	0	0	0	3	3	27.3	27.3
								F49	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837171	820823	0.0	2	1	100.0%	100.0%	110	-48.8	0	0	0	0	3	3	27.2	27.2
								F50	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837169	820822	0.0	2	1	100.0%	100.0%	111	-48.9	0	0	0	0	3	3	27.1	27.1
								F51	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837170	820820	0.0	2	1	100.0%	100.0%	112	-49.0	0	0	0	0	3	3	28.5	28.5
								F52	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837170	820818	0.0	2	1	100.0%	100.0%	113	-49.0	0	0	0	0	3	3	28.5	28.5
								F53	VRV at the roof of St. Teresa Hospital (Staff Quarter)	68	68	837167	820816	0.0	2	1	100.0%	100.0%	117	-49.3	0	0	0	0	3	3	24.7	24.7
F54	VRV at the roof of St. Teresa Hospital (Staff Quarter)	71	71	837164	820816	0.0	2	1	100.0%	100.0%	119	-49.5	0	0	0	0	3	3	27.0	27.0								
F55	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837162	820815	0.0	2	1	100.0%	100.0%	122	-49.7	0	0	0	0	3	3	27.8	27.8								
F56	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837161	820817	0.0	2	1	100.0%	100.0%	121	-49.7	0	0	0	0	3	3	26.3	26.3								
F57	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837161	820820	0.0	2	1	100.0%	100.0%	121	-49.6	0	0	0	0	3	3	27.9	27.9								
F58	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837164	820819	0.0	2	1	100.0%	100.0%	118	-49.4	0	0	0	0	3	3	28.1	28.1								
F59	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837166	820820	0.0	2	1	100.0%	100.0%	116	-49.3	0	0	0	0	3	3	28.2	28.2								
F60	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837158	820823	0.0	2	1	100.0%	100.0%	122	-49.7	0	0	0	0	3	3	27.8	27.8								
F61	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837158	820825	0.0	2	1	100.0%	100.0%	121	-49.7	0	0	0	0	3	3	26.3	26.3								
F62	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837160	820825	0.0	2	1	100.0%	100.0%	119	-49.5	0	0	0	0	3	3	26.5	26.5								
F63	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837162	820822	0.0	2	1	100.0%	100.0%	118	-49.4	0	0	0	0	3	3	28.1	28.1								
F64	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837164	820823	0.0	2	1	100.0%	100.0%	116	-49.3	0	0	0	0	3	3	26.7	26.7								
F65	Chiller at the roof of Hong Kong Eye Hospital	97	97	837029	820680	0.0	2	1	100.0%	100.0%	307	-57.7	0	0	-10	0	3	3	35.3	35.3								
F66	Chiller at the roof of Hong Kong Eye Hospital	97	97	837034	820681	0.0	2	1	100.0%	100.0%	302	-57.6	0	0	-10	0	3	3	35.4	35.4								
F67	Chiller at the roof of Hong Kong Eye Hospital	96	96	837043	820652	0.0	2	1	100.0%	100.0%	313	-57.9	0	0	-10	0	3	3	34.1	34.1								
F68	Cooling Tower at the roof of Kowloon City Law Courts Building	92	OFF	837139	820699	0.0	2	1	100.0%	N.A.	214	-54.6	0	N.A.	0	0	3	3	43.4	N.A.								
F69	Cooling Tower at the roof of Kowloon City Law Courts Building	92	OFF	837140	820697	0.0	2	1	100.0%	N.A.	215	-54.7	0	N.A.	0	0	3	3	43.3	N.A.								
F70	Chiller at the roof of Kowloon City Law Courts Building	94	OFF	837138	820693	0.0	2	1	100.0%	N.A.	220	-54.8	0	N.A.	0	0	3	3	45.2	N.A.								
F71	Chiller at the roof of Kowloon City Law Courts Building	94	OFF	837139	820687	0.0	2	1	100.0%	N.A.	224	-55.0	0	N.A.	0	0	3	3	45.0	N.A.								
Total =																							53	49				

FN03	Residential	Planned	837273	820860	B	65	55	F01	VRV at the roof of Kowloon Ling Liang Church	71	OFF	837213	820947	0.0	2	1	100.0%	N.A.	106	-48.5	0	N.A.	0	0	3	3	28.5	N.A.
								F02	VRV at the roof of Kowloon Ling Liang Church	71	OFF	837215	820947	0.0	2	1	100.0%	N.A.	104	-48.4	0	N.A.	0	0	3	3	28.6	N.A.
								F03	VRV at the roof of Kowloon Ling Liang Church	71	OFF	837217	820947	0.0	2	1	100.0%	N.A.	103	-48.3	0	N.A.	0	0	3	3	28.7	N.A.
								F04	VRV at the roof of Kowloon Ling Liang Church	71	OFF	837215	820945	0.0	2	1	100.0%	N.A.	103	-48.2	0	N.A.	0	0	3	3	28.8	N.A.
								F05	VRV at the roof of Kowloon Ling Liang Church	71	OFF	837217	820945	0.0	2	1	100.0%	N.A.	102	-48.1	0	N.A.	0	0	3	3	28.9	N.A.
								F06	VRV at the roof of Kowloon Ling Liang Church	71	OFF	837216	820943	0.0	2	1	100.0%	N.A.	101	-48.1	0	N.A.	0	0	3	3	28.9	N.A.
								F07	VRV at the roof of Kowloon Ling Liang Church	65	OFF	837212	820945	0.0	2	1	100.0%	N.A.	104	-48.4	0	N.A.	0	0	3	3	22.6	N.A.
								F08	VRV at the roof of Kowloon Ling Liang Church	65	OFF	837212	820943	0.0	2	1	100.0%	N.A.	103	-48.2	0	N.A.	0	0	3	3	22.8	N.A.
								F09	Condensing Unit at the roof of Kowloon Ling Liang Church	57	OFF	837211	820940	0.0	2	1	100.0%	N.A.	101	-48.1	0	N.A.	0	0	3	3	14.9	N.A.
								F10	Condensing Unit at the roof of Kowloon Ling Liang Church	57	OFF	837213	820940	0.0	2	1	100.0%	N.A.	100	-48.0	0	N.A.	0	0	3	3	15.0	N.A.
								F11	VRV at the roof of Kowloon Ling Liang Church	68	OFF	837214	820940	0.0	2	1	100.0%	N.A.	99	-47.9	0	N.A.	0	0	3	3	26.1	N.A.
								F12	VRV at the roof of Kowloon Ling Liang Church	58	OFF	837219	820937	0.0	2	1	100.0%	N.A.	94	-47.5	0	N.A.	0	0	3	3	16.5	N.A.
								F13	Condensing Unit at the roof of Kowloon Ling Liang Church	57	OFF	837224	820942	0.0	2	1	100.0%	N.A.	95	-47.6	0	N.A.	0	0	3	3	15.4	N.A.
								F14	Condensing Unit at the roof of Kowloon Ling Liang Church	57	OFF	837226	820941	0.0	2	1	100.0%	N.A.	94	-47.5	0	N.A.	0	0	3	3	15.5	N.A.
								F15	Condensing Unit at the roof of Kowloon Ling Liang Church	67	OFF	837234	820941	0.0	2	1	100.0%	N.A.	90	-47.1	0	N.A.	0	0	3	3	25.9	N.A.
								F16	VRV at the roof of Kowloon Ling Liang Church	68	OFF	837239	820944	0.0	2	1	100.0%	N.A.	91	-47.1	0	N.A.	0	0	3	3	26.9	N.A.
								F17	VRV at the roof of Kowloon Ling Liang Church	68	OFF	837239	820947	0.0	2	1	100.0%	N.A.	93	-47.3	0	N.A.	0	0	3	3	26.7	N.A.
								F18	VRV at the roof of Kowloon Ling Liang Church	68	OFF	837237	820947	0.0	2	1	100.0%	N.A.	93	-47.4	0	N.A.	0	0	3	3	26.6	N.A.
								F33	Cooling Tower at the roof of St. Teresa Hospital (North Wing)	88	88	837057	820850	0.0														

Prediction of Fixed Noise Source Impact on Planned NSR

NSR Labels	Nature of Use	Existing/Planned Uses	Location		ASR	Noise Criteria (ANL), L _{eq} (30 min)		Noise Source ID	Description of Noise Sources	SWL, dB(A), L _{eq} (30 min)		Source Location			Directivity Factor (Q)	No. of Plant	% on-time within 30min (Daytime Peak)	% on-time within 30min (Night-time Peak)	Distance to NSR, d (m)	Correction for, dB(A)						Noise Impact at NSR, dB(A)		
			X	Y		Daytime & Evening Time (0700-2300)	Nighttime (2300-0700)			Daytime & Evening Time (0700-2300)	Nighttime (2300-0700)	X	Y	Z, mPD						Distance	% on time (Daytime)	% on time (Night time)	Screening by Features ^[1]	Silencer	Tonality	Facade	Daytime & Evening Period	Night-time
FN04	Residential	Planned	837277	820843	B	65	55	F33	Cooling Tower at the roof of St.Teresa Hospital (North Wing)	88	88	837057	820850	0.0	2	1	100.0%	100.0%	220	-54.8	0	0	-10	0	3	3	29.2	29.2
								F34	Cooling Tower at the roof of St.Teresa Hospital (North Wing)	88	88	837065	820851	0.0	2	1	100.0%	100.0%	212	-54.5	0	0	-10	0	3	3	29.5	29.5
								F35	Cooling Tower at the roof of St.Teresa Hospital (North Wing)	88	88	837075	820851	0.0	2	1	100.0%	100.0%	202	-54.1	0	0	-10	0	3	3	29.9	29.9
								F36	Cooling Tower at the roof of St.Teresa Hospital (North Wing)	88	88	837082	820853	0.0	2	1	100.0%	100.0%	196	-53.8	0	0	-10	0	3	3	30.2	30.2
								F37	Chiller at the roof of St.Teresa Hospital (East Wing)	98	98	837114	820858	0.0	2	1	100.0%	100.0%	164	-52.3	0	0	-10	0	3	3	41.7	41.7
								F38	Chiller at the roof of St.Teresa Hospital (East Wing)	98	98	837117	820859	0.0	2	1	100.0%	100.0%	161	-52.1	0	0	-10	0	3	3	41.9	41.9
								F39	Chiller at the roof of St.Teresa Hospital (East Wing)	98	98	837116	820854	0.0	2	1	100.0%	100.0%	161	-52.1	0	0	-10	0	3	3	41.9	41.9
								F40	Chiller at the roof of St.Teresa Hospital (Extension Building)	85	85	837109	820783	0.0	2	1	100.0%	100.0%	178	-53.0	0	0	-10	0	3	3	28.0	28.0
								F41	Chiller at the roof of St.Teresa Hospital (Extension Building)	85	85	837110	820778	0.0	2	1	100.0%	100.0%	179	-53.1	0	0	-10	0	3	3	27.9	27.9
								F42	Chiller at the roof of St.Teresa Hospital (Extension Building)	85	85	837071	820775	0.0	2	1	100.0%	100.0%	217	-54.7	0	0	-10	0	3	3	26.3	26.3
								F43	Chiller at the roof of St.Teresa Hospital (Extension Building)	85	85	837072	820770	0.0	2	1	100.0%	100.0%	217	-54.7	0	0	-10	0	3	3	26.3	26.3
								F44	Chiller at the roof of St.Teresa Hospital (Extension Building)	96	96	837074	820743	0.0	2	1	100.0%	100.0%	226	-55.1	0	0	-10	0	3	3	36.9	36.9
								F45	Chiller at the roof of St.Teresa Hospital (Extension Building)	96	96	837066	820741	0.0	2	1	100.0%	100.0%	234	-55.4	0	0	-10	0	3	3	36.6	36.6
								F46	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837170	820827	0.0	2	1	100.0%	100.0%	109	-48.7	0	0	0	0	3	3	28.8	28.8
								F47	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837172	820827	0.0	2	1	100.0%	100.0%	106	-48.5	0	0	0	0	3	3	27.5	27.5
								F48	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837173	820823	0.0	2	1	100.0%	100.0%	106	-48.5	0	0	0	0	3	3	27.5	27.5
								F49	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837171	820823	0.0	2	1	100.0%	100.0%	108	-48.7	0	0	0	0	3	3	27.3	27.3
								F50	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837169	820822	0.0	2	1	100.0%	100.0%	110	-48.8	0	0	0	0	3	3	27.2	27.2
								F51	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837170	820820	0.0	2	1	100.0%	100.0%	110	-48.8	0	0	0	0	3	3	28.7	28.7
								F52	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837170	820818	0.0	2	1	100.0%	100.0%	110	-48.8	0	0	0	0	3	3	28.7	28.7
								F53	VRV at the roof of St. Teresa Hospital (Staff Quarter)	68	68	837167	820816	0.0	2	1	100.0%	100.0%	114	-49.1	0	0	0	0	3	3	24.9	24.9
								F54	VRV at the roof of St. Teresa Hospital (Staff Quarter)	71	71	837164	820816	0.0	2	1	100.0%	100.0%	116	-49.3	0	0	0	0	3	3	27.2	27.2
								F55	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837162	820815	0.0	2	1	100.0%	100.0%	119	-49.5	0	0	0	0	3	3	28.0	28.0
								F56	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837161	820817	0.0	2	1	100.0%	100.0%	119	-49.5	0	0	0	0	3	3	26.5	26.5
								F57	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837161	820820	0.0	2	1	100.0%	100.0%	119	-49.5	0	0	0	0	3	3	28.0	28.0
								F58	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837164	820819	0.0	2	1	100.0%	100.0%	116	-49.3	0	0	0	0	3	3	28.2	28.2
								F59	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837166	820820	0.0	2	1	100.0%	100.0%	114	-49.1	0	0	0	0	3	3	28.4	28.4
								F60	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837158	820823	0.0	2	1	100.0%	100.0%	121	-49.7	0	0	0	0	3	3	27.8	27.8
								F61	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837158	820825	0.0	2	1	100.0%	100.0%	120	-49.6	0	0	0	0	3	3	26.4	26.4
								F62	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837160	820825	0.0	2	1	100.0%	100.0%	119	-49.5	0	0	0	0	3	3	26.5	26.5
								F63	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837162	820822	0.0	2	1	100.0%	100.0%	117	-49.3	0	0	0	0	3	3	28.2	28.2
								F64	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837164	820823	0.0	2	1	100.0%	100.0%	114	-49.2	0	0	0	0	3	3	26.8	26.8
								F65	Chiller at the roof of Hong Kong Eye Hospital	97	97	837029	820680	0.0	2	1	100.0%	100.0%	297	-57.5	0	0	-10	0	3	3	35.5	35.5
								F66	Chiller at the roof of Hong Kong Eye Hospital	97	97	837034	820681	0.0	2	1	100.0%	100.0%	292	-57.3	0	0	-10	0	3	3	35.7	35.7
								F67	Chiller at the roof of Hong Kong Eye Hospital	96	96	837043	820652	0.0	2	1	100.0%	100.0%	302	-57.6	0	0	-10	0	3	3	34.4	34.4
F68	Cooling Tower at the roof of Kowloon City Law Courts Building	92	OFF	837139	820699	0.0	2	1	100.0%	N.A.	199	-54.0	0	N.A.	0	0	3	3	44.0	N.A.								
F69	Cooling Tower at the roof of Kowloon City Law Courts Building	92	OFF	837140	820697	0.0	2	1	100.0%	N.A.	200	-54.0	0	N.A.	0	0	3	3	44.0	N.A.								
F70	Chiller at the roof of Kowloon City Law Courts Building	94	OFF	837138	820693	0.0	2	1	100.0%	N.A.	205	-54.2	0	N.A.	0	0	3	3	45.8	N.A.								
F71	Chiller at the roof of Kowloon City Law Courts Building	94	OFF	837139	820687	0.0	2	1	100.0%	N.A.	209	-54.4	0	N.A.	0	0	3	3	45.6	N.A.								
																				Total =		53	49					
FN05	Residential	Planned	837282	820844	B	65	55	F40	Chiller at the roof of St.Teresa Hospital (Extension Building)	85	85	837109	820783	0	2	1	100.00%	100.00%	183	-53.3	0	0	-10	0	3	3	27.7	27.7
								F41	Chiller at the roof of St.Teresa Hospital (Extension Building)	85	85	837110	820778	0	2	1	100.00%	100.00%	184	-53.3	0	0	-10	0	3	3	27.7	27.7
								F42	Chiller at the roof of St.Teresa Hospital (Extension Building)	85	85	837071	820775	0	2	1	100.00%	100.00%	222	-54.9	0	0	-10	0	3	3	26.1	26.1
								F43	Chiller at the roof of St.Teresa Hospital (Extension Building)	85	85	837072	820770	0	2	1	100.00%	100.00%	222	-54.9	0	0	-10	0	3	3	26.1	26.1
								F44	Chiller at the roof of St.Teresa Hospital (Extension Building)	96	96	837074	820743	0	2	1	100.00%	100.00%	231	-55.3	0	0	-10	0	3	3	36.7	36.7
								F45	Chiller at the roof of St.Teresa Hospital (Extension Building)	96	96	837066	820741	0	2	1	100.00%	100.00%	239	-55.6	0	0	-10	0	3	3	36.4	36.4
								F46	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837170	820827	0	2	1	100.00%	100.00%	113	-49.1	0	0	0	0	3	3	28.4	28.4
								F47	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837172	820827	0	2	1	100.00%	100.00%	111	-48.9	0	0	0	0	3	3	27.1	27.1
								F48	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837173	820823	0	2	1	100.00%	100.00%	111	-48.9	0	0	0	0	3	3	27.1	27.1
								F49	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837171	820823	0	2	1	100.00%	100.00%	113	-49.0	0	0	0	0	3	3	27.0	27.0
								F50	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837169	820822	0	2	1	100.00%	100.00%	114	-49.2	0	0	0	0	3	3	26.8	26.8
								F51	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837170	820820	0	2	1	100.00%	100.00%	114	-49.2	0	0	0	0	3	3	28.3	28.3
								F52	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837170	820818	0	2	1	100.00%	100.00%	115	-49.2	0	0	0	0	3	3	28.3	28.3
								F53	VRV at the roof of St. Teresa Hospital (Staff Quarter)	68	68	837167	820816	0	2	1	100.00%	100.00%	118	-49.5	0	0	0	0	3	3	24.5	24.5
								F54	VRV at the roof of St. Teresa Hospital (Staff Quarter)	71	71	837164	820816	0	2	1	100.00%	100.00%	121	-49.6	0	0	0	0	3	3	26.9	26.9
								F55	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837162	820815	0	2	1	100.00%	100.00%	124	-49.8	0	0	0	0	3	3	27.7	27.7
								F56	VRV at the roof of St. Teresa Hospital (Staff Quarter)	70	70	837161	820817	0	2	1	100.00%	100.00%	124	-49.8	0	0	0	0	3	3	26.2	26.2
								F57	VRV at the roof of St. Teresa Hospital (Staff Quarter)	72	72	837161	820820	0	2	1	100.00%	100.00%	124	-49.8	0	0	0	0	3</			