ARUP

Appendix H

Air Ventilation Assessment

Prepared by

Ramboll Hong Kong Limited

S16 APPLICATION FOR PROPOSED FLAT, SHOP AND SERVICES, EATING PLACES WITH MINOR RELAXATION OF PLOT RATIO AND BUILDING HEIGHT RESTRICTIONS IN "RESIDENTIAL (GROUP E)" ZONE AT NO. 4 TUNG YUEN STREET, YAU TONG, KOWLOON

AIR VENTILATION ASSESSMENT

Date	**25 November 2024**
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1. INTRODUCTION

1.1 Project Background

1.1.1 The Subject Site is situated at Yau Tong Marine Lot No.70. The Site is zoned as "Residential (Group E)" (R(E)) under the approved Cha Kwo Ling, Yau Tong, Lei Yue Mun OZP S/K15/27.

1.1.2 Ramboll Hong Kong Limited has been commissioned by the project proponent to undertake an Air Ventilation Assessment (AVA) for the Subject Sites in support of the lease application.

1.2 Objectives

1.2.1 This AVA contains a quantitative Computational Fluid Dynamics (CFD) assessment of the potential ventilation impact of the proposed building design on the future pedestrian wind environment.

1.3 Subject Site and its Environs

1.3.1 The Subject Site covers an area of about 2,419 m^2 and currently occupied by Wah Tung Godown Building.

1.3.2 The Subject Site is located at a harbourfront site and bounded by Tung Yuen Street to the east. Tung Yuen Street runs from northwest to the southeast immediate northeast of the Site. Yau Tong Sewage Pumping Station is located to the immediate northwest of the Site. Ko Fai Road is located to the further north. A concrete batching plant ran by Redland Concrete Ltd. is located to the immediate south of the Site. The Coast Line I, which is a residential development under construction, is located to the further south of the Site; while the Coast Line II is located east of the Site, opposite site of the Tung Yuen Street. Future high-rise developments are planned to be developed along the water front of the Yau Tong Bay. In general, the surrounding area is dominated by industrial and residential developments.

1.3.3 **Figure 1** shows the location and the environs of the Subject Site.

1.4 Future/ Committed Development

1.4.1 The following future/ committed developments have been considered in this study. **Figure 3** illustrates the location and building blocks of these developments which have been included in the CFD simulation.

1. Planning Application A/K15/112 and 130
2. The Coast Line I & II
3. Planning Application A/K15/126
4. Planning Application A/K15/121
5. Montego Bay
6. Planning Application A/K15/90
7. Planning Application A/K15/129
8. Planning Application A/K15/127

1.5 Baseline Scheme

1.5.1 The Baseline Scheme adopts existing site condition in the quantitative assessment, i.e. one seven-storey industrial building which extent cover the whole Site without any setback from site boundary.

1.5.2 **Appendix 1** shows the layout plan of the Baseline Scheme from Common Spatial Data Infrastructure (CSDI) of Lands Department.

1.6 Proposed Scheme

1.6.1 **Appendix 2** shows the Master Layout Plan (MLP) of the Proposed Scheme.

1.6.2 The Proposed Scheme consists of one residential tower, which is situated atop a three-storey podium. The podium is for accommodation for retail and clubhouse.

1.6.3 The overall layout of the residential tower forms an L shape. The inland portion of the Proposed Scheme, positioned along Tung Yuen Street, has an elevation of 100mPD, while the residential band towards the waterfront promenade is oriented in a west-east direction and is slightly lower at 80mPD.

1.6.4 The Proposed Scheme includes a 5m-wide public passageway on the ground floor, connecting the Tung Yuen Street to the promenade in a west-east direction. Additionally, there is a 15m-wide setback from the Proposed Scheme to the western site boundary at the waterfront promenade.

2. SITE WIND AVAILABILITY

2.1 Site Wind Availability Data

2.1.1 According to the Planning Department's website, a meso-scale Regional Atmospheric Modeling System (RAMS) was used to produce a simulated 10-year wind climate at the horizontal resolution of 0.5 km x 0.5 km covering the whole territory of Hong Kong. The simulated wind data represents the annual, winter and summer wind conditions at various levels, i.e. 200 m, 300 m, and 500 m above terrain.

2.1.2 It is considered an acceptable starting point to use the simulated RAMS data for Site wind availability. The use of RAMS data (grid: X;092, Y:037) is preferred over measurement data at Waglan Island as it can reflect the effect of topography to wind availability.

2.1.3 The relevant annual windrose for the district under concern has been extracted from the Planning Department's website for Subject Sites wind availability data. **Figure 5** shows the relevant windrose diagram (at 500 m) representing the frequency and wind speed distribution of the district concerned for both summer and annual conditions. The simulated windroses show that the annual prevailing is coming from E direction (20.5%) with contributions from ENE (15.0%); while the summer prevailing is coming from SW direction (14.5%) with contributions from SSW (11.7%). In this quantitative AVA, a CFD software has been used. According to the *Technical Guide*, simplification of wind data for the initial study has been adopted. The wind directions with highest probability of occurrence are selected for AVA purposes. 8 most frequently occurred prevailing wind directions were selected for both annual and summer conditions with overall frequency of occurrence equivalent to 77.6% and 79.3% respectively of the time in a year.

2.1.4 **Table 2.1** summarizes the simulated wind availability data including probability of occurrence.

Table 2.1 Summary of RAMS Data and Wind Direction

Wind Direction	Probability for Annual Condition (%)	Probability for Summer Condition (%)
N	2.7	0.9
NNE	5.5	1.1
NE	8.3	1.6
ENE	15.0	3.3
E	20.5	8.9
ESE	10.7	9.0
SE	6.2	7.3
SSE	4.2	8.0
S	4.5	10.4
SSW	5.4	11.7
SW	6.0	14.5
WSW	3.8	9.5
W	3.0	6.8
WNW	1.5	3.0
NW	1.3	2.5

Wind Direction	Probability for Annual Condition (%)	Probability for Summer Condition (%)
NNW	1.1	1.0

2.2 Topography and Building Morphology

Topography

2.2.1 The Subject Site is located at Yau Tong Area. Lei Yue Mun and Victoria Harbour are located to the south and west of Yau Tong Area respectively. Kwun Tong Tsai Wan is located to the north. Devil's Peak, with an elevation at about 200mPD is located to the further east of the Subject Site.

2.2.2 The terrain in the immediate vicinity of the Subject Site is rather flat with hilly terrain (Devil's Peak) from approximately 1 km to the east. On the other hand, the terrain height is gradually increased towards inland, i.e. from Tung Yuen Street to Shung Yiu Street.

2.2.3 Although the influence of local topography to the wind flow pattern around the Subject Site is minimal, the Subject Site is surrounded by a number of existing and planned developments in all most all directions. As such, the wind flow pattern in the vicinity would be influenced by these surrounding built environments. Since Lei Yue Mun and Victoria Harbour are located to the south and west of the Subject Site and sea breeze would be the dominant wind in summer condition. South to west prevailing wind towards the Subject Site is currently unobstructed and the wind availability is considered to be optimal.

Building Morphology

2.2.4 The Subject Site is surrounded by a number of existing and planned developments, such as The Coast Line 1 at 80mPD to the south and Peninsula East at 148mPD to the east. Coast Line II at 100mPD is also located further east of the Site. The planned residential developments at ~ 70 to 100 mPD along the water front of Yau Tong Bay is located further north of the site. Since surrounding buildings are already closely located, it is generally considered to be unfavourable for wind penetration. Under such circumstances, most wind could only skim over the low or mid-rises developments such as podium of developments of the existing low-rise industrial buildings, or flow along carriageways at pedestrian level rather than through the building gaps. Since the frontage of the inland portion of the Proposed Scheme is slightly wide, it is likely slightly block incoming wind to its surrounding area. Nevertheless, the public passageway allows penetration of summer prevailing wind such as WSW direction.

2.2.5 **Table 2.2** highlights the building height of the nearby developments.

Table.2 Surrounding Developments

Name of Development	Max. Building Height (mPD)	Location from Site
The Coast Line I	80	South
The Coast Line II	100	Southeast
Planning Application A/K15/126	80-100	Southeast
Peninsula East	148	East
Gloria Weaving & Knitting Factory Ltd	30	Northeast

Name of Development	Max. Building Height (mPD)	Location from Site
Union Industrial Building	~31	Northeast
Yau Tong Sewage Pumping Station	~10	North
Planning Application A/K15/112 and 130	T1: 72 T2: 81.5 T3: 91.1 T4: 100.7	North/ Northeast
Planning Application A/K15/129	120	Southeast

3. QUANTITATIVE ASSESSMENT METHODOLOGY

3.1 Atmospheric Conditions

3.1.1 Simulated wind profile curves are extracted from the Planning Department's website using RAMS site wind availability data and is directly adopted for this quantitative AVA. **Figure 6** shows the wind profile curves for grid X:092, Y:037.

3.1.2 Wind profile curves (i.e. approach condition from the detail study) 0, 1, and 2 would be utilized for quantitative AVA according to the selected wind directions in **Table 2.1**.

3.1.3 For elevation from 0 to 10 m where wind profile information is not available, the wind speed is assumed based on fitted Log Law and measured wind speed value at 10 m from the RAMS Site wind availability data for each wind profile curve.

3.1.4 The wind profile of 0 m to 10 m is interpolated and then combined with the wind profile curves on RAMS site wind availability data.

3.2 CFD Code and Major Parameters

3.2.1 A quantitative assessment based on the requirement for Initial Study stipulated in the relevant Technical Guide has been conducted for the purpose of comparing the air ventilation performance between the Proposed and the Baseline Schemes.

3.2.2 The quantitative assessment is conducted by using a commercial CFD code, FLUENT. FLUENT model has been widely applied for various AVA research and studies worldwide. The accuracy level of the FLUENT model is well-accepted by the industry for AVA application.

3.2.3 Realizable K-epsilon turbulence providing better prediction of separation and vortexes has been adopted for air ventilation assessment as recommended in COST action C14.

3.2.4 Generally, the assessment area is determined by the height (H) of the highest building within the surrounding area (i.e. The Spectacle with a building height of around 150mPD).

3.2.5 The domain covers the model area of over 300m. The surrounding area is determined by 2 times the height of the highest building within the model area which is equivalent to at least 2H of the highest building (i.e. >2H where H=150 m) from the Project Site boundary. It is confirmed that all major noise barriers, elevated structures, and planned / committed / existing developments in the model area have been modelled in the simulation. **Figure 1** indicates the assessment area and the surrounding area of the CFD model.

3.2.6 The domain dimension is about 5200m x 5400m and with an elevation of 1700m. More than 6,400,000 grid cells have been defined to simulate the air flow. Given the large domain adopted in this assessment and the physical limitation on the computational resources of the CFD model, the horizontal and vertical grid size employed in the CFD model in the vicinity of the Project Area is taken as a global minimum size of 2m, and the size of the grid cells further away from the Project Area is increased by a growth ratio of 1.3. The global maximum size of cells is 32m while smaller cells size of 0.5m were used. Besides, four layers of prism cells (each layer of 0.5m thickness) are employed above the terrain of Subject Sites. The blockage ratio is less than 3%.

3.2.7 The windward boundary is defined as inflow with the wind profile defined. The leeward boundary is defined as outflow. The sky and lateral boundaries are defined as a symmetric boundary condition.

3.2.8 **Appendix 3** shows the domain size and the CFD model in different views.

3.2.9 The advection terms of the momentum and viscous terms are resolved with the second order numerical schemes. The scaled residuals are converged to an order of magnitude of at least 1 x 10-4 as recommended in COST action C14.

3.3 Important Areas

3.3.1 For the proposed development, important surrounding areas that the public would often access have been identified as follows:

(1) Ko Fai Road

(2) Shung Tai Wai

(3) Tung Yuen Street

(4) Shung Wo Path

(5) Shung Yiu Street

(6) Waterfront Promenade

(7) The Coast Line I

(8) The Coast Line II

(9) Peninsula East

(10) Approved Application No. A/K15/130

(11) Approved Application No. A/K15/126

3.4 Test Point Location

3.4.1 A total of 104 test points (including 30 numbers of perimeter test points defined along the boundary of the Subject Sites, 53 numbers of overall test points within the assessment area and 21 number of special test points) have been selected. The overall test point generally represents important pedestrian areas which are listed in **Section 3.3** above. All test points are located at 2m above ground level. **Figure 7** shows the test points selected for quantitative air ventilation assessment.

4. KEY FINDINGS

4.1 Spatial Average Wind Velocity Ratios

4.1.1 The velocity ratio under a specific wind direction at a test point is calculated by dividing the simulated wind speed at the test point under a certain wind direction by the velocity at gradient height under the same wind direction. All test points are located at 2m above ground level.

4.1.2 **Table 4.1** shows the Subject Sites spatial average velocity ratio (SVR), local spatial average velocity ratio (LVR), and average wind velocity ratio along surrounding sensitive area during annual condition and summer condition (for the Proposed Scheme (PS) and Baseline Scheme (BS)).

4.1.3 **Appendix 6** shows the detailed simulation results of the Proposed Scheme and the Baseline Scheme.

Table 4.1 Summary of Spatial Average Wind Velocity Ratios (VR) – Annual and Summer Condition

Location	Test Point	Annual Condition		Summer Condition	
		BS	PS	BS	PS
SVR	P01-P30	0.07	**0.10**	0.10	**0.18**
LVR	P01-P30, T01-T55	0.14	0.14	0.16	**0.20**
Ko Fai Road	T01-T13	0.19	**0.20**	0.24	**0.27**
Shung Tai Wai	T14-T19	**0.19**	0.15	**0.18**	0.17
Tung Yuen Street	T05, T20-T30, T54-55 P12, P16, P20	0.13	**0.14**	0.19	**0.21**
Shung Yiu Street	T37, T40-T44	**0.19**	0.18	**0.16**	0.15
Waterfront Promenade	T45-T53	**0.19**	0.18	0.19	0.19
The Coast Line I	S01-S03	**0.12**	0.10	**0.19**	0.18
The Coast Line II	S04-S08	**0.16**	0.15	0.14	0.14
Peninsula East	S10-S12	**0.15**	0.14	0.10	**0.12**
Approved Application No. A/K15/130	S13- S16	0.17	0.17	0.16	0.16

Note: Highlighted in **red** where VR is higher in the Proposed Scheme

Highlighted in **blue** where VR is higher in the Baseline Scheme

4.2 Discussion on Air Ventilation Performance

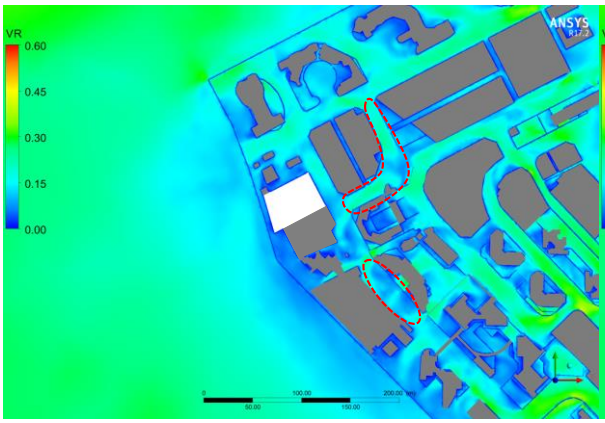
Discussion for VR Table

4.2.1 According to **Table 4.1** above, it is noted that the SVR and LVR are better in the Proposed Scheme under both annual and summer conditions. The large increment of SVR in the Proposed Scheme is due to the reduced footprint of the building blocks such as the 5m public passage to promenade and 15m promenade. Similarly, the higher LVR in the Proposed Scheme is owing to the large increment of VR of perimeter test points. It is believed that the Proposed Scheme has comparable VR of overall test points with the Baseline Scheme.

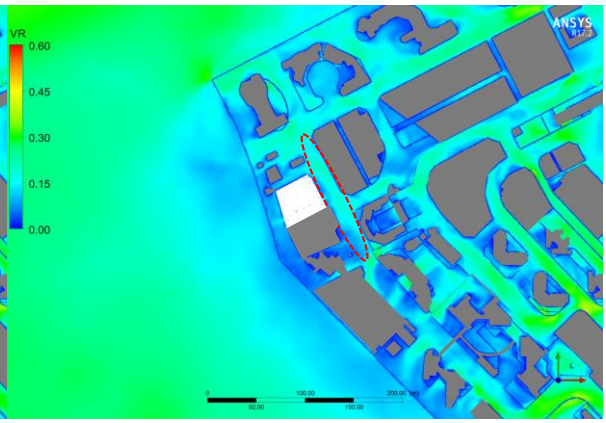
4.2.2 There are some variations between the Baseline Scheme and Proposed Scheme. The VR is higher under the Proposed Scheme at Ko Fai Road (annual and summer condition), Tung Yuen Street (annual and summer condition) and Peninsula East (summer condition).

4.2.3 On the other hand, the VR is higher under the Baseline Scheme at Shung Tai Wai (annual and summer condition), Shung Yiu Street (annual and summer condition), Waterfront Promenade (annual condition), The Coast Line I (annual and summer condition), The Coast Line II (annual condition) and Peninsula East (annual condition).

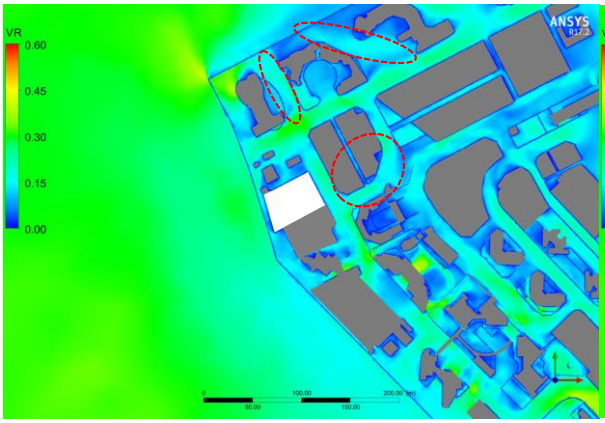
4.2.4 Discussion for Weighted Average contour Plot



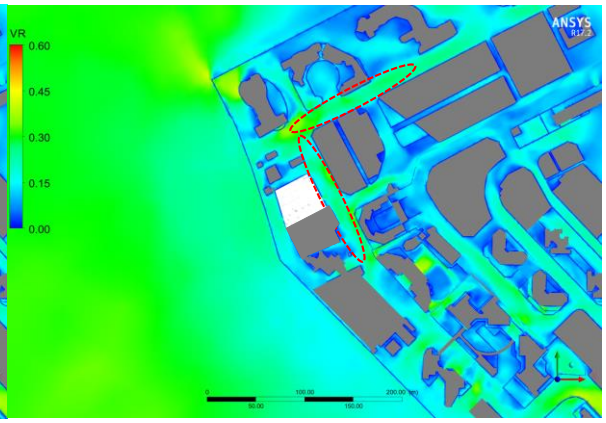
Annual Condition - Baseline Scheme



Annual Condition - Proposed Scheme



Summer Condition - Baseline Scheme



Summer Condition - Proposed Scheme

4.2.5 According to the weighted average contour plot, the ventilation performance of the Assessment Area (except the immediate area on the project site boundary) is likely to be similar between the Baseline Scheme and Proposed Scheme in annual condition and summer condition.

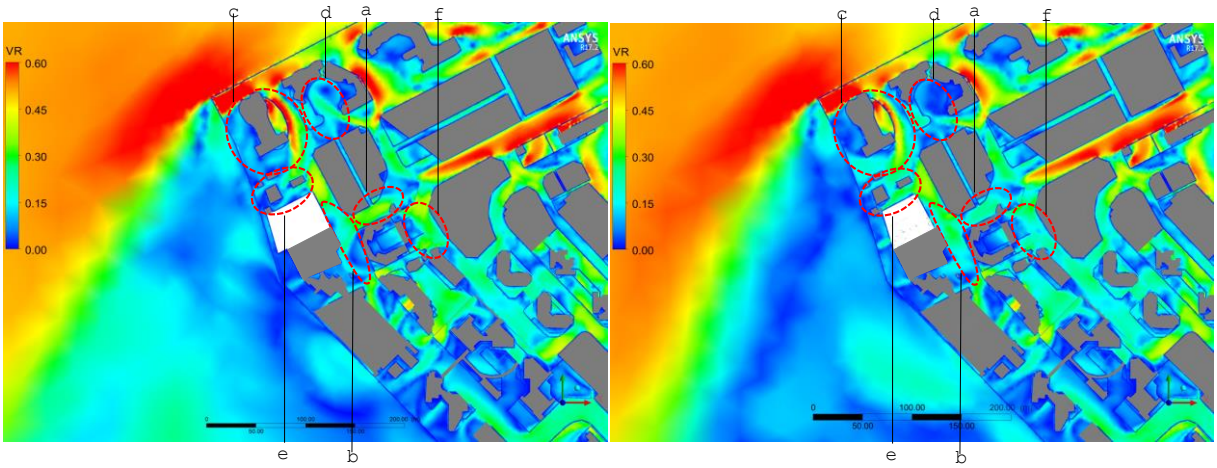
4.2.6 For the immediate area, as observed in the contours, Proposed Scheme would have lower VR at Shung Tak Wai, and some area within the Approved Application No. A/K15/130. Under the annual condition, the winds hit on the high level of the Proposed Development and flow from the proposed development across Tung Yuen Street, towards Shung Tak Wai. This downwash wind flow against the upcoming wind from Shung Tak Wai and create a turbulence at the southern portion of Shung Tak Wai, so a lower VR is observed in this area. While during the summer condition, flow from seaside flowing along the public passageway of the site would also counter the upcoming wind and induce wake area.

4.2.7 However, Tung Yuen Street portion to the east of the Subject Site has higher VR under the Proposed Scheme due to the downwash winds under the annual condition. The

high-level wind is captured by the proposed development and directed to the immediate pedestrian level, Tung Yuen Street. Under the summer condition, the 5m-wide public passage on the ground floor connects Tung Yuen Street to the promenade helping to divert more incoming seaside wind towards Tung Yuen Street.

4.3 Directional Analysis

Wind performance under wind direction of NNE



Contour plot for Baseline Scheme

Contour plot for Proposed Scheme

4.3.1 According to the contour plots under NNE wind, the upcoming wind flows from the seaside. While the contour of the sea on the downwind side of the buildings differs between the two schemes, there are no sensitive receivers in the sea area. Consequently, the assessment area can remain unchanged.

a. The upcoming NNE wind from Shung Yiu Street hits on Union Industrial Building and is diverted towards two directions of Shung Tak Wai. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. This downwash wind flows towards Shung Tak Wai would counter with abovementioned upcoming wind. Thus, there is a slightly reduction in wind flow is observed at this portion of Shung Tak Wai under the Proposed Scheme.

b. The higher residential towers under the Proposed Scheme capture the high-level wind and divert them towards two directions of Tung Yuen Street. The strong downwash wind improves the wind environment at Tung Yuen Street under the Proposed Scheme.

c. Under the Proposed Scheme, the strong downwash wind towards north along Tung Yuen Street counters with the upcoming wind from waterfront along the building separation within Approved Application No. A/K15/130. Therefore, the wind performance of the area at the above-mentioned building separation is slightly reduced in the Proposed Scheme. However, the wind performance at southern portion of the Approved Application is better and the waterfront area is slightly lower under the Proposed Scheme. From the vector, it is observed that more downwash wind is present at the southern tower of the Approved Application. This additional downwash wind may be due to the redirected wind from the Proposed Development. Some of NNE wind hits the Proposed Development and redirected towards north, then hit on the southern tower and flow towards the pedestrian level and benefit the surrounding areas.

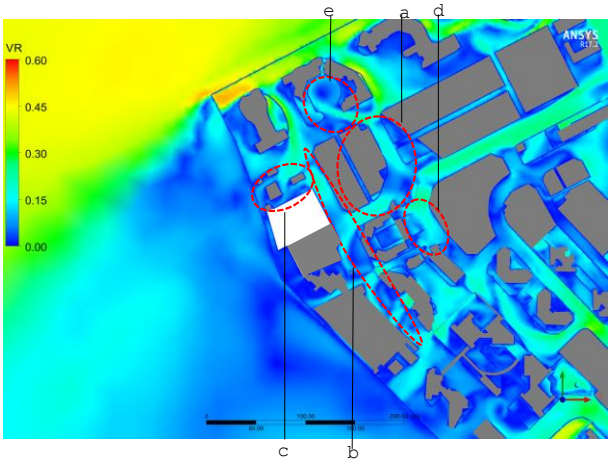
d. Under the Proposed Scheme, the wind flow along Shung Tai Wai is slightly reduced. With a reduced wind, the wind flow from Shung Tai Wai towards the

T2 of Approved Application No. A/K15/130 is slightly reduced under the Proposed Scheme. Thus, the VR of T2 is lower under the Proposed Scheme.

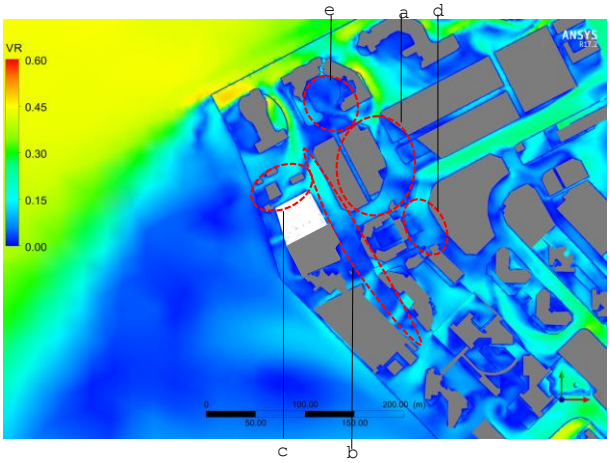
e. Downwash wind caused by the Proposed Development continuously flows towards Yau Tong Sewage Pumping Station. The wind performance of Yau Tong Sewage Pumping Station is better under the Proposed Scheme.

f. The high-level wind collected by Peninsula East is diverted to the pedestrian level of Shung Yiu Street. The wake area at Shung Tai Wai may have impact on Shung Yiu Street and reduces the wind performance at Shung Yiu Street under the Proposed Scheme.

Wind performance under wind direction of NE



Contour plot for Baseline Scheme



Contour plot for Proposed Scheme

4.3.2 According to the contour plots under NE wind, the upcoming wind flows from the seaside. While the contour of the sea on the downwind side of the buildings differs between the two schemes, there are no sensitive receivers in the sea area. Consequently, the assessment area can remain unchanged.

a. The upcoming NE wind from Shung Yiu Street hits on Union Industrial Building and is diverted towards two directions of Shung Tak Wai. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. This downwash wind flows towards Shung Tak Wai would counter with abovementioned upcoming wind. Thus, lower VR is observed at Shung Tak Wai under the Proposed Scheme.

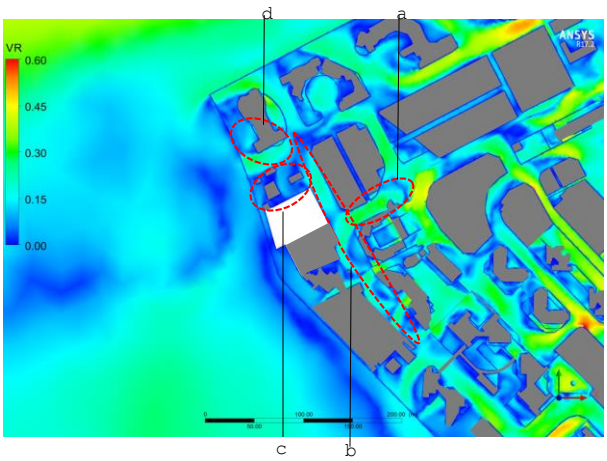
b. In the Baseline Scheme, the wind flow from Shung Tai Wai would be diverted towards north and south directions along Tung Yuen Street. While the higher residential towers under the Proposed Scheme cause downwash wind and divert it towards two directions of Tung Yuen Street. This downwash wind may counter the wind from the eastern portion of Tung Yuen Street. Therefore, from the contour plot, a lower VR along Tung Yuen Street is observed under the Proposed Scheme.

c. Downwash wind caused by the residential towers continuously flows towards Yau Tong Sewage Pumping Station. Therefore, a slightly better wind performance at north of the subject site is observed in the Proposed Scheme.

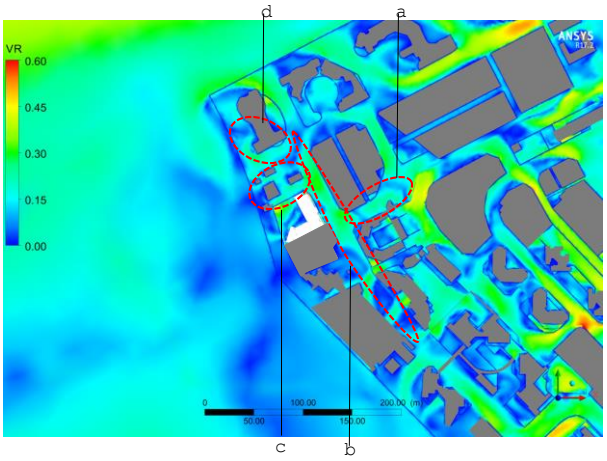
d. Under the Proposed Scheme, the wake area at Shung Tai Wai mentioned in point a) above may have impact on Shung Yiu Street and reduces its wind performance.

e. Under the Proposed Scheme, the wind flow along Shung Tai Wai is reduced. With a reduced wind, the wind flow from Shung Tai Wai towards the T2 of Approved Application No. A/K15/130 is slightly reduced under the Proposed Scheme. Thus, the VR of T2 is lower under the Proposed Scheme.

Wind performance under wind direction of ENE



Contour plot for Baseline Scheme



Contour plot for Proposed Scheme

4.3.3 According to the contour plots under ENE wind, the upcoming wind flows from the seaside as well as the streets aligned in ENE-WSW direction. While the contour of the sea on the downwind side of the buildings differs between the two schemes, there are no sensitive receivers in the sea area. Consequently, the assessment area can remain unchanged.

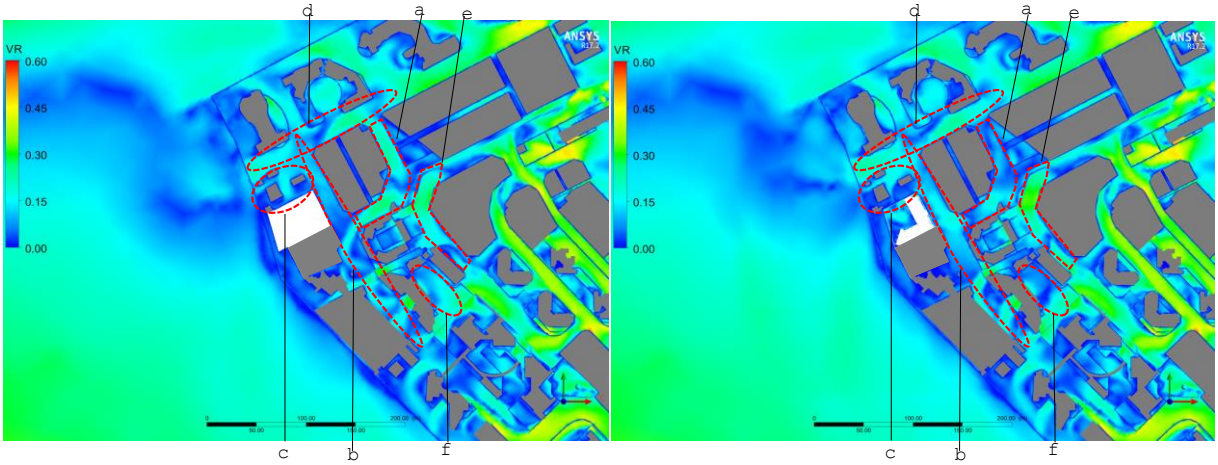
a. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. This downwash wind flows towards Shung Tak Wai and counters with the upcoming ENE wind. Thus, lower VR is observed at portion of Shung Tak Wai under the Proposed Scheme.

b. The higher residential towers under the Proposed Scheme capture high level wind and cause downwash wind and divert it towards two directions of Tung Yuen Street. As a result, the wind performance in the section of Tung Yuen Street north of The Coast Line II is slightly improved in the Proposed Scheme. However, unlike the Baseline Scheme, where winds from Shung Tak Wai are diverted south along Tung Yuen Street, the Proposed Scheme generates more downwash winds that also flow south. This change alters the wind patterns further south, specifically in the section of Tung Yuen Street between The Coast Line II and the Kwun Tong Wholesale Fish Market.

c. Downwash wind caused by the residential towers of the Proposed Scheme continuously flows towards Yau Tong Sewage Pumping Station. The VR of Yau Tong Sewage Pumping Station is higher under the Proposed Scheme.

d. The abovementioned downwash wind under the Proposed Scheme penetrates into Yau Tong Sewage Pumping Station and increases the VR around T1 of Approved Application No. A/K15/130.

Wind performance under wind direction of E



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.4 According to the contour plots under E wind,

a. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. Part of this downwash wind flows towards Shung Tak Wai and counters with the upcoming wind from east. Thus, lower VR is observed at portion of Shung Tak Wai under the Proposed Scheme.

b. The higher residential towers under the Proposed Scheme cause downwash wind and divert it towards two directions of Tung Yuen Street. Thus, the wind performance along Tung Yuen Street, particular the area in front of the tower is better in the Proposed Scheme.

c. The upcoming E wind along Ko Fai Road hits on T1 of Approved Application No. A/K15/130 and is diverted towards south along Tung Yuen Street as well as Yau Tong Sewage Pumping Station. However, the downwash wind caused by the Proposed Scheme would be diverted towards west along the building separation between the Subject Site and Yau Tong Sewage Pumping Station. Therefore, the wind flow pattern at Yau Tong Sewage Pumping Station is different under the two schemes.

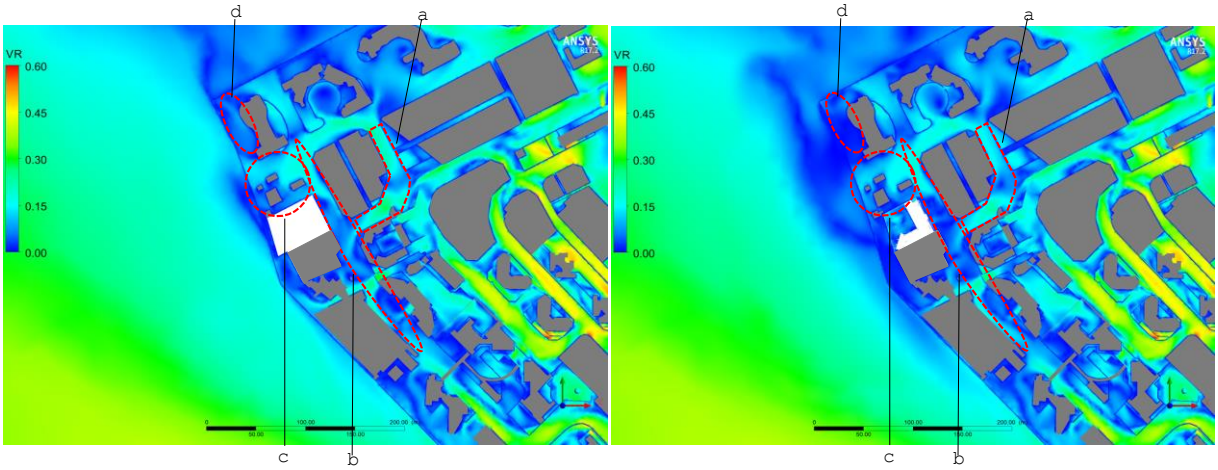
d. The upwind flows from east to west along Ko Fai Road. Since the wind flowing from Shung Tai Wai and Tung Yuen Street would also join Ko Fai Road, the wind patterns at Ko Fai Road are different under the two schemes due to the different wind environments at Shung Tai Wai as well as Tung Yuen Street.

e. The downwash wind caused by the Proposed Scheme towards Shung Tak Wai may have impact on the VR at Shung Yiu Street that the wind pattern at this street seems to be slightly different under the two schemes.

f. From the vector plot, under the Baseline Scheme, wind flows from east to west along the building separation between Peninsula East and The Coast Line II to

reach Tung Yuen Street. This flow will be rebounded towards the building separation between Tower 2A & 2B of Coast Line II and slightly improves the wind environment at Coast Line II. However, in the Proposed Scheme, this mentioned wind flow is likely to be diverted by the downwash wind from the Proposed Scheme. From the vector plot, no rebounded wind is observed and so there is less wind flowing towards the building separation between Tower 2A & 2B of The Coast Line II, thus the wind performance at the area behind the Coast Line II is reduced in comparing with that in the Baseline Scheme.

Wind performance under wind direction of ESE



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.5 According to the contour plots under ESE wind,

a. Compared with the seven-storey block in the Baseline Scheme, the much higher residential tower in the Proposed Scheme captures high level wind and diverts it towards pedestrian level due to the downwash effect. Part of this downwash wind flows towards Shung Tak Wai and counters with the upcoming wind from east. Thus, lower VR is observed at portion of Shung Tak Wai under the Proposed Scheme.

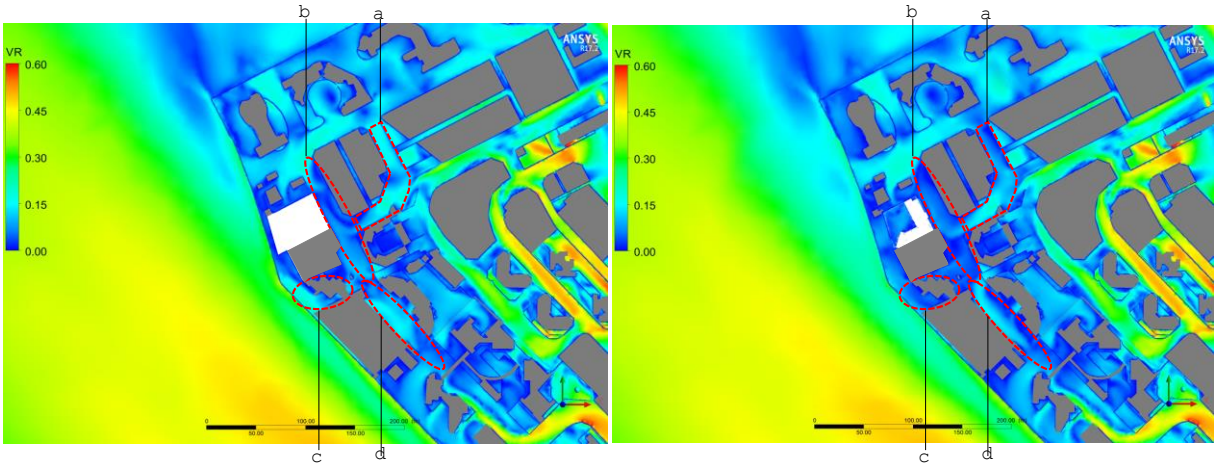
b. From the vector plots of both schemes, the upcoming ESE wind along Shung Yiu Street hits on Union Industrial Building and is diverted towards north along Shung Tak Wai. It continues along Ko Fai Road before entering Tung Yuen Street. In the Baseline Scheme, due to the longer façade along the northwestern boundary, the wind hits on the existing Wah Tung Godown Building and flow toward Tung Yuen Street, and this rediverted wind joins the flow direction of the upcoming ESE wind from the junction of the Ko Fai Road and Tung Yuen Street and flowing along Tung Yuen Street, as shown in the vector plot. However, in the Proposed Scheme, with the setback of the building and provision of the podium garden, from the vector plot, there is less rebounded wind flowing along the northwestern boundary, allowing more wind to flow directly along Tung Yuen Street. Consequently, the wind performance in the area—especially in front of the subject site—is slightly reduced.

c. Comparing to the Proposed Scheme, the northern building façade is slightly longer in the Baseline Scheme, which could divert more upcoming wind from Ko Fai Road to flow through Yau Tong Sewage Pumping Station along the building façade towards Tung Yuen Street. There is setback of the residential

tower and the podium garden in the Proposed Scheme, and part of the above-mentioned wind may flow into the podium garden instead of rebounding from façade of the existing godown to the sewage pumping station. Therefore, the VR of Yau Tong Sewage Pumping Station is slightly lower in the Proposed Scheme.

d. from the vector plots, the upcoming wind flows from the seaside to the north of Application no. A/K15/130 and reaches the area to the west of T1. The increased building height in the Proposed Scheme creates a larger wake area, which may affect the flow patterns in this region. As a result, the ventilation rate (VR) is lower to the west of T1 under the Proposed Scheme.

Wind performance under wind direction of SE



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.6 According to the contour plots under SE wind,

a. The upcoming SE wind along Shung Yiu Street hits on Union Industrial Building and is rebounded to flow along Shung Tak Wai towards two sides. Comparing to the seven-storey height block of the Baseline Scheme, higher residential tower of the Proposed Scheme could capture the high-level wind and divert it towards pedestrian level at Tung Yuen Street. This downwash wind counters with the wind flow along Shung Tak Wai. As such, slightly lower VR is observed at Shung Tak Wai under the Proposed Scheme.

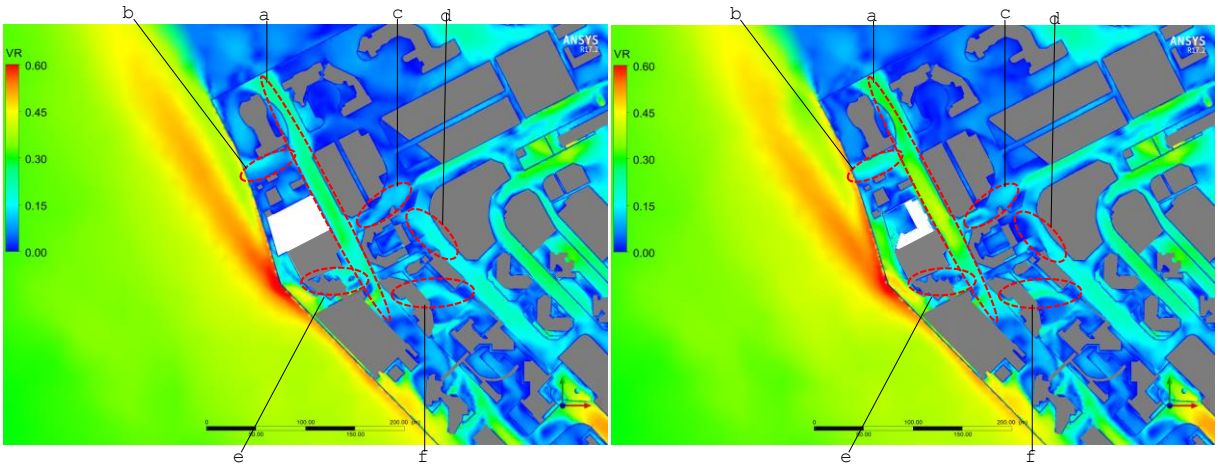
b. The downwash wind from the Proposed Scheme will flow along Tung Yuen Street towards Ko Fai Road, as shown in the vector plot. The wind performance of Tung Yuen Street northeast of the Subject Site is therefore slightly better under the Proposed Scheme.

c. Under both schemes, the downwash wind captured by The Coast Line I merges with the upcoming wind from Kwun Tong Wholesale Fish Market to flow towards promenade area of The Coast Line I, as shown in the vector plots. The increased building height of the Proposed Scheme causes downwash winds which may interact with the abovementioned wind flow within The Coast Line I and reduces the wind performance in this promenade area.

d. From the vector plot, under the Baseline Scheme, the downwash wind along the building separation between Peninsula East and The Coast Line II is diverted towards south along Tung Yuen Street by the building block at the northern

portion of Kwun Tong Wholesale Fish Market. A turbulence is generated under the cover of the fish market. However, stronger downwash wind flows towards the fish market under the Proposed Scheme. This downwash wind may hit Tower 1 of the Peninsula East and join the wind flow between the Peninsula East and Coat Line II. This stronger wind hit the Fish Market and flow along its edge.

Wind performance under wind direction of SSE



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.7 According to the contour plots under SSE wind,

a. Comparing with the Baseline Scheme, the slightly larger setback from the eastern boundary of the proposed development allows more wind flow from south to flow along Tung Yuen Street. Thus, the VR at Tung Yuen Street is slightly higher under the Proposed Scheme.

b. The stronger wind flow along Tung Yuen Street is diverted towards west along Ko Fai Road. Therefore, better wind performance is observed at this area under the Proposed Scheme.

c. The upcoming SSE wind along Shung Yiu Street hits on Union Industrial Building and is rebounded to flow along Shung Tak Wai towards two sides. The stronger wind flow along the Tung Yuen Street may counter with the abovementioned upcoming wind. As such, a slightly larger wake area is observed at this area under the Proposed Scheme.

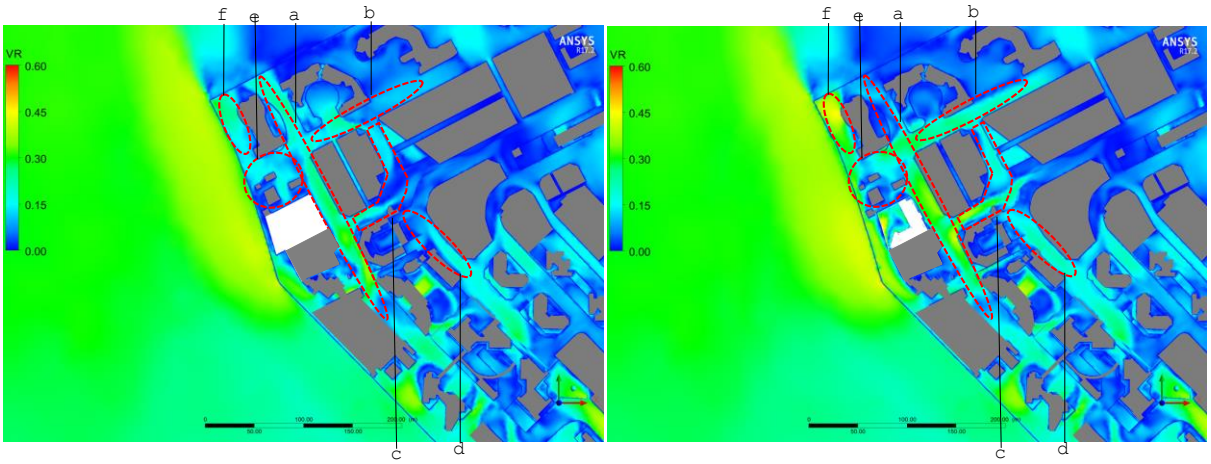
d. The stronger wind flow from Peninsula East would counter with the upcoming wind from SSE along Shung Yiu Street under the Proposed Scheme. Therefore, lower VR is observed at Shung Yiu Street under the Proposed Scheme.

e. The downwash wind from the taller building of the Proposed Scheme may counter the upcoming wind from east of Tung Yuen Street and create a turbulence at the immediate area. A lower wind performance at the area between the Subject Site and The Coast Line I is observed under the Proposed Scheme.

f. This wake area in front of The Coast Line I under the Proposed Scheme may create a barrier for the wind flow passing through the Fish Market. After passing through the Fish Market, more SSE wind may flow towards the Coast Line II

instead of flow towards the western portion of Tung Yuen Street. Therefore, a higher wind performance is observed at the area behind the Coat Line II under the Proposed Scheme.

Wind performance under wind direction of S



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.8 According to the contour plots under S wind,

a. Comparing with the Baseline Scheme, the slightly larger setback in the Proposed Scheme from the eastern boundary allows more wind flow from south to flow along Tung Yuen Street. Thus, the VR at Tung Yuen Street is slightly higher under the Proposed Scheme.

b. From the vector plots, a portion of the upcoming wind flow along Tung Yuen Street is diverted towards Ko Fai Road towards east in both schemes. In the Baseline Scheme, due to its low building height, T1 of Application No. A/515/130 captures high-level wind and diverts to the pedestrian level along Ko Fai Road. However, in the Proposed Scheme, there is no downwash wind generated from T1 due to the much higher building height of the Proposed Scheme. On the other hand, the 15m promenade setback allows more S wind to pass through the promenade and reach Ko Fai Road, where they can also be diverted eastward. As a result, the wind performance at Ko Fai Road is improved in the Proposed Scheme due to enhanced airflow along the promenade and Tung Yuen Street.

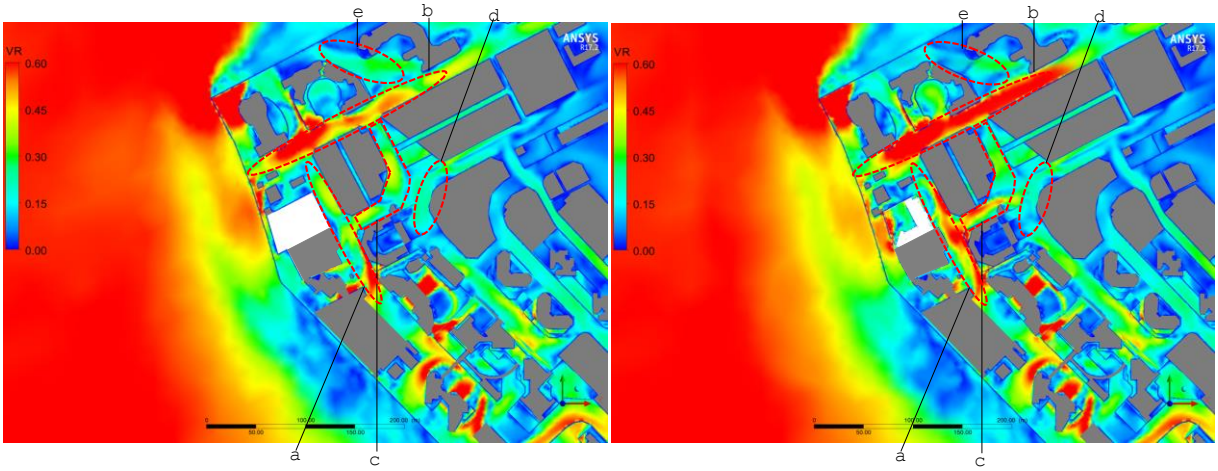
c. In the Baseline Scheme, the downwash caused by the T3 of Approved Application No. A/K15/130 flows towards Shung Tak Wai. However, in the Proposed Scheme, it is primarily the stronger wind flow along Ko Fai Road that is diverted towards Shung Tai Wai. Additionally, the enhanced wind flow along Tung Yuen Street further benefits the southern portion of Shung Tak Wai in the Proposed Scheme. As a result, the VR at Shung Tak Wai increases under the Proposed Scheme.

d. With a reduced wake zone to the southeast of Union Industrial Building, more upcoming wind from Shung Yiu Street could flow towards Shung Tak Wai. Thus, higher VR is observed at this portion of Shung Yiu Street under the Proposed Scheme.

e. Under the Baseline Scheme, T1 of Approved Application No. A/K15/130 would collect more high-level wind from south and divert it towards Ko Fai Road due to lower building height of the Baseline Scheme. However, the 15m promenade to the west of the Proposed Scheme allows more wind to pass through towards north. This wind is rebounded by T1 of Approved Application No. A/K15/130 and creates a turbulence at the pumping station. Thus, the VR at Yau Tong Sewage Pumping Station is reduced in the Proposed Scheme.

f. The 15m promenade to the west of the Proposed Scheme allows more wind to pass through towards north. The promenade to the west of T1 in Approved Application No. A/K15/130 is higher in the Proposed Scheme.

Wind performance under wind direction of SSW



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.9 According to the contour plots under SSW wind,

a. The SSW wind from waterfront flows under the cover of Kwun Tong Wholesale Fish Market to reach Tung Yuen Street. Comparing with the larger footprint of the Baseline Scheme block, the 5m public passage within the site and the 15m promenade in the Proposed Scheme allows upcoming wind to flow along the podium and is diverted towards east along the boundary of the Subject Site to the Tung Yuen Street. As such, the wind performance of Tung Yuen Street near the site is better in the Proposed Scheme.

b. The two storeys design of the podium in the Proposed Scheme as well as the 15m promenade allows much more upcoming wind from seaside towards Ko Fai Road. Therefore, the VR of Ko Fai Road is higher under the Proposed Scheme.

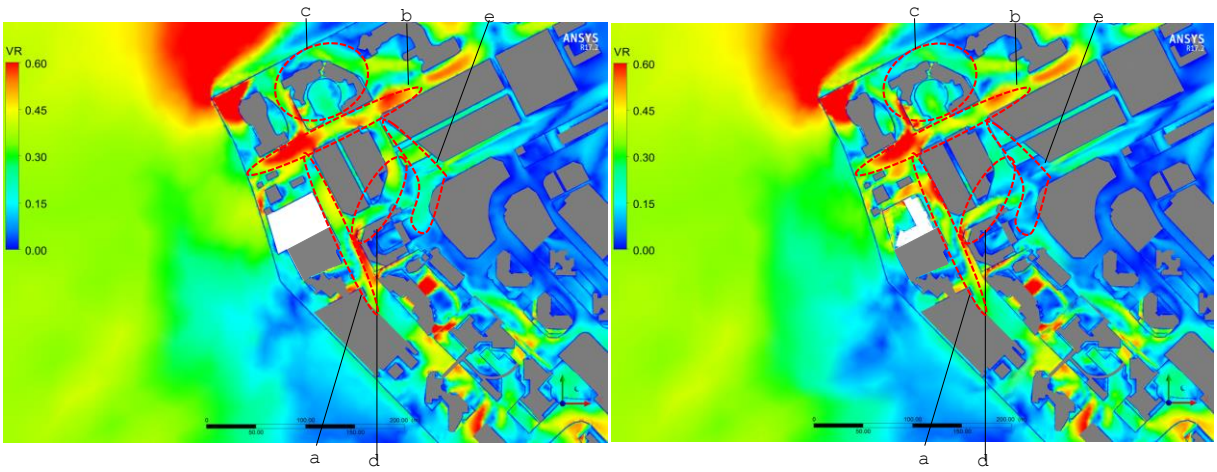
c. The 5m public passage within the site boundary in the Proposed Scheme allows upcoming flow towards Tung Yuen Street and continuously towards Shung Tak Wai. The wind performance at the southern portion of the Shung Tak Wai is better under the Proposed Scheme. However, this continuously flows along Shung Tak Wai may counters with the wind coming from north at Ko Fai Road, resulting that the wind performance at the northern and middle portion of Shung Tak Wai is lower in the Proposed Scheme.

d. The stronger wind flow from the southern portion of the Shung Tak Wai under the Proposed Scheme continuously flows along Shung Tak Wai and this wind

may counter the upcoming wind along the Shung Yiu Street. Therefore, the wind performance at Shing Yiu Street is lower under the Proposed Scheme.

e. Linear buildings are located along both sides of the Ko Rai Road and create a channel effect along it. The much stronger wind flow along Ko Fai Road under the Proposed Scheme may reduce the wind flowing into the gap between the buildings as the wind with high speed may by-pass the building gaps and continuously flow to further downwind area. From the vector plots, it is observed that there is less wind entering the area between T2 and T3 of the Approved Application No. A/K15/130 under the Proposed Scheme, but more wind continuously flows to downwind area, and thus a lower wind performance is observed in this area.

Wind performance under wind direction of SW



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.10 According to the contour plots under SW wind,

a. The upcoming SW wind from seaside flows towards inland through several building separations or streets, such as Ko Fai Road and Kwun Tong Wholesale Fish Market Substation. Comparing with the Baseline Scheme, the 15m promenade in the Proposed Scheme allows more SW wind to flow through it and divert this flow along the building separation between the Proposed Scheme and Yau Tong Sewage Pumping Station to reach Tung Yuen Street. In addition, the additional 5m public passage in the Proposed Scheme could facilitate the wind to flow along it and reach Tung Yuen Street. As such, the wind performance at Tung Yuen Street is slightly better under the Proposed Scheme.

b. However, the wind performance at Ko Fai Road under the Proposed Scheme is slightly lower than the Baseline Scheme, as shown in the contour. With more wind passing through the edge of subject site to Tung Yuen Street, it seems that there may be less wind passing along the Ko Fai Road, and so a slightly lower VR observed at the junction between Tung Yuen Street and Ko Fai Road, as well as the portion slightly further east of the Ko Fai Road.

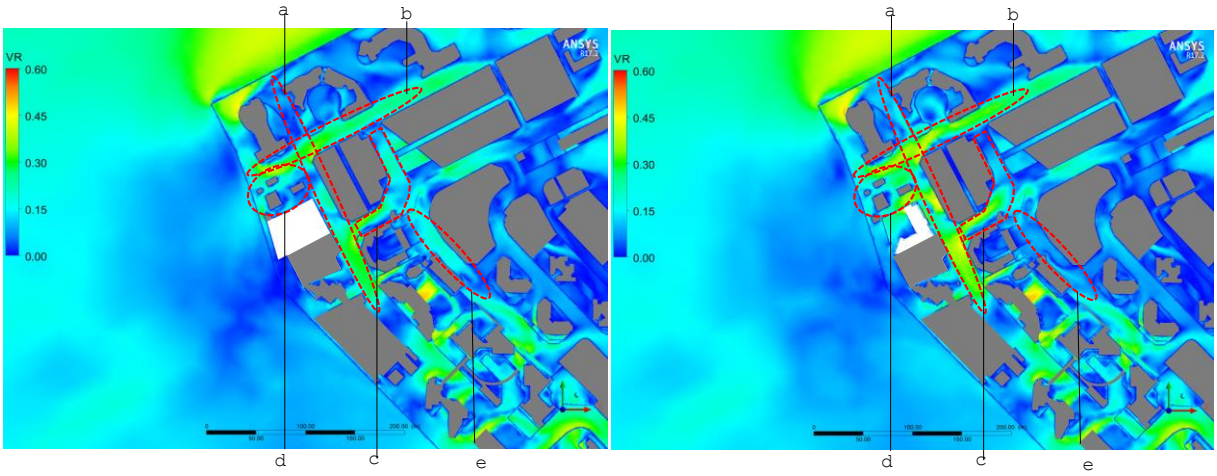
c. The 15m promenade and the L-shape of the residential tower in the Proposed Scheme allows more high-level wind to reach the inner area of T2 of Application No. A/K15/130. In contrast, the stronger wind flow along Ko Fai

Road in the Baseline Scheme continuously flows towards the area between T2 & T3 of Application No. A/K15/130 to the northern area of T2, which may counter with the upcoming flow along Tung Yuen Street. As such, under the Proposed Scheme, the inner area of T2 has better wind performance while the northern area of T2 has lower VR instead.

d. With the 5m public passage within the subject site, the SW wind would penetrate the Proposed Scheme and continuously flow towards Shung Tak Wai, therefore, a higher wind performance is observed at the junction of Tung Yuen Street and Shung Tak Wai. However, this stronger wind continuously flows along Shung Tak Wai and counters with the wind coming from north at Ko Fai Road. Therefore, the wind performance at the middle portion of Shung Tak Wai is lower under the Proposed Scheme.

e. The increased building height in the Proposed Scheme results in less high-level wind reaching the towers of Yau Tong Industrial City. According to the vector plot, the wind flow at the podiums of Yau Tong Industrial City is primarily downwash from its towers. This downwash wind above the podiums flows continuously toward Shung Yiu Street. As a result, the VR in this area is lower under the Proposed Scheme.

Wind performance under wind direction of WSW



Contour plot for Baseline Scheme **Contour plot for Proposed Scheme**

4.3.11 According to the contour plots under WSW wind,

a. The upcoming WSW wind from seaside flows towards inland through several building separations or streets, such as Ko Fai Road, the building separation between The Coast Line I and Kwun Tong Wholesale Fish Market Substation. Comparing with the Baseline Scheme, the 15m promenade allows more WSW wind to flow through it and divert this flow along the building separation between the Proposed Scheme and Yau Tong Sewage Pumping Station to reach Tung Yuen Street. In addition, the 5m public passage could also facilitate the wind to flow along it and reach Tung Yuen Street. As such, the wind performance at the Tung Yuen Street is slightly better under the Proposed Scheme.

b. The 15m promenade and the 2-storey landscape podium in the Proposed Scheme allows much more upcoming wind from seaside towards Ko Fai Road

via the Sewerage Pumping Station and Tung Yuen Street in between. Therefore, the VR of Ko Fai Road is higher under the Proposed Scheme.

c. The stronger wind flow along Tung Yuen Street continuously towards the Shung Tak Wai. Therefore, the wind performance near junction area of Tung Yuen Street and Shung Tak Wai is slightly better under the Proposed Scheme. However, the increased building height in the Proposed Scheme results in less high-level wind reaching the towers of Yau Tong Industrial City. According to the vector plot, the wind flow at the podiums of Yau Tong Industrial City and Shung Tak Wai northern section is primarily downwash from its towers. As a result, the VR in this area is lower at the northern portion of Shung Tak Wai under the Proposed Scheme.

d. As mentioned above, the upcoming wind along the 15m promenade would be diverted towards the building separation between the Proposed Scheme and Yau Tong Sewage Pumping Station. As such, the wind performance at Yau Tong Sewage Pumping Station is better under the Proposed Scheme.

e. As mentioned above, the increased building height in the Proposed Scheme results in less high-level wind reaching the towers of Yau Tong Industrial City. The wind flow at the podiums of Yau Tong Industrial City and Shung Tak Wai is mainly downwash from the towers, which continuously directs the wind toward Shung Yiu Street. Consequently, the VR at Shung Yiu Street is lower in the Proposed Scheme.

5. CONCLUSION

5.1.1 The proposed development, which is located in Yau Tong area, has been evaluated from an air ventilation perspective.

5.1.2 According to section 4.2 above, it is noted that the SVR and LVR are better in the Proposed Scheme under both annual and summer conditions. The large increment of SVR in the Proposed Scheme is due to the reduced footprint of the building blocks such as the 5m public passageway to promenade and 15m promenade. While the block of the Baseline Scheme is very close to the site boundary. Similarly, the higher LVR in the Proposed Scheme is owing to the large increment of VR of perimeter test points. The result shows that the Proposed Scheme has comparable VR of overall test points with the Baseline Scheme.

5.1.3 There are some variations between the Baseline Scheme and Proposed Scheme. The VR is higher under the Proposed Scheme at Ko Fai Road (annual and summer condition), Tung Yuen Street (annual and summer condition) and Peninsula East (summer condition).

5.1.4 On the other hand, the VR is higher under the Baseline Scheme at Shung Tai Wai (annual and summer condition), Shung Yiu Street (annual and summer condition), Waterfront Promenade (annual condition), The Coast Line I (annual and summer condition), The Coast Line II (annual condition) and Peninsula East (annual condition).

5.1.5 From the simulation result, Tung Yuen Street portion to the east of the Subject Site is better in the Proposed Scheme under both annual and summer conditions. Under the annual condition, it is due to the downwash wind caused by the residential tower. While under the summer condition, the 5m public passage allows the upcoming wind to reach Tung Yuen Street. In addition, wind from seaside could flow along the 15m promenade and is diverted towards the building separation between the Proposed Scheme and Yau Tong Sewage Pumping Station to reach Tung Yuen Street.

5.1.6 However, slightly larger wake zone is observed at Shung Tak Wai in the Proposed Scheme under both annual and summer condition. With the Proposed Scheme, there will be stronger wind flow along Tung Yuen Street in view of the additional downwash wind captured from high-level during annual condition and the additional flow from sea flowing along the setback of the site during summer condition. The stronger wind flow along Tung Yuen Street may counter the upcoming wind from north to south along the Shung Tak Wai and induce a localized wake zone.

5.1.7 Based on the design features and the assessment result, the LVR of is comparable in annual condition. The increase of LVR in summer conditions is primarily attributed to the rise in permeable points, it is concluded that the proposed building design would not induce significant adverse impact to the nearby environment.

Figures

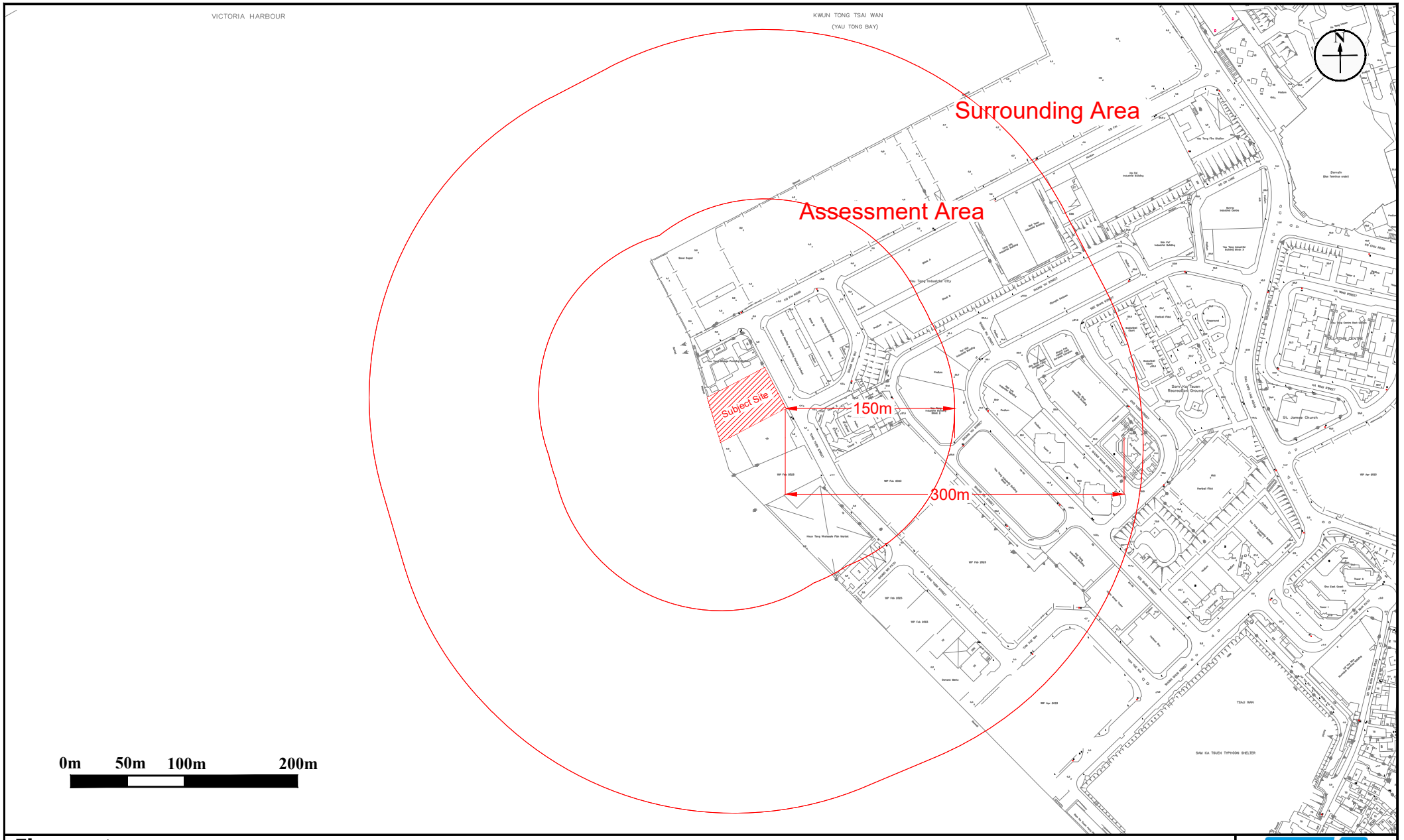


Figure: 1

Title: Location of the Subject Site and its Environs

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

Drawn by: KN

Checked by: EC

Rev.: 1.0

Date: Nov 2024

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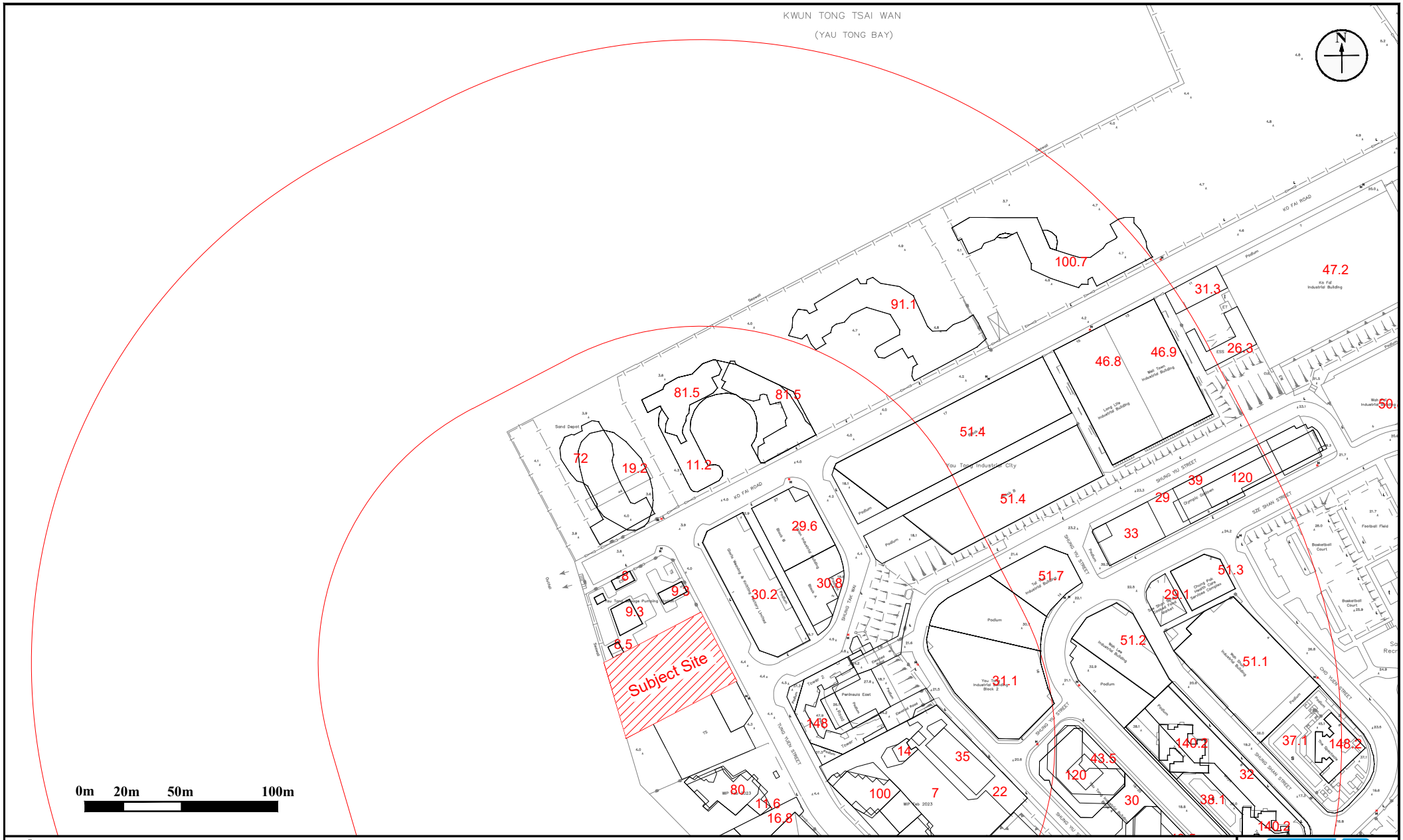

Figure: 2a

Title: Building Height of Existing, Future and Committed Development within the Surrounding Area (Northern Part)

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

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Date:	Nov 2024

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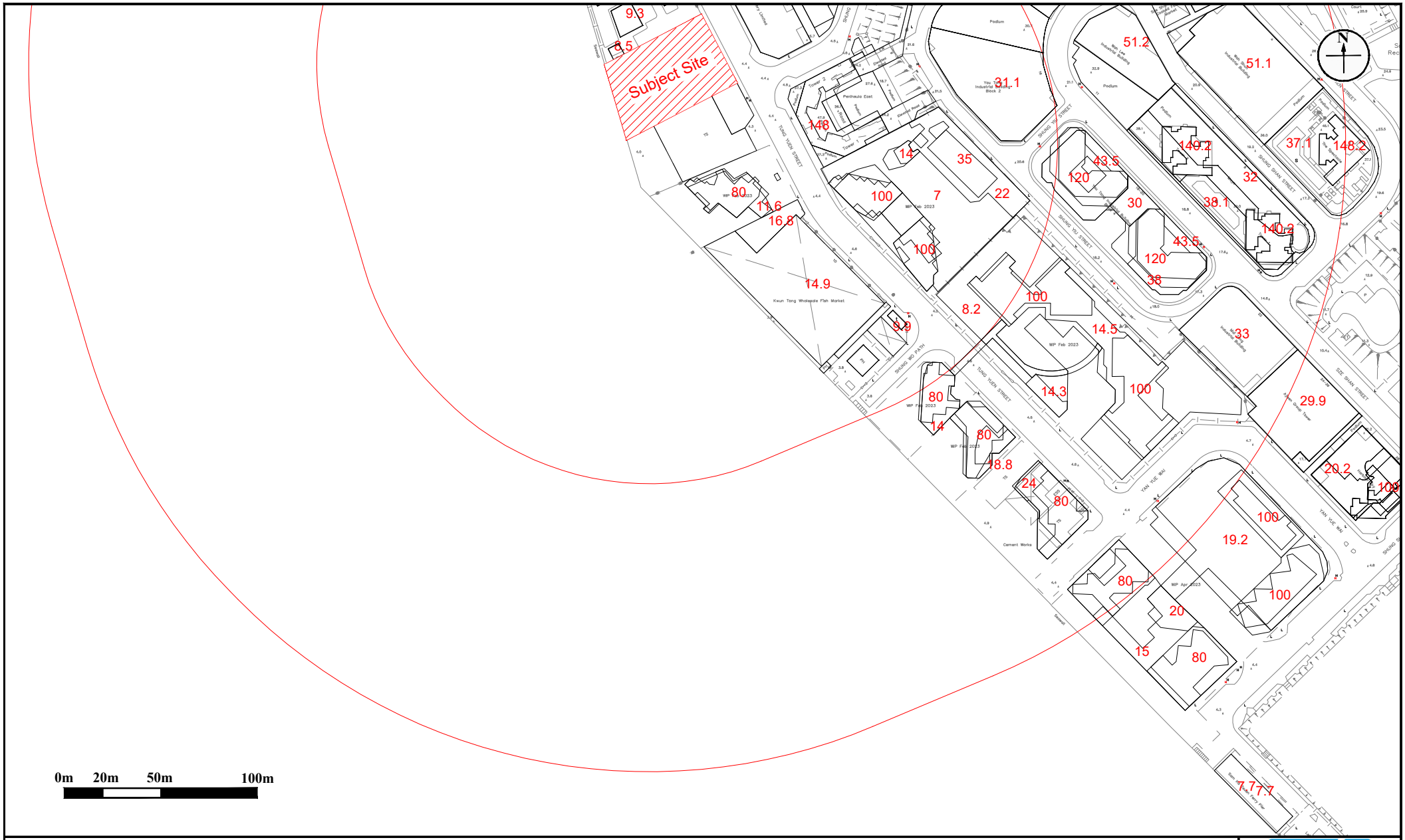

Figure: 2b

Title: Building Height of Existing, Future and Committed Development within the Surrounding Area (Southern Part)

RAMBOLL

Drawn by: KN

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Rev.: 1.0

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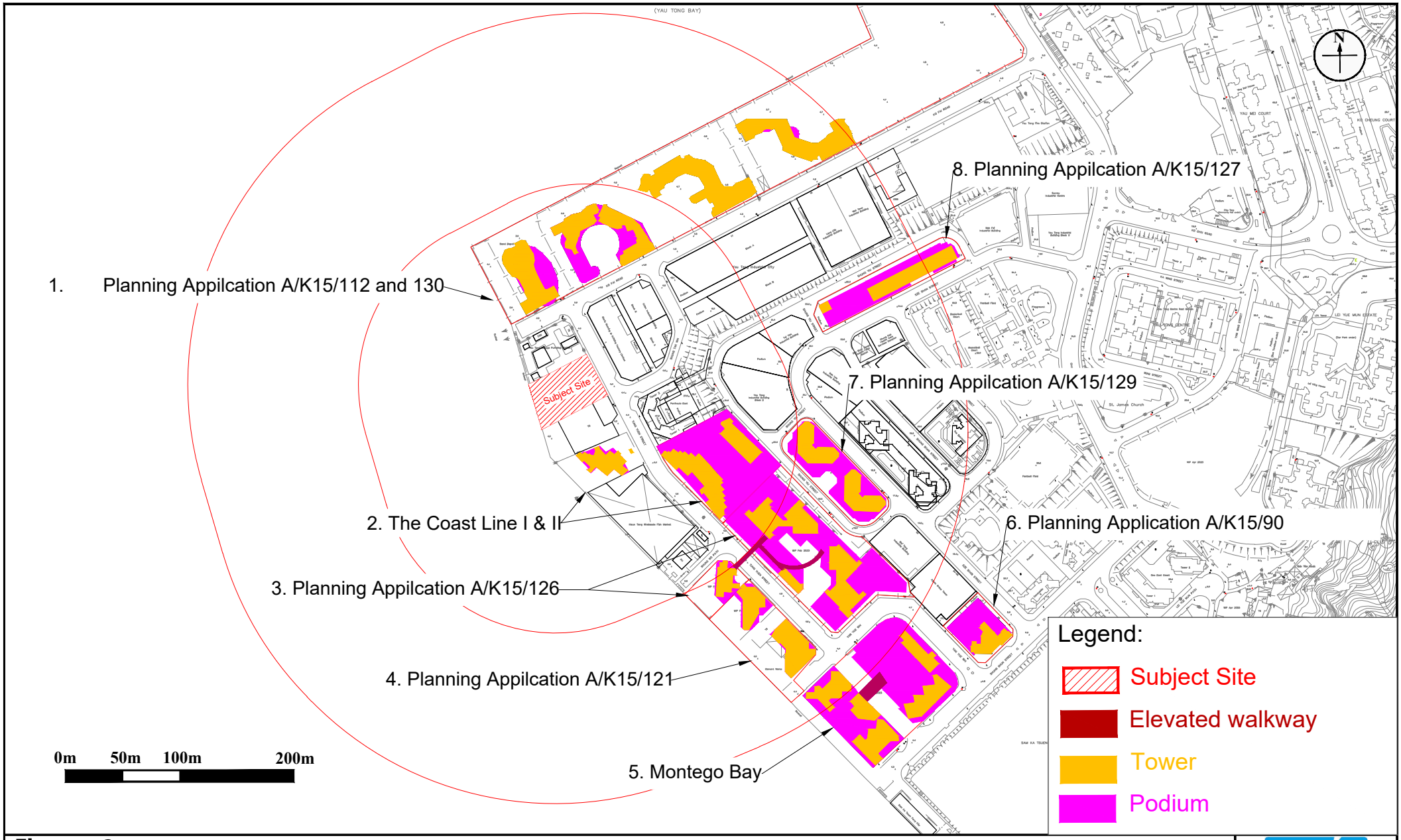

Figure: 3

Title: Building Blocks of the Surrounding Future/ Committed Development

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

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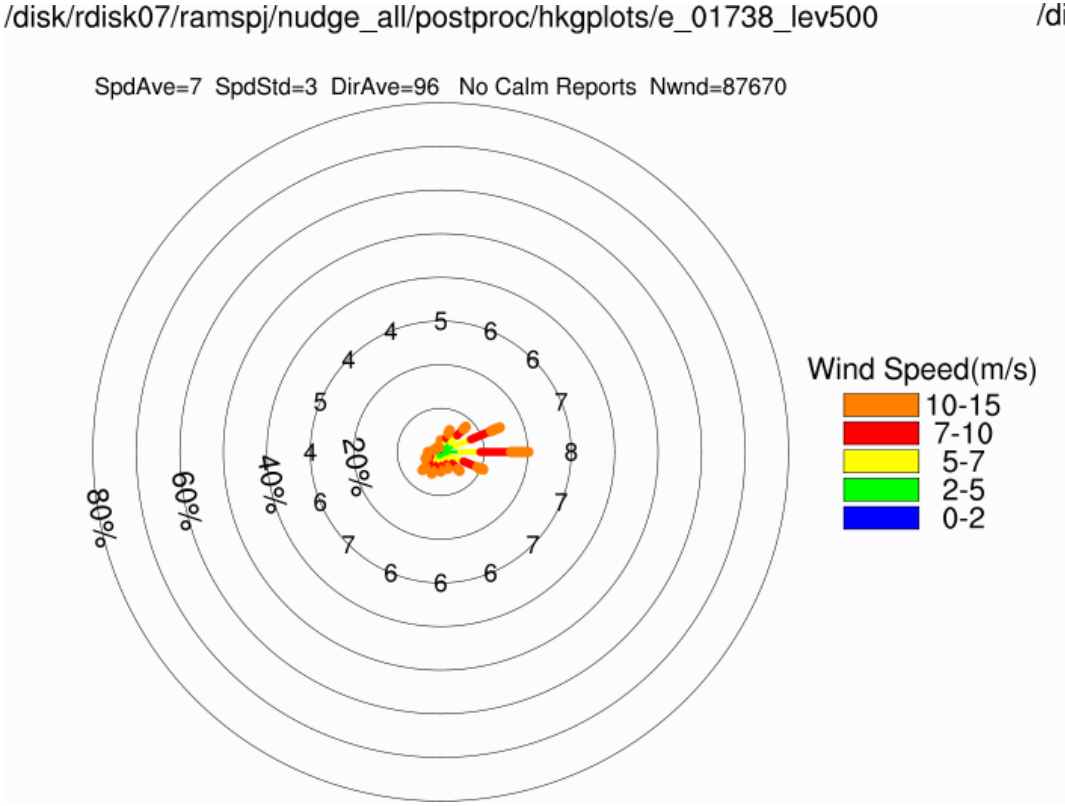
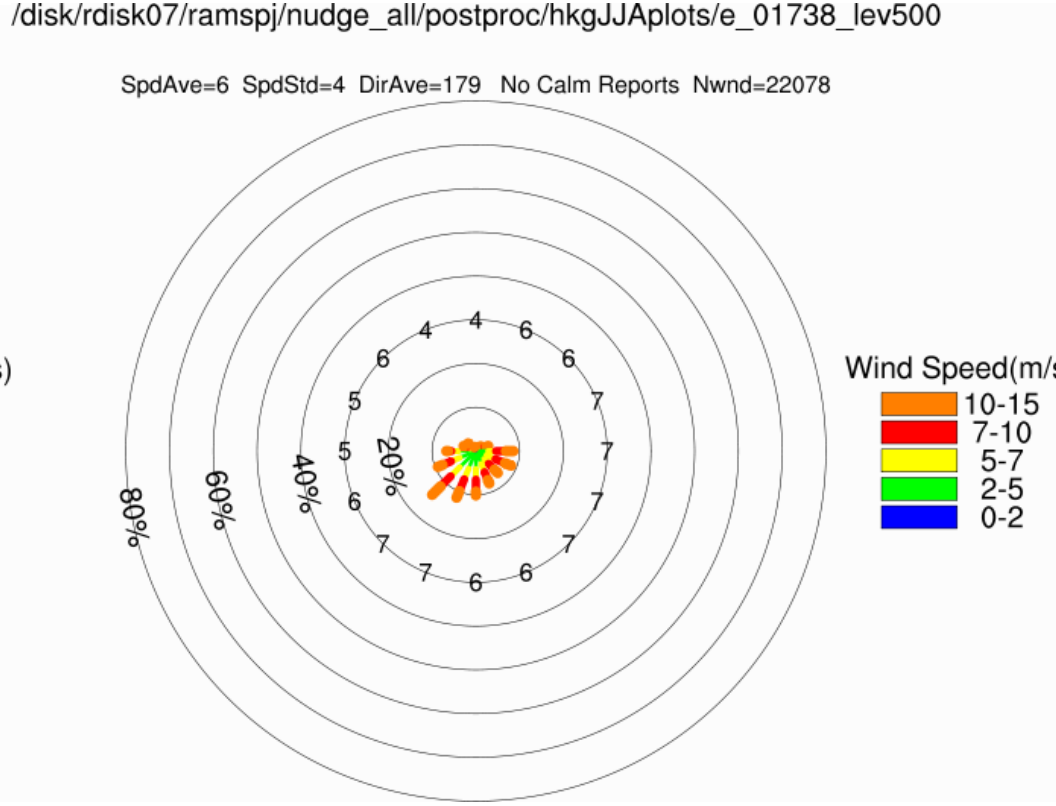


Annual Condition



Summer Condition

Figure: 4	RAMBOLL
Title: **Windrose Diagram (at 500m) of the wind grid (092,037)**	Drawn by: WT Checked by: EC
Project: **S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon**	Rev.: 1.0 Date: Nov 2024

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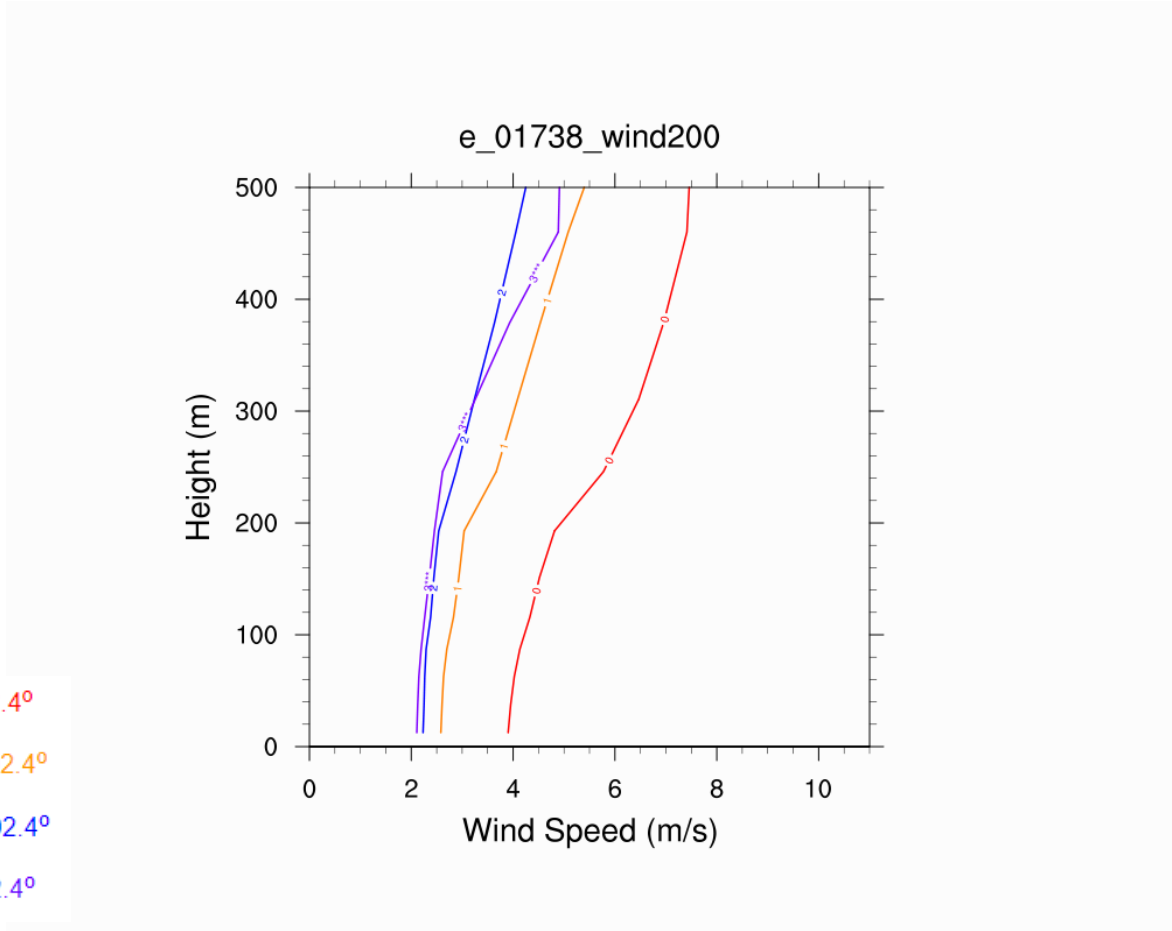

Figure: 5	RAMBOLL
Title: Wind Profile Curve for Grid X:092, Y:037	Drawn by: WT Checked by: EC
Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Nov 2024

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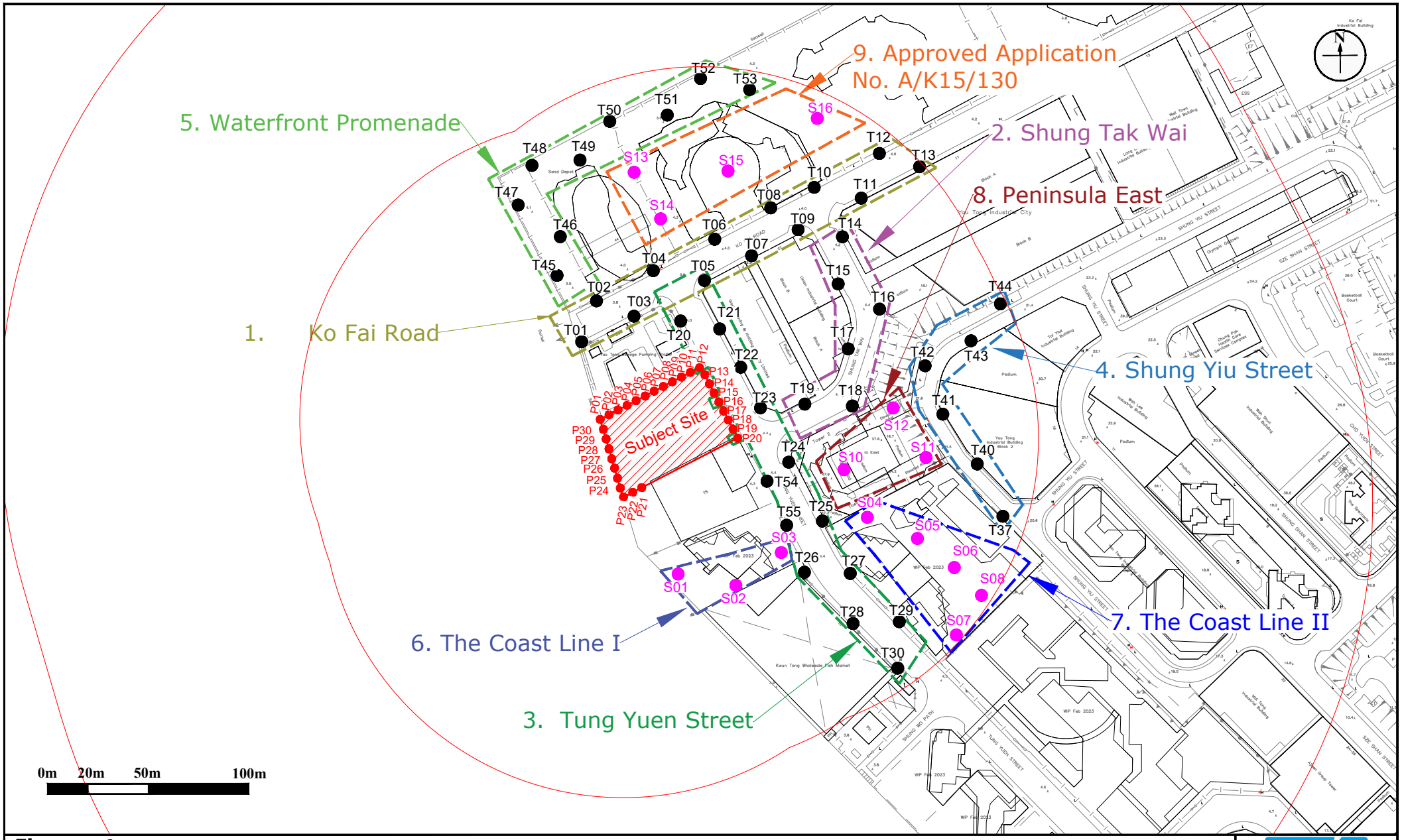

Figure: 6

Title: Test Points Selected for Quantitative Air Ventilation Assessment

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

RAMBOLL

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Checked by: EC

Rev.: 2.0

Date: Nov 2024

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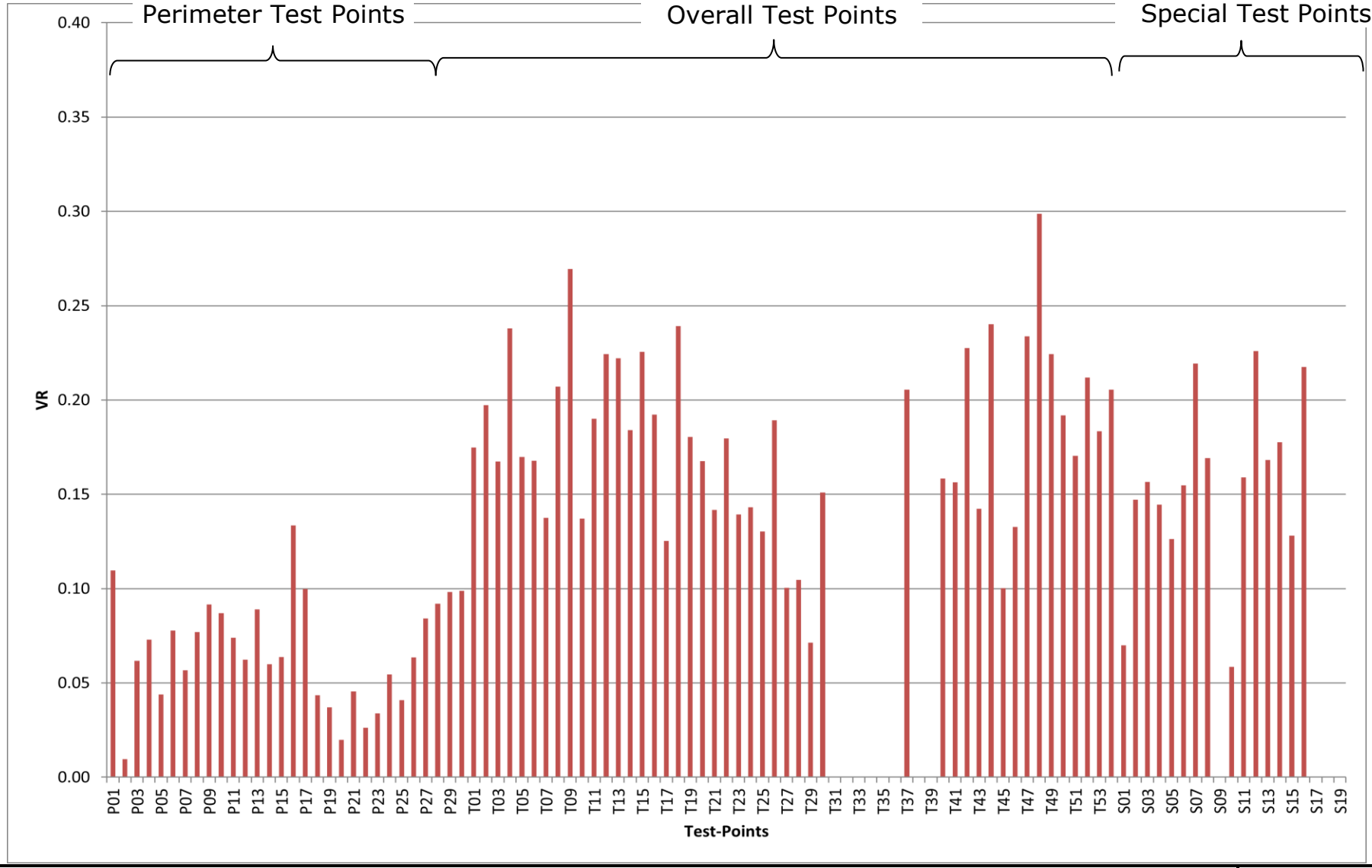

Figure: 7a

Title: Wind Velocity Ratios of Individual Test Points for Baseline Scheme (Annual)

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

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Date:	Nov 2024

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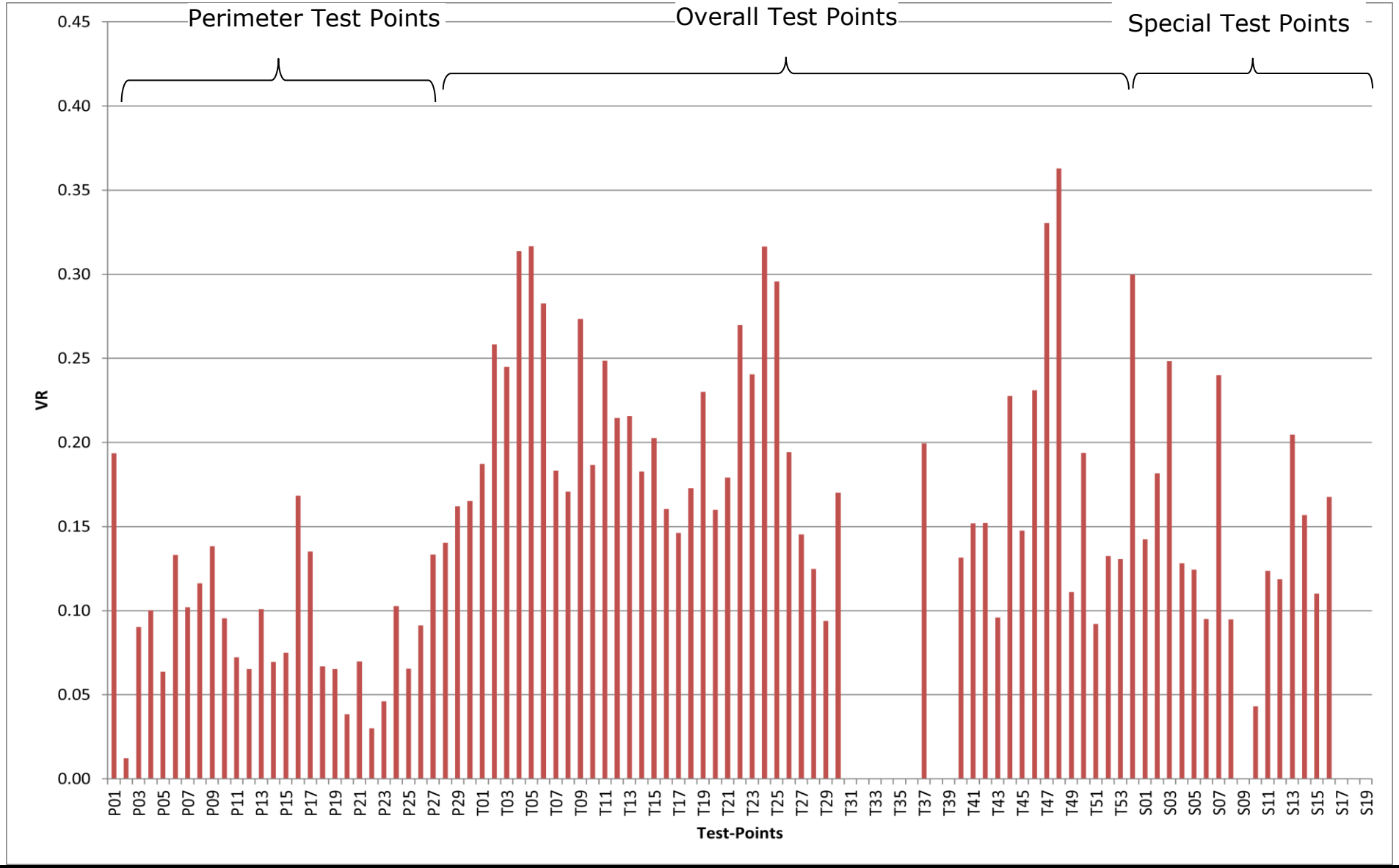

Figure: 7b

Title: Wind Velocity Ratios of Individual Test Points for Baseline Scheme (Summer)

Drawn by:	KN
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Rev.:	1.0
Date:	Nov 2024

Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon

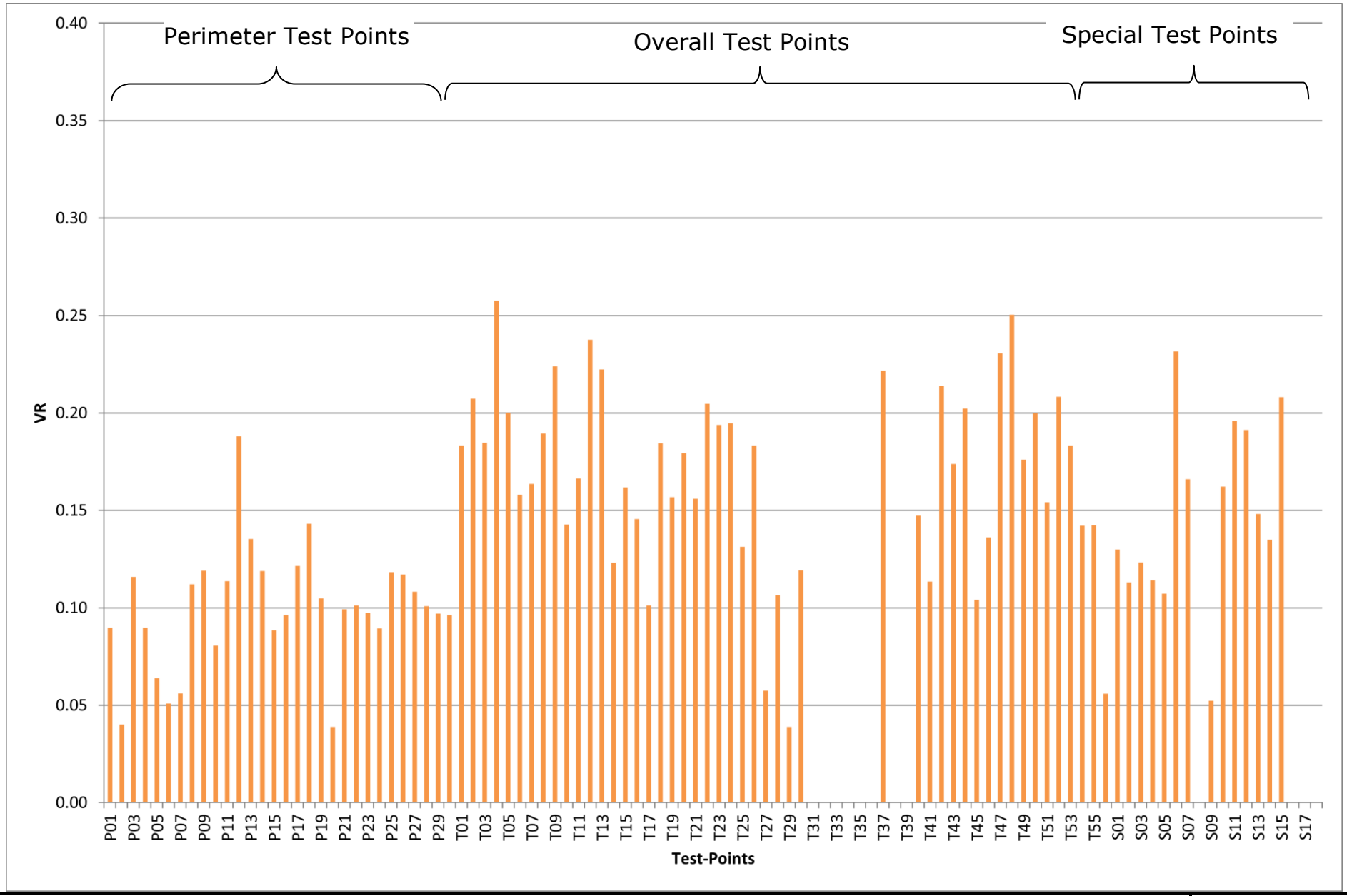


Figure: 8a	RAMBOLL
Title: Wind Velocity Ratios of Individual Test Points for Proposed Scheme (Annual)	Drawn by: KN Checked by: EC
Project: S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon	Rev.: 1.0 Date: Nov 2024

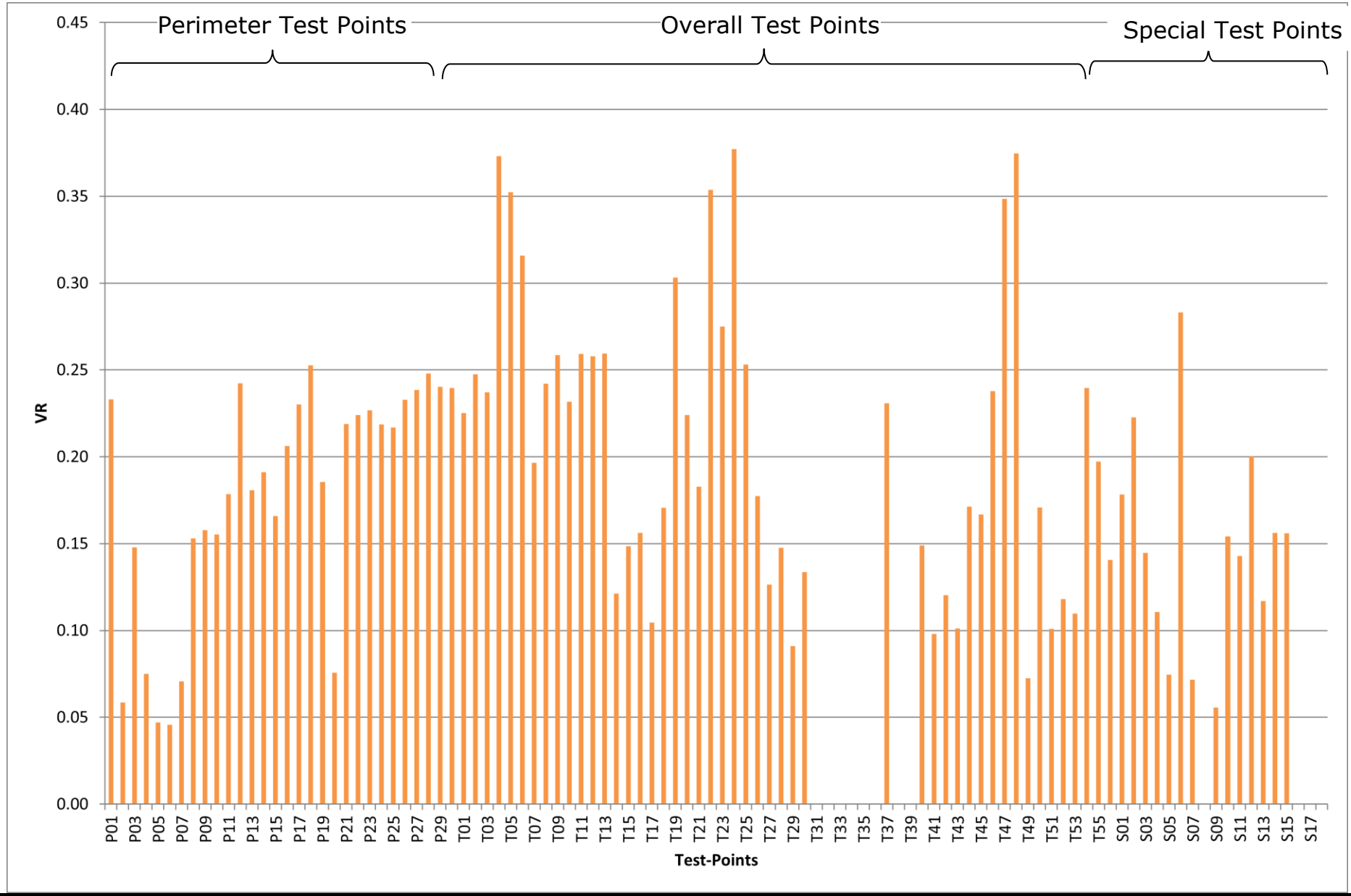


Figure: **8b**

Title: **Wind Velocity Ratios of Individual Test Points for Proposed Scheme (Summer)**

Drawn by:	KN
Checked by:	EC
Rev.:	1.0
Date:	Nov 2024

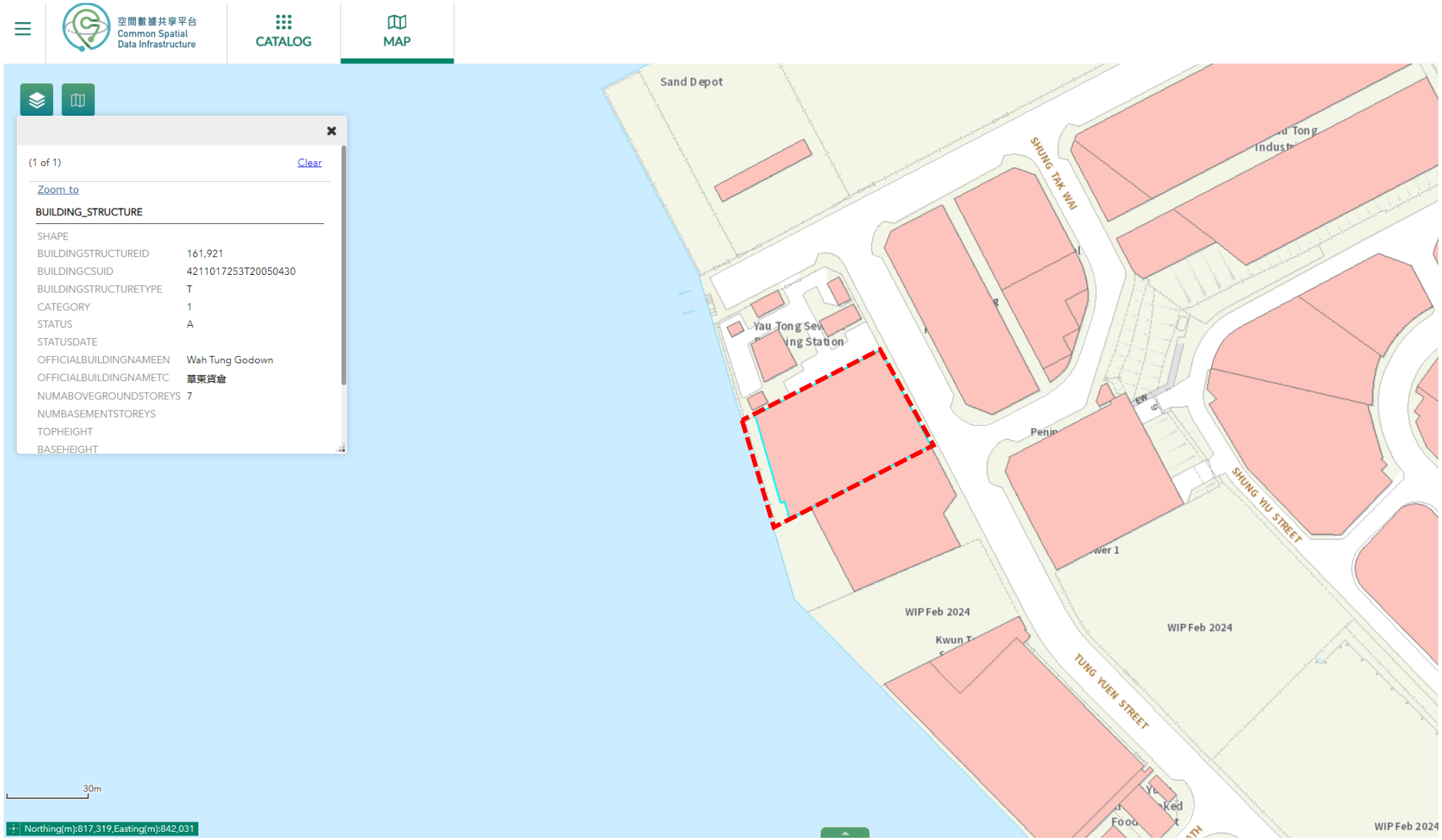
Project: **S16 Application for Proposed Flat, Shop and Services and Eating Place with Minor Relaxation of Plot Ratio and Building Height Restrictions in "Residential (Group E)" Zone at No. 4 Tung Yuen Street, Yau Tong, Kowloon**

Q:\Projects\CRC_4TYSEI00\04 Deliverables\03 AVA Report\Figure\241108\Figure 8b_PS-Summer.doc

Appendix 1

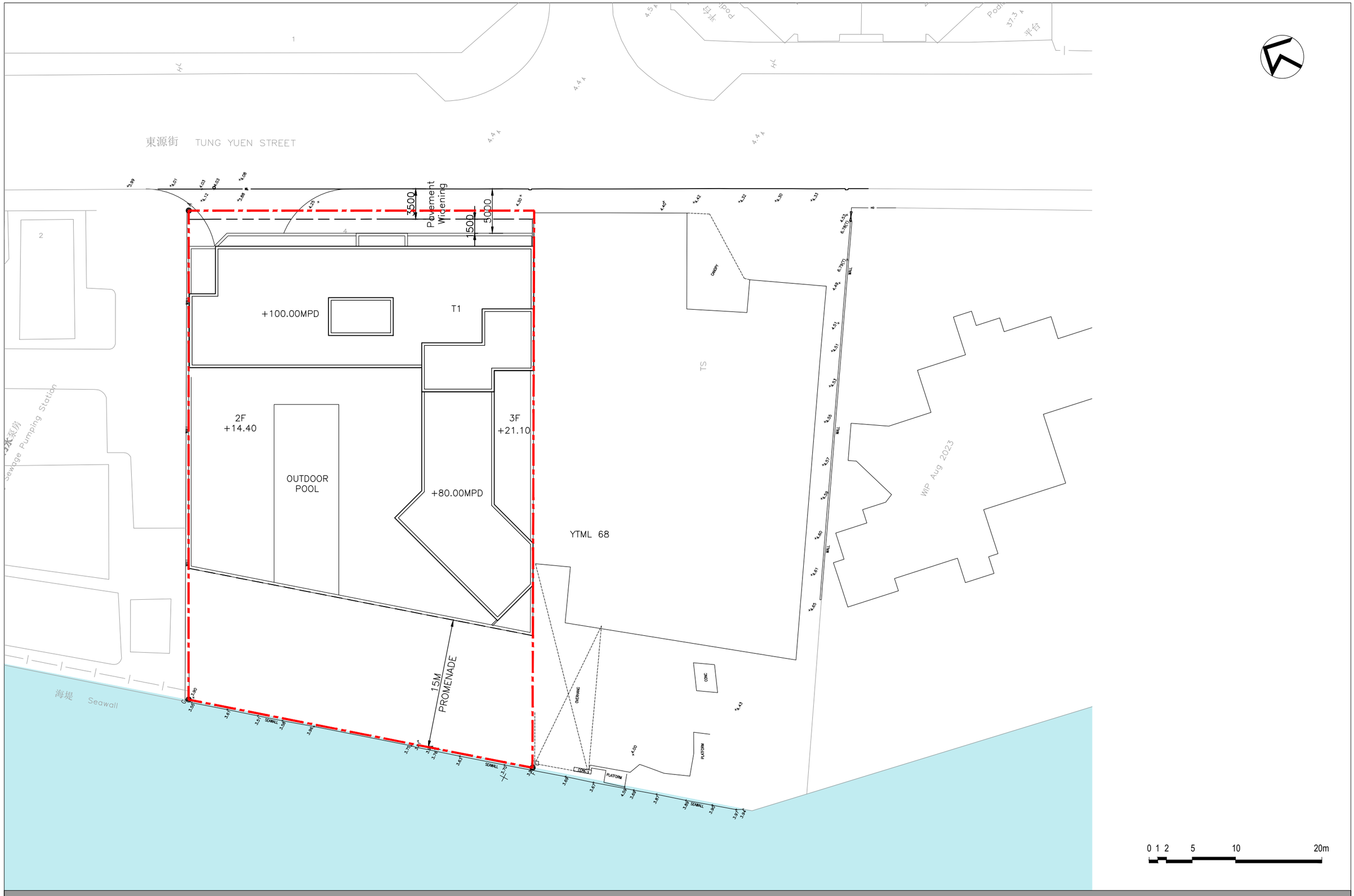
Layout Plan for Baseline Scheme

Baseline Scheme



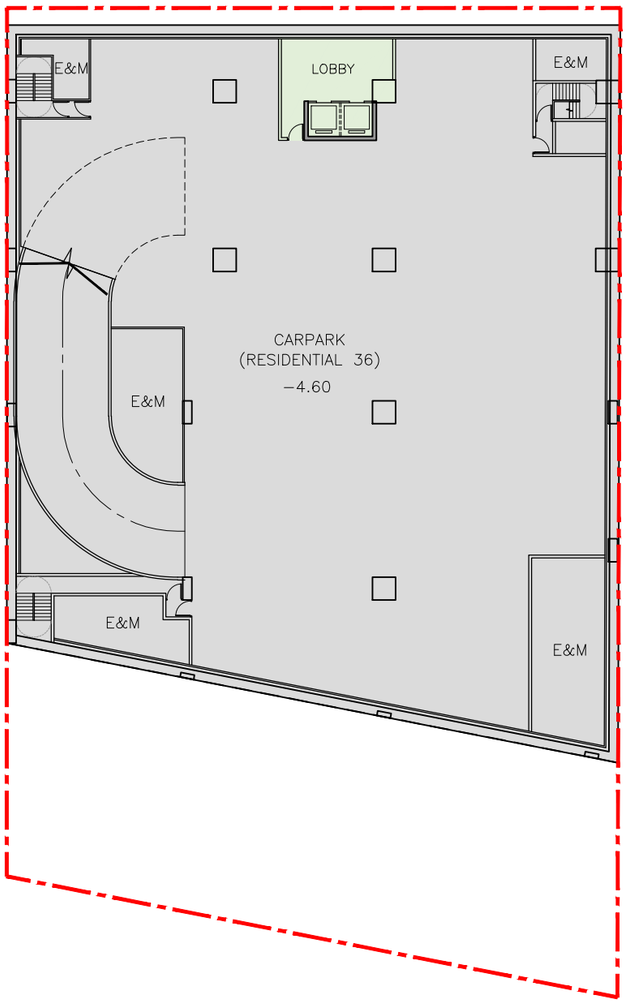
Appendix 2

Master Layout Plan for Proposed Scheme



A-01 Master Layout Plan

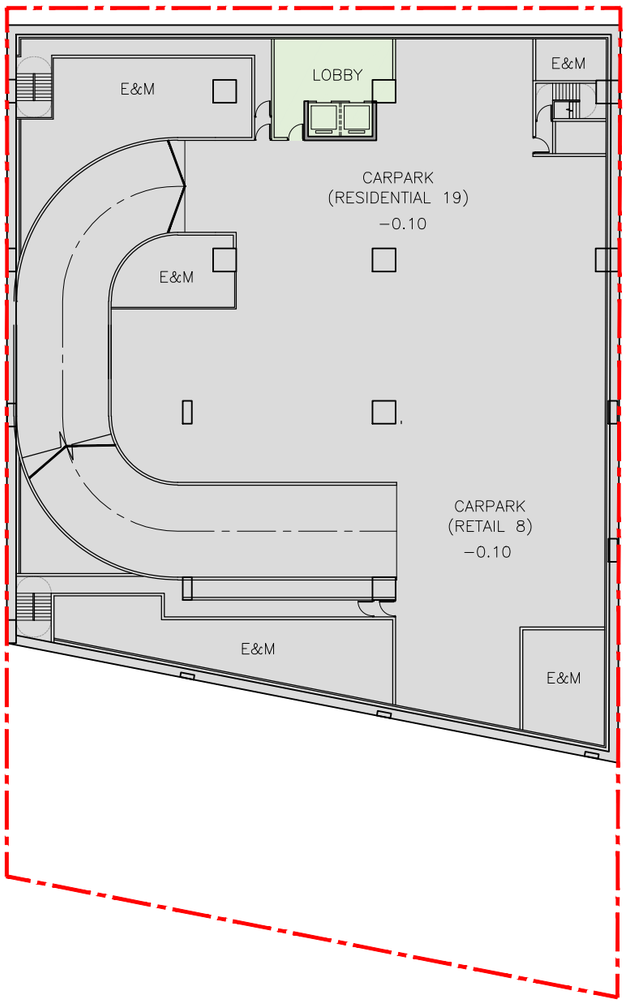
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

A-02 Second Basement Level (B2) Plan

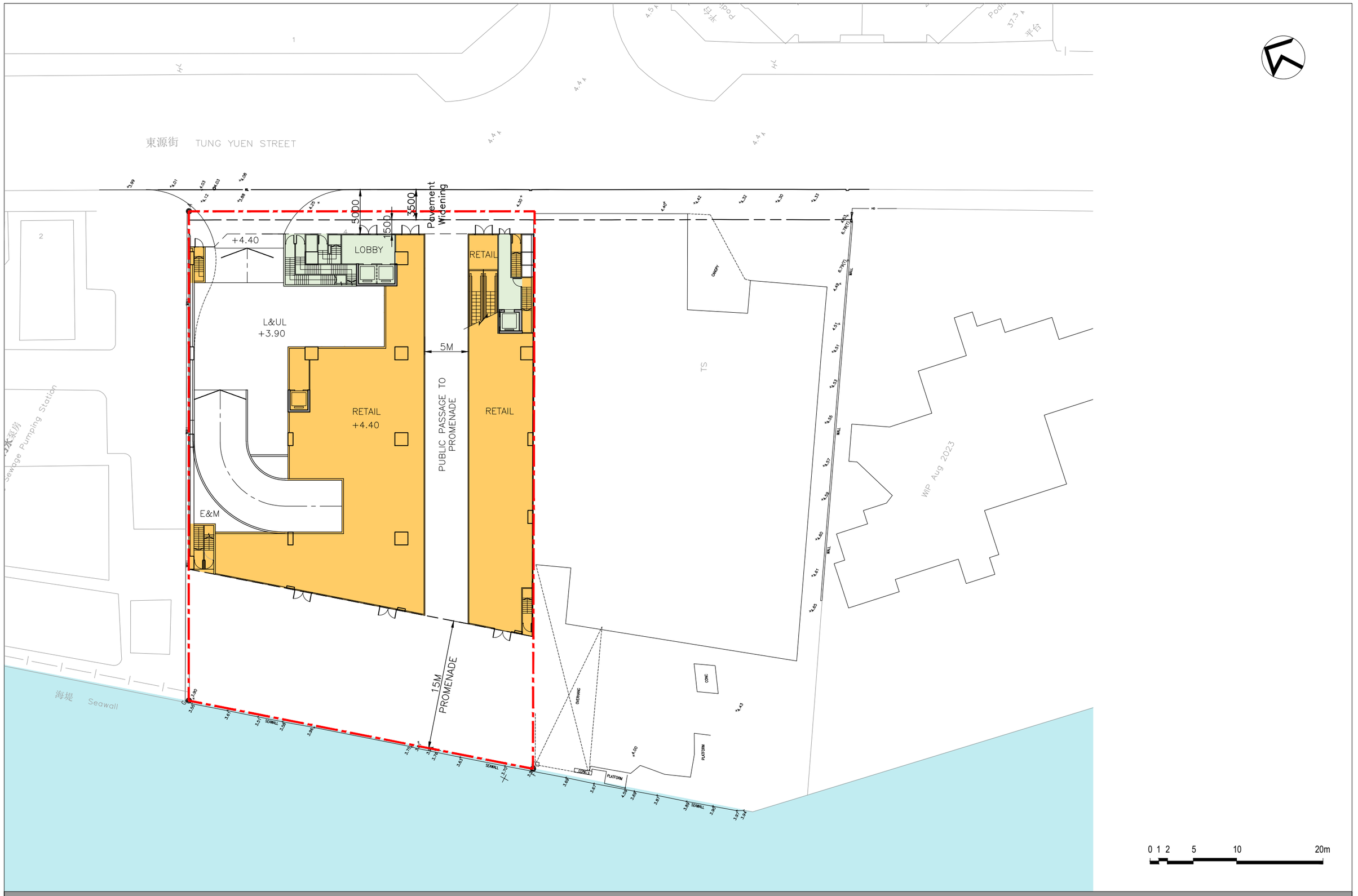
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

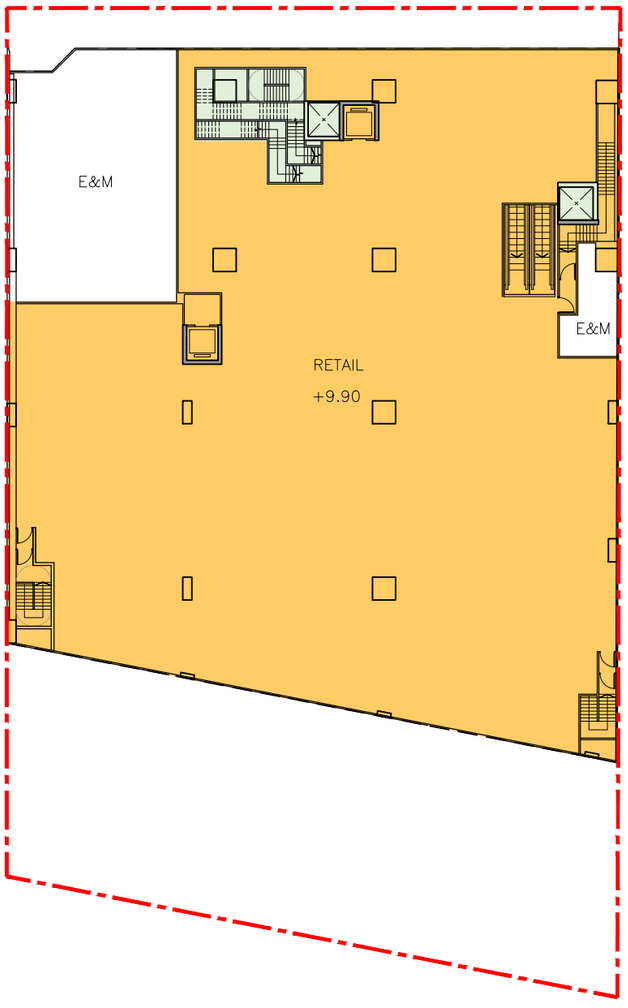
A-03 First Basement Level (B1) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



A-04 Ground Floor Level (GF) Plan

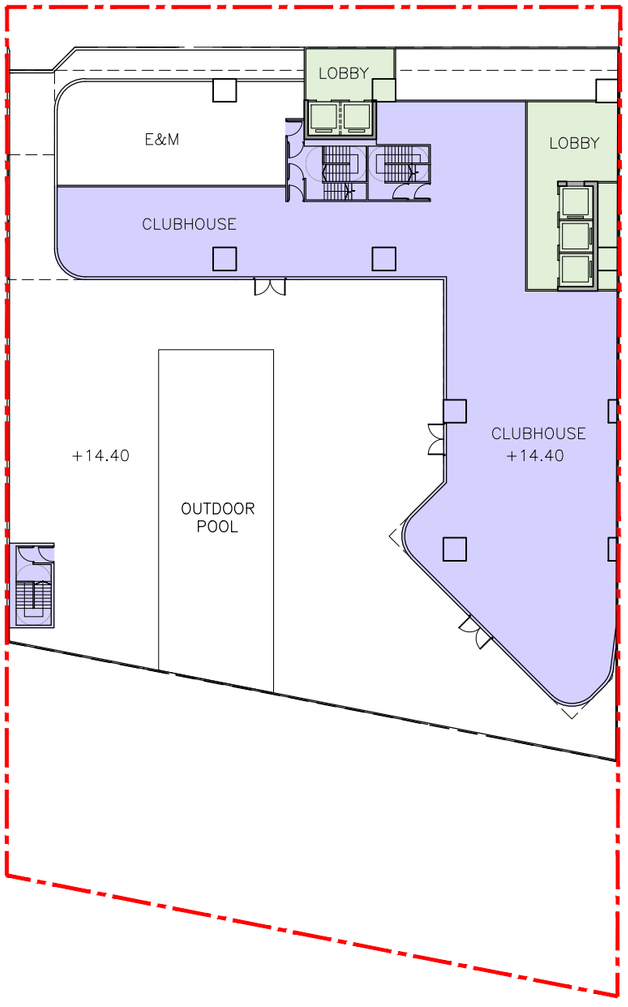
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



0 1 2 5 10 20m

A-05 Level 1 (L1) Plan

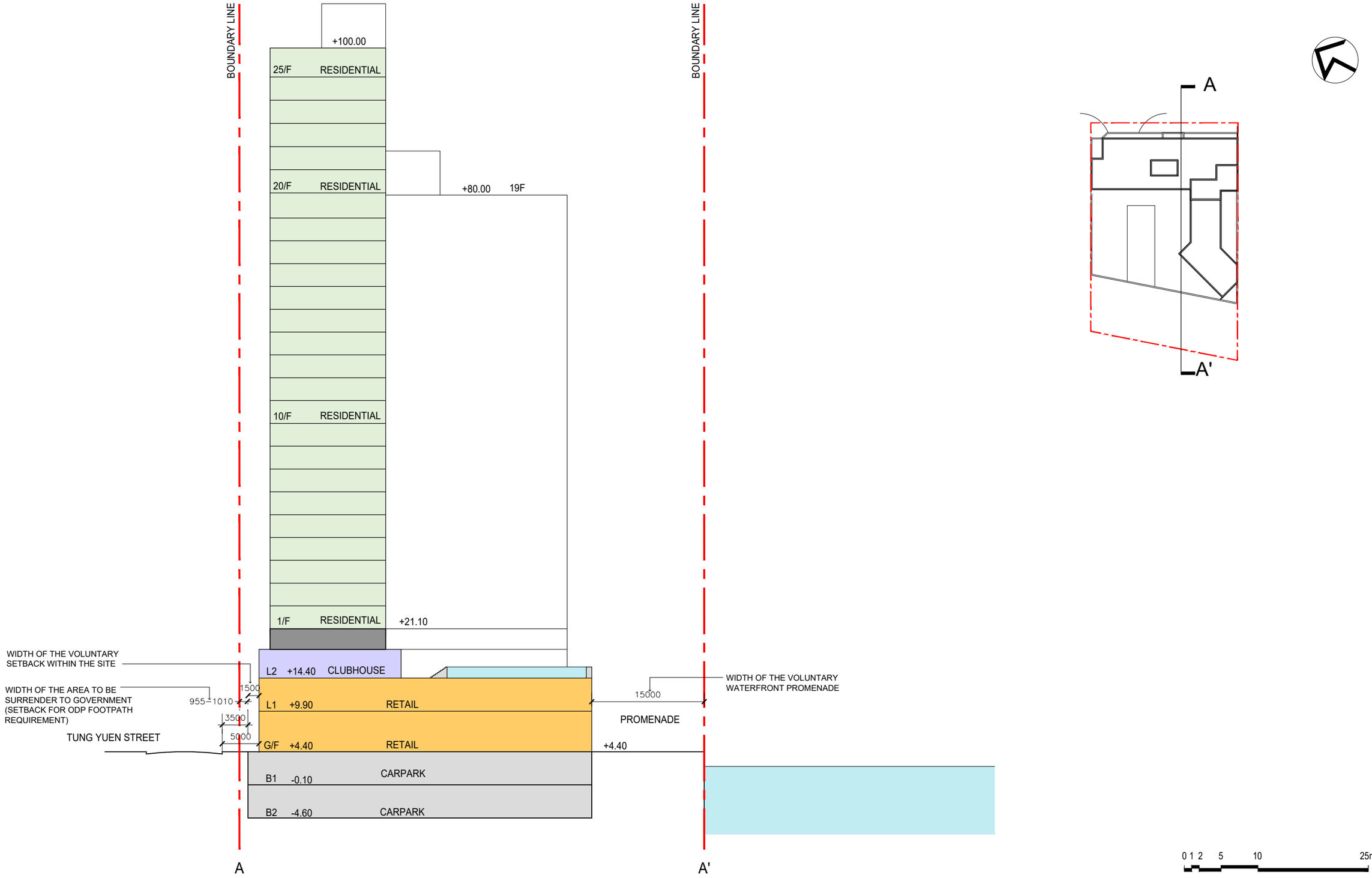
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70



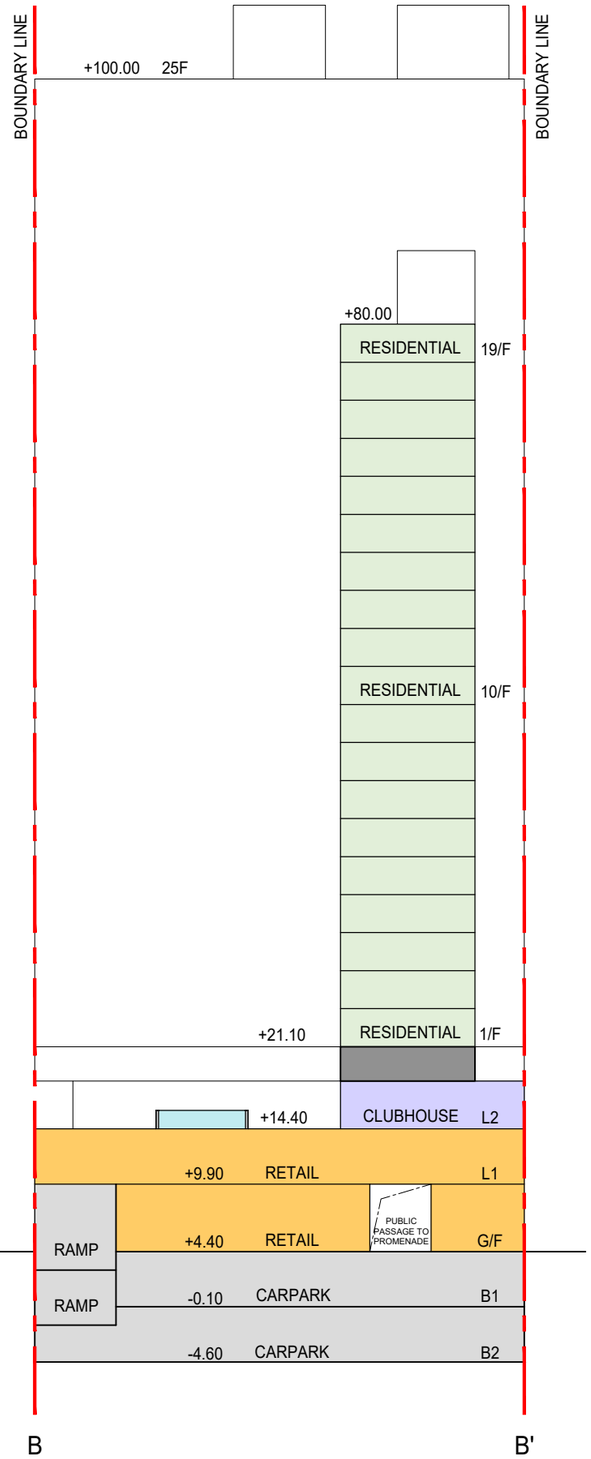
0 1 2 5 10 20m

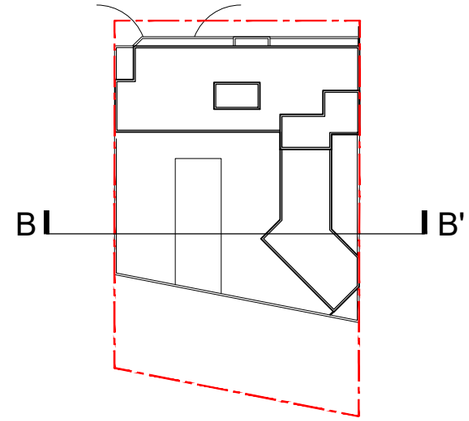
A-06 Level 2 (L2) Plan

Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70


BOUNDARY LINE
BOUNDARY LINE
+100.00
25/F RESIDENTIAL
20/F RESIDENTIAL
+80.00 19F
10/F RESIDENTIAL
1/F RESIDENTIAL +21.10
WIDTH OF THE VOLUNTARY SETBACK WITHIN THE SITE
WIDTH OF THE AREA TO BE SURRENDER TO GOVERNMENT (SETBACK FOR ODP FOOTPATH REQUIREMENT)
955
1010
1500
3500
5000
TUNG YUEN STREET
L2 +14.40 CLUBHOUSE
L1 +9.90 RETAIL
G/F +4.40 RETAIL
B1 -0.10 CARPARK
B2 -4.60 CARPARK
15000
PROMENADE
WIDTH OF THE VOLUNTARY WATERFRONT PROMENADE
+4.40
A
A'
A
A'
0 1 2 5 10 25m

A
A'





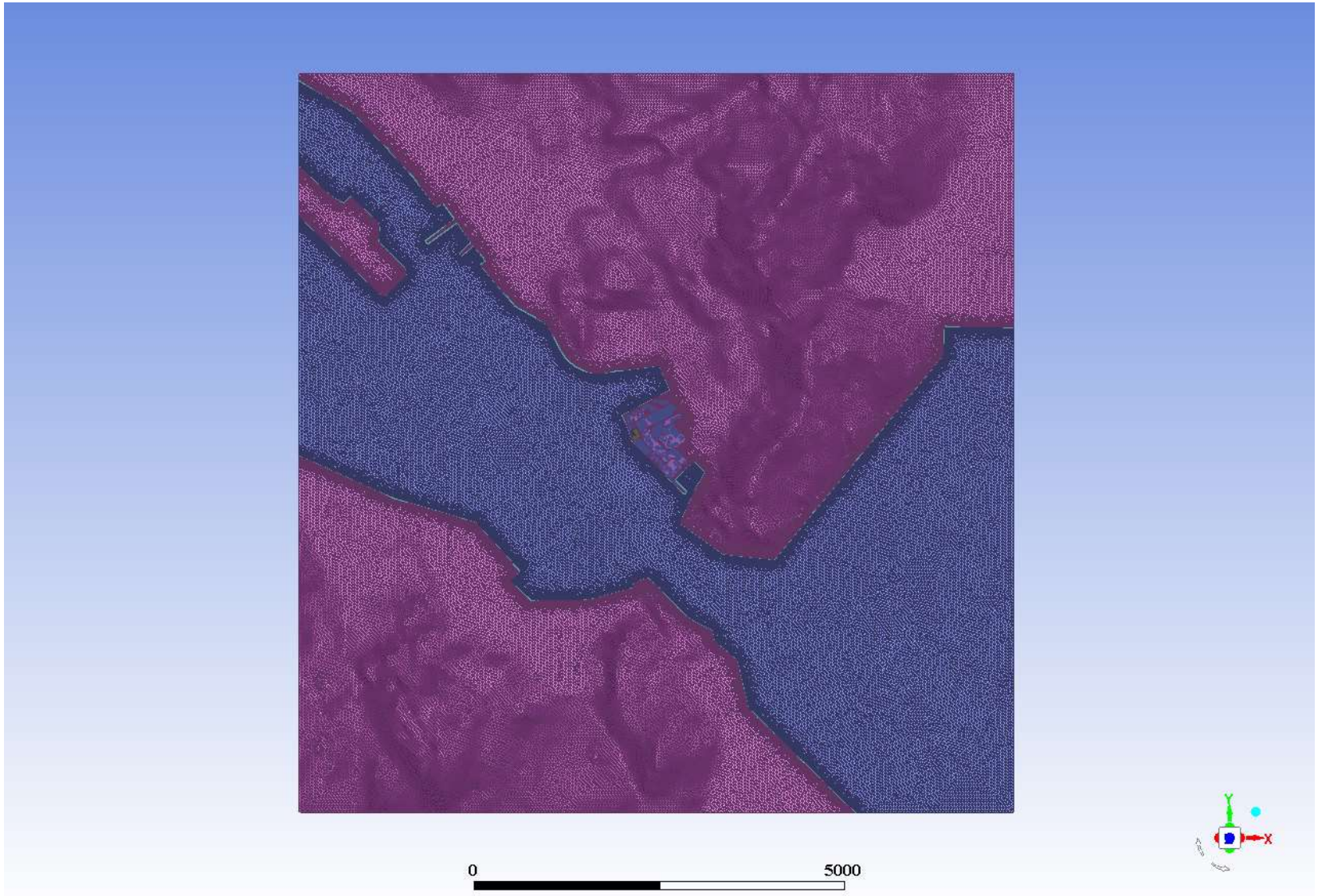
0 1 2 5 10 25m

A-08 Section B-B'

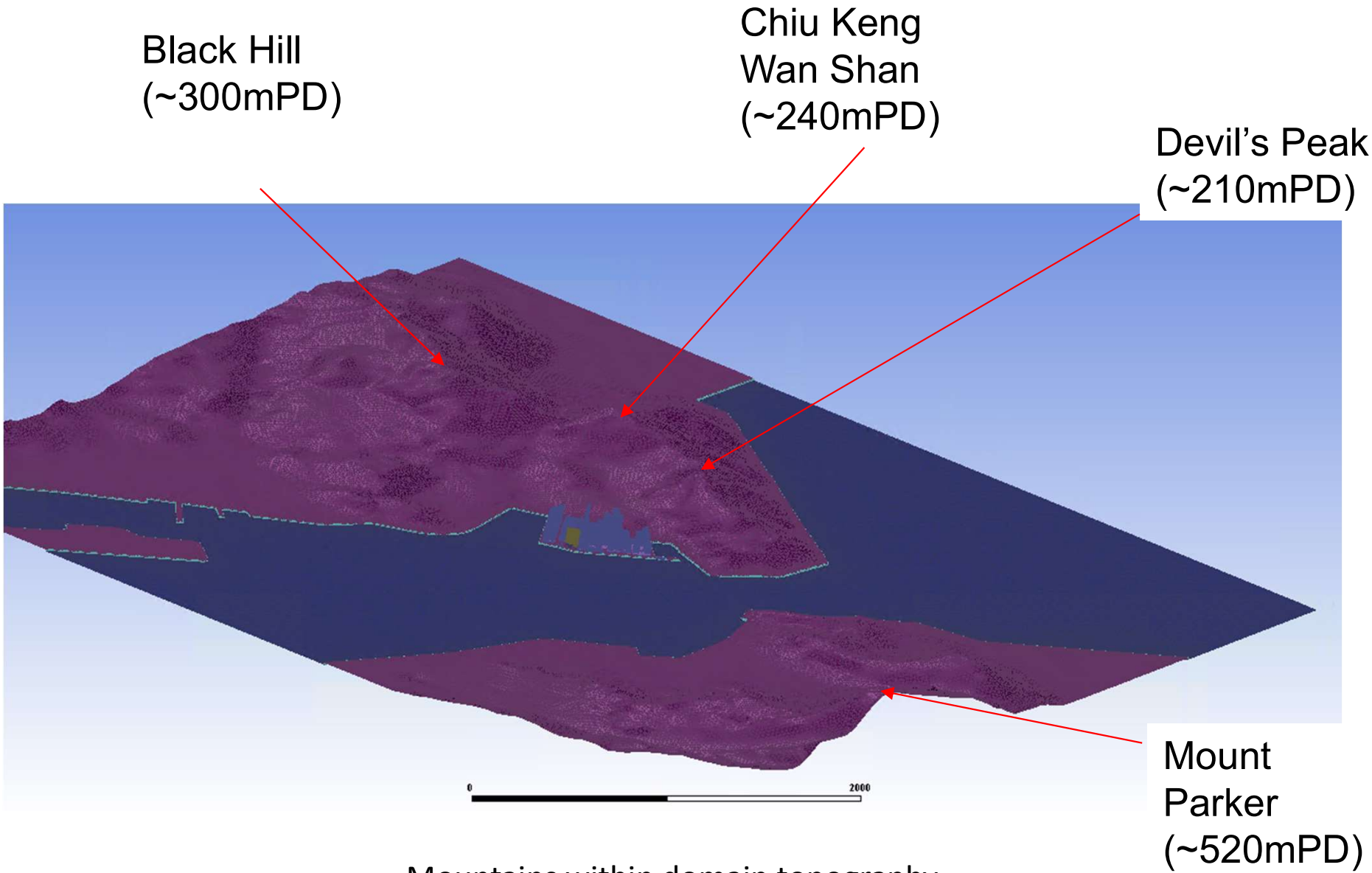
Proposed Residential & Commercial Development at
No. 4 Tung Yuen Street, Yau Tong YTML 70

Appendix 3

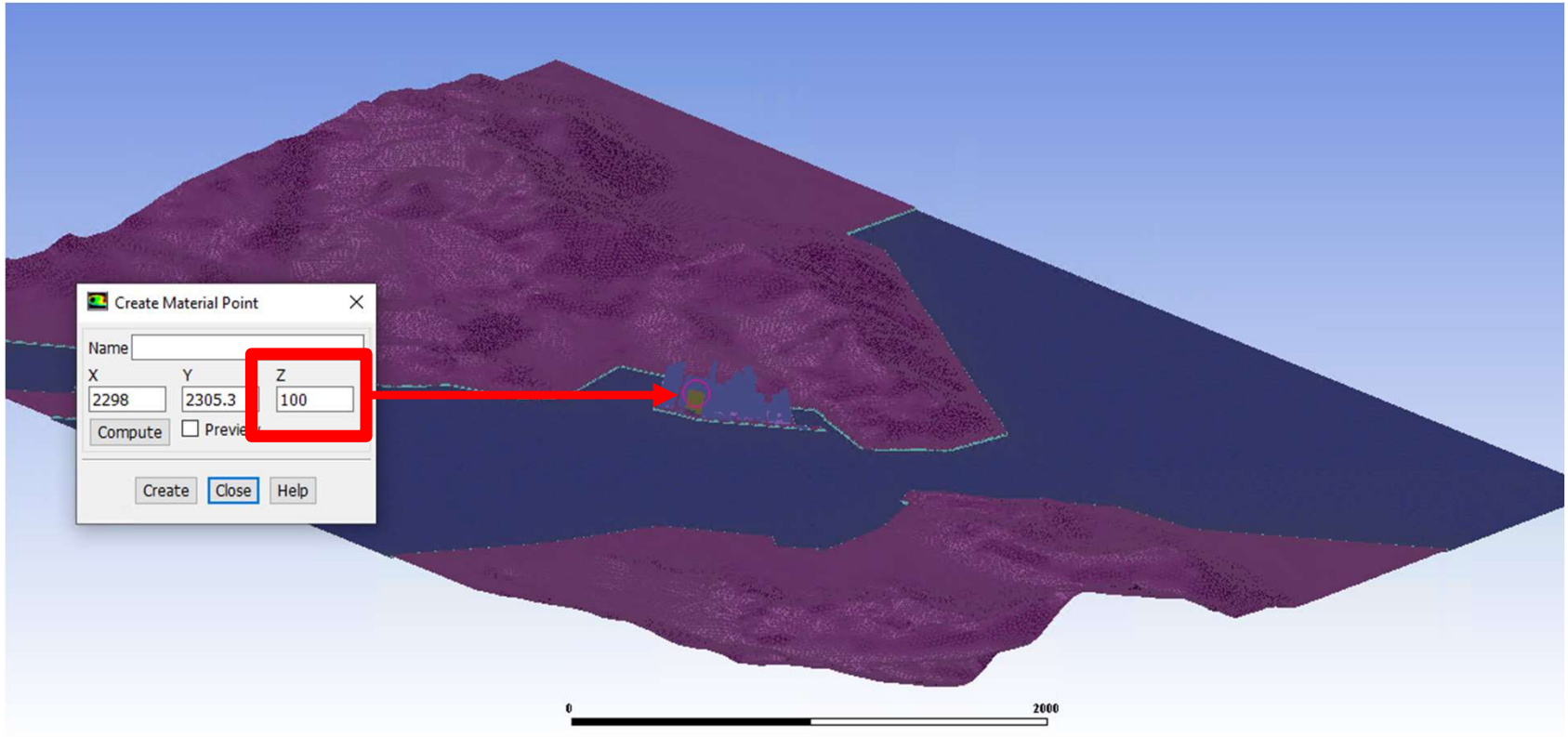
Captured Pictures of the CFD Model



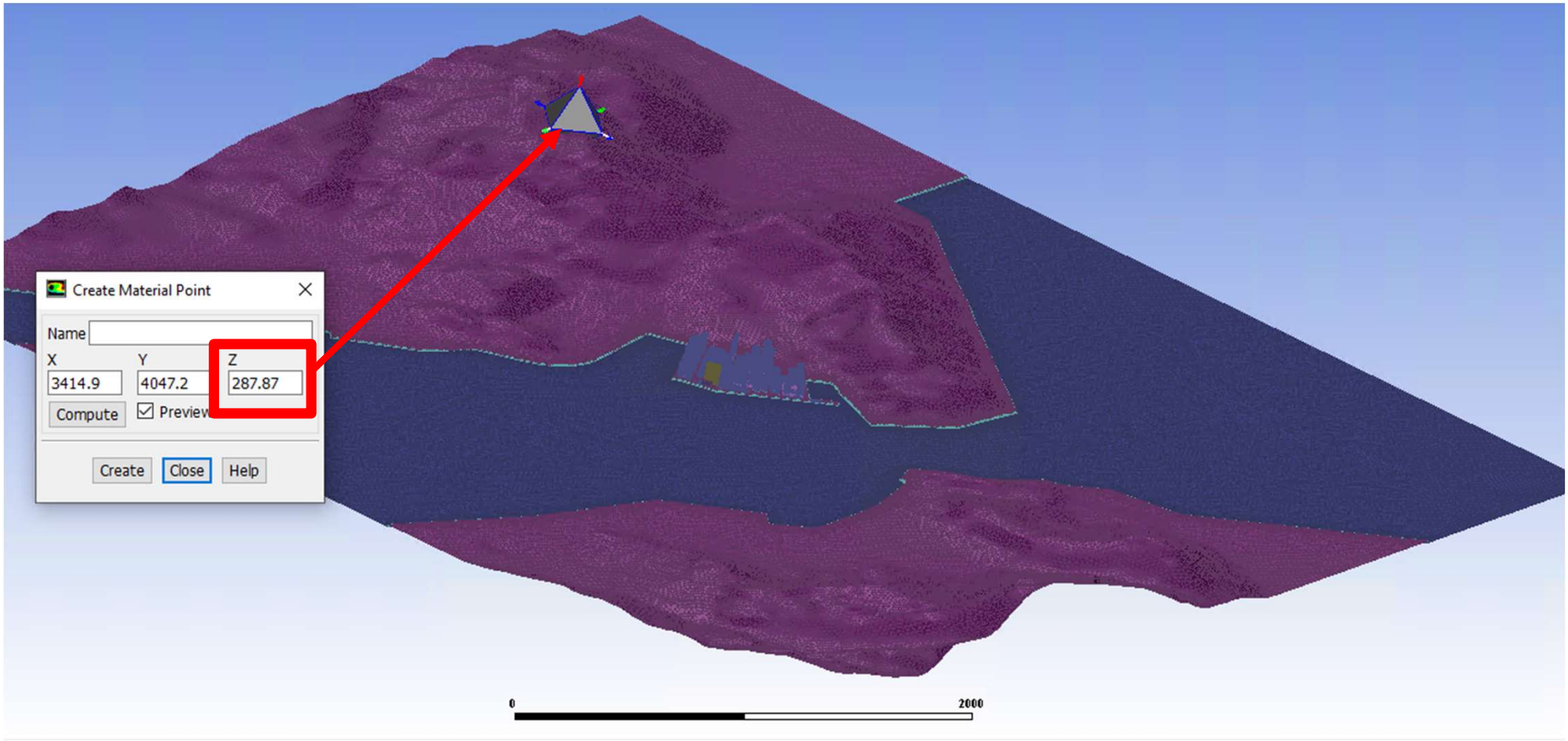
Topography of Whole Domain



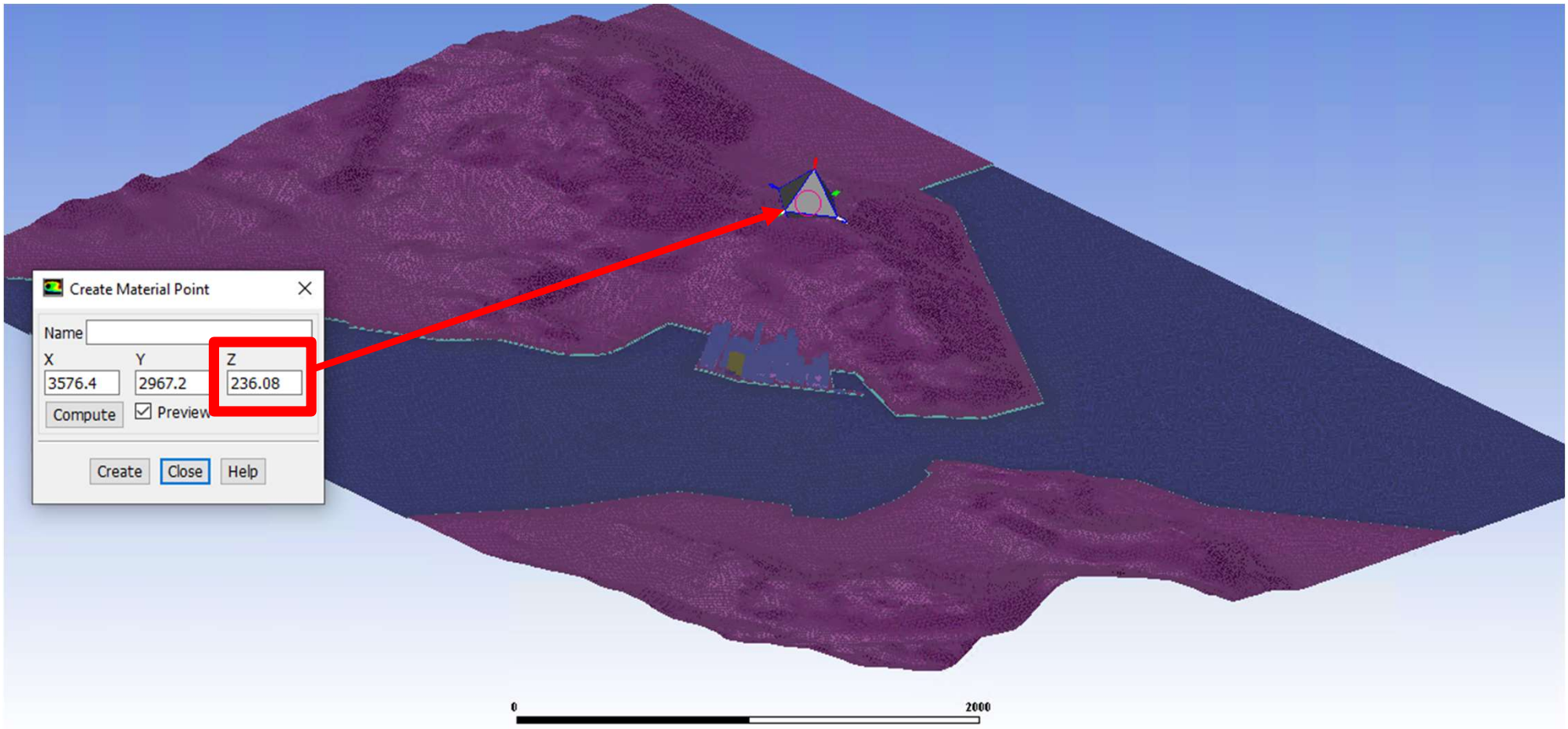
Mountains within domain topography
(Viewed from direction SW)



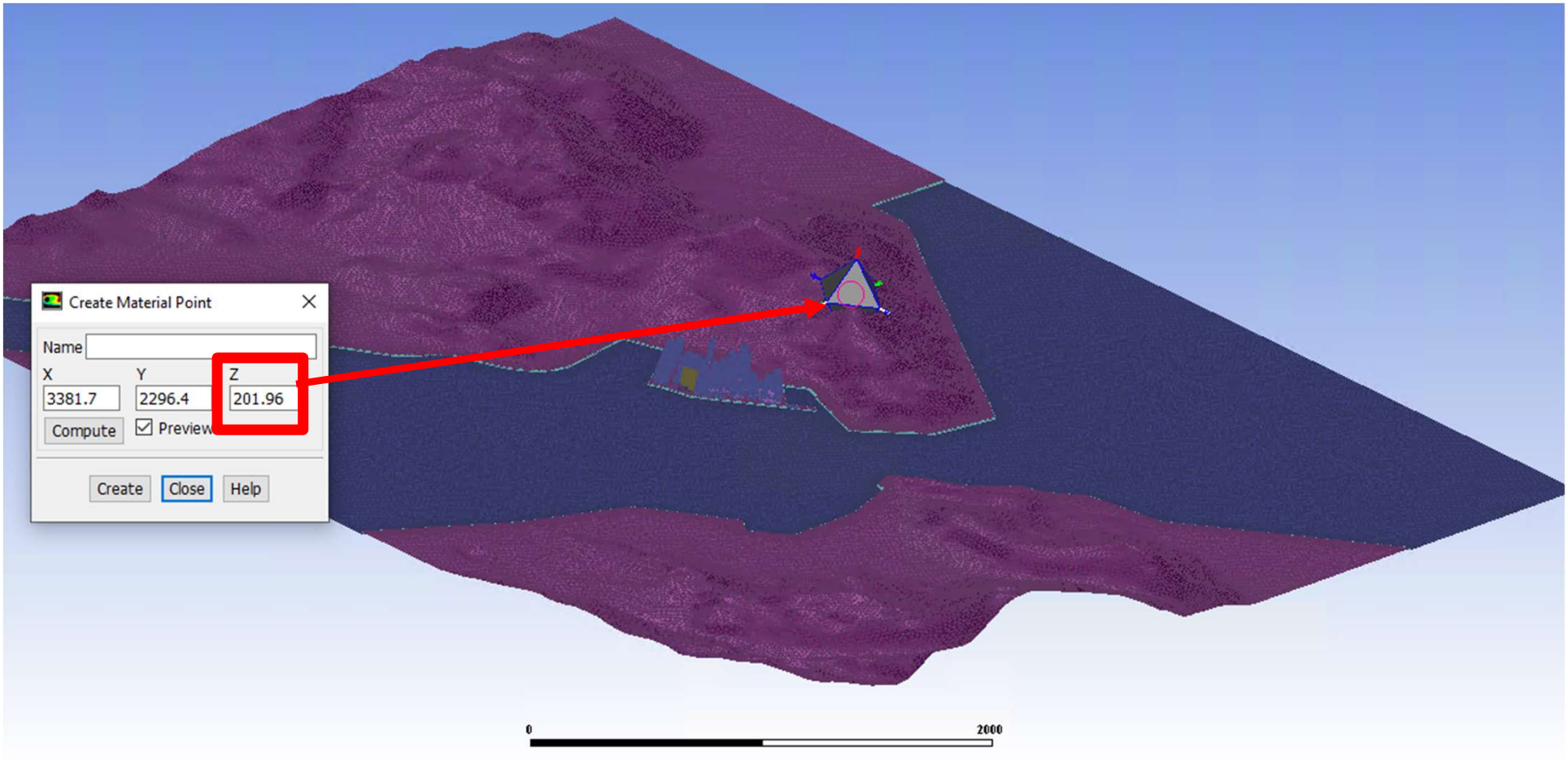
Height of PS tower



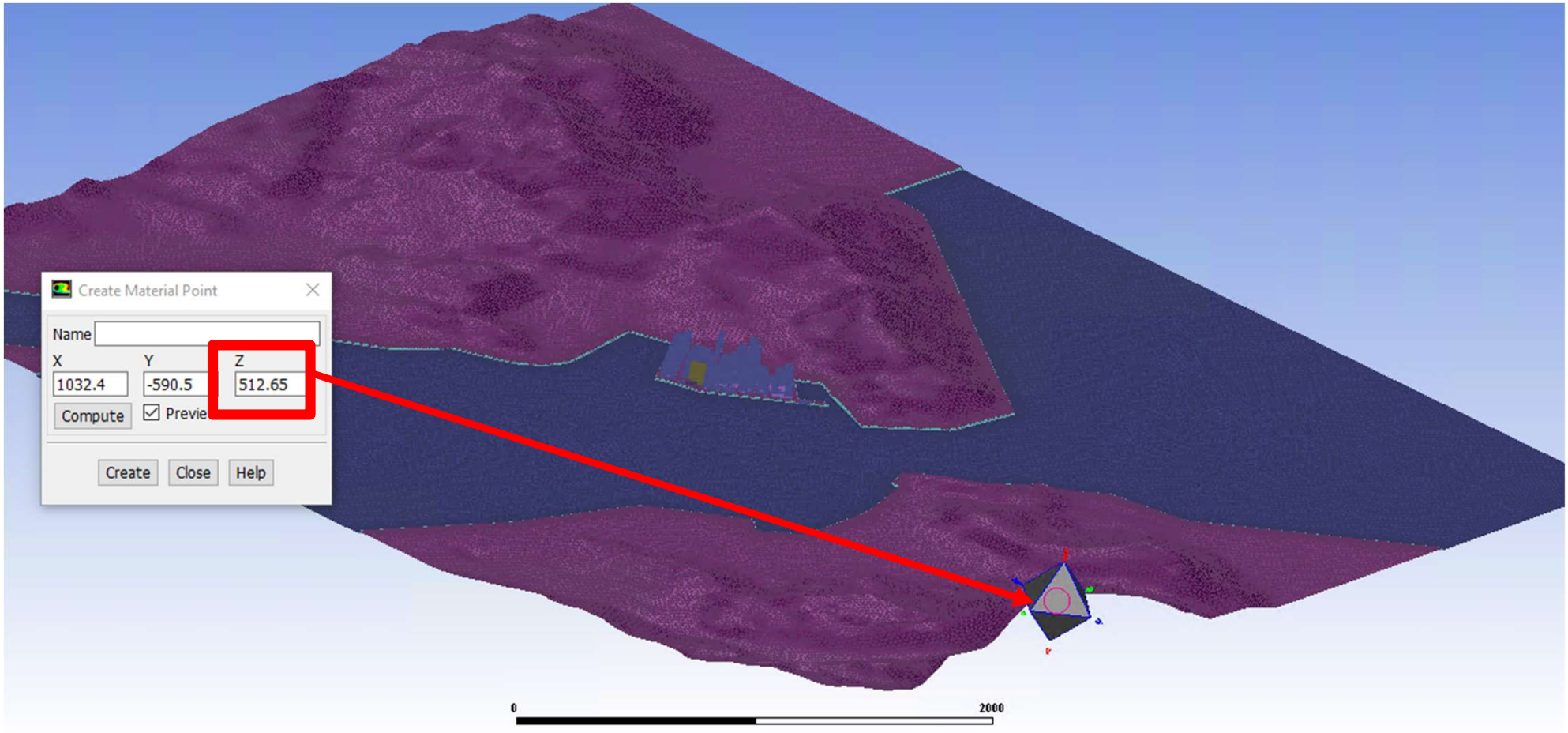
Height of Black Hill (~300mPD)



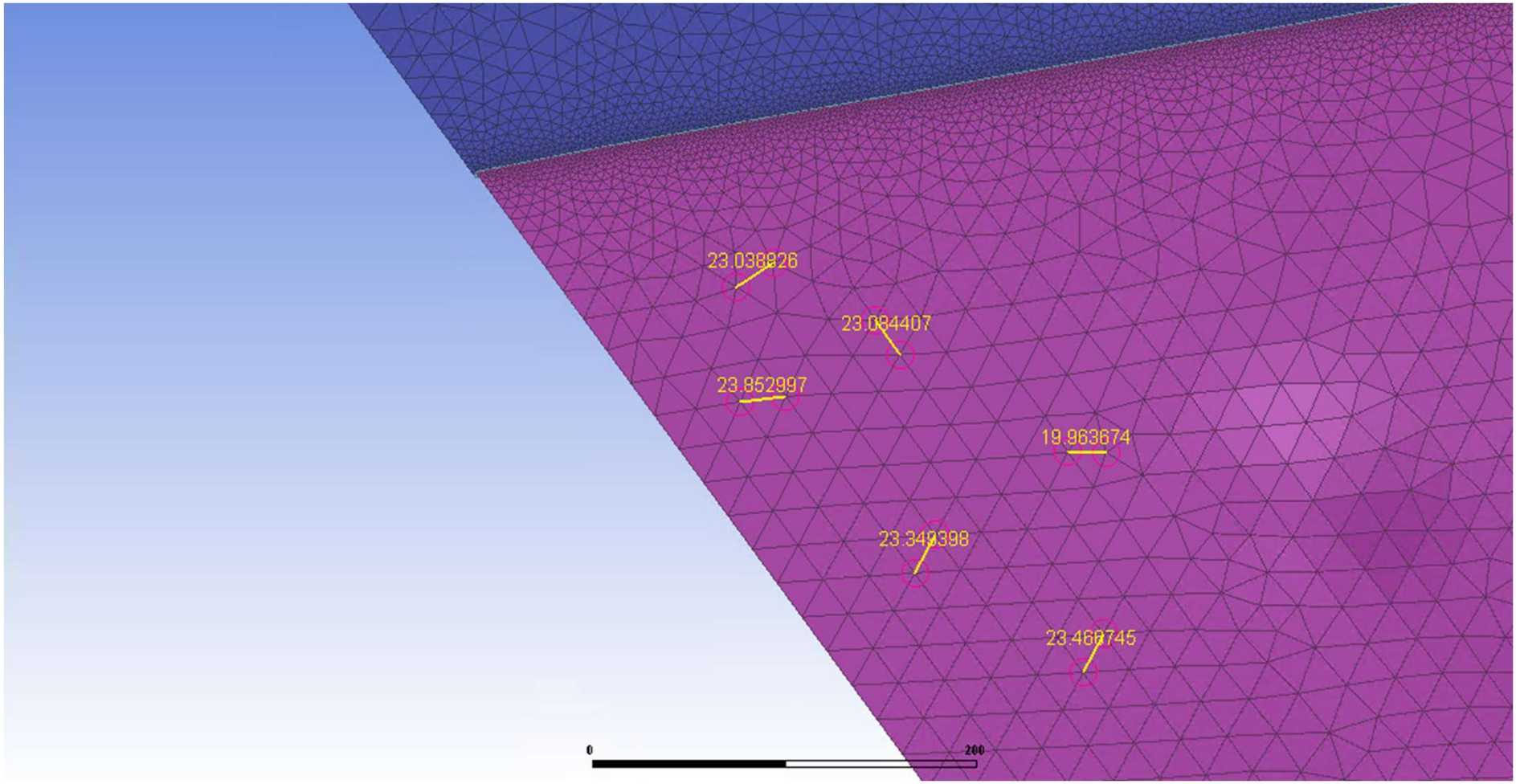
Height of Chiu Keng Wan Shan (~240mPD)



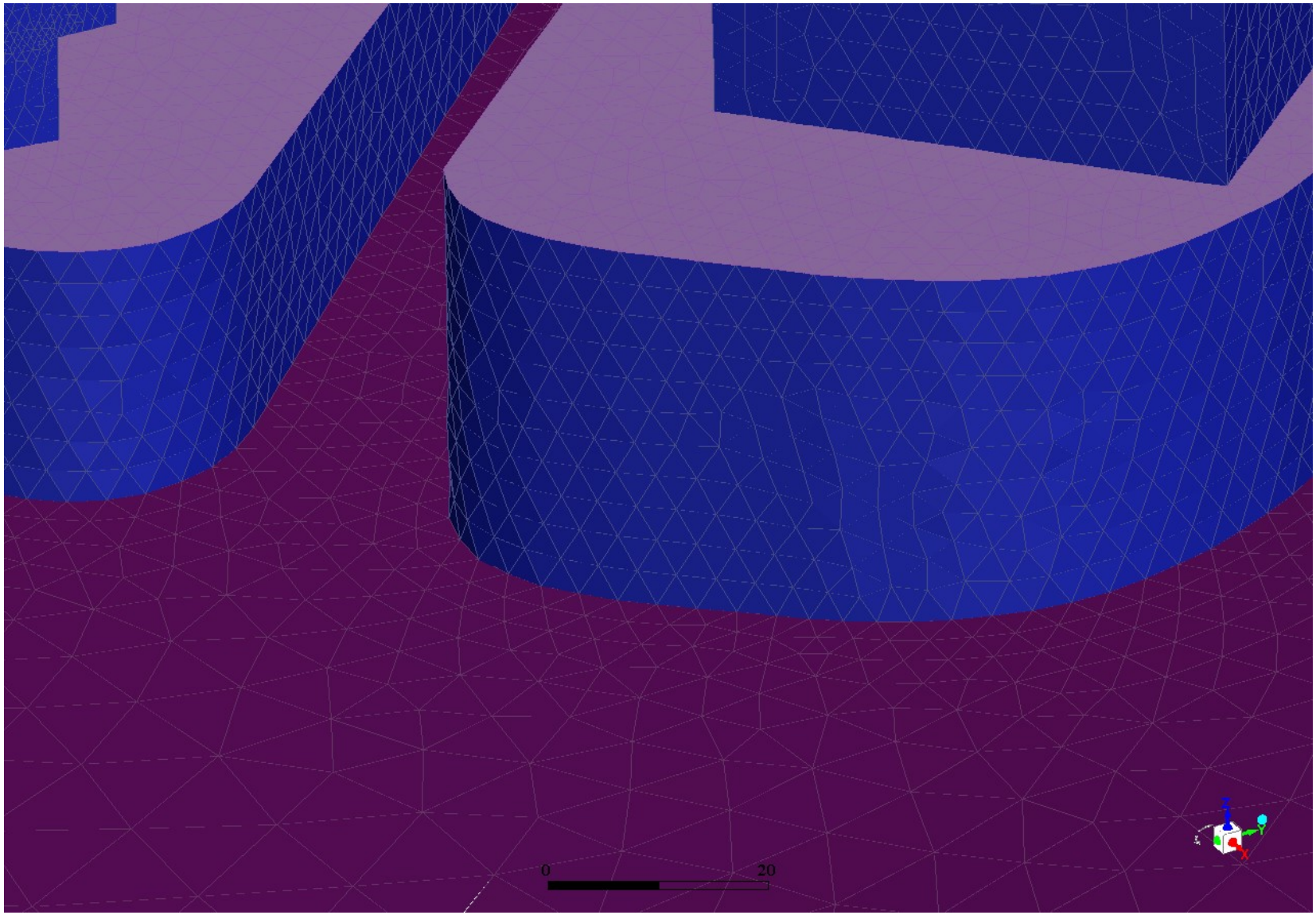
Height of Devil's Peak (~210mPD)



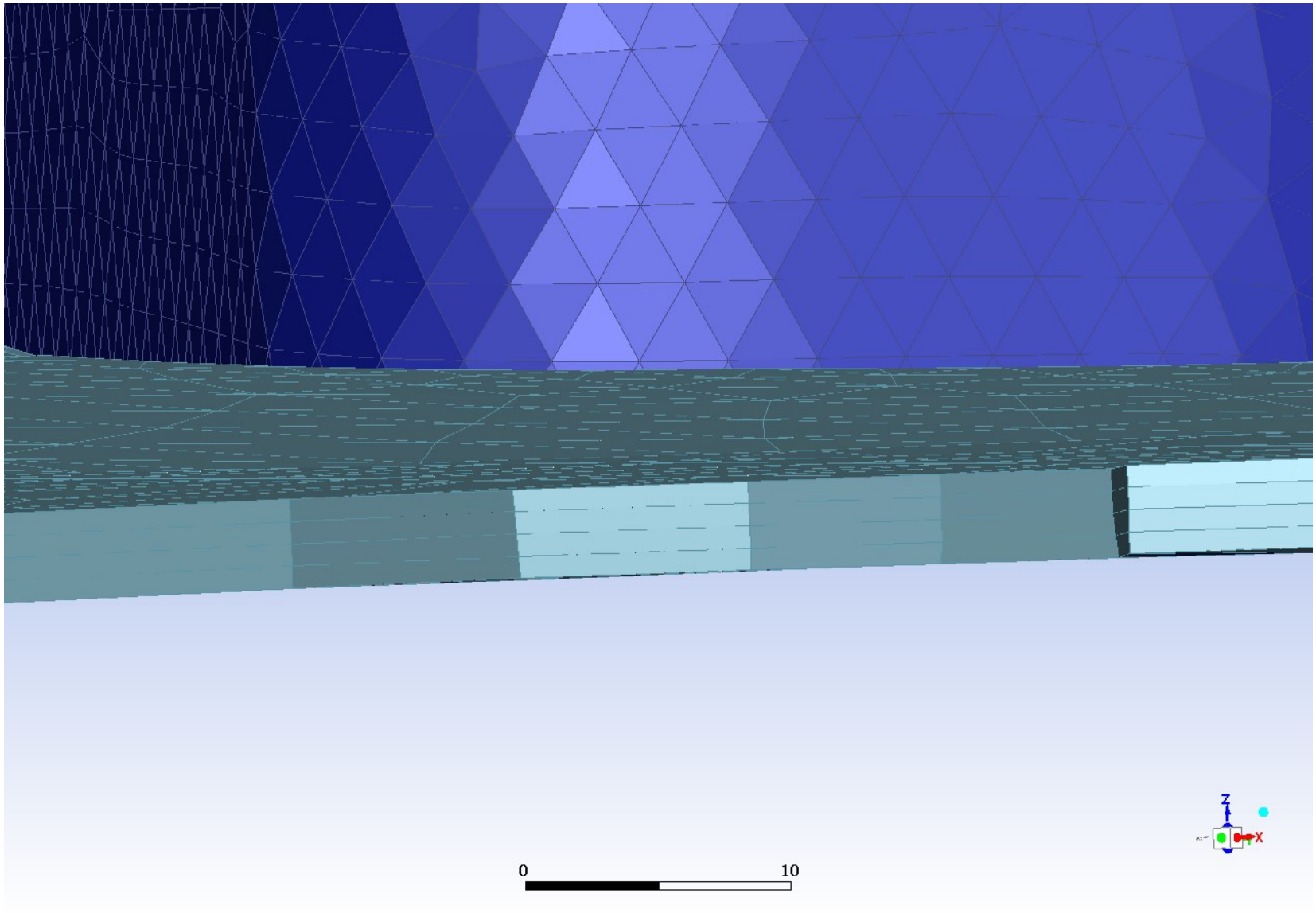
Height of Mount Parker (~520mPD)


23.038826
23.084407
23.852997
19.963674
23.340398
23.466745
0
200

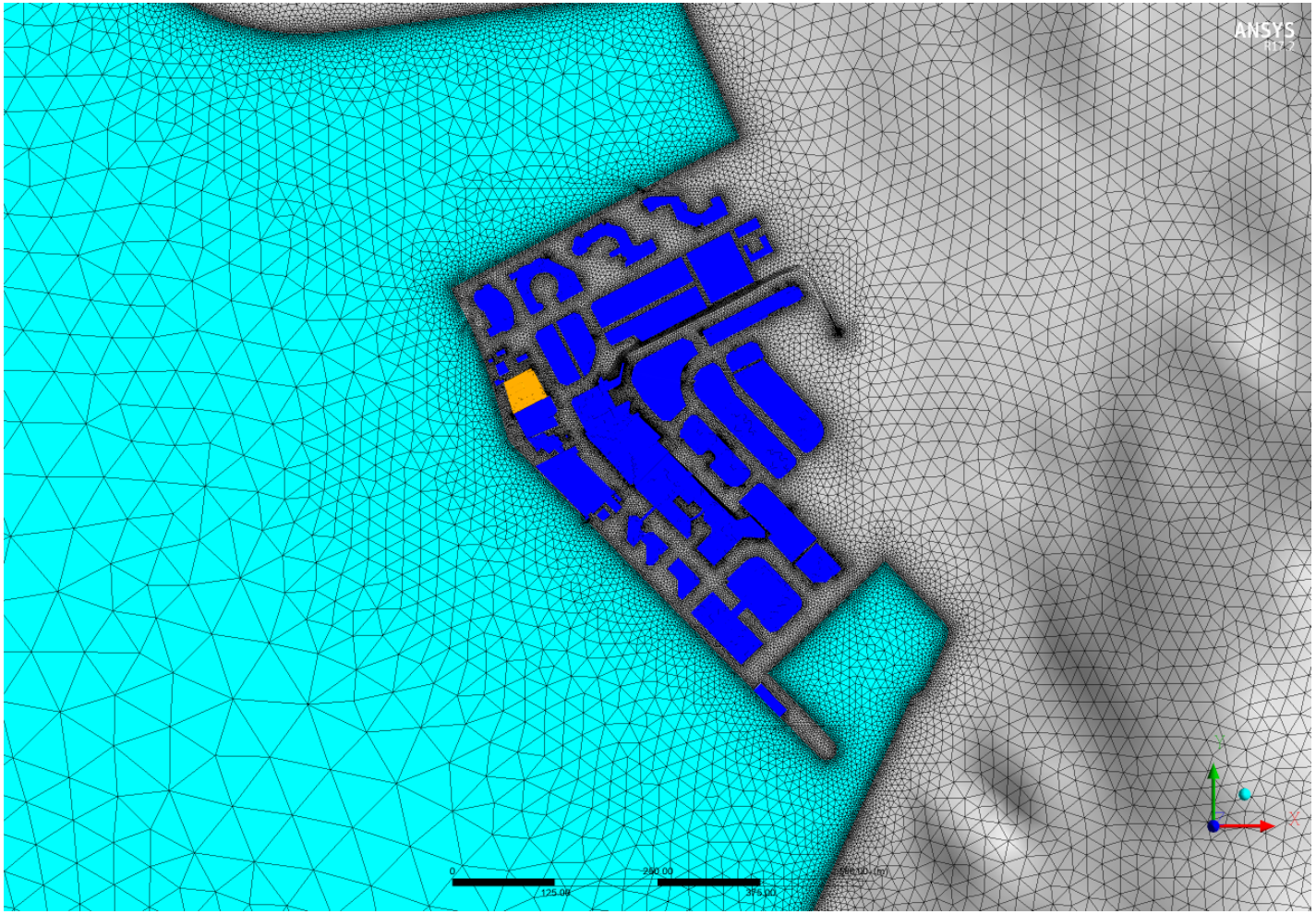
Mesh size



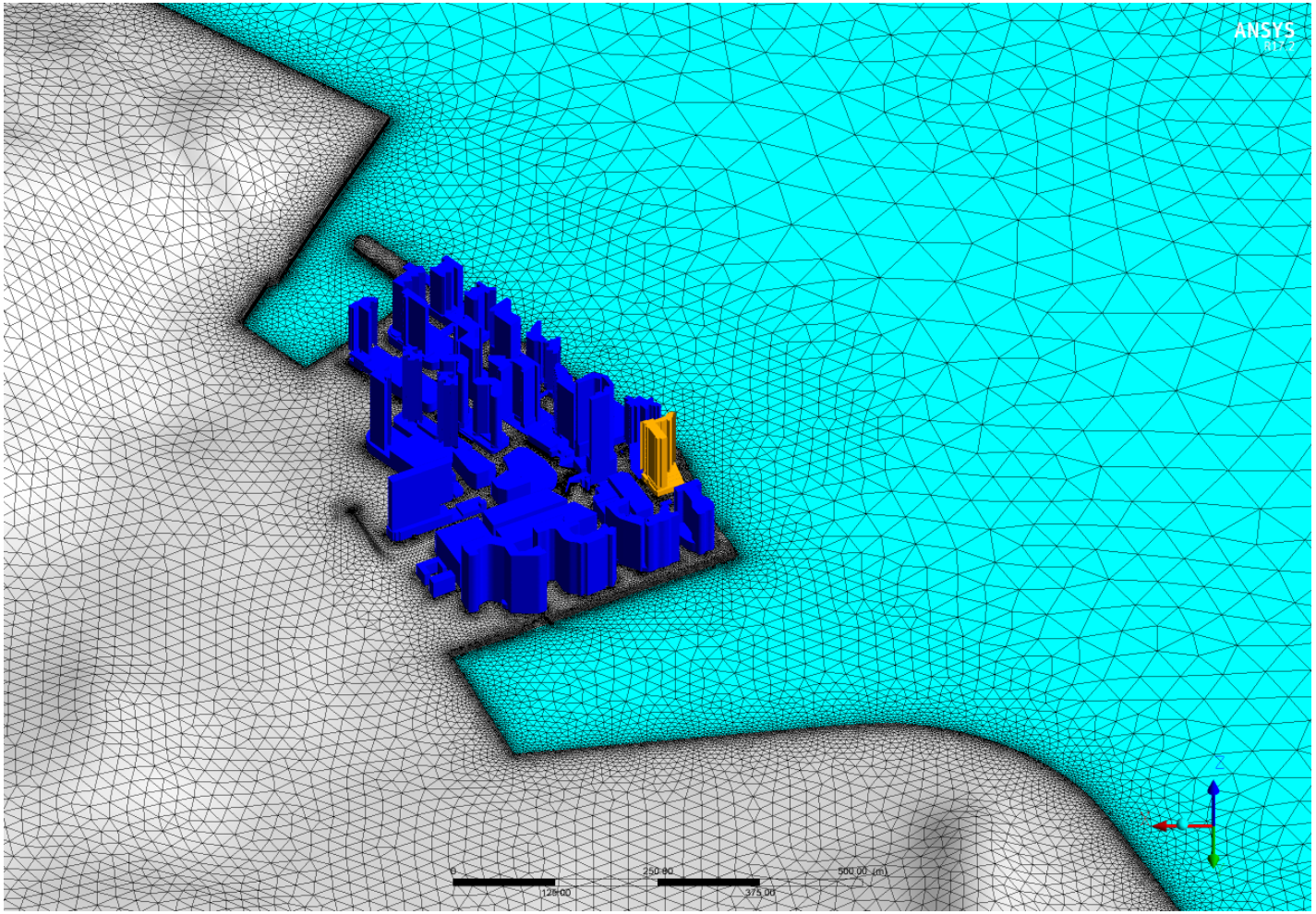
Surface Mesh



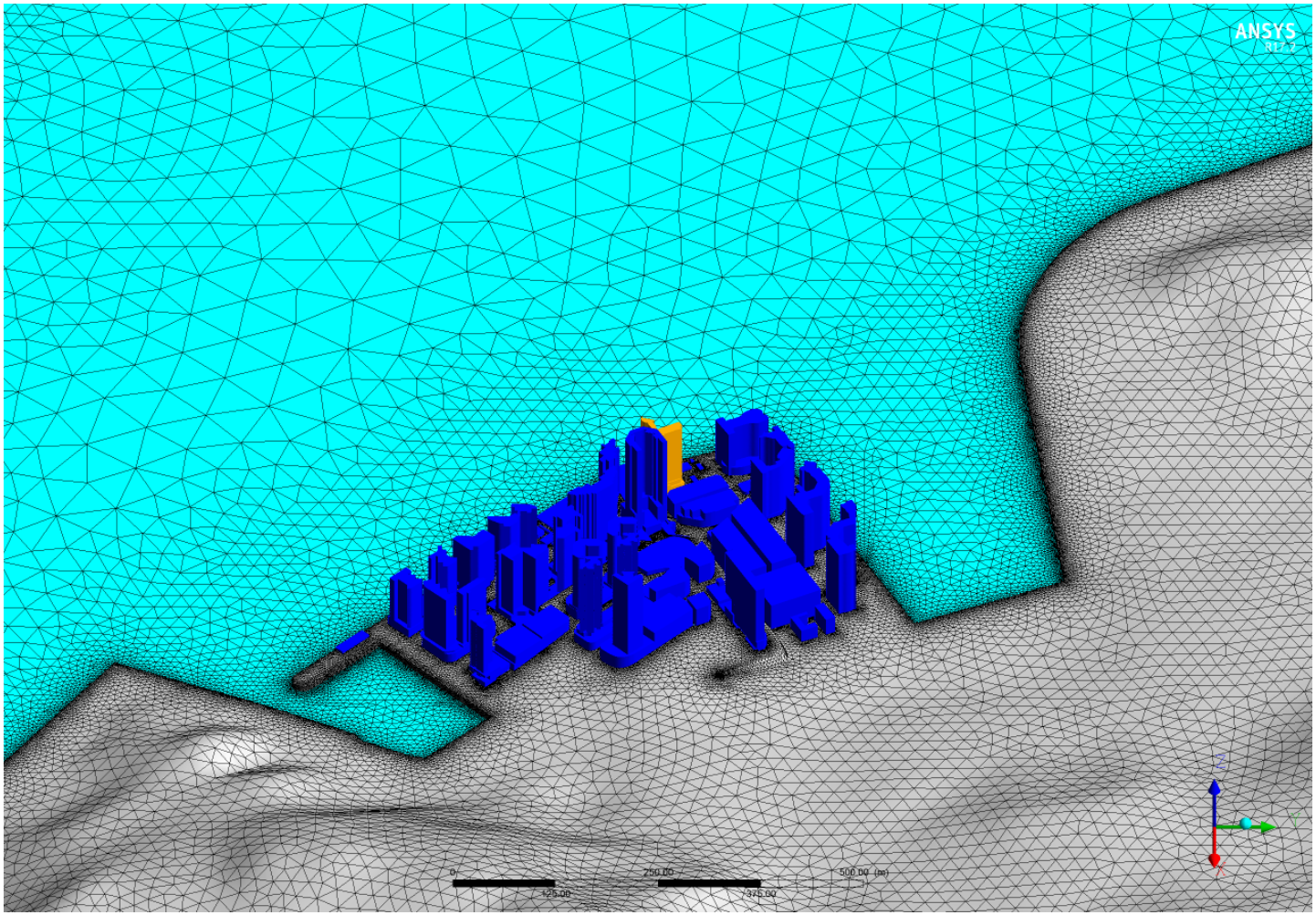
4 layers of prismatic meshes at 0.5m thick



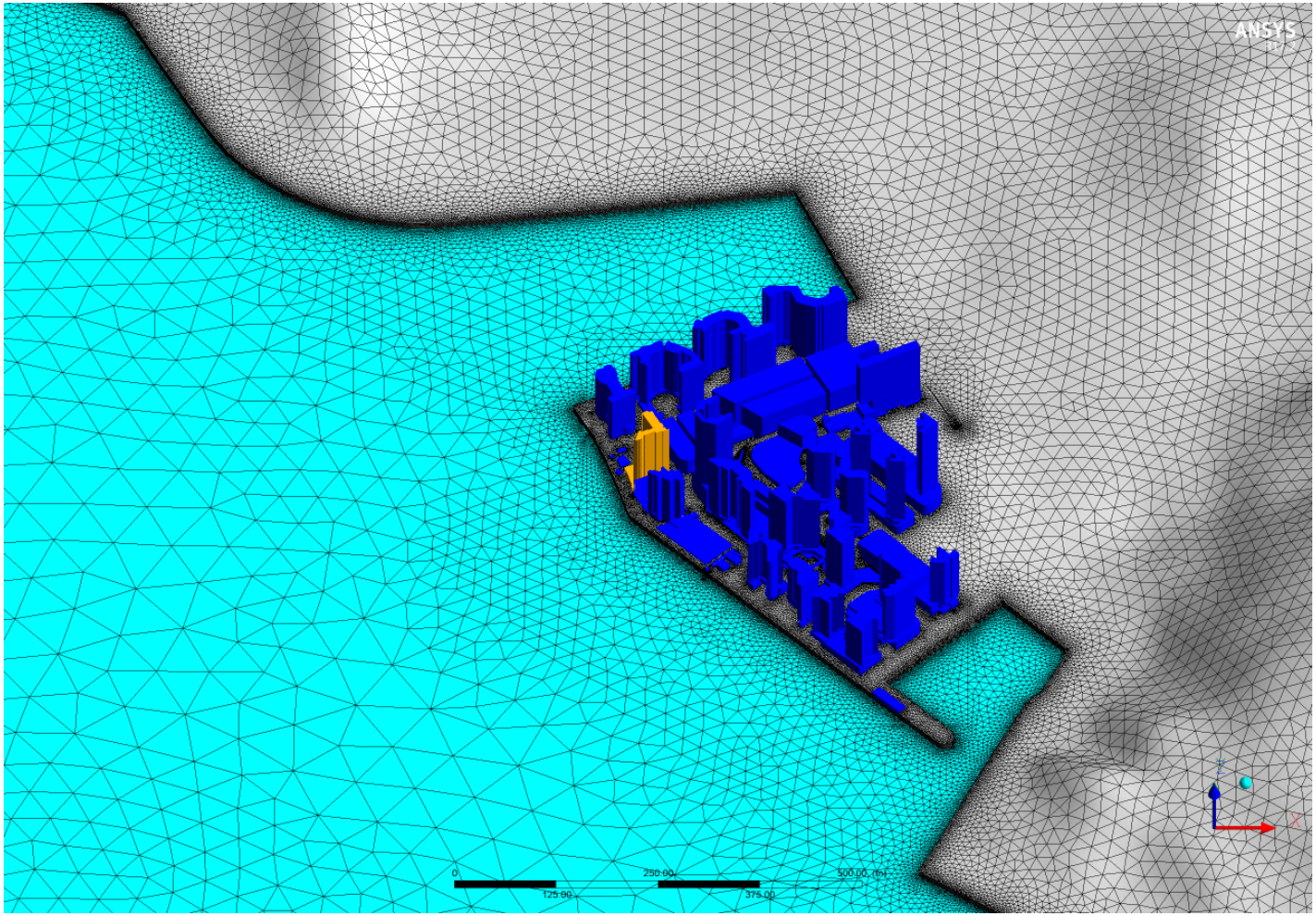
Surrounding Area – Top View



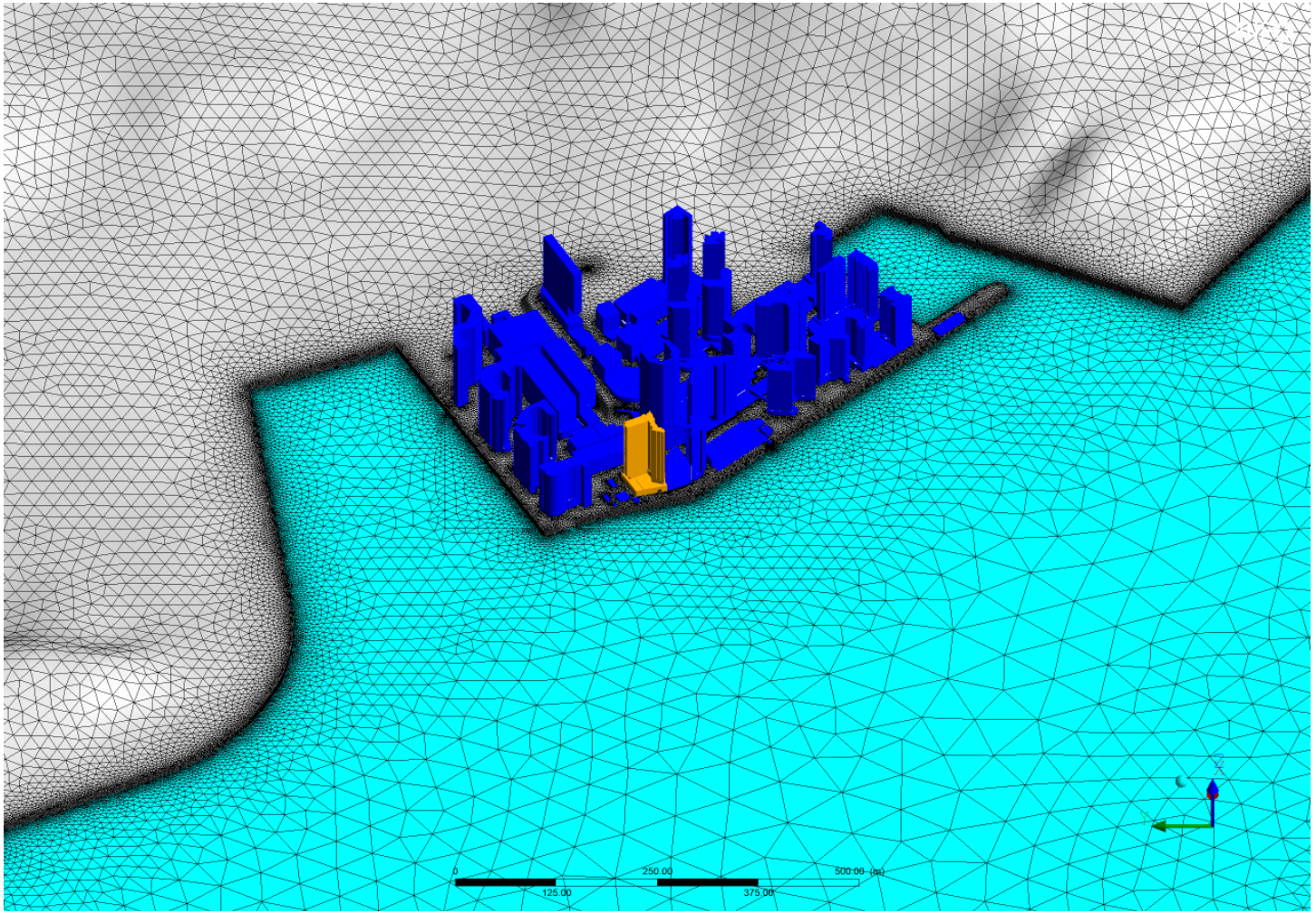
Surrounding Area – N



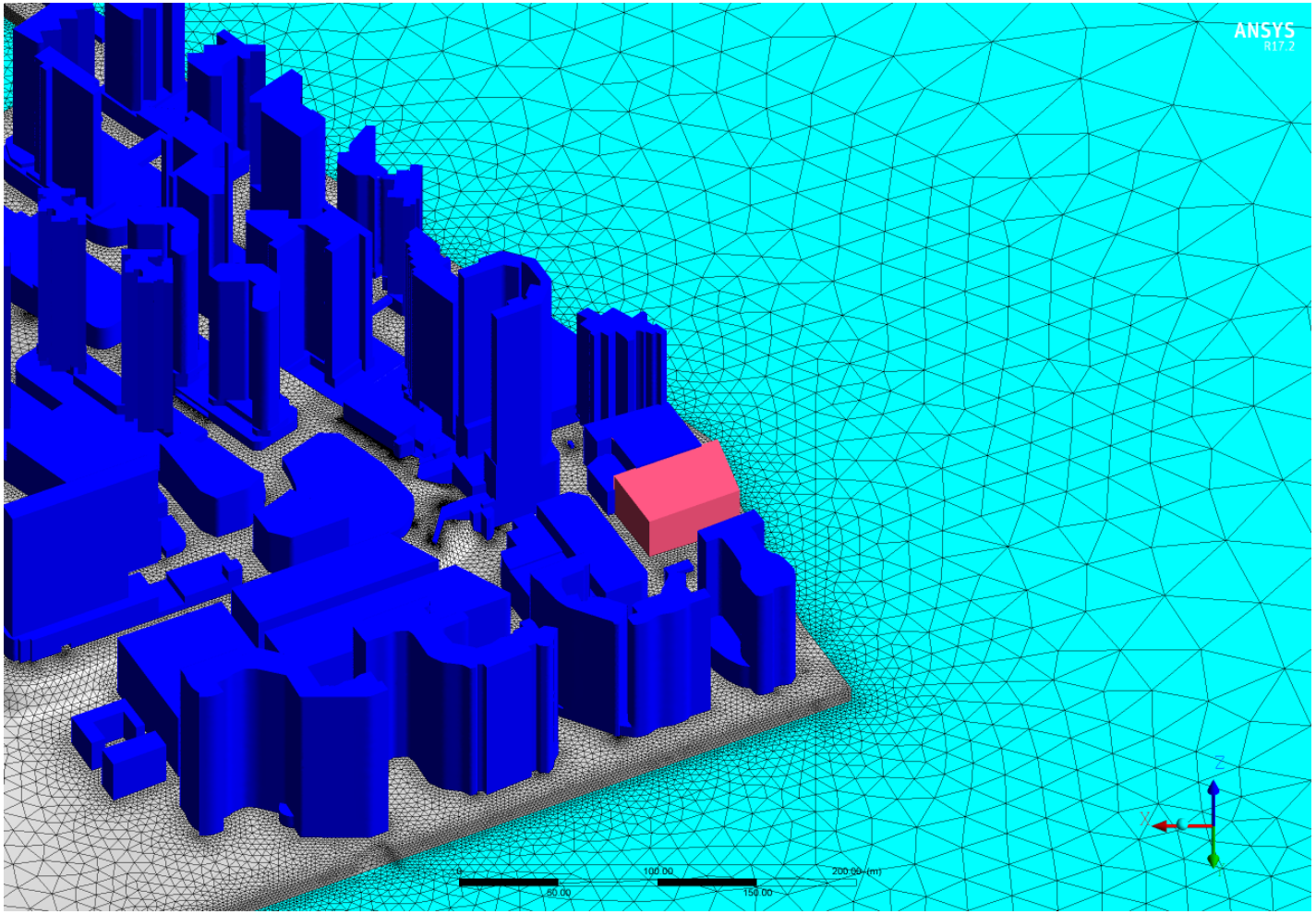
Surrounding Area – E



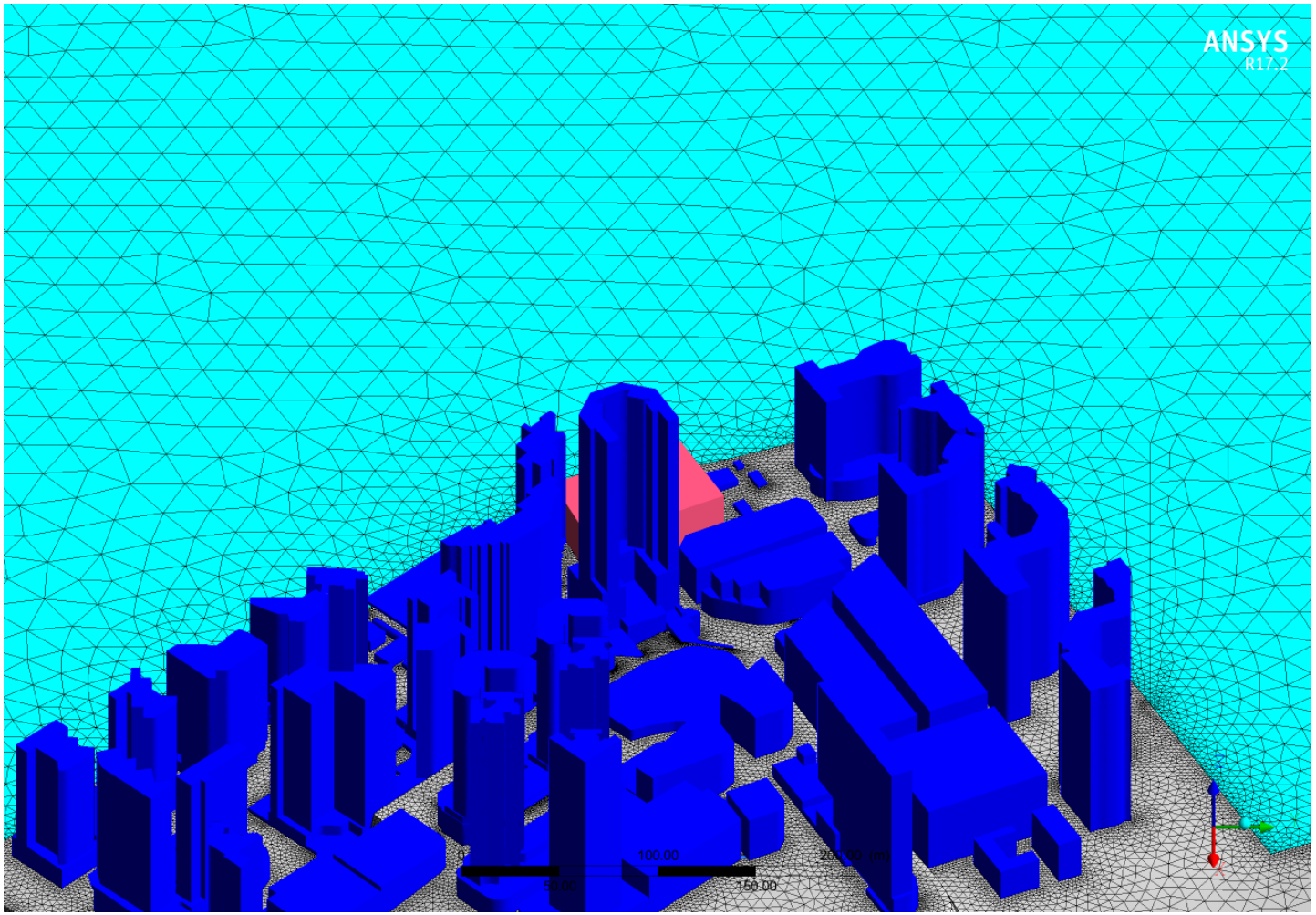
Surrounding Area – S



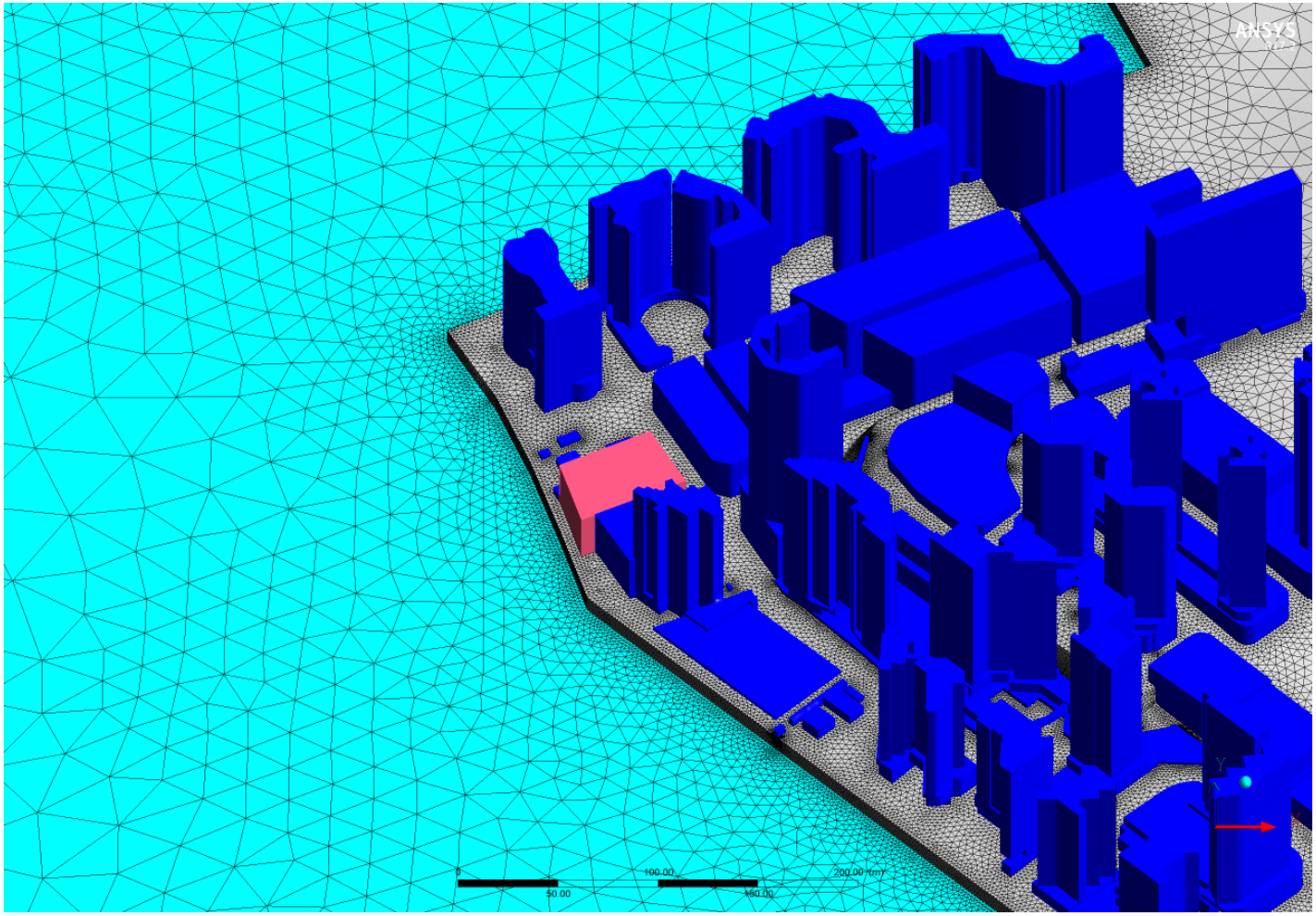
Surrounding Area – W



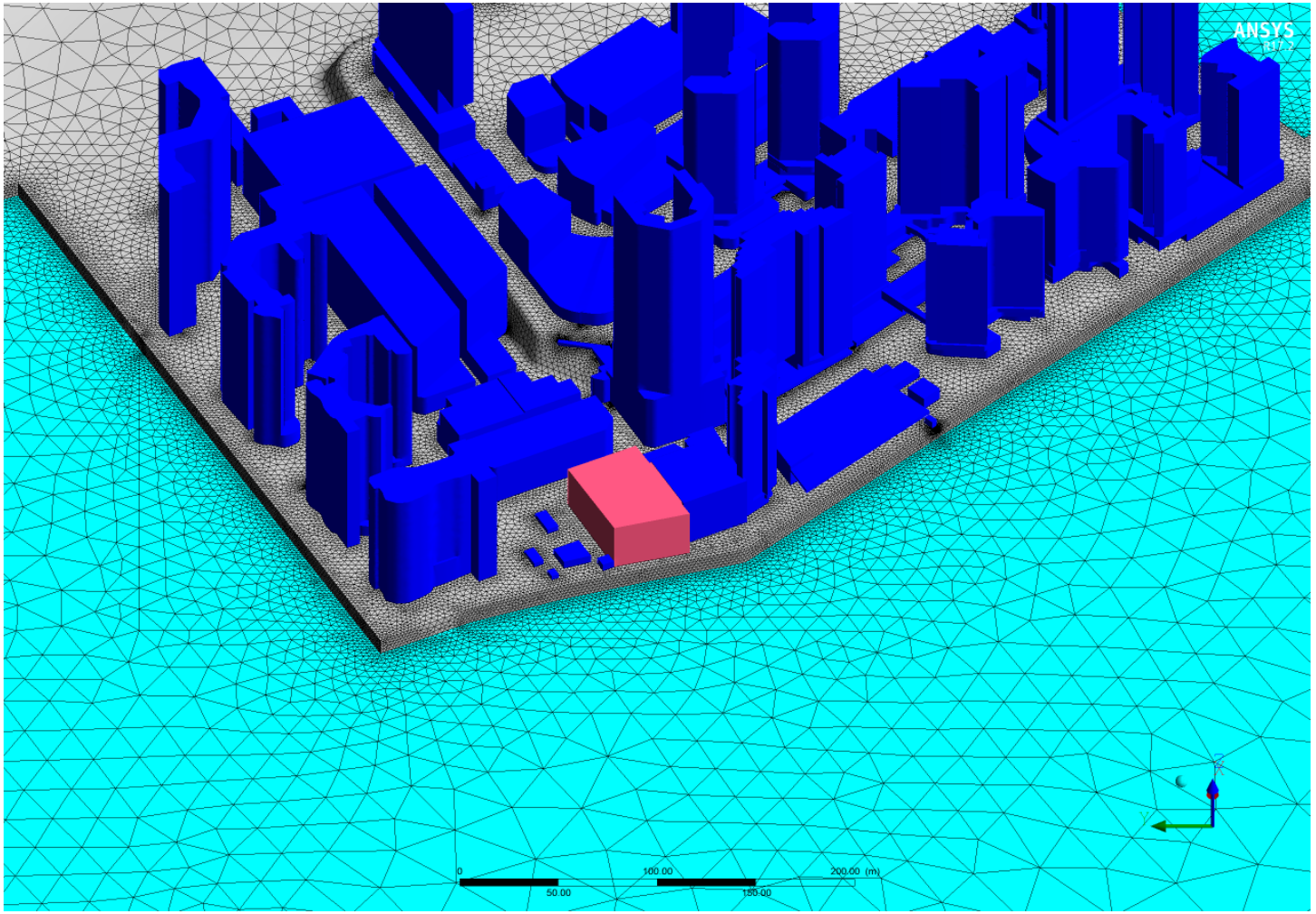
Baseline Scheme – N



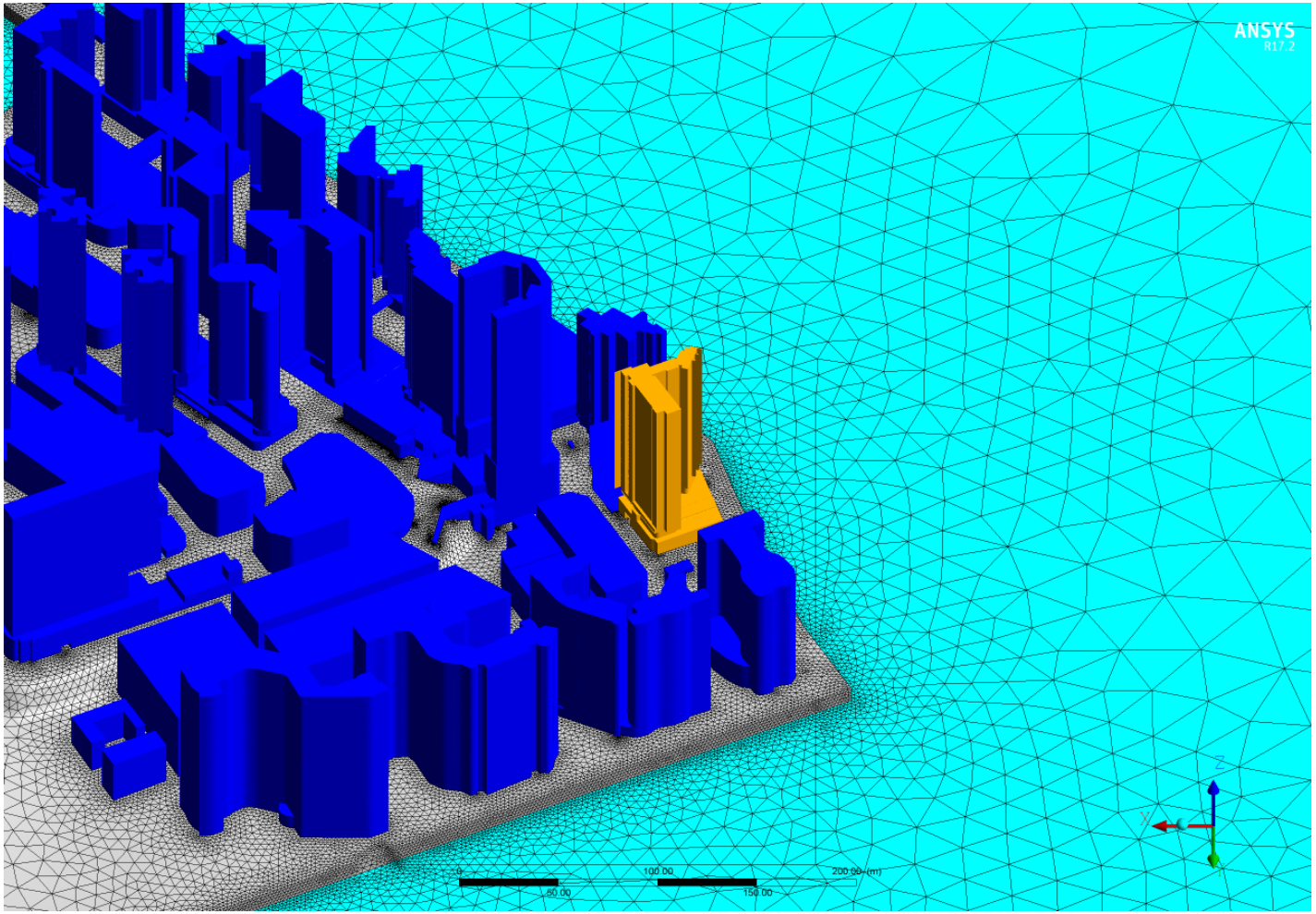
Baseline Scheme – E



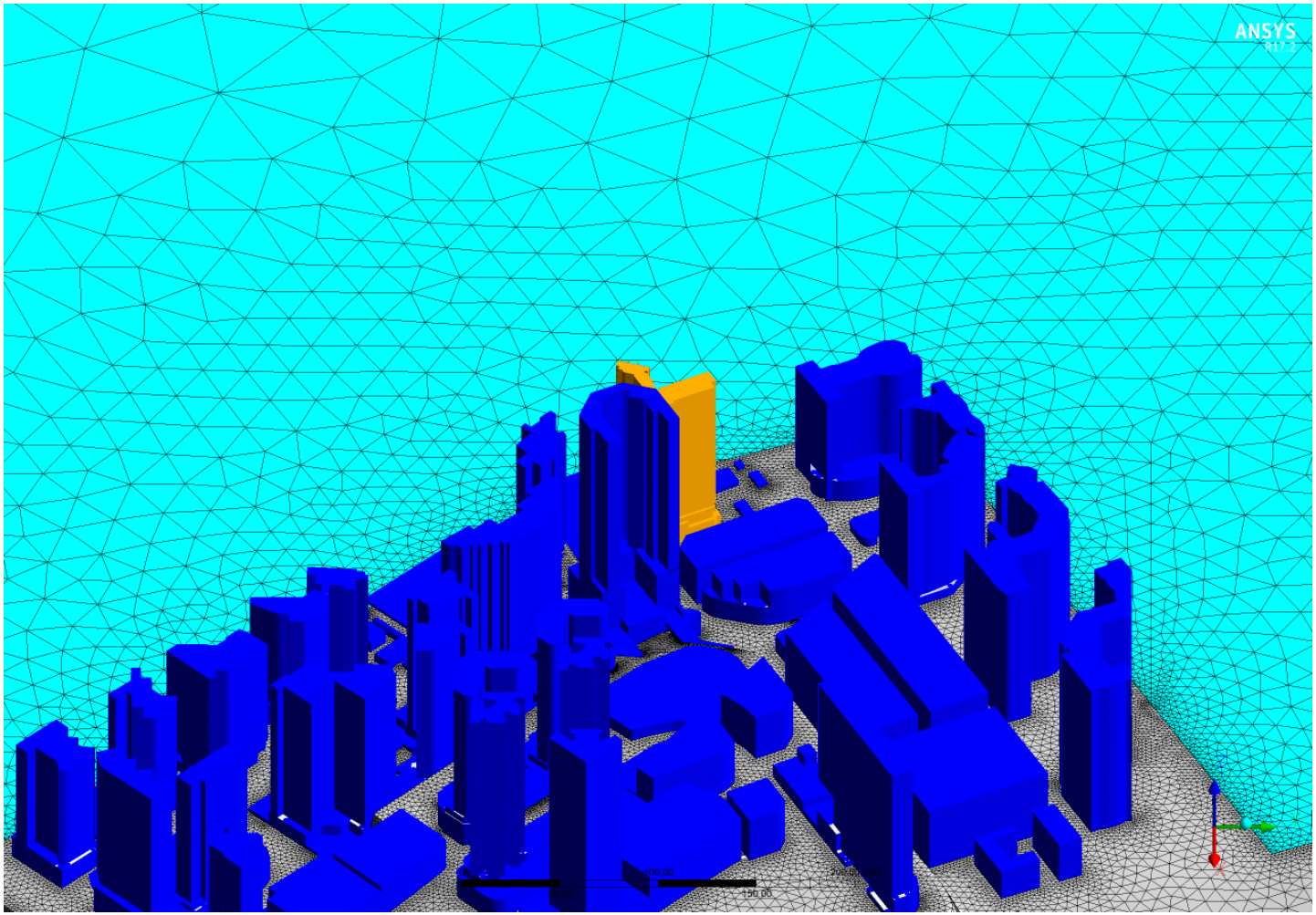
Baseline Scheme – S



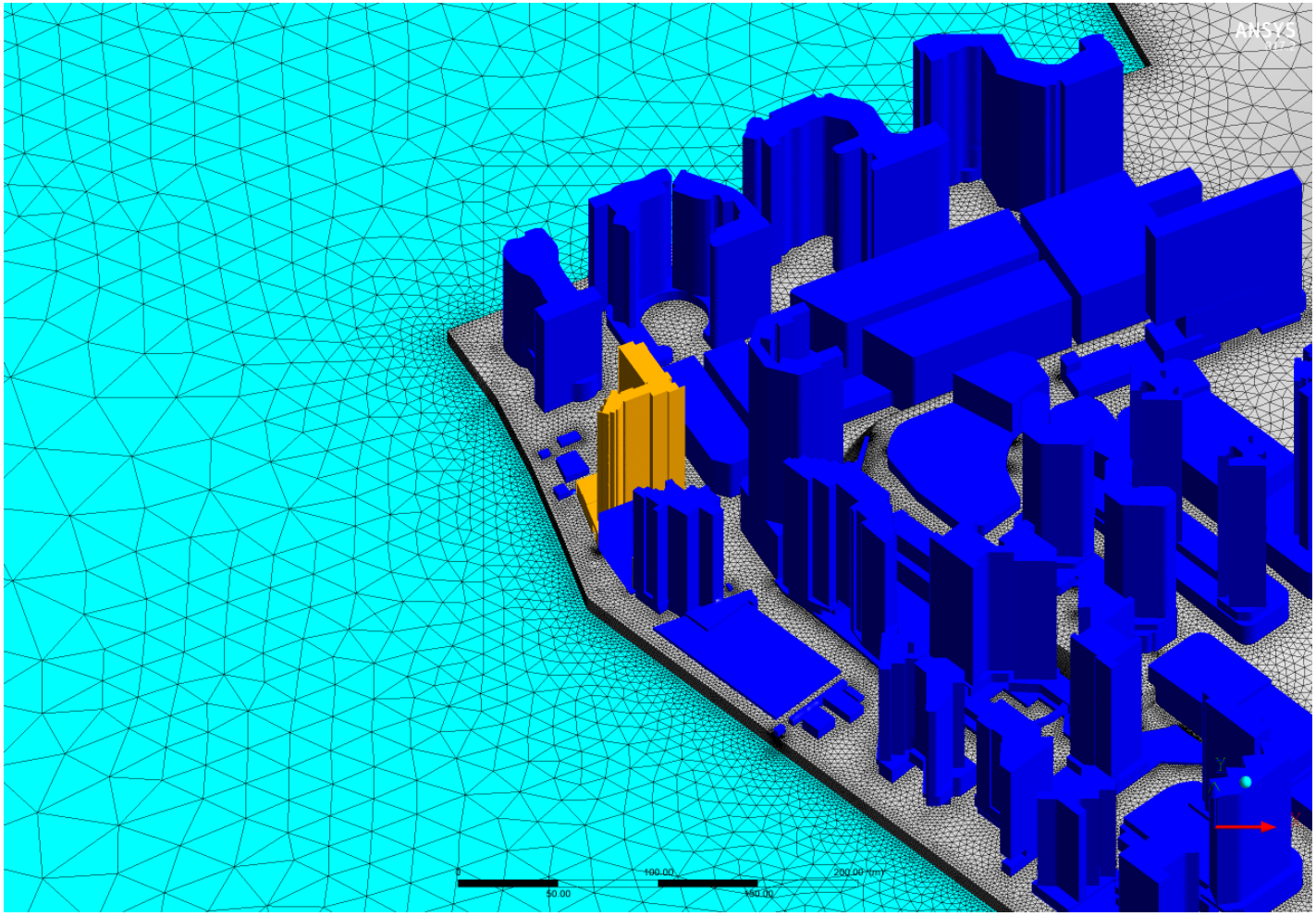
Baseline Scheme – W



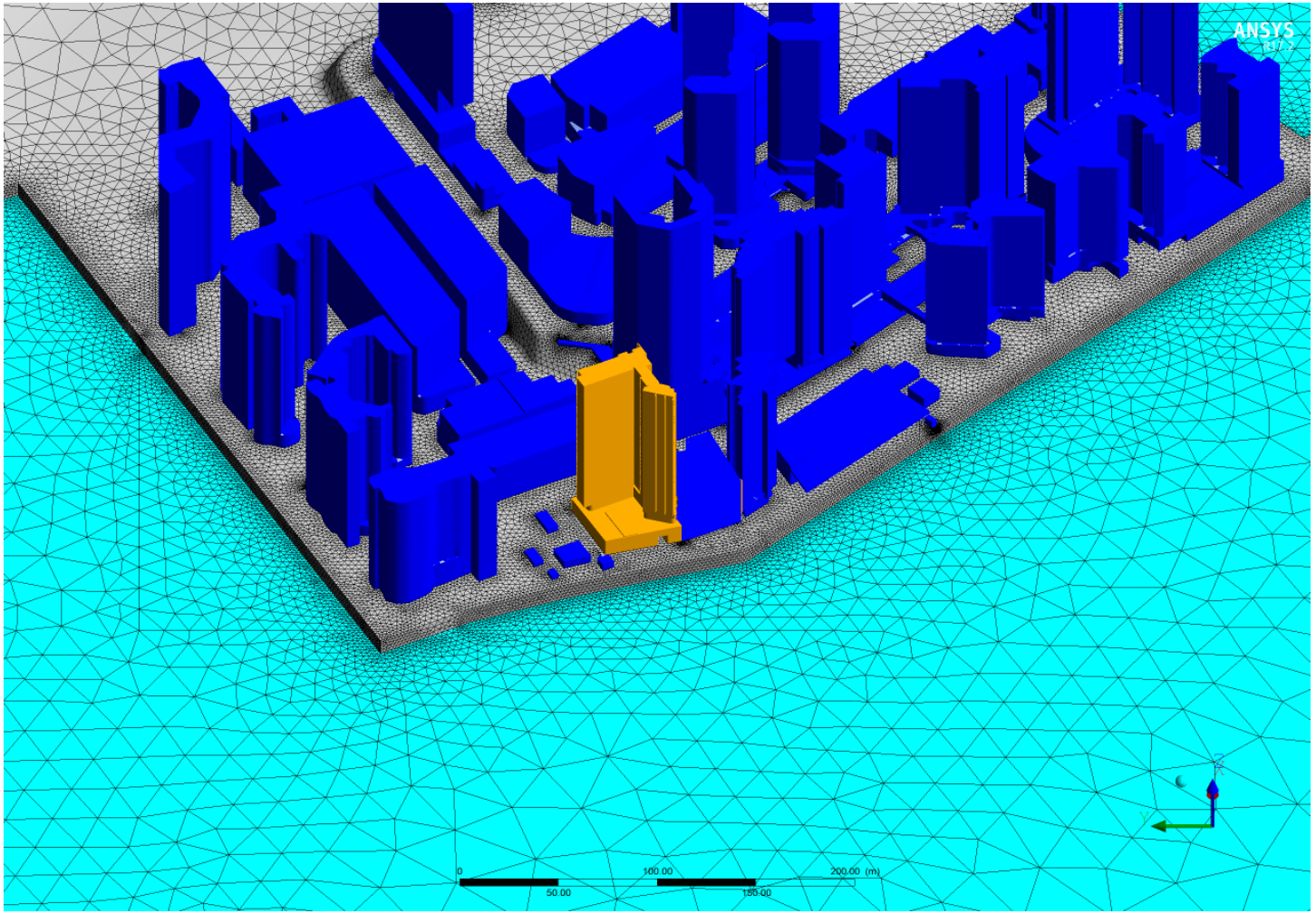
Proposed Scheme – N



Proposed Scheme – E



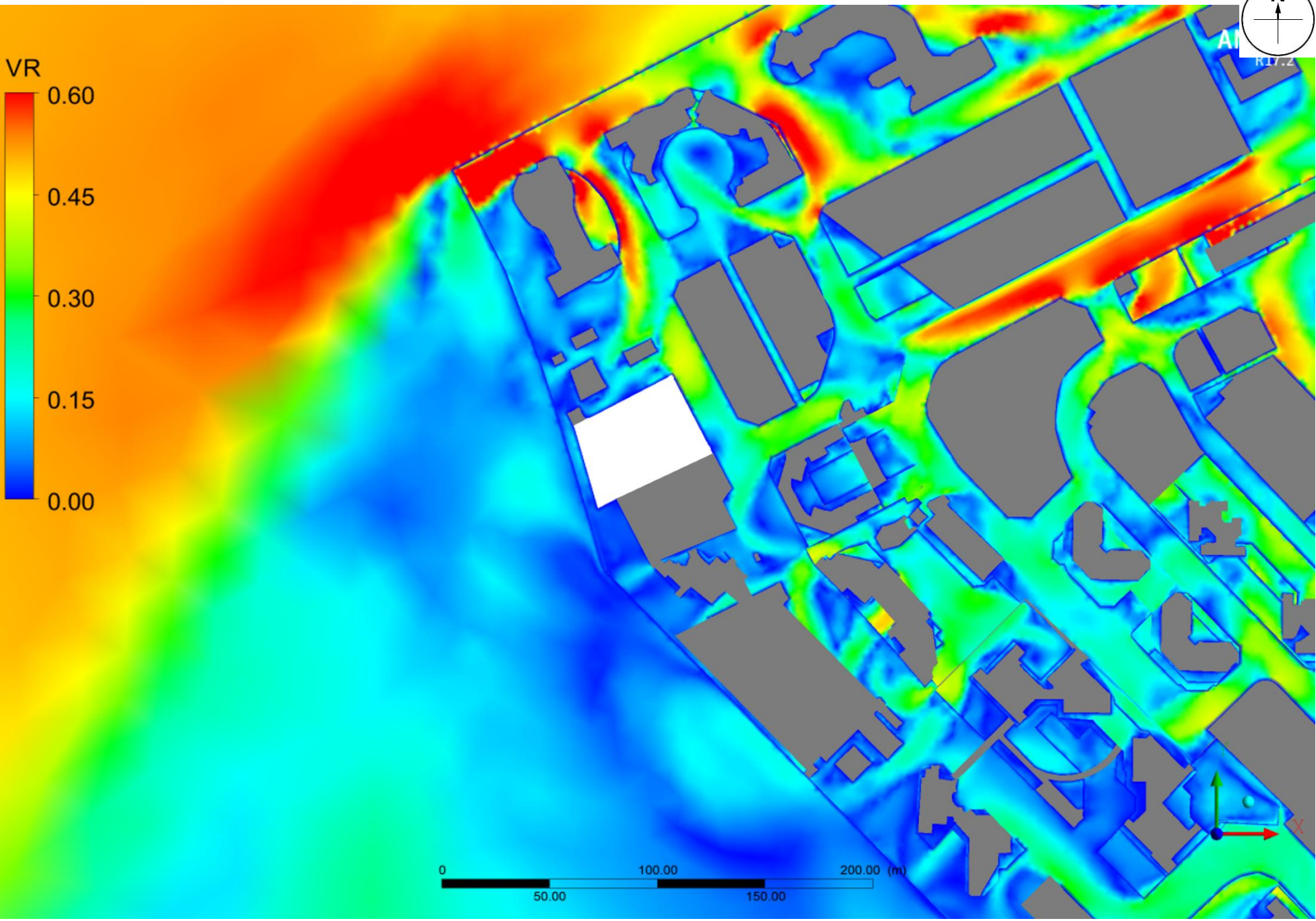
Proposed Scheme – S



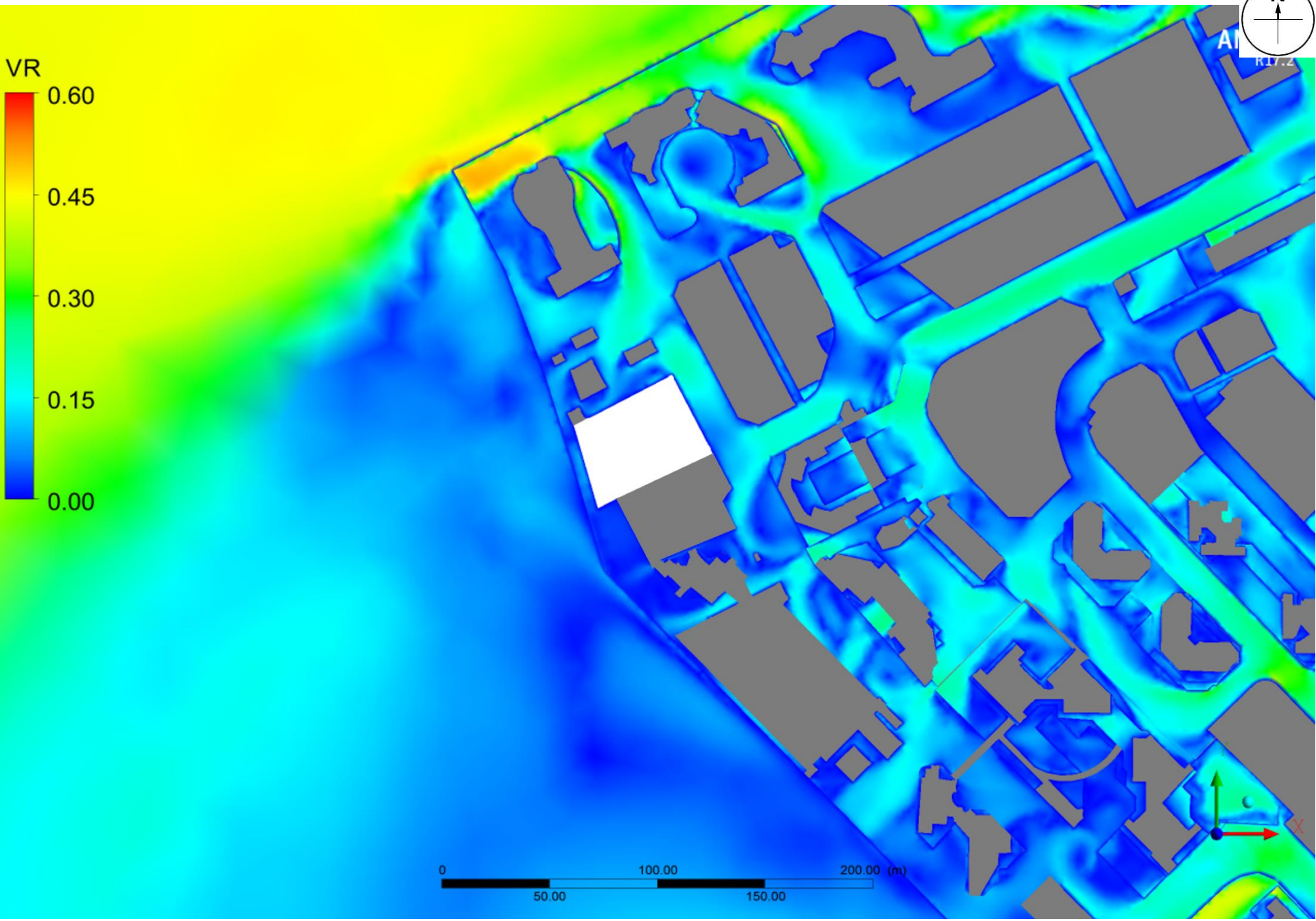
Proposed Scheme – W

Appendix 4

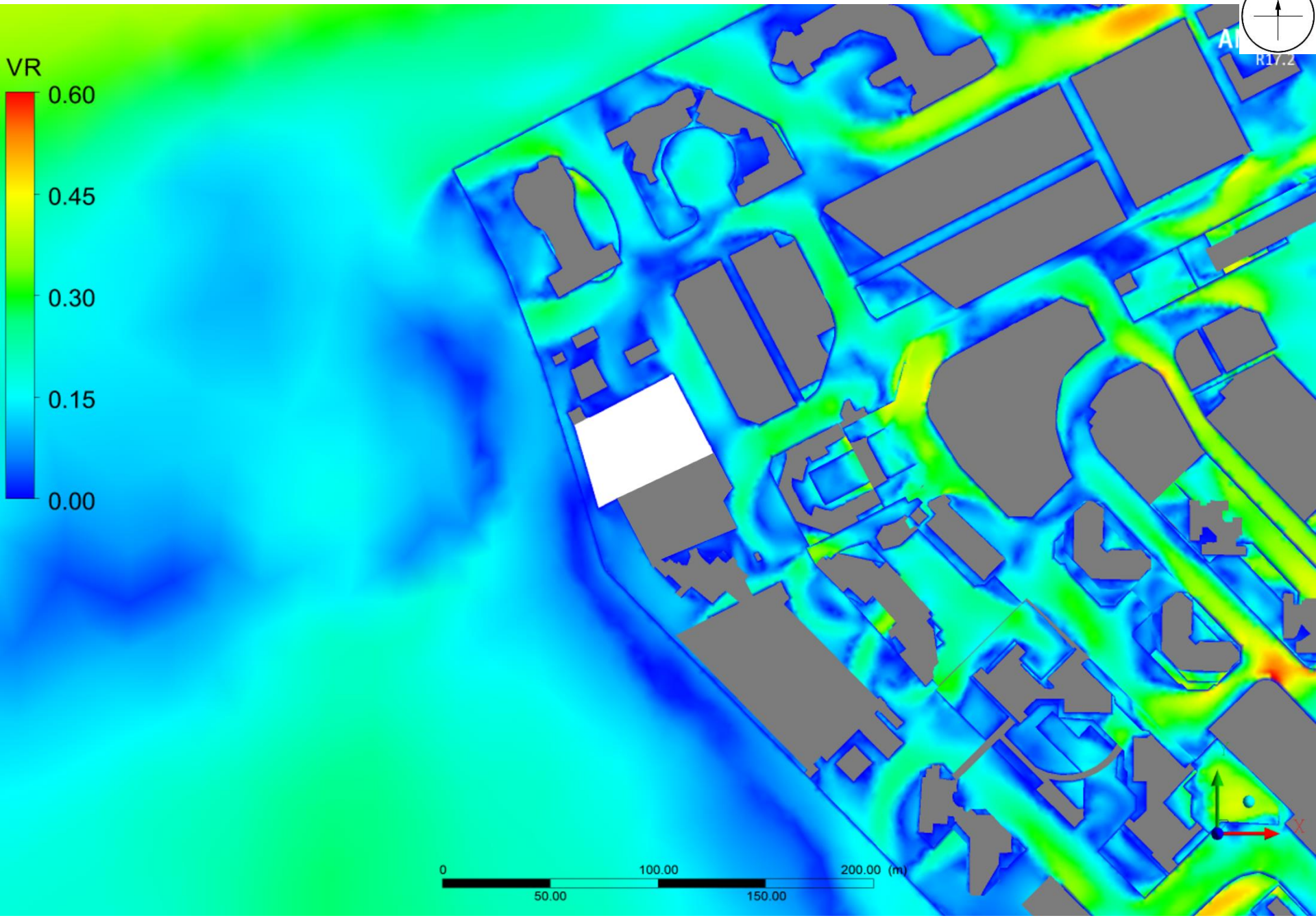
Contour and Vector Result of the CFD Simulation



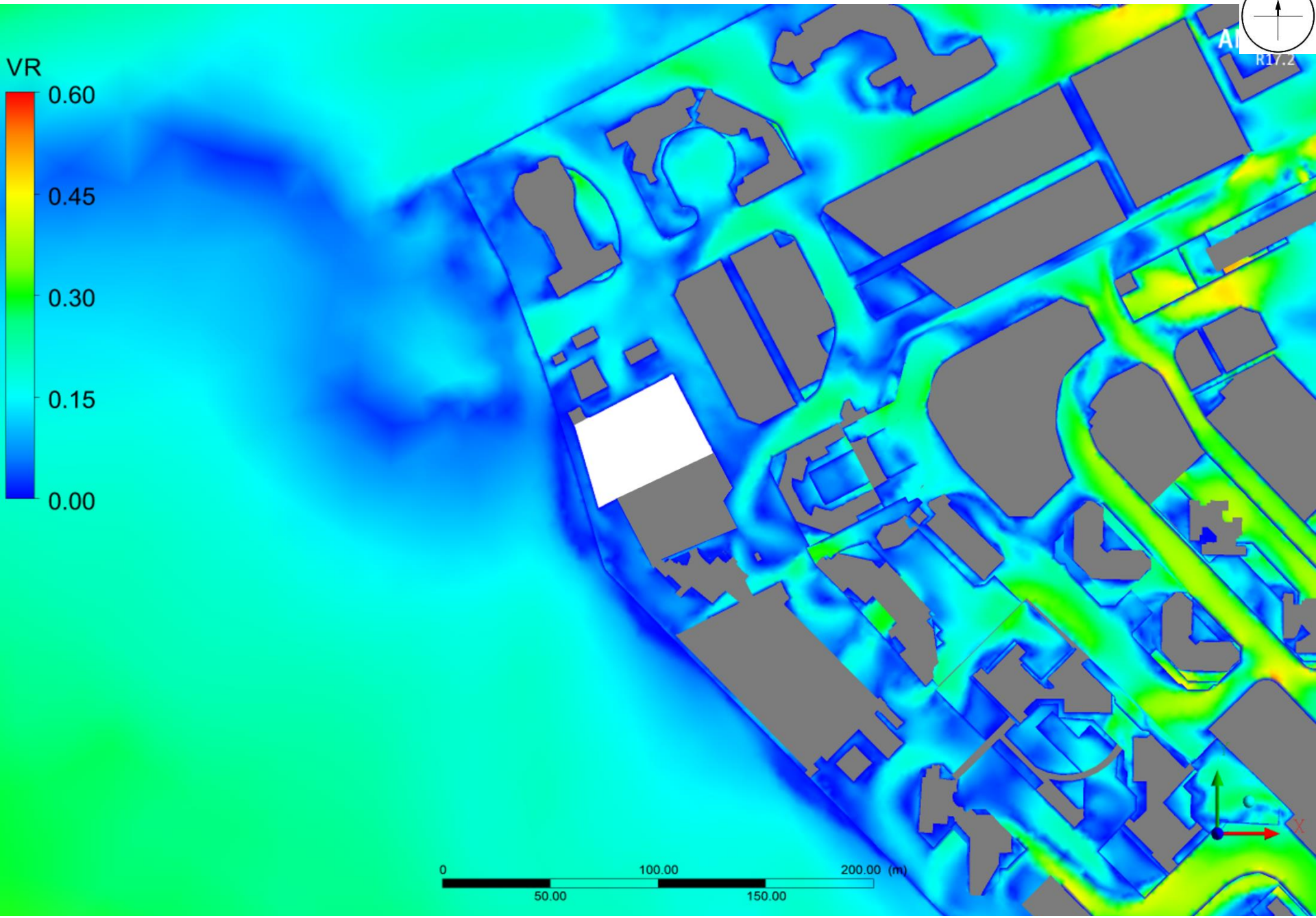
Baseline Scheme - Contour plot at pedestrian level under NNE Wind



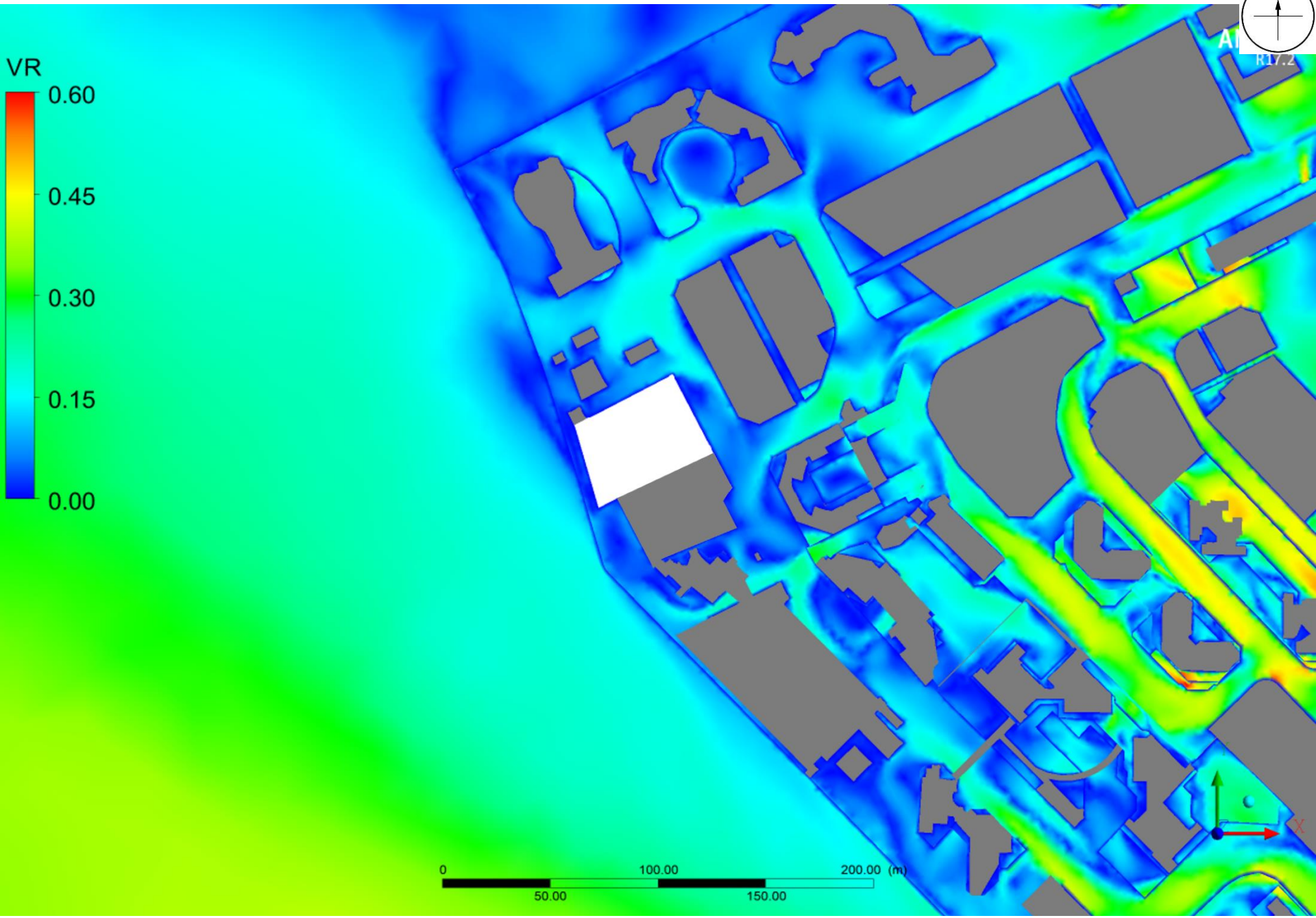
Baseline Scheme - Contour plot at pedestrian level under NE Wind



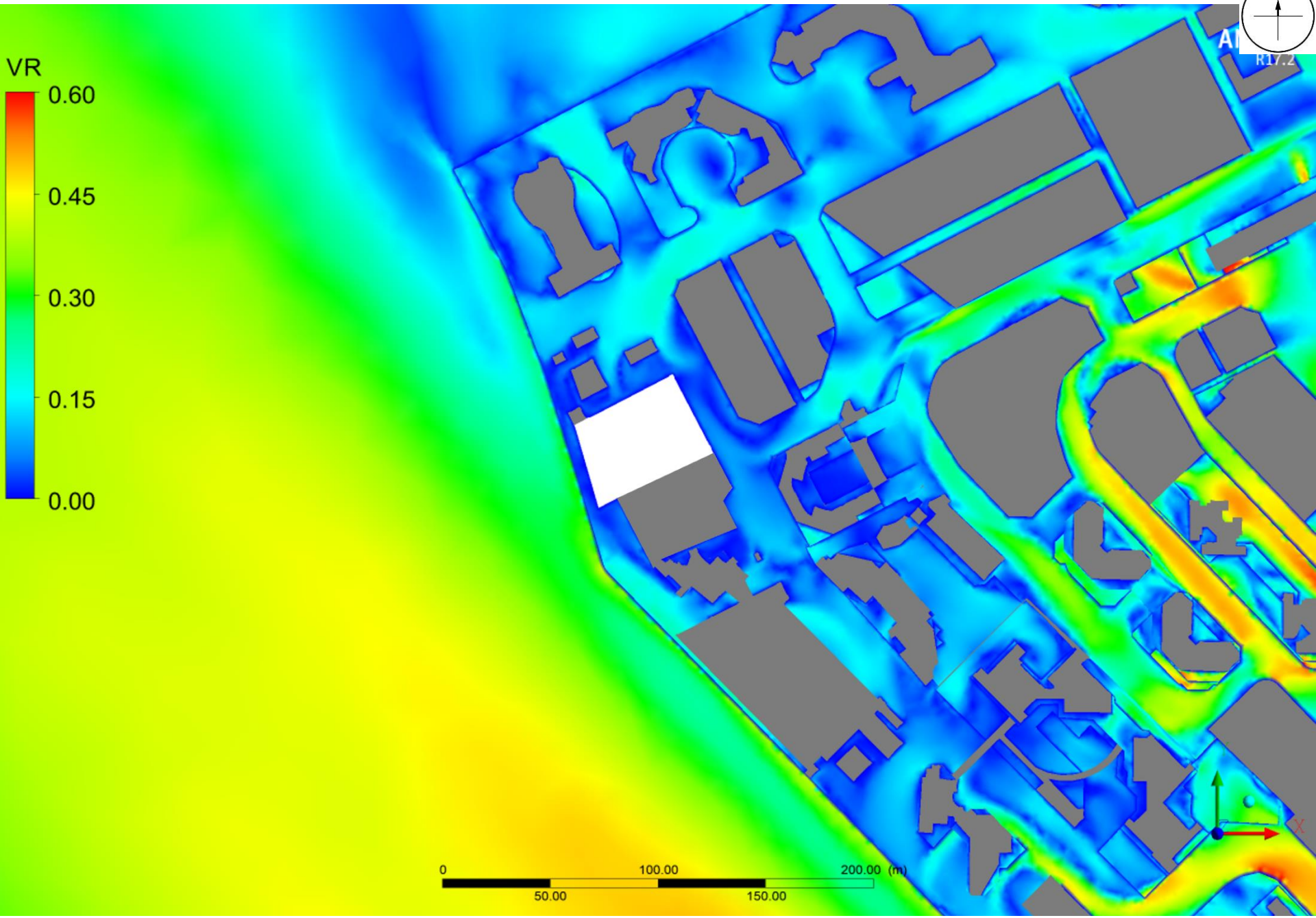
Baseline Scheme - Contour plot at pedestrian level under ENE Wind



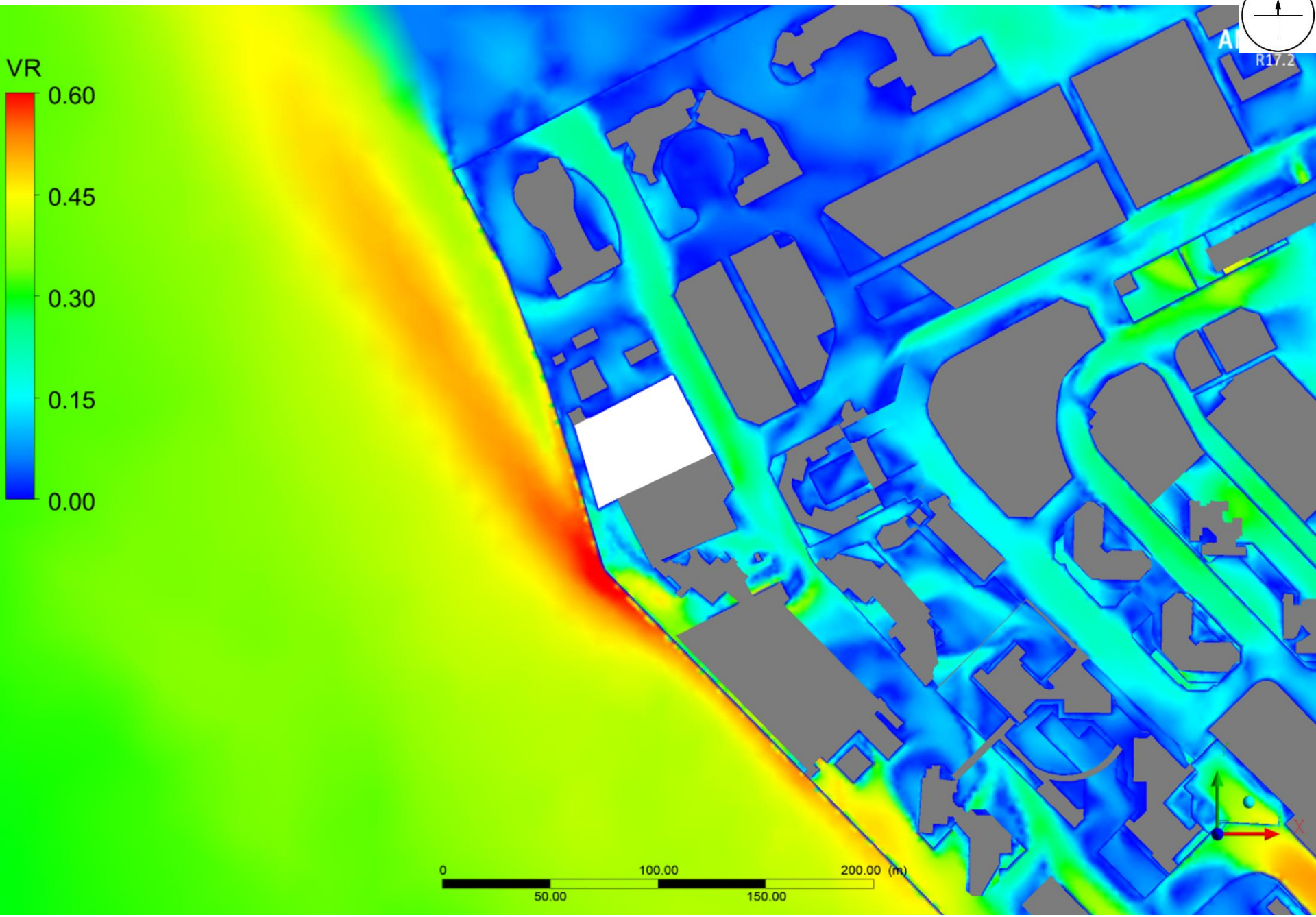
Baseline Scheme - Contour plot at pedestrian level under E Wind



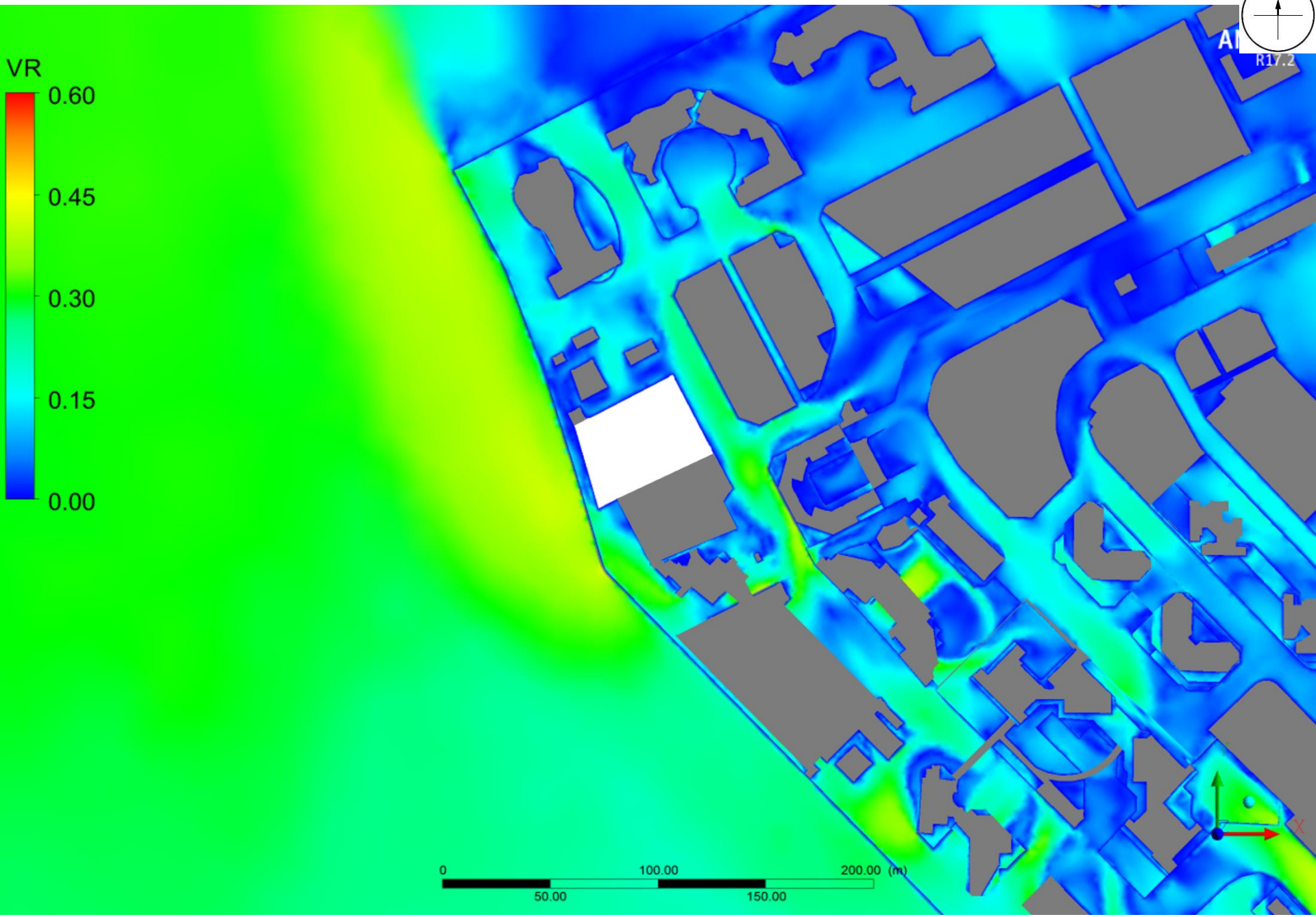
Baseline Scheme - Contour plot at pedestrian level under ESE Wind



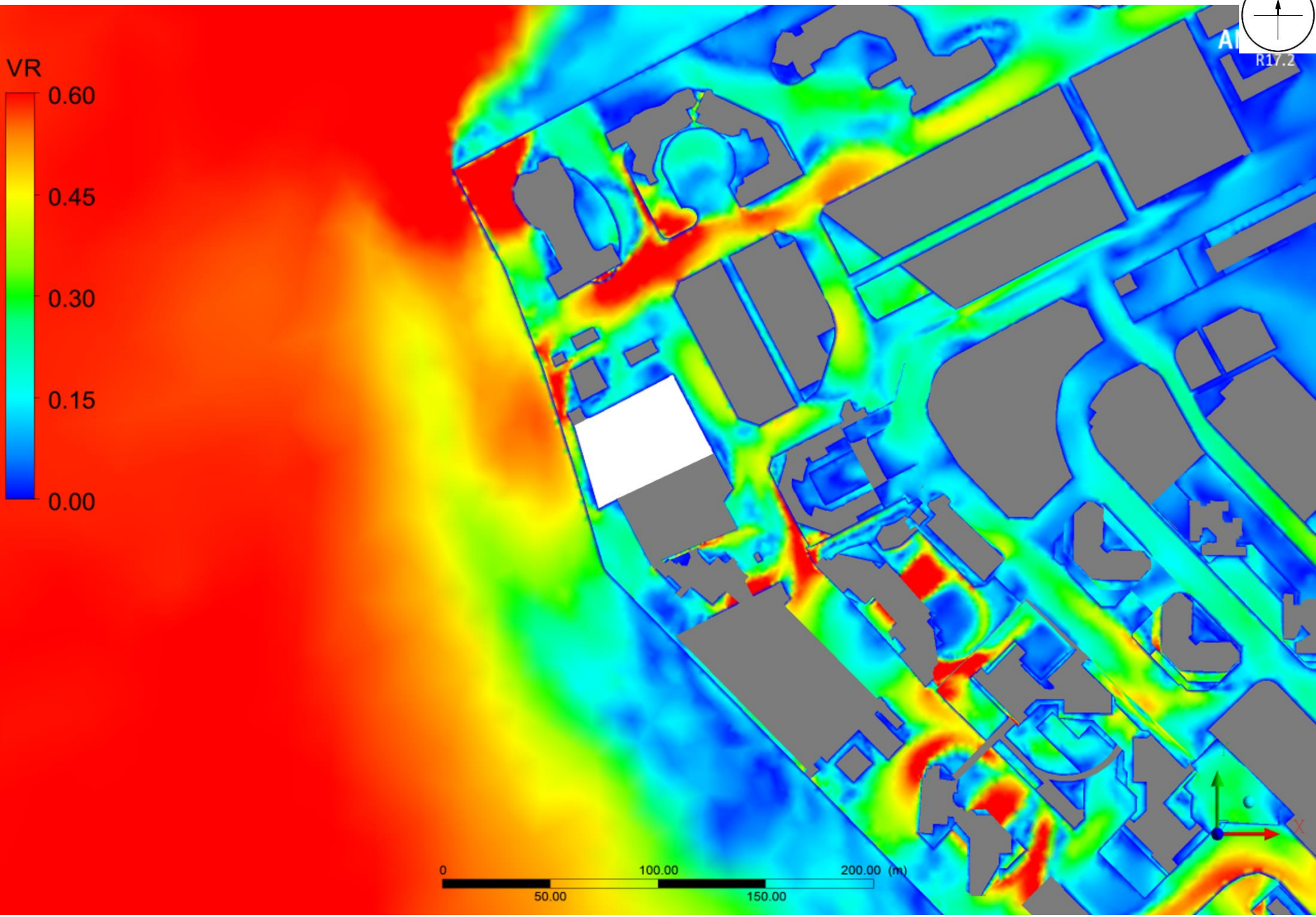
Baseline Scheme - Contour plot at pedestrian level under SE Wind



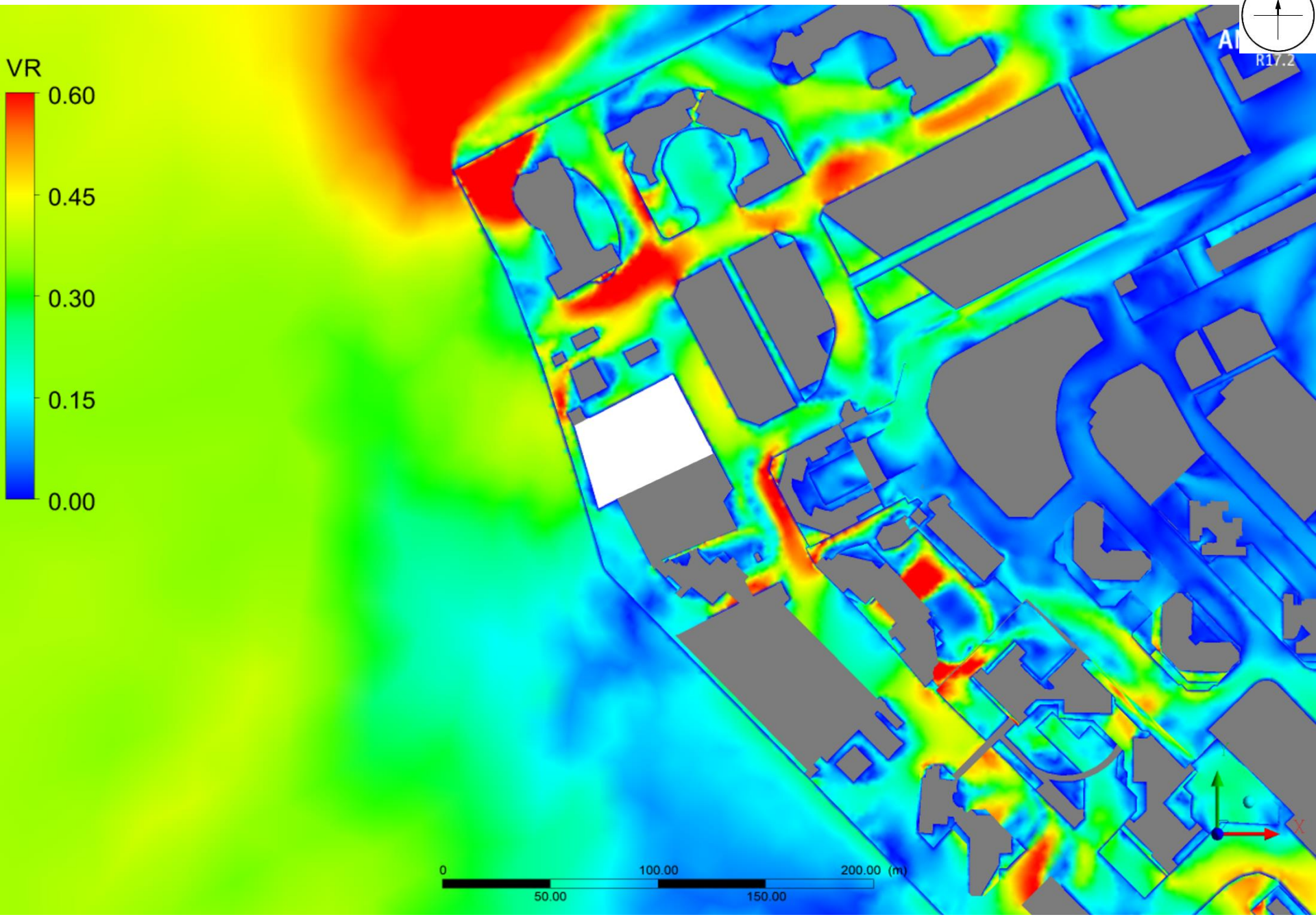
Baseline Scheme - Contour plot at pedestrian level under SSE Wind



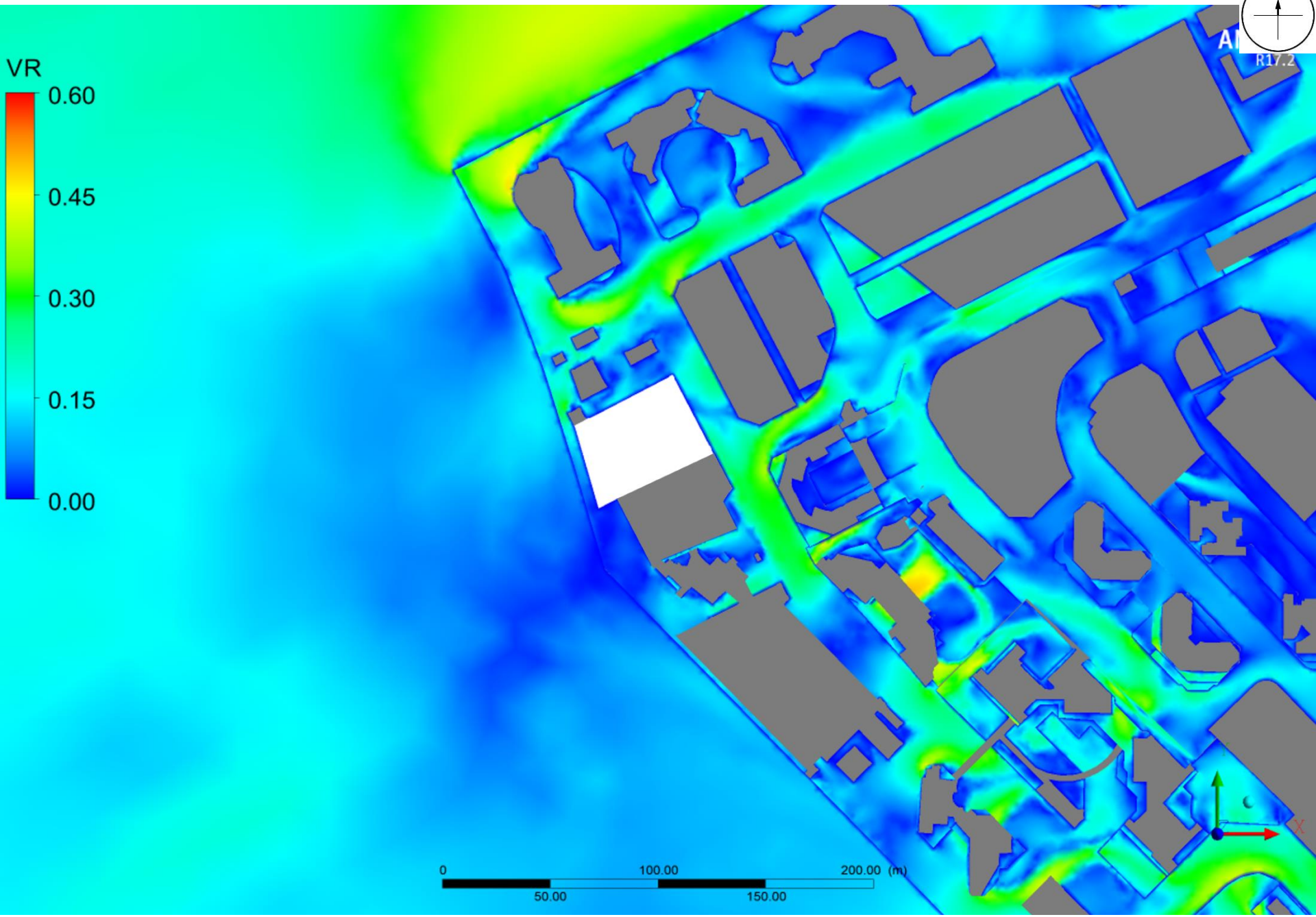
Baseline Scheme - Contour plot at pedestrian level under S Wind



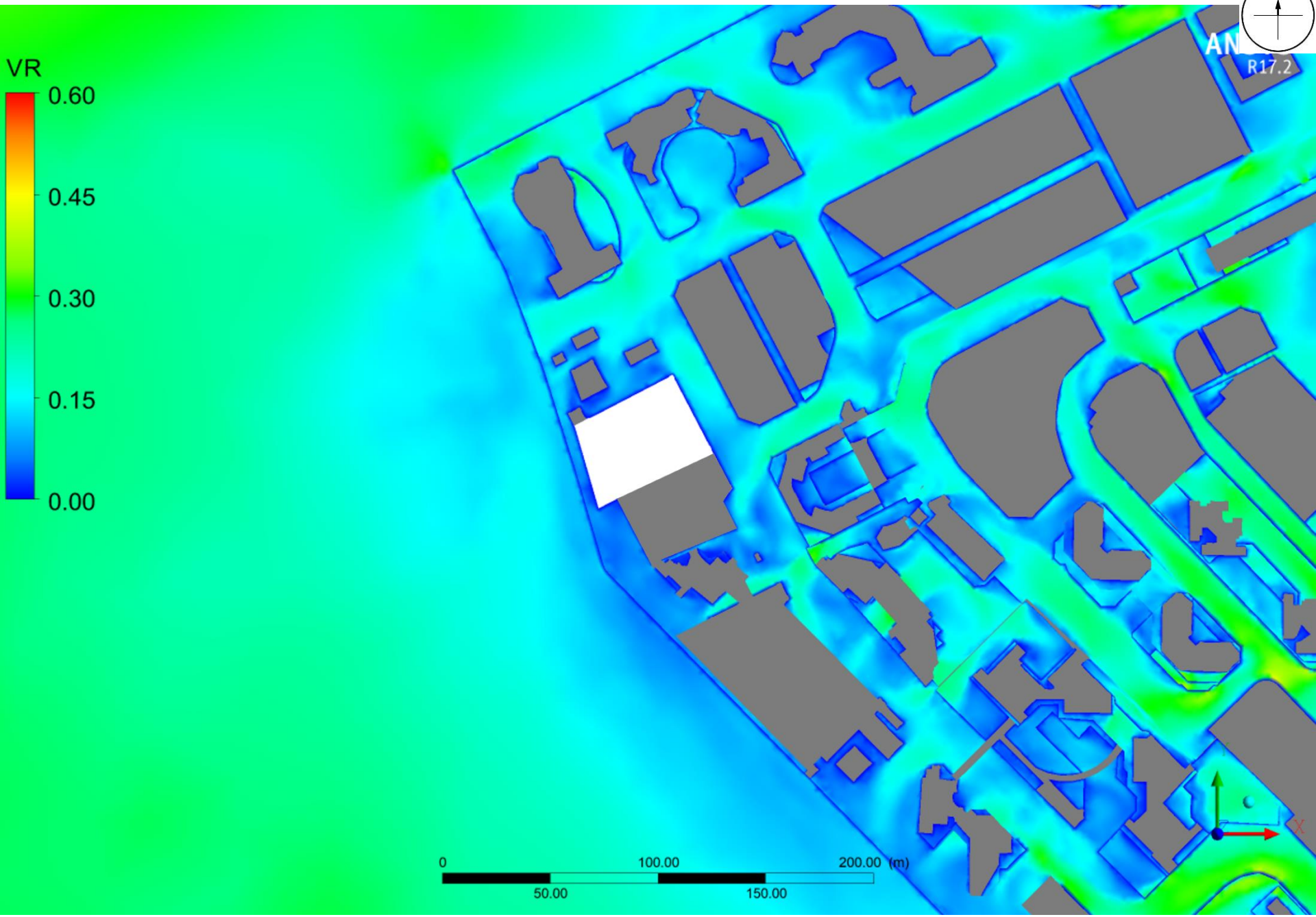
Baseline Scheme - Contour plot at pedestrian level under SSW Wind



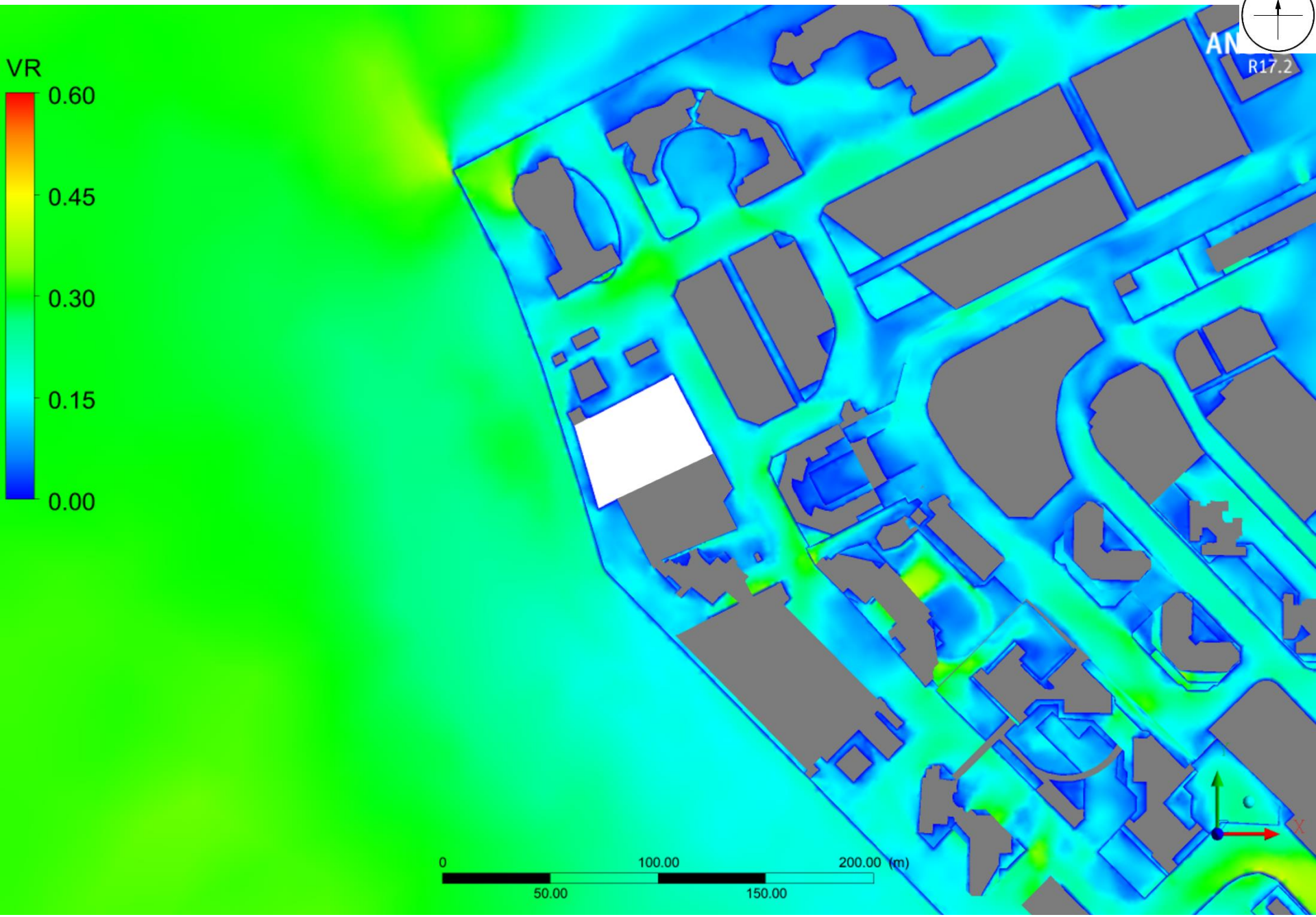
Baseline Scheme - Contour plot at pedestrian level under SW Wind



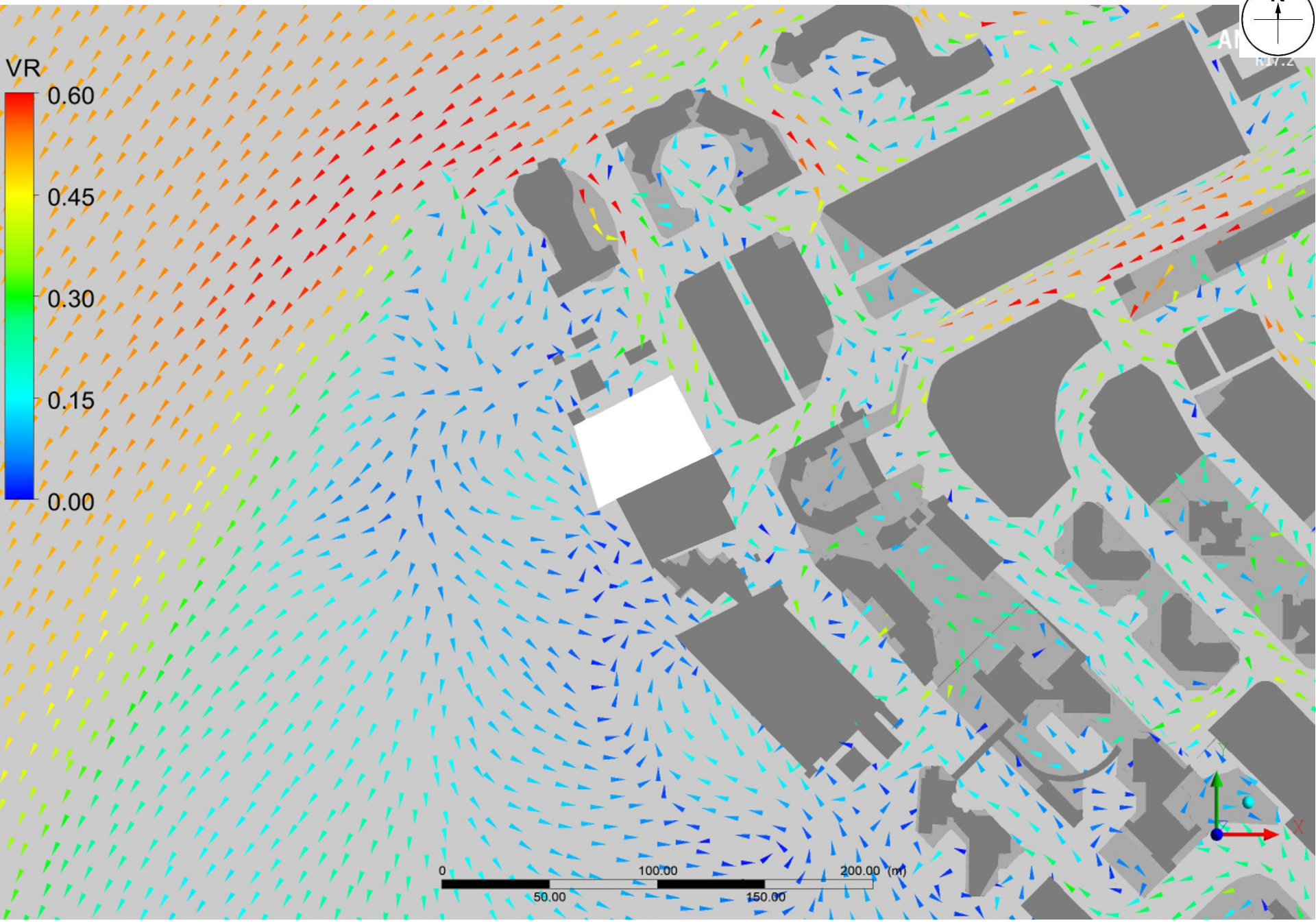
Baseline Scheme - Contour plot at pedestrian level under WSW Wind



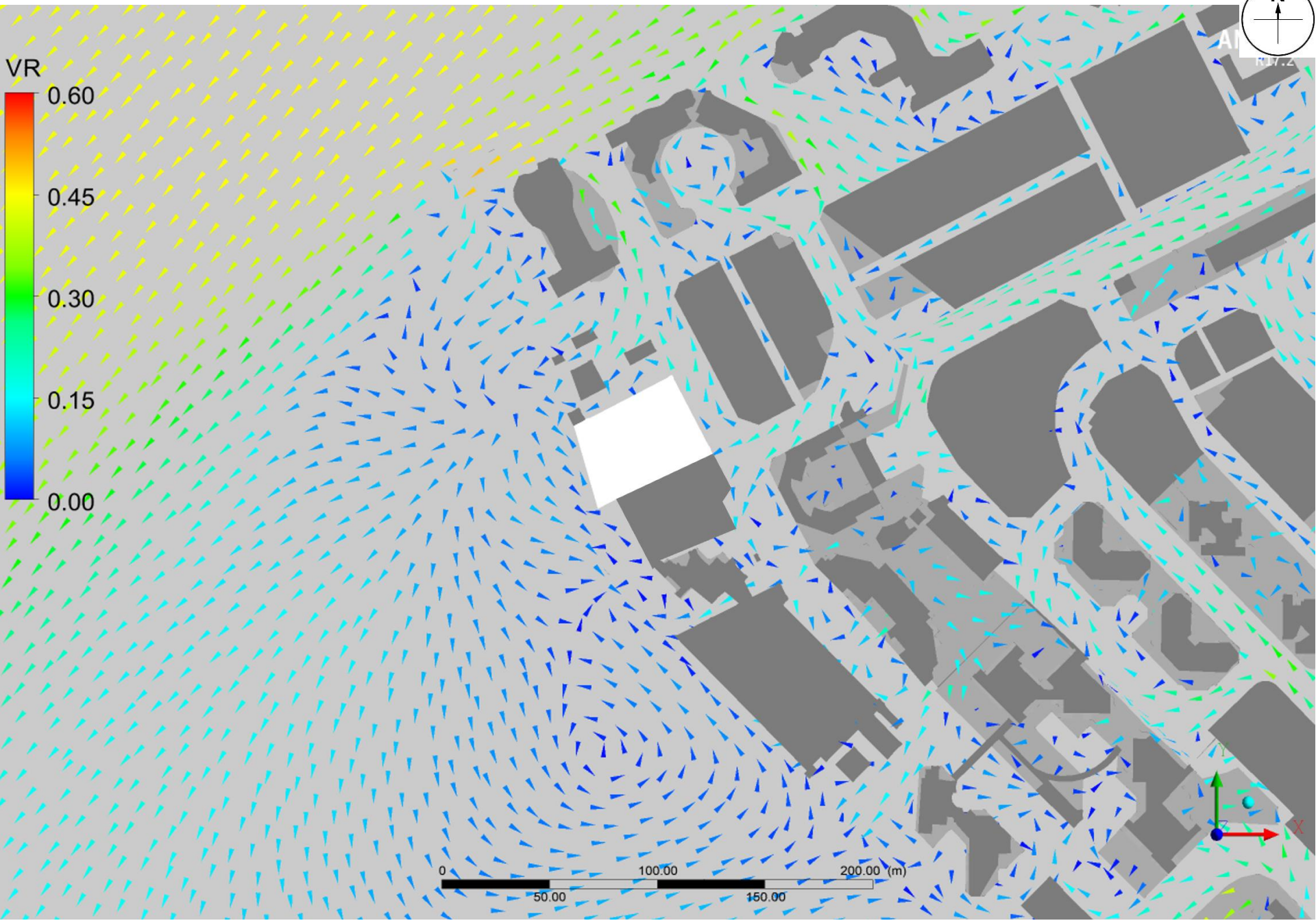
Baseline Scheme - Annual weighted wind speed colour at pedestrian level



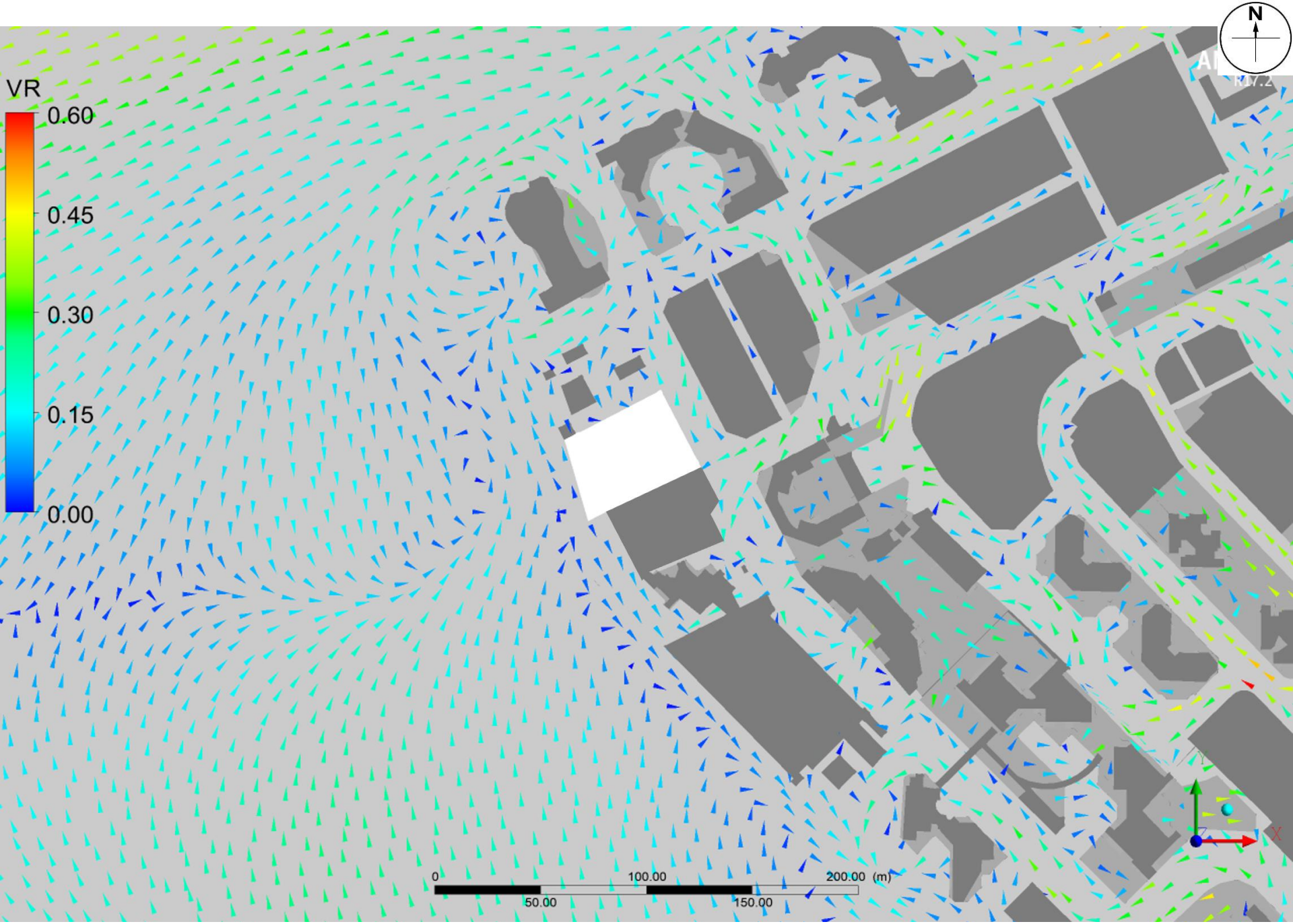
Baseline Scheme - Summer weighted wind speed colour at pedestrian level



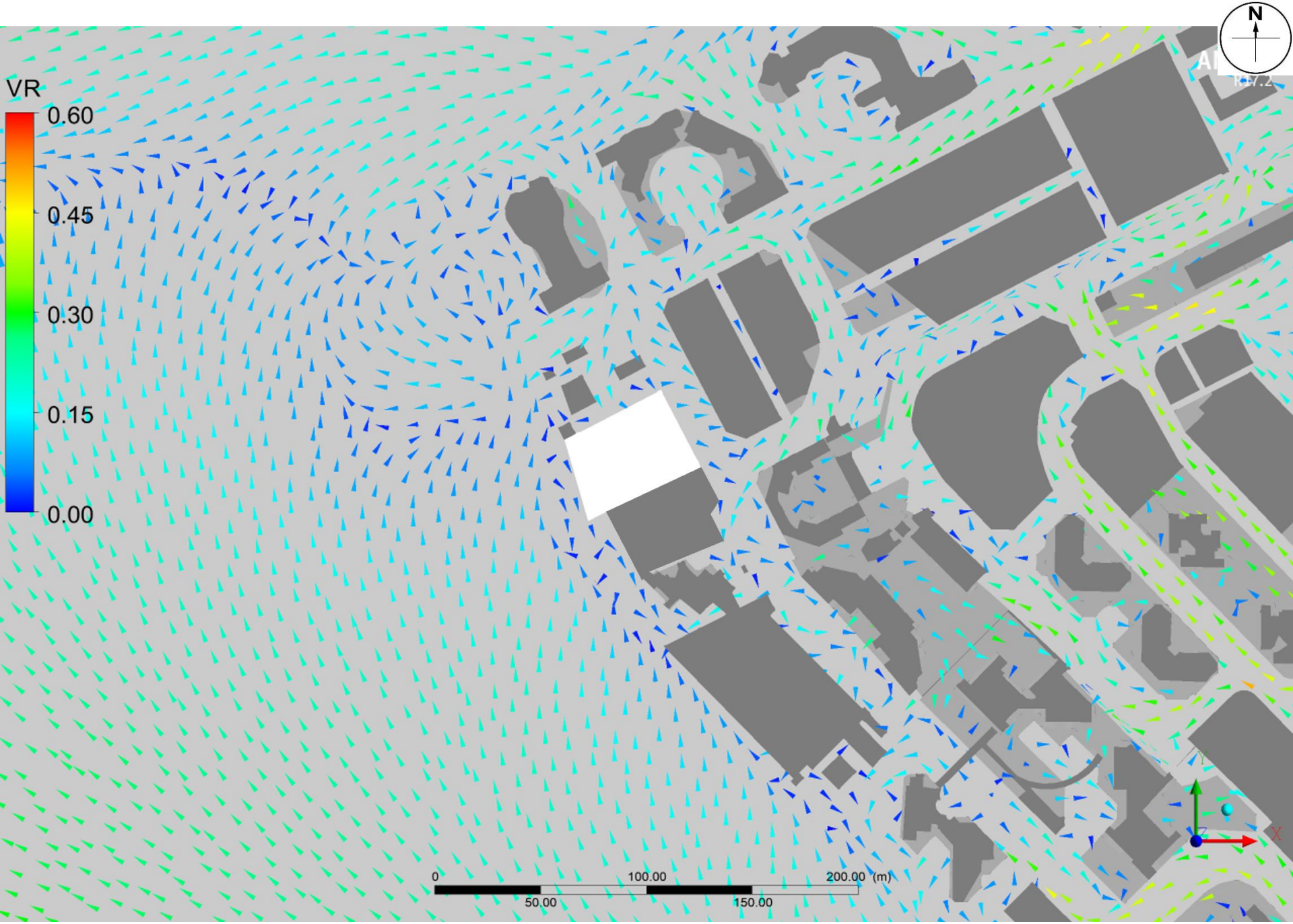
Baseline Scheme - Vector plot at pedestrian level under NNE Wind



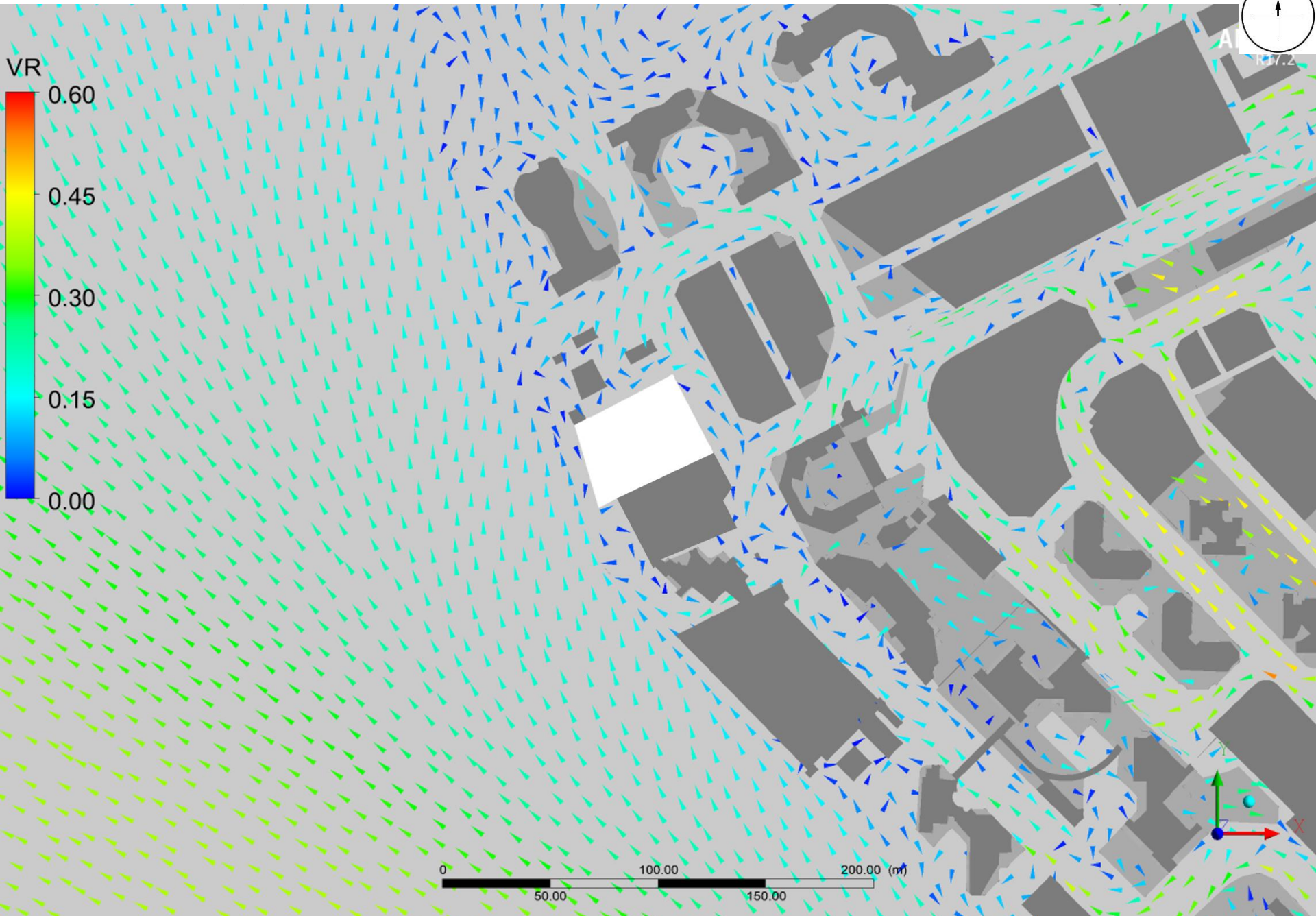
Baseline Scheme - Vector plot at pedestrian level under NE Wind



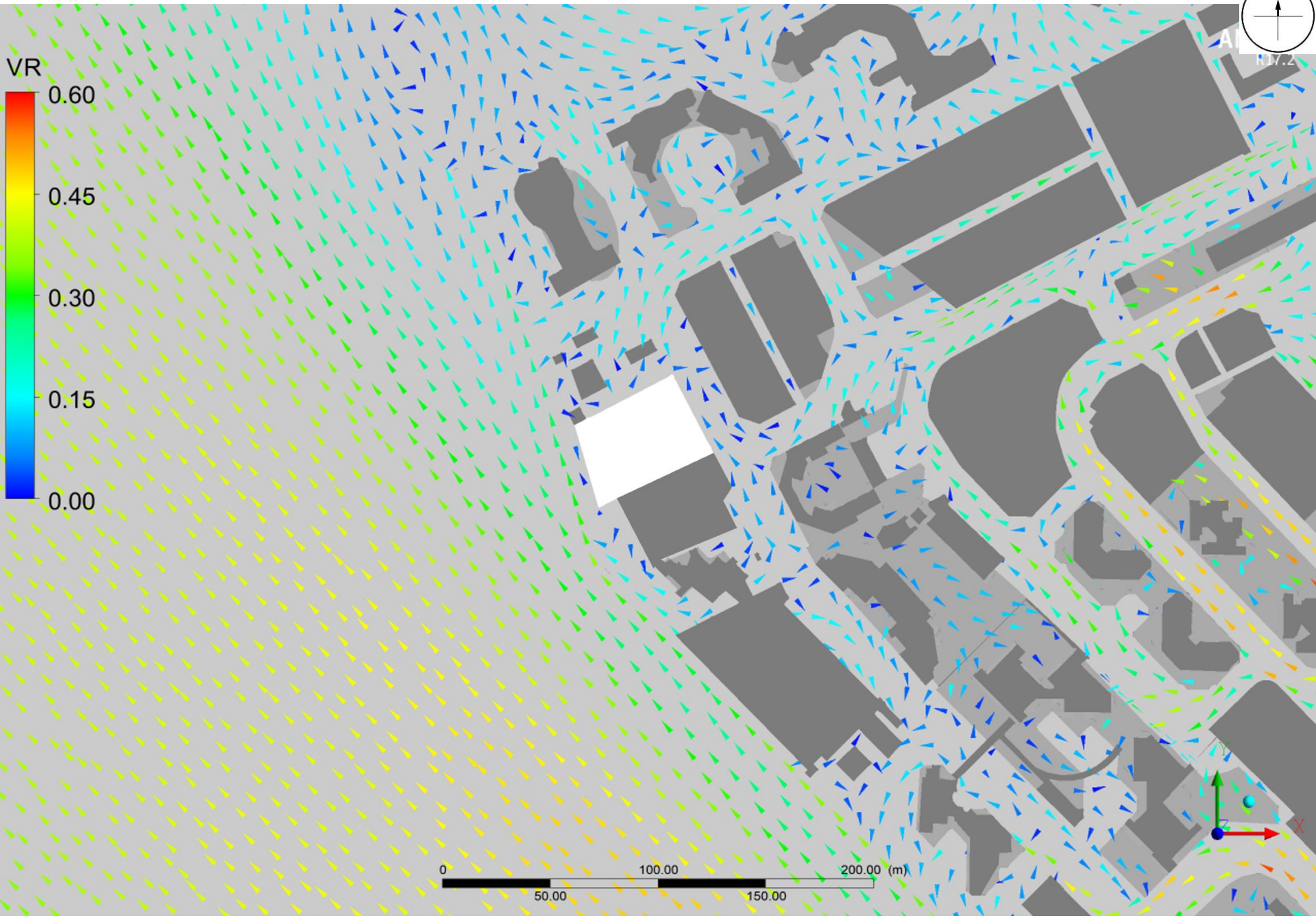
Baseline Scheme - Vector plot at pedestrian level under ENE Wind



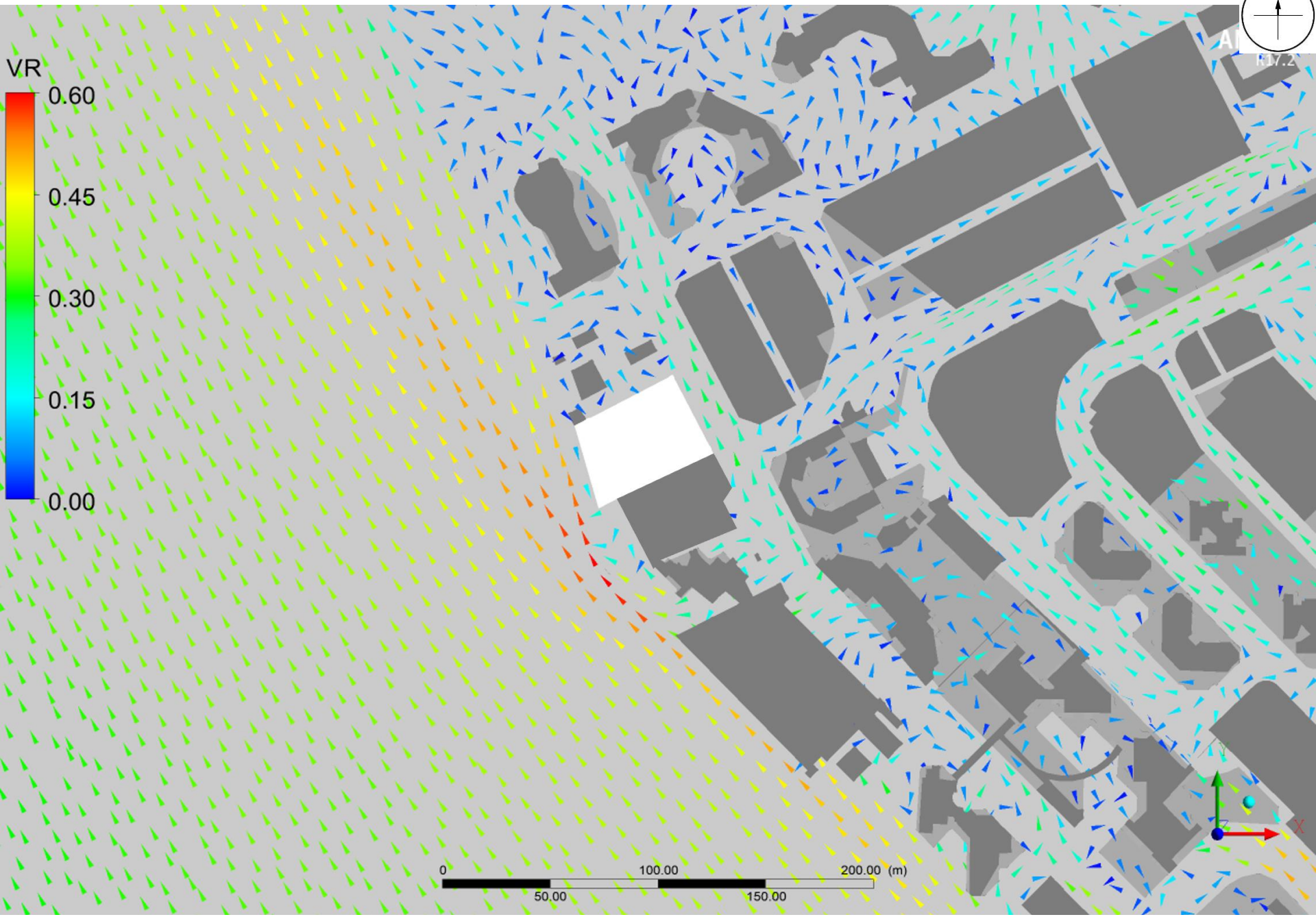
Baseline Scheme - Vector plot at pedestrian level under E Wind



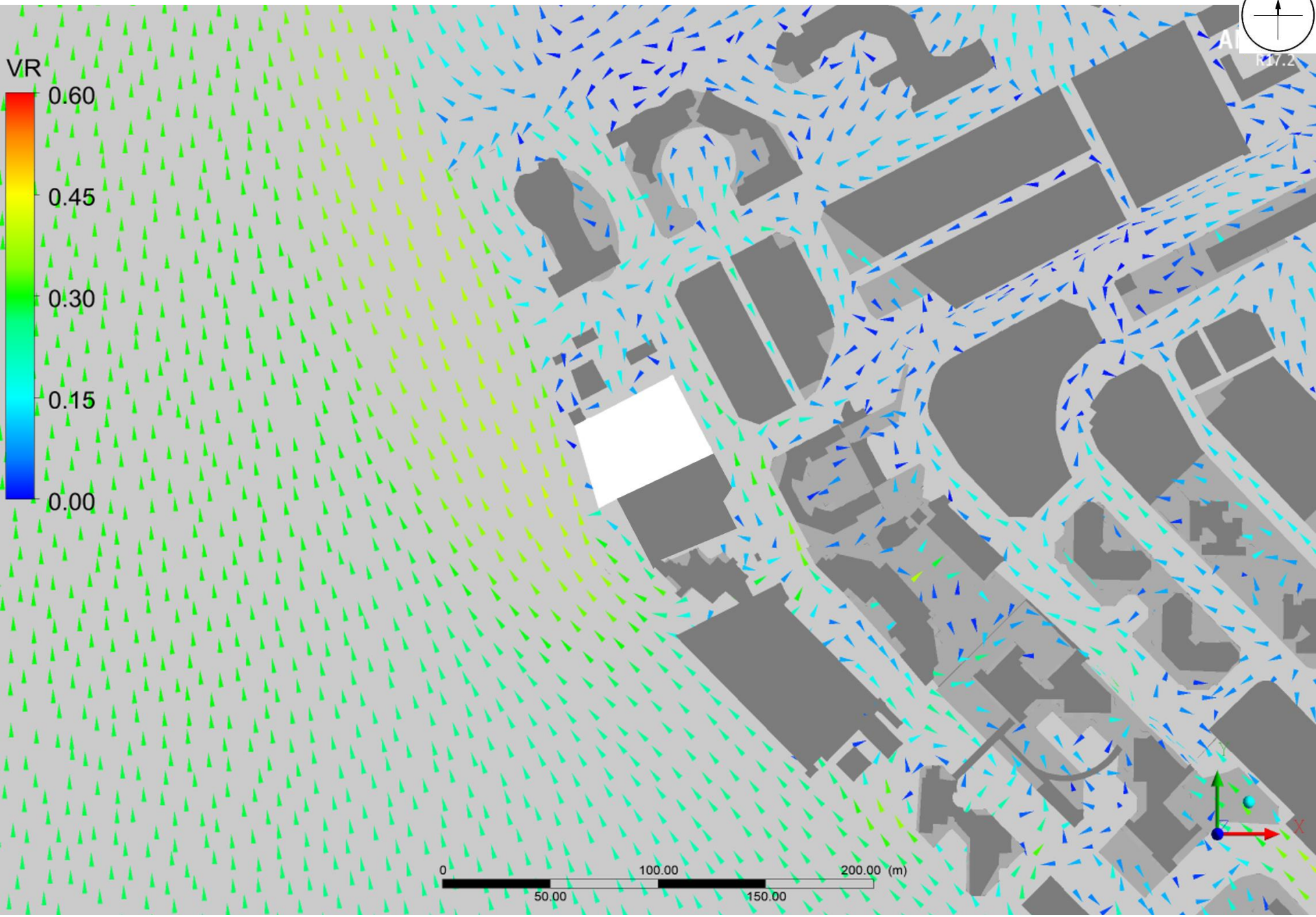
Baseline Scheme - Vector plot at pedestrian level under ESE Wind



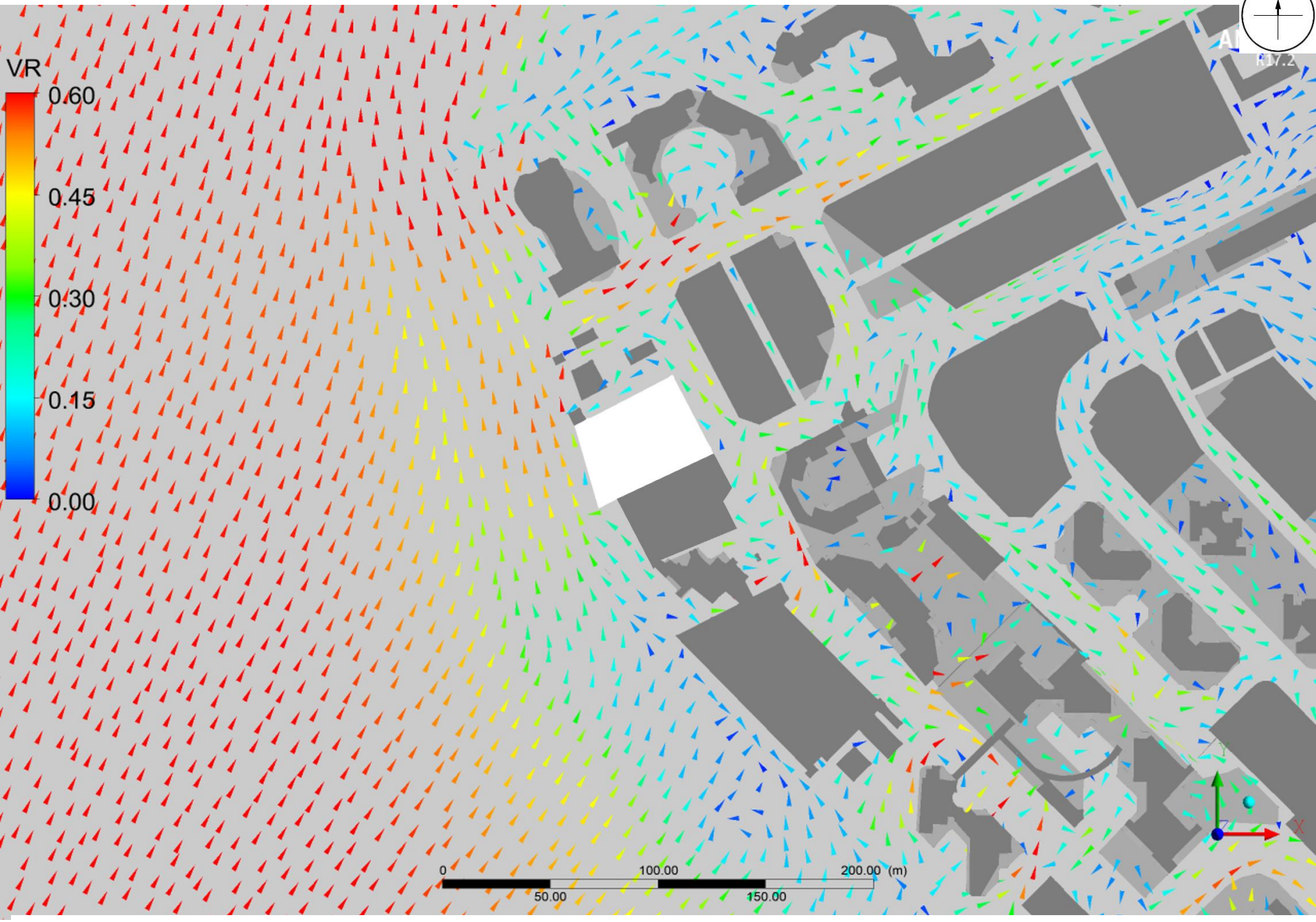
Baseline Scheme - Vector plot at pedestrian level under SE Wind



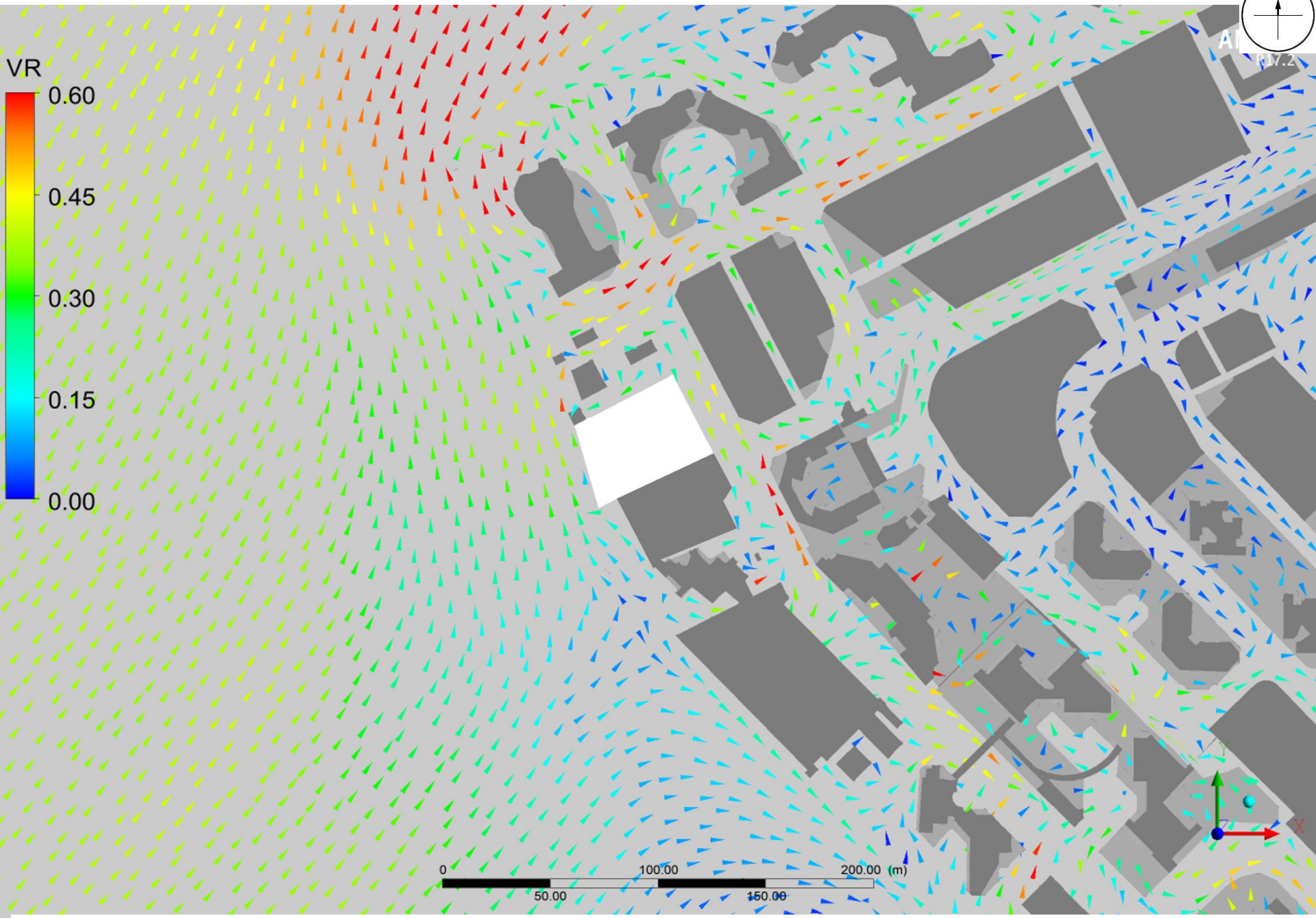
Baseline Scheme - Vector plot at pedestrian level under SSE Wind



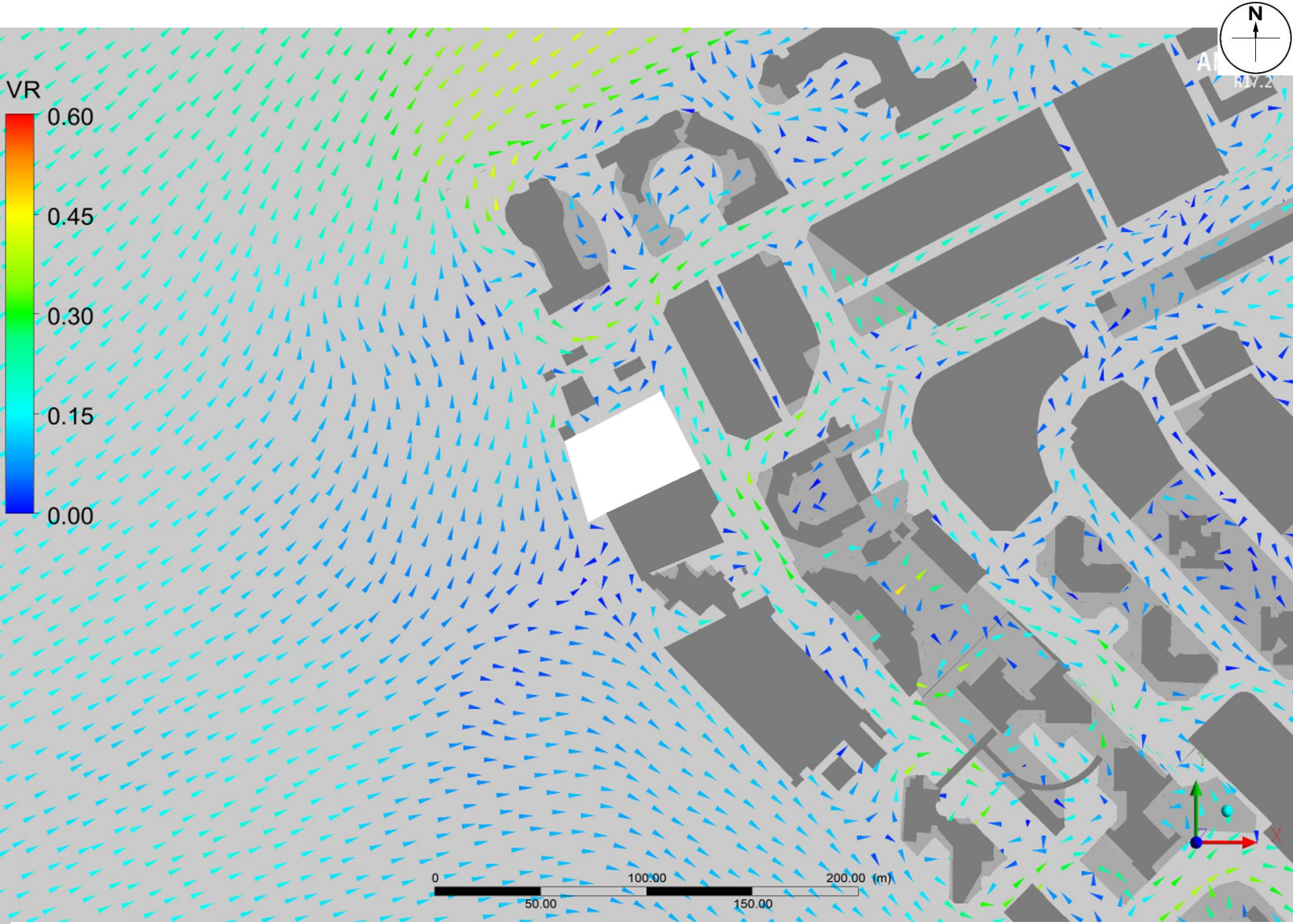
Baseline Scheme - Vector plot at pedestrian level under S Wind



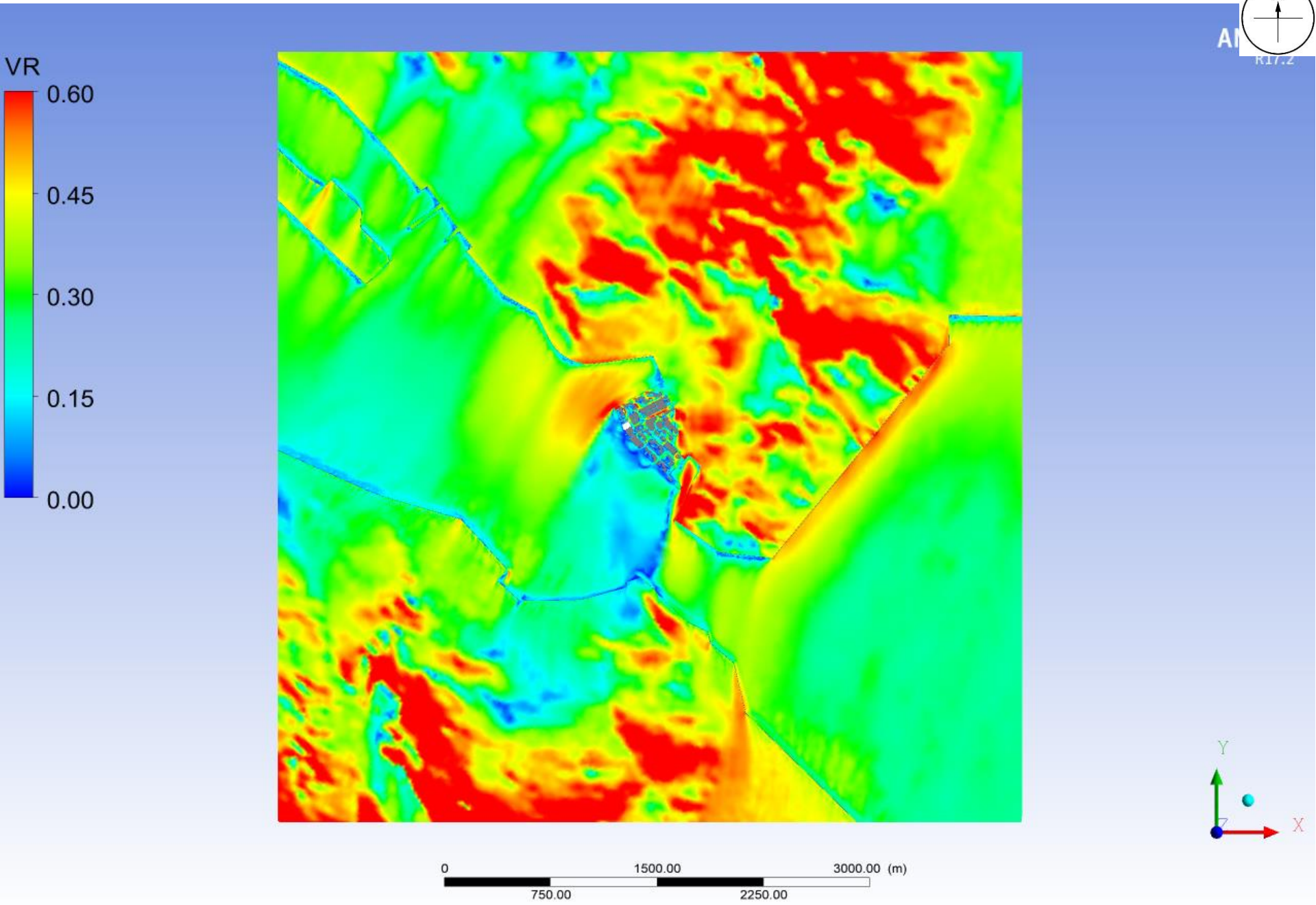
Baseline Scheme - Vector plot at pedestrian level under SSW Wind



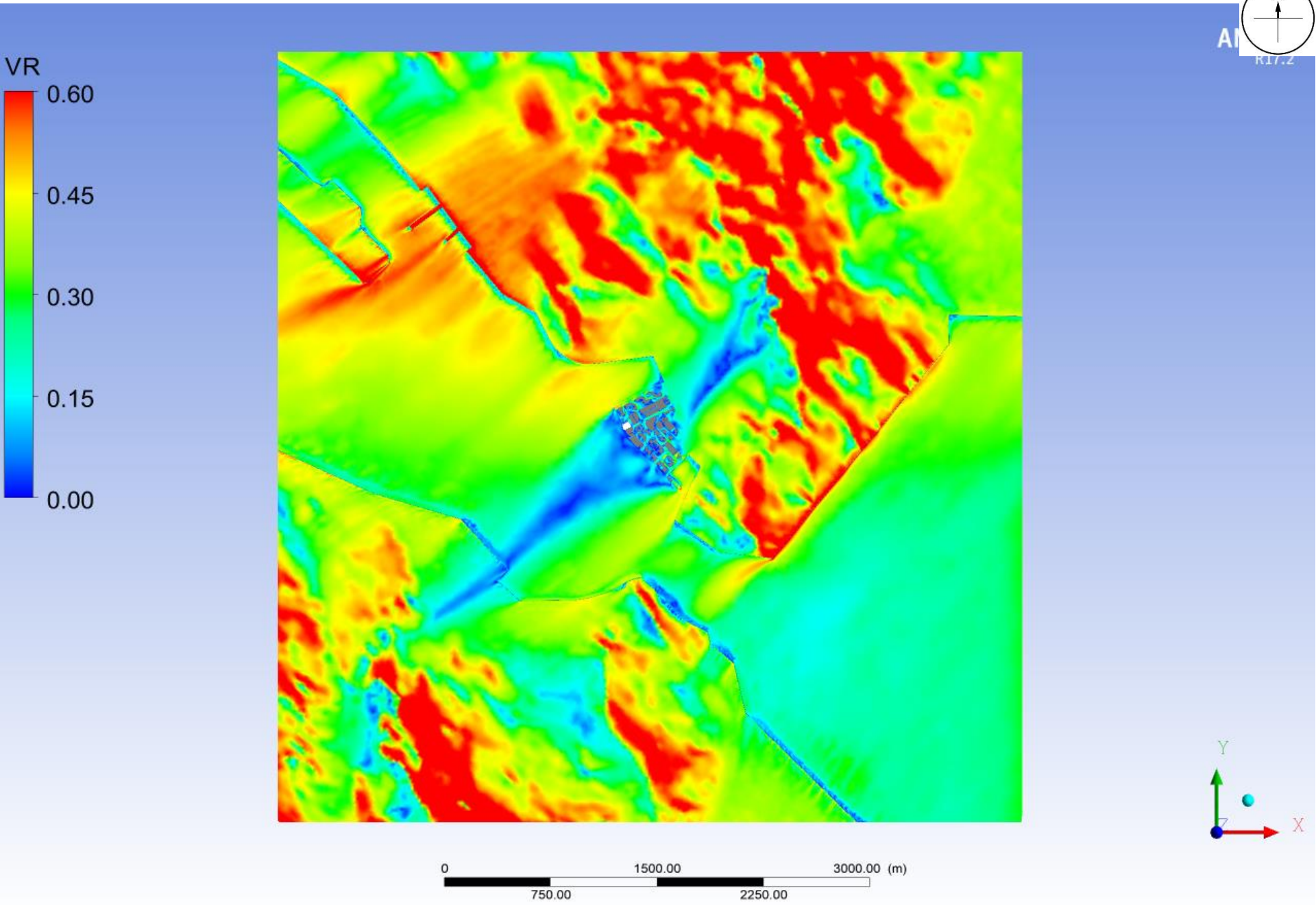
Baseline Scheme - Vector plot at pedestrian level under SW Wind



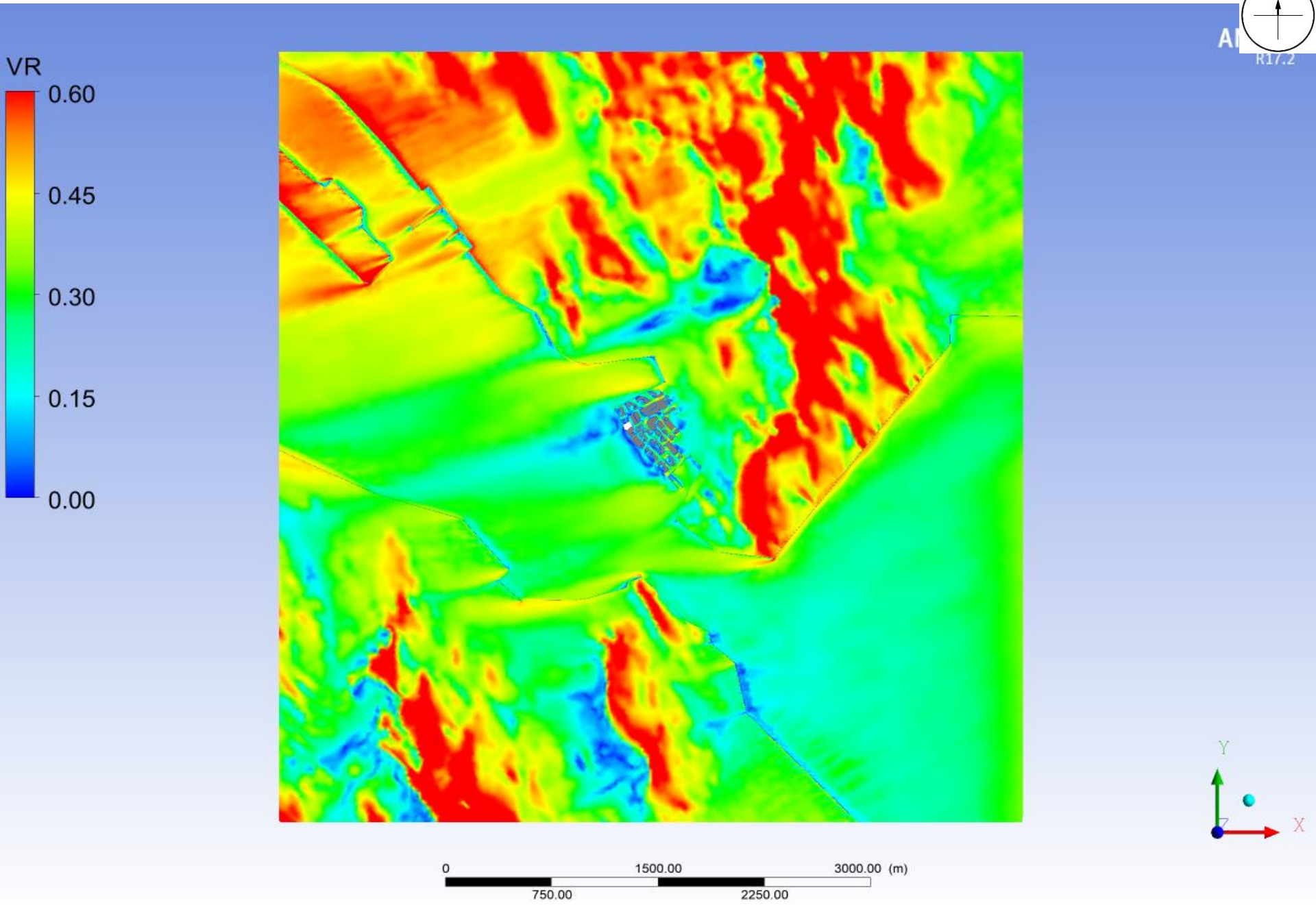
Baseline Scheme - Vector plot at pedestrian level under WSW Wind



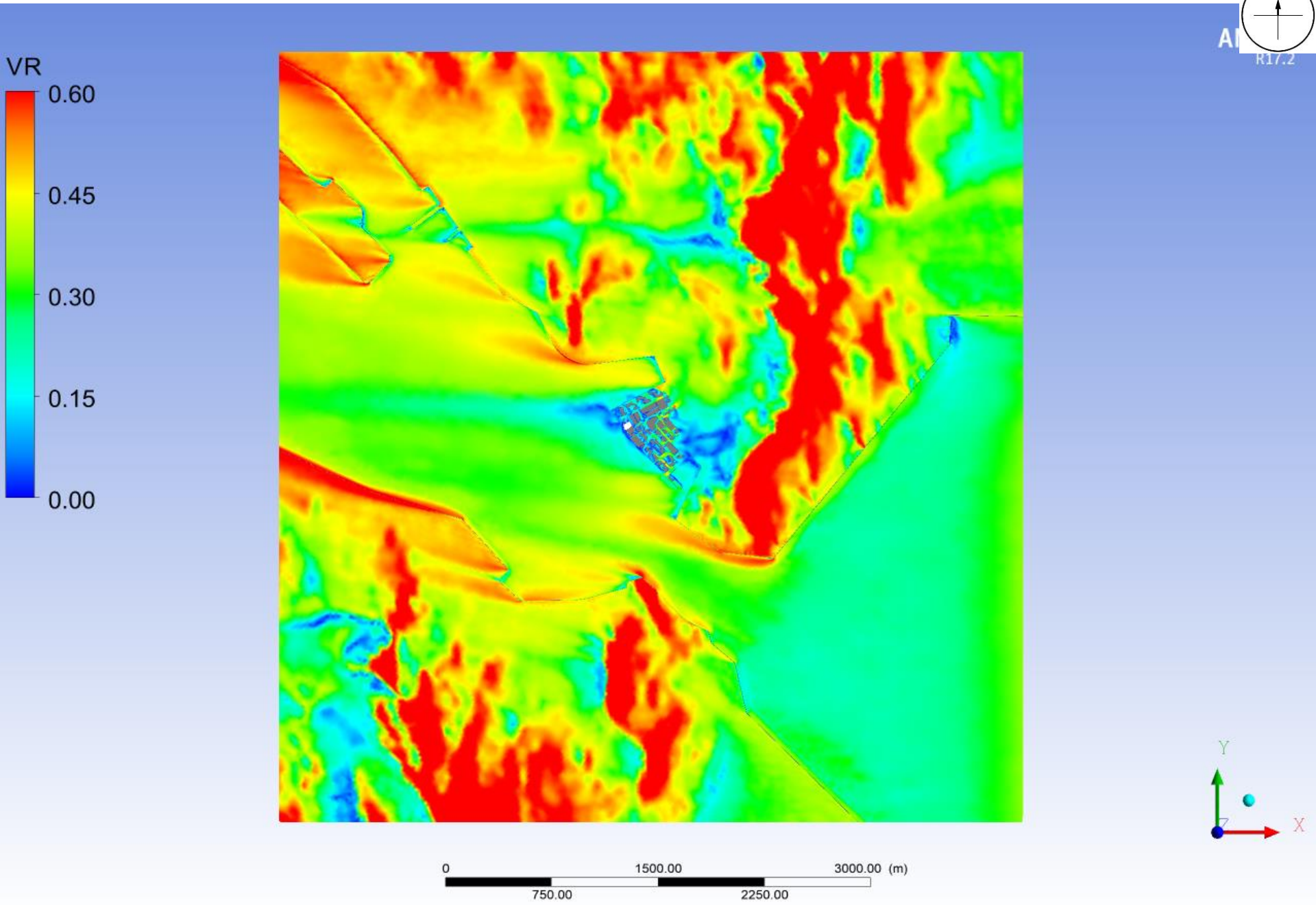
Baseline Scheme - Domain Contour plot at pedestrian level under NNE Wind



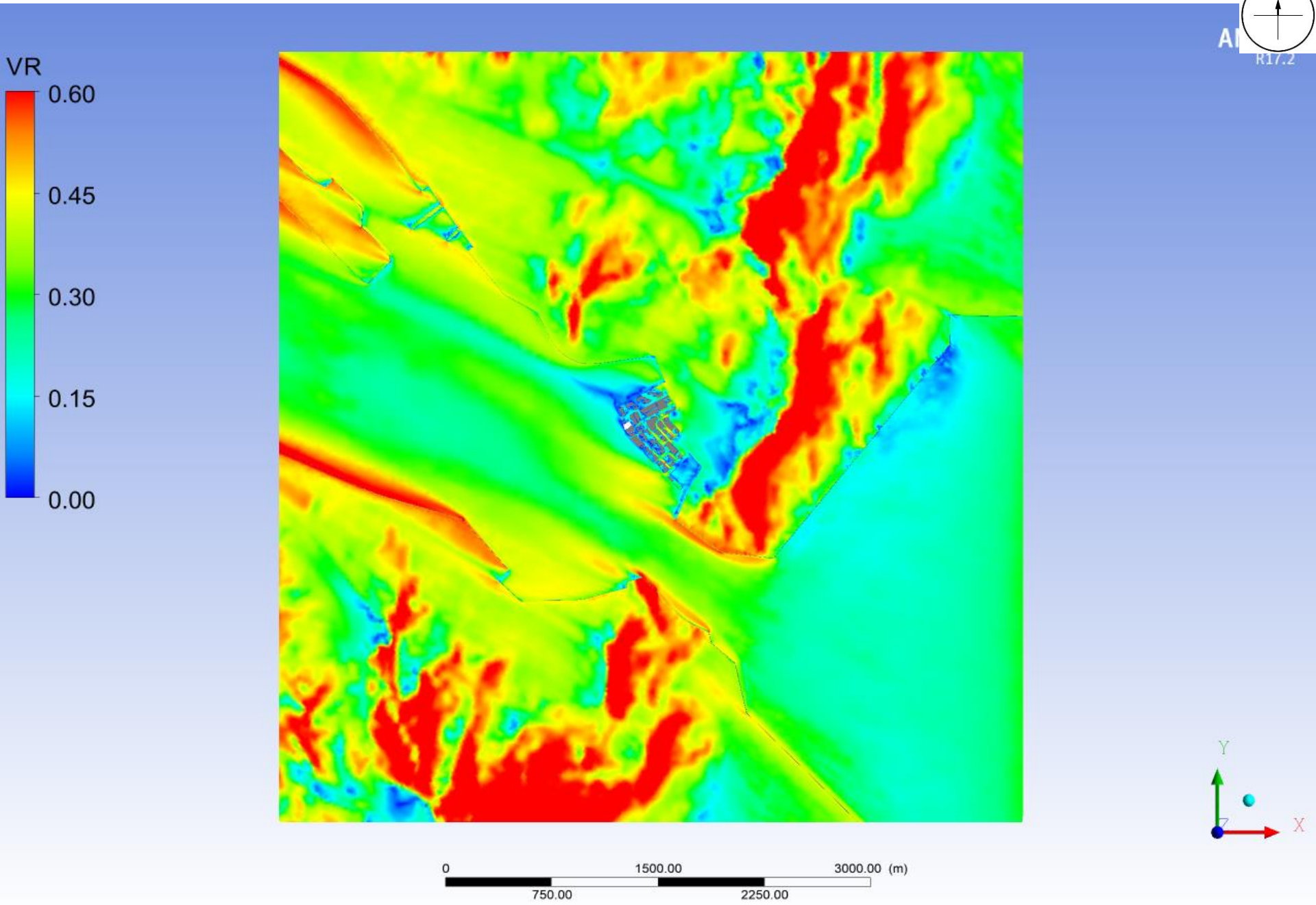
Baseline Scheme - Domain Contour plot at pedestrian level under NE Wind



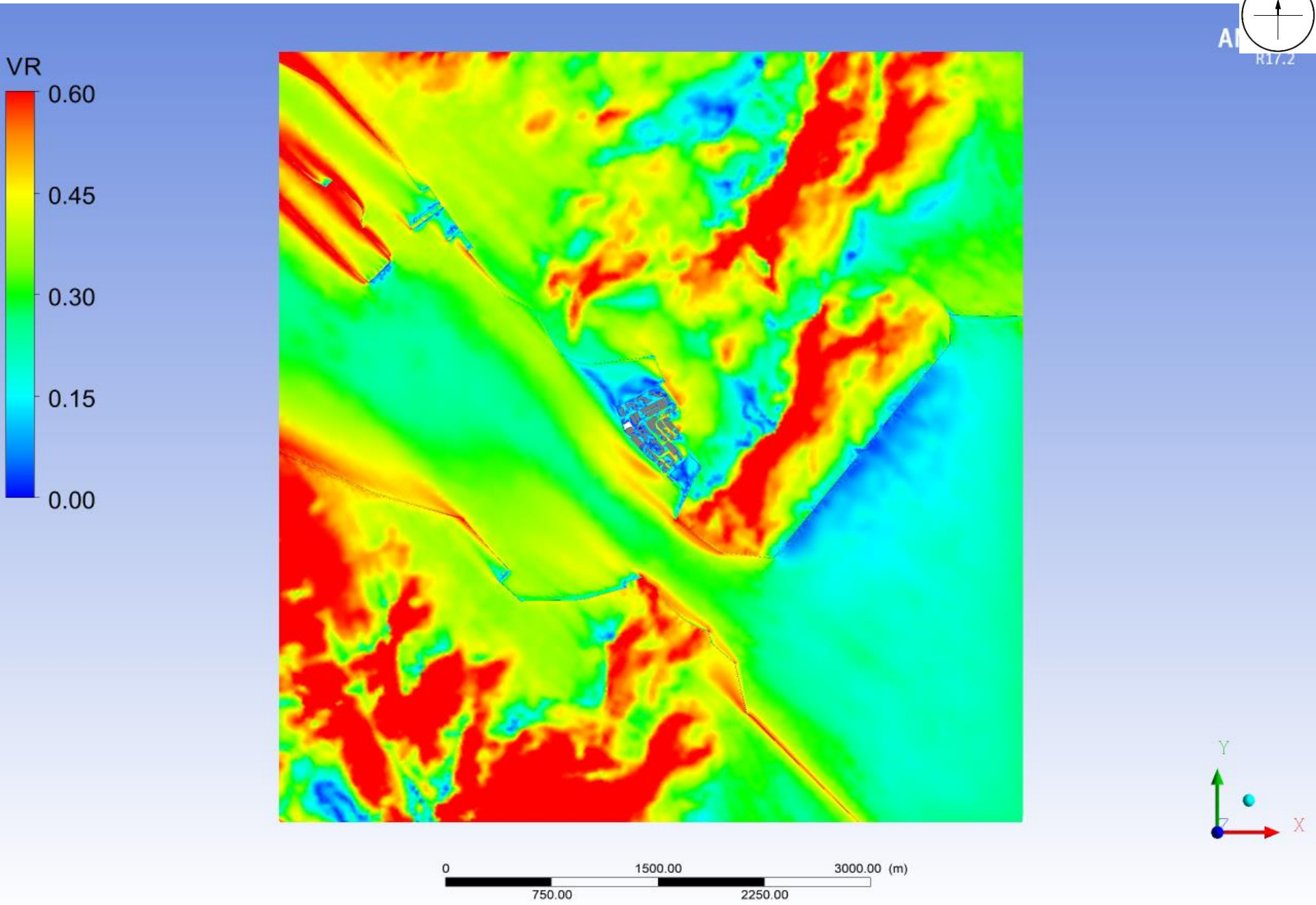
Baseline Scheme - Domain Contour plot at pedestrian level under ENE Wind



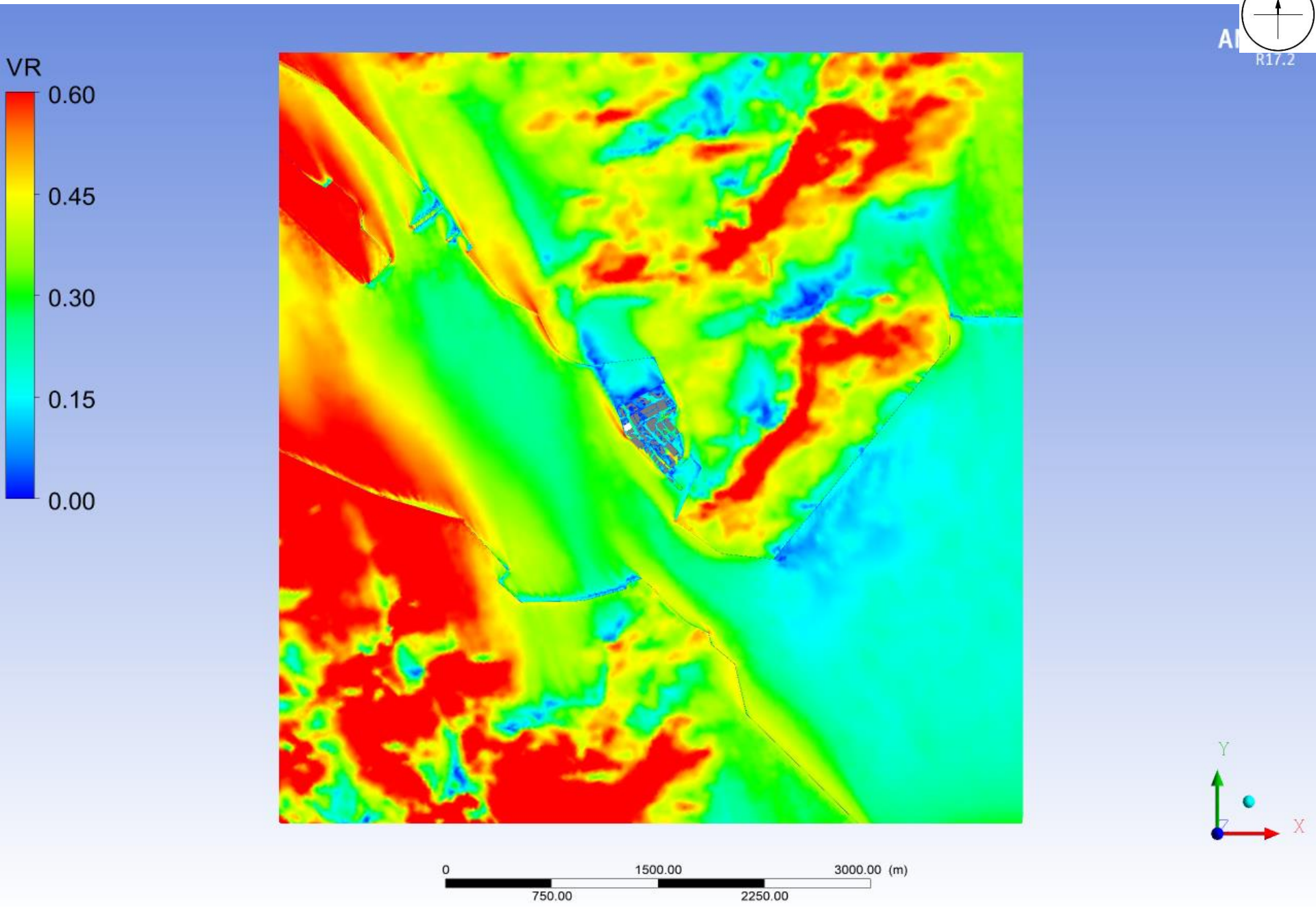
Baseline Scheme - Domain Contour plot at pedestrian level under E Wind



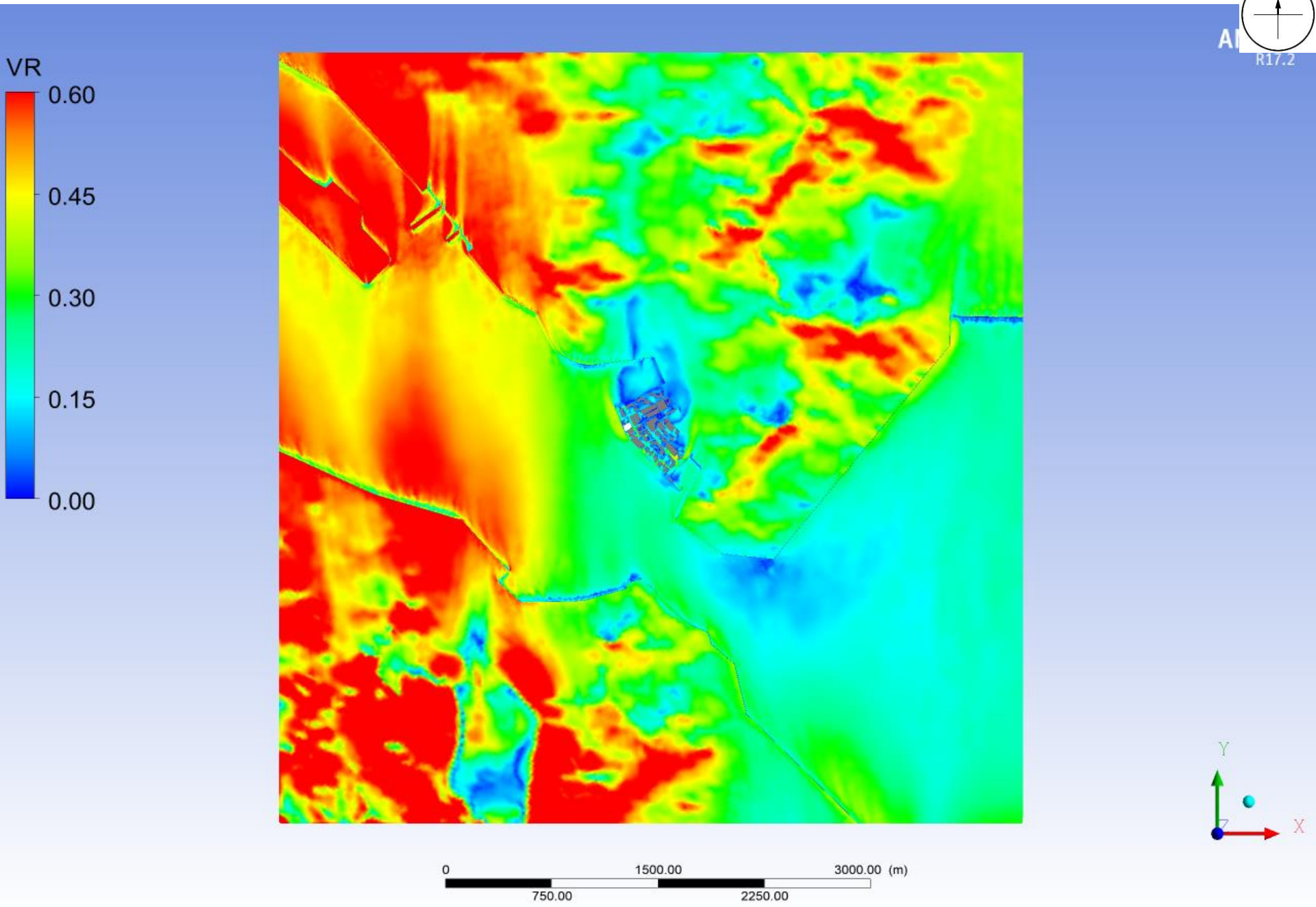
Baseline Scheme - Domain Contour plot at pedestrian level under ESE Wind



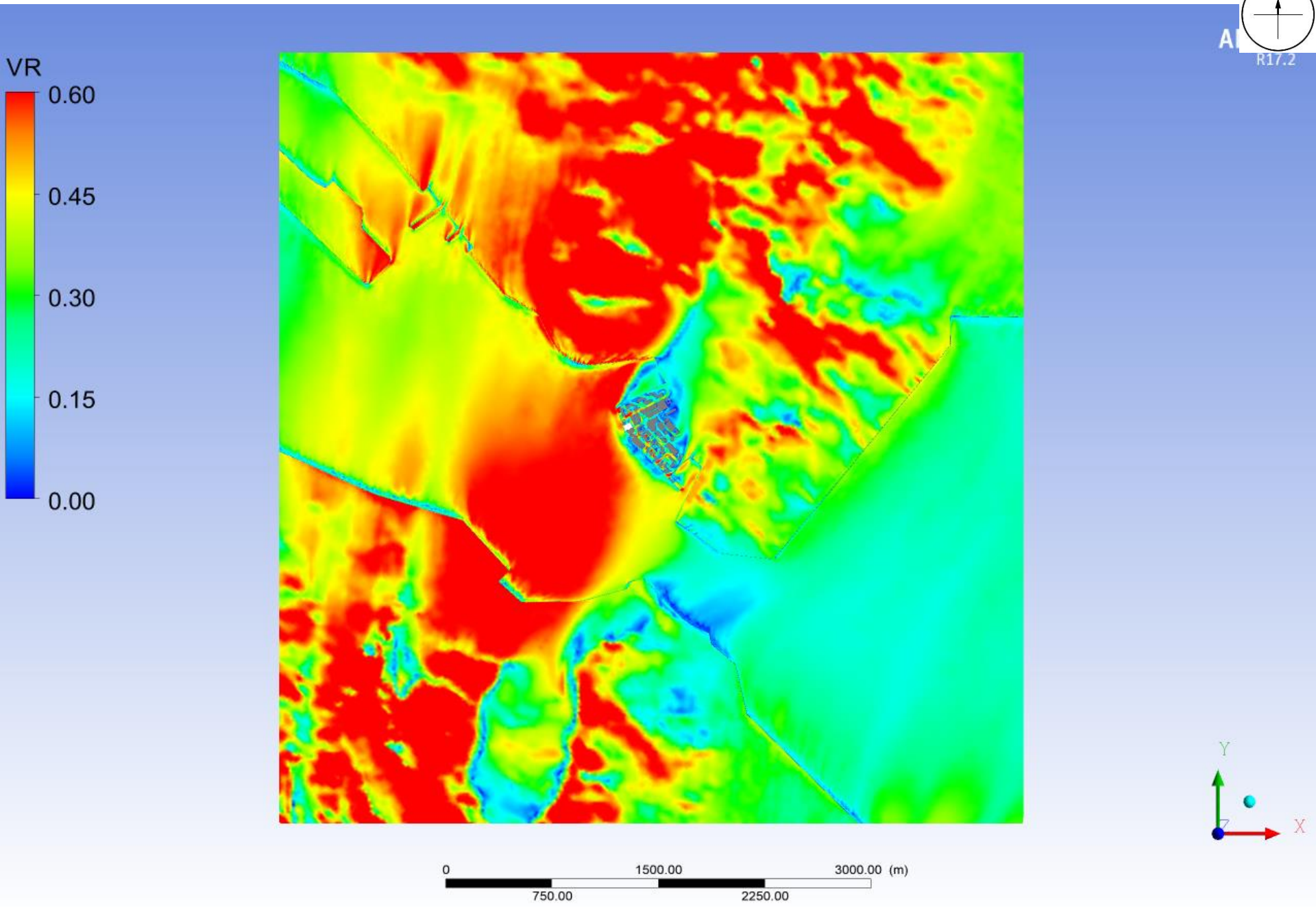
Baseline Scheme - Domain Contour plot at pedestrian level under SE Wind



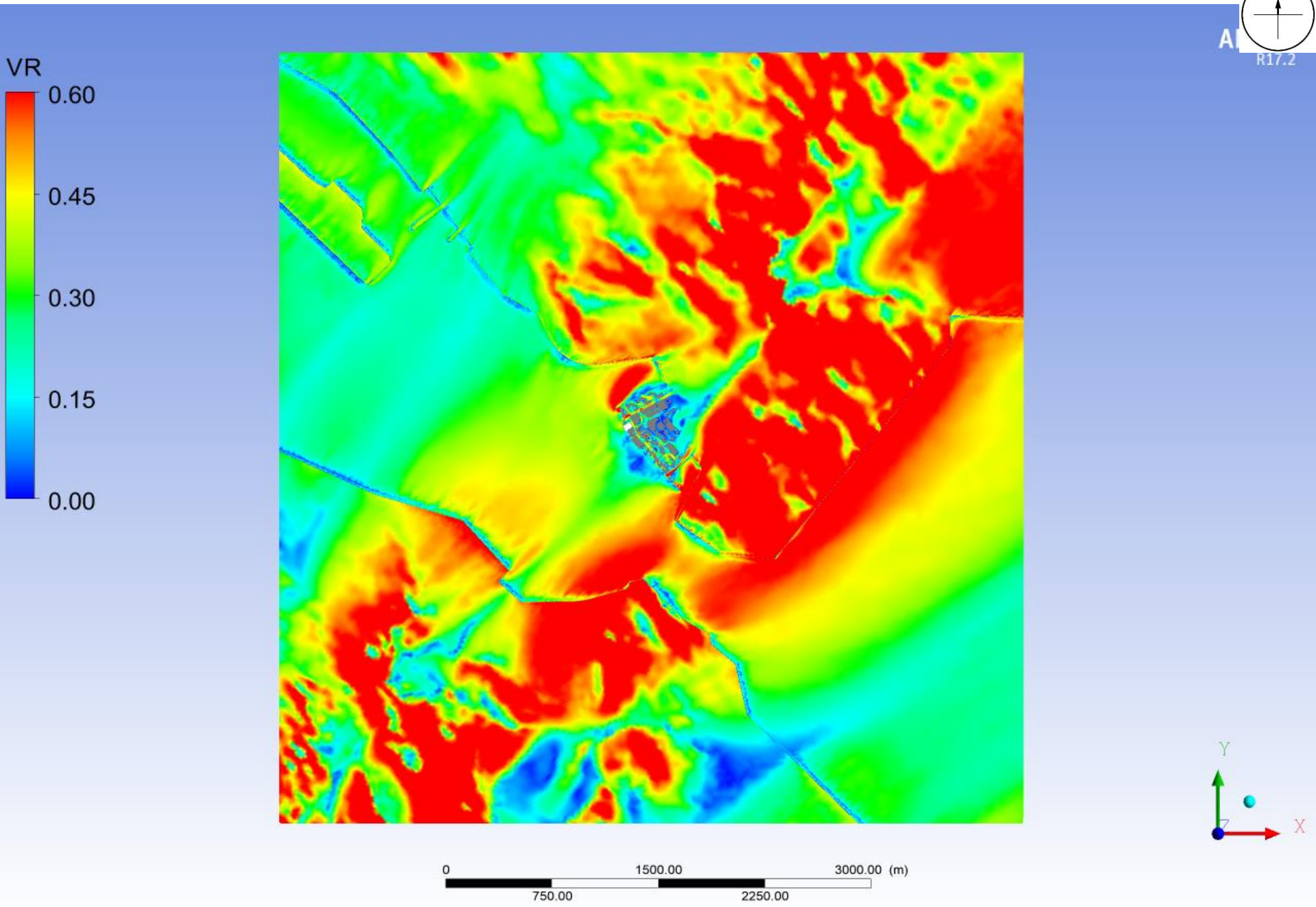
Baseline Scheme - Domain Contour plot at pedestrian level under SSE Wind



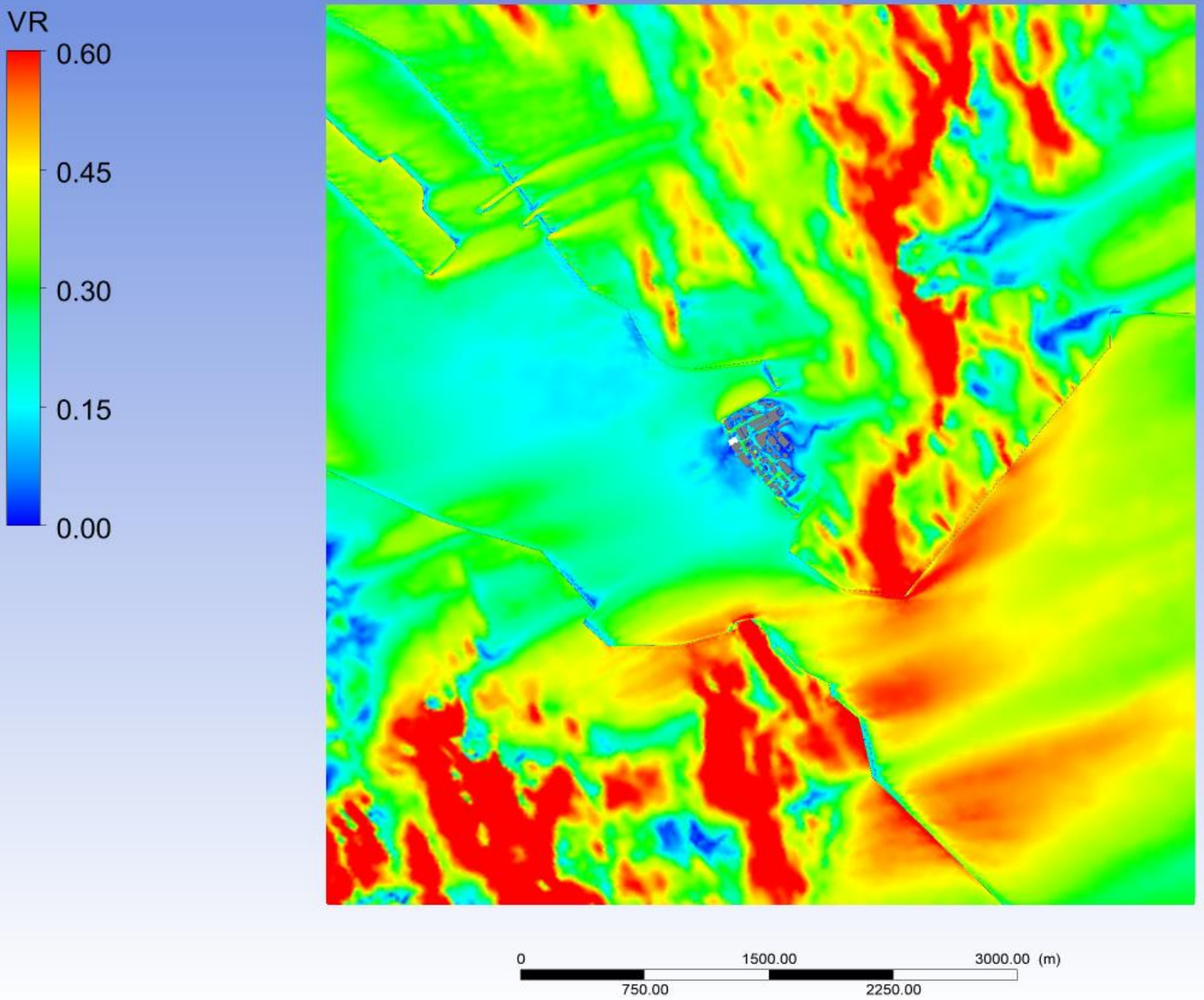
Baseline Scheme - Domain Contour plot at pedestrian level under S Wind



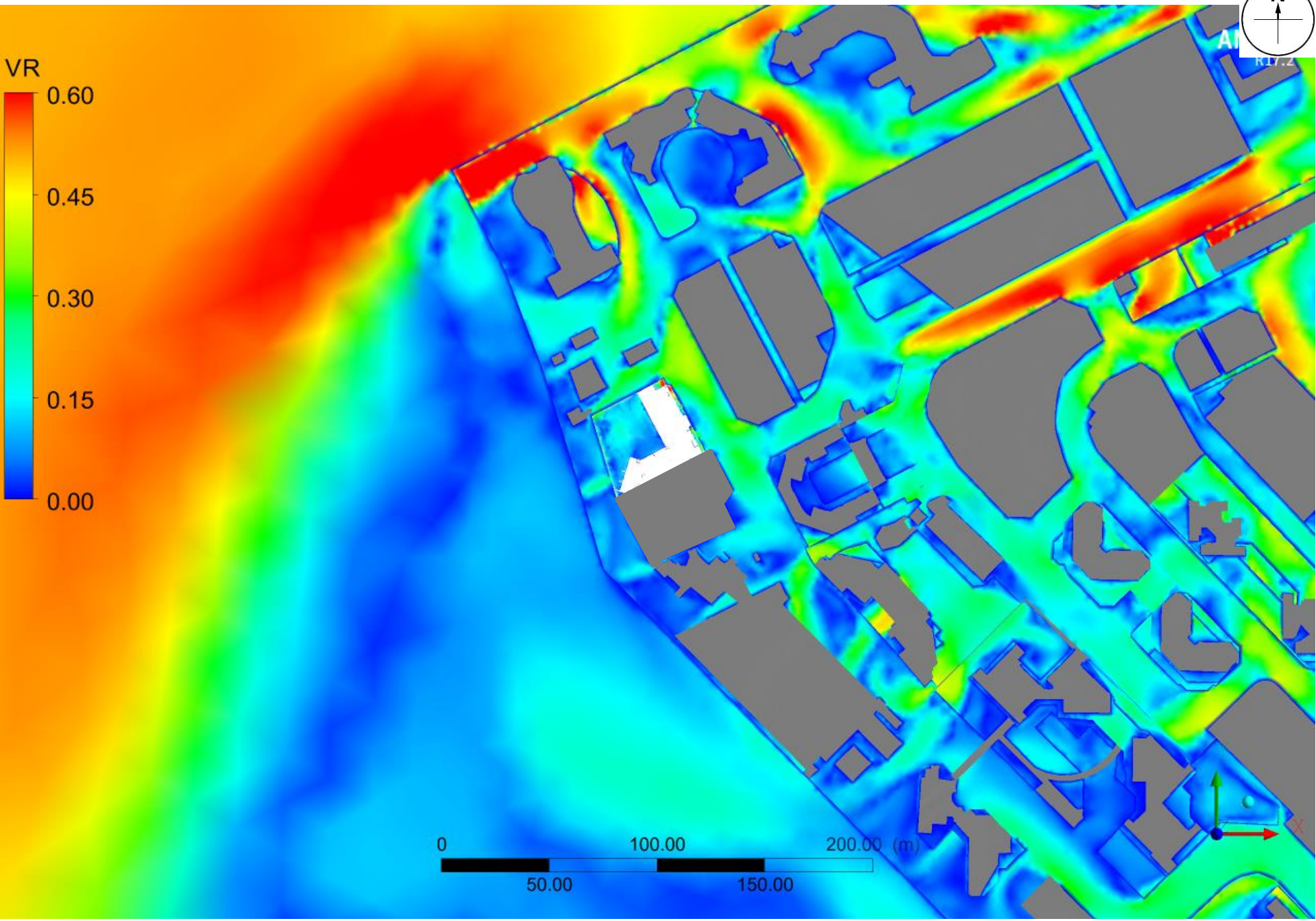
Baseline Scheme - Domain Contour plot at pedestrian level under SSW Wind



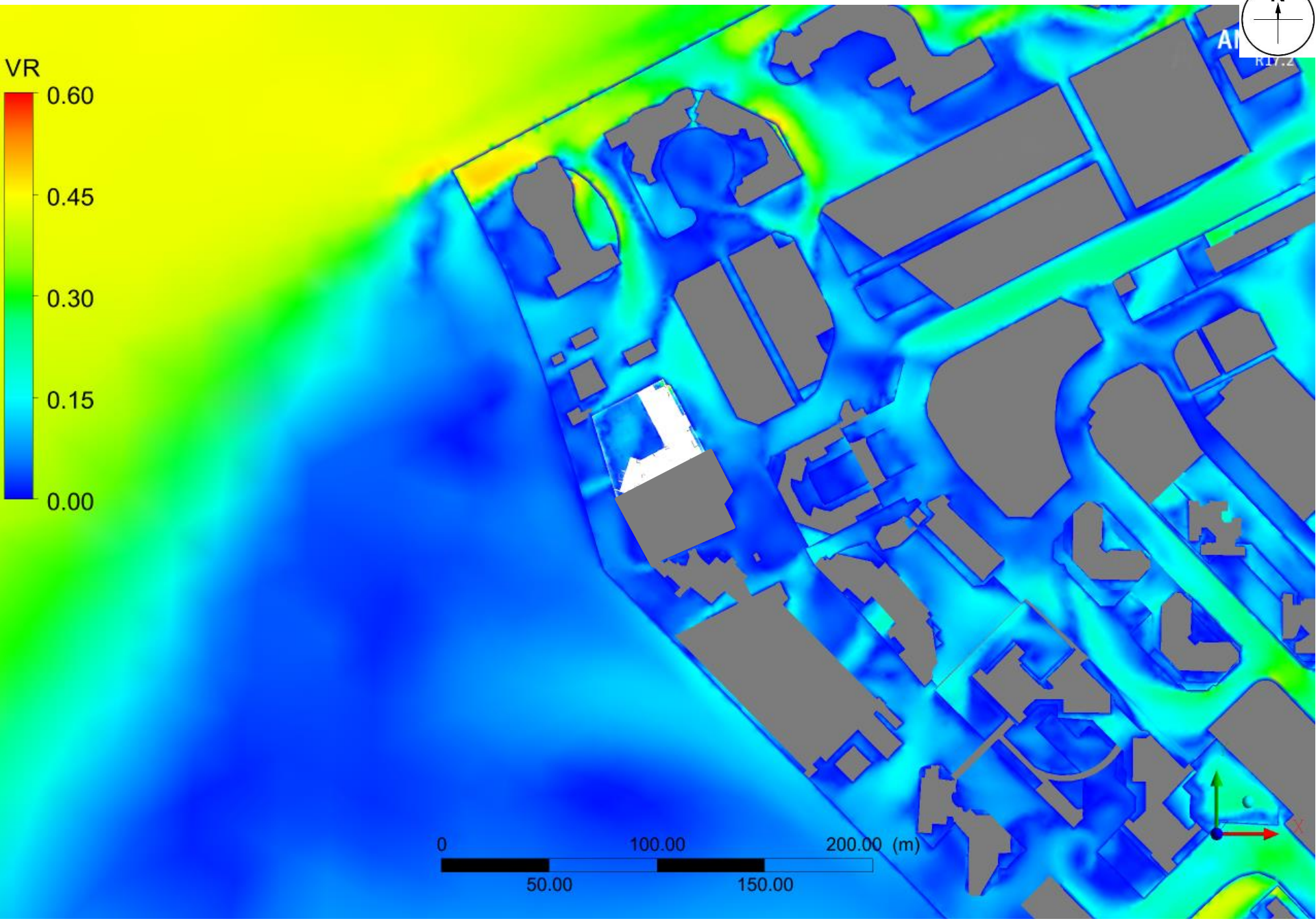
Baseline Scheme - Domain Contour plot at pedestrian level under SW Wind



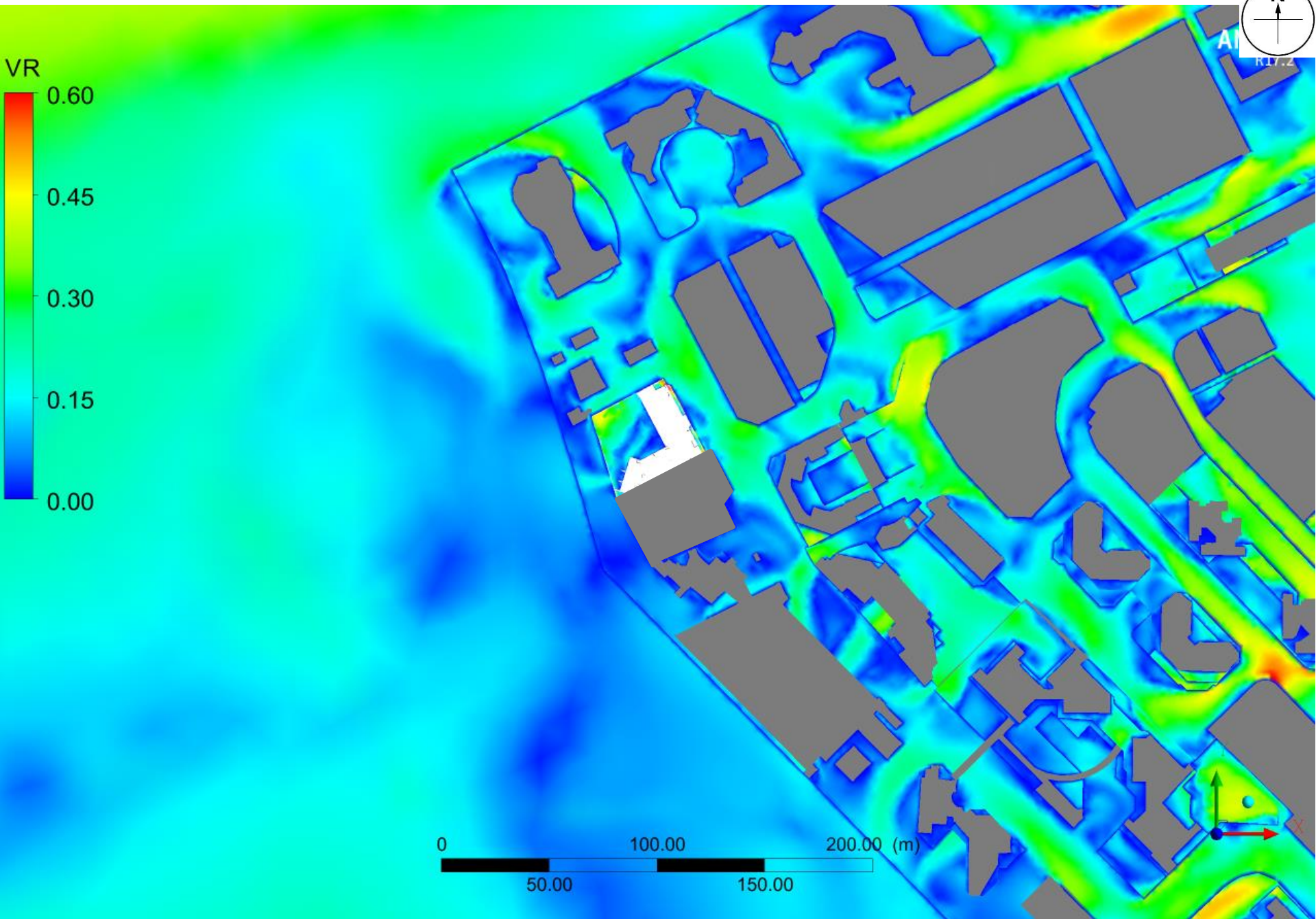
Baseline Scheme - Domain Contour plot at pedestrian level under WSW Wind



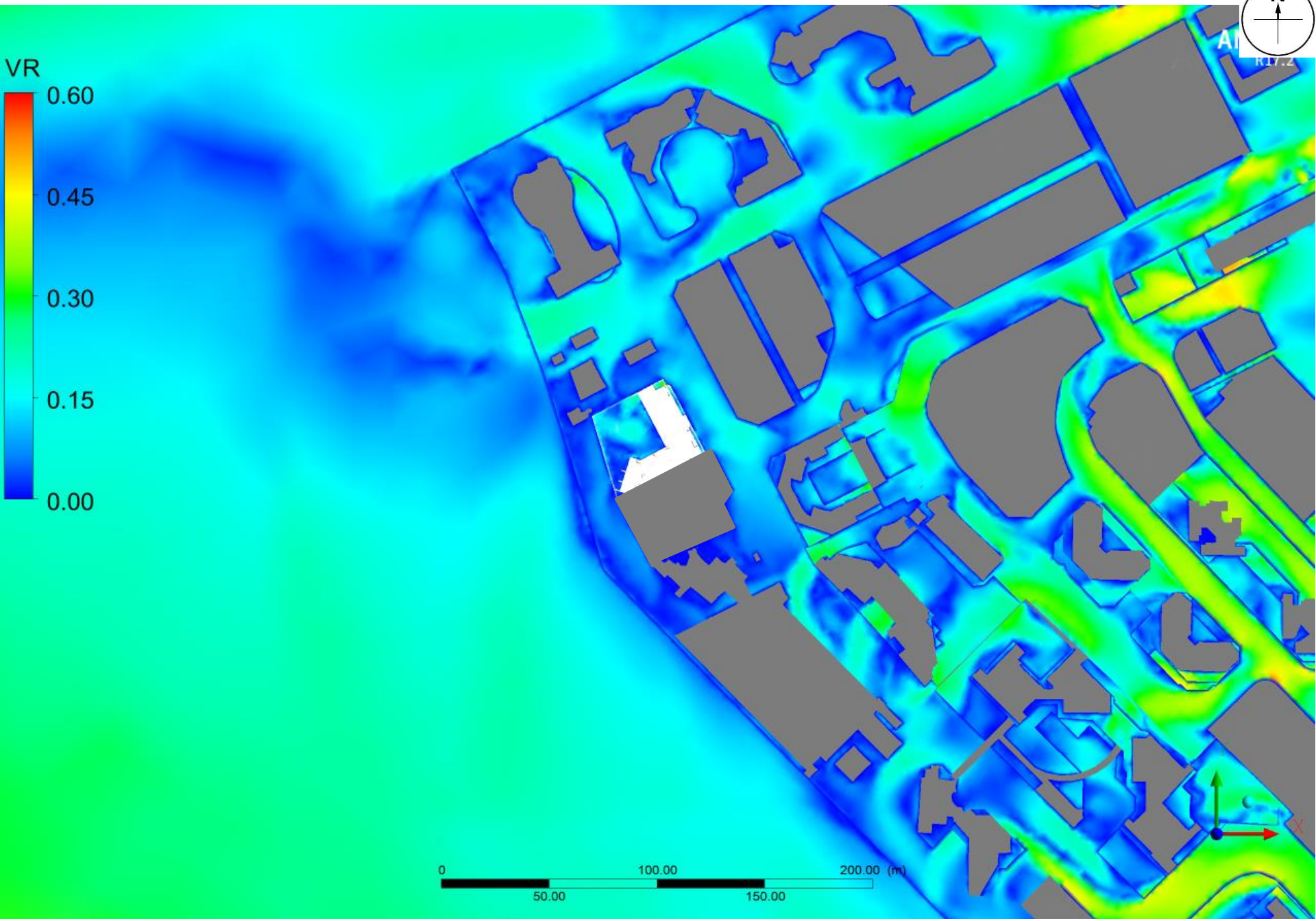
Proposed Scheme - Contour plot at pedestrian level under NNE Wind



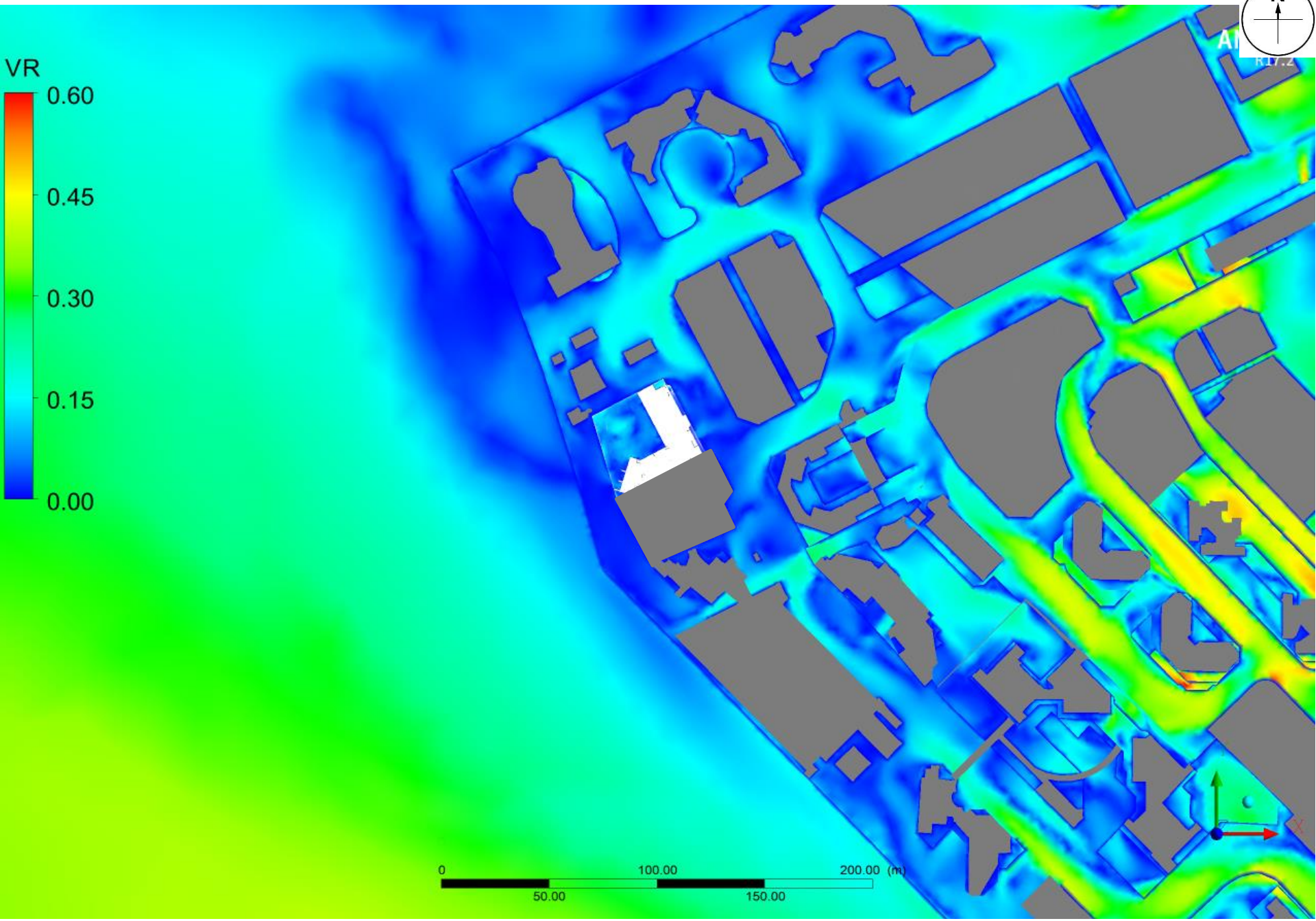
Proposed Scheme - Contour plot at pedestrian level under NE Wind



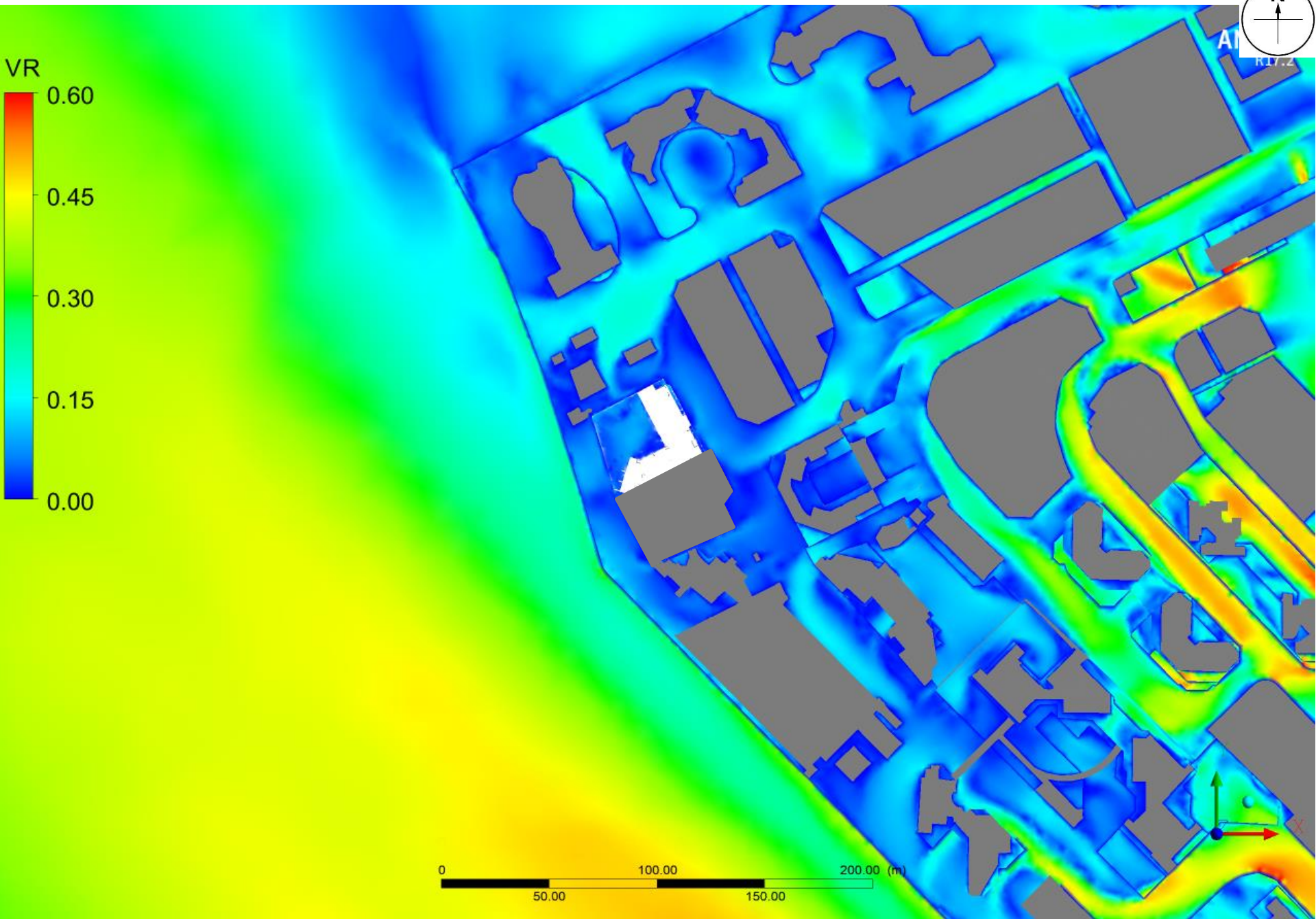
Proposed Scheme - Contour plot at pedestrian level under ENE Wind



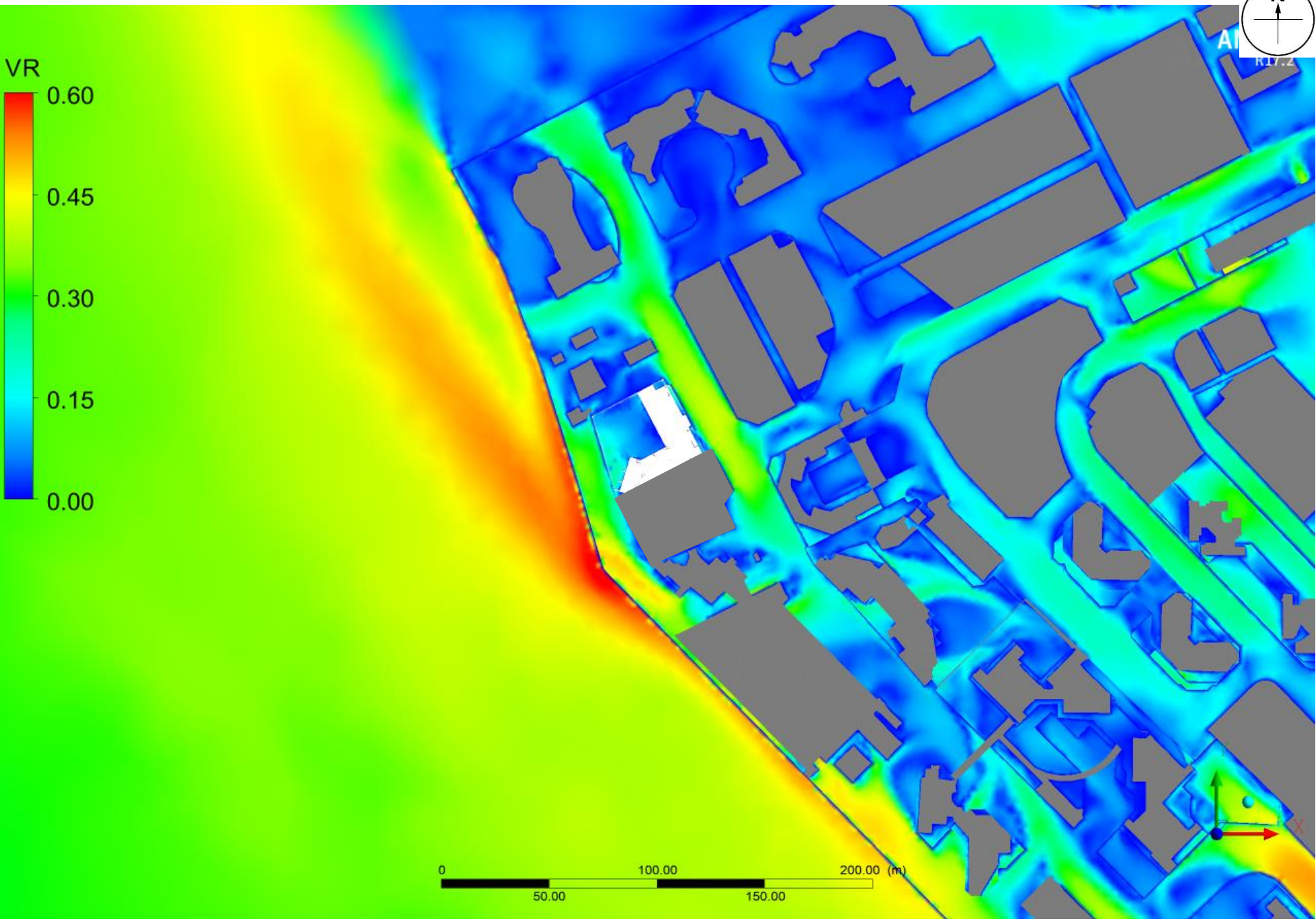
Proposed Scheme - Contour plot at pedestrian level under E Wind



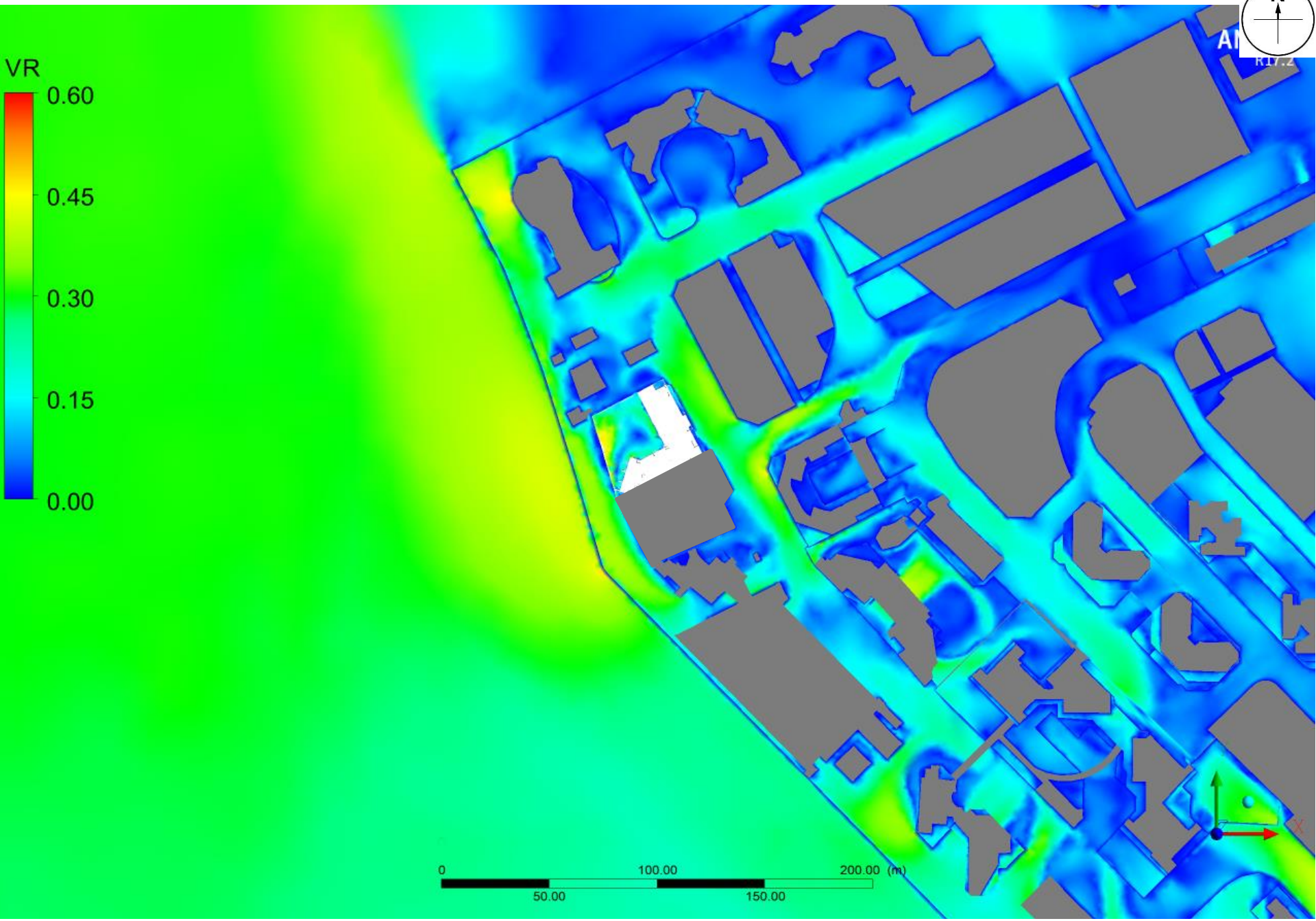
Proposed Scheme - Contour plot at pedestrian level under ESE Wind



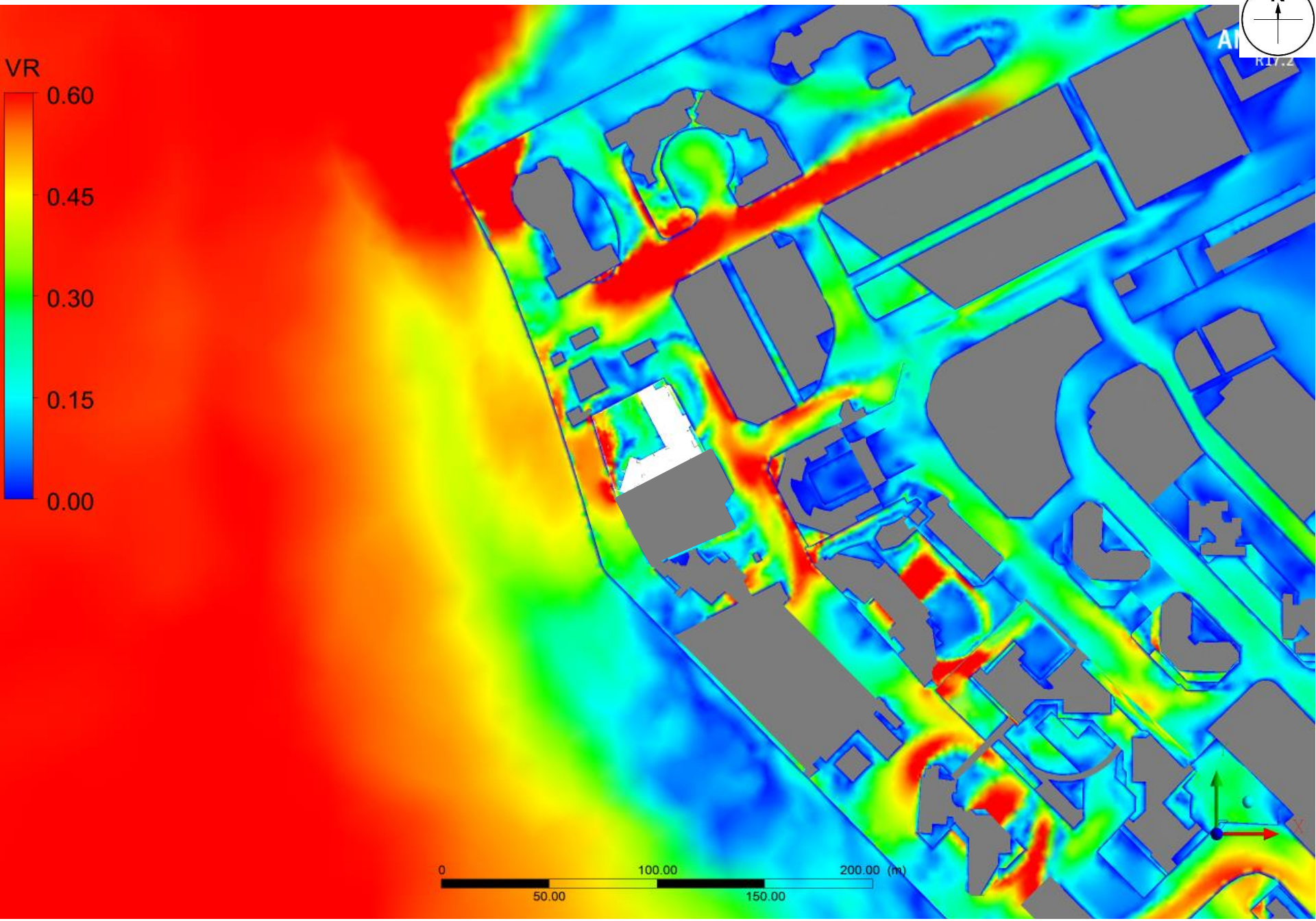
Proposed Scheme - Contour plot at pedestrian level under SE Wind



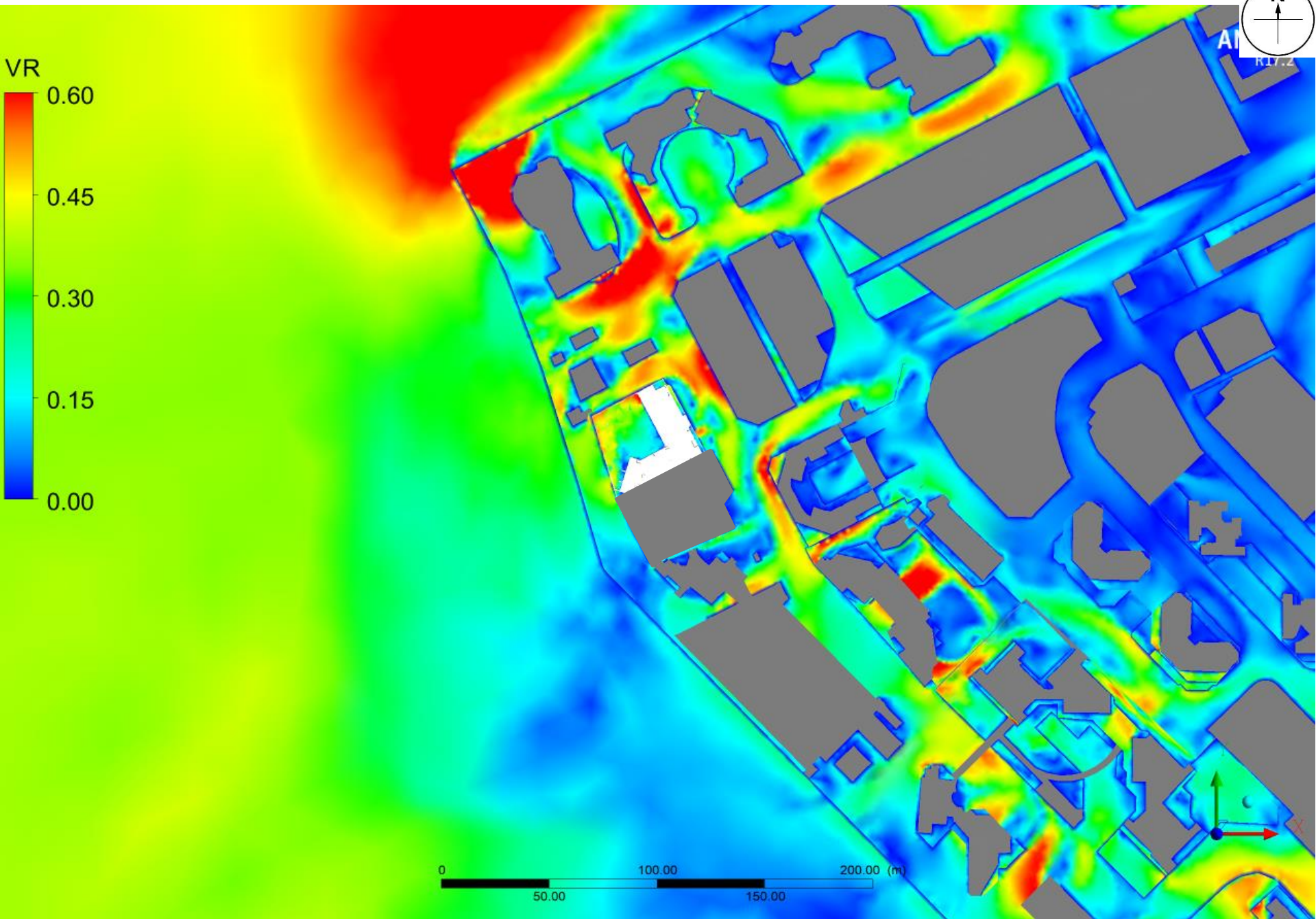
Proposed Scheme - Contour plot at pedestrian level under SSE Wind



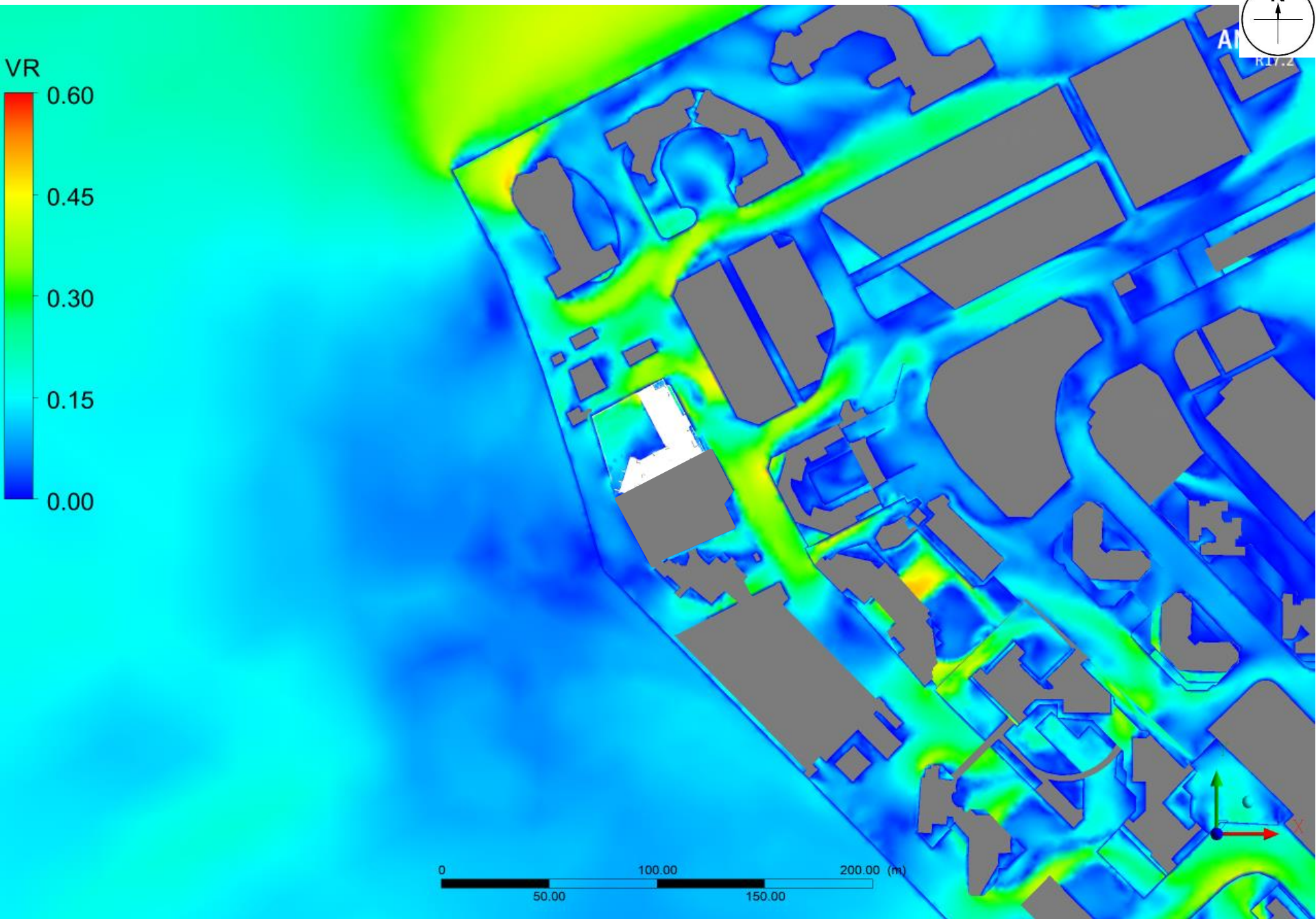
Proposed Scheme - Contour plot at pedestrian level under S Wind



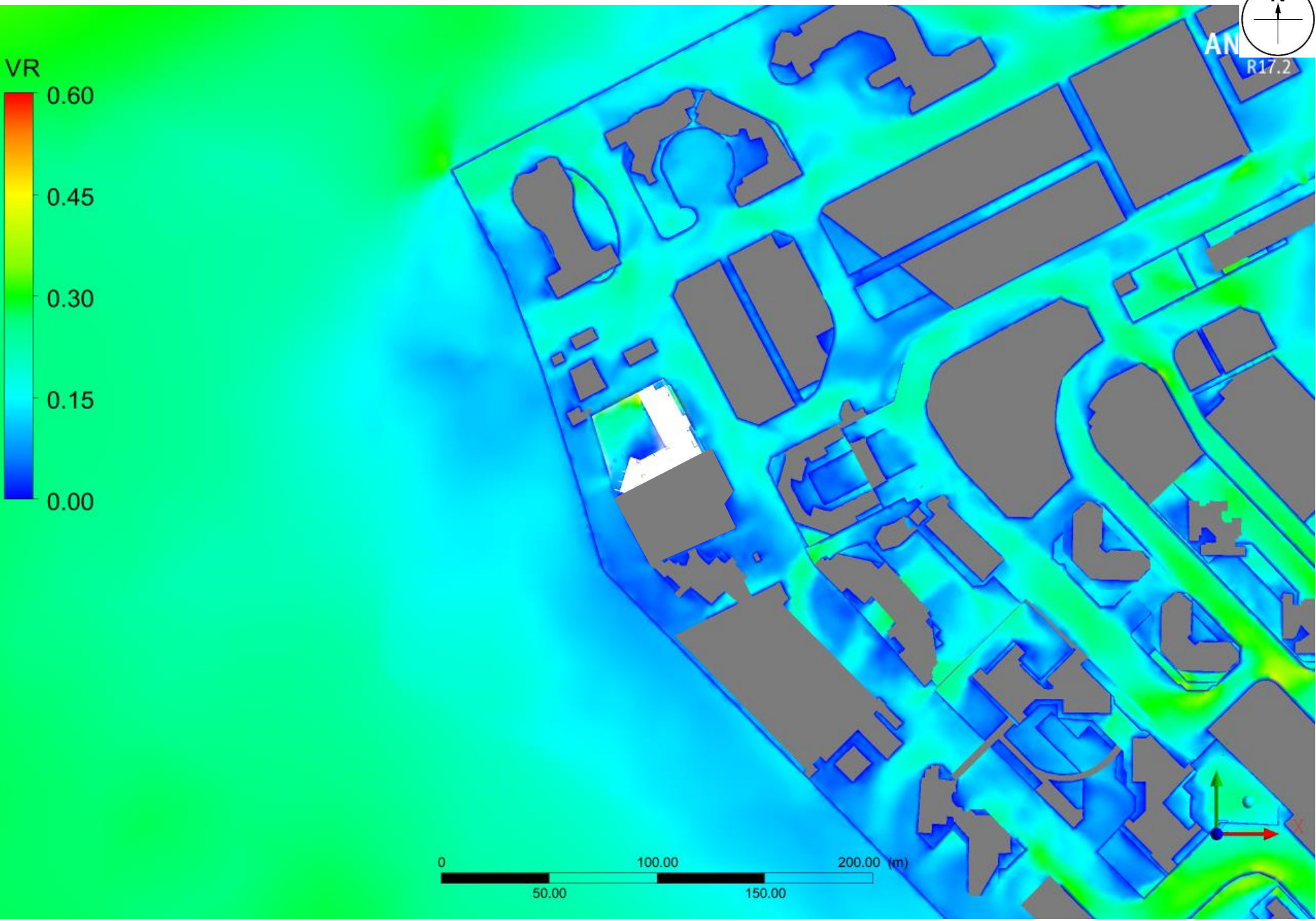
Proposed Scheme - Contour plot at pedestrian level under SSW Wind



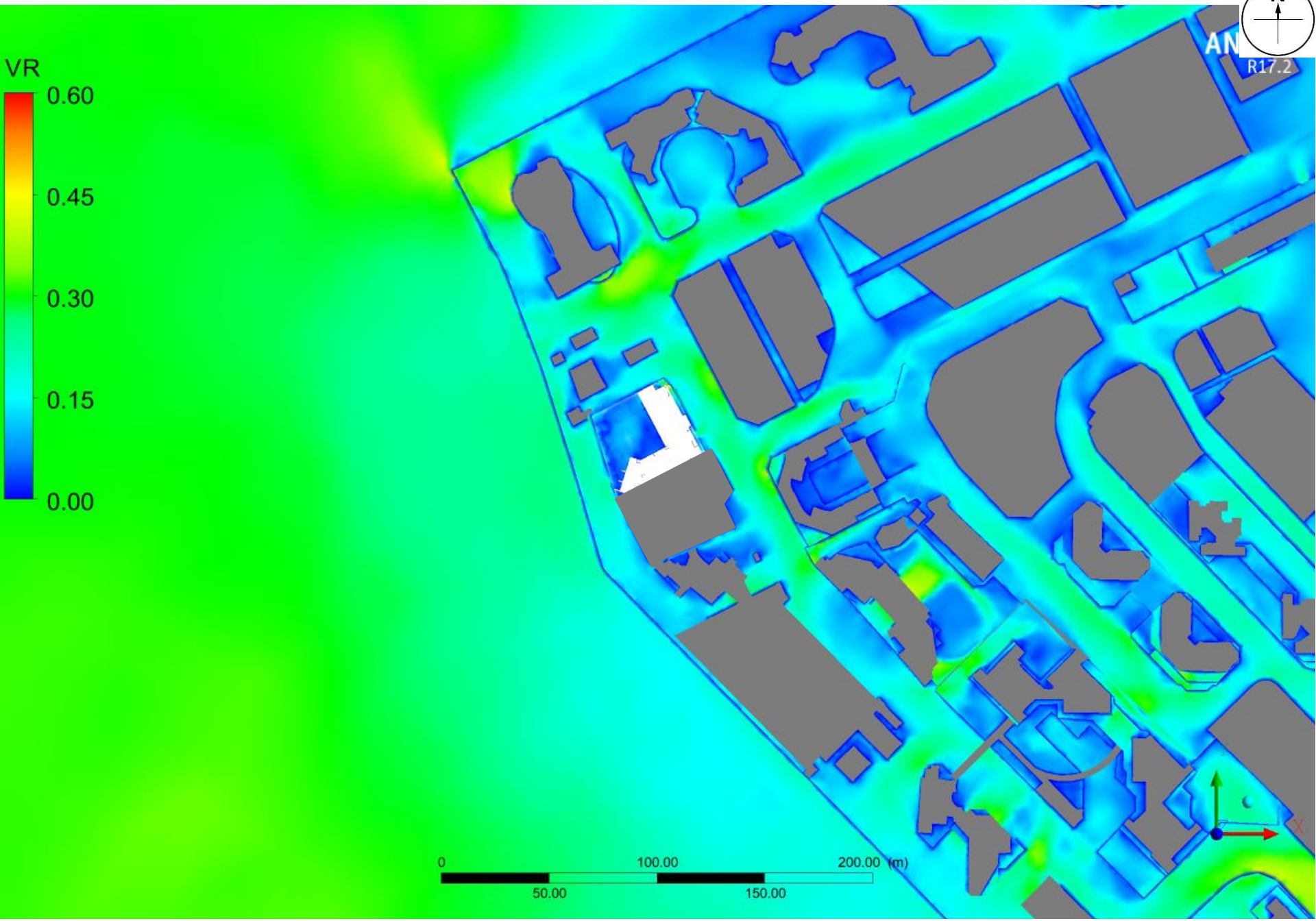
Proposed Scheme - Contour plot at pedestrian level under SW Wind



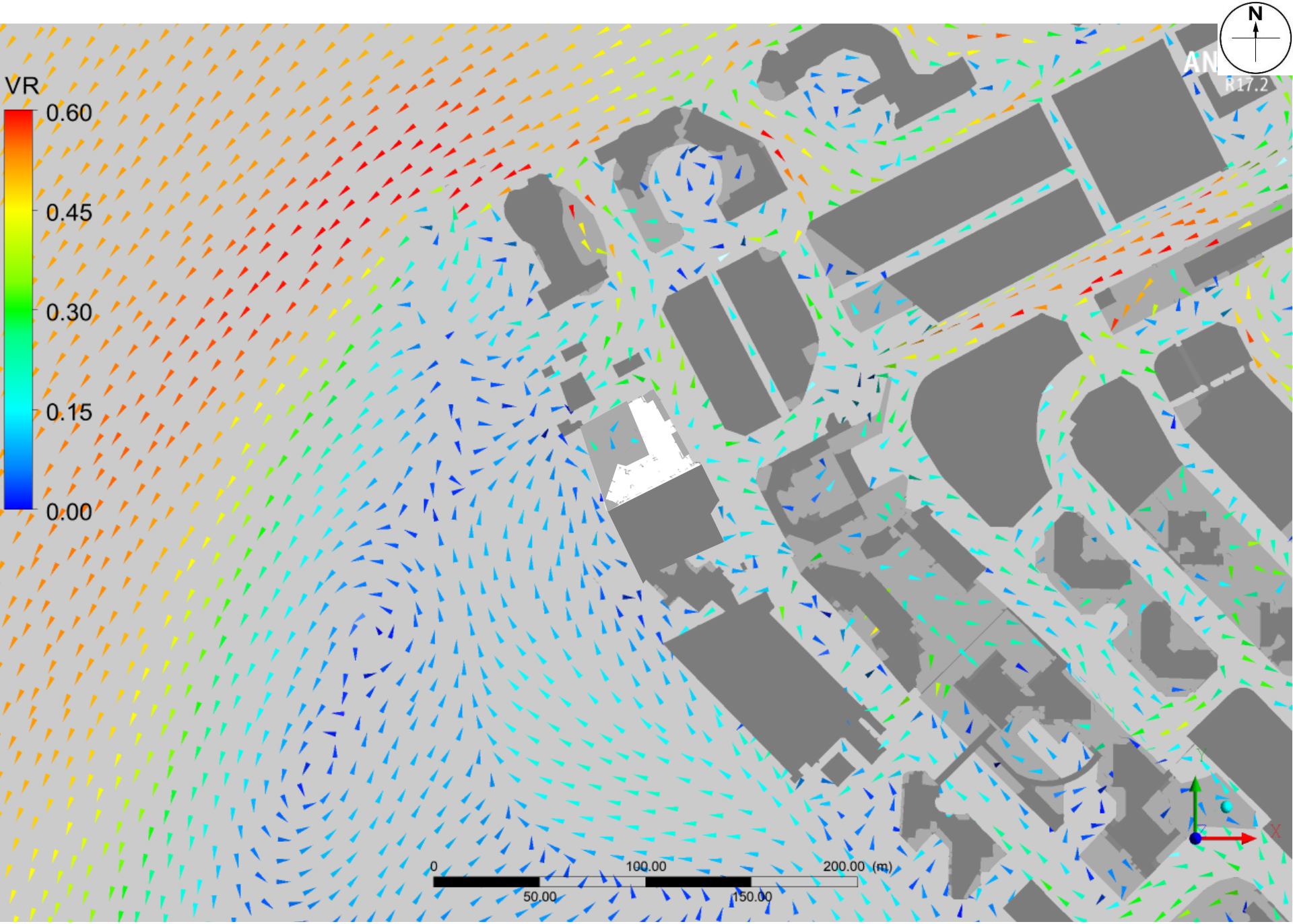
Proposed Scheme - Contour plot at pedestrian level under WSW Wind



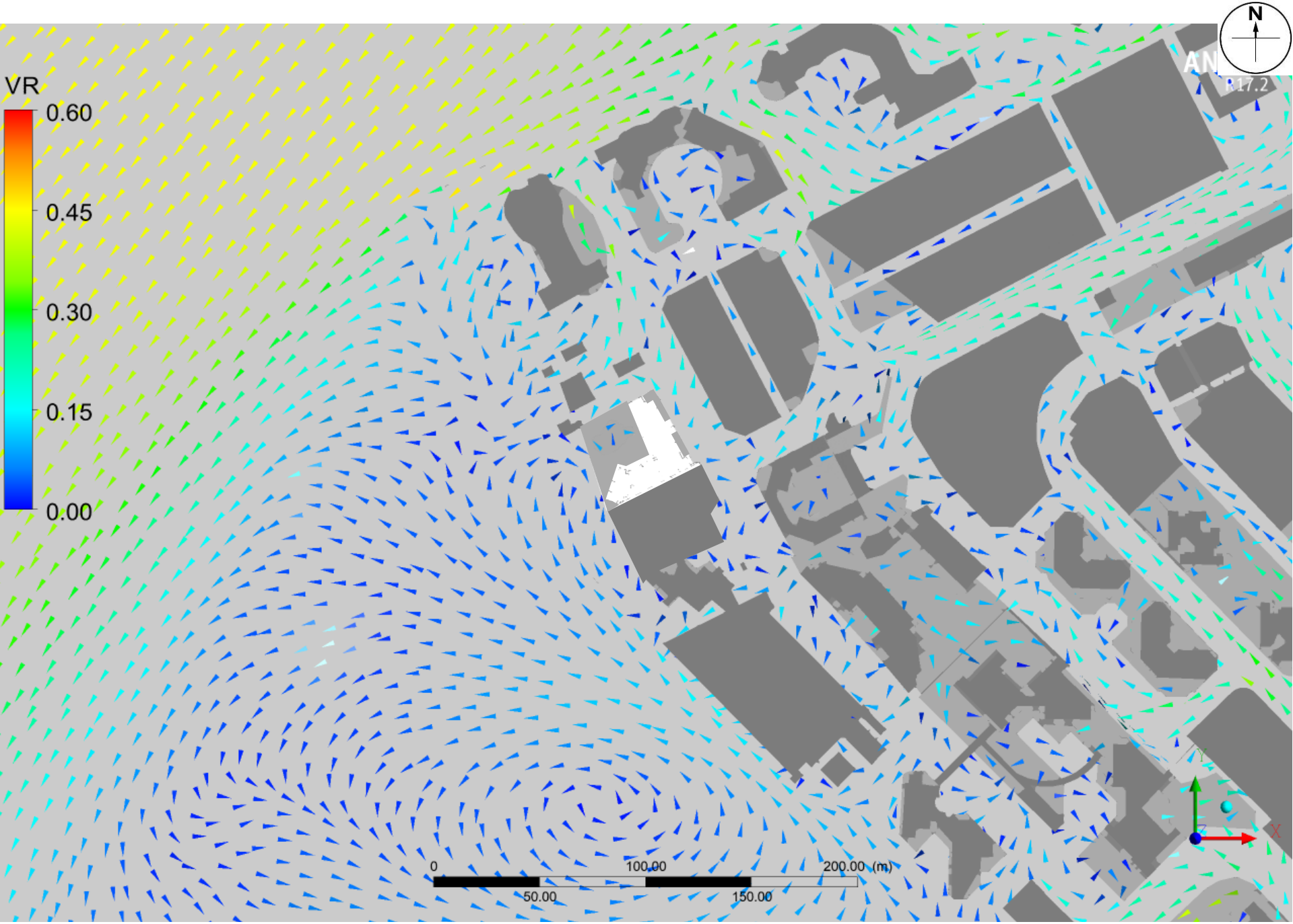
Proposed Scheme – Annual weighted wind speed colour at pedestrian level



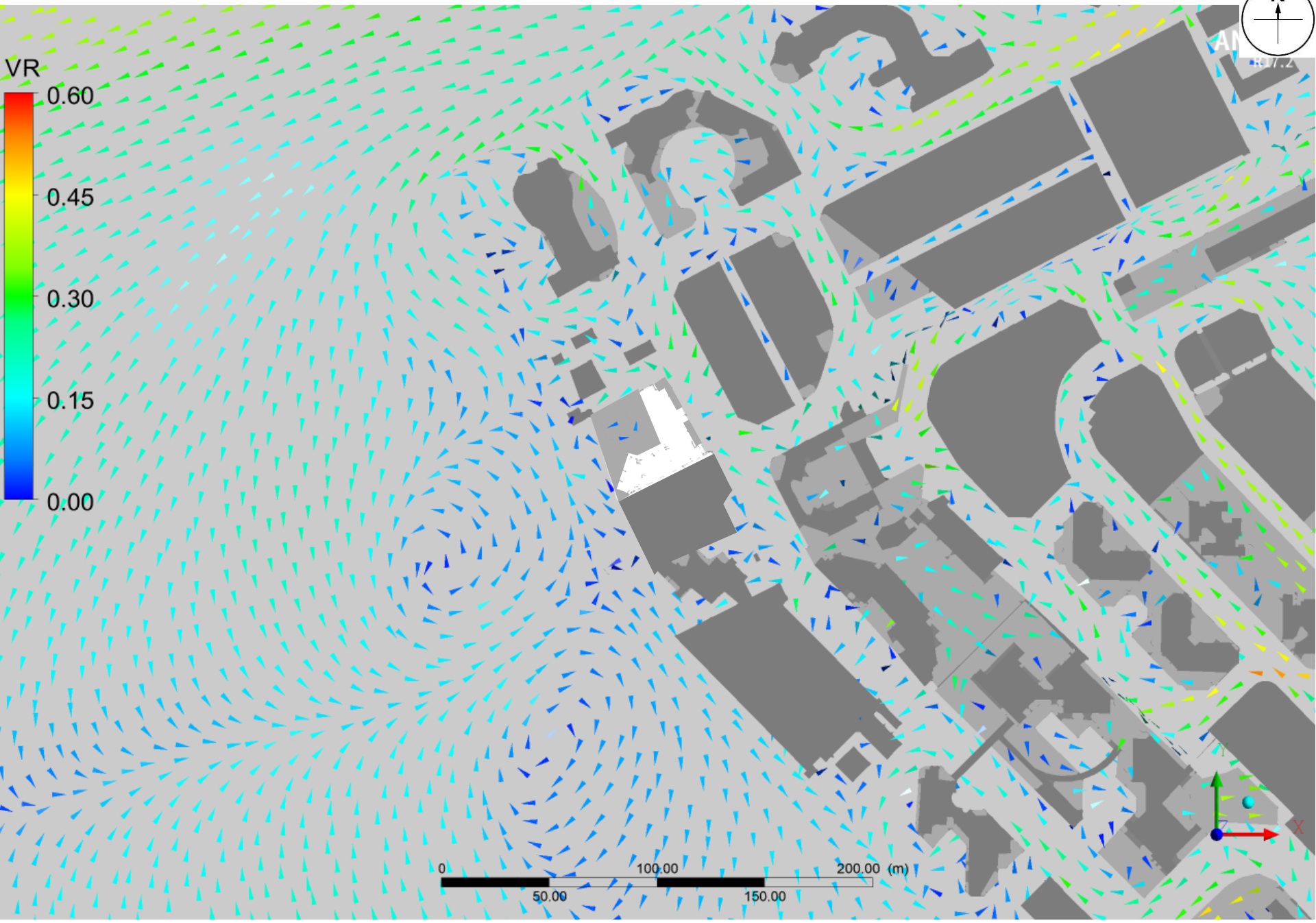
Proposed Scheme – Summer weighted wind speed colour at pedestrian level



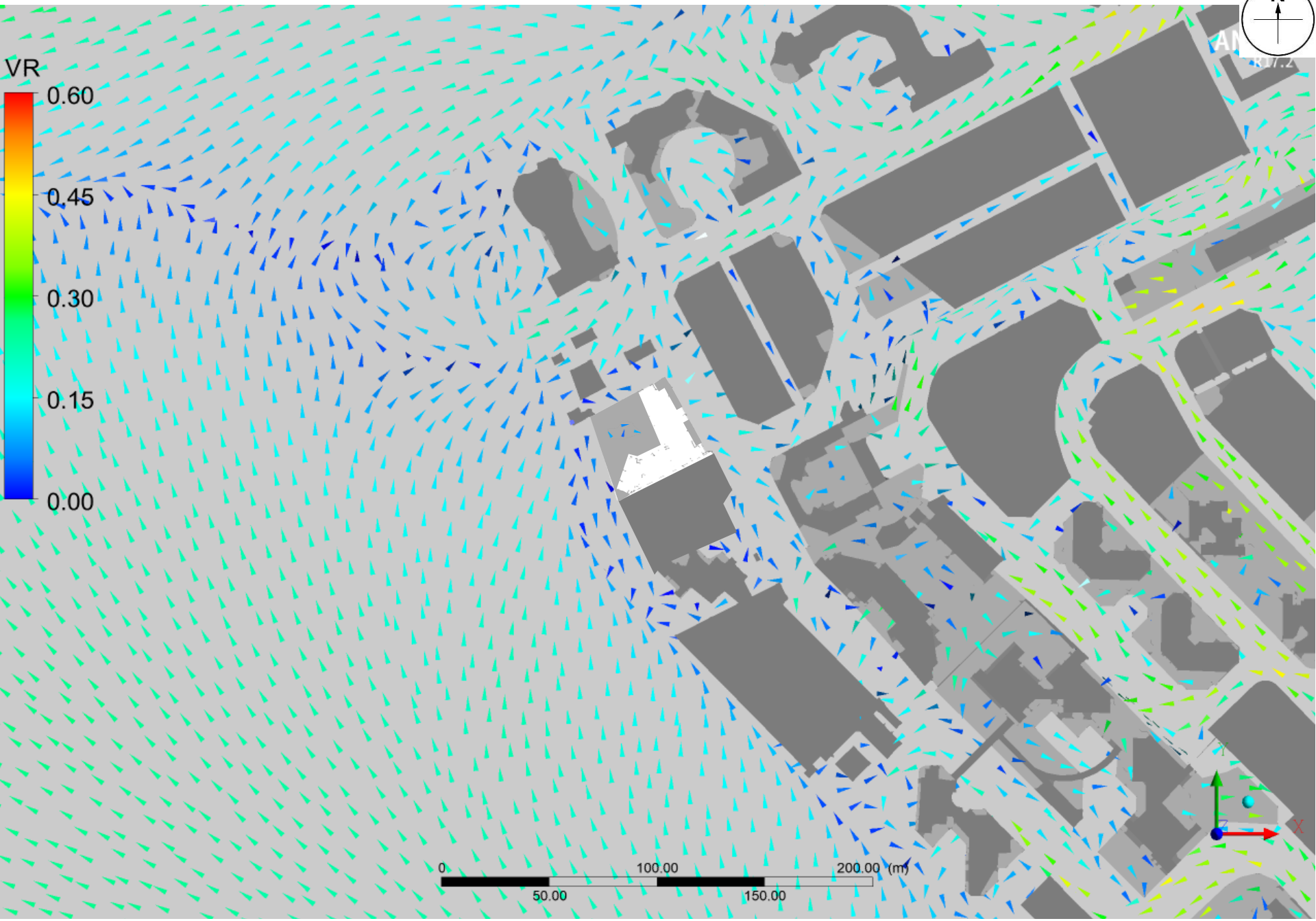
Proposed Scheme – Vector plot at pedestrian level under NNE Wind



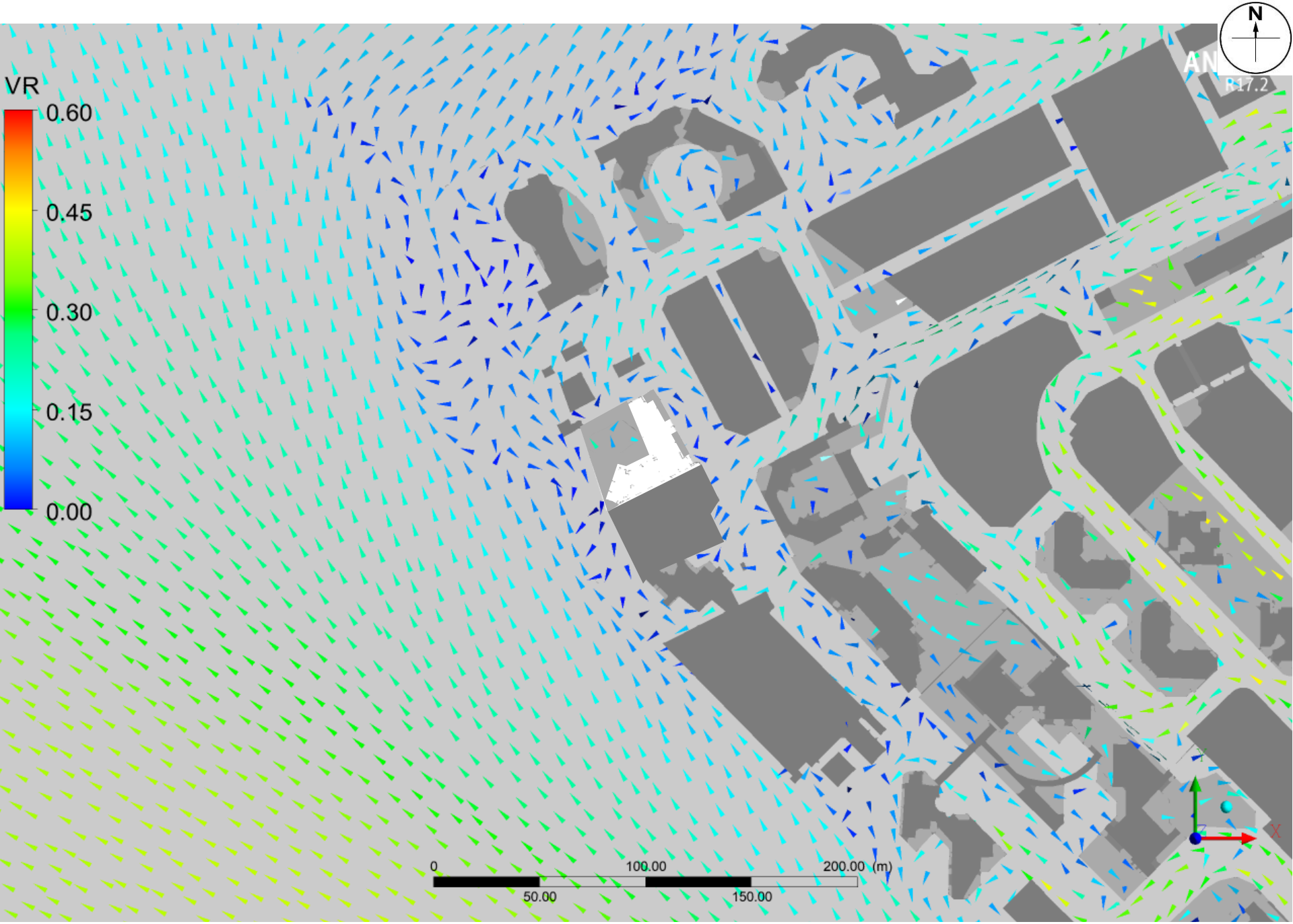
Proposed Scheme – Vector plot at pedestrian level under NE Wind



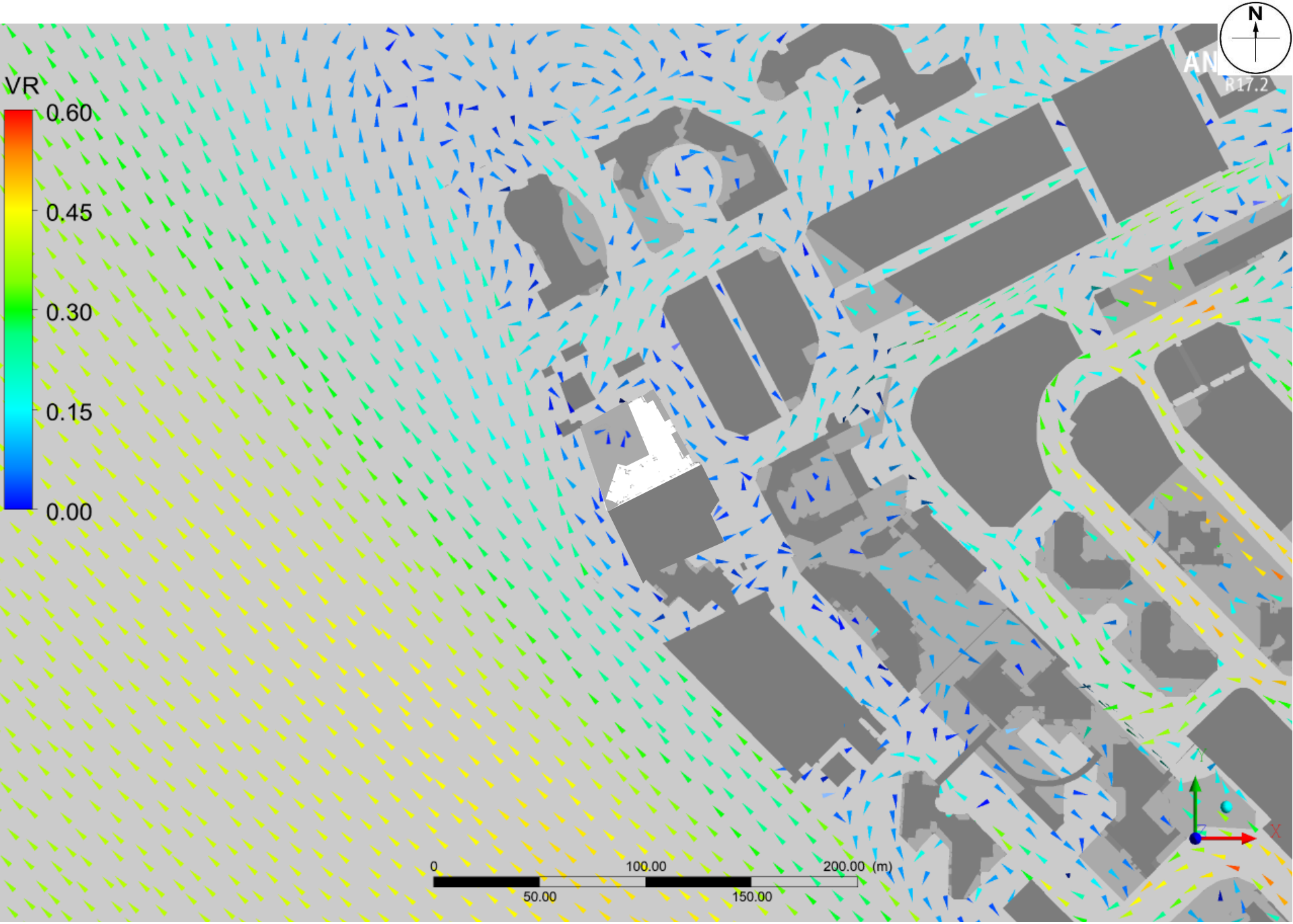
Proposed Scheme – Vector plot at pedestrian level under ENE Wind



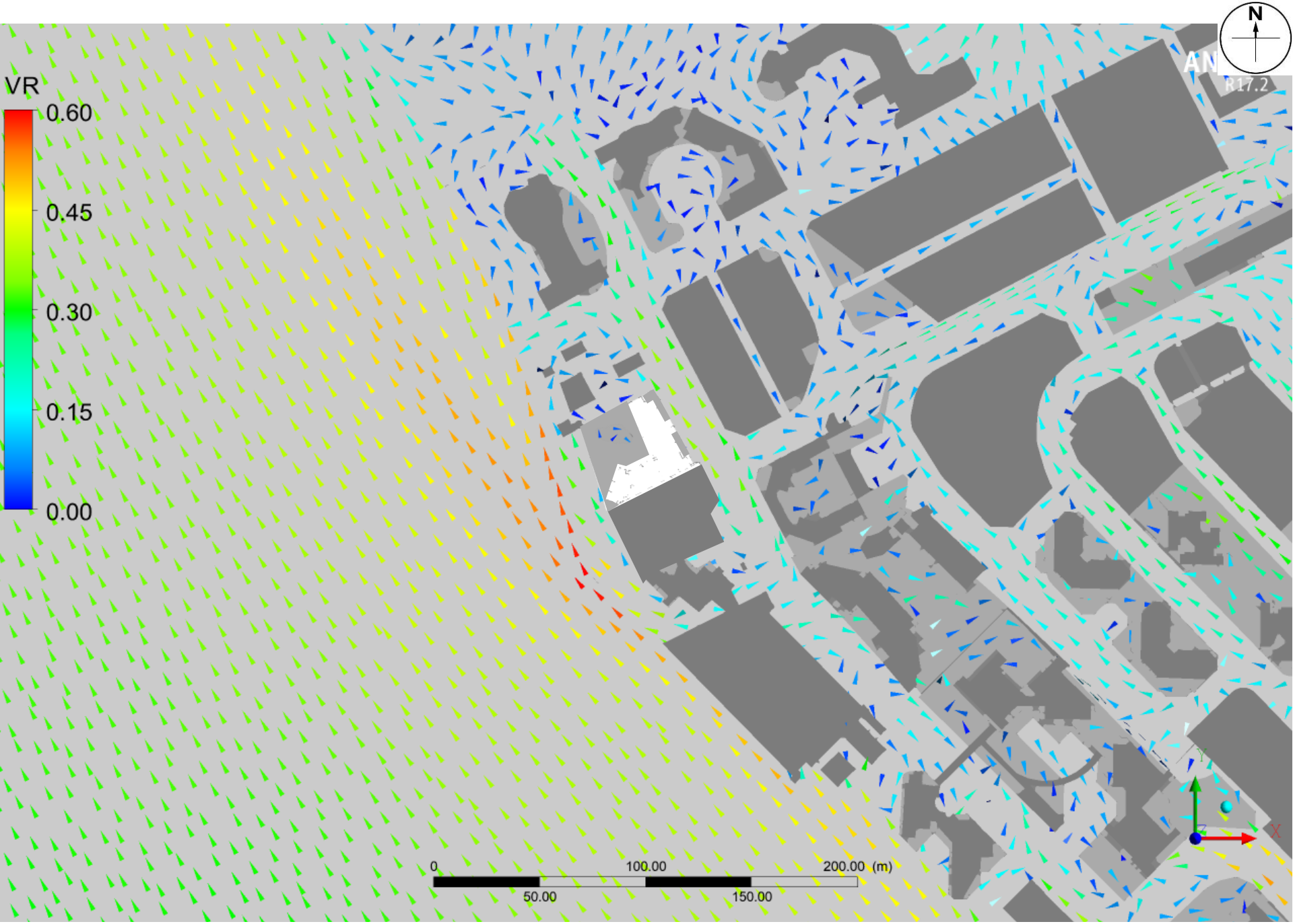
Proposed Scheme – Vector plot at pedestrian level under E Wind



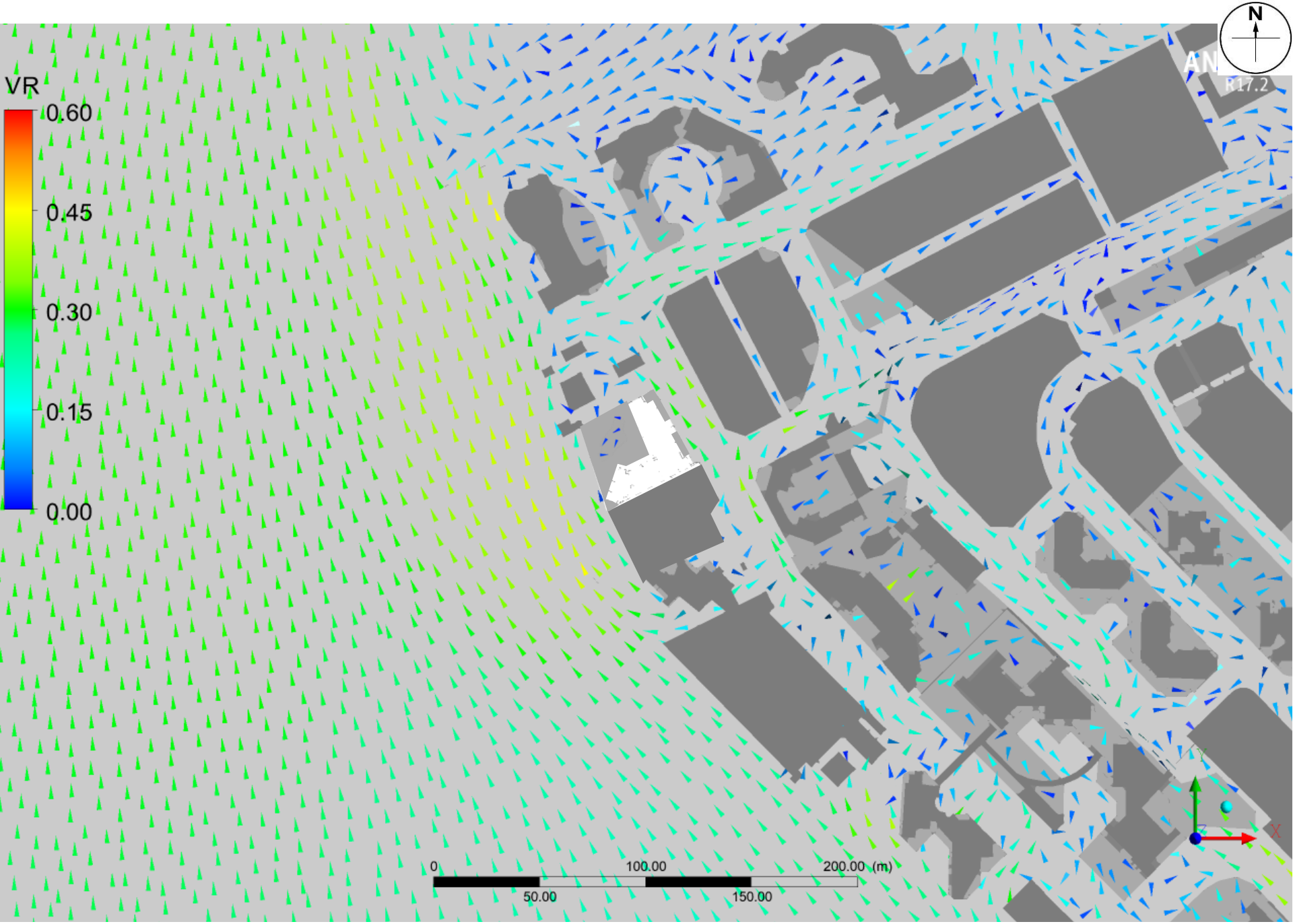
Proposed Scheme – Vector plot at pedestrian level under ESE Wind



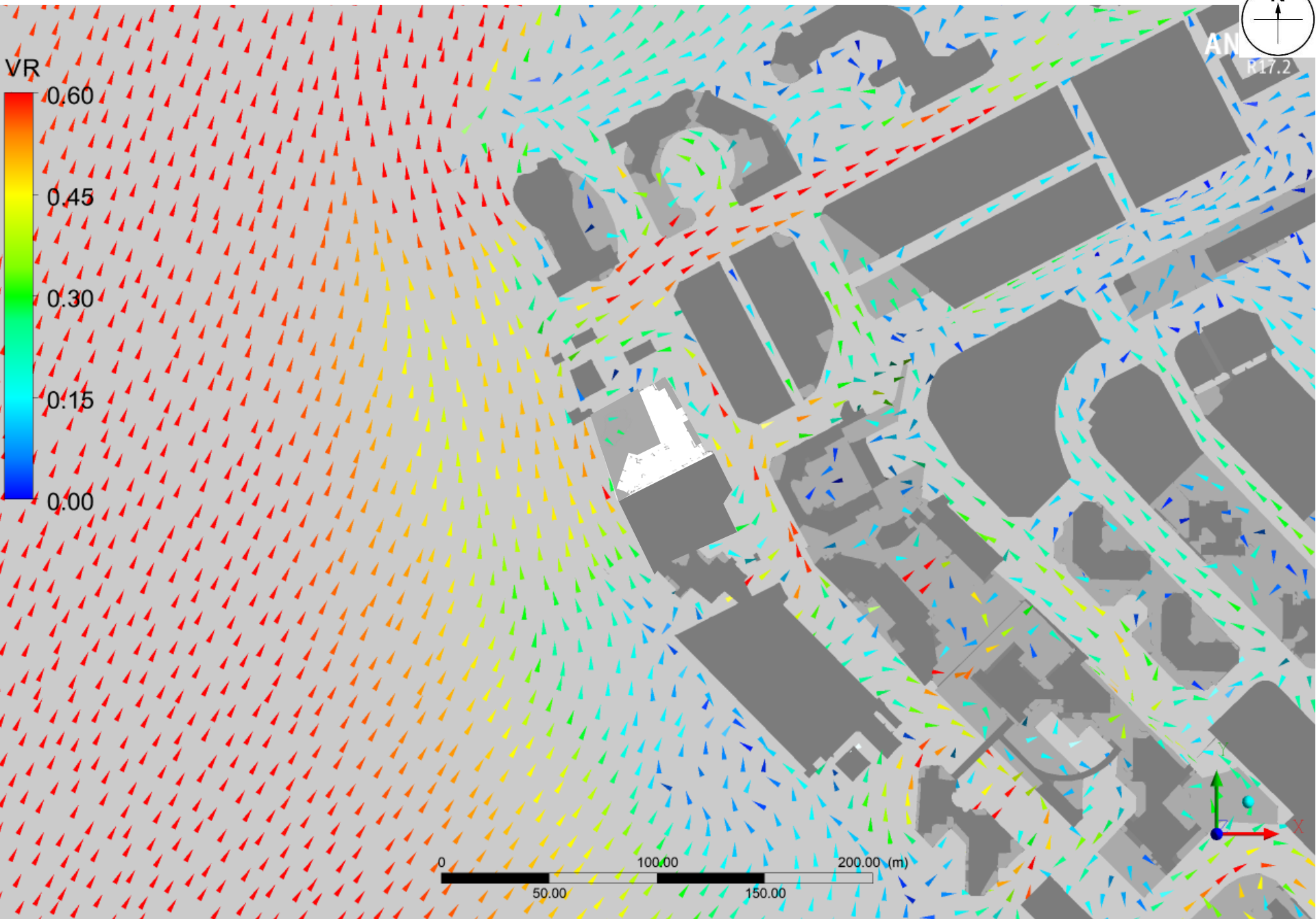
Proposed Scheme – Vector plot at pedestrian level under SE Wind



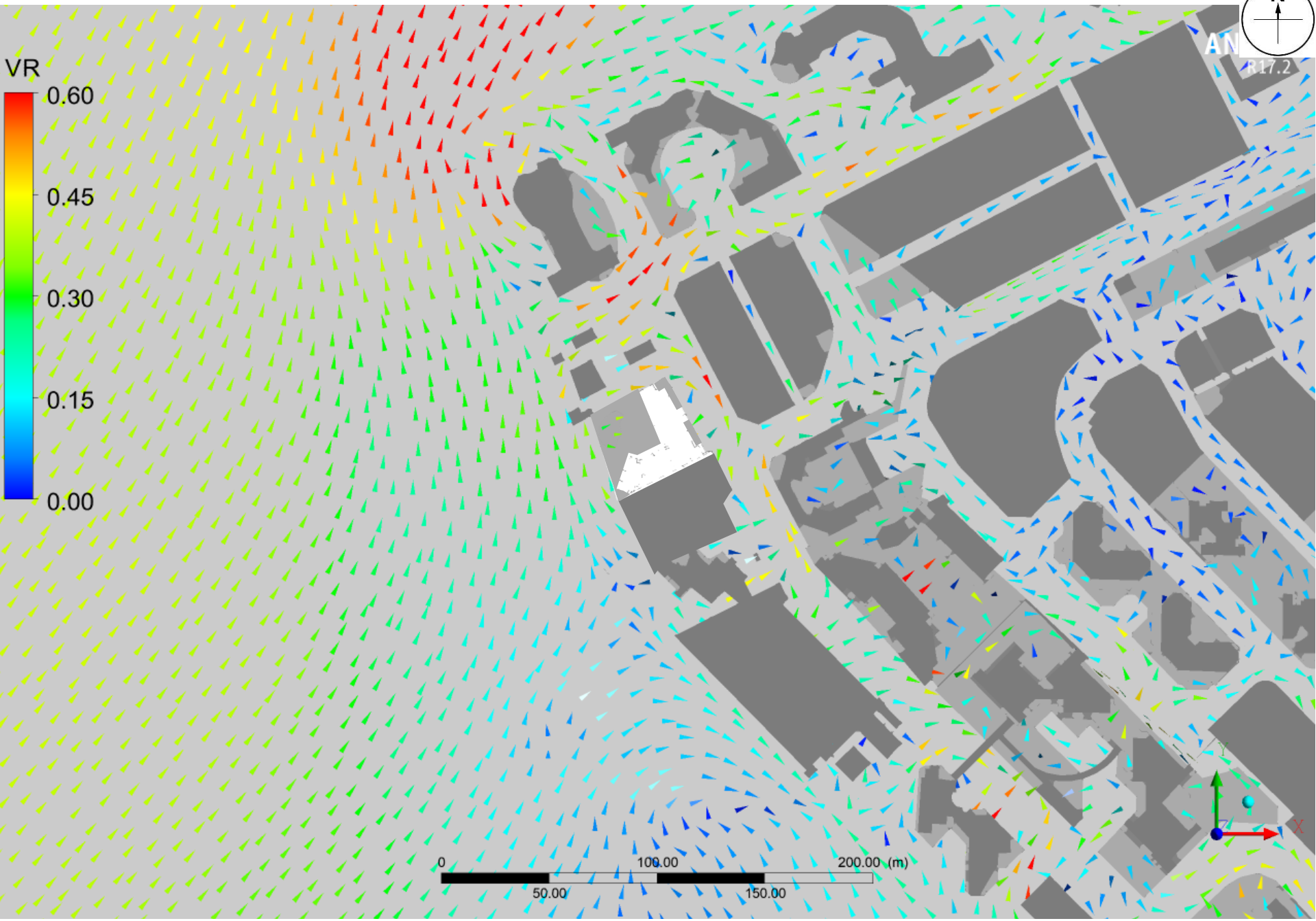
Proposed Scheme – Vector plot at pedestrian level under SSE Wind



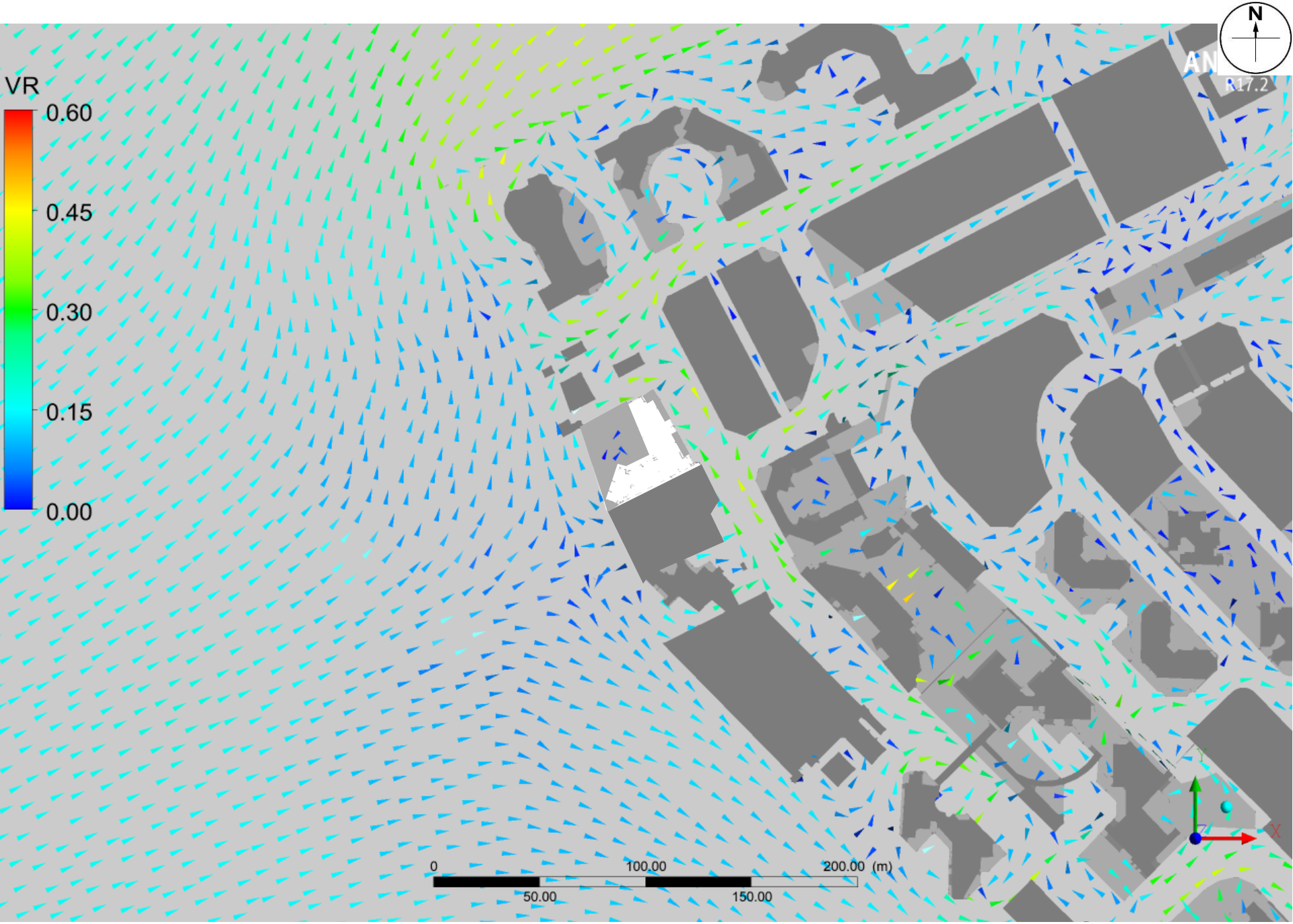
Proposed Scheme – Vector plot at pedestrian level under S Wind



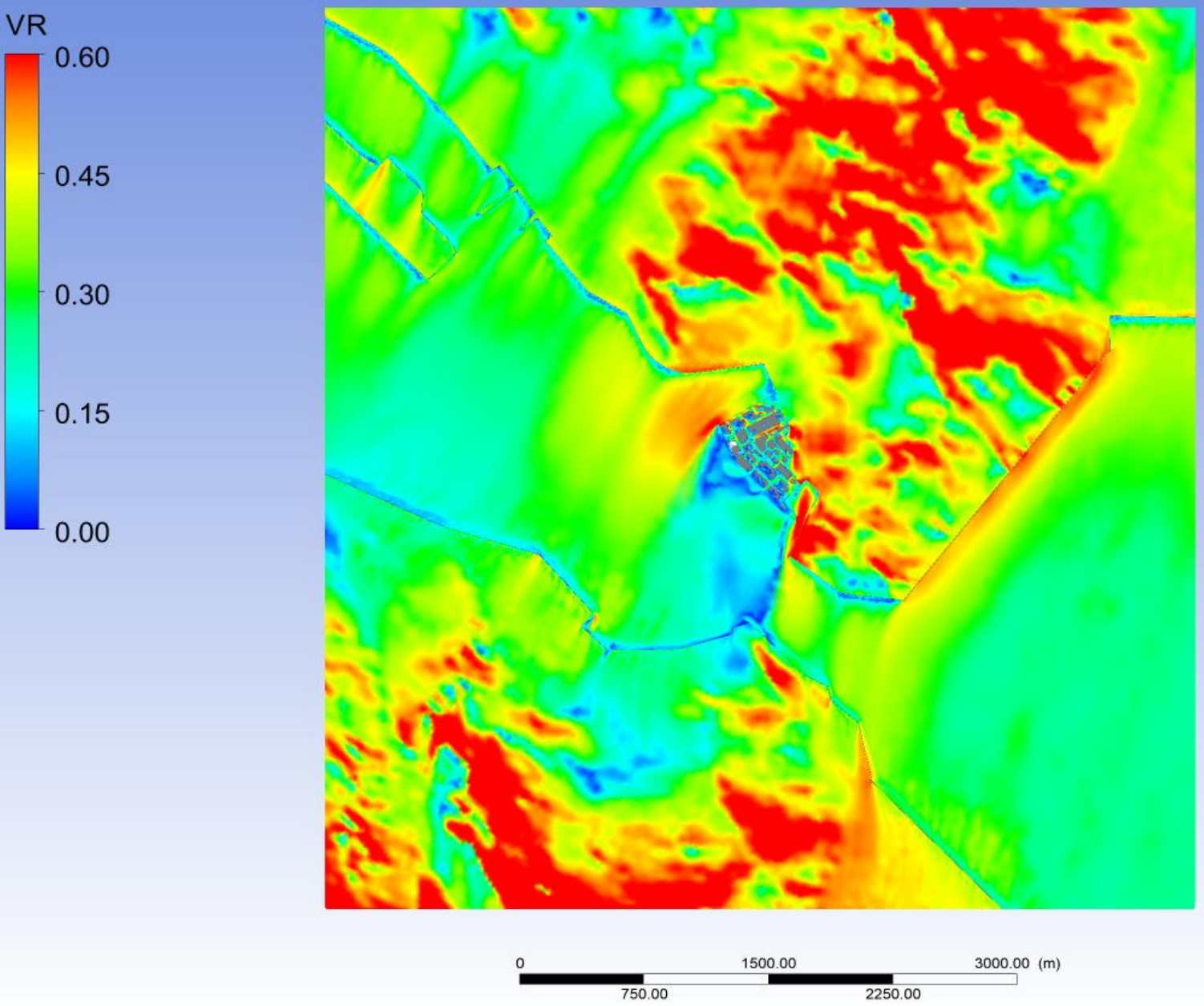
Proposed Scheme – Vector plot at pedestrian level under SSW Wind



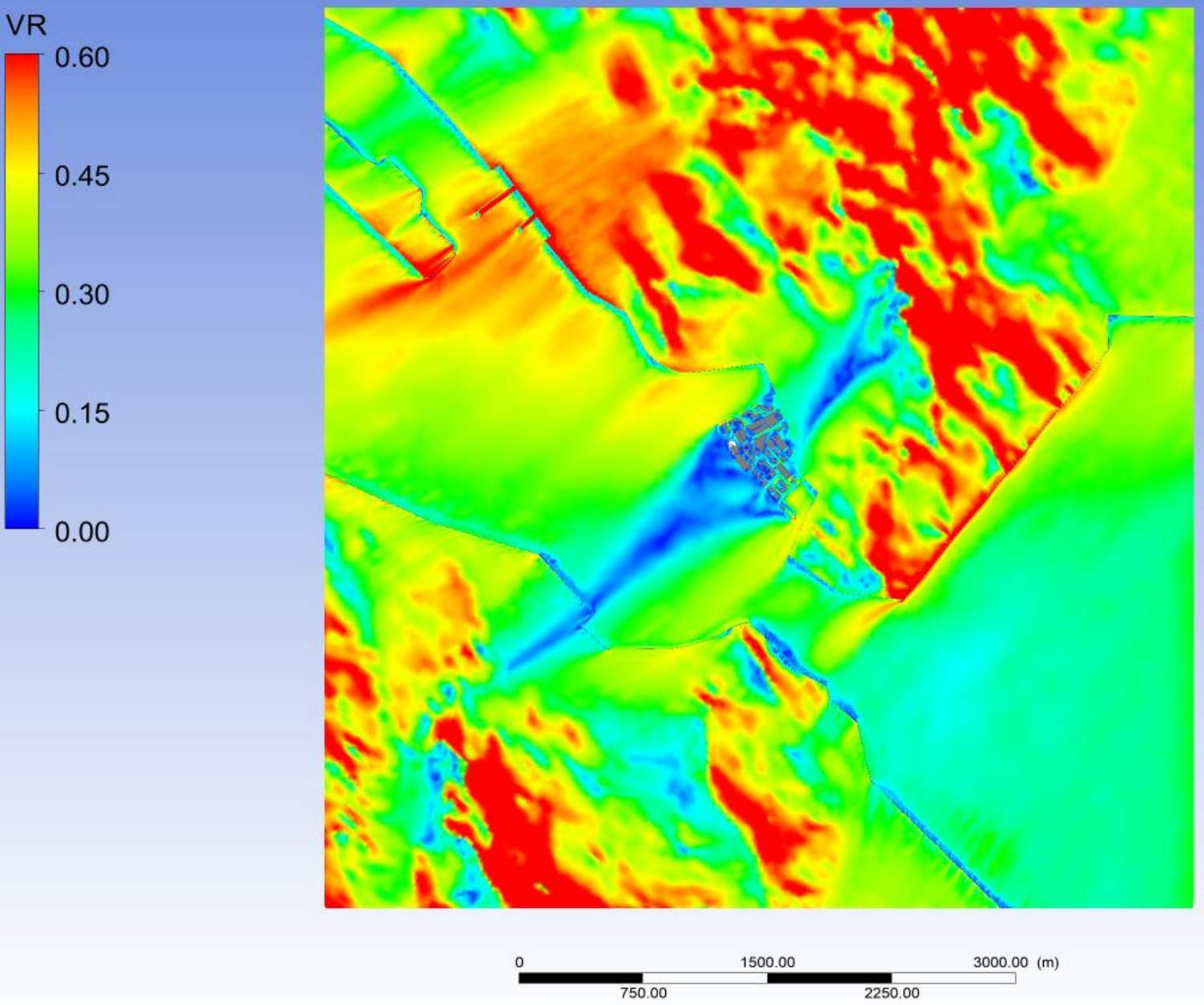
Proposed Scheme – Vector plot at pedestrian level under SW Wind



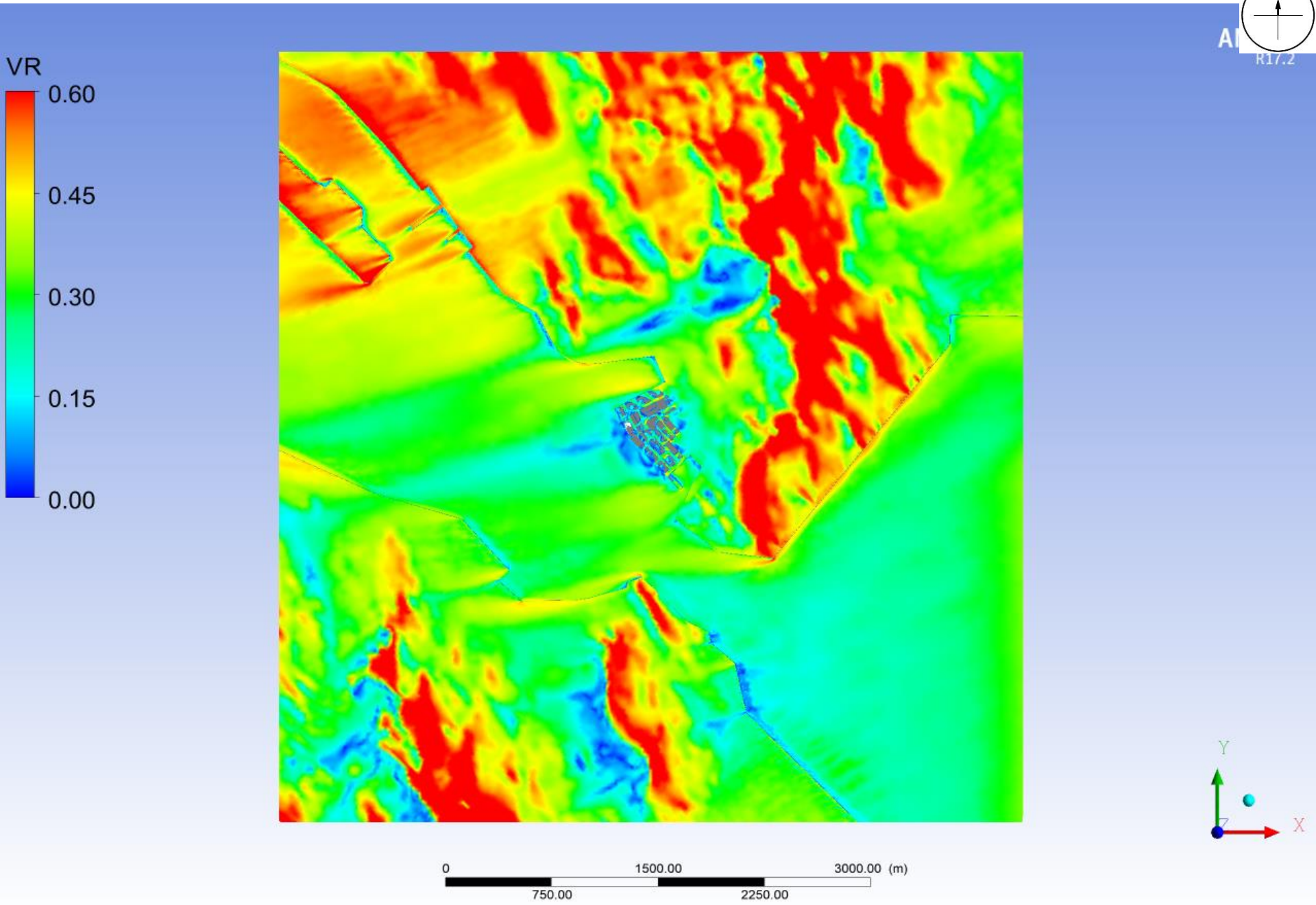
Proposed Scheme – Vector plot at pedestrian level under WSW Wind



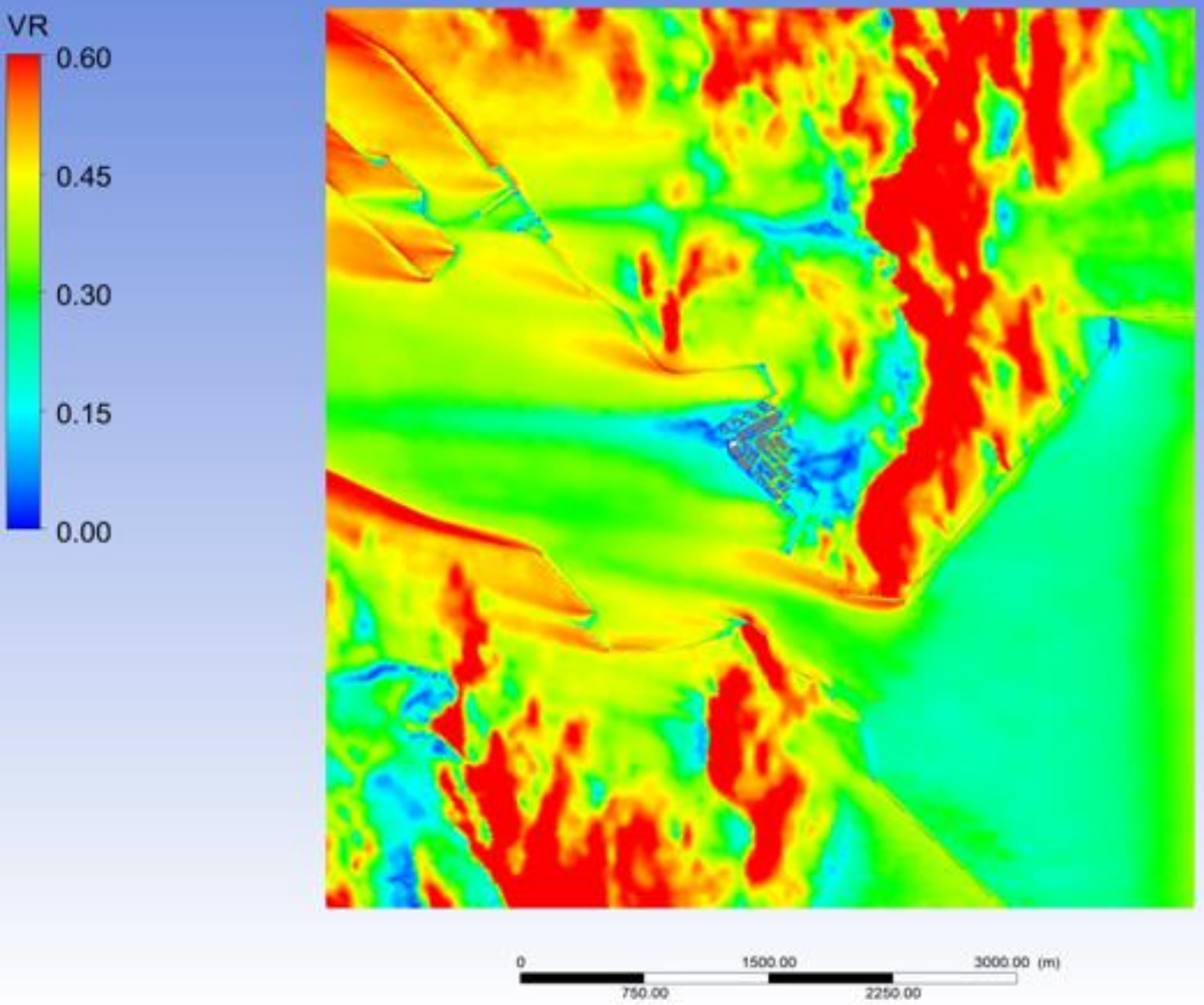
Proposed Scheme - Domain Contour plot at pedestrian level under NNE Wind



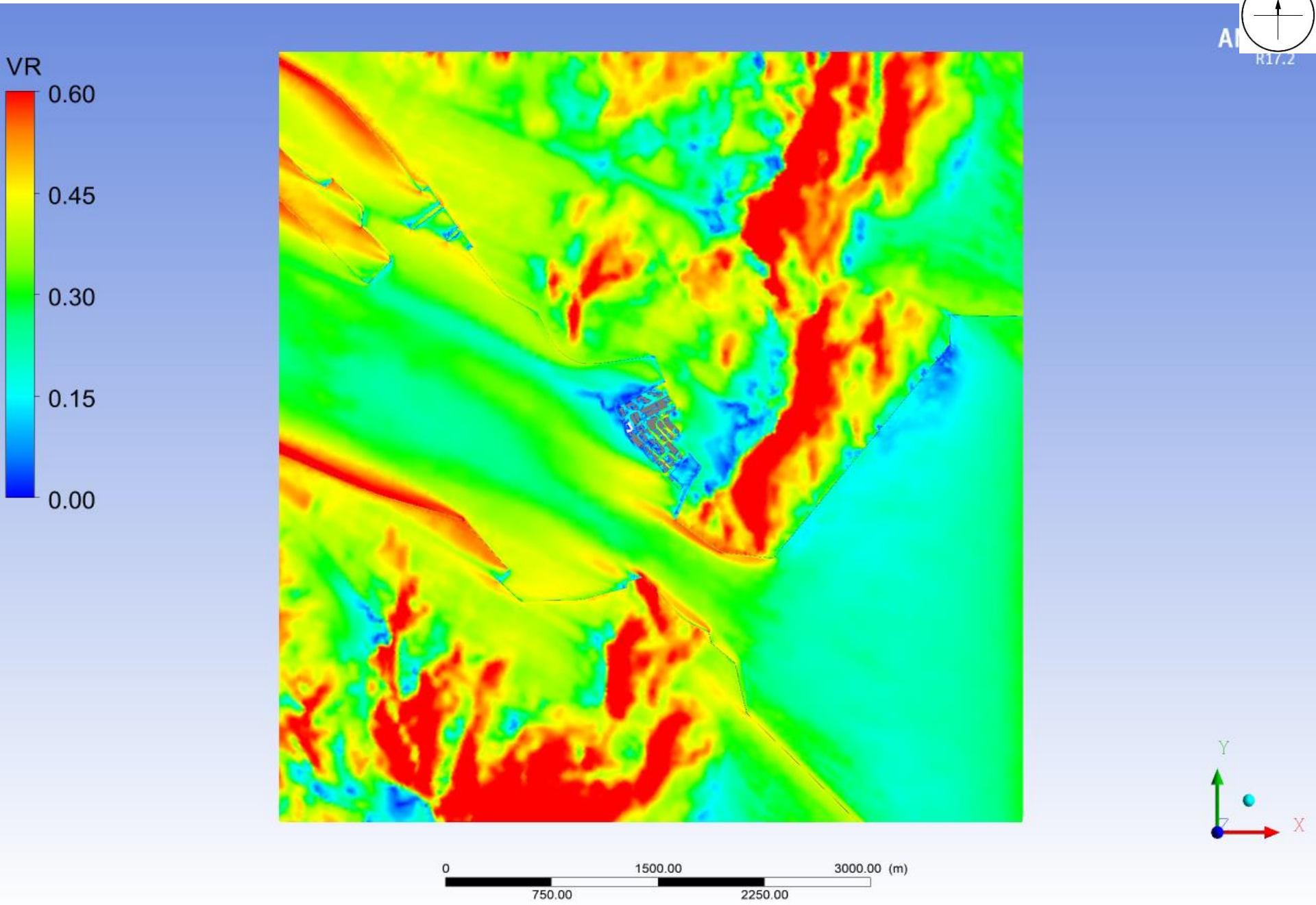
Proposed Scheme - Domain Contour plot at pedestrian level under NE Wind



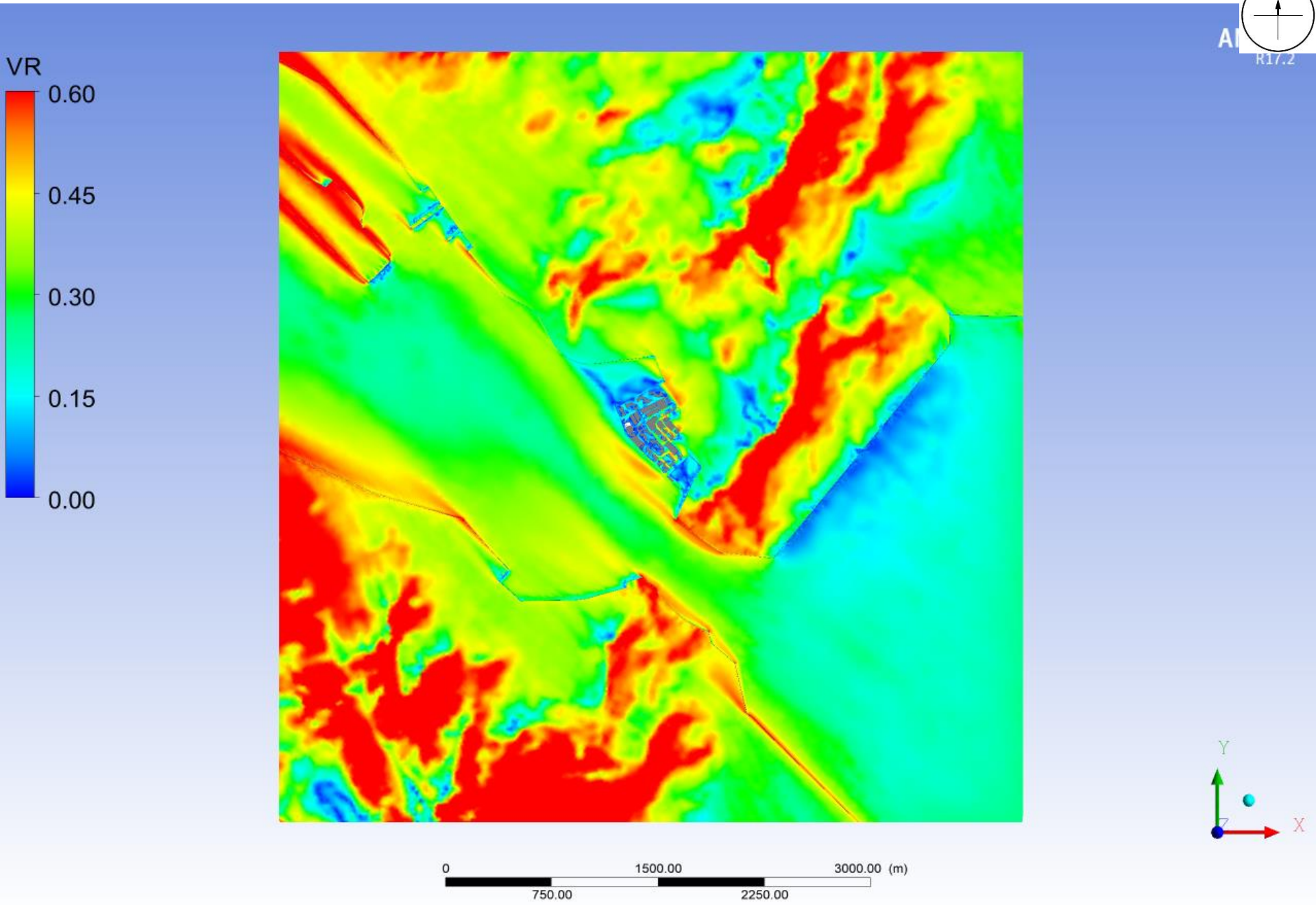
Proposed Scheme - Domain Contour plot at pedestrian level under ENE Wind



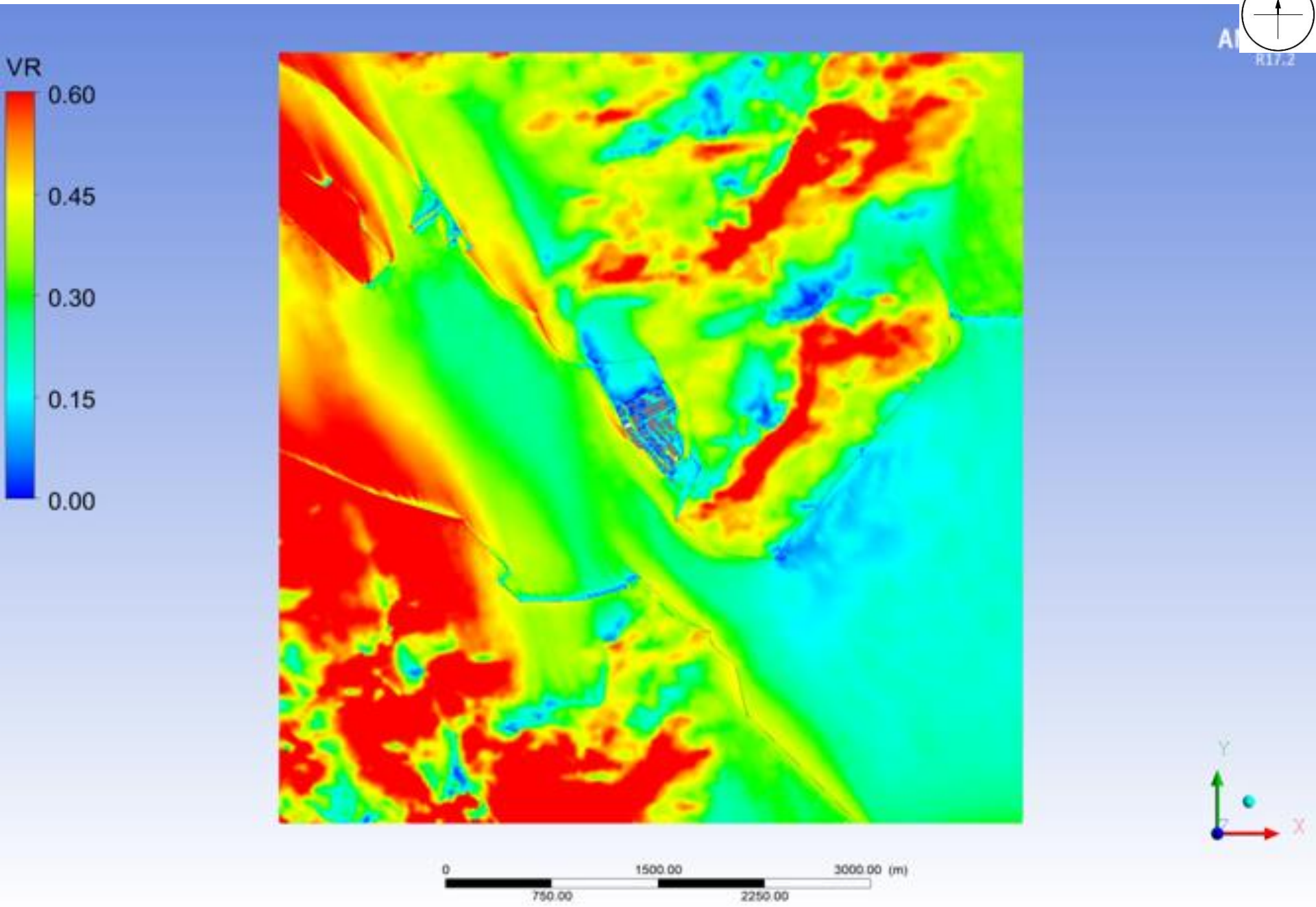
Proposed Scheme - Domain Contour plot at pedestrian level under E Wind



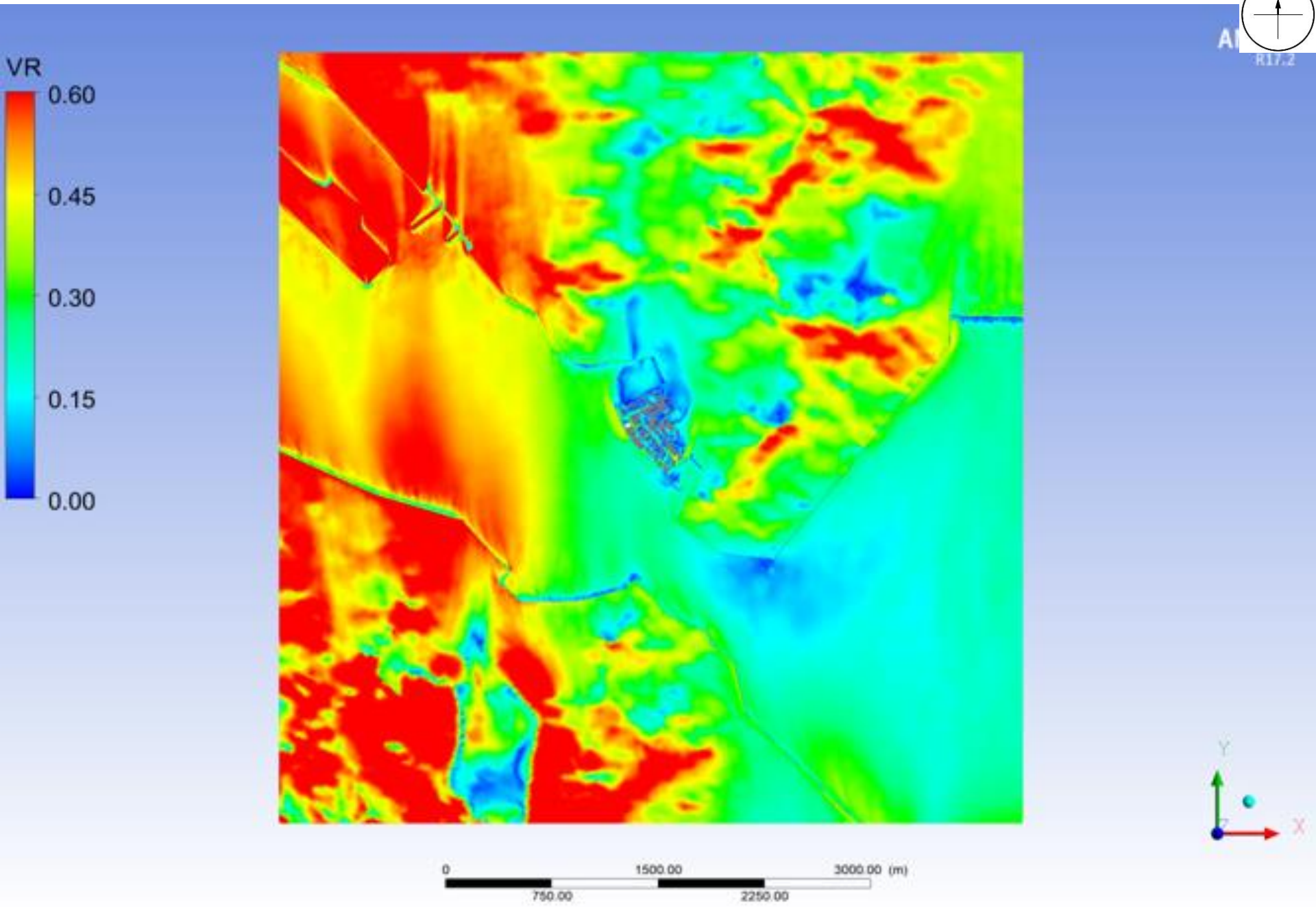
Proposed Scheme - Domain Contour plot at pedestrian level under ESE Wind



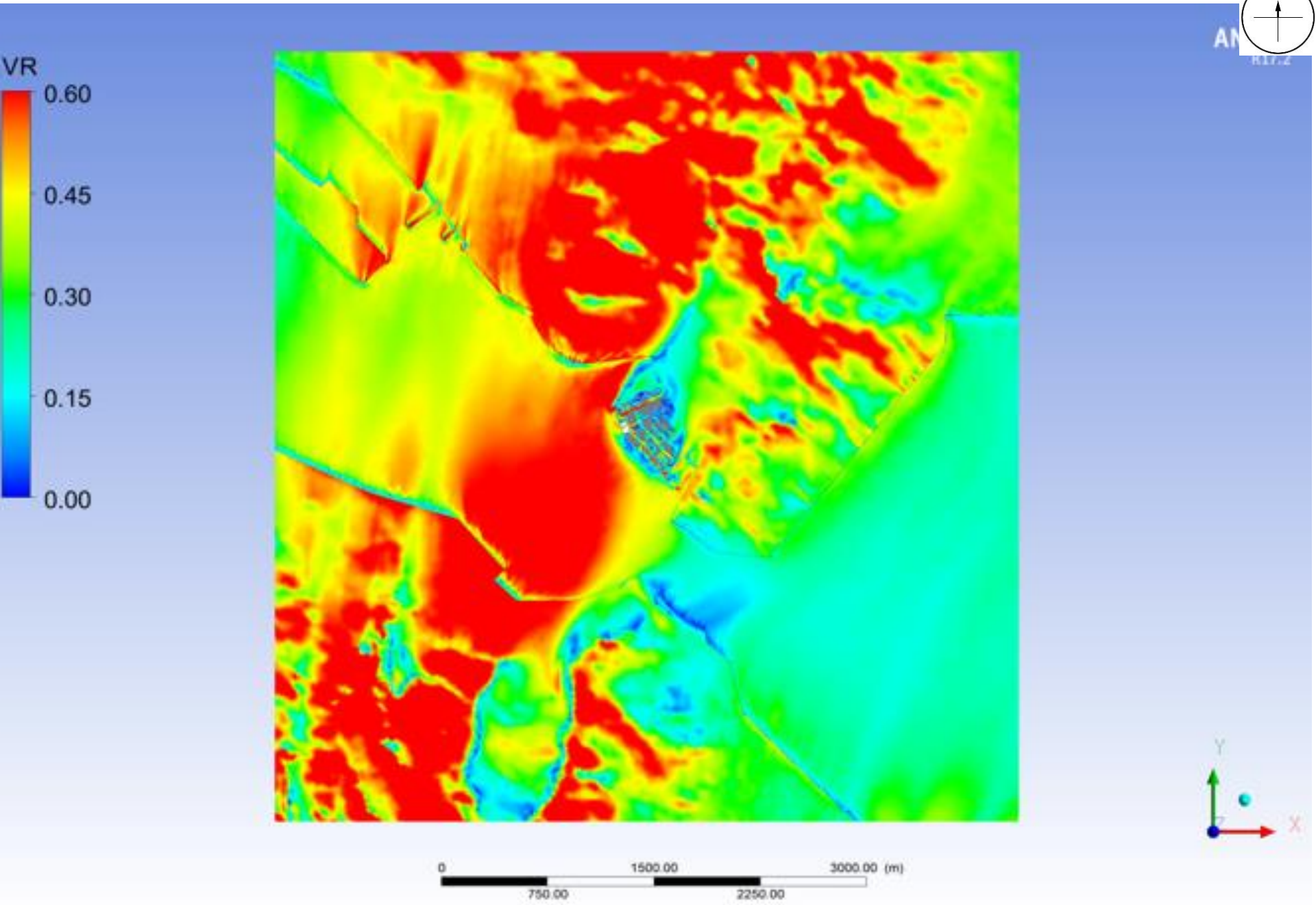
Proposed Scheme - Domain Contour plot at pedestrian level under SE Wind



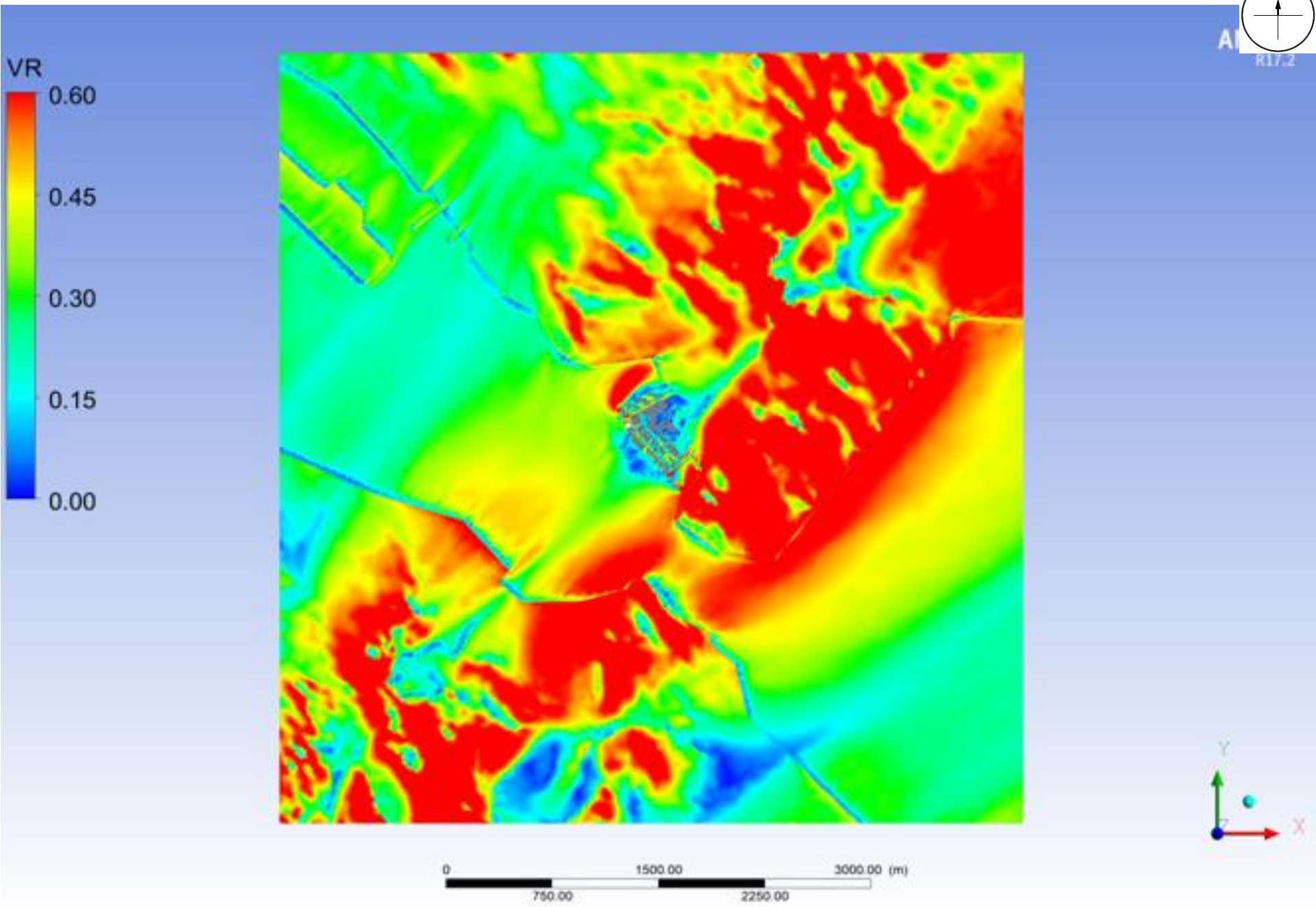
Proposed Scheme - Domain Contour plot at pedestrian level under SSE Wind



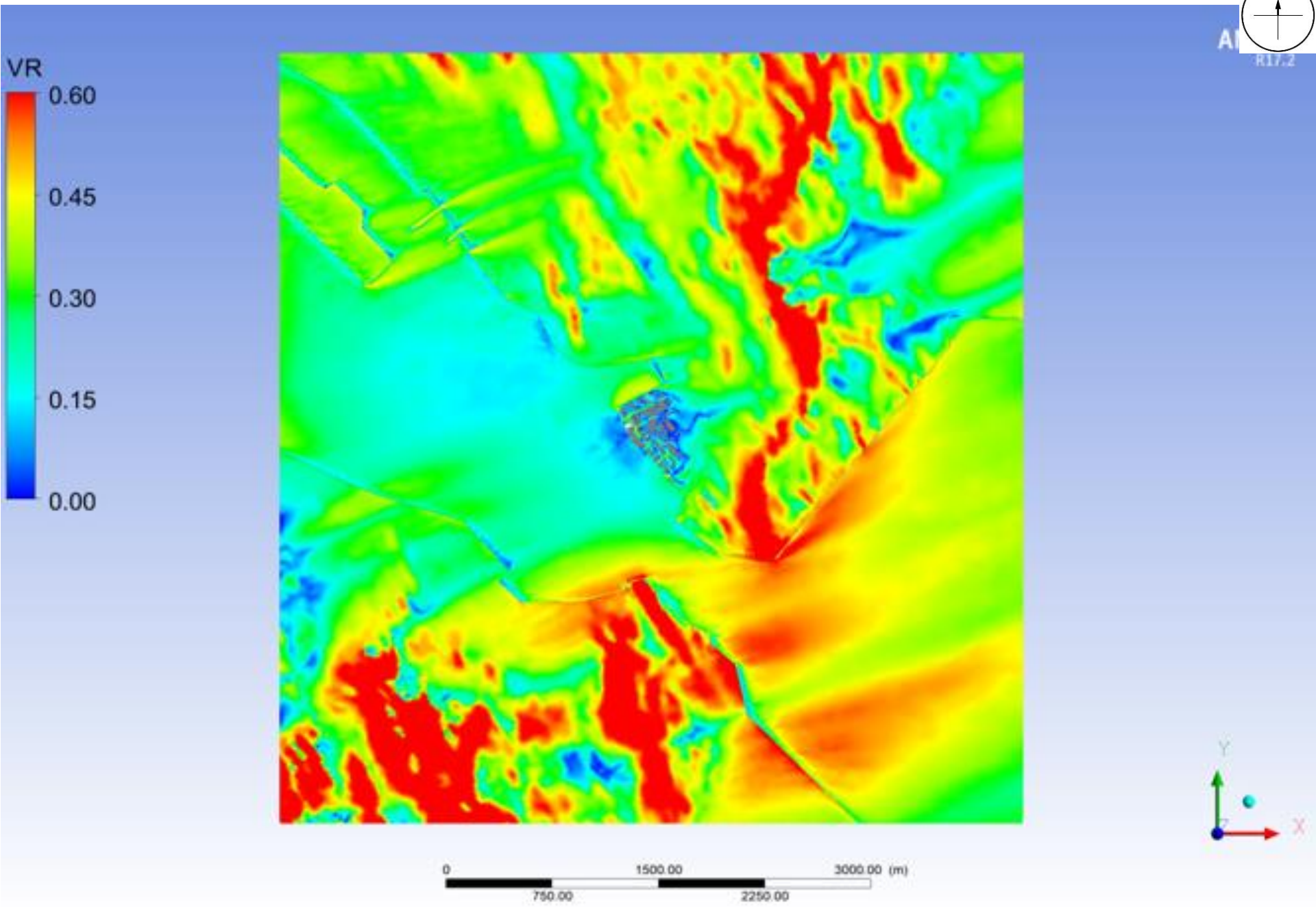
Proposed Scheme - Domain Contour plot at pedestrian level under S Wind



Proposed Scheme - Domain Contour plot at pedestrian level under SSW Wind



Proposed Scheme - Domain Contour plot at pedestrian level under SW Wind



Proposed Scheme - Domain Contour plot at pedestrian level under WSW Wind

Appendix 5

Detailed CFD Simulation Result for Selected Test Points

Baseline Scheme(VR)													
Test Point	NNE.csv	NE.csv	ENE.csv	E.csv	ESE.csv	SE.csv	SSE.csv	S.csv	SSW.csv	SW.csv	WSW.csv	Annual	Summer
P01	0.09	0.04	0.11	0.02	0.01	0.05	0.10	0.01	0.48	0.44	0.19	0.11	0.19
P02	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.01	0.01	0.01	0.03	0.01	0.01
P03	0.10	0.06	0.01	0.05	0.03	0.04	0.02	0.07	0.14	0.19	0.09	0.06	0.09
P04	0.12	0.08	0.01	0.07	0.03	0.04	0.02	0.09	0.16	0.23	0.06	0.07	0.10
P05	0.07	0.05	0.00	0.04	0.02	0.03	0.01	0.05	0.09	0.15	0.05	0.04	0.06
P06	0.07	0.04	0.01	0.07	0.05	0.04	0.04	0.08	0.17	0.32	0.15	0.08	0.13
P07	0.02	0.02	0.02	0.04	0.05	0.03	0.03	0.05	0.13	0.26	0.10	0.06	0.10
P08	0.02	0.03	0.06	0.07	0.07	0.04	0.05	0.08	0.14	0.27	0.10	0.08	0.12
P09	0.03	0.04	0.07	0.08	0.08	0.04	0.07	0.10	0.16	0.32	0.12	0.09	0.14
P10	0.13	0.08	0.07	0.08	0.09	0.03	0.08	0.08	0.06	0.20	0.09	0.09	0.10
P11	0.13	0.07	0.06	0.07	0.09	0.04	0.07	0.06	0.05	0.13	0.05	0.07	0.07
P12	0.09	0.05	0.04	0.06	0.10	0.04	0.05	0.04	0.04	0.12	0.05	0.06	0.07
P13	0.23	0.11	0.10	0.05	0.02	0.01	0.13	0.08	0.13	0.21	0.10	0.09	0.10
P14	0.14	0.07	0.07	0.03	0.01	0.01	0.08	0.05	0.09	0.15	0.06	0.06	0.07
P15	0.14	0.06	0.07	0.04	0.02	0.02	0.09	0.07	0.09	0.17	0.03	0.06	0.08
P16	0.24	0.10	0.14	0.09	0.06	0.06	0.20	0.15	0.17	0.38	0.10	0.13	0.17
P17	0.14	0.07	0.10	0.07	0.07	0.05	0.14	0.09	0.09	0.31	0.16	0.10	0.14
P18	0.05	0.03	0.04	0.03	0.04	0.03	0.08	0.06	0.03	0.15	0.08	0.04	0.07
P19	0.02	0.02	0.03	0.03	0.04	0.03	0.07	0.04	0.02	0.15	0.10	0.04	0.07
P20	0.03	0.01	0.01	0.00	0.02	0.02	0.04	0.02	0.02	0.09	0.07	0.02	0.04
P21	0.02	0.02	0.04	0.03	0.05	0.04	0.11	0.07	0.12	0.10	0.01	0.05	0.07
P22	0.02	0.02	0.02	0.04	0.02	0.01	0.04	0.04	0.05	0.03	0.01	0.03	0.03
P23	0.03	0.04	0.02	0.06	0.01	0.01	0.11	0.08	0.03	0.04	0.03	0.03	0.05
P24	0.03	0.04	0.01	0.05	0.02	0.03	0.10	0.14	0.21	0.15	0.03	0.05	0.10
P25	0.05	0.05	0.01	0.04	0.02	0.01	0.10	0.06	0.12	0.09	0.03	0.04	0.07
P26	0.08	0.07	0.03	0.04	0.04	0.03	0.09	0.02	0.21	0.16	0.05	0.06	0.09
P27	0.09	0.06	0.06	0.04	0.01	0.02	0.02	0.11	0.33	0.27	0.08	0.08	0.13
P28	0.11	0.07	0.08	0.04	0.01	0.03	0.05	0.09	0.35	0.29	0.10	0.09	0.14
P29	0.10	0.05	0.09	0.03	0.01	0.04	0.08	0.08	0.40	0.34	0.12	0.10	0.16
P30	0.09	0.05	0.10	0.03	0.01	0.04	0.08	0.08	0.41	0.35	0.12	0.10	0.17
Average SVR	0.08	0.05	0.05	0.05	0.04	0.03	0.07	0.07	0.15	0.20	0.08	0.07	0.10
T01	0.05	0.10	0.18	0.20	0.12	0.12	0.06	0.12	0.45	0.20	0.13	0.17	0.19
T02	0.02	0.14	0.26	0.16	0.11	0.12	0.16	0.17	0.38	0.48	0.28	0.20	0.26
T03	0.04	0.14	0.11	0.14	0.14	0.13	0.04	0.13	0.43	0.43	0.33	0.17	0.24
T04	0.33	0.20	0.14	0.14	0.13	0.14	0.10	0.17	0.74	0.65	0.10	0.24	0.31
T05	0.17	0.09	0.02	0.08	0.16	0.19	0.11	0.20	0.57	0.59	0.36	0.17	0.32
T06	0.10	0.05	0.08	0.07	0.19	0.18	0.05	0.13	0.64	0.47	0.28	0.17	0.28
T07	0.14	0.08	0.06	0.16	0.06	0.13	0.03	0.18	0.35	0.28	0.15	0.14	0.18
T08	0.17	0.13	0.24	0.24	0.21	0.16	0.01	0.06	0.23	0.17	0.25	0.21	0.17
T09	0.39	0.25	0.21	0.24	0.20	0.10	0.05	0.19	0.49	0.52	0.14	0.27	0.27
T10	0.17	0.11	0.08	0.10	0.09	0.10	0.03	0.07	0.33	0.37	0.23	0.14	0.19
T11	0.27	0.18	0.08	0.17	0.03	0.10	0.04	0.08	0.53	0.55	0.20	0.19	0.25
T12	0.25	0.11	0.31	0.23	0.09	0.08	0.05	0.11	0.33	0.41	0.23	0.22	0.21
T13	0.28	0.11	0.21	0.29	0.12	0.07	0.07	0.11	0.33	0.36	0.23	0.22	0.22
T14	0.08	0.08	0.24	0.16	0.18	0.15	0.05	0.12	0.31	0.29	0.10	0.18	0.18
T15	0.19	0.17	0.26	0.22	0.21	0.15	0.04	0.12	0.29	0.31	0.18	0.23	0.20
T16	0.29	0.16	0.23	0.16	0.13	0.12	0.02	0.01	0.27	0.27	0.20	0.19	0.16
T17	0.14	0.04	0.13	0.08	0.07	0.08	0.06	0.06	0.34	0.31	0.02	0.13	0.15
T18	0.34	0.18	0.29	0.23	0.24	0.17	0.06	0.12	0.22	0.20	0.10	0.24	0.17
T19	0.31	0.16	0.23	0.11	0.10	0.01	0.09	0.27	0.46	0.29	0.34	0.18	0.23
T20	0.35	0.16	0.11	0.12	0.18	0.17	0.15	0.07	0.17	0.30	0.06	0.17	0.16
T21	0.36	0.06	0.19	0.10	0.03	0.02	0.25	0.24	0.28	0.29	0.10	0.14	0.18
T22	0.27	0.14	0.16	0.10	0.14	0.04	0.25	0.26	0.43	0.47	0.26	0.18	0.27
T23	0.19	0.08	0.08	0.08	0.10	0.07	0.25	0.28	0.39	0.43	0.12	0.14	0.24
T24	0.10	0.05	0.08	0.07	0.07	0.04	0.21	0.33	0.42	0.69	0.37	0.14	0.32
T25	0.06	0.05	0.06	0.06	0.05	0.05	0.20	0.34	0.61	0.51	0.26	0.13	0.30
T26	0.26	0.13	0.20	0.17	0.18	0.02	0.05	0.16	0.32	0.31	0.21	0.19	0.19
T27	0.05	0.01	0.14	0.09	0.03	0.09	0.18	0.14	0.25	0.21	0.10	0.10	0.15
T28	0.09	0.06	0.10	0.04	0.13	0.12	0.04	0.09	0.24	0.23	0.01	0.10	0.12
T29	0.09	0.06	0.04	0.05	0.07	0.12	0.02	0.10	0.10	0.16	0.09	0.07	0.09
T30	0.23	0.15	0.15	0.09	0.14	0.11	0.04	0.20	0.26	0.25	0.17	0.15	0.17
T31	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T32	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T33	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T34	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T35	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T36	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T37	0.22	0.09	0.13	0.20	0.37	0.30	0.16	0.20	0.34	0.03	0.08	0.21	0.20
T38	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T39	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T40	0.17	0.08	0.27	0.12	0.19	0.20	0.14	0.13	0.12	0.04	0.18	0.16	0.13
T41	0.20	0.10	0.18	0.14	0.15	0.20	0.15	0.10	0.16	0.14	0.19	0.16	0.15
T42	0.22	0.18	0.40	0.22	0.14	0.08	0.08	0.03	0.24	0.22	0.14	0.23	0.15

Baseline Scheme(VR)													
Test Point	NNE.csv	NE.csv	ENE.csv	E.csv	ESE.csv	SE.csv	SSE.csv	S.csv	SSW.csv	SW.csv	WSW.csv	Annual	Summer
T43	0.32	0.14	0.11	0.10	0.20	0.27	0.09	0.03	0.05	0.06	0.05	0.14	0.10
T44	0.54	0.23	0.17	0.17	0.25	0.30	0.24	0.04	0.27	0.29	0.24	0.24	0.23
T45	0.09	0.09	0.08	0.08	0.05	0.05	0.08	0.14	0.30	0.21	0.16	0.10	0.15
T46	0.11	0.04	0.08	0.06	0.07	0.10	0.11	0.16	0.53	0.43	0.15	0.13	0.23
T47	0.66	0.38	0.08	0.07	0.01	0.03	0.02	0.27	0.81	0.69	0.30	0.23	0.33
T48	0.67	0.48	0.26	0.07	0.04	0.09	0.04	0.19	0.84	0.78	0.39	0.30	0.36
T49	0.59	0.46	0.30	0.16	0.09	0.06	0.09	0.03	0.10	0.13	0.21	0.22	0.11
T50	0.54	0.39	0.10	0.11	0.08	0.15	0.21	0.16	0.25	0.31	0.19	0.19	0.19
T51	0.50	0.38	0.11	0.14	0.07	0.12	0.03	0.01	0.03	0.18	0.13	0.17	0.09
T52	0.34	0.29	0.23	0.27	0.02	0.05	0.04	0.01	0.15	0.31	0.11	0.21	0.13
T53	0.23	0.21	0.23	0.22	0.04	0.07	0.06	0.06	0.16	0.26	0.08	0.18	0.13
T54	0.25	0.16	0.25	0.17	0.09	0.08	0.20	0.18	0.19	0.30	0.29	0.18	0.20
T55	0.11	0.11	0.14	0.17	0.18	0.10	0.12	0.25	0.60	0.51	0.21	0.21	0.30
Average LVR	0.18	0.11	0.12	0.10	0.09	0.08	0.09	0.11	0.27	0.28	0.14	0.14	0.16
S01	0.04	0.01	0.09	0.05	0.11	0.18	0.43	0.31	0.08	0.03	0.06	0.07	0.14
S02	0.14	0.12	0.13	0.10	0.16	0.09	0.15	0.09	0.26	0.32	0.16	0.15	0.18
S03	0.06	0.07	0.08	0.13	0.14	0.10	0.07	0.21	0.48	0.43	0.20	0.16	0.25
S04	0.19	0.10	0.16	0.17	0.12	0.03	0.09	0.05	0.06	0.28	0.15	0.14	0.13
S05	0.16	0.09	0.17	0.06	0.15	0.09	0.06	0.09	0.21	0.17	0.10	0.13	0.12
S06	0.25	0.14	0.21	0.14	0.17	0.10	0.14	0.03	0.09	0.08	0.05	0.15	0.10
S07	0.32	0.17	0.25	0.22	0.04	0.12	0.19	0.22	0.51	0.31	0.18	0.22	0.24
S08	0.27	0.15	0.21	0.20	0.14	0.12	0.09	0.02	0.12	0.05	0.06	0.17	0.09
S09	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S10	0.08	0.04	0.09	0.07	0.03	0.01	0.01	0.06	0.03	0.09	0.02	0.06	0.04
S11	0.29	0.11	0.20	0.15	0.18	0.09	0.11	0.11	0.13	0.08	0.16	0.16	0.12
S12	0.33	0.19	0.33	0.27	0.21	0.13	0.13	0.07	0.04	0.07	0.10	0.23	0.12
S13	0.31	0.07	0.16	0.13	0.14	0.16	0.24	0.22	0.23	0.33	0.10	0.17	0.20
S14	0.45	0.19	0.17	0.16	0.10	0.08	0.23	0.21	0.11	0.27	0.03	0.18	0.16
S15	0.05	0.03	0.19	0.19	0.02	0.05	0.01	0.09	0.15	0.22	0.05	0.13	0.11
S16	0.48	0.21	0.23	0.20	0.07	0.11	0.07	0.07	0.28	0.37	0.03	0.22	0.17
S17	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S18	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S19	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S20	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S21	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

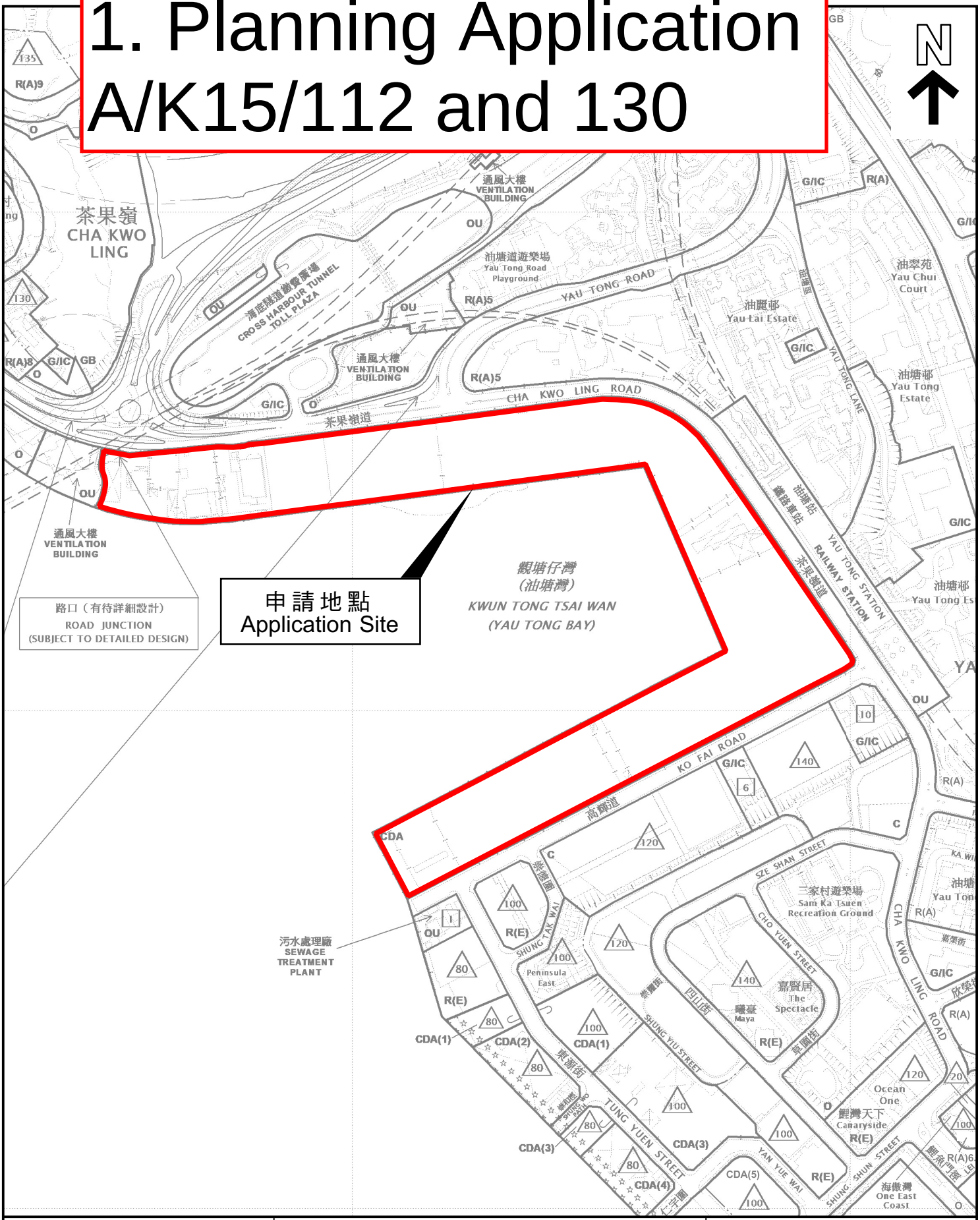
Proposed Scheme(VR)													
Test Point	NNE.csv	NE.csv	ENE.csv	E.csv	ESE.csv	SE.csv	SSE.csv	S.csv	SSW.csv	SW.csv	WSW.csv	Annual	Summer
P01	0.07	0.03	0.02	0.03	0.06	0.03	0.29	0.32	0.47	0.34	0.13	0.09	0.23
P02	0.06	0.02	0.05	0.01	0.01	0.01	0.03	0.03	0.19	0.09	0.04	0.04	0.06
P03	0.21	0.09	0.20	0.01	0.03	0.03	0.11	0.09	0.23	0.34	0.18	0.12	0.15
P04	0.23	0.10	0.18	0.01	0.02	0.02	0.04	0.05	0.08	0.19	0.11	0.09	0.08
P05	0.17	0.08	0.12	0.02	0.02	0.02	0.03	0.05	0.07	0.08	0.05	0.06	0.05
P06	0.12	0.06	0.09	0.02	0.01	0.02	0.03	0.03	0.01	0.12	0.09	0.05	0.05
P07	0.12	0.05	0.09	0.01	0.01	0.04	0.02	0.02	0.04	0.21	0.14	0.06	0.07
P08	0.18	0.08	0.13	0.05	0.04	0.07	0.01	0.06	0.08	0.44	0.30	0.11	0.15
P09	0.21	0.10	0.15	0.06	0.04	0.05	0.01	0.06	0.08	0.46	0.31	0.12	0.16
P10	0.06	0.03	0.06	0.04	0.08	0.03	0.03	0.07	0.04	0.43	0.34	0.08	0.16
P11	0.14	0.07	0.12	0.04	0.10	0.02	0.05	0.05	0.18	0.45	0.34	0.11	0.18
P12	0.34	0.16	0.26	0.12	0.09	0.04	0.26	0.26	0.22	0.46	0.33	0.19	0.24
P13	0.29	0.13	0.20	0.11	0.02	0.05	0.36	0.31	0.26	0.12	0.21	0.14	0.18
P14	0.24	0.11	0.16	0.08	0.04	0.05	0.35	0.30	0.26	0.16	0.26	0.12	0.19
P15	0.15	0.07	0.10	0.08	0.04	0.06	0.35	0.30	0.18	0.08	0.26	0.09	0.17
P16	0.12	0.06	0.07	0.09	0.03	0.08	0.37	0.30	0.12	0.31	0.28	0.10	0.21
P17	0.15	0.07	0.09	0.09	0.07	0.08	0.35	0.28	0.41	0.23	0.26	0.12	0.23
P18	0.14	0.06	0.17	0.07	0.08	0.07	0.33	0.28	0.30	0.50	0.20	0.14	0.25
P19	0.21	0.09	0.10	0.08	0.02	0.09	0.34	0.26	0.28	0.12	0.28	0.10	0.19
P20	0.04	0.02	0.05	0.03	0.02	0.04	0.14	0.10	0.11	0.03	0.14	0.04	0.08
P21	0.05	0.05	0.08	0.04	0.01	0.03	0.26	0.30	0.53	0.31	0.07	0.10	0.22
P22	0.05	0.04	0.08	0.07	0.01	0.03	0.31	0.36	0.49	0.29	0.08	0.10	0.22
P23	0.04	0.02	0.08	0.06	0.01	0.03	0.32	0.36	0.50	0.29	0.08	0.10	0.23
P24	0.02	0.02	0.08	0.04	0.01	0.04	0.32	0.36	0.48	0.28	0.07	0.09	0.22
P25	0.20	0.10	0.10	0.05	0.01	0.06	0.29	0.33	0.47	0.29	0.08	0.12	0.22
P26	0.05	0.02	0.17	0.04	0.01	0.09	0.31	0.34	0.50	0.32	0.10	0.12	0.23
P27	0.07	0.02	0.10	0.04	0.03	0.09	0.32	0.34	0.50	0.33	0.10	0.11	0.24
P28	0.05	0.03	0.06	0.03	0.02	0.09	0.33	0.35	0.52	0.35	0.11	0.10	0.25
P29	0.04	0.04	0.07	0.02	0.04	0.07	0.31	0.35	0.50	0.34	0.11	0.10	0.24
P30	0.05	0.04	0.07	0.01	0.04	0.07	0.31	0.35	0.50	0.34	0.11	0.10	0.24
Average SVR	0.13	0.06	0.11	0.05	0.03	0.05	0.22	0.22	0.29	0.28	0.17	0.10	0.18
T01	0.15	0.10	0.16	0.21	0.12	0.13	0.10	0.31	0.37	0.28	0.16	0.18	0.23
T02	0.18	0.12	0.26	0.22	0.05	0.12	0.26	0.09	0.31	0.46	0.32	0.21	0.25
T03	0.22	0.11	0.13	0.17	0.13	0.17	0.09	0.16	0.38	0.39	0.25	0.18	0.24
T04	0.36	0.20	0.17	0.16	0.13	0.16	0.17	0.26	0.75	0.70	0.29	0.26	0.37
T05	0.12	0.02	0.11	0.13	0.18	0.18	0.04	0.28	0.72	0.58	0.42	0.20	0.35
T06	0.11	0.01	0.09	0.02	0.17	0.16	0.03	0.26	0.76	0.47	0.38	0.16	0.32
T07	0.15	0.06	0.08	0.21	0.12	0.13	0.04	0.22	0.50	0.18	0.06	0.16	0.20
T08	0.04	0.07	0.21	0.20	0.16	0.13	0.04	0.22	0.65	0.12	0.33	0.19	0.24
T09	0.36	0.18	0.18	0.18	0.16	0.11	0.08	0.25	0.52	0.39	0.17	0.22	0.26
T10	0.13	0.09	0.08	0.11	0.06	0.05	0.05	0.13	0.57	0.37	0.28	0.14	0.23
T11	0.25	0.19	0.07	0.10	0.02	0.06	0.06	0.21	0.61	0.48	0.22	0.17	0.26
T12	0.28	0.13	0.30	0.20	0.05	0.16	0.05	0.08	0.55	0.47	0.26	0.24	0.26
T13	0.23	0.12	0.20	0.25	0.10	0.07	0.03	0.21	0.60	0.37	0.23	0.22	0.26
T14	0.15	0.06	0.24	0.05	0.13	0.00	0.07	0.19	0.22	0.18	0.03	0.12	0.12
T15	0.25	0.10	0.26	0.06	0.16	0.09	0.06	0.10	0.29	0.23	0.09	0.16	0.15
T16	0.26	0.11	0.21	0.06	0.10	0.06	0.03	0.19	0.31	0.25	0.11	0.15	0.16
T17	0.14	0.06	0.12	0.07	0.07	0.07	0.05	0.05	0.21	0.16	0.09	0.10	0.10
T18	0.25	0.12	0.19	0.16	0.20	0.17	0.08	0.16	0.26	0.21	0.07	0.18	0.17
T19	0.18	0.11	0.16	0.03	0.12	0.06	0.21	0.38	0.60	0.41	0.39	0.16	0.30
T20	0.27	0.11	0.16	0.13	0.16	0.16	0.35	0.07	0.30	0.32	0.23	0.18	0.22
T21	0.34	0.16	0.28	0.07	0.04	0.01	0.28	0.29	0.15	0.33	0.17	0.16	0.18
T22	0.28	0.13	0.21	0.09	0.10	0.04	0.30	0.33	0.58	0.63	0.45	0.20	0.35
T23	0.28	0.10	0.24	0.15	0.04	0.04	0.38	0.36	0.62	0.34	0.10	0.19	0.27
T24	0.23	0.05	0.20	0.11	0.05	0.03	0.33	0.43	0.65	0.64	0.46	0.19	0.38
T25	0.11	0.03	0.12	0.08	0.05	0.03	0.19	0.25	0.53	0.39	0.28	0.13	0.25
T26	0.25	0.12	0.21	0.17	0.16	0.09	0.07	0.12	0.27	0.24	0.22	0.18	0.18
T27	0.03	0.03	0.02	0.03	0.06	0.03	0.17	0.13	0.24	0.18	0.09	0.06	0.13
T28	0.02	0.04	0.07	0.09	0.14	0.13	0.11	0.13	0.19	0.24	0.07	0.11	0.15
T29	0.03	0.02	0.02	0.02	0.05	0.01	0.18	0.07	0.08	0.19	0.07	0.04	0.09
T30	0.20	0.10	0.14	0.09	0.09	0.10	0.12	0.17	0.19	0.13	0.14	0.12	0.13
T31	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T32	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T33	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T34	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T35	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T36	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T37	0.20	0.05	0.17	0.25	0.31	0.28	0.16	0.20	0.35	0.19	0.12	0.22	0.23
T38	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T39	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
T40	0.20	0.02	0.26	0.06	0.16	0.19	0.12	0.18	0.24	0.13	0.09	0.15	0.15
T41	0.16	0.06	0.15	0.11	0.10	0.19	0.13	0.13	0.05	0.07	0.05	0.11	0.10
T42	0.17	0.11	0.38	0.29	0.10	0.08	0.09	0.03	0.16	0.11	0.09	0.21	0.12

Proposed Scheme(VR)													
Test Point	NNE.csv	NE.csv	ENE.csv	E.csv	ESE.csv	SE.csv	SSE.csv	S.csv	SSW.csv	SW.csv	WSW.csv	Annual	Summer
T43	0.36	0.13	0.22	0.15	0.20	0.26	0.10	0.06	0.02	0.04	0.07	0.17	0.10
T44	0.52	0.23	0.13	0.16	0.24	0.29	0.24	0.09	0.11	0.13	0.20	0.20	0.17
T45	0.03	0.03	0.12	0.12	0.02	0.05	0.08	0.29	0.32	0.19	0.15	0.10	0.17
T46	0.06	0.04	0.13	0.11	0.01	0.06	0.08	0.30	0.51	0.42	0.15	0.14	0.24
T47	0.57	0.35	0.14	0.03	0.03	0.06	0.01	0.41	0.80	0.69	0.32	0.23	0.35
T48	0.64	0.45	0.09	0.06	0.01	0.04	0.01	0.35	0.83	0.78	0.42	0.25	0.37
T49	0.60	0.42	0.29	0.04	0.03	0.04	0.03	0.10	0.14	0.06	0.11	0.18	0.07
T50	0.51	0.37	0.18	0.10	0.08	0.17	0.25	0.05	0.23	0.30	0.12	0.20	0.17
T51	0.51	0.36	0.07	0.10	0.02	0.11	0.02	0.04	0.16	0.21	0.07	0.15	0.10
T52	0.39	0.22	0.26	0.26	0.02	0.08	0.03	0.06	0.18	0.21	0.02	0.21	0.12
T53	0.24	0.18	0.24	0.25	0.06	0.09	0.04	0.05	0.07	0.18	0.11	0.18	0.11
T54	0.18	0.04	0.17	0.11	0.06	0.02	0.28	0.15	0.33	0.26	0.37	0.13	0.21
T55	0.10	0.09	0.13	0.05	0.17	0.03	0.16	0.18	0.40	0.46	0.25	0.14	0.24
Average LVR	0.20	0.10	0.15	0.09	0.07	0.08	0.16	0.20	0.34	0.30	0.19	0.14	0.20
S01	0.02	0.04	0.08	0.04	0.02	0.07	0.45	0.33	0.11	0.09	0.07	0.06	0.14
S02	0.17	0.14	0.14	0.03	0.16	0.04	0.15	0.12	0.27	0.30	0.23	0.13	0.18
S03	0.06	0.06	0.07	0.02	0.14	0.04	0.14	0.17	0.43	0.40	0.22	0.11	0.22
S04	0.16	0.08	0.11	0.14	0.10	0.02	0.07	0.08	0.04	0.36	0.23	0.12	0.14
S05	0.17	0.06	0.16	0.06	0.13	0.10	0.13	0.06	0.19	0.12	0.08	0.11	0.11
S06	0.19	0.11	0.19	0.02	0.18	0.11	0.21	0.03	0.05	0.04	0.03	0.11	0.07
S07	0.34	0.12	0.23	0.24	0.04	0.08	0.14	0.24	0.58	0.44	0.27	0.23	0.28
S08	0.23	0.13	0.23	0.21	0.17	0.11	0.04	0.02	0.03	0.02	0.03	0.17	0.07
S09	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S10	0.04	0.02	0.06	0.07	0.03	0.03	0.05	0.05	0.05	0.10	0.04	0.05	0.06
S11	0.21	0.08	0.21	0.15	0.13	0.10	0.11	0.13	0.23	0.22	0.09	0.16	0.15
S12	0.27	0.11	0.29	0.18	0.20	0.13	0.05	0.14	0.19	0.13	0.10	0.20	0.14
S13	0.18	0.09	0.25	0.17	0.12	0.16	0.29	0.09	0.24	0.36	0.09	0.19	0.20
S14	0.31	0.19	0.16	0.14	0.06	0.08	0.29	0.03	0.12	0.18	0.04	0.15	0.12
S15	0.04	0.03	0.17	0.16	0.05	0.01	0.03	0.07	0.34	0.29	0.14	0.13	0.16
S16	0.46	0.26	0.20	0.18	0.10	0.14	0.06	0.07	0.17	0.32	0.11	0.21	0.16
S17	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S18	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S19	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S20	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
S21	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

Appendix 6

Supplementary Document for Future/ Committed Developments

1. Planning Application A/K15/112 and 130



本摘要圖於2023年7月4日擬備，所根據的資料為於2022年11月8日核准的分區計劃大綱圖編號S/K15/27
EXTRACT PLAN PREPARED ON 4.7.2023
BASED ON OUTLINE ZONING PLAN No. S/K15/27 APPROVED ON 8.11.2022

位置圖 LOCATION PLAN

SCALE 1 : 5 000 比例尺

米 METRES 100 0 100 200 米 METRES

申請地點界線只作識別用
APPLICATION SITE BOUNDARY FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.
A/K15/130

申請編號 Application No.： A / K15 / 130
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

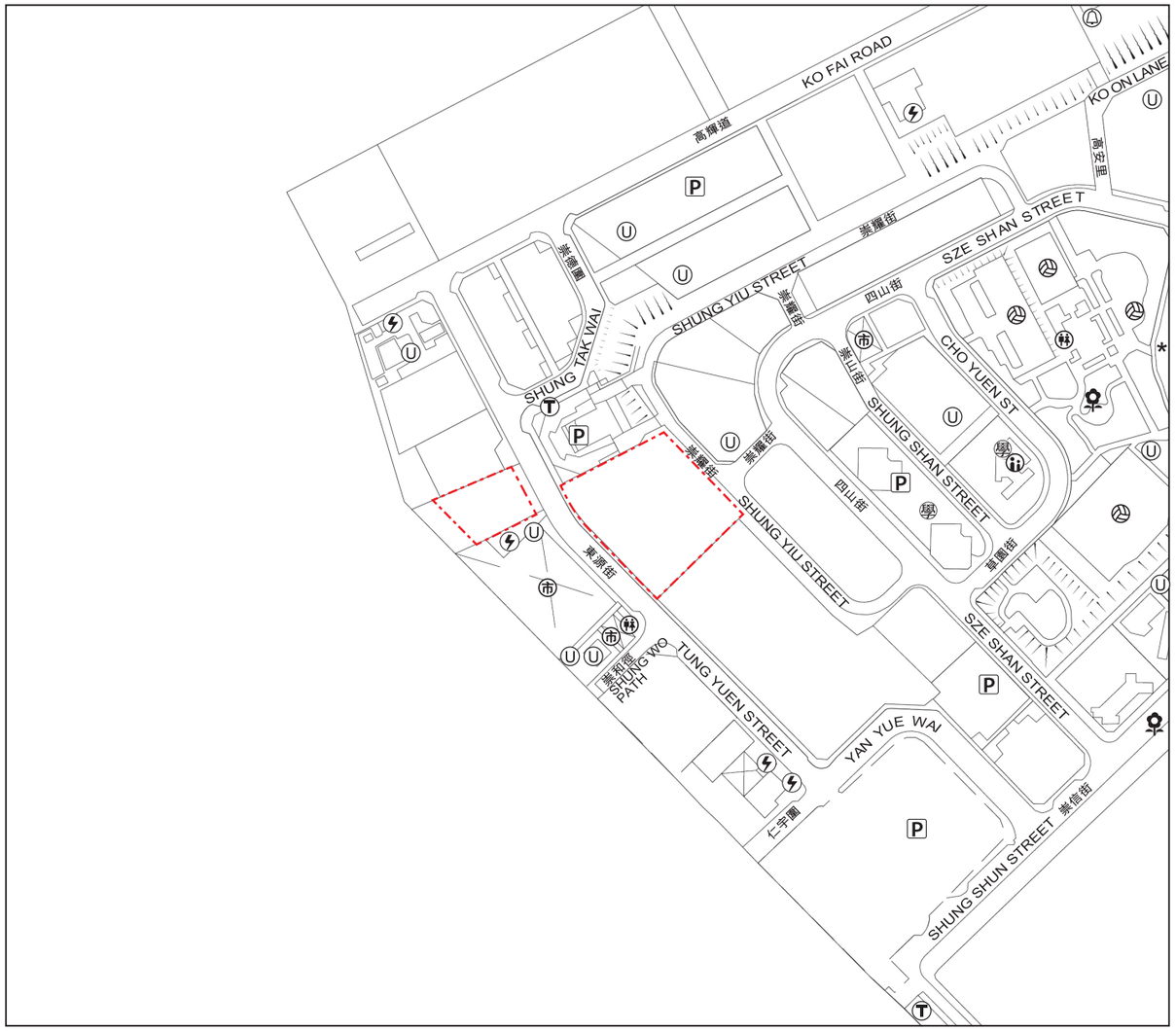
ARUP

Figure Title	Source	Date	Figure No.
The Master Layout Plan	Modified based on the Master Layout Plan of Approved Planning Application No. A/K15/112	June 2023	Appendix A-1
		Scale	

ARUP

Figure Title	Source	Date	Figure No.
The Landscape Master Plan	Modified based on the Master Layout Plan of Approved Planning Application No. A/K15/112	June 2023	Appendix A-2
		Scale	

2a. The Coast Line I



發展項目的所在位置
Location of the Development

Scale 比例
0M(米) 250M(米)

N

於發展項目的所在位置圖未能顯示之街道全名：
Street name(s) not shown in full in the Location Plan of the Development:

* 茶果嶺道
CHA KWO LING ROAD

NOTATION 圖例

- 發電廠（包括電力分站）
  A Power Plant (including Electricity Sub-stations)
- 公廁
  A Public Convenience
- 公眾停車場（包括貨車停泊處）
  A Public Carpark (including a Lorry Park)
- 體育設施（包括運動場及游泳池）
  Sports Facilities (including a Sports Ground and a Swimming Pool)
- 公用事業設施裝置
  A Public Utility Installation
- 市場（包括濕貨市場及批發市場）
  A Market (including a Wet Market and a Wholesale Market)
- 公共交通總站（包括鐵路車站）
  A Public Transport Terminal (including a Rail Station)
- 社會福利設施（包括老人中心及弱智人士護理院）
  Social Welfare Facilities (including an Elderly Centre and a Home for the Mentally Disabled)
- 公園
  A Public Park
- 學校（包括幼稚園）
  A School (including a Kindergarten)
- 消防局
  A Fire Station

地圖由空間數據共享平台提供，香港特別行政區政府為知識產權擁有人。
The map is provided by the Common Spatial Data Infrastructure (CSDI) Portal and intellectual property rights are owned by the Government of the HKSAR.

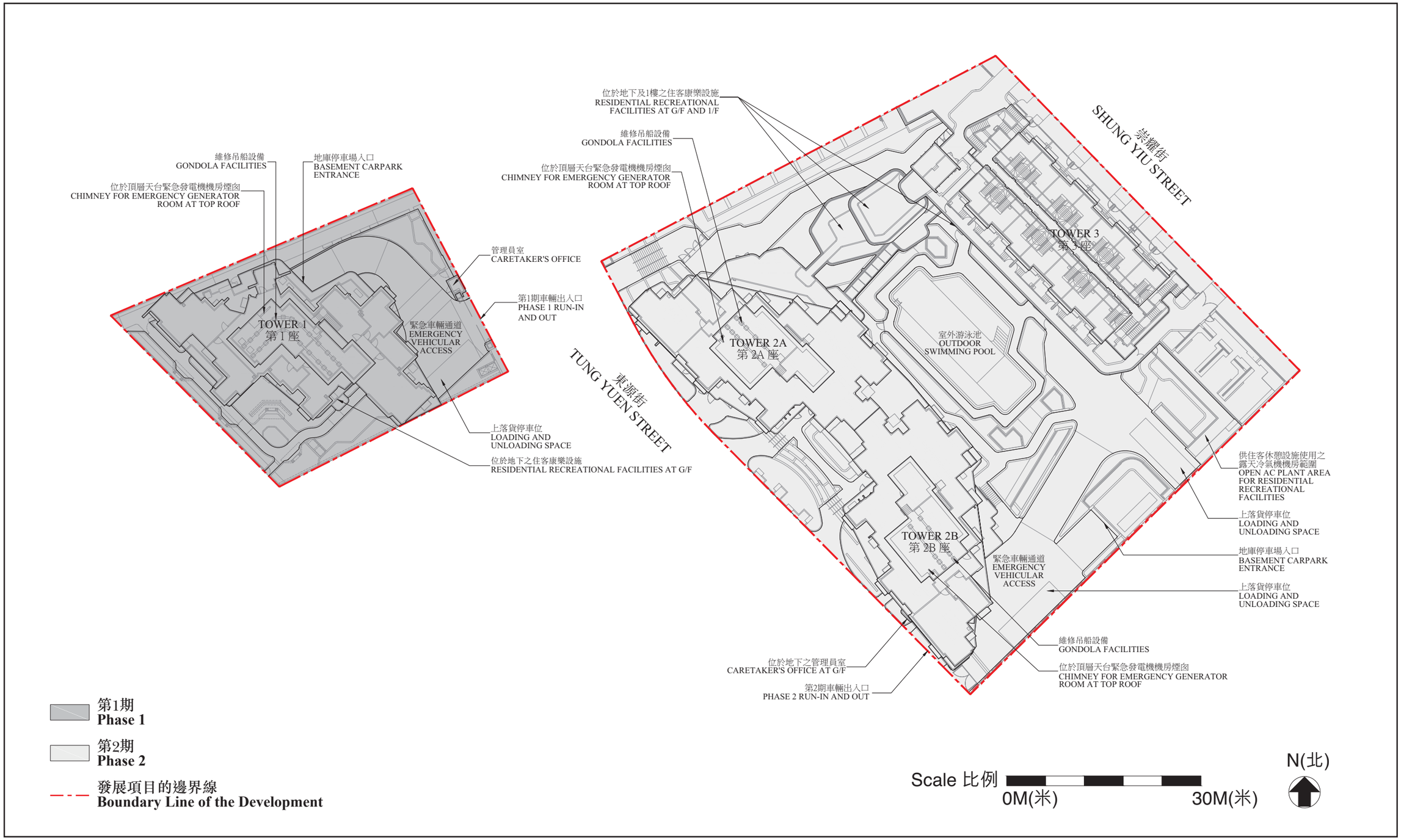
此位置圖是由賣方參考地政總署測繪處於2023年12月20日出版之數碼地形圖擬備，圖幅編號為11-SE-B，有需要處經修正處理。
This Location Plan is prepared by the Vendor with reference to the Digital Topographic Map No. 11-SE-B dated 20 December 2023 available from Survey and Mapping Office of the Lands Department, with adjustments where necessary.

備註 Notes：

因技術原因（例如發展項目之不規則形狀），所在位置圖所顯示之範圍多於《一手住宅物業銷售條例》所要求顯示的範圍。
Due to technical reasons (such as the irregular shape of the Development), the location plan has shown more than the area required under the Residential Properties (First-hand Sales) Ordinance.

賣方亦建議準買方到有關發展地盤作實地考察，以對該發展地盤、其周邊地區環境及附近的公共設施有較佳了解。
The Vendor also advises prospective purchasers to conduct an on-site visit for a better understanding of the development site, its surrounding environment and the public facilities nearby.

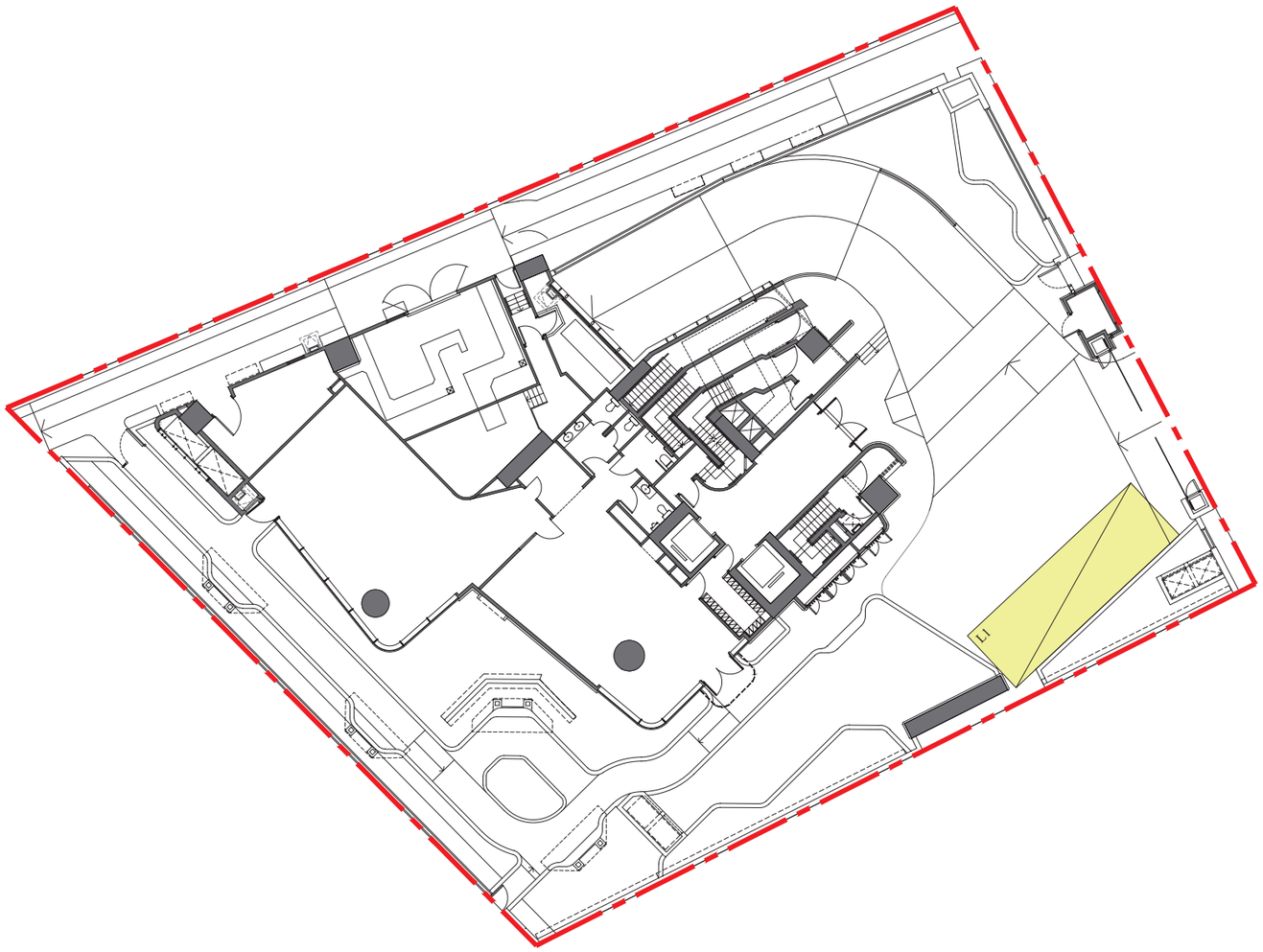
發展項目的布局圖 Layout plan of the development



發展項目的認可人士提供的未落成建築物或設施的預計落成日期：第1期：2025年1月15日；第2期：2025年4月15日
THE ESTIMATED DATE OF COMPLETION OF THE UNCOMPLETED BUILDINGS AND FACILITES AS PROVIDED BY THE AUTHORIZED PERSON FOR THE DEVELOPMENT: Phase 1: 15th January 2025; Phase 2: 15th April 2025

期數中的停車位的樓面平面圖 Floor plans of parking spaces in the Phase

地下 GROUND FLOOR



比例 SCALE
0 15米/M

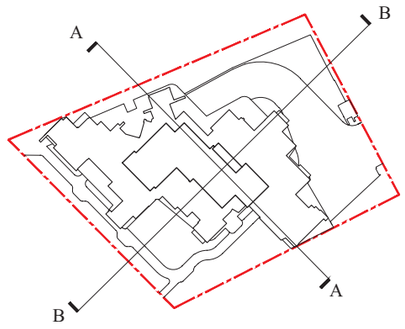
N(北)

上落貨停車位
Loading and Unloading Space

期數的邊界線
Boundary Line of the Phase

停車位類別 Category of parking space	數目 Number	每個停車位尺寸(長x寬)(米) Dimensions of each parking space (L x W) (m)	每個停車位面積(平方米) Area of each parking space (sq. m)
上落貨停車位 Loading and Unloading Space	1	11.0 x 3.5	38.5

期數中的建築物的橫截面圖 Cross-section plan of building in the Phase



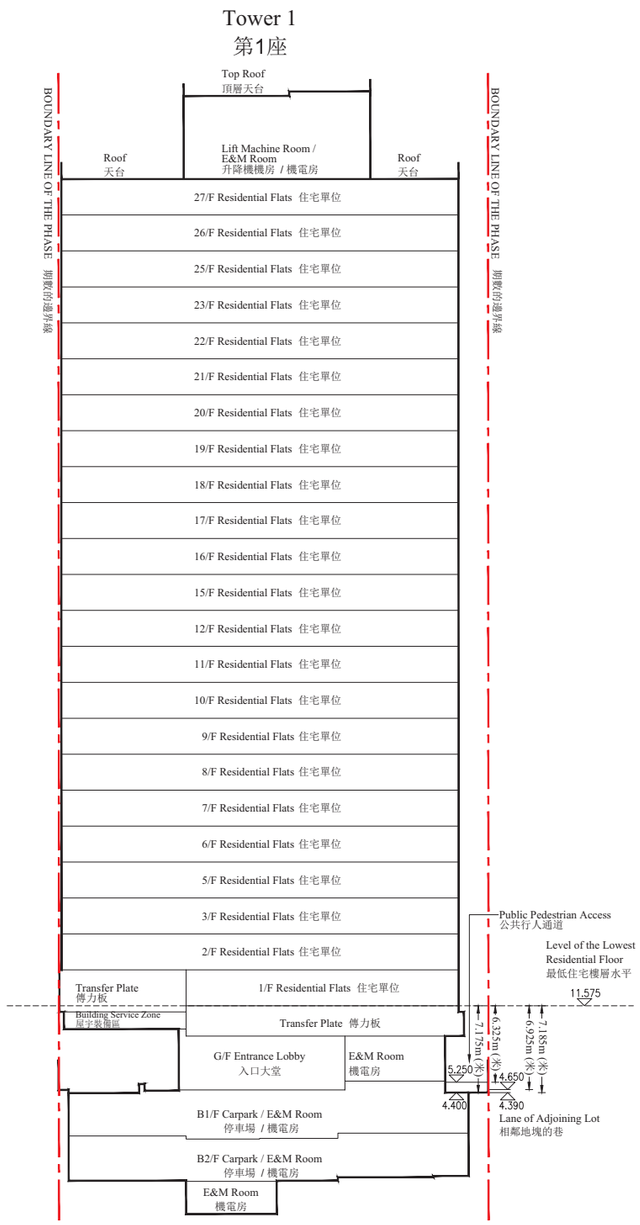
N(北)

索引圖 KEY PLAN

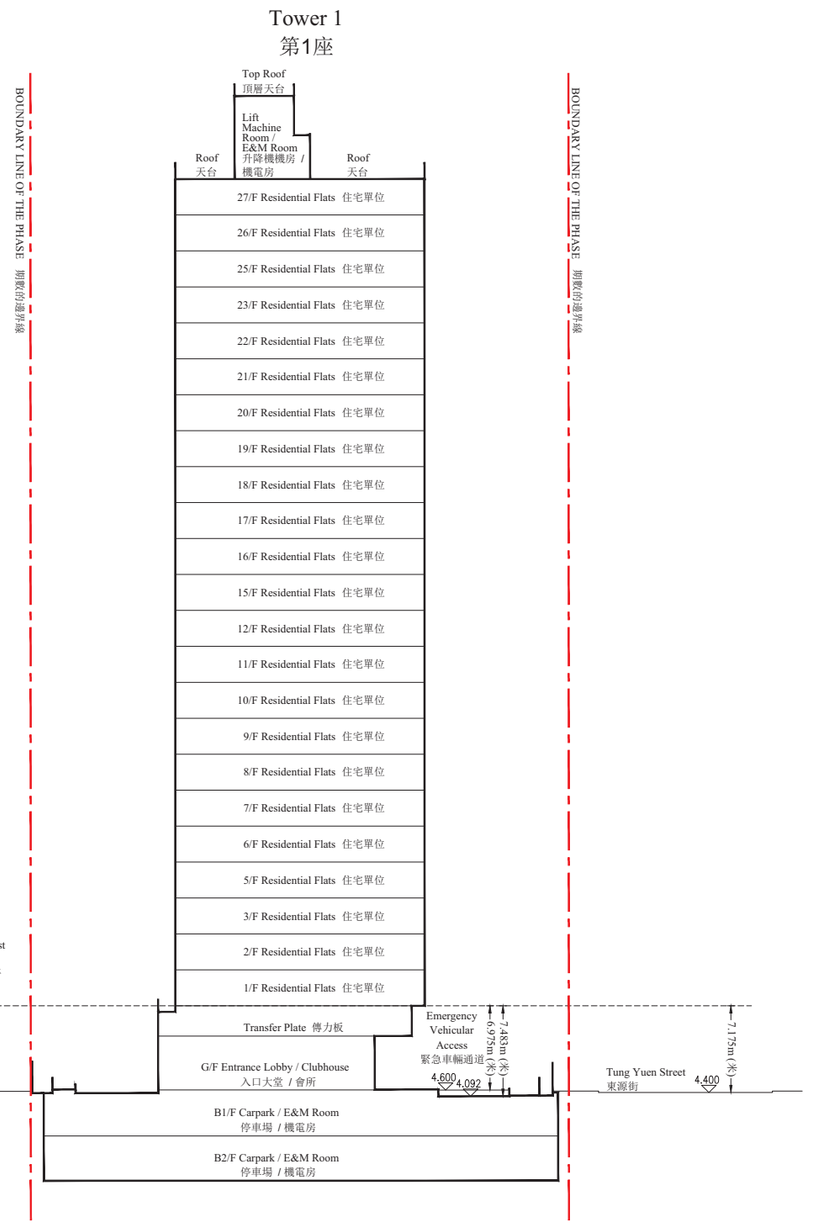
期數的邊界線
Boundary Line of the Phase

虛線為最低住宅樓層水平
Dotted line denotes the lowest residential floor

香港主水平基準以上的高度（米）
Height in metres above Hong Kong Principal Datum (HKPD)



橫截面圖 A-A CROSS-SECTION PLAN A-A



橫截面圖 B-B CROSS-SECTION PLAN B-B

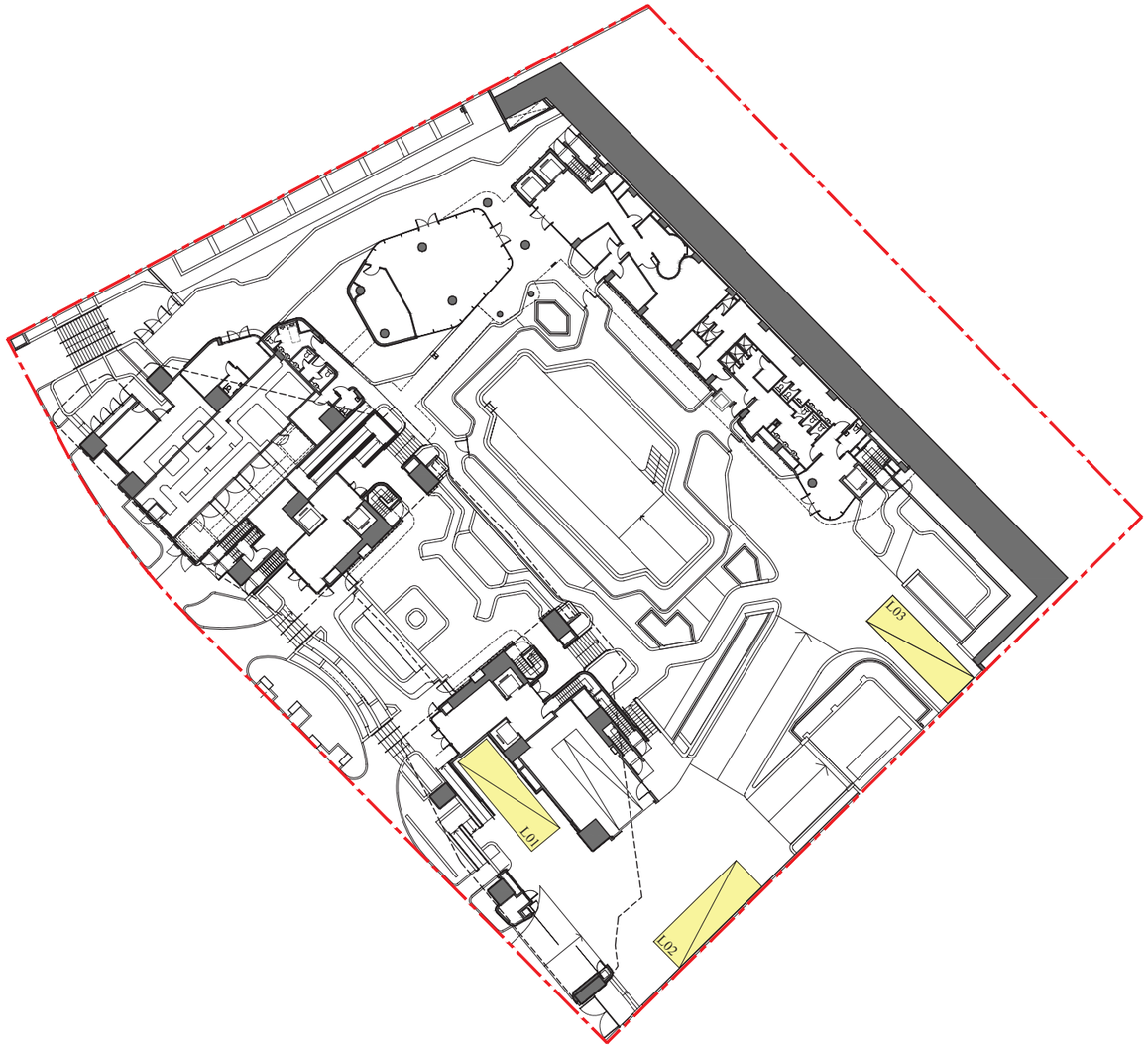
毗連建築物的一段公共行人通道為香港主水平基準以上4.400至5.250米。
The part of Public Pedestrian Access adjacent to the building is 4.400 to 5.250 metres above the Hong Kong Principal Datum.

毗連建築物的一段相鄰地塊的巷為香港主水平基準以上4.390至4.650米。
The part of lane of adjoining lot adjacent to the building is 4.390 to 4.650 metres above the Hong Kong Principal Datum.

毗連建築物的一段緊急車輛通道為香港主水平基準以上4.092至4.600米。
The part of Emergency Vehicular Access adjacent to the building is 4.092 to 4.600 metres above the Hong Kong Principal Datum.

2b. The Coast Line II

地下 G/F



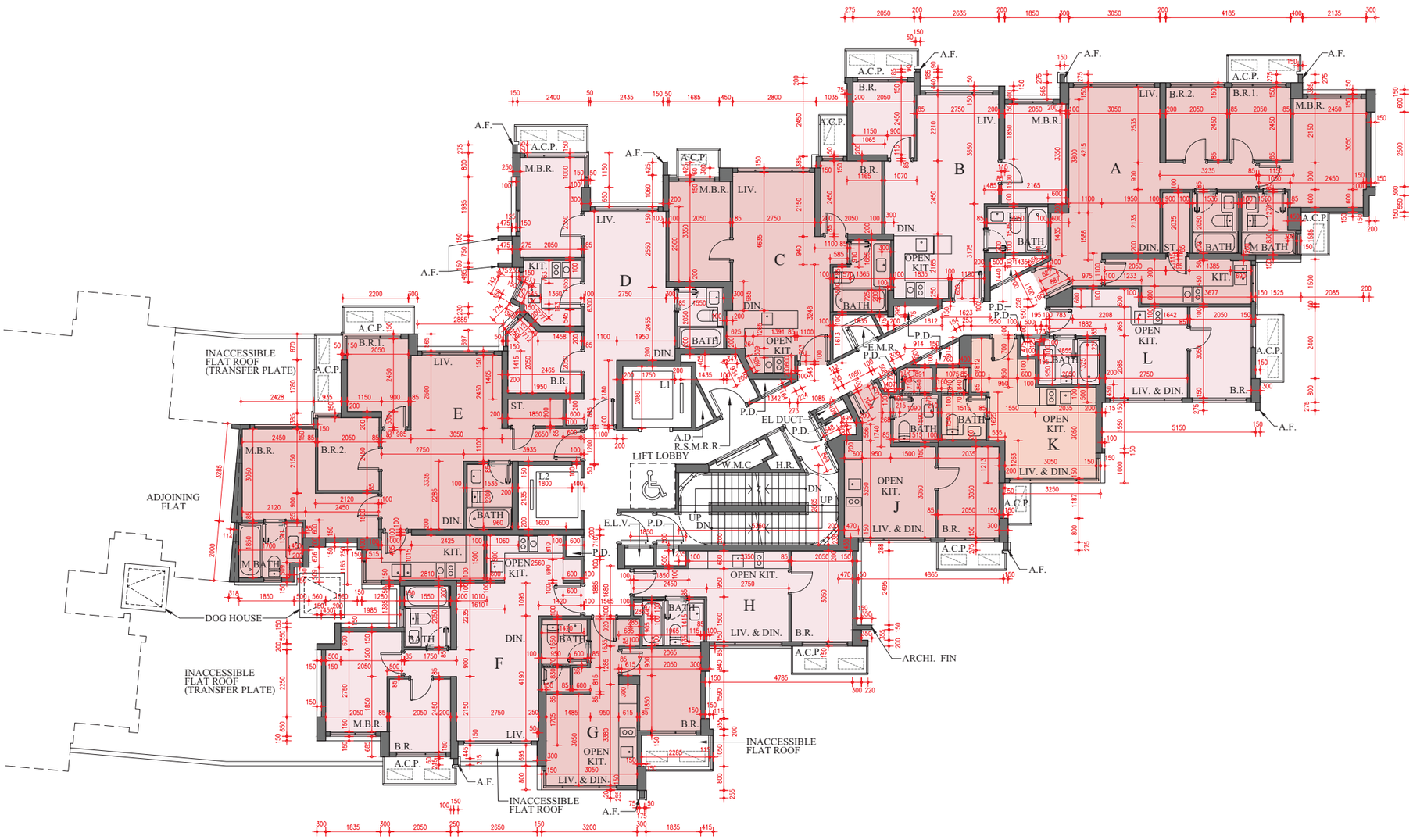
比例 SCALE
0 30米/M

N(北)

上落貨停車位
Loading and Unloading Space

期數的邊界線
Boundary Line of the Phase

停車位類別 Category of parking space	數目 Number	每個停車位尺寸(長x寬)(米) Dimensions of each parking space (L x W) (m)	每個停車位面積(平方米) Area of each parking space (sq. m)
上落貨停車位 Loading and Unloading Space	3	11.0 x 3.5	38.5



每個住宅物業的樓板（不包括灰泥）的厚度：A、B、C、F、G、H、J、K及L單位：125毫米及150毫米；D單位：125毫米、150毫米及575毫米；E單位：125毫米、150毫米及200毫米

The thickness of the floor slabs (excluding plaster) of each residential property: Flats A, B, C, F, G, H, J, K and L: 125mm and 150mm; Flat D: 125mm, 150mm and 575mm; Flat E: 125mm, 150mm and 200mm

每個住宅物業的層與層之間的高度：2.975米

The floor-to-floor height of each residential property: 2.975m

因住宅物業的較高樓層的結構牆的厚度遞減，較高樓層的內部面積，一般比較低樓層的內部面積稍大。（註：此根據《一手住宅物業銷售條例》附表1第一部第10(2)(e)條所規定的陳述並不適用於期數。）

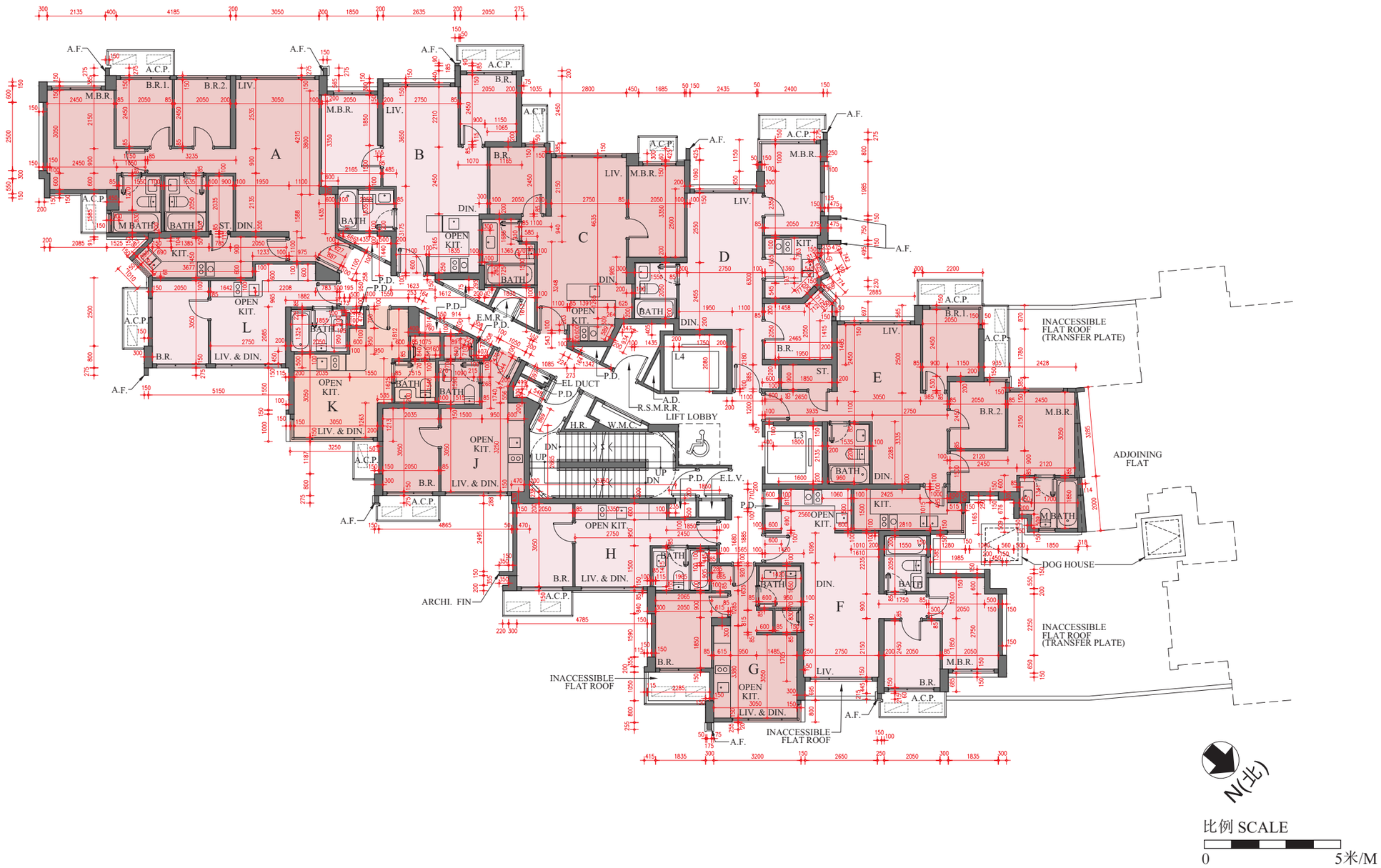
The internal areas of the residential properties on the upper floors will generally be slightly larger than those on the lower floors because of the reducing thickness of the structural walls on the upper floors. (Note: This statement requested under Section 10(2)(e) in Part 1 of Schedule 1 to the Residential Properties (First-hand Sales) Ordinance is not applicable to the Phase.)

備註：

1) 以上樓面平面圖中顯示之名詞及簡稱之詞彙表請參閱「期數的住宅物業的樓面平面圖」一節首頁。
2) 第2A及第2B座住宅樓層不設4樓、13樓、14樓、24樓、各樓層I單位及1至2樓E和F單位。第3座住宅樓層不設4樓、各樓層A4及B4單位。

Remarks:

1) Please refer to the first page of the section “Floor Plans of Residential Properties in the Phase” for glossary of the terms and abbreviations shown in the floor plan above.
2) Residential floors 4/F, 13/F, 14/F, 24/F, Flat I on all floors and Flats E & F on 1/F and 2/F of Towers 2A and 2B are omitted. Residential floor 4/F and Flats A4 and B4 on all floors of Tower 3 are omitted.



每個住宅物業的樓板（不包括灰泥）的厚度：B、C、F、G、H、J、K及L單位：125毫米及150毫米；A及D單位：125毫米、150毫米及575毫米；E單位：125毫米、150毫米及200毫米

The thickness of the floor slabs (excluding plaster) of each residential property: Flats B, C, F, G, H, J, K and L: 125mm and 150mm; Flats A and D: 125mm, 150mm and 575mm; Flat E: 125mm, 150mm and 200mm

每個住宅物業的層與層之間的高度：2.975米

The floor-to-floor height of each residential property: 2.975m

因住宅物業的較高樓層的結構牆的厚度遞減，較高樓層的內部面積，一般比較低樓層的內部面積稍大。(註：此根據《一手住宅物業銷售條例》附表1第一部第10(2)(e)條所規定的陳述並不適用於期數。)

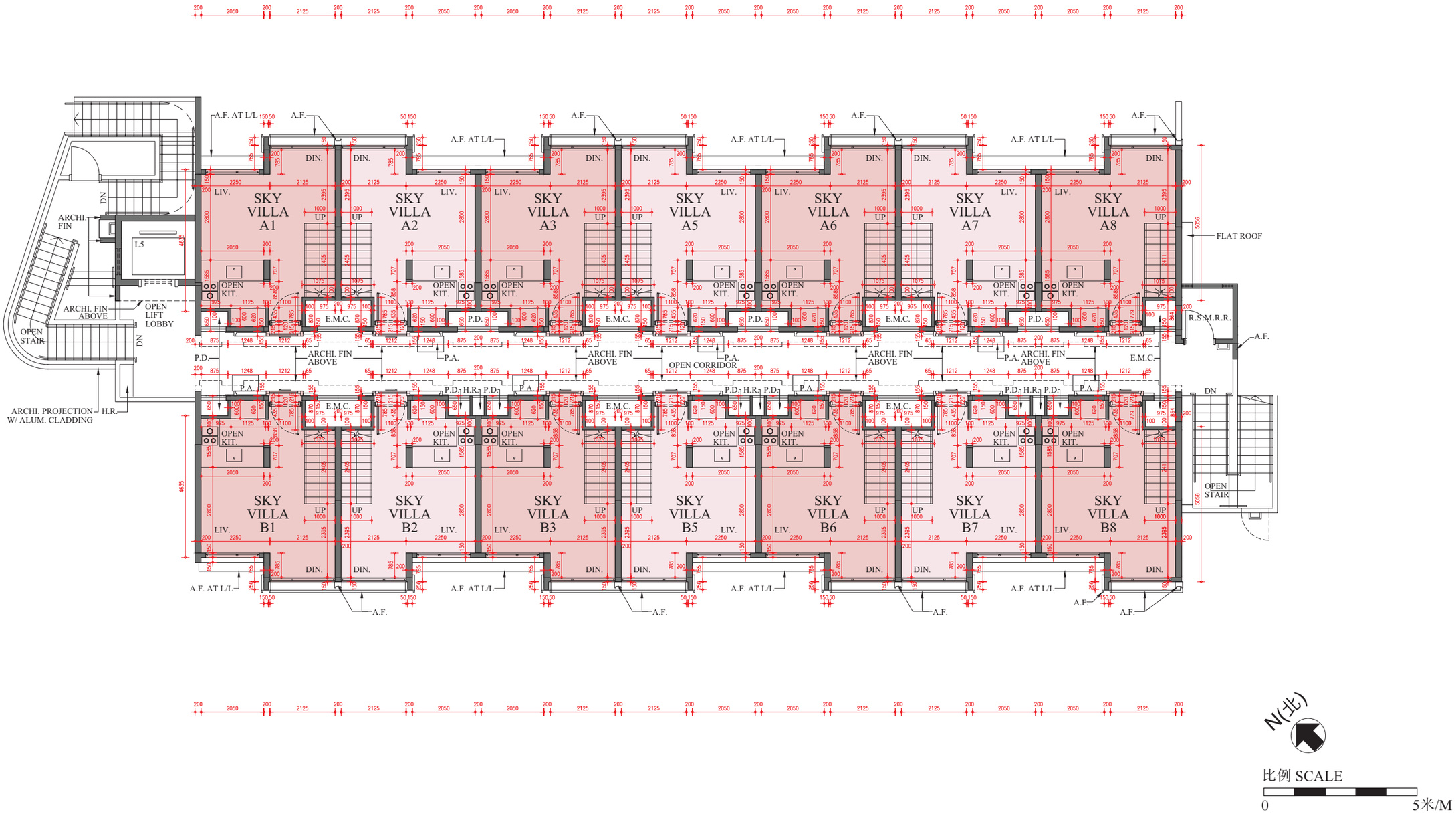
The internal areas of the residential properties on the upper floors will generally be slightly larger than those on the lower floors because of the reducing thickness of the structural walls on the upper floors. (Note: This statement requested under Section 10(2)(e) in Part 1 of Schedule 1 to the Residential Properties (First-hand Sales) Ordinance is not applicable to the Phase.)

備註：

1) 以上樓面平面圖中顯示之名詞及簡稱之詞彙表請參閱「期數的住宅物業的樓面平面圖」一節首頁。
2) 第2A及第2B座住宅樓層不設4樓、13樓、14樓、24樓、各樓層I單位及1至2樓E和F單位。第3座住宅樓層不設4樓、各樓層A4及B4單位。

Remarks:

1) Please refer to the first page of the section “Floor Plans of Residential Properties in the Phase” for glossary of the terms and abbreviations shown in the floor plan above.
2) Residential floors 4/F, 13/F, 14/F, 24/F, Flat I on all floors and Flats E & F on 1/F and 2/F of Towers 2A and 2B are omitted. Residential floor 4/F and Flats A4 and B4 on all floors of Tower 3 are omitted.



N(北)

比例 SCALE

0 5米/M

每個住宅物業的樓板（不包括灰泥）的厚度：125毫米、150毫米、175毫米及200毫米

The thickness of the floor slabs (excluding plaster) of each residential property: 125mm, 150mm, 175mm and 200mm

每個住宅物業的層與層之間的高度：2.625米及3.500米

The floor-to-floor height of each residential property: 2.625m and 3.500m

因住宅物業的較高樓層的結構牆的厚度遞減，較高樓層的內部面積，一般比較低樓層的內部面積稍大。（註：此根據《一手住宅物業銷售條例》附表1第一部第10(2)(e)條所規定的陳述並不適用於期數。）

The internal areas of the residential properties on the upper floors will generally be slightly larger than those on the lower floors because of the reducing thickness of the structural walls on the upper floors. (Note: This statement requested under Section 10(2)(e) in Part 1 of Schedule 1 to the Residential Properties (First-hand Sales) Ordinance is not applicable to the Phase.)

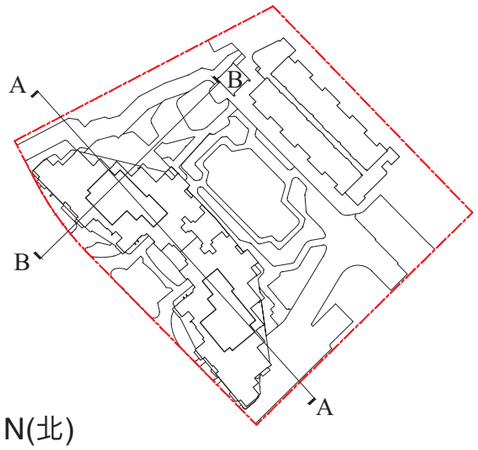
備註：

1) 以上樓面平面圖中顯示之名詞及簡稱之詞彙表請參閱「期數的住宅物業的樓面平面圖」一節首頁。
2) 第2A及第2B座住宅樓層不設4樓、13樓、14樓、24樓、各樓層I單位及1至2樓E和F單位。第3座住宅樓層不設4樓、各樓層A4及B4單位。

Remarks:

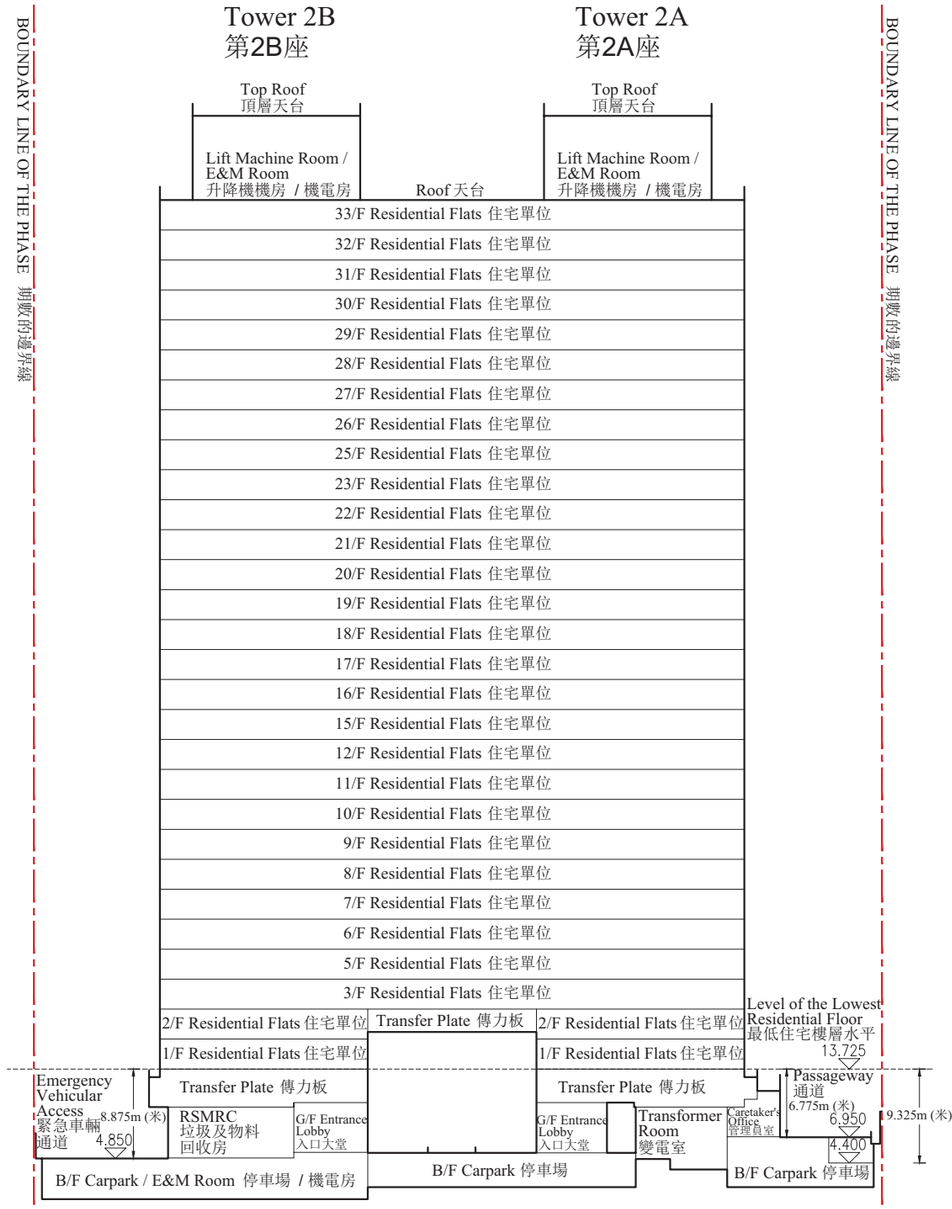
1) Please refer to the first page of the section “Floor Plans of Residential Properties in the Phase” for glossary of the terms and abbreviations shown in the floor plan above.
2) Residential floors 4/F, 13/F, 14/F, 24/F, Flat I on all floors and Flats E & F on 1/F and 2/F of Towers 2A and 2B are omitted. Residential floor 4/F and Flats A4 and B4 on all floors of Tower 3 are omitted.

期數中的建築物的橫截面圖 Cross-section plan of building in the Phase



N(北)

索引圖 **KEY PLAN**



橫截面圖 A-A CROSS-SECTION PLAN A-A

橫截面圖 B-B CROSS-SECTION PLAN B-B

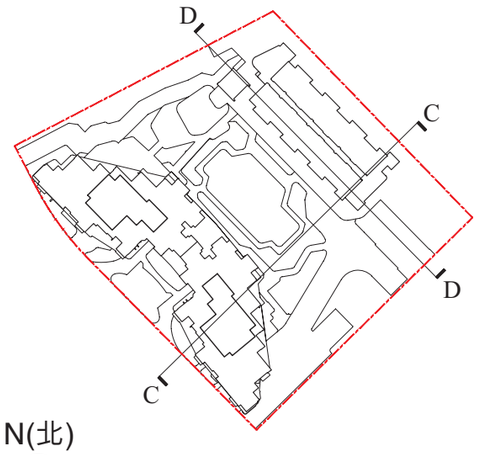
期數的邊界線
Boundary Line of the Phase

虛線為最低住宅樓層水平
Dotted line denotes the lowest residential floor

香港主水平基準以上的高度（米）
Height in metres above Hong Kong Principal Datum (HKPD)

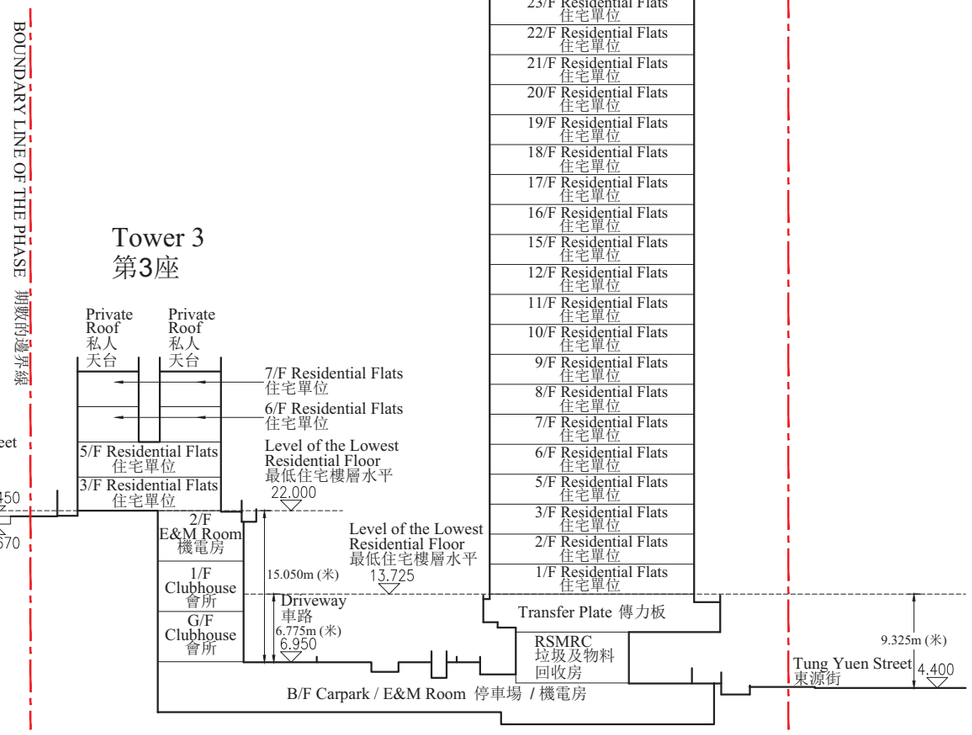
毗連建築物（第2A座）的一段通道為香港主水平基準以上4.400至6.950米。
The part of passageway adjacent to the building (Tower 2A) is 4.400 to 6.950 metres above the Hong Kong Principal Datum.

期數中的建築物的橫截面圖 Cross-section plan of building in the Phase

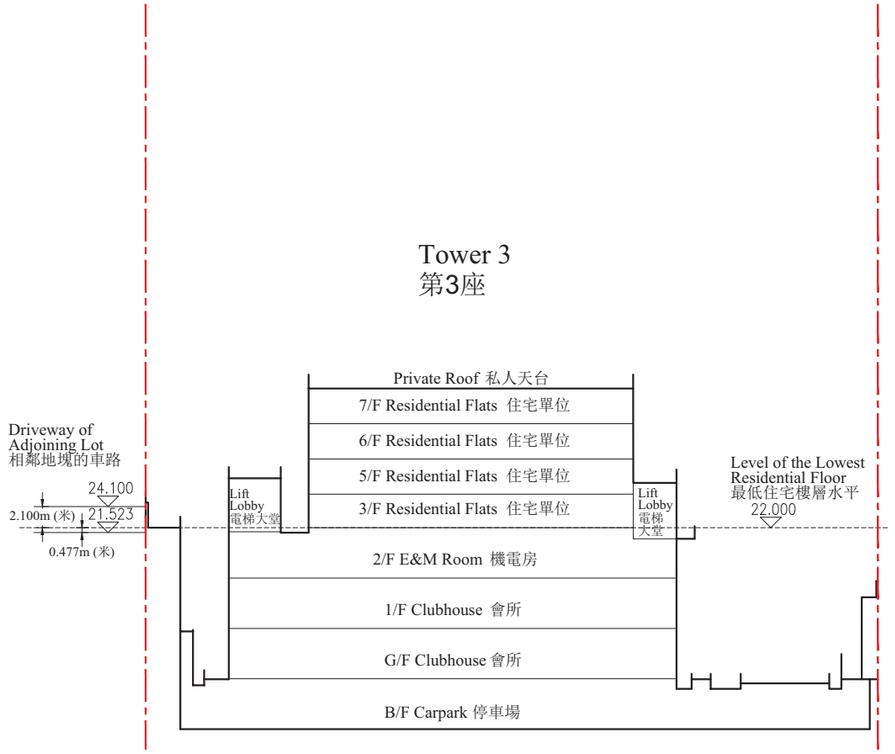


N(北)

索引圖 **KEY PLAN**



橫截面圖 C-C CROSS-SECTION PLAN C-C



橫截面圖 D-D CROSS-SECTION PLAN D-D

期數的邊界線
Boundary Line of the Phase

虛線為最低住宅樓層水平
Dotted line denotes the lowest residential floor

香港主水平基準以上的高度（米）
Height in metres above Hong Kong Principal Datum (HKPD)

毗連建築物（第3座）的一段崇耀街為香港主水平基準以上20.670至21.450米。
The part of Shung Yiu Street adjacent to the building (Tower 3) is 20.670 to 21.450 metres above the Hong Kong Principal Datum.

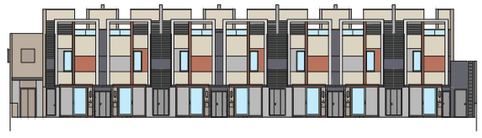
毗連建築物（第3座）的一段相鄰地塊的車路為香港主水平基準以上21.523至24.100米。
The part of driveway of adjoining lot adjacent to the building (Tower 3) is 21.523 to 24.100 metres above the Hong Kong Principal Datum.

立面圖 Elevation plan

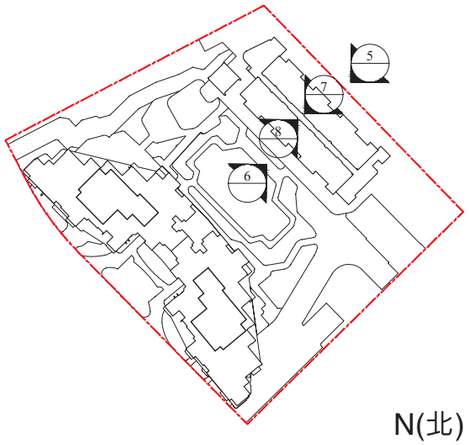
立面圖 5
ELEVATION PLAN 5

立面圖 7
ELEVATION PLAN 7

立面圖 6
ELEVATION PLAN 6



立面圖 8
ELEVATION PLAN 8

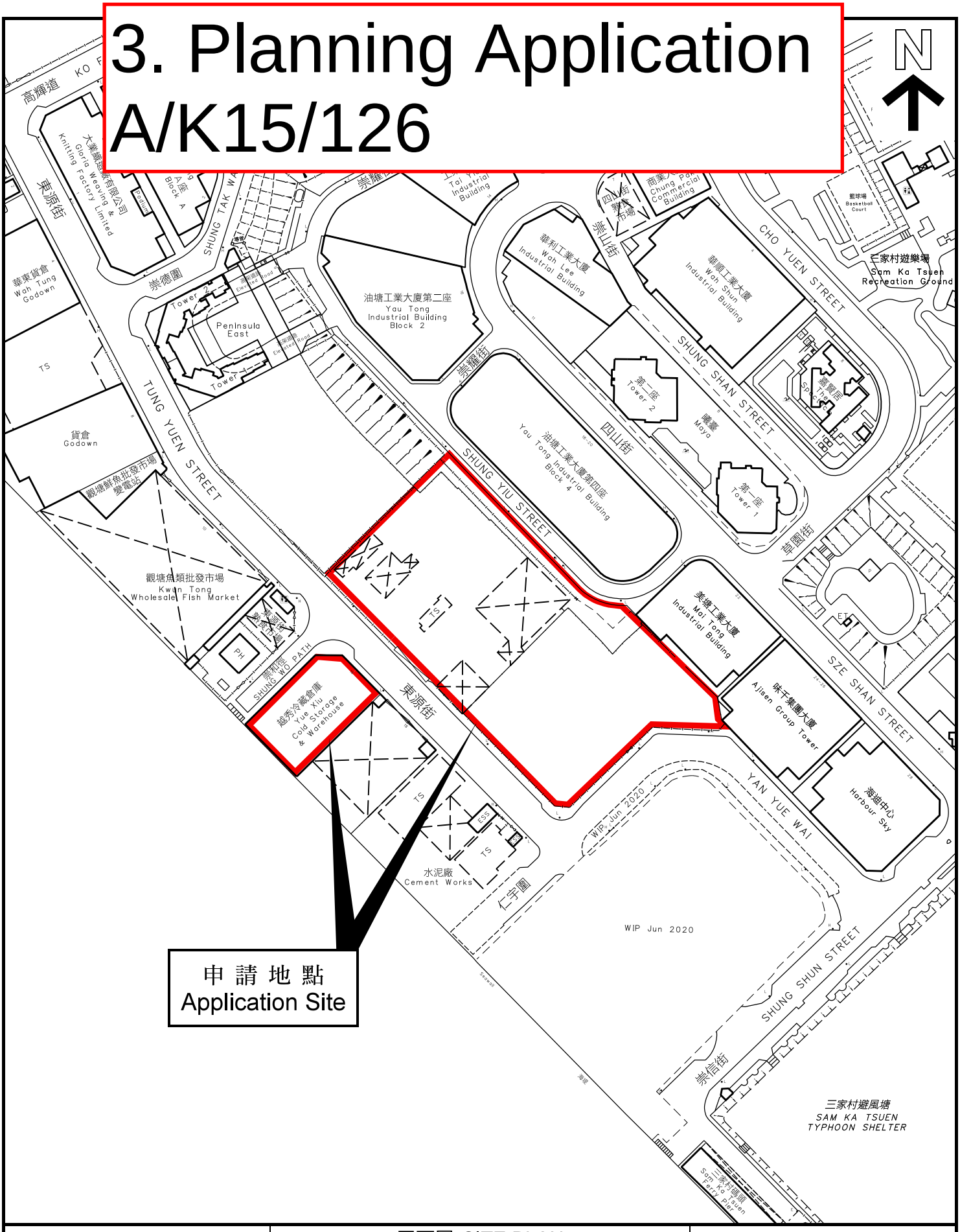


索引圖 KEY PLAN

期數的認可人士已經證明該等立面：
(1) 以2023年7月4日的情況為準的期數的經批准的建築圖則為基礎擬備；及
(2) 大致上與期數的外觀一致。

It has been certified by the Authorized Person for the Phase that the elevations:
(1) are prepared on the basis of the approved building plans for the Phase as of 4th July 2023; and
(2) are in general accordance with the outward appearance of the Phase.

3. Planning Application A/K15/126



平面圖 SITE PLAN

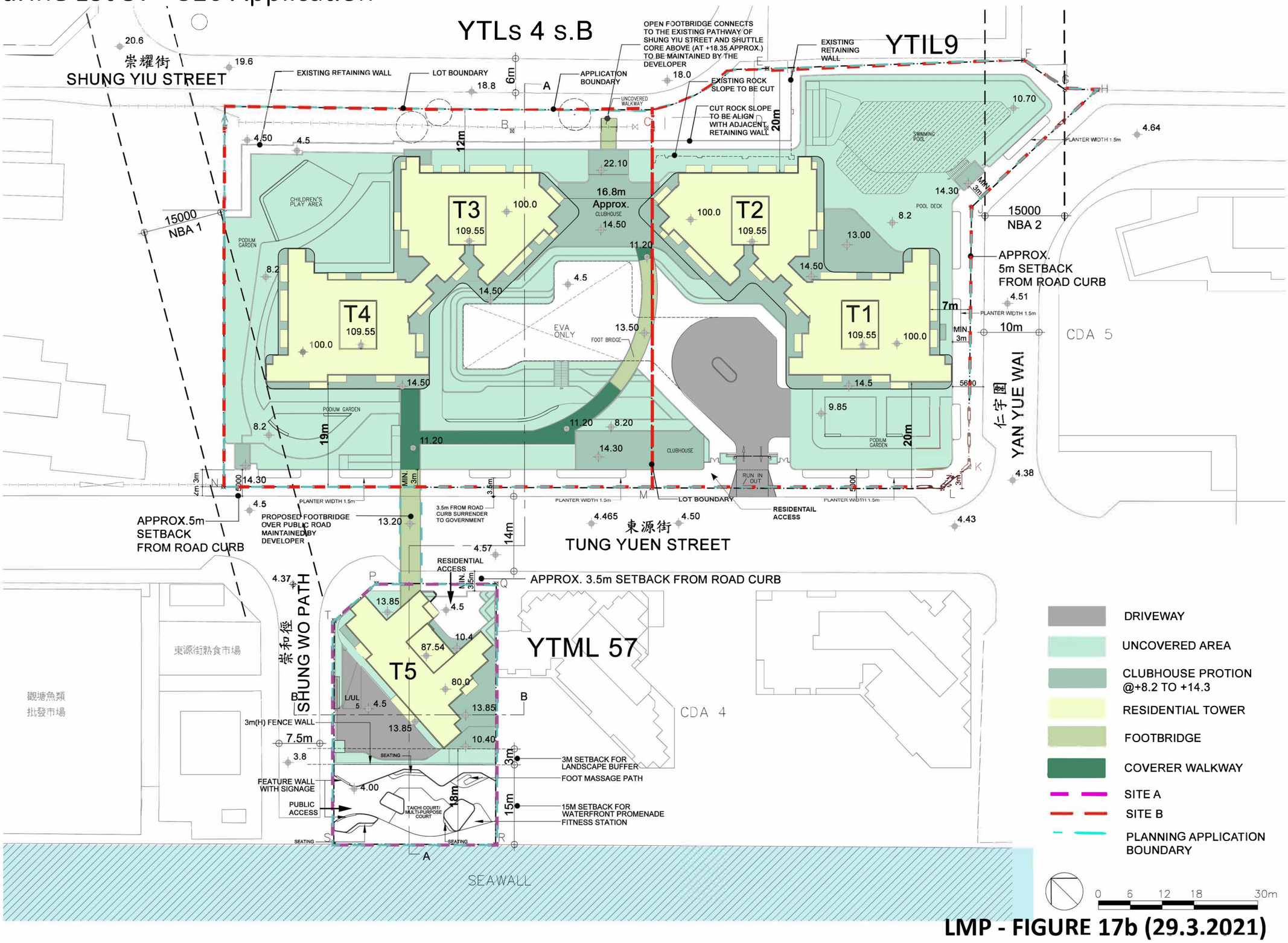
本摘要圖於2021年4月9日擬備，
所根據的資料為測量圖編號
11-SE-4C
EXTRACT PLAN PREPARED ON 9.4.2021
BASED ON SURVEY SHEET No.
11-SE-4C

申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.
A/K15/126

何設計 Ho & Partners Architects 何設計建築設計事務所(香港)有限公司

Yau Tong Marine Lot 57 - S16 Application

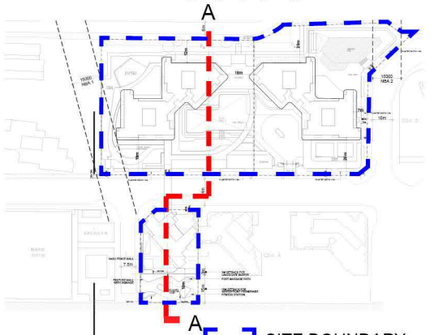


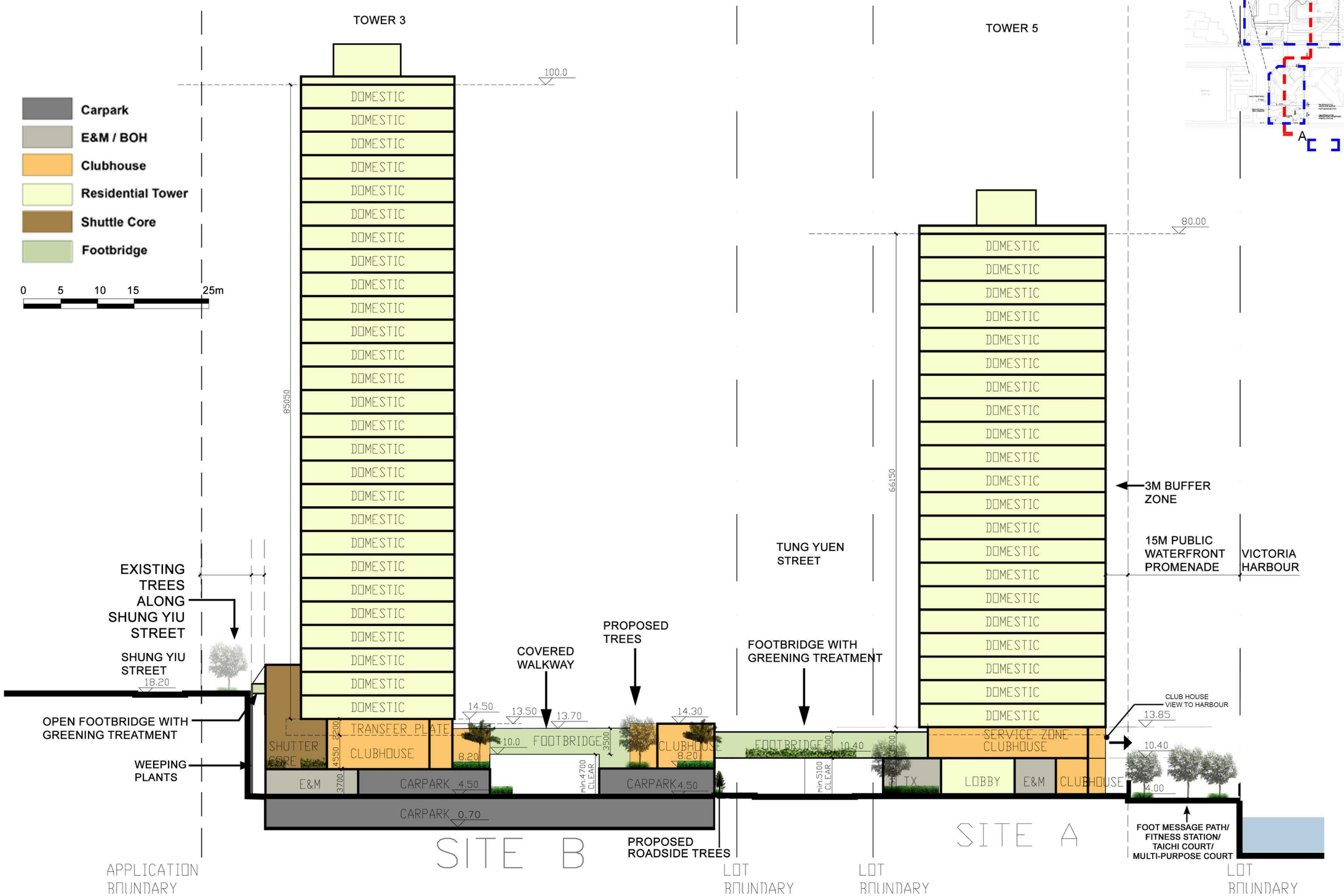
LMP - FIGURE 17b (29.3.2021)

hpa
何設計 Ho & Partners Architects 何設計建築設計事務所(深圳) 有限公司

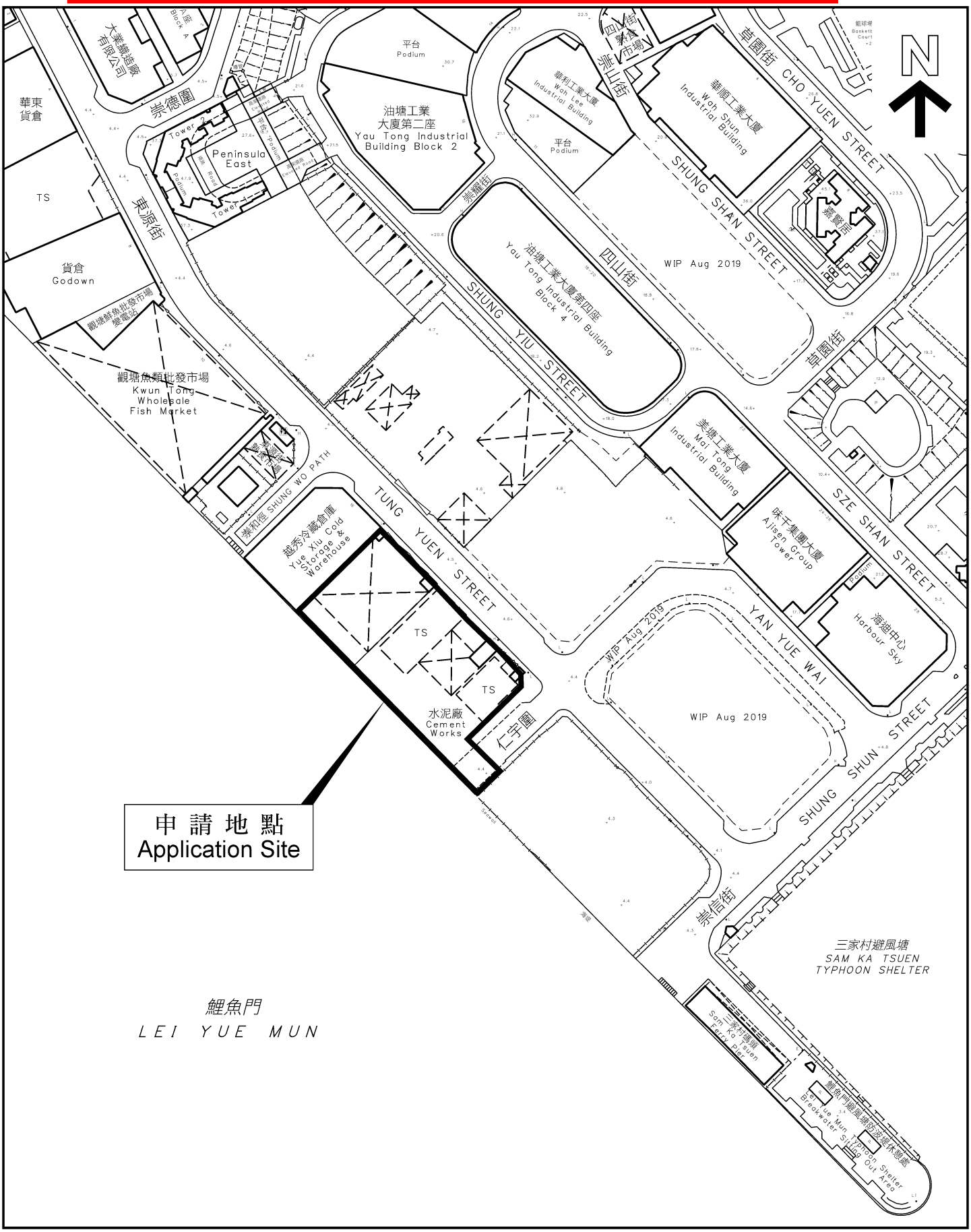
Yau Tong Marine Lot 57 - S16 Application

Section A-A





4. Planning Application A/K15/121



WIP Oct 2014

東源街

TUNG YUEN STREET

SHUNG WO PATH

崇和徑

越秀冷藏倉庫

Yue Xiu Cold Storage
& Warehouse

仁宇圍

YAN YUE WAI

16

3.5m-wide footpath
(with 1m setback
from site boundary)

20m SEPERATION BETWEEN
THE TWO TOWERS

3.5m-wide footpath
(with 1m setback
from site boundary)

7350

RUN IN/OUT

3500

20000

7350

RUN IN/OUT

3500

T1

MAIN ROOF
+80.00

UPPER ROOF
+86.45

MAIN ROOF
+80.00

+24.00

+4.50

DN

UP

T2

MAIN ROOF
+80.00

UPPER ROOF
+86.45

MAIN ROOF
+80.00

+24.00

L&UL

L&UL
+6.50

LANDSCAPE AREA
+6.50

MAIN ROOF
+80.00

+6.50

LANDSCAPE AREA
+6.50

MAIN ROOF
+80.00

1200

1200

20000

15000

1.2m SETBACK FOR
LANDSCAPE BUFFER

20m SEPERATION BETWEEN
THE TWO TOWERS

1.2m SETBACK FOR
LANDSCAPE BUFFER

15m SETBACK FOR
WATERFRONT PROMENADE

SITE BOUNDARY

SITE BOUNDARY

APPLICATION SITE
BOUNDARY

Seawall

N

4.5 × 4.5 × 4.6 × 4.4 × 4.2 × 3.8 ×

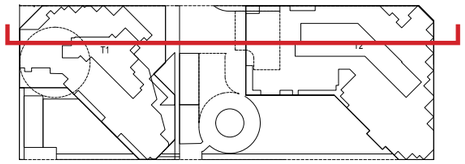
LEGEND

- RESIDENTAL TOWERS
- TRANSFER PLATE
- CARPARK AERE
- TRANSFER PLATE
- APPLICATION SITE BOUNDARY
- DEVELOPMENT SITE BOUNDARY

0 2 4 8 16 (m)

N

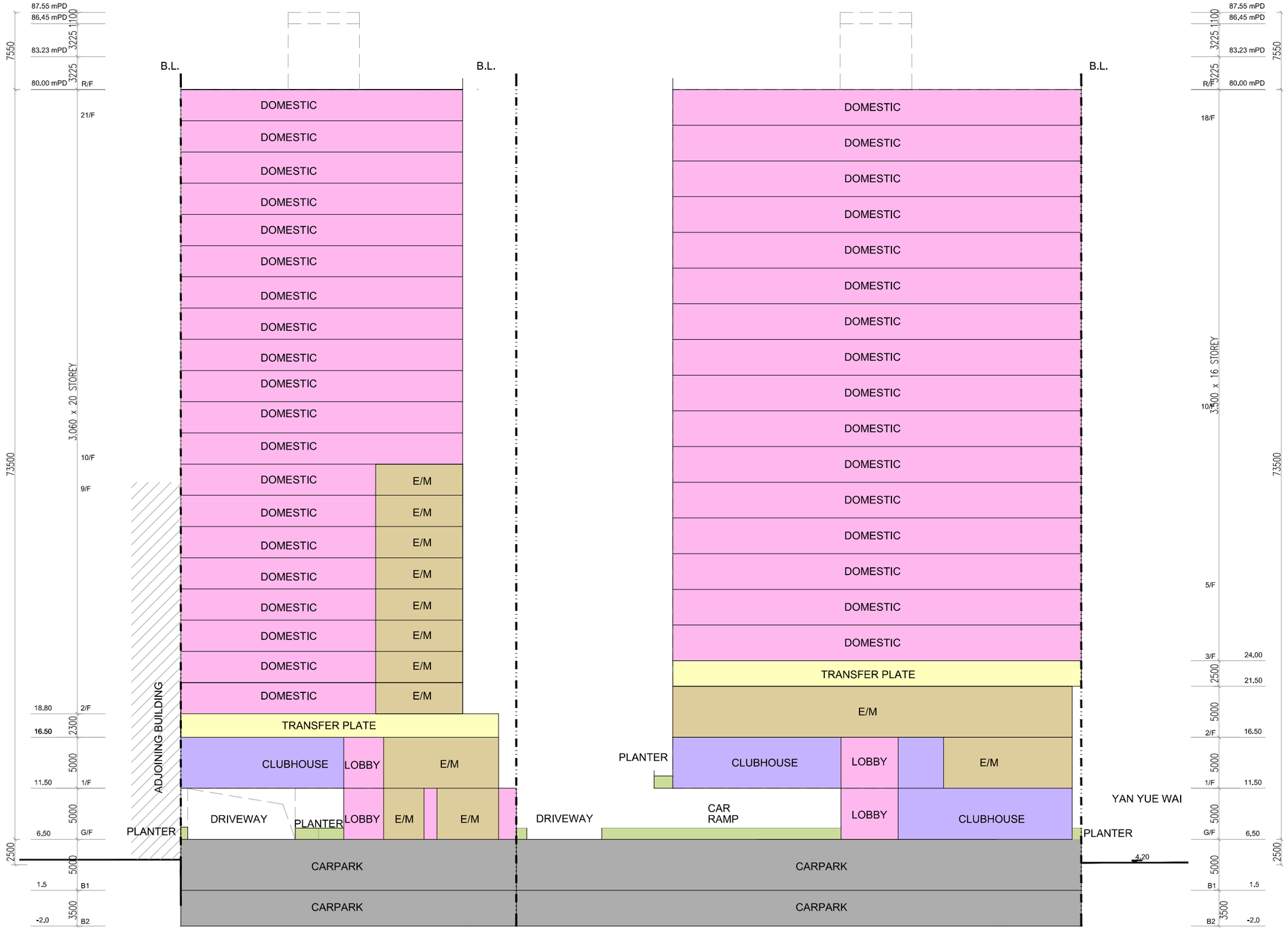
MASTER LAYOUT PLAN



KEY PLAN

PHASE 1

PHASE 2



LEGEND

- RESIDENTAL AND LOBBIES
- CLUBHOUSE
- TRANSFER PLATE
- LANDSCAPE AREA
- E&M
- CARPARK

SECTION (PHASE 1 & 2)

5. Montego Bay

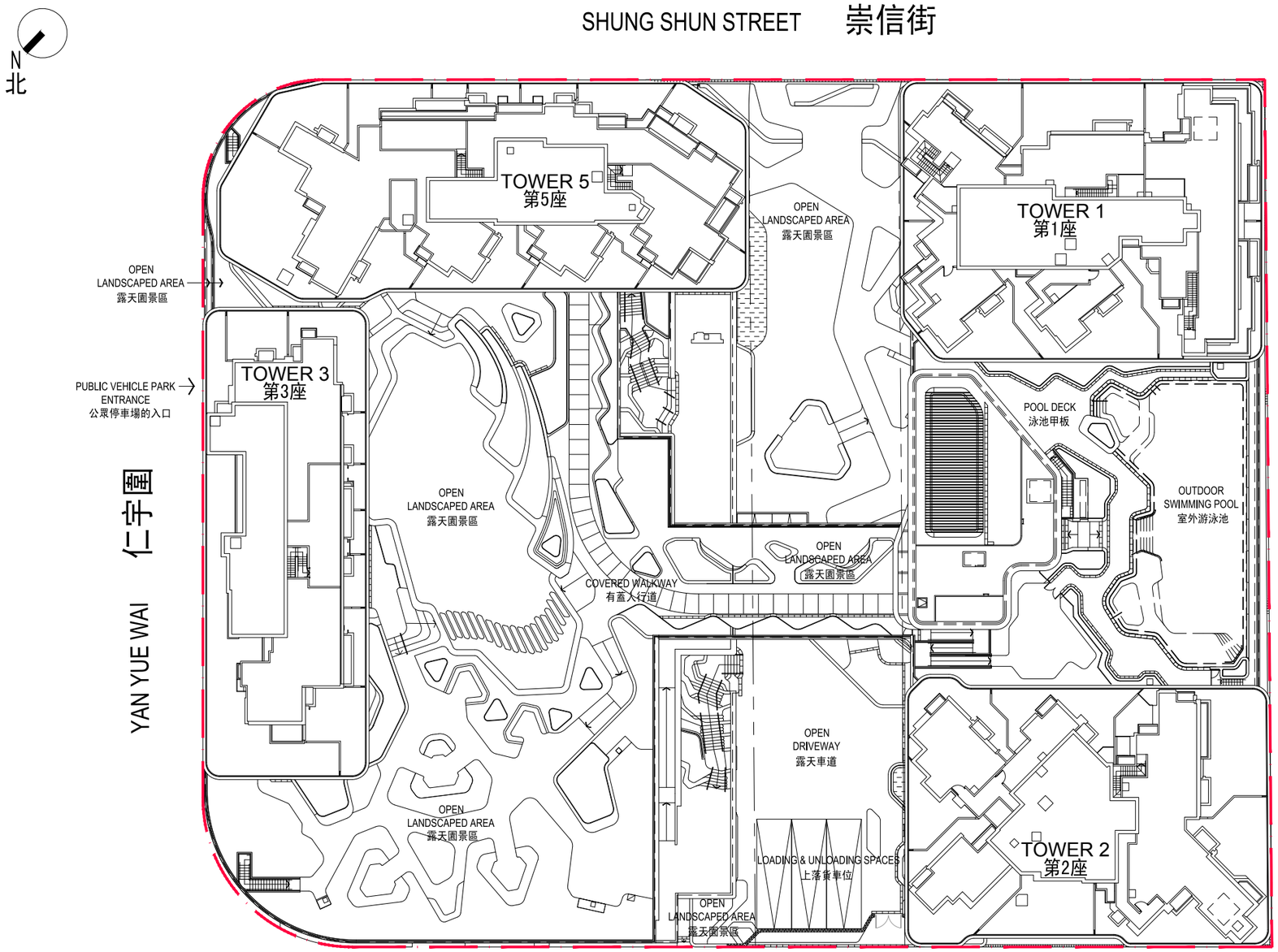
蔚藍東岸

MONTEGO BAY

售樓說明書

SALES BROCHURE

LAYOUT PLAN OF THE DEVELOPMENT
發展項目的布局圖



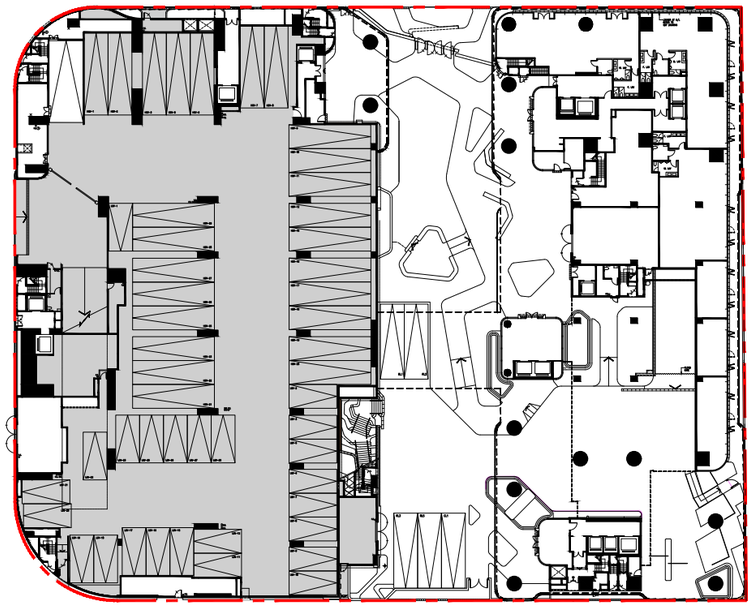
Legend
圖例

BOUNDARY LINE OF THE DEVELOPMENT
發展項目的邊界線

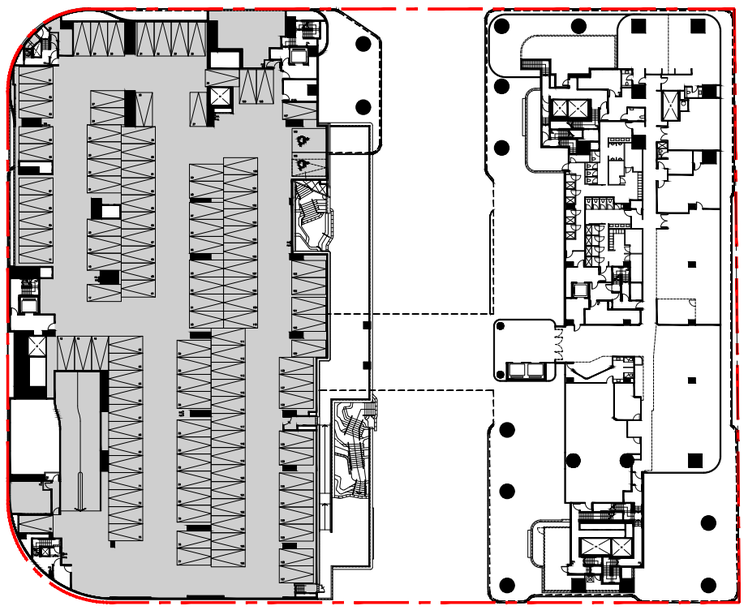
Scale 比例 0 10M(米) 20M(米)

AK

INFORMATION ON PUBLIC FACILITIES AND PUBLIC OPEN SPACES
公共設施及公眾休憩用地的資料



GROUND FLOOR PLAN
地下平面圖



FIRST FLOOR PLAN
一樓平面圖

LEGEND 圖例:

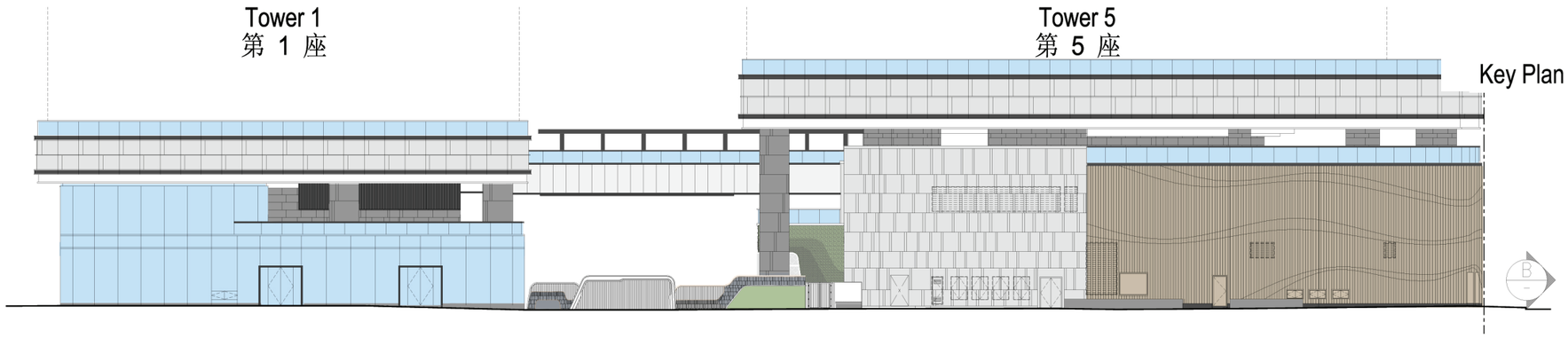
BOUNDARY OF THE DEVELOPMENT
發展項目的邊界

PUBLIC VEHICLE PARK
公眾停車場

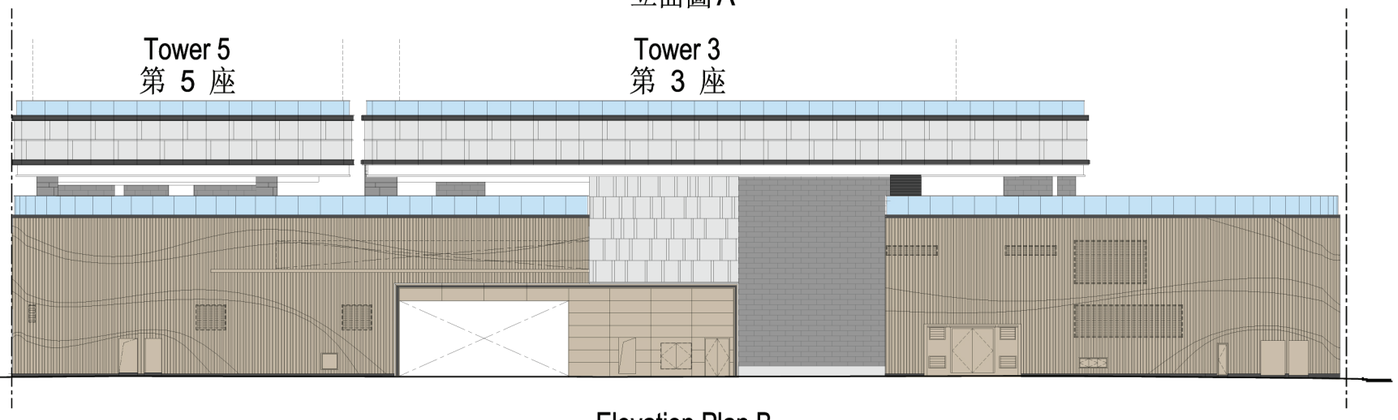
SCALE 比例
0 5 10 15 20 30M

註：本圖僅顯示「公眾停車場」的位置。圖中所示的其他事項未必能反映其最新狀況。

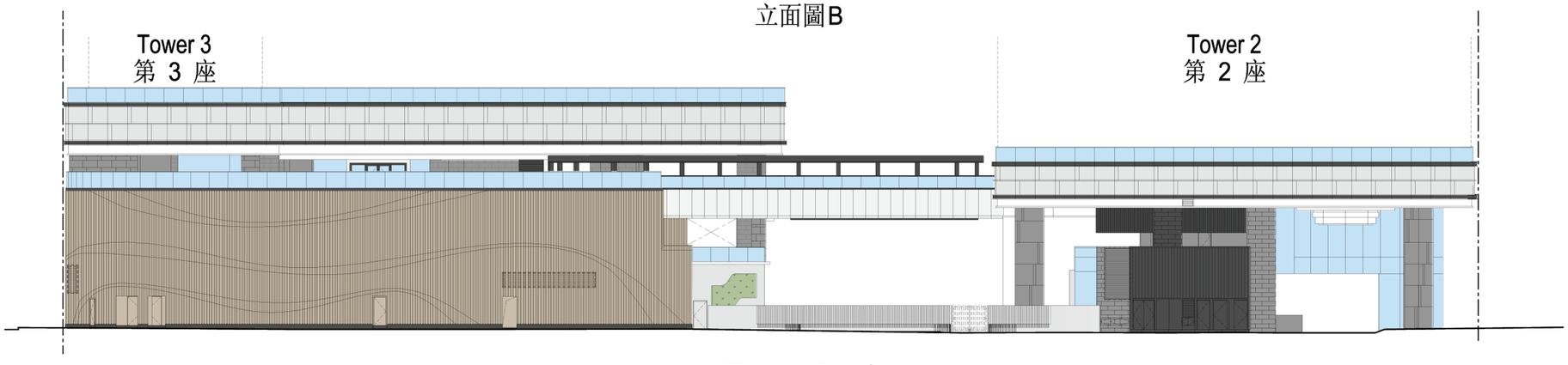
ELEVATION PLAN
立面圖



Elevation Plan A
立面圖 A



Elevation Plan B
立面圖 B



Elevation Plan C
立面圖 C

Key Plan Key Plan
索引圖

The Authorized Person for the Development has certified that the elevations shown on this Elevation Plan:

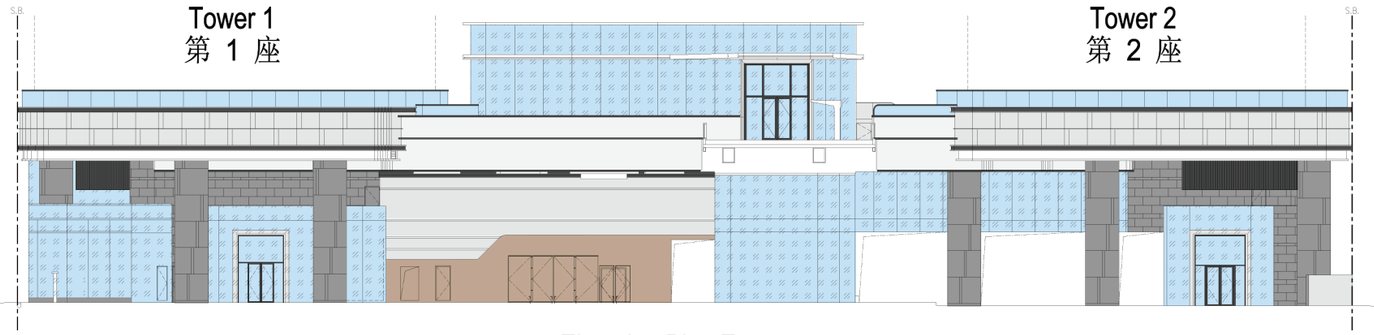
1. are prepared on the basis of the approved building plans for the Development as of 15 September 2023; and
2. are in general accordance with the outward appearance of the Development.

發展項目的認可人士已證明本立面圖所顯示的立面：

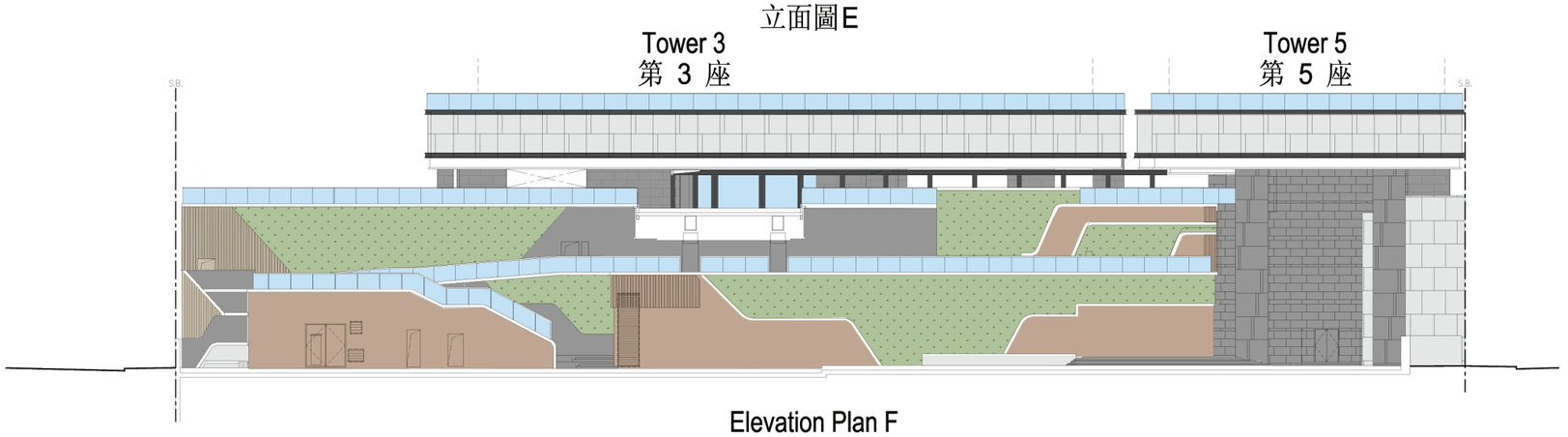
1. 以2023年9月15日的情況為準的發展項目的經批准的建築圖則為基礎擬備；及
2. 大致上與發展項目的外觀一致。

ELEVATION PLAN
立面圖

Elevation Plan D
立面圖D



Elevation Plan E
立面圖E



Elevation Plan F
立面圖F

Key Plan
索引圖

The Authorized Person for the Development has certified that the elevations shown on this Elevation Plan:

1. are prepared on the basis of the approved building plans for the Development as of 15 September 2023; and
2. are in general accordance with the outward appearance of the Development.

發展項目的認可人士已證明本立面圖所顯示的立面：

1. 以2023年9月15日的情況為準的發展項目的經批准的建築圖則為基礎擬備；及
2. 大致上與發展項目的外觀一致。

CROSS-SECTION PLAN OF BUILDING IN THE DEVELOPMENT
發展項目的建築物的橫截面圖

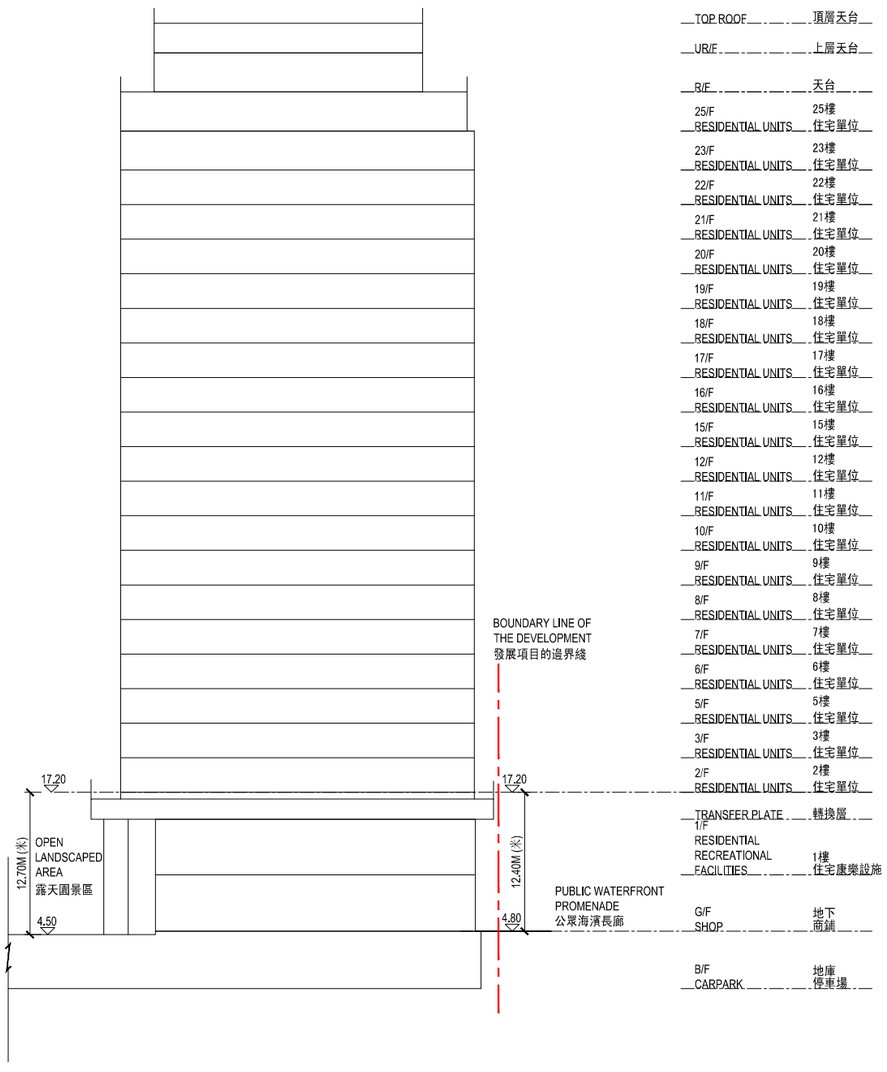
Legend
圖例

BOUNDARY LINE OF THE DEVELOPMENT
發展項目的邊界綫

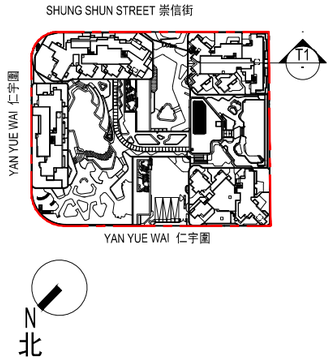
Remarks:
1.(┄┄) Dotted line denotes the lowest residential floor.
2. (▽) denotes height (in meters) above Hong Kong Principal Datum.
3. 4/F, 13/F, 14/F and 24/F are omitted.

備註：
1. (┄┄) 虛線為最低住宅樓層水平。
2. (▽) 指香港主水平基準以上高度（米）。
3. 不設4樓、13樓、14樓及24樓。

TOWER 1
第1座



Key Plan
索引圖



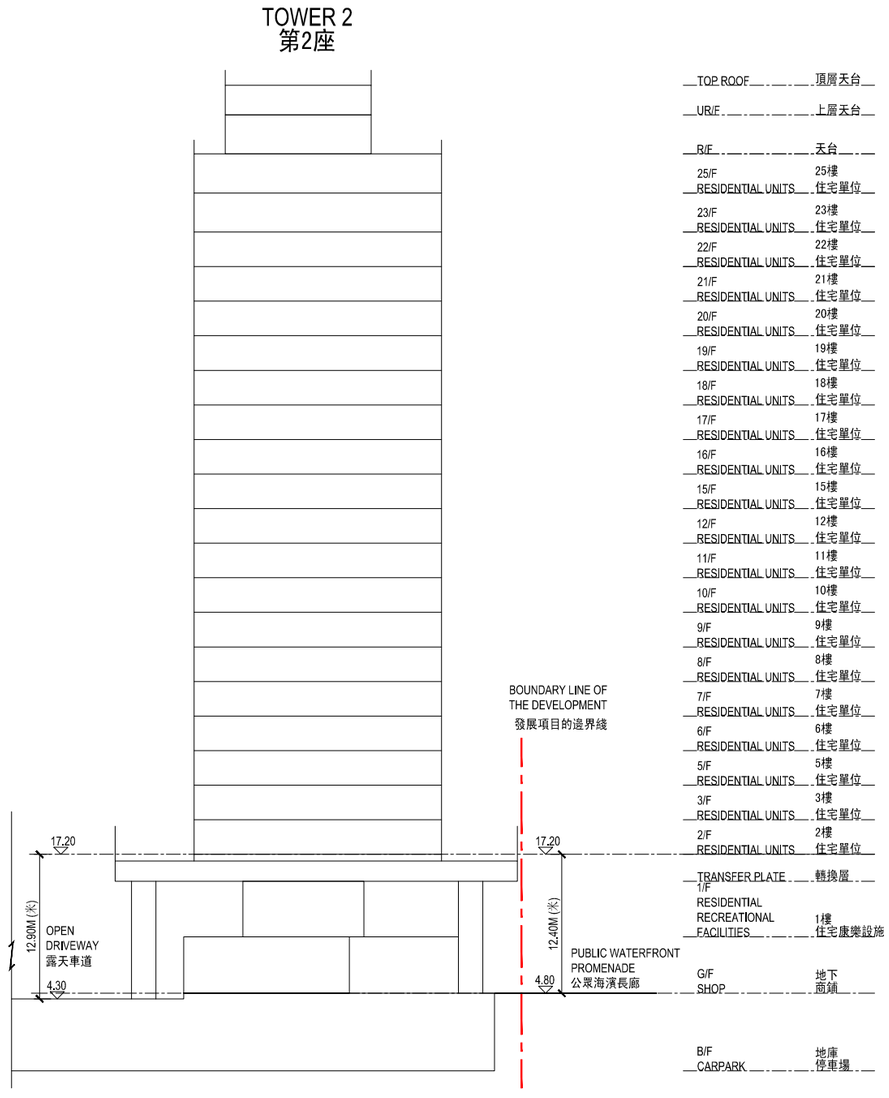
CROSS-SECTION PLAN OF BUILDING IN THE DEVELOPMENT
發展項目的建築物的橫截面圖

Legend
圖例

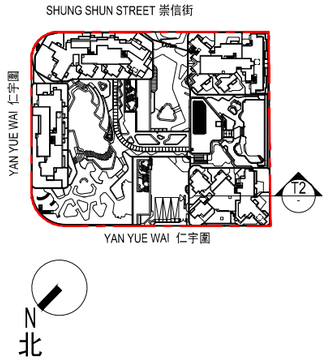
BOUNDARY LINE OF THE DEVELOPMENT
發展項目的邊界綫

Remarks:
1.(┈┈) Dotted line denotes the lowest residential floor.
2. (▽) denotes height (in meters) above Hong Kong Principal Datum.
3. 4/F, 13/F, 14/F and 24/F are omitted.

備註：
1. (┈┈) 虛線為最低住宅樓層水平。
2. (▽) 指香港主水平基準以上高度（米）。
3. 不設4樓、13樓、14樓及24樓。



Key Plan
索引圖



CROSS-SECTION PLAN OF BUILDING IN THE DEVELOPMENT
發展項目的建築物的橫截面圖

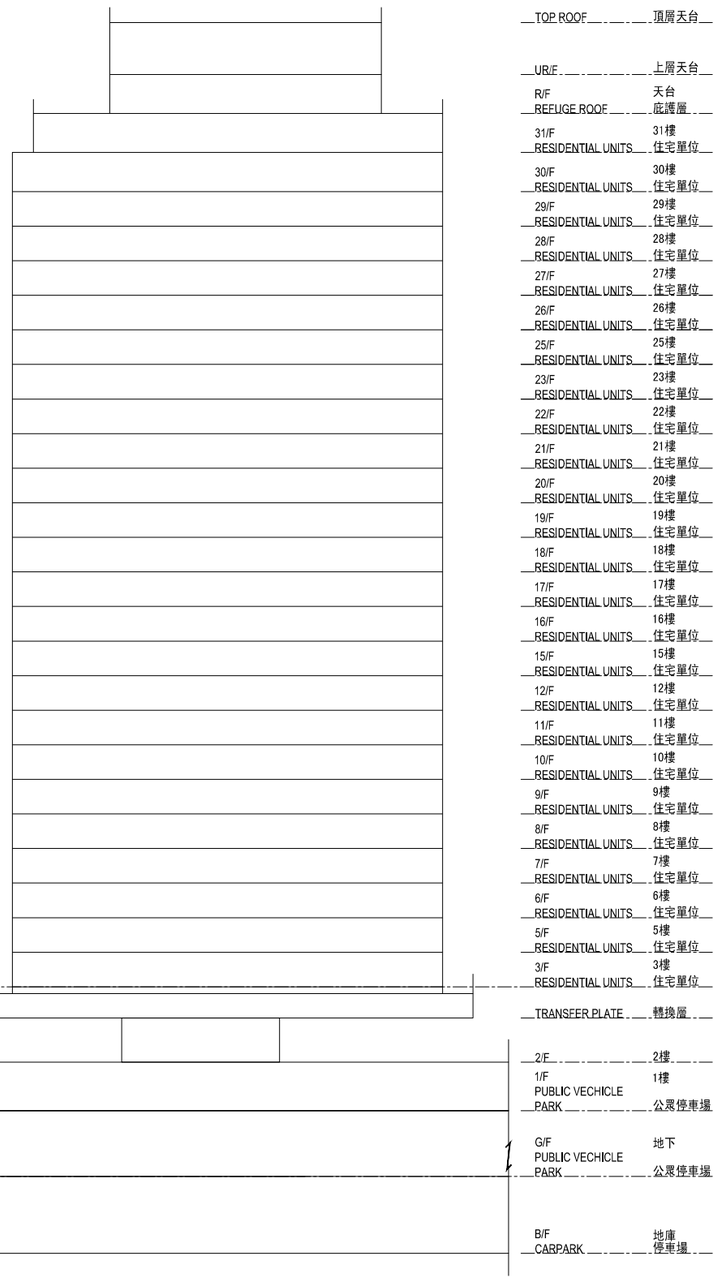
Legend
圖例

BOUNDARY LINE OF THE DEVELOPMENT
發展項目邊界綫

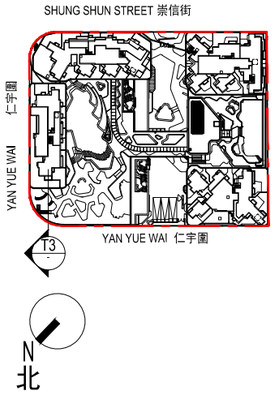
Remarks:
1. The part of Yan Yue Wai adjacent to Tower 3 is 4.45 to 4.70 metres above the Hong Kong Principal Datum.
2.(┄) Dotted line denotes the lowest residential floor.
3. (▽) denotes height (in meters) above Hong Kong Principal Datum.
4. 4/F, 13/F, 14/F and 24/F are omitted.

備註：
1. 毗連第3座的一段仁宇圍為香港主水平基準以上4. 45至4. 70米。
2. (┄) 虛線為最低住宅樓層水平。
3. (▽) 指香港主水平基準以上高度（米）。
4. 不設4樓、13樓、14樓及24樓。

TOWER 3
第3座

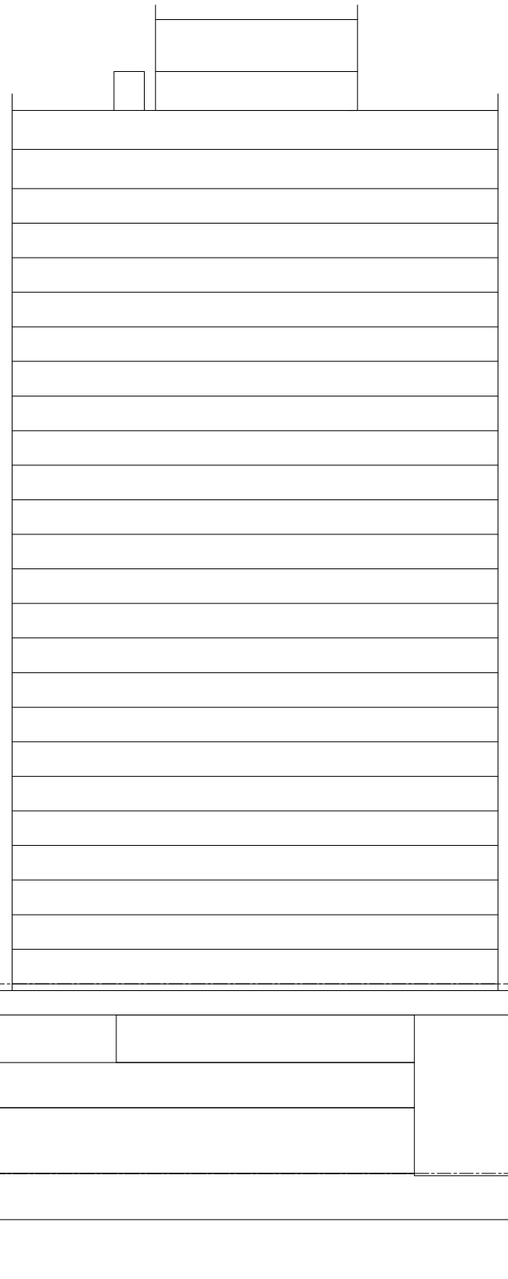


Key Plan
索引圖



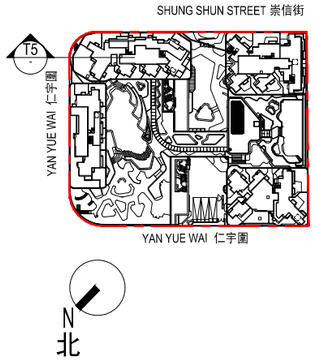
CROSS-SECTION PLAN OF BUILDING IN THE DEVELOPMENT
發展項目的建築物的橫截面圖

TOWER 5
第5座



TOP ROOF	頂層天台
UR/F	上層天台
R/F	天台
REFUGE ROOF	庇護層
31/F RESIDENTIAL UNITS	31樓 住宅單位
30/F RESIDENTIAL UNITS	30樓 住宅單位
29/F RESIDENTIAL UNITS	29樓 住宅單位
28/F RESIDENTIAL UNITS	28樓 住宅單位
27/F RESIDENTIAL UNITS	27樓 住宅單位
26/F RESIDENTIAL UNITS	26樓 住宅單位
25/F RESIDENTIAL UNITS	25樓 住宅單位
23/F RESIDENTIAL UNITS	23樓 住宅單位
22/F RESIDENTIAL UNITS	22樓 住宅單位
21/F RESIDENTIAL UNITS	21樓 住宅單位
20/F RESIDENTIAL UNITS	20樓 住宅單位
19/F RESIDENTIAL UNITS	19樓 住宅單位
18/F RESIDENTIAL UNITS	18樓 住宅單位
17/F RESIDENTIAL UNITS	17樓 住宅單位
16/F RESIDENTIAL UNITS	16樓 住宅單位
15/F RESIDENTIAL UNITS	15樓 住宅單位
12/F RESIDENTIAL UNITS	12樓 住宅單位
11/F RESIDENTIAL UNITS	11樓 住宅單位
10/F RESIDENTIAL UNITS	10樓 住宅單位
9/F RESIDENTIAL UNITS	9樓 住宅單位
8/F RESIDENTIAL UNITS	8樓 住宅單位
7/F RESIDENTIAL UNITS	7樓 住宅單位
6/F RESIDENTIAL UNITS	6樓 住宅單位
5/F RESIDENTIAL UNITS	5樓 住宅單位
3/F RESIDENTIAL UNITS	3樓 住宅單位
TRANSFER PLATE	轉換層
2/F	2樓
1/F PUBLIC VECHICLE PARK	1樓 公眾停車場
G/F PUBLIC VECHICLE PARK	地下 公眾停車場
B/F CARPARK	地庫 停車場

Key Plan
索引圖



Legend
圖例

BOUNDARY LINE OF THE DEVELOPMENT
發展項目的邊界綫

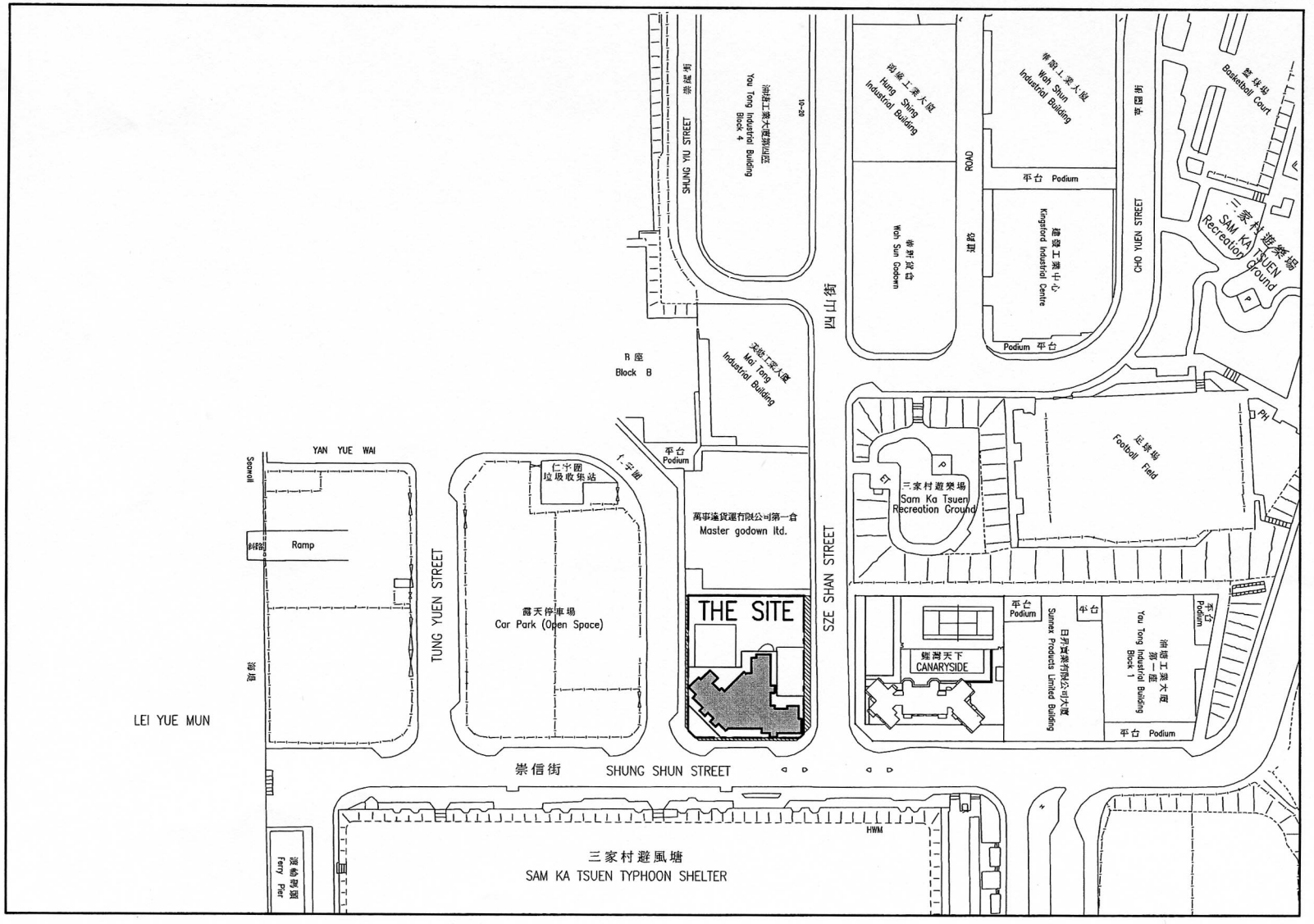
Remarks:

1. The part of Yan Yue Wai adjacent to Tower 5 is 4.68 to 4.83 metres above the Hong Kong Principal Datum.
2. (┄┄) Dotted line denotes the lowest residential floor.
3. (▽) denotes height (in meters) above Hong Kong Principal Datum.
4. 4/F, 13/F, 14/F and 24/F are omitted.

備註：

1. 毗連第5座的一段仁宇圍為香港主水平基準以上4. 68至4. 83米。
2. （┄┄）虛線為最低住宅樓層水平。
3. （▽）指香港主水平基準以上高度（米）。
4. 不設4樓、13樓、14樓及24樓。

6. Planning Application A/K15/90



0 5m 15m 30m 50m

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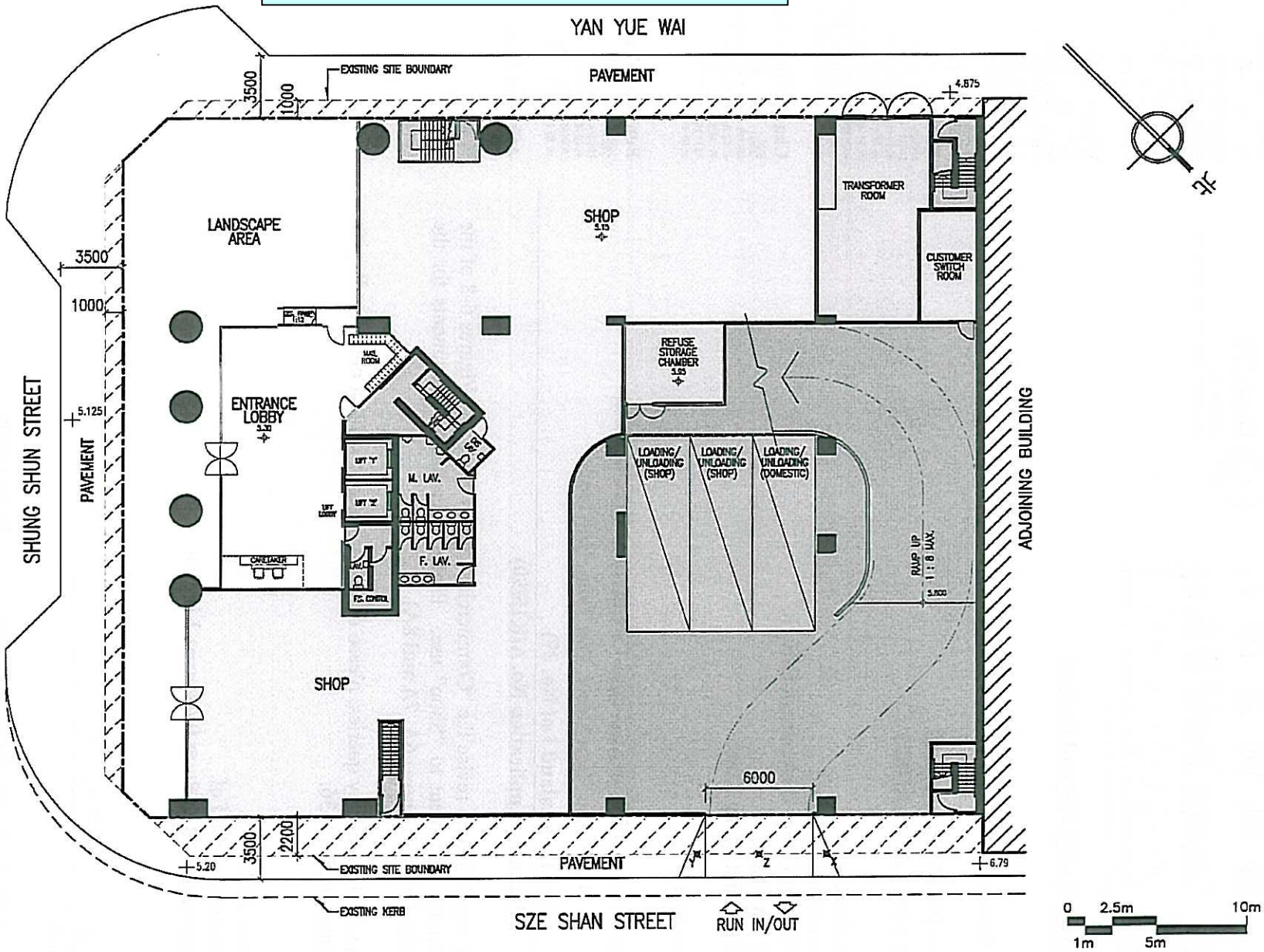
BLOCK PLAN

Figure 5

DWG. NO.: 0703-SK-13-1

PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27



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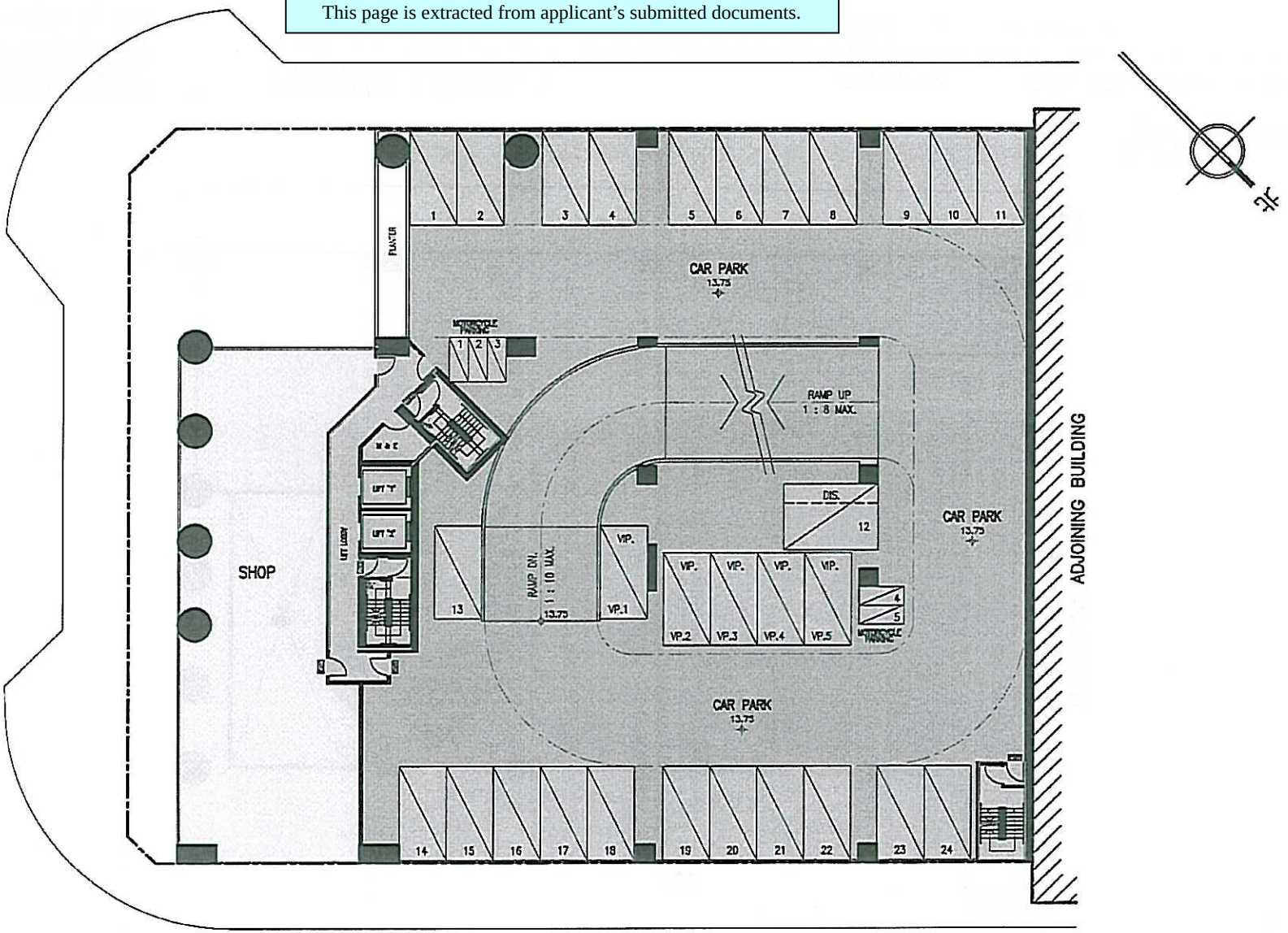
GROUND FLOOR PLAN

Figure 6A DWG. NO.: 0703-SK-13-2a

PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27



0 2.5m 10m
1m 5m

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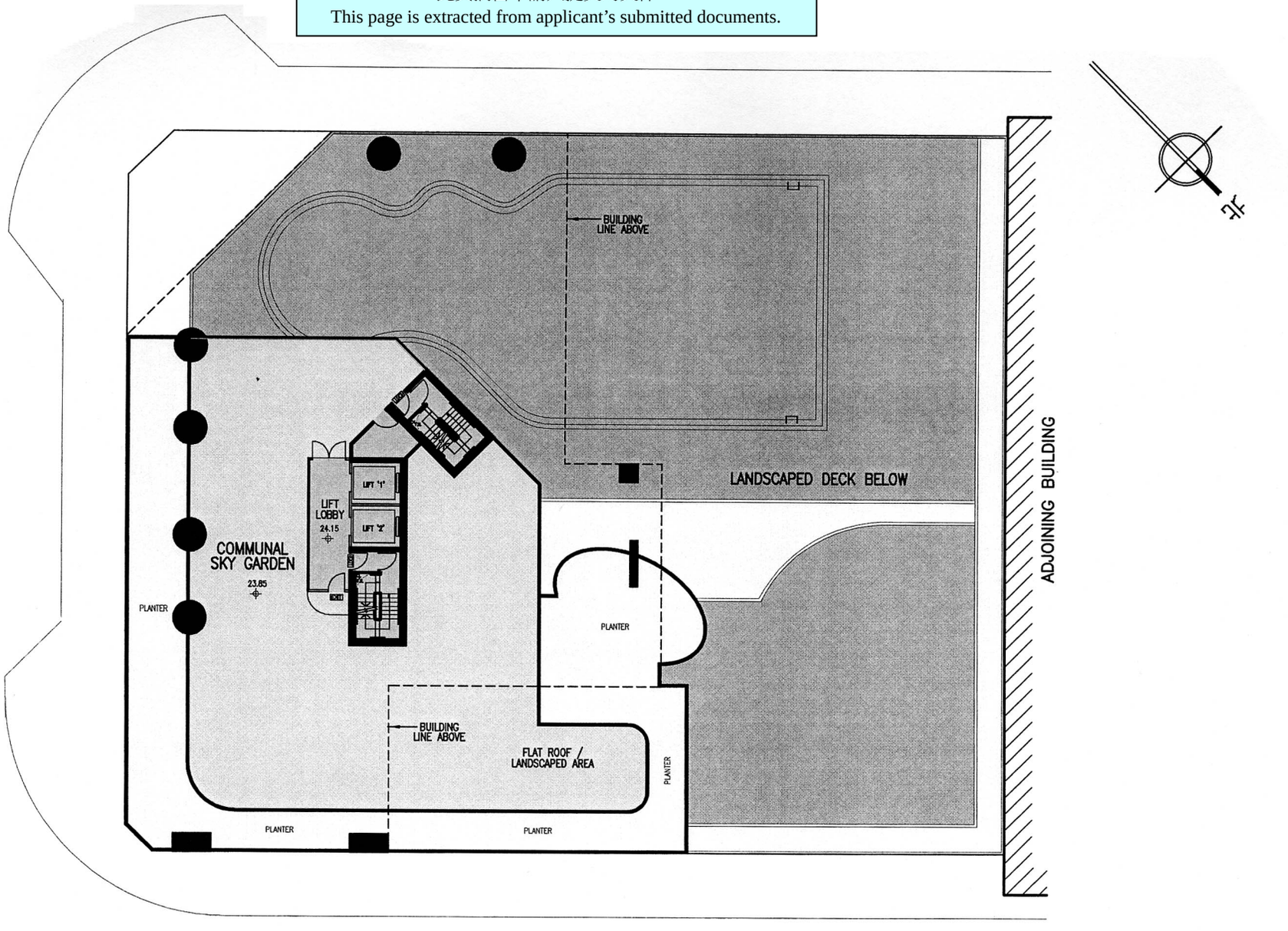
PODIUM LEVEL 2

Figure 8A DWG. NO.: 0703-SK-13-4a

PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27



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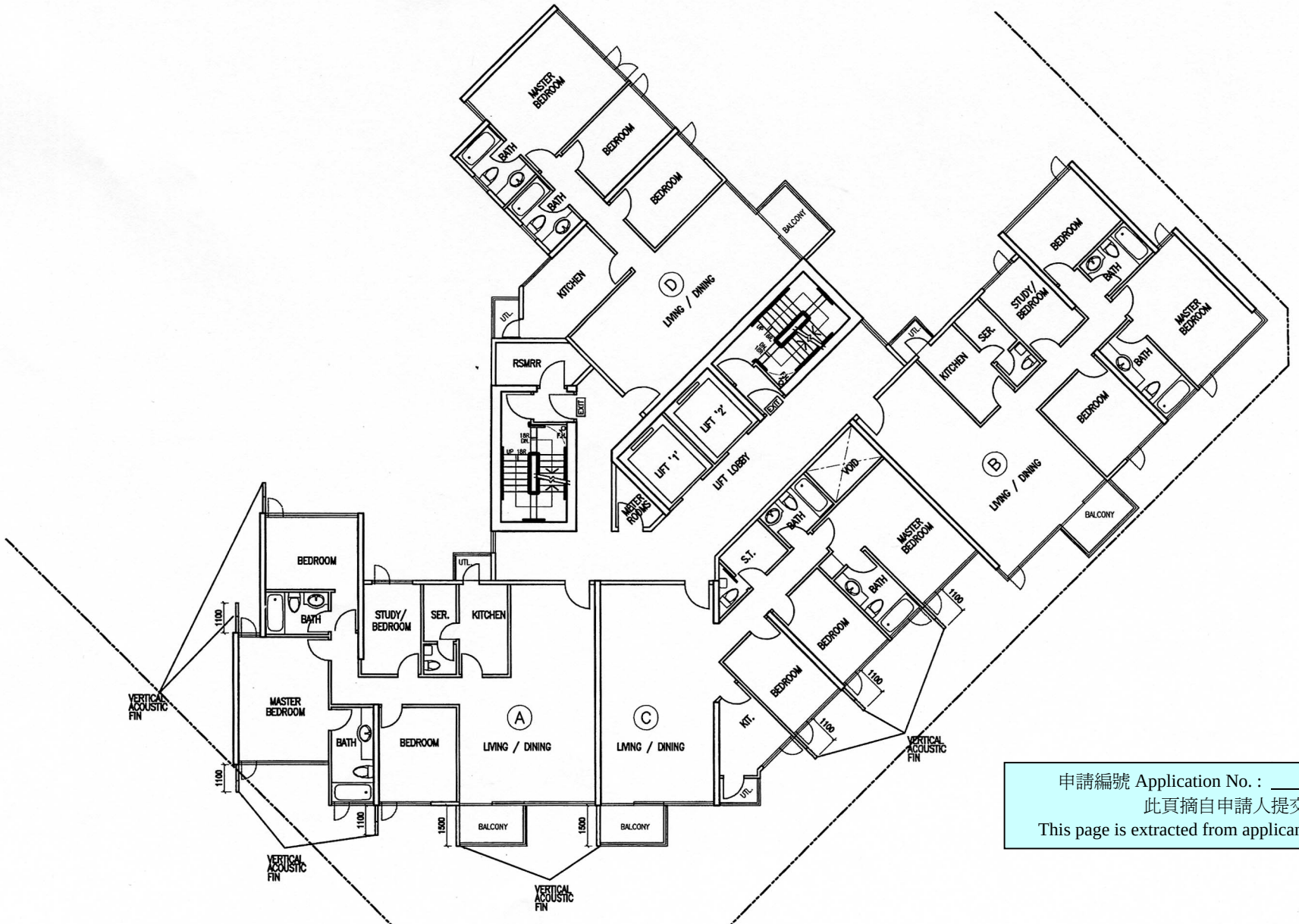
COMMUNAL SKY GARDEN

Figure 11

DWG. NO.: 0703-SK-13-7

PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27



申請編號 Application No.： A/K15/90
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This page is extracted from applicant's submitted documents.

TYPICAL FLOOR PLAN

Figure 13

DWG. NO.: 0703-SK-13-9

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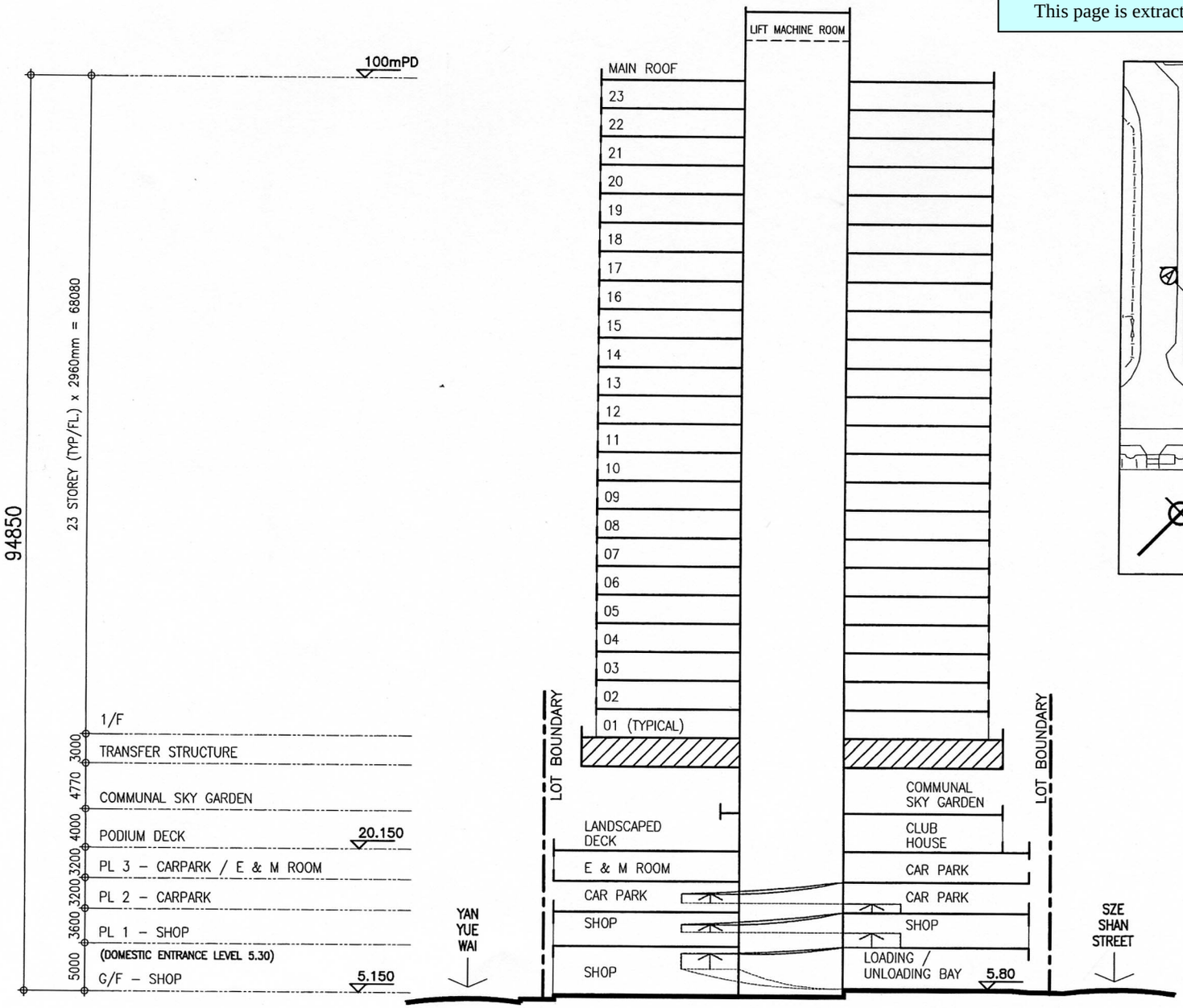
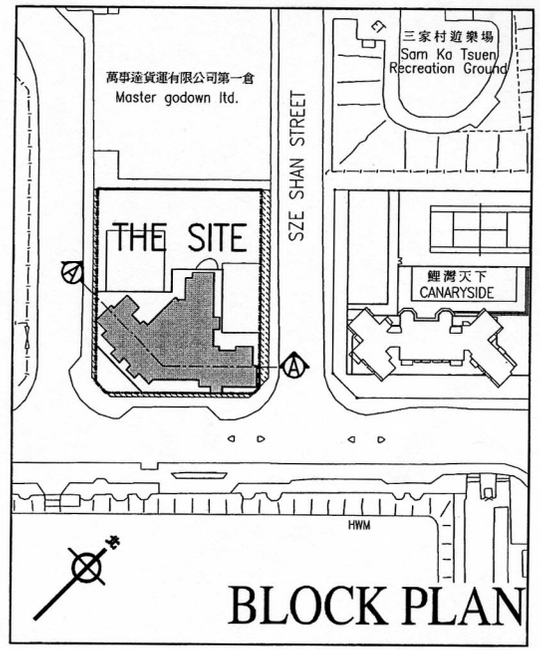
PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27





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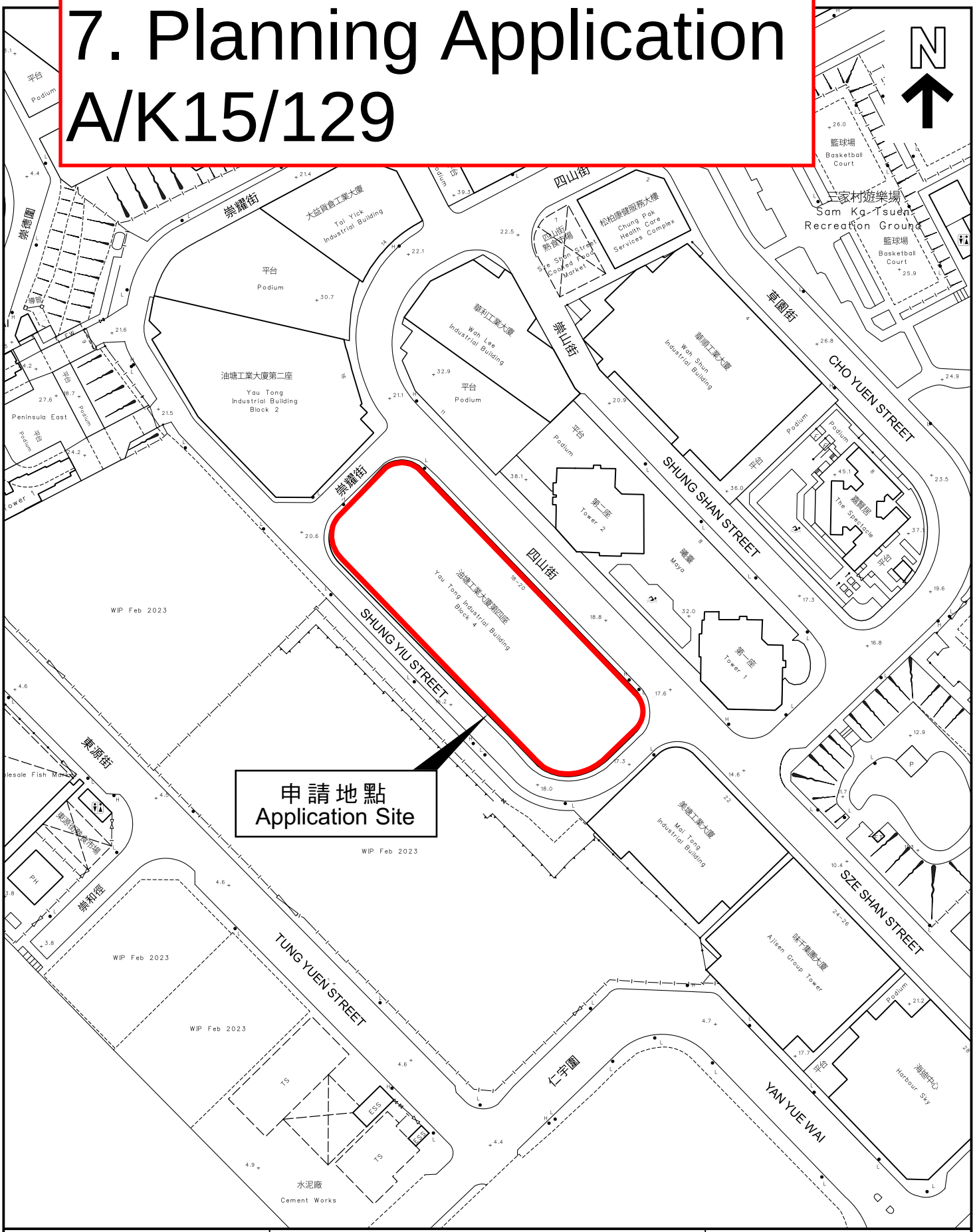
SCHEMATIC SECTION A-A

Figure 15 DWG. NO.: 0703-SK-13-11

PROPOSED RESIDENTIAL CUM COMMERCIAL DEVELOPMENT AT 28 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L.27

7. Planning Application A/K15/129



本摘要圖於2023年6月30日擬備，
所根據的資料為測量圖編號11-SE-4C
EXTRACT PLAN PREPARED ON
30.6.2023 BASED ON SURVEY SHEET
No. 11-SE-4C

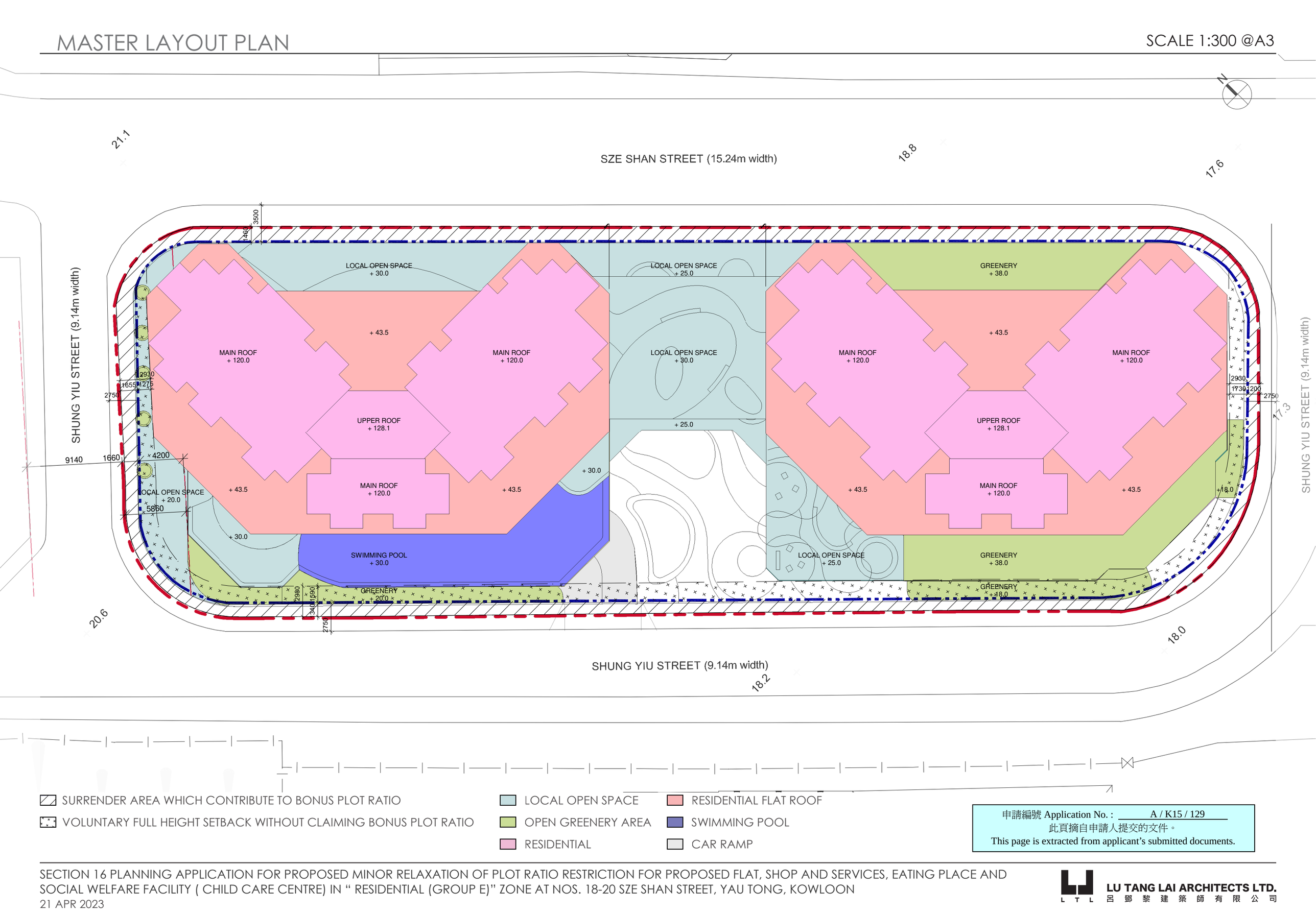
平面圖 SITE PLAN

申請地點界線只作識別用
APPLICATION SITE BOUNDARY
FOR IDENTIFICATION PURPOSE ONLY

參考編號
REFERENCE No.
A/K15/129

MASTER LAYOUT PLAN

SCALE 1:300 @A3



SURRENDER AREA WHICH CONTRIBUTE TO BONUS PLOT RATIO

VOLUNTARY FULL HEIGHT SETBACK WITHOUT CLAIMING BONUS PLOT RATIO

LOCAL OPEN SPACE

OPEN GREENERY AREA

RESIDENTIAL

RESIDENTIAL FLAT ROOF

SWIMMING POOL

CAR RAMP

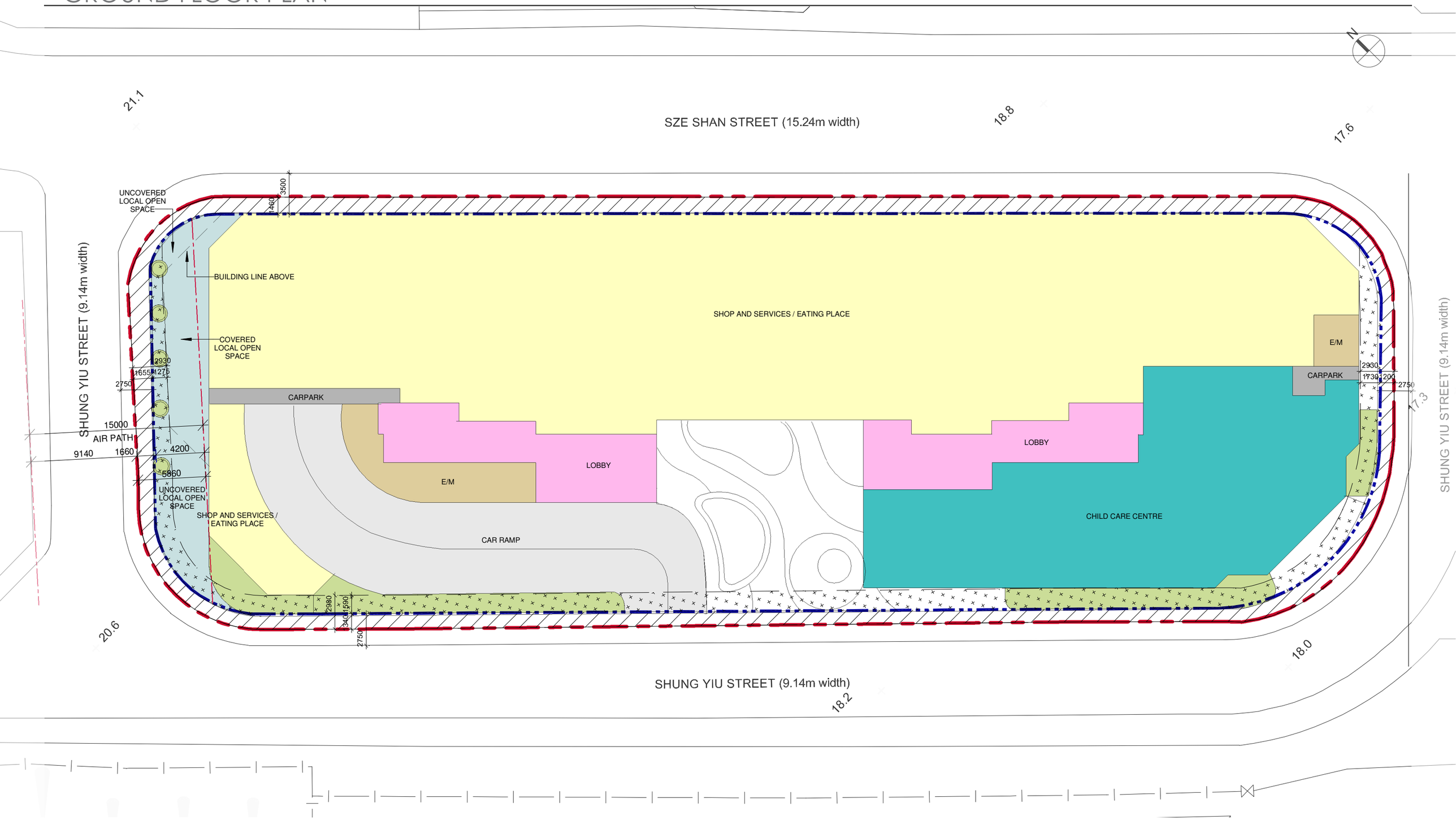
SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED FLAT, SHOP AND SERVICES, EATING PLACE AND SOCIAL WELFARE FACILITY (CHILD CARE CENTRE) IN " RESIDENTIAL (GROUP E)" ZONE AT NOS. 18-20 SZE SHAN STREET, YAU TONG, KOWLOON

21 APR 2023

LU TANG LAI ARCHITECTS LTD.
呂鄧黎建築師有限公司

GROUND FLOOR PLAN

SCALE 1:300 @A3



SURRENDER AREA WHICH CONTRIBUTE TO BONUS PLOT RATIO

VOLUNTARY FULL HEIGHT SETBACK WITHOUT CLAIMING BONUS PLOT RATIO

LOCAL OPEN SPACE

OPEN GREENERY AREA

RESIDENTIAL

SHOP AND SERVICES / EATING PLACE

CHILD CARE CENTRE

E/M

CARPARK

CAR RAMP

申請編號 Application No. : A / K15 / 129
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED FLAT, SHOP AND SERVICES, EATING PLACE AND SOCIAL WELFARE FACILITY (CHILD CARE CENTRE) IN " RESIDENTIAL (GROUP E)" ZONE AT NOS. 18-20 SZE SHAN STREET, YAU TONG, KOWLOON

21 APR 2023

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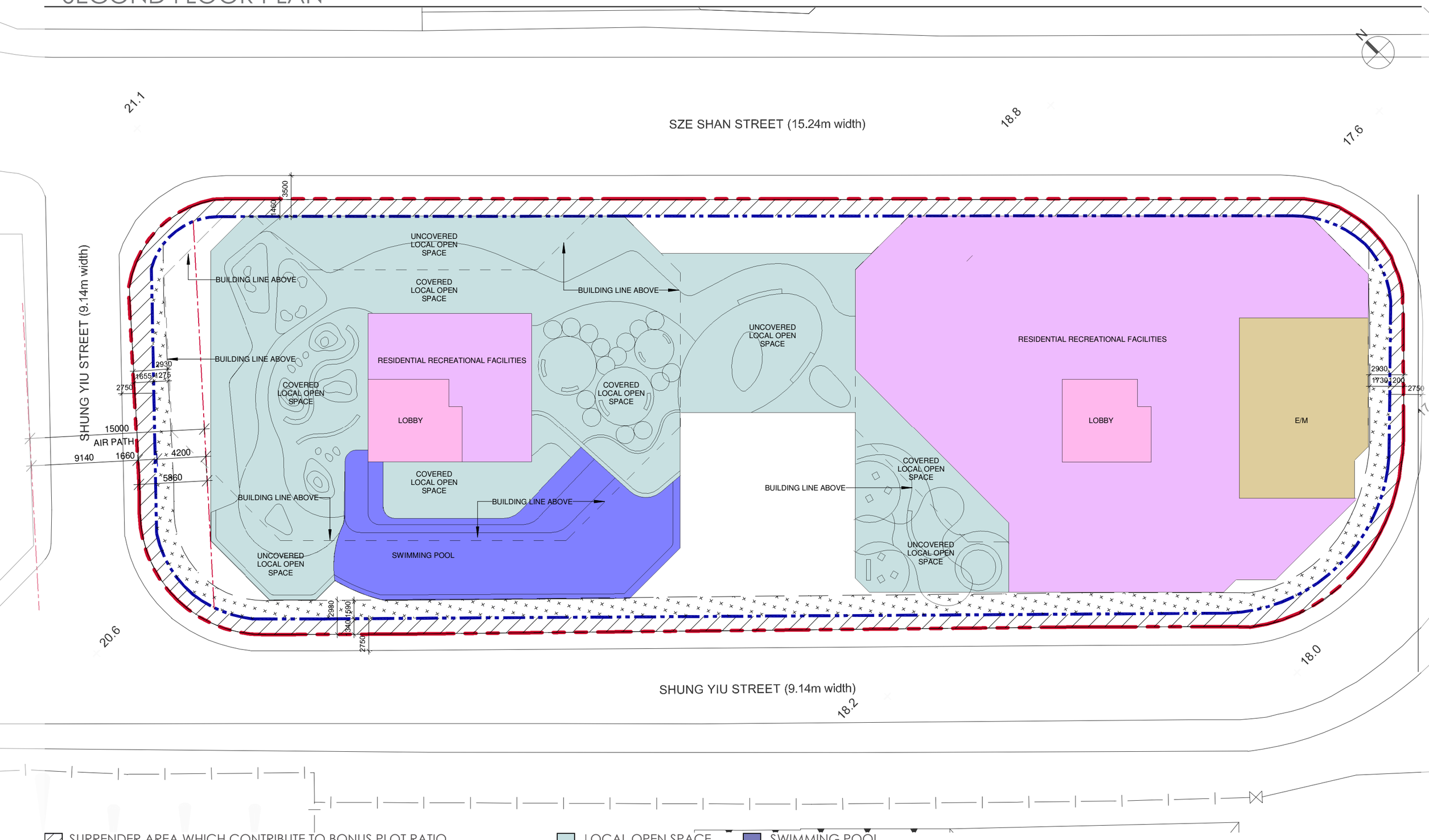
L T L 呂 鄧 黎 建 築 師 有 限 公 司

SECOND FLOOR PLAN

SCALE 1:300 @A3



SURRENDER AREA WHICH CONTRIBUTE TO BONUS PLOT RATIO

VOLUNTARY FULL HEIGHT SETBACK WITHOUT CLAIMING BONUS PLOT RATIO

LOCAL OPEN SPACE

RESIDENTIAL LOBBY

RESIDENTIAL RECREATIONAL FACILITIES

SWIMMING POOL

E/M

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED FLAT, SHOP AND SERVICES, EATING PLACE AND SOCIAL WELFARE FACILITY (CHILD CARE CENTRE) IN " RESIDENTIAL (GROUP E)" ZONE AT NOS. 18-20 SZE SHAN STREET, YAU TONG, KOWLOON

21 APR 2023

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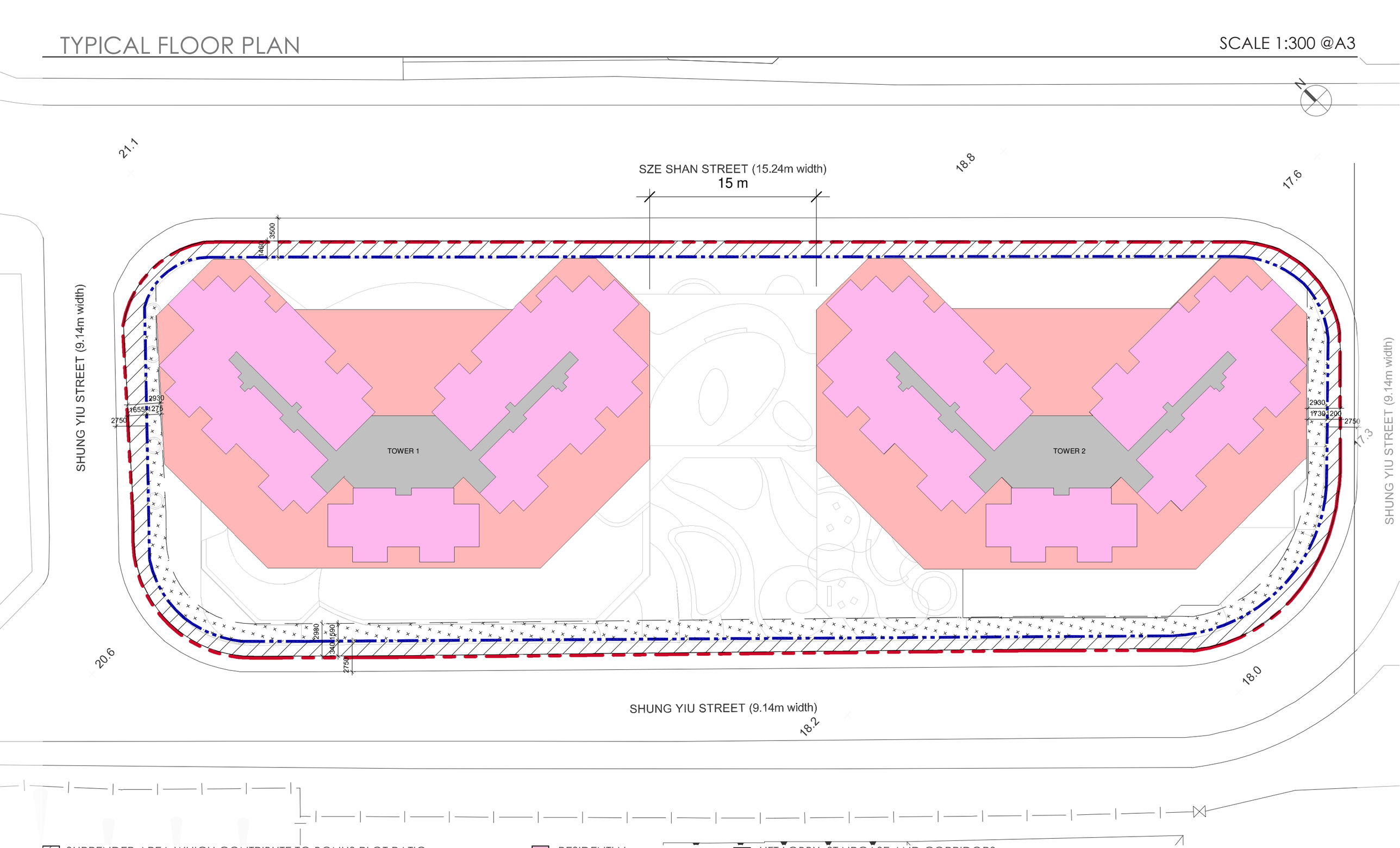
TYPICAL FLOOR PLAN

SCALE 1:300 @A3



SURRENDER AREA WHICH CONTRIBUTE TO BONUS PLOT RATIO

VOLUNTARY FULL HEIGHT SETBACK WITHOUT CLAIMING BONUS PLOT RATIO

RESIDENTIAL

RESIDENTAL FLAT ROOF

LIFT LOBBY, STAIRCASE AND CORRIDORS

申請編號 Application No. : A / K15 / 129
此頁摘自申請人提交的文件。
This page is extracted from applicant's submitted documents.

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED FLAT, SHOP AND SERVICES, EATING PLACE AND SOCIAL WELFARE FACILITY (CHILD CARE CENTRE) IN " RESIDENTIAL (GROUP E)" ZONE AT NOS. 18-20 SZE SHAN STREET, YAU TONG, KOWLOON

06 JUL 2023

LU TANG LAI ARCHITECTS LTD.
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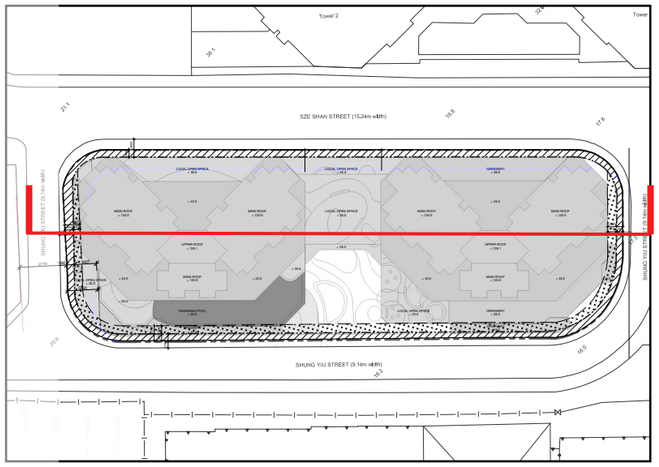
SECTION 1- 1

SCALE 1:500 @A3



SECTION FOR SHUNG YIU STREET
1: 300

SECTION 16 PLANNING APPLICATION FOR PROPOSED MINOR RELAXATION OF PLOT RATIO RESTRICTION FOR PROPOSED FLAT, SHOP AND SERVICES, EATING PLACE AND SOCIAL WELFARE FACILITY (CHILD CARE CENTRE) IN " RESIDENTIAL (GROUP E)" ZONE AT NOS. 18-20 SZE SHAN STREET, YAU TONG, KOWLOON

06 JUL 2023

LU TANG LAI ARCHITECTS LTD.
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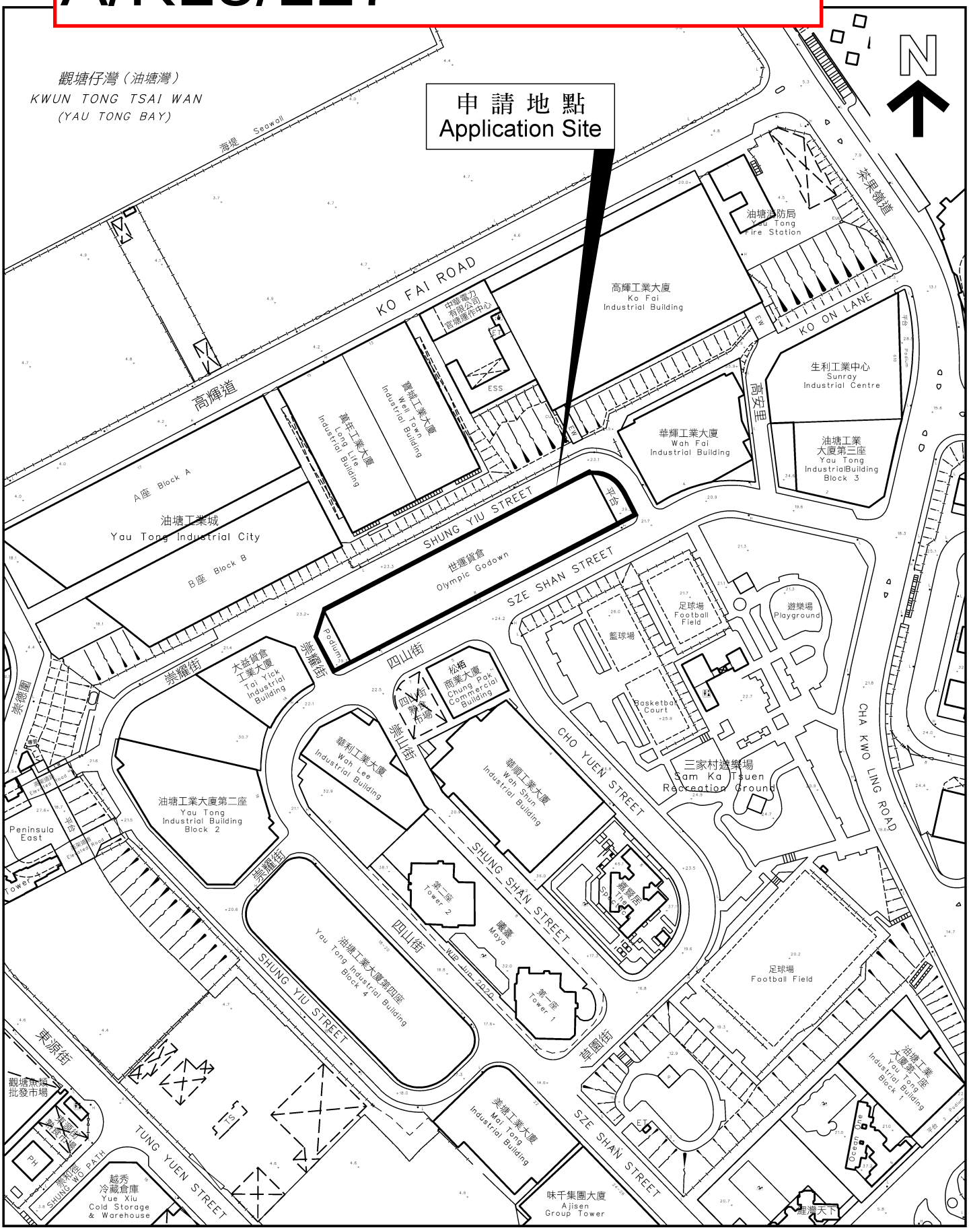
8. Planning Application A/K15/127



油塘工業城
Yau Tong Industrial City

B座
Block B

萬年工業大廈
Long Life
Industrial Building

寶城工業大廈
Well Town
Industrial Building

CUL

EW

21.5

RUN-IN/OUT

23.3

A 崇耀街 SHUNG YIU STREET

23.1

23.2

48300

B.L.

7500

B.L.

SETBACK FOR PROPOSED STREET WIDENING

2150

LINE OF BUILDING ABOVE (AT 1/F)

LINE OF BUILDING ABOVE (AT 2/F)

2150

GREENERY

VC

1300

18000

RAMP DN

1:8

20.20

1:6

5500

23.20

7750

M/E

RETAIL ENTRANCE

2750

B

B.L.

OPEN SQUARE

12950

SHOP AND SERVICES

21080

HEAVY GOODS VEHICLE L/UL

3000

11000

3

2

1

TURNTABLE

23.20

12720

DROP OFF

PARKING SPACE FOR REFUSE VEHICLE

RSMRC

M/E

6

5

LIGHT GOODS VEHICLE L/UL

4

10050

SHOP AND SERVICES

9250

T1A

RESIDENTIAL LOBBY

7200

RETAIL ENTRANCE

5500

SHOP AND SERVICES

23150

OPEN SQUARE

5500

COVERED PASSAGE BETWEEN SZE SHAN STREET & SHUNG YIU STREET

M/E

T1B

RESIDENTIAL LOBBY

7000

23.20

SHOP AND SERVICES

UP TO 1/F

OPEN SQUARE

RETAIL ENTRANCE

2750

B

B.L.

22.5

3500

1500

B.L.

RESIDENTIAL ENTRANCE (T1A)

RESIDENTIAL ENTRANCE (T1B)

21.7

HGV L/UL = 3 Nos.
LGV L/UL = 3 Nos.

LOADING/UNLOADING
(5.9M H.)

A

四山街 SZE SHAN STREET

24.2

22.5

7

四山街
熟食市場
Sze Shan Street
Cooked Food
Bazaar Market

5

松柏商業大廈
Chung Pak
Commercial Building

2

GROUND FLOOR PLAN (4.95M H.)

SCALE 1 : 400
2020-12-29

0 4 8 12 16 20m

C Y S Associates (H K) Ltd.
Architects & Urban Designers.
CYS
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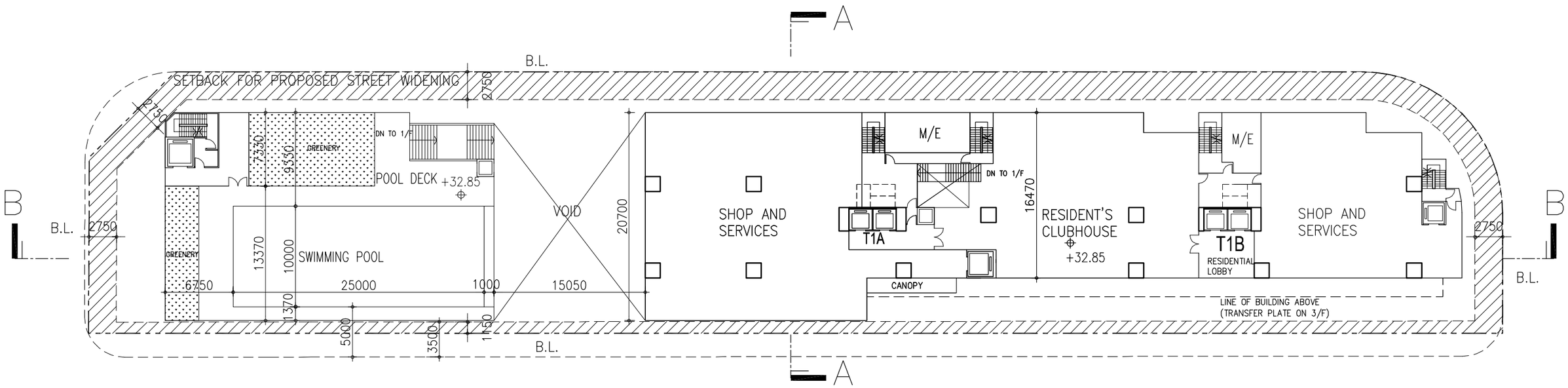
TEL: 2858 6693 • FAX: 2858 9083 2858 9366 • E-MAIL: cys@cysarch.com.hk

A3 – 1:400

v:\cyscad\19-522 sze shan street planning\dgn\20201229 layout\20201229 layout

PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR
8 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L. NO. 36



2/F PLAN (4.5M H.)

SCALE 1 : 400

2020-12-24

PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR 8 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L. NO. 36

0 4 8 12 16 20m

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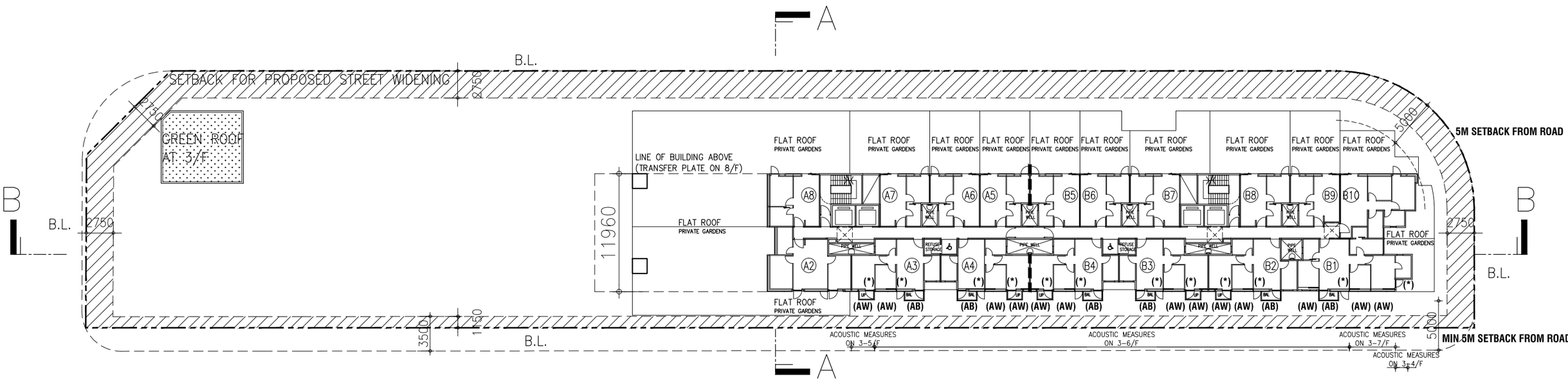
A3 – 1:400

v:\cyscad\19-522 sze shan street planning\dgn\20201224 layout\20201224 layout



TOWER 1A

TOWER 1B

LEGEND
(AB) ACOUSTIC BALCONY
(AW) ACOUSTIC WINDOW
(*) FIXED GLAZING / AUTO-CLOSE DOOR

LOCATION OF ACOUSTIC MEASURES FOR UNITS FACING SZE SHAN STREET ON 3/F - 7/F REFER TO PLAN

3/F PLAN (3.25M H.)

SCALE 1 : 400
2020-12-29

PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR
8 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L. NO. 36

0 4 8 12 16 20m

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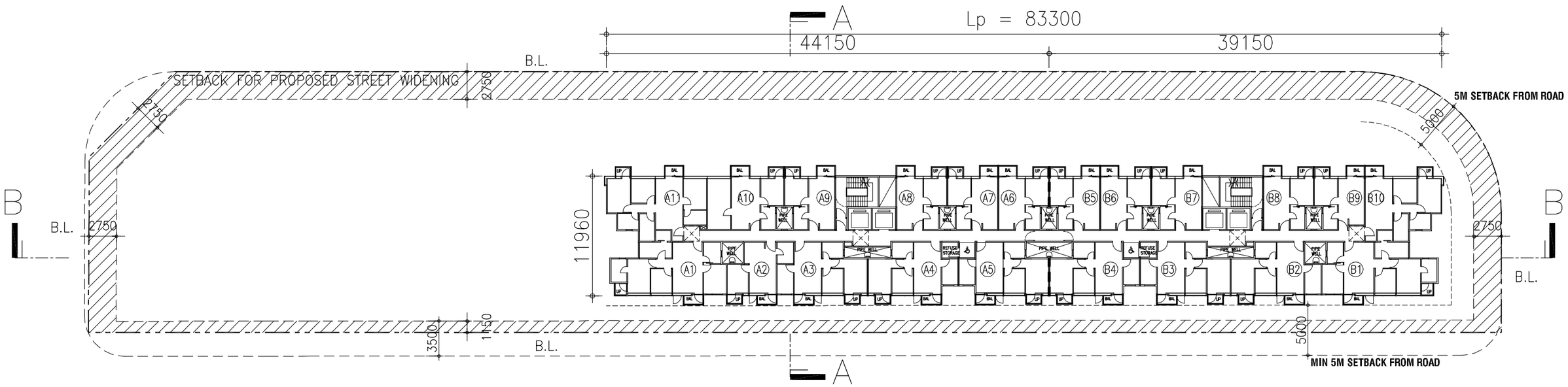
A3 – 1:400

v:\cyscad\19-522 sze shan street planning\dgn\20201229 layout\20201229 layout



TYPICAL PLAN (3.25M H.)

SCALE 1 : 400
2020-12-24

PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR
8 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L. NO. 36

0 4 8 12 16 20m

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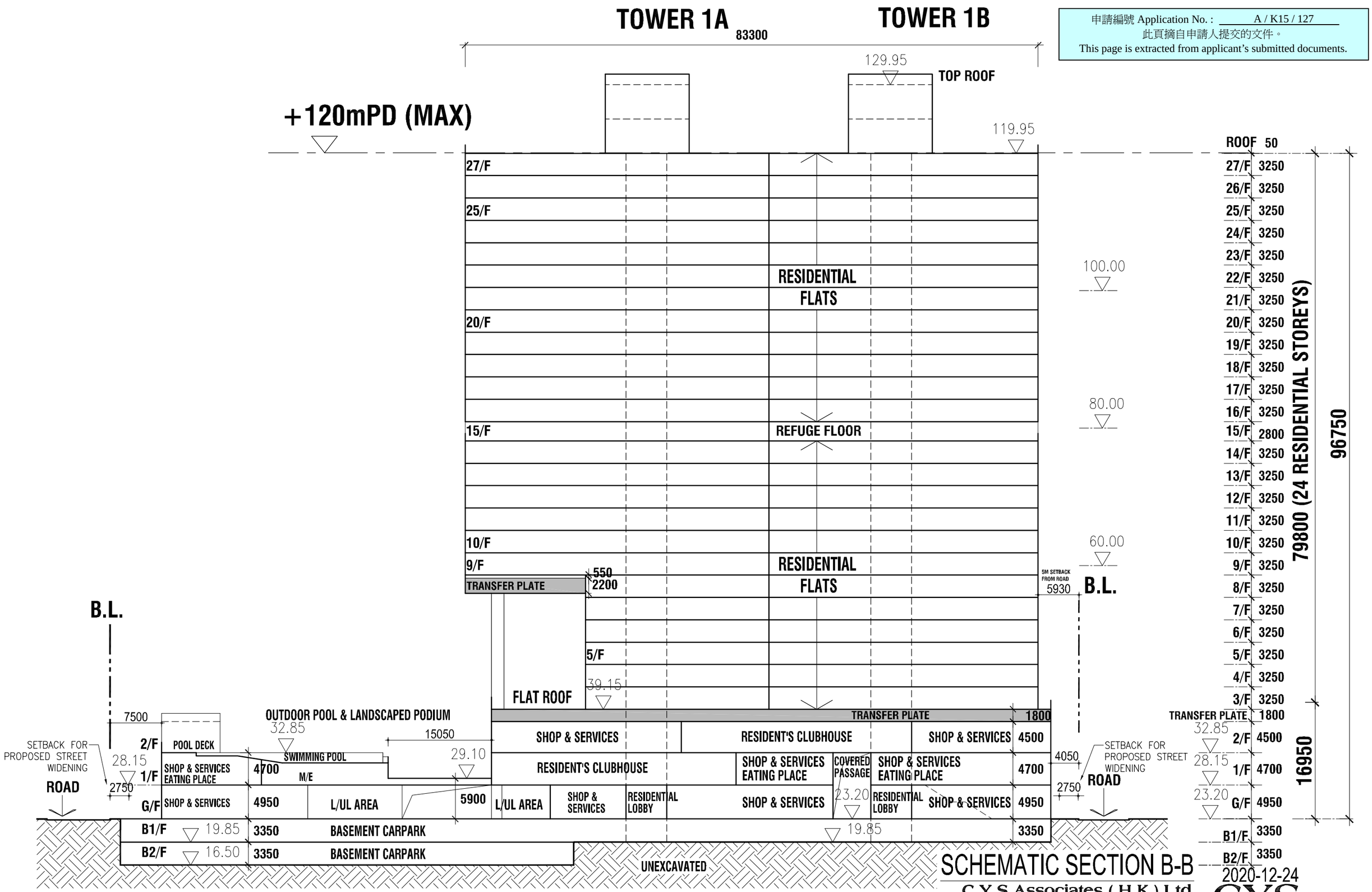
A3 – 1:400

v:\cyscad\19-522 sze shan street planning\dgn\20201224 layout\20201224 layout



SCHEMATIC SECTION B-B

PROPOSED RESIDENTIAL / COMMERCIAL SCHEME FOR 8 SZE SHAN STREET, YAU TONG, KOWLOON. Y.T.I.L. NO. 36

0 5 10 15 20 25m

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2020-12-24

A3 – 1:500

v:\cyscad\19-522 sze shan street planning\dgn\20201224 layout\20201224 layout