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**From:** [REDACTED]  
**Sent:** 2024-12-02 星期一 12:14:16  
**To:** tpbpd/PLAND <tpbpd@pland.gov.hk>  
**Cc:** [REDACTED]  
**Subject:** Fw: [Submission of FI] Planning Application No. S/STT/14 - Section 16 Planning Application for Temporary Training Facilities at HKIC San Tin Training Ground, San Tin, Yuen Long  
**Attachment:** A\_STT\_14\_FI(1)\_Replacement\_Pages\_and\_Supplementary\_Information.pdf

Dear Tommy,

I refer to the Planning Application No. S/STT/14 and would like to submit the Further Information (FI), including replacement pages and supplementary information. The FI serves to correct some missing information on the drawings and to supplement the contents of the accepted FI submission for the previous planning application.

*(See attached file: A\_STT\_14\_FI(1)\_Replacement\_Pages\_and\_Supplementary\_Information.pdf)*

If you have any queries, please feel free to contact me. Thank you very much.

Regards,  
Kelvin CHAN  
E/44(N), NDO, CEDD  
[REDACTED]

# **Section 16 Planning Application**

Temporary Use of Land and Building  
Not Exceeding 3 Years in Rural Areas

October 2024

*Planning Application No. A/STT/14*

*Temporary Training Facilities  
(Until 31 October 2026)*

Submission of Further Information

Prepared by

*Civil Engineering and Development Department*

**Summary of Further Information**

<b>No.</b>	<b>Replacement</b>	<b>Attachment</b>
1	Planning Statement, Pages 8 & 16	Attachment 1
2	Figure 5	Attachment 2
3	Figure 10a & 10b	Attachment 3
4	Figure 12a to 12c	Attachment 4
5	Appendix B, Preliminary Environmental Review Report Pages 5, 8, 10-14, 16-23, & 47, Appendix 4.3, Figures 4.3a, 4.3b, & 4.3c	Attachment 5
6	Appendix B, Sewerage Impact Assessment (SIA) Report, Drawing – San Tin Existing Sewerage Layout Plan	Attachment 6

<b>No.</b>	<b>Supplementary information</b>	<b>Attachment</b>
7	Supplementary information to Appendix B, Preliminary Environmental Review Report, Section 3.6.2	Attachment 7

# **Attachment 1**



## **List of Figures**

Figure 1	Location of the Application Site
Figure 2	Aerial Photo of the Site and the Surrounding Environment
Figure 3	Approved San Tin Technopole Outline Zoning Plan No. S/STT/2
Figure 4	General Layout Plan
Figure 5	Landscape Master Plan
Figure 6	Plan for Open Space
Figure 7	Block Plan
Figure 8	Ingress and Egress Routing for Development Traffic
Figure 9	Existing Drainage Layout Plan
Figures 10a & 10b	Existing Sewerage Layout Plan
Figure 11	Existing Waterworks Layout Plan
Figures 12a to 12c	Location of Fixed Noise Source

## **List of Appendices**

Appendix A	Record of compliance with previous approval conditions
Appendix B	Technical assessments conducted in the previously approved application

dismantled and removed after use. In light of the above, this application will not jeopardize the long-term land use planning intention for the existing zonings.

#### **4.4. Compatible with Surrounding Development Context**

4.4.1. The applied use is fully compatible with the existing and surrounding neighbourhood. The Application Site is located in a rural setting environment where low-rise residential developments and village houses such as Wing Ping Tsuen, Tung Chan Wai, and Yan Shau Wai are found. Besides, existing storage yards for vehicles and construction materials are also located to the north of the Application Site. To respect the overall rural setting, the existing modular units will remain in-situ and most of them will be kept at single-storey height only, which is with the similar height of the surrounding developments and thus compatible with the surrounding context.

#### **4.5. Technical Assessments Demonstrating No Adverse Impacts in terms of Traffic, Environment, Ecology, Drainage, Sewerage, Water Supply, Tree and Landscape**

4.5.1. There are no adverse impacts on traffic, environmental, ecological, drainage, sewerage, water supply, tree, and landscape aspects as confirmed in the technical assessments (including Traffic Impact Assessment, Environmental Review Report, Drainage Impact Assessment, Sewerage Impact Assessment, Water Supply Impact Assessment, and Tree Survey Report) conducted under the previously approved application. Relevant provision of facilities under the previous approval have been complied with to the satisfaction of the concerned Government departments.

4.5.2. As this application has no major changes in planning circumstances, no insurmountable impacts are anticipated. The ingress and egress routings for development traffic, existing drainage layout plan, existing sewerage layout plan and existing waterworks layout plan are provided in **Figure 8, Figure 9, Figures 10a & 10b** and **Figure 11** respectively.

4.5.3. The technical assessments conducted in the previously approved application is attached in **Appendix B** and are summarized in the following paragraphs, with justification of their validity in this application.

##### Traffic Impact

4.5.4. To serve the operational need, a total of 8 nos. of existing car park spaces (i.e. 5m x 2.5m) would be maintained for staff within the Application Site. 3 nos. of the existing loading/unloading bays of 11m heavy goods vehicles would be maintained for the use of refuse collection vehicles and refuse collection.

4.5.5. With limited parking spaces provided within the Site and no coach service provided to serve the staff and students to/from the proposed development, it is assumed that all staff and students would rely on public transport (PT) to/from the proposed development as a conservative approach. This tallies with the existing transportation mode selection observed after operating the Training Ground since November 2023.

# **Attachment 2**





KEY PLAN

- LEGEND :**
- APPLICATION SITE
  - PROPOSED FOOTPATH / EVA
  - PROPOSED CLASSROOMS, STUDENT ACTIVITIES ROOMS, STAFF OFFICES
  - EXISTING TOLIET FACILITIES, CHANGING ROOM, BUILDING SERVICES BUILDING AND FIRE SERVICES BUILDING TO BE PRESERVED
  - EXISTING SITTING FACILITIES TO BE PRESERVED
  - EXISTING TREE TO BE RETAINED
  - EXISTING TPI TO BE RETAINED
  - EXISTING VEGETATION TO BE RETAINED
  - ▶ PROPOSED PEDESTRIAN ACCESS
  - ▶ PROPOSED VECHCLAR ACCESS
  - PARKING SPACES
  - LOADING /UNLOADING BAYS (FOR REFUSE COLLECTION VEHICLES)

Rev	Description	By	Date

Consultant

Project Title

Drawing Title  
**SAN TIN  
 LANDSCAPE MASTER PLAN**

Drawing no. <b>FIGURE 5</b>	Rev.
Drawn CAD	Date JUL 2024
Scale 1:500@A1	Status FOR INFORMATION

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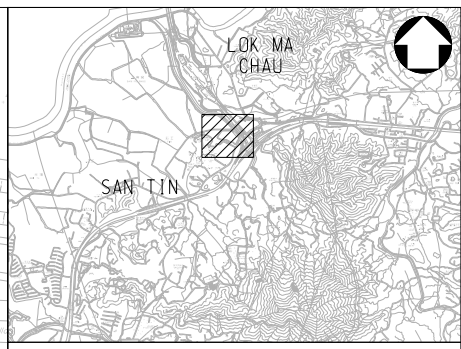
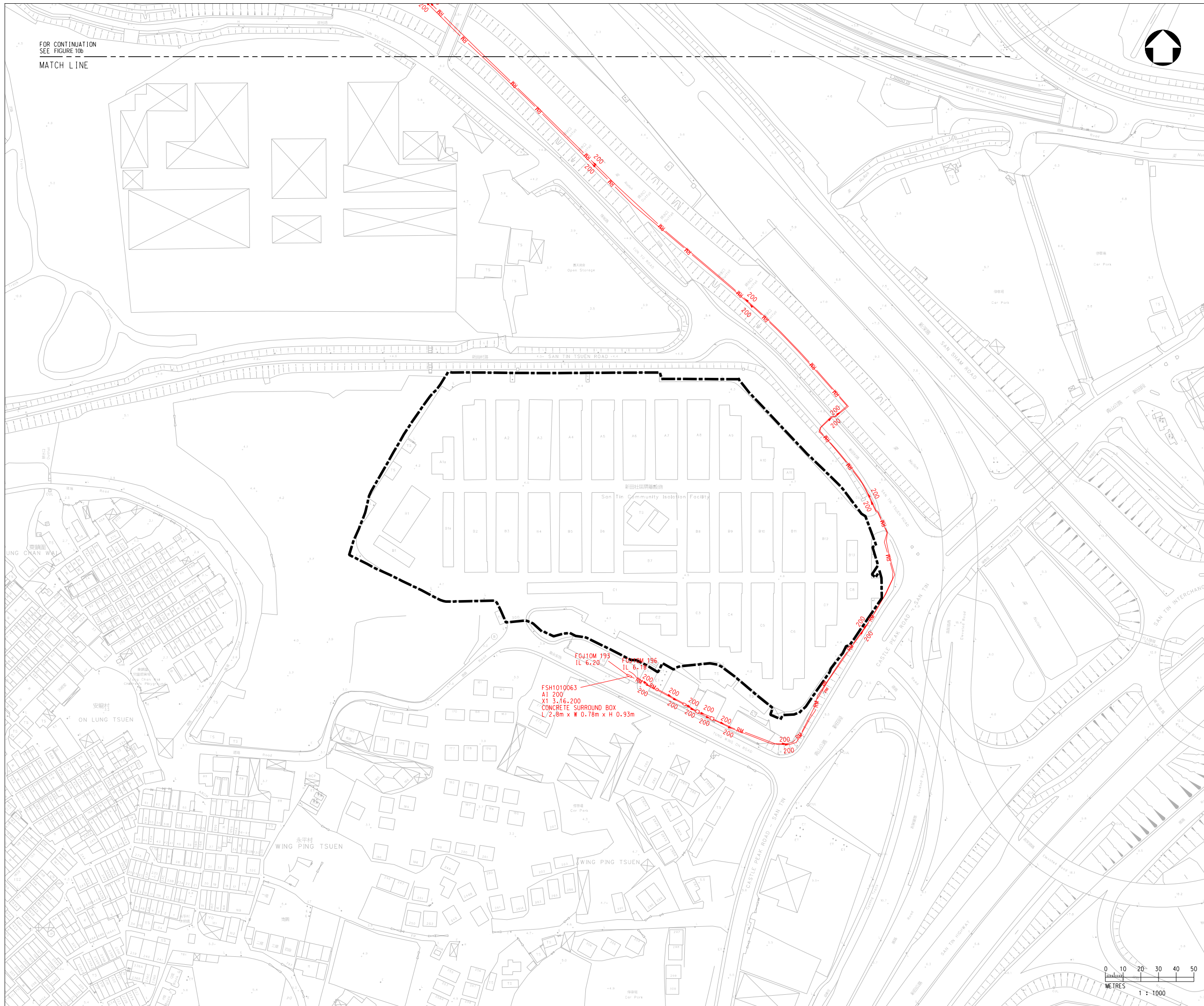
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- LANDSCAPE COMPONENTS**
- ① MAIN ENTRANCE
  - ② PLANTING AREA
  - ③ SITTING AREA





# **Attachment 3**


FOR CONTINUATION  
SEE FIGURE 10b  
MATCH LINE



KEY PLAN

LEGEND :

-  SITE BOUNDARY OF PLANNED DEVELOPMENT
-  EXISTING SEWERAGE

Rev	Description	By	Date
Consultant			
Project title			
Drawing title			
SAN TIN EXISTING SEWERAGE LAYOUT PLAN			
SHEET 1 OF 2			
Drawing no. FIGURE 10a		Rev. -	
Drawn	Date	Checked	Approved
Scale 1:1000 (A1)		Status -	
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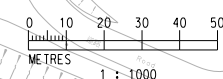
Consultant

Project title

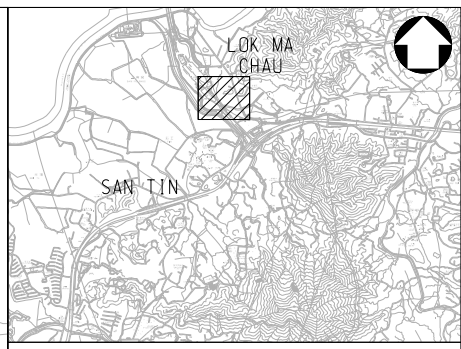
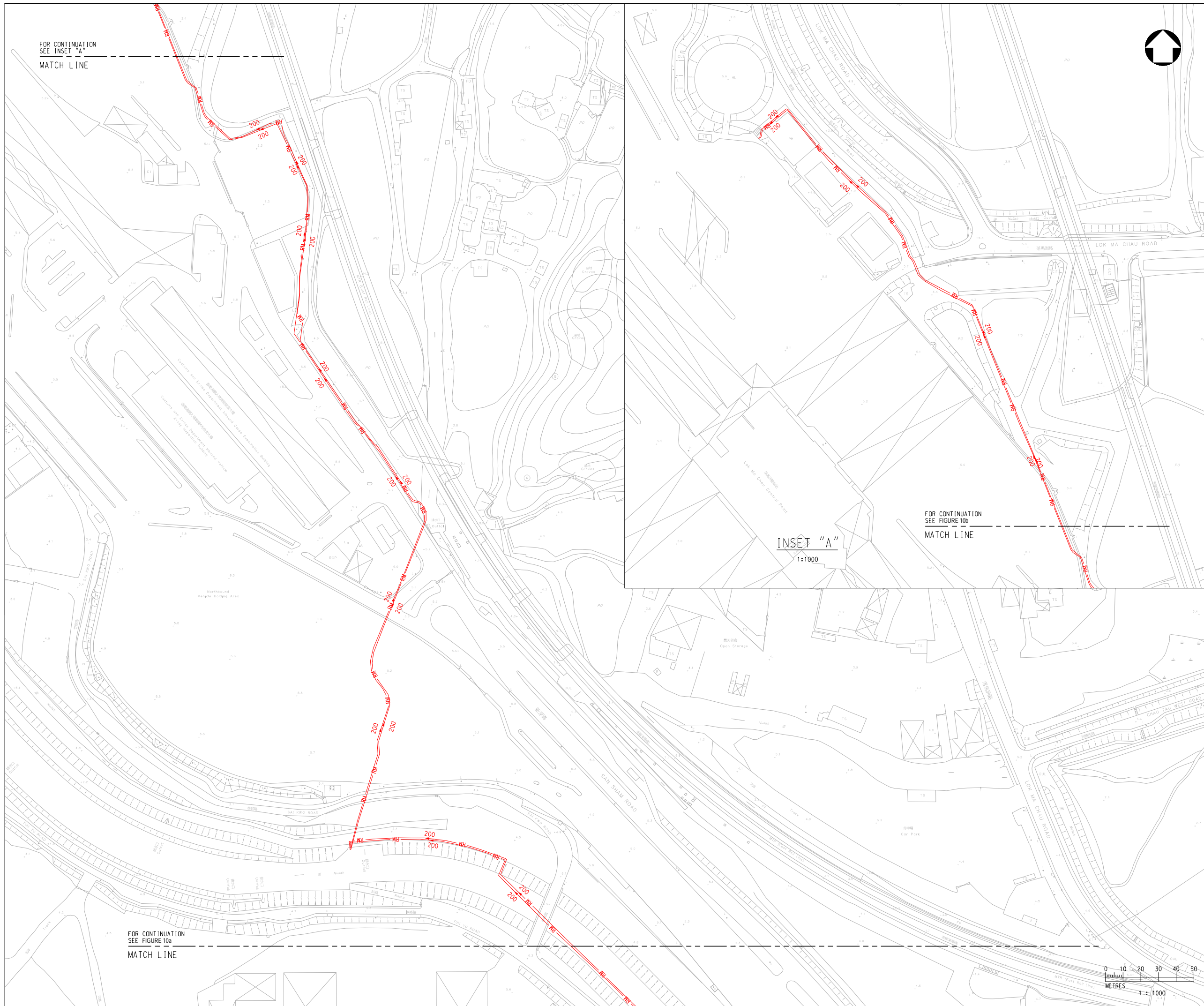
Drawing title  
**SAN TIN  
EXISTING SEWERAGE LAYOUT  
PLAN**

SHEET 1 OF 2



Drawing no. FIGURE 10a		Rev. -	
Drawn	Date	Checked	Approved
Scale 1:1000 (A1)		Status -	



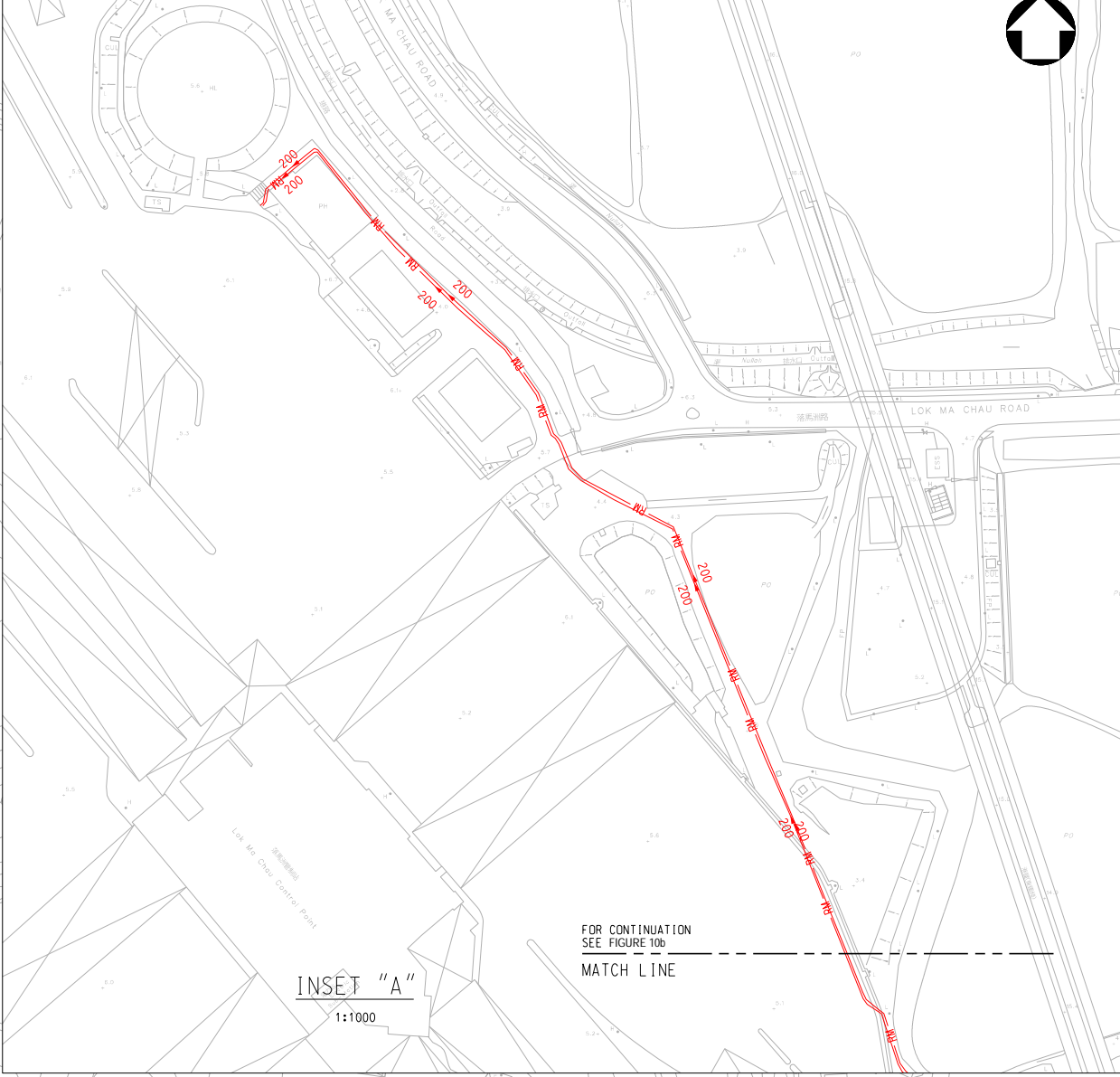




KEY PLAN

- LEGEND :
-  SITE BOUNDARY OF PLANNED DEVELOPMENT
  -  EXISTING SEWERAGE

INSET "A"  
1:1000



FOR CONTINUATION  
SEE INSET "A"  
MATCH LINE

FOR CONTINUATION  
SEE FIGURE 10b  
MATCH LINE

FOR CONTINUATION  
SEE FIGURE 10a  
MATCH LINE

Rev	Description	By	Date
Consultant			
Project title			
Drawing title			
SAN TIN EXISTING SEWERAGE LAYOUT PLAN			
SHEET 2 OF 2			
Drawing no.		Rev.	
FIGURE 10b		-	
Drawn	Date	Checked	Approved
Scale	Status		
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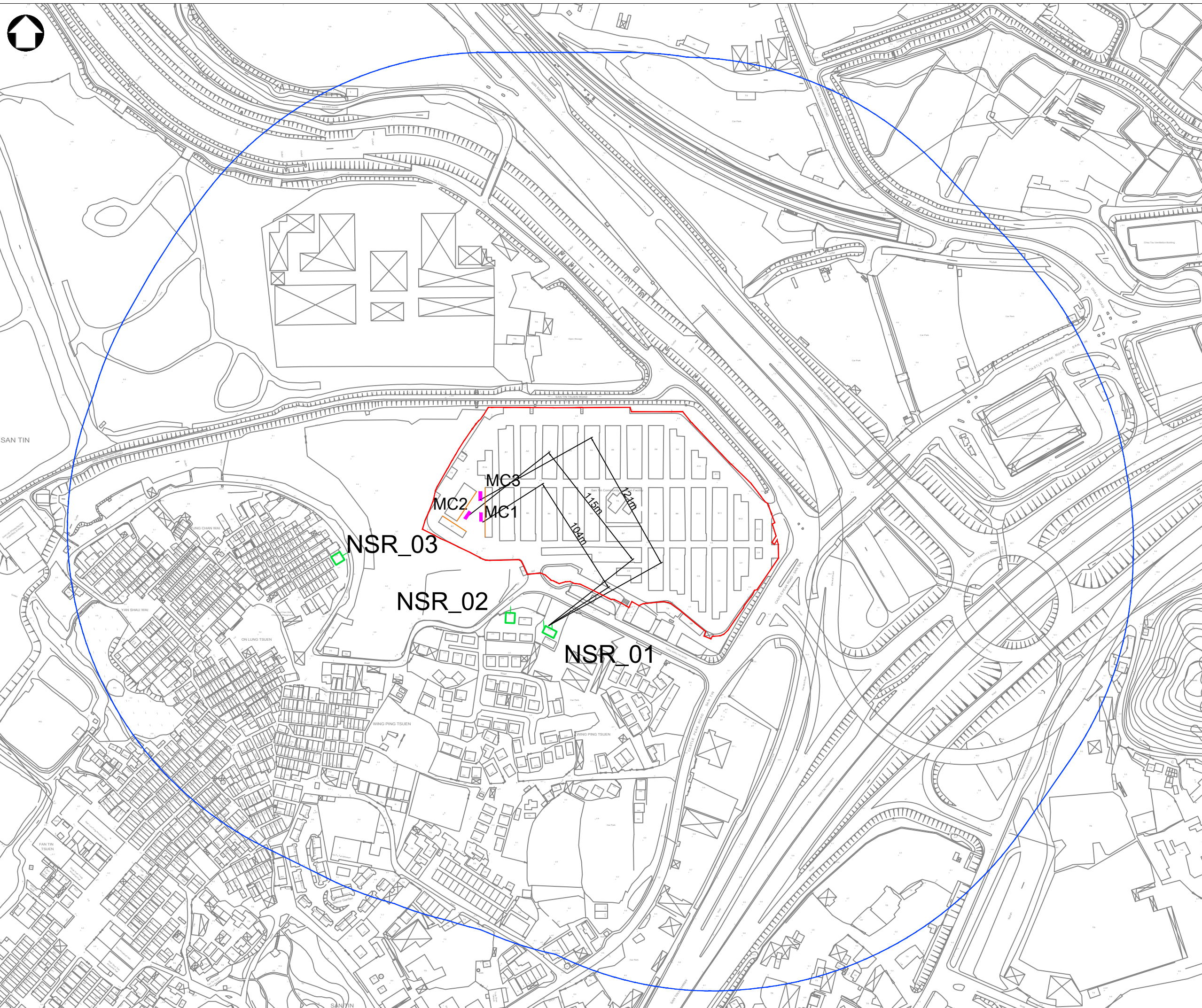


# **Attachment 4**



# **Figure 12a to 12c**

Location of Fixed Noise Source



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

SAN TIN

NSR\_03

NSR\_02

NSR\_01



Rev	Description	By	Date

Consultant

Project title

Drawing title  
LOCATIONS OF REPRESENTATIVE FIXED NOISE SOURCES (PLANNED) AND DISTANCE TO REPRESENTATIVE NAPs

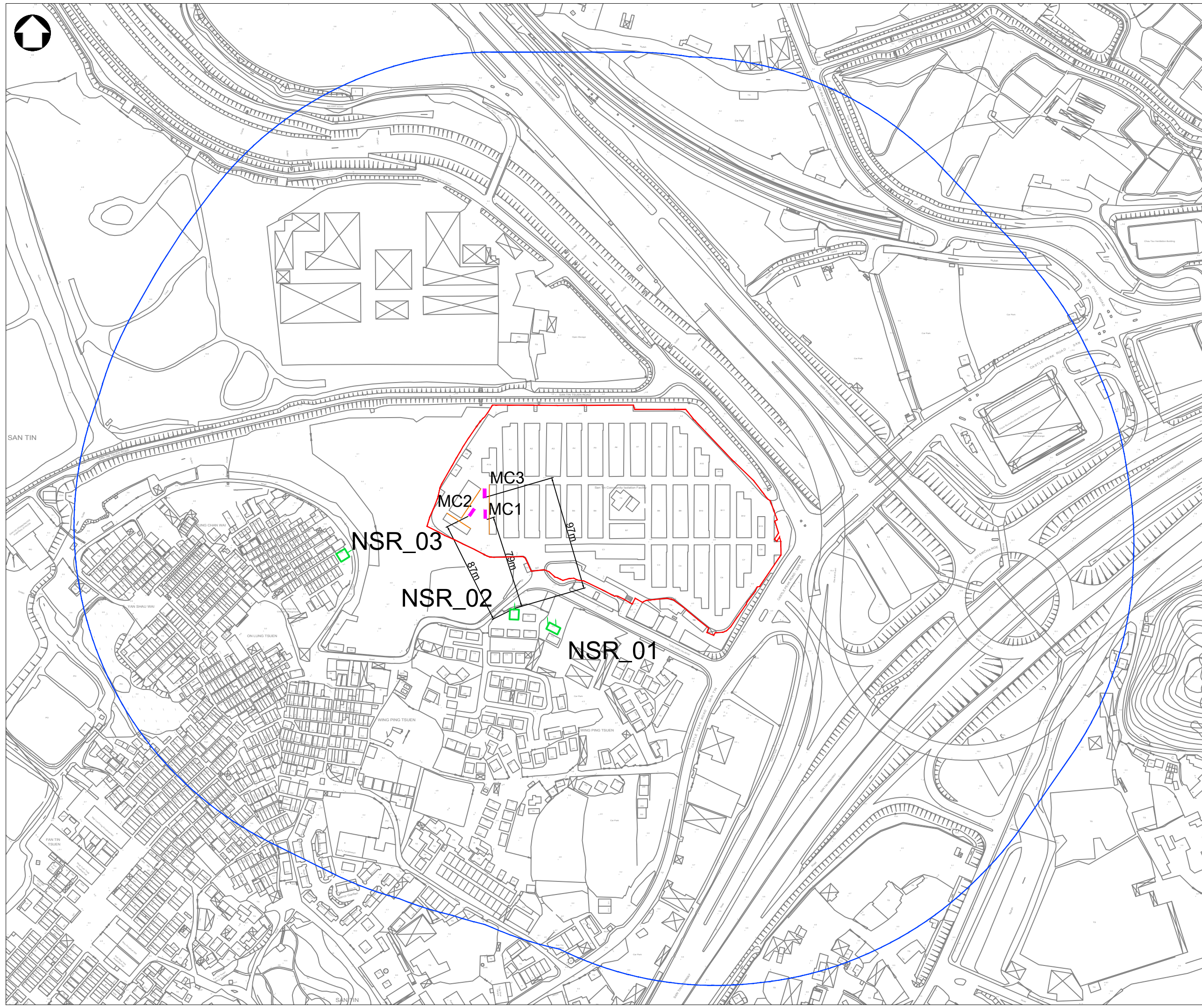
Drawing no. **FIGURE 12a**

Drawn	Date	Checked	Approved
Scale	Status		
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- LEGEND :
- PROJECT SITE BOUNDARY
  - 300M NOISE ASSESSMENT AREA
  - REPRESENTATIVE NAPs
  - MACHINERY
  - SOUND ABSORPTIVE MATERIALS

Rev	Description	By	Date

Consultant

Project title

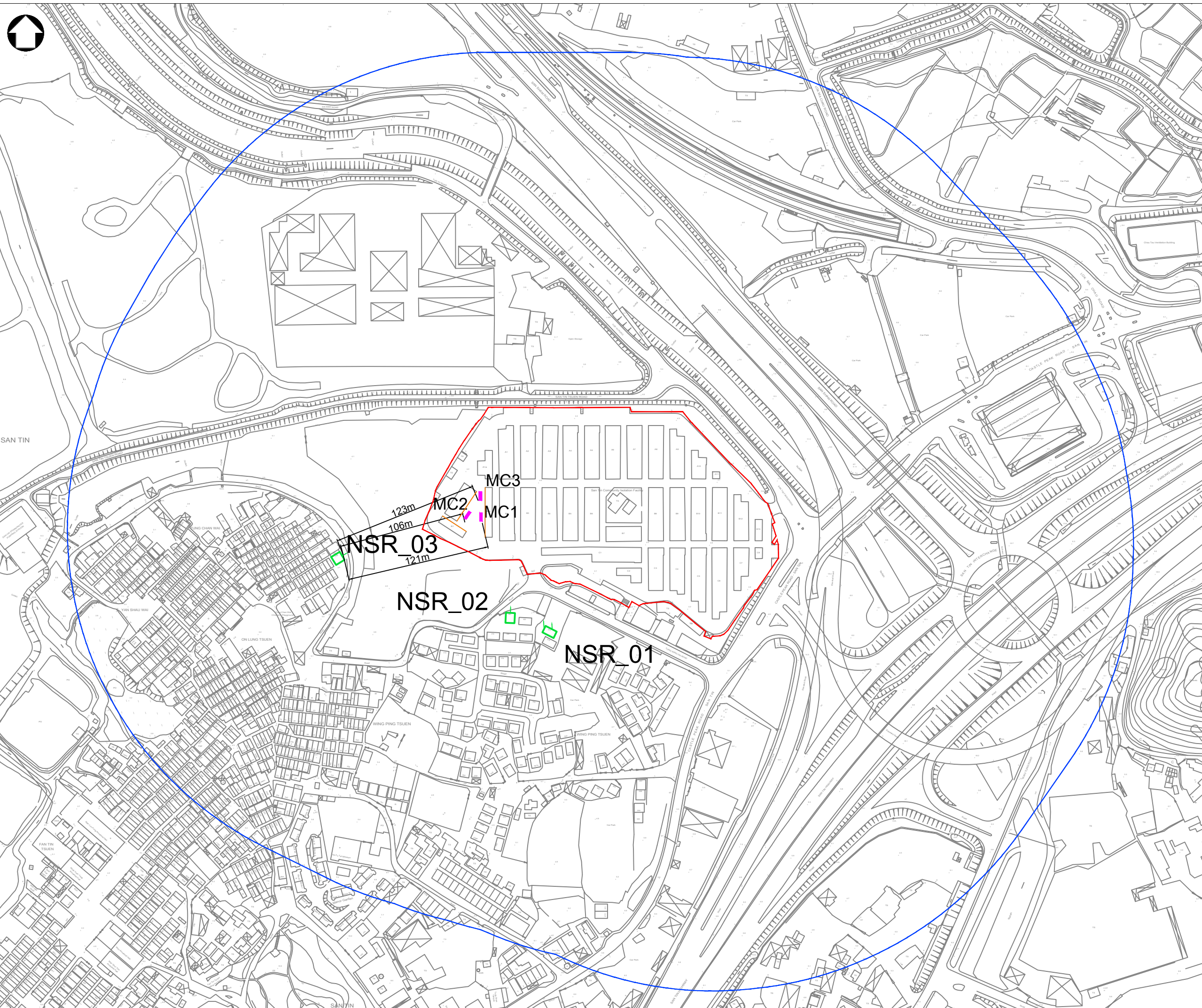
Drawing title  
 LOCATIONS OF REPRESENTATIVE FIXED NOISE SOURCES (PLANNED) AND DISTANCE TO REPRESENTATIVE NAPs

Drawing no. <b>FIGURE 12b</b>		Rev.	
Drawn	Date	Checked	Approved
Scale	Status		
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- LEGEND :
- PROJECT SITE BOUNDARY
  - 300M NOISE ASSESSMENT AREA
  - REPRESENTATIVE NAPs
  - ▭ MACHINERY
  - SOUND ABSORPTIVE MATERIALS

Rev	Description	By	Date
Consultant			
Project title			
Drawing title LOCATIONS OF REPRESENTATIVE FIXED NOISE SOURCES (PLANNED) AND DISTANCE TO REPRESENTATIVE NAPs			
Drawing no. <b>FIGURE 12c</b>		Rev.	
Drawn	Date	Checked	Approved
Scale	Status		
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# **Attachment 5**



Air Pollution Control (Fuel Restriction) Regulation

- 3.2.6 To minimize SO<sub>2</sub> emission from construction plants and equipment, requirements stipulated in the Air Pollution Control (Fuel Restriction) Regulation (Amendment) Regulation 2008, using liquid fuel with sulphur content of less than 0.005% by weight and viscosity less than 6 Centistokes at 40°C should be fulfilled.

Hong Kong Planning Standards and Guidelines (HKPSG)

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

**Table 3.2 Setback Distances from Roads according to HKSPG Recommendation**

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

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

**Table 3.3 Required Minimum Buffer Distances between ASRs and Chimneys**

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

### 3.3 BACKGROUND AIR QUALITY REVIEW

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

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

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

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

#### Industrial Emissions

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

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

#### Odour Impact

## 4 NOISE

### 4.1 INTRODUCTION

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

### 4.2 RELEVANT LEGISLATION, GUIDELINES AND CRITERIA

#### Construction Noise

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

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

#### General Construction Activities during Non-Restricted Hours

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

**Table 4.1 Noise Standards for Daytime Construction Activities**

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

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

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



### General Construction Activities during Restricted Hours

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

### **Operation Phase**

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

**Table 4.2 Relevant Road Traffic Noise Standards for Planning Purposes**

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

**Notes:**

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

### Fixed Noise Sources

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



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

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

**Table 4.3 Acceptable Noise Level for Fixed Plant Noise**

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

Note:

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

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

**Table 4.4 Noise Criteria for Fixed Noise Impact Assessment**

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

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

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

## 4.3 REPRESENTATIVE NOISE SENSITIVE RECEIVERS

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

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

**Table 4.5 Representative Noise Sensitive Receivers**

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

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

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## 4.4 CONSTRUCTION NOISE IMPACT ASSESSMENT

### Evaluation of Construction Noise Impact

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

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## 4.5 OPERATION NOISE IMPACT ASSESSMENT

### Road Traffic Noise

### Identification and evaluation of Noise Sources

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

### **Fixed Plant Noise**

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

**Table 4.6 Summary of Fixed Noise Source**

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

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



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

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

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

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

$$CNL = \sum PNL_i + C_{façade}$$

where;

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

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

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

#### Evaluation of Impact

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

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

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

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

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

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

**Table 4.8 Summary of fixed noise impact assessment for different options**

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

Note:

1. Sound Power Level of QPME

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

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

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

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

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

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

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

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

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

**Table 4.9 Summary of Predicted noise levels**

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

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

## 4.6 CONCLUSION

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



## 5 WATER QUALITY

### 5.1 INTRODUCTION

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

### 5.2 RELEVANT LEGISLATION, GUIDELINES AND CRITERIA

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

### 5.3 WATER SENSITIVE RECEIVERS

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

**Table 5.1 Summary of Water Sensitive Receivers**

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



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

## 5.4 BASELINE CONDITIONS

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

### Baseline River Water Quality

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

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

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

Parameter	Kam Tin River		Fairview Park Nullah
	KT1	KT2	FVR1
Zinc (µg/L)	10 (<10 – 25)	<10 (<10 – 25)	11 (<10 – 20)
Flow (m <sup>3</sup> /s)	0.462 (0.244 – 17.587)	0.414 (0.186 – 15.984)	NM

**Notes:**

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

Baseline Marine Water Quality

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

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

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

**Notes:**

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

## 9 CONCLUSION

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### 9.1 AIR QUALITY IMPACT

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

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### 9.2 NOISE IMPACT

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

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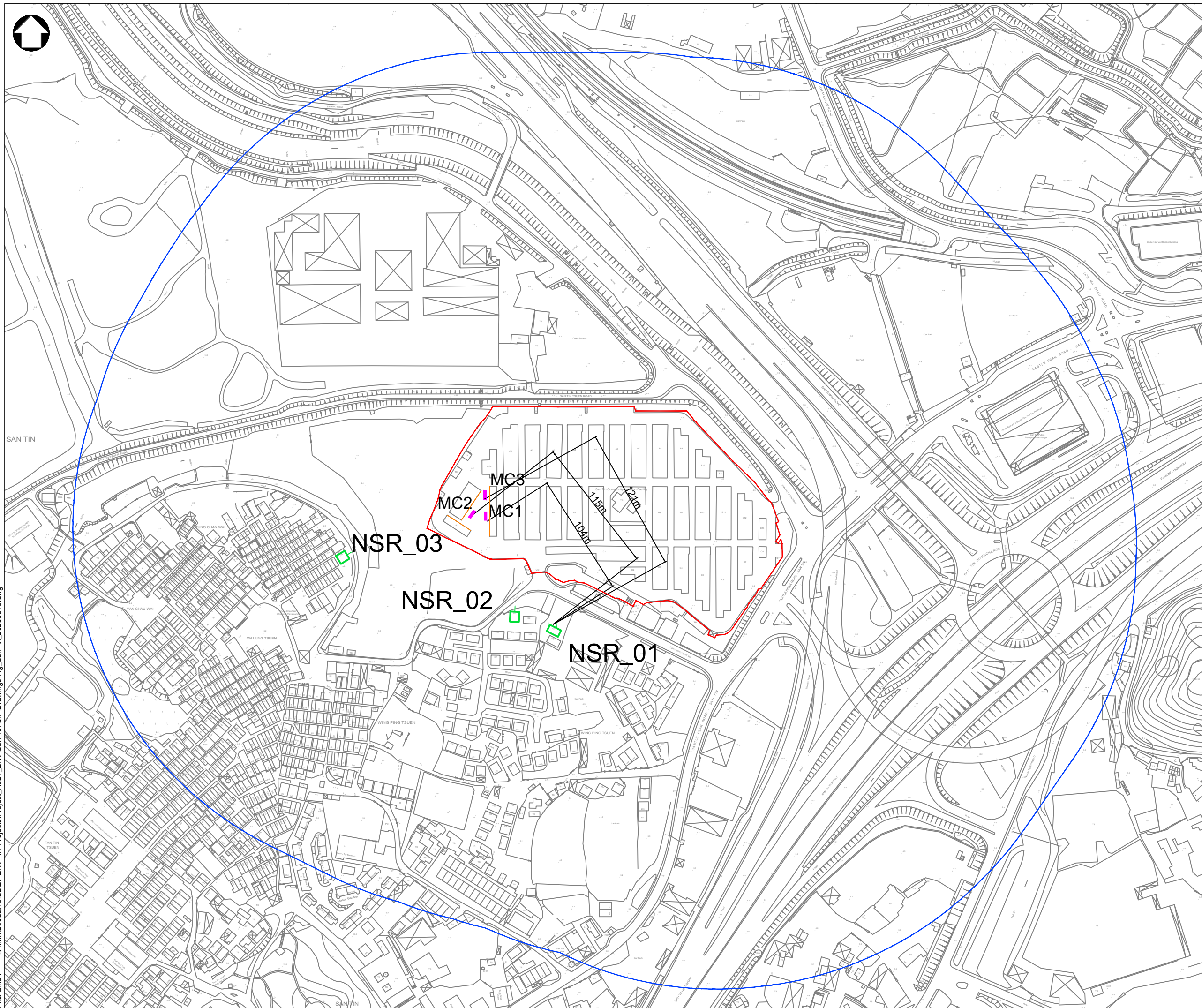
### 9.3 WATER QUALITY IMPACT

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





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



Rev	Description	By	Date



Project title  
 AGREEMENT NO. CE47/2020(CE) -  
 TASK ORDER NO. 9 - SAN TIN CIF

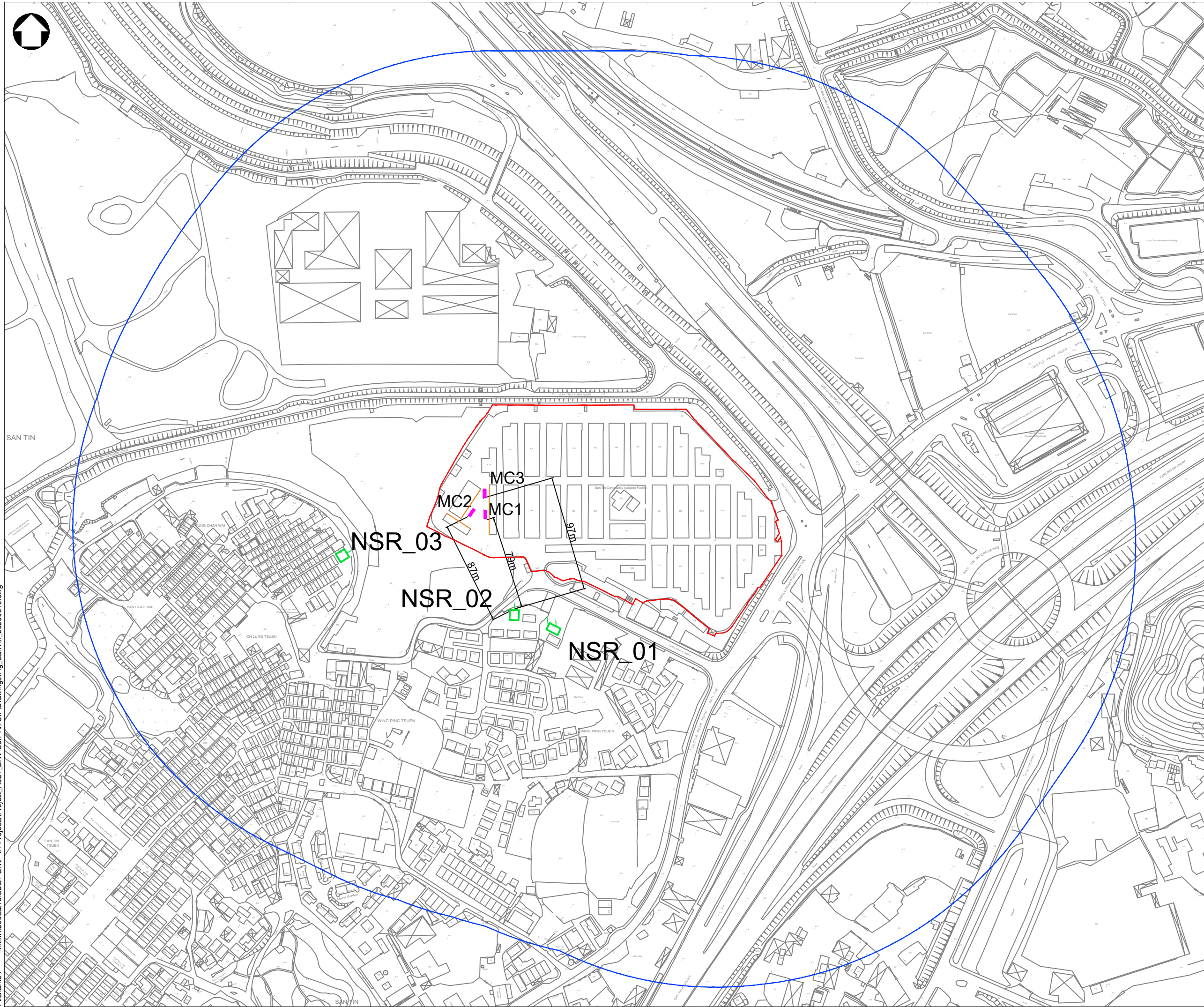
Drawing title  
 LOCATIONS OF REPRESENTATIVE FIXED NOISE  
 SOURCES (PLANNED) AND DISTANCE TO  
 REPRESENTATIVE NAPs

Drawing no. FIGURE 4.3a		Rev.	
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- LEGEND :
- PROJECT SITE BOUNDARY
  - 300M NOISE ASSESSMENT AREA
  - REPRESENTATIVE NAPs
  - MACHINERY
  - SOUND ABSORPTIVE MATERIALS

Rev	Description	By	Date
			
Project title AGREEMENT NO. CE47/2020(CE) - TASK ORDER NO. 9 - SAN TIN CIF			
Drawing title LOCATIONS OF REPRESENTATIVE FIXED NOISE SOURCES (PLANNED) AND DISTANCE TO REPRESENTATIVE NAPs			
Drawing no.		Rev.	
FIGURE 4.3b			
Drawn	Date	Checked	Approved
	AUG2023		
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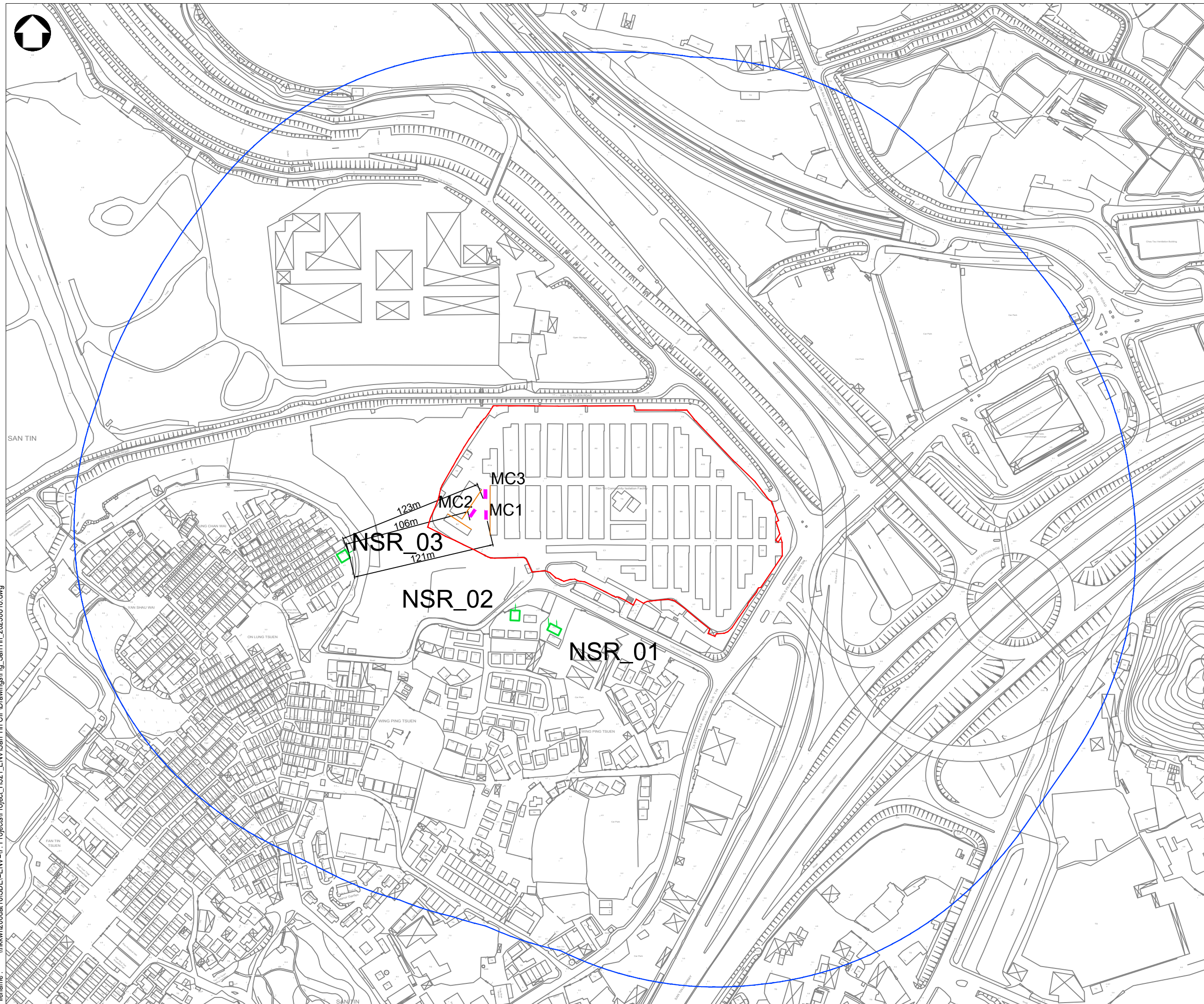
土木工程拓展署  
 CIVIL ENGINEERING AND DEVELOPMENT  
 DEPARTMENT  
 西拓展處  
 WEST DEVELOPMENT OFFICE

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



Rev	Description	By	Date



Project title  
 AGREEMENT NO. CE47/2020(CE) -  
 TASK ORDER NO. 9 - SAN TIN CIF

Drawing title  
 LOCATIONS OF REPRESENTATIVE FIXED NOISE  
 SOURCES (PLANNED) AND DISTANCE TO  
 REPRESENTATIVE NAPs

Drawing no.		FIGURE 4.3c		Rev.
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## APPENDIX 4.3

**Operation Arrangement**

**Option 1                    3 cranes with @SWL ≤ 95dB(A)**

**Crane can be used**

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

**Option 2                    2 cranes with @SWL ≤ 98dB(A)**

**Crane can be used**

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

**Option 3                    1 crane with SWL ≤ 101dB(A)**

**Crane can be used**

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



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

Note: Reference of machinery is EPD-13835.

**NSR\_03**

**NSR\_02**

**NSR\_01**

**MC3**  
**MC2**  
**MC1**

2.6m

7.4m

Rev	Description	By	Date



Project title  
AGREEMENT NO. CE47/2020(CE) -  
TASK ORDER NO. 9 - SAN TIN CIF

Drawing title  
LOCATIONS OF REPRESENTATIVE FIXED NOISE  
SOURCES (PLANNED) AND DISTANCE TO  
REPRESENTATIVE NAPs - OPERATION OPTION 1

Drawing no. APP4.3a		Rev.	
Drawn	Date	Checked	Approved
Scale	1:3000@A3	Status	-

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CIVIL ENGINEERING AND DEVELOPMENT  
DEPARTMENT  
西拓展處  
WEST DEVELOPMENT OFFICE

Date : 2023-08-14  
Filename : \\hkknv20\dat\16\SD\EN\ENV\7 - Projects\Project\_H321\_ENV\San Tin CIF\Drawings\Fig\_San Tin\_20230816\_planned plant.dwg




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

Note: Reference of machinery is EPD-06829R.

# NSR\_03

# NSR\_02

# NSR\_01

Rev	Description	By	Date
			
Consultant			
Project title AGREEMENT NO. CE47/2020(CE) - TASK ORDER NO. 9 - SAN TIN CIF			
Drawing title LOCATIONS OF REPRESENTATIVE FIXED NOISE SOURCES (PLANNED) AND DISTANCE TO REPRESENTATIVE NAPs - OPERATION OPTION 2			
Drawing no.		Rev.	
APP4.3b			
Drawn	Date	Checked	Approved
	AUG2023		
Scale	Status		
1:3000@A3			

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Date : 2023-08-14  
 Filename : \\hkknv20\dat\16\SD\EN\ENV\7 - Projects\Project\_H321\_ENV\San Tin CIF\Drawings\Fig\_San Tin\_20230816\_planned plant.dwg





LEGEND :

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

Note: Reference of machinery is EPD-13684.

# NSR\_03

# NSR\_02

# NSR\_01

5.1m  
7.2m

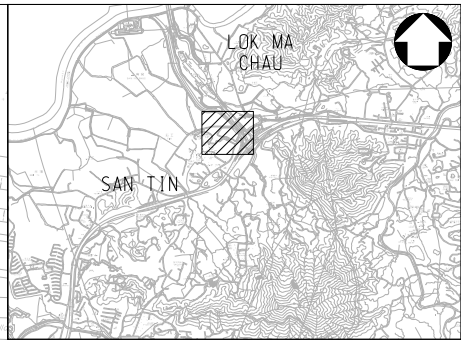
San Tin Community Isolation Facility

Date : 2023-08-14  
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Rev	Description	By	Date
Consultant			
Project title AGREEMENT NO. CE47/2020(CE) - TASK ORDER NO. 9 - SAN TIN CIF			
Drawing title LOCATIONS OF REPRESENTATIVE FIXED NOISE SOURCES (PLANNED) AND DISTANCE TO REPRESENTATIVE NAPs - OPERATION OPTION 3			
Drawing no.		Rev.	
APP4.3c			
Drawn	Date	Checked	Approved
	AUG2023		
Scale	Status		
1:3000@A3			
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# **Attachment 6**

FOR CONTINUATION  
SEE DRG CW47/T09/SK/0015  
MATCH LINE

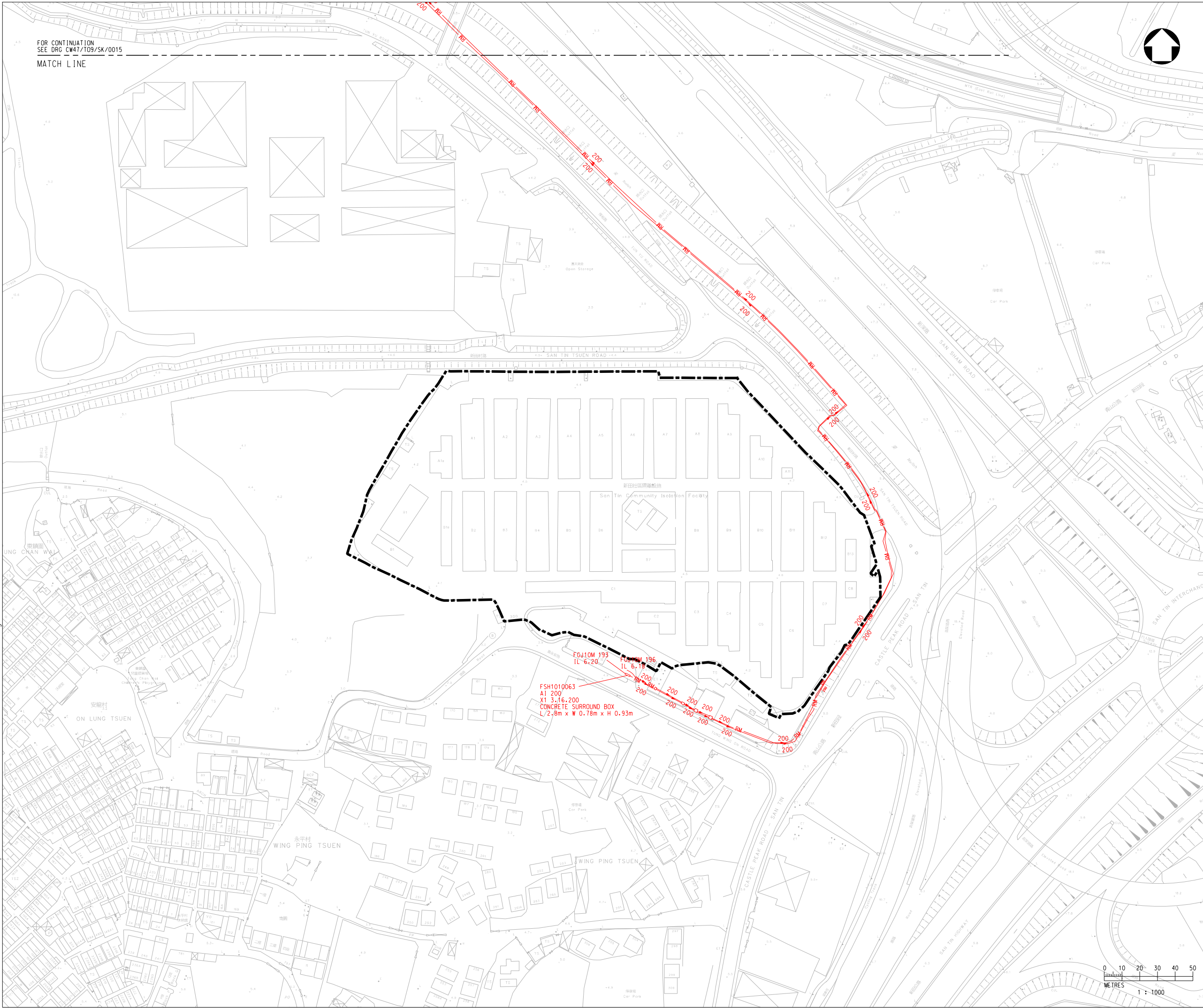


KEY PLAN

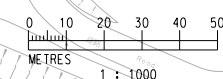
LEGEND :

- SITE BOUNDARY OF PLANNED DEVELOPMENT
- EXISTING SEWERAGE

Date : 9/5/2023  
Filename : X:\PROPOSAL WDO Report\1\_WIP\1.2 CAD\1.2.1 SHEET\CE47\_T09\_SK\_0014.dgn

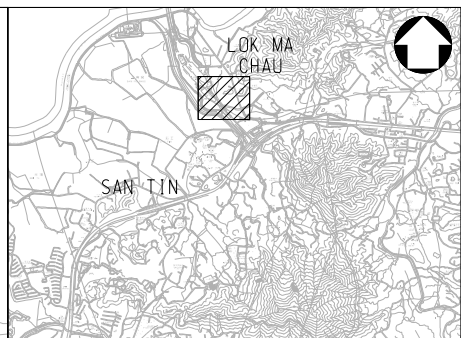
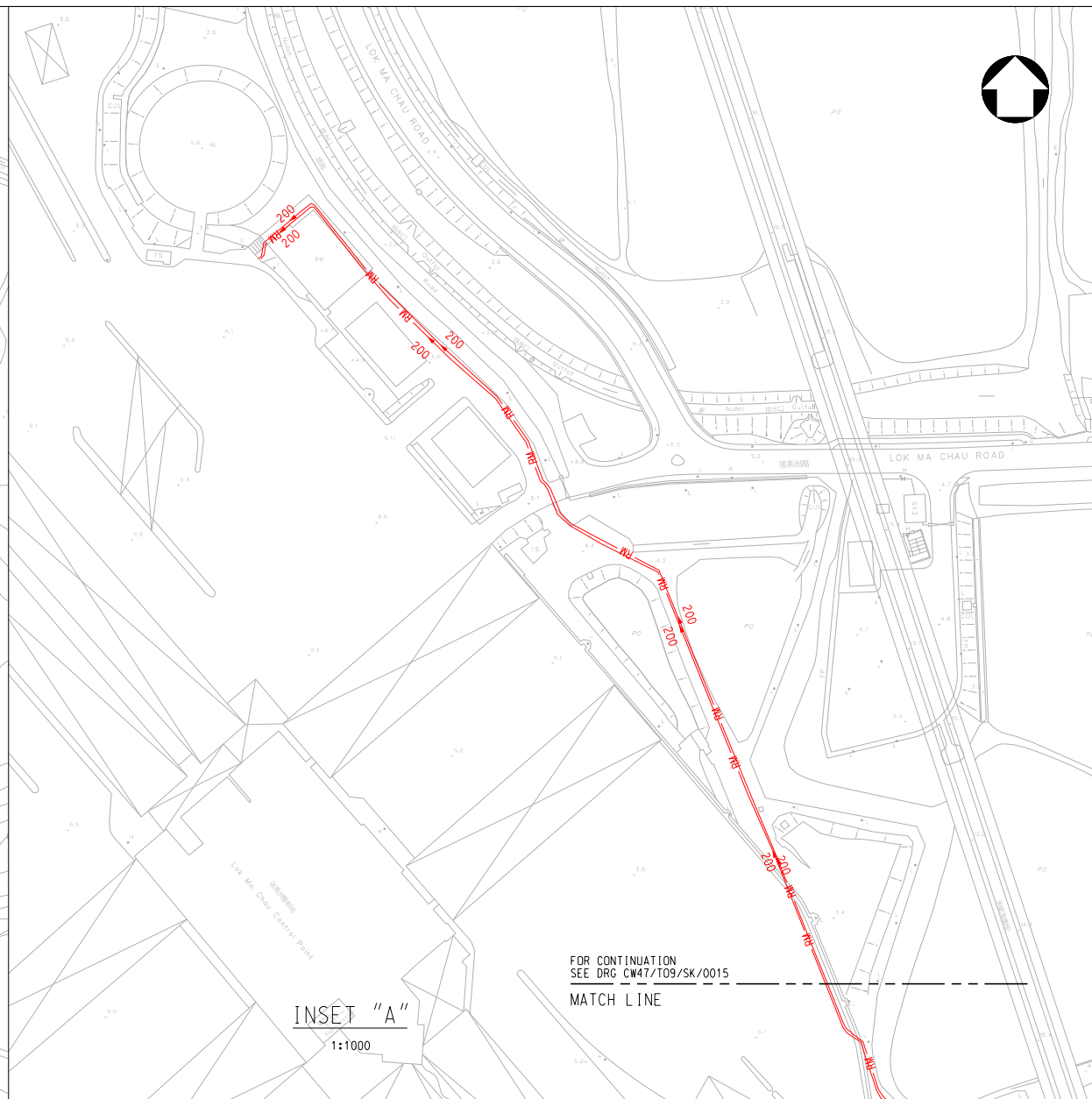
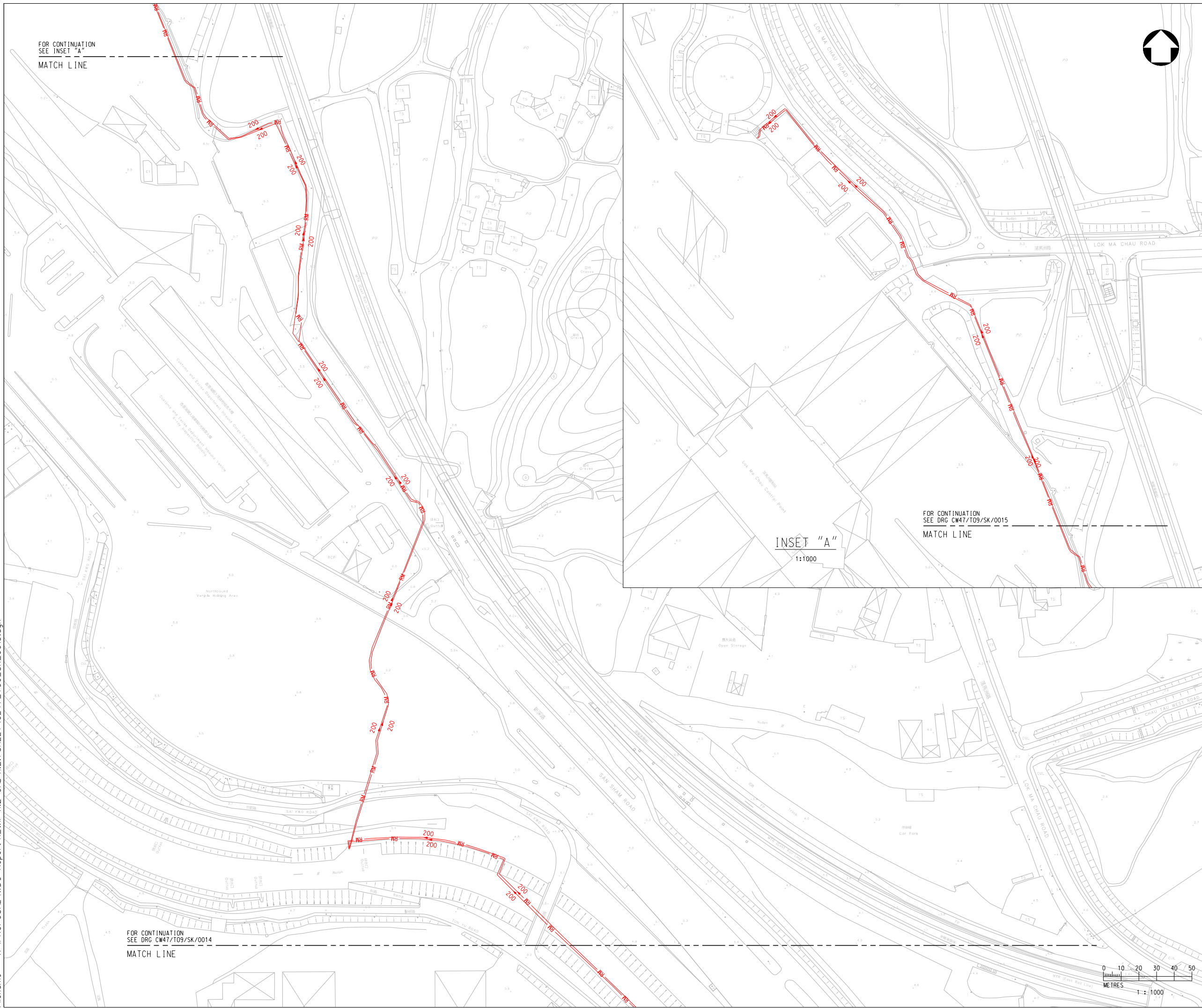


Rev	Description	By	Date
Consultant			
Project title			
AGREEMENT NO.CE47/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 2 (2021 - 2024) - FEASIBILITY STUDY			
Drawing title			
TASK ORDER NO. 9 - SAN TIN EXISTING SEWERAGE LAYOUT PLAN			
SHEET 1 OF 2			
Drawing no. CE47/T09/SK/0014		Rev. -	
Drawn CAD	Date JUN 2023	Checked VS	Approved YWW
Scale 1:1000 (A1)		Status -	
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Date : 9/5/2023  
 Filename : X:\PROPOSAL\WDO Report\1\_WIP\1.2 CAD\1.2.1 SHEET\CE47\_T09\_SK\_0015.dgn



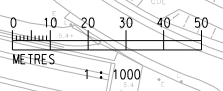
KEY PLAN

- LEGEND :
- SITE BOUNDARY OF PLANNED DEVELOPMENT
  - EXISTING SEWERAGE

Rev	Description	By	Date
Project title AGREEMENT NO.CE47/2020 (CE) TERM CONSULTANCY FOR SITE FORMATION AND INFRASTRUCTURE WORKS FOR PROPOSED HOUSING DEVELOPMENTS IN ZONE 2 (2021 - 2024) - FEASIBILITY STUDY			
Drawing title TASK ORDER NO. 9 - SAN TIN EXISTING SEWERAGE LAYOUT PLAN			
SHEET 2 OF 2			
Drawing no. CE47/T09/SK/0015		Rev. -	
Drawn CAD	Date JUN 2023	Checked VS	Approved YWY
Scale 1:1000 (A1)		Status -	

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 DEPARTMENT  
 西拓展處  
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FOR CONTINUATION  
 SEE INSET "A"  
 MATCH LINE

INSET "A"  
 1:1000

FOR CONTINUATION  
 SEE DRG CW47/T09/SK/0015  
 MATCH LINE

FOR CONTINUATION  
 SEE DRG CW47/T09/SK/0014  
 MATCH LINE



# **Attachment 7**

Urgent     Return Receipt     Sign     Encrypt     Prevent Copy

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

From: @td.gov.hk>

To: @cedd.gov.hk>

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

Bcc:

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

File Ref:

---

Dear ,

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

Thank you.

Best Regards,

Transport Department  
Tel.

	CONFIDENTIAL: San Tin CIF s.16 application - TIA	02/08/2023 14:24:07
From	@cedd.gov.hk>	
To	@td.gov.hk>	
Cc	@cedd.gov.hk>, @td.gov.hk>	
Date	02/08/2023 14:24:07	
Subject	CONFIDENTIAL: San Tin CIF s.16 application - TIA	

---

Dear ,

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

One of the EPD's comments is that

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

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

Thank you and sorry for the rush.

**Proposed road types:**

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

Regards,

, CEDD

Tel:

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

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

Dear ,

We have the following comments on the TIA report:-

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

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