

FORM 5
ENVIRONMENTAL IMPACT ASSESSMENT ORDINANCE
(CHAPTER 499)
SECTION 13(1)

Application for Variation of an Environmental Permit

PART A PREVIOUS APPLICATIONS

No previous application for variation of an environmental permit.
 The environmental permit was previously amended.
Application No. : VEP-132/2004

PART B DETAILS OF APPLICANT

B1. Name : (person or company)
Highways Department
[Note : In accordance with section 13(1) of the Ordinance, the person holding an environmental permit or a person who assumes responsibility for the designated project may apply for variation of the environmental permit.]
B2. Business Registration No. : [REDACTED]
(if applicable)
B3. Correspondence Address : [REDACTED]
B4. Name of Contact Person : [REDACTED] B5. Position of Contact Person : [REDACTED]
B6. Telephone No. : [REDACTED] B7. Fax No. : [REDACTED]
B8. E-mail Address : (if any) [REDACTED]

PART C DETAILS OF CURRENT ENVIRONMENTAL PERMIT

C1. Name of the Current Environmental Permit Holder :
Highways Department
C2. Application No. of the Current Environmental Permit : VEP-132/2004
C3. The Current Environmental Permit was Issued in : month / year
02 | 2004

Important Notes : Please submit the application together with
(a) 3 copies of this completed form; and
(b) appropriate fee as stipulated in the Environmental Impact Assessment (Fees) Regulation
to the Environmental Protection Department at the following address :
The EIA Ordinance Register Office,
27th floor, Southorn Centre, 130 Hennessy Road,
Wan Chai, Hong Kong.

Tick (✓) the appropriate box



PART D PROPOSED VARIATIONS TO THE CONDITIONS IN CURRENT ENVIRONMENTAL PERMIT

D1. Condition(s) in the Current Environmental Permit :	D2. Proposed Variation(s) :	D3. Reason for Variation(s) :	D4. Describe the environmental changes arising from the proposed variation(s) :	D5. Describe how the environment and the community might be affected by the proposed variation(s) :	D6. Describe how and to what extent the environmental performance requirements set out in the EIA report previously approved or project profile previously submitted for this project may be affected :	D7. Describe any additional measures proposed to eliminate, reduce or control any adverse environmental impact arising from the proposed variation(s) and to meet the requirements in the Technical Memorandum on Environmental Impact Assessment Process :
<p>Proposed Variation (A): EP Condition 2.1 (h) : "a 5.5 m high, 150 m long noise barrier next to the bus-bay and behind the footpath along the south bound carriageway of the Eastern Access Road, south of the Eastern Access Road/Kam Sheung Road junction. The noise barrier is located approximately at Chainage 1300 to 1450 m as shown in Figure 3. "</p> <p>Proposed Variation (B): Figure 3</p>	<p>Proposed Variation (A): EP Condition 2.1 (h) is proposed to be deleted.</p> <p>Proposed Variation (B): Figure 2.1 of the appended Environmental Review Report (ERR) will replace Figure 3 of the Current EP. The noise barrier that the current EP Condition 2.1 (h) refers to is proposed to be deleted from the Figure 3 of the Current EP.</p>	<p>Proposed Variation (A): To improve the development potential, public accessibility and convenience of the proposed public housing development at Kam Sheung Road Site 4A, Kam Tin, the noise barrier as required under Condition 2.1(h) of the Current EP will be removed. It has been demonstrated in the ERR that with the removal of the concerned noise barrier, the building blocks of the proposed housing development at Kam Sheung Road Site 4A, Kam Tin would provide adequate noise screening function for the existing NSR to comply with the relevant noise criterion. No adverse traffic noise impact to the existing NSR would be anticipated.</p> <p>Proposed Variation (B): Same as above.</p>	<p>Proposed Variation (A): Key environmental change, i.e. road traffic noise, associated with the proposed variation has been assessed in Section 3 of the ERR. The assessment result indicated that no adverse traffic noise impact would be anticipated.</p> <p>Proposed Variation (B): Same as above.</p>	<p>Proposed Variation (A): Key environmental change, i.e. road traffic noise, associated with the proposed variation has been assessed in Section 3 of the ERR. The assessment result indicated that no adverse traffic noise impact would be anticipated, hence, there would not be additional impact to the environment and the community.</p> <p>Proposed Variation (B): Same as above.</p>	<p>Proposed Variation (A): The environmental performance requirements set out in the previously approved Environmental Assessment Report would not be affected by the proposed variation. For details, please refer to the Environmental Review Report.</p> <p>Proposed Variation (B): Same as above.</p>	<p>Proposed Variation (A): Adverse environmental impact arising from the proposed variation is not expected and the requirements in the Technical Memorandum on Environmental Impact Assessment Process can be fulfilled. Therefore, additional environmental protection measures are not necessary. For details, please refer to the Environmental Review Report.</p> <p>Proposed Variation (B): Same as above.</p>

PART E DECLARATION BY APPLICANT

E1. I hereby certify that the particulars given above are correct and true to the best of my knowledge and belief. I understand the environmental permit may be suspended, varied or cancelled if any information given above is false, misleading, wrong or incomplete.

[Redacted Signature]

Signature of Applicant

[Redacted Name]

Full Name in Block Letters

[Redacted Position]

Position



on behalf of Highways Department
Company Name and Chop (as appropriate)

18/7/2024
Date

NOTES :

1. A person who constructs or operates a designated project in Part I of Schedule 2 of the Ordinance or decommissions a designated project listed in Part II of Schedule 2 of the Ordinance without an environmental permit or contrary to the permit conditions commits an offence under the Ordinance and is liable to a maximum fine of \$5,000,000 and to a maximum imprisonment for 2 years.
2. A person for whom a designated project is constructed, operated or decommissioned and who permits the carrying out of the designated project in contravention of the Ordinance commits an offence and is liable to a maximum fine of \$5,000,000 and to a maximum imprisonment for 2 years.

TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY
SERVICES 2019-2021 FOR NEW TERRITORIES EAST
REGION (INSTRUCTION NO.:W12)

PROPOSED PUBLIC HOUSING DEVELOPMENT AT KAM
SHEUNG ROAD SITE 4A - ASSESSMENTS FOR
SUPPORTING VARIATION OF ENVIRONMENTAL PERMIT
(VEP) APPLICATION)









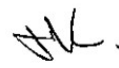


ENVIRONMENTAL REVIEW REPORT




REVISION 5



CONFIDENTIAL

QUALITY MANAGEMENT

ISSUE/REVISION	FIRST ISSUE	REVISION 1	REVISION 2	REVISION 3
Remarks				
Date	10 August 2023	14 December 2023	16 April 2024	8 May 2024
Prepared by	Various	Reasonlie Cheung	Reasonlie Cheung	Reasonlie Cheung
Signature				
Checked by	Dr. Alex Cheung	Mr. Fred Ng	Mr. Fred Ng	Mr. Fred Ng
Signature				
Authorised by	Dr. Paul Kau	Dr. Paul Kau	Dr. Paul Kau	Dr. Paul Kau
Signature				
Project number	2535650A	2535650A	2535650A	2535650A

ISSUE/REVISION	REVISION 4	REVISION 5		
Remarks				
Date	24 May 2024	6 June 2024		
Prepared by	Reasonlie Cheung	Reasonlie Cheung		
Signature				
Checked by	Mr. Fred Ng	Mr. Fred Ng		
Signature				
Authorised by	Dr. Paul Kau	Dr. Paul Kau		
Signature				
Project number	2535650A	2535650A		

SIGNATURES

PREPARED BY



Reasonlie Cheung

Consultant

REVIEWED BY



Mr. Fred Ng

Technical Director

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1 INTRODUCTION

1.1 Background

- 1.1.1 West Rail Phase I development provides railway services linking Tuen Mun with West Kowloon. In association with the development of the new stations at Kam Tin, Yuen Long, Tin Shui Wai and Tuen Mun Centre, Essential Public Infrastructure Works (EPIWs) were undertaken to accommodate the new West Rail Development. These EPIWs are classified as Designated Project (DP) under Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO), and an Environmental Impact Assessment Report (EIA) namely “Essential Public Infrastructure Works Associated with West Rail Stations (Eastern Access Road)” (Registered No. AEIAR-025/1999) (the Project) was approved with conditions under EIAO (Cap.499) (EIAO) on 28 December 1999.
- 1.1.2 In 2002, Highways Department was granted a Further Environmental Permit (EP No. FEP-02/074/2002 issued on 21 November 2002) for the operation of the Project. Variation of Environmental Permit were made on 23 June 2003 (Application No. VEP-101/2003) and 29 January 2004 (Application No. VEP-132/2004). The Environmental Permit No. of the current Environmental Permit held by Highways Department for the operation of the Project is EP-02/074/2002/B.
- 1.1.3 In the approved EIA report (Registered No. AEIAR-025/1999), a 5.5 m high, 150 m long noise barrier (hereafter “the concerned noise barrier”) is located next to the bus-bay and behind the footpath along the south bound carriageway of the Tung Wui Road (previously named as Eastern Access Road), has been proposed as a road traffic noise mitigation measure (see **Figure 1.1**).
- 1.1.4 Public housing development has been proposed at Kam Sheung Road Site 4A recently, with provision of retails/shopping centre and welfare facilities to serve the future residents as well as the local community (see attached **Appendix 1.1**). The proposed development is expected to enhance the footfall and promote the economic growth in Kam Tin area. However, the concerned noise barrier, which is abutting the northern site boundary, would block the pedestrian access from the main estate entrance at Tung Wui Road to the proposed residential blocks, retails/shopping centre and welfare facilities which is considered undesirable.
- 1.1.5 As such, the concerned noise barrier is proposed to be demolished for these reasons: (1) to improve the development potential, public accessibility and convenience in the local area; and (2) the noise screening function for existing NSR87 by the concerned noise barrier could be provided by the building blocks of the proposed housing development as demonstrated in Section 3.
- 1.1.6 The concerned noise barrier is a noise mitigation measure required under the EP No. EP-02/074/2002/B. As such, the proposed demolition of the concerned noise barrier would require an application for Variation of Environmental Permit (VEP).
- 1.1.7 In May 2023, WSP (Asia) Ltd. was commissioned by the Hong Kong Housing Authority (HKHA) to prepare this Environmental Review Report (ERR) to demonstrate that there would be no material change to the environmental impact of the project in order to support the VEP application.

1.2 Purpose of this Environmental Review Report

- 1.2.1 This ERR is to review and demonstrate that there would be no material change to the environmental impact of the Project under the EIAO and support the application for VEP.

1.3 Structure of this ERR

1.3.1 The ERR comprises the following elements:

- | | |
|------------------|--|
| Section 1 | Introduction of the project background, purpose and objective of this supporting document; description of the reason for the proposed amendment. |
| Section 2 | Descriptions of the detail of the amendment and the proposed variation to EP conditions. |
| Section 3 | Identification and review of the relevant environmental impact arising from the proposed amendment from a noise perspective. |
| Section 4 | Summary and conclusion of the findings. |

2 PROPOSED VARIATION TO THE ENVIRONMENTAL PERMIT

2.1 Existing EP Conditions and Proposed Variations

2.1.1 According to the existing EP (EP No.EP-02/074/2002/B) of the approved EIA report, the mitigation measures are required before the operation of the Project to mitigate noise impact on the nearby NSRs and lists as follows:

EP Conditions	Noise Mitigation Measures	Proposed Change
2.1(a)	The Permit Holder shall provide a 3 m high, 60m long noise barrier behind the footpath along the north bound carriageway of the Eastern Access Road, immediately south of the Kam Tin Road/Kam Tin Bypass roundabout.	No change
2.1(b)	The Permit Holder shall provide a 2.5 m high, 80m long absorptive barrier behind the footpath along the north bound carriageway of the Eastern Access Road, north-east of the proposed footbridge.	No change
2.1(c)	The Permit Holder shall provide a 3 m high, 100 m long absorptive barrier next to the bus-bay and behind the footpath along the north bound carriageway of the Eastern Access Road, south-west of the proposed footbridge.	No change
2.1(d)	The Permit Holder shall provide a 3 m high, 20 m long absorptive barrier next to bus-bay and behind the footpath, along the south bound carriageway of the Eastern Access Road and in front of Ng Ka Tsuen, north-east of the proposed footbridge.	No change
2.1(e)	The Permit Holder shall provide a 3 m high, 55 m long absorptive barrier 1 m from kerbside along south bound carriageway of the Eastern Access Road and in front of Ng Ka Tsuen, south-west of the proposed footbridge.	No change
2.1(f)	The Permit Holder shall provide a 5.5 m high, 54 m long absorptive barrier along the east bound of the Kam Sheung Road and east of the Eastern Access Road. The absorptive barrier is located approximately 2m from kerbside and next to bus-bay.	No change
2.1(g)	The Permit Holder shall provide a 5 m high , 43 m long absorptive barrier behind the footpath of the proposed bus-bay, along the west bound of the Kam Sheung Road and west of the Eastern Access Road.	No change
2.1(h)	The Permit Holder shall provide a 5.5 m high, 150 m long noise barrier next to the bus-bay and behind the footpath along the south bound carriageway of the Eastern Access Road, south of the Eastern Access Road/Kam Sheung Road junction.	The concerned noise barrier is proposed to be demolished in 2024. Hence, Condition 2.1(h) is proposed to be deleted from the EP.

EP Conditions	Noise Mitigation Measures	Proposed Change
		Noise impact due to the proposed amendment is discussed in Section 3.

2.2 Existing EP Figures and Proposed Variations

2.2.1 According to the existing EP (EP No.EP-02/074/2002/B) of the approved EIA report, the figures of the EP and proposed change are listed as follows:

Figure No.	Figure Title	Proposed Change
Figure 1	Location of the Project	No change
Figure 2	Direct Road Traffic Noise Mitigation Measures for Kam Tin Eastern Access Road (North & East Section)	No change
Figure 3	Direct Road Traffic Noise Mitigation Measures for Kam Tin Eastern Access Road (South & West Section)	Figure 3 of the existing EP is proposed to be replaced by Figure 2.1 of this report.

2.3 Air Quality Impact Due to Amendment

2.3.1 It is anticipated that there would be no adverse air quality impact on the nearby existing Air Sensitive Receivers (ASRs) after the removal of the concerned noise barrier. Therefore, operational phase air quality impact assessment is not required in this ERR.

2.4 Noise Impact Due to Amendment

2.4.1 This ERR reviewed the traffic noise impact at the existing representative Noise Sensitive Receiver (i.e., NSR 87) after the removal of the concerned noise barrier during the operation phase. According to the approved EIA report (Registered No. AEIAR-025/1999) for the project (EPIWs), the concerned noise barrier could protect the nearby noise sensitive use, i.e., NSR 87 (Village House, East of Ball Kee Factory). In consideration of the proposed amendments, further review of traffic noise impacts on NSR 87 is presented in **Section 3**.

3 REVIEW OF NOISE IMPACT

3.1 Review of Approved EIA

- 3.1.1 The approved EIA report for EPIWs reviewed the traffic noise impact during the operation phase with noise mitigation measures in place.
- 3.1.2 According to the approved EIA report (Registered No. AEIAR-025/1999), the concerned noise barrier was erected as a mitigation measure to protect NSR 87 (Village House, East of Ball Kee Factory) to ensure the compliance with traffic noise standard according to EIAO-TM. Since the concerned noise barrier is proposed to be demolished due to optimization of the development potential at Kam Sheung Road Site 4A, the potential noise impact is evaluated.

3.2 Representative NSR

- 3.2.1 NSR 87 was identified as the most affected NSR due to the proposed demolition of the concerned noise barrier, hence it was selected as representative NSR/noise assessment point (NAP) for assessment and review purpose. The location of NSR 87 is provided in **Figure 3.1** and **Table 3.1** below.

Table 3.1 Representative NSR for Noise Impact Assessment

NSR ID in Approved EIA Report	Description
Existing NSR	
NSR 87	Village House, East of Ball Kee Factory

3.3 Identification of Noise Source

- 3.3.1 The roads at the surrounding of the concerned noise barrier include Tung Wui Road, Kam Po Road and Kam Sheung Road.
- 3.3.2 The assessment area for traffic noise impact assessment covers an area within 300m from the Project boundary and also cover the whole Proposed Public Housing Development Site 4A.

3.4 Assessment Methodology

- 3.4.1 The peak hour road traffic noise levels at NSR 87 have been predicted based on the calculation method by the “Calculation of Road Traffic Noise” (CRTN) issued by the UK Department of Transport. The existing roads within 300m from the project site have been included in the assessment.
- 3.4.2 Noise assessment points were assigned to all openable windows of the noise sensitive use. Building structures with noise screening effect, topographical contours and road segments with traffic flow data were input into the traffic noise model in evaluating the potential traffic noise impacts. Traffic data for input included traffic flow (vehicles/hour), percentage (%) of heavy vehicles and travelling speeds (km/hour). Building structures of the planned housing site at Kam Sheung Road Site 4A with potential screening effect or opposite façade reflection effect were assumed in place as they would be mostly constructed by the population intake of the subject site in 2028 for Phase 1 and 2029 for Phase 2. Locations of NSR 87 and the planned housing site at Kam Sheung Road Site 4a are shown in **Figure 3.1** and **Figure 3.2** respectively.
- 3.4.3 The assessment year was determined based on the maximum traffic projection within 15 years upon population intake of the planned housing site at Kam Sheung Road Site 4a (i.e., 2029 + 15 years = 2044), which shall be the year with maximum traffic projection within 15 years upon occupation of planned housing development and as a conservative approach for both interim

and future case scenario. The projected AM peak traffic forecast for Year 2044 was adopted in the assessment as worst-case scenario as it is more severe than PM peak traffic. The peak hour traffic flow data adopted for this study is presented in **Appendix 3.1**. As documented in **Appendix 3.1**, TD has no objection on the methodology of the traffic forecast. A written confirmation on the validity of traffic data from traffic consultant has also been provided in **Appendix 3.1**.

3.5 Assessment Scenarios

3.5.1 A traffic noise impact assessment was conducted to demonstrate the potential traffic noise impact on the existing NSR 87 under the two scenarios with the removal of the existing noise barrier below:

(1) **Interim Case Scenario:**

- “Without Barrier” and “Without Planned Housing Development in Site 4A”

(2) **Future Case Scenario:**

- “Without Barrier” and “With Planned Housing Development in Site 4A”

3.5.2 Since the construction period for the planned housing development in Site 4A is tentatively started in December 2024 and completed by December 2028, the traffic noise impact to the existing NSR 87 should need to be assessed during the interim period after the removal of the noise barrier and before the housing blocks are in place. Therefore, Interim Case Scenario is proposed. Future Case Scenario presents the condition to the NSR 87 after the removal of noise barrier and with the shielding effect of the housing development.

3.5.3 HKHA/HD will provide appropriate design/measures to mitigate the noise impact at planned public housing development in Site 4A where necessary. EAS report for Site 4a would be submitted in due course.

3.6 Evaluation and Assessment of Noise Impacts

3.6.1 Based on the existing layout of the noise barrier, noise sensitive uses which rely on openable windows for natural ventilation have been assigned with the noise assessment points at the residential development (see **Figure 3.1**). Predicted peak hourly road traffic noise levels at noise sensitive receivers are summarized in **Table 3.2**. Detailed breakdown of the road traffic noise results in base scenario is presented in **Appendix 3.2**.

3.6.2 During the interim case scenario and future case scenario (i.e., after the removal of the noise barrier and before the proposed housing developments), the traffic noise level is presented in **Table 3.2**. The future condition for NSR 87 after the completion of construction work is presented in **Table 3.3**. Detailed breakdown of the road traffic noise results in interim period scenario and future scenario are shown in **Appendix 3.2**.

**Table 3.2 Summary of Predicted Road Traffic Noise Result at NSR 87
(Interim Case Scenario)**

Block	Floor Level (mPD)	Noise Criterion L ₁₀ (1 Hour) dB(A)	Predicted L ₁₀ (Peak Hour), dB(A)	No. of Dwellings with Noise Exceedance	Compliance Rate (%)
NSR87_1	8.5	70	68	0	100%
	11.3		70	0	100%
	14.1		70	0	100%
NSR87_2	8.5		69	0	100%
	11.3		70	0	100%

Block	Floor Level (mPD)	Noise Criterion L ₁₀ (1 Hour) dB(A)	Predicted L ₁₀ (Peak Hour), dB(A)	No. of Dwellings with Noise Exceedance	Compliance Rate (%)
	14.1		70	0	100%

Table 3.3 Summary of Predicted Road Traffic Noise Result at NSR 87 (Future Case Scenario)

Block	Floor Level (mPD)	Noise Criterion L ₁₀ (1 Hour) dB(A)	Predicted L ₁₀ (Peak Hour), dB(A)	No. of Dwellings with Noise Exceedance	Compliance Rate (%)
NSR87_1	8.5	70	67	0	100%
	11.3		68	0	100%
	14.1		69	0	100%
NSR87_2	8.5		68	0	100%
	11.3		68	0	100%
	14.1		69	0	100%

3.6.3 The predicted traffic noise levels for NSR 87 comply with the noise criterion of L₁₀ (1 Hour) 70 dB(A) in all scenarios. No adverse road traffic noise impact due to the removal of the concerned noise barrier would be anticipated.

3.7 Conclusion

3.7.1 A traffic noise impact assessment arising from Tung Wui Road without the concerned noise barrier was conducted. Predicted road traffic noise impacts to NSR 87 would comply with noise criterion of the L₁₀ (1 Hour) 70 dB(A) during both interim and future case scenarios.

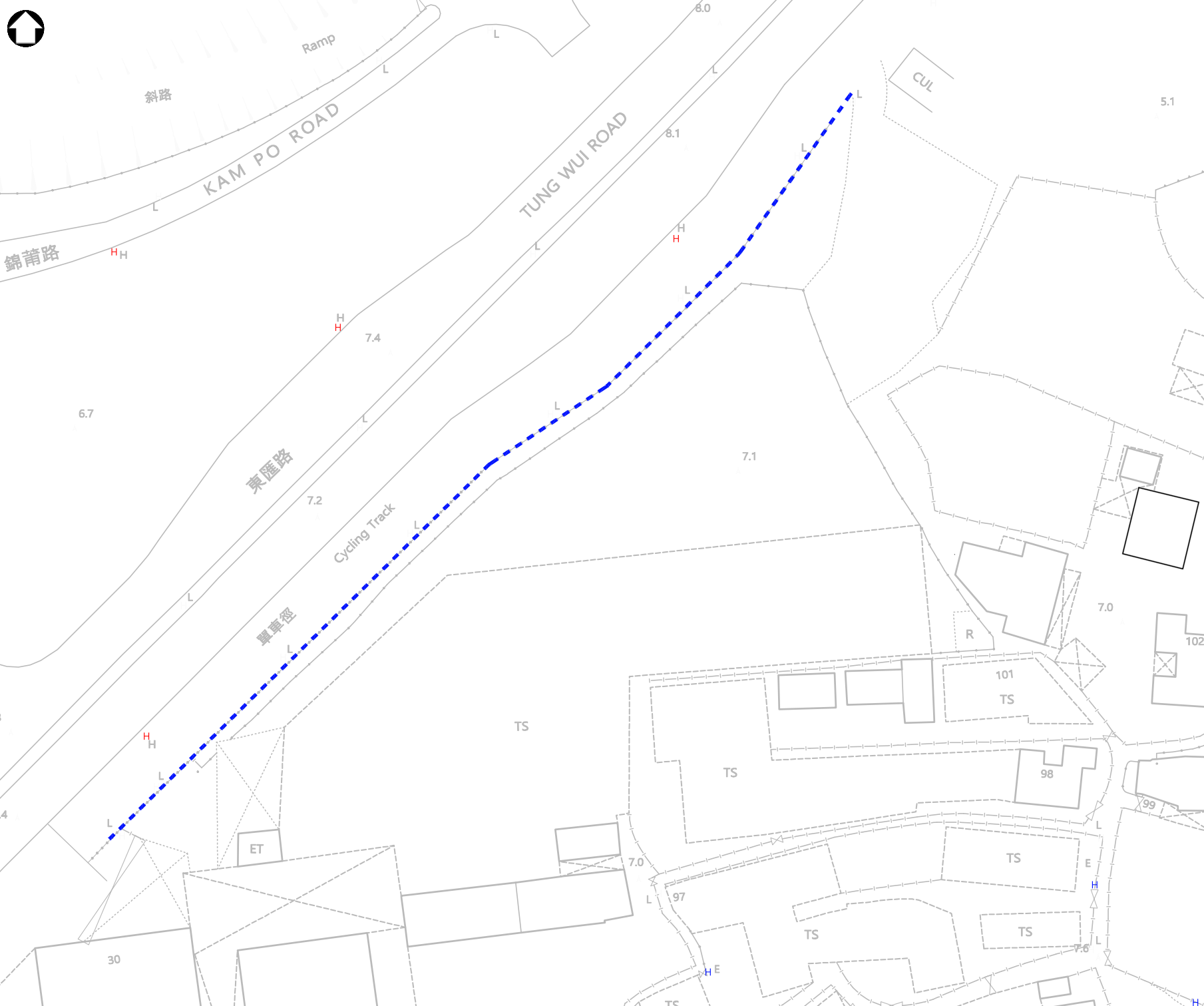
3.7.2 In consideration that there will be no change in physical alignment and layouts of the Tung Wui Road, where the concerned noise barrier is erected along, the noise level at the existing NSR 87 can meet the 70dB(A) criterion after the removal of the concerned noise barrier. Hence, no adverse traffic noise impact to the existing NSR 87 is anticipated due to the removal of the concerned noise barrier.

4 CONCLUSION

- 4.1.1 This ERR discussed the potential road traffic noise impact to the NSR 87 that may result from the proposed demolition of the concerned noise barrier, i.e. due to the removal existing noise barrier along Tung Wui Road.
- 4.1.2 Traffic Noise Assessment results indicated that the predicted road traffic noise level to NSR 87 would comply with the noise criterion of L_{10} (1 Hour) 70 dB(A) during interim and future case scenarios. Therefore, no adverse traffic noise impact arising from the proposed demolition of concerned noise barrier is anticipated.
- 4.1.3 As such, there will be no material change to the environmental impact due to the proposed amendments. The Project will remain in compliance with the EIAO-TM requirements, and no deterioration of the surrounding environment is anticipated.

FIGURES

Date: 2023-08-02
 Filename: \\hkworkz00at16wcdcw-ENV-W71_Projects\Project_14921_ENV\WHSIA_T&E_Consultancy_Services_2019-2021\W235550A - Kam Sheung Road Site 4a [INTERNAL]\Deliverables\EPW\Issue 1\Figure\DWG\Figure 1.1.3.1 and 3.2_0802.dwg



LEGEND :

- NSR87
- - - VERTICAL NOISE BARRIER (5.5M HIGH AND 150M LONG)

Rev	Description	By	Date

Consultant


Project title
 TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES
 2019-2021 FOR NEW TERRITORIES EAST REGION
 INSTRUCTION NO: W12
 PROPOSED PUBLIC HOUSING DEVELOPMENTS AT KAM SHEUNG ROAD
 SITE 4a
 ASSESSMENTS FOR SUPPORTING VARIATION OF ENVIRONMENTAL
 PERMIT (VEP) APPLICATION

Drawing title
**LOCATION OF EXISTING NOISE BARRIER ALONG TUNG
 WUI ROAD**

Drawing no.	FIGURE 1.1	Rev.	0
Drawn	Date	Checked	Approved
Scale	1:500@A3	Status	-

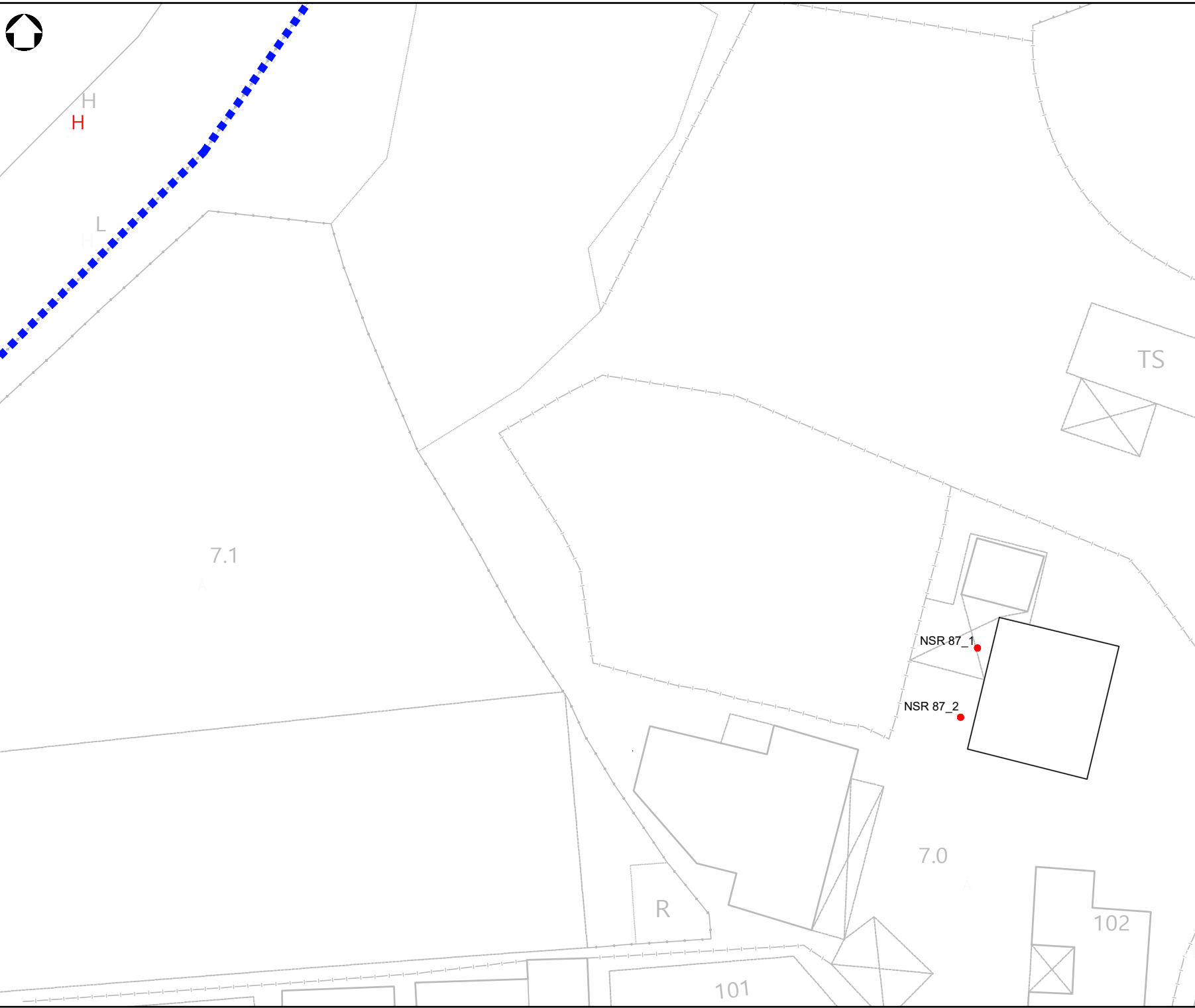
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Rev	Description	By	Date
Consultant			
			
Project title TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2019-2021 FOR NEW TERRITORIES EAST REGION INSTRUCTION NO.: W12 PROPOSED PUBLIC HOUSING DEVELOPMENTS AT KAM SHEUNG ROAD SITE 4a ASSESSMENTS FOR SUPPORTING VARIATION OF ENVIRONMENTAL PERMIT (VEP) APPLICATION			
Drawing title FIGURE PROPOSED TO REPLACE THE FIGURE 3 IN THE EXISTING ENVIRONMENTAL PERMIT (EP NO. EP-02/074/2002/B)			
Drawing no. FIGURE 2.1		Rev. 0	
Drawn	Date MAY2024	Checked	Approved
Scale	Status		


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Date : 2024-05-24
 Filename : \\hk\kzm2008at16\HSE\ENV\W7 - Projects\Project_H321_EN\W\KHA T&E Consultancy Service 2019-2021\W235650A - Kam Sheung Road Site 4a [INTERNAL]\P\Deliverables\VEP\Revision 4 [Final]\Figure\DWG\Figure 1.1.31 and 3.2(update).0326.dwg

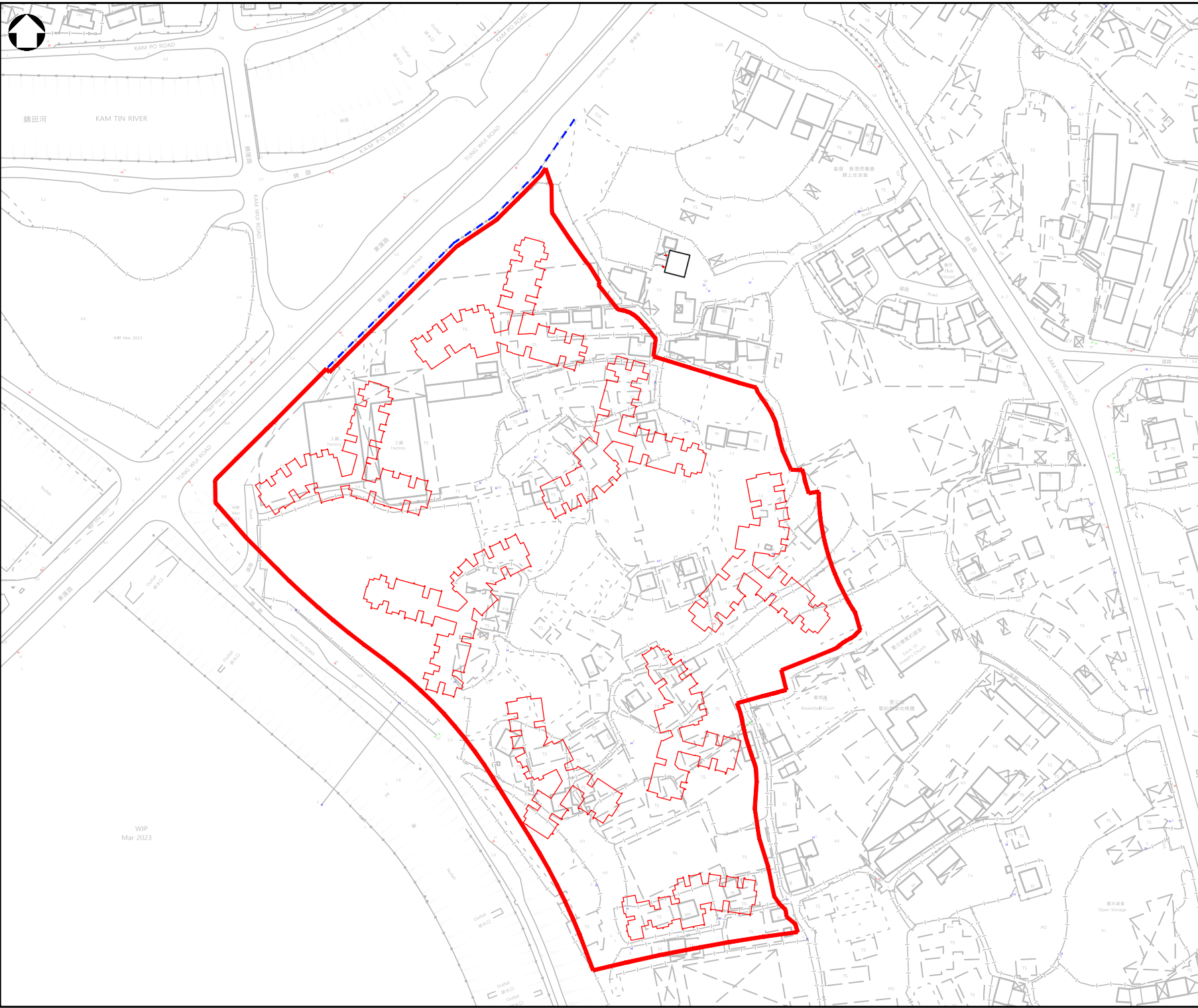





LEGEND :


- NSR 87
- - - VERTICAL NOISE BARRIER (5.5M HIGH AND 150M LONG)

Rev	Description	By	Date
Consultant			
			
Project title TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2019-2021 FOR NEW TERRITORIES EAST REGION INSTRUCTION NO.: W12 PROPOSED PUBLIC HOUSING DEVELOPMENTS AT KAM SHEUNG ROAD SITE 4a ASSESSMENTS FOR SUPPORTING VARIATION OF ENVIRONMENTAL PERMIT (VEP) APPLICATION			
Drawing title LOCATION OF NSR 87			
Drawing no. FIGURE 3.1			Rev. 0
Drawn	Date MAY2024	Checked	Approved
Scale 1:250@A3	Status -		

Date : 2024-03-26
 File Name : \\winkwz0208at16\SD\HW=ENV-WT_P\Projects\Project_H321_ENV\HKHA_T&E_Consultancy_Services_2019-2021\W23556504 - Kam Sheung Road Site 4a [INTERNAL] \w\Deliverables\WEP\Revision 2\Figure\DWG\Figure 11.3.1 and 3.2(update)_0326.dwg



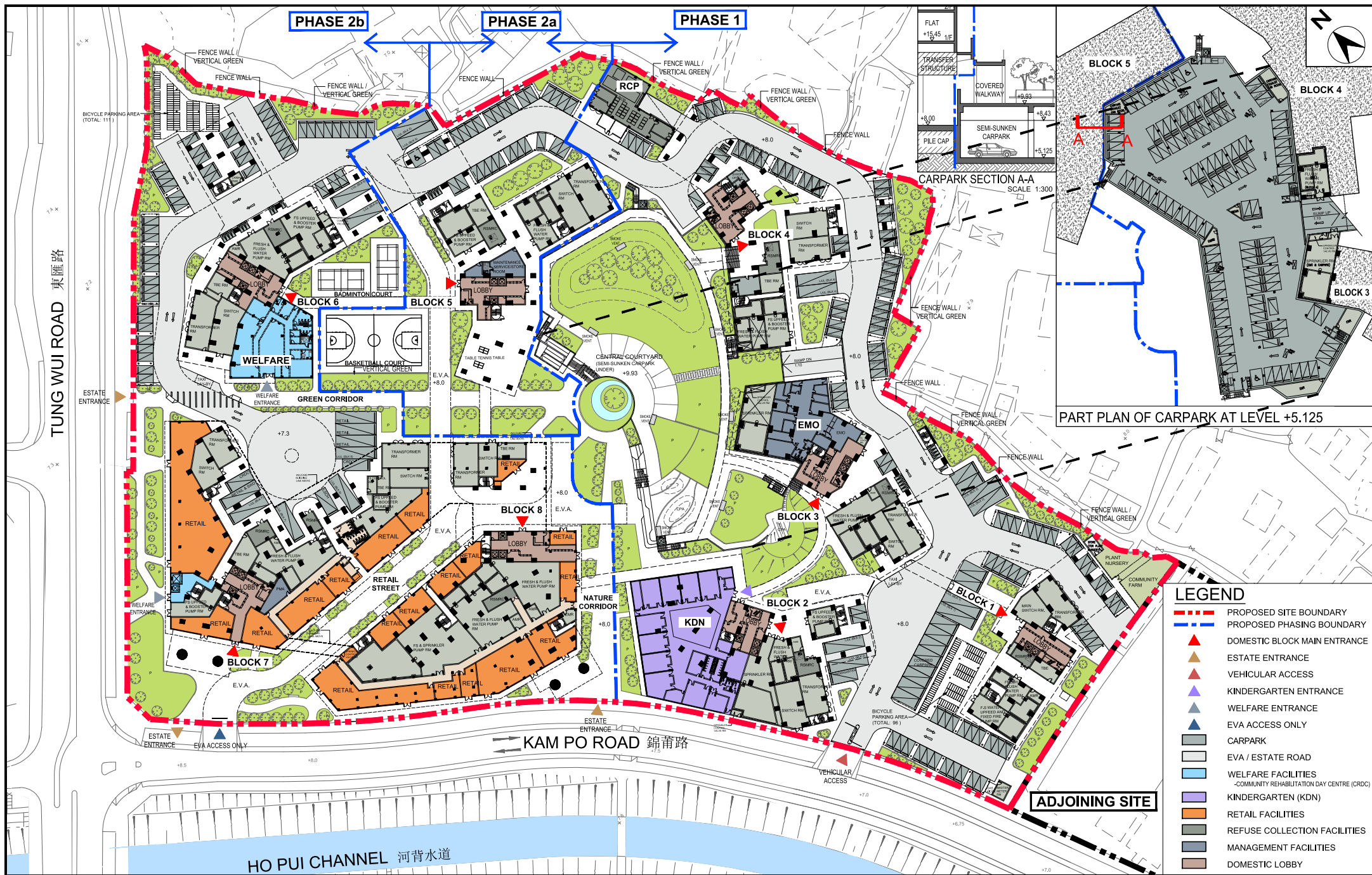
- LEGEND :
-  NSR87
 -  VERTICAL NOISE BARRIER
(5.5M HIGH AND 150M LONG)
 -  PROJECT SITE BOUNDARY FOR
PROPOSED PUBLIC HOUSING
DEVELOPMENT AT KAM SHEUNG
ROAD SITE 4A (HOUSING LAYOUT
IS SUBJECT TO CHANGE)

Rev	Description	By	Date
Consultant			
			
Project title TERM TRAFFIC AND ENVIRONMENTAL CONSULTANCY SERVICES 2019-2021 FOR NEW TERRITORIES EAST REGION INSTRUCTION NO.: W12 PROPOSED PUBLIC HOUSING DEVELOPMENTS AT KAM SHEUNG ROAD SITE 4a ASSESSMENTS FOR SUPPORTING VARIATION OF ENVIRONMENTAL PERMIT (VEP) APPLICATION			
Drawing title PROPOSED PUBLIC HOUSING DEVELOPMENT AT KAM SHEUNG ROAD SITE 4A			
Drawing no. FIGURE 3.2		Rev. 1	
Drawn	Date MAR-2024	Checked	Approved
Scale 1:1500@A3	Status -		
© COPYRIGHT RESERVED			

APPENDICES


APPENDIX 1.1

LAYOUT PLAN OF KAM SHEUNG ROAD, SITE 4A DEVELOPMENT



PROJECT
 PUBLIC HOUSING DEVELOPMENTS
 AT KAM SHEUNG ROAD SITE 4a PHASES 1 AND 2

DRAWING TITLE
 GROUND FLOOR PLAN +8.0

 房屋署 HOUSING DEPARTMENT	
DRAWING NO. YL48/1&2/SITE/A/L0-04	DATE: 02.2024
1:1000(A3)	-

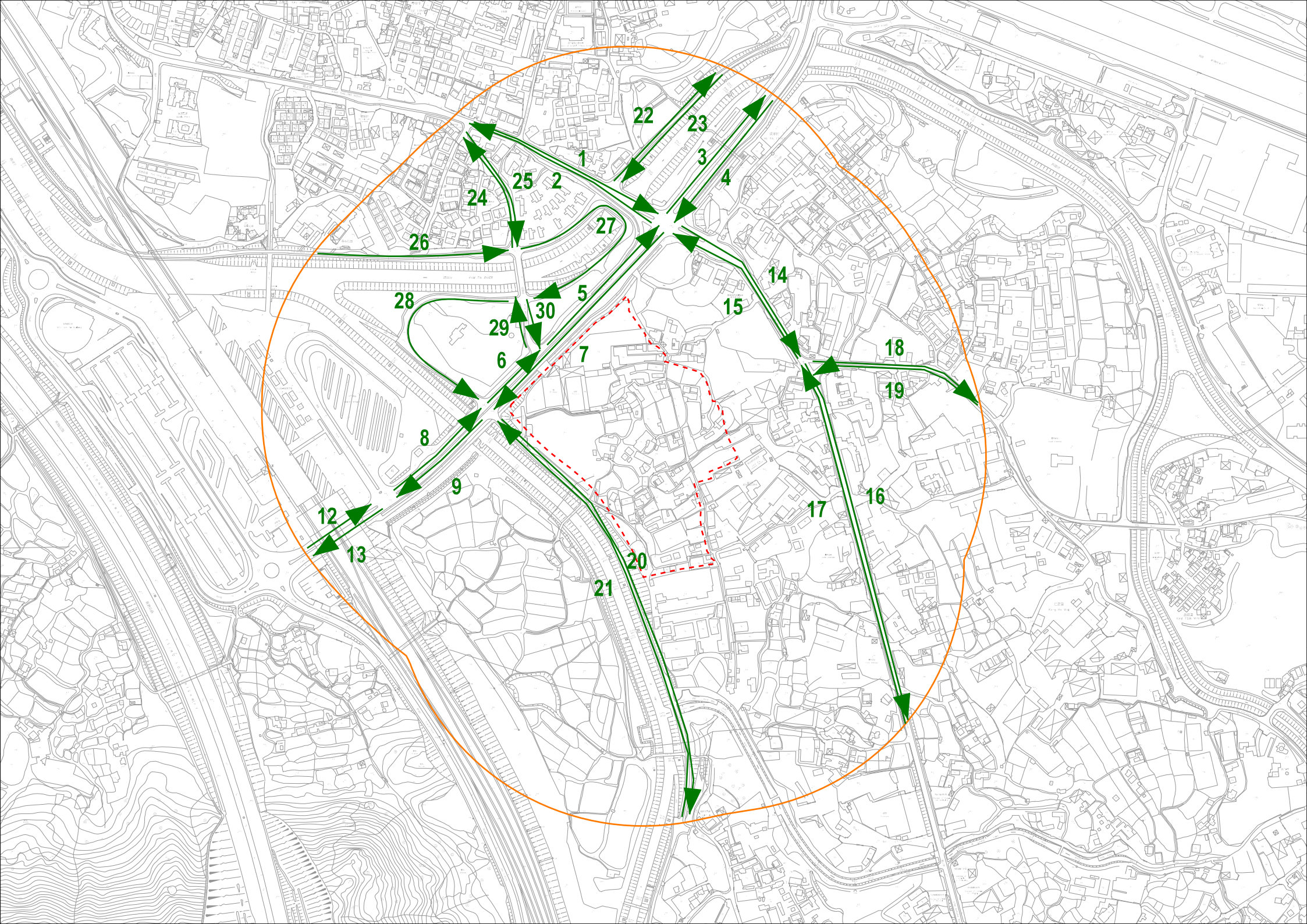
APPENDIX 3.1

TRAFFIC FORECAST DATA YEAR 2044

Proposed Public Housing Development at Kam Sheung Road Site 4a

2044 Design Traffic Forecast for NIA

Link ID	Road Section	AM Peak (Vehicle/hr)		PM Peak (Vehicle/hr)	
		Total Flow	Heavy Vehicle Percentage	Total Flow	Heavy Vehicle Percentage
001	Kam Sheung Road	400	24%	400	23%
002	Kam Sheung Road	450	23%	350	24%
003	Tung Wui Road	450	23%	450	23%
004	Tung Wui Road	600	23%	650	22%
005	Tung Wui Road	750	25%	650	27%
006	Tung Wui Road	750	25%	650	30%
007	Tung Wui Road	850	26%	900	25%
008	Tung Wui Road	1000	24%	900	28%
009	Tung Wui Road	1250	31%	1100	31%
012	Tung Wui Road	950	24%	900	27%
013	Tung Wui Road	1400	30%	1200	30%
014	Kam Sheung Road	650	22%	650	22%
015	Kam Sheung Road	650	23%	650	22%
016	Kam Sheung Road	550	40%	500	36%
017	Kam Sheung Road	550	39%	550	45%
018	Kam Shui South Road	50	29%	150	22%
019	Kam Shui South Road	100	20%	100	26%
020	Kam Po Road	350	22%	300	22%
021	Kam Po Road	400	21%	200	21%
022	Kam Shek Road	50	23%	50	26%
023	Kam Shek Road	50	25%	50	22%
024	Kam Wui Road	150	21%	100	21%
025	Kam Wui Road	150	22%	100	23%
026	Kam Po Road	50	28%	50	29%
027	Kam Po Road	50	14%	50	15%
028	Kam Po Road	50	21%	50	27%
029	Kam Wui Road	150	22%	100	23%
030	Kam Wui Road	150	22%	100	24%



Cheung, Reasonlie Yuen-Yan

From: Lau, Paul Fong-Kit
Sent: Friday, April 12, 2024 5:40 PM
To: Cheung, Reasonlie Yuen-Yan
Cc: Fung, Jessica Kwok-Yee; Ng, Fred Kwok-Keung; Yip, Cleo; Po, Arthur Chak-Man
Subject: RE: Public Housing Development of Site 4a at Kam Tin South, Yuen Long - Noise Barrier along Tung Wui Road (Rev.1) - EPD's advice (Confirmation on Traffic Data_v1)
Attachments: Fw: Technical Note for Traffic Forecast for Environmental Assessments - Agreement No. CB20180685 Proposed Public Housing Development at Kam Sheung Road Site 1, 4a, and 6

Dear Reasonlie,

Please find the written confirmation below.

The methodology of traffic forecast data for the captioned project had been sent to Transport Department (TD) for review with no further comment. The reply from TD is attached for ease of reference.

The traffic flow data produced and submitted for the environmental assessment was strictly adopted the abovementioned methodology and hence the validity of traffic data can be confirmed.

Thank you for your attention.

Regards,



Paul Lau
Associate
Transport and Infrastructure,
China Region
D+ 852 2963-7699
T +852 2579-8899
F +852 2856-9902

wsp.com

Cheung, Reasonlie Yuen-Yan

From: Joyce HY LEE <joycehy.lee@housingauthority.gov.hk>
Sent: Monday, November 13, 2023 6:17 PM
To: Yip, Cleo; Cheung, Reasonlie Yuen-Yan
Cc: Ng, Fred Kwok-Keung
Subject: Fw: Public Housing Development of Site 4a at Kam Tin South, Yuen Long - Noise Barrier along Tung Wui Road - EPD's advice
Attachments: 20221005 TD no comment on traffic forecast.pdf; VEP Site 4a noise model comment v1.docx

Dear Cleo / Reasonlie,

Pls note below email from TD for the ERR.
Pls advise progress.

Regards,

Joyce LEE
Civil Engineer - CE/15
Housing Department
Tel: 3549 6083

----- Forwarded by Joyce HY LEE/HD/HKSARG on 13/11/2023 18:10 -----

From: Hao CAI/TD/HKSARG@TD
To: Joyce HY LEE/HD/HKSARG@HD
Cc: David CH SIU/HD/HKSARG@HD, Raymond Tak Chi LEUNG/TD/HKSARG@TD
Date: 13/11/2023 17:05
Subject: Re: Fw: Public Housing Development of Site 4a at Kam Tin South, Yuen Long - Noise Barrier along Tung Wui Road - EPD's advice

Dear Joyce,

My previous reply on 5.10.2022 is also valid for the ERR please.

Thanks.

Best regards,
Phil CAI
E/YLE, TE(NTW), TD
Tel. 2399 2421

From: Joyce HY LEE <joycehy.lee@housingauthority.gov.hk>
Sent: Thursday, 6 October 2022 9:54 am
To: Lau, Paul Fong-Kit; Cheung, Alex Wai-Hung; Lau, Anby On-Pak; Chan, Chun-Kwok
Cc: David CH SIU
Subject: Fw: Technical Note for Traffic Forecast for Environmental Assessments - Agreement No. CB20180685 Proposed Public Housing Development at Kam Sheung Road Site 1, 4a, and 6

Dear Paul and All,

Email below from TD for your ref. pls.

Regards,

Joyce LEE
Civil Engineer - CE/15
Housing Department
Tel: 3549 6083

----- Forwarded by Joyce HY LEE/HD/HKSARG on 06/10/2022 09:52 -----

From: Hao CAI/TD/HKSARG@TD
To: Joyce HY LEE/HD/HKSARG@HD
Cc: David CH SIU/HD/HKSARG@HD, Raymond Tak Chi LEUNG/TD/HKSARG@TD
Date: 05/10/2022 20:20
Subject: Re: Technical Note for Traffic Forecast for Environmental Assessments - Agreement No. CB20180685 Proposed Public Housing Development at Kam Sheung Road Site 1, 4a, and 6

Dear Joyce,

I refer to WSP's submission on the captioned subject.

Please note that Environmental Assessment Study is not under our purview. We are not in a position to provide comments on the traffic figures tailor-made for the environmental assessment study.

Notwithstanding the above, **we have no comment on the methodology of traffic forecast.**

Best regards,
Phil CAI
E/YLE, TE(NTW), TD
Tel. 2399 2421

APPENDIX 3.2

PREDICTED ROAD TRAFFIC NOISE LEVELS (INTERIM CASE SCENARIO AND FUTURE CASE SCENARIO)

Appendix 3.2 Predicted Road Traffic Noise Level.xlsx

Term Traffic and Environmental Consultancy Services 2021-2024 for New Territories East Region (Instruction No.:W12)

Proposed Public Housing Development at Kam Sheung Road Site 4a - Assessments for Supporting Variation of Environmental Permit (VEP) Application
– Environmental Review Report

Noise Sensitive Receiver	Floor level (mPD)	Interim Case Scenario	Future Case Scenario
NSR87_1	8.5	68	67
	11.3	70	68
	14.1	70	69
NSR87_2	8.5	69	68
	11.3	70	68
	14.1	70	69