

Issue Date : April 2025



PROJECT PROFILE

FOR

KOWLOON MOTOR BUS (KMB) BUS DEPOT AT DAI FUK STREET, AREA 33, TAI PO

Prepared by

Allied Environmental Consultants Limited

COMMERCIAL-IN-CONFIDENCE

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1 Basic Information

1.1 Project Title

- 1.1.1 Kowloon Motor Bus (KMB) Bus Depot at Dai Fuk Street, Area 33, Tai Po (hereinafter named as “the Project”).

1.2 Purpose and Nature of The Project

- 1.2.1 Commercial vehicles have been a major target of the Government’s measures to improve roadside air quality and minimize noise pollution, while promoting the use of electric vehicles (EVs), particularly electric bus (eBus), is one of the key policies and measures in recent years. In order to support the “Roadmap on Popularization of Electric Vehicles” released by the Environment Bureau in March 2021 and “Green Transformation Roadmap of Public Buses and Taxis” released by the Environment and Ecology Bureau in December 2024, KMB intends to develop a modernized eBus depot with sufficient charging facilities to cater for KMB’s eBus strategy.
- 1.2.2 The Project comprises the construction and operation of a new KMB eBus depot (hereinafter named as “the proposed eBus depot”), which will involve vehicle repair and testing of eBus fleet at Tai Po for the Kowloon Motor Bus to meet the parking shortfall of buses and to provide new charging facilities for eBus fleet. Conventional diesel buses would not park or undergo maintenance at the Subject Site. The proposed eBus depot will operate for 7 years under the Short Term Tenancy (STT) from a tentative date in 2025. At present, KMB has occupied this site for bus parking of around 163 nos. of buses since December 2000 (including 115 nos. parking spaces within the Subject Site boundary and 48 nos. parking spaces at the adjacent “Government, Institution or Community” (G/IC) site under the STT). Due to the need for provision of more parking spaces, KMB obtained a draft STT for a 2-storey high depot in 2019. In view of the KMB’s eBus development, a 4-storeys high proposed eBus depot providing around 363 nos. charging-enabling bus parking bays is proposed.
- 1.2.3 eBus is zero emission vehicle with no toxic gases and particulates generated. No engine or gearbox is required in an eBus. eBus is of simple design with mainly High Voltage (HV) battery, electronic management system and drive motors. The battery, motors and associated electronics require replacement in daily operation only with rare on-site repair. Changing of engine oil and conduction of engine and gearbox overhaul as at conventional diesel bus depot are not required. The proposed eBus depot will be clean, with minimal emissions and quiet, which is considered more environmentally superior to conventional fuel bus depot.
- 1.2.4 To cater for the operational needs of the proposed eBus depot, an additional substation with a voltage of 132 kV, five transformer rooms and other auxiliary facilities will be required for the proposed eBus depot. The existing underground diesel oil storage tanks will be

abandoned for the proposed eBus depot, it will be retained and no demolition will be carried out. Minor relaxation of building height (BH) restriction under Section 16 of the Town Planning Ordinance from the current BH restriction of 2 storeys to 4 storeys has been approved by the Town Planning Board on 3.3.2023 (planning application no.: A/TP/685).

1.3 Name of Project Proponent

1.3.1 The Project Proponent is Kowloon Motor Bus Company (1933) Limited.

1.4 Location and Scale of the Project

1.4.1 The Subject Site with a site area of 14,600 m² is located on the northeastern outskirts of Tai Po Town, bounded by Ting Kok Road to the west and Dai Fuk Street to the south, immediately adjoining the G/IC site to the north and facing Tai Po Industrial Estate to the east. To the south of Dai Fuk Street is Construction Industry Council (CIC) Tai Po Training Ground, while Tai Po Waterfront Park is located in the far south. The site location plan is shown in **Figure 1-1**.

1.4.2 The Subject Site falls within an area zoned “Other Specified Uses” annotated “Bus Depot” (“OU (BUS DEPOT)”) on the approved Tai Po Outline Zoning Plan (OZP) (No. S/TP/30). The statutory building height restriction of the “OU (BUS DEPOT)” is 2-storey under OZP. Section 16 planning application has been approved for minor relaxation of building height restriction from 2 storeys to 4 storeys. The Subject Site is currently held by KMB under a STT granted by the Government for conventional diesel bus parking and with several steel sheds for refuelling, bus washing and other daily operations ^[1].

1.4.3 The Project will comprise a 4-storeys building. The building height of the proposed eBus depot is 30.5m at +35.74 mPD. The conceptual layout plan is given in **Appendix 1-1**.

1.4.4 Since there is no public foul sewer connecting to the Subject site, this Project also involves the reprovision of an existing sewage treatment plant (STP). Sewage generated from the proposed eBus depot, including washrooms and floor washing will be collected and treated at the STP before discharging to the public drainage system. The re-provided STP will be constructed to cater for the design peak flow of 424.8m³/day, with the provision of an equalization tank.

[1] Apart from bus parking, bus washing and refuelling of conventional bus, the following activities which are limited to adjustment or fixing of side mirrors, and fixing of tyres for obvious safety reasons are carried out at the depot. There is no facility set up for the construction, repair or maintenance of transport vehicles. These activities are not considered repair/ maintenance work as defined under EIAO Schedule 1.

- 1.4.5 Existing automatic vehicle washing machines will be re-provided on site, which is another source of wastewater during operation phase. The machine would be equipped with simple filtration and disinfection for treating the washwater. Treated vehicle washwater will be reused for vehicle washing only and will not be served for other uses (e.g. potable use, flushing, landscape irrigation, Air Conditioning System, floor cleaning etc.).
- 1.4.6 The Project covers the construction and operation of a proposed eBus depot for 7 years with the following facilities:
- Parking space for approximately 363 electric buses;
 - 1 additional substation;
 - 80 maintenance bus bays;
 - Bus washing bays;
 - workshops, stores;
 - 1 power supply plant room (size about 28.3m x 20m x 15.6mH);
 - 5 electrical & mechanical (E&M) power supply related plant rooms; and
 - Sewage treatment plant (STP).
- 1.4.7 The number of staff working in the proposed eBus depot during operation phase is estimated as shown in **Table 1-1**. Operations of the Project are expected to start in 2025. The maximum number of construction workers is estimated to be 100 who will work simultaneously during daytime.

Table 1-1 Total Number of Staff Working in the Proposed eBus Depot

	Total Number of Staff Working at the Proposed eBus Depot		
	Day (0800 – 1800 hrs)	Evening (1800 – 2300 hrs)	Night (2300 – 0800 hrs)
Weekday			
In Office	30	10	10
Maintenance Worker	120	100	100
Saturday			
In Office	15	10	10
Maintenance Worker	120	100	100
Sunday/ Holiday			
In Office	15	10	10
Maintenance Worker	120	100	100

1.5 Site History

- 1.5.1 Based on the available information, including review of historical aerial photos and desktop study, the Subject Site was reclaimed since 1961. The western part of the Subject Site has been used as the Yue Kok Temporary Housing Area since 1977 and the Housing Area expanded to cover the majority of the Subject Site from 1982 to 1995. In 1995 – 2000, the whole Subject Site was converted into a construction site for road around the Subject Site. In December 2000, the Subject Site was granted to KMB for the temporary bus depot until now.

1.6 Number and Types of Designated Project Covered by the Project Profile

- 1.6.1 According to Part 1 Schedule 2 Section A.6 (Carriageways for Motor Vehicles, Railways and Depots) of the Environmental Impact Assessment Ordinance (EIAO), a transport depot located less than 100m from the nearest boundary of an existing or planned (a) residential area; (b) place of worship; (c) educational institution; or (d) health care institution shall be classified as a Designated Project (DP).
- 1.6.2 As the Project is located at less than 100m from residential developments, namely Yue Kok Village, it is therefore classified as a Designated Project. An environmental permit (EP) issued by the Director of Environmental Protection is required prior to the construction and operation of the Project.
- 1.6.3 This Project Profile is prepared in accordance with Annex 1 of the Technical Memorandum on Environmental Impact Assessment Process (EIAO-TM) and to seek permission from the Director of Environmental Protection to apply directly for an Environmental Permit for the construction and operation of the Project under Section 5(11) of the EIAO. According to ACE Paper 3/2023, nature of the Project as transport depot may apply for direct application for EP (DIR) which provides a streamlined route to obtain an EP for DP.
- 1.6.4 Since the design capacity of the proposed STP would be much less than 5,000m³/day, hence the proposed STP is not regarded as a DP according to Part 1 Schedule 2 Section F.2 (Sewage Collection, Treatment, Disposal and Reuse) under EIAO.
- 1.6.5 Regarding vehicle washing, treated sewage effluent will be reclaimed from the STP for vehicle washing only and will not be used by general public. Therefore, the reclaimed water for use by automatic vehicle washing machines is not classified as a DP under F.4 of Part 1 Schedule 2 of the EIAO.

1.7 Name and Telephone Number of Contact Person(s)

1.7.1 For enquiries concerning this Project, please contact the following person: -

The Applicant

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The Project Coordinator

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2 Outline of Planning and Implementation Programme

2.1 Project Planning and Implementation

- 2.1.1 The Project involves construction and operation of the proposed eBus depot. KMB is the project proponent and is responsible for the construction and operation of the Project. Allied Environmental Consultant Limited (AEC) is appointed by the KMB as the environmental consultant to prepare project profile for applying directly for an EP for the Project in accordance with the EIAO. A separate architectural lead consultant will be engaged by KMB to undertake the investigation, planning, design, and construction supervision of the Project. The construction works will be carried out by the Contractor(s) to be appointed at subsequent stage.

2.2 Project Programme

- 2.2.1 Subject to all necessary government approvals, availability of funding and other constraints, the tentative programme for the Project is listed below for reference.

Table 2-1 Project Tentative Implementation Programme

Task	Tentative Timeline
Construction	Mid 2025
Completion	2025

2.3 Interfacing with Other projects

- 2.3.1 Based on the best available information, the Project may have interaction with other projects including, but not limited to the following:

Table 2-2 List of Concurrent Projects

Project		Construction Programme	Potential Cumulative Impacts	
			Construction Phase	Operation Phase
i.	Public Vehicle Park underneath Football-cum-Rugby Pitch in Area 33, Tai Po	Commence in 2025-2026, for completion in 2028-2029.	✓	✓
ii.	CIC Tai Po Training Ground	In operation already	×	✓
iii.	Transport Department's Planned Driving Test Centre	N/A	×	×

Notes:

[1] The site boundary of the Planned Driving Test Centre is not available.

- 2.3.2 Concurrent projects in the vicinity which would interface with the Project have been identified and the potential cumulative impacts from these concurrent projects have also been reviewed in **Table 2-2**. **Figure 2-1** shows the locations of concurrent projects.
- 2.3.3 For the concurrent project Planned Driving Test Centre, it is still under review and no information is available at this stage.
- 2.3.4 The Public Vehicle Park underneath Football-cum-Rugby Pitch Project is 253m away from the Subject Site. Given the substantial separation distance between the two projects, adverse cumulative dust and noise impact during the construction phase of the Project would be limited and localised.
- 2.3.5 The CIC Tai Po Training Ground is approximately 71m away from the Subject Site. The site has a nature of the construction related training activities, the operation of machinery and equipment is limited to the operation hour of 0700 to 1900. The operation noise and dust emission from CIC Tai Po Training Ground are expected to comply with the Hong Kong Planning Standards and Guidelines (HKPSG) Standards. The potential cumulative noise impact has been evaluated in later sections.

3 Major Elements of Surrounding Environment

3.1 General

3.1.1 The Subject Site is zoned as OU. The surrounding areas are currently zoned as “Other Specified Uses” annotated “Industrial Estate” (“OU (Industrial Estate)”), “Government, Institution or Community” (“G/IC”), “Village Type Development” (“V”), “Residential (Group A)” (“R(A)”) and “Green Belt” (“GB”) under the Approved Tai Po OZP No. S/TP/30. The land is currently held by KMB under a STT granted by the Government for bus parking.

3.1.2 Developments in the vicinity of the Subject Site are identified and summarized below:

To the East / Southeast: Tai Po Industrial Estate, the Hong Kong and China Gas Company Limited Tai Po Gas Production Plant (TPGPP)

To the South / Southwest: CIC Tai Po Training Ground, Kau Yan College, Confucian Tai Shing Ho Kwok Pui Chun College, The Church of Christ In China (Former Kei Ching School) (currently vacant), Fu Shin Estate, Tai Po Waterfront Park, Yuen Shin Park

To the West/ Northwest: Yue Kok Village, Riviera Lodge, Tai Po Methodist School, Alice Ho Miu Ling Nethersole Hospital

To the North/ Northeast: Tai Po Industrial Estate, Village type developments along Fung Yuen Road, Transport Department’s Planned Driving Test Centre

3.1.3 The nearest residential development is Yue Kok Village, about 95m from the Site Boundary. Planned sensitive receivers will also be taken into account for the study, if any.

3.1.4 The Subject Site is surrounded by Dai Wah Street to the east, Dai Fuk Street to the south, Yuen Shin Road to the southwest and Ting Kok Road to the west and north. According to the Annual Traffic Census 2023 published by Transport Department, Yuen Shin Road and Ting Kok Road are classified as Primary Distributor (“PD”). The annual average daily traffic (AADT) of Yuen Shin Road and Ting Kok Road reached to 41,790 veh and 29,190 veh respectively. Apart from the surrounding road network, numerous chimneys are identified at Tai Po Industrial Estate.

3.2 Air Quality

Existing Air Quality in Tai Po Monitoring Station

- 3.2.1 The air quality data of the nearest general air quality monitoring station (AQMS) at Tai Po is adopted to represent the ambient air quality of the area. The latest available 5 years of air quality data, i.e. 2019 to 2023, are summarised in **Table 3-1**.

Table 3-1 Ambient Concentration of Air Pollutants recorded at Tai Po AQMS for 2019-2023

Pollutant	Averaging Time	AQO ^[1] ($\mu\text{g}/\text{m}^3$)	Pollutant Conc. ($\mu\text{g}/\text{m}^3$) ^{[2][3]}					Avg.
			2019	2020	2021	2022	2023	
Carbon Monoxide (CO) ^[4]	1 st highest 1-hour	30,000	N.A.	N.A.	N.A.	N.A.	N.A.	-
	1 st highest 8-hour	10,000	N.A.	N.A.	N.A.	N.A.	N.A.	-
	1 st highest 24-hour	4,000	N.A.	N.A.	N.A.	N.A.	N.A.	-
Fine Suspended Particulates (FSP) (PM _{2.5})	19 th highest 24-hour	37.5	41	33	32	30	30	33
	Annual	15	20	15	16	14	15	16
Nitrogen Dioxide (NO ₂)	19 th highest 1-hour	200	142	106	115	93	95	110
	10 th highest 24-hour	120	65	51	65	49	51	56
	Annual	40	36	30	32	27	27	30
Ozone (O ₃)	10 th highest 8-hour	160	197	165	168	188	163	176
	Peak season	100	111	103	101	99	96	102
Respirable Suspended Particulates (RSP) (PM ₁₀)	10 th highest 24-hour	75	65	58	60	48	53	57
	Annual	30	31	24	26	21	25	25
Sulphur Dioxide (SO ₂)	4 th highest 10-min	500	20	19	15	12	27	19
	4 th highest 24-hour	40	10	7	8	5	4	7

Notes:

[1] This set of AQOs will take effect on 11 April 2025

[2] Monitoring result(s) exceeding the AQOs is/are **bolded**.

[3] All air quality data were extracted from Environmental Protection Department's Environmental Protection Interactive Centre.

[4] CO concentration from 2019-2023 is not available at Tai Po Monitoring Station.

- 3.2.2 Exceedance of concentration of O₃ in the Air Quality Objectives (AQOs) has been recorded at Tai Po Monitoring Station. The exceedance of O₃ is mainly caused by regional air pollution problem and it is not directly emitted from man-made sources.
- 3.2.3 Exceedance of concentration of PM_{2.5} and PM₁₀ in the AQOs has been recorded in the past, particularly in 2019 and 2021. However, their concentrations have generally declined, showing a decreasing trend over the years.
- 3.2.4 For other pollutants, the data have demonstrated that the concentrations are below the AQOs established criteria.

Future Ambient Air Quality Condition

- 3.2.5 Background concentrations were extracted from PATH v3.0 (Pollutants in the Atmosphere and their Transport over Hong Kong), which is regional air quality model and has been deployed by the Environmental Protection Department (EPD) to simulate air quality over Hong Kong against Pearl River Delta region.
- 3.2.6 The PATH v3.0 data at grids (40,48) and (41,48) in Year 2026 represents the future ambient air quality concentrations at the Subject Site. A summary of the pollutant concentration in the Year 2026 is shown in the **Table 3-2** below.

Table 3-2 Future Ambient Air Quality for Grids (40,48) and (41,48) in Year 2026

Pollutant	Averaging Time	AQO ^[1] ($\mu\text{g}/\text{m}^3$)	Pollutant Conc. ($\mu\text{g}/\text{m}^3$) ^[2]	
			Grid (40,48)	Grid (41,48)
Nitrogen Dioxide (NO ₂)	19 th highest 1-hour	200	63.63	55.54
	10 th highest 24-hour	120	24.07	21.97
	Annual	40	16.18	13.41
Respirable Suspended Particulates (RSP) (PM ₁₀)	10 th highest 24-hour	75	58.15	56.40
	Annual	30	22.18	21.48
Fine Suspended Particulates (FSP) (PM _{2.5})	19 th highest 24-hour	37.5	35.31	33.88
	Annual	15	14.17	13.53
Sulphur Dioxide (SO ₂)	4 th highest 10-min	500	24.28	24
	4 th highest 24-hour	40	7.54	7.5
Ozone (O ₃)	10 th highest 8-hour	160	<u>176.55</u>	<u>179.06</u>
	Peak season	100	<u>122.94</u>	<u>125.04</u>
Carbon Monoxide (CO)	1 st highest 1-hour	30,000	605.95	601.65
	1 st highest 8-hour	10,000	585.50	574.78
	1 st highest 24-hour	4,000	525.78	519.27

Notes:

[1] This set of AQOs will take effect on 11 April 2025

[2] Prediction result(s) exceeding the AQOs is/are underlined.

3.2.7 It is observed that the concentrations of SO₂, PM₁₀, PM_{2.5}, NO₂, and CO predicted in 2026 are all within the AQOs concentration limits for their respective averaging periods.

3.2.8 Exceedance of concentration of O₃ in the Air Quality Objective has been predicted in Year 2026 background concentration. The exceedance of O₃ is mainly caused by regional air pollution problem and it is not directly emitted from man-made sources.

Air Sensitive Receivers

3.2.9 The study area for air quality impact assessment is defined as within 500m from the Site Boundary of the Subject Site. Representative Air Sensitive Receivers (ASRs) that may be affected by the Project are presented as below and the location of the identified ASRs is presented in **Figure 3-1**.

Table 3-3 Representative Air Sensitive Receivers (ASRs)

ASR	Description	Type of Use	Approximate Distance from the Nearest Site Boundary (m)	Maximum Building Height (mPD)
ASR01	Alice Ho Miu Ling Nethersole Hospital	GIC	259	44.7
ASR02	Yee Nga Court Yee Lai House	R	397	107.0
ASR03	Tai Po Waterfront Park	REC	435	~16.0
ASR04	Fu Shin Estate Shing King House	R	214	102.0
ASR05	Kau Yan College and adjacent schools	E	142	37.8
ASR06	Riviera Lodge	R	139	108.5
ASR07	Yue Kok Village	R	95	~35.0
ASR08	63 Ting Kok Road	R	208	~15.0
ASR09	CIC Tai Po Training Ground	E	71	~15.0
ASR10	Lee Kum Kee	OU	81	22.9
ASR11	Fung Yuen Playground	REC	181	~5.0
ASR12	Hopewell Slipform Engineering	OU	75	~12.0
ASR13	Tai Po Community Green Station	GIC	60	~15.0
ASR14	MTRC Tai Po Bus Maintenance Centre	Road	36	~26.0
ASR15	HY/2020/23 Site Office	GIC	42	~15.0
ASR16 [#]	Tai Po KMB eBus Depot Workshop ^[2]	OU	Not Applicable	35.7

Note:

1. R- Residential; E: Educational; GIC: Government, Institution or Community; REC: Recreational; OU: Other Specified Use
2. The workshop is located on the northwest side at G/F, in the center and west side on the 1/F, and in the center on the 2/F and 3/F.

#: Planned ASRs within the Project

3.3 Noise

- 3.3.1 The study area for noise impact assessment is defined as within 300m from the Site Boundary of the Project. Representative Noise Sensitive Receivers (NSRs) that may be affected by the Project are identified as below and the location of the representative NSRs is presented in **Figure 3-2**.

Table 3-4 Representative Noise Sensitive Receivers (NSRs)

NSR	Description	Type of Use	Approximate Distance from the Nearest Project Boundary (m)
NSR01	63 Ting Kok Road	R	208
NSR02	Yue Kok Village	R	95
NSR03	Riviera Lodge	R	139
NSR04	Kau Yan College and adjacent schools	E	142
NSR05	Fu Shin Estate	R	214
NSR06	Yee Nga Court	R	397

Note: R- Residential, E- Educational Institution.

3.4 Landscape and Visual

- 3.4.1 As mentioned in *Section 1.2.4*, a Section 16 planning application (planning application no.: A/TP/685) under Town Planning Ordinance has been approved by the Town Planning Board on 3.3.2023 allows the minor relaxation of BH restriction, increasing from the current BH restriction of 2-storey to 4-storey. The design parameters of proposed eBus depot are the same as the approved Section 16 scheme and shown in **Table 3-5** below.

Table 3-5 Design Parameters of the Proposed eBus Depot

Site Area	14,600 m ²
No. of Storey	4-storey
Building Height	35.74mPD (30.5m)

- 3.4.2 There are currently no trees on the Subject site. The Subject Site is paved with concrete for bus parking. The study area for landscape impact assessment should include areas within 100m from the work limit of Designated Project. The baseline condition of the Landscape Resources (LRs) and Landscape Character Areas (LCAs) within the study boundary have been identified in **Table 3-6**, **Table 3-7**, **Figure 3-3** and **Figure 3-4**.

Table 3-6 Potential Landscape Resources (LRs)

Code	Landscape Resource (LR)
LR1	Institutional Landscape
LR1.1	KMB Tai Po Depot
LR1.2	CIC Tai Po Training Ground
LR2	Industrial Urban Landscape
LR3	High-rise Residential Urban Landscape
LR4	Village Landscape
LR5	Public Open Space
LR6	Transportation Corridor Landscape
LR7	Watercourse

Table 3-7 Identified Landscape Character Areas (LCAs)

Code	Landscape Character Area (LCA)	Description of Landscape Character
LCA1	Industrial Urban Landscape	The industrial urban landscape comprises of the high-rise residential area at the west of the Study Area and the Tai Po Industrial at the east.
LCA2	Urban Fringe Landscape	The urban fringe landscape includes the urban landscape of the surrounding subject site and the transport corridor.
LCA3	Rural Fringe Landscape	The rural fringe landscape refers to Yue Kok Village which is located at the northwest of the Study Area

- 3.4.3 The landscape and visual assessment methodology is referred to the EIAO Guidance Note No. 8/2023, Annexes 10 and 18 of the EIAO-TM issued by EPD.
- 3.4.4 The assessment area of the Visual Impact Assessment (VIA) is up to the visual envelope (VE) or zone of visual influence (ZVI), which covers the general view sheds formed by natural or man-made features such as ridgeline or buildings.
- 3.4.5 The key visual elements that could be seen from the site area include the vegetated hills to the north that has the ridgeline of Cloudy Hill as a backdrop, and the roadside vegetation as a foreground. Towards the north and east are generally low-rise development and the open sky is generally visible. Towards the west side, the Subject Site is exposed to the Riviera Lodge and the eastern towers of Fu Shin Estate.

- 3.4.6 Key public viewing points of the VIA are selected based on finding the most affected viewing points of sensitive public viewers who are impacted by the Project, as summarised in **Table 3-8**. The viewing points could be kinetic or static. Viewing points are taken at human eye level for a realistic presentation of views. The public viewing points, in some instances, may represent those of the nearby public viewers, although the selected viewing points are not intended to cover all the identified public viewers.

Table 3-8 List of Key Public Viewpoints

Code	Vantage Point	Viewing Distance (m)	Justification of Selection
VP1	From Ting Kok Road between Riviera Lodge and Kau Yan College	160m	This viewpoint shows the project as seen from the west side approach and broadly represents the view seen by the Riviera Lodge and Kau Yan College.
VP2	From Dai Wah Street next to the entrance of the CIC Tai Po Training Ground	175m	This viewpoint is taken from the southeast of the site and represents the view as seen from the Tai Po Industrial Estate.
VP3	From Fung Yuen Road at its intersection with Ting Kok Road	200m	This viewpoint sees the project from the north side and represents the impacted views of road users along Fung Yuen Road coming from the villages and private residences of the Fung Yuen Valley.
VP4	From Yue Kok Village Playground	100m	The viewpoint is taken the closest from the site and represents recreational users and residents from the Yue Kok Village.
VP5	From Tai Po Industrial Estate on Dai Cheong Road	220m	This viewpoint represents the view from the Tai Po Industrial Estate to the east mainly along Dai Cheong Road.
VP6	From Tai Po Road across the Tolo Harbour	3km	This viewpoint represents the far panoramic view from the southeast, reflecting the general skyline and cityscape. The purpose of this view is to show the overall impact of the proposed building as part of the urban cluster. This view only impacts a very limited number of hikers and road users.

3.5 Water Quality

- 3.5.1 The Project is located in an industrial area in Tai Po where there are no nearby areas of ecological or conservation value, including marine conservation areas, marine parks and marine reserves, site of special scientific interest (“SSSI”), country parks and special areas, wetlands, mangroves and important freshwater habitats within 500m from the Subject Site boundary. All watercourses within 500m are identified at the north of the Subject Site. Representative Water Sensitive Receivers (WSRs) identified within the study area is tabulated in **Table 3-9** and presented in **Figure 3-5**.

Table 3-9 Representative Water Sensitive Receivers (WSRs)

WSR	Description	Approximate Distance from the Nearest Site Boundary (m)	Type and Status
WSR01	Watercourse at the west of Fung Yuen Road	182	Channelized watercourse (active)
WSR02	Watercourse at the east of Fung Yuen Road inside Le Jardin	169	Channelized watercourse (active)
WSR03	Watercourse at the adjoining “G/IC” site	2	Channelized watercourse (active)
WSR04	Hillside watercourse at the northwestern of site	256	Natural watercourse (active)
WSR05	Watercourse at the northwestern of Ting Kok Road	285	Natural watercourse (active)

3.6 Sewage

- 3.6.1 Based on the drainage information obtained from the GeoInfo Map services of the Lands Department, there are 500mm diameter rising mains run along Ting Kok Road and Dai Fuk Street at the west and south of the site respectively. There is no public gravity sewer identified along Dai Fuk Street, Dai Wah Street, and Ting Kok Road.

3.7 Land Contamination

- 3.7.1 A site appraisal has been approved under Section 16 planning application of the Town Planning Ordinance on 3 March 2023. Based on the aerial photographs and responses from HKSAR Government Departments, no potential of land contamination was identified in the past land uses. The aerial photographs are shown in **Appendix 3-1** and summary of findings in the historical aerial photos is tabulated in **Table 3-10**. Response from HKSAR Government Departments given in **Appendix 3-2**.

Table 3-10 Description Summary of Historical Aerial Photos

Year	Land Use
Before 1961	The Subject Site was the sea.
1961 - 1982	Reclamation at Project Site was started since 1961. The western part of Subject Site was formed and converted to Yue Kok Temporary Housing Area in 1977 while the rest of the Project Site was eventually formed. It became vacant after the completion of reclamation.
1982 - 1995	The majority of the Subject Site was Yue Kok Temporary Housing Area. Part of the Project Site was covered by natural vegetation.
1995 – Dec 2000	The Yue Kok Temporary Housing Area was removed in 1995. The Subject Site was a construction site for the road works around the Project Site.
Dec 2000 – Dec 2002	The Subject Site was granted to KMB for a temporary bus depot in Dec 2000. Site formation works for the bus depot since 2001
Dec 2002 – Now	The Subject Site was granted to KMB for a temporary bus depot since Dec 2000 until now.

- 3.7.2 The Subject Site has been granted to KMB under the SST since December 2000. It was currently used as a temporary bus depot for bus parking, refuelling and bus washing with minor maintenance activity carried out at the covered parking area. Storage of chemical was also observed. No record of chemical spillage accident and submission relating to land contamination assessment at the Project Site in the past 3 years.
- 3.7.3 There are four underground oil tanks and associated pipelines located inside the underground concrete-lined tank chambers. As there is no direct contact between the underground oil tanks and the soil, it is believed that no oil leakage will have impacted the underground soil, as the oil tanks and pipelines system are concealed within the concrete-lined chamber. However, as a conservative approach, the oil tanks and the associated pipelines are still considered a source of land contamination.

3.8 Hazard to life

- 3.8.1 The TPGPP is designated as a Potentially Hazardous Installation (PHI) (N5) under the PHI Register. The Subject Site is located within the 1 km Consultation Zone of the TPGPP, which is approximately 400m away. The Subject Site is located towards the north-western edge of the Consultation Zone and may result in an increase in the number of construction workers and persons working within the Consultation Zone.

4 Potential Impacts on the Environment

4.1 Outline of Processes Involved

Construction Phase

- 4.1.1 The programme for the construction of the Project is divided into two main stages: foundation works and superstructure development. Construction of the Project may involve piling activity and the use of Powered Mechanical Equipment (PME). A variety of PME will also be used as in other construction projects. Different foundation construction methods will be considered by the contractor to minimize the construction noise caused during the construction stage.

Operational Phase

- 4.1.2 During the operation, the proposed depot will operate continuously from Monday to Sunday. When the eBuses enter the proposed depot, they will then be driven through the washing bay and be sprayed with water and cleaning detergent, followed by a cleaning process utilizing brushes mounted onto the automatic vehicle washing machines. eBuses will be rinsed when leaving the washing bay and then parked for overnight charging.

4.2 Air Quality

Construction Phase

- 4.2.1 Major source of potential air quality impact during construction phase would be fugitive dust generated from wind erosion of the stockpiles and open sites, as well as from the following construction activities:
- Demolition;
 - Foundation;
 - Superstructure; and
 - Finishing
- 4.2.2 There are two concurrent projects in the vicinity of the Subject Site, as summarized in **Table 2-2**. The concurrent project “Public Vehicle Park underneath Football-cum-Rugby Pitch” is located approximately 253m away from the Subject Site. The commencement of construction of that project is in 2025-2026 and is scheduled to be completed in 2028-2029. Therefore, the construction of this concurrent project may overlap with the construction of the proposed eBus depot in the year 2025. The concurrent project is a public project and it is expected to implement its own mitigation measures and comply with the relevant standards. In addition, there is a great separation distance between the two projects. Therefore, adverse cumulative dust impact during the construction phase of the project

would not be anticipated.

- 4.2.3 For another concurrent project “CIC Tai Po Training Ground” is located approximately 71m away from the Subject Site. That project is in operation and expected to have a nature of the construction related training activities, including the operation of machinery and equipment limited to the operation hour of 0700 to 1900. Toxic air pollutants (TAPs) in the form of volatile organic compounds (VOC) are anticipated from the use of chemicals, such as solvents, cleaning agents and fuels, for the maintenance and servicing of the machinery and equipment during operation of training ground. Considering that the quantities of chemicals to be used would be limited, the amount of VOC generated would be small. In addition, the operation of the machinery and equipment are controlled by the Codes of Practice stated in *Cap.311 Air Pollution Control Ordinance (APCO)*, *Air Pollution Control (Fuel Restriction) Regulations*, *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation*, *Environment, Transport and Works Bureau Technical Circular (ETWB-TC(W)) No. 19/2005* and good site practice. The adverse cumulative air quality impact during the operation phase of the project and construction phase of the proposed eBus depot would not be anticipated.
- 4.2.4 Fugitive dust emission is likely to be the main air quality pollutant upon the sensitive receivers during the construction phase of the Project. Since the Subject Site is on a flat terrain and limited underground installation will be involved, major excavation works are not anticipated. No significant dust impact on surrounding ASRs is expected.
- 4.2.5 In addition, with referred to **Table 2-1**, the construction phase will be approximately 1 year, considering the potential air quality impact would be short-term and limited and could be well controlled through dust suppression measures as stipulated in the *Air Pollution Control (Construction Dust) Regulation*, *Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation* and guidelines stipulated in EPD’s *Recommended Pollution Control Clauses for Construction Contracts*, adverse air quality impact during the construction phase on the surrounding ASRs is not expected.
- 4.2.6 As evaluated in **Table 4-7**, it is anticipated that a total of 15,454m³ of inert C&D materials will be generated. The construction will last for 1 year, assuming a capacity of 7m³ per truck, bulk factor of 1.2, 25 working days a month and the works will not be conducted simultaneously, it is estimated that a maximum of 9 truck trips per day would be required for the delivery of excavated material, which is equivalent to 1 truck per hour. In view of the estimated number of dump trucks arising from the transportation of inert C&D materials is low, the impacts from transportation off-site are expected to be limited.

Operational Phase

Vehicular and Industrial Air Quality Impact

- 4.2.7 Since the proposed eBus depot is served for eBus only, no additional vehicular emission with toxic gases and particulates induced by the Project is expected. No engine or gearbox is required in eBus, while it is propelled by only battery and emits no air pollutant when running. Tailpipe emission is not expected.
- 4.2.8 The vehicles maintenance work and testing activities carried out in the proposed eBus depot included bus washing, tyre changing, battery charging, parts replacement, breaking test and motor testing. No engine or gearbox is involved in the repair and maintenance work. The proposed eBus depot is entirely clean and with zero emission. Therefore, air quality impact during operation phase is not expected.
- 4.2.9 As stipulated in HKPSG, the buffer distance from Primary Distributor, District Distributor and Local Distributor are 20m, 10m and 5m respectively. Ting Kok Road is classified as Primary Distributor while Dai Fuk Street and Dai Wah Street are classified as District Distributor and Local Distributor respectively. The southern and eastern portions of the site encroach into 10m buffer zone of Dai Fuk Street and 5m of Dai Wah Street respectively, as shown in **Figure 4-1**. Workshop located in these areas encroaching into the buffer zone will not rely on openable windows for ventilation and will be equipped with mechanical ventilation & air conditioning (MVAC) systems. The fresh air intake of mechanical ventilation would not be located within the buffer zone. Therefore, air quality impact due to vehicular emission is not expected.
- 4.2.10 Review of Specified Process (SP) License registered was conducted on 19 January 2025. One non-ferrous metallurgical work is identified within the 500m study area, which is situated along Dai Fat Street and operated by Essence Metal (Asia) Co. Ltd. under SP License No. L-29-004(1), as shown in **Figure 4-1**.
- 4.2.11 Further study of EIA report in the vicinity of the Subject Site was conducted (i.e. Shuen Wan Golf Course [AEIAR-221/2019]). 2 nos. of chimneys are identified at 2 sources, from Lee Kum Kee and Techno Enterprises. The locations of chimneys are given in **Figure 4-1**.

- 4.2.12 Given the sufficient separation distance from the workshop in the proposed eBus depot to the chimneys and SP licensed facility which are approximately 124m from Lee Kum Kee chimney, 100m from Techno Enterprises chimney and 228m from Essence Metal (Asia) Co. Ltd. Furthermore, the workshop will be equipped with MVAC system for ventilation and will not rely on opened window for ventilation. Nevertheless, the fresh air intake of the workshop will be carefully designed to be located outside the 200m buffer distance of the existing chimney and SP licensed facility. In light of the above, adverse air quality impacts are not anticipated in the operation phase. Mitigation measures during operation phase are therefore considered not necessary.
- 4.2.13 As stated in *Section 4.2.3*, the operation of the concurrent project “CIC Tai Po Training Ground” involved operation of machinery and equipment. The quantities of chemicals to be used in the operation of the project is limited and the operation is controlled by relevant standards. Given the proposed eBus depot for eBus is entirely clean and with zero emission, no cumulative air quality impact during operation phase is anticipated.

Odour Impact

- 4.2.14 STP is re-provided on site for treating sewage generated from the proposed eBus depot. As stated in the ProPECC PN 1/23, the design of the on-site STP should generally meet the requirements given in the “Guidelines for the Design of Small Sewage Treatment Plants” published by the EPD, plus the addendum to it. The recommendations for designing small sewage treatment plant shall be considered and followed.
- 4.2.15 Compared to the original STP which was located on the southwest side of the Subject Site, based on the current scheme the proposed STP will be situated on the northeast side, facing the Tai Po industrial estate which is less sensitive to odour sources compared to residential area. While the original STP was approximately 126m from the nearest residential ASR07 (Yue Kok Village), the proposed STP will be approximately 255m away from ASR07. The location and distance details of proposed STP and ASRs are presented in **Figure 3-1**. Furthermore, no odour complaint has been received since the KMB depot began operations. Considering the substantial separation distance from the proposed STP to the nearby residential area, its location facing the less sensitive industrial estate, and absence of odour complaints, adverse odour impact will not be expected.

- 4.2.16 During the operational phase, the operation of STP, the handling and storing of sewage sludge within STP, and chlorination process of disinfection tank, may give rise to odour issue. Nevertheless, the STP will adopt similar design with better performance or advanced treatment technologies that enhance odour control and air quality, including an improved aeration system and higher-efficiency odour removal equipment. At the same time, it will continue to be housed within a fully enclosed room to minimize odour impacts to the surroundings. The odorous gas will be properly treated by odour removal equipment before discharge. The exhaust location will be carefully designed to be located away from ASRs. Additionally, the frequency of sludge removal will be increased compared to the existing operation. The odour generated due to the proposed STP is anticipated to be minor.
- 4.2.17 With environmental conscious design of an effective odour removal system at the exhaust of the STP (with an odour removal efficiency of not less than 99.5%) and enhancement in operational practices, the odour concentration at the exhaust would be significantly reduced. Adverse odour impact will not be expected during the operation phase.

4.3 Noise

Construction Phase

Construction Noise Impact

- 4.3.1 Construction noise may arise from the use of PME during construction, including site clearance, foundation works and superstructure works on the Subject Site.
- 4.3.2 Construction works in restricted hours, i.e., between 1900 and 0700 hours or any time on a general holiday, including Sundays and percussive piling works are not anticipated for the Project.
- 4.3.3 Noise impacts were assessed in accordance with Annexes 5 and 13 of the EIAO-TM. Annex 5 of the EIAO-TM sets out the construction noise assessment limits. The Noise criteria are summarized in **Table 4-1**.

Table 4-1 Noise Standards/Criteria for Construction Noise

Uses	Noise Standards, L ₁₀ (1 hour) dB(A)
- All domestic premises - Temporary housing accommodation - Hostels - Convalescent homes, and - Homes for the aged	75
- Places of public worship, - Courts of law, and - Hospitals and medical clinics	70
Educational institutions (including kindergartens and nurseries)	70 65 (during examinations)

Note:

[1] The above standards apply to uses which rely on opened windows for ventilation and are assessed at 1m from the external façade.

[2] A Construction Noise Permit shall be required for carrying out relevant construction work during restricted hours under the Noise Control Ordinance. In case the applicant would like to evaluate whether carrying out relevant construction works during restricted hours under the Noise Control Ordinance is feasible or not in the context of programming construction works, reference should be made to relevant technical memoranda issued under the Noise Control Ordinance.

- 4.3.4 The construction noise impact would be short-term and can be reduced to an acceptable level with the implementation of sufficient noise mitigation measures as outlined in *Section 5* of this project profile.
- 4.3.5 Construction methods will be carefully reviewed and studied to minimize potential impact to the nearby NSRs. The quiet construction options will be studied on the basis of the site constraints and site investigation information when available.
- 4.3.6 For quiet construction methods and equipment, where practicable, the Contractor should follow Quieter Construction Methods/Equipment listed in Appendix A of the EIAO Guidance Note No. 9/23 and adopt quieter concrete breaking equipment (e.g. hydraulic crusher, hand-held concrete crusher or hand-held breaker with Quality Powered Mechanical Equipment (QPME) label) in some activities as a mitigation measure. These quieter concrete breaking equipment would minimise noise impact to the nearby NSRs. The Contractor should proactively adopt quieter demolition equipment to carry out the demolition works, where practicable. Use of quieter construction methods (i.e. hydraulic crusher, hand-held concrete crusher) and movable noise barrier will be specified in the construction contract to ensure proper implementation of all practical measures.

- 4.3.7 A quantitative Construction Noise Impact Assessment (CNIA) will be conducted at later stage of the Project when project implementation details are available, it will be prepared with reference to the latest plant inventories before the commencement of the Project implementation. Construction professionals should be involved in the early planning stage, such as in the design/tender stage before the commencement of the Project. It is committed to adopt quieter construction methods and equipment during all construction stage whenever feasible and practicable. A Construction Noise Management Plan (CNMP) shall be prepared and checked by Certified Noise Modelling Professional recognized by the Hong Kong Institute of Qualified Environmental Professionals (HKIQEP) or equivalent so that both the verification of the plant inventory, and the assessment of the effectiveness and practicality of all identified mitigation measures for mitigating the construction noise impact, would be performed during the design, tendering and construction stage of the Project. The CNMP will include a quantitative CNIA, proposed adopted quieter construction methods and equipment, recommended noise mitigation measures and, if necessary, a proposed construction noise impact monitoring and audit programme of the Project.
- 4.3.8 In order to minimize any potential noise nuisance, the construction programme shall be well scheduled and managed to avoid simultaneous operation of noisy equipment and to situate the operation of noisy equipment as far as practicable from nearby sensitive receivers. With the implementation of appropriate noise mitigation measures where required, such as use of silenced equipment and noise barrier in accordance with EPD's ProPECC Note PN 1/24, it is envisaged that the potential construction noise impact can be substantially minimized.
- 4.3.9 In addition, good site practices listed in *Section 5.2.2* should be implemented as far as practicable to minimize impacts during the construction phase.
- 4.3.10 The "Recommended Pollution Control Clauses for Construction Contracts" published by the EPD should be adopted in the Contract Specification for the Contractor to follow and implement relevant measures and good site practices in minimising noise impact.
- 4.3.11 As refer to *Section 2.3*, Public Vehicle Park underneath Football-cum-Rugby Pitch in Area 33, Tai Po is the potential concurrent project during construction phase. In view of the large separation distance of 253m and sufficient mitigation measures will be implemented at the said project. Cumulative noise impact during construction stage is not anticipated.

Operational Phase

Traffic Noise Impact

- 4.3.12 For road traffic noise, the following $L_{10(1 \text{ hour})}$ criteria stipulated in Annex 5, Table 1A of EIAO-TM are adopted for several types of NSRs that rely on opened windows for ventilation:

Table 4-2 Noise Standards for Road Traffic Noise

Uses	Noise Standards, $L_{10(1 \text{ hour})}$ dB(A)
- All domestic premises - Temporary housing accommodation - Hostels - Convalescent homes, and - Homes for the aged	70
- Educational institutions (including kindergartens and nurseries) - Places of public worship, and - Courts of law	65
Hospitals and medical clinics	55

Note:

[1] The above standards, or equivalent, apply to uses which rely on opened windows for ventilation and are assessed at 1m from the external façade.

- 4.3.13 Road traffic noise may arise from eBus when returning and leaving the proposed eBus depot at the exit at Dai Fuk Street. The location of ingress/egress of the proposed eBus depot is the same as the existing depot, which is the most feasible location and provides the shortest routing for eBuses to return and leave from Yuen Shin Road and Ting Kok Road to minimize the road traffic noise impact on surrounding NSRs as shown in **Figure 4-2**.
- 4.3.14 The traffic forecast for “With Project” and “Without Project” scenarios for Year 2040 were provided by the Traffic Consultant of the Project. Road traffic noise impact was evaluated according to the “Calculation of Road Traffic Noise” published by the Department of Transport UK and Guidance Note titled “Road Traffic Noise Impact Assessment under the Environmental Impact Assessment Ordinance” (GN 12/2023). The methodology of traffic forecast adopted for noise assessment has been endorsed by the Transport Department and is presented in **Appendix 4-1**. The traffic consultant has confirmed that the traffic data for noise assessment was predicted according to the endorsed methodology.

- 4.3.15 A comparison of the noise levels for the “With Project” and “Without Project” during egress and ingress operation peaks has been conducted to determine the highest noise contribution from the operation of the Project and is summarized in **Appendix 4-2**. The assessment result indicated that traffic noise increment contributed by the Project will be in the range of 0 dB(A) to 0.8 dB(A) at all Noise Assessment Points (NAPs) in Year 2040. The noise contribution is considered insignificant [i.e. less than 1.0 dB(A)] during the operation peak of the proposed eBus depot. The operation of the proposed Project is anticipated to have no significant contribution to road traffic noise impact on the NSRs. No direct mitigation measures are considered.

Industrial Noise Impact

- 4.3.16 Industrial noise sources from the Project include vehicle repair/testing activities, MVAC equipment, and other fixed noise sources.
- 4.3.17 Fixed plants, such as water pumps and MVAC equipment will be housed in plant rooms. The opening(s) (e.g., ventilation louvers) of the plant room where noise is emitted, will be located away from the NSRs. Acoustic provisions shall be adopted as required for full compliance with the corresponding noise criterion recommended under the EIAO-TM.
- 4.3.18 Major vehicle repair/testing activities will be carried out in the KMB depots at Sha Tin and Tuen Mun, only manual repair/testing activities or activities using hand-held tools will be carried out within the proposed eBus depot as shown in **Figure 4-3** and listed in **Table 4-3** below. Moreover, vehicle repair/testing activities will be carried out within the building, which will be designed to avoid openings facing the NSRs directly. As such, the building structures shall provide effective screening and reduce the noise emission to the NSRs. Noise generated from vehicle repair and maintenance activities is expected to be minimal. Cumulative fixed noise impact from vehicle repair/testing activities will be further assessed in accordance with Annexes 5 and 13 of the EIAO-TM to ensure compliance with relevant standards and guidelines.

Table 4-3 List of Vehicle Repair/Testing Activities Carried Out in Proposed eBus Depot

Activity	Equipment	Remark	Noise Source ^[1]
Bus parking	Nil	Vehicle moving at a low speed	No
Bus washing	Automatic vehicle washing machine	/	Yes
Tyre changing / charging	Pneumatic tools	/	Yes
Parts replacement	Pneumatic tools	For screw fastening	Yes
Motor testing	Nil	/	No
Battery charging	Automatic battery charger	No moving part	No
Braking test	Brake tester	No engine for eBus	Yes
Bus Compartment Cleaning	Nil	Will be carried inside the bus compartment	No

Note [1]: Bus parking, motor testing, battery charging and bus compartment cleaning are not regarded as noise sources. It is determined with reference to the approved EIA report for Chai Wan Government Complex and Vehicle Depot (AEIAR-230/2015) as well as confirmation with the operator of KMB's depot. In addition, based on the observation during site inspection at KMB's Sha Tin Bus Depot on 29th Oct 2020, no noticeable noise was emitted by the above activities. As the repairing/testing activities carried out at Tai Po Depot will be less intense compared to Sha Tin, those activities are not regarded as noise sources.

- 4.3.19 For the assessment of impacts from fixed noise sources, the Area Sensitive Rating (ASR) of the NSRs is to be determined in accordance with the Technical Memorandum on Noise from Places other than Domestic Premises, Public Places or Construction Sites (IND-TM). The appropriate Acceptable Noise Level (ANL) can be determined based on the ASR. Prevailing background noise measurement was conducted and compared against 5dB(A) below the appropriate ANL in IND-TM.
- 4.3.20 The Subject Site and the identified NSRs are located along Yuen Shin Road and Ting Kok Road. According to the latest Annual Traffic Census, the Annual Average Daily Traffic Flow (AADT) of Yuen Shin Road is higher than 30,000 veh/day and thus is regarded as an Influencing Factor (IF) within the study area in accordance with the IND-TM.
- 4.3.21 The area where NSR01 located is mainly surrounded by village type development at the vicinity and Comprehensive Development Area (CDA) at the northeast. The type of area for NSR01 is considered as "(iv) Area other than those above" and it is not affected by an IF (i.e. Yuen Shin Road), therefore ASR "B" is assigned for NSR01.
- 4.3.22 As for NSR02 to NSR05, the type of area in the vicinity of the project is considered as "(iii) Urban Area", with high density and diverse development of industrial activities and residential premises. As mentioned above, Yuen Shin Road is the IF directly/indirectly affecting the representative NSRs, hence ASR "C" is assigned for the NSR02 to NSR05.

4.3.23 For NSR06, which is located in the type of area in the vicinity of the project is considered as “(iii) Urban Area”, with high density and diverse development of industrial activities and residential premises. Since NSR06 is not affected by an IF (i.e. Yuen Shin Road), ASR “B” is assigned for NSR06.

4.3.24 Fixed noise criteria for daytime and nighttime are determined to be 56dB(A) and 52 dB(A) for NSR02 - NSR05 while 56 dB(A) and 50 dB(A) for NSR01 and NSR06 as shown in **Table 4-4**. Detailed information on prevailing background noise measurement and determination of noise criteria can be referred to **Appendix 4-3**.

Table 4-4 Proposed Noise Criteria at Representative NSRs due to Fixed Plant Noise Sources

NSR	Location of Noise Measurement	Measured Background Noise Level $L_{90}(1hr)$, dB(A)		ANL-5 dB(A)		Criteria of Fixed Plant Noise Assessment $L_{eq}(30mins)$, dB(A)	
		Day/ Evening Time	Nighttime	Day/ Evening Time	Nighttime	Day/ Evening Time	Nighttime
NSR01	M1	56	52	60	50	56	50
NSR02				65	55	56	52
NSR03							
NSR04							
NSR05							
NSR06				60	50	56	50

Remark:

There will be no nighttime operation at NSR04. The fixed plant noise criteria for nighttime is not applicable to NSR04.

4.3.25 The assessment results for noise from operation activities indicate that the noise levels are predicted to be lower than the limits stipulated in the EIAO-TM for all the NSRs. The assessment results are summarized in **Table 4-5** and detailed calculations are given in **Appendix 4-4**.

Table 4-5 Predicted Fixed Plant Noise Levels due to Vehicle Repair/Testing Activities

NSRs	Assessment Period	Criteria, $L_{Aeq(30min)}$ dB(A)	Predicted Noise Level, $L_{Aeq(30min)}$ dB(A)
NSR01	Daytime & Evening time (0700-2300)	56	47
NSR02		56	50
NSR03		56	47
NSR04		56	45
NSR05		56	43
NSR06		56	39
NSR01	Nighttime (2300-0700)	50	47
NSR02		52	50
NSR03		52	47
NSR04		52	45
NSR05		52	43
NSR06		50	39

- 4.3.26 Since the detailed design of the plant rooms and equipment to be installed are not available at this stage, fixed plant noise impact assessment has been conducted to determine the maximum cumulative allowable Sound Power Level (SWL) of all MVAC equipment and other fixed noise sources in plant rooms. As a conservative approach, the maximum allowable SWLs are determined to meet nighttime criteria for all NSRs except NSR04, which has no nighttime operation expected for NSR04.
- 4.3.27 The maximum allowable SWLs for MVAC equipment and other fixed noise sources were determined taking into account the concurrent operational noise from vehicle repair/testing activities to ensure compliance with noise criteria. The maximum allowable SWL should be 90 dB(A), which should not be exceeded in order to comply with the fixed plant noise assessment criteria.
- 4.3.28 Considering the cumulative fixed noise impact from 1) vehicle repair/testing activities, 2) MVAC equipment and 3) other fixed noise sources, all identified NSRs comply with the noise criteria. Detailed calculation of fixed noise impact assessment is given in **Appendix 4-4**.

Table 4-6 Summary of Overall Predicted Fixed Plant Noise Levels

NSRs	Assessment Period	Criteria, $L_{Aeq(30min)}$ dB(A)	Maximum Cumulative Fixed Plant Noise Level, $L_{Aeq(30min)}$ dB(A)
NSR01	Nighttime	50	48
NSR02		52	52
NSR03		52	48
NSR04	Daytime & Evening time	56	47
NSR05	Nighttime	52	45
NSR06		50	40

Nighttime Operation

- 4.3.29 The Project will be operated 24 hours continuously. The noise impact at night will emanate from the buses returning to the proposed eBus depot at night and leaving in the early morning. The buses will be moving at low speed and simultaneous maneuvering of buses on the roof level of the proposed eBus depot will be avoided. As mentioned above, major vehicle repair/testing activities will be carried out at other KMB depots. Some of the activities to be carried out within the proposed eBus depot are potential noise sources during operation phase as listed in **Table 4-3**. Noisy operations will be avoided to be carried out from 23:00 to 07:00 hours every day as far as practicable.

Cumulative Operation

- 4.3.30 As refer to *Section 2.3*, CIC Tai Po Training Ground to the south of the Subject site is the concurrent project during operation phase in daytime. Based on site observation, no noticeable noise was observed at the site boundary of the CIC Tai Po Training Ground during its operation. As refer to the feasibility report prepared by Scott Wilson Limited (April 2011), noise from the training course and trade testing activities will vary depending on the nature of training session (e.g., classroom based/ hand-on demonstrations) and the concurrent activities on site. Noise mitigations at CIC Tai Po Training Ground were implemented, including the use of QPME and the provision of noise hoardings. Cumulative noise impact during operation phase is thus not anticipated.

4.4 Water Quality

Construction Phase

- 4.4.1 The potential sources of water quality impact on WSRs result from works associated with the Project comprise site runoff from dust suppression and rainfall, as well as sewage from construction workforce and accidental spillage of chemicals. Other pollutants would include fuel, oils, and lubricants from construction vehicles and other on-site equipment. Water quality impact may arise if the construction site runoff is not properly handled.
- 4.4.2 The land-based construction works could have the potential to cause water pollution. Nevertheless, it is considered that the impact of these activities to nearby water bodies will be minimal provided that the site boundaries are well maintained. Good construction and site management practices, such as site drainage and waste disposal, will also limit the sediment and pollutants to acceptable levels. With the proper implementation of measures as stipulated in the ProPECC PN 2/24 "Construction Site Drainage", adverse water quality impact would not be anticipated.

Operational Phase

- 4.4.3 Potential water quality impact on WSRs during the operation phase would mainly be related to sewage effluents from the staff and washwater from the washing bays. Frequent floor washing at the maintenance area is not expected. It will be carried out on a need basis only.
- 4.4.4 Automatic vehicle washing machines are equipped with simple filtration and disinfection. Around 70% of wastewater will be reused for vehicle washing only to reduce the wastewater generation from operation, another 30% of the wastewater will be discharged to STP.
- 4.4.5 The Project is designed to be fully covered with all vehicle repair/testing activities located within the building in order to minimize non-point source water pollution. Design options such as intercepting channels, wheel washing facilities, etc. will be considered to prevent non-point source pollutants, e.g. debris, grease or lubricants, from being carried by vehicle tyres to public roads. No fertilizers or pesticides will be routinely used for vegetation management in the landscape area. Best practices and control measures stated in EPD's ProPECC PN 1/23 "Drainage Plans subject to Comment by the Environmental Protection Department" will be followed. Non-point source water pollution is therefore not anticipated during operation phase.
- 4.4.6 The design of the Project will take into account measures that can be implemented to minimize wastewater production through recycling, treatment and reuse. Effluent and wastewater will be generated from the washrooms and activities carried out in the washing area in the proposed eBus depot. Wastewater for disposal to public drainage system shall be appropriately treated by the on-site STP such that the treated effluent will be in compliance with the Water Pollution Control Ordinance (WPCO), the conditions of the WPCO discharge license and the relevant standards listed in the Technical Memorandum Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Waters (TM-DSS).
- 4.4.7 The STP will be subject to regular maintenance to ensure that it functions in designed condition and optimal performance and can minimise any emergency situation. In the event of any emergency overflow, contingency measures will be proceeded with the best response to correct the problem immediately.

4.5 Sewerage and Sewage Treatment

Operational Phase

- 4.5.1 Sewage Treatment Plant (STP) will be relocated on site from the southwest corner to the northeast corner of the Subject Site. With reference to Clause 2.1.2 of Annex 6 of the EIAO-TM, the treatment level of the STP will be designed to provide secondary treatment, incorporating nitrogen removal, phosphorus removal and disinfection process. It is a batchwise chemical coagulation and flocculation treatment system and biological treatment process with a peak discharge of $0.005\text{m}^3/\text{s}$. Sewage from the operation of the Project would be mainly generated from toilet facilities in workshop and office (i.e., sanitary wastewater), and four automatic vehicle washing machines parked in the proposed eBus depot. No catering services, e.g., canteen, will be provided in the Subject Site. The generated sewage will not comprise of any heavy metal.
- 4.5.2 Based on the total number of staff as advised by KMB, the amount of sewage generated from staff in the proposed eBus depot is estimated to be $66.6\text{ m}^3/\text{day}$ (total of 370 staff with a unit flow factor of $0.18\text{ m}^3/\text{person}/\text{day}$). Whilst 30% of the flow from automatic vehicle washing machines is discharged to STP, which is estimated to be $75\text{ m}^3/\text{day}$ (with 500 wash per day; water consumption of 250L/min and 2min per wash). The total average dry weather flows from staff and automatic vehicle washing machine is $141.6\text{ m}^3/\text{day}$ ($66.6\text{ m}^3/\text{day} + 75\text{ m}^3/\text{day}$). With reference to EPD's "Guidelines for the Design of Small Sewage Treatment Plants" for the design flow rate of the Project, the factor of $3 \times \text{ADWF}$ is adopted for development with a population of under 1,000, with the use of equalisation tank. Hence, the STP will be constructed to cater for the design peak flow of $424.8\text{ m}^3/\text{day}$ ($3 \times \text{ADWF } 141.6\text{ m}^3/\text{day}$). The sewage generated on site will be treated by the STP and discharged to the public drainage system eventually. Hence, no sewage generated will be discharged to the public sewerage system and impact is not envisaged.

4.6 Waste Management

Construction Phase

4.6.1 During the construction phase, the main activities that will potentially result in the generation of wastes including demolition, foundation and superstructure. The type of wastes generated from the construction of the Project include:

- Construction & Demolition (C&D) materials;
- Chemical waste; and
- General refuse

4.6.2 In view of small scale of the Project, the amount of C&D materials generated from the construction works is expected to be small, which include waste concrete from existing building and paver, excavated material from underground utilities and foundation (soil and rock), steel, timber and packaging material. C&D materials generated on site will be reused and recycled, estimated 20% inert C&D materials will be reused on site as filled materials and 30% non-inert C&D materials recycled off-site. The surplus C&D materials would be delivered to the appropriate facilities. The estimated quantity of C&D materials during construction phase is summarized in **Table 4-7**.

Table 4-7 Summary of C&D Materials Arising from the Project

Construction Waste Type	Estimated Quantity (m ³)			Estimated No. of Truck Trips Required per day	Proposed Handling/ Disposal Method
	Generated	Reuse/ Recycle	Disposal		
Inert C&D Materials ⁽¹⁾	7,582m ³	1,516m ³	6,066m ³	4	Tuen Mun Area 38 or Tseung Kwan O Area 137 Fill Bank
Non-Inert C&D Materials ⁽²⁾	7,855m ³	2,357m ³	5,498m ³	5	Metal, Paper and Plastic will be recycled. The general refuse will be disposed at NENT Landfill or WENT Landfill, to be agreed with EPD
Chemical Waste	Few cubic metres per month	0	Few cubic metres per month	-	Licensed Chemical Waste Collector to Chemical Waste Treatment Centre in Tsing Yi and other licensed disposal facilities
General Refuse ⁽³⁾	17m ³	-	17m ³	Shared truck with non-inert C&D materials	Recycle, then disposal the non-recyclable refuse at strategic landfills
Total	15,454m ³	3,873m ³	11,581m ³	9	

Remark:

Assuming the duration of construction for 1 year, a capacity of 7m³ per truck, bulk factor of 1.2, 25 working days a month and the works will not be conducted simultaneously, it is estimated that a maximum of 9 truck trips per day would be required for the delivery of C&D materials.

(1) Inert C&D material, e.g. soil, rock, crushed concrete

(2) Non-inert C&D material, e.g. timber, paper, steel, aluminium and plastic

(3) General Refuse, e.g. food scraps, wastepaper, empty containers

- 4.6.3 All C&D materials will need to be carefully stockpiled if it cannot be reused or removed immediately to avoid dust and other nuisance impacts. A specific stockpiling area of C&D materials must be provided on site.
- 4.6.4 General refuse such as food scraps, wastepaper, empty containers, etc. would be generated from the workforce during the construction phase. It is estimated that a maximum of 100 workers would be working on site per day. Based on the generation rate of 0.59kg per person per day, it is estimated that no more than 59kg general refuse per day would be generated from the construction of the Project. Adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. Recycling bins will be provided to maximize recycling of general refuse. A waste collector should be employed to collect the general refuse for disposal at designated landfill sites on a regular basis. The quantity of non-recyclable general refuse is included in the non-inert C&D materials with an anticipation of no more than 1 trip per day. With proper on-site handling and storage, as well as regular disposal of waste, no adverse impact is anticipated.
- 4.6.5 Small quantities of chemical waste in order of few cubic metres per month would be generated from the maintenance and servicing of construction plants and vehicles. For the disposal of chemical waste, the Contractor would be required to register with the EPD as a Chemical Waste Producer and to follow the requirements stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes. Chemical waste arising during the construction phase may pose environmental, health and safety hazards if not stored and disposed of in an appropriate manner as stipulated in the Waste Disposal (Chemical Waste) (General) Regulation. A licensed chemical waste collector will be employed to deliver chemical waste and disposed at EPD licensed chemical waste treatment facility.
- 4.6.6 Waste disposal will rely on land transport with dump trucks designated to transport waste to disposal outlets. With the implementation of appropriate mitigation measures, including the use of trucks with covers and enclosed containers, no adverse impact is anticipated.
- 4.6.7 With the implementation of recommended mitigation measures, as presented in *Section 5.4*, adverse environmental impact arising from the storage, handling, and transportation of C&D materials, general refuse and chemical waste will not be anticipated during construction phase.

Operation Phase

- 4.6.8 During the operation phase, general refuse would be generated by staff and maintenance workers. Based on the generation rate of 0.59kg per person per day for commercial waste, it is estimated that 150 staff and workers would be working on site daily, which will generate about 88.5kg of general refuse each day. Recyclables like plastic containers, glass bottles and aluminium cans should be separated from general refuse and delivered to the local recyclers to maximise the reuse and recycle volume. Non-recyclable general refuse would be collected by waste collector daily and disposed of at landfill. A sufficient amount of trash bins and recycling bins with secure lids will be provided on site to ensure proper waste collection and minimize environmental impact.
- 4.6.9 Chemical wastes such as lubrication oil, solvents, batteries, etc. would be generated during the operation of the proposed eBus depot. KMB would be required to register with the EPD as a Chemical Waste Producer and follow relevant requirement. The chemical wastes will be properly stored and handled properly and disposed of at regular intervals. Licensed chemical waste collector will be engaged for regular collection and disposal of chemical wastes. With the implementation of the mitigation measures as presented in *Section 5.4*, adverse environmental impact arising during operation phase would not be anticipated.

4.7 Land Contamination

Construction Phase

- 4.7.1 A site appraisal has been approved under Section 16 planning application of the Town Planning Ordinance on 3 March 2023. A separate Contamination Assessment Plan (CAP) prepared and to present the details of the site appraisal and necessary Site Investigation (SI) works and testing plan for the Project and the CAP was submitted and approved by EPD.
- 4.7.2 According to *Section 3.7*, potential land contamination sources were identified at the Subject Site, including four underground oil tanks and associated pipelines. Given that the potential for contamination in the bus parking area is unlikely, the investigation will focus on the covered area located at the west side of the Subject Site, including the four underground oil tanks and the associated pipelines.
- 4.7.3 To investigate the potential land contamination risk of the Project, a site investigation shall be carried out before the commencement of the Project. If required, remediation works will be carried out according to the Practice Guide for Investigation and Remediation of Contaminated Land before the commencement of the Project.

Operational Phase

- 4.7.4 In view of the nature of the Project, the potential sources of land contamination during operation are identified as follows:
- Vehicle washing bays;
 - Vehicle repair/ testing area;
 - Dangerous Goods (DGs) and chemical storage area; and
 - Chemical waste storage area.
- 4.7.5 Chemical waste will be stored in designated storage areas in accordance with EPD's Waste Disposal (Chemical Waste) (General) Regulation and Code of Practice on the Packaging, Labelling and Storage of Chemical Waste.
- 4.7.6 Storage of DG within the Project shall follow the requirements stipulated in the Dangerous Goods Ordinance (Cap. 295).
- 4.7.7 The Subject Site will be entirely paved to minimize any exposure to ground. The operation of the Project is not anticipated to lead to quantifiable adverse land contamination impacts with proper site practice for handling, storage, transportation, collection and disposal of DGs, chemical and chemical waste as given in *Section 5.5*.
- 4.7.8 According to STT Clauses 35 (a) to (d), further soil and groundwater contamination assessment should be carried out upon the return of the site to government authority as per the condition of the STT. The tenant will be responsible for cleaning up the contaminant, if present.

4.8 Hazard to Life

Construction Phase and Operation Phase

Off-site Tai Po Gas Production Plant (TPGPP)

- 4.8.1 The Subject Site falls within the 1 km Consultation Zone of the TPGPP, which is approximately 400 m away. The TPGPP is classified as a PHI (N5) under the PHI Register. It is expected that the Project will induce an increase in population within the Consultation Zone of the PHI. A quantitative risk assessment (QRA) on the potential hazard to life was conducted. Endorsement from the Coordinating Committee on Land-use Planning and Control relating to Potentially Hazardous Installations (CCPHI) on the QRA report has been obtained on 24.02.2025 and given in **Appendix 4-5**.
- 4.8.2 Hazardous scenarios including fireball, pool fire, jet fire and flash fire have been assessed according to the meteorological conditions. The following assessment scenarios have been considered in the QRA.
- Existing risk: Year 2021 background population in the vicinity without the population contribution from the Subject Site;
 - Construction phase: Year 2023 population in the vicinity with the maximum number of construction workers in the Subject Site; and
 - Operational phase: Year 2025 population in the vicinity with the maximum number of staff working at the Subject Site.
- 4.8.3 According to the QRA, the assessment results indicated that the estimated maximum off-site individual risk levels of TPGPP do not exceed 10^{-5} /year with consideration of the occupancy factors and presence factor of the nearby industrial developments which is in compliance with criteria given in Section 2 of Annex 4 of the EIAO-TM. The Project falls outside the lowest risk contour of 10^{-9} /year. Therefore, adverse individual risk to off-site population is not anticipated.
- 4.8.4 For the societal risk, the F-N curves remain in the upper As Low As Reasonably Practicable (ALARP) region for all the 3 assessment scenarios as shown in **Appendix 4-6**. With an increased population by the construction and operation of the Project, the F-N curves of construction, operation and existing condition are overlapping. The effect of additional workers during construction and operation of the Project to the societal risk associated with TPGPP is considered negligible. Therefore, it is concluded that the population related to the construction and operation of the Project would have no material change or contribution to the existing societal risk level associated with TPGPP. The cumulative risk by taking into account the on-site Project workers together with all off-site population sets due to the Project and all hazardous installations comply with Section 2 of Annex 4 of the EIAO-TM.

Operational Phase

On-site Dangerous Goods Stores

- 4.8.5 Besides the off-site potential hazardous sources from TPGPP mentioned above, chemical /DGs stored on site are also identified as potential hazardous sources. However, on-site DGs are in small quantities and are well below the storage threshold as PHI. According to the latest QRA, no significant off-site risk impact is anticipated.
- 4.8.6 Storage of DG within the Project shall follow the requirements stipulated in the Dangerous Goods Ordinance (Cap. 295). The planned quantity of DGs in the future DG stores is estimated in **Table 4-8**.

Table 4-8 Dangerous Goods and Planned Quantities

Item	Planned Quantity (Not more than)	Details	Storage Method
Class 2	780L	Oxygen, Argon, Nitrogen, Acetylene	Stored indoor and aboveground
	380kg	Refrigerant	
Class 3	3,200L	Polyester Resin, Gel Coat, Paint & Thinner Turpentine, Acetone	
Class 8	170kg	Sulphuric Acid	
Class 10	10L	Methyl ethyl ketone peroxide	
Class 3A	25,000L × 6	Underground diesel oil	Stored underground

- 4.8.7 Class 2 compressed gases, including oxygen, argon, nitrogen, acetylene and refrigerant, were stored in the form of cylinder in the DG store. Excessive heat, mechanical damage or corrosion of the cylinder can cause rapid release of containment and result in overpressure. The overpressure is however believed to be contained inside the building and will not pose an off-site risk.
- 4.8.8 Polyester resin, gel coat, paint, thinner, turpentine and acetone are classified as Class 3 DG and are flammable liquids. These chemicals have low flash points that can easily ignite and pose a fire hazard when exposed to an ignition source. The chemical will be stored in the DG store with temperature lower than flash point and self-contained. Given that there is a lack of ignition source within a DG store and with a firefighting system, the fire arose from DGs would be confined inside the building even if ignited and therefore off-site risk posed by the

Project is not expected.

- 4.8.9 Methyl ethyl ketone peroxide is classified as Class 10. It is combustible and can cause skin, throat and lung irritation if inhaled.
- 4.8.10 Sulphuric acid is classified as Class 8 DG which is a corrosive substance. These chemicals can cause chemical burns if contact with the skin and eyes. Toxic gas is not produced unless the solution is heated or misted and hence inhalation hazard is not expected. Given that there is no mixing of chemicals involved in the operation. Furthermore, it is assumed any leakage or spillage of the solution within the DG store can be cleaned up by spillage kits and controlled within the building. The off-site risk is therefore not significant and is not further considered.
- 4.8.11 The storage amount of the chemical is limited within the proposed development. No significant off-site risk impact is anticipated.

4.9 Landscape and Visual Impact

Construction Phase

- 4.9.1 There are no existing trees within the Subject site and the works are also not expected to cause any negative impacts on the trees outside of the site boundary. The treed buffer that is located between the Ting Kok Road and the Subject site is not expected to be impacted besides the casting of shadows but due considerations shall be taken to ensure that they are not affected by construction works.
- 4.9.2 Since the Project is of a relatively small scale and is limited to an already developed area with no significant landscape value, the landscape impacts are confined to a relatively limited area within the works boundary and the directly adjacent areas. The significance of impacts to all the LRs before mitigation is negligible except for LR1.1 (KMB Tai Po Depot) which is moderate.
- 4.9.3 Since the Project is entirely located within the existing G/IC site, it has high compatibility with the existing landscape and causes no disturbance to the existing landscape character. The landscape impacts to the existing LCAs are considered negligible.
- 4.9.4 Given the relatively small scale of the proposed development and is limited to an already developed area, the proposed DP has no direct impact to landscape with distinctive characteristics and resources.

Operational Phase

- 4.9.5 Photomontages showing the visual effects of the proposed building on the 6 viewpoints (VPs) are presented in **Appendix 4-7**. Since the Subject Site is situated within a generally low-rise development area and is surrounded largely by roadside planting, the publicly visible areas of the proposed development are rather limited and the selected public viewpoints attempt to cover the visual impacts from all sides. Given the proposed eBus depot's height of four-storey, it has a very limited visibility beyond the 200m distance covered by the VPs. Also, the surroundings of the Subject Site are of industrial nature, the resultant overall landscape and visual impact while considering the type of the new building is considered to be negligible to moderately adverse with the implementation of mitigation measures. A summary of visual impacts is tabulated in **Table 4-9** below.

Table 4-9 Summary Table of Visual Impacts

Code	Vantage Point	Sensitivity of Viewers	Magnitude of Change	Significance Threshold of Visual Impact
VP1	From Ting Kok Road between Riviera Lodge and Kau Yan College	Low	Small	Slight
VP2	From Dai Wah Street next to the entrance of the CIC Tai Po Training Ground	Low	Small	Slight
VP3	From Fung Yuen Road at its intersection with Ting Kok Road	Low	Small	Slight
VP4	From Yue Kok Village Playground	Low to Medium	Intermediate	Moderate
VP5	From Tai Po Industrial Estate on Dai Cheong Road	Low	Small	Slight
VP6	From Tai Po Road across the Tolo Harbour	Medium	Negligible	Negligible

4.10 Ecological

Construction Phase

- 4.10.1 The Subject Site is located in an urban area and is a concrete-paved brownfield site, thus of insignificant ecological value and principally no natural habitat would be affected. There are no existing trees within the Subject Site. A landscape area is at the western part of the Subject Site where no building works will be carried out and it will be maintained.

Operational Phase

- 4.10.2 The Project is situated in an urbanized area, and principally, no natural habitat would be affected. Implementation of the Project will not cause any significant ecological impact.

4.11 Cultural Heritage

Construction Phase

- 4.11.1 There is no heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings/structure, sites of archaeological interest, all sites, buildings/structures in the new list of proposed grading items and government historic sites identified by the Antiquities and Monuments Office (AMO) within or nearby the Subject Site, hence no impact on cultural heritage.

Operational Phase

- 4.11.2 Heritage site is not present within or in the vicinity of the Subject Site, hence no impact on cultural heritage.

5 Environmental Protection Measures to be Incorporated in the Design and Any Further Environmental Implications During Construction and Operation Phases

5.1 Air Quality

Construction Phase

5.1.1 During the construction phase, good site practices, dust control and suppression measures as stipulated in the *Air Pollution Control (Construction Dust) Regulation* shall be implemented wherever applicable by the Contractor of the Project. With the implementation of dust suppression measures, the air quality impact is expected to be minor. The key measures of dust control include:

- Regular watering on all exposed and unpaved surface, particularly during dry weather;
- Frequent watering for particularly dusty construction areas and areas close to ASRs;
- Covering all excavated or stockpile of dusty material on the top and 4 sides by impervious sheeting or spraying with water to maintain the entire surface wet;
- Provision of wheel washing facilities at the exit points of the site;
- Covering of any dust materials on vehicles leaving the site;
- Travelling speeds should be controlled to reduce traffic induced dust dispersion and re-suspension within the site from the operating trucks; and
- All dusty materials shall be sprayed with water immediately prior to any loading, unloading or transfer operation so as to maintain the dusty materials wet. Stockpiles of dusty materials will not extend beyond site boundaries.

5.1.2 Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations shall also be followed to control the exhaust emissions from construction plants and equipment. These measures should be incorporated into the specifications for the works contract.

Operational Phase

Vehicular and Industrial Air Quality Impact

5.1.3 Vehicle repair/testing activities discussed in **Table 4-3** will be carried out within the proposed eBus depot. It is served for the use of eBuses. Tailpipe emission is not expected within the proposed eBus depot. Air quality impact from vehicular emission is anticipated to be insignificant.

- 5.1.4 With the implementation of adequate control measures with reference to EPD's Environmental Guidelines for the Vehicle Repair Trade, if necessary, air quality impact from vehicle repair/testing activities is anticipated to be insignificant.

Odour Impact

- 5.1.5 The re-provided STP will be housed indoor in a fully enclosed room, with odourous gas conveyed to odour removal equipment for proper treatment prior to discharge to the atmosphere. The design of the re-provided STP will follow the "Guidelines for the Design of Small Sewage Treatment Plants" issued by EPD. With reference to *Section 4.2.15*, although there is a substantial separation distance from the proposed STP to the nearby residential area, its location is proposed to face the less sensitive industrial estate. The shortest horizontal separation distance between the STP and the ASRs is 60m, measured between the nearest points of the ASR premise to the boundary of the STP within the Project and shown in **Figure 3-1**. Furthermore, no odour complaint has been received since the KMB depot began operations. Also, the exhaust location will be carefully designed to be located away from ASRs. With environmental conscious design of an effective odour removal system at the exhaust of the STP (with an odour removal efficiency of not less than 99.5%), the odour concentration at the exhaust would be significantly reduced. In view of the above, adverse odour impact will not be expected.

5.2 Noise

Construction Phase

Construction Noise

- 5.2.1 According to the assessment findings in *Section 4.3*, with the implementation of movable noise barriers, adverse noise impact arising from the construction works of the Project during non-restricted hours is not anticipated.
- 5.2.2 To further minimise the noise impact to the surrounding environment, the following good site practices should be adopted, where applicable, during construction phase:
- Only well-maintained plant should be operated on site and plant should be serviced regularly during construction;
 - Silencers or mufflers on construction equipment should be utilised and should be properly maintained during construction;
 - Mobile plant, if any, should be sited as far from NSRs as possible;
 - Machines and plant (such as trucks) that may be in intermittent use should be shut down between work periods or should be throttled down to a minimum;
 - The engine of lorry should be switched off after arriving the unloading position;
 - Plants known to emit noise strongly in one direction should, wherever possible, be

orientated so that the noise is directed away from the nearby NSRs; and

- Material stockpiles should be effectively utilized, wherever practicable, in screening noise from on-site construction activities.

5.2.3 In addition, the Contract Specification should incorporate the “Recommended Pollution Control Clauses for Construction Contracts” issued by the EPD. This will guide the Contractor in adopting relevant measures and good site practices to minimize the construction noise impact on site.

5.2.4 A Construction Noise Management Plan (CNMP) will be prepared and checked by Certified Noise Modelling Professional recognized by the Hong Kong Institute of Qualified Environmental Professionals (HKIQEP) or equivalent so that both the verification of the plant inventory and the assessment of the effectiveness and practicality of all identified mitigation measures for mitigating the construction noise impact would be performed during the design, tendering and construction stage of the Project. The CNMP will include a quantitative CNIA, proposed adopted quieter construction methods and equipment, recommended noise mitigation measures and, if necessary, a proposed construction noise impact monitoring and audit programme of the Project.

Operational Phase

Traffic Noise Impact

5.2.5 The off-site traffic noise impact on the nearby NSRs shall be minimized by proper routing and depot management. The proposed traffic routing is presented in **Figure 4-2**. KMB will also properly manage the eBus fleet returning to the proposed eBus depot at nighttime to minimize the possible vehicle tail back concern to adjacent traffic flow. In this connection, additional traffic noise in association with the Project is anticipated to be insignificant. Based on assessment result, no direct mitigation measure is proposed.

Industrial Noise Impact

5.2.6 With the maximum allowable sound power level for all MVAC equipment and other fixed noise sources, industrial noise impact from the operation of fixed plants at the proposed eBus depot on the nearby NSRs is also expected to be insignificant. The use of acoustic louver, silencer for ventilation fan, acoustic door and acoustic absorptive material may be incorporated into the design, if required. The criteria as stipulated in Table 1A in Annex 5 of the EIAO-TM should be complied with appropriate noise mitigation measures adopted.

- 5.2.7 Noise generated by the activities in the proposed eBus depot will be well confined in the covered depot with adequate noise screening and buffer distance from the NSRs. Noisy vehicle repair and testing activities will be avoided during nighttime operation to minimize the noise disturbances due to the operation. Ventilation louvres and openings will be avoided at the facades facing the NSRs to ensure adequate noise screening. Noisy machinery will be enclosed within building structures.

5.3 Water Quality

Construction Phase

- 5.3.1 During the works, control measures will be planned and implemented to reduce site discharges and surface runoff according to EPD's ProPECC PN 2/24 "Construction Site Drainage". The Contractor will also provide appropriate on-site treatment to the discharges and adequate control of construction phase sewage through the provision of sewage collection and disposal facilities, such as on-site chemical toilets. The treated effluent will meet the requirements specified on the discharge license and the TM-DSS. Maintenance facilities should be located away from the nearby watercourses and should be on hard standings within a bunded area, and sumps and oil interceptors should be provided.
- 5.3.2 The Contractor must register as a chemical waste producer if chemical waste will be produced from the construction activities. The Waste Disposal Ordinance (Cap 354) and its subsidiary regulations, in particular the *Waste Disposal (Chemical Waste) (General) Regulation*, should be observed and complied with for control of chemical wastes. The Contractor is also recommended to develop management procedures for chemicals used and prepare an emergency spillage handling procedure to deal with chemical spillage in case of accidents. The preventive measures to be implemented are detailed in *Section 5.5.2*.
- 5.3.3 Implementation of good construction and site management practices, such as perimeter drain along site boundary and sediment trap will ensure that litters, fuels and solvents do not enter the stormwater drains.
- 5.3.4 For the control of site runoff and sewage from workforce, the following possible key measures to control water quality impact include:
- Good site practice in accordance with the ProPECC PN 2/24 "Construction Site Drainage", Recommended Pollution Control Clauses for Construction Contracts, and Environment, Transport and Works Bureau Technical Circular (Works) (TCW) No. 5/2005 - Protection of natural streams/rivers from adverse impacts arising from construction works;
 - Collection of construction runoffs through well-maintained silt traps and oil interceptors to remove oil, lubricants, grease, silt, grit and debris etc. to ensure compliance of WPCO;
 - Properly maintained oil interceptors for collecting spillage or leakages from site workshops, with waste oil to be collected by licensed collectors;

- Provision of adequate number of mobile toilets or other appropriate means to store sewage before disposal through licensed collection agent or discharging to communal sewerage system; and
- Employ a licensed chemical waste collector for the collection and disposal/treatment of the wastewater from decontamination in accordance with the Waste Disposal (Chemical Waste) (General) Regulations.

Operational Phase

- 5.3.5 The Project is designed to be fully covered in order to minimize non-point source water pollution; moreover, the design of the Project will take into account measures that can be implemented to minimize wastewater production through recycling, treatment and reuse. A STP will be provided in the proposed eBus depot. Wastewater generated from the proposed eBus depot, including washrooms and floor cleaning will be properly collected for treatment at STP and for discharge at the public drainage system. The STP will be designed for unmanned operation on 24 hours a day basis. The automatic vehicle washing machines will be equipped with simple filtration and disinfection for the reuse of washwater for bus cleansing only. No reuse of treated effluent for potable uses, flushing, irrigation or floor cleaning will be involved.
- 5.3.6 Wastewater discharged to the public drainage system shall be appropriately treated by the on-site STP beforehand to reduce the levels of suspended solids, oil and grease, such that the treated effluent is in compliance with the limits stipulated in the TM-DSS. Best practices and control measures stated in EPD's ProPECC Note PN 1/23 "Drainage Plans subject to Comment by the Environmental Protection Department" will be followed. Adequate drainage, including peripheral channel around the site will be provided for collecting surface water runoff from the site. Sand/silt removal facilities such as sand traps, silt traps and sediment basins should also be provided to remove sand/silt particles from runoff entering the public drainage system. Mitigation measures such as vehicle washing facilities and petrol interceptors will be considered to prevent non-point source pollutants, e.g. debris, grease or lubricants from being carried by vehicle tyres to public roads. The petrol interceptors should be regularly cleaned and maintained in good working condition.
- 5.3.7 The proposed discharge point for the on-site STP is shown in **Figure 3-5**. A programme should be set up for monitoring the water quality from the STP to ensure compliance with the quality standards. Discharge license will be applied prior to the development commencement and monitoring requirements would be strictly followed in accordance with WPCO.

- 5.3.8 As good practice for sewage treatment facilities, measures will be incorporated into the design to minimize the risk of emergency overflow from the treatment plant. Standby pumps, secure power supplies and appropriate alarms, as well as comprehensive operation and maintenance procedures will be adopted to keep the facilities in good working order where necessary. Holding tank for emergency storage/retention will be included with adequate capacity (e.g. to store 6 hours of ADWF discharge) to minimise the need of emergency discharge. In the event of any emergency overflow, staff will follow the overflow emergency response plan and proceed with the best response to correct the problem immediately. For example, the alarm system will be activated once overflow occurs. The staff will provide an instant response by acknowledging the alarm to investigate the cause of overflow and correct the problem. The alarm system will repeat until it is acknowledged. In addition, the staff will ensure the standby pump is switched on and contain the overflowed sewage using temporary weirs or vacuum trucks, where applicable.

5.4 Waste Management

- 5.4.1 Mitigation measures and good site practices must be incorporated into the design to avoid or reduce potential adverse environmental impacts associated with handling, collection and disposal of waste arising from the construction works. A Waste Management Plan will be developed by the Contractor prior to the commencement of construction works. The following waste management hierarchy has been adopted to develop the mitigation measures with preferences arranged in descending order:

- Avoidance and reduction of waste generation;
- Reuse of materials as far as practicable;
- Recovery and recycling of residual materials where possible; and
- Treatment and disposal according to relevant laws, guidelines and good practices.

- 5.4.2 Good management and control of construction site activities/processes can minimise the generation of waste. Waste reduction is best achieved at the planning and design stage, as well as by ensuring the implementation of good site practices. Recommendations of waste reduction measures have been stated below:

Waste Reduction Measures

- Maximise the use of reusable steel formwork to reduce the amount of C&D materials;
- Plan and stock construction materials carefully to minimize amount of waste generated and avoid unnecessary generation of waste;
- Segregate and store different types of construction related waste in different containers, skips or stockpiles to enhance the reuse or recycling of materials and their proper disposal;

- Provide separate labelled bins to segregate recyclable waste such as aluminium cans from other general refuse generated by the workforce and to encourage collection by individual collectors;
- Recycle any unused chemicals or those with remaining functional capacity; and
- Encourage collection of aluminium cans by providing separate labelled bins to enable waste to be segregated from other general refuse generated by the workforce.

5.4.3 The following good site practices should be adopted to avoid and minimise the adverse environmental impacts arising from the storage, collection and transportation of waste.

Good Site Practices on Storage, Collection and Transportation of Waste

- Adopt proper storage and site practices to minimise the potential for damage to, or contamination of construction materials;
- Provision of sufficient waste disposal points and regular collection of waste;
- Appropriate measures to minimize windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers;
- Waste should be handled and stored well to ensure secure containment, thus minimising the potential of pollution;
- Storage area should be provided with covers and, if necessary, water spraying system to prevent materials from wind-blown or being washed away;
- Different locations should be designated to stock each material to enhance reuse; and
- In order to fully implement the trip-ticket system, it is recommended that warning signs should be put up at the temporary and permanent accesses of vehicles to remind the drivers of dump trucks of the proper designated disposal outlet and the penalties for offence. To prevent illegal entrance of the dumping sites at night and during public holidays, fences should be installed.

5.4.4 If chemical wastes were to be produced at the construction site, the Contractor would be required to register with the EPD as a Chemical Waste Producer and to follow the guidelines stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.

5.4.5 Appropriate containers with proper labels should be used for the storage of chemical wastes. Chemical wastes should be collected and delivered to designated outlet by a licensed chemical waste collector. Chemical wastes (e.g. spent lubricant oil) should be recycled at an appropriate facility while the chemical waste that cannot be recycled should be disposed of at either the Chemical Waste Treatment Centre (CWTC) or another licensed facility, in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.

5.4.6 Any unused chemicals or those with remaining functional capacity should be collected for reuse.

Operational Phase

- 5.4.7 All waste disposal shall be in compliance with the Waste Disposal Ordinance. All chemical wastes generated during the vehicle repair/testing activities should be handled with good housekeeping practices such as waste segregation prior to disposal. Appropriate containers with proper labels should be used for storage of chemical wastes. Chemical wastes should be collected and delivered to designated outlet by a licensed chemical waste collector. Chemical wastes (e.g. spent lubricant oil and solvents) should be recycled at an appropriate facility, while the chemical waste that cannot be recycled should be disposed of at either the CWTC.
- 5.4.8 Waste such as plastics, steels and other metals generated from the maintenance work should be reused and recycled for waste minimisation.
- 5.4.9 Sludge generated from the water treatment system of the vehicle cleansing and/or wastewater treatment facilities will also be collected regularly and disposed of at landfill by a registered contractor with a valid sludge disposal license.

5.5 Land Contamination

Construction Phase

- 5.5.1 In view of the activities conducted in the Project site, such as fuel/chemical storage and refuelling, the operation of existing depot is considered as potentially polluting activity under the EPD's Practice Guide. In view of the above, site investigation and remediation works, if required, will be conducted according to the Practice Guide to ascertain the nature and extent of contamination before the commencement of the development of the proposed eBus depot. A Contamination Assessment Plan (CAP) will be prepared and submitted to EPD for approval before the Site Investigation. Contamination Assessment Report (CAR) and/or Remediation Action Plan (RAP) will be submitted to EPD for approval. Rest assured that the Client, KMB will follow the prevailing guidelines on land contamination.

Operational Phase

- 5.5.2 The following preventive measures are identified for implementation during operation of the Project:

Paving of Site

- The proposed eBus depot covering vehicle washing bays, maintenance workshop and storage areas for DGs, chemicals and wastes should be impervious and properly paved by concrete.
- Installation of drainage management system, including oil interceptor should be adequately designed and maintained.

Storage of Chemical and Chemical Wastes

- All segregation, storage and handling of chemicals, including raw chemicals, chemical wastes and DGs as classified under Dangerous Goods Ordinance should be in compliance with the requirements stipulated in “Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes” issued by EPD.
- Bunded containment for the chemical and chemicals wastes should be adopted. Regular inspection and maintenance should be conducted to avoid leakage from the containment.

Emergency Procedures

- Suitable absorbent materials shall be kept on site to deal with spills. When there is spillage/leakage, immediate action should be taken to cover and contain the spillage/leakage using suitable absorbing materials and containers respectively. All spillage should be reported to the Depot manager who should attend to the spillage and initiate any immediate actions required to protect workers and to confine and clean up the spillage.

Record of Incidents

- An incident report containing details of the incident, including estimated amounts of spillage and actions taken if any, should be compiled by Depot manager as soon as possible after the incident. The evaluation of environmental impacts arising from the spillage and assessment on the effectiveness of measures taken should be based on the incident report such that improvement can also be made to the response procedures for future incident.

Procedures for Waste Disposal

- Chemical wastes including spent or expired chemicals, paints, synthetic lubricants should be properly handled in accordance with the “Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes”, and collected by a licensed collector and disposed of at a licensed chemical waste treatment facility. Regular removal of waste from the proposed eBus depot should be adopted to minimise the potential for land contamination by avoiding prolonged storage of chemical wastes at the Site.

5.6 Hazard to Life

- 5.6.1 For risk associated with the TPGPP, since both individual risk and societal risk meet the requirement as stipulated in the EIAO-TM and the HKPSG, thus no mitigation measure is required.
- 5.6.2 Although mitigation measure is not required, the following good site practices are suggested to be implemented during the construction and/or operation phases:
- During the construction phase, suitable planning should be implemented to avoid road congestion due to the project construction vehicles. Also, all construction workers, temporary construction offices, equipment, construction materials, etc., should always be kept inside the proposed eBus depot premises;
 - During construction and operation phases of the Project, emergency response plan should be developed addressing the potential accidents in TPGPP. This may include emergency communication channel between TPGPP or Fire Services Department (FSD), such that suitable emergency response actions will be promptly taken at proposed development site in the event of a major fire and loss of containment accident at TPGPP; and
 - During construction and operation phases of the Project, carry out regular fire and safety drills to increase awareness of both construction workers and operation personnel at the proposed eBus depot.
- 5.6.3 For on-site DG storage, in compliance with Dangerous Goods Ordinance, license for DG storage should be applied, as necessary and appropriate from FSD prior to operation of the Project.

5.7 Landscape and Visual Impact

Construction Phase and Operation Phase

- 5.7.1 The following general mitigation measures will be implemented to alleviate the impacts:
- Incorporate planting buffers as far as possible between the building and the streets;
 - Design architecture especially façade with contextually sensitive treatment; and
 - Carefully manage construction activities to minimise disturbances during construction.
- 5.7.2 The Master Landscape Plan is provided in **Appendix 5-1**.

5.8 Ecology

Construction Phase and Operational Phase

- 5.8.1 The Project is situated in an urbanized area. Implementation of the Project will not cause any significant impact and hence no mitigation measures are considered necessary.

5.9 Cultural Heritage

Construction Phase and Operational Phase

- 5.9.1 Since there is no heritage site, i.e. all declared monuments, proposed monuments, graded historic sites/buildings/structure, sites of archaeological interest, all sites, buildings/structures in the new list of proposed grading items and government historic sites identified by the AMO within or nearby the Subject Site, impact on the cultural heritage is not anticipated and hence, no mitigation measure is considered necessary.

5.10 Environmental Monitoring and Audit

- 5.10.1 With the implementation of recommended mitigation measures, no adverse environmental impacts would be anticipated. It is recommended to have an environmental audit programme in place to track and assess the effectiveness of the recommended mitigation measures and compliance with legislative requirements by means of regular site auditing during construction phase of the Project.
- 5.10.2 An independent environmental checker (IEC) shall be employed before the commencement of construction of the Project. The IEC who possesses at least 7 years' experience in EM&A and/or environmental management, shall be an independent party from the Contractor. The IEC shall audit the overall environmental performance, including the implementation of all environmental mitigation measures, and any other submissions required by the Environmental Permit. Environmental site audit shall be conducted by IEC during the construction phase to ensure that the recommended mitigation measures are implemented properly.
- 5.10.3 As detailed in *Section 4.3.7* and *Section 5.2.4*, CNMP for construction phase shall be prepared to evaluate the potential construction noise impacts and to assess the effectiveness of the proposed noise mitigation measures. An EM&A programme, if necessary, would be included in CNMP.

5.11 Possible Severity, Distribution and Duration of Environmental Effects

- 5.11.1 In view of the nature of the proposed eBus depot, the associated environmental impact during the construction phase is expected to be small scale, localized and short-term. With the implementation of recommended mitigation measures, no adverse residual impacts would be anticipated from the Project.
- 5.11.2 It is anticipated that potential traffic noise impacts will occur during operation of the proposed eBus depot. By proper routing and depot management, off-site traffic noise impact on the nearby NSRs will be minimized, additional traffic noise in association with the Project is anticipated to be insignificant. With the implementation of recommended mitigation measures, no adverse impacts would be anticipated from the Project.

5.12 Further Implications

- 5.12.1 The operation of the proposed eBus depot will follow the relevant ordinances, regulations, standards, and recommended mitigation measures. Further implications are not anticipated.

6 Summary of Potential Environmental Impacts and Mitigation Measures

6.1.1 The potential environmental impacts and proposed mitigation measures to be incorporated during the construction and operation phase of the Project are summarized in **Table 6-1**, which would be included in the construction contract document.

Table 6-1 Summary of Potential Environmental Impact and Mitigation Measures

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
Air Quality	Construction Phase		
	Dust control and suppression measures stipulated in the Air Pollution Control (Construction Dust) Regulation should be implemented to control dust emissions from the Subject Site. Relevant dust control and suppression measures are listed below: • Regular watering on all exposed and unpaved surface, particularly during dry weather; • Frequent watering for particularly dusty construction areas and areas close to ASRs; • Covering all excavated or stockpile of dusty material on the top and 4 sides by impervious sheeting or spraying with water to maintain the entire surface wet; • Provision of wheel washing facilities at the exit points of the site; • Covering of any dust materials on vehicles leaving the site; • Travelling speeds should be controlled to reduce traffic induced dust dispersion and re-suspension within the site from the operating trucks; and • All dusty materials shall be sprayed with water immediately prior to any loading, unloading or transfer operation so as to	Contractor	S.5.1.1

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
	maintain the dusty materials wet. Stockpiles of dusty materials will not extend beyond site boundaries.		
	Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations shall also be followed by the Contractor to control the exhaust emissions from construction plants and equipment.	Contractor	S.5.1.2
	Operational Phase		
	The fresh air intake of the workshop of the proposed depot will be carefully designed to be located outside the 200m buffer distance of the existing chimney.	Designer	S.4.2.11
	Vehicle repair/testing activities will be carried out within the proposed eBus depot.	Operator	S.5.1.3
	Implementation of adequate control measures with reference to EPD's Environmental Guidelines for the Vehicle Repair Trade.	Operator	S.5.1.4
	- The re-provided STP will be housed indoor in a fully enclosed room, with odourous gas conveyed to odour removal equipment for proper treatment prior to discharge to the atmosphere. - The exhaust location will be carefully designed to be located away from ASRs. - Environmental conscious design of an effective odour removal system at the exhaust of the STP (with an odour removal efficiency of not less than 99.5%).	Designer	S.5.1.5

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
Noise	Construction Phase		
	- The Contractor should follow Quieter Construction Methods/Equipment listed in Appendix A of the EIAO Guidance Note No. 9/23 and adopt quieter concrete breaking equipment (e.g. hydraulic crusher, hand-held concrete crusher or hand-held breaker with Quality Powered Mechanical Equipment (QPME) label) in some activities, where practicable. - The Contractor should proactively adopt quieter demolition equipment to carry out the demolition works, where practicable.	Contractor	S.4.3.6
	Implementation of movable noise barriers during the construction works of the Project during non-restricted hours.	Contractor	S.5.2.1

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
	Standard noise control measures should be implemented by the Contractor during construction phase in order to minimize the potential impact: • Only well-maintained plant should be operated on site and plant should be serviced regularly during construction phase of the Project; • Silencers or mufflers on construction equipment, if applicable, should be utilized and should be properly maintained. • Mobile plant, if any, should be sited as far from NSRs as possible; • Machines and plant (such as trucks) that may be in intermittent use should be shut down between work periods or should be throttled down to a minimum; • The engine of lorry should be switched off after arriving the unloading position; • Plants known to emit noise strongly in one direction should, wherever possible, be orientated so that the noise is directed away from the nearby NSRs; and • Material stockpiles should be effectively utilized, wherever practicable, in screening noise from on-site construction activities.	Contractor	S.5.2.2
	The EPD's "Recommended Pollution Control Clauses for Construction Contracts" published by the EPD should be adopted in the Contract Specification for the Contractor to follow and implement relevant measures and good site practices in minimising construction noise impact.	Designer	S.5.2.3

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
	Construction Noise Management Plan (CNMP) will be prepared and checked by Certified Noise Modelling Professional recognized by the Hong Kong Institute of Qualified Environmental Professionals (HKIQEP) or equivalent so that both the verification of the plant inventory, and the assessment of the effectiveness and practicality of all identified mitigation measures for mitigating the construction noise impact would be performed during the design, tendering and construction stage of the Project. The CNMP will include a quantitative CNIA, proposed adopted quieter construction methods and equipment, recommended noise mitigation measures and, if necessary, a proposed construction noise impact monitoring and audit programme of the Project.	Contractor	S.5.2.4
	Operational Phase		
	Noisy vehicle repair and testing activities will be avoided during nighttime operation to minimize the noise disturbances due to the operation of the proposed depot.	Operator	S.5.2.7
	Ventilation louvres and openings will be avoided at the facades facing the NSRs to ensure adequate noise screening.	Designer	
	Noisy machinery will be enclosed within building structures.	Contractor	

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
Water Quality	Construction Phase		
	The site practices outlined in ProPECC PN 2/24 “Construction Site Drainage” should be implemented in order to minimize surface runoff and the chance of erosion. The following measures should be implemented to ensure all construction runoff are well controlled, so as to minimize water quality impacts: <u>Construction Site Runoff and Drainage</u> • Mitigation measures/good site practices specified in ProPECC PN 2/24 “Construction Site Drainage”, Recommended Pollution Control Clauses for Construction Contracts, and Environment, Transport and Works Bureau Technical Circular (Works) (TCW) No. 5/2005 - Protection of natural streams/rivers from adverse impacts arising from construction works will be followed; • Collection of construction runoffs through well-maintained silt traps and oil interceptors to remove oil, lubricants, grease, silt, grit and debris etc. to ensure compliance of WPCO; • Properly maintained oil interceptors for collecting spillage or leakages from site workshops, with waste oil to be collected by licensed collectors; • Provision of adequate number of mobile toilets or other appropriate means to store sewage before disposal through licensed collection agent or discharging to communal sewerage system; and • Employ a licensed chemical waste collector for the collection and disposal/treatment of the wastewater from decontamination in accordance with the Waste Disposal	Contractor	S.5.3.1 to S.5.3.4

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
	(Chemical Waste) (General) Regulations. <u>Sewage from Construction Workers</u> - Contractor shall provide appropriate on-site treatment to the discharges and adequate control of construction phase sewage through the provision of sewage collection and disposal facilities, such as on-site chemical toilets. The treated effluent will meet the requirements specified on the discharge license and the TM-DSS. Maintenance facilities should be located away from the nearby watercourses and should be on hard standings within a bunded area, and sumps and oil interceptors should be provided. <u>Accidental Spillage of Chemical</u> - Contractor is required to register as a chemical waste producer if chemical wastes would be produced from the construction activities. The Waste Disposal Ordinance (Cap. 354) and its subsidiary regulations in particular the Waste Disposal (Chemical Waste) (General) Regulation should be observed and complied with for control of chemical wastes. - Contractor is also recommended to develop management procedures for chemicals used and prepare an emergency spillage handling procedure to deal with chemical spillage in case of accidents.		

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
	Operational Phase		
	Best practices and control measures stated in EPD's ProPECC Note PN 1/23 "Drainage Plans subject to Comment by the Environmental Protection Department" should be followed. - Adequate drainage, including peripheral channel around the site should be provided for collecting surface water runoff from the site. - Sand/silt removal facilities such as sand traps, silt traps and sediment basins should also be provided to remove sand/silt particles from runoff entering the public drainage system. - Mitigation measures such as vehicle washing facilities and petrol interceptors should be considered to prevent non-point source pollutants, e.g. debris, grease or lubricants, from being carried by vehicle tyres to public roads. - The petrol interceptors should be regularly cleaned and maintained in good working condition.	Designer	S.5.3.6
	<u>Good practice for Sewage Treatment Facilities</u> - A programme should be set up for monitoring the water quality from the STP to ensure compliance with the quality standards. Discharge license will be applied prior to the development commencement and monitoring requirements would be strictly followed in accordance with WPCO. - Standby pumps, secure power supplies and appropriate alarms, as well as comprehensive operation and maintenance procedures will	Designer/ Operator	S.5.3.7 to S5.3.8

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
	be adopted to keep the facilities in good working order where necessary. • Holding tank for emergency storage/retention will be included with adequate capacity (e.g. to store 6 hours of ADWF discharge) to minimise need of emergency discharge. • In the event of any emergency overflow, staff will follow the overflow emergency response plan and proceed with the best response to correct the problem immediately. For example, the alarm system will be activated once overflow occurs. The staff will provide an instant response by acknowledging the alarm to investigate the cause of overflow and correct the problem. The alarm system will repeat until it is acknowledged. • The staff will ensure the standby pump is switched on and contain the overflowed sewage using temporary weirs or vacuum trucks, where applicable.		
Waste Management	Construction Phase		
	The following waste management and reduction measures should be taken to control potential environmental impacts or nuisance: • Maximise the use of reusable steel formwork to reduce the amount of C&D materials; • Plan and stock construction materials carefully to minimize amount of waste generated and avoid unnecessary generation of waste;	Contractor	S.5.4.2

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
	• Segregate and store different types of construction related waste in different containers, skips or stockpiles to enhance the reuse or recycling of materials and their proper disposal; • Provide separate labelled bins to segregate recyclable waste such as aluminium cans from other general refuse generated by the workforce and to encourage collection by individual collectors; • Recycle any unused chemicals or those with remaining functional capacity; and • Encourage collection of aluminium cans by providing separate labelled bins to enable this waste to be segregated from other general refuse generated by the workforce.		
	Storage, Collection and Transportation of Waste: • Adopt proper storage and site practices to minimise the potential for damage to, or contamination of construction materials. • Provision of sufficient waste disposal points and regular collection of waste. • Appropriate measures to minimize windblown litter and dust during transportation of waste by either covering trucks or by transporting wastes in enclosed containers. • Waste should be handled and stored well to ensure secure containment, thus minimising the potential of pollution. • Storage area should be provided with covers and, if necessary, water spraying system to prevent materials from wind-blown or being washed away.	Contractor	S.5.4.3 and S.5.4.6

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
	- Different locations should be designated to stock each material to enhance reuse. - In order to fully implement the trip-ticket system, it is recommended that warning signs should be put up at the temporary and permanent accesses of vehicles to remind the drivers of dump trucks of the proper designated disposal outlet and the penalties of offence. To prevent illegal entrance of the dumping sites at night and during public holidays, fences should be installed.		
	If chemical wastes were to be produced at the construction site, the Contractor would be required to register with the EPD as a Chemical Waste Producer, and to follow the guidelines stated in the Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes.	Contractor	S.5.4.4
	Appropriate containers with proper labels should be used for the storage of chemical wastes. Chemical wastes should be collected and delivered to designated outlet by a licensed chemical waste collector.	Contractor	S.5.4.5
	Operational Phase		
	- All waste disposal shall be in compliance with the Waste Disposal Ordinance. - All chemical wastes generated during the vehicle repair/ testing activities should be handled with good housekeeping practices, such as waste segregation prior to disposal. - Appropriate containers with proper labels should be used for storage of chemical wastes.	Operator	S.5.4.7 to S.5.4.9

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
	- Chemical wastes should be collected and delivered to designated outlet by a licensed chemical waste collector. - Waste such as plastics, steel and other metals generated from the maintenance work, should be reused and recycled for waste minimisation. - Sludge generated from the water treatment system of the vehicle cleansing and/or wastewater treatment facilities will also be collected regularly and disposed of at landfill by a registered contractor with a valid sludge disposal license.		
Land Contamination	Construction Phase		
	Site investigation and remediation works, if required, will be conducted according to the Practice Guide to ascertain the nature and extent of contamination before the commencement of the development of the proposed depot. A Contamination Assessment Plan (CAP) will be prepared and submitted to EPD for approval before the Site Investigation. Contamination Assessment Report (CAR) and/or Remediation Action Plan (RAP) will be submitted to EPD for approval.	Contractor	S.5.5.1

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
	Operational Phase		
	<u>Paving of Site</u> - The proposed eBus depot covering vehicle washing bays, maintenance workshop and storage areas for DGs, chemicals and wastes should be impervious and properly paved by concrete. - Installation of drainage management system, including oil interceptor should be adequately designed and maintained.	Designer/ Operator	S.5.5.2
	<u>Storage of Chemical and Chemical Wastes</u> - All segregation, storage and handling of chemicals, including raw chemicals, chemical wastes and DGs as classified under Dangerous Goods Ordinance should be in compliance with the requirements stipulated in "Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes" issued by EPD. - Bunded containment for the chemical and chemical wastes should be adopted. Regular inspection and maintenance should be conducted to avoid leakage from the containment.		
	<u>Emergency procedures</u> Suitable absorbent materials shall be kept on site to deal with spills. When there is spillage/leakage, immediate action should be taken to cover and contain the spillage/leakage using suitable absorbing materials and containers respectively. All spillage should be reported to the Depot manager who should attend to the spillage and initiate any immediate actions required to protect		

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
	workers and to confine and clean up the spillage. <u>Record of incidents</u> - An incident report containing details of the incident, including estimated amounts of spillage and actions taken if any, should be compiled by Depot manager as soon as possible after the incident. The evaluation of environmental impacts arising from the spillage and assessment on the effectiveness of measures taken should be based on the incident report such that improvement can also be made to the response procedures for future incident. <u>Procedures for Waste Disposal</u> - Chemical wastes including spent or expired chemicals, paints, synthetic lubricants should be properly handled in accordance with the “Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes” and collected by a licensed collector and disposed of at a licensed chemical waste treatment facility. Regular removal of waste from the proposed eBus depot should be adopted to minimise the potential for land contamination by avoiding prolonged storage of chemical wastes at the Site.		

Potential Environmental Impact	Mitigation Measures	Implementation Agent	Relevant Section in Project Profile
Landscape and Visual	Construction & Operational Phase		
	- Incorporate planting buffers as far as possible between the building and the streets. - Design architecture especially façade with contextually sensitive treatment.	Designer	S.5.7.1
	Carefully manage construction activities to minimise disturbances during construction.	Contractor	

6.1.2 With the implementation of recommended mitigation measures, in overall, no adverse environmental impacts would be anticipated from the Project. An IEC shall be employed before the commencement of construction of the Project. The IEC shall audit the overall environmental performance, including the implementation of all environmental mitigation measures, and any other submissions required by the Environmental Permit. Environmental site audit shall be conducted by an IEC during the construction phase to ensure that the recommended mitigation measures are implemented properly.

6.1.3 CNMP for construction phase shall be prepared to evaluate the potential construction noise impacts and to assess the effectiveness of the proposed noise mitigation measures. An EM&A programme, if necessary, would be included in CNMP.

7 Use of Previously Approved EIA Reports

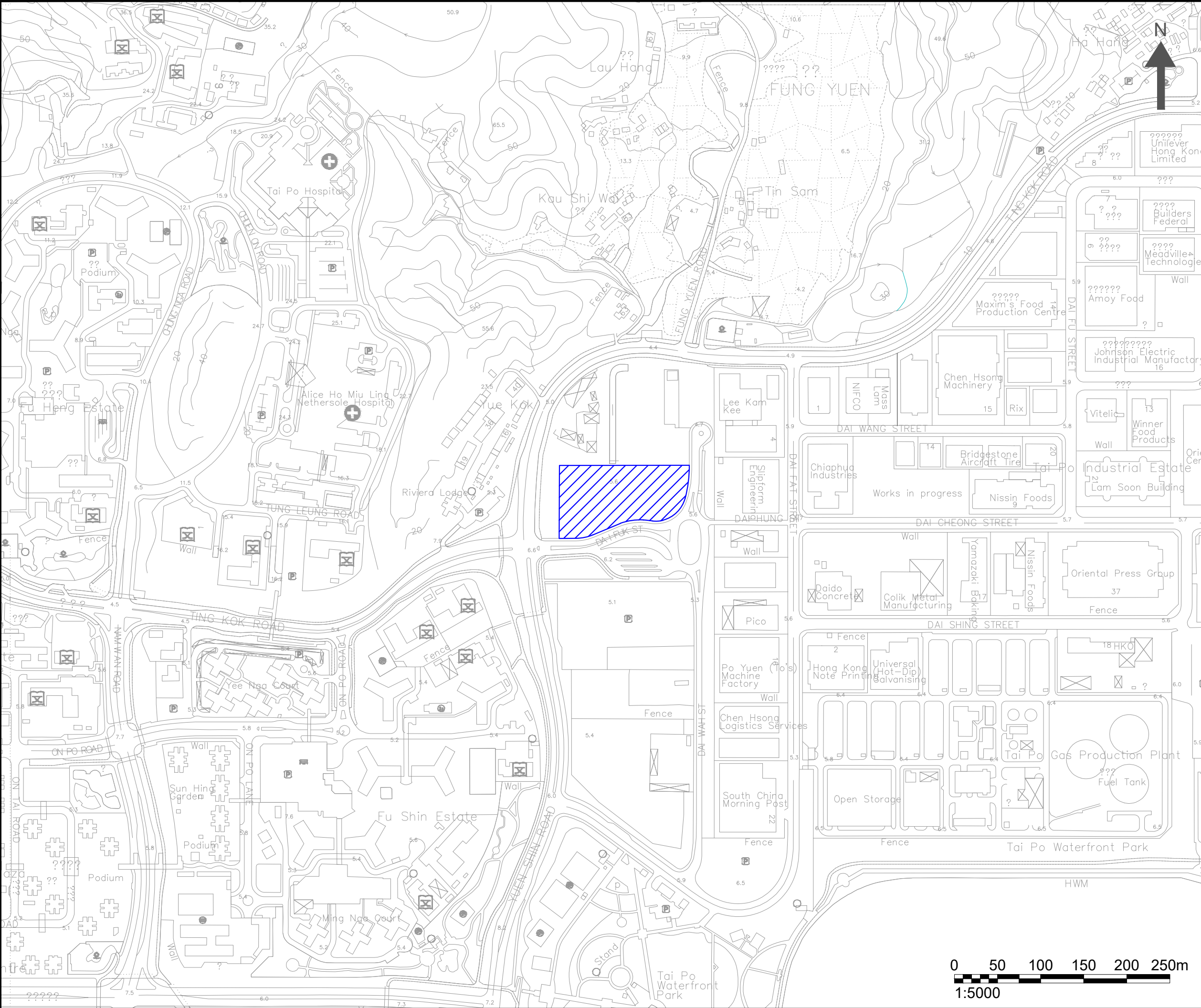
7.1.1 No previous EIA report has been approved or submitted for the Project. The following application for Part 1 Schedule 2 Section A.6 (Roads, railways and depot) of the EIAO for EP will be used as references in the Study due to the location or the project nature.

Project Profile Title	Date of Permission	Application No.	Environmental Aspects Addressed in Project Profile	Relevant Environmental Aspect to the Project	Relevant Control Measures to the Project
(1) Construction and Operation of Temporary Bus Depot at Area 85 Tseung Kwan O	August 1999	DIR-018/1999	Noise, air quality, water quality, waste, landfill gas, hazard	Noise, air quality, water quality, waste, hazard	Construction control measures and management plan
(2) Proposed Temporary Bus Depot at Tseung Kwan O (TKO), Area 85	September 2000	DIR-041/2000	Air quality, water quality, noise, waste management, land contamination, landfill gas hazard, hazardous installation, visual impact	Air quality, water quality, noise, waste management, land contamination, hazardous installation, visual impact	Construction control measures and management plan
(3) Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation	February 2006	DIR-136/2006	Air quality, noise, liquid effluents, waste management, dangerous goods and hazardous materials, Contaminated material, visual appearance	Air quality, noise, liquid effluents, waste management, dangerous goods and hazardous materials, Contaminated material, visual appearance	Construction control measures and management plan, wastewater treatment

8 Conclusion

- 8.1.1 Assessment has been undertaken to identify and assess key environmental issues, including air quality, noise, water quality, sewerage, waste, land contamination, hazard to life, landscape and visual impacts that may arise from the construction and operation of the proposed eBus depot.
- 8.1.2 In overall, no adverse environmental impacts are likely to occur during construction and operation of the Project. Where likely impacts were identified, mitigation measures have been identified and recommended for incorporation into the detailed design and contract documents.
- 8.1.3 With the implementation of the proposed mitigation measures, in overall, the environmental impacts are unlikely to be adverse and meet the requirements of the EIAO-TM.
- 8.1.4 This Project Profile is prepared to seek permission from the Director of Environmental Protection under Section 5(11) of the EIAO to apply directly for an Environmental Permit.

Figures



NOTES :
 Subject Site
工程項目工地

Consultant



Allied Environmental Consultants Limited

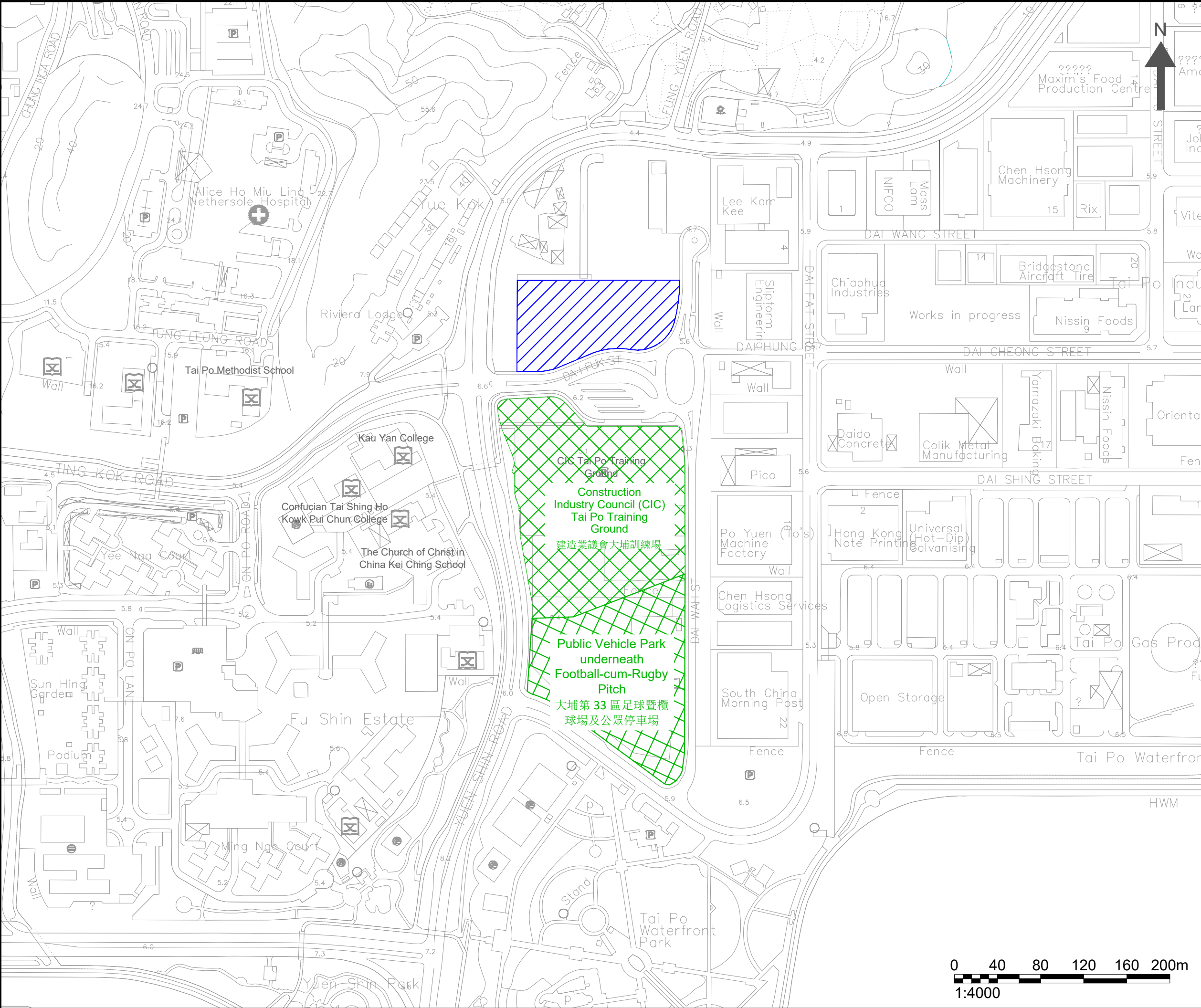
Project No. :
Drawing By : CC
Project :
**KMB BUS DEPOT AT DAI FUK STREET,
AREA 33, TAI PO**
大埔第33區大福街九龍巴士車廠

Drawing Title :
SITE LOCATION PLAN
工程項目位置圖

Drawing No : FIGURE 圖 1-1	Revision : 0
Scale : AS SHOWN	Date : FEB 2025

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NOTES :

**Subject Site**
工程項目工地

**Concurrent Project**
可能並進的鄰近項目

Consultant

**AEC**

Allied Environmental Consultants Limited

Project No. :

Drawing By : CC

Project :

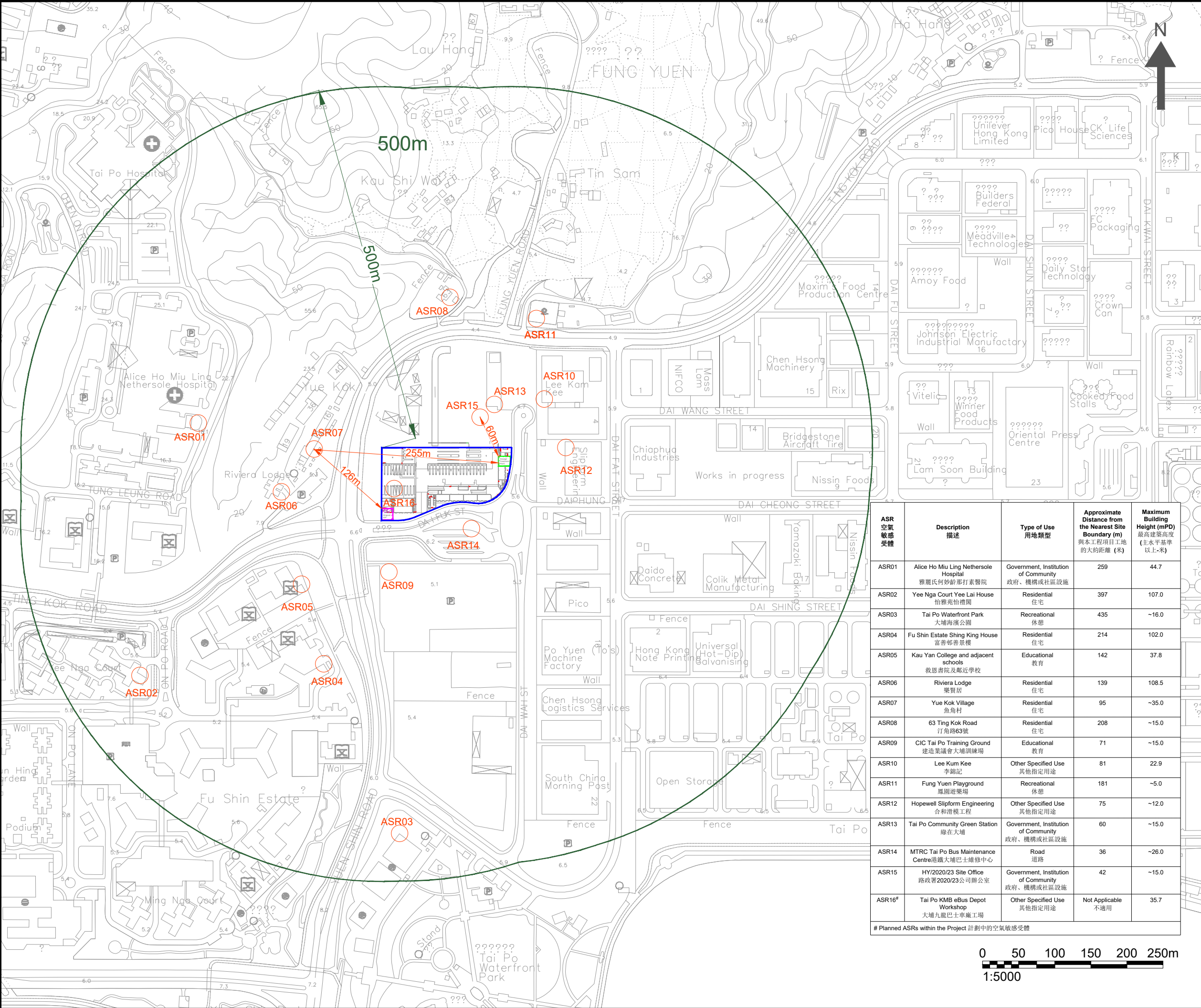
KMB BUS DEPOT AT DAI FUK STREET, AREA 33, TAI PO
大埔第33區大福街九龍巴士車廠

Drawing Title :

LOCATION OF CONCURRENT PROJECT
並進的鄰近項目位置圖

Drawing No :	Revision :
FIGURE 圖2-1	0
Scale :	Date :
AS SHOWN	FEB 2025

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NOTES: 備註:



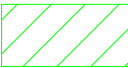
Subject Site
工程項目工地



Representative Air
Sensitive Receivers
具有代表性空氣敏感受體



500m Assessment Area
500米研究範圍



Proposed Sewage Treatment
Plant (STP)
擬建污水處理設施



Original Sewage Treatment
Plant (STP)
現有污水處理設施

Consultant



Allied Environmental Consultants Limited

Project No. :

Drawing By : CL

Project :

KMB BUS DEPOT AT DAI FUK STREET,
AREA 33, TAI PO.
大埔第33區大福街九龍巴士車廠

Drawing Title :

LOCATION OF REPRESENTATIVE AIR
SENSITIVE RECEIVERS
具有代表性的空氣敏感受體位置圖

Drawing No :

FIGURE 圖3-1

Revision :

2

Scale :

AS SHOWN 如圖示

Date :

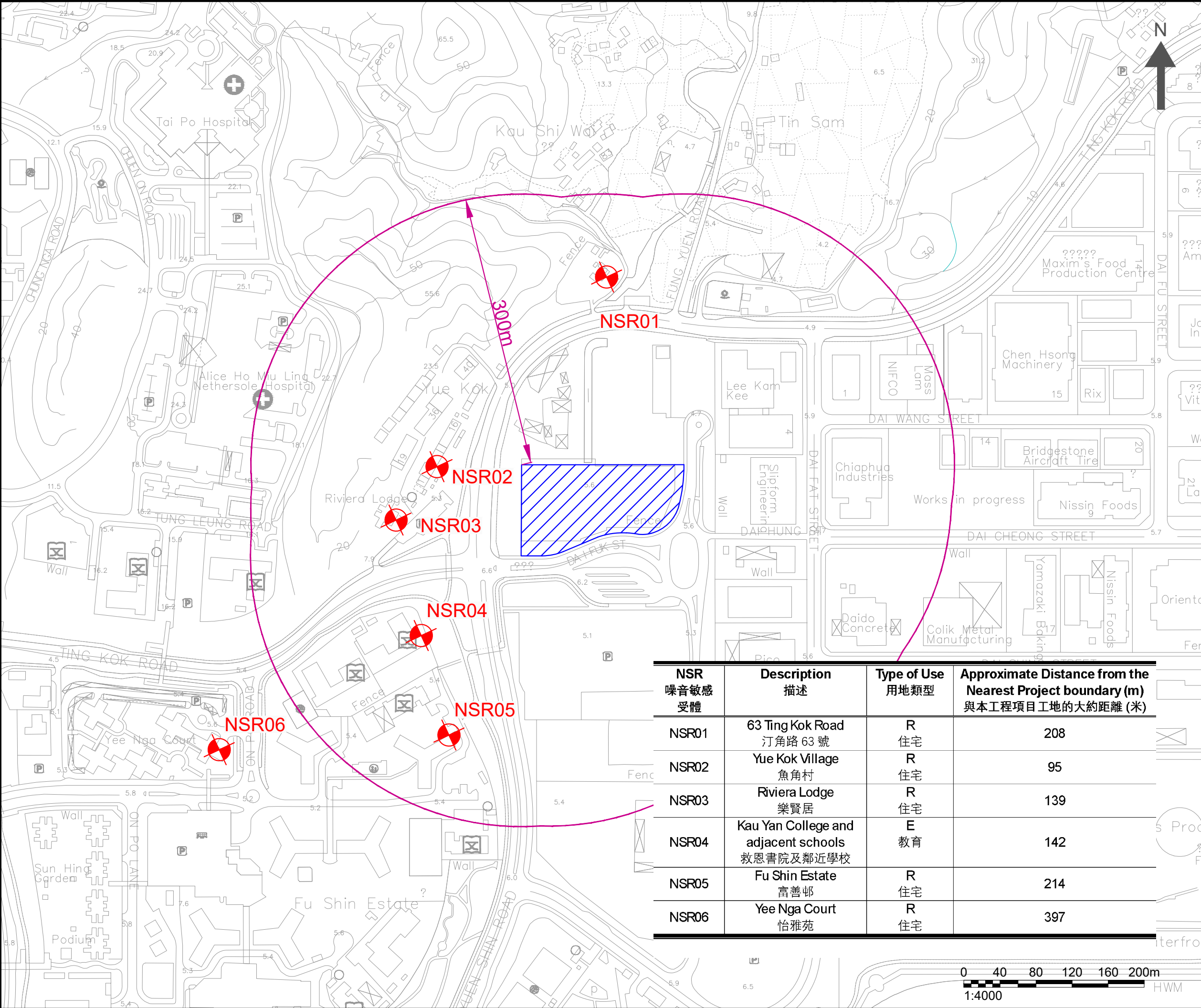
AUG 2023

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ASR 空氣 敏感 受體	Description 描述	Type of Use 用地類型	Approximate Distance from the Nearest Site Boundary (m) 與本工程項目工地的 大約距離 (米)	Maximum Building Height (mPD) 最高建築高度 (主水平基準 以上-米)
ASR01	Alice Ho Miu Ling Nethersole Hospital 雅麗氏何妙齡那打素醫院	Government, Institution of Community 政府、機構或社區設施	259	44.7
ASR02	Yee Nga Court Yee Lai House 怡雅苑怡禮閣	Residential 住宅	397	107.0
ASR03	Tai Po Waterfront Park 大埔海濱公園	Recreational 休憩	435	~16.0
ASR04	Fu Shin Estate Shing King House 富善邨善景樓	Residential 住宅	214	102.0
ASR05	Kau Yan College and adjacent schools 教恩書院及鄰近學校	Educational 教育	142	37.8
ASR06	Riviera Lodge 樂賢居	Residential 住宅	139	108.5
ASR07	Yue Kok Village 魚角村	Residential 住宅	95	~35.0
ASR08	63 Ting Kok Road 汀角路63號	Residential 住宅	208	~15.0
ASR09	CIC Tai Po Training Ground 建造業議會大埔訓練場	Educational 教育	71	~15.0
ASR10	Lee Kum Kee 李錦記	Other Specified Use 其他指定用途	81	22.9
ASR11	Fung Yuen Playground 鳳園遊樂場	Recreational 休憩	181	~5.0
ASR12	Hopewell Slipform Engineering 合和滑模工程	Other Specified Use 其他指定用途	75	~12.0
ASR13	Tai Po Community Green Station 綠在大埔	Government, Institution of Community 政府、機構或社區設施	60	~15.0
ASR14	MTRC Tai Po Bus Maintenance Centre/港鐵大埔巴士維修中心	Road 道路	36	~26.0
ASR15	HY/2020/23 Site Office 路政署2023公司辦公室	Government, Institution of Community 政府、機構或社區設施	42	~15.0
ASR16#	Tai Po KMB eBus Depot Workshop 大埔九龍巴士車廠工場	Other Specified Use 其他指定用途	Not Applicable 不適用	35.7

Planned ASRs within the Project 計劃中的空氣敏感受體

0 50 100 150 200 250m
1:5000



NOTES : 備註:

SUBJECT SITE
工程項目工地

300m ASSESSMENT AREA
300米研究範圍

REPRESENTATIVE NOISE
SENSITIVE RECEIVERS
具代表性的噪音敏感受體

Consultant

Allied Environmental Consultants Limited

Project No. :

Drawing By : CC

Project :
KMB BUS DEPOT AT DAI FUK STREET,
AREA 33, TAI PO.
大埔第33區大福街九龍巴士車廠

Drawing Title :
LOCATIONS OF REPRESENTATIVE NOISE
SENSITIVE RECEIVERS
具代表性的噪音敏感受體位置

Drawing No :
FIGURE 圖3-2

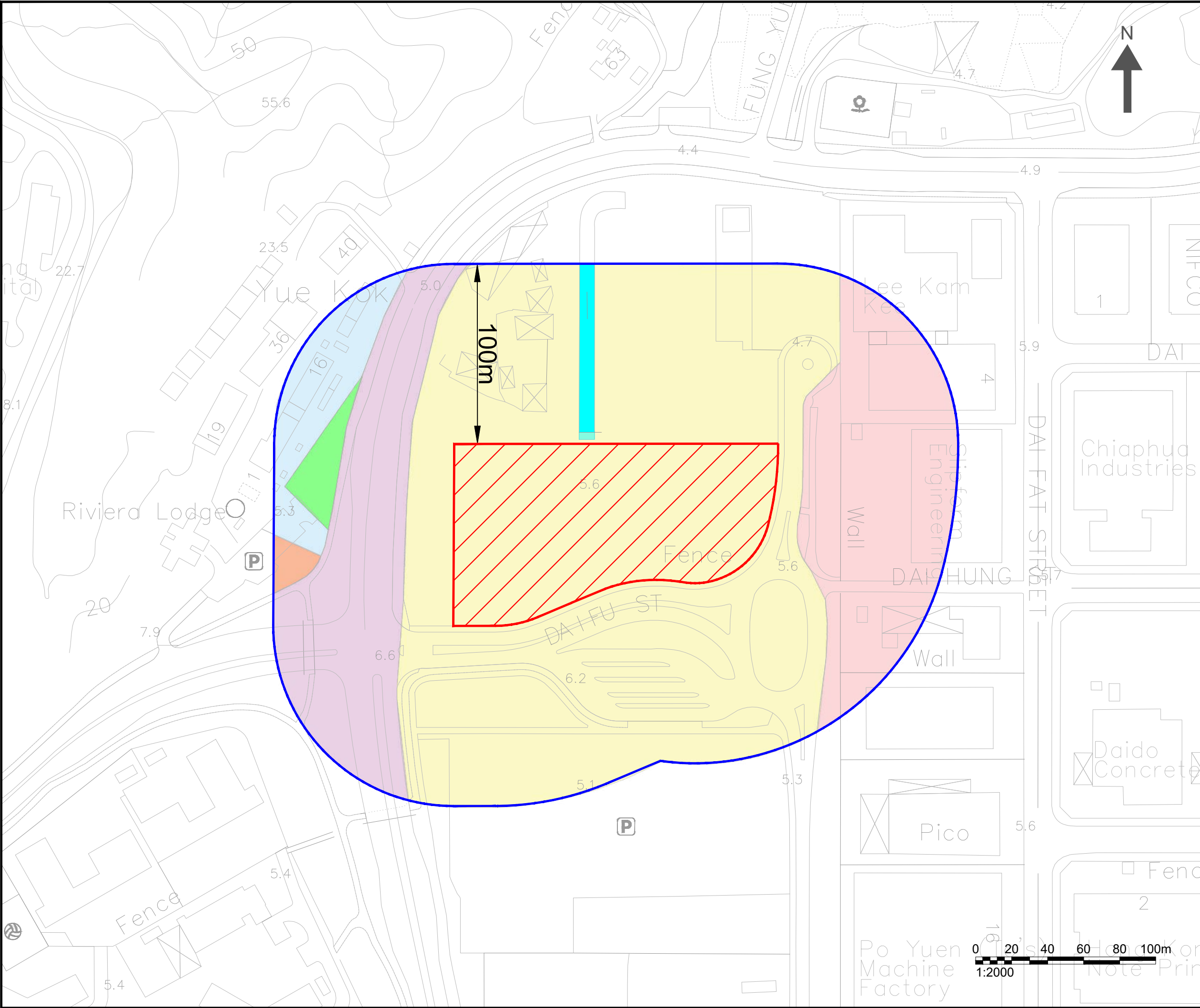
Revision :
1

Scale :
AS SHOWN 如圖示

Date :
AUG 2023

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NSR 噪音敏感 受體	Description 描述	Type of Use 用地類型	Approximate Distance from the Nearest Project boundary (m) 與本工程項目工地的大約距離 (米)
NSR01	63 Ting Kok Road 汀角路 63 號	R 住宅	208
NSR02	Yue Kok Village 魚角村	R 住宅	95
NSR03	Riviera Lodge 樂賢居	R 住宅	139
NSR04	Kau Yan College and adjacent schools 救恩書院及鄰近學校	E 教育	142
NSR05	Fu Shin Estate 富善邨	R 住宅	214
NSR06	Yee Nga Court 怡雅苑	R 住宅	397



NOTES :

-  Subject Site
工程項目工地
-  100m Landscape Study Site Boundary
100米景觀及視覺研究範圍
-  LR1 Institutional Landscape
LR1 公共機構景觀
-  LR2 Industrial Urban Landscape
LR2 市區工業景觀
-  LR3 High-rise Residential Urban Landscape
LR3 市區高建住宅景觀
-  LR4 Village Landscape
LR4 鄉郊景觀
-  LR5 Public Open Space
LR5 公眾休憩用地
-  LR6 Transportation Corridor Landscape
LR6 交通走廊景觀
-  LR7 Watercourse
LR7 水道

Consultant



Allied Environmental Consultants Limited

Project No. :

Drawing By : CG

Project :

KMB BUS DEPOT AT DAI FUK STREET,
AREA 33, TAI PO
大埔第33 區大福街九龍巴士車廠

Drawing Title :

LANDSCAPE RESOURCES
景觀資源

Drawing No. :

FIGURE 圖3-3

Revision :

0

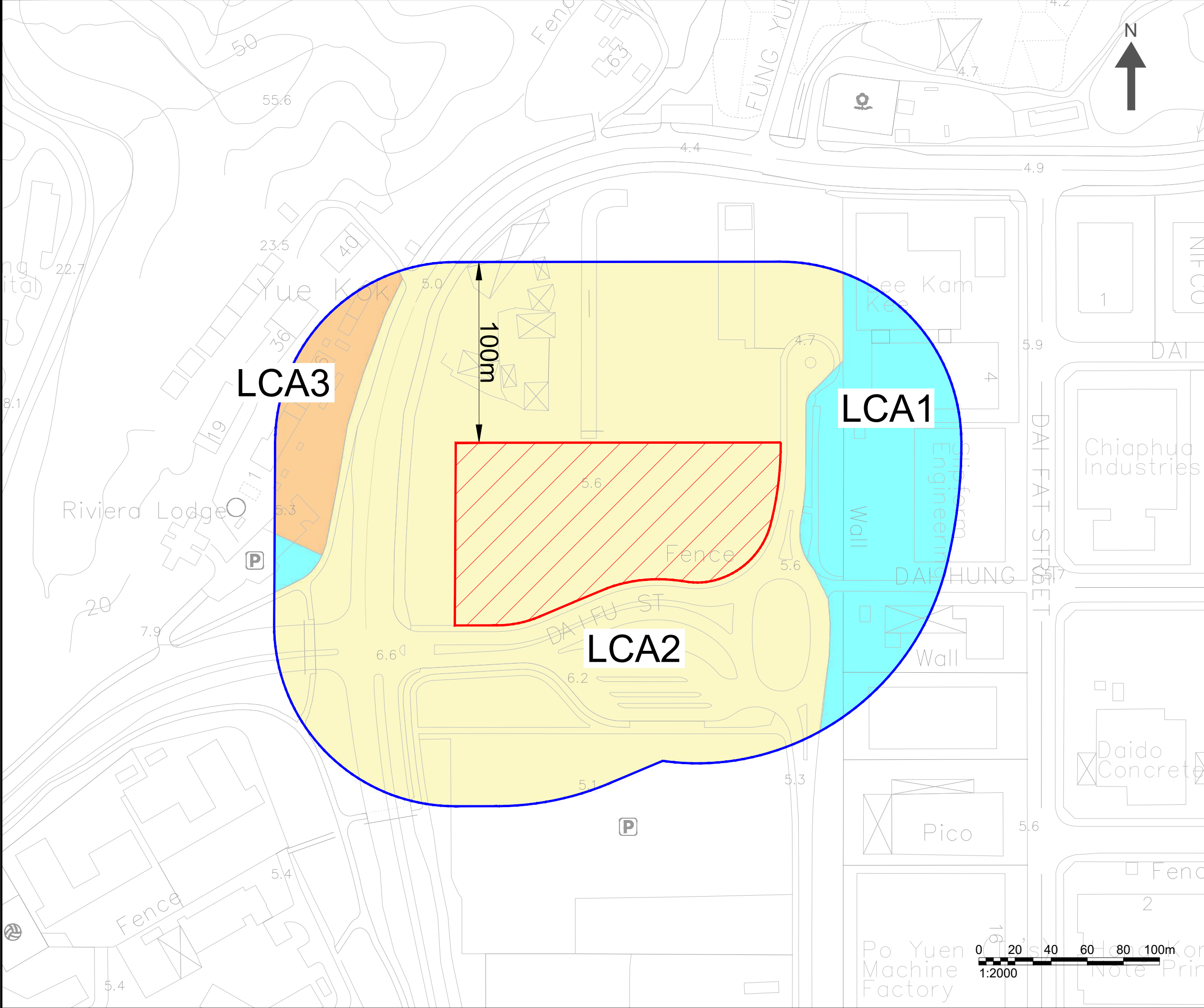
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AS SHOWN

Date :

MAR 2025

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NOTES :

- Subject Site
工程項目工地
- 100m Landscape Study Site Boundary
100米景觀及視覺研究範圍
- LCA1 Industrial Urban Landscape
LCA1 市區工業景觀
- LCA2 Urban Fringe Landscape
LCA2 市區邊緣景觀
- LCA3 Rural Fringe Landscape
LCA3 鄉郊邊緣景觀

Consultant

Allied Environmental Consultants Limited

Project No. :

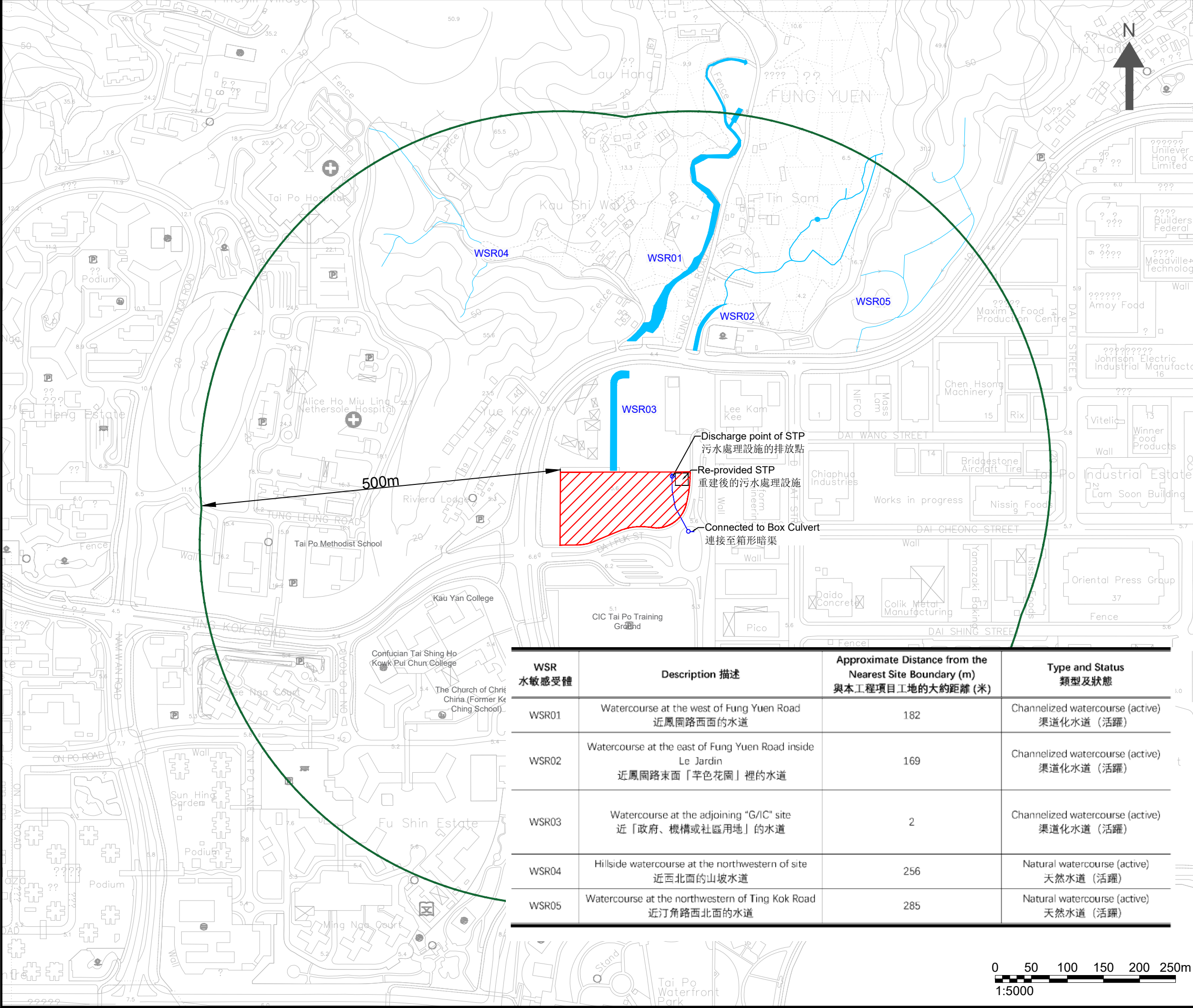
Drawing By : CG

Project :
KMB BUS DEPOT AT DAI FUK STREET,
AREA 33, TAI PO
大埔第33 區大福街九龍巴士車廠

Drawing Title :
LANDSCAPE CHARACTER AREAS
景觀特色區

Drawing No : FIGURE 圖3-4	Revision : 0
Scale : AS SHOWN	Date : MAR 2025

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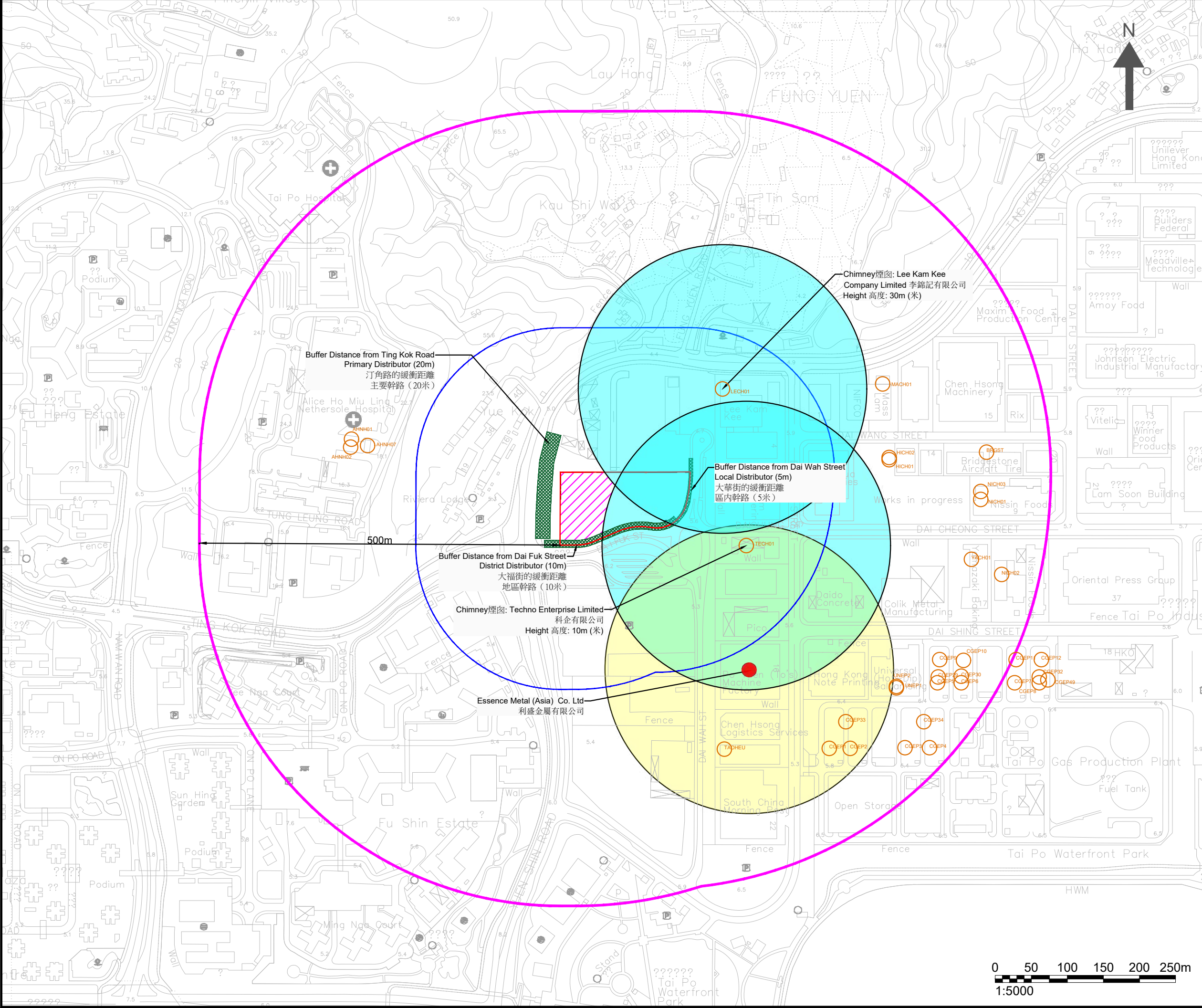
- NOTES :
- Subject Site
工程項目工地
 - Representative Water Sensitive Receiver
具有代表性水敏感受體
 - Discharge Point of On-site STP
現場污水處理設施的排放點
 - 500m Assessment Area
500米研究範圍

Consultant

Allied Environmental Consultants Limited

Project No. :	
Drawing By : CG	
Project : KMB BUS DEPOT AT DAI FUK STREET, AREA 33, TAI PO 大埔第33區大福街九龍巴士車廠	
Drawing Title : LOCATION OF REPRESENTATIVE WATER SENSITIVE RECEIVERS 具有代表性的水敏感受體位置圖	
Drawing No : FIGURE 圖 3-5	Revision : 1
Scale : AS SHOWN	Date : MAR 2025
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WSR 水敏感受體	Description 描述	Approximate Distance from the Nearest Site Boundary (m) 與本工程項目工地的大約距離 (米)	Type and Status 類型及狀態
WSR01	Watercourse at the west of Fung Yuen Road 近鳳園路西面的水道	182	Channelized watercourse (active) 渠道化水道 (活躍)
WSR02	Watercourse at the east of Fung Yuen Road inside Le Jardin 近鳳園路東面「芊色花園」裡的水道	169	Channelized watercourse (active) 渠道化水道 (活躍)
WSR03	Watercourse at the adjoining "G/IC" site 近「政府、機構或社區用地」的水道	2	Channelized watercourse (active) 渠道化水道 (活躍)
WSR04	Hillside watercourse at the northwestern of site 近西北面的山坡水道	256	Natural watercourse (active) 天然水道 (活躍)
WSR05	Watercourse at the northwestern of Ting Kok Road 近汀角路西北面的水道	285	Natural watercourse (active) 天然水道 (活躍)



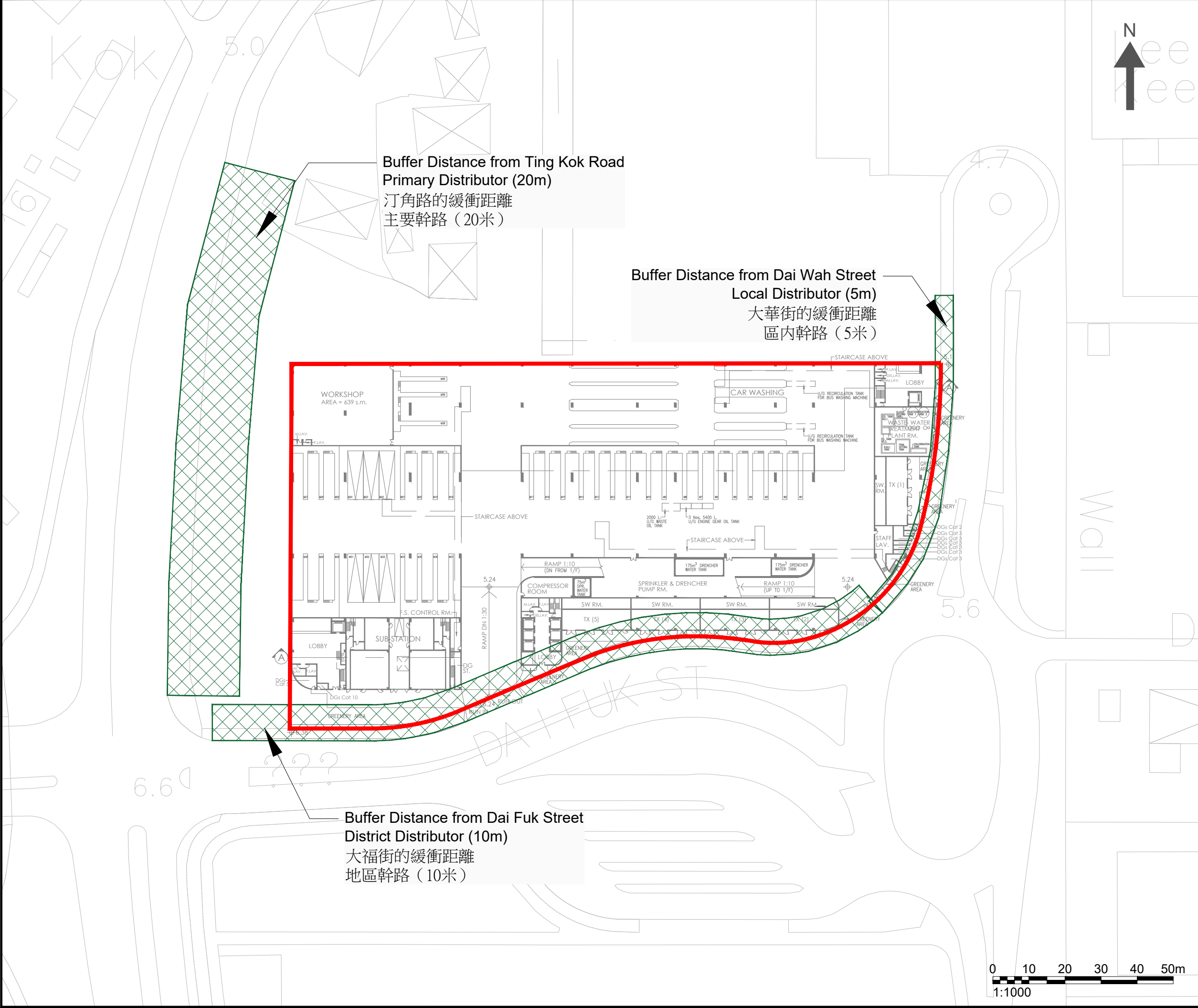
NOTES :

- Subject Site
工程項目工地
- 200m Buffer Distance
200米緩衝距離
- 500m Assessment Area
500米研究範圍
- LECH01
Chimney
煙囪
- 200m Buffer Distance of Chimney
煙囪緩衝距離
- Buffer Distance of Adjacent Road
相鄰道路緩衝距離
- Suggested Location of Fresh Air Intake
建議新鮮空氣進氣口位置
- Specified Process (SP)
Licensed Facility
指明工序牌照工廠
- 200m Buffer Distance of SP
Licensed Facility
指明工序牌照工廠緩衝距離

Consultant

Allied Environmental Consultants Limited

Project No. :	
Drawing By : CG	
Project : KMB DEPOT AT DAI FUK STREET, AREA 33,TAI PO 大埔第33區大福街九龍巴士車廠	
Drawing Title : BUFFER DISTANCE FOR INDUSTRIAL EMISSION FROM CHIMNEYS 煙囪工業排放的緩衝距離	
Drawing No : FIGURE 圖4-1a	Revision : 0
Scale : AS SHOWN 如圖示	Date : MAR 2025
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- NOTES :
-  Subject Site
工程項目工地
 -  Buffer Distance of Adjacent Road
相鄰道路緩衝距離

Consultant



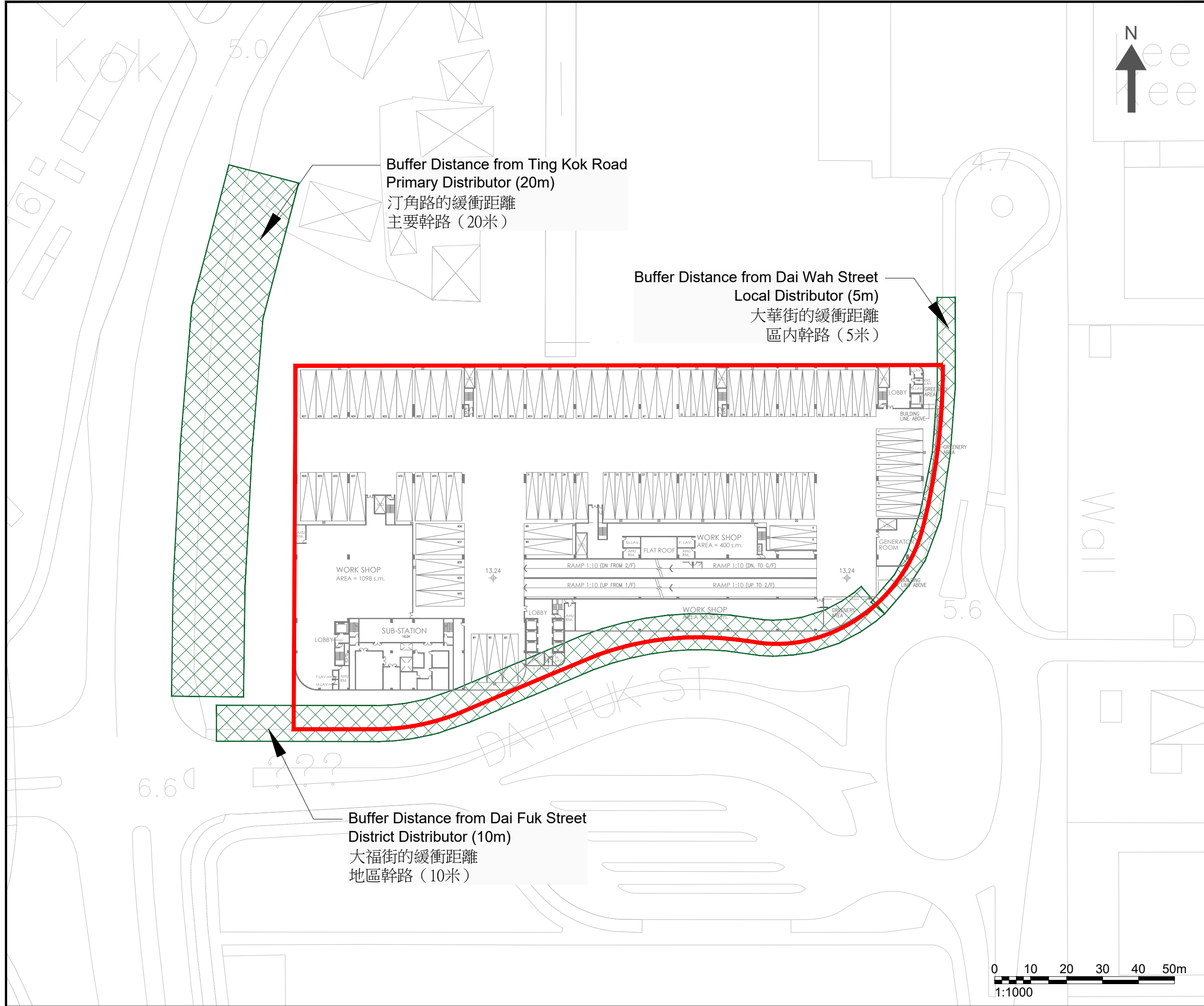
Allied Environmental Consultants Limited

Project No. :
Drawing By : CG
Project :
KMB DEPOT AT DAI FUK STREET,
AREA 33, TAI PO
大埔第33區大福街九龍巴士車廠

Drawing Title :
BUFFER DISTANCE FOR VEHICULAR
EMISSION (G/F)
車輛排放的緩衝距離 (地下)

Drawing No : FIGURE圖 4-1b	Revision : 0
Scale : AS SHOWN 如圖示	Date : MAR 2025

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NOTES :

-  Subject Site
工程項目工地
-  Buffer Distance of Adjacent Road
相鄰道路緩衝距離

Consultant



Allied Environmental Consultants Limited

Project No. :

Drawing By : CG

Project :
KMB DEPOT AT DAI FUK STREET,
AREA 33, TAI PO
大埔第33區大福街九龍巴士車廠

Drawing Title :
BUFFER DISTANCE FOR VEHICULAR
EMISSION (1/F)
車輛排放的緩衝距離 (一樓)

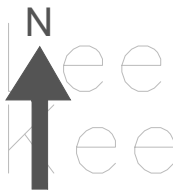
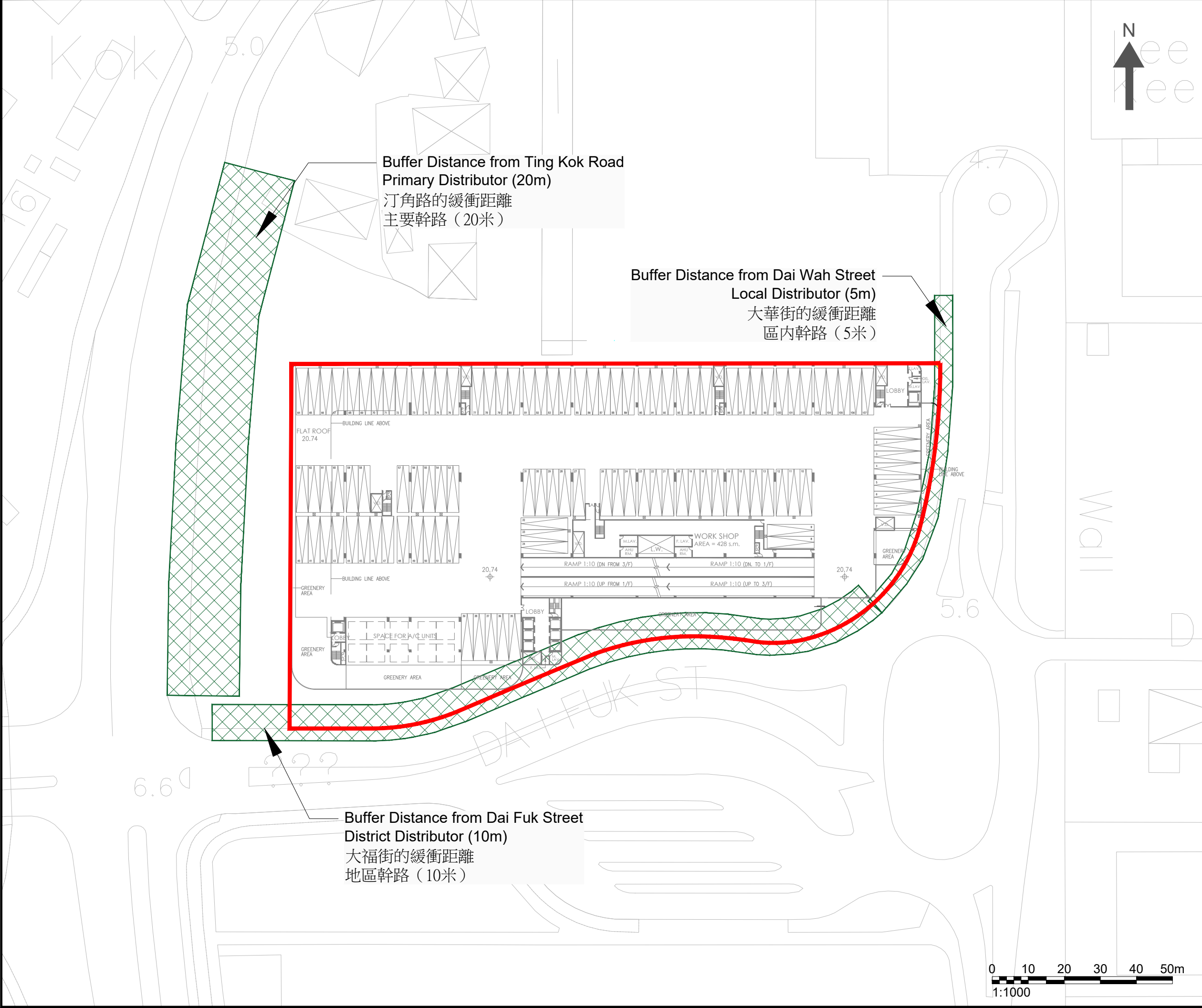
Drawing No :
FIGURE 圖 4-1c

Revision :
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Scale :
AS SHOWN 如圖示

Date :
MAR 2025

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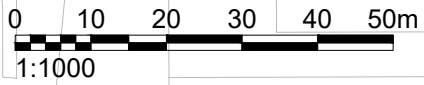
- NOTES :
-  Subject Site
工程項目工地
 -  Buffer Distance of Adjacent Road
相鄰道路緩衝距離

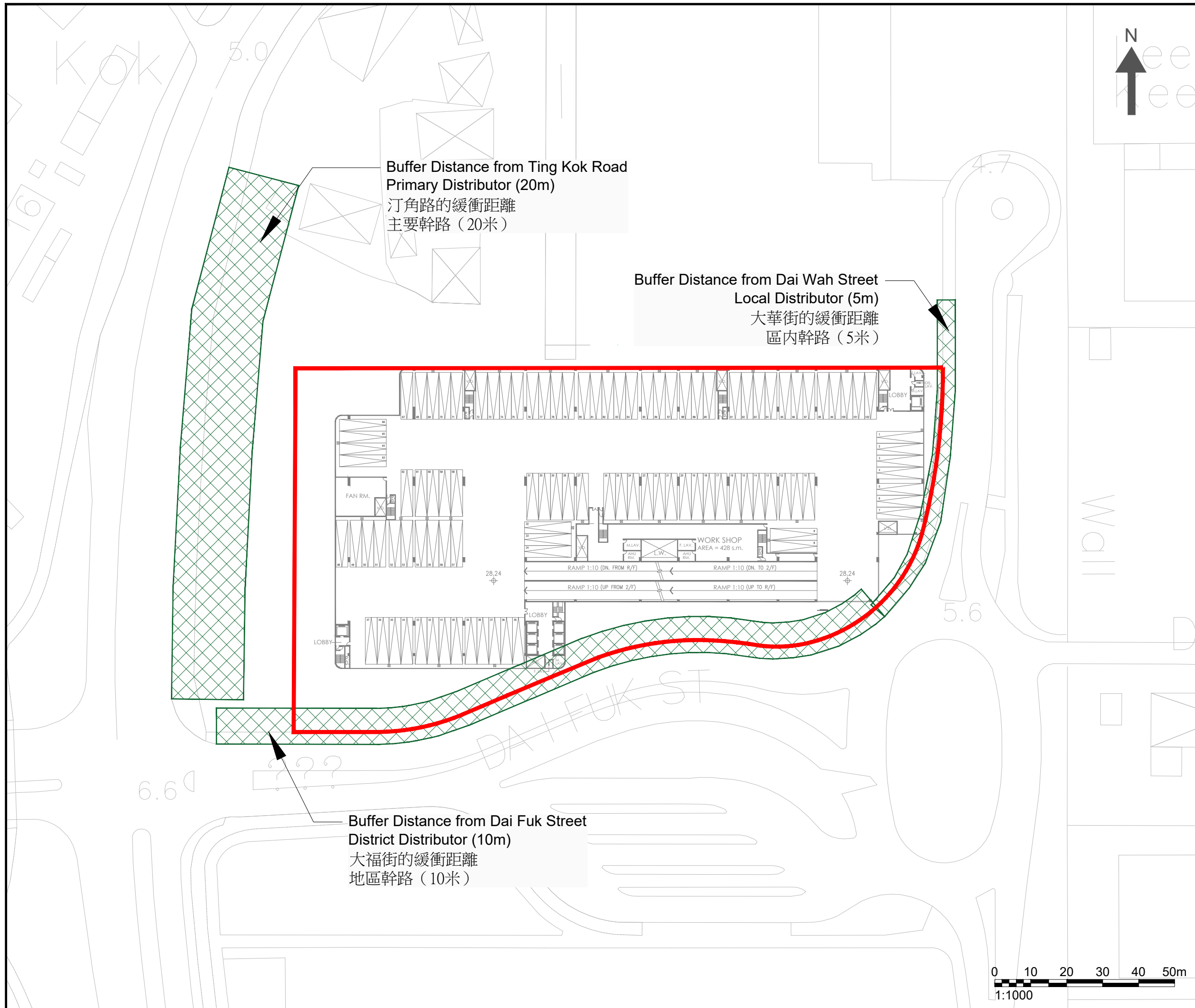
Consultant



Allied Environmental Consultants Limited

Project No. :	
Drawing By : CG	
Project : KMB DEPOT AT DAI FUK STREET, AREA 33, TAI PO 大埔第33區大福街九龍巴士車廠	
Drawing Title : BUFFER DISTANCE FOR VEHICULAR EMISSION (2/F) 車輛排放的緩衝距離 (二樓)	
Drawing No : FIGURE 圖 4-1d	Revision : 0
Scale : AS SHOWN 如圖示	Date : MAR 2025
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NOTES :

-  Subject Site
工程項目工地
-  Buffer Distance of Adjacent Road
相鄰道路緩衝距離

Consultant



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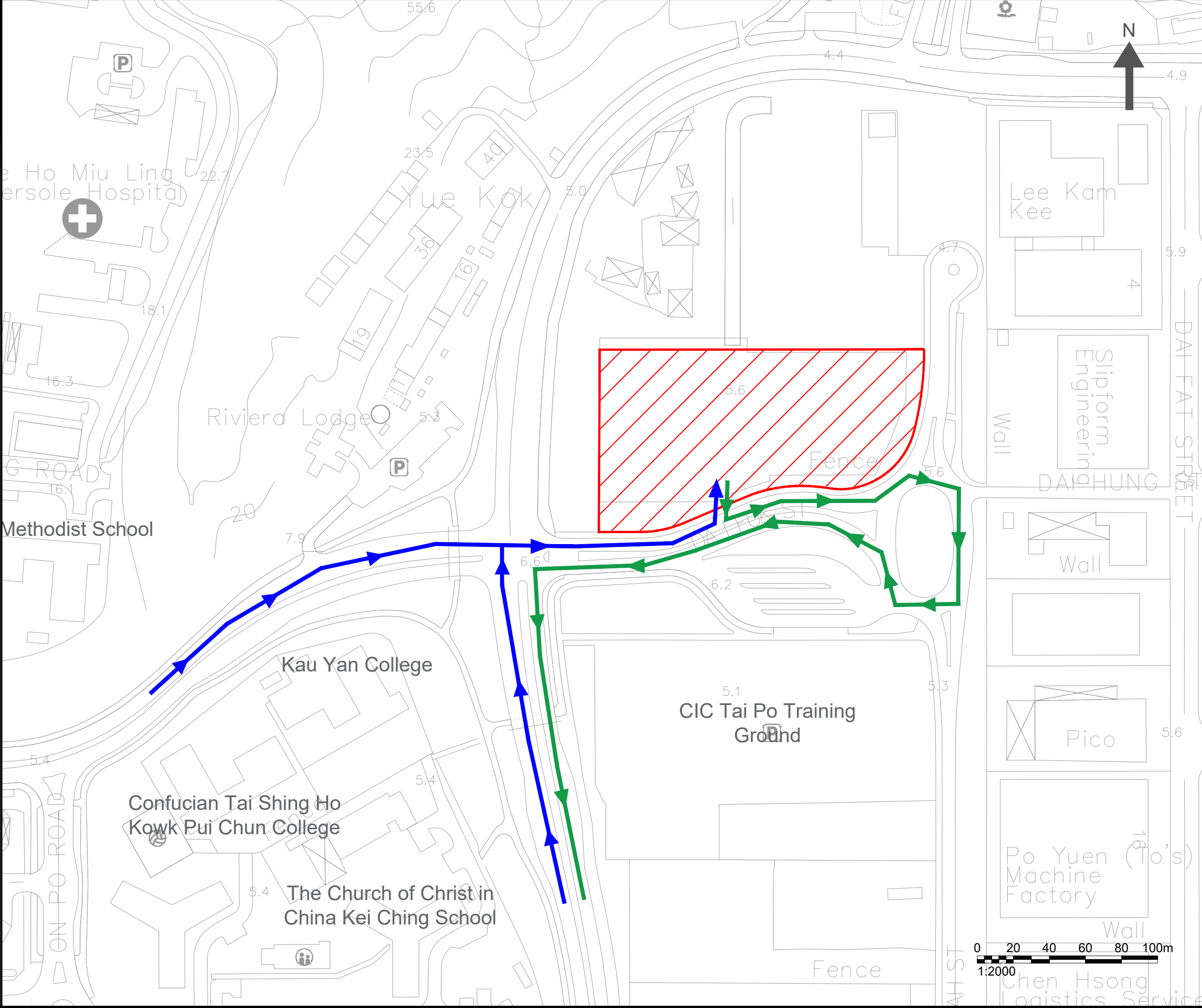
Project No. :
Drawing By : CG

Project :
KMB DEPOT AT DAI FUK STREET,
AREA 33, TAI PO
大埔第33區大福街九龍巴士車廠

Drawing Title :
BUFFER DISTANCE FOR VEHICULAR
EMISSION (3/F)
車輛排放的緩衝距離 (三樓)

Drawing No : FIGURE 圖 4-1e	Revision : 0
Scale : AS SHOWN 如圖示	Date : MAR 2025

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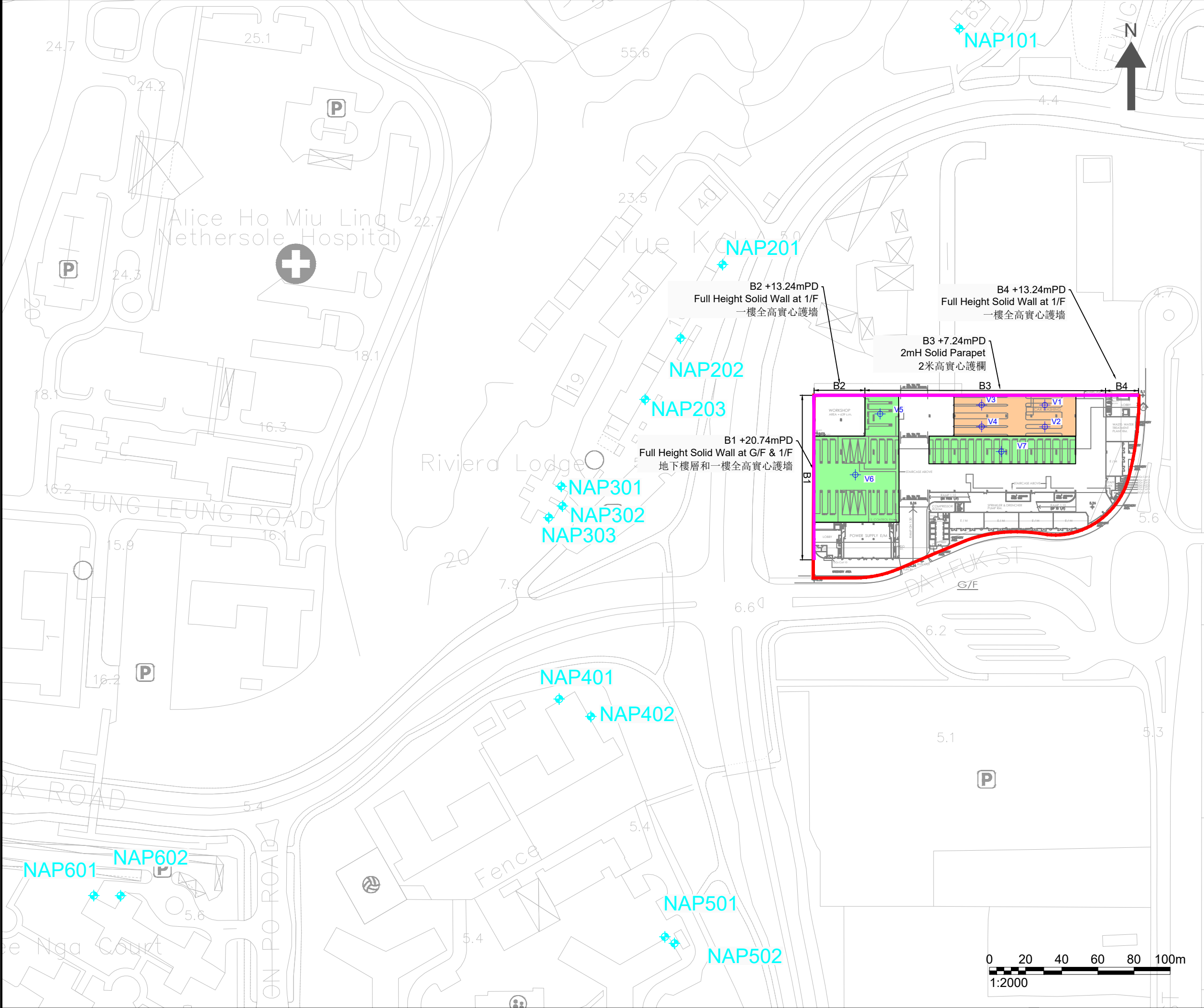
- NOTES :
-  Subject Site
工程項目工地
 -  Proposed Ingress Routing
建議交通入口路線
 -  Proposed Egress Routing
建議交通出口路線

Consultant



Allied Environmental Consultants Limited

Project No. :	
Drawing By : CG	
Project : KMB BUS DEPOT AT DAI FUK STREET, AREA 33, TAI PO 大埔第33 區大福街九龍巴士車廠	
Drawing Title : PROPOSED TRAFFIC ROUTING 建議交通路線圖	
Drawing No : FIGURE 圖4-2	Revision : 0
Scale : AS SHOWN	Date : MAR 2025
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NOTES :

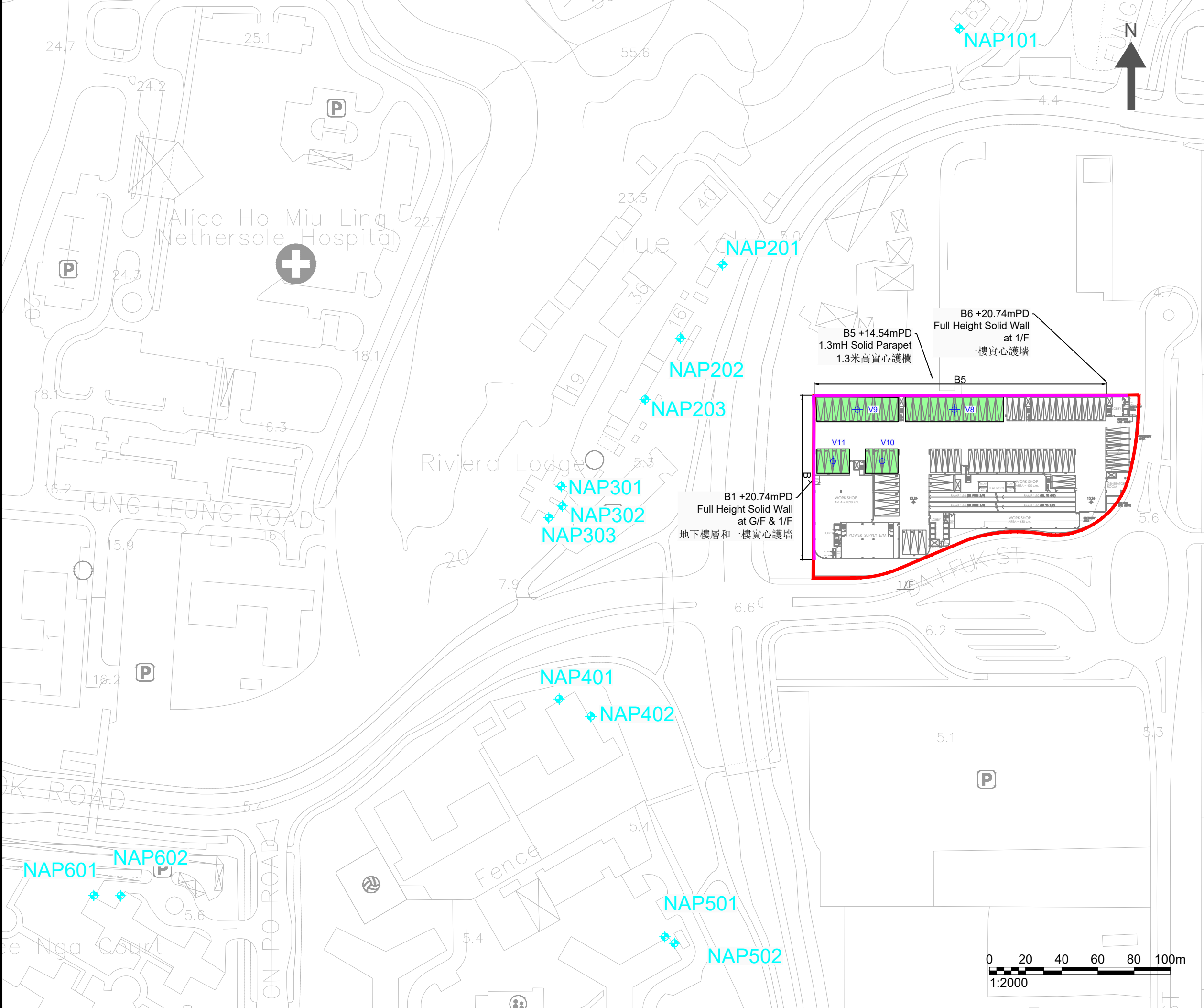
- Subject Site
工程項目工地
- Noise Assessment Point
噪音量度點
- Identified Fixed Noise Source
固定噪音源
- Maintenance Bay
維修車間
- Bus Washing Bay
洗車間
- Solid Wall/Parapet
實心護牆/護欄

Consultant



Allied Environmental Consultants Limited

Project No. :	
Drawing By : CG	
Project : KMB BUS DEPOT AT DAI FUK STREET, AREA 33, TAI PO 大埔第33區大福街九龍巴士車廠	
Drawing Title : LOCATION OF SOLID STRUCTURE FOR NOISE SHIELDING (G/F) 噪音屏蔽固體結構的位置 (地面)	
Drawing No : FIGURE 圖 4-3a	Revision : 1
Scale : AS SHOWN	Date : MAR 2025
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NOTES :

- Subject Site
工程項目工地
- Noise Assessment Point
噪音量度點
- Identified Fixed Noise Source
固定噪音源
- Maintenance Bay
維修車間
- Bus Washing Bay
洗車間
- Solid Wall/Parapet
實心護牆/護欄

Consultant



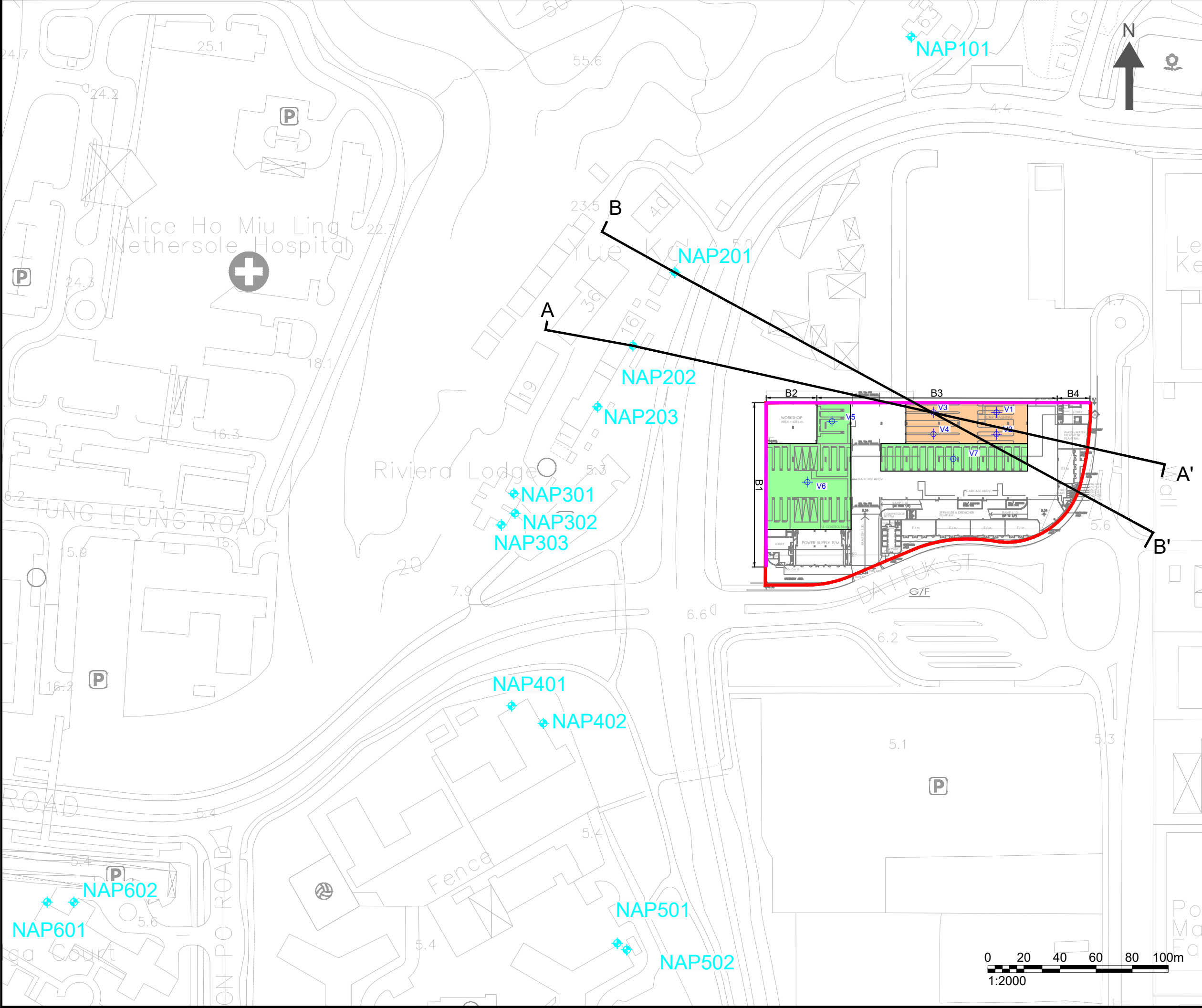
Allied Environmental Consultants Limited

Project No. :
Drawing By : CG
Project :
KMB BUS DEPOT AT DAI FUK STREET,
AREA 33, TAI PO
大埔第33區大福街九龍巴士車廠

Drawing Title :
LOCATION OF SOLID STRUCTURE FOR
NOISE SHIELDING (1/F)
噪音屏蔽固體結構的位置 (一樓)

Drawing No : FIGURE 圖 4-3b	Revision : 1
Scale : AS SHOWN	Date : MAR 2025

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NOTES :

- Subject Site
工程項目工地
- Noise Assessment Point
噪音量度點
- Identified Fixed Noise Source
固定噪音源
- Maintenance Bay
維修車間
- Bus Washing Bay
洗車間
- Solid Wall/Parapet
實心護牆/護欄

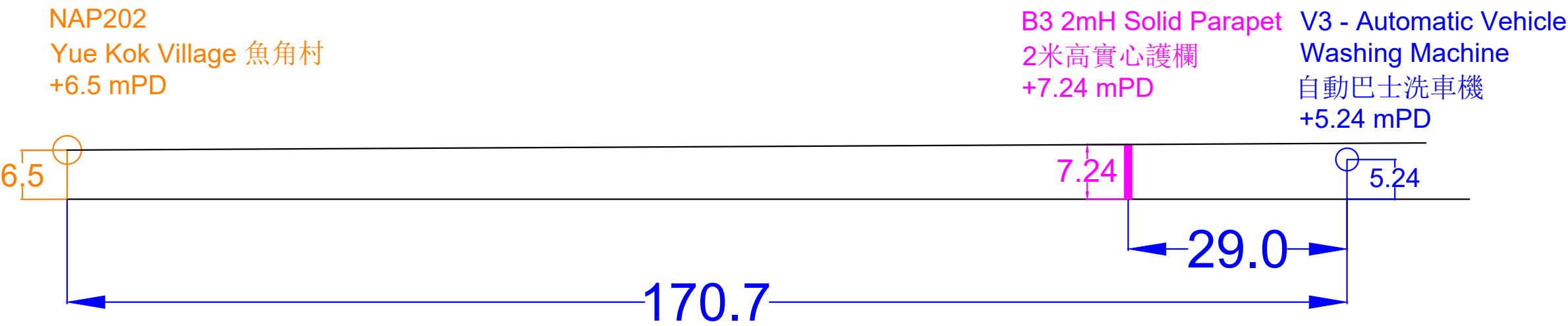
Consultant



Allied Environmental Consultants Limited

Project No. :	
Drawing By : CG	
Project : KMB BUS DEPOT AT DAI FUK STREET, AREA 33, TAI PO 大埔第33區大福街九龍巴士車廠	
Drawing Title : SECTIONAL DRAWING SHOWING THE SHIELDING EFFECT 屏蔽效果剖面圖	
Drawing No : FIGURE 圖 4-3c	Revision : 1
Scale : AS SHOWN	Date : MAR 2025
DO NOT SCALE OFF DRAWING. THIS DRAWING IS NOT FOR CONSTRUCTION PURPOSES UNLESS EXPRESSLY STATED. ALL RIGHTS RESERVED AND REPRODUCTION IN ANY FORM MUST BE APPROVED BY ALLIED ENVIRONMENTAL CONSULTANTS LIMITED.	

Section AA' (between NAP 202 and Source V3)
組別AA' (NAP202與V3來源之間)



NOTES :

Consultant



Allied Environmental Consultants Limited

Project No. :

Drawing By : CC

Project :

KMB DEPOT AT DAI FUK STREET,
AREA 33,TAI PO
大埔第33區大福街九龍巴士車廠

Drawing Title :

SECTIONAL DRAWING SHOWING THE
SHIELDING EFFECT
(SECTION AA')
屏蔽效果圖
(組別AA')

Drawing No :

FIGURE 圖4-3d

Revision :

0

Scale :

AS SHOWN

Date :

AUG 2023

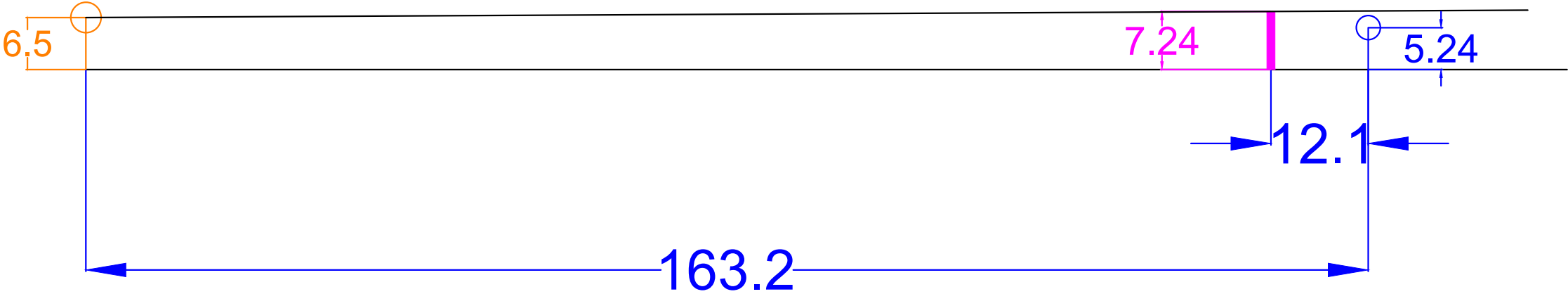
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Section BB' (between NAP 201 and Source V3)
組別BB'(NAP202 與V3來源之間)

NAP201
Yue Kok Village 魚角村
+6.5 mPD

B3 2mH Solid Parapet
2米高實心護欄
+7.24 mPD

V3 - Automatic Vehicle
Washing Machine
自動巴士洗車機
+5.24 mPD



NOTES :

Consultant

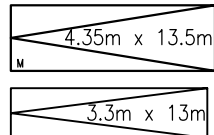
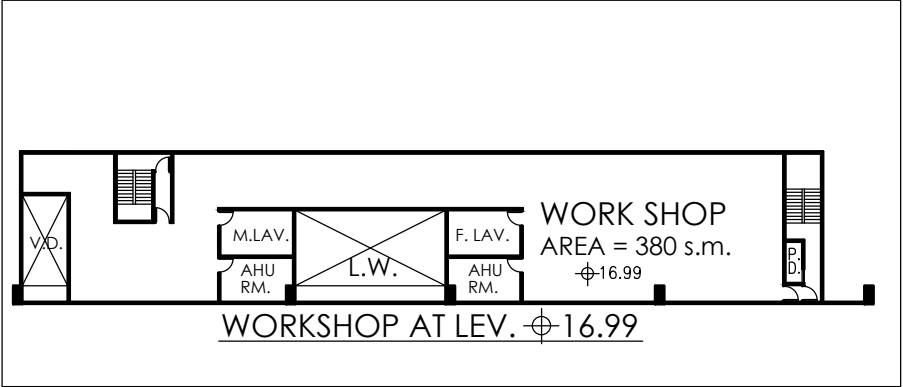
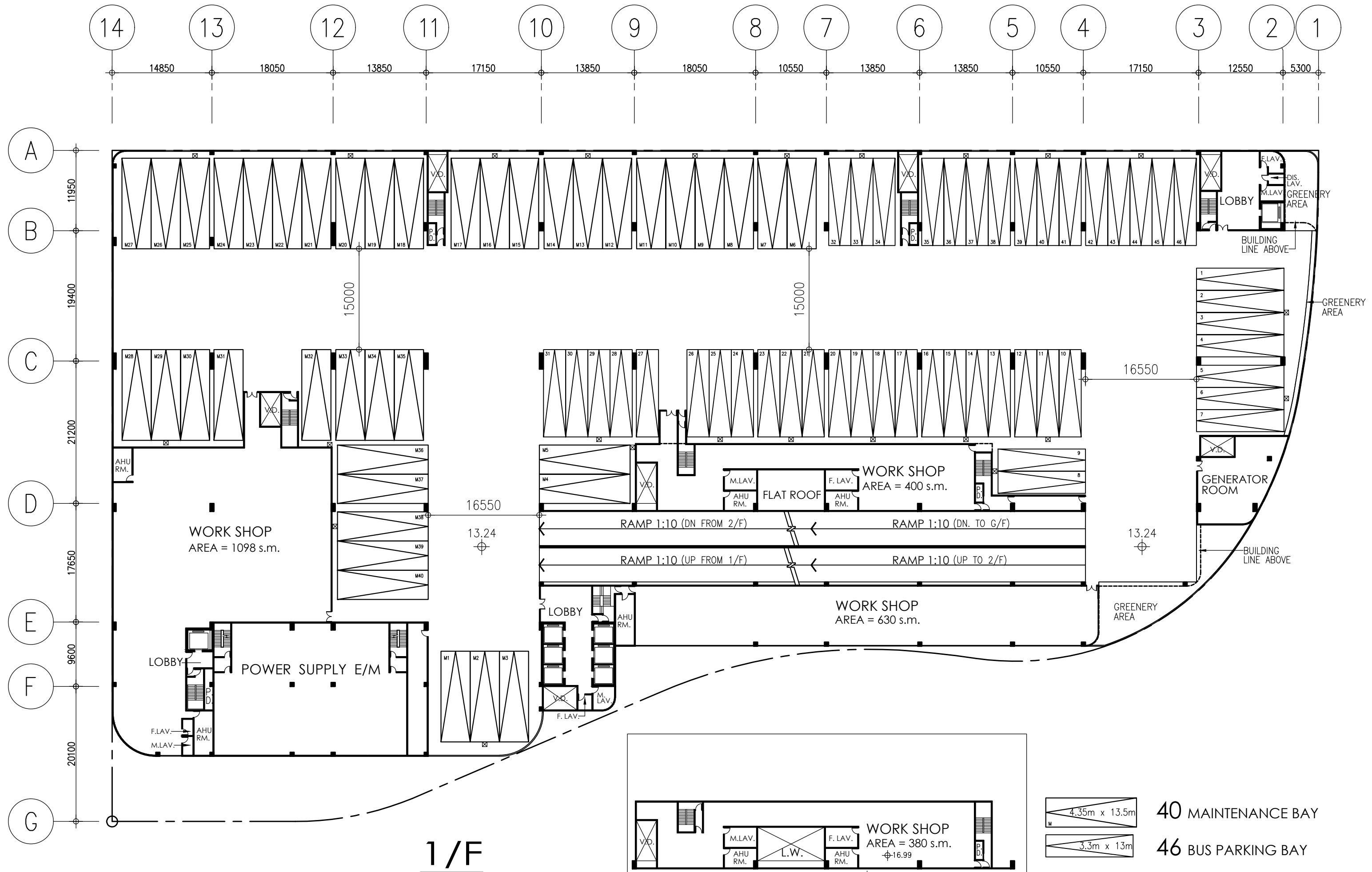


Allied Environmental Consultants Limited

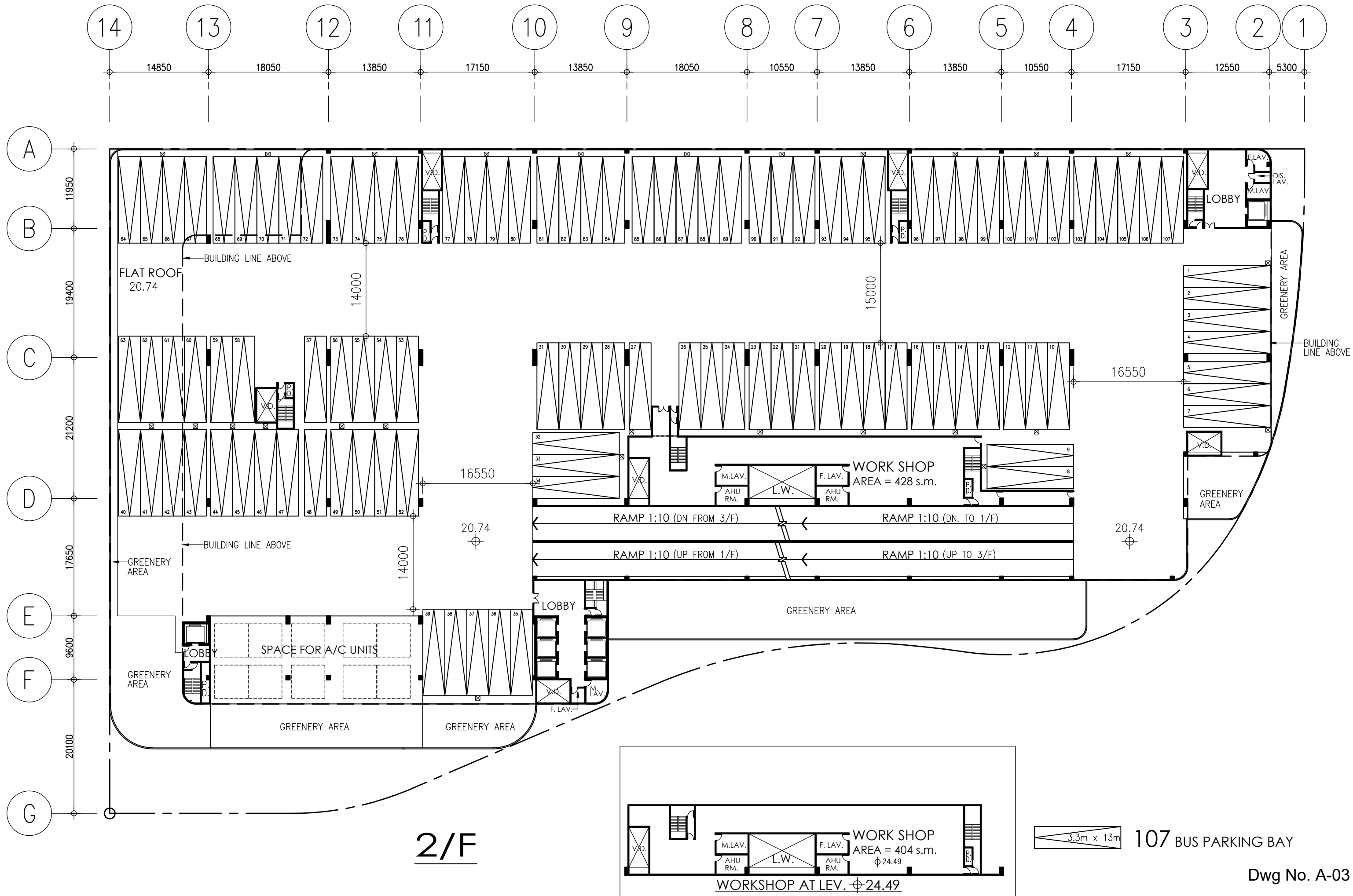
Project No. :	
Drawing By : CC	
Project : KMB DEPOT AT DAI FUK STREET, AREA 33,TAI PO 大埔第33區大福街九龍巴士車廠	
Drawing Title : SECTIONAL DRAWING SHOWING THE SHIELDING EFFECT (SECTION BB') 屏蔽效果圖 (組別BB')	
Drawing No : FIGURE 圖4-3e	Revision : 0
Scale : AS SHOWN	Date : AUG 2023

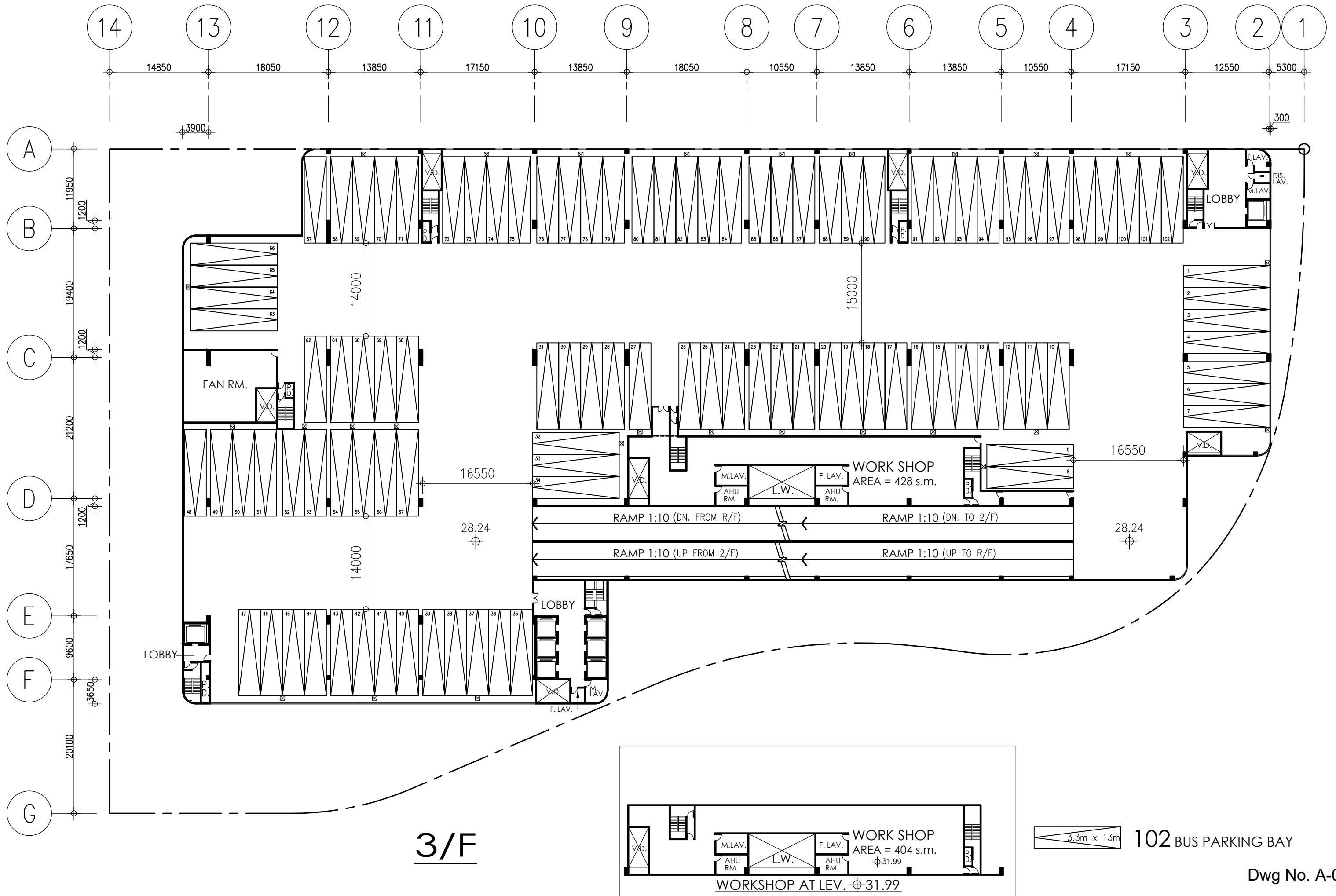
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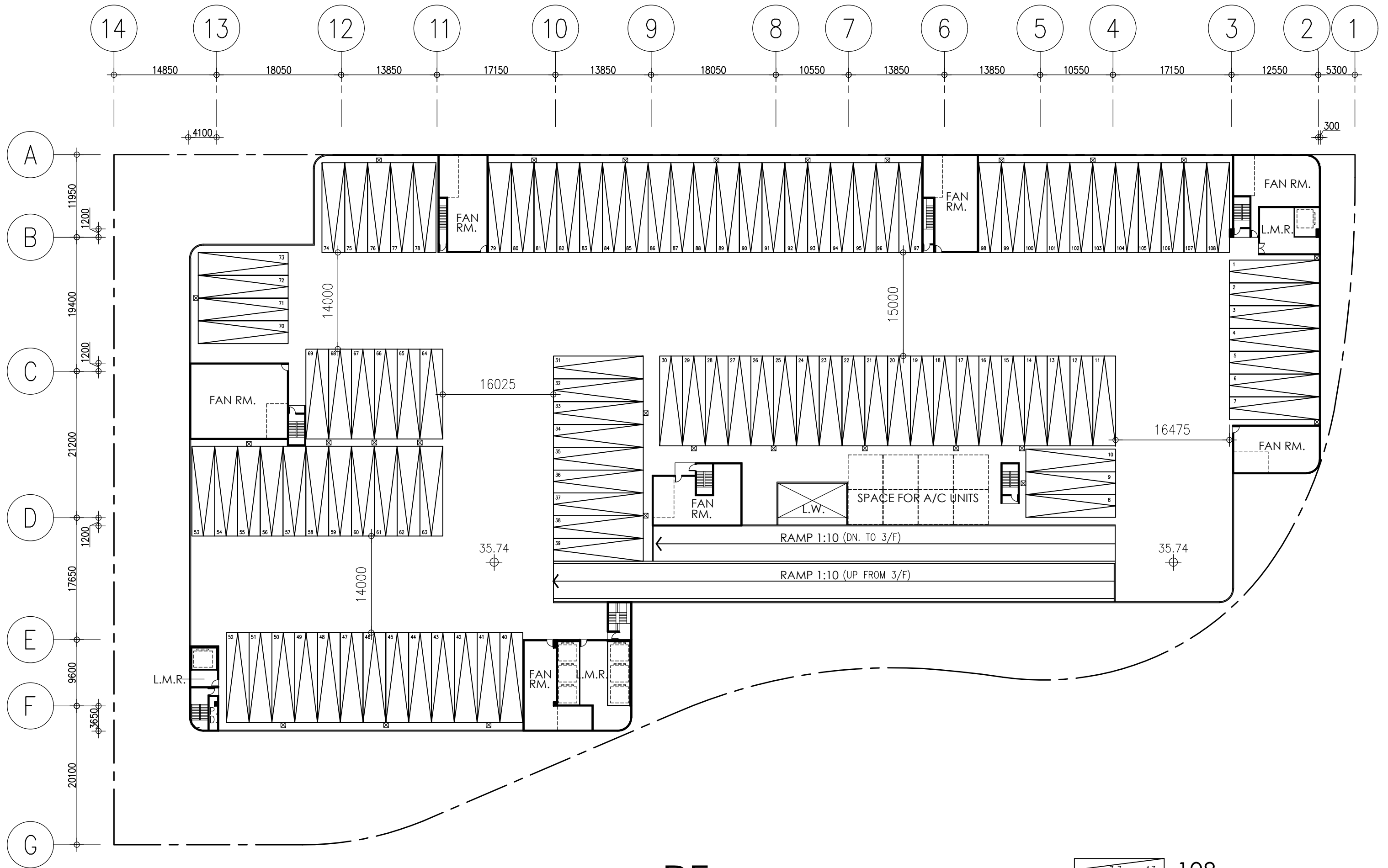
Appendix 1-1 Conceptual Layout Plan



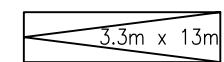
40 MAINTENANCE BAY
46 BUS PARKING BAY







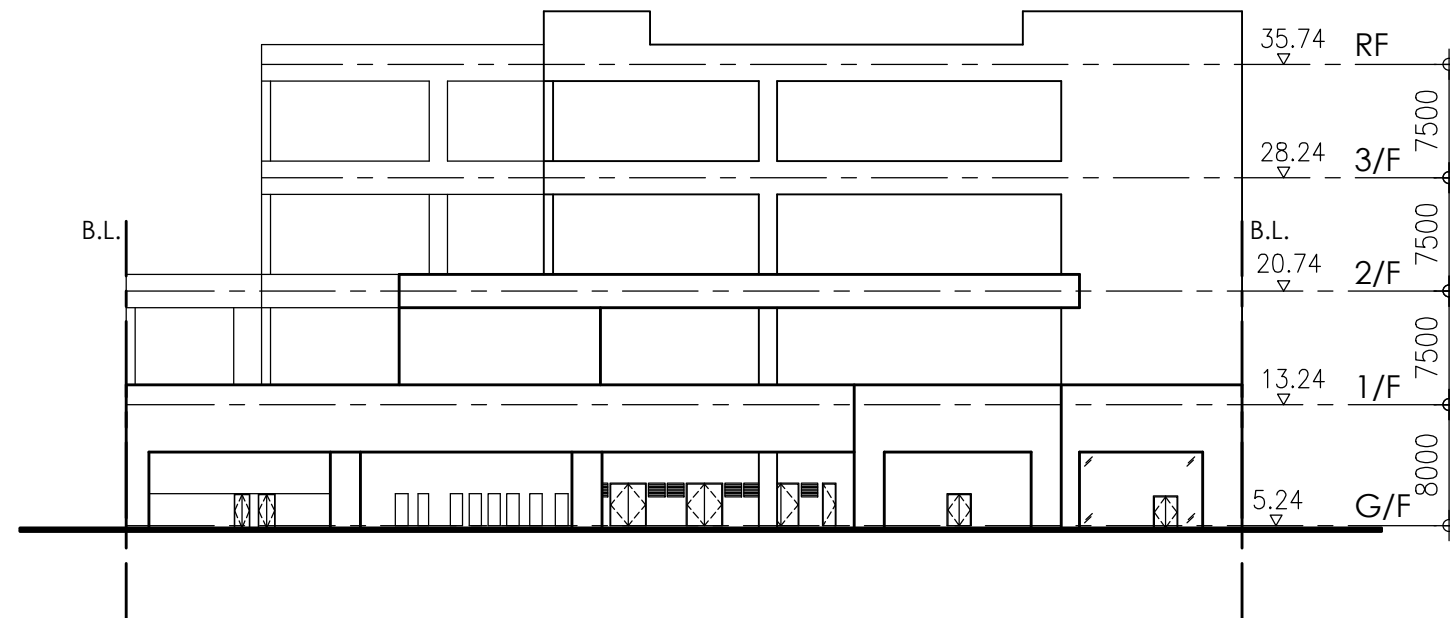
RF



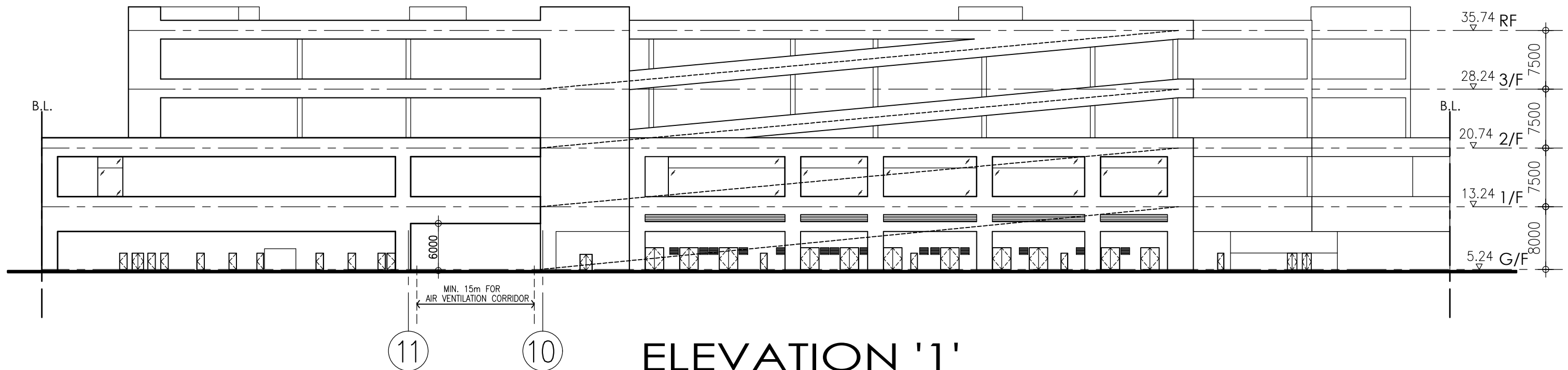
108 BUS PARKING BAY

Dwg No. A-05

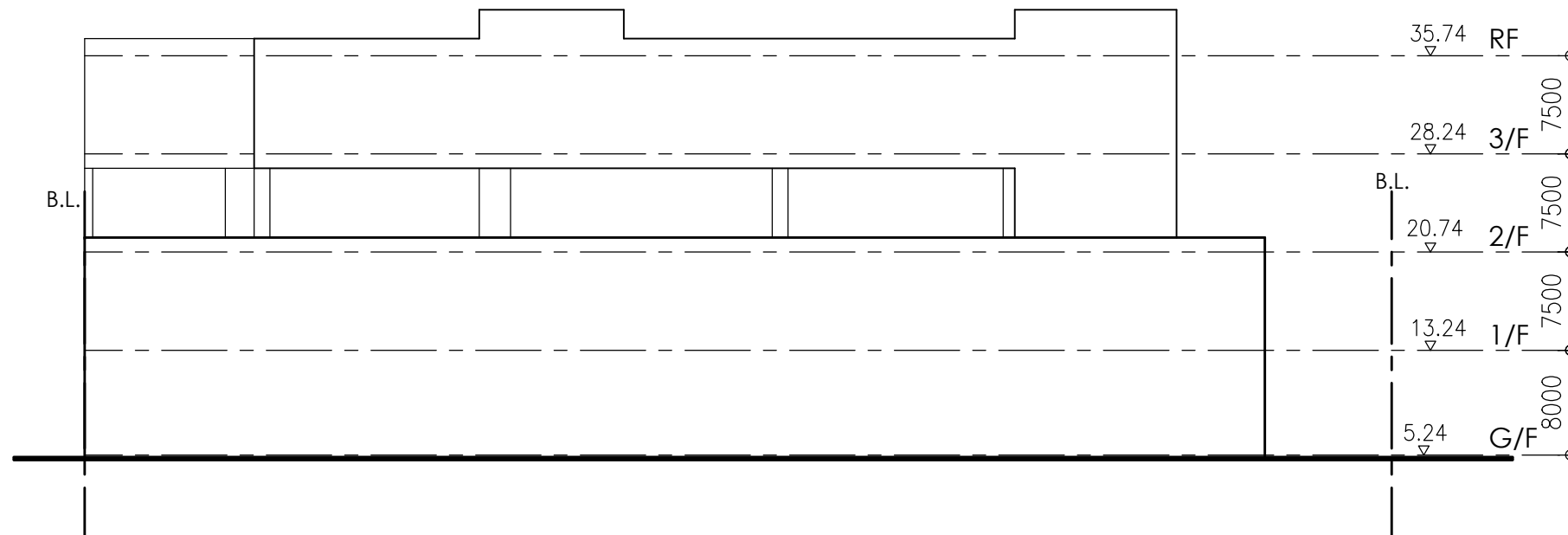
JULY 2022 (1)



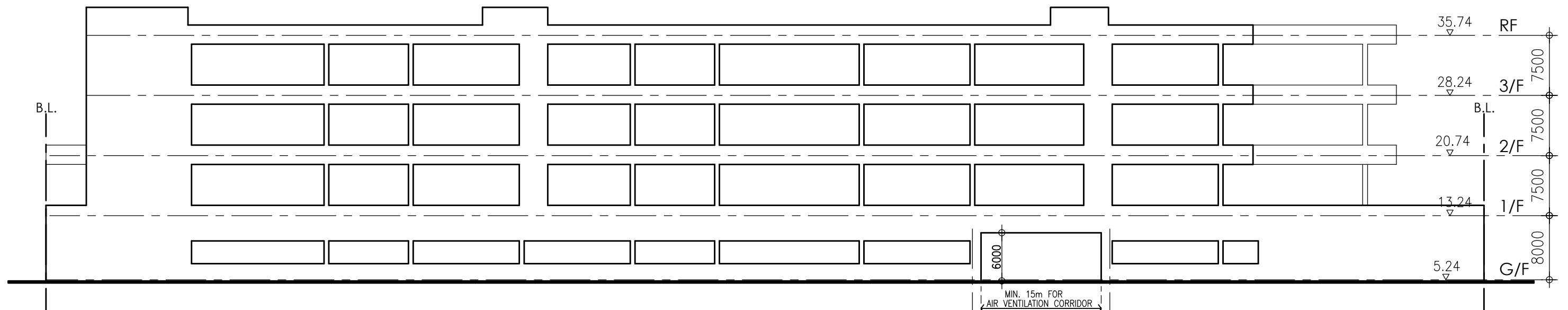
ELEVATION '2'



ELEVATION '1'

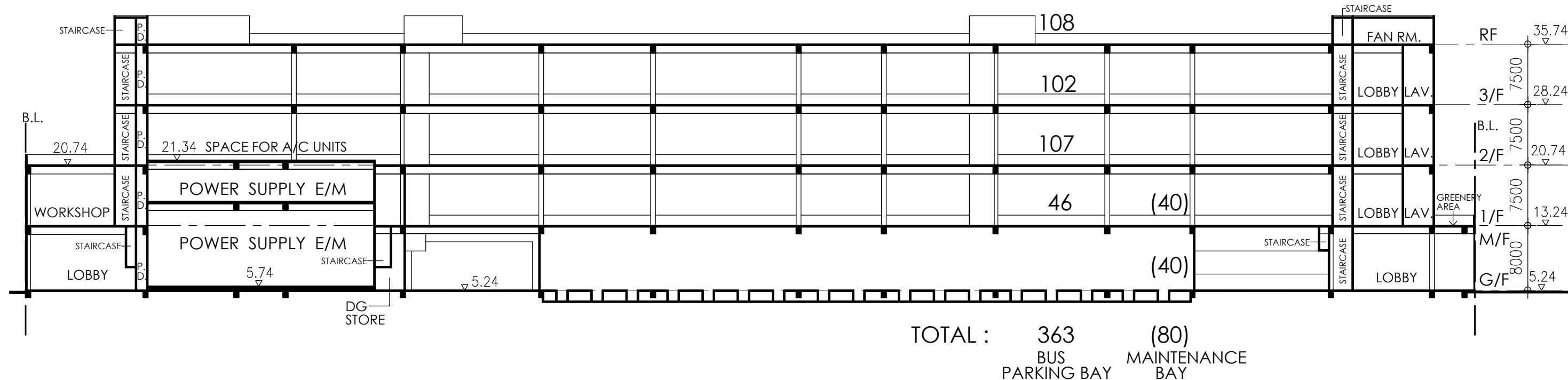


ELEVATION '4'



ELEVATION '3'

4 STOREYS

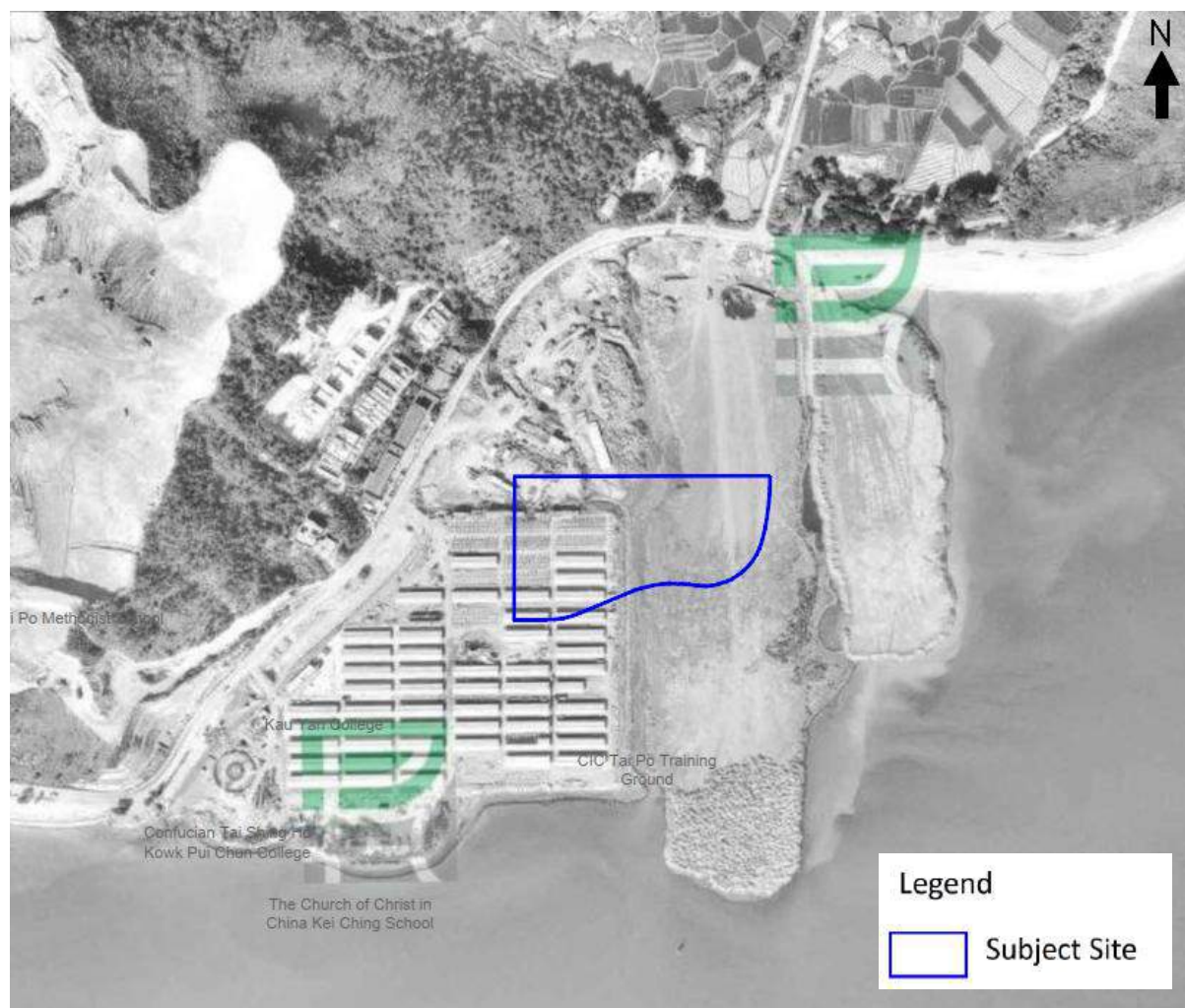


SECTION 'A' - 'A'

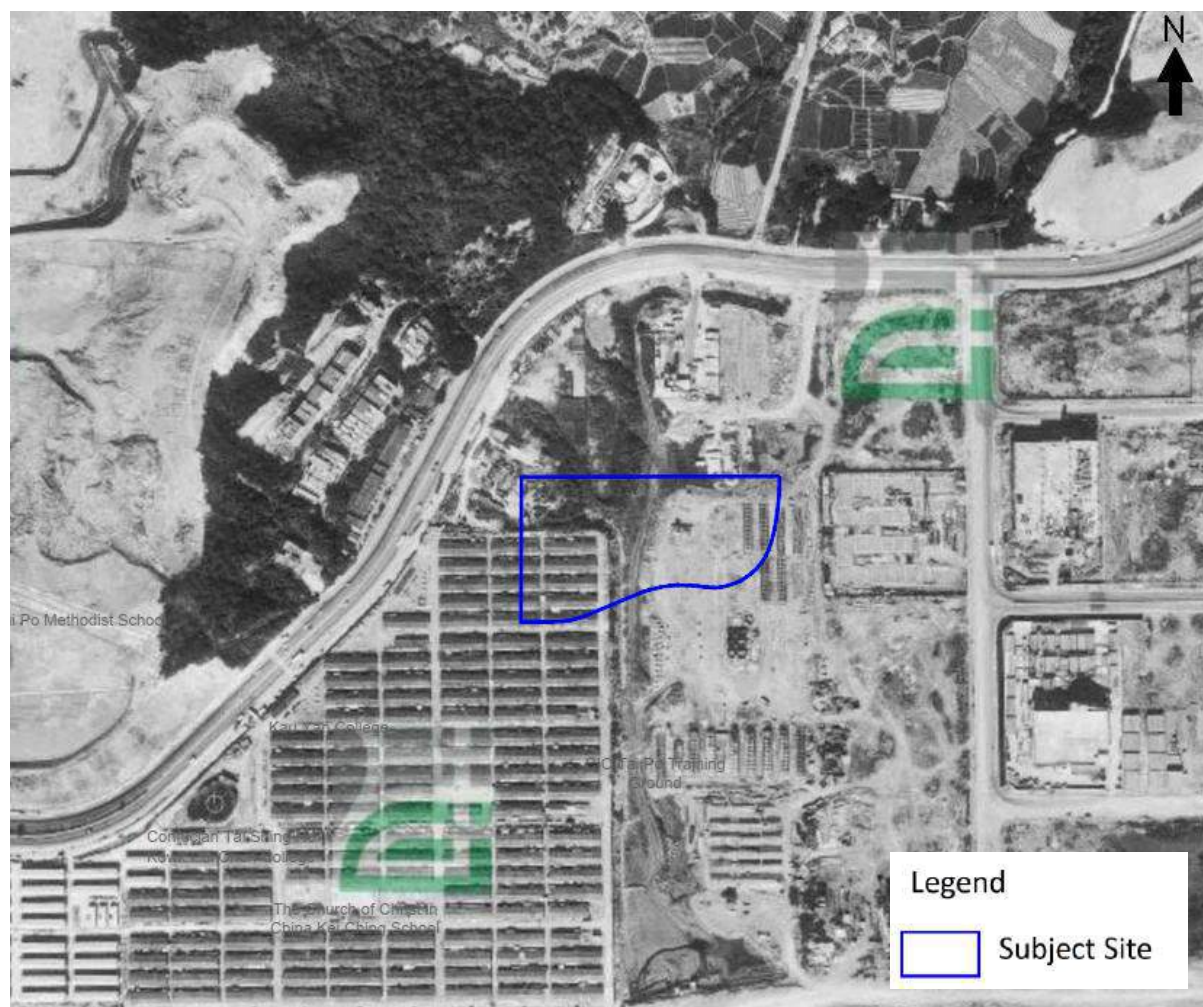
Appendix 3-1 Historical Aerial Photos







1977



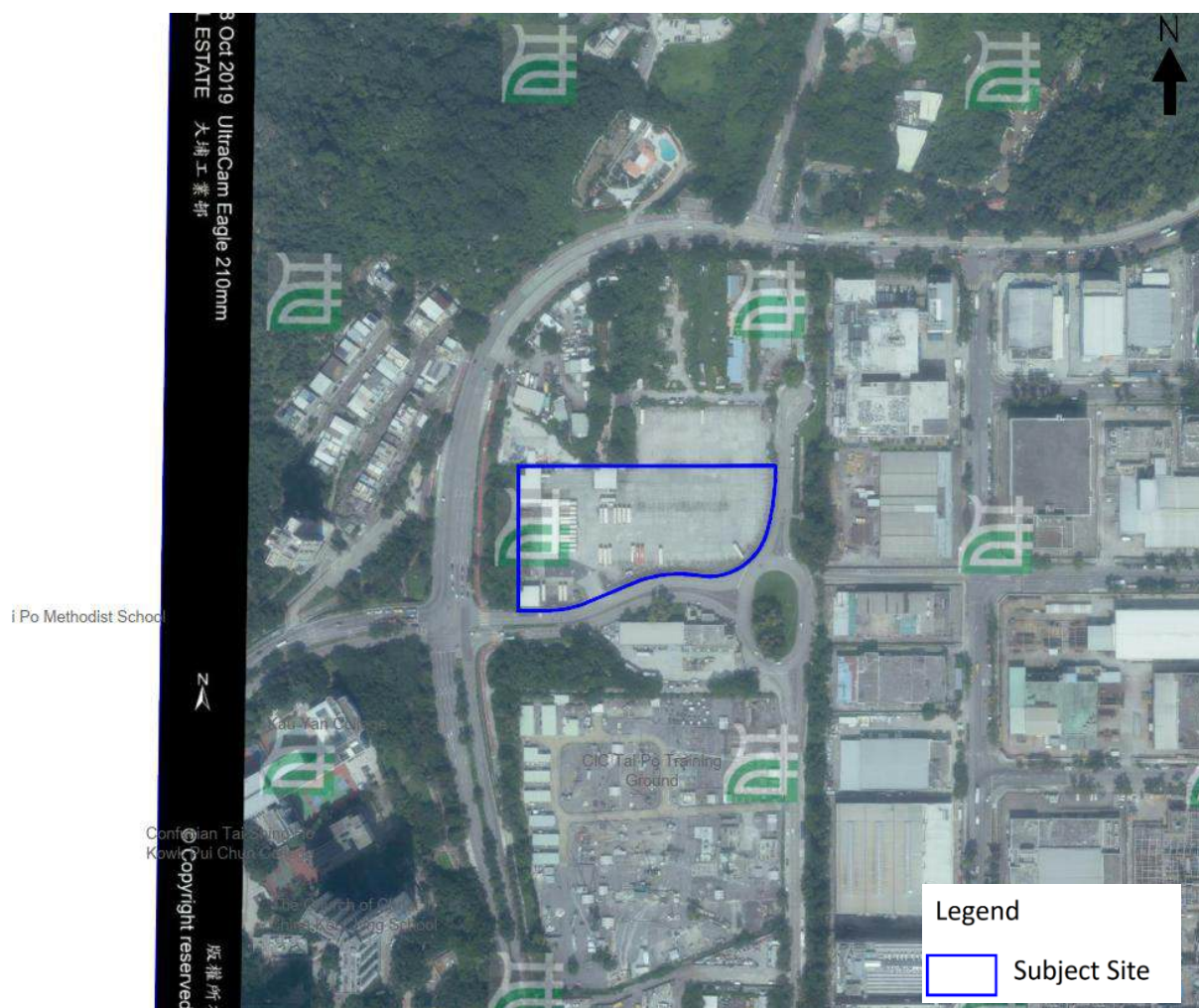


1995



2001





2019 (current)

Appendix 3-2

Response from HKSAR Government



Environmental Protection Department
Regional Office (North)
10/F., Sha Tin Government Offices
No.1 Sheung Wo Che Road, Sha Tin
New Territories

27/F, Overseas Trust Bank Building
160 Gloucester Road
Wan Chai
Hong Kong
T: +852 2815 7028
F: +852 2815 5399
info@aechk.com
www.aecg.com

25 March 2021

By Post

Dear Sir/Madam,

KMB BUS DEPOT AT DAI FUK STREET, AREA 33, TAI PO
Request for Information for Land Contamination Assessment

We are conducting a Land Contamination Assessment study for KMB Bus Depot at Dai Fuk Street, Area 33, Tai Po (Subject Site). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the Subject Site are required as part of the vetting process.

Of particular interests is whether there are any registered chemical waste producers under your record in the Subject Site, any waste disposal record, any accidental spillage record, any submission relating to land contamination assessment and any information you could provide which might be useful for our study. We enclosed herewith a site map showing the location of the Subject Site for your reference.

Due to tight schedule, it is highly appreciated if the above information could be available and returned to us via either fax (Fax No. 2815 5399) or email by 9 April 2021.

Thank you very much for your kind attention and assistance. Should you have any queries, please feel free to contact the undersigned at 3915 7148 or Ms. Cherry Lee (cherrylee@aechk.com) at 3915 7153.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Cathy Man', is written over a light blue circular stamp. The signature is fluid and cursive.

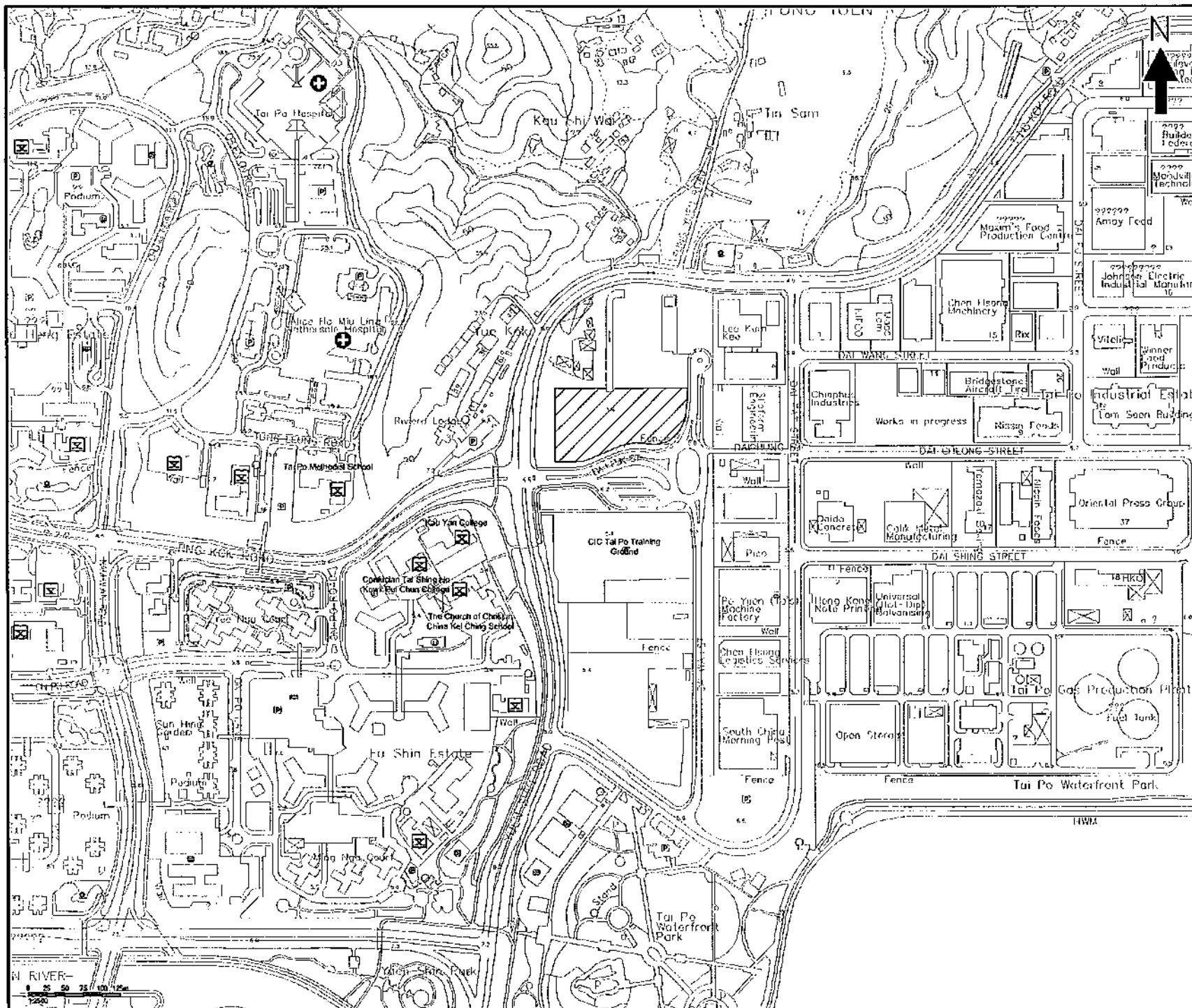
Cathy Man
Principal Consultant
CM/cl

Encl.

Allied Environmental Consultants Limited
Member of AEC Group (HKEX Stock Code: 8320.HK)

27/F, Overseas Trust Bank Building, 160 Gloucester Road, Wan Chai, Hong Kong

沛然環境評估工程顧問有限公司
沛然環保集團成員 (港交所股份代號: 8320.HK)
香港灣仔告士打道 160 號海外信託銀行大廈 27 樓



NOTES:
 SUBJECT SITE

Consultant



Allied Environmental Consultants Limited

Project No.: 1849

File Name: GC

Project:
 KMB BUS DEPOT AT DAI FUK STREET,
 AREA 33, TAI PO

Drawing Title:
 SITE LOCATION PLAN

Drawing No.: FIGURE 2-1
 Revision: 0

Scale: AS SHOWN
 Date: NOV 2020

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 CONSULTANTS GROUP LIMITED

本署檔案
OUR REF: () in EP550/W2/4
來函檔案
YOUR REF: 1849/21-0012
電話
TEL. NO.: 2158 5801
圖文傳真
FAX NO.: 2650 6033
網址
HOMEPAGE: <http://www.epd.gov.hk/>

Environmental Protection Department
Environmental Compliance Division
Regional Office (North)
10/F., Shatin Governmental Offices,
1 Sheung Wo Che Road,
Sha Tin, New Territories,
Hong Kong



環境保護署
環保法規管理科
區域辦事處 (北)
香港新界沙田
上禾輦路一號
沙田政府合署 10 樓

1 April 2021

Allied Environmental Consultants Limited
27/F., Overseas Trust Bank Building,
160 Gloucester Road,
Wan Chai, Hong Kong
(Attn.: Ms. Cathy MAN)

Dear Ms. MAN,

Re: KMB Bus Depot at Dai Fuk Street, Area 33, Tai Po
Request for Information for Land Contamination Assessment

I refer to your letter dated 25 March 2021 on the captioned subject.

According to the records in this office, there are no record of chemical spillage accident and submission relating to land contamination assessment at the subject site in the past 3 years.

As regards registered Chemical Waste Producer(s) at the location concerned, a registry of chemical waste producers is available in the Territorial Control Office of this department. Please contact our Chief Environmental Protection Inspector (Territorial Control)5, Mr. LEUNG Chi-keung, Dennis at 2835 1017 for making an appointment to view the records.

While we have made a reasonable effort to ensure the completeness and accuracy of the information provided, you should comprehend that the information is provided as is and EPD is not responsible or liable for any claim, loss or damage resulting from the use of this information.

Yours sincerely,

(Maverick AU)

Regional Office (North)
for Director of Environmental Protection

c.c. TCO/EPD (Attn.: Mr. LEUNG Chi-keung, Dennis)

Fax: 2305 0453

Our Ref. [1849/21-0014]



Fire Services Department / Management Group
9/F, Fire Services Headquarters Building
1 Hong Chong Road
Tsim Sha Tsui East
Kowloon

27/F, Overseas Trust Bank Building
160 Gloucester Road
Wan Chai
Hong Kong
T: +852 2815 7028
F: +852 2815 5399
info@aechk.com
www.aecg.com

25 March 2021

By Post

Dear Sir/Madam,

KMB BUS DEPOT AT DAI FUK STREET, AREA 33, TAI PO
Request for Information for Land Contamination Assessment

We are conducting a Land Contamination Assessment study for KMB Bus Depot at Dai Fuk Street, Area 33, Tai Po (Subject Site). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the Subject Site are required as part of the vetting process.

Of particular interests are spill and incident reports (including records of fire at the Subject Site) that we believe your Department might have record of. Furthermore, we would also like to know whether anywhere of the subject site had applied or possessed license for dangerous goods storage. We enclosed herewith a site map showing the location of the Subject Site for your reference.

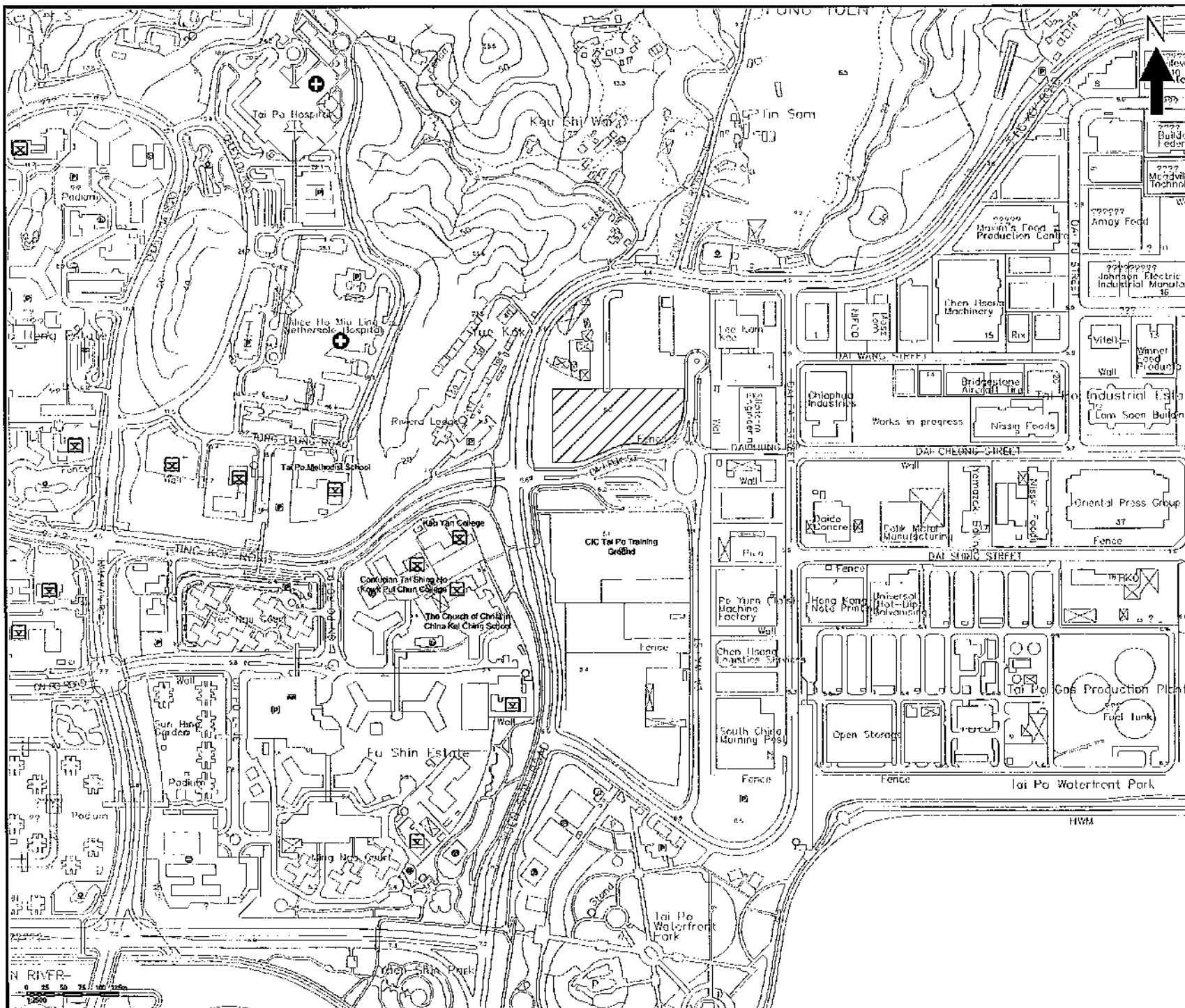
Due to tight schedule, it is highly appreciated if the above information could be available and returned to us via either fax (Fax No. 2815 5399) or email by 9 April 2021.

Thank you very much for your kind attention and assistance. Should you have any queries, please feel free to contact the undersigned at 3915 7148 or Ms. Cherry Lee (cherrylee@aechk.com) at 3915 7153.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Cathy Man', written over a light blue circular stamp.

Cathy Man
Principal Consultant
CM/cl



NOTES:
 SUBJECT SITE

Consultant



Allied Environmental Consultants Limited

Project No.: 1849
 File Name: CC
 Project: KMB BUS DEPOT AT DAI FUK STREET, AREA 33, TAI PO

Drawing Title:
 SITE LOCATION PLAN

Drawing No:	FIGURE 2-1	Revision:	0
Scale:	AS SHOWN	Date:	NOV 2020

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 CONSULTANTS GROUP LIMITED

消防處
香港九龍尖沙咀東部康莊道1號
消防總部大廈



FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS
BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong.

本處檔號 OUR REF. : (145) in FSD GR 6-5/4 R Pt. 32
來函檔號 YOUR REF. : [1849/21-0014]
電子郵件 E-mail : hkfsdenq@hkfsd.gov.hk
圖文傳真 FAX NO. : 2739 5879
電話 TEL NO. : 2733 7741

31 March 2021

Allied Environmental Consultants Limited
27/F, Overseas Trust Bank Building,
160 Gloucester Road,
Wan Chai, Hong Kong.
(Attn: Ms. Cathy MAN, Principal Consultant)

By fax (2815 5399) only

Dear Ms. MAN,

KMB Bus Depot at Dai Fuk Street, Area 33, Tai Po
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 25.3.2021 regarding the captioned subject.

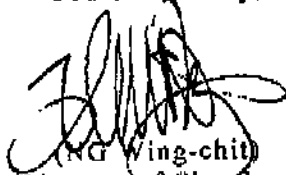
Your case is being handled, and a reply will be furnished to you as soon as possible. Please be advised that due to time lapse, this Department can only provide the following information for your requested information:

- (i) Dangerous Goods Licence Record: from the year of 1990 to present moment.
- (ii) Incident Record: Past three years of fire and special services incidents.

Please also submit the appointment letter from your client for record.

Should you have further questions, please feel free to contact the undersigned.

Yours sincerely,


NG Wing-chit
for Director of Fire Services

消防處

香港九龍尖沙咀東部康莊道1號
消防處總部大廈



FIRE SERVICES DEPARTMENT
FIRE SERVICES HEADQUARTERS BUILDING,
No.1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong

本處檔號 OUR REF. : (58) in FSD GR 6-5/4 R Pt. 33
來函檔號 YOUR REF. : [1849/21-0014]
電子郵件 E-mail : hkfsdenq@hkfsd.gov.hk
圖文傳真 FAX NO. : 2739 5879
電話 TEL NO. : 2733 7741

26 April 2021

Allied Environmental Consultants Limited
27/F, Overseas Trust Bank Building,
160 Gloucester Road,
Wan Chai, Hong Kong.
(Attn: Ms. Cathy MAN, Principal Consultant)

Dear Ms. MAN,

KMB Bus Depot at Dai Fuk Street, Area 33, Tai Po
Request for Information of Dangerous Goods & Incident Records

I refer to your letter of 25.3.2021 and subsequent letter of 22.4.2021 regarding the captioned request and reply below in response to your questions:-

According to our record, from the year of 1990 to present moment, dangerous goods licenses have been issued by this department to the subject address, with details as shown in **Appendix A**. No incident record was found at the aforesaid location with your given conditions.

If you have further questions, please feel free to contact the undersigned.

Yours sincerely,

(NG Wing-chit)
for Director of Fire Services

KMB Bus Depot at Dai Fuk Street, Area 33, Tai Po
Request for Information of Dangerous Goods & Incident Records

<u>Item</u>	<u>Type of DG</u>	<u>Quantity</u>	<u>Store Location</u>
1.	Diesel Oils (Cat.5 Cl. 3)	22,500 Litres	UG Tank on open ground used as fuel filling station
2.	Diesel Oils (Cat.5 Cl. 3)	22,500 Litres	UG Tank on open ground used as fuel filling station
3.	Diesel Oils (Cat.5 Cl. 3)	22,500 Litres	UG Tank on open ground used as fuel filling station
4	Diesel Oils (Cat.5 Cl. 3)	22,500 Litres	UG Tank on open ground used as fuel filling station

Our Ref. [1849/21-0015]



Planning Department
Sha Tin, Tai Po and North District Planning Office
13/F & 14/F, Sha Tin Government Offices
1 Sheung Wo Che Road
Sha Tin, N.T.

27/F, Overseas Trust Bank Building
160 Gloucester Road
Wan Chai
Hong Kong
T: +852 2815 7028
F: +852 2815 5399
info@aechk.com
www.aecg.com

25 March 2021

By Post

Dear Sir/Madam,

KMB BUS DEPOT AT DAI FUK STREET, AREA 33, TAI PO
Request for Information for Land Contamination Assessment

We are conducting a Land Contamination Assessment study for KMB Bus Depot at Dai Fuk Street, Area 33, Tai Po (Subject Site). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the Subject Site are required as part of the vetting process.

Of particular interests are current and historical site information, any change on the land use and any information you could provide that might be useful for our study. We enclosed herewith a site map showing the location of the subject site for your reference.

Due to tight schedule, it is highly appreciated if the above information could be available and returned to us via either fax (Fax No. 2815 5399) or email by 9 April 2021.

Thank you very much for your kind attention and assistance. Should you have any queries, please feel free to contact the undersigned at 3915 7148 or Ms. Cherry Lee (cherrylee@aechk.com) at 3915 7153.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Cathy Man'.

Cathy Man

Principal Consultant

CM/cl

Encl.

Allied Environmental Consultants Limited

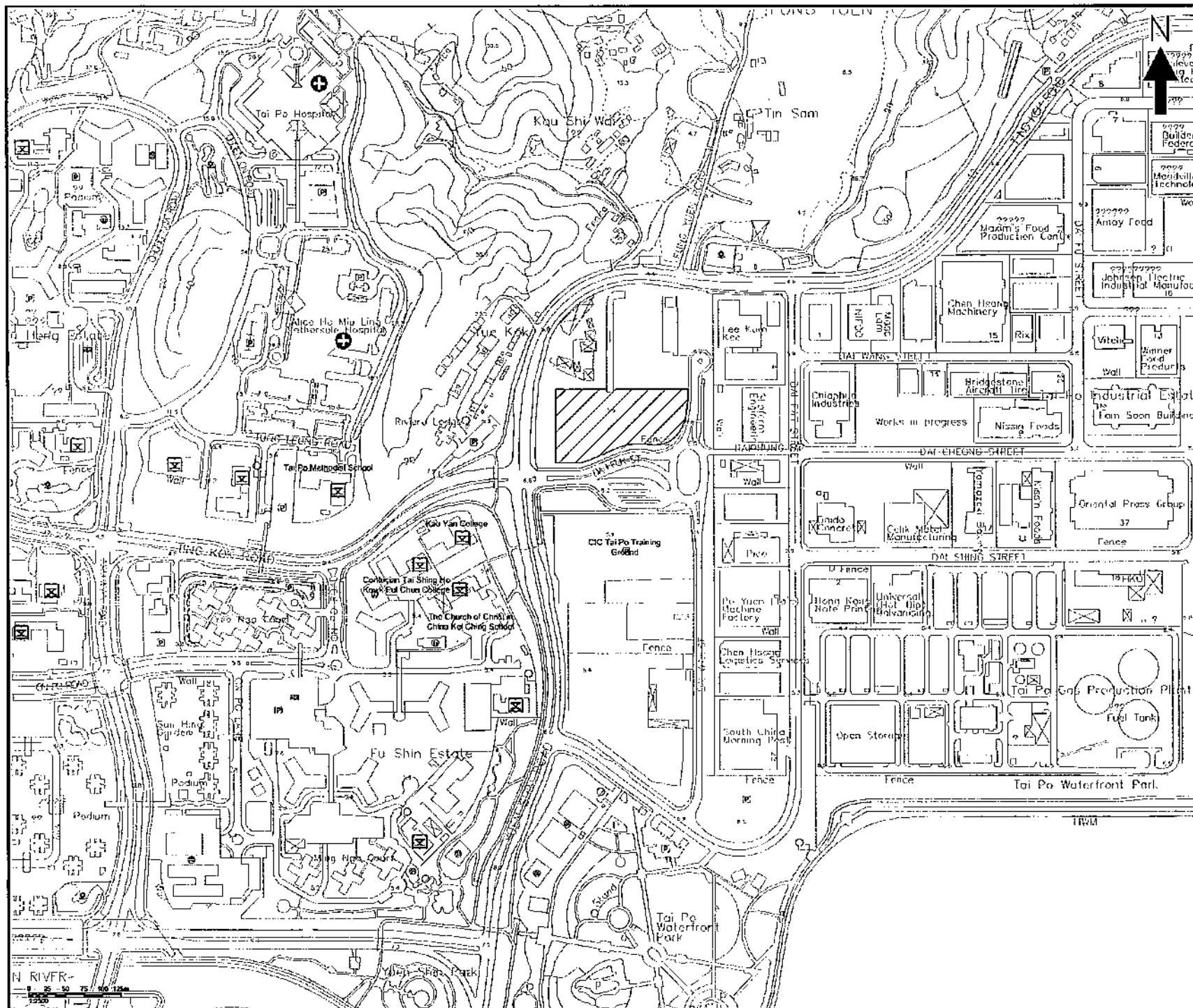
Member of AEC Group (HKEX Stock Code: 8320.HK)

27/F, Overseas Trust Bank Building, 160 Gloucester Road, Wan Chai, Hong Kong

沛然環境評估工程顧問有限公司

沛然環保集團成員 (港交所股份代號: 8320.HK)

香港灣仔告士打道 160 號海外信託銀行大廈 27 樓



NOTES:
 SUBJECT SITE

Consultant



Allied Environmental Consultants Limited

Project No.: 1849

File Name: CC

Project:
 KMB BUS DEPOT AT DAI FUK STREET,
 AREA 33, TAI PO

Drawing Title:
 SITE LOCATION PLAN

Drawing No: FIGURE 2-1	Revision: 0
Scale: AS SHOWN	Date: NOV 2020

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 CONSULTANTS GROUP LIMITED

規 劃 署

沙田、大埔及北區規劃處
香港新界沙田上禾輦路一號
沙田政府合署
十三樓 1301-1314 室

**Planning Department**

Sha Tin, Tai Po & North District Planning Office
Rooms 1301-1314, 13/F,
Shatin Government Offices,
1 Sheung Wo Che Road, Sha Tin,
N.T., Hong Kong

來函檔號 Your Reference 1849/21-0015
本署檔號 Our Reference () in PD/TP 1/33/1 (L)
電話號碼 Tel. No. : 2158 6225
傳真機號碼 Fax No. : 2691 2806/2696 2377

Allied Environmental Consultants Limited
27/F, Overseas Trust Bank Building
160 Gloucester Road
Wan Chai, Hong Kong
(Attn.: Ms. Cathy MAN)

By Post & Fax (2815 5399)

(1 page)

29 March 2021

Dear Madam,

KMB Bus Depot at Dai Fuk Street, Area 33, Tai Po
Re: Request for Information for Land Contamination Assessment

I refer to your letter dated 25.3.2021 received by this office on 29.3.2021 regarding the captioned.

According to our record, the subject site has been granted to KMB under a Short Term Tenancy of three years for a temporary bus depot since December 2000. You may consult District Lands Officer/Tai Po of Lands Department for more information.

Should you have any further queries, please contact the undersigned.

Yours faithfully,

(Ms. Vanessa CHUNG)
for District Planning Officer/
Sha Tin, Tai Po & North
Planning Department

Internal
Site Record (TP - 457)

VC/vc



Our Ref. [1849/21-0016]



Lands Department
District Lands Office, Tai Po
1/F, Tai Po Government Offices
Ting Kok Road
Tai Po, New Territories

27/F, Overseas Trust Bank Building
160 Gloucester Road
Wan Chai
Hong Kong
T: +852 2815 7028
F: +852 2815 5399
info@aechk.com
www.aecg.com

25 March 2021

By Post

Dear Sir/Madam,

KMB BUS DEPOT AT DAI FUK STREET, AREA 33, TAI PO
Request for Information for Land Contamination Assessment

We are conducting a Land Contamination Assessment study for KMB Bus Depot at Dai Fuk Street, Area 33, Tai Po (Subject Site). As required by the "Practice Guide for Investigation and Remediation of Contaminated Land" published by the Environmental Protection Department of the HKSAR (EPD), information pertaining to the change of land uses/past activities/incidents/accidents at the Subject Site are required as part of the vetting process.

Of particular interests are information on spillage accidents, illegal/contaminating land uses or uncontrolled dumping uses, current and historical land use information, and any information you could provide which might be useful for our study. We enclosed herewith a site map showing the location of the subject site for your reference.

Due to tight schedule, it is highly appreciated if the above information could be available and returned to us via either fax (Fax No. 2815 5399) or email by 9 April 2021.

Thank you very much for your kind attention and assistance. Should you have any queries, please feel free to contact the undersigned at 3915 7148 or Ms. Cherry Lee (cherrylee@aechk.com) at 3915 7153.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Cathy Man', written over a horizontal line.

Cathy Man

Principal Consultant

CM/cl

Encl.

Allied Environmental Consultants Limited

Member of AEC Group (HKEX Stock Code: 8320.HK)

27/F, Overseas Trust Bank Building, 160 Gloucester Road, Wan Chai, Hong Kong

沛然環境評估工程顧問有限公司

沛然環保集團成員 (港交所股份代號: 8320.HK)

香港灣仔告士打道 160 號海外信託銀行大廈 27 樓



地政總署
大埔地政處
DISTRICT LANDS OFFICE/
TAI PO
LANDS DEPARTMENT

電話 Tel: 2654 1336

圖文傳真 Fax: 2650 9896

本署檔號 Our Ref: (26) in DLO/TP 95/TAT/68 11

來函檔號 Your Ref: 1849/21-0016

我們矢志努力不懈，提供盡善盡美的土地行政服務。
We strive to achieve excellence in land administration.

新界大埔汀角路一號大埔政府合署一樓
1/F., TAI PO GOVERNMENT OFFICES BUILDING,
1 TING KOK ROAD, TAI PO, NEW TERRITORIES.

網址 Website: www.landsd.gov.hk

來函請註明本署檔號

Please quote our reference in your reply

AEC
27/F, Overseas Trust Bank Building
160 Gloucester Road
Wan Chai
Hong Kong

24 May 2021

By Fax and Post
(Fax No.: 2815 5399)

Dear Sir/ Madam,

KMB Bus Depot at Dai Fuk Street, Area 33, Tai Po
Request for Information for
Land Contamination Assessment

I refer to your letter dated 25 March 2021.

Please note that this office does **NOT** have readily available information in relation to the caption. As such, you are advised to check whether there are any relevant public information in the website of the Lands Department that you may consider useful and check with other relevant works department.

Yours faithfully,

(Ms. Carmen LEUNG)
for District Lands Officer, Tai Po

Appendix 4-1

Endorsement from Transport Department

By Fax
2831 0003



本署檔案 Our Ref. : (NSG6X) in TD NR146/194-D11
來函檔號 Your Ref. : 40708/L479989/SLN/
電 話 Tel. : 2399 2406
圖文傳真 Fax : 2381 3799
電 郵 Email :

17 February 2025

LLA Consultancy Limited
Unit 610, 6/F.,
Island Place Tower,
510 King's Road,
North Point,
Hong Kong
(Attn: Mr. S L NG)

Dear Sir,

**Proposed Bus Depot at Dai Fuk Street, Tai Po, New Territories –
S16 Planning Application – 2025 and 2040 Traffic Forecast for
Environmental Assessment**

I refer to your above letter dated 23 January 2025 received on 27 January 2025 and have no further comments on the methodology from traffic engineering point of view.

Please note that Environmental Assessment is not under my purview and therefore, I am not in a position to provide comments on the traffic figures tailor-made for the assessment.

Nevertheless, please take into account all the planned and committed developments in the vicinity at the time being of your proposed development.

Yours faithfully,


(Issac CHAN Ka-fai)
for Commissioner for Transport 

Appendix 4-2 Result Summary of Traffic Noise Impact Assessment

NSRID	NAP ID	Floor	mPD	Road Traffic Noise Criteria, L _{10(1hr)} dBA	Egress Peak Traffic Noise in Year 2040 (06:00-07:00) L _{10(1hr)} dBA			Ingress Peak Hour Traffic Noise in Year 2040 (23:00-00:00) L _{10(1hr)} dBA		
					Without Project	With Project	Difference	Without Project	With Project	Difference
NSR01	NAP101	1/F	10.0	70	74	74	0	70.6	70.6	0
NSR02	NAP201	1/F	5.3	70	77	77.1	0.1	73.6	73.7	0.1
	NAP202	1/F	5.3	70	75.5	75.6	0.1	72.1	72.2	0.1
	NAP203	1/F	5.3	70	74.4	74.6	0.2	71.1	71.3	0.2
NSR03	NAP301	8/F	19.6	70	70.4	70.7	0.3	67	67.5	0.5
	NAP301	9/F	22.8	70	70.5	70.9	0.4	67.2	67.6	0.4
	NAP301	10/F	26.0	70	70.5	70.9	0.4	67.1	67.6	0.5
	NAP301	11/F	29.2	70	70.4	70.8	0.4	67.1	67.6	0.5
	NAP301	12/F	32.4	70	70.4	70.8	0.4	67	67.5	0.5
	NAP301	15/F	35.6	70	70.3	70.7	0.4	67	67.4	0.4
	NAP301	16/F	38.8	70	70.3	70.6	0.3	66.9	67.4	0.5
	NAP301	17/F	42.0	70	70.2	70.6	0.4	66.9	67.3	0.4
	NAP301	18/F	45.2	70	70.2	70.5	0.3	66.8	67.3	0.5
	NAP301	19/F	48.4	70	70.1	70.5	0.4	66.8	67.2	0.4
	NAP301	20/F	51.6	70	70	70.4	0.4	66.7	67.1	0.4
	NAP301	21/F	54.8	70	69.9	70.3	0.4	66.6	67	0.4
	NAP301	22/F	58.0	70	69.9	70.3	0.4	66.6	67	0.4
	NAP301	23/F	61.2	70	69.8	70.2	0.4	66.5	66.9	0.4
	NAP301	25/F	64.4	70	69.7	70.1	0.4	66.4	66.8	0.4
	NAP301	26/F	67.6	70	69.7	70	0.3	66.3	66.7	0.4
	NAP301	27/F	70.8	70	69.6	70	0.4	66.3	66.7	0.4
	NAP301	28/F	74.0	70	69.5	69.9	0.4	66.2	66.6	0.4
	NAP301	29/F	77.2	70	69.4	69.8	0.4	66.1	66.5	0.4
	NAP301	30/F	80.4	70	69.4	69.7	0.3	66	66.5	0.5
	NAP301	31/F	83.6	70	69.3	69.7	0.4	66	66.4	0.4
	NAP301	32/F	86.8	70	69.2	69.6	0.4	65.9	66.3	0.4
	NAP301	33/F	90.0	70	69.1	69.5	0.4	65.8	66.2	0.4
	NAP301	35/F	93.2	70	69.1	69.4	0.3	65.7	66.1	0.4
	NAP301	36/F	96.4	70	69	69.4	0.4	65.6	66.1	0.5
	NAP301	37/F	99.6	70	68.9	69.3	0.4	65.6	66	0.4
	NAP301	38/F	102.8	70	68.8	69.2	0.4	65.5	65.9	0.4
	NAP301	39/F	106.0	70	68.8	69.2	0.4	65.5	65.9	0.4

NSRID	NAP ID	Floor	mPD	Road Traffic Noise Criteria, L _{10(1hr)} dBA	Egress Peak Traffic Noise in Year 2040 (06:00-07:00) L _{10(1hr)} dBA			Ingress Peak Hour Traffic Noise in Year 2040 (23:00-00:00) L _{10(1hr)} dBA		
					Without Project	With Project	Difference	Without Project	With Project	Difference
NSR03	NAP302	8/F	19.6	70	73.8	74.4	0.6	70.7	71.3	0.6
	NAP302	9/F	22.8	70	73.8	74.3	0.5	70.6	71.2	0.6
	NAP302	10/F	26.0	70	73.7	74.2	0.5	70.6	71.2	0.6
	NAP302	11/F	29.2	70	73.7	74.2	0.5	70.5	71.1	0.6
	NAP302	12/F	32.4	70	73.6	74.1	0.5	70.4	71	0.6
	NAP302	15/F	35.6	70	73.5	74	0.5	70.3	70.9	0.6
	NAP302	16/F	38.8	70	73.4	73.9	0.5	70.2	70.8	0.6
	NAP302	17/F	42.0	70	73.3	73.8	0.5	70.2	70.7	0.5
	NAP302	18/F	45.2	70	73.2	73.7	0.5	70.1	70.6	0.5
	NAP302	19/F	48.4	70	73.1	73.6	0.5	70	70.5	0.5
	NAP302	20/F	51.6	70	73	73.5	0.5	69.9	70.4	0.5
	NAP302	21/F	54.8	70	72.9	73.5	0.6	69.8	70.3	0.5
	NAP302	22/F	58.0	70	72.8	73.3	0.5	69.7	70.2	0.5
	NAP302	23/F	61.2	70	72.7	73.2	0.5	69.6	70.1	0.5
	NAP302	25/F	64.4	70	72.6	73.1	0.5	69.5	70	0.5
	NAP302	26/F	67.6	70	72.5	73.1	0.6	69.4	69.9	0.5
	NAP302	27/F	70.8	70	72.4	73	0.6	69.3	69.8	0.5
	NAP302	28/F	74.0	70	72.3	72.9	0.6	69.2	69.7	0.5
	NAP302	29/F	77.2	70	72.2	72.8	0.6	69.1	69.6	0.5
	NAP302	30/F	80.4	70	72.2	72.7	0.5	69	69.5	0.5
	NAP302	31/F	83.6	70	72.1	72.6	0.5	68.9	69.4	0.5
	NAP302	32/F	86.8	70	72	72.5	0.5	68.8	69.3	0.5
	NAP302	33/F	90.0	70	71.9	72.4	0.5	68.7	69.2	0.5
	NAP302	35/F	93.2	70	71.8	72.3	0.5	68.6	69.1	0.5
	NAP302	36/F	96.4	70	71.7	72.2	0.5	68.5	69.1	0.6
	NAP302	37/F	99.6	70	71.6	72.1	0.5	68.4	68.9	0.5
	NAP302	38/F	102.8	70	71.5	72	0.5	68.3	68.9	0.6
	NAP302	39/F	106.0	70	71.4	71.9	0.5	68.2	68.8	0.6
NSR03	NAP303	8/F	19.6	70	72.8	73.4	0.6	69.7	70.5	0.8
	NAP303	9/F	22.8	70	72.7	73.4	0.7	69.7	70.4	0.7
	NAP303	10/F	26.0	70	72.6	73.3	0.7	69.6	70.3	0.7
	NAP303	11/F	29.2	70	72.6	73.2	0.6	69.5	70.2	0.7
	NAP303	12/F	32.4	70	72.4	73.1	0.7	69.4	70.1	0.7
	NAP303	15/F	35.6	70	72.3	73	0.7	69.3	70	0.7
	NAP303	16/F	38.8	70	72.2	72.9	0.7	69.2	69.9	0.7
	NAP303	17/F	42.0	70	72.1	72.7	0.6	69	69.8	0.8
	NAP303	18/F	45.2	70	72	72.7	0.7	68.9	69.7	0.8
	NAP303	19/F	48.4	70	71.9	72.5	0.6	68.8	69.6	0.8
	NAP303	20/F	51.6	70	71.8	72.4	0.6	68.7	69.4	0.7
	NAP303	21/F	54.8	70	71.6	72.3	0.7	68.6	69.3	0.7
	NAP303	22/F	58.0	70	71.5	72.2	0.7	68.5	69.2	0.7
	NAP303	23/F	61.2	70	71.4	72.1	0.7	68.3	69.1	0.8
	NAP303	25/F	64.4	70	71.3	72	0.7	68.2	69	0.8
	NAP303	26/F	67.6	70	71.2	71.8	0.6	68.1	68.8	0.7
	NAP303	27/F	70.8	70	71.1	71.7	0.6	68	68.7	0.7
	NAP303	28/F	74.0	70	70.9	71.6	0.7	67.9	68.6	0.7
	NAP303	29/F	77.2	70	70.8	71.5	0.7	67.8	68.5	0.7
	NAP303	30/F	80.4	70	70.7	71.4	0.7	67.7	68.4	0.7
	NAP303	31/F	83.6	70	70.6	71.3	0.7	67.6	68.3	0.7
	NAP303	32/F	86.8	70	70.5	71.2	0.7	67.5	68.2	0.7
	NAP303	33/F	90.0	70	70.4	71.1	0.7	67.4	68.1	0.7
	NAP303	35/F	93.2	70	70.3	71	0.7	67.3	68	0.7
	NAP303	36/F	96.4	70	70.2	70.9	0.7	67.2	67.9	0.7
	NAP303	37/F	99.6	70	70.1	70.8	0.7	67.1	67.8	0.7
	NAP303	38/F	102.8	70	70	70.7	0.7	67	67.7	0.7
	NAP303	39/F	106.0	70	70	70.6	0.6	66.9	67.6	0.7

NSRID	NAP ID	Floor	mPD	Road Traffic Noise Criteria, L _{10(1hr)} dBA	Egress Peak Traffic Noise in Year 2040 (06:00-07:00) L _{10(1hr)} dBA			Ingress Peak Hour Traffic Noise in Year 2040 (23:00-00:00) L _{10(1hr)} dBA		
					Without Project	With Project	Difference	Without Project	With Project	Difference
NSR05	NAP501	G/F	6.3	70	67.7	68.4	0.7	65.1	65.7	0.6
	NAP501	1/F	9.1	70	67.7	68.4	0.7	65.1	65.7	0.6
	NAP501	2/F	11.8	70	68.1	68.9	0.8	65.6	66.1	0.5
	NAP501	3/F	14.6	70	68.6	69.3	0.7	66	66.6	0.6
	NAP501	4/F	17.4	70	68.6	69.3	0.7	66	66.6	0.6
	NAP501	5/F	20.2	70	68.5	69.2	0.7	66	66.5	0.5
	NAP501	6/F	22.9	70	68.5	69.2	0.7	66	66.5	0.5
	NAP501	7/F	25.7	70	68.5	69.2	0.7	66	66.5	0.5
	NAP501	8/F	28.5	70	68.4	69.1	0.7	65.9	66.4	0.5
	NAP501	9/F	31.2	70	68.4	69.1	0.7	65.8	66.4	0.6
	NAP501	10/F	34.0	70	68.3	69.1	0.8	65.8	66.3	0.5
	NAP501	11/F	36.8	70	68.3	69	0.7	65.7	66.3	0.6
	NAP501	12/F	39.5	70	68.2	69	0.8	65.7	66.2	0.5
	NAP501	13/F	42.3	70	68.2	68.9	0.7	65.6	66.2	0.6
	NAP501	14/F	45.1	70	68.1	68.9	0.8	65.6	66.1	0.5
	NAP501	15/F	47.9	70	68.1	68.8	0.7	65.5	66.1	0.6
	NAP501	16/F	50.6	70	68.1	68.8	0.7	65.5	66	0.5
	NAP501	17/F	53.4	70	68	68.7	0.7	65.4	66	0.6
	NAP501	18/F	56.2	70	68	68.7	0.7	65.4	65.9	0.5
	NAP501	19/F	58.9	70	68	68.7	0.7	65.3	65.9	0.6
	NAP501	20/F	61.7	70	67.9	68.6	0.7	65.3	65.9	0.6
	NAP501	21/F	64.5	70	67.9	68.6	0.7	65.2	65.8	0.6
	NAP501	22/F	67.2	70	67.9	68.6	0.7	65.2	65.8	0.6
	NAP501	23/F	70.0	70	67.8	68.6	0.8	65.2	65.8	0.6
	NAP501	24/F	72.8	70	67.8	68.6	0.8	65.2	65.8	0.6
	NAP501	25/F	75.6	70	67.9	68.6	0.7	65.2	65.8	0.6
	NAP501	26/F	78.3	70	67.9	68.6	0.7	65.2	65.8	0.6
	NAP501	27/F	81.1	70	67.9	68.6	0.7	65.2	65.8	0.6
	NAP501	28/F	83.9	70	67.9	68.7	0.8	65.2	65.8	0.6
	NAP501	29/F	86.6	70	67.9	68.7	0.8	65.2	65.9	0.7
	NAP501	30/F	89.4	70	68	68.7	0.7	65.2	65.9	0.7
	NAP501	31/F	92.2	70	68	68.7	0.7	65.2	65.9	0.7
	NAP501	32/F	94.9	70	68	68.7	0.7	65.2	65.9	0.7
	NAP501	33/F	97.7	70	68	68.7	0.7	65.2	65.9	0.7
	NAP501	34/F	100.5	70	68	68.7	0.7	65.2	65.9	0.7
NSR05	NAP502	G/F	6.3	70	61.4	62	0.6	59	59.4	0.4
	NAP502	1/F	9.1	70	62.5	63.1	0.6	60	60.5	0.5
	NAP502	2/F	11.8	70	69.2	69.9	0.7	66.8	67.2	0.4
	NAP502	3/F	14.6	70	70.4	71	0.6	68	68.4	0.4
	NAP502	4/F	17.4	70	70.4	71	0.6	68	68.4	0.4
	NAP502	5/F	20.2	70	70.3	71	0.7	67.9	68.4	0.5
	NAP502	6/F	22.9	70	70.3	71	0.7	67.9	68.3	0.4
	NAP502	7/F	25.7	70	70.3	70.9	0.6	67.8	68.3	0.5
	NAP502	8/F	28.5	70	70.2	70.9	0.7	67.8	68.2	0.4
	NAP502	9/F	31.2	70	70.2	70.8	0.6	67.7	68.2	0.5
	NAP502	10/F	34.0	70	70.1	70.8	0.7	67.6	68.1	0.5
	NAP502	11/F	36.8	70	70	70.7	0.7	67.6	68	0.4
	NAP502	12/F	39.5	70	70	70.6	0.6	67.5	68	0.5
	NAP502	13/F	42.3	70	69.9	70.6	0.7	67.4	67.9	0.5
	NAP502	14/F	45.1	70	69.8	70.5	0.7	67.4	67.8	0.4
	NAP502	15/F	47.9	70	69.8	70.4	0.6	67.3	67.7	0.4
	NAP502	16/F	50.6	70	69.7	70.4	0.7	67.2	67.7	0.5
	NAP502	17/F	53.4	70	69.6	70.3	0.7	67.1	67.6	0.5
	NAP502	18/F	56.2	70	69.5	70.2	0.7	67	67.5	0.5
	NAP502	19/F	58.9	70	69.5	70.2	0.7	67	67.5	0.5
	NAP502	20/F	61.7	70	69.4	70.1	0.7	66.9	67.4	0.5
	NAP502	21/F	64.5	70	69.3	70	0.7	66.8	67.3	0.5
	NAP502	22/F	67.2	70	69.3	69.9	0.6	66.7	67.2	0.5
	NAP502	23/F	70.0	70	69.2	69.9	0.7	66.7	67.2	0.5
	NAP502	24/F	72.8	70	69.1	69.8	0.7	66.6	67.1	0.5
	NAP502	25/F	75.6	70	69.1	69.8	0.7	66.5	67.1	0.6
	NAP502	26/F	78.3	70	69	69.7	0.7	66.5	67	0.5
	NAP502	27/F	81.1	70	69	69.7	0.7	66.4	67	0.6
	NAP502	28/F	83.9	70	68.9	69.6	0.7	66.4	66.9	0.5
	NAP502	29/F	86.6	70	68.9	69.6	0.7	66.3	66.9	0.6
	NAP502	30/F	89.4	70	68.9	69.6	0.7	66.3	66.8	0.5
	NAP502	31/F	92.2	70	68.8	69.5	0.7	66.2	66.8	0.6
	NAP502	32/F	94.9	70	68.8	69.5	0.7	66.2	66.7	0.5
	NAP502	33/F	97.7	70	68.7	69.4	0.7	66.1	66.7	0.6
	NAP502	34/F	100.5	70	68.7	69.4	0.7	66.1	66.6	0.5

NSRID	NAP ID	Floor	mPD	Road Traffic Noise Criteria, L _{10(1hr)} dBA	Egress Peak Traffic Noise in Year 2040 (06:00-07:00) L _{10(1hr)} dBA			Ingress Peak Hour Traffic Noise in Year 2040 (23:00-00:00) L _{10(1hr)} dBA		
					Without Project	With Project	Difference	Without Project	With Project	Difference
NSR06	NAP601	G/F	6.6	70	72.8	73.5	0.7	69.7	70.2	0.5
	NAP601	1/F	9.4	70	72.7	73.5	0.8	69.6	70.2	0.6
	NAP601	2/F	12.1	70	72.7	73.5	0.8	69.6	70.2	0.6
	NAP601	3/F	14.9	70	72.6	73.4	0.8	69.6	70.1	0.5
	NAP601	4/F	17.7	70	72.6	73.4	0.8	69.5	70.1	0.6
	NAP601	5/F	20.5	70	72.5	73.3	0.8	69.4	70	0.6
	NAP601	6/F	23.2	70	72.4	73.2	0.8	69.3	69.9	0.6
	NAP601	7/F	26.0	70	72.3	73.1	0.8	69.2	69.8	0.6
	NAP601	8/F	28.8	70	72.2	73	0.8	69.1	69.7	0.6
	NAP601	9/F	31.5	70	72.1	72.9	0.8	69	69.6	0.6
	NAP601	10/F	34.3	70	72	72.8	0.8	68.9	69.5	0.6
	NAP601	11/F	37.1	70	71.9	72.6	0.7	68.8	69.3	0.5
	NAP601	12/F	39.9	70	71.8	72.5	0.7	68.7	69.2	0.5
	NAP601	13/F	42.6	70	71.6	72.4	0.8	68.5	69.1	0.6
	NAP601	14/F	45.4	70	71.5	72.3	0.8	68.4	69	0.6
	NAP601	15/F	48.2	70	71.4	72.1	0.7	68.3	68.9	0.6
	NAP601	16/F	50.9	70	71.3	72	0.7	68.2	68.8	0.6
	NAP601	17/F	53.7	70	71.1	71.9	0.8	68.1	68.6	0.5
	NAP601	18/F	56.5	70	71	71.7	0.7	67.9	68.5	0.6
	NAP601	19/F	59.3	70	70.9	71.6	0.7	67.8	68.4	0.6
	NAP601	20/F	62.0	70	70.8	71.5	0.7	67.7	68.3	0.6
	NAP601	21/F	64.8	70	70.7	71.4	0.7	67.6	68.2	0.6
	NAP601	22/F	67.6	70	70.5	71.3	0.8	67.4	68	0.6
	NAP601	23/F	70.3	70	70.4	71.2	0.8	67.3	67.9	0.6
	NAP601	24/F	73.1	70	70.3	71.1	0.8	67.2	67.8	0.6
	NAP601	25/F	75.9	70	70.2	70.9	0.7	67.1	67.7	0.6
	NAP601	26/F	78.7	70	70.1	70.8	0.7	67	67.6	0.6
	NAP601	27/F	81.4	70	70	70.7	0.7	66.9	67.5	0.6
	NAP601	28/F	84.2	70	69.9	70.6	0.7	66.8	67.4	0.6
	NAP601	29/F	87.0	70	69.8	70.5	0.7	66.7	67.3	0.6
	NAP601	30/F	89.7	70	69.7	70.4	0.7	66.6	67.2	0.6
	NAP601	31/F	92.5	70	69.6	70.3	0.7	66.5	67.1	0.6
	NAP601	32/F	95.3	70	69.5	70.2	0.7	66.4	67	0.6
	NAP601	33/F	98.1	70	69.4	70.1	0.7	66.3	66.9	0.6
	NAP601	34/F	100.8	70	69.3	70	0.7	66.2	66.8	0.6
NSR06	NAP602	G/F	6.6	70	71.8	72.5	0.7	68.7	69.3	0.6
	NAP602	1/F	9.4	70	71.8	72.5	0.7	68.7	69.3	0.6
	NAP602	2/F	12.1	70	71.8	72.5	0.7	68.7	69.2	0.5
	NAP602	3/F	14.9	70	71.7	72.5	0.8	68.6	69.2	0.6
	NAP602	4/F	17.7	70	71.7	72.4	0.7	68.6	69.2	0.6
	NAP602	5/F	20.5	70	71.6	72.3	0.7	68.5	69.1	0.6
	NAP602	6/F	23.2	70	71.5	72.3	0.8	68.4	69	0.6
	NAP602	7/F	26.0	70	71.4	72.2	0.8	68.3	68.9	0.6
	NAP602	8/F	28.8	70	71.3	72.1	0.8	68.2	68.8	0.6
	NAP602	9/F	31.5	70	71.3	72	0.7	68.2	68.8	0.6
	NAP602	10/F	34.3	70	71.2	71.9	0.7	68.1	68.7	0.6
	NAP602	11/F	37.1	70	71.1	71.8	0.7	68	68.6	0.6
	NAP602	12/F	39.9	70	70.9	71.7	0.8	67.8	68.4	0.6
	NAP602	13/F	42.6	70	70.8	71.5	0.7	67.7	68.3	0.6
	NAP602	14/F	45.4	70	70.7	71.4	0.7	67.6	68.2	0.6
	NAP602	15/F	48.2	70	70.6	71.3	0.7	67.5	68.1	0.6
	NAP602	16/F	50.9	70	70.5	71.2	0.7	67.4	68	0.6
	NAP602	17/F	53.7	70	70.4	71.1	0.7	67.3	67.9	0.6
	NAP602	18/F	56.5	70	70.2	70.9	0.7	67.1	67.7	0.6
	NAP602	19/F	59.3	70	70.1	70.8	0.7	67	67.6	0.6
	NAP602	20/F	62.0	70	70	70.7	0.7	66.9	67.5	0.6
	NAP602	21/F	64.8	70	69.9	70.6	0.7	66.8	67.4	0.6
	NAP602	22/F	67.6	70	69.8	70.5	0.7	66.7	67.3	0.6
	NAP602	23/F	70.3	70	69.6	70.4	0.8	66.5	67.2	0.7
	NAP602	24/F	73.1	70	69.5	70.2	0.7	66.4	67	0.6
	NAP602	25/F	75.9	70	69.4	70.1	0.7	66.3	66.9	0.6
	NAP602	26/F	78.7	70	69.3	70	0.7	66.2	66.8	0.6
	NAP602	27/F	81.4	70	69.2	69.9	0.7	66.1	66.7	0.6
	NAP602	28/F	84.2	70	69.1	69.8	0.7	66	66.6	0.6
	NAP602	29/F	87.0	70	68.9	69.6	0.7	65.8	66.4	0.6
	NAP602	30/F	89.7	70	68.8	69.5	0.7	65.7	66.3	0.6
	NAP602	31/F	92.5	70	68.7	69.4	0.7	65.6	66.2	0.6
	NAP602	32/F	95.3	70	68.6	69.3	0.7	65.5	66.1	0.6
	NAP602	33/F	98.1	70	68.5	69.2	0.7	65.4	66.1	0.7
	NAP602	34/F	100.8	70	68.5	69.2	0.7	65.4	66	0.6

- Remarks:
- 1

70.5

Exceedance of Road Traffic Noise Criteria
- 2

1.0

Difference in Predicted noise Level ≥ 1.0 db(A) between "with project" and "without project" scenarios
- 3

NSR04 is not assessed in road traffic noise assessment as schools are not in operation during the peak operation hours of the bus depot

Appendix 4-3 Background Noise Measurement

Project: Proposed KMB Bus Depot at Dai Fuk Street, Area 33, Tai Po
Subject: Results of Prevailing Background Noise Surveys

Date: From 27 September 2021 to 28 September 2021
Time: Daytime 0700-0800
 Evening Time 2200-2300
 Nighttime 0400-0500
Survey Personnel: Mr. Alvin Chow and Mr. Andrew Cham
Weather Condition: Fine
Instrumentation: Sound Level Meters (NT1 XL2)/ Calibrator (RION NC-73)

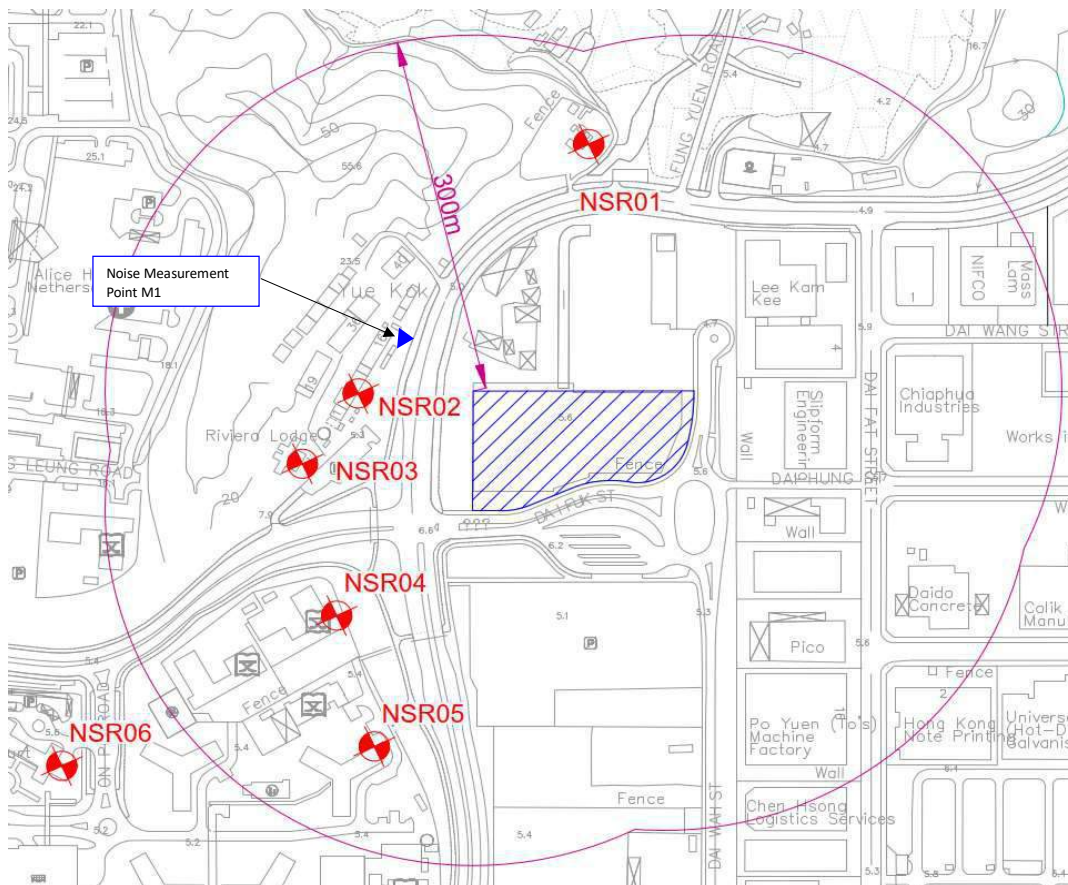


Figure - Location of NSRs and Background Noise Measurement Point

Represented NMP ID	Session	Date	Time	Measured Background Noise Level	Type of Measurement	Applicable Façade Correction	Corrected Background Noise Level
				L90 (1hr), dB(A)		dB(A)	L90 (1hr), dB(A)
M1	Daytime	28-Sep-21	0700-0800	57	Free-field	3	60
	Evening Time	27-Sep-21	2200-2300	53	Free-field	3	56
	Nighttime	28-Sep-21	0400-0500	49	Free-field	3	52

Note:

[1] L90 (1 hour) is used as a measure of the background noise level.

[2] As the measurements were conducted in free-field condition, +3.0 dB(A) have been added to the measured noise levels to represent the measurement at 1m from a building façade.

Project: Proposed KMB Bus Depot at Dai Fuk Street, Area 33, Tai Po
Subject: Photos of Background Noise Measurement

Date: From 27 September 2021 to 28 September 2021
Time: Daytime 0700-0800
Evening Time 2200-2300
Nighttime 0400-0500
Survey Personnel: Mr. Alvin Chow and Mr. Andrew Cham
Weather Condition: Fine
Instrumentation: Sound Level Meters (NT1 XL2)/ Calibrator (RION NC-73)



Project: Proposed KMB Bus Depot at Dai Fuk Street, Area 33, Tai Po
Subject: Type of area, and Presence of Influencing Factors

Presence of Influencing Factors

Annual Traffic Census (ATC) 2023	AADT (veh/day)	IF
Yuen Shin Road	41,790	Yes
Ting Kok Road	29,190	No

Type of area

NSR	Description of surrounding area	Type of area	Affected by IF	ASR
NSR01	village type development in the vicinity and Comprehensive Development Area (CDA) at the northeast	(iv) Area other than those above	No	B
NSR02	high density and diverse development of industrial activities and residential premise	(iii) Urban Area	Yes	C
NSR03				
NSR04			No	B
NSR05				
NSR06				

Proposed Noise Criteria

NSR	Measured Background Noise Level, $L_{90(1hr)}$, dB(A)		ANL-5dB(A)		Criteria for Fixed Plant Noise Assessment, $L_{eq(30min)}$, dB(A)	
	Day/Evening Time	Nighttime	Day/Evening Time	Nighttime	Day/Evening Time	Nighttime
NSR01	56	52	60	50	56	50
NSR02			65	55	56	52
NSR03						
NSR04						
NSR05			60	50	56	50
NSR06						

Appendix 4-4 Detail Calculations for Fixed Plant Noise

Impact Assessment

NAP	NAP101_1F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	63 Ting Kok Rd								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836466.8	V1	Bus Washing	101	213.5	1	2	100%	-54.6	0	-10	0.0	3	0	39
y	835564.6	V2	Bus Washing	101	225.3	1	2	100%	-55.1	0	-10	0.0	3	0	39
z	8.5	V3	Bus Washing	101	208.5	1	2	100%	-54.4	0	-10	0.0	3	0	40
Period	Nighttime	V4	Bus Washing	101	220.5	1	2	100%	-54.9	0	-10	0.0	3	0	39
Noise Criteria	50 dB(A)	V5	Tyre Changing/ Charging	98	217.6	1	10	33%	-54.8	0	-10	-4.8	3	0	31
			Parts Replacement	100	217.6	1	2	7%	-54.8	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	253.4	2	10	33%	-56.1	3	-10	-4.8	3	0	33
			Parts Replacement	100	253.4	2	2	7%	-56.1	3	-10	-11.8	3	0	28
			Braking Test	99	253.4	1	2	7%	-56.1	0	-10	-11.8	3	0	24
		V7	Tyre Changing/ Charging	98	235.1	1	10	33%	-55.4	0	-10	-4.8	3	0	31
			Parts Replacement	100	235.1	1	2	7%	-55.4	0	-10	-11.8	3	0	26
		V8	Tyre Changing/ Charging	98	210.8	1	10	33%	-54.5	0	-10	-4.8	3	0	32
			Parts Replacement	100	210.8	1	2	7%	-54.5	0	-10	-11.8	3	0	27
		V9	Tyre Changing/ Charging	98	218.2	1	10	33%	-54.8	0	-10	-4.8	3	0	31
			Parts Replacement	100	218.2	1	2	7%	-54.8	0	-10	-11.8	3	0	26
		V10	Tyre Changing/ Charging	98	243.0	1	10	33%	-55.7	0	-10	-4.8	3	0	31
			Parts Replacement	100	243.0	1	2	7%	-55.7	0	-10	-11.8	3	0	26
		V11	Tyre Changing/ Charging	98	249.2	1	10	33%	-55.9	0	-10	-4.8	3	0	30
			Parts Replacement	100	249.2	1	2	7%	-55.9	0	-10	-11.8	3	0	25
Predicted Total Fixed Noise Level, dB(A)															47

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP201_1F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Yue Kok Village								Distance	Quantity	Barrier	On Time %	Façade	Tonal	
x	836335.7	V1	Bus Washing	101	194.5	1	2	100%	-53.8	0	-10	0.0	3	0	40
y	835434.1	V2	Bus Washing	101	199.7	1	2	100%	-54.0	0	-10	0.0	3	0	40
z	6.5	V3	Bus Washing	101	163.1	1	2	100%	-52.2	0	-10	0.0	3	0	42
Period	Nighttime	V4	Bus Washing	101	169.1	1	2	100%	-52.6	0	-10	0.0	3	0	41
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	120.1	1	10	33%	-49.6	0	-10	-4.8	3	0	37
			Parts Replacement	100	120.1	1	2	7%	-49.6	0	-10	-11.8	3	0	32
		V6	Tyre Changing/ Charging	98	137.5	2	10	33%	-50.8	3	-10	-4.8	3	0	38
			Parts Replacement	100	137.5	2	2	7%	-50.8	3	-10	-11.8	3	0	33
		V7	Braking Test	99	137.5	1	2	7%	-50.8	0	-10	-11.8	3	0	29
			Tyre Changing/ Charging	98	185.8	1	10	33%	-53.4	0	-10	-4.8	3	0	33
		V8	Parts Replacement	100	185.8	1	2	7%	-53.4	0	-10	-11.8	3	0	28
			Tyre Changing/ Charging	98	151.5	1	10	33%	-51.6	0	-10	-4.8	3	0	35
		V9	Parts Replacement	100	151.5	1	2	7%	-51.6	0	-10	-11.8	3	0	30
			Tyre Changing/ Charging	98	109.7	1	10	33%	-48.8	0	-10	-4.8	3	0	37
		V10	Parts Replacement	100	109.7	1	2	7%	-48.8	0	-10	-11.8	3	0	32
			Tyre Changing/ Charging	98	140.2	1	10	33%	-50.9	0	-10	-4.8	3	0	35
		V11	Parts Replacement	100	140.2	1	2	7%	-50.9	0	-10	-11.8	3	0	30
			Tyre Changing/ Charging	98	124.9	1	10	33%	-49.9	0	-10	-4.8	3	0	36
					Parts Replacement	100	124.9	1	2	7%	-49.9	0	-10	-11.8	3
Predicted Total Fixed Noise Level, dB(A)															50

NAP	NAP202_1F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Yue Kok Village								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836312.4	V1	Bus Washing	101	205.0	1	2	100%	-54.2	0	-10	0.0	3	0	40
y	835393.4	V2	Bus Washing	101	207.6	1	2	100%	-54.3	0	-10	0.0	3	0	40
z	6.5	V3	Bus Washing	101	170.7	1	2	100%	-52.6	0	-10	0.0	3	0	41
Period	Nighttime	V4	Bus Washing	101	173.7	1	2	100%	-52.8	0	-10	0.0	3	0	41
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	118.1	1	10	33%	-49.4	0	-10	-4.8	3	0	37
			Parts Replacement	100	118.1	1	2	7%	-49.4	0	-10	-11.8	3	0	32
		V6	Tyre Changing/ Charging	98	122.8	2	10	33%	-49.8	3	-10	-4.8	3	0	39
			Parts Replacement	100	122.8	2	2	7%	-49.8	3	-10	-11.8	3	0	34
			Braking Test	99	122.8	1	2	7%	-49.8	0	-10	-11.8	3	0	30
		V7	Tyre Changing/ Charging	98	188.4	1	10	33%	-53.5	0	-10	-4.8	3	0	33
			Parts Replacement	100	188.4	1	2	7%	-53.5	0	-10	-11.8	3	0	28
		V8	Tyre Changing/ Charging	98	156.8	1	10	33%	-51.9	0	-10	-4.8	3	0	34
			Parts Replacement	100	156.8	1	2	7%	-51.9	0	-10	-11.8	3	0	29
		V9	Tyre Changing/ Charging	98	105.8	1	10	33%	-48.5	0	-10	-4.8	3	0	38
			Parts Replacement	100	105.8	1	2	7%	-48.5	0	-10	-11.8	3	0	33
		V10	Tyre Changing/ Charging	98	130.9	1	10	33%	-50.3	0	-10	-4.8	3	0	36
			Parts Replacement	100	130.9	1	2	7%	-50.3	0	-10	-11.8	3	0	31
		V11	Tyre Changing/ Charging	98	108.7	1	10	33%	-48.7	0	-10	-4.8	3	0	38
			Parts Replacement	100	108.7	1	2	7%	-48.7	0	-10	-11.8	3	0	33
Predicted Total Fixed Noise Level, dB(A)															50

NAP	NAP203_1F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Yue Kok Village								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836292.8	V1	Bus Washing	101	221.3	1	2	100%	-54.9	0	-10	0.0	3	0	39
y	835359.6	V2	Bus Washing	101	221.8	1	2	100%	-54.9	0	-10	0.0	3	0	39
z	6.5	V3	Bus Washing	101	186.3	1	2	100%	-53.4	0	-10	0.0	3	0	41
Period	Nighttime	V4	Bus Washing	101	186.9	1	2	100%	-53.4	0	-10	0.0	3	0	41
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	130.3	1	10	33%	-50.3	0	-10	-4.8	3	0	36
			Parts Replacement	100	130.3	1	2	7%	-50.3	0	-10	-11.8	3	0	31
		V6	Tyre Changing/ Charging	98	123.6	2	10	33%	-49.8	3	-10	-4.8	3	0	39
			Parts Replacement	100	123.6	2	2	7%	-49.8	3	-10	-11.8	3	0	34
			Braking Test	99	123.6	1	2	7%	-49.8	0	-10	-11.8	3	0	30
		V7	Tyre Changing/ Charging	98	199.3	1	10	33%	-54.0	0	-10	-4.8	3	0	32
			Parts Replacement	100	199.3	1	2	7%	-54.0	0	-10	-11.8	3	0	27
		V8	Tyre Changing/ Charging	98	171.5	1	10	33%	-52.7	0	-10	-4.8	3	0	34
			Parts Replacement	100	171.5	1	2	7%	-52.7	0	-10	-11.8	3	0	29
		V9	Tyre Changing/ Charging	98	117.8	1	10	33%	-49.4	0	-10	-4.8	3	0	37
			Parts Replacement	100	117.8	1	2	7%	-49.4	0	-10	-11.8	3	0	32
		V10	Tyre Changing/ Charging	98	135.8	1	10	33%	-50.7	0	-10	-4.8	3	0	36
			Parts Replacement	100	135.8	1	2	7%	-50.7	0	-10	-11.8	3	0	31
		V11	Tyre Changing/ Charging	98	109.8	1	10	33%	-48.8	0	-10	-4.8	3	0	37
			Parts Replacement	100	109.8	1	2	7%	-48.8	0	-10	-11.8	3	0	32
Predicted Total Fixed Noise Level, dB(A)															49

Remarks

[5]	The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =	
	$SPL = \text{Max SWL} + DC + QC + FC + BC + OC + TC + IMC + INTC$	
	SPL	Sound Pressure Level (dB(A))
	Max SWL	Maximum allowable Sound Power Level (dB(A))
	DC	Distance Attenuation (dB(A))
	QC	Quantity Correction (dB(A))
	FC	Façade Correction (dB(A))
	BC	Barrier Correction (dB(A))
	OC	Percentage on-time Correction (dB(A))
	TC	Correction for Tonality (dB(A))
	IMC	Correction for Impulsiveness (dB(A))
	INTC	Correction for Intermittency (dB(A))
	The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.	

[2] In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.

[3] Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FHHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP301_8F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836246.4	V1	Bus Washing	101	271.9	1	2	100%	-56.7	0	-10	0.0	3	0	37
y	835311.5	V2	Bus Washing	101	270.1	1	2	100%	-56.6	0	-10	0.0	3	0	37
z	20.8	V3	Bus Washing	101	237.5	1	2	100%	-55.5	0	-10	0.0	3	0	38
Period	Nighttime	V4	Bus Washing	101	235.5	1	2	100%	-55.4	0	-10	0.0	3	0	39
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	181.6	1	10	33%	-53.2	0	-10	-4.8	3	0	33
			Parts Replacement	100	181.6	1	2	7%	-53.2	0	-10	-11.8	3	0	28
		V6	Tyre Changing/ Charging	98	163.6	2	10	33%	-52.3	3	-10	-4.8	3	0	37
			Parts Replacement	100	163.6	2	2	7%	-52.3	3	-10	-11.8	3	0	32
			Braking Test	99	163.6	1	2	7%	-52.3	0	-10	-11.8	3	0	28
		V7	Tyre Changing/ Charging	98	244.8	1	10	33%	-55.8	0	-10	-4.8	3	0	30
			Parts Replacement	100	244.8	1	2	7%	-55.8	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	221.8	1	10	33%	-54.9	0	-10	-4.8	3	0	31
			Parts Replacement	100	221.8	1	2	7%	-54.9	0	-10	-11.8	3	0	26
		V9	Tyre Changing/ Charging	98	169.4	1	10	33%	-52.6	0	-10	-4.8	3	0	34
			Parts Replacement	100	169.4	1	2	7%	-52.6	0	-10	-11.8	3	0	29
		V10	Tyre Changing/ Charging	98	178.3	1	10	33%	-53.0	0	-10	-4.8	3	0	33
			Parts Replacement	100	178.3	1	2	7%	-53.0	0	-10	-11.8	3	0	28
		V11	Tyre Changing/ Charging	98	151.3	1	10	33%	-51.6	0	-10	-4.8	3	0	35
			Parts Replacement	100	151.3	1	2	7%	-51.6	0	-10	-11.8	3	0	30
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP301_23F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836246.4	V1	Bus Washing	101	277.4	1	2	100%	-56.9	0	-10	0.0	3	0	37
y	835311.5	V2	Bus Washing	101	275.7	1	2	100%	-56.8	0	-10	0.0	3	0	37
z	62.4	V3	Bus Washing	101	243.8	1	2	100%	-55.7	0	-10	0.0	3	0	38
Period	Nighttime	V4	Bus Washing	101	241.9	1	2	100%	-55.7	0	-10	0.0	3	0	38
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	189.8	1	10	33%	-53.6	0	-10	-4.8	3	0	33
			Parts Replacement	100	189.8	1	2	7%	-53.6	0	-10	-11.8	3	0	28
		V6	Tyre Changing/ Charging	98	172.6	2	10	33%	-52.7	3	-10	-4.8	3	0	36
			Parts Replacement	100	172.6	2	2	7%	-52.7	3	-10	-11.8	3	0	32
			Braking Test	99	172.6	1	2	7%	-52.7	0	-10	-11.8	3	0	27
		V7	Tyre Changing/ Charging	98	250.9	1	10	33%	-56.0	0	-10	-4.8	3	0	30
			Parts Replacement	100	250.9	1	2	7%	-56.0	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	227.1	1	10	33%	-55.1	0	-10	-4.8	3	0	31
			Parts Replacement	100	227.1	1	2	7%	-55.1	0	-10	-11.8	3	0	26
		V9	Tyre Changing/ Charging	98	176.3	1	10	33%	-52.9	0	-10	-4.8	3	0	33
			Parts Replacement	100	176.3	1	2	7%	-52.9	0	-10	-11.8	3	0	28
		V10	Tyre Changing/ Charging	98	184.8	1	10	33%	-53.3	0	-10	-4.8	3	0	33
			Parts Replacement	100	184.8	1	2	7%	-53.3	0	-10	-11.8	3	0	28
		V11	Tyre Changing/ Charging	98	158.9	1	10	33%	-52.0	0	-10	-4.8	3	0	34
			Parts Replacement	100	158.9	1	2	7%	-52.0	0	-10	-11.8	3	0	29
Predicted Total Fixed Noise Level, dB(A)															47

NAP	NAP301_39F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836246.4	V1	Bus Washing	101	289.9	1	2	100%	-57.2	0	-10	0.0	3	0	37
y	835311.5	V2	Bus Washing	101	288.3	1	2	100%	-57.2	0	-10	0.0	3	0	37
z	107.2	V3	Bus Washing	101	258.0	1	2	100%	-56.2	0	-10	0.0	3	0	38
Period	Nighttime	V4	Bus Washing	101	256.2	1	2	100%	-56.2	0	-10	0.0	3	0	38
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	207.7	1	10	33%	-54.3	0	-10	-4.8	3	0	32
			Parts Replacement	100	207.7	1	2	7%	-54.3	0	-10	-11.8	3	0	27
		V6	Tyre Changing/ Charging	98	192.2	2	10	33%	-53.7	3	-10	-4.8	3	0	36
			Parts Replacement	100	192.2	2	2	7%	-53.7	3	-10	-11.8	3	0	31
			Braking Test	99	192.2	1	2	7%	-53.7	0	-10	-11.8	3	0	27
		V7	Tyre Changing/ Charging	98	264.8	1	10	33%	-56.5	0	-10	-4.8	3	0	30
			Parts Replacement	100	264.8	1	2	7%	-56.5	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	240.8	1	10	33%	-55.6	0	-10	-4.8	3	0	31
			Parts Replacement	100	240.8	1	2	7%	-55.6	0	-10	-11.8	3	0	26
		V9	Tyre Changing/ Charging	98	193.6	1	10	33%	-53.7	0	-10	-4.8	3	0	32
			Parts Replacement	100	193.6	1	2	7%	-53.7	0	-10	-11.8	3	0	28
		V10	Tyre Changing/ Charging	98	201.4	1	10	33%	-54.1	0	-10	-4.8	3	0	32
			Parts Replacement	100	201.4	1	2	7%	-54.1	0	-10	-11.8	3	0	27
		V11	Tyre Changing/ Charging	98	178.0	1	10	33%	-53.0	0	-10	-4.8	3	0	33
			Parts Replacement	100	178.0	1	2	7%	-53.0	0	-10	-11.8	3	0	28
Predicted Total Fixed Noise Level, dB(A)															46

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP302_8F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time 0.0	Façade 3	Tonal 0	dB(A)
x	836247.1	V1	Bus Washing	101	273.2	1	2	100%	-56.7	0	-10	0.0	3	0	37
y	835300.6	V2	Bus Washing	101	271.0	1	2	100%	-56.7	0	-10	0.0	3	0	37
z	20.8	V3	Bus Washing	101	239.1	1	2	100%	-55.6	0	-10	0.0	3	0	38
Period	Nighttime	V4	Bus Washing	101	236.6	1	2	100%	-55.5	0	-10	0.0	3	0	39
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	183.7	1	10	33%	-53.3	0	-10	-4.8	3	0	33
			Parts Replacement	100	183.7	1	2	7%	-53.3	0	-10	-11.8	3	0	28
		V6	Tyre Changing/ Charging	98	163.7	2	10	33%	-52.3	3	-10	-4.8	3	0	37
			Parts Replacement	100	163.7	2	2	7%	-52.3	3	-10	-11.8	3	0	32
			Braking Test	99	163.7	1	2	7%	-52.3	0	-10	-11.8	3	0	28
		V7	Tyre Changing/ Charging	98	245.2	1	10	33%	-55.8	0	-10	-4.8	3	0	30
			Parts Replacement	100	245.2	1	2	7%	-55.8	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	223.5	1	10	33%	-55.0	0	-10	-4.8	3	0	31
			Parts Replacement	100	223.5	1	2	7%	-55.0	0	-10	-11.8	3	0	26
		V9	Tyre Changing/ Charging	98	171.8	1	10	33%	-52.7	0	-10	-4.8	3	0	34
			Parts Replacement	100	171.8	1	2	7%	-52.7	0	-10	-11.8	3	0	29
		V10	Tyre Changing/ Charging	98	178.8	1	10	33%	-53.0	0	-10	-4.8	3	0	33
			Parts Replacement	100	178.8	1	2	7%	-53.0	0	-10	-11.8	3	0	28
		V11	Tyre Changing/ Charging	98	152.0	1	10	33%	-51.6	0	-10	-4.8	3	0	35
			Parts Replacement	100	152.0	1	2	7%	-51.6	0	-10	-11.8	3	0	30
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP302_23F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time 0.0	Façade	Tonal	dB(A)
x	836247.1	V1	Bus Washing	101	278.7	1	2	100%	-56.9	0	-10	0.0	3	0	37
y	835300.6	V2	Bus Washing	101	276.5	1	2	100%	-56.8	0	-10	0.0	3	0	37
z	62.4	V3	Bus Washing	101	245.4	1	2	100%	-55.8	0	-10	0.0	3	0	38
Period	Nighttime	V4	Bus Washing	101	242.9	1	2	100%	-55.7	0	-10	0.0	3	0	38
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	191.7	1	10	33%	-53.7	0	-10	-4.8	3	0	33
			Parts Replacement	100	191.7	1	2	7%	-53.7	0	-10	-11.8	3	0	28
		V6	Tyre Changing/ Charging	98	172.7	2	10	33%	-52.7	3	-10	-4.8	3	0	36
			Parts Replacement	100	172.7	2	2	7%	-52.7	3	-10	-11.8	3	0	32
			Braking Test	99	172.7	1	2	7%	-52.7	0	-10	-11.8	3	0	27
		V7	Tyre Changing/ Charging	98	251.3	1	10	33%	-56.0	0	-10	-4.8	3	0	30
			Parts Replacement	100	251.3	1	2	7%	-56.0	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	228.7	1	10	33%	-55.2	0	-10	-4.8	3	0	31
			Parts Replacement	100	228.7	1	2	7%	-55.2	0	-10	-11.8	3	0	26
		V9	Tyre Changing/ Charging	98	178.5	1	10	33%	-53.0	0	-10	-4.8	3	0	33
			Parts Replacement	100	178.5	1	2	7%	-53.0	0	-10	-11.8	3	0	28
		V10	Tyre Changing/ Charging	98	185.3	1	10	33%	-53.4	0	-10	-4.8	3	0	33
			Parts Replacement	100	185.3	1	2	7%	-53.4	0	-10	-11.8	3	0	28
		V11	Tyre Changing/ Charging	98	159.6	1	10	33%	-52.1	0	-10	-4.8	3	0	34
			Parts Replacement	100	159.6	1	2	7%	-52.1	0	-10	-11.8	3	0	29
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP302_39F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836247.1	V1	Bus Washing	101	291.2	1	2	100%	-57.3	0	-10	0.0	3	0	37
y	835300.6	V2	Bus Washing	101	289.1	1	2	100%	-57.2	0	-10	0.0	3	0	37
z	107.2	V3	Bus Washing	101	259.5	1	2	100%	-56.3	0	-10	0.0	3	0	38
Period	Nighttime	V4	Bus Washing	101	257.2	1	2	100%	-56.2	0	-10	0.0	3	0	38
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	209.5	1	10	33%	-54.4	0	-10	-4.8	3	0	32
			Parts Replacement	100	209.5	1	2	7%	-54.4	0	-10	-11.8	3	0	27
		V6	Tyre Changing/ Charging	98	192.2	2	10	33%	-53.7	3	-10	-4.8	3	0	36
			Parts Replacement	100	192.2	2	2	7%	-53.7	3	-10	-11.8	3	0	31
			Braking Test	99	192.2	1	2	7%	-53.7	0	-10	-11.8	3	0	27
		V7	Tyre Changing/ Charging	98	265.1	1	10	33%	-56.5	0	-10	-4.8	3	0	30
			Parts Replacement	100	265.1	1	2	7%	-56.5	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	242.3	1	10	33%	-55.7	0	-10	-4.8	3	0	31
			Parts Replacement	100	242.3	1	2	7%	-55.7	0	-10	-11.8	3	0	26
		V9	Tyre Changing/ Charging	98	195.7	1	10	33%	-53.8	0	-10	-4.8	3	0	32
			Parts Replacement	100	195.7	1	2	7%	-53.8	0	-10	-11.8	3	0	27
		V10	Tyre Changing/ Charging	98	201.9	1	10	33%	-54.1	0	-10	-4.8	3	0	32
			Parts Replacement	100	201.9	1	2	7%	-54.1	0	-10	-11.8	3	0	27
		V11	Tyre Changing/ Charging	98	178.6	1	10	33%	-53.0	0	-10	-4.8	3	0	33
			Parts Replacement	100	178.6	1	2	7%	-53.0	0	-10	-11.8	3	0	28
		Predicted Total Fixed Noise Level, dB(A)													

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP303_8F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time 0.0	Façade	Tonal	
x	836239.5	V1	Bus Washing	101	282.0	1	2	100%	-57.0	0	-10	0.0	3	0	37
y	835294.1	V2	Bus Washing	101	279.6	1	2	100%	-56.9	0	-10	0.0	3	0	37
z	20.8	V3	Bus Washing	101	248.1	1	2	100%	-55.9	0	-10	0.0	3	0	38
Period	Nighttime	V4	Bus Washing	101	245.3	1	2	100%	-55.8	0	-10	0.0	3	0	38
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	192.8	1	10	33%	-53.7	0	-10	-4.8	3	0	33
			Parts Replacement	100	192.8	1	2	7%	-53.7	0	-10	-11.8	3	0	28
		V6	Tyre Changing/ Charging	98	172.0	2	10	33%	-52.7	3	-10	-4.8	3	0	37
			Parts Replacement	100	172.0	2	2	7%	-52.7	3	-10	-11.8	3	0	32
			Braking Test	99	172.0	1	2	7%	-52.7	0	-10	-11.8	3	0	28
		V7	Tyre Changing/ Charging	98	253.6	1	10	33%	-56.1	0	-10	-4.8	3	0	30
			Parts Replacement	100	253.6	1	2	7%	-56.1	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	232.5	1	10	33%	-55.3	0	-10	-4.8	3	0	31
			Parts Replacement	100	232.5	1	2	7%	-55.3	0	-10	-11.8	3	0	26
		V9	Tyre Changing/ Charging	98	181.1	1	10	33%	-53.2	0	-10	-4.8	3	0	33
			Parts Replacement	100	181.1	1	2	7%	-53.2	0	-10	-11.8	3	0	28
		V10	Tyre Changing/ Charging	98	187.3	1	10	33%	-53.5	0	-10	-4.8	3	0	33
			Parts Replacement	100	187.3	1	2	7%	-53.5	0	-10	-11.8	3	0	28
		V11	Tyre Changing/ Charging	98	160.7	1	10	33%	-52.1	0	-10	-4.8	3	0	34
			Parts Replacement	100	160.7	1	2	7%	-52.1	0	-10	-11.8	3	0	29
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP303_23F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)					Predicted Noise Level	
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836239.5	V1	Bus Washing	101	287.3	1	2	100%	-57.2	0	-10	0.0	3	0	37
y	835294.1	V2	Bus Washing	101	284.9	1	2	100%	-57.1	0	-10	0.0	3	0	37
z	62.4	V3	Bus Washing	101	254.1	1	2	100%	-56.1	0	-10	0.0	3	0	38
Period	Nighttime	V4	Bus Washing	101	251.4	1	2	100%	-56.0	0	-10	0.0	3	0	38
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	200.5	1	10	33%	-54.0	0	-10	-4.8	3	0	32
			Parts Replacement	100	200.5	1	2	7%	-54.0	0	-10	-11.8	3	0	27
		V6	Tyre Changing/ Charging	98	180.6	2	10	33%	-53.1	3	-10	-4.8	3	0	36
			Parts Replacement	100	180.6	2	2	7%	-53.1	3	-10	-11.8	3	0	31
			Braking Test	99	180.6	1	2	7%	-53.1	0	-10	-11.8	3	0	27
		V7	Tyre Changing/ Charging	98	259.5	1	10	33%	-56.3	0	-10	-4.8	3	0	30
			Parts Replacement	100	259.5	1	2	7%	-56.3	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	237.5	1	10	33%	-55.5	0	-10	-4.8	3	0	31
			Parts Replacement	100	237.5	1	2	7%	-55.5	0	-10	-11.8	3	0	26
		V9	Tyre Changing/ Charging	98	187.5	1	10	33%	-53.5	0	-10	-4.8	3	0	33
			Parts Replacement	100	187.5	1	2	7%	-53.5	0	-10	-11.8	3	0	28
		V10	Tyre Changing/ Charging	98	193.5	1	10	33%	-53.7	0	-10	-4.8	3	0	32
			Parts Replacement	100	193.5	1	2	7%	-53.7	0	-10	-11.8	3	0	28
		V11	Tyre Changing/ Charging	98	167.8	1	10	33%	-52.5	0	-10	-4.8	3	0	34
			Parts Replacement	100	167.8	1	2	7%	-52.5	0	-10	-11.8	3	0	29
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP303_39F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time 0.0	Façade	Tonal	
x	836239.5	V1	Bus Washing	101	299.5	1	2	100%	-57.5	0	-10	0.0	3	0	36
y	835294.1	V2	Bus Washing	101	297.2	1	2	100%	-57.5	0	-10	0.0	3	0	37
z	107.2	V3	Bus Washing	101	267.7	1	2	100%	-56.6	0	-10	0.0	3	0	37
Period	Nighttime	V4	Bus Washing	101	265.2	1	2	100%	-56.5	0	-10	0.0	3	0	38
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	217.5	1	10	33%	-54.8	0	-10	-4.8	3	0	31
			Parts Replacement	100	217.5	1	2	7%	-54.8	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	199.4	2	10	33%	-54.0	3	-10	-4.8	3	0	35
			Parts Replacement	100	199.4	2	2	7%	-54.0	3	-10	-11.8	3	0	30
			Braking Test	99	199.4	1	2	7%	-54.0	0	-10	-11.8	3	0	26
		V7	Tyre Changing/ Charging	98	272.9	1	10	33%	-56.7	0	-10	-4.8	3	0	30
			Parts Replacement	100	272.9	1	2	7%	-56.7	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	250.6	1	10	33%	-56.0	0	-10	-4.8	3	0	30
			Parts Replacement	100	250.6	1	2	7%	-56.0	0	-10	-11.8	3	0	25
		V9	Tyre Changing/ Charging	98	203.9	1	10	33%	-54.2	0	-10	-4.8	3	0	32
			Parts Replacement	100	203.9	1	2	7%	-54.2	0	-10	-11.8	3	0	27
		V10	Tyre Changing/ Charging	98	209.4	1	10	33%	-54.4	0	-10	-4.8	3	0	32
			Parts Replacement	100	209.4	1	2	7%	-54.4	0	-10	-11.8	3	0	27
		V11	Tyre Changing/ Charging	98	186.0	1	10	33%	-53.4	0	-10	-4.8	3	0	33
			Parts Replacement	100	186.0	1	2	7%	-53.4	0	-10	-11.8	3	0	28
		Predicted Total Fixed Noise Level, dB(A)													

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP401_GF	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Kau Yan College and Adjacent School								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836245.2	V1	Bus Washing	101	314.2	1	2	100%	-57.9	0	-10	0.0	3	0	36
y	835193.8	V2	Bus Washing	101	308.1	1	2	100%	-57.8	0	-10	0.0	3	0	36
z	6.6	V3	Bus Washing	101	284.9	1	2	100%	-57.1	0	-10	0.0	3	0	37
Period	Nighttime	V4	Bus Washing	101	278.2	1	2	100%	-56.9	0	-10	0.0	3	0	37
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	237.6	1	10	33%	-55.5	0	-10	-4.8	3	0	31
			Parts Replacement	100	237.6	1	2	7%	-55.5	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	205.6	2	10	33%	-54.3	3	-10	-4.8	3	0	35
			Parts Replacement	100	205.6	2	2	7%	-54.3	3	-10	-11.8	3	0	30
			Braking Test	99	205.6	1	2	7%	-54.3	0	-10	-11.8	3	0	26
		V7	Tyre Changing/ Charging	98	280.5	1	10	33%	-57.0	0	-10	-4.8	3	0	29
			Parts Replacement	100	280.5	1	2	7%	-57.0	0	-10	-11.8	3	0	24
		V8	Tyre Changing/ Charging	98	271.2	1	10	33%	-56.7	0	-10	-4.8	3	0	30
			Parts Replacement	100	271.2	1	2	7%	-56.7	0	-10	-11.8	3	0	25
		V9	Tyre Changing/ Charging	98	230.0	1	10	33%	-55.2	0	-10	-4.8	3	0	31
			Parts Replacement	100	230.0	1	2	7%	-55.2	0	-10	-11.8	3	0	26
		V10	Tyre Changing/ Charging	98	222.1	1	10	33%	-54.9	0	-10	-4.8	3	0	31
			Parts Replacement	100	222.1	1	2	7%	-54.9	0	-10	-11.8	3	0	26
		V11	Tyre Changing/ Charging	98	200.9	1	10	33%	-54.1	0	-10	-4.8	3	0	32
			Parts Replacement	100	200.9	1	2	7%	-54.1	0	-10	-11.8	3	0	27
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP401_3F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Kau Yan College and Adjacent School								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836245.2	V1	Bus Washing	101	314.6	1	2	100%	-58.0	0	-10	0.0	3	0	36
y	835193.8	V2	Bus Washing	101	308.5	1	2	100%	-57.8	0	-10	0.0	3	0	36
z	20.6	V3	Bus Washing	101	285.3	1	2	100%	-57.1	0	-10	0.0	3	0	37
Period	Nighttime	V4	Bus Washing	101	278.6	1	2	100%	-56.9	0	-10	0.0	3	0	37
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	238.1	1	10	33%	-55.5	0	-10	-4.8	3	0	31
			Parts Replacement	100	238.1	1	2	7%	-55.5	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	206.2	2	10	33%	-54.3	3	-10	-4.8	3	0	35
			Parts Replacement	100	206.2	2	2	7%	-54.3	3	-10	-11.8	3	0	30
			Braking Test	99	206.2	1	2	7%	-54.3	0	-10	-11.8	3	0	26
		V7	Tyre Changing/ Charging	98	280.9	1	10	33%	-57.0	0	-10	-4.8	3	0	29
			Parts Replacement	100	280.9	1	2	7%	-57.0	0	-10	-11.8	3	0	24
		V8	Tyre Changing/ Charging	98	271.2	1	10	33%	-56.7	0	-10	-4.8	3	0	30
			Parts Replacement	100	271.2	1	2	7%	-56.7	0	-10	-11.8	3	0	25
		V9	Tyre Changing/ Charging	98	230.1	1	10	33%	-55.2	0	-10	-4.8	3	0	31
			Parts Replacement	100	230.1	1	2	7%	-55.2	0	-10	-11.8	3	0	26
		V10	Tyre Changing/ Charging	98	222.2	1	10	33%	-54.9	0	-10	-4.8	3	0	31
			Parts Replacement	100	222.2	1	2	7%	-54.9	0	-10	-11.8	3	0	26
		V11	Tyre Changing/ Charging	98	201.0	1	10	33%	-54.1	0	-10	-4.8	3	0	32
			Parts Replacement	100	201.0	1	2	7%	-54.1	0	-10	-11.8	3	0	27
Predicted Total Fixed Noise Level, dB(A)															45

NAP	NAP401_6F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Kau Yan College and Adjacent School								Distance	Quantity	Barrier	On Time %	Façade	Tonal	
x	836245.2	V1	Bus Washing	101	315.3	1	2	100%	-58.0	0	-10	0.0	3	0	36
y	835193.8	V2	Bus Washing	101	309.2	1	2	100%	-57.8	0	-10	0.0	3	0	36
z	31.1	V3	Bus Washing	101	286.1	1	2	100%	-57.1	0	-10	0.0	3	0	37
Period	Nighttime	V4	Bus Washing	101	279.4	1	2	100%	-56.9	0	-10	0.0	3	0	37
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	239.0	1	10	33%	-55.6	0	-10	-4.8	3	0	31
			Parts Replacement	100	239.0	1	2	7%	-55.6	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	207.2	2	10	33%	-54.3	3	-10	-4.8	3	0	35
			Parts Replacement	100	207.2	2	2	7%	-54.3	3	-10	-11.8	3	0	30
			Braking Test	99	207.2	1	2	7%	-54.3	0	-10	-11.8	3	0	26
		V7	Tyre Changing/ Charging	98	281.7	1	10	33%	-57.0	0	-10	-4.8	3	0	29
			Parts Replacement	100	281.7	1	2	7%	-57.0	0	-10	-11.8	3	0	24
		V8	Tyre Changing/ Charging	98	271.7	1	10	33%	-56.7	0	-10	-4.8	3	0	30
			Parts Replacement	100	271.7	1	2	7%	-56.7	0	-10	-11.8	3	0	25
		V9	Tyre Changing/ Charging	98	230.6	1	10	33%	-55.3	0	-10	-4.8	3	0	31
			Parts Replacement	100	230.6	1	2	7%	-55.3	0	-10	-11.8	3	0	26
		V10	Tyre Changing/ Charging	98	222.8	1	10	33%	-55.0	0	-10	-4.8	3	0	31
			Parts Replacement	100	222.8	1	2	7%	-55.0	0	-10	-11.8	3	0	26
		V11	Tyre Changing/ Charging	98	201.6	1	10	33%	-54.1	0	-10	-4.8	3	0	32
			Parts Replacement	100	201.6	1	2	7%	-54.1	0	-10	-11.8	3	0	27
Predicted Total Fixed Noise Level, dB(A)															45

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP402_GF	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Kau Yan College and Adjacent School								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836262.8	V1	Bus Washing	101	304.6	1	2	100%	-57.7	0	-10	0.0	3	0	36
y	835184.2	V2	Bus Washing	101	298.0	1	2	100%	-57.5	0	-10	0.0	3	0	37
z	6.6	V3	Bus Washing	101	276.5	1	2	100%	-56.8	0	-10	0.0	3	0	37
Period	Nighttime	V4	Bus Washing	101	269.2	1	2	100%	-56.6	0	-10	0.0	3	0	37
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	231.6	1	10	33%	-55.3	0	-10	-4.8	3	0	31
			Parts Replacement	100	231.6	1	2	7%	-55.3	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	198.2	2	10	33%	-53.9	3	-10	-4.8	3	0	35
			Parts Replacement	100	198.2	2	2	7%	-53.9	3	-10	-11.8	3	0	30
			Braking Test	99	198.2	1	2	7%	-53.9	0	-10	-11.8	3	0	26
		V7	Tyre Changing/ Charging	98	270.3	1	10	33%	-56.6	0	-10	-4.8	3	0	30
			Parts Replacement	100	270.3	1	2	7%	-56.6	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	263.3	1	10	33%	-56.4	0	-10	-4.8	3	0	30
			Parts Replacement	100	263.3	1	2	7%	-56.4	0	-10	-11.8	3	0	25
		V9	Tyre Changing/ Charging	98	224.9	1	10	33%	-55.0	0	-10	-4.8	3	0	31
			Parts Replacement	100	224.9	1	2	7%	-55.0	0	-10	-11.8	3	0	26
		V10	Tyre Changing/ Charging	98	214.4	1	10	33%	-54.6	0	-10	-4.8	3	0	32
			Parts Replacement	100	214.4	1	2	7%	-54.6	0	-10	-11.8	3	0	27
		V11	Tyre Changing/ Charging	98	194.9	1	10	33%	-53.8	0	-10	-4.8	3	0	32
			Parts Replacement	100	194.9	1	2	7%	-53.8	0	-10	-11.8	3	0	27
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP402_3F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Kau Yan College and Adjacent School								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836262.8	V1	Bus Washing	101	305.0	1	2	100%	-57.7	0	-10	0.0	3	0	36
y	835184.2	V2	Bus Washing	101	298.4	1	2	100%	-57.5	0	-10	0.0	3	0	37
z	20.6	V3	Bus Washing	101	276.9	1	2	100%	-56.8	0	-10	0.0	3	0	37
Period	Nighttime	V4	Bus Washing	101	269.6	1	2	100%	-56.6	0	-10	0.0	3	0	37
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	232.1	1	10	33%	-55.3	0	-10	-4.8	3	0	31
			Parts Replacement	100	232.1	1	2	7%	-55.3	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	198.8	2	10	33%	-54.0	3	-10	-4.8	3	0	35
			Parts Replacement	100	198.8	2	2	7%	-54.0	3	-10	-11.8	3	0	30
			Braking Test	99	198.8	1	2	7%	-54.0	0	-10	-11.8	3	0	26
		V7	Tyre Changing/ Charging	98	270.8	1	10	33%	-56.7	0	-10	-4.8	3	0	30
			Parts Replacement	100	270.8	1	2	7%	-56.7	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	263.3	1	10	33%	-56.4	0	-10	-4.8	3	0	30
			Parts Replacement	100	263.3	1	2	7%	-56.4	0	-10	-11.8	3	0	25
		V9	Tyre Changing/ Charging	98	224.9	1	10	33%	-55.0	0	-10	-4.8	3	0	31
			Parts Replacement	100	224.9	1	2	7%	-55.0	0	-10	-11.8	3	0	26
		V10	Tyre Changing/ Charging	98	214.5	1	10	33%	-54.6	0	-10	-4.8	3	0	32
			Parts Replacement	100	214.5	1	2	7%	-54.6	0	-10	-11.8	3	0	27
		V11	Tyre Changing/ Charging	98	194.9	1	10	33%	-53.8	0	-10	-4.8	3	0	32
			Parts Replacement	100	194.9	1	2	7%	-53.8	0	-10	-11.8	3	0	27
Predicted Total Fixed Noise Level, dB(A)															45

NAP	NAP402_6F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Kau Yan College and Adjacent School								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836262.8	V1	Bus Washing	101	305.7	1	2	100%	-57.7	0	-10	0.0	3	0	36
y	835184.2	V2	Bus Washing	101	299.1	1	2	100%	-57.5	0	-10	0.0	3	0	36
z	31.1	V3	Bus Washing	101	277.7	1	2	100%	-56.9	0	-10	0.0	3	0	37
Period	Nighttime	V4	Bus Washing	101	270.4	1	2	100%	-56.6	0	-10	0.0	3	0	37
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	233.0	1	10	33%	-55.3	0	-10	-4.8	3	0	31
			Parts Replacement	100	233.0	1	2	7%	-55.3	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	199.9	2	10	33%	-54.0	3	-10	-4.8	3	0	35
			Parts Replacement	100	199.9	2	2	7%	-54.0	3	-10	-11.8	3	0	30
			Braking Test	99	199.9	1	2	7%	-54.0	0	-10	-11.8	3	0	26
		V7	Tyre Changing/ Charging	98	271.6	1	10	33%	-56.7	0	-10	-4.8	3	0	30
			Parts Replacement	100	271.6	1	2	7%	-56.7	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	263.8	1	10	33%	-56.4	0	-10	-4.8	3	0	30
			Parts Replacement	100	263.8	1	2	7%	-56.4	0	-10	-11.8	3	0	25
		V9	Tyre Changing/ Charging	98	225.5	1	10	33%	-55.1	0	-10	-4.8	3	0	31
			Parts Replacement	100	225.5	1	2	7%	-55.1	0	-10	-11.8	3	0	26
		V10	Tyre Changing/ Charging	98	215.1	1	10	33%	-54.7	0	-10	-4.8	3	0	32
			Parts Replacement	100	215.1	1	2	7%	-54.7	0	-10	-11.8	3	0	27
		V11	Tyre Changing/ Charging	98	195.6	1	10	33%	-53.8	0	-10	-4.8	3	0	32
			Parts Replacement	100	195.6	1	2	7%	-53.8	0	-10	-11.8	3	0	27
		Predicted Total Fixed Noise Level, dB(A)													

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL

Maximum allowable Sound Power Level (dB(A))

DC

Distance Attenuation (dB(A))

QC

Quantity Correction (dB(A))

FC

Façade Correction (dB(A))

BC

Barrier Correction (dB(A))

OC

Percentage on-time Correction (dB(A))

TC

Correction for Tonality (dB(A))

IMC

Correction for Impulsiveness (dB(A))

INTC

Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.

[2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.

[3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.
- C:\Users\ChristineGohSiewYinn\SynologyDrive\1849 Tai Po KMB Depot\05 Report\01 AEC Report\Project Profile\Figure\PP for DIR_Issue 7\Working\App4-4a Fixed Noise Caln_vehicle repair and testing only_20250220
- 11

NAP	NAP501_GF	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Fu Shin Estate								Distance	Quantity	Barrier	On Time 0.0	Façade	Tonal	dB(A)
x	836303.8	V1	Bus Washing	101	361.6	1	2	100%	-59.2	0	-10	0.0	3	0	35
y	835062.3	V2	Bus Washing	101	351.8	1	2	100%	-58.9	0	-10	0.0	3	0	35
z	5.1	V3	Bus Washing	101	342.4	1	2	100%	-58.7	0	-10	0.0	3	0	35
Period	Nighttime	V4	Bus Washing	101	332.2	1	2	100%	-58.4	0	-10	0.0	3	0	36
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	312.8	1	10	33%	-57.9	0	-10	-4.8	3	0	28
			Parts Replacement	100	312.8	1	2	7%	-57.9	0	-10	-11.8	3	0	23
		V6	Tyre Changing/ Charging	98	276.4	2	10	33%	-56.8	3	-10	-4.8	3	0	32
			Parts Replacement	100	276.4	2	2	7%	-56.8	3	-10	-11.8	3	0	27
			Braking Test	99	276.4	1	2	7%	-56.8	0	-10	-11.8	3	0	23
		V7	Tyre Changing/ Charging	98	326.6	1	10	33%	-58.3	0	-10	-4.8	3	0	28
			Parts Replacement	100	326.6	1	2	7%	-58.3	0	-10	-11.8	3	0	23
		V8	Tyre Changing/ Charging	98	332.8	1	10	33%	-58.4	0	-10	-4.8	3	0	28
			Parts Replacement	100	332.8	1	2	7%	-58.4	0	-10	-11.8	3	0	23
		V9	Tyre Changing/ Charging	98	310.5	1	10	33%	-57.8	0	-10	-4.8	3	0	28
			Parts Replacement	100	310.5	1	2	7%	-57.8	0	-10	-11.8	3	0	23
		V10	Tyre Changing/ Charging	98	289.4	1	10	33%	-57.2	0	-10	-4.8	3	0	29
			Parts Replacement	100	289.4	1	2	7%	-57.2	0	-10	-11.8	3	0	24
		V11	Tyre Changing/ Charging	98	279.2	1	10	33%	-56.9	0	-10	-4.8	3	0	29
			Parts Replacement	100	279.2	1	2	7%	-56.9	0	-10	-11.8	3	0	24
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP501_17F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Fu Shin Estate								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836303.8	V1	Bus Washing	101	364.8	1	2	100%	-59.2	0	-10	0.0	3	0	35
y	835062.3	V2	Bus Washing	101	355.1	1	2	100%	-59.0	0	-10	0.0	3	0	35
z	53.4	V3	Bus Washing	101	345.8	1	2	100%	-58.8	0	-10	0.0	3	0	35
Period	Nighttime	V4	Bus Washing	101	335.7	1	2	100%	-58.5	0	-10	0.0	3	0	35
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	316.5	1	10	33%	-58.0	0	-10	-4.8	3	0	28
			Parts Replacement	100	316.5	1	2	7%	-58.0	0	-10	-11.8	3	0	23
		V6	Tyre Changing/ Charging	98	280.6	2	10	33%	-57.0	3	-10	-4.8	3	0	32
			Parts Replacement	100	280.6	2	2	7%	-57.0	3	-10	-11.8	3	0	27
			Braking Test	99	280.6	1	2	7%	-57.0	0	-10	-11.8	3	0	23
		V7	Tyre Changing/ Charging	98	330.2	1	10	33%	-58.4	0	-10	-4.8	3	0	28
			Parts Replacement	100	330.2	1	2	7%	-58.4	0	-10	-11.8	3	0	23
		V8	Tyre Changing/ Charging	98	335.1	1	10	33%	-58.5	0	-10	-4.8	3	0	28
			Parts Replacement	100	335.1	1	2	7%	-58.5	0	-10	-11.8	3	0	23
		V9	Tyre Changing/ Charging	98	313.0	1	10	33%	-57.9	0	-10	-4.8	3	0	28
			Parts Replacement	100	313.0	1	2	7%	-57.9	0	-10	-11.8	3	0	23
		V10	Tyre Changing/ Charging	98	292.1	1	10	33%	-57.3	0	-10	-4.8	3	0	29
			Parts Replacement	100	292.1	1	2	7%	-57.3	0	-10	-11.8	3	0	24
		V11	Tyre Changing/ Charging	98	282.0	1	10	33%	-57.0	0	-10	-4.8	3	0	29
			Parts Replacement	100	282.0	1	2	7%	-57.0	0	-10	-11.8	3	0	24
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP501_34F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Fu Shin Estate								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836303.8	V1	Bus Washing	101	373.9	1	2	100%	-59.5	0	-10	0.0	3	0	35
y	835062.3	V2	Bus Washing	101	364.5	1	2	100%	-59.2	0	-10	0.0	3	0	35
z	100.5	V3	Bus Washing	101	355.4	1	2	100%	-59.0	0	-10	0.0	3	0	35
Period	Nighttime	V4	Bus Washing	101	345.6	1	2	100%	-58.8	0	-10	0.0	3	0	35
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	327.0	1	10	33%	-58.3	0	-10	-4.8	3	0	28
			Parts Replacement	100	327.0	1	2	7%	-58.3	0	-10	-11.8	3	0	23
		V6	Tyre Changing/ Charging	98	292.4	2	10	33%	-57.3	3	-10	-4.8	3	0	32
			Parts Replacement	100	292.4	2	2	7%	-57.3	3	-10	-11.8	3	0	27
			Braking Test	99	292.4	1	2	7%	-57.3	0	-10	-11.8	3	0	23
		V7	Tyre Changing/ Charging	98	340.3	1	10	33%	-58.6	0	-10	-4.8	3	0	28
			Parts Replacement	100	340.3	1	2	7%	-58.6	0	-10	-11.8	3	0	23
		V8	Tyre Changing/ Charging	98	344.0	1	10	33%	-58.7	0	-10	-4.8	3	0	27
			Parts Replacement	100	344.0	1	2	7%	-58.7	0	-10	-11.8	3	0	23
		V9	Tyre Changing/ Charging	98	322.4	1	10	33%	-58.2	0	-10	-4.8	3	0	28
			Parts Replacement	100	322.4	1	2	7%	-58.2	0	-10	-11.8	3	0	23
		V10	Tyre Changing/ Charging	98	302.2	1	10	33%	-57.6	0	-10	-4.8	3	0	29
			Parts Replacement	100	302.2	1	2	7%	-57.6	0	-10	-11.8	3	0	24
		V11	Tyre Changing/ Charging	98	292.4	1	10	33%	-57.3	0	-10	-4.8	3	0	29
			Parts Replacement	100	292.4	1	2	7%	-57.3	0	-10	-11.8	3	0	24
		Predicted Total Fixed Noise Level, dB(A)													

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP502_GF	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Fu Shin Estate								Distance	Quantity	Barrier	On Time 0.0	Façade	Tonal	dB(A)
x	836309	V1	Bus Washing	101	361.5	1	2	100%	-59.2	0	-10	0.0	3	0	35
y	835058.7	V2	Bus Washing	101	351.6	1	2	100%	-58.9	0	-10	0.0	3	0	35
z	5.1	V3	Bus Washing	101	342.9	1	2	100%	-58.7	0	-10	0.0	3	0	35
Period	Nighttime	V4	Bus Washing	101	332.6	1	2	100%	-58.4	0	-10	0.0	3	0	36
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	314.2	1	10	33%	-57.9	0	-10	-4.8	3	0	28
			Parts Replacement	100	314.2	1	2	7%	-57.9	0	-10	-11.8	3	0	23
		V6	Tyre Changing/ Charging	98	277.8	2	10	33%	-56.9	3	-10	-4.8	3	0	32
			Parts Replacement	100	277.8	2	2	7%	-56.9	3	-10	-11.8	3	0	27
			Braking Test	99	277.8	1	2	7%	-56.9	0	-10	-11.8	3	0	23
		V7	Tyre Changing/ Charging	98	326.7	1	10	33%	-58.3	0	-10	-4.8	3	0	28
			Parts Replacement	100	326.7	1	2	7%	-58.3	0	-10	-11.8	3	0	23
		V8	Tyre Changing/ Charging	98	333.5	1	10	33%	-58.5	0	-10	-4.8	3	0	28
			Parts Replacement	100	333.5	1	2	7%	-58.5	0	-10	-11.8	3	0	23
		V9	Tyre Changing/ Charging	98	312.2	1	10	33%	-57.9	0	-10	-4.8	3	0	28
			Parts Replacement	100	312.2	1	2	7%	-57.9	0	-10	-11.8	3	0	23
		V10	Tyre Changing/ Charging	98	290.6	1	10	33%	-57.3	0	-10	-4.8	3	0	29
			Parts Replacement	100	290.6	1	2	7%	-57.3	0	-10	-11.8	3	0	24
		V11	Tyre Changing/ Charging	98	280.9	1	10	33%	-57.0	0	-10	-4.8	3	0	29
			Parts Replacement	100	280.9	1	2	7%	-57.0	0	-10	-11.8	3	0	24
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP502_17F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)					Predicted Noise Level	
Description	Fu Shin Estate								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836309	V1	Bus Washing	101	364.7	1	2	100%	-59.2	0	-10	0.0	3	0	35
y	835058.7	V2	Bus Washing	101	354.9	1	2	100%	-59.0	0	-10	0.0	3	0	35
z	53.4	V3	Bus Washing	101	346.3	1	2	100%	-58.8	0	-10	0.0	3	0	35
Period	Nighttime	V4	Bus Washing	101	336.0	1	2	100%	-58.5	0	-10	0.0	3	0	35
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	317.9	1	10	33%	-58.0	0	-10	-4.8	3	0	28
			Parts Replacement	100	317.9	1	2	7%	-58.0	0	-10	-11.8	3	0	23
		V6	Tyre Changing/ Charging	98	282.0	2	10	33%	-57.0	3	-10	-4.8	3	0	32
			Parts Replacement	100	282.0	2	2	7%	-57.0	3	-10	-11.8	3	0	27
			Braking Test	99	282.0	1	2	7%	-57.0	0	-10	-11.8	3	0	23
		V7	Tyre Changing/ Charging	98	330.2	1	10	33%	-58.4	0	-10	-4.8	3	0	28
			Parts Replacement	100	330.2	1	2	7%	-58.4	0	-10	-11.8	3	0	23
		V8	Tyre Changing/ Charging	98	335.8	1	10	33%	-58.5	0	-10	-4.8	3	0	28
			Parts Replacement	100	335.8	1	2	7%	-58.5	0	-10	-11.8	3	0	23
		V9	Tyre Changing/ Charging	98	314.6	1	10	33%	-58.0	0	-10	-4.8	3	0	28
			Parts Replacement	100	314.6	1	2	7%	-58.0	0	-10	-11.8	3	0	23
		V10	Tyre Changing/ Charging	98	293.2	1	10	33%	-57.3	0	-10	-4.8	3	0	29
			Parts Replacement	100	293.2	1	2	7%	-57.3	0	-10	-11.8	3	0	24
		V11	Tyre Changing/ Charging	98	283.7	1	10	33%	-57.1	0	-10	-4.8	3	0	29
			Parts Replacement	100	283.7	1	2	7%	-57.1	0	-10	-11.8	3	0	24
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP502_34F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Fu Shin Estate								Distance	Quantity	Barrier	On Time %	Façade	Tonal	
x	836309	V1	Bus Washing	101	373.9	1	2	100%	-59.5	0	-10	0.0	3	0	35
y	835058.7	V2	Bus Washing	101	364.3	1	2	100%	-59.2	0	-10	0.0	3	0	35
z	100.5	V3	Bus Washing	101	355.9	1	2	100%	-59.0	0	-10	0.0	3	0	35
Period	Nighttime	V4	Bus Washing	101	345.9	1	2	100%	-58.8	0	-10	0.0	3	0	35
Noise Criteria	52 dB(A)	V5	Tyre Changing/ Charging	98	328.3	1	10	33%	-58.3	0	-10	-4.8	3	0	28
			Parts Replacement	100	328.3	1	2	7%	-58.3	0	-10	-11.8	3	0	23
		V6	Tyre Changing/ Charging	98	293.7	2	10	33%	-57.4	3	-10	-4.8	3	0	32
			Parts Replacement	100	293.7	2	2	7%	-57.4	3	-10	-11.8	3	0	27
			Braking Test	99	293.7	1	2	7%	-57.4	0	-10	-11.8	3	0	23
		V7	Tyre Changing/ Charging	98	340.3	1	10	33%	-58.6	0	-10	-4.8	3	0	28
			Parts Replacement	100	340.3	1	2	7%	-58.6	0	-10	-11.8	3	0	23
		V8	Tyre Changing/ Charging	98	344.6	1	10	33%	-58.7	0	-10	-4.8	3	0	27
			Parts Replacement	100	344.6	1	2	7%	-58.7	0	-10	-11.8	3	0	22
		V9	Tyre Changing/ Charging	98	324.0	1	10	33%	-58.2	0	-10	-4.8	3	0	28
			Parts Replacement	100	324.0	1	2	7%	-58.2	0	-10	-11.8	3	0	23
		V10	Tyre Changing/ Charging	98	303.3	1	10	33%	-57.6	0	-10	-4.8	3	0	29
			Parts Replacement	100	303.3	1	2	7%	-57.6	0	-10	-11.8	3	0	24
		V11	Tyre Changing/ Charging	98	294.1	1	10	33%	-57.4	0	-10	-4.8	3	0	29
			Parts Replacement	100	294.1	1	2	7%	-57.4	0	-10	-11.8	3	0	24
		Predicted Total Fixed Noise Level, dB(A)													

Remarks

[1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.

[2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.

[3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP602_GF	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)					Predicted Noise Level	
Description	Yee Nga Court								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836002.5	V1	Bus Washing	101	579.1	1	2	100%	-63.3	0	-10	0.0	3	0	31
y	835085	V2	Bus Washing	101	573.6	1	2	100%	-63.2	0	-10	0.0	3	0	31
z	6.6	V3	Bus Washing	101	548.5	1	2	100%	-62.8	0	-10	0.0	3	0	31
Period	Nighttime	V4	Bus Washing	101	542.6	1	2	100%	-62.7	0	-10	0.0	3	0	31
Noise Criteria	50 dB(A)	V5	Tyre Changing/ Charging	98	497.7	1	10	33%	-61.9	0	-10	-4.8	3	0	24
			Parts Replacement	100	497.7	1	2	7%	-61.9	0	-10	-11.8	3	0	19
		V6	Tyre Changing/ Charging	98	468.6	2	10	33%	-61.4	3	-10	-4.8	3	0	28
			Parts Replacement	100	468.6	2	2	7%	-61.4	3	-10	-11.8	3	0	23
			Braking Test	99	468.6	1	2	7%	-61.4	0	-10	-11.8	3	0	19
		V7	Tyre Changing/ Charging	98	545.9	1	10	33%	-62.7	0	-10	-4.8	3	0	23
			Parts Replacement	100	545.9	1	2	7%	-62.7	0	-10	-11.8	3	0	18
		V8	Tyre Changing/ Charging	98	534.2	1	10	33%	-62.6	0	-10	-4.8	3	0	24
			Parts Replacement	100	534.2	1	2	7%	-62.6	0	-10	-11.8	3	0	19
		V9	Tyre Changing/ Charging	98	488.5	1	10	33%	-61.8	0	-10	-4.8	3	0	24
			Parts Replacement	100	488.5	1	2	7%	-61.8	0	-10	-11.8	3	0	19
		V10	Tyre Changing/ Charging	98	485.3	1	10	33%	-61.7	0	-10	-4.8	3	0	25
			Parts Replacement	100	485.3	1	2	7%	-61.7	0	-10	-11.8	3	0	20
		V11	Tyre Changing/ Charging	98	461.9	1	10	33%	-61.3	0	-10	-4.8	3	0	25
			Parts Replacement	100	461.9	1	2	7%	-61.3	0	-10	-11.8	3	0	20
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP602_17F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Yee Nga Court								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836002.5	V1	Bus Washing	101	581.1	1	2	100%	-63.3	0	-10	0.0	3	0	31
y	835085	V2	Bus Washing	101	575.6	1	2	100%	-63.2	0	-10	0.0	3	0	31
z	53.7	V3	Bus Washing	101	550.6	1	2	100%	-62.8	0	-10	0.0	3	0	31
Period	Nighttime	V4	Bus Washing	101	544.8	1	2	100%	-62.7	0	-10	0.0	3	0	31
Noise Criteria	50 dB(A)	V5	Tyre Changing/ Charging	98	500.1	1	10	33%	-62.0	0	-10	-4.8	3	0	24
			Parts Replacement	100	500.1	1	2	7%	-62.0	0	-10	-11.8	3	0	19
		V6	Tyre Changing/ Charging	98	471.1	2	10	33%	-61.5	3	-10	-4.8	3	0	28
			Parts Replacement	100	471.1	2	2	7%	-61.5	3	-10	-11.8	3	0	23
			Braking Test	99	471.1	1	2	7%	-61.5	0	-10	-11.8	3	0	19
		V7	Tyre Changing/ Charging	98	548.1	1	10	33%	-62.8	0	-10	-4.8	3	0	23
			Parts Replacement	100	548.1	1	2	7%	-62.8	0	-10	-11.8	3	0	18
		V8	Tyre Changing/ Charging	98	535.7	1	10	33%	-62.6	0	-10	-4.8	3	0	24
			Parts Replacement	100	535.7	1	2	7%	-62.6	0	-10	-11.8	3	0	19
		V9	Tyre Changing/ Charging	98	490.1	1	10	33%	-61.8	0	-10	-4.8	3	0	24
			Parts Replacement	100	490.1	1	2	7%	-61.8	0	-10	-11.8	3	0	19
		V10	Tyre Changing/ Charging	98	487.0	1	10	33%	-61.7	0	-10	-4.8	3	0	24
			Parts Replacement	100	487.0	1	2	7%	-61.7	0	-10	-11.8	3	0	19
		V11	Tyre Changing/ Charging	98	463.7	1	10	33%	-61.3	0	-10	-4.8	3	0	25
			Parts Replacement	100	463.7	1	2	7%	-61.3	0	-10	-11.8	3	0	20
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP602_34F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Yee Nga Court								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836002.5	V1	Bus Washing	101	587.0	1	2	100%	-63.4	0	-10	0.0	3	0	31
y	835085	V2	Bus Washing	101	581.5	1	2	100%	-63.3	0	-10	0.0	3	0	31
z	100.8	V3	Bus Washing	101	556.7	1	2	100%	-62.9	0	-10	0.0	3	0	31
Period	Nighttime	V4	Bus Washing	101	551.0	1	2	100%	-62.8	0	-10	0.0	3	0	31
Noise Criteria	50 dB(A)	V5	Tyre Changing/ Charging	98	506.8	1	10	33%	-62.1	0	-10	-4.8	3	0	24
			Parts Replacement	100	506.8	1	2	7%	-62.1	0	-10	-11.8	3	0	19
		V6	Tyre Changing/ Charging	98	478.3	2	10	33%	-61.6	3	-10	-4.8	3	0	28
			Parts Replacement	100	478.3	2	2	7%	-61.6	3	-10	-11.8	3	0	23
			Braking Test	99	478.3	1	2	7%	-61.6	0	-10	-11.8	3	0	19
		V7	Tyre Changing/ Charging	98	554.2	1	10	33%	-62.9	0	-10	-4.8	3	0	23
			Parts Replacement	100	554.2	1	2	7%	-62.9	0	-10	-11.8	3	0	18
		V8	Tyre Changing/ Charging	98	541.3	1	10	33%	-62.7	0	-10	-4.8	3	0	24
			Parts Replacement	100	541.3	1	2	7%	-62.7	0	-10	-11.8	3	0	19
		V9	Tyre Changing/ Charging	98	496.2	1	10	33%	-61.9	0	-10	-4.8	3	0	24
			Parts Replacement	100	496.2	1	2	7%	-61.9	0	-10	-11.8	3	0	19
		V10	Tyre Changing/ Charging	98	493.1	1	10	33%	-61.9	0	-10	-4.8	3	0	24
			Parts Replacement	100	493.1	1	2	7%	-61.9	0	-10	-11.8	3	0	19
		V11	Tyre Changing/ Charging	98	470.1	1	10	33%	-61.4	0	-10	-4.8	3	0	25
			Parts Replacement	100	470.1	1	2	7%	-61.4	0	-10	-11.8	3	0	20
		Predicted Total Fixed Noise Level, dB(A)													

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP101_1F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Descripton	63 Ting Kok Rd								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836466.8	V1	Bus Washing	101	213.5	1	2	100%	-54.6	0	-10	0.0	3	0	39
y	835564.6	V2	Bus Washing	101	225.3	1	2	100%	-55.1	0	-10	0.0	3	0	39
z	8.5	V3	Bus Washing	101	208.5	1	2	100%	-54.4	0	-10	0.0	3	0	40
Period	Day time	V4	Bus Washing	101	220.5	1	2	100%	-54.9	0	-10	0.0	3	0	39
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	217.6	1	10	33%	-54.8	0	-10	-4.8	3	0	31
			Parts Replacement	100	217.6	1	2	7%	-54.8	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	253.4	2	10	33%	-56.1	3	-10	-4.8	3	0	33
			Parts Replacement	100	253.4	2	2	7%	-56.1	3	-10	-11.8	3	0	28
			Braking Test	99	253.4	1	2	7%	-56.1	0	-10	-11.8	3	0	24
		V7	Tyre Changing/ Charging	98	235.1	1	10	33%	-55.4	0	-10	-4.8	3	0	31
			Parts Replacement	100	235.1	1	2	7%	-55.4	0	-10	-11.8	3	0	26
		V8	Tyre Changing/ Charging	98	210.8	1	10	33%	-54.5	0	-10	-4.8	3	0	32
			Parts Replacement	100	210.8	1	2	7%	-54.5	0	-10	-11.8	3	0	27
		V9	Tyre Changing/ Charging	98	218.2	1	10	33%	-54.8	0	-10	-4.8	3	0	31
			Parts Replacement	100	218.2	1	2	7%	-54.8	0	-10	-11.8	3	0	26
		V10	Tyre Changing/ Charging	98	243.0	1	10	33%	-55.7	0	-10	-4.8	3	0	31
			Parts Replacement	100	243.0	1	2	7%	-55.7	0	-10	-11.8	3	0	26
		V11	Tyre Changing/ Charging	98	249.2	1	10	33%	-55.9	0	-10	-4.8	3	0	30
			Parts Replacement	100	249.2	1	2	7%	-55.9	0	-10	-11.8	3	0	25
Predicted Total Fixed Noise Level, dB(A)															47

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP201_1F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Yue Kok Village								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836335.7	V1	Bus Washing	101	194.5	1	2	100%	-53.8	0	-10	0.0	3	0	40
y	835434.1	V2	Bus Washing	101	199.7	1	2	100%	-54.0	0	-10	0.0	3	0	40
z	6.5	V3	Bus Washing	101	163.1	1	2	100%	-52.2	0	-10	0.0	3	0	42
Period	Day time	V4	Bus Washing	101	169.1	1	2	100%	-52.6	0	-10	0.0	3	0	41
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	120.1	1	10	33%	-49.6	0	-10	-4.8	3	0	37
			Parts Replacement	100	120.1	1	2	7%	-49.6	0	-10	-11.8	3	0	32
		V6	Tyre Changing/ Charging	98	137.5	2	10	33%	-50.8	3	-10	-4.8	3	0	38
			Parts Replacement	100	137.5	2	2	7%	-50.8	3	-10	-11.8	3	0	33
			Braking Test	99	137.5	1	2	7%	-50.8	0	-10	-11.8	3	0	29
		V7	Tyre Changing/ Charging	98	185.8	1	10	33%	-53.4	0	-10	-4.8	3	0	33
			Parts Replacement	100	185.8	1	2	7%	-53.4	0	-10	-11.8	3	0	28
		V8	Tyre Changing/ Charging	98	151.5	1	10	33%	-51.6	0	-10	-4.8	3	0	35
			Parts Replacement	100	151.5	1	2	7%	-51.6	0	-10	-11.8	3	0	30
		V9	Tyre Changing/ Charging	98	109.7	1	10	33%	-48.8	0	-10	-4.8	3	0	37
			Parts Replacement	100	109.7	1	2	7%	-48.8	0	-10	-11.8	3	0	32
		V10	Tyre Changing/ Charging	98	140.2	1	10	33%	-50.9	0	-10	-4.8	3	0	35
			Parts Replacement	100	140.2	1	2	7%	-50.9	0	-10	-11.8	3	0	30
		V11	Tyre Changing/ Charging	98	124.9	1	10	33%	-49.9	0	-10	-4.8	3	0	36
			Parts Replacement	100	124.9	1	2	7%	-49.9	0	-10	-11.8	3	0	31
Predicted Total Fixed Noise Level, dB(A)															50

NAP	NAP202_1F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Yue Kok Village								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836312.4	V1	Bus Washing	101	205.0	1	2	100%	-54.2	0	-10	0.0	3	0	40
y	835393.4	V2	Bus Washing	101	207.6	1	2	100%	-54.3	0	-10	0.0	3	0	40
z	6.5	V3	Bus Washing	101	170.7	1	2	100%	-52.6	0	-10	0.0	3	0	41
Period	Day time	V4	Bus Washing	101	173.7	1	2	100%	-52.8	0	-10	0.0	3	0	41
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	118.1	1	10	33%	-49.4	0	-10	-4.8	3	0	37
			Parts Replacement	100	118.1	1	2	7%	-49.4	0	-10	-11.8	3	0	32
		V6	Tyre Changing/ Charging	98	122.8	2	10	33%	-49.8	3	-10	-4.8	3	0	39
			Parts Replacement	100	122.8	2	2	7%	-49.8	3	-10	-11.8	3	0	34
			Braking Test	99	122.8	1	2	7%	-49.8	0	-10	-11.8	3	0	30
		V7	Tyre Changing/ Charging	98	188.4	1	10	33%	-53.5	0	-10	-4.8	3	0	33
			Parts Replacement	100	188.4	1	2	7%	-53.5	0	-10	-11.8	3	0	28
		V8	Tyre Changing/ Charging	98	156.8	1	10	33%	-51.9	0	-10	-4.8	3	0	34
			Parts Replacement	100	156.8	1	2	7%	-51.9	0	-10	-11.8	3	0	29
		V9	Tyre Changing/ Charging	98	105.8	1	10	33%	-48.5	0	-10	-4.8	3	0	38
			Parts Replacement	100	105.8	1	2	7%	-48.5	0	-10	-11.8	3	0	33
		V10	Tyre Changing/ Charging	98	130.9	1	10	33%	-50.3	0	-10	-4.8	3	0	36
			Parts Replacement	100	130.9	1	2	7%	-50.3	0	-10	-11.8	3	0	31
		V11	Tyre Changing/ Charging	98	108.7	1	10	33%	-48.7	0	-10	-4.8	3	0	38
			Parts Replacement	100	108.7	1	2	7%	-48.7	0	-10	-11.8	3	0	33
Predicted Total Fixed Noise Level, dB(A)															50

NAP	NAP203_1F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level		
Description	Yue Kok Village								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)		
x	836292.8	V1	Bus Washing	101	221.3	1	2	100%	-54.9	0	-10	0.0	3	0	39		
y	835359.6	V2	Bus Washing	101	221.8	1	2	100%	-54.9	0	-10	0.0	3	0	39		
z	6.5	V3	Bus Washing	101	186.3	1	2	100%	-53.4	0	-10	0.0	3	0	41		
Period	Day time	V4	Bus Washing	101	186.9	1	2	100%	-53.4	0	-10	0.0	3	0	41		
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	130.3	1	10	33%	-50.3	0	-10	-4.8	3	0	36		
			Parts Replacement	100	130.3	1	2	7%	-50.3	0	-10	-11.8	3	0	31		
		V6	Tyre Changing/ Charging	98	123.6	2	10	33%	-49.8	3	-10	-4.8	3	0	39		
			Parts Replacement	100	123.6	2	2	7%	-49.8	3	-10	-11.8	3	0	34		
			Braking Test	99	123.6	1	2	7%	-49.8	0	-10	-11.8	3	0	30		
		V7	Tyre Changing/ Charging	98	199.3	1	10	33%	-54.0	0	-10	-4.8	3	0	32		
			Parts Replacement	100	199.3	1	2	7%	-54.0	0	-10	-11.8	3	0	27		
		V8	Tyre Changing/ Charging	98	171.5	1	10	33%	-52.7	0	-10	-4.8	3	0	34		
			Parts Replacement	100	171.5	1	2	7%	-52.7	0	-10	-11.8	3	0	29		
		V9	Tyre Changing/ Charging	98	117.8	1	10	33%	-49.4	0	-10	-4.8	3	0	37		
			Parts Replacement	100	117.8	1	2	7%	-49.4	0	-10	-11.8	3	0	32		
		V10	Tyre Changing/ Charging	98	135.8	1	10	33%	-50.7	0	-10	-4.8	3	0	36		
			Parts Replacement	100	135.8	1	2	7%	-50.7	0	-10	-11.8	3	0	31		
		V11	Tyre Changing/ Charging	98	109.8	1	10	33%	-48.8	0	-10	-4.8	3	0	37		
			Parts Replacement	100	109.8	1	2	7%	-48.8	0	-10	-11.8	3	0	32		
		Predicted Total Fixed Noise Level, dB(A)															49

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP301_8F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level		
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time 0.0	Façade	Tonal	dB(A)		
x	836246.4	V1	Bus Washing	101	271.9	1	2	100%	-56.7	0	-10	0.0	3	0	37		
y	835311.5	V2	Bus Washing	101	270.1	1	2	100%	-56.6	0	-10	0.0	3	0	37		
z	20.8	V3	Bus Washing	101	237.5	1	2	100%	-55.5	0	-10	0.0	3	0	38		
Period	Day time	V4	Bus Washing	101	235.5	1	2	100%	-55.4	0	-10	0.0	3	0	39		
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	181.6	1	10	33%	-53.2	0	-10	-4.8	3	0	33		
			Parts Replacement	100	181.6	1	2	7%	-53.2	0	-10	-11.8	3	0	28		
		V6	Tyre Changing/ Charging	98	163.6	2	10	33%	-52.3	3	-10	-4.8	3	0	37		
			Parts Replacement	100	163.6	2	2	7%	-52.3	3	-10	-11.8	3	0	32		
			Braking Test	99	163.6	1	2	7%	-52.3	0	-10	-11.8	3	0	28		
		V7	Tyre Changing/ Charging	98	244.8	1	10	33%	-55.8	0	-10	-4.8	3	0	30		
			Parts Replacement	100	244.8	1	2	7%	-55.8	0	-10	-11.8	3	0	25		
		V8	Tyre Changing/ Charging	98	221.8	1	10	33%	-54.9	0	-10	-4.8	3	0	31		
			Parts Replacement	100	221.8	1	2	7%	-54.9	0	-10	-11.8	3	0	26		
		V9	Tyre Changing/ Charging	98	169.4	1	10	33%	-52.6	0	-10	-4.8	3	0	34		
			Parts Replacement	100	169.4	1	2	7%	-52.6	0	-10	-11.8	3	0	29		
		V10	Tyre Changing/ Charging	98	178.3	1	10	33%	-53.0	0	-10	-4.8	3	0	33		
			Parts Replacement	100	178.3	1	2	7%	-53.0	0	-10	-11.8	3	0	28		
		V11	Tyre Changing/ Charging	98	151.3	1	10	33%	-51.6	0	-10	-4.8	3	0	35		
			Parts Replacement	100	151.3	1	2	7%	-51.6	0	-10	-11.8	3	0	30		
		Predicted Total Fixed Noise Level, dB(A)															47

NAP	NAP301_23F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time 0.0	Façade	Tonal	dB(A)
x	836246.4	V1	Bus Washing	101	277.4	1	2	100%	-56.9	0	-10	0.0	3	0	37
y	835311.5	V2	Bus Washing	101	275.7	1	2	100%	-56.8	0	-10	0.0	3	0	37
z	62.4	V3	Bus Washing	101	243.8	1	2	100%	-55.7	0	-10	0.0	3	0	38
Period	Day time	V4	Bus Washing	101	241.9	1	2	100%	-55.7	0	-10	0.0	3	0	38
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	189.8	1	10	33%	-53.6	0	-10	-4.8	3	0	33
			Parts Replacement	100	189.8	1	2	7%	-53.6	0	-10	-11.8	3	0	28
		V6	Tyre Changing/ Charging	98	172.6	2	10	33%	-52.7	3	-10	-4.8	3	0	36
			Parts Replacement	100	172.6	2	2	7%	-52.7	3	-10	-11.8	3	0	32
			Braking Test	99	172.6	1	2	7%	-52.7	0	-10	-11.8	3	0	27
		V7	Tyre Changing/ Charging	98	250.9	1	10	33%	-56.0	0	-10	-4.8	3	0	30
			Parts Replacement	100	250.9	1	2	7%	-56.0	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	227.1	1	10	33%	-55.1	0	-10	-4.8	3	0	31
			Parts Replacement	100	227.1	1	2	7%	-55.1	0	-10	-11.8	3	0	26
		V9	Tyre Changing/ Charging	98	176.3	1	10	33%	-52.9	0	-10	-4.8	3	0	33
			Parts Replacement	100	176.3	1	2	7%	-52.9	0	-10	-11.8	3	0	28
		V10	Tyre Changing/ Charging	98	184.8	1	10	33%	-53.3	0	-10	-4.8	3	0	33
			Parts Replacement	100	184.8	1	2	7%	-53.3	0	-10	-11.8	3	0	28
		V11	Tyre Changing/ Charging	98	158.9	1	10	33%	-52.0	0	-10	-4.8	3	0	34
			Parts Replacement	100	158.9	1	2	7%	-52.0	0	-10	-11.8	3	0	29
Predicted Total Fixed Noise Level, dB(A)															47

NAP	NAP301_39F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Riviera Lodge								Distance	Quantity	Barrier	On time %	Façade	Tonal	dB(A)
x	836246.4	V1	Bus Washing	101	289.9	1	2	100%	-57.2	0	-10	0.0	3	0	37
y	835311.5	V2	Bus Washing	101	288.3	1	2	100%	-57.2	0	-10	0.0	3	0	37
z	107.2	V3	Bus Washing	101	258.0	1	2	100%	-56.2	0	-10	0.0	3	0	38
Period	Day time	V4	Bus Washing	101	256.2	1	2	100%	-56.2	0	-10	0.0	3	0	38
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	207.7	1	10	33%	-54.3	0	-10	-4.8	3	0	32
			Parts Replacement	100	207.7	1	2	7%	-54.3	0	-10	-11.8	3	0	27
		V6	Tyre Changing/ Charging	98	192.2	2	10	33%	-53.7	3	-10	-4.8	3	0	36
			Parts Replacement	100	192.2	2	2	7%	-53.7	3	-10	-11.8	3	0	31
			Braking Test	99	192.2	1	2	7%	-53.7	0	-10	-11.8	3	0	27
		V7	Tyre Changing/ Charging	98	264.8	1	10	33%	-56.5	0	-10	-4.8	3	0	30
			Parts Replacement	100	264.8	1	2	7%	-56.5	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	240.8	1	10	33%	-55.6	0	-10	-4.8	3	0	31
			Parts Replacement	100	240.8	1	2	7%	-55.6	0	-10	-11.8	3	0	26
		V9	Tyre Changing/ Charging	98	193.6	1	10	33%	-53.7	0	-10	-4.8	3	0	32
			Parts Replacement	100	193.6	1	2	7%	-53.7	0	-10	-11.8	3	0	28
		V10	Tyre Changing/ Charging	98	201.4	1	10	33%	-54.1	0	-10	-4.8	3	0	32
			Parts Replacement	100	201.4	1	2	7%	-54.1	0	-10	-11.8	3	0	27
		V11	Tyre Changing/ Charging	98	178.0	1	10	33%	-53.0	0	-10	-4.8	3	0	33
			Parts Replacement	100	178.0	1	2	7%	-53.0	0	-10	-11.8	3	0	28
Predicted Total Fixed Noise Level, dB(A)															46

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP302_8F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836247.1	V1	Bus Washing	101	273.2	1	2	100%	-56.7	0	-10	0.0	3	0	37
y	835300.6	V2	Bus Washing	101	271.0	1	2	100%	-56.7	0	-10	0.0	3	0	37
z	20.8	V3	Bus Washing	101	239.1	1	2	100%	-55.6	0	-10	0.0	3	0	38
Period	Day time	V4	Bus Washing	101	236.6	1	2	100%	-55.5	0	-10	0.0	3	0	39
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	183.7	1	10	33%	-53.3	0	-10	-4.8	3	0	33
			Parts Replacement	100	183.7	1	2	7%	-53.3	0	-10	-11.8	3	0	28
		V6	Tyre Changing/ Charging	98	163.7	2	10	33%	-52.3	3	-10	-4.8	3	0	37
			Parts Replacement	100	163.7	2	2	7%	-52.3	3	-10	-11.8	3	0	32
			Braking Test	99	163.7	1	2	7%	-52.3	0	-10	-11.8	3	0	28
		V7	Tyre Changing/ Charging	98	245.2	1	10	33%	-55.8	0	-10	-4.8	3	0	30
			Parts Replacement	100	245.2	1	2	7%	-55.8	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	223.5	1	10	33%	-55.0	0	-10	-4.8	3	0	31
			Parts Replacement	100	223.5	1	2	7%	-55.0	0	-10	-11.8	3	0	26
		V9	Tyre Changing/ Charging	98	171.8	1	10	33%	-52.7	0	-10	-4.8	3	0	34
			Parts Replacement	100	171.8	1	2	7%	-52.7	0	-10	-11.8	3	0	29
		V10	Tyre Changing/ Charging	98	178.8	1	10	33%	-53.0	0	-10	-4.8	3	0	33
			Parts Replacement	100	178.8	1	2	7%	-53.0	0	-10	-11.8	3	0	28
		V11	Tyre Changing/ Charging	98	152.0	1	10	33%	-51.6	0	-10	-4.8	3	0	35
			Parts Replacement	100	152.0	1	2	7%	-51.6	0	-10	-11.8	3	0	30
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP302_23F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836247.1	V1	Bus Washing	101	278.7	1	2	100%	-56.9	0	-10	0.0	3	0	37
y	835300.6	V2	Bus Washing	101	276.5	1	2	100%	-56.8	0	-10	0.0	3	0	37
z	62.4	V3	Bus Washing	101	245.4	1	2	100%	-55.8	0	-10	0.0	3	0	38
Period	Day time	V4	Bus Washing	101	242.9	1	2	100%	-55.7	0	-10	0.0	3	0	38
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	191.7	1	10	33%	-53.7	0	-10	-4.8	3	0	33
			Parts Replacement	100	191.7	1	2	7%	-53.7	0	-10	-11.8	3	0	28
		V6	Tyre Changing/ Charging	98	172.7	2	10	33%	-52.7	3	-10	-4.8	3	0	36
			Parts Replacement	100	172.7	2	2	7%	-52.7	3	-10	-11.8	3	0	32
			Braking Test	99	172.7	1	2	7%	-52.7	0	-10	-11.8	3	0	27
		V7	Tyre Changing/ Charging	98	251.3	1	10	33%	-56.0	0	-10	-4.8	3	0	30
			Parts Replacement	100	251.3	1	2	7%	-56.0	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	228.7	1	10	33%	-55.2	0	-10	-4.8	3	0	31
			Parts Replacement	100	228.7	1	2	7%	-55.2	0	-10	-11.8	3	0	26
		V9	Tyre Changing/ Charging	98	178.5	1	10	33%	-53.0	0	-10	-4.8	3	0	33
			Parts Replacement	100	178.5	1	2	7%	-53.0	0	-10	-11.8	3	0	28
		V10	Tyre Changing/ Charging	98	185.3	1	10	33%	-53.4	0	-10	-4.8	3	0	33
			Parts Replacement	100	185.3	1	2	7%	-53.4	0	-10	-11.8	3	0	28
		V11	Tyre Changing/ Charging	98	159.6	1	10	33%	-52.1	0	-10	-4.8	3	0	34
			Parts Replacement	100	159.6	1	2	7%	-52.1	0	-10	-11.8	3	0	29
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP302_39F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836247.1	V1	Bus Washing	101	291.2	1	2	100%	-57.3	0	-10	0.0	3	0	37
y	835300.6	V2	Bus Washing	101	289.1	1	2	100%	-57.2	0	-10	0.0	3	0	37
z	107.2	V3	Bus Washing	101	259.5	1	2	100%	-56.3	0	-10	0.0	3	0	38
Period	Day time	V4	Bus Washing	101	257.2	1	2	100%	-56.2	0	-10	0.0	3	0	38
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	209.5	1	10	33%	-54.4	0	-10	-4.8	3	0	32
			Parts Replacement	100	209.5	1	2	7%	-54.4	0	-10	-11.8	3	0	27
		V6	Tyre Changing/ Charging	98	192.2	2	10	33%	-53.7	3	-10	-4.8	3	0	36
			Parts Replacement	100	192.2	2	2	7%	-53.7	3	-10	-11.8	3	0	31
			Braking Test	99	192.2	1	2	7%	-53.7	0	-10	-11.8	3	0	27
		V7	Tyre Changing/ Charging	98	265.1	1	10	33%	-56.5	0	-10	-4.8	3	0	30
			Parts Replacement	100	265.1	1	2	7%	-56.5	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	242.3	1	10	33%	-55.7	0	-10	-4.8	3	0	31
			Parts Replacement	100	242.3	1	2	7%	-55.7	0	-10	-11.8	3	0	26
		V9	Tyre Changing/ Charging	98	195.7	1	10	33%	-53.8	0	-10	-4.8	3	0	32
			Parts Replacement	100	195.7	1	2	7%	-53.8	0	-10	-11.8	3	0	27
		V10	Tyre Changing/ Charging	98	201.9	1	10	33%	-54.1	0	-10	-4.8	3	0	32
			Parts Replacement	100	201.9	1	2	7%	-54.1	0	-10	-11.8	3	0	27
		V11	Tyre Changing/ Charging	98	178.6	1	10	33%	-53.0	0	-10	-4.8	3	0	33
			Parts Replacement	100	178.6	1	2	7%	-53.0	0	-10	-11.8	3	0	28
		Predicted Total Fixed Noise Level, dB(A)													

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL

Sound Pressure Level (dB(A))

Max SWL

Maximum allowable Sound Power Level (dB(A))

DC

Distance Attenuation (dB(A))

QC

Quantity Correction (dB(A))

FC

Façade Correction (dB(A))

BC

Barrier Correction (dB(A))

OC

Percentage on-time Correction (dB(A))

TC

Correction for Tonality (dB(A))

IMC

Correction for Impulsiveness (dB(A))

INTC

Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.

[2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.

[3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.
- C:\Users\ChristineGohSiewYinn\SynologyDrive\1849 Tai Po KMB Depot\05 Report\01 AEC Report\Project Profile\Figure\PP for DIR_Issue 7\Working\App4-4a Fixed Noise Caln_vehicle repair and testing only_20250220
- 19

NAP	NAP303_8F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level		
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)		
x	836239.5	V1	Bus Washing	101	282.0	1	2	100%	-57.0	0	-10	0.0	3	0	37		
y	835294.1	V2	Bus Washing	101	279.6	1	2	100%	-56.9	0	-10	0.0	3	0	37		
z	20.8	V3	Bus Washing	101	248.1	1	2	100%	-55.9	0	-10	0.0	3	0	38		
Period	Day time	V4	Bus Washing	101	245.3	1	2	100%	-55.8	0	-10	0.0	3	0	38		
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	192.8	1	10	33%	-53.7	0	-10	-4.8	3	0	33		
			Parts Replacement	100	192.8	1	2	7%	-53.7	0	-10	-11.8	3	0	28		
		V6	Tyre Changing/ Charging	98	172.0	2	10	33%	-52.7	3	-10	-4.8	3	0	37		
			Parts Replacement	100	172.0	2	2	7%	-52.7	3	-10	-11.8	3	0	32		
		V7	Braking Test	99	172.0	1	2	7%	-52.7	0	-10	-11.8	3	0	28		
			Tyre Changing/ Charging	98	253.6	1	10	33%	-56.1	0	-10	-4.8	3	0	30		
			Parts Replacement	100	253.6	1	2	7%	-56.1	0	-10	-11.8	3	0	25		
		V8	Tyre Changing/ Charging	98	232.5	1	10	33%	-55.3	0	-10	-4.8	3	0	31		
			Parts Replacement	100	232.5	1	2	7%	-55.3	0	-10	-11.8	3	0	26		
		V9	Tyre Changing/ Charging	98	181.1	1	10	33%	-53.2	0	-10	-4.8	3	0	33		
			Parts Replacement	100	181.1	1	2	7%	-53.2	0	-10	-11.8	3	0	28		
		V10	Tyre Changing/ Charging	98	187.3	1	10	33%	-53.5	0	-10	-4.8	3	0	33		
			Parts Replacement	100	187.3	1	2	7%	-53.5	0	-10	-11.8	3	0	28		
		V11	Tyre Changing/ Charging	98	160.7	1	10	33%	-52.1	0	-10	-4.8	3	0	34		
			Parts Replacement	100	160.7	1	2	7%	-52.1	0	-10	-11.8	3	0	29		
		Predicted Total Fixed Noise Level, dB(A)															46

NAP	NAP303_23F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level		
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)		
x	836239.5	V1	Bus Washing	101	287.3	1	2	100%	-57.2	0	-10	0.0	3	0	37		
y	835294.1	V2	Bus Washing	101	284.9	1	2	100%	-57.1	0	-10	0.0	3	0	37		
z	62.4	V3	Bus Washing	101	254.1	1	2	100%	-56.1	0	-10	0.0	3	0	38		
Period	Day time	V4	Bus Washing	101	251.4	1	2	100%	-56.0	0	-10	0.0	3	0	38		
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	200.5	1	10	33%	-54.0	0	-10	-4.8	3	0	32		
			Parts Replacement	100	200.5	1	2	7%	-54.0	0	-10	-11.8	3	0	27		
		V6	Tyre Changing/ Charging	98	180.6	2	10	33%	-53.1	3	-10	-4.8	3	0	36		
			Parts Replacement	100	180.6	2	2	7%	-53.1	3	-10	-11.8	3	0	31		
			Braking Test	99	180.6	1	2	7%	-53.1	0	-10	-11.8	3	0	27		
		V7	Tyre Changing/ Charging	98	259.5	1	10	33%	-56.3	0	-10	-4.8	3	0	30		
			Parts Replacement	100	259.5	1	2	7%	-56.3	0	-10	-11.8	3	0	25		
		V8	Tyre Changing/ Charging	98	237.5	1	10	33%	-55.5	0	-10	-4.8	3	0	31		
			Parts Replacement	100	237.5	1	2	7%	-55.5	0	-10	-11.8	3	0	26		
		V9	Tyre Changing/ Charging	98	187.5	1	10	33%	-53.5	0	-10	-4.8	3	0	33		
			Parts Replacement	100	187.5	1	2	7%	-53.5	0	-10	-11.8	3	0	28		
		V10	Tyre Changing/ Charging	98	193.5	1	10	33%	-53.7	0	-10	-4.8	3	0	32		
			Parts Replacement	100	193.5	1	2	7%	-53.7	0	-10	-11.8	3	0	28		
		V11	Tyre Changing/ Charging	98	167.8	1	10	33%	-52.5	0	-10	-4.8	3	0	34		
			Parts Replacement	100	167.8	1	2	7%	-52.5	0	-10	-11.8	3	0	29		
		Predicted Total Fixed Noise Level, dB(A)															46

NAP	NAP303_39F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Riviera Lodge								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836239.5	V1	Bus Washing	101	299.5	1	2	100%	-57.5	0	-10	0.0	3	0	36
y	835294.1	V2	Bus Washing	101	297.2	1	2	100%	-57.5	0	-10	0.0	3	0	37
z	107.2	V3	Bus Washing	101	267.7	1	2	100%	-56.6	0	-10	0.0	3	0	37
Period	Day time	V4	Bus Washing	101	265.2	1	2	100%	-56.5	0	-10	0.0	3	0	38
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	217.5	1	10	33%	-54.8	0	-10	-4.8	3	0	31
			Parts Replacement	100	217.5	1	2	7%	-54.8	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	199.4	2	10	33%	-54.0	3	-10	-4.8	3	0	35
			Parts Replacement	100	199.4	2	2	7%	-54.0	3	-10	-11.8	3	0	30
		V7	Braking Test	99	199.4	1	2	7%	-54.0	0	-10	-11.8	3	0	26
			Tyre Changing/ Charging	98	272.9	1	10	33%	-56.7	0	-10	-4.8	3	0	30
			Parts Replacement	100	272.9	1	2	7%	-56.7	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	250.6	1	10	33%	-56.0	0	-10	-4.8	3	0	30
			Parts Replacement	100	250.6	1	2	7%	-56.0	0	-10	-11.8	3	0	25
		V9	Tyre Changing/ Charging	98	203.9	1	10	33%	-54.2	0	-10	-4.8	3	0	32
			Parts Replacement	100	203.9	1	2	7%	-54.2	0	-10	-11.8	3	0	27
		V10	Tyre Changing/ Charging	98	209.4	1	10	33%	-54.4	0	-10	-4.8	3	0	32
			Parts Replacement	100	209.4	1	2	7%	-54.4	0	-10	-11.8	3	0	27
		V11	Tyre Changing/ Charging	98	186.0	1	10	33%	-53.4	0	-10	-4.8	3	0	33
			Parts Replacement	100	186.0	1	2	7%	-53.4	0	-10	-11.8	3	0	28
		Predicted Total Fixed Noise Level, dB(A)													

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP401_GF	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Kau Yan College and Adjacent School								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836245.2	V1	Bus Washing	101	314.2	1	2	100%	-57.9	0	-10	0.0	3	0	36
y	835193.8	V2	Bus Washing	101	308.1	1	2	100%	-57.8	0	-10	0.0	3	0	36
z	6.6	V3	Bus Washing	101	284.9	1	2	100%	-57.1	0	-10	0.0	3	0	37
Period	Day time	V4	Bus Washing	101	278.2	1	2	100%	-56.9	0	-10	0.0	3	0	37
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	237.6	1	10	33%	-55.5	0	-10	-4.8	3	0	31
			Parts Replacement	100	237.6	1	2	7%	-55.5	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	205.6	2	10	33%	-54.3	3	-10	-4.8	3	0	35
			Parts Replacement	100	205.6	2	2	7%	-54.3	3	-10	-11.8	3	0	30
			Braking Test	99	205.6	1	2	7%	-54.3	0	-10	-11.8	3	0	26
		V7	Tyre Changing/ Charging	98	280.5	1	10	33%	-57.0	0	-10	-4.8	3	0	29
			Parts Replacement	100	280.5	1	2	7%	-57.0	0	-10	-11.8	3	0	24
		V8	Tyre Changing/ Charging	98	271.2	1	10	33%	-56.7	0	-10	-4.8	3	0	30
			Parts Replacement	100	271.2	1	2	7%	-56.7	0	-10	-11.8	3	0	25
		V9	Tyre Changing/ Charging	98	230.0	1	10	33%	-55.2	0	-10	-4.8	3	0	31
			Parts Replacement	100	230.0	1	2	7%	-55.2	0	-10	-11.8	3	0	26
		V10	Tyre Changing/ Charging	98	222.1	1	10	33%	-54.9	0	-10	-4.8	3	0	31
			Parts Replacement	100	222.1	1	2	7%	-54.9	0	-10	-11.8	3	0	26
		V11	Tyre Changing/ Charging	98	200.9	1	10	33%	-54.1	0	-10	-4.8	3	0	32
			Parts Replacement	100	200.9	1	2	7%	-54.1	0	-10	-11.8	3	0	27
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP401_3F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Kau Yan College and Adjacent School								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836245.2	V1	Bus Washing	101	314.6	1	2	100%	-58.0	0	-10	0.0	3	0	36
y	835193.8	V2	Bus Washing	101	308.5	1	2	100%	-57.8	0	-10	0.0	3	0	36
z	20.6	V3	Bus Washing	101	285.3	1	2	100%	-57.1	0	-10	0.0	3	0	37
Period	Day time	V4	Bus Washing	101	278.6	1	2	100%	-56.9	0	-10	0.0	3	0	37
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	238.1	1	10	33%	-55.5	0	-10	-4.8	3	0	31
			Parts Replacement	100	238.1	1	2	7%	-55.5	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	206.2	2	10	33%	-54.3	3	-10	-4.8	3	0	35
			Parts Replacement	100	206.2	2	2	7%	-54.3	3	-10	-11.8	3	0	30
			Braking Test	99	206.2	1	2	7%	-54.3	0	-10	-11.8	3	0	26
		V7	Tyre Changing/ Charging	98	280.9	1	10	33%	-57.0	0	-10	-4.8	3	0	29
			Parts Replacement	100	280.9	1	2	7%	-57.0	0	-10	-11.8	3	0	24
		V8	Tyre Changing/ Charging	98	271.2	1	10	33%	-56.7	0	-10	-4.8	3	0	30
			Parts Replacement	100	271.2	1	2	7%	-56.7	0	-10	-11.8	3	0	25
		V9	Tyre Changing/ Charging	98	230.1	1	10	33%	-55.2	0	-10	-4.8	3	0	31
			Parts Replacement	100	230.1	1	2	7%	-55.2	0	-10	-11.8	3	0	26
		V10	Tyre Changing/ Charging	98	222.2	1	10	33%	-54.9	0	-10	-4.8	3	0	31
			Parts Replacement	100	222.2	1	2	7%	-54.9	0	-10	-11.8	3	0	26
		V11	Tyre Changing/ Charging	98	201.0	1	10	33%	-54.1	0	-10	-4.8	3	0	32
			Parts Replacement	100	201.0	1	2	7%	-54.1	0	-10	-11.8	3	0	27
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP401_6F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Kau Yan College and Adjacent School								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836245.2	V1	Bus Washing	101	315.3	1	2	100%	-58.0	0	-10	0.0	3	0	36
y	835193.8	V2	Bus Washing	101	309.2	1	2	100%	-57.8	0	-10	0.0	3	0	36
z	31.1	V3	Bus Washing	101	286.1	1	2	100%	-57.1	0	-10	0.0	3	0	37
Period	Day time	V4	Bus Washing	101	279.4	1	2	100%	-56.9	0	-10	0.0	3	0	37
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	239.0	1	10	33%	-55.6	0	-10	-4.8	3	0	31
			Parts Replacement	100	239.0	1	2	7%	-55.6	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	207.2	2	10	33%	-54.3	3	-10	-4.8	3	0	35
			Parts Replacement	100	207.2	2	2	7%	-54.3	3	-10	-11.8	3	0	30
			Braking Test	99	207.2	1	2	7%	-54.3	0	-10	-11.8	3	0	26
		V7	Tyre Changing/ Charging	98	281.7	1	10	33%	-57.0	0	-10	-4.8	3	0	29
			Parts Replacement	100	281.7	1	2	7%	-57.0	0	-10	-11.8	3	0	24
		V8	Tyre Changing/ Charging	98	271.7	1	10	33%	-56.7	0	-10	-4.8	3	0	30
			Parts Replacement	100	271.7	1	2	7%	-56.7	0	-10	-11.8	3	0	25
		V9	Tyre Changing/ Charging	98	230.6	1	10	33%	-55.3	0	-10	-4.8	3	0	31
			Parts Replacement	100	230.6	1	2	7%	-55.3	0	-10	-11.8	3	0	26
		V10	Tyre Changing/ Charging	98	222.8	1	10	33%	-55.0	0	-10	-4.8	3	0	31
			Parts Replacement	100	222.8	1	2	7%	-55.0	0	-10	-11.8	3	0	26
		V11	Tyre Changing/ Charging	98	201.6	1	10	33%	-54.1	0	-10	-4.8	3	0	32
			Parts Replacement	100	201.6	1	2	7%	-54.1	0	-10	-11.8	3	0	27
		Predicted Total Fixed Noise Level, dB(A)													

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP402_GF	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Kau Yan College and Adjacent School								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836262.8	V1	Bus Washing	101	304.6	1	2	100%	-57.7	0	-10	0.0	3	0	36
y	835184.2	V2	Bus Washing	101	298.0	1	2	100%	-57.5	0	-10	0.0	3	0	37
z	6.6	V3	Bus Washing	101	276.5	1	2	100%	-56.8	0	-10	0.0	3	0	37
Period	Day time	V4	Bus Washing	101	269.2	1	2	100%	-56.6	0	-10	0.0	3	0	37
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	231.6	1	10	33%	-55.3	0	-10	-4.8	3	0	31
			Parts Replacement	100	231.6	1	2	7%	-55.3	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	198.2	2	10	33%	-53.9	3	-10	-4.8	3	0	35
			Parts Replacement	100	198.2	2	2	7%	-53.9	3	-10	-11.8	3	0	30
			Braking Test	99	198.2	1	2	7%	-53.9	0	-10	-11.8	3	0	26
		V7	Tyre Changing/ Charging	98	270.3	1	10	33%	-56.6	0	-10	-4.8	3	0	30
			Parts Replacement	100	270.3	1	2	7%	-56.6	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	263.3	1	10	33%	-56.4	0	-10	-4.8	3	0	30
			Parts Replacement	100	263.3	1	2	7%	-56.4	0	-10	-11.8	3	0	25
		V9	Tyre Changing/ Charging	98	224.9	1	10	33%	-55.0	0	-10	-4.8	3	0	31
			Parts Replacement	100	224.9	1	2	7%	-55.0	0	-10	-11.8	3	0	26
		V10	Tyre Changing/ Charging	98	214.4	1	10	33%	-54.6	0	-10	-4.8	3	0	32
			Parts Replacement	100	214.4	1	2	7%	-54.6	0	-10	-11.8	3	0	27
		V11	Tyre Changing/ Charging	98	194.9	1	10	33%	-53.8	0	-10	-4.8	3	0	32
			Parts Replacement	100	194.9	1	2	7%	-53.8	0	-10	-11.8	3	0	27
Predicted Total Fixed Noise Level, dB(A)															45

NAP	NAP402_3F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Kau Yan College and Adjacent School								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836262.8	V1	Bus Washing	101	305.0	1	2	100%	-57.7	0	-10	0.0	3	0	36
y	835184.2	V2	Bus Washing	101	298.4	1	2	100%	-57.5	0	-10	0.0	3	0	37
z	20.6	V3	Bus Washing	101	276.9	1	2	100%	-56.8	0	-10	0.0	3	0	37
Period	Day time	V4	Bus Washing	101	269.6	1	2	100%	-56.6	0	-10	0.0	3	0	37
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	232.1	1	10	33%	-55.3	0	-10	-4.8	3	0	31
			Parts Replacement	100	232.1	1	2	7%	-55.3	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	198.8	2	10	33%	-54.0	3	-10	-4.8	3	0	35
			Parts Replacement	100	198.8	2	2	7%	-54.0	3	-10	-11.8	3	0	30
			Braking Test	99	198.8	1	2	7%	-54.0	0	-10	-11.8	3	0	26
		V7	Tyre Changing/ Charging	98	270.8	1	10	33%	-56.7	0	-10	-4.8	3	0	30
			Parts Replacement	100	270.8	1	2	7%	-56.7	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	263.3	1	10	33%	-56.4	0	-10	-4.8	3	0	30
			Parts Replacement	100	263.3	1	2	7%	-56.4	0	-10	-11.8	3	0	25
		V9	Tyre Changing/ Charging	98	224.9	1	10	33%	-55.0	0	-10	-4.8	3	0	31
			Parts Replacement	100	224.9	1	2	7%	-55.0	0	-10	-11.8	3	0	26
		V10	Tyre Changing/ Charging	98	214.5	1	10	33%	-54.6	0	-10	-4.8	3	0	32
			Parts Replacement	100	214.5	1	2	7%	-54.6	0	-10	-11.8	3	0	27
		V11	Tyre Changing/ Charging	98	194.9	1	10	33%	-53.8	0	-10	-4.8	3	0	32
			Parts Replacement	100	194.9	1	2	7%	-53.8	0	-10	-11.8	3	0	27
Predicted Total Fixed Noise Level, dB(A)															45

NAP	NAP402_6F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Kau Yan College and Adjacent School								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836262.8	V1	Bus Washing	101	305.7	1	2	100%	-57.7	0	-10	0.0	3	0	36
y	835184.2	V2	Bus Washing	101	299.1	1	2	100%	-57.5	0	-10	0.0	3	0	36
z	31.1	V3	Bus Washing	101	277.7	1	2	100%	-56.9	0	-10	0.0	3	0	37
Period	Day time	V4	Bus Washing	101	270.4	1	2	100%	-56.6	0	-10	0.0	3	0	37
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	233.0	1	10	33%	-55.3	0	-10	-4.8	3	0	31
			Parts Replacement	100	233.0	1	2	7%	-55.3	0	-10	-11.8	3	0	26
		V6	Tyre Changing/ Charging	98	199.9	2	10	33%	-54.0	3	-10	-4.8	3	0	35
			Parts Replacement	100	199.9	2	2	7%	-54.0	3	-10	-11.8	3	0	30
			Braking Test	99	199.9	1	2	7%	-54.0	0	-10	-11.8	3	0	26
		V7	Tyre Changing/ Charging	98	271.6	1	10	33%	-56.7	0	-10	-4.8	3	0	30
			Parts Replacement	100	271.6	1	2	7%	-56.7	0	-10	-11.8	3	0	25
		V8	Tyre Changing/ Charging	98	263.8	1	10	33%	-56.4	0	-10	-4.8	3	0	30
			Parts Replacement	100	263.8	1	2	7%	-56.4	0	-10	-11.8	3	0	25
		V9	Tyre Changing/ Charging	98	225.5	1	10	33%	-55.1	0	-10	-4.8	3	0	31
			Parts Replacement	100	225.5	1	2	7%	-55.1	0	-10	-11.8	3	0	26
		V10	Tyre Changing/ Charging	98	215.1	1	10	33%	-54.7	0	-10	-4.8	3	0	32
			Parts Replacement	100	215.1	1	2	7%	-54.7	0	-10	-11.8	3	0	27
		V11	Tyre Changing/ Charging	98	195.6	1	10	33%	-53.8	0	-10	-4.8	3	0	32
			Parts Replacement	100	195.6	1	2	7%	-53.8	0	-10	-11.8	3	0	27
Predicted Total Fixed Noise Level, dB(A)															45

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP501_GF	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level		
Description	Fu Shin Estate								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)		
x	836303.8	V1	Bus Washing	101	361.6	1	2	100%	-59.2	0	-10	0.0	3	0	35		
y	835062.3	V2	Bus Washing	101	351.8	1	2	100%	-58.9	0	-10	0.0	3	0	35		
z	5.1	V3	Bus Washing	101	342.4	1	2	100%	-58.7	0	-10	0.0	3	0	35		
Period	Day time	V4	Bus Washing	101	332.2	1	2	100%	-58.4	0	-10	0.0	3	0	36		
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	312.8	1	10	33%	-57.9	0	-10	-4.8	3	0	28		
			Parts Replacement	100	312.8	1	2	7%	-57.9	0	-10	-11.8	3	0	23		
		V6	Tyre Changing/ Charging	98	276.4	2	10	33%	-56.8	3	-10	-4.8	3	0	32		
			Parts Replacement	100	276.4	2	2	7%	-56.8	3	-10	-11.8	3	0	27		
		V7	Braking Test	99	276.4	1	2	7%	-56.8	0	-10	-11.8	3	0	23		
			Tyre Changing/ Charging	98	326.6	1	10	33%	-58.3	0	-10	-4.8	3	0	28		
		V8	Parts Replacement	100	326.6	1	2	7%	-58.3	0	-10	-11.8	3	0	23		
			Tyre Changing/ Charging	98	332.8	1	10	33%	-58.4	0	-10	-4.8	3	0	28		
		V9	Parts Replacement	100	332.8	1	2	7%	-58.4	0	-10	-11.8	3	0	23		
			Tyre Changing/ Charging	98	310.5	1	10	33%	-57.8	0	-10	-4.8	3	0	28		
		V10	Parts Replacement	100	310.5	1	2	7%	-57.8	0	-10	-11.8	3	0	23		
			Tyre Changing/ Charging	98	289.4	1	10	33%	-57.2	0	-10	-4.8	3	0	29		
		V11	Parts Replacement	100	289.4	1	2	7%	-57.2	0	-10	-11.8	3	0	24		
			Tyre Changing/ Charging	98	279.2	1	10	33%	-56.9	0	-10	-4.8	3	0	29		
					Parts Replacement	100	279.2	1	2	7%	-56.9	0	-10	-11.8	3	0	24
		Predicted Total Fixed Noise Level, dB(A)															43

NAP	NAP501_17F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Fu Shin Estate								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836303.8	V1	Bus Washing	101	364.8	1	2	100%	-59.2	0	-10	0.0	3	0	35
y	835062.3	V2	Bus Washing	101	355.1	1	2	100%	-59.0	0	-10	0.0	3	0	35
z	53.4	V3	Bus Washing	101	345.8	1	2	100%	-58.8	0	-10	0.0	3	0	35
Period	Day time	V4	Bus Washing	101	335.7	1	2	100%	-58.5	0	-10	0.0	3	0	35
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	316.5	1	10	33%	-58.0	0	-10	-4.8	3	0	28
			Parts Replacement	100	316.5	1	2	7%	-58.0	0	-10	-11.8	3	0	23
		V6	Tyre Changing/ Charging	98	280.6	2	10	33%	-57.0	3	-10	-4.8	3	0	32
			Parts Replacement	100	280.6	2	2	7%	-57.0	3	-10	-11.8	3	0	27
			Braking Test	99	280.6	1	2	7%	-57.0	0	-10	-11.8	3	0	23
		V7	Tyre Changing/ Charging	98	330.2	1	10	33%	-58.4	0	-10	-4.8	3	0	28
			Parts Replacement	100	330.2	1	2	7%	-58.4	0	-10	-11.8	3	0	23
		V8	Tyre Changing/ Charging	98	335.1	1	10	33%	-58.5	0	-10	-4.8	3	0	28
			Parts Replacement	100	335.1	1	2	7%	-58.5	0	-10	-11.8	3	0	23
		V9	Tyre Changing/ Charging	98	313.0	1	10	33%	-57.9	0	-10	-4.8	3	0	28
			Parts Replacement	100	313.0	1	2	7%	-57.9	0	-10	-11.8	3	0	23
		V10	Tyre Changing/ Charging	98	292.1	1	10	33%	-57.3	0	-10	-4.8	3	0	29
			Parts Replacement	100	292.1	1	2	7%	-57.3	0	-10	-11.8	3	0	24
		V11	Tyre Changing/ Charging	98	282.0	1	10	33%	-57.0	0	-10	-4.8	3	0	29
			Parts Replacement	100	282.0	1	2	7%	-57.0	0	-10	-11.8	3	0	24
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP501_34F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Fu Shin Estate								Distance	Quantity	Barrier	On Time %	Façade	Total	dB(A)
x	836303.8	V1	Bus Washing	101	373.9	1	2	100%	-59.5	0	-10	0.0	3	0	35
y	835062.3	V2	Bus Washing	101	364.5	1	2	100%	-59.2	0	-10	0.0	3	0	35
z	100.5	V3	Bus Washing	101	355.4	1	2	100%	-59.0	0	-10	0.0	3	0	35
Period	Day time	V4	Bus Washing	101	345.6	1	2	100%	-58.8	0	-10	0.0	3	0	35
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	327.0	1	10	33%	-58.3	0	-10	-4.8	3	0	28
			Parts Replacement	100	327.0	1	2	7%	-58.3	0	-10	-11.8	3	0	23
		V6	Tyre Changing/ Charging	98	292.4	2	10	33%	-57.3	3	-10	-4.8	3	0	32
			Parts Replacement	100	292.4	2	2	7%	-57.3	3	-10	-11.8	3	0	27
			Braking Test	99	292.4	1	2	7%	-57.3	0	-10	-11.8	3	0	23
		V7	Tyre Changing/ Charging	98	340.3	1	10	33%	-58.6	0	-10	-4.8	3	0	28
			Parts Replacement	100	340.3	1	2	7%	-58.6	0	-10	-11.8	3	0	23
		V8	Tyre Changing/ Charging	98	344.0	1	10	33%	-58.7	0	-10	-4.8	3	0	27
			Parts Replacement	100	344.0	1	2	7%	-58.7	0	-10	-11.8	3	0	23
		V9	Tyre Changing/ Charging	98	322.4	1	10	33%	-58.2	0	-10	-4.8	3	0	28
			Parts Replacement	100	322.4	1	2	7%	-58.2	0	-10	-11.8	3	0	23
		V10	Tyre Changing/ Charging	98	302.2	1	10	33%	-57.6	0	-10	-4.8	3	0	29
			Parts Replacement	100	302.2	1	2	7%	-57.6	0	-10	-11.8	3	0	24
		V11	Tyre Changing/ Charging	98	292.4	1	10	33%	-57.3	0	-10	-4.8	3	0	29
			Parts Replacement	100	292.4	1	2	7%	-57.3	0	-10	-11.8	3	0	24
Predicted Total Fixed Noise Level, dB(A)															43

Remarks

[5]	The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =	
	$SPL = \text{Max SWL} + DC + QC + FC + BC + OC + TC + IMC + INTC$	
	SPL	Sound Pressure Level (dB(A))
	Max SWL	Maximum allowable Sound Power Level (dB(A))
	DC	Distance Attenuation (dB(A))
	QC	Quantity Correction (dB(A))
	FC	Façade Correction (dB(A))
	BC	Barrier Correction (dB(A))
	OC	Percentage on-time Correction (dB(A))
	TC	Correction for Tonality (dB(A))
	IMC	Correction for Impulsiveness (dB(A))
	INTC	Correction for Intermitency (dB(A))
	The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.	

[2] In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.

[3] Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FHHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP502_GF	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Fu Shin Estate								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836309	V1	Bus Washing	101	361.5	1	2	100%	-59.2	0	-10	0.0	3	0	35
y	835058.7	V2	Bus Washing	101	351.6	1	2	100%	-58.9	0	-10	0.0	3	0	35
z	5.1	V3	Bus Washing	101	342.9	1	2	100%	-58.7	0	-10	0.0	3	0	35
Period	Day time	V4	Bus Washing	101	332.6	1	2	100%	-58.4	0	-10	0.0	3	0	36
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	314.2	1	10	33%	-57.9	0	-10	-4.8	3	0	28
			Parts Replacement	100	314.2	1	2	7%	-57.9	0	-10	-11.8	3	0	23
		V6	Tyre Changing/ Charging	98	277.8	2	10	33%	-56.9	3	-10	-4.8	3	0	32
			Parts Replacement	100	277.8	2	2	7%	-56.9	3	-10	-11.8	3	0	27
			Braking Test	99	277.8	1	2	7%	-56.9	0	-10	-11.8	3	0	23
		V7	Tyre Changing/ Charging	98	326.7	1	10	33%	-58.3	0	-10	-4.8	3	0	28
			Parts Replacement	100	326.7	1	2	7%	-58.3	0	-10	-11.8	3	0	23
		V8	Tyre Changing/ Charging	98	333.5	1	10	33%	-58.5	0	-10	-4.8	3	0	28
			Parts Replacement	100	333.5	1	2	7%	-58.5	0	-10	-11.8	3	0	23
		V9	Tyre Changing/ Charging	98	312.2	1	10	33%	-57.9	0	-10	-4.8	3	0	28
			Parts Replacement	100	312.2	1	2	7%	-57.9	0	-10	-11.8	3	0	23
		V10	Tyre Changing/ Charging	98	290.6	1	10	33%	-57.3	0	-10	-4.8	3	0	29
			Parts Replacement	100	290.6	1	2	7%	-57.3	0	-10	-11.8	3	0	24
		V11	Tyre Changing/ Charging	98	280.9	1	10	33%	-57.0	0	-10	-4.8	3	0	29
			Parts Replacement	100	280.9	1	2	7%	-57.0	0	-10	-11.8	3	0	24
Predicted Total Fixed Noise Level, dB(A)															43

NAP	NAP502_17F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Fu Shin Estate								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836309	V1	Bus Washing	101	364.7	1	2	100%	-59.2	0	-10	0.0	3	0	35
y	835058.7	V2	Bus Washing	101	354.9	1	2	100%	-59.0	0	-10	0.0	3	0	35
z	53.4	V3	Bus Washing	101	346.3	1	2	100%	-58.8	0	-10	0.0	3	0	35
Period	Day time	V4	Bus Washing	101	336.0	1	2	100%	-58.5	0	-10	0.0	3	0	35
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	317.9	1	10	33%	-58.0	0	-10	-4.8	3	0	28
			Parts Replacement	100	317.9	1	2	7%	-58.0	0	-10	-11.8	3	0	23
		V6	Tyre Changing/ Charging	98	282.0	2	10	33%	-57.0	3	-10	-4.8	3	0	32
			Parts Replacement	100	282.0	2	2	7%	-57.0	3	-10	-11.8	3	0	27
			Braking Test	99	282.0	1	2	7%	-57.0	0	-10	-11.8	3	0	23
		V7	Tyre Changing/ Charging	98	330.2	1	10	33%	-58.4	0	-10	-4.8	3	0	28
			Parts Replacement	100	330.2	1	2	7%	-58.4	0	-10	-11.8	3	0	23
		V8	Tyre Changing/ Charging	98	335.8	1	10	33%	-58.5	0	-10	-4.8	3	0	28
			Parts Replacement	100	335.8	1	2	7%	-58.5	0	-10	-11.8	3	0	23
		V9	Tyre Changing/ Charging	98	314.6	1	10	33%	-58.0	0	-10	-4.8	3	0	28
			Parts Replacement	100	314.6	1	2	7%	-58.0	0	-10	-11.8	3	0	23
		V10	Tyre Changing/ Charging	98	293.2	1	10	33%	-57.3	0	-10	-4.8	3	0	29
			Parts Replacement	100	293.2	1	2	7%	-57.3	0	-10	-11.8	3	0	24
		V11	Tyre Changing/ Charging	98	283.7	1	10	33%	-57.1	0	-10	-4.8	3	0	29
			Parts Replacement	100	283.7	1	2	7%	-57.1	0	-10	-11.8	3	0	24
Predicted Total Fixed Noise Level, dB(A)															43

NAP	NAP502_34F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Fu Shin Estate								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836309	V1	Bus Washing	101	373.9	1	2	100%	-59.5	0	-10	0.0	3	0	35
y	835058.7	V2	Bus Washing	101	364.3	1	2	100%	-59.2	0	-10	0.0	3	0	35
z	100.5	V3	Bus Washing	101	355.9	1	2	100%	-59.0	0	-10	0.0	3	0	35
Period	Day time	V4	Bus Washing	101	345.9	1	2	100%	-58.8	0	-10	0.0	3	0	35
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	328.3	1	10	33%	-58.3	0	-10	-4.8	3	0	28
			Parts Replacement	100	328.3	1	2	7%	-58.3	0	-10	-11.8	3	0	23
		V6	Tyre Changing/ Charging	98	293.7	2	10	33%	-57.4	3	-10	-4.8	3	0	32
			Parts Replacement	100	293.7	2	2	7%	-57.4	3	-10	-11.8	3	0	27
			Braking Test	99	293.7	1	2	7%	-57.4	0	-10	-11.8	3	0	23
		V7	Tyre Changing/ Charging	98	340.3	1	10	33%	-58.6	0	-10	-4.8	3	0	28
			Parts Replacement	100	340.3	1	2	7%	-58.6	0	-10	-11.8	3	0	23
		V8	Tyre Changing/ Charging	98	344.6	1	10	33%	-58.7	0	-10	-4.8	3	0	27
			Parts Replacement	100	344.6	1	2	7%	-58.7	0	-10	-11.8	3	0	22
		V9	Tyre Changing/ Charging	98	324.0	1	10	33%	-58.2	0	-10	-4.8	3	0	28
			Parts Replacement	100	324.0	1	2	7%	-58.2	0	-10	-11.8	3	0	23
		V10	Tyre Changing/ Charging	98	303.3	1	10	33%	-57.6	0	-10	-4.8	3	0	29
			Parts Replacement	100	303.3	1	2	7%	-57.6	0	-10	-11.8	3	0	24
		V11	Tyre Changing/ Charging	98	294.1	1	10	33%	-57.4	0	-10	-4.8	3	0	29
			Parts Replacement	100	294.1	1	2	7%	-57.4	0	-10	-11.8	3	0	24
Predicted Total Fixed Noise Level, dB(A)															43

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP601_GF	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Yee Nga Court								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	835987.6	V1	Bus Washing	101	592.3	1	2	100%	-63.5	0	-10	0.0	3	0	31
y	835085.1	V2	Bus Washing	101	586.8	1	2	100%	-63.4	0	-10	0.0	3	0	31
z	6.6	V3	Bus Washing	101	561.4	1	2	100%	-63.0	0	-10	0.0	3	0	31
Period	Day time	V4	Bus Washing	101	555.7	1	2	100%	-62.9	0	-10	0.0	3	0	31
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	510.3	1	10	33%	-62.2	0	-10	-4.8	3	0	24
			Parts Replacement	100	510.3	1	2	7%	-62.2	0	-10	-11.8	3	0	19
		V6	Tyre Changing/ Charging	98	481.6	2	10	33%	-61.7	3	-10	-4.8	3	0	28
			Parts Replacement	100	481.6	2	2	7%	-61.7	3	-10	-11.8	3	0	23
			Braking Test	99	481.6	1	2	7%	-61.7	0	-10	-11.8	3	0	19
		V7	Tyre Changing/ Charging	98	559.2	1	10	33%	-63.0	0	-10	-4.8	3	0	23
			Parts Replacement	100	559.2	1	2	7%	-63.0	0	-10	-11.8	3	0	18
		V8	Tyre Changing/ Charging	98	547.1	1	10	33%	-62.8	0	-10	-4.8	3	0	23
			Parts Replacement	100	547.1	1	2	7%	-62.8	0	-10	-11.8	3	0	18
		V9	Tyre Changing/ Charging	98	500.9	1	10	33%	-62.0	0	-10	-4.8	3	0	24
			Parts Replacement	100	500.9	1	2	7%	-62.0	0	-10	-11.8	3	0	19
		V10	Tyre Changing/ Charging	98	498.3	1	10	33%	-61.9	0	-10	-4.8	3	0	24
			Parts Replacement	100	498.3	1	2	7%	-61.9	0	-10	-11.8	3	0	19
		V11	Tyre Changing/ Charging	98	474.7	1	10	33%	-61.5	0	-10	-4.8	3	0	25
			Parts Replacement	100	474.7	1	2	7%	-61.5	0	-10	-11.8	3	0	20
Predicted Total Fixed Noise Level, dB(A)															39

NAP	NAP601_17F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level		
Description	Yee Nga Court								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)		
x	835987.6	V1	Bus Washing	101	594.3	1	2	100%	-63.5	0	-10	0.0	3	0	31		
y	835085.1	V2	Bus Washing	101	588.8	1	2	100%	-63.4	0	-10	0.0	3	0	31		
z	53.7	V3	Bus Washing	101	563.5	1	2	100%	-63.0	0	-10	0.0	3	0	31		
Period	Day time	V4	Bus Washing	101	557.8	1	2	100%	-62.9	0	-10	0.0	3	0	31		
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	512.6	1	10	33%	-62.2	0	-10	-4.8	3	0	24		
			Parts Replacement	100	512.6	1	2	7%	-62.2	0	-10	-11.8	3	0	19		
		V6	Tyre Changing/ Charging	98	484.0	2	10	33%	-61.7	3	-10	-4.8	3	0	28		
			Parts Replacement	100	484.0	2	2	7%	-61.7	3	-10	-11.8	3	0	23		
			Braking Test	99	484.0	1	2	7%	-61.7	0	-10	-11.8	3	0	19		
		V7	Tyre Changing/ Charging	98	561.3	1	10	33%	-63.0	0	-10	-4.8	3	0	23		
			Parts Replacement	100	561.3	1	2	7%	-63.0	0	-10	-11.8	3	0	18		
		V8	Tyre Changing/ Charging	98	548.5	1	10	33%	-62.8	0	-10	-4.8	3	0	23		
			Parts Replacement	100	548.5	1	2	7%	-62.8	0	-10	-11.8	3	0	18		
		V9	Tyre Changing/ Charging	98	502.5	1	10	33%	-62.0	0	-10	-4.8	3	0	24		
			Parts Replacement	100	502.5	1	2	7%	-62.0	0	-10	-11.8	3	0	19		
		V10	Tyre Changing/ Charging	98	499.9	1	10	33%	-62.0	0	-10	-4.8	3	0	24		
			Parts Replacement	100	499.9	1	2	7%	-62.0	0	-10	-11.8	3	0	19		
		V11	Tyre Changing/ Charging	98	476.4	1	10	33%	-61.6	0	-10	-4.8	3	0	25		
			Parts Replacement	100	476.4	1	2	7%	-61.6	0	-10	-11.8	3	0	20		
		Predicted Total Fixed Noise Level, dB(A)															39

NAP	NAP601_34F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level		
Description	Yee Nga Court								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)		
x	835987.6	V1	Bus Washing	101	599.9	1	2	100%	-63.6	0	-10	0.0	3	0	30		
y	835085.1	V2	Bus Washing	101	594.6	1	2	100%	-63.5	0	-10	0.0	3	0	31		
z	100.8	V3	Bus Washing	101	569.5	1	2	100%	-63.1	0	-10	0.0	3	0	31		
Period	Day time	V4	Bus Washing	101	563.9	1	2	100%	-63.0	0	-10	0.0	3	0	31		
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	519.2	1	10	33%	-62.3	0	-10	-4.8	3	0	24		
			Parts Replacement	100	519.2	1	2	7%	-62.3	0	-10	-11.8	3	0	19		
		V6	Tyre Changing/ Charging	98	490.9	2	10	33%	-61.8	3	-10	-4.8	3	0	27		
			Parts Replacement	100	490.9	2	2	7%	-61.8	3	-10	-11.8	3	0	22		
			Braking Test	99	490.9	1	2	7%	-61.8	0	-10	-11.8	3	0	18		
		V7	Tyre Changing/ Charging	98	567.3	1	10	33%	-63.1	0	-10	-4.8	3	0	23		
			Parts Replacement	100	567.3	1	2	7%	-63.1	0	-10	-11.8	3	0	18		
		V8	Tyre Changing/ Charging	98	554.0	1	10	33%	-62.9	0	-10	-4.8	3	0	23		
			Parts Replacement	100	554.0	1	2	7%	-62.9	0	-10	-11.8	3	0	18		
		V9	Tyre Changing/ Charging	98	508.5	1	10	33%	-62.1	0	-10	-4.8	3	0	24		
			Parts Replacement	100	508.5	1	2	7%	-62.1	0	-10	-11.8	3	0	19		
		V10	Tyre Changing/ Charging	98	505.9	1	10	33%	-62.1	0	-10	-4.8	3	0	24		
			Parts Replacement	100	505.9	1	2	7%	-62.1	0	-10	-11.8	3	0	19		
		V11	Tyre Changing/ Charging	98	482.6	1	10	33%	-61.7	0	-10	-4.8	3	0	25		
			Parts Replacement	100	482.6	1	2	7%	-61.7	0	-10	-11.8	3	0	20		
		Predicted Total Fixed Noise Level, dB(A)															39

Remarks

- [1]

The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+QC+FC+BC+OC+TC+IMC+INTC

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.
- [2]

In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.
- [3]

Source of sound power level of each activity

SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses

SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).

Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

NAP	NAP602_GF	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Yee Nga Court								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836002.5	V1	Bus Washing	101	579.1	1	2	100%	-63.3	0	-10	0.0	3	0	31
y	835085	V2	Bus Washing	101	573.6	1	2	100%	-63.2	0	-10	0.0	3	0	31
z	6.6	V3	Bus Washing	101	548.5	1	2	100%	-62.8	0	-10	0.0	3	0	31
Period	Day time	V4	Bus Washing	101	542.6	1	2	100%	-62.7	0	-10	0.0	3	0	31
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	497.7	1	10	33%	-61.9	0	-10	-4.8	3	0	24
			Parts Replacement	100	497.7	1	2	7%	-61.9	0	-10	-11.8	3	0	19
		V6	Tyre Changing/ Charging	98	468.6	2	10	33%	-61.4	3	-10	-4.8	3	0	28
			Parts Replacement	100	468.6	2	2	7%	-61.4	3	-10	-11.8	3	0	23
			Braking Test	99	468.6	1	2	7%	-61.4	0	-10	-11.8	3	0	19
		V7	Tyre Changing/ Charging	98	545.9	1	10	33%	-62.7	0	-10	-4.8	3	0	23
			Parts Replacement	100	545.9	1	2	7%	-62.7	0	-10	-11.8	3	0	18
		V8	Tyre Changing/ Charging	98	534.2	1	10	33%	-62.6	0	-10	-4.8	3	0	24
			Parts Replacement	100	534.2	1	2	7%	-62.6	0	-10	-11.8	3	0	19
		V9	Tyre Changing/ Charging	98	488.5	1	10	33%	-61.8	0	-10	-4.8	3	0	24
			Parts Replacement	100	488.5	1	2	7%	-61.8	0	-10	-11.8	3	0	19
		V10	Tyre Changing/ Charging	98	485.3	1	10	33%	-61.7	0	-10	-4.8	3	0	25
			Parts Replacement	100	485.3	1	2	7%	-61.7	0	-10	-11.8	3	0	20
		V11	Tyre Changing/ Charging	98	461.9	1	10	33%	-61.3	0	-10	-4.8	3	0	25
			Parts Replacement	100	461.9	1	2	7%	-61.3	0	-10	-11.8	3	0	20
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP602_17F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Yee Nga Court								Distance	Quantity	Barrier	On Time %	Façade	Tonal	dB(A)
x	836002.5	V1	Bus Washing	101	581.1	1	2	100%	-63.3	0	-10	0.0	3	0	31
y	835085	V2	Bus Washing	101	575.6	1	2	100%	-63.2	0	-10	0.0	3	0	31
z	53.7	V3	Bus Washing	101	550.6	1	2	100%	-62.8	0	-10	0.0	3	0	31
Period	Day time	V4	Bus Washing	101	544.8	1	2	100%	-62.7	0	-10	0.0	3	0	31
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	500.1	1	10	33%	-62.0	0	-10	-4.8	3	0	24
			Parts Replacement	100	500.1	1	2	7%	-62.0	0	-10	-11.8	3	0	19
		V6	Tyre Changing/ Charging	98	471.1	2	10	33%	-61.5	3	-10	-4.8	3	0	28
			Parts Replacement	100	471.1	2	2	7%	-61.5	3	-10	-11.8	3	0	23
			Braking Test	99	471.1	1	2	7%	-61.5	0	-10	-11.8	3	0	19
		V7	Tyre Changing/ Charging	98	548.1	1	10	33%	-62.8	0	-10	-4.8	3	0	23
			Parts Replacement	100	548.1	1	2	7%	-62.8	0	-10	-11.8	3	0	18
		V8	Tyre Changing/ Charging	98	535.7	1	10	33%	-62.6	0	-10	-4.8	3	0	24
			Parts Replacement	100	535.7	1	2	7%	-62.6	0	-10	-11.8	3	0	19
		V9	Tyre Changing/ Charging	98	490.1	1	10	33%	-61.8	0	-10	-4.8	3	0	24
			Parts Replacement	100	490.1	1	2	7%	-61.8	0	-10	-11.8	3	0	19
		V10	Tyre Changing/ Charging	98	487.0	1	10	33%	-61.7	0	-10	-4.8	3	0	24
			Parts Replacement	100	487.0	1	2	7%	-61.7	0	-10	-11.8	3	0	19
		V11	Tyre Changing/ Charging	98	463.7	1	10	33%	-61.3	0	-10	-4.8	3	0	25
			Parts Replacement	100	463.7	1	2	7%	-61.3	0	-10	-11.8	3	0	20
		Predicted Total Fixed Noise Level, dB(A)													

NAP	NAP602_34F	Source ID/ Zone	Source Description [3]	SWL, dB(A)	Slant Distance, m	Maximum Quantity	Operation duration per event, min	On Time % over 30 mins	Correction, dB(A)						Predicted Noise Level
Description	Yee Nga Court								Distance	Quantity	Barrier	On Time 0.0	Façade	Tonal	dB(A)
x	836002.5	V1	Bus Washing	101	587.0	1	2	100%	-63.4	0	-10	0.0	3	0	31
y	835085	V2	Bus Washing	101	581.5	1	2	100%	-63.3	0	-10	0.0	3	0	31
z	100.8	V3	Bus Washing	101	556.7	1	2	100%	-62.9	0	-10	0.0	3	0	31
Period	Day time	V4	Bus Washing	101	551.0	1	2	100%	-62.8	0	-10	0.0	3	0	31
Noise Criteria	56 dB(A)	V5	Tyre Changing/ Charging	98	506.8	1	10	33%	-62.1	0	-10	-4.8	3	0	24
			Parts Replacement	100	506.8	1	2	7%	-62.1	0	-10	-11.8	3	0	19
		V6	Tyre Changing/ Charging	98	478.3	2	10	33%	-61.6	3	-10	-4.8	3	0	28
			Parts Replacement	100	478.3	2	2	7%	-61.6	3	-10	-11.8	3	0	23
			Braking Test	99	478.3	1	2	7%	-61.6	0	-10	-11.8	3	0	19
		V7	Tyre Changing/ Charging	98	554.2	1	10	33%	-62.9	0	-10	-4.8	3	0	23
			Parts Replacement	100	554.2	1	2	7%	-62.9	0	-10	-11.8	3	0	18
		V8	Tyre Changing/ Charging	98	541.3	1	10	33%	-62.7	0	-10	-4.8	3	0	24
			Parts Replacement	100	541.3	1	2	7%	-62.7	0	-10	-11.8	3	0	19
		V9	Tyre Changing/ Charging	98	496.2	1	10	33%	-61.9	0	-10	-4.8	3	0	24
			Parts Replacement	100	496.2	1	2	7%	-61.9	0	-10	-11.8	3	0	19
		V10	Tyre Changing/ Charging	98	493.1	1	10	33%	-61.9	0	-10	-4.8	3	0	24
			Parts Replacement	100	493.1	1	2	7%	-61.9	0	-10	-11.8	3	0	19
		V11	Tyre Changing/ Charging	98	470.1	1	10	33%	-61.4	0	-10	-4.8	3	0	25
			Parts Replacement	100	470.1	1	2	7%	-61.4	0	-10	-11.8	3	0	20
Predicted Total Fixed Noise Level, dB(A)															39

Remarks

[1] The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

$$SPL = \text{Max SWL} + DC + QC + FC + BC + OC + TC + IMC + INTC$$

SPL	Sound Pressure Level (dB(A))
Max SWL	Maximum allowable Sound Power Level (dB(A))
DC	Distance Attenuation (dB(A))
QC	Quantity Correction (dB(A))
FC	Façade Correction (dB(A))
BC	Barrier Correction (dB(A))
OC	Percentage on-time Correction (dB(A))
TC	Correction for Tonality (dB(A))
IMC	Correction for Impulsiveness (dB(A))
INTC	Correction for Intermittency (dB(A))

The SWL of the equipment shall not exceed the specified Maximum Allowable SWL in order to achieve the noise criteria. Acoustic treatment would be installed as appropriate to achieve the required SWL.

[2] In view of operation need and larger area of V6, the quantity of activities for "tyre changing / charging" and "part replacement" in source 6 is different from other similar sources. 2no. is assumed for these activities and confirmed by the operator.

[3] Source of sound power level of each activity
SWL of bus washing based on the approved DIR report for Proposed Temporary Bus Depot at Hing Wah Street West, West Kowloon Reclamation (DIR-136/2006), with similar operation scale and nature to serve double decker buses
SWL of tyre changing/ charging, parts replacement, braking test are based on the approved EIA report for Reprovisioning of FEHD Sai Yee Street Environmental Hygiene Offices-cum-vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area (AEIAR-216/2013).
Pneumatic tools will be used for tyre changing and parts replacement, brake tester will be used in braking test, which have similar operation equipment and scale as the approved EIA.

	ID	Description	Assessment Period	Criteria of Fixed Plant Noise Assessment, Leq(30mins), dB(A)	Predicted Fixed Noise Level due to Vehicle Repair/ Testing Activities/ CIC Training Campus, dB(A)
1	NAP101_1F	63 Ting Kok Rd	Nighttime	50	47
2	NAP201_1F	Yue Kok Village		52	50
3	NAP202_1F	Yue Kok Village			50
4	NAP203_1F	Yue Kok Village			49
5	NAP301_8F	Riviera Lodge			47
6	NAP301_23F	Riviera Lodge			47
7	NAP301_39F	Riviera Lodge			46
8	NAP302_8F	Riviera Lodge			47
9	NAP302_23F	Riviera Lodge			46
10	NAP302_39F	Riviera Lodge			46
11	NAP303_8F	Riviera Lodge			46
12	NAP303_23F	Riviera Lodge			46
13	NAP303_39F	Riviera Lodge			46
14	NAP401_GF	Kau Yan College and Adjacent School			45
15	NAP401_17F	Kau Yan College and Adjacent School			45
16	NAP401_34F	Kau Yan College and Adjacent School			45
17	NAP402_GF	Kau Yan College and Adjacent School			45
18	NAP402_17F	Kau Yan College and Adjacent School			45
19	NAP402_34F	Kau Yan College and Adjacent School			45
20	NAP501_GF	Fu Shin Estate			43
21	NAP501_17F	Fu Shin Estate			43
22	NAP501_34F	Fu Shin Estate			43
23	NAP502_GF	Fu Shin Estate			43
24	NAP502_17F	Fu Shin Estate			43
25	NAP502_34F	Fu Shin Estate			43
26	NAP601_GF	Yee Nga Court	Daytime & Evening time	50	39
27	NAP601_17F	Yee Nga Court			39
28	NAP601_34F	Yee Nga Court			39
29	NAP602_GF	Yee Nga Court			39
30	NAP602_17F	Yee Nga Court			39
31	NAP602_34F	Yee Nga Court			39
32	NAP101_1F	63 Ting Kok Rd		56	47
33	NAP201_1F	Yue Kok Village			50
34	NAP202_1F	Yue Kok Village			50
35	NAP203_1F	Yue Kok Village			49
36	NAP301_8F	Riviera Lodge			47
37	NAP301_23F	Riviera Lodge			47
38	NAP301_39F	Riviera Lodge			46
39	NAP302_8F	Riviera Lodge			47
40	NAP302_23F	Riviera Lodge			46
41	NAP302_39F	Riviera Lodge			46
42	NAP303_8F	Riviera Lodge			46
43	NAP303_23F	Riviera Lodge			46
44	NAP303_39F	Riviera Lodge			46
45	NAP401_GF	Kau Yan College and Adjacent School			45
46	NAP401_3F	Kau Yan College and Adjacent School			45
47	NAP401_6F	Kau Yan College and Adjacent School			45
48	NAP402_GF	Kau Yan College and Adjacent School			45
49	NAP402_3F	Kau Yan College and Adjacent School			45
50	NAP402_6F	Kau Yan College and Adjacent School			45
51	NAP501_GF	Fu Shin Estate			43
52	NAP501_17F	Fu Shin Estate			43
53	NAP501_34F	Fu Shin Estate			43
54	NAP502_GF	Fu Shin Estate			43
55	NAP502_17F	Fu Shin Estate			43
56	NAP502_34F	Fu Shin Estate			43
57	NAP601_GF	Yee Nga Court			39
58	NAP601_17F	Yee Nga Court			39
59	NAP601_34F	Yee Nga Court			39
60	NAP602_GF	Yee Nga Court			39
61	NAP602_17F	Yee Nga Court			39
62	NAP602_34F	Yee Nga Court			39

	NAP ID	NAP Description	Shortest Horizontal Distance from Project Site Boundary,m	Distance Correction, dB(A)	Barrier Correction, dB(A)	Facade Correction, dB(A)	Maximum Allowable SWL of all Plant Rooms, dB(A)	(A) Predicted Total Fixed Noise Level due to Plant Rooms, dB(A)	(B) Predicted Fixed Noise Level due to Vehicle Repair/ Testing Activities/ CIC Training Campus, dB(A) (from calculation in App8.3)	(C) = (A) + (B) Overall Predicted SPL at NAP, dB(A)	Assessment Period	Criteria of Fixed Plant Noise Assessment Leq(30min), dB(A)
1	NAP101_1F	63 Ting Kok Rd	218	-54.8	0	3	90	38	47	48	Nighttime	50
2	NAP201_1F	Yue Kok Village	88	-46.9	0	3	90	46	50	51		52
3	NAP202_1F		80	-46.1	0	3	90	47	50	52		
4	NAP203_1F		94	-47.4	0	3	90	46	49	51		
5	NAP301_8F	Riviera Lodge	140	-50.9	0	3	90	42	47	48		
6	NAP301_23F		140	-50.9	0	3	90	42	47	48		
7	NAP301_39F		140	-50.9	0	3	90	42	46	47		
8	NAP302_8F		139	-50.9	0	3	90	42	47	48		
9	NAP302_23F		139	-50.9	0	3	90	42	47	48		
10	NAP302_39F		139	-50.9	0	3	90	42	46	47		
11	NAP303_8F		147	-51.3	0	3	90	42	47	48		
12	NAP303_23F		147	-51.3	0	3	90	42	46	48		
13	NAP303_39F		147	-51.3	0	3	90	42	46	47		
14	NAP401_GF	Kau Yan College and Adjacent School	155	-51.8	0	3	90	41	45	47	Daytime & Evening Time	56
15	NAP401_3F		155	-51.8	0	3	90	41	45	47		
16	NAP401_6F		155	-51.8	0	3	90	41	45	47		
17	NAP402_GF		145	-51.2	0	3	90	42	46	47		
18	NAP402_3F		145	-51.2	0	3	90	42	46	47		
19	NAP402_6F		145	-51.2	0	3	90	42	46	47		
20	NAP501_GF	Fu Shin Estate	215	-54.6	0	3	90	38	43	44	Nighttime	52
21	NAP501_17F		215	-54.6	0	3	90	38	43	44		
22	NAP501_34F		215	-54.6	0	3	90	38	43	44		
23	NAP502_GF		216	-54.7	0	3	90	38	44	45		
24	NAP502_17F		216	-54.7	0	3	90	38	43	45		
25	NAP502_34F		216	-54.7	0	3	90	38	43	44		
26	NAP601_GF	Yee Nga Court	435	-60.8	0	3	90	32	39	40		50
27	NAP601_17F		435	-60.8	0	3	90	32	39	40		
28	NAP601_34F		435	-60.8	0	3	90	32	39	40		
29	NAP602_GF		422	-60.5	0	3	90	32	39	40		
30	NAP602_17F		422	-60.5	0	3	90	32	39	40		
31	NAP602_34F		422	-60.5	0	3	90	32	39	40		

Remarks:

- [1] Detailed design of the plant rooms is not yet available at this stage.
- [2] Shortest Horizontal Distance between NAP and the Project Site Boundary is adopted in evaluating the maximum allowable SWL of all plant rooms as a conservative assumption.
- [3] Distance correction for SWL= 20 log (shortest horizontal distance) + 8
- [4] Shielding Effect on Plant Rooms/ Barrier Correction is not considered in this assessment as a conservative assumption.
- [5] Maximum Allowable SWL of all Plant Rooms represents the cumulative SWL of all Plant Rooms in the Proposed Project, which is deduced based on shortest horizontal distance between NAP and Project Site Boundary.
- [6] The maximum allowable SWLs for equipment were determined by adopting standard acoustics principles. The following formula was used for calculating the SPLs at NSRs =

SPL= Max SWL+DC+FC+BC

SPL

Max SWL

DC

FC

BC

Sound Pressure Level (dB(A))

Maximum allowable Sound Power Level (dB(A))

Distance Attenuation (dB(A))

Façade Correction (dB(A))

Barrier Correction (dB(A))
- [7] The SPL of NAP include fixed noise from plant rooms and vehicle repair/ testing activities carried out within the Proposed Project.
- [8] All maximum allowable SWLs are rounded to the nearest whole dB(A).
- [9] NSR04 is educational institution, there is no operation during nighttime period. Daytime period is assessed instead.

Appendix 4-5

Endorsement from The Coordinating Committee on Land-use Planning and Control Relating to Potentially Hazardous Installations (CCPHI)

政府總部
發展局
規劃地政科

香港添馬添美道二號
政府總部西翼十七樓



Planning and Lands Branch
Development Bureau
Government Secretariat

17/F, West Wing,
Central Government Offices,
2 Tim Mei Avenue, Tamar, Hong Kong

電話 Tel.: 3509 8833

傳真 Fax: 2845 3489

本局檔號 Our Ref. DEVB (PL-L) 25/96/05

來函檔號 Your Ref. P-Tech/MTK-QRA/010/03-24

Allied Environmental Consultants Limited
27/F, Overseas Trust Bank Building
160 Gloucester Road
Wan Chai, Hong Kong
(Attn: Ms. Cathy Man)

By Post and by E-mail

25 February 2025

Dear Ms. Man,

**Hazard Assessment for the
Proposed Development for Tai Po Bus Depot at Dai Fuk Street, Tai Po, NT**

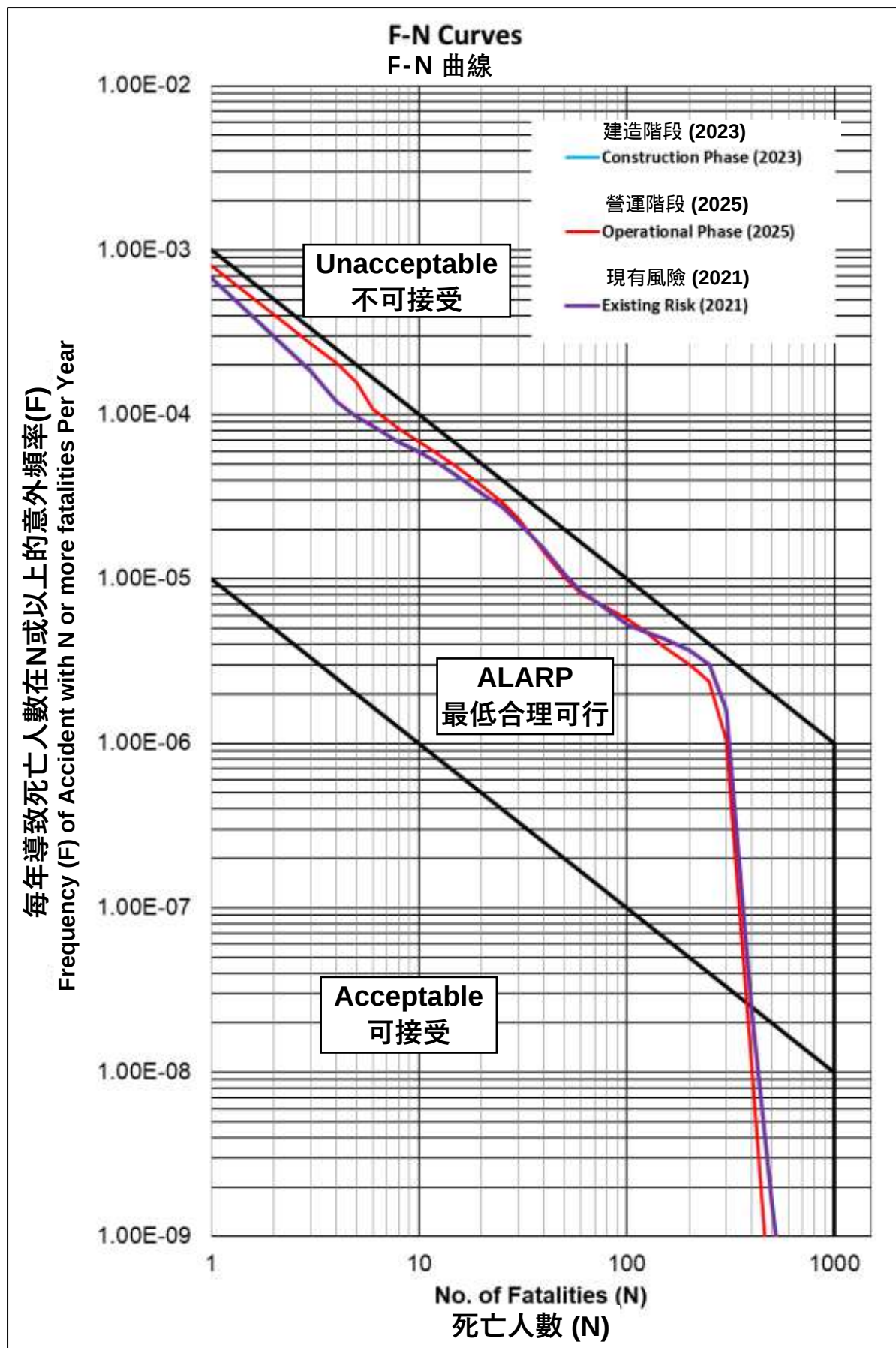
I refer to your letter dated 13 July 2023, enclosed with hard copies of the Hazard Assessment Report to the Coordinating Committee on Land Use Planning and Control relating to Potentially Hazardous Installations ("CCPHI") with regard to the planning application for Tai Po Bus Depot at Dai Fuk Street, Tai Po, NT.

Please note that the CCPHI has endorsed the submitted Hazard Assessment Report regarding the proposed development on 24 February 2025.

Yours sincerely,

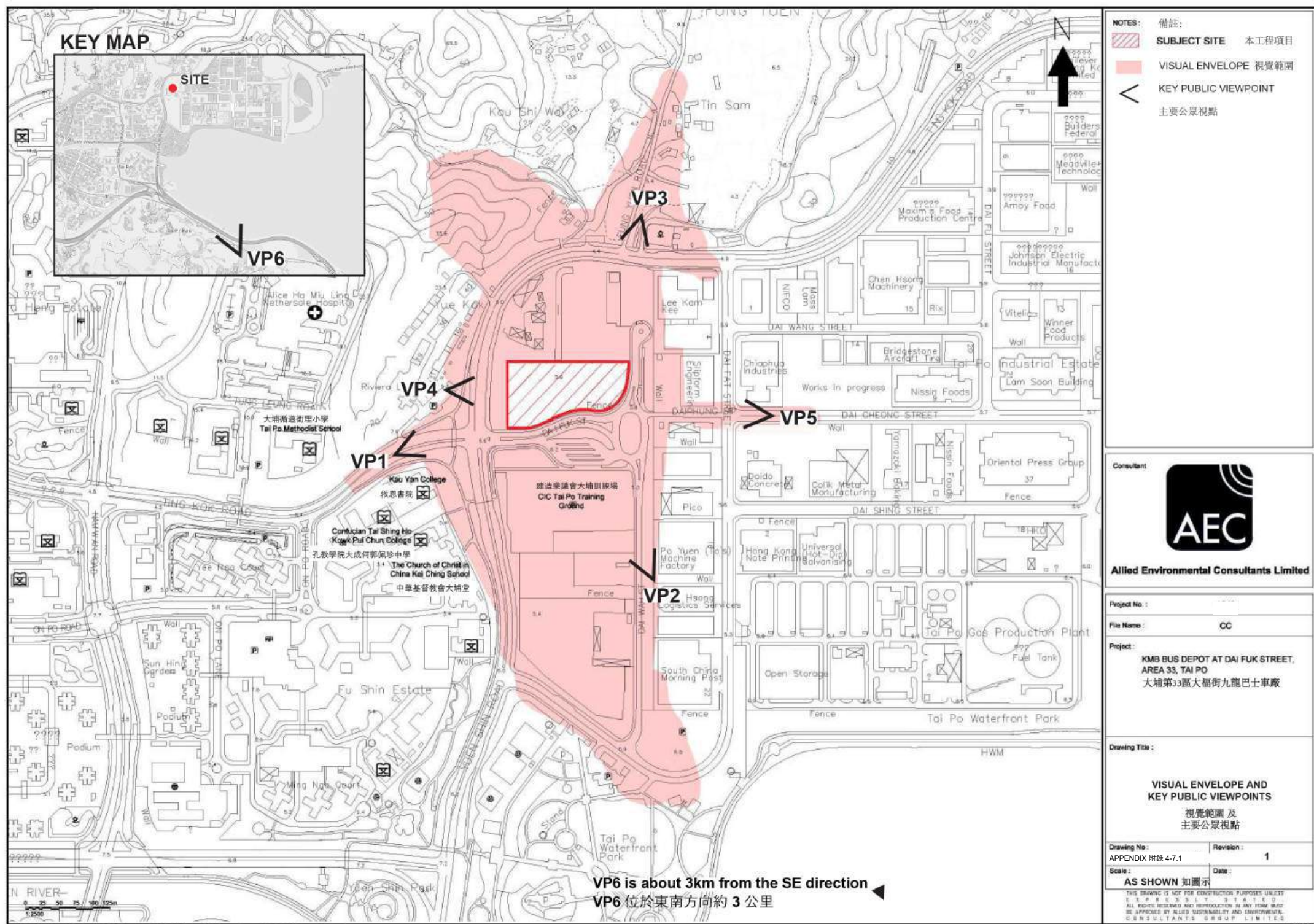
(Hong POON)
Secretary, CCPHI

Appendix 4-6 F-N Curve – Tai Po Gas Production Plant



Extracted from the latest QRA report (Fig 9-2).
摘自最新的 QRA 報告 (圖 9-2)。

Appendix 4-7 Photomontage





VP1: From Ting Kok Road between Riviera Lodge and Kau Yan College (Approx. 160m from site)

VP1: 從汀角路在樂賢居和救恩書院間（距離項目約160米）



VP3: From Fung Yuen Road at its intersection with Ting Kok Road (Approx. 200m from site)

VP3: 從鳳園路與汀角路交界（距離項目約200米）



VP2: From Dai Wah Street next to the entrance of the CIC Tai Po Training Ground (Approx. 175m from site)

VP2: 從大華街建造業議會大埔訓練場地入口（距離項目約175米）



VP4: From Yue Kok Village Playground (Approx. 100m from site)

VP4: 從魚角村休憩處（距離項目約100米）

NOTES: 備註:

Consultant



Allied Environmental Consultants Limited

Project No.:

File Name:

Project:

KMB BUS DEPOT AT DAI FUK STREET,
AREA 33, TAI PO
大埔第33區大福街九龍巴士車廠

Drawing Title:

KEY PUBLIC VIEWPOINTS (1/2)
主要公眾視點 1/2

Drawing No:
APPENDIX 附錄 4-7.2

Revision: 1

Scale: AS SHOWN 如圖示

Date:

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VP5: From Tai Po Industrial Estate on Dai Cheong Street (Approx. 220m from site)

VP5: 從大埔工業區大昌街（距離項目約220米）



VP6: From Tai Po Road across the Tolo Harbour (Approx. 3km from site)

VP6: 從吐露港對岸大埔道遠眺大埔工業區（距離項目約3000米）

NOTES: 備註:

Consultant



Allied Environmental Consultants Limited

Project No.:

File Name:

Project:

KMB BUS DEPOT AT DAI FUK STREET,
AREA 33, TAI PO
大埔第33區大福街九龍巴士車廠

Drawing Title:

KEY PUBLIC VIEWPOINTS (2/2)
主要公眾視點 2/2

Drawing No:
APPENDIX 附錄 4-7.3

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VP1: From Ting Kok Road between Riviera Lodge and Kau Yan College with Proposed Development (Approx. 160m from site)

VP1: 從汀角路在樂賢居和救恩書院間（距離項目約160米）

NOTES: 備註:

Consultant



Allied Environmental Consultants Limited

Project No.:

Drawing By: JK

Project:

KMB BUS DEPOT AT DAI FUK STREET,
AREA 33, TAI PO
大埔第33區大福街九龍巴士車廠

Drawing Title:

PHOTOMONTAGE - VIEWPOINT 1

照片蒙太奇 - 視點 1

Drawing No.:

APPENDIX 附錄 4-7.4

Scale: AS SHOWN 如圖示

Revision:

1

Date:

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VP2: From Dai Wah Street next to the entrance of the CIC Tai Po Training Ground with Proposed Development (Approx. 175m from site)

VP2: 從大華街建造業議會大鋪訓練場地入口（距離項目約175米）

NOTES :

Consultant



Allied Environmental Consultants Limited

Project No. :

File Name :

Project :

KMB BUS DEPOT AT DAI FUK STREET,
AREA 33, TAI PO
大埔第33區大福街九龍巴士車廠

Drawing Title :

PHOTOMONTAGE - VIEWPOINT 2
照片蒙太奇 - 視點 2

Drawing No. :
APPENDIX 附錄 4-7.5

Revision :
1

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VP3: From Fung Yuen Road at the its intersection with Ting Kok Road with Proposed Development (Approx. 200m from site)

VP3: 從鳳園路與汀角路交界（距離項目約200米）

NOTES: 備註:

Consultant



Allied Environmental Consultants Limited

Project No.:

Drawing By: JK

Project:
KMB BUS DEPOT AT DAI FUK STREET,
AREA 33, TAI PO
大埔第33區大福街九龍巴士車廠

Drawing Title:

PHOTOMONTAGE - VIEWPOINT 3

照片蒙太奇 - 視點 3

Drawing No:
APPENDIX 附錄 4-7.6

Revision: 0

Scale:
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VP4: From Yue Kok Village Playground (Approx. 100m from site)

VP4: 從魚角村休憩處（距離項目約100米）

NOTES: 備註:

Consultant



Allied Environmental Consultants Limited

Project No.:

File Name:

Project:

KMB BUS DEPOT AT DAI FUK STREET,
AREA 33, TAI PO
大埔第33區大福街九龍巴士車廠

Drawing Title:

PHOTOMONTAGE - VIEWPOINT 4
照片蒙太奇 - 視點 4

Drawing No:
APPENDIX 附錄 4-7.7

Revision: 1

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Proposed Development
4-Storey at +35.74mPD

VP5: From Tai Po Industrial Estate on Dai Cheong Road (Approx. 220m from site)

VP5: 從大埔工業區大昌街（距離項目約220米）

NOTES :

Consultant



Allied Environmental Consultants Limited

Project No. :

File Name :

Project :

KMB BUS DEPOT AT DAI FUK STREET,
AREA 33, TAI PO
大埔第33區大福街九龍巴士車廠

Drawing Title :

PHOTOMONTAGE - VIEWPOINT 5
照片蒙太奇 - 視點 5

Drawing No. :
APPENDIX 附錄 4-7.8

Revision :
0

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如圖示 AS SHOWN

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VP6: From Tai Po Road across the Tolo Harbour (Approx. 3km from site)

VP6: 從吐露港對岸大埔道遠眺大埔工業區（距離項目約3000米）

NOTES: 備註:

Consultant



AEC

Allied Environmental Consultants Limited

Project No. :
File Name :
Project :
KMB BUS DEPOT AT DAI FUK STREET,
AREA 33, TAI PO
大埔第33區大福街九龍巴士車廠

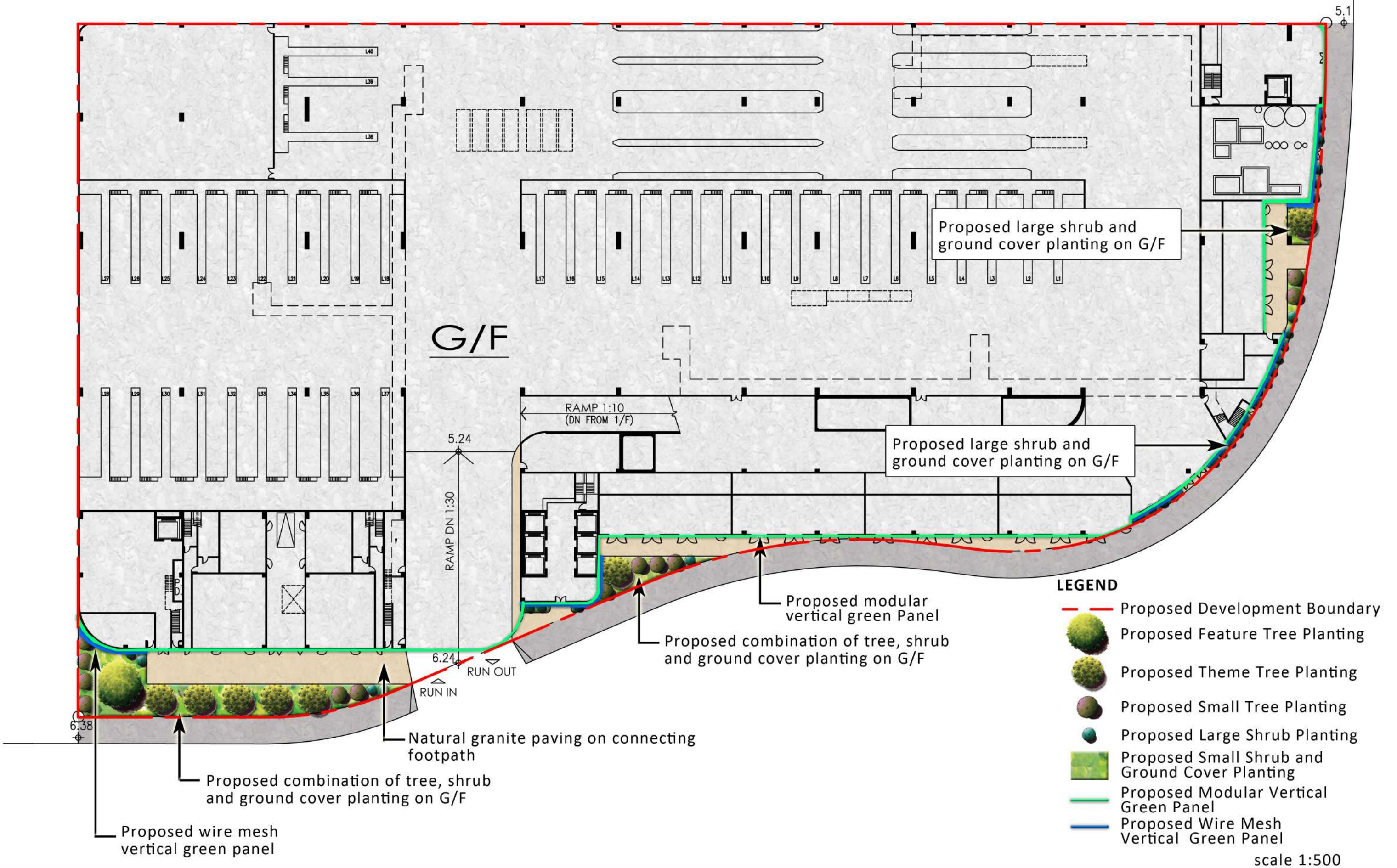
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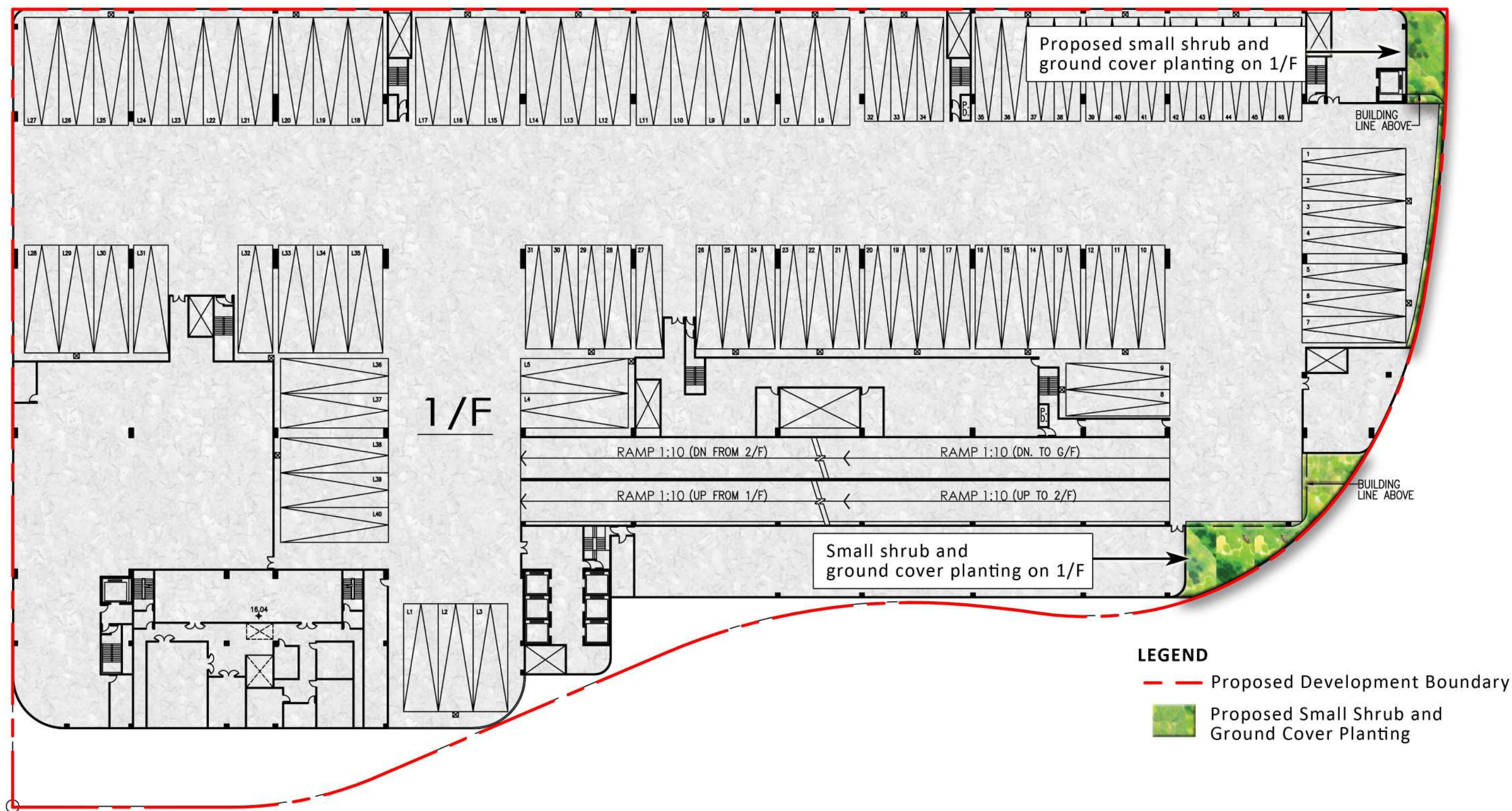
PHOTOMONTAGE - VIEWPOINT 6
照片蒙太奇 - 視點 6

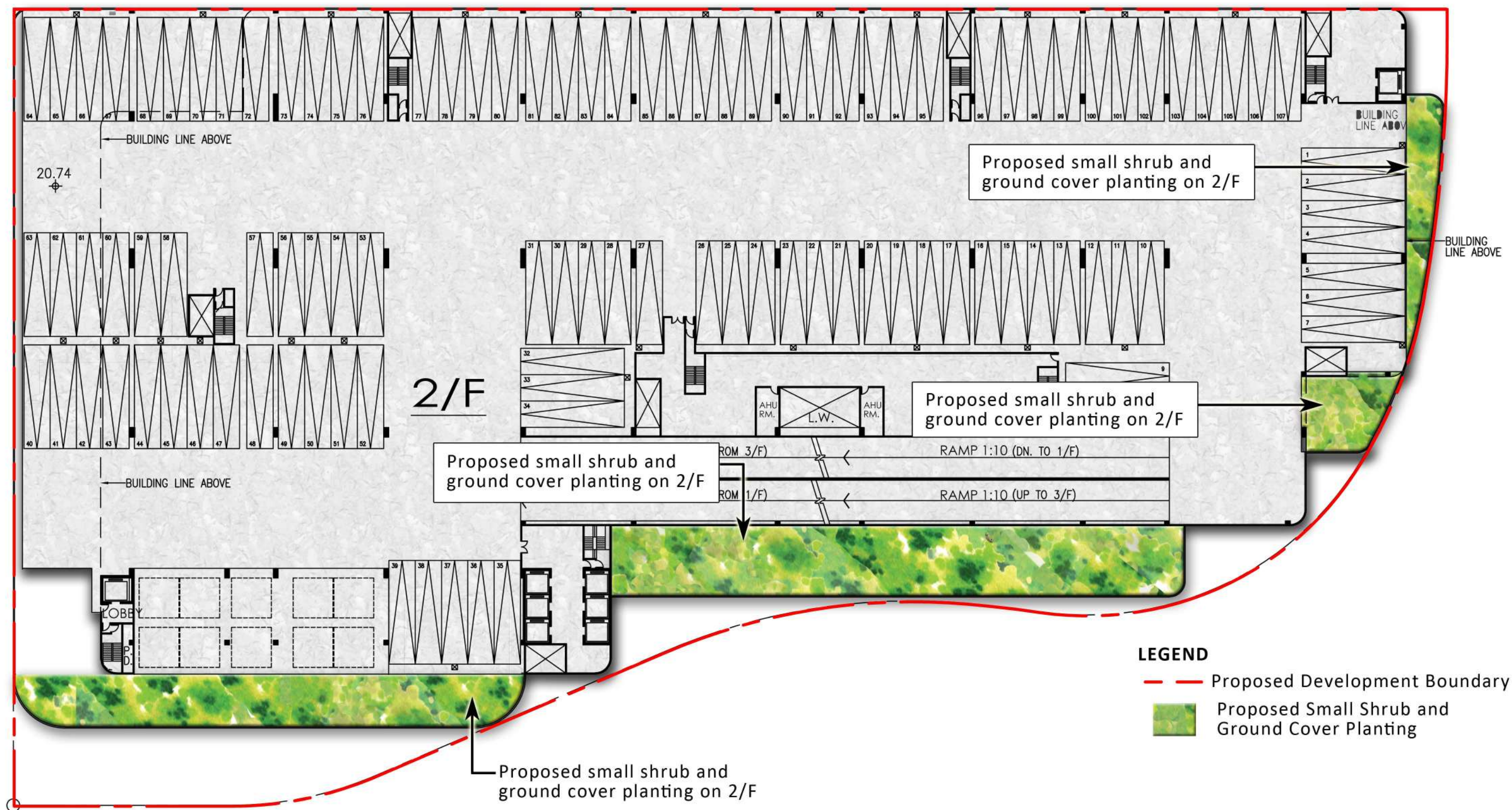
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Scale : AS SHOWN 如圖示	Date :

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Appendix 5-1 Master Landscape Plan





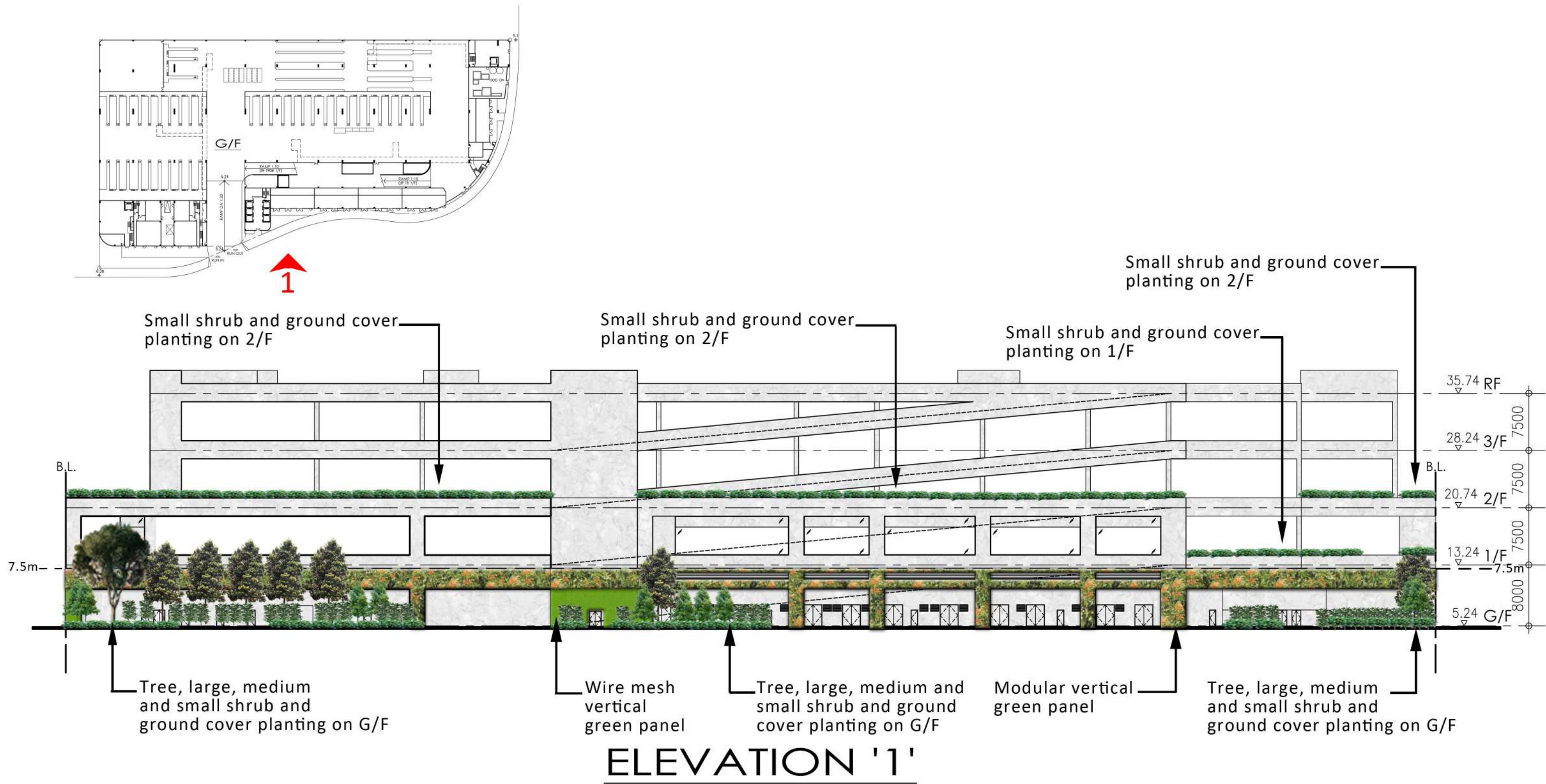


LEGEND

- Proposed Development Boundary
- Proposed Small Shrub and Ground Cover Planting

scale 1:500





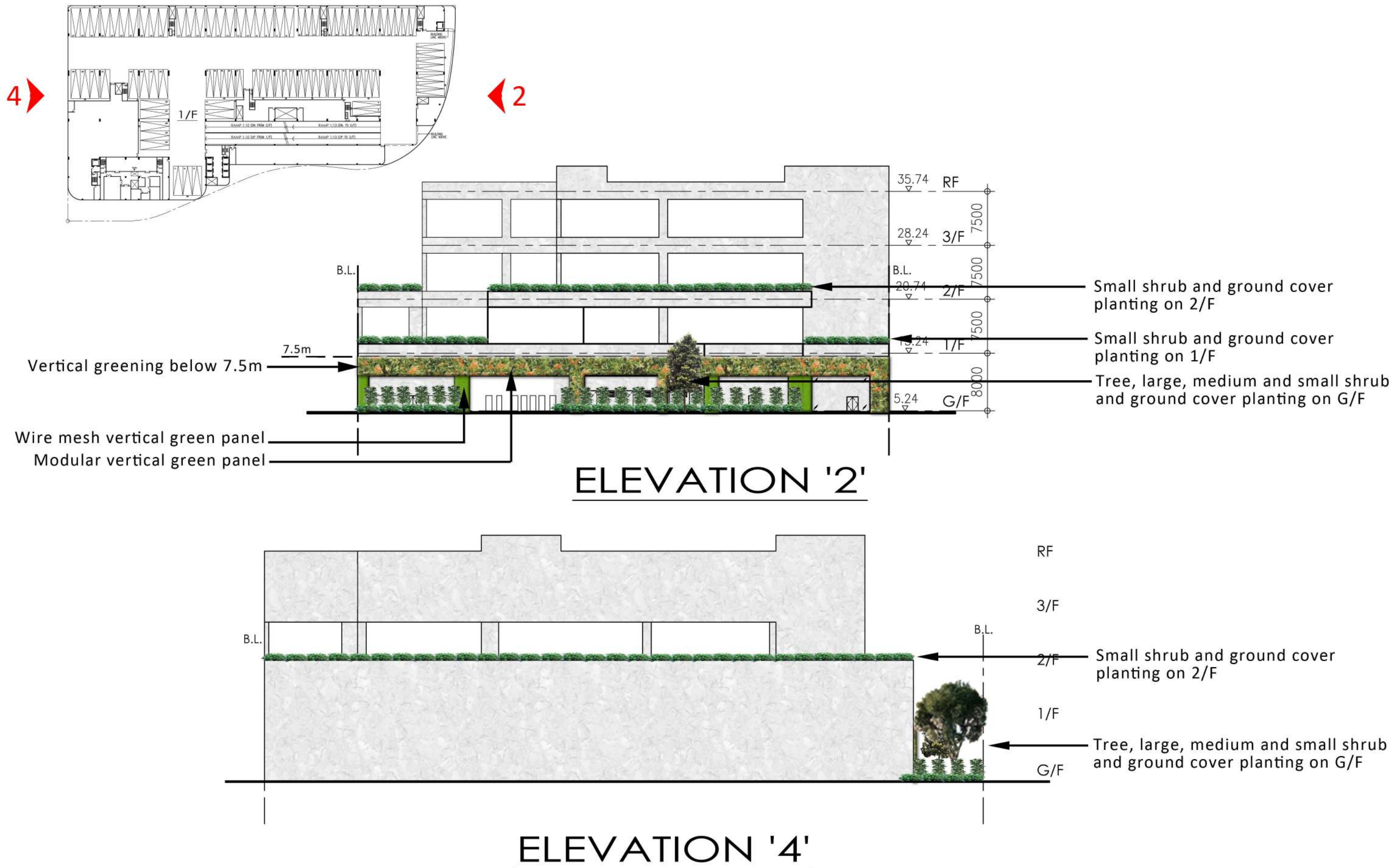
scale 1:500

Proposed Smart Green Bus Depot at Dai Fuk Street, Area 33, Tai Po.

Elevation 1

Drawing No. LS-01 rev. B

Nov 2022



scale 1:500

Proposed Smart Green Bus Depot at Dai Fuk Street, Area 33, Tai Po.

Elevation 2 & 4
Drawing No. LS-02 rev. C

Nov 2022

