Reprovisioning of
FEHD Sai Yee Street Vehicle Depot
at Yen Ming Road, West Kowloon Reclamation Area

Project Profile

April 2012

Food and Environmental Hygiene Department
The Government of the
Hong Kong Special Administrative Region

Architectural Services Department
The Government of the
Hong Kong Special Administrative Region

URS/Scott Wilson

Reprovisioning of FEHD Sai Yee Street Vehicle Depot at Yen Ming Road, West Kowloon Reclamation Area

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1. BASIC INFORMATION

1.1 PROJECT TITLE

1.1.1 Reprovisioning of Food and Environmental Hygiene Department (FEHD) Sai Yee Street Vehicle Depot at Yen Ming Road, West Kowloon Reclamation (hereinafter referred as the Project)

1.2 PURPOSE AND NATURE OF THE PROJECT

1.2.1 This proposed Project is to develop and construct a new vehicle depot-cum-office building (hereinafter referred as the Depot) to house the existing facilities in Sai Yee Street Vehicle Depot. Upon the completion of the new vehicle depot-cum-office building, the new building will be handed over to the FEHD for operation.

1.3 NAME OF PROJECT PROPONENT

1.3.1 Food and Environmental Hygiene Department (FEHD)

1.4 LOCATION AND SCALE OF THE PROJECT

1.4.1 The Project is located at Yen Ming Road, West Kowloon Reclamation Area (the Site), with a total area of about 8,600m^2. The Site falls within an area zoned as "Government, Institution or Community" on the draft South West Kowloon Outline Zoning Plan (OZP) No. S/K20/27 and is designated as "Government" and "Cable / Drainage / WSD / MTRC Reserve" on the draft South West Kowloon (Central Section) Outline Development Plan (ODP) No. D/K20B/D. The proposed medium rise building will comply with the maximum building height at 30m above the Hong Kong Principal Datum under the West Kowloon Reclamation Review Study. The location and preliminary proposals of layout of the Site are shown in **Appendices I and III**. The Project is visualised by computer graphics based on the concept design up-to the stage as shown in **Appendix II**.

1.4.2 The construction floor area (CFA) of the Project is approximately 28,500m^2 with vehicle parking spaces for about 145 vehicles (including heavy goods vehicles, light buses / light goods vehicles and visitor cars). Preliminary schedules of the major facilities of Vehicle Depot, subject to later design and operational need, include:-

i. approximately 145 parking spaces for vehicles including heavy goods vehicles, light buses / light goods vehicles and visitor cars;

ii. covered vehicle maintenance workshop including 3 vehicle repair bays and 1 roller brake tester;

iii. covered vehicle washing facilities including automatic vehicle washing machine and 3 vehicle washing bays (note: washwater might be treated and reused for washing purpose, subject to later design);

iv. underground waste lubrication oil tanks of 5m^3;

v. underground oil interceptor of 2.5m^3;

vi. storage room for lubrication / hydraulic oil with a capacity of about 3m^3;

vii. scrap metal yard of approximately 35m^2;

viii. vehicle battery storage room of approximately 20m^2;

ix. spare parts store of approximately 200m^2;

x. air compressor room of approximately 20m^2; and

xi. dangerous goods storage room(s) (gas, paint, solvent and diesel) (approximately 11 cylinders of oxygen, acetylene gas and argon, 400L of paint, 100L of thinner and 200L of diesel).

Key facilities other than Vehicle Depot include:

xii. dangerous goods stores as below:

Table 1-1 Dangerous Goods Stores

Category and Type	Approximate Estimated Quantity
Category 4 - Chloride of lime	~ 16,500kg
Category 5 - Pesticides	~ 2,000L

xiii. hygienic rooms as below:

Table 1-2 Hygienic Rooms

Purpose	Approximate Space / Estimated Quantity
Store rooms (equipment and cleansing tools)	~ 120m^2
Store room (disinfectant fluid)	~ 1,500L
Disinfection room	~ 40m^2

xiv. emergency generator;

xv. loading / unloading area for delivery / distribution of goods / materials; and

xvi. staff offices.

1.4.3 Yen Ming Road is an existing dual 1-lane road serving only the Site and the adjacent cargo storage area. The Project would allow provision of widening of Yen Ming Road. This said potential road widening is subject to the findings of traffic study to be carried out in later stage.

1.5 SITE HISTORY

1.5.1 The Site is located on a reclaimed land, which was formed in around mid 1990s. Since then, the Site was operated as cargo storage and fee-paying public car park.

1.5.2 The Site is now being occupied as 3 site offices and associated storage areas for the Civil Engineering and Development Department's (CEDD) Landslip Prevention and Mitigation works contracts (Contract Nos. GE/2009/02, GE/2010/04 and GE/2009/21), since around 2010.

1.5.3 Review of aerial photographs was carried out to ascertain the site history and presented in **Appendix IV**.

1.6 NUMBER AND TYPES OF DESIGNATED PROJECTS TO BE COVERED

1.6.1 In accordance with Environmental Impact Assessment (EIA) Ordinance, this Project is classified as Designated Project (DP) under following items in Part I, Schedule 2:-

i. Item A.6, "A transport depot located less than 200m from the nearest boundary of an existing or planned residential area / education institution)"; and

ii. Item F.4, "An activity for the reuse of treated effluent from a treatment plant" (note: this is associated to potential treated vehicle washwater effluent reuse for vehicle washing, subject to later design and operational need).

1.6.2 The Project would allow provision of widening of Yen Ming Road, which is classified as either a local distributor or urban distributor, in accordance with the definition given in the Transport Planning and Design Manual (TPDM). The works agent for the potential widening road works is not yet confirmed. No matter which agent will be responsible for the widening works, in view of the aforesaid classification of Yen Ming Road, Item A.1 "A road which is an expressway, truck road, primary distributor road or district distributor road including new roads, and major extensions or improvements to existing roads" is therefore not triggered.

1.7 NAME AND TELEPHONE OF CONTACT PERSON

1.7.1 For enquires concerning this Project, please contact following persons:-

The Applicant
Name: Mr. Edmond KL YEUNG
Department: Transport Section, Administration Division, Administration and Development Branch, FEHD
Post: Chief Transport Services Officer (Ops) 2
Address: 3/F, Sai Yee Street Depot, 148 Sai Yee Street, Mong Kok, Kowloon
Telephone: 2309 2062
Fax: 2789 0304
Email: eklyeung@fehd.gov.hk

The Environmental Sub-Consultant of the Project, on behalf of the Applicant
Name: Ir. Rodney CW IP
Department: URS / Scott Wilson Limited
Post: Principal Environmental Engineer
Address: 38th Floor, Metroplaza Tower 1, 223 Hing Fong Road, Kwai Fong, Hong Kong
Telephone: 2428 8866
Fax: 2428 9922
Email: rodney.ip@scottwilson.com.hk

2. OUTLINE OF PLANNING AND IMPLEMENTATION PROGRAMME

2.1 PROJECT PLANNING

2.1.1 P&T Architect and Engineers Limited has been awarded, as the lead consultant, for the design and construction supervision of the Project. URS / Scott Wilson Limited is appointed as the environmental sub-consultant to undertake an EIA in accordance with the EIA Ordinance.

2.1.2 Construction of the new vehicle depot-cum-office building will be carried out by contractor(s) at a later stage.

2.1.3 The FEHD is responsible for the operation of the new vehicle depot-cum-office building upon construction completion.

2.2 PROJECT IMPLEMENTATION PROGRAMME

2.2.1 The construction works are tentatively to be commenced in early 2014 and put in operation by mid 2016.

2.3 INTERFACE WITH OTHER PROJECTS

2.3.1 Based on the best available information at this stage, the residential development project at Nam Cheong Station is the only potential concurrent project in the vicinity during the construction of the Project.

3. POSSIBLE IMPACT ON THE ENVIRONMENT

3.1 CONSTRUCTION PHASE

3.1.1 Tentative programme of the construction of this Project is planned to be completed in approximately two years. Construction noise generated by various construction methods including piling and use of Powered Mechanical Equipment (PME) will be taken into account in order to minimise the impact to the surrounding sensitive receivers.

Fugitive Dust Impact

3.1.2 Fugitive dust and exhaust emissions would be generated and released from construction activities, potentially causing air quality impact in a short-term nature.

Construction Noise Impact

3.1.3 Noise is likely to be arising from use of PME and piling activities. It would be a short-term impact during construction and can be reduced to an acceptable level with the implementation of mitigation measures as outlined in **Section 5**.

Water Quality Impact

3.1.4 Potential impact on water quality is likely to be majority surface runoff from dust suppression and rainfall, as well as sewage from construction workforce and chemical spillage. Major pollutants would be suspended solid and other lubricant and oil for equipment and vehicles operated on site. Water quality impact may arise if the construction site runoff is not properly handled.

Waste Generation

3.1.5 Construction and Demolition Materials (C&DM) generated from the construction activities would be re-used and recycled on site as practicable. Small quantities of chemical waste and general refuse would also be envisaged. Provided that standard waste management practices are to be strictly followed, no waste related to regulatory non-compliance and unacceptable environmental impacts are expected to arise from the handling, storage, transport and disposal of construction waste.

Land Contamination

3.1.6 The Site is a reclaimed land and it is observed from historical aerial photos (in **Appendix IV**) that the Site was occupied as carpark and container storage area, whilst currently as CEDD site offices with no contaminated use. Limited amount of chemicals / chemical wastes would be used or produced from the Project as a consequence of construction activities. Good practices for land contamination prevention are to be followed and therefore potential land contamination is not anticipated.

Visual and Landscape Impact

3.1.7 Temporary aesthetic concern would be arising from the construction activities and PME, which can be however minimised by using appropriate mitigation such as site hoarding.

Ecological Impact

3.1.8 The Site is a reclaimed land within an "urban" area and principally no natural habitat would be affected. No important ecological resources on-site are identified and the ecological impact would be insignificant.

Cultural Heritage

3.1.9 There is no historic building / monument within or nearby the Site, which could be potentially impacted by the Project. Antiquities and Monuments Office (AMO) of Leisure and Culture Services Department (LCSD) was consulted and advised that a heritage impact assessment is not required for the Project.

3.2 OPERATION PHASE

3.2.1 The Project includes vehicle maintenance and repairing workshop, parking as well as office block. Generally, major vehicles repairing activities will be taken place at the depot from 7:00am to 7:00pm on 7-day per week basis. Offices will be operated mainly during normal office hour.

Air Quality Impact

3.2.2 The major sources of air pollution would be vehicular emissions from engine testing and vehicles entering / leaving the depot to the Air Sensitive Receivers (ASRs).

Traffic Noise Impact

3.2.3 Road traffic noise to the Noise Sensitive Receivers (NSRs) would be arising from the increase of traffic flow due to the vehicle entering / leaving the depot. However, it is subject to further traffic impact assessment to identify alternative route for vehicles in order to minimise the adverse traffic noise impact to the NSRs in the vicinity.

Industrial Noise Impact

3.2.4 During the operation of depot, noise from repairing works, plants and parking will be generated while fixed plant noise will also be emanated from mechanical ventilation systems.

Water Quality Impact

3.2.5 Discharge of surface runoff potentially containing debris, grease or lubricants to the storm drain will be generated and must be adequately controlled. During the operation of the Project, sewage will be generated from maintenance and repairing activities as well as office block with washrooms. Potential reuse of treated washwater for vehicle washing is subject to later design.

Waste Generation

3.2.6 Operation of the Project will produce general office refuse, industrial wastes and chemical wastes including waste batteries and waste oil / lubricants, as well as metal scrap and used tyres from the maintenance and repairing activities.

Hazardous Installation

3.2.7 It is identified that the Site is not within any Potential Hazardous Installation (PHI) Consultation Zone. Also, the amount of dangerous goods storage will be limited and no underground or aboveground fuel tank will be installed. Therefore, hazard issue is not anticipated.

Land Contamination

3.2.8 The Site will be paved and good practice for storage and handling of limited dangerous goods and chemical wastes will be followed. Hence, leakage of contaminant will not be anticipated.

Visual and Landscape Impact

3.2.9 The impact arising from the building and operational activities will be assessed with appropriate mitigation proposed, e.g. green roof and vertical greening.

4. MAJOR ELEMENTS OF THE SURROUNDING ENVIRONMENT

4.1 SURROUNDING LANDUSE

4.1.1 Adjacent lands of the Site are currently zoned as "Other Specified Use (Wholesale Market)", "Industrial", "Government, Institution or Community" and "Open Space".

4.1.2 In addition, land use of "Comprehensive Development Area" (CDA) is currently zoned above the nearby MTR West Rail Nam Cheong Station, which is expected to be allowed for the comprehensive residential and commercial development.

4.1.3 Nearby roads and railway are mainly West Kowloon Highway, Yen Chow Street West, Lin Cheung Road as well as Airport Express and West Rail Line.

4.2 POTENTIAL SENSITIVE RECEIVERS

4.2.1 The potential sensitive receivers in the vicinity are shown in the following table and illustrated in **Appendix V**.

Table 4-1 Potential Sensitive Receivers and Type of Sensitive Receivers

Type of Sensitive Receivers	Potential Sensitive Receivers
Residential Development	Hampton Place, The Long Beach, West Kowloon Disciplined Services Quarter, Nam Cheong Estate, Fu Cheong Estate, Harbour Green, planned residential development above Nam Cheong Station
Educational Institution	Sir Ellis Kadoorie Secondary School and Tai Kok Tsui Catholic Primary School
Industrial / Commercial Uses	Cheung Sha Wan Wholesales Fish Market, Cheung Sha Wan Wholesales Food Market and office of Yuen Fat Building
Open Spaces	Nam Cheong Park and Tung Chau Street Park

5. ENVIRONMENT MITIGATION MEASURES

5.1 CONSTRUCTION PHASE

Fugitive Dust Impact

5.1.1 Good site practice for dust control as stipulated in the Air Pollution Control (Construction Dust) Regulation and necessary dust suppression measures shall be implemented by the contractor of the Project in order to reduce the fugitive dust impact to the adjacent ASRs. These measures should be incorporated into the specifications for the works contract.

Construction Noise Impact

5.1.2 With the consideration of the use of quiet PMEs and temporary noise barriers, as well as to avoid carrying out concurrent noisy construction activities in accordance with EPD's ProPECC Note PN 2/93, it is envisaged that the construction noise impact will be in compliance with the noise criteria.

Water Quality Impact

5.1.3 The site runoff and erosion will be controlled by adopting water pollution control measures according to EPD's ProPECC Note PN 1/94 Construction Site Drainage. Installation of silt removal facilities will be in place and regular maintenance for silt trap and drainage channel will be carried out.

Waste Generation

5.1.4 In order to properly manage waste generation and disposal at the construction site, Waste Management and Disposal Plan will be executed by the construction contractor. Trip-ticket system for construction wastes shall be closely monitored.

5.1.5 For disposal of chemical waste including oil / lubricant, it shall be in compliance with the Waste Disposal (Chemical Waste) (General) Regulations. Recycle bins for general refuse will be placed in the Site.

Visual and Landscape Impact

5.1.6 Visual impacts from construction activities will be of very short durations and temporary nature. Proper control over site cleanliness and site hoarding shall be exercised to alleviate visual intrusion.

5.2 OPERATION PHASE

Industrial Emission

5.2.1 Gas / exhaust extraction system and de-odorising system, if necessary, will be provided in the depot for removing vehicle exhaust and odour during repairing work.

Vehicular Emission

5.2.2 In order to minimise the vehicular emission from vehicles entering / leaving the depot, traffic route arrangement will be adopted to reduce vehicle emission. Also, design of

the covered workshop will be able to confine emissions. Mechanical ventilation, as necessary, with adequately designed outlet shaft will also be provided to facilitate dispersion and dilution of air pollutants.

Traffic Noise Impact

5.2.3 Comparing with the heavily trafficked West Kowloon Highway and Lin Cheung Road, only minimal additional traffic is generated by the future operation of Depot (providing about 145 parking spaces). In this connection, additional traffic noise in associated with the Project is anticipated to be insignificant.

5.2.4 Similar to the mitigation for vehicular emission, appropriately designed traffic route arrangement will also be able to minimise traffic noise to the NSRs in the vicinity, associated with the operation of the Depot. Orientation and arrangement of office block of this Project, which is sensitive use, will be away from the highway as possible and subject to later design.

Industrial Noise Impact

5.2.5 Noisy activities such as vehicle maintenance and associated mechanical ventilation system will be located at ground level of the future Depot, increasing the buffer distance from the noise sensitive receivers. Also, noise generated by the vehicle maintenance will be well confined in the covered depot, and acoustically screened by the adjacent CLP electric sub-stations and viaduct of West Kowloon Highway. Vehicle maintenance work will be confined within the aforesaid operation hours. It is therefore envisaged that the industrial noise emanated to the NSRs will be insignificant.

Water Quality Impact

5.2.6 Before discharged to public drain or sewer, effluent from maintenance and repairing activities must be properly treated to reduce suspended solid, oil and grease using oil interceptor or other necessary treatments such that the discharged effluent will be in compliance with the limits stipulated in the Technical memorandum on Standards for Effluents Discharged into Drainage and Sewerage Systems, Inland and Coastal Wastes under the Water Pollution Control Ordinance. There shall be no direct discharge of effluent to the Victoria Harbour Water Control Zone. Sewage arising from the staff office should be discharged to public sewer.

5.2.7 Reuse of treated vehicle washwater for vehicle washing, subject to later design and proprietary product selection, would be considered in order to reduce generation of wastewater at source.

Waste Generation

5.2.8 All wastes generated shall be in compliance with the Waste Disposal Ordinance. Used lubricant / oil regarded as chemical wastes will be stored properly before collected by Licensed Chemical Wastes Collector appointed by the operator. The Collector will also be responsible for the collection of waste batteries. Waste scrap of metal and tyre will be regularly collected by registered contractor for appropriate disposal / recycling.

5.2.9 In addition, in compliance with the Dangerous Goods Ordinance, licence for dangerous goods storage will be applied, as necessary and appropriate, from Fire Services Department prior to operation of the Project.

Visual and Landscape Impact

5.2.10 Aesthetic design using green envelop comprising multi-level of green roof and vertical greening will be taken as design consideration.

6. USE OF PREVIOUSLY APPROVED EIA REPORTS

6.1.1 No previous EIA report has been approved or submitted for this Project.

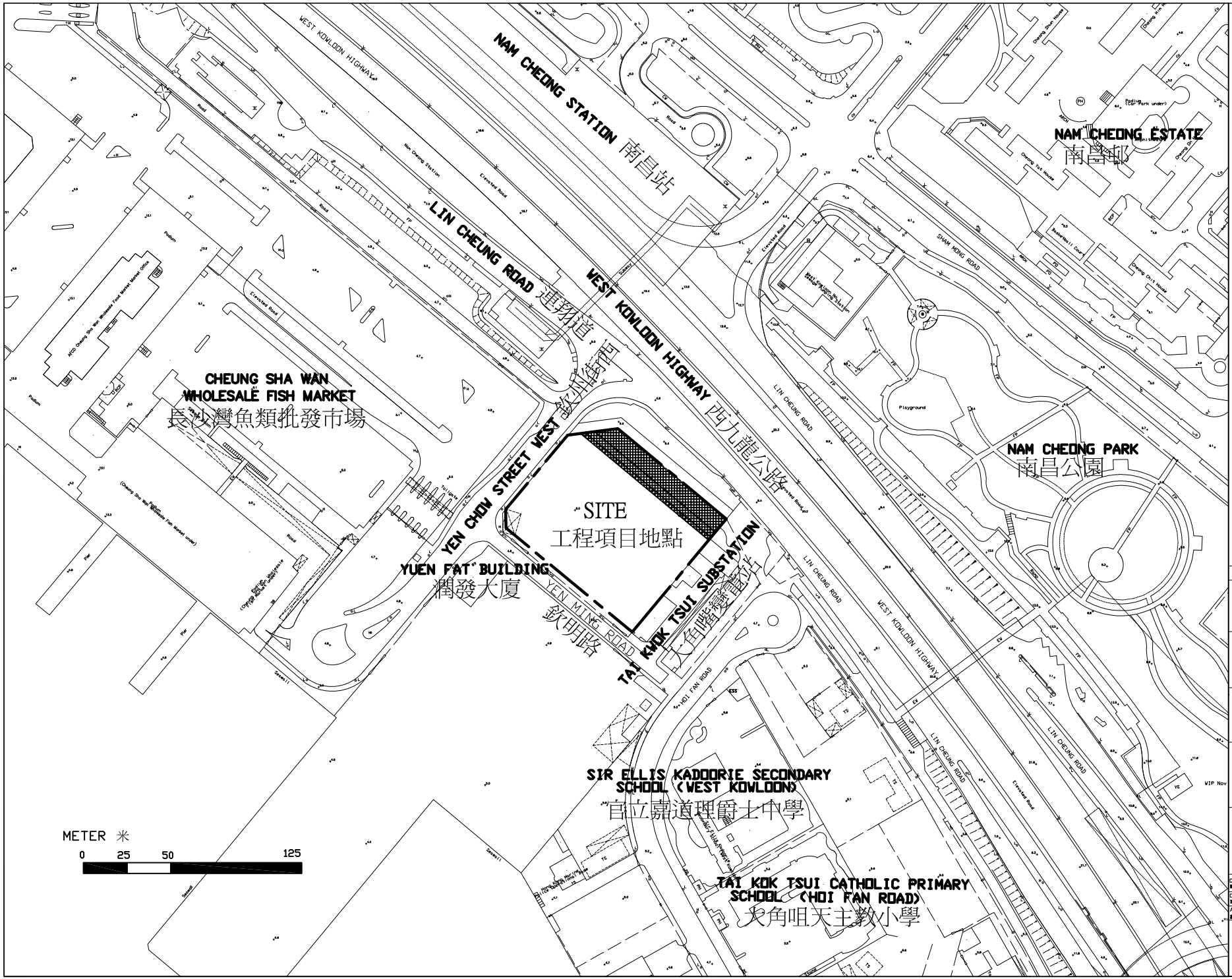
6.1.2 The following approved EIA report will be used as references in the Study:

Proposed Headquarters and Bus Maintenance Depot in Chai Wan (EIA Register No. AEIAR-045/2001, approved in September 2001)

New World First Bus Permanent Depot at Chai Wan (EIA Register No. AEIAR-029/2000, approved in January 2000)

Appendix I

Location Plan



NOTE: 注釋:

COORDINATES ARE RELATED TO HONG KONG METRIC GRID (1980).
坐標與香港1980方格網坐標相關

LEGEND: 圖例:

SITE BOUNDARY
工地範圍

UTILITY RESERVE
公用設施預留用地

Rev.	Date	Description	Drawn	Checked
修訂	日期	內容摘要	繪圖	核對

Department (Project Proponent) 部門 (項目倡議人):

FOOD AND ENVIRONMENTAL HYGIENE DEPARTMENT
食物環境衞生署

Department (Works) 部門 (工程):

ARCHITECTURAL SERVICES DEPARTMENT
建築署

Lead Architect (Consultancy Agreement No. 9AX 034):
建築顧問 (顧問合約編號9AX 034)

P&T
Architects and Engineers Ltd
巴馬丹拿建築及工程師有限公司

Project No. 項目名稱

REPROVISIONING OF FEHD SAI YEE STREET VEHICLE DEPOT AT YEN MING ROAD, WEST KOWLOON RECLAMATION AREA
在西九龍填海區欽明路重建食物環境衞生署洗衣街車房

Drawing Title 圖則名稱

LOCATION PLAN
位置圖

Drawing No. 圖則編號	12133/PP/001			
Designed 設計 TWKW	Drawn 繪圖 STKW	Checked 核對 ICWR	Scale 比例 AS SHOWN	
Approved 批准 HTMI		Date 日期 03/12	Status 狀態 DRAFT	

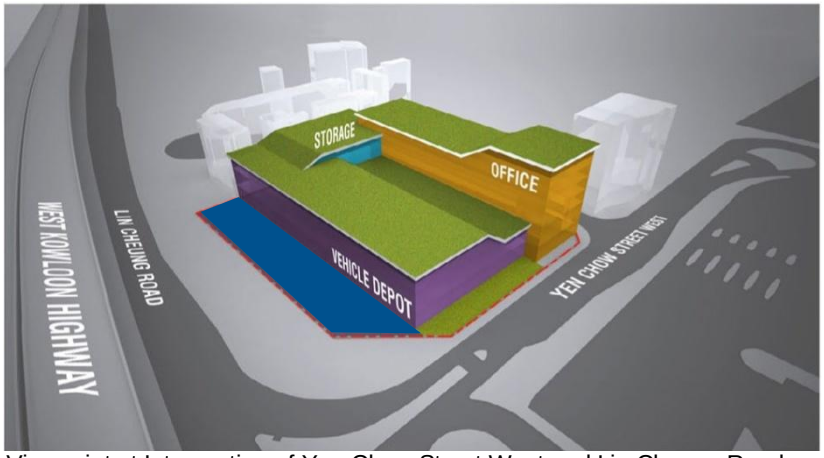
Scott Wilson Ltd
盛信顧問業團有限公司

URS
偉信

Appendix II

Visualisation of Concept Design

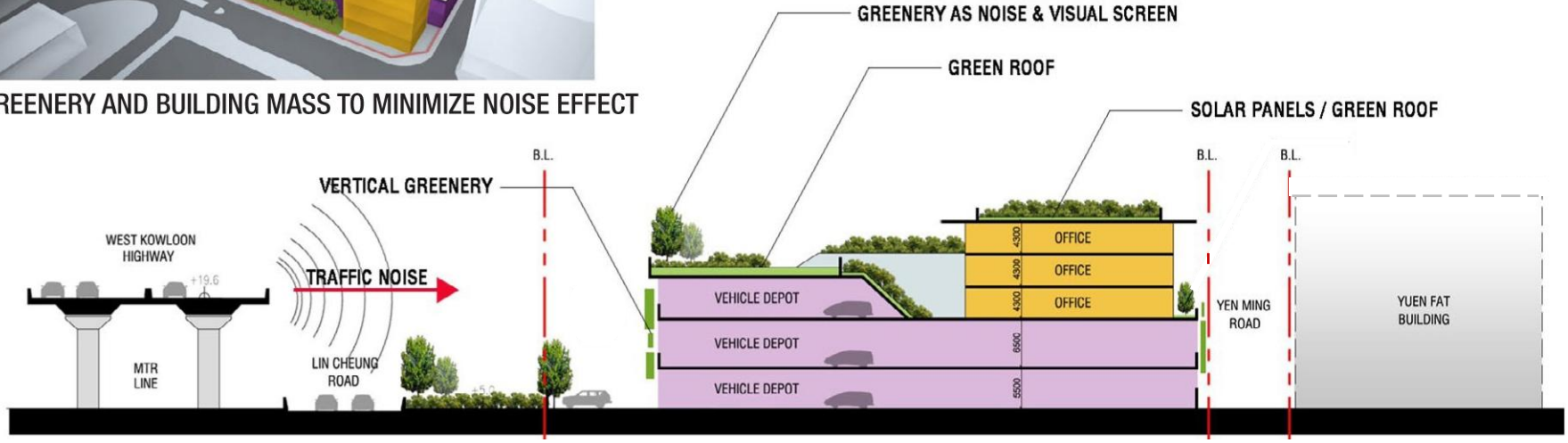
(Remark: The visualisation is for indicative purpose only and subject to changes during later stages.)



Viewpoint at Intersection of Yen Chow Street West and Lin Cheung Road

Viewpoint at Intersection of Yen Chow Street West and Yen Ming Road

GREENERY AND BUILDING MASS TO MINIMIZE NOISE EFFECT



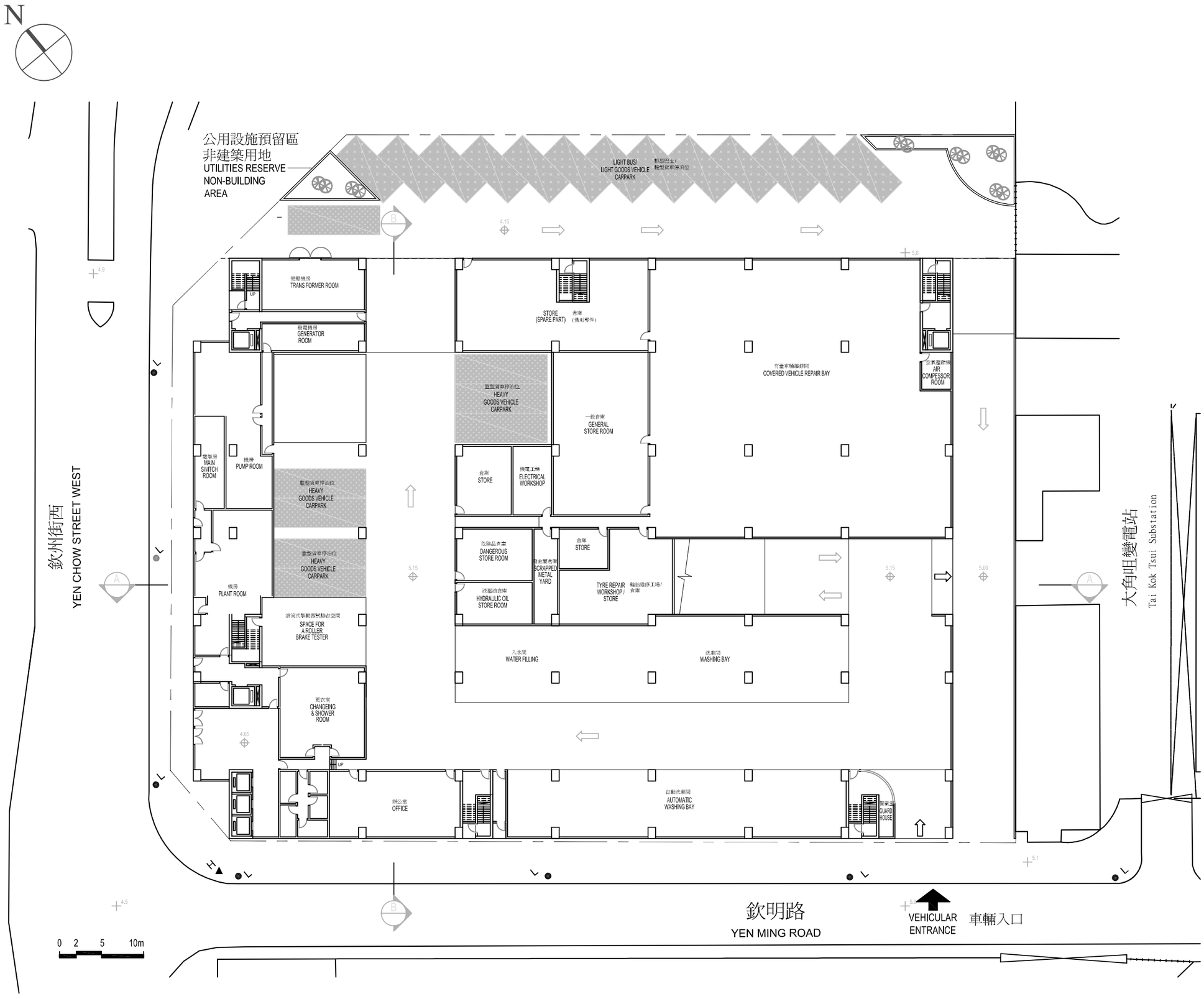
Remarks: [1] The above visualisation is for indicative purpose only and subject to changes during later stages.
[2] Not to scale

Source: Concept Design by P&T, March 2012

Appendix III

Preliminary Proposals of Layout Plans

(Remark: The plans are in preliminary stage and are subject to revision and finalisation in later phases.)



(Remarks: The plans are in preliminary stage and are subject to revision and finalisation in later stages)
備註: 設計圖爲初步階段，有可能在其後階段修訂)

Rev. 修訂	Date 日期	Description 內容摘要	Drawn 繪圖	Checked 核核

Department (Project Proponent) 部門 (項目倡議人):
FOOD AND ENVIRONMENTAL HYGIENE DEPARTMENT
食物環境衛生署

Department (Works) 部門 (工程):
ARCHITECTURAL SERVICES DEPARTMENT
建築署

Lead Architect (Consultancy Agreement No. 9AX 034):
建築顧問 (顧問合約編號9AX 034)
P&T
Architects and Engineers Ltd
巴馬丹拿建築及工程師有限公司

Project title 項目名稱
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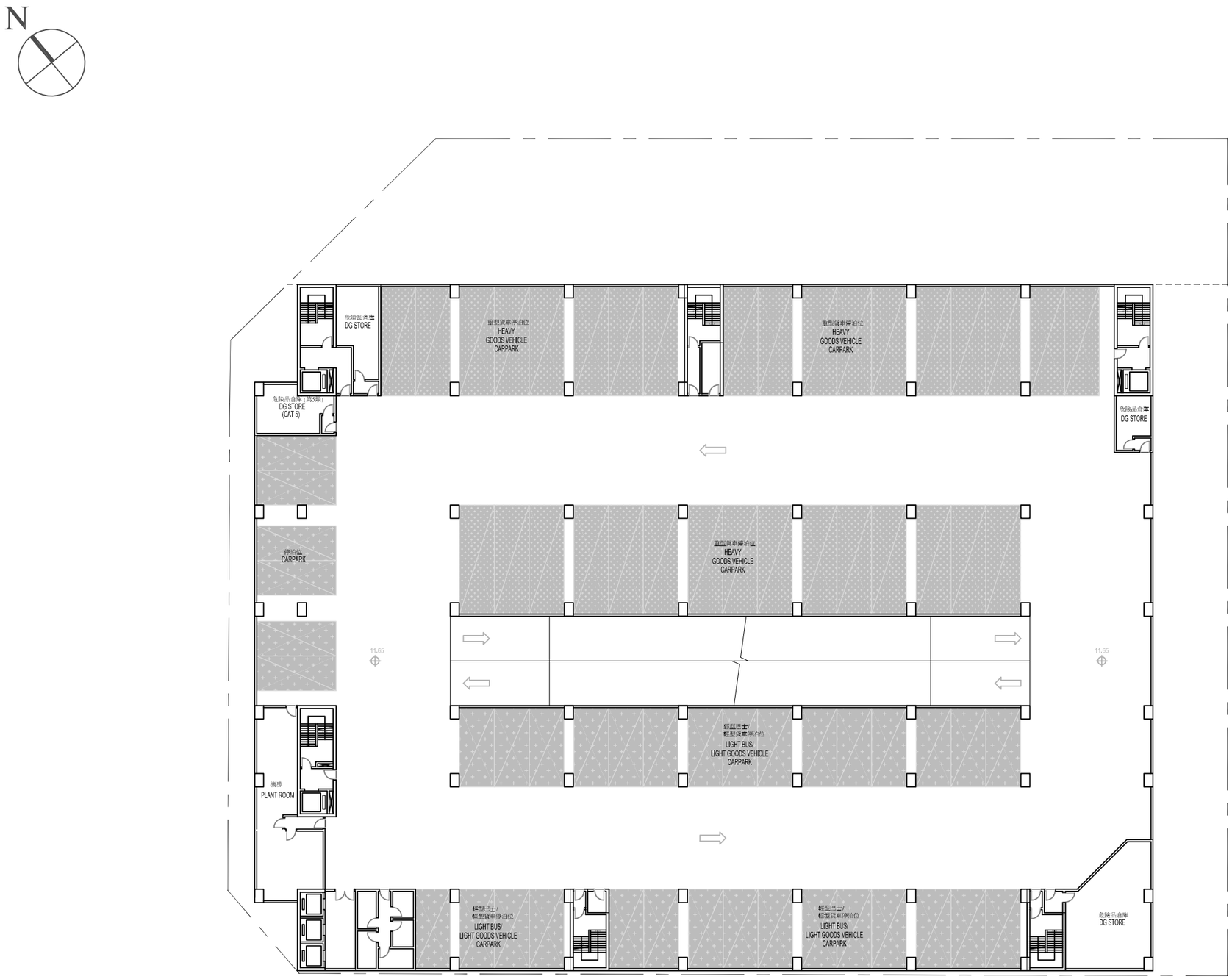
在西九龍填海區欽明路重建食物環境衛生署洗衣街車房

Drawing Title 圖則名稱
OUTLINE LAYOUT PLANS
(GROUND FLOOR)
初步設計圖 (地下)

Drawing No. 圖則編號	12133/PP/002-1		
Designed 設計 TWKW	Drawn 繪圖 STKW	Checked 核核 ICWR	Scale 比例 AS SHOWN
Approved 批准 HTMI		Date 日期 03/12	Status 狀況 DRAFT

Scott Wilson Ltd
偉信顧問集團有限公司



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(Remarks: The plans are in preliminary stage and are subject to revision and finalisation in later stages)
備註: 設計圖爲初步階段，有可能在其後階段修訂)

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食物環境衛生署

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在西九龍填海區欽明路重建食物環境衛生署洗衣街車房

Drawing Title 圖則名稱
OUTLINE LAYOUT PLANS
(FIRST FLOOR)
初步設計圖 (一樓)

Drawing No. 圖則編號	12133/PP/002-2		
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Approved 批准 HTMI		Date 日期 03/12	Status 狀況 DRAFT

Scott Wilson Ltd
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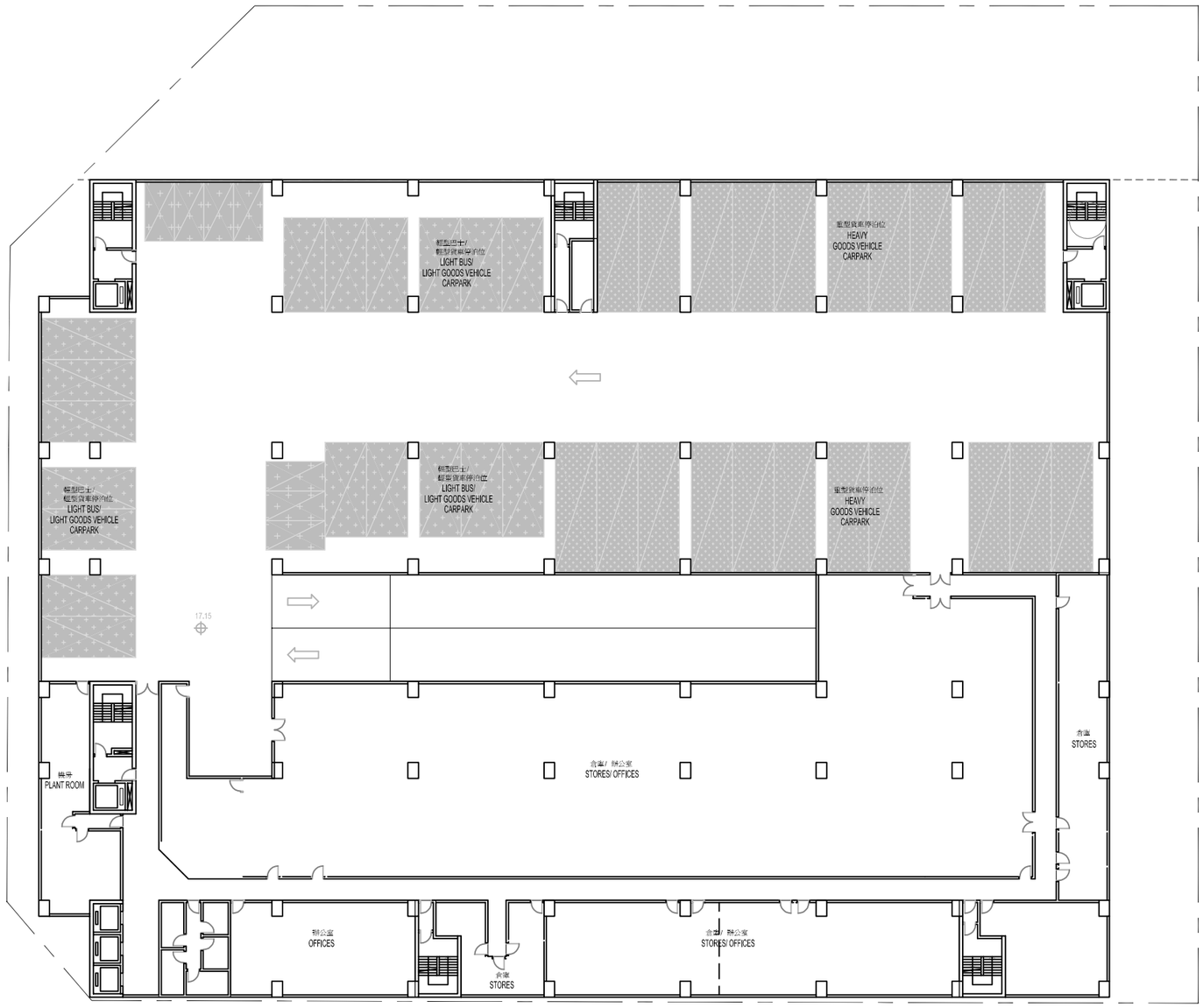

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(Remarks: The plans are in preliminary stage and are subject to revision and finalisation in later stages)
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Drawing Title 圖則名稱
OUTLINE LAYOUT PLAN
(SECOND FLOOR)
初步設計圖 (二樓)

Drawing No. 圖則編號	12133/PP/002-3		
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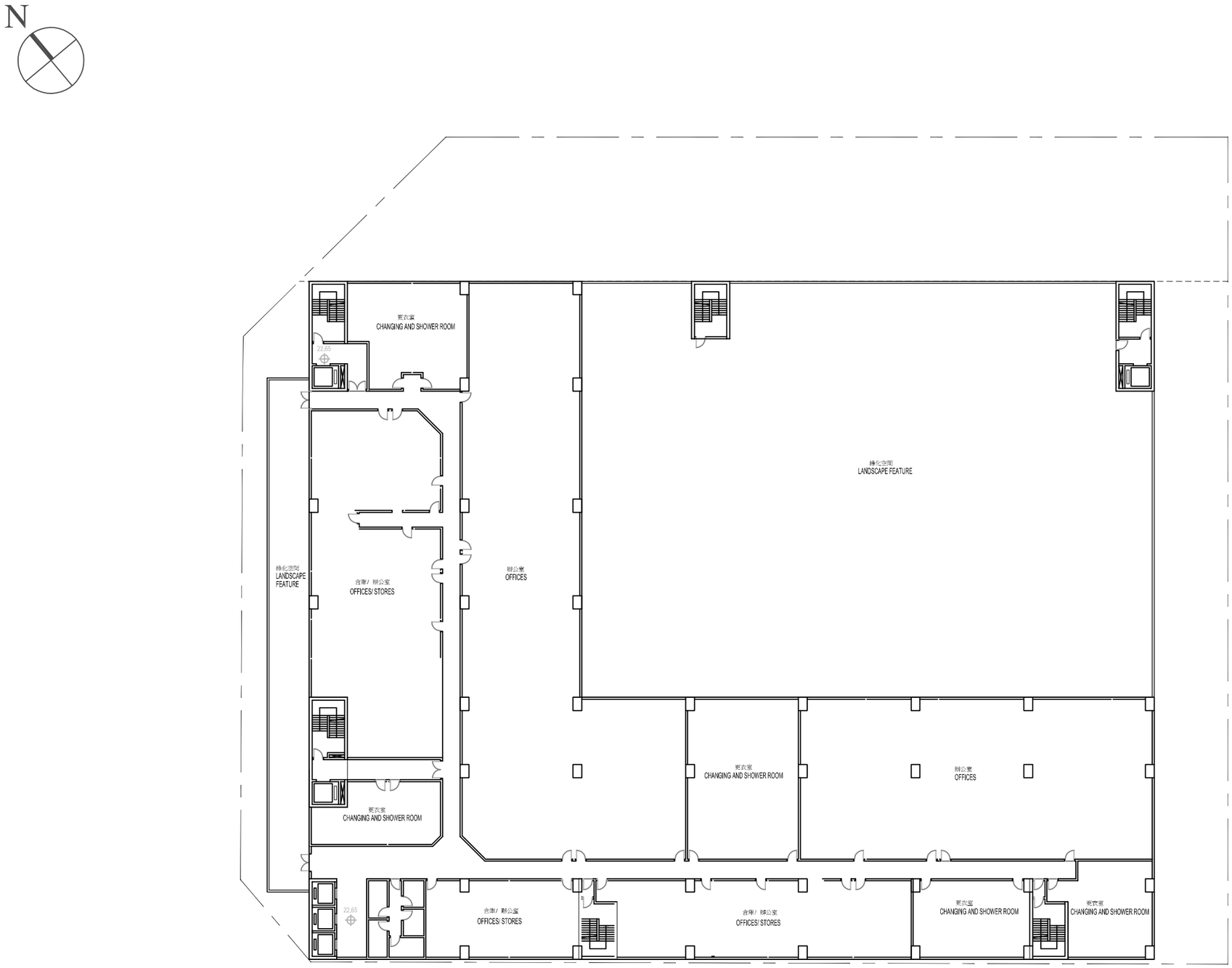
Approved 批准 HTMI		Date 日期 03/12	Status 狀況 DRAFT

Scott Wilson Ltd
偉信顧問集團有限公司



0 2 5 10m

(Remarks: The plans are in preliminary stage and are subject to revision and finalisation in later stages)
備註: 設計圖爲初步階段，有可能在其後階段修訂)

Rev. 修訂	Date 日期	Description 內容摘要	Drawn 繪圖	Checked 核核

Department (Project Proponent) 部門 (項目倡議人):
FOOD AND ENVIRONMENTAL HYGIENE DEPARTMENT
食物環境衛生署

Department (Works) 部門 (工程):
ARCHITECTURAL SERVICES DEPARTMENT
建築署

Lead Architect (Consultancy Agreement No. 9AX 034):
建築顧問 (顧問合約編號9AX 034)
P&T Architects and Engineers Ltd
巴馬丹拿建築及工程師有限公司

Project title 項目名稱
REPROVISIONING OF FEHD SAI YEE STREET VEHICLE DEPOT AT YEN MING ROAD, WEST KOWLOON RECLAMATION AREA
在西九龍填海區欽明路重建食物環境衛生署洗衣街車房

Drawing Title 圖則名稱
OUTLINE LAYOUT PLANS (THIRD FLOOR)
初步設計圖 (三樓)

Drawing No. 圖則編號	12133/PP/002-4		
Designed 設計 TWKW	Drawn 繪圖 STKW	Checked 核核 ICWR	Scale 比例 AS SHOWN
Approved 批准 HTMI		Date 日期 03/12	Status 狀況 DRAFT

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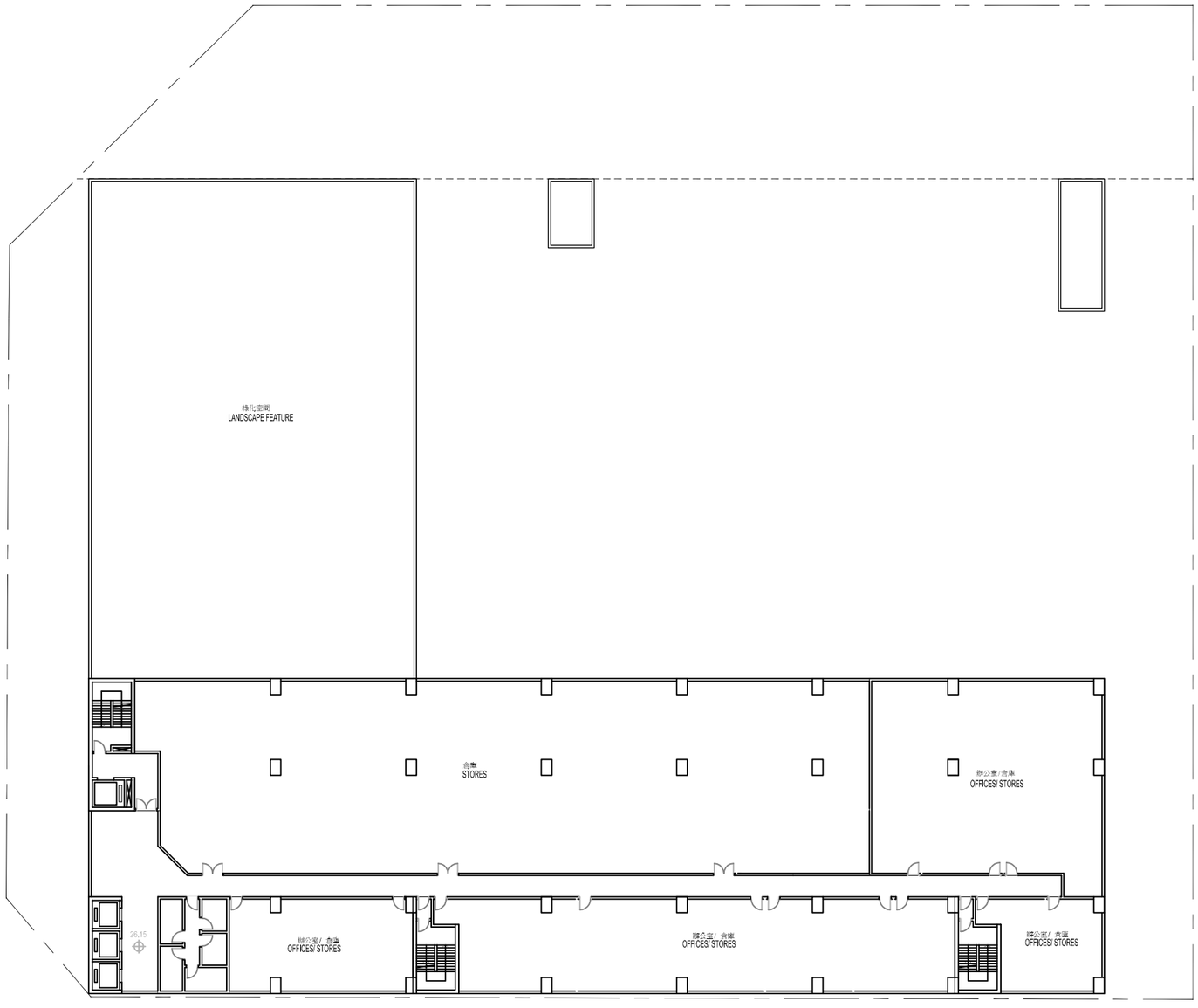

0 2 5 10m

(Remarks: The plans are in preliminary stage and are subject to revision and finalisation in later stages)
備註: 設計圖爲初步階段，有可能在其後階段修訂)

Rev. 修訂	Date 日期	Description 內容摘要	Drawn 繪圖	Checked 核核

Department (Project Proponent) 部門 (項目倡議人):
FOOD AND ENVIRONMENTAL HYGIENE DEPARTMENT
食物環境衛生署

Department (Works) 部門 (工程):
ARCHITECTURAL SERVICES DEPARTMENT
建築署

Lead Architect (Consultancy Agreement No. 9AX 034):
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P&T Architects and Engineers Ltd
巴馬丹拿建築及工程師有限公司

Project title 項目名稱
REPROVISIONING OF FEHD SAI YEE STREET VEHICLE DEPOT AT YEN MING ROAD, WEST KOWLOON RECLAMATION AREA
在西九龍填海區欽明路重建食物環境衛生署洗衣街車房

Drawing Title 圖則名稱
OUTLINE LAYOUT PLANS (FOURTH FLOOR)
初步設計圖 (四樓)

Drawing No. 圖則編號	12133/PP/002-5		
Designed 設計 TWKW	Drawn 繪圖 STKW	Checked 核核 ICWR	Scale 比例 AS SHOWN
Approved 批准 HTMI		Date 日期 03/12	Status 狀況 DRAFT

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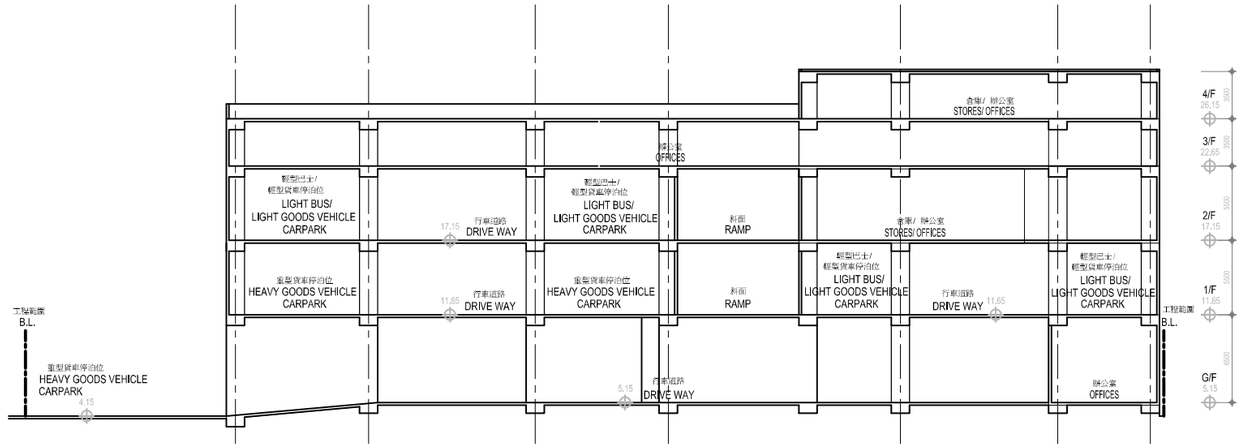
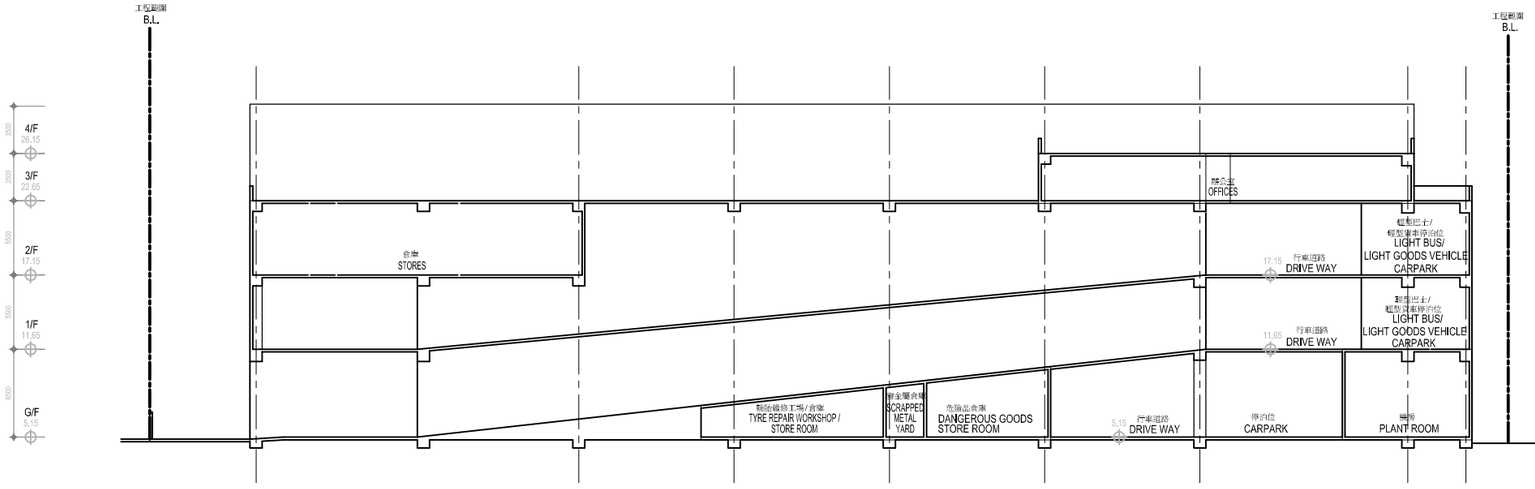


SECTION B-B 剖面圖 B-B

SCALE : 1:200@A1 比例: 1:200@A1



SECTION A-A 剖面圖 A-A

SCALE : 1:200@A1 比例: 1:200@A1

0 2 5 10m

(Remarks: The plans are in preliminary stage and are subject to revision and finalisation in later stages)
備註: 設計圖爲初步階段，有可能在其後階段修訂)

Rev. 修訂	Date 日期	Description 內容摘要	Drawn 繪圖	Checked 核核

Department (Project Proponent) 部門(項目倡議人):
FOOD AND ENVIRONMENTAL HYGIENE DEPARTMENT
食物環境衛生署

Department (Works) 部門(工程):
ARCHITECTURAL SERVICES DEPARTMENT
建築署

Lead Architect (Consultancy Agreement No. 9AX 034):
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P&T Architects and Engineers Ltd
巴馬丹拿建築及工程師有限公司

Project title 項目名稱
REPROVISIONING OF FEHD SAI YEE STREET VEHICLE DEPOT AT YEN MING ROAD, WEST KOWLOON RECLAMATION AREA
在西九龍填海區欽明路重建食物環境衛生署洗衣街車房

Drawing Title 圖則名稱
OUTLINE LAYOUT PLANS (SECTIONS)
初步設計圖 (剖面圖)

Drawing No. 圖則編號	12133/PP/002-6		
Designed 設計 TWKW	Drawn 繪圖 STKW	Checked 核核 ICWR	Scale 比例 AS SHOWN
Approved 批准 HTMI		Date 日期 03/12	Status 現況 DRAFT

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Appendix IV

Aerial Photograph Review

Figure IV-1 Coastal Area before Reclamation in Year 1991 (Photo No. A28859)

Figure IV-2 Coastal Area during Reclamation in Year 1992 (Photo No. A30405)

Figure IV-3 Project Site in Year 1995 (Photo No. CN11293)

Figure IV-4 Project Site in Year 2001 (Photo No. CN30189)

Figure IV-5 Project Site in Year 2005 (Photo No. CS65358)

Figure IV-6 Project Site in Year 2010 (Photo No. CS29785)

Table IV-1 Summary of Photographs Reviewed

Photo Date	Photograph Number	Observed Land Uses / Status
29 / 10 / 1991	A28859	Sea
16 / 4 / 1992	A30405	Reclamation
27 / 9 / 1995	CN11293	Cargo storage
15 / 4 / 2001	CN30189	Cargo storage
24 / 10 / 2005	CS65358	Carpark for trailers and good vehicles
2 / 11 / 2010	CS29785	Site offices for public projects

Appendix V

Location of Potential Sensitive Receivers

ID	Type of Sensitive Receiver	Potential Sensitive Receiver	Approximate Distance from the Site
1.	Residential	Hampton Place	280m
2.	Residential	The Long Beach	380m
3.	Residential	West Kowloon Disciplined Services Quarter	420m
4.	Residential	Nam Cheong Estate	250m
5.	Residential	Fu Cheong Estate	265m
6.	Residential	Harbour Green	435m
7.	Residential	Planned residential development above Nam Cheong Station	110m
8.	Educational	Sir Ellis Kadoorie Secondary School	85m
9.	Educational	Tai Kok Tsui Catholic Primary School	165m
10.	Industrial	Cheung Sha Wan Wholesales Fish Market	120m
11.	Industrial	Cheung Sha Wan Wholesales Food Market	330m
12.	Commercial	Office of Yuen Fat Building	10m
13.	Open Spaces	Nam Cheong Park	100m
14.	Open Spaces	Tung Chau Street Park	175m