
Attachment 3 –

Revised Environmental Assessment

Prepared for

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Prepared by

Ramboll Hong Kong Limited

**SECTION 16 PLANNING APPLICATION FOR PROPOSED
AMENDMENTS TO AN APPROVED SCHEME (UNDER
APPLICATION NO. A/H6/91 WITH MINOR RELAXATION OF
PLOT RATIO RESTRICTION APPROVED) FOR PERMITTED
FLAT USE AT 4, 4A, 4B AND 4C TAI HANG ROAD, HONG
KONG**
ENVIRONMENTAL ASSESSMENT

Date **July 2026**

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CHAPTERS

	Page
1. INTRODUCTION	1-1
1.1 Background and Objectives.....	1-1
1.2 Environs of the Subject Site	1-1
1.3 Proposed Development.....	1-1
1.4 Appraisal of Environmental Noise and Air Quality	1-2
2. ROAD TRAFFIC NOISE IMPACT ASSESSMENT.....	2-1
2.1 Introduction	2-1
2.2 Assessment Criteria	2-1
2.3 Assessment Methodology.....	2-1
2.4 Noise Sensitive Receivers (NSRs)	2-1
2.5 Predicted Traffic Noise Levels under Base Scenario	2-1
2.6 Consideration of Noise Mitigation Measures.....	2-2
2.7 Predicted Traffic Noise Levels under Mitigated Scenario	2-2
2.8 Conclusion	2-3
3. AIR QUALITY IMPACT ASSESSMENT	3-1
3.1 Introduction	3-1
3.2 Assessment Criteria	3-1
3.3 Background Air Quality	3-2
3.4 Emission Sources	3-2
3.5 Air Sensitive Receivers	3-4
3.6 Construction Phase Air Quality Impact Assessment	3-4
3.7 Conclusion	3-9
4. CONCLUSION	4-1

FIGURES

Figure 1.1	Location of the Application Site and its Environs
Figure 2.1	Locations of Noise Sensitive Receivers for Road Traffic Noise Impact Assessment
Figure 2.2	Locations of Proposed Road Traffic Noise Mitigation Measures
Figure 3.1	Comparison of Current Scheme and Scheme in EA2
Figure 3.2	Locations of Representative Air Sensitive Receivers during Construction Phase and Potential Concurrent Projects
Figure 3.3	Locations of Potential Mechanical Ventilation Exhaust

APPENDICES

Appendix 1-1	Layout and Floor Plans of the Proposed Development
Appendix 1-2	Comparison of Year 2040 Traffic Forecast and Year 2045 Traffic Forecast
Appendix 2-1	Traffic Forecast for Year 2045
Appendix 2-2	Result of Road Traffic Noise Impact Assessment (Base and Mitigated Scenarios)
Appendix 2-3	Proposed Acoustic Window and Acoustic Door (Baffle Type) Design
Appendix 2-4	Estimation of Maximum Allowed Sound Attenuation of Acoustic Window and Acoustic Door (Baffle Type)
Appendix 2-5	Schedule of Noise Mitigation Measures
Appendix 3-1	Predicted Air Quality Impact Assessment Results
Appendix 3-2	Contour Map of SO ₂ , NO ₂ , RSP and FSP

1. INTRODUCTION

1.1 Background and Objectives

- 1.1.1 The Application Site at Nos. 4, 4A, 4B and 4C Tai Hang Road, Hong Kong is zoned "Residential Group (B)" ("R(B)") under the Approved Causeway Bay Outline Zoning Plan No. S/H6/17. It is currently vacant.
- 1.1.2 A Section 16 planning application (No. A/H6/91) was submitted to the Town Planning Board (TPB) for the proposed development to be redeveloped as residential use with minor relaxation of the plot ratio. Technical assessments including environmental assessment were prepared to support the application. In the environmental assessment (EA1) prepared for the application (No. A/H6/91), road traffic noise and air quality impacts were addressed. The application was approved in early 2022 with conditions.
- 1.1.3 It is noted that condition (b) of the approved planning application (No. A/H6/91) requires the submission of a revised environmental assessment and implementation of the mitigation measures identified therein to the satisfaction of the Director of Environmental Protection or of the TPB. A revised environmental report (Ref: R5123_V3.2 August 2023) (EA2) has been submitted with respect to condition (b) and was considered acceptable according to letter from Planning Department (Ref.: TPB/A/H6/91 dated 19 September 2023). In EA2, road traffic noise and air quality impacts were addressed, resembling EA1.
- 1.1.4 Recently, due to further development of the design, further amendment to the original proposal approved under planning application (No. A/H6/91) is considered necessary. The current application proposes amendments to the Approved Scheme to increase the number of units from 61 to 176, with no change to other major development parameters including GFA, PR and number of storeys as compared with the Approved Scheme. Ramboll Hong Kong Limited is commissioned by the Applicant to update the environmental assessment based on the current proposal.
- 1.1.5 This environmental assessment follows the approved EA1 and EA2 by addressing environmental noise and air quality impact with respect to the latest redevelopment proposal.

1.2 Environs of the Subject Site

- 1.2.1 The Subject Site is bounded by (Lower) Tai Hang Road to the north. To the immediate east is an existing residential development (Jolly Villa). The other two sides immediate to the Application Site are slope area and zoned "Green Belt" ("GB").
- 1.2.2 The southern side of the Application site is sloping upward so that existing towers are erected near to the northern site boundary close to Tai Hang Road. The elevation of east side of Tai Hang Road abutting the Application Site is relatively higher.
- 1.2.3 The district is characterised by residential uses so that proposed development is fully compatible with the surrounding.
- 1.2.4 **Figure 1.1** shows the location of the Application Site.

1.3 Proposed Development

- 1.3.1 The proposed development consists of 1 residential tower sitting on top of a 6-storey carpark podium building. The main roof of the tower is elevated at 142.20mPD. There

are 22 residential storeys (7/F to 33/F with 13/F, 14/F, 24/F omitted; 28/F designed as refuge cum skygarden & 29/F designed as Resident's Recreational). Low zone residential floor (7/F to 27/F; 18 storeys) consists of 9 flats per floor. High zone residential floor (30/F to 32/F; 3 storeys) consists of 4 flats per floor. 33/F (1 storey) accommodates penthouse (2 flat). There are altogether 176 flats in the proposed development.

- 1.3.2 The residential tower is generally close to the northern site boundary, but relatively apart from the boundary when compared to MLP of approved planning application (No. A/H6/91). The lowest residential floor is elevated at about 54mPD and over 30m above Tai Hang Road on northern side which will provide vertical buffer separation to reduce environmental noise and air quality impact originated from Tai Hang Road.
- 1.3.3 The proposed development is tentatively completed for occupation in 2030.
- 1.3.4 **Appendix 1-1** shows the proposed development scheme.

1.4 Appraisal of Environmental Noise and Air Quality

Noise Impact

- 1.4.1 There is no aboveground railway system in the vicinity of the Application Site. Railway noise impact is not a concern.
- 1.4.2 The district is characterised by residential uses. No industrial or fixed noise source can be identified in the vicinity of the Application Site. Fixed/industrial noise impact is not considered a concern.
- 1.4.3 In detailed design of the potentially noisy equipment onsite (e.g. AC system for clubhouse, ventilation system for carpark podium building), the potential noise impact will be controlled in accordance with the standard under HKPSG (i.e. ANL-5dB(A) or prevailing background whichever is lower). There are practical noise mitigation measures such as selection of more quiet equipment, careful design of locations, enclosure or simply with the fixed noise source (e.g. pumps) housed indoors, use of silencer, acoustic louvre, etc. Adverse fixed noise impact from future operation of the proposed development is not anticipated.
- 1.4.4 Tai Hang Road is the major road serving this district and relatively high volume of traffic flow is expected. Moreover, since the tower disposition is close to Tai Hang Road, road traffic noise should be a concern. The tentative completion year is different from assumption in EA1 and EA2 which necessitates assessment based on new set of traffic forecast. Chapter 2 includes an assessment of road traffic noise impact.

Air Quality Impact

- 1.4.5 Referring to the finding of EA2, the concentrations of criteria pollutants (SO₂, NO₂, RSP and FSP) **at air sensitive receivers (ASRs)** are predicted to be within the relevant **prevailing** Air Quality Objectives (AQOs), except NO₂ concentration at north portion of the Application Site facing Tai Hang Road from 25.10mPD to 40.05mPD (G/F to 3/F in the current scheme which are occupied by non-air sensitive uses including car ramp, parking space and plant rooms). It is also noted that the air sensitive uses of the proposed development (residential unit starting from 7/F, residents' recreational facilities at much higher floors) are elevated much higher at 53.70mPD and above, which is higher than the air sensitive uses adopted in EA2. The impact is envisaged to be much lower. **With minor update of the development scheme with building height**

increased, shift of tentative completion year and change of prevailing AQOs, the potential air quality impact is appraised in Chapter 3 of this report.

- 1.4.6 Moreover, based on the contour plots in EA2, it is understood that major emission should come from northern side. In the current scheme, the block disposition is generally the same as that in EA2. When compared to EA2, the blocks is slightly setback from northern site boundary. Therefore, the likely air quality impact will be lower or at least not worse than before as determined in EA2.
- 1.4.7 Disregard that the tentative completion year (2030) for the current application is shifted when compared to the assumptions in EA2 (2025), the traffic forecast (see **Appendix 1-2**) suggests that the forecasted flow for year 2045 for road links in the vicinity of the Application Site (i.e. Tai Hang Road) is lower than the forecast for year 2040 adopted in the EA2. Moreover, the average vehicular emission strength should generally decrease due to the Government's policy to gradually phase out vehicles with higher emissions. In other words, the overall pollutant emission by considering the traffic flow and vehicular emission strength will be lower or not worse than the assumption in the EA2 so that worsened impact is not anticipated.
- 1.4.8 Therefore, it is considered that the finding and conclusion in the EA2 is still valid and applicable. No adverse air quality impact on the proposed development is anticipated. The air quality impact is not discussed further in this context.

2. ROAD TRAFFIC NOISE IMPACT ASSESSMENT

2.1 Introduction

- 2.1.1 Potential noise impact arising from nearby existing and future road carriageways on the proposed development at the Application Site has been assessed by using modelling in this assessment. Practicable environmental mitigation measures have been recommended, where necessary.

2.2 Assessment Criteria

- 2.2.1 Noise standards are recommended in the Hong Kong Planning Standards and Guidelines (HKPSG) for planning against noise impact from sources such as road traffic, railway and aircraft etc.
- 2.2.2 The proposed development includes domestic dwellings which would rely on opened window for ventilation purpose. Other uses such as carpark or clubhouse are either non-noise sensitive in nature or does not rely on openable window for ventilation purpose.
- 2.2.3 According to the guidelines, the maximum noise level from road traffic, measured in terms of L_{10} (1-hr) is recommended to be 70 dB(A) at typical facades of new dwellings.

2.3 Assessment Methodology

- 2.3.1 The methodology involved the prediction of future noise impacts on Noise Sensitive Receivers (NSRs) arising from traffic flows on existing and future road carriageways situated in the vicinity of the Application Site.
- 2.3.2 The U.K. Department of Transport's procedure "Calculation of Road Traffic Noise" was used to predict the hourly L_{10} noise levels generated from road traffic at selected representative NSRs. The predicted noise levels were then compared with the relevant HKPSG noise standards. Noise mitigation measures are recommended at situations when adverse road traffic noise impact is predicted.
- 2.3.3 Based on the tentative completion date of the development (2030), traffic forecast for the year 2045 (peak traffic flow) on the road carriageways situated in the vicinity of the proposed development was provided by CTA (the project traffic consultant) for prediction of the worst case traffic noise impact within 15 years from the completion of the proposed development. The projected traffic flows and vehicle composition are shown in **Appendix 2-1**. Project traffic consultant has sought Transport Department (TD) for agreement and respective correspondence is provided in **Appendix 2-1**.

2.4 Noise Sensitive Receivers (NSRs)

- 2.4.1 NSRs were selected to represent the noise sensitive uses of the proposed development. Locations of the representative NSRs are shown in **Figure 2.1**. The assessment points have been taken to be situated at 1.2m above floor slabs and at 1m away from the external facade of windows of the residential unit.

2.5 Predicted Traffic Noise Levels under Base Scenario

- 2.5.1 The proposed development is designed so that the residential portion of the proposed development is elevated around 30m above ground to maximise vertical separation between the noise sensitive uses and Tai Hang Road.

2.5.2 Under the base scenario, there is no additional noise mitigation measures assumed. The predicted traffic noise level was shown in **Appendix 2-2**.

2.5.3 According to the result adopting peak traffic flow, there will be exceedance of the road traffic noise standard. The maximum predicted noise level is $L_{10(1-hr)}$ 75 dB(A). There are 106 out of 176 dwellings with road traffic noise exceedance affecting up to 33/F, equivalent to a road traffic noise compliance rate of 40%.

2.6 Consideration of Noise Mitigation Measures

2.6.1 In consideration of the above, noise mitigation measures for domestic uses are duly considered below.

Blank Wall / Fixed Glazing / Maintenance Window

- For some locations not necessary to provide ventilation openings but nearer to noise source and possibly with noise exceedance will be dedicated as blank wall, fixed glazing with or without maintenance window (i.e. no ventilation opening). The fixed glazing with maintenance window will be equipped with a removable handle or key lock system to ensure the maintenance window remains locked except for cleaning and maintenance purposes. The purpose of fixed glazing (not for ventilation purpose) will be stated in relevant documents such as sales brochure, GBP and DMC in future.

Acoustic Window/ Acoustic Door (Baffle Type)

- According to ProPECC PN 5/23, there are configurations of Acoustic Window (Baffle Type) with opening of around 0.5m^2 (600mm x 870mm) and 1.1m^2 (750mm x 1500mm), inner sliding panel with gap width of 100mm to 175mm and overlapping length of at least 100mm with the referenced room area of 8m^2 and 18m^2 . Noise reduction of respectively 6 dB(A) and 7dB(A) are achievable.
- To increase the flexibility on balcony design, the applied Acoustic Door (Baffle Type) has been referenced to the redevelopment project of ex-North Point Estate (hereafter referred as "NPE"). A road traffic noise sound attenuation of 8.8dB(A) for living rooms determined based on onsite field test is adopted. The system has gap width of 100mm, overlapping length of 375mm, opening area of 3.2m^2 and no micro-perforated absorber (MPA) applied.
- The configuration and noise reduction of these innovative measures after adjustment for improvement measures, room size, etc. are tabulated and shown in **Appendix 2-4**.

2.6.2 **Figure 2.2** shows the noise mitigation measures. A schedule of noise mitigation measures is tabulated in **Appendix 2-5**.

2.7 Predicted Traffic Noise Levels under Mitigated Scenario

2.7.1 The predicted traffic noise level after mitigation was shown in **Appendix 2-2**. It is noted that the predicted mitigated noise level using acoustic window (baffle type or acoustic door (baffle type) as shown in the table is not the actual noise level at the external façade after the application of acoustic windows. These predicted noise levels

are the equivalent noise levels at 1m from the external façade after accounting the reduction in noise levels inside the flat offered by the proposed baffle type acoustic window.

- 2.7.2 According to the result, with all recommended noise mitigations in place, full compliance of road traffic noise standard (i.e. $L_{10(1-hr)}$ 70 dB(A)) can be achieved. No adverse road traffic noise impact is anticipated.

2.8 Conclusion

- 2.8.1 A road traffic noise impact assessment was conducted based on the worst case scenario within 15 years from tentative completion year of the proposed development.
- 2.8.2 The result indicated that with noise mitigation measures (i.e. acoustic window (baffle type), acoustic door (baffle type), blank wall/fixed glazing/maintenance window) in place, there will be no adverse road traffic noise impact on the proposed development.

3. AIR QUALITY IMPACT ASSESSMENT

3.1 Introduction

3.1.1 This chapter includes discussion and appraisal of air quality impact based on the updated development proposal with reference to the findings of the latest approved environmental assessment report (EA2).

3.1.2 It is noted that EA2 has been prepared in 2023 for the purpose to partially discharge condition (b) of the approved planning application (No. A/H6/91). At that time, tentative completion year of 2025 was assumed. The lowest residential floor level was about 51mPD. The concentrations of criteria pollutants including SO₂ (4th highest 10-minute average; 4th highest 24-hour average), NO₂ (19th highest 1-hour average; annual average), RSP (10th highest 24-hour average; annual average) and FSP (36th highest 24-hour average; annual average) at discrete ASRs and contour plots at worst-hit levels have been predicted under year 2025 scenario, which represented the highest emission scenario between 2025 and 2040. Moreover, it is also shown in the discrete ASR results and contour plots that the predicted pollutant concentration would generally decrease with the elevation and increase at location closer to the northern site boundary (i.e. when closer to the section of Tai Hang Road on northern side), except for SO₂.

3.2 Assessment Criteria

3.2.1 The prevailing Hong Kong AQOs updated in April 2025 and the assessment criteria are listed in **Table 3.1** below. Bold fields are those different from last version of the AQOs.

Table 3.1 Hong Kong Air Quality Objectives

Pollutants	Average Time	Standard [i] (µg/m ³)	No. of exceedances allowed
SO ₂	10-min	500	3
	24-Hour	40	3
RSP (PM ₁₀) [ii]	24-Hour	75	9
	Annual	30	Not applicable
FSP (PM _{2.5}) [iii]	24-Hour	37.5	18
	Annual	15	Not applicable
NO ₂	1-Hour	200	18
	24-Hour	120	9
	Annual	40	Not applicable
Ozone (O ₃)	8-Hour	160	9
	Peak season	100	Not applicable
Carbon Monoxide (CO)	1-Hour	30,000	0
	8-Hour	10,000	0
	24-Hour	4,000	0
Lead (Pb)	Annual	0.5	Not applicable

Notes:

[i] All measurements of the concentration of gaseous air pollutants, i.e. sulphur dioxide, nitrogen dioxide, ozone and carbon monoxide, are to be adjusted to a reference temperature of 293 Kelvin and a reference pressure of 101.325 kilopascal.

[ii] Respirable suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 10 μm or less.

[iii] Fine suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 2.5 μm or less.

3.3 Background Air Quality

3.3.1 In EA2, the background air quality based on data for Year 2025 was extracted from the Pollutants in the Atmosphere and the Transport over Hong Kong-model version 2.1 (PATH v2.1) developed and released by EPD in July 2021 (Grid 42, 29) and adopted as background air pollutant concentration.

3.3.2 The tentative year of completion based on the latest development proposal is 2030. The data for year 2030 based on the latest PATH model (version 3.0) released in 2024 has been extracted, summarised and compared with the data adopted in EA2 as follows.

Table 3.2 Comparison of Air Quality Data of PATH v2.1 and PATH v3.0

Pollutant	Averaging time	Parameter	AQO ^[1] ($\mu\text{g}/\text{m}^3$)	Concentration ^[2] ($\mu\text{g}/\text{m}^3$)		
				PATH v2.1 in Year 2025 (42,29, L1)	PATH v3.0 in Year 2030 (42,29, L1)	Difference
RSP (PM ₁₀)	24-hour	10 th highest	75	64	51	-13
	Annual	Maximum	30	27	19	-8
FSP (PM _{2.5})	24-hour	19 th highest	37.5	35	30	-5
	Annual	Maximum	15	15	12	-6
NO ₂	1-hour	19 th highest	200	53	71	18
	24-hour	10 th highest	120	Not Available	29	--
	Annual	Maximum	40	9	13	4
SO ₂	10-minute	4 th highest	500	44	22	-22
	24-hour	4 th highest	40	9	7	-2
O ₃	8-hour	10 th highest	160	194	172	-22
	Peak Season	Maximum	100	Not Available	119	--

Notes:

[1] Air Quality Objectives enacted on 11 April 2025.

[2] Bolded and underlined values exceed the relevant AQO.

3.3.3 Generally, it can be observed that the background pollutant concentration in year 2030 based on PATH model (version 3.0) is lower than that in year 2025 based on PATH model (version 2.1) adopted in the EA2, except NO₂ 19th highest 1-hour average of NO₂ and annual average of NO₂. Since the tentative completion year of the proposed development will be in year 2030, the predicted results of the ASRs and contour plots of EA2 would be updated with the background air pollution concentrations of PATH model (version 3.0).

3.4 Emission Sources

3.4.1 In EA2, emission sources including chimney, marine vessels, open roads and public transport interchange (PTI) have been accounted.

Chimney Stacks

- 3.4.2 Chimneys within 500m study area identified in the EA2 are those related to hospital and clinical facilities. There is no change (addition, deletion) of the identified chimneys within the study area under prevailing situation.

Marine Vessels

- 3.4.3 Ocean Terminal within 4km study area has been identified in the EA2. There is no change (addition, deletion) of the marine vessel related facilities within the study area under prevailing situation.

Open Roads

- 3.4.4 Open road emissions from road links within 500m study area have been accounted in the EA2. There is no change (addition, deletion) of carriageway found within the study area under prevailing situation.

- 3.4.5 In the EA2, traffic forecast data in year 2025, 2033 and 2040 (i.e. between 2025 (tentative completion year) and 15 years after completion) has been reviewed. Sensitivity tests have been conducted to determine the worst-case scenario given the combination of vehicular emission factors and the projected traffic flow in these three years. The worst assessment year has been determined based on the highest NO_x, RSP and FSP emission scenario using the EMFAC-HK model. Total emissions of NO_x, RSP and FSP were found to be decreasing with time because the vehicle fleet will become cleaner over time as the fleet incorporates newer vehicles adhering to more stringent emission standards in future years, and the increase of traffic flow could not offset this factor. Year 2025 has been selected as the worst-case model year for air quality in the EA2.

- 3.4.6 Based on the latest development proposal, the tentative completion year is adjusted to 2030 and after the assumed completion year in the EA2. It is reasonable to expect that the total emission in latter year would be lower. The highest emission between year 2030 and 2045 based on the latest development proposal will be lower than that of the year 2025 scenario adopted in the EA2.

PTIs

- 3.4.7 There was no enclosed PTI and one bus terminus at the south of Moreton Terrace Temporary Playground was identified in the EA2. There is no change of the operation of the bus terminus observed under prevailing situation. Again, since the vehicle fleet will become cleaner over time as the fleet incorporates newer vehicles adhering to more stringent emission standards in future years, the emission from bus terminus operation between year 2030 and 2045 should be lower than the assumption adopted in the EA2.

- 3.4.8 With reference to the findings in the EA2, there is no change of the emission sources discussed above. With the tentative complete year adjusted to 2030, it is expected that emission from chimneys, marine vessels, open roads and bus terminus between year 2030 and 2045 would either be the same or lower than that assumed in the EA2. Therefore, the predicted impact in the EA2 is representative of the more conservative scenario that the latest development proposal should adopt.

Carpark

- 3.4.9 On the other hand, while the nature of the proposed development is not environmentally polluting in nature, there exists future use such as carpark with mechanical ventilation system that may emit pollutant at all. The design and operation

of the proposed car park will comply with the requirements stipulated in EPD's Practice Note for Professional Persons – Control of Air Pollution in Car Parks (ProPECC PN 2/96). With the adoption of appropriate ventilation systems and design measures, the air quality associated with the proposed car park is expected to meet the air quality guidelines as given in **Table 3.3**. The locations of the potential mechanical ventilation exhaust are shown in **Figure 3.3**.

Table 3.3 Concentration Limits

Air Pollutants	Maximum Concentration		
	Averaging Time	Micrograms Per Cubic Metre ($\mu\text{g}/\text{m}^3$)	Parts Per Million (ppm)
CO	5 minutes	115,000	100
NO ₂	5 minutes	1,800	1

3.5 Air Sensitive Receivers

3.5.1 The proposed development consists of a residential tower erected atop a carpark podium building. A covered landscape area is provided at 6/F which is passive in nature and does not provide any recreational facilities. Skygarden and clubhouse are located at higher floors (28/F to 29/F). The proposed uses resemble the development scheme in EA2. That is, the lowest elevation of the ASRs is the lowest residential floor of the proposed residential tower which is at about 53.7mPD, versus about +51mPD in EA2.

3.5.2 While the nature of the proposed uses under this latest proposal resembles that in the EA2, the location and elevation of ASRs is slightly changed. A portion of the residential tower in the latest proposal will be closer to the northern site boundary leading to higher pollutant concentration while the lowest ASRs in the latest proposal is around 2.7m higher than that assumed in the EA2. Comparison of the current scheme and the scheme in EA2 is shown in **Figure 3.1**.

3.5.3 As mentioned in **Section 3.3.3**, the predicted results of the ASRs and contour plots of EA2 would be updated with the background air pollution concentrations of PATH model (version 3.0). The updated predicted results of the ASRs are summarized in **Appendix 3-1**. As shown by the updated predicted results of the ASRs in **Appendix 3-1**, the trend of pollutant concentrations at elevated levels is decreasing as the open road emission is the major emission source. Therefore, it is anticipated that no adverse air quality impact for the increased building height of the proposed scheme. The updated contour plots for 10-minute average SO₂ & 24-hour average SO₂, 1-hour average NO₂ & 24-hour average NO₂ & annual average NO₂, 24-hour average RSP & annual average RSP, 24-hour average FSP & annual average FSP are shown in **Appendix 3-2**. Although exceedances are shown in the contour plots of annual average NO₂ at G/F and 5/F, there is no air sensitive uses would be located within the area of exceedances. Therefore, it is anticipated that the proposed development would not be subject to adverse air quality impact.

3.6 Construction Phase Air Quality Impact Assessment

Identification of Potential Construction Air Quality Impacts

3.6.1 The major air quality impact of concern during the construction phase will be the potential fugitive dust and gaseous emission. The Project is at the early planning stage, the construction works of the proposed development will be commenced in Year 2027.

The major air quality impacts during the construction phase of the proposed development are expected to arise from construction activities such as foundation works and superstructure construction.

- 3.6.2 There will be also potential impacts from the criteria pollutants (e.g. nitrogen oxides (NO_x), sulphur dioxide (SO₂), and carbon monoxide (CO)) during construction phase. Emission from diesel trucks for the haulage of materials and construction plants will contain high percentage of smoke particulate and unburned hydrocarbons in comparison with petrol driven vehicles. The Application Site is of ~0.17 ha and currently vacant so that development scale is very low and no demolition of existing structures is required. There is no basement proposed so that deep excavation is not necessary. Therefore, it is estimated that a maximum number of 1 dump truck per hour will be required due to limited generation of C&D materials. The Development Site is located at urban area. It is not practical to plan a travelling route which will be away from ASRs. However, due to limited number of dump trucks, the air quality impact arisen from the gaseous emissions of dump trucks to nearby ASRs would not be considered as significant. The anticipated number of construction plants that result from the construction works will not be excessive due to the site constraint of the site area. Therefore, significant impact on the existing air quality is not envisaged. Under Air Pollution Control (Non-road Mobile Machinery) Emission Regulation and Air Pollution Control (Fuel Restriction) Regulations, there is also adequate control for emission from on-site machinery and non-road vehicles. It is expected that approximately 4-5 on-site diesel/petroleum fuelled machineries will be used for construction works. In addition, availability of electricity supply during construction of the project will be explored and such requirement will be specified in future contract. If available, contractor should maximise use of electricity and with least reliance of diesel fuelled equipment (e.g. for electricity powered stationary equipment such as pump instead of using generator). In all circumstances, the contractor will be required to observe all relevant regulations and maintain all equipment in good condition to avoid any excessive emission.

Representative Air Sensitive Receivers

- 3.6.3 There are ASRs located within 500m from the proposed development and considered as Air Sensitive Receivers (ASRs). **Figure 3.1** shows the separation distance between the Application Site and the nearby ASRs which are expected to be worst affected and also listed in **Table 3-4**.

Table 3-4 Representative Air Sensitive Receivers for Construction Phase

ASR ID	ASR	Land Uses	Height (mPD)	Shortest Distance to Application Site
ASR1	Jolly Villa	Residential	114.6	0m
ASR2	Illumination Terrace	Residential	165.5	25m
ASR3	50 Sun Chun Street	Residential	26.1	30m
ASR4	Winway Court	Residential	94.4	20m
ASR5	1 Tai Hang Road	Residential	100.9	40m
ASR6	Fontana Gardens 22-25	Residential	103.6	110m
ASR7	Trafalgar Court	Residential	169.4	20m

Potential Concurrent Projects

3.6.4 According to the desktop research, it is expected that the construction works of the nearby construction sites, including the Approved Planning Application No. A/H7/188 (440m apart) and Approved Planning Application No. A/H7/189 (375m apart), as well as the Proposed Residential Development at 89-93 Tai Hang Road (320m apart) and Proposed Composite Development at 17A-25 Sun Chun Street (45m apart)), are identified concurrent projects. It is anticipated that the construction works will be carried out concurrently with the construction works of the proposed development. However, it is anticipated that mitigation measures for fugitive dust and gaseous emission would be implemented at these construction sites to reduce the impact generated. In all circumstances, it is believed that best management practice will be implemented for all concurrent projects. Moreover, it is recommended that the contractors of all the concurrent projects in the vicinity should have close liaison to avoid any dusty activities to be taken in place at the same time or at locations nearby to minimise the cumulative dust impact. The locations of the potential concurrent projects are shown in **Figure 3.2**.

Mitigation Measures for Construction Air Quality Impact

3.6.5 Fugitive dust emission arising from conversion activities can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses, good site management, and close monitoring by the resident engineers. The contractor shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulation. With the adoption of good practices, it is expected that emission of construction dust can be kept at an acceptable level. The recommended dust mitigation measures are described below. In addition, EPD's recommended pollution control clause for construction contracts will be incorporated and required in future tender document to ensure that all relevant environmental protection and pollution control ordinances are observed and complied with. Moreover, regular site audit shall be implemented to monitor the dust impact arising from the construction activities associated with the proposed development during construction phase.

3.6.6 The dust control measures detailed below shall also be incorporated into the Contract Specification where practicable as an integral part of good construction practices:

- Locate the haul road away from those concerned ASRs;
- Avoid dusty works or placing stockpiles near to those concerned ASRs;
- Minimization of unpaved, exposed earth by immediate covering/ permanent paving as soon as the works have been completed.
- Any debris that may dislodge dust particles shall be covered entirely by impervious sheeting or stored in a debris collection area sheltered on the top and the 3 sides;
- Every debris chute shall be enclosed by impervious sheeting or similar materials;
- Before debris is dumped into a debris chute, it shall be sprayed with water or a dust suppression chemical so that it remains wet when it is dumped;
- Spray water when conducting dusty operation, such as breaking, grinding, sand papering and wood cutting work;
- Fit vacuum cleaner to grinding, sand papering or wood cutting machines;
- Maximise the use of electricity and minimise reliance on diesel-fuelled equipment as far as practicable; and

- Maintain good house-keeping and increase the cleaning frequency of the surrounding areas.

General Site Management

3.6.7 Appropriate working methods should be devised and arranged to minimise dust emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. No free falling of construction debris should be allowed, which should be let down by hoist or enclosed tunnel to the ground.

3.6.8 Frequent mist/ water spraying should be applied on dusty areas when conducting dusty operation. The amount of water spraying should be just enough to dampen the material without over-watering.

3.6.9 Hoarding of not less than 2.4m high from ground level along site boundary, which is next to a road or other public area should be provided.

Vehicles and Unpaved Site Roads

3.6.10 Dust emission from unpaved roads comes predominantly from travelling of vehicles. Areas within the site where there are regular vehicle movements should have an approved hard surface. Speed controls at an upper limit of 10km/hr should be imposed and their movements should be confined to designed roadways within the site. All dusty vehicle loads should have side and tail boards covered by tarpaulin extending at least 300mm over the edges of the side and tail boards. Wheel-wash troughs and hoses should be provided at exit points of the site.

Material Stockpiling and Handling

3.6.11 The amount of stockpiling should be minimised where possible. Construction material or debris should be covered and stored inside enclosed areas. Other control measures such as enclosed or semi-enclosed windboard should be used, where applicable, to minimise dust emission. Regular watering is needed at areas such as storage piles, where there could be potential dust emission. Placing dusty material storage piles near ASRs should be prevented.

3.6.12 The dust control measures detailed below shall also be incorporated into the Contract Specification where practicable as an integral part of good construction practices:

- All demolished items (including vegetation, boulders, poles, pillars, structures, debris, rubbish and other items arising from site clearance) that may dislodge dust particles shall be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides within a day of demolition;
- Where a site boundary adjoins a road, streets or other accesses to the public, hoarding of not less than 2.4 m high from ground level should be provided along the entire length except for a site entrance or exit;
- The working area of any excavation or earth moving operation shall be sprayed with water or a dust suppression chemical immediately before, during and immediately after the operation so as to maintain the entire surface wet;
- Use of regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather;
- Use of frequent watering for particularly dusty construction areas and areas close to ASRs;

- Side enclosure and covering of any aggregate or dusty material storage piles to reduce emissions. Where this is not practicable owing to frequent usage, watering shall be applied to aggregate fines;
- Open stockpiles (if any) shall be avoided or covered. Prevent placing dusty material storage piles near ASRs;
- Any stockpile of dusty materials shall be either covered entirely by impervious sheeting; placed in an area sheltered on the top and the 3 sides; or sprayed with water or a dust suppression chemical so as to maintain the entire surface wet.
- Stockpiles of C&D materials should be kept covered by impervious sheets for the foreseeable inclement weather such as typhoon or heavy rain.
- Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations;
- Establishment and use of vehicle wheel and body washing facilities at the exit points of the Site;
- Imposition of speed controls for vehicles on unpaved site roads, 8 km per hour is the recommended limit;
- Routing of vehicles and position of construction plant should be at the maximum possible distance from ASRs;
- Every stock of more than 20 bags of cement or dry pulverized fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides;
- Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with an audible high-level alarm which is interlocked with the material filling line and no overfilling is allowed;
- Cement, PFA or any other dusty materials collected by fabric filters or other air pollution control system or equipment shall be disposed of in totally enclosed containers;
- Silos used for the storage of cement or dry pulverized fuel ash shall not be overfilled;
- Loading, unloading, transfer, handling or storage of bulk cement or dry PFA should be carried out in a totally enclosed system or facility, and any vent or exhaust should be fitted with an effective fabric filter or equivalent air pollution control system;
- The electric power supply shall be provided for on-site machinery as far as practicable and diesel generators shall be avoided to minimize the gaseous and PM emissions;
- Locate all the dusty activities away from any nearby ASRs as far as practicable; and
- Erection of higher hoarding at the locations with ASRs in immediate proximity to the project site boundary.

3.6.13 With the implementation of dust mitigation measures in accordance with the Air Pollution Control (Construction Dust) Regulation and good construction practices, no adverse air quality impact on nearby ASRs is anticipated during the construction phase.

3.7 Conclusion

- 3.7.1 Given the aforementioned discussion, it is considered that the predicted air pollutant concentration result in the EA2 is representative of a more conservative scenario that the latest scheme should adopt.
- 3.7.2 By referencing most results in the EA2, it can be concluded that the worst affected ASRs of the latest scheme would be below relevant prevailing standards.
- 3.7.3 Exceedance of prevailing standards is unlikely for future ASRs of the latest proposed scheme.
- 3.7.4 No adverse air quality impact is therefore anticipated during operation of the project.

4. CONCLUSION

- 4.1.1 The potential environmental noise and air quality impacts arising from the proposed development at the Application Site have been evaluated either quantitatively or qualitatively.

Road Traffic Noise Impact

- 4.1.2 A road traffic noise impact assessment was conducted based on the worst case scenario within 15 years from tentative completion year of the proposed development. The result indicated that with noise mitigation measures (i.e. acoustic window (baffle type), acoustic door (baffle type), and blank wall/fixed glazing/maintenance window) in place, there will be no adverse road traffic noise impact on the proposed development.

Other Environmental Noise Impact

- 4.1.3 There is absence of any aboveground railway system, industrial and fixed noise source in the surrounding. The potential railway and fixed/industrial noise impact is not considered a concern.
- 4.1.4 In detailed design of the potentially noisy equipment onsite (e.g. AC system for clubhouse, ventilation system for carpark podium building), the potential noise impact will be controlled in accordance with the standard under HKPSG (i.e. ANL-5dB(A) or prevailing background whichever is lower). There are practical noise mitigation measures such as selection of more quiet equipment, careful design of locations, enclosure or simply with the fixed noise source (e.g. pumps) housed indoors, use of silencer, acoustic louvre, etc. Adverse fixed noise impact from future operation of the proposed development is not anticipated.

Air Quality Impact

- 4.1.5 The finding and conclusion of previous EA reports is considered valid and applicable. Air pollutant emission is mainly from open road traffic emission. Based on the current scheme, the air sensitive uses of the proposed development provide sufficient vertical separation from pollutant emission sources at lower elevations. Moreover, the building disposition is relatively setback from northern boundary and relatively distance apart from Tai Hang Road on northern side which was found to contribute more air quality impact. Added that the overall emissions from overall pollutant emission is expected not to be worse than before, the conclusion in previous EA reports that the development is not subject to adverse air quality impact is considered still valid with respect to the current proposal.
- 4.1.6 Potential air quality impacts arising from the construction phase would mainly be associated with foundation works and superstructure construction. Concurrent construction activities within the 500m Assessment Area may also give rise to cumulative dust impacts. With the implementation of appropriate mitigation measures, as well as good construction practices such as frequent watering of active work areas, exposed surfaces, and unpaved haul roads, as well as proper site management and regular site audit, no adverse air quality impact on ASRs in the vicinity of the Application Site is anticipated during the construction phase.

Figures

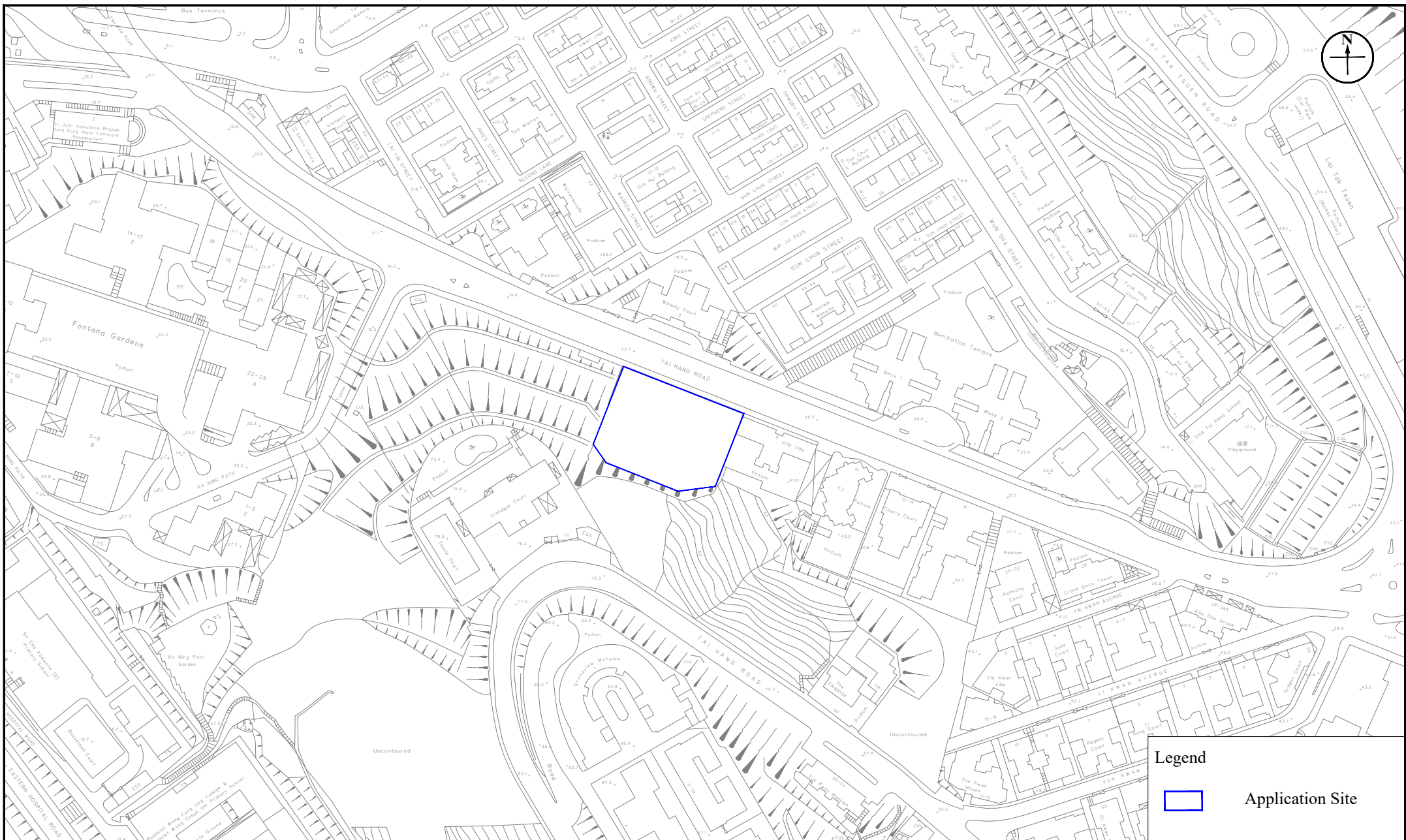


Figure: 1.1

Title: Location of Application Site and its Environs

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

RAMBOLL

Drawn by:	CM
Checked by:	CC
Rev.:	2.0
Date:	Apr 2026



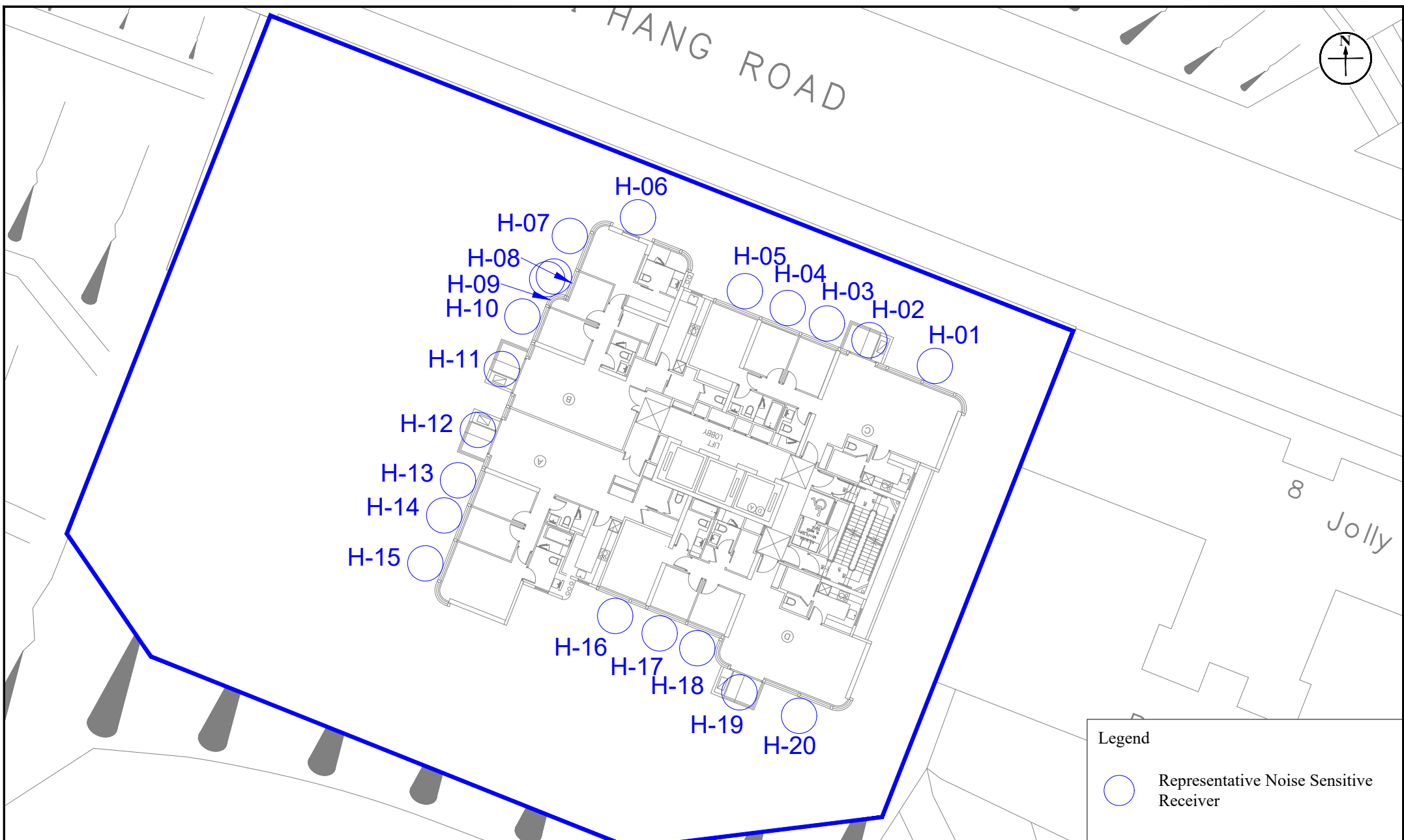


Figure: 2.1b

Title: Locations of Noise Sensitive Receivers for Road Traffic Noise Impact Assessment (High Zone: 30/F - 32/F)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

RAMBOLL

Drawn by: CM

Checked by: CC

Rev.: 4.0

Date: Apr 2026



Figure: 2.1c

Title: Locations of Noise Sensitive Receivers for Road Traffic Noise Impact Assessment (Penthouse: 33/F)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

RAMBOLL

Drawn by: CM

Checked by: CC

Rev.: 4.0

Date: Apr 2026

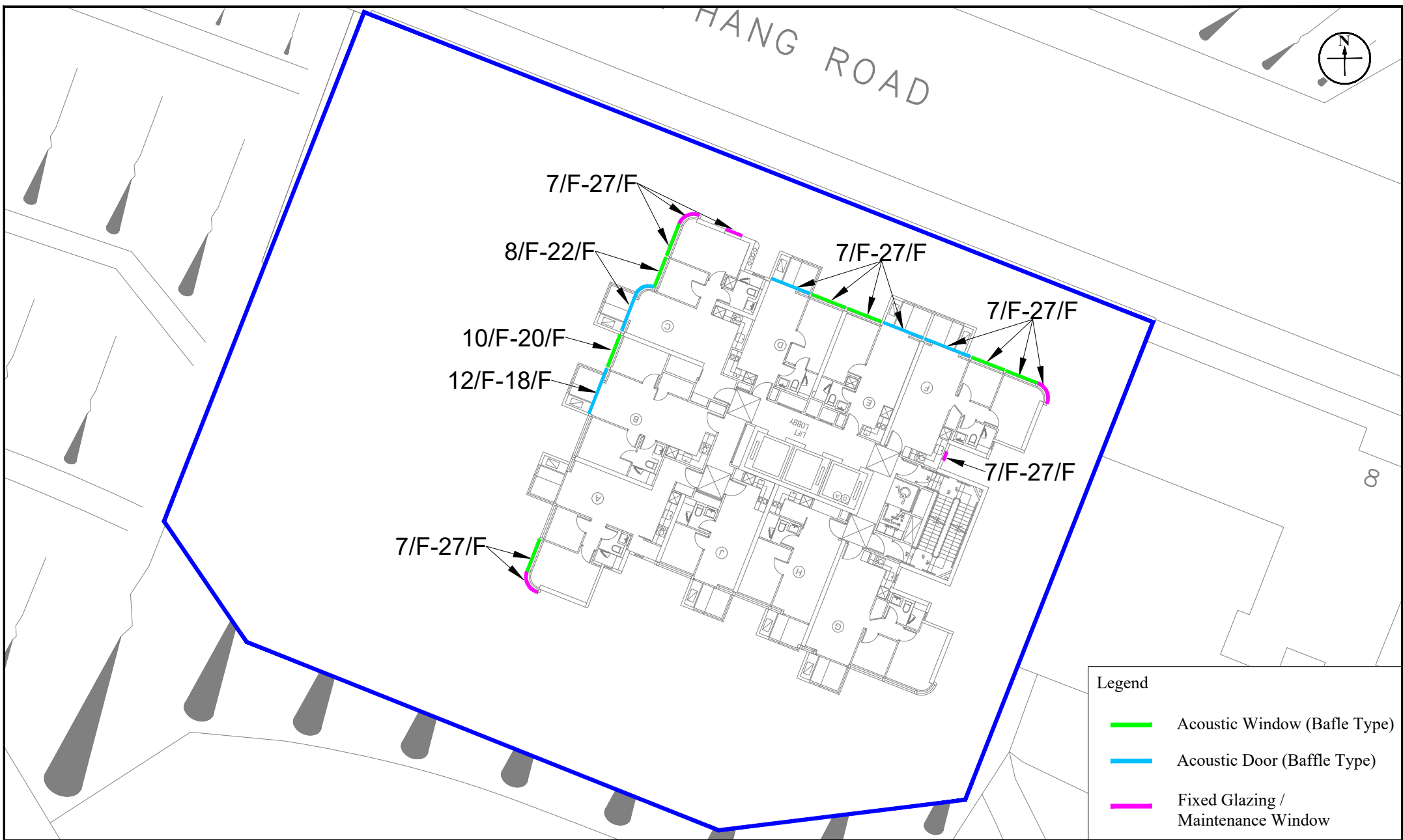


Figure: 2.2a

Title: Locations of Proposed Road Traffic Noise Mitigation Measures (Low Zone: 7/F - 27/F)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

RAMBOLL

Drawn by: CM

Checked by: CC

Rev.: 4.1

Date: Jun 2026

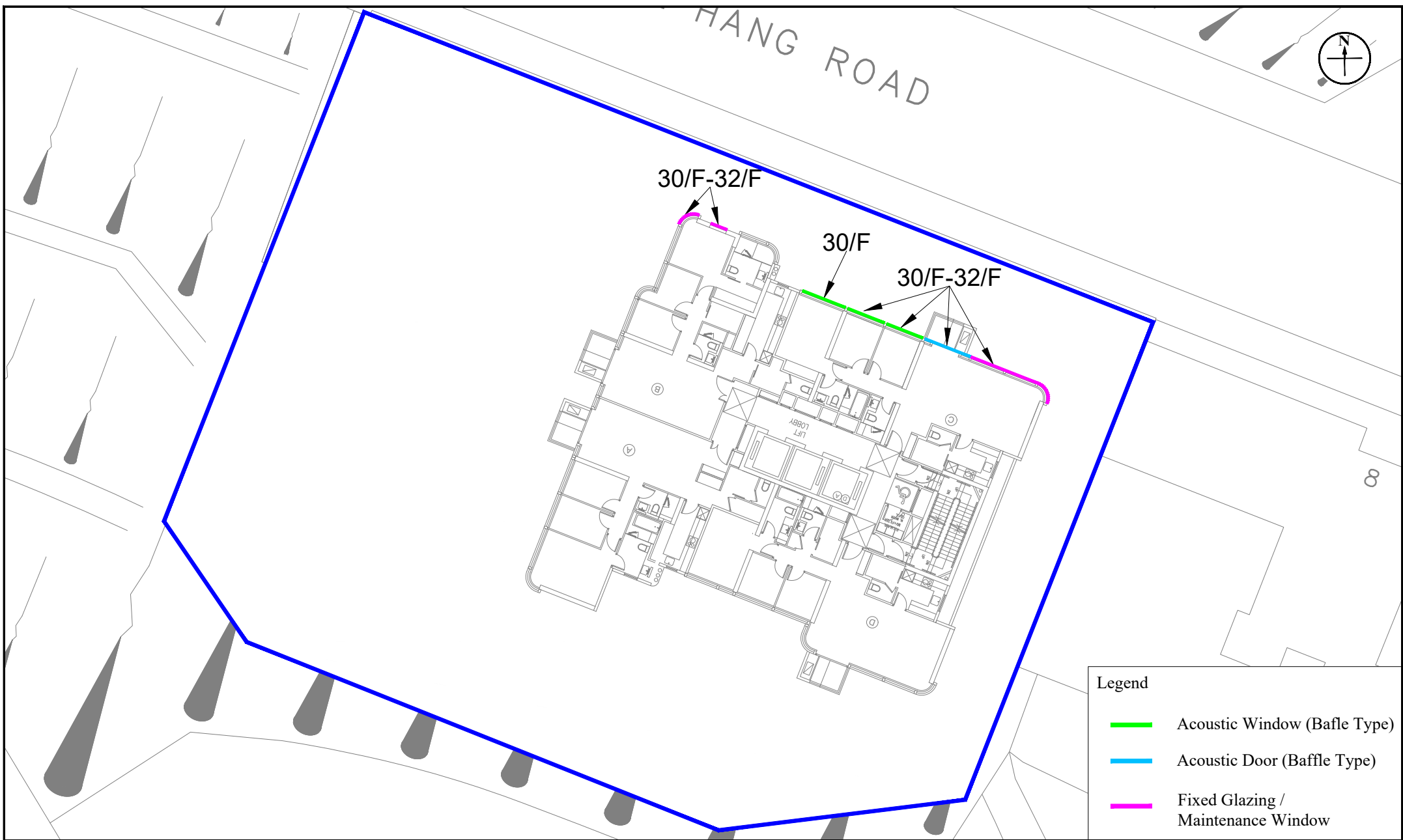


Figure: 2.2b

Title: Locations of Proposed Road Traffic Noise Mitigation Measures (High Zone: 30/F - 32/F)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

RAMBOLL

Drawn by: CM

Checked by: CC

Rev.: 4.0

Date: Apr 2026

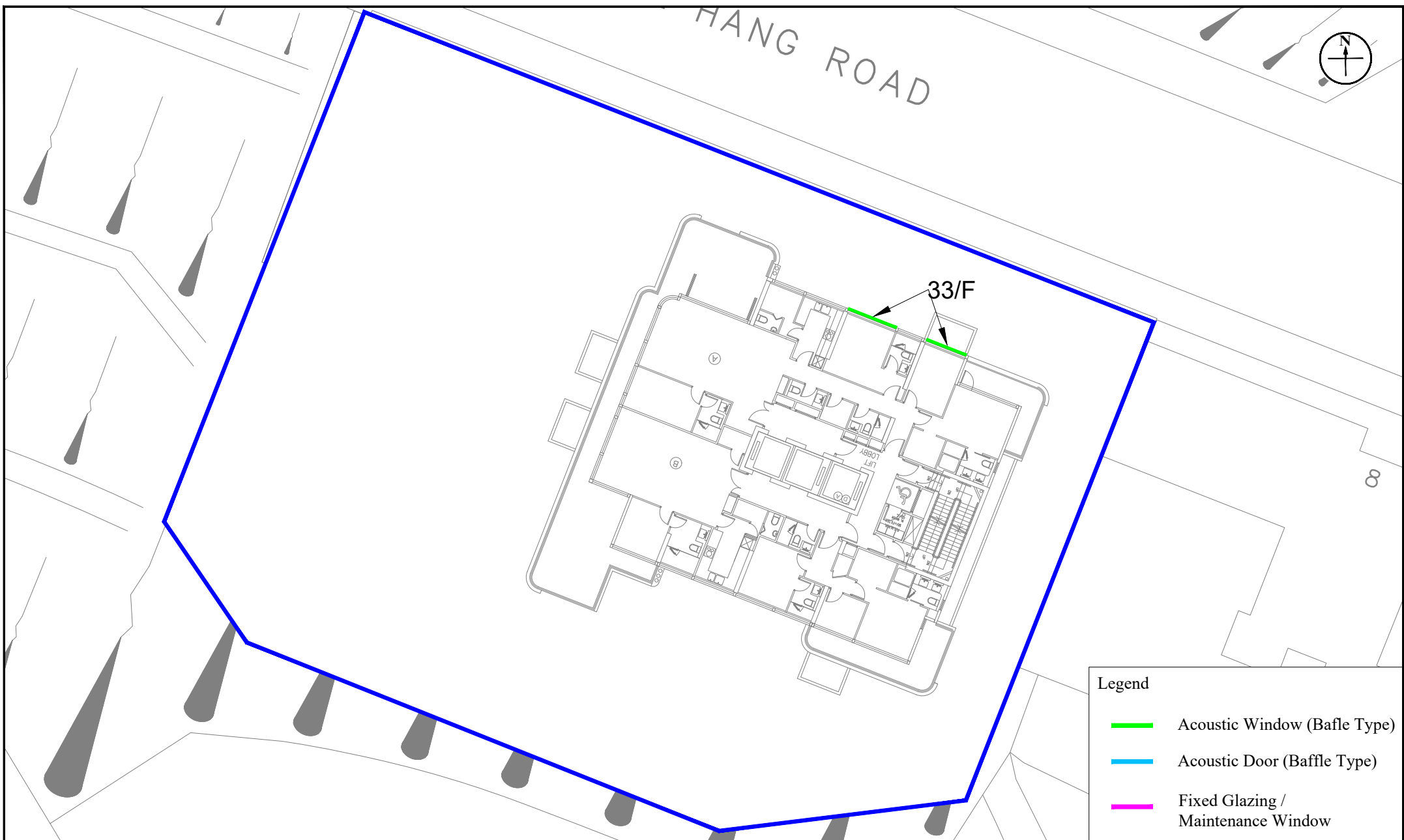


Figure: 2.2c

Title: Locations of Proposed Road Traffic Noise Mitigation Measures (Penthouse: 33/F)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

RAMBOLL

Drawn by: CM

Checked by: CC

Rev.: 4.0

Date: Apr 2026

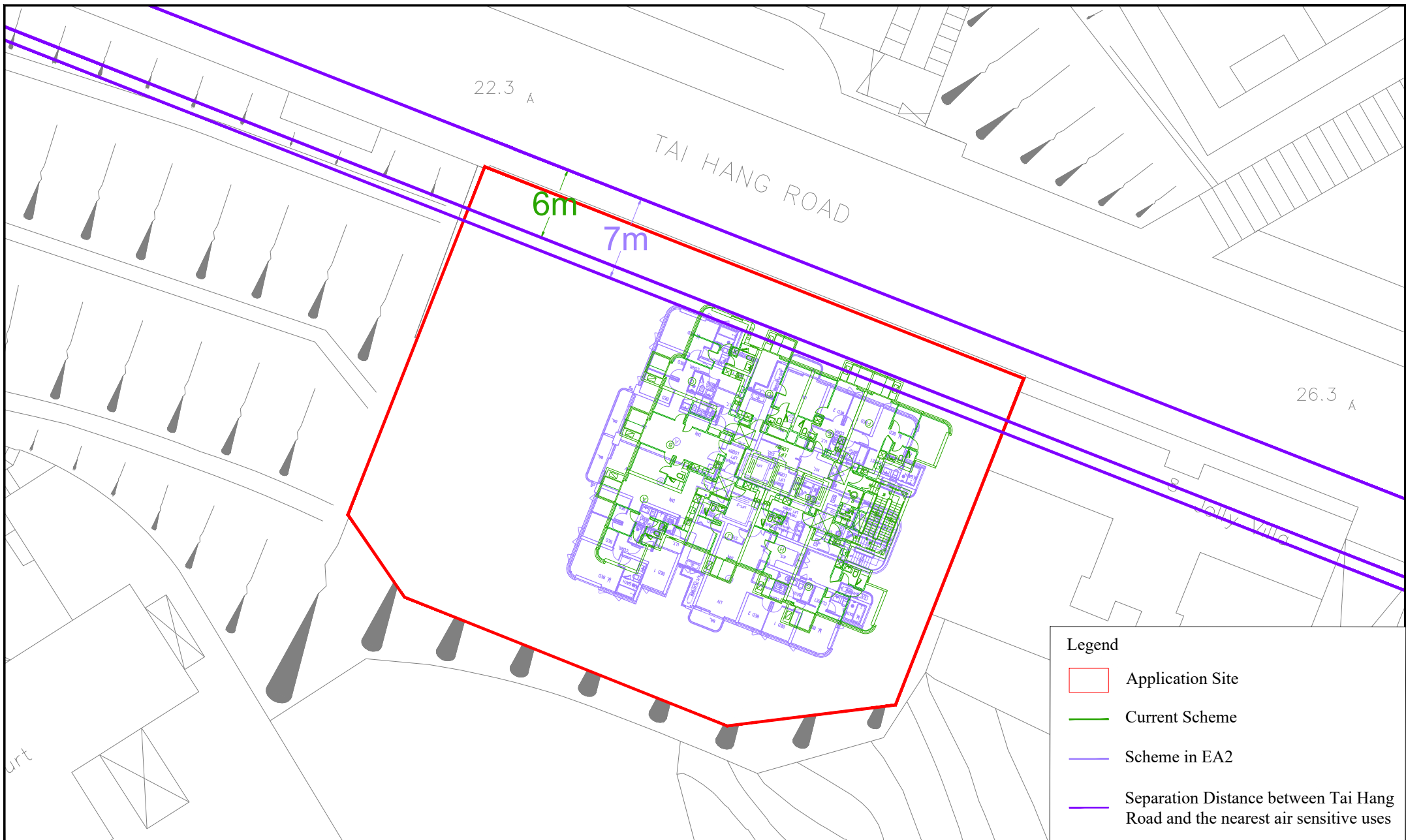


Figure: 3.1

Title: Comparison of Current Scheme and Scheme in EA2

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

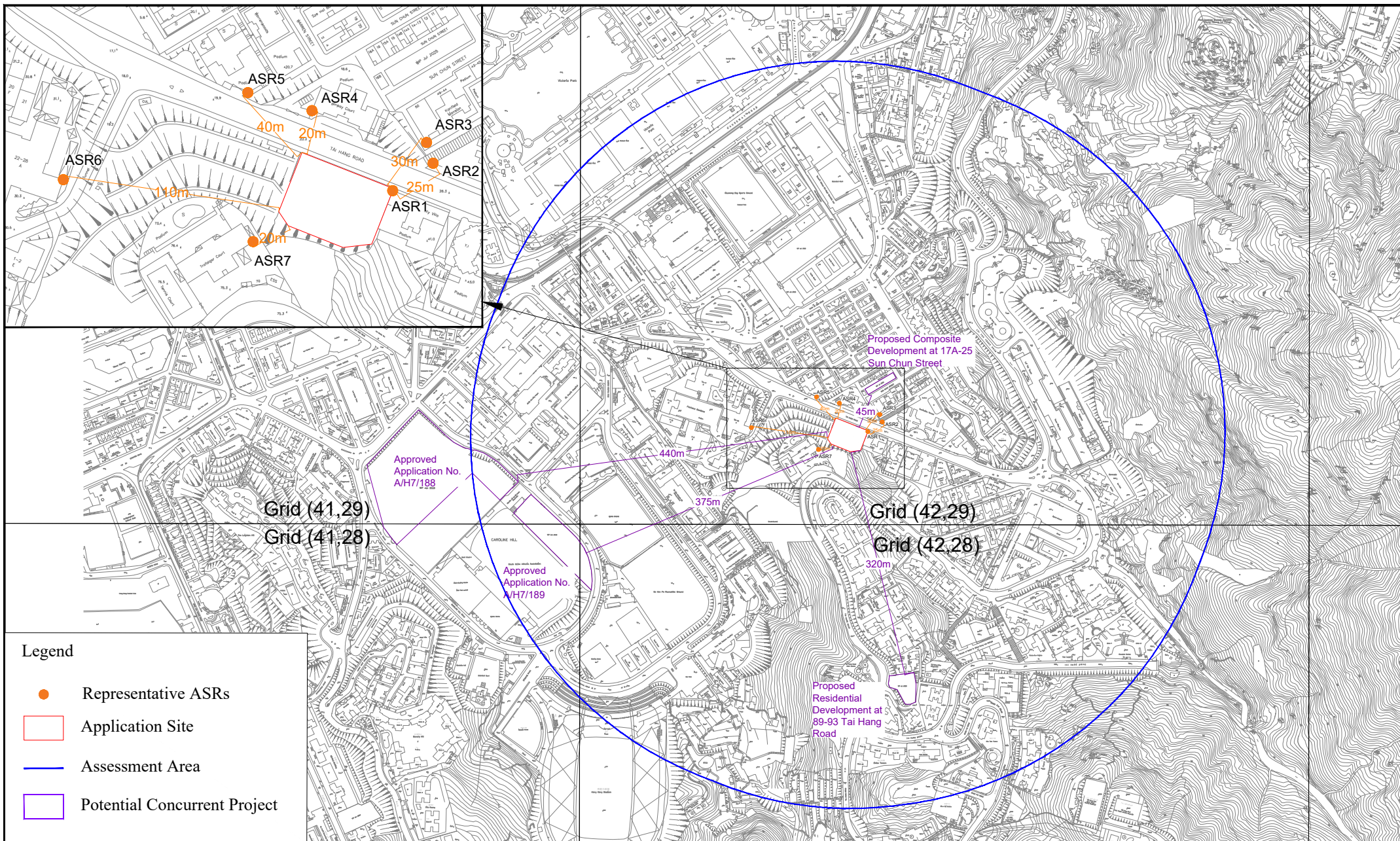
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Drawn by: AW

Checked by: BF

Rev.: 4.1

Date: Jul 2026



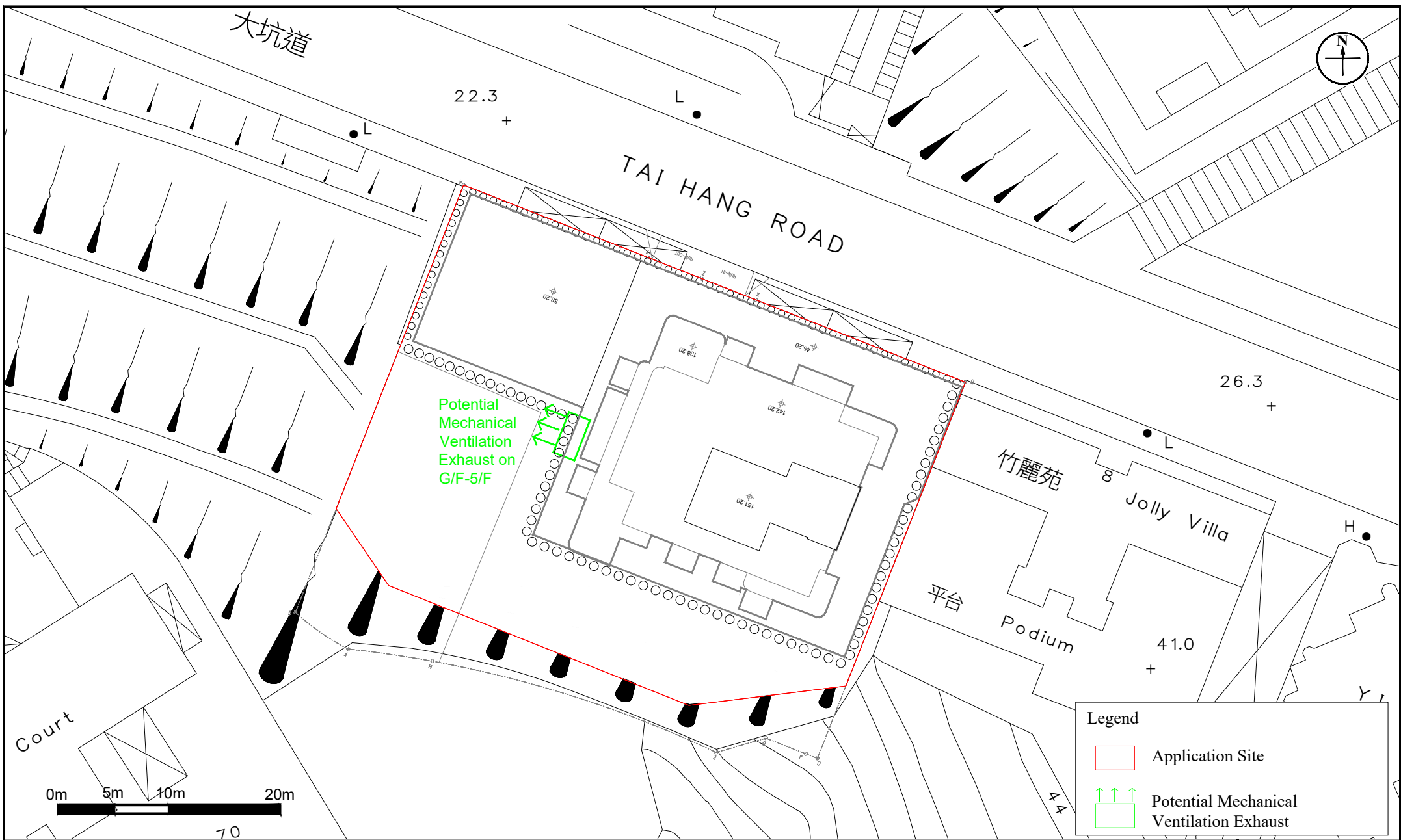


Figure: 3.3

Title: Locations of Potential Mechanical Ventilation Exhaust

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

RAMBOLL

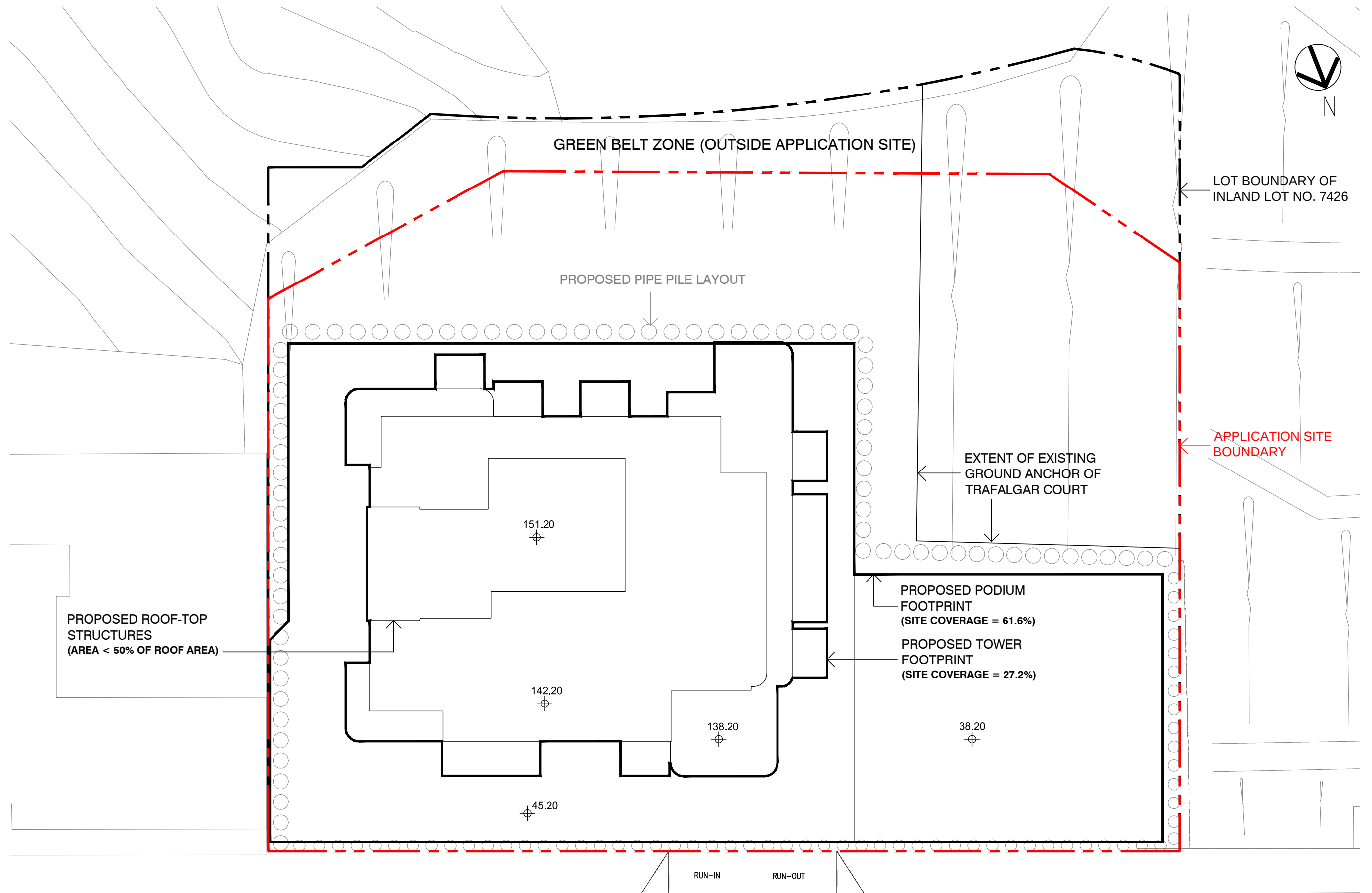
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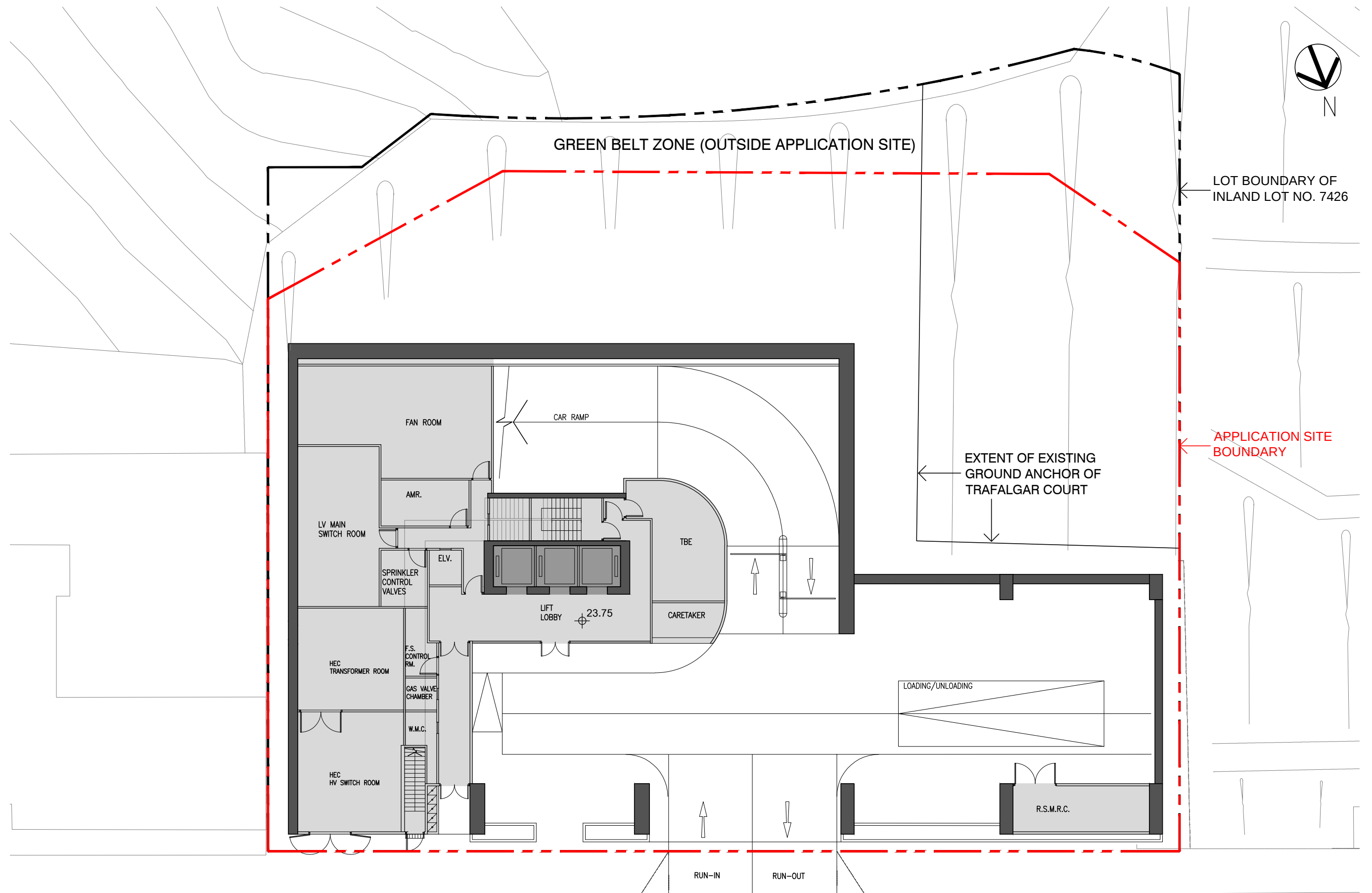
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Appendix 1-1 Layout and Floor Plans of the Proposed Development



COMBINED PLAN

(LOWER) TAI HANG ROAD

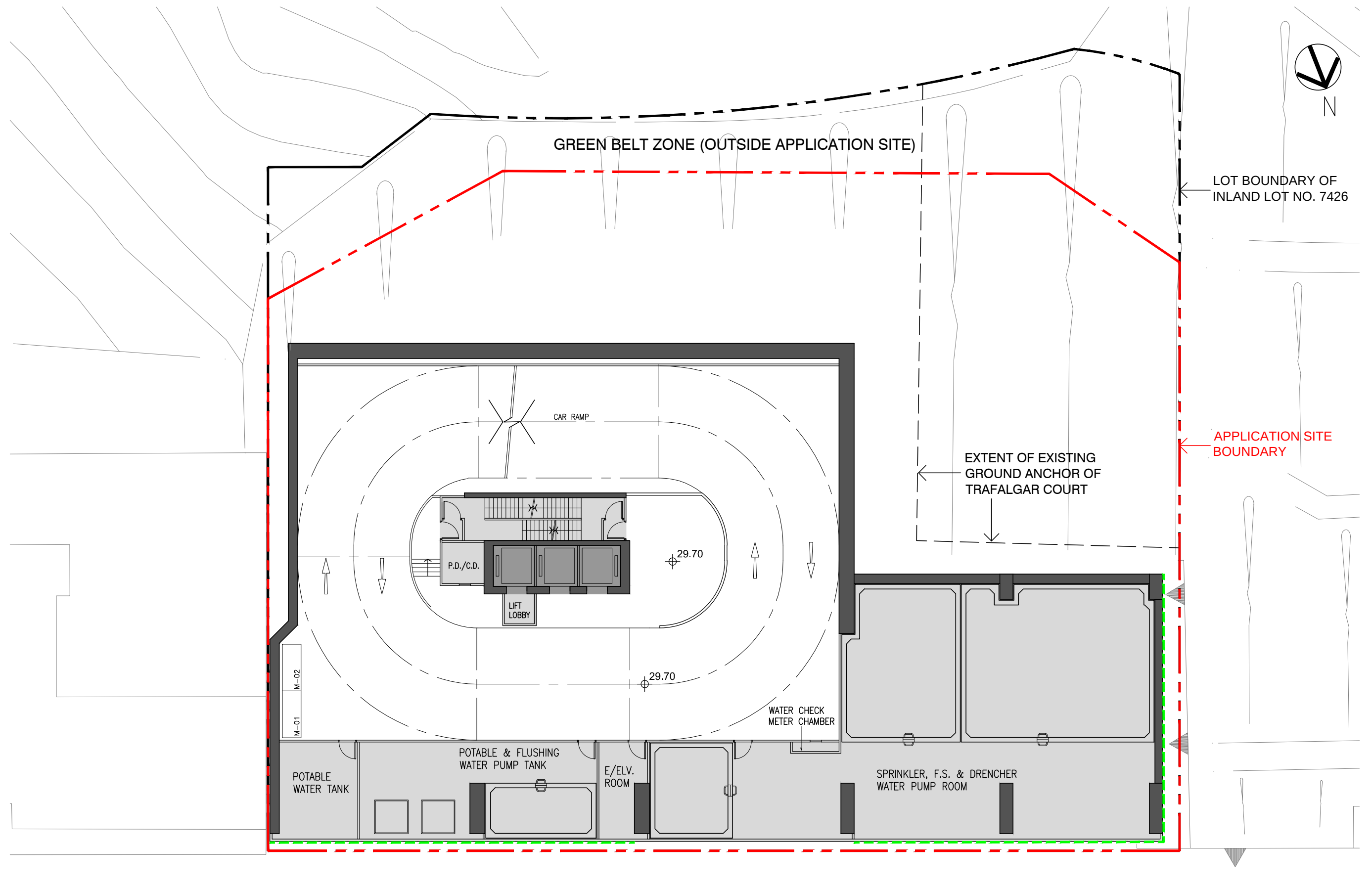


GROUND FLOOR PLAN

(LOWER) TAI HANG ROAD

LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES



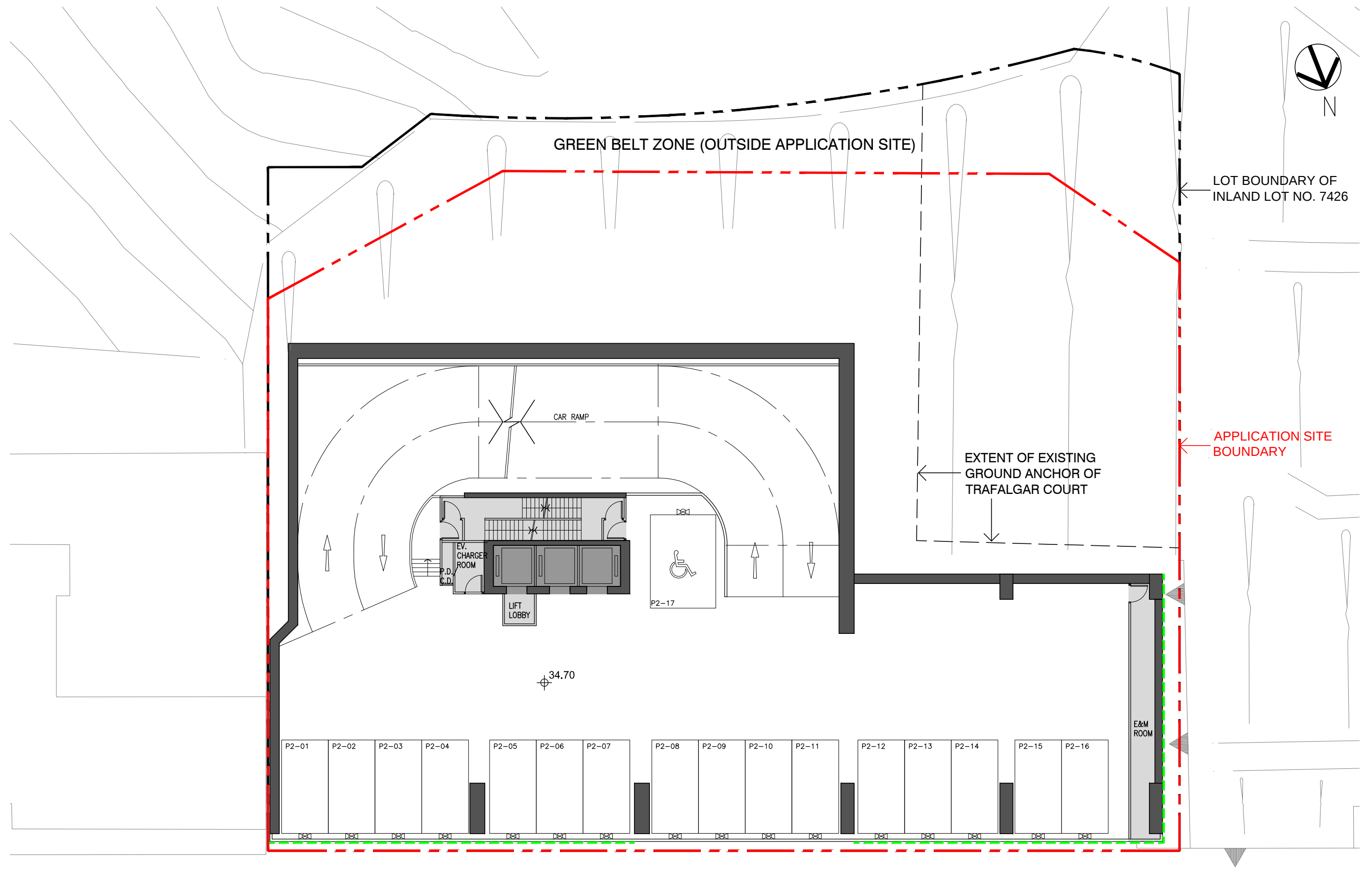
1ST FLOOR PLAN

PARKING SPACE PROVISION:
M-01 TO M-02 = 2 NOS.

(LOWER) TAI HANG ROAD

LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES
- PROPOSED VERTICAL GREEN WALL SYSTEM

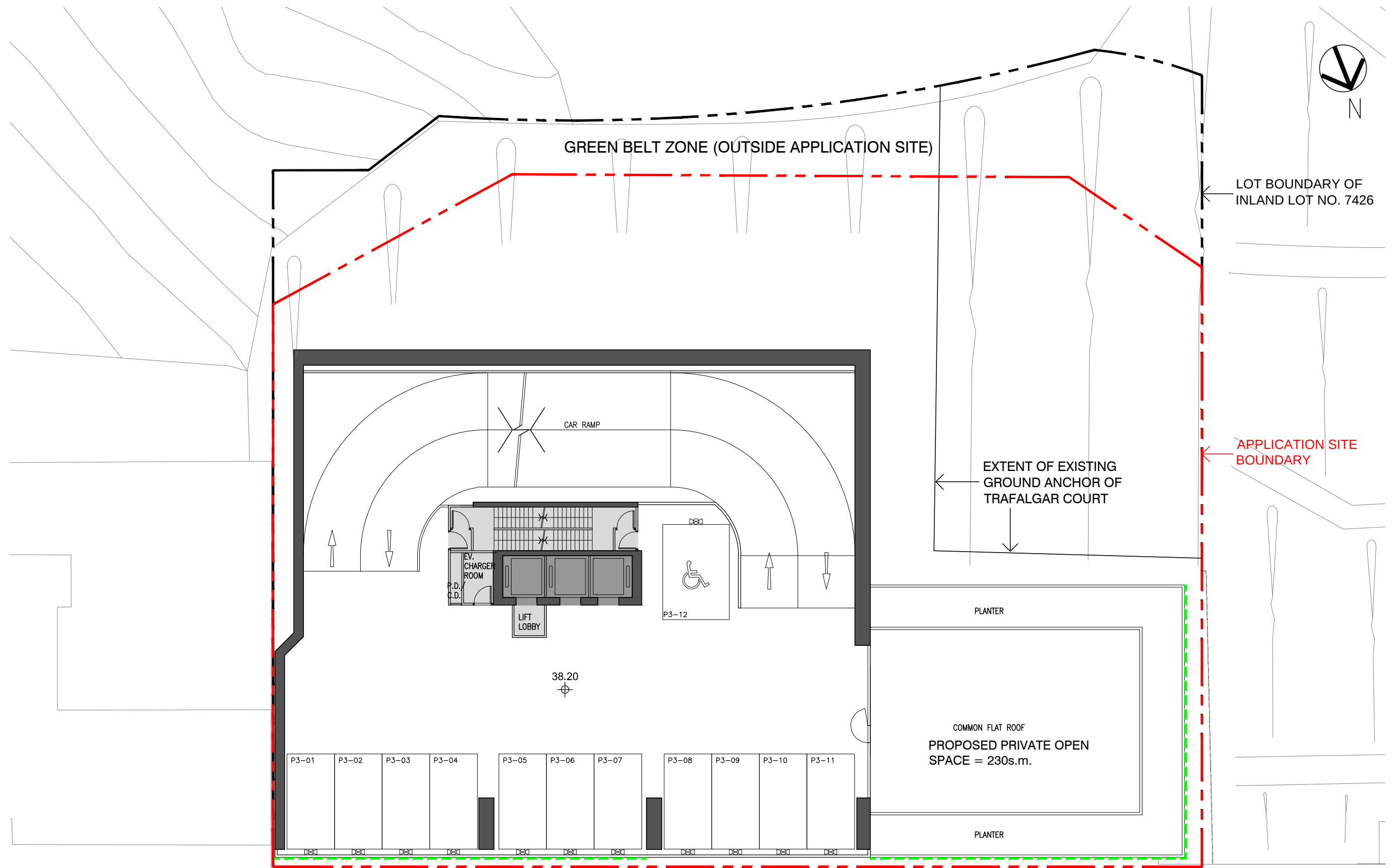


2ND FLOOR PLAN
PARKING SPACE PROVISION:
P2-01 TO P2-17 = 17 NOS.

(LOWER) TAI HANG ROAD

LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES
- PROPOSED VERTICAL GREEN WALL SYSTEM

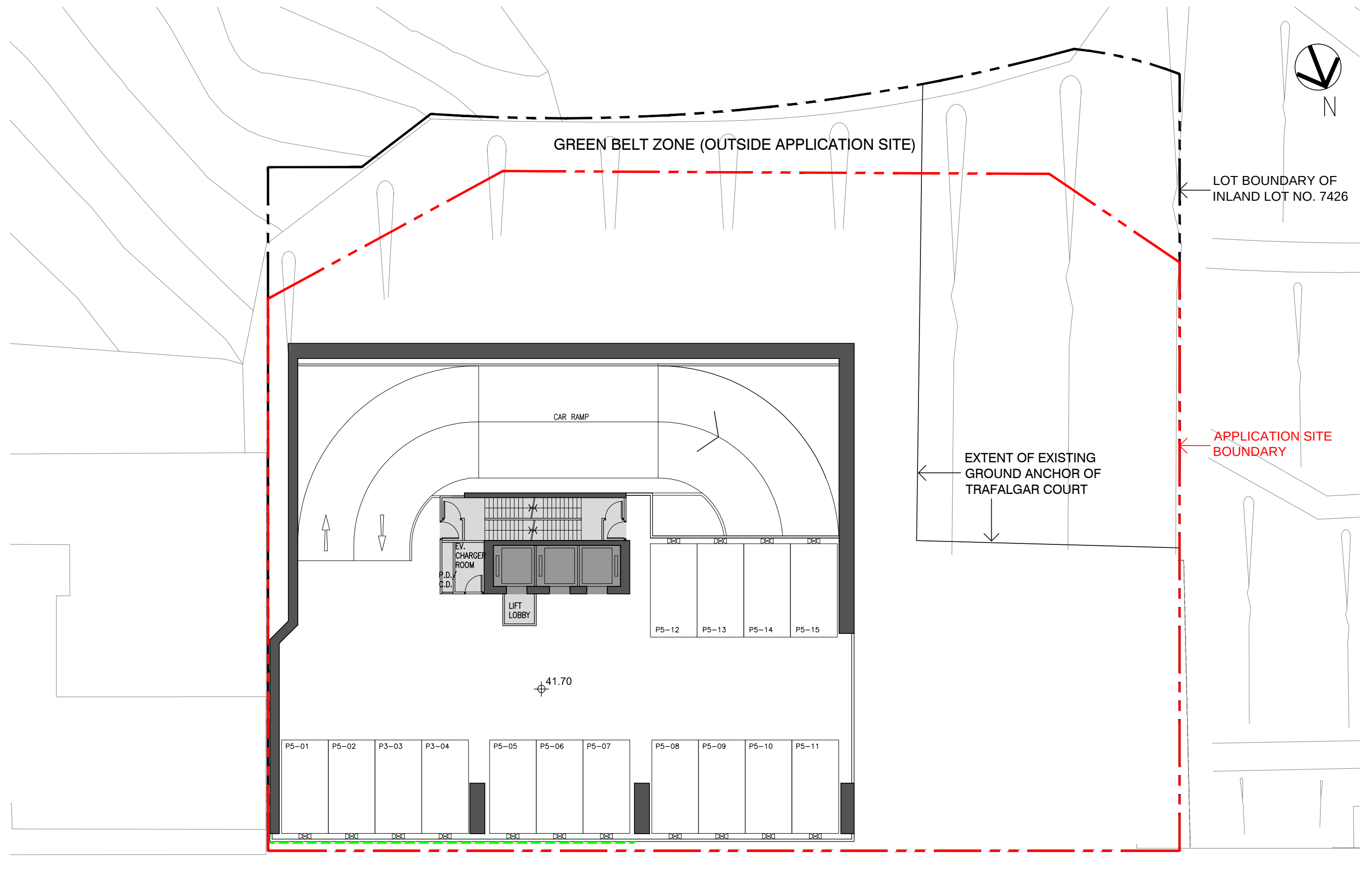


3RD FLOOR PLAN
 PARKING SPACE PROVISION:
 P3-01 TO P3-12 = 12 NOS.

(LOWER) TAI HANG ROAD

LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES
- PROPOSED VERTICAL GREEN WALL SYSTEM

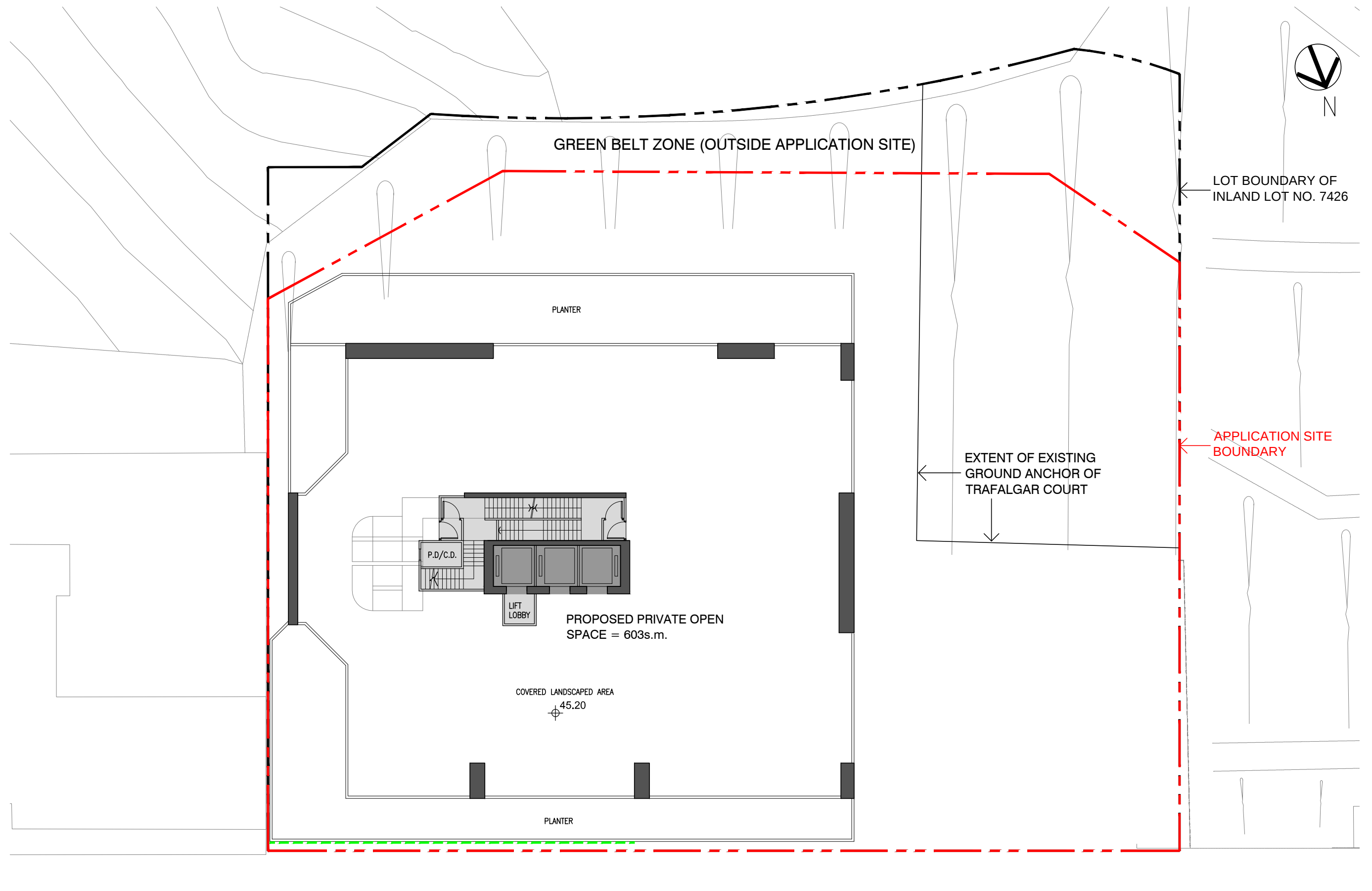


5TH FLOOR PLAN
 PARKING SPACE PROVISION:
 P5-01 TO P5-15 = 15 NOS.

(LOWER) TAI HANG ROAD

LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES
- PROPOSED VERTICAL GREEN WALL SYSTEM

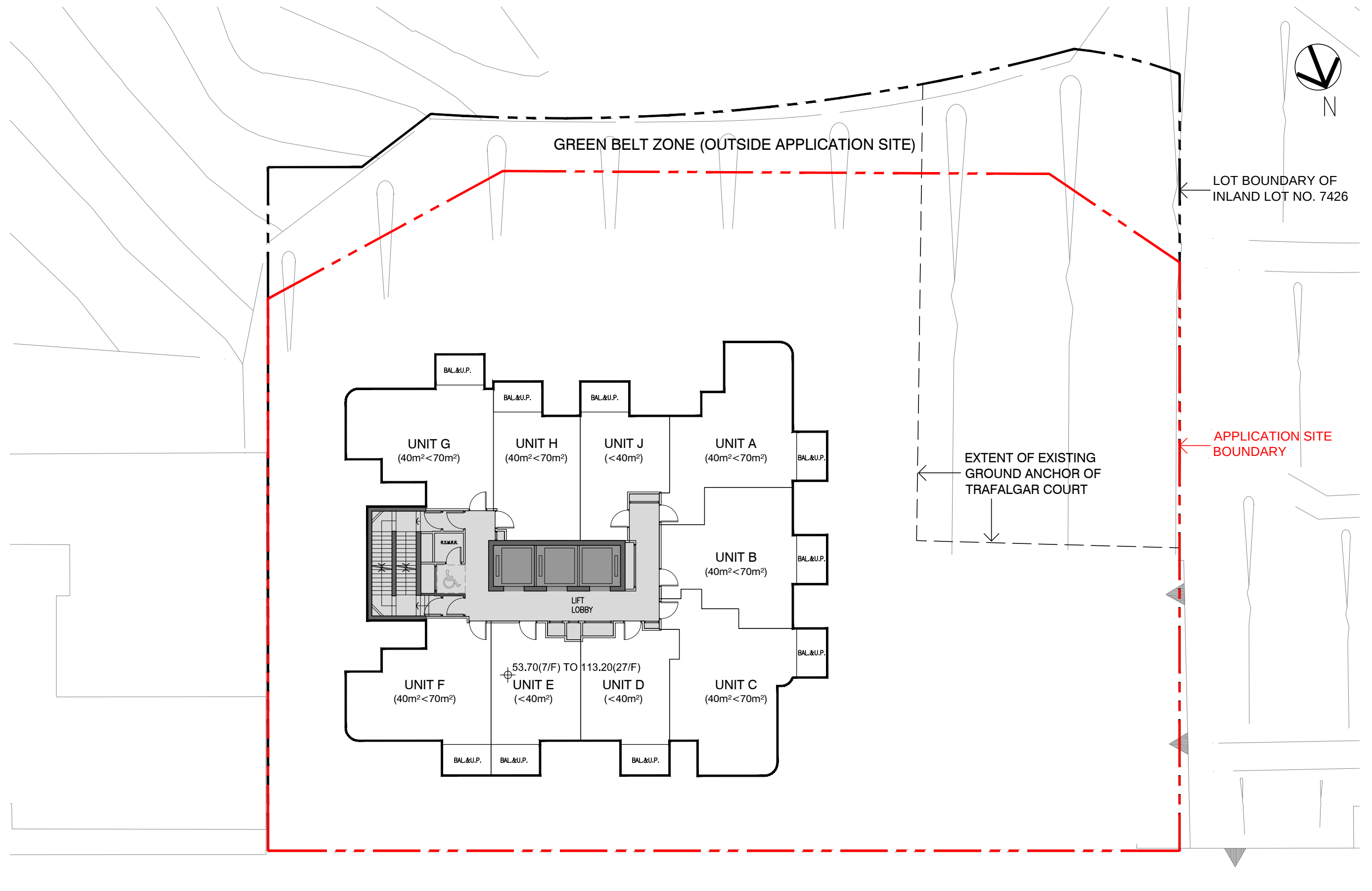


6TH FLOOR PLAN

(LOWER) TAI HANG ROAD

LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES
- PROPOSED VERTICAL GREEN WALL SYSTEM

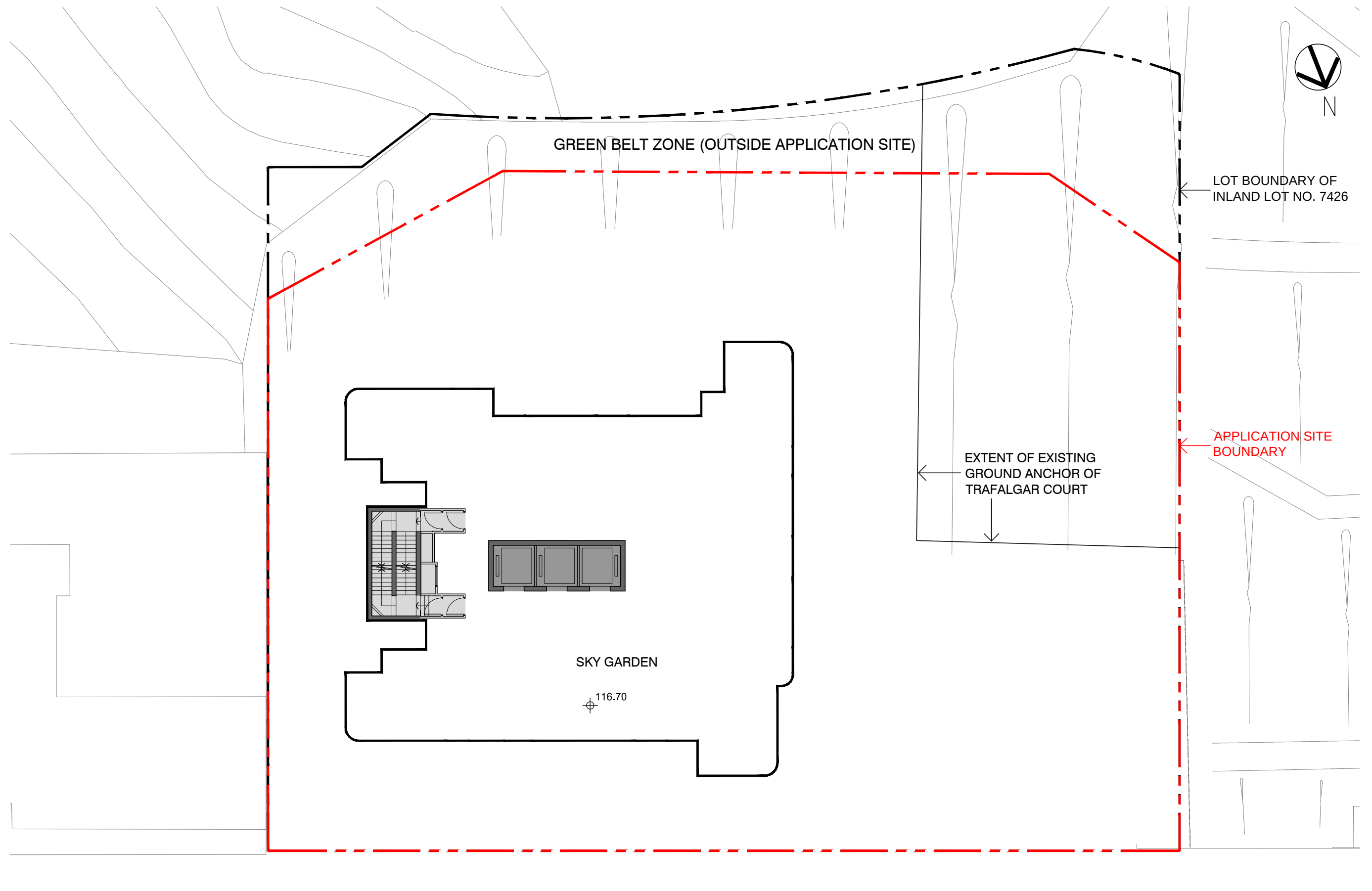


7TH TO 27TH FLOOR PLAN
(DESIGNATION OF 13TH, 14TH AND 24TH FLOOR ARE OMITTED)

(LOWER) TAI HANG ROAD

LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES

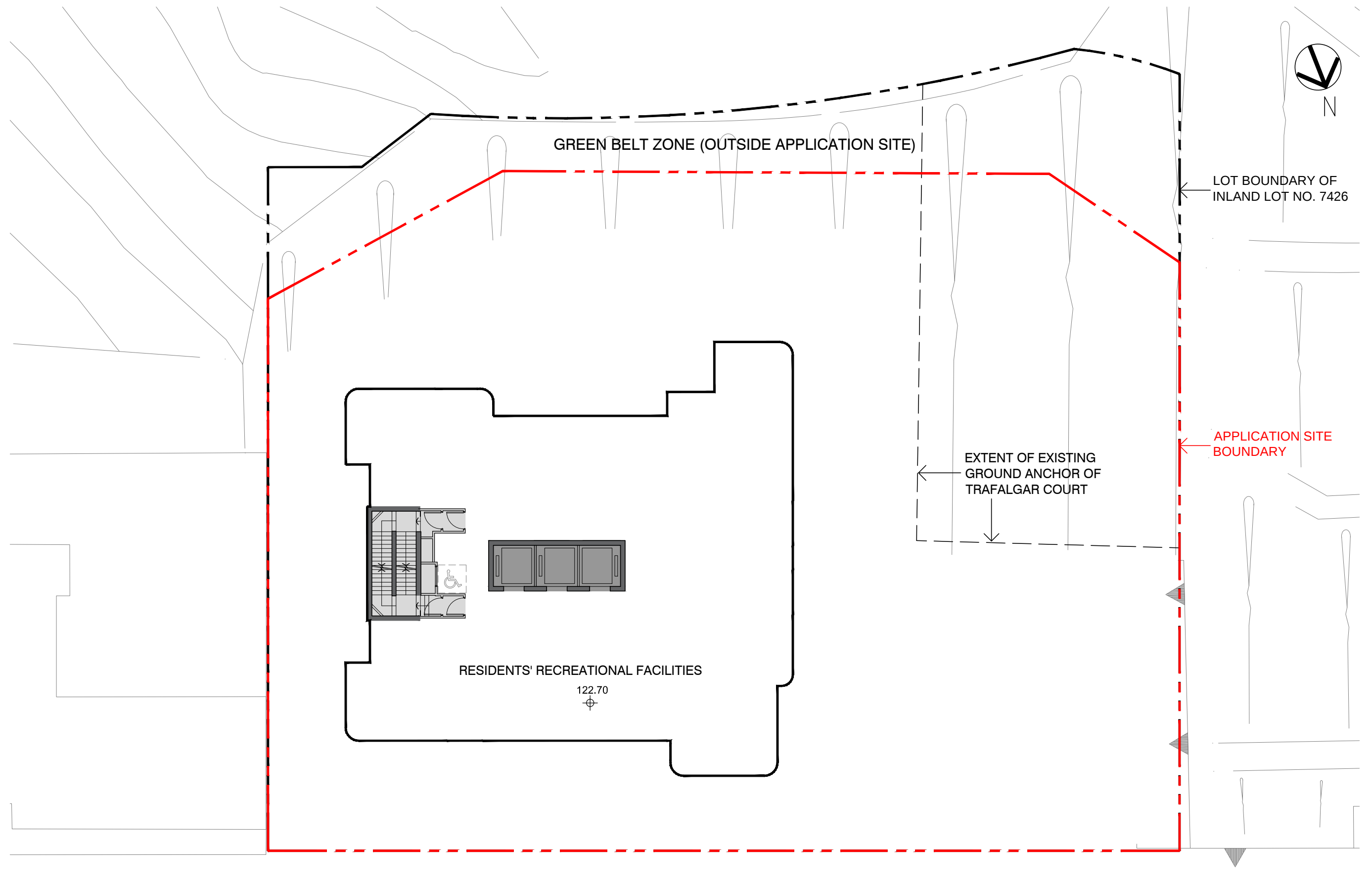


28TH FLOOR PLAN

(LOWER) TAI HANG ROAD

LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES

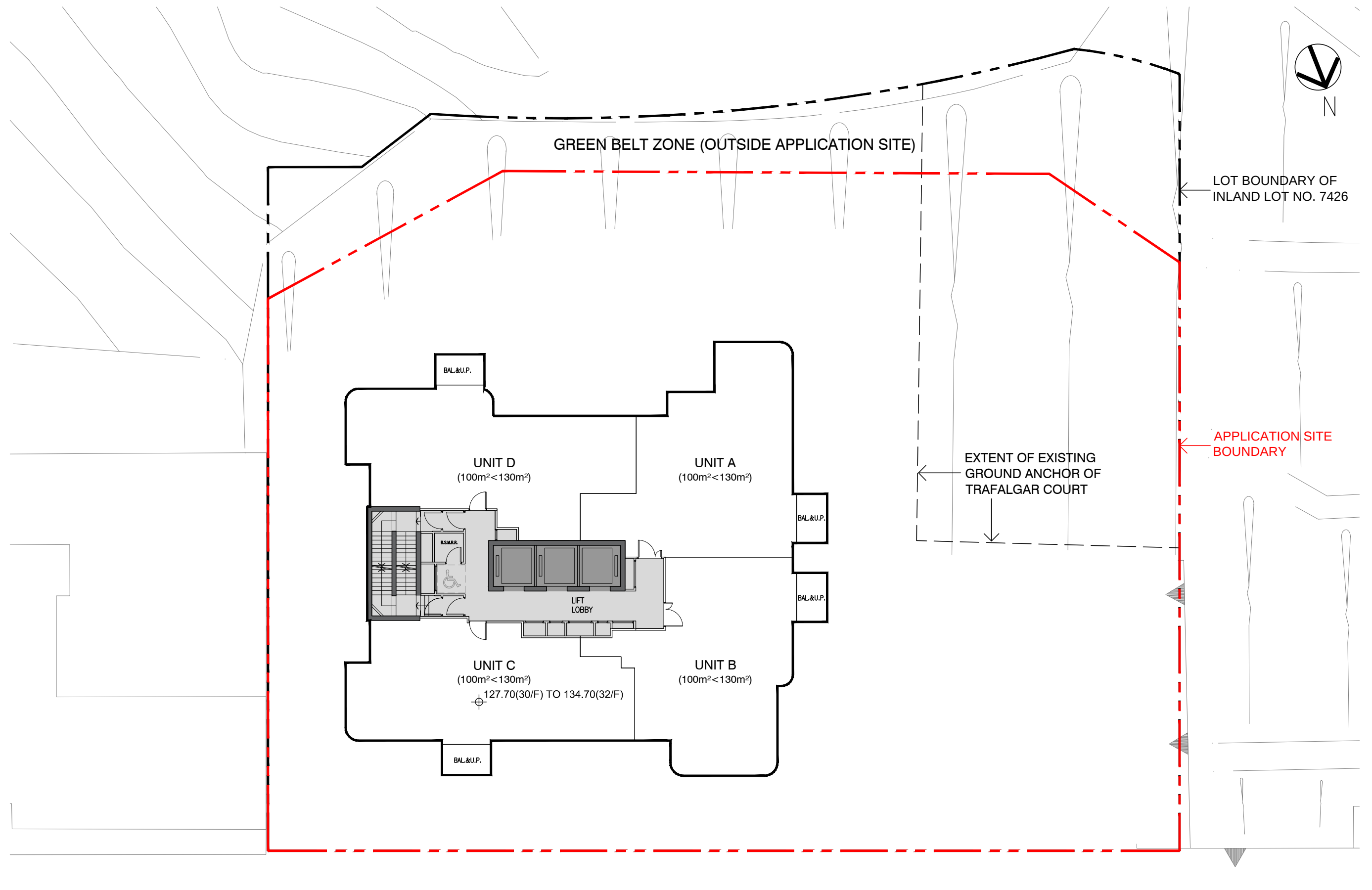


29TH FLOOR PLAN

(LOWER) TAI HANG ROAD

LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES

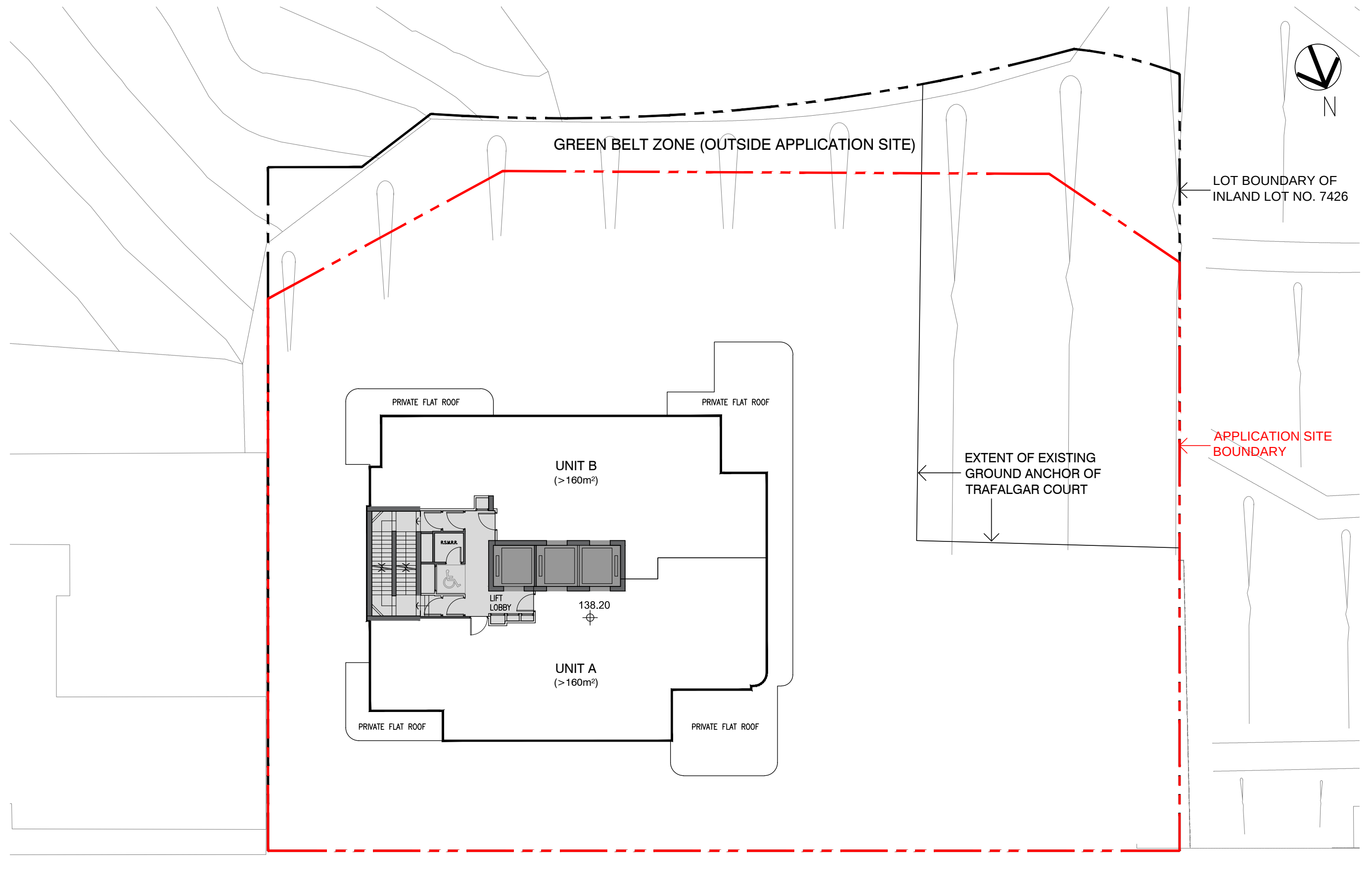


30TH TO 32ND FLOOR PLAN

(LOWER) TAI HANG ROAD

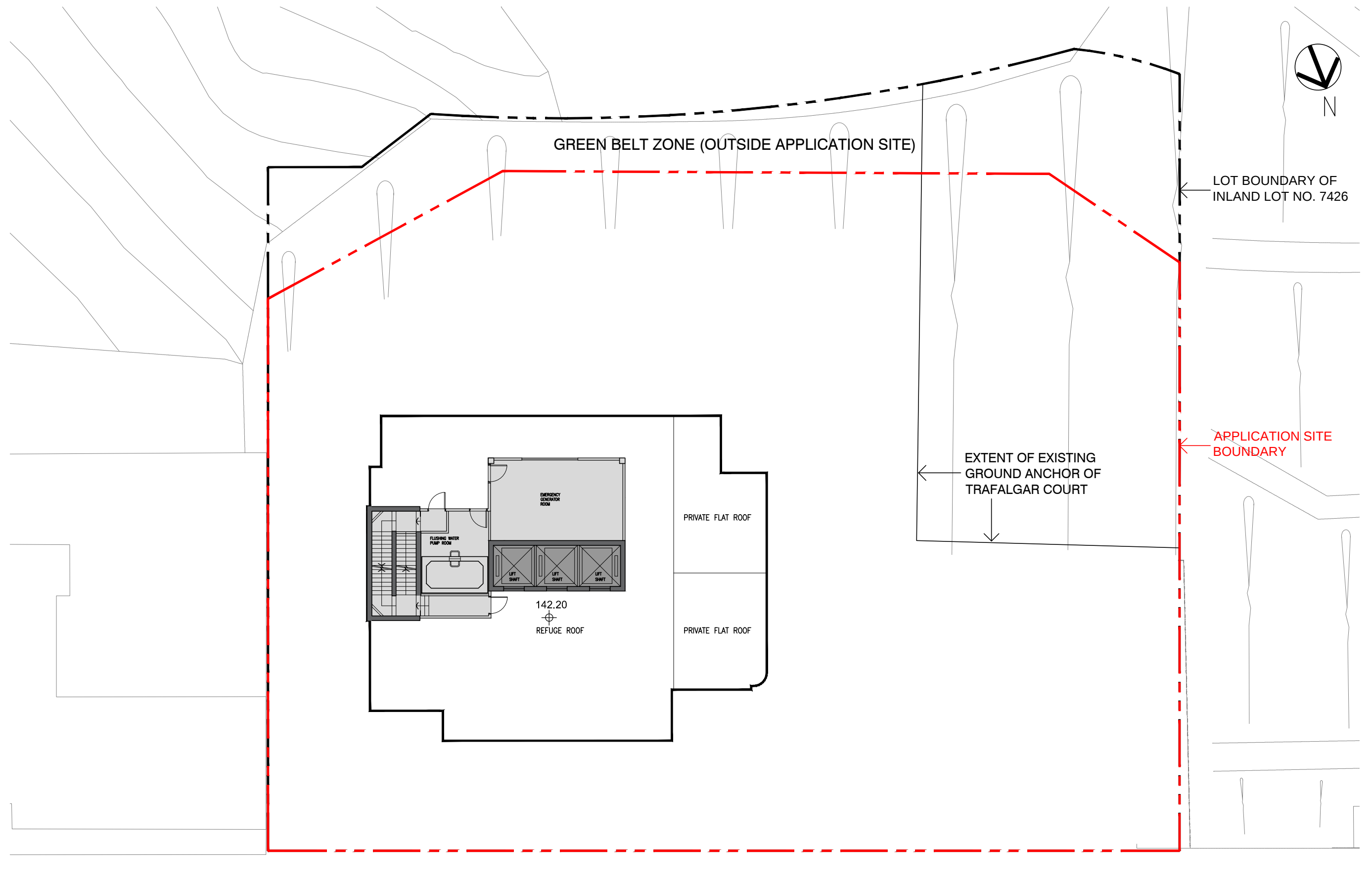
LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES



LEGEND

- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES

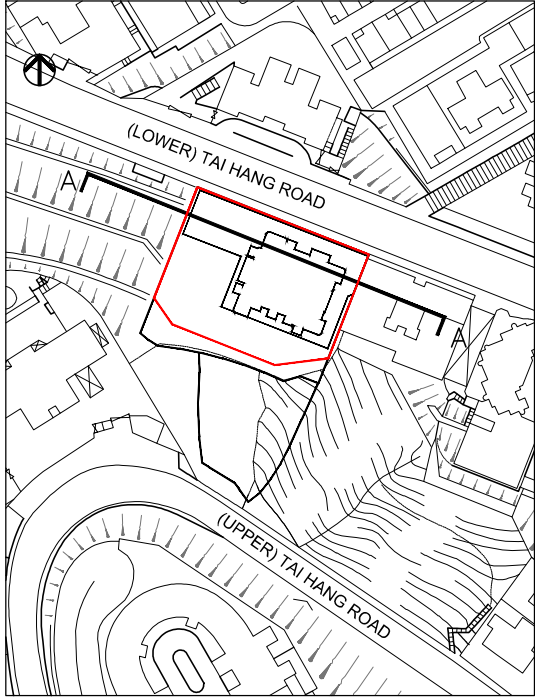


ROOF PLAN

(LOWER) TAI HANG ROAD

LEGEND

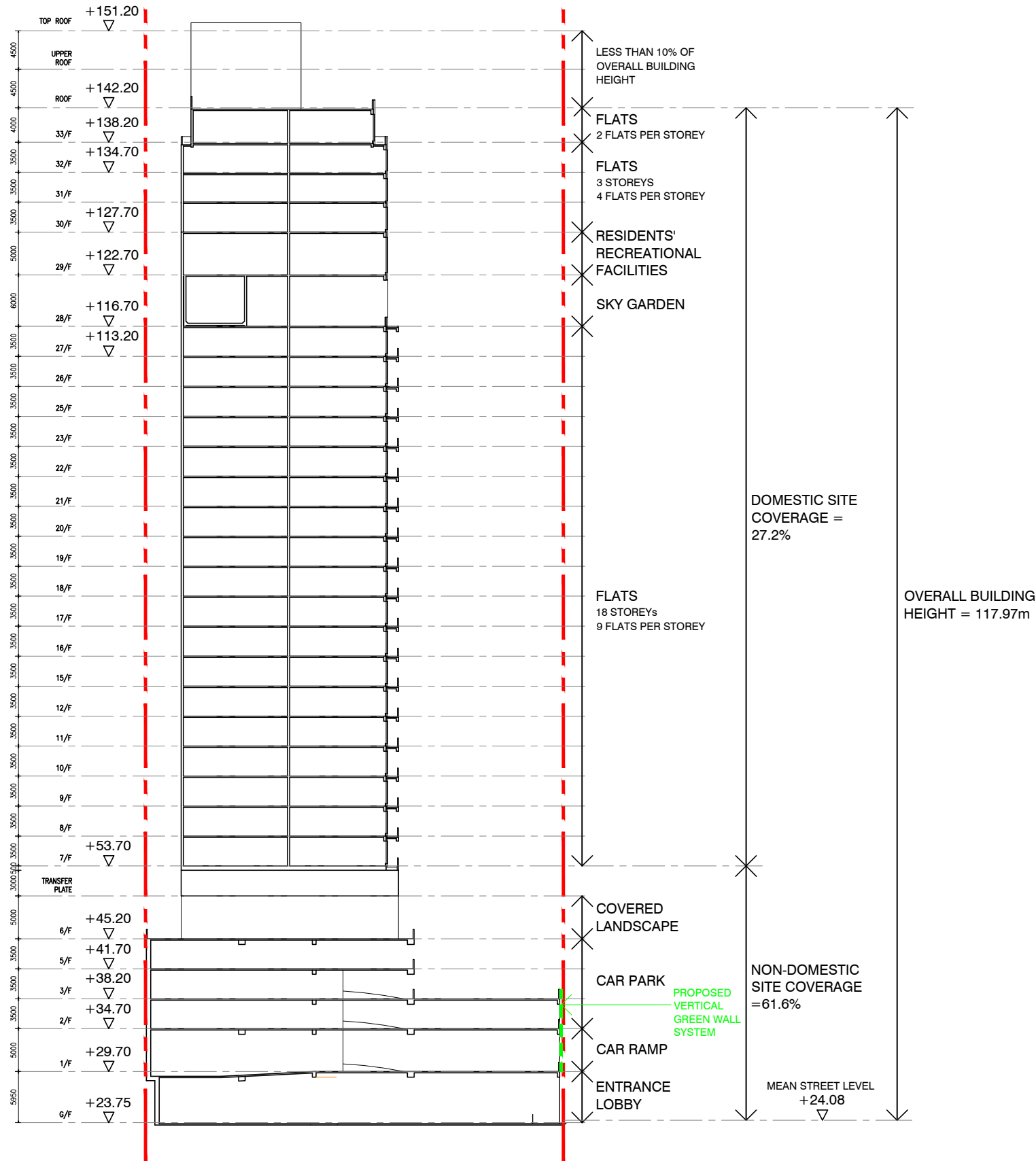
- PROPOSED LIFT CORE
- PROPOSED ANCILLARY FACILITIES



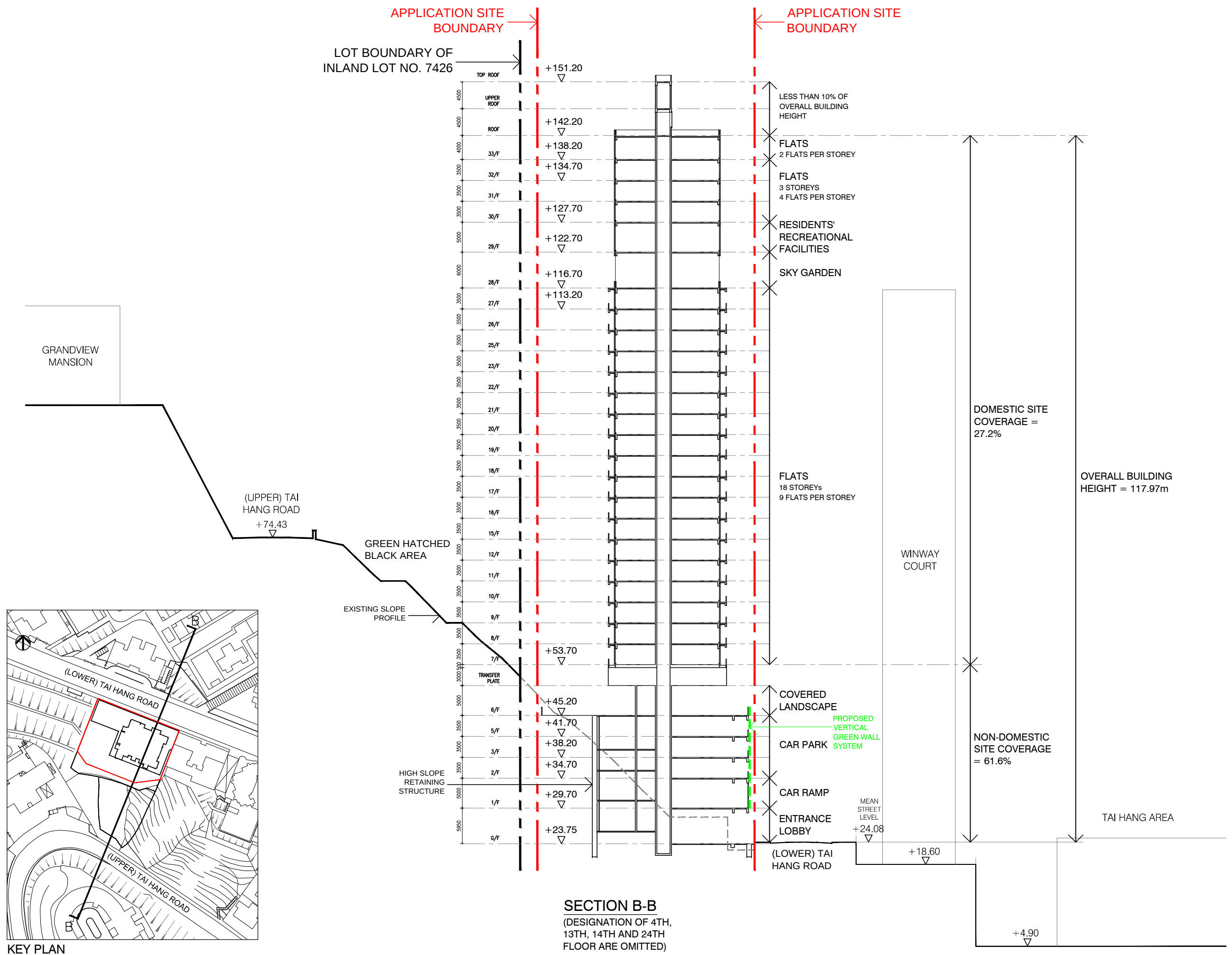
KEY PLAN

APPLICATION SITE
BOUNDARY

APPLICATION SITE
BOUNDARY



SECTION A-A
(DESIGNATION OF 4TH,
13TH, 14TH AND 24TH
FLOOR ARE OMITTED)



**Appendix 1-2 Comparison of Year 2040 Traffic Forecast and Year 2045 Traffic
Forecast**

Comparison of Year 2040 Traffic Forecast and Year 2045 Traffic Forecast

Link No.	Road Name	Direction	Traffic Forecast		
			Year 2040	Year 2045	Difference
			PM Peak	PM Peak	PM Peak
			Traffic Flow (veh/hr)	Traffic Flow (veh/hr)	Traffic Flow (veh/hr)
42a	Tai Hang Rd	NB	850	890	40
42b	Tai Hang Rd	SB	1193	850	-343
47a	Tai Hang Rd	NB	620	890	270
47b	Tai Hang Rd	SB	1330	670	-660
		Total	3993	3300	-693

Appendix 2-1 Traffic Forecast for Year 2045

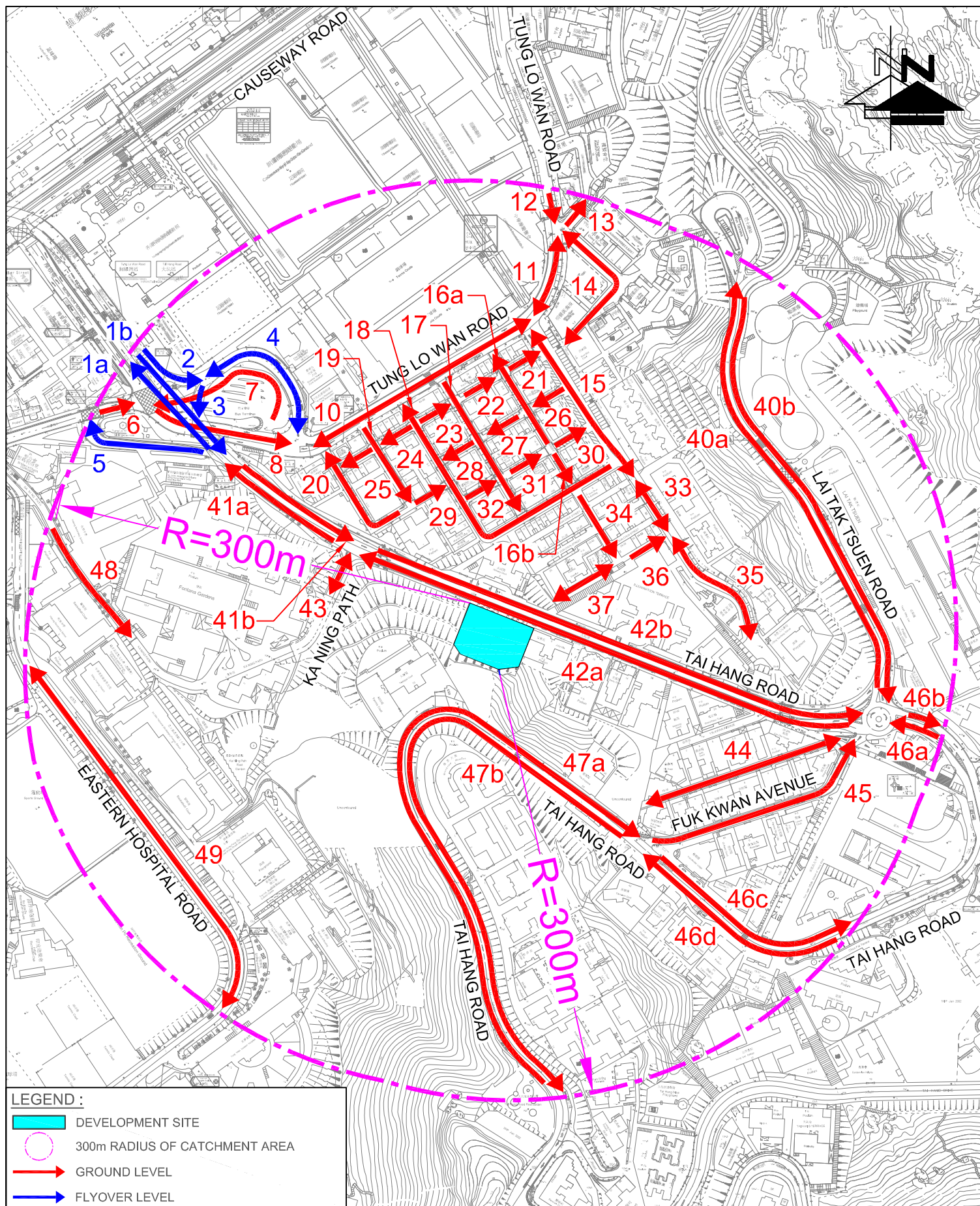


FIGURE NO.: 1		PROJECT TITLE: Residential Redevelopment at Nos 4-4C Tai Hang Road, Hong Kong	
PROJECT NO.: 26021HK		DRAWING TITLE: INDEX PLAN	
SCALE: 1 : 3500 @A4	DATE: 14 APR 2026	 CTA Consultants Limited 志達顧問有限公司	

26021HK
Residential Redevelopment at Nos 4-4C Tai Hang Road, Hong Kong
TRAFFIC FORECAST FOR TRAFFIC NOISE IMPACT ASSESSMENT

Link No.	Road Name	Direction	Year 2045			
			AM Peak		PM Peak	
			Traffic Flow (veh/hr)	HV%	Traffic Flow (veh/hr)	HV%
1a	Moreton Terrace Flyover	NB	590	20%	420	20%
1b	Moreton Terrace Flyover	SB	550	20%	580	20%
2	Ramp from Moreton Terrace Flyover to Tung Lo Wan Dr	EB	270	27%	280	15%
3	Ramp from Tung Lo Wan Dr to Moreton Terrace Flyover	WB	300	35%	300	25%
4	Tung Lo Wan Dr	Two-way	570	31%	580	22%
5	Ramp from Moreton Terrace Flyover to Tung Lo Wan Rd	NB	290	25%	480	23%
6	Tung Lo Wan Rd	EB	830	41%	860	32%
7	Bus Station to Tung Lo Wan Rd	WB	80	100%	100	100%
8	Tung Lo Wan Rd	Two-way	770	30%	820	10%
10	Tung Lo Wan Rd	Two-way	510	32%	560	20%
11	Tung Lo Wan Rd	Two-way	410	24%	430	11%
12	Tung Lo Wan Rd	SB	240	24%	240	11%
13	Lai Yin Ln	WB	240	21%	240	12%
14	Lin Fa Kung St West	Two-way	120	8%	120	4%
15	Wn Sha St	Two-way	240	8%	260	4%
16a	Ormsby St	NB	120	8%	120	4%
16b	Ormsby St	SB	60	8%	60	4%
17	Brown St	SB	170	8%	170	4%
18	Sun Chun St /Warren St	NB	170	8%	170	4%
19	Jones St	SB	120	8%	120	4%
20	Lai Yin St	NB	60	8%	60	4%
21	School St	EB	60	8%	60	4%
22	School St	EB	60	8%	60	4%
23	School St	EB	60	8%	60	4%
24	School St	WB	60	8%	60	4%
25	School St	WB	60	8%	60	4%
26	King St	WB	60	8%	60	4%
27	King St	WB	60	8%	60	4%
28	King St	WB	60	8%	60	4%
29	Second Lane	EB	60	8%	60	4%
30	Shepherd St	EB	60	8%	60	4%
31	Shepherd St	EB	60	8%	60	4%
32	Shepherd St	EB	60	8%	60	4%
33	Wun Sha St	Two-way	230	8%	190	4%
34	Ormsby St	SB	60	8%	60	4%
35	Wun Sha St	Two-way	160	8%	140	4%
36	Sun Chun St	EB	60	8%	60	4%
37	Sun Chun St	Two-way	60	8%	60	4%
40a	Lai Tak Tsuen Rd	NB	460	24%	540	17%
40b	Lai Tak Tsuen Rd	SB	310	28%	330	15%
41a	Tai Hang Rd	NB	870	17%	900	18%
41b	Tai Hang Rd	SB	850	27%	880	15%
42a	Tai Hang Rd	NB	850	16%	890	16%
42b	Tai Hang Rd	SB	850	26%	850	12%
43	Ka Ning Path	Two-way	30	0%	30	0%
44	Li Kwan Ave	Two-way	40	0%	40	0%
45	Fuk Kwan Ave	NB	280	0%	310	1%
46a	Tai Hang Rd	NB	520	14%	580	12%
46b	Tai Hang Rd	SB	700	23%	670	6%
46c	Tai Hang Rd	SB	700	23%	670	6%
46d	Tai Hang Rd	NB	520	14%	580	12%
47a	Tai Hang Rd	NB	800	11%	890	9%
47b	Tai Hang Rd	SB	700	20%	670	6%
48	Ka Ning Path	SB	30	0%	40	0%
49	Eastern Hospital Rd	Two-way	290	15%	230	14%

Appendix 2-2 Result of Road Traffic Noise Impact Assessment (Base and Mitigated Scenarios)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - AM Peak Flow (Worst Case)

Low Zone (7/F-27/F)																											
Floor	mPD	L-01	L-02	L-03	L-04	L-05	L-06	L-07	L-08	L-09	L-10	L-11	L-12	L-13	L-14	L-15	L-16	L-17	L-18	L-19	L-20	L-21	L-22	L-23	L-24	L-25	L-26
7/F	53.7	47	71	71	71	71	71	71	71	74	72	70	70	69	69	69	69	70	71	69	70	70	70	70	70	70	70
8/F	57.2	46	73	73	73	73	73	73	73	75	73	71	71	70	69	70	70	70	71	70	70	70	70	70	70	70	70
9/F	60.7	46	73	73	74	74	74	74	73	75	73	71	71	70	70	70	70	70	71	70	70	70	70	70	70	70	70
10/F	64.2	46	73	74	74	74	74	74	74	75	73	72	71	71	70	70	70	70	71	70	70	70	70	70	70	70	70
11/F	67.7	46	73	73	74	74	74	74	73	74	73	72	71	71	70	70	70	70	71	70	70	70	70	70	70	70	70
12/F	71.2	46	73	73	73	74	74	74	73	74	73	72	71	71	71	70	70	70	71	70	70	70	70	70	70	70	70
15/F	74.7	45	73	73	73	73	73	73	73	74	73	72	71	71	71	70	70	70	71	70	70	70	70	70	70	70	70
16/F	78.2	45	73	73	73	73	73	73	73	74	73	72	71	71	71	70	70	70	72	70	70	70	70	70	70	70	70
17/F	81.7	45	73	73	73	73	73	73	73	73	72	71	71	71	71	70	70	70	72	70	70	70	70	70	70	70	70
18/F	85.2	45	72	72	73	73	73	73	73	73	72	71	71	71	71	70	70	70	72	70	70	70	70	70	70	70	70
19/F	88.7	45	72	72	72	73	73	73	72	73	72	71	71	71	70	70	70	70	71	70	70	70	70	70	70	70	70
20/F	92.2	45	72	72	72	72	72	72	72	73	72	71	71	71	70	70	70	70	71	70	70	70	70	70	70	70	70
21/F	95.7	45	72	72	72	72	72	72	72	73	72	71	71	70	70	70	70	70	71	69	69	70	70	70	70	70	70
22/F	99.2	45	72	72	72	72	72	72	72	72	72	71	71	70	70	70	70	70	71	69	69	69	69	69	70	70	70
23/F	102.7	45	71	72	72	72	72	72	72	72	71	70	70	70	70	70	70	70	71	69	69	69	69	69	70	69	70
25/F	106.2	45	71	71	72	72	72	72	71	72	71	70	70	70	70	70	70	70	71	69	69	69	69	69	69	69	69
26/F	109.7	47	71	71	71	72	72	71	72	71	72	71	70	70	70	70	70	70	71	69	69	69	69	69	69	69	69
27/F	113.2	51	71	71	71	71	71	71	71	72	71	70	70	70	70	70	70	70	71	69	69	69	69	69	69	69	69
Max Noise Level	51	73	74	74	74	74	74	74	74	75	73	72	71	71	71	70	70	70	72	70	70	70	70	70	70	70	70
Exceedance		18				18			18			18			9		18				0		0		0		

High Zone (30/F-32/F)																					
Floor	mPD	H-01	H-02	H-03	H-04	H-05	H-06	H-07	H-08	H-09	H-10	H-11	H-12	H-13	H-14	H-15	H-16	H-17	H-18	H-19	H-20
30/F	127.7	71	71	71	71	71	71	70	69	69	69	69	69	69	69	70	68	68	68	69	69
31/F	131.2	71	71	71	71	70	71	70	69	69	69	69	69	69	69	70	68	68	68	68	68
32/F	134.7	70	71	71	71	70	71	70	69	69	69	69	69	69	69	70	68	68	68	68	68
Max Noise Level		71	71	71	71	71	71	70	69	69	69	69	69	69	69	70	68	68	68	69	69
Exceedance		3					3					0					0				

Penthouse (33/F)														
Floor	mPD	S-01	S-02	S-03	S-04	S-05	S-06	S-07	S-08	S-09	S-10	S-11	S-12	S-13
33/F	138.2	62	71	71	56	62	62	63	57	67	68	67	67	61
Max Noise Level		62	71	71	56	62	62	63	57	67	68	67	67	61
Exceedance		1						0						

Total no. of Flats:	176
Total no. of Exceedance:	106
Compliance Level:	40%
Max. Noise Level:	75

Notes:
71 Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Base Case - PM Peak Flow

Low Zone (7/F-27/F)																											
Floor	mPD	L-01	L-02	L-03	L-04	L-05	L-06	L-07	L-08	L-09	L-10	L-11	L-12	L-13	L-14	L-15	L-16	L-17	L-18	L-19	L-20	L-21	L-22	L-23	L-24	L-25	L-26
7/F	53.7	45	69	69	69	70	70	69	69	73	70	69	68	68	68	68	68	68	69	68	68	68	68	68	68	68	68
8/F	57.2	45	71	71	71	72	72	72	71	73	71	69	69	68	68	68	68	68	70	68	68	68	68	68	68	68	68
9/F	60.7	45	72	72	72	72	72	72	72	73	72	70	69	69	68	68	68	69	70	68	68	68	68	68	68	68	68
10/F	64.2	45	72	72	72	72	72	72	72	73	72	70	70	69	69	69	69	69	70	68	68	68	68	68	68	68	69
11/F	67.7	44	72	72	72	72	72	72	72	73	72	70	70	69	69	69	69	69	70	68	68	68	68	68	68	68	69
12/F	71.2	44	72	72	72	72	72	72	72	73	72	70	70	69	69	69	69	69	70	68	68	68	68	68	69	68	69
15/F	74.7	44	72	72	72	72	72	72	72	73	71	70	70	69	69	69	69	69	70	68	68	68	68	68	69	68	69
16/F	78.2	44	71	72	72	72	72	72	72	72	71	70	70	69	69	69	69	69	70	68	68	68	68	68	68	68	69
17/F	81.7	44	71	71	72	72	72	72	71	72	71	70	70	69	69	69	69	69	70	68	68	68	68	68	68	68	69
18/F	85.2	44	71	71	71	71	71	71	71	72	71	70	70	69	69	69	69	69	70	68	68	68	68	68	68	68	68
19/F	88.7	43	71	71	71	71	71	71	71	72	71	70	70	69	69	69	69	69	70	68	68	68	68	68	68	68	68
20/F	92.2	43	71	71	71	71	71	71	71	71	71	70	69	69	69	69	69	69	70	68	68	68	68	68	68	68	68
21/F	95.7	43	70	71	71	71	71	71	71	71	71	70	69	69	69	69	69	69	70	68	68	68	68	68	68	68	68
22/F	99.2	43	70	70	71	71	71	71	71	70	71	70	69	69	69	69	69	69	70	68	68	68	68	68	68	68	68
23/F	102.7	43	70	70	70	71	71	71	71	70	71	70	69	69	69	69	69	69	70	68	68	68	68	68	68	68	68
25/F	106.2	44	70	70	70	70	70	70	70	71	70	69	69	69	68	68	68	69	70	67	67	68	68	68	68	68	68
26/F	109.7	46	70	70	70	70	70	70	70	71	70	69	69	69	68	68	68	68	69	67	67	67	67	67	68	68	68
27/F	113.2	49	70	70	70	70	70	70	70	70	70	69	69	68	68	68	68	68	69	67	67	67	67	67	67	67	68
Max Noise Level		49	72	72	72	72	72	72	72	73	72	70	70	69	69	69	69	69	70	68	68	68	68	68	69	68	69
Exceedance			13				14			14			17			0		0			0		0		0		0

High Zone (30/F-32/F)																					
Floor	mPD	H-01	H-02	H-03	H-04	H-05	H-06	H-07	H-08	H-09	H-10	H-11	H-12	H-13	H-14	H-15	H-16	H-17	H-18	H-19	H-20
30/F	127.7	69	70	70	70	69	70	69	68	68	68	68	68	68	68	69	67	67	67	67	67
31/F	131.2	69	70	70	70	69	69	70	69	68	68	68	68	68	68	68	67	67	67	67	67
32/F	134.7	69	69	69	69	69	70	69	68	68	68	68	68	68	68	68	66	66	66	67	67
Max Noise Level		69	70	70	70	69	70	69	68	68	68	68	68	68	68	69	67	67	67	67	67
Exceedance		0					0					0					0				

Penthouse (33/F)														
Floor	mPD	S-01	S-02	S-03	S-04	S-05	S-06	S-07	S-08	S-09	S-10	S-11	S-12	S-13
33/F	138.2	61	69	69	55	61	61	61	55	65	66	65	65	60
Max Noise Level		61	69	69	55	61	61	61	55	65	66	65	65	60
Exceedance		0						0						

Total no. of Flats:	176
Total no. of Exceedance:	58
Compliance Level:	67%
Max. Noise Level:	73

Notes:
71 Noise level exceed stardand of 70 dB(A)

Predicted Road Traffic Noise (L10, dB(A)) at Selected Sensitive Receivers
Mitigated Case (Acoustic Window (Baffle Type), Acoustic Door (Baffle Type) and Fixed Glazing / Maintenance Window) - AM Peak Flow (Worst Case)

Low Zone (7/F-27/F)																											
Floor	mPD	L-01	L-02	L-03	L-04	L-05	L-06	L-07	L-08	L-09	L-10	L-11	L-12	L-13	L-14	L-15	L-16	L-17	L-18	L-19	L-20	L-21	L-22	L-23	L-24	L-25	L-26
7/F	53.7	-	67	68	65	67	65	65	66	-	67	70	70	69	69	69	69	70	67	69	70	70	70	70	70	70	70
8/F	57.2	-	69	70	67	68	67	67	68	-	68	67	64	70	69	70	70	70	67	70	70	70	70	70	70	70	70
9/F	60.7	-	70	70	67	69	68	68	69	-	69	67	64	70	70	70	70	70	67	70	70	70	70	70	70	70	70
10/F	64.2	-	70	70	68	69	68	68	69	-	69	68	64	66	70	70	70	70	67	70	70	70	70	70	70	70	70
11/F	67.7	-	70	70	67	69	68	68	69	-	69	68	65	66	70	70	70	70	67	70	70	70	70	70	70	70	70
12/F	71.2	-	69	70	67	69	68	68	68	-	69	68	65	66	64	70	70	70	67	70	70	70	70	70	70	70	70
15/F	74.7	-	69	70	67	69	68	67	68	-	68	68	65	66	64	70	70	70	67	70	70	70	70	70	70	70	70
16/F	78.2	-	69	70	67	68	67	67	68	-	68	68	65	66	64	70	70	70	67	70	70	70	70	70	70	70	70
17/F	81.7	-	69	69	67	68	67	67	68	-	68	67	64	66	64	70	70	70	67	70	70	70	70	70	70	70	70
18/F	85.2	-	69	69	66	68	67	67	68	-	68	67	64	66	64	70	70	70	67	70	70	70	70	70	70	70	70
19/F	88.7	-	68	69	66	68	67	67	67	-	68	67	64	66	70	70	70	70	67	70	70	70	70	70	70	70	70
20/F	92.2	-	68	69	66	68	67	66	67	-	68	67	64	66	70	70	70	70	67	70	70	70	70	70	70	70	70
21/F	95.7	-	68	69	66	67	66	66	67	-	67	67	64	70	70	70	70	70	67	69	69	70	70	70	70	70	70
22/F	99.2	-	68	68	66	67	66	66	67	-	67	67	64	70	70	70	70	70	67	69	69	69	69	69	70	70	70
23/F	102.7	-	68	68	66	67	66	66	67	-	67	70	70	70	70	70	70	70	67	69	69	69	69	69	70	69	70
25/F	106.2	-	68	68	65	67	66	66	66	-	67	70	70	70	70	70	70	70	67	69	69	69	69	69	69	69	69
26/F	109.7	-	67	68	65	67	66	66	66	-	67	70	70	70	70	70	70	70	67	69	69	69	69	69	69	69	69
27/F	113.2	-	67	68	65	67	66	65	66	-	67	70	70	70	70	70	70	70	67	69	69	69	69	69	69	69	69
Max Noise Level	0	70	70	68	69	68	68	69	0	69	70	70	70	70	70	70	70	70	67	70	70	70	70	70	70	70	70
Exceedance	0																										

High Zone (30/F-32/F)																					
Floor	mPD	H-01	H-02	H-03	H-04	H-05	H-06	H-07	H-08	H-09	H-10	H-11	H-12	H-13	H-14	H-15	H-16	H-17	H-18	H-19	H-20
30/F	127.7	-	62	66	66	65	-	70	69	69	69	69	69	69	69	70	68	68	68	69	69
31/F	131.2	-	62	66	66	70	-	70	69	69	69	69	69	69	69	70	68	68	68	68	68
32/F	134.7	-	62	66	66	70	-	70	69	69	69	69	69	69	69	70	68	68	68	68	68
Max Noise Level	0	62	66	66	70	0	70	69	69	69	69	69	69	69	69	70	68	68	68	69	69
Exceedance	0																				

Penthouse (33/F)														
Floor	mPD	S-01	S-02	S-03	S-04	S-05	S-06	S-07	S-08	S-09	S-10	S-11	S-12	S-13
33/F	138.2	62	67	65	56	62	62	63	57	67	68	67	67	61
Max Noise Level	62	67	65	56	62	62	63	57	67	68	67	67	67	61
Exceedance	0													

Total no. of Flats:	176
Total no. of Exceedance:	0
Compliance Level:	100%
Max. Noise Level:	70

Notes:

71	Noise level exceed stardand of 70 dB(A)
	Acoustic Window (Baffle Type)
	Acoustic Door (Baffle Type)
-	Fixed Glazing / Maintenance Window

**Appendix 2-3 Proposed Acoustic Window and Acoustic Door (Baffle Type)
Design**

Road Traffic Noise Impact Assessment

Acoustic Window (Baffle Type) and Acoustic Door (Baffle Type)

Summary Table of Major Parameters of Reference Case and Maximum Sound Attenuation Available

Name	Outer opening width, mm	Outer opening height, mm	Outer opening area, m ²	Air gap, mm	Overlapping length, mm	MPA Applied	Room Area, m ²	Maximum Noise Reduction Available, dB(A)
Acoustic Window (Baffle Type)								
AW1-PN	600	870	0.5	100	100	No	8.0	6.0
AW2-PN	750	1500	1.1	100	100	No	18.0	7.0
Acoustic Door (Baffle Type)								
AD-NPE	1275	2535	3.2	100	375	No	38.3	8.8

Note:

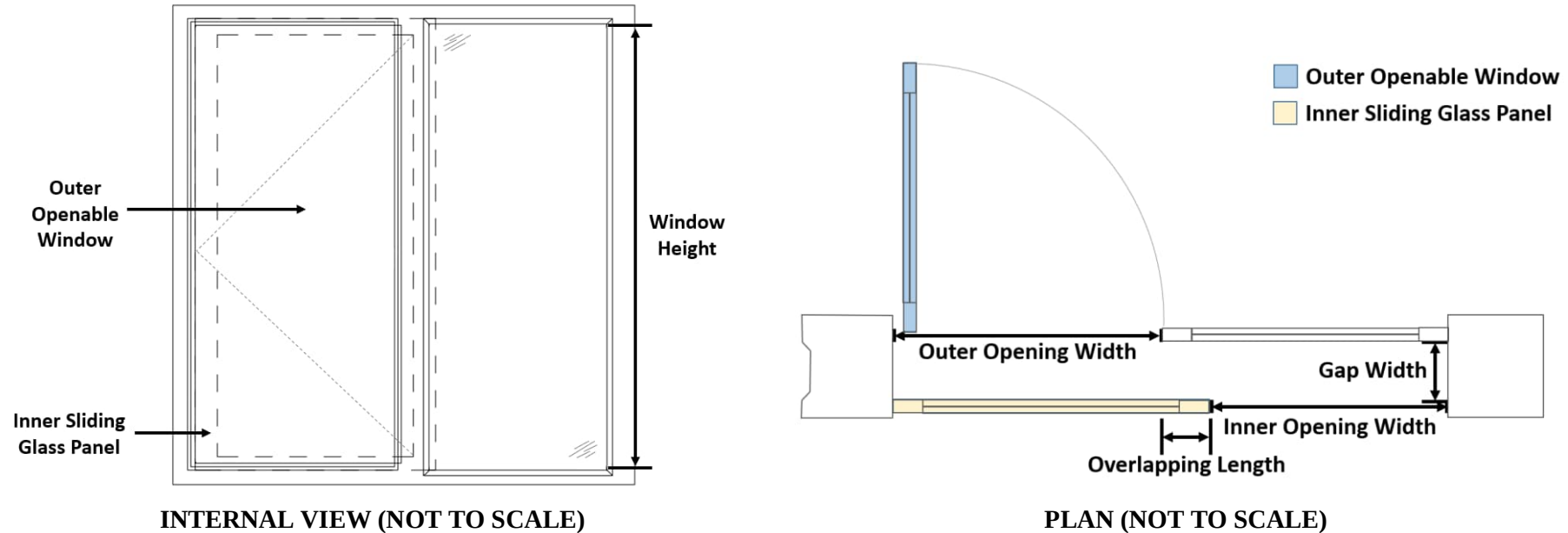
MPA: Micro Perforated Absorber

Road Traffic Noise Impact Assessment
Acoustic Window (Baffle Type) and Acoustic Door (Baffle Type)
Table of Major Parameters, Room Size and Sound Attenuation Adjustment of "Proposed Case for Proposed Development" and "Corresponding Reference Case"

Zone	Unit	Room	Opening	NSRs	Case	Proposed Development					Reference Case								Room Size Adjustment: 10xlog(RA / RAref) (adjust downward only), dB(A)	Relative Noise Reduction, dB(A)	Noise Reduction Required, dB(A)
						Outer opening area, m ²	Air gap, mm	Overlapping length, mm	MPA applied?	Room area (RA), m ²	Outer opening width, mm	Outer opening height, mm	Outer opening area, m ²	Air gap, mm	Overlapping length, mm	MPA applied?	Room area (RAref), m ²	Ref. sound attenuation, dB(A)			
Low Zone	F	BR	W	L-02	AW2-PN	1.1	100	100	No	8.4	750	1500	1.1	100	100	No	18.0	7.0	-3.3	3.7	2.9
Low Zone	F	BR	W	L-03	AW1-PN	0.5	100	100	No	4.2	600	870	0.5	100	100	No	8.0	6.0	-2.8	3.2	3.1
Low Zone	F	LIV/DIN	D	L-04	AD-NPE	3.2	100	375	No	20.8	1275	2535	3.2	100	375	No	38.3	8.8	-2.7	6.1	3.3
Low Zone	E	LIV/DIN	D	L-05	AD-NPE	3.2	100	375	No	15.2	1275	2535	3.2	100	375	No	38.3	8.8	-4.0	4.8	3.4
Low Zone	E	BR	W	L-06	AW1-PN	0.5	100	100	No	7.5	600	870	0.5	100	100	No	8.0	6.0	-0.3	5.7	3.3
Low Zone	D	BR	W	L-07	AW1-PN	0.5	100	100	No	7.9	600	870	0.5	100	100	No	8.0	6.0	-0.1	5.9	3.3
Low Zone	D	LIV/DIN	D	L-08	AD-NPE	3.2	100	375	No	15.5	1275	2535	3.2	100	375	No	38.3	8.8	-3.9	4.9	3.1
Low Zone	C	BR	W	L-10	AW2-PN	1.1	100	100	No	9.8	750	1500	1.1	100	100	No	18.0	7.0	-2.6	4.4	2.7
Low Zone	C	BR	W	L-11	AW1-PN	0.5	100	100	No	4.9	600	870	0.5	100	100	No	8.0	6.0	-2.1	3.9	1.4
Low Zone	C	LIV/DIN	D	L-12	AD-NPE	3.2	100	375	No	24.1	1275	2535	3.2	100	375	No	38.3	8.8	-2.0	6.8	1.0
Low Zone	B	BR	W	L-13	AW1-PN	0.5	100	100	No	5.8	600	870	0.5	100	100	No	8.0	6.0	-1.4	4.6	0.5
Low Zone	B	LIV/DIN	D	L-14	AD-NPE	3.2	100	375	No	21.0	1275	2535	3.2	100	375	No	38.3	8.8	-2.6	6.2	0.1
Low Zone	A	BR	W	L-18	AW2-PN	1.1	100	100	No	9.2	750	1500	1.1	100	100	No	18.0	7.0	-2.9	4.1	1.1
High Zone	C	LIV/DIN	D	H-02	AD-NPE	3.2	100	375	No	37.6	1275	2535	3.2	100	375	No	38.3	8.8	-0.1	8.7	0.4
High Zone	C	BR	W	H-03	AW1-PN	0.5	100	100	No	6.10	600	870	0.5	100	100	No	8.0	6.0	-1.2	4.8	0.5
High Zone	C	BR	W	H-04	AW1-PN	0.5	100	100	No	6.30	600	870	0.5	100	100	No	8.0	6.0	-1.0	5.0	0.5
High Zone	C	BR	W	H-05	AW2-PN	1.1	100	100	No	12.60	750	1500	1.1	100	100	No	18.0	7.0	-1.5	5.5	0.2
Penthouse	A	BR	W	S-02	AW2-PN	1.1	100	100	No	8.70	750	1500	1.1	100	100	No	18.0	7.0	-3.2	3.8	0.1
Penthouse	A	BR	W	S-03	AW2-PN	1.1	100	100	No	12.80	750	1500	1.1	100	100	No	18.0	7.0	-1.5	5.5	0.2

**Appendix 2-4 Estimation of Maximum Allowed Sound Attenuation of Acoustic
Window and Acoustic Door (Baffle Type)**

(I) Possible design of “Acoustic Window (Baffle Type)” for 8m² and 18m² habitable rooms (i.e. dining room, living room or bedroom)

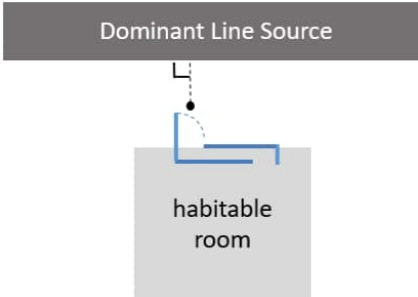
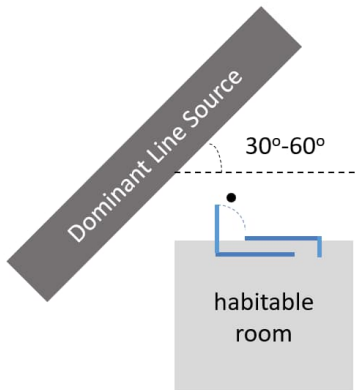
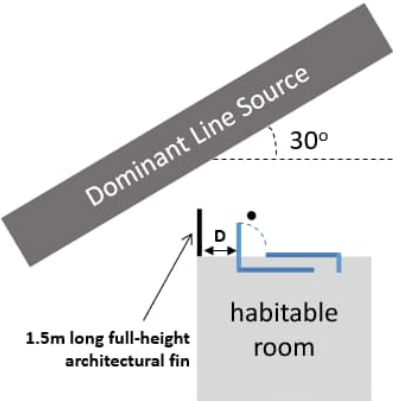


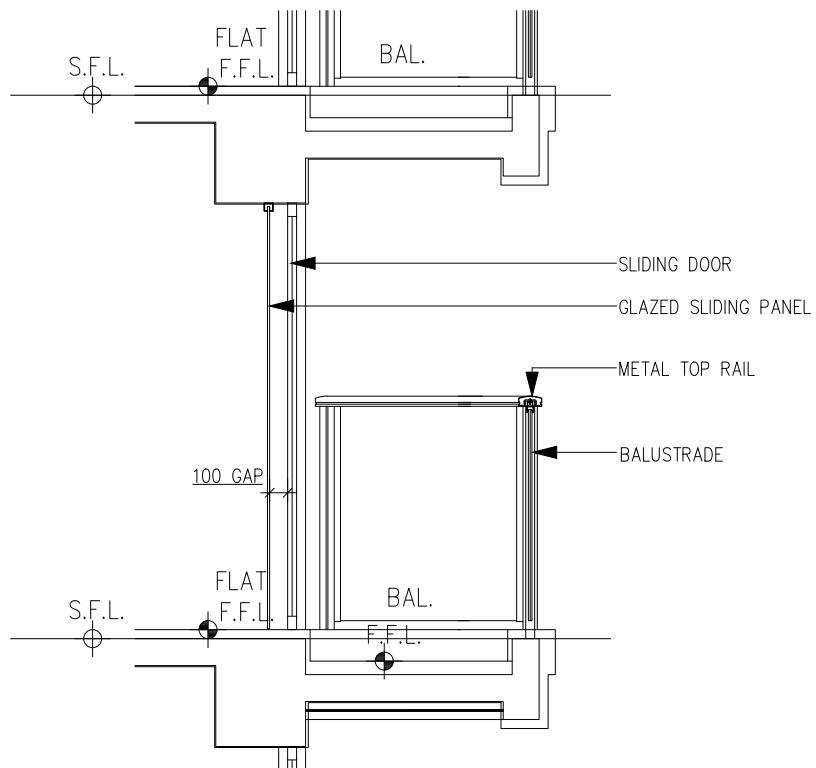
Possible Designs of “Acoustic Window (Baffle Type)” for 8m ² and 18m ² rooms					
Room Size (m ²)	Room Dimensions (mm ³)	Inner Window Opening (mm ²)	Outer Window Opening (mm ²)	Overlapping Length (mm)	Gap Width (mm)
8	3200 (W) x 2500 (D) x 3400 (H)	580 (W) x 870 (H)	600 (W) x 870 (H)	≥ 100	100 to 175
18	5300 (W) x 3390 (D) x 3400 (H)	750 (W) x 1500 (H)	750 (W) x 1500 (H)	≥ 100	100 to 175

Notes:

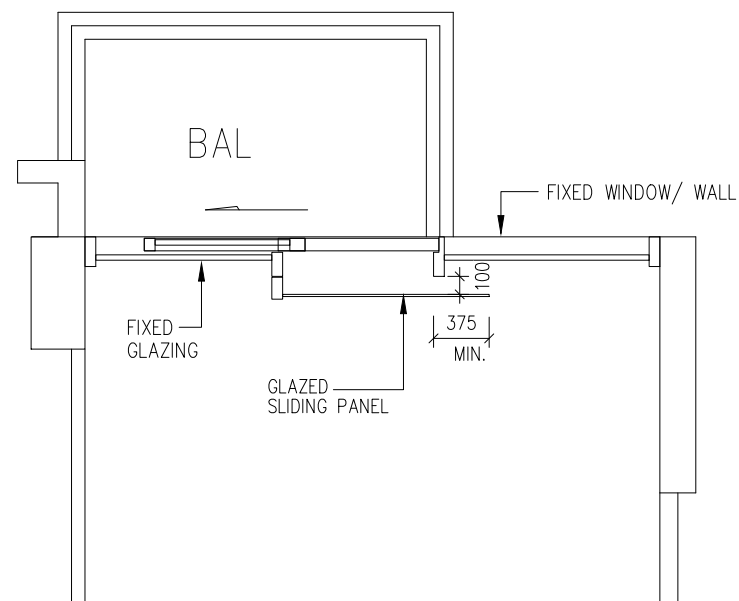
- These are feasible designs of AW(BT) for 8m² and 18m² rooms.
- For optimum performance of noise reduction, the air gap should have a pane-to-pane overlapping length of ≥ 100mm and a gap width between 100mm and 175mm, with the inner sliding glass panel in a closed position. The window pane shall be ≥ 6mm in thickness.

Proposed Acoustic Window (Baffle Type) Design

Table 1: Summary on RNR of Acoustic Window (Baffle Type) (for use in NIA) *Plan not to scale		Correction dB(A) L10(1hr)	
		8m ²	18m ²
	(a) Provision of AW(BT) parallel to dominant line source (whichever side the outer side-hung window is)	- 6.0	- 7.0
		- 7.5 (added SAM ¹)	- 8.5 (added SAM ¹)
	(b) Tilting the AW(BT) in (a) above to 30° - 60° horizontal incident angle to dominant line source (whichever side the outer side-hung window is)	- 7.0	- 8.0
		- 8.5 (added SAM ¹)	- 9.5 (added SAM ¹)
 D = Distance from architectural fin to nearest window frame should be at most 900mm.	(b1) If tilted AW(BT) is at 30° horizontal incident angle to dominant line source + 1.5m long full-height architectural fin² * AW(BT) + architectural fin should be considered as ONE package of noise mitigation measures. Outer side-hung window of AW(BT) and architectural fin should be installed at the side nearer to dominant line source.	- 8.0	- 9.0
		- 9.5 (added SAM ¹)	- 10.5 (added SAM ¹)



TYPICAL SECTION



TYPICAL PLAN

Appendix: 2-3

Title: Proposed Acoustic Door (Baffle Type) Design

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

RAMBOLL

Drawn by: CM

Checked by: CC

Rev.: 1.0

Date: Apr 2026

Appendix 2-5 Schedule of Noise Mitigation Measures

Appendix 2.5 Schedule of Noise Mitigation Measures

Zone	NSR	Unit	Room	Floor	Noise Mitigation Measures
Low Zone	L-01	F	LIV/DIN	7/F-27/F	Fixed Glazing / Maintenance Window
Low Zone	L-02		BR	7/F-27/F	Acoustic Window (Baffle Type)
Low Zone	L-03		BR	7/F-27/F	Acoustic Window (Baffle Type)
Low Zone	L-04		LIV/DIN	7/F-27/F	Acoustic Door (Baffle Type)
Low Zone	L-05	E	LIV/DIN	7/F-27/F	Acoustic Door (Baffle Type)
Low Zone	L-06		BR	7/F-27/F	Acoustic Window (Baffle Type)
Low Zone	L-07	D	BR	7/F-27/F	Acoustic Window (Baffle Type)
Low Zone	L-08		LIV/DIN	7/F-27/F	Acoustic Door (Baffle Type)
Low Zone	L-09	C	BR	7/F-27/F	Fixed Glazing / Maintenance Window
Low Zone	L-10			7/F-27/F	Acoustic Window (Baffle Type) & Fixed Glazing / Maintenance Window
Low Zone	L-11		BR	8/F-22/F	Acoustic Window (Baffle Type)
Low Zone	L-12		LIV/DIN	8/F-22/F	Acoustic Door (Baffle Type)
Low Zone	L-13	B	BR	10/F-20/F	Acoustic Window (Baffle Type)
Low Zone	L-14		LIV/DIN	12/F-18/F	Acoustic Door (Baffle Type)
Low Zone	L-18	A	BR	7/F-27/F	Acoustic Window (Baffle Type) & Fixed Glazing / Maintenance Window
High Zone	H-01	C	LIV/DIN	30/F-32/F	Fixed Glazing / Maintenance Window
High Zone	H-02			30/F-32/F	Acoustic Door (Baffle Type)
High Zone	H-03		BR	30/F-32/F	Acoustic Window (Baffle Type)
High Zone	H-04		BR	30/F-32/F	Acoustic Window (Baffle Type)
High Zone	H-05		BR	30/F	Acoustic Window (Baffle Type)
High Zone	H-06	B	BR	30/F-32/F	Fixed Glazing / Maintenance Window
High Zone	-			30/F-32/F	Fixed Glazing / Maintenance Window
Penthouse	S-02	A	BR	33/F	Acoustic Window (Baffle Type)
Penthouse	S-03		BR	33/F	Acoustic Window (Baffle Type)

Note:

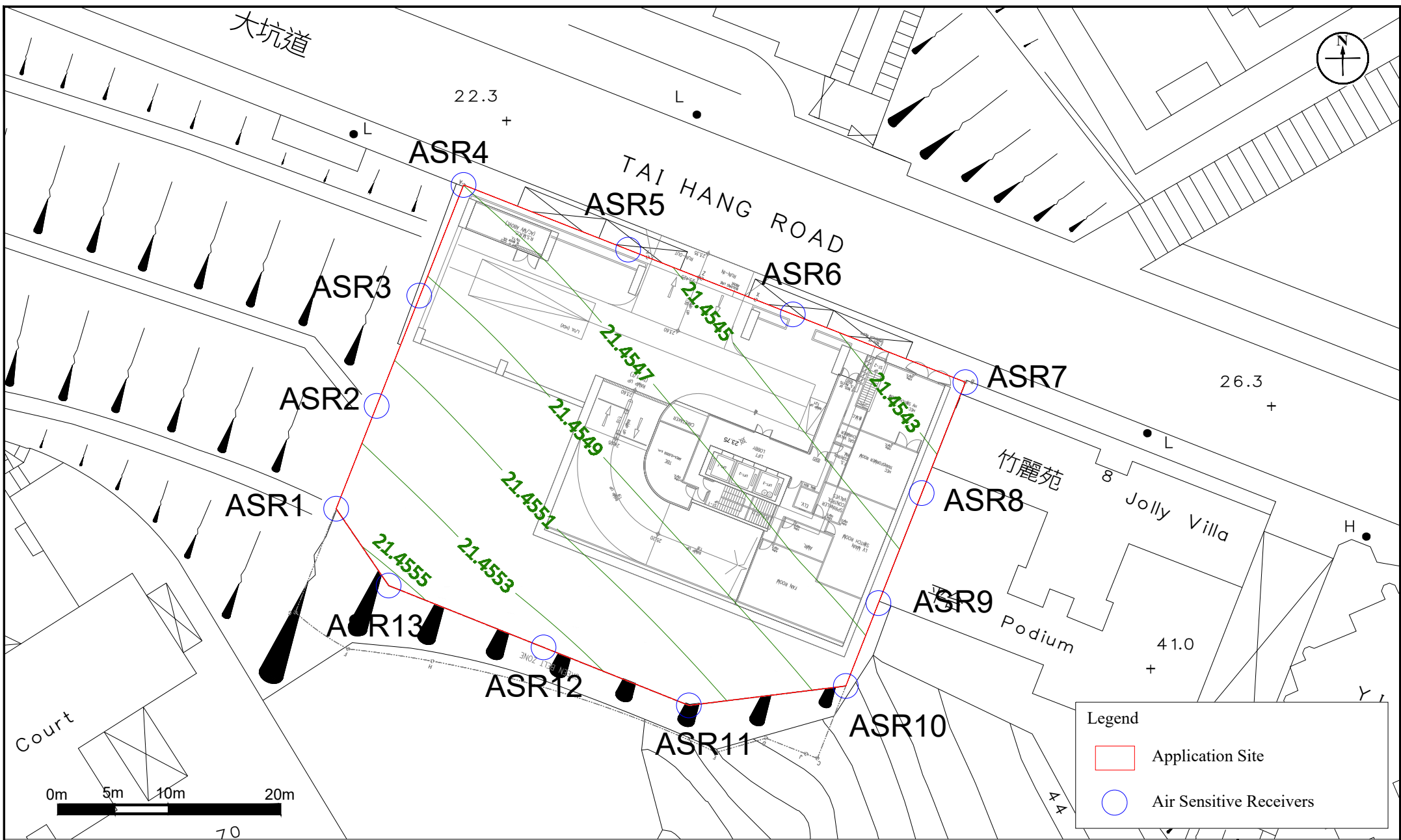
13/F, 14/F and 24/F omitted.

Appendix 3-1 Predicted Air Quality Impact Assessment Results

ASRs ID	PATH Grid	ASR Coordinates		Local Ground, z mPD	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Model Height, mPD	PATH level	Predicted Cumulative Impacts (µg/m³) in Year 2030									
		x	y						SO ₂		NO ₂		RSP		FSP			
									10-min (AQO=500)	24-h (AQO=40)	1-h (AQO=200)	24-h (AQO=120)	Annual (AQO=40)	24-h (AQO=75)	Annual (AQO=30)	24-h (AQO=37.5)	Annual (AQO=15)	
									4 th highest	4 th highest	19 th highest	10 th highest		10 th highest		19 th highest		
ASR1_1	42,29	837792	815385	23.60	1.50	25.10	1.55	1	21.5	6.7	122.0	51.6	28.2	51.2	19.7	29.9	12.1	
ASR1_2	42,29	837792	815385	23.60	16.45	40.05	2.66	1	21.5	6.7	119.6	50.7	28.0	51.2	19.7	29.9	12.1	
ASR1_3	42,29	837792	815385	23.60	19.95	43.55	2.92	2	21.6	6.7	117.2	49.1	26.0	51.1	19.4	29.9	11.8	
ASR1_4	42,29	837792	815385	23.60	27.95	51.55	3.52	2	21.6	6.7	116.3	48.5	25.9	51.1	19.4	29.9	11.8	
ASR1_5	42,29	837792	815385	23.60	31.45	55.05	3.78	2	21.6	6.7	115.7	48.2	25.7	51.1	19.4	29.9	11.8	
ASR1_6	42,29	837792	815385	23.60	34.95	58.55	4.04	2	21.6	6.7	115.1	48.0	25.6	51.1	19.4	29.9	11.8	
ASR1_7	42,29	837792	815385	23.60	38.45	62.05	4.30	3	21.7	6.8	113.0	46.4	24.2	50.9	19.2	29.8	11.6	
ASR1_8	42,29	837792	815385	23.60	41.95	65.55	4.56	3	21.7	6.8	112.1	46.1	24.0	50.9	19.2	29.8	11.6	
ASR1_9	42,29	837792	815385	23.60	48.95	72.55	5.08	3	21.7	6.8	110.5	45.5	23.6	50.9	19.1	29.8	11.6	
ASR1_10	42,29	837792	815385	23.60	55.95	79.55	5.61	4	21.7	6.8	108.2	43.9	22.5	50.7	19.0	29.6	11.4	
ASR1_11	42,29	837792	815385	23.60	62.95	86.55	6.13	4	21.7	6.8	106.7	43.3	22.1	50.7	18.9	29.6	11.4	
ASR1_12	42,29	837792	815385	23.60	69.95	93.55	6.65	4	21.7	6.8	104.6	42.8	21.8	50.7	18.9	29.6	11.4	
ASR1_13	42,29	837792	815385	23.60	79.45	103.05	7.36	5	21.8	6.8	103.4	41.0	20.6	50.6	18.8	29.4	11.3	
ASR1_14	42,29	837792	815385	23.60	84.45	108.05	7.73	5	21.8	6.8	102.1	40.6	20.4	50.6	18.8	29.4	11.3	
ASR1_15	42,29	837792	815385	23.60	91.45	115.05	8.25	5	21.8	6.8	99.9	40.0	20.1	50.6	18.8	29.4	11.3	
ASR1_16	42,29	837792	815385	23.60	98.45	122.05	8.77	5	21.8	6.8	99.5	39.6	19.8	50.6	18.7	29.3	11.3	
ASR1_17	42,29	837792	815385	23.60	105.45	129.05	9.30	6	21.8	6.8	96.7	38.0	18.8	50.4	18.6	29.1	11.1	
ASR1_18	42,29	837792	815385	23.60	112.95	136.55	9.85	6	21.8	6.8	95.5	37.3	18.4	50.3	18.6	29.0	11.1	
ASR2_1	42,29	837796	815394	23.60	1.50	25.10	1.55	1	21.5	6.7	125.0	55.5	30.0	51.2	19.7	30.0	12.2	
ASR2_2	42,29	837796	815394	23.60	16.45	40.05	2.66	1	21.5	6.7	123.0	53.2	29.7	51.2	19.7	30.0	12.2	
ASR2_3	42,29	837796	815394	23.60	19.95	43.55	2.92	2	21.6	6.7	122.7	52.0	27.6	51.2	19.4	30.0	11.8	
ASR2_4	42,29	837796	815394	23.60	27.95	51.55	3.52	2	21.6	6.7	122.7	50.9	27.4	51.2	19.4	30.0	11.8	
ASR2_5	42,29	837796	815394	23.60	31.45	55.05	3.78	2	21.6	6.7	122.2	50.3	27.2	51.2	19.4	30.0	11.8	
ASR2_6	42,29	837796	815394	23.60	34.95	58.55	4.04	2	21.6	6.7	121.3	50.0	27.0	51.2	19.4	30.0	11.8	
ASR2_7	42,29	837796	815394	23.60	38.45	62.05	4.30	3	21.7	6.8	118.0	48.4	25.6	51.0	19.2	29.8	11.6	
ASR2_8	42,29	837796	815394	23.60	41.95	65.55	4.56	3	21.7	6.8	116.9	48.0	25.3	50.9	19.2	29.8	11.6	
ASR2_9	42,29	837796	815394	23.60	48.95	72.55	5.08	3	21.7	6.8	116.6	47.2	24.8	50.9	19.2	29.8	11.6	
ASR2_10	42,29	837796	815394	23.60	55.95	79.55	5.61	4	21.7	6.8	113.6	46.3	23.5	50.8	19.0	29.7	11.5	
ASR2_11	42,29	837796	815394	23.60	62.95	86.55	6.13	4	21.7	6.8	111.6	45.4	23.0	50.8	19.0	29.7	11.4	
ASR2_12	42,29	837796	815394	23.60	69.95	93.55	6.65	4	21.7	6.8	109.9	45.0	22.6	50.8	18.9	29.7	11.4	
ASR2_13	42,29	837796	815394	23.60	79.45	103.05	7.36	5	21.8	6.8	106.2	41.7	21.2	50.6	18.8	29.4	11.3	
ASR2_14	42,29	837796	815394	23.60	84.45	108.05	7.73	5	21.8	6.8	105.7	41.1	20.9	50.6	18.8	29.4	11.3	
ASR2_15	42,29	837796	815394	23.60	91.45	115.05	8.25	5	21.8	6.8	103.7	40.2	20.4	50.6	18.8	29.4	11.3	
ASR2_16	42,29	837796	815394	23.60	98.45	122.05	8.77	5	21.8	6.8	102.9	39.7	20.0	50.6	18.8	29.3	11.3	
ASR2_17	42,29	837796	815394	23.60	105.45	129.05	9.30	6	21.8	6.8	99.3	38.3	19.0	50.4	18.6	29.1	11.1	
ASR2_18	42,29	837796	815394	23.60	112.95	136.55	9.85	6	21.8	6.8	97.0	37.3	18.5	50.3	18.6	29.1	11.1	
ASR3_1	42,29	837800	815404	23.60	1.50	25.10	1.55	1	21.5	6.7	138.9	63.2	33.8	51.2	19.8	30.1	12.2	
ASR3_2	42,29	837800	815404	23.60	16.45	40.05	2.66	1	21.5	6.7	138.0	60.6	32.8	51.1	19.8	30.1	12.2	
ASR3_3	42,29	837800	815404	23.60	19.95	43.55	2.92	2	21.6	6.7	138.6	58.2	30.7	51.4	19.5	30.1	11.9	
ASR3_4	42,29	837800	815404	23.60	27.95	51.55	3.52	2	21.6	6.7	136.8	55.9	30.1	51.3	19.5	30.1	11.9	
ASR3_5	42,29	837800	815404	23.60	31.45	55.05	3.78	2	21.6	6.7	134.0	55.6	29.7	51.3	19.5	30.0	11.9	
ASR3_6	42,29	837800	815404	23.60	34.95	58.55	4.04	2	21.6	6.7	133.5	55.3	29.3	51.3	19.5	30.0	11.9	
ASR3_7	42,29	837800	815404	23.60	38.45	62.05	4.30	3	21.7	6.8	130.9	53.6	27.8	51.1	19.3	29.9	11.7	
ASR3_8	42,29	837800	815404	23.60	41.95	65.55	4.56	3	21.7	6.8	130.4	53.0	27.3	51.1	19.2	29.9	11.7	
ASR3_9	42,29	837800	815404	23.60	48.95	72.55	5.08	3	21.7	6.8	128.3	50.8	26.4	51.0	19.2	29.9	11.6	
ASR3_10	42,29	837800	815404	23.60	55.95	79.55	5.61	4	21.7	6.8	124.1	49.1	24.9	50.9	19.0	29.7	11.5	
ASR3_11	42,29	837800	815404	23.60	62.95	86.55	6.13	4	21.7	6.8	120.6	48.6	24.1	50.9	19.0	29.7	11.5	
ASR3_12	42,29	837800	815404	23.60	69.95	93.55	6.65	4	21.7	6.8	119.5	47.8	23.3	50.8	19.0	29.7	11.4	
ASR3_13	42,29	837800	815404	23.60	79.45	103.05	7.36	5	21.8	6.8	115.7	44.8	21.6					

ASRs ID	PATH Grid	ASR Coordinates		Local Ground, z mPD	Flag Pole Receiver Height, mAG	Flag Pole Receiver Height, mPD	Model Height, mPD	PATH level	Predicted Cumulative Impacts (µg/m ³) in Year 2030									
		x	y						SO ₂		NO ₂		RSP		FSP			
									10-min (AQO=500)	24-h (AQO=40)	1-h (AQO=200)	24-h (AQO=120)	Annual (AQO=40)	24-h (AQO=75)	Annual (AQO=30)	24-h (AQO=37.5)	Annual (AQO=15)	
									4 th highest	4 th highest	19 th highest	10 th highest		10 th highest		19 th highest		
ASR7_1	42,29	837849	815396	23.60	1.50	25.10	1.55	1	21.5	6.7	170.7	81.3	44.6	51.4	20.2	30.5	12.6	
ASR7_2	42,29	837849	815396	23.60	16.45	40.05	2.66	1	21.5	6.7	165.6	73.9	40.6	51.2	20.1	30.3	12.4	
ASR7_3	42,29	837849	815396	23.60	19.95	43.55	2.92	2	21.6	6.7	161.1	71.8	38.1	51.4	19.7	30.3	12.1	
ASR7_4	42,29	837849	815396	23.60	27.95	51.55	3.52	2	21.6	6.7	156.8	66.9	35.4	51.4	19.7	30.2	12.0	
ASR7_5	42,29	837849	815396	23.60	31.45	55.05	3.78	2	21.6	6.7	155.1	63.8	34.0	51.3	19.6	30.2	12.0	
ASR7_6	42,29	837849	815396	23.60	34.95	58.55	4.04	2	21.6	6.7	153.9	61.7	33.0	51.3	19.6	30.1	12.0	
ASR7_7	42,29	837849	815396	23.60	38.45	62.05	4.30	3	21.7	6.8	150.5	58.7	30.6	51.2	19.3	30.0	11.7	
ASR7_8	42,29	837849	815396	23.60	41.95	65.55	4.56	3	21.7	6.8	149.2	57.1	29.3	51.2	19.3	29.9	11.7	
ASR7_9	42,29	837849	815396	23.60	48.95	72.55	5.08	3	21.7	6.8	145.9	53.6	27.4	51.1	19.2	29.9	11.7	
ASR7_10	42,29	837849	815396	23.60	55.95	79.55	5.61	4	21.7	6.8	145.1	49.8	25.1	50.9	19.0	29.7	11.5	
ASR7_11	42,29	837849	815396	23.60	62.95	86.55	6.13	4	21.7	6.8	141.0	47.9	23.8	50.9	19.0	29.7	11.5	
ASR7_12	42,29	837849	815396	23.60	69.95	93.55	6.65	4	21.7	6.8	135.2	45.5	22.7	50.8	18.9	29.7	11.4	
ASR7_13	42,29	837849	815396	23.60	79.45	103.05	7.36	5	21.8	6.8	131.3	41.9	20.7	50.7	18.8	29.5	11.3	
ASR7_14	42,29	837849	815396	23.60	84.45	108.05	7.73	5	21.8	6.8	129.8	41.1	20.2	50.7	18.8	29.5	11.3	
ASR7_15	42,29	837849	815396	23.60	91.45	115.05	8.25	5	21.8	6.8	129.2	39.2	19.5	50.6	18.7	29.4	11.2	
ASR7_16	42,29	837849	815396	23.60	98.45	122.05	8.77	5	21.8	6.8	127.5	38.5	19.0	50.6	18.7	29.4	11.2	
ASR7_17	42,29	837849	815396	23.60	105.45	129.05	9.30	6	21.8	6.8	123.5	37.4	17.9	50.3	18.6	29.1	11.1	
ASR7_18	42,29	837849	815396	23.60	112.95	136.55	9.85	6	21.8	6.8	118.1	36.3	17.4	50.2	18.6	29.1	11.1	
ASR8_1	42,29	837845	815386	23.60	1.50	25.10	1.55	1	21.5	6.7	138.3	62.3	33.7	51.2	19.8	30.1	12.2	
ASR8_2	42,29	837845	815386	23.60	16.45	40.05	2.66	1	21.5	6.7	136.1	60.1	32.8	51.1	19.8	30.1	12.2	
ASR8_3	42,29	837845	815386	23.60	19.95	43.55	2.92	2	21.6	6.7	134.6	58.1	30.7	51.4	19.5	30.1	11.9	
ASR8_4	42,29	837845	815386	23.60	27.95	51.55	3.52	2	21.6	6.7	132.3	56.6	30.0	51.3	19.5	30.0	11.9	
ASR8_5	42,29	837845	815386	23.60	31.45	55.05	3.78	2	21.6	6.7	130.9	55.6	29.6	51.3	19.5	30.0	11.9	
ASR8_6	42,29	837845	815386	23.60	34.95	58.55	4.04	2	21.6	6.7	130.9	54.8	29.3	51.3	19.5	30.0	11.9	
ASR8_7	42,29	837845	815386	23.60	38.45	62.05	4.30	3	21.7	6.8	129.2	52.3	27.7	51.1	19.3	29.9	11.7	
ASR8_8	42,29	837845	815386	23.60	41.95	65.55	4.56	3	21.7	6.8	126.5	51.0	27.2	51.1	19.2	29.9	11.7	
ASR8_9	42,29	837845	815386	23.60	48.95	72.55	5.08	3	21.7	6.8	125.1	49.6	26.3	51.0	19.2	29.8	11.6	
ASR8_10	42,29	837845	815386	23.60	55.95	79.55	5.61	4	21.7	6.8	124.2	48.4	24.8	50.9	19.0	29.7	11.5	
ASR8_11	42,29	837845	815386	23.60	62.95	86.55	6.13	4	21.7	6.8	121.3	47.8	24.0	50.8	19.0	29.7	11.5	
ASR8_12	42,29	837845	815386	23.60	69.95	93.55	6.65	4	21.7	6.8	120.0	45.8	23.3	50.8	19.0	29.7	11.4	
ASR8_13	42,29	837845	815386	23.60	79.45	103.05	7.36	5	21.8	6.8	115.2	43.3	21.6	50.7	18.8	29.5	11.3	
ASR8_14	42,29	837845	815386	23.60	84.45	108.05	7.73	5	21.8	6.8	113.6	42.4	21.2	50.7	18.8	29.4	11.3	
ASR8_15	42,29	837845	815386	23.60	91.45	115.05	8.25	5	21.8	6.8	111.6	40.8	20.5	50.6	18.8	29.4	11.3	
ASR8_16	42,29	837845	815386	23.60	98.45	122.05	8.77	5	21.8	6.8	107.8	39.7	19.9	50.6	18.7	29.4	11.3	
ASR8_17	42,29	837845	815386	23.60	105.45	129.05	9.30	6	21.8	6.8	105.1	37.4	18.8	50.3	18.6	29.1	11.1	
ASR8_18	42,29	837845	815386	23.60	112.95	136.55	9.85	6	21.8	6.8	102.4	36.4	18.2	50.3	18.6	29.1	11.1	
ASR9_1	42,29	837841	815376	23.60	1.50	25.10	1.55	1	21.5	6.7	123.7	54.4	29.9	51.2	19.7	30.0	12.2	
ASR9_2	42,29	837841	815376	23.60	16.45	40.05	2.66	1	21.5	6.7	121.1	53.2	29.6	51.2	19.7	30.0	12.1	
ASR9_3	42,29	837841	815376	23.60	19.95	43.55	2.92	2	21.6	6.7	120.2	51.0	27.6	51.2	19.4	30.0	11.8	
ASR9_4	42,29	837841	815376	23.60	27.95	51.55	3.52	2	21.6	6.7	119.2	50.8	27.3	51.2	19.4	30.0	11.8	
ASR9_5	42,29	837841	815376	23.60	31.45	55.05	3.78	2	21.6	6.7	117.8	50.6	27.1	51.2	19.4	30.0	11.8	
ASR9_6	42,29	837841	815376	23.60	34.95	58.55	4.04	2	21.6	6.7	116.9	50.2	26.9	51.2	19.4	29.9	11.8	
ASR9_7	42,29	837841	815376	23.60	38.45	62.05	4.30	3	21.7	6.8	116.3	48.4	25.5	50.9	19.2	29.8	11.6	
ASR9_8	42,29	837841	815376	23.60	41.95	65.55	4.56	3	21.7	6.8	115.2	47.5	25.2	50.9	19.2	29.8	11.6	
ASR9_9	42,29	837841	815376	23.60	48.95	72.55	5.08	3	21.7	6.8	112.6	46.3	24.6	50.9	19.1	29.8	11.6	
ASR9_10	42,29	837841	815376	23.60	55.95	79.55	5.61	4	21.7	6.8	112.0	45.2	23.4	5				

Appendix 3-2 Contour Map of SO₂, NO₂, RSP and FSP



Appendix: 3.1a

Title: Contour Map of 4th Highest 10 minutes Average Concentration of SO_2 in μgm^{-3}
(Assessment Level: 25.1mPD, Floor No.: G/F) (AQO standard: $500\mu\text{gm}^{-3}$)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

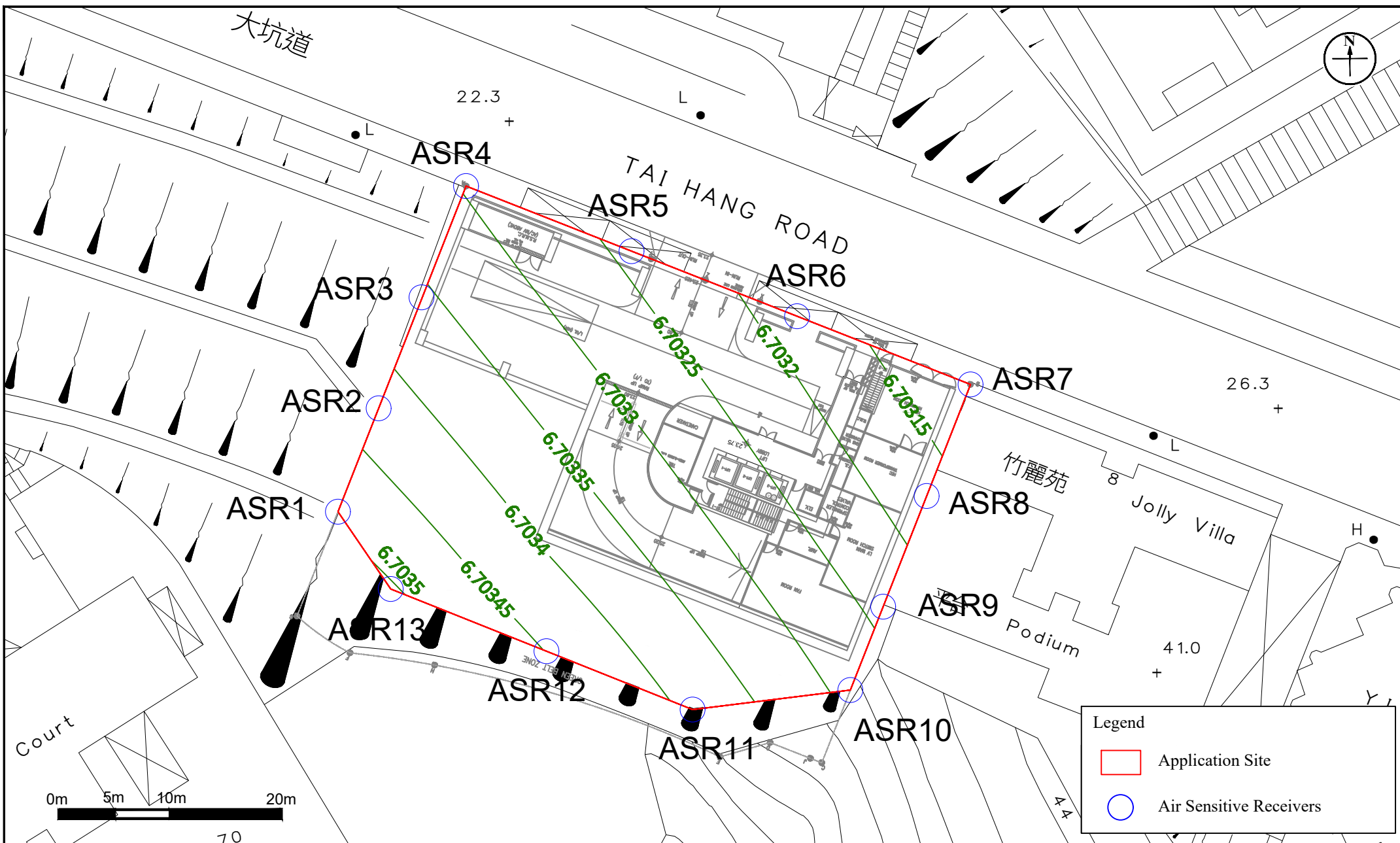
RAMBOLL

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Checked by: CC

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Date: Jul 2026



Appendix: 3.1b

Title: Contour Map of 4th Highest Daily Average Concentration of SO₂ in µgm⁻³
(Assessment Level: 25.1mPD, Floor No.: G/F) (AQO standard: 40µgm⁻³)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

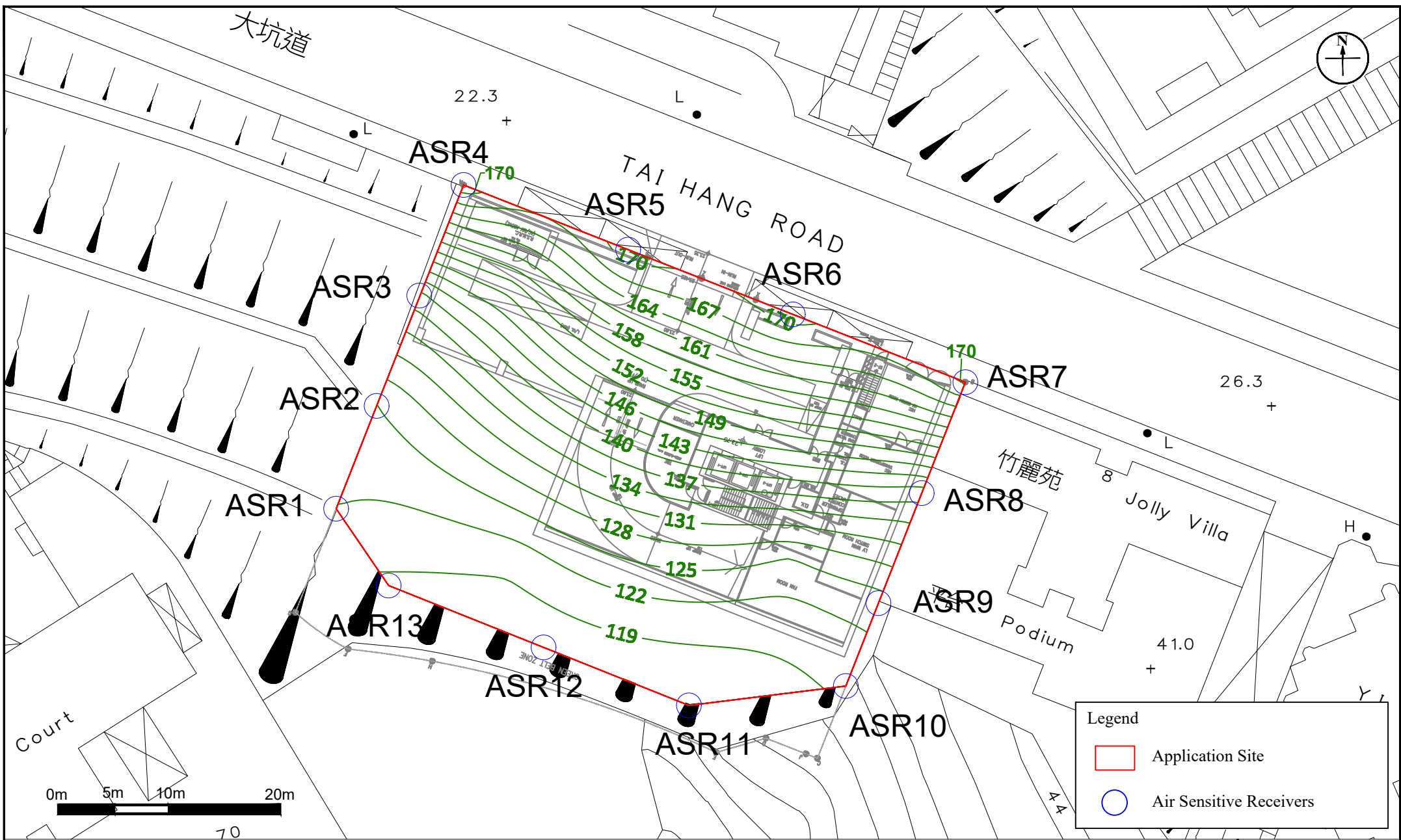
RAMBOLL

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Appendix: 3.1c

Title: Contour Map of the 19th Highest Hourly Average Concentration of NO_2 in μgm^{-3}
(Assessment Level: 25.1mPD, Floor No.: G/F) (AQO standard: $200\mu\text{gm}^{-3}$)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

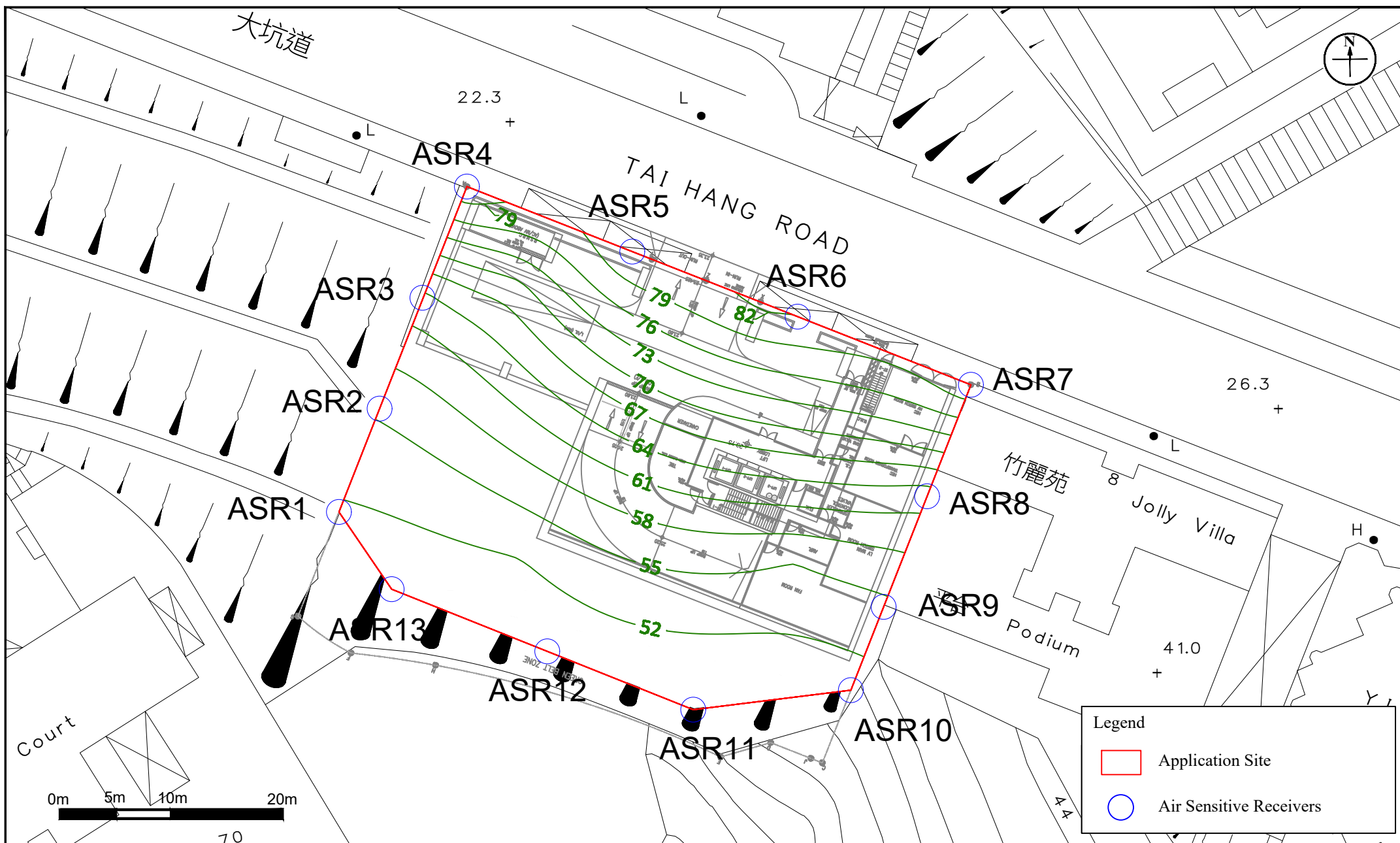
RAMBOLL

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Date: Jul 2026



Appendix: 3.1d

Title: Contour Map of the 10th Highest Hourly Average Concentration of NO₂ in µgm⁻³
(Assessment Level: 25.1mPD, Floor No.: G/F) (AQO standard: 120µgm⁻³)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

RAMBOLL

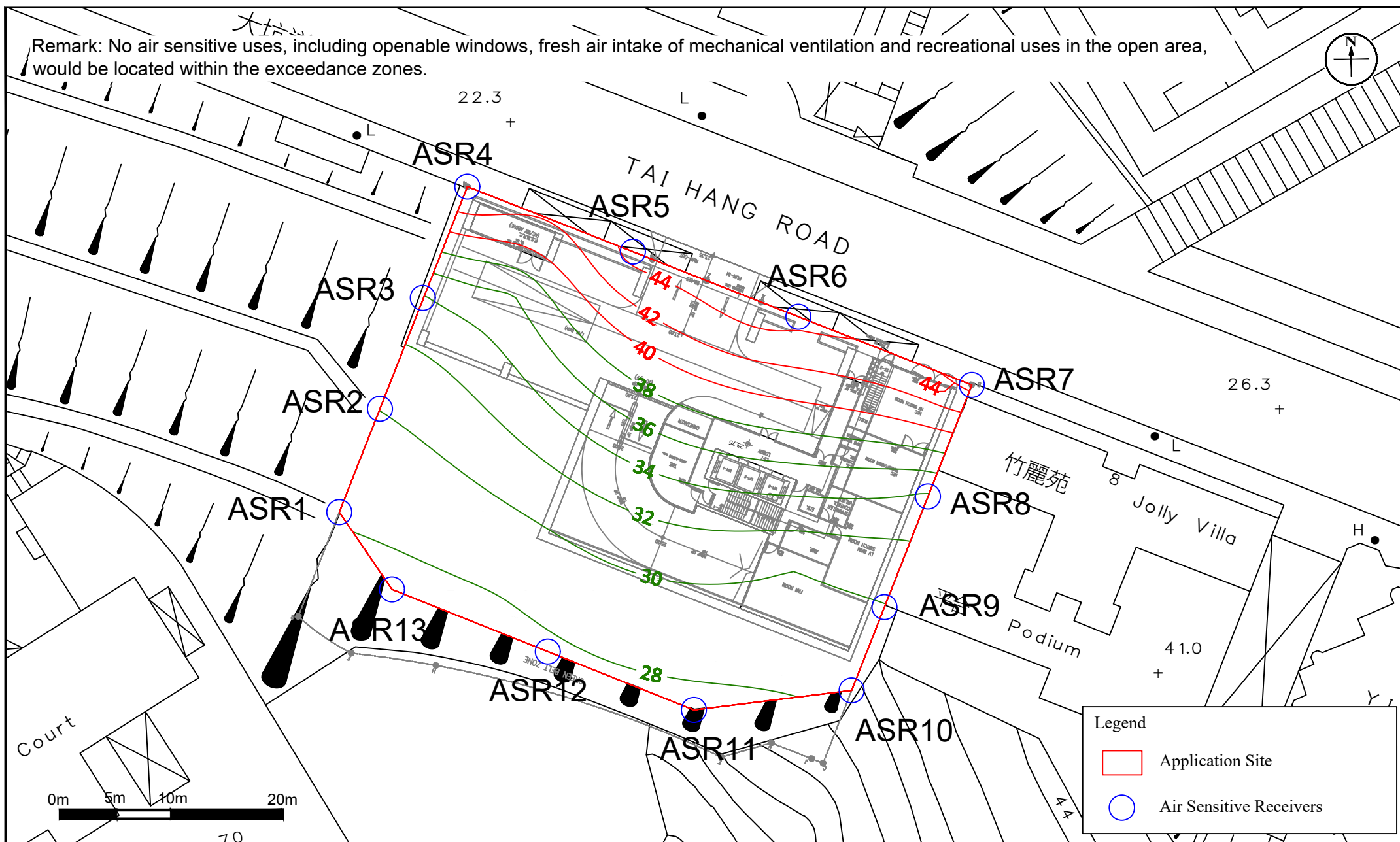
Drawn by: SC

Checked by: CC

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Remark: No air sensitive uses, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, would be located within the exceedance zones.



Appendix: 3.1e

Title: Contour Map of Annual Average Concentration of NO_2 in $\mu\text{g}/\text{m}^3$
(Assessment Level: 25.1mPD, Floor No.: G/F) (AQO standard: $40\mu\text{g}/\text{m}^3$)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

RAMBOLL

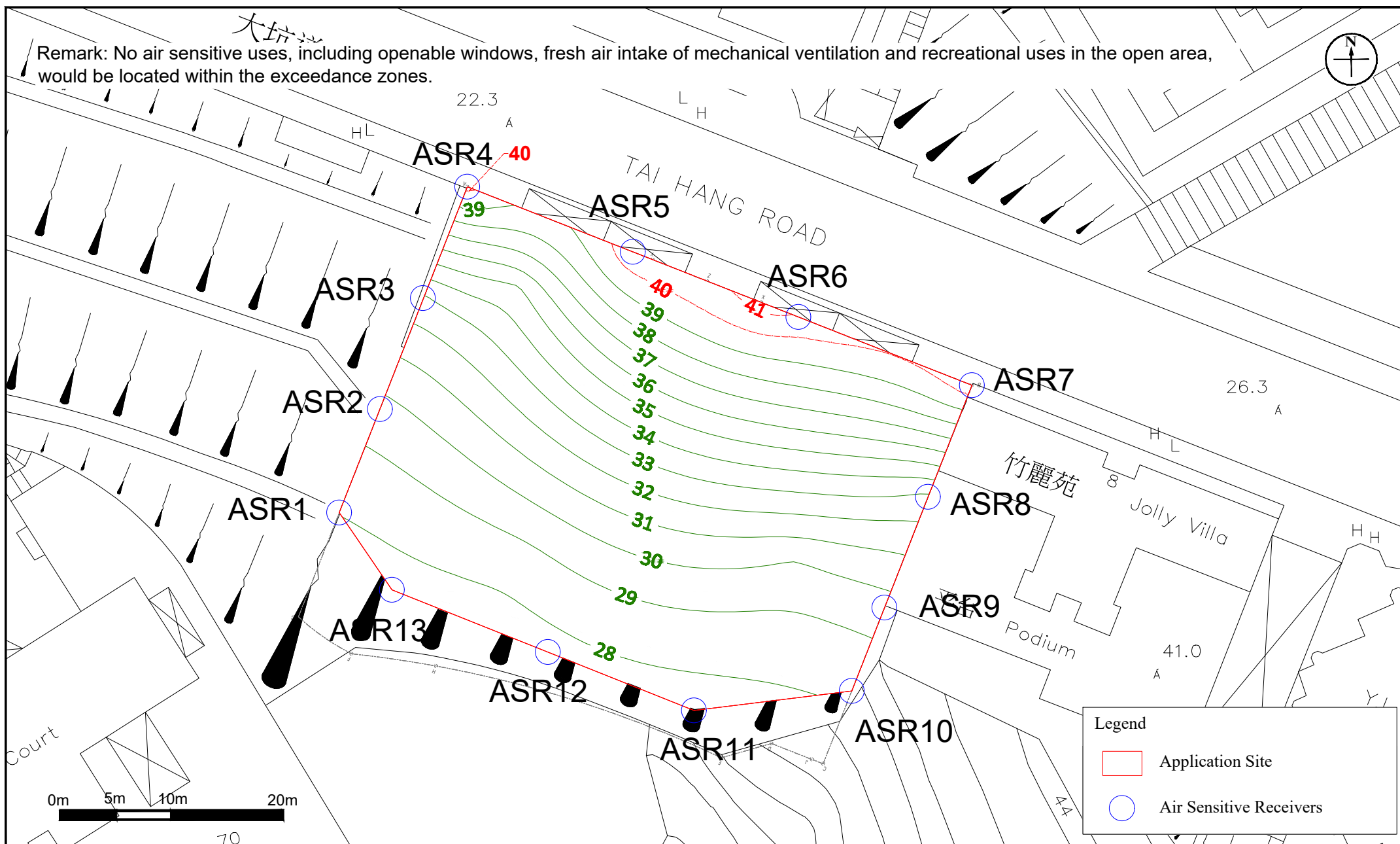
Drawn by: SC

Checked by: CC

Rev.: 4.1

Date: Jul 2026

Remark: No air sensitive uses, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, would be located within the exceedance zones.



Appendix: 3.2f

Title: Contour Map of Annual Average Concentration of NO_2 in μgm^{-3}
(Assessment Level: 40.05mPD, Floor No.: 5/F) (AQO standard: $40\mu\text{gm}^{-3}$)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

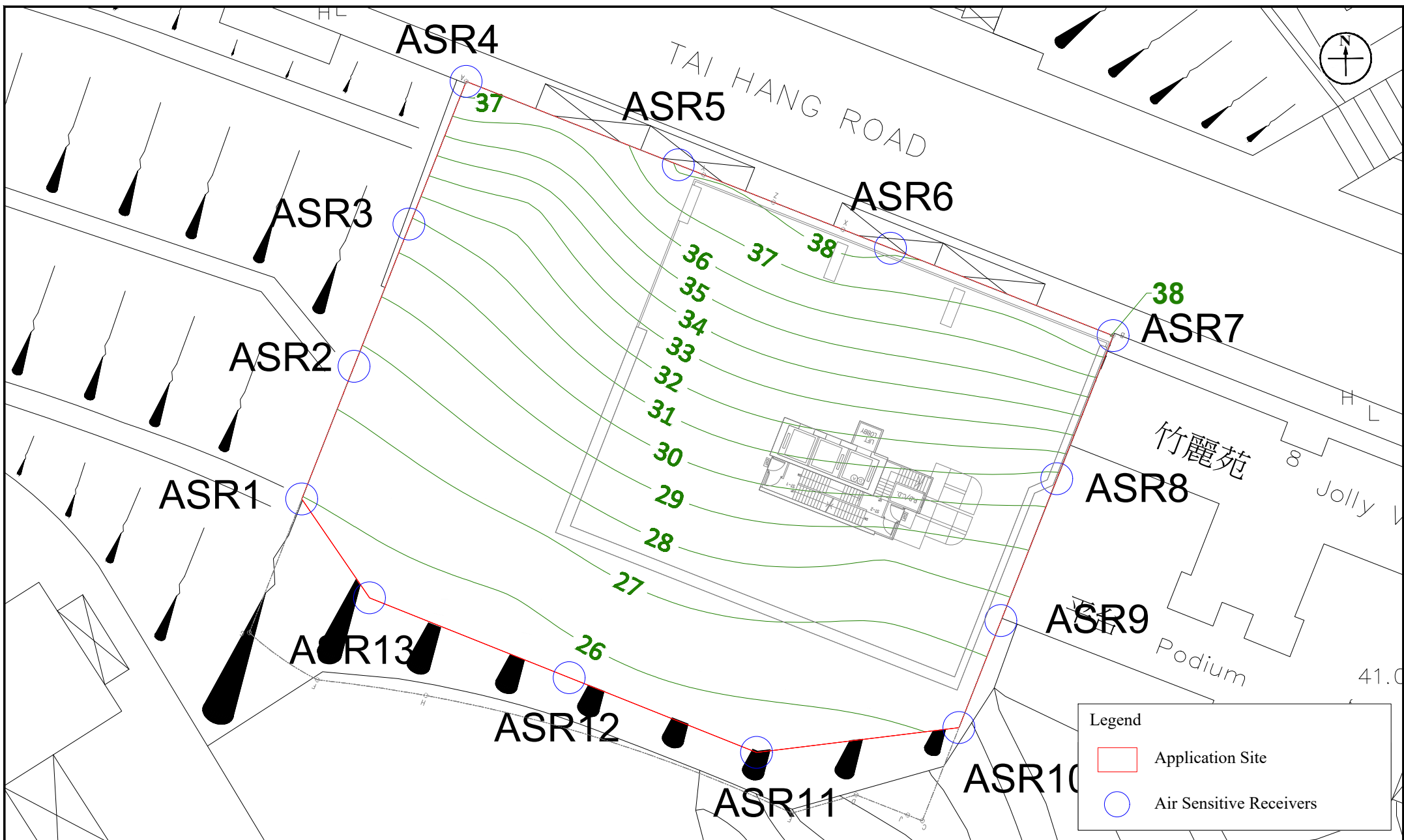
RAMBOLL

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Checked by: CC

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Date: Jul 2026



Appendix: 3.2g

Title: Contour Map of Annual Average Concentration of NO_2 in μgm^{-3}
(Assessment Level: 43.55mPD, Floor No.: 6/F) (AQO standard: $40\mu\text{gm}^{-3}$)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

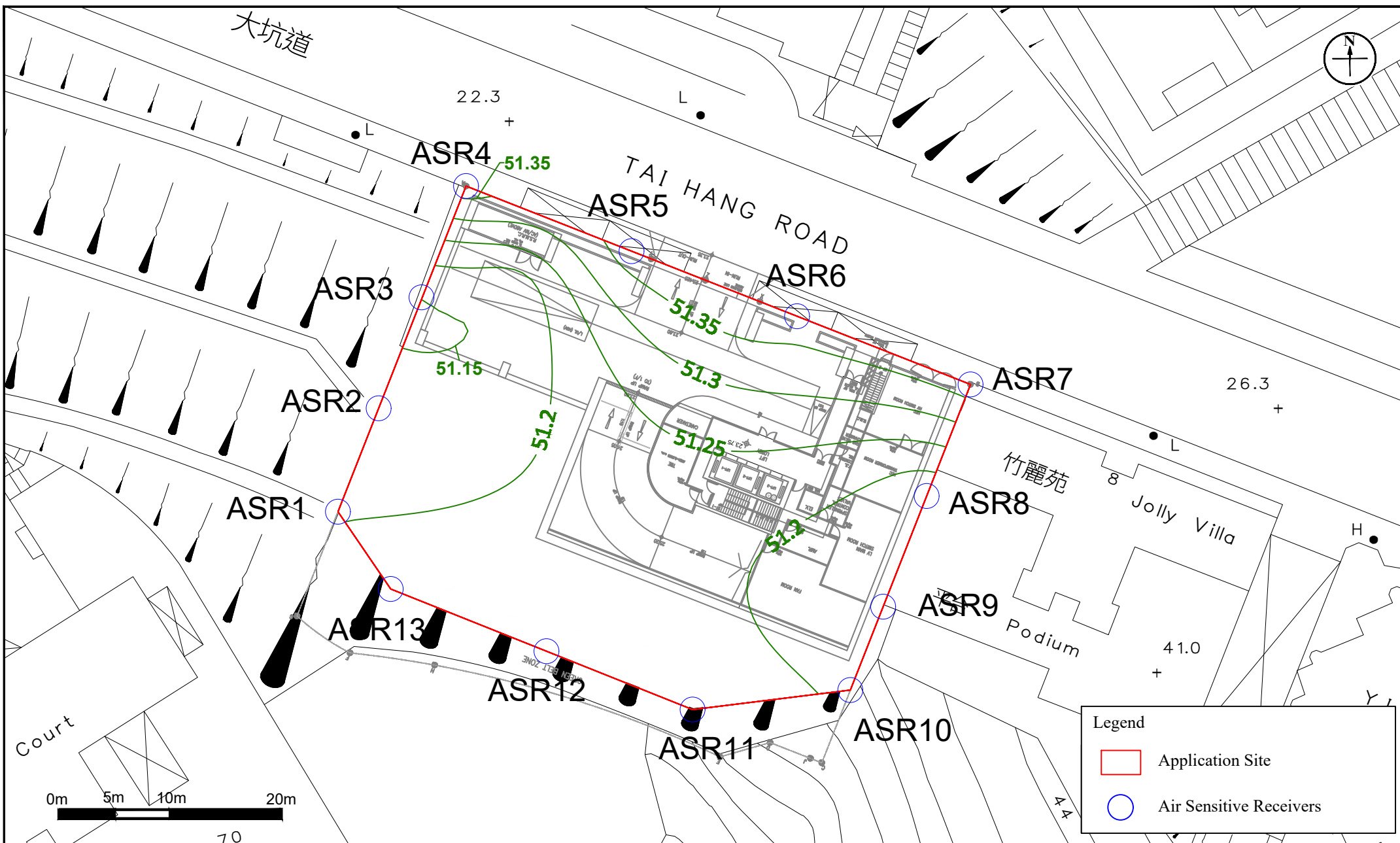
RAMBOLL

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Date: Jul 2026



Appendix: 3.1h

Title: Contour Map of the 10th Highest Daily Average Concentration of RSP in μgm^{-3}
(Assessment Level: 25.1mPD, Floor No.: G/F) (AQO standard: $75\mu\text{gm}^{-3}$)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

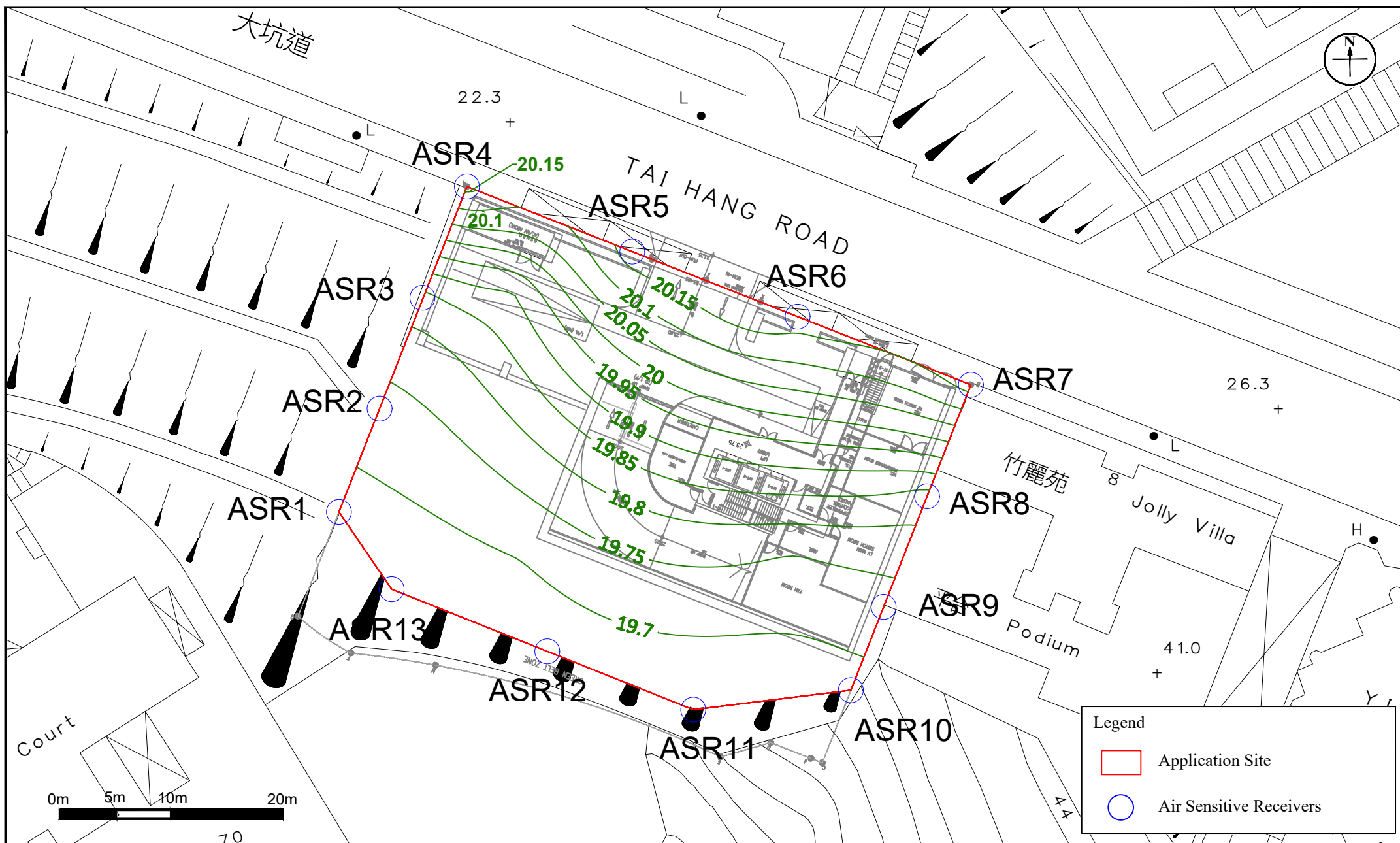
RAMBOLL

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Date: Jul 2026



Appendix: 3.1i

Title: Contour Map of Annual Average Concentration of RSP in $\mu\text{g}/\text{m}^3$
(Assessment Level: 25.1mPD, Floor No.: G/F) (AQO standard: $30\mu\text{g}/\text{m}^3$)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

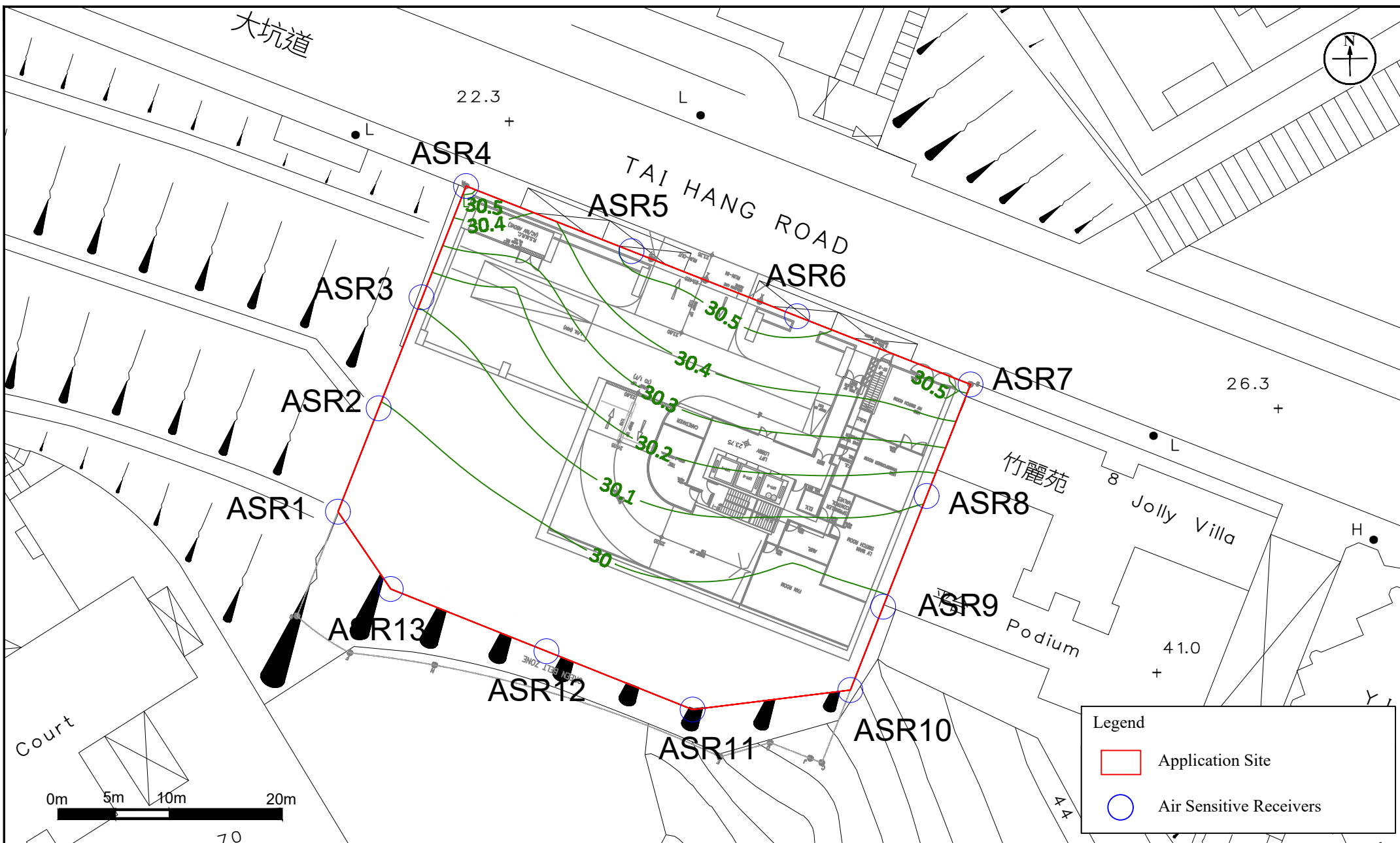
RAMBOLL

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Date: Jul 2026



Appendix: 3.1j

Title: Contour Map of the 19th Highest Daily Average Concentration of FSP in μgm^{-3}
(Assessment Level: 25.1mPD, Floor No.: G/F) (AQO standard: $37.5\mu\text{gm}^{-3}$)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

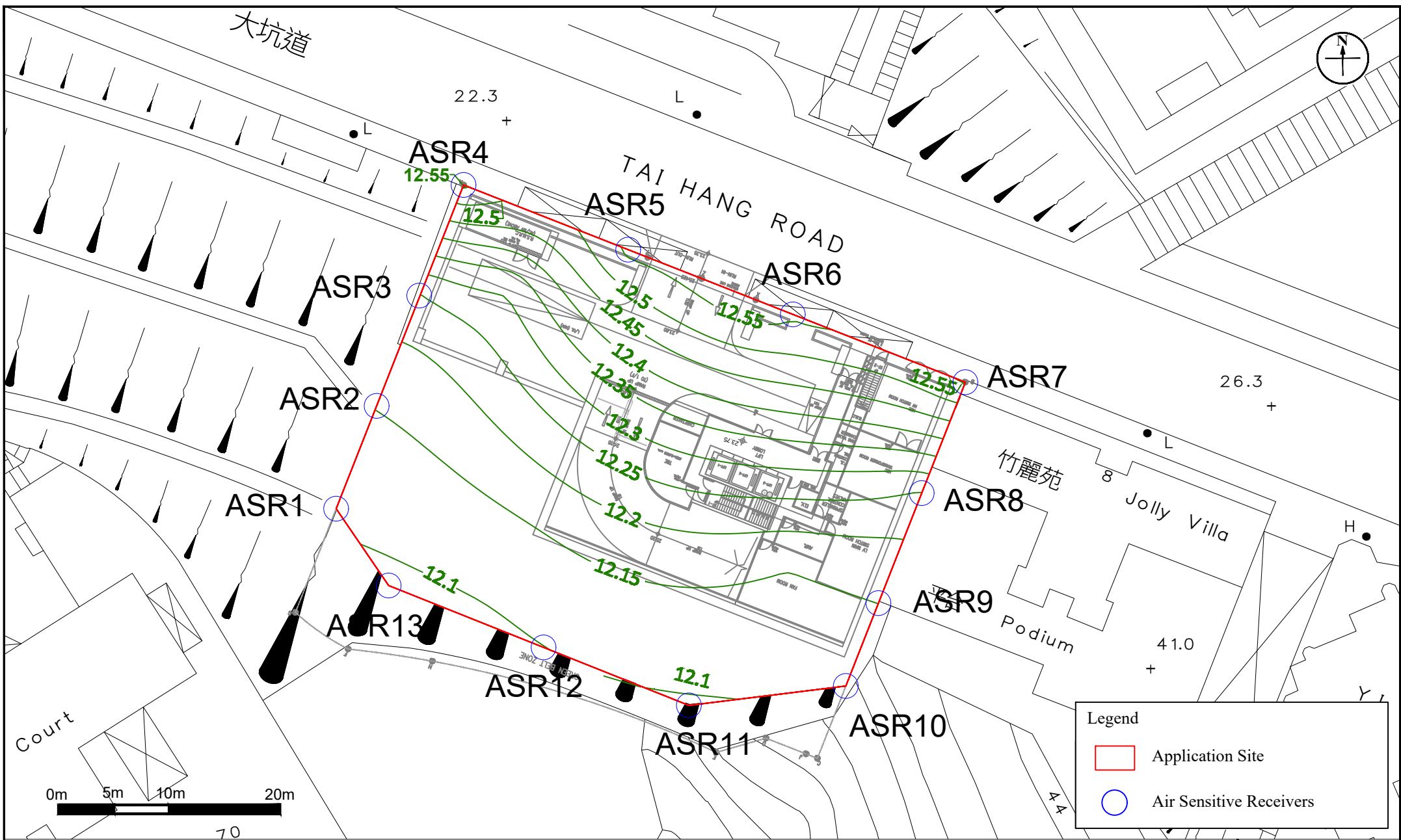
RAMBOLL

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Date: Jul 2026



Appendix: 3.1k

Title: Contour Map of Annual Average Concentration of FSP in $\mu\text{g}/\text{m}^3$
(Assessment Level: 25.1mPD, Floor No.: G/F) (AQO standard: $15\mu\text{g}/\text{m}^3$)

Project: Section 16 Planning Application for Proposed Amendments to an Approved Scheme (under Application No. A/H6/91 with Minor Relaxation of Plot Ratio Restriction Approved) for Permitted Flat Use at 4, 4A, 4B and 4C Tai Hang Road, Hong Kong

RAMBOLL

Drawn by: SC

Checked by: CC

Rev.: 4.1

Date: Jul 2026