

**Proposed SCAA Sports Link (“Place of Recreation, Sports or Culture”)
at South China Athletic Association
88 Caroline Hill Road in Wong Nai Chung
S16 Planning Application**

(Planning Application No: A/H7/189)

Appendix III

Revised Air Quality Impact Assessment

Issue No. : Issue 3
Issue Date : February 2026
Project No. : 2215



AIR QUALITY IMPACT ASSESSMENT

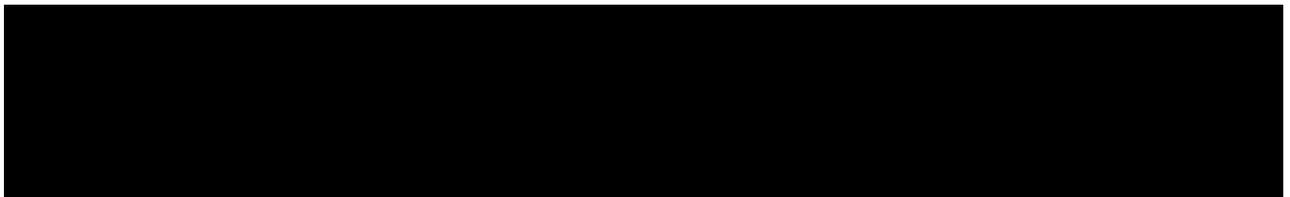
FOR

**PROPOSED SCAA SPORTS
LINK AT SOUTH CHINA
ATHLETIC ASSOCIATION, 88
CAROLINE HILL ROAD, HONG
KONG**

Prepared by

Allied Environmental Consultants Limited

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Document Verification



Project Title

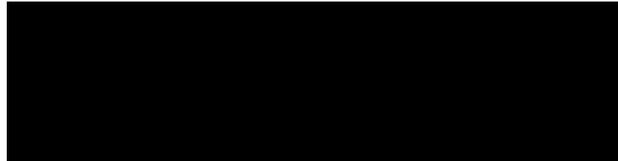
Proposed SCAA Sports Link
at South China Athletic
Association, 88 Caroline Hill
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Air Quality Impact Assessment

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1	October 2025	1 st Submission
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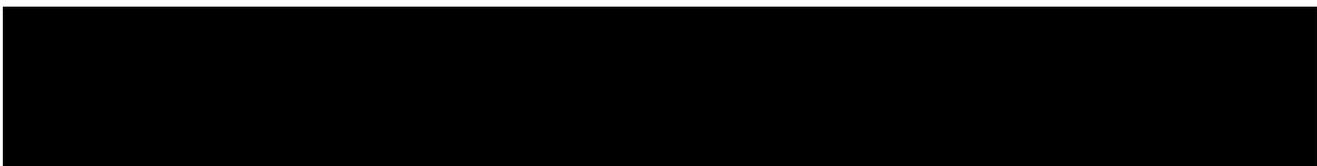


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Appendix 3-1 Site Layout Plan

1. Introduction

- 1.1.1. Allied Environmental Consultants Limited (“AEC”) has been commissioned to prepare an Air Quality Impact Assessment (“AQIA”) in support of the Section 16 Planning Application for the Proposed SCAA Sports Link (“Proposed Development”) at South China Athletic Association, 88 Caroline Hill Road, Hong Kong (“Subject Site”).

2. Objectives

- 2.1.1. Main objective of the study is to evaluate potential air quality impacts associated with the Proposed Development during construction and operation phase. Where necessary, appropriate mitigation measures are recommended to reduce the impacts from the Proposed Development and the nearby sources at the Air Sensitive Receivers to satisfy the relevant environmental ordinance, standards and guidelines.

3. Description of the Proposed Development

- 3.1.1. The Proposed Development is a 4-story complex consist of facilities for sports and recreational usage (i.e., Multi-proposed/ activities Rooms, artificial turf pitches, tennis courts and ancillary office & facilities etc.). The site layout plans for the Proposed Development are provided in **Appendix 3-1**.
- 3.1.2. Subject Site falls within Wong Nai Chung Inland Lot No. 9041 zoned Other Specified Uses (Sports and Recreation Club) (“OU (Sports and Recreation Club)”) on the Approved Wong Nai Chung Outline Zoning Plan No. S/H7/21. The Proposed Development is expected to be operated in Year 2030.
- 3.1.3. The Subject Site area is approximately 6,132m². It is located at the north of the existing South China Stadium of South China Athletic Association, and at the south of the Disciplined Services Sports and Recreation Club. Its surrounding areas are zoned Other Specified Uses (“OU”), Government, Institution or Community (“G/IC”), Commercial (“C”), Open Space (“O”), Residential (Group B) (“R(B)”), Residential (Group C) (“R(C)”) and Green Belt (“GB”). **Figure 3-1** shows the location of the Subject Site.

4. Environmental Legislation, Standards and Guidelines

4.1. Hong Kong Air Quality Objectives

4.1.1. Air quality in Hong Kong is governed under the Air Pollution Control Ordinance (“APCO”) (Cap. 311) and its subsidiary Regulations. Under this legislation, the Government has designated Air Control Zones (“ACZ”) for the whole territory, along with the new Air Quality Objectives (“AQOs”) which was taken effect in 2025. The AQOs stipulate the statutory limits for 7 pollutants and dictate the maximum number of allowable exceedances over specified time periods. For details, please refer to **Table 4-1** below.

Table 4-1 Hong Kong Air Quality Objectives (AQOs)

Pollutant	Averaging Time	Concentration Limit (ug/m ³) ^[1]	Number of Exceedances to be allowed per Calendar Year
Sulphur Dioxide (SO ₂)	10-minute	500	3
	24-hour	40	3
RSP or PM ₁₀ ^[2]	24-hour	75	9
	Annual	30	N/A
FSP or PM _{2.5} ^[3]	24-hour	37.5	18
	Annual	15	N/A
Nitrogen Dioxide (NO ₂)	1-hour	200	18
	24-hour	120	9
	Annual	40	N/A
Ozone (O ₃)	8-hour	160	9
	Peak season	100	N/A
Carbon monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
	24-hour	4,000	0
Lead (Pb)	Annual	0.5	N/A

Note:

[1] 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.

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

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

4.2. Hong Kong Planning Standards and Guidelines

4.2.1. General design guidelines are stated in the Table 3.1 of Hong Kong Planning Standards and Guidelines (“HKPSG”) as indicated in **Table 4-2**.

Table 4-2 Guidelines on Usage of Open Space Site under HKPSG

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Road and Highways	<u>Type of Road</u> Trunk Road and Primary Distributor	>20m 3 - 20m <3m	Active and passive recreational uses Passive recreational uses Amenity areas
	District Distributor	>10m <10m	Active and passive recreational uses Passive recreational uses
	Local Distributor	>5m	Active and passive recreational uses
	Under Flyovers	<5m	Passive recreational uses
Industrial Areas	<u>Difference in Height between Industrial Chimney Exit and the Site</u> <20m	>200m 5 - 200m	Active and passive recreational uses Passive recreational uses
	20 - 30m (*)	>100m 5 - 100m	Active and passive recreational uses Passive recreational uses
	30m - 40m	>50m 5 - 50m	Active and passive recreational uses Passive recreational uses
	>40m	>10m	Active and passive recreational uses
Construction and Earth Moving Activities	-	<50m >50m	Passive recreational uses Active and passive recreational uses

Remarks:

(a) In situations where the height of chimneys is not known, use the set of guidelines marked with an asterisk for preliminary planning purpose and refine as and when more information is available.

(b) The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites.

(c) The guidelines are generally applicable to major industrial areas but NOT individual large industrial establishments which are likely to be significant air pollution sources. Consult EPD when planning open space sites close to such establishments.

(d) Amenity areas are permitted in any situation.

4.3. Other environmental legislation, standard and guidelines

4.3.1. Other environmental legislation, standard and guidelines which are of relevance to the Proposed Development include:

i. Air Pollution Control (Construction Dust) Regulation (Cap. 311R)

4.3.2. This Regulation requires the Contractor to notify EPD before carrying out any notifiable works, such as site formation, reclamation, demolition, foundations, superstructure or road construction, and to implement dust suppression and control measures in accordance with the Schedule of the Regulation to minimise fugitive dust emissions and associated air quality impacts on the surrounding environment.

ii. Air Pollution Control (Non- Road Mobile Machinery) (Emission) Regulation (Cap. 311Z)

4.3.3. This Regulation came into operation on 1 June 2015. Under the Regulation, non-road mobile machinery (NRMMS), except those exempted, are required to comply with the prescribed emission standards. From 1 September 2015, all regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by EPD. Starting from 1 December 2015, only approved or exempted NRMMS with a proper label are allowed to be used in specified activities and locations including construction sites. The contractor is required to ensure the adopted machines or non-road vehicles under the Project could meet the prescribed emission standards and requirement.

iii. Air Pollution Control (Fuel Restriction) Regulations

4.3.4. The Air Pollution Control (Fuel Restriction) Regulation was enacted in 1990 to impose legal control on the type of fuels allowed for use and their sulphur contents in commercial and industrial processes to reduce sulphur dioxide (SO₂) emissions. As stipulated under the Air Pollution Control (Fuel Restriction) (Amendment) Regulation 2024 (the Amendment Regulation) which took effect on 1 April 2025, only liquid fuel with a sulphur content not exceeding 0.001% by weight and a viscosity not more than 6 centistokes at 40°C, such as Ultra Low Sulphur Diesel (ULSD) is permitted to be used.

iv. Control of Air Pollution in Car Parks (ProPECC PN 2/96)

4.3.5. This practice notes outlines the air quality guidelines required for the protection of public health and factors that should be considered in the design and operation of car parks in order to achieve the required air quality. The concentration limits for air pollutants as recommended by the practice notes are summarised in **Table 4-3**.

Table 4-3 Air Quality Concentration Limits Inside Car Parks

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

Notes:

All limits are expressed as at reference conditions of 298K and 101.325 kPa.

5. Background Air Quality

5.1.1. The nearest EPD air quality monitoring station (AQMS) is Causeway Bay monitoring station. The recent five years (2020-2024) averaged concentration of air pollutants are presented in **Table 5-1** below. Exceedances of RSP, FSP and NO₂ were recorded at the Causeway Bay AQMS during the period from 2020 to 2024, while the remaining pollutants were in compliance with the AQO.

Table 5-1 Average Concentrations of Pollutants in the Recent Five Years (Year 2020-2024) at Causeway Bay Air Quality Monitoring Station

Pollutant	Averaging Time	AQO ^[1]	Pollutant Concentration (µg/m ³) ^[2]					Average
			2020	2021	2022	2023	2024	
RSP	10th Highest 24-hour	75 (9)	70	<u>79</u>	66	72	<u>76</u>	73
	Annual	30	<u>36</u>	<u>39</u>	<u>34</u>	<u>39</u>	<u>37</u>	<u>37</u>
FSP	19th Highest 24-hour	37.5 (18)	<u>39</u>	<u>42</u>	<u>42</u>	<u>40</u>	<u>43</u>	<u>41</u>
	Annual	15	<u>22</u>	<u>23</u>	<u>21</u>	<u>23</u>	<u>24</u>	<u>23</u>
NO ₂	19th Highest 1-hour	200 (18)	<u>216</u>	<u>211</u>	<u>249</u>	<u>221</u>	<u>209</u>	<u>221</u>
	10th Highest 24-hour	120 (9)	<u>121</u>	119	<u>124</u>	118	110	118
	Annual	40	<u>68</u>	<u>71</u>	<u>65</u>	<u>67</u>	<u>66</u>	<u>67</u>
SO ₂	4th Highest 10-Min	500 (3)	35	32	43	29	23	32
	4th Highest 24-hour	40 (3)	11	11	10	10	9	10
O ₃	10th Highest 8-hour	160 (9)	91	94	100	101	105	98
	Peak season	100	56	57	54	58	56	56
CO	1st Highest 1-hour	30000 (0)	2850	1920	2020	1760	1950	2100
	1st Highest 8-hour	10000 (0)	1685	1551	1509	1404	1776	1585
	1st Highest 24-hour	4000 (0)	1441	1400	1248	1022	1262	1275

Note:

[1] Values in () indicate number of exceedances allowed under the AQO.

[2] Bolded and underlined values represent exceedances of the AQOs.

- 5.1.2. As the Proposed Development is expected to be in operating in 2030, the PATH v3.0 data at (41,29), (42,29), (41,28) and (42,28) in Year 2030 have been adopted to represent the future background air quality concentrations at the 500m assessment area, as shown in **Figure 3-1**. A summary of the background concentrations for the year 2030 is provided in **Table 5-1**.

Table 5-2 Background Air Pollutants in Year 2030 Extracted from the PATH Model (v3.0)

Pollutant	Averaging Time	Prevailing AQO	Data Summary	PATH v3.0 Grid in Year 2030 ^{[1][2][3]}			
				41,29	42,29	41,28	42,28
FSP	24-hr	37.5 (18)	19 th Max	31.41	29.67	30.06	28.58
			No. of Exceedance(s)	4	4	4	3
	Annual	15	-	12.75	11.72	11.9	10.99
RSP	24-hr	75 (9)	10 th Max	52.27	50.72	51.18	49.77
			No. of Exceedance(s)	0	0	0	0
	Annual	30	-	20.42	19.23	19.37	18.37
SO ₂	10-min	500 (3)	4 th Max	22.35	22.21	22.25	21.85
			No. of Exceedance(s)	0	0	0	0
	24-hr	40 (3)	4 th Max	6.77	6.69	6.65	6.58
			No. of Exceedance(s)	0	0	0	0
NO ₂	1-hr	200 (18)	19 th Max	84.59	71.41	68.81	60.45
			No. of Exceedance(s)	0	0	0	0
	24-hr	120 (9)	10 th Max	35.02	28.76	27.73	23.62
			No. of Exceedance(s)	0	0	0	0
Annual	40	-	17.21	13.45	13.38	10.37	
O ₃	8-hr	160 (9)	10 th Max	<u>169.8</u>	<u>172.13</u>	<u>170.86</u>	<u>172.65</u>
			No. of Exceedance	<u>14</u>	<u>15</u>	<u>14</u>	<u>16</u>
	Peak season	100	-	<u>116.33</u>	<u>119.11</u>	<u>118.2</u>	<u>120.49</u>
CO	1-hr	30,000	1 st Max	582.23	532.89	547.26	520.42
			No. of Exceedance	0	0	0	0
	8-hr	10,000	1 st Max	512.37	495.93	500.11	480.31
			No. of Exceedance	0	0	0	0
	24-hr	4,000	1 st Max	492.05	474.21	483.45	457.02
			No. of Exceedance	0	0	0	0

Note:

[1] Data recorded at Level L1 (0m – 17m)

[2] Bolded and underlined values represent exceedances of the AQOs.

[3] Data extracted from Smart Air Modelling Platform (SAMP v2.1).

- 5.1.3. As shown in **Table 5-1**, the background concentrations of air pollutants at PATH v3.0 Grid (41,29), (42,29), (41,28) and (42,28) in Year 2030 are well below the AQO criteria, except for an exceedance of the daily maximum 8-hour average O₃ (ozone) criterion. Ozone is not directly emitted from pollution sources but formed by photochemical reactions in the presence of sunlight. Therefore, ozone is not a key pollutant to be assessed in this assessment.

6. Potential Air Quality Impact in Construction Phase

6.1.1. To assess the air quality impact associated with the construction works of the Proposed Development, the ASRs in the vicinity have been identified as summarised in **Table 5-1** and illustrated in **Figure 3-1**.

Table 6-1 Summary of Air Sensitive Receivers

ID	Description	Uses	Building Heights (mPD)	Distance from the Site Boundary (m)
ASR 1	Proposed Commercial Development on IL No.8945 at Caroline Hill Road, Causeway Bay, Hong Kong	Commercial & Institution	135	~25
ASR 2	Proposed District Court at Caroline Hill Road	Institution	135	~28
ASR 3	St. Paul's Convent	Place of Public Worship	34	~32
ASR 4	Disciplined Services Sports and Recreation Club	Institution	49.6	~22
ASR 5	So Kon Po Recreation Ground	Institution	7.6	~14
ASR 6	Indian Recreation Club	Institution	22.4	~22
ASR 7	Eastern Hospital Road Sitting-Out Area	Recreational	8.5	~76
ASR 8	Confucius Hall Secondary School	Educational	49.9	~114
ASR 9	Existing South China Athletic Association	Institution	58.7	~8

6.1.2. Details such as the extent of demolition, site formation and excavation, volume of excavated materials to be handled, and the number of mechanical equipment operating concurrently are not available during the planning stage of the Proposed Development. As the Subject Site is currently a vacant site, no extensive site formation work or excavation work are anticipated. Only foundation and superstructure works during construction phase are anticipated.

6.1.3. Dust mitigation measures to minimize air quality impacts at nearby ASRs during construction phase is recommended as below:

- Plan site layout so that machinery and dust causing activities (e.g. haul roads and stockpiling areas) are located away from ASRs as far as possible;
- Erect solid screens or barriers around dusty activities;

- Erect hoarding with sufficient height from ground level along the site boundary;
 - Connecting construction plant and equipment to mains electricity supply and avoid use of diesel generators and diesel-powered equipment can be considered as far as practicable to minimize air quality impact arising from construction machinery.
- 6.1.4. With the implementation of good site practices and sufficient dust suppression measures as stipulated under the Air Pollution Control (Construction Dust) Regulation, significant dust generated from the construction of the Proposed Development is not anticipated. Hence, adverse dust impact during the construction phase would not be anticipated.
- 6.1.5. Emission in terms of Respirable Suspended Particulates (RSP) and Fine Suspended Particulates (FSP) are the key air pollutants during construction and demolition works. Heavy construction activities and emission from construction vehicles would contribute to construction air quality impact. Construction-related machines employed in the Subject Site will follow the requirements as stipulated in the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation to control potential emissions from non-road mobile machinery. Therefore, gaseous emission from construction equipment would be minor and would not cause any adverse air quality impact.
- 6.1.6. Potential sources of VOC emissions may arise from the use of paints and coatings during the construction phase. The construction activities will be carried out in compliance with all relevant standards and regulations, including the Air Pollution Control (Volatile Organic Compounds) Regulation. Hence, adverse air quality impact during the construction phase would not be anticipated.
- 6.1.7. Based on MPC Paper No. A/H7/188 published on 24 October 2025, the operation year of ASR 1 is anticipated to be 2029. Meanwhile, according to PWSC(2022-23)3 published on 24 April 2022, the operation year of ASR 2 is anticipated to be in 2027. Since, appropriate mitigation measures for air quality impact will be implemented during the construction phase of the Proposed Development, the adverse cumulative air quality impact during the construction phase of the Proposed Development to nearby ASRs is not anticipated.

Cumulative Air Quality Impact

- 6.1.8. Based on the best available information obtained, concurrent projects within 500 m from Subject Site which would interface with the Proposed Development have been identified and shown in **Table 6-2** and indicated in **Figure 6-1**.

Table 6-2 Summary of Concurrent Projects

Projects	Tentative Construction Period		Cumulative Impact
	Start Date	End Date	
i. Proposed Commercial Development on IL No.8945 Causeway Bay ^[1] (Planning Application No. A/H7/188)	N/A	2029	<ul style="list-style-type: none"> Commencement date for the construction is currently unavailable. Appropriate mitigation measures for air quality impact are expected to be implemented by the Contractors of the concurrent project. The adverse cumulative air quality impact during the construction phase of the Proposed Development is not anticipated.
ii. Proposed District Court Building at Caroline Hill Road ^[2] (Project Code No. 033LJ)	2022	2027	<ul style="list-style-type: none"> Appropriate mitigation measures for air quality impact are expected to be implemented by the Contractors of the concurrent project. The adverse cumulative air quality impact during the construction phase of the Proposed Development is not anticipated.
iii. Proposed Office, Shop and Services and Eating Place at 8 Leighton Road, Causeway Bay, Hong Kong ^[3] (Planning Application No. A/H7/183)	N/A	N/A	<ul style="list-style-type: none"> Commencement date for the construction is currently unavailable. Appropriate mitigation measures for air quality impact are expected to be implemented by the Contractors of the concurrent project. The adverse cumulative air quality impact during the construction phase of the Proposed Development is not anticipated.

Note:

[1] Information extracted from MPC Paper No. A/H7/188 dated 24 October 2025.

[2] Information extracted from PWSC(2022-23)3 dated 27 April 2022.

[3] Information extracted from MPC Paper No. A/H7/183A dated 14 October 2022.

7. Potential Air Quality Impact in Operation Phase

7.1.1. Study area for AQIA has been identified by a distance of 500m from the boundary of the Subject Site. **Figure 3-1** illustrates the extent of the study area. Vehicular emissions and industrial emissions are the key air pollution sources in the vicinity of the Subject Site that might impose air quality impacts during operation phase.

7.2. Vehicular Emissions from Open Road Traffic

7.2.1. The Subject Site is surrounded by an open road, namely Caroline Hill Road to the north. According to the information from the Annual Traffic Census (2024) published by Transport Department, the road section near to the Subject Site are classified as Local Distributor (“LD”).

7.2.2. With reference to the HKPSG, recommended minimum buffer distance from the nearby roads to minimise potential adverse air quality impact due to open-road vehicular emissions have been adopted as summarised in **Table 7-1**. The buffer distance is illustrated in **Figure 6-2**.

Table 7-1 Buffer distance from the Adjacent Roads

Road Name	Road Type	HKPSG Guideline Buffer Distance Requirement
Caroline Hill Road	Local Distributor	5m

7.2.3. The offices and multi-purpose rooms of the Proposed Development will rely on the centralized AC system whereas the sports facilities and carpark will rely on natural ventilation. As shown in **Figure 6-2**, no air sensitive uses (including openable windows, open space for active recreation use, and fresh air intake of mechanical ventilation) will be located within the buffer zones from G/F to R/F during the operation phase. Hence, no **adverse** air quality impact is anticipated during the operation phase.

7.3. Industrial Emissions from Chimneys

7.3.1. Site survey was carried out on 18 March 2025 to review the existing environmental conditions.

7.3.2. Chimneys were identified at Tung Wah Eastern Hospital and the **St. Paul's Convent** Main Block during the survey. According to the previous planning application (No. A/H7/182), a chimney was also present at **St. Paul's Convent**, but it is noted that this chimney has been removed during the survey, as captured in **Table 7-2** below.

Table 7-2 Photographs of St. Paul's Convent Chimney

Captured by Google Maps on Jan 2024	Captured on Site Visit on March 2025
 <p data-bbox="210 1270 798 1301">The chimney was observed at St. Paul's Convent.</p>	 <p data-bbox="879 1288 1342 1352">The chimney at St. Paul's Convent was removed.</p>

7.3.3. Based on the Hong Kong's open3Dhk website, it was noted there are 4 nos. of chimneys at **St. Paul's Convent** Main Block with a height of 124.7mPD. According to the proposed layout plan in **Appendix 3-1**, the main roof level of the Proposed Development would be approximately +45.4mPD. The height difference between the hospital chimneys and the Proposed Development is therefore about 79.3m **which requires 10m buffer distance as stipulated in HKPSG Guidelines. The Subject Site is located more than 100m away from the St. Paul's Convent Main Block which has met the required buffer distance and therefore, no adverse air quality impact from the concerned chimneys is anticipated.**

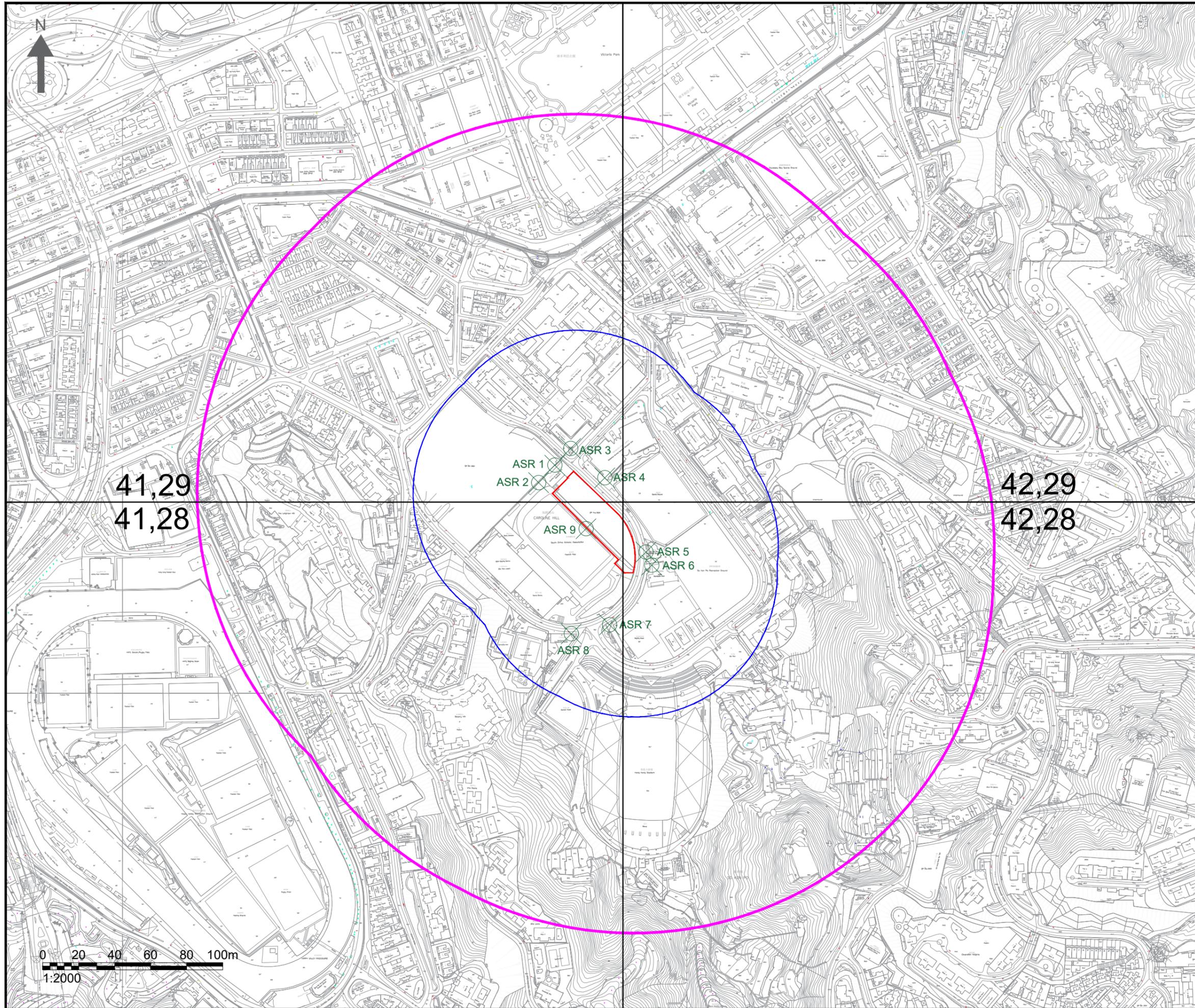
- 7.3.4. The Specified Processes (SP) Licence was reviewed on 05 September 2025 and it was noted that there are also 4 nos. of chimneys at Proposed District Court Building at Caroline Hill Road, with a height of 146.3mPD (2 nos. chimneys) and 146.4mPD (2 nos. chimneys). The height difference between the hospital chimneys at Proposed District Court Building and the Proposed Development are about 100.9m and 101.0m respectively which have complied with the required 10m buffer distance as stipulated in HKPSG guideline. Therefore, no adverse air quality impact from the concerned chimneys is anticipated.
- 7.3.5. A diesel generator owned by Tung Wah Eastern Hospital was found during the site surveys within the 200m assessment area. The location of the diesel emergency generator is shown in **Figure 6-3**. According to the verbal communication with Tung Wah Eastern Hospital on 26 May 2021, it was confirmed that the diesel generator is for emergency purpose only. In view of the diesel generator is for emergency use only, no adverse air quality impact to the Proposed Development and nearby air sensitive receivers is expected.
- 7.3.6. With compliance of the HKPSG recommendations, no air impact caused by the surrounding chimneys is anticipated.
- 7.3.7. Slaughterhouses, sewage treatment works facilities, village incinerators, odour sources and dusty uses are not found within 500m radius of the Proposed Development. Therefore, no adverse odour impact is expected.

7.4. Emission from the Proposed Development

- 7.4.1. The Proposed Development will not include any chimney for fuel combustion. Emergency generator will be provided in the Proposed Development. The emergency generator is for emergency use only and will not be used during normal operation.
- 7.4.2. Carpark is included in the Proposed Development. The ventilation system for the carpark will follow the requirements in the ProPECC PN 2/96 - Control of Air Pollution. The detailed design of the exact locations of carpark exhaust and fresh air intakes are not available at the current planning stage. The exhaust air outlets will be located away from nearby ASRs.
- 7.4.3. Therefore, no adverse air quality impact related to emission from the Proposed Development to the nearby air sensitive receivers is anticipated.

8. Conclusions

- 8.1.1. Fugitive dust due to construction works and gaseous emission from construction equipment would make air quality impacts to the nearby air sensitive receivers, with the implementation of dust suppression measures and good site practice as stipulated under Air Pollution Control (Construction Dust) Regulation and Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation.
- 8.1.2. Air sensitive uses (including openable windows, fresh air intake for mechanical ventilation and open space for active recreational use) in the Subject Site shall maintain sufficient buffer distance from nearby road sections and industrial chimneys as promulgated in the HKPSG. No adverse air quality impact is anticipated at the Subject Site during operation phase.



NOTES :

- SUBJECT SITE
- GRID NUMBER
- 200M ASSESSMENT AREA
- 500M ASSESSMENT AREA
- ⊗ AIR SENSITIVE RECEIVERS

Consultant



Allied Environmental Consultants Limited

Project No. : 2215

Drawn By : RL

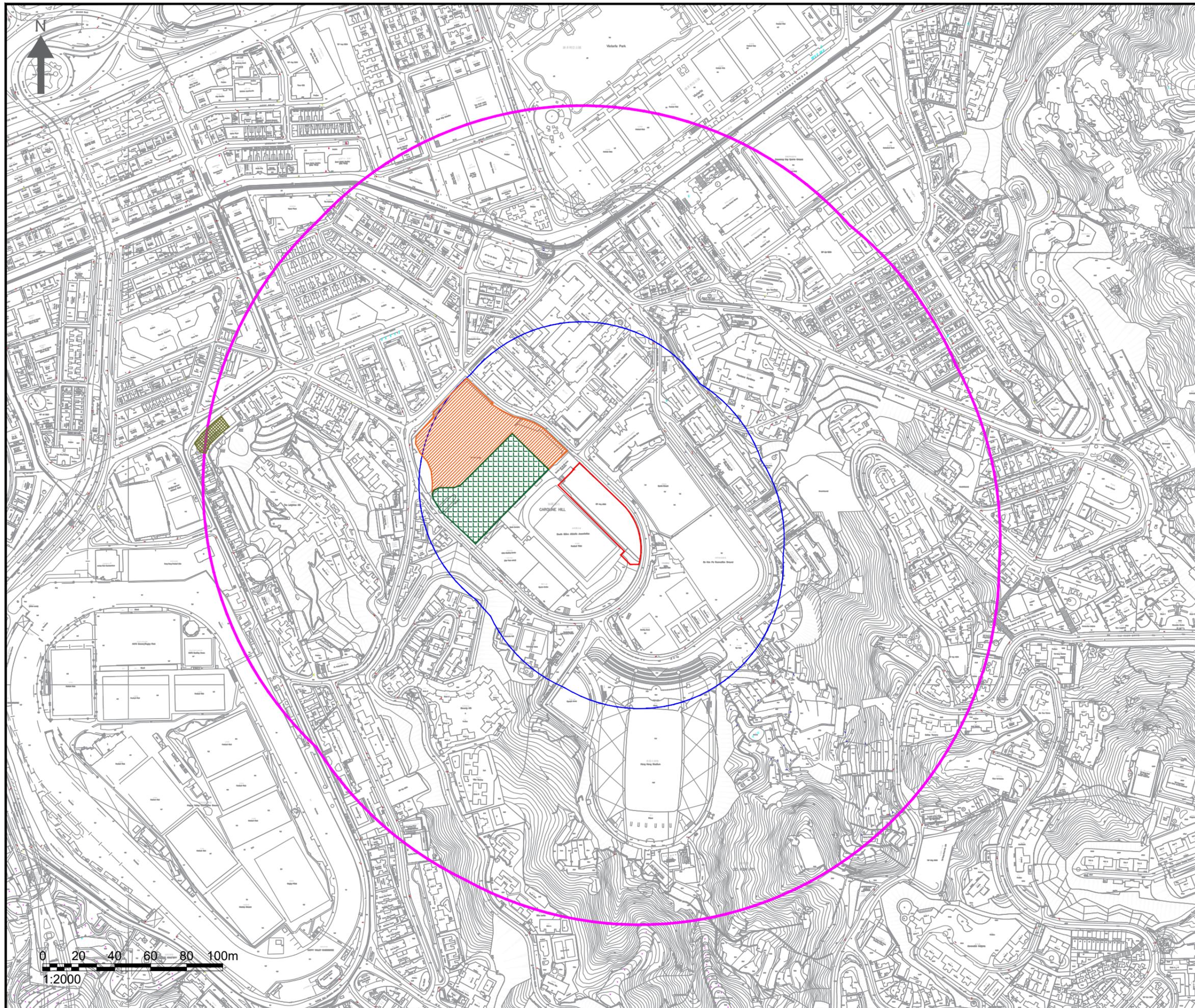
Project :
 PROPOSED SCAA SPORTS LINK AT
 SOUTH CHINA ATHLETIC ASSOCIATION,
 88 CAROLINE HILL ROAD, HONG KONG

Drawing Title :
 SUBJECT SITE LOCATION
 AND AIR SENSITIVE RECEIVERS

Drawing No. : FIGURE 3-1	Revision : 1
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Scale : AS SHOWN	Date : FEB 2026
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- NOTES :
- SUBJECT SITE
 - 200M ASSESSMENT AREA
 - 500M ASSESSMENT AREA
 - PROPOSED COMMERCIAL DEVELOPMENT ON IL NO.8945 CAUSEWAY BAY (PLANNING APPLICATION NO. A/H7/188)
 - PROPOSED DISTRICT COURT BUILDING AT CAROLINE HILL ROAD (PROJECT CODE NO. 033LJ)
 - PROPOSED OFFICE, SHOP AND SERVICES AND EATING PLACE AT 8 LEIGHTON ROAD, CAUSEWAY BAY, HONG KONG (PLANNING APPLICATION NO. A/H7/183)

Consultant



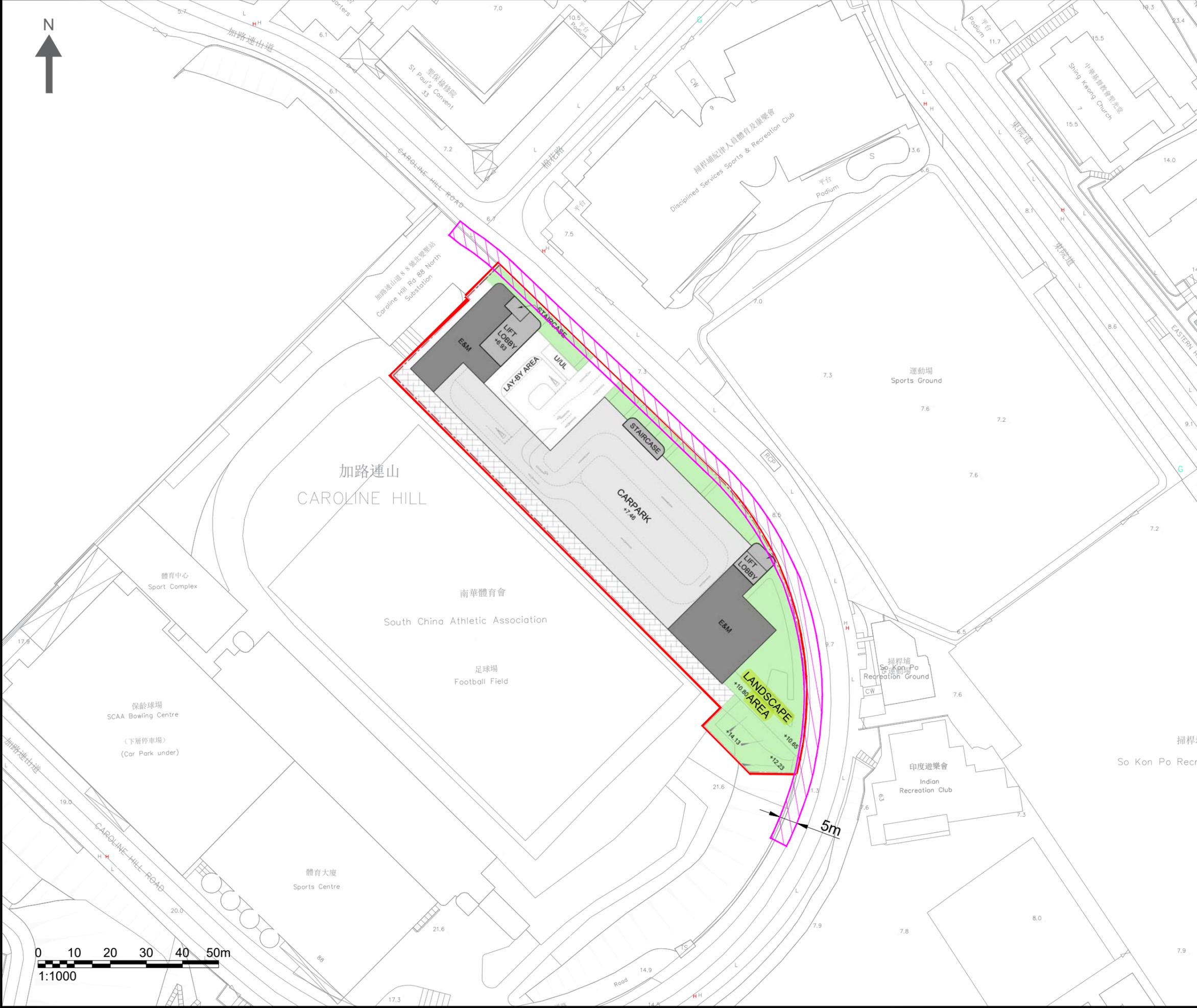
Allied Environmental Consultants Limited

Project No. : 2215
 Drawn By : RL
 Project : PROPOSED SCAA SPORTS LINK AT SOUTH CHINA ATHLETIC ASSOCIATION, 88 CAROLINE HILL ROAD, HONG KONG

Drawing Title : LOCATIONS OF CONCURRENT PROJECTS

Drawing No : FIGURE 6-1	Revision : 0
Scale : AS SHOWN	Date : FEB 2026

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- NOTES :
- SUBJECT SITE
 - 5M ROAD BUFFER DISTANCE

Consultant



Allied Environmental Consultants Limited

Project No. : 2215

Drawn By : RL

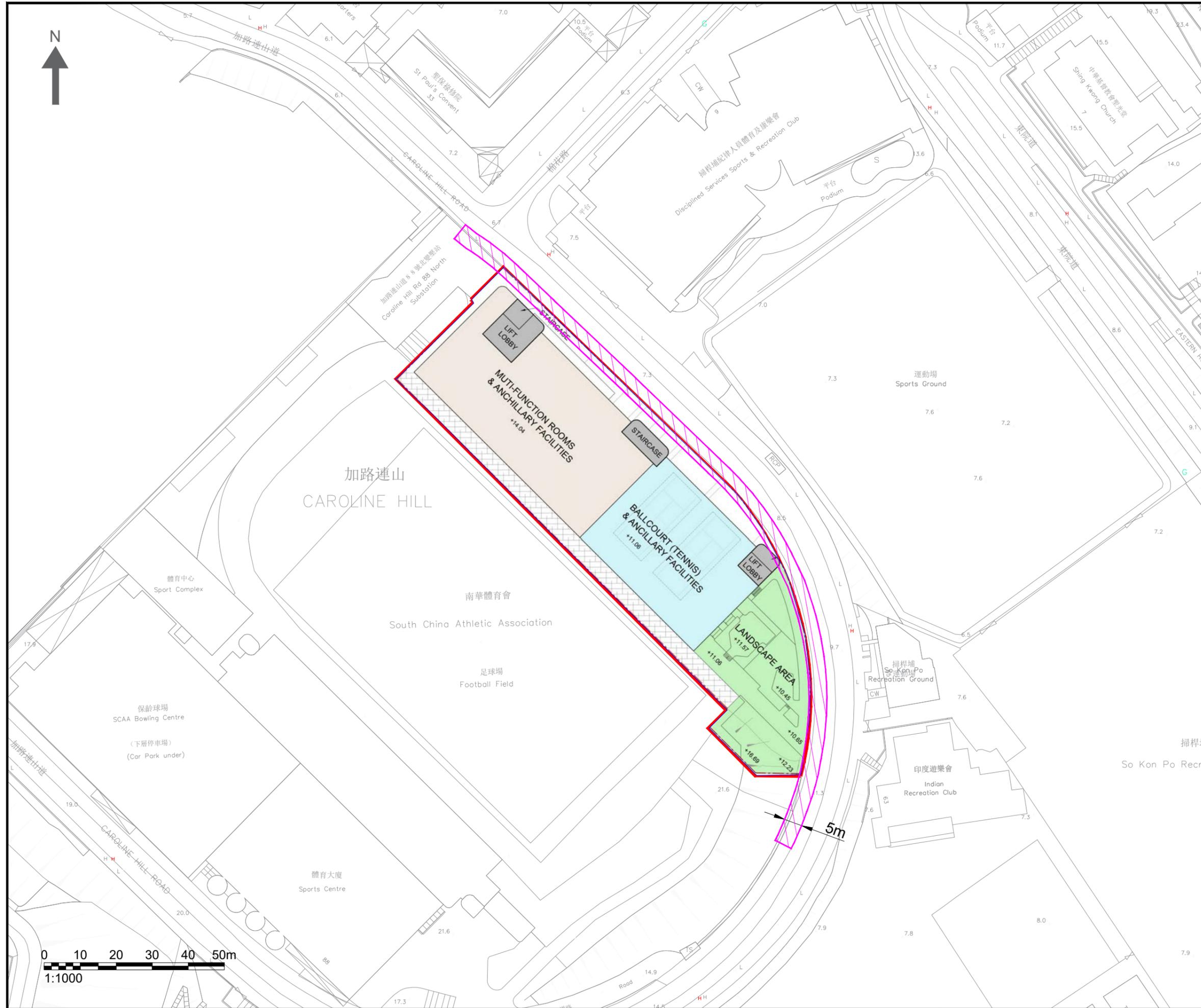
Project :
PROPOSED SCAA SPORTS LINK AT SOUTH CHINA ATHLETIC ASSOCIATION, 88 CAROLINE HILL ROAD, HONG KONG.

Drawing Title :
BUFFER DISTANCE BETWEEN THE SUBJECT SITE AT G/F AND THE ADJACENT ROADS

Drawing No : FIGURE 6-2	Revision : 2
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Scale : AS SHOWN	Date : FEB 2026
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NOTES :

- SUBJECT SITE
- 5M ROAD BUFFER DISTANCE

Consultant



Allied Environmental Consultants Limited

Project No. : 2215

Drawn By : RL

Project :

PROPOSED SCAA SPORTS LINK AT SOUTH CHINA ATHLETIC ASSOCIATION, 88 CAROLINE HILL ROAD, HONG KONG

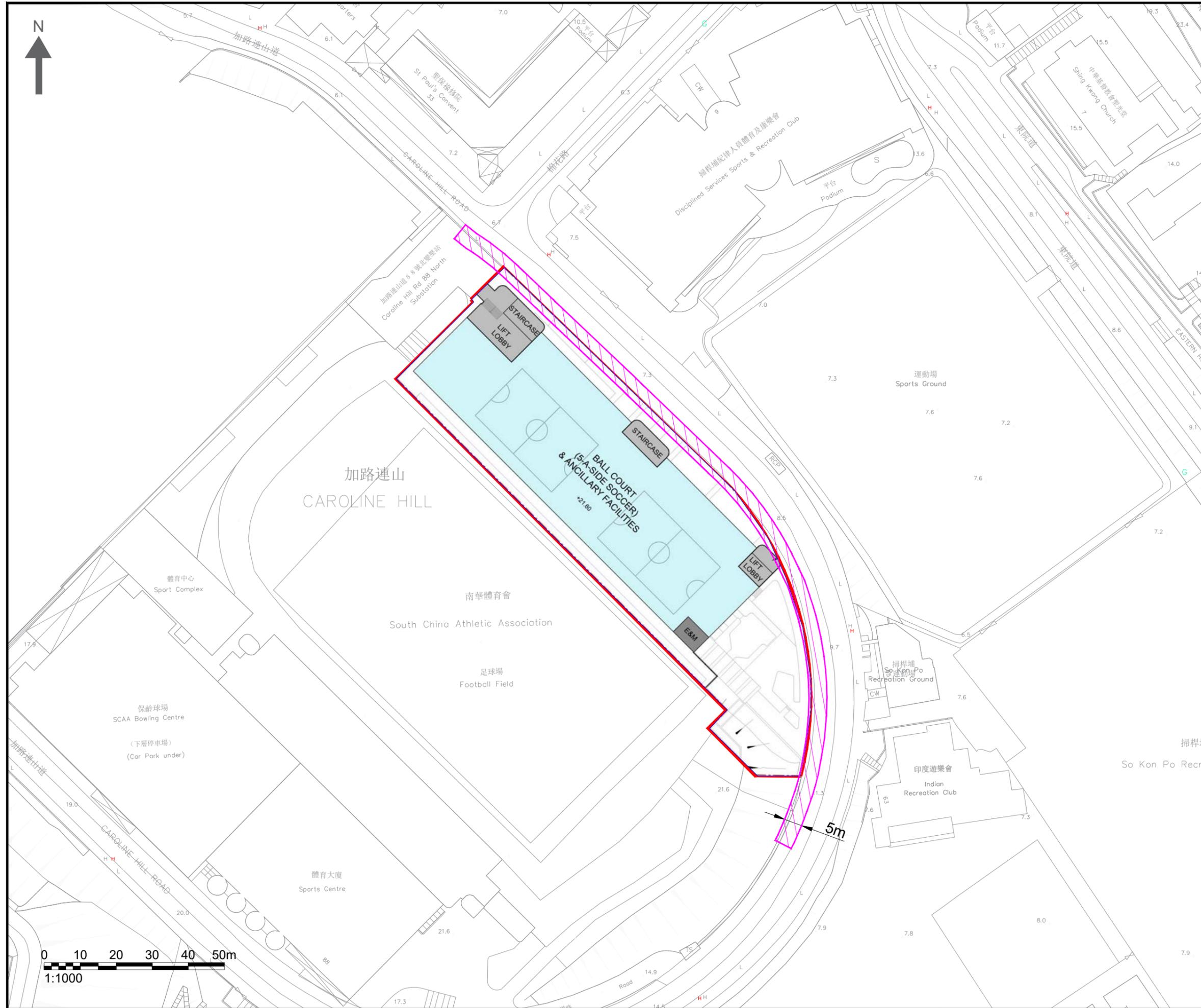
Drawing Title :

BUFFER DISTANCE BETWEEN THE SUBJECT SITE AT 1/F AND THE ADJACENT ROADS

Drawing No : FIGURE 6-3 Revision : 2

Scale : AS SHOWN Date : FEB 2026

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NOTES :

- SUBJECT SITE
- 5M ROAD BUFFER DISTANCE

Consultant



Allied Environmental Consultants Limited

Project No. : 2215

Drawn By : RL

Project :

PROPOSED SCAA SPORTS LINK AT SOUTH CHINA ATHLETIC ASSOCIATION, 88 CAROLINE HILL ROAD, HONG KONG

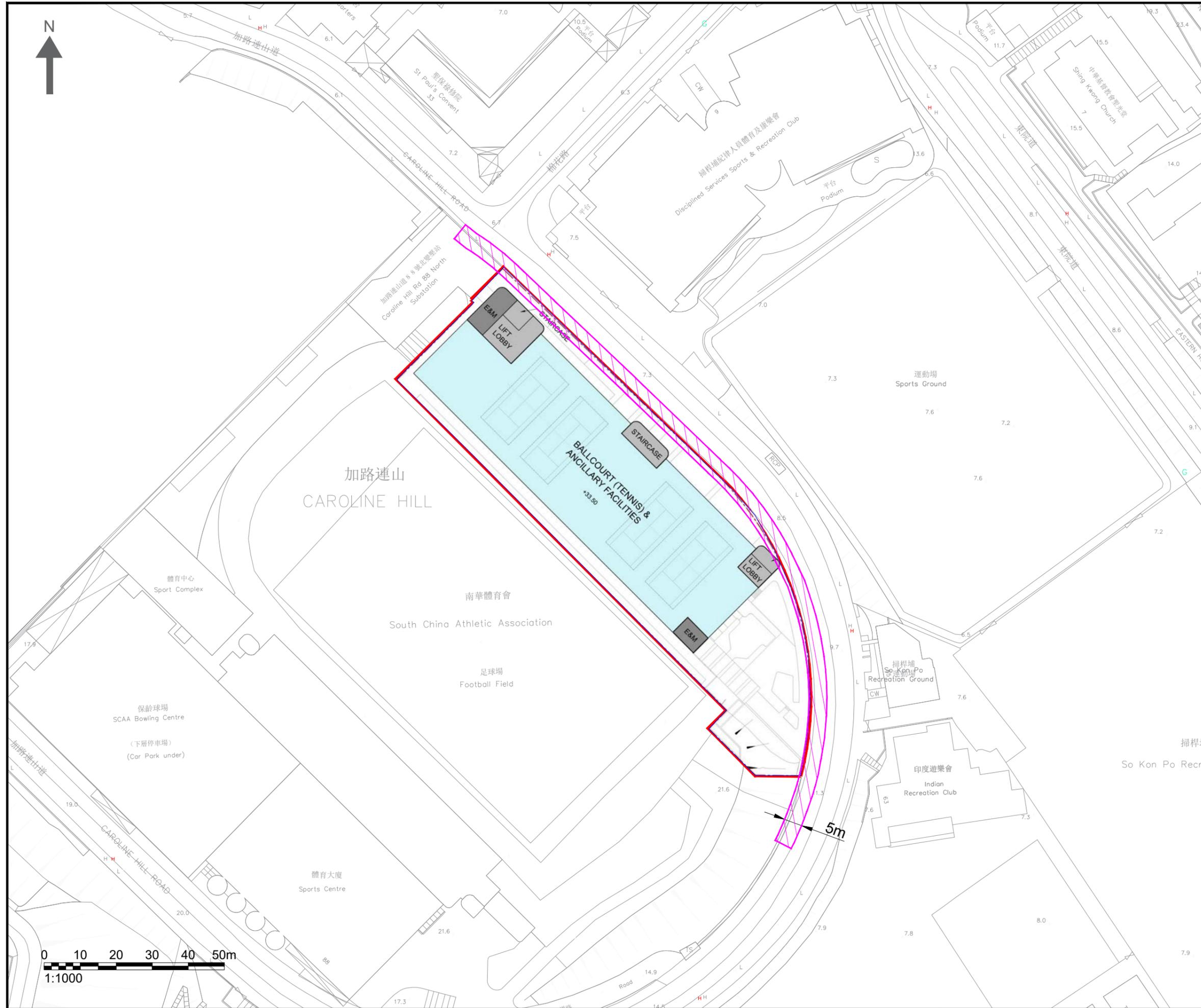
Drawing Title :

BUFFER DISTANCE BETWEEN THE SUBJECT SITE AT 2/F AND THE ADJACENT ROADS

Drawing No. : FIGURE 6-4	Revision : 2
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Scale : AS SHOWN	Date : FEB 2026
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NOTES :

- SUBJECT SITE
- 5M ROAD BUFFER DISTANCE

Consultant



Allied Environmental Consultants Limited

Project No. : 2215

Drawn By : RL

Project :

PROPOSED SCAA SPORTS LINK AT SOUTH CHINA ATHLETIC ASSOCIATION, 88 CAROLINE HILL ROAD, HONG KONG

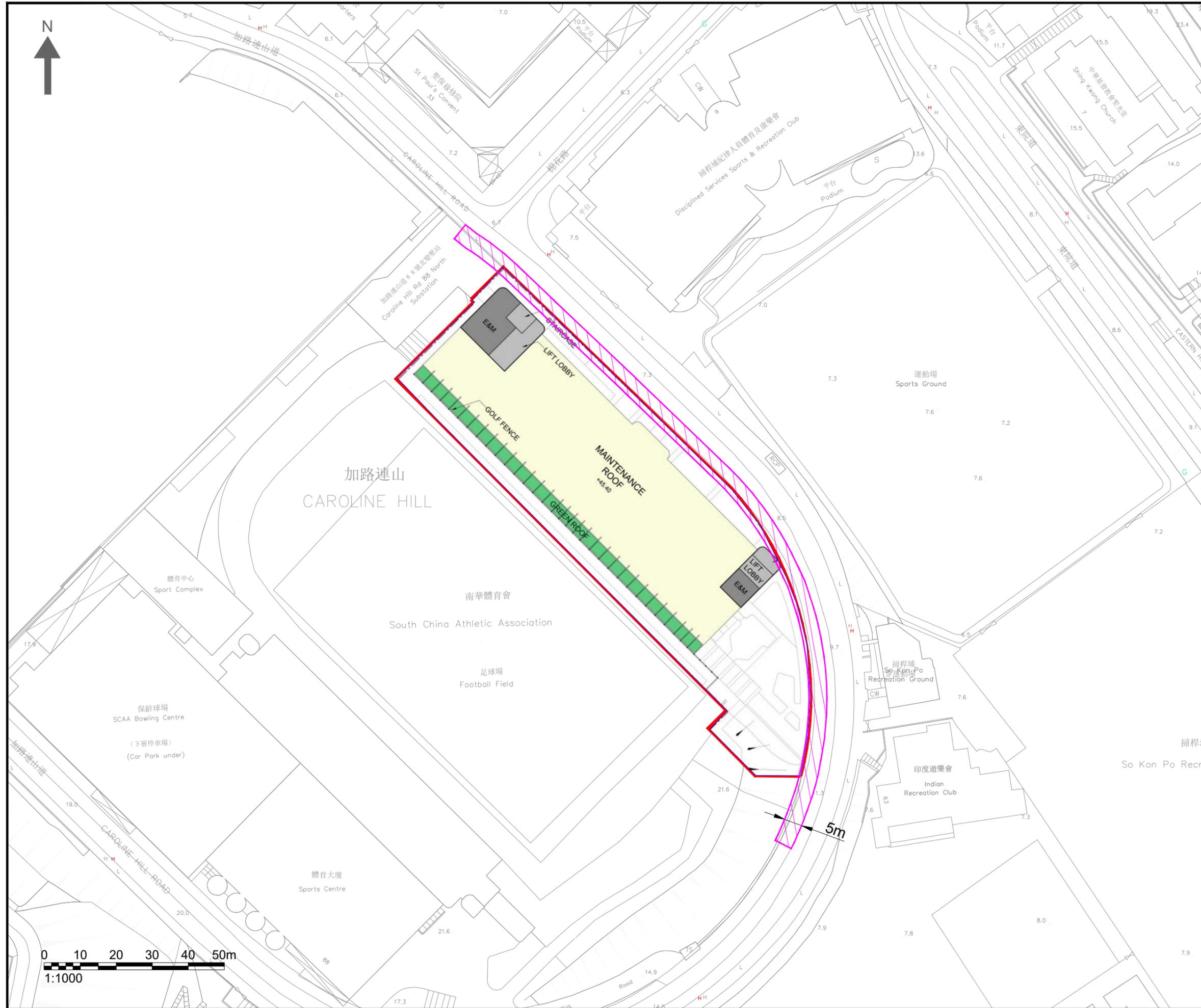
Drawing Title :

BUFFER DISTANCE BETWEEN THE SUBJECT SITE AT 3/F AND THE ADJACENT ROADS

Drawing No : **FIGURE 6-5** Revision : **2**

Scale : **AS SHOWN** Date : **FEB 2026**

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NOTES :

- SUBJECT SITE
- 5M ROAD BUFFER DISTANCE

Consultant



Allied Environmental Consultants Limited

Project No. : 2215

Drawn By : RL

Project :

PROPOSED SCAA SPORTS LINK AT SOUTH CHINA ATHLETIC ASSOCIATION, 88 CAROLINE HILL ROAD, HONG KONG

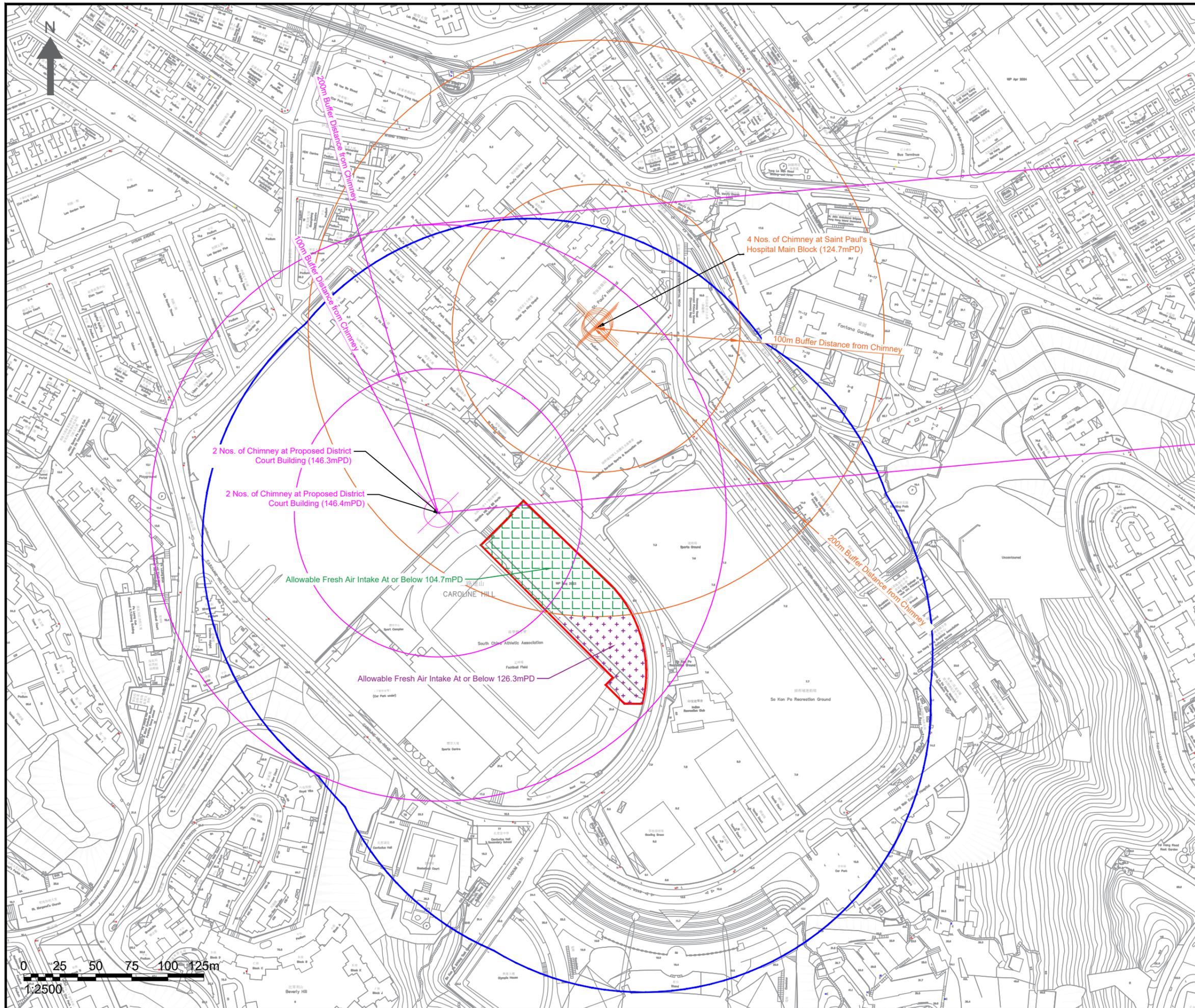
Drawing Title :

BUFFER DISTANCE BETWEEN THE SUBJECT SITE AT R/F AND THE ADJACENT ROADS

Drawing No. : FIGURE 6-6	Revision : 2
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Scale : AS SHOWN	Date : FEB 2026
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- NOTES :
- SUBJECT SITE
 - 200m ASSESSMENT AREA
 - DIESEL EMERGENCY GENERATOR
 - CHIMNEYS OF ST. PAUL'S HOSPITAL MAIN BLOCK
 - CHIMNEYS OF PROPOSED DISTRICT COURT BUILDING
 - ALLOWABLE FRESH AIR INTAKE LOCATION AT OR BELOW 104.7mPD
 - ALLOWABLE FRESH AIR INTAKE LOCATION AT OR BELOW 126.3mPD
 - 5M ROAD BUFFER DISTANCE

Consultant



Allied Environmental Consultants Limited

Project No. : 2215

Drawn By : RL

Project :

PROPOSED SCAA SPORTS LINK AT SOUTH CHINA ATHLETIC ASSOCIATION, 88 CAROLINE HILL ROAD, HONG KONG

Drawing Title :

MAP OF INDUSTRIAL CHIMNEY SURVEY WITHIN 200M ASSESSMENT AREA

Drawing No. : FIGURE 6-7	Revision : 2
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Scale : AS SHOWN	Date : FEB 2026
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Appendix 3-1

Site Layout Plan



COTTON PATH

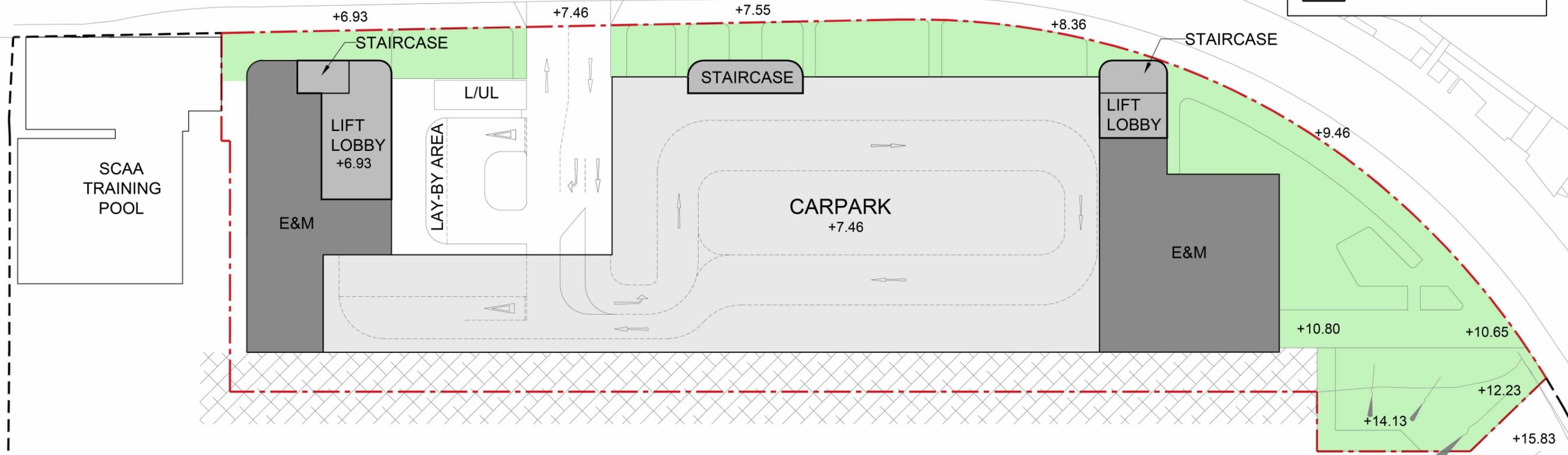
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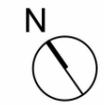
DISCIPLINED SERVICES SPORTS & RECREATION CLUB FOOTBALL PITCH

CAROLINE HILL ROAD

LEGEND

- LOT BOUNDARY
- APPLICATION SITE BOUNDARY
- LANDSCAPED AREA
- CARPARK
- LIFT LOBBY/ STAIRCASE
- E&M
- SPORTS FACILITIES
- MULTI-FUNCTION AREA
- ROOF





COTTON PATH

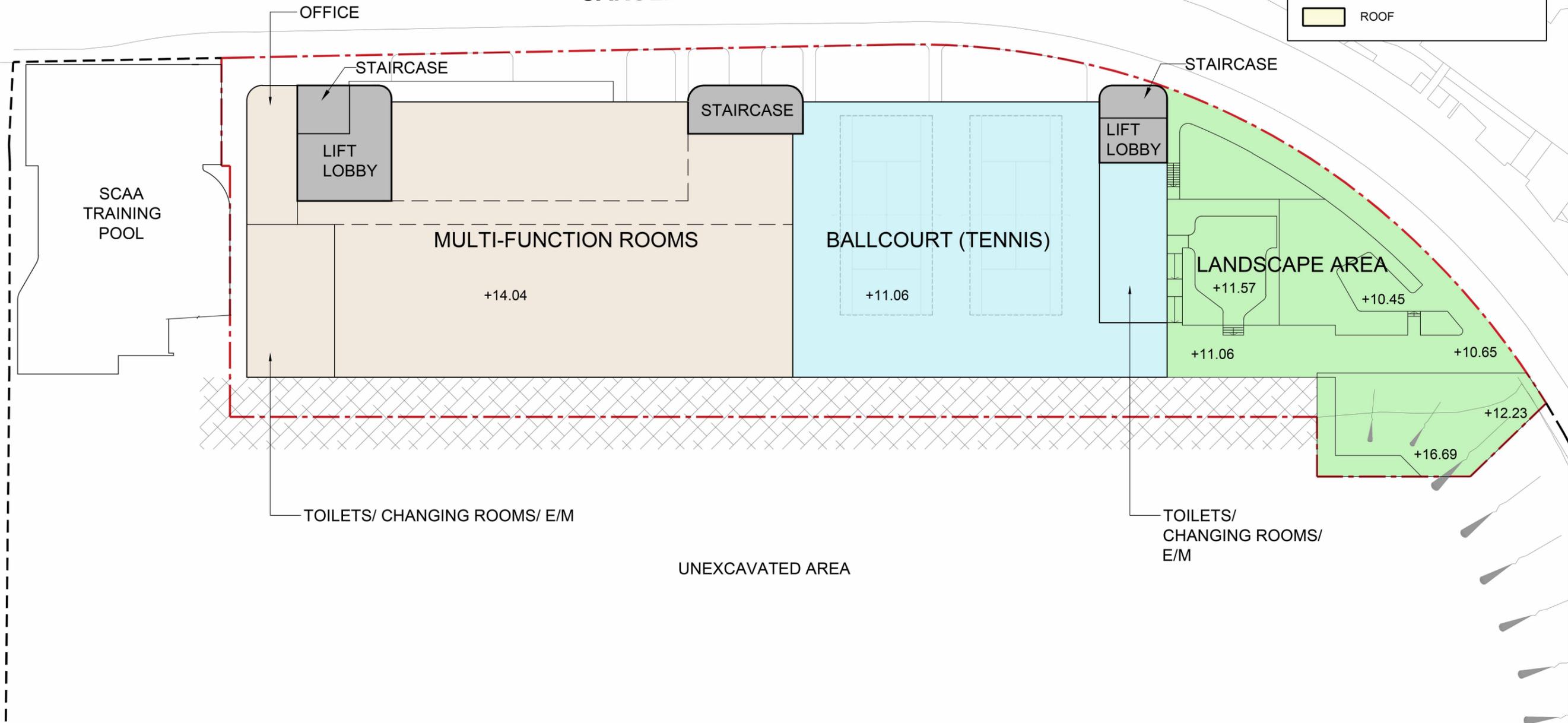
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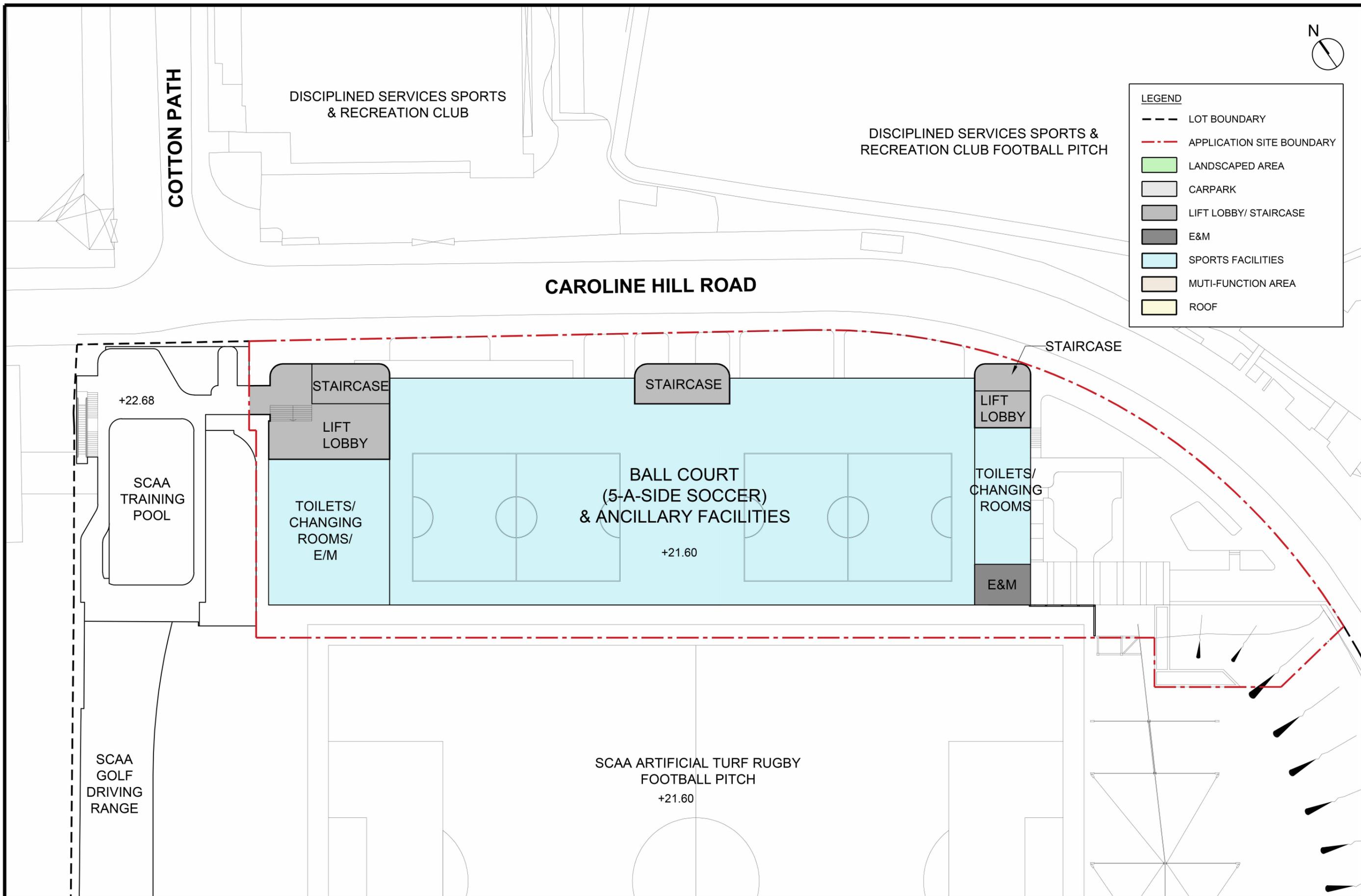
DISCIPLINED SERVICES SPORTS & RECREATION CLUB FOOTBALL PITCH

CAROLINE HILL ROAD

LEGEND

- LOT BOUNDARY
- APPLICATION SITE BOUNDARY
- LANDSCAPED AREA
- CARPARK
- LIFT LOBBY/ STAIRCASE
- E&M
- SPORTS FACILITIES
- MULTI-FUNCTION AREA
- ROOF







COTTON PATH

DISCIPLINED SERVICES SPORTS & RECREATION CLUB

DISCIPLINED SERVICES SPORTS & RECREATION CLUB FOOTBALL PITCH

CAROLINE HILL ROAD

LEGEND

- LOT BOUNDARY
- APPLICATION SITE BOUNDARY
- LANDSCAPED AREA
- CARPARK
- LIFT LOBBY/ STAIRCASE
- E&M
- SPORTS FACILITIES
- MULTI-FUNCTION AREA
- ROOF

+22.68

SCAA TRAINING POOL

E&M

LIFT LOBBY

STAIRCASE

TOILETS/
CHANGING
ROOMS/
E/M

STAIRCASE

BALLCOURT (TENNIS) &
ANCILLARY FACILITIES

+33.50

LIFT LOBBY

STAIRCASE

TOILETS/
CHANGING
ROOMS

E&M

SCAA GOLF DRIVING RANGE

SCAA ARTIFICIAL TURF RUGBY FOOTBALL PITCH



COTTON PATH

DISCIPLINED SERVICES SPORTS & RECREATION CLUB

DISCIPLINED SERVICES SPORTS & RECREATION CLUB FOOTBALL PITCH

LEGEND

- LOT BOUNDARIES
- - - APPLICATION SITE BOUNDRIES
- GREEN ROOF
- LIFT LOBBY/ STAIRCASE
- E&M
- ROOF

CAROLINE HILL ROAD

STAIRCASE

STAIRCASE

E&M

LIFT LOBBY

LIFT LOBBY

E&M

SCAA TRAINING POOL

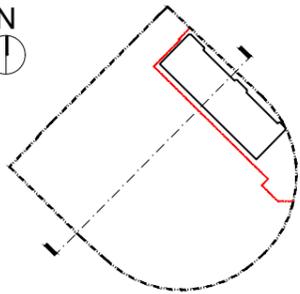
ROOF
+45.40

GOLF FENCE

GREEN ROOF

SCAA GOLF DRIVING RANGE

SCAA ARTIFICIAL TURF RUGBY FOOTBALL PITCH



Key Plan

LEGEND

- LOT BOUNDARY
- APPLICATION SITE BOUNDARY
- LANDSCAPE AREA
- CARPARK
- LIFT LOBBY
- E/M
- SPORT FACILITIES
- MULTI-FUNCTION AREAS
- ROOF

