


## **ANNEX 3**

# **AIR QUALITY IMPACT ASSESSMENT**

**Section 16 Application for Proposed Minor Relaxation of  
Building Height Restriction for Proposed Hotel  
Development with Shop and Services at “Residential(A)”  
Zone and Area Shown as ‘Road’ at Nos. 9-19 (odds) Kam  
Wa Street, Shau Kei Wan**

**Air Quality Impact Assessment  
(V2.1)**

March 2026

Approved By   
(Project Manager: K.S. Lee)

REMARKS:

The information supplied and contained within this report is, to the best of our knowledge, correct at the time of printing.

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## 1 INTRODUCTION

### 1.1 Background

- 1.1.1 Land Glory Holdings Ltd. (“the Project Proponent”) has proposed the development of a hotel located at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan.
- 1.1.2 Cinotech Consultants Limited has been commissioned by Paliburg Development Consultants Ltd. (PDCL) to conduct an Air Quality Impact Assessment (AQIA) to evaluate the potential air quality impacts associated with the implementation of the Project and to recommend necessary air quality mitigation measures.
- 1.1.3 This AQIA is prepared to support a planning permission application to the Town Planning Board (TPB) under Section 16 of the Town Planning Ordinance (CAP. 131) for the hotel development with shop and services, which includes a request for relaxation of height restrictions.

### 1.2 The Site

- 1.2.1 The Application Site (the "Site") is situated in a residential and commercial area in Shau Kei Wan, along Kam Wa Street near its intersection with Mong Lung Street (see **Figure 1-1**).
- 1.2.2 The Site falls within an area zoned as “Residential (Group A)” (“R(A)”) and area shown as “Road” on the Approved Shau Kei Wan Outline Zoning Plan No. No. S/H9/22 (“the OZP” / “Shau Kei Wan OZP”), as shown in **Figure 1-2**.
- 1.2.3 The Site covers approximately 518 m<sup>2</sup> and is currently vacant.

### 1.3 The Proposed Development

#### General

- 1.3.1 The Applicant proposes to develop the Application Site into a 31-storey hotel with a height of 113.56 mPD. The tentative layout of the proposed development is illustrated in **Appendix 1-1**, with a planned completion year of 2031.

#### Emergency Generator

- 1.3.2 The proposed development is intended solely for hotel use and will operate exclusively on electricity supplied by Hongkong Electric. Emergency generator will be provided to address potential electricity outages or emergencies. No diesel or other fossil fuels will be utilized during the normal operation of the proposed development.
- 1.3.3 Under the current design, a single 650 kW emergency generator powered by diesel fuel will be installed in the E&M area on the 5th floor. The emergency generator will be housed in fully enclosed spaces within the E&M area, with a chimney serving as its only exhaust outlet. The exhaust outlet of the chimney for the emergency generator will be located on the upper roof floor.

- 1.3.4 Since the emergency generator will operate solely during electricity outages or emergencies and routine testing, the chimney associated with the emergency generator is not considered an industrial chimney.
- 1.3.5 It should be noted that the design of the chimneys is not available at this stage and is subject to detailed design.

Air Sensitive Receivers (ASRs)

- 1.3.6 The lobby, communal sky garden, back-of-house areas (e.g., staff room and laundry room), and guest rooms are designated as Air Sensitive Receivers (ASRs) during the operational phase. A centralized ventilation system will be provided for the lobby, back-of-house areas, and guest rooms.

## 2 LEGISLATION, STANDARDS & GUIDELINES

2.1.1 The air quality impact assessment criteria were made reference to the Hong Kong Planning Standards and Guidelines (HKPSG) and the Air Pollution Control Ordinance (Cap.311) (APCO).

### 2.2 Minimum Buffer Distances

2.2.1 HKPSG recommends minimum buffer distances from the various road emission sources, industrial chimney and various odour sources for planning purpose, which are summarized **Table 2-1**.

**Table 2-1 Guidelines on Usage of Open Space Site**

| Pollution Source      | Parameter   | Buffer Distance                      | Permitted Uses                       |
|-----------------------|---|--------------------------------------|--------------------------------------|
| Road and Highways [i] | <i>Type of Road</i>   |                                      |                                      |
|                       | Trunk Road and Primary Distributor  | >20m                                 | Active and passive recreational uses |
|                       |   | 3-20m                                | Passive recreational uses            |
|                       |   | <3m                                  | Amenity areas                        |
|                       | District Distributor  | >10m                                 | Active and passive recreational uses |
|                       |   | <10m                                 | Passive recreational uses            |
|                       | Local Distributor   | >5m                                  | Active and passive recreational uses |
| <5m                   |   | Passive recreational uses            |                                      |
| Industrial Area [ii]  | <i>Difference in Height between Industrial Chimney Exit and the Site</i>  |                                      |                                      |
|                       | <20m  | >200m                                | Active and passive recreational uses |
|                       |   | 5-200m                               | Passive recreational uses            |
|                       | 20-30m  | >100m                                | Active and passive recreational uses |
|                       |   | 5-100m                               | Passive recreational uses            |
|                       | 30-40m  | >50m                                 | Active and passive recreational uses |
|                       |   | 5-50m                                | Passive recreational uses            |
| >40m                  | >10m  | Active and passive recreational uses |                                      |
| Odour Sources [iii]   | <i>Type of Odour Sources</i>  |                                      |                                      |
|                       | Slaughterhouses (with Rendering Plant)  | >300m                                | Sensitive uses and commercial areas  |
|                       | Slaughterhouses (without Rendering Plant)   | >200m                                |                                      |
|                       | Small Scale Odour Sources, such as <ul style="list-style-type: none"> <li>• Crematoria</li> <li>• Stock Wagon Washing Areas</li> <li>• Livestock Yards</li> <li>• Wholesale Fish and Poultry Markets</li> </ul> | >200m                                | Sensitive uses                       |
|                       | Offensive Trades  | >200m                                | Sensitive uses                       |

Note:

[i] 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.

[ii] Refer to Table 3.1 of Chapter 9 of the HKPSG

[iii] Refer to Table 1.3 of Chapter 9 of the HKPSG

## 2.3 Air Quality Objectives (AQO)

2.3.1 The Air Pollution Control Ordinance (APCO) provides the statutory authority for controlling air pollutants from a variety of sources. The Hong Kong Air Quality Objectives (AQO) stipulate the maximum allowable concentrations over specific periods for the criteria pollutants (Table 2-2).

**Table 2-2 Hong Kong Air Quality Objectives (2025)**

| Pollutant  | Averaging time | Concentration limit <sup>[1]</sup><br>( $\mu\text{g}/\text{m}^3$ ) | Number of exceedances allowed per calendar year |
|--|----------------|--|---|
| Sulphur dioxide (SO <sub>2</sub> )                     | 10-minute      | 500  | 3   |
|  | 24-hour        | 40   | 3   |
| Respirable suspended particulates (RSP) <sup>[2]</sup> | 24-hour        | 75   | 9   |
|  | Annual         | 30   | Not applicable                                  |
| Fine suspended particulates (FSP) <sup>[3]</sup>       | 24-hour        | 37.5   | 18  |
|  | Annual         | 15   | Not applicable                                  |
| Nitrogen dioxide (NO <sub>2</sub> )                    | 1-hour         | 200  | 18  |
|  | 24-hours       | 120  | 9   |
|  | Annual         | 40   | Not applicable                                  |
| Ozone (O <sub>3</sub> )                                | 8-hour         | 160  | 9   |
|  | Peak season    | 100  | Not applicable                                  |
| Carbon monoxide (CO)                                   | 1-hour         | 30,000   | 0   |
|  | 8-hour         | 10,000   | 0   |
|  | 24-hours       | 4,000  | 0   |
| Lead (Pb)  | Annual         | 0.5  | Not applicable                                  |

Note:

- 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.
- Respirable suspended particulates mean suspended particles in air with a nominal aerodynamic diameter of 10  $\mu\text{m}$  or less.
- Fine suspended particulates mean suspended particles in air with a nominal aerodynamic diameter of 2.5  $\mu\text{m}$  or less.

## 2.4 Air Pollution Control (Construction Dust) Regulation

2.4.1 The regulation defines notifiable and regulatory works activities that are subject to construction dust control.

## 2.5 Air Pollution Control (Smoke) Regulations

2.5.1 The regulations stipulate that dark smoke emission from any chimney or relevant plant must not exceed 6 minutes in any period of 4 hours; or 3 minutes continuously at any one time.

## 2.6 Air Pollution Control (Fuel Restriction) Regulations

2.6.1 The regulation provides a statutory minimum requirement to restrict commercial and industrial processes to use ULSD (Ultra Low Sulphur Diesel) with a sulphur content of only 0.001%.

## 2.7 Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

2.7.1 According to the regulation, Non-road Mobile Machinery (NRMMS) must adhere to the prescribed emission standards. Only NRMMS that have been approved or exempted and bear the appropriate label are permitted for use in specified activities and locations. These include

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construction sites, container terminals and backup facilities, restricted areas of the airport, designated waste disposal facilities, and specified processes.

## **2.8 Recommended Pollution Control Clauses for Construction Contracts**

2.8.1 This guideline includes a list of relevant regulations/guidelines for contractors and general engineering practices aimed at minimizing inconvenience and environmental nuisance to nearby residents and other sensitive receivers.

## **2.9 ProPECC Practice Note PN 2/96 - Control of Air Pollution in Car Parks**

2.9.1 The practice note provides guidance on the control of air pollution in car parks including 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.

### 3 BACKGROUND AIR QUALITY AND KEY CRITERIA POLLUTANTS

#### 3.1 Background Air Quality

- 3.1.1 The EPD has been closely monitoring air quality in Hong Kong through its air quality monitoring stations (AQMS). The Eastern AQMS is the closest station to the Site, while the nearest roadside station is located in Causeway Bay.
- 3.1.2 It is important to note that measurement results at the roadside station are generally higher than those at typical sensitive receivers, such as residential flats, due to proximity to road traffic. Therefore, measurements at the roadside station should be considered a worst-case scenario, whereas those at the Eastern AQMS should be regarded as representative.
- 3.1.3 The monitoring results for the Eastern AQMS and the Causeway Bay AQMS from 2020 to 2024 are summarized in **Table 3-1 & Table 3-2**, respectively. For both stations, the measured concentrations of NO<sub>2</sub> demonstrate a decreasing trend from 2020 to 2024. In contrast, the measured concentrations of RSP and FSP have remained relatively stable during the same period.
- 3.1.4 The parameter of particular concern in recent years has been the FSP concentrations. The annual average FSP concentrations exceeded the AQO criterion in 2021 and 2024 at the Eastern AQMS. Although Ozone concentrations also exceeded AQO criteria in 2022 and 2024 at the Eastern AQMS, Ozone is not considered a key criteria pollutant for the Proposed Development, as discussed in **Section 3.7**.
- 3.1.5 The RSP, FSP, and NO<sub>2</sub> concentrations at the Causeway Bay AQMS frequently exceeded the AQO criteria from 2020 to 2024. Please note that the measurements at the Causeway Bay AQMS are provided solely as a reference for a worst-case scenario and do not represent the environmental conditions around the Site.

**Table 3-1 Average Concentrations of Pollutants in the Recent Five Years (Year 2020 - 2024) at Eastern Air Quality Monitoring Station**

| Pollutant                               | Averaging Time       | AQO [i]   | Pollutant Concentration ( $\mu\text{g}/\text{m}^3$ ) [ii] |      |      |      |      |
|---|----------------------|-----------|---|------|------|------|------|
|   |                      |           | 2020  | 2021 | 2022 | 2023 | 2024 |
| Respirable Suspended Particulates (RSP) | 10th Highest 24-hour | 75 (9)    | 60  | 62   | 49   | 52   | 61   |
|   | Annual               | 30        | 27  | 29   | 23   | 24   | 24   |
| Fine Suspended Particulates (FSP)       | 19th Highest 24-hour | 37.5 (18) | 29  | 29   | 28   | 27   | 33   |
|   | Annual               | 15        | 14  | 15   | 13   | 14   | 15   |
| Nitrogen Dioxide ( $\text{NO}_2$ )      | 19th Highest 1-hour  | 200 (18)  | 113   | 129  | 99   | 106  | 93   |
|   | 10th Highest 24-hour | 120 (9)   | 59  | 61   | 53   | 53   | 50   |
|   | Annual               | 40        | 34  | 35   | 32   | 32   | 31   |
| Sulphur Dioxide ( $\text{SO}_2$ )       | 4th Highest 10-Min   | 500 (3)   | 16  | 22   | 35   | 37   | 11   |
|   | 4th Highest 24-hour  | 40 (3)    | 6   | 5    | 5    | 4    | 4    |
| Ozone ( $\text{O}_3$ )                  | 10th Highest 8-hour  | 160 (9)   | 140   | 148  | 185  | 149  | 155  |
|   | Peak season          | 100       | 90  | 89   | 101  | 93   | 101  |
| Carbon Monoxide (CO)                    | 1st Highest 1-hour   | 30000 (0) | -   | -    | -    | -    | -    |
|   | 1st Highest 8-hour   | 10000 (0) | -   | -    | -    | -    | -    |
|   | 1st Highest 24-hour  | 4000 (0)  | -   | -    | -    | -    | -    |

Note:

- [i] The numbers in brackets () refer to number of exceedances allowed per calendar year.  
 [ii] The pollution concentrations are obtained from the Smart Air Modelling Platform v2.1.  
 [iii] Exceedances has been highlighted in orange.  
 [iv] Measurement data of Carbon Monoxide is not available for the Eastern AQMS.

**Table 3-2 Average Concentrations of Pollutants in the Recent Five Years (Year 2020 - 2024) at Causeway Bay Air Quality Monitoring Station**

| Pollutant                               | Averaging Time       | AQO [i]   | Pollutant Concentration ( $\mu\text{g}/\text{m}^3$ ) [ii] |      |      |      |      |
|---|----------------------|-----------|---|------|------|------|------|
|   |                      |           | 2020  | 2021 | 2022 | 2023 | 2024 |
| Respirable Suspended Particulates (RSP) | 10th Highest 24-hour | 75 (9)    | 70  | 79   | 66   | 72   | 76   |
|   | Annual               | 30        | 36  | 39   | 34   | 39   | 37   |
| Fine Suspended Particulates (FSP)       | 19th Highest 24-hour | 37.5 (18) | 39  | 42   | 42   | 40   | 43   |
|   | Annual               | 15        | 22  | 23   | 21   | 23   | 24   |
| Nitrogen Dioxide ( $\text{NO}_2$ )      | 19th Highest 1-hour  | 200 (18)  | 216   | 211  | 249  | 221  | 209  |
|   | 10th Highest 24-hour | 120 (9)   | 121   | 119  | 124  | 118  | 110  |
|   | Annual               | 40        | 68  | 71   | 65   | 67   | 66   |
| Sulphur Dioxide ( $\text{SO}_2$ )       | 4th Highest 10-Min   | 500 (3)   | 35  | 32   | 43   | 29   | 23   |
|   | 4th Highest 24-hour  | 40 (3)    | 11  | 11   | 10   | 10   | 9    |
| Ozone ( $\text{O}_3$ )                  | 10th Highest 8-hour  | 160 (9)   | 91  | 94   | 100  | 101  | 105  |
|   | Peak season          | 100       | 56  | 57   | 54   | 58   | 56   |
| Carbon Monoxide (CO)                    | 1st Highest 1-hour   | 30000 (0) | 2850  | 1920 | 2020 | 1760 | 1950 |
|   | 1st Highest 8-hour   | 10000 (0) | 1685  | 1551 | 1509 | 1404 | 1776 |
|   | 1st Highest 24-hour  | 4000 (0)  | 1441  | 1400 | 1248 | 1022 | 1262 |

Note:

- [i] The numbers in brackets () refer to number of exceedances allowed per calendar year.  
 [ii] The pollution concentrations are obtained from the Smart Air Modelling Platform v2.1.  
 [iii] Exceedances has been highlighted in orange.

## 3.2 PATH Background

- 3.2.1 PATH is a regional-scale air quality model developed by the EPD to predict the future air quality of Hong Kong. Considering the decreasing trend in background air pollutant concentrations, the year with the worst PATH background during the operation of the Proposed Development is expected to be the planned completion year (2031). The closest prior year with available PATH background data is 2030, which is representative for the operational phase of the Proposed Development.
- 3.2.2 The PATH v3.0 grids corresponding to the Site are [46,29], as shown in **Figure 3-1**. **Table 3-3** presents the predicted background air quality for the 500m Assessment area (Grids [45,28], [45,29], [46,28], and [46,29]) for the year 2030.
- 3.2.3 Generally, the PATH background for the Site and adjacent areas in 2030 meet the relevant Air Quality Objectives (AQOs) with a significant margin, except for Ozone concentrations.

**Table 3-3 Background Ground Level Air Quality of PATH on Year 2030**

| Pollutant                               | Averaging Time       | AQOs [ $\mu\text{g}/\text{m}^3$ ] [i] | PATH Model Concentration [ $\mu\text{g}/\text{m}^3$ ] on Year 2030 |                         |                         |                         |
|---|----------------------|---------------------------------------|--|-------------------------|-------------------------|-------------------------|
|   |                      |                                       | Grid [45,28] L1 (0-17m)  | Grid [45,29] L1 (0-17m) | Grid [46,28] L1 (0-17m) | Grid [46,29] L1 (0-17m) |
| Respirable Suspended Particulates (RSP) | 10th Highest 24-hour | 75 (9)                                | 51.00  | 51.39                   | 50.70                   | 50.80                   |
|   | Annual               | 30                                    | 18.78  | 19.38                   | 19.06                   | 19.16                   |
| Fine Suspended Particulates (FSP)       | 19th Highest 24-hour | 37.5 (18)                             | 29.18  | 29.76                   | 29.22                   | 29.43                   |
|   | Annual               | 15                                    | 11.29  | 11.82                   | 11.53                   | 11.57                   |
| Nitrogen Dioxide (NO <sub>2</sub> )     | 19th Highest 1-hour  | 200 (18)                              | 48.33  | 56.11                   | 49.01                   | 58.87                   |
|   | 10th Highest 24-hour | 120 (9)                               | 17.87  | 23.00                   | 20.54                   | 24.54                   |
|   | Annual               | 40                                    | 10.18  | 13.01                   | 12.46                   | 13.81                   |
| Sulphur Dioxide (SO <sub>2</sub> )      | 4th Highest 10-Min   | 500 (3)                               | 22.04  | 22.42                   | 22.63                   | 21.77                   |
|   | 4th Highest 24-hour  | 40 (3)                                | 6.65   | 6.76                    | 6.84                    | 6.66                    |
| Ozone (O <sub>3</sub> )                 | 10th Highest 8-hour  | 160 (9)                               | 170.04   | 170.57                  | 166.78                  | 167.92                  |
|   | Peak season          | 100                                   | 120.00   | 120.37                  | 118.67                  | 120.65                  |
| Carbon Monoxide (CO)                    | 1st Highest 1-hour   | 30000 (0)                             | 514.50   | 529.92                  | 516.59                  | 517.02                  |
|   | 1st Highest 8-hour   | 10000 (0)                             | 480.84   | 492.88                  | 486.78                  | 487.62                  |
|   | 1st Highest 24-hour  | 4000 (0)                              | 452.91   | 472.61                  | 459.14                  | 463.60                  |

Note:

- [i] The numbers in brackets ( ) refer to number of exceedances allowed per calendar year.  
 [ii] The pollution concentrations are obtained from the Smart Air Modelling Platform v2.1.  
 [iii] Exceedance has been highlighted in orange.

### 3.3 Existing Environment in the Vicinity

3.3.1 A desktop study, along with two site surveys, was conducted to assess the existing environment in the vicinity and evaluate potential air quality issues. The first survey, which focused on potential odour issues in the surrounding area, took place on 8<sup>th</sup> February 2026 (Sun) from 14:00 to 16:00, during which the weather was cloudy with a light wind, a temperature of approximately 17 °C, and a relative humidity of around 61%. The second survey occurred on 26<sup>th</sup> February 2026 (Thu) from 10:00 to 13:00, during which the weather was drizzly with a light wind, a temperature of approximately 20 °C, and a relative humidity of around 85%. This survey aimed to identify potential odour and industrial sources.

#### Existing Developments

##### *Industrial Chimneys*

3.3.2 The existing developments in the vicinity are primarily residential. The only industrial development in the area is the Hop Lung Factory Building, located approximately 50 m to the southwest of the Site. Based on a desktop study and the site survey conducted on 26<sup>th</sup> February 2026, no active industrial chimneys were identified within 200 meters of the site boundary.

- 3.3.3 The existing developments in the vicinity generally conform to the OZP, with the exception of the Hop Lung Factory Building (an industrial building) located within the Residential (Group A) 2 Zone. This suggests that no new industrial chimneys are anticipated in the near future.

#### *Temple*

- 3.3.4 Shau Kei Wan Shing Wong Temple is located around 60m to the east of the Site. The emission from incense & joss paper burning may pose air quality impact to the Proposed Development and should be assessed.

#### *Kam Wa Street Wet Market*

- 3.3.5 Kam Wa Street Wet Market is located approximately 30 m to the west of the Site (See **Figure 1-1**). The market consists of roadside stalls and at-grade retail shops selling fruits, vegetables, meats, fish, and poultry. The meats, fish, and poultry may pose a potential odour impact to the Proposed Development.

- 3.3.6 During the site surveys conducted on 8<sup>th</sup> February 2026 and 26<sup>th</sup> February 2026, no noticeable odour was detected along the pedestrian pathway of the market or near the Site. As there are no expansion plans for Kam Wa Street Wet Market, its potential odour strength is not expected to significantly increase in the future. Therefore, Kam Wa Street Wet Market is not regarded as a major odour source during the operation of the Proposed Development.

#### *Kam Wa Street Refuse Collection Point*

- 3.3.7 Kam Wa Street Refuse Collection Point (RCP), which is a public refuse collection point managed by the Food and Environmental Hygiene Department (FEHD), is located approximately 65 m to the east of the Site (see **Figure 1-1**). The potential smell from the RCP may pose a potential odour impact to the Proposed Development.

- 3.3.8 During the site surveys conducted on 8<sup>th</sup> February 2026 and 26<sup>th</sup> February 2026, the RCP was found to be clean and tidy. No noticeable odour from Kam Wa Street Refuse Collection Point was detected 2 m in front of its main entrance. Therefore, Kam Wa Street RCP is not regarded as a major odour source during the operation of the Proposed Development.

#### *Air Sensitive Receivers (ASRs)*

- 3.3.9 The Site is surrounded by existing residential developments, along with some recreational facilities (such as parks) and Government, Institutional, and Community (GIC) developments in the vicinity. All of these are considered Air Sensitive Receivers (ASRs).

#### Road Traffic

- 3.3.10 The Site is surrounded by Kam Wa Street, Mong Lung Street, and Shau Kei Wan Main Street East. According to the Annual Traffic Census 2024 (ATC 2024) by the Transport Department, Mong Lung Street (Station 2626) is a Local Distributor. By definition in Appendix G of ATC 2024, Kam Wa Street and Shau Kei Wan Main Street East are also classified as Local Distributors, as confirmed by the Transport Department (see **Appendix 3-1**).

- 3.3.11 It should be noted that the Expressway Island Eastern Corridor (Station 1404) is located approximately 130 meters to the northwest of the Site, with an Average Annual Daily Traffic (AADT) of 70,110 in 2024. Additionally, there are Primary Distributors in the vicinity of the

Site, including the slip road of the Island Eastern Corridor (Station 1422; AADT of 15,470 in 2024) and Chai Wan Road (Station 1615; AADT of 10,210 in 2024), located approximately 150 meters to the west and 180 meters to the south of the development, respectively.

### 3.4 Identified Concurrent Projects

- 3.4.1 Two potential concurrent projects in the vicinity have been identified. The first is the Redevelopment of Ming Wah Dai Ha, located approximately 70 m to the east of the Site. The second is the Public Housing Development at A Kung Ngam Village, situated approximately 200 m to the northeast of the Site. The locations of the identified concurrent projects are marked in **Figure 3-2**.
- 3.4.2 The overall redevelopment of Ming Wah Dai Ha is expected to be completed in 2032, according to MPC Paper No. A/H9/78A<sup>[1]</sup>. Currently, only Phase I of the redevelopment (out of 3 phases) has been completed<sup>[2]</sup>.
- 3.4.3 The Public Housing Development at A Kung Ngam Village is anticipated to be completed in 2037<sup>[3]</sup>. The contract for its associated site formation and infrastructure works commenced on 13<sup>th</sup> May 2025, under Contract No. SD/2024/01.

### 3.5 Key Sources of Potential Air Quality Impact

- 3.5.1 In the absence of industrial chimney emissions, road traffic emissions, emission from the temple, and odour emission from Kam Wa Street Wet Market and Kam Wa Street Refuse Collection Point are key sources of air pollutants in the vicinity of the Site that should be assessed.

### 3.6 Identification of Key Criteria Pollutants – Construction Phase

#### Gaseous Pollutants

- 3.6.1 The operation of Powered Mechanical Equipment (PME) and/or Non-Road Mobile Machinery (NRMMs) during construction work would emit particulates and gaseous air pollutants, such as nitrogen dioxide (NO<sub>2</sub>), due to fuel combustion. Similarly, the movement of construction vehicles, such as dump trucks and concrete mixer lorries, would also emit particulates and gaseous air pollutants from fuel burning.
- 3.6.2 Emission of dark smoke is regulated by Air Pollution Control (Smoke) Regulations. By providing routine maintenance and using of ULSD, the potential impact can be significantly controlled.
- 3.6.3 According to Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted Non-Road Mobile Machinery (NRMM) with a proper label are allowed to be used in specified activities and locations including construction sites. Supportive information and documents (e.g. third-party emission certificates, model and serial numbers of machines and engines, etc.) for each NRMM would be provided to EPD to prove that the concerned NRMM is in line with the prescribed emission standards.

<sup>1</sup> MPC Paper No. A/H9/78A, [https://www.tpb.gov.hk/en/papers/MPC/HK/A-H9-78/A\\_H9\\_78\\_Main%20Paper\\_FINAL.pdf](https://www.tpb.gov.hk/en/papers/MPC/HK/A-H9-78/A_H9_78_Main%20Paper_FINAL.pdf)

<sup>2</sup> Ming Wah Dai Ha, [https://www.hkhs.com/en/housing\\_archive/id/25](https://www.hkhs.com/en/housing_archive/id/25)

<sup>3</sup> 規劃工程及房屋事務委員會文件第8/23號  
[https://www.districtcouncils.gov.hk/east/doc/2020\\_2023/tc/committee\\_meetings\\_doc/pwhc/23746/e\\_pwhc\\_2023\\_008\\_tc.pdf](https://www.districtcouncils.gov.hk/east/doc/2020_2023/tc/committee_meetings_doc/pwhc/23746/e_pwhc_2023_008_tc.pdf)

- 3.6.4 As only limited number of PME, NRMMS and/or construction vehicles are expected to be used on-site due to the small site area (~518 m<sup>2</sup>), and the PME and/or NRMMS are required to fulfil the relevant emission standards. As a result, no adverse impact is anticipated.

#### Particulates (RSP & FSP)

- 3.6.5 The air pollutants of concern during the construction phase are construction dust, which includes Respirable Suspended Particulates (RSP) and Fine Suspended Particulates (FSP) generated from the construction activities of the proposed development.
- 3.6.6 In accordance with the Air Pollution Control (Construction Dust) Regulation, contractors and site agents are obligated to inform the EPD and implement dust reduction measures to minimize dust emissions throughout construction phase, including demolition, site formation, foundation construction, and superstructure construction.

### **3.7 Identification of Key Criteria Pollutants – Operation Phase**

#### Sulphur Dioxide (SO<sub>2</sub>)

- 3.7.1 In Hong Kong, Sulphur Dioxide (SO<sub>2</sub>) is primarily from the combustion of Sulphur-containing fossil fuels in power stations and marine vessels.
- 3.7.2 The Air Pollution Control (Fuel Restriction) Regulations restrict commercial and industrial processes to use ULSD with a sulphur content of only 0.001%. In December 2007, the Government offered a concessionary duty rate for Euro V diesel for motor vehicles which has a sulphur content of 0.001%. Since then, all petrol filling stations in Hong Kong provide only Euro V diesel, which has a sulphur content of 0.001%. Reference to the *2023 Hong Kong Emission Inventory Report*<sup>4</sup>, SO<sub>2</sub> emission from the road traffic contribute less than 1% of the total SO<sub>2</sub> emissions, thus SO<sub>2</sub> from road traffic emissions is not considered as key air pollutant.

#### Particulates (RSP & FSP)

- 3.7.3 The emission source during the operational phase of the Project would be the vehicular emission on the roads.

#### Nitrogen Dioxide (NO<sub>2</sub>)

- 3.7.4 NO<sub>2</sub> could be emitted directly via combustion, or generated from the reaction between nitrogen oxides (NO<sub>x</sub>) and ozone (O<sub>3</sub>).
- 3.7.5 The major emission source of NO<sub>x</sub> and NO<sub>2</sub> during the operational phase of the Scheme would be the vehicular emission on the roads.

#### Ozone

- 3.7.6 Ozone (O<sub>3</sub>) is formed from dioxygen by the action of ultraviolet light and also atmospheric electrical discharges. It is not a primary pollutant emitted from vehicular emission thus is not considered as key criteria pollutants for the Project.

<sup>4</sup> 2023 Hong Kong Emission Inventory Report  
[https://www.epd.gov.hk/epd/sites/default/files/epd/2023\\_Emission\\_Inventory\\_Report\\_Eng\\_final.pdf](https://www.epd.gov.hk/epd/sites/default/files/epd/2023_Emission_Inventory_Report_Eng_final.pdf)

### Carbon Monoxide

- 3.7.7 Road transportation is the dominant source of CO emissions. However, considering the low CO concentration measured in the roadside air quality monitoring station (**Table 3-2**) as compared to the respective AQO criteria, the emission of CO from road transportation is unlikely to cause a significant air quality impact to the proposed development.

### Lead

- 3.7.8 Leaded petrol has been banned in Hong Kong since 1999. It is not considered concerned pollutants for vehicular emission.

### Emission from Incense & Joss Paper Burning

- 3.7.9 Shau Kei Wan Shing Wong Temple is located around 60m to the east of the Site. The emission from incense & joss paper burning may pose air quality impact to the Proposed Development.

### Odour

- 3.7.10 Potential odour sources, such as Kam Wa Street Wet Market and Kam Wa Street Refuse Collection Point, have been identified in the vicinity of the Proposed Development. These sources may pose an odour impact to the Proposed Development.

### Summary

- 3.7.11 During the operation phase, the primary sources of pollutants will be traffic emissions and the emission from temple, specifically NO<sub>2</sub>, RSP, FSP and dark smoke, as well as odour from Kam Wa Street Wet Market and Kam Wa Street Refuse Collection Point. These pollutants have been identified as the key criteria pollutants for the project's operation.

## 4 CONSTRUCTION PHASE AIR QUALITY IMPACT ASSESSMENT

### 4.1 Dust Source of the Project

4.1.1 Major dust-emitting construction activities will include the demolition of existing structures, excavation for basement construction, foundation works, and other construction activities (e.g., superstructure construction). A summary of the construction works is provided in **Table 4-1**.

4.1.2 Due to the small site area (approximately 518 m<sup>2</sup>), the scale of construction activities for the Project will be limited. The Site is currently an empty lot, and therefore, demolition is not required. It is important to note that no basement will be proposed in the development, resulting in only minimal excavation needed for foundation works. This is expected to generate approximately 1,036 m<sup>3</sup> of inert construction and demolition (C&D) material (calculated as 518 m<sup>2</sup> x 2 m). The maximum number of Powered Mechanical Equipment (PME) anticipated to be deployed at the worksite is 6, excluding smaller equipment such as water pumps and fans.

**Table 4-1 Summary of the Construction Works**

| Site Area (m <sup>2</sup> ) | Structures to be demolished | Excavating for Basement | Construction of Superstructure | Number of Concurrent PME [1] |
|-----------------------------|-----------------------------|-------------------------|--------------------------------|------------------------------|
| ~518                        | None                        | None                    | Yes (31-storey)                | 6                            |

Note:

[1] Excluding small plants such as water pump and fan. Estimated numbers based on projects in similar scales.

### 4.2 Air Sensitive Receivers in the Vicinity

4.2.1 The representative ASRs for the construction phase of the proposed development are illustrated in **Figure 4-1** and listed in **Table 4-2**.

**Table 4-2 Representative Air Sensitive Receivers (Construction Phase)**

| ID    | Building/Location  | Type         | Building Height (mPD) <sup>[1]</sup> | Horizontal Distance from Application Site Boundary (m) <sup>[2]</sup> |
|-------|--|--------------|--------------------------------------|---|
| ASR01 | 7 Kam Wa Street  | Residential  | 34                                   | < 5   |
| ASR02 | 21 Kam Wa Street   | Residential  | 38                                   | < 5   |
| ASR03 | Kam Wa Building  | Residential  | 49                                   | 23  |
| ASR04 | Kam Wai Building   | Residential  | 54                                   | 23  |
| ASR05 | 20-22 Kam Wa Street  | Residential  | 25                                   | 37  |
| ASR06 | 17 Mong Lung Street  | Residential  | 24                                   | 27  |
| ASR07 | 19 Mong Lung Street  | Residential  | 24                                   | 27  |
| ASR08 | Mong Lung House  | Residential  | 40                                   | < 5   |
| ASR09 | Tung Tai Building  | Residential  | 73                                   | < 5   |
| ASR10 | Shau Kei Wan Market Building Sitting-Out Area [3]                                | Recreational | N/A                                  | 30  |
| ASR11 | Former Shau Kei Wan Market Building [4]  | G/IC         | 16                                   | 33  |
| ASR12 | Kam Wah Street Rest Garden   | Recreational | N/A                                  | 34  |
| ASR13 | Tung Fai Building  | Residential  | 70                                   | 39  |
| ASR14 | Carmel School Association Elsa High School Cum Kellett School (secondary Campus) | School       | 27                                   | 153   |

## Note:

- [1] Estimated values.  
[2] Estimated from the building footprint derived from the Digital Topographic Map iB1000.  
[3] No seating place is provided in the sitting-out area.  
[4] The Former Shau Kei Wan Market Building is currently not in use. The land slot is rezoned as "R(A)7".

### 4.3 Identification of the Major Pollutant Sources and of Potential Impacts

#### Emission from PME & Non-road Mobile Machinery

- 4.3.1 As stated in **Section 3.6.1**, the operation of Powered Mechanical Equipment (PME) during construction work would emit gaseous air pollutants, such as nitrogen dioxide (NO<sub>2</sub>), due to fuel combustion. Several types of Powered Mechanical Equipment, such as excavators, can be utilized for the construction works at the Site. However, the number of PME expected to be used on-site will be limited to a maximum of 6. As a result, no significant impact is anticipated from the operation of PME.
- 4.3.2 According to the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted Non-Road Mobile Machinery (NRMM) with proper labelling are allowed to be utilized in the construction site. Supportive information and documents, such as third-party emission certificates, model and serial numbers of machines and engines, will be provided to the EPD to demonstrate that the concerned NRMM complies with the prescribed emission standards. As a result, no significant impact is anticipated from the operation of NRMM.

#### Construction Dust

- 4.3.3 Fugitive dust will be generated during the construction phase, with the primary air pollutants of concern being Respirable Suspended Particulates (RSP) and Fine Suspended Particulates (FSP) resulting from the Project's construction activities. Sources of dust during construction phase include demolition, foundation and superstructure construction activities, as well as handling and transportation of temporary stockpiles, dusty material, excavated material and concrete production. Additionally, particulates emitted from plant equipment could pose a concern if not properly mitigated. The exposed earth after the completion of work may also serve as a potential dust source.
- 4.3.4 The major sources of dust during the construction phase of this Project will be the foundation works. Despite the small scale of the works, mitigation measures will be necessary to minimize the potential impacts arising from these activities.
- 4.3.5 The movement of dump trucks is also considered a significant potential dust source if not properly mitigated. A rough estimate indicates that approximately 5 trips per day will be required.

#### Concurrent Projects

- 4.3.6 There are two planned and/or committed developments in the vicinity of the Site: the Redevelopment of Ming Wah Dai Ha and the Public Housing Development at A Kung Ngam Village, as detailed in **Section 3.4** and illustrated in **Figure 3-2**.
- 4.3.7 The construction of the Proposed Development is scheduled to commence in 2027 and be completed in 2031. Since no demolition or excavation for a basement is required, the most

intensive dust-emitting processes during construction will be the foundation works, which are expected to be completed within a year.

#### *Redevelopment of Ming Wah Dai Ha*

4.3.8 Phase I of the Redevelopment of Ming Wah Dai Ha was completed in 2021, and the demolition works for Phase II of the redevelopment have been completed by the time this report was drafted. Therefore, the intensive dust-emitting processes of Phases I and II of the Redevelopment of Ming Wah Dai Ha will not overlap with those of the Proposed Development.

4.3.9 However, the existing developments in Phase III Redevelopment are being converted to Transitional Housing and are expected to operate for no less than 2 years<sup>5</sup>. Therefore, demolition and foundation works for Phase III Redevelopment will not begin before Q3 2028, and there will be no overlap with the foundation works of the Proposed Development.

#### *Public Housing Development at A Kung Ngam Village*

4.3.10 Site formation works for the A Kung Ngam Village have started in May 2025. Therefore, the most intensive dust-emitting activities are unlikely to overlap with the foundation works of the Proposed Development.

4.3.11 Consequently, the most intensive dust-emitting processes during the construction of the concurrent projects will not overlap with the foundation works of the Proposed Development. Provided that the proposed mitigation measures are effectively implemented, the construction dust generated by the Proposed Development is expected to be suppressed to a level that will not adversely impact the Air Sensitive Receivers (ASRs) in the vicinity. Therefore, no adverse cumulative air quality impacts are anticipated, assuming proper implementation of the proposed mitigation measures.

## **4.4 Mitigation Measures**

4.4.1 Dust control measures under the Air Pollution Control (Construction Dust) Regulation (Cap. 311R) and good site practice shall be implemented to mitigate dust impact arising from construction works by preventing dust generation and/or by screening, suppressing and removing dust generated:

- Water or a dust suppression chemical shall be sprayed immediately prior to, during and immediately after demolition/excavation works
- Cover stockpile or dusty materials with tarpaulin to prevent wind erosion
- Any dusty materials remaining after a stockpile is removed shall be wetted with water and cleared from the surface of roads or streets
- Every vehicle shall be washed to remove any dusty materials from its body and wheels before leaving the construction site
- Where a vehicle leaving a construction site is carrying a load of dusty materials, the load shall be covered entirely by clean impervious sheeting to ensure that the dusty materials do not leak from the vehicle

<sup>5</sup> Transitional Housing Project at Ming Wah Dai Ha, Shau Kei Wan (Phase 3)  
[https://www.hb.gov.hk/eng/policy/housing/policy/transitionalhousing/details\\_74-3.html](https://www.hb.gov.hk/eng/policy/housing/policy/transitionalhousing/details_74-3.html)

- Store cement bags in shelter with 3 sides and the top covered by impervious materials if the stack exceeds 20 bags
  - Maintain a reasonable height when dropping excavated materials to limit dust generation
  - Limit vehicle speed within Site to 10 km/h and confine vehicle movement in haul road
  - Minimize exposed earth after completion of work in a certain area by hydroseeding, vegetating or soil compacting
  - Cover materials on trucks before leaving the Site to prevent dropping or being blown away by wind
  - Regular maintenance of plant equipment to prevent black smoke emission
  - Throttle down or switch off unused machines or machine in intermittent use
  - Plan the Site layout so that machineries, dust causing activities and stockpilings are away from receptors as far as possible.
  - Site hoarding higher than 2.4m should be implemented where there are receptors at close proximity to the construction site and dusty activities.
  - Haul road shall be away from the project boundary as much as possible
- 4.4.2 No adverse air quality impact on the surrounding air sensitive receivers (ASRs) is expected with proper implementation of mitigation measures.
- 4.4.3 It should be noted that Carmel School Association Elsa High School Cum Kellett School (secondary Campus) is located approximately 150m to the south of the Site. Subject to further arrangement to be determined during construction stage, dusty works near the schools are suggested being arranged in non-school hours as far as practicable. The project team is also recommended to communicate with the school, and keep school management informed of any possible impacts in advance.
- 4.4.4 As the project is still in planning stage, the necessary of EM&A program shall be determined in detailed design stage.

## 5 OPERATION PHASE AIR QUALITY IMPACT ASSESSMENT

### 5.1 Operation of the Proposed Development

#### Potential Source of Air Quality Impact within the Proposed Development

- 5.1.1 As stated in **Section 1.3**, a 650kW emergency generator powered by diesel fuel will be installed.
- 5.1.2 The emission during routine testing of the emergency generator is a considered a potential source of air quality impact that should be assessed.
- 5.1.3 No chimney emission from the Proposed Development other than the emergency generator is anticipated.

#### Air Sensitive Receivers (ASRs)

- 5.1.4 The lobby, communal sky garden, back-of-house areas (e.g., staff room and laundry room), and guest rooms of the Proposed Development are designated as ASRs during the operational phase.
- 5.1.5 Therefore, it is necessary to confirm the suitable locations for openable windows and fresh air intakes.

### 5.2 Buffer Distance Recommended by HKPSG

- 5.2.1 The suggested buffer distances from the Hong Kong Planning Standards and Guidelines (HKPSG) outlined in **Table 2-1** shall be adhered to in order to avoid potential air quality impacts.
- 5.2.2 The Site is surrounded by Kam Wa Street, Mong Lung Street, and Shau Kei Wan Main Street East, all of which are classified as Local Distributors. A buffer distance of 5 meters is required, as illustrated in **Figure 5-1**.
- 5.2.3 Since the entire Site is outside the buffer region for road emissions, and no active industrial chimneys were identified within the 200 m buffer zone, no adverse air quality impacts arising from road traffic emissions and industrial chimneys during the operation of the Project are anticipated. Therefore, vehicular emissions and industrial chimney emissions are not expected to constrain the Proposed Development, including the locations of openable windows and fresh air intakes during the operational phase.

### 5.3 Provision of Emergency Generators

- 5.3.1 A single 650 kW emergency generator powered by diesel fuel will be installed for emergency use. The emergency generator will be housed in fully enclosed spaces within the E&M area on 5/F, with a chimney serving as its only exhaust outlet. The exhaust outlet of the chimney for the emergency generator will be located on the upper roof floor.
- 5.3.2 Monthly routine testing for 15 minutes of the backup generator will be required, resulting in an annual operation time of 3 hours.
- 5.3.3 Although Specified Process (SP) license is not necessary for the operation of the emergency generator due to its relatively low capacity (< 5MW), the Air Pollution Control (Furnaces, Ovens, and Chimneys) (Installation and Alteration) Regulations are applicable for this

application. Therefore, the location of the chimney exhausts, as well as any necessary mitigations, must be approved by the EPD before the operation of the emergency generator.

- 5.3.4 Given the short operational duration of the emergency generator, adverse air quality impacts arising from the routine testing of the generator are not anticipated.

## 5.4 Provision of Carparks

- 5.4.1 It should be noted that there are car parking spaces on the G/F and 2/F of the Proposed Development.

- 5.4.2 The project team is reminded to fulfill the requirements regarding the design, maintenance, and operation of the ventilation systems as stipulated in ProPECC PN 2/96 – Control of Air Pollution in Car Parks. Additionally, the exhaust outlet for the car park should be located as far away as possible from nearby ASRs and/or fresh air intakes to avoid causing any potential air pollutant nuisance. The proposed locations of the exhaust outlet for the car park and fresh air intakes are illustrated in **Figure 5-2**.

- 5.4.3 With proper car park design, no adverse air quality impacts to or from the car parking spaces during the operational phase are anticipated.

## 5.5 Emission from Incense & Joss Paper Burning

- 5.5.1 Shau Kei Wan Shing Wong Temple is located approximately 60 meters to the east of the Site. The emission from incense and joss paper burning may pose a direct impact to the Site if not properly mitigated. According to publicly available information<sup>[6]</sup>, the temple has been equipped with air pollution control equipment since 2020. The response to public comments in a recent Town Planning Board Paper No. 11019<sup>[7]</sup> also indicates that the temple has been equipped with air pollution control devices and complies with the Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria, and Similar Places to minimize impacts on nearby residents. Furthermore, the emission of air pollutants from the temple is regulated under the Air Pollution Control Ordinance.

- 5.5.2 Therefore, no adverse air quality impact arising from Shau Kei Wan Shing Wong Temple is anticipated.

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<sup>6</sup> 筲箕灣城隍廟的歷史和民間宗教的轉變 -

<https://schina-publication.hkust.edu.hk/sites/default/files/pubs/news-099.05.pdf>

<sup>7</sup> Town Planning Board Paper No. 11019 –

[https://www.tpb.gov.hk/uploads/page/meetings/20250912/R\\_S\\_H9\\_21-MainPaper\\_e.pdf](https://www.tpb.gov.hk/uploads/page/meetings/20250912/R_S_H9_21-MainPaper_e.pdf)

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## 5.6 Odour Impact

- 5.6.1 Two potential odour sources were identified in the vicinity of the Proposed Development, including Kam Wa Street Wet Market & Kam Wa Street RCP.
- 5.6.2 During the site surveys conducted on 8<sup>th</sup> February 2026 and 26<sup>th</sup> February 2026, no noticeable odour was detected along the pedestrian pathway of the market or 2 meters in front of the main entrance of the RCP as stated in **Sections 3.3.6 & 3.3.8**. As there are no expansion plans for either the market or the RCP, their potential odour strength is not expected to significantly increase in the future.
- 5.6.3 Therefore, no adverse odour impact arising from Kam Wa Street Wet Market and Kam Wa Street RCP is anticipated.

## 6 CONCLUSION

- 6.1.1 The air quality impact from the construction of the Proposed Development on the surrounding area, as well as the impact from the surrounding area on the proposed development, has been assessed.
- 6.1.2 With the implementation of air quality control measures outlined in the Air Pollution Control (Construction Dust) Regulation, the Air Pollution Control (Smoke) Regulation, the Air Pollution Control (Fuel Restriction) Regulation, and the Air Pollution Control (Non-Road Mobile Machinery) (Emission) Regulation, along with adherence to good site practices, no adverse air quality impacts associated with the construction works of the Proposed Development are expected.
- 6.1.3 The suggested buffer distances for road traffic emissions and industrial chimney from the Hong Kong Planning Standards and Guidelines have been fulfilled. Therefore, vehicular emissions and industrial chimney emissions are not expected to constrain the Proposed Development during operation phase.
- 6.1.4 An emergency generator will be provided in the Proposed Development. Given the short operational duration of the emergency generator, adverse air quality impacts arising from the routine testing of the generator are not anticipated.
- 6.1.5 Car parking spaces in the Proposed Development will be provided in accordance with the requirements stipulated in Control of Air Pollution in Car Parks (ProPECC PN 2/96). The car park exhaust outlets are recommended to be located as far away as possible from nearby Air Sensitive Receivers and/or fresh air intakes to avoid causing any potential air pollutant nuisance. With proper car park design, no adverse air quality impacts to or from the car parking spaces during the operational phase are anticipated.
- 6.1.6 Shau Kei Wan Shing Wong Temple is equipped with air pollution control devices and complies with the Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria, and Similar Places. No adverse air quality impacts arising from the potential emission of the temple are anticipated.
- 6.1.7 No noticeable odour was identified near Kam Wa Street Wet Market and Kam Wa Street RCP. Therefore, no adverse odour impact arising from Kam Wa Street Wet Market and Kam Wa Street Refuse Collection Point is anticipated.

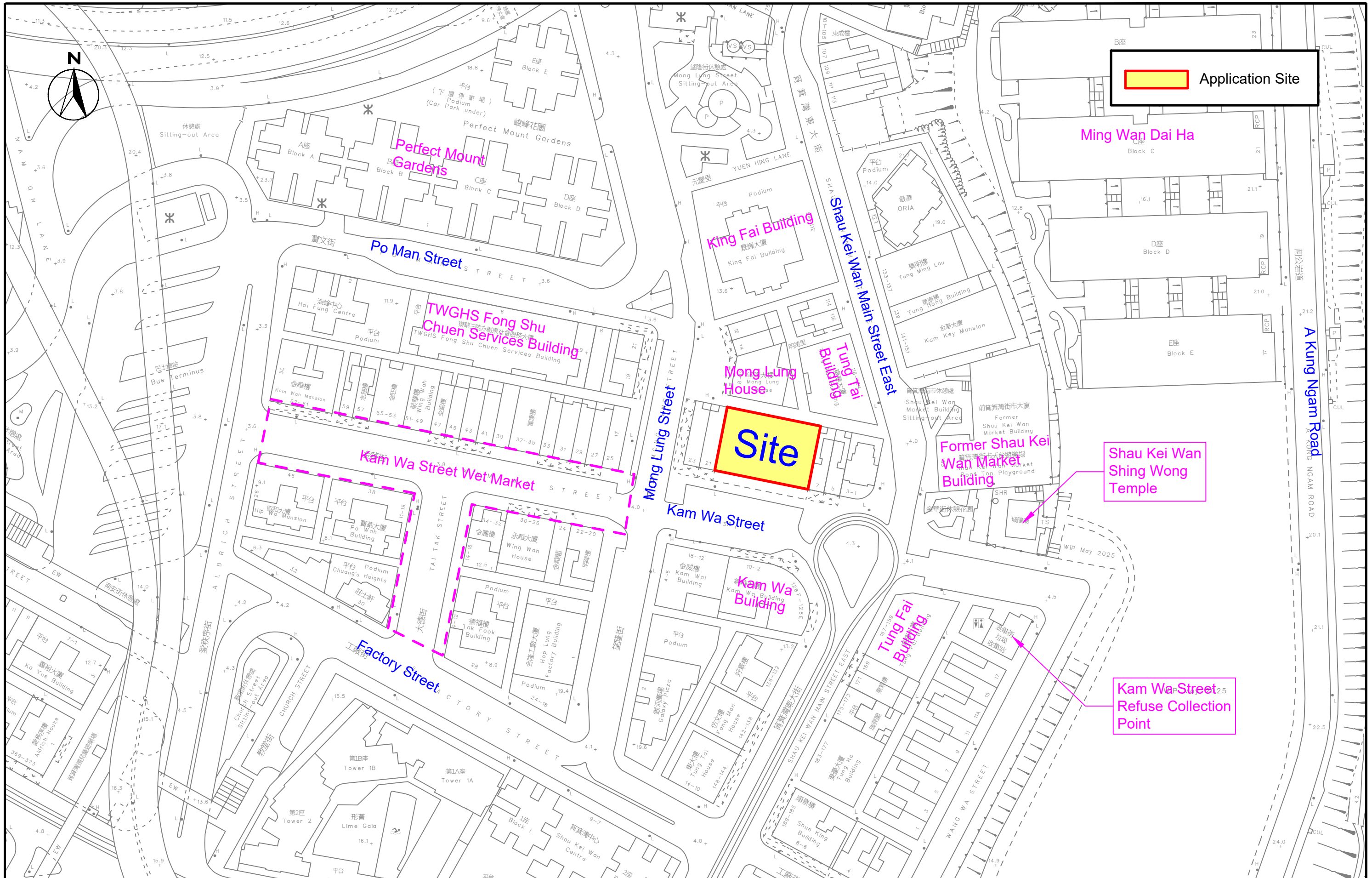
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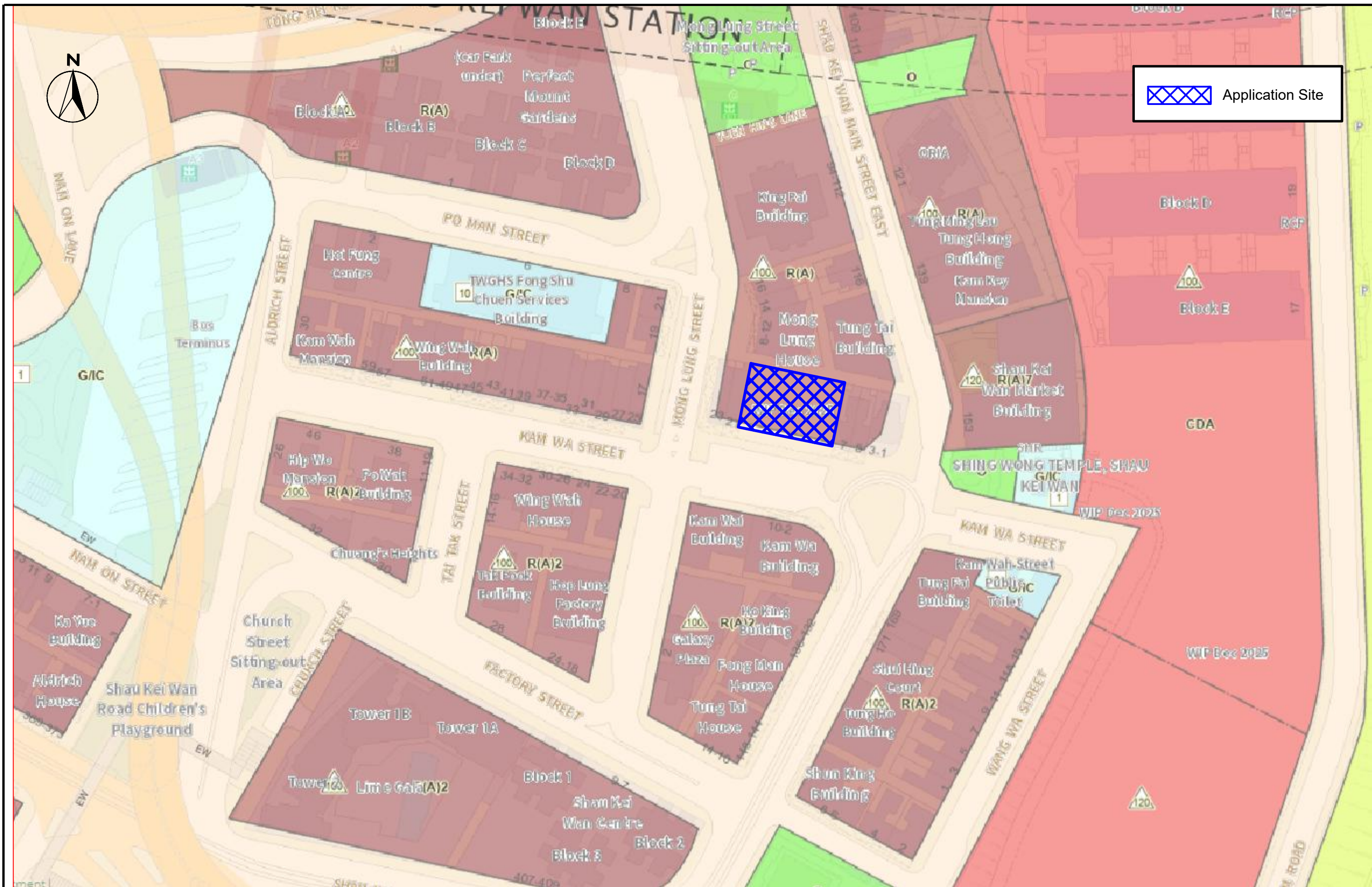
## FIGURES

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|         |             |             |          |
|---------|-------------|-------------|----------|
| SCALE   | 1:1000 @ A3 | DATE        | Mar 2026 |
| CHECK   | CC          | DRAWN       | LL       |
| JOB No. | IA25083     | DRAWING No. | 1-1      |
|         |             | REV         | -        |

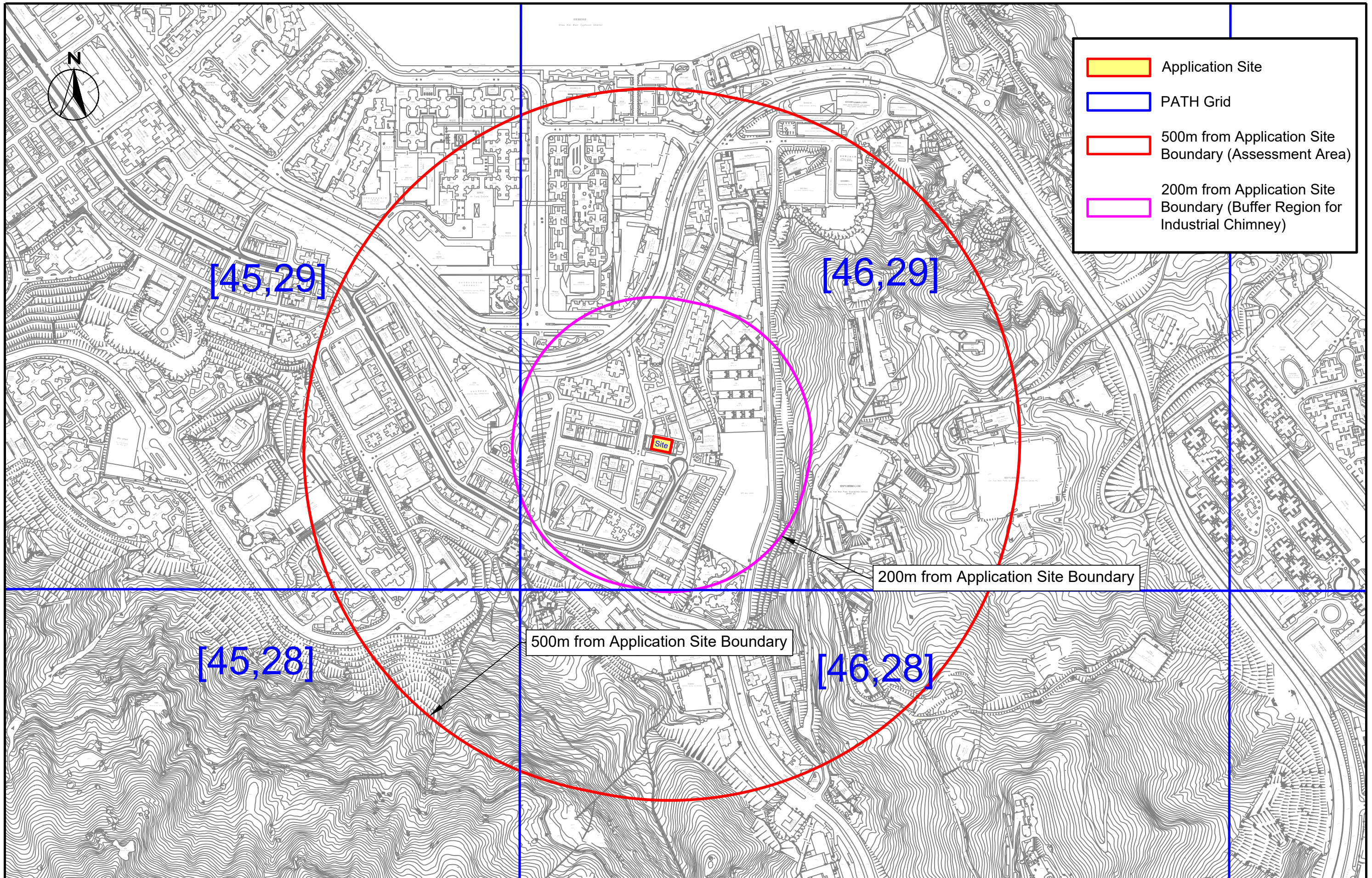


Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

### Outline Zoning Plan



|         |             |             |          |
|---------|-------------|-------------|----------|
| SCALE   | 1:1000 @ A3 | DATE        | Mar 2026 |
| CHECK   | CC          | DRAWN       | LL       |
| JOB No. | IA25083     | DRAWING No. | 1-2      |
|         |             | REV         | -        |



|  |  |
|--|--|
|  | Application Site   |
|  | PATH Grid  |
|  | 500m from Application Site Boundary (Assessment Area)                      |
|  | 200m from Application Site Boundary (Buffer Region for Industrial Chimney) |

[45,29]

[46,29]

[45,28]

[46,28]

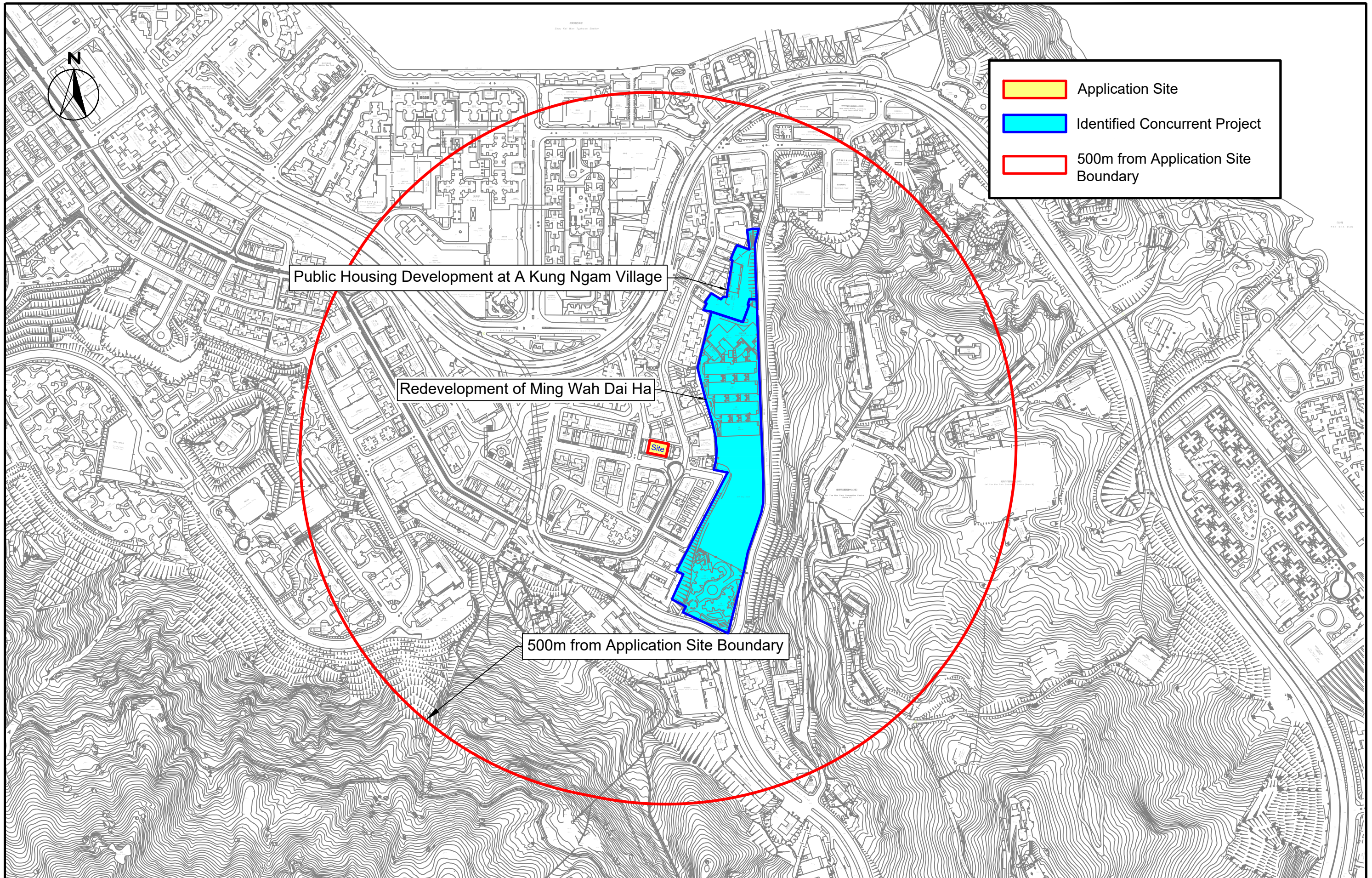
500m from Application Site Boundary

200m from Application Site Boundary



Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan  
**Assessment Area and PATH Grids**

|         |             |             |          |
|---------|-------------|-------------|----------|
| SCALE   | 1:5000 @ A3 | DATE        | Mar 2026 |
| CHECK   | CC          | DRAWN       | LL       |
| JOB No. | IA25083     | DRAWING No. | 3-1      |
|         |             | REV         | -        |



|  |                                     |
|--|-------------------------------------|
|  | Application Site                    |
|  | Identified Concurrent Project       |
|  | 500m from Application Site Boundary |

Public Housing Development at A Kung Ngam Village

Redevelopment of Ming Wah Dai Ha

500m from Application Site Boundary

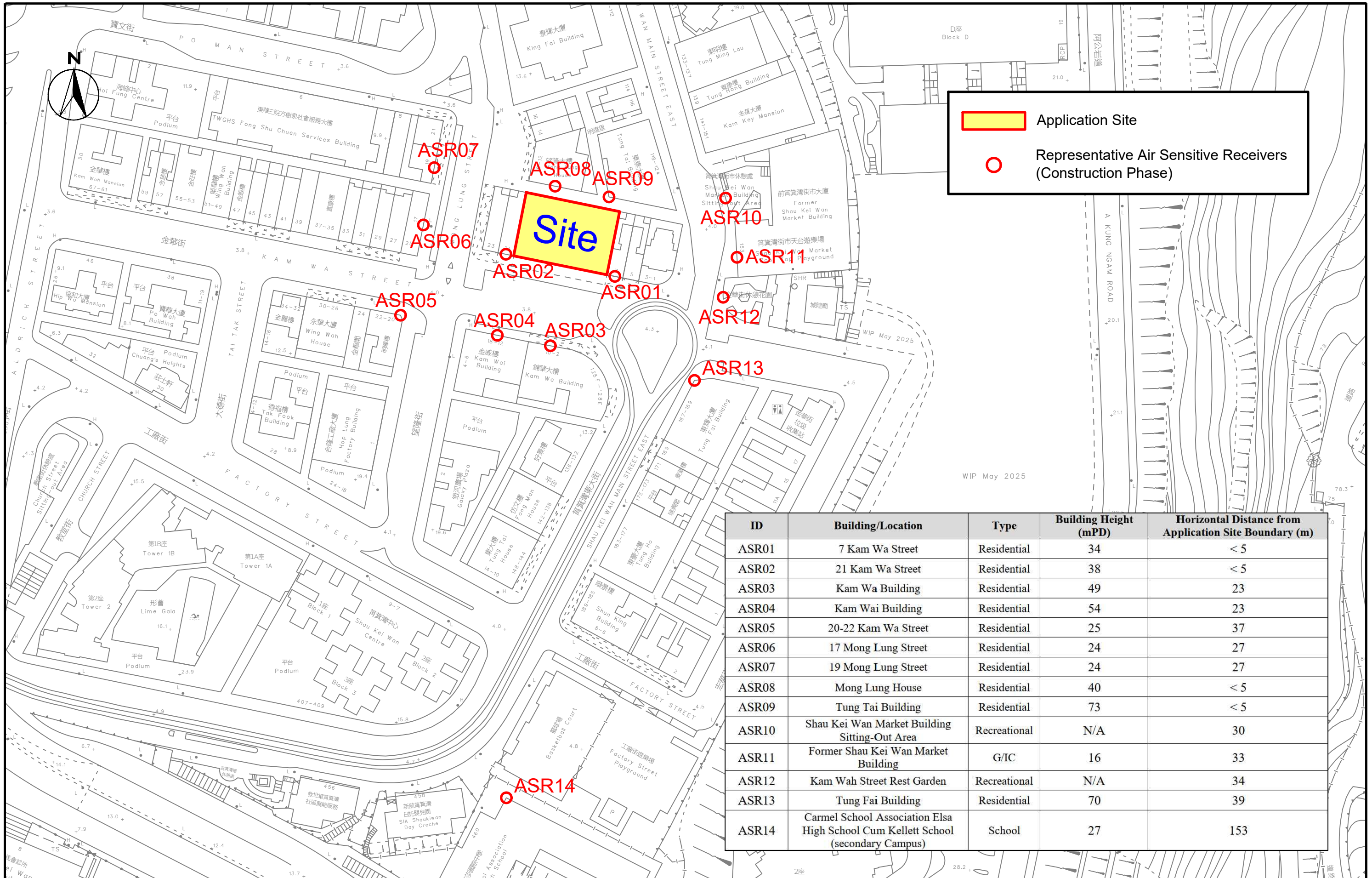
Site



Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

### Identified Concurrent Project

|         |             |             |          |
|---------|-------------|-------------|----------|
| SCALE   | 1:5000 @ A3 | DATE        | Mar 2026 |
| CHECK   | CC          | DRAWN       | LL       |
| JOB No. | IA25083     | DRAWING No. | 3-2      |
|         |             | REV         | -        |



**Application Site**

**Representative Air Sensitive Receivers (Construction Phase)**

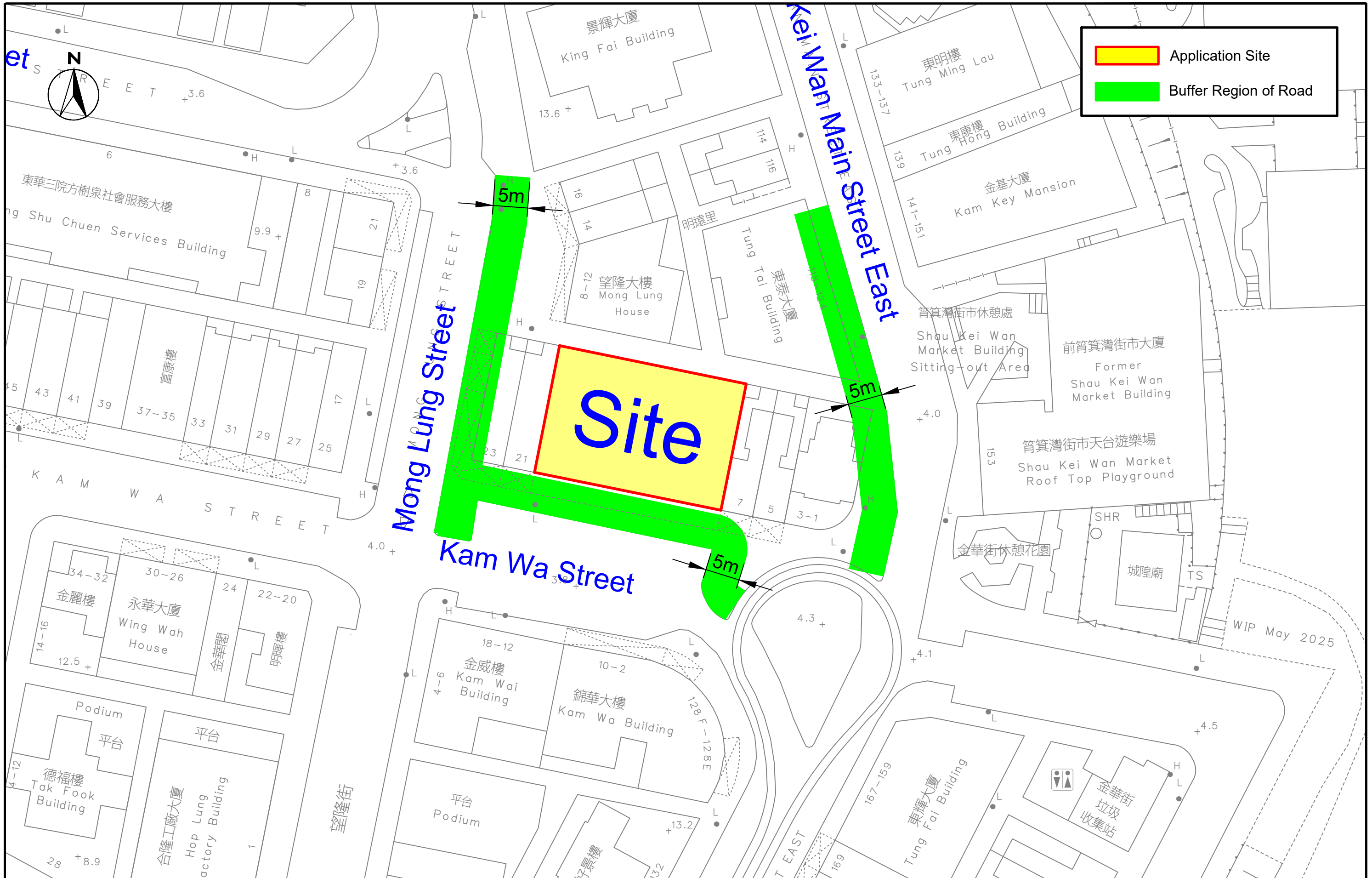
| ID    | Building/Location  | Type         | Building Height (mPD) | Horizontal Distance from Application Site Boundary (m) |
|-------|--|--------------|-----------------------|--|
| ASR01 | 7 Kam Wa Street  | Residential  | 34                    | < 5  |
| ASR02 | 21 Kam Wa Street   | Residential  | 38                    | < 5  |
| ASR03 | Kam Wa Building  | Residential  | 49                    | 23   |
| ASR04 | Kam Wai Building   | Residential  | 54                    | 23   |
| ASR05 | 20-22 Kam Wa Street  | Residential  | 25                    | 37   |
| ASR06 | 17 Mong Lung Street  | Residential  | 24                    | 27   |
| ASR07 | 19 Mong Lung Street  | Residential  | 24                    | 27   |
| ASR08 | Mong Lung House  | Residential  | 40                    | < 5  |
| ASR09 | Tung Tai Building  | Residential  | 73                    | < 5  |
| ASR10 | Shau Kei Wan Market Building Sitting-Out Area                                    | Recreational | N/A                   | 30   |
| ASR11 | Former Shau Kei Wan Market Building  | G/IC         | 16                    | 33   |
| ASR12 | Kam Wah Street Rest Garden   | Recreational | N/A                   | 34   |
| ASR13 | Tung Fai Building  | Residential  | 70                    | 39   |
| ASR14 | Carmel School Association Elsa High School Cum Kellett School (secondary Campus) | School       | 27                    | 153  |



Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

## Representative Air Sensitive Receivers (Construction Phase)

|         |             |             |          |
|---------|-------------|-------------|----------|
| SCALE   | 1:1000 @ A3 | DATE        | Mar 2026 |
| CHECK   | CC          | DRAWN       | LL       |
| JOB No. | IA25083     | DRAWING No. | 4-1      |
|         |             | REV         | -        |



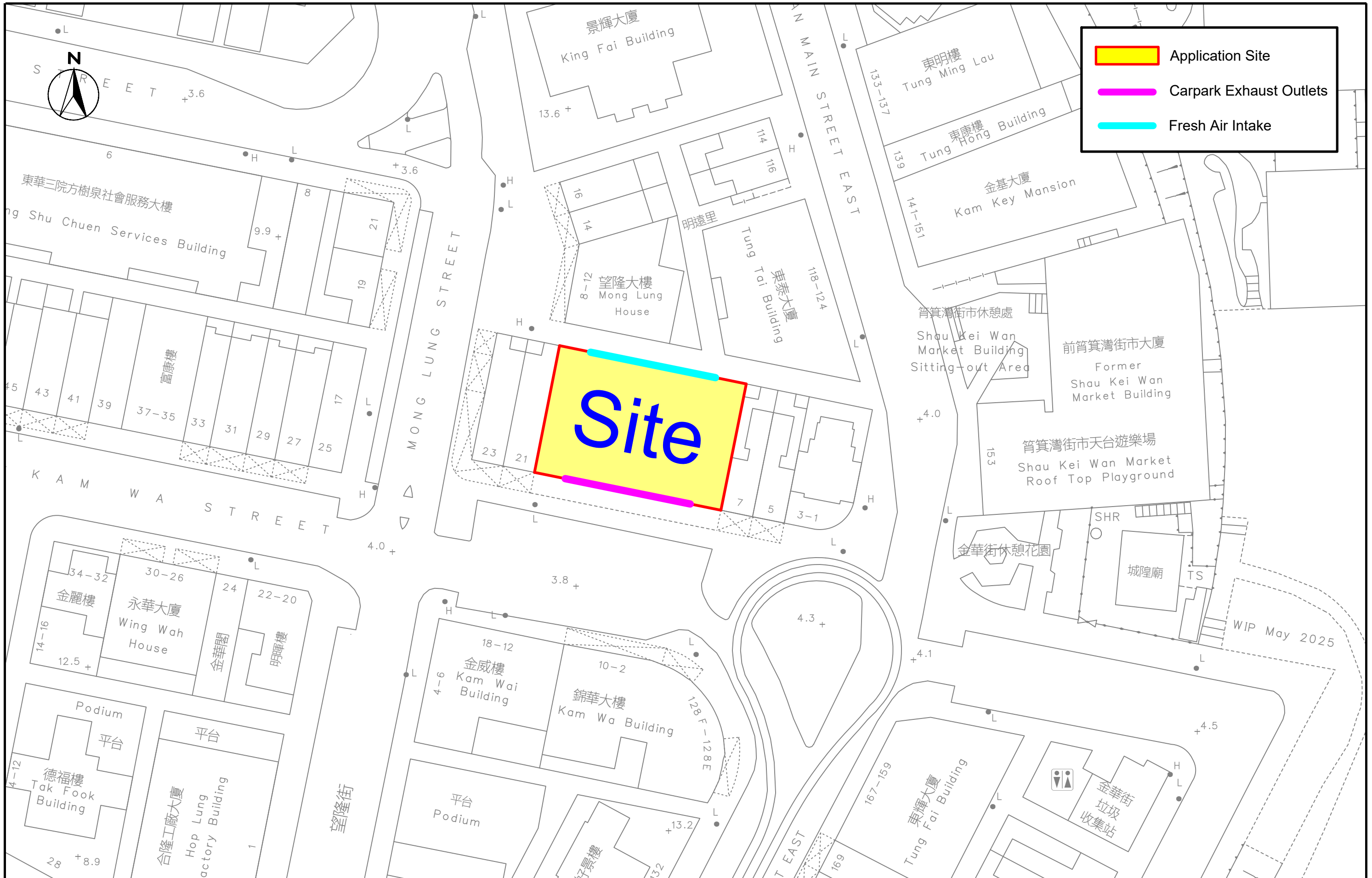
|  |                       |
|--|-----------------------|
|  | Application Site      |
|  | Buffer Region of Road |






Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan

### Buffer Regions of Nearby Roads

|         |            |             |          |
|---------|------------|-------------|----------|
| SCALE   | 1:500 @ A3 | DATE        | Mar 2026 |
| CHECK   | CC         | DRAWN       | DK       |
| JOB No. | IA25083    | DRAWING No. | 5-1      |
|         |            | REV         | -        |



|   |                         |
|---|-------------------------|
|  | Application Site        |
|  | Carpark Exhaust Outlets |
|  | Fresh Air Intake        |

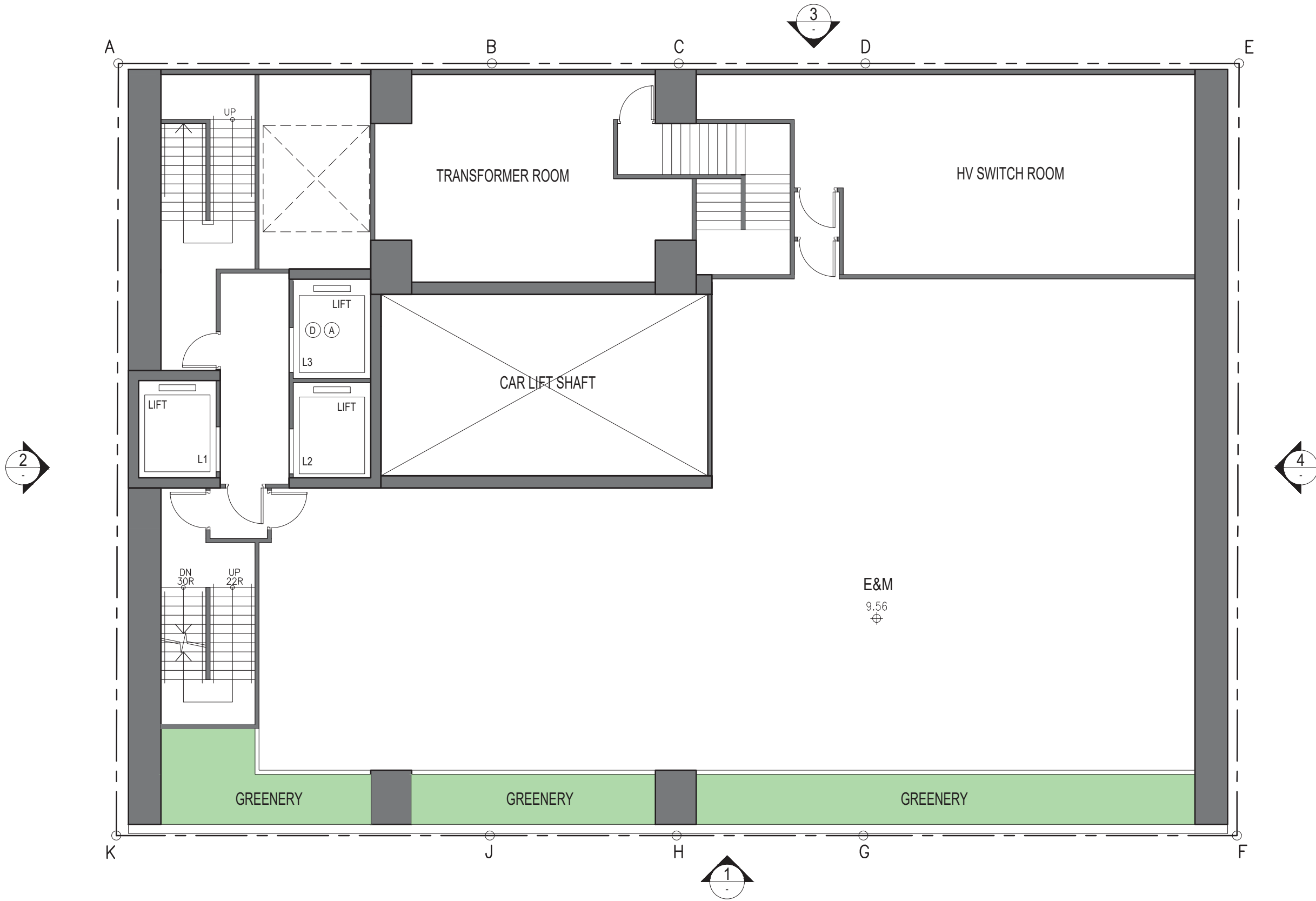


Section 16 Application for Proposed Minor Relaxation of Building Height Restriction for Proposed Hotel Development with Shop and Services at "Residential(A)" Zone and Area Shown as 'Road' at Nos. 9-19 (odds) Kam Wa Street, Shau Kei Wan  
**Proposed Locations of Carpark Exhausts Outlets and Fresh Air Intakes**

|         |            |             |          |
|---------|------------|-------------|----------|
| SCALE   | 1:500 @ A3 | DATE        | Mar 2026 |
| CHECK   | CC         | DRAWN       | DK       |
| JOB No. | IA25083    | DRAWING No. | 5-2      |
|         |            | REV         | -        |

**APPENDIX 1-1  
TENTATIVE LAYOUT OF THE  
PROPOSED DEVELOPMENT**

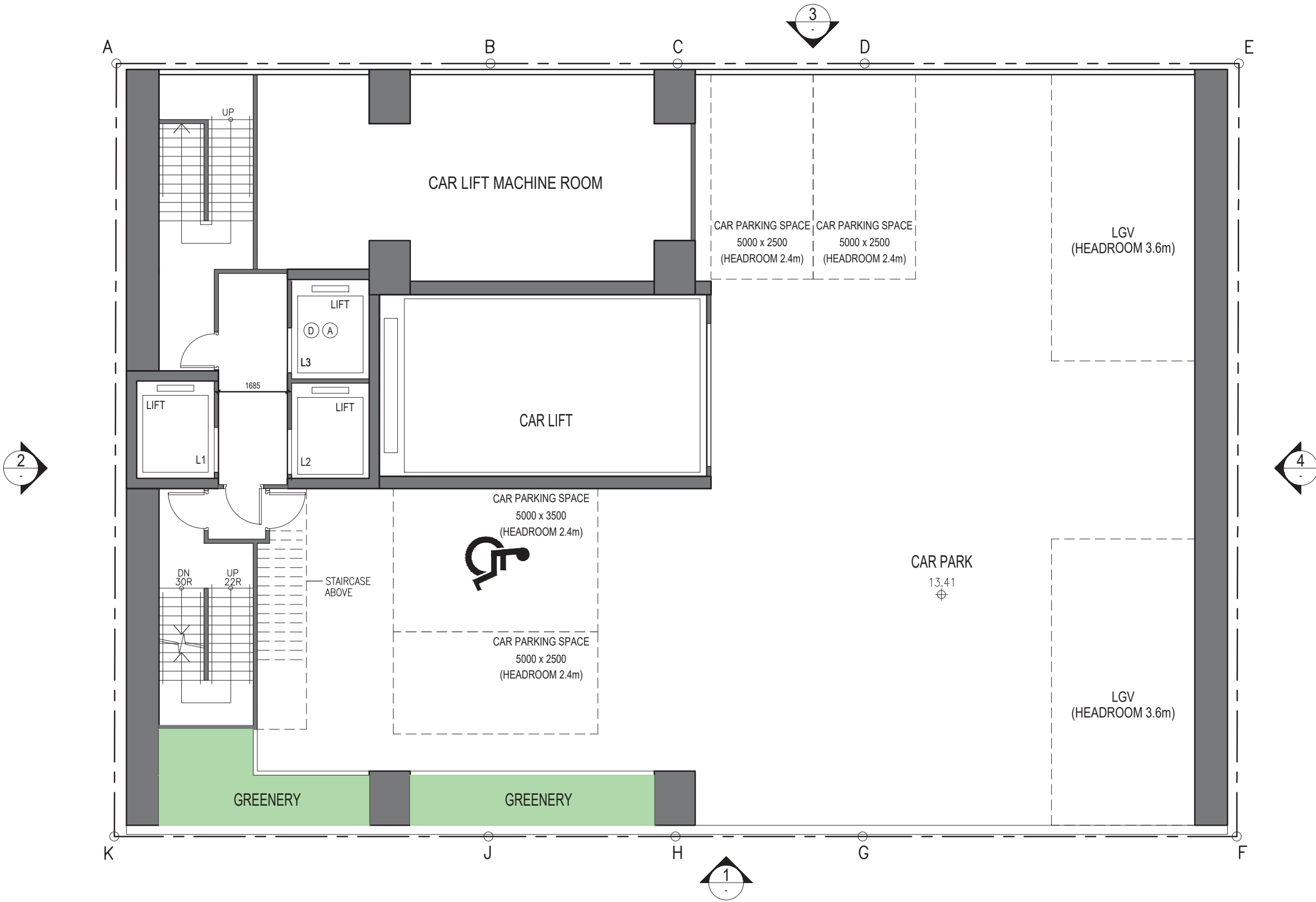




**1ST FLOOR PLAN (E&M)**

1:100

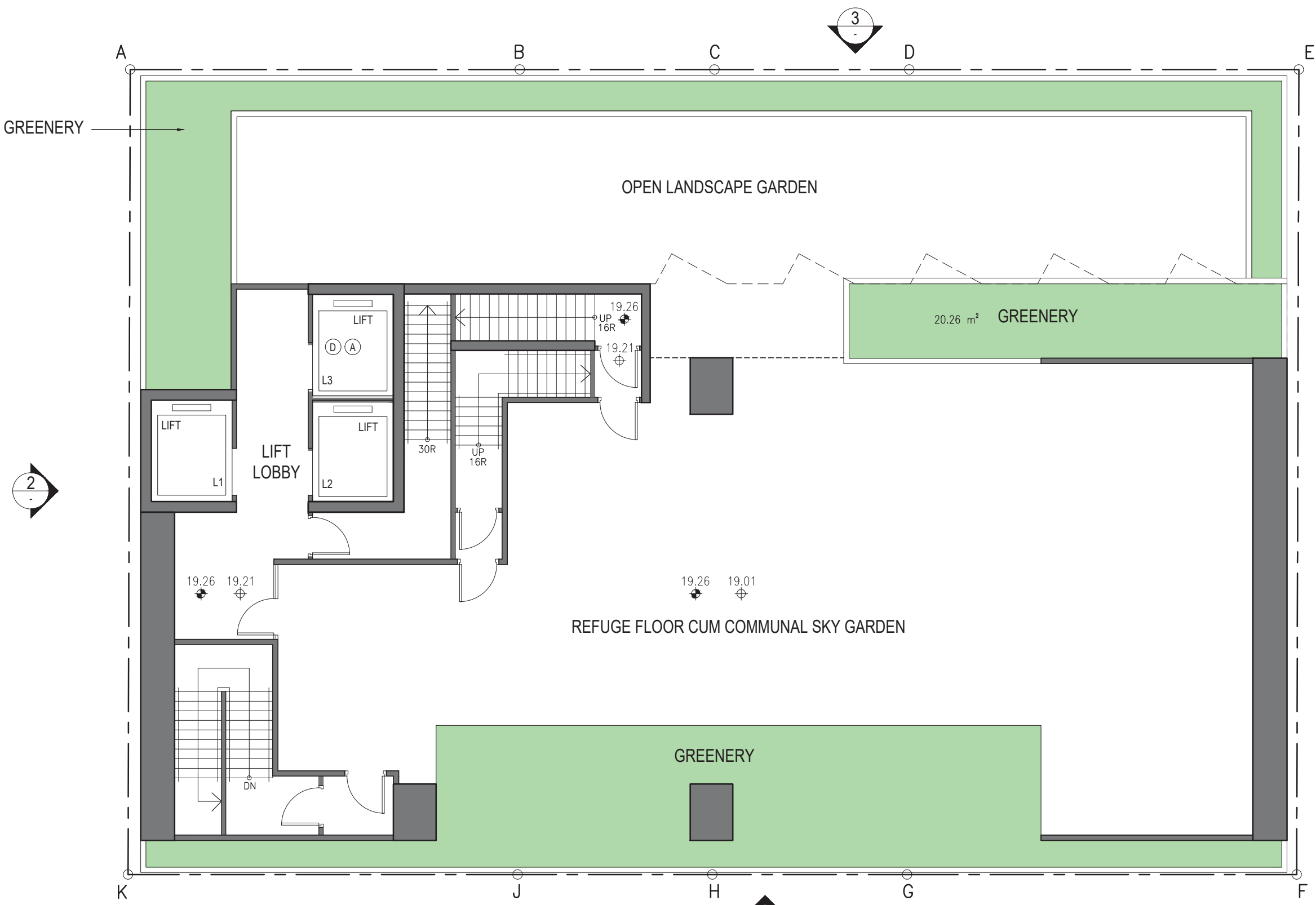




**2ND FLOOR PLAN (CAR PARK)**

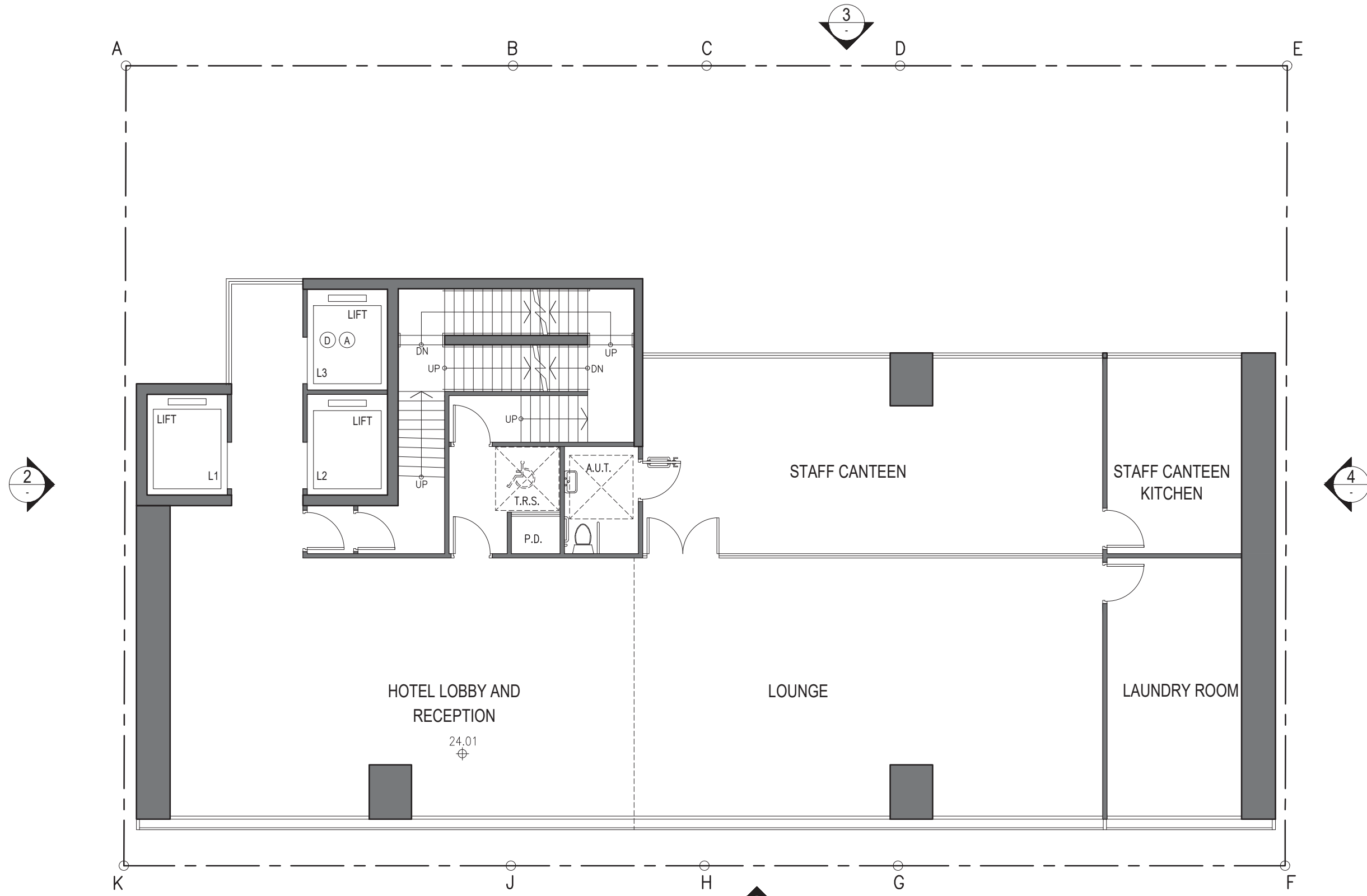
1:100





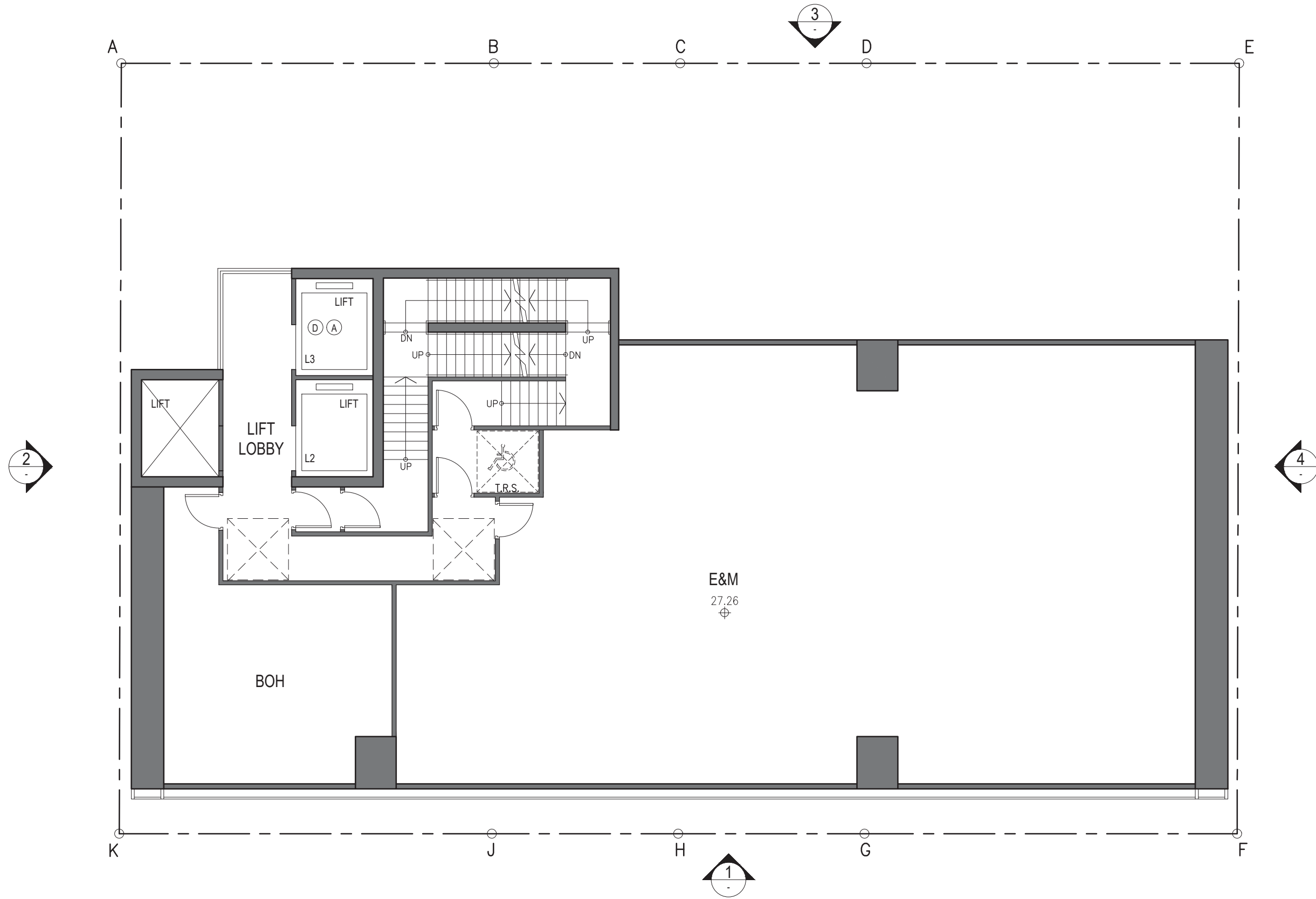
**3RD FLOOR PLAN (REFUGE FLOOR)**  
 1:100





**4TH FLOOR PLAN (LOBBY/BOH)**  
1:100

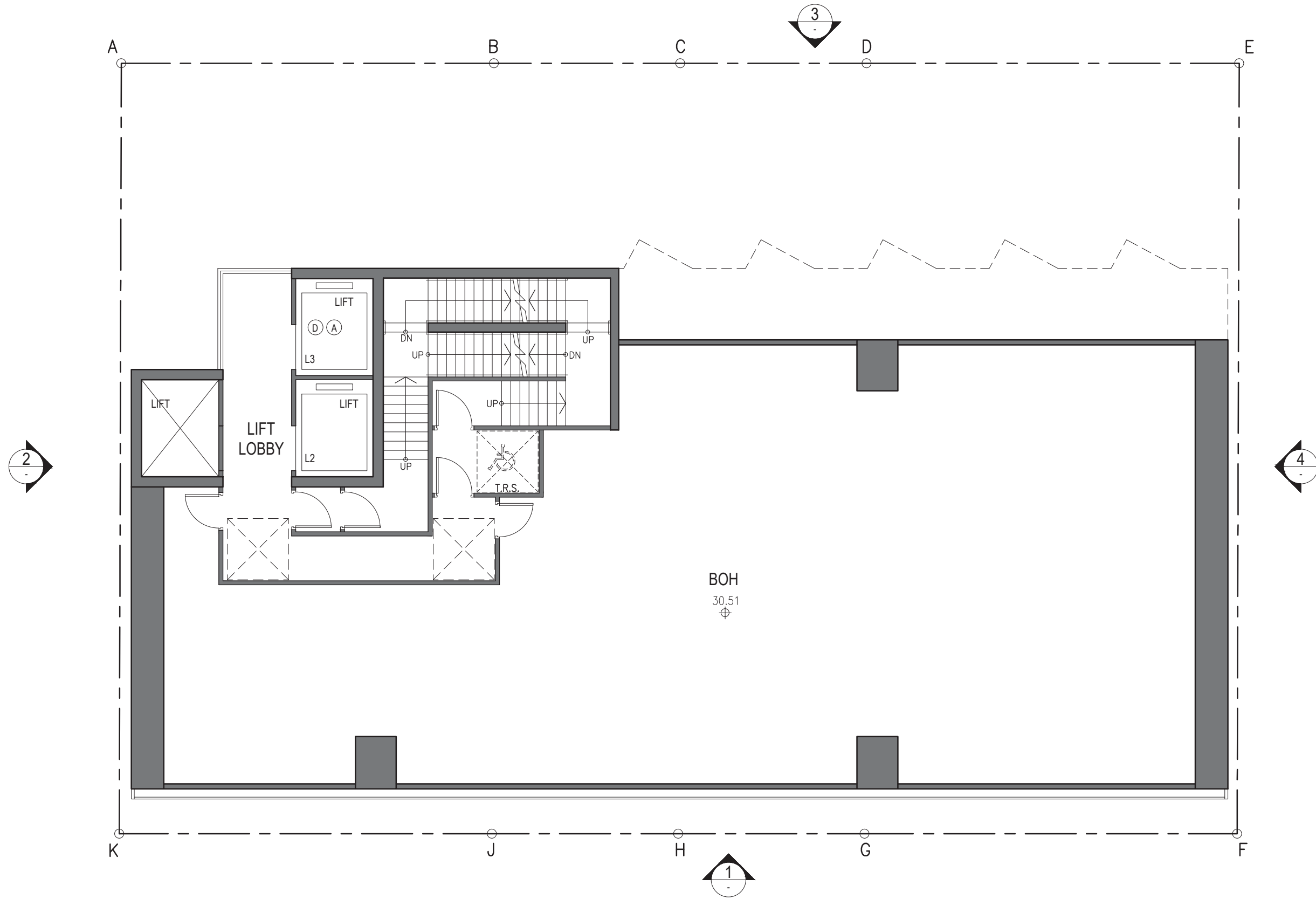




**5TH FLOOR PLAN (E&M / BOH)**

1:100

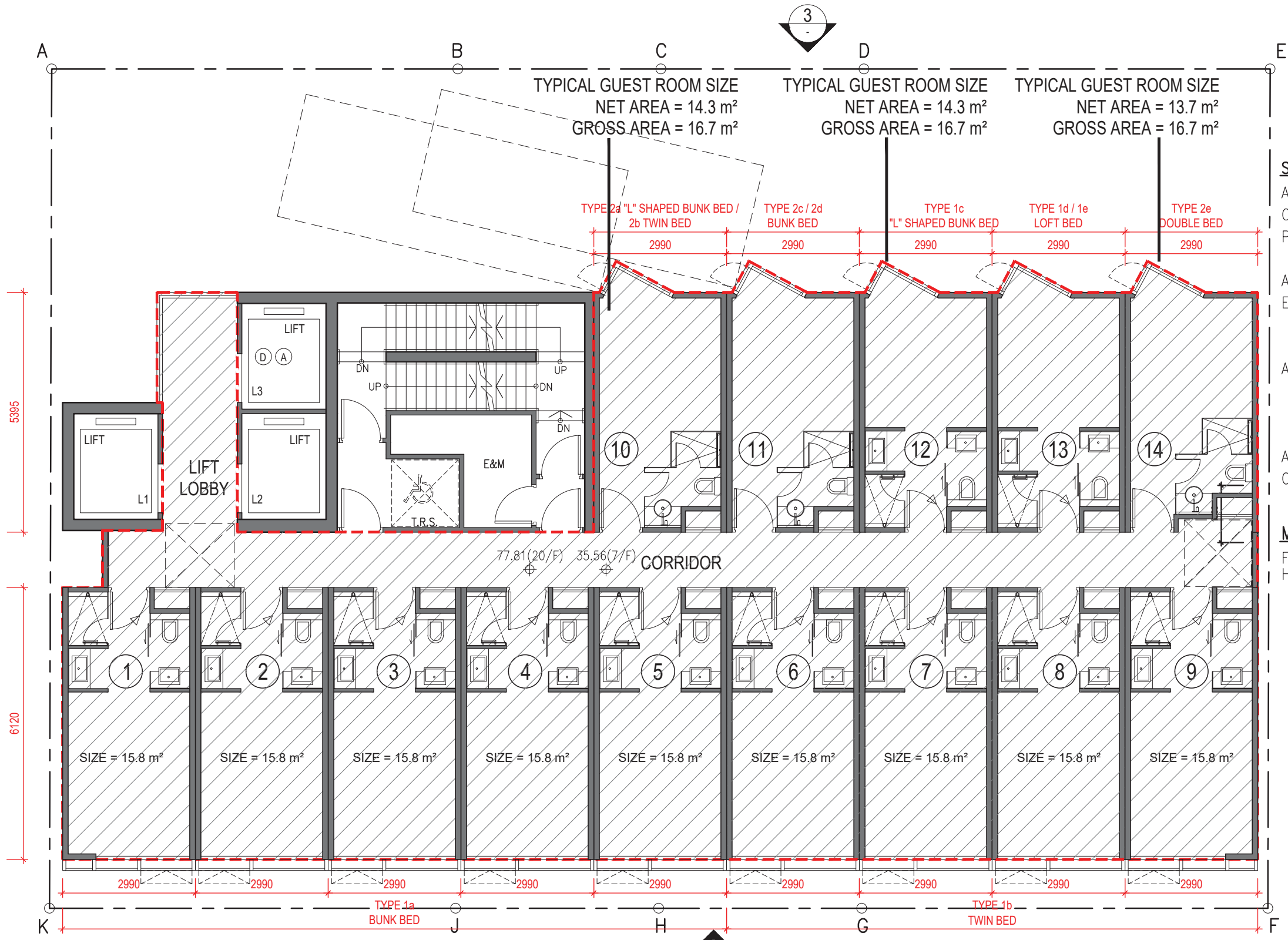





**6TH FLOOR PLAN (BOH)**

1:100





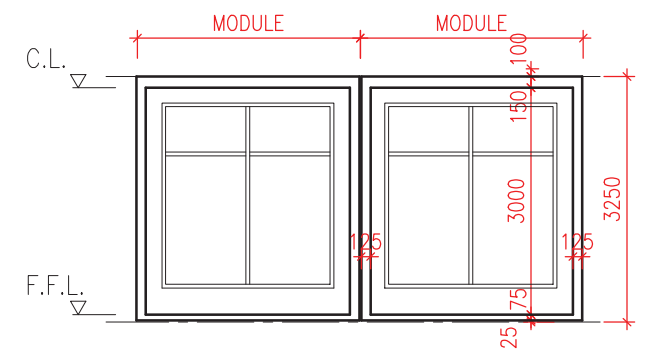
**SITE PARTICULAR**

AREA OF SITE = 518.408 m<sup>2</sup>  
 CLASS OF SITE = 'A'  
 PERMISSIBLE SITE COVERAGE FOR NON-DOMESTIC (OVER 61m) = 60%  
 ACTUAL MIC AREA = 290.231 m<sup>2</sup> (PER FLOOR)   
 EXEMPTED 10% MIC AREA = 290.231 m<sup>2</sup> x 10% = 29.023 m<sup>2</sup> (PER FLOOR)  
 ACTUAL SITE COVERAGE FOR NON-DOMESTIC = (340.006 m<sup>2</sup> - 29.023 m<sup>2</sup>) / 518.408 m<sup>2</sup> x 100% = 59.988 % < 60%

ACTUAL GFA = 305.657 m<sup>2</sup> (PER FLOOR)  
 CORE AREA = 44.449 m<sup>2</sup> (PER FLOOR)

**MIC TYPICAL ROOM SECTION**

FLOOR TO FLOOR = 3.250 m HEIGHT

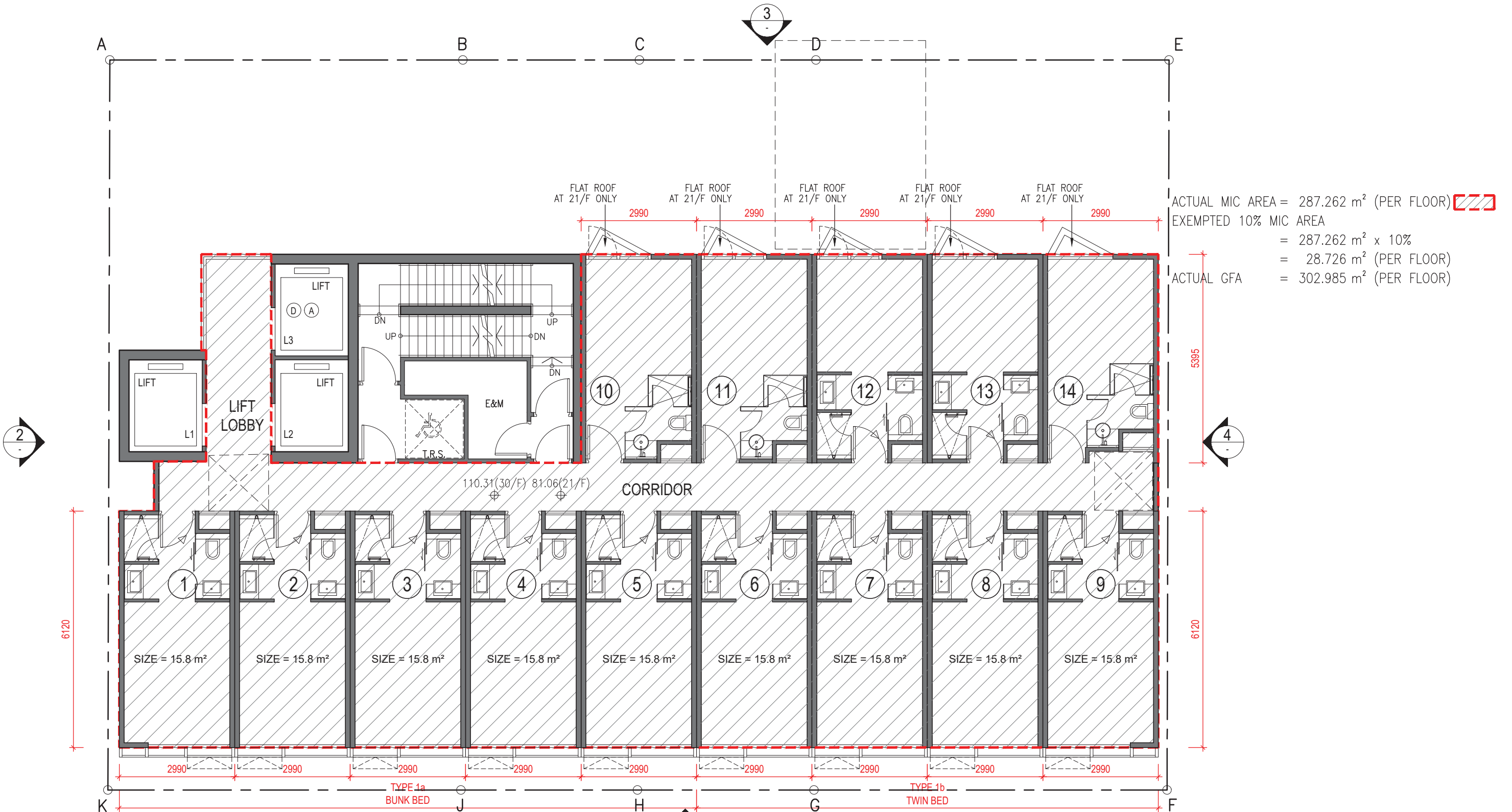


**7TH ~ 20TH FLOOR PLAN (14 STOREYS)**

1:100

TOTAL GUEST ROOM NOS. = 14 NOS. x 14 STOREYS = 196 NOS.

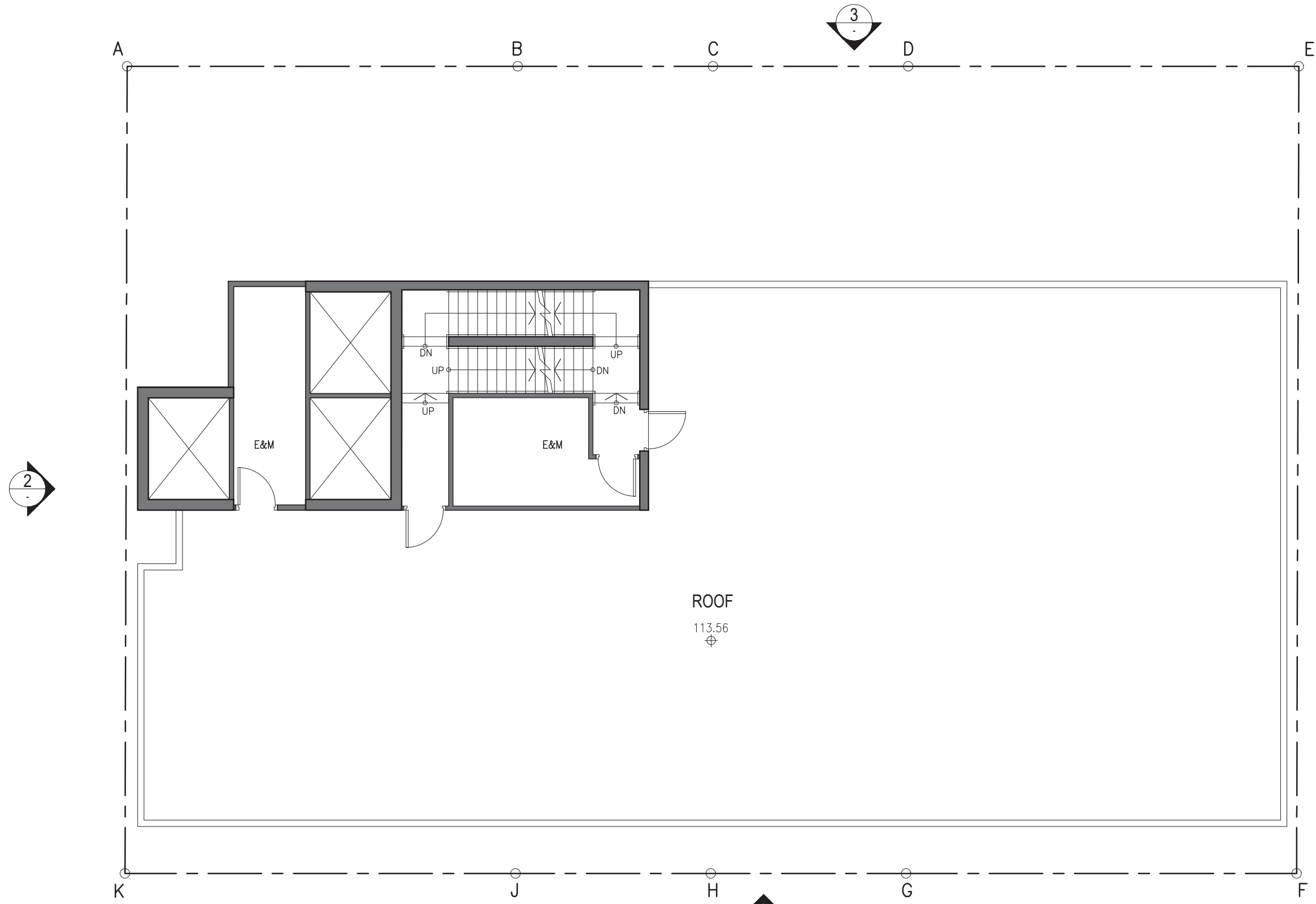




**21TH ~ 30TH FLOOR PLAN (10 STOREYS)**

1:100

TOTAL GUEST ROOM NOS. = 14 NOS. x 10 STOREYS = 140 NOS.



**ROOF PLAN**

1:100

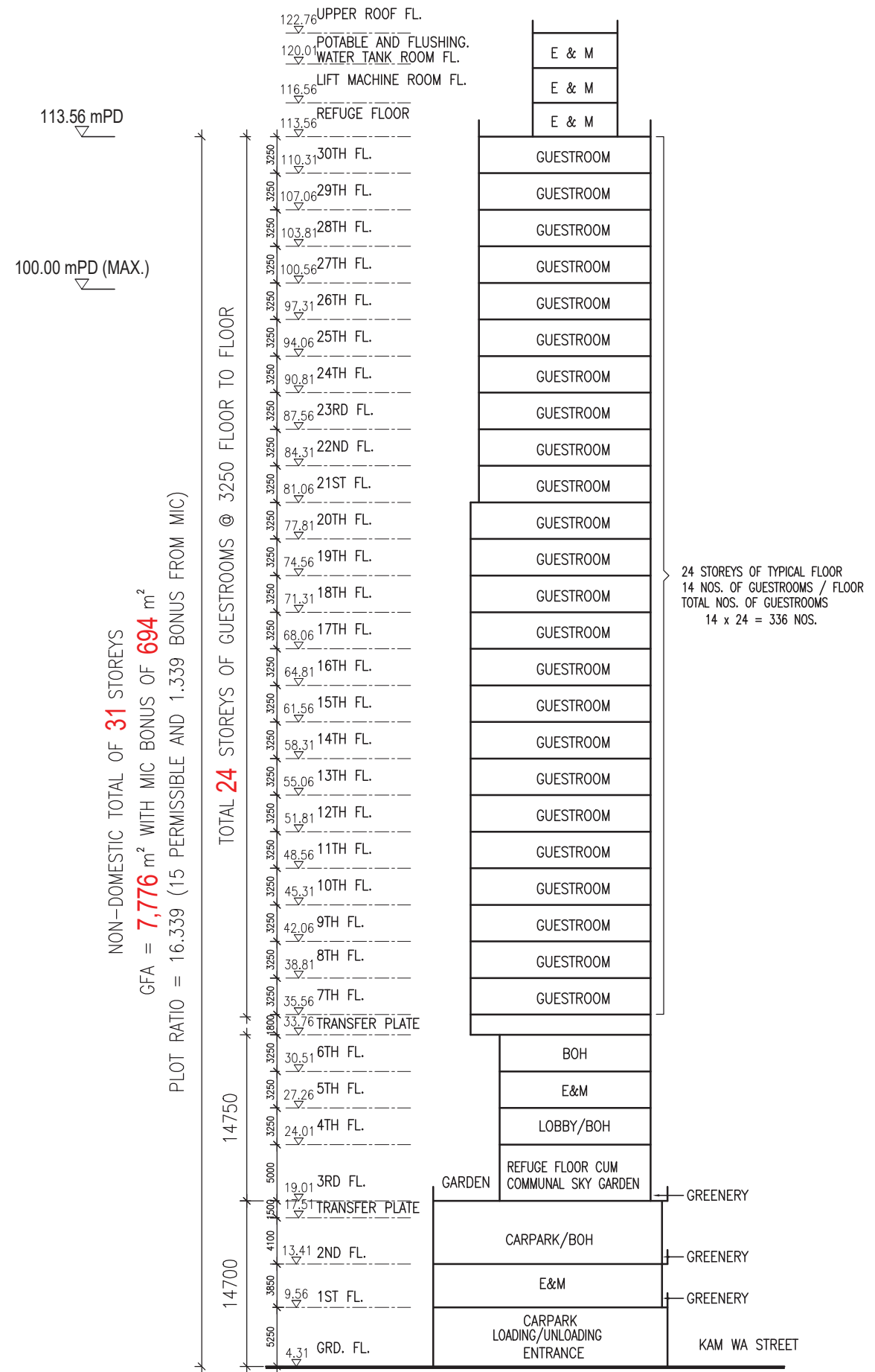
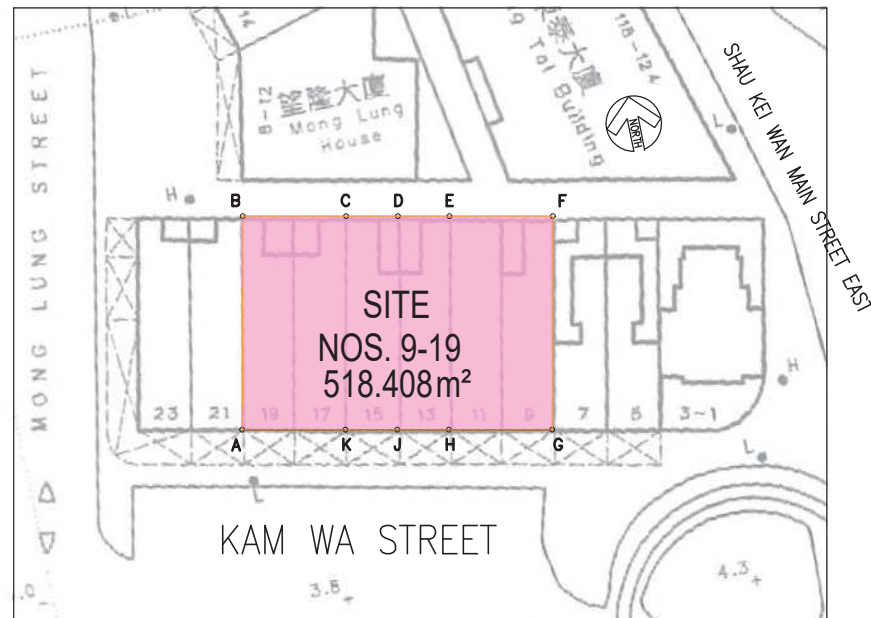


# SITE PARTICULARS

ADDRESS = NOS. 9-19 KAM WA STREET, SHAU KEI WAN, HONG KONG  
 LOT NO. = SIL 433 S.F, SIL 433 S.G, SIL 433 RP, SIL 433 S.D  
 AREA OF SITE = 518.408 m<sup>2</sup>  
 CLASS OF SITE = 'A'  
 OZP UNDER TOWN PLANNING = R(A) and area shown as "Road", S16 CHANGE TO HOTEL  
 PERMITTED BUILDING HEIGHT = 100 mPD  
 PERMITTED SITE COVERAGE = 60%

## PROPOSED NON-DOMESTIC

MIC BONUS HEIGHT = 24x 3.25m x4%  
 = 3.12m  
 PLOT RATIO = 15  
 MIC BONUS PLOT RATIO = 1.339  
 GROSS FLOOR AREA = 7,776 m<sup>2</sup>  
 MIC BONUS GFA = 694 m<sup>2</sup>  
 SITE COVERAGE = 60 % + 5.598 % ( MIC BONUS )  
 = 65.598%  
 NOS. OF GUEST ROOM = 336  
 TYPICAL GUEST ROOM SIZE = 15.8 m<sup>2</sup>



NON-DOMESTIC TOTAL OF 31 STOREYS  
 GFA = 7,776 m<sup>2</sup> WITH MIC BONUS OF 694 m<sup>2</sup>  
 PLOT RATIO = 16.339 (15 PERMISSIBLE AND 1.339 BONUS FROM MIC)

24 STOREYS OF TYPICAL FLOOR  
 14 NOS. OF GUESTROOMS / FLOOR  
 TOTAL NOS. OF GUESTROOMS  
 14 x 24 = 336 NOS.

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**APPENDIX 3-1  
CORRESPONDENCE WITH TRANSPORT  
DEPARTMENT REGARDING ROAD  
CLASSIFICATION**

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**From:** Kraman LAM <kramanlam@td.gov.hk>  
**Sent:** 04 December 2025 09:36  
**To:** CKM Asia  
**Subject:** Re: 9~19 Kam Wa Street, Shau Kei Wan - Confirmation of Road Type

Dear Mr. Tang,

I have no adverse comment on the proposed road type of Kam Wa Street and Shau Kei Wan Main Street East for the EA please. Thank you.

Best regards,  
Kraman LAM  
E/E3&G, TE(HK), TD  
Tel.: 2829 5539

**From:** "CKM Asia" <[mail@ckmasia.com.hk](mailto:mail@ckmasia.com.hk)>  
**To:** "[kramanlam@td.gov.hk](mailto:kramanlam@td.gov.hk)" <[kramanlam@td.gov.hk](mailto:kramanlam@td.gov.hk)>  
**Date:** 20/11/2025 05:50 pm  
**Subject:** 9~19 Kam Wa Street, Shau Kei Wan - Confirmation of Road Type

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**Attn: Transport Department – Ms Kraman Lam (Engr / E3&G)**

Dear Ms Lam,

We are the Traffic Consultant for the captioned project. To facilitate the conduct of Environmental Assessment by the Project Environmental Consultant, we would like to confirm with your department the **road type for Kam Wa Street and Shau Kei Wan Main Street East**.

Based on the road classification system, we are of the view that Kam Wa Street and Shau Kei Wan Main Street East are classified as **Local Distributor**.

We would greatly appreciate it if your department could confirm the road type of the above streets at your earliest convenience.

Thank you for your attention.

Regards,

H.C. Tang

CKM Asia Limited  
Traffic and Transportation Planning Consultants  
Phone: (852) 2520 5990  
Fax: (852) 2528 6343  
Email: [mail@ckmasia.com.hk](mailto:mail@ckmasia.com.hk)  
Website: [www.ckmasia.com.hk](http://www.ckmasia.com.hk)

CKM Asia Limited

Address: 21/F, Methodist House, 36 Hennessy Road, Wan Chai, Hong Kong