

Appendix 3

Environmental Assessment

Prepared by

Ramboll Hong Kong Limited

THE PROPOSED HOTEL AT 118 WAI YIP STREET, KWUN TONG, KOWLOON

ENVIRONMENTAL ASSESSMENT

Date **August 2026**

Prepared by **Miko Wan**
Environmental Consultant

Signed 

Approved by **Calvin Chiu**
Technical Director

Signed 

Project Reference **KTAWYSKTEI00**

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Ramboll Hong Kong Limited

21/F, BEA Harbour View Centre
56 Gloucester Road, Wan Chai, Hong Kong

Tel: (852) 3465 2888
Fax: (852) 3465 2899
Email: hkinfo@ramboll.com

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1. INTRODUCTION

1.1 Background

- 1.1.1 The Application Site at 118 Wai Yip Street. The project proponent is proposing to convert the existing building to hotel development.
- 1.1.2 Ramboll Hong Kong Limited is commissioned by the Project Proponent to provide environmental consultancy service to prepare this Environmental Assessment for the Proposed Development at the Application Site.
- 1.1.3 The design of master layout plan (MLP) and other technical information on the Proposed Development are provided by the Project Proponent. Potential environmental noise, air quality, water quality and waste implication have been discussed in this context.

1.2 The Application Site and Its Environs

- 1.2.1 The Application Site is located in urbanised area in Kwun Tong. It is bounded by Kwun Kee Tailor Industrial Centre and China-Trade Centre to the southeast, MG Tower to the southwest, Union Industrial Building and C-Bons International Centre to the northwest and Wai Yip Street to the northeast.
- 1.2.2 **Figure 1.1** shows the location of the Application Site and its environment.

1.3 The Proposed Development

- 1.3.1 The Proposed Development involves alterations to the existing building blocks including the addition of one storey resulting in a total 10 storeys. Therefore, the development will comprise one tower, consistent with the existing development.
- 1.3.2 The existing building will be converted into 99 guest rooms. In addition, an F&B area with GFA of approximately 45 m² will be provided after the conversion. The Proposed Development will not rely on openable window for ventilation purpose.
- 1.3.3 The Master Layout Plan (MLP) of the Proposed Development is included in **Appendix 1.1**.
- 1.3.4 The completion year is 2028 tentatively.

1.4 Appraisal of Environmental Impacts

Noise

- 1.4.1 The Proposed Development will not rely on openable window for ventilation purpose. Therefore, it is not noise sensitive in nature.
- 1.4.2 The Proposed Development will inevitably contain noisy facilities such as ventilation system, fan system and HVAC. However, in this early planning stage, building services consultant/contractor has not been engaged and there is absence of any detail regarding potential noisy facilities. In all circumstances, the requirement under HKPSG is fully observed (i.e. acceptable noise level minus 5 decibels). In future detailed design of the project, same requirement will be imposed so that the relevant noise standard will be met by various means such as selection of quiet equipment, use of shielding device, acoustic louvers, silencers, semi/full-enclosure. Upon availability of details of fixed noise sources, the assessment of fixed noise impact can be conducted with respect to the said planning approval condition. With abundance of direct noise mitigation measures to control and suppressed the generated noise level, no adverse noise impact due to operation of potentially noisy facilities of the Proposed Development is anticipated.

Air Quality

- 1.4.3 Site survey was conducted to identify any environmental nuisance and focus on area within 500m of the Application Site. The potential industrial emission impact from chimneys, vehicular emission impact and odour impact (if any) have been addressed in this context (detailed in **Section 3**).

Construction Phase Environmental Impact

- 1.4.4 The major air quality impact during construction should be fugitive dust impact in relation to dusty activity and emission from dusty materials while there are other emissions as well such as SO₂/NO₂ due to use of diesel powered equipment. Best management practice and practical mitigation measures will be adopted where appropriate.
- 1.4.5 Construction noise is usually generated by using powered mechanical equipment. It will be controlled with reference to relevant technical memorandum. Best Management practice will be adopted where appropriate to suppress the impact.
- 1.4.6 As for water quality aspect, during construction of the development, water pollution is likely due to sediments, construction runoff and drainage, sewage effluent and liquid spillage if not mitigated. Best management practice will be adopted. No sewage effluent discharge will be allowed. ProPECC PN 2/24 on construction site drainage will be observed and followed.
- 1.4.7 This is an in-situ conversion project and would not involve substantial construction work. Necessary conversion work may include removal/installation of partitioning and fitting-out works.
- 1.4.8 Waste may arise from demolition of the existing partitions and outfit materials, which may contain both inert (e.g. debris arising from demolition of partition) and non-inert (e.g. packaging material) materials. It is estimated that there will be limited C&D materials to be generated due to the project nature. They will be collected and segregated where practicable. Recyclables will be collected by or delivered to recycler. Inert C&D material will be delivered to public fill reception facility, while non-inert C&D material will be disposed at designated landfill site.
- 1.4.9 Given that no substantial construction work will be carried out, only limited number of workers would be required. It is expected there will be dozens kg of general waste generated from workers daily.
- 1.4.10 Waste generation during construction will be sorted and handled in compliance with the Waste Disposal Ordinance and regulations.
- 1.4.11 EPD's Recommended Pollution Control Clauses for Construction Contracts (https://www.epd.gov.hk/epd/english/environmentinhk/eia_planning/guide_ref/rpc.html) will be referenced, adopted and incorporated into contract requirement where appropriate and contractor will be required to strictly follow and implement to the satisfaction of the proponent. With adequate mitigation measures incorporated during construction of the project, no significant construction phase environmental impact is anticipated. Further discussion on construction phase environmental impact is also included in **Section 3**.

Waste Management for Operational Phase

- 1.4.12 During operation of the project, there will be waste generation from hotel uses such as glass, metals, paper, plastics, food wastes, textile, wood and others. Adequate waste collection/storage facilities will be provided for collection and storage of sorted recyclable wastes (glass, paper, metal, plastic) to enable recycling. Based on Waste Statistics for 2024, the per capita disposal rates of municipal solid waste, domestic

waste, commercial & industrial waste are respectively 1.40 kg/person/day, 0.86 kg/person/day and 0.53 kg/person/day (Plate 2.7 of Waste Statistics for 2024). Among commercial waste, the recyclable wastes totalled about 48% (Plate 3.2 of Waste Statistics for 2024). Based on the Proposed Development with around 113 working population, there will be around 115.2 kg/day of waste generation (i.e. $0.53 \div (1 - 48\%) \times 113$). With adequate waste collection/storage facilities provided to segregate recyclable (i.e. paper, plastic bottles and aluminium cans) and non-recyclable wastes, it is assumed that up to around 40% of waste can be recycled, which will reduce the burden of waste treatment facilities in Hong Kong.

- 1.4.13 Recycling bin will be provided onsite for collection and sorting of recyclable wastes (paper, glass, metal, plastic). The refuse collection and storage facilities will be designed with adequate capacity for temporary storage of sorted recyclable wastes, and contractor will be engaged to collect the recyclable wastes in regular manner. Remaining waste will be disposed of at landfill site on daily basis and delivered to the refuse collection point accordingly. A reputable waste collector should be employed to remove general refuse regularly to avoid odour nuisance or pest/vermin problem.
- 1.4.14 Subject to detailed implementation of the project, if chemical wastes are expected to be produced during the operation phase, responsible party (e.g. tenants who will generate chemical waste) should register with the EPD as a chemical waste producer and follow the guidelines stated in the "Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes". Good quality containers compatible with the chemical wastes should be used, and incompatible chemicals should be stored separately. Appropriate labels should be securely attached on each chemical waste container. Licensed collector should be deployed to transport and dispose of the chemical wastes at the approved Chemical Waste Treatment Centre or other licensed recycling facilities, in accordance with the Waste Disposal (Chemical Waste) (General) Regulation.
- 1.4.15 In all circumstances, all wastes will be handled, transported and disposed of in strict accordance with the relevant legislative requirements, no adverse environmental impact is expected during the operation phase.

1.5 Organization of this Report

- 1.5.1 The report is structured as follows: -
- **Section 2** is an air quality impact assessment
 - **Section 3** includes discussion of construction phase fugitive dust, construction noise and waste management issues; and
 - **Section 4** is a concluding summary.

2. AIR QUALITY IMPACT ASSESSMENT

2.1 Introduction

2.1.1 This section evaluates the air quality impact during operation of the project. Table 3.1 in Chapter 9 of the HKPSG has been referenced for provision of buffer separation from identified air pollution sources in the surrounding.

2.2 Relevant Legislation, Standards and Background Air Quality

2.2.1 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 (AQOs), which stipulate the maximum allowable concentrations over specific periods for typical pollutants, should be met. AQOs of these pollutants are listed below in **Table 2.1**.

Table 2.1 Hong Kong Air Quality Objectives (AQOs)

Pollutants	Averaging Time	Concentration Limit ($\mu\text{g} / \text{m}^3$) ⁽¹⁾	Number of Exceedance Allowed
Sulphur Dioxide (SO_2)	10-minute	500	3
	24-hour	40	3
Respirable Suspended Particulates (RSP, PM_{10}) ⁽²⁾	24-hour	75	9
	Annual	30	Not Applicable
Fine Suspended Particulates (FSP, $\text{PM}_{2.5}$) ⁽³⁾	24-hour	37.5	18
	Annual	15	Not Applicable
Nitrogen Dioxide (NO_2)	1-hour	200	18
	24-hour	120	9
	Annual	40	Not Applicable
Ozone (O_3)	8-hour	160	9
	Peak Season	100	Not Applicable
Carbon Monoxide (CO)	1-hour	30,000	0
	8-hour	10,000	0
	24-hour	4,000	0
Lead (Pb)	Annual	0.5	Not Applicable

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 293K and a reference pressure of 101.325kPa.
- 2) Respirable suspended particulates (PM_{10}) means suspended particles in air with a nominal aerodynamic diameter of $10\mu\text{m}$ or less.
- 3) Fine suspended particulates ($\text{PM}_{2.5}$) means suspended particles in air with a nominal aerodynamic diameter of $2.5\mu\text{m}$ or less.

2.2.2 In addition, the following legislations, technical circulars and guidelines are relevant and should be observed and complied with or followed as practicably possible.

- Air Pollution Control (Construction Dust) Regulation
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation
- Air Pollution Control (Fuel Restriction) Regulations (i.e. using liquid fuel with a sulphur content of less than 0.001% by weight)

- Recommended Pollution Control Clauses for Construction Contracts

- 2.2.3 With the implementation of air quality control measures as stipulated under the APCO, Air Pollution Control (Construction Dust) Regulation (Cap 311R), controlling exhaust emission by following Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and relevant Air Pollution Control (Fuel Restriction) Regulations, as well as adoption of good site practices, fugitive dust and gaseous emission arising from the earthworks, etc. can be effectively controlled. Good site practices will be implemented through contractual clauses and close enforcement of the resident engineers. The Contractor(s) shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulation which requires notification before carrying out demolition works or construction works and to adopt air quality control measures while carrying out demolition activities or construction activities.
- 2.2.4 Under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, crawler crane, bulldozer, and etc.) with a proper label are allowed to be used in the construction site.
- 2.2.5 For SO₂ emission, under Air Pollution Control (Fuel Restriction) Regulations, only liquid fuel with a sulphur content of less than 0.001% by weight are allowed to be used in the construction site.
- 2.2.6 The Recommended Pollution Control Clause for Construction Contracts available on the EPD website set out the recommended air pollution control measures to be implemented by the contractor(s) during the construction stage of the Project.

2.3 Existing and Future Predicted Air Quality

- 2.3.1 The Proposed Commercial Development Site is situated in Kwun Tong district and the tentative completion year is 2028. Therefore, the year of 2028 background concentrations in Grid (44, 33) extracted from the PATH-v3.0 released by EPD in August 2026 has been adopted and shown in **Table 2.2**. The nearest general air quality monitoring station (AQMS) to the Proposed Commercial Development is the Kwun Tong AQMS. The five most recent years of air quality monitoring data, 2021 to 2025, from this station are summarized in **Table 2.2**.
- 2.3.2 According to the AQMS monitoring data presented in **Table 2.2**, the exceedances in annual average RSP concentration in 2021, annual average FSP concentration in 2021, and annual average NO₂ concentration in between 2021 and 2025 were recorded. According to **Table 2.2**, there would be no exceedance of AQOs for the future background air quality pollutants except NO₂.

Table 2.2 EPD Air Quality Monitoring Data in Kwun Tong AQMS and PATH-v3.0 (Grid 44, 33)

Pollutant	Averaging time	Parameter	AQO (µg/m ³)	Concentration ^[1] (µg/m ³)					
				2021	2022	2023	2024	2025	PATH in Year 2028 (26, 47)
RSP (PM ₁₀)	24-hour	10 th highest	75	72	49	57	56	57	58
	Annual	Maximum	30	31	24	26	24	25	26
FSP (PM _{2.5})	24-hour	19 th highest	37.5	32	31	28	31	29	30
	Annual	Maximum	15	17	14	15	14	14	15
NO ₂	1-hour	19 th highest	200	164	145	147	144	157	151
	24-hour	10 th highest	120	97	83	75	72	84	82

Pollutant	Averaging time	Parameter	AQO ($\mu\text{g}/\text{m}^3$)	Concentration ^[1] ($\mu\text{g}/\text{m}^3$)					
				2021	2022	2023	2024	2025	PATH in Year 2028 (26, 47)
	Annual	Maximum	40	<u>49</u>	<u>45</u>	<u>41</u>	<u>42</u>	<u>43</u>	44
SO ₂	10-minute	4 th highest	500	24	19	29	21	15	22
	24-hour	4 th highest	40	7	11	10	7	5	8
O ₃	8-hour	10 th highest	160	136	148	136	142	136	140
	Peak Season	Maximum	100	79	81	85	87	84	83
CO ^[2]	1-hour	Maximum	30000	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
	8-hour	Maximum	10000	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
	24-hour	Maximum	4000	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.

Note:

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

[2] CO concentration from 2021-2025 is not available at Kwun Tong

2.4 Potential Air Quality Impact on Proposed Commercial Development

Identification of Industrial Chimneys

- 2.4.1 Site surveys were conducted on 28 July 2026 and 04 August 2026 to identify any environmental nuisance and focus on area within 500m from the Application Site (**Figure 2.1**).
- 2.4.2 There is no industrial chimneys identified for area within 200m buffer distance from the Application Site. The buffer distance requirement set out in Table 3.1 of HKPSG Chapter 9 can be fulfilled. Therefore, no adverse air quality impact from the industrial chimney on the Proposed Development is anticipated. (see **Figure 2.1**).

Identification of Vehicular Emission Sources

- 2.4.3 The Application Site is bounded by Wai Yip Street and the unnamed road. Wai Yip Street is located to the northeast of the Application Site. The unnamed road is located to the southwest of the Application Site.
- 2.4.4 **Figure 2.2** shows the buffer zone from nearby roads by following the requirements of Table 3.1 in Chapter 9 of the HKPSG. Wai Yip Street is classified as District Distributor in the latest ATC. Therefore, buffer distance of 10m applies. Wai Yip Street is located about 3m away from the Application Site so that the northern part of the site falls within the buffer zone measured 10m from the kerb side of Wai Yip Street. As advised by the Traffic Consultant, unnamed road (not covered in Annual Traffic Census) is considered as local distributors. According to the requirements under HKPSG, 5m buffer distance should be provided.
- 2.4.5 To meet the recommended buffer separation and avoid adverse air quality impact, all air-sensitive uses of the Proposed Development (i.e. fresh air intake) will be designed so that they would be located outside the buffer zone of Wai Yip Street and the unnamed road as shown in **Figure 2.2**. Therefore, the buffer distance requirements in Table 3.1 of HKPSG Chapter 9 can be fulfilled for Wai Yip Street and the unnamed road. No adverse air quality impact from the vehicular emissions on the Proposed Development is anticipated. If the buffer distance requirements cannot be fulfilled during the further review in the later stage (e.g. detailed design stage), a detailed/quantitative air quality impact assessment should be carried out to demonstrate the acceptability of the air quality impact.

2.5 Potential Odour Impact on Proposed Hotel Development

Identification of Odour Sources

- 2.5.1 No identified potential odour sources are found within 200m buffer distance

2.6 Conclusion

- 2.6.1 As confirmed in site survey, there is no existing industrial chimneys identified within 200m buffer distance from the Application Site. Therefore, no adverse air quality impact from the industrial chimney is anticipated.
- 2.6.2 The Proposed Development will be designed so that there are no air-sensitive uses of the Proposed Development (i.e. fresh air intake) falling within the buffer zone (measured 10m from kerb side of Wai Yip Street and 5m from kerb side of unnamed road) as stipulated in the HKPSG. Therefore, no adverse air quality impact from the vehicular emissions is anticipated.
- 2.6.3 No adverse odour impact is anticipated at the Application Site.

3. CONSTRUCTION PHASE IMPACTS

3.1 Introduction

- 3.1.1 During the construction phase of the Proposed Development, there may be potential dust and noise quality impacts upon the nearby sensitive receivers such as villages. Practicable environmental mitigation measures are recommended to reduce these impacts to acceptable ranges. Nearest noise and air sensitive uses are summarised below and **Figure 3.1**.

Table 3.1 Surrounding Noise and Air Sensitive Receivers

(N)oise/(A)ir Sensitive Receivers	Horizontal Separation from Site Boundary
Union Industrial Building (N)(A)	immediately northwest of the Application Site
Kwun Kee Tailor Industrial Centre (N)(A)	immediately southeast of the Application Site
MG Tower (A)	about 6m to the southwest of the Application Site
C-Bons International Centre(A)	about 23m to the west of the Application Site
Rykadon Capital Tower (A)	about 28m to the southeast of the Application Site
Shiu Fat Industrial Building (N)(A)	about 25m to the northeast of the Application Site
Pan Asia Centre(A)	about 25m to the north of the Application Site
Takad Centre (N)(A)	about 25m to the northwest of the Application Site
The Grid (A)	about 27m to the northwest of northwest portion

3.2 Fugitive Dust Emission

- 3.2.1 An existing building is currently located within the site, and the Proposed Development only involve the alteration to the existing building block including the addition of one storey. Therefore, the construction of the Proposed Development mainly comprises partition reconfiguration, renovation work and minor demolition work. It is estimated that total demolition volume would be around 254m³. Assuming demolition last for 1 month and average truckload capacity of 7.5m³, it is equivalent to about 2 truckloads per day and less than 1 truckload per hour.
- 3.2.2 As discussed above, the scale of construction (including partition reconfiguration, renovation work and minor demolition work) is small with less than 1 truckload per hour. In all circumstances, mitigation measures for fugitive dust emission (to be discussed below) will be implemented as practicably possible to suppress the impact so that no adverse air quality is anticipated afterwards. In addition, there will be potential impacts from the criteria pollutants (e.g. nitrogen oxides (NO_x), sulphur dioxide (SO₂), and carbon monoxide (CO)) from exhaust emission. Emission from diesel trucks for the haulage of materials and construction plants will contain high percentage of smoke particulate and unburned hydrocarbons in comparison with petrol driven vehicles. Ultra-low sulphur diesel (ULSD) with sulphur content not exceeding 0.005% by weight will be used as fuel to minimize SO₂ emission. In all circumstances, the contractor will be required to observe all relevant regulations (e.g. Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulation) and maintain all equipment in good condition to avoid any excessive emission. For example, under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, excavator, crawler crane, bulldozer and etc.) with a proper label are allowed to be used in the construction site so that emission is under control. Moreover, due to small scale of excavation work, number of construction machinery is limited (mostly around 1 excavator and 1 dump truck at the same time). Given limited number of machinery and measures mentioned

above, the air quality impact due to emission from the construction machinery is considered limited and insignificant as well.

3.3 Mitigation Measures for Fugitive Dust Emission

- 3.3.1 Fugitive dust emission arising from conversion activities can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses, good site management, and close monitoring by the resident engineers. The recommended dust mitigation measures are described below. With the adoption of good practices, it is expected that emission of construction dust can be kept at an acceptable level.
- 3.3.2 The dust control measures detailed below shall also be incorporated into the Contract Specification where practicable as an integral part of good construction practices:
- Any debris that may dislodge dust particles shall be covered entirely by impervious sheeting or stored in a debris collection area sheltered on the top and the 3 sides;
 - Every debris chute shall be enclosed by impervious sheeting or similar materials;
 - Before debris is dumped into a debris chute, it shall be sprayed with water or a dust suppression chemical so that it remains wet when it is dumped;
 - Spray water when conducting dusty operation, such as breaking, grinding, sand papering and wood cutting work;
 - Fit vacuum cleaner to grinding, sand papering or wood cutting machines;
 - Maximise the use of electricity and minimise reliance on diesel-fuelled equipment as far as practicable; and
 - Maintain good house-keeping and increase the cleaning frequency of the surrounding areas.

General Site Management

- 3.3.3 Appropriate working methods should be devised and arranged to minimise dust emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. No free falling of construction debris should be allowed, which should be let down by hoist or enclosed tunnel to the ground.
- 3.3.4 Frequent mist/ water spraying should be applied on dusty areas when conducting dusty operation. The amount of water spraying should be just enough to dampen the material without over-watering.

3.4 Construction Noise Impact

- 3.4.1 Construction noise is controlled under the Noise Control Ordinance (NCO). As this is an in-situ conversion project and mainly involves removal/installation of partitioning and fitting-out works, there will be no percussive piling involved. There is also limited use of powered mechanical equipment. Nevertheless, the "*Technical Memorandum on Noise From Construction Work Other than Percussive Piling*" (TM1) and "*Technical Memorandum on Noise From Construction Work in Designated Areas*" (TM2) will be observed and followed, where applicable.
- 3.4.2 For construction works other than percussive piling, noise limits for daytime construction activities are set out in the ProPECC PN 1/24 "*Minimizing Noise from Construction Activities*" and tabulated below in **Table 3.2**. It will be observed and followed together with guidelines and house rules under "*Pilot Scheme on Quiet Renovation*".

- 3.4.3 Best Management practice will also be adopted where appropriate to suppress the impact. In all circumstances, future contractor will be required to exercise adequate mitigation measures (including but not limited to, using well-maintained plants on-site only, using electric-powered equipment where applicable, scheduling noisy operations during non-restricted hours where possible) to minimise potential construction noise impact on the surrounding noise sensitive uses.

Table 3.2 Noise Limit for Daytime Construction Activities

Noise Sensitive Receivers	Leq(30min), dB(A)
All domestic premises Temporary housing accommodation Hostels Convalescences homes Homes for the aged	75
Places of public worship Courts of law Hospitals and medical clinics	70
Educational institutions (including kindergartens and nurseries)	70 (65 during examinations)

3.5 Construction Waste Disposal

Legislation and Guidelines

- 3.5.1 The principal legislation controlling waste materials in Hong Kong is the Waste Disposal Ordinance (WDO) (Cap. 354) and its subsidiary regulations including Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C) and Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N). Other relevant ordinance includes Land (Miscellaneous Provisions) Ordinance (Cap 28) and Public Health and Municipal Services Ordinance (Cap 132) - Public Cleansing and Prevention of Nuisances Regulation. Other relevant guidelines which cover how applicant and contractor should comply with the regulations are as follows:
- Environmental Guidelines for Planning In Hong Kong (2022), Hong Kong Planning Standards and Guidelines, Hong Kong Government;
 - New Disposal Arrangements for Construction Waste (1992), EPD & CED, Hong Kong Government;
 - Code of Practice on the Packaging, Labelling and Storage of Chemical Wastes (2022), EPD, Hong Kong Government;
 - Works Branch Technical Circular (WBTC) No. 2/93, Public Dumps, Works Branch, Hong Kong Government;
 - WBTC No. 2/93B, Public Filling Facilities, Works Branch, Hong Kong Government;
 - WBTC No. 12/2000, Fill Management; Works Bureau, Hong Kong SAR Government;
 - DevB TCW No. 8/2010, Enhanced Specification for Site Cleanliness and Tidiness. Development Bureau, Hong Kong SAR Government;
 - WBTC No. 12/2002, Specification Facilitating the Use of Recycled Aggregates. Works Bureau, Hong Kong SAR Government;
 - DEVB TC(W) No. 6/2010, Trip Ticket System for Disposal of Construction & Demolition Materials, Development Bureau, Hong Kong SAR Government;
 - ETWBTC No. 19/2005, Environmental Management on Construction Sites, Hong Kong SAR Government;

- Practice Note for Authorized Persons and Registered Structural Engineers – Construction and Demolition Waste (PNAP ADV-19, also known as PN for AR&RSE No. 243);
- DEVBTCW No. 9/2011, Enhanced Control Measures for Management of Public Fill;
- A Guide to the Chemical Waste Control Scheme;
- Civil Engineering and Development Department Technical Circular No. 11/2019: Management of Construction and Demolition Materials;
- Buildings Department Practice Notes for Authorized Persons, Registered Structural Engineers and Registered Geotechnical Engineers (APP-114): Waste Minimization – Provision of Fitments and Fittings in New Buildings;
- Buildings Department Practice Notes for Registered Contractors (PNRC 17): Control of Environmental Nuisance from Construction;
- CEDD Project Administration Handbook for Civil Engineering Works; and
- Monitoring of Solid Waste in Hong Kong 2024

Construction Waste Generation

- 3.5.2 Construction activities for the Proposed Development will generate waste materials requiring appropriate management and disposal. It is proposed to convert the existing building to the hotel building about 99 rooms. The major construction work will include partition renovation work, reconfiguration and demolition work. Since there is no change to the overall structure and no substantial construction work involved, limited C&D materials will be generated.
- 3.5.3 Likely range of waste types includes:
- Construction & Demolition (C&D) materials (inert and non-inert) due to interior conversion/ fitting out;
 - General refuse generated by the workforce;
 - Chemical and oily wastes due to maintenance of equipment
- 3.5.4 The general waste management strategy is to avoid waste generation in the first place. If that is unavoidable, source reduction and segregation should be exercised as far as practicable and at the same time, recycling and reuse should be adopted to salvage as much as possible all the recyclable and reusable materials.

Identification and Evaluation of Waste Management Implications in Construction Phase

C&D Materials

- 3.5.5 On-site sorting of construction wastes will be recommended. On-site sorting can be achieved by avoiding the generation of “mixed waste” through good site control.
- 3.5.6 Waste generated by construction activities should be sorted into inert C&D materials and non-inert C&D materials. The inert C&D materials which comprise soil, rock, concrete, brick, cement plaster/mortar, inert building debris, aggregates and asphalt shall be reused in earth filling, reclamation or site formation works. The non-inert C&D materials which comprises metal, timber, paper, glass, junk and general garbage shall be reused or recycled and, as the last resort, disposal of at landfills.
- 3.5.7 Construction wastes shall be sorted, with the inert C&D materials broken up into small pieces for disposal at public fill reception facility, and the non-inert C&D materials should be disposed of at landfill.
- 3.5.8 As the project mainly involves minor partition reconfiguration, renovation works, and defoliation works, only a limited quantity of C&D materials is anticipated to be generated. It also implies that there is limited opportunity for reuse of the C&D material for backfilling. The majority of the C&D materials are expected to arise from demolition

works. Therefore, the waste estimation in this assessment is primarily based on the demolition works. An approximately 203m³ of C&D materials (i.e. 80% of total demolition materials) and 51m³ of non-inert C&D materials (i.e. 20% of total demolition materials) will be generated during the demolition works.

General Refuse

- 3.5.9 Without any handling arrangement / control measures in place, the storage, handling and disposal of general refuse have the potential to give rise to some environmental impact. These include odour and hygienic problem if waste is not collected frequently, windblown litter, water quality impacts if waste enters water bodies, and visual impact.

To estimate the general refuse generated during the construction phase, and assumption of 30 workers per day with 0.65kg per worker per day has been made, an approximate total of 20kg of general refuse (i.e. 0.65kg X 30 workers) will be generated per day.

Chemical Waste

- 3.5.10 Chemical and oily wastes generated from the construction activities, vehicle and plant maintenance and oil interceptors should be disposed of as chemical waste in strict compliance with the Waste Disposal (Chemical Waste) (General) Regulations. Project Proponent/Contractor should register with EPD as chemical waste producers. Chemical waste must be collected by licensed contractor and disposed of at Chemical Waste Treatment Centre (CWTC) at Tsing Yi or other licensed facilities.
- 3.5.11 The estimates are preliminary only. Waste disposal from construction site is subject to control under the Waste Disposal Ordinance. Future contractor will be required to prepare a waste management plan and submitted to the Applicant or Applicant's representative for agreement. The estimated quantities and types of waste to be generated by the project are summarized in **Table 3.3**.

Table 3.3 Estimated Quantities of Wastes to be Generated

	Estimated Quantities	Handling Method/ Mitigation Measures	Disposal Outlet
Inert C&D Materials including excavated material	203 m ³	Sorted from non-inert C&D material stored separately; stockpiled	Delivered to public fill reception facilities (Tuen Mun Area 38 fill bank)
Non-inert C&D Materials including material from site clearance	51 m ³	Sorted from inert C&D material stored separately	Disposed of at landfill (WENT)
General refuse (based on around 30 workers)	~ 20kg (daily)	Provided recycled bins for segregation of recyclable wastes such as glass, paper/board, metal, etc.)	Disposed of non-recyclable wastes at landfill (WENT); recyclable wastes to be collected by recycler
Chemical waste	Limited quantity	Sored securely in designated area; collected by licensed waste collectors	CWTC

Note: general refuse generation rate = 0.65kg/d/person

3.6 Conclusion

- 3.6.1 Potential environmental impacts arising from construction activities of the Proposed Development, including dust emission, construction noise and waste impacts have been qualitatively assessed. Potential environmental impacts are anticipated to be acceptable with the implementation of effective environmental mitigation measures. In addition to the measures stated in this report, EPD's environmental pollution control clauses for construction contract will be incorporated into future construction tender and contract so that contractor needs to strictly follow and adopt wherever applicable.

In conclusion, it is envisaged that construction phase environmental impacts arising from the Proposed Development would be acceptable.

4. OVERALL SUMMARY

- 4.1.1 An environmental assessment has been conducted for the Proposed Development to address the potential environmental noise, air quality, waste management and construction phase environmental impact.
- 4.1.2 The proposed use of the development is not noise sensitive in nature and HVAC system is expected to be provided (i.e. will not rely on openable window for ventilation). Environmental noise impact on the development will not be a concern.
- 4.1.3 This is in early planning stage of the study so that there is no detail of future fixed noise sources onsite available. Any fixed noisy facilities (e.g. fan system, HVAC) provided onsite in future will be designed to follow the HKPSG requirement (i.e. acceptable noise level minus 5 decibels) to ensure that there is no adverse impact on any noise sensitive use in the surrounding.
- 4.1.4 Adequate buffer separation distance will be maintained between air sensitive uses and existing carriageways with respect to HKPSG so that no adverse air quality impact due to traffic is anticipated. Industrial chimney was not identified within 200m of the Application Site, hence it is unlikely to have adverse air quality impact due to industrial chimney on the Proposed Development. On the other hand, the proposed use is not air polluting in nature and there is adequate buffer separation distance maintained between existing air sensitive uses and the proposed local access so that no significant air quality impact is anticipated during future operation of the Proposed Development.
- 4.1.5 Environmental implication during construction of the project has been appraised. With best management practice and relevant environmental mitigation measures implemented, no adverse construction phase environmental impact is anticipated.
- 4.1.6 No insurmountable environmental noise, air quality and waste management and construction phase environmental impact is anticipated with the recommended environmental mitigation measures properly implemented. The environmental acceptability of the proposed redevelopment is demonstrated in this study.

Figure



Figure: 1.1		
Title: Location of the Application Site and its Environs	Drawn by:	MW
	Checked by:	CC
Project: The Proposed Hotel at 118 Wai Yip Street, Kwun Tong, Kowloon	Rev.:	1.0
	Date:	Aug 2026

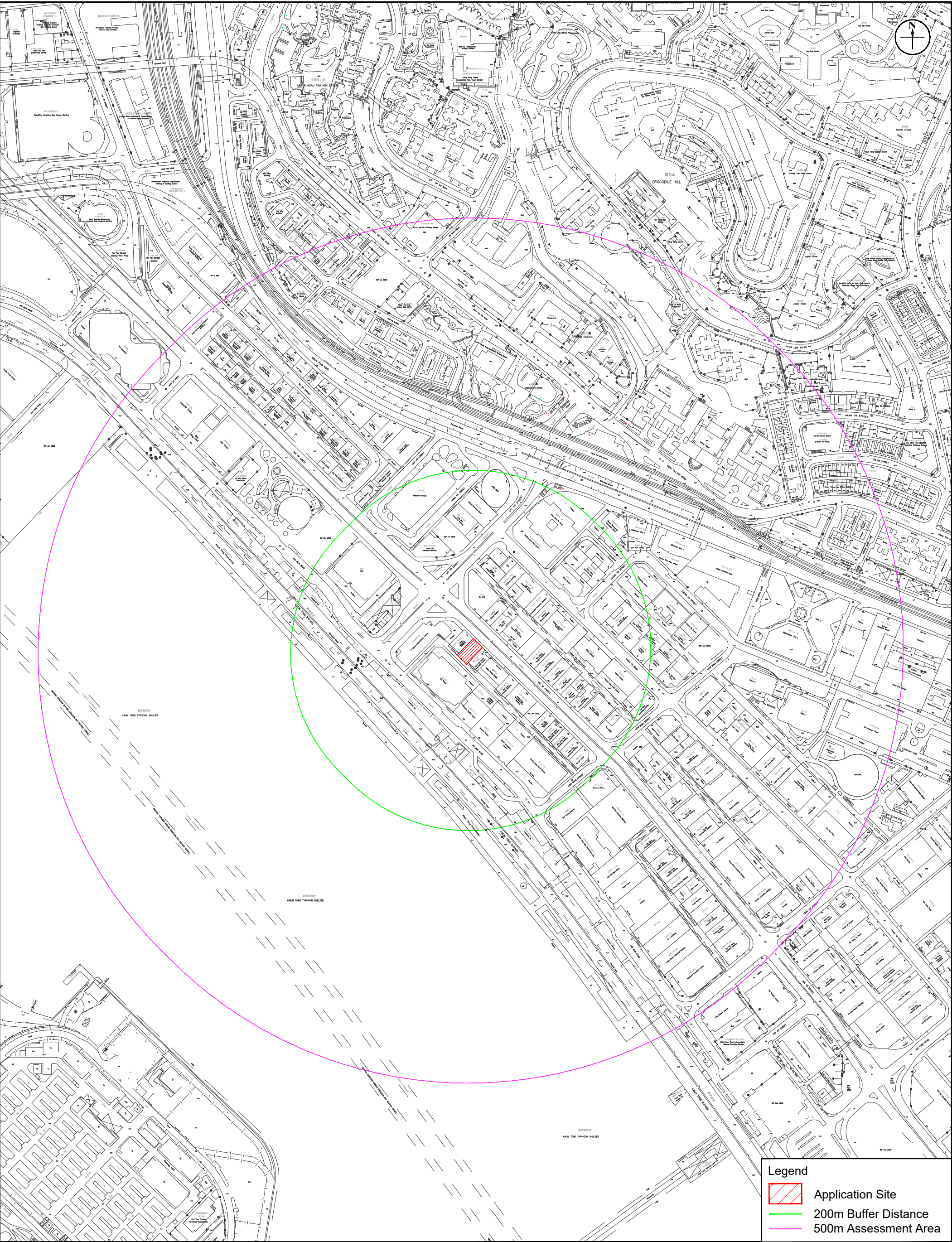


Figure: 2.1

Title: 200m Buffer Distance and 500m Assessment Area

Project: The Proposed Hotel at 118 Wai Yip Street, Kwun Tong, Kowloon

Legend

-  Application Site
-  200m Buffer Distance
-  500m Assessment Area

RAMBOLL

Drawn by: MW

Checked by: CC

Rev.: 1.0

Date: Aug 2026

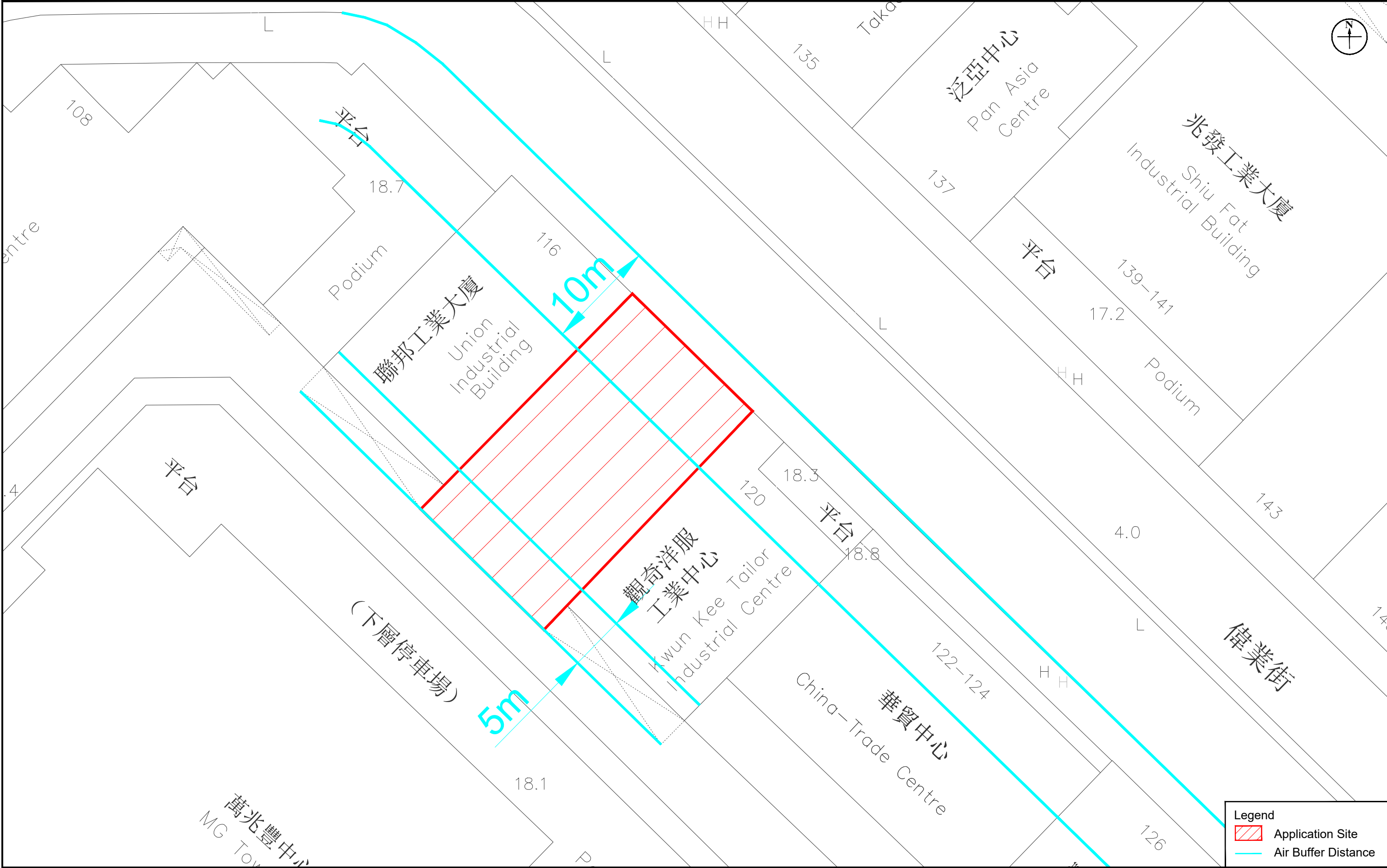
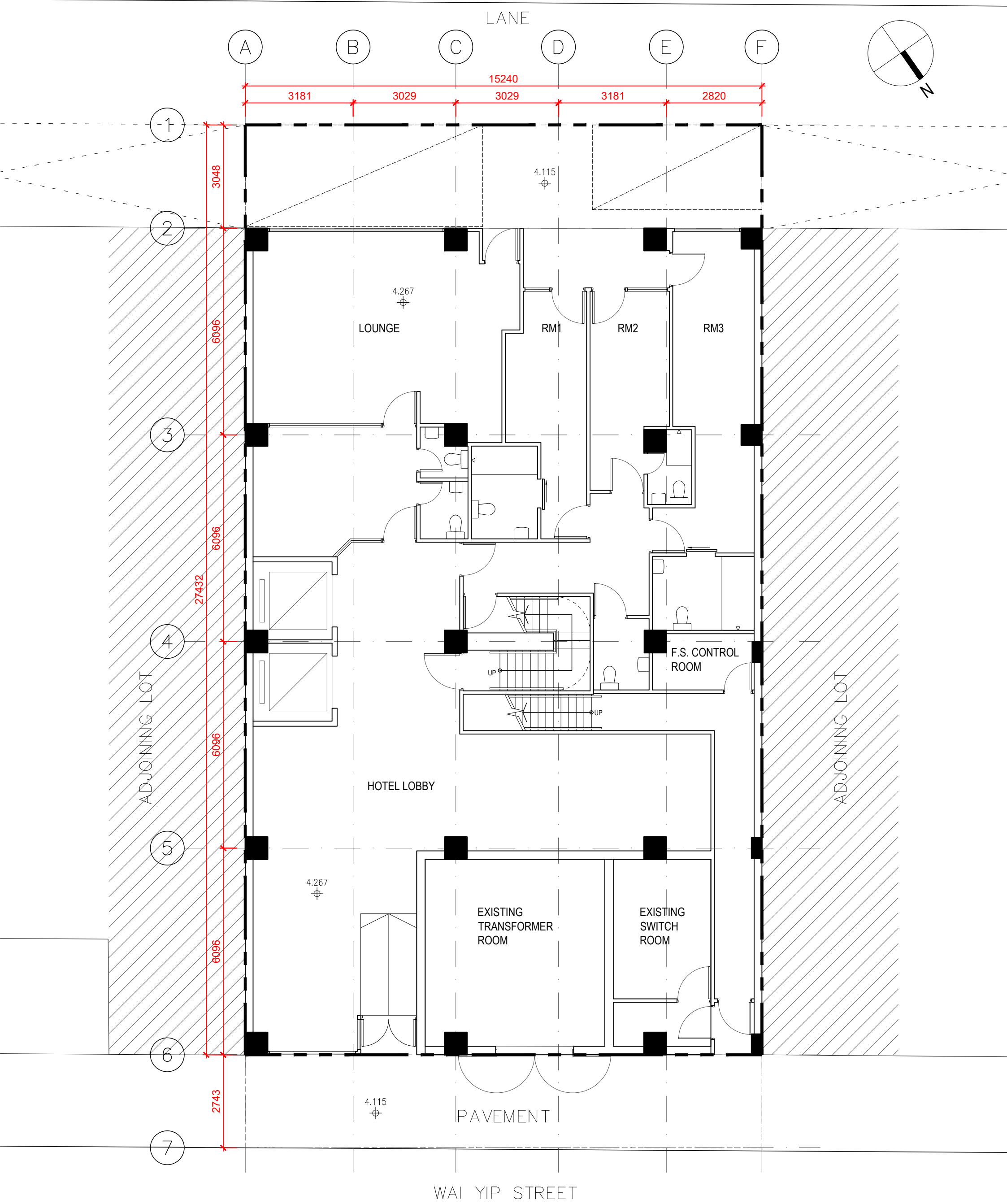


Figure: 2.2		RAMBOLL	
Title: HKPSG Vehicular Emission Buffer Distance for Nearby Road Network		Drawn by: MW	
Project: The Proposed Hotel at 118 Wai Yip Street, Kwun Tong, Kowloon		Checked by: CC	
		Rev.: 1.0	
		Date: Aug 2026	

Appendix 1.1 Master Layout Plan of the Proposed Development



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JOB:
118 WAI YIP STREET

DWG. TITLE:
G/F PLAN

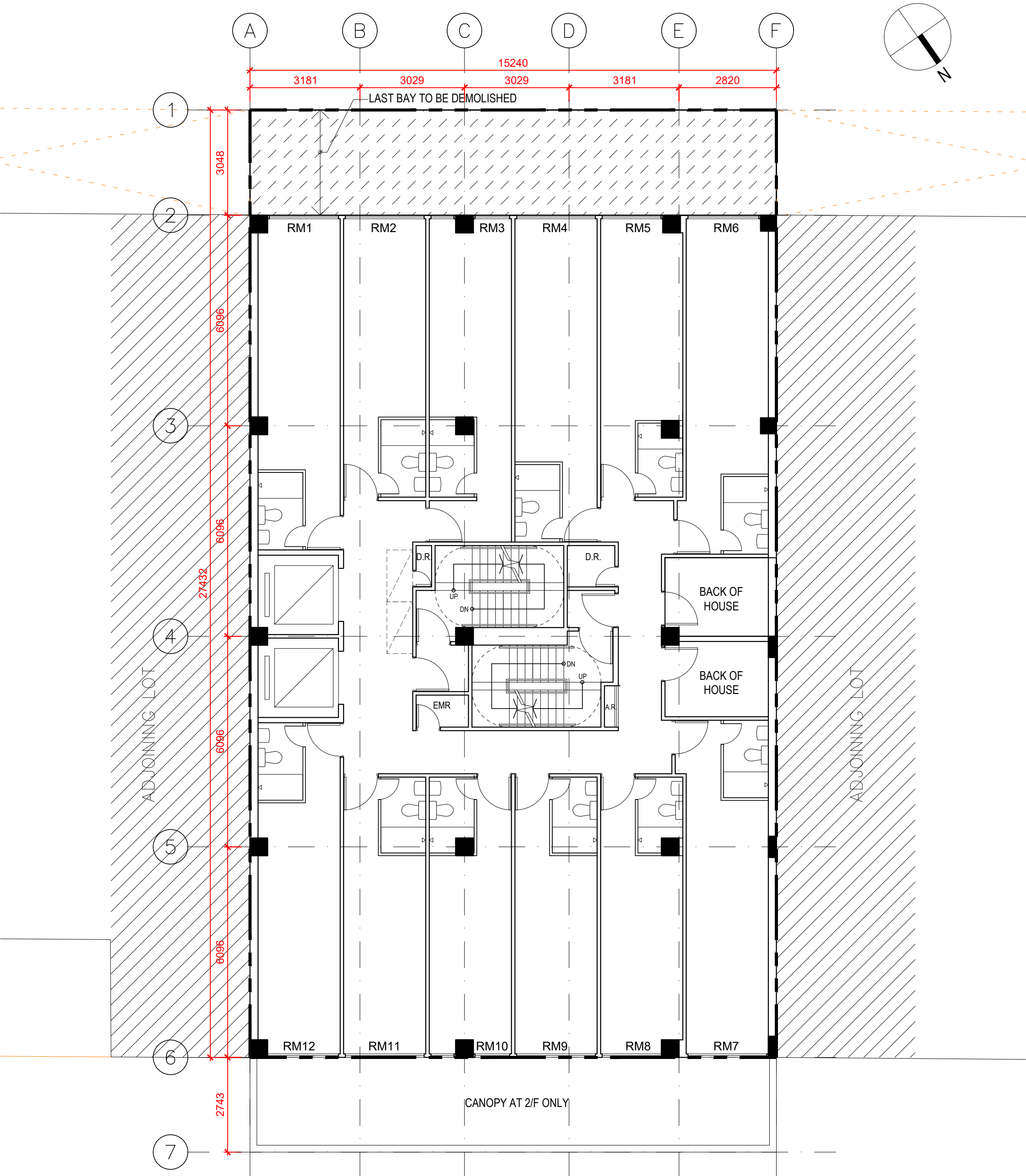
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DRAWN BY

JOB NO.
4534

DATE
31-7-2026

DWG.
D-01



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呂鄧黎建築師有限公司

JOB:
118 WAI YIP STREET

DWG. TITLE:
1-7/F PLAN

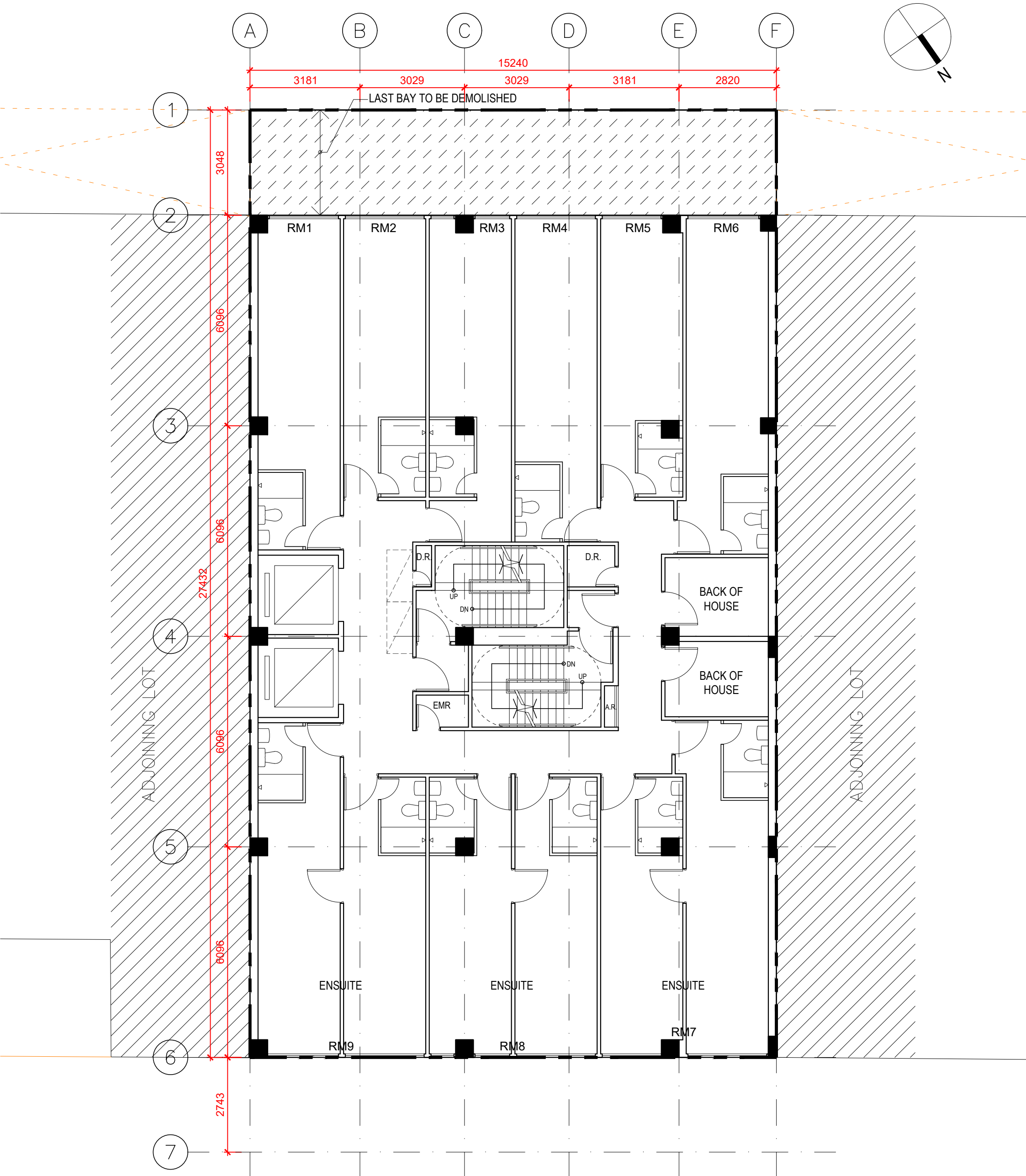
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DATE
31-7-2026

DWG.
D-02



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JOB:
118 WAI YIP STREET

DWG. TITLE:
8/F PLAN

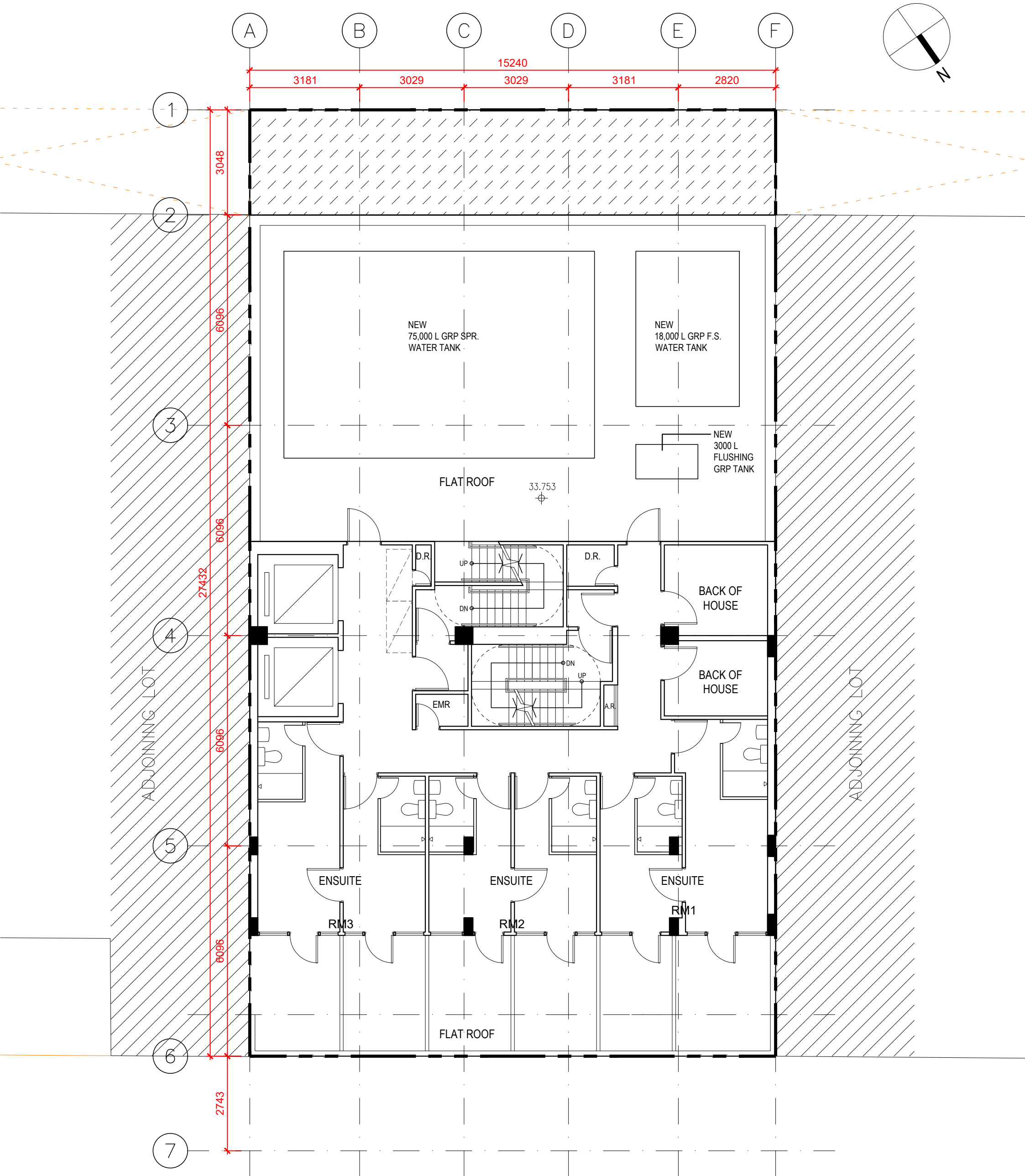
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DATE
31-7-2026

DWG.
D-03



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JOB:
118 WAI YIP STREET

DWG. TITLE:
9/F PLAN

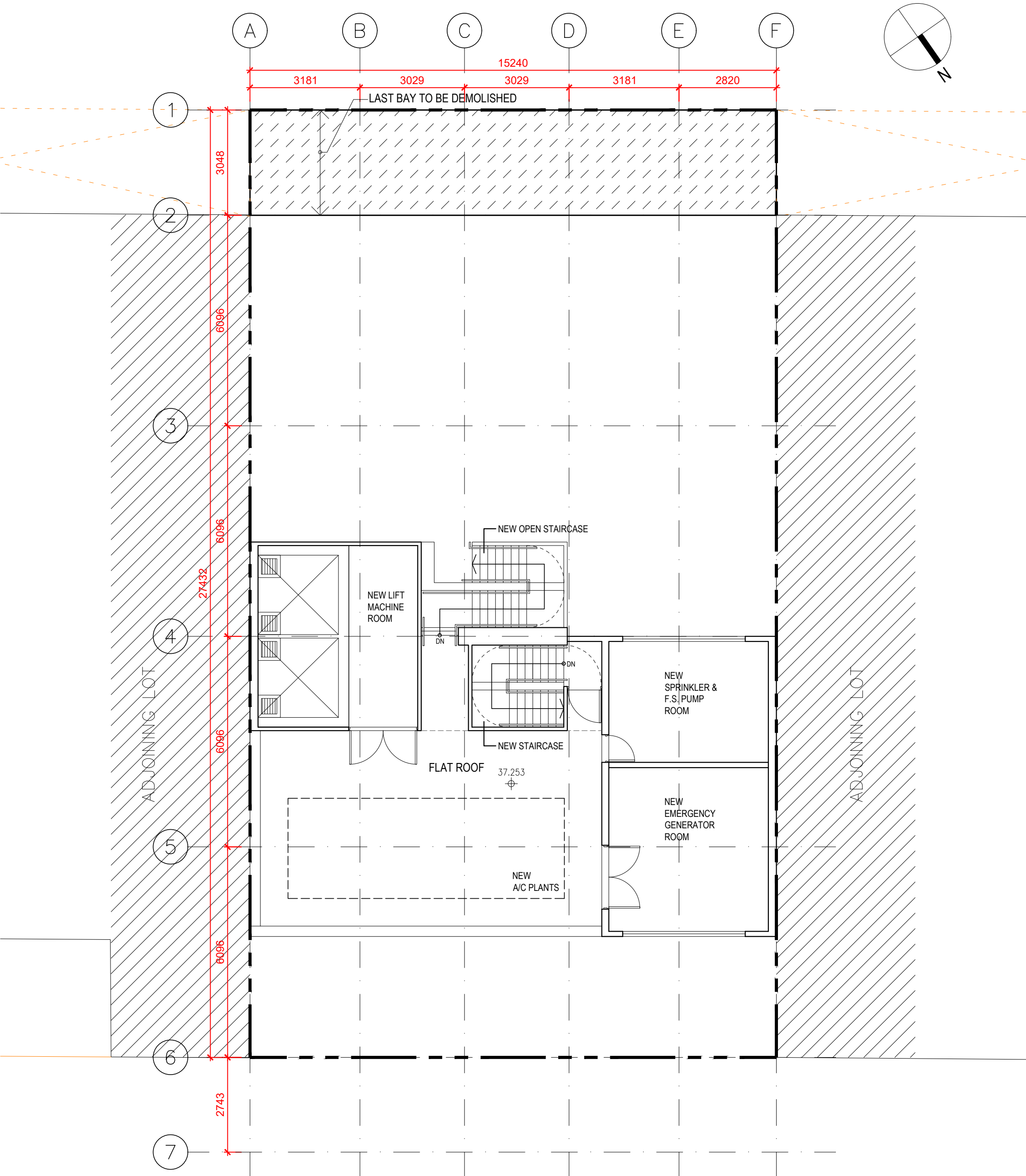
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DATE
31-7-2026

DWG.
D-04



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JOB:
118 WAI YIP STREET

DWG. TITLE:
ROOF PLAN

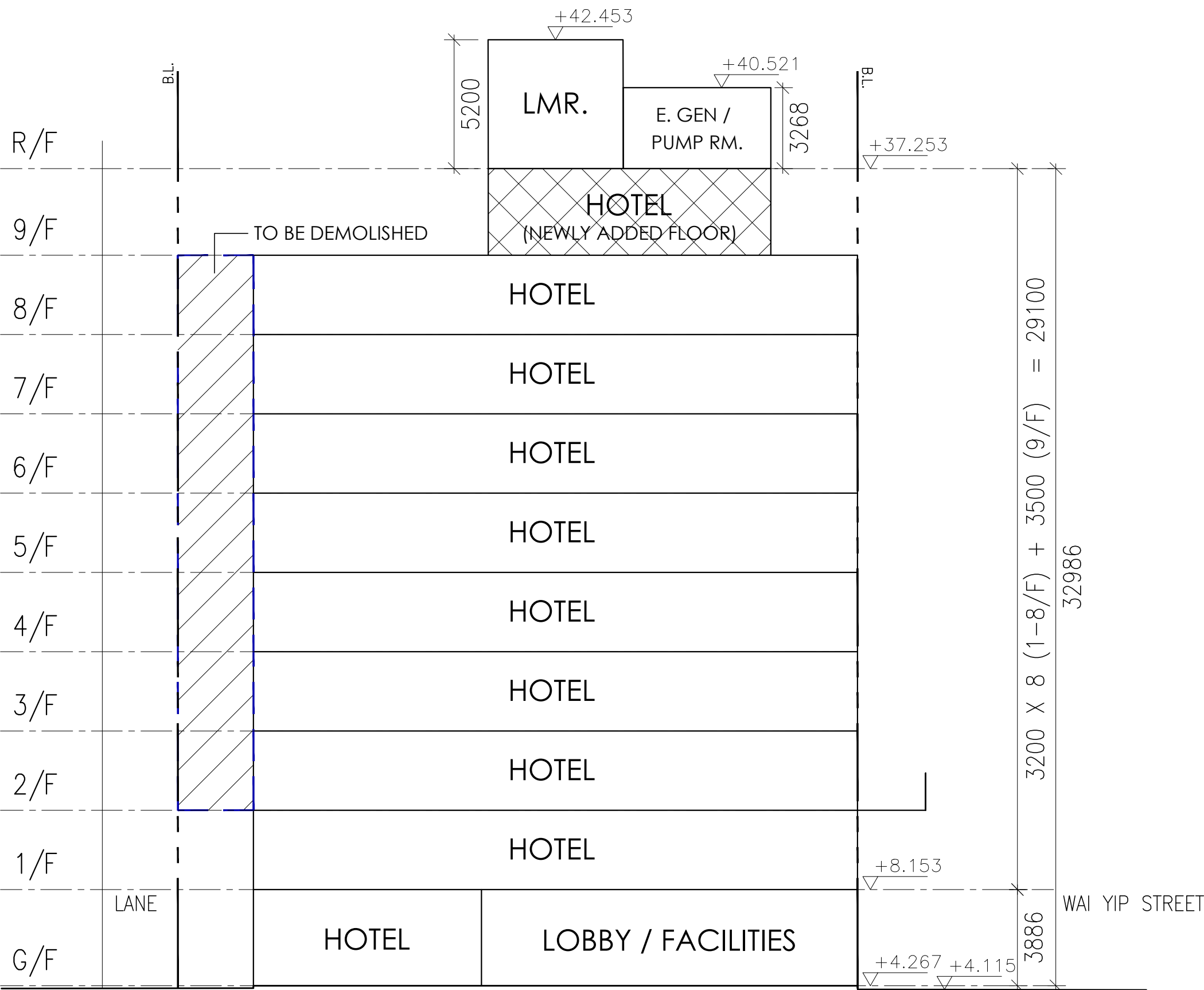
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JOB NO.
4534

DATE
31-7-2026

DWG.
D-05



LU TANG LAI ARCHITECTS LTD.
呂 鄧 黎 建 築 師 有 限 公 司

JOB:
118 WAI YIP STREET

DWG. TITLE:
SCHEMATIC SECTION

SCALE:
N.T.S.

DRAWN BY

JOB NO.
4534

DATE
31-7-2026

DWG.
D-06