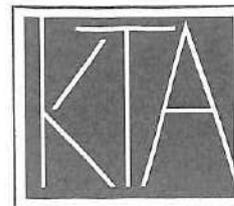


By Email

Our Ref: S3031a/3-5SMTS/24/005Lg

27 February 2026

Secretary, Town Planning Board
15/F, North Point Government Offices
333 Java Road
North Point



PLANNING LIMITED
規劃顧問有限公司

UNIT K, 16/F, MG TOWER
133 HOI BUN ROAD, KWUN TONG
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電郵EMAIL kta@ktaplanning.com

Dear Sir/Madam,

**Proposed Flat with Permitted Shop and Services and Eating Place
at "Commercial (9)" Zone
Nos. 3-5 San Ma Tau Street, Ma Tau Kok, Kowloon
(Planning Application No. A/K22/47)
Further Information No. 3**

Reference is made to the captioned S16 Planning Application which is scheduled for consideration by the Town Planning Board at its meeting on 13 March 2026 and the comments from the relevant Government Departments forwarded from Kowloon District Planning Office between period of 3 and 24 February 2026.

To address the comments from relevant Government Departments, further information ("FI") has been prepared. This FI consists of:

Responses-to-Comments Table

Annex A – replacement pages of Architectural Drawings

Annex B – replacement pages of Plans for Adopted Mitigation Measures Against Risk/Hazard Impact

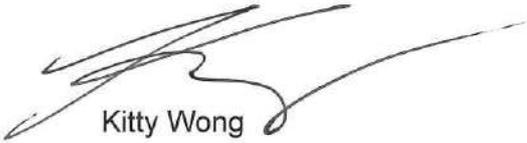
Annex C – replacement pages of Supporting Planning Statement

Annex D – replacement pages of Environmental Assessment

Annex E – replacement pages of Landscape Proposal

Should you have any queries in relation to the above and attached, please do not hesitate to contact Ms Pauline Lam at [REDACTED] or the undersigned at [REDACTED]. Thank you for your kind attention.

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED


Kitty Wong

Encl. Responses-to-Comments Table with Annexes A to E

cc. KDPO – Ms Helen Ip (by Email)
the Applicant & Team

PL/KW/vy



FS 579819



**Proposed Flat with Permitted Eating Place and Shop and Services Uses in “Commercial (9)” Zone,
Nos. 3-5 San Ma Tau Street, Ma Tau Kok, Kowloon
(Planning Application No. A/K22/47)**

Comments forwarded from Kowloon District Planning Office

Comments	Responses
Comments from Kowloon District Planning Office (Received on 3 February 2026) (Contact Person: Ms Helen IP; Tel.: 2231 4971)	
Appendix 1: Drawings and Plans <ul style="list-style-type: none"> • G/F Plan: Please indicate the width of setback areas • Residential floor plans: please rectify the typos of the relevant floors in low zone (6/F – 13/F) and high zone (14/F – 26/F). Noted that these two plans have also been used in Appendix 6 to show the mitigation measures against risk/hazard impacts, please also provide replacement pages for Appendix 6. • Residential high zone plan and roof floor plan, please consider including the podium building lines like that in the low zone plan. • Section A-A plan, please add a cutting plane section to the top right of this plan. 	<p>The width of setback areas have been indicated on the G/F plan (Annex A refers).</p> <p>The typos have been rectified. Both plans in Appendices 1 and 6 have been updated (Annexes A and B refers).</p> <p>The podium building plan has been added to the high zone plan and roof floor plan (Annex A refers).</p> <p>A cutting plane section has been added on the Section A-A plan (Annex A refers).</p>
Please supplement the existing uses and occupancy rate of this 11-storey industrial building.	The existing uses of the industrial building include warehouse and ancillary office uses. The occupancy rate is about 95%.
Comments from Electrical and Mechanical Services Department (Received on 4 February 2026) (Contact Person: Mr CHAN Sin Cho; Tel.: 2808 3657)	
In cross-referencing the CCPHI approved QRA and this application, it is observed that the “Implementation of emergency plan” mentioned in the QRA was not explicitly mentioned in the planning statement, the project proponent is therefore reminded to include this mitigation measure.	Noted. The “Implementation of emergency plan” has been included in para. 4.10.10 of the Supporting Planning Statement (Annex C refers).
Comments from Environmental Protection Department (Received on 10 February 2026) (Contact Person: Ms Alice HSU; Tel.: 2835 1151)	
AQIA (v4.0) Comments 1. Table 4.4: Please check whether annual FSP in year 2024 exceeded AQOs revise the discussion in Section 4.3.6 if necessary.	<p><i>(replacement pages of the Environmental Assessment is enclosed at Annex D).</i></p> <p>Based on EPD’s Annual Air Quality Monitoring Results in 2024. Annual FSP at the Sham Shui Po AQMS in the year 2024 does not exceed the AQO.</p>

Comments	Responses																																																																																																								
	<p style="text-align: center;">Compliance with the Long-term AQOs</p> <table border="1" data-bbox="1160 316 1697 826"> <thead> <tr> <th rowspan="2">Monitoring Station</th> <th colspan="4">Annual</th> </tr> <tr> <th>NO₂</th> <th>PM₁₀</th> <th>PM_{2.5}</th> <th>Pb</th> </tr> </thead> <tbody> <tr> <td>Central/Western</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Southern</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Eastern</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Kwun Tong</td> <td>✗</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Sham Shui Po</td> <td>✗</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Kwai Chung</td> <td>✗</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Tsuen Wan</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Tseung Kwan O</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Yuen Long</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Tuen Mun</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Tung Chung</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Tai Po</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Sha Tin</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>North</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Tap Mun</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Roadside Station</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Causeway Bay</td> <td>✗</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Central</td> <td>✗</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Mong Kok</td> <td>✗</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> </tbody> </table> <p data-bbox="1720 316 2056 730">Table B3 shows the compliance status of the long-term (annual) AQOs for all monitoring stations in 2024. All 18 AQMSs met the annual AQOs for PM₁₀ and PM_{2.5}. 12 general stations complied with the annual AQO for NO₂, while 3 general stations - Kwun Tong, Sham Shui Po and Kwai Chung - along with 3 roadside stations did not meet the annual AQO for NO₂. Furthermore, all 10 AQMSs measuring Pb levels adhered to the annual AQO for Pb.</p> <p data-bbox="1697 753 2056 810">Table B3: Summary of Compliance with the Long-Term AQOs in 2024</p> <p data-bbox="1182 865 1989 922">Notes: ✓ Complied with the AQO, ✗ Exceeded the AQO, Not measured</p> <p data-bbox="1124 986 2110 1040">https://www.aqhi.gov.hk/common/api_history/english/report/files/AQR2024e_final.pdf</p>	Monitoring Station	Annual				NO ₂	PM ₁₀	PM _{2.5}	Pb	Central/Western	✓	✓	✓	✓	Southern	✓	✓	✓	✓	Eastern	✓	✓	✓	✓	Kwun Tong	✗	✓	✓	✓	Sham Shui Po	✗	✓	✓	✓	Kwai Chung	✗	✓	✓	✓	Tsuen Wan	✓	✓	✓	✓	Tseung Kwan O	✓	✓	✓	✓	Yuen Long	✓	✓	✓	✓	Tuen Mun	✓	✓	✓	✓	Tung Chung	✓	✓	✓	✓	Tai Po	✓	✓	✓	✓	Sha Tin	✓	✓	✓	✓	North	✓	✓	✓	✓	Tap Mun	✓	✓	✓	✓	Roadside Station					Causeway Bay	✗	✓	✓	✓	Central	✗	✓	✓	✓	Mong Kok	✗	✓	✓	✓
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<p>2. Table 4.6, Figure 4.2 and R-t-C#6(ii): (a) The newly added ASRs “EA06” & “EA07” at Kapok Industrial Building are wrongly labelled as “EA05” in Figure 4.2.</p>	<p>Figure 4.2 has been revised.</p>																																																																																																								
<p>(b) There is no label of Note (d) under the Table 4.6.</p>	<p>Table 4.6 has been revised. The label of note (d) has been added.</p>																																																																																																								
<p>3. Section 4.6.3 and R-t-C#9: As the EIA report is quoted in the report, for the completeness of the AQIA, please supplement the 2nd site visit details mentioned at R-t-C at the main text of Section 4.6.3.</p>	<p>Section 4.6.3 has been revised.</p>																																																																																																								
<p>4. Section 4.6.11 and R-t-C#14: (a) To justify that the odour impact from To Kwa Wan Road Pump station & Refuse Collection Points would not be quantitatively assessed, apart</p>	<p>Section 4.6.11 and Figure 4.5 has been revised.</p>																																																																																																								

Comments	Responses
<p>from no odour complaint record is being received, please also supplement other reasons such as the distance from the project / presence of high-rise buildings between the site and the pumping station.</p>	
<p>(b) Since EPD only confirms that no odour complaint records for the identified sources in the past 5 years (2020-2024) and it is the odour survey which confirmed there is no odour impact from the sources, please revise the sentence “<i>according to observations during the site visit and information provided by EPD no odour impacts were observed near the four refuse collection points</i>” and discuss the findings from the odour survey and reply from EPD separately.</p>	<p>Section 4.6.11 has been revised.</p>
<p>5. Section 4.7.21: Please supplement justification for the minor differences between ATC 2024 and 2023, e.g. stating the % difference of VKT between 2023 and 2024.</p>	<p>Section 4.7.21 has been revised. Based on the detailed breakdown of the % difference of VKT between 2023 and 2024 is around 0.06%. Hence, it is expected that using the ATC 2023 data will not significantly impact the results of the AQIA</p>
<p>6. Section 4.11.1: In view of the proximity of some ASRs (e.g. Kapok Industrial BLDG with <5m distance) to the Project site, please consider the following mitigation measures:</p> <ul style="list-style-type: none"> • Adopt site hoarding at sufficient height close to those concerned ASRs; • Locate the haul road away from those concerned ASRs; • Avoid dusty works or placing stockpiles near to those concerned ASRs; • Minimization of unpaved, exposed earth by immediate covering/ permanent paving as soon as the works have been completed. 	<p>Section 4.11.1 has been revised.</p>
<p>7. Section 4.12.1: Please also quote Air Pollution Control (Non-road Mobile Machinery)(Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations.</p>	<p>Section 4.12.1 has been revised.</p>
<p><u>Comments on Vehicular Emission:</u> 8. Section 4.7.8: Please supplement that zero-emission vehicle scenario option has been selected in SAMP v2.1 for calculating open road and portal emission.</p>	<p>Section 4.7.8 has been revised.</p>
<p>9. Appendix 4.7 – Table of “Emission Inventory for Portal Emission – Annual”: At 1st page of the table, there is a typo for one of the Portal IDs.</p>	<p>Appendix 4.7 has been revised.</p>

Comments	Responses
Comments from Highways Department (Received on 10 February 2026) (Contact Person: Mr LEUNG Chin Hung; Tel.: 2835 1151)	
Notwithstanding, please be advised that the construction for the Ma Tau Kok Landscaped Deck atop the existing Kowloon City Ferry Pier Public Transport Interchange and the adjoining Waterfront Promenade under the CKR project is targeted to commence in Q4 of 2026 for completion in 2028/2029 tentatively. Please remind the applicant that the design and construction of the captioned proposed development, should take into account the future Ma Tau Kok Landscaped Deck, in particular should there be a tentative future footbridge linking to the future Ma Tau Kok Landscaped Deck, the tentative future footbridge shall not affect the structural integrity of the Landscaped Deck.	Noted.
For more information related to the said Landscaped Deck and the adjoining Waterfront Promenade, the applicant may refer to the DFWC Paper No.1/2026, that was discussed in the 13th Meeting of the District Facilities and Works Committee of the Kowloon City District Council on 15 January 2026.	Noted.
Comments from Planning Department (Received on 24 February 2026) (Contact Person: Ms Helen IP; Tel.: 2231 4971)	
1. The planter layout of the 5/F as shown on Landscape Master Plan (5/F) does not tally with the "Fifth Floor Plan" in the Architectural Drawings, please clarify which one shall be made referenced to.	The 5/F layout of the Landscape Master Plan has been updated (Annex E refers).
2. It is noted that recreational facilities are proposed on "3/F", "5/F" and "R/F" instead of "1/F" as mentioned in para. 4.14 of Landscape Proposal, please clarify.	Para. 4.14 of the Landscape Proposal has been updated (Annex E refers).
3. It is noted no social welfare facilities are proposed within the site, please review Table 4.3, Item (3) on Sustainable Development point 2 of the Support Planning Statement.	Table 4.3 of the Supporting Planning Statement has been updated (Annex C refers).
4. For the plans provided this morning for our advanced information, could you please review which key plan is correct?	The section plan with correct key plan is attached (Annex A refers).

Compiled by: KTA

Date: 27 February 2026

Annex A

紅棉工業大廈
Kapok Industrial Building

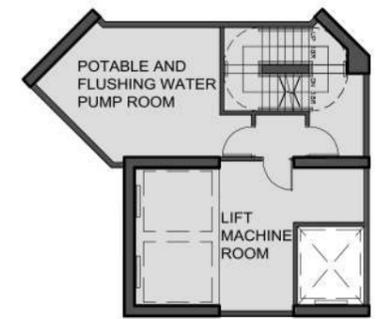
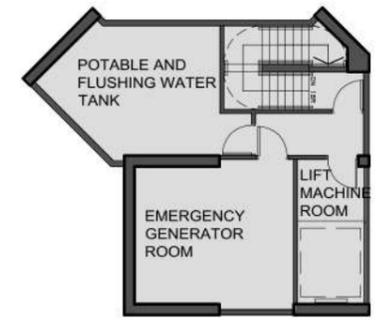
新碼頭街

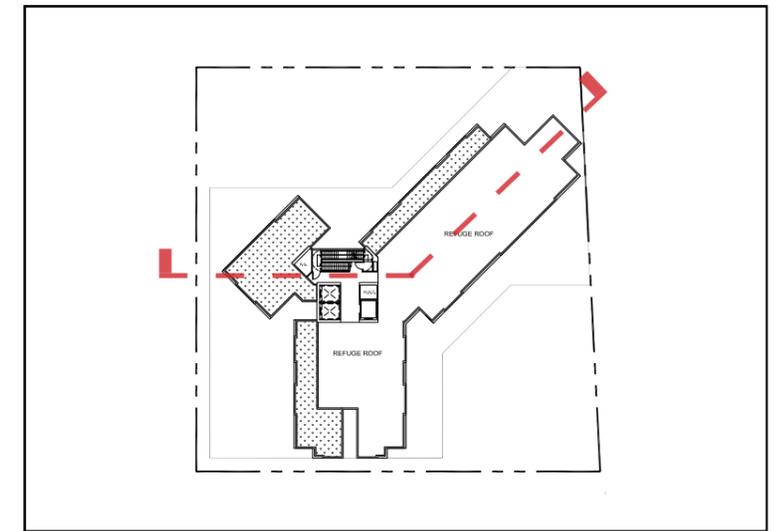
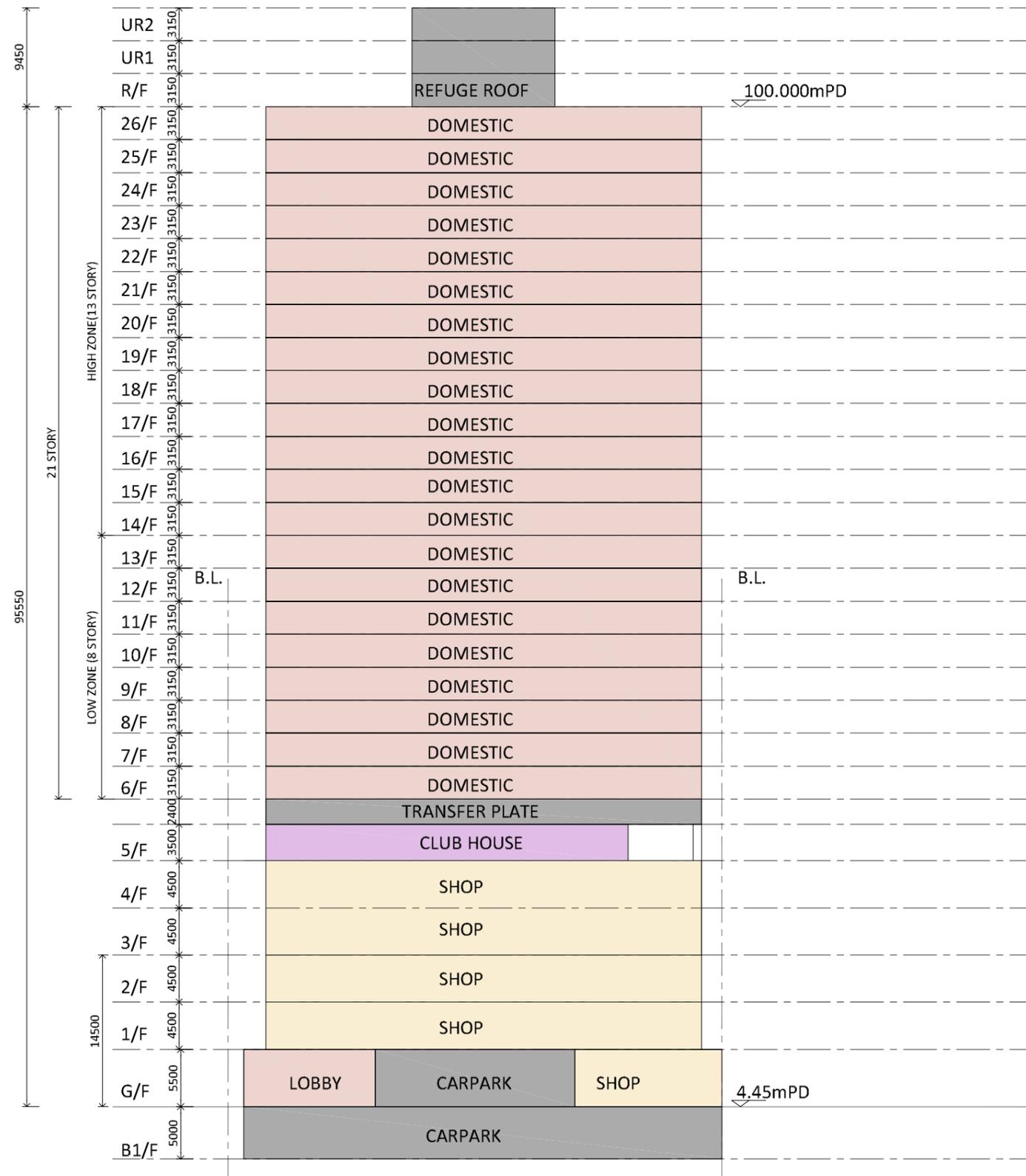


Legend

- P = Private Car Parking Space
- L = LGV Loading/Unloading Bay
- H = HGV Loading/Unloading Bay
- M = Motorcycle Parking Space

DOMESTIC GFA : 188 m2
 NON-DOMESTIC GFA : 500 m2
 SITE COVERAGE UNDER 15m
 (NON-DOMESTIC):1660m2 (81.5%<100%)
 CARPARK PROVIDED AT GF: 18 Nos.





KEY PLAN

Annex B

Annex C

Table 4.3 Harbour Planning Principles and the Proposed Development

	Harbour Planning Principles	The Proposed Development
(1)	Preserving Victoria Harbour	<ul style="list-style-type: none"> ▪ The Proposed Development does not involve any reclamation nor destruction to the Victoria Harbour. Victoria Harbour is preserved as a natural asset to the public. ▪ The Proposed Development with building height of about 100mPD is considered visually compatible with the existing development when viewed from strategic vantage points such as Quarry Bay Park. It follows the descending building height profile towards the harbourfront in the Kai Tak Development. ▪ The various building setback will enable visual permeability from the harbourfront towards the inland areas.
(2)	Stakeholder Engagement	<ul style="list-style-type: none"> ▪ Under the statutory town planning system, the public would have the opportunity to provide comments during the 3-week public consultation period.
(3)	Sustainable Development	<ul style="list-style-type: none"> ▪ The Proposed Development aims to cater for economic, social and environmental needs of the society and are compatible with the harbourfront setting. The proposed retail/dining facilities at lower levels of the Proposed Development would help to achieve a balanced mix of land uses in the predominantly residential neighbourhood of Ma Tau Kok and Kai Tak Development and provide local job opportunities. Provision of retail/dining facilities at the Proposed Development will be maximized to promote vibrancy and liveliness of the area. ▪ Various technical assessments have been carried out and the results demonstrated that the proposed scheme is technically feasible. Moreover, the proposed building height of 100mPD at the Site will be compatible with the surrounding existing and planned developments to form a stepped height profile towards the waterfront area. The Proposed Development (including rooftop structures) does not encroach onto the 20% BFZ from SVP4. ▪ Carefully thought-out tower form and disposition would enhance visual permeability towards the inland areas as viewed from the waterfront.

Table 4.4 Population Assumption in the QRA approved under Planning Application No. Y/K22/3

Residential: Maximum 1,370 nos.
Service Trade: Maximum 1,452 nos.

Time Period	Description	Proportion of Total		Population		Total
		Office	Service Trade	Office	Service Trade Total	
Day Time	0700 to 1900	100%	60%	1370	871	2241
Night Time	1900 to 0700	5%	80%	68	1161	1229

Table 4.5 Population Assumption under Current Scheme

Residential: Maximum 702 nos.
Service Trade: Maximum 845 nos.

Time Period	Description	Proportion of Total		Population		Total
		Residential	Service Trade	Residential	Service Trade Total	
Day Time	0700 to 1900	50%	60%	351	507	858
Night Time	1900 to 0700	100%	60%	702	507	1209

- 4.10.10 Although the building layout and disposition is different from the previously approved commercial development, the current composite development has adopted various mitigation measures including **implementation of emergency plan**; minimization of window opening directly facing to the MTKGW; installation of flammable gas detectors at the new development to alert people on any possible flammable gas leakage; and provision of direct land line between management office of the new development and the MTKGW for direct communication in case any hazardous events occur at the MTKGW. Therefore, no quantitative risk impact due to the Proposed Development will be anticipated.

Annex D

1. INTRODUCTION

1.1 Background

- 1.1.1 Ramboll Hong Kong Ltd. has been commissioned by the Applicant to conduct this Environmental Assessment (EA) in support of a planning application under Section 16 of the Town Planning Ordinance (Cap.131) to facilitate the Proposed Residential Development with Permitted Shops and Eating Place at Nos. 3-5 San Ma Tau Street, Ma Tau Kok, Kowloon ("the Application Site").
- 1.1.2 The Application Site falls within area zoned "Commercial (9)" ("C(9)") on the Approved Kai Tak Outline Zoning Plan ("OZP") No. S/K22/8 with a maximum building height of 100mPD, with a maximum plot ratio 9.5.

1.2 Project Location

- 1.2.1 The Application Site is located as Nos. 3-5 San Ma Tau Street, Ma Tau Kok, Kowloon. It is bounded by San Ma Tau Street to its southwest and northeast, To Kwa Wan Road to its northwest and Kowloon City Ferry Pier ("KCFP") Bus Terminus to its immediate east. The Bus Terminus is currently used partly as a public transport interchange and metered public car parking for cars and coaches and partly works area for Central Kowloon Route (under construction). Grand Waterfront located to further north, Wyler Gardens to further south, Kapok Industrial Building to its immediate west. **Figure 1.1** shows the location of Application Site and its environ.
- 1.2.2 According to the approved Central Kowloon Route EIA (AEIAR-171/2013), the current open public transport interchange (PTI) and public vehicle park (PVP) will be re-provisioned under a landscape deck. **As advised by Highways Department (HyD)**, the re-provisioned PTI with landscape deck is targeted to be completed by year **2028/2029**. The supporting document from **HyD** is provided in **Appendix 1.2**. The PTI and PVP layout adopted in the approved EIA Report remains up to date as confirmed by the Highways Department (record provided in **Appendix 1.3**).
- 1.2.3 The Application Site has a total area of about 2,038 m². The Application Site is currently occupied by an industrial building by a 11-storey (including G/F) industrial building, namely Lucky Building.

1.3 Project Description

- 1.3.1 The Proposed Development is mainly for residential use, with retail shops and eating place housed in a podium underneath the residential tower. It consists of a 27-storey residential tower with a domestic Gross Floor Area ("GFA") of 13, 245 m² providing 260 units. The residential tower sits on a 6-storey podium comprising of clubhouse for residents (5/F), retail shops and restaurants (G/F – 4/F), and lobby (G/F). The number of storeys excluded 1 storey of basement carpark and E&M facilities.
- 1.3.2 The height of the residential tower is around 100mPD. The anticipated completion year of the Proposed Development is expected to be in 2030. Indicative plan of the Proposed Development is shown in **Figure 1.2** and **Figure 1.3** with details shown in **Appendix 1.1**.

1.4 Scope

- 1.4.1 The scope of this EA includes the assessment of the key potential environmental impacts associated with the Proposed Development:
- Road traffic noise impact;
 - Fixed noise impact; and

Pollutant	Averaging time	Parameter	Prevailing AQO ($\mu\text{g}/\text{m}^3$)	No. of exceedances allowed per calendar year	Concentration ^[1] ($\mu\text{g}/\text{m}^3$)				
					2020	2021	2022	2023	2024
SO ₂	10-minute	4 th highest	500	3	40	38	48	48	28
	24-hour	4 th highest	40	3	12	12	13	10	10
O ₃	8-hour	10 th highest	160	9	134	136	<u>162</u>	132	136
	Peak season		100	NA	82	81	86	78	83

Note:
 [1] Bolded and underlined values exceed the relevant AQO.
 [2] CO is not measured at the Sham Shui Po AQMS.
 [3] Based on EPD's Annual Air Quality Monitoring Results in 2024. Annual FSP at the Sham Shui Po AQMS in the year 2024 does not exceed the AQO.

Simulated Background Air Quality

- 4.3.4 The simulated background levels available from EPD's PATH v3.0 model at Grid (42,33) that coincide with the Application Site have also been compared. Background air quality levels for the Year 2030 are considered applicable since the Proposed Development would have population intake in Year 2030.
- 4.3.5 The simulated background air quality in Year 2030 has been analysed similarly and presented in **Table 4.5**. The location of the PATH grid in relation to the Assessment Area is shown in **Figure 4.1**.

Table 4.5 Future Background Concentrations from PATH (Year 2030)

Air Pollutant	Averaging Period	Path Grid			Prevailing AQOs
		41,33	42,33	42,34	
SO ₂	10-min (4 th highest)	22	20	20	500
	24-hour (4 th highest)	7	7	7	40
NO ₂	1-hour (19 th highest)	98	95	91	200
	24-hour (10 th highest)	42	40	39	120
	Annual	20	18	18	40
RSP	24-hour (10 th highest)	51	50	51	75
	Annual	20	19	20	30
FSP	24-hour (19 th highest)	30	29	29	37.5
	Annual	12	12	12	15
O ₃	8-hour (10 th highest)	<u>169</u>	<u>172</u>	<u>172</u>	160
	Peak season	<u>117</u>	<u>118</u>	<u>118</u>	100
CO	1-hour (1 st highest)	555	530	583	30,000
	8-hour (1 st highest)	504	499	502	10,000
	24-hour (1 st highest)	480	467	471	4,000

Air Pollutant	Averaging Period	Path Grid			Prevailing AQOs
		41,33	42,33	42,34	
<i>Remark:</i> (a) The level 1 of the PATH data is extracted from EPD's PATH v3.0 model.					

Observation from the Statistics of the Past Ambient Air Quality and Simulated Background Air Quality

4.3.6 When compared to the prevailing HKAQOs at the time of monitoring, the historical ambient air quality monitoring data do show some degree of exceedance as listed below:

- NO₂ (2020 - 2024) (annual average)
- O₃ (2022) (daily 8-hr moving average)

4.3.7 The simulated future background air quality in 2030 has also been compared with the prevailing AQOs. All pollutants except O₃ are below the limit values of their respective AQOs.

4.4 Air Sensitive Receivers

4.4.1 The assessment area is defined as 500m from the Application Site boundary as shown in **Figure 4.1**

4.4.2 Air Sensitive Receivers (ASRs) have been identified in accordance with the HKPSG and with reference to Annex 12 of the EIAO-TM. The existing ASRs are identified with reference to the latest information provided on the survey maps, Outline Zoning Plan, topographic maps, aerial photos and land status. The first layer of existing ASRs located closest to the Application Site have been identified as the representative ASRs. Details of the representative ASRs are summarised in **Table 4.6** and indicated in **Figure 4.2**.

Table 4.6 Summary of Representative ASRs

ASR ID	Descriptions	Use	Approximate Minimum Horizontal Distance to Application Site (m)	Building/ Assessment Height ^(c) (mPD)
ASRs ^(a)				
EA01	Grand Waterfront Tower 1	Residential	46	175.5
EA02	Grand Waterfront Tower 2	Residential	51	175.5
EA03	Chong Chien Court - Wyler Gardens Block J	Residential	18	45.5
EA04	Chong Chien Court - Wyler Gardens Block I	Residential	18	45.5
EA05	Merit Industrial Centre	Industrial	46	45

ASR ID	Descriptions	Use	Approximate Minimum Horizontal Distance to Application Site (m)	Building/ Assessment Height ^(c) (mPD)
EA06, EA07	Kapok Industrial Building	Industrial	<5	46
PA08 ^(d)	Planned Ma Tau Kok Landscape Deck	Recreational	16.5	22.9
Planned ASRs ^(b)				
A01 – A20	Proposed Development	Residential	N/A	5.95 to 98.35
A21 – A27	Proposed Development	Residential	N/A	5.95 to 29.45
<p>Notes:</p> <p>(a) ASRs for construction phase.</p> <p>(b) ASRs for operation phase.</p> <p>(c) Values for existing ASRs are indicating the building height while values for the planned ASRs are indicating the assessment height.</p> <p>(d) Based on the latest advice by HyD, the Ma Tau Kok Landscape Deck is expected to be completed by 2028/2029 tentatively.</p>				

4.4.3 The Proposed Development includes air sensitive features such as residential units within the tower, retail shops, open spaces designated for passive and active recreation, and the clubhouse, all of which qualify as air sensitive receivers. Locations of representative ASRs along the Application Site boundary are selected as shown in **Figure 4.2**.

4.5 Construction Phase

4.5.1 The key potential source of air quality impact during the construction of the Proposed Development will be dust emission generated from construction activities related to material handling works during site formation, foundation and superstructure.

4.5.2 The total site formation area is about 2,038m², and it is estimated that the volume of excavation is around 130m³ per day. However, the number of dump trucks and the quantity of the Powered Mechanical Equipment (PME)/NRMM cannot be estimated at this early planning stage. Given the size of the Application Site and the quantity of excavation work conducted at the Site, potential dust impact during construction work is not anticipated to be significant. With the implementation of dust control measures recommended in **Section 4.11** and by limiting the number of PME and NRMM operating concurrently, fugitive dust emissions and emissions from NRMM/PME would be controlled and no adverse air quality impact onto the nearby existing ASRs is expected.

4.5.3 Regarding gaseous emission impact, in general, the dump trucks with emission standard of Euro VI or equivalent are used in the construction industry. Therefore, air quality impact arising from the gaseous emissions of dump trucks would not be considered significant. Additionally, the Application Site is located in an urban area. It is not practical to plan a travelling route which will be away from ASRs. However, as the scale of the Project is small, the number of dump trucks generated should be low and should not induce a significant impact on the ASRs.

Chimney Emissions

- 4.6.3 Review of the approved EIA report for Kai Tak Multi-purpose Sports Complex (AEIAR-204/2017) and a site survey were conducted to identify the presence of any active chimney within 500m from the Project Site Boundary in August 2024. 5 active chimneys of Ma Tau Kok Gas Production Plant have been identified as shown in **Figure 4.3** with the details listed in **Table 4.7** below. Chimneys were in operation during the site survey and have been included in the assessment. A further site visit was conducted on the 11th of November 2025 to verify the chimneys assessed under (AEIAR-044/2001) and (AEIAR-130/2009) at Sui Ying Industrial Building and 3 Yuk Yat Street. Based on the latest site visit, these chimneys are no longer present and therefore not included in the AQIA.

Table 4.7 Identified Active Chimney

ID	Description	Height of Chimney	Horizontal Separation from Air Sensitive Use
TG1 – TG5	The Hong Kong and China Gas Company Limited	34.0m – 44.5m above ground	~110m

- 4.6.4 Based on the findings of the site survey conducted on the 2nd August 2024, vehicle repair workshops were identified along Yuk Yat Street, Lok Shan Road, Ha Heung Road, Cheung Ning Street, Sheung Heung Road, To Kwa Wan Road, Hing Yin Street, Chung Sun Street, Ming Lun Street, Hok Ling Street, Tsun Fat Street, Yin On Street, Shim Luen Street, Hung Wan Street, Pang Ching Street, Ying Yeung Street, Lun Cheung Street, Luk Ming Street, Fung Yi Street, Lung To Street and Kowloon City Road as presented in **Figure 4.6**. The scale of these vehicle repair workshops are generally small and emissions from these workshops were not identified. Therefore, adverse air quality impact from any vehicle repair workshops on the Proposed Development is thus not expected.
- 4.6.5 According to **Table 4.7**, the horizontal separation distance between the chimneys of Ma Tau Kok Gas Production Plant and the Proposed Development cannot meet the recommended buffer distance for industrial chimneys, and hence a quantitative air quality assessment is conducted in this EA to address the potential air quality impact at the Application Site.

Emissions from Public Transport Interchange (PTI) and Vehicle Parks

- 4.6.6 As shown in **Figure 4.3**, an existing PTI was identified within the 500m assessment area, namely the Kowloon City Pier Public Transport Interchange (covered under a podium). According to the approved Central Kowloon Route EIA (AEIAR-171/2013), the existing PTI and public vehicle park (PVP) for coaches will be reprovisioned at the same location covered by a landscape deck, and will be included in the cumulative air quality impact assessment. Design info of the planned PTI and PVP is referenced from the aforesaid EIA report and still remain valid at the time of this submission based on advice by Highway Department (see **Appendix 1.3**). The traffic information of the planned PTI and PVP is provided by the traffic consultant based on the existing PTI operation. Additionally, as shown in **Figure 4.7**, there are four on-street parking of HGVs and/or coaches in the assessment area at Shun Fung Street, King Wan Street, Ma Tau Kok Road, and Kowloon City Road and the Kai Tak Sports Park Bus Terminus and Taxi Stand north of Sung Wong Toi Road. There are no other designated parking

spaces or carparks for heavy goods vehicles / coaches within the 500m assessment area according to site survey conducted in August 2024.

Marine Emission

- 4.6.7 As shown in **Figure 4.3**, a ferry service between North Point and Kowloon City provided by Sun Ferry Services Limited is identified within 500m from the Application Site and is included in the cumulative impact assessment.
- 4.6.8 The jetty for unloading naphtha/LNG to Ma Tau Kok Gas Work is identified within 500m from the Application Site and presented in **Figure 4.3**. Based on a Town Planning Board meeting record¹, the unloading operation occurs infrequently, approximately 1 to 3 times per month, which suggested a limited emission impact within the assessment area. Therefore, this source is not included in the cumulative assessment.

Portal Emission

- 4.6.9 Based on a desktop study, all portals within the study area have been identified. These include Kai Tak Tunnel West portals and the portal emission from Road D2 landscape deck. The locations of all portals are shown in **Figure 4.3**. The emissions generated from both portals are included in the cumulative impact assessment.

Major Air Emission Sources Within 4km from the Project

- 4.6.10 The marine vessel emissions at Kai Tak Cruise Terminal, Ocean Terminal and chimney emissions at Diamond Hill Crematorium are identified as a major air emission source within 4km from the Project. Considering the presence of high-rise buildings between the Application Site and the Diamond Hill Crematorium and Ocean Terminal, there is no direct line of sight between these two sources and the concerned ASRs under the Proposed Development. Hence, there would be no direct impact from the chimneys of the Diamond Hill Crematorium and Ocean Terminal to the Proposed Development. Therefore, only emissions from the Kai Tak Cruise Terminal would be included for the air modelling regarded as background emissions. Locations of this emission source is shown in **Figure 4.4**.

Odour Emission

- 4.6.11 According to the site survey conducted on 2nd of August 2024 (around 12:00 p.m., weather conditions: temperature - ~30 °C; RH - ~74% to 87%) and findings from a desktop study, five potential odour sources have been identified within the 500m assessment area namely, To Kwa Wan Road Pumping Station, Kwei Chow Street Refuse Collection Point, Cheung Ning Street Refuse Collection Point, Kowloon City Road Refuse Collection Point, and Ma Tau Kok Gas Production Plant (the site visit routes are provided in **Figure 4.8**). However, based on information provided by EPD, no complaint records were reported for the refuse collection points and the pumping station in the past 5 years (2020-2024). No odour impacts were also identified near the refuse collection points and the pumping station during the site visit. Additionally, there are large separation distances from the Application Site to both the RCPs and the pumping station (approximately 207m to 435m), with high-rise buildings situated between the pumping station and the RCPs and the Application Site. Hence, it is anticipated that no adverse odour impact would arise from the refuse collection points and pumping station. The odour impact assessment will only be conducted for the Ma Tau Kok Gas Production Plant. The location of the Ma Tau Kok Gas Production Plant is presented in **Figure 4.5** and the reply from EPD is presented in **Appendix 4.13**.

¹ Minutes of 1302nd Meeting of the Town Planning Board held on 15.9.2023
https://www.tpb.gov.hk/en/meetings/TPB/Minutes/m1302tpb_e1.pdf

Table 4.9 EMFAC-HK Vehicle Classes

Vehicle Class Description	Fuel Type	Gross Vehicle Weight (tonnes)	Symbol 1 (in csv output file)	Symbol 2 (in bcd output file & traffic data)
Private Cars (PC)	ALL	ALL	PC	PC
Taxi	ALL	ALL	Taxi	Taxi
Light Goods Vehicles (<=2.5t)	ALL	<=2.5t	LGV<=2.5t	LGV3
Light Goods Vehicles (2.5-3.5t)	ALL	>2.5-3.5t	LGV2.5-3.5t	LGV4
Light Goods Vehicles (3.5-5.5t)	ALL	>3.5-5.5t	LGV>3.5t	LGV6
Medium & Heavy Goods Vehicles (5.5-15t)	ALL	>5.5-15t	HGV<=15t	HGV7
Medium & Heavy Goods Vehicles (15-24t)	ALL	>15-24t	HGV15-24t	HGV8
Public Light Buses	ALL	ALL	PLB	PLB
Private Light Buses (<=3.5t)	ALL	<=3.5t	PrLB<=3.5t	PV4
Private Light Buses (>3.5t)	ALL	>3.5t	PrLB>3.5t	PV5
Non-franchised Buses (<6.4t)	ALL	<=6.36t	NFB<=6.4t	NFB6
Non-franchised Buses (6.4-15t)	ALL	>6.36-15t	NFB6.4-15t	NFB7
Non-franchised Buses (15-24t)	ALL	>15-24t	NFB15-24t	NFB8
Single Deck Franchised Buses	ALL	ALL	FBSD	FBSD
Double Deck Franchised Buses	ALL	ALL	FBDD	FBDD
Motor Cycles	ALL	ALL	MC	MC
Heavy Goods Vehicles (>24t)	ALL	>24t	HGV>24t	HGV9
Non-franchised Buses (>24t)	ALL	>24t	NFB>24t	NFB9

4.7.8 The project specific assumptions for EMFAC-HK v4.3 model are summarised as follows:

- Model Year: according to the analysis in **Section 4.7.5**, Year 2030, 2037, and 2045 (the Calendar Year) has been chosen in the EMFAC-HK to represent the emissions of the future scenarios.
- Speed: the average road speed of each road link that was provided by the traffic consultant is adopted for input to EMFAC-HK.
- Temperature and Relative Humidity: the monthly hourly minimum temperature and relative humidity are adopted from PATH v3.0 for Year 2030 for short-term air quality impact (e.g. 1-hour NO₂). While the monthly hourly average temperature and relative humidity data are adopted from PATH v3.0 for Year 2030 for long-term air quality

impact (e.g. Annual NO₂). The adopted temperature and relative humidity are extracted by SAMP and presented in **Appendix 4.1**.

- **Zero Emission Vehicles (ZEV):** The use of ZEV is factored into the generation of vehicular emission rates in SAMP v2.1.

4.7.9 The total vehicular emissions of NO₂, NO, RSP, and FSP from the roads in the assessment area of the above selected modelling years have been generated by SAMP and compared in **Table 4.10** below.

Table 4.10 Summary of Total Vehicular Pollutant Emissions

Year	Vehicular Emission Burden (tonnes/year)			
	NO ₂	NO	RSP	FSP
2030 Emission Factor x 2030 Traffic	2.76	19.01	0.66	0.72
2037 Emission Factor x 2037 Traffic	2.03	9.39	0.25	0.27
2045 Emission Factor x 2045 Traffic	1.11	4.93	0.15	0.16

4.7.10 The highest vehicular emission year was found to be in the year 2030 Emission Factor x 2030 Traffic for all pollutants. Year 2030 Emission Factor x 2030 Traffic has therefore been selected as the worst assessment year.

Use of Model-based Screening Approach and Modelling Strategy

4.7.11 In line with EPD's "Guidelines on Assessing the 'TOTAL' Air Quality Impacts", the model-based approach has been adopted. The meteorological data have been extracted on an hour-by-hour basis from the PATH v3.0 system to drive the steady-state Gaussian dispersion model, viz. AERMOD used in the assessment of near-field dispersion of pollutants.

4.7.12 Meteorological data in Grid (42,33) of the PATH v3.0 system is considered relevant as it coincides with all the ASRs in the assessment area.

4.7.13 Given that the Proposed Development would be occupied in early 2030, the PATH v3.0 simulated background air quality in Year 2030 at the grid is adopted.

4.7.14 The concentration levels at ASRs from the dispersion model have been synchronised on the same time axis as the PATH v3.0 generated backgrounds so that cumulative impacts can be computed on an hour-by-hour basis. For NO₂ impacts, ozone-limiting conversion and Jenkin method can be implemented in the post-processing algorithm to compute the total converted NO₂ levels hour-by-hour to facilitate further statistical analysis of the total converted hourly and annual impacts.

Guideline and Document

4.7.15 Several guidelines and documents published by the EPD, which are available from the following EPD EMFAC-HK website (the EPD website), are referred for EMFAC-HK Model input:

- http://www.epd.gov.hk/epd/english/environmentinhk/air/guide_ref/emfac-hk.html (the EPD website)
- Guideline on Modelling Vehicle Emissions (Released in January 2021) (the EPD Guideline)
- 2018 Licensed Vehicle by Age and Technology Group Fractions (the EPD Document)

4.7.16 The EMFAC-HK Application² v4.3 (revised on Jan 2022) has been used in this EA.

Calculation of Vehicular Emission Rates and Start Emissions

- 4.7.17 No existing vertical and cantilever noise barriers have been identified within the 500m assessment area. Therefore, no noise barriers are considered in the model assessment.
- 4.7.18 The East Kowloon Corridor, situated above Kowloon City Road, has its road height assumed for specific segments. The assumption is based on data procured from the Lands Department's Digital Surface Model (DSM)³ and Digital Terrain Model (DTM)⁴. By calculating the difference between the DSM Road Height and DTM Road Height, the road height is determined.
- 4.7.19 Start emission is assumed for roads other than trunk roads, primary distributor, and district distributor roads. The roads with on-street parking, no line or single yellow line are considered as with start emission. All 18 vehicle classes except FBSD and FBDD are assumed to have start emission as the start emission of these vehicle classes are included in the PTI emission (**Section 4.7.33 to Section 4.7.39**).
- 4.7.20 Start emissions in the assessment are calculated through the broad-brush approach. The number of trips for the local and rural roads within the study area is estimated by scaling the number of trips for vehicle class within the entire HK using the ratio of (vehicle-kilometres travelled) VKT for local and rural roads within the study area to VKT for local and rural roads within the entire HK. Start emissions are distributed to local roads and rural roads within the study area.
- 4.7.21 The estimated % of VKT for local and rural roads with possible starting emission is ~21.7988% of total VKT, which is calculated by raw data of 2023 provided by TD and the estimated % of VKT for local and rural roads is agreed with EPD. It is noted that the ATC 2024 data is now available. However, based on the detailed breakdown obtained from the Transport Department (the data has been sought from TD). After reviewing the Average Daily Vehicle Kilometre data of ATC 2023 against ATC 2024, the differences are found to be minor (around 0.06%). Therefore, it is expected that using the ATC 2023 data will not significantly impact the results of the AQIA.
- 4.7.22 The locations and an emission inventory of vehicular emission line sources are presented in **Figure 4.3** and **Appendix 4.3**.

(ii) Chimney Emissions

Sources within 500m assessment area from Application Site - Ma Tau Kok Gas Production Plant

- 4.7.23 As mentioned in **Sections 4.6.3 to Section 4.6.5**, 5 chimneys were identified within 500m of the assessment area. With reference to the information available in the SP License (No. L-8-004(6)) and the site survey conducted in August 2024 to update the chimney information, the 5 active chimneys of Ma Tau Kok Gas Production Plant were identified and have been included in this assessment. According to the record of EPD, only information in the SP License (No. L-8-004(4)) is available as there are no updates made for the information in the latest SP License (No. L-8-004(6) (i.e. the emission rates and the parameters of the chimneys are the same in both SP Licenses). Since the information on the exit velocity of the chimneys is not available in the SP License, the exit velocity of each chimney is calculated from the flowrate and the diameter of

² Published on EPD's website - http://www.epd.gov.hk/epd/english/environmentinhk/air/guide_ref/emfac.html

³ <https://data.gov.hk/en-data/dataset/hk-cedd-csu-lidar/resource/b43f2e14-27b1-49b7-b13e-73dab63fa8bd>

⁴ <https://data.gov.hk/en-data/dataset/hk-landsd-openmap-5m-grid-dtm/resource/d696b7ac-20e4-4ffe-a5cf-cf97334d974a>

4.11 Mitigation Measures & Recommendations

Construction Phase

- 4.11.1 The potential air quality impact during the construction phase can be controlled with the implementation of proper site practices and pollution control measures stipulated in the Recommended Pollution Control Clauses for Construction Contract and Air Pollution Control (Construction Dust) Regulation issued by the EPD.
- Use of regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather;
 - Use of frequent watering for particularly dusty construction areas and areas close to nearby ASRs;
 - Side enclosure and covering of any aggregate or dusty material storage piles to reduce emissions. Where this is not practicable owing to frequent usage, watering shall be applied to aggregate fines;
 - Open stockpiles (if any) shall be avoided or covered. Prevent placing dusty material storage piles near nearby ASRs;
 - Tarpaulin covering of all dusty vehicle loads transported to, from and between site locations;
 - Establishment and use of vehicle wheel and body washing facilities at the exit points of the site;
 - Imposition of speed controls for vehicles on unpaved site roads, 8 km per hour is the recommended limit;
 - Routing of vehicles and position of the construction plant should be at the maximum possible distance from nearby ASRs;
 - Every stock of more than 20 bags of cement or dry pulverized fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top and the 3 sides;
 - Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with an audible high-level alarm which is interlocked with the material filling line and no overfilling is allowed ;
 - Loading, unloading, transfer, handling or storage of bulk cement or dry PFA should be carried out in a totally enclosed system or facility, and any vent or exhaust should be fitted with an effective fabric filter or equivalent air pollution control system;
 - Electric power supply shall be provided for on-site machinery during the construction stage as far as possible to minimise any gaseous emissions;
 - **Adopt site hoarding at sufficient height close to those concerned ASRs;**
 - **Locate the haul road away from those concerned ASRs;**
 - **Avoid dusty works or placing stockpiles near to those concerned ASRs; and**
 - **Minimization of unpaved, exposed earth by immediate covering/ permanent paving as soon as the works have been completed.**
- 4.11.2 Construction plant and equipment shall be connected to mains electricity supply as far as practicable. The use of diesel generators and diesel-powered equipment and exempted NRMM shall be avoided.

Operational Phase

- 4.11.3 No air-sensitive uses including fresh air intake, openable window and recreational use shall be allowed at the levels and areas with exceedance of AQOs as shown in **Figure 4.9** and detailed in **Appendix 4.11**.

4.12 Conclusion

- 4.12.1 With the implementation of mitigation measures as defined in the Air Pollution Control (Construction Dust) regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, Air Pollution Control (Fuel Restriction) Regulations, and good site practices as stated in **Section 4.11**, no adverse construction air quality impact is anticipated.
- 4.12.2 For the design of the Proposed Development, it is recommended to prohibit air-sensitive use or fresh air intake below 11.45 mPD at the region presented in **Figure 4.9**, due to exceedances in the annual average NO₂ concentration predictions at these locations during operation phase of the development. Predicted concentrations of NO₂, RSP, FSP, and SO₂ assessment parameters at the remaining ASRs within the Application Site are expected to comply with the relevant Air Quality Objectives (AQOs). Thus, no adverse air quality impact is anticipated on the Proposed Development.
- 4.12.3 The predicted concentration of odour from Ma Tau Kok Gas Production Plant for all ASRs would be within the relevant criterion, therefore, no adverse odour impact on the Proposed Development is anticipated.

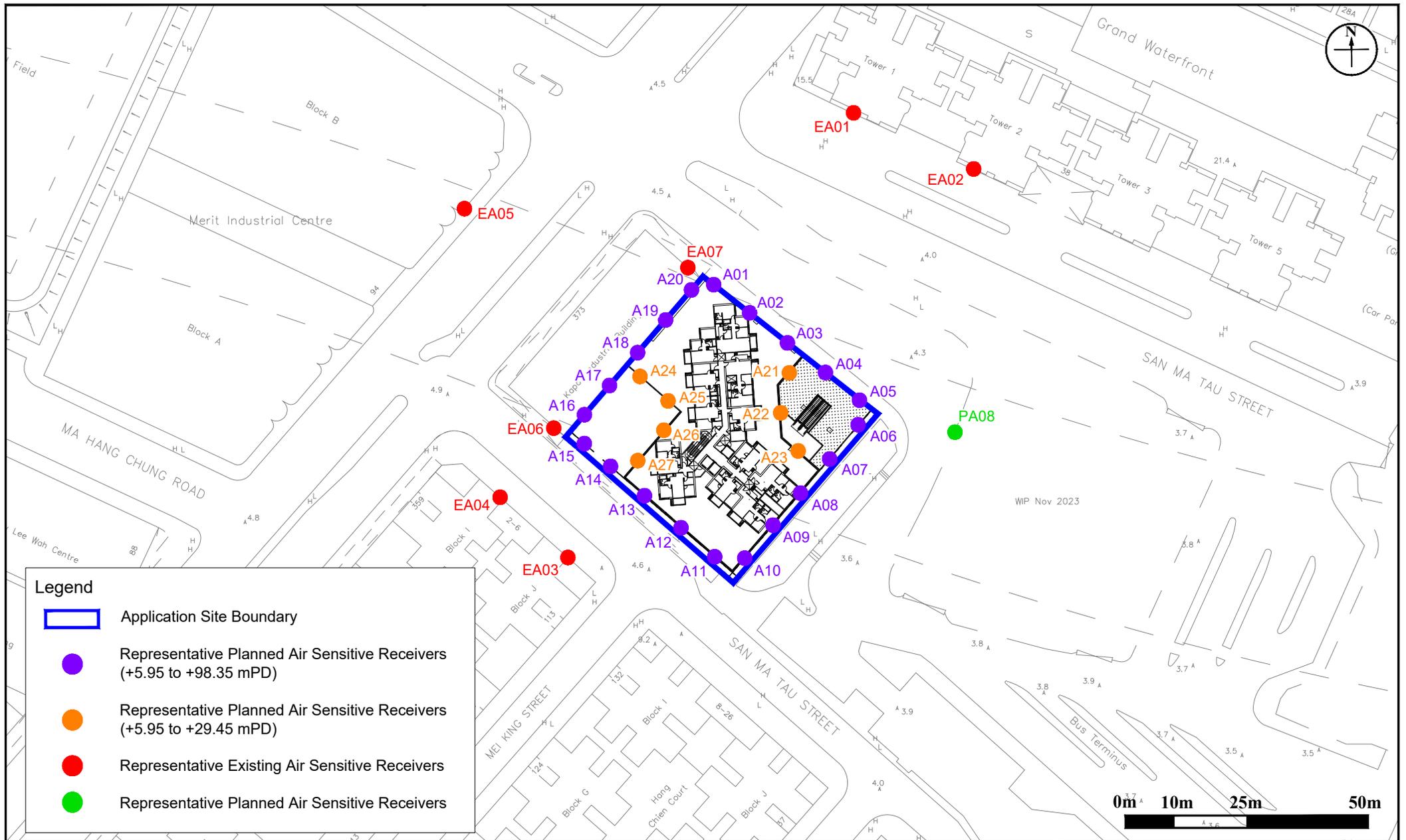


Figure: 4.2

Title: Location of Representative Air Sensitive Receivers

Project: Proposed Flat with Permitted Eating Place and Shop and Services Uses in "Commercial (9)" Zone

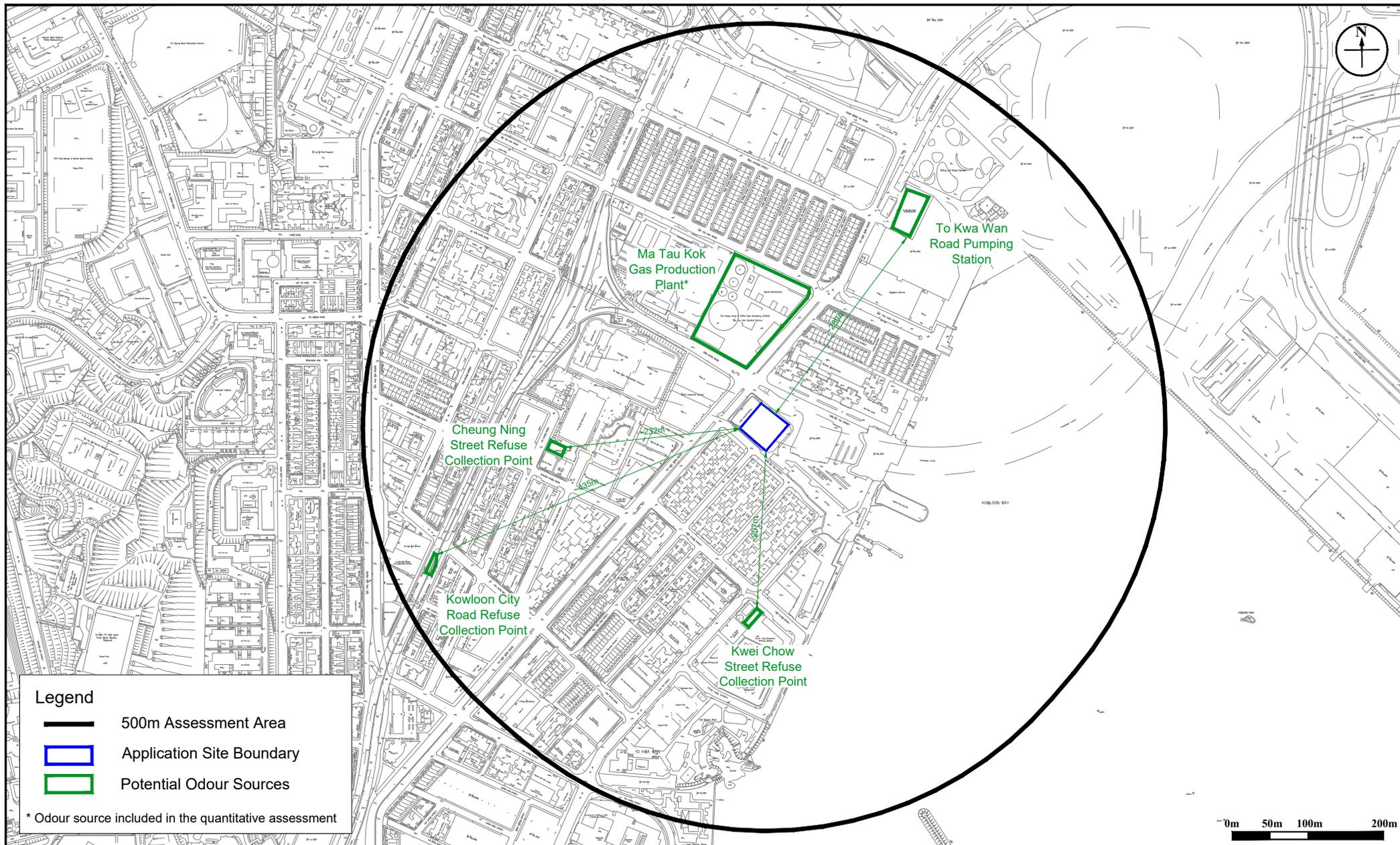
RAMBOLL

Drawn by: NT

Checked by: KY

Rev.: 5.0

Date: Feb 2026



- Legend**
- 500m Assessment Area
 - Application Site Boundary
 - Potential Odour Sources

* Odour source included in the quantitative assessment

Figure: 4.5

Title: Location of Potential Odour Sources within 500m Assessment Area

Project: Proposed Flat with Permitted Eating Place and Shop and Services Uses in "Commercial (9)" Zone

RAMBOLL

Drawn by: NT

Checked by: KY

Rev.: 5.0

Date: Feb 2026

Appendix 1.2 Supporting Document from HyD

Appendix 4.7 Derivation of Emission Rates and Emission Inventory of Portals

Emission Inventory for Portal Emission - Annual

Portal ID	Source ID	Hour	PM25 Emission		PM10 Emission	
			AnnualHourMin		AnnualHourMin	
			g/s	tonne/year	g/s	tonne/year
KTTW	KTTW_1	0000-0100	1.32E-04	1.73E-04	1.43E-04	1.89E-04
KTTW	KTTW_1	0100-0200	1.06E-04	1.40E-04	1.16E-04	1.52E-04
KTTW	KTTW_1	0200-0300	9.08E-05	1.19E-04	9.87E-05	1.30E-04
KTTW	KTTW_1	0300-0400	7.86E-05	1.03E-04	8.55E-05	1.12E-04
KTTW	KTTW_1	0400-0500	6.91E-05	9.08E-05	7.52E-05	9.88E-05
KTTW	KTTW_1	0500-0600	8.52E-05	1.12E-04	9.26E-05	1.22E-04
KTTW	KTTW_1	0600-0700	1.63E-04	2.14E-04	1.77E-04	2.32E-04
KTTW	KTTW_1	0700-0800	3.09E-04	4.06E-04	3.36E-04	4.42E-04
KTTW	KTTW_1	0800-0900	4.49E-04	5.90E-04	4.89E-04	6.42E-04
KTTW	KTTW_1	0900-1000	4.49E-04	5.90E-04	4.88E-04	6.41E-04
KTTW	KTTW_1	1000-1100	4.10E-04	5.39E-04	4.46E-04	5.86E-04
KTTW	KTTW_1	1100-1200	3.88E-04	5.09E-04	4.21E-04	5.54E-04
KTTW	KTTW_1	1200-1300	3.86E-04	5.07E-04	4.19E-04	5.51E-04
KTTW	KTTW_1	1300-1400	3.46E-04	4.55E-04	3.77E-04	4.95E-04
KTTW	KTTW_1	1400-1500	3.63E-04	4.77E-04	3.95E-04	5.18E-04
KTTW	KTTW_1	1500-1600	3.41E-04	4.48E-04	3.71E-04	4.87E-04
KTTW	KTTW_1	1600-1700	3.19E-04	4.19E-04	3.46E-04	4.55E-04
KTTW	KTTW_1	1700-1800	3.31E-04	4.34E-04	3.60E-04	4.72E-04
KTTW	KTTW_1	1800-1900	3.31E-04	4.35E-04	3.60E-04	4.73E-04
KTTW	KTTW_1	1900-2000	3.29E-04	4.32E-04	3.58E-04	4.70E-04
KTTW	KTTW_1	2000-2100	2.60E-04	3.41E-04	2.82E-04	3.71E-04
KTTW	KTTW_1	2100-2200	2.44E-04	3.21E-04	2.65E-04	3.49E-04
KTTW	KTTW_1	2200-2300	2.40E-04	3.15E-04	2.61E-04	3.43E-04
KTTW	KTTW_1	2300-0000	2.19E-04	2.87E-04	2.38E-04	3.12E-04
KTTW	KTTW_2	0000-0100	1.32E-04	1.73E-04	1.43E-04	1.89E-04
KTTW	KTTW_2	0100-0200	1.06E-04	1.40E-04	1.16E-04	1.52E-04
KTTW	KTTW_2	0200-0300	9.08E-05	1.19E-04	9.87E-05	1.30E-04
KTTW	KTTW_2	0300-0400	7.86E-05	1.03E-04	8.55E-05	1.12E-04
KTTW	KTTW_2	0400-0500	6.91E-05	9.08E-05	7.52E-05	9.88E-05
KTTW	KTTW_2	0500-0600	8.52E-05	1.12E-04	9.26E-05	1.22E-04
KTTW	KTTW_2	0600-0700	1.63E-04	2.14E-04	1.77E-04	2.32E-04
KTTW	KTTW_2	0700-0800	3.09E-04	4.06E-04	3.36E-04	4.42E-04
KTTW	KTTW_2	0800-0900	4.49E-04	5.90E-04	4.89E-04	6.42E-04
KTTW	KTTW_2	0900-1000	4.49E-04	5.90E-04	4.88E-04	6.41E-04
KTTW	KTTW_2	1000-1100	4.10E-04	5.39E-04	4.46E-04	5.86E-04
KTTW	KTTW_2	1100-1200	3.88E-04	5.09E-04	4.21E-04	5.54E-04
KTTW	KTTW_2	1200-1300	3.86E-04	5.07E-04	4.19E-04	5.51E-04
KTTW	KTTW_2	1300-1400	3.46E-04	4.55E-04	3.77E-04	4.95E-04
KTTW	KTTW_2	1400-1500	3.63E-04	4.77E-04	3.95E-04	5.18E-04
KTTW	KTTW_2	1500-1600	3.41E-04	4.48E-04	3.71E-04	4.87E-04
KTTW	KTTW_2	1600-1700	3.19E-04	4.19E-04	3.46E-04	4.55E-04
KTTW	KTTW_2	1700-1800	3.31E-04	4.34E-04	3.60E-04	4.72E-04
KTTW	KTTW_2	1800-1900	3.31E-04	4.35E-04	3.60E-04	4.73E-04
KTTW	KTTW_2	1900-2000	3.29E-04	4.32E-04	3.58E-04	4.70E-04
KTTW	KTTW_2	2000-2100	2.60E-04	3.41E-04	2.82E-04	3.71E-04
KTTW	KTTW_2	2100-2200	2.44E-04	3.21E-04	2.65E-04	3.49E-04
KTTW	KTTW_2	2200-2300	2.40E-04	3.15E-04	2.61E-04	3.43E-04
KTTW	KTTW_2	2300-0000	2.19E-04	2.87E-04	2.38E-04	3.12E-04

Annex E

Soft Landscape Element

- 4.12 For the whole landscaped areas, the softworks contractor will be responsible for maintenance of the planting during the establishment period allowed for in the construction contract, usually for the first year after the beginning of the schemes operational phase. This will ensure that the soft landscape measures are in a healthy condition prior to the finished scheme being handed back to the lot owner.
- 4.13 Ultimately, the management office will employ maintenance staff to take care of all landscape areas within the Site.

Recreational Facilities

- 4.14 Recreational facilities are provided at 3/F, 5/F and R/F in order to cater for the recreational need of the occupants and visitors.
- 4.15 It is expected that there will be about **702** occupants at the Proposed Development while the proposed area of the communal open spaces under application shall not be less than **702** m². Hence, the provision of the communal open space can meet the requirement set out in HKPSG, i.e. 1 m² per person. Please refer to the Communal Open Space Calculation in **Appendix IV**.

6.0 PLANTING PROPOSALS (Refer to Appendix II)

6.1 In order to provide quality landscape for the proposed development, soft landscape works will be the major landscape element of the landscaping proposal and the following factors are taken into consideration in planting species selection:

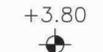
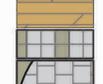
- Low maintenance requirement;
- Evergreen with small amount of leave fall to prevent litter accumulation;
- Tolerance to wind and exposed condition; and
- To provide a green and soft buffer between the proposed buildings and the surrounding footbridge and highway structure and to enhance the proposed open space at G/F.

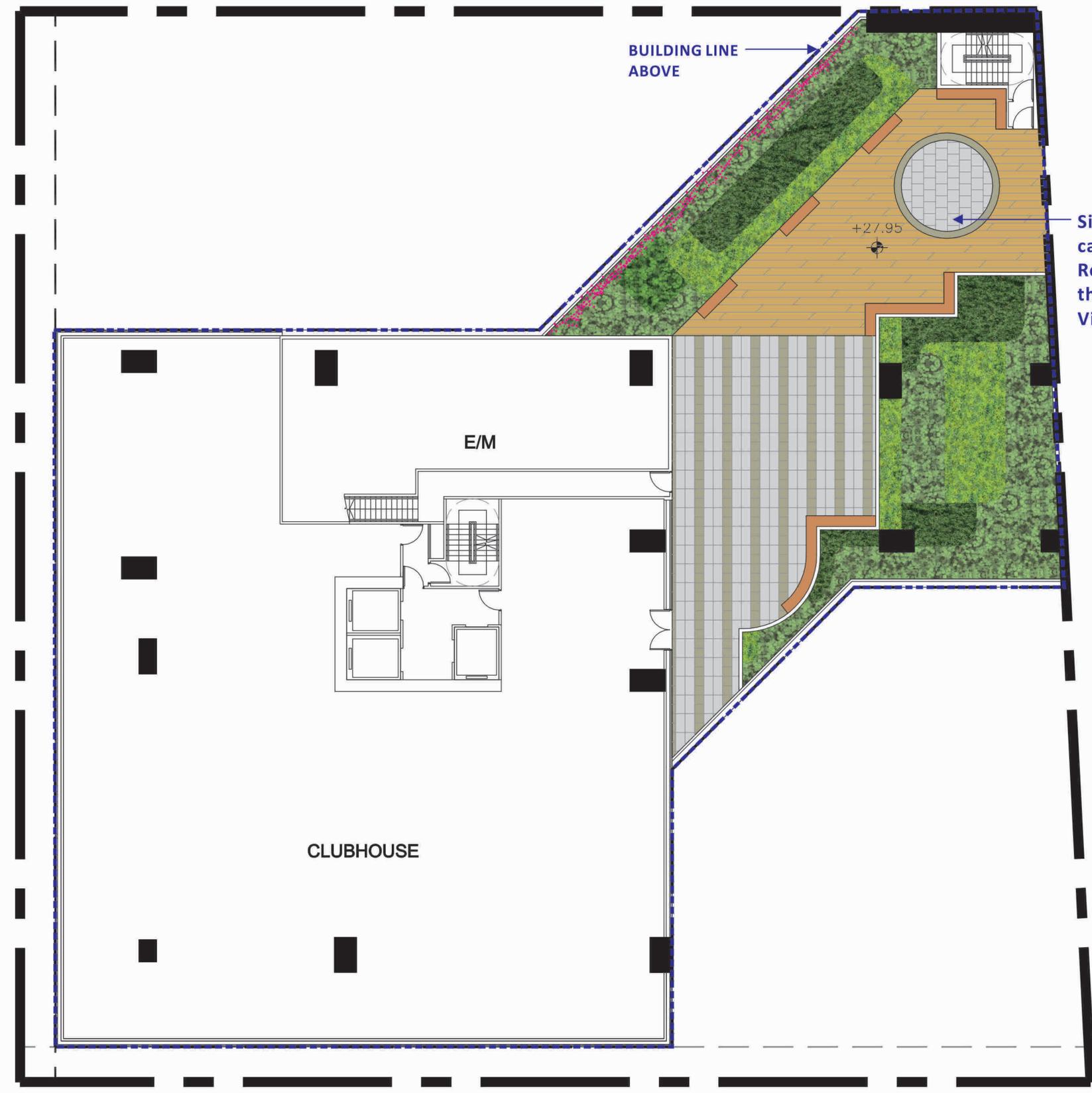
6.2 The proposed planting species list is shown as follows and details shall refer to the Planting Plans in **Appendix II**. (this tentative planting design shows the design intention in planning stage only, the final design will be subject to detailed design stage).

Table 2.0 Planting Schedule

Botanical Name	Chinese Name	Size (Height x Spread (mm))	Native/ Exotic	Spacing (mm)
SHRUBS				
<i>Allamanda cathartica</i> 'Allamanda'	軟枝黃蟬	600x450	Exotic	400
<i>Ixora chinensis</i>	龍船花	450x400	Native	350
<i>Melastoma candidum</i>	毛萼	600x450	Native	400
<i>Rhapis humilus</i>	小葉棕竹	450x400	Exotic	400
<i>Rhododendron simsii</i>	紅杜鵑	600x450	Native	400
<i>Rhodomyrtus tomentosa</i>	桃金娘	600x450	Native	400
<i>Rhapis excelsa</i>	棕竹	900x600	Native	550
<i>Schefflera arboricola</i>	鵝掌藤	600x550	Exotic	500
GROUNDCOVER				
<i>Dieffenbachia picta</i>	白斑萬年青	300x250	Exotic	250
<i>Lantana montevidensis</i>	小葉馬櫻丹	300x300	Native	250
<i>Ligustrum sinense</i>	山指甲	300x250	Native	250
<i>Nephrolepis auriculata</i>	腎蕨	250x200	Native	200
CLIMBING PLANT				
<i>Bauhinia glauca</i>	羊蹄甲藤	1500x500	Native	450

6.3 In this project, total **734.9 m²**, i.e. **36.06%** greenery area is provided within the proposed development. They will be maintained by the management staffs employed by the Applicant.

- LEGEND:
-  SITE BOUNDARY
 -  PROPOSED SHRUBS AND GROUND COVER
 -  PROPOSED CLIMBING PLANT
 -  +3.80 PROPOSED LEVEL
 -  PROPOSED PAVING



BUILDING LINE ABOVE

Sitting Garden to cater for the Passive Recreational Need of the Occupants and Visitors

PROJECT :
 PROPOSED FLAT WITH PERMITTED EATING PLACE AND SHOP AND SERVICES USES IN "COMMERCIAL (9)" ZONE AT NOS. 3-5 SAN MA TAU STREET, MA TAU KOK, KOWLOON

DRAWING TITLE :
 LANDSCAPE MASTER PLAN (5/F)

PROJECT No. C2426

DRAWING No. LMP03

SCALE : 1:200

DATE OF ISSUE : SEP 2024

CAD FILENAME : C2426-LMP03

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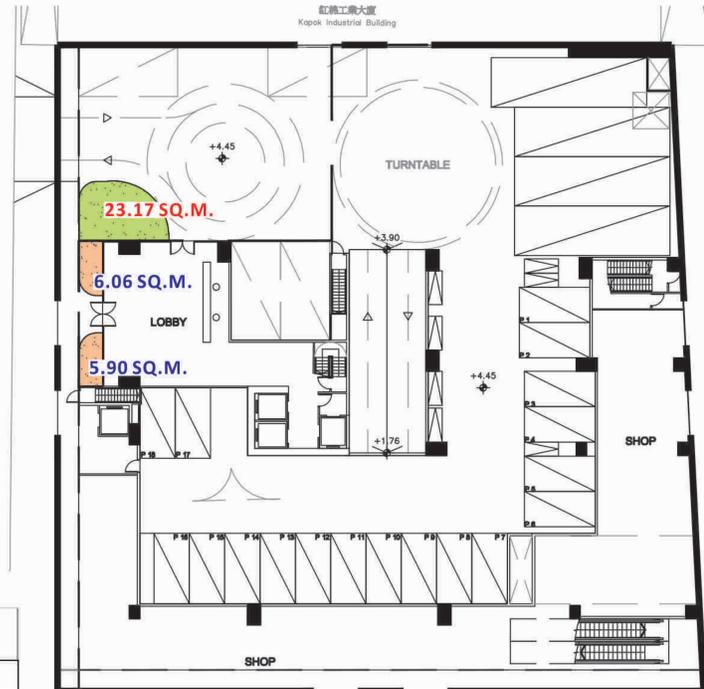
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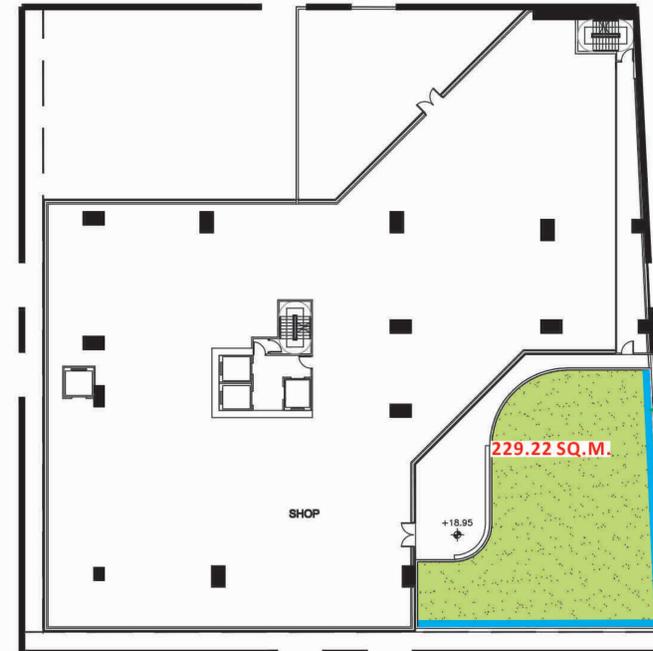
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 香港灣仔譚臣道5-11號
 信邦商業大廈17樓A室
 電話: 2868 0980
 傳真: 2868 2203



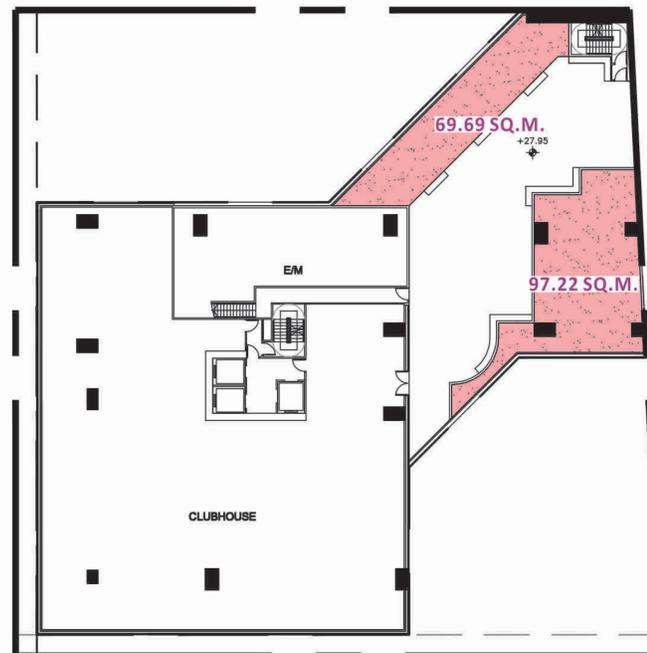
- LEGEND:
-  SITE BOUNDARY
 -  UNCOVERED GREENERY AT PRIMARY ZONE
 -  COVERED GREENERY AT PRIMARY ZONE
 -  UNCOVERED GREENERY AT OTHER AREA
 -  VERTICAL GREEN WALL
 -  PROPOSED LEVEL



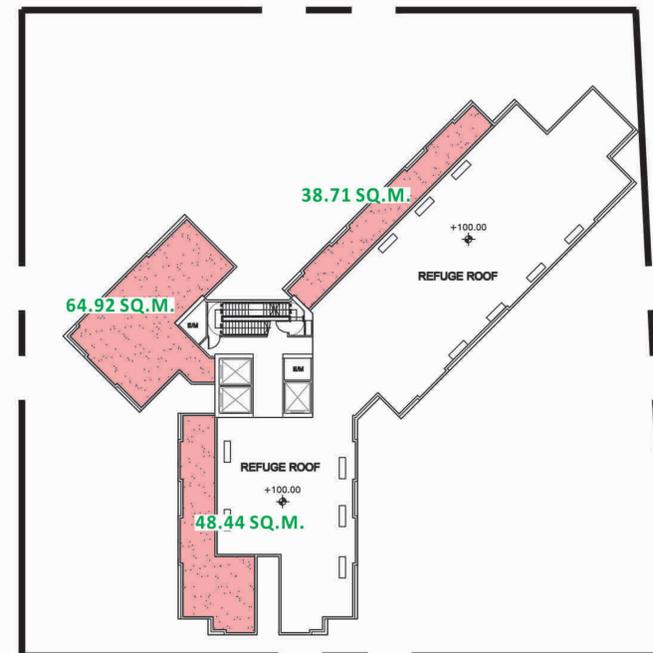
A GREENERY AT G/F
SCALE 1:500



B GREENERY AT 3/F
SCALE 1:500



C GREENERY AT 5/F
SCALE 1:500



D GREENERY AT R/F
SCALE 1:500

In accordance with the requirement in the ES of the OZP		
Required Common Greenery	Area	Unit
1. Total Common Greenery within Site (30% of Site Area):	611.40	m ²
2. Common Greenery at Primary Zone (20% of Site Area):	407.60	m ²
3. Common Greenery on Roof (20% of the Roof Area):	106.80	m ²
Common Greenery at Primary Zone:		
Uncovered Planting Area (G/F)	23.17	m ²
Uncovered Planting Area (3/F)	229.22	m ²
Vertical Green Wall (3/F)	157.50	m ²
	(<183.42)	m ²
Covered Planting Area (G/F) (with 0.5 reduction factor)	11.96	m ²
Provided Common Greenery at Primary Zone	415.87	m²
Fulfilment of Requirement item 2	(>407.60)	m ²
Greenery Ratio at Primary Zone	20.41%	
Greenery at Other Areas		
Provided Greenery at Other Areas	318.98	m²
Greenery Ratio at Other Areas (5/F & R/F)	15.65%	
Provided Total Common Greenery		
Provided Total Common Greenery	734.9	m²
Fulfilment of Requirement item 1	(>611.40)	m ²
Total Greenery Ratio	36.06%	
Provided Common Greenery at Roof Area		
Provided Common Greenery at Roof Area	152.07	m²
Fulfilment of Requirement item 3	(>106.80)	m ²
Greenery Ratio at Roof:	28.48%	

PROJECT :
PROPOSED FLAT WITH PERMITTED EATING PLACE AND SHOP AND SERVICES USES IN "COMMERCIAL (9)" ZONE AT NOS. 3-5 SAN MA TAU STREET, MA TAU KOK, KOWLOON

DRAWING TITLE :
COMMON GREENERY PROVISION

PROJECT No. C2426

DRAWING No. GC01

SCALE : 1:500

DATE OF ISSUE : SEP 2024

CAD FILENAME : C2426-GC01

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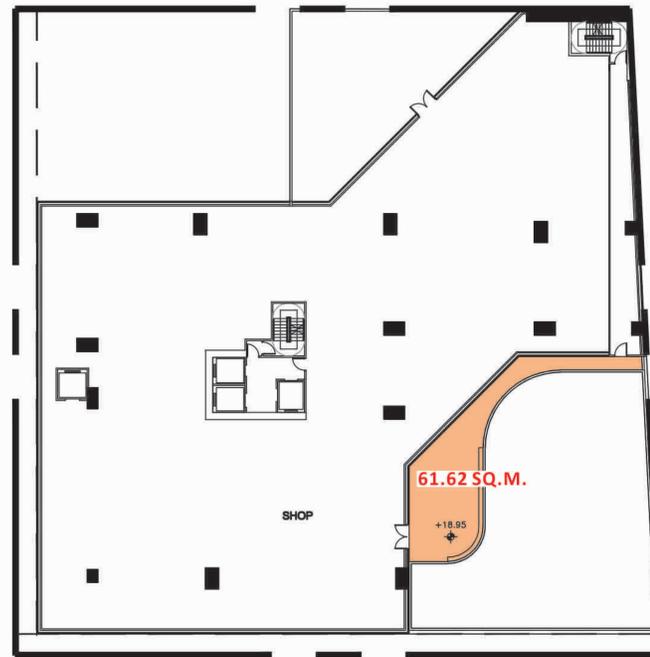
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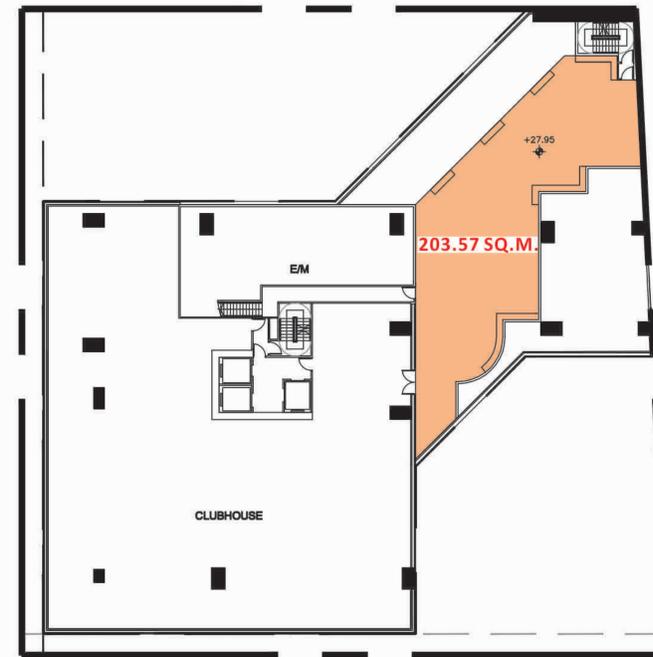
- LEGEND:
-  SITE BOUNDARY
 -  COMMUNAL OPEN SPACE
 -  +3.80 PROPOSED LEVEL

TARGET POPULATION: 702 PERSONS
REQUIRED COMMUNAL OPEN SPACE: 702 SQ.M.
(1 SQ.M. PER PERSON IN ACCORDANCE WITH HKPSG)

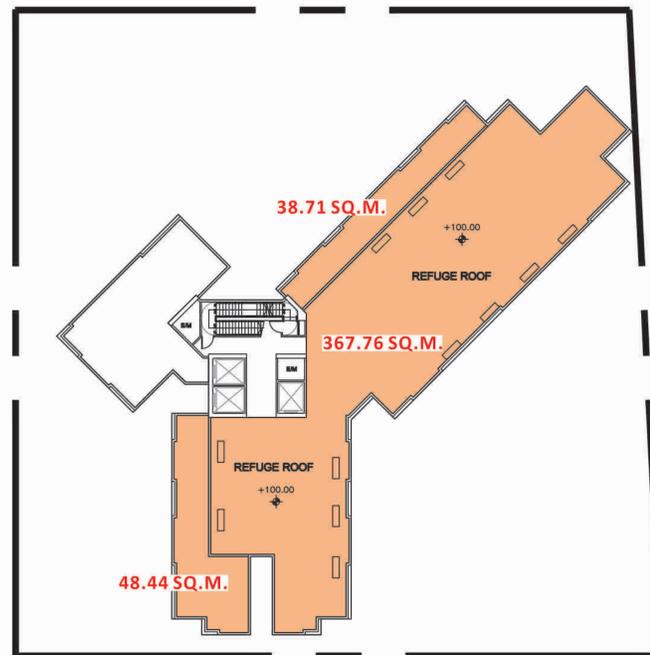
PROVIDED COMMUNAL OPEN SPACE : 720.10 SQ.M.
(>702 SQ.M.)



A OPEN SPACE AT 3/F
SCALE 1:500



B OPEN SPACE AT 5/F
SCALE 1:500



C OPEN SPACE AT R/F
SCALE 1:500

PROJECT :
 PROPOSED FLAT WITH PERMITTED EATING PLACE AND SHOP AND SERVICES USES IN "COMMERCIAL (9)" ZONE AT NOS. 3-5 SAN MA TAU STREET, MA TAU KOK, KOWLOON

DRAWING TITLE :
 COMMUNAL OPEN SPACE

PROJECT No. C2426

DRAWING No. OS01

SCALE : 1:500

DATE OF ISSUE : SEP 2024

CAD FILENAME : C2426-OS01

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