Amendments to an Approved Master Layout Plan for the Proposed Comprehensive Redevelopment of Tai Hang Sai Estate with Minor Relaxation of Plot Ratio, Building Heights, and Non-Building Area Restrictions

Air Quality Impact Assessment

Prepared for:
Urban Renewal Authority

Prepared by:
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AIMS

This Air Quality Impact Assessment is a submission to support the present planning application under Section 16 of the Town Planning Ordinance for a proposed comprehensive redevelopment of existing Tai Hang Sai Estate at New Kowloon Inland Lot (NKIL) No. 4479 (new lots to be known as NKIL Nos. 6654 and 6655). The previous S.16 Planning Application (Application No. A/K4/76) has been approved with conditions by the Town Planning Board (TPB) in 2021. This present planning application aims to seek a permission from the Town Planning Board for amendment to an approved Master Layout Plan (MLP) for the comprehensive redevelopment of Tai Hang Sai Estate (THSE) with minor relaxation of plot ratio, building heights and non-building area restrictions to facilitate the redevelopment scheme.

To assess the air quality impact due to the surrounding industrial and vehicular emissions on the proposed Redevelopment in Tai Hang Sai Estate, Shek Kip Mei, Kowloon.

To assess the air quality impact in accordance with the air quality requirements set out in the Hong Kong Planning Standards & Guidelines (HKPSG).

SUMMARY

The buffer distance requirements in the proposed Development as set out for vehicular emissions in Table 3.1, Chapter 9 of HKPSG are satisfied. No industrial chimney was identified within 500m radius of the site. Therefore, no adverse air quality impacts on the proposed Development are anticipated.

Control requirements in the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations for dust and gaseous emissions will be complied with. Relevant mitigation measures will be implemented accordingly. Under such circumstances, no adverse air quality impacts in association with the proposed Development during construction phase are anticipated.

The location of the exhaust outlet of the proposed carpark will be designed with reference to the ProPECC PN 2/96 and located away from the nearby ASRs as far as practicable. Hence, no adverse air quality impacts due to the proposed carpark are anticipated.

1. INTRODUCTION

1.1 Westwood Hong & Associates Ltd. was commissioned to prepare an air quality impact assessment report to assess the potential air quality impact caused by air pollution sources in the vicinity of the proposed redevelopment in Tai Hang Sai Estate, Shek Kip Mei, Kowloon (the "proposed Development").

1.2 This air quality impact assessment report aims to support the S.16 Planning Application for the proposed Development.

1.3 This report was prepared based on the architectural drawings provided by the project architect (P&T Architects Limited). The architectural drawings are provided in Appendix 1.

1.4 The report includes the following assessments:

- Industrial chimney emission impact on the proposed Development;
- Vehicular emission impact on the proposed Development; and
- Air Quality impact control during construction.

2. SITE LOCATION

Site Location

2.1 The project site falls within an area zoned "Comprehensive Development Area" on the Approved Shek Kip Mei Outline Zoning Plan (OZP) No. S/K4/31. It covers a total land area of about 2.1ha and is located at Shek Kip Mei, Kowloon. It is currently occupied by Tai Hang Sai Estate. Nearby or adjacent developments include Nam Shan Estate to its north-east; Shek Kip Mei Estate to its north-west; Tai Hang Tung Estate to its east and southeast; Holy Trinity College and The Church of Christ in China Ming Yin College to its west. The location of the project site is shown in Figure 1.

Building Layout

2.2 The proposed Development comprises Site 1 and Site 2, with a total of 6 blocks with building height ranged from 32 – 43 residential storeys on top of a podium and basement carpark. A podium is proposed to provide some social welfare facilities requested by the Social Welfare Department, shops and services and eating places to serve the end-users of the proposed redevelopment scheme as well as adjoining neighbourhoods. The architectural drawings are provided in Appendix 1. The development parameters are summarized in Table 2.1 below.

Table 2.1 Development Parameters of the Proposed Development

	Parameters	
	Site 1	**Site 2**
Zoning	"Comprehensive Development Area" on Approved Shek Kip Mei Outline Zoning Plan No. S/K4/31	
Site Area	about 5,500m^2	about 15,410 m^2
Number of Residential Units	Not more than 1,289	not more than 2,900
Number of Residential Storeys (including refuge floor)	Tower 1: 36 storeys Tower 2: 28 storeys	Tower 1: 33 storeys Tower 2: 32 – 43 storeys Tower 3: 43 storeys Tower 5: 43 storeys
Height of Building	Tower 1: 135mPD Tower 2: 115mPD	Tower 1: 143mPD Tower 2: 143 – 180mPD Tower 3: 180mPD Tower 5: 180mPD
Use	Residential towers on 3-level podium (non-domestic) with basement carpark	Residential towers on 3-level podium with 2-level basement carpark
Tentative Completion Year	2029	2032
Name of Developer	Hong Kong Settlers Housing Corporation Limited	Urban Renewal Authority

Air Sensitive Receivers (ASRs)

2.3 The residential units, RCHE, retail, clubhouse and lobby are designated as Air Sensitive Receivers (ASRs) during the operational phase. A centralized ventilation system will be provided for the RCHE, retail, clubhouse and lobby. The residential units and the dormitory of RCHE would be located outside the buffer distances as required by HKPSG.

3. ENVIRONMENTAL LEGISLATION AND STANDARDS

Hong Kong Air Quality Objectives

3.1 Table 3.1 shows the Hong Kong Air Quality Objectives (HKAQOs):-

Table 3.1 Hong Kong Air Quality Objectives

Pollutant	Averaging Time	AQO concentration ($\mu g/m^3$)	Number of exceedances allowed per calendar year
Sulphur Dioxide	10 minute	500	3
	24 hour	40	3
Respirable Suspended Particulate (PM10) (ii)	24 hour	75	9
	Annual	30	NA
Fine Suspended Particulates (PM2.5) (iii)	24 hour	37.5	18
	Annual	15	NA
Nitrogen Dioxide	1 hour	200	18
	24 hour	120	9
	Annual	40	NA
Carbon Monoxide	1 hour	30,000	0
	8 hour	10,000	0
	24 hour	4000	0
Ozone	8 hour	160	9
	Peak season	100	NA
Lead	Annual	0.5	NA

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

(ii) Respirable suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 10 micrometres or less.

(iii) Fine suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 2.5 micrometres or less.

(iv) 24 hour level for NO_2, peak season level for O_3 and 24 hour level for CO are new parameters in World Health Organization (WHO) Air Quality Guidelines (AQGs) as well as HKAQOs.

Hong Kong Planning Standards and Guidelines (HKPSG)

3.2 The HKPSG specify buffer distances between sources of pollution and sensitive land uses to ensure acceptable air quality at the sensitive land uses. The recommended buffer distances extracted from the HKPSG for relevant source and sensitive land use combinations are given in Table 3.2 below.

Table 3.2 HKPSG Recommended Buffer Distances

Source	Sensitive Land Use	Recommended Buffer Distance
Multi-storey industrial buildings without chimney	Residential areas and schools	100m
Multi-storey industrial buildings without chimney	Commercial and G/IC uses	30m
Industrial chimneys	Active and passive recreational uses	10-200m, depending on difference in height between industrial chimney exit and the site
Industrial chimneys	Passive recreational uses	5-200m, depending on difference in height between industrial chimney exit and the site
Odour sources	Sensitive uses	200m
Construction and earth moving activities	Passive recreational uses	<50m
Construction and earth moving activities	Active and passive recreational uses	>50m
Dusty uses	Sensitive uses	100m
Trunk road and primary distributor	Active and passive recreation uses	>20m
Trunk road and primary distributor	Passive recreational uses	3 – 20m
Trunk roads and primary distributor	Amenity areas	<3m
District distributor	Active and passive recreation uses	>10m
District distributor	Passive recreational uses	<10m
Local distributor	Active and passive recreation uses	>5m
Local distributor	Passive recreational uses	<5m
Under Flyovers	Passive recreational uses	-

Air Pollution Control (Construction Dust) Regulation

3.3 Enacted under Section 43 of the APCO, the Air Pollution Control (Construction Dust) Regulation defines notifiable and regulatory works to ensure effective dust abatement measures have been properly implemented to reduce dust emissions for a number of construction activities.

3.4 The Regulation requires that any notifiable work shall give advance notice to EPD, and the contractor shall ensure that the notifiable and regulatory works are carried out in accordance with the Schedule of the Regulation. Dust control and suppression measures are also provided in the Schedule.

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

3.5 This Regulation requires Non-road Mobile Machinery (NRMM), except those exempted, to comply with the prescribed emission standards. All regulated machines sold or leased for use in Hong Kong must be approved or exempted with a proper label in a prescribed format issued by EPD. Only approved or exempted NRMMs with a proper label are allowed to be used in specified activities and locations including construction sites, container terminals and back up facilities, restricted areas of the airport, designated waste disposal facilities and specified processes.

Air Pollution Control (Fuel Restriction) Regulations

3.6 This Regulation was enacted in 1990 to impose legal control on the type of fuels allowed for use and their sulphur contents in commercial and industrial processes to reduce sulphur dioxide (SO_2) emissions. In April 2025, the Regulation was amended to tighten the control requirements of liquid fuels, i.e. using liquid fuel with a sulphur content of less than 0.001% by weight. The Regulation does not apply to any fuel-using equipment that is used or operated in premises used solely as a dwelling, or is used or operated in or on a vessel, motor vehicle, railway locomotive or aircraft.

Recommended Pollution Control Clauses for Construction Contracts

3.7 The Recommended Pollution Control Clauses (RPCC) are generally good engineering practice to minimize inconvenience and environmental nuisance to nearby residents and other sensitive receivers. Some modifications may be necessary to suit specific site conditions.

ProPECC Practice Note PN 2/96 – Control of Air Pollution in Car Parks

3.8 The practice note provides guidance on the control of air pollution in car parks including air quality guidelines required for the protection of public health; and factors that should be considered in the design and operation of car parks in order to achieve the required air quality.

4. EXISTING AND FUTURE AIR QUALITY IN SHAM SHUI PO AREA

4.1 Air quality monitoring data from the Air Quality Monitoring Station (AQMS) operated by EPD were examined. The air quality monitoring data in the nearest AQMS (i.e. Sham Shui Po) in the past 5 years (i.e. Year 2021 to Year 2025) are tabulated in Table 4.1 below.

Table 4.1 Summary of AQMS Data from Year 2021 to Year 2025

Pollutant	Averaging Time	AQO	Pollutant Concentration ($\mu g/m^3$)					
			2021	2022	2023	2024	2025	Average
RSP	10th Highest 24-hour	75 (9)	67	49	50	58	59	57
	Annual	30	28	25	24	24	25	25
FSP	19th Highest 24-hour	37.5(18)	28	27	25	34	30	29
	Annual	15	14	12	13	15	15	14
NO_2	19th Highest 1-hour	200 (18)	171	158	166	155	173	165
	10th Highest 24-hour	120 (9)	85	79	83	74	88	82
	Annual	40	**47**	**43**	**43**	**43**	**43**	**44**
SO_2	4th Highest 10-Min	500 (3)	38	48	48	28	42	41
	4th Highest 24-hour	40 (3)	12	13	10	10	12	11
O_3	10th Highest 8-hour	160 (9)	136	**162**	132	136	129	139
	Peak season	100	81	86	78	83	78	81
CO (iii)	1st Highest 1-hour	30000 (0)	2130	1670	1340	1880	1500	1704
	1st Highest 8-hour	10000 (0)	1719	1493	1138	1505	1200	1411
	1st Highest 24-hour	4000 (0)	1479	1414	1014	970	1100	1195

Notes:

(i) Values in ( ) mean the number of exceedances allowed.

(ii) Underlined and **bold** values mean exceedance of the AQOs.

(iii) CO is not available for Eastern AQMS, the data of Mong Kok is presented.

4.2 The proposed Development is anticipated to complete in 2032, the future background concentration data predicted by PATH v3.0 in Year 2030 at Grids (39,35), (40,35), (39,34) and (40,34) are summarised in Table 4.2 below. The project site location and the concerned grids of PATH are illustrated in Figure 2.

Table 4.2 Summary of PATH v3.0 Background in Year 2030

Pollutant	Averaging Time	AQO	Pollutant Concentration for PATH Grid ($\mu g/m^3$)			
			39,35	**40,35**	**39,34**	**40,34**
RSP	10th Highest 24-hour	75 (9)	48.25	48.11	50.4	50.55
	Annual	30	19.49	19.27	20.28	20.1
FSP	19th Highest 24-hour	37.5(18)	28.77	28.21	29.98	29.79
	Annual	15	12.04	11.85	12.66	12.51
NO_2	19th Highest 1-hour	200 (18)	91.52	89.66	96.2	95.87
	10th Highest 24-hour	120 (9)	36.48	34.12	41.74	40.8
	Annual	40	17.53	16.54	20.6	19.64
SO_2	4th Highest 10-Min	500 (3)	21.32	21.2	18.66	22.97
	4th Highest 24-hour	40 (3)	6.53	6.56	5.94	6.55
O_3	10th Highest 8-hour	160 (9)	**168.59**	**169.29**	**168.36**	**166.7**
	Peak season	100	**116.73**	**117.31**	**115.57**	**115.35**
CO	1st Highest 1-hour	30000 (0)	522.89	522.85	533.04	537.48
	1st Highest 8-hour	10000 (0)	489.81	488.07	511.84	507.77
	1st Highest 24-hour	4000 (0)	464.71	460.48	484.57	479.9

Notes:

(i) Values in ( ) mean the number of exceedances allowed.

(ii) Underlined and **bold** values mean exceedance of the AQOs.

(iii) The data of L1 (0-17m) is presented.

4.3 It can be seen from the above Tables 4.1 and 4.2 that, all the pollutants are well within the AQOs except the ozone.

5. OPERATIONAL PHASE AIR QUALITY IMPACT ASSESSMENT

Site Survey

5.1 Site surveys were conducted on 18 March, 11 April, 28 October 2024 and 31 July 2026. Photographs taken on site are shown in Appendix 2.

Industrial Emissions in the Vicinity

5.2 According to the HKPSG[1], the buffer distance for industrial chimney is 200m. For the proposed Development, as validated by the site surveys, no industrial chimney and dusty use are being identified within a 200m radius of the development site. Therefore, air quantitative impact assessment due to the industrial emission is hence not necessary. It is confirmed that adverse air quality impact due to the industrial chimney and dusty use are not anticipated for the proposed Development.

Vehicular Emission Assessment

5.3 As confirmed by the Transport Department (TD), Woh Chai Street being classified as “District Distributor” and Tai Hang Sai Street, Tai Hang Tung Road and Wai Chi Street being classified as “Local Distributor”. The confirmation from TD is provided in Appendix 3.

5.4 According to the HKPSG, the required buffer distances of ‘District Distributor’ and ‘Local Distributor’ are 10m and 5m respectively.

5.5 No air-sensitive uses including openable window, fresh air intake and recreational uses in open space is allowed within the buffer zones. The locations of the buffer zones are demonstrated in Figure 3. Therefore, adverse air quality impact due to vehicle emission is not anticipated for the proposed development.

6. CONSTRUCTION PHASE AIR QUALITY IMPACT

6.1 The major construction activities of the proposed Development are foundation and superstructure.

6.1 During the construction phase, dust and gaseous emission would be generated from construction activities such as vehicles movement on haul roads, excavation, loading or unloading stockpile material, stockpiling of material, wind erosion of exposed areas and the use of construction machineries and construction vehicles.

6.2 MiC will be adopted in the proposed Redevelopment, which will reduce dust to the surrounding environment. Shorten the construction time would also reduce the cumulative environmental nuisance.

Air Sensitive Receivers in the Vicinity

6.3 The representative ASRs for the construction phase of the proposed Development are illustrated in Figure 4 and listed in Table 6.1.

Table 6.1 Representative ASRs during Construction Phase

ASR ID	Description	Existing Land Use	Distance from the Proposed Development	Number of Storeys
A01	Tai Hang Tung Estate	Residential	50m	10 – 20
A02	Nam Shan Estate	Residential	20m	10
A03	Shek Kip Mei Reporting Centre and Police Tactical Unit Kowloon West Operational Base	GIC	45m	3 – 4
A04	Shek Kip Mei Park	Open Space	130m	-
A05	Jockey Club Centre for the Blind	GIC	130m	9
A06	Shek Kip Mei Central Playground	Open Space	10m	-
A07	Shek Kip Mei Estate	Residential	60m	35 – 40
A08	Pak Tin Estate	Residential	260m	40
A09	Jockey Club Creative Arts Centre	Residential	380m	9
A10	Residential Buildings along Tai Po Road	Residential	250m	-
A11	Tai Hang Tung Recreation Ground	Open Space	270m	-
A12	Residential Buildings in Yau Yat Tsuen	Residential	150m	-
A13	City University of Hong Kong	GIC	390m	10
A14	Holy Trinity College	GIC	15m	6
A15	Church of Christ in China Ming Yin College	GIC	15m	5
A16	Ample Building	Residential	20m	10
A17	Schools along Tong Yam Street	GIC	55m	5 – 6

Fugitive Dust Emissions

6.4 The major dust emission sources for the proposed Development are expected to be generated from site formation and superstructure works. Mitigation measures set out under the Air Pollution Control (Construction Dust) Regulation shall be strictly followed during the site formation and superstructure. With the proper implementation of dust mitigation measures, no adverse impact associated with the fugitive dust generated from construction is anticipated. Details of recommended mitigation measures are provided in Section 6.6.

Emission from Fuel Combustion Equipment

6.5 Apart from the dust impact during construction phase, there will be exhaust emissions from the construction plants and machineries. Requirements stipulated in the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations (i.e. using liquid fuel with a Sulphur content of less than 0.001% by weight) will be complied with to control the exhaust emissions from non-road mobile machineries and construction vehicles.

Recommended Construction Best Practices

6.6 The proposed Development involves site formation and superstructure works, the Contractor is recommended to follow the procedures and requirements given in the Air Pollution Control (Construction Dust) Regulation. The following air quality control measures should be incorporated by the Contractor to control the dust nuisance throughout the construction phase:-

- Any excavated or stockpile of dusty material should be covered entirely by impervious sheeting or sprayed with water to maintain the entire surface wet and then removed or backfilled or reinstated where practicable within 24 hours of the excavation or unloading;
- Any dusty material remaining after a stockpile is removed should be wetted with water and cleared from the surface of roads;
- A stockpile of dusty material should not extend beyond the pedestrian barriers, fencing or traffic cones;
- The load of dusty materials on vehicles leaving a construction site should be covered entirely by impervious sheeting to ensure that the dusty materials do not leak from the vehicle;
- Where practicable, vehicles washing facilities including a high pressure water jet should be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the road section between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores;

- When there are open excavation and reinstatement works, hoarding of not less than 2.4m high should be provided as far as practicable along the Site boundary with provision for public crossing. Good site practice shall also be adopted by the contractor to ensure the conditions of the hoardings are properly maintained throughout the construction period;
- The portion of any road leading only to construction site that is within 30m of vehicle entrance or exit should be kept clear of dusty materials;
- Surfaces where any pneumatic or power-driven drilling, cutting, polishing or other mechanical breaking operation take place should be sprayed with water or a dust suppression chemical continuously;
- Where a scaffolding is erected around the perimeter of a building under construction, effective dust screens, sheeting or netting should be provided to enclose the scaffolding from the ground level of the building, or a canopy should be provided from the first floor level up to the highest level of the scaffolding;
- Any skip hoist for material transport should be totally enclosed by impervious sheeting;
- 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 three sides;
- Immediately before leaving a construction site, all vehicles shall be washed to remove any dusty materials from its body and wheels;
- Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with tan audible high level alarm which is interlocked with the material filling line and no overfilling is allowed;
- Exposed earth should be properly treated by compaction, turfing, hydroseeding, vegetation planting or sealing with latex, vinyl, bitumen, shortcrete or other suitable surface stabiliser within six months after the last construction activity on the construction site or part of the construction site where the exposed earth lies;
- Effective dust screen, sheeting or netting should be provided to enclose the scaffolding, which is erected around the perimeter of a building under construction, from the ground floor level of the buildings; and
- Regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather.
- The electric power supply shall be provided for on-site machinery as far as practicable and diesel generators shall be avoided;
- Locate all dusty activities away from nearby ASRs as far as practicable; and
- Erection of higher hoarding at the location with ASRs in immediate proximity to the project site boundary; and
- Exempted non-road mobile machinery (NRMM) shall be avoided as far as practicable

7. AIR QUALITY IMPACT DUE TO CARPARK

7.1 The detailed design of the proposed two levels of basement carpark below the podium is not available at this stage. The location of the exhaust outlet would be designed with reference to the "ProPECC PN 2/96 – Control of Air Pollution in Car Park" [2]. The exhaust air from the carpark would be discharged to the atmosphere with proper mitigation treatments in such a manner and at a location not to result in any air nuisance to occupants in the proposed Development and to the neighboring building and to the public. Hence, no adverse air quality impacts due to the proposed carpark are anticipated.

8. CONCLUSION

8.1 The proposed Development satisfies the buffer distance requirements for vehicular and chimney emissions stipulated under the Hong Kong Planning Standards and Guidelines (re. Table 3.1, Chapter 9, HKPSG). No adverse air quality impact associated with the proposed Development during operational phase is anticipated.

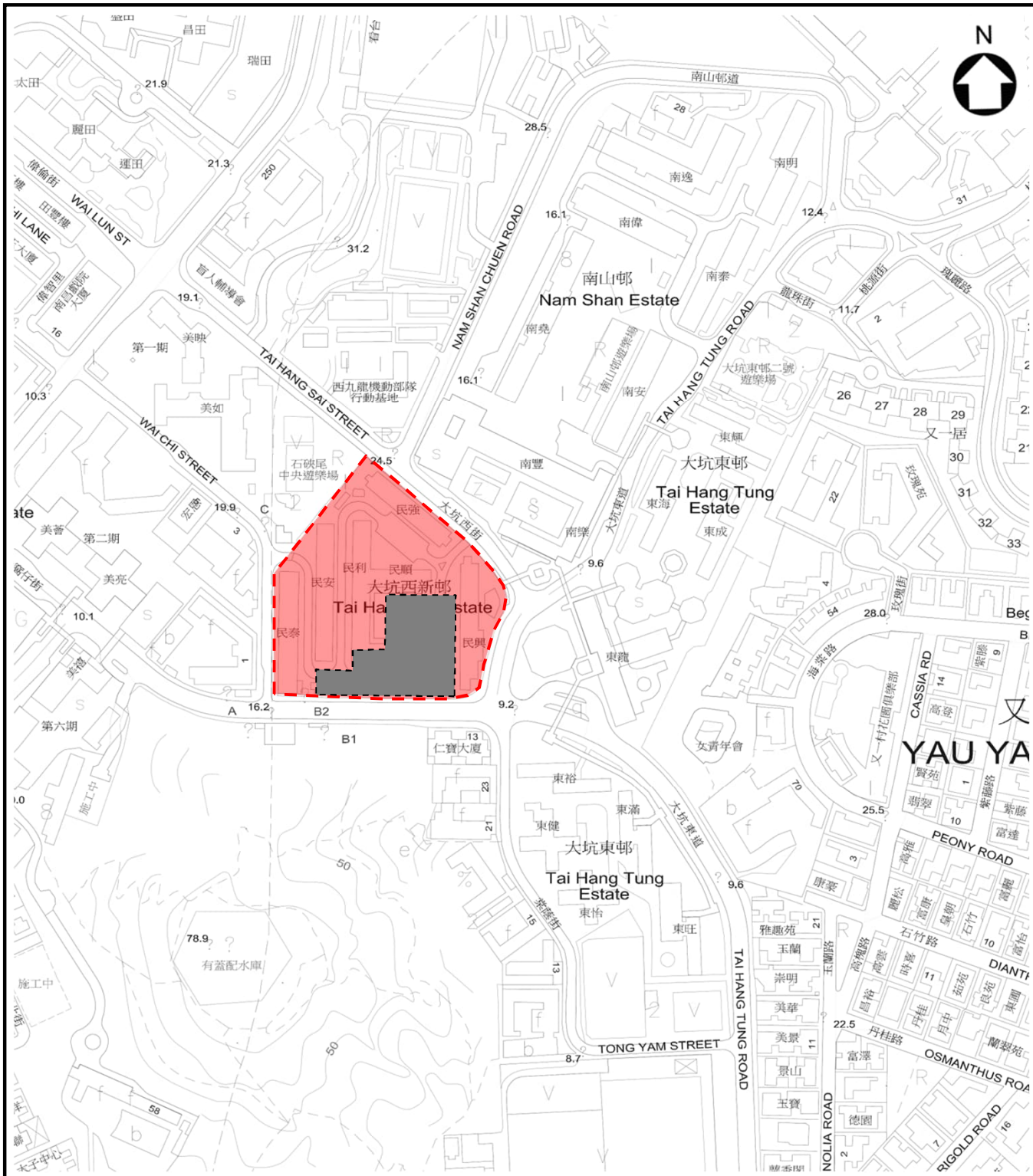
8.2 Control requirements in the Air Pollution Control (Construction Dust) Regulation, Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation and Air Pollution Control (Fuel Restriction) Regulations will be complied with. Relevant mitigation measures for dust and gaseous emissions will be implemented accordingly. Therefore, no adverse air quality impact associated with the proposed Development during construction phase is anticipated.

8.3 The location of the exhaust outlet of the proposed carpark will be designed with reference to the ProPECC PN 2/96. Hence, no adverse air quality impacts due to the proposed carpark are anticipated.

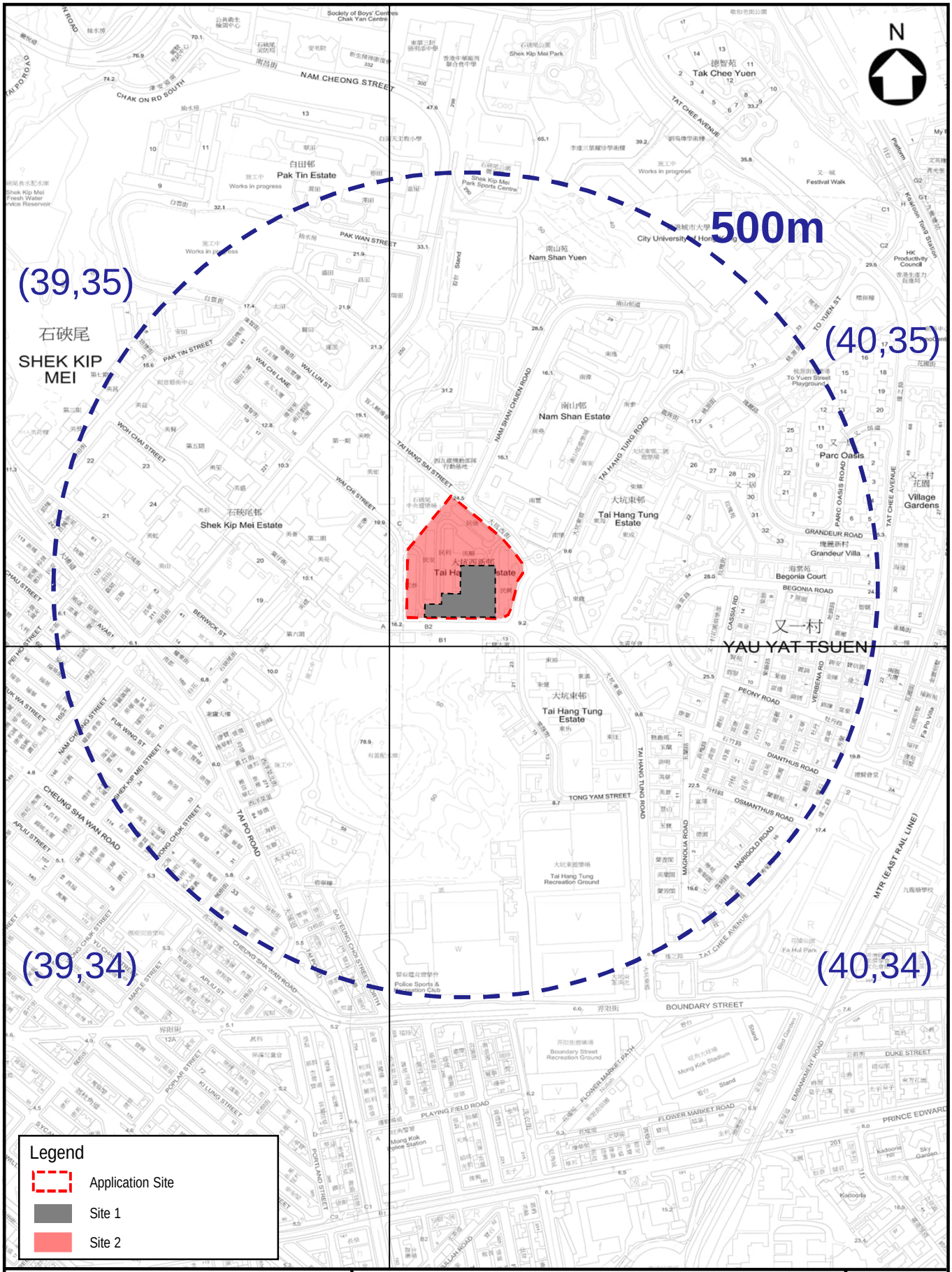
9. REFERENCE

[1] "Hong Kong Planning Standards & Guidelines" of March 2014 of Hong Kong Government

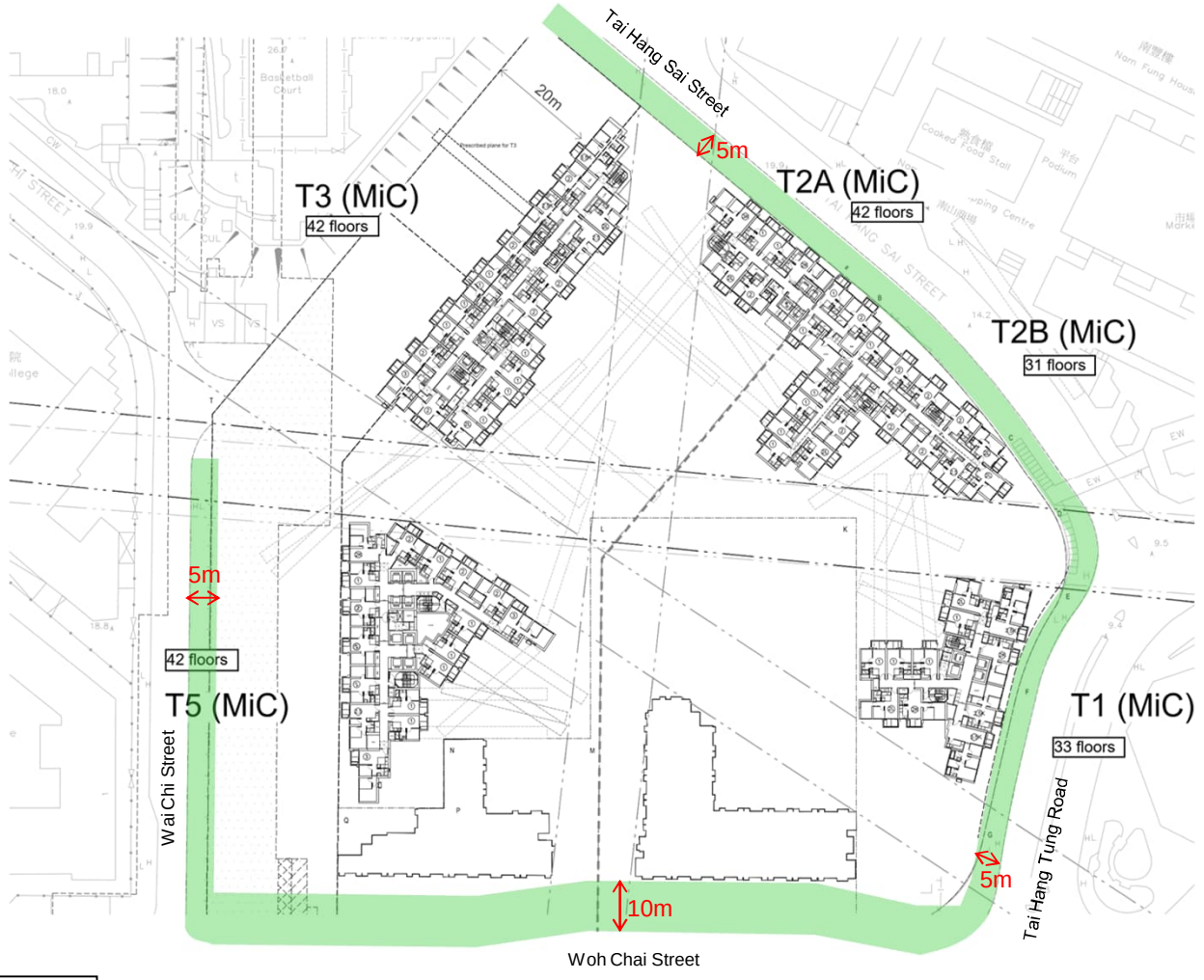
[2] PN 2/96 "Control of Air Pollution in Car Park" of the Environmental Protection Department.



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22583	**Site Location**	**1**
Redevelopment of Tai Hang Sai Estate, Shek Kip Mei, Kowloon		



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22583	**Assessment Area and PATH Grids**	**2**
Redevelopment of Tai Hang Sai Estate, Shek Kip Mei, Kowloon		

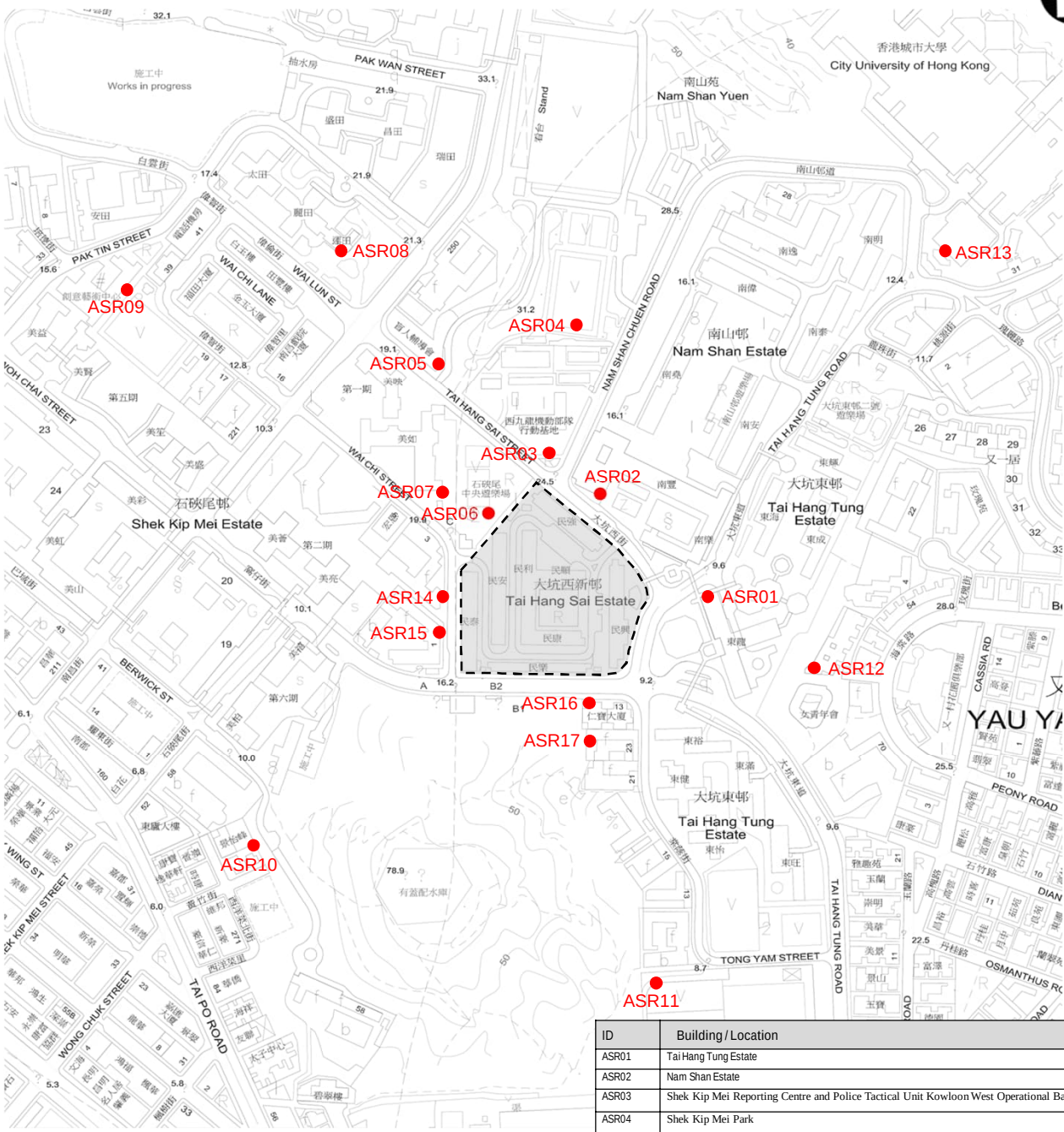


No air-sensitive uses including openable window, fresh air intake and recreational use in the open space is allowed within the buffer zones.

Legend

Buffer Distance from Nearby Road

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22583 Redevelopment of Tai Hang Sai Estate, Shek Kip Mei, Kowloon	**Buffer Zones of Nearby Roads**	**3**



ID	Building / Location
ASR01	Tai Hang Tung Estate
ASR02	Nam Shan Estate
ASR03	Shek Kip Mei Reporting Centre and Police Tactical Unit Kowloon West Operational Base
ASR04	Shek Kip Mei Park
ASR05	Jockey Club Centre for the Blind
ASR06	Shek Kip Mei Central Playground
ASR07	Shek Kip Mei Estate
ASR08	Pak Tin Estate
ASR09	Jockey Club Creative Arts Centre
ASR10	Residential Buildings along Tai Po Road
ASR11	Tai Hang Tung Recreation Ground
ASR12	Residential Buildings in Yau Yat Tsuen
ASR13	City University of Hong Kong
ASR14	Holy Trinity College
ASR15	Church of Christ in China Ming Yin College
ASR16	Ample Building
ASR17	Schools along Tong Yam Street

Legend

- The Project Site
- Representative Air Sensitive Receivers (Construction Phase)

Westwood Hong & Associates Ltd

PROJECT: 22583

Redevelopment of Tai Hang Sai Estate, Shek Kip Mei, Kowloon

TITLE:

Representative Air Sensitive Receivers (Construction Phase)

FIGURE

4

APPENDIX 1

Proposed Master Layout Plan


SITE 2
SITE 1
TOWER 2A
+180
TOWER 2B
+143
TOWER 3A &
TOWER 3B
+180
TOWER 5A &
TOWER 5B
+180
TOWER 1
+143
BLOCK 1
+135
BLOCK 2
+115
GIC
EVA
NON-BUILDING AREA
25000
EXISTING SLOPE
PEDESTRIAN ACCESS
5000
MTR EXIT
VS
CUL
TAI HANG SAI STREET
TAI HANG TUNG ROAD
WAI CHI STREET
WOH CHAI STREET
籃球場
Basketball Court
石硤尾中央遊樂場
Shek Kip Mei Central Playground
大坑西街休憩處
南山邨多層停車場
Nam Shan Estate Multi-storey Carpark
南豐樓
Nam Fung House
熟食檔
Cooked Food Stall
平台
Podium
南山商場
Nam Shan Shopping Centre
市場
Market
南樂樓
Nam Lok House
大坑東道
宏恩基督教學院
Gratia Christian College
寶血會上智英文書院
Holy Trinity College
中華基督教會銘賢書院
The Church of Christ in China Ming Yin College
中華基督教會深愛堂幼稚園
The Church of Christ in China Shum Oi Kindergarten
仁寶大廈
I－P座
A－H座
Ample
RESIDENTIAL TOWERS OF SITE 1
RESIDENTIAL TOWERS OF SITE 2
PROPOSED GIC FACILITIES
PUBLIC OPEN SPACE
PRIVATE LANDSCAPE PODIUM
PRIVATE LANDSCAPE ROOF
EVA
SETBACK AREA AT GRADE
COVERED WALKWAY
FOOTBRIDGE
PRIVATE AREA
SITE BOUNDARY OF SITE 1
SITE BOUNDARY OF SITE 2

UNEXCAVATED

UNEXCAVATED

NON-BUILDING AREA

25000

UNDERGROUND MTR STRUCTURE

SITE 2

UNEXCAVATED

UNEXCAVATED

25000

NON-BUILDING AREA

CARPARK

SITE 1

UNEXCAVATED

TAI HANG TUNG ROAD

南樂樓
Nam Lok House

大坑東道

道路
Road

東龍樓
Tung Lung House

SITE BOUNDARY OF SITE 1

SITE BOUNDARY OF SITE 2

Proposed Scheme - Basement (Site 1)

UNEXCAVATED

UNEXCAVATED

CARPARK

NON-BUILDING AREA

25000

UNDERGROUND MTR STRUCTURE

UNEXCAVATED

25000

NON-BUILDING AREA

CARPARK

RETAIL / E&M

CARPARK

UNEXCAVATED

南樂樓
Nam Lok House

大坑東道

道路
Road

東龍樓
Tung Lung House

TAI HANG TUNG ROAD

仁寶大廈
1–13
A－H座
P－P座
Ample

SITE BOUNDARY OF SITE 1

SITE BOUNDARY OF SITE 2

Proposed Scheme - LG/F

UNEXCAVATED

UNEXCAVATED

UNEXCAVATED

CARPARK

NON-BUILDING AREA 25000

UNDERGROUND MTR STRUCTURE

NON-BUILDING AREA 25000

SHOP & SERVICES /EATING PLACE

GIC (UG1/F)

BLOCK 1 LIFT LOBBY

BLOCK 2 LIFT LOBBY

RAMP 1/8

TO BASEMENT CARPARK

G SAI STREET

TAI HANG TUNG ROAD

南豐樓 Nam Fung House

熟食檔 Cooked Food Stall

平台 Podium

Shan Shopping Centre 南山商場

市場 Market

南樂樓 Nam Lok House

大坑東道

道路 Road

東龍樓 Tung Lung House

1–13 仁寶大廈

I – P 座

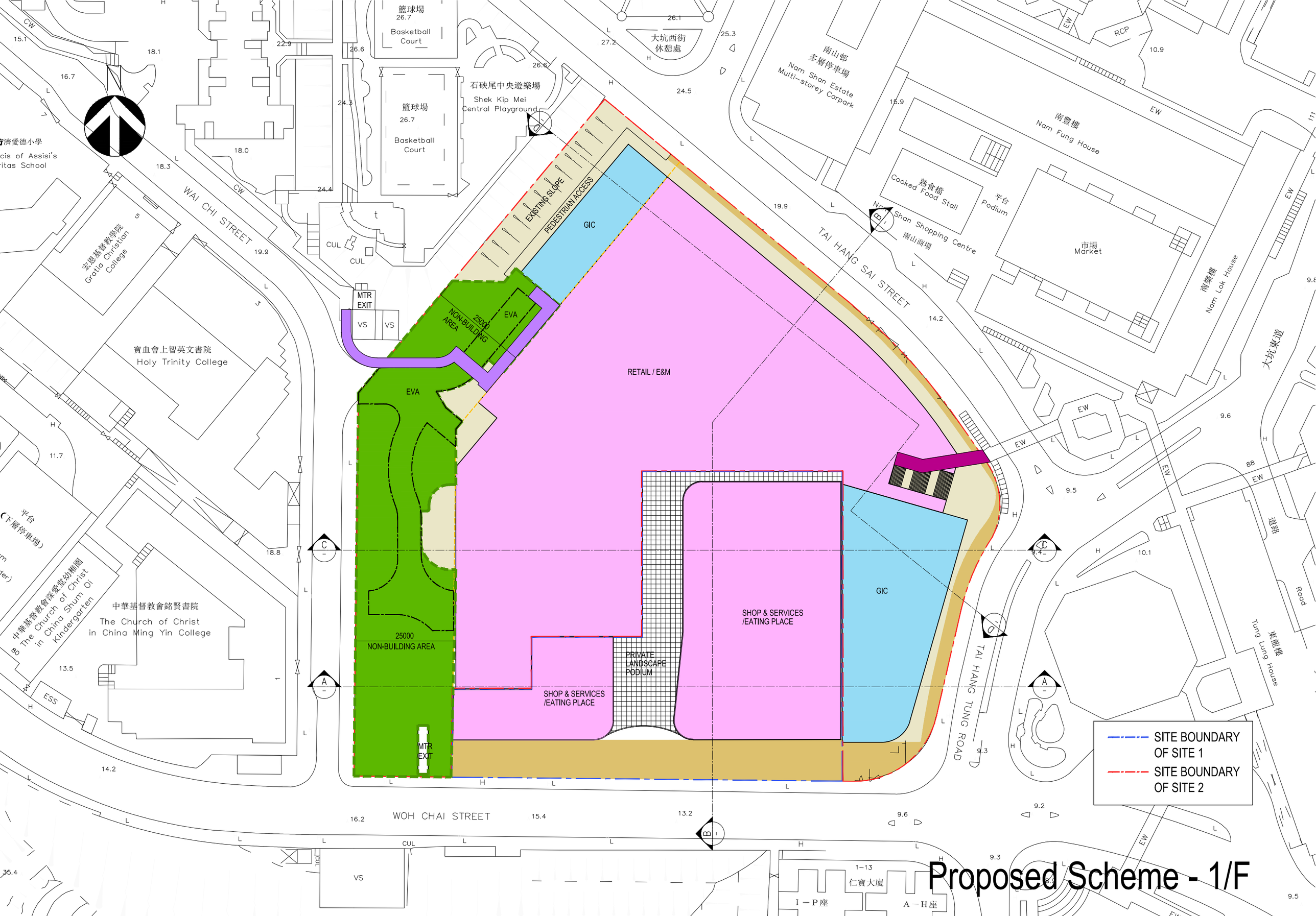
A – H 座

Ample

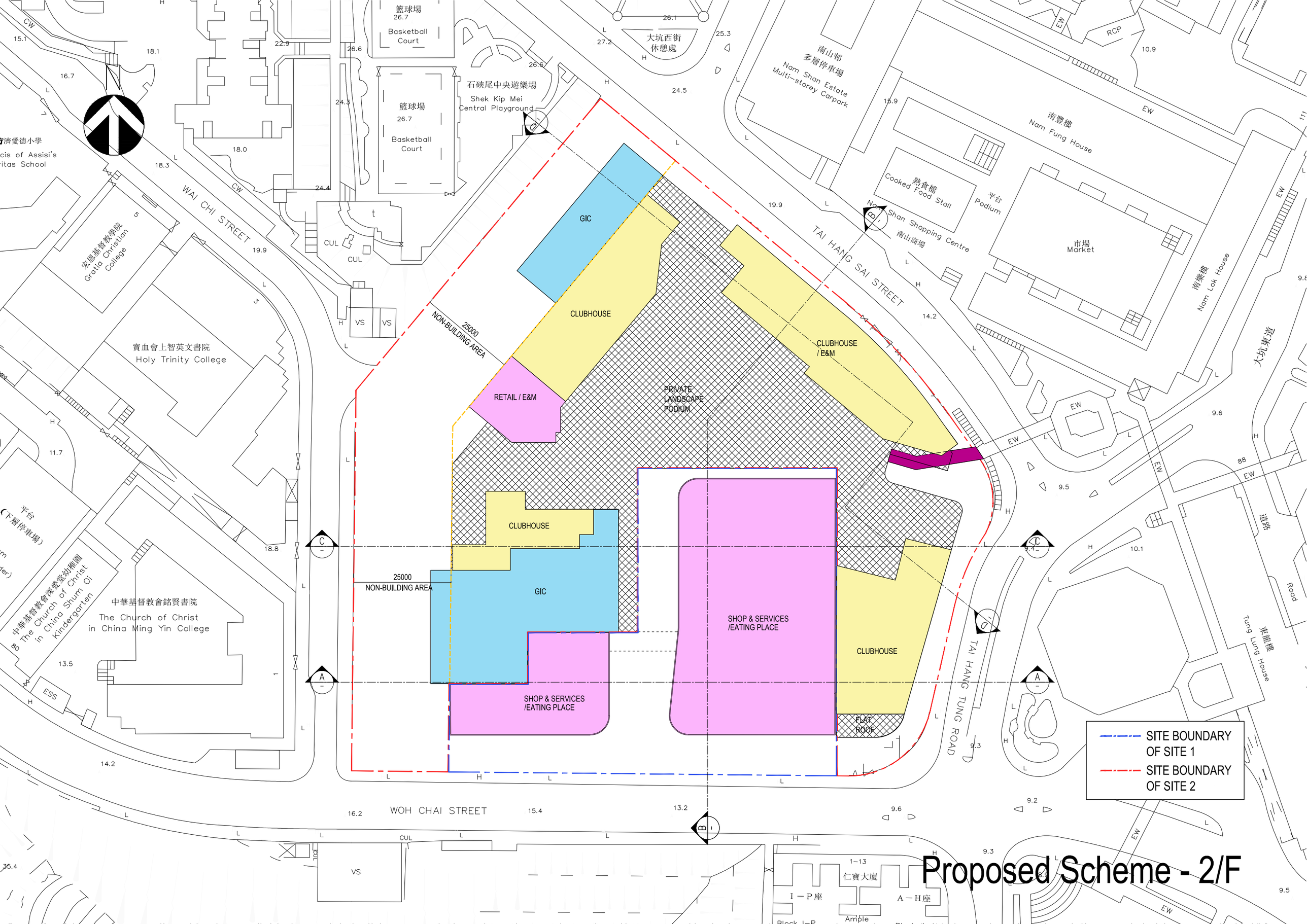
SITE BOUNDARY OF SITE 1

SITE BOUNDARY OF SITE 2

Proposed Scheme - UG/F



Proposed Scheme - 1/F



Proposed Scheme - 2/F

籃球場
26.7
Basketball Court

籃球場
26.7
Basketball Court

石硤尾中央遊樂場
Shek Kip Mei Central Playground

大坑西街休憩處

南山邨多層停車場
Nam Shan Estate Multi-storey Carpark

南豐樓
Nam Fung House

熟食檔
Cooked Food Stall

平台
Podium

Nam Shan Shopping Centre
南山商場

市場
Market

南樂樓
Nam Lok House

大坑東道

濟愛德小學
cis of Assisi's
ritas School

WAI CHI STREET

TAI HANG SAI STREET

TAI HANG TUNG ROAD

宏恩基督教學院
Gratia Christian College

寶血會上智英文書院
Holy Trinity College

中華基督教會深愛堂幼稚園
The Church of Christ in China Shum Oi Kindergarten

中華基督教會銘賢書院
The Church of Christ in China Ming Yin College

WOH CHAI STREET

FLAT ROOF

CLUBHOUSE

PRIVATE LANDSCAPE ROOF

CLUBHOUSE

25000
NON-BUILDING AREA

PRIVATE LANDSCAPE ROOF

CLUBHOUSE/ E&M

25000
NON-BUILDING AREA

PRIVATE LANDSCAPE ROOF

CLUBHOUSE/ E&M/ TRANSFER PLATE

FLAT ROOF

1–13 仁寶大廈

I – P 座

A – H 座

Ample

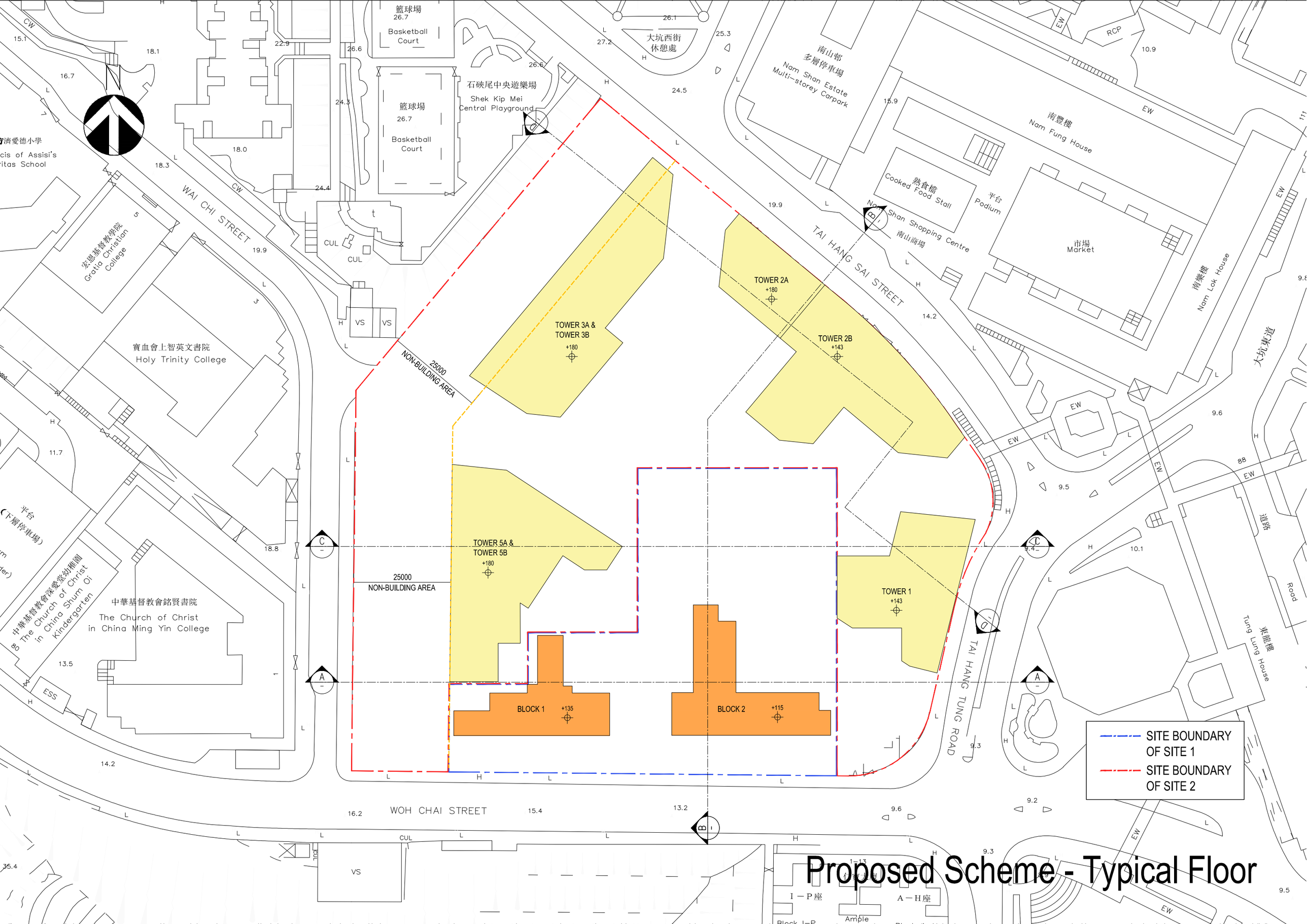
道路
Road

東龍樓
Tung Lung House

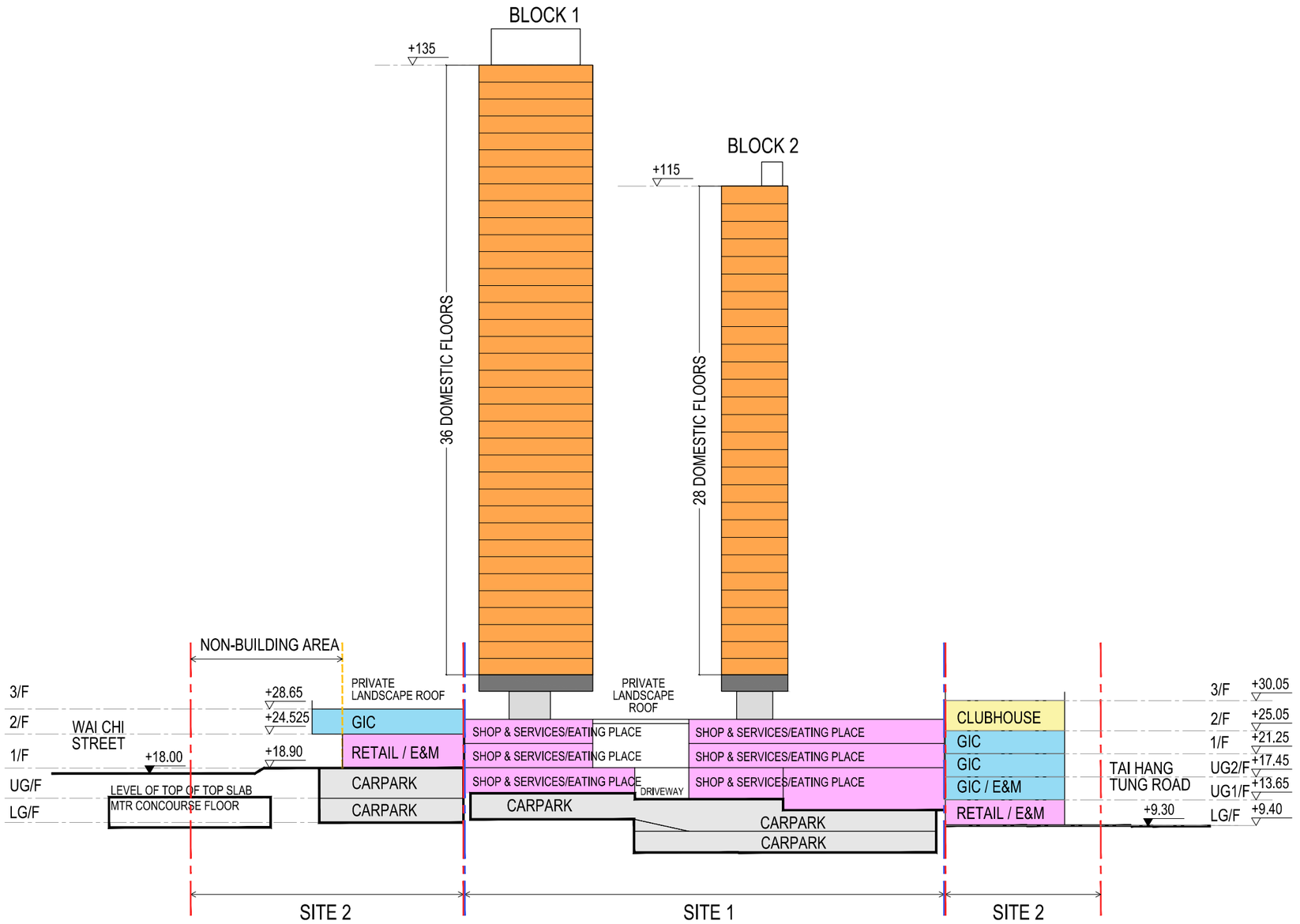
SITE BOUNDARY OF SITE 1

SITE BOUNDARY OF SITE 2

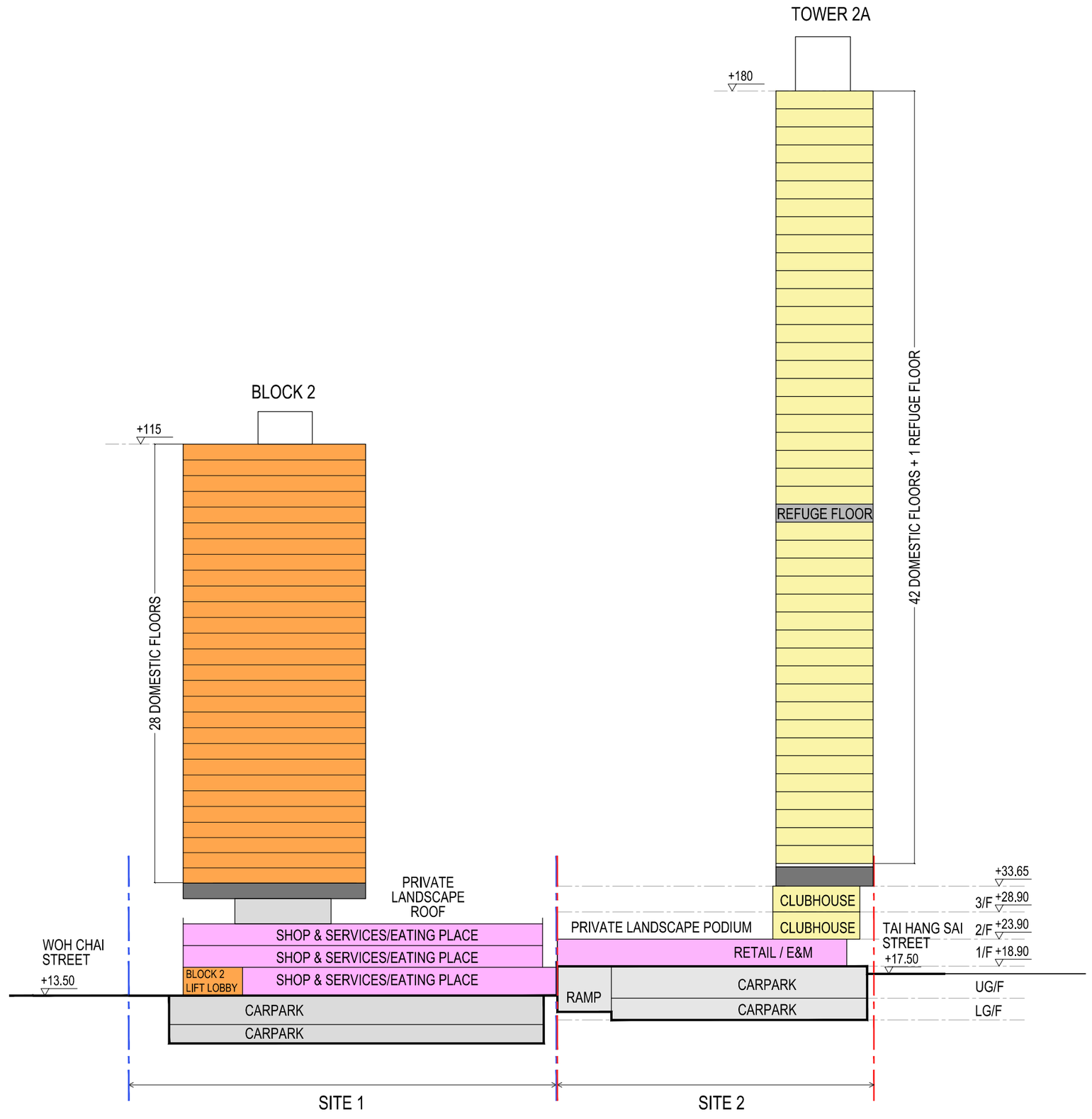
Proposed Scheme - 3/F



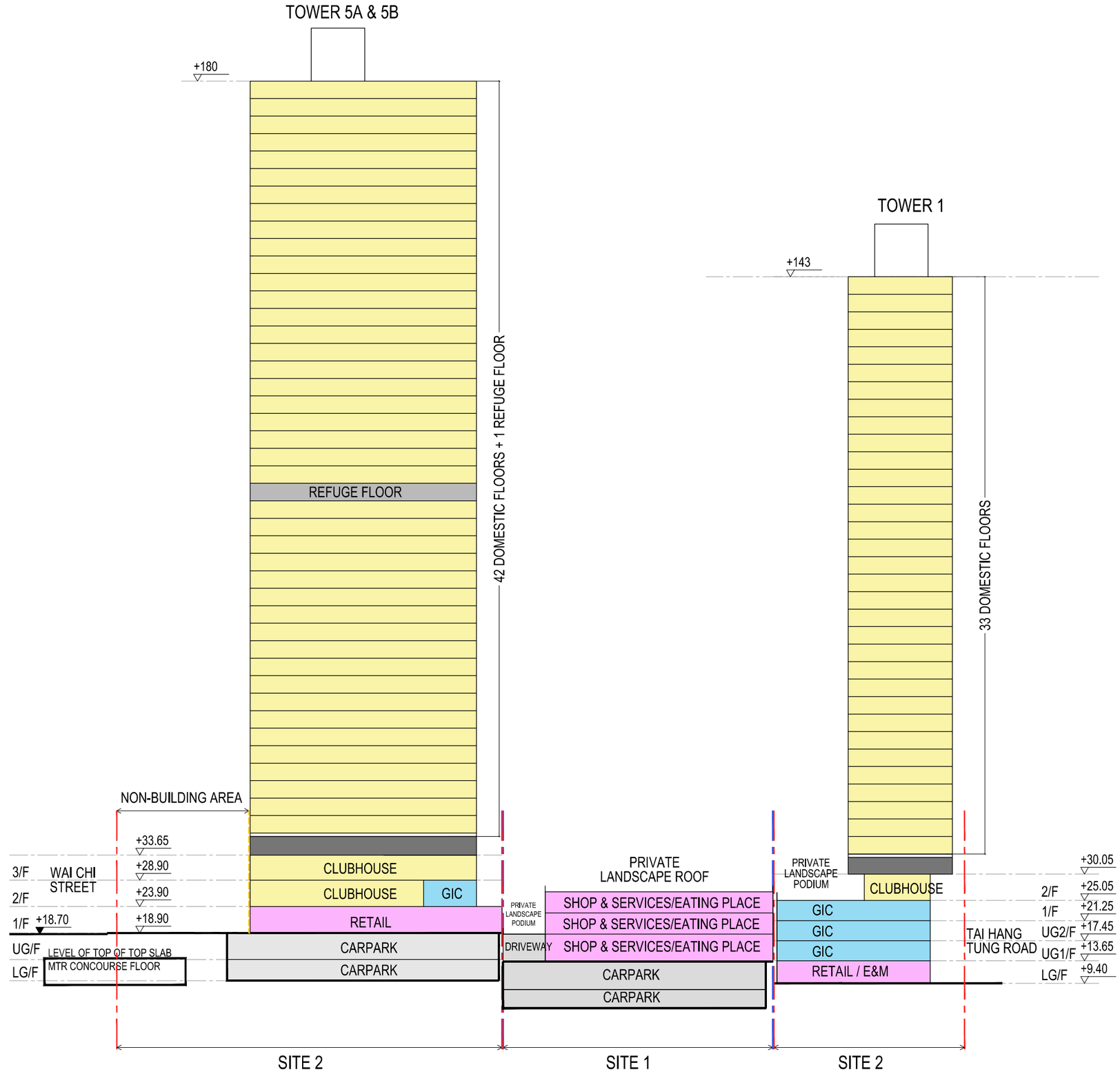
Proposed Scheme - Typical Floor



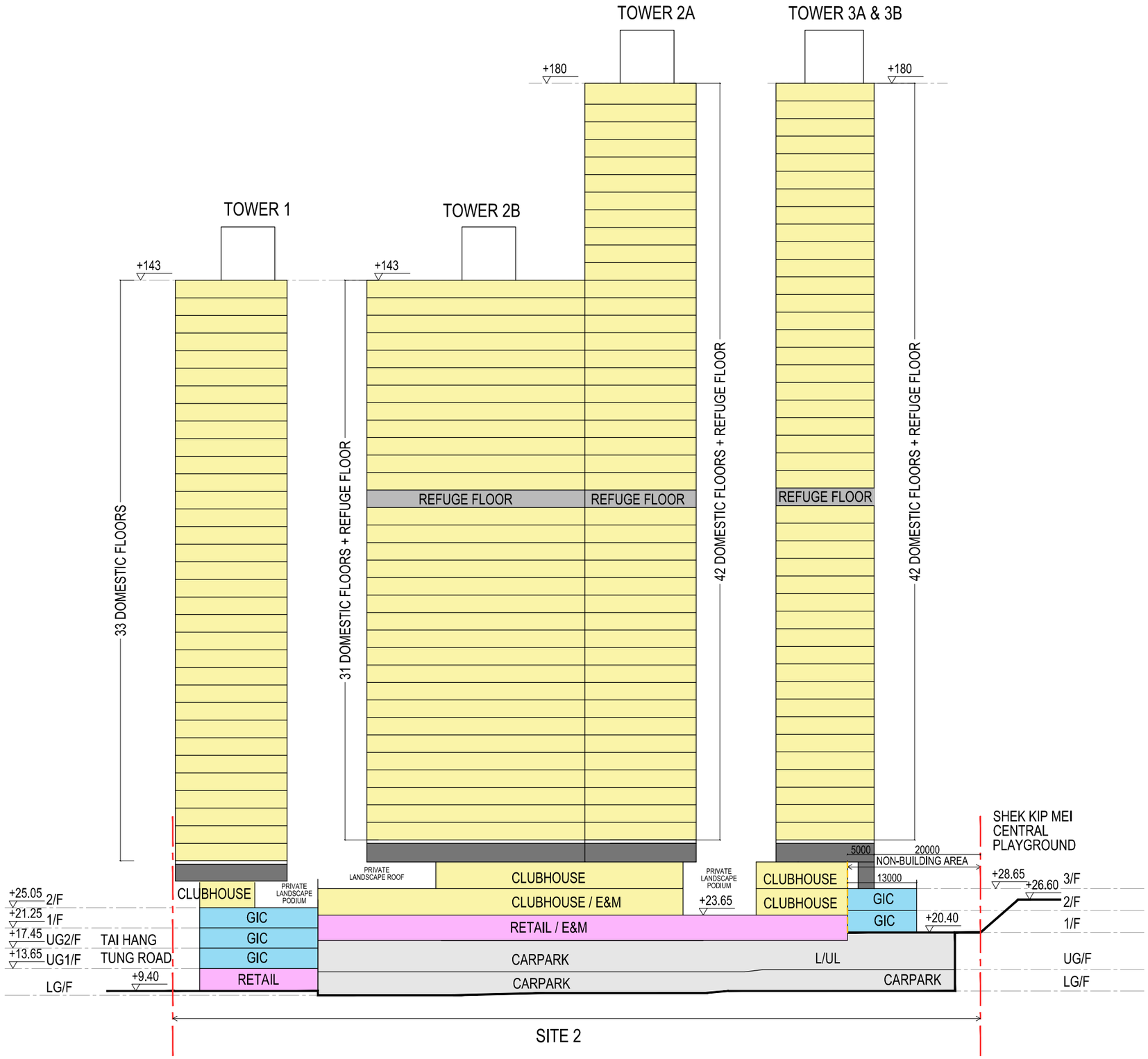
Proposed Scheme - Section A-A



Proposed Scheme - Section B-B



Proposed Scheme - Section C-C



Proposed Scheme - Section D-D

APPENDIX 2

PHOTOGRAPHS TAKEN ON SITE



Plate 1: The existing Tai Hang Sai Estate



Plate 2: Entrance of the existing Tai Hang Sai Estate

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22583 Redevelopment of Tai Hang Sai Estate, Shek Kip Mei, Kowloon	**Photographs taken on Site**	**A2-1**

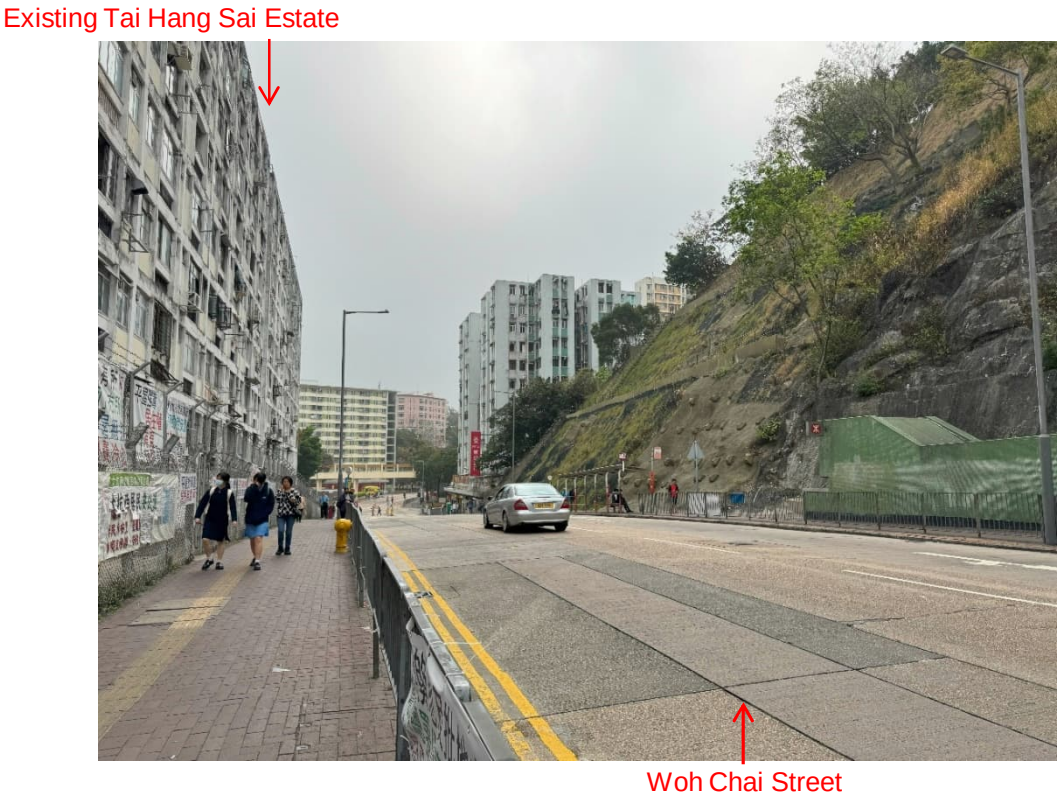


Plate 3: Woh Chai Street and the existing Tai Hang Sai Estate



Plate 4: Wai Chi Street and the existing Tai Hang Sai Estate

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22583 Redevelopment of Tai Hang Sai Estate, Shek Kip Mei, Kowloon	**Photographs taken on Site**	**A2-2**



Plate 5: Tai Hang Sai Street and the existing Tai Hang Sai Estate



Plate 6: Tai Hang Tung Road

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22583 Redevelopment of Tai Hang Sai Estate, Shek Kip Mei, Kowloon	**Photographs taken on Site**	**A2-3**

APPENDIX 3

CONFIRMATION FROM TRANSPORT DEPARTMENT

Gigi Lau

寄件者: Sze Ho CHAN <[redacted]>
寄件日期: 2021年9月2日星期四 19:25
收件者: Gigi Lau
副本: Alfred Lam; '[redacted]'; Peter KK FUNG
主旨: Re: NKIL No. 4479, Tai Hang Sai Estate, Shek Kip Mei, Kowlooon - Confirmation of Road Type
附件: AppendixD(FiguresOnly).pdf

Dear Gigi,

I refer to you below email about the captioned.

2. It is confirmed that the road types for your mentioned road sections are correct.

Thank you.

Regards,
Vincent Chan
Engineer/Sham Shui Po
Traffic Engineering (Kowloon) Division
Transport Department
Tel: [redacted]

From: Gigi Lau <[redacted]>
To: "[redacted]" <[redacted]>
Cc: Alfred Lam <[redacted]>, Gigi Lau <[redacted]>, "'[redacted]'" <[redacted]>
Date: 02/09/2021 06:02 PM
Subject: NKIL No. 4479, Tai Hang Sai Estate, Shek Kip Mei, Kowlooon - Confirmation of Road Type

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Dear Mr. Chan,

As per EPD's comments received recently regarding the environment assessment report, we would like to seek your confirmation on the road types of the following road sections fronting the Site:

1. Wai Chi Street (Local Distributor)
2. Woh Chai Street (District Distributor)
3. Tai Hang Tung Road (Local Distributor)
4. Tai Hang Sai Street (Local Distributor)

Justifications are provided as below:

Wai Chi Street
According to the Annual Traffic Census 2019, the section of Wai Chi Street (between Woh Chai Street and Pak Tin Street) is classified as Local Distributor (Station No. 4645).

Woh Chai Street

According to the Annual Traffic Census 2019, the section of Woh Chai Street (between Tong Yam Street and Shek Kip Mei Street) is classified as District Distributor (Station No. 3848).

Tai Hang Tung Road

According to the Annual Traffic Census 2019, the section of Tai Hang Tung Road (between Woh Chai Street and To Yuen Street) is classified as Local Distributor (Station No. 4081).

Tai Hang Sai Street

According to Transport Planning and Design Manual (TPDM), it states that local distributors are roads within districts linking developments to the district distributor roads.
Please note that Tai Hang Sai Street is a single carriageway which links few developments, such as Tai Hang Sai Estate, Shek Kip Mei Estate and Jockey Club Centre for the Blind, to Nam Cheong Street.
As a result, Tai Hang Sai Street can be considered to classify as a “local distributor” matching with the definition in the TPDM.

We would be pleased if you could consider and provide your comment on the above. Should you have any query or require any additional information, please feel free to me at [redacted].

Thanks & Regards
Gigi Lau

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510 King's Road, North Point, Hong Kong
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Web Site: http://www.lla.com.hk
Email: [redacted]
Company Email: lla@lla.com.hk