Attachment 1 –
Replacement Pages of
Environmental Assessment

Developments of Tuen Mun East and Adjacent Green Belt Cluster

1.4.3 The land use planning for potential sites in Tuen Mun East is still under planning during the preparation of this EA report. No details of the development are available.

1.5 Environmental Appraisal of the Development Site

Noise - Road Traffic Noise

1.5.1 The nearby carriageways such as Tai Lam Chung Road, Luen Hong Lane and some village roads may impose potential road traffic noise impact on the Development Site. Practical noise mitigation measures would be recommended where required. The details will be discussed in **Section 2**.

Noise - Industrial Noise

1.5.2 According to site survey, fixed noise sources are identified within 300m of the Development Site. Therefore, an industrial noise impact assessment has been conducted (refer to **Section 3**).

Air Quality

1.5.3 According to site survey conducted in June 2024 and July 2025, no chimney or industrial activity is identified within 200m of the Development Site.

1.5.4 With respect to the potential vehicular emission impact, a qualitative air quality impact assessment has been conducted (refer to **Section 4**) to recommend the necessary air buffer distance from the nearest road to the Development Site according to HKPSG.

1.5.5 During the construction phase, the potential air quality impacts would be mainly caused by the air pollutant emissions generated during construction activities. A qualitative air quality impact assessment for construction phase is prepared and will be discussed in **Section 4**.

1.5.6 Furthermore, two on-site Sewerage Treatment Plants (STPs) will be provided in the Development Site, the potential odour impacts arising from the STPs is addressed in **Section 4**.

Water Quality

1.5.7 For the construction and operation phase, potential water quality impact arising from the Application Site on the Water Sensitive Receiver in the vicinity (i.e. 500m) of the site boundary of Application Site will be discussed in **Section 5**. Practical mitigation measures should be recommended, where necessary, to reduce the potential water quality impacts in order to control the residual impacts to acceptable levels.

Waste Management

1.5.8 Potential waste management issues in connection with construction and operation of the Project will be discussed in **Section 6**. It also recommends mitigation measures to alleviate impacts, where necessary.

Hazard Review of Potentially Hazardous Installations in the vicinity

1.5.9 A review has been conducted to identify any Potentially Hazardous Installations (PHIs) in the vicinity and whether their Consultation Zones (CZs) would overlap with the Project. The details will be discussed in **Section 7**.

Land Contamination Review

1.5.10 A review has been conducted to identify the past and current potentially contaminating land uses within the Development Site. The details will be discussed in **Section 8.**

4. QUALITATIVE AIR QUALITY IMPACT ASSESSMENT

4.1 Introduction

4.1.1 This section examines the potential air quality and odour impacts that could arise from the construction phase and operation phase of the Proposed Development.

4.2 Relevant Legislations, Standards and Guidelines

4.2.1 The following legislation and regulations provide the standards and guidelines for evaluation of air quality and odour impacts and the type of works that are subject to air pollution and odour control:

- Air Pollution Control Ordinance (APCO) (Cap. 311) and the Air Quality Objectives (AQO)
- Air Pollution Control (Construction Dust) Regulation
- Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation
- Air Pollution Control (Fuel Restriction) Regulations
- Recommended Pollution Control Clauses for Construction Contracts
- Development Bureau Technical Circular (Works) No.13/2020, Timely Application of Temporary Electricity and Water Supply for Public Works Contracts and Wider Use of Electric Vehicles in Public Works Contracts (DEVB TC No. 13/2020)
- Development Bureau Technical Circular (Works) No.1/2015, Emissions Control of NRMM in Capital Works Contracts of Public Work (DEVB TC No. 1/2015)
- Control of Air Pollution in Car Parks (ProPECC PN 2/96)
- Hong Kong Planning Standards and Guidelines (HKPSG)
- Criteria for Evaluating Air Quality Impact (Annex 4 of the EIAO-TM)
- Guidelines for the Design of Small Sewage Treatment Plants
- Guidelines on Air Pollution Control for Joss Paper Burning at Chinese Temples, Crematoria and Similar Places
- Control of Oily Fume and Cooking Odour from Restaurants and Food Business
- Practice Note for Control of Air Pollution in Semi-Confined Public Transport Interchanges (ProPECC PN1/22)

Air Pollution Control Ordinance (CAP 311)

4.2.2 To achieve as soon as reasonably practicable and to maintain thereafter to safeguard the health of the community, a set of Air Quality Objectives (AQOs) is established under the Air Pollution Control Ordinance (Cap. 311). The current set of AQOs that came into effect on 11 April 2025 is presented in Error! Reference source not found..

Table 4.1 Current Hong Kong Air Quality Objectives (AQOs)

Pollutants	Average Time	Standard [i] (µg/m3)	No. of exceedances allowed
SO_2	10-min	500	3
	24-Hour	40	3
RSP (PM_{10}) [ii]	24-Hour	75	9
	Annual	30	NA

Pollutants	Average Time	Standard [i] (µg/m3)	No. of exceedances allowed
FSP ($PM_{2.5}$) [iii]	24-Hour	37.5	18
	Annual	15	NA
NO_2	1-Hour	200	18
	24-Hour	120	9
	Annual	40	NA
Ozone (O_3)	8-Hour	160	9
	Peak Season	100	NA
Carbon Monoxide (CO)	1-Hour	30,000	0
	8-Hour	10,000	0
	24-Hour	4,000	0
Lead (Pb)	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 mean suspended particles in air with a nominal aerodynamic diameter of 10 µm or less.
[iii] Fine suspended particulates mean suspended particles in air with a nominal aerodynamic diameter of 2.5 µm or less.

Air Pollution Control (Construction Dust) Regulation

4.2.3 Made under Section 43 of the APCO, this Regulation defines notifiable and regulatory works for achieving the purpose of dust control for a number of activities. The Regulation requires that any notifiable work shall give advance notice to EPD, and the Contractors 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.

4.2.4 The proposed construction works for the proposed Project are both regulatory and notifiable works due to activities including material stockpiling and dusty material handling as potential sources of fugitive dust emissions as detailed under Parts I to IV of the Schedule on Dust Control Requirements.

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

4.2.5 The Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, which aims to control emissions from non-road mobile machinery (NRMMs) to improve air quality, became effective on 1 June 2015. NRMMs include non-road vehicles, as well as mobile machines and equipment (regulated machines) such as crawler cranes, excavators and air compressors.

4.2.6 Under the regulation, regulated machines have to comply with the Stage IIIA emission standards of the European Union (EU). It also requires all regulated machines sold or leased for use in Hong Kong to bear an approval or exemption label issued to them by the EPD, started from 1 September 2015. It restricts specified activities and locations including construction sites, designed waste disposal facilities and specified processes to use only NRMMs that bear an approval or exemption label issued to them by the EPD, with effect from 1 December 2015.

Air Pollution Control (Fuel Restriction) Regulations

4.2.7 The Air Pollution Control (Fuel Restriction) Regulations was enacted in 1990 to impose legal control on the type of fuels allowed for use and their sulphur contents in commercial and industrial processes to reduce sulphur dioxide (SO2) emissions. In June 2008, the Regulation was amended to tighten the control requirements of liquid fuels. On 1 April 2025, the sulphur content of liquid fuel is further tightened to 0.001% by weight.

Practice Note on Control of Air Pollution in Car Parks

4.2.8 This practice notes include air quality guidelines required for the protection of public health and factors that should be considered in the design and operation of car parks in order to achieve the required air quality. The limits for air pollutants as recommended by the practice notes are summarised in **Table 4.2**.

Table 4.2 Limits of Air Pollutant Concentrations Inside Car Parks

Air Pollutant	Average Time	Maximum Concentration (µg/m3) [i]	Parts Per Million (ppm)
Carbon Monoxide (CO)	5 minutes	115,000	100
Nitrogen Dioxide (NO_2)	5 minutes	1,800	1

Notes:

*[i] *All limits are expressed as at reference conditions of 298K and 101.325kPa.*

Hong Kong Planning Standards and Guidelines (HKPSG)

4.2.9 Potential air quality impacts associated with the surrounding road carriageways and chimney emission from industrial stack shall be evaluated in accordance with the guidelines set out in the HKPSG.

4.2.10 Table 3.1 of Chapter 9 of the HKPSG provides the broad guidelines for locating open spaces close to potentially polluting uses, viz. road traffic. The recommended buffer distances are reproduced in **Table 4.3**.

Table 4.3 Recommended Minimum Buffer Distance from Roads

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Road and Highways	Type of Road		
	Trunk Road and Primary Distributor	> 20 m	Active and passive recreation uses
		3 – 20 m	Passive recreational uses
		< 3 m	Amenity areas
	District Distributor	> 10 m	Active and passive recreational uses
		< 10 m	Passive recreational uses
	Local Distributor	> 5 m	Active and passive recreational uses
		< 5 m	Passive recreational uses
	Under Flyovers	-	Passive recreational uses

Source:HKPSG Chapter 9 Table 3.1: Guidelines on Usage of Open Space Site

design, operation and maintenance of mechanical ventilation systems in semi-confined PTIs to minimize the air emissions.

4.3 Existing Air Quality in Tuen Mun District

4.3.1 The nearest air quality monitoring station (AQMS) to the Subject Site is the Tuen Mun AQMS. The five most recent years of air quality monitoring data, 2020 to 2024, from this station are summarized in **Table 4.5**. According to the AQMS monitoring data presented in **Table 4.5**, exceedance in RSP, FSP, NO_2 and O_3 concentration are recorded.

Table 4.5 Air Quality Monitoring Data at Tuen Mun AQMS

Air Pollutant	Averaging Time	AQO[a] [b]	Concentration Level (μg/m³)				
			2020	2021	2022	2023	2024
RSP	10th Highest 24-hour	75 (9)	**84**	**87**	65	**76**	**76**
	Annual	30	**34**	**36**	**32**	**34**	**34**
FSP	19th Highest 24-hour	37.5 (18)	**41**	**42**	**39**	**38**	**43**
	Annual	15	**20**	**19**	**18**	**19**	**20**
NO_2	19th Highest hour	200 (18)	166	172	128	160	144
	10th Highest 24-hour	120 (9)	80	92	71	85	75
	Annual	40	**40**	**44**	39	**40**	**40**
SO_2	4th Highest 10-Min	500 (3)	98	22	29	23	18
	4th Highest 24-hour	40 (3)	10	9	11	7	9
O_3	10th Highest 8-hour	160 (9)	**166**	**161**	**195**	155	**173**
	Peak season	100	88	82	91	84	92
CO	1st Highest hour	30000 (0)	1650	1720	1480	1370	1470
	1st Highest 8-hour	10000 (0)	1513	1450	1345	1143	1424
	1st Highest 24-hour	4000 (0)	1105	1205	1090	973	1115

Notes:
a. The measured concentrations are benchmarked against the prevailing AQOs.
b. Numbers in brackets is the number of exceedances allowed per year.
c. Bolded values exceed the relevant AQO.
d. Data extracted from EPD's Smart Air Modelling Platform (SAMP)

4.3.2 Apart from the air quality monitoring data, EPD has released a set of background levels from "Pollutants in the Atmosphere and their Transport over Hong Kong", PATH model (PATHv3.0). As the tentative completion year of the Proposed Development is 2030, the PATH background concentrations in Year 2030 has been reviewed. The hourly background concentrations of pollutants of the year of 2030 in Grid 25, 38 is summarized in **Table 4.6**. With respect to the future background air quality predicted by PATH v3.0 in **Table 3.5**, all values are below the relevant AQOs except O_3.

Table 4.6 Year 2030 Background Annual Average Concentrations of the Air Pollutants from PATH v3.0

Pollutant	Averaging Time	AQO	Data Summary	Concentration Level (µg/m³)[(b)] Grid 25,38
RSP	24-hour	75 (9)	10th	51
			Exceedance	0
	Annual	30	-	19
FSP	24-hour	37.5 (18)	19th	30
			Exceedance	3
	Annual	15	-	12
NO_2	1-hour	200 (18)	19th	95
			Exceedance	0
	24-hour	120 (9)	10th	44
			Exceedance	0
	Annual	40	-	25
SO_2	10-Min	500 (3)	4th	29
			Exceedance	0
	24-hour	40 (3)	4th	7
			Exceedance	0
O_3	8-Hour	160 (9)	10th	**174**
			Exceedance	17
	Peak	100	-	109
CO	1-Hour	30000 (0)	1st	516
			Exceedance	0
	8-Hour	10000 (0)	1st	487
			Exceedance	0
	24-Hour	4000 (0)	1st	456
			Exceedance	0

(a) Bolded values exceed the relevant AQO
(b) Data extracted from EPD's Smart Air Modelling Platform (SAMP)

4.4 Potential Impacts of Development Site – Operation Phase

Review on Industrial Emission Impact

4.4.1 The buffer distance of 200m from the Development Site is shown in **Figure 4.1**. Site survey was conducted in June 2024 and re-conducted in July 2025 to verify the presence of chimneys. There were no chimney or industrial activities identified within 200m from the Development Site. As such, it is anticipated that the Development Site would not be subject to unacceptable industrial emission impact.

Review on Vehicular Emission Impact

4.4.2 The Development Site is mainly bounded by the village roads to the south and northwest, and Proposed Access Road to the west. The road classification of the nearby road network provided by project traffic consultant is shown in **Appendix 4.1**. The road type of the nearby road network has been advised by TD.

4.4.3 As presented in **Appendix 4.1**, some village roads nearby the Development Site are classified as "Feeder Road". It is noted that no specific buffer distance for "Feeder

Road" is recommended in the HKPSG. According to the Transport Planning & Design Manual published by TD, "Feeder Road" defines the road connecting villages or more remote settlements to Rural Roads. **Appendix 2.1** also shows the traffic flow of these village roads (i.e. Road L2, L4, L6, L7 and L8) which only contain 10 to 38 vehicles in peak hour. In views of the road classification and extremely low traffic flow of these village roads and 5m buffer distance recommended, it is anticipated that the future residents and occupants of Development Site will not be subject to unacceptable impact from the vehicular emission.

4.4.4 There is a Proposed Access Road within the Development Site which classified as "Feeder Road" as shown in **Appendix 4.1**. As advised by the Project Architect, some portions of the Proposed Access Road are EVA and hence no buffer distance shall be applied. As the Proposed Assess Road is connecting to the village roads with low traffic flow, it is classified as "Local Distributor" and 5m buffer distance is recommended for the non-EVA portions of the Proposed Access Road. If the location of the access roads and EVA is changed in the future design, air quality impact assessment result may not be valid and further review of the air quality impact may be necessary. For Luen Hong Lane and Tai Lam Chung Road which are classified as "Feeder Road" as advised by TD with traffic flow of 322 to 730 vehicles in peak hour under the Transport Planning and Design Manual (TPDM) prepared by Transport Department. To be conservative, they are deduced as "Local Distributor" which are under Urban Road Types in the TPDM and 5m buffer distance is recommended. For Castle Peak Road, 10m buffer distance is adopted for a conservative approach.

4.4.5 In accordance with Table 3.1 as stipulated in the HKPSG, the minimum buffer distance required between roads and open spaces are followed. **Figure 4.2** shows the buffer distance from the nearest kerb side of concerned roads to the Development Site. As shown in **Figure 4.2**, a small northwestern portion of T1 and some southeast portion of T4 of the Development Site would fall within the above-mentioned 5m buffer zone. There will be no air sensitive uses including openable window, fresh air intake of mechanical ventilation nor open space for outdoor recreational activities, such as outdoor swimming pool, outdoor fitness zone, landscape garden, outdoor family deck, outdoor terrace, and children play area within the buffer zones. Therefore, the air sensitive use of the Development Site satisfies the minimum buffer distance requirement and no adverse vehicular emissions impact is anticipated, subject to no air sensitive uses shall be located within the buffer zones and no openable window shall be located along the building façade marked Fixed Glazing/ Blank Wall in **Figure 4.2b** and **Figure 4.2c**. Since no air sensitive uses shall be located within the buffer zones, the future residents and occupants of Development Site will not be subjected to insurmountable vehicular emission impact.

4.4.6 As shown in **Figure 1.2**, Route 11 is within the 500m assessment area from the Development Site Boundary. With reference to the Figures 3.6b, 3.7b, 3.8b, 3.9b, 3.10b and 3.11b from the EIA report of Route 11 (Section between Yuen Long and North Lantau) – Investigation (AEIAR-255/2023), there are no adverse air quality impact expected around our Development Site. Hence, the air quality impact from the Route 11 is not expected.

4.5 Review on Impact from Proposed Carpark

4.5.1 Basement carpark has been proposed for the Development Site. As advised by Project Traffic Consultant, it is predicted that there will not be more than 529 parking spaces. 10 loading and unloading parking spaces, 28 motorcycle parking spaces and 491 private car parking spaces will be provided. The air quality inside the basement carpark shall satisfy the air pollutant standards as recommended by the ProPECC PN 2/96

Control of Air Pollution in Car Parks. Therefore, the mechanical ventilation system and layout the basement carpark shall be properly designed. Furthermore, the exhaust outlet of the mechanical ventilation system of the basement carpark shall also be designed by facing away from the air sensitive uses to ensure not to cause air quality impact to the occupants/ residents of the air sensitive uses including the surrounding developments and the Development Site. As the Project is still under initial design stage, the location of the exhaust outlet of the mechanical ventilation system is not available yet. Impact from proposed carpark shall be reviewed again during the later stage to ensure no adverse air quality impact to the nearby air sensitive uses.

4.6 Review on Potential Odour Impact from Proposed On-site Sewage Treatment Plants

4.6.1 Sewage generated by the Development Site is proposed to be handled by two on-site sewage treatment plants (STPs) with design capacity of 881 m^3/day and 1,408 m^3/day. The design of STPs will refer to EPD's "Guidelines for the Design of Small Sewage Treatment Plants". The proposed STPs are a fully enclosed facility located underneath Tower 1 and Tower 5. The location of the proposed STPs is shown in **Appendix 4.2**. At this planning application stage, no information is available for the location of exhaust of the proposed STPs and it will be further reviewed during the detailed design stage. Nevertheless, the exhaust of the proposed STPs would be designed by facing away from the air sensitive uses to ensure not causing odour impact to the occupants/ residents of the air sensitive uses including the surrounding developments and the Development Site. The potential locations of the exhausts of the proposed STPs and its distance to the ASRs are shown in **Figure 4.3**.

4.6.2 In order to minimize the potential odour nuisance, the mechanical ventilation system of the STPs will be connected to an odour removal system. The mechanical ventilation system would extract the potentially odorous air within the STPs to the odour removal system during the operation of the STPs. The odour removal system shall achieve removal efficiency of 99.5% (see **Appendix 4.3** for reference). With the adoption of odour removal system, it is anticipated that the surroundings ASRs will not be subject to unacceptable odour impact from the operation of the proposed STPs.

4.6.3 As discussed above, there is no detailed information of the proposed STPs in this preliminary design stage. However, an odour impact assessment will be submitted during detailed design stage once the design of the two STPs is available to identify the removal efficiency required for the two STPs. The odour assessment criterion of 5 OU based on an averaging time of 5 seconds shall be met or no adverse odour impact shall be ascertained for all nearby ASRs including the air-sensitive uses of the Development Site such as residential towers located on top of the proposed STPs.

4.6.4 Apart from the adoption of odour removal system, regular maintenance would be carried out to ensure the odour removal efficiency is maintained at/above the design requirement.

4.6.5 The following regular maintenance procedures are also proposed:

- Sludge should be removed regularly to prevent accumulation of odourous gas;
- Regular inspection with measurement of odour concentration at the exhaust shall be conducted to check for leakage of odourous gas and the efficiency of the odour removal system. In case of odour leakage or malfunctioning of the odour removal system and if there is any odour complaint against the STPs, the Applicant shall carry out investigation and take appropriate remediation actions to avoid causing any odour nuisance to the nearby ASRs;

- Maintain the efficient removal of screenings and grits by flushing the screens and grit sump regularly to prevent blockage;
- Screenings, grits and worn filters should be stored in sealed containers inside the STPs and during removal for disposal;
- Replace worn activated carbon filter/bio trickling filter to maintain the odour removal efficiency at 99.5%;
- Clean all the tanks with water regularly;
- Store and handle the screening waste inside a fully enclosed structure to avoid odour nuisance;
- No odorous materials shall be stockpiled overnight at the site;
- Maintain negative pressure inside the facility to prevent foul air from flowing out;
- Inhibit the generation of odour compound in liquid phase or removal of the odour compound formed in liquid phase by elevating the pH or providing oxygen source;
- Maximize the sewage flow velocity in sewers;
- Develop a good housekeeping program for the sewage collection systems to prevent the development of anaerobic conditions.

4.6.6 Sludge tankers will be used to transport the sludge. The tanker will park at the basement carpark near the STPS and sludge will be pumped by coupling. The odourous gas will be confined within the STP which will be kept under negative pressure. The gas will be drawn to a deodouring system for treatment before release into the atmosphere. As the transfer process will be carried out in enclosed environment and in low frequency (one time per day), no odour impact is expected on the ASRs during handling of the sludge.

4.6.7 With adequate odour removal system and regular maintenance, the odour impact due to the operation of the STPs is subject to further review/ odour impact assessment during the detailed design stage.

4.7 Review on Potential Odour Impact from Relocated Public Refuse Collection Point and Public Toilet

4.7.1 Refuse collection point (RCP) and public toilet will be relocated. According to the Planning Department's Hong Kong Planning Standards and Guidelines (HKPSG) Chapter 9 Section 3.3.8, RCP should preferably be located in relatively open areas. In case where RCP are located within or beneath buildings, adequate mechanical ventilation and necessary pollution control measures will be required to avoid accumulation of aerial emissions.

4.7.2 The design of RCP will refer to HKPSG Chapter 9 Environment – Section 6 Waste Management and the requirement on mechanical ventilation and air purifying facilities will refer to APP-35 of "Practise Note for Authorised Persons and Registered Structural Engineers (PNAP 98)" issued by the Building Department. For public toilet, the design of public toilet will refer to the FEHD's Standard Features for Public Toilets.

4.7.3 With reference to the HKPSG Chapter 9 Table 1.1 – Air, for potentially polluting GIC uses such as markets and refuse collections points etc., provide adequate buffering against sensitive uses and ensure that the site layout does not restrict local air circulation.

4.7.4 The location of the RCP and public toilet and its shortest separation distance to the ASRs are shown in **Figure 4.4**. The shortest separation distance between the RCP and public toilet to the ASRs is also summarized in **Table 4.7**.

Table 4.7 Shortest Separation Distance between the RCP and Public Toilet to the ASRs

ASR IDs	Descriptions	Distance from the RCP and public toilet (m)
A1	T1	11
A2	Public Open Space	10
A3	Public Children Playground	19

4.7.5 As discussed above, there is no detailed information of the proposed relocated RCP and public toilet in this preliminary design stage. However, after following the design guideline/ practice note of RCP and public toilet, it is anticipated the odour impact from relocated public refuse collection point and public toilet would not be adverse.

4.8 Review on Potential Air Quality Impact from Shrine

4.8.1 Potential odour impact from the existing shrine could be related to the incense activity. The location and photo record of the Shrine is presented in **Figure 4.5.** The shortest separation distance between the Shrine to the ASRs is also summarized in

Table 4.8 Shortest Separation Distance between the Shrine to the ASRs

ASR IDs	Descriptions	Distance from the RCP and public toilet (m)
A1	T1	14
A2	Public Open Space	8
A3	Public Children Playground	20

4.8.2 Based on the observation during site visit, the incense furnace is small and no joss paper burning is carried out. Therefore, no adverse air quality impact from shrine is anticipated.

4.9 Review on Potential Air Quality Impact from Oily Fume and Cooking Odour

4.9.1 F&B areas will be provided within the Development Site. Exhaust hoods and appropriate Air Pollution Control Equipment and grease trap will be provided and the air change rate for the F&B area will be designed according to the standard of kitchen as stipulated in Building Department's Practice Note for Authorized Persons (PNAP). Potential odour emissions will be minimised as far as practicable. The following considerations recommended in EPD's Control of Oil Fume and Cooking Odour from

Identification of Potential Emissions

4.10.2 Fugitive dust and air pollutant emission from construction vehicles and machinery will be the potential major source of air quality impact during the construction phase. Significant emissions are not anticipated from the criteria pollutants – NO_2, SO_2, and CO, etc. as only a limited number of diesel/ petroleum fuelled machinery would be operated at the Subject Site. Besides, the Subject Site is located at an area where supply of electricity is available. Therefore, the number of diesel/ petroleum fuelled machinery operated at the Subject Site shall be minimized as practically as possible with the use of electric construction machinery. Moreover, under the Air Pollutant Control (Non-road Mobile Machinery) (Emission) Regulation, only approved or exempted non-road mobile machineries (including mobile generator, air compressor, crawler crane, bulldozer, etc.) with a proper label are allowed to be used in the construction site, which would meet the prescribed emission standards and requirement. According to the requirements stipulated in the Air Pollution Control (Fuel Restriction) Regulations and its amendment, using liquid fuel with a sulphur content of less than 0.001% by weight (such as Ultra Low Sulphur Diesel) for the equipment should be fulfilled to control the SO_2 and PM emissions. Travelling of the dump trucks is another potential source of air emission of construction. At this planning application stage, there is no detailed information on the construction program or amount of excavated material to be handled. However, it is anticipated that the volume of excavated materials to be handled would be about 131,130 m^3. The period of excavation is anticipated to be around 2 years. There is likely to be around 39 dump trucks per day (assuming each truck can carry 15 tones and there is around 270 working days per year) during the site formation stage of the Development Site. Watering the haul road and the site once per hour would be implemented to minimize the potential dust emission during the travelling of the dump trucks within the site. Moreover, air quality impact due to construction shall be reviewed at the later stage.

4.10.3 As mentioned in **Section 1.4**, the concerned concurrent projects (i.e. Route 11 and Developments of Tuen Mun East and Adjacent Green Belt Cluster) have the potential to cause cumulative fugitive dust and emission impact as its planned construction periods overlap with that of this Project. However, the location of Route 11 is far from the Development Site with the distance of about 340m. Also, for the concurrent project, proper mitigation measures including watering frequently and good site practice will be implemented to ensure that their construction activities would not cause adverse construction dust impact. Therefore, adverse cumulative construction dust impact arising from construction activities of the concurrent project are not anticipated.

Mitigation Measures for Fugitive Dust and Air Quality Impact

4.10.4 Since paved roads are already existing within the Subject Site, it is expected that the construction dust to be generated by vehicle movement within the Subject Site are limited. Air pollutant emission mostly arises from construction activities and can be effectively suppressed by incorporating proper mitigation measures into work procedures through contractual clauses with reference to EPD's Recommended Pollution Control Clauses for Construction Contracts, where applicable, good site management, and close monitoring by the resident engineers. The contractor shall be required to follow the requirements of the Air Pollution Control (Construction Dust) Regulations for demolition and construction of the project. With the adaptation of good practices, it is expected that emission of construction dust can be kept at an acceptable level. Mitigation measures including but not limited to the followings with respect to

5. WATER QUALITY

5.1 Introduction

5.1.1 This section presents the water quality impact assessment for the construction and operational phases of the Project. Potential impacts have been identified and their significance on the Water Sensitive Receivers (WSRs) evaluated. The location of these WSRs can be referred to **Figure 5.1**. Appropriate mitigation measures and good site practices are recommended, where necessary, to reduce the potential water quality impacts in order to control the residual impacts to acceptable levels. Any effluent discharge shall comply with Water Pollution Control Ordinance (WPCO) requirement and relevant WPCO licence shall be applied from the EPD.

5.1.2 The details of the WSR are summarized in **Table 5.1**.

Table 5.1 Details of the WSR

WSR ID	Description	Type	Status	Estimated Distance (m)
WSR 01	Tai Lam Chung	Natural watercourse	Active	94m
WSR 02	Nullah near Luen Tai Street	Channelized watercourse	Active	94m
WSR 03	Catchwater	Channelized watercourse	Active	181m

5.2 Environmental Legislation, Standards and Guidelines on Construction Phase Water Quality Impact

5.2.1 Construction activities may induce potential water quality impact due to the discharge of the effluent generated from the construction site. Effluent discharges from construction site are subject to control under the Water Pollution Control Ordinance and the Technical Memorandum Standards for Effluents Discharged in Drainage and Sewerage Systems, Inland and Coastal Water issued by EPD. Information in the ProPECC PN2/24 Construction Site Drainage will also be considered to provide some basic environmental guidelines for handling and disposal of construction site discharges.

5.3 Construction Phase Water Quality Impacts

5.3.1 Site construction activities will inevitably have the potential to generate wastewater. As such works should be carried out in such a manner as to minimize potential impacts on the water quality. Pollution sources could include:

- Construction runoff and drainage;
- Sewage effluent from construction site; and
- Liquid spillage, e.g. oil, diesel and solvents etc.

6. WASTE MANAGEMENT

6.1 Introduction

6.1.1 This section presents an assessment of the potential waste management issues in connection with construction and operation of the Project. The options for waste minimization, reuse, recycling, collection, transport and disposal of wastes arising from the construction and demolition work have been examined. Where appropriate, procedures for waste reduction and management are considered and environmental control measures for avoiding and minimising the potential impacts are recommended.

6.1.2 Recommended Pollution Control Clauses for Construction Contracts published by Environmental Protection Department would be implemented during the construction phase of the proposed development. Waste generated from the Proposed Development would be properly controlled and adverse waste management would not be anticipated.

6.2 Relevant Legislation, Standards & Guidelines

6.2.1 In carrying out the assessment, reference has been made to the following relevant Hong Kong legislation governing waste management and disposal. Directly relevant legislation include:

1. The Waste Disposal Ordinance (Cap. 354) and subsidiary legislation such as the Waste Disposal (Chemical Waste) (General) Regulation, and the Waste Disposal (Clinical Waste) (General) Regulation, set out requirements for the storage, handling and transportation of all types of wastes;
2. Land (Miscellaneous Provisions) Ordinance (Cap 28);
3. Public Health and Municipal Services Ordinance (Cap 132) – Public Cleansing and Prevention of Nuisance Regulation – control of disposal of general refuse.

6.2.2 Other relevant documents and guidelines that are applicable to waste management and disposal include:

4. PNAP 243 ADV-19 - Construction and Demolition Waste
5. Development Bureau Technical Circular (Works) No. 8/2010 - Enhanced Specification for Site Cleanliness and Tidiness
6. ETWB TCW No. 22/2003A - Additional Measures to Improve Site Cleanliness and Control Mosquito Breeding on Construction Sites;
7. Development Bureau Technical Circular (Works) No. 6/2010 - Trip-ticket System for Disposal of Construction and Demolition Materials;
8. WBTC No. 19/2001 - Metallic Site Hoardings and Signboards;
9. Works Bureau Technical Circular No. 12/2000 - Fill Management;
10. Works Branch Technical Circular No. 2/93 - Public Dumps; and
11. Works Branch Technical Circular No. 2/93B - Public Filling Facilities;
12. Project Administration Handbook for Civil Engineering concerning Management of Construction and Demolition Materials Including Rock

6.3 Identification and Evaluation of Potential Waste Impact during Construction Phase

6.3.1 The construction activities to be carried out for the proposed Project would generate a variety of wastes that can be divided into distinct categories based on their composition and ultimate method of disposal. The identified waste types include:

- Construction and Demolition (C&D) materials;
- Chemical waste; and
- General refuse.

C&D Materials

6.3.2 C&D materials comprise mainly of unwanted materials, including surplus materials arising from excavations that are generated from the works (e.g. site clearance, site formation works, excavation work for basement). Inert soft C&D materials comprise of soil, sand, clay, slurry, etc., while hard C&D materials comprise of crushed concrete, asphalt, rock, etc. The amount of non-inert C&D materials generated during site clearance would be minor (as there is little vegetation at the Subject Site). C&D materials may comprise different types of materials, including:

- Non-inert C&D materials (e.g. bamboo, timber, paper, metal, glass, plastic, packaging wastes, etc.) decompose and are not suitable for land reclamation. Non-inert C&D materials should be reused or recycled as far as possible. For those non-inert C&D materials that cannot be reused or recycled should be disposed of at landfill as last resort. Timber should be sent to Y·PARK for recycling;
- Inert C&D materials do not decompose (e.g. soil, rock debris, rubble earth, concrete, etc.) and is suitable to reuse as filling materials for land reclamation and site formation. Inert C&D materials could be reused on-site as filling materials. For those inert C&D materials that cannot be reused should be disposed at a Public Fill Reception Facilities.

6.3.3 The general waste management strategy is to avoid waste generation in the first place. Should it be unavoidable, reduction and segregation at-source should be exercised as far as practicable, and recycling and reuse should be adopted at the same time to salvage all the recyclable and reusable materials as much as possible.

6.3.4 Inert C&D materials should be re-used on-site (e.g for backfilling) if it is practical and/or disposed of at public filling area or other CEDD designated public fill reception facilities. Non-inert C&D materials (i.e. C&D waste) should be re-used or recycled. For those that cannot be reused or recycled, they should be disposed of at designated landfill sites as last resort.

6.3.5 The Contractor(s) should be responsible for ensuring that all on-site wastes will be collected by approved waste collectors and appropriate measures should be undertaken to minimise adverse impacts to the surrounding environment, such as dust generation. The Contractor(s) must also ensure that all necessary waste disposal permits have been obtained before actions.

6.3.6 Prior to disposal of non-inert C&D materials, it is recommended that wood, steel, glass and other metals will be collected separately for re-use and/or recycling and inert C&D materials utilized as fill materials to minimize the quantity of waste to be disposed of at the Public Fill Reception Facilities and landfill.

6.5.4 For other general waste such as metal, paper, plastic and glass, recycling bins for each type of wastes will be placed at prominent locations such as areas near lobby to reduce waste disposal amount. Also, the waste collection frequency is recommended to be at least once a day to reduce chances of hygiene issue.

6.5.5 For wastes such as leftover, an adequate number of enclosed waste containers will be provided to avoid over-spillage of waste. Also, leftover will be placed in bags and stored in enclosed containers, and disposed of on a daily basis to the designated landfill. In addition, the project proponent is recommended to deliver leftover generated to Organic Resources Recovery Centre (ORRC) or installation of food waste recycling machines for composting treatment, etc. Therefore, the chances of odour nuisance and hygiene issue are reduced.

6.5.6 According to Monitoring of Solid Waste in Hong Kong - Waste Statistics for 2023, the most recent domestic waste disposal rate and commercial waste disposal rate are 0.89 kg/person/day and 0.55 kg/person/day respectively. According to the Project Architect, the number of units in the Proposed Development is 2,670 unit. With reference to the 2021 Population By-census for Tuen Mun – L13 Sam Shing District Council Constituency Area, the average domestic household size is assumed to be 2.8 persons/unit, which means that the total residential population of the Proposed Development will be approximately 7,476 persons. As a result, the total domestic waste to be generated every year is estimated to be around 2,428,579 kg or 2,429 tonnes (i.e. 7,476 persons x 0.89 kg/person/day x 365 days/year)

6.5.7 The non-domestic GFA of the Proposed Development is about 5,500 m^2. With reference to Table 2 in Chapter 5 of HKPSG, the density of workers in business use is 20m^2 to 25m^2/worker. Assuming a worker density of 20m^2/worker, the number of workers is estimated to be 275. As a result, the total commercial waste generated every year is estimated to be 55,206 kg, or 55 tonnes (i.e. 275 workers x 0.55 kg/person/day x 365 days/year).

6.5.8 Since the remaining domestic and commercial waste will be collected on a regular basis by waste collectors and disposed of at landfill managed by EPD, the impact from the waste disposal of the operational phase is anticipated to be insignificant with the implementation of the above measures.

6.6 Environmental Monitoring & Audit Requirements

6.6.1 The foregoing assessment has concluded that proper handling, storage, collection, transportation and disposal of waste materials generated during construction of the Project will not give rise to significant impacts to nearby sensitive receivers.

6.6.2 Whilst no specific environmental monitoring requirements are considered necessary, it is recommended that during the construction phase, site inspections and supervisions of waste management procedures and auditing of the effectiveness of implemented mitigation measures should be undertaken on a regular basis.

6.6.3 These tasks shall be scheduled in a Waste Management Plan ("WMP") to be prepared by the contractor and updated regularly. The WMP shall be submitted to the Architect/Engineer for approval. A summary of the site audits shall be presented in the monthly EM&A reports.

6.7 Conclusion and Recommendation

6.7.1 The potential impacts of wastes arising from the construction and operation of the Proposed Development have been assessed. The construction activities will generate a variety of wastes including C&D materials from site clearance, excavated materials,

8. LAND CONTAMINATION

8.1 Introduction

8.1.1 This section covers the land contamination desktop study (including review of historical land uses, existing land uses, information collected from relevant government departments) and site walkover for the Development Site.

8.2 Legislation, Standards and Guidelines

8.2.1 The following guidelines published by EPD have been followed:

- Guidance Manual for Use of Risk-Based Remediation Goals (RBRGs) for Contaminated Land Management (Guidance Manual), EPD, Revised in April 2023;
- Guidance Note for Contaminated Land Assessment and Remediation (Guidance Note), EPD, Revised in April 2023; and
- Practice Guide for Investigation and Remediation of Contaminated Land (Practice Guide), EPD, Revised in April 2023.

8.3 Review of Historical Aerial Photos

8.3.1 Historical aerial photos were reviewed to identify previous land uses at the Development site and any previous contamination activities. Extracted aerial photos from 1979 to 2024 are presented in **Appendix 8.1**. The historical land use identified from the review of the historical aerial photos are summarized in **Table 8.1**.

Table 8.1 Aerial Photo Record

Year	Photo No.	Flying Height (ft.)	Development Site Description	Off-site Land Use
1979	26328	4000	The Development Site was mainly a vacant land. In the north and east of the Development Site, farm land was observed.	North, East, South: Trees were observed. West: Temporary structures were observed.
1985	67639	4000	The Development Site was mainly a vacant land with some storing containers observed. In the north and east of the Development Site, temporary structures were observed.	North, East: Temporary structures were observed. West, South: No significant change in land use was observed.
1990	A24961	4000	Storing containers were observed throughout the Development Site	No significant change in land use was observed.
1995	CN11010	3500	No significant change in land use was observed.	No significant change in land use was observed.

Year	Photo No.	Flying Height (ft.)	Development Site Description	Off-site Land Use
2000	CN28045	6000	Most of the site became vacant land with only one storing container observed at the north of the Development Site.	No significant change in land use was observed.
2005	CW68034	4000	Storing containers were observed in the middle and the north of the Development Site.	No significant change in land use was observed.
2010	CS29346	6000	Storing containers were observed mainly in the north of the Development Site.	No significant change in land use was observed.
2015	CS57714	6000	Storing containers were observed throughout the Development Site.	No significant change in land use was observed.
2020	E097254C	6900	No significant change in land use was observed.	No significant change in land use was observed.
2024	E229595C	6900	Most of the Development Site became vacant with some Storing containers observed.	No significant change in land use was observed.

8.3.2 Storing containers observed from the aerial photo were considered as potential land contamination activities. Therefore, to confirm whether land contamination issues were involved, site inspections were carried out and further discussed in **Section 8.4**.

8.4 Site Inspections

8.4.1 Site inspections were carried out on 17 July 2025 to identify current land uses within the Development Site and to verify the findings of the desktop appraisal.

8.4.2 The photo records and site walkover checklist are presented in **Appendix 8.2** and **Appendix 8.3** respectively.

8.5 Information from Government Departments

8.5.1 Different Departments of the HKSAR Government have been enquired about the following information.

- Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc;
- Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighbouring areas; and

- Any land contamination assessment that has conducted at the site or neighbouring areas.

8.5.2 The reply correspondences are shown in **Appendix 8.4** and summarized in **Table 8.3**.

Table 8.2 Departmental Replies Summary

Department	Departmental Ref	Date	Summary
Environmental Protection Department	N.A. (reply through email)	28 July 2025	No record of reported accidents of spillage/ leakage of chemicals
Fire Services Department	(2) in FSD GR 6-5/4 R Pt. 60	4 August 2025	No Dangerous Goods Licence was issued. A late call fire incident and remove Beehive on a tree are recorded.

8.5.3 In view of the small scale of the late call fire incident, the fire does not involve any chemicals and it is unlikely to pose any potential land contamination. For the beehive removal, it is not related to the land contamination issue. Therefore, it is considered that no potential land contamination issues are anticipated from the incident records.

8.6 Conclusion

8.6.1 A site appraisal, in the form of desktop review and site walkover, had been carried out in July 2025 to identify the past and current potentially contaminating land uses within the Development Site. Although temporary storage is observed in some area, the ground is paved with concrete in good condition. Therefore, it can be concluded that no land contamination issues are anticipated within the Development Site.

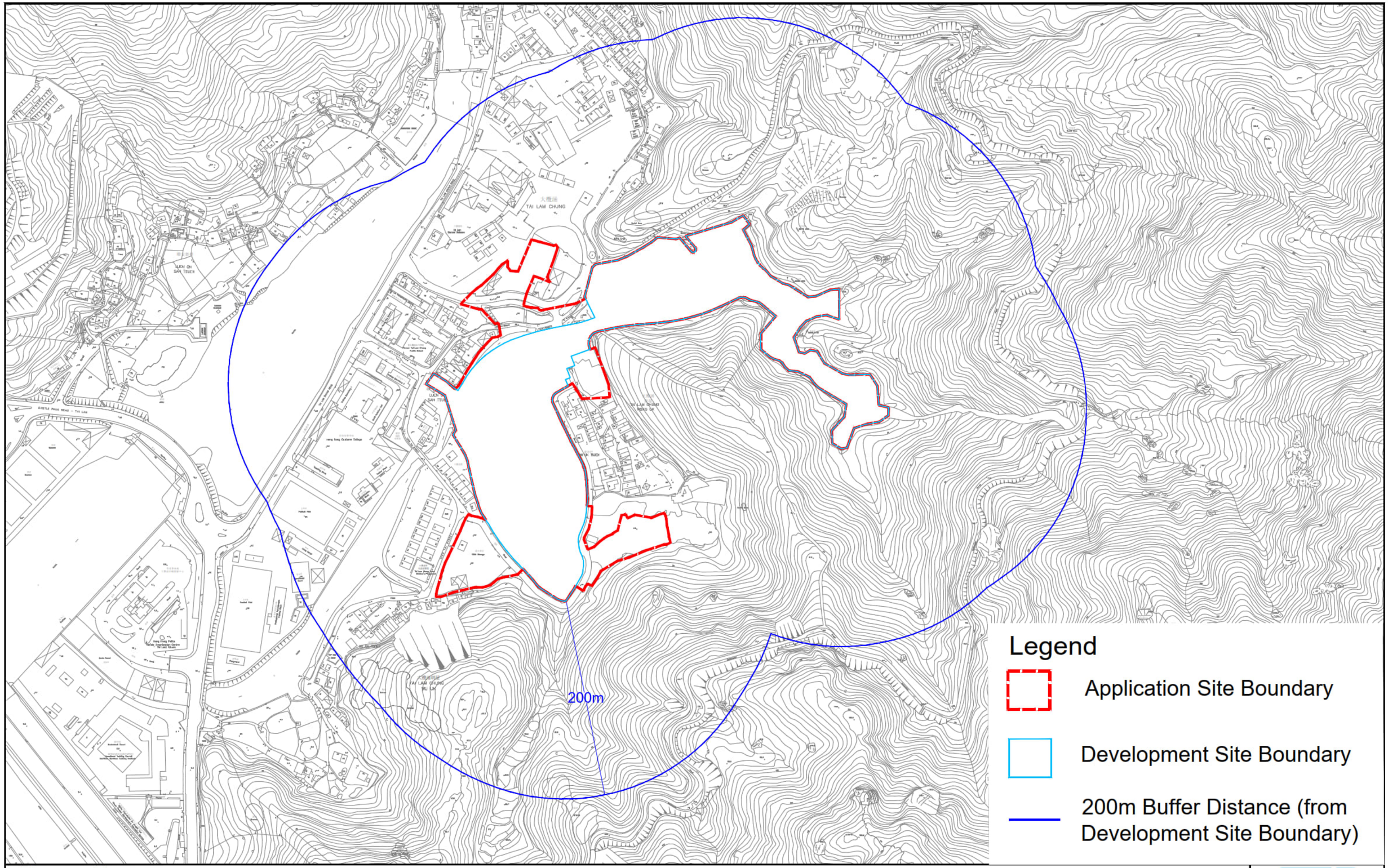

Figure: 4.1	RAMBOLL
Title: 200m Buffer Distance from the Site Boundary of Subject Site for Qualitative Air Quality Impact Assessment	Drawn by: SC Checked by: TC
Project: Section 16 Planning Application for Proposed Amendments to a Comprehensive Residential Development Scheme (Previously Approved under Application No. A/TM-SKW/32-1) and Minor Relaxation of GFA and Building Height Restrictions at Various Lots in D.D. 385 and adjoining Government Land, Tai Lam Chung, Tuen Mun	Rev.: 1.1 Date: Sept 2025

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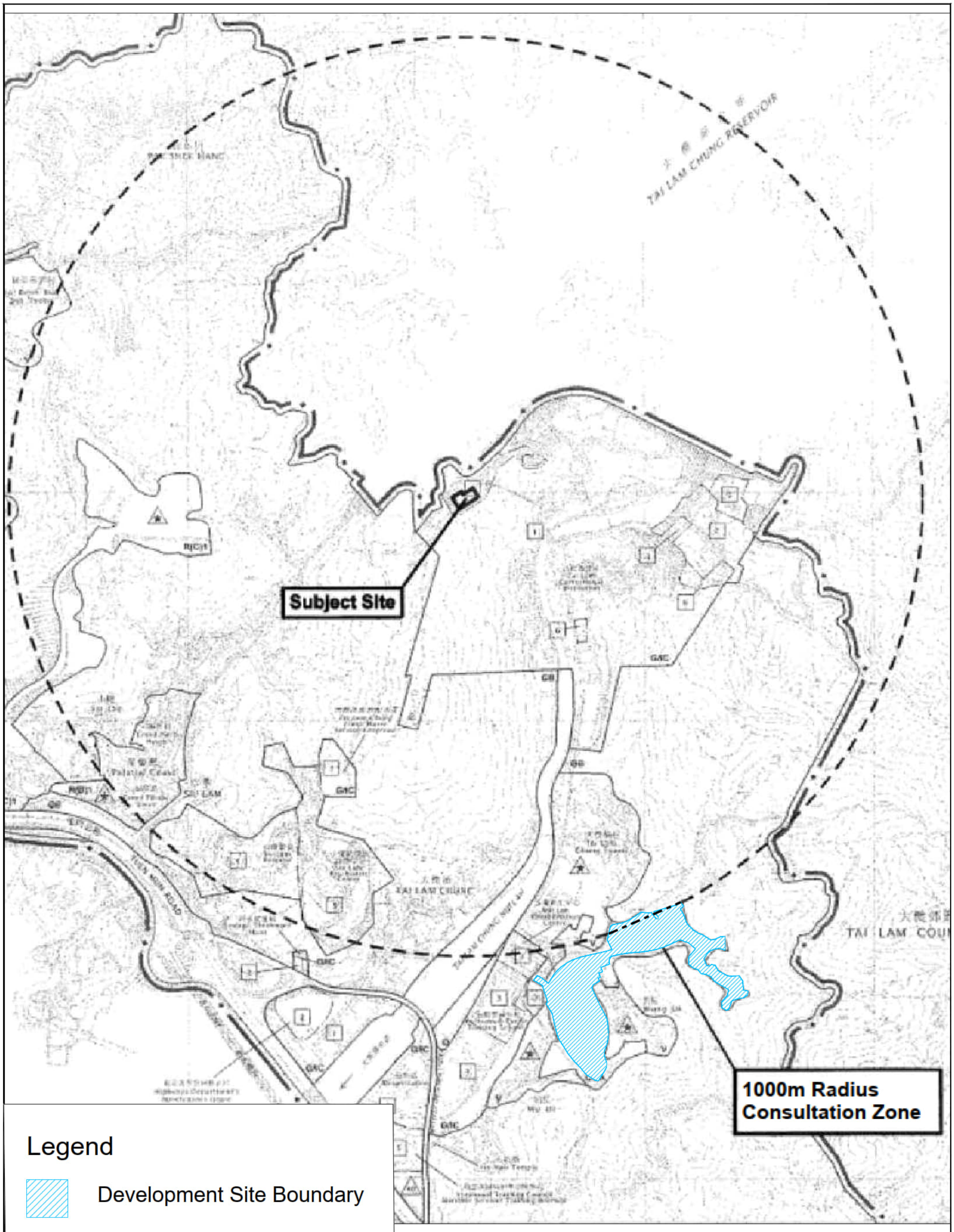

Figure: 7.1	RAMBOLL
Title: Location of Tai Lam Chung No.2 Chlorination Station and its Consultation Zone	Drawn by: SC Checked by: TC
Project: Section 16 Planning Application for Proposed Amendments to a Comprehensive Residential Development Scheme (Previously Approved under Application No. A/TM-SKW/32-1) and Minor Relaxation of GFA and Building Height Restrictions at Various Lots in D.D. 385 and adjoining Government Land (to be known as TMTL 417), Tai Lam Chung, Tuen Mun	Rev.: 1.0 Date: Sep 2024

Appendix 8.4 Reply from Government

Ref.: SHKTMTLCEI01_0_0001L.25.docx

24 July 2025
By Post & Email

Environmental Protection Department
Environmental Compliance Division
Regional Office (West), Tuen Mun

7th floor, Tsuen Wan Government Offices,
38 Sai Lau Kok Road, Tsuen Wan, New Territories

Dear Sir/ Madam,

Request for Land Contamination Information in D.D.385 and Adjoining Government Land, Tai Lam Chung, Tuen Mun

We are the environmental consultant who are commissioned to conduct a land contamination assessment for the Proposed Development in D.D. 385 and Adjoining Government Land, Tai Lam Chung, Tuen Mun. Location of the subject site is shown in **Annex 1**.

According to the "Practice Guide for Investigation and Remediation of Contaminated Land" published by Environmental Protection Department (EPD) of the HKSAR, information including site history and other available information regarding the site shall be reviewed during the site appraisal to identify potential current and historical, on and off-site activities that could result in contamination of the site.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighbouring areas; and

3. Any land contamination assessment that has conducted at the site or neighbouring areas.

Your reply by 8 August 2025 is highly appreciated as it would be very helpful to our assessment. Should you have any queries, please do not hesitate to contact the undersigned at 3465 2822 (email: tcheng@ramboll.com) or our Ms. Sally Chiu at 3465 2827 (email: shlchiu@ramboll.com).

Thank you very much for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Tony Cheng
Senior Manager

Encl.
Annex 1 Location of Subject Site

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

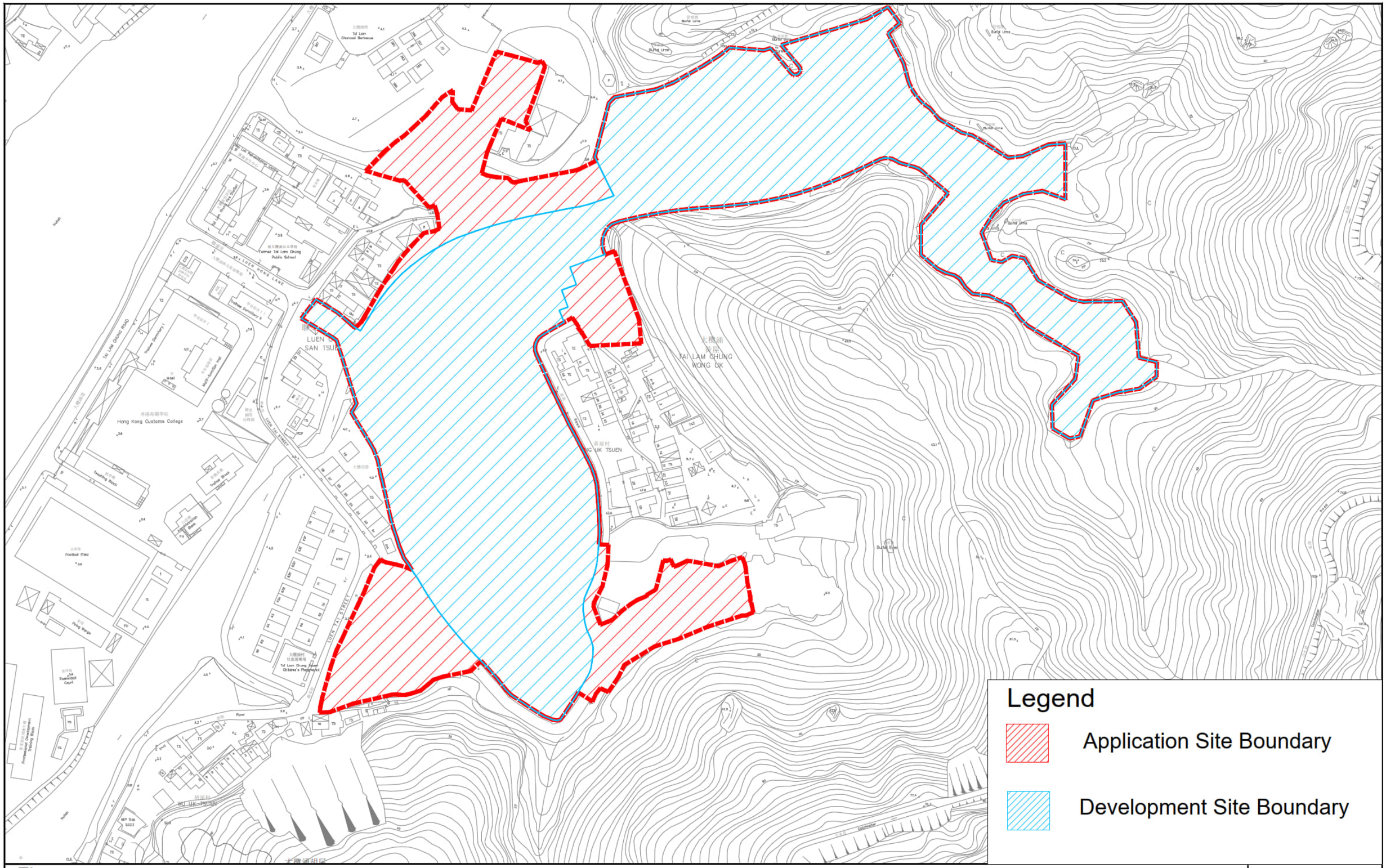

Figure: 1

Title: The Location of the Subject Site and its Environs

Project: Section 16 Planning Application for Proposed Amendments to a Comprehensive Residential Development Scheme (Previously Approved under Application No. A/TM-SKW/32-1) and Minor Relaxation of GFA and Building Height Restrictions at Various Lots in D.D. 385 and adjoining Government Land, Tai Lam Chung, Tuen Mun

Drawn by:	SC
Checked by:	TC
Rev.:	1.0
Date:	Sep 2024

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Sally Chiu

From: thcheung@epd.gov.hk
Sent: Monday, 28 July 2025 10:53 am
To: Sally Chiu
Cc: Tony Cheng; Wendy Tin; kelvinleung@epd.gov.hk; waikitlam@epd.gov.hk
Subject: Re: Request for Land Contamination Information in D.D.385 and Adjoining Government Land, Tai Lam Chung, Tuen Mun

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sally,

I refer to your email dated 24.7.2025 regarding the subject matter.

We spoke. As far as this office is concerned, we are not aware of any chemical spillage at the concerned location. However, please be reminded that this information may not be exhaustive. You may wish to check with the Fire Services Department or other relevant parties/ departments for such information as appropriate for record of chemical spillage.

Regards,
Vivian T.H. CHEUNG
E(RW)11
Tel: 2417 6138

From: "Sally Chiu" <SHLCHIU@ramboll.com>
To: "thcheung@epd.gov.hk" <thcheung@epd.gov.hk>
Cc: "Tony Cheng" <tcheng@ramboll.com>, "Wendy Tin" <WENDYTIN@ramboll.com>
Date: 24/07/2025 16:04
Subject: Request for Land Contamination Information in D.D.385 and Adjoining Government Land, Tai Lam Chung, Tuen Mun

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Dear Vivian,

We are the environmental consultant who are commissioned to conduct a land contamination assessment for the Proposed Development in D.D. 385 and Adjoining Government Land, Tai Lam Chung, Tuen Mun. Location of the subject site is attached.

According to the "Practice Guide for Investigation and Remediation of Contaminated Land" published by Environmental Protection Department (EPD) of the HKSAR, information including site history and other available information regarding the site shall be reviewed during the site appraisal to identify potential current and historical, on and off-site activities that could result in contamination of the site.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighbouring areas; and

3. Any land contamination assessment that has conducted at the site or neighbouring areas.

Your reply by 8 August 2025 is highly appreciated as it would be very helpful to our assessment. Should you have any queries, please do not hesitate to contact the undersigned.

Thank you very much for your attention.

Kind regards

Sally Chiu

Assistant Environmental Consultant

D +852 3465 2827

shlchiu@ramboll.com

Ref.: SHKTMTLCEI01_0_0002L.25.docx

24 July 2025
By Post & Email

Fire Services Department/ Management Group

9/F, Fire Services Headquarters Building,
1 Hong Chong Road,
Tsim Sha Tsui East, Kowloon,
Hong Kong

Dear Sir/ Madam,

Request for Land Contamination Information in D.D.385 and Adjoining Government Land, Tai Lam Chung, Tuen Mun

We are the environmental consultant who are commissioned to conduct a land contamination assessment for the Proposed Development in D.D. 385 and Adjoining Government Land, Tai Lam Chung, Tuen Mun. Location of the subject site is shown in **Annex 1**.

According to the "Practice Guide for Investigation and Remediation of Contaminated Land" published by Environmental Protection Department (EPD) of the HKSAR, information including site history and other available information regarding the site shall be reviewed during the site appraisal to identify potential current and historical, on and off-site activities that could result in contamination of the site.

In view of this, we would like to request for the following information for our assessment.

1. Potentially contaminating activities that have occurred at the site such as storage and handling of chemicals, oils and/or hazardous waste, on-site waste disposal, burn pits, etc;

2. Accidents, fires, explosions, spillages and any pollution incidents attributed to the site and any remediation that has occurred at the site or neighbouring areas; and

3. Any land contamination assessment that has conducted at the site or neighbouring areas.

Your reply by 8 August 2025 is highly appreciated as it would be very helpful to our assessment. Should you have any queries, please do not hesitate to contact the undersigned at 3465 2822 (email: tcheng@ramboll.com) or our Ms. Sally Chiu at 3465 2827 (email: shlchiu@ramboll.com).

Thank you very much for your attention.

Yours faithfully,
For and on behalf of
Ramboll Hong Kong Limited

Tony Cheng
Senior Manager

Encl.
Annex 1 Location of Subject Site
Annex 2 Letter of Appointment

Ramboll Hong Kong Limited 英環香港有限公司
21/F, BEA Harbour View Centre, 56 Gloucester Road, Wan Chai, Hong Kong Tel: 852.3465 2888 Fax: 852.3465 2899
www.ramboll.com

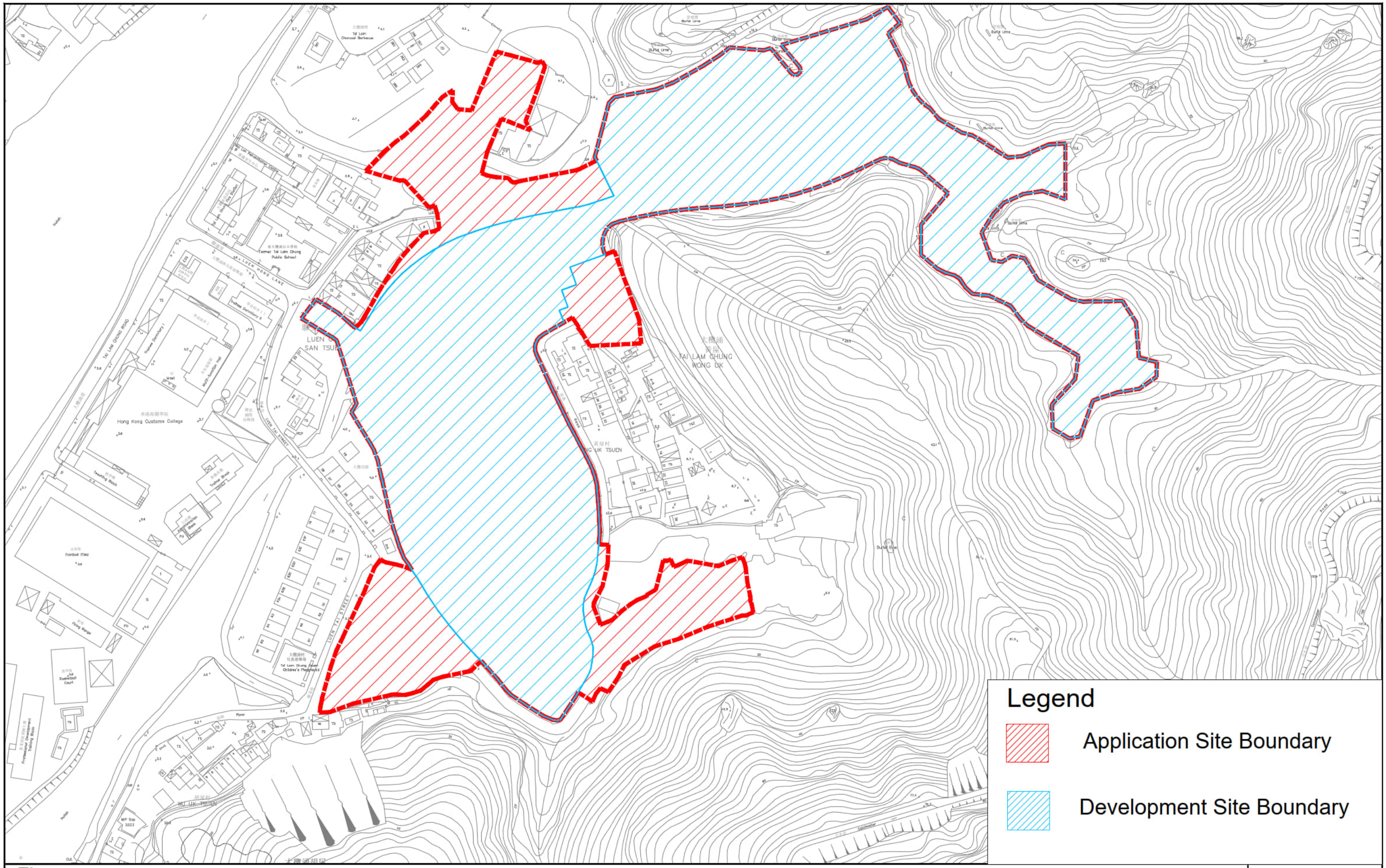

Figure: 1

Title: The Location of the Subject Site and its Environs

Project: Section 16 Planning Application for Proposed Amendments to a Comprehensive Residential Development Scheme (Previously Approved under Application No. A/TM-SKW/32-1) and Minor Relaxation of GFA and Building Height Restrictions at Various Lots in D.D. 385 and adjoining Government Land, Tai Lam Chung, Tuen Mun

Drawn by:	SC
Checked by:	TC
Rev.:	1.0
Date:	Sep 2024

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Sally Chiu

From: simoncswong@shkp.com
Sent: Wednesday, 22 January 2025 5:58 pm
To: Tony Cheng
Cc: Kitty Wong; rebeccawong@shkp.com
Subject: RE: Tai Lam Chung CDA Planning Application - Fee Proposal from Ramboll

Dear Tony

We write to confirm your office's appointment for this project as discussed.

Thank you

Regards

Simon Wong

Classification: Confidential

From: Kitty Wong <KWONG@ramboll.com>
Sent: 28 June, 2024 12:32
To: Rebecca Wong Shun Wun <rebeccawong@shkp.com>; Simon Wong Chiu Sheung <simoncswong@shkp.com>
Cc: Tony Cheng <tcheng@ramboll.com>
Subject: RE: Tai Lam Chung CDA Planning Application - Fee Proposal from Ramboll

Dear Rebecca and Simon,

Re: Tai Lam Chung CDA - Planning Application

Attached please find our revised fee proposal for your consideration.

- Reason of revision:
  The latest layout failed to meet the HKPSG vehicular buffer separation to the adjacent roads, a quantitative air quality impact assessment is therefore required, which is not covered in the submitted fee propsoal.

Should you have any technical queries, please contact our Mr. Tony Cheng at 3465 2822.

Many thanks.

Kind regards,
Kitty Wong

D 3465 2839
kwong@ramboll.com

Ramboll Hong Kong Limited

From: Kitty Wong <KWONG@ramboll.com>
Sent: 28 February, 2024 2:31 PM
To: rebeccawong@shkp.com; simoncswong@shkp.com
Cc: Tony Cheng <tcheng@ramboll.com>
Subject: Tai Lam Chung CDA Planning Application - Fee Proposal from Ramboll

Dear Rebecca and Simon,

Re: Tai Lam Chung CDA - Planning Application

On behalf of our Tony, attached please find the fee proposal for your consideration. Hard copy will be submitted as well.

Should you have any technical queries, please contact our Mr. Tony Cheng at 3465 2822.

Many thanks.

Kind regards,
Kitty Wong

D 3465 2839
kwong@ramboll.com

Ramboll Hong Kong Limited

Sally Chiu

From: yin_hei_chow@hkfsd.gov.hk on behalf of ado_lea_cs@hkfsd.gov.hk
Sent: Monday, 4 August 2025 5:21 pm
To: Sally Chiu
Cc: OE8 CS/FSD; Tony Cheng; Wendy Tin
Subject: Re: Fw: Request for Land Contamination Information in D.D.385 and Adjoining Government Land, Tai Lam Chung, Tuen Mun
Attachments: (2)_Pt.59_ reply_MC-incident_appendix A.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Our reference: (2) in FSD GR 6-5/4 R Pt. 60
Your reference: SHKTMTLCEI01_0_00021.25.docx

Dear Ms. CHIU,

Request for Land Contamination Information in D.D. 385 and Adjoining Government Land, Tai Lam Chung, Tuen Mun
Request for Information – Dangerous Goods Record and Records of accidents of spillage/leakage

I refer to your email on 24.7.2025 regarding the captioned request and reply below in response to your questions:-

1. No Dangerous Goods Licence was issued in respect of the captioned address.

2. A total of 2 incident records were found at the subject location. Please refer to Appendix A for details.
(File-Checksum-00000001)

If you have further questions, please feel free to contact the undersigned.

Best regards,

CHOW Yin-hei
Assistant Divisional Officer (Legal Affairs)
Corporate Services Division
Fire Services Department

Tel.: 2733 7896

Remark:
Lift incidents are excluded unless otherwise required.

Disclaimer:
**Fire Services Department uses its best endeavor to ensure the accuracy and reliability of the information provided, but cannot guarantee its accuracy and reliability and accepts no liability of any nature for any loss or damage arising from any inaccuracies or omissions that may from the information provided.*

From: ADO LEA CS <ado_lea_cs@hkfsd.gov.hk>
Sent: Saturday, July 26, 2025 19:14
To: Sally Chiu
Cc: OE8 CS/FSD
Subject: Fw: Request for Land Contamination Information in D.D.385 and Adjoining Government Land, Tai Lam Chung, Tuen Mun

Our reference: (2) in FSD GR 6-5/4 R Pt. 60
*Your reference: SHKTMTLCEI*01_0_00021.25.docx

Dear Ms. CHIU,

Request for Land Contamination Information in D.D. 385 and Adjoining Government Land, Tai Lam Chung, Tuen Mun
Request for Information – Dangerous Goods Record and Records of accidents of spillage/leakage

I refer to your email on 24.7.2025 regarding the captioned subject.

Your case is being handled, and a reply will be furnished to you as soon as possible. Please be advised that due to time lapse, this Department can only provide the following information for your requested information:

(i) Dangerous Goods Licence Record: from the year of 1990 to present moment.

(ii) Incident Record: Past three years of fire and special services incidents. Lift incidents will be excluded unless otherwise required.

Please also submit the appointment letter from your client for record.

Appendix A

Request for Land Contamination Information in D.D. 385 and Adjoining Government Land, Tai Lam Chung, Tuen Mun

Request for Information of Dangerous Goods & Incident Records

No.	Date	Type of Incident	Address
1	16/10/2024	Late Call Fire	\LT DD385 Lot 335, Tai Lam Chung
2	21/12/2023	**Government Request:** Remove a Beehive on a Tree	Near Lamppost V0660, Near Luen Tai Street