
Appendix D
Environmental Assessment

Prepared by

Ramboll Hong Kong Limited

**SECTION 12A PLANNING APPLICATION FOR PROPOSED
AMENDMENTS TO THE TSUEN WAN OUTLINE ZONING PLAN
TO REZONE "INDUSTRIAL" ZONE TO "OTHER SPECIFIED
USES (HOTEL DEVELOPMENT)" ZONE IN SUPPORT OF
PROPOSED HOTEL DEVELOPMENT AT LOT 486 IN D.D. 443
AND TSUEN WAN TOWN LOT 85, TSUEN WAN, NEW
TERRITORIES**

ENVIRONMENTAL ASSESSMENT

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1. INTRODUCTION

1.1 Background

- 1.1.1 The Application Site is located at lot no. 486 in D.D. 443 and Tsuen Wan Town Lot 85 (46&48 Fui Yiu Kok Street), Tsuen Wan. It falls within an area zoned "Industrial" ("I") on the draft Tsuen Wan Outline Zoning Plan (OZP) No. S/TW/40.
- 1.1.2 The subject S12A planning application is submitted to seek permission from the Town Planning Board (the Board) in support of rezoning the Application Site from "I" to "Other Specified Uses" annotated "Hotel Development" ("OU (Hotel Development)") on the draft Tsuen Wan OZP No. S/TW/40.
- 1.1.3 To support this planning application, Ramboll Hong Kong Limited has been commissioned by the Applicant to conduct the Environmental Assessment to demonstrate the feasibility of the proposed development from environmental point of view. Architectural drawings and technical information of the developments are provided by the Project Architect.

1.2 Application Site and its Environs

- 1.2.1 The Application Site is currently zoned "I" under draft Tsuen Wan OZP No. S/TW/40. According to the OZP, the area surrounding the Subject Site is mostly zoned "I" to the east, south and west. To the north of the Application Site, Fui Yiu Kok Street is immediate abutting with the existing residential use, Indi Home located further north. **Figure 1.1** shows the location of the Application Site and its environs.

1.3 Proposed Development

- 1.3.1 The Proposed Development consists of a three-storey podium accommodating hotel's ancillary uses, E&M and an above-ground car park, with a roughly square footprint aligning with the Application Site boundary. Above the podium are one floor of refuge floor / podium landscape garden and 25 floors of hotel rooms. The master layout plan and sections of the Proposed Development are shown in **Appendix 1.1**.
- 1.3.2 The tentative completion year of the Proposed Development is 2032.

1.4 Environmental Appraisal of the Development Site

Noise - Road Traffic Noise and Fixed Noise

- 1.4.1 Centralized ventilation is provided in the Proposed Development and not rely on opened windows for ventilation.
- 1.4.2 In view of the centralized ventilation and no openable window for ventilation, no traffic noise impact is induced from surrounding road network to the Proposed Development and no fixed noise source impact from fixed noise sources in the vicinity of the Proposed Development is anticipated.
- 1.4.3 Due to possible fixed noise source installation and associated fixed noise impact brought to the surrounding noise sensitive receivers, the maximum allowable SWL of fixed noise sources at the Proposed Development are assessed and presented in **Section 2**.

Air Quality

- 1.4.4 According to site survey conducted in March 2026, no chimney or industrial activity is identified within 200m of the Application Site.

- 1.4.5 With respect to the potential vehicular emission impact, a qualitative air quality impact assessment has been conducted (refer to **Section 3**) to recommend the necessary air buffer distance from the nearest road to the Development Site according to HKPSG.
- 1.4.6 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 3**.

Land Contamination Review

- 1.4.7 The existing condition have been studied for the Proposed Development to identify if there is / was any potentially land contaminating activity held onsite, and actions recommended to be taken afterwards. The details will be discussed in **Section 4**.

2. NOISE IMPACT ASSESSMENT

2.1 Introduction

- 2.1.1 This noise impact assessment is prepared to evaluate potential construction noise impact to the surroundings and fixed noise impact to the surroundings during operational phase, if any.

2.2 Construction Phase Impact

- 2.2.1 During the construction phase of the proposed development, major noise impacts would arise from piling works, operation of Powered Mechanical Equipment (PME), and construction-related traffic.

Construction Noise Criteria

- 2.2.2 Construction noise is controlled under the Noise Control Ordinance (NCO) which prohibits the use of powered mechanical equipment (PME) during the restricted hours (7 p.m. to 7 a.m. on normal weekdays and any time on a public holiday, including Sunday) without a valid Construction Noise Permit (CNP) from the Authority. The criteria and procedures for issuing such a permit are specified in the "Technical Memorandum on Noise From Construction Works Other than Percussive Piling" (TM1). While there is no planned construction works to be carried out during the restricted hours, TM1 should be followed in case there is any need to carry out works in such time period in future.
- 2.2.3 With effect from 1 November 1996, the use of specified powered mechanical equipment (SPME) for carrying out construction work other than percussive piling and/or the carrying out of prescribed construction work (PCW) within a designated area are also brought under control. The relevant technical details are provided in the "Technical Memorandum on Noise from Construction Work in Designated Areas" (TM2).
- 2.2.4 For construction works other than percussive piling, although TM1 does not provide control over daytime construction activities, noise limits as shown in below Table are set out in the Practice Note (PN) for Professional Persons Environmental Consultative Committee (ProPECC PN 1/24 - Minimizing Noise from Construction Activities).

Table 2.1 Noise Limit for Daytime Construction Activities

NSR	0700 to 1900 Hours on Any Day Not Being a Sunday or General Holiday, Leq (30 min), dB(A)
All domestic premises Temporary housing accommodation Hostels Convalescences homes Homes for the aged	75
Places of public worship Courts of law Hospitals and medical clinics	70
Educational institutions (including kindergartens and nurseries)	70 (65 during examinations)

Notes:

- (i) The above standards apply to uses which rely on opened windows for ventilation;
- (ii) The above standards shall be viewed as the maximum permissible noise levels assessed at 1 m from the external façade.

- 2.2.5 In all circumstances, future contractor will be required to exercise adequate mitigation measures to minimise potential construction noise impact on the surrounding noise sensitive uses.

Mitigation Measures

- 2.2.6 Sufficient noise mitigation measures should be introduced in the development to alleviate potential noise impacts on nearby NSRs. The Contractor(s) will be required under the contract to ensure regular maintenance of all plant and equipment, and that noise generation at source would be minimized and practicable noise mitigation measures would be in use. The Contractor(s) will be required to adopt quiet type construction plants (e.g. EPD's quality powered mechanical equipment (QPME) inventory), wherever practicable. Similarly, quieter method other than percussive piling will be adopted as far as practicable for any piling works subject to ground investigation result (which usually dictates the piling method). Movable noise barriers will also be erected around noisy plants in order to minimize noise generation at source. With these measures in place noise generation due to construction activities would be minimized.

- 2.2.7 The following general noise mitigation measures are recommended for implementation:

- Use of quieter equipment and construction method where practicable;
- Application of properly designed silencers, mufflers, acoustically dampened panels and acoustic sheds or shields, etc.;
- Use of electric-powered equipment where applicable instead of diesel-powered or pneumatic-powered equipment;
- Erecting noise enclosures/ movable noise barriers around noisy plants;
- Only well-maintained plants should be operated on-site;
- Plants should be serviced regularly during the construction programme;
- Noisy activities can be scheduled to minimize exposure of nearby NSRs to high levels of construction noise. For example, noisy activities can be scheduled for midday or at times coinciding with periods of high background noise;
- Noisy equipment such as emergency generators shall always be sited as far away as possible from noise sensitive receivers;
- Location of noise emitting plants at maximum possible distances from sensitive receivers;
- Quieter construction method & equipment such as using handheld concrete crushers, silent piling by press-in method for foundation works;
- Using Prefabricated Structure to Replace In-situ Construction;
- Contractual clauses for construction works; and
- Schedule of noisy operations during non-restricted hours where possible.

- 2.2.8 The above-mentioned noise mitigation measures will be included in the contractual clauses for implementation by the contractor(s) during the construction stage.

- 2.2.9 "Recommended Pollution Control Clauses for Construction Contracts" is available on EPD website. These clauses spell out the recommended noise control measures to be implemented by the contractor(s) during the construction stage of the Project. The Project Proponent will include the "Recommended Pollution Control Clauses for Construction Contracts" in the construction contract(s).

Summary

- 2.2.10 With these measures in place, construction noise due to the Proposed Development can be minimized, and no significant noise impact is anticipated.

2.3 Fixed Plant Noise AssessmentIntroduction

- 2.3.1 This assessment aims to assess the potential noise impact associated with the Proposed Development. Practicable noise mitigation measures would be proposed to minimize the fixed noise impact from Proposed Development, where necessary.

Environmental Legislation and Guidance

- 2.3.2 Existing Fixed Plant Noise is controlled under the Noise Control Ordinance (NCO)'s Technical Memorandum for the Assessment of Noise from Places other than Domestic Premises, Public Places or Construction Sites (IND-TM), which shall not exceed the Acceptable Noise Level (ANL) for a Noise Sensitive Receiver. More stringent criteria are applicable for planned fixed plants, as stipulated in the HKPSG with the following requirements: 5dB(A) below the appropriate ANLs in the IND-TM; or the prevailing background noise levels, whichever is lower.
- 2.3.3 The ASR of NSRs and ANLs for different NSRs are summarized in **Table 2.2** and Table **2.3** respectively.

Table 2.2 Area Sensitivity Ratings of Noise Sensitive Receivers

Type of Area Containing NSR	Degree to which NSR is affected by Influencing Factors (IFs)		
	Not affected	Indirectly affected	Directly affected
Rural area, including country parks, or village type developments	A	B	B
Low density residential area consisting of low-rise or isolated high-rise developments	A	B	C
Urban area	B	C	C
Area other than those above	B	B	C

Remarks:

In any event, the ASRs and the ANLs assumed in this report are indicative and are used for assessment only. It should be noted that noise from fixed noise sources is controlled under Section 13 of the NCO. Therefore, the ASRs and ANLs determined in this report shall not prejudice the Noise Control Authority's discretion to determine the noise impact due to fixed noise sources on the basis of prevailing legislation and practices being in force and taking account of contemporary conditions/ situations of adjoining land uses. Nothing in this report shall bind the Noise Control Authority in the context of law enforcement against any of the fixed noise sources being assessed.

Table 2.3 Acceptable Noise Levels for Fixed Noise Sources

Time Period	ANL, dB(A)		
	ASR "A"	ASR "B"	ASR "C"
Day (0700 to 1900 hours)	60	65	70
Evening (1900 to 2300 hours)	60	65	70
Night (2300 to 0700 hours)	50	55	60

- 2.3.4 With reference to the traffic census of Year 2024 published by Transport Department (TD), the AADT of Texaco Road (Station 5634, 5437, 5487) are ranging from 38,530 to 75,030 vehicles per day respectively. Taking into account of the Application Site, the area containing NSRs is considered as "Urban Area". The Application Site is located in an area with industrial establishment along Fui Yiu Kok Street and industrial zone of Tsuen Wan. As a result, the noise sensitive facades in the vicinity of the Proposed Development will be considered as directly affected by the IF with recommended area sensitivity rating (ASR) of "C" in this assessment.
- 2.3.5 In any event, the ASRs and the ANLs assumed in this report are indicative and are used for assessment only. It should be noted that noise from fixed noise sources is controlled under Section 13 of the NCO. Therefore, the ASRs and ANLs determined in this report shall not prejudice the Noise Control Authority's discretion to determine the noise impact due to fixed noise sources on the basis of prevailing legislation and practices being in force and taking account of contemporary conditions/ situations of adjoining land uses. Nothing in this report shall bind the Noise Control Authority in the *context* of law enforcement against any of the fixed noise sources being assessed.
- 2.3.6 The adopted noise assessment criteria for the fixed plant noise assessment are summarized in **Table 2.4**.

Table 2.4 Noise Assessment Criteria for Planned Fixed Plant Noise

Time Period	Existing Fixed Plant Noise Criteria	Planned Fixed Plant Noise Criteria
	ANL, dB(A)	ANL-5, dB(A)
Day (0700 – 1900) / Evening (1900 – 2300)	70	65
Night time (2300-0700)	65	60

Noise Sensitive Receivers

- 2.3.7 It is confirmed that accommodation facilities (hotel rooms) will be provided within the Proposed Development. The staff quarter will be provided with centralized air conditioning system and no openable window will be installed for ventilation. Thus no fixed plant noise impact is brought to hotel rooms by the surrounding environment.
- 2.3.8 Key representative existing NSRs within 300m study area in the vicinity of the Proposed Development are given in **Figure 2.1** and are summarized in **Table 2.5**.

Table 2.5 Summary of Representative NSRs within 300m Assessment Area

Receiver	Name	Distance from Building Façade to Application Site (m) ¹
N1	Bedroom of Indi Home	16
N2	Master Bedroom of Indi Home	18
N3	Shek Mun Kap Village (Area 87)	58
N4	Chelsea Court	109
N5	Lime Spark	169
N6	Sheung Chui Court	228
N7	Harmony Garden	217
N8	Shek Pik San Tsuen	221
N9	Bo Shek Mansion	254

Note:

(1) The shortest horizontal distance between the NSRs and the site boundary of the Application Site are adopted for the calculation of distance attenuation in Planned Fixed Plant Noise Sources from the Proposed Development.

Determination of Total Maximum Allowable Noise Level

- 2.3.9 Besides, as confirmed with project proponent, the Proposed Development is in 24-hour operation. In view of operation hours of facilities at the Proposed Development, nighttime operation would be considered in this assessment as ANL in nighttime is more stringent. It is also confirmed that there are no outdoor activities will be conducted within the Site during the operation phase.
- 2.3.10 In order to ensure the fixed noise generated by the Proposed Development would not cause excessive noise to the neighbouring noise sensitive uses, the potential noise sources from the Proposed Development will be designed to meet the relevant noise criteria as stipulated in the HKPSG.
- 2.3.11 The predicted noise levels at identified NSRs were calculated by applying appropriate corrections to the sound power level (SWL) of the noisy activities as indicated in the following formula:

$$PNL = SWL + C_{dist} + C_{fac} + C_{bar} + C_{freq} + C_{char}$$

Where

PNL is the predicted noise level at the identified Noise Sensitive Receiver in dB(A)

SWL is the sound power level of the noisy fixed noise sources in dB(A);

C_{dist} is the distance correction in dB(A) = $-20 \times \log(\text{Distance}) + 8$, where distance is measured from the noise source to noise sensitive receiver (NSR). The assessment only account for the shortest distance between noise source and NSR to present the worst-case scenario.

C_{fac} is façade correction, +3 dB(A)

C_{bar} is the barrier correction in dB(A), -10dB(A) can be applied when noise source is totally screened by a substantial barrier as stated in "GW-TM" or no direct line of sight. It is conservatively taken as zero in this assessment.

C_{freq} is the correction for operation duration of noise sources, i.e. the maximum operation duration within any 30 minutes. It is conservatively taken as zero in this assessment.

C_{char} is the correction for tonality of noise sources, + 3 dB(A) is adopted for any tonality characteristic as a worst case scenario

- 2.3.12 The maximum allowable SWL of the potential fixed plant (e.g., multi-split type air conditioner and fans associated with eco furnace) located at the site boundary of Application Site is 89.3 dB(A) and shown in **Table 2.6**. Detailed calculation is shown in **Appendix 2.1** is calculated based on 3 nearest NSRs within 300m study area (i.e. N1, N2 and N3 only), not all NSRs included. The maximum allowable SWL are specified in the tender specification to ensure that the operational noise impact complies with the relevant noise criteria.

Table 2.6 Maximum allowable SWL of Potential Fixed Plant

NSR	Maximum allowable SWL (dB(A))
N1	89.3
N2	90.1
N3	100.3

Notes:

- (1) 24-hour operation for Proposed Development, night time ANL is adopted as fixed noise source criteria.
- (2) The shortest horizontal distance between the NSR and site boundary of Application was adopted for calculation of distance correction as worst-case scenario.

Discussion of Potential Noise Mitigation Measures

- 2.3.13 Reference is made to EPD's Good Practice on Ventilation System Noise Control (April 2016, EPD). A variety of noise mitigation measures can be incorporated into the planning and design of the noisy ventilation equipment at rooftop of the Proposed Development to prevent adverse noise impact to the NSRs in the vicinity. Examples of noise mitigation measures are as below:

Positioning of Noisy Equipment

- 2.3.14 Where practicable, the noisy equipment should be placed in a plant room with thick walls or behind some large obstruction such that the line of sight between the receiver and the equipment is blocked. The noisy equipment should be placed as far to the NSRs as possible to maximize sound attenuation due to distance travelled. Also, the noise emitting surface of the noisy equipment should be arranged to avoid direct exposure to NSRs in close proximity.

Scheduled Maintenance of Equipment

- 2.3.15 The implementation of regularly scheduled equipment maintenance programme can prevent the increasing noise produced by existing equipment. Maintenance may include lubricating moving parts, tightening loosen parts, replacing worn-out components or inspecting equipment alignment.

Partial Enclosures

- 2.3.16 Partial enclosures are structures erected around a source of noise, but not fully enclosing the source and leaving space for natural ventilation, which will be effective only when there is no direct exposure to the noise source from the receiver. It is noted that a noise reduction of up to 20dB(A) can be achieved by adoption of partial enclosures.

2.4 Traffic Noise Impact Assessment

- 2.4.1 Centralized ventilation is provided in the Proposed Development and not rely on opened windows for ventilation. No traffic noise impact is brought by surrounding network to the Proposed Development.

2.5 Conclusion

- 2.5.1 Based on the fixed noise impact assessment, it is calculated that the total maximum allowable sound power level of the planned fixed noise sources equipment is 89.3 dB(A), with the abovementioned measures, noise level of the planned fixed plant noise sources at potentially affected NSRs will comply with statutory requirement in HKPSG and NCO. No insurmountable fixed plant noise impact from the Proposed Development is anticipated.

3. QUALITATIVE AIR QUALITY IMPACT ASSESSMENT

3.1 Introduction

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

3.2 Relevant Legislations, Standards and Guidelines

- 3.2.1 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)
- Control of Oily Fume and Cooking Odour from Restaurants and Food Business

Air Pollution Control Ordinance (CAP 311)

- 3.2.2 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 **Table 3.1**.

Table 3.1 Current Hong Kong Air Quality Objectives (AQOs)

Pollutants	Average Time	Concentration Limit ^[i] ($\mu\text{g}/\text{m}^3$)	No. of exceedances allowed per calendar year
SO ₂	10-min	500	3
	24-Hour	40	3
RSP ^[ii]	24-Hour	75	9
	Annual	30	NA
FSP ^[iii]	24-Hour	37.5	35
	Annual	15	NA
NO ₂	1-Hour	200	18
	24-Hour	120	9
	Annual	40	NA

Pollutants	Average Time	Concentration Limit ^[i] ($\mu\text{g}/\text{m}^3$)	No. of exceedances allowed per calendar year
Ozone (O_3)	8-Hour	160	9
	Peak	100	NA
Carbon Monoxide (CO)	1-Hour	30,000	0
	8-Hour	10,000	0
	24-Hour	4,000	9
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

- 3.2.3 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.
- 3.2.4 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

- 3.2.5 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.
- 3.2.6 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

- 3.2.7 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 (SO_2) 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

- 3.2.8 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 3.2**.

Table 3.2 Limits of Air Pollutant Concentrations Inside Car Parks

Air Pollutant	Average Time	Maximum Concentration ($\mu\text{g}/\text{m}^3$) [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)

- 3.2.9 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.
- 3.2.10 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 3.3**.

Table 3.3 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

- 3.2.11 Table 3.1 of Chapter 9 of the HKPSG also provides the broad guidelines for locating open spaces close to potentially polluting uses, viz. industrial chimneys emissions. The recommended buffer distances are reproduced in **Table 3.4**.

Table 3.4 Recommended Minimum Buffer Distance from Industrial Chimneys

Pollution Source	Parameter	Buffer Distance	Permitted Uses
Industrial Areas	Difference in Height between Industrial Chimney Exit and the Site		
	< 20 m	> 200 m	Active and passive recreation uses
		5 – 200 m	Passive recreational uses
	20 m – 30 m (*)	> 100 m	Active and passive recreational uses
		5 – 100 m	Passive recreational uses
	30 m – 40 m	> 50 m	Active and passive recreational uses
		5 – 50 m	Passive recreational uses
	> 40 m	10 m	Active & Passive recreational uses

Notes:

- (i) In situations where the height of chimneys is not known, use the set of guidelines marked with an asterisk for preliminary planning purpose and refine as and when more information is available.
- (ii) The buffer distance is the horizontal, shortest distance from the boundary of the industrial lot, the position of existing chimneys or the edge of road kerb, to the boundary of open space sites.
- (iii) The guidelines are generally applicable to major industrial areas but NOT individual large industrial establishment which are likely to be significant air pollution sources. Consult EPD when planning open spaces close to such establishments.
- (iv) Amenity areas are permitted in any situation.

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

Control of Oily Fume and Cooking Odour from Restaurants and Food Business

- 3.2.12 This note provides guidance to the owners and operator of restaurants and food business on the application of the best practical control measures to minimize the air emissions and preventing air pollution.

3.3 Existing Air Quality in Tsuen Wan District

- 3.3.1 The nearest air quality monitoring station (AQMS) to the Application Site is the Tsuen Wan AQMS. The five most recent years of air quality monitoring data, 2020 to 2024, from this station are summarized in **Table 3.5**. According to the AQMS monitoring data, exceedance in annual FSP and annual NO₂ concentration are recorded.

Table 3.5 Air Quality Monitoring Data at Tsuen Wan AQMS

Air Pollutant	Averaging Time	AQO ^(a) (b)	Concentration Level ($\mu\text{g}/\text{m}^3$)				
			2020	2021	2022	2023	2024
RSP	10th Highest 24-hour	75 (9)	54	60	52	53	53
	Annual	30	24	24	22	24	22
FSP	19th Highest 24-hour	37.5 (18)	32	34	32	29	33
	Annual	15	15	16	14	15	15
NO ₂	19th Highest hour	200 (18)	142	151	140	158	129
	10th Highest 24-hour	120 (9)	67	77	63	70	66
	Annual	40	32	40	37	37	35
SO ₂	4th Highest 10-Min	500 (3)	24	23	32	36	22
	4th Highest 24-hour	40 (3)	10	8	12	10	8
O ₃	10th Highest 8-hour	160 (9)	130	130	152	127	147
	Peak season	100	73	71	79	77	80
CO	1st Highest hour	30000 (0)	1440	1240	1430	1480	1520
	1st Highest 8-hour	10000 (0)	1355	1134	1390	1175	1061
	1st Highest 24-hour	4000 (0)	1250	1070	1202	965	1038
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. All data extracted from EPD's Smart Air Modelling Platform (SAMP v2.1)							

3.3.2 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 2032, the PATH background concentrations in Year 2035 has been reviewed. The hourly background concentrations of pollutants of the year of 2030 in Grid 23, 47 is summarized in **Table 3.6**. With respect to the future background air quality predicted by PATH v3.0, all values are below the relevant AQOs except O₃.

Table 3.6 Year 2035 (Level L1) Background Annual Average Concentrations of the Air Pollutants from PATH v3.0

Air Pollutant	Averaging Time	AQO ^(a)	Concentration Level ($\mu\text{g}/\text{m}^3$) ^(b)			
			2035			
			Grid			
			34,39	35,39	34,38	35,38
SO ₂	10-min (4th highest)	500 (3)	20	21	21	21
	24-hr	40 (3)	6	6	6	7
RSP	24-hr (10th highest)	75 (9)	50	48	50	49

Air Pollutant	Averaging Time	AQO ^(a)	Concentration Level ($\mu\text{g}/\text{m}^3$) ^(b)			
			2035			
			Grid			
			34,39	35,39	34,38	35,38
	Annual	30	20	19	20	20
FSP	24-hr (19th highest)	37.5 (18)	28	28	28	28
	Annual	15	12	12	12	12
NO ₂	1-hr (19th highest)	200 (18)	75	71	88	86
	24-hr (10 th highest)	120 (9)	32	33	36	38
	Annual	40	16	14	18	17
O ₃	8-hr (10th highest)	160 (9)	175	174	173	170
	Peak Season	100	119	120	118	118
CO	1-hr (1st highest)	30,000	518	517	522	522
	8-hr (1st highest)	10,000	488	484	491	488
	24-hr (1st highest)	4,000	445	441	453	451
(a) Numbers in brackets is the number of exceedances allowed per year						
(b) Bolded values exceed the relevant AQO						
(c) Data extracted from EPD's Smart Air Modelling Platform v2.1						

3.4 Potential Impacts On the Proposed Development – Operation Phase

Review on Industrial Emission Impact

- 3.4.1 The buffer distance of 200m from the Application Site is shown in **Figure 3.1**. Site survey was conducted in March 2026 to verify the presence of chimneys. There were no chimney or industrial activities identified within 200m from the Application Development. As such, it is anticipated that the Proposed Development would not be subject to unacceptable industrial emission impact.

Review on Vehicular Emission Impact

- 3.4.2 The Application Site is mainly bounded by the Fui Yiu Kok Street to the north.
- 3.4.3 According to the Traffic Census 2024, there is no road type provided for Fui Yiu Kok Street. Therefore, a minimum of 5m setback would be required for complying with the recommendations of HKPSG in **Table 3.3** above under assumption of Fui Yiu Kok Street classified as Local Distributor. As shown in **Figure 3.2**, the setback from the road kerb of Fui Yiu Kok Street is around 3m which is below the HKPSG recommended buffer distance for vehicular emission.
- 3.4.4 For the fresh air intake of the commercial tower, it will be located at the area where the HKPSG vehicular emission buffer zone of 5m setback would be fulfilled.
- 3.4.5 No air sensitive uses, including openable windows, fresh air intake of mechanical ventilation and recreational uses in the open area, would be located within the buffer zones.

Review on Odour Impact

- 3.4.6 According to site survey, there is no odour nuisance in the vicinity of the Application Site.

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

3.5.1 Food and Beverage (F&B) areas will be provided within the Proposed Development. 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 Restaurant and Food Business shall be taken into account in the detailed design when positioning the exhaust outlets:

- Locate the outlet at such a place where the ventilation is good and the emissions from them can be adequately dispersed without hindrance
- Provide sufficient separation distance from any sensitive receptor in the vicinity so that the emissions will not cause, or contribute to, an odour nuisance or other type of air pollution to the public
- Ensure the emissions from the exhaust system will be directed vertically upwards, unless it can be demonstrated by an environmental professional that other direction is more advantageous in preventing emissions from causing air pollution problems
- Ensure that emissions from the exhaust system will not be restricted nor deflected by, for example, the use of plates or caps

3.6 Potential Impact Arising from Proposed Development – Construction Phase

3.6.1 During the construction phase of the Proposed Development, there may be potential air quality impacts upon the nearby air sensitive receivers (ASRs). The representative ASRs during construction phase among all Development Sites are identified and listed in **Table 3.7** and their locations are shown in **Figure 3.3**.

Table 3.7 Distance of the ASRs from the Application Site Boundary

ASR IDs	Descriptions	Land Use	Distance from the Application Site Boundary (m)
A1	Indi Home	Residential	~16
A2	H Cube	Residential	~58
A3	Sheung Chui Court	Residential	~228
A4	Wang Wo Tsai Street Garden	Recreational	~182
A5	Bo Shek Mansion	Residential	~254

Identification of Potential Emissions

3.6.2 Construction vehicles and machinery are a potential source of air pollutant emissions during the construction phase. Significant emissions are not anticipated from the criteria pollutants – NO₂, SO₂, and CO, etc. as only a limited number of diesel/

petroleum fuelled machinery would be operated at the Application 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 SO₂ 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 1,770 m³. 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. With reference to other similar scale projects, the number of on-site diesel/petroleum fuelled machinery (3 machineries) to be used for construction works is limited owing to the small size of the work site with an area of 593 m². In addition, availability of electricity supply during construction of the project will be explored and such requirement will be specified in future contract. If available, contractor should maximise use of electric non-road mobile machinery (NRMMs) and with least reliance of diesel fuelled equipment (e.g. for electricity powered stationary equipment such as pump instead of using generator). Moreover, air quality impact due to construction shall be reviewed at the later stage.

Mitigation Measures for Fugitive Dust and Air Quality Impact

- 3.6.3 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 adoption 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 demolition, infrastructure construction of a building should be implemented as appropriate.

In the case of demolition works:

- The area at which demolition work takes place shall be sprayed with water or a dust suppression chemical immediately prior to, during and immediately after the demolition activities so as to maintain the entire surface wet;
- For any wall of the building to be demolished that abuts or fronts upon a street, service lane or other open area accessible to the public, impervious dust

screens or sheeting shall be used to enclose the whole wall to a height of at least 1m higher than the highest level of the structure being demolished;

- Any dusty materials remaining after a stockpile is removed shall be wetted with water and cleared from the surface of roads or streets.

In the case of infrastructure construction works/ site formation/ excavation/ earthworks:

- Where a scaffolding is erected around the perimeter of a building under construction, effective dust screens, sheeting or netting shall be provided to enclose the scaffolding from the ground floor level of the building;
- Any skip hoist for material transport shall be totally enclosed by impervious sheeting;
- Any relevant requirements set out in Parts III and IV of Air Pollution Control (Construction Dust) Regulations shall be met;
- Vehicle washing facilities including a high pressure water jet shall be provided at every discernible or designated vehicle exit point;
- Where a site boundary adjoins a road, street, service lane or other area accessible to the public, hoarding of not less than 2.4 m high from ground level shall be provided along the entire length of that portion of the site boundary except for a site entrance or exit;
- Locate all the dusty activities away from any nearby ASRs as far as practicable;
- Erect higher hoarding at the locations with ASRs in immediate proximity to the project site boundary;
- Avoid using exempted non-road mobile machineries;
- Consider connecting construction plant and equipment to mains electricity supply and avoid use of diesel generators and diesel-powered equipment as far as practicable.

The additional dust mitigation measures are described below:

Monitoring and Auditing

- 3.6.4 Regular site audit will be implemented to ensure that mitigation measures are in place.

General Site Management

- 3.6.5 Appropriate working methods should be devised and arranged to minimise air pollutant emissions and to ensure any installed control system and/or measures are operated and/or implemented in accordance with their design merits. No free falling of construction debris should be allowed, which should be let down by hoist or enclosed tunnel to the ground.
- 3.6.6 A high standard of housekeeping shall be maintained. Any piles of materials accumulated on or around the work areas shall be cleaned up regularly. Cleaning, repair and maintenance of all plant facilities within the work areas shall be carried out in a manner to minimize air emissions. Prior to cleaning, the materials should be handled properly to prevent fugitive dust emission. Any exposed earth shall be properly treated by compacting or hydro seeding, within 6 months after the last construction activity.
- 3.6.7 Frequent mist/ water spraying should be applied on dusty areas. The frequency of spraying will depend upon local conditions such as rainfall, temperature, wind speed

and humidity. The amount of water spraying should be just enough to dampen the material without over-watering which could result in surface water runoff.

Material Stockpiling and Handling

- 3.6.8 The amount of stockpiling should be minimised where possible. Construction material or debris should be covered and stored inside enclosed areas. Other control measures such as enclosed or semi-enclosed windboard should be used, where applicable, to minimise dust emission. Regular watering is needed at areas such as storage piles, where there could be potential dust emission.

Dust Emissions from Site Traffic

- 3.6.9 Dust emission from construction traffic is generated predominantly from the travelling of dump trucks. Areas within the Subject Site where there are regular vehicle movements should have a hard surface. Speed controls at an upper limit of 10km/hr should be imposed and their movements should be confined to designated roadways within the Subject Site. All dusty vehicle loads should have side and tail boards covered by tarpaulin extending at least 300mm over the edges. Wheel-wash troughs and hoses should be provided at exit points of the Subject Site.
- 3.6.10 "Recommended Pollution Control Clauses for Construction Contracts" is available on the EPD website which set out the recommended air pollution control measures to be implemented by the contractor(s) during the construction stage of the Project.
- 3.6.11 With the adoption of good practices, it is expected that construction air quality impact can be minimized.

4. LAND CONTAMINATION ASSESSMENT

4.1 Introduction

- 4.1.1 The Application Site is bounded by surrounding buildings to the east, south and west and Fui Yiu Kok Street to the north respectively, which is currently vacant as confirmed with Project Proponent. The historical and current land uses of the Application Site are discussed in the following sections.

4.2 Legislation

- 4.2.1 This land contamination review has been prepared following the below guidelines published by EPD:
- *Guidance Manual for Use of Risk-Based Remediation Goals for Contaminated Land Management (RBRGs), EPD, Revised in April 2023*
 - *Guidance Note for Contaminated Land Assessment and Remediation, EPD, Revised in April 2023; and*
 - *Practice Guide for Investigation and Remediation of Contaminated Land (EPD's Practice Guide), EPD, Revised in April 2023*

4.3 Review of Historical and Currently Available Information

- 4.3.1 The Application Site is zoned as "I" (Industrial).
- 4.3.2 Upon review of the aerial photographs in Years 1963, 1964, 1970, 1972, 1982, 1992, 2002, 2012, 2013, 2014 and 2025 from the Lands Department (LandsD) and site survey conducted on March 2026, the land uses of the Application Site are summarized in **Table 4.1**. The relevant aerial photographs from LandsD are presented in **Appendix 4.1**.

Table 4.1 Historical Landuse Summary of the Application Site

Period / Year	Landuse / Descriptions	Sources of Information
1963-1964	The Application Site was sea in 1963, reclaimed as land in 1964 and remained vacant.	Aerial photographs from LandsD
1970-1972	Construction of buildings took place.	Aerial photographs from LandsD
1972-2012	Buildings occupied the Application Site.	Aerial photographs from LandsD
2013	Buildings demolished and site clearance took place in Application Site.	Aerial photographs from LandsD
2014-2025	Application Site was a opened carpark.	Aerial photographs from LandsD
2026	Application Site is vacant.	Site Survey and confirmed by site owner.

Note: *The available aerial photographs record is till to year 2025

- 4.3.3 Based on the review of aerial photographs, there are no potentially contaminating land uses identified within the Application Site.
- 4.3.4 The Application Site was sea, reclaimed in Year 1964 and remained vacant till Year 1970. The previous building was constructed in between Year 1970 and 1972 and demolished in Year 2012. The site is vacant in Year 2013 and changed to opened carpark in Year 2014 and operated till Year 2025.
- 4.3.5 It is noted that there is no potential land contamination issues associated with the Application Site from aerial photo.

Site Inspection and Observation

- 4.3.6 Apart from the aerial photographs review, the site inspection of the Application Site was conducted in March 2026. Photo records are provided in **Appendix 4.2**.
- 4.3.7 Based on the observation from the site, the surface of Application Site is asphalt paved ground with cracks, there is two stained surface on paved ground of the Application Site. It is considered that there would not be potential land contamination activity.
- 4.3.8 There were no aboveground / underground oil storage tanks, chemicals and dangerous goods observed to be stored on site during the site visit and confirmed by project proponent. Site walkover checklist is provided in **Appendix 4.3**.

Information available from BRAVO website

- 4.3.9 Building Records Access and Viewing On-line (BRAVO) of Building Departments (BD) was visited to obtain records for completed private buildings. No building plan have been observed. Screen capture of BRAVO is shown in **Appendix 4.4**.

Discussion

- 4.3.10 The Application Site was sea in Year 1963 (earliest available aerial photo), reclaimed in Year 1964 and remained vacant till Year 1970. The previous building was constructed in between Year 1970 and 1972 and demolished in Year 2012. The site is vacant in Year 2013 and changed to opened carpark in Year 2014 and operated till Year 2025. The site is vacant in Year 2026.
- 4.3.11 As confirmed with the Project Proponent, no land contamination activities are carried out at Application Site. However, it is observed that there is two stained surface at ground of Application Site during the site inspection conducted in March 2026.
- 4.3.12 It is therefore considered that the potential land contamination may occur off-site for previous landuse as opened carpark between Year 2014 to Year 2025.

4.4 Conclusion

- 4.4.1 According to the historical and existing use observed in site survey, there is potential land contamination at the Application Site. Site Investigation (SI), the Contamination Assessment Plan (CAP) and subsequently the Contamination Assessment Report (CAR) and Remediation Plan (RAP) maybe required in later stages subject to potential land contamination issue identified and SI result. The land contamination assessment and remediation works shall be completed according to EPD guidelines before the commencement of any construction works for the development.

5. CONCLUSION

5.1.1 This planning application is submitted to the Town Planning Board in support of rezoning the Application Site from "I" to "OU (Hotel Development)" on the draft Tsuen Wan OZP No. S/TW/40 in support of the proposed hotel development. The Application Site is located at lot no. 486 in D.D. 443 and Tsuen Wan Town Lot 85 (46&48 Fui Yiu Kok Street).

5.1.2 The key environmental issues associated with both operation and construction phase of the Development Site are qualitatively/quantitatively discussed in this report.

Noise

5.1.3 Noise mitigation measures are suggested to minimized construction noise impact due to the Proposed Development.

5.1.4 Centralized ventilation and no openable window for ventilation is adopted in the Proposed Development, no adverse road traffic noise and fixed noise sources impact would be brought to NSRs in the Proposed Development by the surrounding road network and fixed noise sources.

5.1.5 Maximum allowable SWL of planned fixed noise sources at site boundary are calculated. The planned fixed noise sources will be properly designed to comply with the requirements in HKPSG standards and guidelines. There is no adverse noise impact from planned fixed noise sources of Proposed Development to surrounding NSRs is anticipated.

Air Quality

5.1.6 There is no chimney or industrial activity identified within 200m from the site boundary of Application Site. As such, it is anticipated that the Proposed Development Site would not be subject to any adverse industrial emission impact.

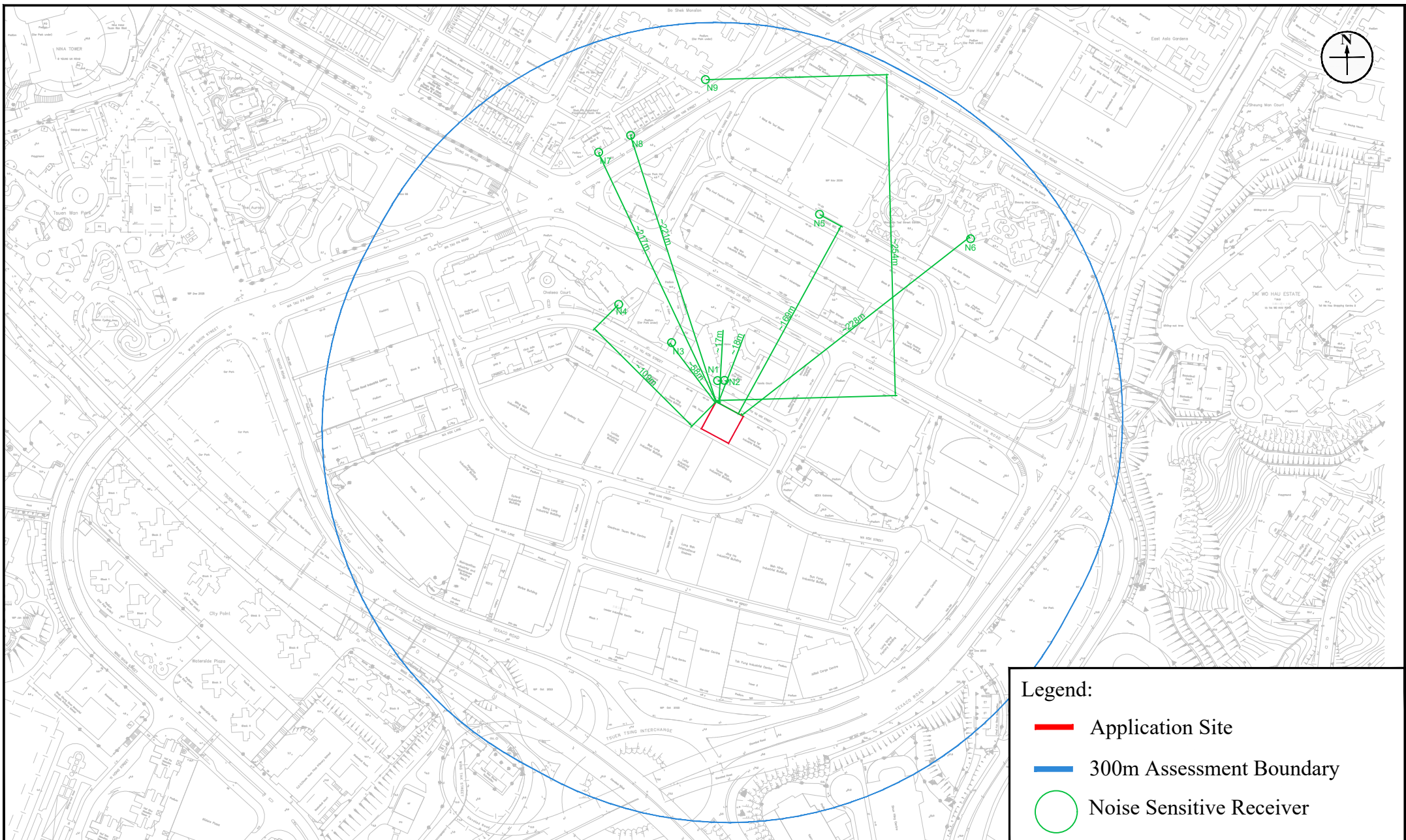
5.1.7 No air sensitive uses shall be located within the buffer zones. No adverse vehicular emission impacts on the proposed development are anticipated.

5.1.8 Air quality impact from the proposed carpark shall be further reviewed in the later stage to ensure no adverse air quality impact to the nearby air sensitives uses.

Land Contamination

5.1.9 Desktop study and site survey are conducted to identify potential land contamination issue. Further site investigation is required for stains observed on paved surface within Application Site.

Figures



Legend:

- Application Site
- 300m Assessment Boundary
- Noise Sensitive Receiver

Figure: 2.1

Title: Location of Noise Sensitive Receivers within 300m Assessment Area

Project: Section 12A Planning Application for Proposed Amendments to the Tsuen Wan Outline Zoning Plan to Rezone “Industrial” Zone to “Other Specified Uses (Hotel Development)” Zone in Support of Proposed Hotel Development at Lot 486 in D.D.443 and Tsuen Wan Town Lot 85, Tsuen Wan, New Territories

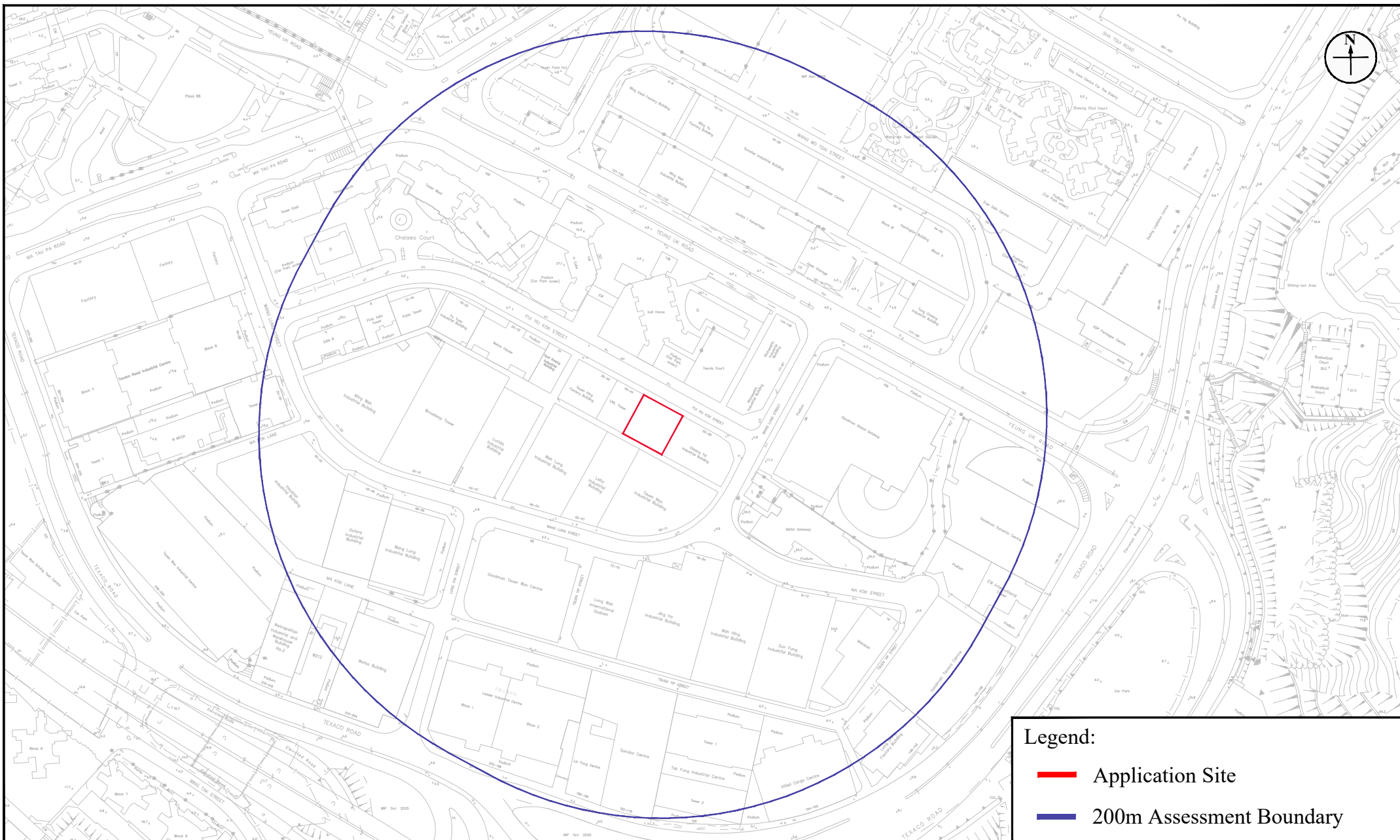
RAMBOLL

Drawn by: CL

Checked by: TC

Rev.: 1.0

Date: May 2026



Legend:

Application Site

200m Assessment Boundary

Figure: 3.1	RAMBOLL	
	Title: 200m Buffer Area from the Application Site	
	Project: Section 12A Planning Application for Proposed Amendments to the Tsuen Wan Outline Zoning Plan to Rezone “Industrial” Zone to “Other Specified Uses (Hotel Development)” Zone in Support of Proposed Hotel Development at Lot 486 in D.D.443 and Tsuen Wan Town Lot 85, Tsuen Wan, New Territories	
	Drawn by: CL Checked by: TC Rev.: 1.0 Date: May 2026	

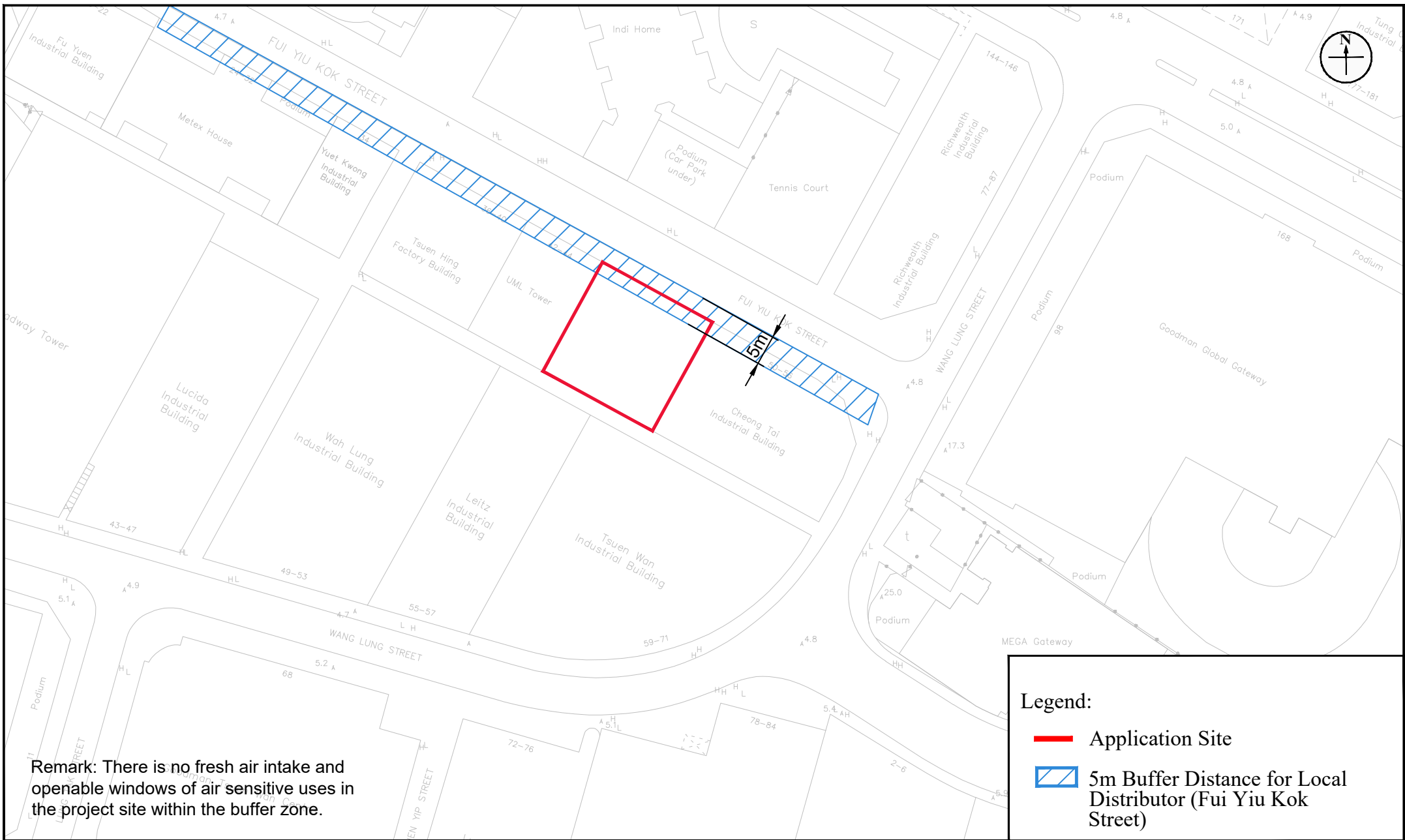


Figure: 3.2

Title: Buffer Distance between the Application Site and Kerb Side of the Nearest Carriageways

Project: Section 12A Planning Application for Proposed Amendments to the Tsuen Wan Outline Zoning Plan to Rezone “Industrial” Zone to “Other Specified Uses (Hotel Development)” Zone in Support of Proposed Hotel Development at Lot 486 in D.D.443 and Tsuen Wan Town Lot 85, Tsuen Wan, New Territories

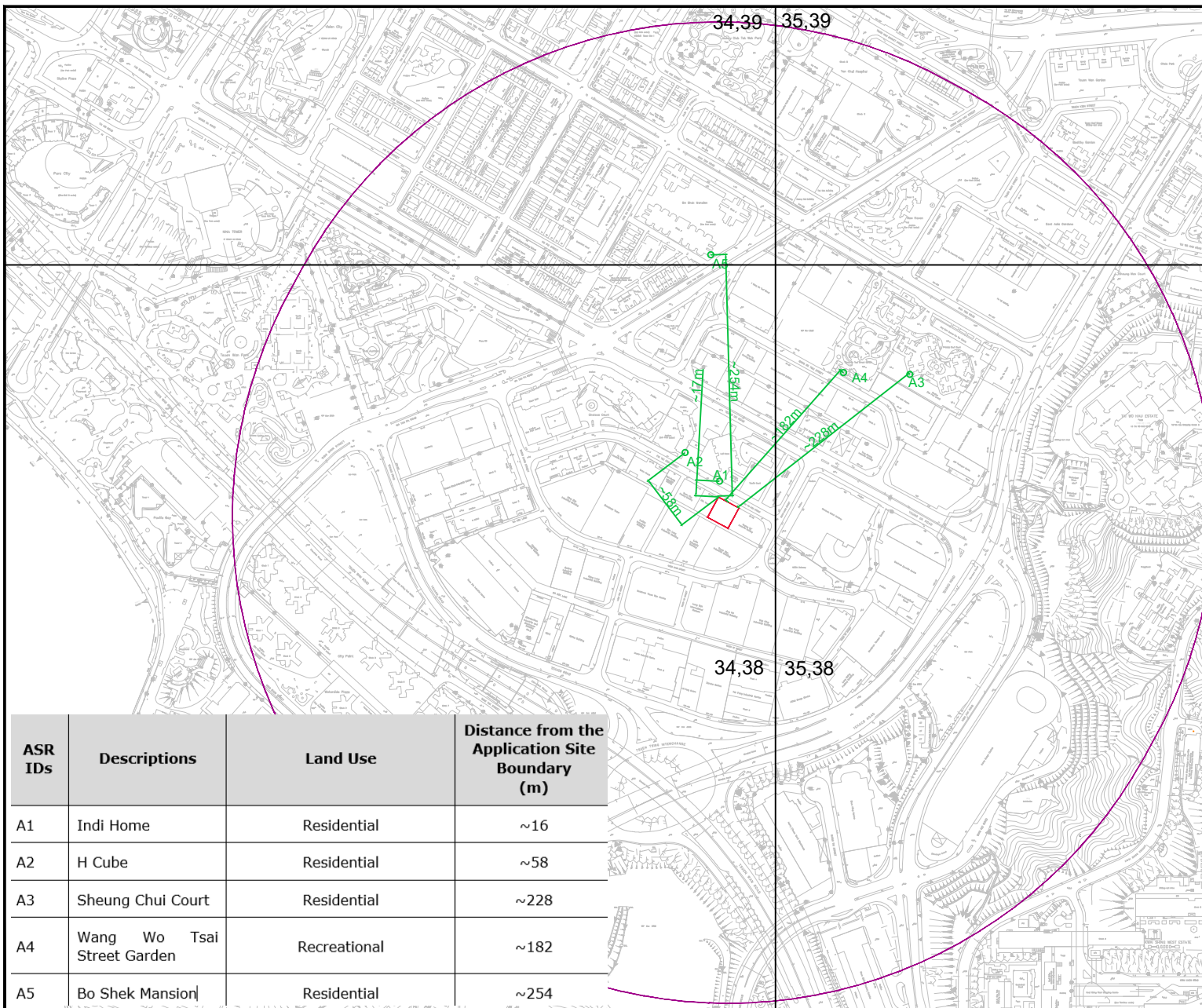
RAMBOLL

Drawn by: CL

Checked by: TC

Rev.: 1.0

Date: May 2026



Legend:

- Application Site
- 500m Assessment Boundary
- Air Sensitive Receiver



ASR IDs	Descriptions	Land Use	Distance from the Application Site Boundary (m)
A1	Indi Home	Residential	~16
A2	H Cube	Residential	~58
A3	Sheung Chui Court	Residential	~228
A4	Wang Wo Tsai Street Garden	Recreational	~182
A5	Bo Shek Mansion	Residential	~254

Figure: 3.3

Title: Location of Representative Air Sensitive Receivers during Construction Phase

Project: Section 12A Planning Application for Proposed Amendments to the Tsuen Wan Outline Zoning Plan to Rezone “Industrial” Zone to “Other Specified Uses (Hotel Development)” Zone in Support of Proposed Hotel Development at Lot 486 in D.D.443 and Tsuen Wan Town Lot 85, Tsuen Wan, New Territories

RAMBOLL

Drawn by: CL

Checked by: TC

Rev.: 1.0

Date: May 2026

Appendix 1.1 Master Layout Plan and Section of the Development Site

1 TSUEN WAN INDUSTRIAL BUILDING

2

3

4

LEITZ INDUSTRIAL BUILDING

5



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SERVICE LANE (3.00m wide)

D

C

B

A

ADJACENT BUILDING

ADJACENT BUILDING

E&M

E&M

LIFT LOBBY

CARPARK

M.C.

TAXI LAY-BY

TAXI LAY-BY

CARPARK

HOTEL LOBBY

HOTEL'S ANCILLARY USES
INCLUDING F&B / SHOP &
SERVICES ETC.

HGV

TOUR BUS
LAY-BY

E&M

E&M

E&M

PROPOSED UPGRADING OF PAVEMENT WITH
CONCRETE PAVING BLOCK PER HYD'S
STANDARD (SUBJECT TO HYD APPROVAL)

GLASS CANOPY ABOVE

0.6m SETBACK AREA

Application Site



GROUND FLOOR PLAN OF HOTEL SCALE 1:125

FUI YIU KOK STREET (15.75m)

PK  NG™

1 TSUEN WAN INDUSTRIAL BUILDING

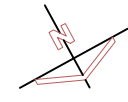
2

3

4

LEITZ INDUSTRIAL BUILDING

5



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SERVICE LANE (3.00m wide)

D

C

B

A

ADJACENT BUILDING

ADJACENT BUILDING

E&M

E&M

E&M

LIFT LOBBY

HOTEL'S ANCILLARY USES
INCLUDING F&B / SHOP &
SERVICES ETC.

VERTICAL GREEN WALL
(EXTENT SUBJECT TO BD'S
APPROVAL)

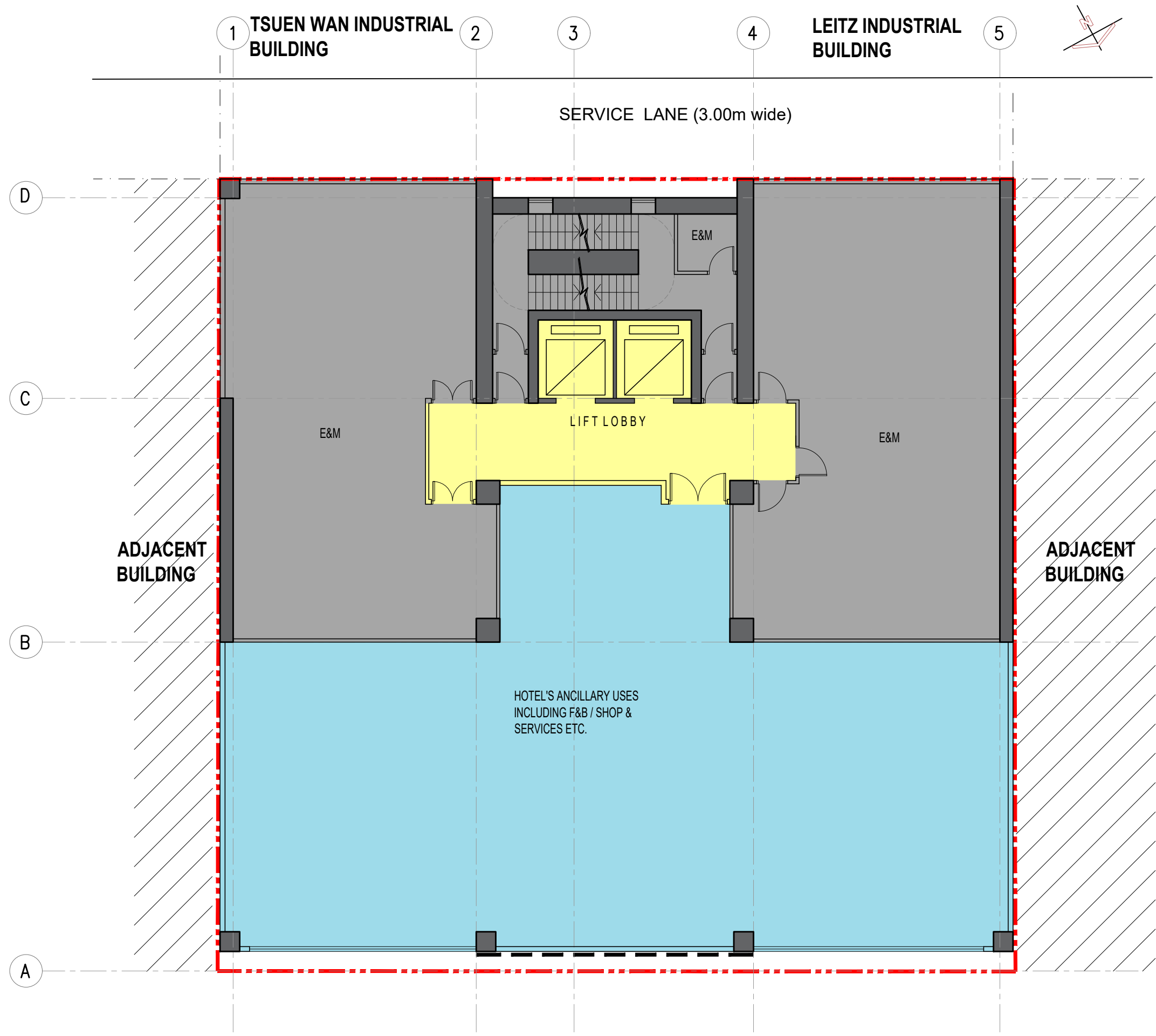
TEMPERED GLASS CANOPY
(SUBJECT TO BD'S GFA EXEMPTION
OF FULL EXTENT OF CANOPY)

Application Site

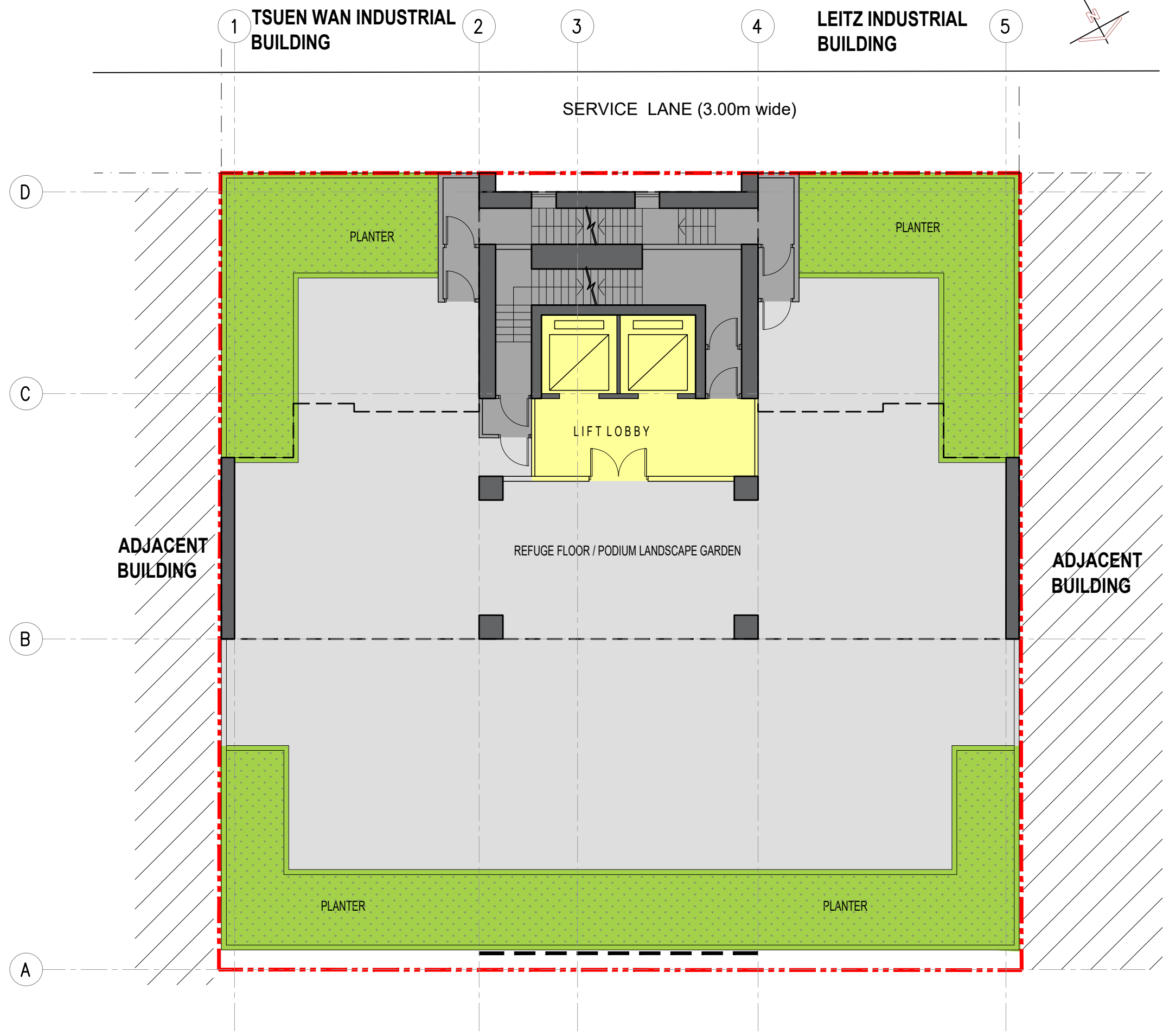


1/F PLAN OF HOTEL SCALE 1:125

FUI YIU KOK STREET (15.75m)



Application Site



Application Site

1 TSUEN WAN INDUSTRIAL BUILDING

2

3

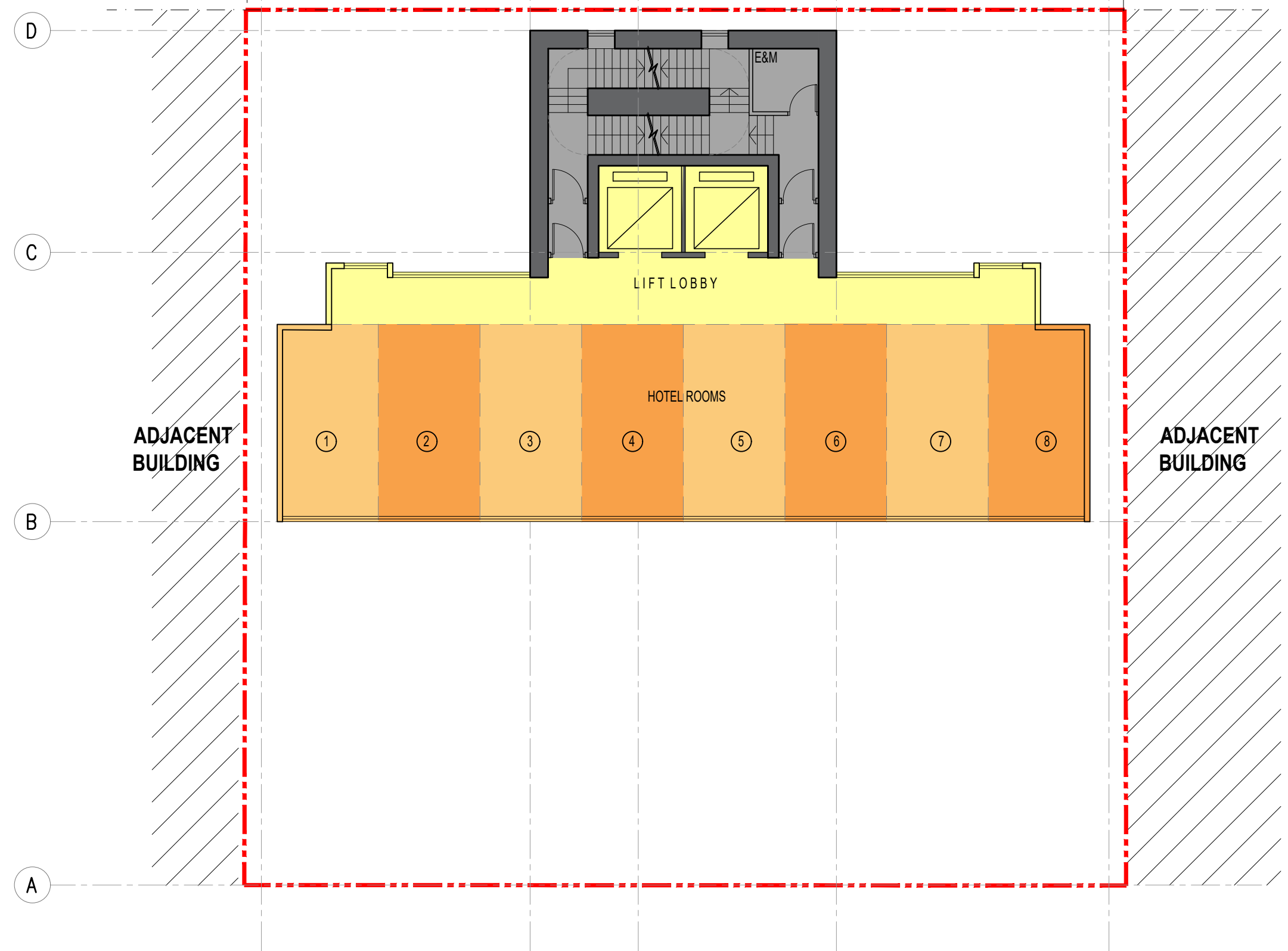
4

LEITZ INDUSTRIAL BUILDING

5

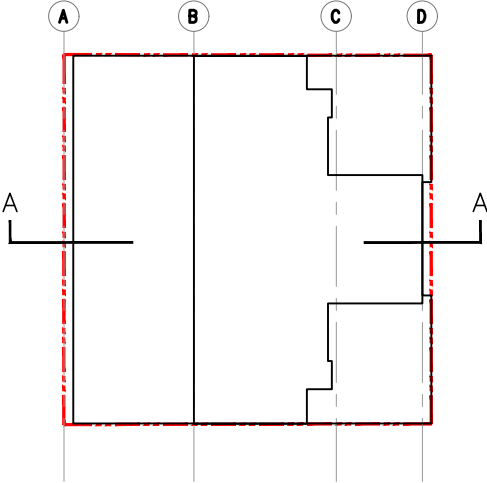
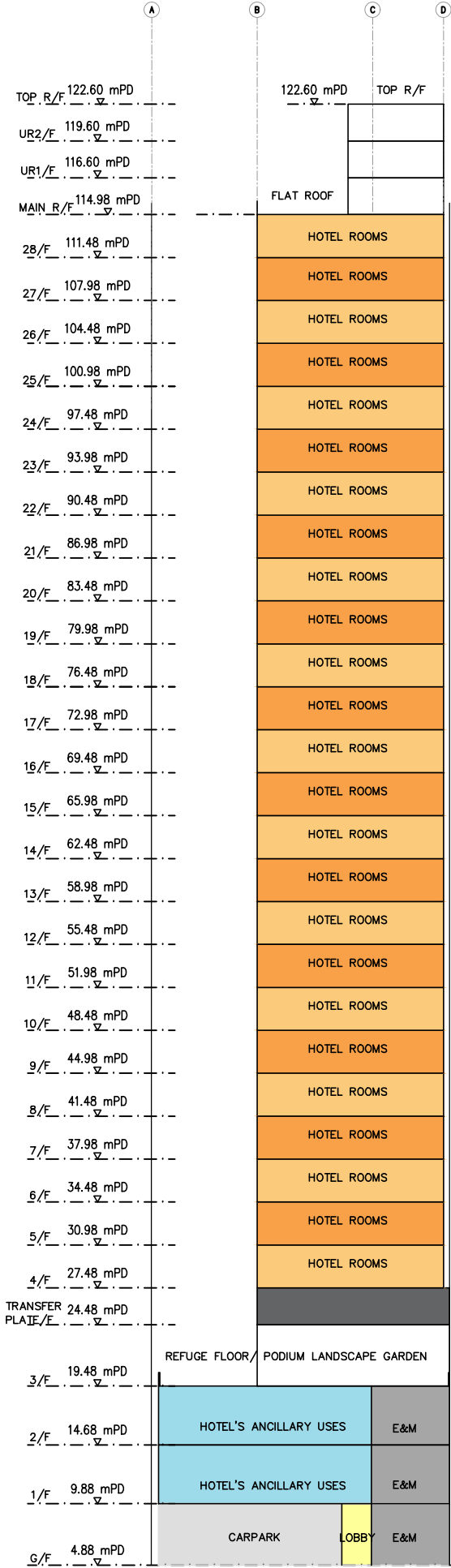


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Application Site 

TYPICAL FLOOR PLAN (4 - 28/F) OF HOTEL SCALE 1:125



SECTION

Appendix 2.1 Fixed Noise Impact Assessment Results

Calculation of the Total Maximum Allowable Sound Power Level of Fixed Noise Sources at Proposed Commercial Development

NSR ID	Name	Area Sensitivity Rating	ANL-5 (Night time)*, dB(A)	Shortest Horizontal Distance, m #	Dist. Corr., dB(A)	Façade Corr., dB(A)	Total Maximum Allowable Sound Power Level, dB(A)
			(A)		(B)	(C)	(A) + (B) - (C)
N1	Bedroom of Indi Home	C	60	16	32	3	89.3
N2	Master Bedroom of Indi Home	C	60	18	33	3	90.1
N3	H Cube	C	60	58	43	3	100.3

Total Maximum Allowable Sound Power Level of Fixed Noise Sources at Proposed Commercial Development = 89.3 dB(A)

Note:

* Night time ANL is adopted for worst case scenario assumption.

The shortest horizontal distance between the NSR and site boundary of Application Site was adopted for calculation of distance correction as worst-case scenario

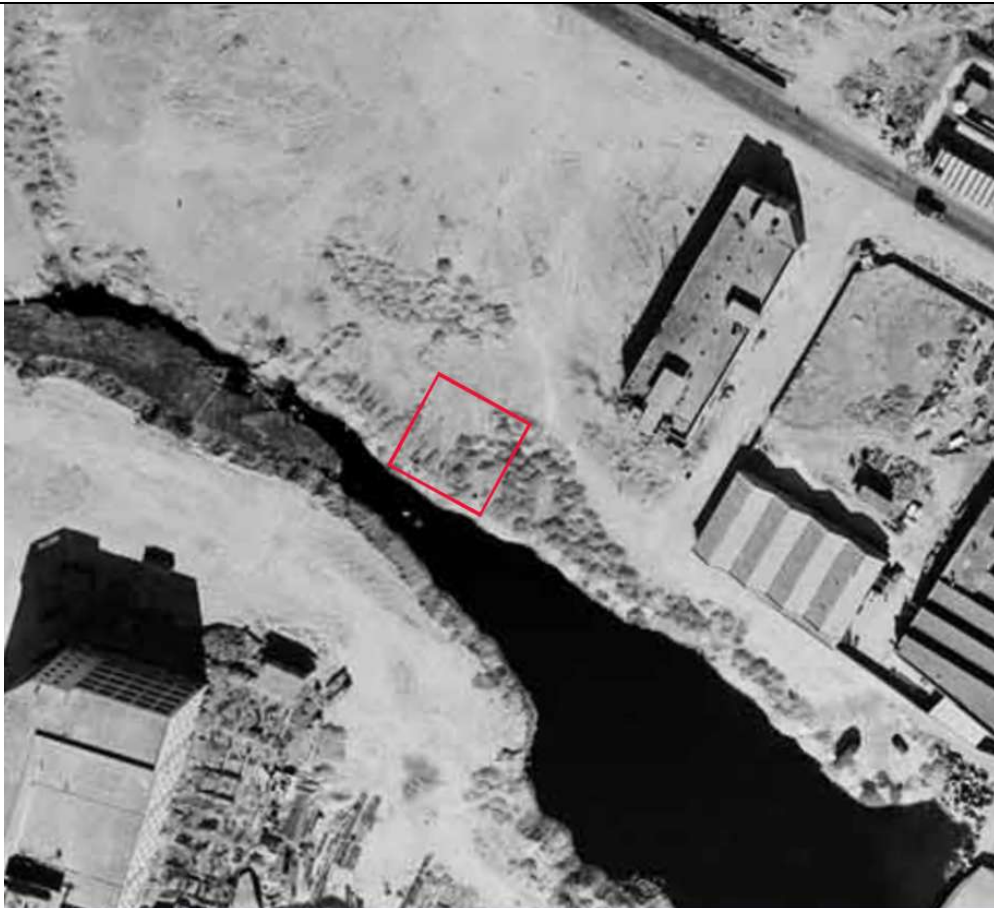
Appendix 4.1 Aerial Photos for Land Contamination Assessment

Historical Aerial Photo – Year 1963



Aerial photo from LandsD (Ref.: 1963-0511), Height: 7,000 ft

Historical Aerial Photo – Year 1964



Aerial photo from LandsD (Ref.: F63_1964-3004), Height: 2,700 ft

Historical Aerial Photo – Year 1970



Aerial photo from LandsD (Ref.: 1970_2500), Height: 2,500 ft

Historical Aerial Photo – Year 1972



Aerial photo from LandsD (Ref.: 02888), Height: 1,500 ft

Historical Aerial Photo – Year 1982



Aerial photo from LandsD (Ref.: 44879), Height: 4,000 ft

Historical Aerial Photo – Year 1992



Aerial photo from LandsD (Ref.: A32684), Height: 4,000 ft

Historical Aerial Photo – Year 2002



Aerial photo from LandsD (Ref.: CW42644), Height: 4,000 ft

Historical Aerial Photo – Year 2012



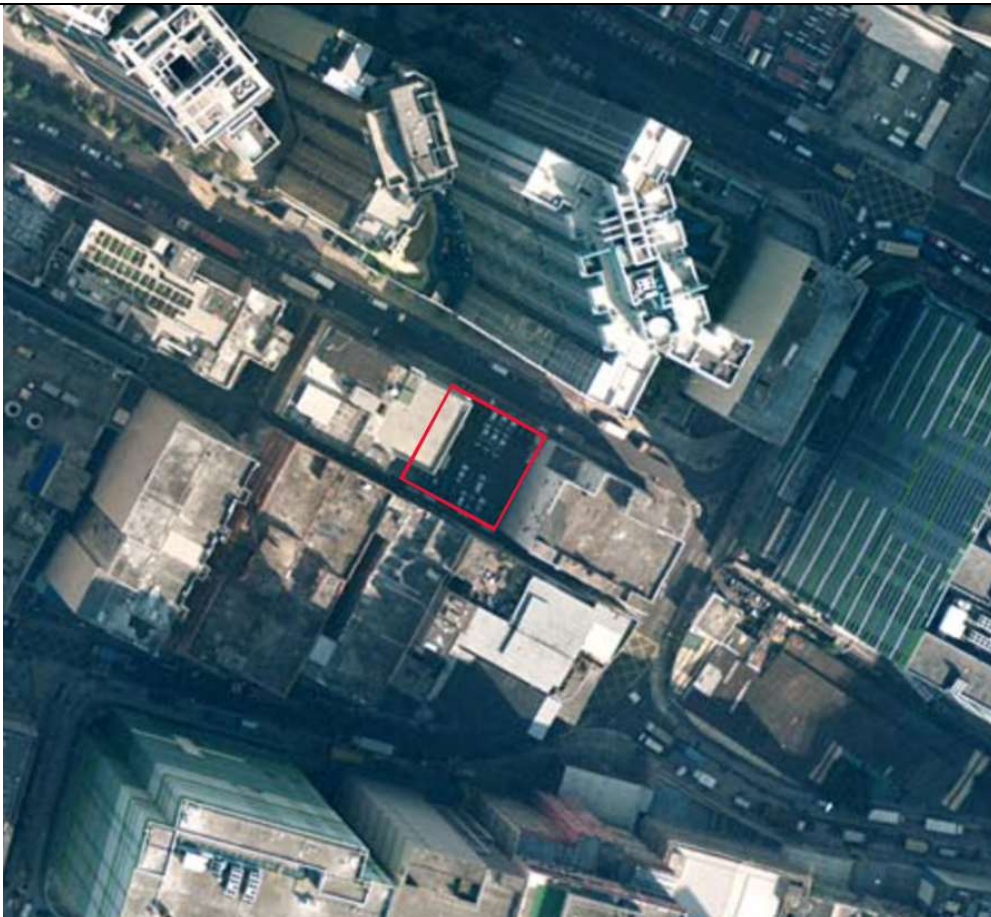
Aerial photo from LandsD (Ref.: CS39437), Height: 6,000 ft

Historical Aerial Photo – Year 2013



Aerial photo from LandsD (Ref.: CS45787), Height: 6,000 ft

Historical Aerial Photo – Year 2014



Aerial photo from LandsD (Ref.:CS48621), Height: 6,000 ft

Historical Aerial Photo – Year 2025



Aerial photo from LandsD (Ref.: E233221C), Height: 6,900 ft

Appendix 4.2 Site Survey Record and Potential Land Contamination Area

Appendix 4.2 Site Survey Record and Potential Land Contamination Area

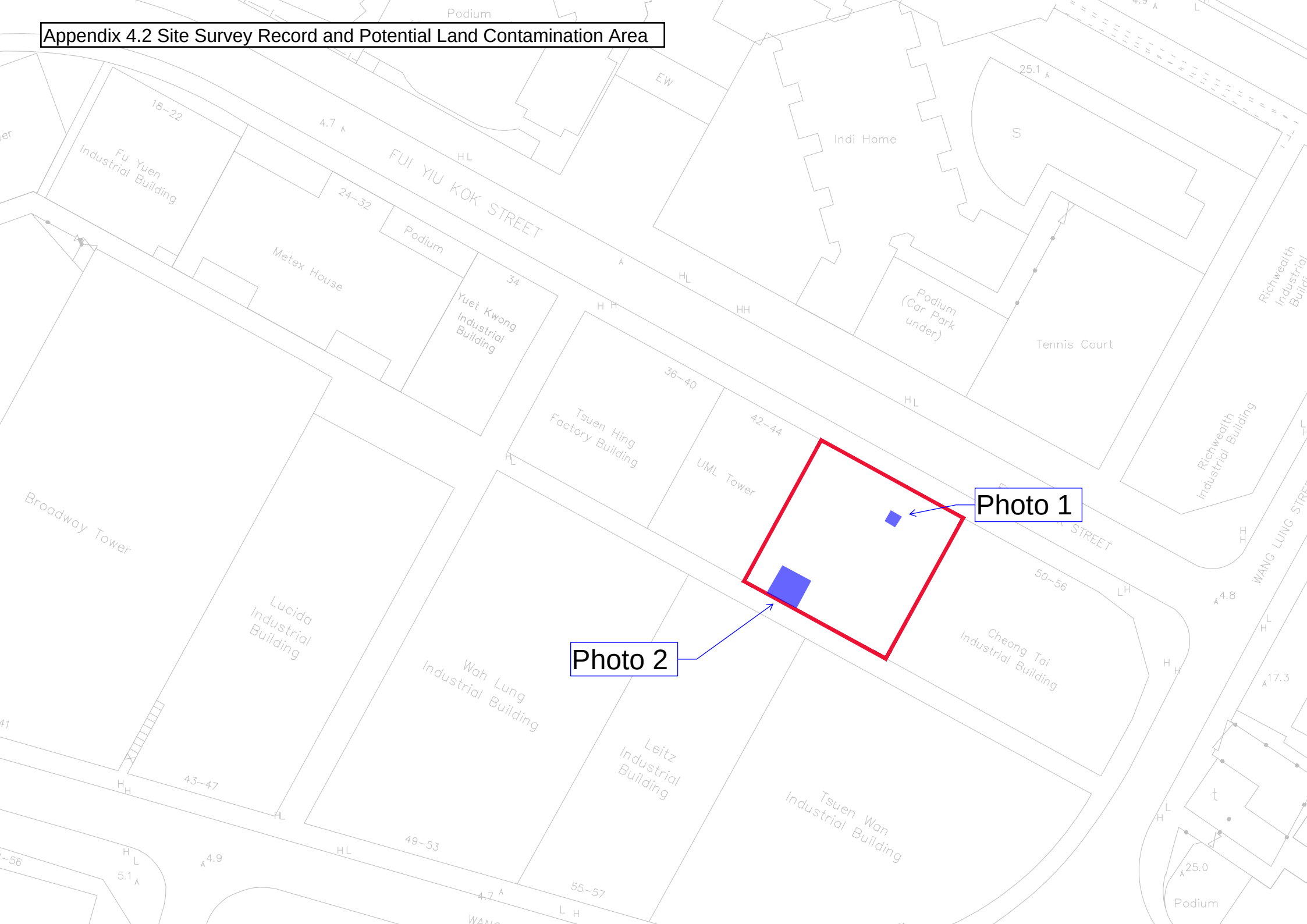


Photo 1



Stain
Observed



Photo 2

Stain
Observed



Appendix 4.3 Site Walkover Checklist

Annex C1

Site Walkover Checklist

Date of Site Visit: 18th March, 2026

GENERAL SITE DETAILS

SITE OWNER/CLIENT	<u>Gain Concept Limited</u>
	<u></u>
PROPERTY ADDRESS	<u>46-48 Fui Yiu Kok Street, Tsuen Wan</u>
	<u></u>

PERSON CONDUCTING THE QUESTIONNAIRE

NAME	<u>Carman Lee</u>
POSITION	<u>Assistant Environmental Consultant (Ramboll Hong Kong Limited)</u>

AUTHORIZED OWNER/CLIENT REPRESENTATIVE (IF APPLICABLE)

NAME	<u></u>
POSITION	<u></u>
	<u></u>

SITE ACTIVITIES

Briefly describe activities carried out on site, including types of products/chemicals/materials handled.
Obtain a flow schematic if possible.

Number of employees:	Full-time: <u>N/A</u>
	Part-time: <u>N/A</u>
	Temporary/Seasonal: <u>N/A</u>
Maximum no. of people on site at any time:	<u>N/A</u>
Typical hours of operation:	<u>N/A</u>
Number of shifts:	<u>N/A</u>
Days per week:	<u>N/A</u>
Weeks per year:	<u>N/A</u>
Scheduled plant shut-down:	<u>N/A</u>

Detail the main sources of energy at the site:

Gas	Yes /No
Electricity	Yes/ No
Coal	Yes /No
Oil	Yes /No
Other	Yes /No

SITE DESCRIPTION

This section is intended to gather information on site setting and environmental receptors on, adjacent or close to the site.

What is the total site area:	<u>About 593 m²</u>
What area of the site is covered by buildings (%):	<u>0%</u>
Please list all current and previous owners/occupiers if possible.	<u>Open carpark</u>

Is a site plan available? If yes, please attach.	<u>Yes</u> / No
Are there any other parties on site as tenants or sub-tenants?	Yes /No
If yes, identify those parties:	<u>N/A</u>

Describe surrounding land use (residential, industrial, rural, etc.) and identify neighbouring facilities and types of industry.

North:	<u>Fui Yiu Kok Street</u>
	<u></u>
South:	<u>Back Alley</u>
	<u></u>
East:	<u>Cheong Tai Industrial Building (Industrial use)</u>
	<u></u>
West:	<u>UML Tower (Industrial use)</u>
	<u></u>

Describe the topography of the area (flat terrain, rolling hills, mountains, by a large body of water, vegetation, etc.).

Flat terrain

State the size and location of the nearest residential communities.

North (about 17m from Subject Site): Indi Home

Are there any sensitive habitats nearby, such as nature reserves, parks, wetlands or sites of special scientific interest?

No

Questionnaire with Existing Site Owner

		Yes/No	Notes
1.	What are the main activities/operations at the above address?	-	Open Carpark since 2022 and vacant since 2026
2.	How long have you been occupying the site?	-	Since 2019
3.	Were you the first occupant on site? (If yes, what was the usage of the site prior to occupancy?)	No	-
4.	Prior to your occupancy, who occupied the site?	-	Information on previous activities / operations are not available.
5.	What were the main activities/operations during their occupancy?	-	Information on previous activities / operations are not available.
6.	Have there been any major changes in operations carried out at the site in the last 10 years?	No	Two industrial buildings were previously erected on the site with occupation permits issued in 1970 and 1973. They were demolished in 2013. It remains a bare site since 2013.
7.	Have any polluting activities been carried out in the vicinity of the site in the past?	-	Information on previous activities / operations are not available.
8.	To the best of your knowledge, has the site ever been used as a petrol filling station/car service garage?	-	Information on previous activities / operations are not available.
9.	Are there any boreholes/wells or natural springs either on the site or in the surrounding area?	No	
10.	Do you have any registered hazardous installations as defined under relevant ordinances? (If yes, please provide details.)	No	
11.	Are any chemicals used in your daily operations? (If yes, please provide details.)	No	
	• Where do you store these chemicals?	N/A	
12.	Material inventory lists, including quantities and locations available? (If yes, how often are these inventories updated?)	No	
13.	Has the facility produced a separate hazardous substance inventory?	No	
14.	Have there ever been any incidents or accidents (e.g. spills, fires, injuries, etc.) involving any of these materials? (If yes, please provide details.)	No	
15.	How are materials received (e.g. rail, truck, etc.) and stored on site (e.g. drums, tanks, carboys, bags, silos, cisterns, vaults and cylinders)?	-	No information can be provided
16.	Do you have any underground storage tanks? (If yes, please provide details.)	No	
	▪ How many underground storage tanks do you have on site?	-	

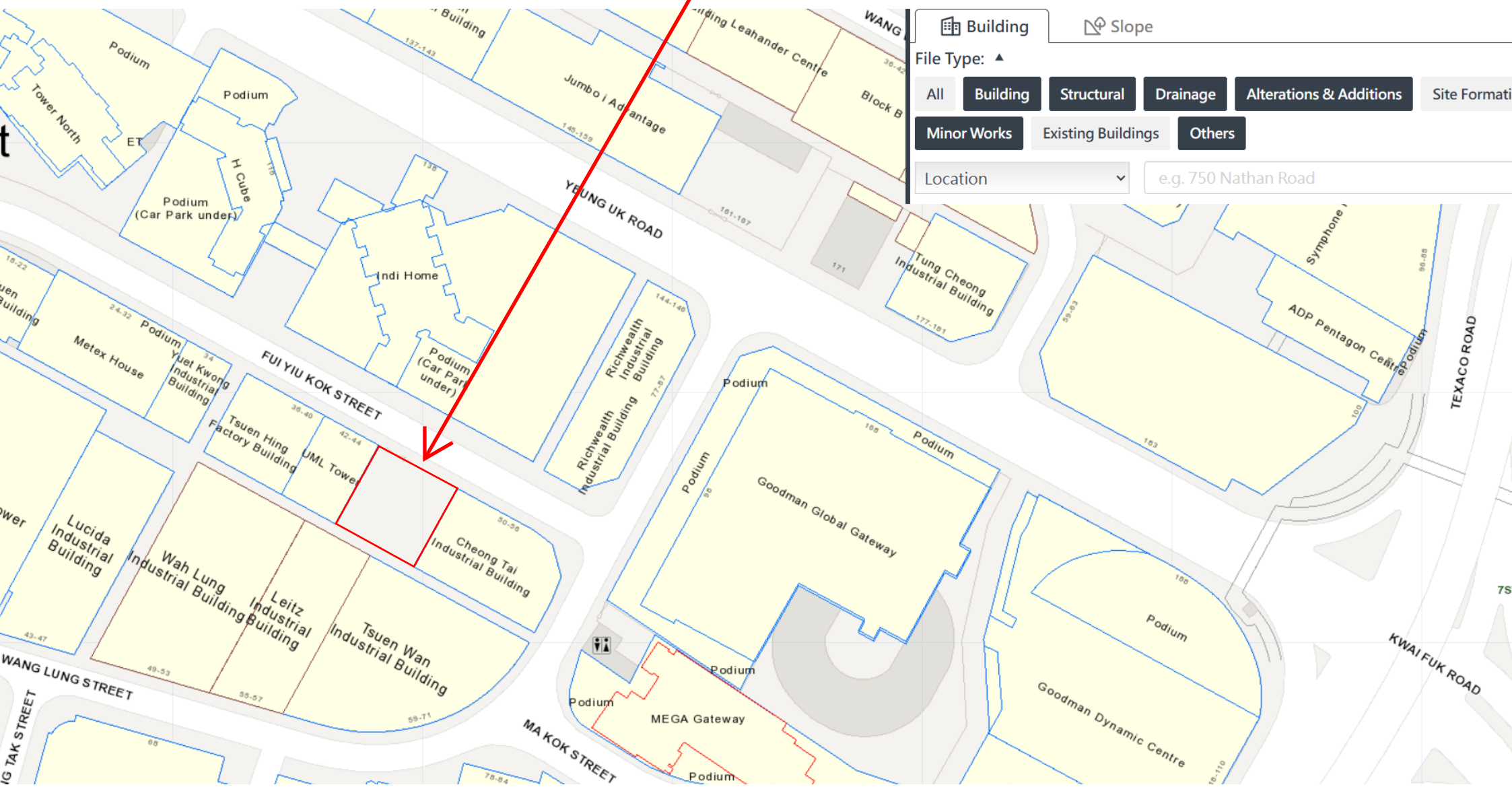
	▪ What are the tanks constructed of?	-	
	▪ What are the contents of these tanks?	-	
	▪ Are the pipelines above or below ground?	-	
	▪ If the pipelines are below ground, has any leak and integrity testing been performed?	-	
	▪ Have there been any spills associated with these tanks?	-	
17.	Are there any disused underground storage tanks?	No	
18.	Do you have regular check for any spillage and monitoring of chemicals handled? (If yes, please provide details.)	-	Information on previous activities / operations are not available.
19.	How are the wastes disposed of?	-	Information on previous activities / operations are not available.
20.	Have you ever received any notices of violation of environmental regulations or received public complaints? (If yes, please provide details.)	-	Information on previous activities / operations are not available.
21.	Have any spills occurred on site? (If yes, please provide details.)	-	Information on previous activities / operations are not available.
	• When did the spill occur?	-	
	• What were the substances spilled?	-	
	• What was the quantity of material spilled?	-	
	• Did you notify the relevant departments of the spill?	-	
	• What were the actions taken to clean up the spill?	-	
	• What were the areas affected?	-	
22.	Do you have any records of major renovation of your site or rearrangement of underground utilities, pipe work/underground tanks (If yes, please provide details.)	No	
23.	Have disused underground tanks been removed or otherwise secured (e.g. concrete, sand, etc.)?	No	
24.	Are there any known contaminations on site? (If yes, please provide details.)	No	No information can be provided
25.	Has the site ever been remediated? (If yes, please provide details.)	-	No information can be provided

Observations

		Yes/No	Notes
1.	Are chemical storage areas provided with secondary containment (i.e. bund walls and floors)?	No	No chemical storage area observed on site during the site visit.
2.	What are the conditions of the bund walls and floors?	No	No chemical storage area observed on site during the site visit.
3.	Are any surface water drains located near to drum storage and unloading areas?	No	No chemical storage area observed on site during the site visit.
4.	Are any solid or liquid waste (other than wastewater) generated at the site? (If yes, please provide details.)	No	No chemical storage area observed on site during the site visit.
5.	Is there a storage site for the wastes?	No	--
6.	Is there an on-site landfill?	No	--
7.	Were any stressed vegetation noted on site during the site reconnaissance? (If yes, please indicate location and approximate size.)	No	--
8.	Were any stained surfaces noted on-site during the site reconnaissance? (If yes, please provide details.)	Yes	Oil stains are observed during site visit.
9.	Are there any potential off-site sources of contamination?	No	--
10.	Does the site have any equipment which might contain polychlorinated biphenyls (PCBs)?	No	--
11.	Are there any sumps, effluent pits, interceptors or lagoons on site?	No	--
12.	Any noticeable odours during site walkover?	No	--
13.	Are any of the following chemicals used on site: fuels, lubricating oils, hydraulic fluids, cleaning solvents, used chemical solutions, acids, anti-corrosive paints, thinners, coal, ash, oily tanks and bilge sludge, metal wastes, wood preservatives and polyurethane foam?	No	--

Appendix 4.4 BRAVO record Screen Capture

Application Site



Building

Slope

File Type: ▲

All

Building

Structural

Drainage

Alterations & Additions

Site Formati

Minor Works

Existing Buildings

Others

Location

e.g. 750 Nathan Road