PLANNING LIMITED
規劃顧問有限公司

[redacted]

By Email

Our Ref: S3045a/KTR/25/003Lg

31 December 2025

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

Dear Sir / Madam,

Rezoning from "Residential (Group C) 2" and "Open Space" zones to "Residential (Group C) 4" zone for a Proposed Residential Development at Lot Nos. 519 RP (part) and 520 RP in D.D. 110 and adjoining Government land, Shek Kong, Yuen Long, N.T.
and
Rezoning from "Residential (Group C) 2" to "Open Space" zone at Lot Nos. 121, 137, 138, 139 S.A and 139 RP (part) in D.D. 110 and adjoining Government land, Shek Kong, Yuen Long, N.T.
(S12A Amendment of Plan Application No. Y/YL-KTN/6)
- Further Information No. 1 -

We refer to the captioned S12A Application scheduled for consideration by the Town Planning Board ("TPB") on 9 January 2026 and comments from the Fanling, Sheung Shui and Yuen Long East District Planning Office received between 3 and 22 December 2025.

In response to the departmental comments received, we hereby submit a response-to-comment table with the relevant annexes:

Annex A – Replacement Pages of Planning Statement
Annex B – Revised Air Quality Impact Assessment
Annex C – Replacement Pages of Sewerage Impact Assessment
Annex D – Replacement Pages of Visual Impact Assessment

Should you have any queries in relation to the above or attached, please do not hesitate to contact the undersigned at [redacted].

Thank you for your kind attention.

Our Ref: S3046a/KTR/25/003Lg
Date: 31 December 2025

PLANNING LIMITED
規劃顧問有限公司

Yours faithfully
For and on behalf of
KTA PLANNING LIMITED

Camille LAM

Encl.

cc. the Applicant & Team

PL/CL/vy

Proposed Rezoning of the Application Site from (i) "Residential (Group C) 2" and "Open Space " Zones to "Residential (Group C) 4" Zone for a Proposed Residential Development at Lot Nos. 519 RP (part) and 520 RP in D.D. 110 and adjoining Government land and (ii) from "Residential (Group C) 2" to "Open Space" Zones at Lot Nos. 121, 137, 138, 139 S.A and 139 RP (part) in D.D. 110 and adjoining Government land at Shek Kong, Yuen Long, N.T. (S12A Amendment of Plan Application No. Y/YL-KTN/6)

Comments Forwarded from Fanling, Sheung Shui and Yuen Long East District Planning Office

Comments	Responses
Comments from Water Supply Department (received on 3 December 2025) **Contact person: Mr. HO Ho Yuan; Tel. No.: 2152 5778**	
Existing water mains will be affected as shown on the plan. The cost of any necessary diversion shall be borne by the proposed development.  Y_YL-KTN_6 DD20251202 (ATT	Please be clarified that the implementation of Site 2 which is proposed to be rezoned as "O" will be detached from the development of Site 1 and will not form part of the private residential development of Site 1 nor condition or requirement in the land exchange application of Site 1. Upon approval of the rezoning request including, the rezoning of Site 2 from "R(C)2" to "O" zone, the Applicants are prepared to keep their private land in Site 2 as status quo until the Government has a program to resume the land in Site 2 for implementation of the public open space (Paras. 4.1.6 of the Planning Statement refers). Nevertheless, if there are any existing water mains to be affected by the proposed development in Site 1, the cost of any necessary diversion will be borne by the proposed development.
In case it is not feasible to divert the affected water mains, a waterworks reserve within 1.5 metres from the center line of the water main shall be provided to WSD. No structure shall be built or materials stored within this waterworks reserve. Free access shall be made available at all times for staff of the Director of Water Supplies or their contractor to carry out construction, inspection, operation, maintenance and repair works.	Noted.
No trees or shrubs with penetrating roots may be planted within the Waterworks Reserve or in the vicinity of the water main shown on the plan.	Noted.

Comments	Responses
Government shall not be liable to any damage whatsoever and howsoever caused arising from burst or leakage of the public water mains within and in close vicinity of the site.	Noted.
Comments from Environmental Protection Department (received on 9 December 2025) **Contact person: Mr. Kelvin WONG; Tel. No.: 2835 1117**	
General 1. Please be reminded to ensure the consistency of the information between the environmental assessments and the relevant sections (s.6.8.7 to s.6.8.16) in the planning statement.	Noted. Please refer to the replacement pages of the Planning Statement in ***Annex A*** of this Further Information (FI).
2. Please highlight/indicate all changes for ease of review.	Noted.
Air Quality Impact Assessment 1. Section 5.1 and Table 5.1 - The data of 2024 is available on SAMP. Please update to present the latest 5 years as appropriate.	Section 5.1 and Table 5.1 are revised. Please refer to the revised Air Quality Impact Assessment (AQIA) in ***Annex B*** of this FI.
2. Section 6.1 - We would like to remind the applicant that it should be the responsibility of the applicant and their consultant to ensure the validity of the chimney data by their own site surveys. Should the information of industrial chimneys be subsequently found to be incorrect, the assessment results as presented in the submission would be invalidated.	Noted.
3. Section 7.1 - The 2024 Annual Traffic Census Report is now available, please review the road types of concerned roads and update as necessary.	Section 7.1 and remark [1] of Table 7.1 are revised. The conclusion remains unchanged.
4. Section 7.5 - Please revise “minor” in the 2nd last line to “limited”, and delete “on the proposed Development” in the last 2 lines.	Section 7.5 is revised.

Comments	Responses
5. Section 8.1 - Please supplement the no. of carparking spaces to support the number is relatively small.	According to the Traffic Impact Assessment (TIA) under the Application, the proposed Development will have 79 no. of carparking space (67 for resident and 12 for visitor). Section 8.1 is revised.
6. Section 9 – Please supplement identification of odour sources within assessment area and revise the title of the section accordingly.	No odour sources were identified within 500m of the development site. Section 9 is revised.
7. Section 9.6 - Please revise “issues” in the 2nd last line to “impact”.	The renumbered Section 9.7 is revised.
8. Sections 9.7 to 9.8 and Table 9.1 - Please consider to compare the proposed STP with other STP with the separation distance to the nearest ASR equal to or less than that for the proposed STP as the adopted example is farther from nearest ASR. The STP to be referenced should have similar ADWF, same or shorter separation distance from the nearest ASR, with enclosure of odourous facilities, and with deodourizing units of the same or lower odour removal efficiency.	The approved EIA report of Expansion of Sha Tau Kok Sewage Treatment Works (STKSTW) (EIA Register No.: AEIAR – 207/2017) is adopted for comparison, which is having much larger ADWF, same separation distance from the nearest ASR, with enclosure of odourous facilities, and with deodourizing units of the same odour removal efficiency. The renumbered Sections 9.8 to 9.9 and Table 9.1 are revised.
9. Sections 11.3 to 11.5 – a. It is noted that the estimated size of site formation and excavated areas, the amount of excavated materials, size of active workfront and number of dump trucks to be used on site at a time, construction programme, etc. are not available at this stage. When such information is available at a later stage, please take into account such information when planning the construction of the proposed development for better controlling of the potential air quality impact during construction.	Noted. Section 11.3 is revised.
b. Suggest to delete the last sentence in Section 11.5.	Section 11.5 is revised.

Comments	Responses
10. Figures 1, 2 and 5a - The assessment area should be 500m measured from the boundary of the project site, thus it should not be a circle. Please revise.	Figures 1, 2 and 5a are revised. The assessment area is now drawn according to the 500m area generated by the SAMP v2.1.
Noise Impact Assessment 1. As the development layout for the proposed development is for indicative purpose only and the Applicant has committed to submit an updated Noise Impact Assessment under the land administration mechanism to cater for any possible changes in the development layout at a later stage during the pre-submission enquiry, please suitably document such commitment in the Noise Impact Assessment (NIA) for the subject s.12 planning application. Subject to the incorporation of such commitment in the NIA, please take note of the following advisory comments when preparing an updated NIA under the land administration mechanism: a. Please seek TD's endorsement on the traffic forecast. In case TD has no comment on the methodology for traffic forecast only, the consultant should provide written confirmation from the respective competent party (e.g., traffic consultant) that TD's endorsed methodology has been strictly adopted in preparing the traffic forecast data, and hence the validity of traffic data can be confirmed.	Noted. TD's endorsement on the traffic forecast will be provided once available.
Sewerage Impact Assessment 1. Section 2.2.2 – Please delete the second bullet point.	Noted. Section 2.2.2 is revised accordingly. Please refer to the replacement pages of Sewerage Impact Assessment in ***Annex C*** of this FI.
2. Section 3.1.1 – Please delete the first four sentences and first half of the last sentence.	Section 3.1.1 is revised accordingly.
3. Section 4.1.2 – Please delete the first three sentences.	Section 4.1.2 is revised accordingly.

Comments	Responses
Comments from Agriculture, Fisheries and Conservation Department (received on 11 December 2025) **Contact person: Ms. WONG Cheuk-ling; Tel.: 2150 6933**	
The subject site would encroach into watercourse along its northeastern and southwestern boundary of site 2, while the watercourse was recommended to be retained under the "Main Drainage Channels for Ngau Tam Mei, Yuen Long and Kam Tin' EIA report. Existing ecological conditions of the watercourse should be evaluated and impacts on it, if any, should be assessed in the supporting planning statement.	Please be clarified that the implementation of Site 2 which is proposed to be rezoned as "O" will be detached from the development of Site 1 and will not form part of the private residential development of Site 1 nor condition or requirement in the land exchange application of Site 1. Upon approval of the rezoning request including, the rezoning of Site 2 from "R(C)2" to "O" zone, the Applicants are prepared to keep their private land in Site 2 **as status quo** until the Government has a program to resume the land in Site 2 for implementation of the public open space. Therefore, with no implementation program of the proposed open space at Site 2, it is not anticipated to induce adverse ecological impact to the area in Site 2.
Comments from Landscape Unit, Urban Design & Landscape Section, Planning Department (received on 16 December 2025) **Contact person: Mr. Henry NG; Tel.: 3565 3950**	
1. General Comments Site 1 (a) For proposed rezoning at Site 1 (i.e. from "Residential (Group C) 2" and "Open Space" zones to "Residential (Group C) 4" zone), with reference to the aerial photo of Oct 2024, the Site is situated in an area of miscellaneous rural fringe landscape character comprising rivers, tree clusters, village houses, low-rise residential developments, Shek Kong Barracks and temporary structures. The Site is located at the immediate south of Seasons Villas. The proposed development is not incompatible with surrounding landscape character;	Noted.
(b) Section 2 of the Application Form stated that the development proposal would not cause tree felling. However, discrepancy is found in the Landscape Proposal at Appendix 2 of the Supplementary Planning Statement (SPS) where felling of trees is	Please note in terms of a clarification, the proposed tree felling is for 65 nos. of trees within Site 1 (disregard of 26 nos. of weed tree species to be removed), but the proposed number of new trees to be planted is not less than 65, such that the total new tree planting ratio is not less than

Comments	Responses
proposed;	1:1. There are also no registered Old and Valuable Trees (OVTs) nor any trees regarded as "Tree of Particular Interest" (TPI) to be affected. Therefore, with the proposed new tree planting ratio, it is considered to have no adverse impact in terms of tree felling.
(c) According to the Tree Assessment Schedule, the tree survey identified a total 100 trees (96 trees within Site 1 and 4 trees outside but close to the Site 1). The tree species are commonly found in Hong Kong such as *Macaranga tanarius var. tomentosa* 血桐, *Bombax ceiba* 木棉, *Albizia lebbeck* 大葉合歡, and *Leucaena leucocephala* 銀合歡 (i.e. undesirable weedy species and will be removed). There are no trees of rare or protected species, registered Old and Valuable Tree, and trees of particular interest. Nine trees (including 3 trees outside Site 1) will be retained. Sixty-five trees (without counting the 26 *Leucaena leucocephala*) will be felled with compensatory planting of 65 new trees (i.e. 1:1 in quantity). Significant adverse landscape impact arising from the proposed development is not anticipated; and	Noted.
<u>Site 2</u> (d) We have no comment on proposed rezoning at Site 2 (i.e. from Residential (Group C) 2 to "Open Space" zone).	Noted with thanks.
II. <u>Advisory Comments</u> (a) The applicant should be advised that approval of the application does not imply approval of tree works such as pruning, transplanting and felling. Application for any tree works should be submitted to relevant departments for approval; (b) For compliance of site coverage of greenery requirements under PNAP APP-152, submission should be made to Building Department (BD) for comments and approval; and	Noted with thanks.

Comments	Responses
(c) Lighting proposal is out of our purview. The applicant is advised to consult the relevant departments for detailed technical advice and compliance.	
Comments from Urban Design Unit, Urban Design & Landscape Section, Planning Department (received on 16 December 2025) **Contact person: Ms. Nicole LEE; Tel.: 3565 3945**	
Please have the following observations/comments from visual and air ventilation perspectives: **<u>Visual</u>** i. The subject site is predominantly surrounded by village settlements and low-rise residential development with building height of up to 3 storeys to its north and Shek Kong Barracks to its south. According to the indicative scheme, the proposed development mainly comprises 6 residential towers with 6-storeys above ground and a 1-storey club house. As demonstrated by the visual impact assessment submitted, the visual impacts of proposed development would range from 'negligible' to 'slightly adverse'. We considered that significant adverse visual impact arising from the proposed development is not anticipated.	Noted.
<u>Comments on VIA</u> i. Sections 6.2 and 7 – Since the proposed development is visible at VP1 and would result visual obstruction, the overall visual impact should be rated as 'slightly adverse'.	Noted. The wordings in Sections 6.2, 6.4 and 7 of the VIA have been amended accordingly. Please refer to the replacement pages of Visual Impact Assessment in ***Annex D*** of this FI.
<u>Air Ventilation</u> ii. The proposed development in "R(C)4" site with site area of not more than 2 hectares and overall PR of not more than 5. In view of the scale of the proposed development, we considered that significant adverse air ventilation impact on the surrounding pedestrian wind environment is not anticipated.	Noted.

Comments	Responses
Comments from Lands Department (received on 22 December 2025) **Contact Person: Mr. Cliff CHAN; Tel.: 2443 3356**	
(i) The Application Sites comprise various private lots, namely Lot Nos. 121, 137, 138, 139 (Part), 519 RP and 520 RP all in D.D. 110 ("the Lots" and adjoining government land. The Lots are old scheduled agricultural lots held under Block Government Lease and no structure is allowed to be erected without the prior approval of the Government.	Noted. Please be clarified that the lots involved in the Application Site include Lot Nos. 519 RP (part) and 520 RP in D.D. 110 (in Site 1) and Lot Nos. 121, 137, 138, 139 S.A and 139 RP (part) in D.D. 110 (in Site 2).
(ii) According to the records of Land Registry, the Lots are currently owned by different owners. The ownership particulars of the Lots forming the Application Sites have to be examined in details at the land exchange application stage, if applied.	Noted.
(iii) The actual site area, land status, ownership particulars etc. of the private lots and G.L. involved under application have to be verified at the land exchange stage if any land exchange is applied for by the Applicant to Lands Department (LandsD).	Noted.
(iv) In the event of the subject application under S. 12A of the Town Planning Ordinance (TPO) is accepted or partially accepted by the Town Planning Board (TPB) with a set of clear development parameters (including but not limited to the proposed user, gross floor area and car parking provisions, as appropriate) defined / firmed up and further submission to the TPB (including application (s) for permission under S. 16 of the TPO after the corresponding amendment to the Outline Zoning Plan (OZP) has been made) is not required, the land owner(s) may submit request for streamlined processing of land exchange application. Depending on the circumstances of each case, LandsD at its sole and absolute discretion may, upon receipt of such valid request and subject to payment of the administrative fee(s) (including fee payable to the	Noted.

Comments	Responses
Legal Advisory and Conveyancing Office, if required) by the land owner(s), commence the streamlined processing of the land exchange application on a without prejudice and non-committal basis while Planning Department (PlanD) is taking forward the relevant OZP amendment.	
(v) The land owner is reminded that once the accepted or partially accepted proposal is reflected in the OZP and approved under S.9 of the TPO, a formal application for land exchange by land owner to LandsD is still required. Every application submitted to LandsD will be considered on its own merits by LandsD at its absolute discretion acting in its capacity as a landlord and there is no guarantee that the land exchange application will eventually be approved by LandsD. If the application for land exchange is approved by LandsD, it will be subject to such terms and conditions as may be imposed by LandsD at its absolute discretion, including payment of premium and administrative fee(s).	Noted.

Encl.:
Annex A – Replacement Pages of Planning Statement
Annex B – Revised Air Quality Impact Assessment
Annex C – Replacement Pages of Sewerage Impact Assessment
Annex D – Replacement Pages of Visual Impact Assessment

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Annex A
Replacement Pages of Planning Statement

implement the public open space at the rezoned Site 2 together with the adjoining "O" zoned land when there is a program, or otherwise keeping the area as status quo with the local context being unaffected.

6.8 No Insurmountable Technical Impacts

Trees and Landscape

6.8.1 According to the Tree Preservation Proposal (**Appendix 3** refers), the majority of the existing trees within the Site are largely comprised of common native species. There are no rare or protected tree species, Champion Trees nor Old and Valuable Trees found within the Development Site.

6.8.2 The proposed architectural design has sought to minimise disturbance to the existing landscape and hence the future development context through the retention of as many of the existing trees in-situ as possible. Based on the tree survey, there are in total 100 nos. of existing trees within Site 1. Given the extent of the architectural scheme and the necessary infrastructure to be incorporated, it would be possible to retain some 9 nos. of trees and to fell 65 nos. of trees. For the remaining 26 nos. of trees, they are identified as *Leucaena leucocephala* which is invasive weed tree species and compensation for its removal is not required.

6.8.3 In order to compensate for the 65 nos. of existing trees recommended for felling and to enhance the future landscape character of the Proposed Development, about 65 nos. of new heavy standard trees will be planted to achieve a new tree planting ratio of about 1:1 in terms of tree numbers (total number of new trees to be planted : total number of trees proposed to be felled).

Visual

6.8.4 Based on the appraisal demonstrated in the Visual Impact Assessment ("VIA") in **Appendix 4**, the visual impact associated with the Proposed Development in the Development Site is considered negligible (at VP 4) to slightly adverse (at VPs 1, 2, 3 and 5). With the provision of various sensible design measures including appropriate building height, suitably spaced building layout, building setback from site boundary and adoption of natural color tone in façade treatment, the Proposed Development with max. building height of 28.9mPD at the Development Site is considered acceptable in visual terms.

Air Ventilation

6.8.5 An Air Ventilation Assessment (Expert Evaluation) ("AVA-EE") has been conducted for the Proposed Development (**Appendix 5** refers). According to the findings of this AVA-EE, the annual wind of the Site is mainly from NE, ENE and E, while the summer wind is mainly coming from the E, S and SSW directions. Comparing the potential air ventilation impacts of the Development Site to the existing site conditions with no structure, good design measures to enhance air ventilation

temporary structures.

Air Quality

Industrial Emission

6.8.10 Air Quality Impact Assessment (AQIA) has been conducted (**Appendix 8** refers). In terms of industrial emission, no industrial chimney was identified within 500m of the Site. Therefore, no adverse air quality impacts due to industrial emission on the Proposed Development are anticipated.

Vehicular Emission

6.8.11 Kam Tin Road abutting the Development Site is classified as "Rural Road" according to the Annual Traffic Census 2024 by Transport Department, while Avenue De Versailles (i.e. the access road leading to Kam Tin Road from Seasons Villas to the east) is considered "Rural Road" as advised by the traffic consultant. While there is currently no recommended buffer distance for "Rural Road" in the HKPSG, the required buffer distances of 10m for "District Distributor" and buffer distance of 5m for "Local Distributor" have been referenced for Kam Tin Road and Avenue De Versailles respectively. Under the current proposal, the Proposed Development has allowed for a buffer distance of 12m and 7m from Kam Tin Road (with road widening) and from Avenue De Versailles respectively. Therefore, adverse air quality impact due to vehicle emission is not anticipated for the Proposed Development.

Mitigation Measures for Construction Work

6.8.12 During the construction phase, dust and gaseous would be generated from construction activities such as vehicles movement on haul roads, excavation, loading or unloading stockpile material, stockpiling of material and wind erosion of exposed areas and the use of construction machineries and construction vehicles. Appropriate dust control measures stipulated in the Air Pollution Control (Construction Dust) Regulation would be implemented during construction stage to reduce the dust emission. Therefore, no adverse air quality impact associated with the Proposed Development during construction phase is anticipated (**Appendix 8** refers).

Water Quality

6.8.13 According to the Water Quality Impact Assessment (**Appendix 9** refers), water sensitive receivers (WSRs) within 500m from the Development Site boundary are identified. During construction stage, no direct discharge without treatment of construction site will be allowed. The discharge will be collected and treated through screening facilities before being discharged into the nearby storm drains.

Land Contamination

6.8.14 Based on the observation from the site inspection and the review of historical aerial photographs (Land Contamination Assessment in **Appendix 10** refers), the Development Site had been used for agricultural purpose without any potential land contamination activities. It was mainly vacant and vegetated with some shrubs and trees, without any underground facilities and transformers. There were no

Annex B
Revised Air Quality Impact Assessment

Rezoning From "Residential (Group C)2" and "Open Space" Zones to "Residential (Group C)4" Zone for a Proposed Residential Development at Lot Nos. 519 RP (Part) and 520 RP in D.D. 110 and the Adjoining Government Land, Shek Kong, Yuen Long, New Territories

Environmental Air Quality Impact Assessment

Prepared for:

Kimpton Investments Limited

Pacific Top Development Limited

Worldchamp Investments Limited

Prepared by:

Westwood Hong & Associates Limited

Report No.:

22605-A1 Rev C

Date:

16 December 2025

Ir K. K. Iu	FHKIOA, MIOA, MCIBSE, MHKIE, MASA, APEC Engineer FMOIA, MIEAust, MHKIQEP, C Eng, RPE, CPEng
Ms Kit Wong	BEng, MHKIEIA
Mr Samuel Lee	BSc

Westwood Hong & Associates Ltd

2404, Tung Wai Commercial Building
109-111 Gloucester Road
Wanchai, Hong Kong

Tel: 2838 2738 Fax: 2591 6189
Email: wha@wha.com.hk
Website: https://whaacoustics.com

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CONTENTS

AIMS

To assess the air quality impact due to the surrounding industrial, vehicular and odour emissions on the proposed residential development at DD110 on Kam Tin Road in Yuen Long.

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

SUMMARY

The buffer distance requirements in the proposed Development as set out for vehicular emissions in Table 3.1, Chapter 9 of HKPSG are satisfied. No industrial chimney, other industrial emissions and potential odour sources were identified within 500m of the site. Site inspections revealed that no odour has been detected at the site boundaries and the emission of dust or fluff has not been identified from buildings in the vicinity of the proposed Development. Therefore, no adverse air quality impacts on the proposed Development are anticipated.

Air quality control requirements in the Air Pollution Control (Construction Dust) Regulation will be complied with. Relevant mitigation measures for dust and gaseous emissions, if any, will be implemented accordingly. Under such circumstances, no adverse air quality impacts in association with the proposed Development during construction phase are anticipated.

1. INTRODUCTION

1.1 Westwood Hong & Associates Ltd. was commissioned to prepare an environmental air quality impact assessment report to assess the potential air quality impact caused by air pollution sources including industrial, vehicular and odour emissions in the vicinity of the proposed residential development at Lot Nos. 519 RP (Part) and 520 RP in DD110 and the adjoining government land in Shek Kong, Yuen Long (the "proposed Development").

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

1.3 This report was prepared based on the architectural drawings provided by the Client (Appendix 1).

1.4 The report includes the following assessments:

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

2. SITE LOCATION

Site Location

2.1 The development site adjoins Shek Kong Barracks to the south and is located north of Kam Tin Road. The residential development Seasons Villas is located to the north-east. The location of the development site is shown in Figure 1. The development parameters are summarised in Table 2.1.

Building Layout

2.2 The proposed Development comprises 6 low-rise residential blocks with 5 storeys ontop of carport and clubhouse. The carport and clubhouse are located at G/F. The building layouts are shown in Appendix 1.

Table 2.1 Development Parameters of the Proposed Development

	Parameters
Zoning	"Residential (Group C)2" and "Open Space" zones on Approved Kam Tin North Outline Zoning Plan No. S/YL-KTN/11
Site Area	8,580m^2
Number of Residential Units	240
Number of Residential Storeys	5 storeys
Height of Building	28.9mPD
Use	6 residential blocks with a clubhouse and carport at Ground Floor
Completion Year	2031

3. SITE INSPECTIONS

Site Surveys

3.1 Site surveys were conducted on 18 March 2025, 10 October 2022 and 17 November 2021. Photographs taken on site are shown in Appendix 2.

Industrial Emissions in the Vicinity

3.2 The site surveys were conducted covering the whole 500m assessment area of the development site. The results of site inspections have revealed that no industrial chimney and potential odour sources were identified within 500m of the development site.

3.3 The site inspections revealed that the nearby industrial uses are mainly vehicle repairing workshops, car trading centres and open storages, no air and odour emission sources from these industrial uses were observed during site surveys. No odour has been detected at the site boundaries and the emission of dust or fluff has not been identified from buildings in the vicinity of the proposed Development.

3.4 According to the Outline Zoning Plans, there are some areas in the vicinity of the development site zoned as I(D). Site inspections revealed that these I(D) zones are currently used as open storages and substation, which no industrial emissions are observed in these zones. Hence, adverse air quality impacts and I/R interface problem are not anticipated from these I(D) zones. Locations and photos of these I(D) zones are illustrated and provided in Figure 5.

4. HONG KONG AIR QUALITY OBJECTIVES

4.1 The Hong Kong Air Quality Objectives (HKAQO) are shown in Table 4.1.

Table 4.1 Hong Kong Air Quality Objectives

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

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

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

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

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

5. EXISTING AND FUTURE AIR QUALITY IN YUEN LONG AREA

5.1 Air quality monitoring data from the Air Quality Monitoring Station (AQMS) operated by EPD were examined. The air quality monitoring data in the nearest AQMS (i.e. Yuen Long) in the past 5 years (i.e. Year 2020 to Year 2024) are tabulated in Table 5.1 below.

Table 5.1 Summary of AQMS Data from Year 2020 to Year 2024

Pollutant	Year	Highest 1-hour Conc. beyond the allowed exceedance ($\mu g/m^3$)	Annual Conc. ($\mu g/m^3$)	Highest 10-minutes Conc. beyond the allowed exceedance ($\mu g/m^3$)	Highest 24-hour Conc. beyond the allowed exceedance ($\mu g/m^3$)
NO_2	2020	135	32	-	64
	2021	148	40	-	78
	2022	122	37	-	68
	2023	130	37	-	67
	2024	125	35	-	66
	5-year Mean	132 [66%]	36 [91%]	-	69 [57%]
	AQOs	**200 (18)**	**40**	N/A	**120 (9)**
SO_2	2020	-	-	26	10
	2021	-	-	24	14
	2022	-	-	21	7
	2023	-	-	20	10
	2024	-	-	14	5
	5-year Mean	-	-	21 [4%]	9 [23%]
	AQOs	N/A	N/A	**500 (3)**	**40 (3)**
RSP (PM_{10})	2020	-	30	-	77
	2021	-	30	-	73
	2022	-	25	-	56
	2023	-	26	-	59
	2024	-	25	-	61
	5-year Mean	-	27 [91%]	-	65 [87%]
	AQOs	N/A	**30**	N/A	**75 (9)**

Pollutant	Year	Highest 1-hour Conc. beyond the allowed exceedance ($\mu g/m^3$)	Annual Conc. ($\mu g/m^3$)	Highest 10-minutes Conc. beyond the allowed exceedance ($\mu g/m^3$)	Highest 24-hour Conc. beyond the allowed exceedance ($\mu g/m^3$)
FSP ($PM_{2.5}$)	2020	-	**16**	-	33
	2021	-	**17**	-	36
	2022	-	**16**	-	**38**
	2023	-	**16**	-	34
	2024	-	**17**	-	**38**
	5-year Mean	-	**16 [109%]**	-	36 [95%]
	AQOs	N/A	**15**	N/A	**37.5 (18)**

Notes: (i) Underlined and **bold** values mean exceedance of the AQOs.

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

(iii) Percentages (%) of the AQOs are shown in [ ]. The 5-year mean is the arithmetic average.

(iv) In consideration of the numbers of exceedances allowance in the AQOs, the 4th highest 10-minute and 24-hr SO_2, 19th highest 1-hr NO_2, 10th highest 24-hour NO_2, 10th highest 24-hour RSP and 19th highest 24-hour FSP concentrations are presented in above table.

(v) N/A – Not applicable since there are no AQOs for these parameters.

5.2 The expected commencement year would be 2031, the nearest available future background concentration data predicted by PATH v3.0 in Year 2030 at Grids (30_46), (30_47), (31_46) and (31_47) are summarised in Table 5.2 below.

Table 5.2 Summary of PATH v3.0 Background in Year 2030

Pollutant	PATH Grid	Highest 1-hour Conc. beyond the allowed exceedance ($\mu g/m^3$) [1]	Annual Conc. ($\mu g/m^3$)	Highest 10-minutes Conc. beyond the allowed exceedance ($\mu g/m^3$) [2] [3]	Highest 24-hour Conc. beyond the allowed exceedance ($\mu g/m^3$) [4]
NO_2	(30_46)	56	11.44	-	22.31
	(30_47)	56.97	11.29	-	21.99
	(31_46)	48.98	10.36	-	19.43
	(31_47)	51.52	10.75	-	20.21
	AQOs	**200 (18)**[5]	**40**	N/A	**120 (9)**

Pollutant	PATH Grid	Highest 1-hour Conc. beyond the allowed exceedance ($\mu g/m^3$) [1]	Annual Conc. ($\mu g/m^3$)	Highest 10-minutes Conc. beyond the allowed exceedance ($\mu g/m^3$) [2] [3]	Highest 24-hour Conc. beyond the allowed exceedance ($\mu g/m^3$) [4]
SO_2	(30_46)	-	-	23.71	6.55
	(30_47)	-	-	24.57	6.43
	(31_46)	-	-	23.98	6.47
	(31_47)	-	-	24.32	6.43
	AQOs	N/A	N/A	**500 (3)**	**40 (3)**
RSP	(30_46)	-	19.35	-	50.33
	(30_47)	-	20.38	-	53.32
	(31_46)	-	19.11	-	49.98
	(31_47)	-	20.05	-	52.34
	AQOs	N/A	**30**	N/A	**75 (9)**
FSP	(30_46)	-	11.87	-	29.6
	(30_47)	-	12.71	-	31.83
	(31_46)	-	11.67	-	29.3
	(31_47)	-	12.45	-	31.54
	AQOs	N/A	**15**	N/A	**37.5 (18)**

Note:

[1] 19th highest 1-hour concentration of NO_2

[2] 4th highest 10-minute SO_2 concentration

[3] According to EPD's "Guidelines on the Estimation of 10-minute Average SO_2 Concentration for Air Quality Assessment in Hong Kong".

[4] 10th highest 24-hour NO_2; 4th highest 24-hour concentration of SO_2; 10th highest 24-hour concentration of RSP; 19th highest 24-hour concentration of FSP.

[5] Values in ( ) mean the number of exceedances allowed.

5.3 It can be seen from the above Table 5.1 that, the trends of NO_2, RSP, FSP and SO_2 concentrations in the area have been decreasing in general. According to the PATH data, all the pollutants are well within the AQOs.

6. PLUME IMPINGEMENT ASSESSMENT

6.1 According to the HKPSG[1], the buffer distance for industrial chimney is 200m. For the proposed Development, as validated by the site surveys conducted on 18 March 2025, 10 October 2022 and 17 November 2021, no industrial chimney and dusty use are being identified within a 500m radius of the development site. Therefore, air quantitative impact assessment due to the industrial emission is hence not necessary. It is confirmed that adverse air quality impact due to industrial chimney and dusty use are not anticipated for the proposed Development.

7. VEHICULAR EMISSION ASSESSMENT

7.1 According to The Annual Traffic Census 2024 by Transport Department (TD), the Kam Tin Road is classified as "Rural Road". For the Avenue De Versailles, where located to the easternmost of the proposed Development (i.e. access road leading to Kam Tin Road from Season Villas), as advised by the Traffic Consultant (CTA Consultants Ltd.), the peak traffic flows of Season Villas are only 35 veh/hr and 30 veh/hr for AM and PM peak respectively. For conservative, the Avenue De Versailles is considered as "Rural Road".

7.2 There is no recommended buffer distance for rural road in HKPSG. For conservative approach, buffer distances for District Distributor and Local Distributor have been adopted for Kam Tin Road and the Avenue De Versailles respectively in the present application. The required buffer distances for District Distributor and Local Distributor as stipulated in the HKPSG are 10m and 5m respectively.

7.3 No air-sensitive uses including openable window, fresh air intake and recreational uses in open space is allowed within the buffer zones. Table 7.1 summarises the shortest distance between ASRs and the roads, with considering the road widening of Kam Tin Road (widening of Kam Tin Road is not covered in the subject project). The locations of the buffer zones are demonstrated in Figure 3. Therefore, adverse air quality impact due to vehicle emission is not anticipated for the proposed development.

7.4 The access road located to the north of T3 of the proposed Development is the private access road of the adjoining residential development (i.e. Season Villas). According to desktop review, the access road is not solely for EVA purpose, but also for access to the G/F carparking spaces. As advised by the Traffic Consultant, the access road only serves for the Season Villas without any by-pass traffic. The peak traffic flow of

Season Villas is about 30 to 35 veh/hr and will further split into the eastern part and western part of Season Villas (about 15 to 20 veh/hr each side). Therefore, the traffic flow of the access road is limited. Hence, adverse air quality impact on the proposed Development is not anticipated.

Table 7.1 Separation between ASRs/site Boundaries and the Roads

Road Name	Road Type	Shortest Distance between ASRs and the Roads [2]	Remark
Kam Tin Road	Rural Road [1]	12m	All ASRs comply with the HKPSG requirement
Avenue De Versailles (i.e. access road leading to Kam Tin Road from Season Villas)	Rural Road [3]	7m	All ASRs comply with the HKPSG requirement

Remark:-

[1] According to The Annual Traffic Census 2024, Kam Tin Road is classified as Rural Road, buffer distance for District Distributor (i.e. 10m) is adopted.

[2] The road widening of Kam Tin Road is considered.

[3] As a conservative approach, the access road is considered as Rural Road, buffer distance for Local Distributor (i.e. 5m) is adopted.

7.5 For the internal roads of the proposed Development, they are not solely for EVA purpose, but also for access to the G/F carparking spaces and HGV loading/unloading bays. As advised by the Traffic Consultant, the maximum traffic generation/attraction of the proposed Development in peak hour is only 35 veh/hr, anticipating the traffic flow of each section of the internal road is even lower. Considering the traffic flow of the proposed internal road is relatively limited, adverse air quality impact is not anticipated.

8. AIR QUALITY IMPACT DUE TO CARPARK OF THE PROPOSED DEVELOPMENT

8.1 The proposed carparking spaces are accommodating at the open area of G/F, which allows natural ventilation. According to the Traffic Impact Assessment (TIA) under the Application, the proposed Development will have 79 no. of carparking space (67 for resident and 12 for visitor). There is no PTI or public transport lay-by proposed in the proposed Development. Considering the carparking spaces are mainly for private car and light good vehicles only, and the numbers of carparking spaces are relatively small for small scale proposed residential development, adverse air quality impact due to the proposed carparking spaces is not anticipated.

9. ODOUR IMPACT ASSESSMENT

Odour Sources within the Assessment Area

9.1 The results of site inspections have revealed that no odour sources were identified within 500m of the development site. It is confirmed that adverse air quality impact due to odour sources in the vicinity are not anticipated for the proposed Development.

Odour Impact from On-site Sewage Treatment Plant

9.2 The proposed Sewage Treatment Plant (STP) is located at the eastern part of the proposed Development on ground level and within an enclosed building structure, with its tank located at the underground level.

9.3 The design of the STP will be reviewed during detailed design stage, the Environmental Consideration specified in "Guidelines for the Design of Small Sewage Treatment Plants" for minimization of the odour impact from the proposed STP will be observed and followed.

9.4 The exhaust outlet of the proposed STP will be located away from all nearby existing ASRs and air-sensitive use of the proposed Development as far as possible. Also, the exhaust air of the stack will be discharged in the horizontal direction, which is away from any air-sensitive uses of Tower 6 and locate away from all other existing ASRs. The potential location of the exhaust outlet and its discharge direction are illustrated in Figure 4, which the separation distances from the potential exhaust outlet to the nearest existing ASR (i.e. houses of Season Villas) and the nearest air-sensitive use of the proposed Development (i.e. Tower 6) are 45m and 14m respectively.

9.5 The proposed Development would accommodate a total population of about 648. According to the Sewerage Impact Assessment, the design average dry weather flow (ADWF) of the proposed STP will be 247.5m^3/day.

9.6 The proposed STP will be housed indoors with full enclosure maintained at negative pressure. The STP will be design with an inlet chamber and wet well which will be enclosed by airtight and watertight cover. A high-efficiency deodorizer (with at least 99.5% odour removal efficiency for H_2S) with a forced ventilation system will also be installed at the STP building to remove odour before discharge into open air.

9.7 According to the Sewerage Impact Assessment Report of the proposed Development, the STP will be designed to treat sewage generated from the proposed Development and discharge to the nearby stormwater drainage system. Membrane Bioreactor (MBR) technology with ultra-filtration will be used for the proposed STP for meeting EPD's effluent discharge standard. The sludge from the STP as a by-product from the MBR treatment process will be temporarily stored in the STP and removed off-site by licensed sludge collection vehicles, which the temporary storage and collection of the sludge will be performed within a fully enclosed area inside the STP. With proper discharge of sewage and sludge generated from the STP, adverse odour impact related to disposal is not anticipated.

9.8 A desktop review has been conducted by making reference to an approved EIA report of Expansion of Sha Tau Kok Sewage Treatment Works (STKSTW) (EIA Register No.: AEIAR – 207/2017), to compare the proposed STP against a committed STW which have similar design and odour removal efficiency. The comparison is summarised in Table 9.1.

Table 9.1 Summary Table of Committed STW and Proposed STP

Feature	STKSTW	Proposed STP
ADWF	5,000m^3/day	247.5m^3/day
Shortest Separation distance with closest ASR	20m	20m
Enclosure of odourous facilities	Yes	Yes
Odour removal efficiency of deodourising units	99.5%	99.5%

9.9 According to the approved EIA report of STKSTW, the shortest separation distance between the nearest ASR (i.e. A8) and site boundary of the proposed STKSTW is 20m. The predicted 5-second odour concentrations at the ASR A8 would be in the range of 0.03OU to 0.13OU at the heights of 1.5m to 10.5m above ground (Table 3.7 of the approved EIA report for STKSTW), which are well below the odour criterion of 5OU. Given that the proposed STP is of similar design and separation distance with closest ASR to the STKSTW, while the proposed STP is having much smaller ADWF (i.e. about 20 times smaller than the ADWF of STKSTW). Hence, adverse air quality impact due to the proposed STP is not anticipated.

9.10 With STP design according to EPD's guidelines, high efficiency deodorizer installed at the exhaust outlet, locating the exhaust and discharge angle away from the ASRs as far as possible and proper disposal, adverse air quality impact due to the proposed STP is not anticipated.

10. AIR SENSITIVE RECEIVERS

10.1 In accordance with Annex 12 of the TM-EIAO, ASRs include any domestic premises, hotel, hostel, hospital, clinic, nursery, temporary housing accommodation, school, educational institution, office, factory, shop, shopping centre, place of public worship, library, court of law, sports stadium or performing arts centre. Any other premises or places with which, in terms of duration or number of people affected, have a similar sensitivity to the air pollutant as the aforelisted premises and places would also be considered as a sensitive receiver.

10.2 Existing ASRs were identified by means of reviewing topographic maps, aerial photos and supplemented by site inspection. They mainly include developed residential village houses. Representative ASRs within 500m assessment area have been identified in Table 10.1 and shown in Figure 2.

Table 10.1 Representative ASRs

ASR ID	Description	Existing Land Status	Distance from the Proposed Development	Number of Storeys
A01	Village Houses along Kam Tai Road	Residential	450m	1-3
A02	Village Houses along local road	Residential	200m	1-2
A03	Village Houses along Kam Tai Road	Residential	340m	1-2
A04	Village Houses along Kong Po Road	Residential	490m	1-3
A05	Village Houses along Kam Tai Road	Residential	215m	2-3
A06	Seasons Villas	Residential	5m	2
A07	Village Houses along Kam Tai Road	Residential	180m	2-3
A08	Village Houses in Shek Kong Tsuen	Residential	165m	1-3
A09	Village Houses in Pang Ka Tsuen	Residential	310m	1-3
A10	Seasons Monarch	Residential	490m	3
A11	Shek Kong Barracks	Barrack	10m	1-3
A12	Village Houses adjoining the northwestern site boundary	Residential	45m	2-3

11. MITIGATION MEASURES FOR CONSTRUCTION WORK

11.1 The major construction activities of the proposed Development are foundation and superstructural. There will be no basement area except the storm water storage tank, with volume of about 5000m^3 and the underground tank of the proposed STP, such that the scale of excavation involved in the proposed Development is relatively small. The construction activities will not be taking place concurrently at entire work sites.

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

11.3 The proposed Development comprises 6 low-rise residential blocks with 5 storeys above 1-storey ground floor carport and a clubhouse. Also, the proposed Development currently lies on a relatively flat terrain. Therefore, dusty activities such as excavation, site formation and superstructure works are expected to be relatively small in scale. Detailed information such as the estimated size of site formation and excavated areas, the amount of excavated materials, size of active workfront and number of dump trucks to be used on site at a time, etc. are not available at this stage and the details of construction programme will be provided once available, which such information will be taken into account when planning the construction of the proposed Development for better controlling of the potential air quality impact during construction. For conservative, a dust monitoring and audit programme will be implemented during the construction stage to ensure that the nearby ASRs will not be subject to adverse constructional air quality impact. In addition, exempted NRMMs shall be avoided.

11.4 Appropriate air quality control measures stipulated in the Air Pollution Control (Construction Dust) Regulation would be implemented during construction stage to control the dust and gaseous emission. These measures include:-

- Any excavated or stockpile of dusty material should be covered entirely by impervious sheeting or sprayed with water to maintain the entire surface wet and then removed or backfilled or reinstated where practicable within 24 hours of the excavation or unloading;
- Any dusty material remaining after a stockpile is removed should be wetted with water and cleared from the surface of roads;
- A stockpile of dusty material should not extend beyond the pedestrian barriers, fencing or traffic cones;
- The load of dusty materials on vehicles leaving a construction site should be covered entirely by impervious sheeting to ensure that the dusty materials do not leak from the vehicle;

- Where practicable, vehicles washing facilities including a high pressure water jet should be provided at every discernible or designated vehicle exit point. The area where vehicle washing takes place and the road section between the washing facilities and the exit point should be paved with concrete, bituminous materials or hardcores;
- When there are open excavation and reinstatement works, hoarding of not less than 2.4m high should be provided as far as practicable along the Site boundary with provision for public crossing. Good site practice shall also be adopted by the contractor to ensure the conditions of the hoardings are properly maintained throughout the construction period;
- The portion of any road leading only to construction site that is within 30m of vehicle entrance or exit should be kept clear of dusty materials;
- Surfaces where any pneumatic or power-driven drilling, cutting, polishing or other mechanical breaking operation take place should be sprayed with water or a dust suppression chemical continuously;
- Where a scaffolding is erected around the perimeter of a building under construction, effective dust screens, sheeting or netting should be provided to enclose the scaffolding from the ground level of the building, or a canopy should be provided from the first floor level up to the highest level of the scaffolding;
- Any skip hoist for material transport should be totally enclosed by impervious sheeting;
- Every stock of more than 20 bags of cement or dry pulverized fuel ash (PFA) should be covered entirely by impervious sheeting or placed in an area sheltered on the top and the three sides;
- Immediately before leaving a construction site, all vehicles shall be washed to remove any dusty materials from its body and wheels;
- Cement or dry PFA delivered in bulk should be stored in a closed silo fitted with tan audible high level alarm which is interlocked with the material filling line and no overfilling is allowed;
- Exposed earth should be properly treated by compaction, turfing, hydroseeding, vegetation planting or sealing with latex, vinyl, bitumen, shortcrete or other suitable surface stabiliser within six months after the last construction activity on the construction site or part of the construction site where the exposed earth lies;
- Regular watering to reduce dust emissions from exposed site surfaces and unpaved roads, particularly during dry weather;
- Erect higher hoarding (e.g. 3.5m or above) at the locations with ASRs in immediate proximity (e.g. ASR A06, etc.) to the development site boundary;
- Locate all the dusty activities away from any nearby ASRs as far as practicable;

- Provide electric power supply for on-site machinery as far as practicable and avoid using diesel generators to minimize the aerial emissions; and
- Exempted non-road mobile machinery (NRMM) shall be avoided.

Emission from Fuel Combustion Equipment

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

Concurrent Project

11.6 According to the site surveys and desktop reviews, there is no concurrent project within 500m of the proposed Development. With the implementation of air quality control measures stipulated in the Air Pollution Control (Construction Dust) Regulation and requirements stipulated in the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation, in addition the relatively small scale construction works of the proposed Development, adverse cumulative construction air quality impact is not anticipated.

11.7 Therefore, the potential dust and exhaust emission from the construction works to the ASRs in the vicinity would be controlled.

12. CONCLUSION

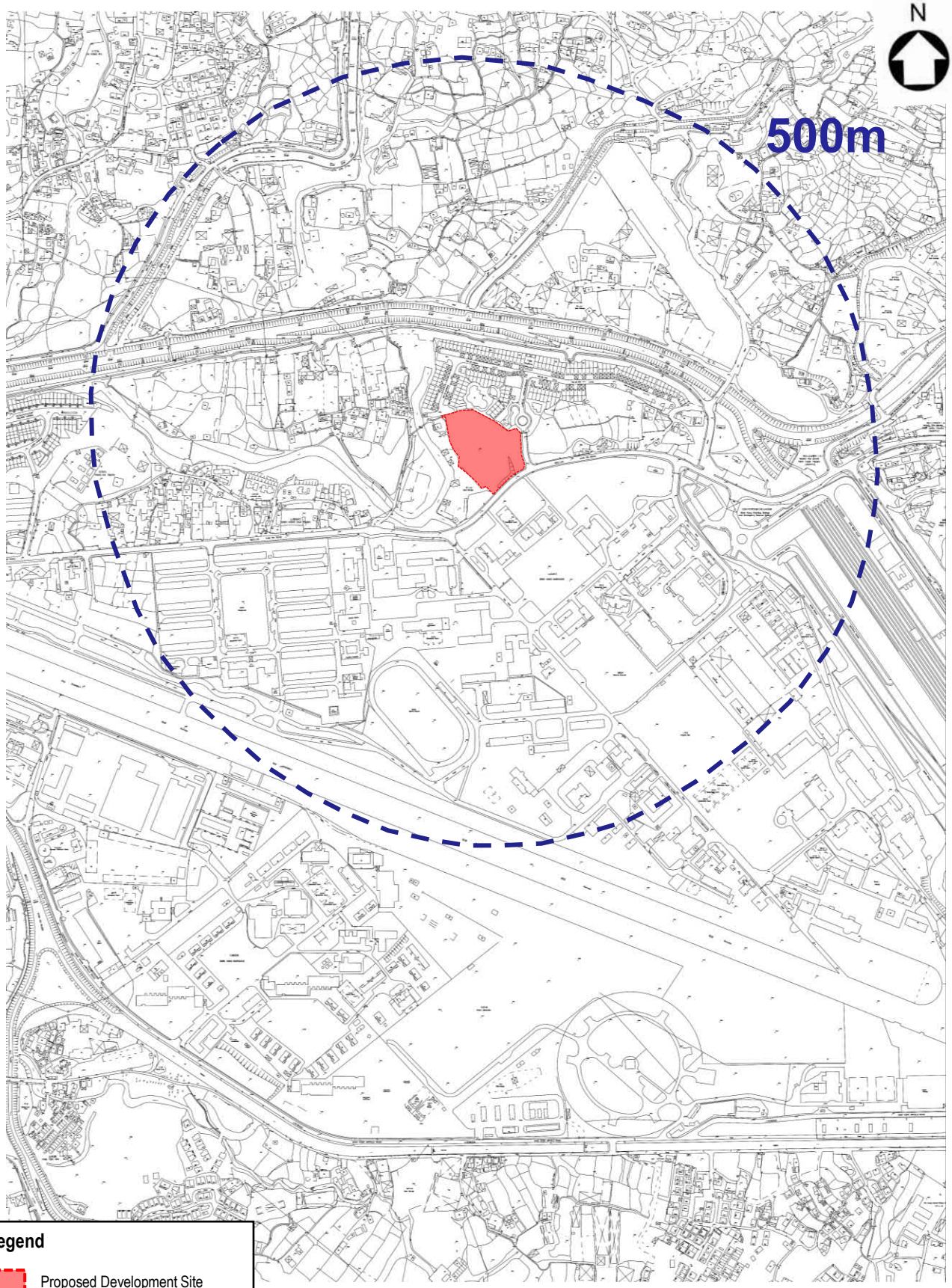
12.1 The proposed Development satisfies the buffer distance requirements for vehicular and industrial emissions stipulated under the Hong Kong Planning Standards and Guidelines (re. Table 3.1, Chapter 9, HKPSG). Site inspections revealed that no odour has been detected at the site boundaries and the emission of dust or fluff has not been identified from buildings in the vicinity of the proposed Development. Therefore, no adverse air quality impact associated with the proposed Development during operational phase is anticipated.

12.2 The proposed STP will be enclosed. With STP design according to EPD's guidelines, proper deodorization at the exhaust outlet and locating the exhaust away from the ASRs as far as possible, no adverse odour impact due to the proposed STP is anticipated.

12.3 Air quality control requirements in the Air Pollution Control (Construction Dust) Regulation will be followed. Relevant mitigation measures for dust and gaseous emissions will also be implemented. Therefore, no adverse air quality impact associated with the proposed Development during construction phase is anticipated.

13. REFERENCE

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



Westwood Hong & Associates Ltd

PROJECT: 22605

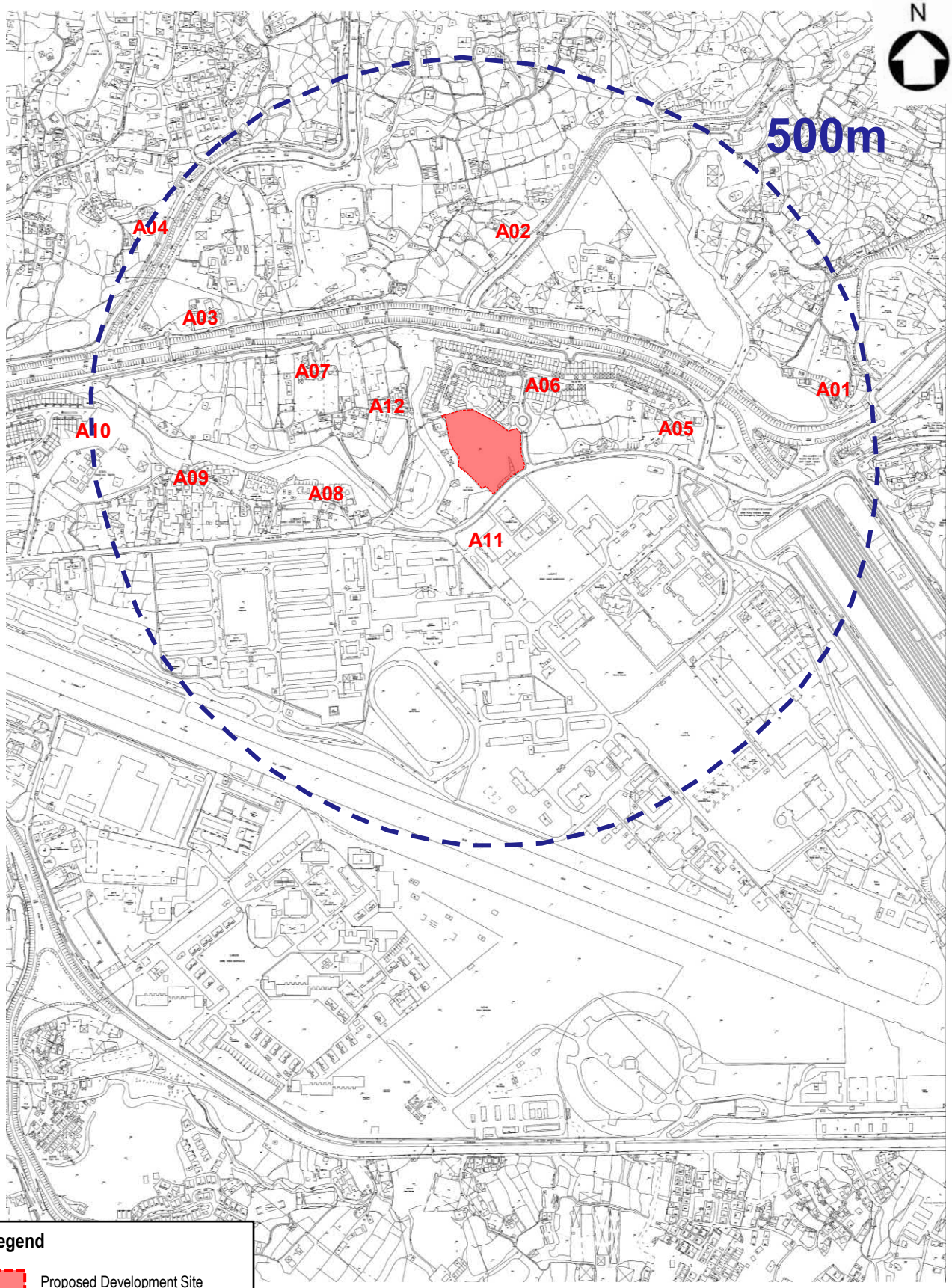
Proposed Residential Development at Lot Nos. 519 RP (Part) and 520 RP in D.D. 110 and the Adjoining Government Land, Shek Kong, Yuen Long, New Territories

TITLE:

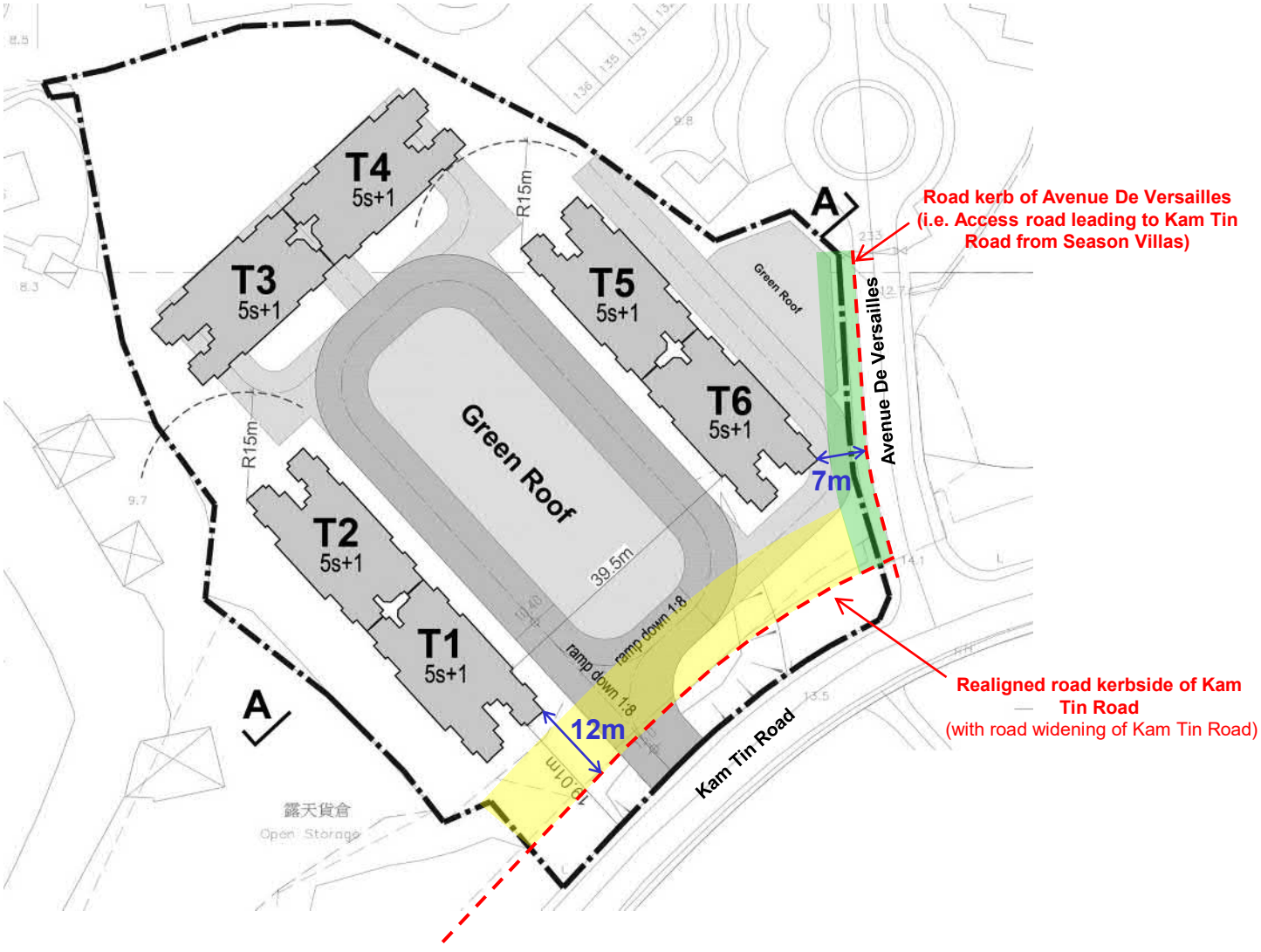
Site Location

FIGURE

1



Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22605 Proposed Residential Development at Lot Nos. 519 RP (Part) and 520 RP in D.D. 110 and the Adjoining Government Land, Shek Kong, Yuen Long, New Territories	**Locations of Identified ASRs within 500m from the Proposed Development**	**2**



Legend

- 5m Buffer Distance from Road
- 10m Buffer Distance from Road

*Remark: no air-sensitive use including openable window, fresh air intake and recreational use in open space shall be located within the buffer zones.

Westwood Hong & Associates Ltd

PROJECT: 22605

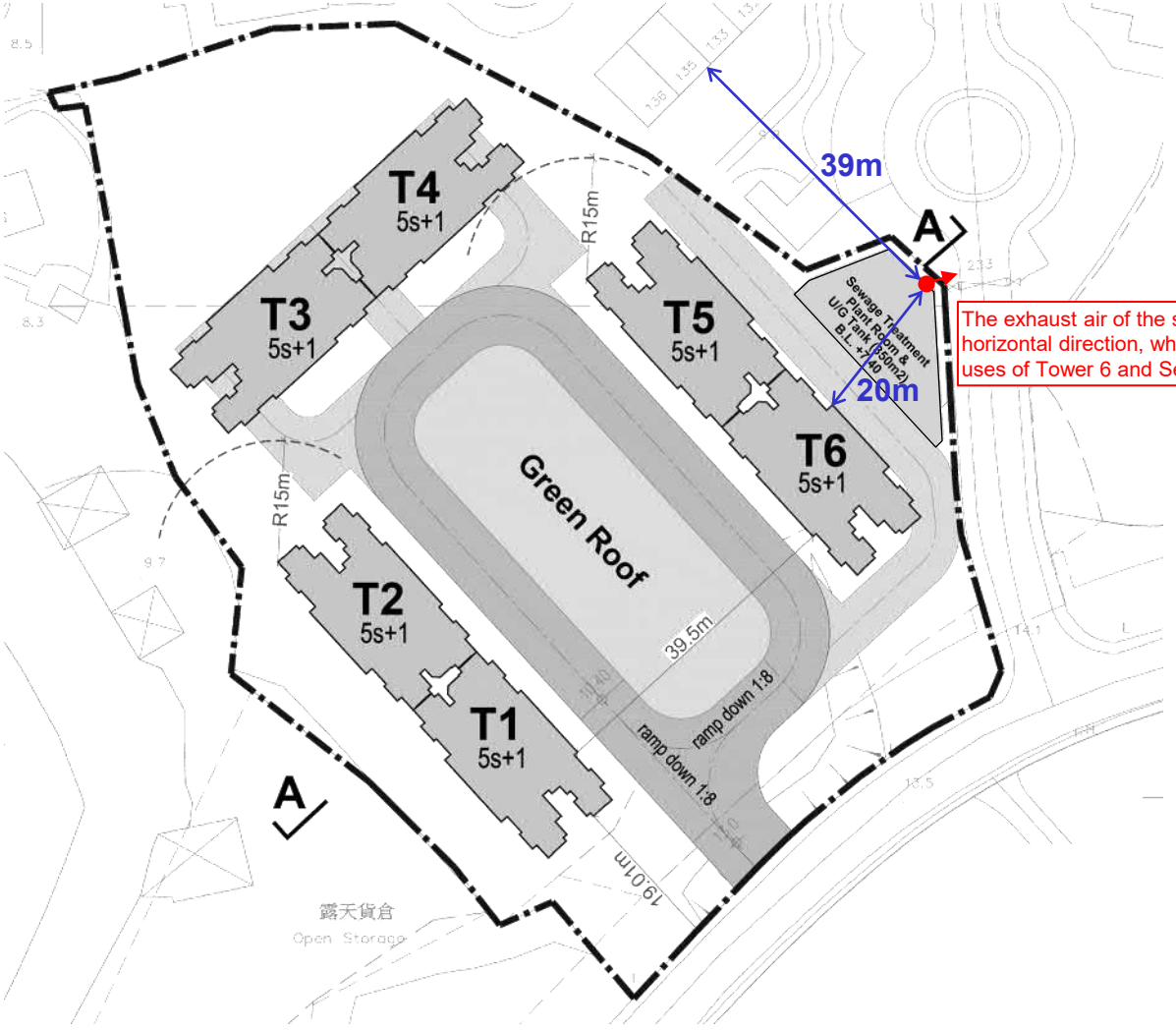
Proposed Residential Development at Lot Nos. 519 RP (Part) and 520 RP in D.D. 110 and the Adjoining Government Land, Shek Kong, Yuen Long, New Territories

TITLE:

Shortest Distance between ASRs within the Proposed Development and the Road

FIGURE

3



The exhaust air of the stack will be discharged in the horizontal direction, which is away from any air-sensitive uses of Tower 6 and Season Villas.

Legend

Potential location of exhaust outlet and discharge direction

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PROJECT: 22605

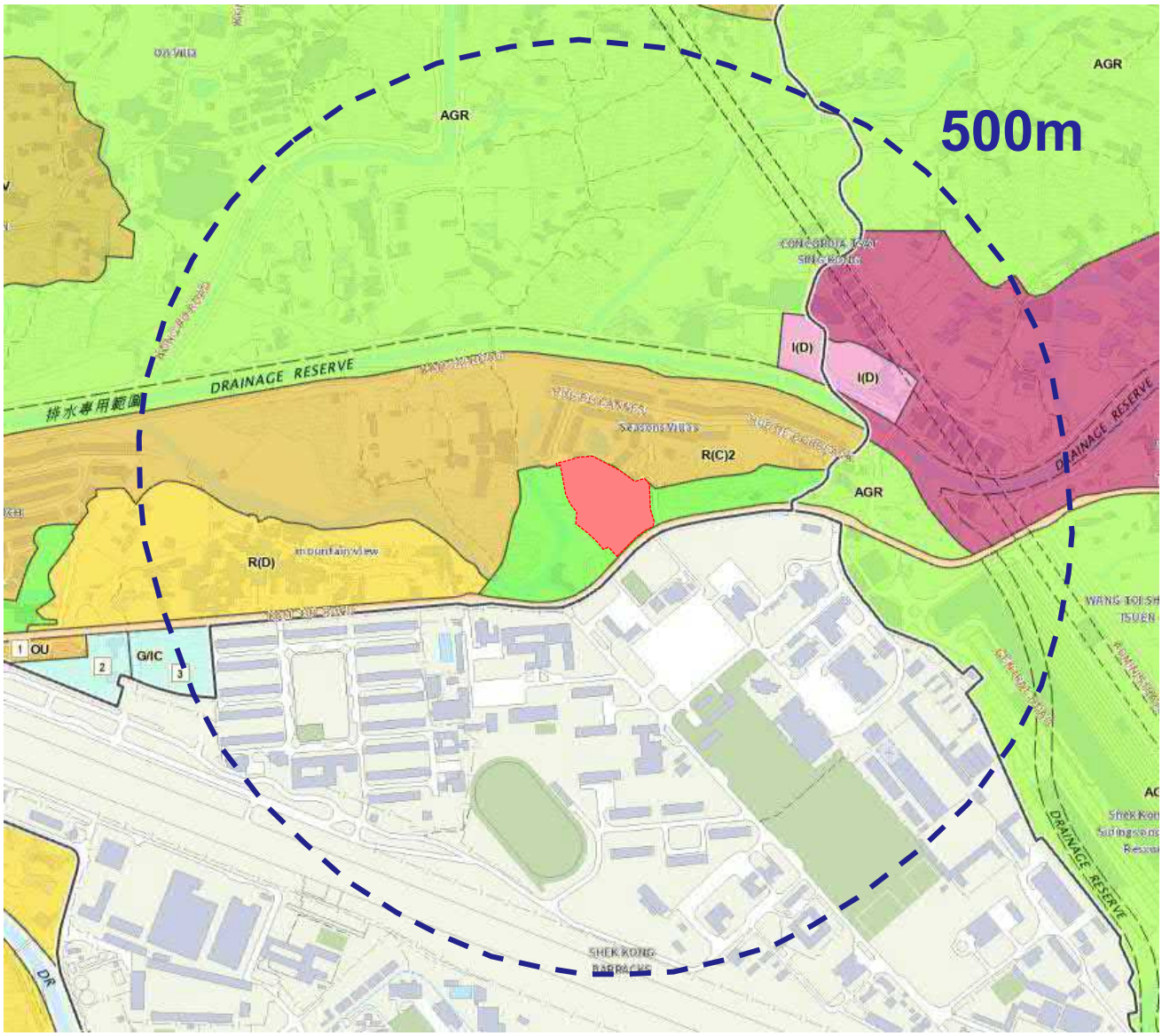
Proposed Residential Development at Lot Nos. 519 RP (Part) and 520 RP in D.D. 110 and the Adjoining Government Land, Shek Kong, Yuen Long, New Territories

TITLE:

Potential Location of Exhaust Outlet and Discharge Direction

FIGURE

4



Legend

Proposed Development Site

Westwood Hong & Associates Ltd

PROJECT: 22605

Proposed Residential Development at Lot Nos. 519 RP (Part) and 520 RP in D.D. 110 and the Adjoining Government Land, Shek Kong, Yuen Long, New Territories

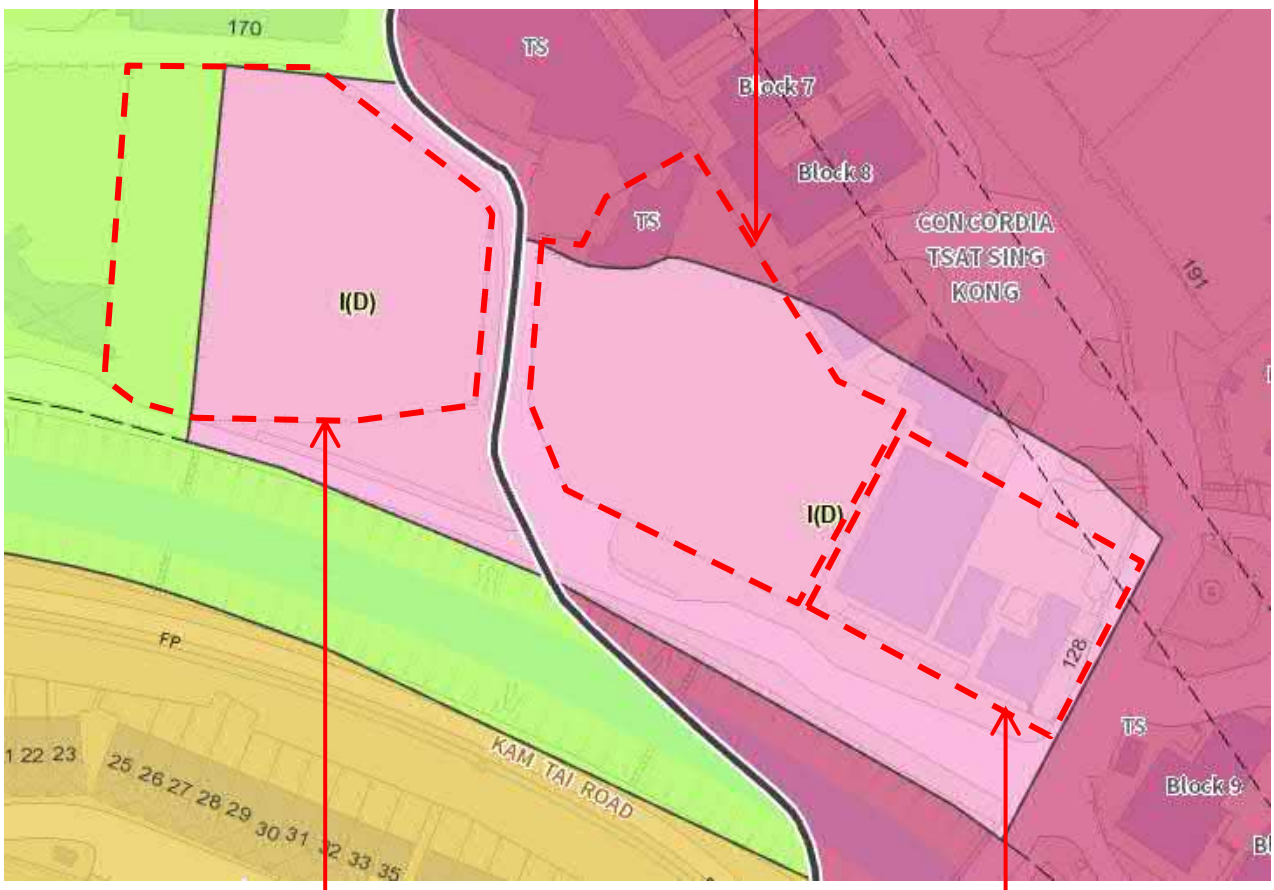
TITLE:

I(D) Zones within 500 Assessment Area

FIGURE

5a

Observation: Used as open storage,
no active/heavy industrial operation



Observation: Used as open storage,
no active/heavy industrial operation

Observation: Used as substation,
no active/heavy industrial operation

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22605 Proposed Residential Development at Lot Nos. 519 RP (Part) and 520 RP in D.D. 110 and the Adjoining Government Land, Shek Kong, Yuen Long, New Territories	**I(D) Zones within 500 Assessment Area**	**5b**

APPENDIX 1

ARCHITECTURAL DRAWINGS

T4
5s+1

T3
5s+1

T5
5s+1

T6
5s+1

T2
5s+1

T1
5s+1

Green Roof

Green Roof

R15m

R15m

39.5m

10.40

ramp down 1:8

ramp down 1:8

19.01m

A

A

露天貨倉
Open Storage

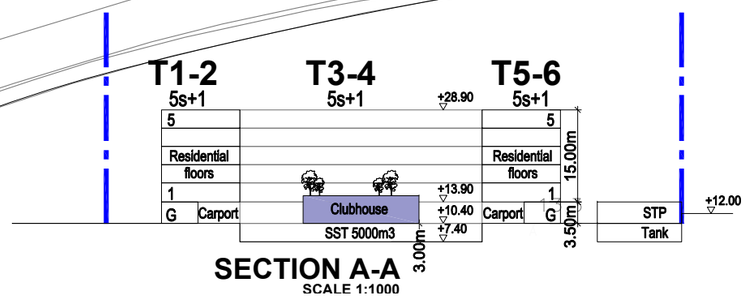
錦田公路

斜路

8.5
9.8
9.0
8.3
12.7
10.5
9.7
13.7
14.1
13.5
11.1

136 135 133 132

233

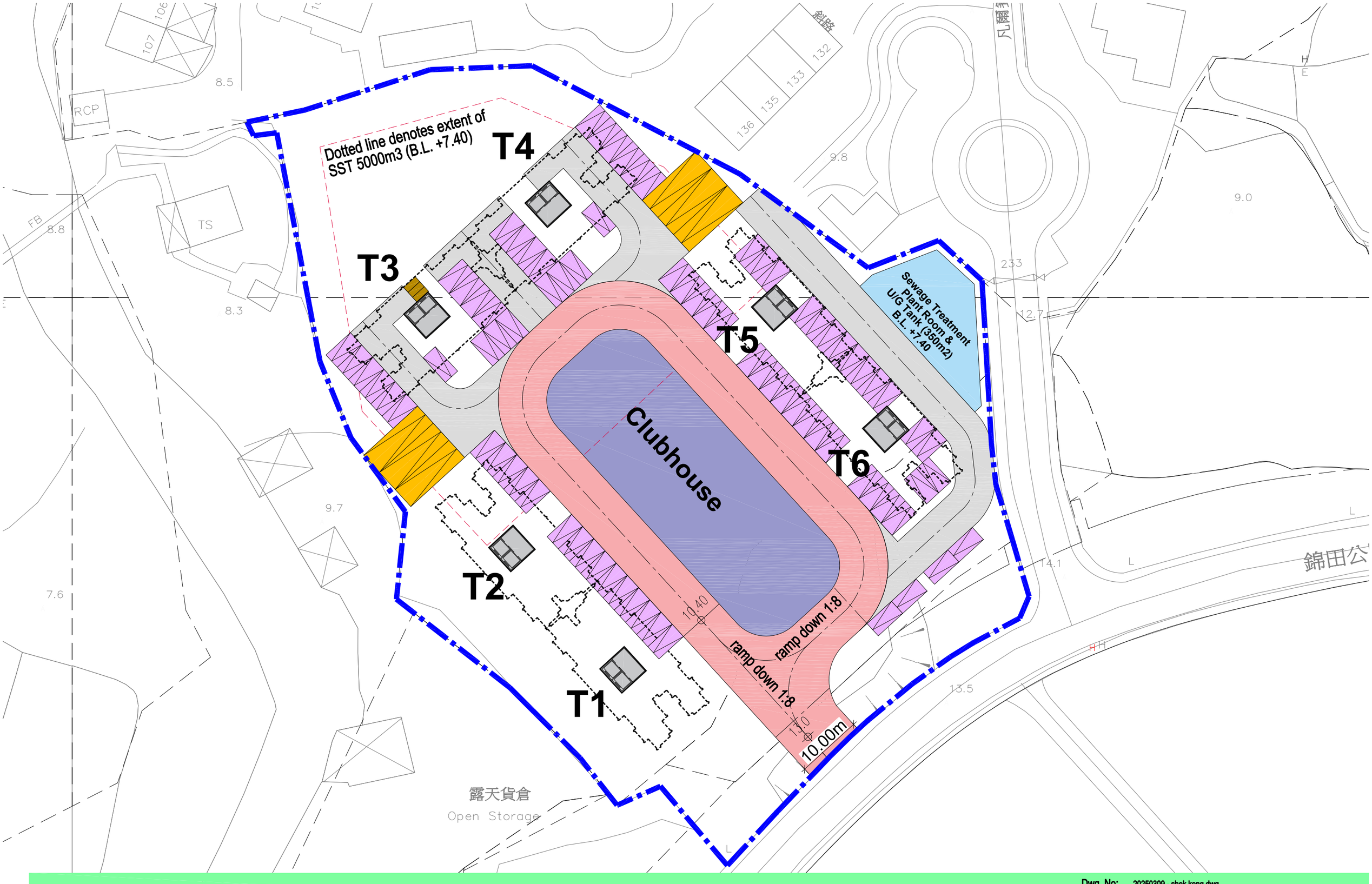


SECTION A-A
SCALE 1:1000

REZONING APPLICATION
AT DD110, SHEK KONG, KAM TIN ROAD,

MASTER LAYOUT PLAN

Dwg No: 20250309 - shek kong.dwg
Scale 1 : 500(A3)
Date: 24/04/2025
File Path: p:\dd110, shek kong, kam tin road, yuen long\g. scheme\2025_shek kong new alternative s12a



REZONING APPLICATION
AT DD110, SHEK KONG, KAM TIN ROAD,

GROUND FLOOR PLAN

Dwg No:	20250309 - shek kong.dwg
Scale	1 : 500(A3)
Date:	24/04/2025
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APPENDIX 2

PHOTOGRAPHS TAKEN ON SITE

Plate 1: Development Site

Plate 2: Seasons Villa

Westwood Hong & Associates Ltd	TITLE:	FIGURE
PROJECT: 22605 Proposed Residential Development at Lot Nos. 519 RP (Part) and 520 RP in D.D. 110 and the Adjoining Government Land, Shek Kong, Yuen Long, New Territories	**Photographs taken on Site**	**A2-1**

Annex C
Replacement Pages of Sewerage Impact Assessment

2 Methodology and Design Parameters for Sewerage Impact Assessment

2.1 General Approach

2.1.1 This SIA is carried out to identify, assess, and propose mitigation measure to any potential adverse sewerage impacts due to the proposed residential development.

2.2 Methodology

Assessment Methodology

2.2.1 The following approach and methodology have been adopted in this sewerage impact assessment:-

- Carry out a desktop study to collect the relevant information for assessment;
- Estimate the potential sewage generated from the proposed residential development; and
- Propose option(s) to mitigate the sewerage impacts.

Collected Information

2.2.2 Desktop study has been undertaken to collect the relevant information for the assessment. The relevant information collected is summarised below:-

- Drainage record plans in vicinity of the development site

Design Standards, Guidelines and Reference

2.2.3 The sewage flow generated from the proposed residential development is estimated based on the following standards, guidelines, and reference for the sewerage and sewage treatment design:-

- Sewerage Manual published by Drainage Services Department (DSD);
- Guidelines for Estimating Sewage Flow (GESF) for Sewerage Infrastructure Planning (EPD);
- Guidelines for the Design of Small Sewage Treatment Plants (EPD);
- Hong Kong Planning Standards and Guidelines (HKPSG); and
- Technical Memorandum on Effluent Standards, Water Pollution Control Ordinance Cap. 358 Section 21 (EPD).

3 Estimation of Sewage Flow for the Existing Site

3.1 Estimated Sewage Flow from the Existing Site

3.1.1 There is currently no existing public sewerage system in the vicinity of the proposed development.

3.1.2 Based on site inspection and information available on base map, no commercial activities nor residential development is identified within the existing site. Thus, it is anticipated no sewage is expected to be generated from the existing site.

4 Estimation of Sewage Flow for the Proposed Residential Development

4.1 Estimated Sewage Flow from the Proposed Residential Development

4.1.1 Based on the design population for the proposed residential development and sewage unit flow factors as mentioned in **Section 2**, the estimated Average Dry Weather Flow (ADWF) for the proposed residential development is approximately 247.5 m^3/d (2.86 l/s). There will be an increase of about 247.5 m^3/d sewage flow generated compared to the existing situation.

Table 4.1: Estimated sewage flow for the proposed residential development

Type of Sewage Flow	Population	UFF ($m^3/d/p$)	ADWF (m^3/d)
Domestic (R3)	648	0.37	239.76
Commercial (J11)	15	0.28	4.20
		Estimated ADWF in m^3/day	243.96
		Estimated average design flow for swimming pool in m^3/day	3.54
		Estimated total ADWF in m^3/day	247.50
		Estimated total ADWF in l/s	2.86
Remark:- i. Estimation of sewage flow from swimming pool refers to **Appendix D**.			

4.1.2 As the Development Site is far away from the existing public sewage network, a sewage treatment plant will be proposed as the sewerage disposal scheme for the proposed residential development and will be discussed in **Section 5**.

Annex D
Replacement Pages of Visual Impact Assessment

6.2 VP1 – Access Road leading to Seasons Monarch and Pang Ka Tsuen *(Figure 6.1 refers)*

Visual Composition

6.2.1 This VP is taken at the road leading to the residential developments in Seasons Monarch and Pang Ka Tsuen to the west of the Development Site. As shown in the photomontages in **Figure 6.1**, the existing visual composition comprises the village houses at Pang Ka Tsuen, the tree plantings surrounding the graves and adjacent the petrol filling station in the foreground and the open sky view with a glimpse of the mountain range of Lam Tsuen Country Park in the background. At a viewing distance of about 600m, the middle and lower portions of the Proposed Development will be screened off by the existing village houses and vegetation surrounding the graves in the foreground. The Proposed Development will slightly alter the visual composition of this VP upon completion by extending the existing sub-urban townscape view to the further back of this VP.

Visual Obstruction

6.2.2 From **Figure 6.1**, it is illustrated that the major portions of the Proposed Development will be screened off by the existing vegetation surrounding the graves near Pang Ka Tsuen. Although the upper portion of two blocks (T1 and T2) can be seen, the Proposed Development will not lead to visual obstruction to the view of the existing open skyline and existing green backdrop at Lam Tsuen Country Park in the background. The impact brought by the Proposed Development to the visual openness experienced by the VSRs at VP1 will be slightly adverse.

Effect on Public Viewers

6.2.3 The key VSRs at this VP will be mainly the pedestrians and drivers traveling along the road leading to residential developments in Seasons Monarch and Pang Ka Tsuen and their visual sensitivity will be low to medium. The view of middle and lower portions of the Proposed Development will be filtered by the vegetation at the foreground. While the upper portion of the Proposed Development is still visible at this VP, it would visually blend in with the existing low-rise domestic settlements in Pang Ka Tsuen in the suburban townscape setting. Hence, the effect of the Proposed Development on the visual changes from the VSRs would be **slight**.

Effect on Visual Resources

6.2.4 From this VP, the Proposed Development would be mostly screened off by the existing vegetation surrounding the graves near Pang Ka Tsuen. The Proposed Development would also blend with well with the townscape view comprising of existing low-rise suburban settlements. The impact of the Proposed Development on the visual resources of the surrounding area is therefore negligible.

6.4 VP3 – Sitting facilities near Shek Kong Vegetable Marketing Co-operative Society *(Figure 6.3 refers)*

Visual Composition

6.4.1 As shown in **Figure 6.3**, the existing visual composition at VP3 comprises of the existing vegetation and low-rise domestic settlements along the edge of Wang Toi Shan Tsoi Yuen Tsuen (North), structures in the Shek Kong Barracks and domestic developments and tree plantings along Kam Tin River. When viewing from the sitting facilities at this VP, there is a slight glimpse of the upper portions of the Proposed Development. The majority of the Proposed Development will be screened off by the existing vegetation and the low-rise domestic settlements in the foreground. Hence, the Proposed Development will only result in slight change to the overall visual composition to this VP.

Visual Obstruction

6.4.2 From this VP, the existing view is dominated by existing vegetation along the edge of the Wang Toi Shan Tsoi Yuen Tsuen (North) and Kam Tin River as well the adjacent low-rise domestic settlements, which are the prominent visual resources at this VP. As shown in **Figure 6.3**, only the upper portion of some the proposed residential towers would be visible. The visual impact of the Proposed Development on the existing skyline and visual openness of VP3 is slightly adverse.

Effect on Public Viewers

6.4.3 As the VSRs at VP3 are mainly the users of the sitting facilities engaging in passive recreation activities and the pedestrians and drivers traveling along the junction of Kam Tin Road and Wang Toi Shan Shan Tsuen Road, their visual sensitivity will be medium to high. It is illustrated in **Figure 6.3** that a major portion of the Proposed Development, with a viewing distance of about 450m from the VP, will be screened off by the existing trees along the edge of the Wang Toi Shan Tsoi Yuen Tsuen (North). The Proposed Development would blend in well with the surrounding existing rural townscape although the highest floors above the trees in the foreground would be seen and minor loss of open skyview in some degree is resulted in. Hence, the effect of the Proposed Development on the visual changes from the VSRs would be **slight**.

Effect on Visual Resources

6.4.4 The visual resources such as skyline and mountain backdrop will not be affected by the Proposed Development. The impact of the Proposed Development on the condition, quality and character of the visual resources in the surrounding rural area at this VP is therefore negligible.

7. CONCLUSION

7.1 Based on the appraisal on visual impact relating to visual composition, visual obstruction, effect on public viewers and effect on visual resources, **Table 7.1** below presents the overall visual impact associated with the Proposed Development to the identified VSRs represented in each VP. The visual impact associated with the Proposed Development is considered negligible (at VP 4) to slightly adverse (at VPs 1, 2, 3 and 5).

Table 7.1 Summary of Assessment of Visual Impact at the Viewpoints

Viewpoint	Location	Visual Impact due to Proposed Developments
Local Viewpoints		
VP1	Road leading to Seasons Monarch and Pang Ka Tsuen	Slightly Adverse
VP2	Bus Stop at Kam Tin Road	Slightly Adverse
VP3	Sitting facilities near Shek Kong Vegetable Marketing Co-operative Society	Slightly Adverse
VP4	Footbridge across Kam Tin River	Negligible
Distant Viewpoint		
VP5	Hiking Trail towards Kai Kung Leng at Lam Tsuen Country Park	Slightly Adverse

7.2 The Proposed Development comprises 6 nos. of residential towers with 6 storeys and 2 nos. of 1-storey structures (residential clubhouse and sewage treatment plant) at site formation levels of about +10.4mPD. Under the Indicative MLP, the proposed BH is about 28.9mPD. In the future, the Proposed Development will be located at proximity to the cluster of planned developments in Kam Tin South comprising high-rise developments at KSRS (with maximum building height of +69mpD) and PHMC (with maximum building height of +109mPD), and the public housing developments at Site nos. 1, 4a, and 6 (with maximum building height of +69mPD) identified in the LUR.

7.3 As shown in the photomontages in **Figure 6.4**, the Proposed Development would incur negligible visual impact at VP4 (with viewing distances of about 190m from the Site) as it would be completely/ mostly screened off by the existing developments and vegetation in the vicinity. Thus, no adverse visual impact at VP4 is anticipated.

7.4 The Proposed Development would result in slightly adverse impact respectively at the four remaining VPs (i.e. VP1, VP2, VP3 and VP5).

7.5 At VP1, major portions of the Proposed Development would be screened off by the existing vegetation surrounding the graves near Pang Ka Tsuen, with only the upper storeys of two blocks (T1 and T2) seen thus resulting in slightly adverse visual impact to the view of the existing open skyline and green backdrop at Lam Tsuen Country Park. The adoption of natural color tone in building façade would ease the visual impact due to the building bulk.

7.6 The Proposed Development would inevitably become a key visual component at VP2 with a viewing distance of just about 165m from the southwest of Site 1 (**Figure 6.2** refers). While there would be slight visual obstruction to the existing sky view at VP2, the middle and lower portions of the Proposed Development will be screened off by the existing trees along the Kam Tin Road. The Proposed Development with main roof level at 28.9mPD is seen to be at comparable height with the large tree in the foreground. In addition, the carefully thought-out building design of the Proposed Development in terms of variation in building height as well as setback from Kam Tin Road would provide further visual relief. The adoption of natural color tone in building façade would also ease the visual impact due to the building bulk.

7.7 At VP3, the view to the major portion of the Proposed Development will be filtered by the existing vegetation and the low-rise domestic settlements at Wang Toi Shan Tsoi Yuen Tsuen (North). Resulting in minor loss of open skyview in some degree and only the highest floors being seen from this VP, the associated visual impact at this VP is considered slightly adverse. The adoption of natural color tone in building façade would ease the visual impact due to the building bulk.

7.8 With a viewing distance of about 1.28km from the Proposed Development at VP5 (**Figure 6.5** refers), the Proposed Development would be visible in the suburban context, yet at a relatively less prominent scale as compared with the soon-to-be-completed development at KSRS, as well as other planned developments around KSRS in the long term, which will gradually transform Kam Tin area from a rural to a suburban township. Upon the completion of the adjacent high-rise developments, the Proposed Development will not bring substantial change to the visual character and composition of the area when viewing from the distant VP (i.e. VP5).

7.9 In view of the above, with the provision of various sensible design measures including suitably spaced building layout and setback, it is considered that the Proposed Development with BHR of 6 storeys (at about 28.9mPD) at the Development Site (Site 1) is acceptable in visual terms.

- End -