Annex B
Replacement Pages of
Air Quality Impact Assessment

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, is an access road leading to Kam Tin Road from Season Villas. As advised by the Traffic Consultant (CTA Consultants Ltd.), the Avenue De Versailles connects to Season Villas only, according to Volume 2 Chapter 3.2 of Transport Planning and Design Manual (TPDM) published by TD, it is regarded as a feeder road. Additionally, the peak traffic flows of Season Villas are only 35 veh/hr and 30 veh/hr for AM and PM peak respectively.

7.2 There is no recommended buffer distance for rural road and feeder road in HKPSG. Nevertheless, buffer distance of 5m has been adopted for the rural road and feeder road.

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)	Feeder 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 of 5m is adopted.

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

[3] As advised by the Traffic Consultant, the Avenue De Versailles connects to Season Villas only, according to Volume 2 Chapter 3.2 of TPDM published by TD, it is regarded as a feeder road, buffer distance of 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.